


**CITY OF JONESBORO
COMPREHENSIVE PLAN
2005 - 2025**

Prepared for:

Jonesboro, Georgia

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INTRODUCTION

I. History

The City of Jonesboro was originally established as the town of Leaksville in 1823, the oldest city in Clayton County. Leaksville was located at the intersection of two important early roads in Georgia. The first road ran north-south and was called the White Hall Wagon Road, or the Griffin Road depending on which direction you were traveling. The second road was originally known as the Strawn Trail, later known as the Stagecoach Road following State Highway 54 and Highway 138 connecting Fayetteville with Decatur.

The small village began to grow when the old Monroe Railroad reached Leaksville in 1843. However, the railroad ran into financial difficulties at the same time and as a result railroad activity stopped in the area. In 1845, the railroad was reorganized as the Macon and Western Railroad and Banking Company and the line was completed to Marthasville now Atlanta. The first train finally arrived in Jonesboro in July 1845.

Between 1843 and 1845, Colonel Samuel Goode Jones who worked as an engineer for the railroad found himself in the village of Leaksville while rail activity stalled. He put his engineering skills to work and laid out a plan that was rectangular in shape roughly 2,000 feet from south to north and 2,400 feet from east to west. The town was arranged on either side of the railroad tracks running through the center of town. In 1845, the town of Leaksville changed its name to Jonesboro in honor of Colonel Jones. In later years the tracks were raised up on embankments as they are today.

The town of Jonesboro became an important town along the rail line connecting southern Georgia with Atlanta, which had become the state's transportation hub. Smaller plantations and farms surrounding Jonesboro fueled the town's economy. Like many Southern towns between 1850-1860, prosperity was evident in the large homes that were built within city limits and general growth in the area. Also, the Clayton High School was considered one of the best high schools in Georgia. In the years before the Civil War, Jonesboro became a commercial and educational center. Then, in 1858, Jonesboro became the county seat of newly created Clayton County.

Just as Jonesboro was in its most prosperous phase of development the Civil War broke out. By mid-1862, most of the area's men had enlisted in the Confederate Army. As the war moved towards Georgia, Jonesboro found itself in one of the most pivotal moments in the Civil War. Between August 31, 1864 and September 1, 1864, the Battle of Jonesboro directly resulted in the fall of Atlanta and was the last major battle in the war. Approximately two-thirds of the town was burned before the Battle of Jonesboro in a northern cavalry raid led by General Judson Kilpatrick's on August 20, 1864.

Jonesboro began a slow rebuilding after the end of the war and saw prosperity return in the 1880s. Education became a major player in Jonesboro with the establishment of the Middle Georgia College, evolving from the old Clayton High School. The prosperity remained until the depression in the 1920s, which affected all of Georgia and the South. However, in 1936,

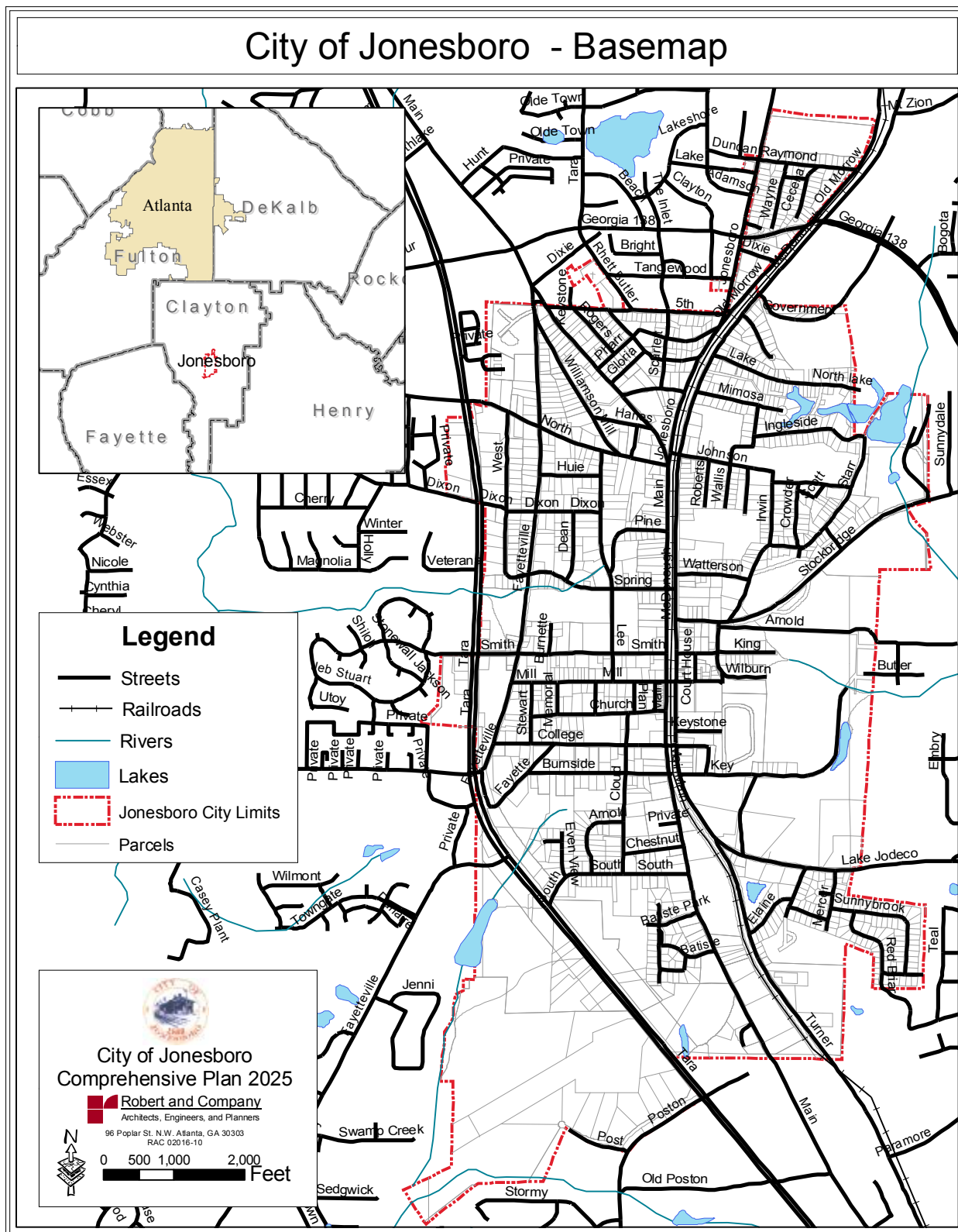
Margaret Mitchell's novel, *Gone With The Wind*, put Jonesboro on the map with several references to the town throughout the novel.

In 1971, the Jonesboro Historic District was created by City Council recognizing the historic character of the town and the contributing resources. (See Section 4.14.1) Today, Jonesboro has an active museum dedicated to *Gone with the Wind* and the Battle of Jonesboro in its Historic Railroad Depot. Several historic homes within the town have opened their doors to show tourists a glimpse of past, including the Stately Oaks Mansion, the Jonesboro Greenhouse, and Ashley Oaks.

II. Location

The City of Jonesboro is located in the center of Clayton County three miles south of I-75 and eighteen miles south of Atlanta. (Figure i.i) The City of Jonesboro is approximately 1 mile in width east to west and 2 miles long north to south, virtually the same size as when the city was first incorporated. Jonesboro is one of seven municipalities located within Clayton County. Other nearby cities include Forest Park, College Park, Lake City, Morrow, Riverdale and Lovejoy.

Map i.i City of Jonesboro Basemap



III. Purpose and Uses of the Plan

The Comprehensive Plan is organized around a framework of government policy which is used to guide the growth of the community and coordinate public services. The comprehensive plan attempts to identify the quantities, types, locations, and timing of future development. The comprehensive plan is one part of an ongoing planning process that seeks to ensure that the provision of adequate facilities and services to support anticipated growth. Conversely, comprehensive planning can be employed as a means of ameliorating population or economic decline and encouraging redevelopment. Thus, the comprehensive plan may address growth trends as well as aspire to affect change or encourage preservation in a community. The Comprehensive Plan covers a long-range horizon of 20 years and includes short and intermediate term growth projections for both population and economic activity.

The Jonesboro Comprehensive Plan is intended to serve several purposes. It provides a basis for the evaluation of all significant future development proposals such as requests for rezoning and applications for subdivision plat approval. The Comprehensive Plan also guides preparation of capital improvement programs and budgets. Development and updating of plans for transportation, economic development, community facilities, housing, and natural/historic resources are an integral part of the comprehensive plan. By considering these public functions together, interrelated services, infrastructure, and development can be coordinated with community goals. By proactively planning for the provision of services, governments can help developers and business leaders predict the future direction and intensity of growth. Likewise, market analysts and researchers can draw on the data provided in the comprehensive plan for business development and other specific needs. As a living document and the reflection of public policy, the Comprehensive Plan must be updated and amended as community policies, goals, and programs change.

IV. Basis for Comprehensive Planning

In 1989, the State of Georgia established the Georgia Planning Act to promote statewide local government comprehensive planning. The City of Jonesboro adopted a Comprehensive Plan in 1997 with an outlook to the year 2017 to meet the State standards for local comprehensive planning. This Comprehensive Plan Update 2005-2025 is a major update to the 1997 Comprehensive Plan.

V. Planning Process and Public Participation

A. Comprehensive Plan Update Process

The Jonesboro Comprehensive Plan Update was completed according to a process that has woven together recent significant planning initiatives. In Spring of 2003, Jonesboro was awarded a Livable Centers Initiative grant to prepare a land use and transportation study targeting the city's downtown area and the proposed commuter rail station site. The resulting Jonesboro Livable Centers Initiative (LCI) plan was adopted by the Mayor and City Council. Coordinated with the LCI study and other planning efforts, the update to the Jonesboro Comprehensive Plan has been completed in accordance with the Minimum Standards for Comprehensive Planning in the State of Georgia. The Comprehensive Plan incorporates

recommendations of the LCI plan and the other strategic planning recommendations that have been developed over a three-year time period.

B. Public Participation Program and Actions

The public participation process for the Jonesboro Comprehensive Plan Update 2005 – 2025 has included meetings with citizens and stakeholders through public meetings and steering committee meetings, and it has involved input from the Atlanta Regional Commission (ARC) and other local and regional partners through the Livable Centers Initiative.

Over the course of approximately three years, numerous stakeholder and public involvement activities have taken place. Beginning in 2002, the process was begun with the formation of a steering committee to review land use policy, and a public forum was held to gather public input concerning land use and development issues. A similar steering committee worked closely with consultants during the preparation of the Jonesboro LCI plan in 2003. This committee approved goals consistent with the LCI program, participated in detailed discussions about planning issues, and helped to convene public meetings for visioning and review.

In 2004, following completion and adoption of the LCI Plan, planning was continued to review the LCI recommendations and the City's Comprehensive Planning vision, goals and policies. Public presentations were made to present recommendations, including a joint presentation with the Clayton County Comprehensive Plan 2004-2024. A final public presentation of the draft Comprehensive Plan Update has been held on _____.

VI. Jonesboro Vision for the Future

The DCA Minimum Standards and Procedures for Local Comprehensive Planning include a requirement for a "Community Vision" to be developed as part of the plan update. This vision is based on public input and an assessment of the current and future needs of the city as identified in the other elements of the plan. The vision also coordinates the future of Jonesboro with county, regional and state planning goals as expressed through the Quality Community Objectives put forth by DCA.

A. Vision for the Future of Jonesboro

The vision for Jonesboro is best expressed as follows:

The City of Jonesboro will protect and enhance its unique character and qualities; environmental, cultural and historic resources; public services, facilities and infrastructure; and economic climate of opportunity and growth in order to realize long term prosperity and quality of life. Jonesboro will maintain and continue to develop its importance in Clayton County as a center of regional governance. The city will promote the redevelopment and revitalization of its historic Main Street district in a manner compatible with Jonesboro's traditional small town character. The city will strive to improve quality of life for residents while increasing the area's tourist appeal and marketability. Through land use and transportation planning, the city will coordinate transportation infrastructure investments with local redevelopment initiatives.

This vision will be achieved by providing vibrant public spaces centered on the LCI Town Plaza Plan and its associated commuter rail station. Key features of this planned central civic space include a mixed-use, pedestrian-friendly environment with context-sensitive design guidelines and improvements such as streetscapes, fountains, and landscaping. Concurrent with the vision for a progressive Jonesboro are numerous goals and policies located within the following plan elements.

B. Commitment to Quality Community Objectives

Supporting the community vision for the future of Jonesboro, the following key quality community objectives are promoted by the Jonesboro Comprehensive Plan.

1. Economic Development

Regional Identity Objective: Within the Atlanta Regional Commission metropolitan planning area, Jonesboro identifies itself with Clayton County and the Southern Crescent of the south side of Atlanta. Jonesboro also places emphasis on its historic quality and small-town character, which are central to marketing the city as a heritage tourism destination.

Growth Preparedness Objective: In partnership with Clayton County, Jonesboro has a long history of commitment to quality infrastructure and services that will continue and shall be expanded to include a stronger focus on ensuring that infrastructure preparedness for growth and redevelopment includes facilities and services such as schools, parks, and public safety.

Appropriate Business Objective: Due to its position as the county seat of Clayton County, the economy of Jonesboro is heavily linked to county government services. This has had and is expected to continue to have a significant positive impact on the city's business climate. However, the city's economy should not become uniquely dependent upon county government, therefore a diversified approach to growth, development, redevelopment and economic development will be encouraged.

Education Opportunities Objective: In partnership with Clayton County and the Clayton County Public School System, Jonesboro is committed to a coordinated approach to ensure that the facilities and educational capacity of the public schools is not overtaxed and that each child receives the best education possible. Nearby to Jonesboro, Clayton College and State University in Morrow provides a number of excellent higher and continuing educational and workforce training opportunities. Likewise, Jonesboro itself is an educational center as home to several public schools, the Clayton Board of Education, and a new technical school.

Employment Options Objective: The future land use plan for Jonesboro provides for the expansion of all employment sectors. Additionally the city will provide greater opportunities for workers to live in close proximity to a variety of job types by encouraging mixed use development and adopting zoning ordinances to support the development of mixed use projects.

2. Natural and Cultural Resources

Heritage Preservation Objective: The City of Jonesboro is committed to protection of significant historic resources. The city will work with the preservation community to preserve and enhance Jonesboro's unique historic and cultural heritage.

Open Space Preservation Objective: The City of Jonesboro is committed to the permanent preservation of open space for purposes of conservation and public recreation, and opportunities will be sought to acquire public open space where beneficial to the general public.

Environmental Protection Objective: The city is committed to protecting air quality and environmentally sensitive areas. Whenever feasible the city shall require the preservation of natural terrain, drainage and vegetation of an area.

Regional Cooperation Objective: Jonesboro is and will continue to be actively involved with adjacent and regional governmental bodies. In particular, the city will maintain its involvement with the Livable Centers Initiative and other similar programs that promote goals common to Jonesboro's vision.

3. Community Facilities

Transportation Alternatives Objective: The city is committed to providing pedestrian facilities and transit services as an alternative to automobiles where feasible and when demand is present. The future land use plan has been formulated to provide opportunities for pedestrian and transit oriented development, particularly in the area adjacent to the proposed commuter rail station in the city's downtown.

Regional Solutions Objective: The city will seek out, carefully consider, and when appropriate support regional solutions to the needs shared by its residents and those of Clayton County and other local governments in the region. These solutions will certainly be supported in cases when they will directly benefit the citizens of Jonesboro through cost savings and increased efficiency.

4. Housing

Housing Opportunities Objective: The city is dedicated to providing a diverse range of high quality housing types to allow a significant number of people who work in the city to also live in the city.

5. Land Use

Traditional Neighborhood Objective: Through its redevelopment efforts and the vision set forth in the future land use plan, the city supports mixed use development that is designed on a human scale. The city strongly encourages the development of safe and attractive pedestrian connections between commercial, office, institutional and residential areas.

Infill Development Objective: The majority of Jonesboro is developed and the city is focused on opportunities for the redevelopment of blighted areas, and obsolete development. Emphasis is also placed on encouraging compatible infill development in existing neighborhoods.

Sense of Place Objective: Jonesboro encourages the preservation, protection and/or development of uniqueness and diversity. Sense of place is achievable through many means, including consistent and complimentary development styles, distinctive landscaping and other features.

6. Transportation

Alternative Transportation Options Objective: Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the core downtown area.

Transportation/Land Use Coordination Objectives: Encourage integration of uses with transportation investments to maximize the use of alternate modes. Through transportation investments increase the desirability of redevelopment of land served by existing infrastructure at activity and town centers.

Transportation Investment Objectives: Develop a community-based transportation investment program at the activity and town center level that will identify capital projects that can be funded in the annual Transportation Improvement Plan (TIP). Provide transportation infrastructure incentives for jurisdictions to take local actions to implement the resulting activity or town center study goals.

CHAPTER 1 POPULATION

Introduction

An inventory and analysis of population provides an important first step in formulating a comprehensive plan. The population chapter forms the foundation of subsequent elements of the comprehensive plan by identifying opportunities and constraints to future growth. Population trends form the basis of forecasts for future public service needs and infrastructure improvements. Forecasts of population change influence the coordination, location, and timing of government facilities and services. The demographic characteristics of a community also help local governments meet the unique needs of their constituents. The rate of population growth helps to determine the need for additional housing, employment, and private sector services. As part of the Atlanta metropolitan area, population trends in Forest Park are influenced by regional settlement patterns and economic conditions. Therefore it is important to analyze local population in the context of larger state and metropolitan growth trends.

1.1 Total Population

According to census figures, the population of Jonesboro has remained relatively steady throughout the past twenty years at just under 4,000 persons. While there was a slight decline in the city's population between 1980 and 1990 (-6.75%), the city grew by a comparable amount (5.34%) between 1990 and 2000. (See Table 1.2) In contrast, Clayton County, the ARC Region, and the State of Georgia have all experienced strong growth over the previous two decades. Clayton County's population increased 21.08% over the 1980s and 29.92% over the 1990s. As a result, Jonesboro has declined as a proportion of the total county population from 2.59% in 1980 to 1.62% in 2000. (See Table 1.1) Growth rates have also been quite high within the ARC region, which increased in population 26.37% over the 1990s. Likewise, the State of Georgia grew by 34.08% over the 1990s. Thus, the population growth rate in Jonesboro has not kept pace with the remaining county, region, and state areas. Much of this slow growth rate can be attributed to the small size of the city and lack of undeveloped land in the downtown core area.

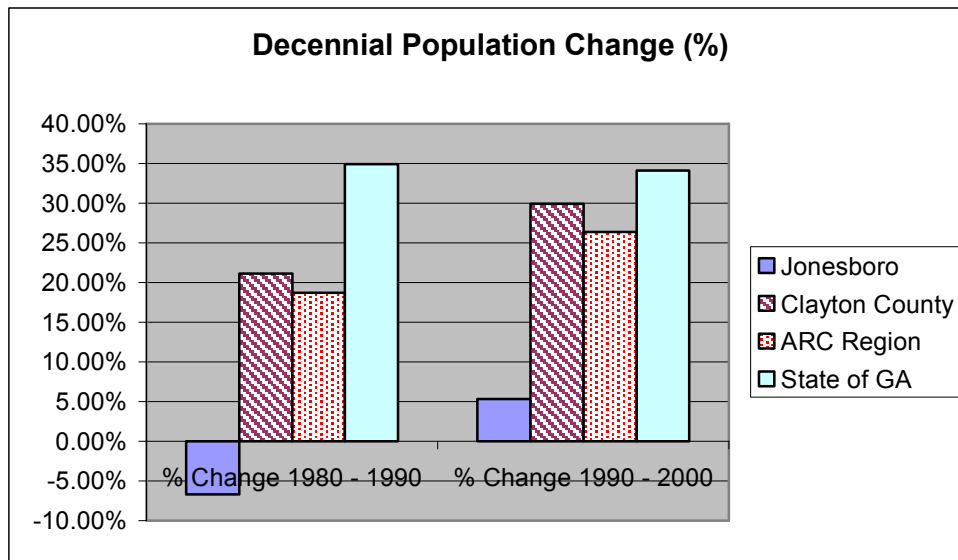
Table 1.1 Population Trends 1980 - 2000

Population Trends 1980 - 2000			
Category	1980	1990	2000
Jonesboro	3,898	3,635	3,829
Clayton County	150,362	182,055	236,517
Jonesboro % of County	2.59%	2.00%	1.62%

Table 1.2 Percent Population Change 1980 - 2000

Percent Population Change 1980 - 2000			
Jurisdiction	% Change 80 - 90	% Change 90 - 00	% Change 80 - 00
Jonesboro	-6.75%	5.34%	-1.77%
Clayton County	21.08%	29.92%	57.30%
ARC Region	18.70%	26.37%	50.00%
State of GA	34.89%	34.08%	80.86%

Figure 1.1 Decennial Population Change



1.2 Functional Population

Functional population is a measure of the daytime population of a city. The functional population is the resident population, minus those residents who are in the labor force, plus employment inside the city. Depending on the jobs-housing balance of a community, the daytime population may vary substantially from the residential population. Large employment centers, tourism venues, and transportation hubs often experience a high daytime population relative to their residential population. Large daytime populations may necessitate infrastructure and services beyond the needs of the residential population. In Jonesboro, the functional population exceeds the residential population. Because detailed employment data is unavailable for the city of Jonesboro, only a range of total employees is possible. For small cities, detailed employment figures are withheld to avoid identifying individual firms. Instead, the economic census provides a range of employee numbers for the city of Forest Park from 2,455 to 3,414. (See Economic Development Element, Section 2.6) Nonetheless, at either end of this range, the functional population in Jonesboro (between 4,562 and 5,248) well exceeds the residential population (3,829). Thus, Jonesboro serves as an employment center for many workers living outside of the city. Of the city’s own residential workforce of 1,722, only 300 (17.4%) were employed within Jonesboro. (See Economic Development Element, Section 2.3)

$$\text{Functional Population} = \text{Residents} - \text{City Labor Force} + \text{Employed in City}$$

Jonesboro Functional Population: 3,829 Residents – 1,722 Working Residents + (Employee range between 2,455 and 3,414) = Functional Population between 4,562 and 5,248

1.3 Households

A household is defined as a person or group of persons occupying a housing unit. Housing units can include single-family homes, apartments, or even single rooms occupied as an individual unit. The number of households and average household size are important because they reflect the city’s need for housing. On the other hand, the population residing within group quarters are not included in the household population. The group quarters population includes those living in correctional facilities, nursing homes, mental care hospitals, juvenile institutions, college dormitories, military barracks, and homeless shelters. For the City of Jonesboro, the group quarters population of only 14 persons in 2000 is negligible relative to the remaining population. Table 1.3 shows a breakdown of households by type in Jonesboro between 1980 and 2000. The total number of households in Jonesboro has fluctuated only slightly between 1980 and 2000. The proportion of non-family households has increased slightly from 27.4% in 1990 to 30.2% in 2000.

Table 1.3 Households by Type 1980 - 2000 City of Jonesboro*

Households by Type	1980	1990	%	2000	%
Family Households	--	1,017	72.6%	1,024	69.8%
Non-family Households	--	383	27.4%	442	30.2%
Total Households	1,411	1,400	100.0%	1,466	100.0%

*Non-family households includes both 1 person households and non-family households

Source: US Census

Table 1.4 shows average household size and average family household size in Jonesboro between 1980 and 2000. Average household size in Jonesboro has decreased over time. This decrease is similar to the national trend of declining household size as result of changes in society. Various factors have contributed to the decrease in the average household size including: higher divorce rates, a shrinking average family size, and a change in the composition of the traditional family including an increase in the number of single parents with children and the increasing need for supervised at home care for elderly parents and extended family members. In 1970, the average household size for Jonesboro was 3.55. This figure decreased to 2.93 in 1980 and stabilized at 2.60 in 1990 and 2000. In contrast, average household size in Clayton County has rebounded slightly from 2.74 in 1990 to 2.84 in 2000. Much of this increase in household size at the county level can be attributed to the recent influx of Hispanic immigrants, who have larger households on average.

Table 1.4 City of Jonesboro Household and Family Household Size 1980 – 2000

Type of Household	1980	1990	2000
Family Households	--	3.07	3.09
Total Households	2.93	2.60	2.60

Source: US Census

Table 1.5 shows a breakdown of households by number of persons in the year 2000. Over half of the household population in Jonesboro (58.2%) is comprised of 1 and 2 person households.

Table 1.5 City of Jonesboro Households by Numbers of Persons

Households by Number of Persons	2000	%
1-person household	374	25.51%
2-person household	479	32.67%
3-person household	257	17.53%
4-person household	190	12.96%
5-person household	99	6.75%
6-person household	38	2.59%
7-or-more person household	29	1.98%
Total	1466	100.00%

Household projections for the City of Jonesboro are provided at 5 year intervals from 2000 through 2025. Household projections are based upon population projections and projected household size for the City of Jonesboro. However, average household size projections are unavailable for the City of Jonesboro. In addition, Woods and Poole projections for Clayton County household size do not appear applicable to the city of Jonesboro, given the relatively wide differential between current household sizes in the city and county. Therefore, average household size has been maintained throughout the projected planning time frame. While average household sizes are declining nationally, there are several factors which could balance out this variable in Jonesboro. First, average household size has remained steady at 2.6 in Jonesboro from 1990 to 2000. Second, countywide household size projections are relatively steady beginning and ending at 2.8 persons/household between 2005 and 2025. Third, the increasing diversity of Jonesboro including the inclusion of more Hispanic immigrants may compensate for the declining birth rate and aging population among whites.

Table 1.6 City of Jonesboro Household Projections 2000 – 2025

Year	2000	2005	2010	2015	2020	2025
Average Household Size	2.60	2.60	2.60	2.60	2.60	2.60
Population in Households	3,815	3,918	4,024	4,132	4,244	4,358
Households	1,466	1,507	1,548	1,589	1,632	1,676

*Population in households excludes group quarters population

Source: Robert and Company projections

1.4 Age

A breakdown of Jonesboro's population by age from 1980 – 2000 is presented in Table 1.7. Both the 55-64 and 65 and over age cohorts have declined between 1990 and 2000. Likewise, the school age population (aged 5-17) has declined from 21.9% in 1980 to 17.6% in 2000. Over time the population distribution has favored the working age cohorts, while younger age groups have declined. (See Figure 1.2) There has been a slight increase in the number of very young children (under 5) from 7.7% of the population in 1980 up to 11.3% in 2000.

Table 1.7 City of Jonesboro Population By Age 1980 – 2000

Age Group	1980	%	1990	%	2000	%
TOTAL Population	4,132		3,635		3,829	
0 – 4 Years Old	317	7.7%	317	8.7%	431	11.3%
5 – 13 Years Old	580	14.0%	500	13.8%	546	14.3%
14 – 17 Years Old	323	7.8%	167	4.6%	128	3.3%
18 – 20 Years Old	228	5.5%	171	4.7%	122	3.2%
21 – 24 Years Old	316	7.6%	254	7.0%	195	5.1%
25 – 34 Years Old	661	16.0%	613	16.9%	734	19.2%
35 – 44 Years Old	450	10.9%	413	11.4%	524	13.7%
45 – 54 Years Old	445	10.8%	328	9.0%	403	10.5%
55 – 64 Years Old	383	9.3%	373	10.3%	348	9.1%
65 Years and Over	429	10.4%	499	13.7%	441	11.5%

Source: US Census, Downloaded from DCA Planbuilder

Figure 1.2 City of Jonesboro, Population by Age 1980 – 2000

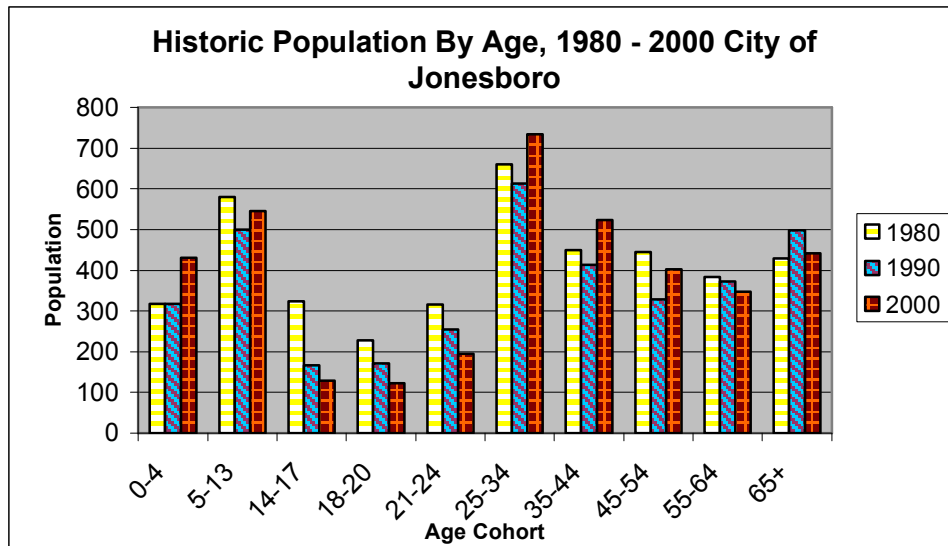


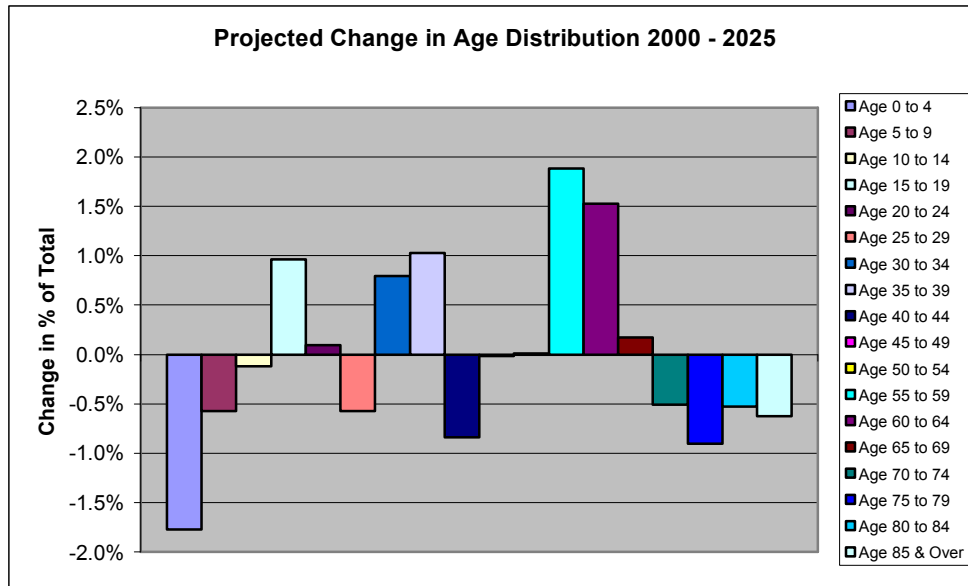
Table 1.8 shows projected age distribution for the city of Jonesboro through the year 2025. Because age distribution projections are unavailable for the City of Jonesboro, Woods and Poole projections for Clayton County have been applied to the projected population of the city. This assumes that over time the age distribution within Jonesboro will match that of the larger surrounding county. Figure 1.3 shows the aggregate change in proportion for each age cohort between 2000 and 2025. According to this model, the largest increase in proportion of total population will occur among the age cohorts of 55-59 and 60-64. This is consistent with the overall growth of the senior population throughout Georgia and the United States. However, each age cohort over the age of 70 is predicted to decline as a proportion of the total Jonesboro population. This prediction is reasonable, given that the city currently has no nursing home facilities. There are declines predicted for each of the age cohorts under 14, especially for children under 5.

Table 1.8 City of Jonesboro Projected Age Distribution 2000 - 2025

	2000	%	2005	%	2010	%	2015	%	2020	%	2025	%
Age 0 to 4	367	9.6%	314	8.0%	328	8.1%	337	8.1%	338	7.9%	342	7.8%
Age 5 to 9	316	8.3%	317	8.1%	311	7.7%	325	7.8%	335	7.9%	336	7.7%
Age 10 to 14	288	7.5%	323	8.2%	304	7.5%	299	7.2%	313	7.4%	324	7.4%
Age 15 to 19	240	6.3%	319	8.1%	323	8.0%	305	7.4%	301	7.1%	316	7.2%
Age 20 to 24	276	7.2%	298	7.6%	335	8.3%	340	8.2%	321	7.5%	319	7.3%
Age 25 to 29	321	8.4%	306	7.8%	314	7.8%	354	8.5%	359	8.4%	342	7.8%
Age 30 to 34	280	7.3%	346	8.8%	296	7.3%	307	7.4%	350	8.2%	355	8.1%
Age 35 to 39	257	6.7%	336	8.6%	331	8.2%	282	6.8%	295	6.9%	339	7.7%
Age 40 to 44	275	7.2%	323	8.2%	313	7.8%	309	7.5%	265	6.2%	277	6.3%
Age 45 to 49	219	5.7%	276	7.0%	298	7.4%	290	7.0%	290	6.8%	250	5.7%
Age 50 to 54	241	6.3%	232	5.9%	256	6.3%	278	6.7%	274	6.4%	276	6.3%
Age 55 to 59	142	3.7%	180	4.6%	202	5.0%	225	5.4%	246	5.8%	244	5.6%
Age 60 to 64	133	3.5%	123	3.1%	155	3.8%	175	4.2%	197	4.6%	219	5.0%
Age 65 to 69	141	3.7%	86	2.2%	105	2.6%	132	3.2%	149	3.5%	169	3.9%
Age 70 to 74	122	3.2%	61	1.6%	67	1.7%	82	2.0%	104	2.4%	117	2.7%
Age 75 to 79	107	2.8%	45	1.1%	47	1.2%	52	1.3%	65	1.5%	83	1.9%
Age 80 to 84	61	1.6%	29	0.7%	31	0.8%	33	0.8%	37	0.9%	46	1.1%
Age 85 & Over	43	1.1%	19	0.5%	20	0.5%	21	0.5%	21	0.5%	22	0.5%
TOTAL	3,829		3,932		4,038		4,147		4,259		4,374	

Source: Robert and Company projections based on Woods and Poole age distribution projections for Clayton County.

Figure 1.3 Projected Change in Age Distribution 2000 - 2025



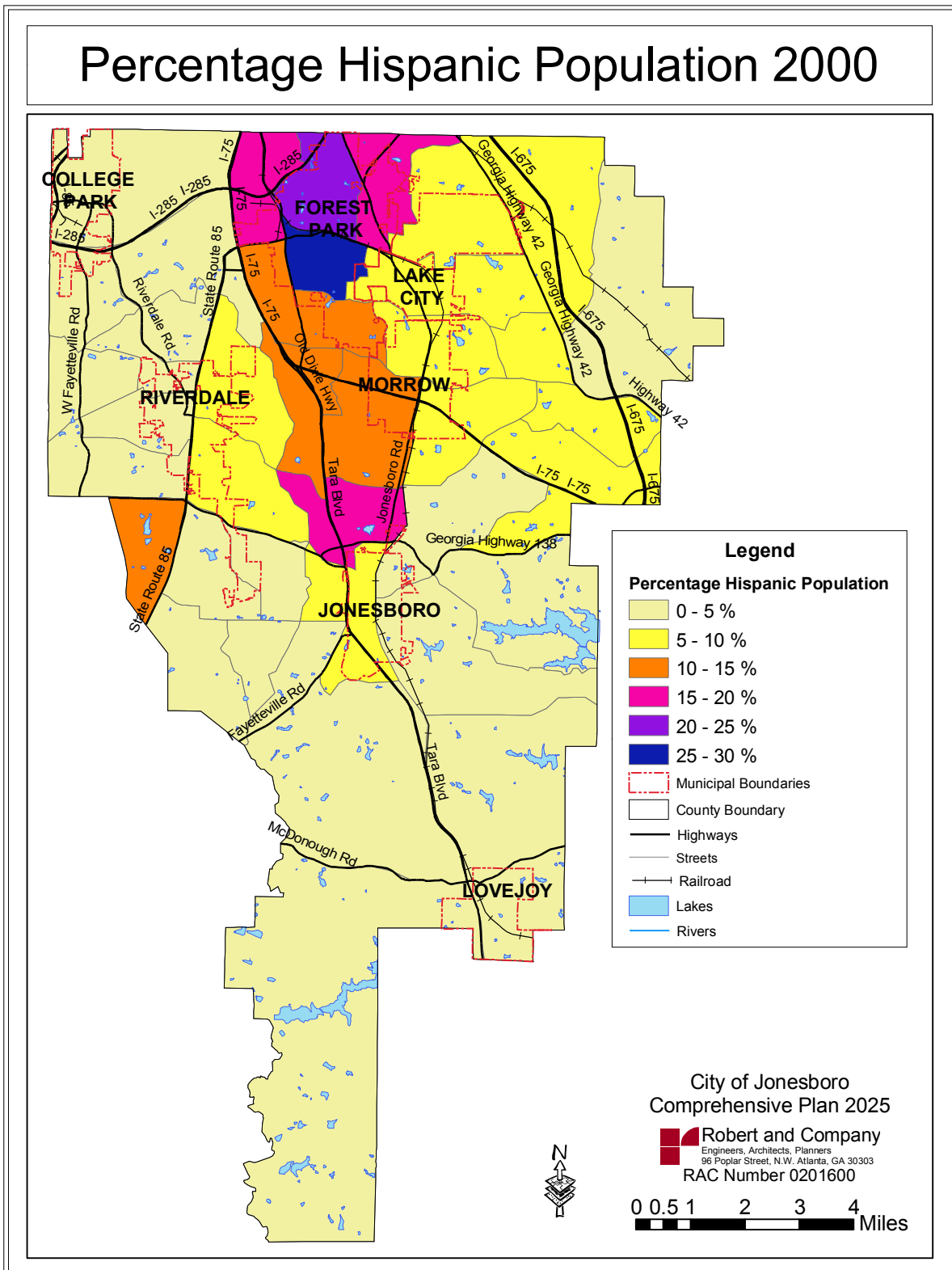
1.5 Race

Table 1.9 shows historic population by race for the City of Jonesboro between 1980 and 2000. There has been an overall trend of diversification within the city in the previous two decades. Whereas whites made up 91.17% of the population in 1980, they now account for only 62.63% in 2000. Much of this increase has been in the African American population which has risen from 7.85% of the population in 1980 to 30.79% in 2000. Further increases in this population are likely given that Clayton County as a whole is 51.55% African American. Hispanics also represent a growing proportion of the population, increasing from .14% in 1990 to 7.55% in 2000. This proportion is now comparable to the amount of Hispanics in the county at large (7.5%). Further increases in the Hispanic population within Jonesboro are also likely given the spatial distribution of Hispanics within the County. The largest concentrations of Hispanics in Clayton County form a corridor along Old Dixie Hwy./Tara Blvd., I-75, and Jonesboro Rd leading down to the City of Jonesboro. (See Figure 1.4)

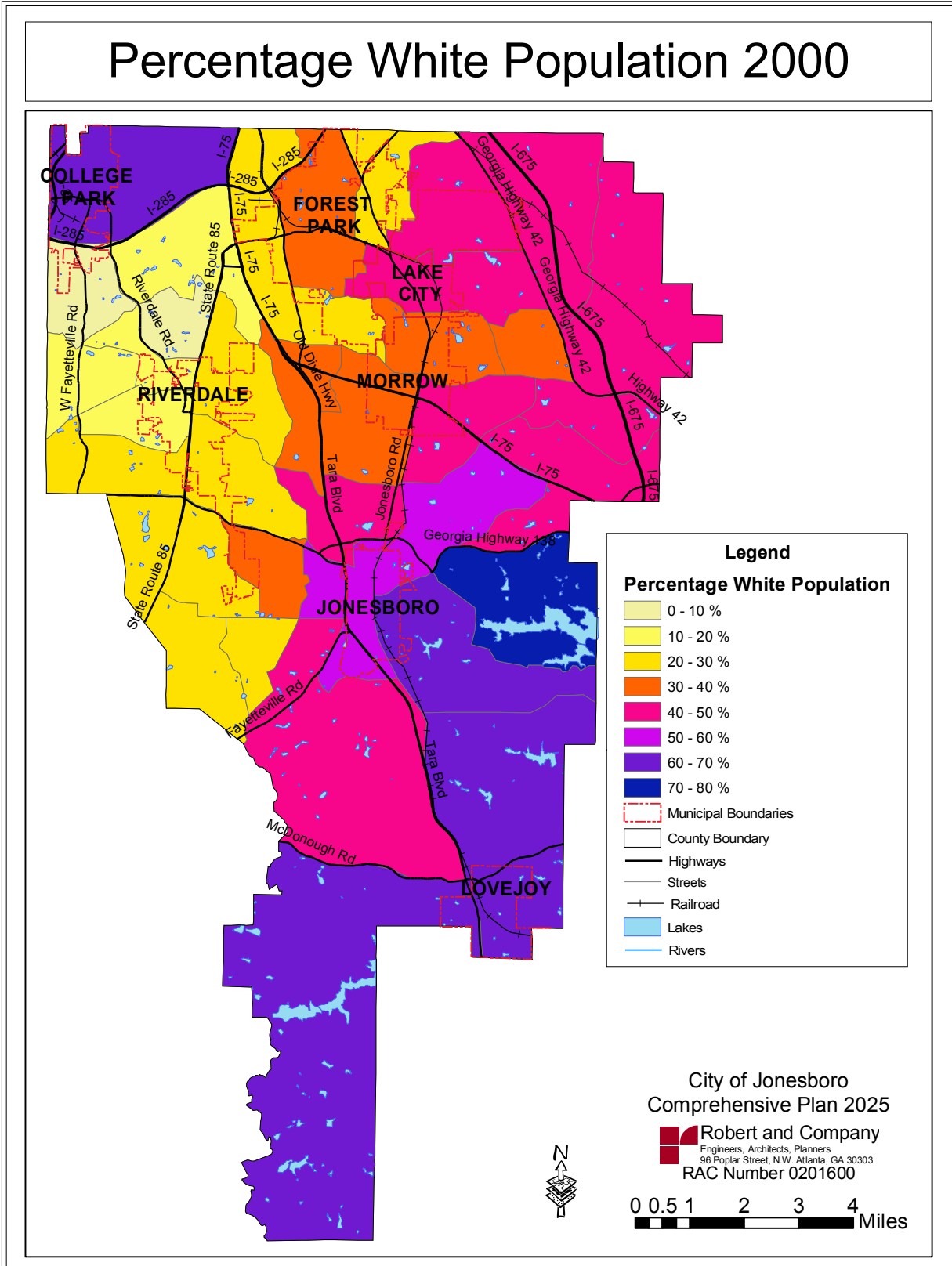
Table 1.9 City of Jonesboro Population by Race 1980 - 2000

Jonesboro: Population by Race								
Category	1980		1990		2000		Change	
		% of Total		% of Total		% of Total	90 - 00	80 - 00
TOTAL Population	3898		3635		3829			
White	3554	91.17%	2842	78.18%	2398	62.63%	-15.6%	-28.55%
Black	306	7.85%	768	21.13%	1179	30.79%	9.7%	22.94%
American Indian Eskimo or Aleut	8	0.21%	13	0.36%	8	0.21%	-0.1%	0.00%
Asian or Pacific Islander	16	0.41%	12	0.33%	40	1.04%	0.7%	0.63%
Other	12	0.31%	0	0.00%	132	3.45%	3.4%	3.14%
Persons of Hispanic Origin	34	0.87%	5	0.14%	289	7.55%	7.4%	6.68%

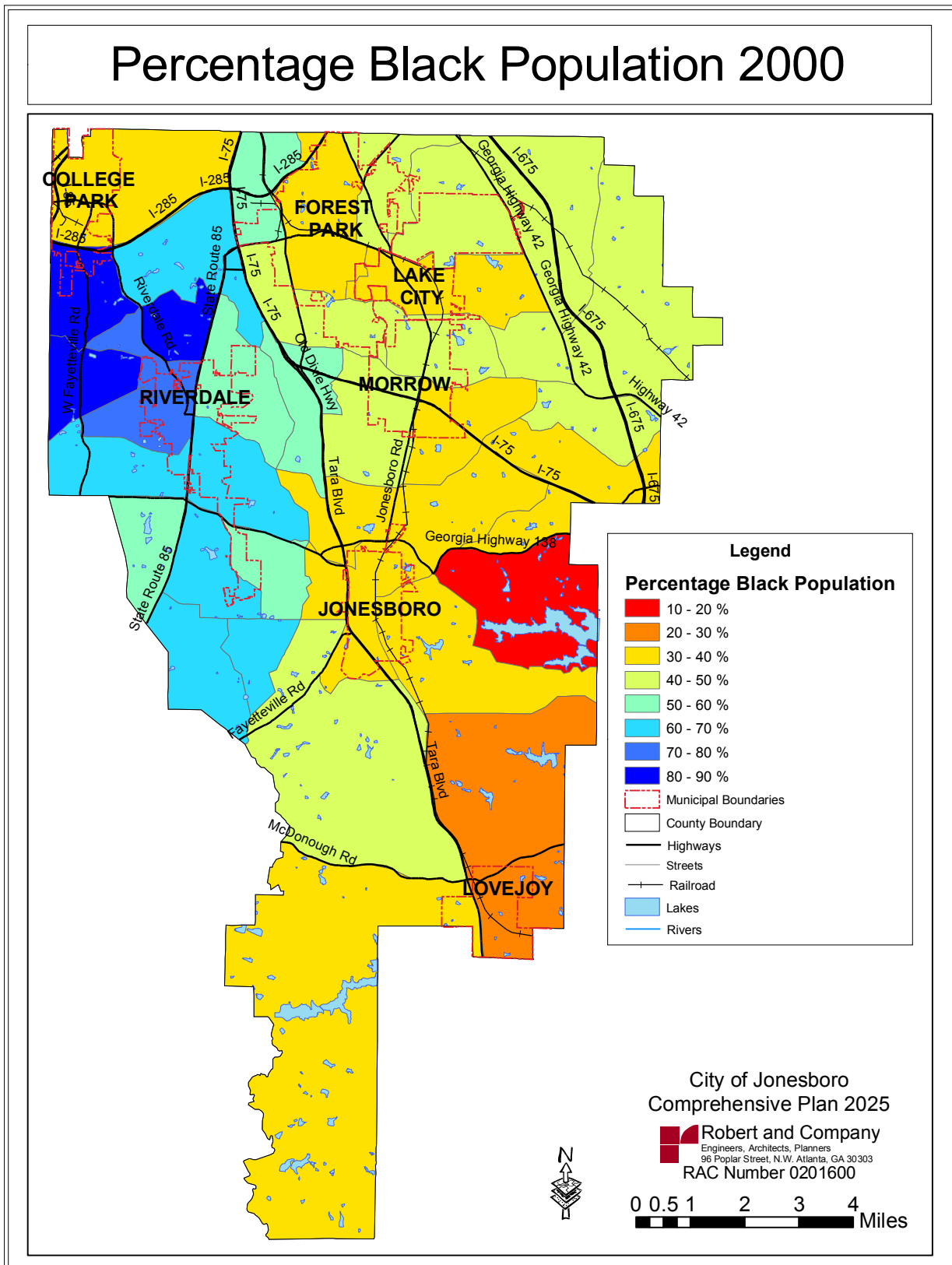
Map 1.1 Percentage Hispanic Population



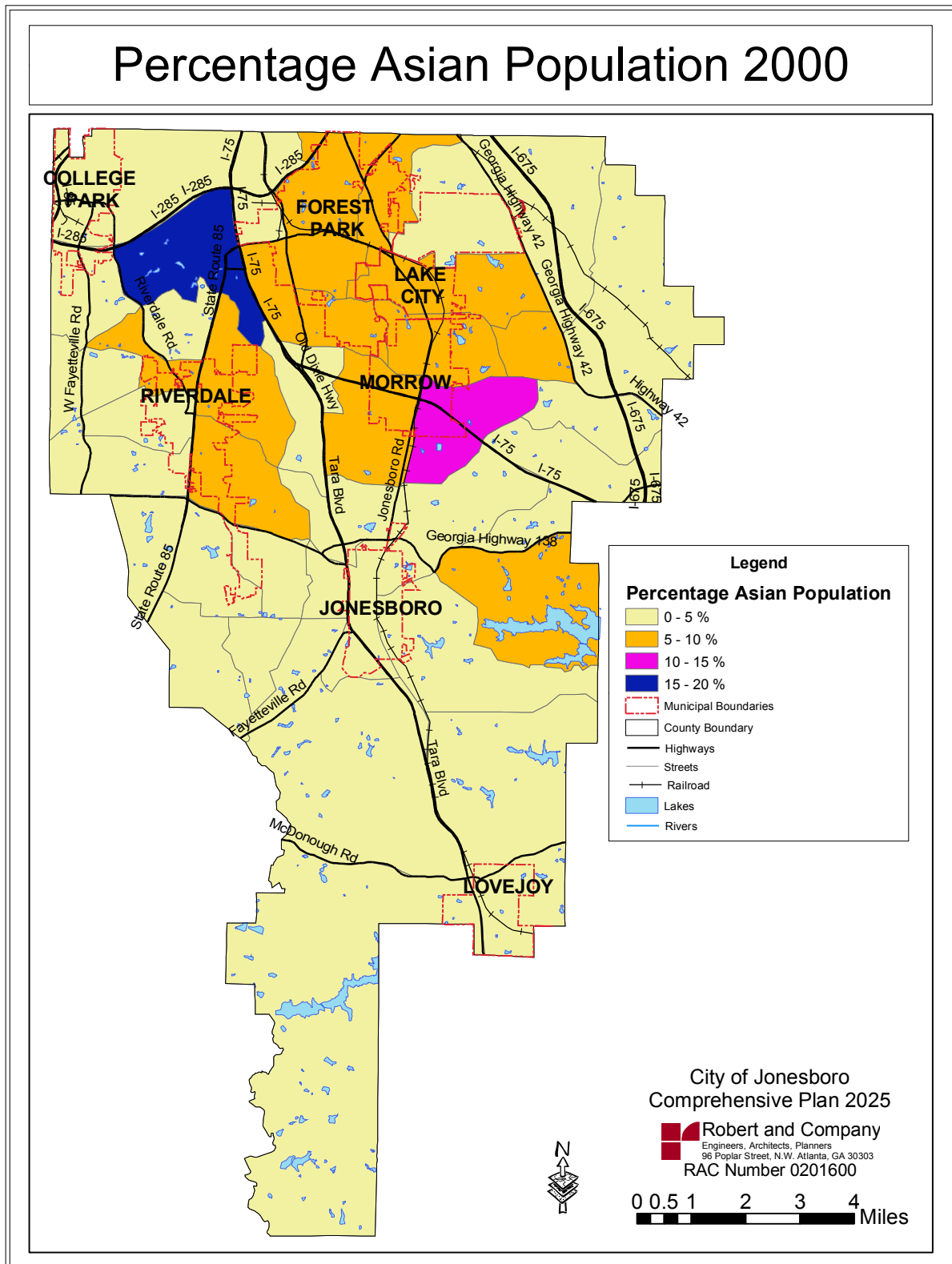
Map 1.2 Percentage White Population



Map 1.3 Percentage Black Population



Map 1.4 Percentage Asian Population



1.6 Educational Attainment

Educational attainment levels do not compare favorably with the Clayton County at large, surrounding counties, or the State of Georgia. (See Table 1.10) The proportion of persons with no high school diploma in Jonesboro (29.1%) is substantially higher than Clayton County (19.9%) and the state of Georgia (21.4%). This points to the need for greater adult education opportunities within Jonesboro. The high dropout rate in Jonesboro is an issue of concern given the possible dependency on social services and low incomes of high school dropouts. With increased immigration, technological advances, and economic globalization, the gap between workers without high school diplomas and graduates has steadily increased over the past twenty years. According to the Bureau of Labor Statistics, income-adjusted wages of workers without high school diplomas declined -13.3% nationally between 1979 and 1989. Among recent high school dropouts in 2002, their national unemployment rate of (29.8%) was almost 13 percentage points higher than recent high school graduates. In addition, the City of Jonesboro has a lower proportion of persons with bachelor's degrees or higher (13.0%) than Clayton County (16.6%) and the State of Georgia (24.3%). However, educational attainment levels have been improving within Jonesboro. (See Table 1.11 and Figure 1.8) The proportion of persons 25 years old and over without a high school diploma has declined from 43.5% in 1990 to 29.1% in 2000. Likewise, the proportion of persons 25 years and over with a bachelor's degree or higher increased from 9.4% in 1990 to 13% in 2000.

Table 1.10 Comparison Educational Attainment

Educational Attainment	Jonesboro	Georgia	Clayton	DeKalb	Fayette	Fulton	Henry
Less than 9th Grade	8.12%	7.58%	6.44%	5.65%	2.22%	5.14%	4.06%
9th to 12th Grade (No Diploma)	20.98%	13.85%	13.49%	9.30%	5.40%	10.85%	11.71%
High School Graduate (Includes Equivalency)	30.98%	28.65%	31.89%	20.32%	24.02%	19.37%	34.31%
Some College (No Degree)	22.00%	20.41%	25.54%	22.39%	24.95%	18.55%	23.72%
Associate Degree	4.94%	5.20%	6.00%	6.05%	7.23%	4.70%	6.66%
Bachelor’s Degree	9.76%	16.00%	12.21%	22.74%	23.91%	26.65%	13.53%
Graduate or Professional Degree	3.22%	8.30%	4.43%	13.56%	12.26%	14.73%	6.02%

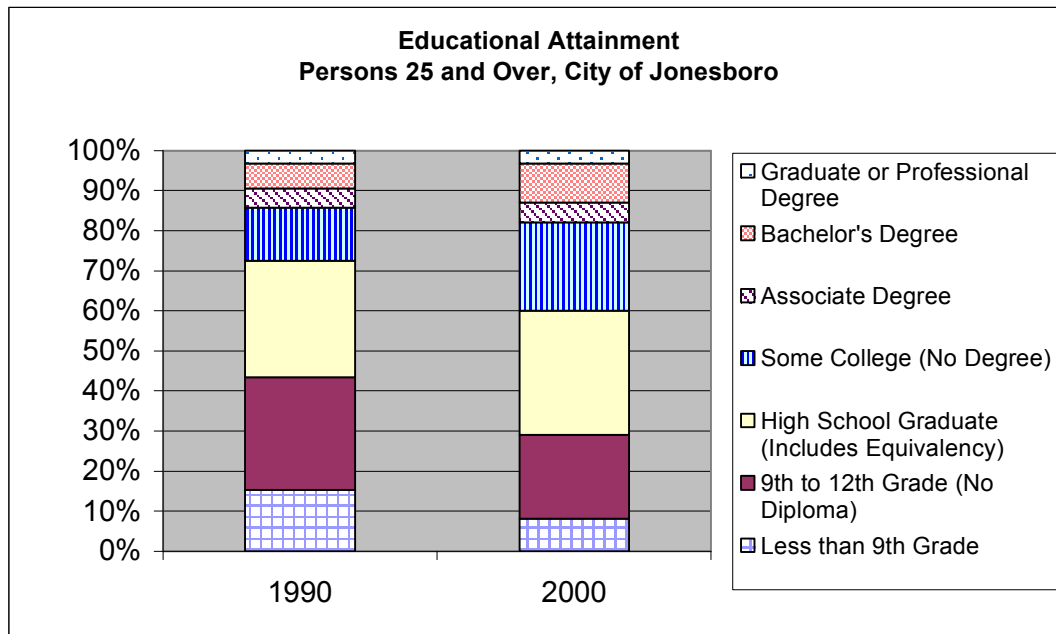
US Census

Table 1.11 City of Jonesboro Educational Attainment of Persons 25 Years and Older 1990 and 2000

Educational Attainment	1990	%	2000	%
Less than 9th Grade	341	15.3%	199	8.1%
9th to 12th Grade (No Diploma)	627	28.2%	514	21.0%
High School Graduate (Includes Equivalency)	644	28.9%	759	31.0%
Some College (No Degree)	298	13.4%	539	22.0%
Associate Degree	107	4.8%	121	4.9%
Bachelor’s Degree	136	6.1%	239	9.8%
Graduate or Professional Degree	73	3.3%	79	3.2%
TOTAL Adult Population 25 Years and Over	2,226	100.0%	2,450	100.0%

Source: Planbuilder Accessed 2/9/04

Figure 1.8 Educational Attainment for Persons Over 25 in the City of Jonesboro



The Clayton County School System operates the schools within the City of Jonesboro. Educational statistics are presented for Clayton County and the State of Georgia in Tables 1.12 and 1.13. Many of these statistics are unavailable for the City of Jonesboro. Given the lower overall educational attainment levels in Jonesboro, these statistics may not accurately reflect the situation at the local level. Department of Education figures show that the percentage of students dropping out of high school dropped significantly between 1995 and 2001, and that greater numbers of students completing high school are going on state colleges and technical schools. Despite these educational gains, however, graduation test scores have dropped. The decline in graduation test scores in Clayton mirrors the decline in test scores statewide. Much of this trend in declining pass rates can be attributed to the increased testing standards implemented in Georgia. In 1997 and 1998, new graduation requirement tests for social studies and science were introduced.

Table 1.12 Clayton County Education Statistics

Clayton County: Education Statistics							
Category	1995	1996	1997	1998	1999	2000	2001
H.S. Graduation Test Scores (All Components)	85%	80%	71%	70%	67%	67%	59%
H.S. Dropout Rate	13.80%	11.30%	10.60%	9.40%	9.10%	8.70%	8.10%
Grads Attending Georgia Public Colleges	31.50%	42.50%	40.70%	41.20%	40.00%	NA	NA
Grads Attending Georgia Public Technical Schools	2.50%	3.50%	1.20%	2.50%	3.10%	4.10%	NA

Source: Department of Education as cited in Clayton County Comp. Plan 2025

Table 1.13 Georgia Education Statistics

Georgia: Education Statistics							
Category	1995	1996	1997	1998	1999	2000	2001
H.S. Graduation Test Scores (All Components)	82%	76%	67%	68%	66%	68%	65%
H.S. Dropout Rate	9.26%	8.60%	7.30%	6.50%	6.50%	6.50%	6.40%
Grads Attending Georgia Public Colleges	35.00%	30.00%	30.20%	38.80%	37.50%	37.30%	36.10%
Grads Attending Georgia Public Technical Schools	5.40%	6.20%	7.10%	6.50%	6.40%	7.40%	8.80%

Source: Department of Education as cited in Clayton County Comp. Plan 2025

1.7 Income

Household income includes the income of the householder and all other individuals 15 years old and over in a household, regardless of relation to the householder. Medians are used as the principal measure of centrality for income rather than averages because of the positive skew of most income distributions. In other words, a few extremely rich persons can distort income averages by raising the average income to a level not representative of the general population. The City of Jonesboro has a relatively low median household income (\$31,951) as compared to Clayton County (\$42,697) and the State of Georgia (\$42,433). (See Table 1.14) However, median household incomes have risen substantially within the city between 1989 (\$22,355) and 1999 (\$31,951). This represents an increase of 42.93%, which does exceed the rate of inflation over the same time period (34.4%). Therefore, while incomes in the City of Jonesboro remain well below the surrounding county and state, there have been substantial increases in real terms.

Table 1.14 Median Household Income Comparison 1989 - 1999

Median Household Income Comparison 1989 - 1999				
Category	United States	Georgia	Clayton County	Jonesboro
Median Household Income in 1989	\$30,056	\$29,021	\$33,472	\$22,355
Median Household Income in 1999	\$41,994	\$42,433	\$42,697	\$31,951
% Change 89 - 99	39.72%	46.21%	27.56%	42.93%

Another measure of income available for comparison is per capita income. Per capita income is the mean income computed for every man, woman, and child in a particular community. Per capita income is derived by dividing the total income of a particular community with the total population of that group. Jonesboro's per capita income (\$16,178) lags considerably behind Clayton County (\$18,079) and the State of Georgia (\$21,154). (See Table 1.15) As with household income, per capita incomes in Jonesboro have also risen significantly between 1989 and 1999. The rate of per capita income growth in Jonesboro (39.03%) exceeded both that of Clayton County (33.16%) and the rate of inflation (34.4%).

Table 1.15 Per Capita Income Comparison 1989 - 1999

City of Jonesboro Per Capita Income 1989 - 1999				
Category	United States	Georgia	Clayton County	Jonesboro
Per Capita Income 1989	\$14,420	\$13,631	\$13,577	\$11,636
Per Capita Income 1999	\$21,587	\$21,154	\$18,079	\$16,178
% Change 89 - 99	49.70%	55.19%	33.16%	39.03%

While median and per capita income figures provide important measures of central tendency, it is also important to examine the distribution of income in Jonesboro across different income brackets. The distribution of household incomes in Jonesboro between 1979 and 1999 is displayed in Table 1.16 and Figure 1.9. There have been increases in the proportion of the population within each income bracket above \$50,000. There have also been sharp declines in the proportion of the population within the income categories between \$10,000 and 20,000. As opposed to the previous two decades, the city now has no recorded households earning under \$5,000. On the other hand, there has been an increase in the percentage total households making \$5,000 to \$9,999.

Table 1.16 City of Jonesboro Household Income Distribution

City of Jonesboro Household Income Distribution						
Category	1979	%	1989	%	1999	%
TOTAL Households	1217		1464		1461	
Income less than \$5000	126	10.4%	139	9.5%	NA	NA
Income \$5000 - \$9999	137	11.3%	223	15.2%	243	16.6%
Income \$10000 - \$14999	160	13.1%	181	12.4%	71	4.9%
Income \$15000 - \$19999	199	16.4%	108	7.4%	75	5.1%
Income \$20000 - \$29999	165	13.6%	236	16.1%	290	19.8%
Income \$30000 - \$34999	136	11.2%	142	9.7%	72	4.9%
Income \$35000 - \$39999	103	8.5%	68	4.6%	113	7.7%
Income \$40000 - \$49999	66	5.4%	145	9.9%	62	4.2%
Income \$50000 - \$59999	38	3.1%	108	7.4%	182	12.5%
Income \$60000 - \$74999	30	2.5%	37	2.5%	189	12.9%
Income \$75000 - \$99999	28	2.3%	40	2.7%	71	4.9%
Income \$100000 or more	27	2.2%	37	2.5%	93	6.4%

Source: Planbuilder, Accessed 2/06/04

Figure 1.9 Household Income Distribution 1979 - 1999

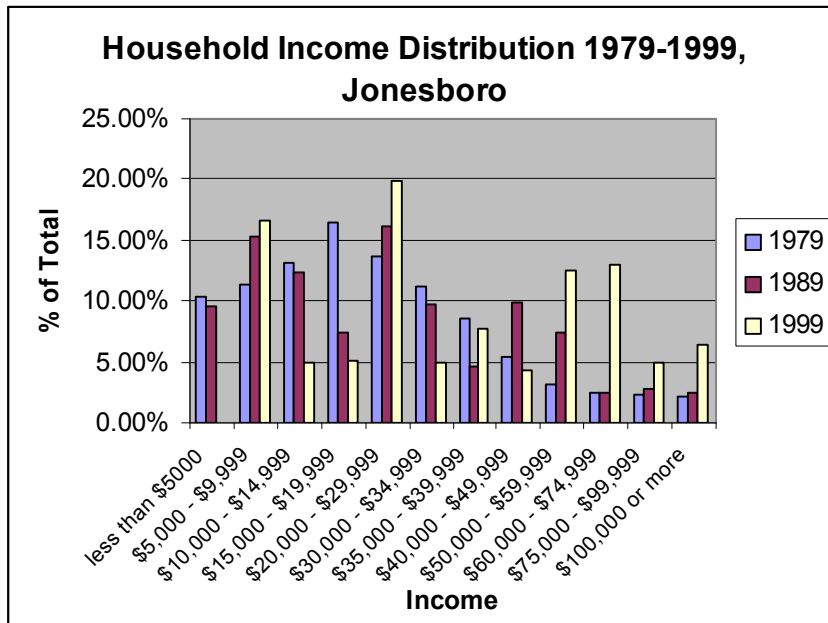


Table 1.17 presents a comparison between the household income distribution in Jonesboro and the larger Clayton County area. One figure that stands out is the high proportion of households making less than \$10,000 in Jonesboro (16.63%) relative to Clayton County (6.12%). This may be due to the existence of a small number of public housing units within the city of Jonesboro. The Jonesboro Housing Authority (JHA) is the sole provider of public housing within Clayton County. The authority operates 35 public housing units and provides Section 8 vouchers for an additional 1,538 low and moderate-income County residents. The existence of such services may act as a magnet for low income households despite the official Section 8 policy of de-concentrating poverty.

Table 1.17 Comparison of Income Distribution

Clayton County Household Income Distribution, 1999				
	Jonesboro		Clayton	
	Households	%	Households	%
Total:	1,461		82,272	
Less than \$10,000	243	16.63%	5,031	6.12%
\$10,000 to \$14,999	71	4.86%	3,286	3.99%
\$15,000 to \$19,999	75	5.13%	4,934	6.00%
\$20,000 to \$24,999	123	8.42%	5,867	7.13%
\$25,000 to \$29,999	167	11.43%	6,280	7.63%
\$30,000 to \$34,999	72	4.93%	6,335	7.70%
\$35,000 to \$39,999	113	7.73%	5,781	7.03%
\$40,000 to \$44,999	27	1.85%	5,963	7.25%
\$45,000 to \$49,999	35	2.40%	4,880	5.93%
\$50,000 to \$59,999	182	12.46%	9,444	11.48%
\$60,000 to \$74,999	189	12.94%	9,934	12.07%
\$75,000 to \$99,999	71	4.86%	8,566	10.41%
\$100,000 to \$124,999	42	2.87%	3,143	3.82%
\$125,000 to \$149,999	17	1.16%	1,196	1.45%
\$150,000 or more	34	2.33%	1,632	1.98%

US Census

1.8 Population Projections

One of the most important elements of the population chapter is the projection of future population growth for the City of Jonesboro. Because of the stability of Jonesboro’s population over the previous twenty years, a conservative approach has been applied to future growth projections. The annual growth rate for the City of Jonesboro between 1990 and 2000 has been applied to future population growth. The results yield a modest population increase of 5.4% between 2000 and 2010. By this formula, the population of Jonesboro is predicted to increase 14.07% between 2000 and 2025.

Table 1.18 City of Jonesboro Projected Population

City of Jonesboro Projected Population						
2000	2005	2010	% Change 00 – 10	2020	2025	% Change 00 - 25
3,829	3,931	4,036	5.4%	4,254	4,368	14.07%

However, there are several factors which could dramatically change these population forecasts. First, growth in Clayton, and surrounding counties has been robust over the previous two decades. Clayton County experienced 21.08% growth between 1980 and 1990 and 29.92% growth between 1990 and 2000. Likewise, many of the census tracts surrounding Jonesboro have experienced population growth. While Census Tract 406.12, which comprises the western portion of Jonesboro, experienced a 10.1% decline in population between 1990 and 2000, each of the surrounding tracts increased in population over the same time period. (See Map 1.5) Hence, while historic population trends have not produced strong growth in Jonesboro, the growth in surrounding areas may be an indicator of future population expansion. Next, the availability of undeveloped land and zoning regulations of land could also have an effect on future population change. Without available land that is suitably zoned for development, there is little chance of additional residential construction. In the case of Jonesboro, a sizable portion of land was recently annexed in the southwest corner of the city around the former airport site. The redevelopment of this land may allow for an expansion of existing population. In addition, the revision of Jonesboro's zoning ordinances for the inclusion of several mixed use areas could allow for greater density of development within the city. (See Land Use Element, Section 7.5) Finally, the construction of new infrastructure could have an effect on future population trends. The planned commuter rail facility running through the heart of Jonesboro would likely support higher residential density around the proposed downtown mixed use areas and spur gentrification.

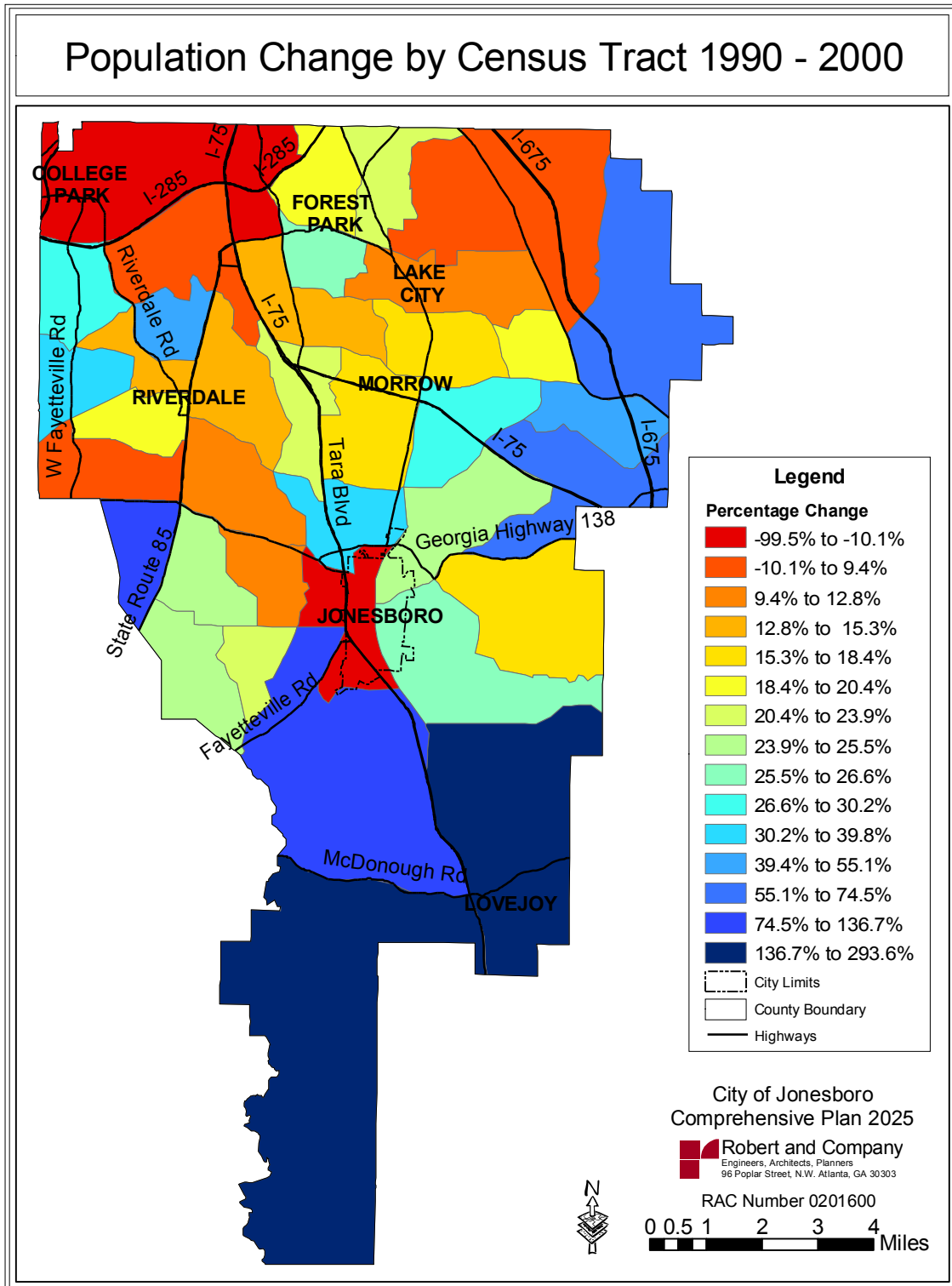
1.9 Population Assessment

The city's population has fluctuated only slightly over the past twenty years with a slight decline of -6.75% over the 1980s and a subsequent rebound of 5.34% in the 1990s. While population levels have been stable, there have been some significant demographic shifts within the City of Jonesboro. For example, the population has begun to diversify with a growing number of African Americans and Hispanics. Given the number and spatial distribution of these racial groups within Clayton County, there will likely be increased racial diversity in Jonesboro.

Educational attainment levels within the City of Jonesboro are low compared to the surrounding county and state. However, there have been important gains over the previous decade as the proportion of persons with no high school diploma has declined sharply and the number of persons with a college degree has risen. Similarly, income levels within the city of Jonesboro are low compared to the surrounding region. This is unsurprising given that education levels and income are closely correlated. There has been a significant increase in median household income and per capita income within the city over the previous decade.

While the City of Jonesboro has had a relatively stable population, there is the potential for greater future growth given the trends in Clayton County and the surrounding region. The historic quality of Jonesboro's Main Street area and the planned construction of commuter rail through the town could be an impetus for future development. Furthermore, revised zoning regulations supporting mixed use development could allow for greater density within designated areas.

Map 1.5 Population Change by Census Tract 1990 - 2000



CHAPTER 2 ECONOMIC DEVELOPMENT

Introduction

This chapter includes information regarding the City of Jonesboro’s economic base, labor force, and general economic trends. Throughout the chapter, information on the economic conditions at the county, state, regional, and national level is also given in order to provide points of comparison to the conditions in Jonesboro. The purpose of inventory and assessment of the current economic conditions in the city is to identify economic development needs and integrate them into the overall comprehensive planning process. After determining the city’s needs, the land uses necessary to support economic development can be determined, and the infrastructure and policy support needed to fulfill the economic development goals can be provided.

2.1 Employment by Industry Sector

Employment by industry information is not readily available for small cities. The most recent information available for Jonesboro is from the 1997 Economic Census, the information from the 2002 Economic Census has not been released at this time (Spring 2004). The limited information available shows that the sectors accounting for the greatest proportions of employment in the City of Jonesboro are retail and accommodations and food services. (Table 2.1). Additionally, there appears to be some concentration of employment in the health care and social assistance sectors, which may be due to the city’s status as the government center for Clayton County. Data from the 1997 Economic Census is not directly comparable to the 1992 Economic Census due to changes in classification and reporting procedures, however, limited comparisons based on counts of the number of establishments operating in the city (Tables 2.2 and 2.3) suggest that there has been an overall decline in employment in the retail, wholesale, and service sectors of Jonesboro’s economy. This may be indicative of the trend of declining “Main Street” commercial activity as many traditionally downtown retail and service providers have been replaced by larger chain operations preferring to be located in newer strip malls and large “big-box” complexes near major roadways.

While employment projections are unavailable for the city, projections for the county show that the services and transportation, communications and utilities (TCU) sectors will continue growing over the next twenty years. Due to recent downtown revitalization planning efforts, such as the 2003 Jonesboro Livable Centers Initiative (LCI) study, it may be assumed that Jonesboro will follow a similar trend regarding growth of the services sector. The growth of the TCU sector will probably be less in the City of Jonesboro due to its distance from Hartsfield-Jackson Atlanta International Airport, which is the primary generator of TCU employment in the county. In Jonesboro, the growth in the retail trade sector will most likely replace growth in TCU following the projected state rather than county trends.

Table 2.1 Employment by Sector

Comparison of Employment by Sector 1997				
Industry	Jonesboro			Clayton County
	Establishments	Employment	% Share of County Employment in Sector	Employment
Manufacturing	N/A	N/A	---	5,901
Wholesale	12	100-249	---	6,142
Retail	71	917	5.66%	16,204
Real Estate & Rental & Leasing	13	67	5.05%	1,326
Professional, Scientific, & Technical Services	59	185	12.16%	1,521
Administrative & Support & Waste Management & Remediation Services	14	188	3.28%	5,740
Educational services	2	0-19		159
Health Care & Social Assistance	21	385	8.97%	4,290
Arts, Entertainment, & Recreation	1	0-19	---	290
Accommodations & Foodservices	33	500-999	---	10,412
Other Services (Except Public Administration)	27	113	6.13%	1,842

Source: US Census Bureau, 1997 Economic Census

Table 2.2 Projected Employment by Industry 1990 – 2025

Clayton County Employment by Sector								
Category	1990	1995	2000	2005	2010	2015	2020	2025
Total	103,558	122,374	141,987	157,175	172,092	186,053	198,429	208,839
Farm	83	66	60	59	58	56	55	54
Agricultural Services, Other	398	585	544	588	639	690	737	779
Mining	42	71	66	68	70	72	74	76
Construction	5,462	6,705	6,610	6,728	6,872	7,038	7,238	7,481
Manufacturing	5,868	6,416	7,854	8,115	8,375	8,619	8,843	9,046
Trans, Comm, & Public Utilities	24,173	29,562	39,957	48,239	56,126	63,036	68,353	71,629
Wholesale Trade	6,117	7,571	8,866	9,748	10,459	11,095	11,713	12,347
Retail Trade	25,396	25,224	26,604	28,682	30,591	32,198	33,418	34,223
Finance, Insurance, & Real Estate Services	4,015	4,818	5,538	5,795	6,057	6,324	6,601	6,892
Federal Civilian Government	2,713	2,065	2,101	2,086	2,043	1,977	1,888	1,779
Federal Military Government	819	829	849	862	873	880	884	886
State & Local Government	10,647	10,532	12,104	12,809	13,573	14,394	15,245	16,111

Source: US Census (compiled by DCA Georgia Planbuilder)

Table 2.3 Comparison of Projected Employment by Sector 1990 – 2025

Employment by Sector for Georgia and Clayton County									
Location	Sector	1990	1995	2000	2005	2010	2015	2020	2025
Georgia	Farm	2.01%	1.63%	1.39%	1.24%	1.11%	1.00%	0.90%	0.82%
Clayton Co.	Farm	0.08%	0.05%	0.04%	0.04%	0.03%	0.03%	0.03%	0.03%
Georgia	Agricultural Services, Other	0.85%	1.06%	1.13%	1.15%	1.16%	1.17%	1.17%	1.16%
Clayton Co.	Agricultural Services, Other	0.38%	0.48%	0.38%	0.37%	0.37%	0.37%	0.37%	0.37%
Georgia	Mining	0.29%	0.22%	0.20%	0.18%	0.17%	0.17%	0.16%	0.15%
Clayton Co.	Mining	0.04%	0.06%	0.05%	0.04%	0.04%	0.04%	0.04%	0.04%
Georgia	Construction	5.75%	5.58%	6.10%	6.05%	5.94%	5.80%	5.66%	5.52%
Clayton Co.	Construction	5.27%	5.48%	4.66%	4.28%	3.99%	3.78%	3.65%	3.58%
Georgia	Manufacturing	15.51%	14.27%	12.63%	12.07%	11.56%	11.03%	10.50%	9.97%
Clayton Co.	Manufacturing	5.67%	5.24%	5.53%	5.16%	4.87%	4.63%	4.46%	4.33%
Georgia	Trans, Comm, & Public Utilities	5.86%	5.72%	6.10%	6.17%	6.19%	6.16%	6.09%	5.97%
Clayton Co.	Trans, Comm, & Public Utilities	23.34%	24.16%	28.14%	30.69%	32.61%	33.88%	34.45%	34.30%
Georgia	Wholesale Trade	6.18%	5.73%	5.69%	5.74%	5.73%	5.71%	5.69%	5.66%
Clayton Co.	Wholesale Trade	5.91%	6.19%	6.24%	6.20%	6.08%	5.96%	5.90%	5.91%
Georgia	Retail Trade	16.44%	17.14%	16.80%	17.08%	17.32%	17.51%	17.65%	17.76%
Clayton Co.	Retail Trade	24.52%	20.61%	18.74%	18.25%	17.78%	17.31%	16.84%	16.39%
Georgia	Finance, Insurance, & Real Estate	6.64%	6.36%	7.12%	7.05%	6.98%	6.91%	6.83%	6.76%
Clayton Co.	Finance, Insurance, & Real Estate	3.88%	3.94%	3.90%	3.69%	3.52%	3.40%	3.33%	3.30%
Georgia	Services	23.75%	26.61%	28.63%	29.27%	30.10%	31.07%	32.16%	33.35%
Clayton Co.	Services	17.21%	22.82%	21.72%	21.25%	21.13%	21.32%	21.86%	22.76%
Georgia	Federal Civilian Government	2.79%	2.33%	1.90%	1.76%	1.63%	1.53%	1.43%	1.35%
Clayton Co.	Federal Civilian Government	2.62%	1.69%	1.48%	1.33%	1.19%	1.06%	0.95%	0.85%
Georgia	Federal Military Government	2.46%	2.24%	1.93%	1.82%	1.71%	1.61%	1.51%	1.42%
Clayton Co.	Federal Military Government	0.79%	0.68%	0.60%	0.55%	0.51%	0.47%	0.45%	0.42%
Georgia	State & Local Government	11.46%	11.11%	10.39%	10.44%	10.40%	10.33%	10.22%	10.10%
Clayton Co.	State & Local Government	10.28%	8.61%	8.52%	8.15%	7.89%	7.74%	7.68%	7.71%

Source: Woods and Poole Economics, Inc. as listed on DCA Georgia Planbuilder

2.2 Earnings by Sector

Tables 2.4 and 2.5 show historic numbers of establishments and sales/receipts for the City of Jonesboro and Clayton County. Differences in the level of detail in reporting between the years 1992 and 1997 make historic comparisons difficult. There appears to have been a decline in the number of retail and wholesale establishments in Jonesboro between 1992 and 1997. The city’s share of county sales generated by retail has also fallen over the same time period.

Table 2.4 Comparison of Number of Establishments and Sales/Receipts 1992

Comparison of Number of Establishments and Sales/Receipts 1992						
	City of Jonesboro				Clayton County	
Industry	Number of Establishments	% of County Total	Sales (\$ Millions Receipts for Services)	% of County Total	Number of Establishments	Sales (\$ Millions Receipts for Services)
Retail	98	9.21%	185	9.19%	1,064	2,012
Wholesale	22	6.77%	32	0.96%	325	3,317
Services	148	13.35%	48	6.64%	1,109	723

Source: US Census Bureau. 1992 Economic Census.

Table 2.5 Comparison of Number of Establishments and Sales/Receipts, 1997

Comparison of Number of Establishments and Sales/Receipts, 1997						
Industry (SAICS Code)	City of Jonesboro				Clayton County	
	Number of Establishments	% of County Total	Sales (\$1,000) (Receipts for Services)	% of County Total	Number of Establishments	Sales (\$1,000) (Receipts for Services)
Manufacturing	4	2.40%	*		167	\$1,641,582
Wholesale	12	3.80%	*	*	316	\$3,345,210
Retail	71	8.53%	\$128,410	4.70%	832	\$2,731,688
Real Estate & Rental & Leasing	13	6.60%	\$8,193	4.41%	197	\$185,590
Professional, Scientific, & Technical Services	59	25.99%	\$13,023	11.03%	227	\$118,091
Administrative & Support & Waste Management & Remediation Services	14	7.29%	\$6,432	2.88%	192	\$223,438
Educational services	2	8.70%	*	*	23	\$10,259
Health Care & Social Assistance	21	5.69%	\$17,175	5.84%	369	\$293,973
Arts, Entertainment, & Recreation	1	3.70%	*	*	27	\$11,196
Accommodations & Foodservices	33	8.78%	*	*	376	\$422,948
Other Services (Except Public Administration)	27	8.65%	\$7,755	5.89%	312	\$131,692

Source: US Census Bureau. 1997 Economic Census.

* Data withheld to avoid identifying individual firms

Comparative earnings by industry for the City of Jonesboro, Clayton County, and Georgia are presented in Table 2.6. Retail trade (70.95%) accounts for the vast majority of earnings in Jonesboro. This economic specialization in retail trade does not compare to industry earnings in Clayton County or the state where, where retail trade makes up only 30.0% and 25% of sales receipts respectively, the lack of sales receipts information for wholesale or manufacturing sectors may account for the discrepancy in these figures. All other listed sectors combined make up only 30% of the total earnings in Jonesboro and no other industries appear to have a larger than 10% share of the city's total sales receipts.

Table 2.6 Comparison of Earnings by Industry, 1997

Comparison of Earnings by Industry, 1997					
Industry	City of Jonesboro			Clayton County	Georgia
	Sales (\$1,000) (Receipts for Services)	% of Total for Industries	% of County Total	% of Total Sales / Receipts	% of Total Sales / Receipts
Manufacturing	*	*		18.01%	43.06%
Wholesale	*	*	*	36.70%	5.11%
Retail	\$128,410	70.95%	4.70%	29.97%	24.97%
Real Estate & Rental & Leasing	\$8,193	4.53%	4.41%	2.04%	2.39%
Professional, Scientific, & Technical Services	\$13,023	7.20%	11.03%	1.30%	5.32%
Administrative & Support & Waste Management & Remediation Services	\$6,432	3.55%	2.88%	2.45%	3.40%
Educational services	*	*	*	0.11%	0.17%
Health Care & Social Assistance	\$17,175	9.49%	5.84%	3.22%	8.20%
Arts, Entertainment, & Recreation	*	*	*	0.12%	0.68%
Accommodations & Foodservices	*	*	*	4.64%	3.35%
Other Services (Except Public Administration)	\$7,755	4.28%	5.89%	1.44%	3.35%
TOTAL	\$180,988	100.00%	1.99%	100.00%	100.00%

Source: US Census Bureau. 1997 Economic Census. * Data withheld to avoid identifying individual firms

Projections for earnings are not available for the City of Jonesboro. Projected earnings for Clayton County and the State of Georgia are provided in Table 2.7. The projected decrease in manufacturing earnings between 2000 and 2025 is likely due to national trends of industrial decline, which are expected to continue. Retail trade, the largest earnings sector in Jonesboro is also projected to decline in Clayton County. However the decline at the county level is most likely due to shifts in industry concentration to the transportation/communication/utilities sector, which

is projected to grow from 42.5% in 2000 to 50.1% in 2025. The growth of Hartsfield-Jackson Atlanta International Airport will likely have a smaller effect on the economy of Jonesboro and therefore it is expected that Jonesboro's industry earnings breakdown will more closely follow the trends projected for the state.

Table 2.7 Earnings by Sector for Georgia and Clayton County

Earnings by Sector for Georgia and Clayton County									
	Sector	1990	1995	2000	2005	2010	2015	2020	2025
GA	Farm	1.36%	1.40%	0.98%	0.93%	0.89%	0.85%	0.82%	0.79%
Clayton	Farm	0.01%	0.01%	0.01%	0.01%	0.01%	0.00%	0.00%	0.00%
GA	Agricultural Services, Other	0.46%	0.53%	0.59%	0.60%	0.61%	0.62%	0.62%	0.62%
Clayton	Agricultural Services, Other	0.19%	0.21%	0.20%	0.20%	0.19%	0.19%	0.19%	0.19%
GA	Mining	0.36%	0.29%	0.27%	0.25%	0.22%	0.21%	0.19%	0.18%
Clayton	Mining	0.05%	0.05%	0.05%	0.05%	0.04%	0.04%	0.04%	0.03%
GA	Construction	5.82%	5.39%	6.00%	5.86%	5.67%	5.46%	5.26%	5.06%
Clayton	Construction	4.75%	4.81%	4.46%	3.96%	3.59%	3.31%	3.13%	3.04%
GA	Manufacturing	17.51%	16.84%	14.86%	14.45%	14.05%	13.59%	13.08%	12.53%
Clayton	Manufacturing	6.17%	6.00%	6.05%	5.58%	5.22%	4.96%	4.77%	4.66%
GA	Trans, Comm, & Public Utilities	8.75%	9.43%	9.89%	9.99%	10.01%	9.96%	9.84%	9.63%
Clayton	Trans, Comm, & Public Utilities	41.63%	41.61%	42.50%	45.77%	48.18%	49.71%	50.35%	50.10%
GA	Wholesale Trade	8.86%	8.17%	8.44%	8.36%	8.21%	8.05%	7.88%	7.71%
Clayton	Wholesale Trade	6.36%	7.33%	7.26%	6.91%	6.54%	6.23%	6.02%	5.92%
GA	Retail Trade	9.17%	9.08%	8.99%	8.97%	8.93%	8.87%	8.80%	8.71%
Clayton	Retail Trade	13.31%	10.46%	9.76%	9.11%	8.55%	8.08%	7.68%	7.34%
GA	Finance, Insurance, & Real Estate	6.43%	6.86%	7.57%	7.66%	7.73%	7.78%	7.81%	7.82%
Clayton	Finance, Insurance, & Real Estate	2.43%	2.86%	2.40%	2.28%	2.19%	2.13%	2.11%	2.11%
GA	Services	21.95%	24.33%	26.77%	27.78%	29.02%	30.44%	32.02%	33.73%
Clayton	Services	12.09%	16.20%	17.29%	16.97%	16.96%	17.26%	17.91%	18.95%
GA	Federal Civilian Government	4.66%	4.17%	3.39%	3.11%	2.87%	2.67%	2.49%	2.33%
Clayton	Federal Civilian Government	3.02%	2.23%	1.79%	1.57%	1.37%	1.21%	1.08%	0.96%
GA	Federal Military Government	2.69%	2.49%	2.06%	1.94%	1.83%	1.72%	1.62%	1.53%
Clayton	Federal Military Government	0.30%	0.26%	0.22%	0.20%	0.18%	0.17%	0.16%	0.15%
GA	State & Local Government	11.97%	11.01%	10.18%	10.10%	9.95%	9.78%	9.58%	9.37%
Clayton	State & Local Government	9.70%	7.96%	8.02%	7.41%	6.98%	6.70%	6.56%	6.53%

2.3 Weekly Wages

Weekly wage information is not available for the City of Jonesboro. In place of city-level data, wage information for Clayton County has been analyzed to meet minimum planning standards. United States Bureau of Labor Statistics data from 1999 the shows that the transportation, communications, and utilities sector (TCU) provides the highest average weekly wage (\$943) in Clayton County (Table 2.10). Following TCU for wages are wholesale industries (\$736) and manufacturing (\$698). The lowest wages in Clayton County are found in retail trade (\$341) and agriculture, forestry and fishing (\$417) (Table 2.8). Wages in Clayton County increased during

the period from 1990 to 1999; overall the average weekly wage grew 34%. Wages increased the fastest in the services sector, which saw an increase of over 50%.

Wages are higher in Clayton County than at the state level. However, wages increased much more significantly at the state level between 1990 and 1999 with the average weekly wage for all industries growing by 48%. In 1999 the highest wages at the state level are found in wholesale trade jobs at \$932 per week. This wage is 21% higher than the average wholesale trade wage in Clayton County (\$736 per week) (Table 2.9). The second highest wages at the state level are in finance, insurance and real estate (FIRE), \$900 per week; this is 30% more than the average Clayton County weekly wage for the sector (\$623). TCU is the third ranking sector for wages in the state, paying an average of \$895 per week; this is \$48 or 5% less than the 1999 average weekly wage for the sector in Clayton County.

Table 2.8 Clayton County Average Weekly Wages

Clayton County: Average Weekly Wages											
Category	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
All Industries	\$468	\$494	\$522	\$546	\$546	\$549	\$555	\$586	\$611	\$635	\$663
Agriculture, Forestry, Fishing	NA	324	348	309	294	298	308	NA	NA	382	417
Mining	NA	NA	NA	NA	635	NA	NA	NA	NA	NA	NA
Construction	NA	456	471	484	487	509	522	565	597	629	658
Manufacturing	NA	499	519	548	560	588	616	659	649	676	698
TCU	NA	841	844	835	860	872	883	908	910	916	943
Wholesale	NA	505	548	589	615	619	631	661	696	743	736
Retail	NA	255	264	276	265	272	283	295	305	329	341
Financial, Insurance, Real Estate	NA	425	459	482	482	491	507	505	546	554	623
Services	NA	375	390	424	406	403	434	484	527	539	577
Federal Government	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
State Government	NA	NA	NA	NA	NA	NA	NA	554	577	596	623
Local Government	NA	NA	NA	NA	NA	NA	442	473	507	502	555

Source: US Bureau of Labor Statistics

Table 2.9 Georgia Average Weekly Wages

Georgia: Average Weekly Wages											
Category	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
All Industries	\$404	\$424	\$444	\$471	\$480	\$488	\$509	\$531	\$562	\$598	\$629
Agriculture, Forestry, Fishing	267	276	285	297	304	312	322	336	347	373	390
Mining	561	589	605	NA	NA	698	734	741	781	832	866
Construction	NA	434	439	451	461	479	508	534	556	590	623
Manufacturing	NA	450	473	503	511	531	555	588	620	656	684
TCU	NA	603	635	689	709	720	737	769	805	842	895
Wholesale	NA	603	632	669	695	711	729	762	809	873	932
Retail	NA	236	244	255	260	267	275	286	299	318	335
Financial, Insurance, Real Estate	NA	544	569	627	648	648	693	741	799	872	900
Services	NA	414	439	464	471	475	501	519	551	580	611
Federal Government	NA	543	584	612	651	667	666	701	774	791	808
State Government	NA	451	462	460	471	NA	493	517	533	561	579
Local Government	NA	387	401	401	410	420	440	461	480	506	523

Source: US Bureau of Labor Statistics

2.4 Income by Type

In 1999 earning (wages and salaries) accounted for approximately 75% of the incomes for Jonesboro households (Table 2.10). In comparison earnings from wages and salaries accounted for over 81% of the incomes for households in Georgia. Retirement income was a large source of income (21.1%) in for Jonesboro households compared to state figures (14.4%), which may account for the city's lower percentages of earnings from wages and salaries. However it should be noted that a greater percentage of households in Jonesboro are reliant on public assistance and supplemental security income than across the state. A factor contributing to this concentration of families subsisting on public assistance and SSI is the presence of services catering to this population and public housing in Jonesboro.

Table 2.10 1999 Sources of Household Income for City of Jonesboro and State of Georgia

Source of Household Income in 1999	Households in City of Jonesboro	% City of Jonesboro	% Georgia Households
With Earnings	1,108	75.8%	83.8%
With Wage or Salary Income	1,091	74.7%	81.3%
With Self-employment Income	97	6.6%	10.9%
Interest, Dividends, or Net Rental Income	291	19.9%	28.8%
Social Security Income	328	22.5%	21.9%
Supplemental Security Income (SSI)	103	7.0%	4.5%
Public Assistance Income	118	8.1%	2.9%
Retirement Income	309	21.1%	14.4%
Total Households	1,461	100.0%	100.0%

Source: US Census Bureau, 2000 Census. Summary File 3, Tables P58, P59, P60, P61, P62, P63, P64, P65.

Projected changes in income sources are unavailable for the City of Jonesboro. However, projections of future income sources available for Clayton County and the State of Georgia (Table 2.11) show that wage and salary income is expected to rise in Clayton County during the 2005 – 2025 planning period, this trend may be based on the recent growth of the working age population experienced at the county level. Jonesboro has experienced a similar trend and may expect to see gains in this type of earnings as well. Additionally, population projections presented in the Population Element of this Comprehensive Plan show that senior citizens will account for a smaller percentage of the population in the future while percentage of individuals aged 55 to 70 will grow (Table 1.8). This shift may also contribute to the growth of the percentage of households in Jonesboro with incomes from wages and salaries because members of these age cohorts are tending to continue working as their overall life expectancy increases.

Table 2.11 Personal Income by Type (%) for Georgia and Clayton County

Personal Income by Type (%) for Georgia and Clayton County									
	Category	1990	1995	2000	2005	2010	2015	2020	2025
Clayton	Wages & Salaries	76.57%	80.98%	89.86%	91.31%	92.43%	93.17%	93.49%	93.35%
GA	Wages & Salaries	60.36%	59.07%	61.18%	61.09%	61.00%	60.94%	60.92%	60.92%
Clayton	Other Labor Income	10.53%	12.05%	10.23%	10.25%	10.24%	10.19%	10.08%	9.93%
GA	Other Labor Income	8.68%	8.63%	6.84%	6.71%	6.60%	6.48%	6.38%	6.28%
Clayton	Proprietors Income	3.91%	3.44%	3.95%	3.96%	3.97%	3.96%	3.93%	3.88%
GA	Proprietors Income	7.11%	7.96%	8.65%	8.52%	8.43%	8.34%	8.26%	8.19%
Clayton	Dividends, Interest, & Rent	12.31%	11.36%	12.02%	11.74%	11.56%	11.47%	11.49%	11.61%
GA	Dividends, Interest, & Rent	17.34%	16.31%	16.80%	16.76%	16.70%	16.61%	16.49%	16.34%
Clayton	Transfer Payments to Persons	8.25%	11.54%	10.86%	10.82%	10.91%	11.16%	11.57%	12.16%
GA	Transfer Payments to Persons	10.94%	12.62%	11.13%	11.25%	11.43%	11.66%	11.93%	12.25%
Clayton	Less: Social Ins. Contributions	5.45%	5.97%	6.41%	6.78%	7.15%	7.47%	7.72%	7.92%
GA	Less: Social Ins. Contributions	4.33%	4.45%	4.49%	4.67%	4.86%	5.04%	5.19%	5.33%
Clayton	Residence Adjustment	-6.12%	13.40%	20.51%	21.30%	21.96%	22.48%	22.84%	23.03%
GA	Residence Adjustment	-0.10%	-0.15%	-0.11%	0.33%	0.70%	1.00%	1.21%	1.35%

Source: Woods and Pool Economics, Inc., Accessed via DCA Planbuilder.

2.5 Employment by Place of Work

Employment by place of work shows the number of residents who work locally as well as those who commute to other locations for work. Place of work for local residents also reflects the jobs/housing balance of a community. Of the employed residents in the City of Jonesboro as of the year 2000, 17.4% work within the city and an additional 37.7% work in the remaining portion of Clayton County (Table 2.12). The near 50/50 split of Jonesboro residents working close to home (in Clayton County) or commuting is fairly good for a metropolitan county and

shows a decent jobs/housing balance. That 50% of the city's working residents commute outside the county is fairly typical for a metropolitan area where two income households account for a good portion of cross metro commuting.

Table 2.12 Place of Work for Jonesboro Residents

Place of Work	Number of Residents Working	% of Total Employed
Worked in place of residence (Jonesboro)	300	17.4%
Worked in Clayton County, not Jonesboro	650	37.7%
Worked in central city of MSA (Atlanta)	201	11.7%
Worked in Atlanta MSA but not in central city	1,470	85.4%
Worked outside Atlanta MSA but in Georgia	32	1.9%
Worked Outside Georgia	19	1.1%
Total	1,722	100.0%

Source: US Census Bureau, 2000 Census, Summary File 3. Tables P26, P27, and P28.

2.6 Employment by Occupation

Employment by occupation for Jonesboro residents between 1990 and 2000 is presented in Table 2.13. In the year 2000, the largest occupational group of Jonesboro residents was clerical/administrative (22.6%), followed by professional and technical specialty occupations (14.3%) and machine operators, assemblers, and inspectors (12.8%). Between 1990 and 2000, the occupational mix of Jonesboro residents shifted considerably with many categories gaining substantial percentage shares (professional and technical specialists, machinists, assemblers, and inspectors, and transportation and material moving occupations) while some were reduced by nearly half (service occupations, precision production, craft and repair).

Table 2.13 Employment by Occupation for City of Jonesboro

Category	1990	%	2000	%
TOTAL All Occupations	1,637	100.0%	1,773	100.0%
Executive, Administrative and Managerial (not Farm)	138	8.4%	169	9.5%
Professional and Technical Specialty	121	7.4%	253	14.3%
Technicians & Related Support	37	2.3%	NA	NA
Sales	165	10.1%	149	8.4%
Clerical and Administrative Support	338	20.7%	400	22.6%
Private Household Services	24	1.5%	NA	NA
Protective Services	4	0.2%	NA	NA
Service Occupations (not Protective & Household)	252	15.4%	142	8.0%
Farming, Fishing and Forestry	26	1.6%	0	0.0%
Precision Production, Craft, and Repair	231	14.1%	143	8.1%
Machine Operators, Assemblers & Inspectors	74	4.5%	227	12.8%
Transportation & Material Moving	103	6.3%	189	10.7%
Handlers, Equipment Cleaners, Helpers & Laborers	124	7.6%	NA	NA

Source: US Census (compiled by DCA Georgia Planbuilder)

Table 2.14 compares employment by occupation in Jonesboro, Clayton County, Georgia, and the U.S. This comparison shows that the occupational mix of Jonesboro residents closely resembles that of the county, state and nation. One significant difference is the percentage of residents employed in management and professional occupations (23.8%) which is comparable to the county's share but significantly lower than the state or nation. The lack of residents employed in these typically higher paying occupations may attribute to the low incomes and reliance on supplemental income sources evident among the city's population.

Table 2.14 2000 Comparison of Employment By Occupation

Occupation	City of Jonesboro				Clayton County	Georgia	United States
	Male	Female	Total	%	%	%	%
Management, professional, and related occupations:	193	229	422	23.8%	24.1%	32.7%	33.6%
Service occupations:	90	153	243	13.7%	15.4%	13.4%	14.9%
Sales and office occupations:	183	366	549	31.0%	30.6%	26.8%	26.7%
Farming, fishing, and forestry occupations	0	0	0	0.0%	0.1%	0.6%	0.7%
Construction, extraction, and maintenance occupations:	220	7	227	12.8%	11.7%	10.8%	9.4%
Production, transportation, and material moving occupations:	241	91	332	18.7%	18.0%	15.7%	14.6%
Total	927	846	1,773	100%	100%	100%	100%

Source: US Census Bureau, 2000 Census, Summary File 3. Table P50.

2.7 Employment Status

Labor force participation for the City of Jonesboro for the years 1990 and 2000 is presented in Table 2.15. Overall labor force participation has declined from 66.8% in 1990 to 64.9% in 2000. There has been an increase in the number of males not in the labor force from 8.9% in 1990 to 12.7% in 2000. Jonesboro's overall labor force participation rate (64.9%) is lower than the County's (70.95%) as is the participation rate among women (64.% city vs. 66.67% county) and men (73.2% city vs. 75.66% county) as shown in Table 2.16. Some of this difference is accounted for by the age structure of Jonesboro, where 8.6% of the population is over 65 as opposed to 5.9% in Clayton County. Based on age distribution projections contained in the Population Element of this plan and trends towards longer careers it is anticipated that the labor-force participation rate will increase in Jonesboro during the 2005 – 2025 planning period.

Table 2.15 City of Jonesboro Labor Force Participation 1990 - 2000

Category	1990		2000	
TOTAL Males and Females	2,731	100.0%	2,829	100.0%
In Labor Force	1,823	66.8%	1,837	64.9%
Civilian Labor Force	1,823	66.8%	1,837	64.9%
Civilian Employed	1,637	59.9%	1,773	62.7%
Civilian Unemployed	186	6.8%	64	2.3%
In Armed Forces	0	0.0%	0	0.0%
Not in Labor Force	908	33.2%	992	35.1%
TOTAL Males	1,220	44.7%	1,336	47.2%
Male In Labor Force	976	35.7%	978	34.6%
Male Civilian Labor Force	976	35.7%	978	34.6%
Male Civilian Employed	890	32.6%	927	32.8%
Male Civilian Unemployed	86	3.1%	51	1.8%
Male In Armed Forces	0	0.0%	0	0.0%
Male Not in Labor Force	244	8.9%	358	12.7%
TOTAL Females	1,511	55.3%	1,493	52.8%
Female In Labor Force	847	31.0%	859	30.4%
Female Civilian Labor Force	847	31.0%	859	30.4%
Female Civilian Employed	747	27.4%	846	29.9%
Female Civilian Unemployed	100	3.7%	13	0.5%
Female In Armed Forces	0	0.0%	0	0.0%
Female Not in Labor Force	664	24.3%	634	22.4%

Source: DCA Planbuilder

Table 2.16 Comparison of 2000 Labor Force Participation

	Jonesboro		Clayton County	Georgia	US
TOTAL Males and Females	2,829	100.0%	100.00%	100.00%	100.00%
In Labor Force	1,837	64.9%	70.95%	66.07%	63.92%
Civilian Labor Force	1,837	64.9%	70.23%	65.00%	63.39%
Civilian Employed	1,773	62.7%	66.36%	61.43%	59.73%
Civilian Unemployed	64	2.3%	3.87%	3.57%	3.66%
In Armed Forces	-	0.0%	0.72%	1.07%	0.53%
Not in Labor Force	992	35.1%	29.05%	33.93%	36.08%
TOTAL Males	1,336	100.0%	100.00%	100.00%	100.00%
Male In Labor Force	978	73.2%	75.66%	73.11%	70.75%
Male Civilian Labor Force	978	73.2%	74.52%	71.20%	69.81%
Male Civilian Employed	927	69.4%	70.51%	67.65%	65.81%
Male Civilian Unemployed	51	3.8%	4.00%	3.55%	3.99%
Male In Armed Forces	-	0.0%	1.14%	1.91%	0.94%
Male Not in Labor Force	358	26.8%	24.34%	26.89%	29.25%
TOTAL Females	1,493	100.0%	100.00%	100.00%	100.00%
Female In Labor Force	859	57.5%	66.67%	59.43%	57.54%
Female Civilian Labor Force	859	57.5%	66.33%	59.15%	57.39%
Female Civilian Employed	846	56.7%	62.58%	55.57%	54.04%
Female Civilian Unemployed	13	0.9%	3.75%	3.59%	3.35%
Female In Armed Forces	-	0.0%	0.34%	0.28%	0.15%
Female Not in Labor Force	634	42.5%	33.33%	40.57%	42.46%

Source: DCA Planbuilder

2.8 Unemployment

Unemployment rate information is not available from the Bureau of Labor Statistics for cities with populations under 25,000 such as Jonesboro. However, unemployment information can be garnered from labor force participation information collected decennially through the Census. Table 2.16 shows that the unemployment rate of the labor force in the City of Jonesboro was significantly lower in 2000 (2.3%) than it had been a decade earlier. The 1990 unemployment rate was 6.8%. In comparison, the 2000 rate is more than a percentage point lower than the rate for Clayton County as a whole (Table 2.17) and lower than the 2000 rates for both the state (3.7%) and nation (4.0%).

Table 2.17 Unemployment Rates for Surrounding Counties, State, and Nation

Unemployment Rates for Clayton County, Surrounding Counties, Georgia and United States											
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Clayton County	7.30%	6.20%	5.60%	5.10%	4.50%	4.10%	3.80%	3.50%	3.40%	3.80%	6.30%
DeKalb County	6.60%	5.70%	5.40%	4.90%	4.40%	4.50%	4.10%	3.90%	3.50%	4.20%	6.20%
Fulton County	7.40%	6.40%	5.80%	5.40%	5.00%	4.60%	4.10%	3.90%	3.60%	4.30%	6.40%
Fayette County	4.20%	3.30%	2.90%	2.60%	2.30%	2.30%	2.30%	1.80%	2.00%	2.10%	3.00%
Henry County	5.40%	4.10%	3.70%	3.40%	2.80%	2.60%	2.30%	2.00%	2.00%	2.40%	4.10%
Georgia	7.00%	5.80%	5.20%	4.90%	4.60%	4.50%	4.20%	4.00%	3.70%	4.00%	5.10%
United States	7.50%	6.90%	6.10%	5.60%	5.40%	4.90%	4.50%	4.20%	4.00%	4.80%	5.60%

Source: U.S. Bureau of Labor Statistics, Accessed 2/12/04

2.9 Local Economic Development Resources

Because of the small geographic size and population of Jonesboro, many of the economic development resources are related to its location within Clayton County. Over time, Jonesboro has received support from Clayton County agencies in completing economic development initiatives. The following agencies and organizations should continue to be tapped for support of economic development in Jonesboro.

2.9.1 Economic Development Agencies

Economic development agencies are established to promote economic development and growth in a jurisdiction or region. The agencies create marketing techniques and provide coordination and incentives for new businesses wishing to locate their establishments or subsidiaries in Clayton County. Economic development agencies also assist existing businesses in a jurisdiction with expansion and relocation techniques. Agencies involved in economic development in Jonesboro include:

Clayton County Chamber of Commerce

A non-profit membership organization, the Clayton County Chamber of Commerce provides assistance to new businesses wishing to locate their establishments in the county. The agency's activities are focused in the areas of business recruitment and retention.

Development and Redevelopment Authority of Clayton County

The Development and Redevelopment Authority of Clayton County has the jurisdiction to issue tax exempt or taxable bonds to businesses wishing to locate in Clayton County. In accordance with the Georgia Redevelopment Powers Act, of 1985, the Authority can also create special district taxes on approved urban redevelopment issues. The authority also has jurisdiction to provide incentives such as tax breaks, venture capital programs, tax abatements and enterprise zones to new businesses locating in Clayton County as well as existing businesses. Additionally, the Authority has the power to buy and sell property and construct buildings. The Development and Redevelopment Authority has been active in redevelopment efforts related to the Jonesboro LCI Plan and the other projects.

The Small Business Development Center (SBDC)

This center, located at Clayton College and State University, is a partnership between the [U.S. Small Business Administration](#) and colleges and universities from around the state. The SBDC office at CCSU serves new and existing businesses in Clayton, Fayette, Henry and Spalding Counties. The center provides one-on-one counseling on a wide range of issues including: developing and updating business plans, identifying sources of capital, financial records analysis, specialized research geared to the specific needs of the business owner, accounting, marketing strategies, and governmental regulation compliance. The center also provides confidential services to companies seeking operational and strategic planning advice.

Joint Development Authority of Metro Atlanta

Through participation in the Joint Development Authority of Metropolitan Atlanta, Clayton, DeKalb, Douglas and Fulton Counties work together to address economic development as a region. The combined population of counties participating in the Joint Authority represents approximately 25% of the population of Georgia. By participating in the alliance, the member counties enable each company located within its jurisdiction to take advantage of a \$1,000-per-job state tax credit.

Economic Development Programs

Clayton County has a large number of programs and tools that are currently being utilized to foster local economic development. These programs and tools include industrial recruitment opportunities, business incubators, special tax districts, and industrial parks; as well as other similar activities.

2.10 Education and Training Opportunities

Clayton College & State University is an accredited, moderately selective four-year state university in the University System of Georgia. Located on 163 beautifully wooded acres with five lakes, Clayton State serves the population of metropolitan Atlanta, focusing on south metro Atlanta. The school's enrollment exceeds 5,700. Clayton State students live throughout Atlanta and represent every region of the United States and some 25 foreign countries. While one-third of the students are under 22, the median age is 28. The 2003 [US News & World Report](#) ranking of colleges identified Clayton State as having the most diverse student body population among comprehensive baccalaureate-level colleges and universities in the Southeastern United States. Clayton State has 158 full-time faculty. Two-thirds of the faculty teaching in programs leading to the bachelor's degree holds the highest degrees in their field. Through ITP Choice, the second phase of the Information Technology Project (ITP), all faculty and students are required to have access to a notebook computer. Now one of only 36 "Notebook Universities" nationwide, Clayton State was the third public university in the nation to require notebook computers when ITP started in January 1998.

2.11 Assessment of Economic Development Needs

Jonesboro has experienced a decline in its economy and needs to seek out ways to revitalize and compete with newer suburban professional and retail centers in the surrounding county.

The city's heritage tourism and retail activity has begun to gain a critical mass of support, these unique economic activities should be encouraged to grow and expand.

The jobs/housing balance and commute flows for city residents are fairly good and will potentially be enhanced by the development of a commuter rail station in the city that would provide a transit link to the greater Atlanta metropolitan area. However, although the city's population has grown in the past decade it remains quite small and is vulnerable to decline due to the aging and relocation of many older residents.

The proposed commuter rail station has great potential to support transit-oriented development and will help bring potential customers to the City of Jonesboro.

The formation of a downtown development authority should be supported, this organization can help support and implement the city's redevelopment plans.

Efforts should be made to diversify the city's economy and bring additional office type jobs to the area to balance out the quantity of lower paying food service and retail employment options.

2.12 Economic Development Vision

The city of Jonesboro will maintain a stable economic climate that provides a vibrant location for living and doing business.

2.13 Economic Development Goals and Policies

Goal 1.0 Develop a mix of commercial development that attract shoppers from the county, Atlanta metropolitan area and beyond and also serves the needs of city residents.

Policy 1.1 Promote development of community-based office and retail businesses.

Policy 1.2 Support programs and regulations that will result in a safe, convenient and aesthetically pleasing pedestrian environment and vehicular access to and from commercial locations in downtown Jonesboro.

Policy 1.3 Promote new business expansion for business and industry in and around Jonesboro.

Policy 1.4 Support the development of a commuter rail line with a station in Jonesboro.

Goal 2.0 Expand the "Main Street" style economic activity in Jonesboro.

Policy 2.1 Adopt design guidelines that will result in a consistent and compatible design scheme in the city's historic district.

Policy 2.2 Continue to support and promote heritage tourism and retail activity in the city.

Goal 3.0 Redevelop the declining commercial corridor area on the west side of the city.

Policy 3.1 Pursue LCI corridor funds to assist conduct a redevelopment planning study for the Tara Road corridor in the City of Jonesboro.

Policy 3.2 Establish a land trust fund that would be used to buy vacant lots within Jonesboro so they may be sold to developers

Goal 4.0 Increase the city's population.

Policy 4.1 Attract young professional families to help strengthen the city's tax base and add to the city's vibrancy.

Policy 4.1 Develop programs to aid individuals in purchasing and renovating the city's historic homes.

Policy 4.2 Encourage efforts to annex more area into the City of Jonesboro.

CHAPTER 3 HOUSING

Introduction

This section of the comprehensive plan includes information on housing type, age, condition, occupancy and cost. This information is used to evaluate Jonesboro's existing housing stock and project future housing trends in Jonesboro.

3.1 Housing Types

In 2000 the City of Jonesboro's housing stock was comprised of 62.72% single family, 33.19% multifamily, and 4.09% mobile homes (Table 3.1). These figures represent a significant change in the ratio of single family to multifamily homes since 1980, although as percentage of total housing, multi-family actually dropped by nearly 1% between 1990 and 2000. However, there was still an increase of 26 multi-family units in the city. In 1980, the ratio of single family homes to multi-family units was 78.0% single family and 21% multi-family with the remaining 1% comprised of mobile homes and other housing such as seasonal or migrant housing. Between 1980 and 2000 the City of Jonesboro actually lost over 100 single family units and gained 228 multi-family units, additionally the city gained a significant number of mobile homes.

Table 3.1 Jonesboro Housing by Type 1980 - 2000

Types of Housing Units in Jonesboro 1980 - 2000							
Category	No. of Units 1980	%	No. of Units 1990	%	No. of Units 2000	%	% Change 1990 - 2000
Single Family Detached	1,124	78.33%	978	65.42%	1,011	62.72%	3.37%
Multifamily (includes single family attached)	307	21.39%	509	34.05%	535	33.19%	5.11%
Mobile Home or Trailer	2	0.14%	0	0.00%	66	4.09%	n/a
All Other	2	0.14%	8	0.54%	0	0.00%	n/a
TOTAL Housing Units	1,435	100%	1495	100%	1,612	100.00%	7.83%

Sources: U.S. Bureau of the Census (from Plan Builder 2.20.04), 1980 data from 1997 Jonesboro Comprehensive Plan

The mix of housing types in the City of Jonesboro now closely mirrors that of Clayton County as a whole. (Table 3.2) In 2000, Clayton County's housing stock was comprised of 61.69% single family, 33.84% multifamily, and 4.40% mobile homes. Each of these proportions is within one percentage point of the housing mix found in Jonesboro. Thus, the City of Jonesboro has an appropriate combination of housing types to suit the needs of its residents. The change in total housing units in Jonesboro from 1990 to 2000 (7.83%) reflects the city's stable population. In contrast, with stronger population growth, Clayton County has seen a 20.20% increase in housing units over the same time frame. Housing proportion mixes and growth rates for the State of Georgia and the U.S. are provided in Tables 3.3 and 3.4.

Table 3.2 Housing Units by Type in Clayton County 1990 - 2000

Types of Housing Units in Clayton County 1990 – 2000					
Category	No. of Units 1990	%	No. of Units 2000	%	% Change 1990 – 2000
Single Family Detached	42,656	59.30%	53,335	61.69%	25.04%
Multi-family (includes single family attached)	26,020	36.17%	29,257	33.84%	12.44%
Mobile Home or Trailer	2,756	3.83%	3,802	4.40%	37.95%
All Other	499	0.69%	67	0.08%	-86.57%
TOTAL Housing Units	71,931	100.00%	86,461	100.00%	20.20%

Source: U.S. Bureau of the Census

Table 3.3 Housing Units by Type in Georgia 1990 - 2000

Types of Housing Units in Georgia 1980 – 2000					
Category	No. of Units 1990	%	No. of Units 2000	%	% Change 1990 - 2000
Single Family Detached	1,638,847	62.11%	2,107,317	64.21%	28.59%
Multi-family (includes single family attached)	671,683	25.46%	775,169	23.62%	15.41%
Mobile Home or Trailer	305,055	11.56%	394,938	12.03%	29.46%
All Other	22,833	0.87%	4,313	0.13%	-81.11%
TOTAL Housing Units	2,638,418	100.00%	3,281,737	100.00%	24.38%

Source: U.S. Bureau of the Census

Table 3.4 Housing Units by Type in the U.S. 1990 - 2000

Types of Housing Units in US 1980 – 2000					
Category	No. of Units 1990	%	No. of Units 2000	%	% Change 1990 – 2000
Single Family Detached	60,261,836	59.07%	69,865,957	60.28%	15.94%
Multifamily (includes single family attached)	33,242,712	32.58%	36,996,846	31.92%	11.29%
Mobile Home or Trailer	7,398,191	7.25%	8,779,228	7.57%	18.67%
All Other	1,119,014	1.10%	262,610	0.23%	-76.53%
TOTAL Housing Units	102,021,752	100.00%	115,904,641	100.00%	13.61%

Source: U.S. Bureau of the Census

3.2 Age and Condition of Housing

A comparison of the age of housing units for the city of Jonesboro, Clayton County, the ARC region, and the State of Georgia is listed in Table 3.5. Reflecting the historic nature of the community, Jonesboro has a significantly older housing stock than each of the larger areas of comparison. (See Natural and Cultural Resources Chapter, Section 4.14 for a discussion of historic resources in Jonesboro.) The median age of construction of housing units in Jonesboro

is 1967, as compared to 1979 in Clayton County, 1983 in the ARC area, and 1980 in Georgia. Only 6.2% of the housing stock in Jonesboro was built between 1990 and 2000. The majority of the city’s housing (60.6%) was built between 1960 and 1979. This relatively old housing stock in Jonesboro may be a cause for concern given the likely deterioration of older units. Also, older housing units may be an environmental concern because of lead-based paint contamination. Lead was banned from residential paint in 1978. With 89.3% of the housing stock in Jonesboro constructed 1979 or earlier, the vast majority of units are suspect for lead-based paint contamination.

Table 3.5 Comparison of Age of Housing

Age of Housing Units for Jonesboro, Clayton County, ARC Region and Georgia								
	Georgia		ARC		Clayton County		Jonesboro	
Total Units 2000:	3,281,737	%	1,331,264	%	86,461	%	1,612	%
Built 1999 to March 2000	130,695	3.98%	54,278	4.08%	3,273	3.79%	9	0.56%
Built 1995 to 1998	413,557	12.60%	170,292	12.79%	8,428	9.75%	23	1.43%
Built 1990 to 1994	370,878	11.30%	158,233	11.89%	8,961	10.36%	68	4.22%
Built 1980 to 1989	721,174	21.98%	338,654	25.44%	20,825	24.09%	73	4.53%
Built 1970 to 1979	608,926	18.55%	247,890	18.62%	23,160	26.79%	461	28.60%
Built 1960 to 1969	416,047	12.68%	168,359	12.65%	15,180	17.56%	516	32.01%
Built 1950 to 1959	283,424	8.64%	97,760	7.34%	4,438	5.13%	203	12.59%
Built 1940 to 1949	144,064	4.39%	42,838	3.22%	1,360	1.57%	158	9.80%
Built 1939 or earlier	192,972	5.88%	52,960	3.98%	836	0.97%	101	6.27%
Median Year Structure Built	1980		1983		1979		1967	

Source: Census 2000, SF 3 (sample data) Tables H34 and H35

Two important measures of housing conditions are the presence or lack of complete plumbing and kitchen facilities. The lack of such facilities is often an indicator of dilapidated condition of housing units. According to the 2000 census, there are no housing units with either condition of lacking complete plumbing or kitchen facilities. (Table 3.6)

Table 3.6 Housing Condition by Lack of Plumbing and Kitchen Facilities

Housing Unit Characteristic	State of Georgia (%)	Clayton County (%)	City of Jonesboro (%)
Percent Lacking Complete Plumbing Facilities	0.9%	0.4%	0.0%
Percent Lacking Complete Kitchen Facilities	1.0%	0.4%	0.0%

Source: US Census Bureau, 2000 Census. Summary File 3. Tables H47, H50.

3.3 Tenure and Occupancy Characteristics

Tenure refers to the status of a housing unit as either owner or renter occupied. A breakdown of housing unit types by tenure for the City of Jonesboro is listed in Table 3.7. The vast majority of

owners (90.72%) live in single family detached housing units, while only a small proportion of owners occupy multi family (2.38%) and mobile homes (6.90%). Among renters, roughly one third (31.34%) live in single family detached units, while two thirds (67.13%) live in apartments.

Table 3.7 Housing Units by Tenure Jonesboro

City of Jonesboro Types of Housing Units by Tenure 2000				
Type of Unit	Owner Occupied		Renter Occupied	
	Units	%	Units	%
Single Family Detached	723	90.72%	225	31.34%
Multi-Family	19	2.38%	482	67.13%
Mobile Homes	55	6.90%	11	1.53%
TOTAL	797	100.00%	718	100.00%

Source: Census, SF3, Table H32

A high proportion of the housing units in Jonesboro are renter occupied (44.54%) as compared to Clayton County (37.47%), the ARC Region (33.87%), and Georgia (32.49%). (See Table 3.8) This large number of rental units within the city decreases the overall community stability, because owners have an economic interest in maintaining the area and are less likely to move. Owners also generally have higher incomes than renters. Therefore, a high level of renters within a community is often an indicator of poor economic vitality in the area. In order to increase the tax base of Jonesboro, the city may wish to focus on developing more owner-occupied housing units.

Table 3.8 Comparison of Occupancy Characteristics in 2000

Jurisdiction	Jonesboro	Clayton Co.	ARC Region	Georgia
Housing Units Vacant	6.02%	4.88%	5.21%	9.16%
Housing Units Owner Occupied	49.44%	57.65%	60.92%	67.47%
Housing Units Renter Occupied	44.54%	37.47%	33.87%	32.49%
Owner to Renter Ratio of Vacancy	0.38	0.4	0.775	0.51
Owner Vacancy Rate	2.45%	1.78%	2.0%	2.24%
Renter Vacancy Rate	6.87%	6.46%	7.13%	8.46%

Source: U.S. Bureau of the Census

The vacancy rate in Jonesboro (6.02%) is slightly higher than Clayton County (4.88%) and the ARC Region (5.21%), but lower than the state (9.16%). (Table 3.8) The vacancy rate in 2000 (6%) was comparable to the vacancy rate in 1990 (6%), and lower than the vacancy rate in 1980 (8%). (Table 3.9) Thus, housing markets have remained relatively tight within Jonesboro.

Table 3.9 Jonesboro Housing Occupancy 1980 - 2000

Category	1980		1990		2000	
		%		%		%
TOTAL Housing Units	1,435		1,495		1,612	
Housing Units Vacant	119	8%	95	6%	97	6%
Housing Units Owner Occupied	868	60%	759	51%	797	49%
Housing Units Renter Occupied	348	24%	641	43%	718	45%
Owner to Renter Ratio of Vacancy	NA		NA		0.38	
Owner Vacancy Rate	NA		NA		2.45	
Renter Vacancy Rate	NA		NA		6.87	

Source: U.S. Bureau of the Census

3.4 Household Size

Household size is an important indicator because it helps determine the future housing needs of a community. When combined with population projections, average household size indicates how many new housing units will need to be constructed. (See Population Chapter, Section 1.3) As of the year 2000 in Jonesboro, average household sizes were larger for renter occupied units (2.51) than owner occupied units (2.51) (See Table 3.12). This is the opposite pattern of average household size characteristics by tenure at the state and county levels. A detailed comparison of household sizes by tenure is listed in Table 3.13.

Table 3.11 1990 Comparison of Average Household Size by Tenure

	Georgia	Clayton County	City of Jonesboro
Owner Occupied Units	2.80	2.98	2.65
Renter Occupied Units	2.42	2.43	2.49

Source: U.S. Bureau of the Census, Census 1990 SF 3 Table H14

Table 3.12 2000 Comparison of Average Household Size by Tenure

	Georgia	Clayton County	City of Jonesboro
All Occupied Housing Units	2.65	2.84	2.6
Owner Occupied Housing Units	2.71	2.93	2.51
Renter Occupied Housing Units	2.51	2.69	2.71

Source: U.S. Bureau of the Census, Census 2000 SF 1 Table H12.

Table 3.13 Comparison of Household Size by Tenure in 2000

Tenure / Size	Georgia	Clayton County	City of Jonesboro
Owner occupied:			
1-person household	19.21%	18.54%	19.32%
2-person household	34.61%	29.86%	33.63%
3-person household	19.09%	19.92%	21.46%
4-person household	16.71%	16.93%	13.68%
5-person household	6.85%	8.70%	5.14%
6-person household	2.28%	3.52%	4.52%
7-or-more-person household	1.26%	2.54%	2.26%
Renter occupied:			
1-person household	32.83%	26.89%	27.02%
2-person household	26.75%	26.00%	32.73%
3-person household	16.78%	18.50%	18.94%
4-person household	12.40%	15.39%	11.98%
5-person household	6.47%	7.49%	8.08%
6-person household	2.72%	3.20%	1.25%
7-or-more-person household	2.05%	2.51%	0.00%

Source: U.S. Census Bureau, Census 2000, SF3. Table H17

3.5 Overcrowding

Overcrowding is an indicator used to measure the balance between income and housing costs in a community. Overcrowding often results from high housing costs relative to incomes. The standard threshold measure of overcrowding is households with more than one person per room. For the purposes of this study, a second measure of severe overcrowding has been set at households with greater than 1.5 persons per room. A comparison of overcrowding in the City of Jonesboro, Clayton, and Georgia in 1990 and 2000 is presented in Table 3.14. At each jurisdiction level, overcrowding is worse among renters than owners. In the City of Jonesboro, overcrowding among renters has worsened between 1990 (8.0%) and 2000 (10.14%). The level of overcrowding among renters in Jonesboro (10.14%) now exceeds that of Clayton County (5.66%) and Georgia (6.84%). On the other hand, crowding has improved among owners in Jonesboro between 1990 (4.0%) and 2000 (1.71%).

The increase in overcrowding among renters in Jonesboro can be attributed in large part to the recent influx of Hispanic Immigrants to the city. Important differences exist among the levels of crowding between racial groups in the City of Jonesboro. Among households headed by Hispanics, 40.4% are overcrowded, as compared to only 5.4% for whites, and 8.8% for blacks. Likewise, at the state level, Hispanics display a high degree of overcrowding with 36.0% of households having more than one person per room.

Table 3.14 Comparison of Overcrowded Housing Units in 1990 and 2000

Occupants per Room	Georgia		Clayton County		City of Jonesboro	
	1990	2000	1990	2000	1990	2000
Owner occupied:						
1.00 or less	98%	97.77%	96%	98.47%	93%	98.29%
1.01 to 1.50 (overcrowded)	2%	1.73%	3%	1.19%	2%	0.00%
1.51 or more (severely overcrowded)	1%	0.50%	2%	0.35%	4%	1.71%
Renter occupied:						
1.00 or less	90%	93.16%	87%	94.35%	92%	89.86%
1.01 to 1.50 (overcrowded)	5%	4.63%	8%	4.01%	4%	10.14%
1.51 or more (severely overcrowded)	4%	2.21%	6%	1.65%	4%	0.00%

Sources: U.S. Bureau of the Census, Census 1990 SF3, Table H69 and Census 2000 SF3, Table H21

3.6 Value of Owner Occupied Housing

In the year 2000, the median home value of owner occupied units in the City of Jonesboro was \$76,000, as compared to \$90,900 in Clayton County and \$100,600 in Georgia. (Table 3.16) Median housing value in Jonesboro rose 30.8% between 1990 and 2000 as compared to a 30.6% increase in Clayton and 42.3% increase in the State of Georgia. This change in median housing value in Jonesboro actually represents a slight decline when the rate of inflation between 1990 and 2000 (31.8%) is taken into account. At this time 79.71% of all housing units in Jonesboro are valued between \$50,000 and \$99,999. There are currently no housing units in Jonesboro valued above \$150,000. Given the ample amount of low cost housing, the City of Jonesboro does not have a problem with housing affordability. On the other hand, the city may wish to focus on the development of more high-end units as a means of balancing out their housing stock.

Table 3.15 Comparison of Value of Owner Occupied Housing Units in 1990

Range of Value	Georgia		Clayton County		City of Jonesboro	
	Units	%	Units	%	Units	%
Less Than \$50,000	324,193	28%	4,244	12%	197	28%
\$50,000 - \$99,999	536,300	47%	25,641	75%	473	67%
\$100,000 - \$149,999	163,565	14%	3,144	9%	31	4%
\$150,000 - \$199,999	66,272	6%	690	2%	0	0%
\$200,000 - \$299,999	39,989	3%	232	1%	9	1%
\$300,000 or more	22,790	2%	202	1%	0	0%
Total	1,153,109		34,153		710	
Median (all owner occupied units)	\$ 70,700.00		\$ 69,600.00		\$ 58,100.00	

Source: U.S. Bureau of the Census, Census 1990, SF3 Tables H61 and H61A

Table 3.16 Comparison of Value of Owner Occupied Housing Units in 2000

Range of Value	Georgia		Clayton County		City of Jonesboro	
	Units	%	Units	%	Units	%
Less Than \$50,000	151,952	9.52%	1,099	2.43%	45	6.57%
\$50,000 - \$99,999	545,851	34.19%	26,340	58.32%	546	79.71%
\$100,000 - \$149,999	411,817	25.80%	13,074	28.95%	94	13.72%
\$150,000 - \$199,999	211,796	13.27%	3,093	6.85%	0	0.00%
\$200,000 - \$299,999	163,422	10.24%	1,037	2.30%	0	0.00%
\$300,000 or more	111,570	6.99%	518	1.15%	0	0.00%
Total	1,596,408	100%	45,161	100%	685	100%
Median (all owner occupied units)	\$100,600.00		\$90,900.00		\$76,000.00	

Sources: U.S. Bureau of the Census, Census 2000, SF3 Tables H74 and H85

3.7 Cost Burdened and Severely Cost Burdened Owner Households

A direct measure of the balance between housing costs and incomes is the presence of cost burdened households. The threshold measure of cost burdened households are those which spend greater than 30% of their household income on mortgage payments and selected owner costs. These monthly owner costs include items such as utilities, property taxes, and homeowner's insurance. Another designation of severely cost burdened has been applied for owners spending 50% or more of their income on mortgages payments and monthly owner costs. In the City of Jonesboro, the percentage of homeowners who are cost burdened (9.75%) is considerably lower than the comparative proportion in Clayton County (15.75%) and Georgia (13.61%). Similarly, Jonesboro has a relatively low proportion of severely cost burdened households (3.99%) as compared to Clayton (6.82%) and Georgia (7.55%). Thus, despite the relatively low income levels found in Jonesboro, the city does not have a significant problem with affordable housing.

Table 3.17 Comparison of Monthly Owner Costs as % of Household Income in 1999

% of Household Income	Georgia	Clayton County	City of Jonesboro
Less Than 30% (not cost burdened)	78.84%	77.42%	86.26%
30% - 49% (cost burdened)	13.61%	15.75%	9.75%
50% or more (severely cost burdened)	7.55%	6.82%	3.99%
Median Monthly Owner Costs as % of Household Income	18.60%	19.50%	12.00%

Sources: U.S. Bureau of the Census, Census 2000, SF3 Tables H94 and H95

3.8 Rental Costs

Median gross rent as well as rent range distributions have been enumerated for Jonesboro, Clayton County, and Georgia in 1990 and 2000. (Tables 3.18 and 3.19) Gross rent calculations include monthly utility costs paid by renters. This formula for gross rent helps remove the reporting discrepancy caused by the practice of some landlords including utilities in rent. As of 2000, median gross rent in Jonesboro was \$549 as compared to \$699 in Clayton County and \$613 in Georgia. Thus, with a median gross rent over 20% lower than the surrounding county, Jonesboro offers numerous affordable rental opportunities. With an increase of 36.2%, the median gross rent in Jonesboro has risen faster than the rate of inflation between 1990 and 2000 (31.8%). However gross rents remain relatively low in Jonesboro as the statewide median gross rent rose 41.6% over the same time period. However, the presence of some public housing within the city of Jonesboro may skew rental figures somewhat. The Jonesboro Housing Authority (JHA) is the sole provider of public housing in Clayton County and operates 35 units of public housing.

Table 3.18 Comparison of Monthly Gross Rent Costs in 1990

Gross Rent (\$)	Georgia	Clayton County	City of Jonesboro
Less than \$250	18.61%	4.03%	30.07%
\$250 - \$499	34.79%	19.63%	34.39%
\$500 - \$749	39.66%	68.38%	32.39%
\$750 - \$999	5.28%	7.12%	3.16%
\$1000 or More	1.66%	0.84%	0.00%
Median Gross Rent	\$ 433	\$ 532	\$ 403

Sources: U.S. Census Bureau, Census 2000 SF 3 Tables H43 and H43A

Table 3.19 Comparison of Monthly Gross Rent Costs in 2000

Gross Rent (\$)	Georgia	Clayton County	City of Jonesboro
Less than \$250	9.30%	2.58%	12.21%
\$250 - \$499	25.51%	8.05%	28.88%
\$500 - \$749	33.24%	52.51%	44.40%
\$750 - \$999	22.14%	31.94%	12.50%
\$1000 or More	9.81%	4.92%	2.01%
Median Gross Rent	\$ 613	\$ 699	\$ 549

Sources: U.S. Census Bureau, Census 2000 SF 3 Tables H62 and H63.

3.9 Cost Burdened and Severely Cost Burdened Renter Occupied Units

Cost burdened rental occupied housing units are computed on the basis of a percentage of household income. (Table 3.20) As with owner occupied housing costs, renters paying greater than 30% of their household income on rent and utilities are deemed cost burdened. Renters paying greater than 50% of their household income on rent and utilities are classified as severely cost burdened. Of the rental units classified by income percentage in Jonesboro, 18.64% spend 30% to 49% of their income on gross rent. A further 19.70% of the classified rental units are occupied by severely cost burdened households. With 38.34% of rental units classified as being

headed by some level of cost burdened households, renters are far more likely to be cost burdened than owners (13.74%) in Jonesboro. The proportion of rental units which are cost burdened or severely cost burdened in Jonesboro (38.34%) is comparable to the level in both Clayton County (37.8%) and Georgia (38.7%). Of the 253 housing units classified as cost burdened in Jonesboro, (73.5%) are multi-family units, 22.1% are single-family detached units, and 4.3% are mobile homes. (Table 3.21) Thus, of all housing units sampled, 29% were cost burdened multi-family, 8% were cost burdened single-family, and 2% were cost burdened mobile homes. (Table 3.22)

Table 3.20 Cost Burdened Rental Households in Jonesboro

Gross Rent as a Percentage of Household Income in 1999	Specified Renter-Occupied Housing Units	% of Units Computed
Less than 30% (not cost burdened)	407	61.67%
30% - 49% (cost burdened)	123	18.64%
50% or more (severely cost burdened)	130	19.70%
Units not Computed	58	
Total Specified Renter-Occupied Housing Units	718	
Median Gross Rent as % of Household Income in 1999		25.50%

Sources: U.S. Census Bureau, Census 2000, SF 3 Tables H69 and H70.

Table 3.21 2000 Cost Burdened Rental Households by Type of Housing Unit

Sample of Renter -Occupied Housing Units				
Gross Rent as % of Household Income in 1999	One Family Detached or Attached	Multi-Family	Mobile Homes	Total
30 to 34 percent	15	50	11	76
% of Total Cost Burdened	5.9%	19.8%	4.3%	30.0%
35 percent or more	41	136	0	177
% of Total Cost Burdened	16.2%	53.8%	0.0%	70.0%
Total	56	186	11	253
% of Total Cost Burdened	22.1%	73.5%	4.3%	100.0%

Source: U.S. Census Bureau, Census 2000, SF 3 Table H72

Table 3.22 Cost Burdened Households by Housing Type in Sample

Sample of Renter -Occupied Housing Units			
Gross Rent as % of Household Income in 1999	One Family Detached or Attached	Multi-Family	Mobile Homes
30 to 34 percent	2%	8%	2%
35 percent or more	6%	21%	0%

Source: U.S. Census Bureau, Census 2000, SF 3 Table H72.

3.10 Special Needs Housing

The Jonesboro Housing Authority administers low-rent public housing units and the Section 8 Housing Voucher program in Clayton County. The Authority currently has 35 low-rent housing units and 15,038 Section 8 vouchers. Of the total Section 8 Vouchers available, 100 are specifically designated for the elderly and disabled, however this does not exclude the elderly and disabled from using additional vouchers. These limited resources are not sufficient for

meeting the needs of the poor, elderly, and disabled seeking assistance from the Authority. The Authority reports that the amount of requests for housing assistance have risen steadily during the past decade and as the population of the county continues to increase the Authority anticipates requests for assistance to continue to increase as well. To meet these increasing needs the Authority is continually recruiting additional landlords into their Section 8 Housing Voucher program. At this time the Authority does not have any plans to expand its stock of low-rent housing units.

There are a number of other population groups in addition to those served by the Housing Authority discussed above that have may have a need for special housing. These groups include those living with AIDS, victims of family violence, those with substance abuse problems, and the disabled. Estimates provided by the University of Georgia show that Clayton County had 419 AIDS cases reported between 1981 and 2000. This number is significantly more than either Fayette or Henry counties with 35 and 70 cases respectively but much less than either DeKalb or Fulton, which had over 3,000 and 10,000 cases, reported. Statistics provided by the University of Georgia also show that one fifth of the County's population over 16 year of age is disabled. Percentage wise this is more than Fayette County, which has 18% but equal, or less than the other surrounding counties.

In 2001 an estimated 5.27% or 13,000 of Clayton County's population needed substance abuse treatment. This estimate is slightly lower than those for adjacent counties, which ranged for 5.59% in DeKalb County and 6.20% in Henry County. The group with the potential for the highest need for special housing in Clayton County is victims of family violence. According to Georgia Bureau of Investigation statistics for the number of police actions taken in relation to family violence in 2000 there was more than 1 action per every 80 county residents. This is much higher than statistics for surrounding counties, which show approximate actions to population ratios of 1/140 for DeKalb, 1/225 for Fayette, 1/100 for Fulton and 1/190 for Henry.

3.11 Housing and Community Characteristics

In assessing the current and future housing needs of the City of Jonesboro it is important to take into account several demographic characteristics of the community. First, household incomes are an important factor in determining the housing needs of a community. The median household income in Jonesboro in 1999 was \$31,951, as compared to \$42,697 in Clayton County and \$42,433 in the State of Georgia. (See Population Chapter, Section 1.7) With incomes 25% lower than the surrounding county and state, Jonesboro's residents could potentially face housing affordability problems. Currently, the city's housing prices are also comparably lower than the surrounding county and state. The median value of owner occupied housing units in Jonesboro is \$76,000 as compared to \$90,900 in Clayton County and \$100,600 in Georgia. Likewise, median gross rent in Jonesboro (\$403) is also lower than in Clayton County (\$532) and Georgia (\$433). Thus, with housing costs -24.5% lower and rents -32.0% lower than Clayton County, Jonesboro does not currently face a significant problem with respect to housing affordability. The proportion of housing units that are cost burdened in Jonesboro (38.3%) closely matches that of Clayton County (37.8%) and Georgia (38.7%). However, the relatively low income levels in Jonesboro may leave residents vulnerable to gentrification if local housing costs should suddenly rise.

Next, the average household size in Jonesboro affects the community's need for housing because each household acts as a unit of demand for housing. For example, if population remained constant and average household size declined, additional demand for housing would be generated. Nationally, average household sizes have been steadily declining for several decades. However, in Clayton average household size has rebounded from 2.74 in 1990 to 2.84 in 2000 as the county has become more diverse. (See Population Chapter, Section 1.3) In the City of Jonesboro, Household size declined from 2.93 in 1980 to 2.60 in 1990 and 2000. For the purpose of projections of future housing needs, average household size has been held constant through the planning horizon. Despite national declines in household size, the average in Clayton County is projected to dip only slightly and rebound to 2.80 by 2025. Thus, the surrounding county's high household size combined with the forces of immigration should stabilize household size in Jonesboro through the planning horizon.

3.12 Housing Projections

Housing needs projections for the City of Jonesboro are listed in Table 3.23. Future housing needs are based on projected population and household size for Jonesboro. Next, the current ratio of housing units to households and each housing type is multiplied by future households projections. According to this formula, Jonesboro will need an additional 210 housing units by 2025. This represents an increase of 14.3% over the planning horizon.

Table 3.23 Housing Needs Projections, City of Jonesboro

	2000	2005	2010	2015	2020	2025
Projected Households	1466	1507	1548	1589	1632	1676
Housing Units	1612	1657	1702	1748	1795	1843
Single family units (detached and attached)	1011	1039	1067	1096	1126	1156
Multi-family units	535	550	565	580	596	612
Manufactured homes	66	68	70	72	73	75

3.13 Housing Goals and Policies

Goal 1.0 Encourage improvement of the appearance and structural integrity of houses that contribute to neighborhood blight.

Policy 1.1 Enforce city building codes, housing/property maintenance codes, and other related ordinances.

Policy 1.2 Encourage community involvement that intensifies pride in neighborhood appearance.

Policy 1.3 In cooperation with the Development Authority of Clayton County, promote rehabilitation of substandard or deteriorating housing in Jonesboro through incentive and catalyst programs.

Policy 1.4 Actively protect the interests of renters of residential property by enforcing housing codes and creating incentives for renters to contribute to maintenance and rehabilitation.

Policy 1.5 Identify unstable areas, and define possible future actions to circumvent further decline.

Policy 1.6 Prepare an inventory of vacant and available properties that offer development and/or redevelopment potential.

Policy 1.7 Work with Jonesboro Housing Authority and Clayton County Housing Authority to potentially position them to take a more active role, in conjunction with private developers, in redeveloping older apartment complexes in Jonesboro.

Policy 1.8 Encourage redevelopment of older apartment complexes, such as Keystone, into mixed-income housing.

Goal 2.0 Encourage adequate amounts, types, and densities of housing needed to support desired commercial growth and redevelopment.

Policy 2.1 Develop strategies to identify and conserve existing sound housing and stable residential neighborhoods.

Policy 2.2 Develop guidelines to be considered when making land use and other decisions involving redevelopment.

Policy 2.3 Encourage the occupancy of vacant rental and privately owned houses.

Goal 3.0 Promote the preservation, enhancement and redevelopment of neighborhoods according to Traditional Neighborhood principles such as transit-oriented development,

interconnected streets, pedestrian-oriented development, mixed-use development and environmental preservation of trees and public open spaces.

Policy 3.1 Encourage the development of mixed-use, transit oriented housing alternatives in the Main Street/LCI area.

Policy 3.2 Encourage the protection and preservation of single-family neighborhoods throughout Jonesboro.

Policy 3.3 Identify and court residential builders and developers who develop communities in metro Atlanta with a similar product and price desired in Jonesboro. Potential developers might include Choice Homes, Forrest Homes, KB Homes, Beazer Homes, White Hall Homes, GT Communities, Centex Homes, and HJ Russell. Infill developers might include Bauhaus Design, Capstone Partners, and Brockbuilt Homes.

Policy 3.4 Implement an aggressive city-based marketing program to lure residential developers to Jonesboro.

Policy 3.5 Commission a market study to identify specific market potential and developer interest for a mixed-use “new urbanism” project in downtown Jonesboro, similar to Smyrna Village, that incorporates retail and residential uses.

CHAPTER 4 NATURAL AND CULTURAL RESOURCES

Introduction

This chapter discusses the natural and historic resources found in and around the City of Jonesboro. It includes an inventory and assessment of resources for management, conservation, and long-range benefits to the community. The assessment also considers the potential vulnerability of the community's natural resources to land development and other human activities. The identification and inventory of these resources is necessary to develop a sound land use plan for the future that protects the city's sensitive environments and steers development to the most suitable areas.

4.1 Public Water Supply Sources and Water Supply Watersheds

Clayton County is divided into three major drainage basins. Parallel to the Central of Georgia Railroad is the subcontinental divide, a ridgeline that nearly bisects the county in a north-south manner. The entire county west of this divide including the western portion of Jonesboro, is drained by the Flint River. This is the largest river in the county and eventually flows into the Gulf of Mexico. East of the divide there are two major drainage basins and one minor basin. One major basin is composed of the South River and Snapfinger Creek watersheds and is delineated roughly by the railroad line into Fort Gillem and Anvilbioc Road. Water in this basin flows northeast into the South River and eventually into the Altamaha River and the Atlantic Ocean. The second major basin, Cotton Indian Creek, drains the remaining streams in the eastern portion of the county into Big Cotton Indian Creek, which eventually flows into the South River. Walnut Creek, located in the extreme southeast corner of the county is a minor drainage basin which also flows into the South River. The eastern portions of Jonesboro are drained by the South River, Big Cotton Indian Creek, and Little Indian Creek, which ultimately drain to the Atlantic Ocean. See Map 4.1 for the location of water supply watersheds in and around the City of Jonesboro.

Jonesboro and Clayton County's primary raw water source is located 7.5 miles into Henry County on Little Cotton Indian Creek just before its confluence with Big Cotton Indian Creek. The use of the Flint River as a water source became a reality in 1985 with the opening of the J.W. Smith Water Treatment Plant located on Shoal Creek in the panhandle of Clayton County. Other water sources include a secondary water intake on Cotton Indian Creek, also in Henry County, and purchase of treated water from the City of Atlanta.

4.2 Groundwater Recharge Areas

There are no significant groundwater recharge areas within the city limits of Jonesboro and there are only a few, small recharge areas in Clayton County. These areas are located in the extreme northwest and southeastern corners of the county.

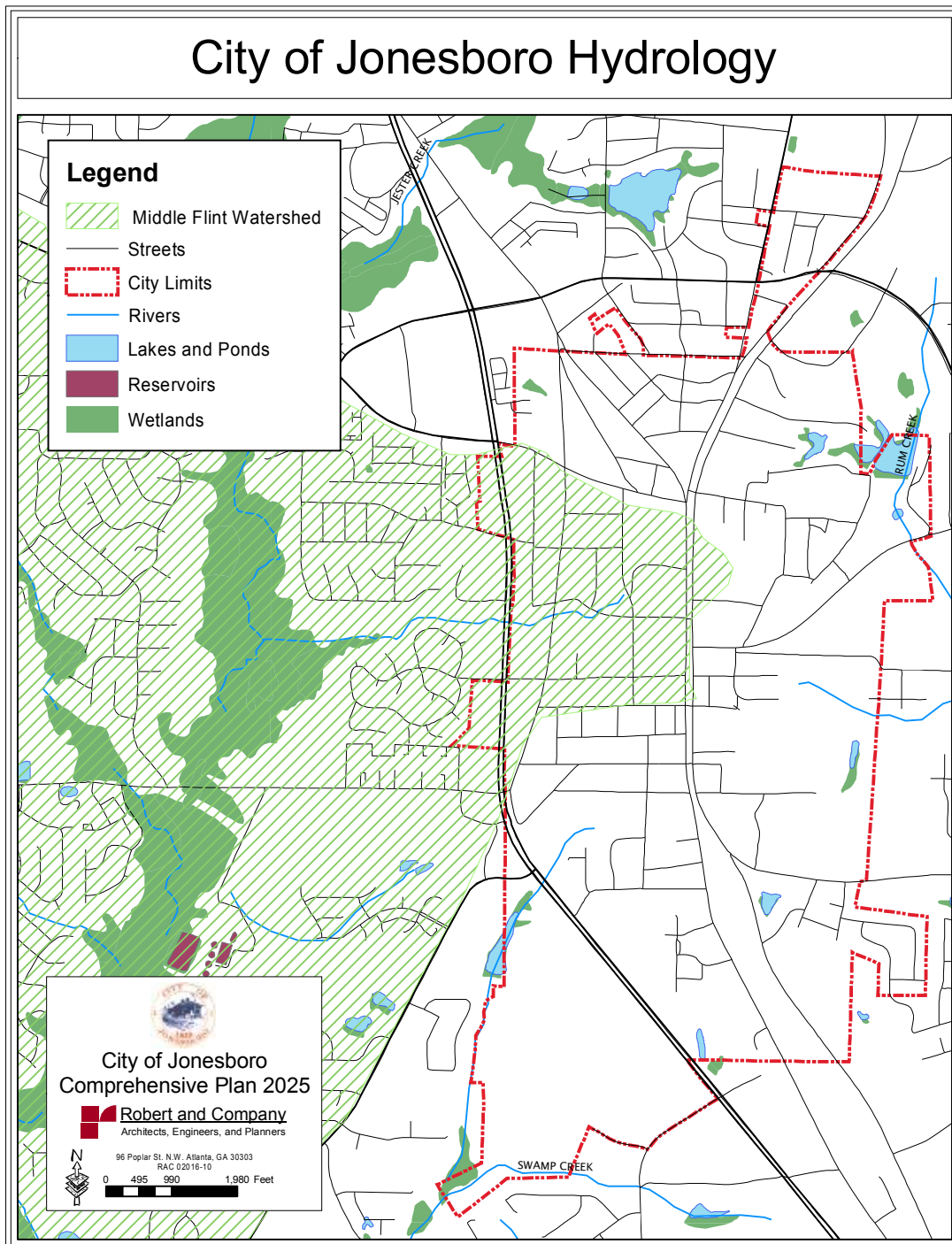
4.3 Wetlands

Although there are several wetlands areas in Clayton County, there are no wetlands within the city limits of Jonesboro.

4.4 Flood Plains

There are no floodplains within the city limits of Jonesboro. However, there are three minor creeks in the city: Rum Creek, Swamp Creek, and a tributary to the Flint River (Map 4.1). These creeks store water and thereby stabilize dry weather stream flows, groundwater levels, and flood hazards.

Map 4.1 Clayton County Hydrology



4.5 Protected Rivers

There are no protected rivers within the city limits of Jonesboro.

4.6 Coastal Resources

– NOT APPLICABLE

4.7 Soil Types

Because Jonesboro is a densely developed area, the soils have been altered from their original composition by urban development. Most of the land considered developable has already been developed. A list of the soil types found in Jonesboro is provided below and Table 4.1 provides information regarding the suitability of these soils for common land uses. Map 4.2 shows the location of these soils within Jonesboro.

Urban Land: The urban land in Jonesboro comprises the downtown business district and the buildings immediately surrounding it. Because of dense development and the cutting, filing, shaping, and smoothing of the soil content to accommodate building and construction, these soils have lost nearly all of their original characteristics. Often the manipulation of soils leaves underlying bedrock exposed such as granite, gneiss, and schist.

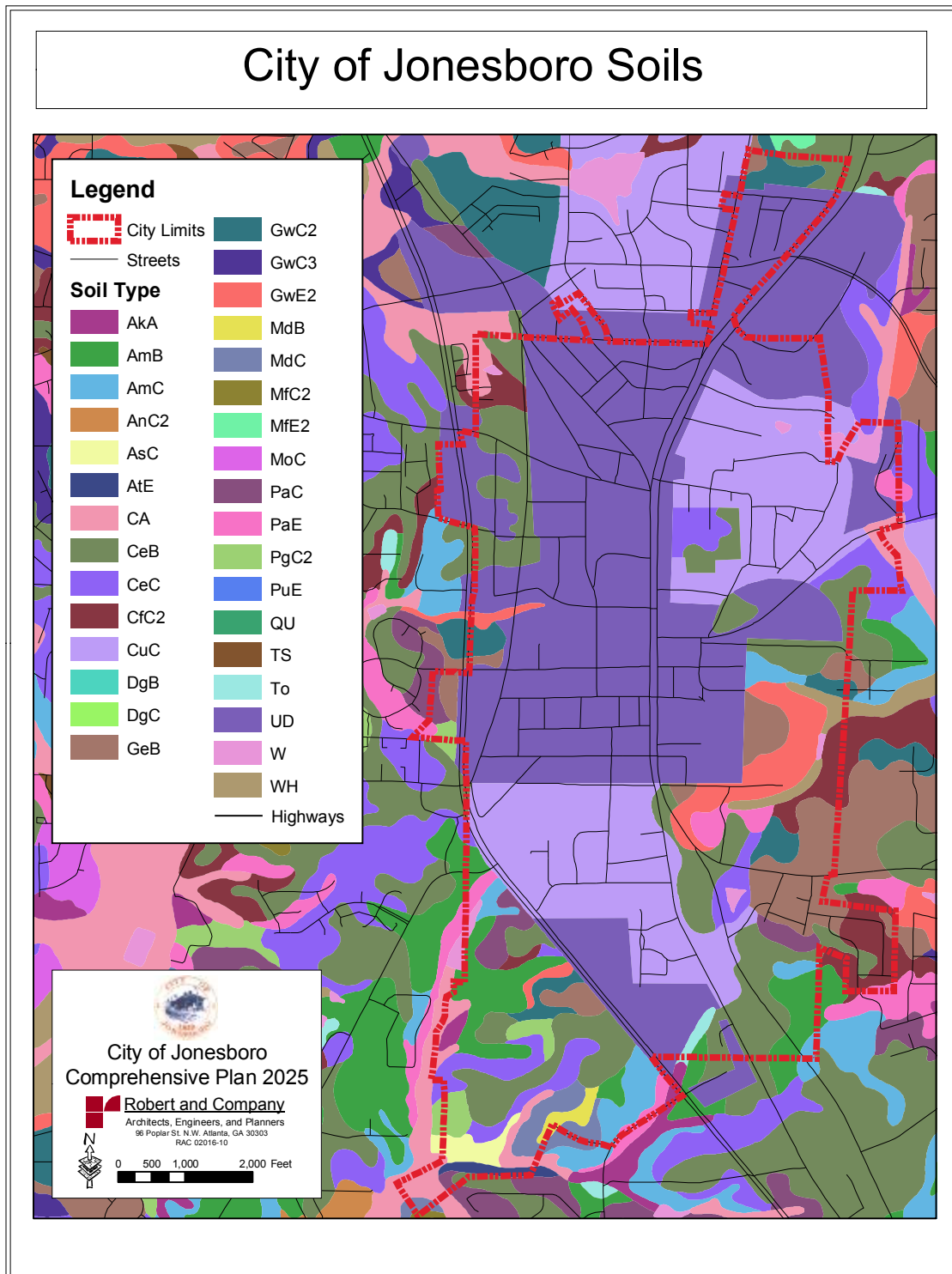
Cecil-Applying-Pacolet: This soil is mostly in the northern part of Jonesboro. Because of the gentle slopes in this area, this soil has a high potential for development. This soil is mainly used for cultivated crops, pasture, and subdivisions throughout Clayton County.

Gwinnett-Cecil: This soil is found in the southern half of Jonesboro. This soil is located throughout Clayton County and is mainly used for cultivated crops, pasture and subdivisions. This soil has a medium potential for most urban uses.

Table 4.1 Soil Suitability

SOILS SUITABILITY MATRIX				
	URBAN	FARMING	PASTURE	WOODLANDS
Cecil-Applying-Pacolet	High	High	High	Medium
Gwinnett-Cecil	Medium	High	High	Medium
Urban Land	High	Low	Medium	Medium

Map 4.2 Soils in the City of Jonesboro



4.8 Prime Agricultural and Forest Land

There is no prime agricultural or forest land in the City of Jonesboro.

4.9 Steep Slopes

There are no steep slopes in the City of Jonesboro.

4.10 Protected Mountains

There are no protected mountains in the City of Jonesboro.

4.11 Plant and Animal Habitats

Information regarding the location of threatened and endangered species is provided by the U.S. Fish and Wildlife Service of the Department of the Interior. This information is not provided for cities, the smallest geographic location it is readily available for is counties. Information regarding the habitats of threatened and endangered species is provided here for Clayton County, due to the location of the City of Jonesboro within the county the information is considered relatively accurate when applied to the city. The U.S. Fish and Wildlife Service of the Department of the Interior lists only two types of birds and one invertebrate as threatened or endangered in Clayton County (Table 4.2). In addition to the plants and animals listed there are a number of others threatened or endangered in surrounding counties (Table 4.3). Due to their location in surrounding counties it is possible that they may also be present but undetected in Clayton County and the City of Jonesboro.

Table 4.2 Clayton County Threatened and Endangered Plants and Animals

Clayton County Threatened and Endangered Plants and Animals						
Species	Common Name	Scientific Name	Federal Status	State Status	Habitat	Threats
Bird	Bald eagle	Haliaeetus leucocephalus	T	E	Inland waterways and estuarine areas in Georgia.	Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.
Bird	Wood stork	Mycteria americana	E	E	Primarily feed in fresh and brackish wetlands and nest in cypress or other wooded swamps. Active rookeries were located in Camden County 1991-2001.	Decline due primarily to loss of suitable feeding habitat, particularly in south Florida. Other factors include loss of nesting habitat, prolonged drought/flooding, raccoon predation on nests, and human disturbance of rookeries.
Invertebrate	Oval pigtoe mussel	Pleurobema pyriforme	E	E	River tributaries and main channels in slow to moderate currents over silty sand, muddy sand, sand, and gravel substrates	Habitat modification, sedimentation, and water quality degradation

Table 4.3 Threatened and Endangered Plants and Animals in Surrounding Counties

Threatened and Endangered Plants and Animals in Surrounding Counties							
Counties	Species	Common Name	Name	Federal Status	State Status	Habitat	Threats
Clayton, DeKalb, Fayette, Fulton, Henry	Bird	Bald eagle	Haliaeetus leucocephalus	T	E	Inland waterways and estuarine areas in Georgia.	Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.
DeKalb, Fulton	Plant	Bay star-vine	Schisandra glabra	No Federal Status	T	Twining on subcanopy and understory trees/shrubs in rich alluvial woods	
DeKalb	Plant	Black-spored quillwort	Isoetes melanospora	E	E	Shallow pools on granite outcrops, where water collects after a rain. Pools are less than 1 foot deep and rock rimmed.	
DeKalb, Fulton	Fish	Bluestripe shiner	Cyprinella callitaenia	No Federal Status	T	Brownwater streams	

Threatened and Endangered Plants and Animals in Surrounding Counties							
Counties	Species	Common Name	Name	Federal Status	State Status	Habitat	Threats
Fulton	Fish	Cherokee darter	Etheostoma scotti	T	T	Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.	Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality
DeKalb	Plant	Flatrock onion	Allium speculae	No Federal Status	T	Seepy edges of vegetation mats on outcrops of granitic rock	
DeKalb, Henry	Plant	Granite rock stonecrop	Sedum pusillum	No Federal Status	T	Granite outcrops among mosses in partial shade under red cedar trees	
DeKalb, Fulton	Plant	Piedmont barren strawberry	Waldsteinia lobata	No Federal Status	T	Rocky acedic woods along streams with mountain laurel; rarely in drier upland oak-hickory-pine woods	

Threatened and Endangered Plants and Animals in Surrounding Counties							
Counties	Species	Common Name	Name	Federal Status	State Status	Habitat	Threats
Fayette, Fulton	Invertebrate	Gulf moccasinshell mussel	Medionidus pencillatus	E	E	Medium streams to large rivers with slight to moderate current over sand and gravel substrates; may be associated with muddy sand substrates around tree roots	Habitat modification, sedimentation, and water quality degradation
Fayette, Fulton	Fish	Highscale shiner	Notropis hypsilepis	No Federal Status	T	Blackwater and brownwater streams	
DeKalb	Plant	Indian olive	Nestronia umbellula	No Federal Status	T	Dry open upland forests of mixed hardwood and pine	
Clayton, Fayette	Invertebrate	Oval pigtoe mussel	Pleurobema pyriforme	E	E	River tributaries and main channels in slow to moderate currents over silty sand, muddy sand, sand, and gravel substrates	Habitat modification, sedimentation, and water quality degradation

Threatened and Endangered Plants and Animals in Surrounding Counties							
Counties	Species	Common Name	Name	Federal Status	State Status	Habitat	Threats
DeKalb, Henry	Plant	Pool Sprite, Snorkelwort	Amphianthus pusillus	T	T	Shallow pools on granite outcrops, where water collects after a rain. Pools are less than 1 foot deep and rock rimmed	
Fayette, Fulton	Invertebrate	Shiny-rayed pocketbook mussel	Lampsilis subangulata	E	E	Medium creeks to the mainstems of rivers with slow to moderate currents over sandy substrates and associated with rock or clay	Habitat modification, sedimentation, and water quality degradation

In addition to these listings by the Fish and Wildlife Service, the Georgia Department of Natural Resources (GA DNR) lists additional plant and animal species as protected, unusual, or of special concern. The Georgia Department of Natural Resources (GA DNR) lists the Pink Ladyslipper as a “protected” species with a status of “unusual” present in Clayton County. While, GA DNR does not list any threatened or endangered animals in the county the agency does list two species of special concern, the Gulf Darter and Florida Floater. The Gulf Darter is listed with a status of S3, meaning it is rare or uncommon and the Florida Floater has a status of S2 denoting it is imperiled due to rarity.

Private developers and public officials involved with development review should utilize the programs and resources made available by the Georgia Department of Natural Resources in order to ensure that highest degree of protection for the city’s natural habitats from the negative impacts of development. Additionally, the city’s development regulations and development review process should strive in providing the highest possible protection for habitats of threatened and endangered plant and animal species known or though to be present in the local area.

4.12 Major Park, Recreation, and Conservation Areas

There are no major park, recreation or conservation areas located in the City of Jonesboro. However, there are two notable facilities located nearby. The Reynolds Nature Preserve is

located north of Jonesboro in the City of Morrow. The preserve encompasses 146 acres of undisturbed woodlands, ponds and streams and offers visitors four miles of hiking trails for recreational pursuits. The Clayton International Park is located on Highway 138 just outside of Jonesboro. This facility was home to the 1996 Olympic Beach Volleyball events. The park includes picnic facilities, an indoor arcade and game room, concessions, scenic walking and fitness trails, fishing, volleyball, and bike trails. There area also 13 regulation beach volleyball courts for open play, leagues and weekend tournaments. Located inside the Clayton International Park is The Beach which includes fitness facilities and a water park.

4.13 Scenic Views and Sites

There are no views or sites of a scenic quality within the city limits of Jonesboro.

4.14 Cultural and Historic Resources

Early in the development of Leaksville, as Jonesboro was originally named, town leaders were approached and asked to build a railroad terminal. The proposal was rejected and the terminal was built further north in a place called “Terminus,” which was later call Marthasville, and later changed its name again in 1845 to Atlanta. Prior to the Civil War, Jonesboro was an educational and commercial center surrounded by plantations and farms. Jonesboro became seat of Clayton County in 1858. However, as Jonesboro was reaching gaining prosperity the Civil Ware began and from August 31 to September 1 1864 the last major battle of the war, the Battle of Jonesboro was fought, leading directly to the fall of Atlanta.

One of the detrimental effects of the Battle of Jonesboro was the burning of the majority of the city. Due to this, very few structures in the city predate the war. Two of these structures the Warren House, located at 102 West Mimosa, and the Johnson House, located on N. Main served as hospitals during the war. Other remaining pre-civil war houses include, The Carnes-Hansard-Bouvette House (c. 1850) at 201 S. Main Street, The Methodist Superannuate Home (c. 1850) at 176 Church Street, and The Dollar-Hightower-Swint House (c. 1860), at 186 N. McDonough Street.¹

4.14.1 Jonesboro Historic District

In 1971 the city council elected to recognize the Jonesboro Historic District and in 1972 the city’s business district was listed on the National Register of Historic Places. The present business district is part of the designated historical area. Many structures survived the raid of Union troops in the Battle of Jonesboro in 1865 because they are brick. The District encompasses eighteen historical sites including the 1869 and 1898 Courthouses, the County Jail, the Confederate Cemetery and ten private residences. The total acreage of the district is 300 acres and the building styles are primarily Greek Revival and Gothic.

The 1869 Courthouse, located at the corner of North McDonough Street and King Street, was built to replace the original county offices which were destroyed in Kilpatrick’s Raid on August 20, 1864. It served as the government center until 1898 it became the Jonesboro Masonic Hall. The 1898 Courthouse, located two blocks south of the original structure on McDonough Street,

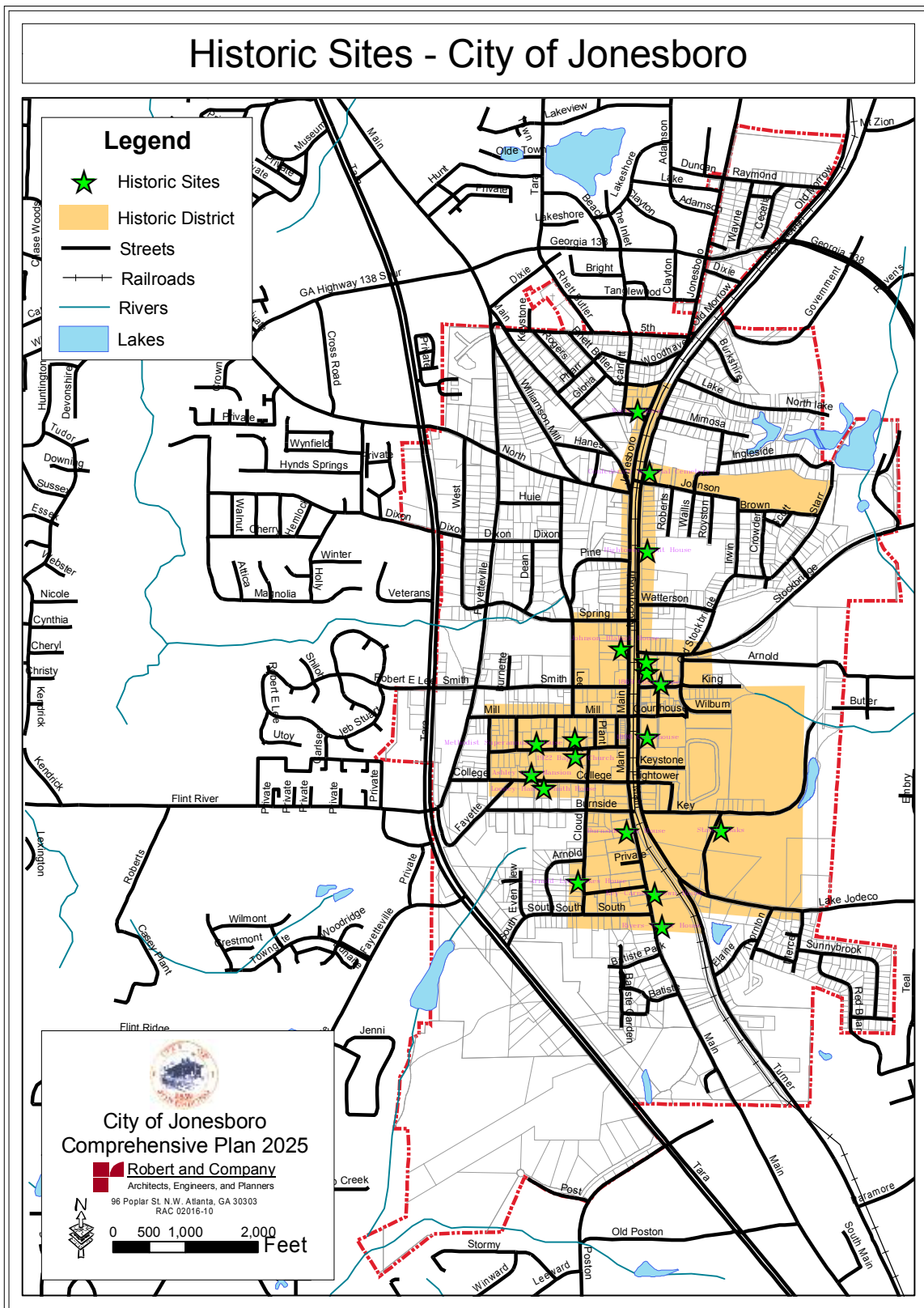
¹ From the Jonesboro Livable Centers Initiative Study Report, 2003.

still accommodates county offices. The first Clayton County Jail was erected in 1869 near the original courthouse and a second floor was added in 1880. From 1898 to 1971, the building was used as a private residence and now serves as the archives buildings for Historical Jonesboro, Inc. During the Battle of Jonesboro the Confederate Cemetery became the burial site for more than 600 Confederate soldiers. Individual markers were erected in 1964 and the site was officially designated as the Pat Cleburne Memorial Cemetery for a Confederate General who fought in the battle.

4.14.2. The McCord House, Stately Oaks Plantation

Located in the Jonesboro Historic District, this home became a National Register site in 1972. The ten room house was constructed by Whitehall P. Allen in the late 1830's, four miles north of Jonesboro on Tara Boulevard. Through the efforts of Clayton County, the City of Jonesboro and Historical Jonesboro, Inc., the house was moved to a 42-acre site on Lake Jodeco Road in 1973. Dedicated as the Margaret Mitchell Memorial Center, complete restoration work began in 1979.

Map 4.4 Jonesboro Historic District



4.15 Natural and Historic Resources Vision

The City of Jonesboro strives to protect its limited sensitive environments from the negative impacts of development and to preserve its unique historic resources so they may continue to be used for appropriate purposes and remain for the education and enjoyment of future generations.

4.16 Natural and Historic Resources Goals and Policies

Goal 1.0 Provide a healthy environment where the citizens of Jonesboro can live, work, and play.

Policy 1.1 Conserve and protect the natural resources present in the City of Jonesboro.

Policy 1.1.1 Direct development away from environmentally sensitive areas of the city, including the water supply watershed and stream corridors.

Policy 1.2 Maintain and continue to improve the city's parks.

Policy 1.2.1 Develop additional passive recreational areas such as with walking trails.

Policy 1.3 Develop methods to help control localized flooding in Jonesboro.

Policy 1.4 Continue to promote the beautification of city gateways and corridors through the coordinated application of the city's buffer ordinances.

Policy 1.5 Enforce endangered species protection laws and encourage education of the public on the identity of endangered species, and protection of habitat areas.

Policy 1.6 Promote compact land development that allows for walking and other non-motorized transportation to help protect and improve air quality in Clayton County.

Goal 2.0 Promote and maintain Jonesboro's unique cultural and historical character.

Policy 2.1 Encourage the recognition and preservation of historic resources in the City of Jonesboro.

Policy 2.1.1 Support and encourage Historical Jonesboro Inc. in its continued efforts to maintain accurate records of Jonesboro's historic and archeological sites.

Policy 2.1.2 Encourage property owners and tenants to protect and maintain their historic structures.

Policy 2.1.2.1 Develop design guidelines and façade requirements for improvements to existing structures and new development within the Jonesboro Historic District.

Policy 2.1.2.2 Develop a survey of historic properties that can be regularly updated and added to as additional structures turn 50 and become potentially eligible for the National Register of Historic Places.

Policy 2.1.3 Encourage adaptive reuse of historic structures.

Policy 2.1.3.1 Assist property owners in obtaining resources for the restoration and reuse of historic structures through tax credits, grants and other financial sources.

CHAPTER 5 COMMUNITY FACILITIES

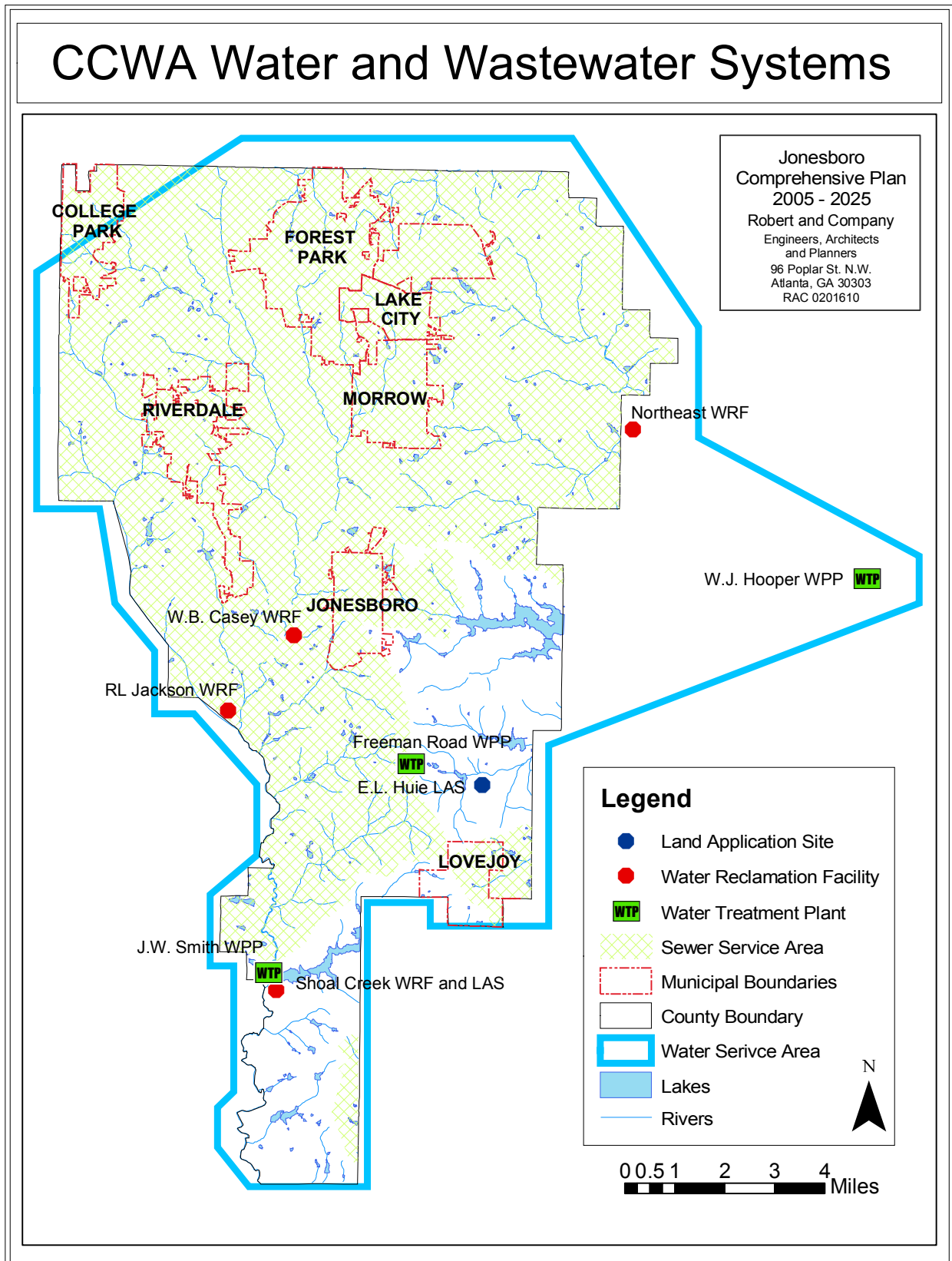
Introduction

In order to plan for the present and future population of Jonesboro adequately, inventorying is essential to assessing the existing community facilities. This inventory and assessment can be used to develop plans for community facilities in the future as well as to provide information about the services and facilities that are currently available to the residents of the city. Because Jonesboro is a small municipality, many of the local services are provided by Clayton County including water and sewer. Nevertheless, the city's goal is to provide the best possible public facilities and the highest-level services in a cost-effective manner to all citizens and businesses. This chapter concludes with a series of policies and implementation recommendations intended to aid the city in meeting this goal.

5.1 Water Supply and Treatment

The City of Jonesboro Water System was initially installed in 1927 and consisted of a 100,000 gallon elevated tank, two deep supply wells, 16,500 linear feet (L.F.) of 6 inch diameter cast iron and smaller pipe. Over time the water system has undergone several expansions in order to meet the increasing population and commercial demands. In accordance with the Clayton County Water Authority's (CCWA) 1990 Water Master Plan, the Authority purchased the city's water system in 1995. Map 5.1 depicts the extents of the CCWA water and sewer service areas. The CCWA water system currently has the capacity to produce 42 million gallons of treated water per day. Based on historical information contained in the Water Authority's 2000 Master Plan the current demand for treated water is approximately 40mgd. Demand projections provided in the 2000 CCWA Master Plan show a need for up to 51mgd by 2020. By combining these demand projections with countywide population estimates it is anticipated that CCWA will face a demand for up to 64.5mgd of treated water per day by 2025. To meet this projected demand the CCWA plans to obtain additional treatment capacity by increasing the hydraulic capacity of its treatment facilities and undertaking various other rehabilitation efforts. All planned improvements to the water system in the vicinity of Jonesboro are listed in the 2000 CCWA Master Plan.

Map 5.1 Clayton County Water Authority Water and Sewer Service Areas



5.2 Wastewater Treatment

Jonesboro has had sewer service since the 1960's. As part of the Clayton County Water Authority's 1995 purchase of the city's watery system, the authority took over sewer services as well. The City of Jonesboro is in service Areas 1 and 4 of the CCWA system. The 2000 CCWA Master Plan shows the system has a current capacity to treat 27.7 million gallons of wastewater per day. Based on population projections for 2025 it is anticipated that there will be a demand for 50.17mgd of treatment capacity. To meet this projected demand the CCWA plans to provide an additional 27mgd of capacity by 2020. All planned improvements to the sewer system in the Jonesboro area are listed in the 2000 CCWA Master Plan.

5.3 Solid Waste Management

Solid waste services are provided by the Sanitation Department of the City of Jonesboro. Trash and debris pick up is provided through weekly backyard service. The city's sanitation services currently serve 1056 residential customers and 100 businesses. In 2003 the department collected and disposed of 152 tons of garbage and disposed of an additional 20 tons of recyclable materials. The city run waste collection service is felt to be inadequate to meet the needs of residents and businesses. The city does not have the equipment to adequately serve existing businesses or industries as its two garbage trucks are 8 and 12 years old respectively. The City Manager has recommended outsourcing garbage collection to a private company.

The garbage from Jonesboro is taken to the Clayton County landfill in Lovejoy. This landfill currently accepts 230 tons of residential and commercial waste per day and is operating at an acceptable level of service. At the present rate of collection the landfill is projected to have adequate capacity through 2020. After reaching its capacity the site will be converted to a transfer station and waste will be hauled out of the county for disposal.

5.4 General Government Buildings

The City of Jonesboro Public Works Department is responsible for the maintenance of all city buildings and facilities. The department's staff also supervises and assists in building new facilities and additions to existing facilities. The city's facilities include: City Hall, a converted house located at 124 North Avenue, the Jonesboro Police Department located at 170 South Main Street, two Fire Stations located at 103 Mill Street and 264 North Main Street respectively, and the Public Works Department located at 100 Gloria Drive. See Map 5.2 for locations. The current amount of space available for the city's administrative functions is inadequate. To accommodate this need the city is currently undertaking a project to expand and renovate the police department to accommodate City Hall functions. There are also plans to develop a City Community/Arts Center, which will be temporarily located in the existing City Hall building until a new facility can be constructed.

5.5 Public Safety

5.5.1 Police Department

The mission of the Jonesboro Police Department is to maximize the quality of life of the citizens of the city it serves; to uphold the law fairly and firmly; to prevent crime; to address the problems of the citizens it serves; to pursue and bring justice to those who violate the law; to keep the peace of the city; to protect, help, and reassure all people in Jonesboro; and to do all of this with integrity, common sense, and sound judgment.

The staff of the Police Department consists of the Chief of Police, law enforcement personnel, a criminal investigation detective, a code enforcement officer, school resource officer, probation officer, technology support specialist and clerical support personnel. The department has a total of 26 staff, 24 full-time and 2 part-time. The department's annual operating budget is slightly over 1 million dollars. The Chief of Police is responsible for the supervision of the department and reports to the city manager.

The city has four offices per shift available to respond to calls and back up service is provided by the Clayton County Police Department when additional services are needed.

The Police Department maintains twenty-four vehicles, including patrol cars and an off road vehicle.

5.5.2 Fire Services

The Jonesboro Volunteer Fire Department serves the City of Jonesboro. The Department responds to all fire and EMS calls in the City of Jonesboro and other areas of the county as requested by mutual aid. In 2003 the department had twenty-two members, and a volunteer Fire Chief. The volunteer members elect the Fire Chief and the Mayor and City Council give the final approval. The Fire Department building and all fire equipment is supplied by the City of Jonesboro.

The fire department is currently equipped with 1983 and 1996 Pumper Engines, a 1973 Tower Truck acquired at no cost from the City of Atlanta, a 1993 Ford Light Duty Rescue Vehicle which is equipped for response to accidents & medical emergencies, a 1982 Chevy van used as a command post at larger incidences, a 1987 Ford Utility Truck used for manpower transportation, extra tools including battering ram, and additional breathing apparatus, a 1978 Ford foam truck, a 1995 Ford Crown Victoria passenger sedan used for general response and as a command post at smaller incidences, and a 1952 Ford Pirsch Pumper which is now used as a parade vehicle, but is still capable of pumping if needed. The City of Jonesboro has plans to add additional fire fighters, equipment and eventually construct an additional fire department to serve the citizens of Jonesboro better.

5.5.3 Emergency Services

Emergency services, with the exception of first-response EMT service, are provided to the City of Jonesboro by Clayton County. Clayton County operates nine ambulances, which are dispatched through the County 911 system. All vehicles are staffed with EMS personnel certified as Advanced Emergency Medical Technicians. The Jonesboro Fire Department also

operates an EMT vehicle that is housed at the Jonesboro Fire Department. On fire rescue calls, the EMT truck is usually the first to arrive at an accident in Jonesboro. The current arrangement of emergency service provision is considered adequate for the City of Jonesboro and is continued to remain in place throughout the planning period.

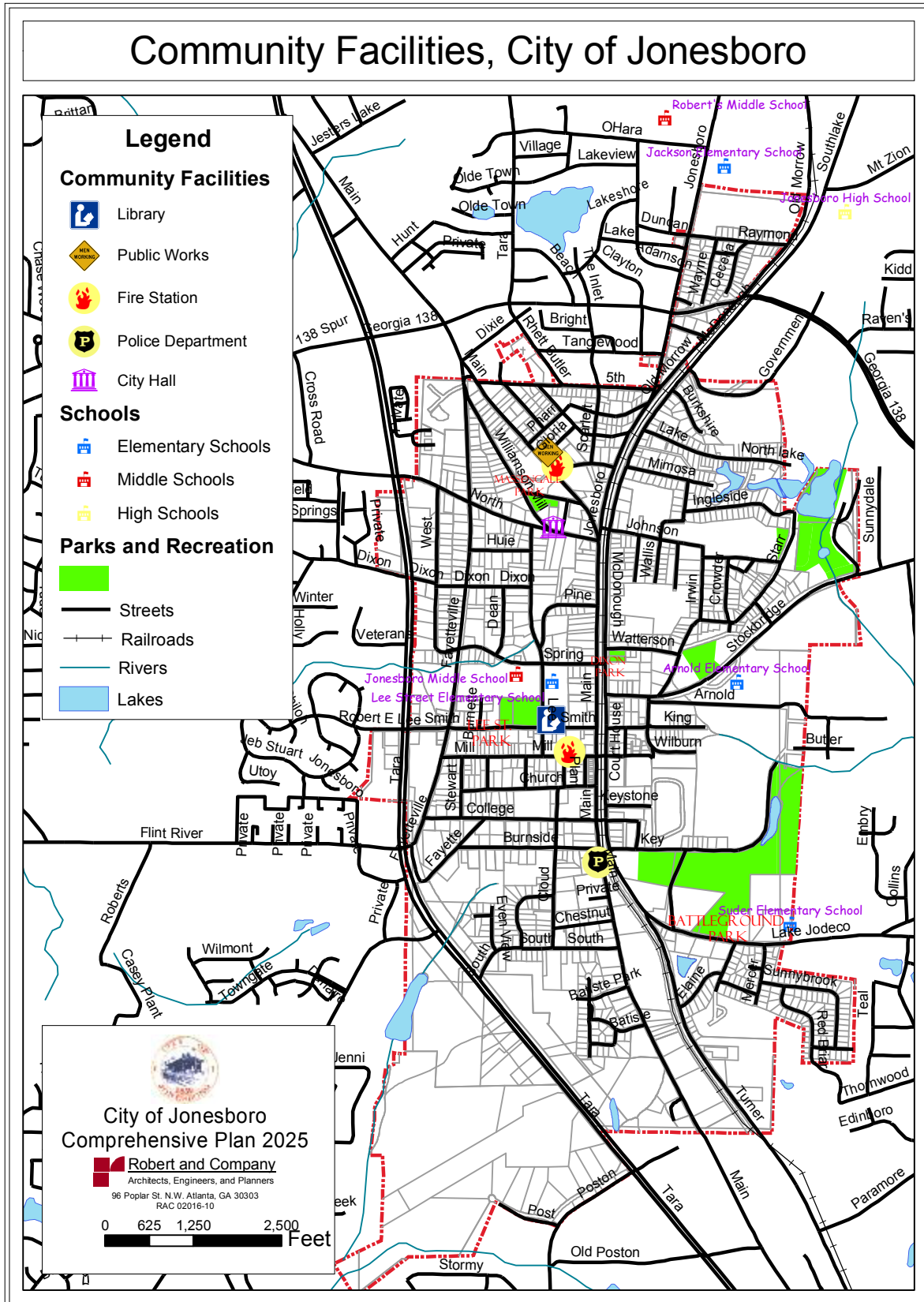
5.6 Recreation Facilities

The City of Jonesboro is fortunate to have several parks and recreational facilities within its city limits which are maintained by the City's Public Work's department. The city maintains three parks and is currently leasing a fourth park to the Clayton County Parks and Recreation Department. The city's three parks are Massengale Park, located at Haynes Street which includes a pavilion, picnic facilities and a concrete walking trail, Battleground Park, located at Lake Jodeco Road has a pavilion, playground, and picnic facilities, and Dixon Park located in the heart of town near the old courthouse provides an additional picnic venue. The city's Spring Street Park is the park leased to the county, it contains a football field, four tennis courts, two basketball courts, picnic facilities and a walking trail. All of the city's parks are lighted. See Map 5.2 for park locations.

Recent improvements include the addition of bathrooms at Battleground Park. New playground equipment is planned for Massengale Park, a walking trail is planned for Battleground Park and the city has plans to construct a new park with a playground in the next few years. In addition to the three parks managed by the city, there are recreation facilities areas associated with the public schools located in and around Jonesboro. These schools include Jonesboro Junior High, which has two tennis courts, and Jonesboro High School, which has ball fields and a jogging track.

The citizens of the City of Jonesboro also benefit from a large supply of recreational facilities located in Clayton County. Recreational facilities including 22 parks containing a total of 29 tennis courts and 40 ball fields, and the Reynolds Nature Preserve. The 130-acre Reynolds Nature Preserve is publicly owned and located in Morrow. The preserve offers a wildlife refuge, flower gardens and nature trails. Water sports can be found throughout the county at Lake Spivey, Lake Jodeco, Lake Shamrock and Drake's Landing. Clayton County is also home to the Clayton County International Sports Park, home of the 1996 Olympic Beach Volleyball.

Map 5.2 Community Facilities



5.7 Hospitals and Health Care

The primary source of medical care for Jonesboro is the Southern Regional Medical Center, a 406-bed medical/surgical facility located in Riverdale. This center provides a wide range of state-of-the-art services including: anesthesiology, cardiology, a community care center, diagnostic imaging, emergency medicine, gastroenterology, general medicine, general surgery, gynecology, neurology, obstetrics, oncology, orthopedics, pain management, pathology, pediatrics, psychiatric, and wound, ostomy, and continence care. In the past few years the medical center has undertaken numerous improvement projects including the opening of a comprehensive women's healthcare facility in May 2001. Southern Regional Medical Center is designed to meet not only the needs of Clayton County, including the citizens of Jonesboro, but also the needs of the southern crescent of the Atlanta metropolitan area. Therefore, healthcare services provided by Southern Regional are more than adequate to meet the needs of the current and future citizens of Jonesboro.

In addition to Southern Regional Medical Center, the Clayton Center is located just outside of the Jonesboro city limits. This center provides integrated mental health, mental retardation and substance abuse services to citizens of Clayton County. The Clayton Center was established in 1971 as one of the first three public sector community behavioral health care programs in Georgia. Since 1994, the Center has operated under the authority of a governing board, the Clayton Community MH/SA/DS Service Board, appointed by the Clayton County Board of Commissioners. The majority of board membership is made up of consumers and their family members.

5.8 Education Facilities

5.8.1 Public Schools

Jonesboro school children are part of the Clayton County school system. A nine-member board of education and the superintendent of schools govern Clayton County's school system. Each school board member represents a specific school district and they are elected to the six-year term on a countywide basis. As of January 2004, the school system was comprised of 31 elementary schools, 12 middle schools and 8 high schools, for a total of 52 public school facilities, and an enrollment of 50,367. Despite the significant number of schools constructed in recent years Clayton County Public Schools are still operating well over capacity: 28% for elementary schools, 31% of middle schools, and 12% for high schools. Enrollment is expected to reach 56,000 students during the 2007-2008 school year. To meet this demand there is an aggressive school construction plan in place. This plan calls for the construction of nine elementary schools, three middle schools and two high schools by 2008.

In addition to the aforementioned conventional schools, the County operates an alternative school, the North Jonesboro Center in downtown Jonesboro, for high school students that for whatever reason, desire alternatives to conventional high school education.

There are four schools in addition to the alternative school that are located within the city limits of Jonesboro: Jonesboro Junior High School, Lee Street Elementary, J.W. Arnold Elementary, and Lillie E. Suder Elementary. See Map 5.2 for locations. The current CCPS building plans do

not indicate the need or intent to build an additional conventional school in Jonesboro in the near term. However, CCPS is currently in the process of planning for a new vocational education center in Jonesboro.

5.8.2 College Level Education

Clayton College and State University is a four-year state university in the University System of Georgia with an enrollment exceeding 5,700. The university campus is located just east of the City of Morrow on 163 wooded acres with five lakes. Clayton State serves the population of metropolitan Atlanta, focusing on south metro Atlanta. Clayton State has 158 full-time faculty. Two-thirds of the faculty teaching in programs leading to bachelor's degrees hold the highest degrees in their field.

As Georgia's only university that also houses a regional technical institute, Clayton State is a unique institution. This status enables the university to serve as a practical bridge between Georgia's two systems of post-secondary education the liberal arts and specialized career/vocational tracks. Clayton College and State University's core mission is to provide superior career-oriented studies that will prepare students to succeed in the world of work in the 21st Century and to provide services and continuing education that will assist the Southern Crescent and the State in improving the quality of life for residents.

Other major colleges and universities in the area include Agnes Scott College, Emory University, Oglethorpe University, the Georgia Institute of Technology, Georgia State University, and the Atlanta University Center.

5.9 Libraries and Other Cultural Facilities

5.9.1 Libraries

Clayton County's library system is operated by an eleven-member appointed Library Board of Trustees which serves as the policy making body for the county operated library system. The system's headquarters library is located just outside of the Jonesboro city limits, with additional branches located in downtown Jonesboro, Forest Park, Morrow and Riverdale. The Jonesboro Branch is located at 124 Smith Street and is open Monday and Tuesday 9:00 am - 9:00 pm, Wednesday through Friday 9:00 am - 6:00 pm, and Saturday 9:00 am - 5:00 pm. See Map 5.2 for location. Library staff reports that the Jonesboro Branch Library is in need of renovation including the addition of a meeting room and to be retrofitted for wheelchair accessibility and technology. Additionally, system wide analysis has shown that the Clayton County Library System is not meeting the needs of the county's population and will need to add additional services and collections materials in the upcoming years to adequately serve the population, including the citizens of Jonesboro, through the 2005 – 2025 planning period.

5.9.2 Cultural Centers

There are no cultural facilities located within the city limits of Jonesboro at this time. However, as residents of the county, the citizens of Jonesboro do have the opportunity to use several cultural facilities located within Clayton County. Spivey Hall is a cultural center that is located on the campus of Clayton College and State University, just off I-75. Spivey Hall was built for

the purpose of supporting and endowing performances by artists and for enhancing the further development for the outstanding music program at Clayton College and State University.

Another local cultural facility is the Clayton County Performing Arts Center. This center was built for the Clayton County School Board system to offer a location for schools throughout the county to present various productions put on by the students. It is also the host to musical and theatrical productions by professional artists throughout the country. The Clayton County Performing Arts Center includes three theaters that hold 1211, 250 and 339 visitors, which can be combined to set a total of 1800 visitors. Arts Clayton, Inc. is an organization that was formed to foster and encourage the performing and visual arts within the community, as well as make numerous presentations for the enjoyment of all ages.

The city's recent Livable Centers Initiative planning study identified the need and desire to have a municipal auditorium/theater within the city limits of Jonesboro.

Community Facilities Summary

The citizens of the City of Jonesboro are served by a wide variety of community services and facilities. The provision of some of these services is becoming a burden on the city and many be a hindrance to redevelopment and economic development. Where possible, it may be in the city's best interest to pursue contracts with private entities for the provision of some services. Additionally, a number of services are provided to the city by Clayton County, other governmental agencies and nonprofit organizations. These partnerships and agreements should be continued into the future in order to maintain and improve upon the current level of service in the most cost effective and efficient manner.

5.11 Community Facilities Goals and Policies

Goal 1.0 The City of Jonesboro will maintain and as possible extend and add to its community facilities and services as necessary to support the public good. In doing this the city will strive to assure that public funds appropriated to provide needed public services and facilities are utilized in a manner the provides the highest level of service in a cost-effective manner.

Policy 1.1 Provide ample, high quality public services and facilities to serve city residents and establish criteria to ensure that privately supplied community facilities are adequately designed, constructed and maintained.

Policy 1.2 Achieve the orderly growth and improvement of public service facilities according to need, population density, land use continuity, environmental suitability, user safety and community objectives.

Policy 1.3 Extend and improve public services and facilities on a priority basis into areas with an existing need or into areas where the timing for new development is appropriate.

Policy 1.4 Ensure that public facilities comply with all local, state, and Federal environmental regulations and other standards.

Policy 1.5 Require the identification and consideration of the potential impacts on city services when reviewing requests for rezoning or approval of new developments.

CHAPTER 6 LAND USE ELEMENT

Introduction

The intent of a land use plan is to guide development based on an understanding of Jonesboro's current land use patterns, future development trends, and community aspirations. First, an inventory of existing land uses is carried out taking into account the amount, type, intensity or density, and spatial relationship of each land use. Land uses as detailed in Section 6.2 are grouped into categories based on the Georgia Department of Community Affairs recommended classification scheme. Subcategories within residential and commercial land uses are also included for additional detail. Second, an assessment of future land use needs is created based on anticipated trends and community goals. Population forecasts, along with the community's desired type and density of housing are used to calculate the need for additional residential land. Likewise, Employment forecasts are used as the basis of commercial and industrial land use needs assessments. Recreation and conservation land needs may be based on community standards for levels of recreational service and natural resource conservation. Third, a land use map along with supporting goals and implementation plans are formulated based on community aspirations. The future land use classification scheme includes several additional categories of mixed use development in accord with the Jonesboro Livable Centers Initiative redevelopment plan. The final land use plan is closely coordinated with the other elements of the comprehensive plan and includes extensive public involvement and comment.

6.1 Prior Land Use Planning in Jonesboro

According to the 1989 Georgia Planning Act, in order to become eligible for certain grants, communities must submit and have approved a comprehensive plan that meets or exceeds standards established by the Georgia Department of Community Affairs. By completing this task and maintaining the comprehensive plan, cities and counties are given Qualified Local Government status. While comprehensive plans are formulated with a twenty-year planning horizon, they must be updated at least each ten years. Jonesboro's most recent comprehensive plan was prepared in and adopted in 1997 with assistance from Robert and Company. At this time, Jonesboro was a small-sized town of approximately 3,600 people. Despite population growth in Georgia and Clayton County, the population of Jonesboro had been stagnant or declining in Jonesboro since 1970.

The major emphases of the Jonesboro Comprehensive Plan of 1997 were the needs for historic and cultural preservation, economic growth and infill development. Considering that Jonesboro had not been experiencing growth, projections of future population levels did not suggest the likelihood of significant change and there were no major developments or initiatives proposed at that time to instigate such change.

In the Spring of 2003, the Atlanta Regional Commission (ARC) awarded Jonesboro a grant to conduct a Livable Centers Initiative (LCI) study. The LCI program is specifically designed to encourage higher density residential development, mixed use development, and better connectivity to alternative modes of transportation in town centers and activity centers. The Jonesboro LCI study, completed by Jordan, Jones and Goulding, Inc., concentrates on the area

surrounding Main Street and the historic rail depot, which has become the proposed site of a downtown Jonesboro rail station for the State’s new commuter rail line linking Macon and Atlanta. The study addresses transportation, land use, housing, development and redevelopment with a key proposal to encourage mixed use development and structured parking facilities around a “town plaza” within walking distance of the proposed rail station site.

6.2 Existing Land Use Classification

Eleven land use classifications were used to depict the data recorded. The land use classifications are represented by color-coding, which is depicted on a map of the City. The eight land use classifications include Single Family Residential, Multi-Family Residential, Commercial, Office/Professional, Industrial, Agriculture, Public/Institutional, Transportation/Communication/Utilities, Parks/Recreation/Open Space, Forest/Unused and Vacant.

- Single-Family Residential: includes subdivisions and single-family homes or estates occupying individual tracts of land, usually smaller than two acres.
- Residential – Multi-Family (2 to 4 units): includes duplex, triplex and quadruplex dwelling units configured individually or in groups and on individual lots or in complexes.
- Residential - Multi-Family (5 units +): includes individual apartment buildings and most public housing developments.
- Commercial: includes retail or strip malls, auto-related businesses, funeral homes, and restaurants.
- Office/Professional: includes office and professional uses such as finance, insurance, real estate and medical offices.
- Industrial: includes storage and warehousing facilities, technology related manufacturing with offices, auto repair, utility storage yards, structures which combine office and warehouse/distribution functions, truck terminals, and similar structures and other businesses that are manufacturers but do not necessarily conflict with commercial uses.
- Public/Institutional: includes churches, lodges, hospitals, clubs and community service buildings. This classification also includes public schools and buildings, fire stations, police stations, City buildings, and cemeteries.
- Transportation/Communication/Utilities: includes airports, water and sewer facilities, power stations, substations, water storage tanks, radio and television stations, limited access highways, and utility corridors.

- Parks/Recreation/Open: includes land dedicated to active or passive recreational uses that are either publicly or privately owned and may include playgrounds, public parks, nature preserves, golf courses, reservations, recreation centers, and similar uses.
- Agriculture: includes land used for active agricultural purposes.
- Forest/Unused: includes undeveloped lands and land actively used for forestry.
- Vacant: includes land not used for any identified purpose or land that was developed for a particular use but has been abandoned for that use.

6.3 Existing Land Use Distribution

The existing distribution of land uses by acreage within the City of Jonesboro are presented in Table 6.1. In addition, a map of existing land uses is provided in Figure 6.1.

Table 6.1 Existing Land Use Totals, City of Jonesboro

Existing Land Use Totals, City of Jonesboro		
Land Use	Acres	%
Residential - Single Family	469.3	36.0%
Residential - Multi-Family (2 - 4 Units)	12.7	1.0%
Residential - Multi-Family (5 + Units)	30.2	2.3%
Commercial	144.6	11.1%
Office/Professional	33.9	2.6%
Light Industrial	64.1	4.9%
Public/Institutional	292.0	22.4%
Parks/Recreation/Conservation	57.1	4.4%
Agriculture	11.8	0.9%
Forest/Unused	167.2	12.8%
Transportation/Communication/Utilities	8.0	0.6%
Vacant	13.7	1.1%
TOTAL	1,304.6	100.0%

6.3.1 Residential

The predominant land use is single family residential, accounting for approximately 36% of all the land in Jonesboro. There is relatively little multi-family residential land use in Jonesboro, however, comprising only 3.3% of all land.

The greatest concentrations of single family residential areas are located in the northern and southern sections of the city. Residential concentrations in the northwest quadrant of the city are located along Fayetteville Road, North Avenue, and Lee Street. The largest concentration of homes in the northeast quadrant is located along North Lake Drive, Mimosa Drive, Ingleside Drive and Burkshire Court. The largest concentration of homes in the southwest quadrant is located along Stewart Avenue, Burnside Street, Cloud Street, South Avenue and Arnold Place.

Jonesboro has a small amount of Medium Density Residential and High Density Residential Development. The majority of this development is located in the southeast central portion of the city with the exception of a row of duplexes along West Avenue (northeast quadrant) and a small apartment complex at the corner of Butler and Pharr Drives.

6.3.2 Commercial

Commercial land uses in Jonesboro comprise 11.1% of the total land area. Commercial development is primarily concentrated on thoroughfares such as Tara Boulevard, Main Street and Jonesboro Road. Types of commercial range from small, individual stores to neighborhood shopping centers.

Since Jonesboro is the county seat of Clayton County, there are several office land uses located in Jonesboro relating to government services. These include law offices and bail bond offices. Most of the offices are concentrated along Main Street and McDonough Street across from the Historic Courthouse. Some office uses are located within one block of Main and McDonough Streets. There are also a few office uses located in the north section of Jonesboro.

6.3.3 Industrial

Light Industrial land uses in Jonesboro comprise about 4.9% of the total land uses. The larger parcels of industrial development primarily are located along the city limits. Smaller parcels of light industrial development are scattered throughout the central area of the city.

6.3.4 Public/Institutional

A large portion of Jonesboro's land area is classified as Public/Institutional (22.4%) due in part to the County and agency offices located in the City's limits. There are several institutional use locations in Jonesboro, with the majority of these locations located in the central section of Jonesboro. In addition to several public school campuses, Jonesboro has eight churches located throughout the city. The Jonesboro Baptist Church in downtown Jonesboro, occupies the most land of the churches in Jonesboro. The new Clayton County Courthouse and Jail are located in the southwest corner of Jonesboro city limits. The Confederate Memorial Cemetery is also located in Jonesboro in the northwest quadrant of the city.

6.3.5 Recreation/Parks/Open Space

There are three Park/Public Open space locations in Jonesboro. There is a park located on Smith Street adjacent to the Jonesboro Junior High School. Another park is located on Stockbridge Road close to the city limit line. Stately Oaks, a local historic landmark, is the site of the third park area. Stately Oaks is located on Lake Jodeco Road.

6.3.6 Undeveloped

Approximately 13.9% of the land area in Jonesboro is classified as Forest/Unused or Vacant. As infill development continues to occur in Jonesboro, it can be expected that the unused and vacant land areas will continue to diminish. Forested areas remaining in Jonesboro may be candidate for permanent open space preservation.

6.4 Existing Land Use Assessment

6.4.1 Historical Factors Influencing Jonesboro Development Patterns

Jonesboro has a rich history that influences the city's current form and development. As the county seat of Clayton County, Jonesboro has always been influenced by governmental offices and activities. And having played a significant role in the Civil War, there are numerous properties and buildings in Jonesboro that are extremely significant from a historical standpoint. Distinct from the municipalities in the northern part of Clayton County (Forest Park, Riverdale) which have grown as major suburbs of Atlanta, Jonesboro has remained a small-town environment. The combination of Jonesboro's historical significance and small town environment have an impact on the form of the city today as well as the plans for the future.

There has been one major recent annexation that has changed the city limits of Jonesboro. After completion of the 1997 Comprehensive Plan, the new Clayton County Justice Center was developed on Tara Boulevard to the southwest of Jonesboro. This area has been annexed into the city, extending the municipal limits to the southwest.

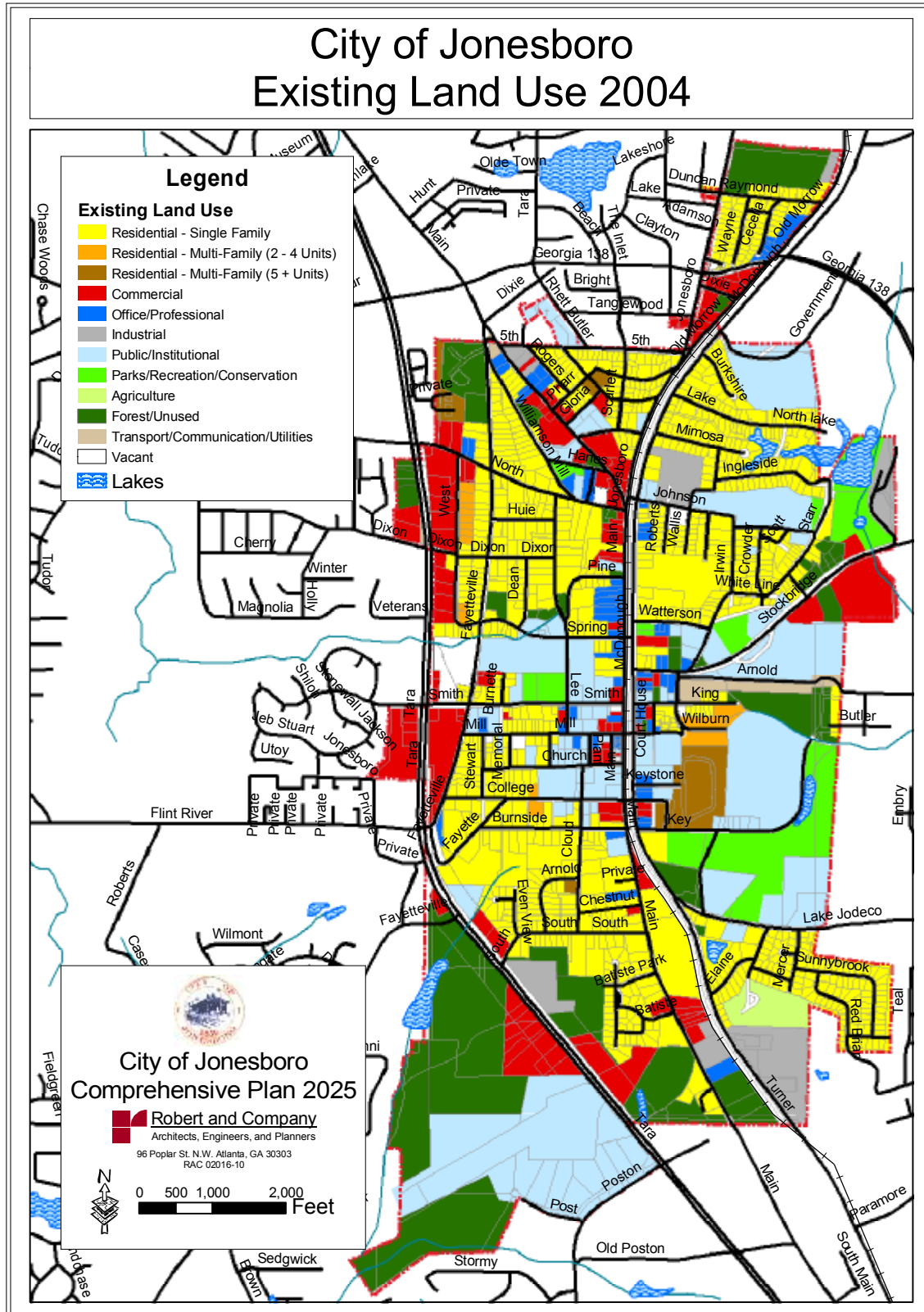
6.4.2 Infrastructure and Transportation Facilities

Jonesboro is well served by public infrastructure and utilities, including water, sewer, police and fire protection, public recreation, cultural and social facilities. Expansion and maintenance of infrastructure is ongoing. In many regards, the City of Jonesboro and Clayton County work cooperatively to maintain and upgrade infrastructure.

Jonesboro is well served by a network of local streets, arterials and access to interstate highways. The local road network is organized along the "spine" of Main Street (Jonesboro Road) which extends from north to south, adjacent to the rail line. A complicating factor in Jonesboro is the .

For public transit, Jonesboro is currently served by C-TRAN, the Clayton County bus system. This system is new and is planning expanded service. Also planned for the future is a commuter rail station in Jonesboro, recommended to be located in the downtown area. This station is anticipated to allow access to the Macon-Atlanta commuter rail line to be established in the near future, pending funding and approval. The Jonesboro LCI Plan has addressed the proposed commuter rail station area and has proposed transportation improvements and redevelopment initiatives.

Map 6.1 Existing Land Use 2004 City of Jonesboro



6.4.3 Environmentally Sensitive Areas

Because Jonesboro is a densely developed area, the soils have been altered from their original composition by urban development. Most of the land considered developable has already been developed.

There are no identified wetlands in Jonesboro that would pose significant hindrance to the developability of land.

A significant factor of “environmental” sensitivity in Jonesboro is the existence of numerous historic and cultural resources. Future development activity must be sensitive to the fragility of historic buildings and sites, many of which are also important to the efforts to promote historic tourism in the region.

6.5 Future Land Use Needs

Based on the analysis of the existing conditions, socioeconomic statistics, public input and perceived opportunities and constraints, the planning assumptions listed below summarize anticipated and desired future land use trends and requirements for Jonesboro for the next 20 years.

6.5.1 Residential Growth and Infill Development

Population trends in the City, county, region and state point towards population growth in Jonesboro. Population within the City of Jonesboro increased by just over 5% between 1990 and 2000. This pattern of slow growth is projected to continue, with the city adding between 500 and 600 residents between 2000 and 2025. It is possible that by actively encouraging development and redevelopment, the City will be able to realize more significant growth that projections suggest for the future.

6.5.2 Moderate Commercial Growth

Commercial growth and redevelopment is desirable in Jonesboro, particularly in the form of commercial revitalization and redevelopment of older commercial areas. In particular, Main Street is a potentially desirable location for commercial revitalization. It is anticipated that commercial growth will be in the form of small scale development rather than large scale centers.

6.5.3 Moderate Office and Institutional Growth

Development of new institutional facilities (government offices, schools, etc.) has been the most significant activity in Jonesboro in recent years. While this will continue to be a major emphasis in Jonesboro, the recent pace of institutional development will not be sustained over the long term. Moderate office development can be anticipated over the long term.

6.5.4 Mixed Use Development and Redevelopment

A desirable and likely trend in Jonesboro is mixed use development. The City is promoting mixed use development through initiatives such as the Livable Centers Initiative and the zoning ordinance will be revised to allow mixed use development in accordance.

6.5.5 Recreation and Public Open Space Growth

It is expected that recreation and public open space will be further improved and added to benefit a growing population in Jonesboro.

6.6 Future Land Use Statement of Intent

The Future Land Use Statement of Intent for the Jonesboro Comprehensive Land Use Plan Update has been developed based on the available data and planning process, and it provides a basis for developing a specific, parcel-based Future Land Use Map. The following is a description of the intent for future land use.

6.6.1 Residential Preservation and Improvement

The primary emphasis of the Future Land Use Plan is the preservation of Jonesboro's single-family neighborhoods and the enhancement of the community to promote improved quality of life. Jonesboro will maintain the "friendly, small-town environment" that is desirable to existing and likely future residents. Redevelopment and revitalization efforts should be targeted to portions of the city that are experiencing degradation.

6.6.2 Mixed Use Redevelopment Emphasis

There is a strong intent to encourage mixed use infill development and redevelopment in Jonesboro. The Livable Centers Initiative plan reinforces the desirability of mixed use development.

6.6.3 Corridor Revitalization Emphasis

The major corridors in Jonesboro, specifically Main Street and Tara Boulevard, are targeted for revitalization through land use and transportation recommendations. It is intended that Jonesboro's corridors contribute to rather than detract from the quality of life in the city.

6.7 Future Land Use Map

The Future Land Use Map represents an amendment to the Future Land Use Map of the Jonesboro Comprehensive Plan, 1997-2017. (See Figure 6.2) As the function of the Future Land Use Map is to inform the zoning and development process, this map plays a significant role and should be periodically reviewed for accuracy and appropriateness.

6.8 Future Land Use Classification

Fourteen land use classifications are used to describe future land use recommendations for Jonesboro. The land use classifications are represented by color-coding, as depicted on the Future Land Use Map. (See Figure 6.2) The land use classifications include:

- **Single Family Residential:** includes single-family, detached unit residential development at a maximum net density of zero (0) to four (4) dwelling units per acre. This land use category typically includes areas already developed in single-family residential subdivisions as well as areas which are likely to develop in a similar manner in the future.

- Medium Density Residential: these areas are reserved for single family detached homes and the development of townhouses typically at a net density of approximately twelve (12) dwelling units per acre.
- Multi-Family Residential: includes condominiums and multi-family apartments, typically at a net density of approximately fifteen (15) dwelling units per acre.
- Commercial: Appropriate uses in these areas include neighborhood service retail, strip malls, and restaurants. These areas are not recommended for big box style developments. Developments must be designed to accommodate pedestrians.
- Office/Business: includes more intensive office-oriented developments such as “office parks” and “business parks” that are directly accessible to the interstate highway system. All development should have the majority of building space allocated for office use.
- Office/Residential: allows for a mixture of office and residential uses in such a way as to foster a live-work environment. Professional offices (architecture, interior design, finance, real estate) may locate at ground level with residential condominium or apartment units above.
- Mixed Use: allows for a mixture of commercial and residential uses in a “traditional urban” or “main street” fashion. Neighborhood-friendly retail commercial uses such as drugstores, flower shops, small clothing stores, etc. may front on commercial streets with condominium-type residential units and/or offices located above or behind. All development should be pedestrian-oriented and should facilitate access to mass transit facilities.
- Light Industrial: includes storage and warehousing facilities, technology related manufacturing with offices, auto repair, utility storage yards, structures which combine office and warehouse/distribution functions, truck terminals, and similar structures and other businesses that are manufacturers but do not necessarily conflict with commercial uses.
- Public/Institutional: includes churches, lodges, hospitals, clubs and community service buildings. This classification also includes public schools and buildings, fire stations, police stations, City buildings, and cemeteries.
- Parks/Recreation/Conservation: includes land dedicated to active or passive recreational uses that are either publicly or privately owned and may include playgrounds, public parks, nature preserves, golf courses, reservations, recreation centers, and similar uses. All 100-year floodplain areas in Jonesboro are included under the Parks/Open Space classification.
- Transportation/Communication/Utilities: includes airports, water and sewer facilities, power stations, substations, water storage tanks, radio and television stations, limited access highways, and utility corridors.

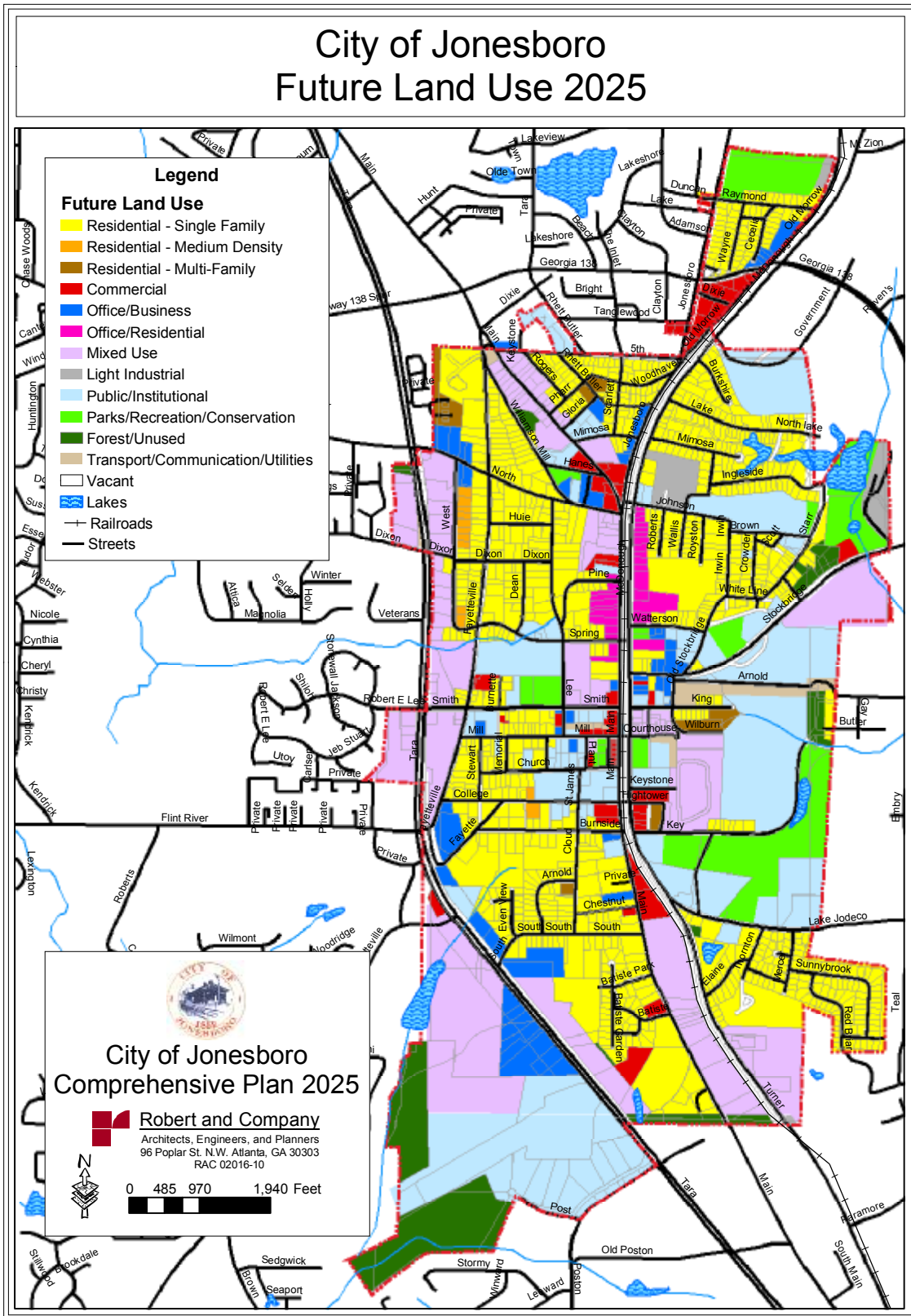
Figure 6.1 Future Land Use Planning Concepts

	<p>Single Family Residential: includes single-family, detached unit residential development at a maximum net density of zero (0) to four (4) dwelling units per acre. This land use category typically includes areas already developed in single-family residential subdivisions as well as areas which are likely to develop in a similar manner in the future.</p>		<p>Office/Business: includes more intensive office-oriented developments such as "office parks" and "business parks" that are directly accessible to the interstate highway system. All development should have the majority of building space allocated for office use.</p>
	<p>Medium Density Residential: these areas are reserved for single family detached homes and the development of townhouses typically at a net density of approximately twelve (12) dwelling units per acre.</p>		<p>Light Industrial: includes storage and warehousing facilities, technology related manufacturing with offices, auto repair, utility storage yards, structures which combine office and warehouse/distribution functions, truck terminals, and similar structures and other businesses that are manufacturers but do not necessarily conflict with commercial uses.</p>
	<p>Multi-Family Residential: includes condominiums and multi-family apartments, typically at a net density of approximately fifteen (15) dwelling units per acre.</p>		<p>Public/Institutional: includes churches, lodges, hospitals, clubs and community service buildings. This classification also includes public schools and buildings, fire stations, police stations, City buildings, and cemeteries.</p>
	<p>Commercial: Appropriate uses in these areas include neighborhood service retail, strip malls, and restaurants. These areas are not recommended for big box style developments. Developments must be designed to accommodate pedestrians.</p>		<p>Parks/Open Space: includes land dedicated to active or passive recreational uses that are either publicly or privately owned and may include playgrounds, public parks, nature preserves, golf courses, reservations, recreation centers, and similar uses.</p>
	<p>Mixed Use: allows for a mixture of commercial and residential uses in a "traditional urban" or "main street" fashion. Neighborhood-friendly retail commercial uses such as drugstores, flower shops, small clothing stores, etc. may front on commercial streets with condominium-type residential units and/or offices located above or behind. All development should be pedestrian-oriented and should facilitate access to mass transit facilities.</p>		<p>Transportation/Communication/Utilities: includes rail stations, water and sewer facilities, power stations, substations, water storage tanks, radio and television stations, limited access highways, and utility corridors.</p>
	<p>Office/Residential: allows for a mixture of office and residential uses in such a way as to foster a live-work environment. Professional offices (architecture, interior design, finance, real estate) may locate at ground level with residential condominium or apartment units above.</p>		<p>Forest/Unused - These areas are currently wooded and/or undeveloped and are may remain so through the end of the planning period dependent on the demand for new development in Jonesboro. It is recommended that these areas be withheld from development until all other areas have been exhausted.</p>

Note: Images are for illustrative use only and are not intended to promote any specific developer.



Map 6.2 Future Land Use 2025 City of Jonesboro



6.9 Future Land Use Distribution

Table 6.2 Future Land Use Acreage Totals

Future Land Use Totals, City of Jonesboro		
Land Use	Acres	%
Residential - Single Family	483.9	37.1%
Residential - Multi-Family (2 - 4 Units)	6.1	0.5%
Residential - Multi-Family (5 + Units)	16.1	1.2%
Commercial	39.5	3.0%
Office/Professional	60.2	4.6%
Office/Residential	18.6	1.4%
Mixed Used	275.2	21.1%
Light Industrial	17.3	1.3%
Public Institutional	292.5	22.4%
Parks/Recreation/Conservation	76.7	5.9%
Forest/Unused	7.3	0.6%
Transportation/Communications/Utilities	10.8	0.8%
Vacant	0.3	0.02%
TOTAL	1,304.6	100.0%

6.10 Land Use Goals and Policies

Goal 1.0 To promote orderly, balanced, and high quality development which responds to the physical, social, environmental, and economic conditions of the city.

Policy 1.1 Discourage commercial encroachment into residential areas of the city.

Policy 1.2 Discourage the addition of any new sanitary landfills, medical incinerators or crematoriums in the area.

Policy 1.3 Improve the visual quality of the central business district to be more compatible with downtown.

Policy 1.4 Encourage the diversification of residential areas and the stabilization of existing neighborhoods.

Policy 1.5 Provide up-to-date zoning and development regulations that protect the health, safety, and welfare of residents of Jonesboro.

Policy 1.6 Encourage Traditional Neighborhood Development concepts in the Jonesboro zoning and development regulations.

Policy 1.7 Ensure compatibility between land uses when making land development decisions.

Policy 1.8 Actively seek the participation of residents in the planning and development process.

Policy 1.9 Encourage new downtown development to structurally resemble and be compatible with existing buildings.

Policy 1.10 Provide for adequate and timely infrastructure improvements to accommodate new land use development.

Policy 1.11 Facilitate housing development in selected areas of the city through eligible state and federal programs to meet the needs of households which cannot afford housing in the private market.

Policy 1.12 Maintain the integrity and visibility of stable single-family neighborhoods from the negative impacts of encroachment by incompatible land uses.

Policy 1.13 Promote a central core (downtown Jonesboro) that is compact and distinct from other commercial development and that is viewed as a desirable place to provide a wide range of mixed retail, entertainment, cultural, office and residential uses which benefit from proximity to each other.

Policy 1.14 Promote safe and adequate ingress and egress from commercial development and require adequate land for off-street parking and internal vehicular circulation.

Policy 1.15 Encourage reuse and revitalization of obsolete office and commercial facilities.

Policy 1.16 Provide safe and adequate pedestrian access from nearby areas to commercial and other activity centers.

Policy 1.17 Consider the annexation of adjacent land, especially along Tara Boulevard.

Policy 1.18 Ensure that the Jonesboro Zoning Ordinance encourages appropriate and desirable commercial development citywide and mixed use development in the central business district.

Policy 1.19 Develop entrances into Jonesboro that are distinct and are visually and aesthetically pleasing.

Policy 1.20 Provide safe pedestrian access across major thoroughfares such as Tara Boulevard.

Policy 1.21 Encourage Transit Oriented Development (TOD) and Pedestrian Oriented Development (POD) in downtown Jonesboro.

Policy 1.22 Encourage mixed-use development and redevelopment of Jonesboro's major corridors such as Jonesboro Road and Tara Boulevard.

Policy 1.23 Develop architectural and development guidelines and criteria to guide residential and commercial development, including height, style, construction materials, setbacks, sidewalks, lighting etc. These guidelines should incorporate traditional neighborhood densities and design. Similarly guidelines for infill housing should be developed to maintain the integrity of existing neighborhoods.

Policy 1.24 Review and streamline the entitlement process for development (e.g., zoning, land disturbance permits, building permits, etc.)

CHAPTER 7 TRANSPORTATION

Introduction

Effective January 1, 2004, Chapter 110-12-1 of the Rules of the Georgia Department of Community Affairs provides the Minimum Standards and Procedures for Local Comprehensive Planning. The Rules require a three step planning process that includes: (1) an inventory of existing conditions; (2) an assessment of current and future needs; and (3) the articulation of the community's vision, goals, and an associated implementation program. This transportation element must provide an inventory of the local transportation network; an assessment of the adequacy for serving current and future population and economic needs; and the articulation of community goals and an associated implementation program that provides the desired level of transportation facilities and services throughout the planning period. The City of Jonesboro must meet additional requirements for its Advanced Planning Level.

In many instances, the Clayton County Comprehensive Plan, countywide data and analysis of the countywide transportation system are referenced in this Transportation Element. While focusing specifically on transportation in the City of Jonesboro, this Transportation Element recognizes the multi-jurisdictional nature of the transportation network and maintains a balanced, broad focus on transportation planning.

7.1 Existing Conditions

The first step in the local comprehensive transportation planning process is a detailed inventory of existing conditions. The inventory is summarized as follows:

7.1.1 Transportation Network

An accessible, efficient and safe transportation network is a vital component of a community's general well being. The transportation network enables residents to travel to work, receive services, obtain goods, and interact with others. Transportation is especially crucial in the area of economic development where access to transportation facilities plays a major role in a prospective industry's decision to locate in a particular area. An assessment of the existing transportation network throughout Clayton County, with a focus on the City of Jonesboro, is provided to help determine future transportation needs.

Roads and Highways

The City of Jonesboro is located in Clayton County, Georgia just south of Atlanta along the I-75 corridor. The northern-most corner of Clayton County contains a 5.9 mile stretch of the I-285 Atlanta perimeter highway. Several interstate highways including I-75, I-85, I-675, and I-285 serve the county. The City of Jonesboro is served by US 19/41 to the west, I-75 to the east, and SR 138 to the north.

Table 7.1 provides a synopsis of road types by jurisdiction throughout Clayton County.

Table 7.1 Clayton County Road Types

Clayton County Road Mileage		
Road Type	Miles	Percentage
Total Roads	992.90	100%
State Roads	101.01	10%
County Roads	749.99	76%
City Streets	141.09	14%

Source: DOT 441 Report 12/31/2002

In order to assess the adequacy of a transportation system, it is necessary to inventory various roadways according to the degree to which they fulfill two purposes: (1) movement of traffic and (2) access to property provided by driveways and curb cuts. These functions are inversely related in that the more traffic volume a roadway can accommodate, the less access it provides (and vice versa). A functional classification describes the degree to which a particular roadway provides mobility and access. The five functional classifications are as follows:

- 1. Interstate Principal Arterial:** An interstate principal arterial is a multi-lane controlled access road which only allows access at designated interchanges. The purpose of the interstate is to transport people and goods over long distances at high speeds with a minimum amount of friction from entering and exiting traffic. Freeways typically have average daily traffic volumes of over 100,000 vehicles per day.
- 2. Principal Arterial:** A principal arterial is used to transport large volumes of traffic at moderate speeds and are typically multi-lane. A principal arterial is usually a median divided highway with some controlled access. These roads provide immediate access to adjacent land uses through driveways and two-way turn lanes in the center of the multi-lane arterial. A principal arterial is designed for typical capacity of 45,000 to 75,000 vehicles per day.
- 3. Minor Arterial:** A minor arterial is designed to provide cross-town and cross-county street access. These roadways are usually multi-lane, although in some less developed areas they may be two lane roads. With access to development, there are often driveways that run directly into thoroughfares and, occasionally, on-street parking. Typical right-of-ways are between 70 and 90 feet, with traffic volumes between 20,000 and 50,000 vehicles per day.
- 4. Major Collectors:** A major collector is designed to move traffic from large residential areas and other local traffic generators such as schools, parks, office, and retail areas to principal and minor arterials. Generally these are two to four lane roads with frequent intersections. Traffic volumes are between 15,000 and 30,000 vehicles per day.
- 5. Minor Collectors:** Minor collectors are roads designated to collect traffic from local networks of city streets and county roads and transport this traffic to the arterial system. Collectors are typically two to four lane facilities with an average daily traffic between 7,500 and 15,000 vehicles.

6. Local Roads and Streets: These roads exist primarily to provide access to adjacent land; and serve low-mileage trips compared to collectors or other higher systems. Use of these roads and streets for through traffic is usually discouraged. Local roads and streets constitute the mileage not classified as part of the principal arterial, minor arterial, or collector system.

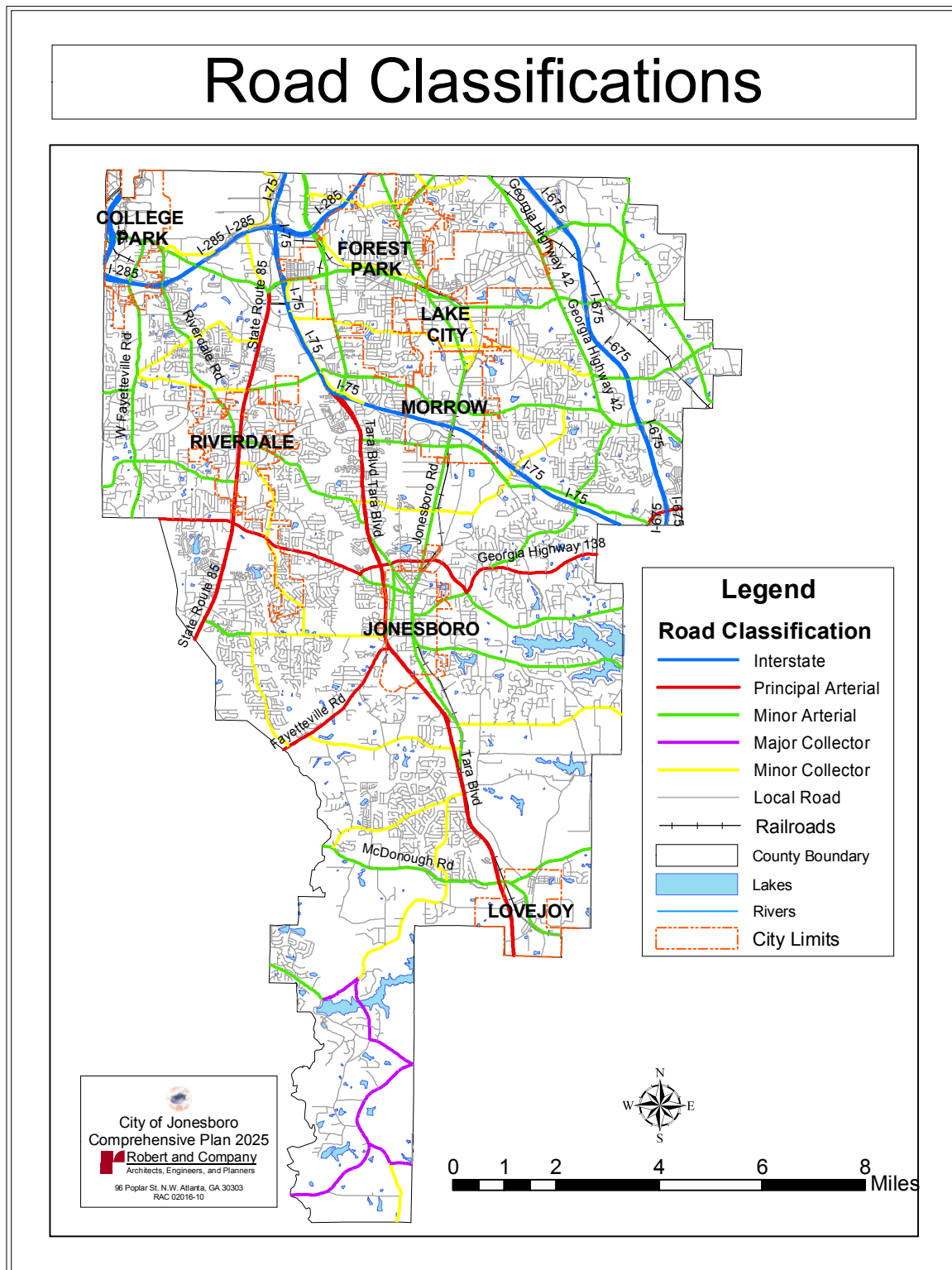
The roadway system in the City of Jonesboro and throughout Clayton County is well developed. The network is comprised of Interstate highway access, state routes, county roads and city streets. Table 7.5 includes a breakdown of Mileage and Vehicle Miles Traveled in Clayton County grouped by jurisdiction for each functional classification. The inventory of transportation networks in Clayton County according to their functional classification is illustrated in Map 7.1. All roads not listed are considered local roads.

Table 7.2 Roadway Function Classifications

Roadway Classifications in Clayton County	
Classification	Roadways
Interstate Principal Arterials	Interstate 285
	Interstate 85
	Interstate 75
	Interstate 675
Principal Arterials	Fayetteville Rd
	State Route 85 south of Forest Pkwy
	SR 138
	Tara Blvd
Minor Arterials	Old Dixie Hwy (US 19, US 41, SR 3)
	SR 42 (US 23)
	Anvil Block Rd
	Bethsaida Rd
	Bouldercrest Rd
	Church St (From Riverdale Rd to Main St. in Riverdale)
	Ellenwood Rd
	Fayetteville Rd (Jonesboro)
	Fielder Rd
	Flat Shoals Rd (West of Fayetteville Rd)
	Forest Pkwy (SR 33)
	Jodeco Rd
	Jonesboro Rd (N. Main St. in Lake City and Morrow)
	Lake Harbin Rd (Morrow Rd in Morrow)
	McDonough Rd
	McDonough St
	Morrow Industrial Blvd
	Mt. Zion Rd
	N Bridge Rd (West of Hampton Rd)
	North Ave (From SR 138 to N. McDonough St)
Panola Rd	

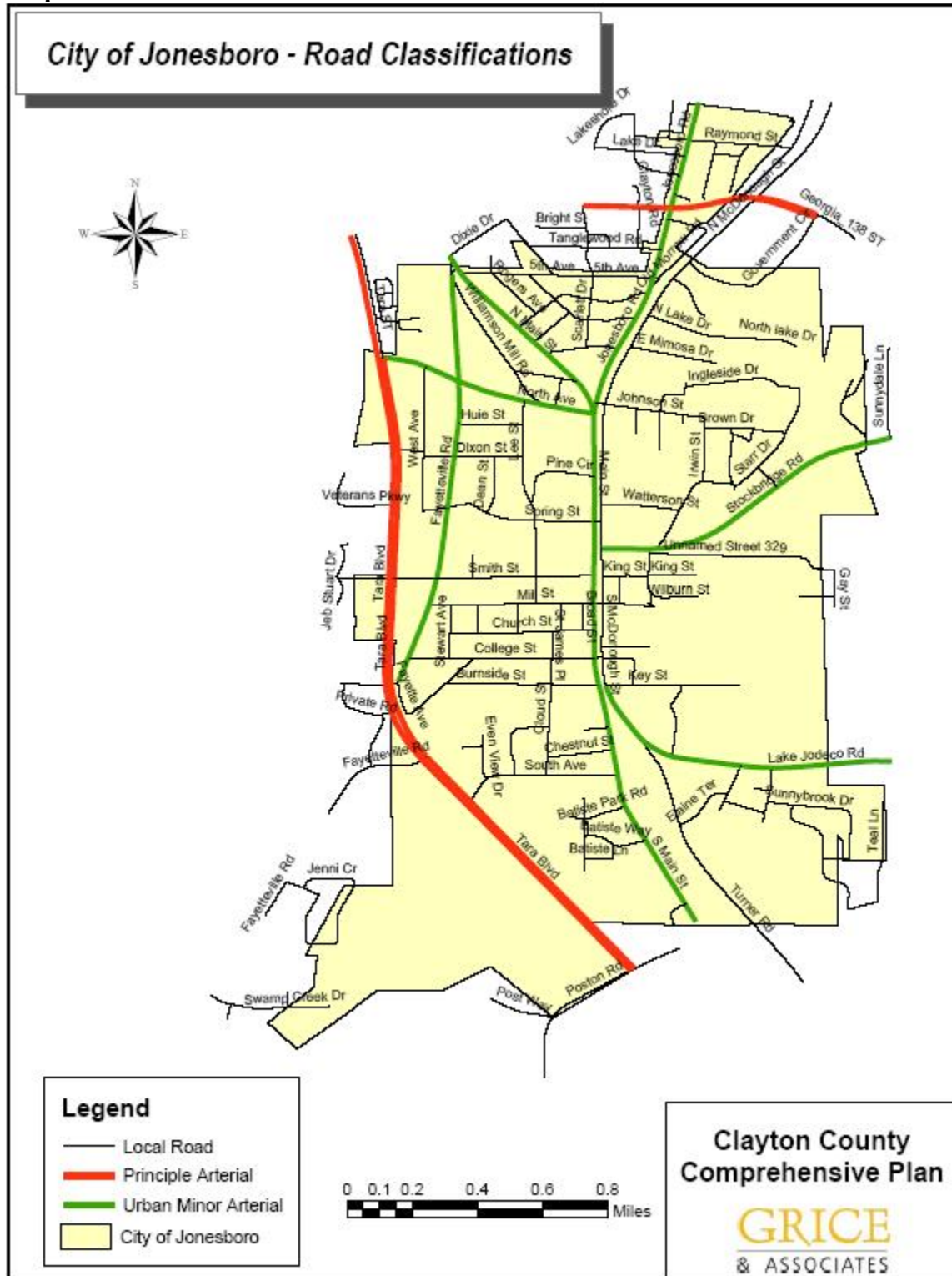
Roadway Classifications in Clayton County	
Classification	Roadways
Minor Arterials cont.	Pointe South Pkwy
	Rex Rd (East of SR 42)
	Riverdale Rd (SR 135)
	S Main St (Jonesboro)
	Stockbridge Rd (From McDonough St to SR 138)
	Sullivan Rd
	Valley Hill Rd (Main Street in Riverdale)
	Walt Stephens Rd
	West Fayetteville Rd (SR 314)
Major Collectors	Hampton Rd (East of Panhandle Rd)
	N Bridge Rd (East of Hampton Rd)
	Panhandle Rd (From N Bridge Rd to Hampton Rd)
	Wildwood Rd (From Woolsey Rd to Fortson Rd)
	Woolsey Rd
Minor Collectors	Airport Loop Rd
	Mount Zion Boulevard
	Battle Creek Rd
	Clark Howell Hwy
	Conley Rd
	Fayetteville St
	Flat Shoals Rd
	Flint River Rd
	Harper Dr
	Huie Rd
	I-75 access ramp
	Main St (Forest Park)
	Mt Zion Blvd (North of Battle Creek Rd)
	Mundy's Mill Rd
	Noah's Ark Rd
	Old Conley Rd
	Panhandle Rd (From Tara Rd to N Bridge Rd)
	Pine Ridge Dr
	Poplar Springs Rd
	Rex Rd (West of SR 42)
	Reynolds Rd
	Rock Hill Dr
	Tara Rd
	Taylor Rd (Roberts Dr in Riverdale)
	Thomas Rd
Wildwood Rd (South of Fortson Rd)	

Map 7.1 Roadway Classifications in Clayton County



The roadway system in the City of Jonesboro is also well developed. The network is comprised of state routes, county roads and city streets.

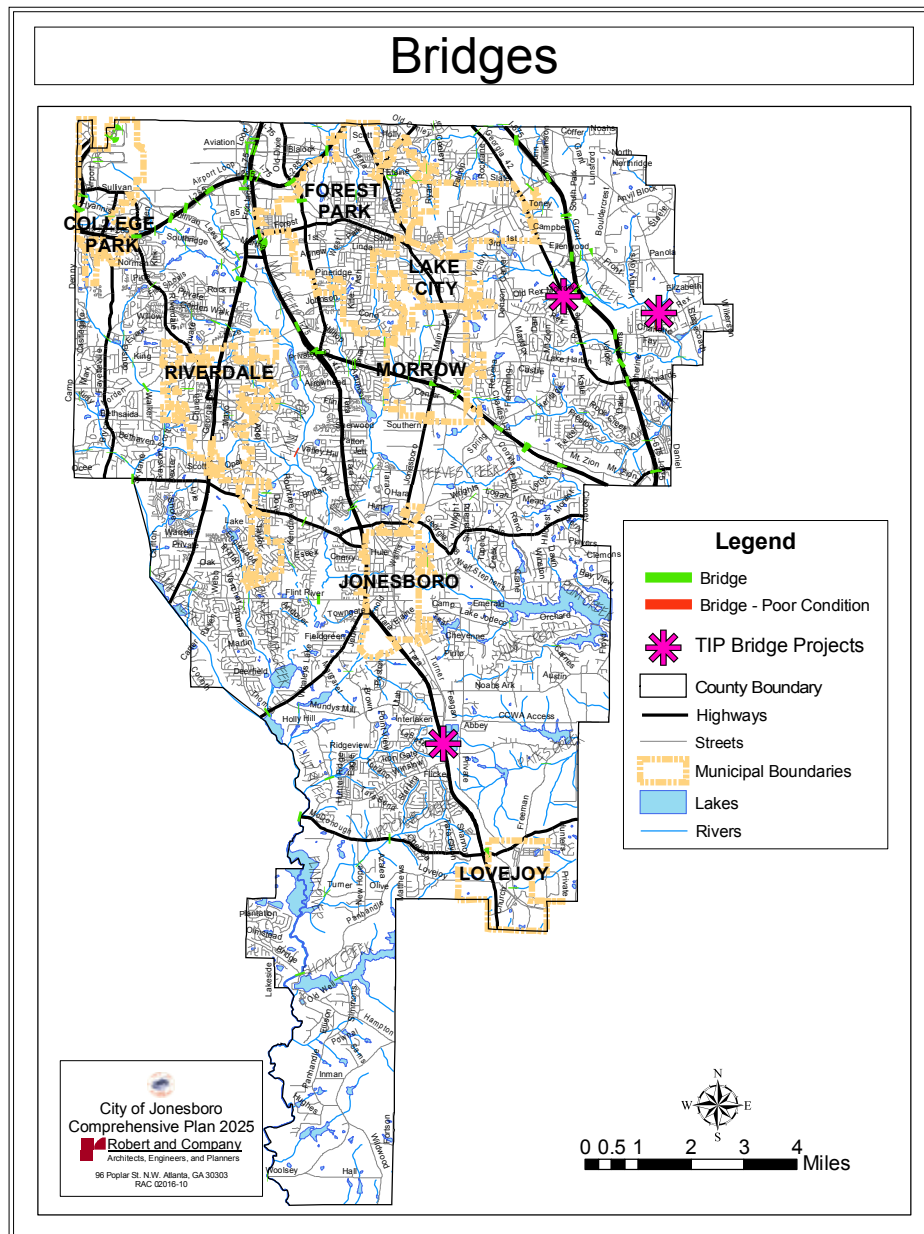
Map 7.1A Jonesboro Road Classifications



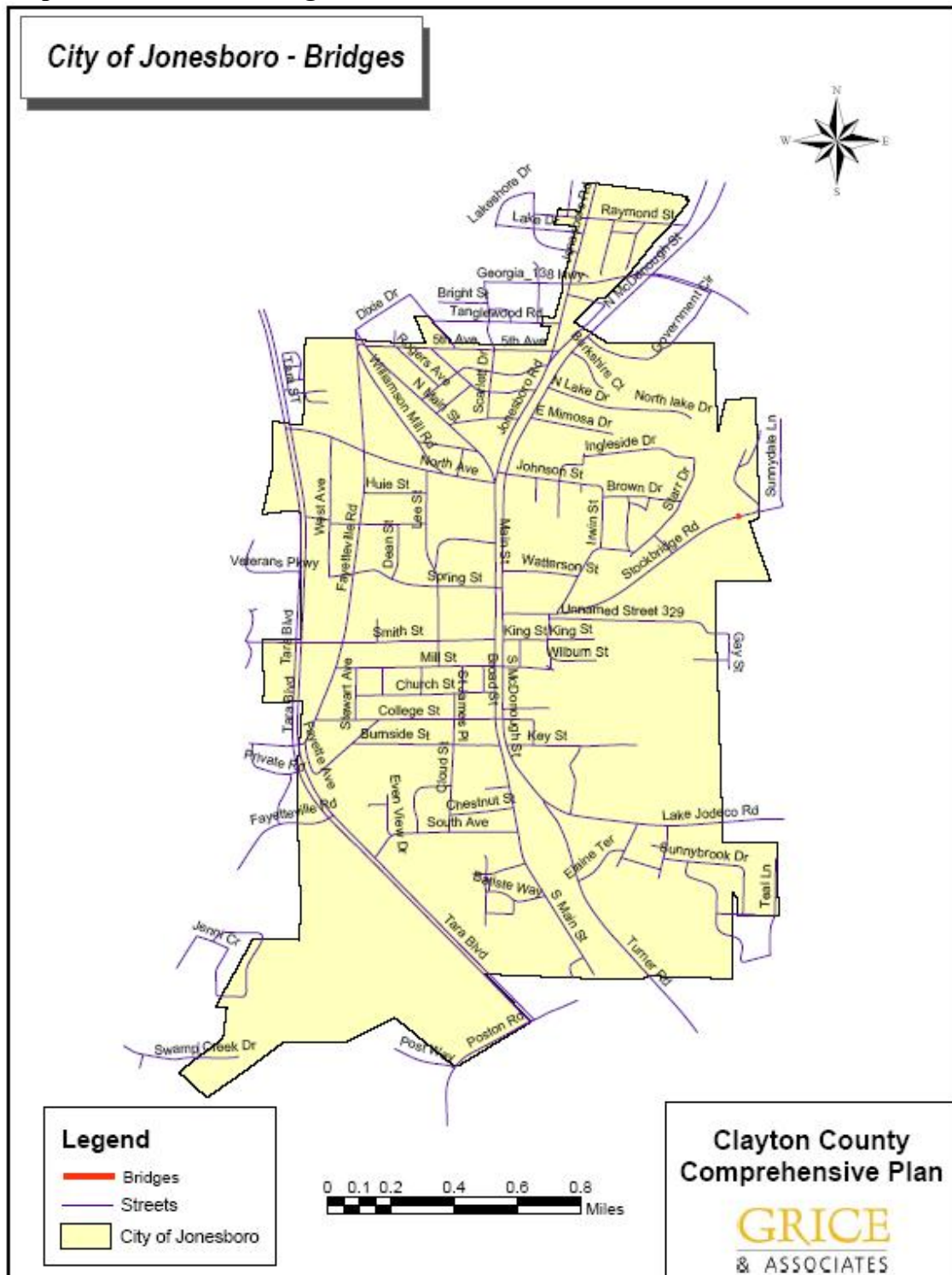
Bridge Inventory

The Clayton County road network contains a total of 211 bridges. The vast majority of these bridges are in sound structural condition. However, as indicated on the map in Map 8.2, there are four bridges in poor condition that will require corrective action or replacement. There is an identified deficient bridge along Conkle Road at Reeves Creek – 2.5 miles northeast of Jonesboro.

Map 7.2 Clayton County Bridge Inventory



Map 7.2A Jonesboro Bridges



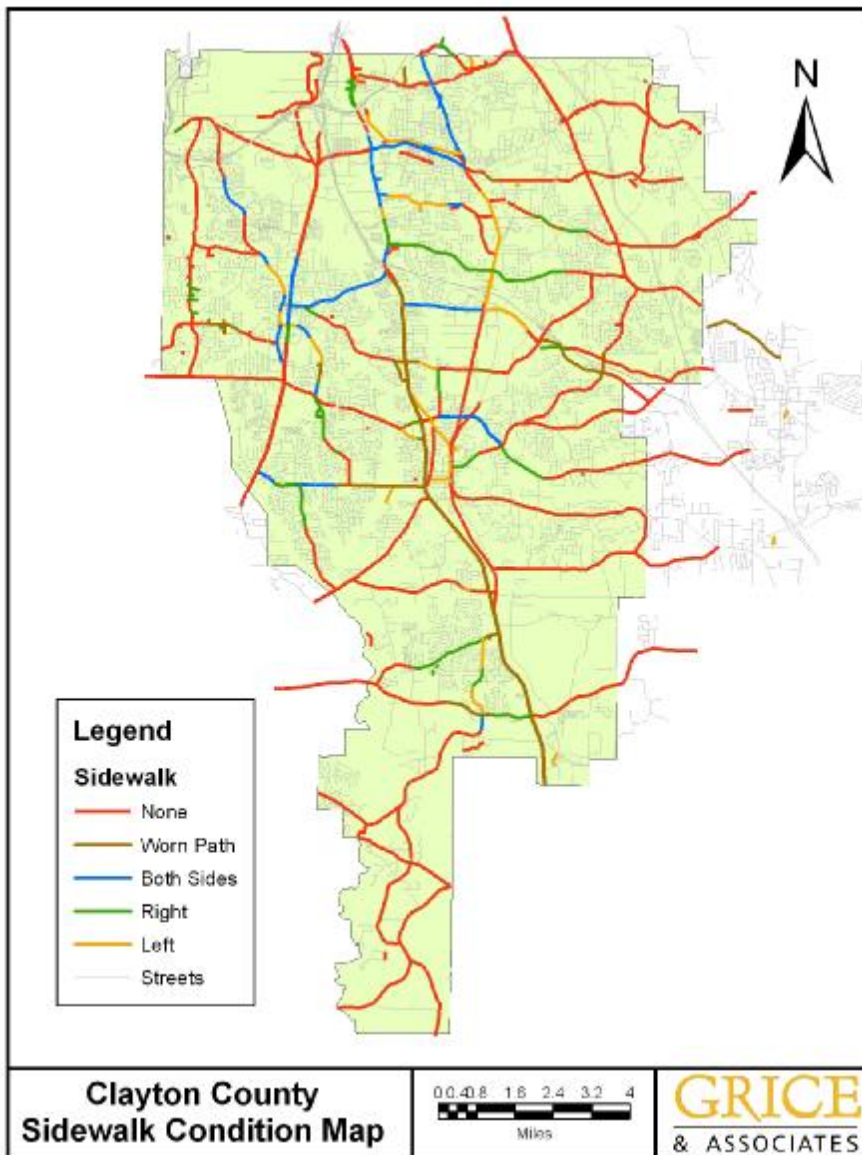
Bike and Pedestrian Trails Inventory

Off-road Bicycle and Pedestrian Trails are addressed in the Natural Resources and Community Facilities elements of the comprehensive plan due to their association with recreation facilities.

Sidewalks Inventory

An inventory of sidewalks was conducted for the six major functional classes of roadways within Jonesboro and Clayton County. A field survey was conducted to determine if sidewalks were present on one side, both sides, or neither side. The results of this survey are presented in Map 8.3 below.

Map 7.3 Sidewalk Inventory



The sidewalk inventory map illustrates that sidewalks are generally not present on the major functional classes of roadways throughout Clayton County, including the City of Jonesboro. It should be noted that the areas illustrating worn paths should be targeted for sidewalk installation as there is evidence of pedestrian activity at these locations.

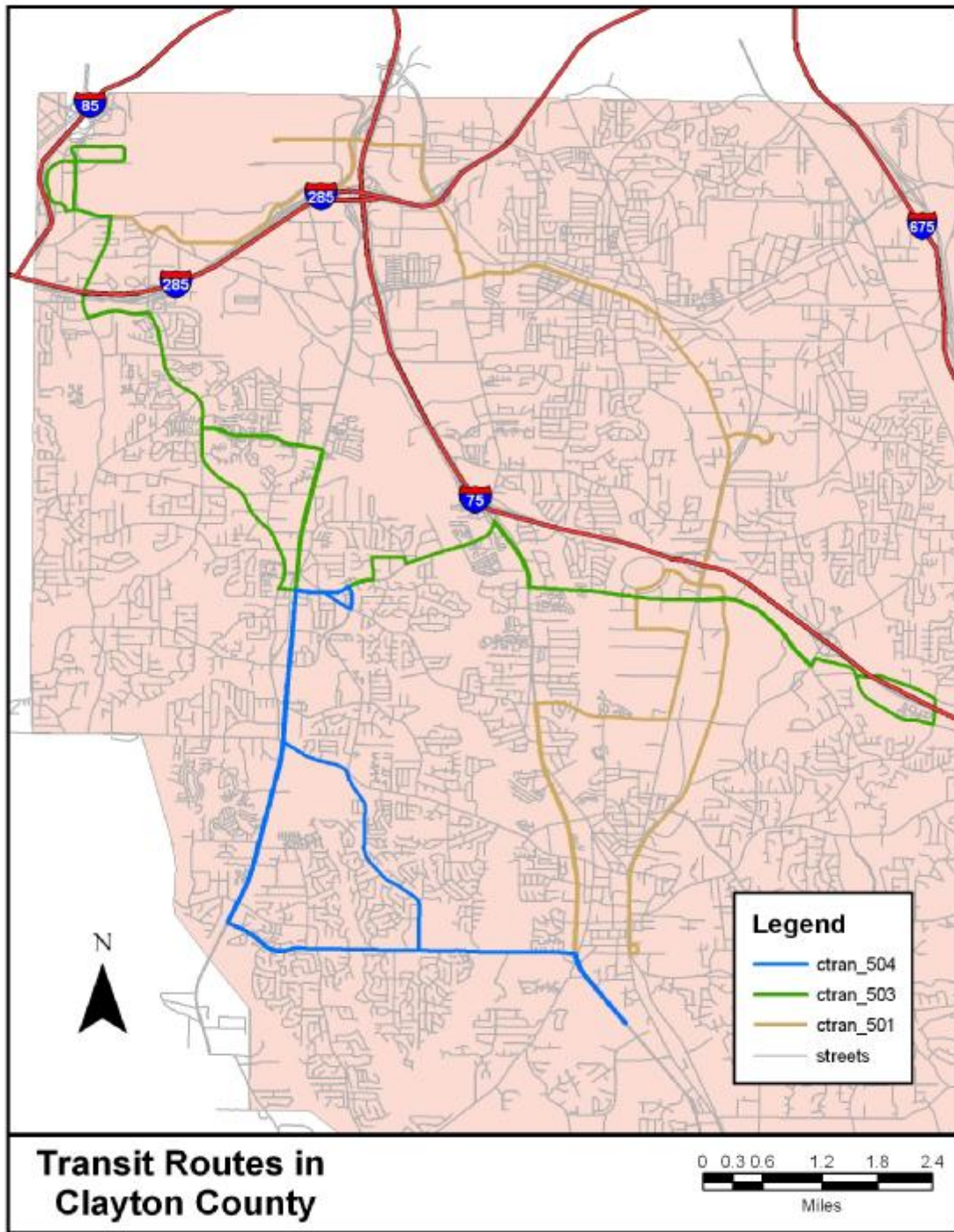
Public Transportation Inventory

Public Transportation in Clayton County is provided by the C-TRAN bus system. C-TRAN was first approved by Clayton County voters in 2000. Upon approval from the Clayton County Board of Commissioners, the county entered into a contract with the Georgia Regional Transportation Authority (GRTA) to manage local bus service in Clayton. In April 2001, GRTA approved the purchase of 12 buses powered by clean-burning compressed natural gas for use in the C-TRAN system. At full service, C-TRAN will operate five local routes connecting with the Metro Atlanta Regional Transportation Authority (MARTA) rail system. Two C-TRAN routes will connect with MARTA at Hartsfield-Jackson Atlanta International Airport, two routes will connect to the Lakewood MARTA station, and one route will connect with the College Park MARTA station. GRTA reported that C-TRAN ridership exceeds expectations.

C-TRAN service will be instituted in phases with 35 clean fuel buses operating at full implementation. Currently, C-TRAN operates three routes serving major destinations such as Hartsfield-Jackson Atlanta International Airport and Southlake Mall (see Map 7.4). The first phase of implementation became operational in October 2001 and included routes 501 and 503. Route 504 was implemented in February 2003.

A field survey was conducted to determine if the existing bus routes had transit amenities such as sidewalks around stops, bus turn-out bays, and bus shelters. Sidewalks and bus shelters were observed at some of the transit stops in Clayton County, though there were a number of transit stops without sidewalks and/or bus shelters. C-Tran transit stops were clearly defined throughout the study area.

Map 7.4 Transit in Clayton County



Based on a review of the Existing Land Use Map and C-Tran ridership information, it can be concluded that the major transit generators and attractors in Clayton County are currently Hartsfield Jackson International Airport and the Southlake Mall area. The airport is a major employment center in the Atlanta area and there is also an existing MARTA rail line at that airport that provides access to a number of additional major employment centers such as downtown and midtown Atlanta, the Buckhead area, the Medical Center area north of Buckhead, and the Perimeter Center area. There is currently a C-Tran terminal area at the airport where patrons can transfer between Routes 501 and 503 to the MARTA rail line. Additionally, C-Tran riders can currently transfer between Routes 501 and 503 at Kelly Avenue at Mount Zion Road and Mount Zion Road at Southlake Parkway near Southlake Mall. Transfers are available between Routes 501 and 504 at the Clayton County Justice Center and at the intersection of Flint River Road and Tara Boulevard. Routes 503 and 504 intersect at Lamar Hutcheson Parkway at Valley Hill Road and Lamar Hutcheson Parkway and State Route (SR) 85. Additionally, C-Tran patrons can transfer between Route 501 and MARTA Route 77 at the intersection of Forest Parkway and West Street.

Route 501 currently operates at thirty (30) minute headways during the Peak and Midday hours north of Southlake Mall and sixty (60) minute headways during the Peak and Midday hours south of Southlake Mall. Buses run at sixty (60) minute headways for the entire route in the evening weekday hours and on weekends.

Route 503 currently operates at thirty (30) minute headways during the Peak and Midday hours with alternating service on Gardenwalk Boulevard and Riverdale Road and sixty (60) minute headways during the evening weekday hours and weekends with service on Gardenwalk Boulevard only.

Route 504 currently operates at thirty (30) minute headways during the Peak and Midday hours with alternating service on Taylor Road and SR 85 and sixty (60) minute headways during the evening weekday hours and weekends with service on SR 85 only.

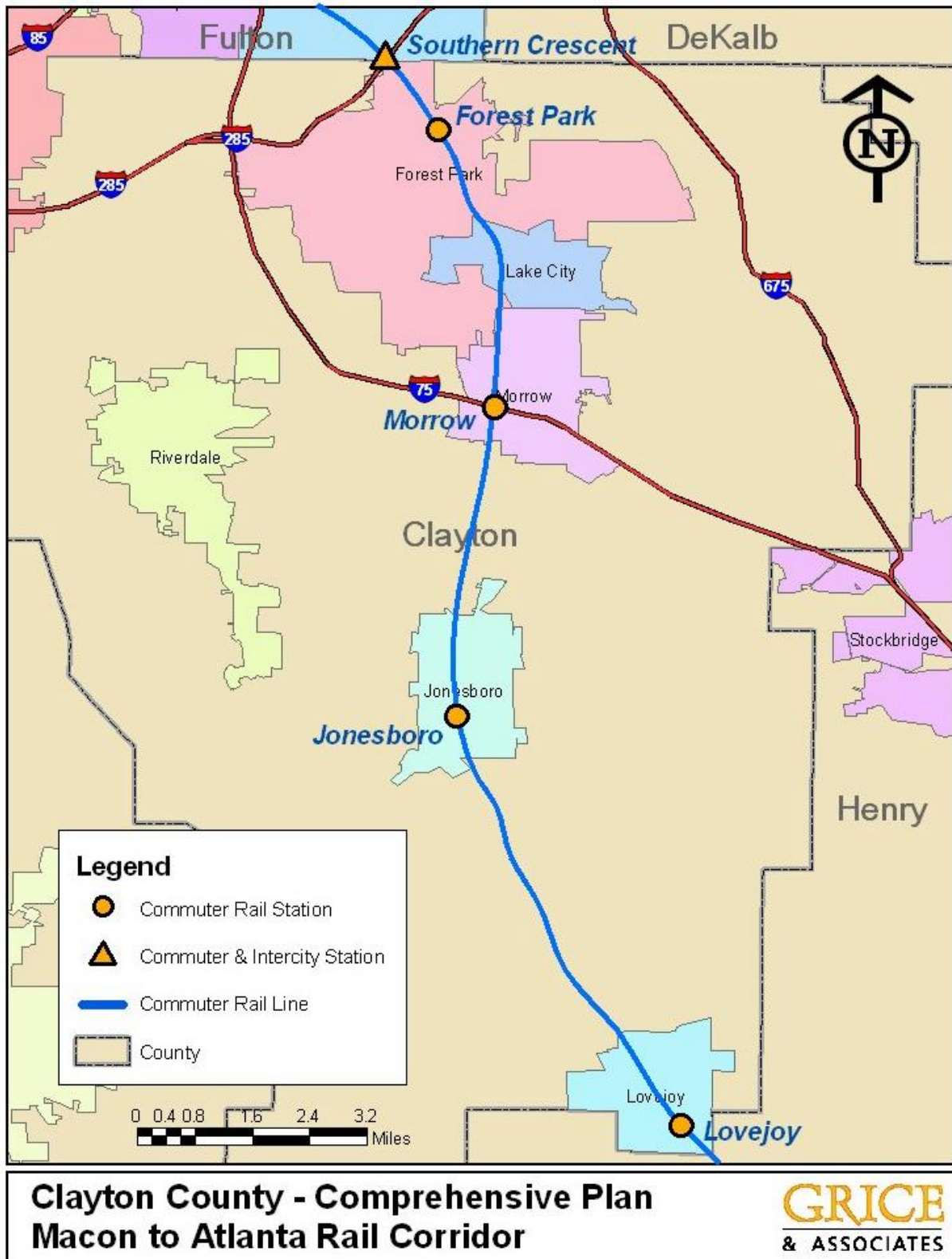
THE MACON-ATLANTA COMMUTER RAIL SERVICE

The Macon-Atlanta commuter rail service with a stop in the City of Jonesboro was selected by the State of Georgia in June 2001. The Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) clearing the way for partial funding in the 2003-2005 Atlanta Regional Commission (ARC) Transportation Improvement Plan. See Map 7.5.

SOUTHERN CRESCENT AND MOUNTAIN VIEW

In addition to commuter rail, the Southern Crescent Transportation Service Center (SCTSC) is a multi-modal transit-oriented district (TOD) that is a part of the proposed Mountain View Redevelopment in Clayton County. The TOD will include office, retail, hotel, industrial and green space land uses. The SCTSC is proposed to meet regional transportation needs through the integration of commuter rail, MARTA, community buses, shuttles and taxis, with a direct connect to the new East International Terminal at Hartsfield.

Map 7.5 Commuter Rail

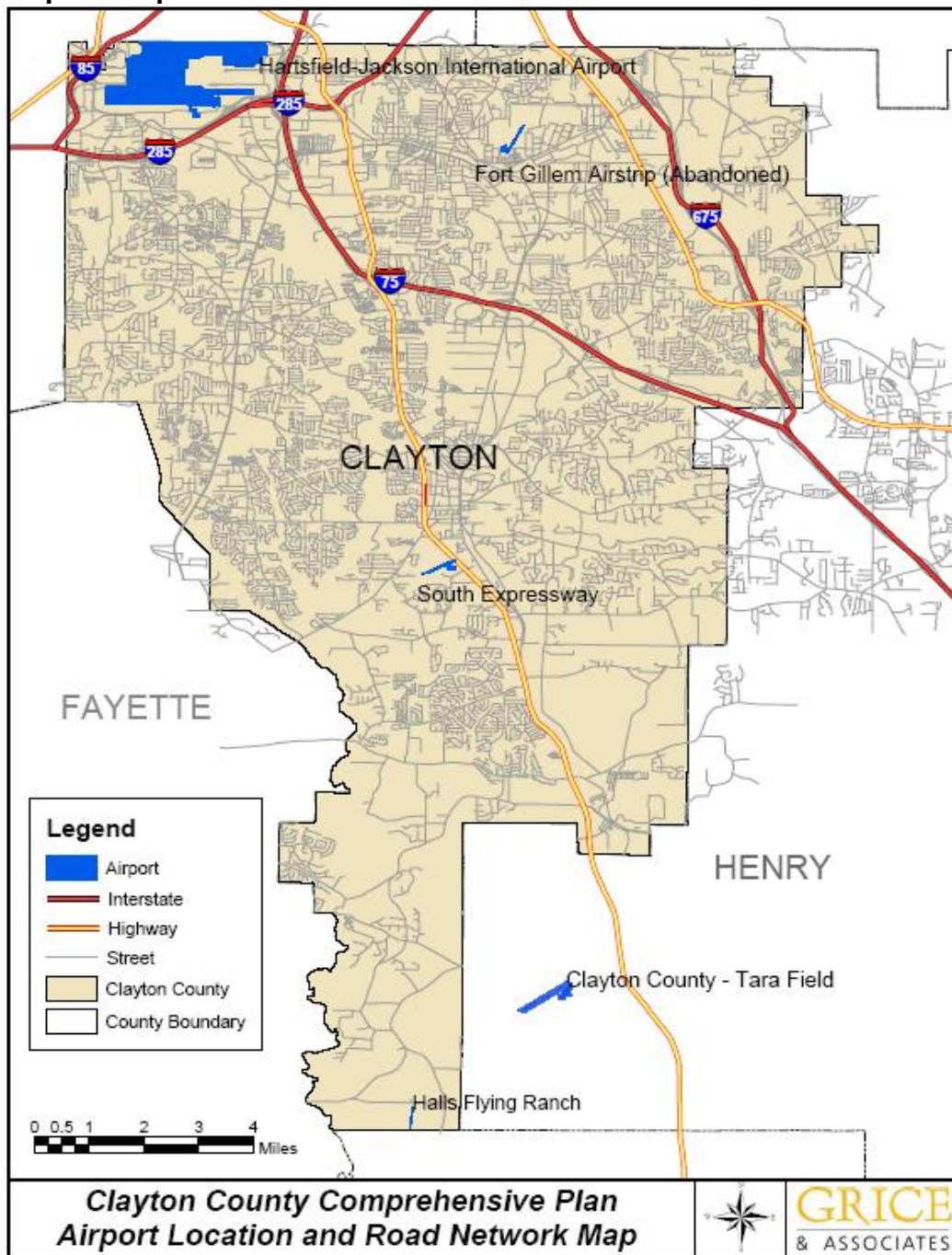


Airports Inventory

HARTSFIELD-JACKSON INTERNATIONAL AIRPORT

Jonesboro is located approximately seven miles to the south of Atlanta’s Hartsfield-Jackson International Airport, the largest air carrier facility in the southeast. Hartsfield-Jackson International Airport is growing. In 2000, the Airport began a ten-year, \$5.4 billion capital improvement project.

Map 7.6 Airports



There are four key elements to this project including: (1) construction of a consolidated rental agency complex for rental cars; (2) enhancements to the airports central terminal; (3) construction of a fifth runway; and (4) building a new terminal.

Due to the increasing demands upon the existing on-airport car rental facilities, the need for a consolidated rental car structure has become necessary. Traffic flow around the airport and air quality will benefit from the consolidation of these facilities. The new Consolidated Rental Agency Complex (CONRAC) will be located south of Camp Creek Parkway and west of Interstate 85. The facility will accommodate the ten existing rental car companies operating at Hartsfield-Jackson (with room for expansion in the future) and will provide for approximately 8,700 ready and return spaces. Additionally, this project will include accommodations for customer service centers, storage and minor maintenance areas, wash lane facilities and vehicle fueling positions to support the quick turn around operation used by the rental car agencies. The CONRAC project also includes an Automated People Mover (APM) System to ferry passengers to and from the Central Passenger Terminal Complex (CPTC) and the CONRAC. There will be three proposed transport stops for the passengers, along with an elevated rail line over I-85.

A new four-lane airport access road will connect from the airport roadway system to the CONRAC providing vehicular access both coming and going to the facility. The roadway includes bridges to cross Interstate 85, CSX Railroad and MARTA tracks.

The Central Passenger Terminal Complex will be enhanced to accommodate the rising number of travelers passing through Hartsfield-Jackson. To enhance passenger service, improvements will include upgrades to curbside services, security checkpoints, ticket counters, interior finishes, concessions, baggage, baggage claim areas, vertical transportation, moving sidewalks and expansion of existing concourses. Further modification plans include taxiway enhancements as well as the expansion of Air Cargo and Aircraft Maintenance facilities.

The new Jackson International Terminal (JIT) will be "Atlanta's global gateway to the world." Hartsfield-Jackson Atlanta International Airport officials are constantly reviewing and implementing enhanced features to accommodate passengers and employees as securely as possible. The completion of the innovative East International Terminal project is a part of realizing that goal. In 2006, Atlanta will proudly unveil its new, state-of-the-art, "front door" through which the world comes to Atlanta. Significant for Jonesboro, a gateway to the airport from the east side via I-75 and Aviation Boulevard will be established along with the East International Terminal. This will allow greater accessibility to the airport from Jonesboro.

In order to meet the increased demand for air travel and reduce current delays, the airport began construction on a new \$1.2 Billion, 9,000 foot Fifth Runway (Runway 10/28) in 2000. The runway is schedule to be commissioned in May 2006. It will be a full-length parallel taxiway with dual north/south taxiways having two bridges capable of sustaining one mullion pound aircraft. The two bridges will overpass the 18-lane I-285 highway.

TARA FIELD

The local airport for Clayton County is Tara Field, located at 474 Mt. Pleasant Road about three (3) miles west of the City of Hampton, just west of the Atlanta Motor Speedway. Although the airport is physically located in Henry County, Clayton County acquired the airport in 1992. Tara Field is located approximately eight miles to the south of Jonesboro.

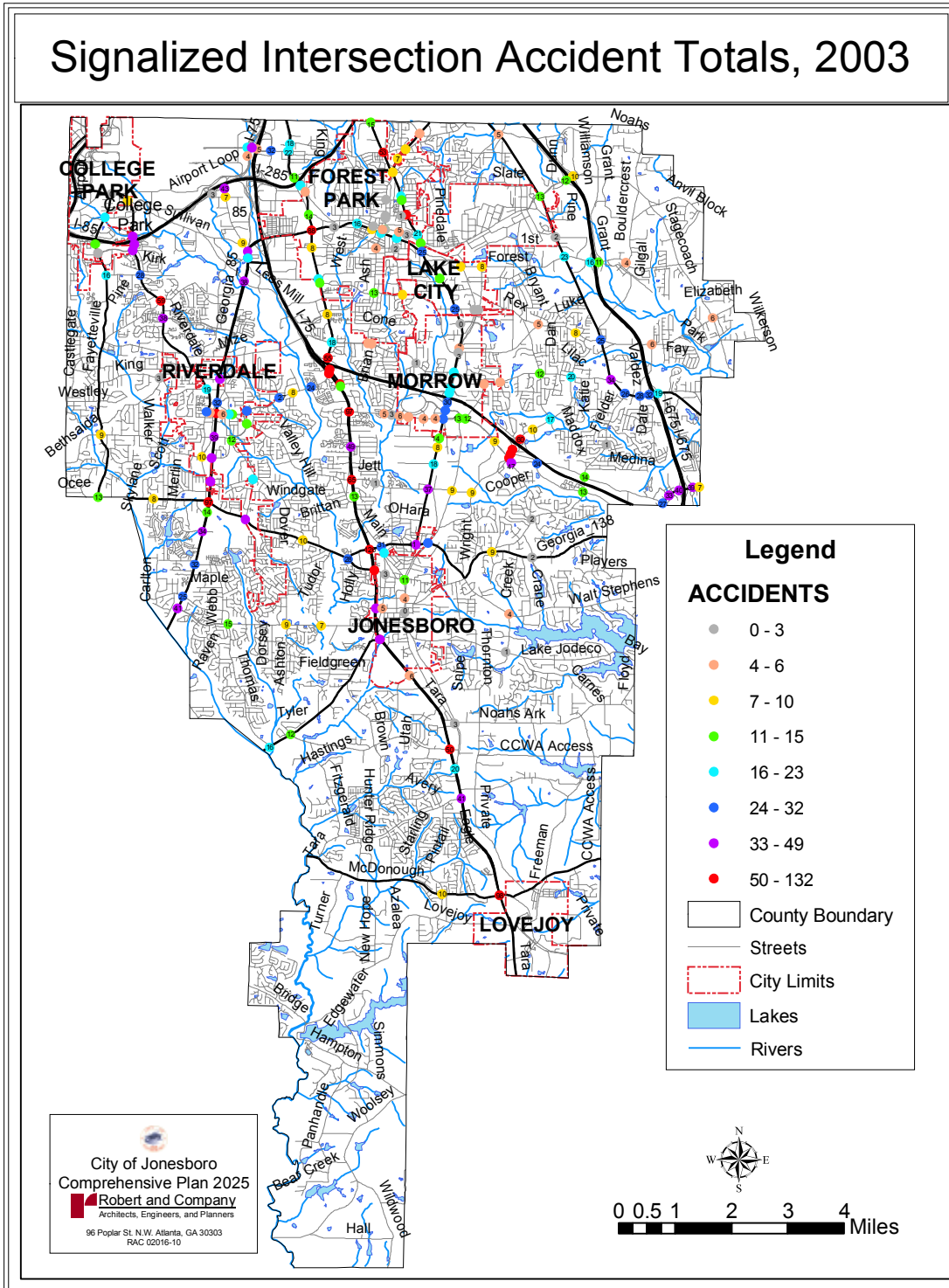
Railroads Inventory

Two railroad corridors service Clayton County providing industrial railway service north to the major rail hub of Atlanta and south to Macon. The Norfolk Southern Railway line extends approximately 6.5 miles across the northeast corner of the county. The Norfolk Southern Railway enters Clayton County in the north near Georgia Highway 42 and exits the county in the southeast near Big Cotton Indian Creek, passing through downtown Jonesboro. The Norfolk Southern Railway line maintains the highest level of freight traffic in the county with 23 trains per day. The Central of Georgia Railroad, a subsidiary of Norfolk Southern Railway, enters Clayton County at the northern boundary near Interstate 75 and bisects the county for nearly 20 miles until it enters Henry County. The Central of Georgia line maintains only slight freight traffic with one train per day. There is also a rail network inside Fort Gillem. However, it is underutilized and not maintained.

8.1.2 Accident Frequency

Data on automobile accident frequency at signalized intersections was collected for Clayton County for the period of July 2002 through June 2003. Twenty-one road intersections were identified as having accident totals at or above 50 for the period of study. Ten of these high accident intersections occur along SR 3 (Tara Blvd/Old Dixie Rd), including notably the intersection of Tara Blvd. and Hwy 138 at the northwest corner of the City of Jonesboro. This is consistent with the high level of congestion and the significant amount of access to businesses along SR 3. See Map 7.7.

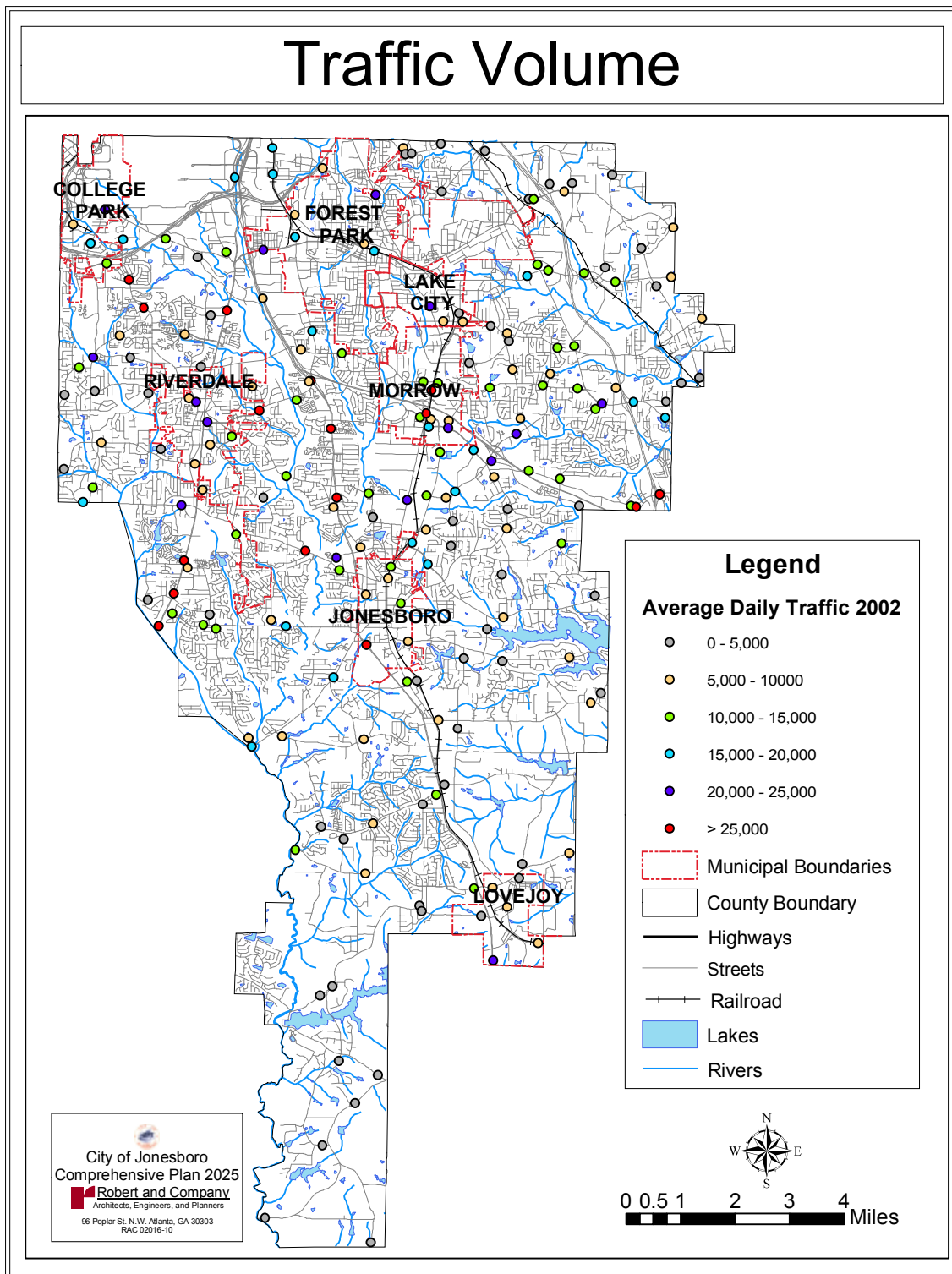
Map 7.7 Clayton County Signalized Intersection Accidents



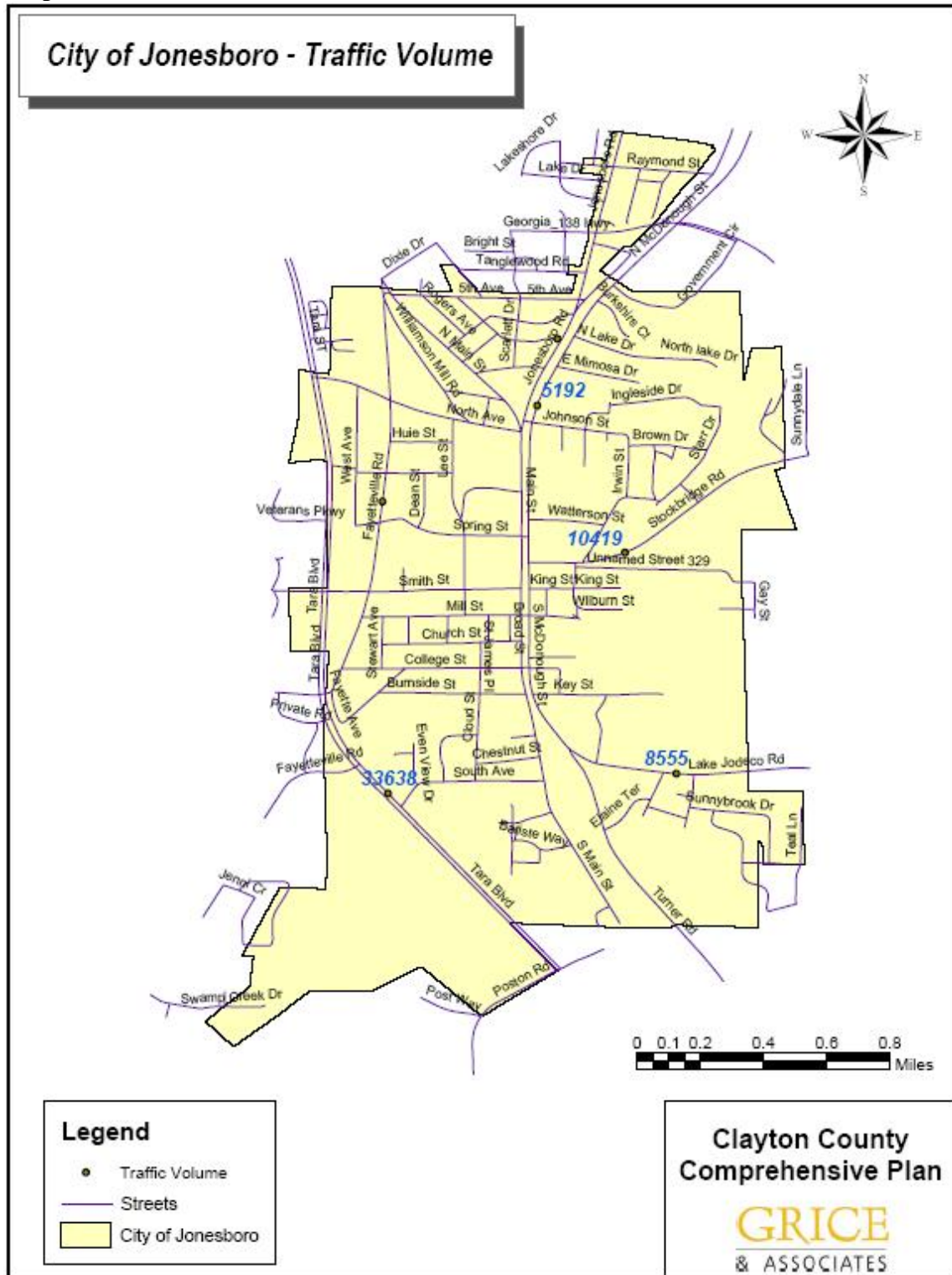
7.1.3 Road Lanes, Volumes, and Capacities

Prior to conducting a Level of Service (LOS) Analysis on the Jonesboro roadway network, an inventory of roadway link geometry, including functional class, number of lanes, capacity, and volumes was conducted. The Atlanta Regional Commission (ARC) travel demand model was used for this purpose. Additionally, Clayton County currently maintains an extensive traffic volume data collection database, which is graphically represented in Map 8.8.

Map 7.8 Clayton County Existing Traffic Volumes



Map 7.8A Jonesboro Traffic Volumes



7.2 Assessment of Current and Future Needs

An assessment to determine whether existing facilities and current levels of service are adequate to meet the needs of Jonesboro and the other communities within Clayton County was conducted.

7.2.1 Growth Trends and Travel Patterns

Growth trends and travel patterns and interactions between land use and transportation, and the compatibility between the land use and transportation elements were examined.

As the population, housing, and economic development elements of this comprehensive plan illustrate, Clayton County, in general, has experienced rapid growth over the last 20 years.

While the county has recently started the bus transit system C-TRAN, travel by private automobile remains the primary mode of transportation in the county.

Vehicles per Household

Data in Tables 7.3 - 7.8 illustrates the growth in the City of Jonesboro.

Table 7.3 Number of Vehicles per Household in Jonesboro (1990)

Owner-occupied housing units	
No vehicle available	49
1 vehicle available	181
2 vehicles available	382
3 vehicles available	94
4 vehicles available	32
5 or more vehicles available	21
Vehicles per household	
	145
Renter-occupied housing units	
No vehicle available	171
1 vehicle available	31
2 vehicles available	11
3 vehicles available	
4 vehicles available	
5 or more vehicles available	
Vehicles per household	

Source: U.S. Census Bureau, 1990 Census of Population and Housing

Table 7.4 Number of Vehicles per Household in Jonesboro (2000)

Owner-occupied housing units	797	100.0
No vehicle available	40	5.0
1 vehicle available	214	26.9
2 vehicles available	320	40.2
3 vehicles available	161	20.2
4 vehicles available	62	7.8
5 or more vehicles available	0	0.0
Vehicles per household	2.0	(X)
Renter-occupied housing units	718	100.0
No vehicle available	137	19.1
1 vehicle available	394	54.9
2 vehicles available	147	20.5
3 vehicles available	29	4.0
4 vehicles available	0	0.0
5 or more vehicles available	11	1.5
Vehicles per household	1.2	(X)

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices H7, H44, H46, HCT11, and HCT12

Tables 7.3-7.4 illustrate that both the number of housing units and associated vehicles have grown significantly between the years 1990 and 2000. The number of vehicles in the City of Jonesboro has increased by approximately eight percent (8%) reflecting the built-out nature of this city.

Vehicle Miles Traveled

The dependence on the private automobile combined with the growth in both households and passenger vehicles in Clayton County, has led to a steady increase in Vehicle Miles Traveled (VMT). Table 7.5 shows the daily vehicle miles traveled in Clayton County.

Table 7.5 Vehicle Miles Traveled in Clayton County

Mileage and Vehicle Miles Traveled (VMT) by Road Classification and Jurisdiction								
	State Route		County Road		City Street		Totals	
	Mileage	VMT	Mileage	VMT	Mileage	VMT	Mileage	VMT
Urbanized Interstate	25.7	3,077,714.1	0.0	0.0	0.0	0.0	25.7	3,077,714.1
Urbanized Freeway	0.1	1,279.2	0.0	0.0	0.0	0.0	0.1	1,279.2
Urbanized Principal Arterial	30.2	1,103,532.0	0.0	0.0	0.0	0.0	30.2	1,103,532.0
Urbanized Minor Arterial	35.7	759,799.0	59.5	635,421.2	1.5	12,810.0	96.7	1,408,030.2
Urbanized Collector	0.0	0.0	39.3	350,775.4	2.9	19,092.0	42.2	369,867.4
Urbanized Local	0.0	0.0	586.7	915,198.6	132.3	207,115.6	719.0	1,122,314.2
Urbanized Total	91.6	4,942,324.3	685.4	1,901,395.2	136.8	239,017.6	913.8	7,082,737.1
Rural Principal Arterial	3.9	138,330.0	0.0	0.0	0.0	0.0	3.9	138,330.0
Rural Major Collector	5.5	57,515.0	9.5	20,334.0	1.6	15,484.0	16.6	93,333.0
Rural Minor Collector	0.0	0.0	4.1	18,751.5	0.0	0.0	4.1	18,751.5
Rural Local	0.0	0.0	57.9	41,861.4	3.8	2,782.4	61.7	44,643.8
Rural Total	9.4	195,845.0	71.4	80,946.9	5.3	18,266.4	86.2	295,058.3
Total	101.0	5,138,169.3	756.8	1,982,342.1	142.1	257,284.0	999.9	7,377,795.4

Work Travel Destinations

As evidenced in analysis of Clayton County economic data, Clayton County workers are traveling outside of the county at a growing rate. The percentage of employees who lived and worked in Clayton County decreased from 46% in 1990 to 38% in 2000. The most popular destination by far for Clayton County workers commuting outside of the county is Fulton County with over half of the out of county workers destined there. Other destinations include Dekalb County, Henry County, Cobb County, Fayette County, and Gwinnett County. Conversely, workers from outside of Clayton County hold over half of the jobs in Clayton County, with workers traveling from Rockdale County, Douglas County, Gwinnett County, Spalding County, Coweta County, Cobb County, Dekalb County, Fayette County, Fulton County, Henry County, and even outside of Georgia. This phenomenon is consistent with Clayton County being a part of a major metropolitan area with major employment centers such as Delta Airlines being located in the county, and conversely, major employment centers such as downtown and midtown Atlanta, Buckhead, and the Perimeter Center area being located outside of Clayton County. The inter-county commuting patterns help fuel the increased VMT mentioned previously as workers travel ever-increasing distances to access employment. The increased VMT leads to congestion along freeways such as I-75 and major arterials such as Tara Boulevard (US 41/19) and SR 85 in Clayton County.

Means of Transportation to Work

When compared to the surrounding counties in the Atlanta metropolitan area, Clayton County is at the median for workers traveling alone by autos, trucks and vans. Approximately three out of four (3/4) workers age 16 and over drive to work alone compared to over eighty percent (80%) in Fayette and Henry Counties and just over seventy percent (70%) in Fulton and Dekalb Counties. This reflects the more suburban nature of Fayette and Henry Counties and the more urban nature of Dekalb and Fulton Counties when compared to Clayton County.

Table 7.6 shows the City of Jonesboro work commute travel modes in 2000. The City of Jonesboro had a high percentage of residents who traveled by vehicle to work with almost ninety-three percent (93%) of Jonesboro residents driving alone. The amount of workers carpooling, using public transit, and working from home were also very similar to Clayton County overall.

Thus, there is an opportunity for greater transit use. In fact, the Macon-Atlanta commuter rail service with three stops in Clayton County was selected by the State of Georgia in June 2001. The Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) clearing the way for partial funding in the 2003-2005 Atlanta Regional Commission (ARC) Transportation Improvement Plan.

Table 7.6-Means of Transportation to Work Workers 16 Years and Over in Jonesboro, 2000

MEANS OF TRANSPORTATION AND CARPOOLING		
Workers 16 and over	1,722	100.0
Car, truck, or van	1,598	92.8
Drove alone	1,355	78.7
Carpooled	243	14.1
In 2-person carpool	205	11.9
In 3-person carpool	18	1.0
In 4-person carpool	20	1.2
In 5- or 6-person carpool	0	0.0
In 7-or-more-person carpool	0	0.0
Workers per car, truck, or van	1.09	(X)
Public transportation	11	0.6
Bus or trolley bus	0	0.0
Streetcar or trolley car (público in Puerto Rico)	0	0.0
Subway or elevated	0	0.0
Railroad	0	0.0
Ferryboat	0	0.0
Taxicab	11	0.6
Motorcycle	0	0.0
Bicycle	0	0.0
Walked	68	3.9
Other means	10	0.6
Worked at home	35	2.0

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P31, P33, P34, and P35

Travel Time to Work

Travel time to work is a function of distance traveled and levels of congestion. A worker may have to travel only a short distance, but if in congested conditions, travel time can still be higher than average. The average commute time was generally about thirty (30) minutes in the year 2000 in metropolitan Atlanta. Tables 7.7-7.8 illustrate three distinct groups in travel time to work within the City of Jonesboro. The first group, between fifteen (15) and twenty four (24) minutes constitute close to thirty percent (30%) of total trips. The second group falls between thirty (30) and thirty four (34) minutes, which constitutes over seventeen percent (17%) of total trips, and the third group, workers traveling between forty-five (45) and fifty nine (59) minutes constitute almost twelve percent (12%) of total trips. Jonesboro's close proximity to downtown and midtown Atlanta is consistent with the significant percentage of moderate travel times between fifteen (15) and thirty-four (34) minutes. The higher travel times are most likely associated with workers accessing more remote employment centers such as the Perimeter area and Buckhead, where most routes, such as I-285 are heavily congested during significant portions of the day.

Table 7.7 Travel Time to Work Workers 16 Years and Over in Jonesboro, 2000

TRAVEL TIME TO WORK		
Workers who did not work at home	1,687	100.0
Less than 10 minutes	277	16.4
10 to 14 minutes	174	10.3
15 to 19 minutes	245	14.5
20 to 24 minutes	288	17.1
25 to 29 minutes	84	5.0
30 to 34 minutes	269	15.9
35 to 44 minutes	128	7.6
45 to 59 minutes	136	8.1
60 to 89 minutes	42	2.5
90 or more minutes	44	2.6
Mean travel time to work (minutes)	25.3	(X)

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30-35

Over 16% of Jonesboro workers age 16 and over had a travel time of less than ten (10) minutes in the year 2000. This number suggests that a significant percentage of Jonesboro workers 16 and over work nearby at locations such as Hartsfield-Jackson International Airport and downtown Jonesboro.

Table 7.8-Time Leaving Home to go to Work Workers 16 Years and Over in Jonesboro, 2000

TIME LEAVING HOME TO GO TO WORK		
Workers who did not work at home	1,687	100.0
5:00 to 5:59 a.m.	125	7.4
6:00 to 6:29 a.m.	196	11.6
6:30 to 6:59 a.m.	244	14.5
7:00 to 7:29 a.m.	288	17.1
7:30 to 7:59 a.m.	234	13.9
8:00 to 8:29 a.m.	228	13.5
8:30 to 8:59 a.m.	17	1.0
9:00 to 11:59 a.m.	150	8.9
12:00 to 3:59 p.m.	87	5.2
All other times	118	7.0

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30-35

Table 7.8 illustrates that workers sixteen (16) years of age and older in the City of Jonesboro leave home to go to work between 6:00 AM and 8:30 AM. This time period reflects an even greater degree of peak spreading than Clayton County as a whole and the City of Forest Park. This larger range could directly attribute to the lower travel times for Jonesboro workers as a larger percent of workers miss the most congested hour of the AM peak period.

7.2.2 Existing Levels of Service and Land Use

The existing transportation system Levels of Service (LOS) and system needs based upon existing design and operating capacities is illustrated in Map 7.9.

The ARC travel demand model was utilized in the highway systems analysis for existing and future year conditions. Prior to the analysis, the Average Daily Traffic (ADT) in the travel demand model was compared to the ADT at Georgia Department of Transportation (GDOT) count stations and the Clayton County traffic volume map for validation purposes.

Volumes were compared on the five major functional classes summarized previously in the Transportation Inventory: Interstate Principal Arterial, Principal Arterial, Minor Arterial, Major Collector, and Minor Collector. Where ARC volumes were significantly lower than the collected volumes, the highest volume between the Clayton County map and the GDOT count station was used in the analysis. In cases where there was only one GDOT count station or Clayton County volume available within a series of roadway links in the travel demand model, the adjacent links represented in the ARC model were adjusted upward accordingly until a point was reached along the roadway corridor where the ARC forecast volume was within the acceptable range of the GDOT and/or Clayton County count. In areas where there were no existing count data available, the ARC volume was used.

While absolute criteria for assessing the validity of all model systems cannot be precisely defined, a number of target values have been developed. These commonly-used values provide excellent guidance for evaluating the relative performance of a particular travel demand model

when compared to actual traffic count data. Observed versus estimated volumes should be checked by facility type and geographic area. As per the US Department of Transportation Model Validation and Reasonableness Checking Manual, the Federal Highway Administration (FHWA) and Michigan Department of Transportation define targets for daily volumes by facility type as shown in Table 7.9 below.

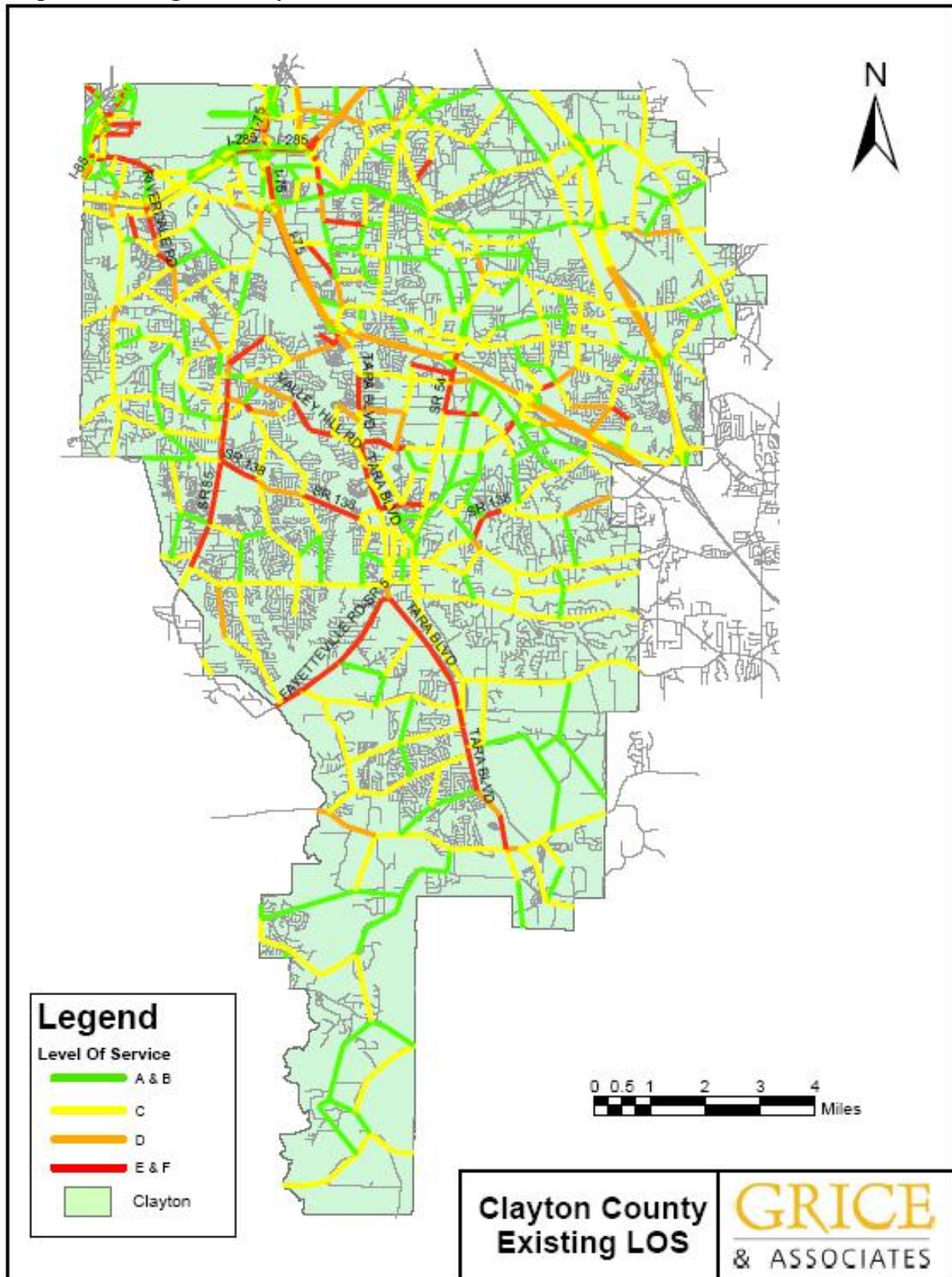
Table 7.9-Percent Difference Targets for Daily Traffic Volumes by Facility Type

Facility Type	FHWA Targets	MDOT Targets
Freeway	+/- 7%	+/- 6%
Major Arterial	10%	7%
Minor Arterial	15%	10%
Collector	25%	20%

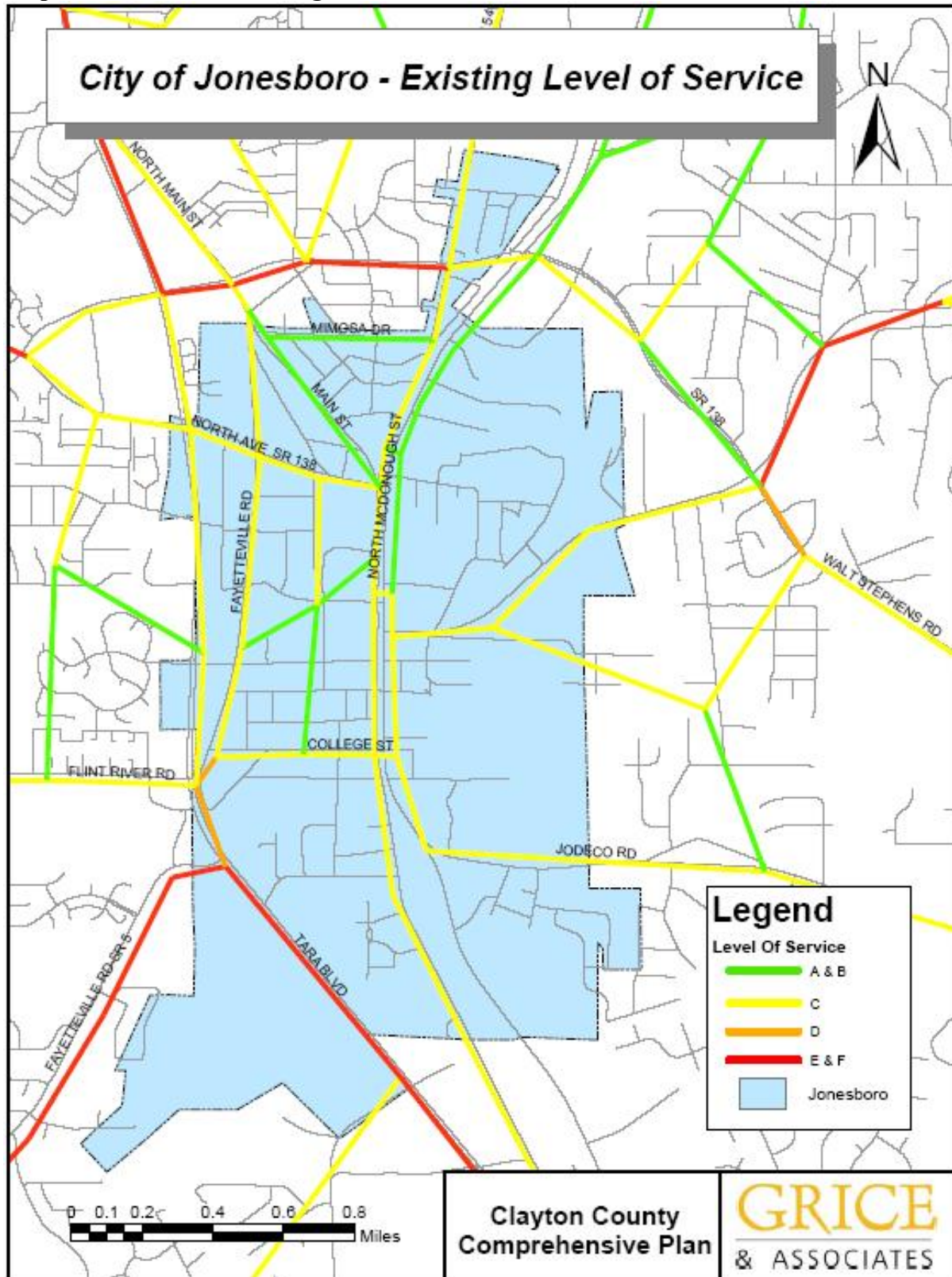
Sources: FHWA Calibration and Adjustment of System Planning Models, 1990; Michigan Department of Transportation (MDOT), Urban Model Calibration Targets, June 10, 1993

The FHWA guidelines were used for this study as this is the federally adopted standard for travel demand model validation.

Map 7.9 Existing Roadway Level of Service



Map 7.9A Jonesboro Existing Level of Service



As expected, major arterials, such as Tara Boulevard (US 19/41), SR 138, SR 85, SR 54 have locations where the LOS is below the desired LOS D. This can be attributed to heavy traffic volumes and the large number of driveways and curb cuts with and without traffic signals that interrupt traffic flow on these major arterials. Interstate 75 near I-285 also experiences failing Level of Service, which can be attributed to heavy travel demand and the interchange with I-285 currently operating over capacity, which leads to acute congestion during the AM and PM peak hours at this location. Additionally there are short segments of West Fayetteville Road just south of Flat Shoals Road and just north of I-285, I-285 just west of I-75, Riverdale Road near I-285, I-85 just north of I-285, and Valley Hill Road west of Tara Boulevard that also experience an LOS below the accepted standard of D.

As the Metropolitan Atlanta area is currently in non-attainment status for air quality, the federal government will not fund roadway expansion projects to address traffic congestion on freeways and major arterials. However, as mentioned in the Level of Service Standards section of the report, a comprehensive access management plan can improve roadway capacity by as much as forty percent (40%) according to the 1985 *Highway Capacity Manual*, by the Florida Department of Transportation. Applying access management strategies to major arterials such as Tara Boulevard and SR 85 can be a lower cost alternative that could garner federal funding support versus the addition of lanes. Intersection improvements currently being funded by the SPLOST along major arterials such as SR 54 will improve capacity and provide congestion relief along such corridors.

Local road network improvements currently funded by the SPLOST will also provide some traffic relief in Clayton County, in particular in residential areas, where a number of roadway and intersection improvements are being improved with SPLOST funds.

While the Level of Service is acceptable for the roadways inside the City of Jonesboro, with the exception of Tara Boulevard, the county SPLOST program will improve roadways within the city limits which will improve safety and operations within the City of Jonesboro.

7.2.3 Future Levels of Service and Land Use

Several steps were undertaken to validate the volumes and geometries in the future year ARC travel demand model. The link geometry was reviewed to ensure that all TIP projects had been incorporated into the future year model. Additionally, the future year model was reviewed to verify if widening projects listed in the Clayton County SPLOST program had been incorporated into the roadway geometries in the model. In situations where roadway improvements were not coded into the model and these improvements were deemed significant in terms of traffic diversion, a screen-lining methodology based on the National Cooperative Highway Research Program (NCHRP) 255 Report entitled *Highway Traffic Data for Urbanized Area Project Planning and Design* was implemented to redistribute the volumes to new and/or improved roadway segments prior to analysis.

A similar review of the ARC travel demand model was conducted on the land use elements to verify that the proposed Land Use plan, including major employment centers and updated land uses proposed in the Land Use and Economic Development sections of this comprehensive plan update were reflected in the travel demand model. Where discrepancies were discovered, a manual adjustment to forecast volumes was conducted in those areas to more accurately reflect the projected volumes based on the land use in the area.

Additionally, GDOT historical trends were evaluated on major principal arterials, such as Tara Boulevard and I-75 to compare to the model forecast results. In situations where the historical trends were much greater than the model forecasts (without exceeding the capacity of the future roadway segments), the historical forecast volume was used instead of the travel demand model forecast volume.

At locations where the volumes in the existing condition travel demand model had been replaced by existing counts, the future year ARC model was used to calculate the appropriate growth factor to apply to the existing counts in lieu of using the forecast volume in the ARC model.

Traffic Performance Measures

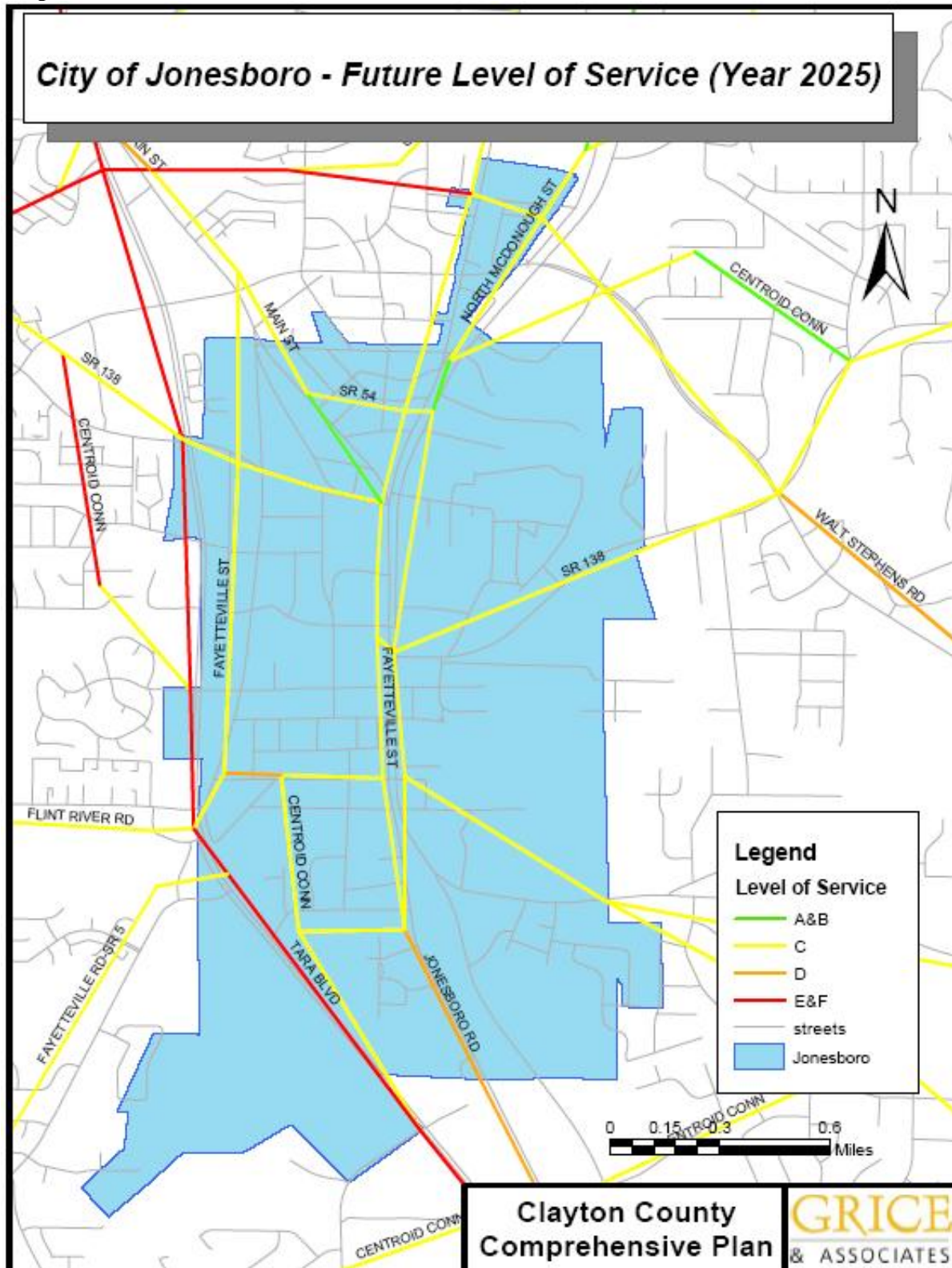
A key element of the roadway design process is the provision of acceptable traffic operations and sufficient capacity for flexible operations. The key performance measures to assess design options consist of traffic LOS, intersection delay, and the intersection volume to capacity ratio. Delay is expressed in seconds per vehicle and provides a measure of driver frustration that could lead to unsafe gap acceptance behaviors, and traffic violations such as red light running. The LOS is a qualitative rating of intersection performance that is related to the average total delay per vehicle.

Unsignalized intersection LOS becomes unacceptable (LOS E) at an average delay of 35 seconds per vehicle, and failure (LOS F) occurs at a delay of 50 seconds per vehicle. Signalized intersection level of service becomes unacceptable (LOS E) at an average delay of 55 seconds per vehicle, and failure (LOS F) occurs at 80 seconds per vehicle. While the previously mentioned thresholds specifically apply to intersection LOS, the same concepts can be applied to highway systems analysis to conduct an area wide, planning level assessment of a highway system.

The highway system LOS analysis was conducted using the methodology developed by the Florida Department of Transportation and accepted by the Georgia Regional Transportation Authority (GRTA). The Florida DOT methodology factors in the intersection performance measures mentioned above to determine link volume thresholds that correspond with a particular LOS. The volume thresholds are segregated by functional class, area type, and number of lanes for a particular facility. The Florida DOT methodology and LOS analysis sheets are presented in Appendix A.

Based on the ARC future travel demand model, the future LOS for the City of Jonesboro is provided in Map 7.10.

Map 7.10 Future Level of Service 2025



Land Use and Transportation Interaction

Single-family subdivisions are located throughout Clayton County in areas distant from employment centers, leading to a reliance on vehicles and increases in vehicle miles traveled, as previously noted. Similarly, housing is not often located within or in convenient walking distance to employment centers, thus requiring vehicle use when public transit is not available. As previously noted, working from home and providing opportunities for citizens to walk to destinations via mixed use developments also reduces vehicle use and the associated VMT.

Livable Centers Initiative

Recognizing the relationship between land use patterns/densities and travel behavior in Clayton County, cities such as Jonesboro have developed plans that support mixed uses in the downtown central business district, which allows employees and residents to walk to amenities such as restaurants and shopping during the day. The **Jonesboro LCI** is designed to capitalize on the potential commuter rail service between Lovejoy and Atlanta, which further assists with the reduction of VMT, while providing commuters a viable transportation option to travel beyond Clayton County. See Table 7.20 for recommended transportation improvements.

Development of Regional Impact

There are several existing and ongoing studies in Clayton County which will impact the City of Jonesboro, including the **Ellenwood Township Development of Regional Impact (DRI)** for a major mixed-use development in northeast Clayton County.

HOV Lanes

Additionally, a High Occupancy Vehicle (HOV) System Implementation Plan recommends HOV lanes on the I-75 corridor in Clayton County. The Georgia Fast Forward bond program includes HOV lanes on I-75 from SR 54 through to SR 155 in Henry County with preliminary engineering is to begin in 2005 and construction in 2009.

By 2006, GDOT plans additional miles of HOV lanes outside I-285 on I-75 and I-675 south of the Atlanta city limits. HOV lanes were first introduced in December 1994 along an 18-mile section of I-20 east of I-75/85. In 1996, 60 additional miles were opened on I-75/85 inside I-285. HOV lanes are designed to help reduce air pollution, improve traffic congestion and ensure substantial time-savings for commuters that rideshare with two or more occupants per vehicle. HOV lanes are best suited for interstates congested by a large number of commuters traveling from their homes to densely developed activity centers and return trips. They are most effective as part of a transportation system that includes transit, park-and-ride lots and ride-share opportunities.

Ride-Share Programs

With respect to ride-share opportunities, the Hartfield Area Transportation Management Association (HATMA) performs transportation workshops to provide employees with commute options such as forming carpools and vanpools. HATMA conducts worksite transportation surveys to help employers with providing commuter choices and parking management decisions. HATMA advises employers on transportation-related tax deductions and other tax benefits that can improve a company's bottom line. HATMA is one of eight (8) transportation management

associations (TMAs) in the metro-Atlanta region formed where air quality does not meet federal clean air standards.

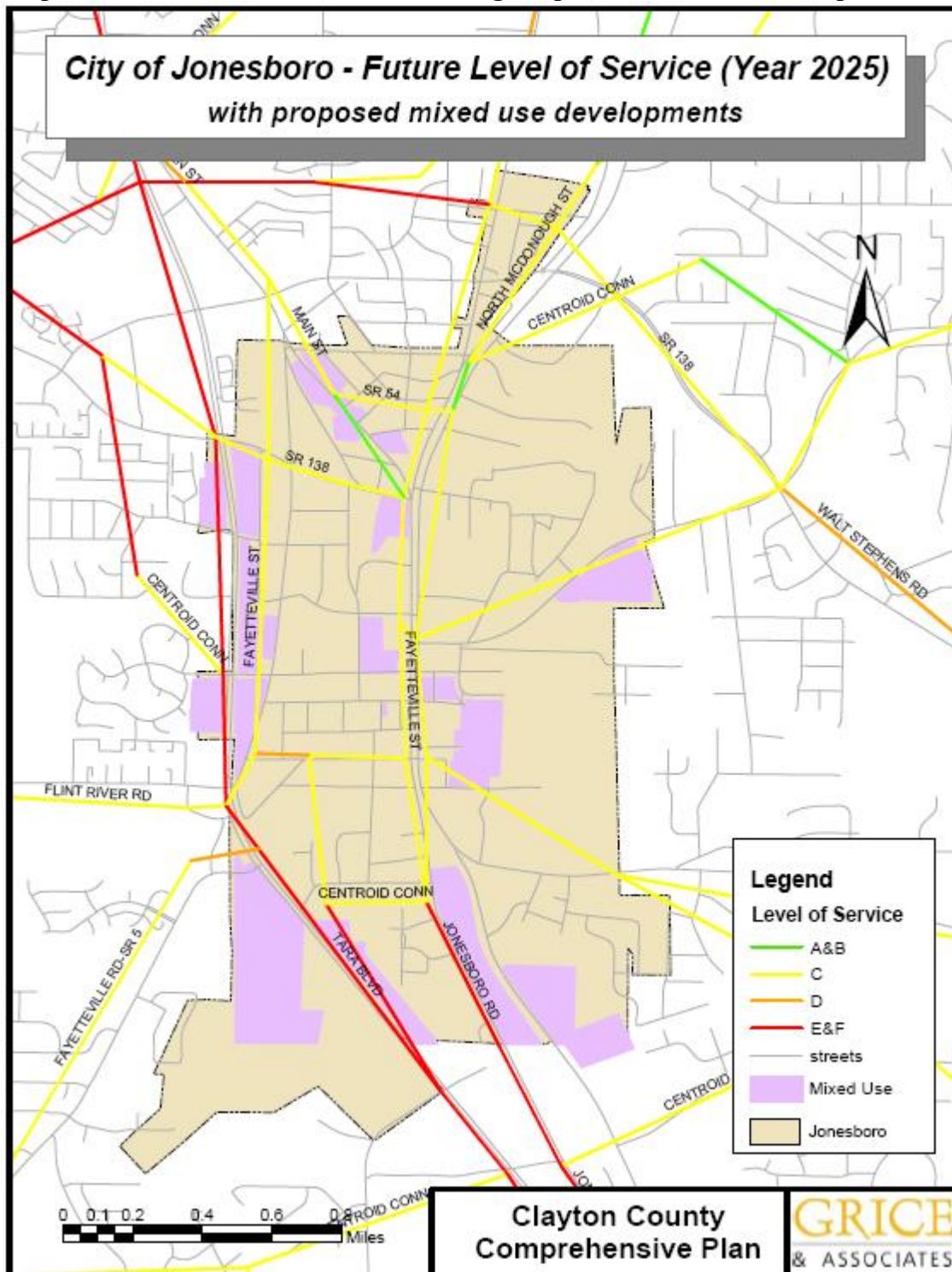
Commuter Rail

Commuter rail service between Macon and downtown Atlanta is partially programmed for federal funding.

Proposed Land Use Actions

Based on the proposed increases in mixed-use development in the Land Use Chapter of this comprehensive plan update, projections for transportation uses and LOS are illustrated in Map 8.11.

Map 7.11 Jonesboro Future LOS Including Proposed Mixed Use Development



This comprehensive development plan update includes proposed land use actions to increase mixed use developments. Developments that combine a mix of land uses promotes the wider objectives of reducing the need to travel and reliance on the car. Closely integrated or closely linked residential uses with other uses such as a mix of housing, employment and community

activities in order to encourage travel by walking and cycling between them. All developments must be fully accessible to public transport, cyclists, pedestrians and the car. On larger mixed-use developments, non-residential uses could generate significant numbers of vehicular traffic. Thus, high concentrations of vehicular traffic need to be located within clearly identified areas. It is necessary to consider the individual roads and transport requirements for each use. To improve service along routes with LOS of E or F, the long-term promotion of public transit and bike/ped facilities is required.

7.3 Proposed Transportation Alternatives and Improvements

7.3.1 Livable Centers Initiatives

In FY 2003, the Jonesboro Town Center LCI Study began and a number of transportation improvements were recommended to accommodate the revitalization of downtown Jonesboro and the adjacent areas. The transportation improvements recommended in the Livable Centers Initiative Study are presented below:

- Streetscape-Main Street from North to South Streets (This will include the replacing of the angled parking on Main Street with Parallel parking) and McDonough Street from Johnson Street to Turner Road
- West Mill Street Parking Deck (Estimated 500 spaces)
- The addition of mast arm signals to the following intersections along Main Street: College Street, Mill Street, Spring Street, and North Avenue to include pedestrian signals and marked crosswalks
- Commuter Rail Station-600 foot platform in the vicinity of West Mill Street and Smith Street
- Streetscape-Smith Street from Tara Boulevard to Main Street
- Sidewalks-Fayetteville Road from West Mill Street to Tara Boulevard
- Sidewalks-Fayetteville Road from North Avenue to Williamson Mill Road
- Close West Mill Street Rail Crossing to vehicles, but maintain as pedestrian crossing location for future commuter rail station
- Sidewalks-Old Stockbridge Road from White Line Street to Old Courthouse
- Streetscape-Lee Street from West Mill to Spring Street
- Sidewalks-King Street to Wilburn Street
- Construct gateways
- New Connector Parkway from South McDonough Street to Old Courthouse (including sidewalks)
- Sidewalks-Main Street from West Mimosa Drive to North Avenue and Johnson Street from Wallis Street to White Line Street
- Streetscape-King Street from Wilburn Street to McDonough Street
- Sidewalks-Wilburn Street from King Street to Public Housing
- Multi-Purpose Paths-new Middle School to Stately Oaks
- Installation of a wayfinding system to help guide visitors to various attractions
- Sidewalks-Plant Street from West Mill Street to Church Street; Sims Street from West Mill Street to Church Street; Memorial Avenue from West Mill Street to Church Street; Cloud Street from Church Street to College Street; and Spring Street from Lee Street to Dean Street

- Streetscape-North Main Street from Main Street to City Limit
- Sidewalks-Main Street from Batiste Park Road to south City limits
- Multi-Purpose Paths-Old Courthouse to African American Museum on Smith Street
- Sidewalks-North Avenue from 118 North Avenue to BB&T
- Sidewalks-Highway 54 from Highway 138 to Raymond Street
- Sidewalks-Raymond Street to Old Morrow Road
- Courthouse Drive Parking Deck-Estimate 700 Spaces
- Sidewalks-Williamson Mill Road from North Avenue to Hanes Street
- Sidewalks-Williamson Mill Road from Hanes Street to Fayetteville Road
- Sidewalks-Crowder Street (all)
- Sidewalks-Whiteline Street (all)
- Proposed Downtown Trolley (2 buses)

7.3.2 Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP) Projects

Clayton County utilizes a variety of funding sources in building and maintaining their transportation network. Transportation projects in the ARC 2003-2005 Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP) includes a mix of financial support from Federal transportation programs, Georgia Department of Transportation funds, reinvestment revenue bonds, and local general revenue. Additional projects are funded through SPLOST programs. The following projects are listed under the Atlanta Regional Commission Transportation Improvement Plan (TIP). These projects are scheduled for the 2003 – 2005 planning period.

Roadway Capacity and Intersection Upgrade Projects:

- Widening SR 42 from Lake Harbin Rd north to Anvil Block Rd
- Widening SR 85 including interchange at Forest Parkway from Adams Drive to I-75 ramp.
- Widening SR 85 from SR 279 to Roberts Rd
- Widening Battlecreek Rd from Southlake Pkwy. to Valley Hill Rd
- Widening Battlecreek Rd-Mt. Zion Blvd from Southlake Pkwy to Lake Harbin Rd.
- Widening SR 138 from Walt Stephens Rd to I-75 South in Henry County.
- Widening SR 54 from McDonough Rd in Fayette County to SR 3/US 41/Tara Blvd.
- Widening SR 314-Fayetteville Rd from Norman Dr/CR 255 to SR 139/Riverdale Rd.
- Widening SR 42 from SR 138 in Henry County to I-675 northbound.
- Widening Conley Rd (Aviation Blvd Extension) from SR 54 to SR 3-Old Dixie Hwy.(NOTE: ARC recommended that this project be moved to the long range per amendments to the FY 2003-2005 TIP and 2025 RTP listing bond funded projects)
- Widening SR 920-Jonesboro Rd from SR 54 to US 19/41 and SR 3.
- Widening Anvil Block Rd from the end of current 5-lane section to Bouldercrest Rd.
- Widening I-75 South add two lanes southbound only from I-285 south to US 19/41-SR 3-Old Dixie Hwy.
- Interchange capacity expansion at I-75 south new interchanges and 4-lane collector/distributor system.
- Widening US 41/SR 3-Cobb Parkway from Windy Hill Rd to Terrell Mill Rd.
- I-75 South interchange upgrade.

- I-285 eastbound to I-75 southbound interchange upgrade.

Roadway Operation Projects:

- I-285 and Conley Rd.
- Flint River Rd from Glenwood Dr to Kendrick Rd.
- Tara Rd from McDonough Rd to Tara Blvd.
- ATMS Enhancement, Phase 2.
- Anvil Block Rd from Bouldercrest Rd to Allen Rd.
- Conley Rd from SR 54 to Cherokee Trail.
- SR 85 and SR 138 from SR 331 and SR 85 to Pointe South Pkwy and North Ave.
- Jonesboro Rd-SR 54 signal upgrades at 16 locations from Rex Rd to East Dixie Dr
- ATMS/ITS enhancements implementation.

Pedestrian Facility Expansion and Improvements:

- Putnam Ford Rd from Bascomb Carmel Rd to Eagle Dr
- Woodstock Rd sidewalks from SR 92 to Oak Grove Elementary School.
- Jonesboro downtown pedestrian streetscape from North Ave to South Ave.
- Riverdale sidewalks around school facilities.
- Lake Harbin Road sidewalks from Maddox Rd to SR 42.
- Transit-oriented pedestrian improvements from I-75 south to US 19/41-SR 3.
- Forest Park sidewalks around school facilities (3-phase project).

Bridge Capacity Expansion and Upgrades:

- Bridge capacity expansion I-75 south at Lee Street Bridge.
- Bridge upgrade SR 42 at Upton Creek.
- Bridge upgrade US 19/41-SR 3-Old Dixie Hwy at Central of Georgia Railroad.
- Rex Rd at Big Cotton Indian Creek.

7.3.3 SPLOST Projects

In addition to the TIP projects in Clayton County, a number of road improvements are scheduled to be funded through the county SPLOST. SPLOST funds have been earmarked for a variety of transportation improvement projects including new road construction, road widening or improvement, intersection improvements, upgrading dirt roads, upgrading bridges and box culverts, improving railroad crossings, installing sidewalks, and reducing congestion around schools.

Road Construction Projects:

- Aviation Blvd Extension – From Intersection of Aviation at Old Dixie Road to Conley Road near Ellery Drive.
- Gardenwalk Boulevard – Phase 1 – From Gardenwalk Boulevard at SR 85 to upper Riverdale Rd.
- Jonesboro Transportation Improvements – General road improvements inside the City of Jonesboro.
- Noah’s Ark Road – From the intersection of Tara Boulevard at Betty Talmadge Avenue to the intersection of Thornton Road at Noah’s Ark Road.

- Pleasant Hill Road to E. Pleasant Hill Road – From East Pleasant Hill Road to Pleasant Hill Road.
- Richardson Parkway – From Mt. Zion Boulevard to Mt. Zion Road.

Road Widening and Improvement Projects:

- Anvilblock Road – From the existing 5 lane section to the Henry County line.
- Battlecreek Road – From Valley Hill Road to Southlake Parkway.
- Bethsaida Road – From the Fulton County line to Carder Court.
- Conley Road – From SR 54 to the DeKalb County line.
- Conley Road/Aviation Boulevard Extension – From Aviation Blvd to SR 54.
- Davidson Parkway – Davidson Parkway South realignment and widening to 3 lanes.
- East Lovejoy Road – From La Costa to Hastings Bridge Road.
- Flint River Road – Expand to three lanes from Glenwood Drive to Kendrick Road; Expand to four lanes with median from Kendrick Road to Tara Boulevard; From Pointe South Parkway to Thomas Road.
- Godby Road – From Highway 314 to South Hampton Road.
- Lee Street – From Southlake Parkway to Twilight Trail.
- Mt. Zion Boulevard – Four lanes with median from Southlake Parkway to Lake Harbin Road; Three lanes from Lake Harbin road to Rex Road. Three to Four lanes from Richardson parkway to SR 138.
- Mundy’s Mill Road – From SR 54 to East of Fitzgerald Road.
- Norman Drive – From SR 314 to SR 139.
- North Bridge – 1,000 feet on either side of Flint River Bridge.
- Old Rex-Morrow Road – 500 feet on either side of Hartford Drive. Improve intersections around Maddox Road to accommodate planned schools.
- Panola Road – From Bouldercrest Road to the Henry County Line.
- Pine Drive – From Crestridge Drive to SR 139.
- Pointe South Parkway – From Flint River Road to SR 85.
- Rex Road Bridge – 1,000 feet on either side of Big Cotton Indian Creek.
- Rountree Road – Between Old Rountree Road and SR 138.
- Southlake Parkway – From Noland Court northward to railroad spur track.
- SR 139 at SR 85 – Construct an eastbound right turn lane from SR 139 onto SR 85 southbound.
- Tara Road – From McDonough Road to US 19/41 Tara Boulevard.
- Tara Road – From Panhandle Road to US 19/41.
- Valley Hill Road – From Battlecreek Road to Upper Riverdale Road.
- West Lee’s Mill Road – From Gardenwalk Boulevard to Rock Hill Drive.
- Warren Drive – From Warren Drive dead end to SR 85.

Intersection Improvements:

- BattleCreek Road at Southlake Parkway – Construct east and westbound left turn lanes.
- Cash Memorial Boulevard at Old Dixie Road – Add a westbound turn lane from Cash Memorial Boulevard.
- Clark Howell at SR 85 – Realign southern end of Clark Howell.

- College Street at Main Street (Forest Park) – Realign College Street with Ash Street.
- Elliot Road at Fielder Road – Add a right turn lane from Elliot Rd. to Fielder Rd.
- Evans Drive at Rex Road – Add a new northbound right turn lane.
- Flat Shoals Road at SR 314 – Realign Flat Shoals Rd. away from SR 314.
- Forest Parkway at North Parkway – Add an eastbound right and westbound left turn lane.
- Lovejoy Road at Tara Boulevard – Realign sharp curves on Lovejoy Rd near Tara Blvd.
- McDonough Rd at Hastings Bridge Road –
- Mt. Zion Blvd at Mt. Zion Circle – Add a northbound turn lane on Mt. Zion Blvd.
- North McDonough St. at SR 138 – Add northbound lane and restripe for southbound exclusive right turn lane.
- SR 138 at SR 138 Spur – Enlarge the radius of traffic traveling westbound.
- SR 54 at Commerce Road – Add a southbound right turn lane.
- SR 54 at Southern Road – Add a southbound right turn lane.
- SR 54 at Thomas Road – Add a northbound left turn lane.
- SR 54 at US 19/41 – Add a northbound right turn lane.
- Tara Boulevard at SR 138 Spur – Construct a bridge over SR 138 with ramp turn lanes.
- Upper Riverdale Road at Arrowhead Boulevard – Add an eastbound right turn lane.
- Valley Hill Road at Camp Street – Add a westbound right turn lane.
- Webb Road at SR 85 – Construct a westbound right turn lane.

Upgrade Dirt Roads:

- 1st Avenue
- East Clayton Road
- Ellison Road
- Front Street
- Lee Street
- Lunsford Drive
- Mill Street
- Otis Camp Road
- The Inlet

7.3.4 Bike and Pedestrian Considerations

It is recommended that the City of Jonesboro work with Clayton County to plan, develop, and implement a county-wide bike/ped/trails plan; and a long-range, comprehensive transportation plan. The proposed long-range, comprehensive transportation plan should take into consideration: (1) routes identified herein with LOS of E or F; (2) bridges with poor condition ratings; (3) and the recommended improvements identified in LCI studies.

7.3.5 Proposed alternative modes of travel

- HOV Lanes
- Hartsfield-Jackson International Airport Transportation Management Association
- Sidewalk improvements
- C-TRAN
- Macon-Atlanta Commuter Rail
- Southern Crescent multi-modal transportation service center

7.3.6 Emergency Preparedness

This section addresses the adequacy of the city and county's existing and projected transportation system to evacuate populations prior to an impending natural disaster. Since neither Jonesboro nor Clayton County are located in a coastal region, there are few concerns about flooding or hurricane evacuation. Nevertheless, Jonesboro and the county are well served by interstates I-75, I-675 and I-285 which can be used in the event of a natural disaster.

7.3.7 Transportation Operation in Underserved Areas.

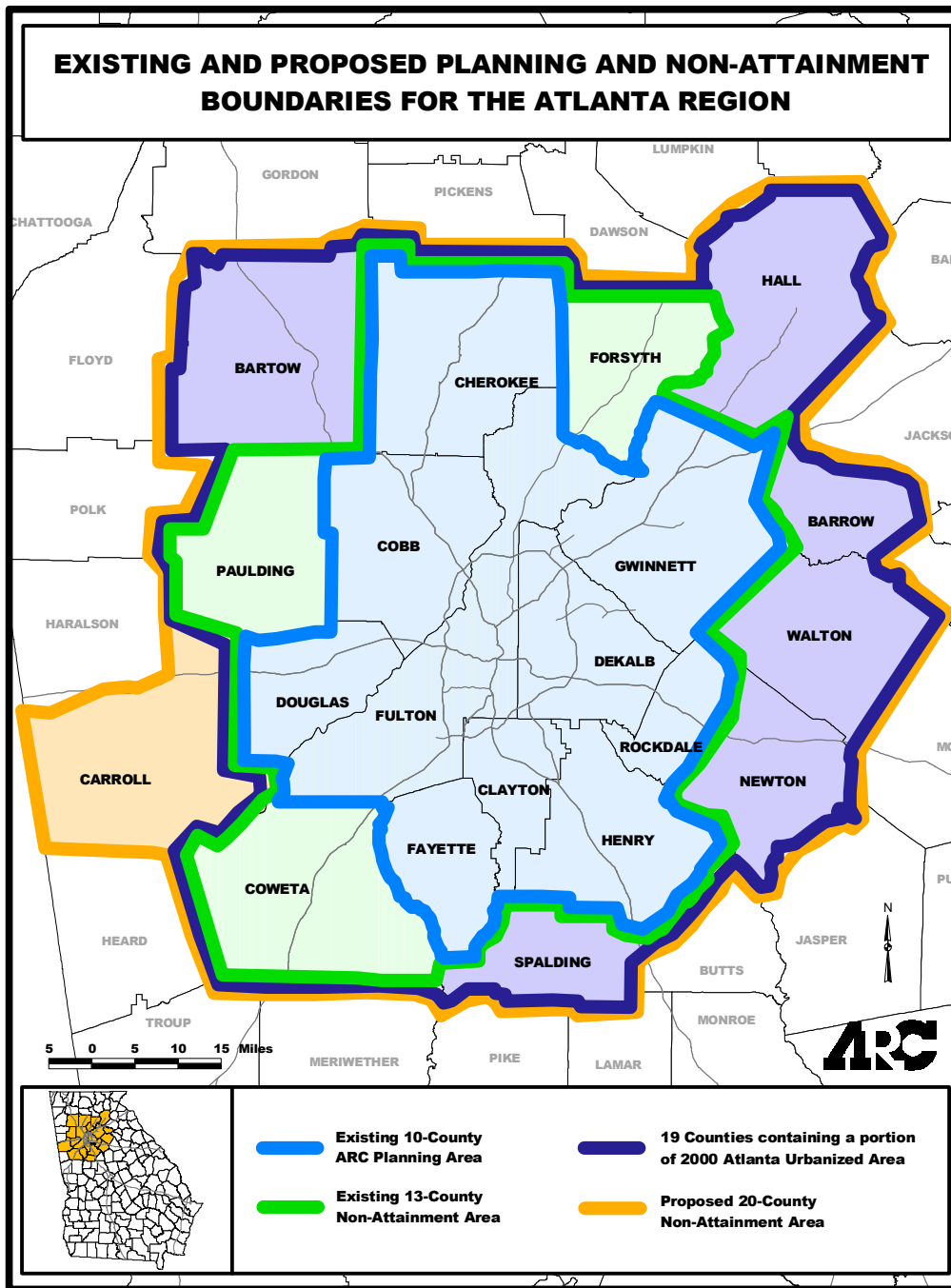
The purpose of this section is to identify residential areas underserved by effective transportation options. No areas have been identified for the City of Jonesboro; the primary need for expanded public transportation can be met with service provided by C-TRAN and MARTA. Additionally, recommended mixed-use, and transit-oriented developments will help bring transit options to wider groups of citizens.

7.4 Transportation Requirements for Non-Attainment Areas

This section provides a discussion of the severity of any violations contributed by transportation related sources that are contributing to air quality non-attainment; and identification of measures, activities, programs, and regulations that the City of Atlanta will implement consistent with the Statewide Implementation Program (SIP) for air quality through the Atlanta comprehensive plan implementation program, as per the Intergovernmental Coordination Element of the DCA Rules. See Map 7.12.

For air-quality modeling purposes, three (3) additional counties are included in ARC's planning efforts, Coweta, Paulding, and Forsyth Counties. All of Clayton County is within the nationally designated ambient air quality standards non-attainment area of metropolitan Atlanta. Therefore, compliance of Clayton County's transportation element with the Federal Clean Air Act is required. Severity of violations are discussed and addressed on a regional basis in the state implementation plan for air quality attainment. The 13 counties previously classified as a serious non-attainment area have been downgraded to severe non-attainment status as of January 2004. Measures that the county and cities will implement to comply with the state implementation plan include encouraging transportation demand management, provision of an extensive sidewalk system, and certain efforts to promote public transit. Clayton County has recently undertaken significant steps in transportation demand management by implementing a regional bus transit system with the assistance of GRTA, and by passing a Special Purpose Local Option Sales Tax (SPLOST); the proceeds of which will help fund the installation of ninety-six (96) miles of sidewalks on forty-seven (47) miles of roads in Clayton County.

Map 7.12 Non Attainment



7.5 Articulation of Community Vision and Goals and Implementation Program

As per the requirements for local governments in the Advanced Planning Level, the following information has been identified concerning community vision, goals and implementation.

7.5.1 Adopted LOS Standards

A workshop was conducted with Clayton County transportation officials to confirm acceptable Level of Service Standards for the transportation network in Clayton County. *Synchro/Simtraffic* simulation models were utilized during this workshop to graphically illustrate the differences between intersection Levels of Service ranging from A to F. Descriptions of the various Levels of Service are presented as follows:

Level of Service A

Level of Service A conditions are characterized by free flowing conditions with maximum mobility to switch lanes and very little delay (less than 10 seconds for signalized intersections)

Level of Service B

Level of Service B conditions are characterized by free flowing conditions, though with minor limitations to freedom to switch lanes. Intersection delays range from ten (10) to twenty (20) seconds at Level of Service B.

Level of Service C

At Level of Service C, some queuing is observed at intersections, though all queues are typically dispersed during the green cycle. Freedom to change lanes continues to diminish, though there is still some flexibility to do so. Intersection delays range from twenty (20) to thirty-five (35) seconds in Level of Service C conditions.

Level of Service D

At Level of Service D, queuing at intersections becomes more pronounced, and when signals are not optimally timed, all queued vehicles may not make it through the intersection. Flexibility to change lanes is minimal, and intersection delays range from thirty-five (35) to fifty-five (55) seconds.

Level of Service E

Level of Service E represents capacity conditions, where intersection queuing becomes acute and traffic flow is near breakdown, making lane switching difficult. Intersection cycle failures begin to occur at capacity conditions where the entire queue of traffic does not make it through the intersection during the green cycle. Delays at Level of Service E range from fifty-five (55) to eighty (80) seconds.

Level of Service F

At Level of Service F, forced flow traffic conditions exist and intersection cycle failures are common. Queues in excess of a half a mile or greater can build at intersection approaches at Level of Service F conditions. Delays of eighty (80) seconds or greater exist at Level of Service F.

As a result of the Level of Service workshop, a Level of Service D has been determined appropriate as the minimum required Level of Service. This Level of Service Standard would apply to all existing and future intersections within the City of Jonesboro and Clayton County and is consistent with the community's visions and goals of balancing growth, congestion, and green space throughout Jonesboro and Clayton County.

7.5.2 Transportation Vision

In the future the City of Jonesboro will have a multi-modal transportation system providing for safe and efficient travel within the city and connections to destinations within Clayton County and the metropolitan region.

7.5.3 Transportation Goals and Policies

Goal 1.0 Adopt land development regulations and provide government incentives to mitigate congestion and achieve the adopted LOS D.

Policy 1.1 Consider adopting the following measures to mitigate poor projected LOS.

- Provide local government employees with flex-time schedules and encourage local employers to do the same
- Provide local government employees with telecommuting programs and encourage local employers to do the same
- Provide local government employees with subsidies for carpooling and using public transit and encourage local employers to do the same
- Modifications to land use regulations (zoning) to support mixed use development
- Consider the provision of local shuttle services between employment, visitor and residential hubs in the City of Jonesboro

Policy 1.2 Adopt development regulations and incentives to ensure that new development does not cause the community's adopted LOS for an individual transportation facility to decline below the established transportation performance measures

Policy 1.3 Ensure that transportation capital improvements or other strategies needed to accommodate the impacts of development are made prior or concurrent with the development;

Policy 1.4 Require comprehensive traffic studies with all major development proposals to determine if the proposed development would cause any adjacent intersections to fall below the newly adopted Level of Service D threshold.

Policy 1.4.1 When studies show that proposed developments would cause any adjacent intersections to operate at LOS E or F, it is recommended that the city require the developer take all necessary steps, including but not limited to paying for necessary roadway improvements, prior to approving the development plan.

Policy 1.5 Develop and adopt a "thoroughfare plan" which categorizes each roadway by its appropriate function within the city's overall road system .

Policy 1.6 Classify and size roadways according to existing and future demand and develop access standards based on these functions.

Goal 2.0 Provide a multi-modal transportation network that includes safe and adequate bicycle and pedestrian facilities.

Policy 2.1 Adopt standards, initiate programs and undertake actions to promote the development of additional pedestrian and bike facilities.

Develop access control guidelines for each functional class of roadway to ensure that each roadway fulfills its functional use in the future. Access control guidelines for Principal arterials should consolidate access into multiple businesses as well as the consolidate pedestrian crossings and the associated transit stops to maintain the principal arterial's function of providing mobility throughout the city. Standards for local collectors should allow more liberal access and multiple pedestrian crossings.

Policy 2.2 Implement bicycle lanes in conjunction with new construction of appropriate types of roadway classes to provide for safer, multi-modal corridors where practical throughout the city.

Policy 2.3 Develop and adopt a city-wide sidewalk plan that promotes the improvement of pedestrian sidewalks in residential areas.

Policy 2.4 Support and facilitate the continued expansion of C-Tran bus service in Jonesboro.

Goal 3.0 Align existing plans and performance measures with any future plans to achieve more detailed transportation goal and policy development.

Policy 3.1 Ensure that measures to manage or control land uses and natural resources are included in the city's transportation planning process.

This comprehensive development plan update includes proposed land use actions to increase mixed use developments. Developments that combine a mix of land uses promote the wider objectives of reducing the need to travel and reliance on the car. Mixed-use developments closely integrated or closely linked residential uses with other uses such as a mix of housing, employment and community activities in order to encourage travel by walking and cycling between them.

Policy 3.2 Develop design standards for each roadway classification to preserve the appropriate balance between their traffic service and land use functions.

Policy 3.2 Coordinate transportation planning activities with county, regional, and state agencies.

CHAPTER 8 INTERGOVERNMENTAL COORDINATION

Introduction

The boundaries for use of community facilities and transportation corridors as well as the effects of land use often go beyond the legal boundaries of a county or municipal government. The purpose of this element is to inventory the existing intergovernmental coordination mechanisms and processes between the City of Jonesboro and Clayton County and between the city and other governmental entities and programs that have the potential of impacting the successful implementation of the Comprehensive Plan. This element will address the adequacy and suitability of existing coordination mechanisms to serve the current and future needs of the city as well as and articulate goals and formulate strategies for the effective implementation of policies and objectives that involve more than one governmental entity.

8.1 Adjacent Local Governments

Clayton County is the City of Jonesboro's the only adjacent local government. Due to this many aspects of coordination are required, especially with regard to the delivery of services. Clayton County provides many services to the residents of Jonesboro, as they are also residents of the County. In addition to this element of the Comprehensive Plan, the Service Delivery Strategy (SDS) for Clayton County and its municipalities is designed to serve as the primary coordination mechanism between these city governments and the county.

8.2 School Board

The Clayton County Board of Education oversees Clayton County Public Schools, which serve residents of the City of Jonesboro. The school board through school system staff representation was involved in this comprehensive planning process and provided information regarding school capacity and facility conditions and anticipated needs (see Chapter 5 Community Facilities). It is recommended that the City of Jonesboro work with Clayton County and other local governments to increase the level of coordination with the Board of Education in the areas of new school locations, development of educational programs to respond to workforce needs, and joint use of facilities.

8.3 Other Local Governmental Entities

8.3.1 Clayton County Water Authority

The Clayton County Water Authority's service district covers the entirety of City of Jonesboro.

8.3.2 City of Jonesboro Housing Authority

The Jonesboro Housing Authority administers 35 low-rent public housing units in the City of Jonesboro and the Section 8 Housing Voucher program for the whole of Clayton County. The Authority reports that the number of requests for housing assistance have risen steadily during the past decade and anticipates that it will continue to rise over the course of the planning period. Coordination between the City of Jonesboro and the Housing Authority will be required to ensure that the housing needs of low income households are met to the greatest extent possible.

8.3.3 Development Authority of Clayton County

The Development Authority of Clayton County has the jurisdiction to issue tax exempt or taxable bonds to businesses wishing to locate in Clayton County. In accordance with the Georgia Redevelopment Powers Act, of 1985, the Authority can also create special district taxes on approved urban redevelopment issues. The authority also has jurisdiction to provide incentives such as tax breaks, venture capital programs, tax abatements and enterprise zones to new businesses locating in Clayton County as well as existing businesses. Additionally, the Authority has the power to buy and sell property and construct buildings. The Development Authority provides assistance to the City of Jonesboro, and has recently assisted the city with its 2003 Livable Centers Initiative study. This level of coordination is expected to continue through the 2005 – 2025 planning period.

8.3.4 Other Governmental Entities

There are a number of other units of local government in the City of Jonesboro and Clayton County that provide services to the city and its citizens that do not have authority related to the use of land. These entities are mainly comprised of constitutional officers such as the Tax Assessor, City Courts and Clerk of Court, Police Department, Board of Elections and Registration. In the case of public safety officials and agencies land use planning decisions that will potentially effect their provision of services are coordinated through a number of mechanisms such as interdepartmental committees and stakeholder meetings related to specific planning studies. These methods of coordination are adequate and appropriate at this time and should continue through the planning period. In particular coordination with the city's law enforcement agencies is an essential part of revitalization planning for declining or blighted commercial areas where crime is a real or perceived problem.

8.4 Regional and State Entities

8.4.1 Atlanta Regional Commission

The Atlanta Regional Commission (ARC) serves as the regional development center for metropolitan Atlanta area including Clayton County. The ARC provides a variety of services to City of Jonesboro, such as land use and transportation planning coordination, services for the elderly and workforce development. The ARC is responsible for serving the public interest of the state by promoting and implementing the comprehensive planning process among its ten county region and with involvement in local and regional planning related to land use, transportation, recreation, historic preservation, natural resources, and solid waste. The existing mechanisms of coordination between Clayton County and the Atlanta Regional Commission are considered adequate and expected to remain constant through the planning period.

8.4.2 Metropolitan North Georgia Water Planning District

With a finite water resource and a population of nearly 4 million and growing, the need to carefully and cooperatively manage and protect Metropolitan Atlanta's rivers and streams has become a priority. The Metropolitan North Georgia Water Planning District was signed into law on April 5, 2001 (2001 S.B. 130) and is developing regional and watershed specific plans for stormwater management, wastewater management, and water supply and conservation in a 16

county area which encompasses Clayton County and Bartow, Cherokee, Cobb, Coweta, DeKalb, Douglas, Fayette, Fulton, Forsyth, Gwinnett, Hall, Henry, Paulding, Rockdale and Walton Counties. Local governments within the District that do not substantially adopt the model ordinances will be ineligible for state grants or loans for stormwater related projects. This decision may be appealed to the District Board with a majority vote required to overturn. Those governments that do not implement plans that apply to them would have their current permits for water withdrawal, wastewater capacity or NPDES stormwater permits frozen. The city has developed and adopted watershed and stream buffer protection ordinances complying with the directive of the MNGWPD.

8.4.3 Georgia Department of Transportation

The Georgia Department of Transportation (GDOT) maintains and improves state roadways within the City of Jonesboro and provides financial assistance for local road improvements. The city coordinates closely with GDOT through the county's Transportation and Development Department. This coordination is expected to continue throughout the planning period.

8.4.4 Georgia Department of Natural Resources

The Georgia Department of Natural Resources (DNR) provides assistance and guidance to the city in a number important areas including; environmental protection and historic preservation. There is staff level interaction between the city and DNR's divisions on a regular basis and this interaction will continue during the planning period.

8.4.5 Georgia Department of Community Affairs

The Georgia Department of Community Affairs (DCA) has overall management responsibilities for the State's coordinated planning program and reviews plans for compliance with minimum planning standards. DCA provides a variety of technical assistance and grant funding opportunities to the City of Jonesboro.

8.4.6 Georgia Greenspace Program

The City of Jonesboro has not participated in the Governor's Greenspace Program and currently does not have a greenspace plan at this time.

8.5 Private Entities

8.5.1 Clayton County Chamber of Commerce

A non-profit membership organization, the Clayton County Chamber of Commerce provides assistance to new businesses wishing to locate their establishments in the county. The agency's activities are focused in the areas of business recruitment and retention. The City of Jonesboro is a member of the Clayton County Chamber of Commerce and is expected to continue its membership in the organization well beyond the end of the planning period.

8.5.2 Georgia Power Company

Georgia Power is a utility company servicing customers throughout the State of Georgia. There is little coordination required between the city and Georgia Power except for issues related to electric utility hookups.

8.6 Service Delivery Strategy

In 1997 the State passed the Service Delivery Strategy Act (HB489). This law mandates the cooperation of local governments with regard to service delivery issues. Each county was required to initiate development of a Service Delivery Strategy (SDS) between July 1, 1997 and January 1, 1998. Service Delivery Strategies must include an identification of services provided by various entities, assignment of responsibility for provision of services and the location of service areas, a description of funding sources, and an identification of contracts, ordinances, and other measures necessary to implement the SDS.

The Service Delivery Strategy for Clayton County, which the City of Jonesboro has signed was adopted and submitted for compliance review in October 1999 and extension agreements were signed in April 2000 and April 2004. Future changes to the service delivery strategy require an official update and submittal with appropriate forms the Georgia Department of Community Affairs.

The provision of services in the city is discussed in detail in Chapter 5 - Community Facilities element of the Comprehensive Plan. The major agreements included in the Clayton County Service Delivery Strategy which the City of Jonesboro is party to are summarized here, except where it is noted the existing agreements are considered adequate. However, as the local governments meet to review and update the current Clayton County Service Delivery Strategy is it recommended that each of the city's existing agreements be examined and evaluated.

8.6.1 Jails

The City of Jonesboro has an agreement with Clayton County whereby the county provides jail services to the city.

8.6.2 Fire Protection

There is a mutual aid agreement for response between the county and the City of Jonesboro. Through this agreement the county and city provide secondary services to locations in the other jurisdiction and provide first response to various districts within boundary limits agreed upon by both fire chiefs.

8.6.3 EMS & 911

Clayton County provides emergency management services to the City of Jonesboro, Lovejoy, and Riverdale. The county has agreements to provide 911 service to the City of Jonesboro as well.

8.6.4 Landfill

A single private service provider provides services countywide.

8.6.5 Roadway Construction and Maintenance

Clayton County provides roadway construction and maintenance assistance to the City of Jonesboro through a contract established in February, 1977.

8.6.6 Animal Control

Animal control services are provided to the City of Jonesboro by Clayton County.

8.6.7 Building Services

The county has a contract to provide building inspection services to the City of Jonesboro whereby Jonesboro remits 50% of the building permit fees collected to the county.

8.7 Summary of Dispute Resolution Process

The City of Forest Park, the county and the other cities in the county adopted an agreement on July 1, 1998 titled “Intergovernmental Agreement for Alternative Dispute Resolution on Annexation” This agreement pertains to lands that border the jurisdiction of the county and its seven municipalities as is summarized in the following paragraphs. Effective July 1, 2004, The Georgia General Assembly has enacted House Bill 709 which proscribes procedures for annexation disputes that supplant previous agreements, such as the one between Clayton County and its cities including the City of Jonesboro, established under the Service Deliver Strategies Act. It is recommended that the City of Jonesboro together with Clayton County and the other cities located in the county amend their current Dispute Resolution on Annexation processes to comply with the current state legislation.

8.7.1 Summary of Current Dispute Resolution Process

This agreement states when a municipality initiates an annexation, it must notify the county and any other affected city of the proposed annexation and provide information including notice of any proposed rezoning of the property to be annexed so that the county and/or city can make an informed analysis concerning potential objections to the annexation.

Within twenty-one days of notification, the affected local governments must respond to the annexing city that it has no objection to the proposed land use and zoning classification for the property to be annexed or that it objects. If the affected local government objects it must include a list of curative conditions/stipulations that will allow them to respond with no objection to the proposed land use and zoning classifications.

If there is an objection the annexing city will respond to the affected local government in fourteen days either agreeing to implement the affected government’s stipulation, agreeing to cease action on the proposed annexation, initiating a fourteen day mediation process to discuss compromises or disagreeing that the objections of the affected government are *bona fide* within the meaning of O.C.G.A § 36-36-11(b) and that it will avail itself of any available legal remedies.

If the annexing city moves forward with the annexation agreeing to the stipulations of the affected government, the city agrees that irrespective of future changes in land use or zoning, the site-specific mitigation/enhancement measures or site-design stipulations included in the agreement are binding on all parties for a three year period following execution of the annexation agreement.

The agreement between Clayton County and its cities recognized the fact that there are very few, if any, zoning changes that would not result in changes that would qualify as *bona fide*

objections pursuant to of O.C.G.A § 36-36-11(b). Due to this, the agreement states that only the following conditions constitute bona fide objections with regard to annexations:

Change in residential classification that increases density by more than 50%;

Change from a residential classification allowing single family homes to one that allows for structures other than single family homes;

Change from a low intensity commercial classification to a high intensity classification;

Change from office/institutional to a general business classification;

Change from a commercial to industrial classification, or

Change from a light industrial to a heavy industrial classification.

8.7.2 Recommendation for Inclusion in Dispute Resolution Update

It is suggested that the following changes be made in conjunction with any revision to the current city/county dispute resolution process needed for compliance with current legislation. These changes are recommended to ensure that land use conflicts are minimized in the case of annexation. The new dispute resolution process should include stipulations that the property annexed must be classified under the municipality's zoning ordinance for the classification that is most similar to the zoning classification placed on the property by Clayton County. When a rezoning application is filed for property that has been annexed within a specified amount of time (18 months) of the effective date of the annexation the municipality must notify the county and provide the county with 30 days to object to the proposed rezoning and enter into negotiations and, if necessary, a mediation process to resolve the issues.

Additionally, a new agreement could incorporate the designation of "zones of influence" for each of the governing bodies in the county. These zones could extend for a specified number of feet (2,000 to 5,000) from city boundaries outward into Clayton County and inward. When a petition for rezoning or variance is received by a government for land that lies in another's zone of influence, the other jurisdiction must be notified. In addition to notification the affected jurisdiction must be allowed to submit comments on the petition that the government acting on the petition must take into consideration in making its final decision.

8.8 Service Provision Conflicts or Overlaps

The Service Delivery Strategy includes a thorough assessment of service responsibilities outlining those areas where joint or coordinated services are provided and stating reasons in cases where the county and municipalities such as the City of Jonesboro provide separate services. During the process of preparing this Comprehensive Plan update it has been identified that an update of the Service Delivery Strategy should be undertaken. This update process should concentrate on identifying areas where there are service provision conflicts and overlaps. Once these instances are identified, the City of Jonesboro along with other local governments are encouraged to undertake negotiations to relieve these conflicts and, where undesirable eliminate existing service overlaps.

8.9 Land Use

8.9.1 Compatibility of Land Use Plans

Through the land use planning process the City of Jonesboro has coordinated its future land use planning with the present, and future land use plans for Clayton County which surrounds it. There are no anticipated conflicts between the plans of the two governments.

8.9.2 Land Use and Siting Facilities of Countywide Significance

The land use planning effort undertaken to develop this comprehensive plan has addressed the concerns held by the city regarding the siting of public and private facilities.

8.9.3 Developments of Regional Impact

Developments of Regional Impact (DRI's) are large-scale developments likely to have effects outside of the local government jurisdiction in which they are located. The Georgia Planning Act of 1989 authorizes the Department of Community Affairs (DCA) to establish procedures for intergovernmental review of these large-scale projects. These procedures are designed to improve communication between affected governments and to provide a means of revealing and assessing potential impacts of large-scale developments before conflicts relating to them arise. At the same time, local government autonomy is preserved because the host government maintains the authority to make the final decision on whether a proposed development will or will not go forward. State law and DCA rules require a regional review prior to a city taking any action (such as a rezoning, building permit, water/sewer hookup, etc.) that will further or advance a project that meets or exceeds established size thresholds. For the City of Jonesboro the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA) administer this process when an application meeting the state set threshold criteria is received from a developer. Due to the potential transportation options available in the City of Jonesboro and its proximity to the City of Atlanta there is some possibility that the city may encounter a development applications that would trigger the DRI process during this planning period.

8.9.4 Annexation

Efforts to coordinate with the county during the comprehensive planning process generally identified some areas surrounding the City of Jonesboro that may be annexed during the planning period. The city is committed to working with the county to ensure a smooth and mutually agreeable process when these annexations are undertaken.

8.10 Intergovernmental Coordination Goals and Policies

Goal 1.0 Resolve land use conflicts with other local governments through the established dispute resolution process included in the Clayton County Service Delivery Strategy.

Policy 1.1 Assess and amend the current dispute resolution process as needed to ensure its effectiveness.

Goal 2.0 Work with surrounding local governments to maintain coordination between the vision, goals, and policies set fourth in the Comprehensive Plan and the land use planning and facility siting actions of all local government entities including the Clayton County Board of Education.

Policy 2.1 Be an active participant in forming agreement to ensure the sharing of resources and information among all local government entities.

Policy 2.2 Develop greater opportunities for coordination between the Clayton County Board of Education and the City of Jonesboro with regard to development of new educational facilities and their potential impact on the city.

Goal 3.0 Maintain coordination between the vision, goals, and policies of the Comprehensive Plan and the programs and requirements of all applicable regional and state programs.

Policy 3.1 Continually seek methods of enhancing the current Service Delivery Strategy to make the best use of local government resources and provide the highest level of services for the citizens of Jonesboro.

CHAPTER 9 – IMPLEMENTATION

9.1 Introduction

The success of the comprehensive plan depends upon how effectively it is implemented. Four basic implementation tools are described below:

1. Provision of public facilities, especially through capital improvements programming and through the preservation of or the advance acquisition of future public lands and rights-of-way. The city's capital improvements program will play a significant role in implementing the land use recommendations in Chapter 7 of this document.
2. Development regulations, such as subdivision controls, the zoning ordinance, and other regulatory codes, which ensure that private development complies with development and other building standards and is located in areas that conform to the comprehensive plan.
3. Persuasion, leadership, and coordination, which are more informal implementation tools than capital improvement programming or development regulations, but which can be very effective in making sure that ideas, data, maps, information, and research pertaining to growth and development are not only put forth, but also find their way into the decision making of private developers as well as various public agencies and departments. The land use recommendations in Chapter 7 of this document will not be realized without the continuing political, economic, and financial support of the city's decision makers.
4. The comprehensive plan itself can become a tool in carrying to its own policies and recommendations, if the plan is kept visible and up-to-date as a continuous guide for public and private decision making. The City Council should, therefore, periodically review the plan and if necessary, make appropriate revision to the plan to keep it viable as a current document. In addition, it should be stressed that a zoning ordinance is not a land use plan and should not be considered an adequate substitute for one.

The future land use plan should not be considered a static document. Development patterns perceived when it was prepared may change and various resources (human, natural and financial) may become available or decline.

If the goals and policies contained in this plan truly reflect community opinion, they will provide a solid basis for evaluating changes and updates to this document. If they are not sufficiently detailed to serve this function, future amendments to this document should begin with the goals and policies. A plan that is firmly founded on usable goals remains current and instills residents with confidence that the future development of their community is logical, predictable, and understandable. This attitude is critically important.

9.2 Implementation Methods

The Jonesboro Comprehensive Plan serves as a guide for public and private decision making in dealing with the development of the city. Implementation of the plan depends upon the city's use of its powers to regulate private development through the zoning, subdivision and development ordinances, its powers of taxation and its capital expenditures. The following provides a listing of potential implementation techniques which are most feasible for implementing a comprehensive plan in Jonesboro. Most of these techniques utilize existing ordinances and procedures, although some require review and consideration of amendment.

1. Continuing Planning Process

The comprehensive land use plan is designed to reflect current information as well as project future trends. As conditions change, the plan must be reexamined and updated. The following are necessary to keep the plan viable.

a. Short-range development plans and programs

Establish short-range development plans and programs on an annual basis to help phase a development and capital improvement proposal and to identify appropriate zoning changes. This program should be a guide for setting priorities for the annual budgets and the capital improvements program for the city.

b. Updates

Monitor and refine the comprehensive plan on an annual basis with major updates every five years. This should keep the plan responsive to changing conditions and needs in the city.

c. Detailed Functional Plans

Develop more detailed functional plans (i.e., specific greenspace, housing, community facility, and historic preservation studies) as part of the complete comprehensive planning process.

d. Detailed Design Plans

Develop and support more detailed design plans for major activity centers and other critical areas such as the commercial and industrial corridors and planned unit development throughout the city.

2. Capital Improvements Program

The provision of capital improvements should be used as a means of controlling the timing and location of development. Future capital improvements programs adopted by the city should be based in part on the recommendations made in this plan. The growth anticipated and represented in the comprehensive plan relies upon and cannot be accommodated without adherence to the schedule of planned, sewer, water, and road improvements in the city.

In order to do public facilities planning and programming and to ensure close coordination with private development plans, a realistic level of capital expenditures needs to be maintained. Sources of funding in addition to the property tax should be explored.

3. Zoning

Zoning remains the primary tool for implementing the comprehensive plan. However, the plan is only a guide for zoning decisions. Modifications to the existing zoning ordinance should include, but are not limited to the following:

- a. Future commercial establishments should be encouraged to locate in planned centers.
- b. Mixed-use developments, including office, commercial, and residential, need to be permitted in planned developments.
- c. Residential areas should be buffered from more intensive non-residential development.

4. Land Development Regulations

Better use should be made of the land development regulations which govern the conversion of vacant land into building sites. Developers are tied to the existing zoning for a particular tract, but before they can acquire a development and building permit, they must be able to meet site preparation standards. Such ordinances should permit innovative site development and strengthen the role of land development regulations in guiding the development of the city.

9.3 Short Term Work Program Update

Pursuant to the Minimum Planning Standards this chapter includes a Status Report for the city's previous Short Term Work Program (1997 – 2002) The status reports detail the status items included in the government's last work program.

City of Jonesboro Short Term Work Program 1997 – 2002

I. Natural and Historic Resources

1.1 Acquire and move Hebron Church/School to the Stately Oaks Plantation land.

Estimated Cost: \$50,000

Funding Source: Private Donations

Year of Implementation: 1997

Responsibility: Historic Jonesboro/Clayton County, Inc.

Status: Cancelled due to collapse of structure.

1.2 Develop and implement a plan for recruiting more volunteers for Historic Jonesboro Clayton County, Inc.

Estimated Cost: No cost

Funding Source: Not applicable

Year of Implementation: 1997

Responsibility: Historic Jonesboro/Clayton County, Inc.

Status: Ongoing and continued to 2005-2009 STWP

1.3 Begin Phase II Renovation of the Jonesboro Depot.

Estimated Cost:\$200,000

Funding Source: Private Donations/State Grants

Year of Implementation: 1997

Responsibility: Historic Jonesboro/Clayton County Inc.

Status: Completed in 1998.

1.4 Replace fence in front of Stately Oaks.

Estimated Cost: \$15,000

Funding Source: Private Donations

Year of Implementation: 1997

Responsibility: Historic Jonesboro/Clayton County, Inc.

Status: Completed in 1998.

1.5 Construct parking lot at Clayton County Museum on King Street

Estimated Cost: \$5,000

Funding Source: Private Donations

Year of Implementation: 1997

Responsibility: Historic Jonesboro/Clayton County Inc.

Status: Cancelled due to change in agency plans and direction.

1.6 Develop signage, landmarks, crosswalk for walking tour of Downtown Jonesboro.

Estimated Cost: \$15,000

Funding Source: Private Donations

Year of Implementation: 1998

Responsibility: Historic Jonesboro/Clayton County, Inc.

Status: Ongoing – the Jonesboro LCI study identified a path to serve this purpose.

Implementation funding will be sought through the LCI program.

1.7 Construct fence around battlefield.

Estimated Cost: Unavailable

Funding Source: Private Donations/State Grants

Year of Implementation: 1999

Responsibility: Historic Jonesboro/Clayton County, Inc.

Status: Cancelled – determined not feasible due to cost and additional factors.

1.8 Restore Hebron Church/School.

Estimated Cost: \$200,000

Funding Source: Private Donations/State Grants

Year of Implementation: 1999

Responsibility: Historic Jonesboro/Clayton County Inc.

Status: Cancelled due to collapse of structure.

1.9 Construct a larger dwelling in Indian Village.

Estimated Cost: Unavailable

Funding Source: Private Donations/State Grants

Year of Implementation: 1999

Responsibility: Historic Jonesboro/Clayton County Inc.

Status: Completed in 2000.

1.10 Construct an all weather facility on Stately Oaks land.

Estimated Cost: Unavailable

Funding Source: Private Donations

Year of Implementation: 2000

Responsibility: Historic Jonesboro/Clayton County Inc.

Status: Cancelled due to change in agency plans and direction.

1.11 Develop a survey of all historic structures within the city limits of Jonesboro.

Estimated Cost: \$2,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998

Responsibility: City of Jonesboro

Status: Completed in 2003.

1.12 Improve the road pavement in the City Cemetery.

Estimated Cost: \$30,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1997-1999
Responsibility: City of Jonesboro
Status: Completed in 2000.

1.13 Conduct an annual inspection of all City Cemetery headstones for deteriorating conditions.

Estimated Cost: Minimal cost
Funding Source: City of Jonesboro General Fund
Year of Implementation: 1997-2002
Responsibility: City of Jonesboro
Status: Cancelled due to lack of qualified staff and cemetery plot ownership status.

1.14 Work with the Clayton County Recreation Department to improve the parks located in the city.

Estimated Cost: \$100,000
Funding Source: City of Jonesboro General Fund
Year of Implementation: 1997-2002
Responsibility: City of Jonesboro/Clayton County Recreation Department
Status: Completed in 2002

II. Population/Economic Development

2.1 Update the city's zoning ordinance to encourage diverse, attractive and neighborhood scaled commercial development in Jonesboro.

Estimated Cost: \$5,000
Funding Source: City of Jonesboro General Fund
Year of Implementation: 1997
Responsibility: The City of Jonesboro
Status: Ongoing – the zoning ordinance update is currently underway with projected completion in 2005.

2.2 Create a Downtown Development Authority.

Estimated Cost: No cost
Funding Source: Not applicable
Year of Implementation: 1998
Responsibility: City of Jonesboro
Status: Completed via agreement with Clayton County Development/Redevelopment Authority to represent Jonesboro.

2.3 Develop a market strategy to attract businesses to locate in downtown Jonesboro.

Estimated Cost: Minimal cost
Funding Source: Private/Downtown Businesses
Year of Implementation: 1998-2002
Responsibility: Jonesboro Downtown Development Authority
Status: Ongoing – Significant progress was made with the Jonesboro LCI.

III. Housing

3.1 Survey the housing stock and identify unstable areas and deteriorating houses.

Estimated Cost: Minimal cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1997

Responsibility: The City of Jonesboro

Status: Ongoing – Significant progress was made with the Jonesboro LCI.

3.2 Revise the Jonesboro zoning ordinance to allow for diverse types of housing units.

Estimated Cost: \$5,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1997

Responsibility: City of Jonesboro

Status: Ongoing - the zoning ordinance update is currently underway with projected completion in 2005.

3.3 Develop design guidelines for infill housing in historic areas.

Estimated Cost: \$10,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998

Responsibility: City of Jonesboro

Status: Completed – Jonesboro LCI study includes infill design guidelines.

IV. Community Facilities

4.1 Work with the Clayton County Public Works Department to improve, renovate and replace the storm drainage system as needed citywide.

Estimated Cost: Not available

Funding Source: Clayton County Works Department

Year of Implementation: 1997-2002

Responsibility: Clayton County Works Department/City of Jonesboro

Status: Ongoing – the City/County stormwater program was enacted in 2003.

4.2 Construct a new public services building in Jonesboro which houses police and fire services.

Estimated Cost: \$1,500,000

Funding Source: City of Jonesboro/SPLOST/Bond Referendum

Year of Implementation: 1998-2000

Responsibility: City of Jonesboro

Status: Completed in 2001 – new Fire Department building was constructed and Police Department moved into newly purchased building.

4.3 Develop the land next to City Hall as a passive/walking path park.

Estimated Cost: \$30,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998

Responsibility: City of Jonesboro.

Status: Completed in 1998.

4.4 Coordinate suggested water and sewer system improvements with the Clayton County Water Authority and have suggested improvement included in the Water Authority 10 Year Master Plan.

Estimated Cost: No cost

Funding Source: Not applicable

Year of Implementation: 1997-2000

Responsibility: City of Jonesboro/Clayton County Water Authority

Status: Ongoing coordination efforts with Clayton County Water Authority.

4.5 Develop and implement traffic management techniques at trouble streets and intersections in Jonesboro.

Estimated Cost: Not available

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1997-2002

Responsibility: Clayton County Public Works Department City of Jonesboro

Status: Ongoing – traffic study is underway and implementation is projected for 2006.

V. Public Safety

5.1 Increase the number of volunteer firefighters to fifty (50).

Estimated Cost: Minimal cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998

Responsibility: City of Jonesboro

Status: Ongoing recruitment of firefighters.

5.2 Identify areas that need increased pressure for fire service.

Estimated Cost: Minimal Cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998-2002

Responsibility: City of Jonesboro/Clayton County Water Authority

Status: Completed in 2002 – Water Authority study.

5.3 Add additional aerial fire truck equipment.

Estimated Cost: Unavailable

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1999

Responsibility: City of Jonesboro

Status: Completed in 1998 – aerial truck purchased.

5.4 Evaluate the possibility of paid fire truck driver(s) during the daytime operation hours.

Estimated Cost: Not available

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1999

Responsibility: City of Jonesboro

Status: Ongoing evaluation.

5.5 Evaluate need for benefits (insurance, retirement, incentive pay) for firefighters.

Estimated Cost: Minimal cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998-1999

Responsibility: City of Jonesboro

Status: Completed in 2002 – analysis determined not feasible due to cost.

5.6 Investigate procedures for the Insurance Service Office (ISO) to lower the fire insurance rating with the City. (Currently a Class 6).

Estimated Cost: Minimal cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998

Responsibility: City of Jonesboro

Status: Ongoing – information requested from ISO

5.7 Develop Standard Operating Procedures for the fire department.

Estimated Cost: Minimal cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998

Responsibility: City of Jonesboro

Status: Completed in 1998.

5.8 Replace Fire Chief vehicle.

Estimated Cost: \$25,000

Funding Source: Fire Department Savings Fund

Year of Implementation: 1998

Responsibility: Jonesboro Fire Department

Status: Completed in 2004.

5.9 Develop Standard Operating Procedures for the police department.

Estimated Cost: Minimal cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998

Responsibility: City of Jonesboro

Status: Completed in 1999 and updated in 2003.

5.10 Develop new Policy Service Goals.

Estimated Cost: Minimal cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998

Responsibility: City of Jonesboro

Status: Cancelled due to change in process.

5.11 Update police vehicles with additional equipment.

Estimated Cost: \$75,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998-2002

Responsibility: City of Jonesboro

Status: Completed in 2002.

5.12 Hire four additional police officers, one detective, and one secretary/court clerk, if needed.

Estimated Cost: \$150,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998-2002

Responsibility: City of Jonesboro

Status: Completed – police department is currently fully staffed.

5.13 Implement community services programs: youth programs, elderly community programs and community watch programs.

Estimated Cost: Minimal cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998-2002

Responsibility: City of Jonesboro

Status: Complete – Jonesboro established a community watch program and the County established other programs.

5.14 Purchase two new police vehicles.

Estimated Cost: \$44,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998-1999

Responsibility: City of Jonesboro

Status: Completed in 2002

VI. Land Use

6.1 Update the zoning ordinance and regulations to protect the health, safety, and welfare of residents in Jonesboro.

Estimated Cost: \$5,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1997-2002

Responsibility: City of Jonesboro

Status: Ongoing - the zoning ordinance update is currently underway with projected completion in 2005.

6.2 Annex adjacent land along Tara Boulevard and/or Highway 3 and/or Highway 54.

Estimated Cost: Minimal cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1998-2002

Responsibility: City of Jonesboro

Status: Ongoing – continued consideration of potential annexation.

6.3 Develop gateway entrances into Jonesboro that are distinct and aesthetically pleasing.

Estimated Cost: \$5,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1999

Responsibility: City of Jonesboro

Status: Ongoing – continue to 2005-2009 STWP

6.4 Provide safe pedestrian access across Tara Boulevard.

Estimated Cost: Unavailable

Funding Source: Georgia Department of Transportation

Year of Implementation: 2000

Responsibility: State of Georgia

Status: Ongoing – continue to 2005-2009 STWP

6.5 Develop an annexation plan to support possible expansions of city revenue base.

Estimated Cost: \$10,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 1999

Responsibility: City of Jonesboro

Status: Ongoing – continued consideration of potential annexation.

10.4 Short Term Work Program 2005 - 2025

The 2005 – 2009 Short Term Work Program presents a list of programs to be initiated and regulations to be adopted in order to implement the goals and policies put forth by the preceding chapters of the comprehensive plan. Each work item is accompanied by a cost estimate and potential funding source where applicable. The “General Fund” source of funding is understood to mean the government’s annual operating budget. When feasible, work items have a time frame for completion. All work items have a designated department or organization responsible for the status of the work item.

The Short Term Work may be updated on an annual or five-year basis at the county’s discretion. A minimum of one public hearing must be held by the city to inform the public of its intent to update the program and to receive suggestions and comments on the proposed update.

I. Natural and Historic Resources

1.1 Develop and implement a plan for recruiting more volunteers for Historic Jonesboro Clayton County, Inc.

Estimated Cost: No cost

Funding Source: Not applicable

Year of Implementation: 2005-2009

Responsibility: Historic Jonesboro/Clayton County, Inc.

1.2 Develop signage, landmarks, crosswalk for walking tour of Downtown Jonesboro.

Estimated Cost: \$50,000

Funding Source: General Fund, Private Donations

Year of Implementation: 2005-2006

Responsibility: Historic Jonesboro/Clayton County, Inc.

II. Population/Economic Development

2.1 Update the city’s zoning ordinance to encourage diverse, attractive and neighborhood scaled commercial development in Jonesboro.

Estimated Cost: \$40,000 (complete zoning revision)

Funding Source: City of Jonesboro General Fund

Year of Implementation: 2005

Responsibility: The City of Jonesboro

2.2 Develop a market strategy to attract businesses to locate in downtown Jonesboro.

Estimated Cost: Minimal cost

Funding Source: Private/Downtown Businesses

Year of Implementation: 2005-2006

Responsibility: City of Jonesboro, Clayton Development Authority

III. Housing

3.1 Continuously Survey the housing stock and identify unstable areas and deteriorating houses.

Estimated Cost: Minimal cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 2005-2009

Responsibility: The City of Jonesboro

3.2 Revise the Jonesboro zoning ordinance to allow for diverse types of housing units.

Estimated Cost: \$40,000 (complete zoning revision)

Funding Source: City of Jonesboro General Fund

Year of Implementation: 2005

Responsibility: City of Jonesboro

IV. Community Facilities

4.1 Work with Clayton County to improve, renovate and replace the storm drainage system as needed citywide.

Estimated Cost: Not available

Funding Source: Clayton County Stormwater Utility

Year of Implementation: 2005-2009

Responsibility: Clayton County /City of Jonesboro

4.4 Coordinate suggested water and sewer system improvements with the Clayton County Water Authority and have suggested improvement included in the Water Authority 10 Year Master Plan.

Estimated Cost: No cost

Funding Source: Not applicable

Year of Implementation: 2005-2009

Responsibility: City of Jonesboro/Clayton County Water Authority

4.5 Develop and implement traffic management techniques at trouble streets and intersections in Jonesboro.

Estimated Cost: \$35,000 (study)

Funding Source: City of Jonesboro General Fund

Year of Implementation: 2005-2006

Responsibility: City of Jonesboro, Clayton County Transportation and Development Dept.

V. Public Safety

5.1 Increase the number of volunteer firefighters to fifty (50).

Estimated Cost: Minimal cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 2005
Responsibility: City of Jonesboro

5.2 Evaluate the possibility of paid fire truck driver(s) during the daytime operation hours.
Estimated Cost: Not available
Funding Source: City of Jonesboro General Fund
Year of Implementation: 2005
Responsibility: City of Jonesboro

5.3 Investigate procedures for the Insurance Service Office (ISO) to lower the fire insurance rating with the City. (Currently a Class 6).
Estimated Cost: Minimal cost
Funding Source: City of Jonesboro General Fund
Year of Implementation: 2005
Responsibility: City of Jonesboro

5.4 Design and construct an addition to the Police Station to create a City municipal complex.
Estimated Cost: \$50,000 design and \$1,500,000 construction
Funding Source: City of Jonesboro General Fund
Year of Implementation: 2005
Responsibility: City of Jonesboro

5.5 Improve Public Works Buildings and Grounds, Landscaping
Estimated Cost: \$20,000
Funding Source: General Fund
Year of Implementation: 2005
Responsibility: City of Jonesboro

5.6 Main Street/McDonough Street Streetscape Improvements
Estimated Cost: \$350,000 Design and \$2,000,000 construction
Funding Source: General Fund, TIP, SPLOST
Year of Implementation: 2004-2005
Responsibility: City of Jonesboro

5.7 Construct Massengale Park Toddler Playground
Estimated Cost: \$100,000
Funding Source: Community Development Block Grant
Year of Implementation: 2005
Responsibility: City of Jonesboro

5.8 Construct stage on Courthouse Green
Estimated Cost: \$100,000
Funding Source: General Fund
Year of Implementation: 2005
Responsibility: City of Jonesboro and Clayton County

5.9 Construct Downtown Parking Deck

Estimated Cost: \$640,000 design \$8,000,000 construction

Funding Source: General Fund, TIP, LCI

Years of Implementation: 2005 (design), 2006 (construction)

Responsibility: City of Jonesboro

5.10 Develop Pocket Park on Southwest Side of Jonesboro with Playground Equipment

Estimated Cost: \$130,000 land acquisition, \$50,000 improvements

Funding Source: General Fund, Greenspace Program, Grants

Years of Implementation: 2005-2006

Responsibility: City of Jonesboro

5.11 Construct Broad Street Plaza/Park

Estimated Cost: \$350,000 design \$2,000,000 construction

Funding Source: General Fund, Bond

Year of Implementation: 2006 (design), 2007 (construction)

Responsibility: City of Jonesboro

5.12 Smith Street Streetscape Improvements

Estimated Cost: \$350,000 design \$2,000,000 construction

Funding Source: General Fund, TIP, SPLOST

Year of Implementation: 2006 (design), 2007 (construction)

Responsibility: City of Jonesboro

5.13 Improve Streetscapes on North Main Street

Estimated Cost: TBD

Funding Source: TIP, Grants

Year of Implementation: 2008-2009

Responsibility: City of Jonesboro

5.14 Improve the Battleground Park to include Open Field, Nature Walk, Nature Preserve

Estimated Cost: \$10,000 master plan, TBD construction

Funding Source: General Fund and Grants

Year of Implementation: 2008-2009

Responsibility: City of Jonesboro/Historic Jonesboro

5.15 Develop new ArtsClayton Arts Center

Estimated Cost: TBD

Funding Source: Private Fundraising, SPLOST

Year of Implementation: 2009

Responsibility: ArtsClayton

5.16 Develop new Jonesboro Library and Community Room

Estimated Cost: TBD

Funding Source: SPLOST

Year of Implementation: 2009
Responsibility: Clayton Library Authority

VI. Land Use

6.1 Update the zoning ordinance and regulations to protect the health, safety, and welfare of residents in Jonesboro.

Estimated Cost: \$40,000 (complete zoning ordinance revision)

Funding Source: City of Jonesboro General Fund

Year of Implementation: 2005

Responsibility: City of Jonesboro

6.2 Annex adjacent land along Tara Boulevard and/or Highway 3 and/or Highway 54.

Estimated Cost: Minimal cost

Funding Source: City of Jonesboro General Fund

Year of Implementation: 2005-2009

Responsibility: City of Jonesboro

6.3 Develop gateway entrances into Jonesboro that are distinct and aesthetically pleasing.

Estimated Cost: \$25,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 2005-2006

Responsibility: City of Jonesboro

6.4 Provide safe pedestrian access across Tara Boulevard.

Estimated Cost: Unavailable

Funding Source: Georgia Department of Transportation

Year of Implementation: 2005-2007

Responsibility: State of Georgia Department of Transportation

6.5 Develop an annexation plan to support possible expansions of city revenue base.

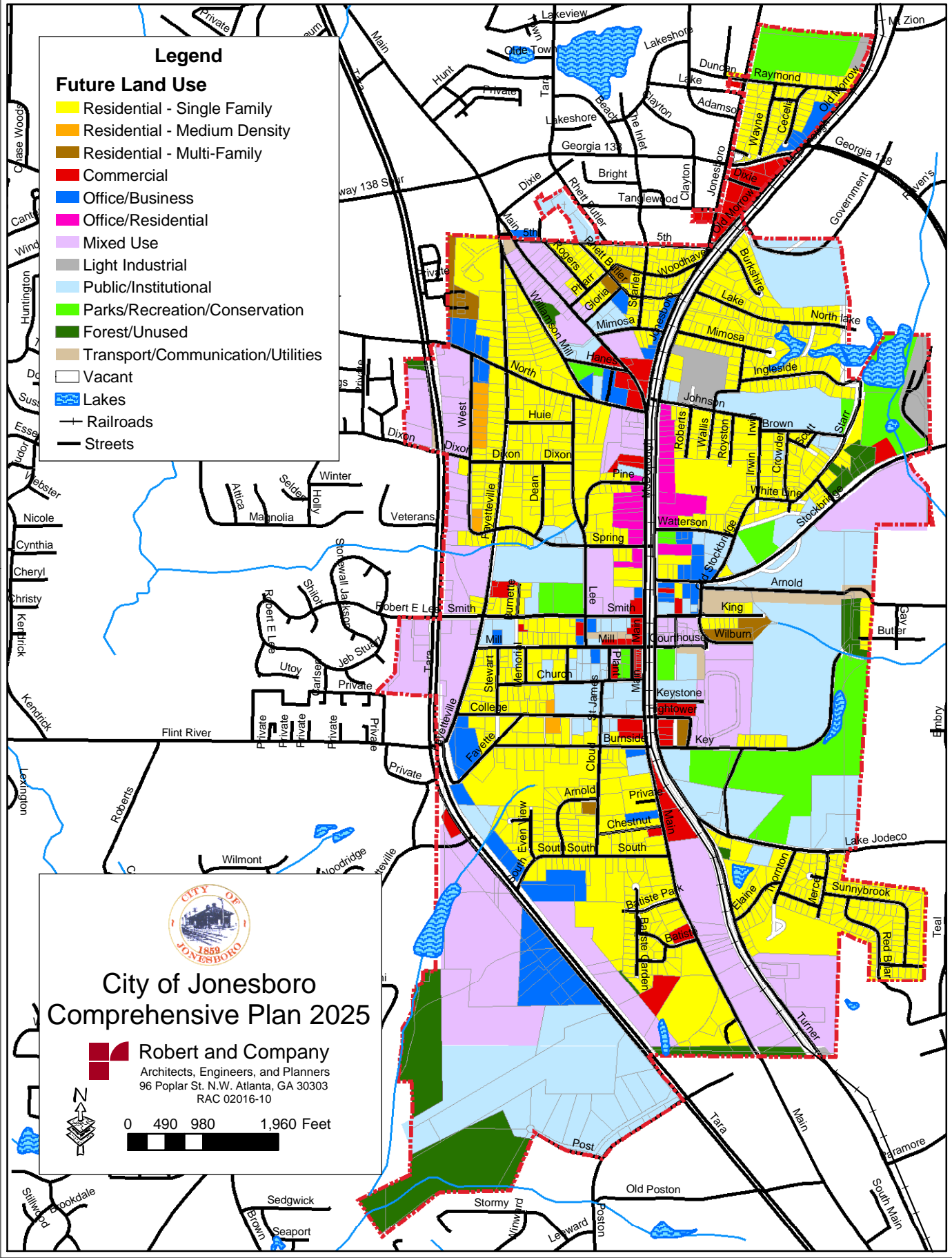
Estimated Cost: \$20,000

Funding Source: City of Jonesboro General Fund

Year of Implementation: 2005-2007

Responsibility: City of Jonesboro

City of Jonesboro Future Land Use 2025



Legend

Future Land Use

- Residential - Single Family
- Residential - Medium Density
- Residential - Multi-Family
- Commercial
- Office/Business
- Office/Residential
- Mixed Use
- Light Industrial
- Public/Institutional
- Parks/Recreation/Conservation
- Forest/Unused
- Transport/Communication/Utilities
- Vacant
- Lakes
- Railroads
- Streets



City of Jonesboro Comprehensive Plan 2025



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