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Community Profile 1

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Introduction

In February of 2015, the Atlanta Regional Commission (ARC) awarded a planning grant to the City of Locust Grove to complete the city's first Livable Centers Initiative (LCI) Study.

Due to Locust Grove's location, enviable regional draw, and abundance of vacant land, Locust Grove has been identified as a prime competitor for economic growth along Interstate I-75. The main goal of this effort is to study efficient ways to connect the Historic Downtown business district to areas adjacent to the Tanger Outlet Center and I-75 interchange.

The study focuses on designing strategic development plans for vacant land as well as infill development in the Downtown business district, preserving and enhancing the historic character of Locust Grove, providing additional housing opportunities, and improving connectivity throughout the Study Area.

Since 1999,
the LCI program has
awarded more than

\$194 million
in planning
and implementation
grants to

112 communities
within the
Atlanta Region.

Inventory and Assessment

The first chapter of the Locust Grove Town Center LCI, *Inventory and Assessment*, examines the existing conditions of Locust Grove, with a focused look at the current land use patterns and policies, the existing transportation system, and an analysis of existing market conditions.

Key challenges and opportunities have been informed by a series of input opportunities and discussions including:

- **Stakeholder Interviews**
- **Core Team Meeting**
- **Public Workshop**

Generally, the Locust Grove Study Area includes a regional retail center along I-75, a commercial corridor along Bill Gardner Parkway, a Town Center in the form of the Locust Grove Municipal Complex at the corner of Bill Gardner Parkway and Highway 42, a Historic Downtown area, and significant opportunities for future development in and around the Study Area.

This study seeks to better connect regional and local retail centers and Locust Grove residential areas to the Historic Downtown in a way that strengthens the city's sense of place, economic vitality, and walkability as well as provides a wider array of housing. The plan also seeks to guide future development in a way that meets the community's vision and needs and provides a more complete Town Center in Locust Grove.

The Inventory and Assessment identifies area strengths and challenges and lays the foundation for the creation of future growth strategies and concepts. Chapter 2 documents the community's vision while Chapters 3 and 4 provide a transportation and land use framework, and an economic strategy to enhance the Locust Grove Town Center.

Study Area

Located within 35 miles of Downtown Atlanta and less than 220 miles from the Port of Savannah, between the Cities of Atlanta and Macon, the City of Locust Grove is positioned along one of Georgia's prime transportation corridors, Interstate 75.

Atlanta is the capital of Georgia, and is the state's largest city, ranking 36th among world cities and 8th in the nation. It is home to some of the world's largest corporate headquarters, including Delta Airlines, Home Depot, UPS, and Georgia-Pacific. With more than 1,300 foreign-based businesses operating in the metro area, Atlanta is becoming a leading world center of business and trade.

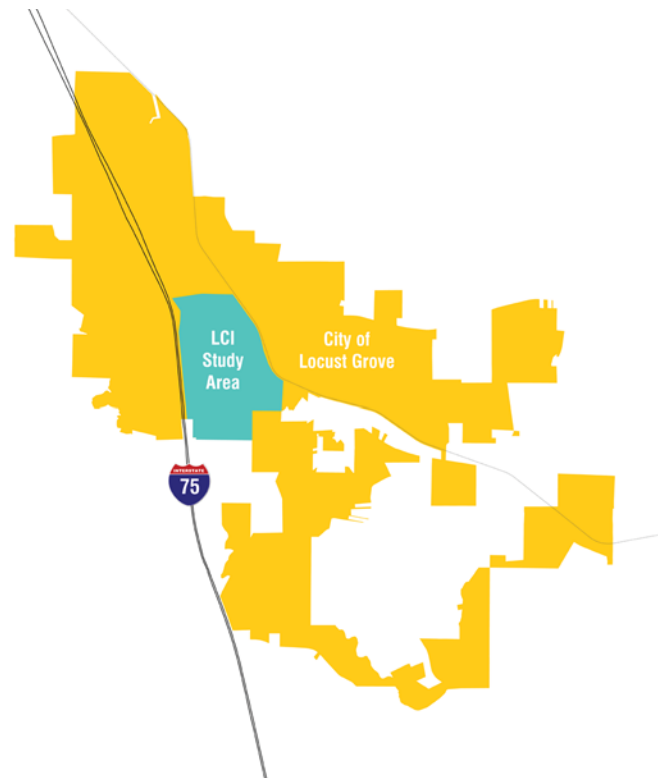
The Port of Savannah is the fourth largest port and the fastest growing container port in the United States. Moving 8% of total U.S. containerized cargo volume and more than 18% of the East Coast container trade, the port serves approximately 21,000 companies in all 50 states, more than 75% of which are headquartered outside of Georgia.

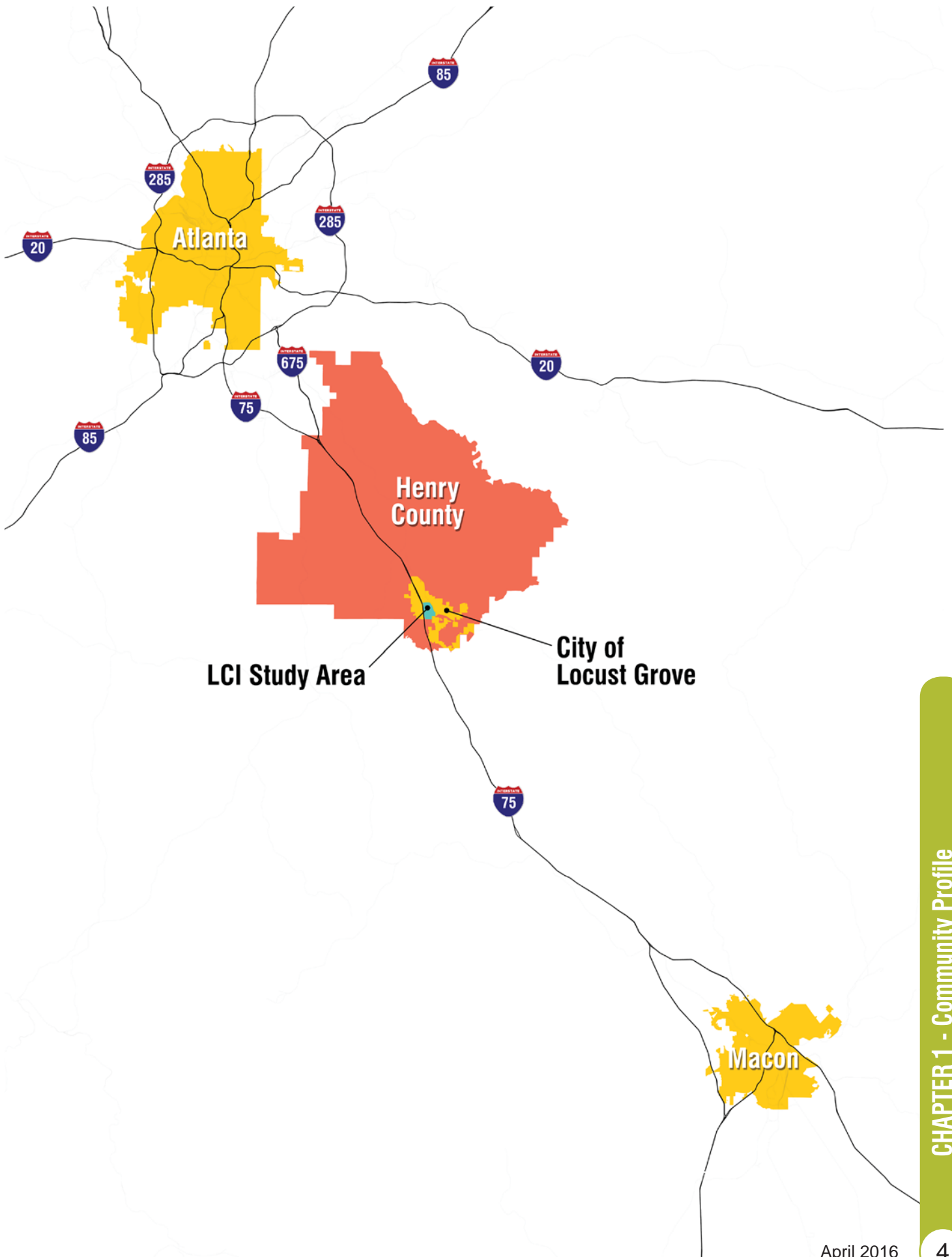
According to the American Transportation Research Institute (ATRI), more than 19,000,000 freight delivery trucks move through Georgia annually. Considering the proximity of Henry County to the Savannah Port, many of these truck trips originate within or pass through Henry County.

Georgia Ports Authority, 2009-2016,
<http://www.gaports.com/PortofSavannah.aspx>

Commerce along the interstate has sustained growth and development of cities along this regional connector, helping maintain the economic vitality of numerous cities like Locust Grove.

The LCI Study Area is located directly east of I-75, between Bill Gardner Parkway, Highway 42, and Tanger Boulevard. Representing nearly 16% of the City of Locust Grove, the Study Area is 650 acres. Within the Study Area, developments include Tanger Outlet Center, Ingles Grocery Store, Locust Grove Municipal Complex, the Henry County Parks, and Recreation Locust Grove Recreation Center, and the Historic Downtown business district, all serving locally and regionally significant populations.





Study Area

Since the 1990s, Henry County has been one of the fastest growing counties in the nation. As development has continued to move further from the urbanized core of Atlanta, Henry County has grown from a population of 58,741 in 1990 to 213,869 in 2014, a 264% change. The I-75 corridor also has experienced significant and rapid amounts of industrial growth with tremendous freight movement.

Tanger Outlet Center, which opened in 1994, brings numerous shoppers from across the region. With just over 80 retail stores, 34 restaurants, and 12 hotels located within a half-mile of the I-75 and Bill Gardner Interchange, it is evident that Locust Grove attracts regional consumers.

Further to the east along Highway 42 is the City of Locust Grove's Municipal Complex, the Locust Grove Recreation Center, and the Historic Downtown business district.

In November of 2014, the City of Locust Grove completed the Municipal Campus Master Plan. This plan aims to enhance their existing municipal campus at the former site of the Locust Grove Institute (LGI). The 20+ acre site, owned by the City, will provide a new community anchor at the corner of Bill Gardner Parkway and Highway 42.

Though this area primarily serves a more local population, Highway 42 provides a local thoroughfare for populations and trade traveling between McDonough and Jackson.



*Image courtesy of Clark Patterson Lee, Page 228
City of Locust Grove, Georgia, Municipal Campus Master Plan - Joint
Public Safety Facility, Program Master Plan & Design Narrative, Review
Draft, November 6, 2014.*

Bill Gardner Corridor



Ingles Grocery Store



Municipal Complex



Tanger Outlet Center



Historic Downtown



Vacant Property



Train Depot



Carriage Gate



Tanger Boulevard

Existing Land Use

A review of the existing land uses within the Study Area provides an overview of development patterns in the area today.

During a visual survey of the Study Area, conducted in September 2015, it was noted that Locust Grove is defined by two uniquely identifiable commercial districts, the Tanger Outlet Center and the commercial corridor along Bill Gardner Parkway and Locust Grove's Historic Downtown Business District. These commercial districts are separated by a vast amount of vacant land and a varied mix of residential neighborhoods.

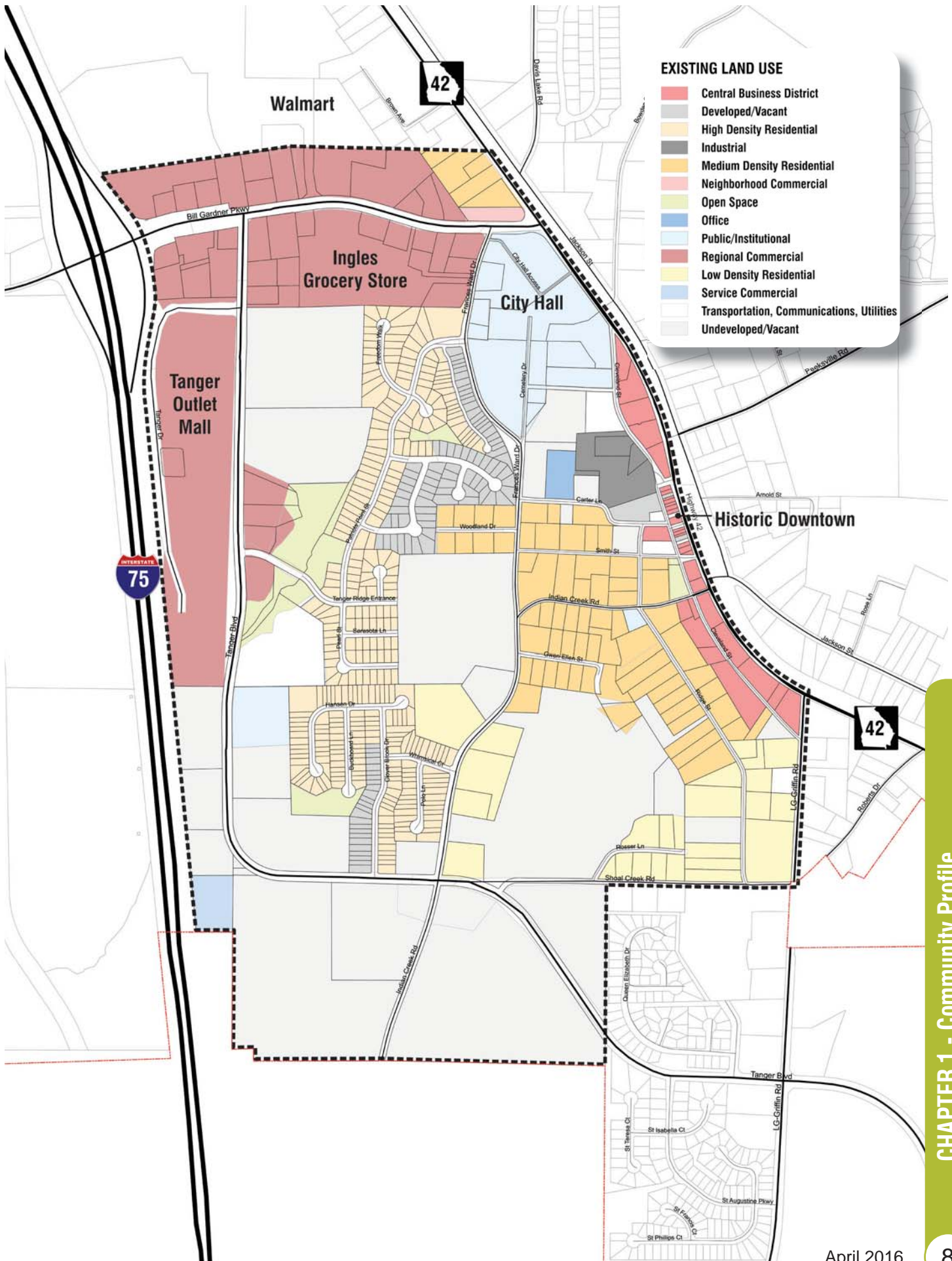
As illustrated in the Existing Land Use Map on the next page, the LCI Study Area represents a wide range of land across 650 acres. The map identifies parcels by their current land use according to traditional land use planning colors. The Study Area includes a regional shopping center, Tanger Outlet Center, along I-75 just south of the interchange at Bill Gardner Parkway. Retail businesses along Bill Gardner Parkway between I-75 and Highway 42 include retailers that pull from a large trade area, Wal-Mart and a variety of fast food and counter service restaurants, and others that serve a more local audience, including Ingles and numerous local businesses.

The southwest corner of Bill Gardner Parkway at Highway 42 contains the city's Municipal Campus. Originally the Locust Grove Institute, a former college

preparatory school dating to 1894, has been the subject of a recent master plan to provide for current and future city needs and community green space. A large cemetery lies to the southwest of the civic center. South along Highway 42 is the City's Historic Downtown. The downtown includes several restaurants and retail businesses along the west side of Highway 42. The city has made significant progress in improving downtown streetscapes and open spaces, as well as developing a train viewing platform.

The downtown is bordered to the west by older residential areas that are medium density (generally 1/2 to 2 acres lots). While these older residential areas close to downtown have larger lots, newer housing in the central portion of the Study Area is higher density with smaller lots. These newer subdivisions along Patriots Point are interconnected from north to south but lack east-west connectivity to the downtown area.

Between these commercial centers and neighborhoods lies several large parcels of undeveloped property. The parcels provide significant opportunities for future growth and development. A major element of the Locust Grove Town Center LCI will be to define the future development potential and community preferred uses for key properties.



Zoning

The City of Locust Grove's current zoning ordinance is comprised of sixteen zoning categories. The zoning categories include:

- *Active Adult Residential*
- *Neighborhood Commercial*
- *General Commercial*
- *Heavy Commercial*
- *Light Manufacturing*
- *General Industrial*
- *Office/Institutional*
- *Planned Development*
- *Single-Family Residential R-1*
- *Single-Family Residential R-2*
- *Medium-High Single-Family Residential R-3*
- *Residential Agricultural*
- *Residential Duplex*
- *Multifamily Residential*
- *Residential - Manufactured Home*
- *Transportation, Communication, and Utilities*

The Locust Grove Town Center Study Area includes 10 of the 16 zoning categories – Neighborhood Commercial, General Commercial, Heavy Commercial, Light Manufacturing, Office-Institutional, Planned Development, Single-Family Residential, Medium-High Single-Family Residential, Residential Agriculture, and Multifamily Residential.

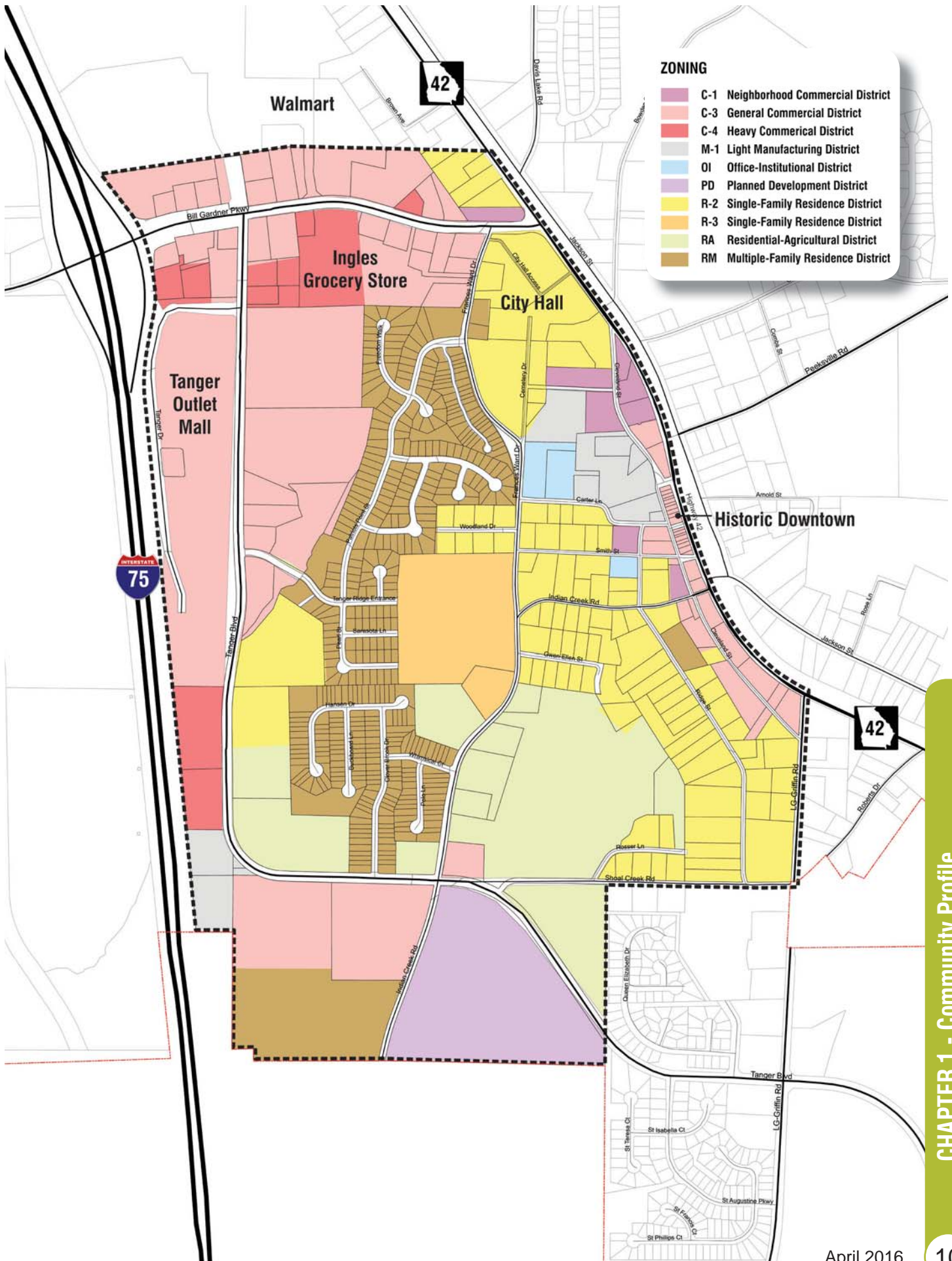
The perimeter of the Study Area is primarily Neighborhood, General, and Heavy Commercial uses, while the center of the Study Area includes Single-Family, Medium-High Single-Family, Multifamily, and Residential Agricultural districts. Commercial and

Industrial uses on the east side of the Study Area comprise Locust Grove's Historic Downtown Business District, much of which consists of Neighborhood and General Commercial uses.

Various housing types within the Study Area create an array of development densities. Each district has a specific density restriction associated with it, the most restrictive of which is the Residential Agricultural District allowing 1 to 1.5 dwelling units per usable acre depending on the allowance of density bonuses. The densest residential district within the Study Area is the Multifamily Residential District which allows up to four apartment dwelling units, five townhouse dwelling units, or six condominium dwelling units per acre.

Undeveloped land at the southernmost portion of the Study Area is zoned for General Commercial, Planned Development, and Multifamily Residential development.

The current zoning pattern is generally consistent with the existing land use map. However, additional residential categories or design guidelines may be necessary as a result of the LCI Plan to regulate future development in a way that enhances the Town Center; provides greater housing variety and connectivity; and maintains or enhances development quality and character.



Urban Design and Development Controls

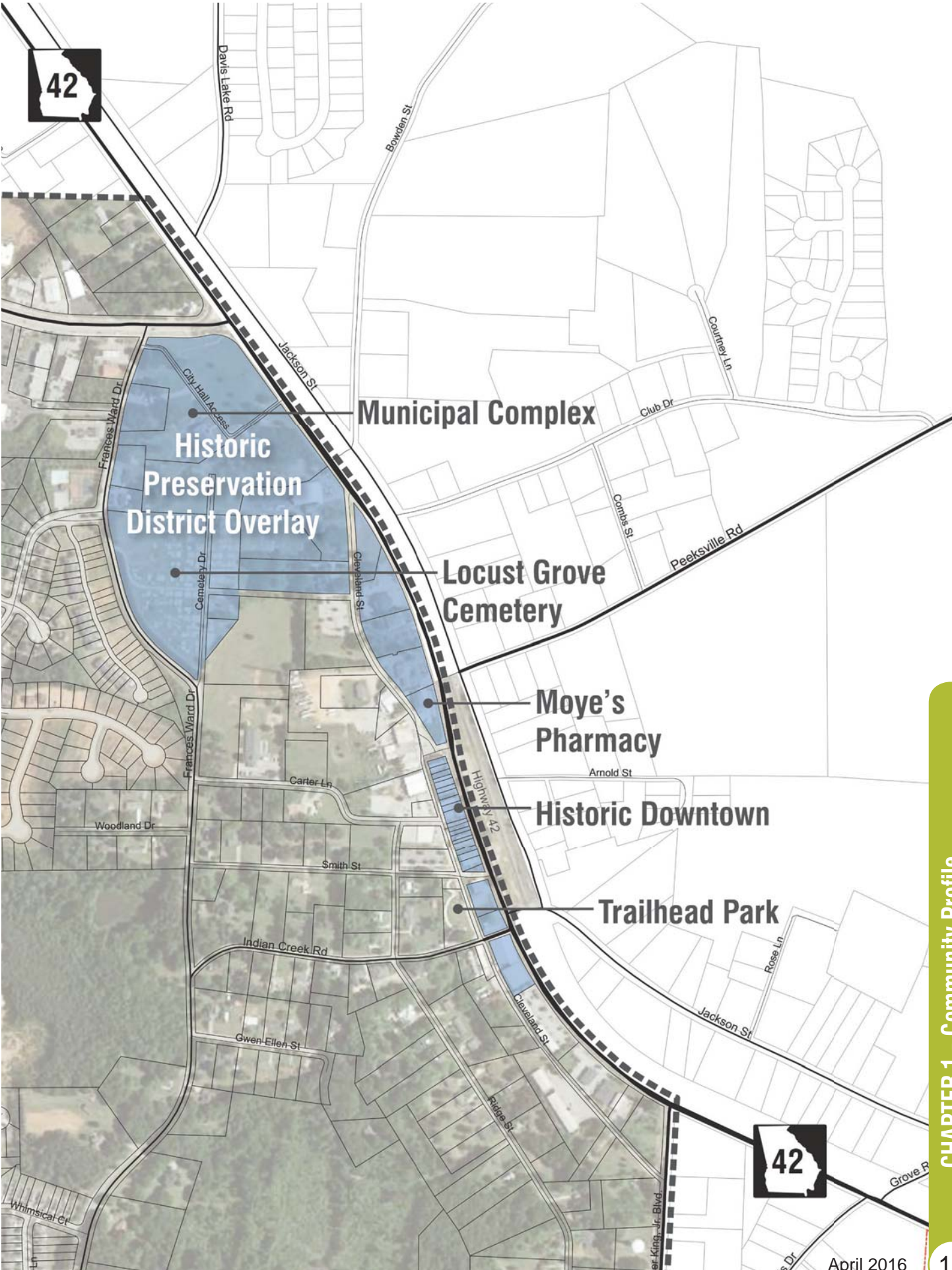
The City of Locust Grove's Zoning Ordinances outline basic zoning requirements for the various zoning districts within the City. Requirements include: minimum street frontage and development setbacks; wetland protection standards and watershed districts; development density requirements; street-yard requirements; maximum building heights; sidewalk, streetlight, and fencing requirements; and parking and amenity requirements.

The Locust Grove Historic Preservation Commission created design guidelines for the Locust Grove Historic Preservation District Overlay (HPDO). The main objectives of the design guidelines are to:

- *Maintain the historic appearance of sidewalks, curbs, landscaping (where appropriate), and street paving along the entire Downtown HPDO, maintaining a [consistent] Downtown Historic Business strip, and using materials varied in scale, texture, and color where practical to outline the appearance of pedestrian ways. This provides an appropriate frame of the character of the District.*
- *Any improvements to the open portions of the Downtown HPDO formerly occupied by formerly historic structures should be compatible in design to the buildings within the District.*

These design guidelines outline architectural standards and proper preservation principles for existing and proposed developments that occur within the District Overlay.

Other development organizations include the Downtown Development Authority, comprised of seven members who are charged with the revitalization of the Historic Downtown District, and the Locust Grove Main Street, LLC. The Locust Grove Main Street, LLC is a not-for-profit organization established for the promotion, organization, and design functions of the overall Better Hometown/Main Street Program. The design standards are shared between Locust Grove Main Street, Inc., and the Downtown Development Authority.



Future Land Use

The Future Land Use Map on the next page is based on the City's current Comprehensive Plan. Within the Study Area, future land uses include the Central Business District, High Density Residential, Mixed Historic Neighborhood, Mixed Use Neighborhood, Neighborhood Commercial, Office/Institutional, Public/Institutional, and Regional Commercial Node.

The Regional Commercial Node captures the existing commercial corridor at the I-75 Interchange and along Bill Gardner Parkway. These areas serve a trade population of 100,000 or more, typically providing services for the traveling public.

At the intersection of Bill Gardner Parkway and Highway 42, the land uses begin to vary. The north side of the intersection is defined as Mixed Historic Neighborhood, and the south side comprises the northern most point of the Central Business District.

The Central Business District includes the newly proposed plan for the City of Locust Grove Municipal Complex, a cemetery, and all of the parcels on either side of Cleveland Street. The existing central core of the Historic Downtown Business District expands westward to Frances Ward Drive. This category provides a wider array of uses in this area using strict development standards

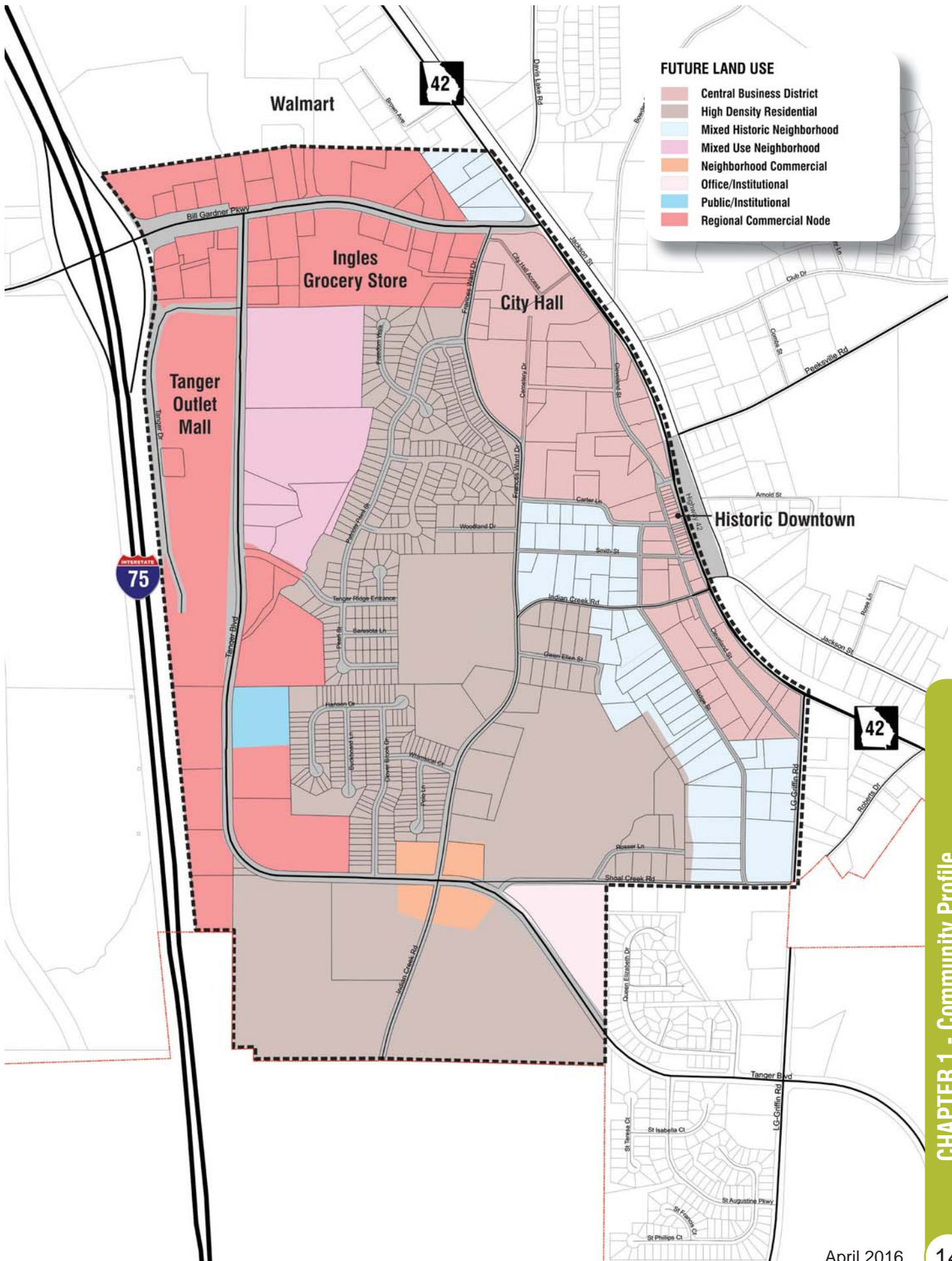
to limit the maximum building envelope. Loft-style apartments and condominium development is anticipated in this area.

Just south of the Central Business District is the core of the Mixed Historic Neighborhood. Many of the homes in this district are some of Locust Grove's oldest homes.

The core of the Study Area is primarily made up of High Density Residential with a small node of Neighborhood Commercial at the intersection of Tanger Boulevard and Indian Creek Road. To the east of Indian Creek Road at the split of Tanger Boulevard and Shoal Creek Road is a large parcel of land dedicated to Office/Institutional.

A large portion of land, west of the High Density Residential, between Patriots Point and Tanger Outlet Center, is comprised of seven parcels classified as Mixed Use Neighborhood. According to the 2009 Future Land Use Map, this area is reserved for Greenfield Traditional Neighborhood Development (TND) that will be incorporated into a higher-density residential district near the Regional Commercial Center east of I-75.

The Future Land Use should be amended as a product and result of the LCI Plan (see Chapter 4 for more details).



Neighborhoods, Cultural, and Historical Resources

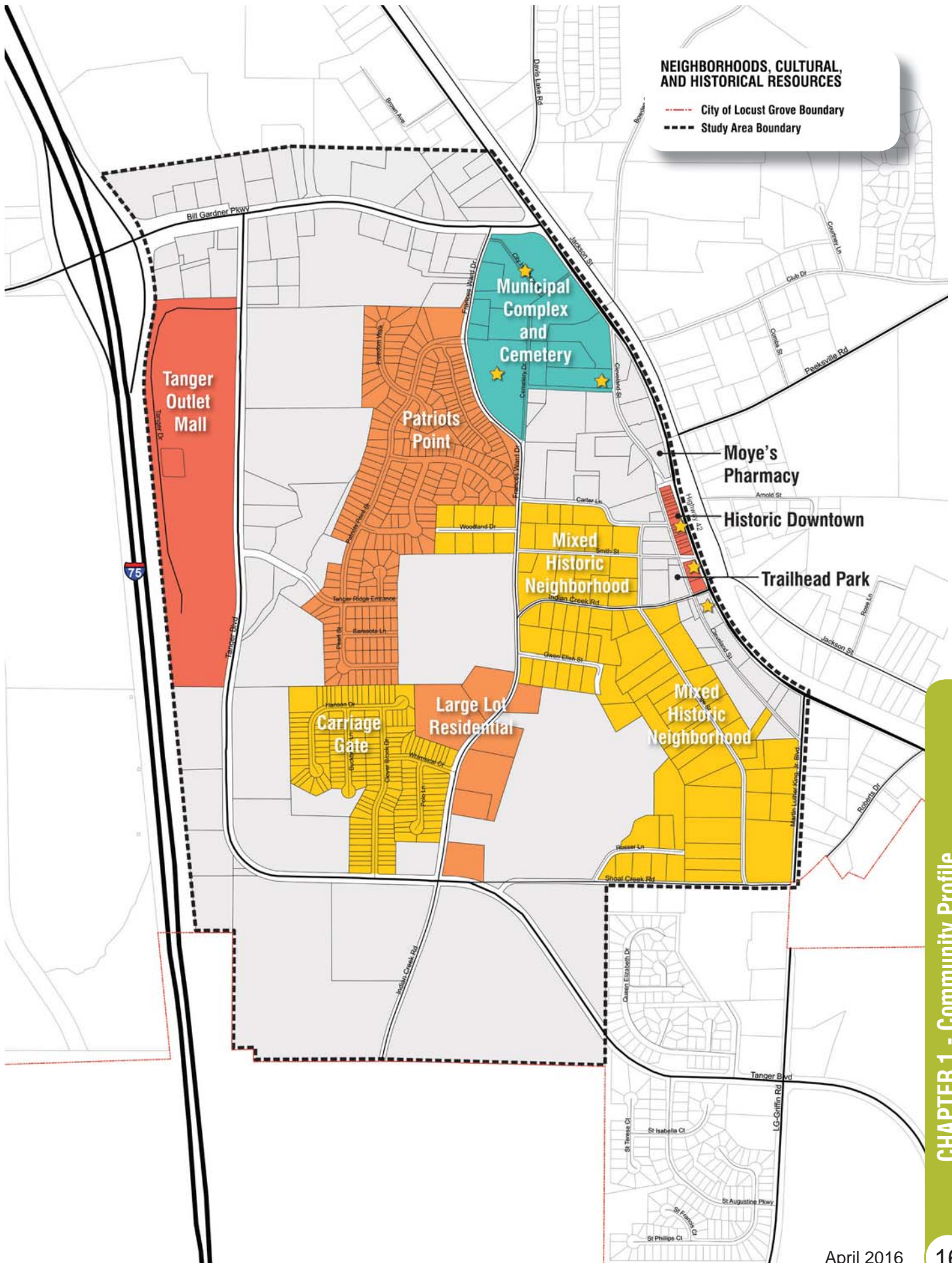
The image on the following page illustrates existing locations of Locust Grove's neighborhoods and cultural and historic resources.

The areas highlighted in orange and yellow note existing residential neighborhoods within the LCI Study Area. These neighborhoods include Carriage Gate, Patriots Point, several large lot residential parcels along Francis Ward Drive, and the Mixed Historic Neighborhood area that borders the Downtown Historic District.

On May 2, 2011, the City of Locust Grove's Mayor and City Council adopted and approved the Historic Preservation District Overlay (HPDO). The HPDO includes the Historic Downtown Business District, primarily comprised of historical commercial buildings dating from the 1890s through the 1940s. The main downtown commercial district is typical of small towns in Georgia that flourished along early railroad lines. Today, the train watching platform signifies this history by mimicking the original Locust Grove train station.

There are more than six historically significant sites within the HPDO, all of which are highlighted by a yellow star in the graphic on the adjacent page. They include Roberts Heating and Air, the Gardner Hardware Building, the former Sims Superior Seating Building, the First Baptist Church of Locust Grove (now Henry County Recreation Center), Locust Grove Institute (now Locust Grove Municipal Campus), and the Locust Grove Cemetery, all of which are along Highway 42.

Finally, the Tanger Outlet Center is highlighted in red at the furthest west side of the Study Area. Though Tanger Outlet Center is neither a neighborhood nor historically significant to the City of Locust Grove, it is uniquely responsible for cultivating a regional interest, thus making Tanger Outlet Center an important cultural destination and point of interest in Locust Grove.



NEIGHBORHOODS, CULTURAL, AND HISTORICAL RESOURCES

- City of Locust Grove Boundary
- Study Area Boundary

Tanger Outlet Mall

Patriots Point

Municipal Complex and Cemetery

Mixed Historic Neighborhood

Carriage Gate

Large Lot Residential

Mixed Historic Neighborhood

Moyer's Pharmacy

Historic Downtown

Trailhead Park

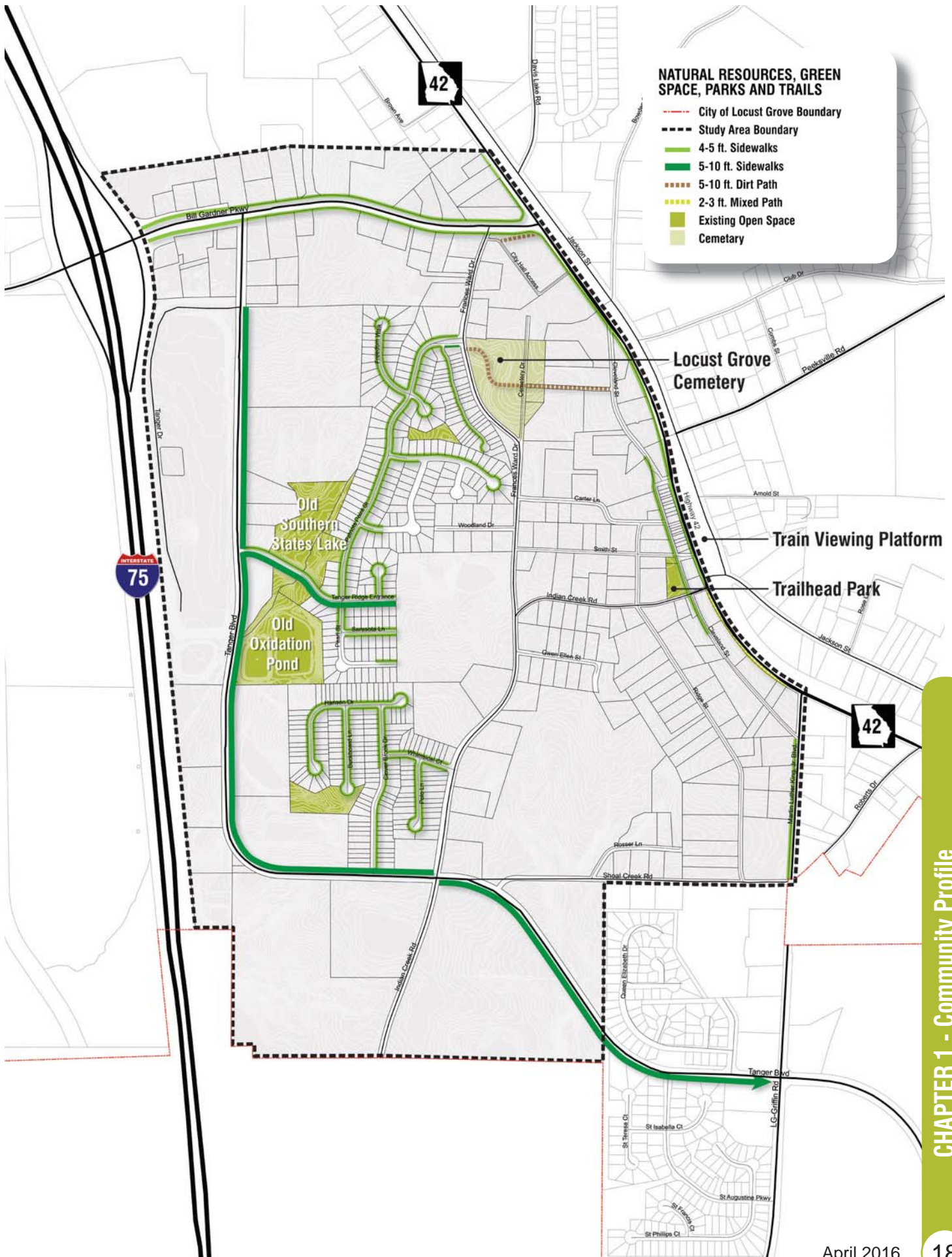
Natural Resources, Green Space, Parks and Trails

In general, public parks and open spaces within the Study Area do not currently meet the level of amenity desired by the local community. Outside of the recently completed Trailhead Park and Mayors' Walk Park along Cleveland Street, there are few publicly accessible green spaces located between Smith Street and Indian Creek Road.

The largest concentration of existing open space is located just off of Tanger Boulevard between the residential development, Patriots Point, and the Tanger Ridge Development on either side of Palmetto Street. This large property was most recently an oxidation pond that in January 2014 was filled and graded. The area just north of Palmetto Street was Southern States Lake before being drained; now it sits as vacant land just behind the Tanger Ridge strip center. This stretch of vacant land serves as a potential location for a new park (refer to Chapter 3 to learn more about the proposed plans for this area).

Starting at the intersection of Tanger Drive and Tanger Boulevard is the federally funded 10-foot-wide multiuse path that runs along the east side of Tanger Boulevard until crossing to the south at the intersection of Indian Creek Road and then terminating outside of the Study Area at the intersection of Martin Luther King, Jr. Boulevard.

Other sidewalks within the Study Area vary in width and lack connectivity to other pedestrian amenities. The only multiuse trail within the Study Area is located within the cemetery, running east-west between Cleveland Street and Frances Ward Drive.



Transportation Infrastructure

Within the Study Area, there are several regionally important roadways that carry high volumes of traffic. These larger roadways are particularly important within the regional network since there are few alternative routes nearby. While these roadways carry a significant amount of traffic, there is also a need to provide accessibility to local businesses and to support pedestrians and bicyclists. This conflict is not unique to the Locust Grove LCI Study Area, but is part of a national trend where local communities are seeking an appropriate balance between local multimodal accessibility and regional vehicular access.

Reducing the number of vehicles passing through the Study Area is not the goal of this study (because that may not be an achievable goal). Rather, this effort seeks to find ways to accommodate existing volumes while still transforming these roadways and corridors into safer routes for all users. An additional goal should be to grow this area with a more thoughtful approach to the type and mix of uses to mitigate travel demand at key times and places.

Bill Gardner Parkway is the largest

roadway within the Study Area and is classified by the Georgia Department of Transportation (GDOT) as a Major Collector. This classification means this roadway is highly important for regional vehicular access. Traffic count data from GDOT indicates that Bill Gardner Parkway carries approximately 20,300 vehicles per day through the Study Area. This high volume causes the roadway to operate near its intended maximum capacity, which creates significant congestion during peak morning and afternoon traffic conditions. Bill Gardner Parkway has four through-lanes with a center two-way, left-turn lane within the Study Area. The large cross-section and high vehicular volumes make this roadway particularly difficult for pedestrians and cyclists to cross.



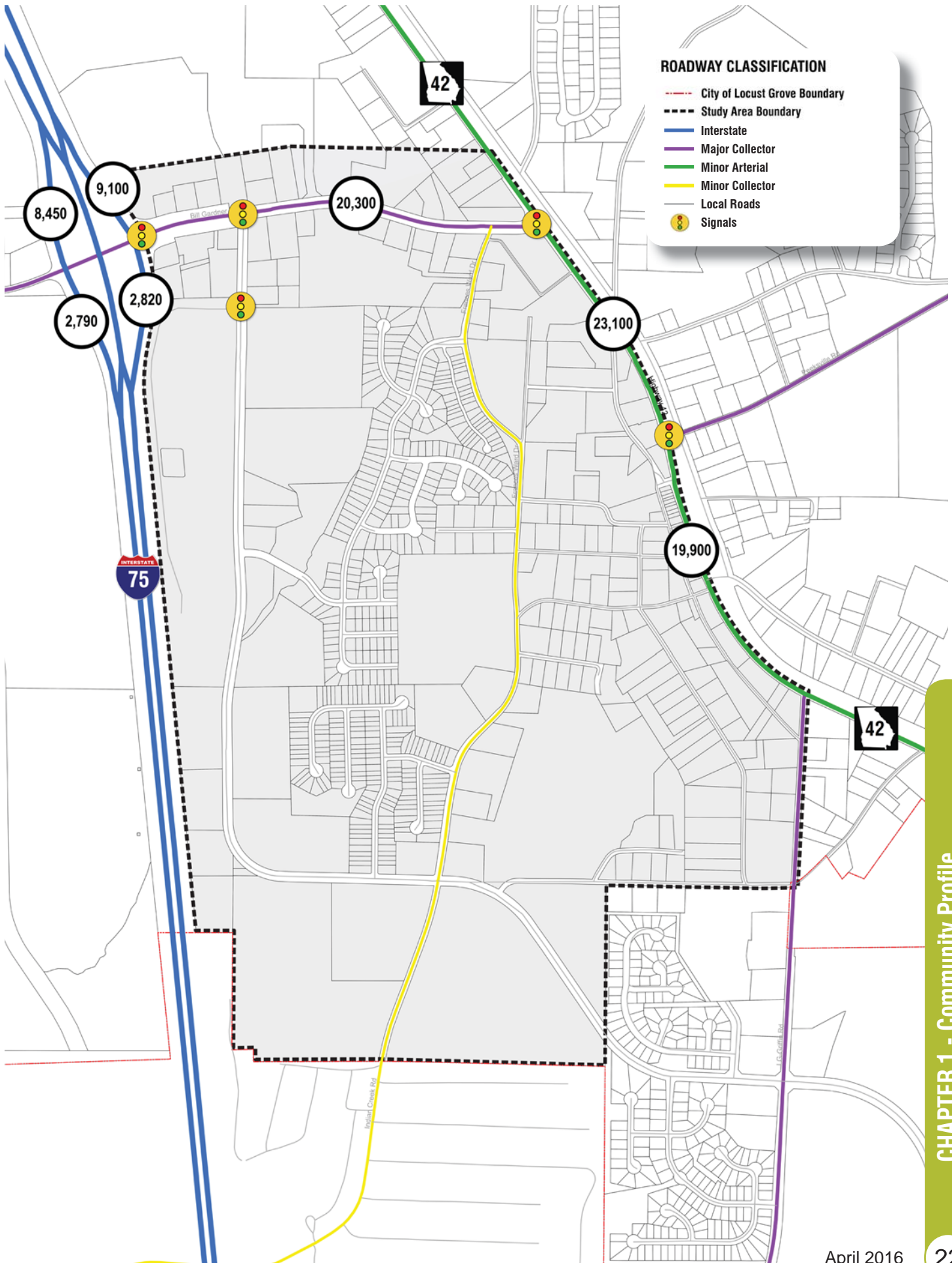
Vehicular Infrastructure

Highway 42 has the next highest functional classification within the Study Area, classified as a Minor Arterial. Highway 42 is important for regional north-south connectivity and currently carries approximately 19,900-23,100 vehicles per day between Bill Gardner Parkway and Peeksville Road. This roadway has two through-lanes with left- and right-turn lanes located at various locations through the Study Area. The corridor experiences significant congestion during the morning and evening rush hours.

Running parallel to Highway 42 along the eastern boundary of the Study Area is the Norfolk Southern Railway. With an average of one to two trains per hour, traffic patterns within the Study Area are impacted at three major intersections: Bowden Street to the north, Peeksville Road at the core, and Jackson Street to the south. In peak traffic volumes, these intersections remain severely congested, allowing only one to two cars to move through at a single time. Of the three intersections, Peeksville Road is the only intersection with a traffic light while Bowden and Jackson Street are served by stop signs.

Frances Ward Drive is classified by GDOT as a Minor Collector, carrying approximately 260 vehicles per day between Tanger Boulevard and Bill Gardner Parkway. Remaining roadways in the Study Area are all classified as local streets.

There are five signalized intersections within the Study Area: three along Bill Gardner Parkway, one along Highway 42, and one more along Tanger Boulevard. GDOT and Henry County have been working to maintain signal timing and coordination plans for these signals, which, if successful, will continue to provide congestion relief; however, longer-term projects that consolidate driveways and improve the surrounding street network could more significantly address existing congestion issues.



Bike and Pedestrian Infrastructure

In general, pedestrian access throughout the Study Area does not currently meet the level of service desired by the community. Large roadways with high vehicular volumes and high speeds make conditions for walking undesirable.

Though sidewalks exist along Bill Gardner Parkway, the large number of commercial driveways without crosswalks increases the number of potential conflict points. Additionally, there is little or no landscaping buffer between the sidewalks and the edge of the roadway, which causes these sidewalks to feel unsafe.

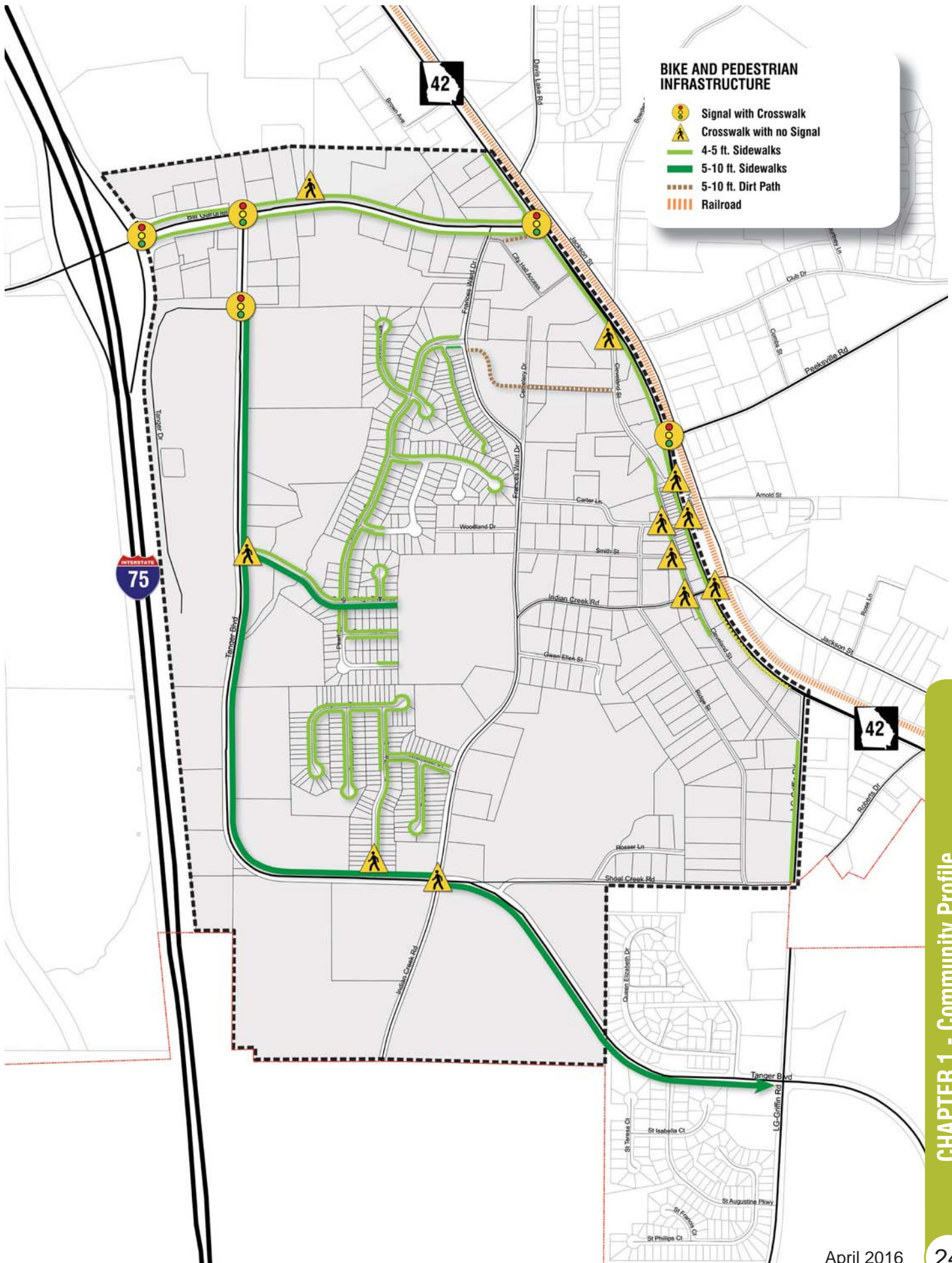
Sidewalks along Highway 42 are sparse and inconsistent, with the exception of the Historic Downtown corridor, where pedestrian circulation is supported by wider sidewalks and crosswalks. The best example of this connection can be found at the Highway 42 crosswalk that links overflow downtown parking and the train platform to downtown shops and restaurants.

Though many of the smaller local streets within residential communities like Carriage Gate and Patriots Point have sidewalks, they do not connect to other existing sidewalks. This gap in sidewalks make it difficult for pedestrians to travel outside of their neighborhoods, specifically along Frances Ward Drive, where no sidewalks exist.

Neighborhoods closer to the Historic Downtown Business District do not have sidewalks and share narrow (10 to 15 feet) roadways with vehicular traffic.

For pedestrians crossing roadways within the Study Area, the large roadway widths, high vehicular volumes, and high travel speeds create significant barriers. The only safe locations for pedestrians to cross are at signalized intersections or in the case of Highway 42, at clearly marked pedestrian crossings that do not occur at vehicular intersections. Although some of the intersections along Bill Gardner Parkway are striped with pedestrian crossings, the intersections are separated by distances over 1,000 feet.

In areas where walkability is an important goal, the design context of adjacent buildings and properties is also an important factor. Throughout the Study Area, most buildings are set back far from the roadway with limited pedestrian connections through the surface parking lots. This design is particularly true at developments such as the Ingles Grocery Store and along Tanger Boulevard between Bill Gardner Parkway and Tanger Drive. Within the Historic Downtown Business District, where the design context of adjacent buildings is appropriate, many of the sidewalks do not connect to surrounding neighborhoods and have limited options across Highway 42.



Crash Data

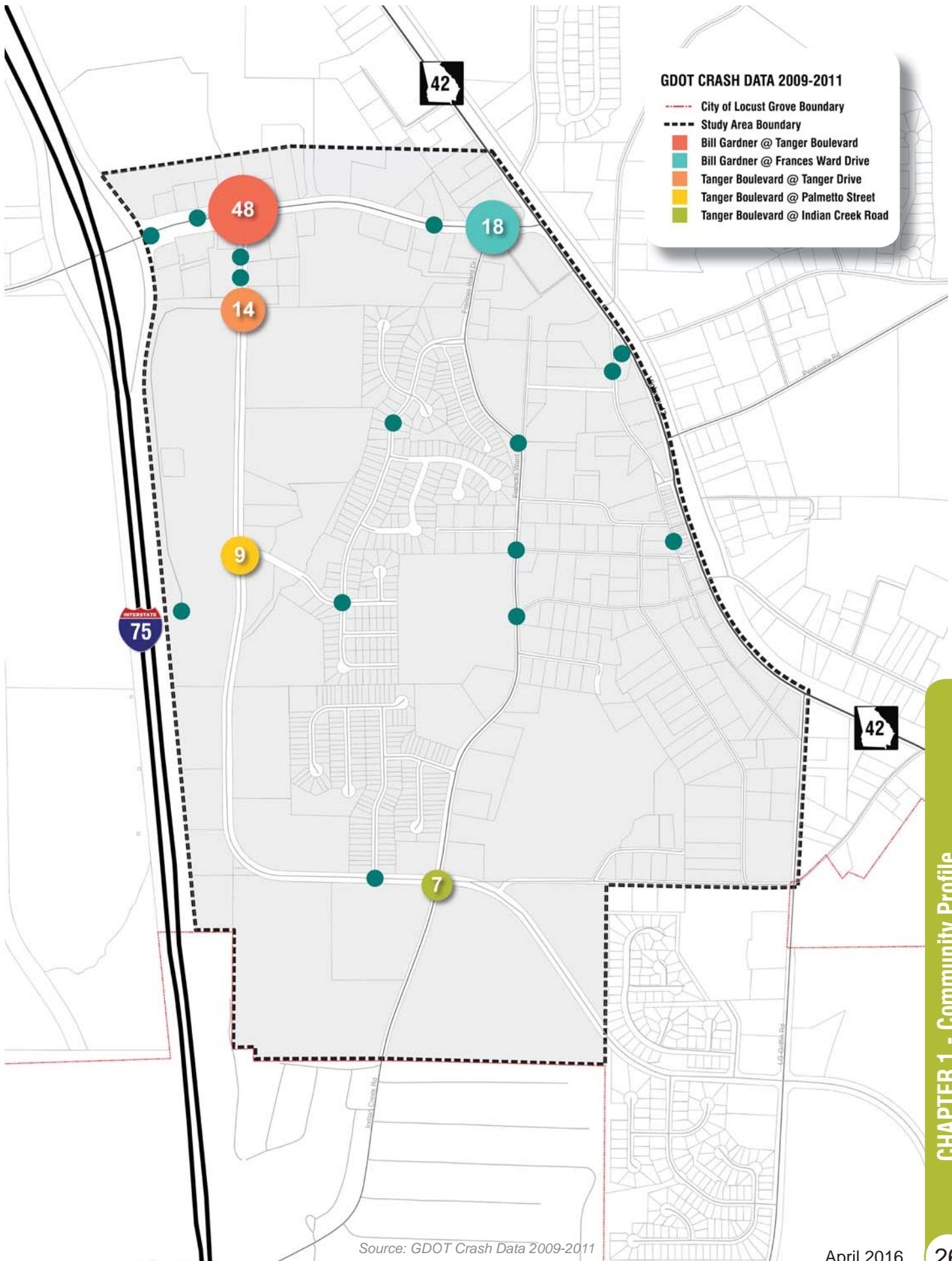
Crash data available from GDOT for the three-year period from January 1, 2009 to December 31, 2011 included 109 crashes throughout the Study Area. Based on available location information, the data is represented geographically on the next page. Crashes generally occurred along major roadways in the Study Area, with the largest number occurring along Bill Gardner Parkway and Tanger Boulevard.

The intersections of Bill Gardner Parkway and Tanger Boulevard represent 50% of the crashes over the three-year period, followed by Frances Ward Drive and Bill Gardner Parkway representing 19%. A close third occurs along Tanger Boulevard at the intersection of Tanger Drive with 15%, and the intersections of Palmetto Street and Indian Creek Road, both representing less than 10% of the total crashes. Fifteen other collisions occurred throughout the Study Area.

No fatalities were reported in the Study Area during the three-year period. Crashes that resulted in an injury included 18 reported crashes and 26 reported injuries. The data available inside the Study Area did not indicate any collisions that involved a bicyclist or pedestrian; however, one incident involved a bicyclist along Highway 42, just south of Indian Creek Road outside of the Study Area.

While the information available included location information, crash reporting may lead to discrepancies in the precise locations where an individual crash occurred. For example, an accident that occurred at the unsignalized Walmart driveway fronting Bill Gardner Parkway could have actually occurred at a nearby unnamed driveway on either side of the intersection. Based on the high number of angled collisions (crashes involving a right- or left-turning vehicle), which are less common at traffic signals, it is quite likely that some crashes identified along Bill Gardner Parkway may have been recorded at the nearest named intersection but actually occurred at nearby unnamed driveways.

Access management is a concern in the Study Area, where many of the higher capacity roadways have closely spaced commercial driveways. Closely spaced driveways mean more conflict points and an increased risk of collisions for vehicles, cyclists, and pedestrians. As properties and corridors redevelop over time, the implementation of access management policies and intersection improvements should enhance safety within the Study Area.



Source: GDOT Crash Data 2009-2011

Connectivity

The illustration on the next page shows a comparison of all roadways within the Study Area compared to those that connect to other roads at each end.

These illustrations clearly show the lack of grid network in the Study Area, including the lack of east-west connectivity.

This lack of connectivity leads to congestion of the existing roadway network, particularly Bill Gardner Parkway. This environment also creates long distances for pedestrians and cyclists to move freely throughout the City. For instance, the block surrounding Patriots Point and Carriage Gate is approximately 2.3 miles around, making walking within the Study Area very inconvenient.

Complete Roadway Network



Approximately 2.3 miles around



Roads That Connect at Two Ends

Previous Planning Efforts

Previous planned and programmed projects were reviewed for potential transportation impacts within the LCI Study Area. These studies include a recent Interchange Feasibility Study, the Henry County Comprehensive Transportation Plan, a Henry County Western Connector Study, and the Regional Transportation Plan. The highlights of each plan are summarized on the following pages.

Three of the most regionally significant projects planned for the corridors surrounding the LCI Study Area include the Interstate 75 Managed Lanes; Highway 42 Road Widening; and reconstruction of the Southbound I-75 Exit Ramp projects.



Henry County Western Connector Study

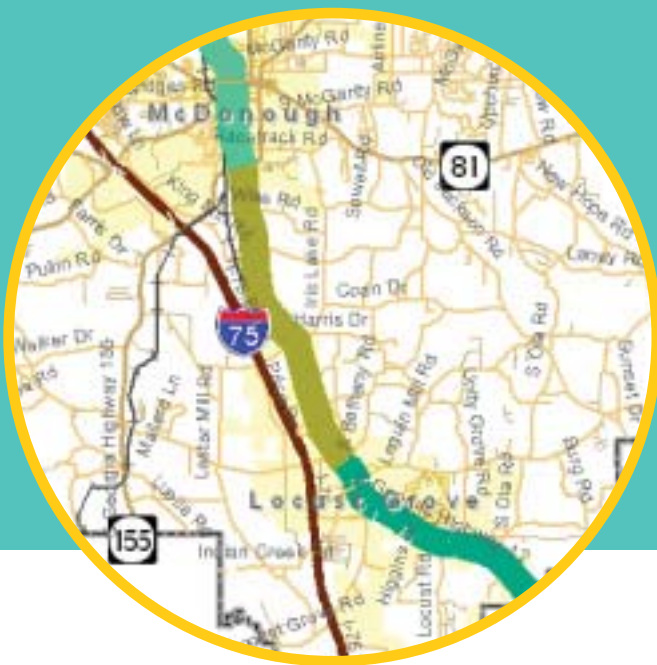
In July 2010, Henry County adopted the Hudson Bridge-Jonesboro Roads Connector Activity Center LCI Study. Months of input from residents, businesses, land owners, and Henry County officials established a collaborative vision for the area that strives to create a place of lasting economic, social, and environmental value for the community. The study focused on land use, transportation, environmental features, market development, and public facilities. From this study, a list of recommended transportation projects was created, the focus of which was the I-75 Western Parallel Connector, otherwise known as the Hudson Bridge Road-Jonesboro Road Western Connector.

The Western Parallel Connector, is located along the western side of Interstate 75, traveling through Henry County and the city limits of Stockbridge. The length of the corridor is a total distance of approximately 3.25 miles, extending from Hudson Bridge Road, south to Jonesboro Road. By aligning these two heavily-traveled roads, Henry County hopes to create more thoroughfares for local traffic and relieve congestion across the County.



Henry County Comprehensive Transportation Plan

In 2007, Henry County completed its first Joint Comprehensive Transportation Plan (CTP) for the county and the municipalities of Locust Grove, Hampton, McDonough, and Stockbridge. This plan created a set of policies that address land development, growth, and infrastructure issues throughout the county and cities.

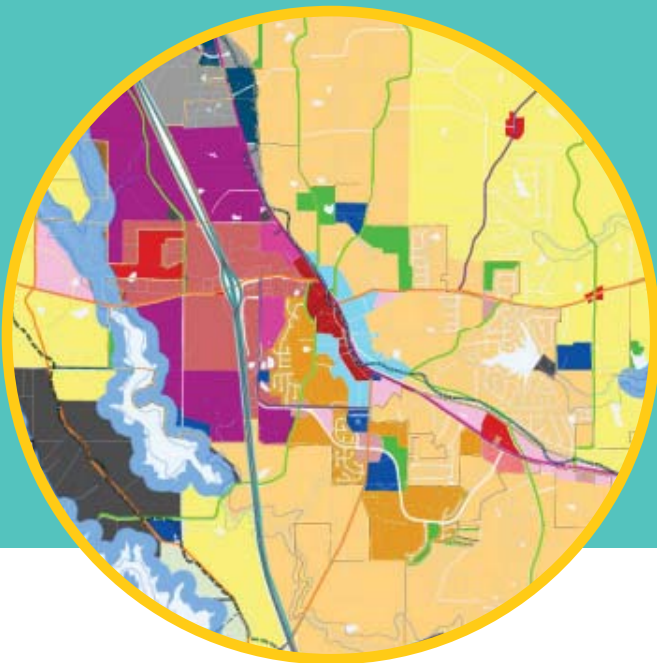


Vision Statement

“Henry County and its Cities will create a sense of community by working together in a way that respects the role and place for both rural and urban development. The County and Cities will link their land uses with a safe, efficient, balanced, and environmentally friendly transportation system that meets the public’s needs, fosters strong economic opportunities, and helps create a high quality of life for future generations.”

2030 Henry County Comprehensive Plan

The 2030 Henry County Comprehensive Plan was a collaborative effort among the cities of Locust Grove, Hampton, McDonough, and Stockbridge to create more vibrant and livable communities. A Community Vision, Future Land Use Map, Issues and Opportunities, Short-Term Work Programs, and Implementation Program were created and adopted by the Henry County Board of Commissioners on March 17, 2009.



Major Goals

- Enhance mobility for people and goods in Henry County and its cities
- Enhance accessibility for people and goods in Henry County and its cities
- Reinforce growth patterns that meet the County and cities' visions
- Protect and enhance the County's and cities' environment
- Ensure coordination among the planning and development activities of the County, its cities, the School District, the Water and Sewer Authority, and other organizations

2015 Interchange Feasibility Study

The I-75 Interchange Feasibility Study was conducted by Kimley-Horn. The study analyzed three heavily trafficked interstate exits along the 6.2 miles of I-75 that fall within Henry County to identify and propose an additional interchange to help alleviate congestion associated with the existing and proposed industrial developments concentrated around Exit 216. The three exits analyzed within this study include; GA 20 at I-75 (Exit 218), GA 155 at I-75 (Exit 216), and Bill Gardner Parkway at I-75 (Exit 212).

After analyzing the spacing and environmental restrictions of the future interchange, four different alternatives were developed. Each alternative was evaluated against a set of qualitative and quantitative measures of effectiveness (MOEs) that focused on six key elements: operations, driver expectations, accessibility, impacts to natural features, built environment impacts, and cost of construction.

Of all the alternatives presented, Alternatives A and B were identified as being most likely to move forward based on their ability to reduce truck traffic at Exit 216, driver expectancy, and low cost of construction. Alternative C and D were identified as being least likely to succeed based on limited reduction in truck traffic, potential natural and built environment impacts, untraditional configuration, and increased cost. The images below illustrate the various alternatives.



City of Locust Grove Short-Term Work Program

As part of the Henry County Joint Comprehensive Transportation Plan, the City of Locust Grove prepared and submitted the 2011 update to the Short-Term Work Program and Capital Improvement Element (CIE) to ARC for regional and state review.

This update was an amendment to the original plan and was developed in accordance with the guidance in the Minimum Standards under the Georgia Planning Act and the Rules and Regulations by the Georgia Department of Community Affairs (DCA).

This Short-Term Work Program and CIE constitute a major step in preserving the health, safety, well-being, and economic vitality of the community consistent with public purposes and powers. Various project categories include Water/Sewer; Parks and Recreation; Transportation; General Facilities; Natural and Historic Resources; Economic Development; Land Use; and Intergovernmental Coordination.

Many of the projects listed within these categories are scheduled for completion in 2016. The most expensive fall within the Transportation category.

Major Projects

- Girls' Softball Complex outside LCI Study Area
- Strong Rock Parkway Phases II and III outside Study Area
- Additional Left-turn Lane and Reconfiguration on Highway 42 onto Bill Gardner Parkway
- Intersection Improvements at Indian Creek Road and Tanger Boulevard

Our Community

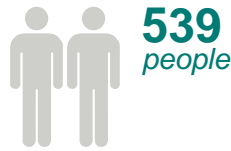
Population Growth

As part of the LCI Study, a review of area demographics and development trends were completed to gain an understanding of local market strengths and challenges.

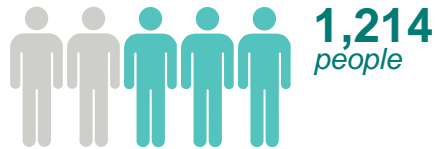
- The current population of the LCI Study Area is approximately 1,380, which represents an increase of 156% since 2000.
- The LCI Study Area's population grew by 14% between 2010 and 2015.
- Over the next five years, it is projected that the LCI Study Area population will increase by another 11%.
- The rate of growth in the LCI Study Area has been and is projected to continue to be higher than the growth of the City of Locust Grove, Henry County, and the Atlanta Metropolitan Statistical Area (MSA).
- The rate of growth in the LCI Study Area for the last five years and the next five years is between three and four times the national average.

Population Growth within the LCI Study Area

2000



2010



2015



2020

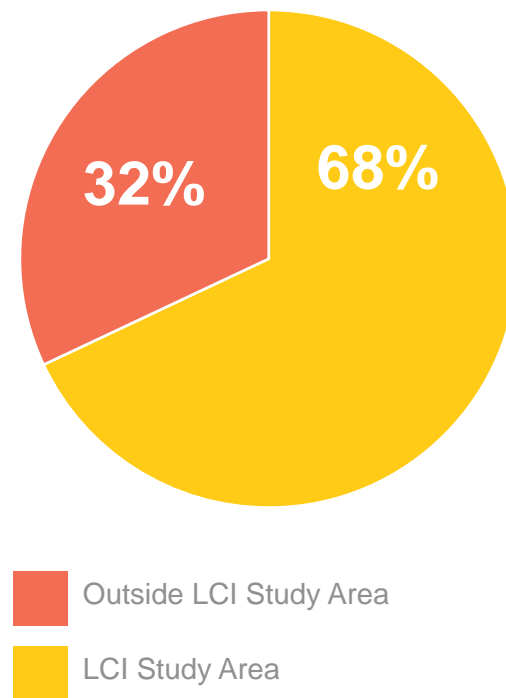


The Atlanta-Sandy Springs-Marietta MSA is made up of 28-counties: Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, and Walton.

Employment

- The LCI Study Area has an employee base of approximately 1,450.
- The LCI Study Area's share of Henry County (3%) and Atlanta MSA (0.06%) employment is very small.
- Because of the LCI Study Area's commercial character, the daytime population is slightly higher than the residential base.
- The LCI Study Area's share of county and metro employment is slightly higher than its share of population.
- The LCI Study Area's employment comprises about 70% of the City of Locust Grove's job base.
- In terms of sector employment, the LCI Study Area's largest industry sectors are Retail Trade - Highway (42%), Accommodations and Food Services (14%), and Wholesale Trade (13%).
- Retail Trade and Accommodations and Food Services jobs are generally lower-paying, lower-skill jobs, while Wholesale Trade jobs are often higher-paying, higher-skill jobs.

Employment Percentage of Locust Grove within the LCI Study Area



Age Distribution

- The average age in the LCI Study Area is 34.3, which is younger than any of the comparison areas. The City of Locust Grove's average age is 35.0, Henry County's average age is 36.4, and the Atlanta MSA's average is 36.6.
- Approximately 29% of the LCI Study Area's residents are under 18 years of age, which is higher than any of the comparison areas. The City of Locust Grove's under 18 population is 28%, Henry County's is 26%, and the Atlanta MSA's is 25%.
- There is a small proportion of retirement age and elderly people in the LCI Study Area, with 8% of residents aged 65 or older. This is smaller than the percentages found in the comparison areas. The City of Locust Grove is 9%, Henry County's is 10%, and the Atlanta MSA's is 11%.

2015 Average Age in LCI Study Area

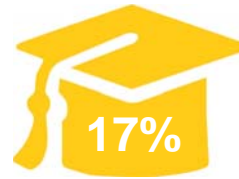


Educational Attainment

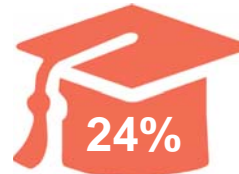
- The LCI Study Area's population with less than a high school education is 10% is on par with Henry County's at 11%, which is less than the City of Locust Grove's at 16% and the Atlanta MSA's at 12%.
- The LCI Study Area's population with college degrees is 24%, which is higher than the City of Locust Grove's at 17%, on par with Henry County's at 25%, and lower than the Atlanta MSA's at 35%.

2015 Percentage of College Graduates

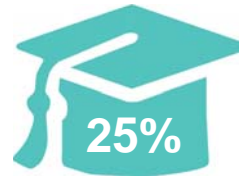
Locust Grove



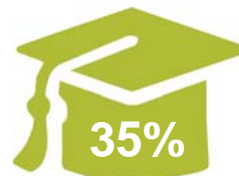
LCI Study Area



Henry County



Atlanta MSA

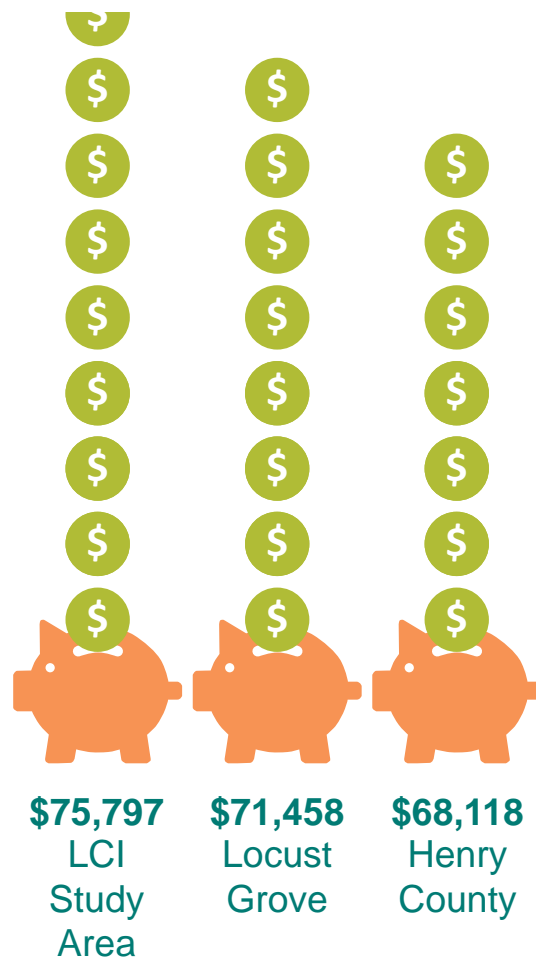


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Income Levels

- The average annual household income in the LCI Study Area is approximately \$75,800.
- The LCI Study Area's average household income is higher than Henry County at \$68,100, the City of Locust Grove at \$71,400, and almost on par with Atlanta MSA's at \$76,900.
- Approximately 18% of the LCI Study Area's households earn less than \$25,000 annually. This is lower than the percentages for the comparison geographies: City of Locust Grove's at 19%, Henry County at 20%, and Atlanta MSA's at 22%.
- Approximately 23% of the LCI Study Area's households earn more than \$100,000 annually. This compares to 22% in the City of Locust Grove, 19% in Henry County, and 24% in the Atlanta MSA.

2015 Average Household Income



Households

- The average household size of the LCI Study Area is 2.84, which is smaller than the City of Locust Grove at 3.04, on par with Henry County at 2.90, and bigger than Atlanta MSA's at 2.67.
- Single-person households in the LCI Study Area is at 18% which is slightly higher than the rate for the City of Locust Grove at 16%, on par with Henry County at 19%, and lower than Atlanta MSA's at 26%.
- Renters within the LCI Study Area is at 25%, which is higher than the proportion found in City of Locust Grove at 19% and Henry County at 23%, but lower than Atlanta MSA's 34%.
- Almost 70% of the LCI Study Area's housing stock has been built since 2000. This is higher than the City of Locust Grove at 49% and Henry County at 48%, and substantially higher than Atlanta MSA's at 33%.

2015 Average Household Size

