



Summary of Final Draft Plan Recommendations

Please visit www.henrycountylci.org for more details

Introduction

The Hudson Bridge-Jonesboro Roads Connector Activity Center Livable Centers Initiative (LCI) Study is the result of a planning effort lasting from June 2009 until March 2010. This inclusive process brought together residents, businesses, land owners, Henry County officials, and other stakeholders to establish a vision for how the area along I-75 between Hudson Bridge Road and Jonesboro Road should develop over the next 25 years. The recommendations that follow are guided by that vision.

Future Vision

The LCI vision is based on a belief that the area offers an opportunity for the county to proactively plan for growth in a way that maximizes its benefits. As such, poorly planned development practices must be shunned in favor of a thoughtful and integrated approach to land use, transportation, economic development, community design, and infrastructure - one that creates a place of lasting economic, social, and environmental value.

In general, this means providing a mix of jobs, housing, retail, civic, and open spaces connected by roads, trails, sidewalks, transit, and bicycle facilities. It also means designing them to create a place that people want to live, work, and play, both today and in the future.

More specifically, the land use vision calls for ordering development in a series of centers. Because of its large size, it is not feasible to walk from one end of the study area to another. However, by concentrating growth into human-scaled clusters, walking becomes viable.

Envisioned centers include:

- Hudson Bridge: south of Hudson Bridge Road west of I-75.
- Jodeco North: north of Jodeco Road west of I-75.
- Transit Village: at the planned GRTA Xpress lot.
- Jodeco South: south of Jodeco Road west of I-75.
- Jonesboro Road: the junction of Mt. Olive and Jonesboro Roads.



Centers often focus on a small public space

Although the scale and intensity of each is different, centers are envisioned as including housing, retail, civic, jobs, and open spaces. They should include a mix of housing types and prices for people of different ages and lifestyles, and should provide most daily needs.

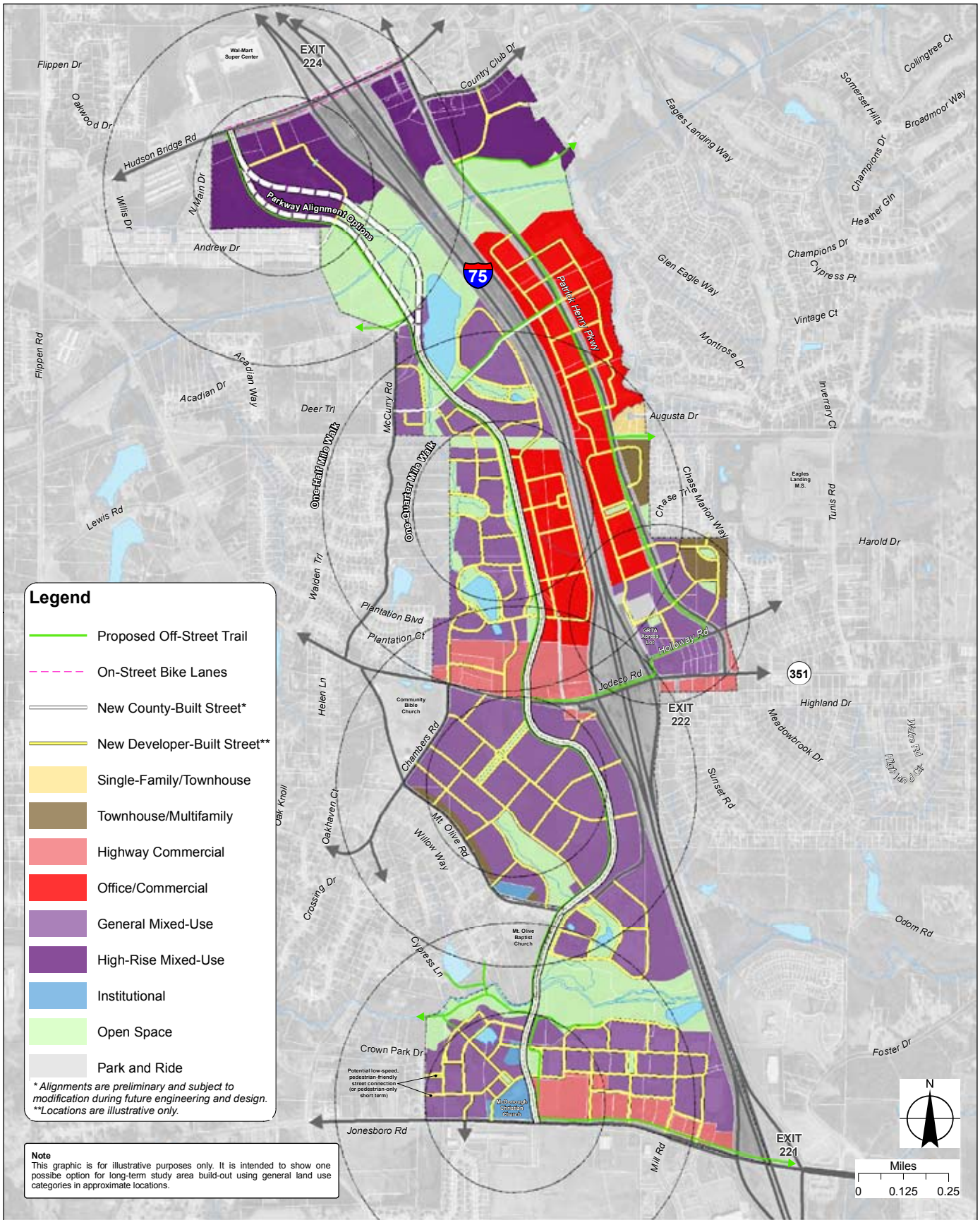
Between centers should be major employment areas along Patrick Henry Parkway, highway commercial uses along major roads, and green spaces along creeks. In this way, uses that are less compatible with the vision for the centers can still be accommodated.

Within centers walking should be encouraged. They should feature wide, tree lined sidewalks, small blocks, and buildings that support safe and enjoyable pedestrian access. Parking and car access should be provided, but not at the expense of other types of travel.

Facilities between centers should support longer travel. The Westside Parkway will provide a vehicular, pedestrian, and bicycle link from Hudson Bridge Road to Jonesboro Road. Complementing it are trail and roadway upgrades connecting centers and neighborhoods.

In all areas the design of buildings, streets, and open spaces should create a memorable place. Buildings should use quality materials and design, and public art and lush landscaping are envisioned throughout.

The Framework Plan on the following page represents a graphic illustration of many of elements of this vision.



Final Draft Framework Plan

Prepared for:
 Henry County Government

Prepared by:
 Tunnell-Spangler-Walsh & Associates
 with URS Corporation and Marketek, Inc.
 March 23, 2010

Recommendations

The following includes two types of recommendations: Policies and Projects, as defined at right.

Land Use Recommendations

General Land Use Policies

- Strive to achieve the land use mix shown in the Framework Plan.
- Focus near-term development into three centers: Transit Village, Jodeco North, and Jodeco South.
Please see the concept plans on the following pages for ideas on how these could look. Keep in mind that the plans are illustrative only.
- Transition between development and existing neighborhoods.

General Land Use Projects

- Update the comprehensive plan per the LCI vision.
- Adopt new zoning for the study area.

Environmental Policies

- Provide environmentally sound growth that reduces the need to drive, and thereby minimizes air pollution and improve public health.
- Encourage xeriscaping, native species, and use of captured rainwater or graywater in landscaping.
- Encourage voluntary compliance with green building standards, such as Leadership in Environmental and Energy Design (LEED) or EarthCraft.
- Encourage the use of permeable paving.
- Incorporate bio-swales along new streets to allow stormwater to infiltrate into the soil.
- Minimize light pollution.

Environmental Projects

- Adopt an ordinance to reduce light pollution.
- Enforce water runoff laws.

Transportation Recommendations

Please note that an asterisk () indicates a currently planned transportation project and that the T-number refers to the map on page 8.*

General Transportation Policies

- Encourage compact land uses so that walking and biking are more viable options for more people.
- Require collector street connections in development at a spacing of every one-quarter to one-half mile.

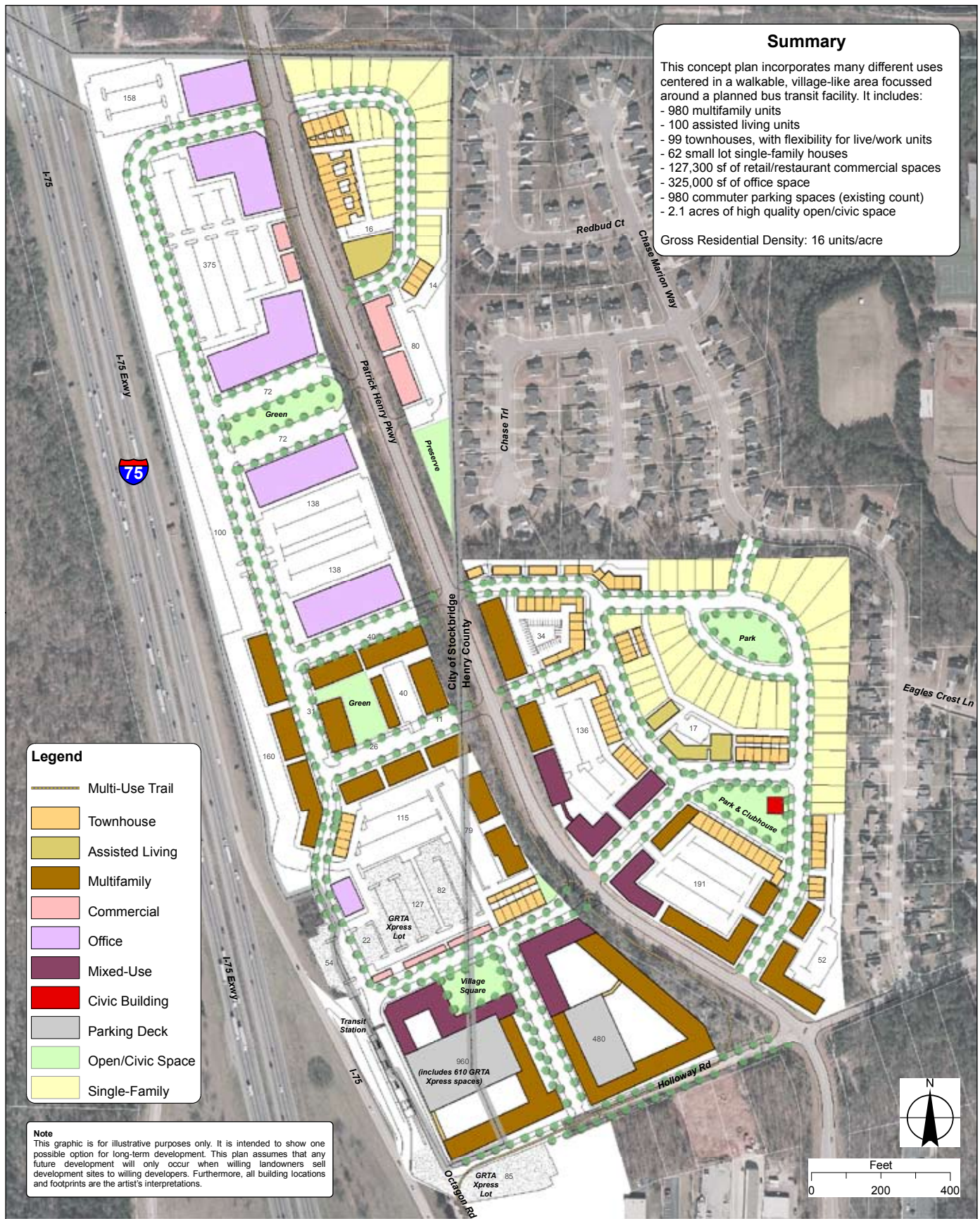
Policies & Projects

There are two types of plan recommendations:

Policies are guidelines that provide direction for the implementation of the plan's vision. They often support specific implementation projects and should be the basis for actions by Henry County. Policies should also guide the private sector, especially to the extent that they define plan aspirations.

Projects are specific tasks, such as transportation improvements, studies, or signage, with a defined cost and time frame. They are often undertaken by a local agency such as the Henry County DOT, GDOT, or GRTA.

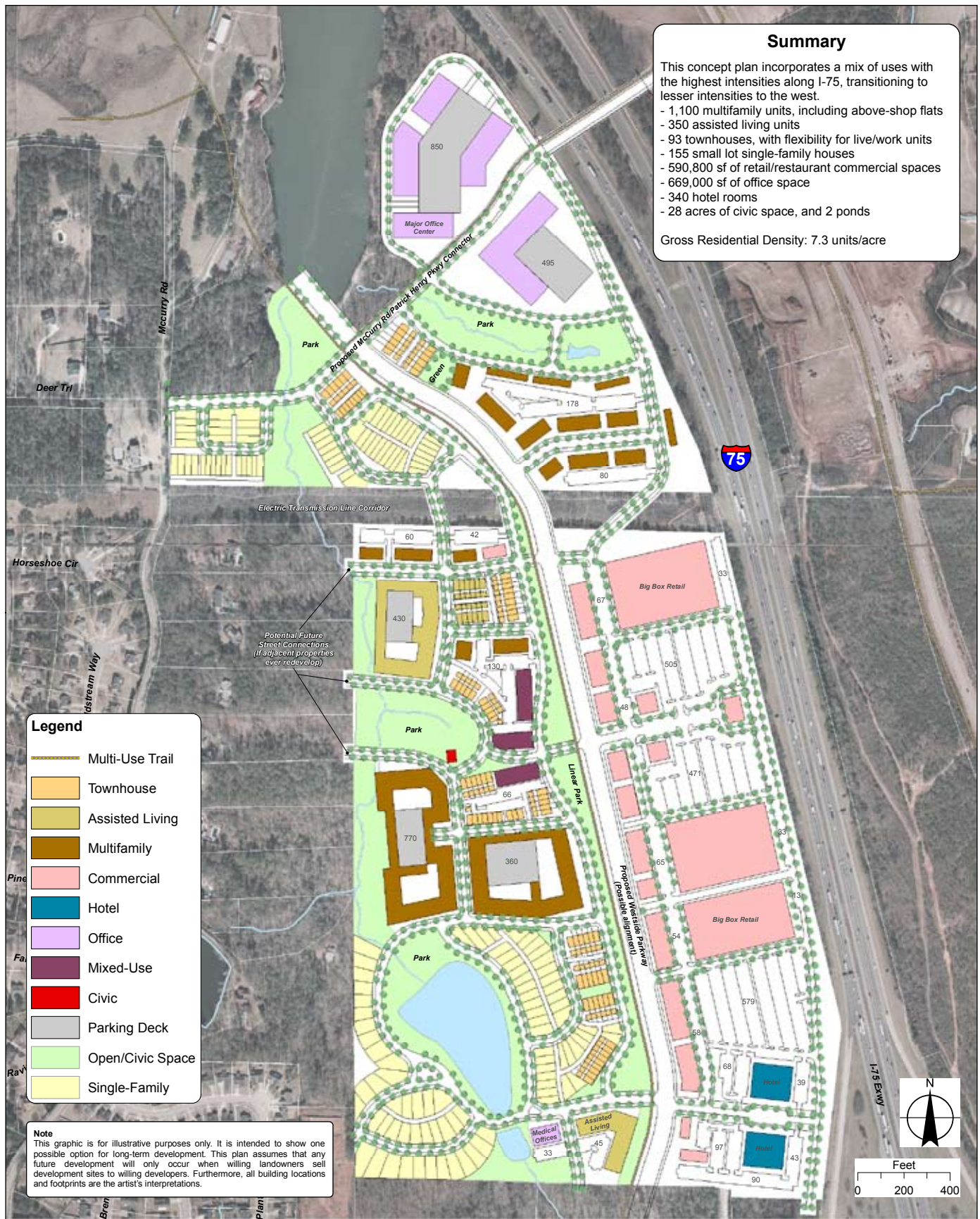




Transit Village Concept Plan

Prepared for:
Henry County Government

Prepared by:
Tunnell-Spangler-Walsh & Associates
with URS Corporation and Marketek, Inc.
February 16, 2010



Summary

This concept plan incorporates a mix of uses with the highest intensities along I-75, transitioning to lesser intensities to the west.

- 1,100 multifamily units, including above-shop flats
- 350 assisted living units
- 93 townhouses, with flexibility for live/work units
- 155 small lot single-family houses
- 590,800 sf of retail/restaurant commercial spaces
- 669,000 sf of office space
- 340 hotel rooms
- 28 acres of civic space, and 2 ponds

Gross Residential Density: 7.3 units/acre

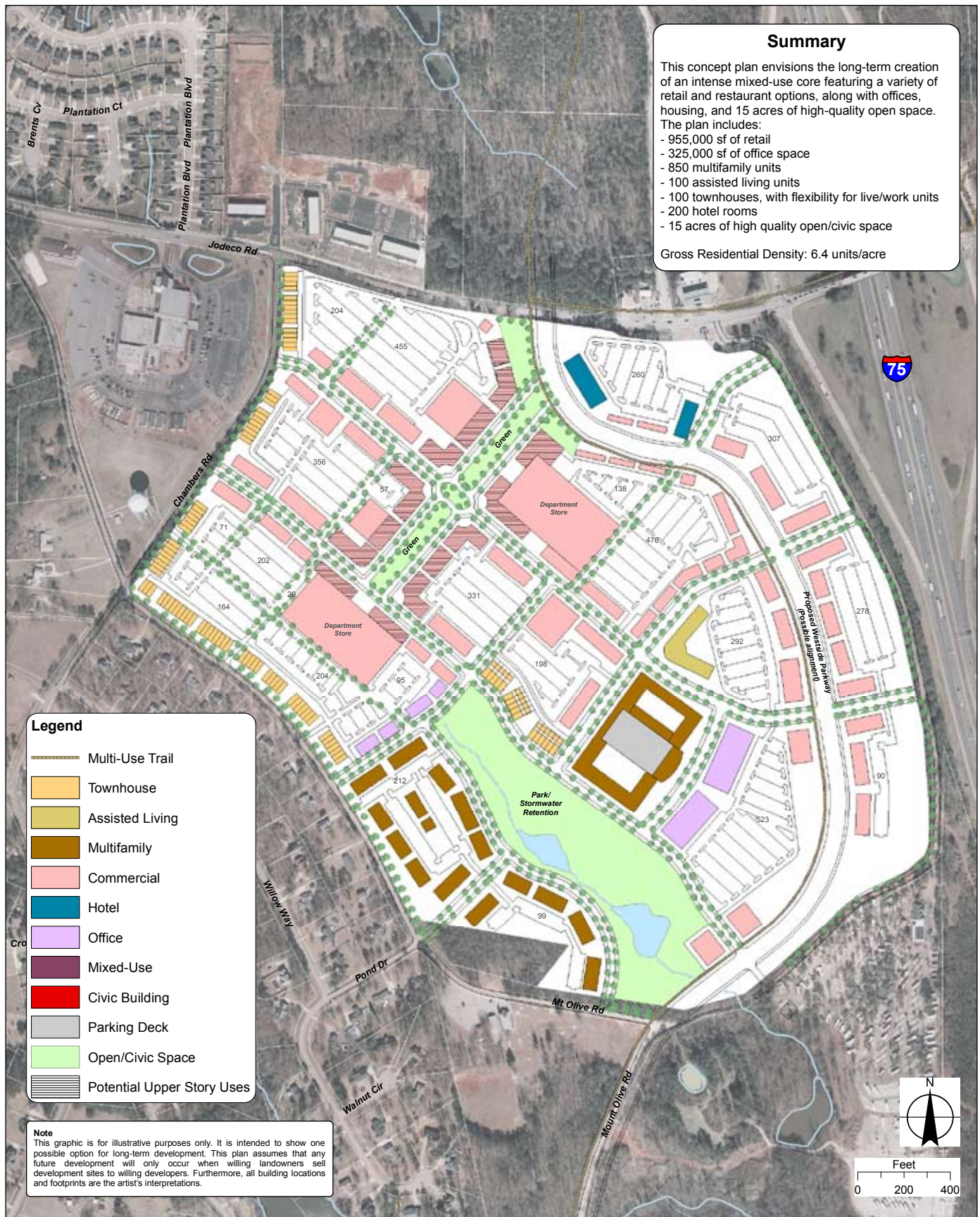
- Legend**
- Multi-Use Trail
 - Townhouse
 - Assisted Living
 - Multifamily
 - Commercial
 - Hotel
 - Office
 - Mixed-Use
 - Civic
 - Parking Deck
 - Open/Civic Space
 - Single-Family

Note
 This graphic is for illustrative purposes only. It is intended to show one possible option for long-term development. This plan assumes that any future development will only occur when willing landowners sell development sites to willing developers. Furthermore, all building locations and footprints are the artist's interpretations.

Jodeco North Concept Plan

Prepared for:
 Henry County Government

Prepared by:
 Tunnell-Spangler-Walsh & Associates
 with URS Corporation and Marketek, Inc.
 February 16, 2010



Summary

This concept plan envisions the long-term creation of an intense mixed-use core featuring a variety of retail and restaurant options, along with offices, housing, and 15 acres of high-quality open space.

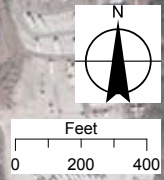
- The plan includes:
- 955,000 sf of retail
 - 325,000 sf of office space
 - 850 multifamily units
 - 100 assisted living units
 - 100 townhouses, with flexibility for live/work units
 - 200 hotel rooms
 - 15 acres of high quality open/civic space

Gross Residential Density: 6.4 units/acre

Legend

- Multi-Use Trail
- Townhouse
- Assisted Living
- Multifamily
- Commercial
- Hotel
- Office
- Mixed-Use
- Civic Building
- Parking Deck
- Open/Civic Space
- Potential Upper Story Uses

Note
 This graphic is for illustrative purposes only. It is intended to show one possible option for long-term development. This plan assumes that any future development will only occur when willing landowners sell development sites to willing developers. Furthermore, all building locations and footprints are the artist's interpretations.



Jodeco South Concept Plan

Prepared for:
 Henry County Government

Prepared by:
 Tunnell-Spangler-Walsh & Associates
 with URS Corporation and Marketek, Inc.
 February 16, 2010

- Develop pedestrian-scale blocks for the local network, no more than 600 feet in length.
- Use a “complete street” approach to balance bicyclist, transit, driver, and pedestrian needs.
- Require streets in new developments to connect
- Minimize dead-end streets.

Vehicular Transportation Policies

- Support access management along new and existing collector and arterial roads.
- Promote shared parking wherever possible.

Vehicular Transportation Projects

- Construct the Westside Parkway from Hudson Bridge Road to Jonesboro Road. The exact location shall be per a future engineering study. (T-1)
- Connect McCurry Road to the new parkway. (T-2)
- Install McCurry Road traffic calming if speeding becomes a problem after the parkway opens. (T-3)
- Construct a connector from McCurry Road to Patrick Henry Parkway. (T-4)
- Connect Chambers Road to the parkway. (T-7)
- Pave Mt. Olive Road. (T-8)

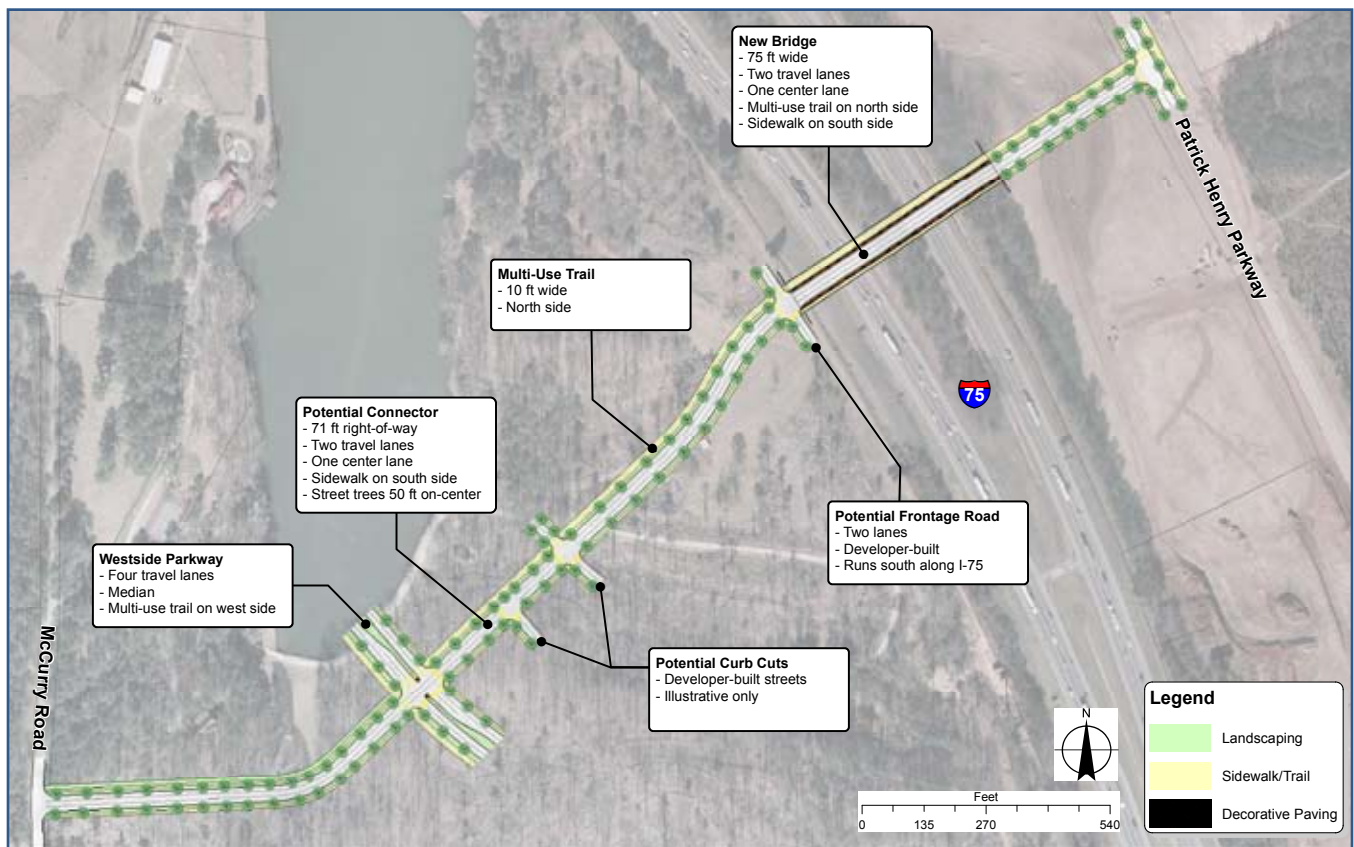
- Preserve Mt. Olive Road along I-75 as an access road for future businesses. (T-9)
- Conduct an LCI Supplemental Study to assess traffic impacts. (T-10)
- Upgrade Chambers Road at Mt. Olive Road. (T-6)
- Improve the Patrick Henry Parkway/County Club Drive intersection. (T-5)
- Build new streets as development occurs. (T-11)
- Widen Hudson Bridge Road, where missing. (T-30)*
- Complete the Jodeco Rd/I-75 Interchange. (T-26)*
- Widen Patrick Henry Parkway. (T-35)*
- Widen Jonesboro Road. (T-36)*

Transit Policies

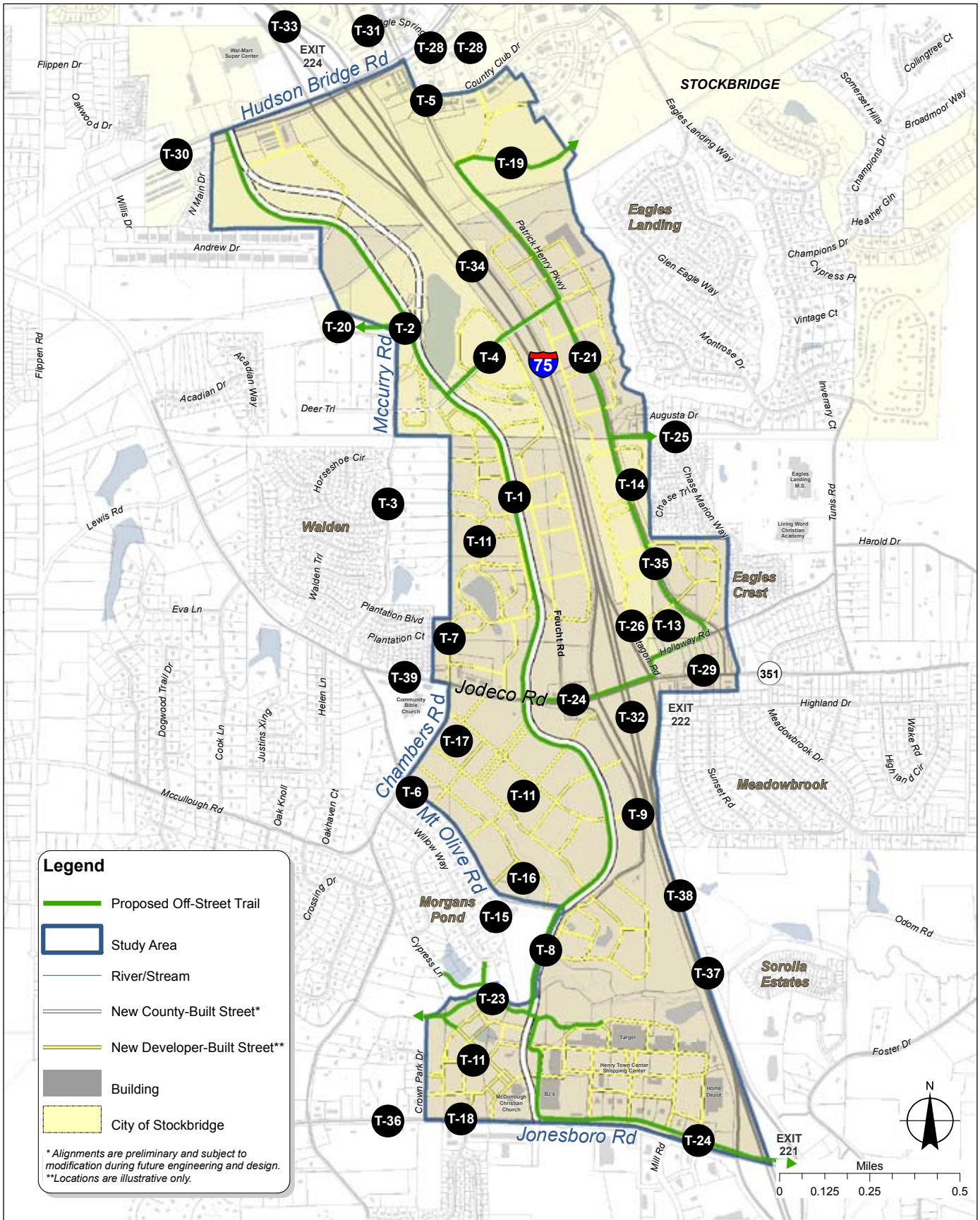
- Encourage transit-supportive compact land uses.

Transit Projects

- Implement a public or private circulator running from the Jodeco South area to nearby areas. (T-12)
- Complete the GRTA Xpress Park and Ride and implement commuter service to Atlanta. (T-26)*
- Build a 610 space commuter deck at the Transit Village to permit transit-oriented development. (T-13)



Illustrative plan showing the proposed McCurry Road/Patrick Henry Parkway Connector (T-4)



LCI Transportation Projects

Prepared for:
Henry County Government

Prepared by:
Tunnell-Spangler-Walsh & Associates
with URS Corporation and Marketek, Inc.
April 1, 2010

Pedestrian and Bicycle Policies

- Adopt design techniques to support safe pedestrian and bicyclist crossings.
- Provide clear and direct pedestrian access to buildings from sidewalks and trails.
- Require new developments address pedestrian and bicycle needs as they would vehicular needs.
- Eliminate barriers to non-motorized travel.
- Provide pedestrian facilities, including sidewalks along streets, and within parking lots.
- Provide accessible pedestrian facilities.
- Maximize street trees on new streets.
- Promote a county wide system of multi-use trails.
- Require bicycle racks in new developments except single-family subdivisions.
- Maximize street parking on non-collector streets.

Pedestrian and Bicycle Projects

- Fill in sidewalk gaps on Patrick Henry Pkwy. (T-14)
- Fill in sidewalks on the west and east sides of Mt. Olive Road from Chambers Road to the proposed parkway. (T-15, T-16)
- Add sidewalks, trees, and lights along the east side of Chambers Road. (T-17)
- Complete sidewalks on Jonesboro Road. (T-18)
- Create a Pates Creek East Multi-Use trail west of the proposed parkway. (T-19)
- Create a Pates Creek West Multi-Use trail west of the proposed parkway. (T-20)
- Create a Westside Parkway Multi-Use Trail west of the proposed parkway. (T-1)
- Create a Patrick Henry Multi-Use Trail west of Patrick Henry Parkway. (T-21)
- Create a Jodeco Road Multi-Use Trail. (T-22)
- Create a Walnut Creek Multi-Use Trail from I-75 to Morgan's Pond subdivision. (T-23)

Market & Economic Recommendations

Markets & Economic Policies

- Enhance quality of life through new amenities, an improved public realm, increased shopping and dining options, and better employment.
- Attract a mix of business and housing to serve as success stories and jump start future development



Transportation upgrades will support a higher quality of life for current and future area residents

- Encourage a mix of housing price points.
- Create neighborhoods that allow aging in place.
- Strive for housing that is affordable to teachers, police officers, firefighters, nurses, county workers, and other essential professions.
- Discourage conventional suburban apartment complexes in favor of owner-occupied units or apartments integrated into mixed-use developments.
- Target key market niches, including:
 - Upscale, destination shopping and dining;
 - Cultural and entertainment opportunities;
 - Services and activities for seniors;
 - Family-oriented businesses; and
 - Convenience shopping and services.

Market & Economic Projects

- Create a Tax Allocation District (TAD) to fund infrastructure improvements. This would require State approval and a county referendum. Assuming these are successful, the county would need to designate the LCI area as a redevelopment area. Bonds could then be issued based on anticipated revenue.
- Create a Community Improvement District (CID). CIDs have been growth tools in many Atlanta area commercial districts. Commercial land owners in the CID would pay dues that could be used for marketing, transportation improvements, security, maintenance, and other efforts.
- Target near-term redevelopment into catalytic sites shown in the concept plans.
- Establish a branding program for the study area for use on public investments, including streets signs.
- Create programs for property marketing, business attraction, and customer attraction.

Urban Design & Historic Resource Recommendations

Urban Design & Historic Resource Policies

- Require good urban design, including elements of:
 - Buildings in mixed-use areas that frame the street and provide side or rear parking where walking is desired
 - No gated streets
 - Sidewalk accessible doors on walking streets
 - Active ground floor uses
 - Storefronts, stoops, porches, and clear glass along the sidewalk
 - Pedestrian-scaled signs
- Allow design variety, but require quality materials.
- Encourage public art.
- Avoid corporate prototype architecture.

Urban Design & Historic Resources Projects

- Study the ideal site for an arts center in the County.
- Construct an arts center in the study area, if it is determined to be the ideal site.
- Preserve the historic Morris family farmhouse either within the study area or relocated.
- Install Westside Parkway Public Art at both ends.
- Install private Art in developments as they are built.
- Install gateway signs at key locations, including:
 - Hudson Bridge Road at I-75
 - Jodeco Road at I-75, and
 - Jonesboro Road at I-75
- Establish landscape and hardscape standards.

Infrastructure & Facilities

General Infrastructure & Facilities Policies

- Focus development in areas already served by water, sewer, electricity, and emergency services.
- Encourage local energy production.
- Encourage utility burial on all new streets.
- Encourage the creation of shared stormwater facilities among different projects.
- Encourage child care centers, adult day care centers and in-home nursing care providers.
- Promote the development of community facilities, including health and urgent care providers that are accessible by pedestrian paths and/or transit.
- Incorporate trees into new development.



Gateway signs and markers could be sponsored by area businesses

- Consider the impacts of new residential development on schools, and strive to minimize its impacts.

General Infrastructure & Facilities Projects

- Extend water and sewer to serve the area.
- Built a recreation center near Jonesboro Road.
- Intergovernmental coordination.
- Cooperate with existing infrastructure providers, neighboring municipalities, and regional planning efforts for input on water quality planning.
- Construct a Public Safety Building for police and fire services in the vicinity of Jodeco Road.
- Start programs for sustainable education, home composting, and stormwater management.
- Install stormwater Drain Labels.

Public Space Policies

- Require open space in new developments.
- Include public art and historic memorials in public open spaces where feasible.
- Encourage structured parking to reduce the amount of land dedicated to surface parking lots.
- Front public spaces and parks with doors, windows, and walkways. New, publicly-accessible streets should be created to separate parks from new development where feasible.
- Integrate food systems planning to create opportunities for community gardens and agriculture.

Public Space Projects

- Preserve land along Pates Creek.
- Preserve land along Walnut Creek.
- Built a plaza at the Transit Village.
- Incorporate a public space into Jodeco South.