





# Recommendations 3

Overview

Land Use

Parks + Open Space

Transportation

Wayfinding + Signage



# Overview

Over the past four decades, Henry County has been transformed from a mostly rural community into a suburb of metro Atlanta. In general, growth has moved south along Interstate 75 through the county. While much of Henry County is now heavily developed, the City of Locust Grove is at the southern most edge of the County and nearing the end of consumer habits and patterns consistent with the greater metropolitan Atlanta market.

In 2015, residents living in the Study Area made almost \$23.1 million in retail purchases, but retail sales in the Study Area were almost \$128.8 million. This represents more than \$100 million of revenue coming into the Study Area from outside its borders and indicates that this area is a regional destination for retail. This designation is not surprising as the Tanger Outlet Center has become a retail destination almost as strong as a regional mall.

There is a significant amount of single-family development in both older, established neighborhoods and in newer neighborhoods with homes still under construction. Older homes are located primarily in the areas directly to the west of the historic downtown. Farther to the west are the newer neighborhoods of Carriage Gate and Patriots Point. The Patriots Point development also has a section of townhomes.

Additionally, there is a great deal of industrial development on both sides of I-75 one exit north of the Study Area at Highway 155 (North McDonough Road). Major industrial tenants in the area include distribution facilities for Sports Authority and Toys-R-U's, among many others. One exit farther to the north at Highway 20 (McDonough Hampton Road), there is significant retail development anchored by the South Point lifestyle center. Retailers in this area include JC Penney, Kohl's, Academy Sports, and Hobby Lobby, as well as multiple fast-casual restaurants. Interstate exits to the south of the Study Area are largely rural and undeveloped.

As part of the LCI Study, a market analysis was conducted to help better understand what exists within the Study Area and project future growth and development scenarios over the next 25 years.

While the previous sections outlined the general framework for land use and transportation enhancements throughout the Locust Grove Town Center area, this section provides detailed recommendations for each character area and priority transportation improvement.

# Market Projections

The projections below outline growth scenarios for the Study Area between 2015 and 2040. The first table provides a projection of future growth resulting from a continuation of existing development patterns. The second table provides projections of growth based on the implementation of LCI recommendations outlined within this Chapter.

**TOTAL DEMAND FORECAST: AS IS**

	2015	2020	2025	2030	2035	2040
Population	1,380	1,680	2,045	2,210	2,225	2,240
Housing Units (total)	550	600	730	790	795	800
Jobs	1,450	1,560	1,665	1,730	1,775	1,815
Commercial SF (total)	855,000	920,000	982,000	1,020,000	1,048,000	1,070,000

**DEMAND FORECAST: LCI**

	2015	2020	2025	2030	2035	2040
Population	1,380	1,700	2,335	2,690	2,970	2,980
Housing Units (total)	550	607	834	960	1,060	1,065
Jobs	1,450	2,085	2,270	2,460	2,565	2,590
Commercial SF (total)	855,000	1,042,000	1,136,000	1,229,000	1,283,000	1,295,000

Specific market opportunities and development demand forecasts have been generated for each of the district areas. The following pages contain detailed analysis and development descriptions that further illustrate how the proposed development recommendations and transportation improvements work together to create an enhanced plan for the Locust Grove Town Center over the next 5 to 25 years.

# Land Use

The Gateway District includes the northern and western portions of the Study Area, including the commercial development along Bill Gardner Parkway and Tanger Boulevard. Major retail developments include the Tanger Outlet Center with over 300,000 square feet; the Locust Grove Village strip shopping center with more than 100,000 square feet, of which Ingles grocery store serves as the development anchor with a variety of small retailers; several highway-oriented businesses along Bill Gardner Parkway; and a few medical office buildings with tenants that include primary care physicians and a dialysis clinic. Directly across Tanger Boulevard at the rear of the outlet center are two adjacent parcels with more than 32 acres of undeveloped land.

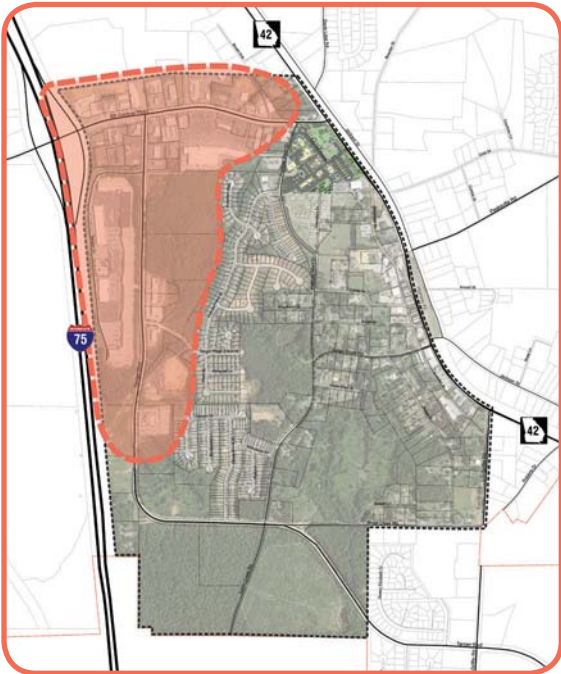
The Historic Downtown District includes the commercial development along the west side of Highway 42. This development includes the historic retail core, newer retail and offices to the north and south of the historic retail core, and older industrial buildings behind the historic retail core. The historic retail core includes approximately 20 buildings with almost 35,000 square feet. Retail tenants include service businesses, retailers, and restaurants. The anchor for this retail district is the French Market. The French Market's high-end buildout, high quality experience, and extensive marketing allow it to regularly draw

customers from the greater region, from as far away as Macon. Newer retail and office developments are located along Highway 42 north and south of the historic retail core. Directly behind the historic retail core along Cleveland Street are several older and smaller industrial buildings, some of which have been converted to other uses, such as churches.

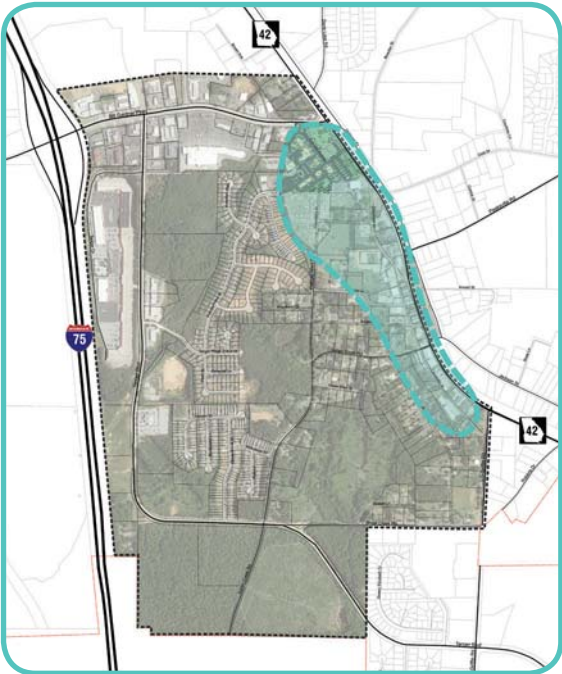
The Emerging South District is centrally located in the southern portion of the Study Area. This district consists largely of vacant land surrounding the Carriage Gate neighborhood. Construction on the Carriage Gate neighborhood began in 2006, but stopped with the economic downturn. Construction of new homes resumed less than two years ago, with prices ranging from \$140,000 to almost \$160,000. There are several large tracts of undeveloped land along Tanger Boulevard, particularly to the south across from the Carriage Gate neighborhood. Due to the location of the properties, it is anticipated that much of this land will continue to be developed for residential uses.

On the following pages, this report outlines detailed information for each of these districts as well as their challenges and opportunities, the vision for their future development.

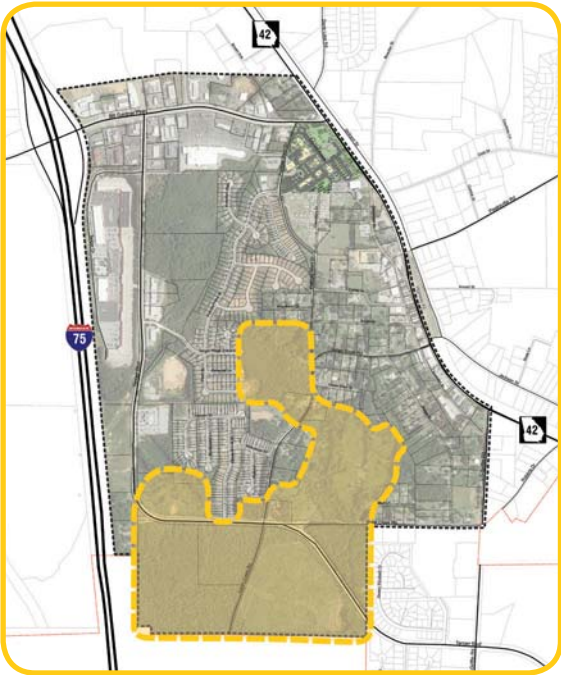
# Gateway District



# Historic Downtown District



# Emerging South District





# Gateway

The vision for the Gateway District looks to develop 32 acres of vacant land across from Tanger Outlet Center, revitalize existing roadways and intersections, link existing and proposed development through a series of enhanced roadway and pedestrian connections, and extend new roadway connections through the core of the Study Area.

The plan addresses the safety and aesthetic improvements of Bill Gardner Parkway and Tanger Boulevard, and proposes the extension of Tanger Drive behind Ingles to connect to Frances Ward Drive, enhancing east-west connectivity within the Study Area.

The primary transportation improvement is Central Avenue. This project creates a multimodal east-west connection between Tanger Outlet Center and the Historic Downtown from Palmetto Street to Smith Street, providing area residents with a local connection to the core of the Historic Business District.

Just south of Central Avenue is the oxidation pond. By redeveloping this into a park space and linking the 32+ acres of proposed development to the north through the implementation of a multi-use trail, this plan seeks to improve the quality of life for existing and future residents as well as employees in the district.

*Market projections are based on economic information available in 2015 and may be impacted by local or regional economic shifts.*

## District Profile

### Acreage:

~ 180 acres

### Existing Development:

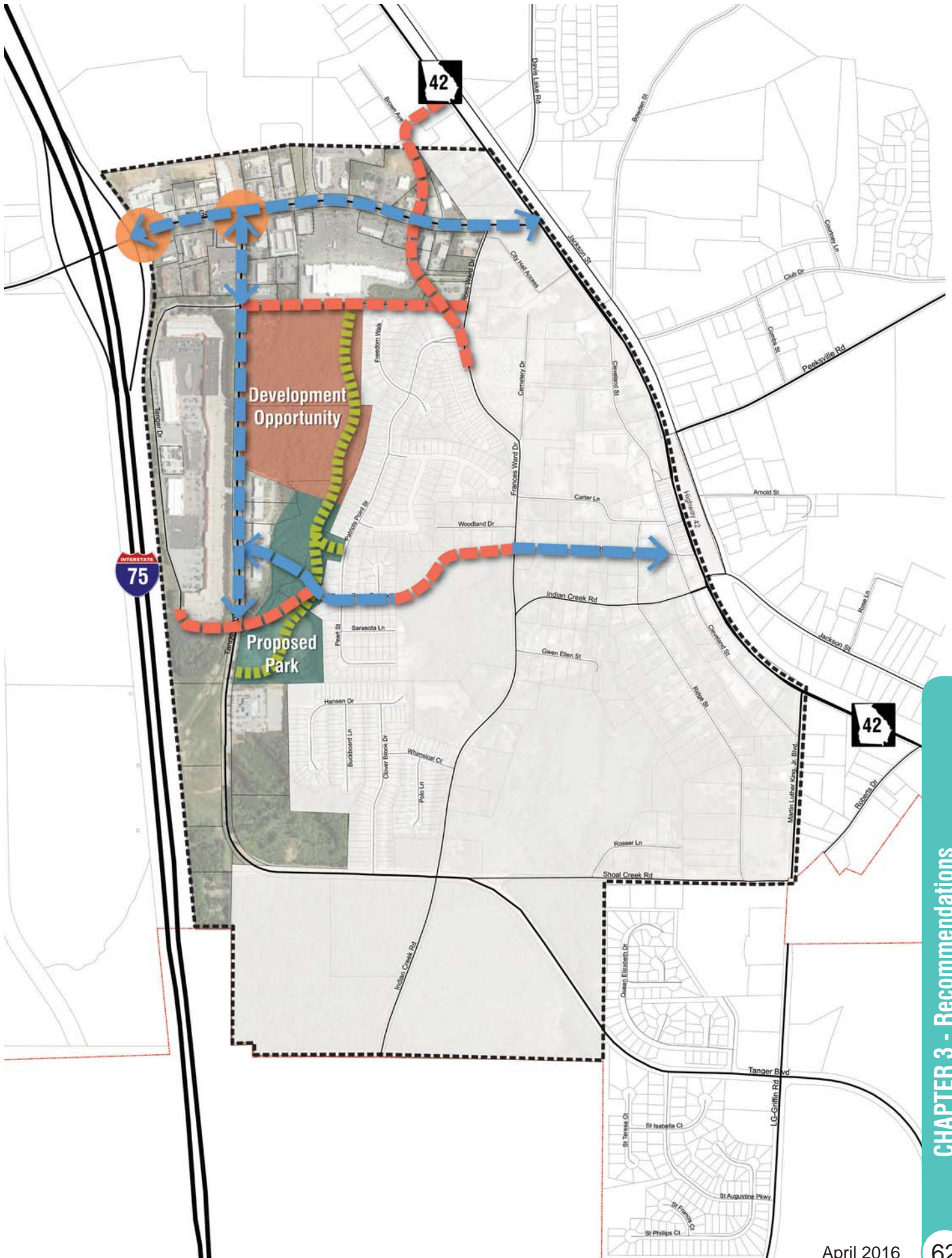
Tanger Outlet Center  
Locust Grove Village  
Ingles Grocery Store  
Z & Z Package Store  
4 Gas Stations  
10+ Drive-thru Restaurants

### Long-Term Market Dynamics:

Residential	Somewhat Likely
Retail	Likely
Office	Likely
Industrial	Somewhat Likely

### 10 Year Demand Forecast:

Multi-Family	110 units
Single-Family	10 units
Retail	75,000 s.f.
Office	48,000 s.f.
Industrial	25,000 s.f.





# Concepts

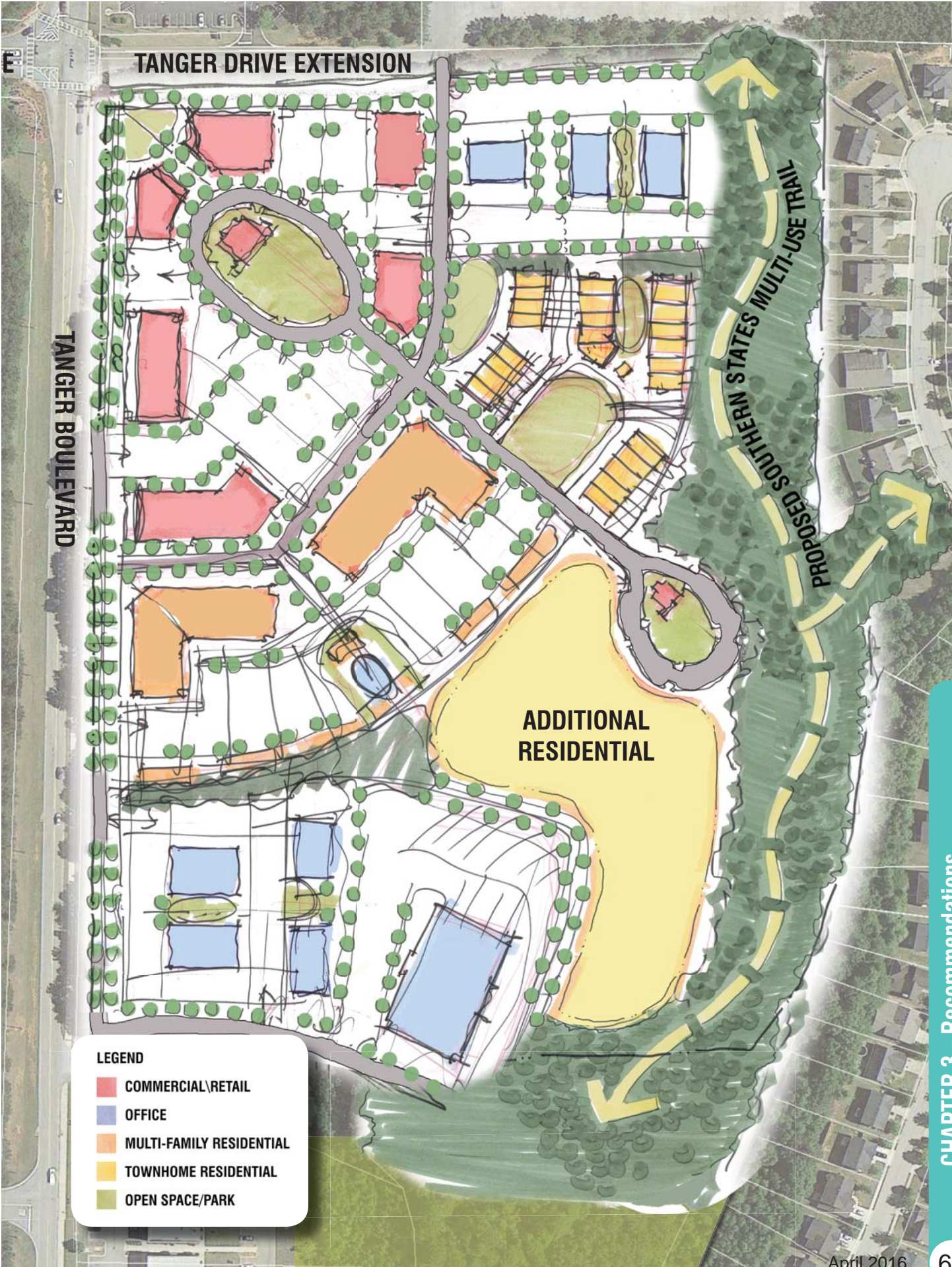
One vision for the vacant property across from Tanger Outlet Center is illustrated on the next page. This multi-use, master planned development vision includes a combination of retail, restaurant, office, and residential uses that connect with an interconnected street pattern that ties into Tanger Boulevard and the proposed Tanger Drive Extension.

A second vision, on page 66, is based on the attraction of a regional anchor. The site might include an entertainment facility or major regional retail destination that complements Tanger Outlet Center.

While the uses and intensity may vary based on the property use, timing, and other needs, the LCI Plan recommends that development of this site include a residential component (likely on the eastern end of the site to transition from and buffer existing single-family in Patriots Pointe) and implementation of the Southern States Multi-Use Trail to connect this development to Central Avenue and other area parks and green space.

## District Vision Characteristics

- Enhance the Bill Gardner Parkway corridor, including wayfinding and intersection improvements
- Foster redevelopment along Bill Gardner Parkway closer to the roadway and include a mix of uses
- Encourage regional mixed-use development (office, retail, residential, etc.) with parks and open space
- Formalize the Gateway to Historic Downtown (via Central Avenue)
- Construct Southern States Multi-Use Trail and Park
- Improve South Tanger Outlet Center entrance/exit at Tanger Boulevard
- Construct Tanger Drive connection from Tanger Boulevard to Frances Ward Drive
- Realign Frances Ward Drive to Brown Avenue connection
- Develop recreation facility along Tanger Boulevard to act as a gateway to the Historic Downtown area





# Market Assessment

## Challenges

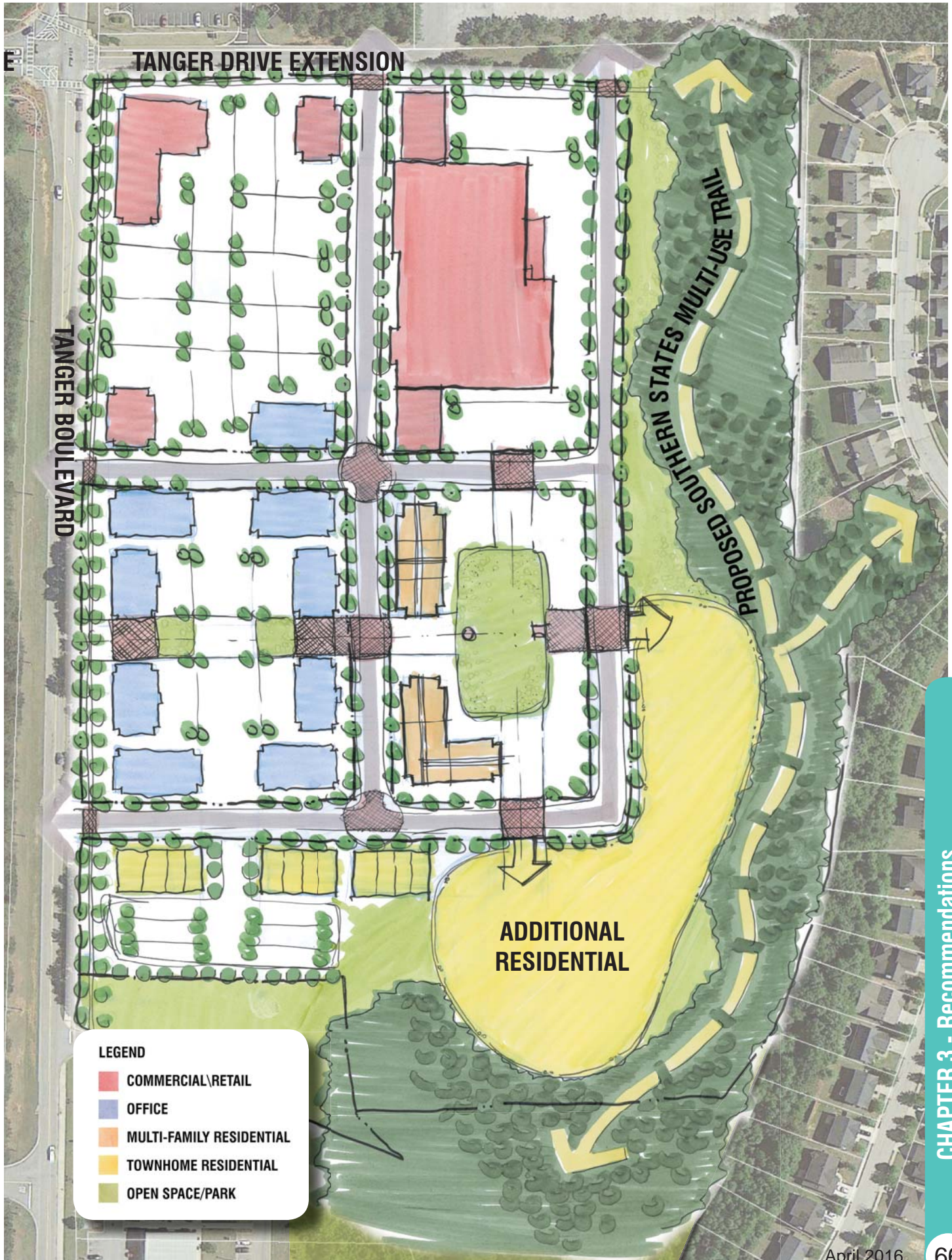
- Much of the vacant land in this planning district is located in close proximity to commercial uses, which may make the land somewhat less desirable for single-family residential development.
- Until there is a great deal of residential growth, retail demand for tenants serving local residents is likely limited.
- The demand for office space is almost exclusively for tenants providing services to local residents. There is likely to be very little, if any, demand for Class A office for regional tenants.
- The large amount of retail traffic on the roads leading into this area would impact the ease of deliveries to industrial space.
- A great deal of industrial development would likely disrupt other commercial and residential uses.



## Opportunities

- According to local agents, home buyers often mention the Tanger Outlet Center as one of the amenities that drew them to the area.
- The Tanger Outlet Center has become a regional retail center attracting customers from a very wide trade area. These shoppers provide a market for additional retail and restaurant development. The most pressing demand from the Tanger customer is for sit-down restaurants. There are very few dining options on the Tanger property, and most of the surrounding restaurants are fast food. Tanger attracts an affluent customer that would likely be looking for sit-down restaurant options.
- There is an opportunity to develop new retail space that would complement the Tanger Outlet Center and encourage its customers to stay in the area longer. An example of this complementary retail is when a large sporting goods superstore or similar use is placed a short distance from an outlet mall.
- As the population in the area grows, there will be increased demand for office space to serve local residents. Examples of this type of use include medical, insurance, and real estate offices.
- Additional residential growth in the area will create a demand for smaller industrial spaces.





**LEGEND**

<span style="color: red;">■</span>	COMMERCIAL/RETAIL
<span style="color: blue;">■</span>	OFFICE
<span style="color: orange;">■</span>	MULTI-FAMILY RESIDENTIAL
<span style="color: yellow;">■</span>	TOWNHOME RESIDENTIAL
<span style="color: green;">■</span>	OPEN SPACE/PARK

# Historic Downtown

To preserve and enhance Downtown Locust Grove the LCI plan focuses on redeveloping industrial and vacant properties along Cleveland Street, capitalizing on the expanding Municipal Complex with bike and pedestrian connections to new development and downtown, and creating opportunities for residential development between the Historic Downtown and existing residential neighborhoods that border downtown. The plan also supports a series of streetscape and roadway enhancements.

Two keys to the future success of Downtown Locust Grove include preserving the row of historic buildings between Highway 42 and Cleveland Street from Smith Street north to Main Street and encouraging appropriate redevelopment of the areas between the Historic Downtown and Locust Grove Municipal Complex. Much of this area lies within the Historic Preservation District, which allows the City to encourage preservation of significant buildings and architecture that enhance the historic character of downtown.

Encouraging additional housing in and around the Downtown area is critical to maintaining and enhancing Downtown's retail and restaurant environment. The community should encourage new housing in different formats, including lofts over retail or office, townhomes, and small lot single-family homes in close proximity to the Historic Downtown.

*Market projections are based on economic information available in 2015 and may be impacted by local or regional economic shifts.*

## District Profile

### Acreage:

~ 80 acres

### Existing Development:

*Locust Grove Municipal Complex  
Locust Grove Cemetery  
Historic Downtown  
Train Viewing Platform  
The French Market  
Mayor's Walk Park*

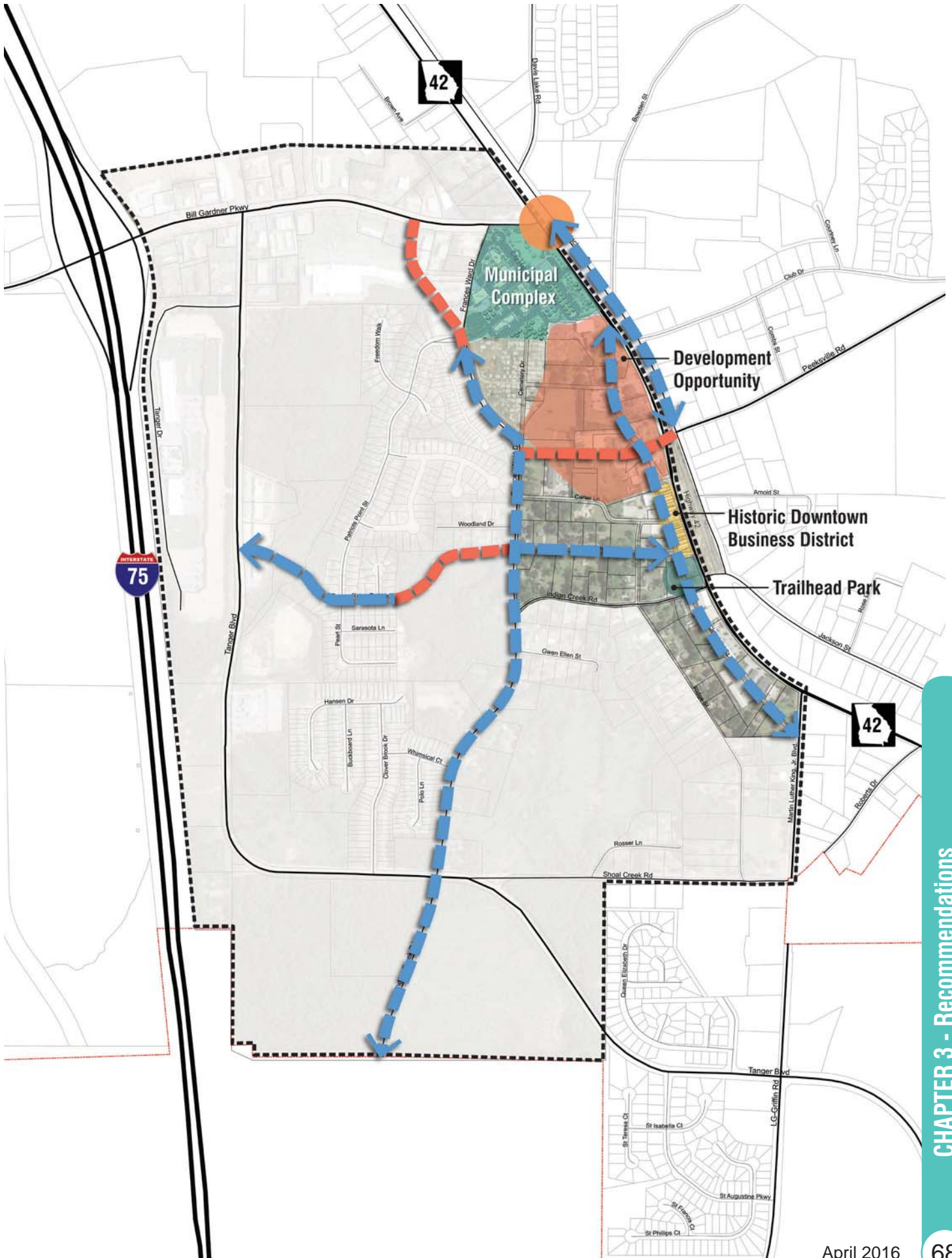
### Long-Term Market Dynamics:

<i>Residential</i>	<b>Likely</b>
<i>Retail</i>	<b>Likely</b>
<i>Office</i>	<b>Likely</b>
<i>Industrial</i>	<b>Unlikely</b>

### 10 Year Demand Forecast:

<i>Multi-Family</i>	<b>40 units</b>
<i>Single-Family</i>	<b>24 units</b>
<i>Retail</i>	<b>25,000 s.f.</b>
<i>Office</i>	<b>18,000 s.f.</b>
<i>Industrial</i>	<b>0 s.f.</b>







# Concepts

The concept illustrated to the right focuses on a collection of older properties along the west side of Cleveland Street and the area between Cleveland Street and Frances Ward Drive north of Carter Lane.

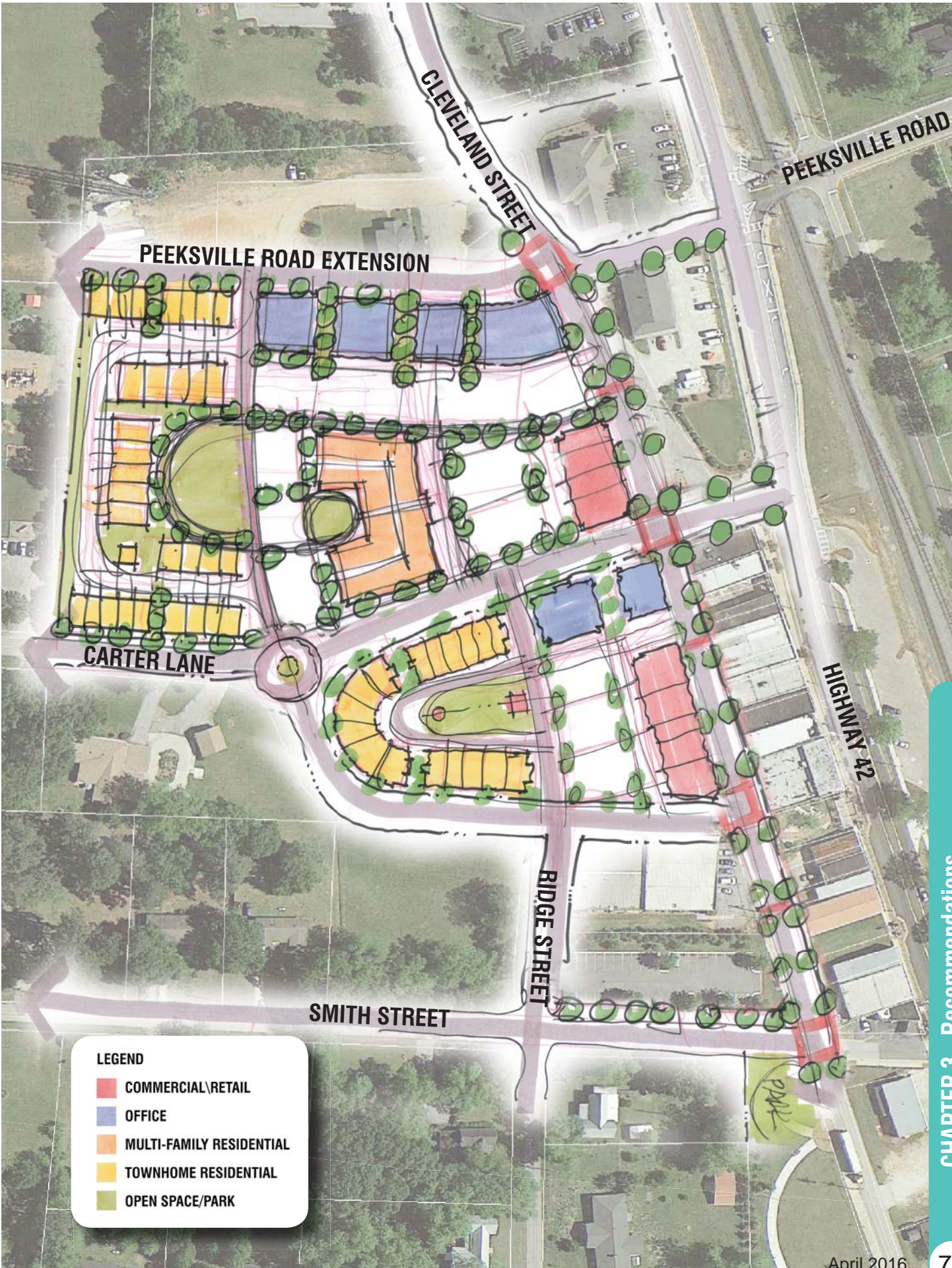
In this concept, retail and restaurants line Cleveland Street, helping book-end existing businesses downtown that could feature residential above. A blend of office and residential developments are located along Carter Lane and the proposed Peeksville Extension. Block sizes are reduced through proposed roadway improvements that seek to enhance connectivity and walkability within the district.

Future development within the Historic Downtown Area should generally be small in scale (two to three stories in height), include a variety of uses (retail, restaurant, office, and residential), and be consistent with the Downtown Area's historic character.

## District Vision Characteristics

- Complete development of City Municipal Complex vision
- Encourage new mixed-use development (office, retail, residential, etc.) with parks, open space, and additional parking to support historic downtown
- Enhance Cleveland Street streetscape
- Extend Peeksville Road
- Encourage Highway 42 operational and streetscape improvements
- Develop Mayors' Walk Park vision
- Construct Bill Gardner Parkway at Highway 42 intersection improvement
- Construct new connection to Gateway District (via Central Connector)
- Improve and realign Frances Ward Drive corridor
- Connect the existing Tanger Drive to Gateway District





**LEGEND**

- COMMERCIAL/RETAIL
- OFFICE
- MULTI-FAMILY RESIDENTIAL
- TOWNHOME RESIDENTIAL
- OPEN SPACE/PARK



# Market Assessment

## Challenges

- There is not a great deal of vacant land in this planning district for residential development.
- Historic retail buildings are often expensive to maintain, and rents in Downtown are relatively low.
- Retail tenants serving the everyday needs of local residents often prefer strip shopping center locations.
- The demand for office space is limited almost exclusively to tenants providing services for local residents. There is very little demand for Class A office space for regional tenants.
- There is limited space for development of significant size.

## Opportunities

- An urban, walkable residential development located directly behind the historic retail core would likely appeal to a growing segment of the public and be a differentiator in the area's residential market.
- The walkability and proximity to amenities in the Historic Downtown could increase the appeal to multiple generations and customer segments.
- The wide trade area of the French Market provides an opportunity to add other retailers that appeal to the same customer base.
- Industrial buildings behind the historic retail core could be converted to retail uses.
- As the population in the area grows, there will be increased demand for office serving local residents. Examples of this type of use include medical, insurance, and real estate offices.
- Henry County has a very strong industrial market and there is likely a demand for smaller industrial buildings for businesses that serve larger industries.
- Additional residential growth in the area will create a demand for smaller industrial spaces, such as construction and maintenance companies.







# Emerging South

The plan for the Emerging South seeks to encourage residential development that provides a greater diversity of housing product within the Study Area, creates a new Central Park with active and passive recreation, and enhances the existing Frances Ward Drive to improve north/south multimodal connectivity through the Study Area.

While we anticipate development activity will come to the Emerging South in due time, it is important that the City have a plan to encourage greater diversity of residential uses and discourage uses that would compete with retail, residential, and office products in the Gateway and Historic Downtown Districts.

Development should encourage interconnectivity, tie into proposed trail systems, discourage cul-de-sacs and dead end streets, and provide an opportunity for sustainable development. Additional guidance in terms of design and development guidelines can be found in the Zoning Recommendations on pages 105-110.

*Market projections are based on economic information available in 2015 and may be impacted by local or regional economic shifts.*

## District Profile

### Acreage:

~ 190 acres

### Existing Development:

*Vacant Parcels surrounding Carriage Gate Neighborhood and along Tanger Boulevard*

*Residential parcels along Indian Creek Road, Ridge Street, and Rosser Lane*

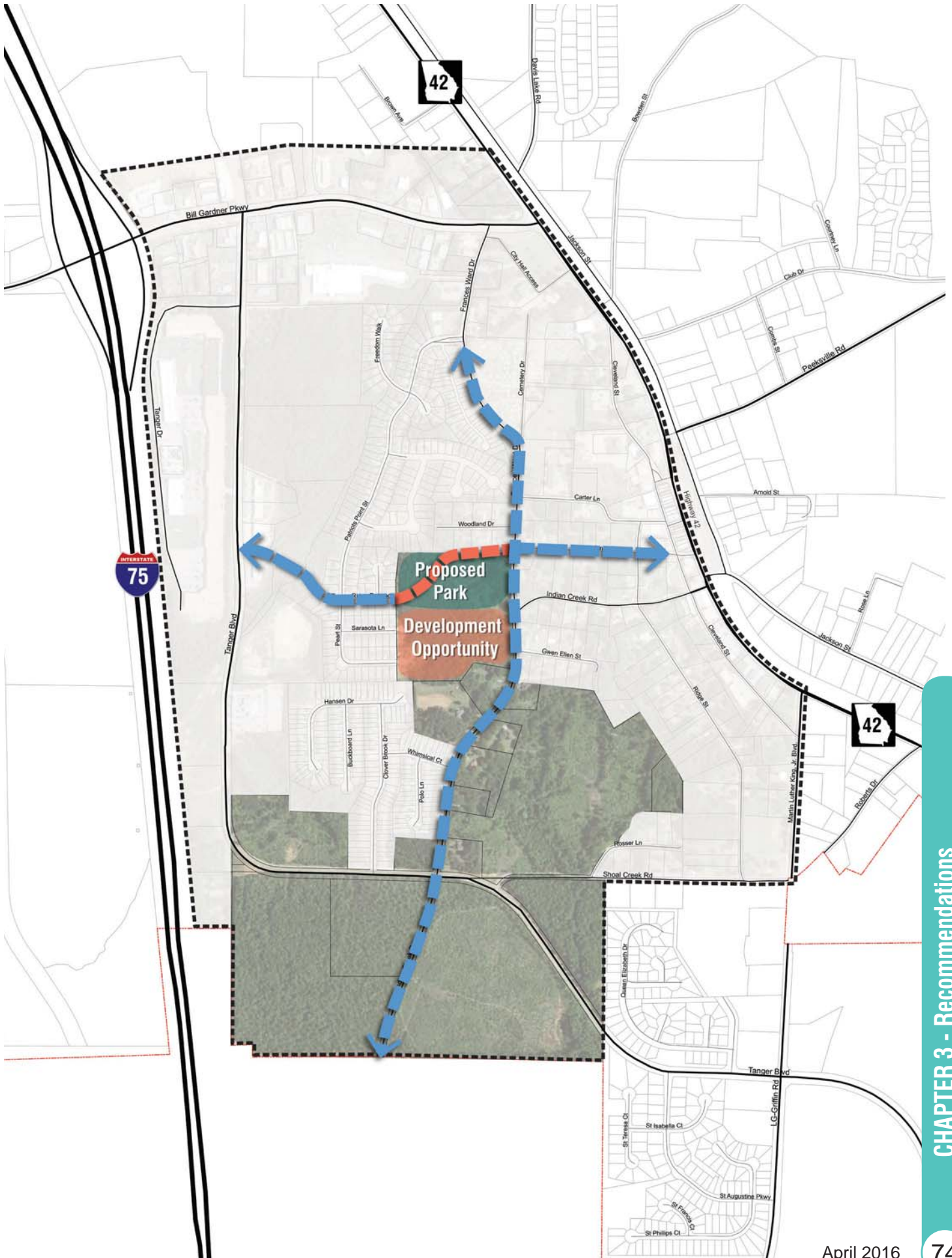
### Long-Term Market Dynamics:

<i>Residential</i>	Likely
<i>Retail</i>	Somewhat Likely
<i>Office</i>	Likely
<i>Industrial</i>	Likely

### 10 Year Demand Forecast:

<i>Multi-Family</i>	0 units
<i>Single-Family</i>	100 units
<i>Retail</i>	10,000 s.f.
<i>Office</i>	10,000 s.f.
<i>Industrial</i>	70,000 s.f.





# Concepts

There are several proposed transportation improvements that support the interconnectivity of both vehicular and pedestrian access through the Emerging South District and to Downtown.

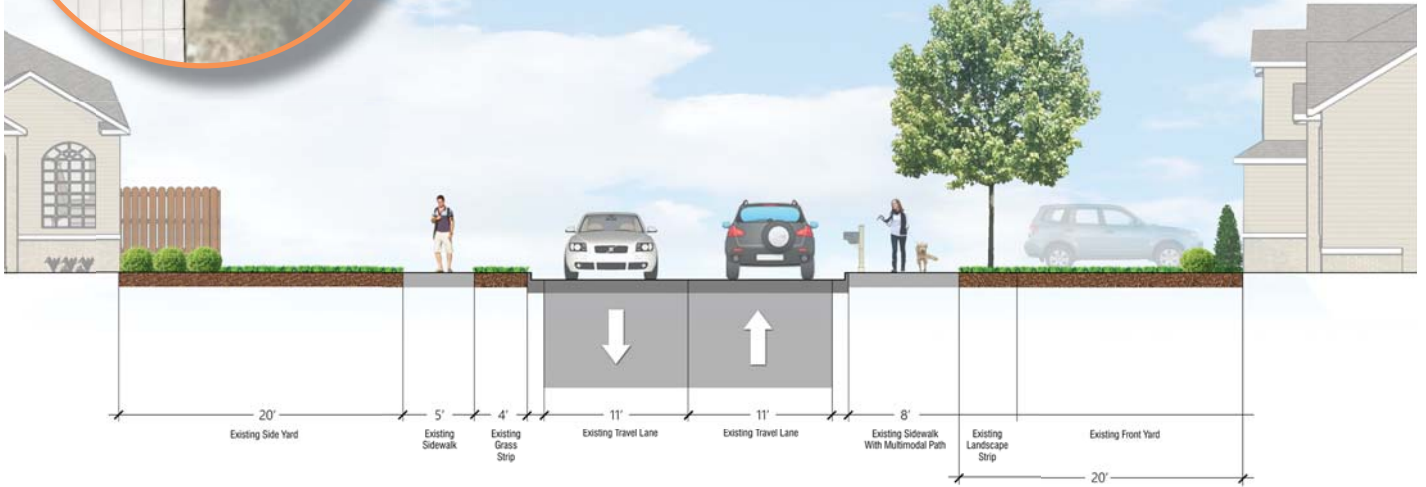
One such improvement is Central Avenue. This improvement extends an east-west connection from Tanger Boulevard through the heart of the district area to reconnect with Smith Street across Frances Ward Drive. This multimodal corridor provides a local east-west connection to the Historic Downtown. Complete with 8-foot sidewalks, landscape buffers, street trees, and shared lanes, this corridor will link local residents to amenities throughout the Study Area.

The images on the next page illustrate both the existing and proposed cross-sections of this transportation improvement.

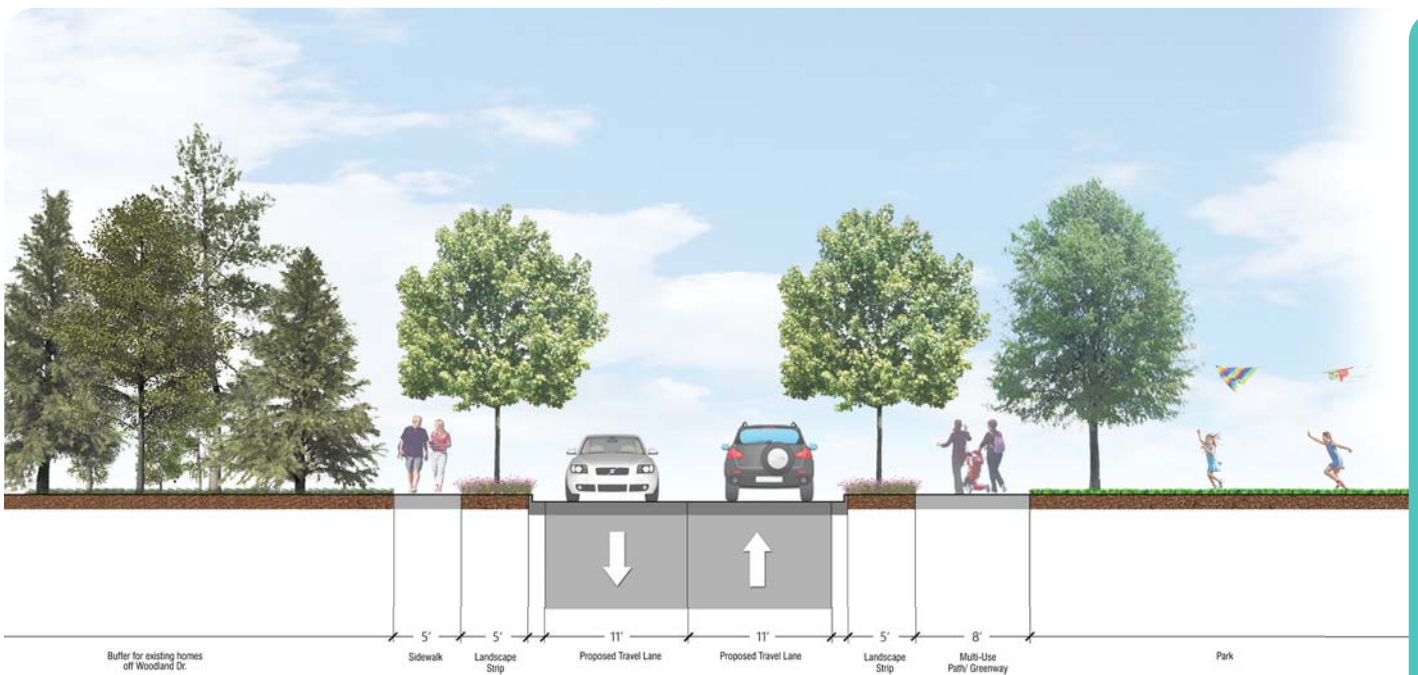
## District Vision Characteristics

- Encourage new multi-family or senior-oriented residential development in the northern part of the district
- Create a new Central Park with active recreation and passive park space adjacent to the proposed Central Connector, connecting to the proposed Southern States Multi-Use Trail and Park
- Construct Central Connector linking the Gateway District to the Historic Downtown District, becoming a central hub of the Study Area
- Develop southern part of district as the market allows to have low environmental impact and focus on open space preservation to include active and passive park space and trails as well as link to the existing and proposed trail system
- Improve and realign Frances Ward Drive corridor





## Section A Existing Palmetto Street Cross-Section



## Section B Proposed Central Avenue Cross-Section

# Market Assessment

## Challenges

- The two newer subdivisions within the Study Area have experienced some disinvestment related to the foreclosure crisis. This disinvestment may limit comparable properties in the area and discourage additional single-family development until those neighborhoods are stabilized.
- Until there is a great deal of additional residential growth, retail demand is likely limited because of low traffic and small potential customer base. The area is already served by a great deal of convenience retail on Bill Gardner Parkway.
- The demand for office space is almost exclusively for tenants providing services to local residents. There is likely to be little, if any, demand for Class A office for regional tenants.
- There will have to be a great deal of residential growth in the area to create demand for any significant amount of office space.
- A great deal of industrial development would likely disrupt other commercial and residential uses.

## Opportunities

- Land in this planning district is located far enough from the commercial corridors to limit competition with commercial uses. For the immediate future, this limitation will likely keep land prices low enough to allow single-family development.
- If there is a great deal of residential growth in the planning district, there would be a demand for a small amount of neighborhood retail.
- A node of neighborhood retail could be created at intersections in front of adjacent residential development.
- As the population in the area grows, there will be a small increase in demand for office space to server local residents. Examples of this type of use include medical, insurance, and real estate offices.
- Henry County has a very strong industrial market, and there is likely a demand for smaller industrial buildings for businesses that serve larger industries.
- Additional residential growth in the area will create a demand for smaller industrial spaces, such as construction and maintenance companies.





# Parks and Open Space

The diagram to the right highlights various proposed and existing parks, open spaces, sidewalks, and trails within the Locust Grove Study Area.

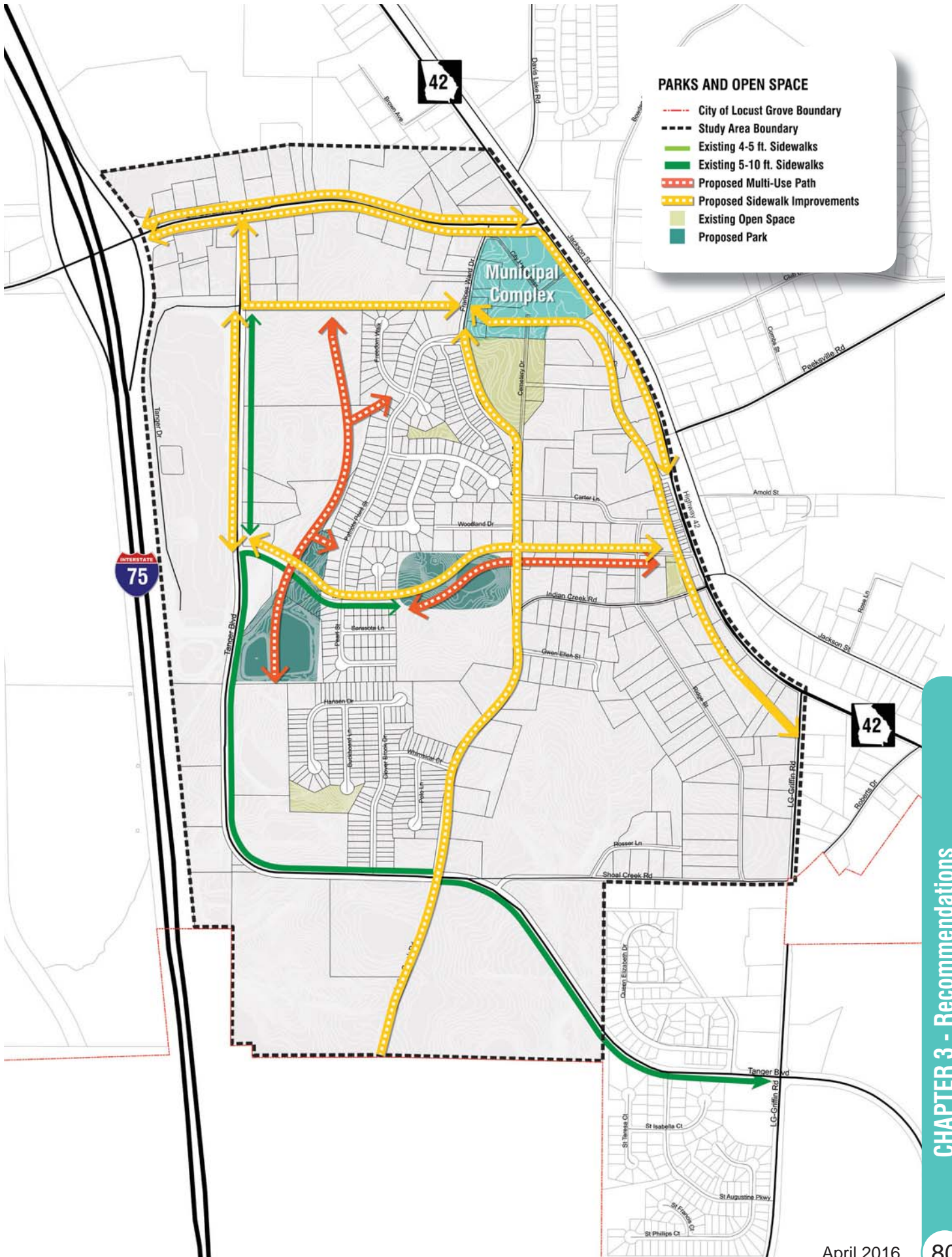
In the fall of 2014, the oxidation pond at Tanger Boulevard and Palmetto Drive was filled and has since sat vacant and unused. Just north of the Oxidation pond is another parcel of undevelopable land, previously the site of Southern States Lake. As part of the Locust Grove Town Center vision, this LCI plan looks to reinvigorate these parcels by redeveloping them into part of a large regional park system, connected by the proposed Southern States Trail north towards the 32+ acres of proposed redevelopment area.

In addition to the Southern States Trail, the Central Avenue corridor is a priority improvement to facilitate pedestrian and bicycle connectivity through the Town Center area. The proposed Central Avenue extends the existing 8-foot sidewalk along Palmetto Street through a centrally located park at the heart of the Study Area, across Frances Ward Drive, and connecting with Smith Street to the Historic Downtown Business Center and Trail Head Park. This multimodal corridor provides an additional east-west amenity for pedestrians, cyclists, and local motorists alike connecting Tanger Boulevard to the Historic Downtown area.

The envisioned network of parks and open spaces with multimodal corridors and off-road multi-use trails through undevelopable parcels of land will foster greater local connectivity, expand public parks and open space, and create a needed recreational amenity.

To create a long-lasting sustainable community and local vehicular connections, pedestrian access and circulation should remain at the core of redevelopment strategies for future development of Locust Grove. In doing so, future redevelopment patterns will reinforce the land use framework and vision to create a viable east-west connection from Tanger Outlet Center to the Historic Downtown area.





# Transportation

The Transportation framework illustrates key improvement projects that have been identified through the LCI planning process.

This combination of corridor and roadway enhancements, new roadway connections, and pedestrian improvements seeks to further enhance access to and walkability within the area between the Gateway District along the I-75 corridor and the Historic Downtown area. Additionally, these projects create a framework in which both public agencies and developers can implement change in the area that will create long-term sustainable development patterns to support livability and economic growth.

Through a series of stakeholder interviews; meetings with city staff, local business owners, property owners, and area residents; and public workshops and outreach, a total of 20 projects were identified. The projects are listed in priority order, with the first 5 identified as the short-term, one-to five-year improvements projects, and the last 15 as long-term projects.

The following pages provide an overview of each recommended improvement. The Action Plan outlining estimated costs, timelines, and potential funding mechanisms can be found on pages 101-104.

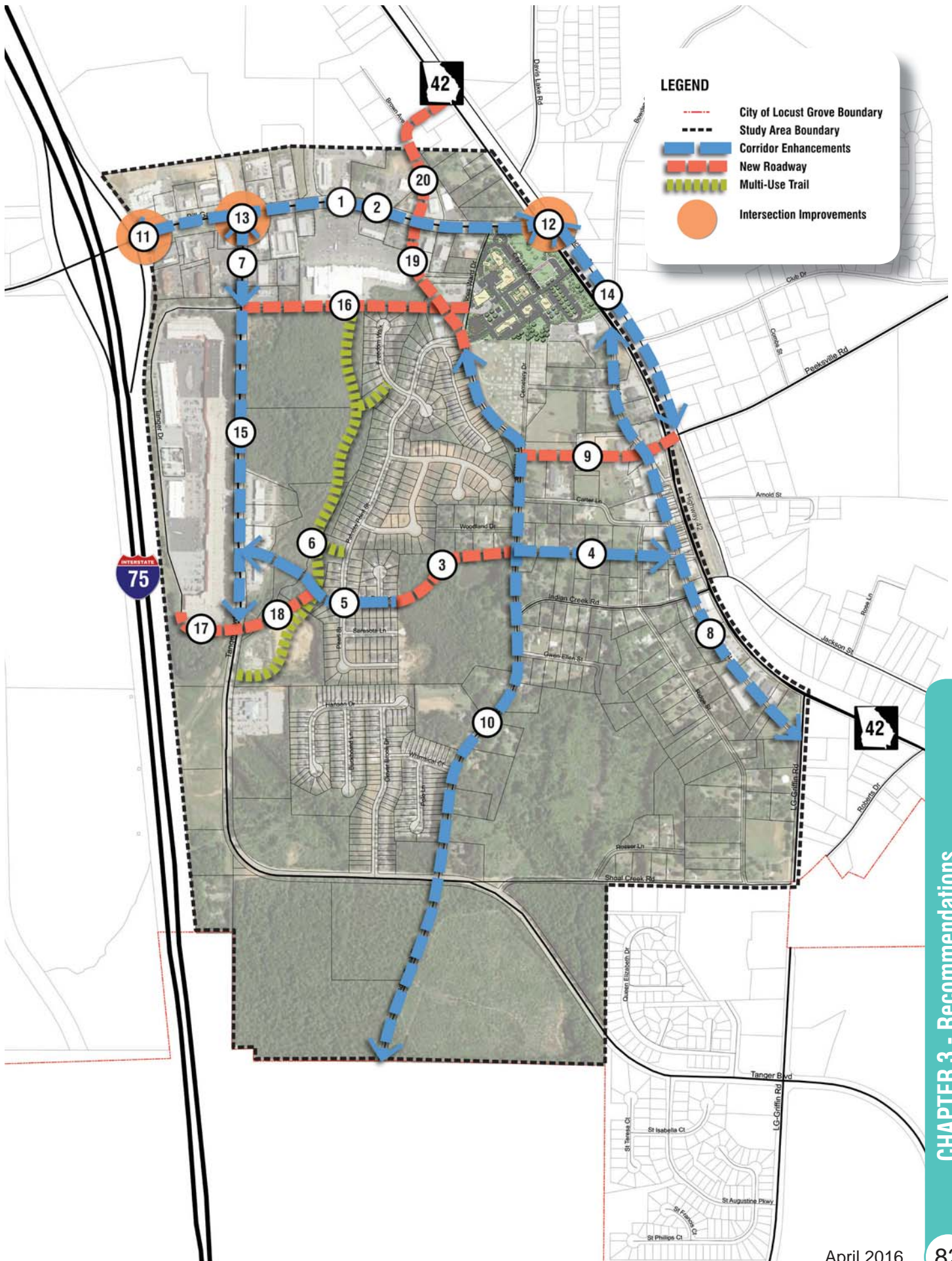
## Short-Term Projects

- 1 Bill Gardner Parkway Median and Streetscape
- 2 Bill Gardner Parkway Wayfinding Signage
- 3 Central Avenue
- 4 Smith Street Enhancements
- 5 Palmetto Street Enhancements

## Long-Term Projects

- 6 Southern States Multi-Use Trail
- 7 Tanger Boulevard Median and Streetscape
- 8 Cleveland Street Streetscape Enhancements
- 9 Peeksville Road Extension
- 10 Frances Ward/Indian Creek Roadway and Streetscape
- 11 Bill Gardner Parkway @ I-75
- 12 Bill Gardner Parkway @ Highway 42
- 13 Bill Gardner Parkway @ Tanger Boulevard
- 14 Highway 42 Enhancements
- 15 Tanger Boulevard Operational Improvements
- 16 Tanger Drive Extension
- 17 Tanger Loop Connection
- 18 Tanger Ridge Extension
- 19 Frances Ward Drive Realignment
- 20 Brown Avenue Connection





**LEGEND**

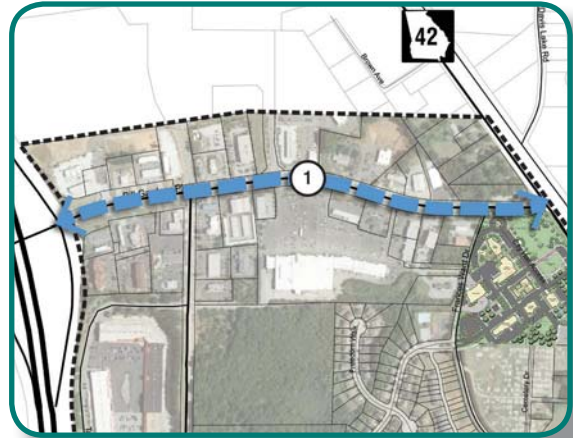
- City of Locust Grove Boundary
- Study Area Boundary
- Corridor Enhancements
- New Roadway
- Multi-Use Trail
- Intersection Improvements



# Short-Term Projects

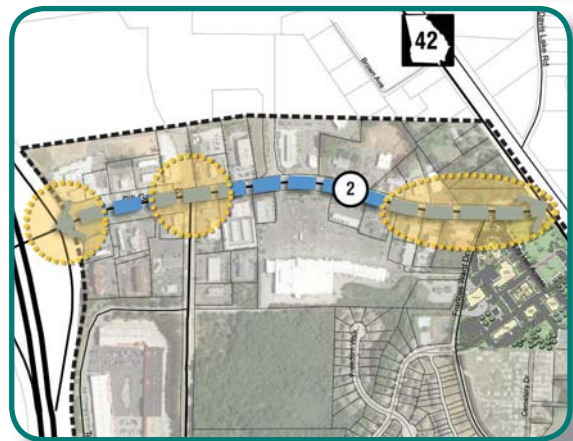
## 1 Bill Gardner Parkway Median and Streetscape

Install raised and landscaped median along Bill Gardner Parkway from I-75 to Highway 42. Includes complete resurfacing and striping, ADA ramp upgrades, and enhanced streetscapes by widening sidewalks, upgrading lighting, and adding street trees and furniture. Median accommodated by narrowing travel lanes to 11 ft each. Roadway widening is not required, other than for streetscape modifications. See pages 91-92 for additional details.



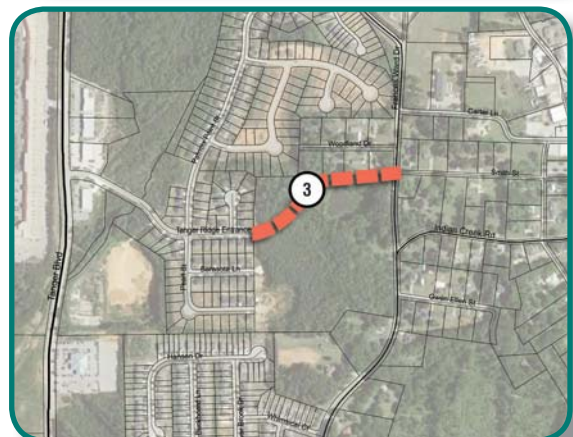
## 2 Bill Gardner Parkway Wayfinding Signage

Construct a series of large wayfinding signs to Downtown and other area destinations. Locations include the intersection of Bill Gardner Parkway at Tanger Boulevard, Bill Gardner Parkway between Tanger Boulevard and Highway 42 and Bill Gardner Parkway at Highway 42. Signage to include Locust Grove brand and direction of Historic Downtown. See pages 93-94 for additional details.



## 3 Central Avenue

Connect Palmetto Street to Smith Street with a new two-lane road. A buffered sidewalk should be constructed on the north side of the road and a buffered 10-foot multi-use path should be constructed along the south side of the road. Requires full right-of-way acquisition or donation of property as part of future development efforts.



## 4 Smith Street Enhancements

Widen road by 3 ft and install curb and gutter to include two 11-foot travel lanes, traffic calming, and intersection improvements. Install buffered sidewalk on the north side of the road and a buffered 8-foot multi-use path along the south side of the road. Includes pedestrian-scale street furniture along Smith Street to improve the connection between Frances Ward Drive and Downtown. Likely requires acquisition of additional right-of-way or permanent sidewalk easements.



## 5 Palmetto Street Enhancements

Install traffic calming, intersection improvements, and pedestrian; scale street furniture along Palmetto Street to improve the connection between Tanger and Downtown once Central Avenue is constructed.



# Long-Term Projects

## 6 Southern States Multi-Use Trail

Construct a 10-to 14-foot multi-use trail within the property of the old Southern States Lake. Paths run along the existing unnamed tributary west of Patriots Point Street and connect to future development to the north, Freedom Walk, and across Palmetto Street to the old oxidation pond. The trail should include pedestrian scale furniture, embrace the existing ecosystem, connect to adjacent neighborhoods and the 8-foot multi-use path of the proposed Central Avenue.



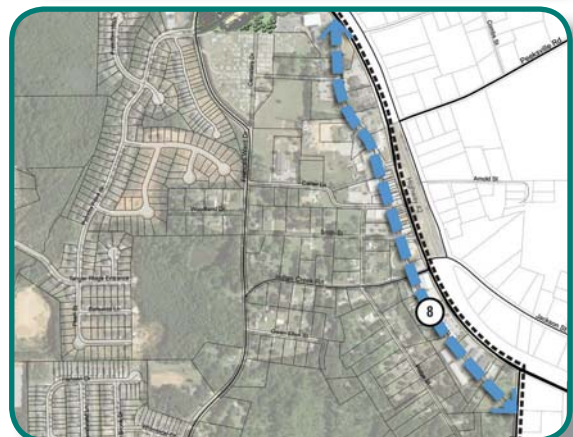
## 7 Tanger Boulevard Median and Streetscape

Install a raised and landscaped median from Bill Gardner Parkway to Tanger Drive. Includes complete resurfacing, striping, and ADA ramp upgrades. Add buffered sidewalks along both sides of the road. Includes upgraded lighting, street trees, and street furniture. Requires minor construction easements along both sides of the road to accommodate sidewalks.



## 8 Cleveland Street Streetscape Enhancements

Upgrade the Cleveland Street corridor from Highway 42 to Martin Luther King, Jr. Boulevard to allow for two 10-foot travel lanes, buffered sidewalks, pedestrian-scale lighting, street furniture, and upgrades to ADA ramps and pedestrian crosswalks at all intersections. Provide parallel on-street parking in areas that redevelop and a formalized loading area adjacent to existing downtown retail north of Smith Street. Requires widening of existing corridor by 25 to 35 feet.





### 9 Peeksville Road Extension

Extend Peeksville Road from Highway 42 to Frances Ward Drive. Road to consist of 11-foot travel lanes with turn lanes at intersections as needed and 5-foot bike lanes and buffered sidewalks along both sides of the road. Extension to occur with the redevelopment of the impacted parcels. Requires full right-of-way acquisition or donation of property.



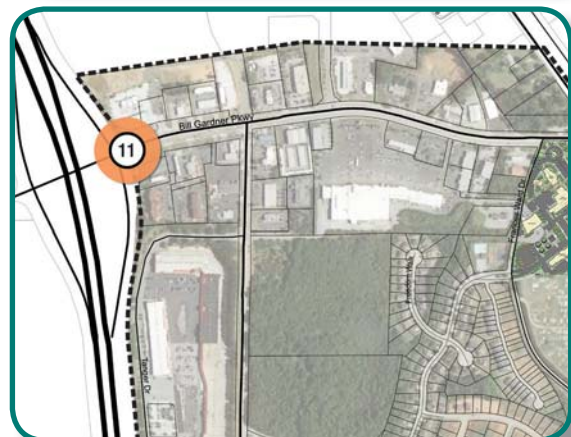
### 10 Frances Ward/Indian Creek Roadway and Streetscape

Upgrade from Apache Avenue to Patriots Point Street by widening to accommodate two 11-foot travel lanes and 5-foot bike lanes on both sides of the road. Modify curves to meet Federal Highway standards and resurface. Improve ADA ramps and pedestrian crosswalks, construct buffered sidewalks, and add lighting along both sides of the road. Some right-of-way is likely needed. Requires widening roadway by up to 12-feet.



### 11 Bill Gardner Parkway @ I-75

Add a northbound right-turn lane off the I-75 off-ramp and a continuous lane to Tanger Boulevard that provides free-flow access to Tanger Boulevard from the south. Requires widening of the off-ramp and Bill Gardner Parkway along the south side by 12-to 18-feet. Undetermined if right-of-way is needed.



## 12 Bill Gardner Parkway @ Highway 42

Add a northbound left-turn lane along Highway 42. Requires widening of Highway 42 along the west side of the road includes enhanced buffered sidewalks along the west side of the road with pedestrian-scale street furniture. Requires widening by approximately 12-feet to the west. Right-of-way may be required.



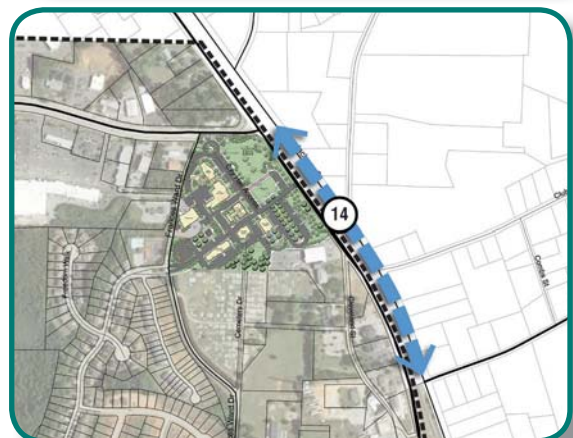
## 13 Bill Gardner Parkway @ Tanger Boulevard

Add a northbound lane to accommodate two left-turn lanes and one shared thru-right-turn lane. Modify eastbound approach to include two eastbound right-turn lanes as described in the Bill Gardner Parkway at I-75 project. Does not require widening if existing median is removed at intersection. It is preferred to maintain median, requiring up to 12 feet of additional widening on either the west or east side of the road.



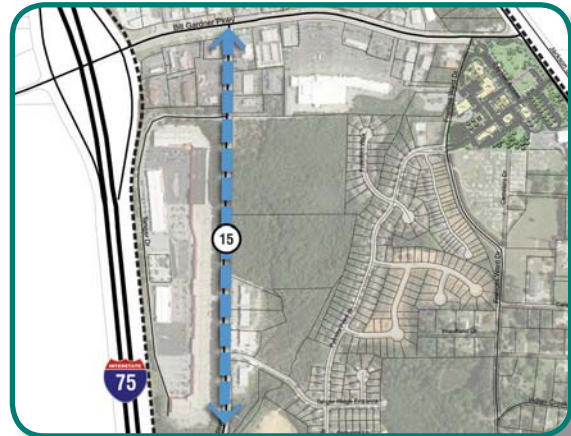
## 14 Highway 42 Enhancements

Widen Highway 42 along the west from Bill Gardner Parkway to Peeksville Road to accommodate an exclusive southbound left-turn lane onto Bowden Street. Extend the southbound left-turn lane onto Peeksville Road, easing congestion caused by left-turning vehicles stopped on Bill Gardner Parkway and vehicles delayed by trains. Provide an enhanced buffered sidewalk along the west, with pedestrian-scale street furniture. Requires widening of 10-to-12-feet and may require right-of-way acquisition.



## 15 Tanger Boulevard Operational Improvements

Widen Tanger Boulevard from Tanger Drive to Palmetto Street (or the proposed Tanger Loop) to include a two-way left-turn lane along its entire length. Add a buffered sidewalk along the west side of the road. Includes upgraded lighting, street trees, and street furniture. Requires 10-to-15-feet of widening.



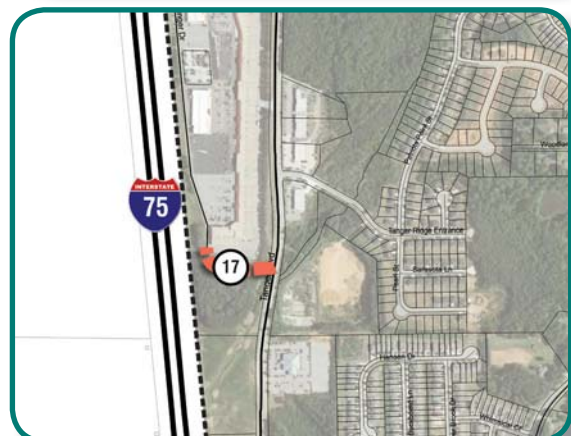
## 16 Tanger Drive Extension

Create a new public road behind Ingles, connecting Tanger Drive to Frances Ward Drive. The new road should include two 11-foot travel lanes with turn-lanes at intersections as necessary and includes 5-foot bike lanes, buffered sidewalks, and crosswalks at each intersection. The road should be designed in coordination with the City's plans to upgrade the detention pond located on the southeast side of Ingles. Requires full right-of-way acquisition or donation of property.



## 17 Tanger Loop Connection

Construct a new private road/driveway connection between the southern end of Tanger Outlet Center and Tanger Boulevard. The connection should include two 11-foot travel lanes with turn lanes as needed at the intersection of the connection and Tanger Boulevard. A buffered sidewalk should be constructed along one side of the road and a buffered 8-foot multi-use path along the other side of the road. Will likely require retaining walls due to topographic features.





## 18 Tanger Ridge Extension

Extend Palmetto Street to the south to connect to the proposed Tanger Loop connection. The new road should include two 11-foot travel lanes with turn lanes at intersections as needed. An 8-foot multi-use trail should be constructed along the southern side of the road and buffered sidewalks along both sides of the road should also be included. May require retaining walls and avoidance of environmental features. Requires full right-of-way acquisition or donation of property.



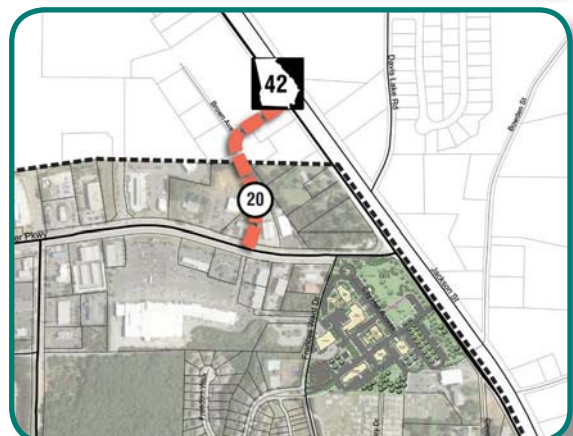
## 19 Frances Ward Drive Realignment

Realign Frances Ward Drive from Patriots Point to intersect Bill Gardner Parkway 950 feet west of Highway 42 (580 feet west of current position). Signalize and line up with the proposed Brown Avenue connection on the north side of Bill Gardner Parkway. This will likely occur when redevelopment of Ingles and surrounding outparcels takes place. Requires full right-of-way acquisition or donation of property.



## 20 Brown Avenue Connection

Construct a road connection between Bill Gardner Parkway 950 feet west of Highway 42 (aligned with the proposed Frances Ward Drive realignment) and the existing Brown Avenue to the north. The connection should consist of 11-foot travel lanes with turn lanes at intersections as needed. Buffered sidewalks should be provided along both sides of the road. This will likely occur when redevelopment of the affected parcels takes place. Requires full right-of-way acquisition or donation of property.





# Bill Gardner Parkway

Bill Gardner Parkway is the largest roadway within the Study Area, defined by GDOT as a Regional Collector, carrying more than 20,300 vehicles per day.

This corridor is key to Locust Grove's current and future success as it connects Interstate 75 to Highway 42 and is a gateway to Downtown Locust Grove.

Unfortunately, many visitors come to the area without discovering the City's beautiful Historic Downtown. Much of the vision of the LCI study is to leverage the success of this corridor and enhance its aesthetics and function to connect the Gateway District to the Historic Downtown.

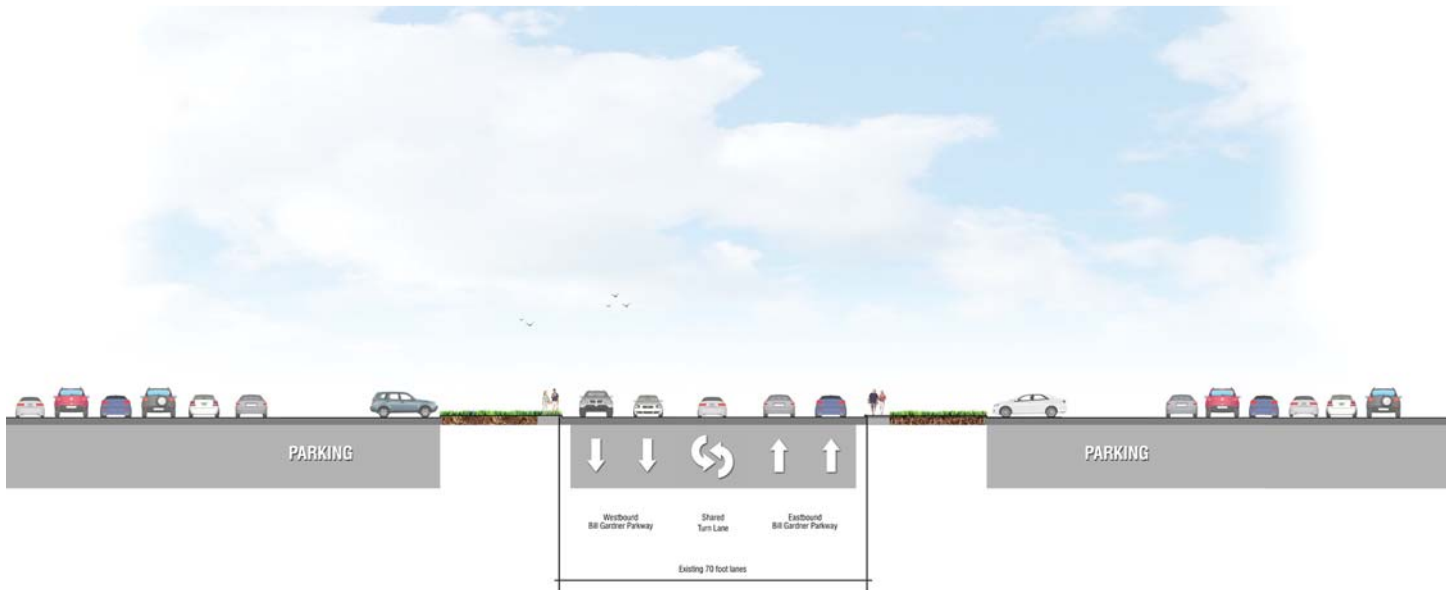
The images to the right illustrate the long-term vision for Bill Gardner Parkway as redevelopment occurs over the next 10 years and beyond. Key elements associated with a transformation of the roadway are described to the right.

## Vision Characteristics:

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- *Center planted median to better organize traffic flows, reduce speeds, and provide landscaping and wayfinding signage*
- *Add landscaping and trees along both sides of the road and median, providing enhanced aesthetics and sun protection for pedestrians*
- *Widen sidewalks and separate from the roadway to create a more pleasant and safe experience for pedestrians*
- *Improve vehicular and pedestrian-scale lighting*
- *Locate buildings closer to the road with outdoor dining to encourage active street activity and increase visibility of businesses along the corridor*
- *Design building architecture and strategically locate wayfinding signage to create connection from Interstate 75 to Historic Downtown*
- *Ensure convenient parking that remains visible along the corridor (with additional parking behind buildings)*





## Existing Bill Gardner Parkway Cross-Section

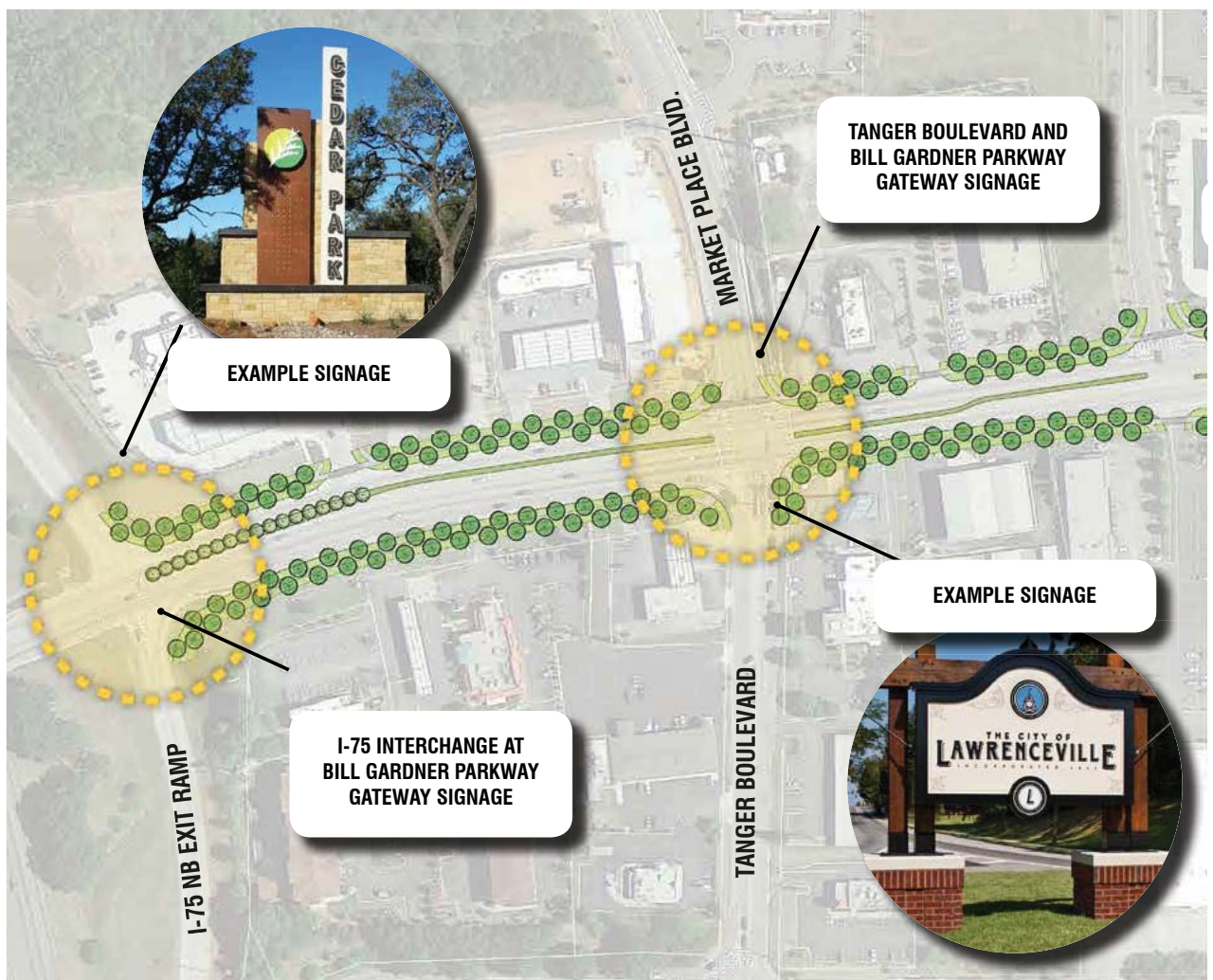


## Proposed Bill Gardner Parkway Cross-Section

# Wayfinding Signage

Another key element of transforming the Bill Gardner Parkway Corridor is the implementation of wayfinding signage. Below is an illustration that identifies three distinct locations for the proposed placement of wayfinding signage elements.

The first location occurs at the I-75 Interchange. More than 30,000 cars move through this intersection on a daily basis, making it the first and primary location for gateway signage to notify drivers moving off of I-75 that they are entering Locust Grove. At or near



the intersection of Tanger Boulevard, recommended signage would include directional signage to the various attractions within Locust Grove such as Tanger Outlet Center and the Historic Downtown District. Finally, a wayfinding element between Frances Ward Drive

and Highway 42 should direct drivers and pedestrians to Locust Grove's Historic Downtown.

