

STATE OF GEORGIA
CITY OF MCDONOUGH

RESOLUTION NO. 09-09-21

A RESOLUTION TO ADOPT THE LCI FIVE-YEAR UPDATE REPORT

WHEREAS, the City of McDonough, Georgia has completed a Livable Centers Initiative (LCI) report with funds from the Atlanta Regional Commission for a downtown rehabilitation effort;

WHEREAS, the Mayor and City Council have adopted the LCI study, including its LCI Five-year Transportation Plan;

WHEREAS, the Atlanta Regional Commission requires a Five-year Update to the LCI Report, including a new Five-Year Implementation Plan, to be completed by September 25, 2009;

WHEREAS, the City of McDonough has decided to update the LCI Report with a new Five-Year Implementation Plan and to meet the ARC timeframe;

WHEREAS, the Update will address LCI initiatives for the next five years and will be in keeping with the LCI goals; and

WHEREAS, the Update will include initiatives for roadway and intersection improvements, bicycle and pedestrian amenities, streetscaping, signage, parking improvements, transit initiatives, land use strategies, public and civic facilities, and funding solutions.

NOW, THEREFORE, BE IT RESOLVED, by the City of McDonough Mayor and City Council that the Five-Year Update to the Livable Centers Initiative for McDonough, Georgia be adopted.

BE IT FURTHER RESOLVED that copies of the resolution be forwarded to the Atlanta Regional Commission supporting and committing to the Livable Centers Initiative goals.

BE IT SO RESOLVED, this 21st day of September, 2009.

CITY OF MCDONOUGH, GEORGIA


BILLY COPELAND, MAYOR

ATTEST:


JANIS PRICE, CITY CLERK

APPROVED AS TO FORM:


STEVEN M. FINCHER, CITY ATTORNEY



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INTRODUCTION AND SUMMARY

The McDonough Livable Centers Initiative (LCI) Study, completed in December 2004, provides an action plan for improving the quality of life in and around Downtown McDonough. The Study focuses on the link between transportation and land use to purposefully improve livability, walkability, and connectivity within McDonough, all goals of the community and its leaders.

The 2004 McDonough LCI delineated a Study Area that includes portions of the City of McDonough and unincorporated Henry County (See Appendix – LCI Study Area Location Map). Key landmarks in the Study Area include McDonough's Historic Downtown Square, Alexander Park, Big Springs Park, and the City's gateway corridors (Jonesboro Road and Hampton Street at the railroad, Highway 42 north and south of Downtown, Lawrenceville Street at N. Zack Hinton Parkway, and Highway 81 at the east-west one-way pairs). A Master Plan for Downtown McDonough was drawn, which encourages a mix of land uses, improved transportation connectivity, pedestrian "friendliness", and in-town residential development. Specific projects to incorporate streetscapes, sidewalks, multi-purpose paths and greenways, parking, safe pedestrian crossings, gateways, street connectivity, and other land use initiatives provided an action plan for implementation.

The City of McDonough has completed its first five years of efforts towards implementing its LCI Plan. Now the City is embarking on its next five years of strategies and actions to fulfill the LCI goals from 2010 to 2014. To recognize and assess accomplishments to date and identify strategies and projects for the next five years, the City has completed an LCI Five-Year Update Report, contained in this document, which is comprised of the following sections:

The Report of Accomplishment, which provides a current inventory, assessment, and status of all projects and action items identified in the 2004 LCI Study. Of the 57 projects,

- Seventeen projects are underway;
- Four projects have been completed;
- Thirty-three projects have not started; and
- Three projects are deemed not relevant for future implementation.

Accomplishments to date include:

- Acquisition of land and the completion of the Master Plan and Feasibility Study for the Alexander Park Expansion;
- Initiation of Phase I improvements in Alexander Park including new greenway trails and designs for the expanded pond, open space park, entry road, Environmental Education Center and Botanical Gardens;
- New sidewalks around schools, on Jonesboro Road, and in other areas in Downtown (with sidewalk infill still needed);
- A new parking deck at the Juvenile Court (to be constructed by Henry County); and



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INTRODUCTION AND SUMMARY

- Completion of LCI pre-qualification funding applications for streetscape projects along gateway corridors into Downtown and for greenway trails along Camp Creek.

The Five-Year Implementation Plan, which presents projects and detailed programming information for the next five years. Included are projects which are currently underway, projects not started and carried forward, and new projects which the City has determined are necessary and fitting with the LCI goals, including:

- Four new gateway streetscape projects for gateways to be located at Macon/Griffin Street, Hampton Street, Highway 81, and Lawrenceville Street/N Zack Hinton Parkway to complement those already planned for Highway 42 north of town, and on the east-west one-way pairs;
- Five new sidewalk infill projects to address deficiencies remaining on Jonesboro Road, Doris Road, Marians Way, Highway 155 near the east-west one-way pairs, and in other areas where existing sidewalks pose safety/liability risks;
- Five new multi-purpose path projects to strengthen the sidewalk and path network to be more destination oriented:
 - To safely connect residences in the Jonesboro Road, McDonough Parkway, Bridges Road, Willow Lane, and Kelly Road area to Alexander Park and Downtown;
 - To connect Downtown and residential areas to Heritage Park and Richard Craig Park; and
 - To extend paths planned along the McDonough Parkway Extension north of Downtown to the Walnut Creek area;
- One new greenway initiative to develop a historical trail marker to memorialize the 1900 McDonough Train Accident at the rail site along the greenway trail network in Alexander Park;
- Two new pedestrian crossing safety projects to install countdown pedestrian signals in the Downtown Square and to realign the intersection at Bridges Road and Highway 20/81/Hampton Street; and
- Four new local projects including Phase II Alexander Park Improvements and the completion of a Downtown Development Plan, a Tourism and Hospitality Plan, and a Comprehensive Recreational and Greenspace Plan to define specific action items that will produce clear, viable projects for funding.



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INTRODUCTION AND SUMMARY

The Appendix provides documentation supportive of this Update. Included are the LCI Study Area Location Map, the Future Land Use Map, the Master Site Plan for the Alexander Park Expansion, and a Transportation Projects Map showing future transportation projects.

The City of McDonough is passionately focused on implementing its LCI initiatives. During the next five years, the City will be actively working to further strengthen its Downtown and surrounding areas with improved street, sidewalk, and path connectivity; with mixed-use and quality infill development; and with linkages and access to both active and passive recreational amenities within walking distance from the Square. The City presents this Five-Year Update with the intent of fulfilling its LCI goal to link transportation and land use to improve livability, walkability, and connectivity within McDonough.



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REPORT OF ACCOMPLISHMENTS

The LCI Study proposed 57 projects for implementation. The City's accomplishments to date are summarized as follows:

- Seventeen projects are underway;
- Four projects have been completed;
- Thirty-three projects have not started; and
- Three projects are deemed not relevant for future implementation.

<i>Project Type</i>	<i>Total</i>	<i>Underway</i>	<i>Complete</i>	<i>Not Started</i>	<i>Not Relevant</i>
Streetscapes	4	4	0	0	0
Sidewalks	5	5	0	0	0
Multi-Purpose Paths	8	0	1	7	0
Greenways	4	1	0	3	0
Parking	4	1	0	2	1
Pedestrian Crossings	5	0	0	4	1
Gateways	1	0	0	1	0
New Streets	7	1	0	5	1
Land Use/Housing Initiatives	3	1	0	2	0
Other Local Initiatives	16	4	3	9	0
<i>Total</i>	<i>57</i>	<i>17</i>	<i>4</i>	<i>33</i>	<i>3</i>

McDonough's LCI accomplishments to date have come largely from GDOT programmed improvements, SPLOST funds, and local funds. The City received grant funds from the Georgia Urban Forest Council to complete a tree inventory of Alexander Park, a Georgia DNR Georgia Recreational Trails grant to construct 1,500 linear feet of trails in Alexander Park (completed in Spring 2009), and LCI Supplemental Study funds to complete a Copeland Street/Hood Street Bypass Alternative Study. McDonough did receive pre-qualification status on one LCI greenway initiative, but has not received any LCI funding during its first five years.

The goal for the next five years is to overcome funding challenges experienced during the first five years. The Five-Year Implementation Plan includes new projects to strengthen the network of multi-purpose paths/sidewalks/greenways to be more destination oriented, and additional studies (Downtown Development, Parking, Tourism, and Recreation) to further define City priorities and action items. This will better position the City to present strong, clear, viable projects for funding consideration from a variety of sources both in the near term and future.



REPORT OF ACCOMPLISHMENTS

A discussion of projects within each of the above categories and their status follows. **Table 2.1 – The Report of Accomplishments**, located at the end of this section, contains a comprehensive listing of all projects.

2.1 Transportation Initiatives

The 2004 LCI Study divided transportation initiatives into several categories:

- Streetscapes;
- Sidewalks;
- Multi-Purpose Paths;
- Greenways;
- Parking;
- Pedestrian Crossings;
- Gateways; and
- New Streets.

The current status of projects within each category is discussed below.

Streetscapes

During the LCI Study, one of the most common community critiques of the Study Area, including Downtown, was how unsafe the area was for pedestrians. Thus, one important goal of the LCI Study was to improve pedestrian mobility and safety and to provide logical linkages between residential communities, Downtown, businesses, government buildings, and recreational facilities. Several streetscape projects were identified to address this need and the current status of each is discussed below.

1. Roadside and median enhancements along Jonesboro Road from the Norfolk Southern railroad tracks to Kelly Road

This project is currently underway. GDOT has completed the widening of Jonesboro Road which included adding two travel lanes in each direction, turn lanes, a brick/grass median divide, 4-foot sidewalks on both sides of the road (some gaps still remain), and on-street dedicated bike lanes on each side of the roadway. A number of streetscape elements, however, still need to be completed:





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- Gaps remain in the sidewalk network on the north side of the roadway at Kelly Road (unincorporated Henry County), and the sidewalks discontinue altogether on both sides of Jonesboro Road just prior to Doris Street east to the Norfolk Southern railroad track.
- Landscaping and plantings still must be completed along both sides of Jonesboro Road and in the median. McDonough received a State Aid Grant and is currently working with Henry County to propose new landscaping plans, resolve irrigation issues, and determine appropriate plant species and conservation irrigation method for roadside and median landscaping.
- Maintenance issues related to mowing grass areas and medians in the Right-of-Way need to be resolved with Henry County. The Right-of-Way fronting undeveloped/abandoned properties as well as areas in the medians have developed an unkempt look that needs to be addressed by the City and County.

2. Streetscape Atlanta Street from the Downtown Square to Alexander Park

This project was submitted to ARC for LCI Prequalification Status on 07/03/2009 and is therefore underway. The project will implement/upgrade sidewalks and add pedestrian/bicycle signage, decorative lighting, landscaping and buffers, street trees, and street furnishings that are consistent with previous new streetscape construction in the Downtown area.

3. Streetscape Highway 42 north from the Downtown Square to the end of the north-south one-way pairs

This project was submitted to ARC for LCI Prequalification Status on 07/03/2009 and is thus underway. Like Number 2 above, this project will implement/upgrade sidewalks and add pedestrian/bicycle signage, decorative lighting, landscaping and buffers, street trees, and street furnishings that are consistent with previous new streetscape construction in the Downtown area.

4. Streetscape East-west one way pairs including Jonesboro Road, Covington Street and Keys Ferry Street

This project was submitted to ARC for LCI Prequalification Status on 07/03/2009 and is thus underway. This project will provide streetscape amenities along Jonesboro Road from the Downtown Square west to the Norfolk Southern railroad track, and on Covington Street/Keys Ferry Street from the Square east to Zack Hinton Parkway. The project will implement/upgrade sidewalks and add pedestrian/bicycle signage, decorative lighting, landscaping and buffers, street trees, and street furnishings that are consistent with previous



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new streetscape construction in the Downtown area. (Note: A new project will be added to continue the streetscape further east to the proposed gateway on Highway 81 at the eastern point of the east-west one-way pairs. See Section 3 Five-Year Implementation Plan, Streetscapes, New Projects, Item Number 4.)

Sidewalks

Public involvement conducted during the LCI Study revealed that McDonough residents have a desire to walk or ride a bicycle to local destinations but consider the Downtown sidewalks to be lacking and/or unsafe, or inadequate (with poor pavement or gaps, etc.). A key action item therefore was to implement a sidewalk network that targeted sidewalks to schools and neighborhoods to encourage citizens to adopt pedestrian habits. Projects to accomplish this and their status are discussed below:

1. Sidewalks – Henry County Middle School area (Holly Smith Drive, Greenway Park Drive, Ward Street, George W. Lemon Drive, and on Old Griffin Road from Greenway Park Drive to Phillips Drive)

This project is currently underway. Sidewalks have been completed on:

- The west side only of Holly Smith Drive;
- The north side only of Greenway Park Drive;
- The south side of George W. Lemon Drive (with a number of gaps), but none on the north side; and
- Both sides of Old Griffin Road (some gaps remain).

There are currently no sidewalks on Ward Street and there are some areas (such as ramps near the school) which may need retrofit/repair.

School system budget cuts in the 2009-2010 have reduced school bus routes in this area and many more children are walking to school. This has created increased foot traffic on Phillips Drive, Holly Smith Drive and George W. Lemon Drive in particular and unsafe crossings at the school. The City does have improvements projects slated for this area. Work will begin this year to improve Greenway Park Drive with widened lanes, sidewalks, and improved drainage. A GDOT programmed improvement to widen Phillips Drive from Highway 20/81 to Old Griffin Road will also upgrade that corridor with sidewalks, improved drainage, and possibly realignment at the rail crossing on Old Griffin Road. The City will be working with the Board of Education in the near term to place signage and supervised crossings at the school.



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2. Sidewalks – Wesley Lakes Elementary School area (on McDonough Parkway from Burleyson Drive to Bridges Road, on Downing Drive and on Burleyson Drive)

This project is currently underway. Sidewalks have been completed on the west side of McDonough Parkway. Recent school bus funding cuts, however, have resulted in the need for children living in the Wesley Lakes Elementary district to be able to safely walk to school. Therefore, sidewalks are also still needed on:

- Both sides of McDonough Parkway (an LCI multi-purpose path project has been proposed for this);
- Downing Drive (one side) to connect residences with the school; and
- Burleyson Drive (one side) into the Oxford Downs and Wesley Lakes subdivisions.

3. Sidewalks – Henry County High School and McDonough Elementary School area (on Tomlinson Road from Miller Road to North Cedar Street; on Lemon Street; on Frank John Ward Boulevard from Henry Street to North Cedar Street; on Henry Street, Miller Road, and on McGarity Road from Lawrenceville Street to Russell Road)

This project is underway. Sidewalks have been completed on:



- The south side of Tomlinson Road (which discontinue east of the school);
- The east side of Lemon Street (some gaps remain); and
- The north side of Frank John Ward Boulevard.

Sidewalks are needed:

- On Henry Street (both sides), the south side of Frank John Ward Boulevard, and the west side and gaps on the east side of Lemon Street to connect the residences on Henry Street to Frank John Ward Boulevard to Lemon Street to the schools;
- On the north side of Tomlinson Road and on Miller Road to connect Tomlinson Road from the school to residences on Miller Road (Note: Miller Road is in unincorporated Henry County); and



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- On McGarity Road from Lawrenceville Street to Russell Road to provide pedestrian access from residences to the schools (Note: The eastern part of McGarity Road to Russell Road is in unincorporated Henry County.)

4. Sidewalks – Neighborhood connections (Preston Creek Drive, Shoppes Lane, Regency Park Drive, Regency Plaza Boulevard, River Trace Court, Wesley Lakes Boulevard, Autumn Lake Drive, Huntington Ridge, and Cabriolet Trail)

This project is underway. These sidewalk connections were included to fill gaps and link neighborhoods to main thoroughfares and shopping and recreation centers. Sidewalks have been completed on:

- Shoppes Lane to the Goodyear store, but discontinued to Willow Lane;
- Both sides of Regency Park Drive which discontinues at the landscaping on the west side entry onto on Highway 20/81;
- Regency Plaza Boulevard (with gaps at undeveloped parcels);
- The east side of River Trace Court (minus at the entrance on Jonesboro Road) to Micah Boulevard; and
- Huntington Ridge in the neighborhood, but not at its entrance on Highway 42.

Sidewalks have not been completed on:

- Preston Creek Drive into the apartment complex (Note: Private street, not a city street);
- Wesley Lakes Boulevard into Wesley Lakes subdivision off of Jonesboro Road;
- Autumn Lake Drive; and
- Cabriolet Trail.

5. Sidewalks – Hood Street and Turner Street

This project is underway. Sidewalks have been completed on the south side of Turner Street from Sims Street but discontinue at the beginning of the commercial/retail development near Zack Hinton Parkway.

Sidewalks have not been completed on Hood Street.

Multi-Purpose Paths

The LCI Study proposed a series of multi-purpose paths and greenways which would create linkages between neighborhoods, parks, and the Downtown Square that are amenable to walkers,



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joggers, bicyclists, roller bladders, strollers, wheelchairs, and the like. The current status of each proposed LCI project is discussed below.

1. Multi-Purpose Path – Jonesboro Road from Norfolk Southern railroad tracks to Kelly Road



The recently completed GDOT Jonesboro Road widening project added 4-foot wide sidewalks and on-street bike lanes on both sides of the roadway in lieu of a multi-purpose path and thus this project has been categorized as complete. Some gaps in the sidewalk network still remain so a new sidewalk infill project has been added as part of this update (See Section 3 Five-Year Implementation Plan, Sidewalks, New Projects, Item number 1).

2. Multi-Purpose Path – McDonough Parkway from Highway 20/81-Hampton Road north to Jonesboro Road

This project has not been completed. There are currently sidewalks on the west side of McDonough Parkway from Jonesboro Road south to Bridges Road but they discontinue from Bridges Road south to Hampton Road. Noticeable dirt footpaths exist along the east side of McDonough Parkway as well, indicating that pedestrians also walk on this side of the road. A multi-purpose path is needed to accommodate the pedestrian and bicycle activity along this roadway.

3. Multi-Purpose Path – Hwy 20/81 from the Norfolk Southern railroad tracks south to Old Industrial Boulevard

This project has not been completed. A fragmentation of sidewalks currently exists along Highway 20/81 from the rail tracks south to Old Industrial Boulevard. Noticeable dirt footpaths are also evident along this roadway, indicating pedestrian activity in areas where there are no sidewalks. A multi-purpose path is needed to accommodate the pedestrian and bicycle activity evident along this roadway.

4. Multi-Purpose Path – South Zack Hinton Parkway/Highway 155 from College Street to proposed section of McDonough Parkway Extension

This project has not been completed. A new project is being proposed to infill/upgrade sidewalks on Highway 155 from Keys Ferry Street south to College Street (See Section 3 Five-Year Implementation Plan, Sidewalks, New Projects, Item Number 3). Sidewalks discontinue somewhat south of College Street. A multi-purpose path on Highway 155 from



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College Street to the McDonough Parkway Extension will provide pedestrian and bicycle connections between Richard Craig Park, residential areas, and Downtown.

5. Multi-Purpose Path – Highway 42 from Alexander Park north to John Price Road

This project has not been completed. This multi-purpose path will create connectivity from Alexander Park to the northern point of the LCI Study area. John Price Road is in unincorporated Henry County, thus collaboration will be necessary to complete this project.

6. Multi-Purpose Path – Keys Road/Highway 81 from Henry Street to Heritage Park

This project has not been completed. This multi-purpose path would create alternative transportation options between the Downtown and Heritage Park in the southeast area of McDonough.

7. Multi-Purpose Path – On all proposed sections of the McDonough Parkway Extension north from Jonesboro Road, around the City to Highway 20/81

This project has not been completed. It is important for these paths to be incorporated into the design of all of the McDonough Parkway Extension Phases.

8. Bike Lanes and Lighting – Bridges Road from Highway 20/81 to Willow Lane and on Willow Lane

This project has not been completed and will be carried forward as a new multi-purpose path project (See Section 3 Five-Year Implementation Plan, Multi-purpose Path New Projects, Item Number 1). The LCI Study recommended on-street bike lanes on Bridges Road and on Willow Lane as these streets were identified as having fairly low traffic volume and slow speeds. Since that time, Bridges Road has become a cut-through corridor for residents of the Overlook subdivision and thus experiences greater traffic volume.

Bridges Road, particularly between McDonough Parkway and Highway 20/81, has also been identified by ARC as one of the most blighted corridors in the metro-Atlanta area. As a result, the City is currently investigating revitalization opportunities for this area which would remove area blight, improve safety, and lend itself to alternative modes of transportation. The City feels that a multi-purpose path that includes pedestrian scale lighting will better accommodate future needs for this corridor.

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Greenways**1. Greenway – Along the creek between Big Springs Park and Alexander Park**

This project has not been completed. This greenway will connect the passive park space envisioned for Big Springs Park with the trail system and active recreational amenities in Alexander Park.

2. Greenway – Along Camp Creek from the proposed expansion to Alexander Park to the GRTA Express commuter bus terminal facility

This project is currently underway, receiving LCI Prequalification Status in 2007 and now pending a future LCI funding application/award cycle. This project proposes:



- 20,000 linear feet of trails along Camp Creek in/beyond Alexander Park;
- Trailhead linkages on Jonesboro Road, Highway 42, Ivy Edwards Road, and the future McDonough Parkway Extension;
- Pedestrian and bicycle access in Alexander Park across Norfolk Southern Railway and Camp Creek; and
- Trail amenities including wayfinding signage, benches, trash receptacles, and lighting.

3. Greenway – Along Tributary of Camp Creek from Camp Creek to Henry Parkway

This project has not been completed. It proposes a greenway following the tributary beginning at Henry Parkway and connecting to the Camp Creek Greenway, identified in Number 2 above, providing linking to the County government and recreation complex.

4. Greenway – Along Long Branch from Bridges Road to Camp Creek

This project has not been completed. It proposes a greenway along Long Branch from Bridges Road abutting the Wesley Lakes subdivision north across Jonesboro Road abutting the Autumn Lakes subdivision to connect residential developments to Alexander Park.

Parking

During the LCI Study five years ago, one of the most voiced criticisms of Downtown McDonough was the loss of on-street parking as part of the north-south one-way pair project and the redesign of the Town Square, which eliminated 40 or so parking spaces. In response to this, the LCI Study identified new locations for parking decks, identified below, which would jointly

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serve the needs of the courthouse, local merchants, residents, and future tourists. The Study also proposed that the City complete a Parking Master Plan, also listed below, which would identify existing parking use and deficiencies and propose strategies to meet future needs.

Today, parking for the various court services monopolizes Downtown parking during weekday business hours. It is anticipated that the new parking facility behind Juvenile Court, described in Number 3 below, will ease the demand for court parking, however, additional facilities to specifically serve the shops, restaurants, and events in the Downtown Square must still be evaluated.

1. Prepare a Downtown Parking Master Plan

This project has not been completed, but is considered a high priority for the City. In order to provide a prioritized phased construction development plan, the City retained HOK to conduct a study which analyzed/prioritized specific locations for multi-deck parking facilities encompassing the Downtown District. The first one of this type to be built is the Lawrenceville Street site behind the Juvenile Court, discussed below, as the priority facility of this phased construction approach. Today there are several additional potential properties around the Square which may be amenable for a parking deck, thus further emphasizing the importance of completing the Downtown Master Plan Project. These sites include but are not limited to:

- The Rainer property in the Sloan Street/Hampton Street/Tarply Street area west of the Square. (which the HOK Study analyzed and indicated was suitable for providing multi-level access on multiple street fronts);
- The Turner Estate, currently for sale and located on Hampton Street near Sloan Street;
- Property on the surface parking lot east of City Hall;
- Property on the north side of the Courthouse.

Input from the HOK study along with a current parking needs assessment and analysis of these potential sites should be completed as part of a Downtown Parking Master Plan prior to investing in future parking deck projects. (See Section 3 Five-Year Implementation Plan, Parking New Projects, Item Number 1).

2. Parking Deck – Behind the Courthouse – Estimate 400 spaces

This project has not been completed and will not be carried forward. The City feels that the construction of the parking deck behind the Juvenile Court facility (#3 below) will satisfy the

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court-related parking needs for the foreseeable future. Additional parking facilities, however, will still be needed to accommodate visitors to the Downtown Square. Thus a new project has been added for a parking facility to serve the Downtown Square (See Section 3 Five-Year Implementation Plan, Parking, New Projects, Item Number 1).

3. Parking Deck – Behind Juvenile Court – 700 spaces

This project is currently underway. The Juvenile Court parking deck is being constructed by Henry County. The facility has been designed as a 700-space, three-level structure, with two levels to be constructed initially. Design plans have been completed, with construction to begin late 2009/early 2010.

**4. Parking Deck – Ice Steet/Hazelhurst Street – Estimate 240 spaces**

This project has not been completed and will not be carried forward as a future project. This property, once the Dollar General, is no longer available for the City to acquire.

Pedestrian Crossings

There are five at-grade railroad crossings in the McDonough LCI Study area, all of which are equipped with active warning devices (gates, flashing lights) but none of which have pedestrian accommodations. The LCI Study proposed pedestrian crossing facilities for each of these at-grade crossings. The status of each project is as follows:

1. Jonesboro Road

This project has not been completed. The railroad crossing at Jonesboro Road receives the highest amount of pedestrian and vehicular activity. The GDOT east-west one-way pairs project from Jonesboro Street at the railroad crossing east to the Square should address pedestrian amenities at this crossing. This project will be carried forward to ensure that these pedestrian amenities will be accommodated.

2. Hampton Street

This project has not been completed. The GDOT planned widening of Highway 20/81 to the railroad tracks should also address pedestrian amenities at this crossing. This project will be carried forward to ensure that these pedestrian amenities will be accommodated.

3. Lyman Stringer Boulevard/Depot Street

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This project has not been completed. This crossing does experience pedestrian traffic with a housing development and recreational basketball courts in close vicinity to the railroad tracks. There are two tracks at this crossing serving the Stringer Lumber Company, but no sidewalks or pedestrian amenities in the vicinity.

4. Old Griffin Road

This project has not been completed. A GDOT programmed improvement will widen Phillips Drive between Highway 20/81 and Old Griffin Road. A later phase of this project may address the alignment of Old Griffin Road and Griffin Street and safety at the at-grade railroad crossing. This project will be carried forward to ensure that pedestrian amenities will be included with this improvement project.

5. Ivey Edwards Lane

This project has not been completed and will not be carried forward in the next five years. The McDonough Parkway Extension project proposes a connector bridge/overpass which will carry vehicular traffic over the railroad tracks, thus eliminating the need for at-grade crossing amenities at this location.

Gateways

The LCI Study recommended six gateways to be placed at key locations to promote a sense of arrival and place, and to identify the Downtown as a destination. Proposed gateway locations are:

- Jonesboro Road at the railroad tracks;
- Hampton Street/SR 20/81 and Highland Avenue at the railroad tracks;
- Highway 42 north of the Downtown Square at the north/south one-way pairs;
- Lawrenceville Street at North Zack Hinton Parkway;
- SR 81 east of town at the one-way pairs; and
- Highway 42 north/south one-way pairs south of the Downtown Square at Griffin Street and Macon Street.

None of these gateway projects have been completed. All of these gateway locations are proposed in unused GDOT Right-of-Way. While GDOT will allow landscaping and plantings in these areas, they will not permit signage to be placed. The City will need to work with GDOT and property owners to identify alternatives and/or possible easements and workable solutions for these gateway projects to be completed. The City should also research other communities who have found creative ways to construct gateways in challenging areas.

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New Streets

During the LCI Study, much focus was given to identifying street connection opportunities within undeveloped acreage within the Study Area, which are identified as projects below. Completion of these projects will be reliant on developer interest in infill development or redevelopment and/or City/County interest in revitalization projects for these areas.

1. New streets/connections associated with the construction of the east-west one-way pairs and the relocation of the entrance of Toby Springs subdivision

This project has not been completed. The construction of the east-west one-way pairs provides future opportunity for infill development and redevelopment in the Toby Springs subdivision. New streets to facilitate access into/through such development would likely be constructed by private developers and would not be constructed until the west segment of the east/west one-way pairs is completed.

2. New street through the present-day Sherriff Magistrate property connecting to Lowe Street and Brannen Street

This project has not been completed. The LCI Study proposed a new street connecting Lowe Street to Brannen Street through the Sheriff Magistrate property to accommodate infill development. This project is considered a long range project as the Sheriff Magistrate property is owned by Henry County.

3. New street to extend Copeland Street past Lawrenceville Street to Highway 42 Northbound

This project is classified as underway as an LCI Supplemental Study was completed in December 2005 to evaluate extending Copeland Street versus Hood Street to provide a bypass alternative to the Downtown Square. The study concluded that Copeland Street provided a more feasible bypass alternative than Hood Street. While classified as underway, there are a number of considerations which could affect the future direction of this project. These include the possible relocation of the City Public Works facility, future plans to develop Big Springs Park as passive open space, and any other bypass alternatives which the City may choose to explore in the future.

4. New street to connect Copeland Street between Lawrenceville Street and Decatur Highway (Highway 155)

Continuation of the Copeland Street improvement identified in #3 above. This project has not been completed.



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5. New street to connect Copeland Street to the intersection of Lawrenceville Street and Veterans Drive

Continuation of Copeland Street improvement identified in #3 above. This project has not been completed.

6. New street connecting Hampton Street (Highway 20/81) with Griffin Street between Sloan Street and Brown Avenue adjacent to the existing recreation area

This project has not been completed and will not be carried forward. The property identified in this project is owned by the Church for expansion purposes.

7. New street to extend Marians Way to connect with Adams Street

This project has not been completed. The project proposes street and sidewalk connectivity between the Marians Way neighborhood and the Lowe Street neighborhood and providing access and parking spaces for the Alexander Park trail system.

2.2 Land Use/Housing Initiatives

The LCI Study proposed a number of development guidelines and regulations to encourage mixed-use projects, the preservation of open space, and higher density residential development. It also proposed a number overlay zoning districts, listed in Section 2.3 below, to provide an identifying character and establish a sense of place along major corridors and in key areas. The status of each of these is discussed below.

The current economic climate has created a window of opportunity for the City to actively develop and implement these regulations that will serve to guide new development once economic conditions improve. These initiatives will allow the City to drive the types and densities of development and to establish regulations which promote high-quality design elements, construction materials, and landscaping to attract new businesses as well as residents to the City.

1. Adopt a conservation subdivision overlay district

This project has not been completed, but is targeted for completion Spring 2010. While conservation subdivision development is more appropriate for the outlying areas, there remain limited tracts within the City limits for which conservation subdivisions may be appropriate.

**REPORT OF ACCOMPLISHMENTS**

2. Adopt a traditional neighborhood development (TND) district

This project has not been completed, but is targeted for completion Spring 2010. With a number of areas in the LCI Study Area prime for infill development and redevelopment, it is important for the City to adopt TND guidelines which complement the LCI goals for connectivity and pedestrian mobility.

3. Adopt a mixed-used district

The project is underway. The current economic climate has created available land parcels in and around the Downtown Square which would perhaps be suitable for mixed-use development. Because of this, the City has targeted completion/adoption of a mixed use code by December 2009.

2.3 Other Local Initiatives**1. Update the comprehensive plan to reflect LCI recommendations**

The Henry County/Cities Joint 2030 Comprehensive Plan was completed in Spring 2009 and will be effective September 2009. The Plan does incorporate many of McDonough's LCI objectives and implementation strategies, including:

- Promotion of the Historic Downtown Square, Alexander Park and the linkages between the two;
- Adoption of a street connectivity ordinance to strengthen the network of streets and paths;
- The implementation of multi-purpose paths and bike lanes during widening and new road construction projects to expand mobility options for pedestrian and bicyclists;
- The creation of corridor overlay districts to provide design guidelines for the City's gateway corridors;
- The revision of zoning and development ordinances to accommodate mixed-use, conservation subdivision, and traditional neighborhood development;
- Promotion of infill and revitalization development in the Downtown; and
- The development of community arts programs and venues in the historic Downtown and in Alexander Park.

The LCI Study proposed a Future Land Use Map to 2030 depicting a greater variety of uses, including two mixed-use districts, traditional neighborhood developments, and conservation subdivisions. It also identified opportunities for new office/retail/commercial space in the Downtown and gateways to the historic district. The Henry County/Cities Joint 2030

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Comprehensive Plan Future Land Use Map (Draft) illustrates similar land use patterns, but incorporated a greater percentage of commercial and medium high-density residential land use in the immediate Downtown area and to the south of Downtown. While mixed-use districts are not detailed, it further necessitates urgency on the part of the City to adopt the land use regulations and overlay districts proposed in this LCI Update. Both Future Land Use maps are included in the Appendix Section of this document.

2. Overlay District – Historic Downtown area

This project is underway and is tied in with the development of the mixed-use overlay district (Land Use/Housing Initiatives, #3 above), targeted for completion December 2009.

3. Overlay District – Jonesboro Road corridor

An overlay district for the Jonesboro Road Corridor has not been completed but is deemed critical as Jonesboro Road provides major gateway access into the Downtown Square and to Alexander Park. This overlay district is targeted for completion Spring 2010.

4. Overlay District – the greater Alexander Park area

This project has not been completed but will target development standards for public buildings on the Alexander Park site as well as developments built on the periphery of the Park. This overlay district is targeted for completion by the end of 2010.

5. Overlay District – Highway 20/81 corridor

An Overlay District for the Highway 20/81 corridor has not been completed to date, but is targeted for completion Fall 2010. This overlay district will provide signature corridor characteristics but will have identifying features which tie it to the Downtown Square.

6. Overlay District – Highway 155/Zack Hinton Parkway corridor

An Overlay District for the Highway 155/Zack Hinton Parkway corridor has not been completed to date, but is targeted for completion Fall 2010. This overlay district will provide signature corridor characteristics but will have identifying features which tie it to the Downtown Square.

7. Overlay District – McDonough Parkway corridor (including future extensions)

An Overlay District for the McDonough Parkway corridor and its future extensions has not been completed to date, but is targeted for completion Fall 2010. This overlay district will provide signature corridor characteristics but will have identifying features which tie it to the Downtown Square.

**REPORT OF ACCOMPLISHMENTS**

8. Adopt Official Highway Map and connectivity ordinance

This project has not been completed but is considered high priority. The LCI Study recognized opportunities for either new streets, particularly in undeveloped acreage within the Study Area, and new bike/pedestrian connections. In order for the City to effectively engage future developers in this direction, the Study recommended that the City adopt an official highway map and connectivity ordinance which would provide a framework and illustrate conceptual connections that must be made available by a developer. The connectivity ordinance would set standards for access points to developments, access between developments, and to establish minimum block sizes.

9. Update Tree Ordinance

This project has not been completed, but is underway and targeted for completion Spring 2010. The City will utilize Georgia Urban Forest Council model ordinances and resources.

10. Acquire additional parcels for Alexander Park expansion

This project is currently underway. The Alexander Park Master Plan calls for 143 acres of parkland for both active and passive recreational activities. Of this total, approximately 118 acres have been assembled for the expansion project including 17 acres of existing parkland and 101 acres of newly acquired land. Additional parcels to be acquired are located west of the Norfolk Southern Rail line along Jonesboro Road and at the northern end of the park south of Ivey Edwards Road.

11. Prepare Needs Assessment and Feasibility Study for Alexander Park improvements

This project was completed in August 2006.

12. Prepare a Master Plan for Alexander Park

The Alexander Park Master Plan was completed August 2006. The Master Plan calls for:

- Expanding the land mass of Alexander Park from 12 to 143+ acres;
- Developing a 40+ acre network of multiuse trails along the creeks, pond, and woods which will:
 - Connect to trailhead linkages on Jonesboro Road (3 entrances), Highway 42 (4 entrances), Ivy Edwards Road (2 entrances) and the future McDonough Parkway Extension (1 entrance);
 - Provide for access across the Norfolk Southern Railroad tracks and Camp Creek via a trail under the existing railroad trestle on the north side of the park, a new tunnel



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under the railroad to connect the eastern park to the western park area, and four bridges to allow for pedestrian/bicycle only creek crossing; and

- Include amenities to encourage safe, comfortable, and easy access including pedestrian/bicycling wayfinding signage and benches, receptacles, and lighting.
- Renovating existing ball fields and recreational amenities (such as playgrounds, a dog park, and picnic shelters);
- Expanding the existing one-acre pond to become a aesthetic focal point, a functional water detention and water quality storage facility, and an environmental education amenity;
- Creating an open space park and event area; and
- Developing an environmental education center, botanical gardens, and butterfly conservatory.

The Alexander Park Master Plan is contained in the Appendix Section.

13. Initiate Phase I (as determined by the Master Plan) of Alexander Park improvements

This project is currently underway.

Phase I initiatives include:

- Completing an additional 1,200 linear feet of multi-use trails which will connect the western edge of the parking area to 1,500 linear feet of newly constructed multi-use path (which were completed in April 2009);
- Completing the preliminary designs for the Environmental Education Center and Botanical Gardens Facilities;
- Completing the preliminary design and required permitting for the expanded pond;
- Designing the entry road from Jonesboro Road and the open space park; and
- Resurveying the wetlands and water bodies.



The Alexander Park Master Plan is contained in the Appendix Section.



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14. Redevelop Big Springs Park as a green surrounded by infill housing

This project has not been completed to date, yet remains viable as originally proposed by the LCI Study. The project includes transforming Big Springs Park into a passive, informal greenspace, or town green, which could serve as a venue for events ranging from the Geranium Festival to informal unstructured play. The Plan calls for Veterans Drive to be rerouted to encourage infill development such as townhomes, live-work units, or mixed use buildings across the street from the green space. The project would also restore Big Spring and the creek by removing kudzu and mitigating erosion.



15. Solicit bids for development around Big Springs Park

This project is a continuation of project #14, above, and has not been completed.

16. Convert Clay Plaza into a community arts center

This project has not been completed. Clay Plaza was identified by the LCI study as a Downtown attraction and possible gathering space which could serve as a community arts center for the growing arts community. There are currently property ownership issues that must be resolved, however, the City remains interested in this project.

The entire listing and status of all 57 projects presented in the 2004 LCI Study and discussed above is summarized in ***Table 2.1 – The Report of Accomplishments*** which follows.



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REPORT OF ACCOMPLISHMENTS

Instructions: In the left columns, list all projects/actions identified in your 5-Year Action Plan. Check the appropriate status box for each project. Provide details when necessary, including when a project has missed its deadline or has become irrelevant.

Project	Description	Engineering/ Study Year	Construction Year	Complete	Underway	Not Complete	Not Relevant	Notes
Transportation Initiatives - Streetscapes								
1	Streetscape – Roadside and median enhancements along Jonesboro Road from Norfolk Southern railroad tracks to Kelly Road	NA	2005		X			GDOT roadway widening of Jonesboro Road is complete. McDonough is currently working with Henry County to propose new landscaping plans, resolve irrigation issues, and determine appropriate plant species and conservation irrigation method for roadside and median landscaping.
2	Streetscape – Atlanta Street from Town Square to Alexander Park	2006	2007		X			Project submitted to ARC for LCI Prequalification Status 07/03/2009
3	Streetscape – Hwy 42 north from Town Square to end of one way pairs	2006	2007		X			Project submitted to ARC for LCI Prequalification Status 07/03/2009
4	Streetscape – East-west one way pairs including Jonesboro Road, a new street, Covington Street and Keys Ferry Street	2006	2007		X			Project submitted to ARC for LCI Prequalification Status 07/03/2009. Includes Covington Street and Keys Ferry Road from the Square east to Zack Hinton Parkway, and Jonesboro Road from the Square west to the railroad track.
Transportation Initiatives - Sidewalks								
1	Sidewalks, School Area – Henry County Middle School Area: Holly Smith Drive, Greenway Park Drive, Ward Street, George W Lemon Drive, and Old Griffin Road from Greenway Park Drive to Phillips Drive	2005	2006		X			Basic sidewalk network has been implemented. Gaps remain and sidewalks are currently only on one side of the road on most streets.



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Project	Description	Engineering/ Study Year	Construction Year	Complete	Underway	Not Complete	Not Relevant	Notes
2 Sidewalks, School Area – Wesley Lakes Elementary School Area: McDonough Parkway from Burleyson Drive to Bridges Road, Downing Drive, and Burleyson Drive	Sidewalk network connecting residential areas to neighborhood schools.	2005	2006		X			Basic sidewalk network has been implemented. Gaps remain and sidewalks are currently only on one side of the road on most streets.
3 Sidewalks, School Area – Henry County High/ McDonough Elementary School Area: Tomlinson Road from Miller Road to N. Zack Hinton Pkwy, Lemon Street, Frank John Ward Boulevard from Henry Street to N. Zack Hinton Pkwy, Henry Street, Miller Road, and McGarity Road from Lawrenceville Street to Russell Road	Sidewalk network connecting residential areas to neighborhood schools.	2005	2006		X			Basic sidewalk network has been implemented. Gaps remain and sidewalks are currently only on one side of the road on most streets.
4 Sidewalks, Neighborhood Connections – Preston Creek Drive, Shoppes Lane, Regency Park Drive, Regency Plaza Boulevard, River Trace Court, Wesley Lakes Blvd, Autumn Lake Drive, Huntington Road, and Cabriolet Trail	These sidewalk connections were included to fill gaps and link neighborhoods to main thoroughfares and shopping and recreation centers.	2006	2007		X			Basic sidewalk network has been implemented. Gaps remain in some locations.
5 Sidewalks - Hood Street and Turner Street	Downtown neighborhood connectivity	2007	2008		X			Sidewalks completed on one side of Turner Street. No sidewalks have been completed on Hood Street.



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Project	Description	Engineering/ Study Year	Construction Year	Complete	Underway	Not Complete	Not Relevant	Notes
Transportation Initiative - Multi-Purpose Paths								
1	Multi-Purpose Path - Jonesboro Road from Norfolk Southern railroad tracks to Kelly Road	2005	2006	X				Recently completed Jonesboro Road GDOT widening project added sidewalks and on-street bike lanes on both sides of the roadway instead of a multi-purpose path. Sidewalks are not continuous in some areas. A new sidewalk infill project is being proposed to complete this improvement.
2	Multi-Purpose Path-McDonough Parkway from Hampton Street to Jonesboro Road	2006	2007			X		There are sidewalks on some segments of McDonough Parkway. The goal is to create a network of multi-purpose paths in this area.
3	Multi-Purpose Path- Hwy 20/81 from Norfolk Southern railroad tracks to Old Industrial Boulevard	2007	2008			X		A fragmentation of sidewalks currently exists along Highway 20/81 from Old Industrial Boulevard north to the rail tracks. The goal is to create a network of multi-purpose paths in this area.
4	Multi-Purpose Path-S Zack Hinton Parkway/Hwy 155 from College Street to proposed section of McDonough Pkwy	2008	2009			X		There is a fragmentation of sidewalks along Highway 155 from the Downtown Square to College Street. The goal is to improve the sidewalks and to create a network of multi-purpose paths in this area.
5	Multi-Purpose Path - Hwy 42 from Alexander Park to John Price Drive	2010	2011			X		There are currently limited or deficient sidewalks north of Alexander Park to connect residential neighborhoods to Alexander on Highway 42.
6	Multi-Purpose Path Hwy 81 from Henry Street to Heritage Park	2010	2011			X		There is a fragmentation of sidewalks or no sidewalks along Highway 81 from the Downtown Square to Heritage Park. The goal is to create a network of multi-purpose paths to connect Downtown to the park.
7	Multi-Purpose Path-on all proposed sections of the McDonough Parkway north from Jonesboro Road, around the City to Hwy 20/81	Long Range	Long Range			X		The McDonough Parkway Extension will provide a continuous loop bypass around the City. Multi-purpose paths on the Extension will connect to proposed multi-purpose paths on gateway corridors to create a network of pedestrian and bicycle paths.
8	Bike Lanes and Lighting - Bridges Road from Hwy 20/81 to Willow Lane	2007	2008			X		Bridges Road now experiences more traffic volume than during the original LCI Study. This area will also be undergoing revitalization by the City. A multi-purpose path is proposed going forward.



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Project	Description	Engineering/ Study Year	Construction Year	Complete	Underway	Not Complete	Not Relevant	Notes
Transportation Initiative - Greenways								
1	Greenway – Along creek between Big Spring Park and Alexander Park	2005	2006			X		The greenway will connect passive park space with active and passive park space at Alexander Park.
2	Greenway – Along Camp Creek from the proposed expansion to Alexander Park to GRTA Xpress commuter bus terminal facility	2006	2007		X			This project received LCI Prequalification Status in 2007 and is now pending future LCI funding application/award cycle. This project proposes 20,000 linear feet of trails in Alexander Park; trailhead linkages on Jonesboro Road, Highway 42, Ivy Edwards Road, and the future McDonough Parkway extension; pedestrian and bicycle access in Alexander Park across Norfolk Southern Railway and Camp Creek; and trail amenities including wayfinding signage, benches, trash receptacles, and lighting.
3	Greenway – Along Tributary of Camp Creek from Camp Creek to Henry Parkway	2007	2008			X		The greenway will connect residential neighborhoods to Alexander Park.
4	Greenway – Along Long Branch from Bridges Road to Camp Creek	2008	2009			X		The greenway will connect residential neighborhoods to Alexander Park.
Transportation Initiatives - Parking								
1	Prepare a Downtown Parking Master Plan	2005	-			X		High Priority for the City. This project needs to be completed prior to future city parking decks.
2	Parking Deck – Behind Courthouse – Estimate 400 spaces	2005	2006			X		Future sites for city parking decks will be evaluated by the Parking Master Plan.
3	Parking Deck – Behind Juvenile Court - 700 spaces	2005	2006		X			This facility is being built by Henry County and is currently in the design phase.
4	Parking Deck – Ice St/ Hazelhurst St – Estimate 240 spaces	2008	2009				X	This property is no longer available for the City to acquire for a parking facility. This project is no longer relevant.
Transportation Initiatives - Pedestrian Crossings								
1	Railroad Crossing – Pedestrian provisions at the Jonesboro Road crossing of the Norfolk Southern railroad	2007	2008			X		The Jonesboro Road crossing improvements will be addressed as part of the GDOT east-west one-way pairs project.



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	Project	Description	Engineering/ Study Year	Construction Year	Complete	Underway	Not Complete	Not Relevant	Notes
2	Railroad Crossing – Pedestrian provisions at the Hampton Street crossing of the Norfolk Southern railroad	Pedestrian/ADA amenities	2007	2008			X		The Hampton Street crossing improvements will be addressed as part of GDOT's plans to widen this corridor.
3	Railroad Crossing – Pedestrian provisions at the Lyman Stringer Blvd crossing of the Norfolk Southern railroad	Pedestrian/ADA amenities	2007	2008			X		Residential neighborhoods and recreational amenities in close proximity of this crossing necessitate pedestrian improvements.
4	Railroad Crossing – Pedestrian provisions at the Old Griffin Road crossing of the Norfolk Southern railroad	Pedestrian/ADA amenities	2007	2008			X		Realignment of this intersection and crossing will be evaluated as a later phase of road improvements underway for Phillips Drive between Highway 20/81 and Old Griffin Road.
5	Railroad Crossing – Pedestrian provisions at the Ivey Edwards Lane crossing of the Norfolk Southern railroad	Pedestrian/ADA amenities	2007	2008				X	The McDonough Parkway Extension project will construct a connector bridge which will carry vehicular traffic over the railroad tracks. This project is no longer relevant.



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Project	Description	Engineering/ Study Year	Construction Year	Complete	Underway	Not Complete	Not Relevant	Notes
Transportation Initiatives - Gateways								
1	Gateways and Wayfinding - Installation of a wayfinding system to help guide visitors and five gateways demarcating historic McDonough	Proposed locations: 1) Jonesboro Road at RR tracks; 2) Hampton Road at RR tracks; 3) 1-way pairs Hwy 20/81 at Highland Ave; 4) Hwy 42 north of the square at one-way pairs; 5) Lawrenceville St. at N. Zack Hinton Parkway; and 6) Hwy 81 east of town at 1-way pairs.	2006	2007			X	Potential issues exist with placing gateway signage on GDOT ROW. GDOT will allow landscaping but will not allow signage. All proposed locations are proposed in unused GDOT ROW.
Transportation Initiatives - New Streets								
1	New Street - New connections associated with the construction of the east-west one-way pair and the relocation to the entrance of Toby Springs subdivision (does not include new streets funded by GDOT)	Infill development and development	2006	2007			X	The construction of the east-west one-way pairs provides future opportunity for infill development and redevelopment in the Toby Springs subdivision. New streets to facilitate access into/through such development would likely be constructed by private developers and would not be constructed until the west segment of the east/west one-way pairs is completed.
2	New Street - Create a new street through the present-day Sheriff Magistrate property connecting to Lowe Street and Brannan Street	Infill development and redevelopment	2007	2008			X	This project is considered a long range project as the Sheriff Magistrate property is owned by Henry County.



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	Project	Description	Engineering/ Study Year	Construction Year	Complete	Underway	Not Complete	Not Relevant	Notes
3	New Street - Extend Copeland Street past Lawrenceville Street to Highway 42 northbound	Bypass alternative	2008	2009		X			This project is classified as underway as an LCI Supplemental Study was completed in December 2005 to evaluate extending Copeland Street versus Hood Street to provide a bypass alternative to the Downtown Square. The study concluded that Copeland Street provided a more feasible bypass alternative than Hood Street. There are a number of considerations which could affect the future direction of this project.
4	New Street - Connect Copeland Street between Lawrenceville Street and Decatur Road (Highway 155)	Bypass alternative	2008	2009			X		Continuation of street improvement identified in #3 above.
5	New Street - Create a new street to connect Copeland Street to the intersection of Lawrenceville Street and Veterans Drive	Bypass alternative	2010	2011			X		Continuation of street improvement identified in #3 above.
6	New Street - Create a new street connecting Hampton Street (Highway 20/81) with Griffin Street between Sloan Street and Brown Avenue adjacent to the existing recreation area	Infill development and redevelopment	2010	2011				X	Property currently owned by the Church for expansion purposes. This project is not currently relevant.
7	New Street - Extend Marian Way to connect with Adams Street	Neighborhood and recreation connections	2008	2009			X		Project would provide both neighborhood connectivity and parking spaces for Alexander Park.
Land Use/Housing Initiatives									
1	Adopt conservation subdivision overlay district	Housing initiative	2005				X		Currently not completed, but targeted for Spring 2010.
2	Adopt traditional neighborhood development district	Housing initiative	2005				X		Currently not completed, but targeted for Spring 2010.
3	Adopt mixed use district	Mixed-use initiative	2005			X			Currently not completed, but targeted for December 2009.



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Project	Description	Engineering/ Study Year	Construction Year	Complete	Underway	Not Complete	Not Relevant	Notes
Other Local Initiatives								
1	Update Comprehensive Plan to reflect LCI recommendations	Long Range Comprehensive and Transportation Plan	2005		X			Joint City/County Comprehensive Plan completed in Spring 2009 to become effective September 2009.
2	Overlay District - Historic downtown area	Overlay zoning	2005			X		Sidewalks completed on one side of Turner Street. No sidewalks have been completed on Hood Street.
3	Overlay District - Jonesboro Road corridor	Overlay zoning	2005			X		Will tie to development standards for the Downtown Square and Alexander Park.
4	Overlay District - The greater Alexander Park area	Overlay zoning	2005			X		Will target development standards for public buildings on the Alexander Park site as well as developments built on the periphery of the Park.
5	Overlay District - Highway 20/81 corridor	Overlay zoning	2006			X		Targeted for completion Fall 2010. Will provide signature corridor characteristics but will have identifying features which tie to the Downtown Square.
6	Overlay District - Highway 155/Zack Hinton Parkway corridor	Overlay zoning	2006			X		Targeted for completion Fall 2010. Will provide signature corridor characteristics but will have identifying features which tie to the Downtown Square.
7	Overlay District - McDonough Parkway corridor (including future extensions)	Overlay zoning	2006			X		Targeted for completion Fall 2010. Will provide signature corridor characteristics but will have identifying features which tie to the Downtown Square.
8	Adopt Official Highway Map and Connectivity Ordinance	Ordinance	2006			X		This project has not been completed but is considered high priority. It will provide an official highway map and connectivity ordinance will would provide a framework and illustrate conceptual connections that must be made available by a developer. The connectivity ordinance would set standards for access points to developments, access between developments, and to establish minimum block sizes.
9	Update Tree Ordinance	Ordinance	2006			X		City will utilize Georgia Urban Forest Council resources/ordinance. Plan is to have tree ordinance completed by Spring 2010.
10	Acquire additional parcels for Alexander Park expansion	Land acquisition	2005			X		118 acres of 143 planned acres acquired to date.



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Project	Description	Engineering/ Study Year	Construction Year	Complete	Underway	Not Complete	Not Relevant	Notes
11 Prepare Needs Assessment, Feasibility Study for Alexander Park improvements	Alexander Park Expansion	2006		X				Alexander Park Master Plan - Market and Feasibility Study completed August 2006.
12 Prepare Master Plan for Alexander Park	Alexander Park Expansion	2006		X				Alexander Park Master Plan completed August 2006.
13 Initiate Phase I (as determined by Master Plan) of Alexander Park improvements	Alexander Park Expansion	2007			X			Phase I activities currently underway include: 1,200 linear feet of trails, preliminary design of the Environmental Education Center and Botanical Gardens facilities, design of the expanded pond, design of Jonesboro Road entry road and open space park, and surveying wetlands and waterbodies.
14 Redevelop Big Spring Park as a green surrounded by infill housing	Passive Recreation	2006-2007				X		Not completed but still remains important as originally envisioned as part of the City's plan for passive recreational open space.
15 Solicit bids for development around Big Spring Park	Infill development and development	2007				X		Project linked to #14 above.
16 Convert Clay Plaza into a community arts center	Downtown arts development	2006				X		Possibly a long-range project due to property owner issues.



SECTION 3

FIVE-YEAR IMPLEMENTATION PLAN

The Five-Year Implementation Plan identifies McDonough's LCI action items for the years 2010 to 2014. It consists of:

- Original LCI projects currently underway;
- Projects not yet started but still viable and thus carried forward; and
- New projects which the City feels are necessary to achieve its LCI goals.

The LCI Five-Year Implementation Plan is the result of a collaborative effort on behalf of the McDonough City Council, the Mayor, and the Community Development Department. Council members and the Mayor, many of whom were not in elected positions during the initial LCI Study, worked to assess the status of the original project list, analyze existing conditions and the economic climate both today and in the future, provide input as to the needs of citizens, and recommend the direction of McDonough's LCI for the future. The narrative and project list contained in this Section reflect this effort and will be utilized as an action plan to be adhered to in the future.

During the next five years, the City will focus its efforts on further strengthening the viability of its Downtown Square and on improving the pedestrian and bicycle network to be more destination oriented (i.e. the Square, Alexander Park, neighborhoods, shopping, recreational amenities, etc.). New projects have been added to accomplish this. Work will also continue on building the infrastructure for the Alexander Park Expansion, including:

- Extending the City's pedestrian and bicycle network on greenway trails into Alexander Park via trailhead linkages on Jonesboro Road, Highway 42, and the future McDonough Parkway Extension;
- Expanding the one-acre pond to create an aesthetic amenity, an environmental and educational focal point, and a water storage/water quality facility;
- Developing an open park space to be used for passive recreation as well as community gatherings and events; and
- Laying the groundwork for a future Environmental Education Center and Botanical Gardens Facilities.

The LCI Study Area comprises land areas mostly within the McDonough city limits, but some areas in unincorporated Henry County. Future projects thus necessitate both collaboration and cooperation between the City and County. The City initiated City/County transportation coordination meetings with Henry County in 2008 to address issues and to coordinate on projects affecting both. The City will continue to utilize this mechanism as it pursues its LCI goals over the next five years.

**FIVE-YEAR IMPLEMENTATION PLAN**

In addition, several planning projects are proposed in this Five-Year Update which will require involvement from a variety of local groups and County entities. Projects to develop a Downtown Master Plan, a City Parking Plan, a Tourism and Hospitality Plan, and a Comprehensive Recreational and Greenspace Plan will necessitate involvement from and engage the Downtown Development Authority, the Main Street Program, the Historic Preservation Commission, the McDonough Hospitality and Tourism Bureau, the Henry County Chamber of Commerce, local stakeholders, and citizens to further define specific action items and identify/secure funding opportunities to bring the LCI to fruition in difficult economic times.

Projects underway and projects carried forward are reviewed below. This section also describes new projects the City hopes to undertake during the next five years.

3.1 Transportation Initiatives

Projects underway, projects to be carried forward, and new projects are identified for each transportation initiative component is discussed below.

Streetscapes

Since the 2004 LCI Study was completed, GDOT has implemented a GATEway Grant Program to provide funding for enhancement and beautification projects along Georgia's roadsides. The funds may be used only for landscape plant material and its installation for the furtherance of roadside enhancement and beautification projects along state routes in Georgia, with grant recipients responsible for providing perpetual maintenance of the beautification areas. This program provides a possible supplemental funding source for some of the City's proposed streetscape projects, including projects carried forward and new projects listed below.

Projects carried forward:

- The Jonesboro Road Streetscape from Kelly Road east to the railroad tracks (Note that a new sidewalk infill project has been identified for Jonesboro Road from Doris Road to the railroad tracks and is listed in the Sidewalk section below);
- The Streetscape on Atlanta Street from the Downtown Square to Alexander Park;
- The Streetscape on Highway 42 from the Downtown Square north to the end of the north-south one-way pairs;
- The Streetscape on Jonesboro Road from the railroad tracks east to the Downtown Square and on the east-west one way pairs (Covington Street and Keys Ferry Street) from the Square to Zack Hinton Parkway.



New projects:

1. Streetscape the north-south one-way pairs south of the Downtown Square along Macon and Griffin Street to Racetrack Road

Purpose: The City has acquired property south of the Square on Highway 42 to build a new police administration facility and possibly to relocate its public works facility. Streetscapes along this corridor would serve to connect the Courthouse in Downtown with these new facilities. The LCI also proposes gateway features at the southern end of the Griffin Street/Macon Street one-way pairs, thus a streetscape would distinguish this gateway corridor. The project will require upgrading/infilling sidewalks, adding crosswalks and providing pavers, pedestrian-scale lighting, and amenities consistent with streetscape completed in and around the Square.



2. Streetscape Hampton Street from Bridges Road north to Sloan Street and east to Griffin Street

Purpose: The LCI proposes a gateway at Hampton Street at the railroad tracks. Providing a streetscape at Bridges Road (just south of the gateway) into the Downtown Square will establish an identifiable gateway corridor into Downtown as well as provide connectivity to a future multi-use path proposed for Bridges Road. The project will require upgrading/infilling sidewalks, adding crosswalks, and providing pavers, pedestrian-scale lighting, and amenities consistent with streetscape completed in and around the Square.

3. Streetscape Lawrenceville Street from the Downtown Square to North Zack Hinton Parkway. Streetscape North Zack Hinton Parkway from Keys Ferry Street north to Lawrenceville Street.

Purpose: The LCI proposes a gateway at the intersection of Lawrenceville Street and North Zack Hinton Parkway. Providing a streetscape along these roads into the Downtown area will establish an identifiable gateway corridor as well as provide connectivity between residential communities on the north side of the Downtown area to Downtown. The project will require upgrading/infilling sidewalks, adding crosswalks, and providing pavers, pedestrian-scale lighting, and amenities consistent with streetscape completed in and around the Square.

**FIVE-YEAR IMPLEMENTATION PLAN**

4. Streetscape Covington Street/Keys Ferry Street east from Zack Hinton Parkway to the Highway 81 gateway

Purpose: The Streetscape project submitted in July 2009 for LCI prequalification will complete the streetscape on the east-west one-way pairs along Covington Street and Keys Ferry Street east to Zack Hinton Parkway. This new project will continue the streetscape east from Zack Hinton Parkway to the gateway proposed on Highway 81.

Sidewalks

A focus of the 2004 LCI Study was to construct sidewalks around schools to facilitate and encourage walking and biking to school. Since the 2004 Study was completed, the Safe Routes to School (SRTS) program was created by the federal transportation bill, SAFETEA-LU. The Program's goal is to increase the number of children in grades K-8 who bicycle and walk to school, resulting in reduced congestion and increased safety near participating schools; reduced air pollution in route to and near participating schools; and increased physical activity of children. The Program will fund sidewalk and crossing improvements and traffic calming and speed reduction measures around schools, (i.e. improvements identified below), and thus offers a potential funding source if the City decides to participate in the SRTS Program.

Projects carried forward are:

- Sidewalks – Henry County Middle School area. Complete sidewalks on the east side of Holly Smith Drive, both sides of Ward Street, the north side and gaps on the south side of George W. Lemon Drive, and gaps on Old Griffin Road from Greenway Park Drive to Phillips Drive. Install crosswalks to facilitate safe pedestrian and bicycle travel to school. School system budget cuts in the 2009-2010 have reduced school bus routes in this area and many more children are walking to school. Work will begin this year to improve Greenway Park Drive with widened lanes, sidewalks, and improved drainage. A GDOT programmed improvement to widen Phillips Drive from Highway 20/81 to Old Griffin Road will also upgrade that corridor with sidewalks, improved drainage, and possibly realignment at the rail crossing on Old Griffin Road. Given the safety issues, completing the sidewalk network here is high priority and the Safe Routes to School Program funding opportunities should be explored.
- Sidewalks – Wesley Lakes Elementary School area. Complete sidewalks on Downing Drive (one side), and on Burleyson Drive (one side). The LCI Study includes a multi-purpose path for McDonough Parkway. Install crosswalks to facilitate safe pedestrian and bicycle travel to school. Explore Safe Routes to School Program funding opportunities.



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- Sidewalks – Henry County High School/McDonough Elementary School area. Complete sidewalks on both sides of Henry Street, the south side of Frank John Ward Boulevard from Henry Street to N. Zack Hinton Parkway, the west side and gaps on the eastside of Lemon Street, the north side of Tomlinson Road from Miller Road to N. Zack Hinton Parkway, Miller Road, and McGarity Road from Lawrenceville Street to Russell Road. Install crosswalks to facilitate safe pedestrian and bicycle travel to school. Explore Safe Routes to School Program funding opportunities.



- Sidewalks – Neighborhood connections. Complete sidewalks on Preston Creek Drive (private road), Shoppes Lane from the Goodyear Store to Willow Lane, the gap on Regency Park Drive at entrance onto Hwy20/81, gaps on Regency Plaza Boulevard, the west side on River Trace Court to Micah Boulevard, the entrance of the Huntington Ridge neighborhood at Highway42, Wesley Lakes Boulevard (one side), Autumn Lake Drive (one side), Cabriolet Trail (one side). Install crosswalks to facilitate safe pedestrian and bicycle travel.
- Sidewalks – Hood Street and Turner Street. Complete sidewalks on the north side of Turner Street and infill sidewalks on the south side of Turner Street where it currently discontinues. Complete sidewalks on Hood Street. Install crosswalks to facilitate safe pedestrian and bicycle travel.

New projects:

1. **Complete sidewalks and bike lanes on Jonesboro Road at Kelley Road and from Doris Road to the railroad tracks**



Purpose: The recently completed widening of Jonesboro Road constructed sidewalks and bike lanes on both sides of the roadway to Doris Road which discontinue east to the railroad tracks. Gaps in the sidewalk network also remain at Kelly Road (in unincorporated Henry County). Completion of these sidewalks and bike lanes will need to occur in conjunction and coordination with the east-west one-way pairs project slated for Jonesboro Street at the railroad tracks east to the Square.

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2. Neighborhood Connections – Marians Way

Purpose: Sidewalks are needed on Marians Way to provide a neighborhood connection between with to-be-constructed new sidewalks on the Jonesboro Street east-west one-way pairs with the proposed new street connection between Marians Way and Adams Street, providing access to Alexander Park.

3. Sidewalks - Highway 155 from Keys Ferry Street south to College Street

Purpose: There are gaps in the sidewalk network on Highway 155 from Keys Ferry Street south to College Street. Existing sidewalks require upgrades and ADA improvements in several locations. Crosswalks are also needed to promote safe crossing. New sidewalks on the east side of Highway 155 will provide pedestrian connectivity to retail and commercial establishments. New sidewalks on the west side of Highway 155 will connect to a multi-purpose path proposed on Highway 155 south of College Street.

4. Sidewalks - Doris Street (one side)

Purpose: Sidewalks on Doris Street will connect the bicycle lanes and sidewalks on Jonesboro Road to a multi-purpose trail proposed for Bridges Road.

5. Sidewalk Upgrade and Infill Project

Purpose: There are a number of areas in the LCI Study Area which have sidewalks which require upgrades and improvements. There are also many street intersections without striped crosswalks. Those which pose a safety, maintenance and/or liability risk need to be identified, inventoried, and programmed for implementation.

Multi-Purpose Paths

Multi-purpose path projects to be carried forward are located on:

- McDonough Parkway from Highway 20/81-Hampton Road north to Jonesboro Road;
- Highway 20/81 from the Norfolk Southern railroad tracks south to Old Industrial Boulevard;
- South Zack Hinton Parkway/Highway 155 from College Street to the McDonough Parkway Extension;
- Highway 42 from Alexander Park north to John Price Road;

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- Keys Road/Highway 81 from Henry Street to Heritage Park; and
- All proposed sections of the McDonough Parkway Extension north from Jonesboro Road, around the City to Highway 20/81.

New projects:**1. Multi-purpose path on Bridges Road from Highway 20/81 west to Willow Lane**

Purpose: The LCI Study recommended on-street bike lanes on Bridges Road and on Willow Lane as these streets were identified as having fairly low traffic volume and slow speeds. Since that time, Bridges Road has become a populated residential area and has become a cut-through thoroughfare for residents traveling to the Overlook Subdivision as well as for those traveling to the Downtown Square. A multi-purpose path with pedestrian-scale lighting is needed to both encourage and ensure safe pedestrian and bicycle travel between residential communities. It will connect to the multi-purpose path proposed for Willow Lane (Number 2 below) and the multi-purpose path project carried forward, above, for Highway 20/81. The Bridges Road corridor is located both within the McDonough City limits and unincorporated Henry County (but in the LCI Study Area), thus joint city/county collaboration is required to implement this initiative.

2. Multi-purpose path on Willow Lane from Highway 20/81 north to Bridges Road

Purpose: A multi-purpose path on Willow Lane will connect the multi-purpose path proposed for Highway 20/81 to the multi-purpose path proposed for Bridges Road, above.

3. Multi-purpose path on Kelly Road from Bridges Road to Jonesboro Road

Purpose: A multi-purpose path on Kelley Road will connect the multi-purpose path proposed for Bridges Road to the sidewalks and bike lanes on Jonesboro Road.

4. Multi-purpose path to connect Heritage Park to Richard Craig Park:

- On Highway 81 south of Heritage Park to the future McDonough Parkway Extension (Note that a multi-purpose path project is being carried forward on Keys Road/Highway 81 south to Heritage Park.);
- On Highway 155 south of the McDonough Parkway Extension to Racetrack Road; and
- On Racetrack Road from Highway 42 east to Highway 155.

Purpose: This project will extend a multi-purpose path on Highway 81 at Heritage Park south to the McDonough Parkway Extension, for which a multi-purpose path is proposed. The path will connect to the multi-purpose path proposed for Highway 155 to connect



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Heritage Park and Richard Craig Park. The multi-purpose path will continue on Racetrack Road west of Highway 155 completing the loop between the Highway 42 gateway streetscape sidewalks to Richard Craig Park and to Heritage Park.

5. Multi-purpose path along Emerald Drive/Highway 155 Corridor to the McDonough Parkway Extension

Purpose: The McDonough Parkway Extension will be constructed north of Jonesboro Road to Ivey Edwards Lane, across Highway 42, and east to Emerald Lake Drive at Highway 155. Multi-purpose paths are currently proposed for all sections of the Extension project. The City is purchasing four parcels in the Emerald Drive/Highway 155 area. A multi-purpose path is needed to complete the network of paths from the McDonough Parkway Extension to Emerald Drive to serve the Walnut Creek community and the elementary school.

Greenways

Projects carried forward include greenways:

- Along the creek between Big Springs Park and Alexander Park;
- Along Camp Creek in Alexander Park and the proposed expansion to Alexander Park and to the GRTA Express commuter bus terminal facility;
- Along the tributary of Camp Creek from Camp Creek to Henry Parkway; and
- Along Long Branch from Bridges Road to Camp Creek.

New projects:

1. Alexander Park Greenway 1900 Train Wreck Historical Trail Marker and Memorial

Purpose: In 1900, one of the most disastrous railroad accidents in the South occurred at Camp Creek in the Alexander Park Expansion area. A Southern Railway passenger train plunged into a sixty-foot deep by 125-foot wide gorge at Camp Creek that had been created by torrential rains that had washed out the rail embankment. The wreck caught fire and 35 people were killed. A historical trail marker and memorial should be established along the greenway trail at the site of the crash. The greenway trails project has already received LCI prequalification status, thus, the memorial project has been added here as a new project to be completed in conjunction with the prequalified greenway trails project in that area.



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Parking

Projects carried forward include:

- Prepare a Downtown Parking Master Plan; and
- Construct a parking deck behind the Juvenile Court Building.

New projects:

1. Construct a mixed-use parking facility to serve the Downtown Square

Purpose: A high priority for McDonough is to complete a Downtown Parking Master Plan, listed above, prior to identifying the appropriate site for a new deck facility. The current economic climate has created opportunity for the city to purchase land around the Square to accommodate Downtown parking needs, thus further emphasizing the urgency to complete the Downtown Parking Master Plan. There are several potential sites which should be considered for a multi-deck facility. These sites include but are not limited to:

- The Rainer property in the Sloan Street/Hampton Street/Tarply Street area west of the Square. (A Study previously conducted by HOK to evaluate specific sites for a multi-deck facility in the Downtown area identified this site as suitable for providing multi-level access on multiple street fronts);
- The Turner Estate currently for sale on Hampton Street near Sloan Street;
- Property containing the surface parking lot east of City Hall;
- Property on the north side of the Courthouse.

The new deck site should be able to accommodate a mixed-use facility that incorporates storefront retail and commercial establishments on the street level with parking provision above, behind, or below

Pedestrian Crossings

Projects carried forward include:

- Jonesboro Road railroad crossing pedestrian improvements (which should be incorporated into the GDOT east-west one-way pairs project) ;
- Hampton Street railroad crossing pedestrian improvements (which may be incorporated into the GDOT Hampton Street widening project);



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- Lyman Stringer Boulevard/Depot Street railroad crossing pedestrian improvements; and
- Old Griffin Road railroad crossing improvements (which may be included in future phases of the Old Griffin Road/Phillips Drive improvement project).

New projects:

1. Countdown pedestrian signals in the Downtown Square

Purpose: Traffic congestion in the Downtown Square continues to make pedestrian crossings in the Square somewhat perilous. Installing countdown pedestrian signals at intersections in the Square will complement the paver crosswalks to provide greater safety for pedestrians. Traffic engineering studies have shown that pedestrians prefer the countdown signals to the standard pedestrian signal display as it allows them to use the information to make better decisions on when to start crossing and when to hasten already initiated crossing. Studies have also shown that motorists benefit from the displays by being informed of the amount of time they have to enter and safely cross the intersection. This reduces gridlock, lowers speed, and cuts down on red-light running.

2. Intersection alignment at Bridges Road and Highway 20/81/Hampton Street

Purpose: Bridges Road has become a populated residential area and has become a cut-through thoroughfare for residents traveling to the Overlook Subdivision as well as for those traveling to the Downtown Square. The City has also taken steps to revitalize the area with higher density residential development. A new multi-purpose path is proposed for this area, as mentioned above. An intersection alignment on Bridges Road at Highway 20/81/Hampton Street is also needed to improve both vehicular and pedestrian safety in this area.

Gateways

Since the 2004 LCI Study was completed, GDOT has implemented a GATEway Grant Program to provide funding for enhancement and beautification projects along Georgia's roadsides. The funds may be used only for landscape plant material and its installation for the furtherance of roadside enhancement and beautification projects along state routes in Georgia, with grant recipients responsible for providing perpetual maintenance of the beautification areas. This program provides a possible supplemental funding source for some of the City's proposed gateway projects, all of which are carried forward and located at:

- Jonesboro Road at the railroad tracks;
- Hampton Street/SR 20/81 and Highland Avenue at the railroad tracks;
- Highway 42 north of the Downtown Square at the north/south one-way pairs;
- Lawrenceville Street at North Zack Hinton Parkway;



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- SR 81 east of town at the one-way pairs; and
- Highway 42 north/south one-way pairs south of the Downtown Square at Griffin Street and Macon Street.

No new gateway projects have been proposed.

New Streets

Projects carried forward include:

- New streets/connections associated with the construction of the east-west one-way pair and the relocation of the entrance of Toby Springs subdivision;
- New street through the present-day Sherriff Magistrate property connecting to Lowe Street and Brannen Street;
- New street to extend Copeland Street past Lawrenceville Street to Highway 42 Northbound, to connect Copeland Street between Lawrenceville Street and Decatur Highway (Highway 155), and to connect Copeland Street to the intersection of Lawrenceville Street and Veterans Drive; and
- New street to extend Marians Way to connect with Adams Street.

No new street projects have been identified.

3.2 Land Use Initiatives

The LCI Study developed Design Guidelines which serve to reinforce the character of historic Downtown, protect the value of the City's investment in its historic Downtown, and guide future development in terms of design, materials, and streetscapes. These Design Guidelines remain intact today as part of McDonough's LCI strategy.

The current economic climate has created a window of opportunity for the City to actively develop and implement land use and housing regulations that will serve to direct new development once economic conditions improve. Overall, development has slowed and in-town parcels have become available. Areas along Jonesboro Road, such as the Toby Springs neighborhood, are in need of redevelopment. The GDOT project to extend the east-west one-way pairs east to the railroad tracks on Jonesboro Road will provide opportunity to address Toby Springs and to work with interested developers to define a project that will provide high-quality housing options and transportation access in close proximity to Downtown. The City is also



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engaged in revitalization efforts in the Bridges Road area, acquiring property that can be redeveloped as new higher-density housing. New LCI projects are proposed here to further enhance that area with multi-purpose trails and pedestrian scale lighting that will connect to major gateway corridors into the Square. Thus, the City is focused now on implementing regulations that can guide redevelopment efforts, such as these, to include a mix of housing appropriate for people at a variety of income levels at different stages of their life.

There are multiple opportunities for infill housing and mixed-use projects in the Downtown area. The Big Springs Park area is suitable for such development and initiatives for this are proposed in the LCI. Such developments in the Downtown will help to advance livability and provide for economic prosperity. The City is working to implement a mixed-use district by the end of 2009 and to actively pursue a mixed-use project for the Downtown area in 2010.

Projects carried forward are:

- Adopt a conservation subdivision overlay district;
- Adopt a traditional neighborhood development (TND) district; and
- Adopt a mixed-used district.

Each of these projects has been slated for completion in the next six to nine months so that regulations are in place prior to any upturn in development activity in McDonough.

No new land use or housing projects have been identified.

3.3 Other Local Initiatives

Projects carried forward:

- **Overlay Districts**
The overlay districts will prescribe a streetscape standard for each area and will require all new developments to install a common unifying streetscape to assist with the identity of each corridor. All of the overlay districts are slated for completion by the end of 2010 so that they can be in place when there is an upturn in development activity in the City. Overlay districts will be created for:
 - Historic Downtown Square;
 - Jonesboro Road corridor;
 - The greater Alexander Park area;
 - Highway 20/81 corridor;
 - Highway 155/Zack Hinton Parkway corridor; and



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- McDonough Parkway corridor (including future extensions).
- Adopt Official Highway Map and connectivity ordinance;
- Update Tree Ordinance;
- Acquire additional parcels for Alexander Park expansion;
- Initiate Phase I (as determined by the Master Plan) of Alexander Park improvements;
- Redevelop Big Springs Park as a green surrounded by infill housing and solicit bids for infill development around Big Springs Park; and
- Convert Clay Plaza into a community arts center.

New projects:

1. Initiate Phase II (as determined by the Master Plan/City) of Alexander Park improvements

Purpose: Phase I improvements are currently underway and slated for completion in the 2010/2011 timeframe so that Phase II initiatives can begin in the next five-year planning horizon.



2. Downtown Development Master Plan

Purpose: McDonough's Historic Downtown Square is recognized as the City's greatest asset. With the investment that the City has made to date to define the Square with streetscapes and facade improvements, it is important now for the City to further work to enhance the Square as a destination. A Downtown Development Master Plan is needed to bring local leaders and entities together (the City, the Downtown Development Authority, the Main Street Program, the Historic Preservation Commission, the Henry County Chamber of Commerce, the Arts, and others) to address revitalization, mixed-use projects and infill development; parking; traffic; safety; cultural affairs, and the like, and to develop a work plan of prioritized viable projects. A Downtown Development Master Plan will provide a specific strategy that will guide future endeavors for the Downtown and will allow the City and its participating entities to better secure project funding from a variety of public and private sources.

3. Tourism and Hospitality Plan

Purpose: The Henry County/Cities Joint 2030 Comprehensive Plan, to be effective September 2009, identifies an implementation strategy to promote Historic Downtown



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McDonough as a tourist destination within and outside the region, and to link the Downtown to Alexander Park to strengthen its attraction. The Comprehensive Plan does not, however, recommend a specific action item to accomplish this. A Tourism and Hospitality Plan is needed to provide a specific strategy and prioritized action plan to establish McDonough as a regional tourist destination. This project would involve coordination of efforts between the City, the McDonough Hospitality and Tourism Bureau, the Downtown Development Authority, and other entities who share common interest in developing the tourism industry in McDonough.

4. Comprehensive Recreational and Greenspace Plan

Purpose: While the LCI Study has identified a number of greenways and linkages between parks, an overall plan is needed to further identify and target additional recreational opportunities for McDonough which will improve the quality of life for residents and/or generate revenue for the City. Given the current economic downturn, property has become available in various parts of the City which may fulfill the need for neighborhood or pocket parks (i.e. land on Jonesboro Road between the Kroger shopping center and Wesley Lakes subdivision), or additional trails (i.e. around the City reservoir at Walnut Creek Lake Dam), and so forth. In addition, opportunity exists to expand active recreational amenities, such as the ballfields or outdoor amphitheater in Alexander Park, which can bring in visitors and generate additional revenue for the City. A Comprehensive Recreational and Greenspace Master Plan is thus needed to pinpoint the City's recreational goals and to translate and prioritize these goals into viable objectives and projects for the future.

Table 3.1 – The Five-Year Implementation Table provides a comprehensive listing of all projects discussed in this section and slated for the 2010 to 2014 timeframe. Included are projects underway, projects carried forward, and new projects which are fitting with McDonough's LCI goals. Detailed programming information is specified for each transportation project, including costs for preliminary engineering, right of way acquisition, and construction. Project responsibility and potential funding sources are also presented.



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Description	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source & Match Amount
STREETSCAPES											
Streetscape – Roadside and median enhancements along Jonesboro Road from Norfolk Southern railroad tracks to Kelly Road	Streetscape	2010	\$454,342	2011	\$ 64,400	2012	\$2,271,711	\$2,790,453	City, County	State Aid Grant, City, County	20% of construction, PE, ROW and overruns
Streetscape – Atlanta Street from Town Square to Alexander Park	Streetscape	2010	\$314,386	2011	\$ 222,500	2012	\$1,571,932	\$2,108,818	City	LCI, City	20% of construction, PE, ROW and overruns
Streetscape – Hwy 42 north from Town Square to end of N/S one way pairs	Streetscape	2010	\$124,142	2011	\$ 87,500	2012	\$620,711	\$832,353	City	LCI, City	20% of construction, PE, ROW and overruns
Streetscape – on Jonesboro Road from railroad tracks to Square; on E/W one-way pairs (Covington Street and Keys Ferry Street) from Square to Zack Hinton Parkway	Streetscape	2011	\$600,156	2012	\$ 425,000	2013	\$3,000,778	\$4,025,934	City	LCI, City	20% of construction, PE, ROW and overruns
New Streetscape - N/S one-way pairs along Macon & Griffin Street to Racetrack Road	Streetscape	2011	\$957,670	2012	\$ 340,000	2013	\$4,788,348	\$6,086,018	City	GDOT, LCI, City	20% of construction, PE, ROW and overruns
New Streetscape - Hampton Street from Bridges Road north to Sloan Street and east to Griffin Street	Streetscape	2012	\$512,692	2013	\$ 365,000	2014	\$2,563,459	\$3,441,151	City	GDOT, LCI, City	20% of construction, PE, ROW and overruns
New Streetscape - Lawrenceville Street from Square to N. Zack Hinton Parkway and N. Zack Hinton Parkway from Keys Ferry north to Lawrenceville Street	Streetscape	2013	\$416,764	2014	\$ 300,000	2015	\$2,083,818	\$2,800,582	City	GDOT, LCI, City	20% of construction, PE, ROW and overruns
New Streetscape - Covington Street and Keys Ferry Street from Zack Hinton Parkway east to the Highway 81 gateway.	Streetscape	2013	\$738,566	2014	\$ 500,000	2015	\$3,692,832	\$4,931,398	City	GDOT, LCI, City	20% of construction, PE, ROW and overruns



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Description	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source & Match Amount
SIDEWALKS											
Sidewalks, School Area – Henry County Middle School Area: east side of Holly Smith Drive, north side of George W. Lemon Drive and gaps on south side, gaps on Old Griffin Road between Greenway Park Drive and Phillips Drive, both sides Ward Street. Add crosswalks	Pedestrian	2010	\$234,530	2011	\$ 33,250	2012	\$1,172,651	\$1,440,431	City	GDOT SRTS SPLOST	Local
Sidewalks, School Area – Wesley Lakes Elementary School Area: Downing Drive (one side), and Burleyson Drive (one side). Add crosswalks	Pedestrian	2010	\$69,346	2011	\$ 9,800	2012	\$346,728	\$425,874	City	GDOT SRTS SPLOST	Local
Sidewalks, School Area – Henry County High/ McDonough Elementary School Area: both sides of Henry Street, south side of John Ward Boulevard from Henry Street to N. Zack Hinton Parkway, westside and gaps on eastside of Lemon Street, north side of Tomlinson Road from Miller Road to N. Zack Hinton Parkway, Miler Road, McGarity Road from Lawrenceville Street to Russell Road. Add crosswalks	Pedestrian	2011	\$236,625	2012	\$ 33,600	2013	\$1,183,124	\$1,453,349	City	GDOT SRTS SPLOST	Local
Sidewalks, Neighborhood Connections – Preston Creek Drive (private road), Shoppes Lane from the Goodyear Store to Willow Lane, gap on Regency Park Drive at entrance onto Hwy20/81, gaps on Regency Plaza Boulevard, west side on River Trace Court to Micah Boulevard, the entrance of Huntington Ridge neighborhood at Hwy 42, Wesley Lakes Boulevard (one side), Autumn Lake Drive (one side), Cabriolet Trail (one side). Add crosswalks	Pedestrian	2012	\$226,916	2013	\$ 32,200	2014	\$1,134,582	\$1,393,698	City	SPLOST, City, County, Private, &/or other	Local



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Description	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source & Match Amount
Sidewalks - Hood Street and north side of Turner Street and gaps at commercial development on south side of Turner Street	Pedestrian	2013	\$96,433	\$2,014	\$ 97,500	2015	\$482,164	\$676,097	City	LCI, City	20% of construction, PE, ROW and overruns
New Sidewalks and Bike Lanes - on Jonesboro Road at Kelly Road and from Doris Road to the railroad tracks	Pedestrian	2010	\$64,704	2011	\$ 13,300	2012	\$323,519	\$401,523	City, County	GDOT, LCI, County, City	20% of construction, PE, ROW and overruns
New Sidewalks, Neighborhood Connections - on Marians Way to new Jonesboro Street E/W one-way pairs	Pedestrian	2011	\$14,863	2012	\$ 2,100	2013	\$74,315	\$91,278	City	LCI, City	20% of construction, PE, ROW and overruns
New Sidewalks - Highway 155 from Keys Ferry Road to College Street	Pedestrian	2011	\$78,686	2012	\$ 11,200	2013	\$393,431	\$483,317	City	GDOT, LCI, City	20% of construction, PE, ROW and overruns
New Sidewalks - Doris Street (one side)	Pedestrian	2012	\$47,183	2013	\$ 6,650	2014	\$235,917	\$289,750	City	LCI, City	construction, PE, ROW and overruns
New Sidewalks, Crosswalks - Upgrade and Infill Project	Pedestrian	2012	\$15,200	2013	\$ 3,150	2014	\$76,000	\$94,350	City	LCI, City	20% of construction, PE, ROW and overruns



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Description	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source & Match Amount
MULTI-PURPOSE PATHS											
Multi-Purpose Path – McDonough Parkway from Hwy 20/81/Hampton Road to Jonesboro Road	Pedestrian	2010	\$158,853	2011	\$ 147,700	2012	\$794,265	\$1,100,818	City	LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
Multi-Purpose Path – Hwy 20/81 from Norfolk Southern railroad tracks to Old Industrial Boulevard	Pedestrian	2012	\$225,159	2013	\$ 209,300	2014	\$1,125,794	\$1,560,253	City	LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
Multi-Purpose Path – S. Zack Hinton Parkway/Hwy 155 from College Street to proposed section of McDonough Parkway	Pedestrian	2012	\$62,504	2013	\$ 58,100	2014	\$312,522	\$433,126	City	LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
Multi-Purpose Path – Hwy 42 from Alexander Park to John Price Drive	Pedestrian	2012	\$201,000	2013	\$ 186,900	2014	\$1,005,000	\$1,392,900	City, County	LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
Multi-Purpose Path – Hwy 81 from Henry Street to Heritage Park	Pedestrian	2011	\$124,750	2012	\$ 115,850	2013	\$623,749	\$864,349	City	LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
Multi-Purpose Path – on all proposed sections of the McDonough Parkway Extension north from Jonesboro Road, around the City to Hwy 20/81	Pedestrian	Long Range	\$260,277	Long Range	\$ 242,200	Long Range	\$1,301,385	\$1,803,862	City	LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
New Multi-purpose Path - Bridges Road from Hwy 20/81 to Willow Lane	Pedestrian	2011	\$246,498	2012	\$ 229,250	2013	\$1,232,488	\$1,708,236	City, County	LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
New Multi-Purpose Path - Willow Lane from Hwy 20/81 north to Bridges Road	Pedestrian	2011	\$131,078	2012	\$ 121,800	2013	\$655,390	\$908,268	City	LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
New Multi-Purpose Path - on Kelly Road from Bridges Road to Jonesboro Road	Pedestrian	2011	\$124,534	2012	\$ 115,850	2013	\$622,669	\$863,053	City	LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
New Multi-Purpose Path - on Hwy 81 south of Heritage Park to the McDonough Parkway Extension; on Highway 155 from the McDonough Parkway Extension south to Racetrack Road, and on Racetrack Road from Hwy 155 west to Hwy 42	Pedestrian	2013	\$269,132	2014	\$ 250,250	2015	\$1,345,661	\$1,865,043	City	LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
New Multi-Purpose Path - On Emerald Drive/Hwy 155 corridor to McDonough Parkway Extension	Pedestrian	2013	\$46,522	2014	\$ 43,400	2015	\$232,610	\$322,532	City	LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns



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Description	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source & Match Amount
GREENWAYS											
Greenway – Along creek between Big Spring Park and Alexander Park	Pedestrian	2011	\$80,776	2012	\$ 75,250	2013	\$403,882	\$559,908	City	LCI, SPLOST, City, County, Private, &/or other	20% of construction, PE, ROW and overruns
Greenway – Along Camp Creek in Alexander Park and Alexander Park Expansion	Pedestrian	2010	\$181,120	2011	\$ 168,350	2012	\$905,602	\$1,255,072	City	LCI, SPLOST, City, County, Private, &/or other	20% of construction, PE, ROW and overruns
Greenway – Along Tributary of Camp Creek from Camp Creek to Henry Parkway	Pedestrian	2012	\$132,374	2013	\$ 123,200	2014	\$661,869	\$917,443	City	LCI, SPLOST, City, County, Private, &/or other	20% of construction, PE, ROW and overruns
Greenway – Along Long Branch from Bridges Road to Camp Creek	Pedestrian	2013	\$228,938	2014	\$ 212,800	2015	\$1,144,692	\$1,586,430	City	LCI, SPLOST, City, County, Private, &/or other	20% of construction, PE, ROW and overruns
New Alexander Park Greenway 1900 Train Wreck Memorial	Pedestrian	2010	\$62,180	2011	\$ 57,750	2012	\$310,902	\$430,832	City	LCI, SPLOST, City, County, Private, &/or other	20% of construction, PE, ROW and overruns



SECTION 3

FIVE-YEAR IMPLEMENTATION PLAN

Description	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source & Match Amount
PARKING											
Prepare a Downtown Parking Master Plan	Parking	2011	\$ 100,000	N/A	\$ -	N/A	\$ -	\$100,000	City	City	Local
Parking Deck – Behind Juvenile Court - 700 spaces	Parking	ON-GOING	\$ -	ON-GOING	\$ -	ON-GOING	\$ -	\$0	County	County, Private	County
New Parking Deck - Construct a mixed-use facility to serve the Downtown Square	Parking	TBD	\$0	TBD	\$ -	TBD	\$ -	\$0	City	SPLOST, City, County, Private, &lor other	Local
PEDESTRIAN CROSSINGS											
Railroad Crossing – Pedestrian provisions at the Jonesboro Road crossing of the Norfolk Southern railroad	Pedestrian	2011	\$2,000	N/A	\$ -	2012	\$10,000	\$12,000	GDOT	GDOT, LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
Railroad Crossing – Pedestrian provisions at the Hampton Street crossing of the Norfolk Southern railroad	Pedestrian	2011	\$2,000	N/A	\$ -	2012	\$10,000	\$12,000	GDOT	GDOT, LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
Railroad Crossing – Pedestrian provisions at the Lyman Stringer Boulevard/Depot Street crossing of the Norfolk Southern railroad	Pedestrian	2011	\$2,000	N/A	\$ -	2012	\$10,000	\$12,000	GDOT	GDOT, LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
Railroad Crossing – Pedestrian provisions at the Old Griffin Road crossing of the Norfolk Southern railroad	Pedestrian	2011	\$2,000	N/A	\$ -	2012	\$10,000	\$12,000	GDOT	GDOT, LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
New Safety - Countdown pedestrian signals in the Downtown Square	Pedestrian	2011	\$20,000	N/A	\$ -	2012	\$100,000	\$120,000	GDOT	GDOT, LCI, City, County, Private, &lor other	20% of construction, PE, ROW and overruns
New Safety - Intersection alignment at Bridges Road and Highway 20/81/Hampton Street	Vehicle Pedestrian	2012	\$60,000	N/A	\$ -	2014	\$ 300,000	\$360,000	GDOT, City	GDOT, LCI, City	20% of construction, PE, ROW and overruns



SECTION 3

FIVE-YEAR IMPLEMENTATION PLAN

Description	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Costs	Responsible Party	Funding Source	Local Source & Match Amount
GATEWAYS											
Gateways and Wayfinding - Installation of a wayfinding system to help guide visitors and six gateways demarcating historic McDonough	Pedestrian	2011	\$50,000	N/A	\$ -	2012	\$250,000	\$300,000	City	GDOT, LCI, City, County, Private, &/or other	20% of construction, PE, ROW and overruns
NEW STREETS											
New Street - New connections associated with the construction of the east-west one-way pair and the relocation to the entrance of Toby Springs subdivision (does not include new streets funded by GDOT)	Street Network	TBD	\$ -	TBD	\$ -	TBD	\$ -	\$0	City	LCI, City, County, Private, &/or other	20% of construction, PE, ROW and overruns
New Street - Create a new street through the present-day Sheriff Magistrate property connecting to Lowe Street and Brannan Street	Street Network	TBD	\$ -	TBD	\$ -	TBD	\$ -	\$0	City, County	LCI, City, County, Private, &/or other	20% of construction, PE, ROW and overruns
New Street - Extend Copeland Street past Lawrenceville Street to Highway 42 northbound	Street Network	2012	\$ 272,846	2013	\$ 375,000	2014	\$1,364,232	\$2,012,078	City	County, Private, &/or other	construction, PE, ROW and overruns
New Street - Connect Copeland Street between Lawrenceville Street and Decatur Road (Highway 155)	Street Network	2013	\$ 176,548	2014	\$ 242,500	2015	\$882,738	\$1,301,786	City	LCI, City, County, Private, &/or other	20% of construction, PE, ROW and overruns
New Street - Create a new street to connect Copeland Street to the intersection of Lawrenceville Street and Veterans Drive	Street Network	2013	\$ 125,272	2014	\$ 175,000	2015	\$626,358	\$926,630	City	LCI, City, County, Private, &/or other	20% of construction, PE, ROW and overruns
New Street - Extend Marian Way to connect with Adams Street	Street Network	2012	\$ 46,273	2013	\$8,750	2014	\$231,367	\$286,390	City	LCI, City, County, Private, &/or other	20% of construction, PE, ROW and overruns
TOTALS			\$8,597,839		\$ 5,706,350		\$42,489,195	\$56,793,384			
Note: This table does not include projects presently in the Regional Transportation Plan, Transportation Improvements Plan, or improvements planned by Henry County Transportation Department.											



SECTION 3

FIVE-YEAR IMPLEMENTATION PLAN

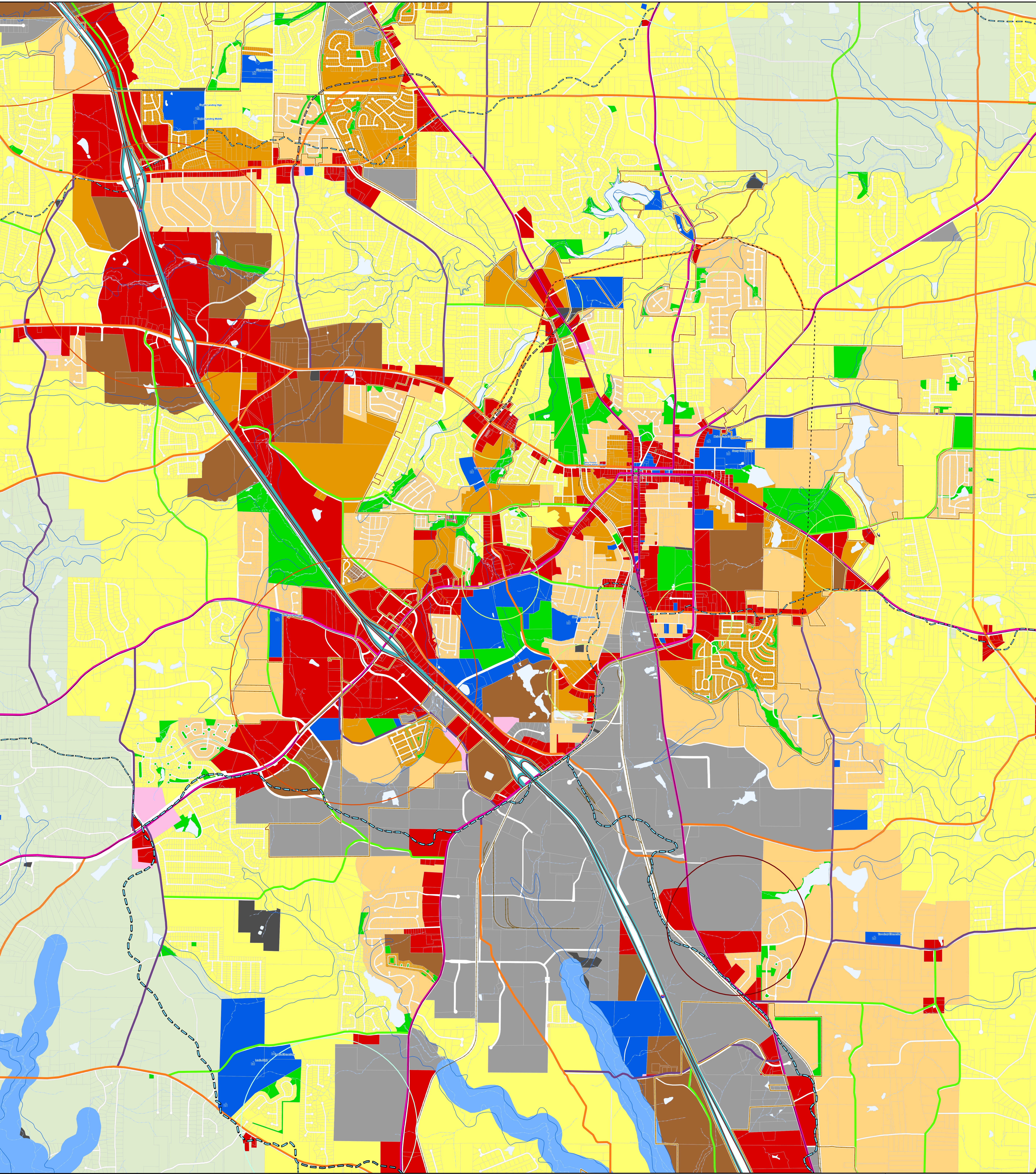
McDonough LCI Housing Initiatives				
Description/Action	Cost	Year	Responsible Party	Funding Source
Adopt conservation subdivision overlay district	\$25,000	2010	City	City
Adopt traditional neighborhood development district	\$45,000	2010	City	City
Adopt mixed use district	\$25,000	2010	City	City



SECTION 3

FIVE-YEAR IMPLEMENTATION PLAN

McDonough LCI Other Local Initiatives				
Description/Action	Cost	Year	Responsible Party	Funding Source
Overlay District - Historic downtown area	\$45,000	2010	City	City
Overlay District - Jonesboro Road corridor	\$25,000	2010	City	City
Overlay District - The greater Alexander Park area	\$25,000	2010	City	City
Overlay District - Highway 20/81 corridor	\$25,000	2010	City	City
Overlay District - Highway 155/Cedar Street corridor	\$25,000	2010	City	City
Overlay District - McDonough Parkway corridor (including future extensions)	\$25,000	2010	City	City
Adopt Official Highway Map and Connectivity Ordinance	\$25,000	2010	City	City
Update Tree Ordinance	\$20,000	2010	City	City
Acquire additional parcels for Alexander Park expansion	TBD	2012		
Initiate Phase I (as determined by Master Plan) of Alexander Park improvements	ON-GOING	2010	City	City
Redevelop Big Spring Park as a green surrounded by infill housing	TBD	2012	City/County	City/County
Solicit bids for development around Big Spring Park	NA	2013	City	City
Convert Clay Plaza into a community arts center	TBD	2013	City	City
New Initiate Phase II (as determined by Master Plan/City) of Alexander Park improvements	TBD	2013	City	City
New Downtown Development Plan	\$50,000	2012	City	City
New Tourism and Hospitality Plan	\$50,000	2011	City	City
New Comprehensive Recreational and Greenspace Plan	\$50,000	2011	City	City



Henry County/Cities Joint 2030 Comprehensive Plan

City of McDonough
Future Land Use Plan
May 22, 2008

Future Land Use

- Rural Residential (≤1 Unit/Acre)
- Low Density Residential (1.0-2.0 Units/Acre)
- Medium Density Residential (2.0-3.6 Units/Acre)
- Medium-High Density Residential (3.6-6 Units/Acre)
- High Density Residential/ Mixed Use (6-16 Units/Acre)
- Commercial
- Office Institutional
- Industrial

Activity Centers

- Crossroads
- School Node
- Suburban Employment Center
- Village Center
- Specialty Use Center

Functional Road Plan

- Interstate Highways
- Major Arterials - US and State
- Major Arterials - Other
- Minor Arterials
- Collector Roads

Base Data

- School
- Proposed Transportation Improvements
- Interstate Highway
- Major Road
- Road

Public Institutional

- Park/Recreation/Conservation
- Transporation/Communication/ Utilities

Railroad

- 100-Year Floodplain
- River/Stream
- Watershed Boundary
- Water Quality Critical Areas
- Lake/Pond
- Parcel Boundary
- City Boundary as of 10/03/06
- County Boundary
- Other County Boundary

Draft

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