BLUEPRINT

2028

Thomasville

OUR PLAN FOR THE FUTURE

BOOK 1: BUILDING PLACE

A COMPREHENSIVE PLAN FOR THE CITY OF THOMASVILLE

WAS CREATED BY:

CITY COUNCIL
Mayor Greg Hobbs
Mayor Pro Tem Terry Scott
Councilmember Jay Flowers
Councilmember David Hufstetler
Councilmember Todd Mobley

CITY MANAGER
Kha McDonald, INTERIM CITY MANAGER / HUMAN RESOURCES & COMMUNITY RELATIONS
Vicky Bryson, EXECUTIVE ASSISTANT
Keith Bass, UTILITIES SUPERINTENDENT
Lynn Williams, ASST. CITY MANAGER - COMMUNICATIONS & MARKETING

CITY STAFF
Brian Herrmann, CITY PLANNER
Kenny Thompson, URBAN DESIGNER
Martha Reynolds, NEIGHBORHOOD PLANNER
Sheryl Sealy, DIRECTOR OF MARKETING
Lauren Radford, DIRECTOR OF COMMUNITY ENGAGEMENT
Kim Morrison, MARKETING ASSOCIATE

COMPREHENSIVE PLAN STEERING COMMITTEE
Tom Berry
Rosemary Boykins
Katie Chastain
Stephen Cheney
Marvin Dawson
Neil Fleckenstein
Jay Flowers
Wiley Grady
Haile McCollum
Reverend Jeremy Rich
Terry Scott
Gary Tucker
Stephan Thompson
Alston Watt

DOVER, KOHL & PARTNERS
TOWN PLANNING
Victor Dover, FAICP, LEED-AP, CNU-A, Principal
Jason King, AICP, CNU-A, Principal
James Dougherty, CNU-A, Director of Design, Principal
Pamela King, CNU-A
Adam Bonosky, NCARB, CNU-A
Luiza Liete, Assoc. AIA
Robert Piatkowski, AICP
Marco Zuniga (University of Miami Intern)

DAEDALUS ADVISORY SERVICES
ECONOMIC DEVELOPMENT
Shaun Bourgeois, Principal
Amit Dalal

HALL PLANNING & ENGINEERING
TRANSPORTATION & MOBILITY
Richard Hall, P.E., Principal

BRUCE TOLAR ARCHITECT
LOCAL DEVELOPMENT & ARCHITECTURE
Bruce Tolar, P.A., Principal

GALLINAR PLANNING & DEVELOPMENT
HOUSING & HEALTH
Carlos Gallinar, Principal

LINKSCAPE 360
PUBLIC PARTICIPATION
Elaine Armster, Managing Partner

URBAN ADVANTAGE
VISUALIZATIONS
Steve Price, Principal

FONTAINE MAURY
BRANDING
Haile McCollum, Principal

... AND HUNDREDS OF THOMASVILLE RESIDENTS

TABLE OF CONTENTS

TABLE OF CONTENTS

PREFACE

Every Great City Has a Plan

Thomasville is looking to the future with a resolve to diversify its economy, increase employment opportunities, celebrate its history and culture, improve the health of its residents, improve affordability, and upgrade its quality of life. *Thomasville Blueprint 2028* is a plan created through an inclusive, participatory public process that presents both a grand vision and a practical plan to accomplish goals in each of these areas.

Strong infrastructure, education, and quality of life lay the foundation for long-term economic development. The plan presented in these pages recommends public and private approaches that work together to help the city fully leverage its great potential.

The plan also seeks to add pedestrian and cycling transportation options, increase access to parks and neighborhood amenities, and streamline the development process for projects that provide a variety of housing options at a range of prices.

Thomasville Blueprint 2028 is a living plan. Planning is an ongoing conversation about the future. The conversation that *Thomasville Blueprint 2028* began does not end with the plan's adoption. A city's needs evolve continually and just as the plan for one's own life must be allowed to evolve as opportunities and challenges change, so must the city's comprehensive plan.

Amphitheater

Image Credit: Jeff Lovett

Broad Street

New Commercial on Jackson Street

Neighborhood Parks

Front Porch Neighborhoods

HOW TO USE THIS PLAN

The city's comprehensive plan provides the basis for public policy in Thomasville regarding physical and economic development. *Thomasville Blueprint 2028* establishes priorities for public-sector action while at the same time providing direction for complementary private-sector decisions.

This comprehensive plan provides a flexible framework that can be updated, revised, and improved upon over time to stay relevant to the issues the city must confront, as well as the ambitions the city chooses to pursue. The comprehensive plan's goals and policies serve as a tool to evaluate new development proposals, direct capital improvements, and to guide public policy in a manner that ensures Thomasville continues to be the community that its residents want it to be.

Thomasville Blueprint 2028 contains illustrative plans, diagrams, maps, and pictures to make concepts clear and accessible to city officials, residents, developers, community groups, and other stakeholders.

The plan is divided into three books, each with a different focus but which together can help to lead the City to a vibrant future.

Book 1: Building Place
focuses on topics that relate to Thomasville's physical built environment. In addition to the **Introduction and Community Goals**, Book 1 includes chapter on:

- **Land Use**,
- **Community Design & Historic Preservation**, and
- **Mobility**, as well as
- **Tactical Thomasville**, a compendium of smaller interventions to bring Thomasville together.

Book 2: Building Community
focuses on topics that may be physical but are typically more policy in nature but help to strengthen the community and the social bonds that brings a community together. Book 2 includes chapters on:

- **Housing**,
- **Natural & Cultural Resources**,
- **Community Facilities**,
- **Economic Development**, and
- **Health**.

Book 3: Making it Happen
includes the framework and direction for the City over the next five years as well as a look at how the ideas in this comprehensive plan were compiled and a look back on what the City has accomplished since its last comprehensive plan. Book 3 includes chapters on:

- **Community Work Program**, a list of what the City intends to accomplish or make progress on over the next five years;
- **Capital Improvements**, includes a discussion of the advantages of using a capital improvements and an example of what one may look like;
- **Process**, a recap of the process and discussions utilized to engage the community to compile the ideas and goals presented throughout this comprehensive plan;
- **Report of Accomplishments**, a status update of the Community Work Program developed as part of the previous comprehensive plan; and
- **Glossary,** a definition of terms used in the document that may be unfamiliar to some users.

Chapters in Books 1 and 2 are divided into four sections:

1. **Existing Conditions.** A discussion of existing conditions as it relates to the plan element.

2. **Community Concerns.** The community concerns represent consensus expressed by community members as part of the public involvement process of meetings, workshops, charrettes, online engagement, focus groups, and interviews that were conducted during the planning process. These community concerns make up the **Needs and Opportunities** for the comprehensive plan and set the direction for the Comprehensive Plan and the direction the community wants to go.

3. **Strategies for Addressing Community Concerns.** Policy discussions and recommendations with illustrative plans and renderings articulate strategies to be implemented through city actions and partnerships among local governmental agencies, private sector businesses, community organizations, and neighborhood residents.

4. **Goals and Policies.** Each goal summarizes the desired end-state for a particular subject based on the community's vision. Policies identify implementation actions and the principles that form the basis for city regulations and procedures and for desired actions by the greater community.

Relationship to Other Plans

The City of Thomasville should make periodic updates to its comprehensive plan and develop specific plans for the city that deal with a range of issues from transportation to parks and recreation. *Thomasville Blueprint 2028* has been developed in close coordination with existing plans and does not supersede those plans. *Thomasville Blueprint 2028* attempts to integrate social, economic, transportation, aesthetic, preservation, and sustainability goals from a variety of plans and initiatives into one framework. More information about existing plans is reviewed in later pages.

HIGH LEVEL
Overall City Direction
vision, goals, policies

Comprehensive Plan:

THOMASVILLE BLUEPRINT 2028

FOCUSED PLANNING
Detailed studies and specific strategies for a topic or area

Area Plans

Detailed plans focused on a portion of the city such as a special district, a neighborhood or corridor.

Citywide Master Plans

Detailed plans focused on a particular city service, facility or resource that affects the city as a whole.

IMPLEMENTATION
Policies adopted to implement plans

Capital Improvement Plan

Identifies specific projects that will be pursued in the near-term and how those projects will be funded. or corridor.

Codes & Ordinances

The governing regulations adopted by the City to make sense to future projects

Plan Implementation

This comprehensive plan is intended to play a pivotal role in shaping the future of the city. An Implementation Strategy Matrix is offered in another chapter, but it is important to note here that this plan should be used in tandem with many current and ongoing city planning efforts. Here are some practical ways to ensure that future activities are consistent with the comprehensive plan:

Annual Work Programs and Budgets.

The City Council and individual city departments should be cognizant of the recommendations of the comprehensive plan when preparing annual work programs and budgets.

Capital Improvement Plans.

The city's capital improvement plans (CIP), Community Work Program, and transportation plans should be consistent with the comprehensive plan's land use policies and infrastructure recommendations. Major new improvements that are not reflected in the comprehensive plan, and which could dramatically affect the comprehensive plan's recommendations, should be preceded by a comprehensive plan update.

Thomasville has unique funding opportunities and challenges. The City of **Thomasville Utilities** Department provides cable, telephone, high speed internet, compressed natural gas, electricity, natural gas, solid waste service, wastewater and water. Thomasville's capital budget relies largely on profit collected on revenue.

The City also depends on a **special-purpose local-option sales tax (SPLOST)**, a financing method for funding capital outlay projects in Georgia. The SPLOST is an optional 1% sales tax levied by any county for the purpose of funding the building of parks, schools, roads, and other public facilities.

Accordingly, the City's budget is vulnerable to fluctuations in energy prices and because the SPLOST lasts only five years new funding must be voted on by County Commissioners. Many Comprehensive Plan action items rely on CIP funding. Plan implementation is then ties to the City's ability to recruit large power and utility users and build support county-wide for SPLOST spending.

Comprehensive Plan Implementation for Public Expenditures

Plan action items recommended for implementation

Projects are approved by City Council

Funding streams identified

Timelines established

Projects published in budget or CIP
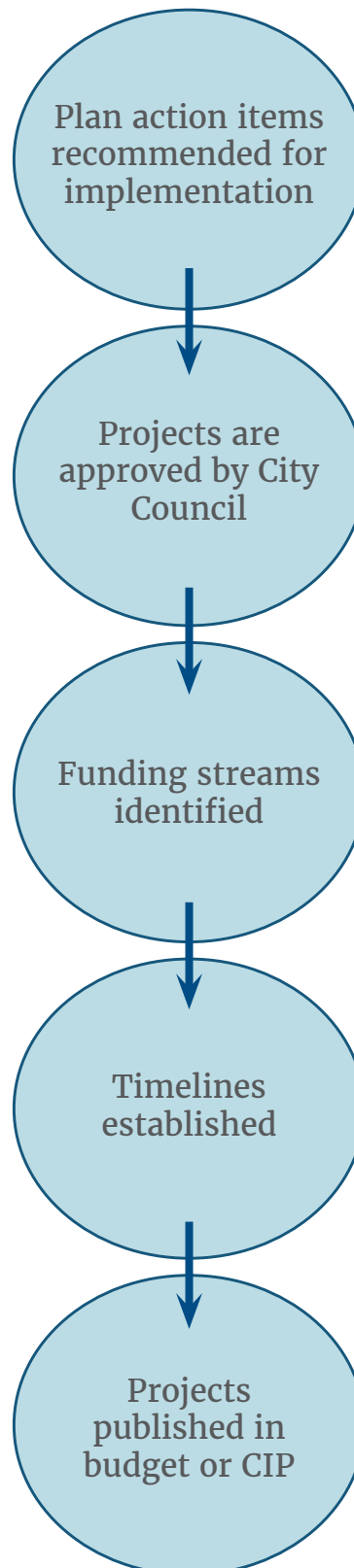
Economic Incentives.

Economic incentives should carry out comprehensive plan goals and policies. Municipalities benefit when they attract businesses that pay property taxes and sales taxes. Because Thomasville is also the energy provider the City needs to attract and retain power users and the City's Quality of Life is a major factor in recruitment and retention.

Private Development Decisions.

Property owners and developers should consider the strategies and recommendations of the comprehensive plan in their own land planning and investment decisions. Public decision-makers will be using the comprehensive plan as a guide in their development-related deliberations.

Development Approvals.

The approvals process for development proposals, including rezoning and subdivision plats, should be a central means of implementing the comprehensive plan. The land development code and subdivision ordinances should be updated in response to regulatory strategies presented in the comprehensive plan.

Future Interpretations.

The City Council may call upon the Planning and Zoning Departments to provide interpretation of major items that are unclear or are not fully addressed in the comprehensive plan. In formulating an interpretation, the city may call upon outside experts and other groups for advice. Minor items that require interpretation should be handled by the appropriate agency as it follows the comprehensive plan.

**Comprehensive Plan
Implementation for Goals and Policies
Affecting Private Development**

Plan goals or policies recommended for implementation

↓

Amendments to codes & ordinances are approved by City Council

↓

Timelines for enaction and requirements for "grandfathering" established

↓

Forms, manuals, and information documents amended to explain new policy

↓

New private-sector projects reflect new goals and policies.
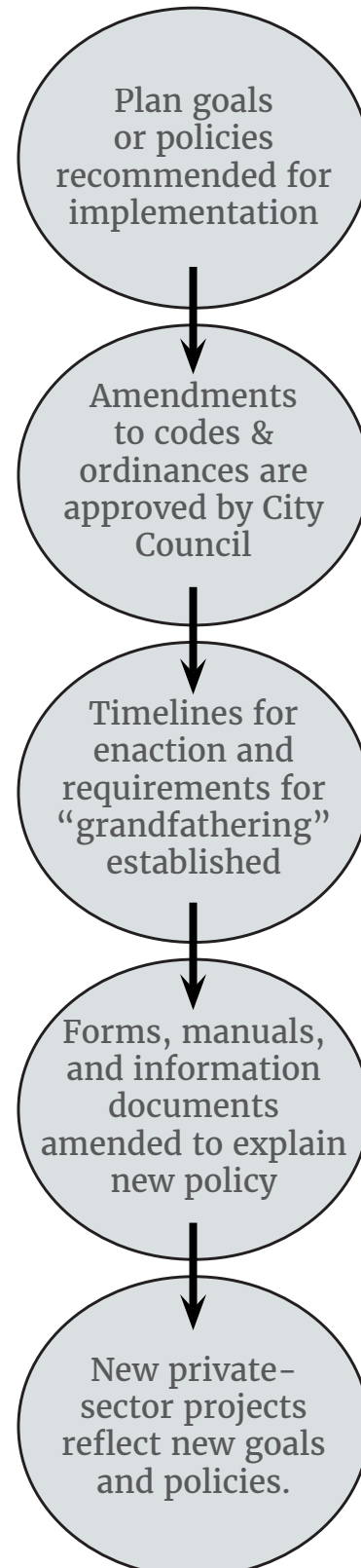
COMMUNITY GOALS

Build Truly Great Streets

Complete the Streets

Complete streets means streets that are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Rather than just defining a street from within its curbs, complete streets stretch farther out to incorporate the entire space between buildings which can include outdoor dining, street furniture, landscaping, art, and lighting.

Progressive transportation engineering understands the important role that the public right-of-way plays in moving and connecting people so communities can truly thrive. A roadway is not a place solely for cars to move efficiently.

Complete streets do not have a "one size fits all" approach. How a roadway fits into the overall network and the purposes it serves can change the function and makeup that the right-of-way should ultimately take.

For Thomasville, this means enabling modes of transportation besides just the personal vehicle. This begins with walkable streets which include wide, shaded sidewalks in well-lit destination areas, including safe connections from neighborhoods to schools. Enhancing the bike infrastructure throughout the city on both off-road and on-road systems will make the city more livable and affordable for those who cannot afford or do not want to drive, as well as provide for recreational biking.

Moving vehicles efficiently should remain a priority, alongside other mobility options.

Potential Street design for West Jackson Street

Enhance Gateways To Town With Active and Attractive Multimodal Corridors

The first impression one has of Thomasville is driving into town. When visitors cross Pinetree Boulevard, which circles the City, they should have a positive impression and a sense of arrival. Jackson Street, Smith Avenue, and Broad Street, in particular, should be made a focus to make them attractive gateways into the City. These streets should be active, multimodal corridors that attract people to the City and provide amenities to the surrounding neighborhoods.

These corridors are what bring visitors to the downtown, and they should also set the stage for what is to come. Gateway corridors lined with vacant and derelict properties does not create a good first impression and does not lead people to explore more of the city.

Add New Destinations & Uses

Updated land use planning could unlock economic opportunity along the corridors. New destinations are needed, but they must be accessible by biking and walking. For some in Thomasville biking and walking are the primary modes of transportation. However, sidewalks do not exist throughout the neighborhoods and are sporadic along the main corridors, hampering the ability of people to walk.

While the corridors can use more activity along them, the surrounding neighborhoods could use amenities that cater to the residents. These could include groceries and retail which residents would be able to walk or bike to without having to cross town. In addition, youths and seniors have expressed a desire for more activities within their neighborhoods.

Maximize Connectivity

Connect Sidewalks & Trail Networks Through Neighborhoods To Amenities

Thomasville is a rather compact city. However, it can often feel disconnected between the neighborhoods and commercial areas. Thomasville desires to be a more connected city. Several initiatives are already underway to make it more connected.

The City is actively working to make an interconnected trail system that circulates around the city and connects back into the neighborhoods and the downtown. Segments of this trail system already exist and as opportunities arise are being expanded.

An interconnected network of walkable streets is vital to the health of neighborhoods and cities. The first step for walkable streets is to have sidewalks. Many of the existing neighborhood streets lack sidewalks. Although it will take time, an effort to add sidewalks to at least one side of the street along main corridors that connect neighborhoods to schools, parks, commercial areas, and downtown should be undertaken.

New development projects should add to the overall connectivity of the neighborhoods and not detract from it. No streets should be closed and more pedestrian and bike connections should be made whenever possible.

Create Safe Crosswalks at All Intersections

If it takes someone more than three minutes to walk to a crosswalk, wait to cross the street and then resume their journey, they are likely to cross along a more direct - though unsafe - route.

Crosswalks appear often within the downtown, but can be much further apart along the commercial corridors. Creating an environment throughout Thomasville where people can get across the street without being in physical danger should be a top priority for the community. To improve safety, crosswalks should be assessed and improved. More should be added to key intersections and along the main corridors.

The presence of a crosswalk does not in and of itself render a street safe, but it is a start. Based on the surrounding context, speed, and overall roadway width, crosswalks often require additional safety measures such as safety islands, signals, or traffic calming. Frequent crossings reinforce walkability. Crosswalk spacing should be determined by the pedestrian network, built environment, and observed desire to cross a street - such as at parks or schools. Crosswalks should be made better and more prominent.

Proposed new sidewalks connect the neighborhoods to amenities.

Underground Utilities

Overhead utility lines are unsightly and can be a liability in storms. They limit where trees can be planted and how high they can grow. Burying utility lines can be very costly, but this cost can be mitigated through partnerships and by burying them at the time of other redevelopment. Underground utilities are more reliable in the winter and during storms and allow a better urban tree canopy to be developed.

Install High Fiber Cable

Connectivity is not just about physically getting around the City. In order to stay relevant in an increasingly digital world, staying on the front end of technology is important. The City should work to bring high fiber cable access to the community and neighborhoods. Compared to wired cables, high fiber cables provide higher bandwidth and can transmit data over longer distances. They can support internet access, cable television, and telephone systems. As telecommuting becomes more popular, a reliably fast internet connection can be a factor in people choosing to locate in Thomasville either individually or as a business.

Expand & Enhance Existing Parks

Every city and neighborhood should ensure that they are utilizing what green space they have to its utmost potential while also looking for more opportunities to add attractive greenspace. The City of Thomasville is actively working on upgrades to two of its main parks—MacIntyre Park and Francis Weston Park.

The City intends to focus on different parks each year to bring upgrades and enhance the parks system for the community. The parks should offer different amenities for different users.

In addition to improving the large parks, a series of smaller parks should be assessed in order to locate one within a five minute walk from the majority of all residences. These parks can be small and include items such as a community garden, a small playground, a trailhead with a restroom, a dog park, or a picnic spot with grills and picnic tables.

Install More Lighting

Where lighting is concerned, safety and security are two different issues. Safety issues are related to tripping and falling. Security is associated with seeing the face or body of a potentially threatening person. For safety, lights point vertically down onto a horizontal surface so that you can see obstructions in your path. For security, horizontal light needs to reflect on a vertical surface. The compromise is to have light that shines down but also spreads out.

Low light levels are one of the key concerns people state when they feel unsafe. However, there is no clear evidence that more light deters crime. While more light can make people *feel* safer, just adding more light without addressing other aspects can actually reduce personal safety. A study conducted by the City of Chicago found a correlation between increased crime and brightly lit alleyways.

The City of Thomasville owns the power company and light poles. The City is working to convert street lights to LED, which is more environmentally responsive and creates more consistent light with less glare. Lights should be shielded and directed down to where it is needed.

Eliminate Dumping

Trash in the streets or on the side of the road or alley make places look neglected, and can contribute to the spread of disease. Dumping happens in neglected areas and enhances the sense of blight in the community. Efforts to prevent dumping trash in the neighborhoods and on the edges of town should be developed. A service to collect this illegal trash should also be developed as part of a partnership with the City. Individual neighborhood cleanups can bring a community together socially while working to pick up the trash and give the community a fresh start.

Expand Housing Options

Rehabilitate & Infill Neighborhoods

Thomasville has an incredible housing stock, but as it ages, it can sometimes become neglected. The neighborhoods should be strengthened by rehabilitating homes that can be saved and updated while also building new homes on empty lots.

The Victoria Park neighborhood is a good example of new infill housing. Other enclaves of vacant lots coupled with homes that can be rehabilitated should be sought for future projects to help build back existing neighborhoods. Façade improvement grants could be made available to individuals that may need assistance in fixing up their existing homes.

Increase Affordable Housing Options

The City of Thomasville, local churches, and the Land Bank own or control numerous properties throughout the City and should facilitate the development of these properties to attract new investment to maintain and increase the City's stock of affordable homes. At present, the City is predominately single-family, however, a greater range of housing options including townhomes, duplexes, homes-above-retail, "tiny homes," and accessory dwelling units could make effective use of land and decrease the cost of homeownership.

Housing providers have successfully partnered with the City in the past. Subsidized, deed-restricted, income-targeted units are the best way to provide new housing that stays affordable. Federal, state, and local resources can also be used to rehabilitate existing homes and may allow residents to remain in the community. The community recommends successfully integrating subsidized housing into the community by:

1. Recommending that subsidized units look like middle-class housing to avoid stigmatization;

2. Encouraging the siting of homes in a way that ensures subsidized housing units are not too densely aggregated; and

3. Identifying places were housing can be built within close distance to jobs, schools, and parks.

Build Greater Variety of Housing Types

The dominant housing type in Thomasville is single-family homes. New development at the market rate will need to be more varied and diverse while still fitting in with the existing structures. A mix of housing types can help attract prospective new homeowners or renters.

Housing types that could mix well into the existing neighborhood while attracting different buyers include small mixed-use buildings, townhouses, duplexes, cottage courts, and apartments above storefronts in the downtown.

Welcome All Incomes & Ages

A variety of housing types makes it possible to accommodate a more vibrant and diverse population, including a full range of incomes and age groups including seniors and students.

A sustainable community allows one the opportunity to buy a first home, then later move to a larger home as a family grows, and afterwards downsize as one ages - all without leaving the support of familiar neighborhood services and social connections behind.

Options for loan programs and social networks that work to build home ownership among existing residents should be explored.

Attract Homeowners

One of the main desires of this effort is to find ways to make Thomasville an attractive city for businesses and residents to live and own. Recent affordable housing interventions can be a start to creating a diverse portfolio to attract new homeowners.

Housing trends are typically driven by the convergence of the two largest generations in the history of America: the 79 million Baby Boomers, and the 77 million Millennials. The baby boomer generation that drove the trend for single family homes outside the city centers are now aging and wishing to downsize at the same time that their children are leaving home and starting professional careers. Both of these groups of consumers are looking for smaller homes, with small yards or courtyards in areas close to amenities.

Thomasville is doing a great job at attracting Baby Boomers as they retire, but Millennials are moving away to larger cities. Once they have established careers, some Millennials will return to raise kids, but they will still want smaller homes and the ability to bike or walk as well as drive.

A range of additional housing types such as smaller single family homes on small lots, townhouses, and apartments above retail, particularly in the downtown, can accommodate the housing needs of both these demographics.

Continue to Work with Community Partners

There are numerous non-profit organizations working in partnership with the City to develop and provide benefits to the local community. Development and turning around a neighborhood in both reality and perception is not an easy feat. It takes many partners working from many angles for even a single project to come together. The community should continue to work within existing partnerships and build new ones to further the redevelopment of housing stock in Thomasville.

Local churches are more than structures—they are critical in communicating with and activating the Thomasville community, and are one of the most effective groups for leading positive change. Churches have a long history of providing community services and many have expressed a willing interest in assisting in the renovation of existing housing and the creation of new housing. With City assistance in design, construction, and code compliance, the local churches could organize several initiatives to aid in the renovation of neighborhoods.

One example to consider is the Service Over Self program in Memphis, Tennessee, a faith based initiative that renovates close to 40 units per year while teaching young community members construction techniques. Service Over Self is funded through federal grants called Community Development Block Grants.

Through the Land Bank, the City has control over numerous lots throughout the City. The City can partner with non-profit organizations and donate the land to assist in the development of affordable housing throughout the community.

Homebuyer Assistance

There is a need for education for new homeowners. Programs exist that can assist residents in area neighborhoods and can be made available to potential buyers. Fannie Mae can assist with such efforts and has programs for education. Workshops could be publicized and hosted through the local churches for interested residents. The relatively inexpensive housing in this area makes it affordable for less affluent first-time homeowners. Providing these potential buyers with education and resources can assist them in making the leap from renter to owner.

Small and Medium Single-Family Homes

Mansion Apartment

Duplex

Townhomes

Grow & Attract While Protecting & Enhancing Character

Activities for All Ages

Activities for all ages are needed in Thomasville. Several groups of kids and teenagers participated in the charrette. They mentioned wanting more activities geared toward their age group. The Boys & Girls Club has activities, but more are needed. Participants mentioned more places to hang out, rotating weekly events, midnight basketball, movies, bowling, rock climbing, escape rooms, laser tag, geocaching, music festivals, scavenger hunts, a trampoline park, miniature golf, bonfires, make your own pizza, dance parties, and other activities. Many of these could be accomplished with just organization, a location, or minimal infrastructure. A teen center that has weekly events or activities is a great start. As the City parks are reconsidered, some of this infrastructure for teen activities could be included.

Historic Preservation

Thomasville has a strong sense of self and values historic preservation. Numerous federal and local historic districts, as well as historic landmarks have been designated throughout the city. A continued focus on historic preservation and fixing and repurposing existing buildings will help to enliven the streets and fill them with different types of retail, restaurants, cafés, and entertainment venues at the street level.

Storefronts throughout the downtown have been revitalized, however upper stories are often still vacant. The upper stories of these revitalized buildings could hold a mix of offices to create a central employment center as well as opportunities for housing. Attracting a vibrant mixture of uses in downtown will generate activity at all times of the day, making downtown and Thomasville as a whole more sustainable.

Historic preservation should continue to be embraced and promoted as an effective economic development and revitalization tool and as part of a holistic strategy to promote walkable, livable, and humane placemaking.

The Big Oak

Enhance Local Character in Parks

Parks are one of the places that bring a community together and set the character of a community. Thomasville is the City of Roses. Roses should be everywhere. Every park should have roses. They could even be a part of the street landscaping. When roses are in bloom, they should be everywhere you look.

In addition to roses, parks and streetscapes should be filled with native plantings. Nothing denotes a sense of place more than plantings that are native to an area. Local art also enhances a sense of place. There is an active art community in Thomasville, and these talents should be encouraged throughout the community. Every park can have some form of public art.

Keep the Streets Green

Street trees are one of the greatest assets a community can have. Neighborhoods with more mature and healthy street trees tend to have higher resale values and less crime. Trees provide shade for pedestrians and make sitting on your front steps with a friend more pleasant. The Big Oak is a great example that even something as simple as a single tree can become an attraction given enough time and the opportunity to prosper.

Trees are just a start. Plantings, grass or flowers beautify while also making the area feel well-tended. Another way to green the street is to have flower baskets that hang from light poles.

Encourage Diverse Local Businesses

National chains are often too large to care about a single store or neighborhood while draining the community of its money and sending profits on to headquarters elsewhere. Local business proprietors have a stake in the community they serve. The money they earn is reinvested in the neighborhood through improvements and sourcing local materials and good.

More local businesses should be encouraged. There is a cumulative effect to local businesses employing local residents in the community. Local businesses can also tailor products and services to the needs of the community and be responsive as those needs evolve.

Rose Garden

Make the City a Weekend Getaway

Thomasville is often visited by people from the surrounding area for an evening out or for a day when there are special events. The City should work to expand its offerings as a weekend getaway. The City has numerous attractions for people to visit, but it lacks the appeal for visitors staying overnight. A longer stay will mean that people spend more of their money in the community.

There is a wonderful bed and breakfast choice for visitors to stay in town, but rooms are limited. Additional hotel options for visitors are needed within town. There are some hotels off of Pinetree Road on the edge of town, but weekend visitors will want more charming in-town options. Additional bed and breakfast options or a boutique in-town hotel will allow people the option of remaining overnight or for a long weekend, and will echo the "Resort Era" of Thomasville.

Coordinated and regular business hours are also needed to cater to weekend visitors. Even if people have a place to stay, there are few evening or Sunday activities or places for people to eat. There are stores along the main street, but they are often closed in the evenings. People want a place to stroll after they have a meal.

Many of the offerings in the downtown cater to a limited audience. A greater diversity of retail and food services will offer more options to a greater variety of people.

First Fridays, Thomasville Antiques Show and Sale, Thomasville Rose Show and Festival, Thomasville 4th of July Fireworks Show and Festivities, Thomasville Fly-in, Covey Film Festival, Plantation Wildlife Arts Festival, and Victorian Christmas Festival are annual draws that bring people to the community. Offering festivities and activities in tandem and in addition to these main events help to keep people in the community and wanting to come back to see more.

Easy Parking

Bringing more people to town also means that they will need a convenient place to park. Thomasville has sufficient parking in and around downtown. However, the parking is not always right in front of a business or destination, and therefore can be difficult to find — especially for first-time visitors. Thomasville should create simple wayfinding to help people locate public parking areas in and around destinations.

A Prosperous, Inclusive City

One Thomasville

Creating a prosperous, inclusive, and affordable city can mean many things. At its simplest, it means ensuring that all people, with a wide range of incomes, should be able to live in safe and healthy housing. That can be accomplished by providing a range of building types that cater to a variety of age groups, household sizes and configurations, and income levels.

Thomasville is a compact city encompassing approximately 15 square miles. It is never more than three miles from its center to the edge. Yet residents see a disconnect in the community that is both physical and social. The City of Thomasville is actively seeking to bridge this gap.

New physical connections for pedestrians and cyclists at strategic locations could include making streets that are more safe, comfortable, and interesting to walk. Cycling facilities could connect neighborhoods to parks, schools and commercial areas including the downtown.

More development is encouraged along corridors that cater to the surrounding neighborhoods. At the same time, the City should encourage and foster more diverse businesses and business owners in the downtown so that there are offerings for all people in the community, which encourages more people to utilize downtown and identify it as "their place."

Design is key. More development along Jackson, Broad and Smith streets could improve the pedestrian and cyclist experience or make it worse depending on the design. Neighborhood centers and crossroads could be filled with walkable destinations that could host the jobs that residents are currently driving to.

A social disconnect is harder to bridge, but city programs, non-profit organizations, and local church organizations can all work together. The creation of neighborhood associations, neighborhood watches, and business associations to reinforce a sense of ownership could help. Additional community events spread through the different neighborhoods and in parks can facilitate communication and build pride. Thomasville has a unique history and identity that can progress into an inclusive future.

Creating real transportation choices can help to level the field for creating a prosperous city. Investing in transit, biking, and walking will benefit people in Thomasville who are less mobile.

Government and decision-making processes should represent the full racial, socioeconomic, cultural, political and demographic diversity of the population, as the City actively seeks the public's voices to guide policy. City government should proactively support equity and the quality of life for all residents when making decisions related to future land use, resource allocation, project implementation and other planning and policy decisions.

Help Small Businesses

Keeping Thomasville affordable to the community can also mean supporting local businesses and artists in a range of commercial opportunities. Greater variety of commercial spaces can help support small and emerging businesses and organizations in addition to larger "anchor" employers. In turn, better jobs and opportunities can attract additional businesses and foster entrepreneurship.

Opening a new business can be difficult and there are unknown obstacles to navigate. The City can foster local entrepreneurs and small businesses to attract a more diverse set of businesses to the community. The City seeks to expand and diversify entrepreneurship throughout the city.

The City should explore designating a point of contact that potential business owners can work with to seek answers about the process of opening a new business. This point person or department can assist in filling out forms, forming business plans and providing knowledge about next steps. They can also assist in finding available locations and pointing people to available resources or appropriate contacts when unexpected hardships occur.

The City should foster a healthy mix of businesses that cater to all walks of life. Historically, African American businesses thrived in the Bottom. Programs to recruit and support African American-owned businesses can help stitch together an inclusive business community and diverse representation along Broad Street.

Small businesses like the Fuzzy Goat give Thomasville its unique charm.

Attract Industrial Businesses

As time passes, industries change and businesses open and close. Opportunities for new industry exist on industrial land on the west side of the City that is accessible by rail. This land should be marketed to industrial businesses to bring jobs to the community. There is a local workforce ready and willing to work. As industry comes to Thomasville the City should work to help train local workers for the jobs that will be required.

Manufacturing throughout America is decreasing; other jobs and industries must take their place. A diverse economy will be more resilient than one that relies on one industry or business.

Industrial businesses will bring jobs, which in turn spur other businesses to meet ancillary needs of this new activity. As one industry is attracted to Thomasville, it becomes more attractive for other industries as well. The attraction and retention of new and existing businesses is crucial for the continued health of the local economy.

Foster Bringing Young People Back

As with many small towns throughout the country, young people often leave to pursue education and to start their careers. Some return as they begin to have families and remember the great town they grew up in. Sometimes new people discover Thomasville and its charming way of life.

Thomasville is being discovered as a wonderful place to retire, but it needs to continue to be a wonderful place to work and raise a family as well. Thomasville should focus on attracting Millennials and young families in order to bolster an active, educated workforce. Affordable living and better economic opportunities can create an environment where young people want to stay or return.

Broad Street

EXISTING PLANS

Numerous plans and studies have been created for the city that present compelling ideas concerning future improvements throughout the city. It is important to highlight some of the main concepts that have been proposed in the past and that are still supported, and have the potential for continuing to improve the quality of life for the residents of Thomasville.

Thomas County / Thomasville Comprehensive Plan 2005 - 2025

The Comprehensive Plan is the guiding policy document for both the City and County. It lays out a narrative for future development that is broken down by character areas for the County and for the City of Thomasville.

For the City these areas include:

- Conservation/ Greenspace,
- Suburban Neighborhood,
- Traditional Neighborhood,
- Urban Community,
- Community Commercial,
- Highway Commercial,
- Downtown Mixed-Use,
- Office/Institutional,
- Medical District, and
- Employment / Industrial.

The plan then identifies issues and opportunities followed by goals and policies as they relate to economic development, housing, natural and cultural resources, land use, community facilities, intergovernmental coordination, and transportation.

Some of the key goals are:

- Support and expand existing businesses within the City.
- Strengthen the tourism industry in Downtown Thomasville.
- Encourage compatible infill development and redevelopment, especially in the Downtown.
- Continue to encourage and promote the preservation of Thomasville's historic resources, historic districts, and historic landmarks.
- Preserve and enhance the distinct identities and historic character of existing neighborhoods and structures, and encourage the development of new neighborhoods that possess a unique identity through attractive design of public places, proximity to schools, parks, and community festivals and events.
- Protect existing trees and encourage best management principles for landscaping in Thomasville.
- Preserve unique and historically significant communities, structures and places whenever possible and maintain the integrity of stable neighborhoods by ensuring that new development is consistent with existing character.
- Continue to promote the compact, pedestrian-friendly environment that currently exists in downtown.

2014-2018 Strategic Plan and 2016 Strategic Plan

Every five years, as well as at a midpoint, Thomasville leaders meet to lay the groundwork for a five year strategic plan. This plan is focused on implementable action items centered around six strategic themes; economic development, image & brand, services, environment, organizational culture, and community relations and development.

Downtown Strategic Plan Recommendations (April 2016)

The downtown strategic plan identifies key catalytic projects, planning areas and redevelopment opportunities which, when combined, create a strategic approach to the continued revitalization of Downtown Thomasville.

Local Historic Districts & the Commercial Design Guidelines & Residential Design Guidelines

Thomasville has five local historic districts. Within each of these areas there are design guidelines for both rehabilitation and new construction projects. The guidelines are graphically oriented and include images of what to do as well as what not to do. These guidelines designate a step-by-step design review process.

The documents include an extensive history of Thomasville, both for its commercial and residential historic districts. There is also an extensive catalogue of historic structures within the each district contained within the guidelines. Information is cataloged concerning the historic streetscape, street sections, vegetation, and open spaces.

Gateways Urban Redevelopment Area Plan (June 2016)

The City Council and Staff developed a Strategic Plan with specific goals, objectives, and strategies that can best be accomplished with the establishment of an Urban Redevelopment Area. The URA is divided into two sections that suffer from high poverty, crime, infrastructure deficiencies, dilapidated buildings and vacant parcels. The City has chosen to use a URA to combat, mitigate, and correct substandard conditions in these areas with planning that is consistent with New Urban and Smart Growth principles.

Creative District Vision Report (August 2014)

The Creative District Plan guides investment in commercial and residential properties south of Downtown. Numerous sites for infill buildings or redevelopment sites were identified, such as the Powell Warehouse, which present opportunities for street-facing development that helps create a cohesive district adjacent to Downtown.

West Jackson Street Corridor Plan (March 2016)

West Jackson Street is the primary gateway from Tallahassee to the downtown. The plan developed concepts to enhance this entry experience into Thomasville, create opportunities for pedestrian and bicycle facilities, and to facilitate economic reinvestment along the corridor.

The corridor was divided into segments with different recommendations for each:

Pinetree Boulevard to Bartow Street

Proposed improvements: landscaped medians, protected bike lanes, a gateway monument, and improved pedestrian scale lighting.

Bartow Street to Remington Avenue

Proposed improvements: landscaped medians, protected bike lanes, public art, and improved school accessibility.

Remington Avenue to Madison Street

Proposed improvements: minor improvements by pavement markings to alert motorists that bicycles share the travel lane.

West Jackson Streetscape Plan (December 2017)

West Jackson Street from Madison Street to Remington Avenue was further studied for the inclusion of street trees, bulbouts, and new sidewalks.

Victoria Park Overlay District (April 2015)

The Victoria Place infill residential project has resulted in several new homes built adjacent to the downtown. Continued construction along Victoria Place and Lester Street will result in new housing stock within a short distance of Downtown Thomasville.

A set of guidelines for development within the district was created that includes building types ranging from small single family homes to landmark buildings.

Community Landmark Trail Report (February 2011)

The Community Landmark Trail is a non-motorized 14+ mile multi-use trail loop that connects major historical parks and neighborhoods throughout the City. Designed to accommodate pedestrians and bicyclists, the trail will serve the dual role of recreational amenity and connection to both active and passive recreational opportunities within Thomasville.

The trail will pass a variety of environments as it courses through various locales and spaces. From tree-lined city streets to natural woodland paths, the user will experience the best of Thomasville's rich heritage.

The plan includes trail cross-sections, landmarks, signage and wayfinding, and plant palette. It breaks implementation into six phases and includes engineering reports, park programming, and an economic report.

Parking Study (December 2015)

Completed in 2015, Florida State University conducted a study of available parking and its utilization in the core of the downtown area. The assessment identified 2,937 parking spaces in and around downtown with 21% located on-street and the remaining within surface lots.

The study concluded that there is ample parking within the downtown even if multiple events were occurring, however, better signage may be needed to direct people to where public parking is available.

MacIntyre Park Vision Plan (May 2018)

The proposed master plan for MacIntyre Park would guide investment in the park including play areas, an entertainment area, natural areas, parking, and access by pedestrians and bicyclists.

THOMASVILLE'S HISTORY

Thomasville Blueprint 2028 draws on a rich and complicated history to build a compelling new vision for Thomasville. Surrounded by protected longleaf pine forest in the heart of the scenic Red Hills of southwest Georgia, Thomasville has long been known as a destination city with a diverse economy and unique cultural history. Over the years since its incorporation in 1831 as the seat of Thomas County, Thomasville thrived first as a center for agricultural production, then as destination for tourism and sporting, and later as a regional center for industry.

The first occupants of the land that would become Thomasville were the Creek and Apalachee people. Towards the beginning of the 1800's, trade relations between European-ancestry settlers and Creek Indians became strained, and the Creek were pressured to cede their land. A land lottery in Georgia's capitol and the promise of fertile soil brought many more settlers to the Thomasville area.

By 1850, Thomas County was home to more than 10,000 people. Fully half this population were enslaved Africans. This agrarian Thomas County grew and exported large amounts of cotton, corn, sugarcane and sweet potatoes.

1861 ushered in the Civil War. Though fighting stayed mostly outside of Thomasville, many residents left to fight as soldiers. The Civil War and Reconstruction were a difficult economic time for the city, but this precipitated a dramatic transition in the life of Thomasville.

The coming of the railroad enabled wealthy Northerners to travel south during the winter, and Thomasville had the fortune of being the southern end of the railroad line. Northern and Midwestern socialites bought dilapidated agricultural estates and transformed them into recreational and shooting plantations. The years between 1870 to 1905 are considered the "Resort Era" of Thomasville. Dozens of hotels, boarding houses and fine dining establishments were built and, along with a sophisticated marketing program touting the fresh air and warm climate as health benefits, established Thomasville as a regional economic and cultural hub.

These new visitors and residents enjoyed quail hunting and other sporting events including tennis, horse riding, fox hunting, and golf. Many celebrities visited Thomasville during this time, which furthered its reputation as a hunting, sporting and leisure destination. In the 1950s, President Dwight D. Eisenhower stayed in Thomasville several times during his presidency and enjoyed hunting at a popular plantation. Jackie Kennedy also stayed in Thomasville for a time shortly after the assassination of her husband, President John F. Kennedy. Her first public appearance following that event was leaving one of Thomasville's churches.

The 1900's saw the rise of new industries. Many African-American residents worked on the hunting plantations, and local resident James "Jack" Hadley documented some of these experiences in the Voices of America collection of oral histories, *African-American Life on the Southern Hunting Plantation*, published in 2000. Flowers Baking Company and a regional medical hub opened mid-century, and still provide employment for many Thomasville residents today.

By the late 1960s, both the city and county schools began to integrate their respective student bodies. Complete desegregation was finally implemented during the 1970-1971 school year.

Today, the City of Thomasville is working to solidify its role as a vibrant exemplar of a small destination city. Many things provide positive momentum toward this goal: As the urban center of Thomas County, Thomasville provides the majority of housing, employment, services, and educational

An 1885 map of Thomasville describes the city as a "Famous Winter Resort for Northern Invalids and Pleasure Seekers."

opportunities in the region. It maintains a beautiful historic downtown. To the south and west of the City, a number of historic plantations occupy large tracts of land that were once farmed. Much of this land has been placed in permanent preserve, functioning today as private residential retreats or semi-public hunting plantations.

Hunting in Thomas County is a nationally recognized multi-million dollar industry that attracts people from across the Country to Thomasville. The plantations serve as economic generators that physically discourage sprawl while promoting activity downtown. Thus, there is a very strong relationship between the health of the City and the rural lands that surround it. A soon to be released 2018 Economic Impact Study by Tall Timbers will provide a solid estimate of the economic impact in Thomas County and throughout the Red Hills from these properties. The results, while still under peer review, appear to be overwhelmingly favorable.

Sources: Thomas County Historical Society, New Georgia Encyclopedia, *African-American Life on the Southern Hunting Plantation*, City of Thomasville.

Photos courtesy of Pebble Hill Plantation and the Georgia Archives

Broad Street in Downtown Thomasville, 1900

The Mitchell House, opened in 1886

The railroad was an important part of development in Thomasville.

Pebble Hill Plantation worker, circa 1915

Families gather to celebrate Easter at Pebblie Hill, circa 1920

CITY PROFILE

$31,679
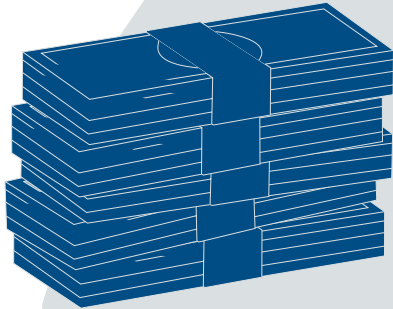
Median Household Income in Thomasville

Thomas County: $36,641
Georgia: $49,620 · US: $55,755

Source: 2011-2015 American Community Survey 5-year Estimates

CITY OF THOMASVILLE — 27.9%
THOMAS COUNTY — 21.1%
GEORGIA — 16.0%
USA — 12.7%
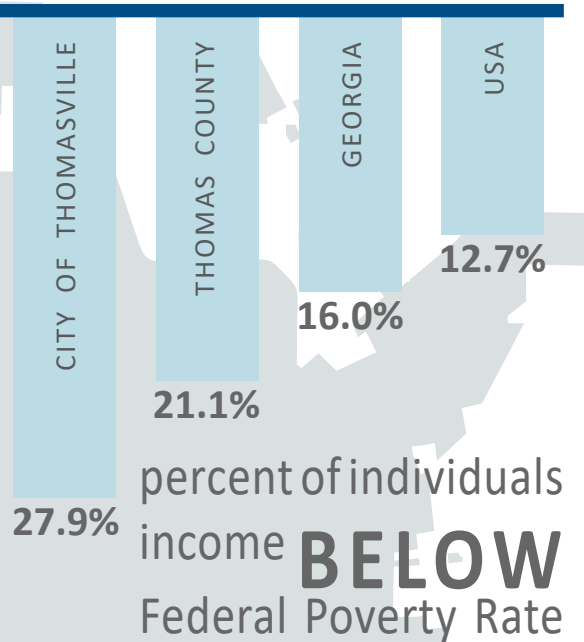
percent of individuals income **BELOW** Federal Poverty Rate

Source: 2011-2015 American Community Survey 5-year Estimates

The City of Thomasville is the county seat of Thomas County, Georgia.

The city is the second largest in Southwest Georgia after Albany.

The city deems itself the City of Roses and holds an annual Rose Festival.

Population by Age

Age	Percent	
0 - 17	26.1%	
18 - 24	8.5%	
25 - 34	12.4%	(primary renter group)
35 - 44	11.9%	
45 - 54	13.9%	
55 - 64	12.2%	
65 or older	15.0%	
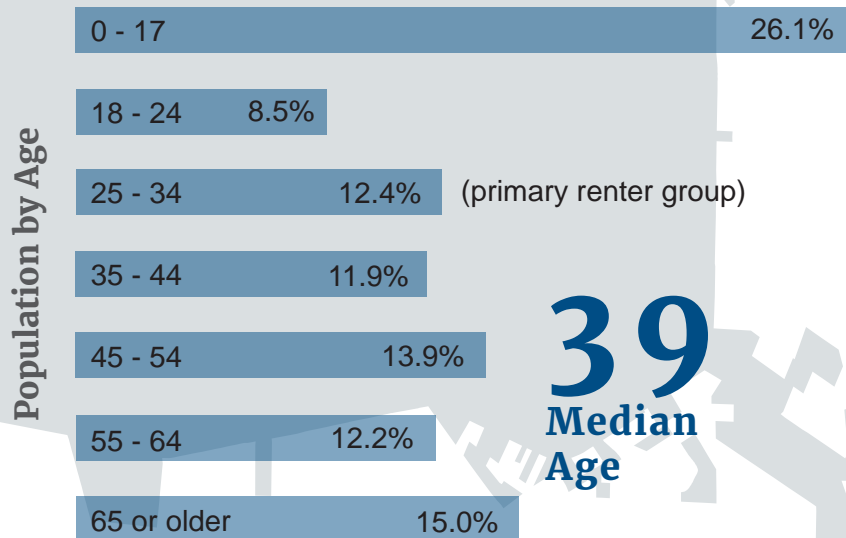
39 Median Age

Source: 2011-2015 American Community Survey 5-year Estimates

about **18,826** PEOPLE LIVE IN THOMASVILLE

Source: Vintage 2016 Population Estimates

Industries & Occupations

- **37.9%** management, business, science, and arts
- **23.5%** sales & office
- **20.2%** service
- **12.9%** natural resources, construction, and maintenance
- **5.5%** production, transportation, and material moving
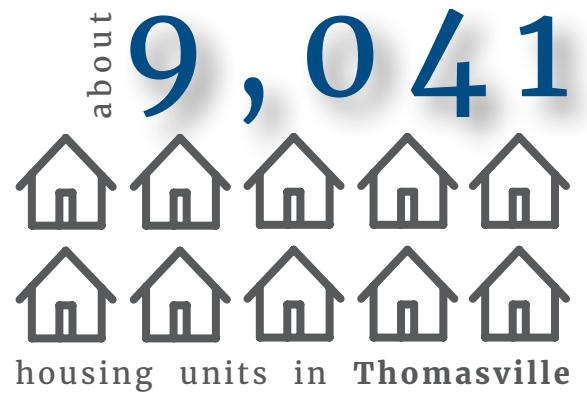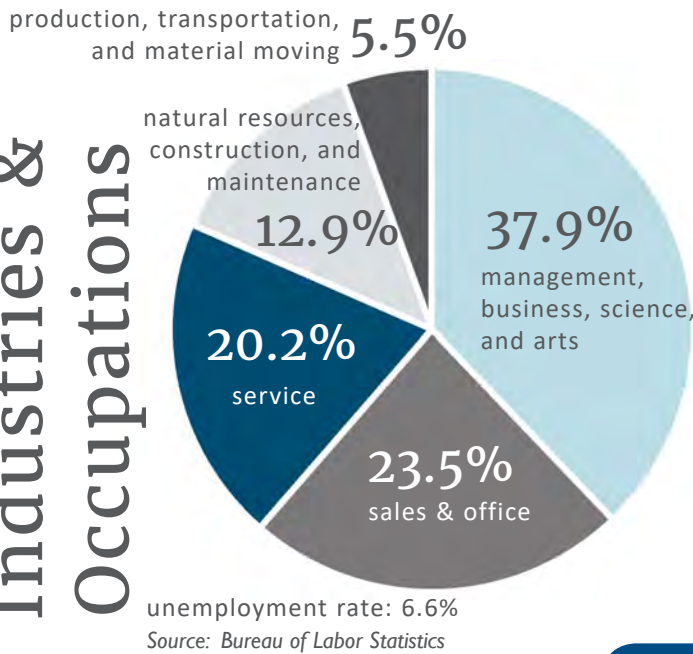
unemployment rate: 6.6%
Source: Bureau of Labor Statistics

TRAVEL TIME to work

18.1 minutes

Source: 2011-2015 American Community Survey 5-year Estimates

about 9,041

housing units in **Thomasville**

Source: 2011-2015 American Community Survey 5-year Estimates

82.4%

percent of high school graduate or higher

FOR SALE $125,200*

MEDIAN HOME PRICE
in Thomasville

Georgia: $148,100
US: $178,600
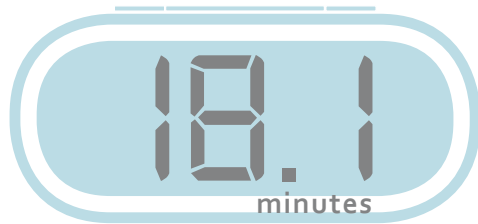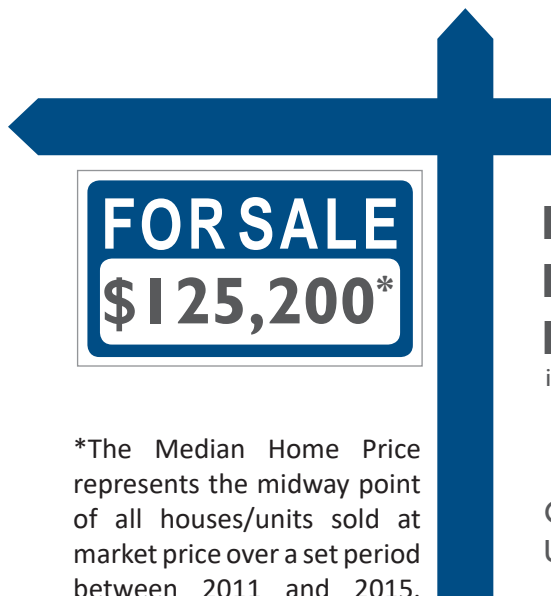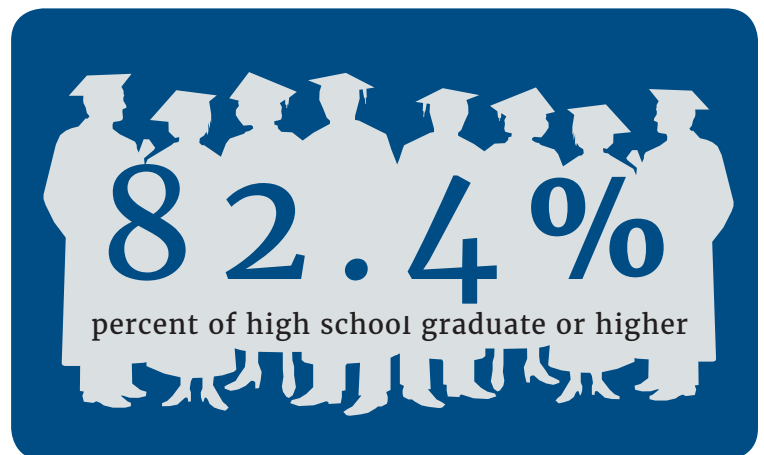
*The Median Home Price represents the midway point of all houses/units sold at market price over a set period between 2011 and 2015.
Source: 2011-2015 American Community Survey 5-year Estimates

49.7% units owned

50.3% units rented
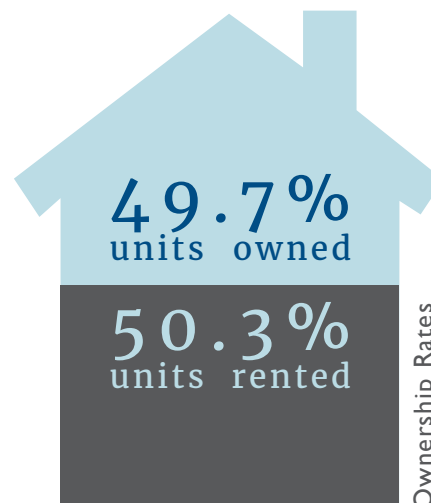
Ownership Rates
US: 63.9% • Georgia: 63.3%
Thomas County: 59.9%

Source: 2011-2015 American Community Survey 5-year Estimates

CURRENT CONDITIONS

Preserved Downtown

The City of Thomasville boasts a well-preserved, walkable, historic downtown. The core of the downtown is centered along two main thoroughfares — Broad Street and Jackson Street. These streets are appealing for pedestrian traffic through the use of street trees, on-street parking, wide sidewalks, well-designed street lights, and commercial building frontages that are aligned with the back of the sidewalk.

While the buildings in the city's center have additional floors above the commercial activity, use of the upper floors is not common and are concentrated in a few buildings. The historical street network of Thomasville is well connected to the downtown and compliments Broad and Jackson streets. These blocks are composed of residences, with a distribution of civic and religious institutions within them.

Traditional Neighborhoods

Just outside of the historic downtown are Thomasville's original neighborhoods and their associated traditional centers. These neighborhoods are within walking and biking distance of the downtown and share the same connected street grid. Some of these neighborhoods have historic designations and are complete with houses, parks, and sidewalks. Other traditional neighborhoods, although also historic in nature, have lacked investment over the years. While these locations have trees and are inviting, many of the streets in these neighborhoods do not have sidewalks. There are many vacant lots, and numerous vacant and underutilized buildings. In all cases, as auto-dependent development occurred outside the downtown area, the neighborhood centers began to suffer and several no longer have any tenants. Some development is occurring that is working to promote new walkable places within these areas.

Suburban Development & The Commercial Strip

The further out from downtown one travels, the more recent and auto-oriented the development pattern becomes, reflecting national trends in development and predominant modes of transportation. In these areas, land uses are separated into pods of residential, commercial, and industrial and the street grid emanating from downtown breaks down until there is no regularity of block size. Along the main corridors, such as Smith Avenue and East Jackson Street extending from downtown Thomasville toward Route 19, commercial strip districts have emerged. These commercial establishments tend to be large buildings

Walkable streets in downtown Thomasville

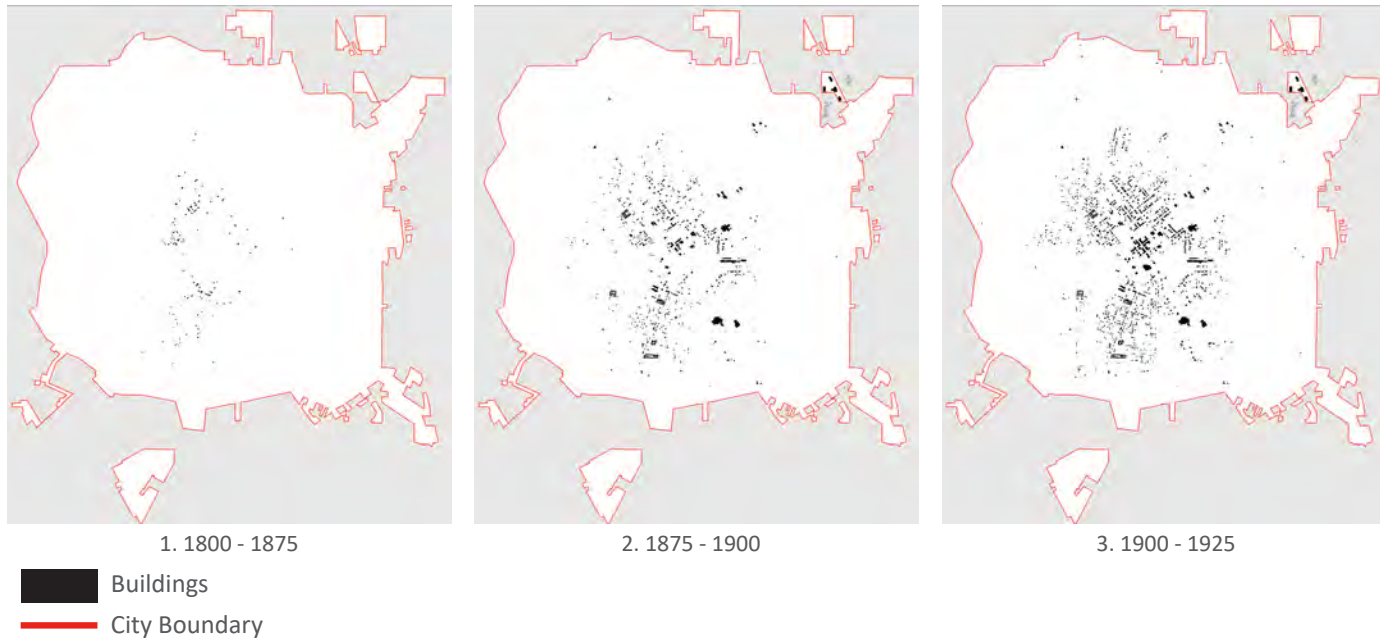Traditional neighborhoods with sidewalks

Strip development along Thomasville's main corridors

Plantations function as a barrier to endless sprawl

The Outward Growth of Thomasville

1. 1800 - 1875   2. 1875 - 1900   3. 1900 - 1925

■ Buildings

— City Boundary

centered in parking lots, isolated from each other and pushed back from the road. This pattern results in trips to these locations that require the use of a car.

Plantations & Natural Lands

In the late 1800's Thomasville developed into a resort destination for northern visitors during the winter months. During this time, large parcels of land were purchased and developed into plantations by wealthy visitors. These large plantations form a boundary around Thomasville, constraining the spread of development that is so common in similar cities and helping to contain commercial uses within the core of Thomasville. These plantation lands also protect one of the nation's biodiversity hotspots, including 33 state- and 15-federally listed species of plants and animals, some of the last remnants of the old-growth longleaf pine forests that once stretched across the southeast, and recharge areas for one of the world's most productive drinking water aquifers.

Greenwood Plantation

Historic Greenwood Plantation contains one of the last remaining tracts of old growth longleaf pine forest in the country. While most of Greenwood is in unincorporated Thomas County, nearly 350 acres of its famed Big Woods is inside Thomasville's city limits. The famed Big Woods is the largest remaining privately owned old-growth longleaf pine forest in the nation, with some trees nearing 400 years old. Ecologists, foresters, and scientists have visited and studied the Big Woods for decades and the public can experience it on a leisurely drive along West Pinetree Boulevard.

This historic property was once owned by Jock Whitney, who along with partner David O. Selznick, purchased the rights to the book *Gone with the Wind* and teamed with MGM studios to bring it to the big screen. In its heyday, Greenwood was visited by numerous celebrities including President Dwight Eisenhower, the Duke and Duchess of Windsor, and Jacqueline Kennedy who visited following the assassination of President John F. Kennedy. Greenwood is an iconic ecological and historic asset shared by Thomasville and Thomas County.

Studying the City's Existing Land Uses & Form

Looking at the existing land use map it is possible to discern downtown as a definable center to the city with the intensity of uses radiating out and lessening along a spectrum. The downtown and neighborhoods largely developed prior to the 1950's have a regular grid of streets that create a coherent network. This grid allows for a diversity of uses to have an ordered complexity. Further out from downtown where the grid breaks down and eventually loses legibility - particularly the wedge between East Jackson Street and Smith Avenue - the variety of uses appear chaotic and uncoordinated. These characteristics, evident in the map, are felt on the ground when one travels from Downtown toward Route 19.
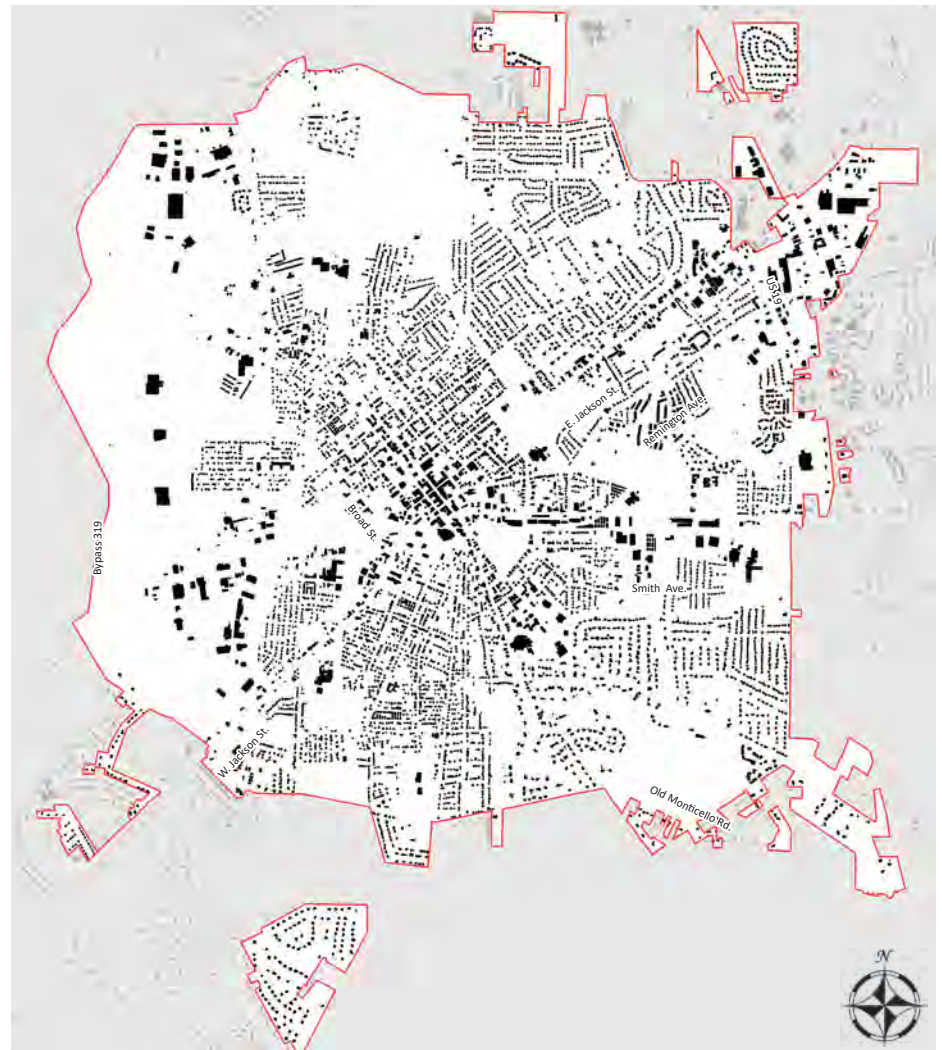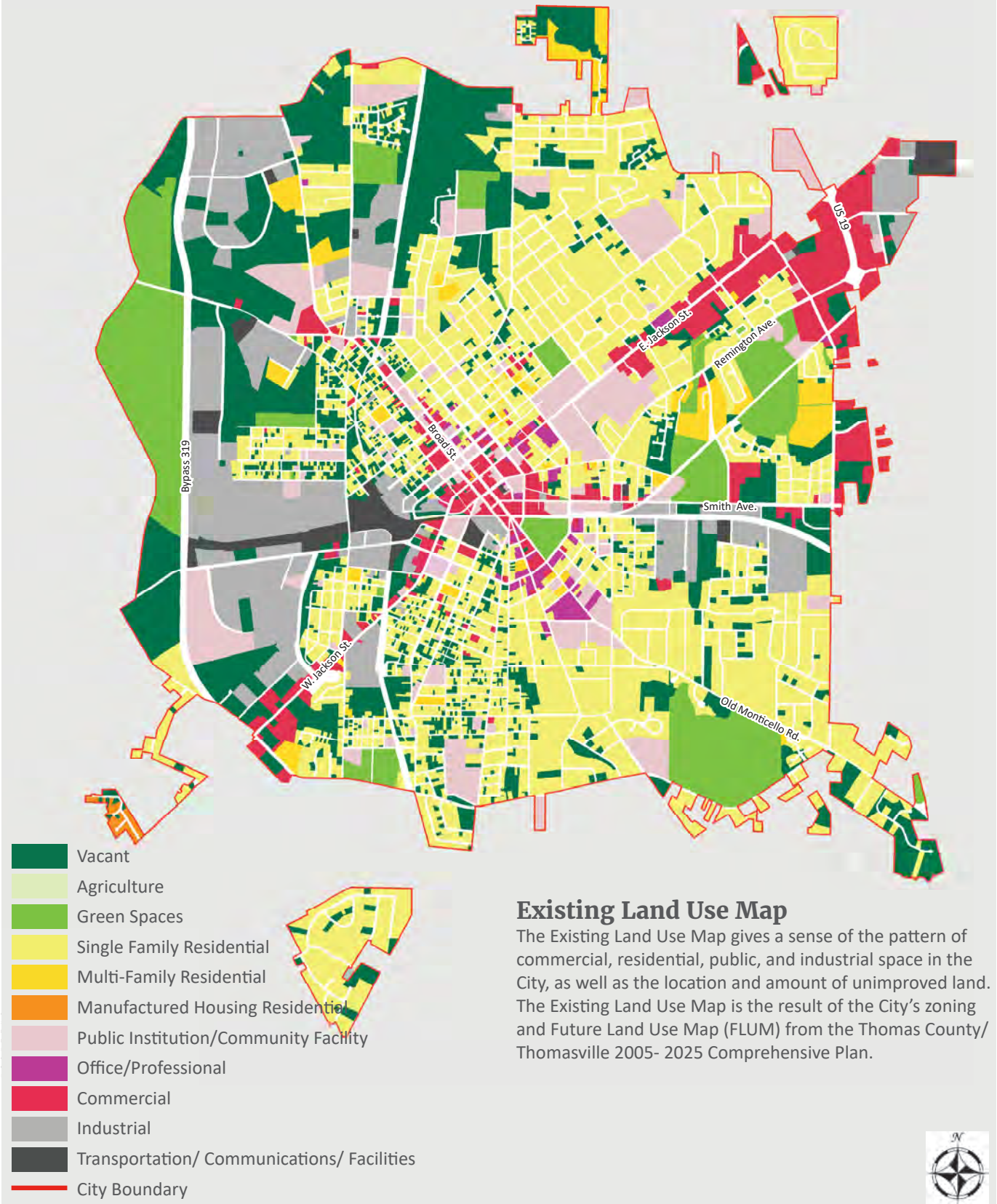
4. 1925 - 1950

5. 1950 - 1975

6. 1976 - 2000

The northwestern quadrant of the city has a significant amount of vacant land in a natural condition. Much of this land is also low lying. Neighborhoods to the west of downtown have numerous vacant lots, but also an intact, walkable block structure which can be repopulated with new homes and families. Smith Avenue and West Jackson Street have a patchwork of uses lining the corridors and are not well connected to the surrounding neighborhoods as there are many interruptions to the street grid.

The Existing Land Use Map in the following pages shows downtown as the same as East Jackson Street and the development along Route 19. Yet these places are profoundly different in the form they take and should be recognized as such in planning documents to ensure that the unique character of each is not eroded or restricted from growing to best serve the function of each place type.

7. Existing Figure Ground 2001 - 2012

Existing Land Use

Legend

- Vacant
- Agriculture
- Green Spaces
- Single Family Residential
- Multi-Family Residential
- Manufactured Housing Residential
- Public Institution/Community Facility
- Office/Professional
- Commercial
- Industrial
- Transportation/ Communications/ Facilities
- City Boundary

Existing Land Use Map

The Existing Land Use Map gives a sense of the pattern of commercial, residential, public, and industrial space in the City, as well as the location and amount of unimproved land. The Existing Land Use Map is the result of the City's zoning and Future Land Use Map (FLUM) from the Thomas County/ Thomasville 2005- 2025 Comprehensive Plan.

Existing Zoning

Legend:
- A
- A-CU
- A-LU
- R-1A
- R-1A-CU
- R-1A-LU
- R-1A-CD
- R-1B
- R-1
- R-1-CU
- R-1-LU
- R-2A
- R-2A-CU
- R-2A-LU
- R-2
- R-2-CU
- R-2-LU
- R-2-CD
- MH
- R-TH
- R-CD
- MH
- TND
- C-1A
- C-1A-CU
- C-1A-LU
- C-1
- C-1-CU
- C-1-LU
- C-2
- C-2-CU
- C-2-LU
- C-2-CU/LU
- M
- M-CU
- M-LU
- M-1
- City Boundary

Map labels: Bypass 319, US 19, E. Jackson St., Remington Ave., Broad St., Smith Ave., W. Jackson St., Old Monticello Rd.

Existing Zoning Map

Thomasville has a core of commercial zoning generally surrounded by a mix of residential districts that decrease in intensity outwards from the downtown. Another large area of commercial zoning is located at the eastern end of Remington Avenue at the intersection with Route 19 (the US 19). The major corridors traversing the City are typically lined with various commercial and industrial districts. The majority of the City's industrially zoned land is located in the western portion of the City, along with an east-west band roughly dividing the City in half. Between Smith Avenue and East Jackson Street, centered on Remington Avenue, there is a mixed assortment of zoning districts.

COMMUNITY CONCERNS

Protect & Enhance Existing Neighborhoods

Thomasville's older neighborhoods are a source of local pride. These established neighborhoods are built on a connected grid of streets and feature a mix of housing types with a limited amount of neighborhood commercial and civic uses. However, many of these neighborhoods have suffered from disinvestment. Yet they remain capable of serving generations of new residents thanks to their central locations, walkable neighborhood designs, and historic buildings.

These neighborhoods support a high quality of life for residents at a low cost in terms of gas mileage, infrastructure, and environmental degradation. Efforts should be made to conserve these neighborhoods and their unique character while encouraging high-quality, compatible infill development.

Preserve Historic Character

The City of Thomasville is deeply committed to its history and takes pride in maintaining its historic character. Thomasville's eight National Historic districts and four local districts are a testament to the community's commitment to preserving its historic character. However, much of the city's historic fabric that contributes to the its traditional town character spreads beyond these designated districts. Efforts should be made to protect the historic structures and development patterns throughout the city.

Expand the Success of Downtown

The City of Thomasville and its citizens have worked to revitalize Downtown with great success. Downtown is an exemplary mixed-use, compact, walkable neighborhood. Most of the activity is currently confined to a few short blocks along Broad Street and Jackson Street. This success should be expanded throughout more of the downtown to create more commercial opportunities for a broader range of businesses and patrons. Housing options should also be expanded, such as including apartments over the ground-floor shops. The City is already taking steps to expand this success with the Creative District Vision and Overlay and the Victoria Place Overlay. The City should make compatible mixed-use infill in the downtown a development priority.

Revitalize Neighborhood Commercial Centers

Many of Thomasville's traditional neighborhoods have pockets of neighborhood-serving commercial areas. These neighborhood centers span from just one or two buildings to several blocks and have historically been centers of community life, serving as neighborhood "third places." Small neighborhood centers with commercial uses catering to local residents' daily needs are vital elements of walkable, sustainable neighborhoods. Thomasville's neighborhood commercial centers should be revitalized and enhanced, while new centers should be created in areas where there are currently no services within walking distance. New residential developments should also include neighborhood commercial and mixed-use centers.

Improve Gateways & Main Corridors

Thomasville is served by several main thoroughfares that provide access to and through the City, each with a unique character. These corridors serve as gateways to the City, welcoming those traveling into Thomasville and providing the first impressions of the City. Old Monticello Road, arriving to Thomasville from the Southeast, provides a scenic entrance to the City as the narrow tree-lined street meanders through residential neighborhoods. West Jackson Street, the primary gateway to Thomasville from Tallahassee, is a continuation of SR 35, a 4-lane highway, and does not provide an inviting appearance or commercial uses that serve the surrounding neighborhoods. The City should reimagine this and other gateways as mixed-use centers, hinting at the historic Downtown ahead while also providing needed amenities for the surrounding neighborhoods.

Preserve the Greenbelt & Expand Access to Natural Lands

The City of Thomasville is surrounded by large tracts of natural land and open space in the form of large plantations. These plantations contribute to the small-town, rural character of the City, as well as to its economy through tourism and operation, maintenance, and improvement of these world-class quail hunting lands. These vast tracts of land function as a de facto urban growth boundary, limiting the amount of sprawl and helping Thomasville maintain its historic compact development pattern. Most of this land is privately owned and not accessible to the public for general recreation. The City should coordinate with the County and private land owners to protect Red Hills hunting plantations in order to conserve vital natural resources and ecosystem services, sustain the community-wide economic benefits from these working rural lands, and maintain Thomasville's distinctive sense of place. The City should also expand access to natural lands within and around the City.

STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS

This Comprehensive Plan moves away from land uses and instead focuses on character areas, which reflect the type, form, scale, and pattern of the built environment. The purpose of this shift is twofold: to recognize the historic character and places of Thomasville that make it unique and loved by residents and visitors; and to protect and enhance these place types. It is vital to support the continued investment in and growth of Thomasville's neighborhoods without sacrificing the character that has made them successful in the first place. Likewise, it is important to take the qualities of Thomasville's most successful places and expand them to other parts of the city.

This document recognizes that commercial and residential uses, and all uses for that matter, can take on a multitude of forms and shapes, and that these forms and shapes have a much greater impact on the character of a place than what happens inside the buildings. A prime example of this from Thomasville are the two commercial districts of downtown and Route 19. While both are primarily the same use, they are inherently different types of places, each serving different needs of modern life, and should be treated as such.

Revitalize Traditional Neighborhoods

Revitalizing Thomasville's older neighborhoods, which feature walkable streets, parks, a mix of uses, a variety of housing types, and many historic buildings is a priority for community members. Revitalization includes improving public infrastructure, infilling empty lots and parking lots, and restoring valuable older buildings. Zoning and development regulations should be revised to support and restore Neighborhood Centers in these areas.

Focus on Downtown

Downtown Thomasville features great design characteristics that have contributed to its success. By retooling regulations for the downtown to encourage new development that emulates the successful existing characteristics and by utilizing policies to promote the habitation of the upper stories of buildings, the vibrancy and commerce of Broad Street and Jackson Street can be expanded throughout more of the downtown. This will provide a diverse range of options that cater to people of all backgrounds and ages.

Retrofit Suburban Places at Strategic Locations

Suburban and commercial areas where walkable centers do not exist should be retrofitted function as attractive and identifiable gateways to the city. Suburban areas divide housing, shopping, and offices into separate districts that can only be reached by private car. This modern ideal of single-use districts is increasingly less attractive to Americans who are disenchanted with lengthening commutes and a lack of unique character. These drive-only neighborhoods discourage walking and biking, both as a means of getting around and for exercise and recreation. Creating more walkable and bikeable streets is key to connecting neighborhoods that feel removed to the downtown.

The Community Design Chapter of this plan describes a wide variety of techniques for retrofitting suburban areas to increase the variety of buildings and provide opportunities for people of all ages, backgrounds, and cultures to live and work.

Reimagine Commercial Corridors

Key corridors through the City should be incrementally reimagined as more aesthetically pleasing and pleasant places to walk or bike, as well as to drive along. This involves enhanced landscaping, bringing new buildings closer to the street with parking to the side or rear, and improvements to the right-of-way with wider sidewalks with street trees.

Implement Growth Strategies

To provide a clear guide to the form, direction, and timing of future growth, this Comprehensive Plan contains two separate but related components. The first is a base map that defines distinct "Future Character Areas" for all of Thomasville. This **Future Character Areas Map** defines six types of character areas that reflect the desired type and form of development in each part of the City. In addition to these six base character areas, this map identifies the locations of neighborhood centers and crossroads as well as a campus overlay that defines key districts with unique characteristics that differentiate them from the typical development patterns surrounding them, plus it identifies the locations of neighborhood centers and crossroads.

The second component is the **Investment Sector Map**. This map indicates where development should be encouraged, areas that should be conserved, and areas that are relatively stable. The sectors define a prioritization of lands for development to maximize the public investment already made on roads, utilities, and services.

These are not zoning maps, but are intended to guide local decisions concerning zoning, the subdivision of land, infrastructure investment, and the provision of services. Together, these maps will help inform zoning decisions and are the foundation of the City's vision for its future.

Create a Framework for Implementing a Form-Based Code

What is a Form-Based Code?

A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form as the organizing principle for the code. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and type of streets and blocks.

A form-based code uses a regulating plan to designate transect zones, each with varying urban characteristics, calibrated to fit with the envisioned future context. Each transect zone is defined by particular characteristics that correspond with building placement, building form, and frontage standards, all of which influence the level of walkability and vibrancy in a particular place.

A Framework for a Form-Based Code

The Future Character Area Map establishes a framework in which to develop a form-based code. The desired type and form of development in each part of the City as defined by the Future Character Areas corresponds with the intent of a form-based code to use physical form as opposed to use as the primary regulating tool. The Future Character Areas are more general in description and broader in coverage than an individual form-based code transect zone. However, each Future Character Area corresponds with at least one of a form-based code's typical transect zones. This relationship is shown on the spread for each Future Character Area.

A form-based code can translate the intent of the comprehensive plan into zoning law. Because each character area is defined by the physical characteristics of the development within it, a form-based code is the natural land development regulation to implement the ideals of the comprehensive plan.

Future Character Areas
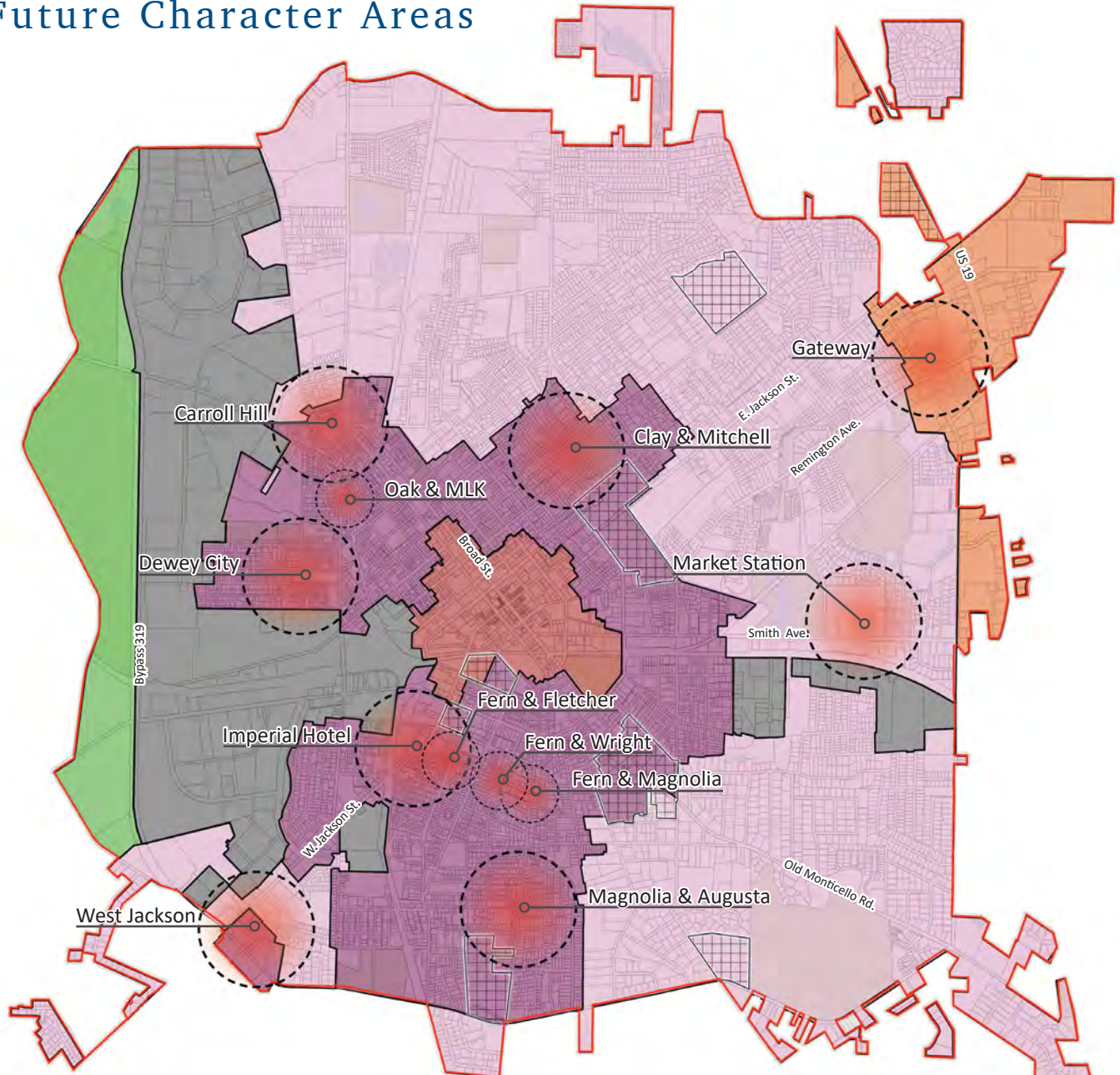
Future Character Areas
- Downtown
- Traditional Neighborhood
- Suburban Neighborhood
- Highway
- Industrial
- Natural

Overlays
- Campus

Neighborhood
- Center — With 1/4 Mile Pedestrian Shed
- Crossroads — With 1/8 Mile Pedestrian Shed

Future Character Areas Map

The Future Character Areas Map categorizes the City into six Character Area types, largely based on existing development patterns and logical extensions into the future. The purpose of the Future Character Areas Map is to guide future development to help ensure that it is compatible with existing development and to achieve the City's vision. The Future Character Areas have been defined such that they can be further subdivided into more specific place types and transect. Character Areas are vital to guide street design that is compatible with the City's vision.

Neighborhood Centers & Crossroads

Many of Thomasville's neighborhoods have commercial uses dispersed within the predominantly residential areas. These commercial areas come in a variety of sizes from just one or two buildings to several blocks. The Future Character Areas Map shows these as Neighborhood Centers (with a 1/4-mile buffer representing a roughly 5 minute walking distance) and Neighborhood Crossroads (with a 1/8-mile buffer).

Neighborhood Centers

Neighborhood Centers are larger, covering one or more blocks, with a 1/4-mile pedestrian shed. Buildings in the focal point are one or two stories in height and contain a mix of uses with commercial shopfronts on the ground floor.

- Carroll Hill
- Dewey City
- West Jackson
- Imperial Hotel
- Magnolia & Augusta
- Clay & Mitchell
- Market Station
- Gateway

Neighborhood Crossroads

Neighborhood Crossroads are just one or two small buildings serving as a community hub at the intersection of two neighborhood streets. They are composed of a mix of uses including commercial shopfronts and live-work units that are typically one story in height.

- Oak & MLK
- Fern & Fletcher
- Fern & Wright
- Fern & Magnolia

Thomas University campus

Regardless of size or location, many of these areas are struggling and are a shadow of their former and possible conditions. Reinvigorating these areas is a key focus of this plan as Neighborhood Crossroads and Centers promote community and are a vital element of walkable neighborhoods.

There is also the potential for new Neighborhood Centers. Following the principles of traditional neighborhood design, new centers can be located on vacant or retrofitted suburban areas at strategic locations to create new gateways in the City and to provide local services to meet daily needs of local residents close to where they live. This is especially important for areas that are currently not well served with commercial uses.

Campus Overlay

Certain uses take a campus form and warrant special consideration based on their unique development patterns and special needs that differ considerably from the typical Character Areas in which they are located. These uses serve as economic drivers and catalysts for further growth and development that are vital to the City's overall wellbeing. Overlay Districts are accordingly assigned to these uses to accommodate their unique uses, character, and form. The campus overlays include the following:

Hospital

This district encompasses the area where the John D. Archbold Memorial Hospital and related healthcare facilities are located. These facilities require larger buildings and parking for employees, patients, and visitors. The district is large enough to include the hospitals themselves and their associated medical and healthcare related businesses, along with additional room for future expansion.

Schools and Colleges

These are major activity centers for students, teachers, and staff. These campuses are comprised of large amounts of land with buildings dispersed amongst lawns and sports fields.

Municipal Complex

The Thomasville Municipal Complex houses many of the City's offices, utilities, parking for the City's fleet of vehicles, and general storage. These are vital facilities for the City's day-to-day functioning.

Civic Campus

Civic uses, such as the Vashti Center, encompass large areas of land and serve unique functions that stand apart from the surrounding urban fabric. In designated and limited locations, a civic campus can provide a break in the typical surrounding development pattern with uses that cannot easily be accommodated elsewhere.

Future Character Area: Downtown

Broad St.
Bypass 319
W. Jackson St.
E. Jackson St.
Remington Ave.
Smith Ave.
Old Monticello Rd.
US 19
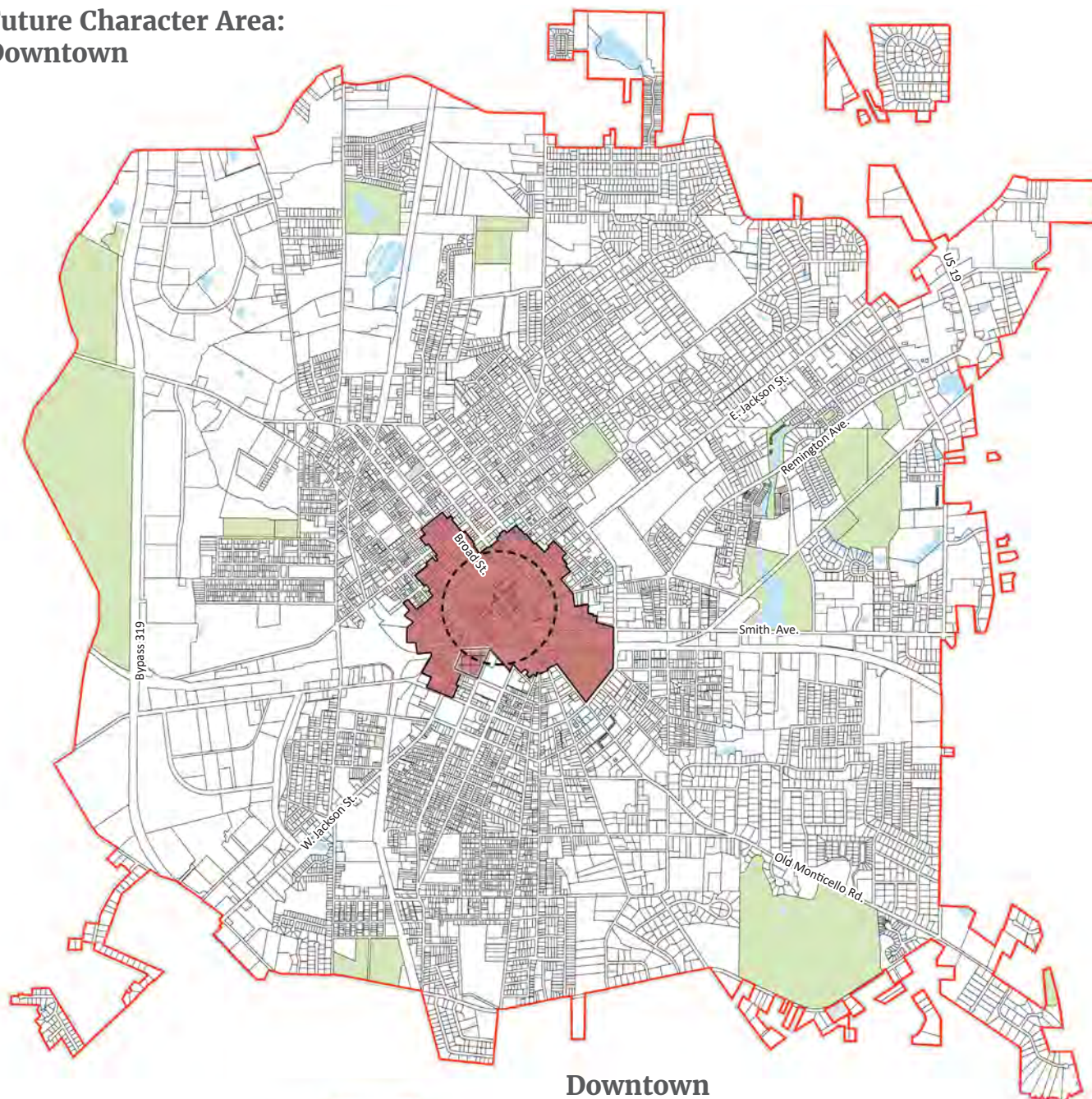
Downtown

Downtown describes the most intense urban development in the City of Thomasville. It serves an important role for both the City's economy and culture, serving as a social gathering place – Downtown is the heart of the City. It includes multi-story mixed-use buildings with commercial, office, and residential uses. Multifamily residential buildings and attached townhouses are appropriate as a transition between the downtown and primarily residential neighborhoods. The addition of residential uses on the upper floors of downtown buildings is encouraged as a priority for the downtown's continued prosperity and vibrance.

Legend:

- Downtown Future Character Area
- Parks
- 5 Minute Walk Radius

Representative Images of the Downtown Future Character Area

Buildings are brought up to the sidewalk and are lined with shopfronts with windows and doors to help foster a pleasant and interesting environment for pedestrians and commerce.

Downtown streets have on-street parking and regularly spaced shade trees along wide sidewalks.

Buildings are typically two to three stories in height but may be taller in some locations. Upper stories should house residential and office uses to add to the diversity of downtown activity.

The County Courthouse has a prominent location, grand proportions, and siting distinguishing it from surrounding buildings and identifying it as a place of importance.

Downtown's best blocks are lined with shopfront buildings with parking in the middle of the block. The vibrancy of the blocks is a testament to the fine-grained pattern and a diversity of buildings.

Townhouses with covered stoops, as seen here in Habersham, SC, form a well-defined edge to the street and provide a housing option that currently does not exist in Thomasville.

Downtown

Transect

Buildings in the Downtown Character Area are brought up to the street or have shallow setbacks and are lined with shopfronts or residences. There is little or no space between buildings. Building types range from historic warehouses to repurposed single-family homes to multi-story mixed-use buildings.

| T1 NATURAL ZONE | T2 RURAL ZONE | T3 SUB-URBAN ZONE | T4 GENERAL URBAN ZONE | T5 URBAN CENTER ZONE | T6 URBAN CORE ZONE | SD SPECIAL DISTRICT |
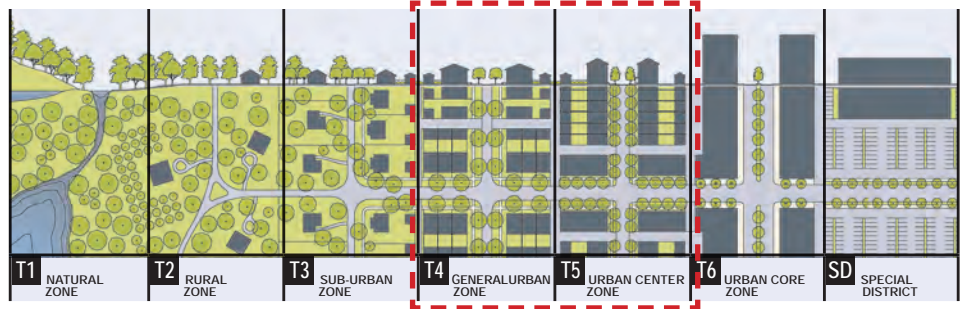
The Downtown Character Area generally encompasses the T5 and T4 transect zones

Typical Conditions

Street

- Buildings
- Parking
- Sidewalk
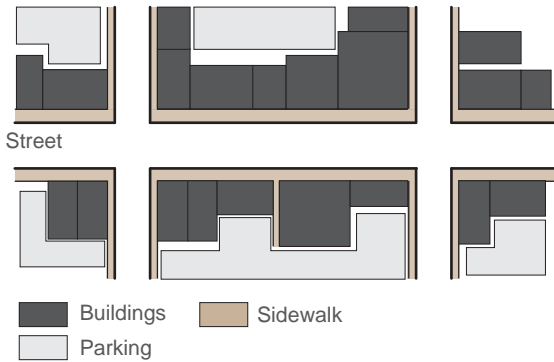
General Description	The commercial heart and center of Thomasville representing the most intense development in the City
Street Network	Regular, rectilinear street grid with small blocks and a high intersection density Max. Block Perimeter: 1,800 to 2,000 feet
Building Placement	Front Build-to-Zone: 0 to 15 feet Side Build-to-Zone: 0 to 18 feet
Building Frontage	Shopfront, porch, stoop
Building Height	Generally one to three stories with some buildings up to six stories
Parking	Parking is located on-street and in mid-block locations
Building Types	Multi-story mixed-use, apartments, attached townhouses, repurposed warehouses, maker spaces, shared office, and single-family detached
Civic Types	Library, day care, houses of worship, parks, squares, courthouse, city hall, government offices, post office

Special Considerations

The Downtown Character Area is at the convergence of several historic districts, a zoning overlay district, and a small area plan. Each of these adds special considerations to what happens in the Downtown Character Area.

Historic Districts - The Downtown Character Area overlaps with portions of the Downtown Historic District, the Dawson Street Historic District, and the National Historic District.

Victoria Place Overlay District - This zoning overlay district was created to promote preservation, infill development, and revitalization in an economically depressed neighborhood adjacent to the downtown. The Overlay District intends to preserve and extend the historic neighborhood character and could be a model for other overlays throughout the City.

Creative District - A vision for the Creative District was created by the community in 2014. At the micro-scale, the City envisions a district that pays homage to the area's rich history while spurring new investment, infill, and redevelopment with a bend towards creative expression and artistic enterprise. At the macroscale, the redevelopment of the Creative District will attempt to connect three disparate areas currently linked by the West Jackson corridor and the Thomasville Community Trail into one cohesive core.

The Creative District Illustrative Plan

Streets

Downtown Character Area streets should prioritize pedestrians and bicyclists over the automobile, although all modes of mobility are accommodated. Pavement widths should be minimized to encourage safe vehicular speeds of no more than 25 mph while also including space for on-street parking. Sidewalk widths should be maximized to provide space for businesses to have outside dining or events, street furniture, and street trees. The City should expand the high level of detail in streetscape design found along several blocks of Jackson Street and Broad Street to other downtown streets.

Utilities

Utilities should be buried underground throughout this area, with the exception of fire hydrants. Any above-ground projections of utilities should be placed in rear service areas or otherwise hidden from view wherever practical. Stormwater should be handled through storm sewers and utilize regional detention systems rather than requiring on-site stormwater retention. Bioretention systems, bioswales, tree filters, and other vegetated stormwater best management practices are encouraged for treatment of stormwater runoff from streets, parking lots, plazas, and other impervious surfaces. Properly designed pervious paving is encouraged.

Select Typical Sections Applicable to the Downtown Character Area

See Chapter 4: Mobility for additional sections and more information on street design.

70' Main Street

| 12' | 5' | 8' | 10' | 10' | 8' | 5' | 12' |
| Sidewalk | Furnishing Zone | Parking | Travel Lane | Travel Lane | Parking | Furnishing Zone | Sidewalk |

45' Residential Street

| 6' | 8' | 9' | 9' | 7' | 6' |
| Sidewalk | Parking/ Tree Well | Travel Lane | Travel Lane | Planting Strip | Sidewalk |
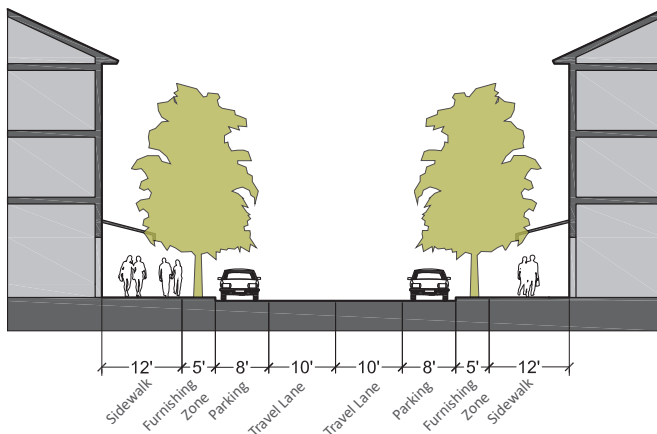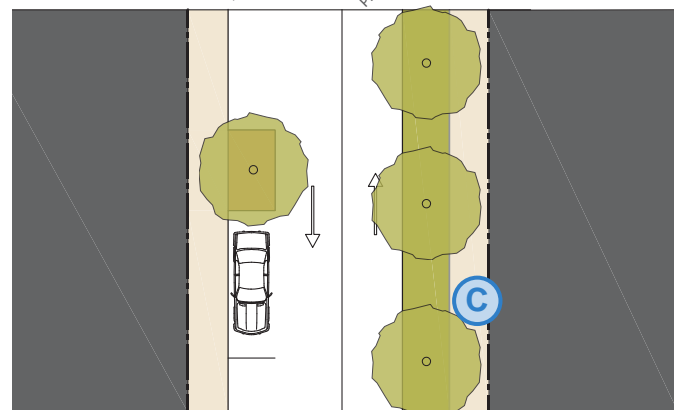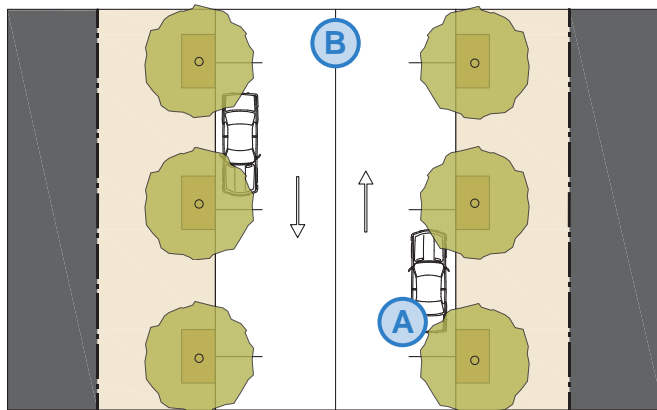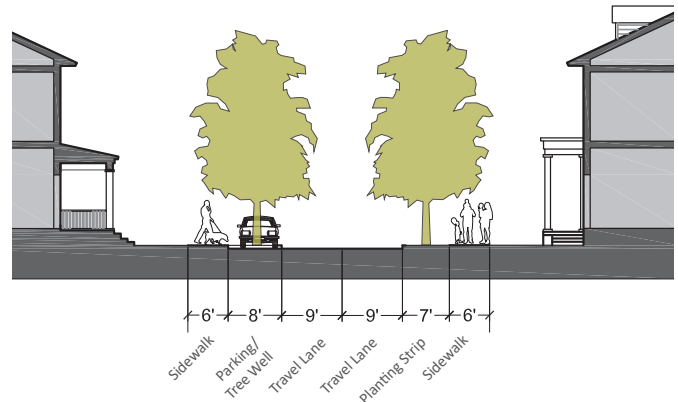
A. On-street parking buffers pedestrians from moving traffic and provides parking spaces for those businesses on lots that are too small for on-lot parking.

B. Narrow streets encourage slower automobile speeds, which is particularly important on a main street for the safety of bicyclists and pedestrians.

C. Sidewalks and street trees are recommended on more residential streets to provide safe and comfortable spaces for pedestrians. This is key to walkable neighborhoods and for walking to be a common means to and within the downtown.

Future Character Area:
Traditional Neighborhood

Carroll Hill

Clay & Mitchell

Oak & MLK

Dewey City

Broad St.

E. Jackson St.

Remington Ave.

US 19

Bypass 319

Smith Ave.

Fern & Fletcher

Imperial Hotel

Fern & Wright

Fern & Magnolia

W. Jackson St.

Old Monticello Rd.

Magnolia & Augusta

West Jackson

Legend

Traditional Neighborhood
Future Character Area

Parks

Overlays

Campus

Neighborhood

Center
With 1/4 Mile Pedestrian Shed

Crossroads
With 1/8 Mile Pedestrian Shed

Traditional Neighborhood

These neighborhoods are primarily residential in nature and are defined by single-family housing. Denser housing types such as duplexes, fourplexes, and small apartment buildings designed to fit with the character of a single-family neighborhood are also part of the housing mix. Some commercial and civic uses are mixed in, particularly at neighborhood centers that are dispersed throughout where conditions are slightly denser and more urban. Thoughtfully designed small office, retail, and mixed-use buildings can be built at key intersections and along main corridors to provide neighborhood and citywide amenities. Civic buildings should respect the character of primarily residential neighborhoods, but can also be used as landmarks.

Representative Images of the Traditional Neighborhood Future Character Area

The Traditional Neighborhood Character Area includes tree-lined streets with sidewalks. A small fence demarcates the public space of the street from the semi-private space of the front yard.

Homes seen here typically have front porches within "conversation distance" of the sidewalk.

This multi-family home is designed to look like a large single-family home.

A variety of single-family home types are seen in this character area, including smaller homes on small lots. A wide range of housing types can meet a diverse range of housing needs at a range of prices

Neighborhoods have small blocks with a high level of connectivity. Lots are typically deeper than they are wide. Residences should be within walking distance of both parks and schools.

Commercial uses should have shopfronts adjacent to the sidewalk with connections to the surrounding neighborhood. Neighborhood centers typically include buildings that are only one story, such as these in Atlanta's Virginia Highlands.

Traditional Neighborhood

Transect

The Traditional Neighborhood Character Area consists of buildings on smaller lots with shallow setbacks and small front yards set within a regular street grid. Buildings are further apart than in the downtown but more closely spaced than in the Suburban Area. Along main thoroughfares and in neighborhood centers, buildings may come up to the sidewalk.

| T1 NATURAL ZONE | T2 RURAL ZONE | T3 SUB-URBAN ZONE | T4 GENERAL URBAN ZONE | T5 URBAN CENTER ZONE | T6 URBAN CORE ZONE | SD SPECIAL DISTRICT |
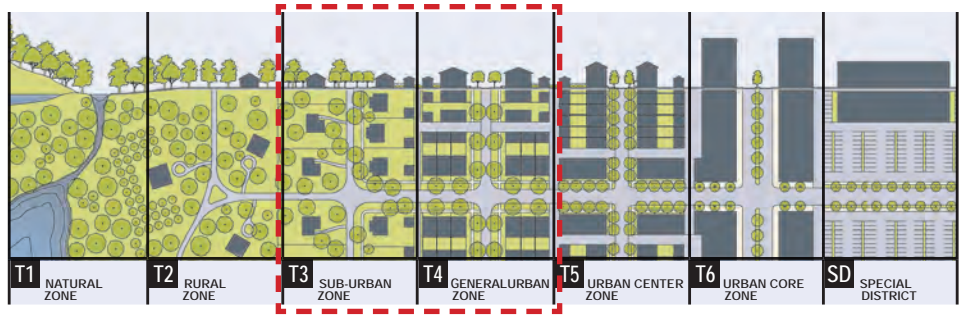
The Traditional Neighborhood Character Area generally encompasses the T3 and T4 transect zones

Typical Conditions

Street

- Buildings
- Parking
- Sidewalk

General Description	Typically older, residential neighborhoods surrounding the downtown that were primarily developed before 1950
Street Network	Regular, rectilinear street grid with small blocks and a high intersection density Max. Block Perimeter: 2,000 feet
Building Placement	Front Build-to-Zone: 0 to 30 feet Side Build-to-Zone: 0 to 18 feet
Building Frontage	Shopfront, porch, stoop
Building Height	Generally one to two stories with some buildings up to three stories along main thoroughfares
Parking	Parking is located on street or to the rear and side of buildings
Building Types	Primarily single-family detached, some duplexes, fourplexes, small apartment buildings, and a few small office, retail, maker spaces, shared office and mixed-use
Civic Types	Library, day care, YMCA, houses of worship, parks, playgrounds

Neighborhood Center

Street

Neighborhood Crossroads

Street

- Mixed-Use or Commercial Buildings
- Residential Buildings
- Parking
- Sidewalk

Neighborhood Centers and Crossroads have different building types and placement than typical for the Character Area.

A. Build-to-Zones should be shallower than surrounding areas, with buildings brought up to the sidewalk and directly adjacent to neighboring buildings.

B. Parking should be on-street or behind buildings.

C. Access should be prioritized by walking and biking and efforts should be made to ensure safe and comfortable conditions for these modes of travel. Wider sidewalks and street trees are critical for a creating a space where people wish to be. They also provide locations for outdoor seating.

Streets

Traditional Neighborhood streets should prioritize pedestrians and bicyclists over the automobile, although all modes of mobility are accommodated. Pavement widths should be minimized to encourage safe vehicular speeds of no more than 25 mph while also including space for on-street parking on at least one side of the street. Sidewalks should be provided on a let one side of the street and be separated from the pavement with a landscaped strip planted with street trees. In neighborhood centers or commercial areas, sidewalks should widen to accommodate the needs of businesses and a higher pedestrian volume.

Utilities

Utilities can be either above ground or buried underground throughout this area. Priority for buried utilities should be placed in neighborhood centers, along commercial streets and gateway corridors. Above-ground projections of utilities should be hidden from view wherever practical. Stormwater should be handled through storm sewers and prioritize regional detention over on-site stormwater retention. All on-site detention should be treated as an amenity and civic space. Bioretention systems, bioswales, tree filters, and other vegetated stormwater best management practices are encouraged for treatment of stormwater runoff from streets, parking lots, plazas, and other impervious surfaces. Properly designed pervious paving is encouraged.

Select Typical Sections Applicable to the Traditional Neighborhood Character Area

See Chapter 4: Mobility for additional sections and more information on street design.

60' Street

8' Sidewalk | 5' Planting Strip | 7' Parking | 10' Travel Lane | 10' Travel Lane | 7' Parking | 5' Planting Strip | 8' Sidewalk

50' Street

6' Sidewalk | 7' Planting Strip | 24' Shared Travel Lane & Parking | 7' Planting Strip | 6' Sidewalk
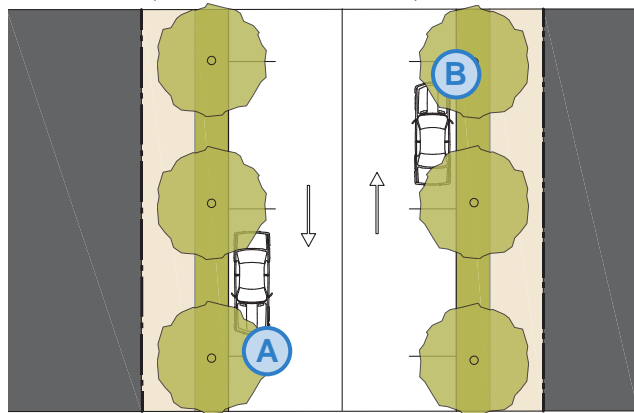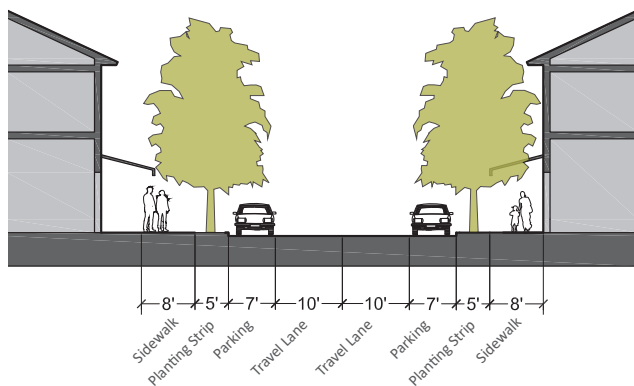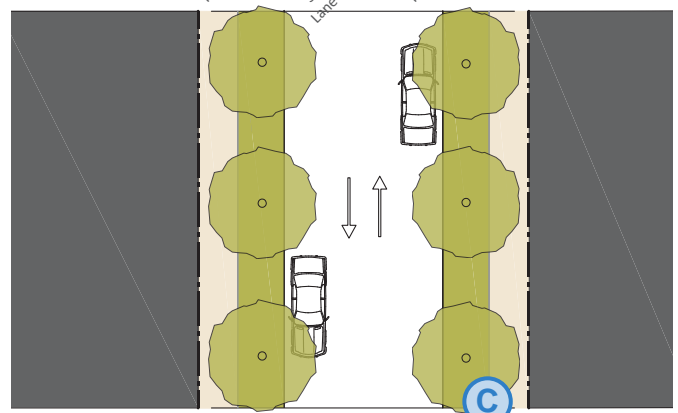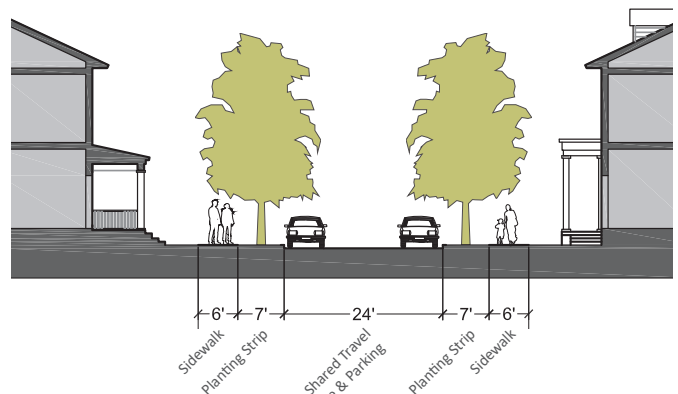
A. On-street parking is featured throughout the Traditional Neighborhood area on at least one side of the street.

B. Narrow streets encourage slower automobile speeds, which is particularly important on residential streets and for the safety of bicyclists and pedestrians.

C. Sidewalks and street trees are recommended on the more residential streets to provide safe and comfortable spaces for pedestrians. This is key to walkable neighborhoods.

Future Character Area:
Suburban Neighborhood

US 19

E. Jackson St.

Remington Ave.

Broad St.

Market Station

Smith Ave.

Bypass 319

W. Jackson St.

Old Monticello Rd.

Suburban Neighborhood

Parks

Overlays

Campus

Neighborhood

Center
With 1/4 Mile Pedestrian Shed
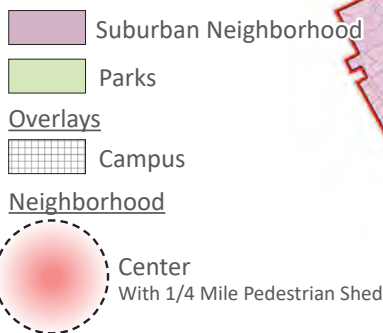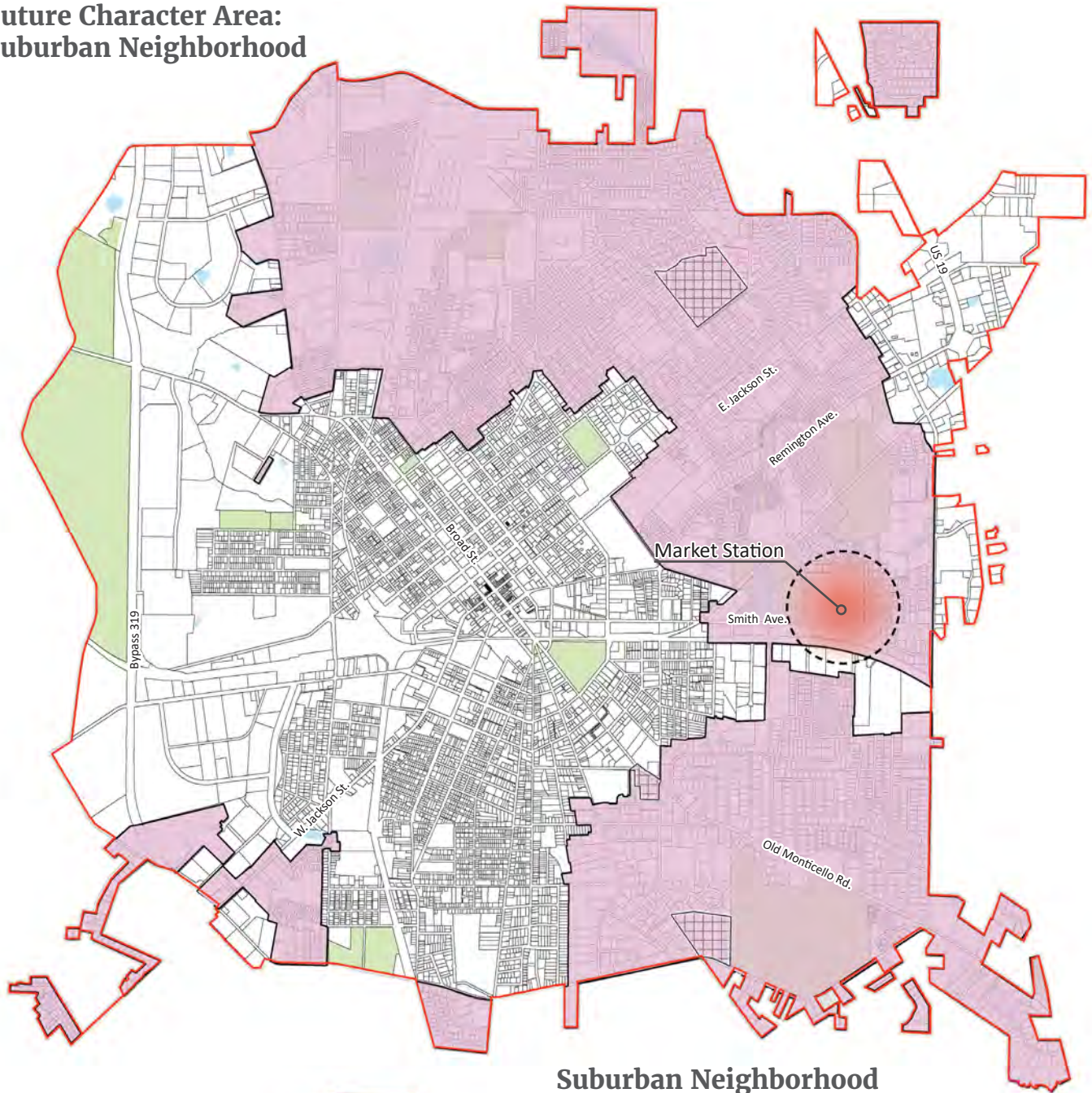
Suburban Neighborhood

The Suburban Neighborhood areas are generally the more recently developed portions of Thomasville. The design of these neighborhoods necessitates the use of automobiles as individual buildings are spread farther apart with few pedestrian facilities. These neighborhoods are defined by single-family houses and isolated apartments. Some commercial and civic uses are mixed in. Office, retail, and mixed-use buildings can be built at key intersections, at neighborhood centers, and along main corridors. Civic buildings should respect the character of a primarily residential neighborhood, but can also be used as landmarks.

Representative Images of the Suburban Neighborhood Future Character Area

Image from: Google Earth

Homes in the Suburban Neighborhood Character Area typically have deep front and side setbacks on large lots and include some of Thomasville's grandest homes.

Image from: Google Earth

Clusters of apartment homes are dispersed throughout this Future Character Area.

Image from: Google Earth

Single family detached homes of all sizes are located within the suburban neighborhoods.

Commercial and mixed-use buildings in the Suburban Neighborhood should be landscaped, accessible from the sidewalk, and have parking located to the side or rear of the building.
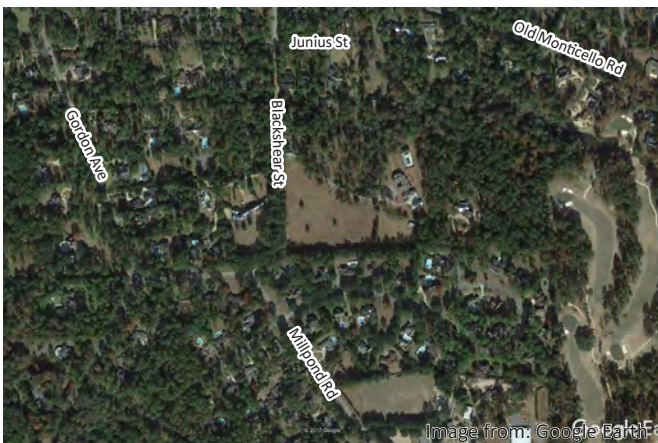
Image from: Google Earth

Neighborhoods have large blocks with an irregular, organic street pattern with low connectivity. Lots tend to be wide with large houses set back from the street.

Image from: Google Earth

Large retail buildings along commercially oriented corridors should front the street, include landscaping, and place parking in the rear and side of the building. Middleton, WI provides several examples of this type of development.

Suburban Neighborhood

Transect

The Suburban Neighborhood Character Area consists of buildings on larger lots with larger setbacks and front yards than in the Traditional Neighborhood Character Area. Buildings are spaced farther apart and the regular street grid extending from downtown begins to dissipate with larger blocks and fewer connections.
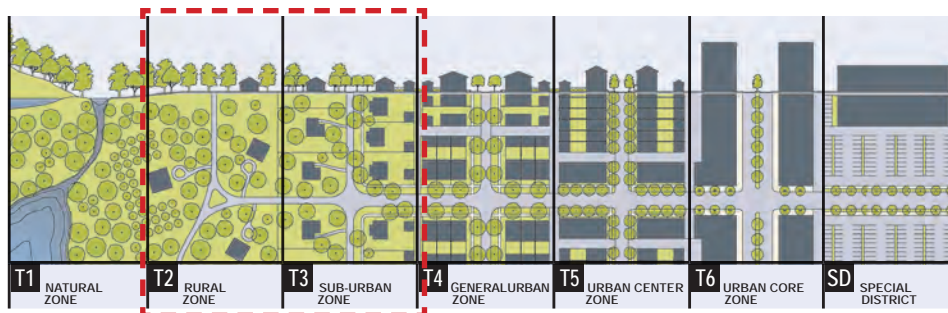
The Suburban Neighborhood Character Area generally encompasses the T3 and T2 transect zones

Typical Conditions

Buildings
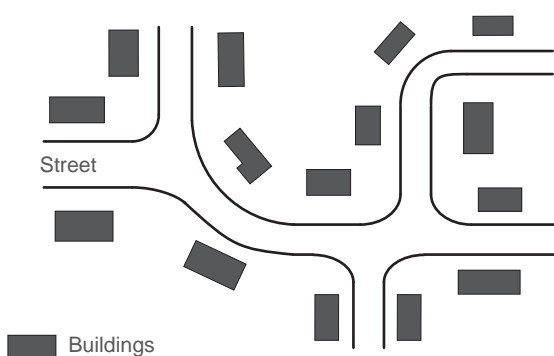
General Description	Primarily defined by single-family homes built after 1950 following an automobile-oriented pattern
Street Network	Larger blocks with curvilinear and rectilinear streets forming a connected and consistent network where cul-de-sacs are discouraged
Building Placement	Front Setback: 12 feet Min. Side Setback: 8 feet Min.
Building Frontage	Shopfront, porch, stoop
Building Height	Generally one to two stories
Parking	Existing parking is located to the front or side of buildings. For future development, parking should be located on-street or to the side and rear of buildings
Building Types	Primarily single-family detached, some duplexes, apartment buildings, and small office, retail, and mixed-use within neighborhood centers and along corridors
Civic Types	Library, day care, YMCA, houses of worship, parks, playgrounds

Neighborhood Center

■ Mixed-Use or Commercial Buildings
■ Residential Buildings
□ Parking
▨ Sidewalk
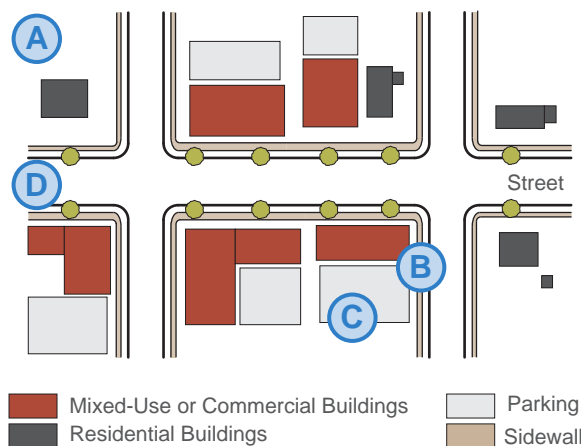
Neighborhood Centers have different building types and placement than typical for the Character Area.

A. Neighborhood Centers in this Character Area may consist of several larger buildings at a key intersection or several new blocks of mixed-use development on the site of a previous shopping center.

B. Build-to-Zones should be shallower than surrounding areas with buildings brought closer to the sidewalk and may be directly adjacent to neighboring buildings.

C. Parking should be on-street or behind buildings.

D. Access should be prioritized for walking and biking and efforts should be made to ensure safe and comfortable conditions for these modes. Wider sidewalks and street trees are critical for a creating a place where people wish to be. They also provide locations for outdoor seating.

Streets

Suburban Neighborhood streets should safely accommodate pedestrians, bicyclists, automobiles and all other modes of mobility. Pavement widths should be designed to encourage safe vehicular speeds of no more than 25 mph in residential areas and 35 mph on larger thoroughfares. On-street parking should be provided, especially within neighborhood centers. Sidewalks should be provided on at least one side of the street and be separated from the pavement with a landscaped strip planted with street trees along larger thoroughfares and within neighborhood centers. Separated bicycle facilities should also be included on larger streets and along important routes.

Utilities

Utilities can be either above ground or buried underground throughout this area. Priority for buried utilities should be placed in neighborhood centers, along commercial streets and gateway corridors. Above-ground projections of utilities should be hidden from view wherever practicable. Stormwater should be handled either through storm sewers, retention areas, or swales. Retention areas should be incorporated into parks or civic spaces and treated as amenities. Stormwater facilities should be consolidated where possible and treated as part of a regional network. Bioretention systems, bioswales, tree filters, and other vegetated stormwater best management practices are encouraged for treatment of stormwater runoff from streets, parking lots, plazas, and other impervious surfaces. Properly designed pervious paving is encouraged.

Select Typical Sections Applicable to the Suburban Neighborhood Character Area

See Chapter 4: Mobility for additional sections and more information on street design.

90' Street
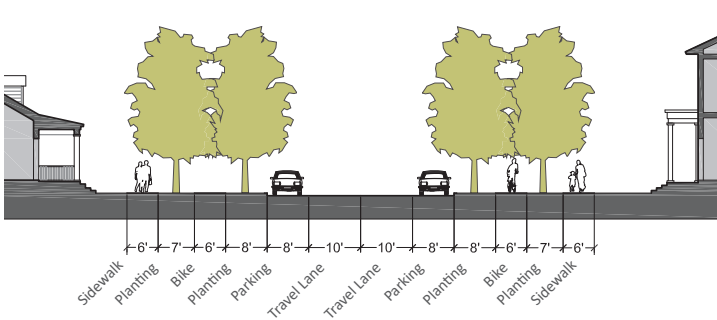
60' Street
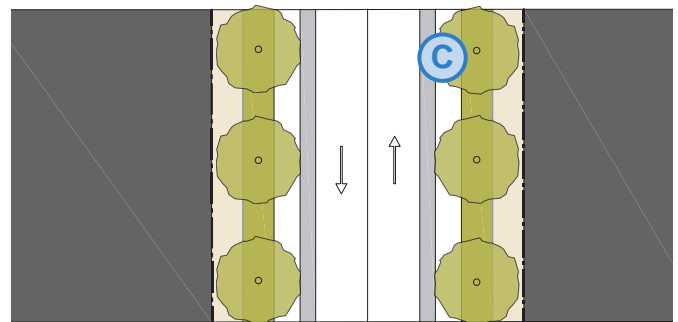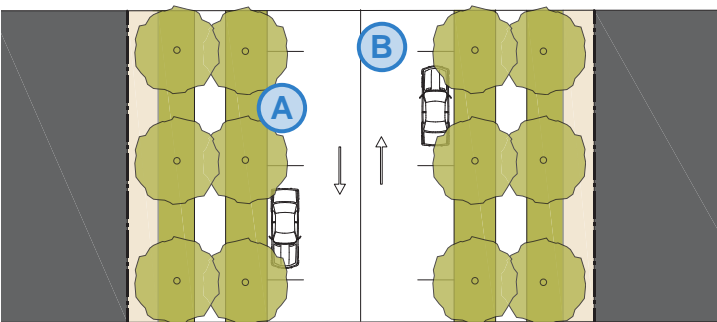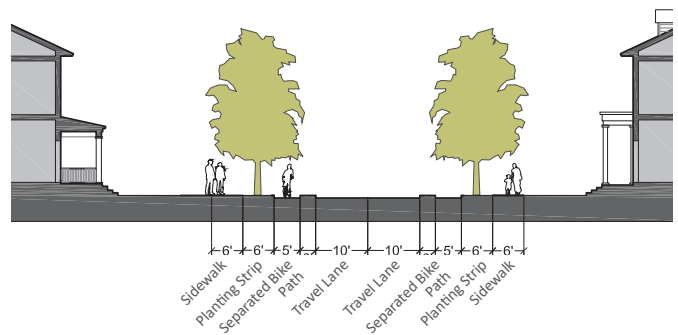
A. On-street parking is featured in some parts of the Suburban Neighborhood Character Area.

B. Pavement width should be designed to encourage appropriate automobile speeds for the context, which is important for the safety and comfort of all roadway users.

C. Separated bicycle facilities are attractive to a wider spectrum of cyclists due to the added level of comfort and safety. On higher-speed roadways, separated bicycle facilities should be considered as part of a larger, comprehensive bicycle network.

Future Character Area: Highway

Gateway

US 19

E. Jackson St.

Remington Ave.

Broad St.

Bypass 319

Smith-Ave.

W. Jackson St.

Old Monticello Rd.

Highway

The Highway Character Area designates portions of the city that are appropriate for auto-oriented uses, big-box retail uses and businesses that are a necessary part of modern life. These parts of Thomasville are suited for large scale development, large-footprint buildings, drive-thrus, and auto-related uses on typically larger lots with deeper setbacks due to the availability of land, highway access, and separation from traditional parts of the city.   Given that this development type does not integrate well with other character areas and walkable neighborhoods, it is best located on the edge of the city with highway access.

Highway Future Character Area

Parks

Neighborhood

Center
With 1/4 Mile Pedestrian Shed

2 | LAND USE

Representative Images of the Highway Future Character Area

Image from: Google Earth

The Highway Future Character Area provides an appropriate location for large, big-box retail without negatively impacting residential neighborhoods.

Image from: Google Earth

This Character Area includes a mix of uses, such as this technical college.

Image from: Google Earth

Large setbacks provide ample space for landscaping and sidewalks buffered from traffic. Out-parcel buildings could be brought closer to the street to create a more pleasant experience for motorists and pedestrians as seen at this shopping center in Santa Clara.

Image from: Google Earth

The high-speed roadways and separation from walkable residential neighborhoods should prioritize the redevelopment of similar strip development in other Character Areas over this area.

Image from: Google Earth

This area consists of large blocks and major thoroughfares. Lots tend to be large with correspondingly large buildings. Low connectivity and high amounts of traffic favor the automobile in this area.

Image from: Google Earth

Retail shopping centers can be held to higher levels of building and landscape design to increase aesthetic appearance, such as at this Target in Santa Clara.

Highway

Transect

The Highway Character Area generally consists of large footprint buildings, big box retail, and shopping centers. Buildings are set far back from the street, usually behind parking lots.

| T1 NATURAL ZONE | T2 RURAL ZONE | T3 SUB-URBAN ZONE | T4 GENERAL URBAN ZONE | T5 URBAN CENTER ZONE | T6 URBAN CORE ZONE | SD SPECIAL DISTRICT |

The Highway Character Area best coordinates with the Special District (SD) transect zone

Typical Conditions

Street

■ Buildings

General Description	Location for auto-oriented uses, big-box retail, and other large-format buildings
Street Network	Highways and larger roads with large blocks
Building Placement	Buildings are set further back from the street and from other buildings on large lots
Building Frontage	N/A
Building Height	One to three stories
Parking	Parking is located in front of and to the side of buildings
Building Types	Large-footprint retail, drive-thrus, shopping centers, hotels, apartments
Civic Types	Day cares, houses of worship

Neighborhood Center Retrofit

Street

■ Buildings   ▬ Sidewalk
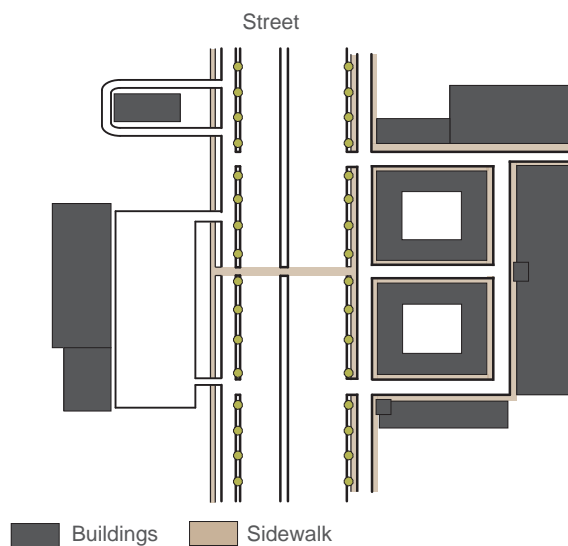
Special Considerations

While the general development pattern is likely to remain unchanged from what exists today, there are several key improvements that can be made to enhance the character, appeal, and connectivity of the area.

- The larger setbacks in this Character Area provide ample space for landscaping. The same Live Oaks and landscaping that make downtown and the Traditional Neighborhood character areas so appealing can also be a part of this Future Character Area.

- Design guidelines can be established to ensure that building designs are of a certain level and are reflective of Thomasville's character.

- Shared access parking should be encouraged to permit trips between properties without having to rely on US 19.

As corridors within the core of the City evolve into a more traditional and multimodal pattern, auto-dependent uses can relocate to this Character Area.

Future Character Area: Industrial

Industrial

Industrial lands are treated differently than the mixed-use or residential areas in Thomasville, however, some placemaking and multimodal transportation approaches still apply. Major thoroughfares should connect through industrial areas to keep the overall connectivity of the city consistent. Creating isolated areas within or around industrial lands is undesirable.

Residential uses can be a short commute to industrial areas as workers should have the choice of living within close proximity of where they work, thereby reducing household transportation costs. However, residential areas should not be placed within industrial-only areas because conflicts typically result.

Industrial Future Character Area

Parks

Industrial
Representative Images of the Industrial Future Character Area

Large setbacks could be a location for trees and landscaping to create a connection between Thomasville's historic neighborhoods and the industrial areas.

Businesses and thoroughfares in the Industrial Character Area need to accommodate higher volumes of truck traffic than other parts of the city.

The majority of buildings within this Character Area are one story in height.

Industrial uses can vary from warehousing and distribution to manufacturing and concrete plants.

This area consists of large blocks with large industrial buildings. Large areas of parking are needed for accommodating trucks and storing goods. Proximity to highway and rail access is critical.

Massive fulfillment and distribution centers are becoming more prevalent and require huge spaces. Important wetland and natural features can still be maintained within industrial areas as demonstrated at this industrial park in New Jersey.

Transect

The buildings in the Industrial Character Area span a large range of sizes and placement. This flexibility is needed to accommodate businesses with unique requirements. Generally, buildings are one story in height and are located on large lots with generous setbacks and parking for cars and trucks.
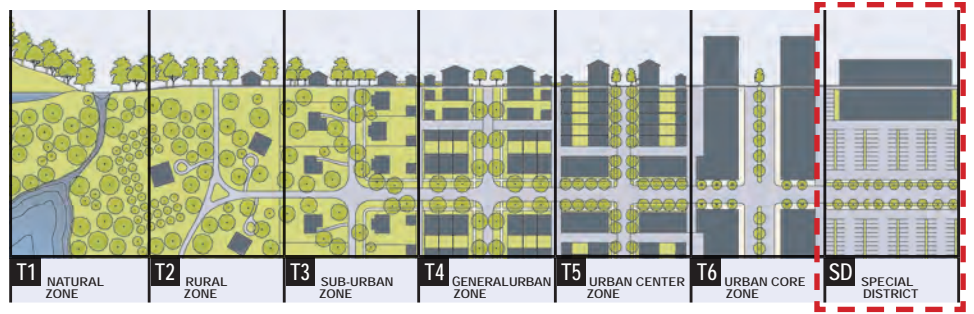
| T1 NATURAL ZONE | T2 RURAL ZONE | T3 SUB-URBAN ZONE | T4 GENERAL URBAN ZONE | T5 URBAN CENTER ZONE | T6 URBAN CORE ZONE | SD SPECIAL DISTRICT |

The Industrial Character Area best coordinates with the Special District (SD) transect zone

Typical Conditions

Street

- Buildings
- Parking
- Sidewalk
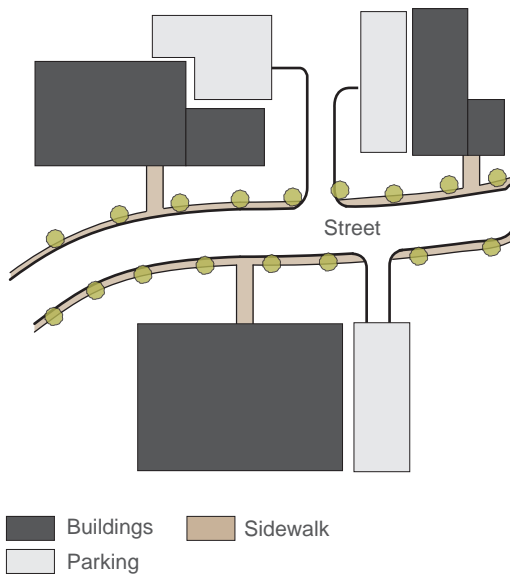
General Description	Areas designated for industrial and warehousing with highway and rail access
Street Network	Larger streets and blocks to accommodate large-footprint buildings and large trucks
Building Placement	Buildings are set back from the street and other buildings
Building Frontage	N/A
Building Height	One story
Parking	Parking is located in front of or to the side of buildings
Building Types	Warehousing, manufacturing facilities, distribution and fulfillment centers, storage facilities
Civic Types	N/A

Select Typical Sections Applicable to the Industrial Character Area

See Chapter 4: Mobility for additional sections and more information on street design.

70' Industrial Street

5' Sidewalk | 7' Planting Strip | 5' Cycle Track | 6' Planting Strip | 12' Travel Lane | 12' Travel Lane | 6' Planting Strip | 5' Cycle Track | 7' Planting Strip | 5' Sidewalk
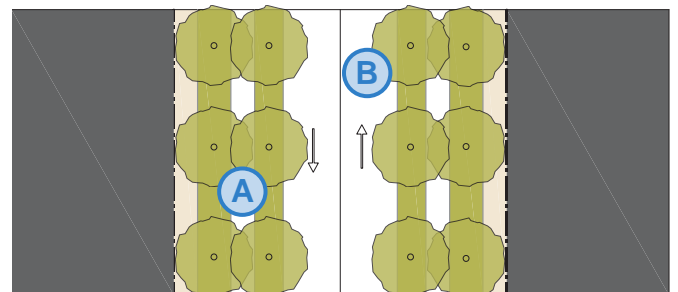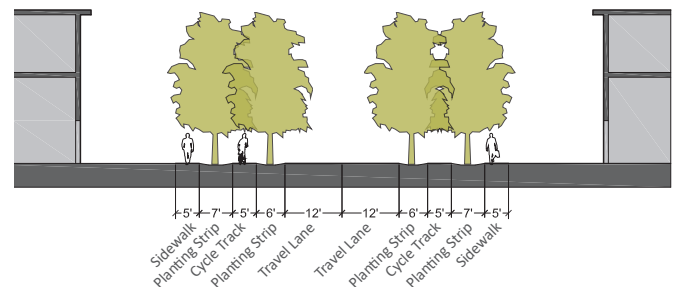
A. Cycle tracks along designated roads in the Industrial Character Area can connect to the City trail network and provide a comfortable location for bicyclists to commute to work.

B. Pavement width and turning radii should be designed to accommodate large trucks.

Future Character Area:
Natural
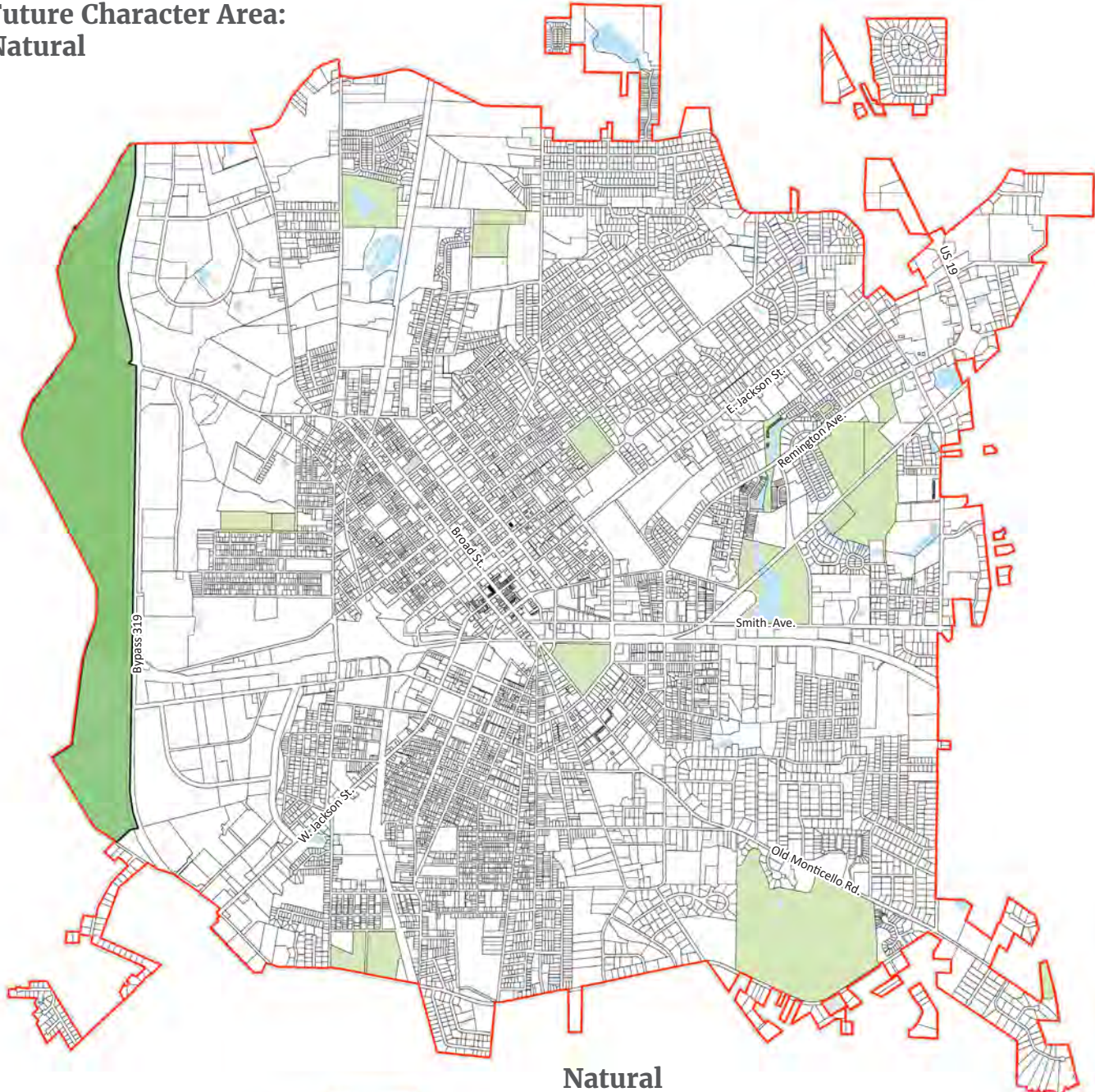
Natural

The Natural Future Character Area consists of protected land that is, for the most part, in a natural and unimproved state. City regulations and policy decisions should help keep these lands in their natural state for drainage, natural habitat, and scenic protection. Hiking and biking may occur in this area. The areas defined with this designation are located west of Bypass 319.

Natural Future Character Area

Parks

Transect

The Natural Character Area consists of unimproved land in its natural state. Development within this area is limited to preserve the natural character and ecosystem services. Limited trails and trailheads may be provided in order to access the area for recreational purposes.

| T1 | NATURAL ZONE | T2 | RURAL ZONE | T3 | SUB-URBAN ZONE | T4 | GENERALURBAN ZONE | T5 | URBAN CENTER ZONE | T6 | URBAN CORE ZONE | SD | SPECIAL DISTRICT |
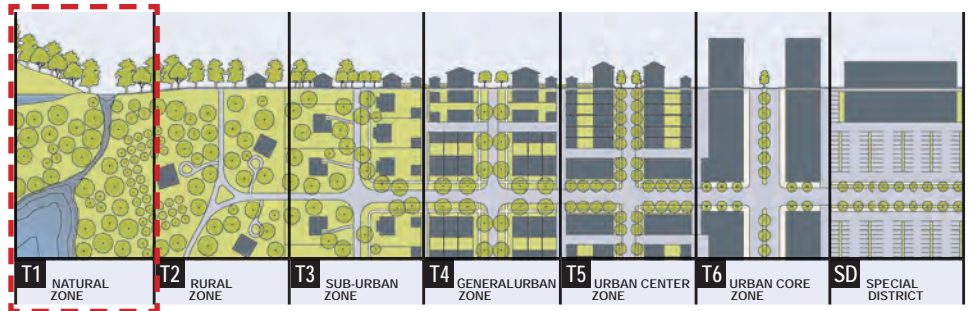
The Natural Character Area generally aligns with the T1 transect zone

Typical Conditions
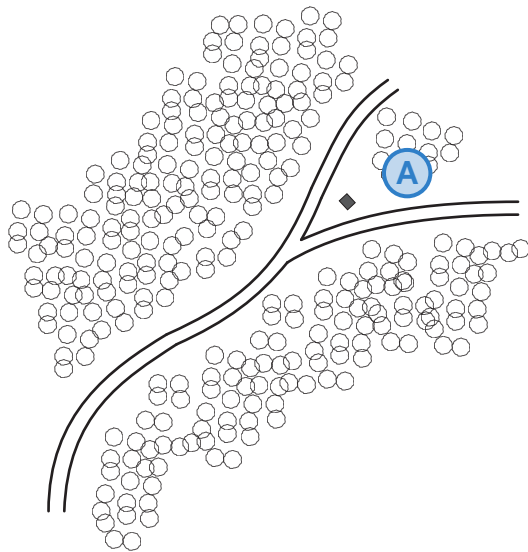
A. Trailhead

General Description	Natural areas for recreation, conservation, provision of ecosystem services such as drainage
Street Network	Trails for recreation and access for maintenance
Building Placement	N/A
Building Frontage	N/A
Building Heights	N/A
Parking	Parking is located along adjacent streets or in designated lots along the periphery
Building Types	Trailheads, visitor and nature centers, restrooms
Civic Types	Parks

Representative Images of the Natural Future Character Area

Natural lands in the Thomasville area consist primarily of pine forest.
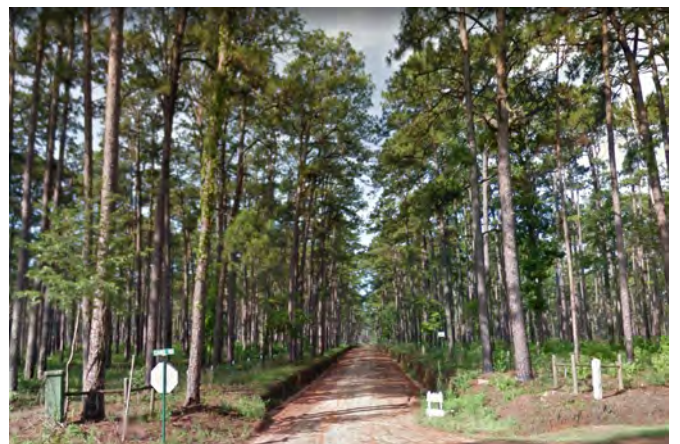
An unpaved road provides access for walking and biking.

Campus Overlay Districts

Campus Districts are vital components of a diverse and well-functioning City. They provide an appropriate location for uses that have distinct and special requirements which differentiates them from the surrounding neighborhood context. While campuses have the potential to greatly benefit the City and surrounding neighborhoods, they also have the potential to detract from their neighbors and act as barriers and obstacles to movement and pedestrian comfort due to their typically large size.

Several key urban design concepts should be kept in mind during the design of campus districts in order to optimize their pedestrian-friendliness and to help ensure that they are good neighbors in their communities.

Urban Design Concepts for All Campus Districts

Blocks and Streets
Rather than thinking of the campus as a single large building, the campus should be envisioned as a collection of buildings organized into a network of walkable blocks and streets. Circulation across the site should occur along a network of pedestrian-dominant street spaces that connect seamlessly with the surrounding network of city streets.

Mind the Edges
The way that a campus's buildings are configured along sidewalks is of vital importance to pedestrian comfort. Expanses of blank wall along a sidewalk are boring and result in dangerous unwatched street spaces that repel people. For pedestrians to feel comfortable, buildings must face sidewalks with ample windows and frequent doors.

A Primary Signature Public Space
An opportunity presents itself for campuses to rethink their entrance sequence from the surrounding neighborhood. A formal space located at the campus entrance could help connect the campus with the city. This space could provide a grand arrival and gathering location for those using the campus facility.

Apply Smart Growth Principles
Many of the smart growth principles throughout this plan may be applied to the planning and development of campus districts.

Holistic Planning
Campus planning should be done in conjunction with land planning and transportation planning. The land use and thoroughfare planning around the campus should be thoughtful and should complement the neighborhood context. For example, pedestrian linkages should be strategically located via sidewalks, bikeways, and other common areas to provide internal and external neighborhood circulation.

Community Buy-in
The planning process should be designed in a way that secures community input prior to key decisions being made. Input from the community provides benefits to the entire community, including better decisions and long-term support by the citizens.

Context-Sensitive Designs
The campus should be designed with the site and needs of the community in mind. Many campus uses have minimum acreage requirements, minimum square footage requirements, and other design standards that prevent them from being inserted into fine-grained neighborhoods and may prevent more context-sensitive design alternatives.

Parking
Parking should be provided for campus users in a "park once" environment. Parking facilities should be located within the block, in mid-block locations, and should be fully concealed by liner buildings or landscaping. On-street parking should also be provided in more urban locations. Shielding parking from public view allows the campus buildings and public spaces to take precedence, unhindered by front facing parking lots.

Typical Conditions

Prominent Campus Building
Campus Buildings
Neighborhood Buildings
Parking
Sidewalk
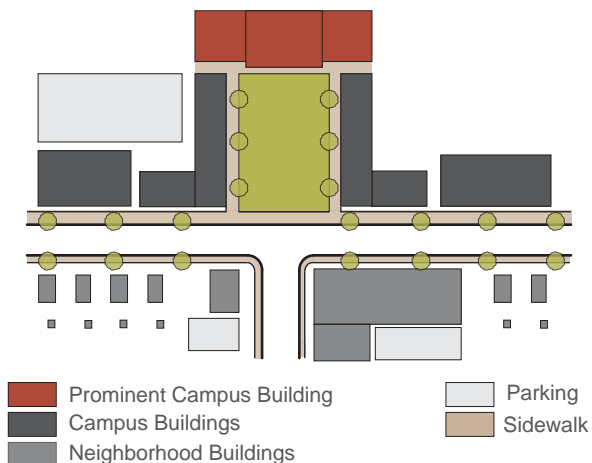
Conventional campus site planning often lacks integration with the surrounding urban fabric .
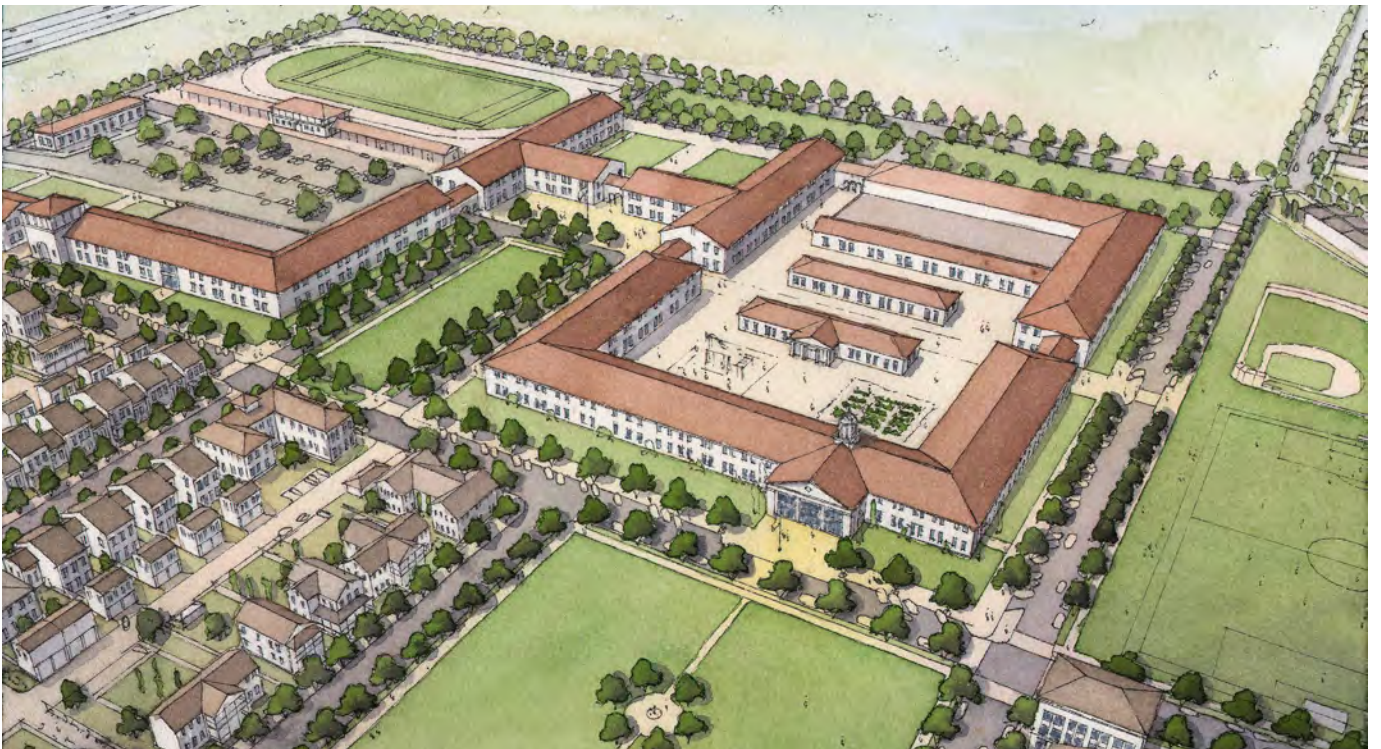
A campus, including a school, should be integrated with the urban fabric and sited prominently. It should shape public space, and facilitate pedestrian and bicyclist access. For schools, playfields can be thought of as public amenities, especially after school hours and on weekends.

Urban Design Concepts for School Campus Districts

Neighborhood School

Schools should be embedded into a walkable neighborhood so that most students can reach it safely without the necessity of a car or bus. Residents and students should be encouraged to walk to and from the school campus in a safe environment.

Prominent Site

Schools should be sited in a prominent location so that it communicates the importance of the school in the culture of the community. Neighborhood schools should be located within the heart of the area they serve rather than at its periphery. School buildings and architectural features should terminate views where they interrupt the grid of streets.

Shared Use

Schools should be sited and designed so that they can share uses with the community. Joint-use facilities should be encouraged to maximize the public's investment including the sharing of recreational facilities to reduce campus size. Neighborhood parks should be located next to schools to maximize recreational areas and the opportunities of joint-use facilities.

Flexibility

Schools should be designed so that they can grow in size and services as the neighborhood grows or contract so that it remains useful over a longer period of time. Thoughtful site planning provides long-term benefits including a more sustainable school campus.

Maintain Schools that are Incorporated Into the Neighborhood Fabric

Thomasville's schools should maintain their locations within the urban neighborhood fabric. The community loses when schools are no longer stately fixtures of neighborhoods, instead becoming institutions found a driving distance away in settings that resemble business or manufacturing facilities.

Implement Safe Pedestrian Routes To Schools

Build upon the Safe Routes to School program to design and fund safe pedestrian routes to schools. Implement improvements around schools such as wider sidewalks, street trees planted between the sidewalk and the travel lanes, on-street parking to serve as a barrier between pedestrians and moving vehicles, highly visible pedestrian crossings, traffic calming, human-scaled street and pedestrian lighting, pedestrian trails, and children's education about traffic safety.

Civic Building Placement

Civic buildings should be placed prominently and should have grander proportions and materials than their surrounding urban fabric. Approaches include locating public buildings at the ends of streets, across greens, or at the center of greens. Public buildings can be relatively small if placed strategically in the public view. Sites for civic purposes can be reserved even before there is a need for them to be constructed. The uses of these buildings may change over time as the needs of the community evolve.

Thomasville has a tradition of grand and properly sited civic buildings like the Thomas County Historic Court House. However, some more recent civic buildings do not enhance the public realm in the same way. Future civic buildings should strive to enhance the public realm and be properly sited to have the prominence in the community that they deserve.

Many of the downtown civic institutions, such as churches, are surrounded by and own surface parking lots. Opening up these parking areas for public good can benefit all users downtown. New development should build up to the street edges and complete the street frontage, replacing parking lots at the street edge.

Even small civic buildings can have a dominant presence when properly sited.

As a Terminated Vista

The Carroll Hill area has a prime location for a civic building built into the street network.

Across a Green
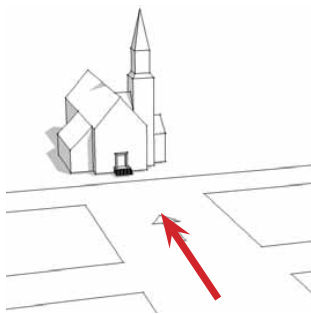
The Thomasville Center of the Arts is a prominent building that is sited away from the street behind a green.
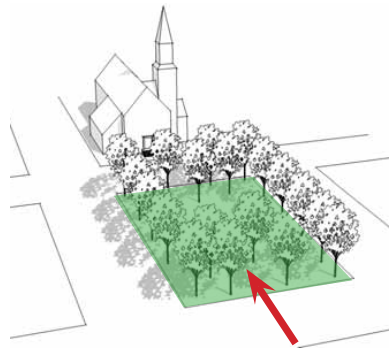
At the Center of a Square

Thomasville's courthouse is a classic example of a prominent civic building at the center of a public square.

Investment Sector Strategies

Labels on map:
- Gateway
- Carroll Hill
- Clay & Mitchell
- Oak & MLK
- Dewey City
- Market Station
- Fern & Fletcher
- Imperial Hotel
- Fern & Wright
- Fern & Magnolia
- West Jackson
- Magnolia & Augusta
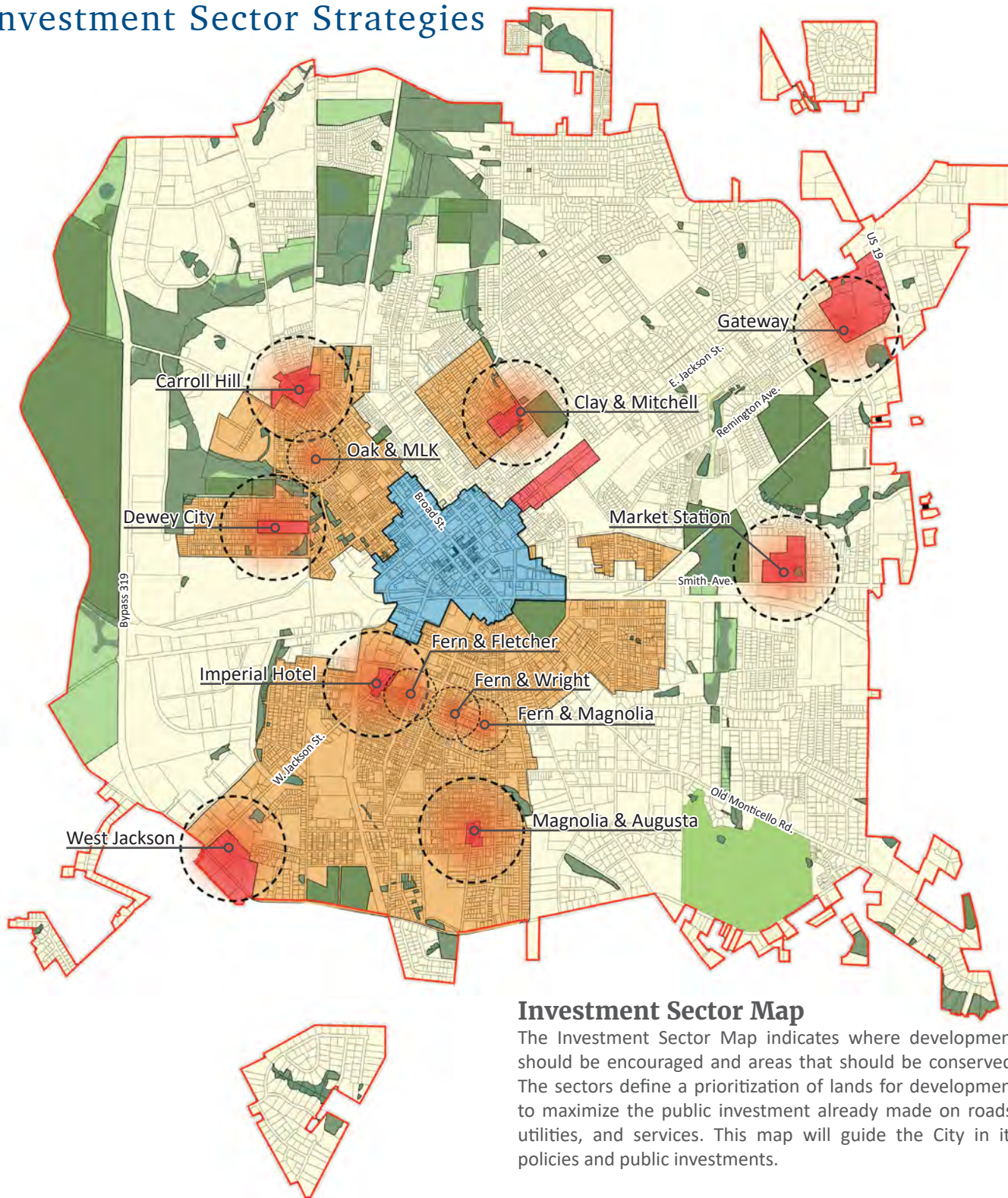
Investment Sector Map

The Investment Sector Map indicates where development should be encouraged and areas that should be conserved. The sectors define a prioritization of lands for development to maximize the public investment already made on roads, utilities, and services. This map will guide the City in its policies and public investments.

The Investment Sector Map defines a prioritization of lands for development that maximizes the public investment already made on roads, utilities and services. The Investment Sector Map is not a zoning map, but is intended to guide local decisions concerning zoning, the subdivision of land, infrastructure investment, and the provision of services in coordination with the Future Character Areas Map. The sectors identify prime locations for downtown development, infill development, new compact neighborhood centers and gateways, stable neighborhoods, and conservation zones. The type and form of the resulting development should be based on the underlying Future Character Area as defined on the Future Character Area Map.

Investment Sectors (listed by priority)

highest

Downtown

New & Retrofit Development

Infill Development

Stable Neighborhoods

Conservation Area - Preserve

lowest

Conservation Area - Reserve

Neighborhood

Center
With 1/4 Mile Pedestrian Shed

Crossroads
With 1/8 Mile Pedestrian Shed

The Investment Sector Map defines a prioritization of lands for development that maximizes the public investment already made on roads, utilities and services. The Investment Sector Map is not a zoning map, but is intended to guide local decisions concerning zoning, the subdivision of land, infrastructure investment, and the provision of services in coordination with the Future Character Areas Map. The sectors identify prime locations for downtown development, infill development, new compact neighborhood centers and gateways, stable neighborhoods, and conservation zones. The type and form of the resulting development should be based on the underlying Future Character Area as defined on the Future Character Area Map.

Development should occur first where there has been significant public investment, where there is already a framework in place for walkable neighborhoods consisting of pedestrian-scaled lots, blocks, and streets, and where the citywide community can benefit the most (Downtown). The next level of priority should be placed where there has been substantial investment but where a new development pattern could better serve the surrounding communities and City as a whole (New & Retrofit Development). Other portions of the City that also have a framework in place for walkable neighborhoods but are primarily residential and located outside of the downtown are the next to be prioritized (Infill Development).

In the Stable Neighborhoods, new development and redevelopment is welcome, yet the City should prioritize investments in infrastructure and services in the other areas to maintain the City's compact form and character. Finally, development should be discouraged in some areas that perform important ecosystem services or could be beneficial for recreational purposes (Conservation Areas). By satisfying market needs with infill development, densities that could support vibrant neighborhood centers are expected in time while natural areas can be preserved.

Each Investment Sector is described in greater detail as follows. The Sectors are listed from highest priority for development to the lowest.

Downtown

The Downtown Investment Sector corresponds to the Downtown Future Character Area and includes the historic core of Downtown Thomasville, the Creative Arts District, and immediately surrounding residential and commercial areas. There is community support for increased investment and development in this area and the City has already invested heavily in infrastructure improvements here. Downtown can also accommodate the broadest range of building types and uses to serve the needs of the City and its residents.

New & Retrofit Development Areas

New development and redevelopment areas have been identified at several key locations in the City where there is a need for walkable mixed-use centers. These areas are currently developed in a suburban, single use fashion that prioritizes access by driving and are not well integrated with the surrounding communities.

These areas are proposed to be retrofitted with walkable centers which will serve multiple purposes. They will provide new amenities and shops for the surrounding neighborhoods, greater connectivity, and become more welcoming gateways into the City. These centers can also accommodate new residents by providing new housing options for a wider variety of housing needs, such as apartments and townhouses, to complement the existing adjacent single-family homes.

Infill Development Areas

The infill areas identified are older, traditional neighborhoods extending from the downtown. These neighborhoods have suffered from disinvestment and have a relatively high number of vacant lots and abandoned homes mixed in with single-family homes. These areas have a well-connected street network consisting of small blocks, a high intersection density and are located relatively close to the downtown's amenities. Buildings have shallow front and side setbacks as well as porches, while streets usually have sidewalks.

Infill development should consist of single and multi-family residential buildings in character with the historic fabric, as well as small, neighborhood-serving commercial and mixed-use buildings in the neighborhood centers. These areas already have infrastructure and services in place and new development here will take advantage of these earlier investments while improving quality of life in the neighborhood for all. Many new families can be accommodated in such a manner without increasing the cost burden on the City for new infrastructure.

Stable Neighborhood Areas

These areas are generally more stable and should be protected and enhanced. This is not to say that change should not occur here, but rather other portions of the City can be better served with an increased focus of policy and resources.

Conservation Areas

Conservation areas are those defined areas that should be set aside for public open space and to serve ecosystem services. These areas are primarily located in low lying parts of the City where water naturally drains. While Thomasville is surrounded by large tracts of open space, it is primarily privately owned and not open for public use. Conservation area land could provide access to natural areas for hiking and biking and can serve as a greenway network coordinated with the city's trails to form a large, continuous greenway. There are two types of conservation areas:

Preserve
This is land that is truly protected. Conservation area land that is already permanently preserved by law or contract, with little or no development rights, is included in this category. This area consists of full parcels and portions of parcels that meet at least one of the criteria below:

- Purchased open space
- Parkland
- Land under a conservation easement
- Wetlands and wetland buffers (on vacant parcels outside of the Downtown)
- Riparian corridors (on vacant parcels outside of the Downtown)
- 100 year floodplains (on vacant parcels outside of the Downtown)

Reserve
This category includes parcels of land that may have value as community and natural open space but are not protected from development. The reserve category represents the highest priority areas for open-space protection. Future efforts for land preservation should focus on protecting land under this designation. This area may consist of the following:

- Vacant woodlands and farmlands
- Scenic viewsheds
- Vacant corridors connecting preserve areas (to create a continuous system of natural corridors)

The Neighborhood Unit

The building block of every city is the neighborhood. A genuine neighborhood is not the disconnected, single-use development that characterizes sprawl. Complete neighborhoods - unlike the stand-alone apartment complex or the subdivision tract - provide housing, workplaces, shopping, civic functions, and more. Pedestrian-friendly and mixed-use, these communities are designed to be compact, complete, connected, and ultimately more sustainable — although the parameters of an ideal neighborhood vary in terms of size, density, and mix of dwelling types. There are five basic design conventions that provide a common thread linking great neighborhoods. The diagram of a complete neighborhood, at right, will be used to illustrate the five basic principles of a neighborhood.

1. Identifiable Center and Edge

One should be able to tell when one has arrived in the neighborhood and when one has reached its center. A proper center has places where the public feels welcome and encouraged to congregate. Typically, at least one outdoor public environment exists at the center that spatially acts as the most well-defined outdoor room in the neighborhood. While it most often takes the form of a square or plaza, it is also possible to give shape to the neighborhood center with just a special "four corners" intersection of important streets that include shade and other protection from the elements.

The best centers are within walking distance of surrounding residential areas, possess a mix of uses, and include higher-density buildings at a pedestrian scale. Discernible centers are important because they provide some of people's daily needs and foster social connections.

2. Walkable Size

The overall size of the neighborhood, which typically ranges from 40 to 200 acres, should be suitable for walking. Most people will walk approximately one-quarter mile before turning back or opting to drive or ride a bike. Most neighborhoods built before World War II were approximately one-quarter mile from center to edge.

Neighborhoods of many shapes and sizes can satisfy the quarter-mile radius test. Civic spaces requiring a great deal of acreage such as schools with play fields can be situated where they are shared by more than one neighborhood. Larger planned communities can satisfy the quarter mile radius test by establishing several distinct neighborhoods within the community, being sure to place different neighborhood centers one-half mile apart or less.

Diagram of a complete neighborhood

Identifiable center and edge
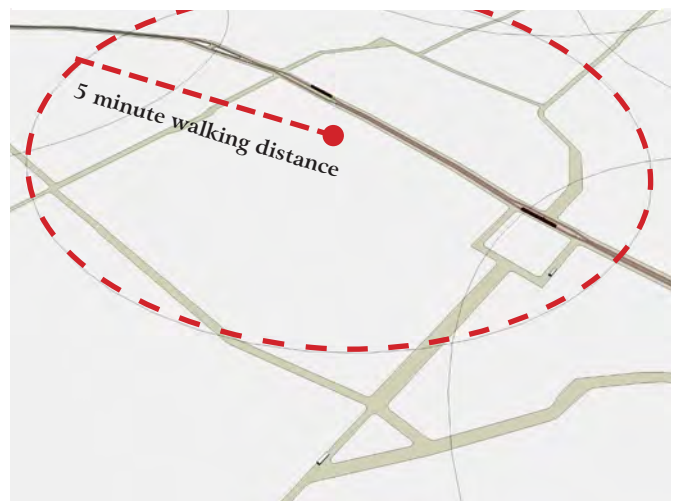
Walkable neighborhood size

3. Mix of Land Uses and Housing Types with Opportunities for Shopping and Workplaces Close to Home

Great neighborhoods have a fine-grained mix of land uses and housing types. This condition enables residents to dwell, work, socialize, exercise, shop, and find some daily needs and services within walking distance. Variety-rich neighborhoods, in comparison with the single-use, single "pod" developments, have multiple benefits.

Mixing uses is a powerful way to alleviate traffic congestion as it reduces the number of car trips needed throughout the day. A mix of housing is better socially, allowing people with diverse lifestyles and incomes to live in the same neighborhood. Residents have the choice to move elsewhere within their community as their housing needs change over time, while families of modest means are no longer forced into segregated concentrations. In addition, households with varied schedules and interests will activate the neighborhood at different times of day, adding both to the vibrancy and security of a place.

4. Integrated Network of Walkable Streets

A network of streets allows pedestrians, cyclists, and motorists to move safely and comfortably through a neighborhood. The maximum average block perimeter to achieve an integrated network is 1,500 feet with a maximum uninterrupted block face of, ideally, 450 feet, with streets at intervals no greater than 600 feet apart along any one single stretch.

A street network forms blocks that set up logical sites for private development, provides routes for multiple modes of transportation, and provides non-motorized alternatives to those under the driving age as well as for senior citizens. Streets should be designed to be walkable first while also serving cars and emergency vehicles. Slow traffic speeds, coupled with features such as narrow curb-to-curb cross sections, street trees, on-street parking, architecture close to the street edge, and tight radii at the street corners, work together to create highly walkable environments. A connected web of streets then allows for numerous driving patterns and the orderly management of traffic.

5. Special Sites Reserved for Civic Uses

In complete neighborhoods, some of the best real estate is set aside for community purposes. These locations are made significant by the geometry of the town plan. Unique settings such as terminated vistas or locations with greater activity should be reserved for landmark buildings that will act as permanent anchors for community pride. Similarly, special sites should be set aside for parks, greens, squares, plazas, and playgrounds (each of which has its own distinct character). Each neighborhood should have one special gathering place at its center, such as a village green.

Transect provide opportunity for a mix of land uses and housing types

Network of walkable streets

Special sites are reserved for civic purposes

GOALS & POLICIES

The City of Thomasville will ensure that future development preserves and enhances existing neighborhoods; encourages a high-quality mix of uses in a traditional neighborhood form; respects the natural environment; and discourages sprawl development to spur economic investment, repair social fabric, reduce the cost of providing infrastructure and services, and reclaim abandoned areas.

Future Character Area & Investment Sector Maps

Goal 2.1: Use the new Future Character Areas and Investment Sector Maps, an integral part of Thomasville Blueprint 2028, to assist City officials and private developers in understanding the growth management goals and policies of this plan, particularly as to the form, direction, and timing of future development. The designations on these maps are subject to change as Thomasville grows and Thomasville Blueprint 2028 is modified accordingly.

Policy 2.1.1: Adopt the Future Character Areas Map. The Future Character Areas Map is a base map that defines distinct Character Areas for all of Thomasville. This map defines six character areas that reflect the desired type and form of development in each part of the City. In addition to these six base character areas, a campus overlay district defines key areas with unique characteristics that differentiate them from the typical development patterns surrounding them. The locations of neighborhood centers and crossroads are also identified on this map.

Policy 2.1.2: Adopt the Investment Sector Map. The second component is the Investment Sector Map. This map indicates where development should be encouraged, areas that should be conserved, and areas that are relatively stable. The sectors define a prioritization of lands for development to maximize the public investment already made on roads, utilities, and services.

Policy 2.1.3: Use the Future Character Areas Map and Investment Sector Map in tandem to guide land use, development, and infrastructure decisions.

Policy 2.1.4: Adhere to the City's Historic District, Overlay District, and Special District designations in all land use and permitting decisions.

Policy 2.1.5: Utilize the Future Character Areas Map to guide street design as further described in Chapter 4: Mobility.

Development Regulations and Zoning

Goal 2.2: Revise and amend the City's zoning and land development regulations to support the Future Character Areas and Investment Sector Maps and the goals and policies of this document.

Policy 2.2.1: Create a city-wide Unified Development Ordinance using a form-based approach. This document should be a single source, easy to use, highly illustrative code that combines all development related ordinances into one document.

Policy 2.2.1.1: Protect and enhance Thomasville's historic character utilizing the Unified Development Ordinance.

Policy 2.2.1.2: Modify the City's zoning and development regulations to conform to the qualities and intent of the Future Character Areas.

Policy 2.2.1.3: Encourage a greater interconnection of internal streets.

Policy 2.2.1.4: Provide small parks, community gardens, and civic functions within neighborhoods.

Policy 2.2.1.5: Allow a wide range of unit types to be utilized in each neighborhood to encourage complete communities.

Policy 2.2.1.6: Allow a wide range of street types to create streets that are safe, comfortable and interesting to the pedestrian as well as require an interconnected network of streets with small block sizes.

Policy 2.2.1.7: Require well-designed public spaces. All streets and open space created should be open to the public.

Policy 2.2.1.8: Protect natural features such as stream beds and flood zones.

Policy 2.2.1.9: Include mixed-use zoning.

Policy 2.2.3: Perform a city-wide review of existing parking requirements and update these in the city-wide Unified Development Ordinance in accordance with the desired outcomes for each Future Character Area.

Policy 2.2.4: Provide design assistance as an option for new public and private development within the City to assist with future character area compliance and expedite approval processes. Services may include assistance with concept design, illustrative drawings, and preliminary site design, among others.

Downtown

Goal 2.3: Place the highest priority on the continued reinvigoration of downtown, whose strategic location, walkable blocks, and historic buildings make it a vibrant destination and center of culture, shopping, government, and the arts. This goal and its associated policies apply to land designated as the Downtown Future Character Area on the Future Character Areas Map and Investment Sectors Map.

Policy 2.3.1: Encourage the rehabilitation of upper stories of existing downtown buildings as office, retail, entertainment, and residential space. The City should review existing codes, including parking requirements, to remove barriers to this policy. Financial incentives should be considered to encourage investment from the private sector.

Policy 2.3.2: Encourage new multi-story mixed-use buildings with windows and doors facing all sidewalks to be constructed on vacant lots.

Policy 2.3.3: Consider eliminating on-site parking requirements for buildings in Downtown and consider innovative approaches to using off-site and on-street parking.

Policy 2.3.4: Incorporate large new downtown complexes such as a hotel or convention center urbanistically within the downtown. As large new uses are added, updated, or replaced, they should be integrated into Thomasville's original street network and other land uses rather than being isolated in large complexes of civic buildings.

Policy 2.3.5: Include new and improved civic buildings and civic spaces, plus shared parking for residents, employees and visitors in Downtown redevelopment strategies.

Policy 2.3.6: Continue to support Downtown Thomasville Main Street in its effort to improve the downtown.

Policy 2.3.7: Support the Creative District Vision Plan.

Industrial Areas

Manufacturing is a large part of the regional economy.

Goal 2.4: Designate ample land that is well-suited for industrial facilities and ensure that industrial facilities do not adversely affect the health, safety, or welfare of the community. These policies apply to land in the Industrial Future Character Area on the Future Character Area Map.

Policy 2.4.1: Encourage the development of industrial uses and businesses within existing industrial areas.

Policy 2.4.2: Discourage primary access to industrial development through residential areas.

Policy 2.4.3: Discourage the development of residential uses on designated industrial land.

Policy 2.4.4: Take affirmative steps to maximize the potential of repurposing obsolete industrial sites within the Downtown and Creative District to serve new functions while maintaining the industrial character of the area. These sites pose technical challenges to redevelopment but are ideally located within the City to offer new choices and opportunities for Thomasville residents.

Natural Areas

Goal 2.5: Protect natural open space in the City of Thomasville for environmental health and for recreational opportunities for residents.

Policy 2.5.1: Identify priority conservation zones, especially along waterways and low lying natural drainage areas, and create City ordinances to discourage development within these conservation areas.

Policy 2.5.2: Identify and maintain a permanent green preserve of some form in and around the City with a focus on improving and protecting ecological areas using PDR Program, land trusts, rural and critical lands, etc.

Policy 2.5.3: Create urban parks and coordinate the City's trail network that connects parks and natural areas to create a greenway network throughout the City largely following natural drainage patterns.

Policy 2.5.4: Coordinate with Thomas County and private landowners to protect the hunting plantations surrounding Thomasville, which are critical for limiting sprawling growth, protecting vital natural resources and ecosystem services, and providing significant economic benefits to the community.

Goal 2.6: Due to its ecological significance, Thomasville should protect the portion of Greenwood Plantation inside the City limits from development that would threaten the old growth longleaf pine forest and other natural resources on this iconic property.

Policy 2.6.1: Collaborate with Thomas County on land use and transportation issues to protect Greenwood Plantation and the Big Woods from incompatible development.

Policy 2.6.2: Coordinate with the U.S. Highway Administration, the Georgia Department of Transportation, and rail providers and users to avoid activities that could adversely affect Greenwood Plantation and the Big Woods.

Policy 2.6.3: Maintain public access on West Pinetree Boulevard to allow the public an opportunity to view the Big Woods from the right of way. Support the protection of Greenwood and the Big Woods by allocating resources to mitigate littering and trespassing that threaten this resource.

New & Retrofit Development Areas

Goal 2.7: Diversify the City of Thomasville's neighborhoods in strategic locations to increase the variety of housing options (including townhouses, apartments, and condominiums), create new gateways to the City, and expand opportunities for employment and neighborhood shopping without requiring long car trips. This goal and its associated policies apply to land in the New & Retrofit Development Sector on the Investment Sector Map to prioritize compact, walkable redevelopment.

Policy 2.7.1: Create small area plans for each of the New and Retrofit Development Investment Sector areas, prioritizing Neighborhood Centers.

Policy 2.7.2: Establish incentives for the private sector that encourage growth and new development in New and Retrofit Development Investment Sector areas with an emphasis on Neighborhood Centers.

Goal 2.8: Encourage development to address missing residential, employment, and recreational opportunities.

Policy 2.8.1: Place projects within New and Retrofit Development Investment Sector areas at the front of development approval agendas.

Policy 2.8.2: Prioritize New and Retrofit Development Investment Sector area projects by affording eligibility for fast-track development approvals and date-certain decisions.

Policy 2.8.3: Encourage apartments and townhouses.

Policy 2.8.4: Encourage multi-story mixed-use buildings within the Neighborhood Centers.

Infill Development Areas

These goals and associated policies primarily apply to the land designated as the Infill Area Investment Sector on the Investment Sector Map.

Goal 2.9: Maintain and improve the highly walkable character, diverse mix of land uses, and historic building stock in the historic neighborhoods that were laid out in a grid around the Downtown.

Policy 2.9.1: Promote the redevelopment of vacant and underutilized parcels in and around the City's traditional historic neighborhoods in a manner corresponding with the scale and character of these existing neighborhoods rather than imposing a suburban or high-rise model. These parcels can be excellent locations for redevelopment that adds housing, shopping, employment, entertainment, and recreational options for nearby residents.

Policy 2.9.2: Create small area plans for the Infill areas, prioritizing Neighborhood Centers and Crossroads and promoting affordable housing.

Goal 2.10: Direct both public infrastructure funding and private development to infill areas where they will have the greatest social and economic benefit, with the least environmental and transportation costs. Additional infill incentives should be considered by the City.

Policy 2.10.1: Partner with the Thomasville-Thomas County Land Bank Authority to address the City's vacant lots and abandoned homes and to provide affordable housing.

Policy 2.10.2: Develop a strategy for financial assistance in the form of public-private partnerships , incentives, or utility relief for projects within infill areas.

Policy 2.10.3: Avoid or oppose the relocation of public facilities such as government offices, post offices and schools to outlying suburban areas.

Goal 2.11: Encourage infill development to address "missing middle" residential and affordable housing needs.

Policy 2.11.1: Encourage multi-unit or clustered housing types that are compatible in scale and form with single-family homes. Types may include duplex, triplex & fourplex, courtyard apartment, and bungalow court.

Corridor Investment

Goal 2.12: Encourage and support the evolution of exclusively auto-oriented, strip-style commercial development into mixed-use activity centers. Allow a diverse, complimentary mix of residential and non-residential uses to meet the needs of the City's businesses and residences in these areas.

Policy 2.12.1: Promote interconnectivity between adjacent land uses, including connectivity between non-residential development and adjacent neighborhoods.

Policy 2.12.2: Support beautification and mobility improvements along these corridors.

Policy 2.12.3: Create corridor plans for major corridors within the Infill Areas on the Investment Sector Map.

Policy 2.12.4: Establish density incentives, as part of a code rewrite, for suburban strip centers to redevelop in a traditional neighborhood pattern. This includes establishing new blocks and streets on existing parking lots.

CURRENT CONDITIONS

Thomasville has been able to maintain slow and steady growth for the greater part of its history. Thanks in large part to the privately-owned plantations and conservation lands that surround it, the City has never experienced significant suburban sprawl. Most development in the City of Thomasville has been confined to the area delineated by Pinetree Boulevard, a ring road that runs approximately 2.5 miles from the center of town. Pinetree Boulevard was originally built as a traditional "country drive" for visiting Northerners in the late 1800s and it is the oldest perimeter road in the Country.

In addition to its responsible development patterns and smart municipal decisions, Thomasville's investment in its historic and cultural resources has put the City in an advantageous position as it continues to develop and attract new kinds of businesses and people to join its warm and eclectic community.

Development History

The area surrounding Thomasville and much of Southwest Georgia was first opened for settlement in 1818. As the population grew, larger counties were subdivided. Thomasville was established as the Thomas County seat in 1826 and formally incorporated in 1831.

During the Antebellum period, the City of Thomasville became a center for business and society in Thomas County, with many businesses catering to the agricultural needs of the region. While the road system throughout the county at that time was poor, the commercial district in Thomasville had well-maintained dirt roads with concrete and board sidewalks. Streets would remain unpaved until 1907, when they were paved with brick—portions of which have been restored along Broad Street, Jackson Street, and Jefferson Street.

By the time the Civil War broke out in 1861, the railroad from Savannah to Thomasville had just been completed and both the City and Thomas county were growing in prosperity. The City of Thomasville had a newly completed courthouse, a strong retail business district, and two hotels Downtown. During and after the war, Thomasville gained praise from influential people who were impressed by the city's hospitality, the beauty of the surrounding plantations, and the warm, mild climate.

Historic map of Thomasville

Signage in Downtown

Historic Courthouse

Historic Photograph of The Bottom before Desegregation

Because the city emerged from the war relatively unharmed and its good reputation had spread across the East Coast and Midwest, it became a popular destination for northern tourists. During Thomasville's resort era, approximately 19 hotels and boarding houses were in operation. The most noteworthy of these grand hotels were the Mitchell House, the Piney Woods Hotel, and the Masury Hotel. In 1866 the city limits were extended one mile in all directions from the courthouse, giving Thomasville the circular shape it still has today. This period also spurred several physical improvements in the city including the construction of schools and churches, as well as the creation of several cultural and civic organizations.

The twentieth century brought the tourist era to a rapid close, thanks largely to the growth of Florida as the new winter haven for northerners, but the city continued its slow and steady expansion. Some of this growth came from the addition of the commercial area along West Jackson Street that extended down to the rail yards known as "The Bottom." This area developed into the Jewish and African American community's thriving commercial and industrial area.

Following WWII Thomasville began to see commercial strip development along major corridors. To compete, many downtown retailers modernized their storefronts, covering up historic brickwork with metal and stucco. After being designated a Main Street City in 1981, many of these historic buildings were restored. Today, thanks in large part to its historic and award-winning Main Street, its numerous historic districts and homes dating back to the 1800s, and its many cultural assets Thomasville is becoming a popular destination for tourists and families looking to settle down in a creative and forward-thinking small town that values the past as much as it embraces the future.

Historic Preservation

Despite its humble size, Thomasville has an extensive and rich historic fabric. In addition to eight National Register districts and five local historic districts, there are many non-profit organizations dedicated to historic preservation and community engagement, as well as several local history museums and landmark sites. While Thomasville has already done a lot to invest in and celebrate its historic resources, there is still an opportunity to make these resources more accessible to the broader community and to make them a centerpiece of tourism and economic development in the region.

Historic Photograph of the original Mitchell House, 1887

National Register Historic Districts

The National Register of Historic Places was established to honor and help protect historically significant sites and structures. While properties in a National Register Historic District are not subject to design reviews unless they are also a part of a local district, they are eligible for federal tax benefits and grants. The eight National Register Historic Districts in Thomasville include Dawson Street Residential, East End, Fletcherville, Gordon Avenue, Paradise Park, Stevens Street, Thomasville Commercial, and Tockwotten-Love Place.

National Historic District

Local Historic Districts

Local historic districts, on the other hand, are subject to design review, as established by Thomasville's Historic Preservation Ordinance, adopted in 1987. The five local historic districts in Thomasville are Dawson Street, Tockwotton, and the Thomasville Commercial Historic District.

Dawson Street Historic District
Downtown Historic District
Fletcherville Historic District
Tockwotton Historic District
Warren Ave-Love St Historic District
Parcels
Buildings
Parks
Waterbody

Historic Resources

The Thomas County Historical Society, a non-profit community organization dedicated to collecting local historic artifacts and fostering community interest in preserving the past, maintains and operates two of Thomasville's most recognized museums: the Thomas County Museum of History complex and the Lapham-Patterson House.

Like the Thomasville Historical Society, Thomasville Landmarks is a non-profit dedicated to historic preservation and community outreach. Through projects like the Diane Williams Parker Revolving Fund and Operation C.A.R.E. they have helped rehabilitate well over 50 historically significant structures.

Another key non-profit in Thomasville is the Jack Hadley Black History Museum. Located in the former Douglass School complex with over 3,000 artifacts on display, this organization serves to educate the community and commemorate the lives and accomplishments of Thomasville's first black achievers, as well as other prominent black figures nationally. Together, these three establishments serve as invaluable partners to the City of Thomasville as it continues to preserve and enhance its historical assets.

Other popular museums in Thomasville include the Thomasville Genealogical, History, and Fine Arts Library, the Thomasville Center for the Arts, the Pebble Hill Plantation, and the Power of the Past Aircraft and Aviation Museum. In addition to museums and historical societies, Thomasville hosts many landmarks including the All Saints Episcopal Church, the Historic Downtown Shopping District, the WPAX Radio Station, the Old Cemetery, the Flipper Cemetery, the old Train Depot, and the Big Oak.

Pebble Hill Plantation Main House

Local historian Jack Hadley at the Jack Hadley Black History Museum

Broad Street in Downtown Thomasville

COMMUNITY CONCERNS

Historic Preservation

Facilitate the Enhancement & Preservation of Historic Assets

Despite eight National Register districts, five local historic districts, and many non-profits dedicated to historic preservation and community engagement, there are still many historic buildings that fall outside of these historic districts. Preservation groups expressed how difficult it is to gather support to expand existing local historic districts to include additional contributing structures as well as new conservation districts. Outdated preservation guidelines and a missing comprehensive inventory of historic buildings also pose challenges to expanding historic districts.

Break the Stigma of Preservation

Thomasville faces some resistance to preservation efforts and there are still many common misconceptions regarding preservation among the broader community. Some fear that historic designation will place an unfair burden on property owners - particularly lower-income property owners - to meet design standards, while others believe that it will discourage new development and revitalization efforts because of strict requirements and difficult review processes. There is an opportunity for Landmarks, the Historic Preservation Committee (HPC), and the City of Thomasville to educate the public about the process of historic designation and the different preservation tools that are available to communities.

(**Thomasville** *is* **historic preservation.**)

- Thomasville Resident

Encourage Greater Diversity on Preservation Boards

Some of the stigma surrounding preservation also comes from the notion that it serves only an elite group of residents while burdening other more vulnerable groups. Many community members expressed the desire to see a more inclusive process when it comes to historic designation and a more diverse group of residents serving on the HPC and Landmarks Boards.

Lapham-Patterson House

Downtown

Enhance What is Already Here

A key part of *Thomasville Blueprint 2028* is exploring different ways to expand and transform the City "without growing too much." Community members emphasized that, above all, Thomasville should try and preserve its small-town identity. This means that planning efforts should focus on rehabilitating and adapting existing properties and structures, while encouraging context-sensitive infill development projects on vacant parcels.

Many buildings in Thomasville are underutilized and vacant. There is an opportunity to provide new housing, dining, retail, entertainment, and commercial spaces all within existing buildings. There are also many public spaces that could benefit from additional investment and programming.

Promote Public & Civic Art

Public art is not only an important engine for economic development, but it also serves as a critical piece in the urban fabric of a city. The Creative District is a wonderful base from which to grow the arts in Thomasville. Using this district as a catalyst, there is an opportunity to extend public art and creative placemaking to other parts of the city.

Locate Parking On-Street & Behind Buildings

Parking should be encouraged to be located on-street and behind buildings in mid-block parking lots, parking garages, or decks that are lined with buildings instead of in fields of parking lots in front of buildings. This will allow buildings to be street-oriented and enhance the public space of the street by making it accessible to multiple modes of transportation such as pedestrians and bicyclists in addition to vehicular traffic.

Improve Connections

In almost every neighborhood the community expressed the desire to see a more unified Thomasville in the future. This means creating an environment where all residents feel welcome to dine, shop, and relax in every neighborhood, despite the face that getting around Thomasville can be a challenge for some.

The lack of continuous sidewalks, crosswalks, street trees, trail networks, and bicycle infrastructure in many areas - as well as the divisions created by rail lines - isolates certain communities from enjoying all that Thomasville has to offer. Improving physical connections to create a safe network of complete streets, bike facilities, and trails is crucial to reconnect the City physically and socially. Wayfinding and better promotion of local events can also help.

Broad Street

Neighborhood Centers

Improvements That Extend Beyond Downtown

While the City of Thomasville has done a lot recently to encourage sensitive and forward-thinking re-development with projects like the Thomasville Community Trail, the Victoria Park Urban Redevelopment Area (URA), the Creative District Plan, the purchasing of the Roses site for a potential development, and the Victoria Park planning effort, a lot of energy and investment has been focused on the downtown core and the residents who visit and work there.

The African-American community in Thomasville is a vital part of the city, and many residents expressed that Downtown Thomasville felt inaccessible to them. Finding ways to make the downtown more accessible to the greater community, for example by celebrating black history in The Bottom and improving wayfinding, will help mitigate this issue.

At the same time many Thomasville residents expressed frustration over the distribution of resources in the city. While improvements to the downtown ideally serve everyone, there is an opportunity to target public space and street improvements in areas such as Dewey City, Carroll Hill, Theodore Heights, Normal Park, and Weston Park, where a significant amount of Thomasville's culture and history is located.

Moving forward it is important that public improvements, good urban design, and re-development efforts extend to all the neighborhoods in Thomasville, some of which feel left behind as the rest of the city continues to grow. Likewise, proposing ways to revitalize some of the historic neighborhood centers in Thomasville's more marginalized neighborhoods will also help give those communities a greater sense of place. Targeted enhancements in these neighborhoods not only helps to create one unified Thomasville, but it also increases the city's overall attractiveness to visitors and future residents.

Capitalize on Underutilized Sites to Grow and Attract

In addition to the high number of infill opportunities around Downtown in vacant parcels and parking lots, there are also underutilized sites around Thomasville with great development potential. The Roses site in particular is an opportunity to help Thomasville grow by offering residents and visitors something new, with a potential for mixed-uses that include townhomes, dining, a hotel, a market, and an event space, among other things.

Thomasville historic neighborhoods often have small neighborhood centers which used to serve the surrounding neighborhoods. Many of these centers are now vacant. Enhancing these neighborhood centers to meet the needs of the immediate neighbors should be a focus of any new development.

Gateways Should Present A Positive Image Of The City

One should know when they have arrived someplace special. Thomasville can be enhanced with the addition of gateways in and around the City which would signify when one is entering, leaving, or passing through important portions of the City. This sense of arrival can be achieved in several ways; it could be the change in the street section, through location of buildings closer to the street, the addition of on-street parking and street-oriented buildings, with monument or gateways structures, or by use of signage.

Potential locations for gateways to the City include the main corridors leading into the City, particularly Jackson Street, Smith Avenue, Remington Avenue, Old Monticello Road, Albany Road, and Cairo Road.

Run-Down Neighborhood Commercial in Theodore Heights

STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS

More Community Outreach

To address common misconceptions regarding preservation guidelines and the historic designation process the City, in partnership with Landmarks and the HPC, can reach out to community leaders and local stakeholders to begin a more open and inclusive dialogue. Making a more concentrated effort to promote a broader membership on preservation boards will also help to break the stigma of preservation and help foster a more equitable process of historic designation.

Historic Preservation

Update the 2002 Preservation Guidelines

The existing Historic Preservation Guidelines completed in 2002 should be updated to reflect more current preservation practices and community goals, as well as to provide more actionable recommendations. The Preservation Design Guidelines should also become more visual in what is desired versus what is not desired.

Invest in a Comprehensive Inventory of Historic Structures

Currently, there is no database or catalogue of all the historic structures in the City of Thomasville. Building up this comprehensive inventory will allow preservationists and communities alike to understand the extent of their historic assets and help facilitate the designation of new districts.

Create New Local Historic & Conservation Districts

During the charrette, the use of additional local historic districts and conservation districts were proposed as methods to keep preserving the character of Thomasville.

Proposed Local Historic Districts

Two new local historic districts are proposed. The first is an extension of the Dawson Street Historic District. The proposed boundary would follow the National Historic District boundary to include properties between Jackson Street, Hansel Street, and properties facing Washington Street.

The second would be Paradise Park Local Historic District. This would include Paradise Park itself along with the properties adjacent to the park up to Gordon Avenue and Loomis Street.

New local historic districts would preserve historic structures from demolition. Building in these new districts would be regulated by the Local Historic District Guidelines and would require approval by the Historic Preservation Committee. Historic homes in these new districts would be able to receive historic plaques and signage. By designating these new local historic districts, the areas could be available for community development block grant (CDBG) money to make improvements in the area.

Proposed Conservation Districts

In addition to the two new local historic districts, two conservation districts are proposed. These include a Dawson Street Conservation District and a East End Conservation District. The Dawson Street Conservation District is proposed to follow the National Historic District boundary to include parcels between the existing local historic district and Hansel Street between Monroe Street and Calhoun Street. The East End Conservation District would include the areas bounded by Metcalf Avenue, Loomis Street, Grady Street, and Baybrook Street.

The conservation district does not have as many protections as a local historic district but does offer some protections. The conservation district would preserve the historic block and street network as well as the primary residential use of the area. The size and scale of new buildings would have to be in scale with historic structures, however they would not be required to meet all of the Local Historic Design Guidelines. These areas would be eligible for historic plaques and signage, and CDBG money could be used in the area.

The conservation areas would be a focus for the City's preservation of trees within the right-of-way. Creeks and waterways would be protected and opportunities for preservation and recreational areas could be sought in undeveloped lands.

Homes in the Existing Dawson Street Historic District

Historic Home Undergoing Restoration

Proposes Historic & Conservation Districts Map
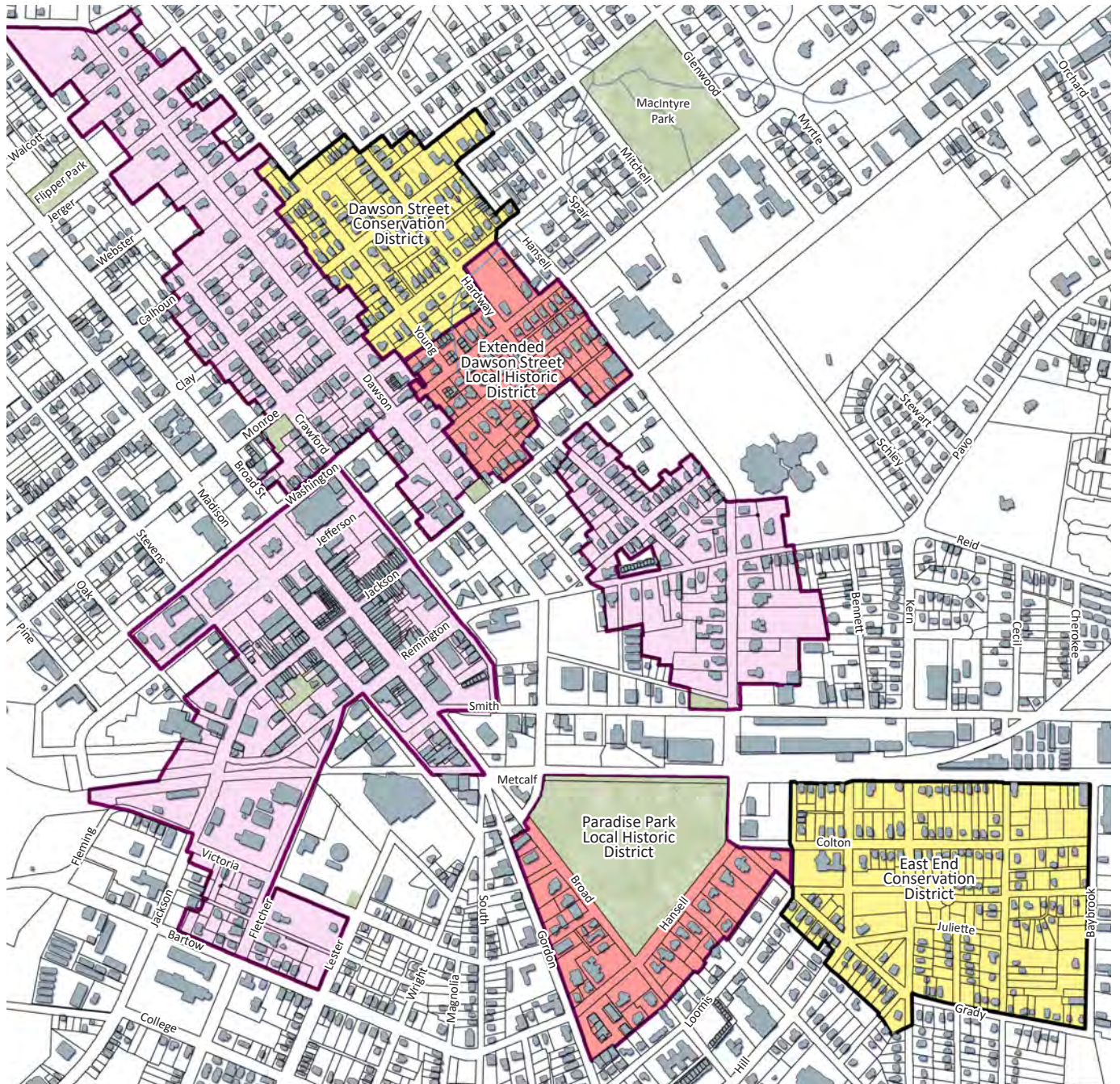
Legend:
- **Proposed Historic Districts** (pink/red)
- **Proposed Conservation Districts** (yellow)
- **Existing Local Historic District** (pink)
- **Parcels** (white)
- **Buildings** (gray)
- **Parks** (green)
- **Waterbody** (blue)

Map labels include: Dawson Street Conservation District, Extended Dawson Street Local Historic District, Paradise Park Local Historic District, East End Conservation District, MacIntyre Park, Flipper Park

Downtown

Educate on the Use of the International Existing Building Code

There is also an opportunity to educate the community on using the International Existing Building Code and to adopt land use codes that allow the adaptation of buildings. The Existing Building Code will help to revitalize the downtown by having better codes to utilize the upper floors of existing buildings.

Wayfinding Downtown

A wayfinding program for locating convenient pools of parking will make getting to and staying in downtown feel more convenient and eliminate a mental barrier in many people's minds. As the downtown fills with new businesses, offices, and residents, additional parking may need to be created, but should not be tied to individual businesses or buildings.

Make The Relationship Between Buildings, Streets & Pedestrians Part Of The Approval Process

Development review should continue to evaluate new projects for their relationship to their character area context, and create more specific standards for quality development. As redevelopment occurs, new buildings and additions to existing buildings should be positioned and architecturally equipped to form agreeable streets and public spaces. Likewise the rights-of-way themselves should have certain elements with proper dimensions. This designed ensemble of public and private components are comfortable for pedestrians and economically vital. Build-to lines, regulated front and back orientations and street trees all lead to an improved design.

Downtown Improvements

The following key initiatives for the City of Thomasville define concepts for future growth. Each initiative combines to form a cohesive vision that will guide the growth and development of Downtown Thomasville.

Replace Underutilized Surface Parking with Infill Development

Downtown Thomasville has a vibrant, walkable core, but this area is limited in size and disconnected from the surrounding neighborhoods by large swaths of surface parking, which creates unpleasant places to be. Having adequate parking is an essential necessity for downtown businesses and residents, but making sure that these parking lots are located in the right places—so as not to detract from an interesting and walkable streetscape and future growth—is just as important. A variety of buildings, ranging from shop fronts to a new downtown hotel, can be located adjacent to the sidewalk in place of the surface parking lots.

A balance between pedestrian and vehicular access to buildings should be struck by creating a variety of parking options. Parking should be located behind buildings, with on-street parking next to the sidewalk. Insist that varied uses (retail, entertainment, civic, office, housing) share their parking supply efficiently.

Donald Shoup, author of *The Cost of Free Parking* (2005) and *Parking at the City* (2018), recommends cities remove requirements for off-street parking; charge the right prices for on-street parking; and spend parking revenue to improve public services on metered streets. The right price for on-street parking is the cost that would ensure prime on-street spaces are used but have a frequent turnover of people visiting businesses on major retail streets. In Thomasville, this could possibly be achieved by adding time limits to these parking spaces.

Downtown's best streets are lined with buildings and parks, not parking lots.

Other streets in the downtown do not exhibit the same qualities as they are fronted by parking lots

Street Trees

New Buildings replace parking along the streetfront

Parking decks replace some midblock lots to provide enough parking.

Aerial of downtown Thomasville highlighting the surface parking lots

In the long term, as the area is built out, a shift to structured parking will allow for the better use of valuable land. These practices will reduce the amount of land dedicated to parking.

Much of the surface parking lots downtown are owned by civic institutions like churches. Opening up these parking areas for public good can benefit all users downtown. New development should build up the street edges and complete the street frontage, replacing parking lots at the street edge.

Expand Walkable Core Beyond Broad

While Broad Street is a beloved and renowned local main street, many of its surrounding streets quickly dissolve into underutilized and auto-centric places. Extending the type of walkable urbanism currently found along Broad Street between Remington Avenue and Jefferson Street, with street-facing infill buildings, less visible surface parking, and pedestrian-friendly design elements, will help enhance what is already a wonderful and iconic Downtown.

Invest in the Creative District & Allow More Temporary Uses

While the Creative District has seen public investment, there are still numerous vacant lots and older industrial buildings that do not contribute to the area's vision and appeal. Allowing more temporary interventions can help spur new investment while injecting commercial activity, local art, and public gatherings into otherwise vacant and underutilized lots as they await a more permanent use.

Event Space & Hotel

The City of Thomasville could benefit from the addition of a Downtown Hotel and a small to midsize event space to attract overnight businesses.

Redevelop Roses to Attract Visitors and Residents & Address Community Goals

There is an incredible opportunity to redevelop the site of the former Roses and provide certain uses and attractions that the City of Thomasville currently lacks. A new development on this site that is both ambitious and context-sensitive would be complementary to the adjacent downtown as well as the nearby residential historic districts.

Illustrative plan of downtown Thomasville showing several surface parking lots replaced with structured parking and new buildings.

Buildings vs Parking

The wide sidewalks and shopping district found on Broad Street could be brought to more of the downtown on the cross streets and parallel streets by setting the stage with the same great streetscape. As one traverses from the neighborhoods surrounding downtown toward Broad Street, even less than a block away one walks by open parking lots with narrow sidewalks and a lack of street trees. By expanding the successful and enjoyable elements of Broad Street further along Jefferson Street, residents of the neighborhoods surrounding Downtown may be more inclined to make the short trip downtown by walking.

A Better Public Realm

The following series of images imagines what could be if the streetscapes and surface parking lots were transformed. A first step could be to widen the existing narrow sidewalks and to provide appropriate lighting, bike parking, and other street furnishings.

Plant and Maintain Proper Street Trees

Trees improve property values, and establish a sense of place. Street trees should be planted in aligned rows, with regular spacing, using consistent species. Proper, formal tree placement shapes public space, produces shade continuous enough to make walking viable, and has a calming effect on traffic. Trees should be native species which are pollution tolerant and do not produce seeds or fruit which stain and litter the sidewalk.

Existing Conditions
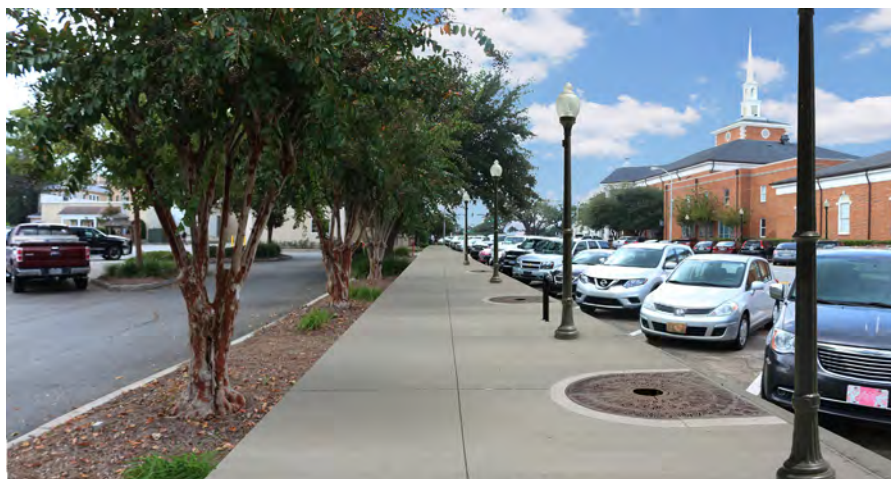
Public Improvements

Add Street Trees

COMMUNITY DESIGN & HISTORIC PRESERVATION
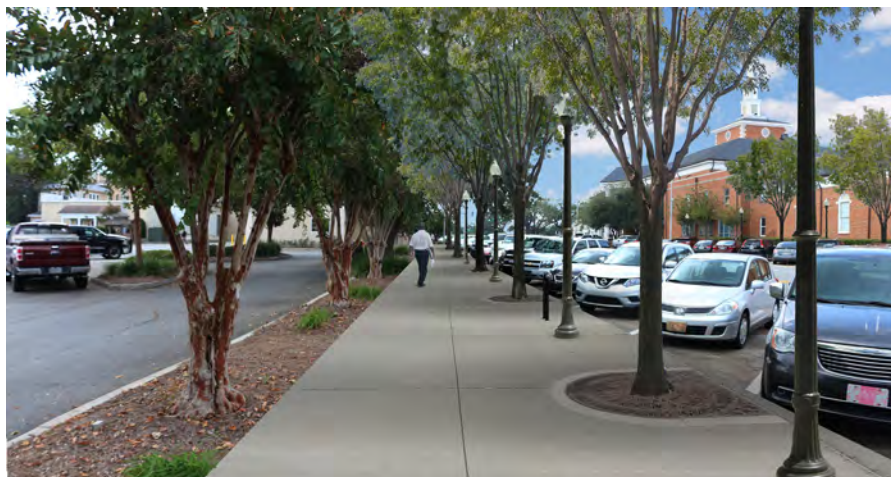
Shops and Hotel Instead of Parking Lots

With the public improvements made, a variety of buildings, ranging from shopfronts to a new downtown hotel, can be located adjacent to the sidewalk in place of the surface parking lots. Structured parking is placed in the middle of the block with the shops or hotel "lining" it, keeping it out of view. Now Jefferson Street too, has as all of the elements that make Broad Street such a pleasant place to be — thereby expanding the success of downtown

Private development of shopfronts

What if instead of being lined with parking lots, Jefferson Street was as pleasant a place to be as North Broad Street or West Jackson Street? Here, a lobby for a new downtown boutique hotel is located along the sidewalk and parking is mid-block, behind the new building.

Extend Broad Street

Existing Conditions

While the heart of Broad Street is a beautiful central gathering place for Thomasville, the entry approach to this signature public space could be improved with a series of enhancements over time.

One location that could benefit from such enhancements is the intersection of Broad Street with Smith Avenue. The environment around this key intersection currently dissolves into an auto-centric series of unsightly parking lots where walking or cycling feels quite uncomfortable today.

More Walkable Streets

A useful first step to improving the comfort of those wishing to walk or cycle from Thomasville's neighborhoods to Broad Street is to focus on improvements within the right-of-way.

Sidewalks should be connected where they are discontinuous. A more complete canopy of shade trees along sidewalks would be particularly helpful in hot summer months. On-street parking, right-sized vehicular travel lanes, pedestrian-scaled lighting and appropriately-placed bicycle facilities would also be very beneficial.

Focal Feature/Tactical Urbanism

Broad Street (as its name suggests) is quite wide for a traditional main street and also very straight. The composition of this signature public space and traffic calming for the street would both be improved by the placement of a focal feature or monument in the center of the view.

Also, the long view down Smith Avenue toward Broad Street ends in the blank wall and parking lot on the side of a building. This is an example of a great location for food trucks, temporary installations, Saturday markets, or other tactical interventions to help quickly activate the space.

Existing Conditions

More Walkable Streets

A focal feature on Broad Street and tactical interventions to activate key parcels

Infill Development in Key Locations

Today, the long view down Smith Avenue toward Broad Street ends in the blank wall and parking lot on the side of a building. Here, as on other key sites, infill development sensitively composed of street-oriented buildings would make the walkable environment more attractive and complete.

Care should be taken that new buildings front the sidewalk with real doors and windows, and that the architectural grammar of new development is complementary to the historic patterns of Downtown.

Extending the Walkable Core

Over time, additional incremental street-oriented infill development can add up to help fully reconnect the downtown seamlessly with its surrounding neighborhoods.

Finding Opportunities for Small Public Spaces

The experience for those living in and visiting downtown can be improved even further by finding opportunities for special small new public spaces. An example might be the intersection of Remington Avenue and Broad Street, where a compact surface parking lot currently occupies a key corner site.

This parking lot could potentially be transformed into an intimate plaza or pocket park which would provide a wonderful place for people to sit, gather and enjoy being outdoors. Such a public space would also be a great location for outdoor dining or another infill development site.

Infill Development in Key Locations

Extending the Walkable Core

Finding Opportunities for Small Public Spaces

Creative District

The Bottom: Activating Thomasville's Creative District

The Bottom is centrally located adjacent to the core of downtown. It is one of the few areas of the City that has an existing master plan, illustrative plan, and mounting development pressure.

The Bottom is a former railroad and manufacturing area with a unique character and history within the City of Thomasville. Whereas Broad Street, the street most associated with downtown Thomasville is lined with brick and stucco shopfronts composed of traditional southern architecture, the Bottom, and its main street, West Jackson is far more relaxed, promoting a semi-industrial vernacular warehouse look. Prior to integration, the Bottom was the place where the Jewish and African American communities would set up shop, grab a drink, or attend a show. Ironically, today it seems the somewhat edgy area on the south side of town – unofficially nicknamed the "creative district" – is becoming a haven for young entrepreneurs moving to the City to open up businesses.

In 2014, the Creative District Vision Plan and Master Plan was completed, and the area is also within the boundary of the 2016 Thomasville Downtown Strategic Plan Recommendations. The City has made much progress in realizing the goals and visions outlined by the plans through recent investments in several transformative projects in the area, most notably the public amphitheater and the Thomasville Community Trail trailhead.

While the area has seen public investment and is facing development pressure, there are still numerous vacant lots and older industrial buildings that do not contribute to the area's vitality and desirability. In fact, many of these sites are identified in the Thomasville Downtown Strategic Plan and the Creative District Vision Plan as sites for redevelopment.

Concepts for Studio 209 & Amphitheater Block

Many positive changes have been occurring on the block bounded by Madison Street, Stevens Street, Jackson Street, and Remington Avenue. This block features the recently-constructed Downtown Amphitheater, the creative energy of the growing Studio 209 complex, and a variety of exciting new eateries and shops.

The momentum of positive change is anticipated to continue as these various uses are bolstered and develop new ways to reinforce one another synergistically.

Following are a series of suggestions to improve the block and further spur new development on the surrounding block.
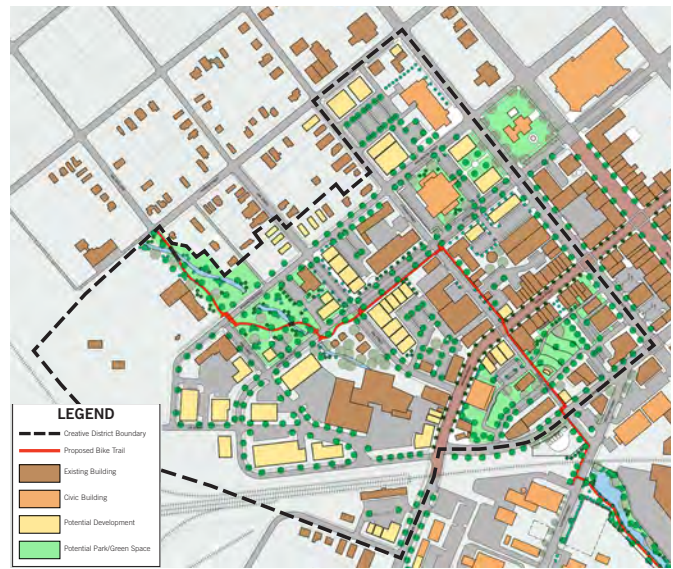
Creative District Master Plan
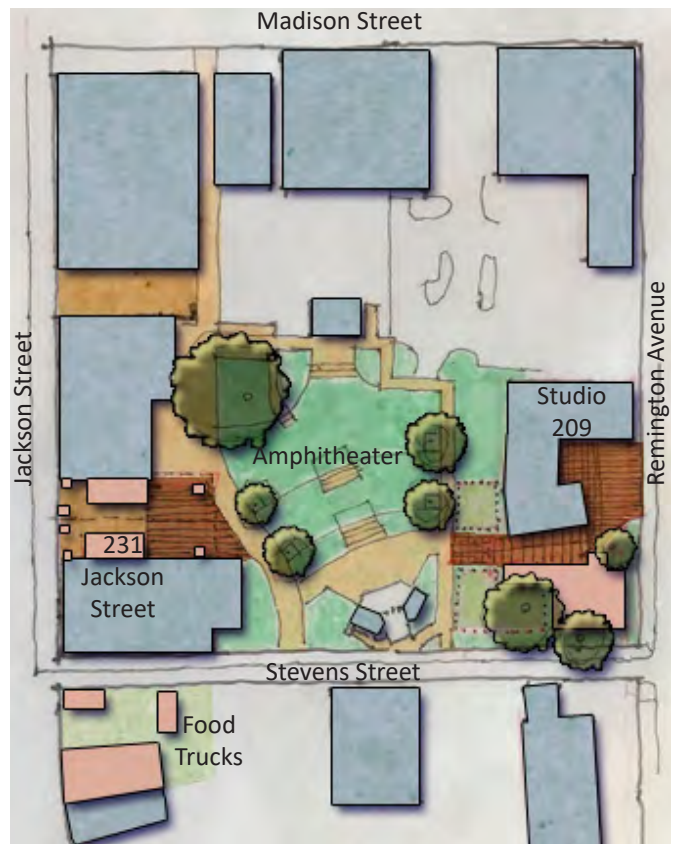
Concepts for Studio 209 and Amphitheater Block

3 | COMMUNITY DESIGN & HISTORIC PRESERVATION

Downtown Amphitheater

The Downtown Amphitheater is a wonderful resource. Its design is quite well-executed and no physical changes are recommended. However, continuing to enhance the calendar of performances will help to ensure more continuous usage and draw people on an increasingly regular basis which will be benefit adjacent uses.

Building at 231 West Jackson Street

A front door or more formal entrance to the amphitheater is currently lacking. A missing building along West Jackson Street frontage has been used as an entrance but another more direct opportunity may exist in a frontage further down the street where the building recently lost its roof. This storefront could be revitalized and used as a pedestrian passage providing access to the amphitheater from West Jackson Street.

The opening of this storefront would provide a view to Studio 209 from Jackson Street. The space could be lined with small work stations for artists. Shopfront windows would provide a place to display artworks. A new rear terrace would provide outside studio and sculpture space with views overlooking the Downtown amphitheater and help to activate this mid-block public space.

Studio 209

Studio 209 can be enhanced and more seamlessly connected to its surroundings with several additions. An outdoor sculpture garden adjacent to the Downtown Amphitheater would make viewing of artworks more publicly accessible during concert events.

A new structure, possibly more than one story tall, at the corner of Stevens Street and Remington Avenue could house a studio facility with artist cubicles, displays and sales.

A walkway covered with a pergola could run between the existing Studio 209 building and the new studio space structure, both linking them and connecting through the sculpture garden to provide access to the Downtown Amphitheater.

Temporary Interventions

An opportunity exists to activate these vacant and abandoned sites into vibrant spaces in keeping with the industrial character of the area and growing the arts scene. With several small-scale interventions and flexibility for "pop-up" and demonstration projects, these sites can greatly contribute to the creative identity of the district.

A series of images illustrates how several small, temporary interventions can contribute towards the vision for the Creative District of paying "homage to the area's rich history, while spurring new investment, infill, and redevelopment with a bend towards creative expression and artistic enterprise."

Temporary Interventions: Existing Conditions

Looking north on West Jackson Street at South Stevens Street across an empty lot that is identified for potential development in the Creative District Master Plan and the Thomasville Downtown Strategic Plan.

Temporary Interventions: Murals

The expanse of blank wall can become a temporary canvas for local artists to enliven the scene and indicate that one has arrived in the Creative District.

The images depict a transformation of a blank wall and vacant lot into a location showcasing the work of local artists and supplementing events at the amphitheater. The large expanse of blank wall is utilized as a canvas for murals by local artists, informing passersby that they are within the Creative District. Food trucks and seating on the adjacent vacant lot can complement events held at the amphitheater and be an attraction itself.

These interventions can be applied to a number of sites within the Creative District as a means to inject commerce, art, and vitality into otherwise vacant and under-utilized lots as they await a more permanent use. Possible "pop-up" uses have been identified by the Creative District Vision Plan. The many blank walls adjacent to the vacant lots can be used for displaying the art work of local artists. These interventions can help build the creative and artistic identity of the district and draw more people to the area.

In order for these temporary uses to be realized, changes to the City's zoning and regulations are needed. These changes can be specific to the Creative District and permitted in a temporary, "tactical" approach to test new standards, such as allowing food trucks and food carts. The apparent contradiction between the goals of the Creative District and the guidelines of the Downtown Historic District will also need to be addressed.

It is recommended that a public art committee be established as the regulating body for public art, including murals, within the District. Event permits should be streamlined and expedited for temporary events in the Creative District that meet the intent of the Creative District Vision Plan and City health and safety ordinances. As these temporary events and art enliven and build support for the District, the City can work on addressing longer term efforts and initiatives such as a district-wide code that encourages historic preservation while allowing for modern

Temporary Interventions: Temporary Event Space

Vacant lots such as this one can serve as locations for "tactical urbanism" and demonstration projects, as well as locations for temporary events.

New permanent Building

Eventually, the site hosting the temporary "tactical urbanism" intervention can be developed with new buildings when the market conditions are right. The previous pop-up uses may find a permanent home within the new building or move to the next "tactical urbanism" location.

buildings that are contextual in form and intensity. The development of an overlay code, a complete code overhaul within the focus area (transect based), and the declaration of a "pink zone" that would specifically remove barriers to development and streamline the process.

Event Space & Hotel

The City of Thomasville desires to attract more tourists to the City by becoming an overnight to weekend to a few day getaway from the current day trip it typically is now. There are a few programmatic ways to help with this transition in addition to some larger additions that can support this goal.

First, coordinate with businesses in the downtown to have the same hours including more weekend and evening hours. This may mean that stores stay open later and that restaurants have more hours on Sundays and Mondays when most are currently closed.

The incentive for businesses and restaurants to stay open, is to presume that they will have customers. The City does an excellent job with some yearly events, but there is an opportunity to cater to a more regular audience. First, there is a lack of a hotel in the downtown. Thomasville has some

hotels on the edge of town as well as a wonderful bed and breakfast closer to town and even some people who have begun hosting through AirBNB. These are good options for individuals, but they still lack the ability to leave a hotel and walk to a good restaurant on Broad Street. When larger events occur, it can be hard to find a place to stay in Thomasville. The city could benefit from a downtown hotel location.

The city could also use a small to midsize event space of perhaps 10,000 to 50,000 square feet that caters to company retreats and smaller local conventions or events. The event space and hotel could be in the same location or they could be located close to one another. The Roses site was identified as a possible location for both the hotel and conventions space but others exist around the downtown as well. The map below locates several sites that have redevelopment opportunities.
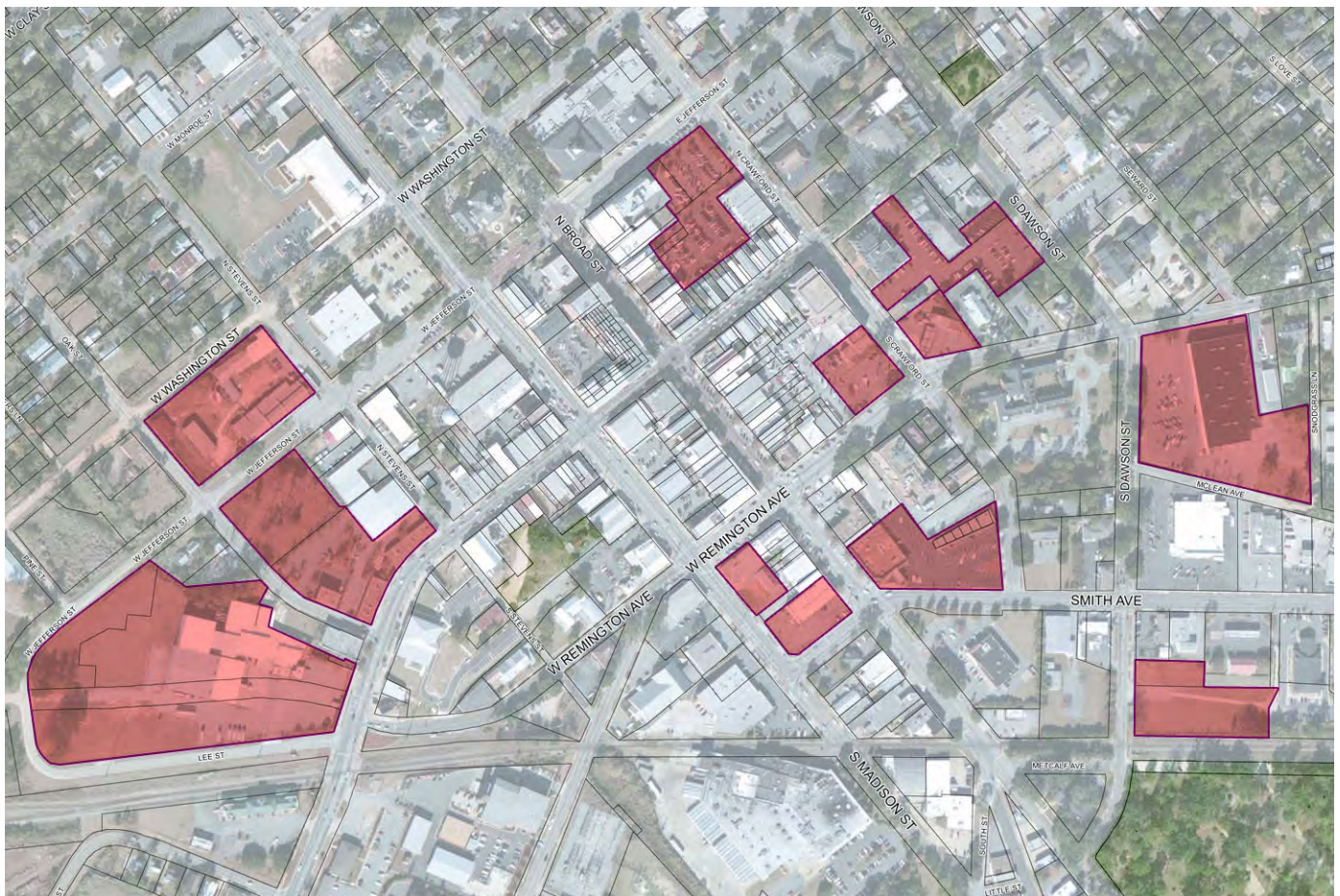
Potential Locations for a Event Space or Downtown Hotel

■ Potential Locations for Event Space and Hotel
□ Parcels
▨ Parks

Roses Site Development Concepts

The site of the former Roses store presents a tremendous opportunity for improving the City's fabric with new development that is complementary to both the adjacent downtown as well as the nearby residential historic districts.

The City purchased and cleared the site to facilitate future development. Original intentions to use the site for an event space and hotel were met with scrutiny from some residents concerned by its proximity to multiple residential historic districts.

Site Development Guidelines

The Payroll Development Authority is in control of property, and has the authority to negotiate what development will occur on the site. Given the strong community interest in this site and desire to respect and complement the adjacent neighborhoods, the City has developed Roses Site Development Guidelines for this property.

Contained within the guidelines are the recommended methods for handling subdivision, urban design decisions, and architectural details for the former Roses Site. The mission of the Roses Site Development Guidelines is "to preserve, protect and enhance the character of downtown Thomasville for the enjoyment and benefit of our entire community."

The guidelines provide developers, architects, and contractors with a set of specific parameters for any new development that occurs on the site.

Process

The guidelines lay out an easy four-step process to visualize how development fits into the site and relates to the surrounding neighborhoods.

Step 1:
Lot Configuration

Step 2:
Urban Design Details

Step 3:
Architectural Details

Step 4:
Drawings
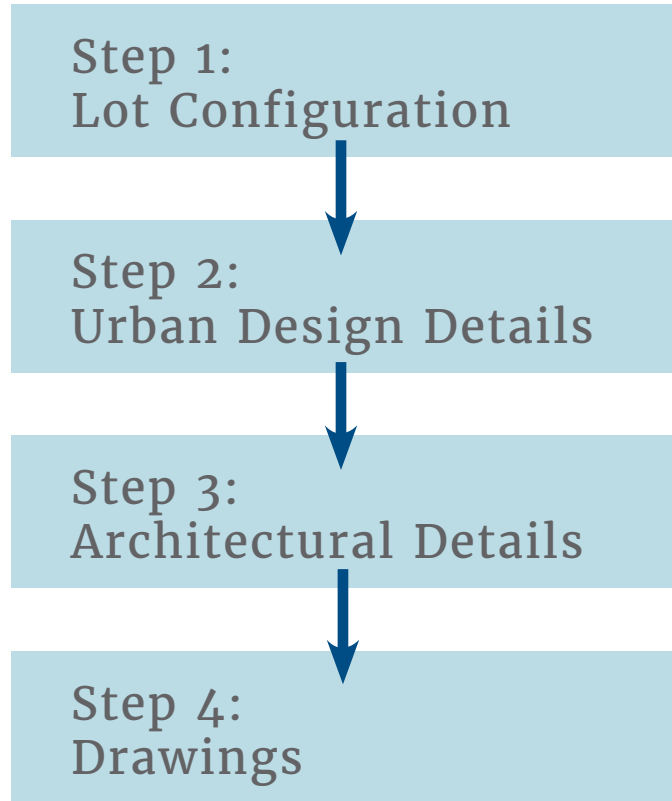
Lot Configuration Urban Design Analysis

Determine Lot Configuration

The former Roses site is quite large (approximately 4 acres) and can be thought of as four distinct sections based on an urban design analysis.

1. The frontage along Remington Avenue is special, serving as a bridge between the Tockwotten and Warren Avenue - Love Street Historic Districts in one direction, and the Downtown Historic District in the other direction. This frontage requires the greatest design care and should compliment the adjacent residential uses.

2. The frontage along Dawson Street receives a great deal of visibility as it connects directly to Smith Avenue, one of the City's most-traveled thoroughfares.

3. The corner of Remington Avenue and Dawson Street is a prominent and high visibility intersection. This location acts as a terminated vista when traveling down Remington Avenue from the Downtown; the adjacent church steps away from the intersection, making this a very visible corner.

4. There is a more flexible panel of the site that sits away from both Remington Avenue and Dawson Street on Mclean Avenue that receives much less visual exposure to the neighborhoods and can be viewed as a back of house area.

As development proposals are brought forth the most appropriate frontage should be selected based on the function of the building and its ability to fit within its immediate context.

Consider Urban Design Details

Once the lot configuration is determined, then a development program can be created that conforms with the Urban Design Standards for the site. Careful attention to design makes the site large enough to house multiple uses and functions in a way that is complementary of community character. The following principles should be present in any future plans for development of the site:

- Be sensitive to the height, scale and character of the various adjacent historic districts.

- Utilize architectural vocabulary that is supportive and complementary of the surrounding fabric.

- Shape public spaces and streets with the fronts of buildings.

- Use buildings and landscaping features to conceal back-of-house items like trash, loading docks and parking lots.

- Include a mixture of uses and amenities that are useful both for the development itself, and for the greater city.

- Consider adding uses and residential types that are currently missing or underrepresented in the City's inventory (like townhouses, live-work units, maker spaces and coworking office space).

- Plant additional street trees to improve the continuity of the City's network of street trees.

- Ensure that streets are outfitted with the hardware necessary for comfortable use by pedestrians including sidewalks, shade, properly-scaled lighting, and benches.

Sample Roses Site Development

The development on the Roses site can take many forms. This example shows a prominent building on the corner with residential uses facing Remington Avenue and Dawson Street. The less visible portion of the site adds a connection to Smith Avenue to provide a prominent frontage while the interior of the site is used for parking and back of house functions.

Consider Architectural Details

The unique character of the development should consider particular architectural details appropriate to the area. The Roses Site Development Guidelines provides guidance on items such as massing, openings, and frontage elements.

Submit Drawings for Compliance

Applicants must submit a site plan, building elevations, and any other reasonable supporting documents to the Planning Department to ensure continuity with the Community Vision. The City Planner shall have approval authority for all aspects of site planning and exterior architecture, including compliance with the guiding documents, aesthetic appropriateness, fit with historic context, environmental implications, traffic impacts, and any other site-specific matters.

Neighborhood Centers

The neighborhood centers, identified on the Future Character Areas Map in the Land Use Element, have the potential to become more than they are and anchor the surrounding neighborhoods. An example of how public and private investments can work together to transform each of the neighborhood centers is provided here.

Carroll Hill

This area is an important entry into the City of Thomasville, and also is well located as a neighborhood center. The area currently features a collection of light industrial uses, gas stations and some commercial.

As the area grows over time, it is possible to retain the benefits of the current uses while improving the area's function as a center for surrounding neighborhoods by increasing the diversity of neighborhood-serving uses and comfort for pedestrians and cyclists on slower streets.

The existing street grid in this area is fortunately already well-connected so there is not a particular need here to propose additional connectivity. The detailing of the various existing streets, however, is highly auto-centric and would

Existing conditions on North Blvd. Amidst light industrial uses and auto-centric commercial, there is an opportunity to improve the area's function as an arrival point to the City and as a center to its surrounding neighborhoods.
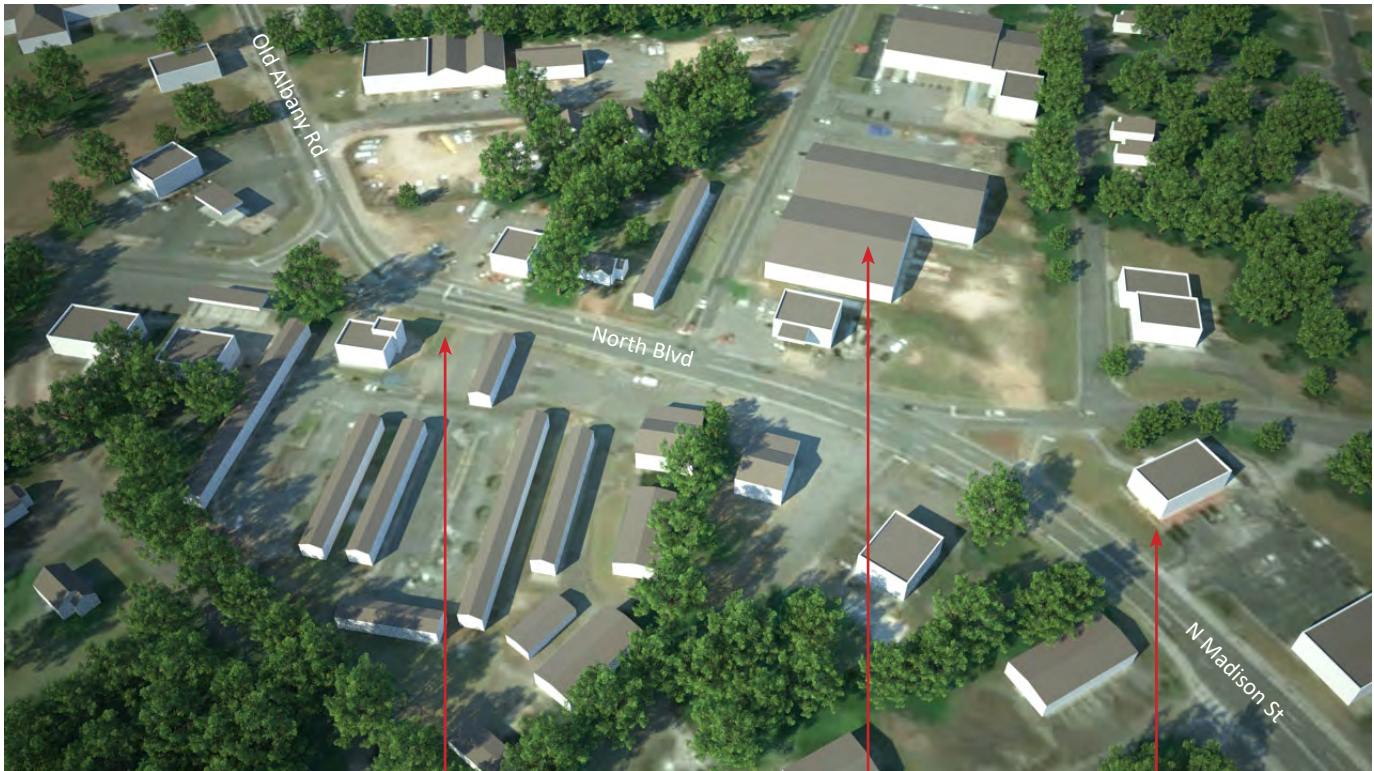
lack of connected sidewalks and street trees

mixture of light industrial uses

auto-oriented uses dominate key corners

benefit from adjustments Sidewalks should be connected where there are gaps. Regularly-spaced street trees should be planted to shade the sidewalks. On-street parking should be added to increase traffic calming. Potentially a roundabout could slow vehicles but keep them moving through this commercial area.

Regarding building fabric, the emphasis should be on adding, rather than taking away. There are many large gaps between existing buildings and often, parking lots are exposed to the street, damaging a high quality sense of spatial definition.

The shaping of the street spaces should be reinforced as new infill buildings are added over time. Buildings should be placed close to the street and the fronts of buildings should face the sidewalk. Parking should be discreetly tucked behind buildings wherever possible to screen it from view.

The particular geometry of the street network in this area has produced a focal site at either end. One or both of these focal sites could be transformed into a true landmark with new focal architecture combined with civic landscape design to form a public gathering place.

Long term prospects on North Blvd. Improvements to sidewalks, street tree canopy and the intersection to slow vehicles improves access to the area. Incrementally-built street-oriented buildings add neighborhood-serving commercial and improve the physical sense of place.
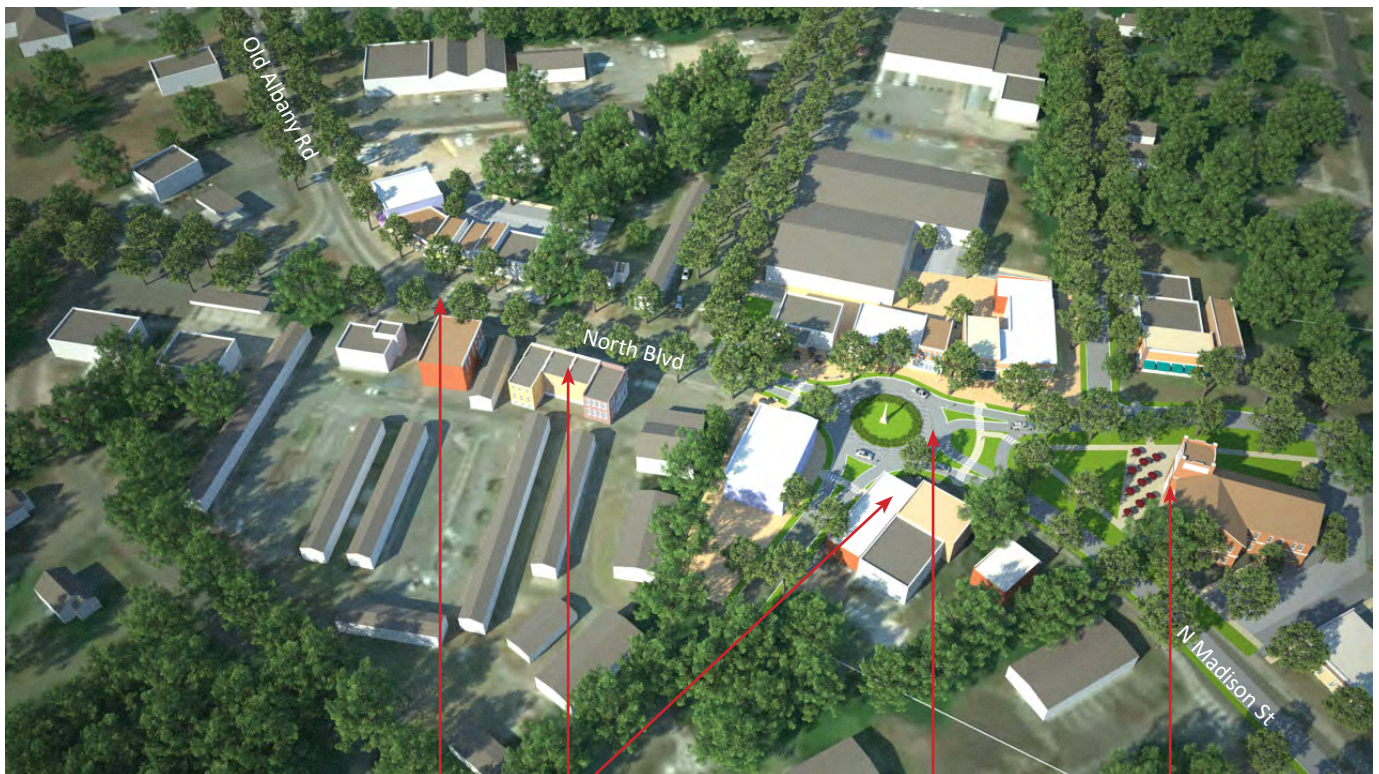
street trees and pedestrian / cyclist street improvements

neighborhood serving uses and housing types

a roundabout simplifies the intersection

focal site with civic landscaping and architecture design

Dewey City: Douglass Center of Excellence

The former Douglass High School is a beloved institution within the Dewey City neighborhood. After the school closed it was reutilized as a community center, Hays Fundamental Camp, and the home to the Jack Hadley Black History Museum. This asset can be added to and developed over time in order to enhance the neighborhood, train and provide jobs for the residents, and bring prosperity to this historic part of the City of Thomasville.

Reviving Neighborhoods

During the charrette a potential plan to better utilize the site was created along with pro formas to test the practicality of developing the site and the benefits it would bring to the community.

A. Vocational Trade School & Maker Spaces

B. Neighborhood Pop-Up Market

C. Organic Contract Farming

D. Live-Work Artist Lofts, Studio Space, & Exhibition Space

E. New Building Arts School & Maker Space

F. New Commercial Space for Rent

G. New Lobby and Display Addition for Black History Museum

H. Community Center

I. Existing Buildings and Uses

Changes should be incremental and build upon one another. Each new use will bring more people to the site and add life to the neighborhood.
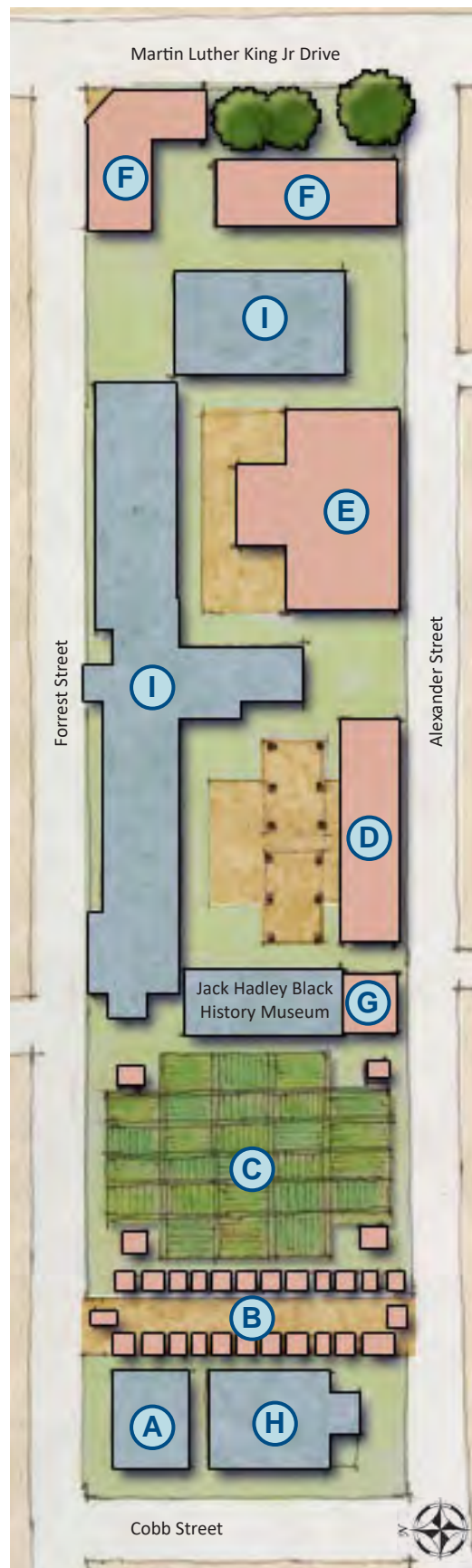
Legend:
- Existing Buildings
- New Buildings
- Farming
- Plaza/ Courtyard
- Grass

Sample Pro Formas

A. Vocational Trade School & Maker Spaces
Provides training and maker spaces for automotive building trades like auto repair, framing, plumbing, HVAC and bricklaying.

Estimate of Impacts		
Direct Employment	Potential Revenue Generated	Key Results
Full Time - 1 Part Time - 8	$260,000 per year	• Skills Training • Community Services • Maker Spaces

B. Neighborhood Pop-up Market
Weekend and occasional market for selling produce, products made on site, and small home-based businesses.

Estimate of Impacts		
Direct Employment	Potential Revenue Generated	Key Results
Full Time - 1	$150,000 per year	• Low Cost Retail • Convenient Farm & Locally Produced Goods

C. Organic Contract Farm
Grows organic herbs, vegetables, and fruits for local restaurants, private residences, and hotels.

Estimate of Impacts		
Direct Employment	Potential Revenue Generated	Key Results
Part Time - 2	$28,000 per year	• Skills Training • Neighborhood Farm to Table Options • Organic Produce

D. Live-Work Lofts & Exhibition Space
Provides artist residences and covered outdoor exhibition space for sculptures and other art displays including spaces to create the art.

Estimate of Impacts		
Direct Employment	Potential Revenue Generated	Key Results
Full Time - 8 Part Time - 16	$1,800,000 per year	• New Artist Residences • Art Exhibition Space

E. Building Arts School & Maker Space
Provides training and maker spaces for the building arts like restoration, furniture production, stone work, and similar building arts.

Estimate of Impacts		
Direct Employment	Potential Revenue Generated	Key Results
Full Time - 1 Part Time - 8	$247,000 per year	• Skills Training • Maker Spaces • Custom Client Work

F. Commercial Space for Rent
Brings additional retail life to the neighborhood such as a barber shop, hot food and convenience retail.

Estimate of Impacts		
Direct Employment	Potential Revenue Generated	Key Results
Full Time - 8 Part Time - 16	$2,800,000 per year	• Convenience Retail • Services • Arts • Hot Food

Existing Conditions

W Jackson St

Pinetree Blvd

lack of connected sidewalks and street trees

buildings set far back, not creating coherently-shaped street space

auto-oriented uses dominate key corners

low intensity use of land causes City's footprint to spread outward and consume more total area

West Jackson Street: Gateway

A number of key intersections within the City of Thomasville are good places to explore development of mixed-use walkable nodes. The intersection of West Jackson St and Pinetree Boulevard is such a location. New development can also create a new gateway and sense of arrival to City as people travel up from Tallahassee.

In many of these key locations, the first generation of low-yield suburban-style development is approaching the end of its normal lifespan, so planning for the future utilization of these locations is topical.

In these locations, public investment has already been made in infrastructure. These well-connected sites are therefore potentially useful locations to encourage new tax-productive development containing a variety of uses that would be beneficial to surrounding neighborhoods.

These nodes of new development should be walkable park-once environments, to encourage economic synergy between uses, capture of car trips, and to facilitate travel by non-auto transportation modes. Land Development Ordinance updates should include density incentives for suburban strip centers to redevelop in a traditional neighborhood pattern.

Small Initial Steps - Tactical Urbanism with Pop-up Commercial

Transforming Tactical Urbanism into Permanent Urbanism Over Time

To maximize the benefit of new development to surrounding neighborhoods, a rich mix of uses and housing types should be included. If surrounding neighborhoods are dominated for example by single-family detached housing, consider including other housing types in neighborhood centers to increase diversity, such as townhouses, apartments, and live-work units.

New commercial and office uses should also be configured in street-oriented pedestrian-friendly formats.

Existing buildings should be reutilized and repurposed if possible.

To improve the efficiency of land utilization, land area devoted to parking should be compressed wherever possible through strategies such as shared parking, reduced minimum required parking ratios, and stacked vertically with lifts or decks.

New development should feature an interconnected network of walkable blocks and streets. Street connections should be made to surrounding neighborhood fabric wherever possible. Additionally, street connectivity in new development can provide alternative internal routes to help relieve traffic pressure at congested intersections.

Strengthening a Sense of Place

Extending the Walkable Core

| mixed-use buildings with focal features | street trees | narrow front access lane with on-street parking | a diversity of uses and housing types | mid-block drive-through | street-oriented buildings |

Long Term Prospects - Growing More Complete Over Time

West Jackson Street: Imperial Hotel

West Jackson Street south of Bartow is a sprawling 5-lane road with several vacant lots, strip commercial buildings, forgotten historic structures, and unsightly utility wires running along it. The lack of street trees and crosswalks, as well as the vast amount of underutilized asphalt and speeding cars, make Jackson Street an unwelcoming place for pedestrians and cyclists, despite the fact that it serves the adjacent Theodore Heights neighborhood and runs parallel to Harper Elementary School.

A More Welcoming Entrance

Improvements along West Jackson Street in the downtown are already approved, with additional plans extending down Bartow Street to follow. Because Jackson Street is one of the primary entrances into Thomasville, there is an opportunity to extend these improvements to Jones Street and eventually all the way down to Pinetree Boulevard creating a more inviting entrance into Thomasville for locals and visitors alike.

There is also a unique opportunity to revitalize the Imperial Hotel, the first and only African American-owned hotel in Thomasville. This landmark building could be adapted for several uses and become an important anchor on West Jackson Street spurring new commercial and mixed-use infill developments.

Both the short and long-term options illustrated narrow the roadway to 3 lanes at the Imperial Hotel Node (A), with formal on-street parking on both sides of the street (B) and staggered bulb-outs to accommodate street trees (C). They also show high visibility crosswalks (D), new infill development (E), and a revitalized Imperial Hotel (F) and adjacent cottage (G). New public spaces (H) and bike share facilities (I) are also added.

While the short-term option shows the sidewalks widened to 18', the long-term option repurposes some of this sidewalk space for raised bicycle tracks (J) on both sides of the street. In the long-term scenario street trees are shown matured (K) and utilities have been buried and replaced with new lampposts (L) that feature decorative banners (M).
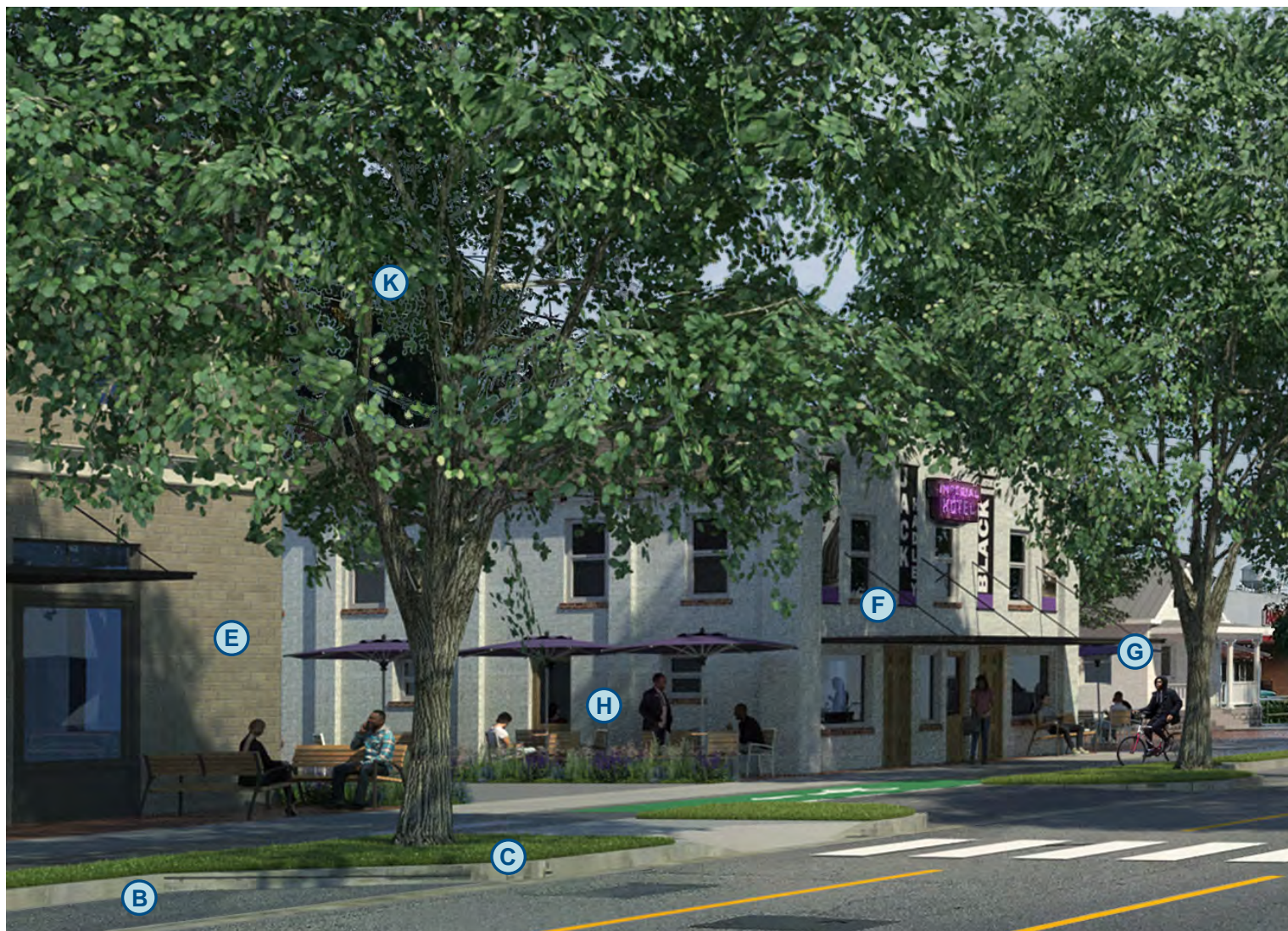
West Jackson Street and Patten Street - Long-Term Option

West Jackson Street and Patten Street: Existing Condition

West Jackson Street and Patten Street: Short-Term Option

West Jackson Street at the Imperial Hotel

The area along West Jackson Street surrounding the historic Imperial Hotel is another key location to explore the development of a mixed-use walkable node.

Located along the primary corridor for travel between Thomasville and Tallahassee, and approximately midway between the heart of downtown and the intersection of West Jackson Street with Pinetree Boulevard (another possible location for a mixed-use walkable node) the area is home to a mix of retail activity and vacant lots. The existing businesses include a convenience store and a Family Dollar, both of which take on a suburban-style development pattern favoring access by car and not contributing much to Thomasville's scenic character.

To the east and west of the location are some of Thomasville's older traditional neighborhoods with their characteristic small block sizes and walkable street grid (although sidewalks may be lacking).

With the proposed changes to the West Jackson Street corridor and the revitalization of the Imperial Hotel discussed on the previous pages, it is appropriate to consider potential enhancements to the greater area.

Existing conditions along West Jackson Street at the Imperial Hotel. Suburban car-oriented development and vacant lots present an opportunity for replacement with new neighborhood-serving development to support a revitalized Imperial Hotel.

| lack of connected sidewalks and street trees | buildings set far back, not creating coherently-shaped street space | Imperial Hotel | auto-oriented uses dominate key corners | vacant land located along major commercial corridor |

The focus of this neighborhood center is on the Imperial Hotel and creating a welcoming and vibrant node for the hotel's setting and visitors.

Vacant lots are infilled with new, street-oriented buildings. Several existing single-use retail buildings are redeveloped as two-story mixed-use buildings to better frame the space around the hotel and to house businesses that can be easily and safely reached by foot or bike, as well as car, from the surrounding neighborhoods.

The lot south of the Imperial Hotel can be re-envisioned as additional hotel space to supplement the relatively small historic hotel structure which would not meet the needs of a modern hotel. An opportunity also presents itself to redesign the intersection of West Jackson Street and Patten Street with public spaces to create a more formal and enclosed urban space, signifying arrival at a place of importance and creating a comfortable environment for pedestrians.

New residential types can also be added to the mix, such as townhouses and small apartment buildings at the heart of the neighborhood center, quickly returning to single-family homes as one moves further from the corridor.

Long term prospects West Jackson St at the Imperial Hotel. An expanded hotel joins new street-oriented mixed-use buildings along a redesigned street.

many existing buildings remain

parking is located to the side and rear of buildings

additional buildings for the Imperial Hotel with a public plaza

retail and commercial uses take on a walkable, street-oriented form

a diversity of uses and housing types

street-oriented buildings

Magnolia Street

The area around the intersection of Augusta Avenue and Magnolia Street sits centrally amongst the neighborhood fabric of south Thomasville. While surrounded predominantly by single family houses, the immediate area currently features several places of worship and a small amount of neighborhood-serving retail.

A series of steps can be taken to further enhance this area around the intersection of Augusta Avenue and Magnolia Street to perform even better as a neighborhood center in the future.

First, while the area boasts many trees, they are almost all currently located in private yards. A focus should be placed on enhancing shade for pedestrians by planting continuous rows of regularly-spaced shade trees between the edge of pavement and the sidewalk. Where sidewalk segments are missing, they should be added to complete an interconnected pedestrian network.

Existing conditions at the intersection of Magnolia St and Augusta Ave feature a mixture of single-family detached houses, places of worship and a small amount of commercial. This area is well-located for future enhancement into a pedestrian-friendly center for its surrounding neighborhoods.
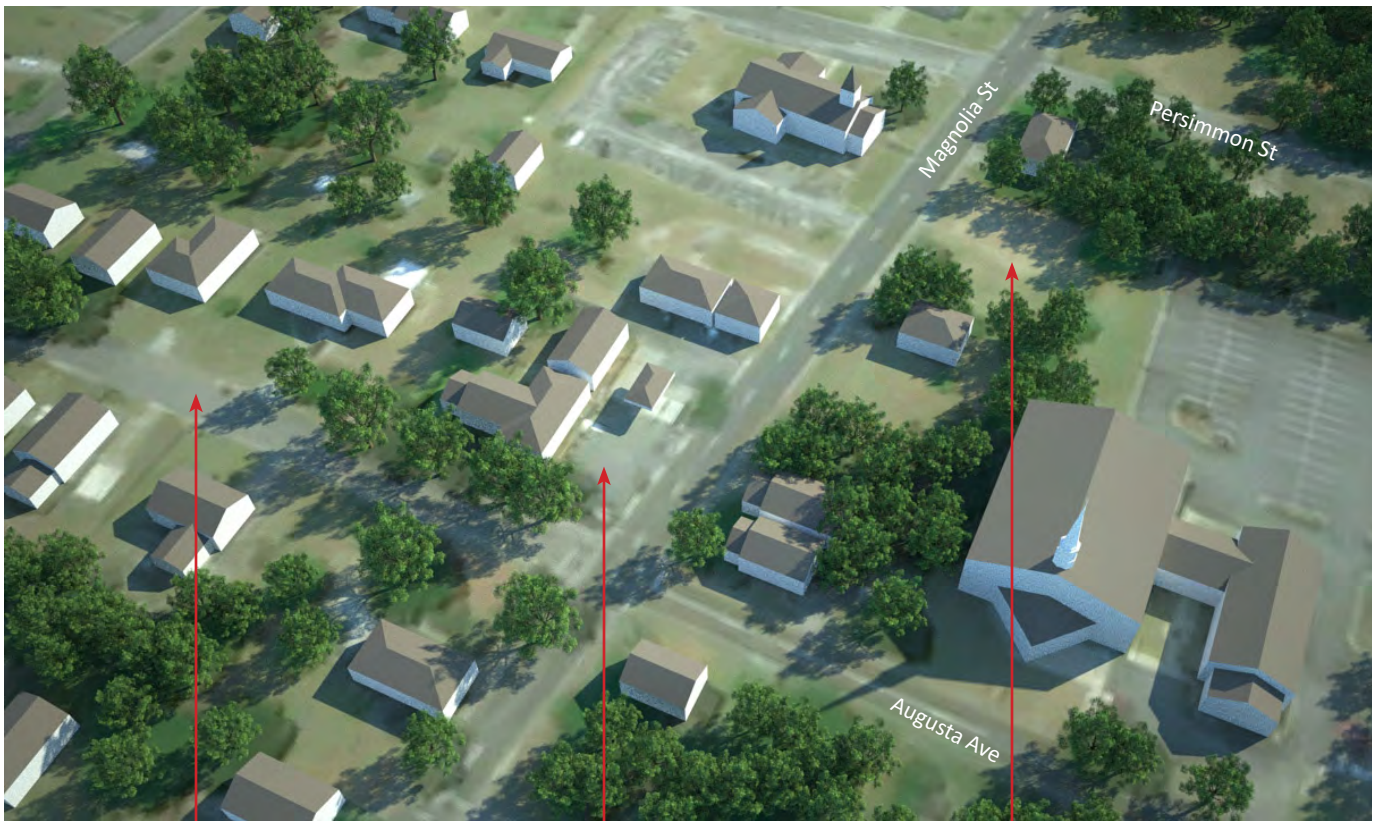
lack of connected sidewalks and street trees

auto-oriented uses dominate key corners

frequent vacant lots result in haphazard gaps in the interconnected network of public spaces

Next, focus should be placed on physically creating a strong central sense of place. A public gathering space could be configured on one of the four corners of the intersection. It could potentially utilize an existing building, such as a place of worship, as a focal anchor.

This public space should be shaped with the fronts of buildings, and feature landscaping designed to make it comfortable for people to sit and spend time. Landscaping may include shaded seating areas, walking paths, manicured gardens and areas of turf suitable for unstructured play and recreation. Perhaps a fountain would add a refreshing and picturesque respite in the summer heat.

This central space would also be a great location to focus on increasing the diversity of uses in the area by adding a small quantity of offices, neighborhood-serving commercial, and/or residential types that may

currently be underrepresented. For example, if designed with an architectural grammar complementary of the surrounding neighborhood fabric, a modest quantity of new townhouses, duplexes, cottage court units, live-work units, and/or small apartment buildings could improve the range of residential offerings while enhancing the area's character.

Long term prospects. Improved continuity of sidewalks and street tree fabric encourage pedestrian activity. A heart of the neighborhood center is formed by a new, high-quality public gathering space. The diversity of uses and residential types is improved while reinforcing neighborhood character.
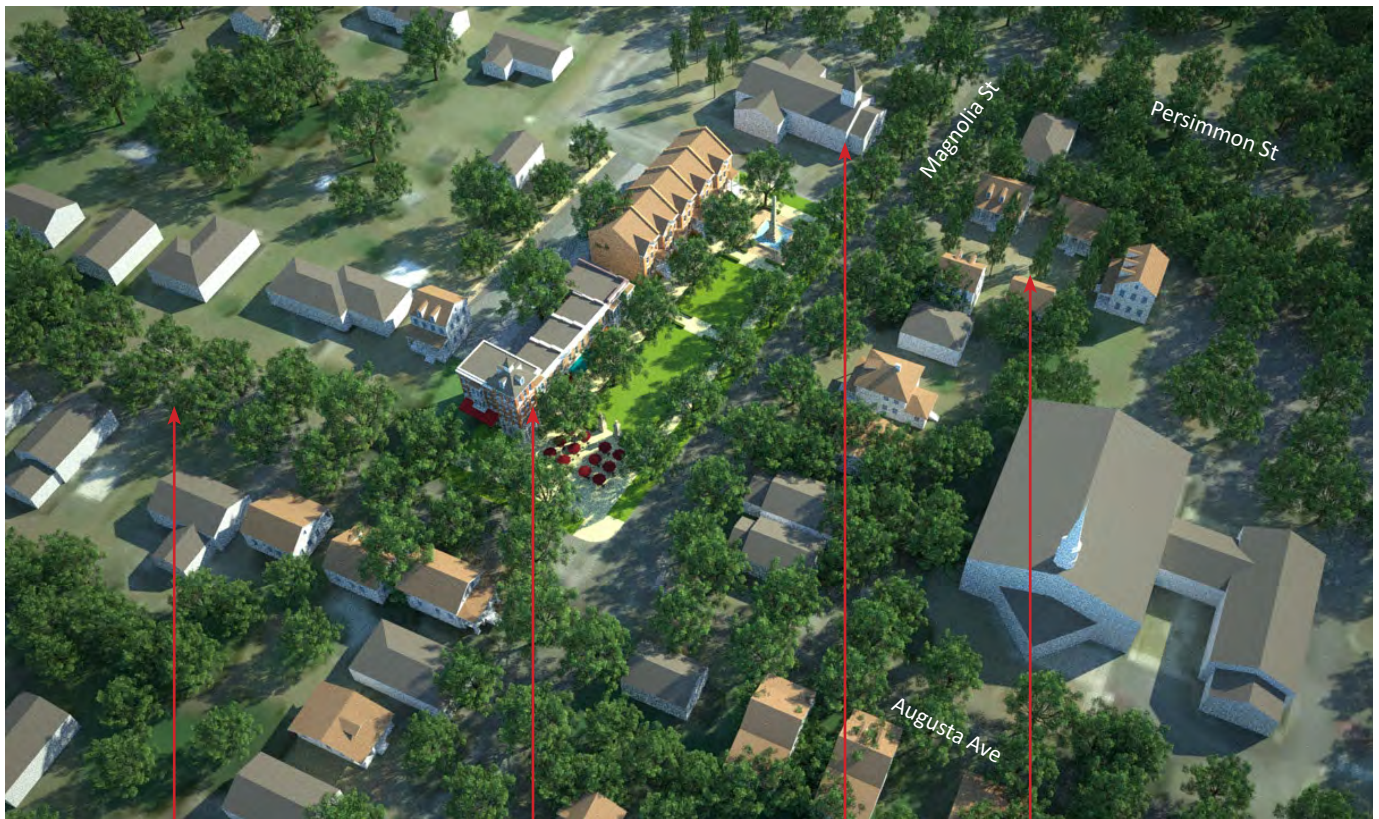
street trees and pedestrian/ cyclist street improvements are added throughout

a mixture of diverse new neighborhood-serving uses is added

civic site serves as focal anchor to the new public space

a diversity of new residential types is incrementally added

Clay Street & Mitchell Street

The intersection of Clay and Mitchell streets leaves a lot to be desired. Despite their proximity to the popular MacIntyre Park, the small neighborhood commercial buildings on the corner are all vacant and in need of repair. Though the street was designed to allow a single lane of traffic and on-street parking in each direction, the lack of parked cars has created a road with excessively wide lanes that encourages cars to drive faster than required. The speed of the vehicles, in addition to the lack of continuous sidewalks, crosswalks, and shade trees, makes Clay Street a dangerous road for pedestrians and cyclists.

With the existing street conditions and erosion of the creek bed along the rear property line, improvements and reuse of these buildings has been hindered. Improving the public investment within the right-of-way could help to increase the value of this neighborhood center — thereby making a pro forma to revitalize the buildings and repair the creek bed more likely.

A Future Bike Priority Street

The City of Thomasville is interested in making Clay Street a bicycle priority street. It would serve as a primary bike connection between the multi-use trail that will run through MacIntyre Park and Downtown Thomasville. Transforming Clay Street into a safe, bikable connector and the intersection at Mitchell Street into a more pedestrian friendly and welcoming destination could also help revitalize the commercial buildings on that corner. Given their ideal location by the park and the trail, these future businesses could become a pocket of activity and a great addition to the neighborhood.

Two different types of bicycle facilities were explored for this portion of Clay Street:

Option 1 - This option shows protected and separated bike lanes in each direction. Regular on-street bike lanes are upgraded with a 3' wide mountable-curb median that separates bikes from vehicular traffic. Potted planters can be added on top of the median to add more green to the road and more protection for cyclists. Because there is parking in front of the corner commercial buildings, the northeast-bound bike lane takes a turn onto the sidewalk, becoming an elevated bike lane for the remainder of the block before turning back onto the road once in MacIntyre Park.

Existing Conditions

Option 1 Plan - Protected, Separated Bike Lanes

Option 1 Street Perspective - Protected, Separated Bike Lanes

Option 2 - This option recommends a protected two-way cycle track on the west side of Clay Street, to avoid any interference with the on-street parking in front of the commercial buildings at the corner of Clay and Mitchell streets. This cycle track features a 4' to 5' median separator with street trees that create a parkway like experience for cyclists. This planted median helps to narrow the street visually and slow cars down. Proper markings should be included at the intersection and across curb-cuts to ensure that vehicles and cyclists are attentive in this area's unique design.

Option 2 Plan - Protected Two-Way Cycle Track

Option 2 Perspective - Protected Two-Way Cycle Track

Market Station

Conventional Suburban Development (CSD)

For comparison, this hypothetical development of the area north of the intersection of Smith Avenue and Market Street is illustrated in two ways: Conventional Suburban Development and as Traditional Neighborhood Development.

Characteristics of Conventional Suburban Development:

- A poorly-connected street network, which exacerbates traffic congestion.

- Building backs often face primary thoroughfares, damaging a sense of place.

- Single use areas separated by buffers, which encourage frequent car trips to meet all daily needs.

- Overly-wide street pavement and overly-large corner radii, which promote high vehicular travel speeds.

- Lack of sidewalks, street trees and bicycle facilities, which discourage travel by means other than automobile.

Traditional Neighborhood Development (TND)

Characteristics of Traditional Neighborhood Development:

- A highly-connected street network, which distributes car trips, reducing point congestion.

- Fronts of buildings face all thoroughfares, forming an interconnected network of high-quality public spaces.

- Uses are mixed together, making it possible to walk or bicycle to many of one's daily needs.

- Streets are relatively narrow and corner radii are small to lessen vehicular travel speeds for pedestrian comfort.

- Sidewalks, street trees and bicycle facilities are provided throughout to encourage travel by means other than automobile.

Smith Ave

Market St

Smith Ave

Gateway

Scrutinize Large-Footprint Development Proposals

Large-footprint buildings should be subject to intense development-approval scrutiny on a site specific, case-by-case basis. Such uses should not be a pre-permitted use allowed as-of-right, but as a conditional use subject to review and approval.

Many big boxes around the country are seeking alternative formats for communities of character. Smaller, more customized formats are being introduced where standard megastores are difficult to permit. Communities only receive as high quality a design as they demand.

When Large-Footprint Buildings Are Unavoidable Integrate Them Into The Urban Fabric

Large-format stores are difficult to arrange within an urban fabric without detracting from the overall scale, connectivity, image and walkability of an area. Even so, such stores can serve as anchors for activity centers, adding regional drawing power and an advertising presence that benefits other businesses.

As an example, the northeast side of Thomasville is home to several big box retail stores along with fast food restaurants and hotel options along the US 19. There is often enough land available in the parking lots of these large footprint buildings to create a multi-use, walkable center. The planning for a complete community with a traditional, connected block structure should be required of large-format development proposals. Even if the developer is not required to construct the entire community, the market could, in time, make building more densely practical.

Existing conditions on Remington Avenue. Large retail stores with front facing parking lots is the most common feature. The introduction of new building types and smaller functions within a block and street network will improve the feeling of the area and make it a more thriving destination.

A potential long-term vision (+25 years) for this area was explored as a means to inspire how a suburban strip shopping center could transition over time. Principles for developing new neighborhoods can be applied that break large parcels into blocks and streets by dividing existing parking lots. A potential change-over-time sequence illustrates how this area could transition one step at a time.

The existing conditions of intersection are dominated by the automobile. There are no designated crosswalks or pedestrian paths to cross the street. Long-term prospects along Remington Avenue and the US 19 involve improvements to sidewalks, street tree canopies and pedestrian plazas to create a better sense of place.

Today

large medians with no plant life

high traffic congested intersection

auto-oriented commercial island

large retail parking lot with no shade trees

Tomorrow

green street median given larger shade trees and cross walks

pedestrian plaza and vehicle roundabout

street trees and outdoor dining options

parking for mixed-use and retail use

Change Over Time

Creating a New Walkable Street

The transformation of the intersection into a roundabout includes the addition of street trees and green medians. This calms traffic down and allows it to flow. New sidewalks are introduced and street trees add shade and create a comfortable space to walk and cross the street.

medians   roundabout   street trees

A Public Space and New Development

Encourage street-oriented infill development on the edge of Remington Avenue and the introduction of the pedestrian plaza in the roundabout. Redevelopment is first focused at the busiest intersection, with parking hidden behind the structures. The big box retailers see shade trees introduced to their parking lots and green space added.

pedestrian plaza   street facing buildings   mixed-use

Enhancing the Pedestrian Experience

Further development of new infill creates secondary public plazas inside the block to complement the larger public plaza. These new infill projects enhance the retail core by adding a variety of building types and adding a more pleasant pedestrian experience thanks to the wider range of dining and shopping options.

new infill   green space and pedestrian plaza

Designing the Street as a Unified Whole

Development on both sides of Remington Avenue and US 19 creates a complete urban space. This creates the sense of a unified outdoor room with business fronts and street trees along wide sidewalks to increase pedestrian safety — thereby creating a physical buffer between pedestrians and moving vehicles.

mixed-use   large pedestrian sidewalks   interior block parking

Extending the Walkable Core

Out-parcels are redeveloped into street oriented buildings further down Remington Avenue and US 19. These buildings extend the avenue and provide more pedestrian interest by the continuation of more human-scaled facades, storefronts and signage, all which face the street. In this way, the "eyes on the street" keep the public realm safer.

new mixed-use and commercial buildings   new retail

Developing for More Density

As the area is built out, structured parking can be introduced, fronted by retail to account for increase in vehicles to the site. The increase in retail options, all accessible by walking, make the introduction of the parking garage a viable option, whereas before it was impossible to reach a business on the other side of the US 19 without a vehicle.

concealed entrance   parking garage

Neighborhoods

Lester Street

Lester Street is a quiet residential street in the Theodore Heights neighborhood, a historically African American community in Thomasville. Like many other streets in the neighborhood Lester Street does not have sidewalks, street trees, crosswalks, or well-maintained curbs and drainage. There are also a significant amount of houses in disrepair and vacant, overgrown lots.

Lester Street - Existing Condition

Street improvements can often serve as catalysts to revitalize abandoned and disenfranchised neighborhoods. In the case of Lester Street, several improvements can be planned over time to bring the neighborhood and surrounding properties back to life and improve the quality of life for existing and future residents of the area. These illustrations show how the street can change over time.

Step 1: Enhance Local Residential Streets with Sidewalks and Shade Trees

A common concern among the community was that many of the local and residential streets, like Lester Street, lack sidewalks, street trees, crosswalks, and well-maintained curbs and drainage. In some neighborhoods, poorly maintained and uncomfortable streets are accompanied by overgrown lots and general disinvestment on private property. Simple street improvements or a beautiful streets campaign could help breathe life into struggling areas and help encourage more walking and biking throughout the city.

Lester Street - Steps 1: Street Infrastructure

Key streets should be prioritized for the addition of sidewalks. Sidewalks could be added by utilizing unused right-of-way, existing paved areas by narrowing driving lanes, or by acquiring new right-of-way as needed to add critical sidewalks.

If new infrastructure is needed, curbs and drainage can be added, however, allowing drainage straight from the street into the swale is also possible.

A neighborhood tree planting campaign can be established to review main streets and neighborhood streets to make sure that gaps in the street tree canopy are filled in. Planting areas should be located between the road and sidewalks. Street trees provide both shade and character to an area. It is proven that neighborhoods with established tree canopy have better property values than areas that do not have trees.

Step 2: Neighborhood Infill

Once street improvements have been made, it is possible that new homes could fill in empty lots. It could be done on a lot by lot basis, or if a few lots are combined, then cottage courts, similar to the Victoria Park format, could add both new homes and greenspace to the community. New context-sensitive infill housing engages with the street and enhances the existing front-porch community that exists in Thomasville.

Step 3: Neighborhood Repair

With new neighbors, existing homes can be revitalized and have new life breathed into them.

Infill and repairs can work together to make a neighborhood feel revived, connected, and filled-in.

Step 2: Lester Street - New infill homes

Step 3: Lester Street - Revitalized homes

Lester Street - A revived, connected, filled-in neighborhood

GOALS & POLICIES

The City of Thomasville will encourage and invest in historic preservation and community design that enhances the existing character of the city, creates a wider network of walkable and vibrant streets, and invites new context-sensitive development.

Historic Preservation

Goal 3.1: Preserve and enhance Thomasville's existing small-town character by first preserving and enhancing its history through historic preservation efforts.

Policy 3.1.1: The planning department should oversee the majority of historic preservation related goals and policies on behalf of the city. This includes the Historic Preservation Committee Board as outlined in the historic preservation code audit.

Policy 3.1.2: Continue to identify, protect, and encourage the preservation and rehabilitation of Thomasville's existing historic resources.

Policy 3.1.3: Investigate adopting two new local historic districts including an extension of the Dawson Street Historic District that follows the National Historic District boundary and a new Paradise Park Historic District that contains Paradise Park itself along with the properties adjacent to the park up to Gordon Avenue and Loomis Street.

Policy 3.1.4: Investigate adopting two new conservation districts including a Dawson Street Conservation District, which would follow the National Historic District boundary and contain parcels between the existing local historic district and Hansel Street between Monroe and Calhoun, and a East End Conservation District containing the area bounded by Metcalf Avenue, Loomis Street, Grady Street, and Baybrook Street.

Policy 3.1.5: Continue to identify the potential for new local historic districts within all of Thomasville's National Historic District areas.

Policy 3.1.6: Update the 2002 Historic Preservation Guidelines to reflect current preservation practices and community goals and to provide more actionable recommendations.

Policy 3.1.7: Consider the use of pattern books to address the different architectural styles found within our historic districts.

Policy 3.1.8: Create a comprehensive inventory of all of Thomasville's historic assets including parks, trees, buildings, and monuments.

Policy 3.1.9: Use Thomasville's designated historic districts and structures as an integral element in revitalization and economic development efforts.

Policy 3.1.10: Continue to collaborate with various entities to promote historic preservation landmarks and historic events as tourist attractions.

Policy 3.1.11: Improve Code Enforcement efforts in historic districts so that properties are consistently maintained and owners can be assured that inclusion in a historic district guarantees a certain neighborhood character and higher level of maintenance.

Policy 3.1.12: Amend the Building Code for existing structures within historic districts to make it easier for property owners to undertake renovations and improvements.

Policy 3.1.13: Provide widespread cultural and educational resources and information programs on historic preservation techniques and benefits.

Policy 3.1.14: Inform the public of tax benefits and funding sources available for restoration.

Policy 3.1.15: Provide workshops on how to care for a historic property in compliance with the Secretary of the Interior's Standards for Rehabilitation.

Policy 3.1.16: Encourage greater diversity on preservation boards and committees.

Goal 3.2: Recognize that public spaces and streets within the City's historic districts are themselves prime contributors to the vitality and appearance of the districts.

Policy 3.2.1: Create and enact a comprehensive green and public space plan to be integrated with downtown development to increase the overall amount of green space in the downtown.

Policy 3.2.2: Ensure that the redevelopment and enhancement of plazas, greens, playgrounds, and other public spaces within historic districts are done in a way that is sensitive to the context.

Downtown
Goal 3.3: Continue to invest in Downtown and ensure it is a vibrant place for all Thomasville residents and visitors to live, work, eat, and enjoy.

Policy 3.3.1: Enforce the International Existing Building Code.

Policy 3.3.2: Investigate adopting a form-based code in Downtown and Traditional Neighborhood Character Areas areas that provides development regulations based on lot orientation and building form tailored to the desired character of each neighborhood.

Policy 3.3.3: Continue to enhance and improve Downtown in accordance with its existing character.

Policy 3.3.4: The city should provide financial incentives, regulatory guidance, and technical support for the adaptive reuse of downtown buildings for use as housing.

Policy 3.3.5: Adopt a rehabilitation code to facilitate the reuse of historic and non-historic buildings.

Policy 3.3.6: Create a Vacant Building Ordinance to encourage the use of existing structures instead of allowing them to sit vacant, detracting from a vibrant downtown environment.

Policy 3.3.7: Create programs to encourage the rehabilitation of upper stories of existing downtown buildings as office, retail, entertainment, and residential space. Financial incentives should be considered to encourage investment from the private sector.

Policy 3.3.8: Expand the walkable core of downtown beyond Broad Street, with new street facing infill buildings, less visible surface parking, and pedestrian friendly design elements such as street trees, benches, and public art.

Policy 3.3.9: Remove minimum parking requirements for the development of residential uses in the downtown.

Policy 3.3.10: Establish a Downtown residential parking program so ensure that prime commercial on-street parking spaces remain available to shoppers and ensures frequent turnover on major retail streets.

Policy 3.3.11: Civic buildings should be acts of civic art, embedded within the urban fabric of downtown and sited memorably, when possible on high ground and at the terminal axis of streets.

Policy 3.3.12: Important public facilities such as courthouses, post offices, museums, libraries, and administration buildings should not be moved from downtown to outlying locations.

Policy 3.3.13: Encourage a wide mix of residential housing types downtown and within downtown neighborhoods to encourage a diversity of ages and incomes. Housing should include arrangements such as: studio units, 1-, 2-, and 3-bedroom units, townhouses, penthouses, live-work spaces, duplexes, quadplexes, and mansion apartments; and should include both rental apartments and units that can be owned by their occupants.

Policy 3.3.14: Continue to implement the 2014 Creative District Vision Plan.

Policy 3.3.15: Create a program to encourage and facilitate the creation of "pop-ups" downtown, including temporary and mobile businesses and art installations. These help to program and activate empty storefronts and other underutilized spaces.

Policy 3.3.15.1: Establish a public art committee to assist in the regulation of public art, including murals, throughout the Downtown and city-wide.

Policy 3.3.15.2: Streamline and expedite event permits within the Creative District, particularly when they meet the intent of the Creative District Vision Plan and City health and safety ordinances.

Policy 3.3.16: Review development regulations within the downtown and historic districts that encourages historic preservation while allowing for modern buildings that are contextual in form and intensity. This can be accomplished with the development of an overlay code, a complete code overhaul within the focus area that is transect based.

Policy 3.3.17: Establish a Pink Zone for the Downtown that would specifically remove barriers to development and streamline the process. A Pink Zone is a powerful tool for concentrating resources on the task of enabling small-scale, community-centered development and revitalization. Within the Pink Zone:

Policy 3.3.17.1: New development should be permitted to front onto a pedestrian passage or civic space, as well as a street.

Policy 3.3.17.2: Parking and building code requirements should be relaxed where possible.

Policy 3.3.17.3: Secondary or accessory buildings for commercial use (similar to a commercial ADU) should be permitted.

Policy 3.3.18: Invest in a wayfinding network that directs visitors to Thomasville's historic landmarks and popular destinations, most of which are within walking or biking distance from downtown.

Policy 3.3.19: Develop a program to encourage more minority owned businesses in downtown.

Policy 3.3.20: Expand the commemorative plaques program to help celebrate Thomasville's history, particularly the historic African American businesses that once occupied West Jackson Street.

Policy 3.3.21: Utilize the Roses Site Development Guidelines when considering development on the former Roses site.

Policy 3.3.22: Expectations for downtown buildings include:

Policy 3.3.22.1: Nearly all downtown buildings should be re-used or re-purposed instead of being replaced by a new building.

Policy 3.3.22.2: Building façades that face sidewalks should not have more than 30% of their length or 30 feet, whichever is less, as blank walls (without doors and windows).

Policy 3.3.22.3: Sidewalk-level retail, office, and service uses that face a public space should be designed to have clear glass on at least 60% of their façades between 3 and 8 feet above grade.

Policy 3.3.22.4: Sidewalk-level retail, office, and service windows should be kept visible (unshuttered) at night.

Policy 3.3.22.5: Sidewalk-level retail, office, service, and live-work spaces should comprise at least 60% of the street-level façade.

Policy 3.3.22.6: Design new downtown buildings to have at least 70% of the total linear frontages of mixed-use and non-residential building façades within one foot of the sidewalk within the right-of-way.

Policy 3.3.22.7: All businesses and/or other community services on the ground floor should be accessible directly from sidewalks along a public space, such as a street, square, or plaza.

Policy 3.3.22.8: Design new downtown buildings which have ground floor dwelling units such that at least 50% of those units have an elevated finished floor no less than 24 inches above the sidewalk.

Neighborhood Centers

Goal 3.4: Create places and destinations for people by improving the public realm, and focusing on the comfort and interest of the pedestrian and cyclist.

Policy 3.4.1: Determine desired land use, including a varied mix of uses, then design the transportation infrastructure that supports the desired land use.

Policy 3.4.2: Enhance the pedestrian environment. In existing neighborhoods, streets can be retrofitted with sidewalk installation, tree plantings and interesting building facades.

Policy 3.4.3: Street spaces should be designed to create prominent public spaces with a comfortable sense of enclosure using the following principles:

Policy 3.4.3.1: Provide street trees on both sides on at least 60% of streets, between the travel lanes and sidewalk, at intervals averaging 40' or less.

Policy 3.4.3.2: Provide streets with sidewalks at least 8' wide on retail or mixed-use streets and 5' wide on all other streets.

Policy 3.4.3.3: Provide on-street parking on at least 70% of both sides of all new and existing streets.

Policy 3.4.3.4: Limit driveway crossings to no more than 10% of the length of sidewalks.

Policy 3.4.4: Neighborhood streets are designed for pedestrians and bicyclists by moderating the speed of motorized vehicles:

Policy 3.4.4.1: 75% of residential-only streets should be designed for a maximum speed of 20 mph.

Goal 3.5: Consideration for General Buildings

Policy 3.5.1: Development is encouraged along existing or planned bicycle networks where additional segments and/or secure bicycle storage can be added to the network.

Policy 3.5.2: Develop a method of streamlining the process and guaranteeing approvals, such as permit administrative approvals, when development is in accordance with the community's vision as illustrated in the small area plans and urban design best practices.

Policy 3.5.3: New buildings should create an interesting street frontage, with parking hidden from view, typically located in the rear of the building. Setback requirements should be changed such that this is encouraged.

Policy 3.5.4: The relationship between the fronts and the backs of buildings should ensure that public spaces have natural surveillance; the fronts of buildings should face the primary street adjacent to the property.

Policy 3.5.5: Local building types and elements that have proven to react well to local climate and weather patterns, should be encouraged.

Policy 3.5.6: Parking should be located so that it is hidden from the street, either located behind the building or screened from view.

Goal 3.6: Consideration for Mixed-Use Buildings

Policy 3.6.1: Adjust zoning ordinances to promote mixed-use development within neighborhood centers and crossroads.

Policy 3.6.2: Large-format buildings and uses should be developed within a traditional street and block network.

Policy 3.6.2.1: Large parking fields typically associated with large-format uses can be located within the interior of a block structure adjacent to the use.

Policy 3.6.2.2: The block and street network will allow on-street parking to be used to meet some parking needs, as well as allowing for passenger loading zones and parking directly in front of retailers.

Policy 3.6.2.3: Outbuilding shall front directly onto the primary street to screen front loaded parking lots for large-format buildings. A percentage of the street should be screened by buildings.

Policy 3.6.3: Outdoor dining and seasonal sales should be allowed on city sidewalks provided that chairs and tables are placed in a manner that allows a minimum three-foot clear path for pedestrian movement.

Policy 3.6.4: In non-residential and mixed-use developments, uses on the ground floor should be accessible directly from sidewalks along a public space, instead of from a parking lot.

Policy 3.6.5: A majority of the principal entries to buildings should face public spaces such as streets, squares, parks, or plazas, instead of parking lots.

Policy 3.6.6: Awnings, balconies, arcades, galleries, and colonnades (privately maintained) should be allowed to extend into the right-of-way of city streets provided that adequate clearances are provided for pedestrian movement and for right-of-way maintenance.

Goal 3.7: Consideration for Parking

Policy 3.7.1: The careless placement of off-street surface parking lots can blight surrounding properties and public spaces. This blight can be avoided by using the following principles:

Policy 3.7.1.1: Non-residential and multi-family buildings should have their surface parking lots placed at the side or rear of buildings.

Policy 3.7.1.2: Buildings should have no more than 20% of their lots devoted to surface parking lots, with no individual lot larger than 2 acres.

Policy 3.7.1.3: Parking lots should be designed for pedestrians as well as cars with pathways and shade trees.

Neighborhoods
Goal 3.8: Consideration for Residential Buildings

Policy 3.8.1: Semi-public building elements such as porches and balconies add to the congeniality of neighborhoods and should be encouraged within front setbacks. This applies to porches, stoops, bay windows, and balconies on residences.

Policy 3.8.2: For homes with a front loaded garage, the garage should be set back a minimum of 20' from the primary facade.

Policy 3.8.3: Encourage a reduction in the percentage of building walls that face streets that contain garage doors or service bays. A maximum of 20% of front walls containing garage doors or service bays should be encouraged.

Policy 3.8.4: When creating new subdivisions, residential buildings shall address the primary street providing access to avoid blank walls at the rear of a lot fronting primary streets. Alleys can be provided to these homes by either the city or on private land to create a vehicular entry to the lots instead of vehicular access directly from the busier arterial roads.

Policy 3.8.5: Establish a tree bank or a urban canopy plan to plant shade trees along residential streets.

Lighting, Signs & Utilities
Goal 3.9: Streets and spaces are safe and inviting with adequate lighting and clear signage.

Policy 3.9.1: Adequate and pedestrian-scaled lighting should line each street in Thomasville.

Policy 3.9.2: Utilities should not be located on the sidewalk, allowing clear access for pedestrians between destinations.

Policy 3.9.3: Install clear wayfinding signage in all of Thomasville, directing residents and visitors to significant locations including available parking.

Policy 3.9.4: The city shall continue to require all new utilities be built underground.

Policy 3.9.5: When opportunities arise, such as city-led development or redevelopment initiatives, overhead utilities should be to relocated behind buildings or underground.

Policy 3.9.6: Adopt the outstanding sign ordinance and corresponding manual.

Policy 3.9.7: Adopt the outstanding lighting ordinance.

CURRENT CONDITIONS

Thomasville's transportation network has a strong affect on its land uses and development trends and has a significant impact on the City's future. To maintain the high quality of life in the City, existing transportation infrastructure must continue to function highly and the impact of new proposed facilities must be considered carefully.

Thomasville is fortunate to inherit an extensive transportation network developed before 1900. This pre-auto pattern of streets and rails was established when walking and bicycling were essential to satisfying daily travel needs. The central core of downtown is highly walkable. The surrounding neighborhoods, immediately adjacent to downtown offer reasonable downtown access via a short walk or bicycle ride. Early street construction consisted of sand and clay materials that progressed to brick street pavements lined with granite curbs.

Generous street tree coverage is the product of wise officials and individuals planting trees with an eye toward the future. Extensive shading of downtown areas and the beautification of the City are cherished assets entrusted to current and future residents for maintenance and expansion.

Transportation & Land Use Connection

Context is one of those fundamental solutions regarding development planning, infrastructure design and engineering. When places are well understood, treasured context can be preserved. Also, unacceptable places can be programmed for future changes — changes based on a better balance between public and private interests.

New, context-based awareness, such as through the development of the Future Character Areas, will result in careful planning and effective implementation, all based on clear and lean plans and regulations. The City's vision for redevelopment and new development leads to successful places when transportation is designed in harmony with the future vision. This Mobility element aspires to be part of an enhanced Comprehensive Plan for Thomasville placemaking, assisted to a great degree, by context based, balanced mobility.

Streets range from those comfortable for all modes of travel...

...to those streets favoring the automobile

Thomasville's history is intrinsically tied to the railroad.

Old meets new - Bricks with granite curbs

	Broad St	Crawford St	Love St	Hansell St	Hadley St	Pinetree Blvd	US 19
		Urban Walkable			Suburban Drivable		
Posted Speed (MPH)	25			35		40	
Number of Lanes		2			4		
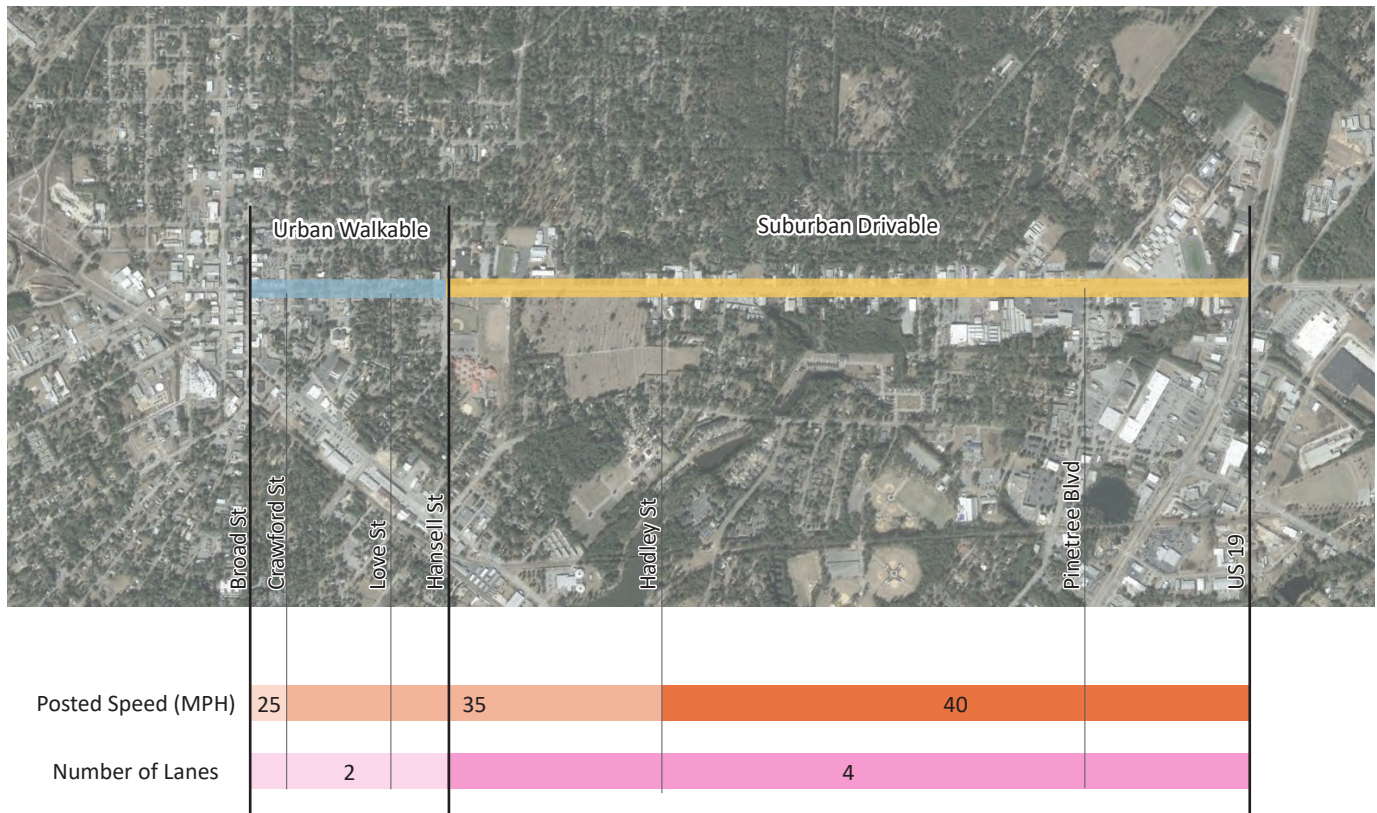
East Jackson Street

This aerial image of Thomasville along East Jackson Street shows the transition of the street's context from walkable urban in the downtown to drivable suburban on the City's edge. The design of the street reflects these changes. Along the walkable portion, the street is only 2 lanes wide and vehicle speeds are relatively low. In this area, blocks are relatively small and there are numerous connections. Moving towards the right, the street widens to 4 lanes and the speed gradually increases, while at the same time block sizes grow and the number of intersecting streets decrease.

The land development context found in downtown Thomasville was built before the automobile age. This walkable grid offers an extremely viable model for maintaining and extending the charm of Thomasville's Complete Street patterns. The aerial photograph of East Jackson Street shows the compact, regular grid pattern on the left, compared to the disconnected streets and widely spaced buildings to the right.

This fundamental connection between the street system and its adjacent buildings follows historic planning and building traditions, patterns that evolved naturally and had been accepted for centuries.

With the advent of motor vehicle transportation soon after 1900, Thomasville, like the rest of America, was released from this close-knit pattern of buildings and streets. While greater freedom of movement was introduced, opening many opportunities for recreation, employment, and daily living, the essential walkability of an area was unwittingly lost for almost half a century between 1924 and 1980.

During this unfortunate period, new development was connected from driveways and automotive parking to streets, roadways and highways. Trucks knit the movement of goods together between loading zones, warehouse loading docks and farm fields.

The natural result of using motor vehicles almost exclusively for people and goods mobility was the separation of buildings from streets and a steep decline in urban walking by citizens. Rural, lower density development patterns extended into the urban realm creating the drive only suburbs where new growth formed residential neighborhoods on the auto scale.

This fundamental pattern of older walkable urban and newer drivable suburban places is clearly evident in Thomasville today, as shown in the aerial image of East Jackson Street. Thomasville is fortunate to have walkable central character areas. Today's challenge lies in the areas surrounding the old walkable grid — areas that with focused design and reconstruction effort can also become walkable and add multiple travel mode options to future mobility.

Thoroughfare Network

The pattern of walkable urban and drivable suburban places is clearly evident in Thomasville today with the older, walkable grid streets in the downtown versus the winding, auto dependent roads within suburban patterns toward US 19.

If the Thomasville vision is for walkable, compact, mixed-use patterns of development, the walkable urban pattern from the past must be preserved, enhanced and extended to other parts of the city. Today, the walkable patterns of Downtown thrive with pedestrians and bicyclists. Vehicle speeds are in the 20 to 25 miles per hour range, making street crossing very comfortable for walkers. Posted speeds along arterials leading away from Downtown increase to 30 and 35 miles per hour. Along with the decrease in compactness, this yields higher motor vehicle speeds and fewer pedestrians.

There are two dimensions to classifying streets, functional classification and context area type. Functional classification refers to typical engineering language such as highway, arterial, collector, or local roads. The context area type refers to the type of place in which the road traverses, such as defined by the Future Character Areas. Both aspects need to be considered when looking for the appropriate design of the street and its surrounding context.

A circumferential highway service is provided by a series of roads on the edges of town:

- US Highway 319 Bypass is a major arterial on the west side of town,

- US 319 and US Highway 84 as major arterials, forming the northern edge bypass function,

- US 19 and State Hwy 300, also major arterials, form the eastern bypass function, and

- Pinetree Boulevard, a minor arterial, serves the southern, and to a lesser degree, western movements around the city. This section of Pinetree Boulevard is tow lanes and rural by nature and services numerous neighborhoods as well as Thomas University.
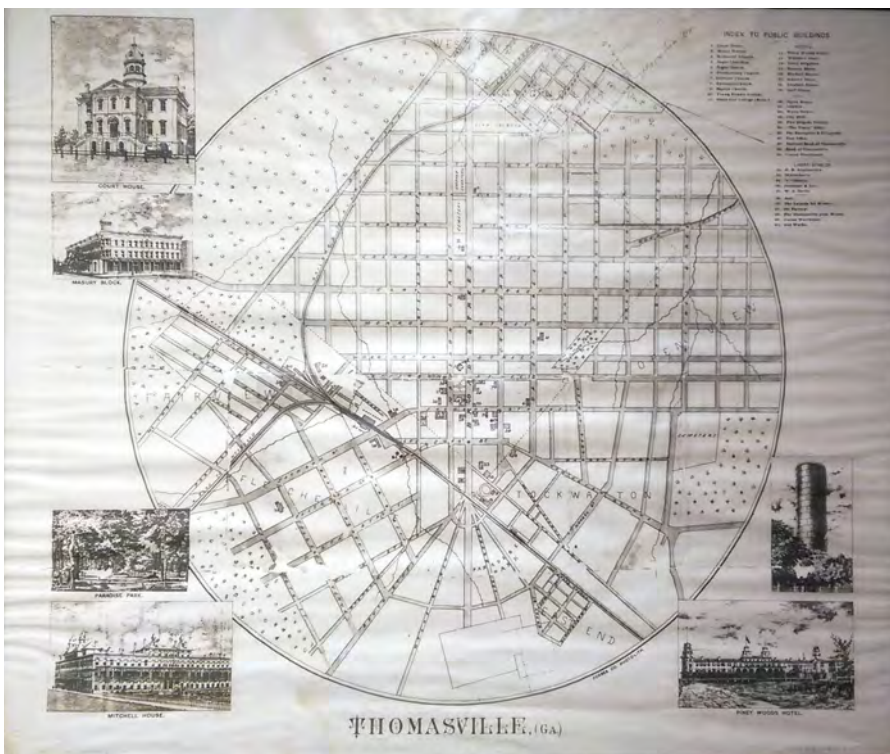
Historic street grid of Thomasville forming what are today's walkable urban places

The arterial streets connecting the larger community to the center of Thomasville consists of the following internal thoroughfares:

- Business Route US 319 / Jackson Street through the center of town from southwest to northeast,

- Business Route US 84 / Old Albany Road & N. Madison Street & Smith Avenue from northwest to southeast,

- Remington Avenue radiates from downtown to the northeast, and

- S. Broad and Old Monticello Road radiate from downtown to the southeast.

There are some additional collector streets that connect Thomasville's internal neighborhoods to Downtown which include:

- Magnolia Street which radiates from downtown, continuing as Magnolia Road on the south,

- Glenwood Drive, and

- Clay Street.

A rural ring road circles through around the southern portion of Downtown through residential neighborhoods and past schools. These include:

- Hansell Street from Jackson Street to South Street, and

- Bartow Street.
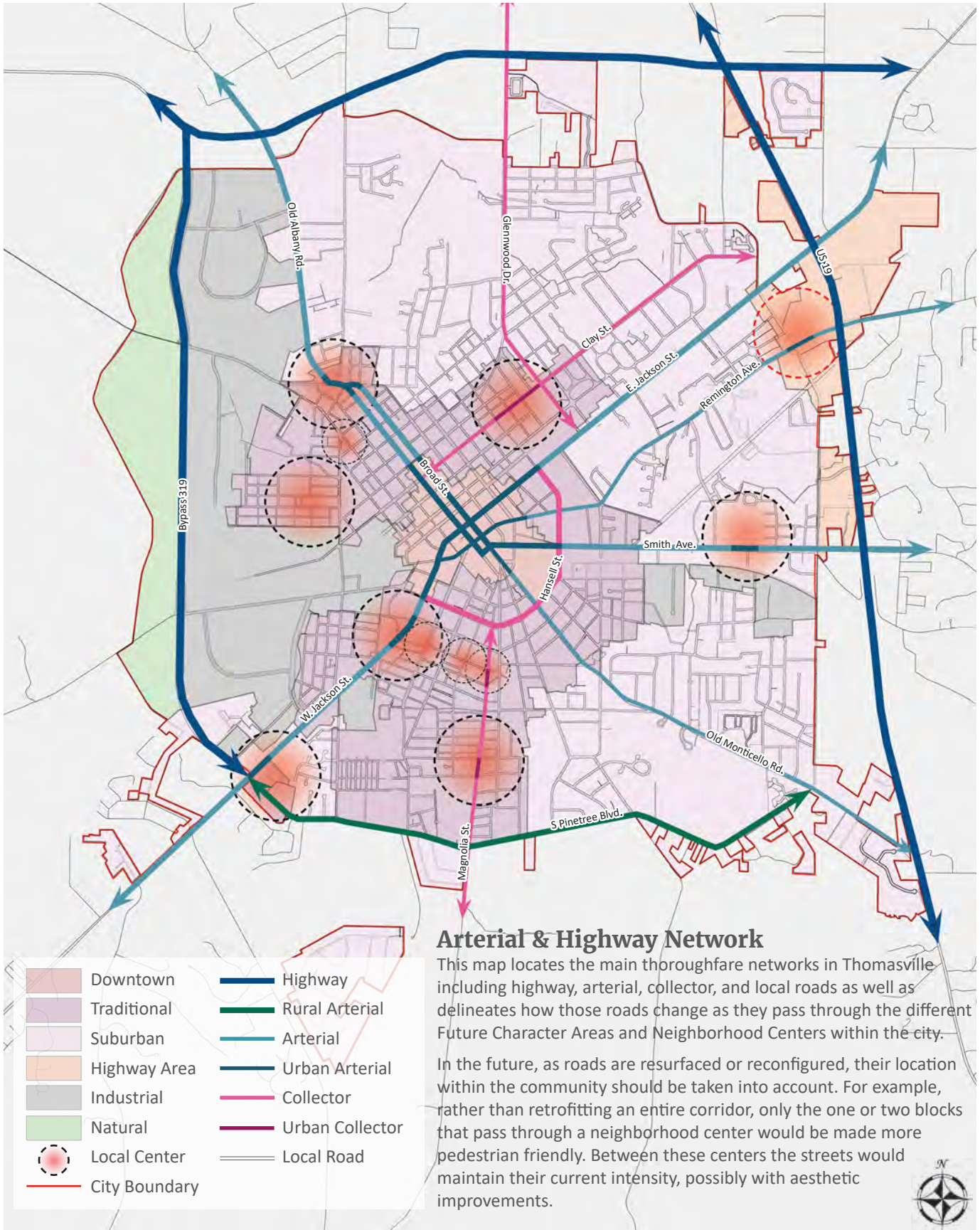
Arterial & Highway Network

This map locates the main thoroughfare networks in Thomasville including highway, arterial, collector, and local roads as well as delineates how those roads change as they pass through the different Future Character Areas and Neighborhood Centers within the city.

In the future, as roads are resurfaced or reconfigured, their location within the community should be taken into account. For example, rather than retrofitting an entire corridor, only the one or two blocks that pass through a neighborhood center would be made more pedestrian friendly. Between these centers the streets would maintain their current intensity, possibly with aesthetic improvements.

Legend:
- Downtown
- Traditional
- Suburban
- Highway Area
- Industrial
- Natural
- Local Center
- City Boundary
- Highway
- Rural Arterial
- Arterial
- Urban Arterial
- Collector
- Urban Collector
- Local Road

Thoroughfare Network Performance

Thoroughfare Network performance can be analyzed using Google Maps Typical Traffic displays. Within Google Maps, for typical traffic, red signifies much slower than normal traffic flows, green signifies free flow traffic without delay, and orange shows intermediate speeds. Several views have been selected for a typical Wednesday to illustrate typical traffic pattern.

These maps do not depict congestion, just the speed of traffic flow. For example, a school zone requires cars to slow down which would then appear orange or red on the map compared to times when the school zone is not in affect.

7:50 AM Vehicular Flow
Citywide

The 7:50 AM peak flow image shows expected mild slow downs along sections for the truck route/bypass and on the radial links within Downtown. In general this shows traffic flowing smoothly with some slowdowns in areas where drivers should be a little slower to take into account school zones, on-street parking, and generally being safe when there could be more people around.

Downtown

Looking at this closer view, the moderate slowdown is more evenly spread through the downtown arterials and collectors. Of note are the orange levels that show along parts of the Bartow Street and South Hansell Street corridor. Further analysis of this important southern street will occur later regarding potential traffic signal enhancement. It is one of the few street crossings with a grade separation with the rail lines. Bridges are vital in grade separating major traffic movements from rail lines throughout the city.
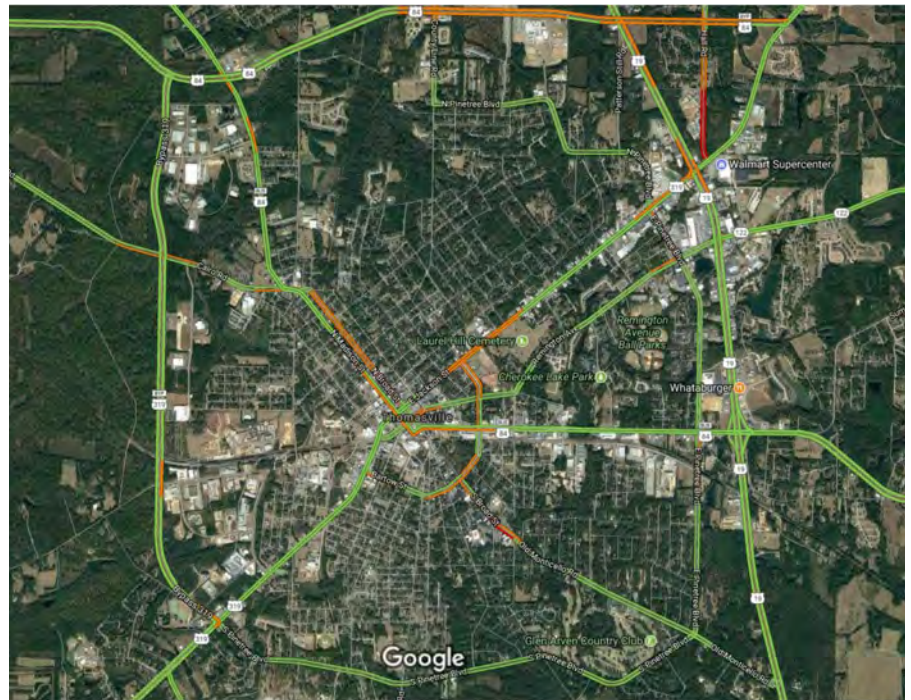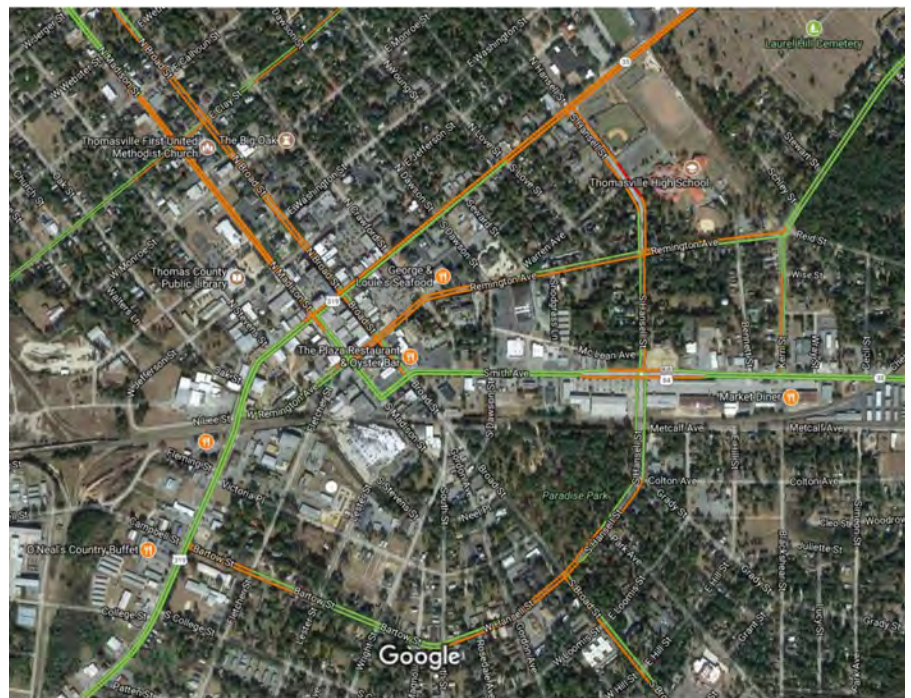
7:50 Am Vehicular Flow - Citywide

7:50 Am Vehicular Flow - Downtown

Travel Trends

The advent of mass-produced automobiles placed exceptional mobility in the hands of more people than the early 20th century architects, planners and engineers ever imagined. Public policy toward faster speeds and wider urban streets led to the demise of walking and cycling. People found they could drive at times of their own choosing, in relative privacy, on streets and highways the government was willing to build, if they would just purchase an automobile.

This convenience, however, was not without cost. Negative side effects of auto-based decentralization also occurred, including sedentary ill health, fatalities and most importantly, significant degradation of the walkability between destinations. The constant tension between the individual power of heightened mobility and the public good, has echoed down the corridors of public/private debate to this day. Solutions to resolve many such conflicts are now emerging, even for Thomasville, where some of the negative effects like congestion and traffic-related poor air quality are naturally prevented by the city's scale.

Thomasville travel is 80 percent driving with a surprising carpool rate of just under 14 percent. The overall city scale yields 40 percent of the travel to work between 10 and 19 minutes, or an average of 17 minutes verses 27 minutes for the State of Georgia.

3% Other
2% Walk or Bike
1% Public Transportation
13% Carpool
81% Drive

Means of Transportation

Source: US Census
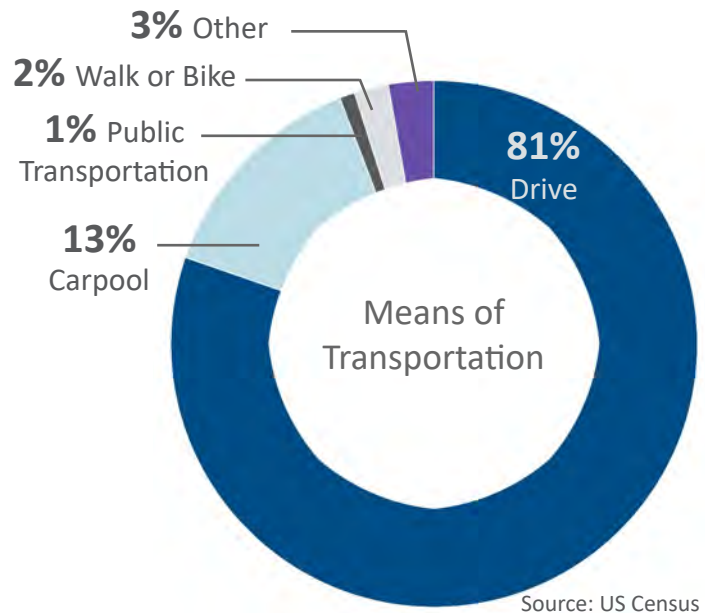
One way **TRAVEL** time to work

24%   0 - 9 MINUTES

49%   10 -19 MINUTES

7%   20 - 29 MINUTES

9%   30 - 44 MINUTES

7%   45 - 59 MINUTES

4%   60+ MINUTES
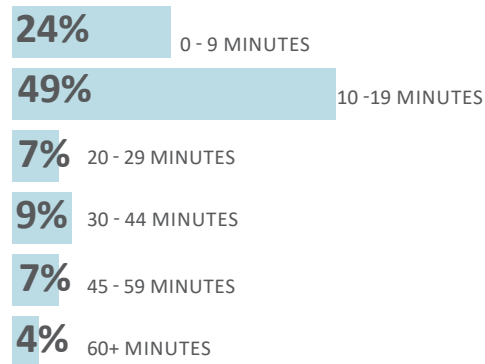
Parking

The City of Thomasville Planning Department contracted with the Florida State University Department of Urban and Regional Planning (the "FSU Research Team") during Fall 2015 to develop a Downtown Parking Study. The FSU Research Team identified a total of 2,937 parking spaces in and around Downtown Thomasville. Roughly one-quarter of the identified spaces are located in the central-most blocks (9, 10, 14, & 15) of Downtown Thomasville. Additionally, a substantial number of spaces are located in large surface lots on the southern and eastern edges of the downtown district, although most of these were located on private property.

Of the spaces identified, 634 (21.6%) are on-street parking and 2,303 (78.4%) are in surface parking lots. The majority of Downtown Thomasville's on-street parking is located in the central blocks of the Study Area, particularly along Broad Street, Crawford Street, Jefferson Street, Jackson Street, and sections of Madison Street. However, the FSU Research Team found that it is common for vehicles to park along several streets on the periphery, including sections of Washington Street, where there is no striped on-street parking. Surface lots are found in all 23 blocks, although the largest surface lots are located along the periphery and tucked in behind buildings in the core blocks.

Utilization of Parking

The Average Parking Utilization Table summarizes the average usage rate of parking for on-street, surface, and total parking in the Study Area. The results indicate that Downtown Thomasville has substantial underutilized parking capacity, with an overall average parking utilization rate of 30.2%. While a few areas approached their full capacity during the busiest times of the weekend (most notably on-street parking in the heart of the Downtown), the vast majority of parking throughout Downtown was underutilized for most of the weekend.

Parking Utilization Varies Significantly by Day and Time: Parking utilization rates peaked during lunch hours on Friday in almost every block. Parking utilization slowly decreased through Friday afternoon before dropping off significantly after 5:00 PM. The Friday evening and Saturday lunchtime utilization rates (around 25%) were much lower than Friday midday (around 40%).

Central Blocks were the Most Heavily Utilized: Downtown Thomasville's low total parking utilization rates do not mean that the entire Study Area was found to have low parking utilization. As seen in the Parking Utilization Figures, utilization varied significantly by block. The central blocks (Blocks 9, 10, 14, 15) in the core of the downtown
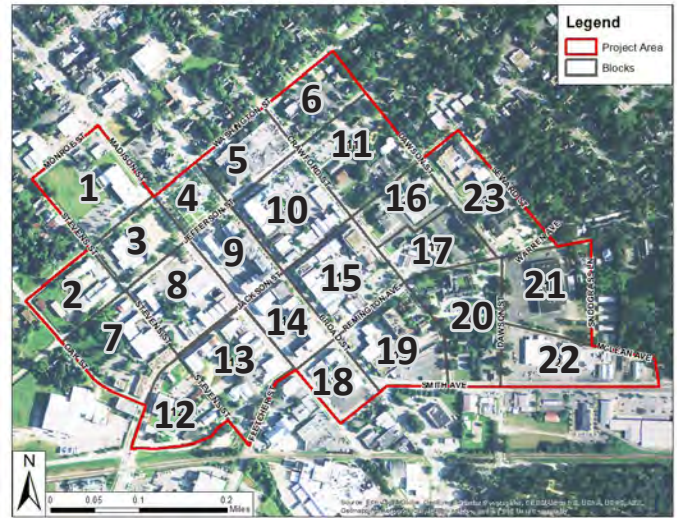
Parking Study Area Boundary Map – by FSU

Example of Digitized Parking Spaces (Block 10)

	Parking Spaces	Occupied Parking Spaces	Utilization Rate
On-Street Parking	634	284	44.7%
Surface Lot Parking	2,303	577	24.2%
Total Parking	2,937	861	30.2%

Average Parking Utilization for the Study Area by Type

consistently were the most heavily utilized. During lunch on Friday parking utilization in these blocks often exceeded 75%. Block 14 (bordered by Jackson, Broad, Remington, and Madison) maintained an average utilization of 65.9% for the entire weekend. While the Study Area as a whole contains a reserve of unused parking, parking in the core of Downtown Thomasville is much more limited, especially during the Friday lunch period.

Conversely, parking spaces in peripheral and former industrial blocks on the western edge of the Study Area saw very little usage throughout the weekend. In fact, Blocks 2 and 12 had average utilization rates of less than 5.0%. Parking utilization in the blocks on the eastern end of the Study Area (in and around the Rose's block) was also very low, even in the free public spaces available in these blocks. Unlike the western edge of the Study Area, several of these blocks include large surface parking lots serving commercial and retail development. Many of these lots were virtually empty for most of the weekend. These lots represent large stores of underutilized parking within easy walking distance of Downtown.

On-Street Parking was More Heavily Utilized than Surface Lots: The average utilization rate for on-street parking was 44.7% compared to only 24.2% for surface lots. The on-street parking in the most central blocks were consistently the most heavily used parking spaces in the entire Study Area. This may be in part because virtually all the on-street parking is public, while many of the surface lots service private businesses and residences. However, on street parking is generally preferred by most people. Many surface lots, particularly in the central blocks, are tucked behind buildings and often are not visible from the street.

The Private Parking Challenge and Opportunity

The other key observation from the parking utilization survey relates to the large amount of private parking in the Study Area. There are several lots throughout the downtown area that had signage indicating these lots were for private parking only. Private parking signage varies widely in its quality, often with no listed consequences and no information on towing company and/or fines. Additionally, there were rarely any definitive markers that dictated where private parking began and where it ended. Some blocks were completely private (at least according to the observed signage) while others were a mix of private and public parking. On many lots outside of the Downtown core it was unclear if visitors to the area would be able to park legally on many of the surface lots. These lots contain substantial untapped parking capacity in and near Downtown Thomasville.
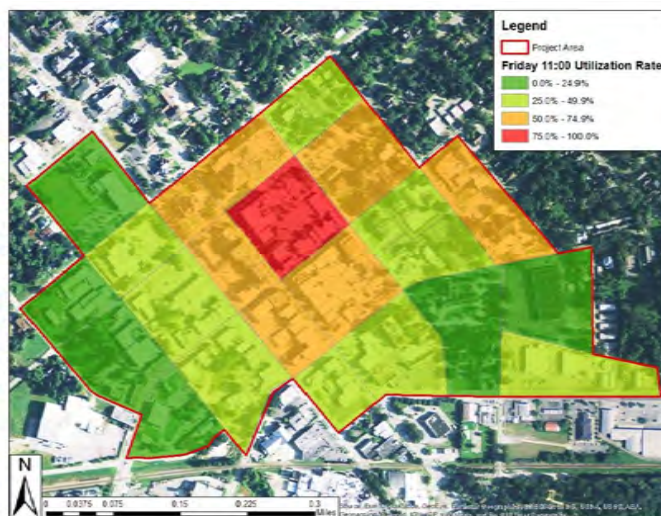
Parking Utilization by Clock Time: Friday 11:00 AM
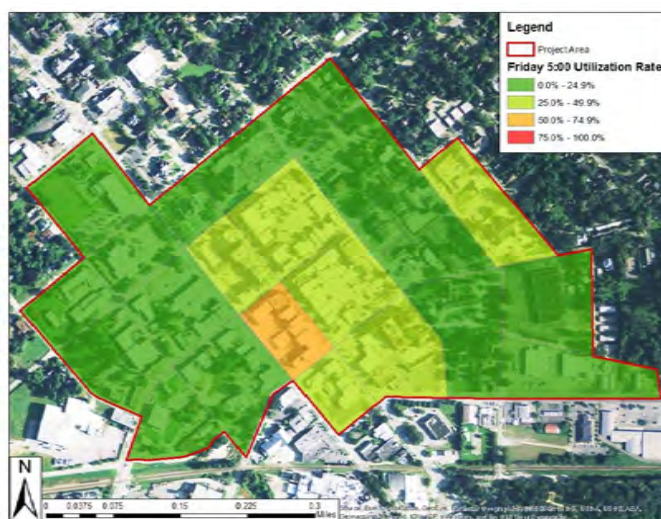
Parking Utilization by Block: Friday 5:00 PM

Railroads, Trucking, & Airport

Railroads

Last century's disruption of rail delivery service by trucking competition is now occurring in the dry van shipping business. Again, logistics are the catalyst. Thomasville's rail services move bulk goods having lost the passenger and non-bulk cargo business to other modes.

Trucking

Trucking is changing based on major shifts in shopping and delivery. Retail stores are closing nationwide at an increasing rate. Mall visits dropped in half between 2010 and 2013. Almost half of the US population is subscribed to Amazon Prime. Retail sales, however are increasing at 3 to 4 percent. The difference is online sales (excluding gasoline and fast food), which make up 15% of the total sales. These changing retail patterns have resulted in decreases in full truck deliveries and increases in smaller parcel delivery vehicles.

The main difference is a shift from full truckload shipments to less than full truckloads and parcel delivery. Thomasville is likely following these national trends. Further research through discussions with local retailers and shipping services would help the City respond to the traffic impacts of these goods mobility changes. Congestion and land use/zoning implications can be dealt with ahead of time if sufficient data is collected and discussed among stakeholders.

Thomasville should monitor the truck distribution centers and their potential location within the overall street network. Discussions with trucking and retail managers should lead to optimum placement to increase efficiency and minimize congestion. Close attention to Future Character Areas while locating distribution facilities should lead to greater success.

Whether it's full truckload (TL), Less-than-truckload (LTL) or parcel, savvy carriers are being forced to adjust along with the retail industry.

Some major retailers are seeing as much as **45% of their online sales orders picked up in stores** as they use stores as replenishment centers for home deliveries.

New types of **flexible Distribution Centers** are being developed to handle both e-commerce deliveries and store replenishment.

23% of all for-hire freight tonnage is for retail

Public truckload carriers have reported average decline in length of haul of 4%

2011 4% 2016

Compounded annual growth rate for truck type from 2011 to 2016

| | 5.8% | 2.7% | 0.6% |
| Parcel | LTL | Truck Load |
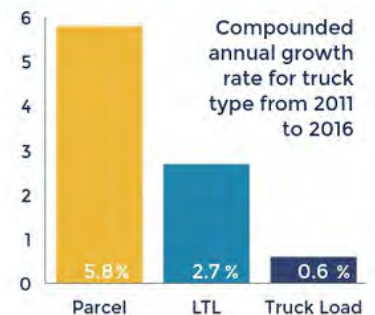
Estimates for the **Last Mile Delivery Market** are as high as: **$13B**

To move with the shift, many **large carriers are adding Last Mile Delivery service** options to expand e-commerce delivery service.

CONCLUSION:
Freight is still being moved more than ever – it's just being moved differently.

Brought to you by:

FREIGHTWAVES
News about innovation and economic drivers for freight
www.freightwaves.com

In collaboration with:

TRANSFX
Price transparency and risk management solutions for trucking
www.transfx.exchange

Source credits:

eMarketer.com, IHL Group, Internet Retailer 2016 Mobile 500, Cushman & Wakefield, CNN, YCharts, SJ Consulting Group, Retail Industry Leaders Association, Logistics Management

Changes in the retail environment are having a large impact on how freight is moved (Source: https://www.freightwaves.com/news/retail-freight-infographic)

Thomasville Regional Airport

The Thomasville Regional Airport, originally a World War II Army airfield, has a rich history. The airfield was an advanced fighter training field from 1942 to 1945. Planes such as the Bell P-39 Aircobra, the Curtis P-40 Warhawk and the North American P-51 Mustang were housed at the airfield. In the early 1950s, Spence Field (near Moultrie, GA) and Moody Air Force Base (Valdosta, GA) used the airfield for take-off and landing practice.

A new terminal building was completed in January 2006 and is dedicated to the men and women who trained and served at the airfield during World War II. Today, Thomasville Regional Airport experiences approximately 12,500 take-offs and landings annually between its two runways. Full service civil aviation services are available.

The Thomasville Regional Airport is expanding the number of corporate hangars to accommodate the growth in current corporate aviation operations on the field and in response to future tenant requests for available space. This opportunity to serve both current and future home-based aircraft tenants and transient aircraft customers will help increase the long term revenue potential for Thomasville through lease agreements and increased fuel sales.

Runway length and condition will determine the size and type of aircraft that can land. The Thomasville Regional Airport has four runways that enable approaches from either end with charted precision and non-precision approaches to Runway 22. Currently, the charted approach runway is 5,498 feet long, providing adequate takeoff and landing for most corporate aircraft throughout the year. However, during hot and humid days, and during times of inclement weather, the runway lengths do not provide adequate distances for safe operation of some corporate air traffic. This results in a loss of revenue for Thomasville. Providing an additional 500 feet of usable takeoff and rollout distance will resolve the safety concerns. As an added benefit, the runway extension will allow aircraft to potentially take on additional fuel during periods of good weather, thus enabling Thomasville the opportunity to sell additional fuel.

Thomasville Regional Airport

COMMUNITY CONCERNS

During the series of traveling workshops across the City, citizens voiced concerns about walkability, vehicle speeds, parking and changes to corridors, amongst others. A summary of those concerns for the downtown is shown on the map of mobility concerns, where stickers were placed by participants in specific locations in need of change during the workshops.

Build On The Historic Development Pattern Of Downtown Thomasville

Downtown, with its small blocks and streets, has an established fine-grained transportation network that functions well for vehicles, pedestrians and other modes of transportation. Areas outside Downtown Thomasville suffer from an emphasis of vehicular mobility over all other modes. Identifying the specific criteria for livable streets will help civilize thoroughfares within the entire City.

Increase Pedestrian Comfort & Safety

The quality of the pedestrian experience is determined by the design of both the public right-of-way and the design of the buildings that shape it. As an example of this, Downtown has both well-designed rights-of-way that are shaped by well-articulated and multi-story buildings. In order to encourage and maintain pedestrian activity careful consideration must be made to ensure a comfortable environment. Downtown Thomasville, with its wide sidewalks, street-oriented buildings and on-street parking, is successful at inspiring confidence in pedestrians while allowing drivers to proceed slowly. Outside the core, pedestrian amenities break down and often disappear altogether. Many residential streets lack sidewalks, a concern heard often during the traveling workshops.

Calm Traffic Through Street Design

Vehicle speed is directly related to the comfort and safety of pedestrians and cyclists. Streets that encourage high traffic speeds discourage activities other than the movement of vehicles. Street design details, such as lane width, use of on-street parking and curb radii all influence the behavior of vehicles and their drivers. After identifying the priority areas intended for the most walkable and pedestrian friendly environments careful evaluation of existing conditions can help diagnose the cues being given to drivers. Minor interventions can help maintain safer vehicle speeds and encourage drivers to respect other modes of travel.

There is a lack of sidewalks along many streets in the Traditional Neighborhood Future Character Areas.

Some of Thomasville's streets with the highest demand for biking provide no safe and comfortable bicycle facilities.

Community members expressed interest in the beautification and revitalization of major corridors, such as West Jackson Street.

Enhance Bicycle Mobility Options

The integration and accommodation of bicycles in the transportation network is an important component of sustaining a true multimodal system. It is vital to identify the various types of cyclists and plan accordingly to create safe and inviting routes for them. There are several different strategies for increasing comfort for cyclists. On the slowest streets, cyclists should feel comfortable mixing with automobile traffic and occupying the travel lane. On faster streets, a separate bike lane is sometimes needed; ideally this bike lane should be separated from fast-moving car lanes by a curb or a planted median. Certain routes could occur as off-road trails that follow streams, greenways, or deactivated railways.

Improve Downtown Parking

Parking in Downtown Thomasville needs to be sufficient in number to meet demand, well designed to not detract from the pedestrian experience and well signed to direct motorists to areas of surplus parking. Many members of the community suggested during the series of workshops that there was a lack of parking in the downtown. However, a recent parking study determined that there is a surplus of parking, hinting that better wayfinding is needed to direct motorists to where the parking is located.

The City needs to be careful with parking requirements as these may inhibit the revitalization of older buildings and the construction of new buildings in the downtown, especially the addition of residential uses. The City has not had a newly constructed building open up in the Downtown in over a decade. Numerous plans to expand existing businesses have been thwarted as well. In both cases "off street parking minimums" have contributed to the lack of investment.

Revitalize Major Roadway Corridors, Especially Gateways to the City

It is already the City's priority to invest in the revitalization of portions of West Jackson Street to promote additional development and to create a more welcoming street design for all modes of transportation. Residents endorsed enhancing the look and function of this and other corridors to become more multimodal, safe, and accessible. These efforts in turn are focused on locally-appropriate economic development, neighborhood revitalization, and community character. However, the community also expressed concern with maintaining vehicular mobility and access to existing businesses. For the corridors that function as gateways to the City, rather than unattractive highways for pass-through vehicle traffic, residents spoke of these corridors as place-making destinations that reflect unique community identity and character.

Provide Neighborhood-Serving Retail

The current planning paradigm separates land uses from one another and connects them with few, high volume streets rather than providing a network of capillary-like streets. This configuration results in the generation of a large number of car trips per household. By mixing uses, even in small quantities at Neighborhood and Crossroad Centers, some of those additional vehicle trips can be replaced with walking or cycling, or at least be shortened. In addition to reducing stress on the vehicular network, mixing uses can also encourage a healthier lifestyle for adults and children.

Walk/Bike connection into Carroll Hill

Fix pot holes

Sidewalk

Great interior loop

Bike Lanes

Make the area around the Big Oak pedestrian only

8' Trails

*Traffic Light

Interior Loop Could be a Great Street

Slow Down

No Big Trucks
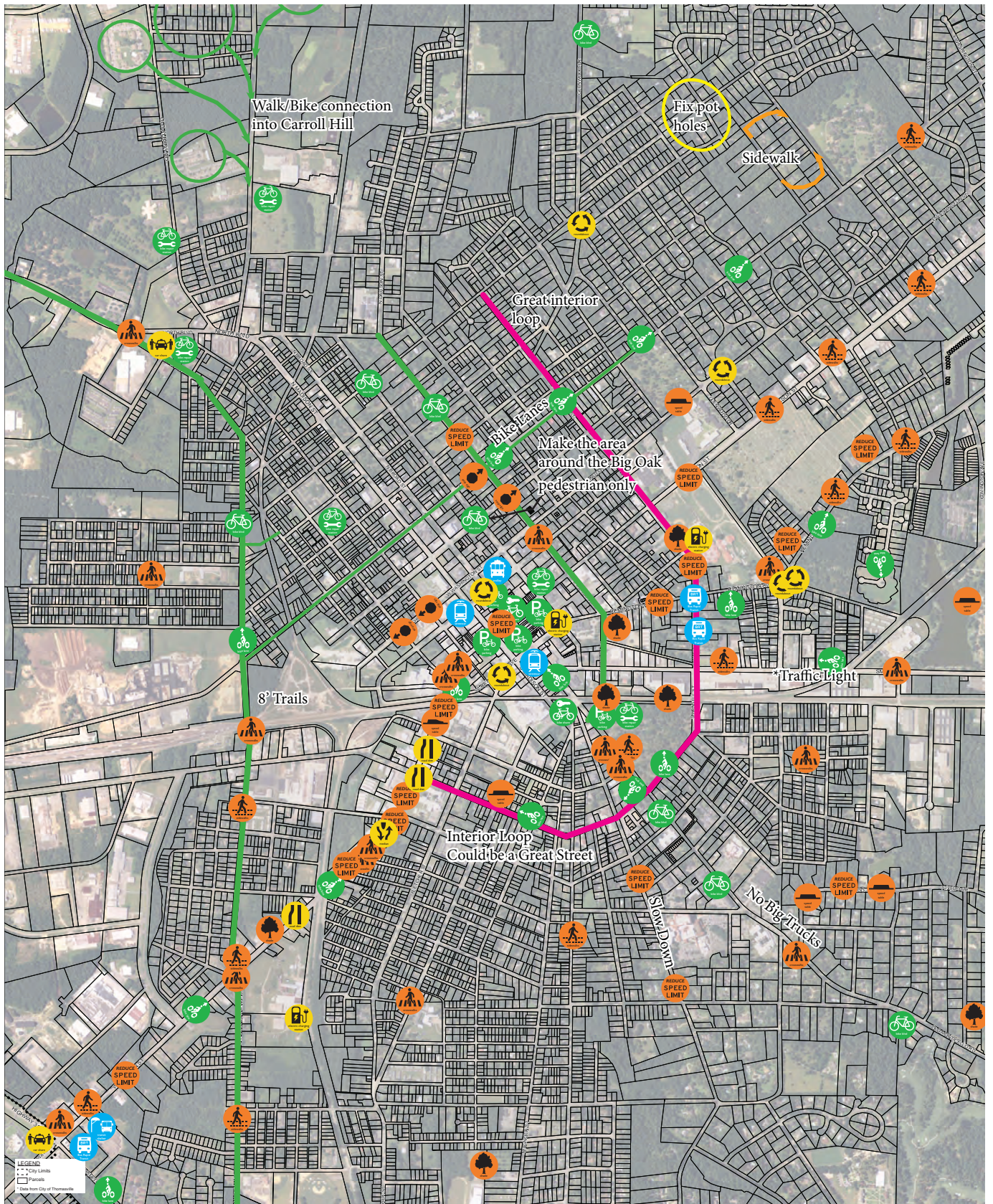
Map of mobility concerns and possible improvements proposed by participants during the four traveling workshops held from May 9 to May 12, 2017.

STRATEGIES FOR ADDRESSING COMMUNITY CONCERNS

Expand Walkability

Towns and cities throughout the country are in the process of restoring old neighborhoods and creating new neighborhoods that are both walkable and accessible. Strategies that make Thomasville easier to navigate as a pedestrian (or cyclist), will also make the city more livable and attractive. Most transportation corridors should be more than just roadways for cars. Corridors can be designed and classified to reflect a balance between many modes of transportation and the surrounding land uses. In other words, corridors should be designed with respect to the context in which they are located.

This is particularly the case for smaller cities where many destinations are within walking and biking distance of residential areas, but poor or non-existing pedestrian and bicycling facilities make it uncomfortable or dangerous for people to choose those options for getting around.

Active Transportation & Accessibility

A walkable community is a place that encourages a mix of travel modes, including pedestrians, bicycles and automobiles. The Campaign to Make America Walkable, a national project, has developed some general descriptions for a walkable community. Characteristics include:

- Places where people of all ages and abilities have easy access to their community "on-foot",

- Neighborhoods that are safer, healthier and friendlier places,

- A place where pedestrians are given priority and motor vehicle speeds are reduced, and

- Towns and cities with good air and water quality.

With respect to street design, walkable communities are best supported by street grids where the block length is 300 to 400 feet. Much of the Downtown and Traditional Neighborhood Future Character Areas, generally the older parts of Thomasville, meet or come close to this ideal condition, although many streets lack sidewalks. In the areas of the city that have newer development, such as the Suburban Future Character Areas, the street grid has moved away from the ideal block size resulting in neighborhoods that are less walkable.

Walk Score

When it comes to walkable cities in general, Georgia tends to get a failing grade according to WalkScore.com. Factors that go into determining the Walk Score include the availability of walking routes, how long it takes to get from one desirable location to another on foot, depth of choice, pedestrian-friendliness, and mixed-use versus single-use zoning practices.

Thomasville's average Walk Score is a 27 out of 100, with 100 signifying the most walkable places. Reflective of the tighter street grid, slower vehicle speeds, and mix of uses, Downtown Thomasville has a substantially higher Walk Score of 69. Neighborhoods in the Suburban Future Character Areas with larger blocks and only residential uses have much lower scores, sometimes under 10, demonstrating the dependency of automobiles for travel in these areas.

Walking Distance

The city's hot and humid climate is frequently mentioned as a barrier to greater walkability. The typical comfortable walking distance for a pedestrian ("pedestrian shed") is often defined as the area covered by a 5 minute walk, or about 1,320 feet. However, the challenges of a hot climate might reduce that comfortable walking distance down to 3 minutes, or 800 feet. Providing trees, shade structures, and reductions in pavement (or use of reflective materials), can provide improved comfort for longer distances.

A highly effective method for improving walkability is through the process of installing Complete Streets and road diets. These concepts convert roadways from auto-centric thoroughfares into people or community-oriented streets that accommodate the safe and efficient movement of all transportation users. The complete street principle includes design enhancements such as medians, street trees, on-street parking, and bike lanes set in an attractive, urban scale environment.

Typically, complete streets and road diets should be applied to streets within the Downtown and Traditional Neighborhood Future Character Areas. These are places where the pedestrian is to be prioritized and slower moving traffic and vibrant street scenes are critical to meeting the envision standards of these Future Character Areas.

Complete Streets

"Complete Streets" is a concept for streets designed to enable safe access and mobility for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Like safe vehicular travel, bicyclists and pedestrians are important components of Thomasville's transportation system. Where gaps in the bicycle and pedestrian networks exist, effective and safe circulation is hindered. In key locations, including retail and mixed-use centers like Downtown and Neighborhood Centers, schools, and parks, a well-connected network is especially important.

Presently, the City of Thomasville has not adopted a Complete Streets Policy, which would help facilitate more community-oriented neighborhoods. Streets within the Downtown and Traditional Future Character Areas, as well as surrounding Neighborhood Centers, should be prioritized for complete streets treatments.

Road Diets

One technique for creating Complete Streets includes implementing road diets, or re-shaping the public right-of-way to have a balanced amount of road space dedicated to all users (pedestrians, bikes, transit users, and cars).

But first, check the context, or surrounding land development pattern. Community vision from the Comprehensive Plan and zoning should be the foundation upon which the road diet design stands. In the compact urban context, slow moving vehicles and shared space guide the street design. Conversely, in suburban settings, with higher vehicle speeds, the modes rely more on signals to separate the times when they move and separate space on which they move. When there are desired context changes, this re-urbanization should be planned and documented as justification for the road diet. Diets based on economic revival have the greatest chance of success.

Current best practices, which are shaping local ordinances throughout the country, include the National Association of City Transportation Officials (NACTO) and the Congress for the New Urbanism/Institute of Transportation Engineers Manual (CNU/ITE Manual). These references recommend adjustments to street dimensions that are required for a road diet (e.g. narrowed lane widths and parking space dimensions, wider sidewalks, minimum size of bike lanes, etc.). Lower vehicle speeds are necessary to both implement the design elements of a road diet according to the referenced manuals, and to create a safe environment for non-motorists.

Awnings, eyebrows, and umbrellas all help shade people walking along Ocean Drive in South Beach, FL

A successful complete street redesign along Vanderbilt Avenue in Brooklyn, NY

A pedestrian friendly example of curb extensions that can help slow down traffic and reduce crossing distances.

In addition, on existing four-lane streets with less than 25,000 (ADT), transportation experts around the country are recommending road diets as a priority. Conversion of a four-lane undivided road to a three-lane undivided road, made up of two through-lanes and a center two-way left-turn lane is a common retrofit.

Streets with three-lanes or two-lanes may also be considered for a road diet. Road diets can be completed on streets of all sizes; however, the redesign will need to be customized, depending on where the street is located (urban, suburban, or rural) and the desired land uses that are envisioned for the future adjacent to the roadway. Any road diet decisions should be made with respect to the surrounding envisioned context as defined by the Future Character Areas.

Benefits of road diets may include:

- An overall crash reduction of 19% to 47%;
- Reduction of rear-end and left-turn crashes through the use of a dedicated left-turn lane;
- Fewer lanes for pedestrians to cross and an opportunity to install pedestrian refuge islands;
- The opportunity to install bike facilities when the cross-section width is reallocated;
- Reduced right-angle crashes as side street motorists must cross only three lanes of traffic instead of four;
- Traffic calming and reduced speed differential, which can decrease the number of crashes and reduce the severity of crashes if they occur;
- The opportunity to allocate the extra roadway width for other purposes, such as on-street parking, landscaping, street trees, and bike or pedestrian enhancements;
- A community-focused, "Complete Streets" environment with places for people, not just cars; and

Road Diet, part of the Indianapolis Cultural Trail, Indiana

- Simplifying road scanning and gap selection for motorists (especially older and younger drivers) , making left turns from or onto the mainline.

West Jackson Street and Smith Avenue are both examples of underutilized five- and four-lane streets, respectively. These types of conditions are being transformed around the country, typically adding bike lanes, on-street parking, and landscaping, such as street trees, to the street. Where these streets traverse though Downtown and Traditional Neighborhood Future Character Areas, complete streets treatments should be considered. Where these streets traverse through the Downtown Future Character Area and/or a Neighborhood Center a "road diet" or lane reallocation should be considered.

In addition, changes to the development standards along these streets where they traverse through the Downtown and Traditional Neighborhood Future Character Areas, as well as the Neighborhood Centers should be considered. Development standards should reflect the form and mix of uses desired in the Future Character Area.

Jackson Street transformed into a Complete Street.

Speed Management

Another important aspect of walkability and public safety involves reduced traffic speeds and the use of traffic calming devices. The speed of vehicles is a critical component to pedestrian safety and comfort. A pedestrian involved in a collision with a vehicle has a 95% chance of survival if the car is traveling at 20 miles per hour; there is a 10% chance of pedestrian survival if the car is traveling at 40 miles per hour. Pedestrian-friendly speeds are typically 20-25 miles per hour, and are no more than 30 miles per hour.

Furthermore, many of the key design criteria for streets that are safe and comfortable for pedestrians and bicyclists, as well as for streets that are beautiful, such as lane widths, tree placement and curb radii, are dimensions stipulated in the design manuals as factors of speed. With slower speeds, acceptable lane widths decrease and the space between street tree and curb is reduced. Designing for slower speeds is critical for creating streets that actually encourage motorists to travel at lower speeds rather than relying on signage and posted speed limits alone. The geometry of the street has a much greater affect on motorist behavior.
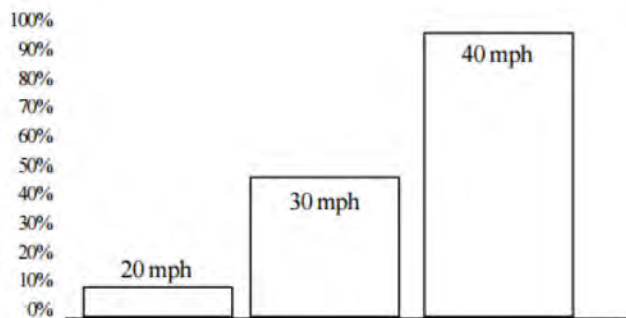
Sidewalks

The availability of a complete sidewalk network also supports the movement of residents. Wide and continuous sidewalks allow for active, safe, and healthy lifestyles for citizens. Properly-designed pedestrian networks accommodate persons with disabilities, the elderly, and children who walk to school and other places.

Currently, many Thomasville neighborhoods have incomplete sidewalk networks, with some segments being broken, overgrown with weeds, or nonexistent. For some of Thomasville's older neighborhoods, particularly those in the Traditional Future Character Areas, small blocks and proximity to the downtown favor walking, although a lack of sidewalks is a barrier.

For walking to become a regular, acceptable and dignified means of transportation in Thomasville, the City should embark on a process of adding sidewalks. A comprehensive sidewalk plan should be developed to prioritize sidewalk investments and to ensure the investments result in a connected network. Emphasis should be placed on connecting Neighborhood Centers and Crossroads to their surrounding communities, along routes used by students, and along corridors with both high pedestrian and automobile demand.

Sidewalks must also be comfortable places as well, and in south Georgia's hot climate, shade is much needed to make walking an inviting means of getting around. Sidewalks should be lined with street tress that have shade-providing canopies. The street trees should be planted between the sidewalk and edge of pavement to provide a buffer between motor vehicles and pedestrians. All sidewalks should have a minimum clear zone of 5 feet, which should be wider along main corridors and mixed-use/commercial streets.

Fatalities Based on Speed of Vehicle (Source: Campaign to Make America Walkable, Wall Tall (Washington, DC, 1994))

Sidewalks in Downtown Thomasville exhibit all the characteristics that make for an inviting pedestrian experience

10 Steps for Making Great Streets

1. Design for Pedestrians First.

Great streets are designed to provide a high-caliber experience for pedestrians foremost; once this is accomplished, great streets generally accommodate a wide range of other modes of travel.

2. Proportions Matter.

A street should function as an outdoor room, surrounding its occupants in a space that is welcoming and usable. A 1:3 ratio for building height to street width is often cited as a minimum section for a sense of enclosure. Creating this sense of enclosure involves more than just narrow street width, however. There are well-defined eight-lane roads just as there are two-lane roads that seem to be impassable. Streets must be sized properly for their use and should be defined with appropriate building sizes. Street trees and features such as lighting also play a critical role in defining the space of the street.

3. Design the Street as a Unified Whole.

An essential distinction of great streets is that the entire space is designed as an ensemble, from the travel lanes, trees and sidewalks, to the very buildings that line the roadway. Building form and character is particularly important in shaping a sense of place. The best streets invariably have buildings fronting them, with a particular height and massing that creates an appropriate sense of enclosure. The random setbacks generated by conventional zoning rarely produce this effect; form-based regulations must be put in place to control building form and placement. Furthermore, urban buildings must front the street with features such as doors, windows, balconies, and porches. These features promote a lively streetscape, and ultimately provide passive security for pedestrians by focusing "eyes on the street."

4. Include Sidewalks.

Appropriately designed sidewalks are essential for active pedestrian life. Pedestrians will be more willing to utilize sidewalks if they are protected from automobile traffic. One of the simplest ways to buffer the pedestrian is to place street trees between the street and the sidewalk. Other street furniture such as streetlights, bus shelters, and benches occupy wider sidewalks and provide additional separation between pedestrians and automobile traffic. The width of the sidewalk will vary according to the location. On most single-family residential streets, five or six feet is an appropriate width, but streets with townhouses and multi-family buildings require a more generous sidewalk. On Main Streets, fourteen feet is an ideal minimum sidewalk width, which must never fall below an absolute minimum of eight feet.

All new streets in Thomasville should include sidewalks. Retrofitting existing streets, which is to say adding sidewalks where there aren't currently sidewalks, is often an expensive and time-consuming process. Choose streets for new sidewalks with care based on which streets are most likely to see pedestrians.

SCALE STREETS COMFORTABLY FOR USERS

The height-to-width ratio is the proportion of spatial enclosure. If the width of space is such that the cone of vision encompasses less street wall than open sky, the degree of spatial enclosure is slight. As a general rule, the tighter the ratio, the stronger the sense of place. The ratio of 1:6 is the perceivable maximum. The ratio of 1:3 is best for public spaces. The ratio of 1:1 creates pedestrian paseos. Note that the ratio is not based merely on the curb to curb measurement but instead on the entire right-of-way and including building frontages, from building face to building face. In the absence of spatial definition by facades, disciplined tree planting is an alternative. Trees aligned for spatial enclosure are necessary on thoroughfares that have substantial front yards.
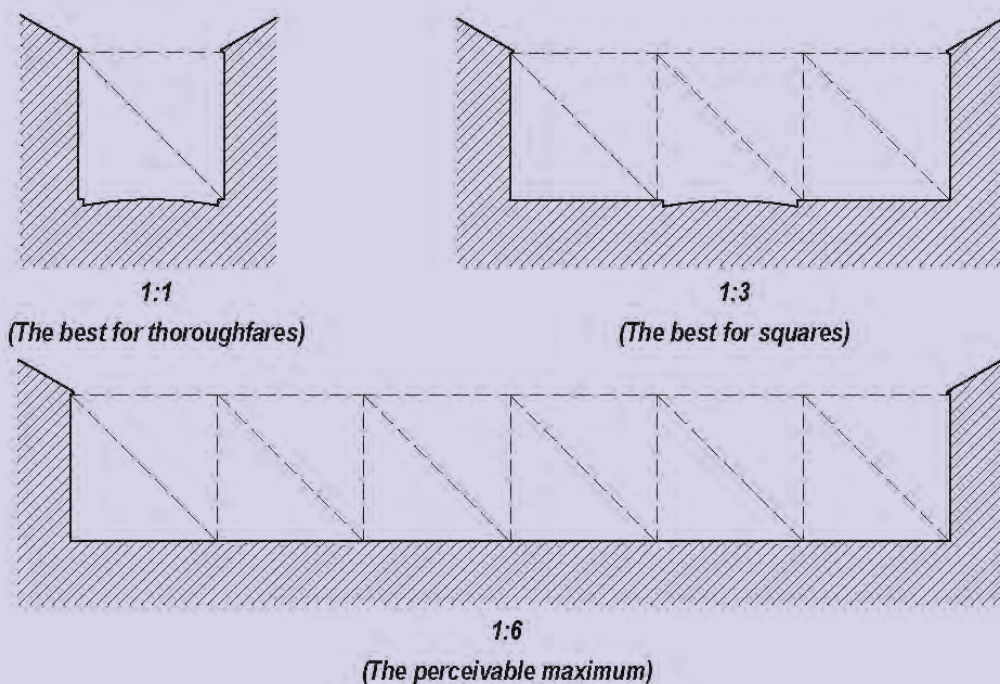
Excerpted
from *The Lexicon of New Urbanism*

1:1
(The best for thoroughfares)

1:3
(The best for squares)

1:6
(The perceivable maximum)

5. Provide Shade.

South Georgia is hot. Pedestrians and cyclists need shady streets and motorists typically prefer them. Shade provides protection from heat and sun and contributes to the spatial definition of a street. Shade can be provided with canopy trees or architectural encroachments over the sidewalk. Canopy trees should be planted in a planting zone between the sidewalk and the street in order to provide continuous definition and shade for both the street and the sidewalk. Architectural encroachments over the sidewalk such as awnings, arcades, and cantilevered balconies are another way to protect pedestrians from the elements and shield storefronts from glare.

6. Make Medians Sufficiently Wide.

Where divided thoroughfares are unavoidable, medians must be generous enough to serve as a pedestrian amenity. A minimum median width of 8' will accommodate a row of street trees and will provide adequate refuge for pedestrians crossing a wide roadway.

Quite often an 8' median isn't possible. That's okay, the right species can grow in even a 3' median. The tree may never reach its growth potential but it isn't necessary that it does to provide shade and beauty.

7. Plant the Street Trees in an Orderly Manner.

Great streets are typically planted with rows of regularly-spaced trees, using consistent species. This formal tree alignment has a powerful effect; it at once shapes the space and reflects conscious design. More importantly, the shade produced by the trees will be continuous enough to make walking viable. Furthermore, the spatial impression of aligned trees also has a traffic calming effect.

South Georgia can host a variety of street trees like towering oaks, flowering crepe myrtles, and showy magnolias. Thomasville hosts some of the region's finest, stately Live Oaks. Every tree has its positive attributes. In general,

though, the wider the spread of limbs and greater the provision of leaves, the more shade. And providing shade is the central reason for street trees. At the same time, some species like elm and dogwood are susceptible to disease. When using these trees variety is key to providing a long-lasting urban canopy.

8. Use Smart Lighting.

Streets should be appropriately lit for automobile and pedestrian safety. Pedestrians naturally avoid streets where they feel unsafe. Widely-spaced, highway-scaled "cobra head" light fixtures do not provide appropriate light intensity and consistency for pedestrian well-being. More frequently-spaced, shorter fixtures are more appropriate, and provide light beneath the tree canopy as street trees mature.

9. Allow On-Street Parking in Suitable Locations.

On-street parking buffers pedestrians from moving cars and calms traffic by forcing drivers to stay alert. Parallel parking is the ideal arrangement, because it keeps streets as narrow as possible. Diagonal parking is acceptable on some shopping streets, as is the case along Broad Street in Downtown, as long as the extra curb-to-curb width is not achieved at the expense of sidewalk width. Parking located in front of a street-front business encourages people to get out of their cars and walk, and is essential to leasing street-oriented retail space.

10. Avoid Parking Lots in Front of Buildings.

The bulk of a building's parking supply should occur behind the building. The conventional practice of placing surface parking lots in front of buildings results in a disconnected pedestrian environment. If current zoning regulations are reformed to provide "build-to" lines rather than mandatory front setbacks for commercial buildings, parking can be accommodated in the interior of the block. As a result, the pedestrian realm of the sidewalk will be defined by shop fronts and building entrances rather than parking lots.

Alexandria, VA

Savannah, GA

Planning for Bicycles

Methods for creating a safe and desirable bicycle network include the process of making all significant destinations accessible. Traits of a proper bicycle network include the use of a combination of four types of bikeways:

1. **Bicycle paths** - are physically separated from vehicular traffic and are often located outside of the downtown.

2. **Bicycle lanes** - are demarcated by striping within medium-speed roadways.

3. **Separated Bicycle Facilities** - include a cycle track, with a buffer (physical or paint), separating bikes from car traffic.

4. **Shared Routes** - the majority of thoroughfares— are low-speed streets in which cars and bikes mix comfortably. These streets have low traffic volumes and often include various traffic-calming devices and signing.

Generally, there are two distinct types of cyclists in Thomasville: recreational cyclists and 'last choice' cyclists. The recreational cyclists are those that use their bicycles for either exercise or just for fun rides. These types of users have greater flexibility in selecting routes that are safe and comfortable, rarely using their bikes on city streets or in urban conditions. The 'last choice' bicyclists include a group that uses their bike because it is their primary mode of transportation. These users many times must brave the dangerous higher speed corridors across the city, putting their own lives in danger.

Thomasville Community Trail

Thomasville is currently constructing the Thomasville Community Trail, a 10 foot wide, multi-use trail winding throughout the City, connecting the historic districts, historic and noteworthy structures, and neighborhoods to existing parks and economic development centers. The downtown trailhead located at the new amphitheater has already been completed. The trail is anticipated to directly connect nine of Thomasville's major parks, with others only a short distance away. The length of the trail is anticipated to feature a few variations in cross-section designed in accordance with the adjacent street or other surroundings. For example, portions of the trail will be along boardwalks to navigate through environmentally sensitive areas while other sections will run along county easements with wooded surroundings.

Image from: http://www.redhillsregion.org

Many scenic canopy roads are located in the Thomasville area

Expanding and Enhancing the Network

Thomasville has the potential to become a premier bicycling destination through strategic policy changes and infrastructure investments. The City has opportunities to further link to the region's natural beauty with connections from the City to the surrounding Red Hills canopy roads and plantations, as well as enhance the network of streets connecting Downtown to the historic neighborhoods.

Designing and implementing a bikeway network that is appropriate for the surrounding context should be strongly correlated to land use characteristics and to the desired development or preservation goals for each neighborhood in Thomasville as outlined by the Future Character Areas. The proposed network should be further fine-tuned at the scale of the block. This can occur through a Bicycle Master Plan that incorporates the Thomasville Community Trail, proposed bikeways and the latest advancements in bicycle planning.

As planning for the trail continues, alternate routes may be easier to implement or make a better overall network as well as better meet the needs and concerns of the community. The updated Thomasville Community Trail map, on the opposite page, is a refined trail map. The emphasis for this plan is on creating more of a "hub and spoke system" with an "inner loop" around the downtown and "in town" parks.

In addition to a bikeway network, numerous design countermeasures may be applied to streets to increase the visibility and safety of existing and proposed bikeways. These include bicycle boxes, bicycle detection and signal heads, wayfinding and informational signs, and bicycle refuge islands.

Original Thomasville Community Trail Map
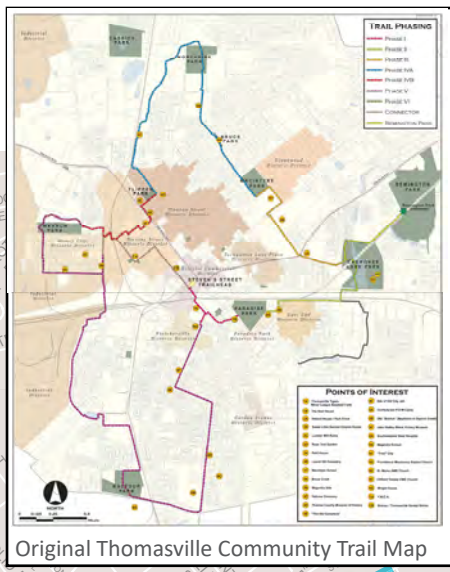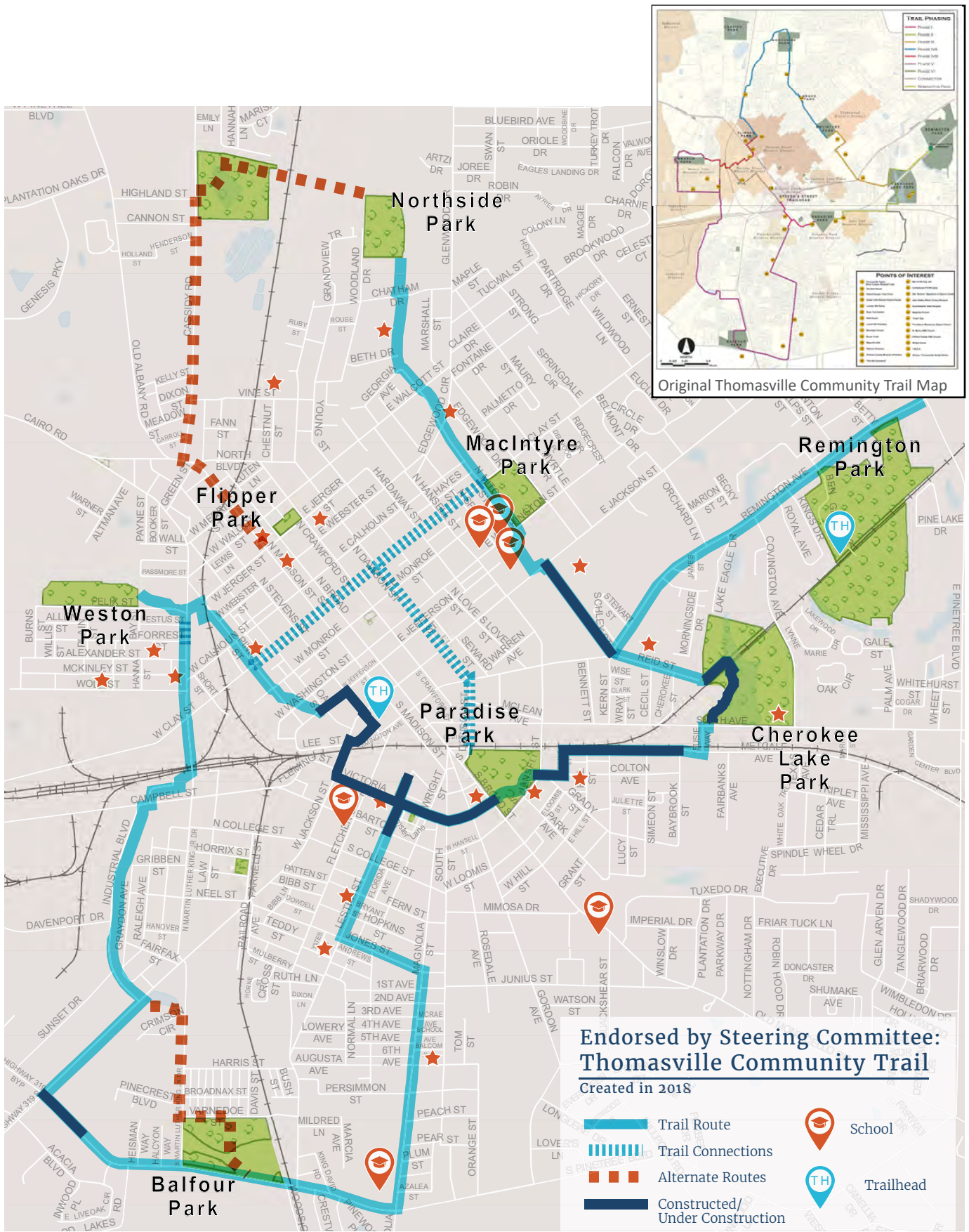
Endorsed by Steering Committee:
Thomasville Community Trail
Created in 2018

Trail Route
Trail Connections
Alternate Routes
Constructed/
Under Construction

School
Trailhead

Trail Map Master Plan for the Thomasville Community Trail

Bike Parking

In Thomasville, adopting bicycle parking regulations will result in two basic types of bicycle parking facilities: short-term and long-term. It will also show where each type should be located, depending on surrounding land uses. This distinction is crucial in the City's bicycle parking regulations, which is essential for meeting the needs of various types of cyclists and the multiplicity of trip types (commuting, errands, recreational, etc).

Bicycle parking should not be tied to automobile parking requirements; supply and demand for cars is not an adequate indicator of actual bicycle parking need. Furthermore, if a municipality adopts automobile parking maximums, or later reduces such parking requirements, the amount of bicycle parking would also be reduced when the opposite may be necessary. Therefore, bicycle parking ratios should be based on uses of the property (e.g., a gym would require more bicycle parking than a lumberyard) and quantifiable indicators like unit count, employee count, or building square footage.

Bicycle parking standards should be created that include graphic examples depicting acceptable and unacceptable rack types, locations, and placement. For those who manually install bicycle parking facilities, visual guidance will prevent the poor location and configuration of otherwise acceptable bicycle parking types.

Bikeway Types

Shared Routes

Shared routes are typically located in compact or urban areas, at the center of a neighborhood, town, or city. They are often marked with a sharrow, a marking indicating that the travel lane is to be shared by cars and bikes.

Shared routes work best on streets with low design speeds, where car traffic moves slowly and parallel parking lines each side of the street. Travel lanes are typically narrow in this setting (10 feet) and street trees help to provide a sense of enclosure. Cyclists and pedestrians have the priority while motorists are permitted to travel through the streets.

Bike Lanes

A typical bike lane is a portion of the roadway which has been set aside for the exclusive or preferential use of cyclists. It is usually designated by adding a stripe, signage, and pavement markings. Bike lanes allow cyclists to ride at their own speed without interfering with motorists.

Conventional bike lanes run along the curb sides of the roadway, or adjacent to parked cars when on-street parking is present. Cyclists usually travel in the same direction as traffic. These unprotected bike lanes work best on streets where the posted speed is less than 35 mph and should ideally be 6 feet in width, although 5 feet is also possible.

Buffered Bike Lanes

Like typical bike lanes, buffered bike lanes run along the curbs of the roadway or adjacent to on-street parking. However, they offer additional protection from moving traffic in the form of a buffer space between the edge of the bike lane and the edge of the vehicular travel lane. Adding a buffer helps encourage more cyclists to use the facility.

If the buffer is 3 feet or wider the interior should have diagonal cross hatching or chevron markings. Narrower buffers can be marked with two solid white lines, which also helps discourage crossing. Buffered bike lanes are strongly preferred to typical bike lanes in areas with greater traffic volume and higher travel speeds.

Parking-Protected Cycle Track

Parking-protected cycle tracks are bikeways at the street level that are physically protected from vehicular traffic by parked cars and sometimes other additional barriers such as a wide painted buffer or elevated median. To reduce the risk of collision with parked car doors, a minimum 3 foot wide buffer should be provided between the parking lane and the bicycle facility.

Parking-protected bike lanes are more desirable for a wide variety of cyclists because of the additional protection they offer from traffic and parked car doors. They are only implementable, however, on streets where on-street parking is available or needed.

Raised Cycle Track

Raised cycle tracks are bike facilities that are vertically separated from the roadway. Sometimes they occur at the plane of the sidewalk, often with a furnishing zone or planting strip between the cycle track and the roadway, and sometimes they are placed at an intermediate height between the road and the sidewalk. At intersections they may be dropped and merged with the street or continue on the sidewalk, where they cross with pedestrians.

Raised cycle tracks are more attractive to a wider variety of cyclists and work best along higher speed streets with few driveways and interruptions.

Contra-Flow Bike Lanes

Like their name suggests, contra-flow bike lanes allow cyclists to ride in the opposite direction of vehicular traffic. The lanes are designated with yellow center lane striping. While this kind of design introduces additional points of conflict for motorists, they benefit cyclists by allowing travel in both directions on a one-way street.

Contra-flow bike lanes are typically recommended on streets where there are already many cyclists traveling in the wrong direction and on streets where alternate routes would require too much additional riding for cyclists. They work best on low speed and low volume roads, unless additional protection is provided between cars and bicycles.

Two-Way Cycle Track

Two-way cycle tracks are physically separated cycle tracks that allow bicycle travel in both directions on one side of the road. They can be designed as a protected cycle track, at the street level with a parking lane or other barriers between bikes and vehicles, or as a raised cycle track with the track separated vertically from the roadway.

The benefits of a two-way cycle track are that they are attractive to a wide range of cyclists, they reduce the risk and fear of collisions, they allow for contra-flow bike travel on one-way streets, and they can have lower implementation costs. They work best on streets with fewer driveways and cross-streets on one side.

Shared-Use Path

Shared-use paths are a type of trail designed to provide off-road routes for many different users including cyclists, runners, pedestrians, and manual or motorized wheelchair users. While similar to other recreational trails, these paths are part of a larger transportation system and serve as a supplement to on-street bike lanes, shared roads, and paved shoulders.

Trail

A trail is a path designed for outdoor recreational use instead of mobility. Since they are not configured with transportation in mind, they are not usually adjacent to any roadway and they do not connect elements, spaces, or facilities within a site. They are mostly built for pedestrians and others to experience the outdoors and to provide a healthier lifestyle for community members.

Parking

The 2015 Thomasville Downtown Parking Study determined that there is a surplus of parking in the downtown. However, the perception of many Thomasville residents is that there is a shortage of parking. This disconnect arises from the fact that the on-street parking and lots in the core of downtown are highly utilized while parking on the periphery of downtown is not. Wayfinding signage directing motorists to parking locations and wayfinding signage directing pedestrians from the periphery of downtown to key destinations can help make more efficient use of existing parking facilities. Clear signage must also be placed to differentiate public parking from private parking to address a source of confusion and conflict identified in the study. There are several other strategies that the City can pursue to balance its parking needs with the creation of inviting places.

Parking Management

Parking management is a set of programs and regulations that affect the supply, demand, location and price of parking. Properly managed, the parking system can support economic vitality and make neighborhoods and business districts more livable. Given that parking is a tool for economic development and livable communities, the careful prioritization of parking supply and management must be well thought out and coordinated.

Standard tools and strategies for efficient parking availability often include the use of on-street parking, off-street parking (parking lots), and code enforcement policies.

These standards do not always take into account the actual need for parking and were created with suburban drive-to only locations in mind. This can lead to vacant fields of parking throughout the city. In addition, the needs of a downtown or compact urban area are vastly different than further afield locations.

These standards should be reviewed for their effectiveness throughout the City and different standards should apply to suburban areas versus the downtown or compact urban areas.

Zoning and Parking Strategies

Zoning standards typically establish minimum requirements or formulas for how many parking spaces must be provided for specific land uses. The intent is often to require property owners to provide sufficient off-street parking spaces. Adequate off-street parking should not drive the development of a site. More creative solutions, especially in the Downtown Future Character Area and Neighborhood Centers should be considered and encouraged. Some strategies include:

- Shared Parking, which allows adjacent land uses to provide parking based on the parking demand generated at different times of the day.

- Fees-in-Lieu of providing on-site parking can be considered in densely developed activity centers where the City allows developers to contribute to the costs of developing additional municipal parking facilities in lieu of providing the total required amount of parking for a development.

- Off-Site Parking, which allows for parking to be accommodated on another site, typically within a quarter mile, for on-site parking.

- On-Street Parking could allow spaces on the street to count toward parking requirements.

- Reduced Parking Requirements in the Downtown Future Character Area and Neighborhood Centers.

- Ridesharing, which refers to various forms of carpooling, vanpooling, and peer-to-peer ridesharing associated with employees' trips to and from work.

Make Use of Modern Roundabouts at Appropriate Locations

The use of modern roundabouts at several intersections throughout Thomasville was discussed during the traveling workshops. Modern roundabouts keep traffic flowing at safe speeds and allow pedestrians and bicyclists to maneuver through the intersection as well.

Modern Roundabout

A modern roundabout accommodates traffic flow and capacity while creating a greater sense of place and allowing safer conditions for pedestrians. Walkability at a roundabout is increased because traffic speeds are lower as vehicles approach and exit the roundabout, and pedestrians have fewer lanes of traffic to cross at one time. Roundabouts provide a greater sense of place because of their distinctive design and greater opportunities for urban design. A statuary, fountains, or landscaping can be placed in the center of the roundabout, although care must be taken to preserve adequate sight lines.

Pedestrians

Roundabouts are designed to achieve a consistent, low vehicle speed (15 to 25 mph) to minimize crash potential; this by nature renders them pedestrian-friendly. When traffic volumes are light, many gaps are available for pedestrian crossing. When vehicle volumes are high, more vehicles pause at the yield line, allowing pedestrians to cross safely behind the first vehicle. The pedestrian crosswalk should occur one car length back (approximately 20 feet) from the yield line to place the pedestrian safely in view of the second waiting vehicle's driver. Again, an appropriately low speed is the key pedestrian safety element of roundabout design.

Bicyclists

Bicyclists are sometimes concerned about travel through a roundabout, especially if they have experience with the much larger and faster traffic circles found in New England. In fact, modern roundabout intersections are much safer for bicyclists than traffic signals. This is due to the slower traffic speeds found in a roundabout. Entering and circulating at 25 mph or less, automobiles can easily share space with bicycles traveling through a roundabout. To traverse the roundabout, the cyclist simply travels through in the vehicle lane just like an automobile. Cyclists who are uncomfortable sharing the road with automobiles may, alternatively, go around the roundabout using the sidewalk system as if a pedestrian.
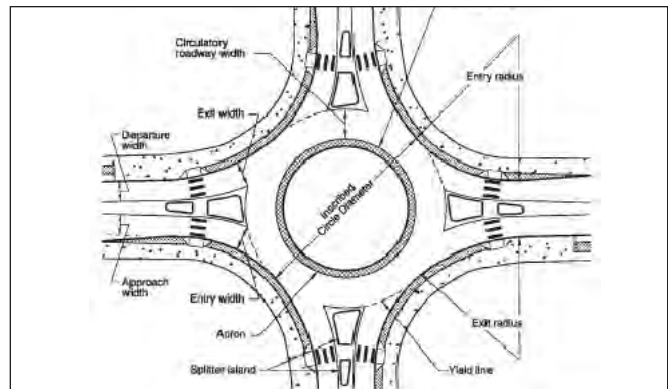
The basic features of modern roundabouts are displayed in this drawing from the FHWA document "Roundabouts: An Informational Guide" (FHWA RD-00-067)

A modern roundabout depicted on the US 19

Traffic Circles vs. Roundabouts

A modern roundabout is not the same as the traffic circles common in the northeastern United States. Traffic circles do not contain many of the pedestrian-friendly elements of the roundabout:

TRAFFIC CIRCLES

- Large (300' to 800' diameter)
- Fast (30 to 50 mph)
- Scary
- High speed merge
- Dangerous (many more crashes)

ROUNDABOUTS

- Smaller (110' to 180' diameter)
- Slower (15 to 25 mph)
- Friendly
- Yield at entry
- Safer

Streets of Both Capacity & Character

Community character is a major concern and point of pride to the residents of Thomasville and this applies to streets as much as to the development that lines them. Thomasville's tree-lined streets with ancient Live Oaks and draping Spanish Moss contribute as much, if not more, to the City's character than its buildings.

Not all of the streets in Thomasville share this character though. The roads functioning as the main gateways to Thomasville from the surrounding region, including West Jackson Street, East Jackson Street and Smith Avenue are prime examples of "characterless" thoroughfares that could be from anywhere in the Southeast and do not provide a welcoming image to visitors or a safe and community-centered place for residents in the surrounding neighborhoods.

Context–Based Street Design

As discussed earlier in this chapter, the function of context-based design is critical to balance the multiple and sometimes competing demands placed on streets; to create a transportation system that provides mobility and also functions as vibrant places of commerce and community. Context describes the physical form and characteristics of a place, interpreted on a block-by-block basis for thoroughfare design. What happens within the bounds of the right-of-way should largely be determined by the setting of private development laying outside of the right-of-way lines. The Future Character Areas map of this Comprehensive Plan sets the stage for context, providing a vision for what each area of the city should be like in the future in terms of development patterns and land uses.

The Future Character Areas inform which places are intended to be walkable urban, and which to be drivable-suburban. The design of streets should thus reflect the Future Character Area in which it is located. In those areas that are envisioned as walkable urban places, streets should prioritize pedestrians and bicyclists. In those areas envisioned as driveable suburban, streets should be still be designed for all users, although an emphasis may be placed on the motorist.

The context will help determine where streets should prioritize commerce and community and where mobility should be prioritized. In all cases, streets should be designed to safely and comfortably accommodate all modes of travel, although some modes are given more prioritization than others depending on the context.

> *It is not surprising that, given their multiple roles in urban life, streets require and use vast amounts of land. In the United States, from 25 to 35 percent of a city's developed land is likely to be in public right-of-way, mostly streets. If we can develop and design streets so that they are wonderful, fulfilling places to be, community building places, attractive public places for all people of cities and neighborhoods, then we will have successfully designed about 1/3 of the city directly and will have an immense impact on the rest.*
>
> - Allan Jacobs, Great Streets

The Context Based Street Design - Recommended Sections Matrix provides a cross section of street types that are applicable to each Future Character Area. The Matrix assigns specific recommended complete streets thoroughfare designs for each street type and Future Character Area (the context) for use in future planning and design. These street sections provide conceptual design guidance regarding the number of lanes, parking, street trees, sidewalks, and street edge condition. Final design will lead to refinement of these initial concepts based on existing right-of-way and surrounding conditions. These typical sections may also be interrupted for intersections, bump-outs, driveways, or traffic calming devices. All changes should maintain the complete street, walkable, multimodal character built into these recommended sections.

The arterial, collector, and local street classifications are still applicable to Thomasville, although the design of each is guided by the Future Character Area in which the street is located (context-based design). These designations are based on intended network function. Different street types of various functional classifications should still be designed differently, but with respect to the Future Character Area in which it is traveling through. In most cases, context should override conventional planning by functional classification of streets and highways. In downtown, for example, an arterial street can include on-street parking, shade trees, and travel lanes of 10 or 11 feet.

To achieve the City's multiple goals of vibrant nodes of commercial and community, revitalization, and walkability, the City will need to adopt new street standards with the following features:

- Lower target speed;
- Shorter curb radii;
- On-street parking; and,
- Narrower travel lane widths.

Arterial roads should become urban main streets as they enter urban areas or Neighborhood Centers. High-speed roads should transform to low-speed designs as they enter neighborhoods to slow traffic to pedestrian-friendly speeds of 20 miles per hour or less for the sake of safety.

Widening roads to accommodate through-traffic decreases local livability and should be avoided. New road capacity created through widening is quickly absorbed by drivers who previously avoided the congested road. This is known as "induced traffic" and explains the failure of newer, wider roads to reduce traffic congestion. Every increase in roadway capacity leads to increases in vehicle miles travelled. To reduce congestion, public transit, bikeways, sidewalks and mixed-use zoning and land use patterns that allow people to walk between destinations rather than drive should be explored.

Strategies and Tools

Local governments use a number of legal tools to address traffic and transportation impacts, including access management regulations, Complete Street requirements, impact fees and adequate public facilities ordinances. Some notable examples include:

- Access management is a strategy to reduce the number of conflict points on arterial streets, thereby increasing both capacity and safety through Driveway Sharing Agreements. This strategy is applied primarily to areas where there are continuous retail and commercial developments along an arterial road, where the tendency is for each site to have its own driveway access points.
- Adequate public facilities ordinances require developers either to demonstrate the availability of adequate public facilities or to build whatever may be necessary to accommodate the needs of the new residents, including assurances that public schools, roads, sewers, police and rescue response times, and/or other infrastructure services are "adequate" to support the proposed new development.

- Traffic or transportation impact fees are used by governments to internalize the cost of transportation improvements associated with development proposals.
- Special Assessment District is an additional fee assessed on properties near a new highway or transportation facility that is expected to benefit from such proximity. Revenues raised must be targeted to improvements in the district.
- Tax Increment Finance (TIF) Zones provide a mechanism for allocating any increase in total property tax revenues accruing from new access to improvements in a designated district.

Pinetree Boulevard

Pinetree Boulevard is Thomasville's original, historic ring road. Over time, newer and larger roads have been built around the City taking over and replacing the original role of Pinetree Boulevard. However, in the southern portion of Thomasville, Pinetree Boulevard is still the single facility providing this function.

This portion of Pinetree Boulevard is also unique in that it connects the two Thomas University Campuses. With only two lanes and no pedestrian facilities, this portion of Pinetree Boulevard is almost rural in character in places. For these reasons, a shared-use path alongside the roadway may be appropriate to connect the campuses and to provide additional safe and comfortable mobility choices while still maintaining the character and context of the street, which would be lost should the roadway be widened. The shared-use path could extend along South Pinetree Boulevard from Smith Avenue to West Jackson Street, and then connect to West Pinetree Boulevard by continuing along Bypass 319. This path would serve both commuting and recreational purposes.

Improvements to the intersection of Pinetree Boulevard with West Jackson Street, such as the addition of turn lanes, may be adequate to address traffic concerns on Pinetree Boulevard without the added cost and maintenance of widening the whole of South Pinetree Boulevard and the resulting loss of character.

Remington Avenue

Similar to Pinetree, Remington Avenue is currently being considered for resurfacing and a reconfiguration of the roadway with a variety of designs being considered; all would include a sidewalk and multi-use trail. The current two lane section is functioning adequately for vehicular traffic and widening the road for vehicular use would cause more harm than benefit to the safety and character of the roadway. The reconfiguration of Remington Avenue should be carefully considered and take multiple factors into consideration including all modes of travel and light-imprint design for stormwater management.

Matrix of Context Based Street Design - Recommended Design Criteria

The Recommended Design Criteria for New & Reconfigured Thoroughfares provides design parameters for creating appropriate street cross sections based on the street's intended function and surrounding physical context.

Function

The design of individual thoroughfares will still be correlated to functional classification.

Arterials provide relatively direct routes for longer trips, offering continuous routes across the City and connections to the regional highway network. These thoroughfares are the primary means of access to the City and Downtown from locations outside of Thomasville and so they function as the "gateways" to the City.

Collectors provide for frequent connections between and across neighborhoods in the City. They typically follow less direct routes than arterials and do not continue directly across the City. In some cases, collectors may be indistinguishable from local streets.

Local streets are completely interconnected within each neighborhood and to adjoining neighborhoods. They can be designed to slow or discourage, though not block, through traffic.

The **Highway** street type is unique in that it is independent of context and has the peculiarity of serving only one function, mobility, unlike the other functional classifications that must fulfill multiple roles. This type provides mobility across long distances and does not provide access to adjacent parcels.

Context

Context is a primary consideration in selecting street design parameters. Context zones describe the physical form and characteristic of a place, interpreted on a block-by-block basis for street design

The context zones correspond to the Future Character Areas as defined in Chapter 2 of this Comprehensive Plan. The six Future Character Areas are divided into three main context zones: Compact Urban, Drivable Suburban, and Rural.

The **Compact Urban** context zone is where community objectives support new urbanism and smart growth: walkable, connected neighborhoods, mixed land uses, and easy access for pedestrians and bicyclists. In Compact Urban areas, streets are intended for both automobile and pedestrian efficiency, with parameters including, narrower lane width, lower target speeds, on-street parking, and shorter curb radii. In this context zone, the most important

design determinant is managing traffic speeds to levels that are compatible with walking, bicycling, commerce, and street life; this factor is much more important than accommodating anticipated traffic volumes on any given arterial or collector.

The **Drivable Suburban** context zone includes neighborhoods of primarily single use. Streets are still intended for both automobile and pedestrian efficiency, but the anticipated amount of traffic to be accommodated becomes a more important street design determinant than in the Compact Urban context zone.

The **Rural** context applies to streets that are adjacent to the Natural Future Character Area or the City boundary. There is limited access between the street and adjacent parcels. The traveled way is primarily for automobile use while pedestrian and bicycle facilities should be located on a parallel shared-use path.

Because of the variety of physical and social contexts that each thoroughfare will traverse, a one-to-one correlation between thoroughfare types and street cross-sections is not desirable. While the Future Character Areas function as a basis for the context zones, a more fine grained context zone approach for street design can be had through the use a Form-Based Code's transect zones.

Typical Street Section Examples

The Typical Street Section Examples table shows examples of street sections that match recommended Thomasville Future Character Areas. These street sections are not an inventory of existing Thomasville streets, many of which have four or more lanes or ignore context. The Table's purpose is to show sample designs based on the Recommended Design Criteria for New & Reconfigured Thoroughfares matrix that could be used when reconstruction or new alignments are planned and designed for construction within a given context. In many instances, existing streets can be retrofitted within their curb lines to reduce reconstruction costs. Other sections are possible and should include the elements as outlined in the matrix.

Future Character Areas

Future Character Areas

- Downtown
- Traditional Neighborhood
- Suburban Neighborhood
- Highway
- Industrial
- Natural

Overlays

- Campus

Neighborhood

Center
With 1/4 Mile Pedestrian Shed

Crossroads
With 1/8 Mile Pedestrian Shed

Map labels: Carroll Hill, Oak & MLK, Dewey City, Clay & Mitchell, Gateway, Market Station, Fern & Fletcher, Imperial Hotel, Fern & Wright, Fern & Magnolia, Magnolia & Augusta, West Jackson

Street labels: Bypass 319, Broad St., W. Jackson St., E. Jackson St., Remington Ave., Smith Ave., US 19, Old Monticello Rd.

Recommended Design Criteria for New & Reconfigured Thoroughfares						
Context (Future Character Area)	**Downtown**	**Traditional Neighborhood**		**Suburban Neighborhood**	**Highway**	
	Compact Urban[1]			**Drivable Suburban**		
	Arterial	Collector	Local	Arterial	Collector	Industrial Collector
Typical Characteristics						
Movement Type	Slow Flow	Slow Flow	Slow Flow or Yield Flow	Free Flow	Free Flow or Slow Flow	Slow Flow
Target Speed (MPH)	20 - 30	20 - 30	10 - 25	30 - 45	25 - 35	20 - 30
Streetside[3]						
Pedestrian Facilities	Wide Sidewalks 8' min.	Wide Sidewalks 8' min.	Sidewalks 6' min.	Sidewalks 6' min.	Sidewalks 6' min.	Sidewalks 5' min.
Streetscape/ Furnishing/ Planting Type (In addition to Pedestrian Facility)	Tree Well + Furnishing Zone[4] 5' min. or Planting Strip 8' min. or Tree Bulb-Out	Tree Well + Furnishing Zone[4] 5' min. or Planting Strip 8' min.	Planting Strip with Shade Trees 6' min.	Planting Strip with Shade Trees 6' min.	Planting Strip with Shade Trees 6' min.	Planting Strip with Shade Trees 6' min.
Traveled Way						
Travel Lanes (Including Center Turn Lane)	2 - 3	2	Yield Street or 2	2 - 4	2	2 - 3
Travel Lane Width	10'	9 - 10'	18' Min. (Yield St) or 8 - 9'	10 - 11'	10'	12'
Bicycle Facilities	Raised Cycle Track[5] or Bike Lane or Shared Use of Lane	Raised Cycle Track[5] or Bike Lane or Shared Use of Lane	Shared Use of Lane or Sharrow	Raised Cycle Track or Separated Bike Lane	Raised Cycle Track or Separated Bike Lane	Separated Bike Lane
On-Street Parking	Marked Diagonal or Parallel (7 - 8')	Marked Parallel (7 - 8')	Marked or Unmarked Parallel (7')	Occasionally[6] Parallel (8')	N/A	N/A
Median (May Include Occasional Turn Lane)	N/A	Optional 4 - 18'	N/A	Optional 4 - 18'	Optional 4 - 18'	N/A
Edge Treatment	Curb	Curb	Curb or Swale	Curb or Swale	Curb or Swale	Swale
Intersection						
Curb Radii (Max) (without curb extensions)	15'	15'	10'	20'	15'	20'

Notes:

1. Includes Neighborhood/Crossroad Centers

2. May also include thoroughfares along the edge of the City/ Municipal boundary

3. These values should be modified to accommodate mature trees. A minimum 5 foot sidewalk clear zone, however, should be provided when pedestrian facilities are present

4. Sidewalks with a min. 10' walkway and 5' min. tree well are recommended for sections with retail activity

5. This treatment is not appropriate in commercial areas and Neighborhood/Crossroad Centers

6. For target speeds of 35 mph or less

Industrial	Natural		Highway
Drivable Suburban	**Rural²**		
Local	**Arterial**	**Collector**	
Slow Flow or Yield Flow	Free Flow	Free Flow	Free Flow
10 - 25	25 - 35	25 - 35	45 - 55
Sidewalks 5' min.	Shared Use Path 8 - 12'	Shared Use Path 8 - 12'	N/A
Planting Strip with Shade Trees 6' min.	Planting Strip with Shade Trees between Edge of Pavement and Path 8' min.	Planting Strip with Shade Trees between Edge of Pavement and Path 8' min.	N/A
Yield Street or 2	2	2	4
18' Min. (Yield St) or 8 - 9'	10 - 11'	10 - 11'	12'
Shared Use of Lane or Sharrow	Shared Use Path 8 - 12'	Shared Use Path 8 - 12'	N/A
Unmarked Parallel (7')	N/A	N/A	N/A
N/A	N/A	N/A	20' min.
Curb or Swale	Swale	Swale	Swale
15'	20'	20'	None

Typical Street Section Examples			
Context Zone	**Street Classes**		
	Arterial	**Collector**	**Local**
Compact Urban	CS 70-36	CS 60-36	ST 45-26
	CS 84-48 B		ST 50-24
Drivable Suburban	ST 90-36 B	ST 60-36 B	ST 50-25
		ST 70-24 B	
		ST 60-36	
Rural	RD 75-22 PA		
Highway	Highway		

Street name conventions include the type: ST for Street, CS for Commercial Street, and RD for Road. The numbers represent the right-of-way and pavement width between the curbs. For example, an ST60-36 has a 60 foot right-of-way with 36 feet of paved area between the curbs, including travel and parking lanes. The B stands for bike facility.

Where do Avenues & Boulevards Belong?			
Street Classes	**Context Zone**		
	Compact Urban	**Drivable Suburban**	**Rural**
Arterial	Boulevard Avenue	Boulevard	
Collector	Avenue		
Local			

Notes:
*Bulb-outs and other traffic calming elements are permitted for Compact Urban and Drivable Suburban Street Types

Typical Street Section Examples

Compact Urban - Arterial

CS 70-36

An arterial for use on the primary commercial streets (main streets) within the Downtown Future Character Area. Two 10' travel lanes are shared with automobiles and cyclists and 8' wide on-street parking buffers pedestrians from traffic. Wide, 17' sidewalks accommodate outdoor dining and planter boxes for street trees.

Typical Design Parameters	
Movement Type	Slow Flow
Target Speed	25 mph
ROW Width (Typical)	70 feet
Pavement Width (Typical)	36 feet
Travel Lanes	2 Lanes (10 feet each)
Pedestrian Facilities	Sidewalks (12 feet each)
Bicycle Facilities	Shared Lane
On-Street Parking	Parallel (8')
Median	None
Streetscape/Planting Type	Tree Wells (5') with Shade Trees
Edge Treatment	Curb
Curb Radii (max.)	15 feet

12' Sidewalk — 5' Planting Strip — 8' Parking — 10' Travel Lane — 10' Travel Lane — 8' Parking — 5' Planting Strip — 12' Sidewalk
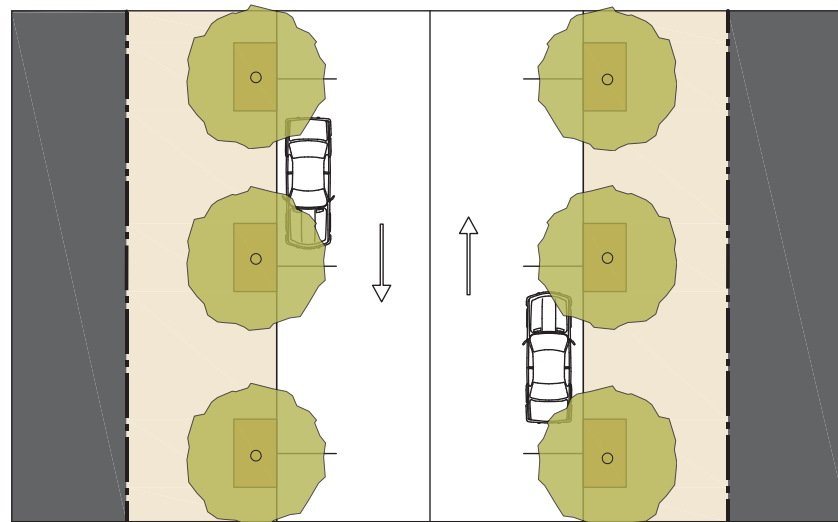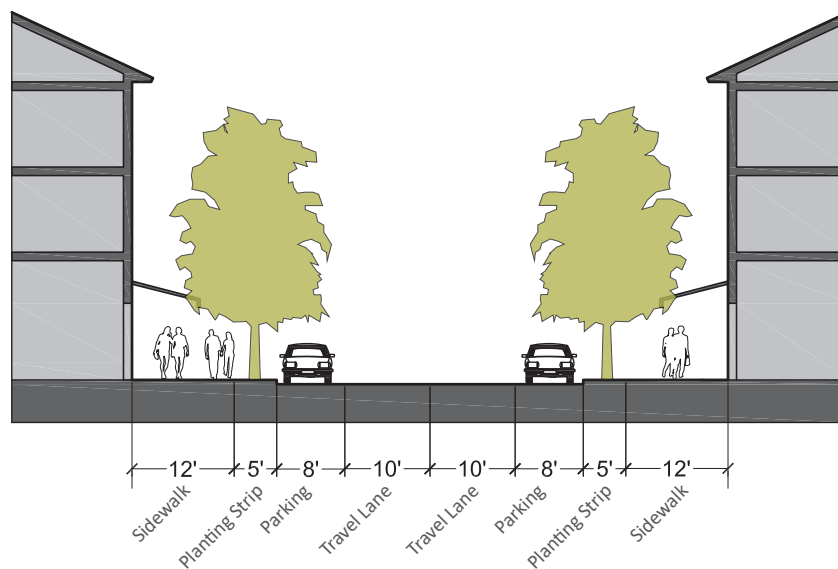
Compact Urban - Arterial

CS 84-48 B

An arterial for use in the Compact Urban context zone in areas outside of the downtown retail core. Two 11' travel lanes and a center turn lane accommodate traffic while raised cycle tracks provide a comfortable experience for bicyclists. 8' wide on-street parking buffers pedestrians from traffic. Street trees are planted within tree bulb-outs interspersed amongst the parallel parking spaces.

Typical Design Parameters	
Movement Type	Slow Flow
Target Speed	25 mph
ROW Width (Typical)	84 feet
Pavement Width (Typical)	48 feet
Travel Lanes	2 Through Lanes (11 feet each) 1 Center Turn Lane (10 feet)
Pedestrian Facilities	Sidewalks (8 feet)
Bicycle Facilities	Raised Cycle Track (5.5 feet)
On-Street Parking	Parallel (8')
Median	None
Streetscape/Planting Type	Tree Bulb-outs with Shade Trees
Edge Treatment	Curb
Curb Radii (max.)	15 feet
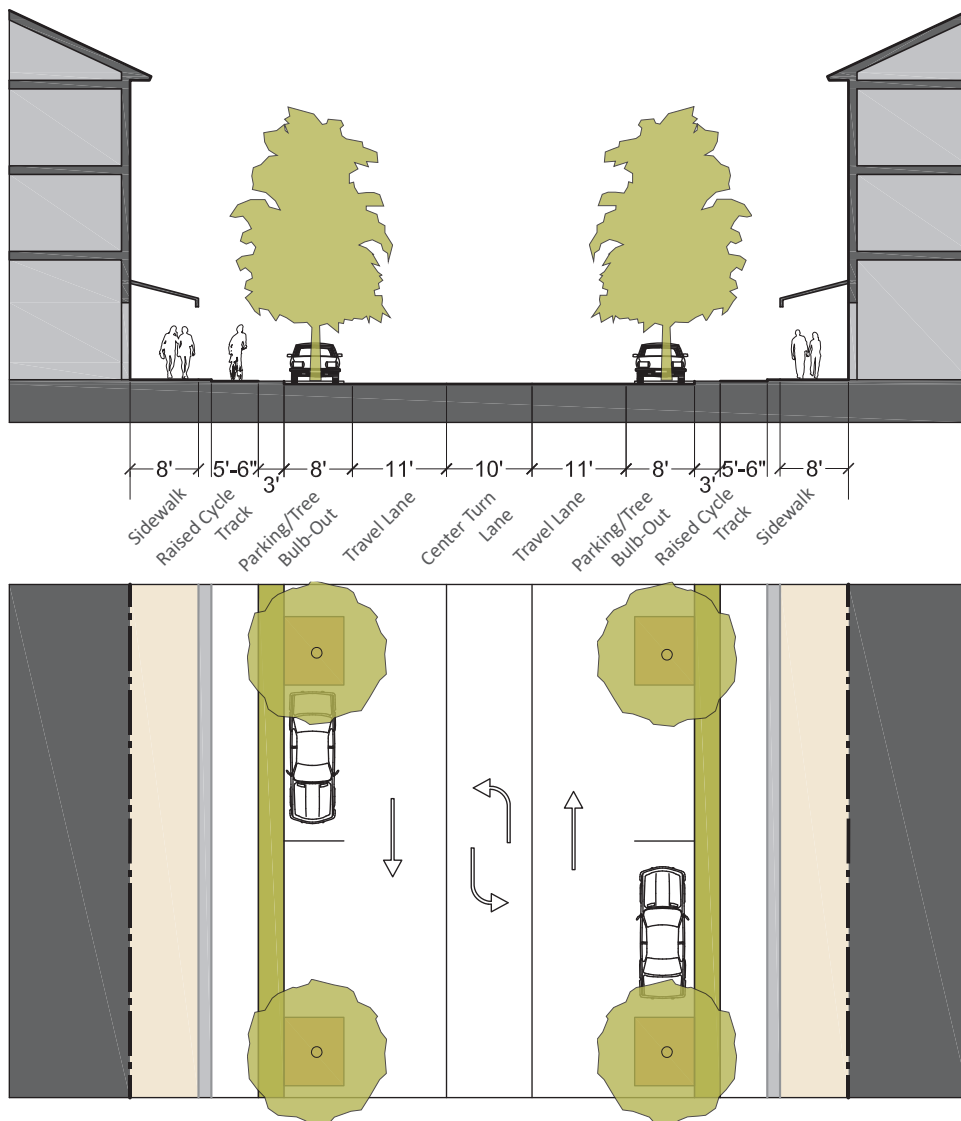
Compact Urban - Collector

CS 60-36

A versatile street section appropriate for collector streets in the Compact Urban context zone with retail frontages. This section prioritizes pedestrians with ample sidewalk space. On-street parking can benefit adjacent and nearby businesses.

Typical Design Parameters	
Movement Type	Slow Flow
Target Speed	25 mph
ROW Width (Typical)	60 feet
Pavement Width (Typical)	36 feet
Travel Lanes	2 Lanes (10 feet each)
Pedestrian Facilities	Sidewalks (8 feet each)
Bicycle Facilities	Shared Lane
On-Street Parking	Parallel (7')
Median	None
Streetscape/Planting Type	Planting Strip (5') with Shade Trees
Edge Treatment	Curb
Curb Radii (max.)	15 feet

8' Sidewalk | 5' Planting | 7' Parking | 10' Travel Lane | 10' Travel Lane | 7' Parking | 5' Planting | 8' Sidewalk
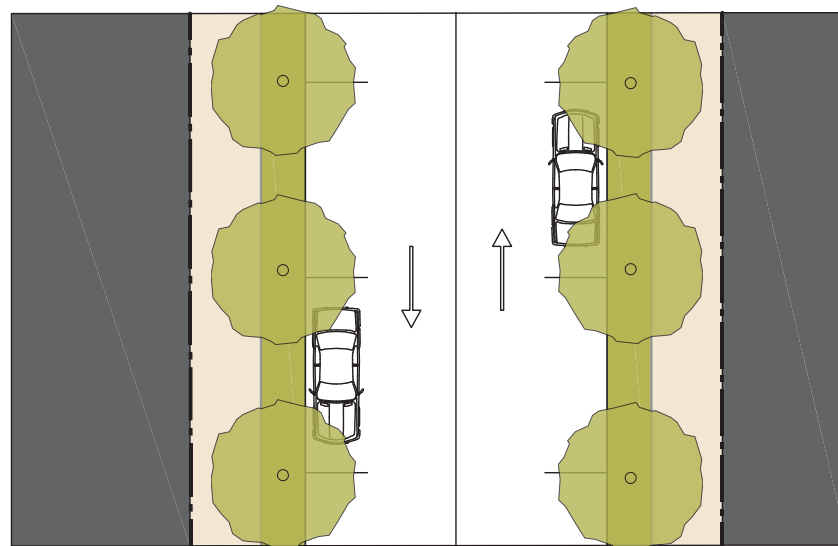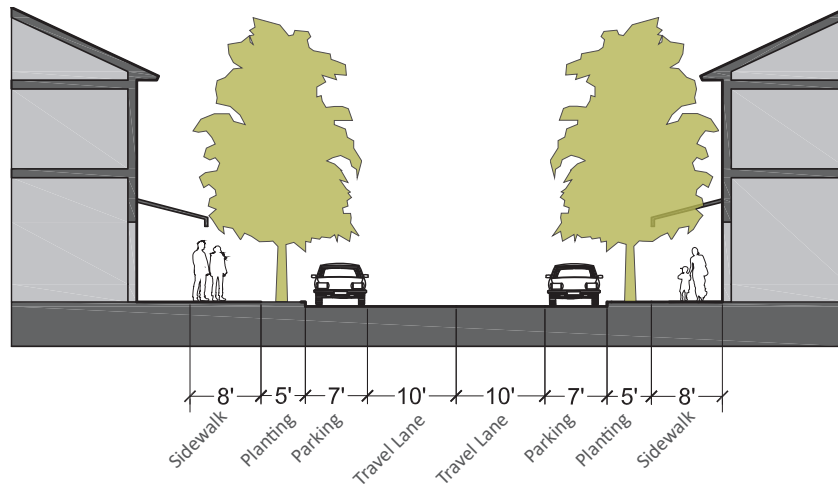
Compact Urban - Local

ST 50-24

This street section is appropriate for residential areas in the compact urban context zone. The yield street design encourages slow speeds and allows the traveled way to be comfortably shared with bicyclists. On-street parking is permitted and is unmarked. Sidewalks are separated from the traveled way with planting strips wide enough to accommodate gracious Live Oaks.

Typical Design Parameters	
Movement Type	Yield Flow
Target Speed	20
ROW Width (Typical)	50
Pavement Width (Typical)	24
Travel Lanes	Shared Lane
Pedestrian Facilities	Sidewalks (6 feet each)
Bicycle Facilities	Shared Use of Lane
On-Street Parking	Parallel (Unmarked)
Median	None
Streetscape/Planting Type	Planting Strip (7') with Shade Trees
Edge Treatment	Curb
Curb Radii (max.)	10 feet

6' Sidewalk | 7' Parking/Tree Well | 24' Travel Lane / Travel Lane | 7' Planting Strip | 6' Sidewalk
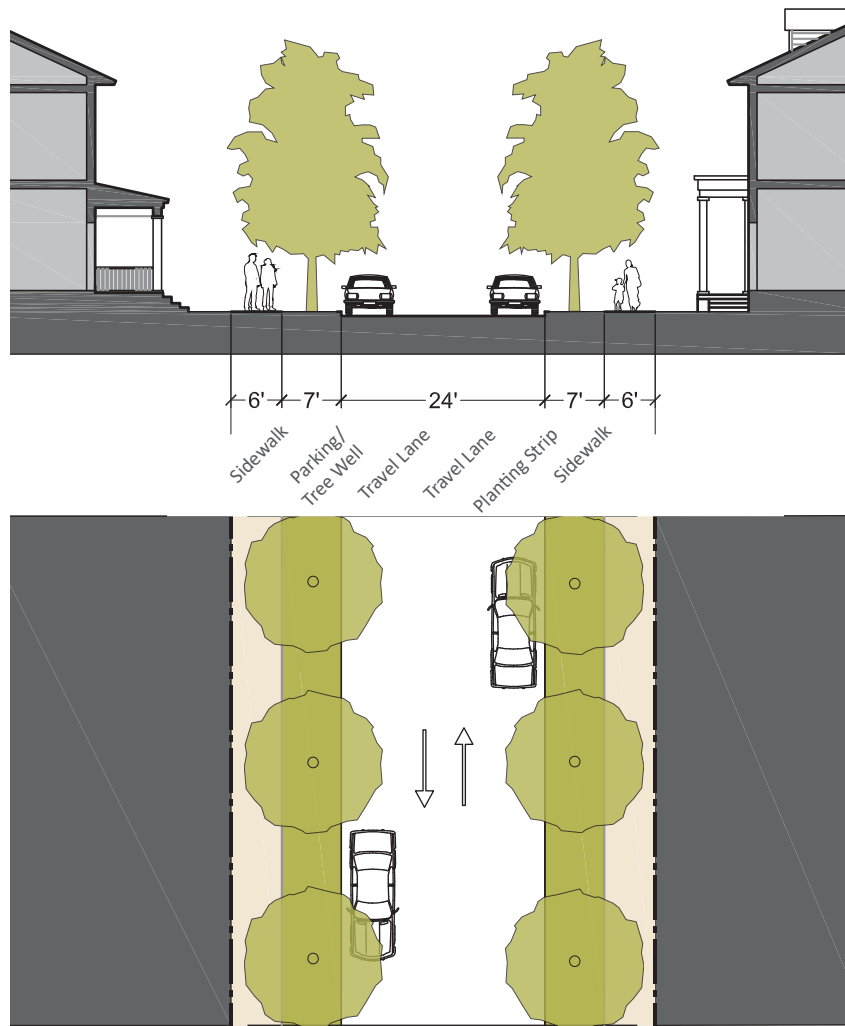
Compact Urban - Local

ST 45-26

This street section is appropriate for residential areas in the compact urban context zone. Narrow travel lanes encourage slower vehicular speeds. Parallel parking is provided on one side of the street with intermittent bulb-outs for street trees. A planting strip is located on the opposite side of the street as the parallel parking and 6' wide sidewalks are provided on both sides.

Typical Design Parameters	
Movement Type	Slow Flow
Target Speed	20 mph
ROW Width (Typical)	45 feet
Pavement Width (Typical)	26 feet
Travel Lanes	2 Lanes (9 feet each)
Pedestrian Facilities	Sidewalks (6 feet each)
Bicycle Facilities	Shared Use of Lane
On-Street Parking	Parallel, One Side (8')
Median	None
Streetscape/Planting Type	Planting Strip (7') with Shade Trees
	Tree Bulb-out with Shade Trees
Edge Treatment	Curb
Curb Radii (max.)	10

6' Sidewalk | 8' Parking/Tree Well | 9' Travel Lane | 9' Travel Lane | 7' Planting Strip | 6' Sidewalk
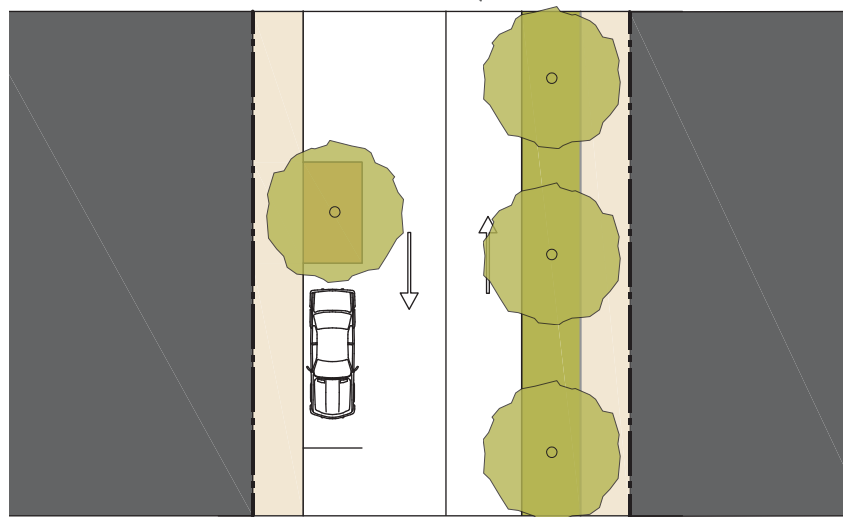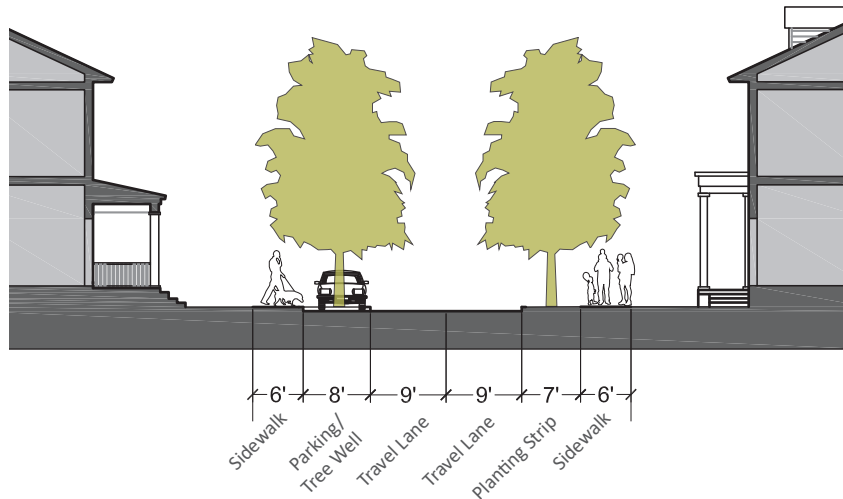
Drivable Suburban - Arterial

ST 90-36 B

An arterial for use along wider Right-of-Ways within the Drivable Suburban context zone. The Right-of-Way can accommodate two 10' travel lanes with on-street parallel parking. Raised cycle tracks in both directions would protect cyclists from cars and provide space for an allee of trees. Sidewalks would be sized for suburban, residential use with a planting strip between the sidewalk and bicycle track.

Typical Design Parameters	
Movement Type	Free Flow
Target Speed	30 mph
ROW Width (Typical)	90 feet
Pavement Width (Typical)	36 feet
Travel Lanes	2 Lanes (10 feet each)
Pedestrian Facilities	Sidewalks (6 feet each)
Bicycle Facilities	Raised Cycle Tracks
On-Street Parking	Parallel (8')
Median	None
Streetscape/Planting Type	Planting Strips (Multiple)
Edge Treatment	Curb
Curb Radii (max.)	20 feet

6' Sidewalk — 7' Planting Strip — 6' Cycle Track — 8' Planting Strip — 8' Parking — 10' Travel Lane — 10' Travel Lane — 8' Parking — 8' Planting Strip — 6' Cycle Track — 7' Planting Strip — 6' Sidewalk
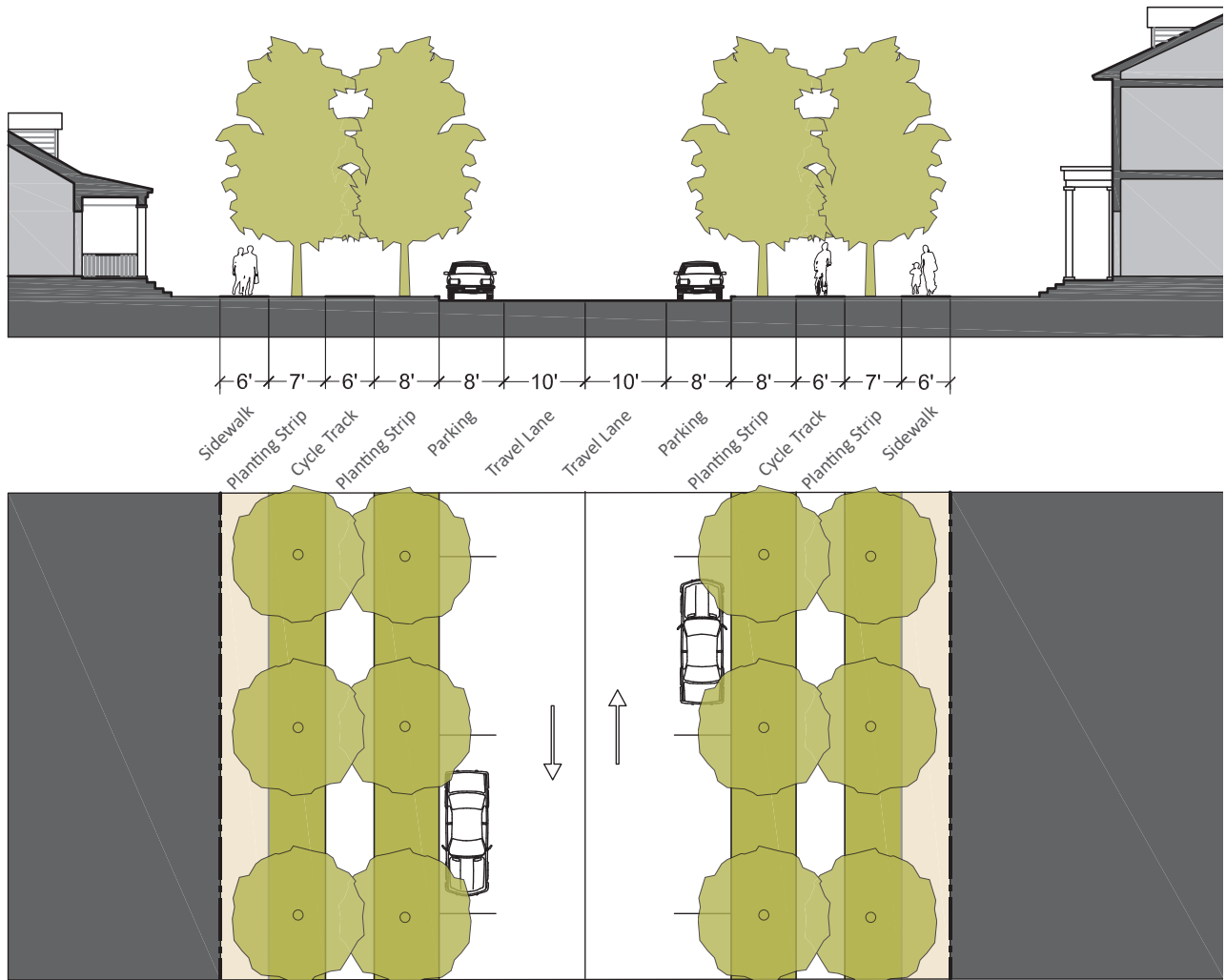
Drivable Suburban - Collector

ST 60-36 B

A versatile street section appropriate for collector streets in the drivable suburban context zone. This section prioritizes bicycles with separated bicycle lanes in lieu of on-street parking, and as such, is ideal along designated bike routes, particularly in residential areas. Sidewalks are provided on both sides of the street adjacent to landscaped planting strips with street trees.

Typical Design Parameters	
Movement Type	Free Flow
Target Speed	35 mph
ROW Width (Typical)	60 feet
Pavement Width (Typical)	36 feet
Travel Lanes	2 Lanes (10 feet each)
Pedestrian Facilities	Sidewalks (6 feet each)
Bicycle Facilities	Separated Bicycle Lane
On-Street Parking	None
Median	None
Streetscape/Planting Type	Planting Strips (6') with Shade Trees
Edge Treatment	Curb
Curb Radii (max.)	15 feet

6' Sidewalk · 6' Planting Strip · 5' Separated Bike Lane · 3' · 10' Travel Lane · 10' Travel Lane · 3' · 5' Separate Bike Lane · 6' Planting Strip · 6' Sidewalk
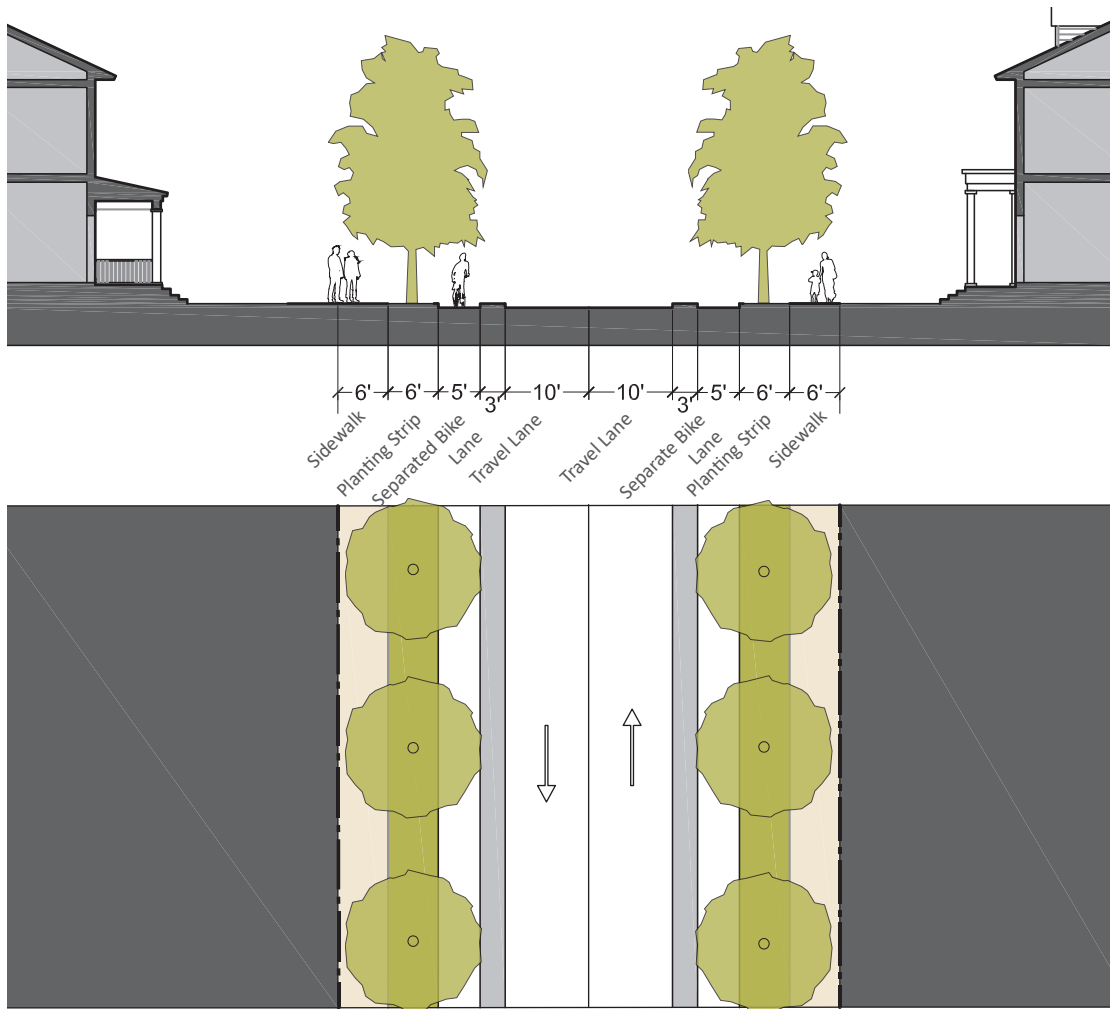
Drivable Suburban - Collector

ST 60-36

A versatile street section appropriate for collector streets in the drivable suburban context zone. This section prioritizes pedestrians with ample sidewalk space. On-street parking can benefit adjacent and nearby residences or businesses.

Typical Design Parameters	
Movement Type	Slow Flow
Target Speed	25
ROW Width (Typical)	60 feet
Pavement Width (Typical)	36 feet
Travel Lanes	2 Lanes (10 feet each)
Pedestrian Facilities	Sidewalks (6 feet each)
Bicycle Facilities	Sharrow
On-Street Parking	Parallel (8')
Median	None
Streetscape/Planting Type	Planting Strip (6') with Shade Trees
Edge Treatment	Swale
Curb Radii (max.)	15 feet

6' Sidewalk | 6' Planting Strip | 8' Parking | 10' Travel Lane | 10' Travel Lane | 8' Parking | 6' Planting Strip | 6' Sidewalk
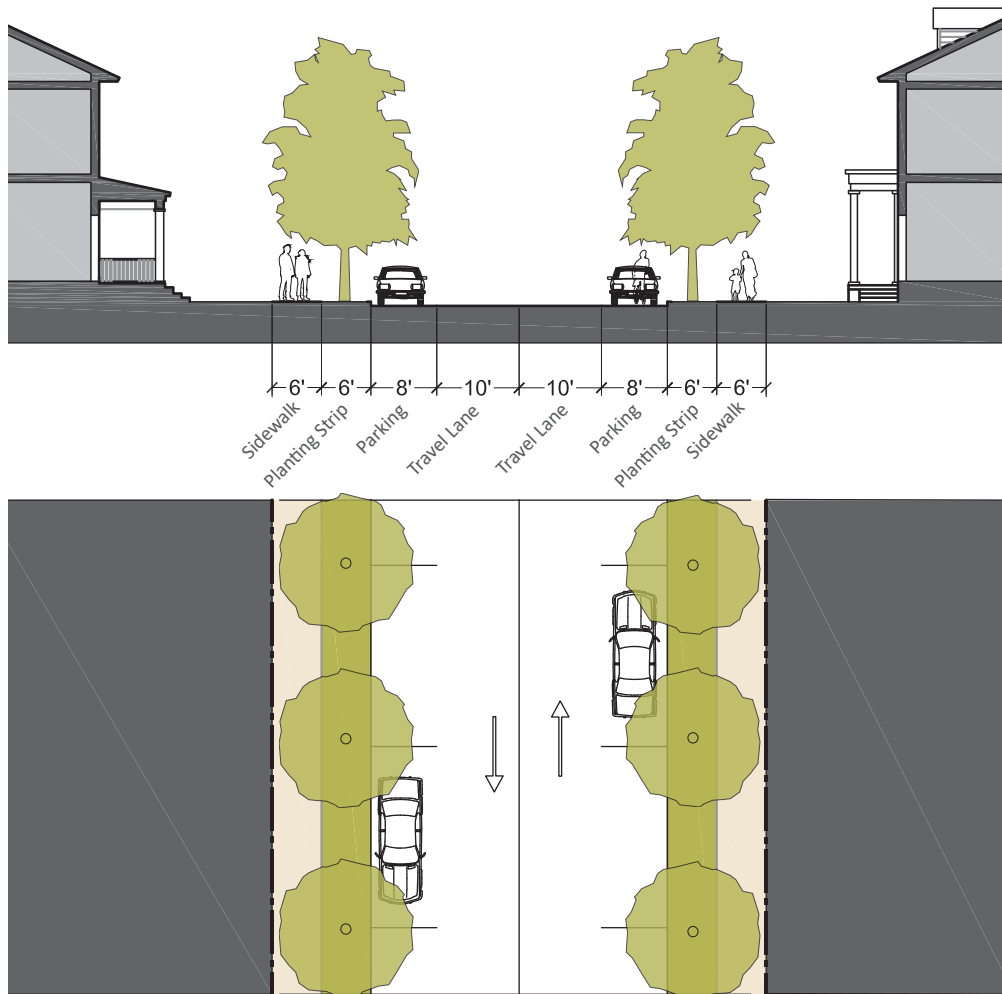
Drivable Suburban - Industrial Collector

RD 70-24 B

This industrial collector street for use in industrial areas on thoroughfares with heavy traffic in the drivable suburban context zone features two 12' travel lanes to accommodate truck traffic. Wide planting strips provide a location for shade trees to beautify the streetscape and to shade the sidewalks located on both sides of the street. Cycle tracks provide a comfortable location for bicyclists, separated from the truck traffic.

Typical Design Parameters	
Movement Type	Slow Flow
Target Speed	30
ROW Width (Typical)	70 feet
Pavement Width (Typical)	24 feet
Travel Lanes	2 Lanes (12 feet each)
Pedestrian Facilities	Sidewalks (5 feet each)
Bicycle Facilities	Cycle Tracks
On-Street Parking	None
Median	None
Streetscape/Planting Type	Planting Strips (multiple) with Shade Trees
Edge Treatment	Swale
Curb Radii (max.)	20 feet

5' Sidewalk — 7' Planting Strip — 5' Cycle Track — 6' Planting Strip — 12' Travel Lane — 12' Travel Lane — 6' Planting Strip — 5' Cycle Track — 7' Planting Strip — 5' Sidewalk
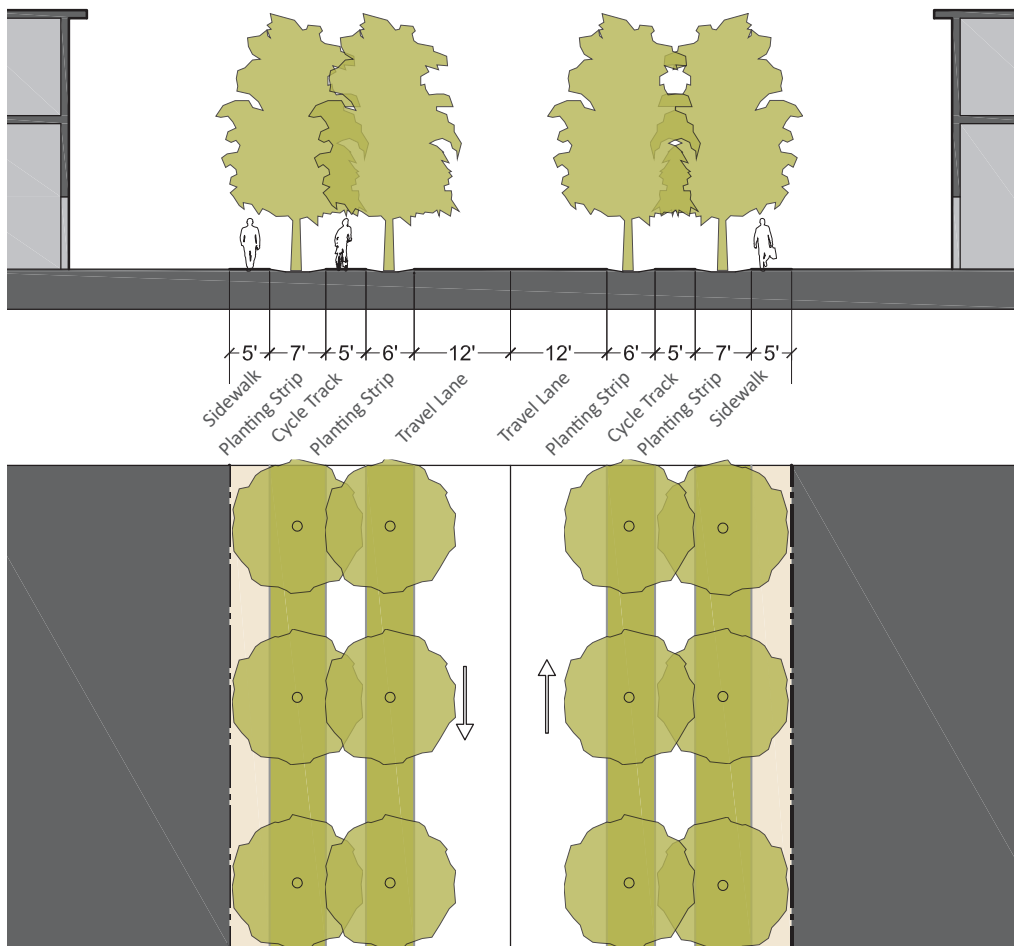
Drivable Suburban - Local
ST 50-25

A versatile local street section for residential areas. Narrow travel lanes encourage slower vehicular speeds on these smaller, residential streets. Parallel parking is provided on one side of the street. A landscaped planting strip separates traffic from pedestrians on the sidewalks and provides a location for street trees.

Typical Design Parameters	
Movement Type	Slow
Target Speed	20
ROW Width (Typical)	50 feet
Pavement Width (Typical)	25 feet
Travel Lanes	2 Lanes (9 feet each)
Pedestrian Facilities	Sidewalks (6 feet each)
Bicycle Facilities	Shared Use of Lane
On-Street Parking	Parallel - One Side (7')
Median	None
Streetscape/Planting Type	Planting Strips (6-7') with Shade Trees
Edge Treatment	Swale
Curb Radii (max.)	10

6' Sidewalk | 6' Planting Strip | 7' Parking | 9' Travel Lane | 9' Travel Lane | 7' Planting Strip | 6' Sidewalk
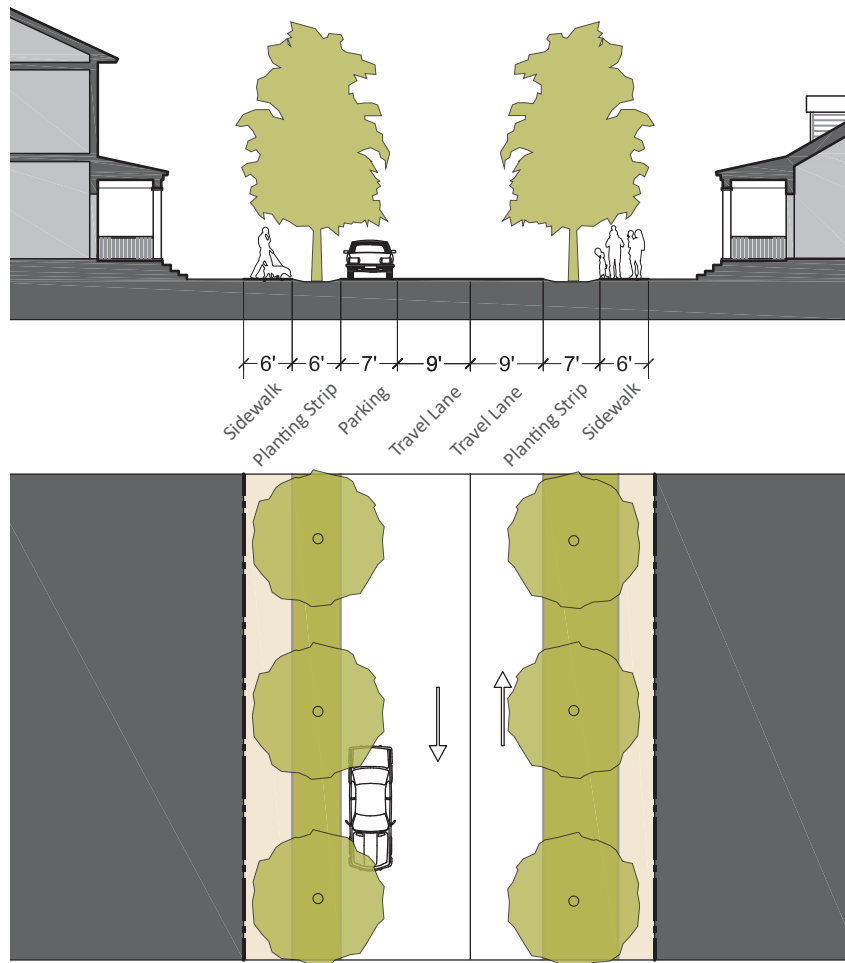
Rural - Arterial

RD 75-22 PA

This section is appropriate for arterial facilities in the rural context zone. It consists of two 11' travel lanes with a shared-use path along one side. A wide landscaped planting strip buffers pedestrians and bicycles on the path from the motor vehicles and allows for a more scenic environment.

Typical Design Parameters	
Movement Type	Free Flow
Target Speed	35 mph
ROW Width (Typical)	75 feet
Pavement Width (Typical)	22 feet
Travel Lanes	2 Lanes (11 feet each)
Pedestrian Facilities	Shared-Use Path (12 feet)
Bicycle Facilities	Shared-Use Path (12 feet)
On-Street Parking	None
Median	None
Streetscape/Planting Type	Planting Strip (10') with Shade Trees
Edge Treatment	Swales
Curb Radii (max.)	20 feet
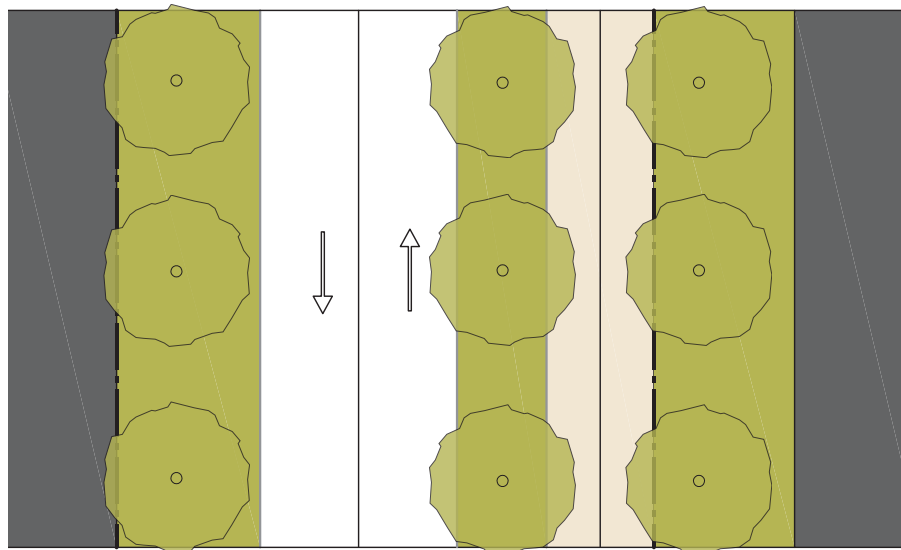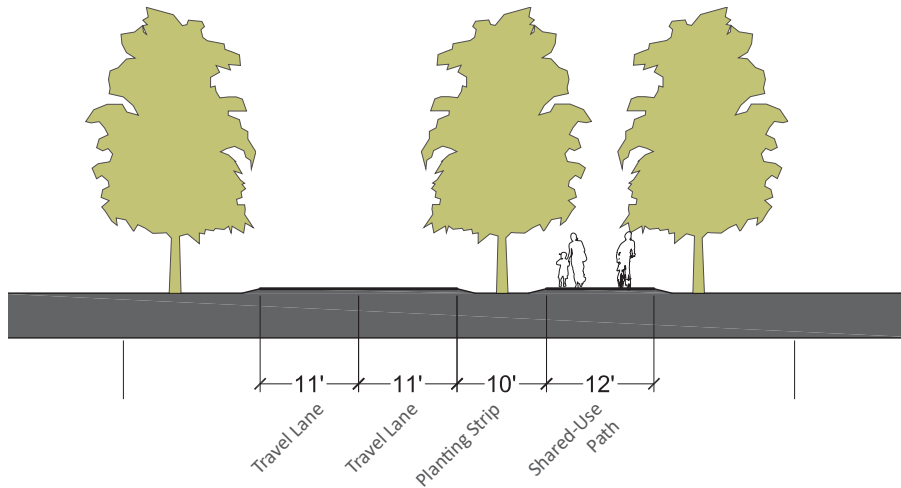
Highway

Typical

This represents a typical section for a highway located on the edge of Thomasville with little to no access to adjacent parcels.

Typical Design Parameters	
Movement Type	Free Flow
Target Speed	55 mph
ROW Width (Typical)	214 feet
Pavement Width (Typical)	35 feet (each direction)
Travel Lanes	4 Through Lanes (12 feet each)
Pedestrian Facilities	None
Bicycle Facilities	None
On-Street Parking	None
Median	36 feet
Streetscape/Planting Type	None
Edge Treatment	shoulder and swale
Curb Radii (max.)	None

7' Shoulder — 12' Travel Lane — 12' Travel Lane — 4' Shoulder — 36' Median — 4' Shoulder — 12' Travel Lane — 12' Travel Lane — 7' Shoulder
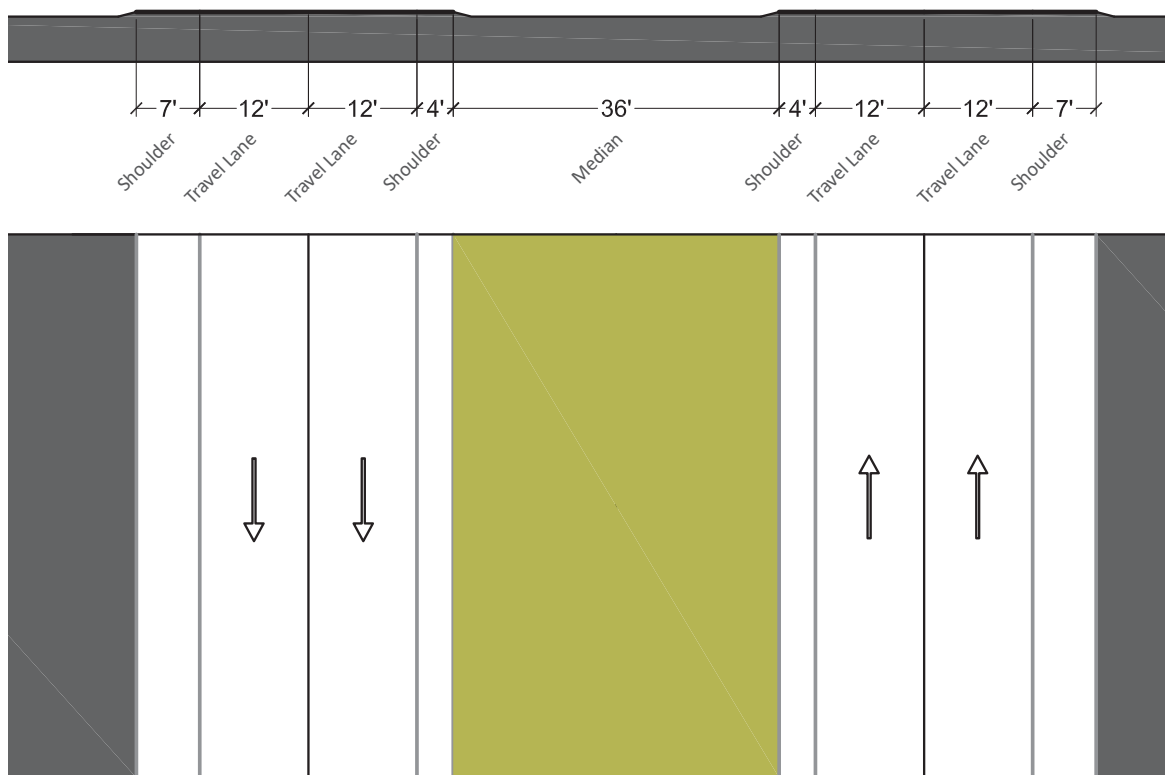
GOALS & POLICIES

The City of Thomasville will provide safe and convenient mobility and support a multimodal transportation system that provides linkages to neighborhoods, schools and other community facilities and uses; at the same time the city will efficiently provide for and equitably fund quality infrastructure facilities.

Land Use & Transportation Coordination Through Context–Based Design

Goal 4.1: Create a context-based, coordinated, and efficient multimodal transportation system that supports, complements, and meets the needs of different types of places throughout the City. Land use patterns and connections among different land uses are key elements defining the form and character of places to yield quality urban design and sustainable economic activity.

Policy 4.1.1: The Future Character Areas Map defines the desired future vision for Thomasville and sets the context for street design.

Policy 4.1.2: Ensure that the City's street system is compatible with adjacent land uses and not "over-designed" in a way that will change the character of areas to be protected.

Policy 4.1.3: Create a set of context-sensitive design criteria to evaluate specific roadway design and encourage multi-modal options.

Policy 4.1.4: Adopt and design new streets where possible in consultation with the text: Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice (2010).

Policy 4.1.5: Changes to thoroughfare design should correspond to similar changes to the form and mix of uses in the development standards (as depicted in the Character Area - including neighborhood centers and crossroads). This interface between public and private space is best addressed by adopting a new UDO containing form-based standards.

Policy 4.1.6: New and modified thoroughfares will match the context of the Future Character Area the thoroughfare is passing through as well as serving their essential functions in the larger road network.

Policy 4.1.6.1: In the Downtown, Traditional Neighborhood Character Area, and Neighborhood Centers multimodal transportation design will become the norm to enhance neighborhood character, safety, and walkability. Character and function will be more important than capacity, and the street network will be sized to yield smaller blocks with greater "people moving" capacity.

Policy 4.1.6.2: Where thoroughfares traverse the Downtown and Traditional Neighborhood Future Character Area multi-modal or complete streets treatments should be considered. Where these streets traverse through the Downtown Future Character Area and/or a Neighborhood Center a road diet or lane reallocation should be considered.

Policy 4.1.6.3: The other Future Character Areas are likely to maintain a predominately automobile-dependent development pattern while adding enhancements that promote beautification and safety. Thoroughfares will have sidewalks and bike lanes will be provided where travel speeds are higher.

Walkability

Goal 4.2: Expand the walkability of neighborhoods based on the rich historic precedent for great walkability in Downtown.

Policy 4.2.1: In the Downtown and Traditional Neighborhood Character Areas as well as near Neighborhood Centers and Crossroads, walkability will be prioritized with wide sidewalks, shade, alleys, and street-facing access to adjacent land uses.

Policy 4.2.2: Widen sidewalks where appropriate.

Policy 4.2.3: Provide safe and convenient crosswalks at intersections, and at mid-block crossings where feasible and needed.

Policy 4.2.4: Plant regularly spaced canopy trees adjacent to sidewalks in order to provide continuous shade for both the street and the sidewalk.

Policy 4.2.5: Architectural encroachments over sidewalks such as awnings, arcades, and cantilevered balconies in areas with zero setback requirements should be encouraged to protect pedestrians from the elements.

Policy 4.2.6: Provide streetlights that improve safety for drivers, cyclists, and pedestrians while maintaining a dark sky with full cut off lighting. Lights should be partially shielded within the Downtown and Neighborhood Centers and filly shielded everywhere else.

Policy 4.2.7: Curb radii should be small to discourage drivers from turning corners quickly and to shorten pedestrian crosswalk lengths.

Policy 4.2.8: Curb and gutter construction should be used to prevent flooding on sidewalks where appropriate.

Policy 4.2.9: Alleys should be included when possible so that buildings may be serviced from the rear, driveways and curb cuts can be minimized, and parking can be consolidated at mid-block locations.

Policy 4.2.10: New neighborhoods or blocks with lot widths of 50' or less shall be required to have rear access via an alley or lane.

Goal 4.3: Create a city-wide sidewalk master plan to ensure the build-out of a complete pedestrian network.

Policy 4.3.1: Establish priority locations for sidewalks, sidewalk repairs, and sidewalk improvements in areas with high or potentially high levels of pedestrian activity such as near schools, parks, Neighborhood Centers and Crossroads, and within the Downtown and Traditional Neighborhood Future Character Areas.

Policy 4.3.2: Continually update the city-wide sidewalk master plan to monitor progress and reflect changing conditions and needs.

Complete Streets

Goal 4.4: Create a complete streets environment that forms a well-connected network supporting driving, walking, and bicycling and that ensures safety for users of all transportation modes, with attention to the most vulnerable users, including people with disabilities, those using mobility devices, the young, and the elderly.

Policy 4.4.1: Complete street elements should be designed with all users in mind, with multimodal amenities appropriate for the type of roadway and its context.

Policy 4.4.2: Street design standards should provide safe, accessible, and meaningful travel choices – driving, walking, and bicycling.

Policy 4.4.3: The majority of the City's streets should be designed as public spaces that are scaled for pedestrians and should be enhanced with appropriate street trees and landscaping.

Policy 4.4.4: When reviewing traffic impact analyses for infill and redevelopment, level of service measurements should consider all modes of transportation, including bicycles, pedestrians, and transit, in addition to automobile level of service.

Goal 4.5: Utilize Future Character Areas and Neighborhood Centers to delineate the most walkable, and bikable areas along an arterial and collector streets.

Policy 4.5.1: Based on the Future Character Areas and Neighborhood Centers along the arterial and collector corridors, context should replace simple functional classification as the foundation and function of the streets. Designs should include bicycle and pedestrian mobility updates, include three or more new cross sections where speed limits are set to match context and modal function and focus.

Interconnected Network of Blocks & Streets

Goal 4.6: Safe and attractive transportation choices among all modes should be encouraged through street patterns that consider multimodal transportation alternatives and access to and circulation between adjacent neighborhoods, parks, and commercial and employment nodes.

Policy 4.6.1: Capacity and redundancy should be created by a densely interconnected network rather than by achieving high capacities on individual arterial streets.

Policy 4.6.2: Encourage small block size and connected streets.

Policy 4.6.3: Eliminate the use of cul-de-sacs and dead ends in new neighborhood development.

Policy 4.6.4: Where optimal street connectivity cannot be or has not been provided, non-motorized connections should be added to reduce walking and bicycling trip lengths.

Policy 4.6.5: Gaps in the street system should be eliminated by providing for network connectivity. The existing grid network should be preserved and extended where feasible to increase overall connectivity.

Policy 4.6.6: New residential, commercial, and mixed-use developments that require construction or extension of roadways should include a multimodal network and provide additional connectivity wherever possible.

Parking Management

Goal 4.7: The City will strategically manage the amount, location, and physical form of on-street and off-street parking to help achieve the goals of Thomasville Blueprint 2028.

Policy 4.7.1: A parking committee should establish performance goals and advise on the management of downtown parking. Staff should gather data focused on committee goals and report periodically (quarterly at first) regarding parking operations informed by data surveys.

Policy 4.7.2: The effective supply of parking can be increased by building more spaces, by reducing demand, and by better management of existing spaces.

Policy 4.7.2.1: Within the Downtown Future Character area and Neighborhood Centers, on-street and consolidated parking facilities should be provided. In the Traditional Neighborhood Character area, on-street parking should be provided.

Policy 4.7.2.2: Existing parking supply can be better managed with the use of time limits or meters at prime on-street locations to ensure frequent turnover on major retail streets.

Policy 4.7.2.3: Where parking supply needs to be increased on valuable land, parking garages may be constructed provided they are lined with habitable or storefront space to shield the garage from view and to provide a safe interesting environment for pedestrians.

Policy 4.7.2.4: As part of a long-term strategy, land devoted to surface parking lots in existing developed areas should be reduced through shared parking strategies, reduction in parking demand, flexible ordinance requirements, improved parking standards, the implementation of transportation demand management plans, the construction of structured parking and infill development on unneeded parking lots, to the greatest extent practical.

Policy 4.7.3: As part of the development and redevelopment process, the following policies should be followed:

Policy 4.7.3.1: Shared on-street parking spaces are preferred to separate parking lots for each user.

Policy 4.7.3.2: New parking lots should be placed behind or on the side of buildings instead of between buildings and the street.

Policy 4.7.3.3: Do not provide more parking than is likely to be needed.

Policy 4.7.3.4: Provide suitable loading zones for deliveries.

Policy 4.7.4: Consider eliminating minimum parking requirements as well as maximum parking requirements after which surplus parking will be required to be permeable or structured sod.

Policy 4.7.5: Parking and development that encourages multiple destinations within pedestrian-connected areas should be encouraged. This will decrease single purpose trips for the user, saving time and miles driven and increase the economic potential for businesses located near other businesses.

Policy 4.7.6: On-street parking and drop-off areas should be located adjacent to sidewalks and building frontages to maximize on-street parking turn-over and for customer convenience. Excessive parking between sidewalks and building fronts should be discouraged.

Policy 4.7.7: Shared-use parking should be encouraged for land uses where peak parking demands occur at different times of the day, reducing the overall total number of spaces needed. Parking lots should be sized and managed so that spaces are frequently occupied.

Policy 4.7.8: Parking lots should include vehicular and pedestrian connections between and through lots. Parking facility quality should be considered equally with quantity of parking spaces. Parking lot design should minimize pedestrian conflicts, make use of appropriate landscaping, and properly manage stormwater.

Policy 4.7.9: The capacity of existing parking facilities should be optimized through tools such as small vehicle, motorcycle, and bicycle spaces, allowing motorcycles to share spaces, reducing the minimum parking space area requirement for low-turnover spaces such as residential and employee parking, and removing equipment and storage from parking spaces.

Policy 4.7.10: Wayfinding signage directing motorists to parking locations and wayfinding signage directing pedestrians from the periphery of downtown to key destinations can help make more efficient use of existing parking facilities. Clear signage must also be placed to differentiate public parking from private parking to address a source of confusion and conflict.

Traffic Calming & Neighborhood Traffic

Goal 4.8: Employ design-based speed management measures to reduce speeds and protect drivers, cyclists and pedestrians.

Policy 4.8.1: Traffic calming measures should be incorporated into the design of new or retrofitted streets in the Downtown and Traditional Neighborhood Future Character Areas, near schools and parks, and around Neighborhood Centers and Crossroads. Pedestrian and bicyclists should have safe, convenient, well-marked means to cross streets.

Policy 4.8.2: Consider the use of roundabouts to calm traffic, increase safety, diminish the need for traffic lights, and create sites for public art and monuments.

Policy 4.8.3: Consider making new or redesigned streets two-way and have on-street parking in order to increase access to properties while calming traffic.

Policy 4.8.4: Use gateways and special district designations to encourage slower speeds and walking.

Pedestrian & Bicycle Mobility Options

Goal 4.9: Provide safe, convenient infrastructure for bicyclists and pedestrians.

Policy 4.9.1: Safe and convenient pedestrian and bicycle facilities should be maintained and should be universally accessible, adequately lit, and properly designed to reduce conflicts between motor vehicles, bicycles, and pedestrians.

Policy 4.9.2: Bicycle and pedestrian circulation, access, and safety should be enhanced, especially along major corridors, in the Downtown and Traditional Neighborhood Future Character Areas, in Neighborhood and Crossroad Centers, and near schools, libraries, and parks.

Policy 4.9.3: Where possible, and especially where pedestrians are prioritized, tools such as protected left turns, pedestrian head start, raised crosswalks, curb extensions, medians, pedestrian refuge islands or mid-block crossings, and restricted right turns on red should be used to improve pedestrian and bicycle movements and safety.

Policy 4.9.4: The City's Thomasville Community Trail network should be treated as part of the City's transportation network and connections should be planned for accordingly.

Policy 4.9.5: Infrastructure that encourages students to walk or bike safely to school should be supported.

Policy 4.9.6: Continue to foster and implement Safe Routes to School programs.

Policy 4.9.7: Bicycle facilities such as secure racks, personal lockers, and showers should be encouraged in new and redeveloped office and employment centers to facilitate bicycling and walking as viable alternative modes for commuting to work.

Bicycle Network

Goal 4.10: Vigorously expand bicycle facilities throughout Thomasville to create a full network of connected, safe, and attractive bikeways and supporting facilities for both transportation and recreation.

Policy 4.10.1: Complete and adopt a Bicycle Master Plan incorporating the Thomasville Community Trail and connecting to the Red Hills Canopy Roads.

Policy 4.10.2: Continue developing and maintaining the Thomasville Community Trail.

Policy 4.10.3: Install bike paths, bike lanes and infrastructure including bike racks and signage along key bicycle routes identified in the Bicycle Master Plan.

Policy 4.10.4: Use best practices in physical design (i.e. bikeway width, type, signing, and advanced bicycle facility types) to create safer bikeways. Train select City staff to design bikeways.

Policy 4.10.5: Enhance the safety and visibility of the bicycle network through the implementation of safety and wayfinding signage improvements along all current and future bikeways.

Goal 4.11: Encourage increased bicycling by promoting health, recreation, transportation, tourism opportunities, and environmental benefits.

Policy 4.11.1: Create and distribute printed and online versions of the Thomasville Bike Master Plan on an annually updated basis, to include wayfinding, safety, and facility type information.

Policy 4.11.2: Make Thomasville a safer City for bicycle riders through measures such as:

Policy 4.11.2.1: Work with the Thomasville Police Department to address bicycle-vehicle safety measures through increased awareness of bicycle-related traffic laws and enforcement of existing and new laws.

Policy 4.11.2.2: Provide on-going training for City of Thomasville police officers regarding bicycle safety laws and issues.

Major Roadway Corridors

Goal 4.12: Define a West Jackson Street staged solution based on vision, redevelopment plans and codes.

Policy 4.12.1: Economic concerns for redevelopment and increasing jobs should lead to the street design effort. Plans for a road diet, if required by redevelopment, should be staged just before redevelopment occurs, not years before. Gaines Street in Tallahassee is the model for successful staging via an economic catalyst.

Policy 4.12.2: Review of traffic data should play an important, but secondary role in the planning.

Freight & Airport

Goal 4.13: Enable the safe and efficient movement of goods via rail and truck. A reduction of the impacts of rail and truck operations on adjacent neighborhoods and sensitive lands is also important.

Policy 4.13.1: Goods movement workshops on changing retail patterns could result from contact and discussions with stakeholders in shipping and retail. Public/Private coordination regarding distribution centers and operations will enhance efficiency and help minimize congestion.

Policy 4.13.2: The safe and efficient movement of truck traffic in, around, and through the City via designated truck routes should be properly managed in coordination with the Industrial Future Character Area.

Policy 4.13.3: Preserve the ability and opportunity to transform any abandoned and underused railroad rights-of-way for other valuable uses.

Goal 4.14: Increase the capacity of the Thomasville Regional Airport to serve as an economic and transportation center through continued economic development partnerships and protection of approach zones from incompatible residential encroachment.

Policy 4.14.1: Identify land adjacent to the airport facilities that present opportunities for expansion and complimentary commercial and industrial development.

Policy 4.14.2: Coordinate with Thomas County to protect airport operations from land use encroachment that reduces the functionality and safety of long-term airport operations.

Policy 4.14.3: Develop a coordinated land use, infrastructure, financing and airport facilities plan to increase airport related economic activity.

Policy 4.14.4: Pursue Federal Aviation Administration and Department of Transportation funding to enhance airport safety and capacity.

Transit

Goal 4.15: Investigate the possibility of a rubber tire trolley service.

Policy 4.15.1: Prioritize connections between Thomas University, Downtown, and residential areas.

Policy 4.15.2: Trolley service can connect periphery parking locations to downtown and special event locations.

Policy 4.15.3: Service can be initiated for special events, festivals, weekends and First Fridays.

Invest in Mobility

Goal 4.16: Invest in the ongoing maintenance and refinement of the street system to adequately serve the needs of automobiles, bicyclists and pedestrians.

Policy 4.16.1: New roadways should utilize context-sensitive design to minimize impacts on historic buildings, neighborhoods, parks, and sensitive natural areas.

Policy 4.16.2: Feasible solutions to lessen the impacts of major street improvements on local streets should be developed with neighborhoods on an individual project basis.

Policy 4.16.3: New roadway projects and major reconstruction projects should preserve desirable existing trees where possible, or plant new street trees where necessary. Multi-lane roads should be enhanced with landscaped medians when possible.

Policy 4.16.4: New roadway projects and major reconstruction projects should provide appropriate and adequate right-of-way for safe and convenient movement and amenities for all users, including bicyclists, pedestrians, transit riders, and motorists.

Policy 4.16.5: Adding lanes to increase traffic capacity should be considered only after the street exceeds an established threshold of full capacity and all other alternative approaches have been considered. Improvements to the street network should increase vehicle dispersion and circulation.

Policy 4.16.6: Comprehensive transportation impacts, including parking and impacts on all modes of transportation should be identified and addressed before a development or redevelopment is implemented. Considerations should not assume that all travel is by personnel vehicle.

Policy 4.16.7: New development, redevelopment, street reconstruction, and resurfacing projects should include bicycle and pedestrian facilities as appropriate for the roadway character. Existing development should be retrofitted with connections where possible.

Policy 4.16.8: An Integrated design effort should focus on creating an "Inner Ring" of streets connecting areas adjacent to Downtown from Hansel to West Jackson. A set of coordinated street improvements should be studied to create a cohesive, safe, managed streetscape that respects the character of the neighborhoods and helps facilitate safe pedestrian and bicycle travel, especially to the school facility.

Green Infrastructure

Goal 4.17: The City will incorporate "green infrastructure design" and similar light-imprint and low-impact principles for stormwater management and landscaping in streets that it builds and requires others to build.

Policy 4.17.1: Design culverts, drainage areas, and stormwater infrastructure in a context-sensitive and, where possible, artistic way.

Policy 4.17.2: Consider appropriate light-imprint infrastructure design for West Jackson Street and Remington Avenue as they are in the redesign process. These corridors should serve as examples for future improvements.

OVERVIEW

Implementation of any planning effort can appear as a daunting hurdle. Once the community establishes a vision, the next steps are determining how to achieve that desired future for the community, neighborhood, or a street. Implementing "tactical" concepts can help to create a path toward the future vision. This section discusses what is meant by "Tactical Urbanism," the different types of goals Tactical Urbanism can help achieve, strategies for successful implementation, and potential tactical installations for Thomasville.

What is Tactical Urbanism?

Tactical Urbanism refers to any low-cost, temporary changes to the built environment that are intended to improve local neighborhoods and public spaces. These changes are often used to test ideas and measure results before implementing a more permanent solution. The concept is growing in popularity as communities have found success in achieving more sustainable long-term goals with this strategy.

By utilizing short-term, inexpensive projects or events to test ideas, a community can adjust the fine details of their goals. This can ultimately lead to an increase in the effectiveness and satisfaction of the final implemented project in achieving the vision of the community. Often times, permanent changes can be very difficult and/or costly to implement. Using a tactical approach can gauge reactions, verify that the idea works, and provide time to make adjustments as needed. This process often leads to a result that responds most appropriately to the existing conditions and what the community ultimately wants.

Tactical Urbanism can foster additional discussion within the community by identifying opportunities to improve a neighborhood, street, intersection or other underutilized area. Sometimes an installation can spark new ideas and encourage community enthusiasm, generating support for multiple, permanent improvements. With grass-roots support, implementing enhancements can become easier and be fine-tuned to the needs of the community on a project by project basis.

Tactical Goals

Tactical Urbanism can address several different types of goals and concerns for a community, many of which may work together synergistically. Some of these include:

1. Activate future building or development sites,
2. Test new parks and public space improvements,
3. Assess potential street improvements, and
4. Energize the community.

Strategies for Success

Tactical Urbanism installations are successful insofar as they are able to demonstrate the merit of an idea, generate enthusiasm and discussions, and gather feedback on how it might be improved and move forward with a permanent change. This means that it is important to have as many people as possible aware of the installation and participate in it. In order to achieve this there are several pointers to keep in mind:

Tie the Effort to a Larger Movement

Interventions that feel random, in isolation, or fringe will be difficult to use to generate enthusiasm. In order for an installation to feel local and part of a bigger plan, it is important to keep larger strategies — such as a comprehensive plan, or master plan — in mind. This focuses on where the intervention should be located and what permanent change is trying to be achieved.

Demonstrate Good Urbanism

Temporary ideas may become permanent; it is important that installations promote pedestrian-friendly environments. Don't reduce on-street parking where it is needed, close streets that can't support being a pedestrian-only street, or create parks that will not be used. Also keep in mind that results may also suggest that the proposed solution may not work.

Know your Audience

Most residents in Thomasville are between the ages of 45 to 64 and 0 to 14 years old. With this in mind, the tactical approaches should be geared to these age groups. This will maximize participation, leading to more feedback and greater success for the tactical installations by locals as well as visitors.

Publicize, Publicize, Publicize

Utilize social media networks, newspapers, fliers, community groups, radio, and other means of getting the word out. Be sure to take a lot of before and after pictures for online and print publications. Speak at conferences and meetings. Use this as a great teaching tool for the community.

Have Fun

People love to be part of a fun time. Invite the party people (and their children) to barbecue, dance, play music, etcetera. This will help draw attention and groups of people to the project. As more tactical interventions occur, be sure to invite people who have done it before and don't stress logistics during the project. Tactical urbanism is more organic in nature and it won't be atypical for something to not work, and other unexpected things to work well.

PROCESS

Determining what tactical methods to implement can also serve to promote the installation and promote awareness of the initiative. A public process enhances the ability for the tactical installation to respond to the goals and concerns for an area. It is important to note that the process may be slightly different for each neighborhood or area within Thomasville. The following outlines shows how process for determining the appropriate tactical installation could look:

1. Identify Community Goal, Vision & Concerns

Certain tactical installations are better suited to address particular concerns. Knowing what the community goals and concerns are helps to narrow down the selection from the potential installations. Determining these goals can be accomplished through:

- Holding public workshops to get feedback from the community

- Referencing previous plans and studies

- Reaching out to the community using surveys — through online outreach, phone calls, mailings, workshop exit surveys, etc.

2. Determine Tactical Installations

After determining the goals, vision, and concerns of the community, reference the tactical concepts that could be installed. Keep in mind that these concepts are not definitive. They can be implements, however there may be adjustments to these concepts to better fit the community, or there may even be new ideas that are generated as a result of the public workshops.

While determining the tactical installations, look for other tactical concepts that work synergistically with each other to enhance the initiative.

3. Establish a Timeframe

After determining the tactical installations, determine when and how long each should be implemented. A variety of factors could be at play such as festivals or school events, anticipated seasonal weather, and cost.

4. Acquire Necessary Permits

Often times, cities require certain permits for certain types of events. Be sure that all necessary paperwork is completed and approved prior to installation. This could be one area that is more difficult due to permitting restrictions. However, this could also help identify potential policy barriers to neighborhood improvements which is also an aspect of tactical urbanism. Part of the conversation may be how to resolve roadblock to future long-term improvements.

5. Advertise

Throughout the entire process, be sure to advertise the installation and invite members of the community to participate. The more people that join, the better the feedback and success of the installation.

6. Implement...and Have Fun!

Once all of the background information and permits have been acquired, mobilize and install the tactical concepts. This is also a time to gather feedback and document the event through video, photographs, and feedback forms. This will help to identify any necessary adjustments for long-term changes.

Keep in mind that the plan may have some hiccups the day of the event. This could also help identify adjustments for the future. Have fun, too! The more people that attend and have fun, the more people will feel invited to participate and the more successful the installation will be.

Tactical installations should keep all ages in mind.

Tactical installations can increase access for pedestrians through bike lanes, landscaping, and parallel parking. These narrow the street and reduce speeding, making the right-of-way safer for pedestrians.

Examples

Some goals and concerns that members of the community may have and the potential tactical installations may be:

1. **Goal / Concern:** A particular street experiences a lot of speeding cars.

   Potential Tactical Installations: Typically, speeding occurs along streets that are perceived to be wide enough by the people driving. What is needed then, is a way to narrow the lanes. This can be done using the following tactical installations at the same time, or separately:

   - *Street Reconfiguration:* Allow cars to be parked along the side of the street and paint parking spaces to show where parking is allowed. This helps to narrow the lanes for cars while also providing a buffer to pedestrians who are walking along the street.

   - *Street Reconfiguration:* Install temporary planters along the side of the street. This reduces the lane width, provides landscaping along the street, and creates a buffer between car traffic and pedestrians.

   - *Bike Lanes:* Install a minimum 5-foot wide, one-way bike lane along the side of the street with a 2- to 3-foot buffer for additional safety. This reduces lane width, provides a buffer between car traffic and walking pedestrians while also encouraging an active lifestyle.

2. **Goal / Concern:** A particular intersection is used by many pedestrians, but is not pedestrian friendly

   Potential Tactical Installations: Intersections that are not pedestrian friendly can result from a variety of reasons such as speeding cars (due to wide lanes and turning radii at the intersection), and no crosswalks. To address these concerns, tactical installations should: reduce lane widths, reduce practical turning radii, and identify pedestrian crossing locations. This can be done using the following tactical installations at the same time, or separately:

   - *Street Reconfiguration:* Allow cars to be parked along the side of the street and paint parking spaces to show where parking is allowed. This helps to narrow the lanes for cars while also providing a buffer to pedestrians who are walking along the street. Placing these within 20 feet of the intersection also reduces the practical turning radius at the intersection.

   - *Street Reconfiguration:* Install temporary planters along the side of the street and at intersections. This reduces the lane width, provides landscaping along the street, reduces turning radii at intersections, and creates a buffer between car traffic and pedestrians. Be sure to keep plantings low at intersections so that drivers can adequately see oncoming traffic and pedestrians at the intersection.

Parallel parking and bike lanes help reduce the travel lanes, increasing pedestrian safety, and promote an active lifestyle.

- **Street Reconfiguration:** Paint crosswalks at the intersection. Identifying specific locations for pedestrians to cross increases safety by alerting drivers to crossing pedestrians and by identifying safe places to cross to people who are walking.

- **Bike Lanes:** Install a minimum 5-foot wide, one-way bike lane along the side of the street with a 2- to 3-foot buffer for additional safety. This reduces lane width, provides a buffer between car traffic and walking pedestrians while also encouraging an active lifestyle. Ensuring that the bike lane continues through the intersection also reduces the practical turning radius.

3. **Goal / Concern:** A public green space is seen as uninviting.

   Potential Tactical Installations: Public spaces are seen as uninviting for several reasons such as no public amenities, the site being in poor condition, and a sense of the space being unsafe. The feeling that a place is unsafe comes from a lack of eyes on the space due to overgrown vegetation or lack of lighting. To address this concern, tactical installations should provide amenities, improve visibility, and bring the park to the attention of the community and maintenance departments. This can be done using the following tactical installations at the same time, or separately:

   - **Pop-up Park:** Install temporary park benches, or picnic tables. Having a place to rest makes a public space more inviting, and increases the chance the residents will make use of the area.

   - **Pop-up Park:** If there is a lack of shade in the park, install temporary planters with trees. These could be placed next to benches, chairs, or tables. Shade increases the likelihood that residents will view the public spaces as comfortable.

   - **Pop-up Park:** Where paths have been worn into the grass in a park due to people walking, install a loose gravel path. This enhances the aesthetic of the park and conveys that the area is being cared for.

   - **Pop-up Park:** If there is a lack of lighting in the park, install temporary light posts. Some are powered by generators, while others store power in solar-charged batteries. These should be pedestrian scaled and enhance the feeling of security in the space.

- **Pop-up Park:** Organize a tree planting and care day for the park. Encourage residents to plant and care for vegetation in the space.

- **Dog Park:** Install a temporary dog park to encourage use of the public space.

- **Pop-up Education:** Hold educational opportunities for all ages from art, to nature lectures, to science projects. This helps to bring attention to the space, and provides professional and educational growth while also providing amenities to the public while the activity is not happening such as benches, tables, tents, etcetera.

- **Pop-up Entertainment:** Hold outdoor performances such as music, plays, or literature readings. This helps to bring attention to the space, celebrates local talent, and provides cultural opportunities while also providing amenities to the public while the activity is not happening such as benches, tables, tents, etcetera.

Concepts

The following pages propose a kit-of-parts to outline the various ideas, their goals, and the practical information needed to install various tactical interventions. The intent of these ideas is that they are inexpensive to implement, relatively easy to install, and easy to replicate. This makes it possible to recreate these installations around Thomasville and its neighborhoods. These concepts can also be used in coordination with each other to address multiple tactical intervention goals.

The following section and pages illustrate examples of tactical interventions that could be possible in Thomasville. It is important to identify what goals are compatible with these ideas (new buildings, park locations/improvements, new streets/street improvements, and energizing the community) and where they could be implemented to achieve the long-term goals of Thomasville. Always keep an eye and ear open for new ideas, especially from within the community.

Some interventions take form as a community event, which can be held on its own or in coordination with other existing or new events. The examples listed are samples, and Thomasville should choose or design projects or events that best test specific master plan implementation ideas.

TACTICAL INSTALLATION OVERVIEW

Icon	Name	Goals	Works Along With...
	Ciclovia	3, 4	
	Pedestrian-Only Street	3, 4	
	Pop-up Market	1, 2, 4	
	Food Trucks	1, 2, 4	
	Chair Farms	2, 3, 4	
	Pop-up Park	2, 4	
	Dog Park	2, 4	
	Pop-up Education	2, 4	
	5-on-5 Basketball	2, 4	
	Cook-Off	1, 2, 4	
	Pop-up Entertainment	1, 4	
	Guerilla Art	1, 2, 3, 4	
	Bike Lane	3, 4	
	Street Reconfiguration	3, 4	

The chart above provides a general overview of the different potential tactical installations. Each approach is identified by a unique graphic associated with the name of the approach. The types of goals and concerns that could be addressed using the related tactical installation. Certain tactical installations could also work synergistically with other tactical approaches. These related tactical installations are indicated using the associated graphics for other tactical concepts within this section.

Legend:
- New Buildings
- Tents
- Park
- Plaza/ Courtyard
- Trees
- Ciclovia Route
- Bike Lane
- Food Trucks
- Picnic Tables
- Seating
- Basketball Courts

Tactical Thomasville Creative District Installation Illustrative Map

The map above shows potential locations within the Creative District that could accommodate tactical installations. A series of sites were identified and then the tactical approaches were planned at each location. It is important to note that these plans are suggestions and could be easily substituted with another tactical installation. For example, a location that shows food trucks may also benefit from a pop-up park, pop-up entertainment, or guerilla art.

Key

A. Ciclovia	H. Pop-up Education
B. Pedestrian-only Street	I. 5-on-5 Basketball
C. Pop-up Market	J. Cook-off
D. Food Trucks	K. Pop-up Entertainment
E. Chair Farms	L. Guerilla Art
F. Pop-up Park	M. Bike Lane
G. Dog Park	N. Street Reconfiguration

Legend:
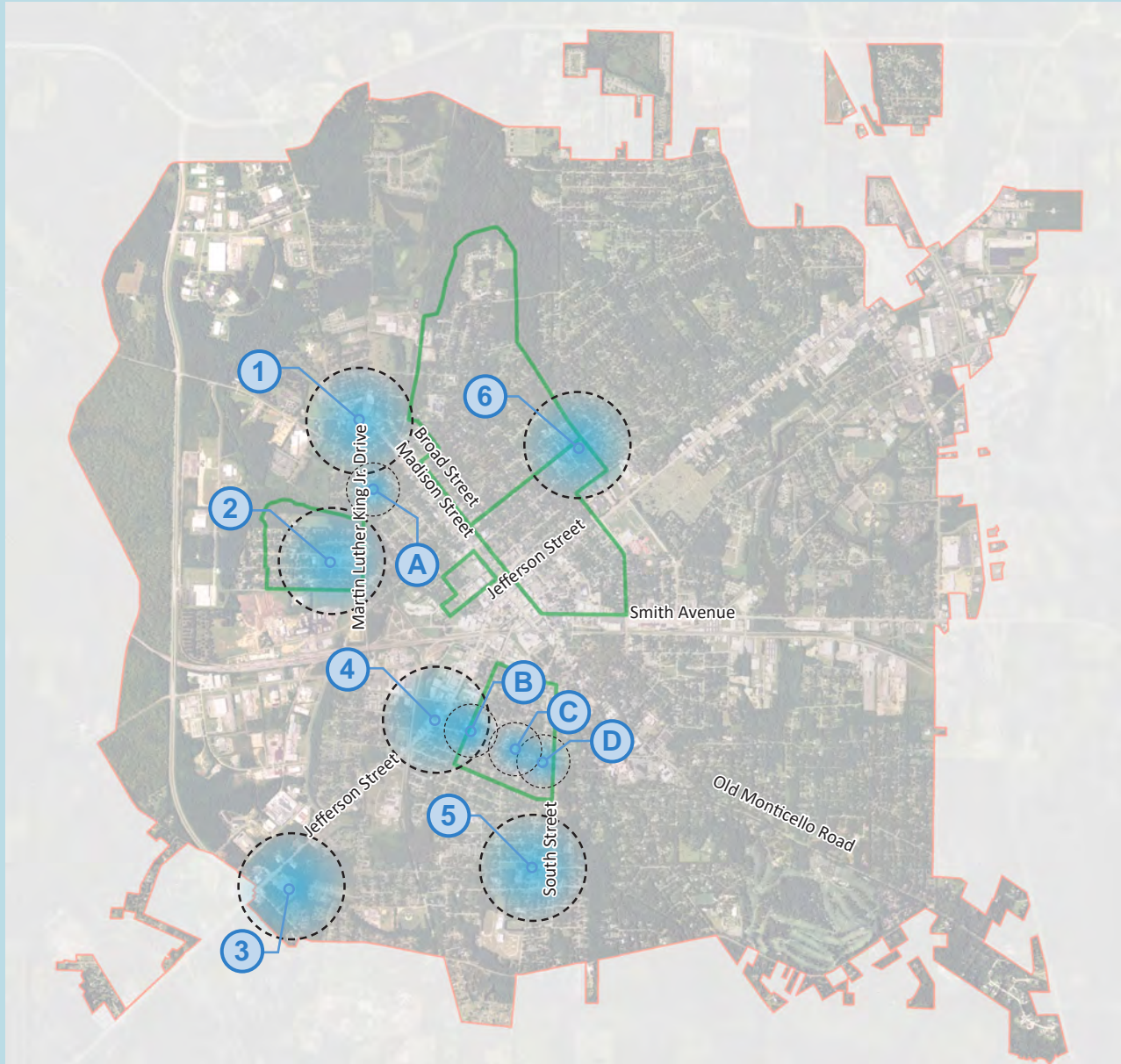
- Ciclovia Route
- Bike Lane

Tactical Thomasville Potential Installation Map

The map above shows potential locations within Thomasville that could accommodate tactical installations and illustrates how these concepts could be located in different neighborhoods of the City. It is important to note that these sites are preliminary, since many of the different sites could accommodate a range of different tactical installations. The most successful tactical projects would work to test existing plans, or test potential uses to be included as part of a plan.

Neighborhood

Centers With 1/4 Mile Pedestrian Shed

Crossroads With 1/8 Mile Pedestrian Shed

1. Carroll Hill
2. Dewey City
3. West Jackson
4. Imperial Hotel
5. Magnolia Street at Augusta Ave
6. Clay & Mitchell

A. Oak & MLK
B. Fern & Fletcher
C. Fern & Wright
D. Fern & Magnolia

TACTICAL INTERVENTIONS

Ciclovia

Ciclovia is a Spanish term that means "cycleway". A Ciclovia event is a network or route of streets that has been closed off to vehicular traffic and is intended to be used for bicycle and pedestrian traffic. This often takes the form of a closed route for adults and children to use. A Ciclovia can promote healthy lifestyles, teach good biking practices, and teach young children how to ride bicycles while promoting local businesses and amenities. This can also help bring attention to and test street improvements such as paving, pot holes, sidewalks, street trees, and different types of bike lanes.

This tactical intervention tends to be a day-long or half-day-long event, but could become several days long. Some installations, such as bike lane tests could remain in place after the ciclovia event; the event could celebrate, or kick-off the bike lane test to bring attention to the initiative.

Ciclovia events occur in cities throughout the world on a regular basis. Some, like on the Champs-Élysées in Paris is a yearly event; Madison, Wisconsin holds a "Ride the Drive" event twice during the summer; Miami, Florida has a monthly event. Thomasville can join the tradition that is building around the world and begin its own regular ciclovia event. It could be once a year, but a monthly event on a Saturday or Sunday could attract more regular activity in the city and attract visitors as well.

Decorations and tent stations can highlight the ciclovia.

Kids get to have fun and learn good biking practices.

Materials

tempera paint

stencils

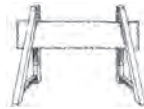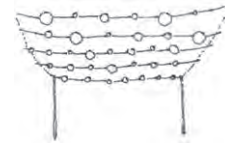bike lane barriers

tents

spray chalk

planters

barriers

decorations

Installation

Ciclovia routes can be a variety of lengths. To determine a route, look for opportunities to connect different street improvement initiatives such as bike lanes, street paving, and the Thomasville trail. These could even be installed in proximity to other tactical installations or connect to different parks.

Once a route has been selected, determine the length of time for the event. This will have an impact on the types of barriers to be used. Bike lanes that remain after a day-long ciclovia will need more robust barriers that could be in the form of planters, or plastic poles. Roads that are blocked off should also have temporary barriers for the duration of the event.

Plan out any street painting that will be needed. Bike lanes will need at least a stencil to identify the lane for bicycles. Sometimes the lane is painted green under the stencil. Bike lane widths should be 5 feet, minimum, for a one-way lane; 6 feet is a more comfortable width. Be sure to add 2 to 3 feet minimum as a buffer with the barrier between the bike lane and vehicular lane.

Decorations can add a festive atmosphere to a ciclovia and make the event easy to find for residents. Food trucks and tents can be set up at the main area for relaxing.

A potential ciclovia route may work in Thomasville along Madison, Monroe, Pine, and Jefferson streets in coordination with a test of a bike lane on a portion of Madison Street. A longer route could include the proposed bike loop around the city. Ciclovia events can be coupled with food trucks and markets to add more festivities to the day.

New Buildings	Trees	Picnic Tables
Tents	Ciclovia Route	Seating
Park	Bike Lane	Basketball Courts
Plaza/ Courtyard	Food Trucks	

Pedestrian-Only Streets

Pedestrian-Only Streets help to gather the community and create a festive atmosphere. This tactical intervention can be used to help identify and test new public spaces. In this approach, streets are blocked off and designated for pedestrian use only. Adjacent amenities can also receive attention as a result of this temporary connection. This approach can be programmed in many different ways. It is important to take note of where people gather and the types of activities that they are interested in, because it will indicate where public spaces are successful and how they could be programmed.

Installation types have a broad range for Pedestrian-Only Streets. These can be food areas, art spaces for children, outdoor games, personal fitness areas, arts and crafts sales, or simply benches with trees. A benefit to this approach is that temporary planters may be left behind if they are successful and do not have a negative impact of the paved area after it is converted back to its original use. This can be a good way to leave a little bit of a test behind. It may also show places where sidewalks could be improved.

Pedestrian only streets could be coordinated with markets to activate the space. The street itself can become the venue.

Chalk areas provide a creative outlet for families.

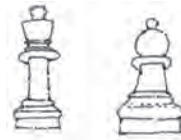Outdoor games create a way for residents to meet and have fun.

Materials

planters

chairs

spray chalk

large games

barriers

picnic tables

umbrellas

tents

tables

Installation

In order to identify potential street improvements or new public spaces, it is important to first identify the right street. These streets will be low-traffic streets that are easy to navigate by car if needed. It helps to have either side of the street bordered by either a public amenity, or buildings along the edge.

Once the street is chosen, a method for closing it to car traffic should be selected. This can be done using a variety of materials including "Jersey Barriers", or large temporary planters. Shade and a place to sit are important in each location. This can be achieved through chairs, picnic tables, umbrellas, or trees in temporary planters.

These pedestrian-only streets can then have other temporary installations such as large games (chess, connect four), a chalk area, or vendor locations at tents. Be sure to leave room for circulation and people to gather.
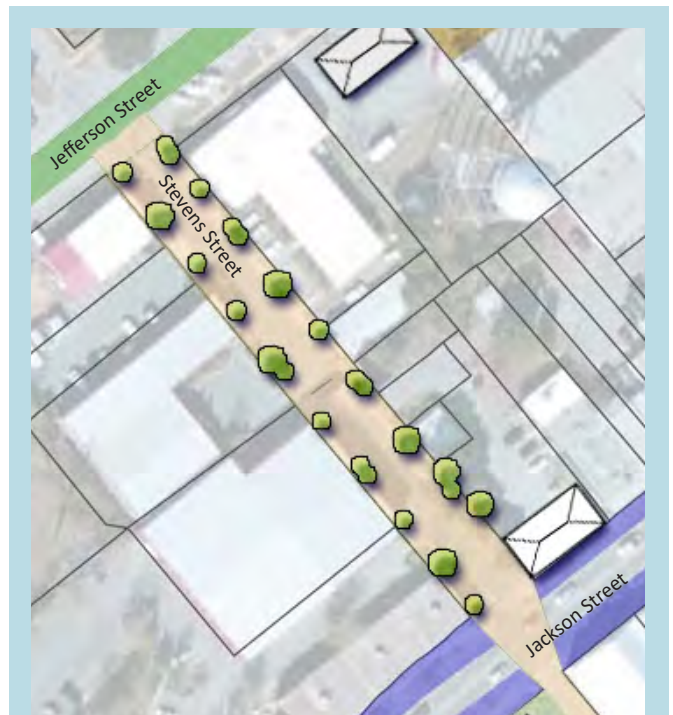
Stevens Street between Jefferson and Jackson streets is an example of a location that can be tested as a pedestrian street. Barriers separate this low-traffic street that is also near local businesses and could include planters, vendors and other activities.

	New Buildings		Trees		Picnic Tables
	Tents		Ciclovia Route		Seating
	Park		Bike Lane		Basketball Courts
	Plaza/ Courtyard		Food Trucks		

Pop-up Markets

Pop-up Markets can take the form of farmers' or crafts markets that help to activate a space, promote local agriculture and artisans, and also benefit the community by bringing local produce and goods to new areas. Temporary installations make them relatively inexpensive to operate. They are very flexible and can be located in tents, simple pavilions, or existing warehouse spaces.

Pop-up Markets can highlight areas that are planned for park installations or improvements, and sites that the City is interested in seeing develop through renovation, or new construction. These markets can have different locations each month and popularity for each could identify areas and designs that might be more successful than others for improvements.

Pavilions in parks can serve as locations for pop-up markets.

Large interior spaces can be converted into markets.

Farmer and crafts markets create gathering places for people and could help start local businesses.

Materials

tents

tables

chairs

picnic tables

planters
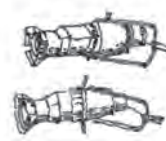
lighting

Installation

Consult City or neighborhood plans to identify locations where redevelopment, or park improvements or installations are desired. It may be a good idea to identify a rotation at this point and identify several locations to test.

Set up tents where necessary. Tents come in a variety of sizes, so coordinate appropriate sizes with rental companies.

If indoors, ensure that there will be enough natural light for stalls to show their goods. If not, artificial lighting might be required.

Set up tables for stations, chairs, and picnic tables for visitors. These may be outside, or under tents, depending on availability. Planters can be used to mark entries and any public areas to gather.

A temporary market location could include tents for stalls, food trucks, and common gathering areas.

	New Buildings		Trees		Picnic Tables
	Tents		Ciclovia Route		Seating
	Park		Bike Lane		Basketball Courts
	Plaza/ Courtyard		Food Trucks		

Food Trucks

Food Trucks are a versatile tactical approach. Installing a small kitchen and sales point in a truck enables local entrepreneurs to test their ideas before spending larger sums of investment in a permanent location. By being mobile, they can also add variety on a daily basis. Food trucks can be located on their own, but also be used to compliment other tactical events.

Food trucks make it possible to test potential future building locations or define street edges. If arranged properly, they can also help to frame potential future public spaces, or draw attention to underutilized areas.

Installation

Consult City or neighborhood plans to identify locations where new development, or redevelopment of underutilized sites is desired by the plan. These should be coordinated with other tactical events or at historic neighborhood centers. Accept applications for food truck permits to be included as part of a rotation at approved locations.

Once strategic locations are identified, a rotation can be established with the food truck operators. The City can monitor these daily for lunch and dinner times.

Set up tables for stations, chairs, and picnic tables for visitors. These may be outside, or under tents, depending on availability. Planters can be used to help define spaces.

Food trucks can compliment other tactical installations.

Food trucks can add variety to everyday downtown life.

Materials

planters

tables

chairs

picnic tables

tents

Food Trucks can be used to frame street corners.

	New Buildings		Trees		Picnic Tables
	Tents		Ciclovia Route		Seating
	Park		Bike Lane		Basketball Courts
	Plaza/ Courtyard		Food Trucks		

Chair Farms

Chair Farms are temporary or permanent chair installations that are intended to improve sidewalks for pedestrians by providing a place to sit and rest where benches are not located. Placing street furniture encourages people to walk because a chance to rest is available just in case. Creating a place where people can rest brings attention to local amenities, and can promote local businesses. This tactical approach calls attention to a lack of street furniture and can be easily implemented in several places. It can also enhance other tactical approaches.

Chairs for chair farms can be built from many materials such as reclaimed shipping crates. Another approach is to collaborate with local schools and wood shops to build and place chairs around the City.

Installation

Walk around city blocks an note locations without places to rest. Coordinate with the City to identify if there are areas where benches are planned but have not yet been installed.

Collaborate with local community groups, wood shops, and high schools to gather a team and materials for the construction of chairs. Determine a date when the chair farm will be installed and for how long; one month should be a good starting point, but leave the possibility of shortening or lengthening the installation. This can be done on a weekend morning to avoid conflict with work, school, or rush hour, and also give the community a chance to make use of the farm.

Chairs can be made from reclaimed shipping crates.
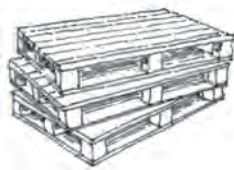

Chair farms help make sidewalks more pedestrian friendly

Materials

chairs

palettes

benches

An example installation of a chair farm along Madison Street.

New Buildings	Trees	Picnic Tables
Tents	Ciclovia Route	Seating
Park	Bike Lane	Basketball Courts
Plaza/ Courtyard	Food Trucks	

Pop-up Parks

Pop-up Parks can be a useful tactical installation to test new parks and park improvements around Thomasville. Creating a pop-up park event can encourage more people to attend and draw attention to an initiative, which in turn provides feedback on how successful the new park or park improvement will be.

Parks are public amenities for all residents, so these tactical installations should be for residents of all ages. Programming can include everything from areas designated for exercise such as yoga, to areas for active recreation such as temporary playgrounds. If the pop-up park will be installed for several weeks, consider how the programming might be relocated around the park to test for better locations. Sometimes a series of pop-up parks may be organized. If this is the case, testing different uses in each park may be a good exercise.

Installations don't need to be expensive to be fun. Ask parents or local organizations to bring large, unused cardboard boxes for families to color and organize to build forts. Other low-cost park activities can be water fights, capture the flag games, or chalk art.

Park(ing) Day is a national event that takes place in September. People around the country turn parking spaces into parklets to add green space to cities for a day. These parklets have sometimes become permanent and can provide additional seating at restaurants or extend the sidewalk.

Inexpensive installations can be very informative.

Parklets along streets can identify locations where green is missing.

Parks should also keep adults in mind and provide opportunities for relaxing with friends.
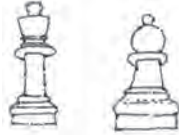
Materials

planters

umbrellas

benches

sod

picnic tables

large games

small fence

tents

Installation

Refer to City plans for future park locations, or park improvements to identify locations to promote awareness. Look for locations near the proposed Thomasville trail system.

Determine the types of green infrastructure that will be needed. A pop-up park on pavement will need sod, planters, and a small fence or border to keep soil from eroding quickly. Existing parks will likely not need sod unless there are areas that are in need of grass as part of the improvement.

Plan initial locations for planters, park furniture, and where activities will be held. If the installation will be held over a period of several weeks, plan several different locations for the different programmed elements — perhaps a different location each week. If there are to be a series of parks together, determine different uses for each. These could be playgrounds, dog parks, meditation parks, sports and recreation, etcetera.

An example of a Pop-up Park that includes a tent, picnic tables and an area for a "cardboard fort."

	New Buildings		Trees		Picnic Tables
	Tents		Ciclovia Route		Seating
	Park		Bike Lane		Basketball Courts
	Plaza/ Courtyard		Food Trucks		

Pop-up Dog Parks

Pop-up Dog Parks are a good way to embrace other aspects of residents' lives by providing a place where dogs can run off-leash and residents can meet. The City has a permanent dog park on Pinetree Boulevard. Other locations for dog parks can be explored. These parks can be permanent, or temporary as pop-up dog parks. These pop-up dog parks can have month-long installations and test potential future locations for similar parks, or places within parks.

Pop-up dog parks may be programmed with activities such as an obstacle course, or be less programmed with a simple fenced-in green space.

It is good to design a small entry vestibule-type space. This space acts as a transition between the open park and the dog park. When one enters this vestibule, the first gate in the fence must be closed before the next gate can be opened. This minimizes the risk that a dog runs out of the park and gets lost.

Pop-up Dog Parks help to test locations.

Activities can be installed in dog parks.

Dog Parks are a place where dog owners can meet and let dogs run freely for exercise.

Materials

tents

fence

picnic tables

activities

Installation

Find existing parks, or underutilized green spaces that are identified for future park use as part of the City plan. Establish a date for setup and a length of time. A good time should include at least one month.

Set up temporary fences. This could be as simple as a metal post with wired fencing that is at least 5 feet tall. Set up a tent for a shady break on sunny days and protection from rain. Picnic tables may be set up here for dog owners to rest while the dogs play.

Some parks may have activities installed, and some may not. Try testing both options throughout the duration of the park. Some activities may be as simple as walking up platforms and old tree logs. Others may be hoops and tunnels.

Pop-up dog parks can be located at existing parks, or at potential future parks. Consult City plans and residents for possible locations.

	New Buildings		Trees		Picnic Tables
	Tents		Ciclovia Route		Seating
	Park		Bike Lane		Basketball Courts
	Plaza/ Courtyard		Food Trucks		

Pop-up Education

Pop-up Education can be utilized to draw attention to underutilized parks, or highlight existing natural resources that have the potential to be transformed into a park within the Thomasville park system. This tactical intervention gives the opportunity for residents and their children to explore creative and scientific extracurricular activities in an outdoor setting while encouraging and promoting local resources and talent.

Temporary stations could be set up over a weekend in natural areas and host a range of outdoor educational activities from painting classes, to science experiments, to music lessons, to writing and poetry classes. Through these installations, members of the community can learn about local talents, meet teachers, learn, and have fun exploring the outdoors. A food station or food trucks could also be invited to compliment a small art show/performance/science fair as a wrap-up for the event.

During the event it will be important to notice where people tend to gather and set up. These may identify locations for future park furniture such as pavilions, or benches. Scenic areas may also draw a group; these should be highlighted as a feature of existing or future parks.

Pop-up Education can highlight local talent and instruct all ages.

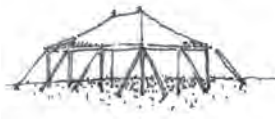

Creative outdoor activities activate the community.

Outdoor music lessons can be a fun way to spend an afternoon.

Outdoor science projects show connections to the world around us.

Materials

tents

chairs

science supplies

instruments

picnic tables

art supplies

paper

instructors

Installation

Identify existing or future park locations that the City is interested in promoting to the public. Determine what type of event will be held. This could be held during a local or national recognition event. If there is a local art fair, an outdoor art lesson could help to promote the artists. Likewise science fairs, or a National Science and Technology month could be recognized with an outdoor science lab.

Prior to the event, coordinate with instructors to determine where the event should be located. Some places will need flat land, others may want a location with more topography and a scenic view.

Once an event, park, and station location have been identified, set-up furniture such as chairs, or picnic tables. Keep in mind that weather can change so a tent can provide shelter in case there is rain. It can also provide shade if needed in warmer weather. These could be set-up shortly before the event — often the day before. Tents can be rented and the appropriate size should be coordinated and scheduled for delivery with rental agencies.

Pop-up Education can promote and test locations that are planned to become a park in the future, such as the green space along Jefferson Street. The area can be organized in many different ways depending on the type of event.

New Buildings	Trees	Picnic Tables
Tents	Ciclovia Route	Seating
Park	Bike Lane	Basketball Courts
Plaza/ Courtyard	Food Trucks	

5-on-5 Basketball

A 5-on-5 basketball, or other sports tournament is an event that can be a fun way to gather the community, encourage physical activity, and bring attention to the potential uses of vacant areas or places such as poorly placed parking lots. One particular use for this activity would be to test a location for a park, or active recreation within a park.

In this tactical intervention, a series of 5-person teams participate in a tournament. Teams could compete seriously, or be light-hearted in sportsmanship. The tournament could be sponsored by a local business, with the winning team getting a certificate for a professional service, or dinner. There could also be awards given for the most clever team name, or funniest athletic attire. Different competition categories for age could be established to encourage residents of all ages to play. An entry fee could also be collected to benefit a local charity.

The combination of competition and fun make this an event that can energize a community and even become an annual event, taking place in different neighborhoods each year for a "home-field" advantage. This approach could also be modified for soccer, field hockey, kickball, softball, or other outdoor sports.

A 5-on-5 competition can bring community members together.

Some competitors may play just for fun.

A 5-on-5 competition can become an annual event encouraging physical activity and benefitting local charities.

Materials

portable basketball hoops	basketballs	basketball containers/ storage	spray chalk	small boards/ way to keep score
picnic tables	stop watches	whistles	trophies	referees

Installation

Once a location has been selected for a basketball tournament, the layout for the basketball courts should be determined. Ideally, at least two courts can fit at a single location. In order to accommodate players of varying ages, a high school regulation size court can be used (84 feet x 50 feet). If games are to be played in the evening, try to orient the courts to avoid sun glare if possible (northwest to southeast orientation is ideal).

Choose a spray chalk color that will effectively stand out from any parking lot lines such as a bold yellow, green, or red and paint the basketball court. Spray chalk can last up to a month, and may need to be re-applied depending on environmental conditions. It is typically easily removed, but some power washing may be necessary in some instances.

Arrange picnic tables around the basketball courts for waiting teams, or viewers to relax and watch the games. These can also be installed as eating locations for food trucks or food stations set up around the courts.

5-on-5 Basketball can be used to highlight vacant or poorly placed spaces such as deep parking lots. An example of a location that could be considered for this tactical approach is the library parking lot across from the old Courthouse. The installation shows basketball courts surrounded by food trucks and picnic tables to activate the space and suggest the potential of a future park space.

	New Buildings		Trees		Picnic Tables
	Tents		Ciclovia Route		Seating
	Park		Bike Lane		Basketball Courts
	Plaza/ Courtyard		Food Trucks		

Cook-Off

Cook-Offs are a fun way to gather the community, have fun, and activate underutilized areas in Thomasville. The placement of stations and open areas also makes it possible to test potential future building and public space/park locations.

Depending on interest, a city- or county-wide cook-off can be organized in several ways. Several tents can be set up according to different categories from baking, to chili, to barbecue, to restaurants, to kids creations, and more. Different quail dishes could be a category to honor local hunting traditions. Trophies could be awarded and placed on display downtown each year.

Eating and play areas should be set up as well with picnic tables and temporary playground equipment. Play could be as simple as hay bales and kid-friendly competitions.

A cook-off can be an event to bring people into Thomasville.

A cook-off can celebrate local cooking or baking talent.

Community Cook-offs offer a chance for the community to gather and highlights the talent of local residents.

Materials

tents
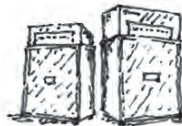

chairs

microphone

umbrellas

trophies

picnic tables

sound system

planters

tables

Installation

Choose an underutilized location that is part of a wider development plan or park location. This could be a green space, a parking lot, vacant lot, or the amphitheater. Depending on the interest in the event, a large space may be desired.

Set up tents for each food category in locations that are identified as potential future building sites or around the public space. Tents come in varying sizes, so coordinate appropriate sizes with the rental company — a 40 foot by 80 foot size may be a good starting point. Set up tables and chairs for food preparation and presentation stations. Be sure to leave room for outdoor cooking if necessary. Set up a tent for food juries to meet and determine winners. A sound system could be installed here for announcements.

Set up outdoor seating with picnic tables and a play area. Consider erecting a tent here as well for shade or inclement weather. Planters can bring some green and shade to open areas as well.

A large open area may be needed for a cook-off. Find a large open place that is planned for future development or park designation. An example of a good site is off of Stevens Street between Monroe and Washington streets. The example shows food tent stations, eating and play areas.

New Buildings	Trees	Picnic Tables
Tents	Ciclovia Route	Seating
Park	Bike Lane	Basketball Courts
Plaza/ Courtyard	Food Trucks	

Pop-up Entertainment

Pop-up Entertainment can bring the community together while also promoting local talent, amenities, and underutilized properties. The entertainment can range in scale from a one day performance, to a festival scale. No matter the scale, local businesses will see a positive effect.

On a short time frame, pop-up entertainment can be a very local event or even a city-wide event that highlights local talent in music and theater. A First Friday Funday could feature a local band at the end of the day to kick off the weekend. Longer festivals could highlight Thomasville as a creative destination and draw visitors to the city.

Performance stages can be set up indoors and outdoors. Indoor performances can highlight underutilized properties and generate interest and discussion about a property. Outdoor stages or movie nights can highlight existing public amenities. The amphitheater is an excellent location for a main stage. A second stage could be located near the Big Oak. A variety of performance venues can also help to expand existing festivals such as Due South.

Food trucks, or food stations should be encouraged to set up at these events. Food trucks can be used to simulate potential future restaurant locations.

The amphitheater is an amazing new venue.

Temporary stages can showcase local talent.

Community movie nights offer a chance for the community to gather and relax, and highlights public amenities.
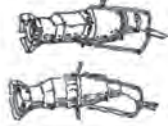
Materials

stage

sound system

tent

chairs

picnic tables

lighting


movie screen
and projector

bathrooms

Installation

Installation will differ depending on what type of venue will be set up. Indoor venues should highlight existing buildings that have been incorporated into a master plan for redevelopment. A tent can be used to simulate a structure where a building is desired, but none currently exists. A variety of sizes should be encouraged for multiple venue sizes. Outdoor venues will want to be on relatively flat ground, or on an incline with the stage at the bottom if possible.

Set up a temporary stage (platforms are typically 4 feet by 8 feet) along with sound and lighting systems. Chairs should be set up for seating. Movie screenings don't necessarily need chairs, but participants should be encouraged to bring blankets or chairs if desired.

If there are multiple venues, try to place them within easy walking distance — potentially connected through a pedestrian-only street.

Invite food trucks to participate and locate them where future buildings are desired. This will help to suggest how the area might be in the future with permanent structures.
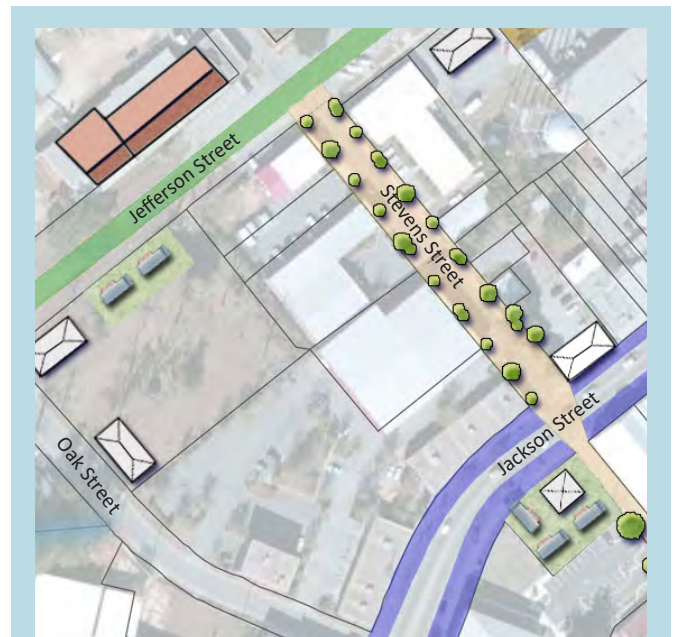
Two examples of Pop-up Entertainment interventions — one indoors at an existing vacant building along Jefferson Street, and one outdoors at a pop-up park along Jackson Street. Both are connected through a Pedestrian-only Street.

New Buildings		Trees		Picnic Tables	
Tents		Ciclovia Route		Seating	
Park		Bike Lane		Basketball Courts	
Plaza/Courtyard		Food Trucks			

Guerilla Art

Guerilla Art is an approach that can be used to encourage the redevelopment of existing buildings, enliven streetscapes, promote existing natural resources, and celebrate local talent. This tactical intervention can take many forms including: murals, sculptures, staged theatrical readings, poetry or literary readings, poetry slams, improvisation comedy performances, and music installations.

The range of possibilities of Guerilla Art as a tactical installation make it a very flexible intervention. The idea is that it is quick and easy to set up, and as a result maintains a rough and informal quality to it. Local artists can be commissioned for wall and street murals, or sculpture installations. These can be permanent, or temporary with the overarching goal of improving streetscapes and paths.

Changing installation locations and various exhibits can keep interest in familiar places. Performance art can be located outdoors or indoors and can be a fun way for the community to gather. Indoor locations can highlight underutilized spaces and encourage reinvestment in these locations. Outdoor performances can highlight community amenities, streets, and potential new amenities. Music installations encourage residents to explore their creative side and also make public spaces more fun and interesting while drawing attention to other nearby initiatives and businesses.

Wall art in Thomasville

Poetry slams can serve as a creative outlet for youth.

Murals bring a creative flavor to neighborhoods.

Music installations bring surprise and delight to a public space.

Materials

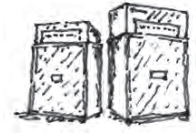microphones

music stands

temporary stages

barriers

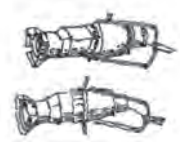speaker system

picnic tables

pianos

tents

chairs

lighting

Installation

Identify existing or future park, street, and building locations that the City is interested in promoting to the public. Determine what type of event will be held. A local, or national event might help inform what type of event to hold. Once an event has been chosen, collaborate with local individuals. This may be English teachers, theater groups, artists, comedy groups, music departments, etcetera to determine the exact needs for a performance.

If indoors, ensure that temporary occupation is safe and acquire any necessary temporary use permits from the City. If outdoors, determine the location. This will typically need to be a flat location. Install a tent for outdoor performances. Chairs, picnic tables and other furniture can be brought on-site shortly before the event. Sound systems should be relatively portable and should not be left outdoors. If an outdoor sound system is needed, make sure that there is an adequate power source nearby. If necessary, install street barriers at intersections. Allow these to be painted.

Street and wall murals should be accommodated with new language in the Thomasville code to allow for these installations. This should be separate from the signage code.

Two examples of Guerilla Art interventions — one indoors at an existing vacant building, and one outdoors at a pop-up park.

New Buildings	Trees	Picnic Tables
Tents	Ciclovia Route	Seating
Park	Bike Lane	Basketball Courts
Plaza/ Courtyard	Food Trucks	

Bike Lane

As more and more people decide to use bicycles as a means of transportation, it becomes important to establish a safe and effective means to incorporate bike users into street networks. A bike lane helps bikers, pedestrians, and motor vehicles to share the public right-of-way safely.

A temporary installation can help to identify successful locations for bike lanes. This can be done using temporary paint and barriers along the testing location.

Installation

Consult City or neighborhood plans to identify locations where a future bike lane has been planned. Other locations may also be tested. Streets that are good candidates are typically main streets, or streets that are well connected to other major destinations.

Bike lane widths tend are 5 feet minimum, however 6 feet is preferred. A buffer between the bike lane and motor lane is also a good idea and should be between 2 and 3 feet wide. Bike lanes are safer for bicyclists and motorists if the bike lane follows the direction of traffic, so avoid having a cycle track (two directions of travel in one area) if possible, and place bike lanes on either side of the street.

Bike lanes tend to be painted green, however they can also be white, or blue.

Protected bike lanes can make biking safer around Thomasville.

One-way bike lanes buffered by parallel parking increase safety.
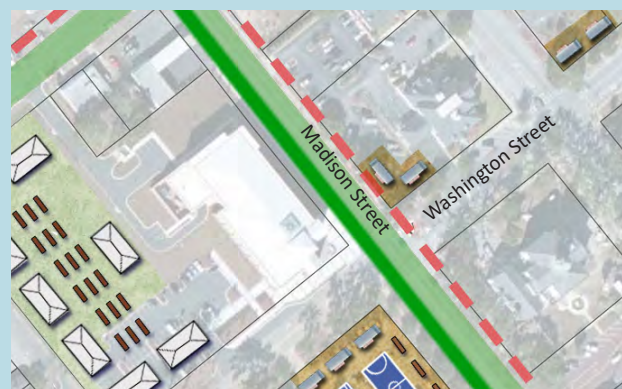
Materials

tempera paint

stencils

spray chalk

bike lane barriers

Bike lanes can connect neighborhoods with the downtown.

New Buildings		Trees		Picnic Tables	
Tents		Ciclovia Route		Seating	
Park		Bike Lane		Basketball Courts	
Plaza/ Courtyard		Food Trucks			

Street Reconfiguration

Sometimes areas designated for cars can be slightly adjusted to improve safety for a right-of-way. These may be repainting a lane, or parking spaces to reduce the lane width, or reorient parking spaces. This approach can be tested prior to permanent adjustment utilizing temporary paint, or other installations at the desired locations.

Testing the desired outcome can help identify any problems prior to the revision and improve the satisfaction with the end result.

Installation

Locate streets that could benefit from a reduction in lane widths, introducing parking, changing parking orientation or size, or other changes that could help improve pedestrian movement and safety in the public right-of-way. Some examples may include giving a buffer for parallel parking spaces, placing a planter to test a bump out in the road, painting new cross walks, and changing pull-in street parking to back-in street parking.

Lines painted range between 4 and 6 inches in width depending on the type of road and the related agency that oversees the maintenance of the road. Paint the street using either a tempera paint, or spray chalk. Keep in mind that yellow lines are on the left-side of a lane, and white lines are on the right side. Make sure to keep painting colors and dimensions within Department of Transportation standards.

Materials

tempera paint

spray chalk

planters

Bump outs can be tested with temporary planters

Back in parking spaces are safer by improving visibility for the driver.

Jackson street is planned to have street improvements.

New Buildings	Trees	Picnic Tables
Tents	Ciclovia Route	Seating
Park	Bike Lane	Basketball Courts
Plaza/ Courtyard	Food Trucks	