



Part 5: Implementation

April 1, 2010

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5.1 Action Plan

This Action Plan outlines the next steps after the Hudson Bridge-Jonesboro Roads Connector Activity Center LCI Study is adopted by the Henry County Commission. The Action Matrix, provided on the following pages, lists all proposed projects, along with timelines, the parties responsible for implementation, and cost estimates. The matrix is intended to serve as a blueprint for achieving the community's vision for the future.

In order to ensure implementation, continued diligence will be required on the part of area residents, businesses, Henry County and City of Stockbridge governments, and other organizations. These groups must monitor private development and public improvements in the study area to ensure that they are consistent with the community vision embodied in the plan. Specifically, stakeholders must cooperate with local governments and private developers to ensure that land use and zoning changes that support the vision are implemented satisfactorily.

Most recommendations are provided on an aggressive five year timeline, although some clearly extend beyond this time period as funding becomes available. Projects in the near future represent those addressing areas with the most critical need for public improvement or those where public investment can spur private investment. Longer-term projects are less urgent, but equally key to the ultimate success of this study.

Community Priorities

During the public outreach process it became evident that three plan recommendations were of high priority to the Core Team and the public at-large. These include:

- Westside Parkway (T-1)
- Tax Allocation District (O-1)
- Jodeco Road Interchange (T-32)

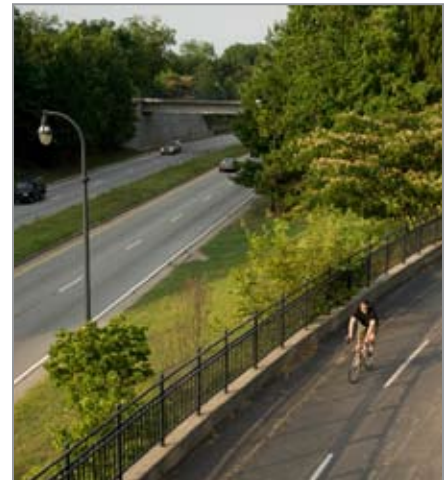
While one of these projects, the Jodeco Road Interchange, is well on its way to becoming a reality, it is nevertheless central to the vision of the LCI plan. Without it and the vehicular access it provides, many of the land use elements of this plan are not feasible. To this end, the County should work to ensure that the planned project is completed on time, and that progress is made on implementing the other two priorities as well.

Local Funding

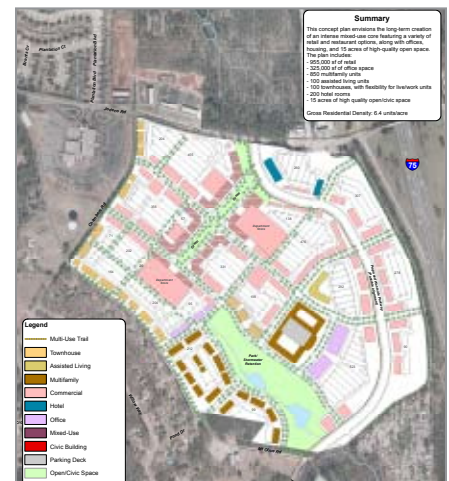
Through LCI studies, the ARC has committed to making funding available for the implementation of plan elements related to transportation and to pre-qualify a limited number of transportation projects for funding. Their expressed desire is for public infrastructure



The Action Program identifies many public steps necessary to spur private investment



The Westside Parkway is essential for the plan to become a reality



The Jodeco South plan requires improved access to be a success

improvements to spur private investment in existing activity centers. Transportation projects may also be funded through a variety of other sources administered through the ARC. Henry County and the City of Stockbridge should work with ARC staff to ensure that projects requiring transportation funds are included in future Regional Transportation Plans (RTPs), which are revised every five years. Most transportation funds administered by the ARC will require a 20 percent local match.

Sources for the local match funds could include:

- **Proposed Tax Allocation District (TAD):** If a TAD is created within the study area, bond funds can be used to pay for eligible public and private improvements within the district.
- **Proposed Community Improvement District (CID):** If a TAD is created within the study area, it will have a critical role in providing matching funds for transportation projects, and completing many of the marketing recommendations of the plan.
- **Private donations:** Local matches could be obtained by soliciting area property owners, businesses, residents, and institutions. Private funds may also be used to fund specific “special interest” projects. For example, the PATH Foundation funds multi-use greenway trails, while the Trust for Public Land and the Blank Foundation sometimes fund park projects.
- **SPLOST Funds:** Future special local option sales tax (SPLOST) efforts could include funds providing a local match for critical transportation projects.

Without a detailed analysis that is beyond the scope of this study, the ideal source for local match funds cannot be determined. However, all available options should be carefully explored.

Steps Toward Implementation

This LCI contains an aggressive but achievable plan for growth in the Hudson Bridge-Jonesboro Roads Connector Activity Center study area. For the vision to become a reality, there must be both short and long-term commitments to its principles. The following steps are intended to guide the short and long-term implementation processes.

Short Term

Short term implementation should strive to remove regulatory barriers to the vision contained herein. After plan approval by the Henry County Board of Commissioners, its recommendations should be officially adopted into the Joint Henry County/Cities Comprehensive Plan. As part of this, updates to the official Future Land Use map should be undertaken as outlined in this part.

Equally important, a new zoning district should be created in the short term to legalize the plan vision and encourage compatible development.

Long Term

The realization of the LCI vision will also require a long-term commitment. The plan’s aggressive long-term vision cannot be achieved overnight, and if it is not consulted and reviewed regularly, it risks becoming obsolete.

As Henry County moves forward with implementing the vision of this study, it is critical that the following be kept in mind:

- **The Vision:** Of all of the components of this study, the vision should represent its most lasting legacy. The ideas contained in Part 4.1: Future Vision represent the results of an inclusive public involvement process. It is unlikely that the general vision and goals resulting from this process will change significantly, even though the steps to achieving them may.

- **Flexibility:** While the vision is unlikely to change in the near future, it is critical that the community recognize that the ways in which the vision is achieved can and will change. The future addition or subtraction of policies or projects should not be viewed as a compromise of the study, but rather its natural evolution in response to new conditions. Many of the assumptions used to guide this process, including the economic climate, land costs, transportation costs, transportation funding programs, and development trends, are never fixed. Henry County must be prepared to respond to changes in order to ensure a relevant plan.
- **Development Guide:** One of the greatest long-term values of this document, in addition to its role in procuring transportation funding, is that it lays out a detailed land use framework. All future development proposals should be reviewed for compatibility with the framework.

By being mindful of these three concepts, the Hudson Bridge-Jonesboro Roads Connector Activity Center Study can guide positive change in and around the area for years to come.

Transportation Project Map

The map on the following page shows all proposed transportation projects that have a specific location within the study area. Project numbers refer to the Action Matrix on the following pages.

Cost Assumptions

As with any macro-level planning process, it is impossible to assign exact costs to future projects. However, it is possible to produce cost estimates based on standard unit cost assumptions. The following unit cost assumptions are used in the Action Matrices. Where project costs have already been estimated by another study, the other study's costs are used. All costs are in 2010 dollars.

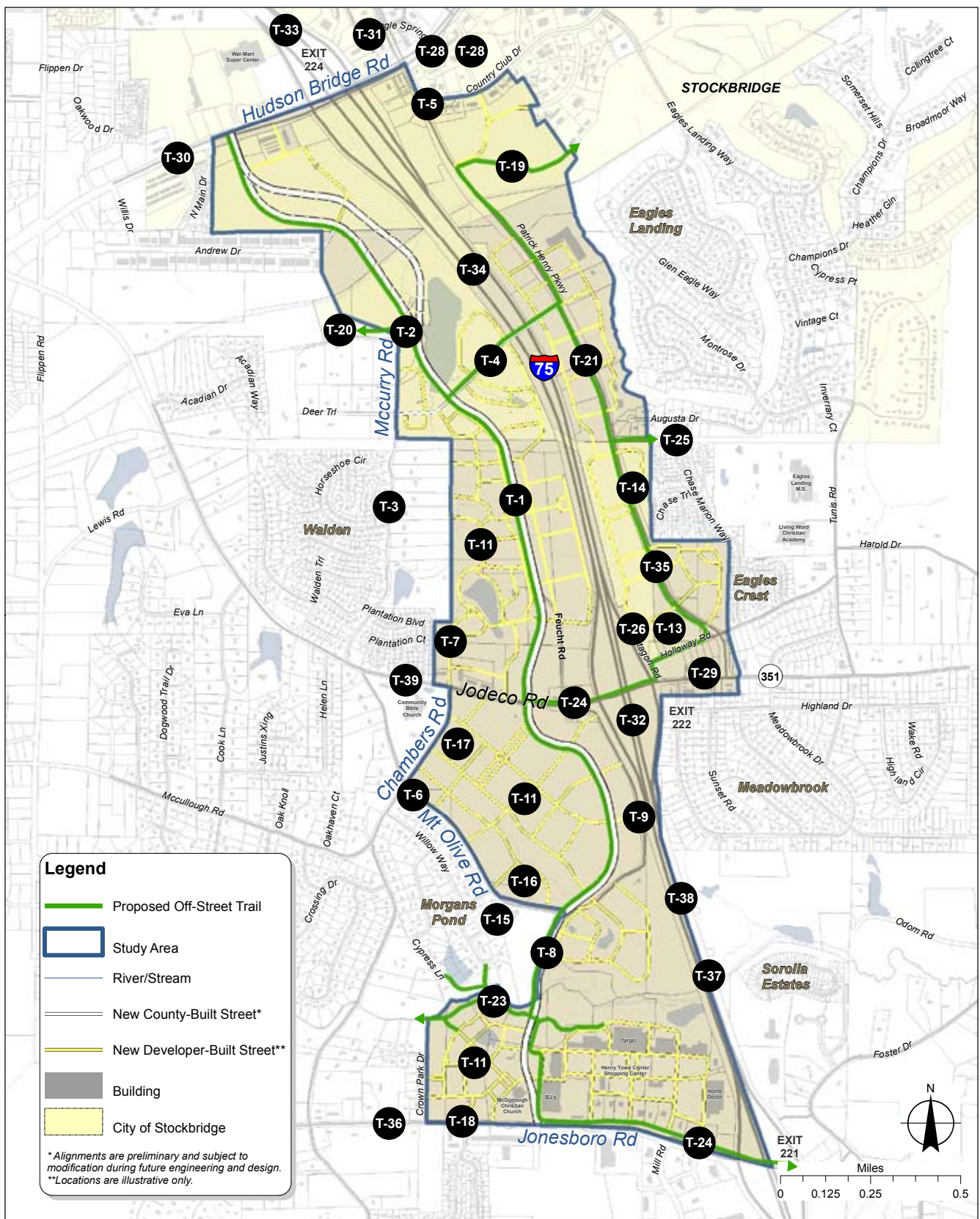


Figure 5.1: Transportation Project Map

Transportation Projects (LCI Study Identified)

Key	Location	Description	From	To	Project Type	Estimated Length	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Open Year	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount
Roadway Projects																		
T-1	Westside Parkway (including an access management plan)	New location 4-lane parkway, sidewalk, multi-use trail, and landscaped median	Jonesboro Road	Hudson Bridge Road	Roadway Capacity	3.34 miles, 17,652 feet	2016	\$571,000	2018	\$35,385,000	2020	\$5,706,000	2022	\$41,662,000	Henry County	Federal, Local	SPLOST	\$8,332,400
T-2	McCurry Road	Extension to Westside Parkway	McCurry Road	New location parkway	Roadway Capacity	340 feet	2018	\$312,000	2019	\$509,000	2020	\$3,120,000	2022	\$3,941,000	Henry County	Private	Private	
T-3	McCurry Road	Traffic calming	Jodeco Road	New location parkway	Traffic Calming	0.95 mile	2019	\$7,500	2021	\$0	2020	\$50,000	2021	\$57,500	Henry County	Local	SPLOST	
T-4	McCurry Road/Patrick Henry Parkway Connector	New location 2-lane road and bridge crossing over I-75, trail, sidewalk, landscaping	McCurry Road	Patrick Henry Parkway	Roadway Capacity	0.57 mile, 3,020 feet	2024	\$634,000	2026	\$5,488,000	2028	\$6,335,000	2030	\$12,457,000	Henry County	Local	SPLOST	\$12,457,000
T-5	Patrick Henry Parkway	Intersection evaluation	at Country Club Drive		Intersection Operations	n/a	2014	\$177,000	2015	\$35,000	2016	\$1,773,000	2016	\$1,985,000	Henry County	Local	SPLOST	\$1,985,000
T-6	Chambers Road/Mt. Olive Road	Intersection evaluation	at Mt. Olive Road		Intersection Operations	n/a	2018	\$103,000	2019	\$21,000	2020	\$1,035,000	2022	\$1,159,000	Henry County	Local	SPLOST	\$1,159,000
T-7	Chambers Road Extension	Extension to Westside Parkway	Current terminus	Westside Parkway	Roadway Capacity	0.66 mile, 3,514 feet	2018	\$346,000	2019	\$4,643,000	2020	\$3,465,000	2022	\$8,454,000	Private	Private	Private	
T-8	Mt. Olive Road	Pave, curb and gutter, sidewalks	Jonesboro Road	Mt. Olive Road	Roadway Maintenance	0.4 miles, 2,112 feet	2011	\$260,000	2011	\$932,000	2012	\$2,602,000	2012	\$3,794,000	Henry County	LCI	SPLOST	\$758,800
T-9	Mt. Olive Road Preservation	Maintain as frontage road	Jodeco Road	2112		0.76 miles, 4,032 feet	2018	\$44,000	2019	\$9,000	2020	\$437,000	2022	\$490,000	Henry County	Local	SPLOST	\$490,000
T-10	LCI Supplemental Traffic and Multimodal Transportation Study	Perform traffic impact study and initiate environmental screening for Westside Parkway concept					2011							\$100,000	Henry County	Federal, Local	SPLOST	\$50,000
T-11	Local Streets, various locations	New streets built with private development	Various locations	Various locations	Roadway Capacity										Private	Private	TAD	
Total Cost								\$2,454,500		\$47,022,000		\$24,523,000		\$74,099,500				\$25,232,200
Note: All roadway project cost estimates were developed using ARC Costing tool. The planning cost estimates show current dollars, not year of expenditure dollars.																		
Transit Projects																		
T-12	Local Circulator	Local transit circulator to connect various portions of the study area	n/a	n/a	Transit	n/a	n/a	\$0	n/a	\$0	n/a	\$0	2013	\$250,000/yr	Private	Private	Private	\$0
T-13	Commuter Parking	600-800 space parking deck	n/a	n/a	Transit	n/a	2017	\$1,125,000	n/a	\$0	2018	\$7,500,000	2018	\$8,625,000	GRTA, GDOT	LCI, FTA	TAD	\$1,725,000
Total Cost								\$4,332,500		\$52,627,000		\$39,562,000		\$8,725,000				\$29,415,000
Sidewalk Projects																		
T-14	Patrick Henry Parkway (East side)	Sidewalks, lighting, landscaping, street trees	Georgia Power Bldg	Holloway Road	Pedestrian	5,800 lf	2011	\$90,450	n/a	\$0	2012	\$603,000	2012	\$693,450	Henry County	LCI	SPLOST, TAD	\$138,690
T-15	Mt. Olive Road (West side)	Sidewalks, lighting, landscaping, street trees	Chambers Road	Westside Parkway	Pedestrian	3,200 lf	2012	\$49,500	n/a	\$0	2013	\$330,000	2013	\$379,500	Henry County	LCI	SPLOST, TAD	\$75,900
T-16	Mt. Olive Road North side)	Sidewalks, lighting, landscaping, street trees	Chambers Road	Westside Parkway	Pedestrian	3,200 lf	2012	\$49,500	n/a	\$1	2014	\$330,000	2014	\$379,500	Henry County, Private	LCI	SPLOST, TAD	\$75,900
T-17	Chambers Road (East side)	Sidewalks, lighting, landscaping, street trees	Mt. Olive Road	Jodeco Road	Pedestrian	1,600 lf	2012	\$24,900	n/a	\$0	2013	\$166,000	2013	\$190,900	Henry County, Private	LCI	SPLOST, TAD	\$38,180
T-18	Jonesboro Road (North side, where missing)	Sidewalks, lighting, landscaping, street trees	Mt. Olive Road	Crown Park Drive	Pedestrian	1,600 lf	2012	\$24,900	n/a	\$0	2013	\$166,000	2013	\$190,900	Henry County, Private	LCI	SPLOST, TAD	\$38,180
Total Cost								\$189,750		\$0		\$1,265,000		\$1,454,750				
Multi-Use Trails																		
T-19	Pates Creek East Multi-Use Trail	10 ft wide multi-use trail, including lighting	Pates Creek Nature Preserve	Westside Parkway	Trail Facility	6,500 lf	2024	\$125,000	2026	By easement	2028	\$1,040,000	2030	\$1,165,000	Henry County	TE, LCI, Private	SPLOST, TAD, Private	\$358,000
T-20	Pates Creek West Multi-Use Trail	10 ft wide multi-use trail, including lighting	Westside Parkway	TBD	Trail Facility	TBD	2024	TBD	2026	By easement	2028	TBD	2030	TBD	Henry County	TE, LCI, Private	SPLOST, TAD, Private	TBD
T-21	Patrick Henry Multi-Use Trail	10 ft wide multi-use trail, including lighting (west side of road)	Pates Creek Trail	Jodeco Road	Trail Facility	6,200 lf	2020	\$120,000	2021	\$0	2022	\$992,000	2022	\$1,112,000	Henry County	TE, LCI, Private	SPLOST, TAD, Private	\$342,400
T-22	Jodeco Road Multi-Use Trail	10 ft wide multi-use trail, including lighting (north side of road)	GRTA Xpress Lot	Westside Parkway	Trail Facility	1,950 lf	2012	\$40,000	2010	\$0	2013	\$312,000	2014	\$352,000	Henry County, GDOT	Local	SPLOST	\$110,400
T-23	Walnut Creek Multi-Use Trail	10 ft wide multi-use trail, including lighting	Chambers Road	New location parkway	Trail Facility	5,400 lf	2030	\$110,000	2014	By easement	2016	\$864,000	2016	\$974,000	Henry County	TE, LCI, Private	SPLOST, TAD, Private	\$304,800
T-24	Jonesboro Road Multi-Use Trail	10 ft wide multi-use trail, including lighting (north side of road)	Westside Parkway	Foster Drive	Trail Facility	3,400 lf	2014	\$75,000	2014	\$0	2016	\$544,000	2016	\$619,000	Henry County	TE, LCI, Private	SPLOST, TAD, Private	\$198,800
T-25	Electric Line Multi-Use Trail	10 ft wide multi-use trail, including lighting	Patrick Henry Parkway	TBD	Trail Facility	TBD	TBD	TBD	TBD	By easement	TBD	TBD	TBD	TBD	Henry County	TE, LCI, Private	SPLOST, TAD, Private	TBD
Total Cost								\$470,000		\$0		\$3,752,000		\$4,222,000				\$1,314,400

Transportation Projects (Currently Planned)

Key	Project #	Location	Description	From	To	Project Type	Estimated Length	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Open Year	Total Project Costs	Responsible Party	Funding Source	Local Source	Match Amount	
Programmed & Planned Projects																				
T-26	ARC (AR-613), GDOT (PI# 0007955, 363860)	Jodeco Road	Park and Ride Facilities for Xpress Bus Service	At Patrick Henry Parkway		Transit Facilities						2010	\$6,100,000	2011	\$9,325,000	GRTA	Federal, Bonds	n/a		
T-27	ARC (HE-132B), GDOT (PI# 002638)	Eagles Landing Parkway	Widen from 2 to 4 lanes	Eagles Pointe Parkway	Talon Drive (Just East of US 23)	Roadway Capacity	2.3 miles	2003		2003		2009		2012	\$33,561,203	Henry County	Federal			
T-28	ARC (HE-132C)	Eagles Landing Parkway	Widen from 4 to 6 lanes	Eagles Pointe Parkway	US 23	Roadway Capacity	2.3 miles	Long Range 2021-2030		Long Range 2021-2030		Long Range 2021-2030		2030	\$18,990,000	Henry County	Local		\$18,990,000	
T-29	ARC (HE-110), GDOT (PI# 0000561)	Jodeco Road	Widening and Campground Road, Extension/ Realignment from Meadowbrook Drive to Peach Drive (Widening of Jodeco to 4 lanes) and from Peach Drive to Brannan Road (Extension/Realignment)	Meadowbrook Drive	Brannan Road	Roadway Capacity	3.0 miles			2010	\$2,000,000	2011	\$16,000,000	2013	\$18,000,000	Henry County	Local		\$18,000,000	
T-30	ARC (HE-132A), GDOT (PI# 0006927)	Hudson Bridge Road	Widen from 2 to 4 lanes	Jodeco Road	I-75 South	Roadway Capacity	1.1 miles	2005		2006		2010	\$4,000,000	2011	\$4,000,000	Henry County	Local		\$4,000,000	
T-31	ARC (HE-161A), GDOT (PI# 0004432)	Rock Quarry Road	Widen from 2 to 4 lanes	Eagles Landing Parkway	US 23/SR 42	Roadway Capacity	1.5 miles	2007		2010	\$3,000,000	2011	\$15,840,000	2013	\$18,840,000	Henry County	Local		\$18,840,000	
T-32	ARC (HE-AR-216), GDOT (PI# 312160)	I-75 South	Replace existing bridge and add interchange capacity	At Jodeco Road		Interchange Capacity				2008-2010	\$15,394,439	2011	\$19,605,000	2013	\$34,999,439	GDOT	Federal, State	n/a		
T-33	ARC (AR-H-051), GDOT (PI# 0003167, PI#0009157)	I-75 South	Managed Lanes	From SR 54 (Jonesboro Road) in Clayton County	Eagles Landing Parkway in Henry County	Managed Lanes - Auto / Bus	8.2 miles	2006		Long Range 2014-2020	\$8,045,000	Long Range 2014-2020	\$100,000,000	2020	\$108,045,000	GDOT	Federal, State, Bonds	n/a		
T-34	ARC (AR-H-052), GDOT (PI# 0003436, 0009156)	I-75 South Managed Lanes	Managed Lanes	Eagles Landing Parkway	SR 155 in Henry County	Managed Lanes - Auto / Bus	7.8 miles	2006				Long Range 2021-2030	\$73,000,000	2030	\$73,000,000	GDOT	Federal, State	n/a		
T-35	ARC (HE-165B)	Patrick Henry Parkway: Segment 2	Widen from 2 to 4 lanes	Jodeco Road	Eagles Landing Parkway	Roadway Capacity	2 miles	Long Range 2014-2020	\$730,000	Long Range 2014-2020	\$1,400,000	Long Range 2014-2020	\$10,560,000	2020	\$12,690,000	Henry County	Local		\$12,690,000	
T-36	ARC (HE-920B), GDOT (PI# 342970)	SR 920 (McDonough Road / Jonesboro Road)	Widen from 2 to 4 lanes	US 19/41 (Tara Boulevard) in Clayton County	I-75 South in Henry County	Roadway Capacity	7.4 miles	2006		Long Range 2014-2020	\$8,021,000	Long Range 2014-2020	\$36,000,000	2020	\$44,021,000	GDOT	Federal, State	n/a		
T-37	GDOT (PI# 0006333)	I-75 South	ATMS Communications/ Surveillance	Hudson Bridge	SR 155	ATMS								2022	\$17,623,011	GDOT				
T-38	GDOT (PI# 0007858)	I-75 South	Widen	I-675	SR 920/ Jonesboro Road	Roadway Capacity								Long Range	\$50,000,000	GDOT				
T-39	From Joint Henry County/Cities Comprehensive Transportation Plan	Jodeco Road	Widen	Flippen Road	I-75	Roadway Capacity										Henry County				
Project Cost Total												\$37,860,439		\$281,105,000		\$443,094,653				\$72,520,000

Other Projects

Key	Description	Cost	Year	Responsible Party	Funding Source
Land Use Projects					
O-1	New zoning code	Staff Time	2010	Henry County	LCI
O-2	Comprehensive plan updates	Staff Time	2010	Henry County	n/a
O-3	Dark Skies ordinance	Staff Time	2012	Henry County	n/a
O-4	Erosion and Runoff Enforcement	Staff Time	On-going	Henry County	n/a
Total Cost		Staff Time			
Market and Economic Projects					
O-5	Tax Allocation District	Staff Time, Redev Plan = \$20,000	2012	Henry Co. BOC/Dev. Authority	Henry Co. Dev. Authority
O-6	Community Improvement District	Staff Time, Legal = \$15,000	2016	Henry Co. Dev. Authority/Private	Henry Co. BOC/Dev. Authority
O-7	Transit Village Concept Plan	\$100,000,000	2018	Private	Private
O-8	Jodeco North Concept Plan	\$200,000,000	2015	Private	Private
O-9	Jodeco South Concept Plan	\$250,000,000	2011	Private	Private
O-10	Branding Program	\$25,000	2012	Henry Co. Dev. Authority/Private	Henry Co. Dev. Authority/Private
O-11	Property Marketing Program	Staff Time, Production = \$8,000	On-going	Henry Co. Dev. Authority/Private	Henry Co. Dev. Authority/Private
O-12	Business Attraction Program	Staff Time, Production=\$15,000	On-going	Henry Co. Dev. Authority/Private	Henry Co. Dev. Authority/Private
O-13	Customer Attraction Program	Staff Time, Production=\$12,000	On-going	Henry Co. Dev. Authority/Private	Henry Co. Dev. Authority/Private
Total Cost		\$550,095,000			
Urban Design and Historic Resource Projects					
O-14	Arts Center Feasibility Study	Staff Time or \$40,000 Consultant	2011	Henry County, City of Sockbridge	Henry County, City of Sockbridge
O-15	Civic Center/Arts Center	\$7,000,000	2013	Henry County	SPLOST
O-16	Historic Farmhouse Preservation	\$50,000	To be determined	Private	Private
O-17	Westside Parkway Public Art (north and south entrances)	\$200,000	2021	Henry County, Private	Henry County, Private
O-18	Private Arts	TBD	On-going	Private	Private
O-19	Gateway Features (3 total locations)	\$180,000	2014	Henry County, Private	Henry County, Private
O-20	Landscape/Hardscape Standards	\$5,000-\$15,000	2011	Henry County, GDOT	Henry County, GDOT
Total Cost		\$7,470,000			
Infrastructure and Facility Projects					
O-21	Water and sewer extension	TBD	On-going	Henry County	Henry County, TAD
O-22	Recreation Center	\$3,000,000	2020	Henry County	SPLOST
O-23	Intergovernmental Coordination	Staff Time	On-going	Henry County	n/a
O-24	Public Safety Building	\$1,750,000	2018	Henry County	SPLOST
O-25	Sustainable Education Program	\$15,000	On-going	Henry County, Georgia EPD	State EPD Funds, Federal Grants
O-26	Home Composting Program	\$15,000	2015	Henry County, Georgia DCA	State DCA Grant
O-27	Stormwater Management Program	Staff Time	On-going	Henry County	n/a
O-28	Stormwater Drain Labels	\$1,500	2012	Henry County	Henry County
Total Cost		\$4,781,500			
Public Space Projects					
O-29	Pates Creek Preserve	Land = \$0, Markers = \$5,000	2014	Private	Private
O-30	Walnut Creek Preserve	Land = \$0, Markers = \$5,000	2020	Private	Private
O-31	Transit Village Plaza	\$150,000-\$300,001	2018	Private	Private
O-32	Jodeco South Public Space	\$150,000-\$300,000	2012	Private	Private
Total Cost		\$310,000-\$410,000			

5.2 Zoning and Land Use Changes

For the future vision of the study area to become a reality, it will be necessary to amend the Joint Henry County/Cities Comprehensive Plan and update study area zoning. The changes outlined below will allow the study area to grow in a way that fully achieves the plan's vision and will promote a high-quality, pedestrian friendly, mixed-use environment.

Future Land Use Plan Amendments

A number of updates to the official land use maps are necessary to fully achieve the vision of the plan. They are shown on Figure 5.2 and include:

- Designating the study area as a "Suburban Employment Center," with the exception of the residential cul-de-sac along Augusta Drive.
- Establishing a "Mixed-Use" future land use classification that allows a range of uses, including residential densities of up to 16 units per acre.
- Designating the Pates Creek and Walnut Creek flood zones as "Parks, Recreation, Conservation."

Generally, these proposed changes reflect a move toward creating a compact mix of uses compatible with the vision for a major business center for Henry County.

Form-Based Overlay District

The most important element to achieving the future vision of the area is amending the zoning code to legalize the plan's vision. To this end, an Activity Center Overlay District has been prepared that incorporates the transportation, land use, and design vision of this plan into a form-based code.

Unlike traditional zoning districts, which regulate the built environment by describing what is prohibited, form-based codes are prescriptive in that they strive to achieve a specific built result. To this end, they are ideal tools for encouraging the type of pedestrian-friendly, mixed-use development patterns envisioned for the Hudson Bridge-Jonesboro Roads Connector Activity Center.

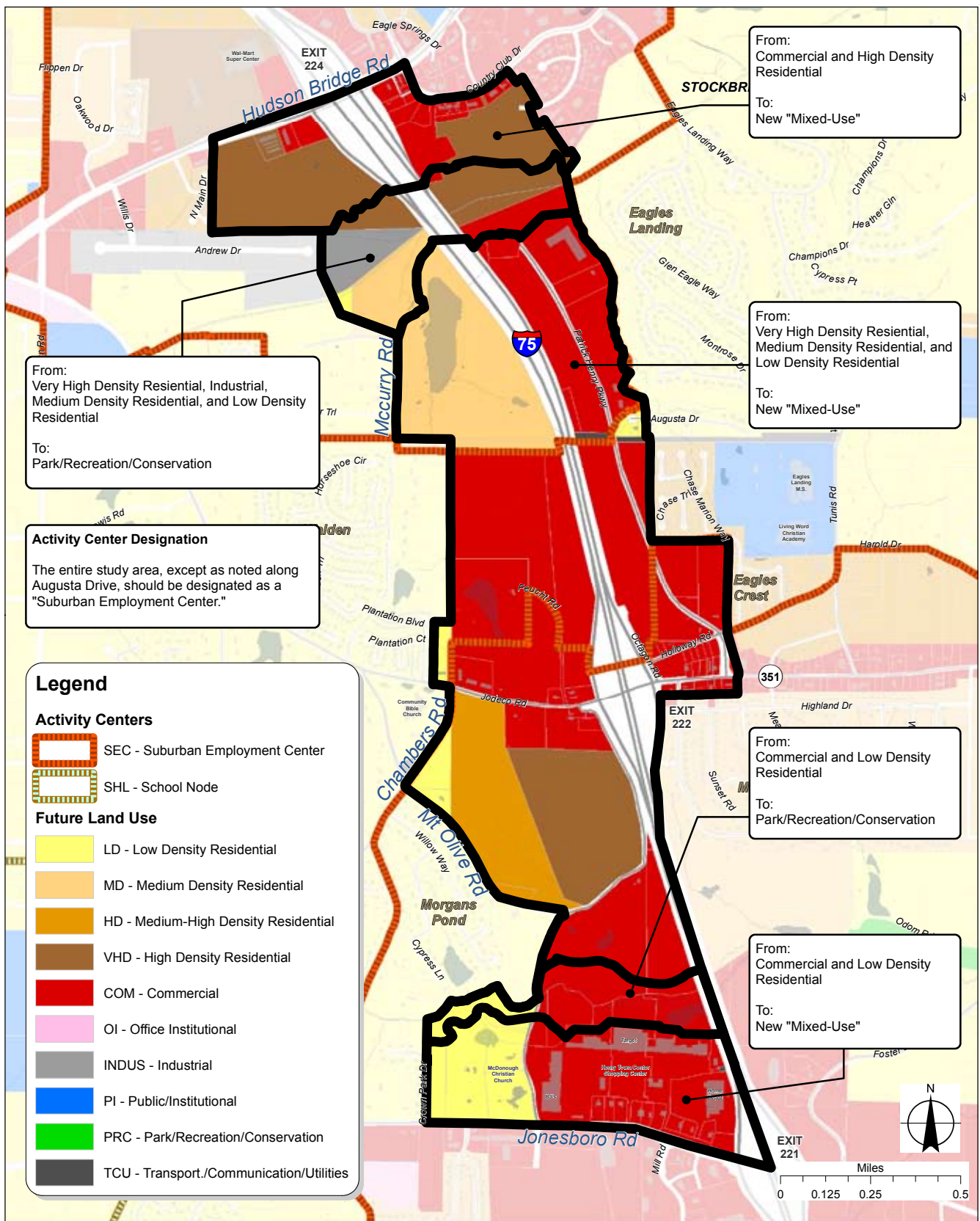


Figure 5.2: Proposed Changes to the Future Land Use Plan

5.3 Population and Employment Changes

It is projected that the built-out Framework Plan will add population and jobs to the study area as identified below.

2020 Population and Employment

It is estimated that 24 residents currently live within the study area. The recommended land uses will increase the number of residents to 628 by 2015 and 2,887 by 2020.

Table 5.1: Projected Population: 2010-2020

	Single-Family	Townhouses	Condominiums/ Multifamily	Total
January 1, 2010				
Housing Units	9	0	0	9
Average Household Size	3.10	2.40	1.70	2.89
Population	28	0	0	28
Plan - 2015 Estimate				
Average Household Size	2.50	2.25	1.70	2.89
Net New Units	25	50	250	325
Net New Population	63	113	425	600
Total Population	90	113	425	628
Plan - 2020 Estimate				
Average Household Size	2.45	2.15	1.65	2.84
Net New Units	200	209	800	1,209
Net New Population	490	449	1,320	2,259
Total Population	580	562	1,745	2,887

It is estimated that employment will also increase significantly in the coming decade, as shown in Table 5.2.

Table 5.2: Projected Employment: 2010-2020

	Commercial	Office	Total
January 1, 2010			
Employees	1,234	50	1,284
Plan - 2015 Estimate			
Net New Square Footage	740,000	250,000	990,000
Net Employees	899	601	1,500
Total Employment	2,133	651	2,784
Plan - 2020 Estimate			
Net New Square Footage	406,000	400,000	806,000
Net Employees	493	962	1,455
Total Employment	2,626	1,613	4,238

2035 Employment and Population

Estimating employment and population growth beyond 10 years is difficult on the micro-level. Real estate and economic trends are complex and subject to change. Although the recommended land use plan is largely based on a 10-year build-out, longer-term forecasts can be made based on real estate cycles and the assumption that some facilities will be redeveloped.

Study area growth projections are shown in Tables 5.3 through 5.6. Note that these figures are based on the general carrying capacity of the area, not a specific site. For this reason, they are not an exact sum of the Concept Plans earlier in this report.

Table 5.3: Cumulative Commercial and Office Growth: 2010-2035

Year	Commercial	Office	Total
2010	940,000 sf	140,000 sf	1,080,000 sf
2015	1,680,000 sf	390,000 sf	2,070,000 sf
2020	2,086,000 sf	790,000 sf	2,876,000 sf
2025*	2,585,000 sf	1,645,000 sf	4,230,000 sf
2030*	2,755,000 sf	2,628,000 sf	5,383,000 sf
2035*	2,810,000 sf	3,198,000 sf	6,008,000 sf

Table 5.4: Cumulative Employment: 2010-2035

Year	Commercial	Office	Total
2010	1,234	50	1,284
2015	2,133	651	2,784
2020	2,626	1,613	4,238
2025*	3,232	3,668	6,900
2030*	3,439	6,031	9,470
2035*	3,506	7,401	10,907

Table 5.5: Cumulative Total Housing Units: 2010-2035

Year	Single-Family	Townhouses	Condominiums/ Multifamily	Total
2010	9	0	0	9
2015	34	50	250	334
2020	234	259	800	1,293
2025*	300	360	1,550	2,210
2030*	300	410	2,540	3,250
2035*	300	435	3,290	4,025

Table 5.6: Cumulative Population: 2010-2035

Year	Single-Family Residents	Townhouse Residents	Condo/Multifam ily Residents	Total
2010	28	0	0	28
2015	90	113	425	628
2020	580	562	1,745	2,887
2025*	764	777	2,983	4,524
2030*	764	938	4,220	5,922
2035*	764	1,046	5,458	7,267

*Long-term data are supported by Henry County growth projections prepared by the Atlanta Regional Commission. Figures shown reflect the proportion of growth that can be physically accommodated given land use program.

5.4 Facility Impacts

Traffic Impacts

To determine the number of trips associated with the Hudson Bridge LCI study area, a trip generation analysis was conducted using the standard reference Trip Generation, 8th Edition, published by the Institute of Transportation Engineers (ITE). This type of analysis is typically used for traffic impact studies to determine the number of trips that will be generated by new development by referencing traffic volume count data collected at similar land uses nationwide. As a result, the analysis is limited in the sense that the data it derives from focuses on automobile trips generated by different land use combinations that are typically in traditional suburban settings. Despite these limitations, the analysis is applied here to provide a general indication of the change in daily trips that can be expected with the different development scenarios. For this evaluation, the analysis was conducted for existing conditions (2010) through the year 2035 in five year increments. The development assumptions associated with these scenarios are provided in Table 5.7.

Table 5.7: Hudson Bridge LCI Scenario Development Assumptions

Development Type	Year					
	Existing (2010)	2015	2020	2025	2030	2035
Single Family Units	9	34	234	300	300	300
Townhome Units	0	50	259	360	410	435
Multi-family Units	0	250	800	1,550	2,540	3,290
Commercial Square Feet	940,000	1,680,000	2,086,000	2,585,000	2,755,000	2,810,000
Office Square Feet	140,000	390,000	790,000	1,645,000	2,628,000	3,198,000

As indicated in Table 5.8, the increase in development, as recommended by the LCI, indicates an increase in the number of daily trips from existing conditions in trip generation to and from the Hudson Bridge LCI study area. However, as the mix of residential, retail, and office uses becomes more balanced, more trips will likely be internal (that is, begin and end within the study area). Additionally, with this development mix and a supportive infrastructure, it is more likely that these internal trips will be conducted via walking or biking as well as a larger potential that these trips will be more evenly spread out through the day (instead of being clustered during traditional morning and evening commuter periods). This can be contrasted with the internal trips that occur in existing conditions which are more likely to be automobile-based, despite the relatively short distances to and from any destination within the Hudson Bridge LCI study area. Such trip type phenomena can help to offset the impact of the total amount of new trips that will be associated with the development of the LCI.

LCI Table 5.8: Hudson Bridge LCI Scenario Trip Generation

Trip Type	Year					
	Existing (2010)	2015	2020	2025	2030	2035
Estimated Daily Trips	30,981	78,337	104,797	144,291	169,290	183,077
Estimated Internal Capture	2.3%	4.1%	8.4%	12.4%	14.5%	15.6%
Estimated Internal Trips	724	3,178	8,826	17,934	24,600	28,582
Estimated External Trips	30,257	75,159	95,971	126,357	144,690	154,495

Water, Sewer, and Stormwater Impacts

Sewer Analysis

To determine the demand placed on the existing sewer infrastructure system associated with the additional development planned with the Hudson Bridge LCI study area, an analysis was conducted using sewerage flow rate standards published in *Wastewater Engineering: Treatment, Disposal, and Reuse*, 1991, developed by Metcalf & Eddy. This type of analysis is typically used to determine the average daily sewerage generated (in gallons per day) by new development based on type of use or structure (i.e. commercial, office, residential). The analysis is applied here to provide a general indication of the change in average daily sewerage generated that can be expected with the different development scenarios. For this evaluation, the analysis was conducted for existing conditions (2010), the year 2015, year 2020, year 2025, year 2030, and year 2035 for the five different sub-study areas. The development assumptions associated with these scenarios are provided in Table 5.9.

Table 5.9: Hudson Bridge LCI Scenario Development Assumptions – Growth

Development Type	Year					
	Existing (2010)	2015	2020	2025	2030	2035
South of Mt. Olive						
Commercial Square Feet	824,000		30,000	20,000	35,000	25,000
Office Square Feet				80,000	15,000	20,000
Single-Family Units						
Townhome Units				50	50	25
Multi-family Units					250	250
Jodeco South						
Commercial Square Feet	3,000	640,000	191,000	74,000	50,000	
Office Square Feet			100,000	100,000	123,000	
Single-Family Units						
Townhome Units			50	51		
Multi-family Units		120	200	300	240	
Jodeco North						
Commercial Square Feet	5,000	20,000	150,000	320,000	50,000	
Office Square Feet	9,700			325,000	345,000	
Single-Family Units	7					
Townhome Units		25	85			
Multi-family Units		130	200	200	125	
Transit Village/Patrick Henry						
Commercial Square Feet	44,000	50,000	15,000	65,000	15,000	15,000
Office Square Feet		250,000	250,000	200,000	150,000	150,000
Single-Family Units	2	25	34			
Townhome Units		25	74			
Multi-family Units			150	125	375	500
Hudson Bridge						
Commercial Square Feet	64,000	30,000	20,000	20,000	20,000	15,000
Office Square Feet	130,300		50,000	150,000	350,000	400,000
Single-Family Units						
Townhome Units						
Multi-family Units				125		

Standard sewerage generation flow rates are based on type of use. Table 5.10 provides the standard sewerage flow rates based on type of use.

Table 5.10: Sewerage Generation Rates in GPD

Type of Structure	Base Flow Rate (GPD)	Unit
Commercial	0.075	Per 1,000 sf
Office	0.175	Per 1,000 sf
Single-Family	240	Per Household
Townhome	240	Per Townhome
Multifamily	240	Per Unit

As indicated in Table 5.11, the increase in development from the plan indicates an increase in the sewerage generated from existing conditions (year 2010) in each of the five sub-study areas. Additionally, as each of the sub-study areas growth from development increases over the 25 year study period, the sewerage generation increases as does the impact on the existing sewerage infrastructure system.

**Table 5.11: Hudson Bridge LCI Scenario Development Calculations
Cumulative Increase in Sewerage Generation (GPD) by sub-area**

Sub-Area	Year					
	Existing (2010)	2015	2020	2025	2030	2035
South of Mt. Olive	61,800	61,800	64,050	127,550	204,800	276,175
Jodeco South	225	77,025	192,850	300,140	382,775	382,775
Jodeco North	3,753	53,253	170,103	298,978	393,103	393,103
Transit Village/Patrick Henry	3,780	63,280	170,075	239,950	357,325	504,700
Hudson Bridge	27,603	29,853	40,103	97,853	160,603	231,728

A critical element to this analysis is the availability of existing sewer infrastructure system. Based on a review of GIS sewer data, much of the LCI area is served by gravity sewer with supplemental force mains and lift stations. However, sewer is currently not available within the Jodeco South, Jodeco North, and Transit Village/Patrick Henry sub-areas. As such, sewer lines from these areas will need to be extended to tie into existing sewer infrastructure mains.

It is assumed that the proposed developments will be served by gravity sewer to the extent possible which is dependant upon topography within and surrounding the particular sub-area. As Jodeco Road is a ridge line running east and west, there is limited sewer available along the route. Thus, gravity sewer from Jodeco South will be directed south into the South Mt. Olive sub-area to tie into existing sewer mains. An extension along Mt Olive Road will likely be required to connect the Jodeco South sub-area to the existing sewer main. Jodeco North will be directed north towards existing sewer main that runs east-west along Rum Creek. However, based on topography, a lift station may be required to pump sewer from Jodeco North to the sewer main along Rum Creek. Gravity sewer flows from the Transit Village/Patrick Henry sub-area will be directed north and northwest. A sewer main, to the east of Patrick Henry Parkway runs north and parallel Patrick Henry Parkway. An extension of sewer main from Patrick Henry Parkway to the existing sewer main will be necessary. Gravity sewer is available within most of the Hudson Bridge sub-area. Hudson Bridge Road is a ridge line similar to Jodeco Road. Therefore, most of the existing gravity sewer in the Hudson Bridge sub-area drains towards the sewer main that runs along Rum Creek. Based on topography within the Hudson Bridge sub-area, a few areas will not be able to connect to the sewer main along Rum Creek via gravity and will likely need to be directed to Jodeco North and Transit Village/Patrick Henry sub-area gravity sewer mains.

Water Analysis

Water mains are located through the LCI study area, much like sewer mains. Water will be provided to each of the sub-areas via extension from existing water mains. Water for Jodeco North, Jodeco South, and the southern portion of Transit Village/Patrick Henry sub-area will likely be provided by an existing 10-

inch water main under Jodeco Road. Water mains also exist along Mt. Olive which will provide alternate connection points for the Jodeco South and Mt. Olive sub-areas. The water main under Jonesboro Road will provide additional sources of water to the Mt. Olive sub-area. Like sewer, the Hudson Bridge sub-area is covered by a system of water mains that can provide water to future developments within the sub-area. There are some areas of the LCI study area that are not currently provided with water, and some water main extensions will likely be necessary to provide adequate service to future developments. Of note, Patrick Henry Parkway is not completely served by water. Water is available on the northern portion of Patrick Henry Parkway, near Hudson Bridge, but not available further south. However, as more development begins to fill in along Patrick Henry, water extensions will likely occur to provide water along the entire corridor.

While water mains may exist within the LCI study area, an analysis of available water treatment, storage, and fire fighting capabilities will need to be verified with the County as more development continues within the study area. Henry County Water and Sewer Department has plans to upgrade and increase the water treatment and distribution through the County and appears to have a well conceived plan in place to provide and maintain service throughout the County and the LCI study area.

School Impacts

In addition to generating a demand for new infrastructure, the long-term land use vision of this study will also require additional schools. Those currently serving the study area - Flippin Elementary School, Pates Creek Elementary School, Dutchtown Elementary School, Eagles Landing Middle School, Dutchtown Middle School, Eagles Landing High School, and Dutchtown High School - are all at capacity and cannot accommodate new students. As such, it would be necessary to provide additional schools or classrooms if the 2035 residential program found in Table 5.12 were realized. If it were, student distribution and facilities that would be needed are shown in Table 5.13.

While the actual number of new facilities required will vary depending on how many units are actually built and their target markets, it is nevertheless certain that any new units will impact existing schools, and that some new facilities will be needed. As Henry County reviews individual new developments it will be critical that this impact is carefully understood, and that measures be taken to minimize negative impacts on existing school resources.

Table 5.12: Potential New Students in 2035

Dwelling Type	Maximum New Units (at 2035 build-out)	Average Students per Unit	Maximum New Students*
Single-Family Units	291	1.5	393
Townhouses	435	1.5	587
Multifamily - Standard	2,500	1.5	3,375
Multifamily - Elderly	790	0.0	0
Total:	4,016		4,355

**Includes a 10 percent reduction for private school attendance or home schooling.*

Table 5.13: Potential New Student Distribution 2035

	Elementary School	Middle School	High School
Total Students	2,178	1,089	1,089
Facilities Required	3 schools	36 classrooms	36 classrooms

5.5 Consistency with LCI Goals

The Hudson Bridge-Jonesboro Roads Connector Activity Center LCI Study and the recommendations contained herein are consistent with the 10 components of the LCI program as identified below:

1. Efficiency/feasibility of land uses and mix appropriate for future growth including new and/or revised land use regulations needed to complete the development program.

The land use recommendations call for the introduction of increased employment, housing, and retail options throughout the study area. These include major corporate office facilities, large retail centers, and a range of housing options. Housing options include above-shop lofts in new mixed-use buildings, live/work units, multifamily buildings and townhouses. Single-family houses are limited, but are recommended where the study area abuts existing neighborhoods; they are also preserved in these adjacent neighborhoods.

In addition, the plan will be followed by a new zoning district to achieve the design and mixed-use land use patterns contained herein.

2. Transportation demand reduction measures.

The plan proposes reducing auto-demand by shifting some auto trips to pedestrian and bicycle trips via a multifaceted effort to: locate different land uses within walking distance; improve pedestrian facilities; improve transit; improve bicycle facilities; and establish land use patterns that could support future transit.

3. Internal mobility requirements, including traffic calming, pedestrian circulation, transit circulation, and bicycle circulation.

One of the central tenets of this study is to enhance connectivity for all transportation modes and balance these with the land use vision. The plan includes both public and private street connections that will provide multiple vehicular options as the area develops. In addition, accessibility for non-drivers is improved by building new tree-lined sidewalks along key streets, establishing sidewalks standards for new development, creating a bicycle network, supporting future efforts to provide transit service, and improving pedestrian and bicycle connectivity.

4. Mixed-income housing, job/housing match and social issues.

The study area currently has few housing options, but the plan calls for introducing new housing types (identified in item 1 above) to the study area. This includes housing for people of a variety of ages, lifestyles, and incomes. It includes policies intended to support elderly housing, along with recommendations to incorporate workforce housing, especially for teachers, police officers, fire fighters, and similar public employees.

The plan also proposes increasing employment options within walking distance of existing and proposed housing. New employment areas will be found within the five identified growth centers, as well as along the Patrick Henry Parkway corridor. These will benefit both existing neighborhoods and new housing.

5. Continuity of local streets in the study area and the development of a network of minor roads.

The plan includes a vision for creating an extensive interconnected street network as the study area builds out. These include public facilities (i.e. the Westside Parkway and the McCurry Road Connector) as well as those provided with private redevelopment.

6. Need/identification of future transit circulation systems.

In addition to a planned GRTA Xpress commuter bus parking lot, the planning process identified some long-term opportunities for improving transit in the study area. These include establishing transit-supportive land uses, establishing future circulator bus service, and providing new streets for future transit access.

7. Connectivity of transportation system to other centers.

The plan recommends future commuter bus service to Atlanta, as well as multi-use trail connections to nearby activity centers, including Stockbridge and McDonough.

8. Center development organization, management, promotion, and economic restructuring.

Economic development is a key element of this LCI plan. As the area grows, the plan calls for creating a major employment center and establishing a community improvement district (CID) to handle future marketing, management, and promotion efforts.

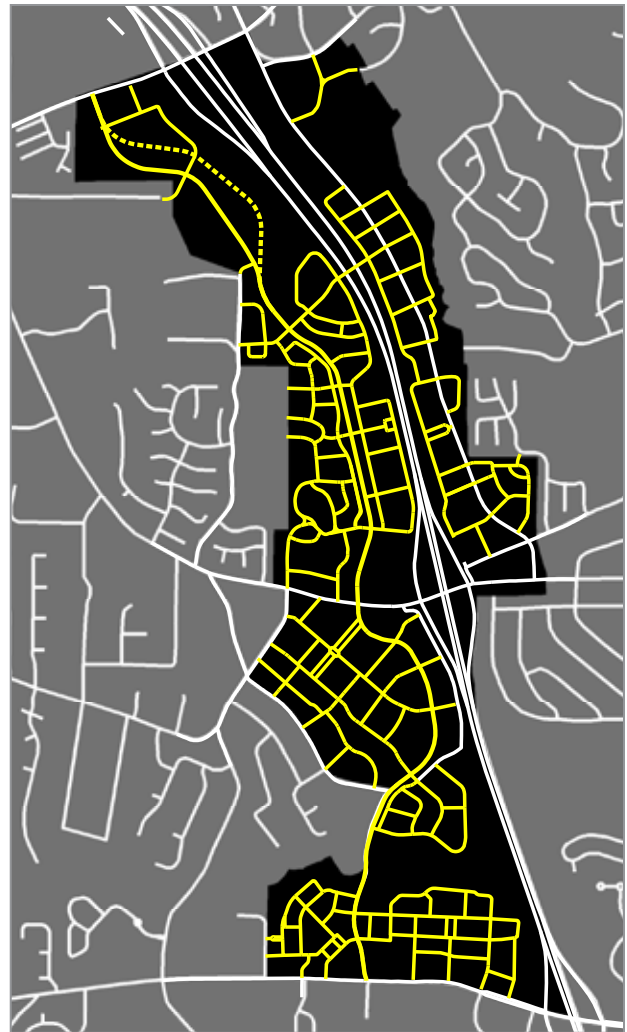
The introduction of new housing near existing and proposed commercial or mixed-use nodes will also support retailers by increasing their potential customer base.

9. Stakeholder participation and support.

The study process included extensive public involvement in the form of an online image preference survey, five community meetings, stakeholder meetings, and extensive interviews. In addition, the consultants met one-on-one with a variety of groups, including land owners and developers.

10. Public and private investment policy.

The plan calls for Henry County to continue their efforts to direct investment into the study area via public improvements. The plan also supports future growth of SPLOST funded projects through the creation of major tax generating retail uses in the study area. It also recommends creation of a tax allocation district (TAD) to provide another local funding option.



Map showing the proposed interconnected street network as the study area is developed