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.

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.
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.*

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 and native species in landscaping.
- Encourage voluntary compliance with green building standards, such as Leadership in Environmental and Energy Design (LEED) or EarthCraft.
- Encourage the use of pervious paving.
- Incorporate bio-swales along new streets to allow stormwater to infiltrate into the soil.
- Reduce light pollution through best management practices and technologies.

Environmental Projects

- Adopt an ordinance to reduce light pollution.

Transportation Recommendations

*Please note that an asterisk (*) indicates a currently planned transportation project.*

General Transportation Policies

- Encourage compact land uses so that walking and biking are more viable options for more people.
- Require developments to provide alternative routes to arterials. Suggested spacing for a collector-grid is every one-quarter to one-half mile.
Transit Village Concept Plan

Prepared for:
Henry County Government

Prepared by:
Turnell-Spangler-Walsh & Associates
with URS Corporation and Marketek, Inc.
February 5, 2010
Summary
This concept plan incorporates a mix of uses with the highest intensities along US-75, transitioning to lesser intensities to the west.
- 1,100 multifamily units, including above-ground 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

Jodeco North Concept Plan
Prepared for:
Henry County Government

Prepared by:
Tunnell-Spangler-Walsh & Associates
with URS Corporation and Marketek, Inc.
February 2, 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 space

Gross Residential Density: 6.4 units/acre

Legend

- Multi-Use Trail
- Assisted Living
- Multifamily
- Commercial
- Hotel
- Office
- Mixed-Use
- Civic
- Parking Deck
- 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 and development sites are 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 Marketeck, Inc.
February 5, 2010
• Develop pedestrian-scale blocks for the local network, no more than 600 feet in length.
• Minimize dead-end streets.
• Require streets in new developments to connect to adjacent developments.
• Use a “complete street” approach on new and re-designed streets to balance bicyclist, transit, driver, and pedestrian needs.

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.
• Connect McCurry Road to the new parkway.
• Connect Chambers Road to the parkway.
• Construct the McCurry Road/Patrick Henry Connector from McCurry Road to Patrick Henry Pkwy.
• Install McCurry Road traffic calming if speeding becomes a problem after the parkway opens.
• Upgrade the Chambers Rd/Mt. Olive Rd. junction.
• Preserve Mt. Olive Road along I-75 as an access road for future businesses.
• Pave Mt. Olive Road.
• Improve the Patrick Henry Parkway/County Club Drive intersection.
• Conduct an LCI Supplemental Study to assess traffic impacts.
• Widen Hudson Bridge Road, where missing.*
• Complete the Jodeco Road/I-75 Interchange.*
• Widen Patrick Henry Parkway.*
• Widen Jonesboro Road.*

Transit Policies
• Encourage transit-supportive compact land uses.

Transit Projects
• Complete the GRTA Xpress Park and Ride.*
• Start GRTA Xpress Service to Atlanta.*

Illustrative plan showing the proposed McCurry Road/Patrick Henry Parkway Connector
Prepared by Tunnell-Spangler-Walsh & Associates
February 8, 2010
Transportation Projects

Prepared for:
Henry County Government

Prepared by:
Tunnell-Spangler-Walsh & Associates with URS Corporation and Marettek
Jan. 20, 2010 - Draft

This map is product of URS Corporation. Reasonable efforts have been made to ensure the accuracy of this map. URS Corporation expressly disclaims any responsibility or liability with regard to the use of this map, and promotes and recommends the independent verification of any data contained in this map by the user of this map product.

Legend
- LCI Identified Projects
- Planned and Programmed Projects
- River/Stream
- Study Area
- Street Centerlines
- City of Stockbridge

Source: ARC, Henry County

Please visit www.henrycountylci.org for more details

02/08/2010 DRAFT - FOR REVIEW AND COMMENT
• Build a 610 space commuter deck at the Transit Village to permit transit-oriented development.
• Implement a public or private circulator running from the Jodeco South area to nearby areas.

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.
• Require buildings to favor pedestrian sidewalk access over access from driveways or parking.
• Provide pedestrian facilities, including sidewalks along streets, and within parking lots.
• Provide wheelchair accessibility.
• Promote a county wide system of multi-use trails.
• Require bicycle racks in all new developments except single-family subdivisions.
• Maximize street parking on non-collector streets.

Pedestrian and Bicycle Projects

• Create a Westside Parkway Multi-Use Trail west of the proposed parkway.
• Create a Patrick Henry Multi-use Trail west of Patrick Henry Parkway.
• Create a Pates Creek Multi-use Trail from Eagles Landing at County Club Drive to McCurry Road.
• Create a Walnut Creek Multi-Use Trail from I-75 to Morgan’s Pond subdivision.
• Install Jonesboro Road Sidewalks, where missing.

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 options to serve as success stories and jump start future development, especially on the Concept Plan sites.
• Strive for a community that allows county residents to age in place.

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

• Encourage a mix of housing price points.
• Strive for new housing units that are affordable to teachers, police officers, firefighters, nurses, county workers, and other essential professions.

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 several Atlanta area commercial districts. Commercial property owners in the proposed CID would pay dues that could be used for marketing, business development, sidewalk and street improvements, security, park maintenance, and other improvements or development efforts.
• Establish a branding program for the study area for use on public investments, including streets signs.
• Initiate and maintain a database of existing and newly constructed market-rate and affordable accessible and/or supportive housing units.
• 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.
Urban Design & Historic Resource Recommendations

Urban Design & Historic Resource Policies

• Require good urban design, including elements of:
  - Parking located behind or to the side of buildings along key walking streets
  - No gated streets
  - Buildings in mixed-use areas that form a continuous street wall along key walking streets
  - Doors accessible from the sidewalk along key walking streets
  - Active ground floor uses
  - Storefronts, stoops, and porches, or forecourts along the sidewalk
  - Pedestrian-scaled signs
  - Transparent ground floor glass

• Allow architectural variety, but require quality materials.
  - Encourage public art.
  - Avoid corporate prototype architecture.

Urban Design & Historic Resources Projects

• Preserves 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

General Infrastructure & Facilities

General Infrastructure & Facilities Policies

• 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.

General Infrastructure & Facilities Projects

• Extend water and sewer to serve the area.
• Built a recreation center near Jonesboro Road.
• Construct a Public Safety Building for police and fire services in the vicinity of Jodeco Road.

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.
• Surround parks and open spaces with streets and development. Vacant land adjacent to a park decreases visibility and security.
• Encourage new parks to be fronted with development, not isolated areas that discourage use and encourage crime.
• Eliminate and avoid barriers around open spaces that restrict accessibility, reduce the service area.
• Encourage community gardens in residential areas, especially those with high elderly populations.

Public Space Projects

• Preserve land along Pates Creek.
• Preserve land along Walnut Creek.
• Built a plaza at the Transit Village.
• Incoporate a public space into the Jodeco South area.