

Preparing for the Future in Troup County, Georgia

● Assessment Report 2008



Quality Growth Audit



Center for Quality Growth and Regional Development

PREPARING FOR THE FUTURE IN TROUP COUNTY, GEORGIA

Quality Growth Audit

Produced for

Troup County and the Cities of LaGrange, West Point, and Hogansville

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ABOUT THIS REPORT

In June 2007, leaders in Troup County and the cities of LaGrange, West Point, and Hogansville kicked off a two-year strategic planning initiative to create a framework for sustainable development. The goal of the effort is to develop innovative strategies for promoting quality growth, fostering healthy economic development, enhancing the quality of life of residents, and protecting Troup County's natural environment, sense of place, and community. Troup County leadership wants to preserve and enhance places for area residents and businesses by proactively, progressively and fairly directing the community's growth and development to shape its future.

Georgia Tech—through its Enterprise Innovation Institute and Center for Quality Growth and Regional Development—conducted research, assessments, and strategy development in support of this initiative. This report is one in a series of reports entitled *Preparing for the Future in Troup County, Georgia* produced by Georgia Tech.

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EXECUTIVE SUMMARY

The evolution of a county and its cities is a reflection of the policies, regulations and priorities embraced by their residents and leadership. They are articulated in zoning and subdivision ordinances, plans and practices. In recognition of the incremental effects of such elements on Troup County, GA and the Cities of Hogansville, LaGrange, and West Point the *Preparing for Future of Troup County, Georgia and Its Cities* process has included a *Quality Growth Audit*. The primary purpose of the audit is to provide an assessment of the community's current policy and regulatory effects on future growth and development in the incorporated and unincorporated areas of Troup County.

The *Quality Growth Audit* evaluates existing plans, policies, and practices based on the community's vision for the future and accepted principles of quality growth. Troup County's vision, as represented by its plans, prior visioning efforts and community involvement during the strategic planning process, is of a community with well-managed growth, a sense of community, prosperity for all residents and a sustainable future.

By applying the audit tool, it is possible to identify areas in which Troup County and the cities promote a sustainable and livable development sequence and those areas that need improvement. The results of the audit, in conjunction with other recommendations from the strategic plan, can be used by local decision makers to explore changes in policies, practices, and regulations.

This report represents the first stage in a two-part process. This first stage involves a non-biased and evidence-based review of existing documents and practices. The second stage requires county and city officials and staff to review the results of stage one and implement changes based on community priorities and available resources.

Recommendations

The audit is divided into five categories, including land use, environment and natural resources, housing, transportation, and community design. Through this process, several key recommendations emerged.

❶ Good Planning Means Staying Abreast of Existing and Future Conditions

Troup County and the cities will experience significant employment and residential growth in the next 25 years, unlike the population and job trends of the past 20 years. While community stakeholders and leaders alike welcome this growth, they have also expressed a strong desire to maintain the high quality of life and "small town" character of the area. To achieve this vision, the county and cities must continue to track and adapt to population growth. Troup County and the cities should take an adaptive planning approach to accurately predict and respond to changing needs and conditions.

② Compact Quality Development Connected by Green Ribbons

There is a substantial amount of undeveloped land throughout Troup County that is relatively suitable for urbanization, yet community stakeholders and elected officials have expressed a vision to concentrate future development in and around the cities to take advantage of available infrastructure and prevent sprawling development and its associated ills. To address the situation, Troup County and the cities should consider officially adopting a vision and supporting policies to direct new development to areas in and adjacent to the cities where existing or planned infrastructure capacity is available.

Troup County also has unique assets associated with West Point Lake and the several riparian corridors that create a network throughout the county and connect to the surrounding region. These areas are especially sensitive to increased urbanization, but they are also attractive amenities that provide a unique identify for the communities. These “green ribbons” can be used to: (1) protect environmentally sensitive areas, (2) provide recreational opportunities, (3) offer alternative transportation solutions, (4) define urban and rural areas, and (5) preserve community identity. In particular the ribbons can create links between the three downtowns and West Point Lake and the Chattahoochee River, which offer excellent opportunities for entertainment and recreation, but are often only connected by auto-oriented networks.

③ Housing for Health and Quality of Life

The home is one of the most important settings to shape quality of life and health. People not only spend a large portion of their day in their homes, but the location of a home also shapes the context by which people pursue their livelihoods and fulfillment. The home can determine where we shop, go to school, play, and work. It provides basic shelter, but it can also influence who our friends are and the opportunities we have to be an active part of a community. Housing can influence access to healthy foods, health care, and other important services. Troup County can address several aspects of housing—the remediation of substandard housing, the provision of affordable and appropriate housing, and the overarching goal of healthy housing. Healthy housing is the convergence of three elements of the physical environment: a healthy housing unit, a healthy neighborhood, and a healthy region.

④ Codifying and Incentivizing Sustainable Development Practices

Many community stakeholders expressed a desire for environmental stewardship that balances economic and social factors through a sustainable development approach. To achieve this vision, Troup County and the cities should consider a multi-faceted approach to sustainable development across all development types. Sustainable development is about protecting the natural environment while supporting the social and economic conditions in Troup County. For example, many efforts to protect the natural environment (e.g. energy efficient building practices and appliances or compact land development practices) have associated positive economic (e.g. lower operating and development costs) and social (e.g. improved indoor air quality for better health and a more walkable and socially connected community) impacts.

⑤ Harmonizing Land Use, Transportation, and Urban Design

Corridors and interchanges serve as the gateways to Troup County and the cities. As such, it is important to consider the whole picture that includes sidewalks, streetscapes, surrounding land uses, buildings, parking lots, landscaping, views, and natural features. A holistic view necessitates the integration of planning and management for land use, transportation, and urban design through corridor and interchange management plans.

Troup County and the cities should explore mechanisms and tools to ensure desirable corridor development. The establishment of land use and transportation policies that elevate design standards, manage traffic flows, and increase opportunities for alternative modes of travel are important. Several key transportation corridors and nodes (many of which are largely commercial in character) serve as gateways to Troup County and the cities. In many instances the corridors suffer from inconsistent development patterns and substandard materials and design. Due to the anticipated residential development throughout the county, these corridors are likely to attract new and unprecedented commercial development, and in some cases redevelopment, which can serve as a catalyst to create a more attractive and function corridor.

⑥ Maintaining Integrity and Quality of Place

The cities have maintained much of their historic development patterns, which are relatively compact and connected grids with density and the intensity of uses diminishing in a radial fashion from the central business districts. Each downtown has a distinct and charming personality and many of the historic neighborhoods are characterized by a comfortable diversity of architectural styles and some variation in home size and type. Such development is the inspiration for the New Urbanist (or neotraditional) movement, which embraces the concept that well-connected places where walking and public space allow for causal interaction create an authentic and sustainable sense of community. Troup County should continue to support existing older neighborhoods and explore using historically successful patterns of development to inform policies for future development, especially infill development and the potential for greater mixed-use development within these neighborhoods.

Furthermore, Troup County and cities' existing industrial and job centers are well served by transportation systems and land that are available and suitable for industrial development. New development has the potential to encroach on industrial areas and may create land use and transportation conflicts that reduce efficiency and create safety issues. Troup County's ability to ensure efficient transportation flows around industrial districts will be challenged by the significant ongoing and anticipated industrial growth. Therefore, Troup County and the cities should establish a long-range vision for industrial development and establish policies that maintain the integrity of important infrastructure and suitable land.

The complete report identifies specific regulations and practices that influence sustainable and quality development in Troup County and Its Cities and provides detailed and tailored recommendations to achieve the community's vision for the future.

INTRODUCTION

To explore how best to leverage the growth coming to West Georgia, leaders from Troup County and the Cities of Hogansville, LaGrange and West Point have undertaken a two-year planning initiative designed to set the course for a sustainable future. The goal of the effort is to identify innovative strategies for promoting quality growth, fostering healthy economic development, enhancing the quality of life and protecting Troup County's sense of place and community.

The communities of Troup County are developing strategies to help shape the future and further enhance the community's great places for area residents and businesses. These strategies will be designed in accordance with Troup's community vision and will be implemented over the next five years. The Georgia Institute of Technology will assist the County and Cities in this effort.

This effort is shaped by the social, economic, and environmental issues and goals of the County and Cities. As the interviews with community stakeholders illustrated, many residents and business owners identified strengths, weaknesses, and opportunities in these areas:

- **Social Issues** include housing, education, and overall quality-of-life factors. Stakeholders indicated a desire to provide adequate affordable housing and a good education system, preserve the "small town" atmosphere, and meet all citizens' needs.
- **Economic Issues** are focused on diversification, high-quality job growth, improving the tax base and infrastructure, and enhancing the success of local businesses.
- **Environmental Issues** address the need to prevent development that would damage the environment and an overarching goal to protect water and air quality.

These issues often overlap; for example, high-quality education is important socially (providing education access and opportunity to all residents) and economically (creating a skilled workforce for businesses), whereas appropriate land development patterns are vital to the County's environmental (protection of sensitive areas), social (limiting traffic congestion, providing access to services and parks, creating safe neighborhoods), and economic (securing appropriate land for business uses) success.

These three tenets of sustainable quality growth are not without conflict.¹ For example, the addition of the automotive manufacturing industry will enhance the tax base and support overall economic growth in Troup County, but it may also result in increased traffic congestion, which could reduce the existing residents' quality of life. To address these types of challenges, the plans and actions related to the future of the County and Cities must balance the social, economic, and environmental issues and identify strategies to mitigate



¹ Campbell, Scott. *Green Cities, Growing Cities, Just Cities?: Urban planning and the contradictions of sustainable development*. APA. JAPA; Summer 1996; 62, 3; pp. 296-312

negative consequences. This requires collaboration among the jurisdictions, between the departments within each jurisdiction, and with local institutions and nonprofit organizations.

This report provides an assessment of the existing and proposed plans and regulations of Troup County and the Cities of Hogansville, LaGrange, and West Point.

The report includes three sections:

- **Quality Growth Audit:** This tool is used to assess Troup County's and Hogansville's, LaGrange's, and West Point's existing plans and development regulations to identify potential impediments to quality growth and economic development.
- **Critical Issues and Recommendations:** The most pertinent issues unveiled in the audit are discussed in detail, and specific recommendations and action items are provided.
- **Gallery of Best Practices:** The report concludes with photographs illustrating the various concepts and design elements identified in the audit.
- **Resource Documents:** A list of reports, guides, books, and Web site that provide detailed information and model codes related to the topics addressed in the audit.

This report is part of the *Preparing for Future of Troup County, Georgia* initiative, which includes a series of assessments on economic development and quality growth that will lead to a strategic plan for Troup County and the cities.

PURPOSE OF THE AUDIT

Quality growth is a community-specific vision for creating more livable and sustainable communities with an identifiable “sense of place.” It takes a holistic approach to growth, recognizing in part that land use, housing, environmental protection, transportation, and community design interact and shape the character and structure of a community. A connected transportation network improves access and thus encourages land development while also providing mobility. Land development patterns can encourage the use of alternative travel modes as a result of lot coverage, density, design, accessibility, zoning and other regulations. Quality growth involves the integration of land use and infrastructure in decision-making so that they grow concurrently to maintain a high quality of life.

The specific role of the quality growth audit is to provide an effective and comprehensive way to assess the community’s current policy and regulatory effects on land development practices that influence environmental quality and the welfare of residents, businesses and visitors. The *Quality Growth Audit* for Troup County and the cities evaluates existing plans, policies, and practices against the accepted principles of Quality Growth, Sustainable Development, Context Sensitive Solutions, and Universal Design. The audit involves a review of recent visioning exercises and working with stakeholders to define quality growth; developing a series of questions for the evaluation of existing plans, policies, regulations, and practices; and identifying and prioritizing recommended changes and actions based on the findings of the audit.

The *Quality Growth Audit* is a tool for identifying areas in which Troup County and the cities promote a sustainable and livable development sequence and those areas that need improvement. The results of the audit, in conjunction with other assessments and recommendations that will emerge from the *Preparing for the Future of Troup County, Georgia: Strategic Plan*, can be used by local decision makers to explore changes in policies, practices, and regulations.

VISION AND GOALS

The *Quality Growth Audit* is designed specifically for Troup County and the Cities of LaGrange, West Point, and Hogansville. It has been customized to address the unique vision and goals of this community, which are based on interviews of more than 150 community stakeholders and the involvement of the Leadership Team.²

The following vision was adopted by the Leadership Team in November 2007:

The Troup County Region wishes to work jointly and in a coordinated way in fostering balanced and healthy economic, environmental, and social development for all citizens, businesses, and institutions.

The following themes arose from the stakeholder interviews:

1. **The WELL PLANNED Community:** Carefully, deliberately and strategically planning for the future; determining where growth and development should go and then allocating resources and available infrastructure to support it.
2. **The PROSPEROUS Community:** Raising the standard and quality of living for citizens through higher performance economic development that provides a diverse mixture of opportunities.
3. **The QUALITY GOVERNANCE Community:** Working progressively in a collaborative fashion with other governments; fostering greater opportunities for citizen engagement; and making forward-thinking decisions based on the collective view of the constituency.
4. **The KNOWLEDGE-DRIVEN Community:** Providing the opportunity for an excellent and competitive education for all ages; fostering an excitement about lifelong learning that will motivate young people to stay in school.
5. **The ENVIRONMENTAL STEWARD Community:** Preserving green space and the natural environs; protecting natural resources (e.g., West Point Lake); promoting clean development.
6. **The GOOD HABITAT Community:** Facilitating a greater degree of housing choice; increasing the availability of quality housing that is affordable and safe; emphasizing “neighborhood” development; and fostering the availability of comfortable living.
7. **The NAVIGABLE Community:** Fostering the ease of mobility throughout the community; gearing transportation infrastructure according to future growth plans; providing alternative and viable solutions beyond the automobile.
8. **The ATTRACTIVE Community:** Fostering appealing gateways into the community; retaining the “small town” charm; encouraging aesthetically pleasing development; promoting ongoing beautification.
9. **The NEIGHBORLY Community:** Meeting the individual needs (e.g., housing, health care, jobs) of all citizens; promoting a friendly environment to existing and new community members of diverse socioeconomic backgrounds and cultures; fostering a strong, cohesive sense of community.
10. **The ENTERTAINING Community:** Providing a diverse menu of recreational, cultural, dining, shopping, and other amenities for families and residents of all ages.

² See Preparing for the Future in Troup County, GA: Views from Community Stakeholders.

These themes are used to create the *Quality Growth Audit*, which is designed to assess how well community plans and regulations promote the vision for the future.

METHODOLOGY

The *Quality Growth Audit* is structured to assess the County and its incorporated cities' existing plans, policies, codes, and practices, and to identify the potential barriers, both to an efficient and equitable community growth and development strategy and to achieving the vision developed by the community.

This report represents the first stage in a two-part process. The first stage involves a non-biased and evidence-based review of existing documents and practices, while the second stage requires County and City officials and staff to review the results of the first stage and implement changes based on community priorities and available resources. Furthermore, the audit is a cyclical process that should be repeated when significant changes in vision or conditions warrant a review.

The audit involves the following steps:

Stage 1:

1. **Define "Quality Growth"** through the community's expressed vision and goals and planning literature, as it pertains to community growth and development. For the *Quality Growth Audit* the quality growth is defined through community outreach methods and an inventory of existing plans. Based on these plans and recent community involvement, quality growth in relation to community growth and development for Troup County and its incorporated cities centers on *fiscally responsible growth that promotes community, equity, economic development, environmental preservation, and a high quality of life for Troup County residents, businesses and institutions.*
2. **Develop Questions** that determine the effect of current policies and design standards on the residents of Troup County and its incorporated cities of Hogansville, LaGrange, and West Point. For the *Troup County Quality Growth Audit*, 36 questions were drafted to address:
 - Land Use
 - Environmental and Natural Resources
 - Housing
 - Transportation
 - Community Design
3. **Identify documents to be audited.** For the *Troup County Quality Growth Audit*, the following documents were identified as the primary mechanism that shape land use and community growth and development decisions:
 - *Troup County Code of Ordinances*, zoning and subdivision ordinances
 - *Troup County Draft Comprehensive Plan*
 - *Troup County Multimodal Transportation Study*
 - *City of Hogansville Code of Ordinances*, zoning and subdivision ordinances
 - *City of Hogansville Comprehensive Plan*
 - *City of LaGrange Code of Ordinances*, zoning and subdivision ordinances
 - *City of LaGrange Comprehensive Master Plan*
 - *City of West Point Code of Ordinances*, zoning and subdivision ordinances
 - *City of West Point Comprehensive Plan*

4. **Conduct the audit.** Each question is linked to one or more of the documents to be audited. The audit includes commentary regarding each question's relevance to quality growth and recommendations and strategies for amending the County's and Cities' codes and policies. For several questions, additional resources are identified that provide additional information about that issue.

Stage 2:

5. **Implement changes to plans, policies, and regulations.** The audit provides *recommended* courses of action, but it is at the discretion of local policymakers to pursue initiatives that best achieve the quality growth goals articulated by the community. Troup County staff and officials, along with staff and officials from each of the incorporated cities, need to consider community priorities and resources to determine how best to address the recommendations contained in this report.
6. **Periodically repeat the quality growth audit process** to account for changing conditions and to recognize quality growth achievements within the area.

This report is intended to be used as a reference document during Stage 2.

THE QUALITY GROWTH AUDIT

The following questions have been developed to identify potential barriers to achieving a cohesive community growth and development vision for Troup County and its incorporated cities. They address the categories of:

- Land Use
- Environment & Natural Resources
- Housing
- Transportation
- Community Design

For each question, commentary as a rationale for addressing the issue is provided and the documents being audited are identified. The following symbols illustrate whether the document supports the vision or creates obstacles to its implementation:

- indicates the document **supports** the quality growth therefore no action is recommended;
- ◆ Indicates the document **does not fully support** quality growth and review and possible amendments are recommended; and
- NA Indicates the question is not relevant.

In addition, explanations are provided of the results of the document review with recommendations, and if appropriate, additional resources are identified that provide examples of successful approaches. In some cases the concepts and recommendations suggested are better illustrated visually. In those instances a  will appear. This indicates that additional information and images are provided in the gallery to address this subject.

LAND USE

1. Question:	Are population and employment projections realistic in terms of regional and state projections and existing conditions?							
Source Document(s):	Comprehensive Plans							
Audit:	The currently adopted comprehensive plans for all communities do not reflect the most recent developments in the area, most notably the introduction of KIA Motors. The Troup County Comprehensive Plan that is currently being developed is using population and employment projections developed during the <i>Preparing for the Future of Troup County, Georgia</i> strategic planning initiative. The Cities are either beginning the comprehensive planning process or will be soon, and will use updated population and employment data for future projections.							
Remarks:	<p>With the introduction of a large, new industry in Troup County and the overall population growth in the southeastern United States, future population and employment growth is likely to divert significantly from the area's somewhat stagnant historic pattern. Given the potentially volatile nature of population trends in the County and Cities, an annual reassessment of population projections is necessary to ensure that planning efforts are appropriate for future growth. Such reassessments should be multi-sectoral, meaning that cities, utility operators, schools, fire and police, parks and recreation, health and social service providers, transportation planners and others should participate in the reassessment so that services delivery strategies county-wide can be adapted to changing conditions.</p> <p>While market forces and migration patterns are the primary drivers of population growth, local governments can use policy levers to manage and direct this growth. Local jurisdictions should seek to arrive at consensus on a manageable rate of population growth to ensure that service and infrastructure provision can take place concurrent with population growth. For example, land use policies offering conditions that developers will find more favorable than conditions in nearby counties and cities can act to accelerate population growth. Likewise, local economic development strategies and incentives can make Troup and its Cities more appealing than surrounding areas. Land use and economic development policies should reflect the County and Cities' vision for the future by appropriately managing rates of growth.</p>							
Recommendation(s):	<ul style="list-style-type: none"> ▪ Use the population and employment projections that were generated for the strategic planning process as the baseline for population growth rates. Each jurisdiction and stakeholder should amend local land use and economic development policies to reflect the new projections. ▪ Establish a county-wide and multi-sectoral process for annual population and employment projection reassessments. 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

2. Question:	Are housing unit projections based on a housing needs assessment?							
Source Document(s):	Comprehensive Plans							
Audit:	<p>Troup County: The 2008 draft comprehensive plan begins to address future housing needs, but the planned housing needs assessment (expected to be conducted in mid to late 2008) should examine housing type and location in comparison to population characteristics and preferences, with special attention paid to the housing needs of older adults, people with disabilities, and low-income households.</p> <p>Hogansville: The comprehensive plan provides a projection of housing units based on 2020 population projections (the high end of the range) and 2000 census data.</p> <p>LaGrange: The 2004 plan includes a quantitative housing needs assessment based on population projections. Housing units are not categorized by type.</p> <p>West Point: The plan, which was completed in 1993 and does not reflect current trends, addresses the historically declining population and hence minimal need for additional housing (Sec. III). The City is currently drafting a new comprehensive plan.</p>							
Remarks:	<p>The supply of housing must take into account the magnitude and characteristics (demographic changes) of population growth to supply the appropriate amount and types of housing to meet community needs. Inventories, which are updated routinely, to track the amount and quality of different housing types should be compared to population projections.</p> <p>Population projections done as part of the Strategic Planning process show that the county's population is following national aging trends. Such changes in population characteristics require new considerations to meet housing needs, including smaller lots and houses and community design that supports different modes of travel—walking, biking, and transit.</p> <p>Furthermore, all jurisdictions appear to have a problem with substandard housing</p>							
Recommendation(s):	<p>Housing needs assessments should be completed as part of the comprehensive planning process. Projections of housing need should utilize anticipated employment opportunities in order to match the price-point of new households with available or new housing stock.³ Housing needs should be assessed according to:</p> <ul style="list-style-type: none"> ▪ Adequacy (substandard housing effectively reduces the availability of adequate housing, see question 22) ▪ Affordability (for all income groups based on a maximum expenditure of 30 percent household income for housing); and ▪ Availability (considering housing supply and vacancy rates for single-family, multi-family and rental housing, and future demographic changes, like an anticipated increase residents over the age of 65). <p>These principles are explained in more detail in the American Association of Housing Educators' <i>Developing Community Housing Needs Assessments and Strategies: A Self-help Guidebook for Nonmetropolitan Communities</i>.⁴ Oakland County, Michigan's housing needs assessment offers a good model for considering affordability for all income groups.⁵</p>							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

³ See Preparing for the Future in Troup County, Georgia: Business Development Assessment.

⁴ Available at <http://www.extension.iastate.edu/housing/media/pdf/aahe-guidebook.pdf>

⁵ Available at http://www.oakgov.com/chi/info_pub/needs_assessment.html

3. Question:	Is the amount of future residential land use shown on the land use map based on calculations of the number of acres needed for each type of residential land use category and prevailing/planned densities, based on reasonable projections of housing units by type?							
Source Document(s):	Comprehensive Plans							
Audit:	<p>Troup County: The draft character map (2008) shows the vision of future land use, especially residential, in Troup County, but is not explicitly tied to population projections or quantified housing needs.</p> <p>Hogansville: Future residential land use plans are based on existing land use patterns as well as anticipated development and are shown in the future land use map. No explicit calculations based on acreage needed were found in the plan.</p> <p>LaGrange: The 2004 plan identifies the future residential land use needs based on anticipated housing unit needs to meet population projections.</p> <p>West Point: At the time of the 1993 comprehensive plan West Point had an oversupply of housing. Because conditions have changed dramatically, it will be important to develop an updated land use plan that addresses the increase in housing needs.</p>							
Remarks:	<p>Based on the inventory that was addressed in question 2, future land use maps should be explicitly related to future housing needs by types and acceptable density. A plan that provides excessive residential acreage promotes premature consumption of land and scattered development patterns, which can increase the cost of infrastructure and service provision.</p> <p>This can be expressed in this simple calculation:</p> <ul style="list-style-type: none"> ▪ Projected 2030 population / household size = housing units needed ▪ Housing units needed - Existing housing units = new housing units needed + up to 15 percent (to take into account natural vacancy rates and to provide a cushion) ▪ New housing units needed – housing units currently permitted but not yet built = adjusted housing units needed ▪ Adjusted housing units needed – (acres of available infill development x accepted residential density) = new housing units in greenfields ▪ New housing units in greenfields / accepted residential density = acres of greenfield residential development in the future land use plan 							
Recommendation(s):	The future land use plans and character area maps should reflect the projections of land needed for residential uses based on a housing needs assessment. Therefore, the comprehensive planning process that is or will be taking place in each local government should include prevailing and planned residential densities and desired growth patterns, to designate areas on the future land use map for housing units.							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

4. Question:	Does the land use analysis identify in quantitative terms what the potential is for infill development and are there policies that promote redevelopment where appropriate?
Source Document(s):	Comprehensive Plans
Audit:	<p>Troup County: The draft community assets report encourages infill development and refers to two residential areas that are prime for redevelopment, stating that the county “intends to designate these to areas as targets for redevelopment.”</p> <p>Hogansville: Residential goals in the future land use portion of the comprehensive plan call for “encouraging housing improvements in deteriorating neighborhoods, by providing for support services and facilities, and by protecting them from intrusion of incompatible land uses and from the adverse impacts if high traffic volumes.” The plan also calls for the development of infill policies to encourage development in existing city neighborhoods. The plan specifically mentions existing subdivisions between U.S. 29 and Mountville/Hogansville Road and along East Main Street and Blue Creek Road. Brownfields are not explicitly mentioned. However, there is a section in the future land use section on Industrial Development Goals that states the need to promote the reuse of unoccupied or unused industrial sites in their industrial recruiting efforts.</p> <p>LaGrange: The 2004 plan recommends infill development, but does not quantify the amount of potential infill development possible.</p> <p>West Point: The plan includes a recommendation to encourage infill development through zoning incentives (e.g. planned unit districts to provide greater flexibility), and financial incentives (e.g. bonds, capital improvements financed by the public sector, loans to developers, public purchase and land assembly, and tax increment financing).</p>
Remarks:	<p>Infill development can take place within existing urbanized areas where undeveloped sites, Brownfield sites (environmentally contaminated or perceived to be contaminated), or Greyfield sites (underutilized or outdated) are present. By identifying infill development potential, the County and Cities can reduce overall land consumption, remove blight, provide amenities for existing neighborhoods, and make use of existing infrastructure capacity found within already developed areas.</p>
Recommendation(s):	<ul style="list-style-type: none"> ▪ Conduct an inventory of vacant, Brownfield and Greyfield land in the existing cities and community centers to identify sites that are suitable for development and redevelopment. ▪ Working with land owners and surrounding residents and businesses, assign appropriate densities for infill development and determine how many housing units can locate there. ▪ For extensive vacant and underutilized areas, small area plans should be undertaken to create a long-term strategy for development. Small area plans are similar to the land use component of the Comprehensive Plan, but they include a more “fine-grain” mix of land uses and may call for specific design guidelines. ▪ In conjunction with stakeholders, identify the Brownfield and Greyfield sites with the greatest potential for redevelopment and the greatest community benefit. Develop small area plans for the priority sites that provide needed amenities, use existing infrastructure and complement community character. Make plans available to developers. If feasible and appropriate for the area, offer development incentives like

	density bonuses, discount fees and permit fast-tracking. <ul style="list-style-type: none"> ▪ If Brownfield sites are identified for redevelopment, the cities and/or county should consider the variety of funding strategies available to support cleanup and redevelopment.⁶ 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

5. Question:	Is nodal development (the concentration and mix of land uses in a community center, like a downtown or intersection/crossroads that connects several neighborhoods) encouraged by permitting the location of retail and service businesses, as well as greater residential densities (between 10 and 15 dwelling units per acre), in existing and emerging centers of the community?
Source Document(s):	Comprehensive Plans and Code of Ordinances
Audit:	<p>Troup County: The draft character area map and zoning ordinance call for nodal development, but at very low densities that reflect the unincorporated context. The currently adopted zoning ordinance allows for higher density development in the Residential Cluster Development District and the Mixed Use District. [NOTE: high density development is not generally desired in the unincorporated areas]</p> <p>Hogansville: The residential development goals mention the encouragement of “higher density housing types in central locations, along major access corridors, and in areas with adequate utility service in place to reduce public service costs.” However, the plan does not quantify densities. The plan suggests that commercial and service development should be located near the I-85 interchange and in the downtown corridor, and promotes the concept of “large lot” as opposed to piece meal commercial development. It further states that “concentrated commercial areas or ‘node’ commercial is preferable to strip commercial development” to help with the control of ingress, egress, and aesthetics. In the Code, the Commercial-Residential District was created to “provide a flexible and creative design and development of commercial and residential uses in the existing downtown historic area and new development in the city” (Sec. 102-351).</p> <p>LaGrange: The City of LaGrange code of ordinances provides for mixed-use development zones [Sec. 25-35-80. MXD Zone] that “establish procedures and standards for the implementation of comprehensively planned, multi-use projects.” This zoning ordinance supports the concept of nodal development that combines compatible retail and service businesses with residential development that is compatible with principles of traditional neighborhood development.</p> <p>West Point: The current plan does not explicitly reference the creation of nodal developments, but it does promote the mixed use character of the downtown and similar new development. The</p>

⁶ *Financing Brownfield Cleanup and Redevelopment*, Charles Bartsch, Northeast-Midwest Institute, <http://www.nemw.org/brownfin.htm>.

State of Georgia Tax Incentive for Brownfield Property Redevelopment, HB 531, http://www.legis.state.ga.us/legis/2003_04/search/hb531.htm.

Brownfield Economic Development Initiative, US Housing and Urban Development, <http://www.hud.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm>.

	zoning code provides for Mixed Use District (Sec. 9).							
Remarks:	<p>Nodal development designates areas within the community for greater intensity of development and a more diverse mix of land uses. For example, nodes can contain higher-density housing, retail and restaurants, offices, service businesses, and public buildings (courthouses, libraries, schools, etc.). The goal is to create walkable environments where many of the needs of residents and businesses are congregated in one area. Historically, downtowns developed in this pattern.</p> <p>The compact development patterns created by these nodes provide several benefits. First, compact development permits the conservation of land for open-space uses (farming and forestry). Second, it results in reduced infrastructure costs. For example, one study showed that a 12-unit-per-acre project averaged a per-unit capital cost (including streets, utilities, and schools) of \$27,500, whereas building at three-units-per-acre costs \$42,500 per unit in infrastructure.⁷ Third, it improves regional air quality by reducing vehicle travel and emissions.⁸</p>							
Recommendation(s):	<ul style="list-style-type: none"> ▪ The ongoing and upcoming comprehensive planning process being conducted by the local governments should identify key nodes throughout the incorporated and unincorporated county and include these nodes as a specific areas in the future land use plans and character area maps. ▪ For critical nodes (which may include areas that are prime for development or serve as important connections), Small area plans and overlay districts may be created for these places. Troup County is already using overlay districts to protect environmentally sensitive areas and to establish more stringent design guidelines for important corridors. Similarly, overlay districts can be used to create an additional layer of development controls for the designated area, and can increase density, allow for a mix of uses by right, and establish unique criteria for building setbacks, land coverage, parking, height restrictions, and other building orientation and design elements.⁹ 							
Action Needed:	Troup County	■	Hogansville	◆	LaGrange	■	West Point	◆

6. Question:	Does the future land use plan and existing zoning designate areas, where appropriate, for mixed-use development and for future commercial and industrial development?
Source Document(s):	Comprehensive Plans and Code of Ordinances
Audit:	<p>Troup County: The draft character area map shows Neighborhood Commercial nodes at several crossroads and a few corridor segments in the county. The draft zoning ordinance provides for Master Planned Districts, which allow for a variety of housing types and commercial and industrial uses (Article 6).</p> <p>Hogansville: The future land use plan does not include a mixed-use classification, but it does dedicate land for future industrial (along the railroad) and commercial (primarily at the Interstate 85 interchange) uses. The zoning ordinance includes a Commercial-Residential District that</p>

⁷ Brown, Walter. 2000. *Sustainable Design, Construction, and Land Development: Guidelines for the Southeast*. Southface Energy Institute and the U.S. Department of Energy.

⁸ Stone, Brian, Adam C. Mednick, Tracey Holloway, and Scott N. Spak. 2007. Is Compact Growth Good for Air Quality?. *Journal of the American Planning Association* 73(4). 404-418.

⁹ See the Street Typology, which is included in the *Transportation Assessment Report*, for more recommendations on transportation and land use design guidelines for nodes.

	<p>provides for limited retail and office uses in a residential area (Sec. 102-221).</p> <p>LaGrange: The Code provides for a Mixed-Use zoning category (Sec. 25-35-80. MXD Zone) for land areas that are a minimum size of 4 acres. These areas must be adjacent and accessible to existing and adequate roadways and other infrastructure. These areas are required to promote overall connectivity and increased circulation of pedestrians and vehicles within the City.</p> <p>West Point: The Code includes two districts, the Mixed Use District (Sec. 9) and the Central Business District (Sec. 11), for mixed use development. Additional commercial and industrial development is discussed in the plan.</p>								
<p>Remarks:</p>	<p>The proper siting of industrial, commercial, and mixed-use development is vital to the County's long-term economic development and quality of life. Most industrial uses will need careful siting that minimizes conflicts between freight and people movement and mitigates potential environmental impacts. Access to I-85 and the railroads are of great importance to industrial users. Relatively intense mixed use development (with some combination of retail, office, commercial, institutional and light industrial uses) benefits for a high degree of transportation connectivity and a multimodal environment, meaning that users can travel by car, walking, biking and public transportation.</p> <p>As the foundation for quality of life and economic development, the needs of future industrial and mixed use development should be protected and an appropriate vision should be developed. This process should be a collaborative one that involves the three cities and the county.</p>								
<p>Recommendation(s):</p>	<ul style="list-style-type: none"> ▪ Review and amend, through a public involvement process, future land use plans to designate areas for expanded industrial activities and new mixed use nodes. Preference should be given to opportunities for redevelopment or infill development to make use of existing infrastructure and to maintain a compact development footprint. ▪ Develop small area plans for key industrial and mixed use areas that are anticipated to be developed in the near future. Such plans can provide a more fine-grain strategy for design, connectivity, and environmental protection. ▪ Working with the development authorities and Chamber of Commerce, disseminate the industrial and mixed use plans to prospective developers. 								
<p>Action Needed:</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Troup County</td> <td style="width: 5%; text-align: center;">◆</td> <td style="width: 25%;">Hogansville</td> <td style="width: 5%; text-align: center;">◆</td> <td style="width: 25%;">LaGrange</td> <td style="width: 5%; text-align: center;">◆</td> <td style="width: 25%;">West Point</td> <td style="width: 5%; text-align: center;">◆</td> </tr> </table>	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆
Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆		

<p>7. Question:</p>	<p>Do land use regulations establish minimum (not just maximum) residential densities to promote the efficient use of lands designated for higher densities?</p>
<p>Source Document(s):</p>	<p>Code of Ordinances</p>
<p>Audit:</p>	<p>Troup County: Zoning does not set minimum dwelling units per acre.</p> <p>Hogansville: Zoning does not set minimum dwelling units per acre.</p> <p>LaGrange: Zoning does not set minimum dwelling units per acre.</p> <p>West Point: Zoning does not set minimum dwelling units per acre.</p>
<p>Remarks:</p>	<p>Residential density refers to the number of dwelling units per acre of land. For zoning purposes, it is often calculated as the net density per acre, which removes streets, drives, and parking areas from the calculations.</p>

	High-density residential areas are supported by significant public investment in schools, roads, and other infrastructure; therefore, lower-density uses in these areas mean that these investments are being underutilized. To protect the community's investment, zoning regulations should not only establish maximum densities, but minimum densities as well.							
Recommendation(s):	<ul style="list-style-type: none"> ▪ Through the comprehensive planning process, the community should identify areas to concentrate housing density. ▪ These areas should be zoned the highest-density residential classification, and the zoning ordinance language for that classification should be amended to include a minimum density. 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

8. Question:	Does the land use plan propose a sequential, phased pattern of future development in areas contiguous to developed areas, so that a compact urban or suburban form can be obtained?							
Source Document(s):	Comprehensive Plans							
Audit:	<p>Troup County: The draft character area map makes progress in protecting some undeveloped lands from premature development, but it shows large swaths of land open for low-density residential development around the Cities and the Lake.</p> <p>Hogansville: The future residential, commercial, and industrial development goals all call for the continuation of current patterns and for future development to occur in a contiguous fashion.</p> <p>LaGrange: The 2004 plan calls for new development in areas that provide sufficient local infrastructure, including local schools, sewer and transportation networks.</p> <p>West Point: Because the current plan does not reflect anticipated growth, and in fact was produced when little residential developed was anticipated in the future, it does not address the issue of a phased pattern of growth.</p>							
Remarks:	Sequential, phased growth implies two things—that new development is contiguous to currently developed areas and that the future development follows the phased provision of public infrastructure and services. Such phasing of development allows the County and Cities to provide infrastructure and services in a cost-effective manner, instead of creating leap-frog or scattered development patterns that require the extension of infrastructure and services through often undeveloped areas.							
Recommendation(s):	<ul style="list-style-type: none"> ▪ Use the future land use plan and map and/or a phased provision of water and sewer services to guide new development. Require that requests for zoning changes comply with these plans. ▪ Explore using a development scorecard system that awards more points to development proposals that are connected to existing development and well-served by existing infrastructure and services. 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

9. Question:	Does the Comprehensive Plan provide clear discussions of how water and sewer infrastructure policies are tied to the goals and objectives of the land use plan or transportation plan?							
Source Document(s):	Comprehensive Plans							
Audit:	<p>Troup County: The draft character area map and zoning ordinance outlines low-density and non-intensive development for areas not served by water and sewer and/or with limited transportation infrastructure. It also suggests the use of decentralized sewer systems in areas for residential clusters and multi-family residential districts.</p> <p>Hogansville: The plan does not explicitly address how water and sewer infrastructure policies are related to the land use plan. Instead, the plan is focused on needed maintenance of water and sewer infrastructure and capacity issues.</p> <p>LaGrange: See response to question 8. LaGrange also provides maps of sewer expansion and future developments.</p> <p>West Point: Although the plan does address the existing condition and projected needs of the water and sewer systems, it does not reference the use of such infrastructure to guide development. Instead, recommendations focus on maintenance and efficiency.</p>							
Remarks:	Water and wastewater master plans should be tailored not only to ensure that the existing system is maintained and functioning properly, but also to help direct growth to areas that have been designated by future land use plans. This comprehensive level of infrastructure planning will not only aid in controlling future growth patterns, it will also provide a more cost-efficient means of providing water and wastewater services. Public planning for water and wastewater should precede private development proposals and should be reflected in the future land use plans and maps.							
Recommendation(s):	<ul style="list-style-type: none"> ▪ The comprehensive plan should address maintenance of existing water and sewer infrastructure. ▪ It should also include plans for phased expansion of water and sewer infrastructure to <i>contiguous</i> locations. ▪ The land use plan should designate future development in locations with adequate water and sewer provision or in locations where expansion is planned. 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

10. Question:	Is much of the fringe land zoned exclusively agricultural (i.e., a holding category) or with a substantial minimum lot size that discourages single-family housing and preserves large sites for viable agricultural/forestry use?						
Source Document(s):	Comprehensive Plans and Zoning Ordinances						
Audit:	<p>Troup County: In the draft character area map and zoning ordinance portions of the north central, northwest and southeast areas of the county are classified as an Agricultural District with five acre minimum lots. An Estate District with two acre minimum lots wraps around portions of the three cities.</p> <p>Hogansville: not applicable</p> <p>LaGrange: not applicable</p>						

	West Point: not applicable							
Remarks:	<p>Agricultural, pasture and forest land provide economic, environmental and social benefits to the overall community. Their preservation maintains the rural character of the community, they can provide wildlife habitat and environmental functions, and they provide locally grown foods and other agricultural products.</p> <p>Furthermore, allowing residential development in such areas can create disconnected and more costly service areas and call for unplanned infrastructure provision. See the remarks in question 11 for an illustration of the public revenues and expenditures related to different types of development.</p>							
Recommendation(s):	<ul style="list-style-type: none"> ▪ After calculating future residential needs (see question 3) based on population projections and assigning new residential areas on the map in the Comprehensive Plan, the remaining land classified as Agriculture/Forestry/Mining/Rural should remain in this classification. ▪ Consider amending zoning language to include an Agricultural District with a minimum lot size of at least 10 acres (20 to 25 acres is more desirable), which is large enough to ensure that agricultural remains an economically competitive use of the land.¹⁰ 							
Action Needed:	Troup County	■	Hogansville	NA	LaGrange	NA	West Point	NA

11. Question:	Does the comprehensive plan consider the appropriateness of balancing jobs and housing, both qualitatively and quantitatively?							
Source Document(s):	Comprehensive Plans							
Audit:	<p>Troup County: The draft community assessment does not explicitly call for a balance of jobs and housing, although such measures are not as relevant to solely unincorporated areas.</p> <p>Hogansville: The plan primarily calls for residential development that would support the Atlanta metropolitan and LaGrange job centers. It does not explicitly discuss the concept of a jobs-housing balance.</p> <p>LaGrange: The 2004 plan does not specifically address jobs-housing balance.</p> <p>West Point: With the entry of KIA Motors and associated suppliers, the City is in a very different position than when the 1993 plan was created. A reassessment of housing needs is necessary to reflect recent and anticipated job growth.</p>							
Remarks:	<p>The goal of jobs-housing balance is to relate the number of jobs to the number of housing units. According to several studies, a desirable range is 1 to 1.5 jobs for every housing unit within a community. Furthermore, the concept of jobs-housing balance includes a qualitative aspect. Not only should there be a relationship between the number of jobs and the number of housing units, but the wages of those jobs should relate to the cost of the housing units.</p> <p>The purpose of a jobs-housing balance goal is to allow people to live and work in the same community, thereby decreasing commuting distances and reducing traffic congestion.</p> <p>Jobs-housing balance can also have fiscal implication for municipalities. Residential land uses tend to cost more to support than they typically provide in tax revenues. For example, a 2004</p>							

¹⁰ Georgia Department of Community Affairs Toolkit, http://www.dca.state.ga.us/intra_nonpub/Toolkit/Guides/AgZng.pdf.

	<p>fiscal impacts study that was completed for Hall County, Ga. found that for every \$1.00 of public expenditures to support residential development the County received only \$0.80 in revenue. The conclusion of this and other studies was that in many instances the net fiscal impact of residential development on a community is often negative.¹¹ A nationwide study of revenues and expenditures for residential, commercial/industrial, and farmland/open space land uses found:</p>														
	<table border="1"> <thead> <tr> <th></th> <th>Residential</th> <th>Commercial/ Industrial</th> <th>Farmland/Open Space</th> </tr> </thead> <tbody> <tr> <td>Median of Cost of Community Service Studies Nationally</td> <td>\$1.00 in revenue to \$1.16 in expenditures</td> <td>\$1.00 in revenue to \$0.27 in expenditures</td> <td>\$1.00 in revenue to \$0.36 in expenditures</td> </tr> </tbody> </table>								Residential	Commercial/ Industrial	Farmland/Open Space	Median of Cost of Community Service Studies Nationally	\$1.00 in revenue to \$1.16 in expenditures	\$1.00 in revenue to \$0.27 in expenditures	\$1.00 in revenue to \$0.36 in expenditures
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Median of Cost of Community Service Studies Nationally	\$1.00 in revenue to \$1.16 in expenditures	\$1.00 in revenue to \$0.27 in expenditures	\$1.00 in revenue to \$0.36 in expenditures												
<p>Source: <i>Cost of Community Service Study for Cecil County, MD</i>, by the American Farmland Trust, http://www.farmland.org/mid_atlantic/delmarva%20COCS%20Cecil%20County1-12-03.pdf</p> <p>Although types of industries and types of housing can significantly alter these numbers, it remains important to consider the implications of land use decisions from a fiscal perspective.</p> <p>It is also important to determine at what geographic scale the jobs-housing balance should be examined. A county-wide or multi-county is often used in non-metropolitan areas to determine jobs-housing balance.</p>															
Recommendation(s):	<ul style="list-style-type: none"> Future housing assessments should include an examination of wages to housing costs to ensure that the types of housing available or being constructed are viable options for people employed in Troup County.¹² Based on the results of the housing needs assessment, the Comprehensive Plans for the county and cities should also set an ideal ratio for the number of jobs to housing units in Troup County. 														
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆							

12. Question:	Do planned unit development (PUD) regulations provide for an appropriate mixture of housing and jobs, or do the PUD regulations result in predominantly single-family residential developments with no jobs or services nearby?
Source Document(s):	Code of Ordinances
Audit:	Troup County: The draft zoning ordinance provides for a Master Planned District to include a

¹¹ The following resources provide more information about the fiscal implications of land uses:

The American Farmland Trust: <http://www.farmland.org/>

The Local Government Fiscal Impacts of Hall County, GA: Revenue and Expenditures Streams by Land Use Category, by Jeffrey H. Dorfman, Ph.D. is available at: <http://www.hallcounty.org/files/pdfs/HallCountyCostofServiceStudy.pdf>

Cost of Community Service Study for Cecil County, MD by the American Farmland Trust is available at: http://www.farmland.org/mid_atlantic/delmarva%20COCS%20Cecil%20County1-12-03.pdf

¹² See the report entitled *A Spatial Strategy for Sustainability* for a more information on housing and wages.

Remarks:	<p>mix of housing types and commercial and industrial uses.</p> <p>Hogansville: Sec. 86-291 of the Code describes PUD's intent is to provide flexibility of design, housing type, and compatible land use, as well as preserve natural amenities. Furthermore, Sec. 8-299 discourages substantial retail development in predominantly residential developments.</p> <p>LaGrange: LaGrange does not have a PUD zone, but the Mixed Use District Zone (Sec. 25-35-80) does enable the development of residential areas mixed with retail, office, recreational, and institutional uses.</p> <p>West Point: The City's Planned Unit Development District is focused on residential development, both single-family and multi-family units (Zoning Ordinance, Section 8). The Mixed Use District does provide the flexibility to allow residential, commercial, and other non-residential uses.</p>							
Recommendation(s):	<p>Planned unit development often represents the largest scale residential development in the community. Without careful oversight, it can create isolated residential areas that are disconnected from jobs, services, public facilities, entertainment, and shopping. But well-conceived PUD provides an opportunity to create new and diverse neighborhoods providing a high quality of life for those in and around them. PUD regulations can also specify street design standards that improve internal and external connectivity and create a walkable community.</p> <ul style="list-style-type: none"> ▪ A development review scorecard  should be considered for use by local officials, community stakeholders, and developers to ensure that quality of life and infrastructure capacity are considered in assessing proposals for PUDs and other large-scale developments.¹³ ▪ A market study should be undertaken to ensure that a particular PUD can support viable retail uses. ▪ Local governments should consider setting affordable housing provision requirements for PUDS in each jurisdiction. Because community diversity has been discussed as a goal of Troup stakeholders, PUDS should require a mix of housing types (single-family, townhome, condominium, and apartment) and price points. ▪ Local governments should review PUD regulations to identify opportunities to use incentives, like density bonuses, for greenspace protection and design features.¹⁴ ▪ Local governments should collaborate with the schools system to determine when set asides for future schools are appropriate. 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	NA	West Point	◆

¹³ A variety of sample scorecards are available through EPA's Smart Growth initiative. <http://www.epa.gov/dced/scorecards/index.htm>

¹⁴ See Georgia Department of Community Affairs Model Code for Planned Unit Development at http://www.dca.state.ga.us/intra_nonpub/Toolkit/ModelOrdinances/AltZ/3_8.pdf.

ENVIRONMENT AND NATURAL RESOURCES

13. Question:	Do plans support a network of green/open spaces and recreation areas?							
Source Document(s):	Comprehensive Plans							
Audit:	<p>Troup County: The draft community assessment report frequently sites greenspace goals and requirements, but does not explicitly call for a network of greenspaces and recreation areas.</p> <p>Hogansville: The plan does not address in great depth recreation and open space preservation. Troup County has taken over the provision of parks and recreation for Hogansville. It should be noted that as of the 2002 plan, Hogansville had 11.2 park and recreation acres and a population of approximately 2,900. That represents just under four park acres per 1,000 residents. Many communities seek to provide approximately 10 acres of parks per 1,000 residents.</p> <p>LaGrange: The Comprehensive Master Plan (2004) calls for continuous pedestrian circulation in the central business district and a framework of open space with neighborhood parks connected with multi-use trails and bike paths.</p> <p>West Point: The plan includes a recommendation to explore using the Chattahoochee River corridor for hiking and biking trails. If realized, this could become an important part of a county-wide network of open spaces. Furthermore, as of the 1993 plan, West Point had approximately 45 park acres and a population of 3,500, which is over 12 park acres per 1,000 residents.</p>							
Remarks:	While separated areas of greenspace can facilitate natural environmental functions, community education, and recreation, the benefits of a connected system of greenspace are larger than the sum of its parts. The connection of open spaces and public destinations can create a green infrastructure network. This network can provide recreation opportunities and transportation options for residents by weaving together a diverse set of public spaces throughout the community. It also protects and improves the natural environment by linking critical ecosystem functions and habitats. A green infrastructure system is explored in greater detail in the report, <i>A Spatial Strategy for Sustainability</i> .							
Recommendation(s):	<p>A green infrastructure plan, developed either as part of the comprehensive planning process or through a separate process, should identify:</p> <ul style="list-style-type: none"> ▪ Community greenspace and recreational needs based on population growth and demographic trends. ▪ Feasible locations for additional park and recreation spaces (including pocket parks and public plazas).  ▪ Connectivity and access options (trails, bike paths, streets) for existing and proposed green space.¹⁵ 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

¹⁵ *A Spatial Strategy for Sustainability* contains a more detailed description of needs and steps in developing a green infrastructure plan.

14. Question:	Do land use regulations require developers to connect open spaces and greenways to existing destinations and open-space reservations where appropriate?							
Source Document(s):	Code of Ordinances							
Audit:	<p>Troup County: The zoning ordinances do not require open space preservation to connect to adjacent open space reservations or parks and recreation amenities. In particular, the Residential Cluster Development District requires amenities and a plan for natural preservation. The Mixed Use District requires a minimum green area of 40 percent of the total area shown for residential use.</p> <p>Hogansville: Sec. 102-324 of the Code requires not less than 40 percent of gross lot areas of a multifamily residential/townhome development as usable open space, but makes no reference to connecting to neighboring open spaces.</p> <p>LaGrange: The MXD zone [25-35-80] provides for the “development of comprehensive non-vehicular circulation networks, separated from vehicular roadways, which constitute a system of linkages among residential areas, open spaces, recreational areas, commercial and employment areas, and public facilities.”</p> <p>West Point: The Code has open space requirements for all zoning districts except the Mixed Use District (Sec. 16).</p>							
Remarks:	Private development can help create a network of open spaces and public destinations that established a green infrastructure network to benefit the natural environment and the community. Through a county-wide green infrastructure policy, developers can be directed to make sure that on-site open space is not simply undevelopable land, but serves the community by linking greenspaces.							
Recommendation(s):	<ul style="list-style-type: none"> ▪ Amend development regulations to require the connection of open spaces and greenways of new developments to adjacent open spaces and destinations. ▪ If a green infrastructure plan is developed for the county (see question 13), require developers to adhere to the plan and connect the network to greenway plans of surrounding counties (e.g. Coweta County’s greenway plan) and nearby destinations (e.g. Callaway Gardens). 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

15. Question:	Are there goals, policies, and procedures in place to protect natural resources (soil erosion, storm-water management, flood protection, wellhead protection, and water supply watershed protection)?							
Source Document(s):	Comprehensive Plan							
Audit:	<p>Troup County: The draft community assessment report addresses the preservation of rural agricultural lands and the examination of Leadership in Energy and Environmental Design (LEED) for new construction. It also recognizes that Troup County is also in compliance with all environmental criteria including groundwater recharge areas, wetlands, water supply watersheds and river corridor protection.</p> <p>Hogansville: The Comprehensive Plan describes existing natural environment conditions and development constraints. It also identifies past successes and failures at quality growth. The Plan recommends several strategies to protect natural and historic resources, but it does not</p>							

	<p>identify priority action or quantifiable targets and deadlines.</p> <p>LaGrange: The Code of Ordinances provides explicit requirements for pending development pertaining to flood protection [Chapter 25-25], stormwater management [Chapter 25-29], and erosion and sediment control [Chapter 25-30].</p> <p>West Point: The plan outlines many environmental issues—wetlands and river protection, groundwater recharge areas, flood hazard and storm water management—but is limited by available information about existing conditions. Recommendations focus on natural systems studies, keeping apprised of new information, adopting a river corridor protection plan, and development a checklist for development permits to advise applicants of environmental measures necessary for approval.</p>							
Remarks:	<p>Balancing land development and environmental protection is a difficult but important task for communities. This has become increasingly important as water resources become scarcer. Environmental studies that are currently in process are an important first step in understanding existing conditions, challenges, and opportunities. Once completed, the communities will need to review existing land development regulations in light of research findings. The Spatial Planning assessment that is being done as part of the <i>Preparing for the Future</i> initiative will also provide information on environmental issues and development patterns.</p>							
Recommendation(s):	<ul style="list-style-type: none"> ▪ Examine the results of the various environmental studies completed or currently being conducted on West Point Lake and other sources to identify key environmental issues, like water quality and quantity. For example, the suitability conducted as part of this study identifies land that is unsuitable for development due to natural environment and other conditions. Comprehensive plans should address the preservation of these areas. ▪ Clearly state overall goals of natural resources protection in all the local government comprehensive plans. ▪ Prioritize goals based on areas that are most vulnerable and areas with the greatest opportunity for conservation. ▪ Link strategies and recommendations to quantifiable targets, deadlines and responsible departments, board or commissions. For example, a goal could be established to protect a particular number of acres of critical land (wetland, riparian corridors, etc.) using a variety of strategies (e.g. fee simple acquisition, donations, land exchange, tax foreclosure, agency transfer, conservation easement, transfer or purchase or development rights). These lands could be used to form part of the green ribbons (infrastructure) plan. ▪ Review and amend codes to make them supportive of plan goals.¹⁶ 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

16. Question:	Are there guidelines for waterfront development?
Source Document(s):	Code of Ordinances
Audit:	Troup County: The zoning code includes the Watershed Protection and River Corridor Protection Districts to manage development along West Point Lake and the

¹⁶ The Association County Commissioners of Georgia's Water Resources Toolkit has various resources and best management practices, <http://www.georgiaplanning.com/watertoolkit/main.asp?PageID=6>.

	<p>Chattahoochee to promote natural resource protection.</p> <p>Hogansville: not applicable</p> <p>LaGrange: There are no specific requirements for waterfront development.</p> <p>West Point: The plan references the fact that waterfront areas are in the floodplain and are therefore not available for development.</p>							
Remarks:	<p>Waterfront areas provide four functions:</p> <ul style="list-style-type: none"> ▪ Natural – wetlands, wildlife habitats, sensitive ecosystems, water. ▪ Public – parks, piers, and waterways that offer open spaces and waterfront views. ▪ Working – clustering of water-dependent uses. ▪ Redeveloping – vacant and underutilized properties available for potential and beneficial change. 							
Recommendation(s):	<p>Categorize waterfront areas into these four functions. Develop a strategy and plan for each of these functions. This may include overlay districts with requirements specific to the function of that district. For example, mixed-residential and commercial developments in waterfront districts should be required to provide public open space at the water's edge and public access and visual connections to these areas from adjoining streets where applicable. Building design, size, and setback requirements should correspond to the cities' and county's vision of waterfront development.</p>							
Action Needed:	Troup County	■	Hogansville	NA	LaGrange	◆	West Point	■

17. Question:	Is there a tree protection ordinance?							
Source Document(s):	Code of Ordinances							
Audit:	<p>Troup County: Article 9 of the draft zoning ordinance includes a thorough tree preservation ordinance.</p> <p>Hogansville: The comprehensive plan recommends the adoption of a tree ordinance, but the Code does not contain such an ordinance.</p> <p>LaGrange: The Code of Ordinances has a section entitled the "Tree Preservation and Regulation Ordinance of the City of LaGrange" (25-11-1 – 25-11-9).</p> <p>West Point: The Comprehensive Plan references the importance of trees and potential tree protection ordinances, but does not recommend the adoption of such an ordinance.</p>							
Remarks:	<p>A tree protection ordinance preserves mature trees, which are an important part of Troup's landscape and identity and critical to the formation of green infrastructure. Trees provide needed shade (making more comfortable outdoor environments and, when well-located, reduce the energy cost associated with cooling of buildings and homes), prevent soil erosion, help mitigate flooding, improve air quality, provide wildlife habitat, and increase real estate value. Such an ordinance would also end the clear-cutting of sites for new development. Clear-cutting, or removing all trees from a site, drastically increases runoff during construction (creating water quality issues) and long-term soil erosion. This practice also results in a stark contrast between new developments and their natural surroundings, which diminishes the aesthetic quality of the community.</p>							
Recommendation(s):	<p>All jurisdictions should adopt a tree protection ordinance that:</p> <ul style="list-style-type: none"> ▪ Protects existing trees by setting a caliper (thickness) at which a tree is considered mature, and therefore should not be removed. 							

Action Needed:	<ul style="list-style-type: none"> ▪ Establishes a petition review process for tree removal requests that allows for public comment. ▪ Sets replacement standards for trees that must be removed. The standards can designate quantity, type, and size (both caliper and height) of replacement trees. ▪ Protects trees from unnecessary damage during construction. ▪ Requires that a tree plan be submitted at the same time as the development plat. The plan should identify trees to be preserved, protection methods for these trees during construction, and new trees to be planted. ▪ Requires that trees along public streets are pruned in a healthy and aesthetic manner. ▪ Provides a list of trees that are native or adapted to Troup’s climate. <p>Furthermore, the Comprehensive Plan should establish a goal of no net loss of trees over time in the area.¹⁷</p>							
Action Needed:	Troup County	■	Hogansville	◆	LaGrange	■	West Point	◆

18. Question:	Do comprehensive plans and development regulations promote energy-efficient and “green” building design?
Source Document(s):	Comprehensive plans and Zoning ordinances
Audit:	<p>Troup County: The draft community asset report states that the county is exploring LEED for new construction.</p> <p>Hogansville: The comprehensive plan includes objectives to encourage construction of energy-efficient housing units.</p> <p>LaGrange: The plan calls for code review to encourage the construction of energy-efficient housing units.</p> <p>West Point: The plan does not have specific goals for energy efficient or green building design.</p>
Remarks:	<p>Energy efficient and green building design are become more important and viable as communities seek to reduce their impact on the natural environment. For example, energy-efficient building codes can reduce energy consumption, thereby reducing energy costs and environmental pollutants associated with energy use. This issue is gaining importance as communities around the world explore ways to reduce carbon emissions. It is also important to low-income households seeking ways to reduce utility bills.</p> <p>Similarly, green building design not only reduces the consumption of non-renewable natural resources, but it also can improve indoor air quality by using products with lower emissions. This is especially important to vulnerable populations, like children and older adults, whose respiratory systems are more sensitive.</p>
Recommendation(s):	<ul style="list-style-type: none"> ▪ Incorporate energy efficiency and green building practices into building codes or as separate, incentivized ordinances¹⁸.

¹⁷ An example of a thorough tree protection ordinance is available in the Athens-Clarke County, GA Code of Ordinances, Chapter 8-7 Community Tree Management.

¹⁸ Smart Communities Network offers example codes and ordinances for green building, including separate examples for materials/water conservation and energy efficiency. www.smartcommunities.ncat.org/buildings/gbcodtoc.shtml

	<ul style="list-style-type: none"> ▪ Examine the Southface Energy Institute's Earthcraft Homes and Communities standards for criteria that could be addressed in the proposed development proposal review scorecard.¹⁹ ▪ Consider LEED standards for commercial and industrial development.²⁰ 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

¹⁹ *Earthcraft Communities Guidelines 2008 Piedmont*, Southface Energy Institute, <http://www.earthcrafthouse.com/documents/ecpc-guidelines2008.pdf>. Following are examples of communities that meet the Earthcraft standards:

- Longleaf, Pine Mountain, GA
- Clark's Grove, Covington, GA
- Glenwood Park, Atlanta, GA
- Serenbe, Fulton County, GA
- Vickery, Forsyth County, GA
- Lakewood, Athens, GA
- Kanawha, Fort Mill, SC

²⁰ More information on LEED is available at <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>.

HOUSING

19. Question:	Does the comprehensive plan establish a policy of providing for a wide range of housing types (detached single-family, duplex, manufactured home, apartment, etc.)? Do the use provisions within at least some of the residential zoning districts allow for a wide range of housing types, by right (versus requiring a conditional-use permit)?							
Source Document(s):	Comprehensive Plans and Code of Ordinances							
Audit:	<p>Troup County: The draft community assessment calls for housing options to meet the needs of first-time home buyers, seniors, and low- and moderate-income households. Furthermore, more than one zoning district allows for a range of housing types.</p> <p>Hogansville: The plan, while setting goals for the provision of affordable housing opportunities, does not specifically call for a range of housing types. In fact, it emphasizes creating affordability through modification of single-family unit development regulations. At least one zoning district allows multifamily housing, the Multifamily/Townhome District calls for structures containing a least three and no more than 10 units (Sec. 102-321).</p> <p>LaGrange: More than one district allows for a range of housing types. Additionally the MXD district (25-35-80) explicitly calls for "a range of [housing] types, tenures, sizes, and prices located in close proximity."</p> <p>West Point: The Code provides for a range of housing types in the Multiple Family Dwelling District, the PUD District, the Mixed Use District, and the Central Business District.</p>							
Remarks:	A range of housing unit types and sizes ensures available affordable housing for low-income families as well as providing housing options for smaller size households (single adults, empty nesters, or people simply wishing to downsize). Housing variety within a particular neighborhood or subdivision increases the likelihood of creating diverse communities.							
Recommendation(s):	The update of the Comprehensive Plan should inventory the number of units of each housing type and assess any shortages of particular types. If there is a shortage of duplexes, for example, specific policies and goals (number of units to be added) should be set to achieve the proper mix. Housing price points and sizes should reflect the household characteristics of the population. Also see question 2 for more information on housing.							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	■	West Point	■

20. Question:	Are manufactured homes a use permitted outright in at least one residential zoning district?							
Source Document(s):	Zoning ordinance							
Audit:	<p>Troup County: The currently adopted Code allows for modular homes by right in 6 districts and manufactured homes by right in one district and by condition in 4 districts.</p> <p>Hogansville: The Code includes a Manufactured Homes, Manufacturing Home Parks and Recreational Vehicles Parks District that allows such homes by right.</p> <p>LaGrange: There is one residential zoning category, MHP-1 [25-35-76] that allows the creation of manufactured home parks. The residential category R-2M allows conditional use of manufactured homes.</p>							

	West Point: The Code allows manufactured housing by right in the Multiple Family Dwelling District (Sec. 7).							
Remarks:	Manufactured homes can provide an important source of affordable housing, but care should be taken to ensure that such homes provide a safe and healthy dwelling through ongoing code enforcement.							
Recommendation(s):	Maintain at least one zoning district that outright permits manufactured homes.							
Action Needed:	Troup County	■	Hogansville	■	LaGrange	■	West Point	■

21. Question:	Do plans and local zoning ordinance provide flexibility with regard to residential lot and house sizes (i.e., do they allow small-sized units versus establishing large minimum floor areas for all dwelling units)?							
Source Document(s):	Comprehensive Plans and Code of Ordinances							
Audit:	<p>Troup County: <i>holding for draft comprehensive plan.</i> The Code includes districts that allow for lot sizes as small as 6,000 square feet and single-family housing units as small as 1,250.</p> <p>Hogansville: The plan states the goal to “provide a variety of affordable housing opportunities.” The strategies to accomplish this goal focus on land use regulations to reduce lot dimensions, coverage and density. They do not address house size. In Sec. 102-261 of the Code, minimum lot area and dwelling size are set for each zoning district. The smallest dwelling unit size is 750 square feet and the smallest lot size is 5,000 square feet for single-family units and 1,800 square feet per unit for multi-family construction.</p> <p>LaGrange: The Code has two residential classifications, R-4 zero-lot district [25-35-78] and R-5 residential single-family district [25-35-79] that specify minimum house size at 800 square feet. The residential classifications in the Code allow minimum lot sizes ranging from 2,000 square feet to 12,000 square feet.</p> <p>West Point: The plan has a stated goal to provide a variety of affordable housing opportunities using tool like cluster zoning, zero lot line zoning, and planned unit development. The Code provides for a range of housing unit sizes, from 600 square feet to 1,800 square feet; and a range of residential lot sizes, from 2,200 square feet to one acre (Sec. 16).</p>							
Remarks:	By maintaining a relatively low minimum lot and house sizes, while taking into account the quality of design and availability of appropriate public facilities, it is possible to construct affordable housing units throughout the county and ensures that housing can be developed for different family types and sizes. Where appropriate infrastructure exists or is planned, set land use regulations to allow for minimum lot sizes of 3,600 to 5,000 square feet. ²¹							
Recommendation(s):	Where appropriate infrastructure exists or is planned and it is for a contiguous development, set land use regulations to allow for minimum lot sizes of 3,600 to 5,000 square feet. ²²							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	■	West Point	■

²¹ APA housing study

²² APA housing study

22. Question:	Does the comprehensive plan set goals and strategies for the improvement of substandard housing?
Source Document(s):	Comprehensive Plans
Audit:	<p>Troup County: The draft community assessment identifies the need to address substandard housing, but specific goals are not set.</p> <p>Hogansville: The plan establishes a goal to “eliminate substandard housing,” and provides objectives and strategies to reach that goal. It also provides data that illustrates the historic housing trends in Hogansville, but does not set targets for the reduction of deteriorating and dilapidated housing.</p> <p>LaGrange: The 1992 plan calls for the elimination of all substandard housing through public/private renewal programs.</p> <p>West Point: The plan identifies the elimination of substandard housing as a goal and provides a strategy that includes participation in the Georgia Residential Finance Authority Rehabilitation Program and the Georgia Department of Community Affairs Block Grant Program and continued code enforcement (Section III).</p>
Remarks:	<p>According to a report by the World Health Organization, “healthy housing covers the provision of functional and adequate physical, social and mental conditions for health, safety, hygiene, comfort and privacy.”²³ Health risks associated with substandard housing include lead paint exposure, childhood asthma from poor indoor air quality, and mental disorders from stressful conditions.</p> <p>All three cities and the county are tackling strategies for the identification and improvement of substandard housing, including mandatory code enforcement inspections upon request of new utility connections.</p>
Recommendation(s):	<ul style="list-style-type: none"> ▪ West Point, Hogansville, and Troup County should proceed with plans to conduct housing assessments to facilitate the resolution of substandard housing concerns. Similarly, LaGrange should maintain its commitment to its existing efforts which have had much reported success. ▪ Consider programs and partnerships to encourage home improvements. For example, partnering with local banks to create a Home Improvement Program (HIP) to provide low- and moderate-income residents with technical assistance and low interest rate loans to maintain their homes, and thereby help stabilize neighborhoods. In most cases, loans are not repaid unless the house is sold or changes ownership. Such a program can be established throughout county or in select neighborhoods and may be run by the county or cities, or by the housing authorities. ▪ Consider applying to the Georgia Initiative for Community Housing for a three-year program of training, technical assistance and facilitated collaboration for community housing teams.²⁴ GICH communities have successfully been awarded CDBG and HOME funds to rehabilitate housing and provide new healthy housing options. ▪ Use zoning regulations to incentivize the development of affordable housing. The three municipalities and the county can encourage developers to reserve a certain percentage of their project to a median income based measure of affordability. For example, the community

²³ World Health Organization, Europe. “Review of evidence on housing and health.” Available at http://www.euro.who.int/Housing/Activities/20041013_1.

²⁴ For more information about GICH contact Malisa Thompson, Georgia DCA Community Initiatives Coordinator, Office of Special Housing Initiatives, (404)326-1048.

	<p>could offer the incentive to projects which agree to set aside 20 percent of their units for a rent or sales price equivalent to 30 percent of the household income of those with a household income of 80 percent or less of the county's median household income. Troup County should also use tax breaks or zoning regulation flexibility to incentivize infill development of the most-in need types of residential structures. Infill development puts less strain on infrastructure development costs, and when done in tandem with pedestrian and streetscape improvements, can improve accessibility. To fulfill the gap in multi-family housing options (both owner and renter-occupied) while maintaining a desirable scale, Troup County can focus on encouraging smaller multi-family unit dwelling types, such as duplexes and quadraplexes.²⁵ All such measures should be implemented in a manner that advances the creation of a stronger mixing of incomes in Troup County's neighborhoods.</p>							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

²⁵ Some of the recommendations informed by the June 1, 2004 report, "Making the Case for Mixed-Income and Mixed-Use Communities" developed by the Center for Neighborhood Technology for Atlanta Neighborhood Development Partnership, Inc. and MICI.

TRANSPORTATION

23. Question:	Does the Comprehensive Plan include a transportation element that addresses long-range needs for roads, sidewalks, bicycle paths, public transit (where appropriate), and freight movement?
Source Document(s):	Comprehensive Plan and the Troup County Multi-modal Transportation Study
Audit:	<p>Troup County: The draft community asset makes frequent reference to the provision of a multi-modal transportation system, and specifically to the Troup County Multi-modal Transportation Study completed in 2006. The Transportation Study's goal is to identify strategic investments to provide connectivity and accessibility throughout the County, optimize existing infrastructure, to accommodate users without automobiles by providing a range of mobility options, link land use and transportation decisions, and enhance quality of life for all residents.</p> <p>Hogansville: The plan briefly addresses transportation issues, relying on county-wide transportation planning for most issues. The city's plan does identify unique issues to Hogansville: trucks crossing the railroad tracks, trains blocking main corridors, unpaved roads, and pedestrian facilities around the Head Start community building. The plan does not provide an overall vision or goals or multimodal transportation.</p> <p>LaGrange: As discussed in other portions of the audit, both the 1992 and 2004 plan provide goals and recommendations regarding future transportation needs. More consideration may be required for freight movement as industries locate in the area.</p> <p>West Point: Other than a possible Chattahoochee River corridor trail, the plan focuses on automotive transportation needs. The sole transportation recommendation is to widen and/or add passing lanes on HWY 29 from Teaver Road to SR 18.</p>
Remarks:	<p>As different parts of the community become increasingly urbanized it is important to rethink transportation networks to serve different land uses and intensity of development. Plans should be established to meet long-term needs to avoid costly and less successful retrofit solutions in the future. These plans should be integrated.</p> <p>With a growing industry base and increasing population, it is also important to prepare for freight movement serving both large industry and local commercial. Attention to truck routes, railroad crossings, and loading areas will continue to become more important.</p>
Recommendation(s):	<ul style="list-style-type: none"> ▪ As local governments update their comprehensive plans they should refer to the county-side Transportation Study and should develop specific goals and actions related to improving alternative modes of travel (walking, biking, taking transit) and addressing the increasing needs of freight. The Street Typology (included in the <i>Transportation Assessment Report</i>) can be adopted as part of the comprehensive plan and provides guidelines for street design and land use to create multi-modal corridors. ▪ The local governments should consider embracing a Context Sensitive Solutions (CSS) approach to transportation improvements. According to the Federal Highway Association, CSS is "a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility."²⁶

²⁶ Context Sensitive Solutions Resources Center by Project for Public Spaces in collaboration with Scenic America to assist the Federal Highway Administration, <http://www.contextsensitivesolutions.org/>; Federal Highway Administration and Context Sensitive Solutions, <http://www.fhwa.dot.gov/context/index.cfm>; *Context Sensitive Solutions in Designing Major Thoroughfares*, <http://www.ite.org/bookstore/RP036.pdf>; Georgia Department of Transportation CSS,

Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆
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24. Question:	Does the Comprehensive Plan have goals and objectives to require developers to construct streets that meet appropriate design standards?							
Source Document(s):	Comprehensive Plan							
Audit:	<p>Troup County: The community assessment refers to the Troup County Multimodal Transportation Study and all of the recommendations therein.</p> <p>Hogansville: Developers are required to meet state and city street standards.</p> <p>LaGrange: The Plan (1992) includes a goal to improve traffic circulation and reduce congestion. The 2004 Plan encourages the connection of existing streets to improve east-west connectivity and the establishment of connector road rights-of-ways in developing areas to ensure future connectivity.</p> <p>West Point: The City provides developers with typical roadway designs for various types of roads, including minor residential streets, residential streets, residential collector streets, commercial local streets, commercial collector streets, commercial arterials streets, industrial streets, parkways, and cul-de-sacs.</p>							
Remarks:	According to the Comprehensive Plan, the County and each city need to work together to develop consistent development standards for streets and roads, paving, subdivision requirements, and other development regulations.							
Recommendation(s):	<ul style="list-style-type: none"> ▪ The update to the Comprehensive Plan should include greater detail regarding the goals and objectives of the consolidated street design standards. These standards can be based on those of the Georgia Department of Transportation, but should be customized to suit the local needs. Such standards will ensure a consistent quality of streets throughout the county, which will improve maintenance efficiency and provide an equal level of service to all residents and businesses. ▪ Consider adopting the Street Typology, which is included in the <i>Transportation Assessment Report</i>, as part of the comprehensive plan. The typology provides guidelines for residential street design, as well as low-impact design, which uses innovative design strategies to reduce negative impacts on the natural environment. 							
Action Needed:	Troup County	◆	Hogansville	■	LaGrange	■	West Point	■

<http://wwwb.dot.state.ga.us/csd/practice.html>; CQGRD Transportation Design for Communities Proceedings,
http://www.cqgrd.gatech.edu/TDC_presentations.php; CQGRD Context Sensitive Design Symposium,
<http://www.cqgrd.gatech.edu/conf/csd.php>

25. Question:	Are sidewalks required within new residential subdivisions and do development regulations require the installation of a sidewalk along existing public streets abutting development, where such a sidewalk does not already exist?							
Source Document(s):	Subdivision regulations							
Audit:	<p>Troup County: Sidewalks are required on both sides of all streets in Mixed Use and Residential Cluster Districts (Article XI and XX).</p> <p>Hogansville: Subdivision regulations do not explicitly require sidewalks.</p> <p>LaGrange: The Code requires the continuation of existing sidewalks in accordance with adopted highway plans [25-20-18]. The MXD zone [25-35-80] does not explicitly mention provision of sidewalks but does call for “the development of comprehensive non-vehicular circulation networks, separated from vehicular roadways, which constitute a system of linkages among residential areas, open spaces, recreational areas, commercial and employment areas, and public facilities.”</p> <p>West Point: The City’s typical roadway designs include sidewalks on all street types except parkways. The zoning code requires sidewalks in the Multiple Family Dwelling District (Sec. 7), Mixed Use District (Sec. 9), Commercial District (Sec. 10), and Quality Development Corridor Overlay District. In the Commercial District and Quality Development Corridor Overlay District the sidewalks are required to meet ADA guidelines.</p>							
Remarks:	Sidewalks make walking to nearby destination more safe and pleasant. This can reduce the number of short car trips that increase congestion. Sidewalks are particularly important for children, who sometimes walk to school or to a friend’s house.							
Recommendation(s):	<ul style="list-style-type: none"> ▪ Review and amend subdivision regulations to require appropriately sized sidewalks in residential neighborhoods. Where sidewalk use is less intensive, five-foot wide sidewalks can suffice. Areas with schools, libraries, post offices, and other neighborhood amenities require sidewalks of at least 10 feet in width. ▪ In areas of low and slow automobile traffic, pedestrians may safely share the street with motorists is appropriate street design, signage, and driver and pedestrian education is provided. ▪ Carefully review sidewalk requirements and design specifications to ensure that they meet or exceed the requirements established by the Americans with Disabilities Act (ADA).²⁷ Universal Design is a comprehensive approach to improving accessibility for people with disabilities, children, and older adults. 📷 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	■

26. Question:	Do subdivision regulations require the connection of subdivision streets to existing streets and the stubbing of streets to allow connections to future subdivision developments?							
Source Document(s):	Code of Ordinances							

²⁷ For information and design guidelines established by the Americans with Disabilities Act, visit www.usdoj.gov/crt/ada/adahom1.htm, which is operated by the U.S. Department of Justice.

Audit:	<p>Troup County: The subdivision regulations call for the continuation or appropriate connection to existing principal streets and the preservation of right-of-way for future streets (Appendix C, Article V, Sec. C).</p> <p>Hogansville: The comprehensive plan encourages developers to “look beyond the boundaries of their property” to link to adjacent subdivisions for the efficient traffic circulation. Sec. 86-141 of the Code calls for stubbing streets for future connections and Sec. 86-131 calls for continuation of existing streets (it should also be noted that the ordinance calls for street continuation at existing or wider widths).</p> <p>LaGrange: The subdivision regulations call for the continuation or appropriate connection to existing principal streets and the preservation of right-of-way for future streets [25-20-18]. It also calls for the continuation of sidewalks and bike paths.</p> <p>West Point: The plan urges developers to link to “adjacent subdivisions for efficient provision of services, resident safety, and traffic circulation” (Section VII). The Code requires the continuation of existing streets (Sec. 18.111).</p>							
Remarks:	Connections among independent developments enhance the transportation network by allowing automobile and pedestrian traffic to take a variety of routes. Typical suburban development practices create multiple residential developments with only one or two ingress/egress points along one collector street. As development along this travel-way increases, the level of congestion on the collector increases.							
Recommendation(s):	<ul style="list-style-type: none"> ▪ All jurisdictions should explore inter-subdivision connectivity standards to ensure that as new projects are constructed they enhance, not burden, the transportation network. Of special interest is each city's downtown, where the historic grid pattern of streets could be continued as new development emerges. ▪ Require traffic impact analysis for any development of 50 or more units. Make sure that cumulative impacts of multiple subdivisions are considered. See the <i>Transportation Assessment</i> report for more details. 							
Action Needed:	Troup County	■	Hogansville	■	LaGrange	■	West Point	■

27. Question:	Do the Cities promote integrated multimodal connectivity within city limits?							
Source Document(s):	Comprehensive Plans							
Audit:	<p>Troup County: not applicable</p> <p>Hogansville: The plan does not comprehensively address multimodal connectivity, but there is limited discussion of improving some pedestrian facilities to connected multi-family housing to nearby services.</p> <p>LaGrange: The City's 2004 master plan set ambitious goals for creating a well-connected transportation system, including facilities for non-motorized users.</p> <p>West Point: The plan does not comprehensively address multimodal connectivity, but the Code does provide some of the first-steps in enhancing pedestrian mobility and accessibility.</p>							
Remarks:	A successful multimodal transportation system provides mobility for more than one mode of transportation by efficiently connecting systems and coordinating operations. It is customer-oriented and community serving, which means that it is designed and operated to get users							

	<p>where they need to go, when they need to go. Enhancing an integrated multi-modal network would allow residents and workers to move safely and seamlessly between car, bike, and sidewalk. Achieving a fully integrated system would involve expansion of bicycle and pedestrian infrastructure, public transportation service and infrastructure improvements, and a supportive land use pattern. Furthermore, proper linkages between modes are necessary. Future system improvements should be planned with the entire transportation network in mind and not be siloed into "bicycle," "pedestrian," or "roadway" improvements.</p>								
<p>Recommendation(s):</p>	<p>Creating a multi-modal system requires a multi-faceted strategy for transportation infrastructure and services, including:</p> <ul style="list-style-type: none"> ▪ Wayfinding and Education: Develop signage and educational strategies that help people travel via multiple modes. Nodes where several forms of transportation meet are critical areas for signs and messaging that direct users to destinations and amenities, especially in the downtown areas. 📷 ▪ Design and Maintenance: A multimodal system requires attention to details that create seamless transitions. These include prominent, descriptive signage; bicycle parking; and benches and other street furniture along corridors. 📷 <p>Help ensure that all transportation projects and major maintenance efforts support a multimodal system by assigning a staff member the responsibility to monitor and comment on project designs. Furthermore, Requests for Proposals (RFPs) for transportation improvements should explicitly require adherence to multimodal principles.</p>								
<p>Action Needed:</p>	<table border="1"> <tr> <td>Troup County</td> <td>NA</td> <td>Hogansville</td> <td>◆</td> <td>LaGrange</td> <td>■</td> <td>West Point</td> <td>◆</td> </tr> </table>	Troup County	NA	Hogansville	◆	LaGrange	■	West Point	◆
Troup County	NA	Hogansville	◆	LaGrange	■	West Point	◆		

<p>28. Question:</p>	<p>Is walking/biking access to public facilities (parks, playgrounds, schools, government facilities, community/senior centers, medical facilities, etc.) a stated goal? And are there plans and requirements for future access to public facilities and open space (existing and new)?</p>
<p>Source Document(s):</p>	<p>Comprehensive Plans</p>
<p>Audit:</p>	<p>Troup County: The draft community assessment encourages traditional neighborhood development practices that provide density, connectivity, and a mix of uses that encourage walking and biking. There are no explicit goals for linking public institutions through walking and biking networks.</p> <p>Hogansville: The plan does not discuss walking and biking infrastructure to support public facilities.</p> <p>LaGrange: The 2004 master plan does address walking and biking connectivity to commercial centers, but does not include such connectivity to public facilities.</p> <p>West Point: Walking and biking to public facilities are not discussed in the plan.</p>
<p>Remarks:</p>	<p>Communities should be planned, designed, and managed to ensure that people of all ages and abilities can walk and bike easily, safely, and regularly. Local level policies and programs, supported by positive national and state policies, should be implemented to make communities more livable places that encourage physical activity. Walking and cycling offer opportunities for moderate, pleasant exercise to improve physical and mental wellbeing. Walking and cycling also provide vital links to public transportation and a "no-emissions" alternative to motor vehicles.</p>

Recommendation(s):	<p>Increasing walking and cycling also improves public space and increases social interactions. Physical activity also improves public health by reducing the risk of obesity, heart disease, diabetes, and other illnesses.</p> <p>In 1969, approximately half of all students walked to school; today, only about 15 percent walk. The decline in walking or biking to school has contributed to increased congestion and air pollution, worsening pedestrian and bike safety, and a rise in certain childhood health problems. Parents often cite dangerous traffic conditions as the reason their children cannot walk to school. The Federal Safe Routes to School Program provides funding for communities to establish safe routes to school through physical improvements and educational programming.²⁸</p> <ul style="list-style-type: none"> ▪ Prioritize transportation connections to public facilities (especially schools, parks, and libraries). ▪ Apply for Georgia Safe Routes to Schools program funding to all schools.²⁹ ▪ Site new public facilities in places where multimodal transportation infrastructure already exists or where it can be supplied. ▪ Providing wayfinding signage for walking and biking routes to public facilities.  ▪ The Comprehensive Plan and Code of Ordinances should be updated to encourage and/or require pedestrian and bicycle access to schools. School zones and designated safe routes could receive lower speed limits (currently set at 25 mph for school zones) and be established as speed enforcement zones. ▪ Safe routes should be clearly marked and advertised in order to encourage year-long use and increase driver awareness. ▪ Designated “safe routes” should receive priority for physical improvement funding. For example, safe routes could receive special consideration in the traffic calming prioritization system proposed as part of the plan. 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

29. Question:	Do regulations require inter-parcel connectivity where appropriate, such as in the central business district and in mixed-use developments?							
Source Document(s):	Code of Ordinances							
Audit:	<p>Troup County: The Code does not address inter-parcel connectivity.</p> <p>Hogansville: The Code does not address inter-parcel connectivity.</p> <p>LaGrange: The MXD zone [25-35-80] calls for development which “constitutes a system of linkages among residential areas, open spaces, recreational areas, commercial and employment areas, and public facilities.”</p> <p>West Point: The Code does not require inter-parcel connectivity in high-density or mixed use</p>							

²⁸ FHWA. Safe Routes to School Program. January 2007. <http://safety.fhwa.dot.gov/saferoutes/index.htm>

²⁹ Georgia Department of Transportation Safe Routes to Schools program, <http://wwwb.dot.ga.gov/DOT/plan-prog/planning/projects/bicycle/SRTS/index.shtml>

	<p>areas, but the Quality Development Corridor Overlay District does include the following: "coordination of pedestrian and vehicular circulation patterns shall be encouraged between adjacent property owners: (Sec. 17.4).</p>							
Remarks:	<p>Inter-parcel connectivity means that parcels fronting a particular roadway would be connected via a frontage road or a travel way that is delineated from parking areas. This allows for short trips between developments without using the major road, thereby reducing traffic congestion. Inter-parcel connectivity also allows drivers, pedestrians and bicyclists to move easily between adjacent lots. With connected lots, redundant curb cuts previously needed for access could be eliminated. Fewer curb cuts and internal parking lot connectivity improves safety and aesthetics for pedestrians and bicyclists. Inter-parcel connectivity should be required for at least all new development or redevelopment in the downtown core and in mixed-use areas. 📷 As a related issue, maximum access point densities (number of driveways/curb breaks per mile) should be established for all districts in order to limit interruptions in pedestrian/bike facilities.</p>							
Recommendation(s):	<ul style="list-style-type: none"> ▪ Inter-parcel connectivity should be required for at least all new development or redevelopment in the downtown core and in mixed-use areas. 📷 ▪ The cities could also survey existing downtown lots and commercial sites to determine where increased connectivity would be beneficial to improve traffic flow and safety between sites. ▪ As a related issue, maximum access point densities (number of driveways/curb breaks per mile) should be established for all districts in order to limit interruptions in pedestrian/bike facilities. 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

30. Question:	<p>Are roadways and sidewalks designed for all users, especially to encourage pedestrian and bike circulation for children, people with disabilities, and older adults?</p>							
Source Document(s):	<p>Georgia Department of Transportation Manual and Code of Ordinances</p>							
Audit:	<p>GDOT: The GDOT Manual meets the minimum requirements described above for ADA compliance (except for the 12 feet minimum in commercial areas), but does not addresses street lighting for pedestrian benefit. Furthermore, Chapter 7 of the GDOT Manual addresses intersection design, but does not provide specific standards for curb ramps or pedestrian/bicycle signals.</p>							
Remarks:	<p>At a minimum, all sidewalks should comply with all ADA standards³⁰. They should be at least 5 feet wide in residential areas or 12 feet in commercial areas with a 5-foot minimum planting strip between the sidewalk and street. Maximum grades should be restricted to 8 percent, with 5 percent being desirable. Street lighting should be provided to facilitate lateral movement of pedestrians and to allow drivers to see them. In commercial districts, low level lamps should be provided in addition to high angle lamps; in pedestrian-oriented areas (like shopping districts), lighting from storefronts should be provided to encourage evening trips.</p> <p>Universal Design principles can be applied to exceed ADA standards. These principles have</p>							

³⁰ US Department of Justice. (1994). *ADA Standards for Accessible Design*. March 2007. <<http://www.ada.gov/stdspdf.htm>>

	<p>been developed to create environments that are usable by people of varying ability levels, including small children, older adults, and people with short- and long-term disabilities. Simple alterations, like wider building entrances and no-rise doorways, or wider sidewalks, can make environments more easily accessed. </p> <p>Furthermore, roadways and particularly intersections should be designed to safely facilitate automobile, pedestrian, and bicycle movement. Perpendicular curb cuts (as opposed to just one) should be provided at all intersections to accommodate older pedestrians and those with disabilities or pushing strollers. FHWA recommends curb cuts be at least 3' 4" wide at the base and flared. Cut-throughs should be provided at intersections with medians. Signal push buttons should not only be provided but also be accessible to all pedestrians, including children and people with disabilities (i.e. no more than 42 inches above the sidewalk, easy to push).³¹ In addition to providing signals, pedestrians should be informed of how they operate and how to activate them; otherwise they may become frustrated.³²</p>							
Recommendation(s):	<ul style="list-style-type: none"> ▪ An update of the Code of Ordinances should incorporate more specific and detailed sidewalk design standards that address all street types, including street lighting and the placement of utility poles in areas where pedestrian mobility is to be encouraged. ▪ More specific maintenance requirements should be addressed in the Code. ▪ Additional design standards should be incorporated into the Code of Ordinances to address pedestrian safety and handicapped accessibility at intersections – for example, standards should require that two perpendicular curb cuts be provided.³³ ▪ Standards should also be established for pedestrian signal installation and maintenance. ▪ Public Works Standards should be developed in accordance with the design standards. 							
Action Needed:	Troup County	◆	Hogansville	■	LaGrange	◆	West Point	■

³¹ FHWA. (2006). University Course on Bicycle and Pedestrian Transportation (for Planners and Designers), Chapter 17. March 2007. <http://safety.fhwa.dot.gov/ped_bike/>

³² FHWA Course, Chapter 15.

³³ ITE. (2006). Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. January 2007. <<http://www.ite.org/css/>>

COMMUNITY DESIGN

31. Question:	Are there landscaping ordinances for commercial, residential, and industrial developments that establish guidelines for appropriate plant types and forms?							
Source Document(s):	Code of Ordinance							
Audit:	<p>Troup County: The draft Zoning Ordinance (Article 19) includes a tree preservation ordinance, but not a specific landscaping ordinance.</p> <p>Hogansville: The Code provides requirements for buffers between adjoining properties that are in dissimilar zoning districts. Such buffers are composed on plantings, fences, and berms. The Code does not contain a landscaping ordinance.</p> <p>LaGrange: The residential classifications along with the P-1 [25-35-77] and MXD [25-35-80] have landscaping requirements in some cases specifying the number and location of trees. There is a tree selection list [25-11-40] of acceptable trees to be used in development.</p> <p>West Point: The zoning code provides landscaping requirements for the Mixed Use District (Sec. 9) and the Quality Development Corridor Overlay District (Sec. 17), including the approval of a landscape plan.</p>							
Remarks:	<p>It is important to differentiate landscaping and buffers. Typically, buffers are intended to create a visual or environmental divide between land uses that are not entirely complimentary. Landscape ordinances do more than block undesirable views; they also aesthetically enhance areas, create shade for pedestrians and parked cars, and provide habitat for native flora and fauna.</p> <p>Furthermore, well-designed landscaping along roadways can create a traffic calming effect by visually narrowing the street width and forcing drivers to be more cautious. The physical separation between the roadway and sidewalk can stimulate pedestrian confidence and comfort. It can also improve the physical environment of a community through using plants best suited to the climate, improving drainage, and enhancing air quality.</p>							
Recommendation(s):	Working with a team of local landscape architects, planners, wildlife biologists, residents, and business owners, Troup County and the cities should explore the creation of a landscape ordinance that sets standards for landscaping of commercial, industrial, and residential areas. The ordinance should also include lists of native and adapted trees and shrubs that are recommended for the area. The City of Snellville, Georgia, has a comprehensive landscape ordinance that could serve as a model. It is available online at: http://www.snellville.org/plandev/zoningordinance.aspx .							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

32. Question:	Do regulations allow for shared parking to reduce overall parking requirements, especially in downtowns or other higher density mixed use areas?							
Source Document(s):	Zoning ordinance							
Audit:	<p>Troup County: The Code does not discuss shared parking.</p> <p>Hogansville: The Code does not discuss shared parking.</p>							

	<p>LaGrange: The Code requires that each use except C-2 shall provide off-street parking on every lot in all districts [25-35-6]. The required parking space for any number of separate uses may be combined in one lot, but the required space assigned to one use may not be assigned to another use at the same time. The MXD designation [25-35-80] allows the DRP to reduce the number of spaces required for any use allowed in the MXD zone where such reduction will meet the purposes of the MXD zone.</p> <p>West Point: The Code requires a legally binding written agreement between the owner of the parking area and the owner of any use located on a different parcel and service by the parking area, which will be reviewed and approved by the planning department. It does not suggest that such an agreement could reduce the overall parking requirements.</p>								
<p>Remarks:</p>	<p>Shared parking may be applied when adjacent land uses have peak parking demands at different times or days of the week, making it possible to use the same parking spaces/areas throughout the day. Typical land uses that can be considered for shared parking include offices, restaurants, retail, colleges, churches, movie theaters, and special-event venues. General parking lots and/or on-street parking made available for patrons of nearby businesses/commercial districts is another form of shared parking. Shared-parking arrangements reduce the overall space of parking facilities, thus decreasing impervious surfaces, allowing for more compact development and encouraging people to walk from one business to another.³⁴</p>								
<p>Recommendation(s):</p>	<ul style="list-style-type: none"> ▪ Examine options to provide a maximum amount of on-street parking in downtown and mixed use areas. ▪ Consider providing centrally located public off-street parking. ▪ Address the management of public parking facilities so the most convenient spaces are available to priority uses (such as customers). ▪ Ensure that sidewalks and pedestrian lighting and signage link public parking/shared parking to destinations (stores, public facilities, etc.). ▪ Allowing or requiring in lieu fees instead of private off-street parking. ▪ Review and amend development regulations to require inter-parcel connectivity and allow for shared parking. This is especially important in the downtowns of the cities and in commercial corridors.³⁵ 								
<p>Action Needed:</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Troup County</td> <td style="width: 5%; text-align: center;">◆</td> <td style="width: 15%;">Hogansville</td> <td style="width: 5%; text-align: center;">◆</td> <td style="width: 15%;">LaGrange</td> <td style="width: 5%; text-align: center;">◆</td> <td style="width: 15%;">West Point</td> <td style="width: 5%; text-align: center;">◆</td> </tr> </table>	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆
Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆		

<p>33. Question:</p>	<p>Is on-street parking allowed in places where it can be safely provided, such as in downtown areas and pedestrian-retail districts?</p>
<p>Source Document(s):</p>	<p>Zoning ordinance</p>
<p>Audit:</p>	<p>Troup County: not applicable</p> <p>Hogansville: On-street parking is permitted in the downtown.</p> <p>LaGrange: The C-2 classification is exempted from the provision off-street parking [25-35-6], but there is no explicit mention of on-street parking.</p>

³⁴ Shared parking handbook and sample ordinances have been published by Metro, the elected regional government of the Portland, Oregon, metropolitan area, available at: <http://www.metro-region.org/article.cfm?articleid=435>

³⁵ Model code for shared parking is available from the Victoria Transport Policy Institute at <http://www.vtpi.org/tm/tm89.htm>.

	West Point: The Code provides for on-street parking in new development and redevelopment if found appropriate for the street type and development by the Planning Director and City Engineer (Sec. 18.10).							
Remarks:	On-street parking is one form of shared parking. It can serve several businesses and thereby reduce the total number of parking spaces needed. It also benefits pedestrians by creating a buffer between moving automobiles and pedestrians.							
Recommendation(s):	All jurisdictions should examine expanding on-street parking opportunities, especially in the planned and mixed-use development zoning districts.							
Action Needed:	Troup County	NA	Hogansville	◆	LaGrange	◆	West Point	◆

34. Question:	Are there design goals for commercial centers and business/industrial parks?							
Source Document(s):	Comprehensive Plan							
Audit:	<p>Troup County: The draft community assessment does not provide goals for plans or design standards for commercial or industrial centers</p> <p>Hogansville: The current plan does not propose design goals for commercial centers and industrial parks, but it does acknowledge that more recent development that is not in keeping with the historic character of the City has made some areas ineligible for historic district designation.</p> <p>LaGrange: The 2004 plan includes recommendations regarding landscaping and architectural control for commercial development, including design that enables easy pedestrian access. Design guidance for industrial parks is not addressed.</p> <p>West Point: The current plan does not propose design goals for commercial centers and industrial parks.</p>							
Remarks:	The design of commercial and industrial centers can become a community amenity by providing places for walking and biking. They can also provide large-scale opportunities to promote sustainable site development through advanced storm water management practices, shared parking schemes to minimize impervious surfaces, building siting and landscaping to minimize energy use, and other benefits.							
Recommendation(s):	<p>Troup County and the cities should adopt policies and plans to secure land and systems that support the community's vision for future economic development. The county and cities should consider:</p> <ul style="list-style-type: none"> ▪ Developing an Industrial Districts Park Management Plan and address industrial land needs for the long-term future. Such a plan can establish policies and guidelines for design and siting of businesses, as well as set environmental guidelines that may be related to the Green Ribbons strategy outlined earlier. ▪ Carefully evaluating residential and commercial development proposals near existing and future industrial areas to ensure that such development will not create traffic congestion that will inhibit freight movement, and the freight routes and noise and light pollution from industrial areas will not negatively impact residential areas. For a full examination of community impacts of freight see the Transportation Assessment. ▪ The County and Cities should share broad visions for industrial and commercial development 							

	to uncover potential conflicts before they arise.							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

35. Question:	Are there management plans for key corridors and interchanges?
Source Document(s):	Comprehensive Plan or other planning documents
Audit:	<p>Troup County: Two corridors in the southeast corner of the County have been identified as scenic byways with corresponding guidelines. The County also has an overlay zoning district that can be applied to any highway or county road that has scenic qualities, predominantly carries through traffic, or may be developed in such a way that could adversely impact level of service and safety. This overlay is called a Quality Development Corridor Overlay District. The standards shall be applicable to all property within non-residential zones located within 500 feet of either side of the street. The following roads are designated corridors: Bartley Road, Cameron Mill Road, Gabbettville Circle, Gabbettville Road, Hammett Road, Mountville-Hogansville Road, North Davis Road, Patillo Road, Rock Mills Road, Shoemaker Road, Stateline Road, Wares Cross Road, Warner Road, Waugh Road, Webb-Bartley Road, Youngs Mill Road.</p> <p>Hogansville: The Comprehensive Plan does not provide detailed plans for key corridors.</p> <p>LaGrange: The Comprehensive Plan does not provide detailed plans for key corridors.</p> <p>West Point: While the plan does not address this issue, the zoning code provides a Quality Development Corridor Overlay District to provide a superior transportation corridor and to protect the public and private investment in the corridor. Existing corridors with this designation include: U.S. Highway 29 and State Route 18.</p>
Remarks:	The management of key corridors and interchanges in Troup County is of great importance. These areas represent significant public investment in infrastructure and private investment in business, but they are also gateways that define the character (depicted in both the natural and built environment) of the County. These corridors are addressed in greater details in the <i>Transportation Assessment</i> report.
Recommendation(s):	<p>Troup County and the cities should adopt complementary land use, transportation, and design visions and policies to create quality, efficient corridors. Both function (efficient traffic flow) and form (quality and durable materials, flexible building design, appropriate landscaping) are important to ensure these corridors serve as a community asset. The county and cities should consider:</p> <ul style="list-style-type: none"> ▪ Developing an Access Management Plan for corridors and nodes where higher intensity development is anticipated and desirable. Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. The purpose is to integrate land use planning and transportation engineering practice to maintain high-performing corridors in accordance with the county's preferred alignments. ▪ Amending the comprehensive plans of the county and cities to include the Street Typology conducted as part of this Strategic Planning Process.³⁶ The street typology provides a range of appropriate road design and land use standards for each type of corridor, be it downtown, parkway, regional, inter city, or others. In some corridors a "Complete Streets" approach is

³⁶ See the street typology recommendations in the Preparing for the Future in Troup County, Georgia: Transportation Assessment.

	<p>given priority to encourage walking and biking, and future transit expansion. In other corridors the focus is on congestion reduction. After review and revision of the typology it can serve to create an explicit link between the design and operation of transportation system and their adjacent land uses, and can be used to encourage Georgia Department of Transportation funded projects to implement the community's vision for the particular corridor.</p> <ul style="list-style-type: none"> ▪ Establishing consistent design and streetscape standards for key gateway corridors. Standards would address building materials, signage, setbacks, building orientation to street, landscaping, lighting, and signage. This may be best accomplished in a corridor overlay that is implemented across all jurisdictions, since many corridors traverse incorporated and unincorporated areas. 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

36. Question:	Do plans and development regulations promote health and quality of life?
Source Document(s):	Comprehensive Plans or Code of Ordinances
Audit:	<p>Troup County: The draft community assessment includes goals to increase walkability of new development. Furthermore, the Troup County Multimodal Plan has explicit pedestrian and bicycle network goals.</p> <p>Hogansville: Sec. 102-1 of the Code explicitly states that the zoning regulations and districts are designed to “promote health and general welfare” and “promote quality of life for all citizens.” One example of how regulation have been crafted to support community health promotion is evident in Sec. 102-296, which locates parking lots to the rear or side of a structure in General Commercial Districts and requires space for bike parking racks. The result can be the encouragement of pedestrian and bicycle travel and therefore increased levels of physical activity.</p> <p>LaGrange: The plan call for the maintenance and protection of cultural, social and physical amenities to promote residential stability and neighborhood pride. The Comprehensive Master Plan (2004) calls for continuous pedestrian circulation in the central business district and a framework of open space with neighborhood parks connected with multi-use trails and bike paths. It also stressed the need for greater connectivity throughout the City.</p> <p>West Point: The City's plan recommends the creation of a Chattahoochee River corridor multi-use path and the Code requires sidewalks in several zoning districts. While these documents do not provide a clearly articulated vision for active travel options (non-motorized transportation), they do provide an initial framework to create an environment that encourages physical activity and social connections.</p>
Remarks:	<p>Throughout the country Americans, both adults and children, are struggling with epidemic levels of obesity. Obesity is triggered by diet and a sedentary lifestyle. It can result in serious health issues, like diabetes, heart disease and some cancers.</p> <p>Key elements of community designed have been shown to influence levels of physical activity and quality of life. Having safe and pleasant walking and biking facilities and having places to go—like a store, café, school—within a reasonable distance can increase the likelihood of physical activity. Through plans and ordinances, local governments can provide an environment</p>

	for an Active Living lifestyle where routine physical activity is easily incorporated in everyday lives not just through exercise. ³⁷							
Recommendation(s):	<ul style="list-style-type: none"> ▪ Recognize the importance of local government leadership.³⁸ ▪ Inform citizens about active living and encourage them to expect success. ▪ Partner with schools to encourage walking and biking to school and consider starting a Safe Routes to Schools program. ▪ Look for opportunities to retrofit existing buildings and routes to allow for more physical activity options. ▪ Address land use regulations that inadvertently prohibit active community environments. Sidewalks, streets designed for multiple modes of travel, compact development, and mixed land uses can increase physical activity for active travel. ▪ Examine parks and recreation facilities and programs to ensure that they are continuing to meet the needs of a growing population. Emphasis connections between neighborhoods and recreational facilities to encourage people to walk and bike to them ▪ Take advantage of existing resources such as sample policies, programs, and case studies (see the Active Living by Design reference below). ▪ Consider developing a comprehensive multiuse trail and bike network. The Troup County Multimodal Plan has laid out a preliminary framework. Work with community groups to develop a local plan and explore various avenues for its implementation.³⁹ 							
Action Needed:	Troup County	◆	Hogansville	◆	LaGrange	◆	West Point	◆

³⁷ For more information and case studies visit the Active Living by Design Web site by the Robert Wood Johnson Foundation at <http://www.activelivingbydesign.org/>.

³⁸ ICMA hosts an Active Living Ambassador program that shares numerous health-related resources for local governments that want to make the health and built environment connection. ICMA provides monthly electronic updates on the topic of active living and healthy eating and provides free customized assistance (via phone and email) on your active living-related initiatives. For more information visit <http://www2.icma.org/main/topic.asp?hsid=1&tpid=31&t=0>.

³⁹ See Preparing for the Future of Troup County, Georgia: Spatial Strategy for Sustainable Development.

CONCLUSIONS AND KEY RECOMMENDATIONS

The Quality Growth Audit includes an examination of five overarching categories—land use, environment and natural resources, housing, transportation, and community design—with a total of 36 questions, which resulted in more than 70 recommendations. From this process, one critical goal and six key themes emerged.

The critical goal evident throughout the audit is that **plans, regulations, practices, and processes must align to achieve the community's vision for the future.** This requires a strategy that does not overly regulate growth, which could make new development unfeasible, but effectively shapes and directs growth to support the community's vision. Balanced and coordinated plans, policies, regulations, procedures, practices, public investment, and incentives are necessary to achieve the desired outcome. Figure 1 illustrates the relationship among these components and links them to private investment and development. The goal is to establish a development process that makes it easy and efficient for developers to do the "right thing," ensures equitable and financially feasible delivery of services, preserves the community's unique sense of place, protects functions of the natural environment, and supports the long-term prosperity and health of the community.

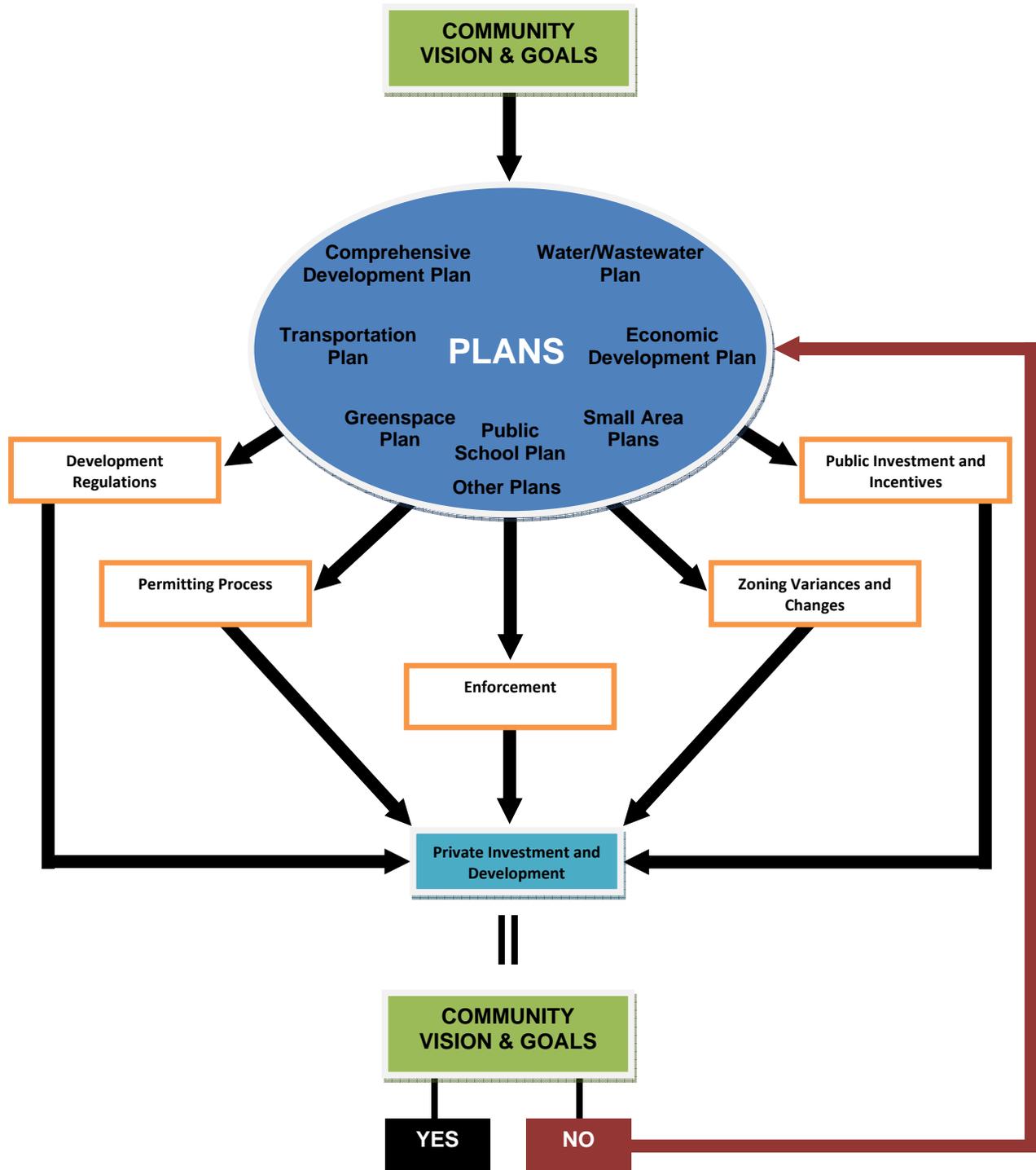
This is a challenging situation—to encourage growth, but also shape and direct it. Many counties and cities throughout the country are in a similar position. Whether they are near a growing metropolitan area or have a unique natural environment (e.g., coastal or mountain), they are experiencing at least moderate growth. More often than not, these governments allow developers and businesses to determine both the quantity and quality of growth in their jurisdictions. For these places, residential and economic growth brings immediate benefits, such as a larger tax base, more jobs, new amenities, and a sense of vitality. The negative effects often take longer to materialize, and when they do they are difficult to remedy. For example, unmanaged growth can result in increased traffic congestion, environmental degradation, insufficient public infrastructure and services, fiscal insolvency, and the loss of community character.

The six key themes address some of the most critical issues in Troup County and the cities. They include:

- **Good Planning Means Staying Abreast of Existing and Future Conditions**
- **Compact Quality Development Connected by Green Ribbons**
- **Housing for Health and Quality of Life**
- **Codifying and Incentivizing Sustainable Development Practices**
- **Harmonizing Land Use, Transportation, and Urban Design**
- **Maintaining Integrity and Quality of Place**

These themes are described in turn in the following section. With each theme there are several key recommendations.

Aligning plans, policies, and investments to achieve goals



① Good Planning Means Staying Abreast of Existing and Future Conditions

Troup County and the cities will experience significant employment and residential growth in the next 25 years, unlike the population and job trends of the past 20 years.⁴⁰ While community stakeholders and leaders alike welcome this growth, they have also expressed a strong desire to maintain the high quality of life and “small town” character of the area.⁴¹ To achieve this vision, the county and cities must continue to track and adapt to population growth.

Troup County and the cities should take an adaptive planning approach to accurately predict and respond to changing needs and conditions. Such an approach may include:

Troup County and the cities should collaborate on annual population and employment estimates. Consider developing a shared methodology for tracking population change that would:

- Use building permit, housing vacancy, utility hook up, and school enrollment data, to estimate current population for each city and the unincorporated area. The estimate can be used to test earlier population projections and to determine when new population projections are needed.
- Map the location of significant population and employment growth across all jurisdictions to access potential cumulative impacts; for example, schools, traffic, utilities, and recreational facilities.
- Share results with all government departments, schools, utilities, public services, and other programs and institutions to encourage them to make adequate plans to serve future needs.
- Reexamine future land use plans to ensure that adequate land is designated for future residential needs. Use acres available for redevelopment to reduce the number of greenfield acres needed for new housing. Keep in mind that an oversupply of residential areas in the future land use plan increases the likelihood of potentially costly leap-frog development (new development that is not adjacent to existing development), likewise an undersupply of land available for residential development can result in an unnecessary increase in housing prices.

Troup County should explore the development of a shared Geographic Information System (GIS) that would enable the county and cities to combine and share resources within and across jurisdictions and with the public. The development of this type of system should be done in conjunction with outside consultants that have an expertise in the development of multi-jurisdictional and multi-departmental information systems and are capable of performing the appropriate needs-assessments and system design. The development of this type of system can greatly improve the efficiency and effectiveness of government interactions with the public, businesses, and other governmental organizations.

The Troup County Leadership Team should identify appropriate indicators that describe the qualities of the community to preserve and enhance during implementation of the strategic plan. Using current data, update the indicators annually to measure progress and any degeneration. Indicators may assess both physical and social conditions. For example, the communities may choose to measure the number of acres developed and redeveloped, acres of

⁴⁰ See Preparing for the Future in Troup County, Georgia: Spatial Strategy for Sustainable Development and Preparing for the Future in Troup County, Georgia: Business Development Assessment.

⁴¹ See Preparing for the Future in Troup County, Georgia: The View from Community Stakeholders.

socially and environmentally important areas newly protected from development or secured for public use, or the ratio of population living in incorporated areas versus unincorporated areas. Social indicators may measure citizen involvement in volunteer and community groups, voter participation, or attendance at local government meetings.

Indicators are an important element of comprehensive plans and other planning documents, which should provide measurable and time-sensitive policies and actions. Individuals and departments should be charged with completing actions and measuring progress. Furthermore, performance measures shared across many departments or across multiple jurisdictions can help ensure a cohesive strategy to achieve common visions.

② Compact Quality Development Connected by Green Ribbons

There is a substantial amount of undeveloped land throughout Troup County that is relatively suitable for urbanization, yet community stakeholders and elected officials have expressed a vision to concentrate future development in and around the cities to take advantage of available infrastructure and prevent sprawling development and its associated ills. To address the situation, Troup County and the cities should consider officially adopting a vision and supporting policies to direct new development to areas in and adjacent to the cities where existing or planned infrastructure capacity is available.

As the suitability analysis shows,⁴² there are over 63,000 acres of land that are highly suitable or suitable for new development in Troup County. This far exceeds the land needs for population and job growth over the next 25 years; therefore, it is important to articulate and officially adopt a community vision for growth, one that provides a geographic and temporal sense, as well as a design character, of preferred development. A coordinated and complementary vision among the jurisdictions is important, because the impacts of development decisions cross jurisdictional boundaries. To address this issue:

Troup County and the cities should use their comprehensive planning processes to articulate and formally adopt this vision of concentrated cities. The county's current comprehensive planning process is beginning to outline this vision, which must reflect and be reflected in the plans and policies of the cities to be effective. The areas for new development depicted in the character area maps should reflect development needs based on population and employment projections. As suggested in an earlier recommendation, oversupply of land for development can result in premature conversion of rural and agricultural lands to urban areas.

For subsequent comprehensive plan updates, Troup County and the cities should consider a joint or coordinated planning process—synchronizing efforts in terms of timeframe and process—to identify areas of common goals and visions that can further support the development of consistent or complementary policies and development regulations across jurisdictions.

The cities should amend plans and policies to permit and as appropriate incentivize redevelopment of vacant, greyfield, and brownfield sites in already developed areas, and

⁴² The suitability analysis conducted as part of the strategic planning process categorized land in Troup County along a continuum of desirability for development. Various criteria, including presence of wetlands or floodplains, proximity to significant transportation infrastructure, proximity to features that may be detrimental to livability, were weighted by the Leadership Team and used in the model to categorize land as desirable or undesirable for future development. Results of this analysis are in the report entitled *Preparing for the Future in Troup County, Georgia: A Spatial Strategy for Sustainable Development*.

adaptive reuse of existing buildings. The cities have opportunities to foster and direct growth in downtowns, commercial corridors, residential neighborhoods, and industrial areas that are prime for redevelopment. In instances where redevelopment would not happen but for public involvement, the cities should study which specific redevelopment projects would provide the greatest social, economic, and environmental impacts.

Troup County and the cities should build upon their collaborative relationships and explore the potential for adopting minimum planning standards or development proposal review criteria that is applicable countywide. To help guide development in desired areas and to influence the quality of development, there are a number of options to consider, such as a project review rating system or development scorecard, the reestablishment of a joint planning commission or the creation of a unified design review commission, or the adoption of unified development standards.

Troup County should explore opportunities associated with West Point Lake and the several riparian corridors that create a network throughout the county and connect to the surrounding region. These areas are especially sensitive to increased urbanization, but they are also attractive amenities that provide a unique identify for the communities. These “green ribbons” can be used to: (1) protect environmentally sensitive areas, (2) provide recreational opportunities, (3) offer alternative transportation solutions, (4) define urban and rural areas, and (5) preserve community identity. In particular the ribbons can create links between the three downtowns and West Point Lake and the Chattahoochee River, which offer excellent opportunities for entertainment and recreation, but are often only connected by auto-oriented networks. The concept of green ribbons can be extended beyond natural corridors to include landscaped parkways, well-treed downtown streetscapes, and other linear arrangements, while remaining focused on creating environmentally sensitive links that enhance multi-modal connectivity and the natural environment. It can become a tangible and enduring example of the community’s commitment to the natural environment and to each other. Troup County and the cities should consider:

- Developing a Green Ribbons Plan that identifies a network of environmentally, historically, and socially important areas (this may include rivers, wetlands, floodplains, forests, historic sites, schools, libraries, city and county buildings, major institutions). Begin by identifying areas that may serve as the foundation for the network then, working with a variety of partners and the development community, apply tools and strategies to identify and connect the ribbons.⁴³
- Review and amend zoning and subdivision regulations to reflect the goals of the Green Ribbons Plan.

③ Housing for Health and Quality of Life

The home is one of the most important settings to shape quality of life and health. People not only spend a large portion of their day in their homes, but the location of a home also shapes the context by which people pursue their livelihoods and fulfillment. The home can determine where we shop, go to school, play, and work. It provides basic shelter, but it can also influence who our friends are and the opportunities we have to be an active part of a community. Housing can influence access to healthy foods, health care, and other important services.

⁴³ See Preparing for the Future in Troup County, Georgia: A Spatial Strategy for Sustainable Development.

Troup County can address several aspects of housing—the remediation of substandard housing, the provision of affordable and appropriate housing, and the overarching goal of healthy housing. Healthy housing is the convergence of three elements of the physical environment: a healthy housing unit, a healthy neighborhood, and a healthy region. A healthy housing unit is characterized as being in good condition, free from pollutants and excesses in noise, temperature, and humidity. It is safe and not overcrowded. A healthy neighborhood promotes active living through good design—appropriate density, land use mix, street connectivity, awareness of the human scale, attention paid to aesthetics—and by being safe and being perceived as safe. Healthy neighborhoods promote accessibility both within and between neighborhoods. They provide opportunities to be actively engaged with family and community and buffer inhabitants from unhealthful things, whether social, economic, or environmental. A healthy neighborhood provides affordable and appropriate housing choices for residents in all stages of life. And finally, a healthy region, from a housing perspective, is one that matches housing and transportation needs to jobs, both spatially and economically. This means that appropriate housing, in type and price, is located in proximity to jobs, and that transportation systems efficiently get people where they need to go. A healthy region is laid out in such a way as to reduce time spent traveling and to restrict the combined cost of housing and transportation to less than half of a household’s income. The availability of affordable or workforce housing is critically important in regard to reducing travel times and distances, thus minimizing negative impacts on air quality, stress, the economy, and the overall health of residents.⁴⁴

Troup County and the cities can explore these concepts by considering the following strategies:

Troup County and the cities should conduct a housing needs assessment. This assessment should address issues of the quality of the existing housing supply, affordability of housing for all income groups, and the availability of housing by type (single-family, townhome, apartment), by size and price point, and by location. This can involve community surveys to uncover inadequacy in the existing housing supply.

West Point, Hogansville, and Troup County should proceed with plans to conduct housing assessments to facilitate the resolution of substandard housing concerns. Similarly, LaGrange should maintain its commitment to its existing efforts which have had much reported success.

Consider programs and partnerships to encourage home improvements. For example, partnering with local banks to create a Home Improvement Program (HIP) to provide low- and moderate-income residents with technical assistance and low interest rate loans to maintain their homes, and thereby help stabilize neighborhoods. In most cases, loans are not repaid unless the house is sold or changes ownership. Such a program can be established throughout county or in select neighborhoods and may be run by the county or cities, or by the housing authorities.

Use zoning regulations to incentivize the development of affordable housing. The three municipalities and the county can encourage developers to reserve a certain percentage of their project to a median income based measure of affordability. For example, the community could offer the incentive to projects which agree to set aside 20 percent of their units for a rent or sales price equivalent to 30 percent of the household income of those with a household income of 80 percent or less of the county’s median household income. Troup County should also use tax breaks or zoning regulation flexibility to incentivize infill development of the most-in need types of residential structures. Infill development puts less strain on infrastructure development costs, and when done in tandem with pedestrian and streetscape improvements, can improve accessibility. To

⁴⁴ This Healthy Housing concept was developed in the *Healthy Housing: Forging the Economic and Empirical Foundation* for the Atlanta Neighborhood Development Partnership by Georgia Tech’s Center for Quality Growth and Regional Development (2006).

fulfill the gap in multi-family housing options (both owner and renter-occupied) while maintaining a desirable scale, Troup County can focus on encouraging smaller multi-family unit dwelling types, such as duplexes and quadraplexes.⁴⁵ All such measures should be implemented in a manner that advances the creation of a stronger mixing of incomes in Troup County's neighborhoods.

④ Codifying and Incentivizing Sustainable Development Practices

Many community stakeholders expressed a desire for environmental stewardship that balances economic and social factors through a sustainable development approach. To achieve this vision, Troup County and the cities should consider a multi-faceted approach to sustainable development across all development types.

Sustainable development is about protecting the natural environment while supporting the social and economic conditions in Troup County. For example, many efforts to protect the natural environment (e.g. energy efficient building practices and appliances or compact land development practices) have associated positive economic (e.g. lower operating and development costs) and social (e.g. improved indoor air quality for better health and a more walkable and socially connected community) impacts.

Furthermore, water quality is a well-known challenge for the county and cities. Existing sewer infrastructure is in need of maintenance and improvement. With increased development come higher rates of sewer discharge, the likelihood of greater quantities of impervious surfaces and resulting non-point source pollution, and increased intrusion into wetlands and floodplains, all of which can further degrade water quality.

To develop sustainably it is necessary to address issues of:

- **Location:** New development should be located on land suitable for the proposed type of development. This means protecting environmentally sensitive and historically/culturally important lands from development and adhering to city, county, and regional plans for future growth.
- **Site design:** Sustainable site design minimizes grading and tree removal, preserves and connects green spaces, applies innovative stormwater management systems, preserves ecological functions, conserves energy through strategic building orientations and placement, minimizes water use, and institutes an urban form that reduces automobile dependency for some or all trips.
- **Building design:** Sustainable building design uses recycled and/or renewable construction materials, applies designs and systems that reduce water and energy consumption, uses materials and strategies to improve indoor air quality, and recycles or reuses construction waste.
- **Operations and maintenance:** Sustainable development practices must continue after a development is constructed. Therefore residents and maintenance staff must be educated on sustainable operations, like the care of constructed wetlands and rain gardens.

⁴⁵ Some of the recommendations informed by the June 1, 2004 report, "Making the Case for Mixed-Income and Mixed-Use Communities" developed by the Center for Neighborhood Technology for Atlanta Neighborhood Development Partnership, Inc. and MICI.

Local governments can address these issues by encouraging, incentivizing, and/or requiring sustainable development practices in public and private projects. Strategies include:

Troup County and the cities should examine building codes to introduce incentives and requirements for the use of “green” materials, systems, and practices. Such approaches reduce water and energy consumption, waste creation, and make use of recycled and renewable materials for construction. As a side benefit, buildings constructed through this approach are less expensive to operate and can result in improved indoor air quality, which is especially important for children and older adults whose respiratory systems are more sensitive.

Troup County and the cities should study the feasibility of using sustainable development and design practices for all new government buildings and the retrofitting of existing buildings. This presents an opportunity to model good practices and create local awareness and acceptance of such practices, including rainwater and grey water capture for use in landscape maintenance, green roofs, use of renewable and recyclable materials, and the use of native and adaptive plants that require less water and pesticides.

Troup County should expand its role as the steward of the area’s tremendous natural resources. The presence of West Point Lake and the Chattahoochee River gives Troup County a rather unique natural environment. Furthermore, the foremost item community stakeholders named for preservation was natural resources and among the first tier “betterment” activities they identified was protecting and restoring the environment. The Lake and River are vital to the health of humans, as well as flora and fauna. As such, new development in this area should be designed and constructed in such a way as to protect this important resource. The county and cities should consider encouraging the use of ecological principles of natural flows and processes combined with sustainable economic development strategies to conceptualize new, large-scale residential, commercial, and industrial projects. Such a strategy could apply conservation easements and conservation subdivision strategies, platting to reflect natural contours that enable natural system functions to remain relatively intact, storm water management approaches that create habitat for wildlife, and other techniques.

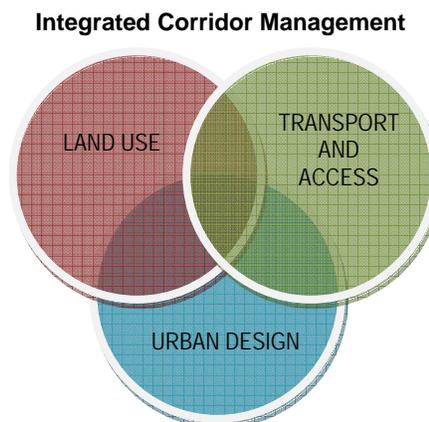
Troup County and the cities should work together to address water quality challenges. The City of LaGrange has already developed a watershed protection plan, which is an excellent starting point for a county-wide and even regional response. Troup County and the cities should consider working together when appropriate to develop and implement watershed protection programs. This can include the introduction and expansion of stormwater best management practices for construction, new development, and redevelopment; undertaking systematic sewer maintenance and upgrade programs; and a program for addressing the maintenance of existing septic systems throughout the county. There are also opportunities to use the provision of green infrastructure and other sustainable development practices to promote water quality in the county. Cooperation is important because water challenges cross jurisdictional boundaries.

5 Harmonizing Land Use, Transportation, and Urban Design

This broader role of corridors and interchanges requires looking at these areas as a whole picture that includes sidewalks, streetscapes, surrounding land uses, buildings, parking lots, landscaping, views, and natural features. A holistic view necessitates the integration of planning and management for land use, transportation, and urban design through corridor and interchange management plans.

The purpose of such plans is to provide the basis for development controls, transportation management, and the design of the private and public realm by:

- Planning for appropriate land uses to suit the locality and correspond to the capacity and mode of the transportation facilities to create a safer and more attractive environment.
- Managing the road space for all transport modes, including pedestrians, cyclists, public transit, and private motorists to improve safety and local accessibility.
- Enhancing the physical design of the public and private realm to create more attractive local spaces and to protect the economic value of the entire corridor.
- Improving the landscape and built environment to reduce negative impacts on the natural environment.
- Resolving existing, potential, and future conflicts between land use and transportation facilities.



Troup County lacks the mechanisms and tools to ensure desirable corridor development. Develop land use and transportation policies that elevate design standards, manage traffic flows, and increase opportunities for alternative modes of travel. Several key transportation corridors and nodes (many of which are largely commercial in character) serve as gateways to Troup County and the cities. In many instances the corridors suffer from inconsistent development patterns and substandard materials and design. Due to the anticipated residential development throughout the county, these corridors are likely to attract new and unprecedented commercial development, and in some cases redevelopment, which can serve as a catalyst to create a more attractive and function corridor. The following approaches should be considered:

Troup County and the cities should adopt complementary land use, transportation, and design visions and policies to create quality, efficient corridors. Both function (efficient traffic flow) and form (quality and durable materials, flexible building design, appropriate landscaping) are important to ensure these corridors serve as a community asset. The county and cities should consider:

- Developing an Access Management Plan for corridors and nodes where higher intensity development is anticipated and desirable. Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. The purpose is to integrate land use planning and transportation engineering practice to maintain high-performing corridors in accordance with the county's preferred alignments.

- Amending the comprehensive plans of the county and cities to include the Street Typology conducted as part of this Strategic Planning Process.⁴⁶ The street typology provides a range of appropriate road design and land use standards for each type of corridor, be it downtown, parkway, regional, inter city, or others. In some corridors a “Complete Streets” approach is given priority to encourage walking and biking, and future transit expansion. In other corridors the focus is on congestion reduction. After review and revision of the typology it can serve to create an explicit link between the design and operation of transportation system and their adjacent land uses, and can be used to encourage Georgia Department of Transportation funded projects to implement the community’s vision for the particular corridor.
- Establishing consistent design and streetscape standards for key gateway corridors. Standards would address building materials, signage, setbacks, building orientation to street, landscaping, lighting, and signage. This may be best accomplished in a corridor overlay that is implemented across all jurisdictions, since many corridors traverse incorporated and unincorporated areas.

⑥ Maintaining Integrity and Quality of Place

While some of the older neighborhoods have declined, much of the quality remaining quality housing stock and historic street patterns remain. Troup County should continue to support existing older neighborhoods and explore using historically successful patterns of development to inform policies for future development, especially infill development and the potential for greater mixed-use development within these neighborhoods.

The cities have maintained much of their historic development patterns, which are relatively compact and connected grids with density and the intensity of uses diminishing in a radial fashion from the central business districts. Each downtown has a distinct and charming personality and many of the historic neighborhoods are characterized by a comfortable diversity of architectural styles and some variation in home size and type. Such development is the inspiration for the New Urbanist (or neotraditional) movement, which embraces the concept that well-connected places where walking and public space allow for causal interaction create an authentic and sustainable sense of community.

Furthermore, Troup County and cities’ existing industrial and job centers are well served by transportation systems and land that are available and suitable for industrial development. New development has the potential to encroach on industrial areas and may create land use and transportation conflicts that reduce efficiency and create safety issues.

Troup County’s ability to ensure efficient transportation flows around industrial districts will be challenged by the significant ongoing and anticipated industrial growth. Therefore, Troup County and the cities should establish a long-range vision for industrial development and establish policies that maintain the integrity of important infrastructure and suitable land. To preserve and take advantage of Troup County’s unique assets—quality residential neighborhoods and efficient industrial areas—the following strategies should be considered:

⁴⁶ See the street typology recommendations in the Preparing for the Future in Troup County, Georgia: Transportation Assessment.

Troup County and the cities should continue to preserve the historic downtowns and neighborhoods. As DASH's community supported efforts have shown, progress is being made to address the problems of substandard housing. Still, areas of poor housing remain and efforts must continue. And while some progress has been made in all of the downtowns, continued effort is needed to create vibrant and growing centers. Consider:

- Creating a Façade Improvement Program for the downtown and select existing neighborhood commercial nodes. Such a program is designed to stimulate private investment in exterior improvements by creating public/private partnerships. Downtown plans should define design guidelines that must be met to qualify for the improvement program.
- Adopting development regulations that ensure that infill development, both commercial and residential, complement the surrounding buildings and neighborhood, particularly in scale, volume, setback, street orientation, and fenestration.
- Encouraging infill and expansion of the downtowns of each of the cities, while maintaining a mixing of uses. Downtowns can support a greater density, intensity, and variety of uses than other areas of the community because they are better served by infrastructure. Encouraging residential development in the downtowns can be a catalyst to reduce commercial space vacancies as businesses start to realize a potential clientele. Downtowns can be attractive residential locations for young couples and singles who want to live near entertainment areas, as well as older adults who may be looking to downsize their homes and live in areas that have more services nearby. When exploring downtown development it is imperative that historic preservation (protecting the architecture and elements that inform the city's unique character) and green space (giving people living in smaller houses access to public outdoor space) be equally addressed.

The cities should look to the character of successful older neighborhoods and areas as inspiration for policies and incentives for new development. They should consider:

- Conducting an assessment of select neighborhoods to create a Community Design Guidebook to be used by designers of new developments. The neighborhoods selected should reflect the range of densities and housing sizes throughout the cities and should reflect the distinct character of each city. Augmented with environmental goals, the guidelines can be used to offer incentives to encourage developers to create new communities that reflect the character of the existing development.⁴⁷
- Incentives, like density bonuses in appropriate areas, can also be used to encourage the creation of needed housing. Following the inventory of housing supply (quantity and quality) that is scheduled to be part of the county's comprehensive planning process, a better assessment of housing needs and therefore appropriate policies can be established. Combined with the proposed Community Design Guidebook, it is possible to encourage the development of high-quality affordable housing. The monitoring of available affordable housing should be an important component of any performance or indicator system to monitor progress and illustrate success.

⁴⁷ See Preparing for the Future in Troup County, Georgia: A Spatial Strategy for Sustainable Development for more information.

Troup County and the cities should review and amend codes to provide appropriate landscape ordinances. It is important to differentiate landscaping and buffers. Typically, buffers are intended to create a visual or environmental divide between land uses that are not entirely complimentary. Landscape ordinances do more than block undesirable views; they also aesthetically enhance areas, create shade for pedestrians and parked cars, and provide habitat for native flora and fauna. A landscaping ordinance can result in the screening of visually undesirable features from public view, protection of the privacy of residents, and promotion of the community as one that cares about its appearance. It can also improve the physical environment of a community through using plants best suited to the climate, improving drainage, and enhancing air quality. Working with a team of local landscape architects, planners, wildlife biologists, residents, and business owners, Troup County and the cities should study the creation of a landscape ordinance that sets standards for landscaping of commercial, industrial, and residential areas. The ordinance should also include lists of trees and shrubs that are recommended for the area. The recommended plants should either be native or adapted to the climate and environment of Troup County.

Troup County and the cities should review signage regulations and develop wayfinding and promotional signage plan. Wayfinding is the orderly presentation of information required to help people comfortably and successfully access and move about a community. Signage provides an effective method to communicate wayfinding information to specific audiences. Such signage can be thought of as both a practical necessity and a public relations tool. A wayfinding program can be used to identify, inform, advertise, direct, describe, and explain the environment. Wayfinding signage placed at key decision points (e.g. interchanges, major intersections, bridges) is extremely important to visitors unfamiliar with the area. Done properly, it can create a uniform identity that reinforces the unique sense of place of Troup County.

Troup County and the cities should work with the Troup County Historical Society to identify historically and architecturally significant buildings and sites. Historic buildings and sites and scenic views help make up Troup County's unique identity. They are reminders of its natural and manmade heritage and as such contribute significantly to its sense of place. Their preservation also provides environmental benefits, as the maintenance and reuse of historic buildings is less material intensive than new construction and the protection of scenic views is likely to conserve natural areas. In some cases, National Trust Status should be sought for exceptional examples that are not already identified. Less significant examples can be identified in city and county publications and policies can be enhanced to support their preservation.

Troup County and the cities should inventory important scenic views. The recently announced scenic byways in the southeast portion of the county begin to protect these areas and the draft Troup County Comprehensive Plan has policies for their preservation. Smaller areas and specific viewsheds may also be protected through transportation and land use plans that respect scenic view designations.

As a growing industrial center, Troup County and the cities should adopt policies and plans to secure land and systems that support the community's vision for future economic development. The county and cities should consider:

- Developing an Industrial Districts Park Management Plan and address industrial land needs for the long-term future. Such a plan can establish policies and guidelines for design and siting of businesses, as well as set environmental guidelines that may be related to the Green Ribbons strategy outlined earlier.

- Carefully evaluating residential and commercial development proposals near existing and future industrial areas to ensure that such development will not create traffic congestion that will inhibit freight movement, and the freight routes and noise and light pollution from industrial areas will not negatively impact residential areas. For a full examination of community impacts of freight see the Transportation Assessment.

APPENDICES

Appendix A: Gallery of Best Practices

Appendix B: Resource Document

APPENDIX A: GALLERY OF BEST PRACTICES

Throughout the audit several topics were marked with . This icon identifies concepts that can be better understood with visual depiction. For example, concepts like interparcel connectivity, wayfinding and education signage, and curb cuts can be better illustrated through the images and drawings contained in this gallery.

Educational Signage

Figure 1- Sidewalk panels provide educational information about the community history or the natural environment making walking routes more interesting.



Figure 2- Banners with motivating slogans like these can combine the promotion of increased levels of physical activity with environmental concern.



Source: Kimberly Viviano⁴⁸

⁴⁸ Available online at <http://www.metropolismag.com/cda/story.php?artid=1904>.

Interparcel Connectivity and Access Management

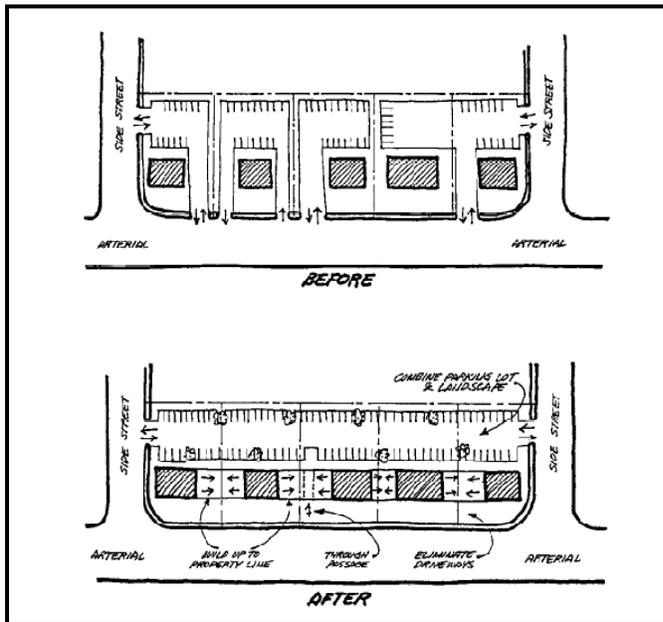
Interparcel connectivity is a component of better access management. It involves consolidating vehicular access points and removing barriers to free movement of vehicles and pedestrians between adjoining parcels. The images below show examples of improvements in access management and the creation of more pedestrian/bicycle-friendly environments.

Figure 3- Illustration of how consolidating driveways improves pedestrian environment and aesthetics.



Source: Glatting-Jackson Kercher Anglin

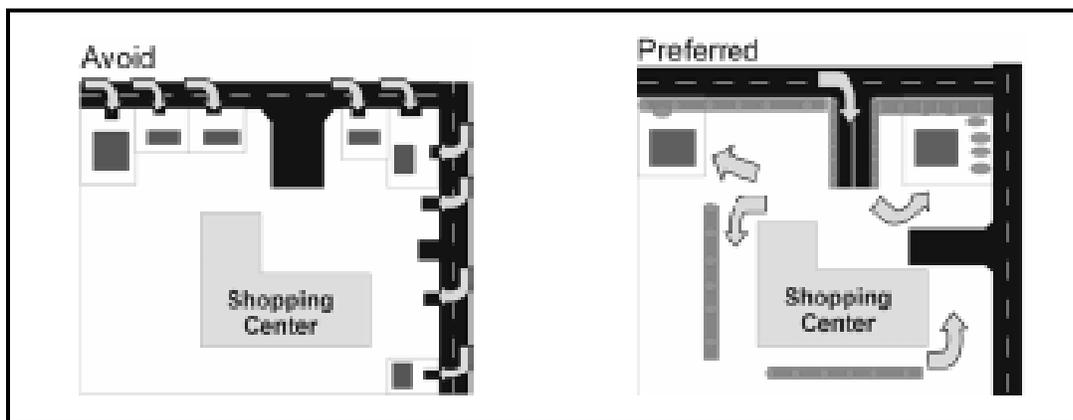
Figure 4- Improved pedestrian and bicycle environment by connecting parcels and consolidating entry points.



Source: *Guide to Driveway Consolidation*⁴⁹

⁴⁹ George Jacquemart Associates, "Guide to Driveway Consolidation," 1989

Figure 5- Improved access management.



Source: *Effective Strategies for Comprehensive Corridor Management*⁵⁰

Figure 6- Good example of pedestrian path through a parking area.



Source: Leicestershire County Council⁵¹

Interparcel connectivity is also important in a residential setting, as cul-de-sacs and neighborhood boundaries often create barriers to schools, parks, and other destinations. The images below provide examples of pedestrian and bicycle cut-throughs.

⁵⁰ Available online at www.cutr.usf.edu.

⁵¹ Available online at www.leics.gov.uk/index/highways/road_improvements/htd/highway_reg_development_part3.htm.

Figure 7- Pedestrian cut-throughs in a residential setting.



Source: Pedestrian Bicycle Image Center (PBIC) Image Library, Dan Burden⁵²

Figure 8- Bike and pedestrian path connecting a cul-de-sac to a local school.



Source: Safe Routes to Schools Program⁵³

⁵² Available online at <http://www.pedbikeimages.org/>.

⁵³ Available online at <http://www.saferoutesinfo.org/guide/engineering/connectivity.cfm>.

Public Art and Sense of Place

Historic architecture, new signature buildings, uniform signage designs, the natural environment, and public art help reinforce a unique sense of place. Community-specific elements, like Hogansville's downtown murals, are what distinguish one place from another and build community pride. The following images provide examples of innovative forms of public art.

Figure 9- Creative and proper bicycle rack.



Source: Pedestrian Bicycle Image Center (PBIC) Image Library, Dan Burden⁵⁴

Figure 10- Public Art in downtowns.



Source: University of Idaho Community Design and Planning Research⁵⁵

⁵⁴ *Ibid.*

⁵⁵ Available online at <http://www.class.uidaho.edu/communityresearch/sidewalks.htm>.

Figure 11- Public art in the form of benches.



Source: Pedestrian Bicycle Image Center (PBIC) Image Library, Dan Burden and Reed Huegerich⁵⁶

Figure 12- Public art and proper lighting creates a more inviting environment.



Source: Pedestrian Bicycle Image Center (PBIC) Image Library, Dan Burden and Mike Cynecki⁵⁷

Figure 13- Decorative light posts.



Source: Living Streets⁵⁸ and Pedestrian Bicycle Image Center (PBIC) Image Library, Dan Burden⁵⁹

⁵⁶ Available online at <http://www.pedbikeimages.org/>.

⁵⁷ Available online at <http://www.pedbikeimages.org/>.

Quality Growth Scorecard

New Jersey's *Smart Growth Scorecard for Proposed Developments*⁶⁰ offers citizens and local officials a way to evaluate development proposals in light of the potential drawbacks and benefits it may bring to the community. Snapshots of the scorecard below provide samples of criteria. Scores are calculated according to:

Figure 14- Smart Growth Criteria

TABLE I

	Column 1	Column 2	Column 3	Column 4	Column 5
Smart Growth Criteria	Total Possible	Section Scores	Calculation (Col 2/Col 1)	Final Score (Col 3 x 100)	Final Grade (A-F)
I. Near existing development and infrastructure	24				
II. Range of housing options*	7				
III. Protects open space, farmland and critical environmental areas	12				
IV. Mix of uses	17				
V. Provides choices for getting around	18				
VI. Walkable, designed for personal interaction	16				
VII. Respectful of community character, design and historic features	6				
TOTAL OVER ALL CRITERIA	100				

* If there is no housing component to the project under review, deduct 7 points from column 1, bringing the total possible to 93 points. Divide the total for column 2 by the new total possible (93 points) to find the project's overall score.

Source: New Jersey's *Smart Growth Scorecard for Proposed Developments*⁶¹

⁵⁸ Available online at www.livingstreets.org.uk.

⁵⁹ Available online at <http://www.pedbikeimages.org/>.

⁶⁰ Available online at http://www.njfuture.org/Media/Docs/development_card.pdf.

⁶¹ Available online at http://www.njfuture.org/Media/Docs/development_card.pdf.

Figure 15- New Jersey's *Smart Growth Scorecard for Proposed Development*

III. Protects open space, farmland and critical environmental areas – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Answer	Points	Weight	Score
Project avoids critical environmental areas (State Plan Planning Area 3, prime watersheds, unbroken forest and grassland areas, critical wildlife areas/wildlife habitat)	Yes No	1 0	X 3	
Project located on land that is physically suitable for development steep slopes greater than 15 percent, floodplains, stream (avoids corridors, aquifers and aquifer recharge areas)	Yes No	1 0	X 2	
Project does not intrude into agricultural and/or open lands	Yes No	1 0	X 2	
Project cleans up a brownfield site	Yes No	1 0	X 2	
Project is energy efficient (example: exceeds standards in NJ energy code, meets standards of NJ Energy Star Homes program, etc.)	Yes No	1 0	X 2	
Project uses at least 30 percent recycled or "low impact" building materials	Yes No	1 0	X 1	

Subtotal

IV. Mix of uses – Creates a vibrant community where places to work, shop, live and play are integrated.

Measurement	Answer	Points	Weight	Score
Project is mixed use (any combination of housing, retail, office, commercial, public buildings, etc.)	4+ uses 3 uses 2 uses 1 use	3 2 1 0	X 2	
Project provides a new type of development to an existing neighborhood such as employment, housing, retail, civic, educational, cultural, recreation, neighborhood-serving retail/service	4 uses added 3 uses added 2 uses added 1 use added 0 uses added	4 3 2 1 0	X 2	
Project adds to the diversity of uses within an existing community	Yes No	1 0	X 3	

Subtotal

Source: New Jersey's *Smart Growth Scorecard for Proposed Developments*⁶²

⁶² Available online at http://www.njfuture.org/Media/Docs/development_card.pdf.

Street Closure for Pedestrian Malls

In downtown Atlanta's Fairlie Poplar district, Broad Street is transformed every Friday during summer months into a large outdoor patio and concert hall. It is just one example of potential gains in public space through street closure.

Figure 16- Broad Street during SunTrust Lunch on Broad (Atlanta, GA)



Source: Michael Brown, CAP/ADID⁶³

Pedestrian malls can also be created on a temporary basis if streets are designed for multiple functions. For example, a "festival street" is a street that can be closed for farmer's markets, arts festivals, concerts, and other community events.⁶⁴ They include special provisions for booths, vendors, and music such as electric outlets, water connections, and public announcement plug-ins.

Portland, Oregon recently completed construction of two festival streets in the Old Town Chinatown district (see Figure 18). The festival streets are described as streets without curbs, where bollards or trees delineate the boundary between sidewalk and roadway. Cars can drive and park on the festival streets, but the streets are designed so they can be temporarily closed to traffic for neighborhood events. The street surface is often composed of a scored concrete bounded and/or pavers.

⁶³ Available online at <http://www.atlantadowntown.com>.

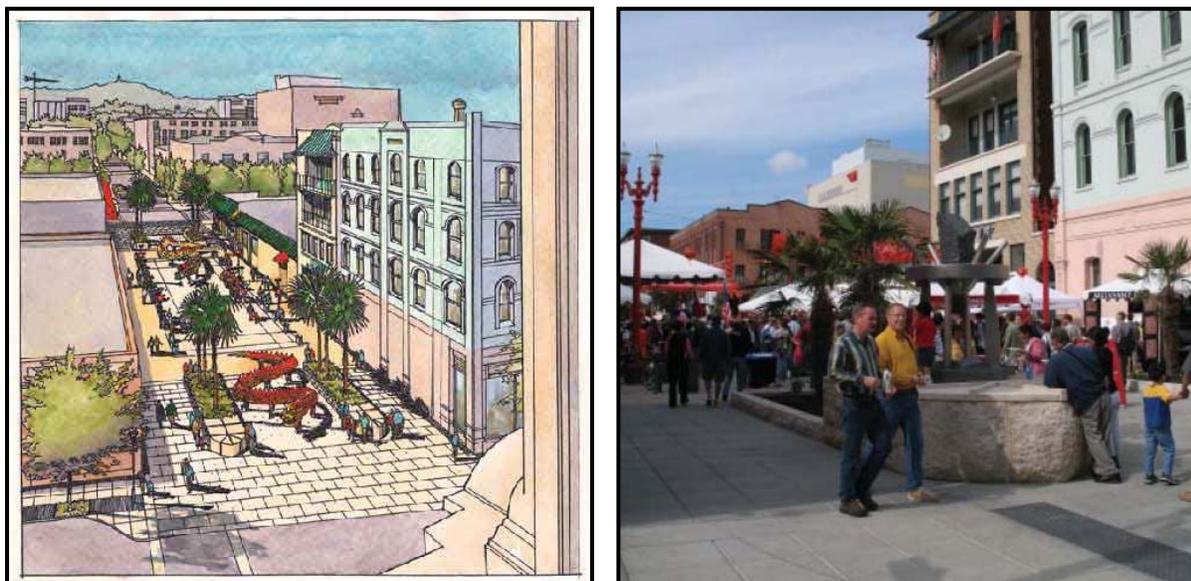
⁶⁴ From Charlier Associates.

Figure 17- Bollards (left) and movable planters (right) can be used for temporary street closures.



Source: Pedestrian Bicycle Image Center (PBIC) Image Library, Dan Burden and Michael King⁶⁵

Figure 18- Conceptual drawing of festival street in Old Town Chinatown (left) and completed festival street during Under the August Moon Festival (right) held in 2006 in Portland, Oregon.



Source: City of Portland, Oregon⁶⁶ and Portland Development Commission⁶⁷

⁶⁵ *Ibid.*

⁶⁶ Available online at <http://www.portlandonline.com>.

⁶⁷ Available online at <http://www.pdc.us>.

Figure 19- Festival street used for Texas Blueberry Festival (NOTE: the lack of curbs).



Source: Bruce Partain, Nacogdoches County Chamber of Commerce

Universal Design

Troup County residents and visitors represent a diverse population that varies in age, income, culture, and ability. Users include older adults, children, people with disabilities, non-English speakers, and others whose mobility can be affected by short- or long-term limitation in ability. According to the National Institute on Aging (2006), almost 80 percent of people over age 65 have at least one chronic health condition, and 50 percent have at least two chronic health conditions, which often lead to disability, which requires accommodations in the built environment to allow for mobility. Low levels of physical activity and failure to meet the required activity levels have significant health consequences for children such as obesity, low bone density, and low physical fitness (Troost et al., 2001; Bailey & Martin, 1994). Thirty five percent of children in the US do not meet the minimum physical activity requirements, while 14 percent are totally inactive (CDC, 1997; US Department of Health and Human Services, 2000). Active forms of travel can help children get the recommended levels of physical activity.

Older adults, children, and people with long- and short-term disabilities have specific needs in order to effectively function within the community. Historically, specialized design for each of these groups has often resulted in segregation and stigmatization of these populations and increased the costs. A better solution can be found in the principles of Universal Design, which is design of “products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design” (Mace et al., 1991). Such a design philosophy can accommodate all people with different age and ability levels by the same design to become as inclusive as possible. Seven principles of Universal Design advocate equitable use, flexibility in use, simple and intuitive use, perceptible information, tolerance for error, low physical effort, and size and space for approach and use (CUD, 1997).

The Principles of Universal Design

- **Equitable use** means that designs need to be useful and marketable to people with different levels of ability. The main goal is to provide one design to accommodate all users. If it is not possible, then equivalent options should be available. It is crucial not to stigmatize individuals with specialized design that segregates or isolates them.

Furthermore, accessible entrances at the back of the buildings can be a source of stigmatization and embarrassment. Instead, all buildings should accommodate all users at the main entrances (see Figure 20). In addition, playground features should be designed to be usable by various heights and ability levels so that children and adults, whether able bodied or using a wheelchair, can get involved in the children's play (see Figure 21).

Figure 20- Examples of buildings that have inaccessible entrances (top). Special attention needs to be paid to front entrances usable by all ability and age levels (bottom).

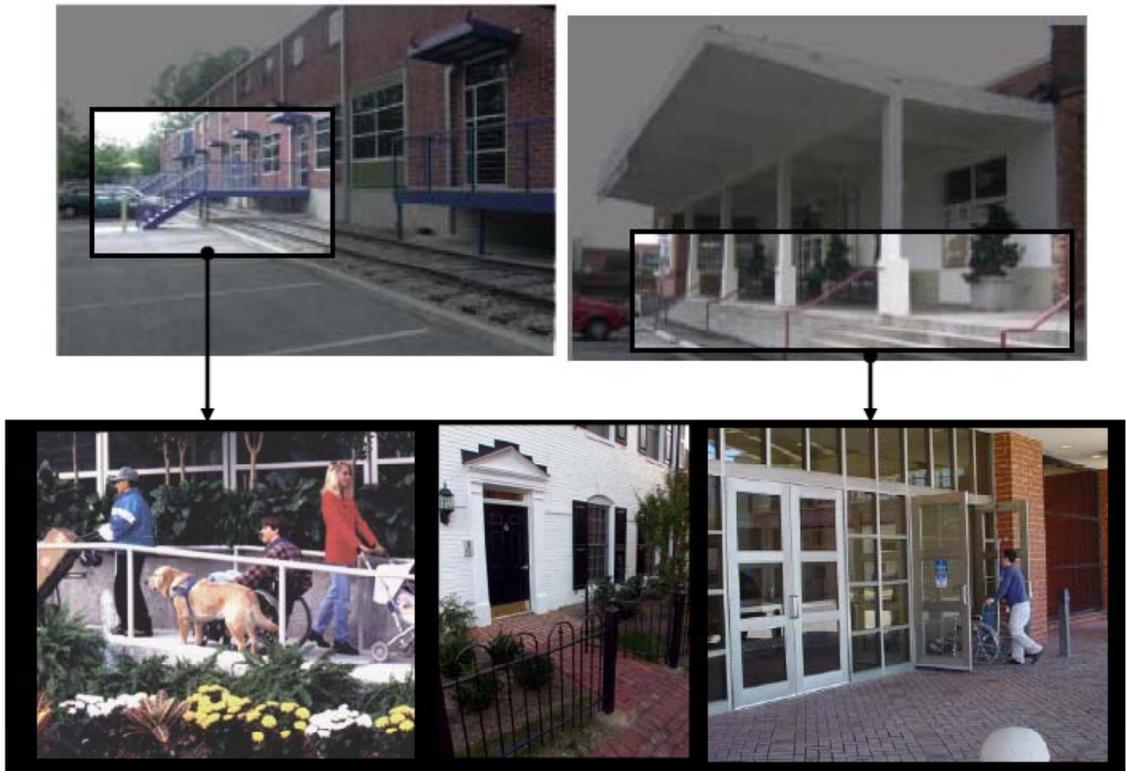


Figure 21- Inclusive playgrounds with accessible and reachable design.



- **Flexibility in use** recommends that products, buildings and environments should accommodate a wide range of individual preferences and abilities through various methods of use. Access and use should be possible by both left and right handed users. Products and environments should be compatible with the user's pace to accommodate the use by various ability levels. For example, traffic lights should be timed to give people, especially older adults, children, and people carrying loads or using assistive technology, enough time to cross the streets comfortably and without any hazard. In addition, traffic and pedestrian signals may be designed to provide more information to assist pedestrians and drivers in achieving a safe environment within a shared right-of-way.

- Universal design also advocates for products and environments that enable **Simple and Intuitive Use**. This means that places should be simple enough to understand regardless of an individual's experiences, knowledge, language skills, or concentration level. The transportation system should be designed to eliminate complexity, organize information based on importance, and be consistent with an individual's expectations and intuition. Putting clear signage at appropriate places for the streets, stops, transit destinations, miles walked or remaining for trails, and maps is important for all users.

- **Perceptible Information** should be provided in diverse modes (e.g., auditory, visual, tactile) to match the skills of different users. For example, signs should use contrasting colors for the information and the background (e.g., white on black) to improve legibility, and signage and maps should have big enough letters and Braille for vision impaired users. Furthermore, travelways should use varying texture and color for pavement of streets, sidewalks, and bike paths to provide navigational guidance to older adults and others with vision loss, as well as provide additional locational information for the general public.

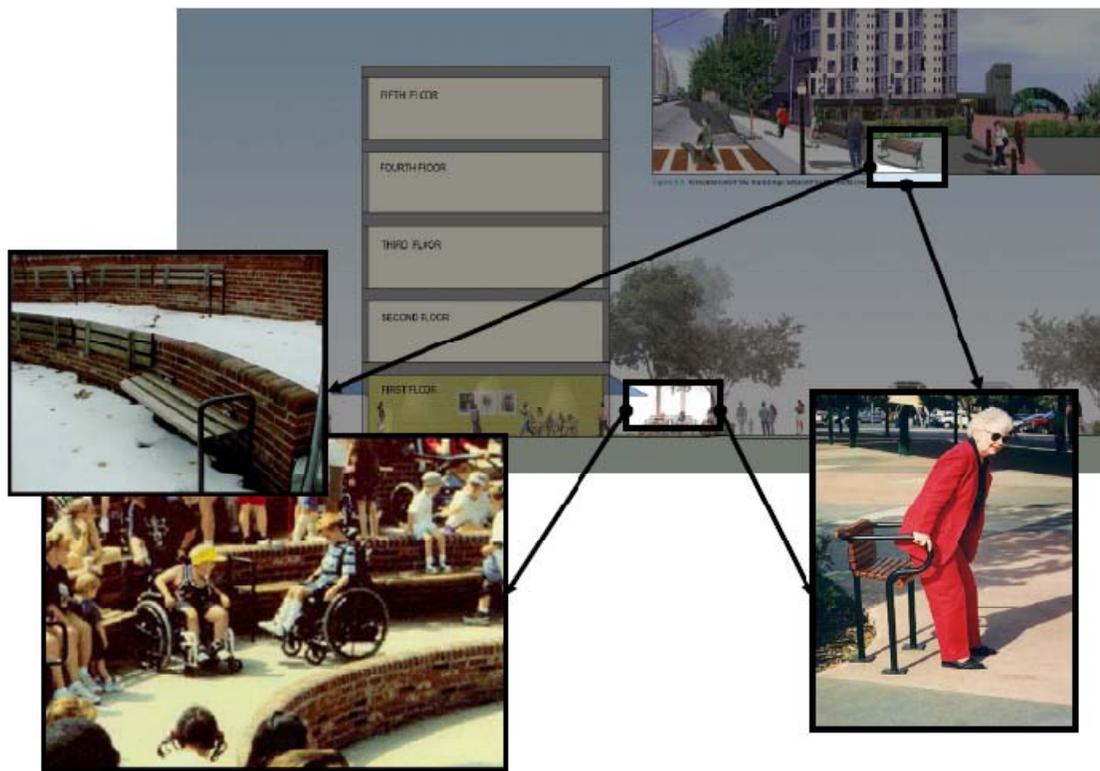
Sidewalks, trails, and public pedestrian routes can better serve elderly, people with visual impairments, and people using wheelchairs by adding common types of information that can be perceived with several senses. For example, raised tactile surfaces, materials with contrasting sound properties, grooves, contrasting colors, and audible pedestrian signals can be used as detectable warnings and for wayfinding. Raised tactile surfaces contain textures detectable with the touch of a foot or sweep of a cane to warn for upcoming hazards or changes in the pedestrian environment. Raised tactile surfaces include truncated domes, patterned panels, and other textured designs.

- **Tolerance for Error** requires designs that minimize hazards and accidents through warnings and the elimination, isolation, or shielding of hazardous elements. The design should seek to minimize unconscious actions for tasks requiring attention, and to encourage users to be aware of their environments. Sidewalks and crossings are important to maximize mobility and minimize hazards for individuals who use wheelchairs, walkers and canes as well as those with an irregular or unsteady gait.

- According to the **Low Physical Effort** principle, products, buildings, and environments should be designed to be used efficiently and comfortably without the need of an extra operating force, awkward body position, unnecessary repetitive actions, or sustained physical effort. For example, the connectivity of neighborhoods through a web of streets and trails will decrease the time and effort spent reaching destinations compared to conventional community development with dead-end streets and cul-de-sacs. Another opportunity to provide amenities that require low physical effort can be found in seating

features. For instance, a bench with a higher seat and handles can support elderly for sitting down and standing up and can also be used by able bodied users. Adjustable seating at public spaces can provide flexible use for wheel chair users as well as for all others (see Figure 22).

Figure 22- Seating features to accommodate special needs of all ability levels.



- The principle of **Size and Space for Approach and Use** states that a design should be an appropriate size for the intended use (i.e., sufficiently large or small) and provide enough space for approach and use by people with different body sizes, assistive devices, or personal assistants. Components should be reachable by all heights and can be operable by all hand and grip sizes. Several design guidelines require adherence to applicable Americans with Disabilities Act (ADA) standards. However, there are points where ADA is not sufficient to enable mobility to wheelchair users due to recommended widths of the sidewalks and cross slopes. The width of the sidewalks should be such that two wheelchair users can stroll together, side-by-side or with able-bodied companions and would not be limited by the presence of others (see Figure 23).

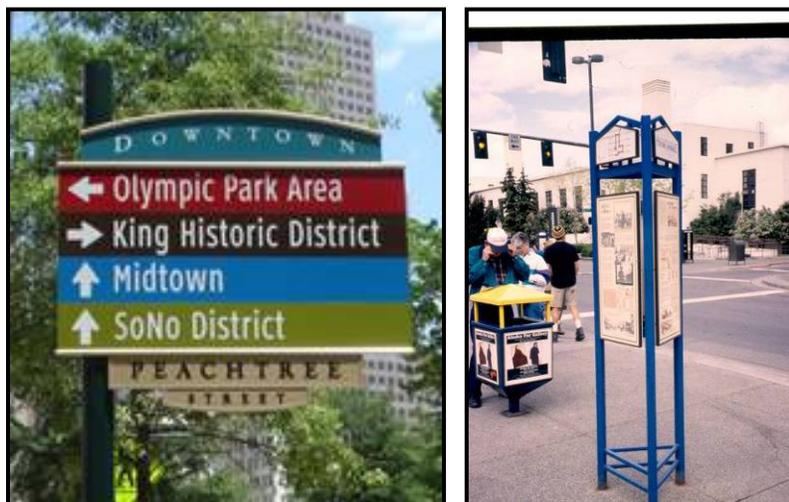
Figure 23- Wide paths or sidewalks with adequate use for everyone.



Wayfinding Signage

Often, pedestrian and bicycle routes to destinations differ from those used by automobiles. For this reason, wayfinding signage should differentiate between these routes and include details like distance estimates (see Figures 24-28).

Figure 24- Traditional wayfinding signage.



Source: City of Atlanta⁶⁸ and Pedestrian Bicycle Image Center (PBIC) Image Library, Dan Burden⁶⁹

⁶⁸ Available online at www.atlantadowntown.com.

⁶⁹ Available online at <http://www.pedbikeimages.org/>.

Figure 25- Directional signage routes and approximate distances to destinations.



Source: Pedestrian Bicycle Image Center (PBIC) Image Library, Michael Cynecki and Bruce Nesbitt⁷⁰

Figure 26- Bicycle route designation and directional signage.



Source: Pedestrian Bicycle Image Center (PBIC) Image Library, Michael King⁷¹

Wayfinding signage could also be used to direct drivers toward public facilities as shown below.

⁷⁰ Available online at <http://www.pedbikeimages.org/>.

⁷¹ Available online at <http://www.pedbikeimages.org/>.

Figure 27- Directional signage to public facilities.



Source: Pedestrian Bicycle Image Center (PBIC) Image Library, Dan Burden and ITE Pedestrian Bicycle Council⁷²

Figure 28- Parking location and availability.



Source: Congress of New Urbanism, Stephen Filmanowicz⁷³and IEEE Spectrum Online, Robert Charette

⁷² Ibid.

⁷³ Available online at www.cnu.org/search/imagebank.

APPENDIX B: RESOURCES DOCUMENTS

This section contains numerous documents that provide examples of designs, codes, policies, and practices that pertain to the topics addressed in the audit.

"Alternative Transportation." *Emory University Transportation Services*. March 2007. <<http://www.epcs.emory.edu/alltransp/index.html>>

"Center City Circulation Report." *SDOT Policy Planning and Major Projects*. March 2007. <<http://www.seattle.gov/transportation/ppmpcentercity.htm>>

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City of Portland Metro Region. *Metro Shared Parking Handbook*. December 2006. <<http://www.metro-region.org/article.cfm?articleid=435>>

City of Portland. *Sidewalk Handbook*. May 2007. <<http://www.portlandonline.com/transportation/index.cfm?c=38721>>

City of Raleigh, North Carolina. *Parking Study*. <www.raleigh-nc.org/planning/index.htm>

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"Finding a Place for Parking." *Project for Public Spaces*. April 2007. <http://www.pps.org/info/placemakingtools/issuepapers/place_for_parking>

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Georgia Department of Community Affairs. (2003). *Model Code: Alternatives to Conventional Zoning*. January 2007. <<http://www.dca.state.ga.us/development/PlanningQualityGrowth/index.asp>>

Georgia Department of Transportation. (2006). *Georgia Guidebook for Pedestrian Planning*. <http://www.dot.state.ga.us/bikeped/pedestrian_plan/>

Gibbons, Jim. (1999). *NEMO Technical Paper Number 5: Parking Lots*. UConn Cooperative Extension System.

ITE. (2006). *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities: An ITE Proposed Recommended Practice*. January 2007. <<http://www.ite.org/css/>>

ITE. (2006). *Context Sensitive Solutions in Multi-modal Urban Corridor Planning: Arlington, VA* (white paper). January 2007. <<http://www.ite.org/css>>

- "Model - Shared Use Agreement for Parking Facilities." *South Carolina Department of Health and Environmental Control*. March 2007. <<http://www.scdhec.net/environment/baq/docs/ModelOrdinances/SharedParkingAgreement.pdf>>
- "Park and Walk." *City of Madison*. March 2007. <<http://www.cityofmadison.com/parking/10hr2.html>>
- "Seattle Right-of-Way Improvement Manual." March 2007. <http://www.seattle.gov/transportation/rowmanual/manual/table_of_contents.asp>
- "Six Steps to a More Walkable Seattle." Seattle Pedestrian Advisory Board. March 2007. <<http://www.seattle.gov/spab/default.htm>>
- Smart Growth Leadership Institute. (2005). *Code and Zoning Audit Tool*. Nov 2006. <http://www.epa.gov/dced/scorecards/SGLI_code_audit_draft_111405.pdf>
- Toole Design Group, LLC with City of Baltimore. *Bicycle Facility Design Toolkit*. April 2006. <<http://www.liveearnplaylearn.com/Publications/BaltimoreCityBicycleMasterPlan/tabid/98/Default.aspx>>
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