

## Recommendations



### Overall Development Concept

Thomasville has a tremendous opportunity to become an even more vibrant and interesting community by following the unique strategies recommended below and on the following pages. The Quality Growth Resource Team identified five separate development focus areas, which are summarized below and mapped in **Illustration 1**:

- **Downtown** corresponding to the traditional downtown area of Thomasville and immediately surrounding commercial, industrial, or mixed-use areas.
- **Neighborhoods** consisting primarily of the residential areas around downtown Thomasville, where there is significant potential for redevelopment and new infill development.
- **Corridors** including U.S. Hwy. 19, U.S. Hwy. 319 Bypass, U.S. Hwy. 84, Ga. Hwy. 3, East and West Jackson Streets, West Broad Street, Smith Avenue, and Old Monticello Road which are already experiencing or face the prospect of uncontrolled strip development if growth is not properly managed.
- **Large Institutions/Sites** including major employers' facilities, large underutilized tracts and undeveloped areas along highway corridors.
- **Rural Areas** including outlying areas within Thomas County where existing rural and scenic values are protected and enhanced.

Recommended specific development strategies for each development focus area are summarized in the following table:

**T H O M A S V I L L E**

Focus Area	Development Strategy
<b>Downtown</b>	Downtown should include relatively high-density mix of retail, office, services, and employment in downtown Thomasville to serve a regional market area. Residential development should reinforce the traditional town center through a combination of restoration of historic buildings in the downtown area and compatible new infill development targeted to a broad range of income levels, including multi-family town homes, apartments and condominiums. Design should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations in Thomasville, such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc. New residential and commercial development in Thomasville should be concentrated in and around the downtown and adjacent neighborhoods.
<b>Neighborhoods</b>	Neighborhoods should remain primarily single-family residential, and the city should offer assistance where needed to ensure that the more economically distressed neighborhoods become more stable, mixed-income communities with a larger percentage of owner-occupied housing. This will mean developing a customized revitalization strategy for each of these neighborhoods (and residents should participate in developing the strategy). Vacant properties throughout the city in each neighborhood offer an opportunity for infill development. These infill sites should be redeveloped for new, architecturally compatible, owner occupied housing. The neighborhoods should, however, also include well-designed new neighborhood activity centers at appropriate locations, which would provide a focal point for each neighborhood, while also providing a suitable location for a grocery store, hardware store, and similar appropriately scaled retail establishments serving neighborhood residents.
<b>Corridors</b>	Gradually convert corridors to attractive boulevards with signage guiding visitors to downtown and scenic areas around the community. The appearance of the corridors can immediately be improved through streetscaping enhancements (street lights, landscaping, etc.). In the longer term, enact design guidelines for new development, including minimal building setback requirements from the street, will ensure that the corridors become more attractive as properties develop or redevelop. Corridors leading to downtown, in particular, should be attractive, where development is carefully controlled (or redevelopment tools are used) to maintain or improve appearances. Reduce the role and impact of automobiles in the community by employing attractive traffic-calming measures along major roadways, exploring alternative solutions to parking congestion.

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<b>Large Institutions/Sites</b>	Large institutional sites have a dramatic impact on the overall character and perception of the city and deserve special attention. Work with major employers (like hospital) to adjust their future development plans to reduce impacts on surrounding neighborhoods - grow with more density instead of outward. Redevelop large institutions throughout Thomasville to enhance existing underutilized properties and provide for large institutional development, perhaps using the city's urban redevelopment tools to make this happen. Direct new industries or other major employers to any existing abandoned large sites, keeping properties from becoming unattractive, blighted, and vacant (which can cause health/safety problems) or to well planned new sites along highway corridors as near as possible to the center of town.
<b>Rural Areas</b>	Every effort should be made to encourage and maintain the existing rural and scenic character of the county. This does not mean that no development would occur in these areas - but any new development should be designed to blend with the rural landscape that makes Thomas County a desirable place to live and a unique tourist destination. In close in areas where new development is to be permitted, promote moderate density, Traditional Neighborhood Development (TND) style residential subdivisions. Each new development should be a master planned community with mixed-uses, blending residential development with schools, parks, recreation, retail businesses and services, linked in a compact pattern that encourages walking and minimizes the need for auto trips within the subdivision. Encourage compatible architecture styles that maintain the regional character; this should not include "franchise" or "corporate" architecture. Foster establishment of a regional network of greenspace and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreation purposes.



## Development Regulations

	Recommendation	Why Necessary	Status	Responsible Party	Notes
1	<p>The Quality Growth Resource Team recommends that the City focus on updating its comprehensive plan and development regulations to ensure that Thomasville is fostering smart growth and not encouraging sprawl.</p>				
2	<p><b>Revisit Tree and Landscaping Regulations.</b></p> <ul style="list-style-type: none"> <li>- At a minimum, revised ordinance should include additional protections for existing trees, best management principles for landscaping, replacement tree requirements, and a minimum tree density factor.</li> <li>- Make sure that the revised tree regulations, existing zoning, and subdivision regulations are consistent and complementary. In reviewing future development proposals make sure that adequate landscape detail is required in the site plan. For example trunk caliber or size and spacing of landscape materials, sprinkler system specifics (if required).</li> </ul>	<p>Does not adequately protect existing trees/provide for tree save areas. No tree replacement calculation. Medium and high density residential requirements needed.</p>			

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	Recommendation	Why Necessary	Status	Responsible Party	Notes
3	<p>Create plant palette for landscaping regulations.</p> <p><input type="checkbox"/> See Plant Palette in Appendix</p> <ul style="list-style-type: none"> <li>- Plant palette should include vegetation requirements for all plantings (trees, shrubs, understory, ground cover).</li> </ul>	<p>Require plants used in landscaping to be appropriate for Thomasville.</p>			
4	<p>Review existing development regulations and see how these can incorporate requirements for screening of parking lots, more attractive signage based on traffic speeds and road design. Create financial incentives (such as density bonuses and parking space reductions) for developers willing to go beyond the minimum.</p>	<p>Some older corridors exhibit typical strip sprawl appearance with minimal landscaping, highly visible parking, and unattractive one story buildings and signage. Improve overall appearance of parking facilities. Provide shade in parking lots.</p>			
5	<p>Specify alternative parking arrangements for commercial development/flexible parking requirements.</p> <ul style="list-style-type: none"> <li>- Alternative parking facility design may be required in instances where setbacks have been reduced and may improve landscaping designs.</li> <li>- Flexible parking requirements can reduce the amount of land required for development.</li> </ul>	<p>To reduce the amount of land needed for commercial development. To increase site development flexibility. Increase landscaping possibilities.</p>			
6	<p>Develop Commercial Corridor Overlay zoning for major corridors.</p> <ul style="list-style-type: none"> <li>- An overlay district can add existing development and design requirements along major commercial corridors.</li> <li>- An overlay district should focus on landscaping, site design requirements, access management or other issues that</li> </ul>	<p>Improve landscaping. Provide for parcel-to-parcel access. Develop appropriate setback requirements. Better management of corridor aesthetics.</p>			

**T H O M A S V I L L E**

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	may be pertinent in a given corridor.				
7	<p><b>Develop Scenic Corridor Overlay zoning.</b></p> <ul style="list-style-type: none"> <li>- Scenic corridor overlays can be used to preserve scenic roadways, as well as limit the amount of commercial development along the corridor.</li> <li>- Limiting typical strip commercial would also allow the roadway to maintain optimal traffic flow.</li> </ul>	To protect existing scenic entryways to the City of Thomasville.			
8	<p><b>Develop Historic Downtown Overlay zoning to encourage loft development.</b></p> <ul style="list-style-type: none"> <li>- Incentives may be offered through an overlay to increase the number of people living downtown and encourage residential development in downtown.</li> </ul>	Existing zoning allows residential development, but does not encourage it.			
9	<p><b>Create Traditional Neighborhood Development (TND) zoning category or overlay district.</b></p>	Would allow for new residential developments to reflect the historic character found in the City, replicating the historic neighborhoods in other parts of the City.			
10	<p><b>Develop Neighborhood Commercial District applicable to neighborhood activity centers.</b></p> <p> See Illustration 2</p> <ul style="list-style-type: none"> <li>- Community involvement should determine where such developments are appropriate and what uses are desirable.</li> </ul>	To allow for the development of small-scale commercial, institutional, civic development in neighborhood activity centers.			

**T H O M A S V I L L E**

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11	<p><b>Develop effective Planned Unit Development (PUD) zoning category.</b></p> <ul style="list-style-type: none"> <li>- PUD categories should include performance standards to ensure developments are appropriate.</li> </ul>	Allows for innovative design and street layouts.			
12	<p><b>Create Traditional Mixed-use Zoning Designation.</b></p> <ul style="list-style-type: none"> <li>- A traditional mixed-use zoning designation may be required to foster mixed-use development. Existing zoning categories mostly prohibit such development.</li> </ul>	Allows for innovative mixed use design.			
13	<p><b>Develop Conservation Subdivision Ordinance.</b></p> <ul style="list-style-type: none"> <li>- Conservation subdivision ordinances allow for cluster development. They should be located at the urban fringe and, when possible, permanently protected open spaces should be linked.</li> </ul>	Provides green buffer between existing development and undeveloped County. Contributes to community greenspace.			
14	<p><b>Include open space requirements in Cluster Zoning designation.</b></p> <ul style="list-style-type: none"> <li>- Clustering allows developers to build the same number of units under existing zoning while leaving a portion of the development as open space.</li> <li>- Cluster development reduces land preparation costs.</li> </ul>	Provides community open space in clustered development. The existing zoning category does not include an open space requirement that is typical in these zoning categories.			
15	<p><b>Develop infill development ordinance/design guidelines.</b></p> <ul style="list-style-type: none"> <li>- An infill ordinance should specify design guidelines and maintain development standards to ensure compatibility.</li> </ul>	To protect continuity of existing neighborhoods.			

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	<b>Recommendation</b>	<b>Why Necessary</b>	<b>Status</b>	<b>Responsible Party</b>	<b>Notes</b>
16	Include sidewalk requirements in Subdivision Regulations to increase pedestrian activity.	No existing sidewalk requirement.			
17	Reduce minimum block length in Subdivision Regulations to allow for pedestrian-friendly developments.	Existing block length does not encourage pedestrian circulation/walkable neighborhoods.			
18	Encourage street connectivity in Subdivision Regulations to alleviate reliance on major streets and increase travel options for pedestrians and vehicles.	Will provide a more complete network of streets.			
19	Reduce minimum street width requirements in residential areas.	Travel speeds are too high on existing residential streets. Reduce amount of land dedicated to impervious surface. Improved neighborhood design.			
20	Include traffic calming measures in residential design review.	Reduce speeds in residential areas and to provide opportunity for more greenspace/landscaping. Particular attention should be given to residential development near major arterials.			
21	Increase transition buffers/side buffers in commercial districts to at least 10' including planting requirements.	Existing buffers (6') are not adequate.			
22	Develop screening requirements between land uses.	Better separation of incompatible uses (e.g., General Commercial and Residential).			
23	Reduce minimum lot area per dwelling unit in R-TH zoning to 2,000 sq ft.	Existing minimum lot size requirement is too large (6,000 sq ft.).			
24	Develop better code enforcement procedures for rental properties.	To improve appearance/safety of rental properties. To better maintain overall neighborhood appearance/safety. Utility disconnection should trigger code enforcement review.			

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25	<p><b>Downzone commercial properties (not abutting roadway) to better protect stable residential areas.</b></p> <ul style="list-style-type: none"> <li>- Identify and rezone residential properties not on major corridors that are currently zoned commercial.</li> </ul>	<p>Protect existing stable neighborhoods. Reduce likelihood of commercial encroachment.</p>			
26	<p><b>Create a Land Bank Authority.</b></p>	<p>Entity required to allow for the transfer of property from governments to non-profit corporations. Land banks are critical in comprehensive redevelopment efforts.</p>			
27	<p><b>Alter existing demolition program / Add 'Board-Up' policy and program.</b></p> <ul style="list-style-type: none"> <li>- Code enforcement should aim to stabilize structures prior to demolition.</li> </ul>	<p>Existing demolition program/strategy undermines integrity of existing neighborhoods. Development occurring on cleared lots may be inappropriate in existing neighborhoods.</p>			
28	<p><b>Strengthen existing sign regulations.</b></p> <ul style="list-style-type: none"> <li>- Revised ordinance should include height restrictions tied to frontage of commercial developments.</li> <li>- Scenic corridors may require additional restrictions.</li> </ul>	<p>To better reduce visual clutter.</p>			
29	<p><b>Create a Utility Extension Policy.</b></p> <ul style="list-style-type: none"> <li>- Consider an assessment or impact fee to pay for extension of utility services as a way for new growth to pay for itself and discourage sprawl development.</li> </ul>	<p>Utility fees and rates are structured so that in-town customers pay lower rate than out-of-town customers. This works well for encouraging development in town over development on the outskirts, but needs to have a rational basis to avoid being considered arbitrary under the Development Impact Fee Act. Also, utility reserve funds are funded by current ratepayers. These accounts fund utility extensions among other things. This puts the cost of new growth on existing ratepayers.</p>			



## Corridors & Gateways

	Recommendation	Why Necessary	Status	Responsible Party	Notes
30	<p>Develop a wayfinding system using a hierarchical system of signs all using the rose logo.</p> <p> See Illustrations 3 &amp; 4</p> <p>- Graphically coordinated variations would include major welcome signs at entryways, directional signs for scenic entry routes and individual attraction signs pointing out individual businesses and attractions.</p> <p> See Illustration 5</p>	<p>Help visitors find downtown from any entryway, and direct tourists to see the best of Thomasville. From Tallahassee (US 319 South), use Pine Tree Blvd to Old Monticello Road to South Broad. From Monticello (US 19 South), use Old Monticello Road to South Broad. From Albany (US19 North) and Moultrie (US 319 North), use Remington Avenue. From Cairo (US 84 West), use Old Cairo Road to North Blvd to North Broad. From Quitman and Valdosta (US 84 East), decide between either Old Monticello (more scenic) or Remington Avenue (more convenient).</p>			
31	<p>Identify scenic entry corridors from each direction and route visitors and tourists to downtown via these routes using the wayfinding system of attractive, appropriately scaled signage.</p> <p> See Illustration 5</p>	<p>It will take several years to fully to revitalize some of the older commercial corridors. This plan will give visitors and tourists a positive impression of Thomasville's historic architecture until the city's longer range commercial corridor development goals can be accomplished. Scenic gateway alternatives to the current entry routes include: Old Monticello Road to South Broad Street; Remington Avenue; Old Cairo Road to North Blvd to North Broad Street; Business 84 West to North Blvd to North Broad Street.</p>			

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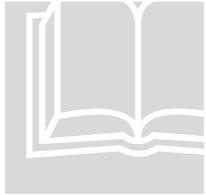
	Recommendation	Why Necessary	Status	Responsible Party	Notes
32	<p>Study and establish appropriate corridor setbacks based on value of existing building stock and desired visual character for each commercial corridor. Based on this analysis, amend infill regulations in these areas to bring commercial buildings closer to the street where possible, and minimize the visual impact of parking lots by screening, moving parking to sides and back of buildings, etc.</p> <p> See Illustrations 6 &amp; 7</p> <ul style="list-style-type: none"> <li>- Areas with major investments in fairly new and attractive buildings that are 100 feet back from the roadway may be appropriate for lush plantings in lawn areas whereas, in declining corridors with obsolete, lower value structures and lots of vacant or underutilized parcels may be more financially feasible candidates for moving buildings closer to the street.</li> <li>- Prioritize investments in older corridors that have the most potential to be used by pedestrians--areas adjacent to stable neighborhoods and higher population density. Require (and invest in) pedestrian amenities zones with crosswalks and safety features, sidewalks, attractive lighting, benches and appropriate landscape treatment.</li> </ul>	<p>By focusing on one or two promising corridors to start, the city can illustrate its corridor design concepts to the public and development community creating noticeable impact that can be used as examples in phase two corridors.</p>			
33	<p>Require a minimum 3 ft. landscape strip between the curb and the sidewalk, where sidewalks are planned. In commercial areas, make sidewalks wide enough for two or three pedestrians to walk abreast.</p>	<p>Studies prove that sidewalks directly adjacent (attached) to roadways are more dangerous and used less by pedestrians. They also create the visual impression that the road is even wider than the traffic lanes.</p>			

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Recommendation		Why Necessary	Status	Responsible Party	Notes
34	Minimize or eliminate the use of decel lanes on commercial corridors.	Decel lanes are generally unnecessary on arterial corridors if road design speed is appropriate and disrupt planning for consistent street tree placement.			
35	Identify areas where traffic calming could support existing neighborhoods or enhance livability of planned mixed-use areas.				
36	Work with DOT to landscape medians along five lane segments of US 319 and 84.  See Illustration 8				
37	Create a landscape palette of appropriate trees and shrubs for use on corridors and gateway routes. If possible, incorporate this plant list in the city's tree ordinance and general parking lot landscape requirements.  See Illustration 9  See Plant Palette in Appendix - Palette should include live oaks and magnolias (for lawn areas and right-of-way with no overhead power poles) evergreen hedges 4 to 6 ft. in height such as myrtles and hollies (to screen front parking lots) and larger broadleaf and needle bearing evergreens such as Japanese Black Pines and Leyland Cypress to create side buffers between high intensity uses. A variety of palms should be incorporated along with accent and specimen trees that exhibit good fall color and/or spring blooming characteristics.	Using a mix of horticultural materials suited for Thomasville's climate and roadway conditions will ensure longevity, avoid deforming trees by pruning to accommodate power lines (by planting things with final height and spread in mind) and create a sense of design identity for the community.			

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	Recommendation	Why Necessary	Status	Responsible Party	Notes
38	<p>Create a detailed landscape plan for the Jackson Corridor. Plant trees from city's plant palette in right-of-way and approach private property owners about allowing the city to install trees on their frontage property.</p> <p> See Plant Palette in Appendix</p>				
39	<p>Make liberal use of side buffers in newly developing and retrofitting commercial corridors. Require evergreen side buffers for most commercial subdivisions of land and where land is rezoned for higher intensity uses and provide incentives for existing business owners who agree to add buffers to existing properties.</p> <p> See Illustration 10</p> <ul style="list-style-type: none"> <li>- Highway 84 at the city limits is a particularly vulnerable area which should have buffer requirements in place as soon as possible.</li> </ul>	<p>These buffers should still have gaps to allow for interparcel connectivity, but could be very useful in reducing the visual impact of car dealerships, manufactured housing sales lots, flea markets, large industrial metal buildings, or junk auto storage.</p>			
40	<p>Invest more money in landscape and tree maintenance along corridors and provide advanced training for city horticultural staff. Consider retaining the services of a trained arborist.</p>	<p>If the city is going to continue using roses as a theme it is important to make sure they are healthy and thriving. Also, with a new tree ordinance there will be greater need for arborist services.</p>			
41	<p>Continue to camouflage chain link fences with climbing roses, but also add honeysuckle and other evergreen shrubs.</p>	<p>This will cover fences more thoroughly and keep them attractive even when roses are not blooming.</p>			
42	<p>Create a GIS map showing buried lines and overhead utility line placement and height on major transportation corridors and make this available to development review personnel and the city's Tree Board.</p>	<p>This can be used to determine and negotiate the size, variety and placement of specific landscape materials when grants are prepared or developers bring site plans for approval.</p>			

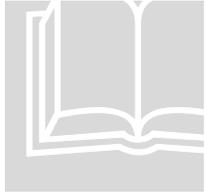


## Greenways & Trails

	Recommendation	Why Necessary	Status	Responsible Party	Notes
43	<p>Create an on-road bike tour route for downtown and surrounding historic neighborhood and create a brochure identifying architectural attractions along the route.</p> <p> See Illustrations 11 &amp; 12</p>	Promotes regional tourism			
44	<p>Identify the city's most scenic arterial roads for potential new sidewalks, bike, and walking trails.</p> <p> See Illustration 11</p>	These routes would serve both residents and tourists.			
45	<p>Define bike routes that would link leisure time and recreational destinations--libraries, neighborhood centers, health facilities, schools, parks, cultural venues, etc.</p> <p> See Illustration 11</p>	Provide opportunities for children, elderly residents, and families to have fun and get exercise without having to drive.			
46	<p>Link industrial park and some commercial areas to the rest of the bike system.</p> <p> See Illustration 11</p>	Allow workers with transportation challenges to bike to work and shopping.			

THOMASVILLE

	Recommendation	Why Necessary	Status	Responsible Party	Notes
47	<p>Link trails to county's designated scenic roadways at New Hope Road and Twelve Mile Post Road.</p> <p> See Illustration 13</p>	<p>Preserving these routes in their current unpaved condition already has strong public support in the county, so including them in the overall trail system will make the overall concept more politically popular.</p>			
48	<p>Create a multi-purpose asphalt ring trail around the entire city using Pinetree Blvd. As many sections as possible should be nicely landscaped and separated from the road.</p> <p> See Illustrations 11, 14, &amp; 15</p>	<p>Multimodal transportation opportunities for residents and workforce.</p>			
49	<p>Approach private property owners about off road trail easements, and educate the community about taking advantage of conservation tax credits.</p>	<p>Reduce public funding needed for ROW acquisition.</p>			
50	<p>Give priority to acquiring right-of-way in environmentally sensitive areas as trail system evolves. Look for opportunities to put trails along streamside riparian buffer areas.</p> <p> See Illustration 15</p>	<p>Land that is otherwise unsuitable for development can be put to excellent recreational uses.</p>			
51	<p>Create linkages between local trail systems, state designated bike routes (Hwy 122) and existing trails in neighboring communities (Moultrie in particular.)</p> <p> See Illustration 13</p> <ul style="list-style-type: none"> <li>- Explore the potential for using the CSX right of way to Moultrie.</li> <li>- Work with regional tourism partners to link with Moultrie's greenway.</li> <li>- Set up meetings with Cairo about connecting to their local trails.</li> </ul>	<p>Promotes regional tourism</p>			



## Downtown Development

	Recommendation	Why Necessary	Status	Responsible Party	Notes
52	<p>Develop the "Mitchell House" into upscale residential upper floor living.</p> <p> See Illustration 16</p>	<p>Creating residential living space in the core business district is a crucial component of maintaining a vibrant growing downtown business district. Will help to develop a core group of residents to support downtown commercial businesses. It is also a critical element of those quality of life issues which drive economic development for our entire community, as well as helping to spur on further loft development.</p>			
53	<p>Provide a parking deck to serve parking needs of downtown workers, while providing opportunity for a restaurant/retail commons area.</p> <p> See Illustrations 17, 18, 19, &amp; 20</p>	<p>Addition of downtown office space creates need for increased worker parking. A parking study should be conducted to inventory parking as well as determine future locations for parking lots.</p>			
54	<p>Adapt the current façade grant program to include back facades that face public thorough fares.</p>	<p>Encourages aesthetic improvements to rear façades of existing buildings.</p>			
55	<p>Enhance citizen access to information by expanding the library and retrofitting the existing facility to serve as a community center.</p> <p> See Illustrations 21, 22, 23, &amp; 24</p>	<p>Provides needed space for community gatherings while meeting Library's existing plan for future growth.</p>			

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56	<p>Conduct an arts/entertainment assessment to gain citizen input for the development of leisure time activities in the downtown area.</p> <ul style="list-style-type: none"> <li>- Encourage collaboration between local groups and organizations in developing complimentary community programs.</li> </ul>	Provides information for future planning.			
57	<p>Develop the West Jackson/ Stephens Street area of downtown into an entertainment district, utilizing the Stephens Street Warehouses as a catalyst for development of the district.</p> <p> See Illustrations 25 &amp; 26</p> <ul style="list-style-type: none"> <li>- Area is in close proximity to other cultural venues, can provide opportunities for development of nightlife and other retail.</li> <li>- Parking in this area should be included in parking study.</li> </ul>	Utilize an under-developed commercial area, bridging the gap between underserved community neighborhoods and downtown.			
58	Restore original brick street surface on West Jackson Street to slow traffic in order to provide a more pedestrian-friendly district.	Safety.			
59	Expand existing signage and wayfinding system in downtown areas.	Provides identity and continuity throughout the area.			
60	Include pedestrian elements, such as windows and doors facing the public right-of-way in future infill development.	Encourages a more pedestrian friendly environment.			
61	Continue streetscape and sidewalk improvements to improve walkability of downtown.	Encourages a more pedestrian friendly environment.			



**Neighborhoods**

	Recommendation	Why Necessary	Status	Responsible Party	Notes
62	<p>Implement Workforce Housing Partners Organization structure.</p> <p>☐ See “Workforce Housing Partner Organizational Structure” in Appendix</p> <ul style="list-style-type: none"> <li>- Definition: Workforce Housing - Encompasses housing that meets the needs of all income levels. For people that are currently in the workforce, retirees and individuals on fixed incomes.</li> </ul>	<p>Can be implemented the fastest and has optimum access to housing and related funds</p>			
63	<p>Create Infill Development Guidelines for every neighborhood.</p> <p>✍ See Illustration 27</p> <ul style="list-style-type: none"> <li>- Do not move houses from the neighborhoods to put into another neighborhood as you are changing the historic fabric of the neighborhood.</li> <li>- Appropriate architectural details, approximate square footages, and important details should be listed for each neighborhood.</li> <li>- Update zoning codes to allow infill to match existing development.</li> </ul>				

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64	<p>Place a moratorium on housing demolition.</p> <ul style="list-style-type: none"> <li>- To date, all options to prevent demolition have not been investigated to allow partners to develop plans for salvation. Review codes for alternatives to demolition. Demolition funds could be used to board up structures.</li> <li>- Evaluate existing housing inventory with new housing standard definitions and add historic structure designation index.</li> <li>- Adopt Board up Policy &amp; Procedures until plan can be finalized.                             <ul style="list-style-type: none"> <li>- Utilize Land Bank Authority.</li> <li>- Review Valdosta's policy; provide adequate ventilation.</li> </ul> </li> </ul>				
65	<p>Amend the housing element of the city's Comprehensive Plan to more thoroughly address workforce housing.</p> <ul style="list-style-type: none"> <li>- Utilize % of home ownership, low and moderate income residents, and the % of housing at risk to determine need.</li> <li>- Concentrate partner's efforts in one area at a time to maximize results.</li> </ul>	Neighborhood prioritization.			
66	<p>Investigate neighborhood edges that are zoned commercial due to proximity of commercial corridor and bring it back to conformance by down zoning existing homes to residential from commercial designation. Properties may be located along corridors or near downtown business district.</p>				

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67	<p>Create landscape requirements for Infill Development whether for single family, cluster, or multi-family. Victorian Oaks is a good example of a dense development with appropriate amount of landscaping.</p> <ul style="list-style-type: none"> <li>- Discourage clear cutting.</li> </ul>				
68	<p>Enforce existing codes to reduce number of substandard housing units.</p> <ul style="list-style-type: none"> <li>- Conduct routine inspection if housing is rental. If substandard do not turn utilities on between tenants until home is brought up to code. The cities of LaGrange and Valdosta have good examples to emulate.</li> <li>- Increase code violation identification/investigation. Creative increase in that category can be accomplished by cross-training other city personnel, such as police &amp; fire.</li> </ul>				
69	<p>Introduce traffic calming techniques in all neighborhoods.</p> <ul style="list-style-type: none"> <li>- Could include 4-way stops, bump outs, enforcement of neighborhood speed limits, on-street parking, round-a-bouts, and striped cross walks.</li> <li>- Conduct Traffic Management &amp; Pedestrian Study.</li> </ul>				
70	<p>Put sidewalks in every neighborhood.</p> <ul style="list-style-type: none"> <li>- Prioritize along heavily traffic routes.</li> </ul>	<p>Children are walking to school in the middle of the street.</p>			

**T H O M A S V I L L E**

Recommendation		Why Necessary	Status	Responsible Party	Notes
71	<p>Identify areas in the community for higher residential density.</p> <p> See Illustration 28</p> <ul style="list-style-type: none"> <li>- New workforce housing is needed, but should be sympathetic to existing neighborhoods.</li> <li>- Make it a component of the Workforce Housing Master Plan.</li> </ul>				
72	<p>Thomas County should adopt the same policies as recommended for Thomasville and definitions for substandard housing, demolition moratorium, code enforcement, and conduct a housing inventory.</p> <ul style="list-style-type: none"> <li>- A joint City/County Planning &amp; Zoning Commission is strongly recommended. A comprehensive county-wide Workforce Housing Effort will have the most success. It should be a component of a joint Comprehensive Plan.</li> </ul>				
73	<p>Conduct a formal survey of historic resources throughout Thomasville. This will identify potential districts and individual buildings to be protected through local regulations and listed in the Georgia Register of Historic Places and the National Register. Possible National Register districts include: a) Cherry Street; b) Glenwood; c) Dewey City; d) McClaughlin Heights; e) Park Avenue; and f) Fletcherville Amendment.</p> <p> See Illustration 29</p>	<p>The benefits of National Register Designation include federal income tax credits for building rehabilitation and state property tax abatements for rehabilitation. There are no restrictions on National Register properties, unless federal funds or permitting are involved in any project that includes a historic resource.</p>			



**Large Institutions/Sites**

	Recommendation	Why Necessary	Status	Responsible Party	Notes
74	<p>Work with car lot at corner of College and West Jackson to relocate Diversion Center if it closes, thus creating large parcel along West Jackson for commercial/retail redevelopment.</p> <p> See Illustration 30</p> <ul style="list-style-type: none"> <li>- Provide protection measures for Imperial Hotel and residence next to it that will be in center of parcel.</li> <li>- Compatible design and landscaping should be encouraged here as well as elsewhere along this corridor.</li> </ul>	<p>This will create space for neighborhood commercial development to serve adjacent residential neighborhoods as well as drive-up. It will remove unattractive development along major entryway.</p>			
75	<p>Create large parcel adjacent to downtown between Stevens Street and railroad tracks at West Jackson and Clay Street at West Clay Street for possible institutional use. This will involve relocation of Florida Rock facility. (Potential brownfield redevelopment site.)</p> <p> See Illustration 30</p> <p> See "10 Steps for Initial Consideration of a Brownfield Redevelopment" in Appendix</p>	<p>There is need for redevelopment of that area of West Jackson to enhance usability of existing properties and provide for large institutional development.</p>			

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	Recommendation	Why Necessary	Status	Responsible Party	Notes
76	<p>Work with Flint River Yard to trade another spot that is on the rail spur, yet off of the corridor for their current parcel. (Potential brownfield redevelopment site.)</p> <p> See Illustration 30</p> <p> See "10 Steps for Initial Consideration of a Brownfield Redevelopment" in Appendix</p>	<p>Visible from West Jackson entry corridor, and across from historic depot which needs to be used for something tourism related.</p>			
77	<p>Obtain control of the Georgia Crate/lumber mill site if it is closing/downsizing. (Potential brownfield redevelopment site.)</p> <p> See Illustration 30</p> <p> See "10 Steps for Initial Consideration of a Brownfield Redevelopment" in Appendix</p>	<p>Due to its location on corridor, at important intersection, development on site needs to be controlled.</p>			
78	<p>Encourage private redevelopment of Coats and Clark mill, with local incentives. Potential uses include multifamily housing, either rental or condo; mix of retail/commercial with housing; offices for some corporate headquarters. Other possible use would be hotel/conference center, or incubator space for assorted fledgling businesses. Access to the railroad should be seen as a plus. Demolition of mill with disposal will cost approximately \$500k. and probably more. (Potential brownfield redevelopment site.)</p> <p> See Illustration 30</p> <p> See "10 Steps for Initial Consideration of a Brownfield Redevelopment" in Appendix</p>	<p>This is a large industrial white elephant sitting on major entry corridor, vacant through no fault of locals. Needs to be enhanced and reused. With State stress on entrepreneurial development, this might be a perfect space to create entrepreneur development center, with State incentives for entrepreneurial development and with technical assistance from GA Tech and UGA SBDC. DITT contact Chris Clark, DITT Atlanta.</p>			
79	<p>Investigate possible uses as light industrial or commercial for the 12-acre site available at the</p>	<p>This property anchors this area, and can provide a break between commercial along US 84,</p>			

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	Recommendation	Why Necessary	Status	Responsible Party	Notes
	<p>corner of Pinetree Boulevard and Metcalf Avenue, to serve the adjacent residential area with landscape buffering around all sides.</p> <p> See Illustration 30</p>	<p>industrial along Metcalf Avenue and residential on Pinetree Boulevard.</p>			
80	<p>Develop vacant warehouse on Metcalf Avenue, across from rear of Coats and Clark Mill as an associated site across rail tracks from mill if the mill is used for industrial or incubator purposes.</p> <p> See Illustration 30</p>	<p>.</p>			
81	<p>Encourage redevelopment of the Food Lion strip center at Pinetree Boulevard and West Jackson with another grocery store to serve the south end of the city and adjacent county residential areas. Allows for PUD/mixed-use development at this major intersection to tie into multi-family on Pinetree Boulevard behind parcel and additional residential along the Boulevard, and out Metcalf Road, Springhill Road and on Tallahassee Road.</p> <ul style="list-style-type: none"> <li>- Additional parcels behind and adjacent to property could be combined into larger parcel for mixed-use development.</li> <li>- Create a Redevelopment Zone for added ordinance, regulation, best use of vacant properties and funding.</li> </ul>	<p>Vacant strip center at southern entrance to town is not attractive and gives appearance of the community not caring about their "first impression."</p>			
82	<p>Locate associated/supplier industries on small parcels available on Roseway off Cairo Road, by Americold and Caterpillar facilities and across Cairo Road between there and GA 3 along truck route.</p> <p> See Illustration 30</p>				

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	Recommendation	Why Necessary	Status	Responsible Party	Notes
83	<p>Investigate reuse of parcel along railroad tracks near corner of Hansell Street and Smith Avenue, between Veterinarian office and railroad tracks parallel to railroad tracks down to Hancock Center at overpass.</p> <p> See Illustration 30</p>	<p>Unattractive, blighted, vacant commercial facility presents opportunity for health/safety problems, particularly due to proximity with Paradise Park, on path from Thomasville High School.</p>			
84	<p>Rehabilitate and reuse the old Hudson auto dealership (Art Moderne building), at the corner of Madison and Calhoun as neighborhood commercial or office. Church across street or Salvation Army facility might consider purchasing, rehabilitating and using for offices, meeting facilities, etc. Building is architecturally important and needs to be saved and rehabilitated.</p>	<p>This is a very unique building and one of few notable 1920's vintage buildings in town.</p>			



**Economic Development**

	Recommendation	Why Necessary	Status	Responsible Party	Notes
85	<p>Increase cooperation and build trust between the city and county governments.</p>	<p>For the continued growth and prosperity of Thomasville/Thomas County, it is imperative that the city and county governments continue to work at finding ways to increase cooperation and build trust and communication between the entities.</p>			
86	<p>Amend the economic development element of the city's Comprehensive Plan to increase cooperation and build trust between the city and county governments, consider developing new industrial sites, publicizing economic development successes, establishing an entrepreneurial support effort, and coordinating community information packets to ensure the continued success of the economic development efforts in the region.</p> <ul style="list-style-type: none"> <li>- The strategic plan development process should be participatory, with input from a broad range of community members including community leaders, stakeholders (including city, county, chamber, Payroll Development Authority and Downtown Development Authority), and citizens.</li> <li>- Ideally, there would be a community</li> </ul>	<p>Currently the city and county planning functions do not overlap. The community should initiate a community economic development strategic planning process to establish goals, objectives, and related action steps.</p>			

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	<b>Recommendation</b>	<b>Why Necessary</b>	<b>Status</b>	<b>Responsible Party</b>	<b>Notes</b>
	<p>visioning process open to the public where the community is allowed to provide input into the plan.</p> <p>- A key component in the strategic planning process is a detailed assessment of where the community currently stands from an economic development perspective.</p> <p><input type="checkbox"/> See "<i>Community Economic Development Readiness Assessment</i>" in Appendix</p>				
87	<p>Establish an entrepreneurial support effort.</p> <p><input type="checkbox"/> See "<i>Community Economic Development Readiness Assessment</i>" in Appendix</p>	<p>Entrepreneurial development has great economic development potential for Thomasville/Thomas County. Thomasville has a history of entrepreneurial companies including Flowers Industries, Archbold Medical Center, Balfour Lumber, Metal Buildings, Inc., and Staffords. Home-grown companies are great companies to have in your community. They will stay and expand because their roots are in the community and they are likely to be good corporate citizens. And because they already know your community, local entrepreneurs don't worry about the factors that may discourage outside companies.</p>			
88	<p>Publicize economic development successes within the community.</p> <p><input type="checkbox"/> See "<i>Community Economic Development Readiness Assessment</i>" in Appendix</p>	<p>Thomasville/Thomas County has one of the most successful Economic Development programs in south Georgia. Publizing successes will help build support for economic development . And it will give citizens a reason to support new economic development initiatives.</p>			
89	<p>Consider developing new industrial sites.</p> <p>(This has tax implications which should be carefully considered as new sites are developed. If a new park is annexed into the</p>	<p>The community should consider developing new industrial sites because its current industrial parks are nearing capacity. Plantation Oaks is 90% full and new space will be needed in the near future. Because of lack of potential</p>			

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	Recommendation	Why Necessary	Status	Responsible Party	Notes
	<p>city then the county school system will lose the tax revenue generated by the investment in the park and would have to educate the majority of students in households that move into the county as the results of new industry (84% of the new households in the 1990s were in the county outside the Thomasville). The county may have resistance because of this reason. One solution may be to not annex the site but let the city provide the utilities to the site. That way both city and county win.)</p> <p> See "Community Economic Development Readiness Assessment" in Appendix</p>	<p>industrial land within the city limits, potential new industrial park sites will probably be on land that is currently outside the city limits.</p>			
90	<p><b>Expand and diversify use of Farmers Market.</b></p> <p> See Illustration 31</p> <ul style="list-style-type: none"> <li>- In addition to agricultural products, add horticultural items, more diverse plant products to include heirloom rose stock and seed suppliers, tropicals, unique species, even to include weekend flea market for antiques and collectibles.</li> <li>- Remove all chain link fencing on the Hansell and Smith corridors around the Farmers Market.</li> <li>- Relocation of transfer truck loading docks within the Farmers Market to allow for the expanded utilization of the property.</li> </ul>	<p>Facility is underutilized which leads to the community belief that the facility is unnecessary. Historically, this has been a hub of community activity, social interaction, tourism, promotion of the regions agricultural assets, and overall economic health of the community.</p> <p>This is to enhance the visual appeal and marketability of the property. The current appearance creates the question are you fencing something in or keeping people out. This is a physical and visual barrier to the consumer.</p> <p>Adds to the visual appeal. Reorganization/Reallocation of existing footprint allows for upgrading existing</p>			

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	Recommendation	Why Necessary	Status	Responsible Party	Notes
	<p><input type="checkbox"/> See “<i>Community Economic Development Readiness Assessment</i>” in Appendix</p>	<p>restaurant and addition of expanded retail use mentioned above.</p>			
<p>91</p>	<p>Investigate reuse of Coats &amp; Clark building.</p> <ul style="list-style-type: none"> <li>- Begin committee selection immediately; feasibility analysis, market analysis in 2004, construction when funding is secured. Initial consideration of a Brownfield Redevelopment; “10 Questions” immediately.</li> <li>- A committee to determine the best and economic feasibility of adaptive reuse should be formed locally.</li> <li>- This would make an excellent Brownfield project with associated grants, tax credits and liability releases. On site contamination very likely.</li> <li>- Future uses residential, commercial office space, retail.</li> </ul> <p><input type="checkbox"/> See “<i>Community Economic Development Readiness Assessment</i>” in Appendix</p>	<p>Facility will continue to deteriorate unless put to appropriate use.</p>			

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