



Hogansville, Georgia



**REDEVELOPMENT PLAN
2018**





Hogansville, Georgia



CORRIDORS

**REDEVELOPMENT PLAN
2018**



ACKNOWLEDGEMENTS

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CALLAWAY FOUNDATION, INC.
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Thank you to the Callaway Foundation, Inc. for their support on this Hogansville Corridors Redevelopment Plan, and for their continued investment in Troup County communities.

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WEST CORRIDOR

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NORTH CORRIDOR

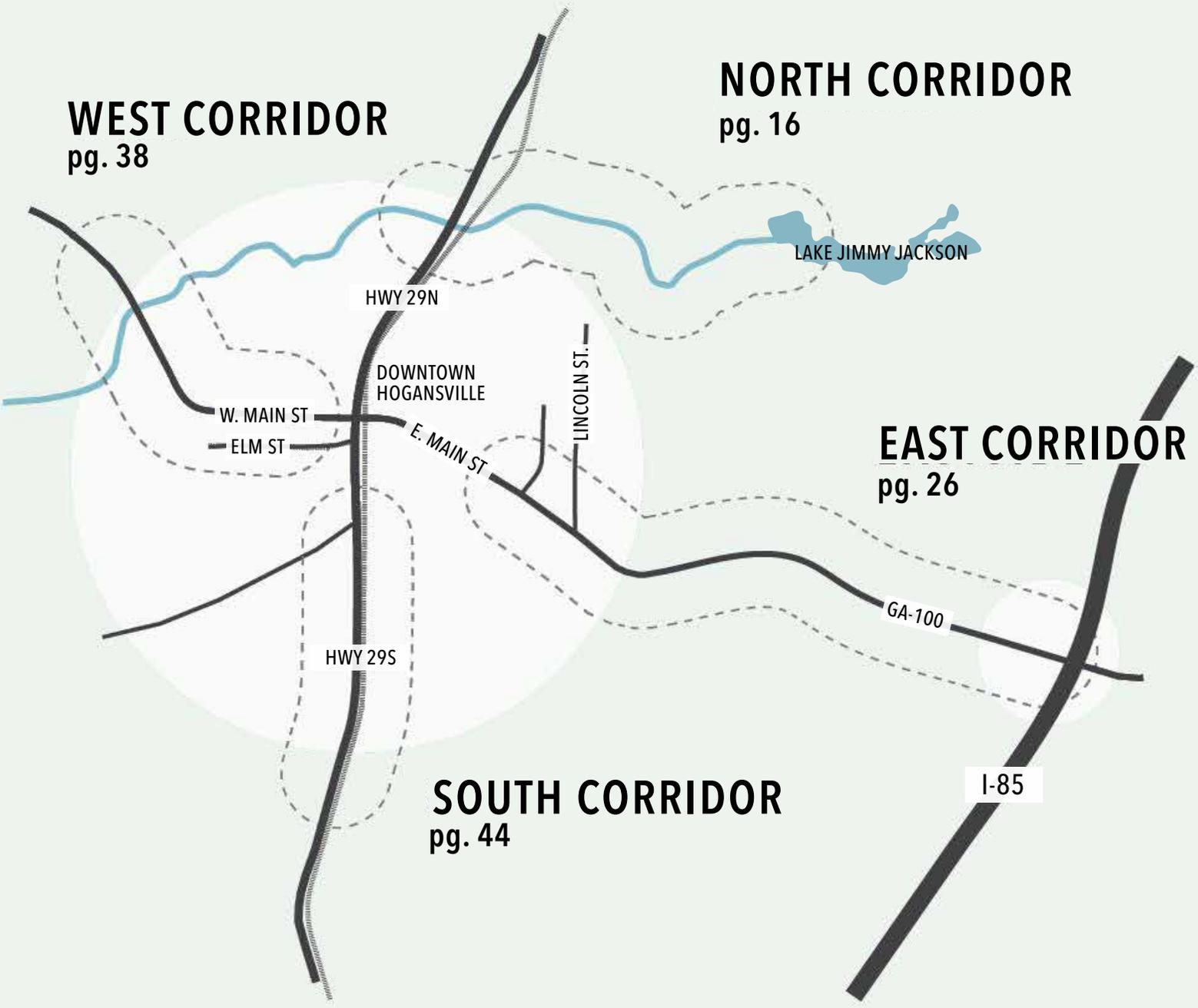
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EAST CORRIDOR

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SOUTH CORRIDOR

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PROJECT OVERVIEW

What Is The Hogansville Corridors Redevelopment Plan?

The City of Hogansville is recognized as a beautiful, historic downtown and home of the annual Hummingbird Festival. Its many other assets include the Royal Theater, train depot, amphitheater, Lake Jimmy Jackson, and elementary school, all in proximity to downtown. The Corridors Redevelopment Plan is intended as a complementary document to the 2018 Hogansville Downtown Master Plan. By examining assets (both natural and man-made) outside of the historic downtown area and connections between those assets and downtown, the project team aimed to create a set of improvement recommendations that link with ones contained in the Downtown Master Plan, generating a citywide set of aligned priorities that advance civic pride, further investment in neighborhoods and businesses, and strengthen the identity of Hogansville.

PROJECT OVERVIEW

What Is The Hogansville Corridors Redevelopment Plan? (continued)

Hogansville’s downtown is an anchor, serving but mutually served by, recreation, historical, and cultural assets elsewhere in the city that reinforce the community’s character. Recognition of this relationship between downtown and community assets elsewhere through active investment of funds, planning priorities and marketing is critical to continue retaining residents and businesses, while attracting new residents, businesses and visitors. Accordingly, this plan utilizes the concept of corridors to both describe and present the importance of recommendations for strengthening the mutual benefits of downtown to assets outside of downtown.



Hogansville Downtown

What Should the Plan Provide?

Through a planning and design effort targeted towards corridors and thoroughfares, the project team intended to uncover opportunities for public, private and nonprofit sectors to advance civic pride, investment in neighborhoods and businesses, and strengthen the identity of Hogansville.

- This plan will identify assets that need attention - whether it be a specific site or building, and provide recommendations for improvements at this location
- This plan will help link Hogansville's assets to each other, through identity and branding and/or physical connectivity
- This plan will build on existing momentum within the city, and define and elevate projects for near-term investments

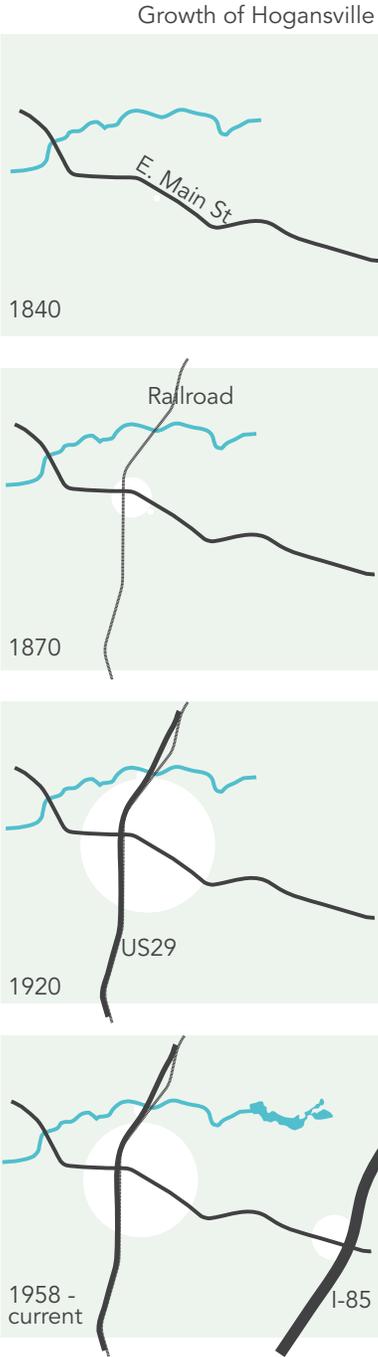
PROJECT OVERVIEW

History of the Transportation Corridors

Hogansville is named after William Hogan, who owned two of the original land grants in this area. His land lots included what is now Main Street, from Church Street east to Mountville Road, and what is now the mill and part of the mill village. When Hogan and other landowners provided the right of way to the Atlanta-West Point Railroad in the 1840s, Hogan gave 150 feet at the crossroads with the stipulation that a train depot be built there. His foresight in this grant was the beginning of the town, long before it was incorporated in 1870.

A cotton mill was built north of the station, and the workers lived in a mill village on the other side of the tracks. The town grew east from the train station along the existing road, now Georgia Highway 100. Hogansville's historic downtown comprises a rich architectural heritage, including an art-deco styled movie theater, Neoclassical and Gothic churches, and the Victorian Grand Hotel.

During the 1920s, Highway 29 was built to connect the City of Atlanta to West Point, Georgia for vehicular travel, often paralleling the rail line. In 1958, Interstate 85 was constructed east of Hogansville, drawing auto traffic away from the downtown in favor of the high-speed highway.



History of the Ecological Corridors

Yellow Jacket Creek originates south of the Town of Moreland in Coweta County, and flows in a southwesterly direction through northeast Meriwether County into Troup County where it reaches the backwaters of West Point Lake on the Chattahoochee River. The creek passes through the city limits of Hogansville in northeast Troup County on its way.

The watershed for Yellow Jacket Creek contains a mixture of agricultural, urban, and forest lands (excerpt adapted from TMDL Implementation Plan by GA EPD, 2006). Yellow Jacket Creek has been classified by the state as an impaired stream due to contamination by fecal coliform. Because of this, several protections were placed at the county and city levels. For instance, the community has adopted both a zoning overlay and erosion and sediment control ordinance that is intended to protect water quality by restricting land uses and limiting land disturbances.

HISTORY OF LAKE JIMMY JACKSON

The Blue Creek Reservoir covers around 100 acres and is just north and east of Hogansville's downtown. This reservoir was historically a recreation area for many years, until it was used as a drinking water source for the city. By 2008, the city began importing treated water from Coweta County and the City of LaGrange. The reservoir has been renamed "Lake Jimmy Jackson" after a prominent city mayor. The City owns land on the west side of the lake, and is currently breaking ground on a recreation area, complete with drinking fountains, a boat launch, rest rooms, and parking.



Bridge over Yellow Jacket Creek on US29



Yellow Jacket Creek near Corinth Road



Lake Jimmy Jackson
(photo from the LaGrange Daily News)

CURRENT AND PREVIOUS EFFORTS

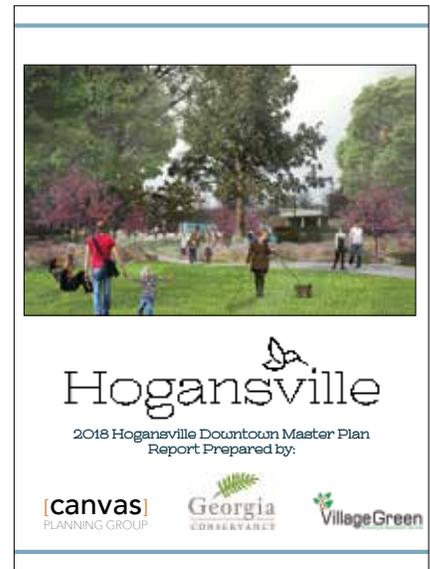
Hogansville Downtown Master Plan

In Spring 2018 both the Downtown Development Authority and City of Hogansville adopted the Hogansville Downtown Master Plan. This document reflects an examination of economic development opportunities specific to the historic downtown. This plan includes a market analysis that determined an important opportunity for Hogansville to position itself as a destination, drawing both outside dollars from visitors and enhance quality of life and civic pride for current and future residents. Revitalization recommendations within the downtown plan focus on retaining and reinforcing Hogansville's position of strength as a destination: an intact historic and walkable downtown of quality and varied architecture, land uses and activities.

Public engagement during the master planning process demonstrated strong support for protecting and enhancing the small town character as well as advancing recreation, arts and cultural opportunities. Many of the Downtown Master Plan recommendations include volunteer and programming recommendations to enliven the downtown through greater use and activity. Given the strong citizen support for the Downtown Master Plan recommendations and its foundation in a solid and recent market analysis, this Corridor Redevelopment Plan borrowed much from the themes and opportunities of that document.

Catalyzing Energy

Over the past few years, fresh energy and excitement has begun to emerge in the city in the form of new businesses and a younger generation of residents. Much of this has been catalyzed by Pioneer, a group of younger residents interested in creating a sustainable, creative community



Cover of Hogansville's 2018 Downtown Master Plan



Park proposal from Downtown Master Plan



Ribbon Cutting for Station Coffeehouse

while revitalizing the City of Hogansville. They have opened the Station Coffeehouse and The Great Southern Pub, and started hosting Market Days for local artists to sell their goods and build community alongside the historic train depot. Since then, a “maker space” has opened in the former fire station, and Karvelas, a local pizza shop has opened a new location in a historic building off Commerce Street, much closer to downtown. These efforts should continue to be built upon, creating destinations and a better quality of life for all residents.



Karvelas Grand Opening (photo from the LaGrange Daily News)

Building on Public Investments

In addition to renewed interest in the private sector of Hogansville’s economy, the city and Troup County have invested significant efforts around the community. These investments include the new **Public Library, Strozier Park and Splash Pad** in the West End community, a renovation feasibility study on the historic **Royal Theater** and subsequent purchase of the former PNC Bank to house City Hall. Additional public sector investments have been made in the construction of the **Water Tower Trail**, connecting neighborhoods and the elementary school and amphitheater, as well as at **Lake Jimmy Jackson** to add public amenities and encourage recreational use.



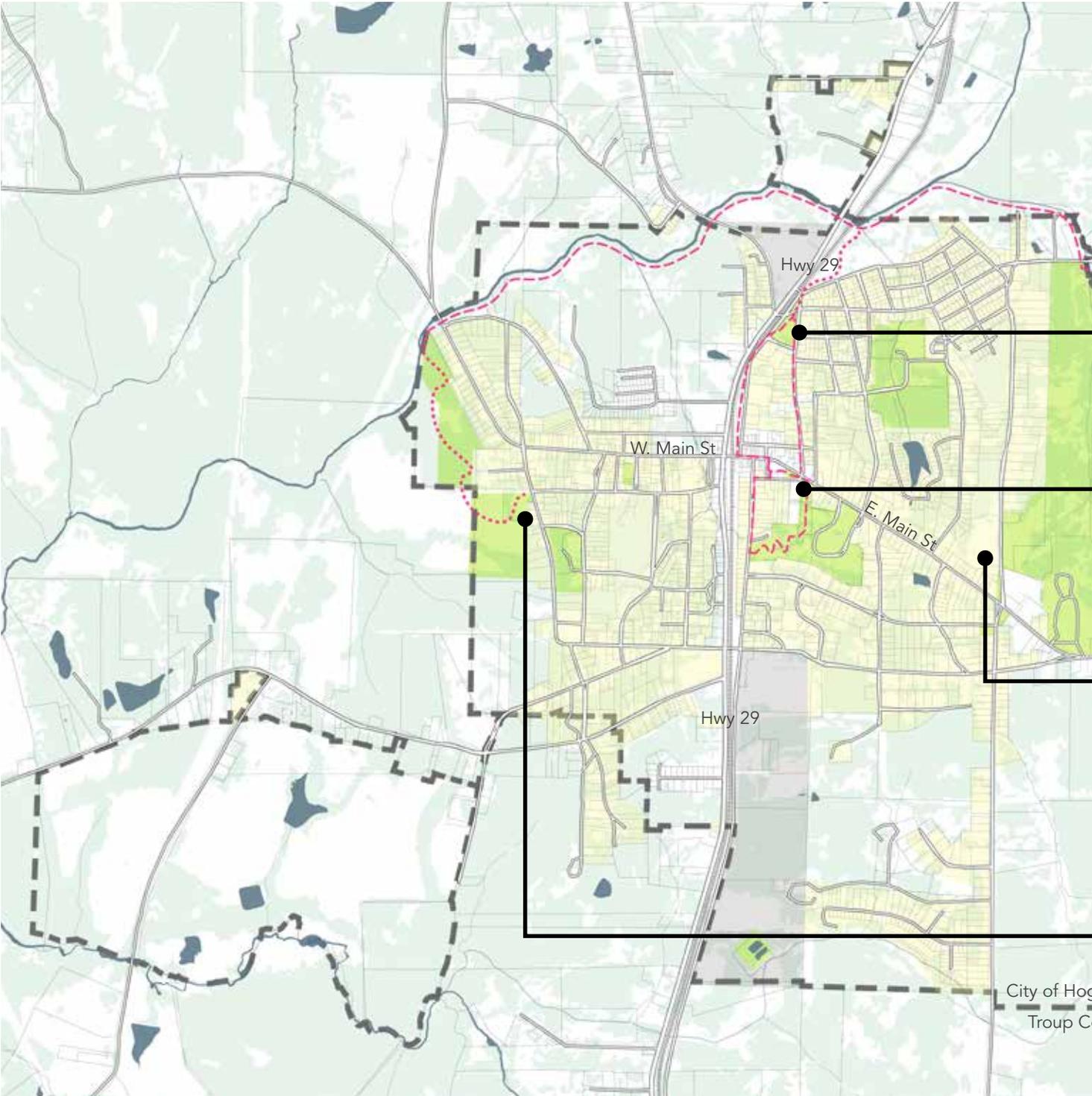
Royal Theater, present; Image via steveartist on Flickr

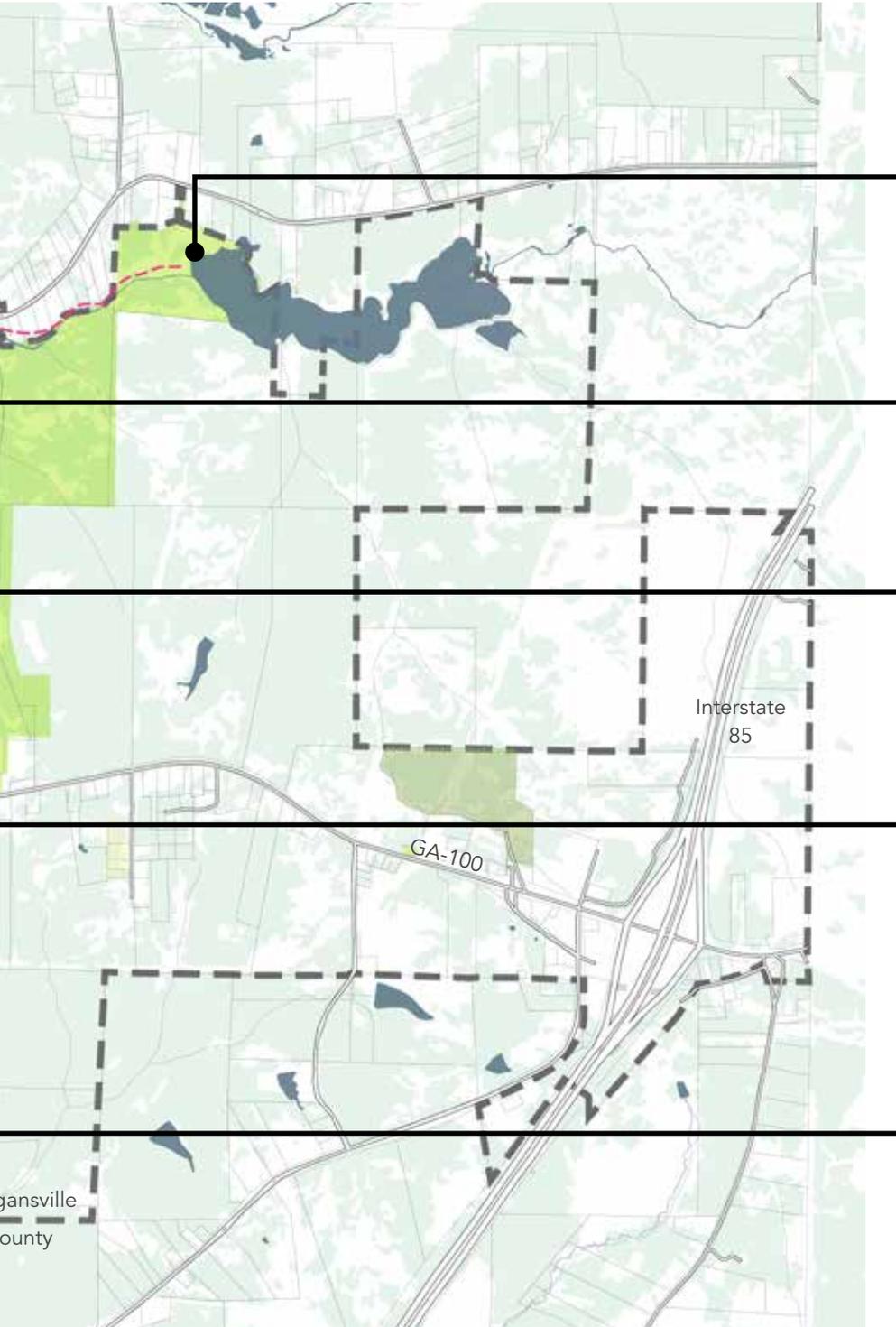
DASH Neighborhood Revitalization is a local organization which provides a variety of quality, affordable, multi-family housing options by constructing or rehabilitating single-family homes *and* multi-family units. **DASH** currently operates the Stony Ridge apartments off Lincoln Avenue, and seeks to construct additional affordable multi-family units targeted towards seniors just adjacent to this property on the north side. This effort is important in maintaining appropriate housing for all citizens, and the increase in units provides additional population near downtown.



Station Coffeehouse + Great Southern Pub housed in former Train Depot

CURRENT AND PREVIOUS EFFORTS





Wheatsville
County



Lake Jimmy Jackson



Public Library



PNC Bank to be converted into City Hall

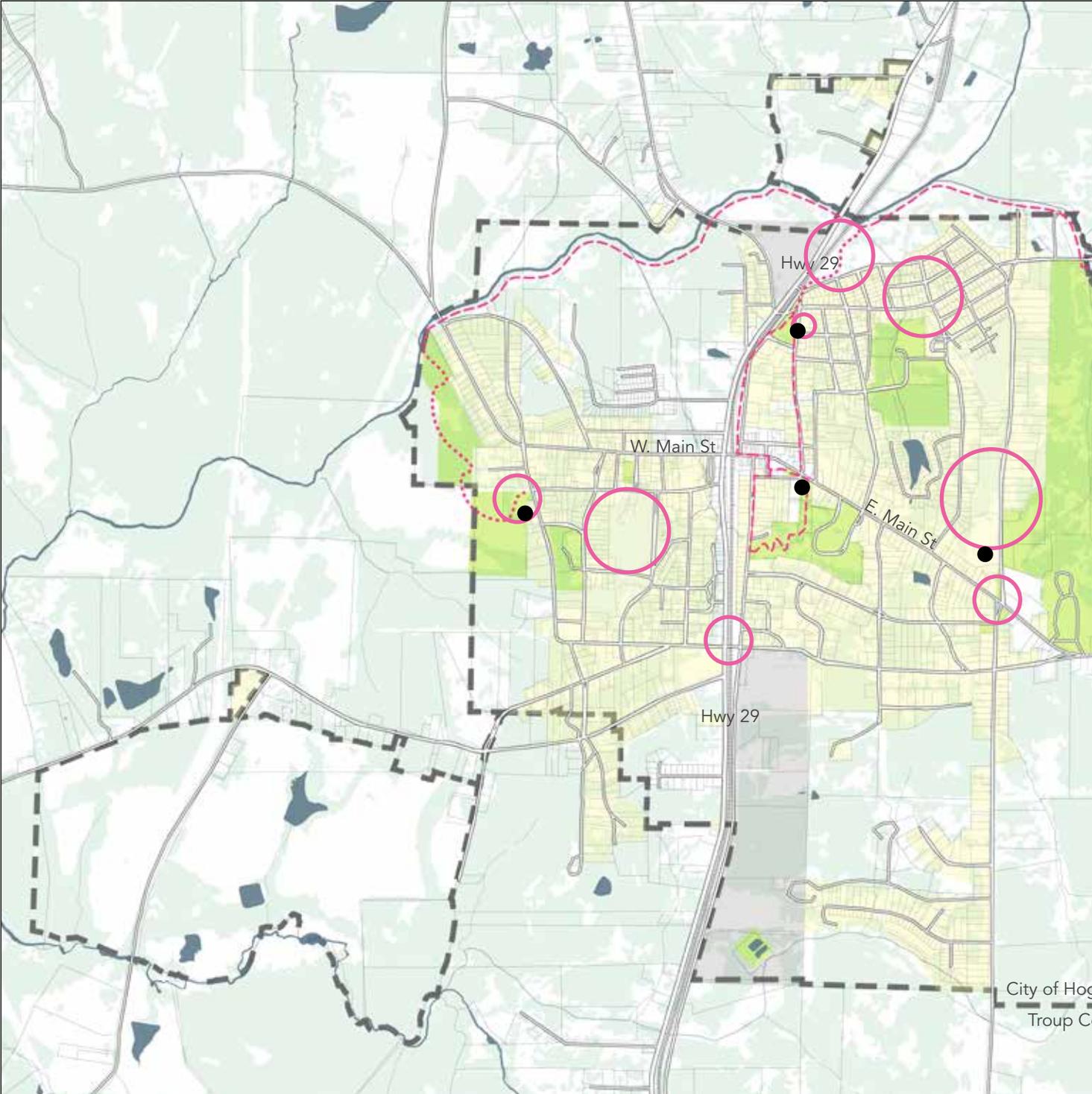


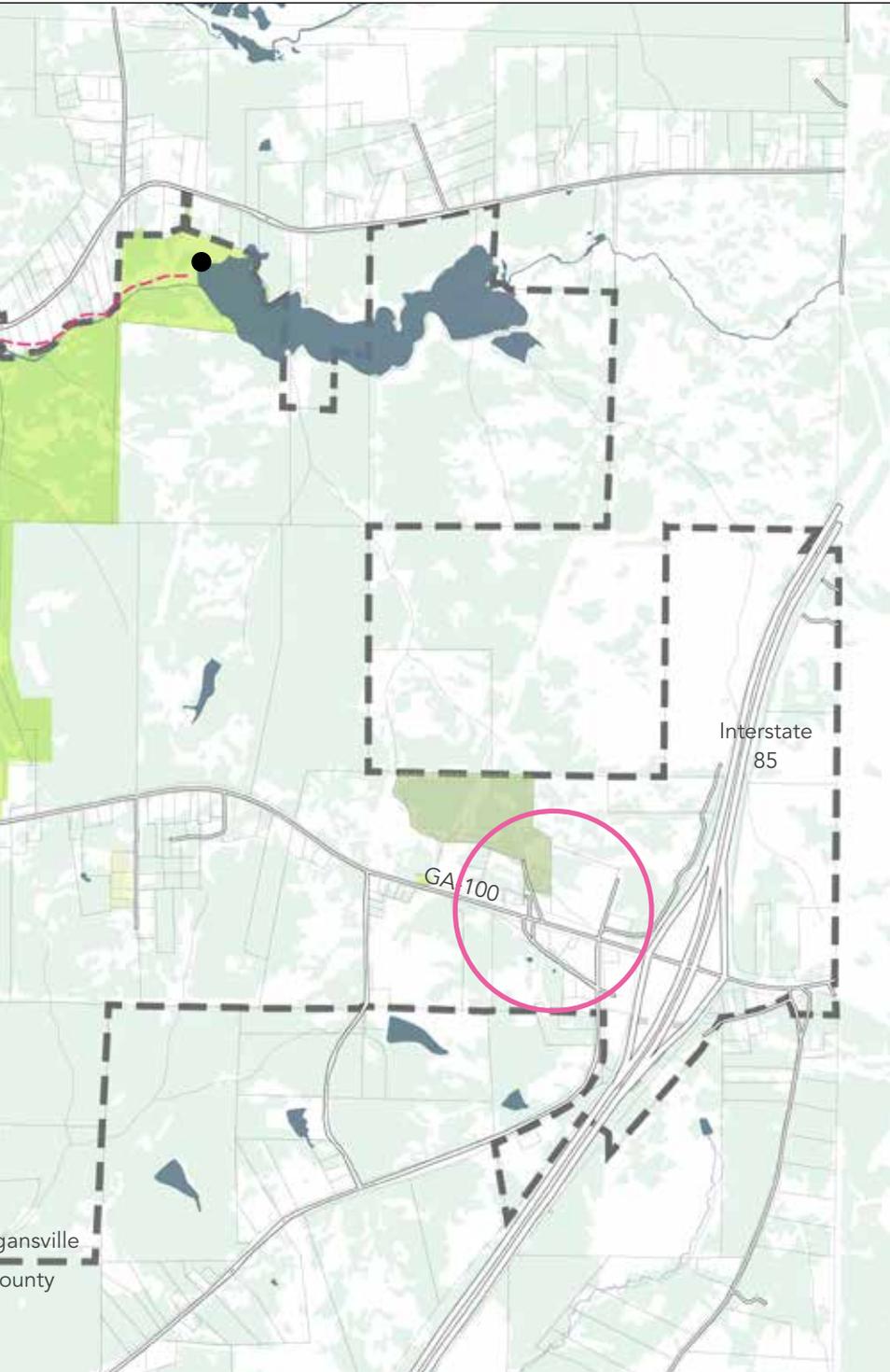
DASH Property - Stony Ridge



Strozier Park

CORRIDOR OPPORTUNITIES





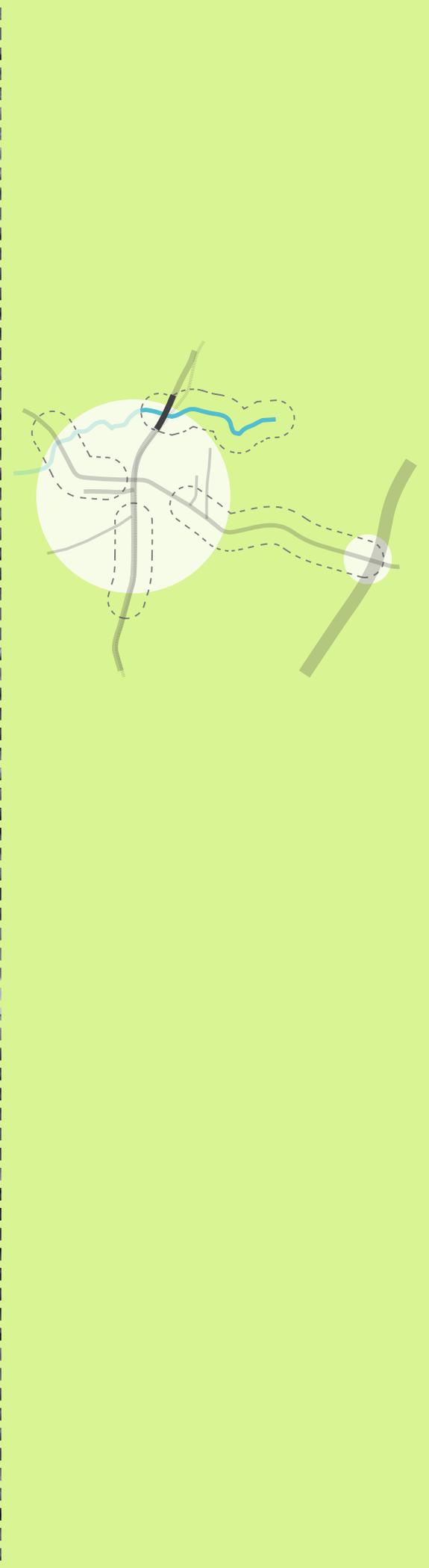
Indicates an area or project to be covered in this report



Assets from map on page 12-13



Google



NORTH CORRIDOR

Existing Conditions

US Highway 29 runs north and south and parallels the rail line until it ends on US Highway 27 near the Town of Moreland. The two-lane highway remains rural in character for nearly the entire length between Moreland and Hogansville, with pastures, large-lot houses and forests alongside the length of the road. This entrance into the City of Hogansville crosses over Yellow Jacket Creek (shown below), then passes the mill on the right, and subsequently the new public library before arriving at the Main Street intersection.



Looking south on US-29, just within city limits



Bridge at Yellow Jacket Creek



Gateway signage

NORTH CORRIDOR

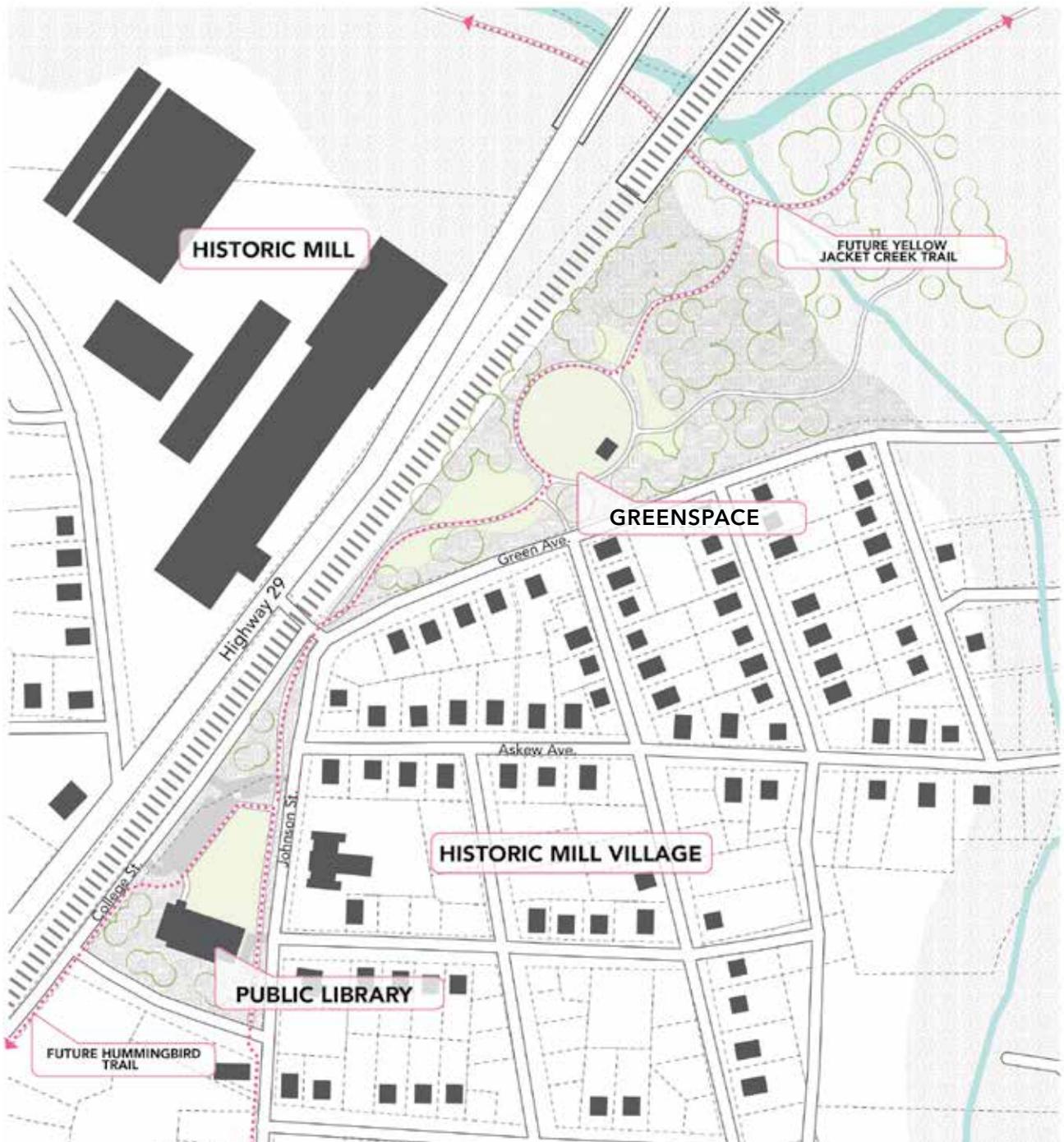
Rural Protections

When driving on US Highway 29 south towards Hogansville, you experience a historic road with minimal development along the way. This contributes to the rural character of Hogansville and, as part of a gateway, or entrance, into the city should be protected. The planning team recommends the city review overlay zoning along a section of the road that protects a limited buffer along either side of the highway. The overlay intent would be to minimize development, and maximize viewshed and visibility through road setbacks.

Greenspace Revitalization

Across from the historic Stark Mill (currently partially utilized by Continental AG manufacturing) on the east side of the railroad tracks is an underutilized greenspace. This area was once occupied by the mill, but over time has been neglected and unused.

The greenspace is visible as one arrives closer to downtown on US29. Clearing the overgrowth and minimal mowing would be a significant first step in improving the look of this area. Over time, plans for a more formalized park space could be realized - at which time connections and spur trails from the proposed Yellow Jacket Greenway could be pursued to connect to the library, and eventually downtown. This greenspace would be an amenity not only for the nearby mill village, but for all of Hogansville's residents.



Proposed greenspace near mill village and public library

NORTH CORRIDOR

Historic Mill Village Opportunities

The historic mill village in Hogansville is east from the old mill, on the side of the proposed greenspace. The neighborhood was vibrant when the mill was fully active, but has seen slow decline since. Many of the houses are still original - showcasing bungalows, duplexes, and other architecture of the time period. To retain this history and character that helped define the city and to provide housing choice near downtown, the project team recommends conducting a housing assessment of the mill village, categorizing properties that are officially historic, ones that need repairs, vacancies, and properties that are in too much disrepair and should be demolished.



Historic home in the mill village
Source: Troup Co. Archives



Housing Assessment properties to be identified

After conducting a housing assessment, it is then appropriate to address the creek that runs through the mill village (currently underground) north to Yellow Jacket Creek. There has been flooding recorded around the creek, though this has been mitigated with dams and levees along Yellow Jacket Creek. However, to alleviate future flooding problems and help improve water quality, the city should examine the potential to daylight this stream. Some of this streamside property is currently unoccupied, but daylighting would require the removal of some homes in order to fully expose the creek and provide adequate riparian buffers.



Historic home in the mill village
Source: Troup Co. Archives



Area where daylighting may be appropriate within the mill village

NORTH CORRIDOR

Historic Mill Village Opportunities

As mentioned previously, the historic mill village provided housing for workers of the mill just across the tracks. Within the mill village was also a community center, providing recreation for families and workers. The community center faces the library property, and, though intact, has suffered damages from neglect and is unlikely to be restored.

This situation highlights the importance of preserving historic properties in Hogansville - the mill village, Royal Theater, and other downtown buildings included. These structures create Hogansville’s identity and contribute authenticity of place that is highly sought after by newer towns and developments, and is important to the economic opportunities for Hogansville described earlier in this document.

The project team believes the site of the historic community center is of the utmost importance in the future of a stable, if not revitalized over the long term, mill village. Combined with the new public library and recommended creation of a rail-side public greenspace nearby, replacing the historic community center with a civic-oriented use would ensure that the mill village’s history and character remains intact. The differentiating factor of Hogansville’s character in creating both a destination for visitors and their dollars, as well

(continued on next page)



as civic pride for current and future residents cannot be overstated. While restoration and reuse of the existing community center structure would be ideal, thoughtfully placed and designed new structures or uses could also center the neighborhood. Care and public input regarding appropriate future development and use of this parcel is worthy of citizen and city leadership effort.

A future civic structure should reflect the community center's relationship with Johnson Street and the current library by facing the street with its main entrance. Any future parking should be to the rear or side so as not to detract. Any future structure or use that is not civic in nature should similarly adhere to this recommendation by having its main entrance also facing Johnson Street. Should the city and citizens have the opportunity to inspire the design of a future structure or structures on this site, beyond location of the front door/main entrance and parking, a high standard for architectural quality, reflective of the mill village era, should be upheld to balance the well-executed design of the library and the classic industrial look of the nearby mill. In short, while it is possible the existing community center could be lost, it is not necessary nor should it be a foregone conclusion to lose the site design qualities or architectural contribution the community center endowed to this part of Hogansville.

NORTH CORRIDOR

Historic Mill Village Opportunities



Historic Community Center - past



Historic Community Center - present



EAST CORRIDOR

Existing Conditions

Of the corridors examined during this planning effort, East Main Street from the historic downtown district to I-85, experiences the greatest variety of landscape changes and hosts the largest volume of vehicles and people (Also, with varied names. In addition to East Main Street, it is also State Route 100, Highway 54, and Lone Oak Road at different points). Accordingly, recommendations for this thoroughfare must contemplate very different opportunities to best leverage reiteration of Hogansville’s character while being practical about what can and should be implemented.

Even in this short segment of road, one experiences modern commercial development with chain stores, their large parking lots, deep set-backs and numerous curb cuts; a rural segment with some older homes and businesses, not unlike portions of Highway 29 on the other side of downtown; and, closer to town, slightly more dense homes closer to the street with the greatest opportunity to connect side streets and those neighborhoods to East Main from a character point of view. Most significant about this corridor is its status as the most heavily used entrance by visitors into Hogansville, particularly during the Hummingbird Festival. The recommendations for this corridor reflect opportunities to improve existing conditions for the environment as well as people, while establishing a framework that allows for character-appropriate redevelopment as various businesses might become dated and redevelop.



East Corridor just off Exit 28
(looking west)



Hogansville Welcome sign near Exit 28
(looking west)



East Main Street near Lincoln Street
(looking west)

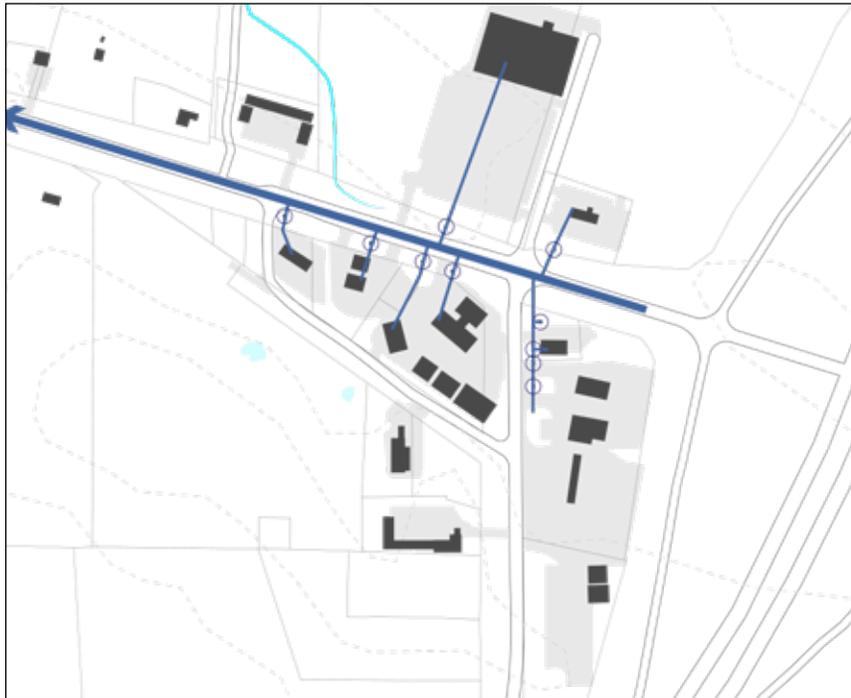
EAST CORRIDOR

Exit 28 at Interstate 85 + SR 100

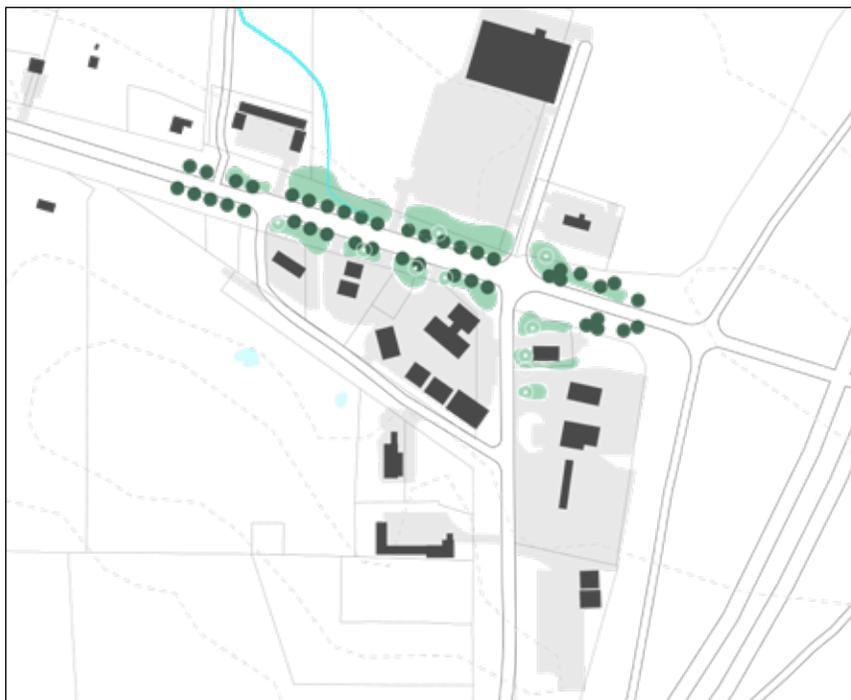
There is one exit (28) off of Interstate 85 that is marked for Hogansville. Currently, there exists a Love’s Travel Stop, Garden Inn & Suites, Ingles, Woodstream Inn, and other outparcel businesses and buildings typical of a car-centered exit stop. The City of Hogansville has provided directional signage off the exit, but it can get lost in the array of other signs. Examples of these are shown on the previous page.

These aspects of the exit show that it is not supporting the current character of the city of Hogansville, but simply functioning for visitors and residents as interstate services.

The planning team recommends beautification and stormwater efficiency measures be taken along the right-of-way in this part of the east corridor. Bio-swales and better hydrological processes will also contribute to the health and water quality of Yellow Jacket Creek, which is currently on the Environmental Protection Division’s list of Impaired Streams.



Interstate 85 Exit - Existing water flow conditions



Interstate 85 Exit - Proposed water flow strategies

EAST CORRIDOR

Exit 28 at Interstate 85 + SR 100 Stormwater and Drainage

Stormwater runoff may not seem to many as a challenge necessitating concern, but the large volume of paved surfaces along the segment of East Main closest to the interstate are contributing to water quality issues and could create public safety and property issues in the future if not managed.

Addressing stormwater management in a manner that is less hardscape or “engineered” and more in keeping with a rural roadway visual would be most consistent with Hoggansville’s small and rural town character. Therefore, this plan proposes several opportunities for green infrastructure (vegetated measures) to both address current and future stormwater volumes from adjacent development and maintain a somewhat rural roadside feel. Visuals on the facing page demonstrate how water currently drains from properties on both sides of East Main to the roadway itself, then in a westward direction. Opportunities exist to slow down or retain stormwater with intentional landscaping of appropriate trees, grasses and shrubs before it enters existing stormwater drains. Vegetation simply slows stormwater down and creates a greater opportunity for soil and plants to uptake some of the water than grass only and certainly more so than a paved surface.

The City could work with Georgia Department of Transportation to undertake improved plantings within the GDOT right-of-way and/or work with the business owners to improve landscaping for this purpose within their property boundary. It is worth noting that a nearby portion of I-85 has been designated by GDOT as the Ray C. Anderson Memo-

(continued on next page)

rial Highway and this interstate segment is being reimagined as more sustainable transportation route, currently rebranded as The Ray. The green infrastructure recommendation for East Main in Hogansville is entirely consistent with recommendations and early implementation of landscaping and pollinator habitat creation currently being implemented on this segment of I-85.

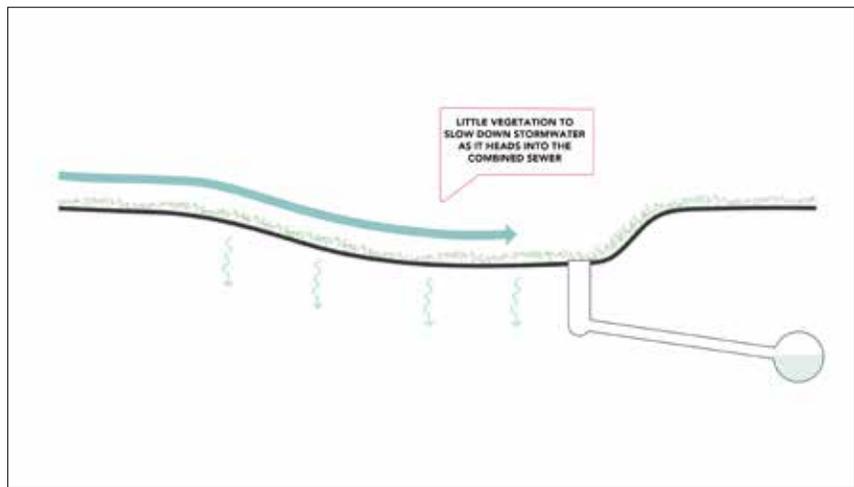
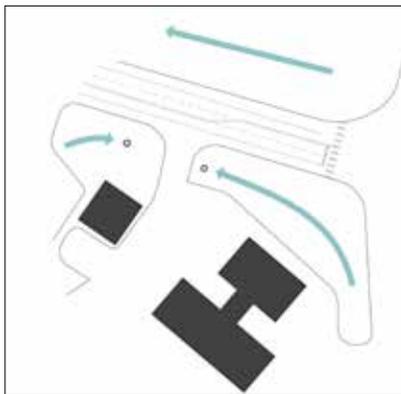


Diagram of current water management system

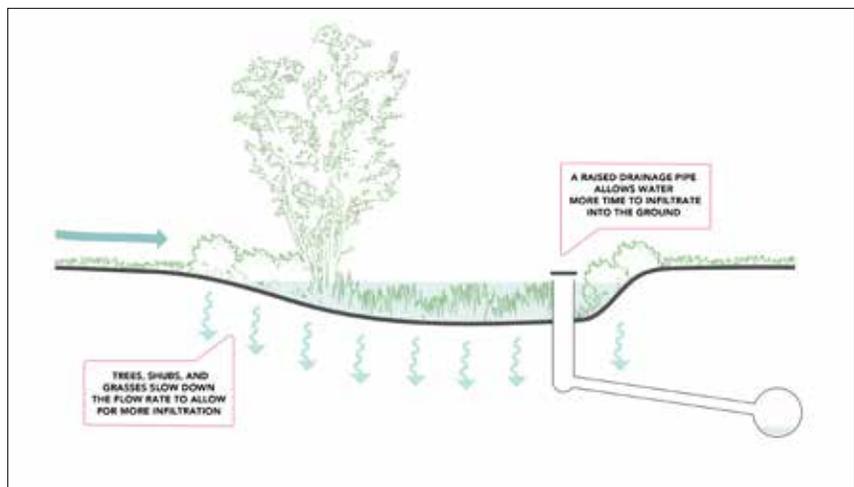
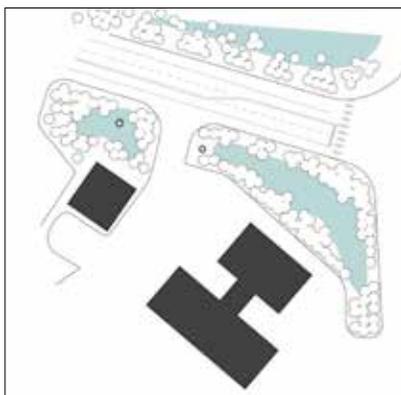


Diagram of proposed water management system

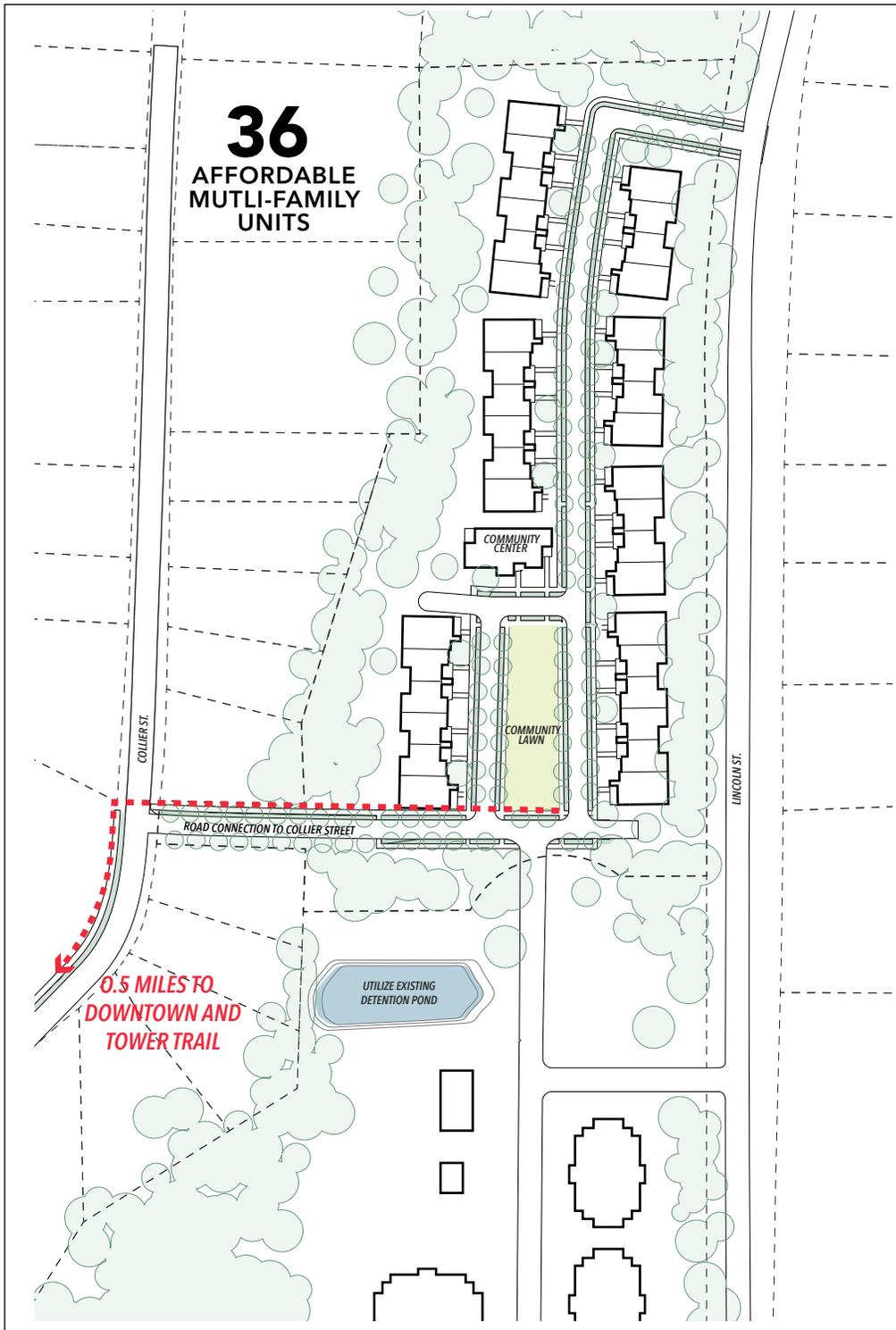
EAST CORRIDOR

DASH Property

DASH, based in LaGrange, anticipates constructing a new, affordable, multi-family senior-focused housing development immediately adjacent and connected to Stony Ridge*. Early site plan concepts illustrate single story units sharing a main entrance with Stony Ridge. Adding neighborhoods (quality construction and well-managed) in close proximity to downtown Hogansville is of tremendous benefit to the City. The parcel intended for senior housing could be as close as a manageable walking distance of 0.5 miles from downtown and Tower Trail, should the site include a road connection to Collier Street (see visual on facing page). Without the additional connection, the new development remains close to downtown and its numerous assets; the development is also close to businesses and services east towards the interstate, making this location ideal for in-town living near numerous assets. Future residents of the senior development will be able to utilize the downtown post office, park, Tower Trail, and businesses while also being close to the library and future recreation improvements at Lake Jimmy Jackson (as shown on the map on page 34).

*DASH defines affordable as properties that target low incomes at or below 60% of AMI (Area Median Income)

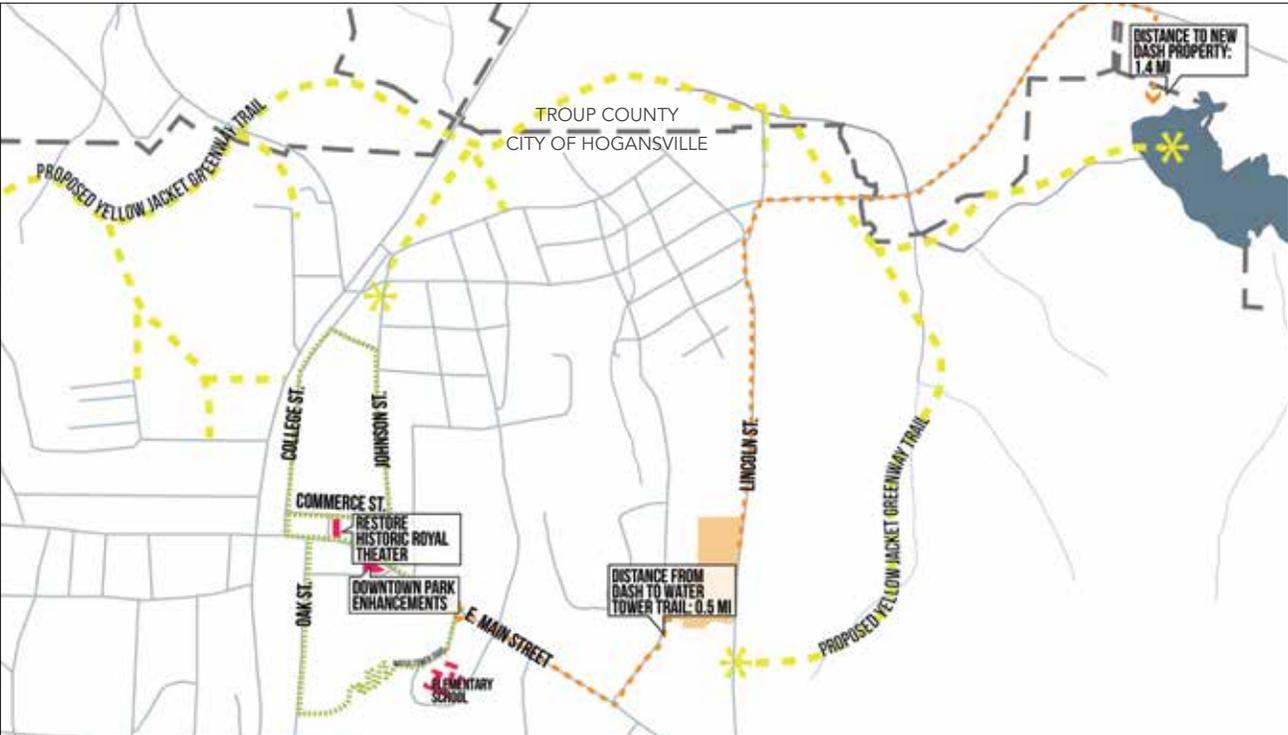
Encouraging these residents to frequent downtown should be a priority of the City and the DASH property managers, as City sidewalks active with people project a positive image while serving to simultaneously provide safe and healthy activity options for seniors. Compatible recommendations in the Hogansville Downtown Master Plan include near-term, lower cost ideas to improve the downtown streetscape, as well as longer-term, higher cost downtown park improvements, both of which would further create welcoming conditions for DASH residents.



Schematic plan development for DASH Property and potential connection to Hummingbird Trail + Downtown by Georgia Conservancy

EAST CORRIDOR

DASH Property & Asset Connectivity



Rural Protections

Between the interstate exit development and approaching the historic downtown, there is just over a mile of beautiful forest (with the occasional single-family home) along both sides of the road. As mentioned in the north corridor chapter, this aesthetic contributes to the rural character of Hogansville and, as part of a gateway, or entrance, into the city should be protected. The planning team recommends the city review overlay zoning along a section of the road that protects a limited buffer along either side of the highway. This would be to minimize development, and maximize viewsheds and visibility.



Looking west on the East Corridor, about 1 mile from historic downtown



Looking west on the East Corridor, about 1/2 mile from the highway exit

EAST CORRIDOR

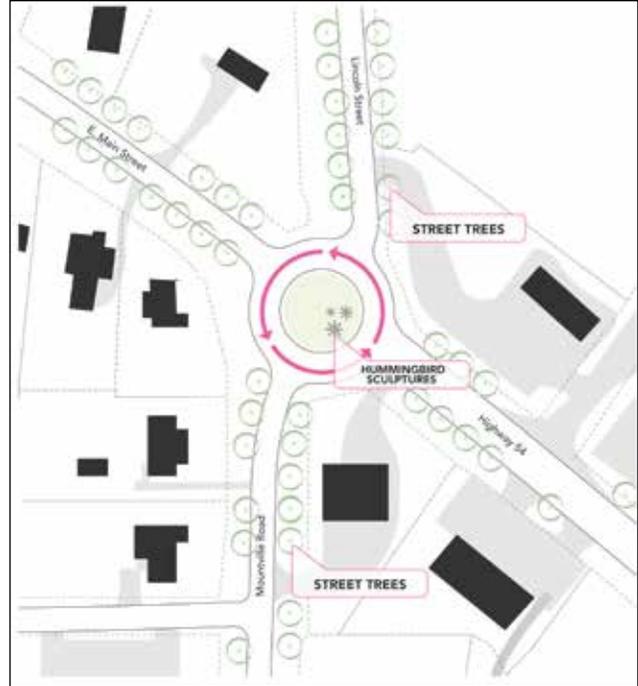
Gateway Round-a-bout

After the mile or so of forested sides of East Main Street, one enters the more developed eastern edge of historic downtown. Because of this change in roadside landscape, the planning team recommends utilizing the intersections at East Main Street, Lincoln Street, and Mountville Road as an opportunity to create a gateway presence. The intersection has not been deemed officially as unsafe, but the lack of a “T” intersection and lack of alignment of Lincoln Street and Mountville Road have generated anecdotal reports of difficulty in navigating.

Thus, the project team proposes that a feasibility study be pursued for a round-a-bout at this location. A round-a-bout could ease existing traffic issues, slow semi-trucks using this route instead of the interstate, and create a focal opportunity in the center for further community branding through statuary, signage, or plantings. Preliminary, non-engineering evaluation of the intersection indicates that a 180-foot circular footprint could possibly be available (65-foot radius island for small, rural round-a-bout; 15 feet for travel lane and 10 feet for sidewalk and landscaping would create a 90-foot radius and a 180-foot circular footprint). The community indicated support for a round-a-bout during a public forum but such an undertaking would clearly require data and analysis beyond this project scope to determine true feasibility and appropriateness, particularly in regards to drainage to all properties and impact to the fire station here. A second option, which could still address the issues of managing traffic, semi-trucks, and gateway focal point, would be the intersection of East Main and Boyd Road, at the Myrtle Hill Cemetery.



Existing conditions at E. Main Street, Lincoln Street, and Mountville Road



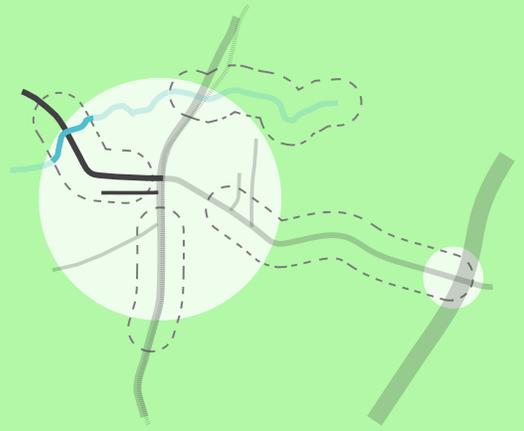
Proposed conditions (conceptual) and intersection upgrade at E. Main Street, Lincoln Street, and Mountville Road



Existing conditions



Proposed (conceptual)



WEST CORRIDOR

Existing Conditions

East Main Street turns into West Main Street just across the rail line at the intersection of US Highway 29. This is also the entrance to the West End community, where there are primarily single-family residences. On the west side of the neighborhood, a public park with a splash pad is accessible, as is Yellow Jacket Creek. This end of Main Street, similar to the east, has some sidewalk, wayfinding signage, and pedestrian scale lighting.



Looking west on Elm Street



Looking east on West Main Street



Current access and fields at Strozier Park



Looking west on West Main Street



Looking west on Elm Street

WEST CORRIDOR

Strozier Park & Splash Pad

This public space is a significant community asset, much-utilized and appreciated, and is managed by Troup County Parks and Recreation Department. While the facility includes a pavilion, picnic tables, open field, playground, splash pad and walking trail, some modest improvements to formalize these areas would continue this important investment in West End.



Existing Strozier Park and Splash Pad

The conceptual plan (below) contemplates increasing the tree canopy within the park for heat protection and beautification; adding meandering paths; and simply creating more formal designation of different activity zones within the park through landscaping. As of the publication of this document, the County was initiating parking lot improvements similar to the planning team’s recommendations.

* Note that the concept plan also calls for a connection to Yellow Jacket Creek Trail, an existing trail plan of the City’s.



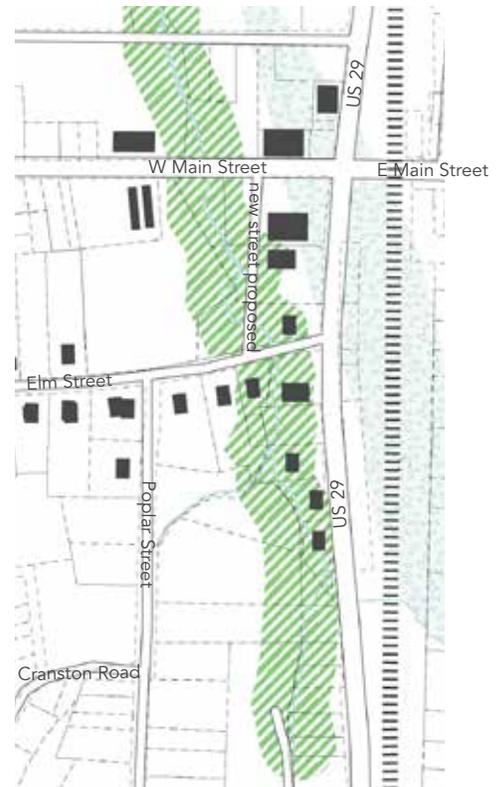
Proposed Strozier Park and Splash Pad (conceptual)

WEST CORRIDOR

Greening and Subdividing

The 2035 Comprehensive Plan for the City of Hogansville recommended safe pedestrian access to Strozier Park. The project team sees Elm Street as a potential route from downtown because it directly terminates at the park. Sidewalks and street trees would be simple additions that would fit within the existing right-of-way, and greatly improve the aesthetic and safety of the street.

Additionally, the team explored the 16-acre parcel at 209 Boozier Street as an opportunity to improve pedestrian and vehicular connectivity within the West End community. Similar to the importance of the DASH senior housing effort along East Main Street, new housing could increase affordability options, house more people close to downtown, and connect amenities within walking distance to downtown and the park.



Creek area where daylighting may be appropriate (proposed and conceptual)



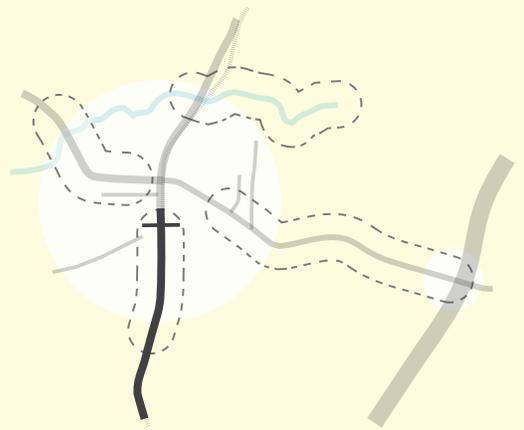
Visual of street tree opportunities along Elm Street, connections with Strozier Park



Visual of conceptual property subdivision with a connecting street grid off Elm Street



Google



SOUTH CORRIDOR

Existing Conditions

Highway 29 south of the intersection with Main Street is the historical travel route to LaGrange. This corridor is a two lane country road, paralleling the active rail line. As discussed earlier regarding a segment of East Main between downtown and the interstate, this segment of Highway 29 exists in an enjoyable condition as it is, with protection as a rural road and modest business enhancement opportunities the recommendations from the planning team. Some way-finding signage and a Hogansville City Limit sign exist.



Looking north on US29 / Hogansville Road



Industrial / retail lining US29



Industrial / retail lining US29

SOUTH CORRIDOR

Rural Protections

As mentioned for the north corridor, the south corridor also showcases some of the rural character of Hogansville.

The planning team recommends the city review overlay zoning along a section of the road that protects a limited buffer along either side of the highway. This would be to minimize development, and maximize viewshed/visibility.

Gateway at Boyd Road

A city limits sign for the City of Hogansville exists at the southern portion of Highway 29 (shown on previous page). However, the planning team sees the potential at Boyd Road and US 29 for another gateway that incorporates larger signage, smaller scale street lighting, plantings, and perhaps a Hummingbird statue to signify the entrance into the city's industrial area, with downtown being just a few short blocks away.

Industrial - Mixed Zoning

Much of Hogansville's character on the southern corridor contains retail businesses, some historic and some newer. Recently, new businesses have decided to operate in the historic buildings, including an event space and a metal-working shop. Industrial-Mix zoning can allow for these types of light industrial businesses to also accommodate businesses, residential components, and retail, and should be pursued to continue to provide a diversity of options in the city, attracting new residents and businesses, and providing for existing need as well. It should be noted that the concept of adding "maker spaces" to downtown was a recommendation from the 2018 Downtown Master Plan.



"The Warehouse" shared-space
off W. Main Street



Eagle River Forge industrial re-use



Interior image of a "maker-space"



Existing view looking North at US 29 and Boyd Road



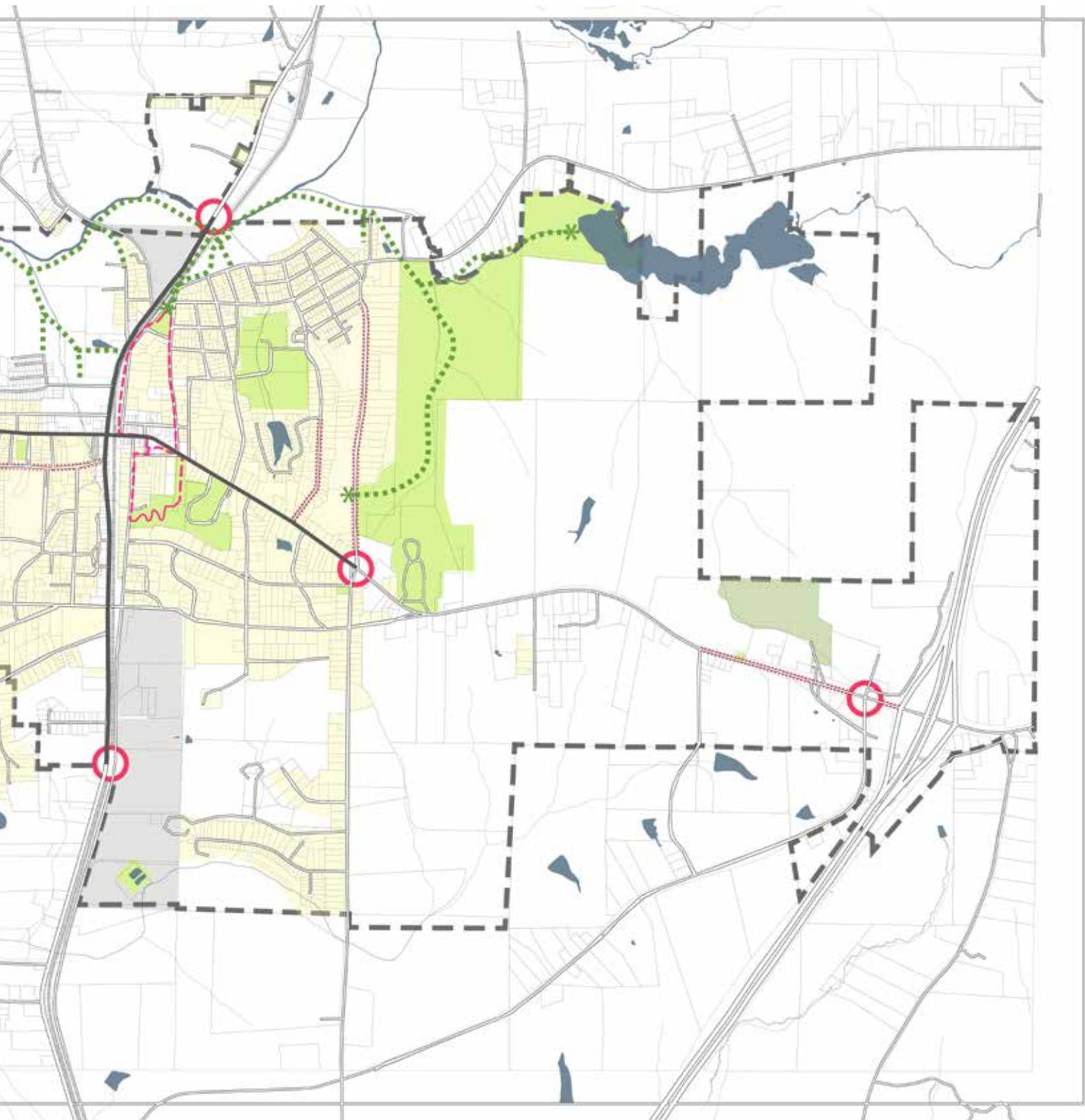
Conceptual gateway opportunity at Boyd Road

ENHANCED MOBILITY

Cities with varied transportation options are not only more inclusive, but they are healthier, too. Trails can provide recreation opportunities, but they can also be a safe way for a variety of means and ages to move around the city as well. The existing Water Tower Trail and planned Hummingbird Trails and Yellow Jacket Greenway provide insight in how Hogansville seeks to enhance its qualities to be a regional designation, for the city and for their recreational opportunities.

Streetscape improvements and improved directional signage are part of the planning team recommendations. Along with these improvements, the plan also identifies secondary streets that should be considered for streetscape improvements in order to provide a more complete network for the neighborhoods.

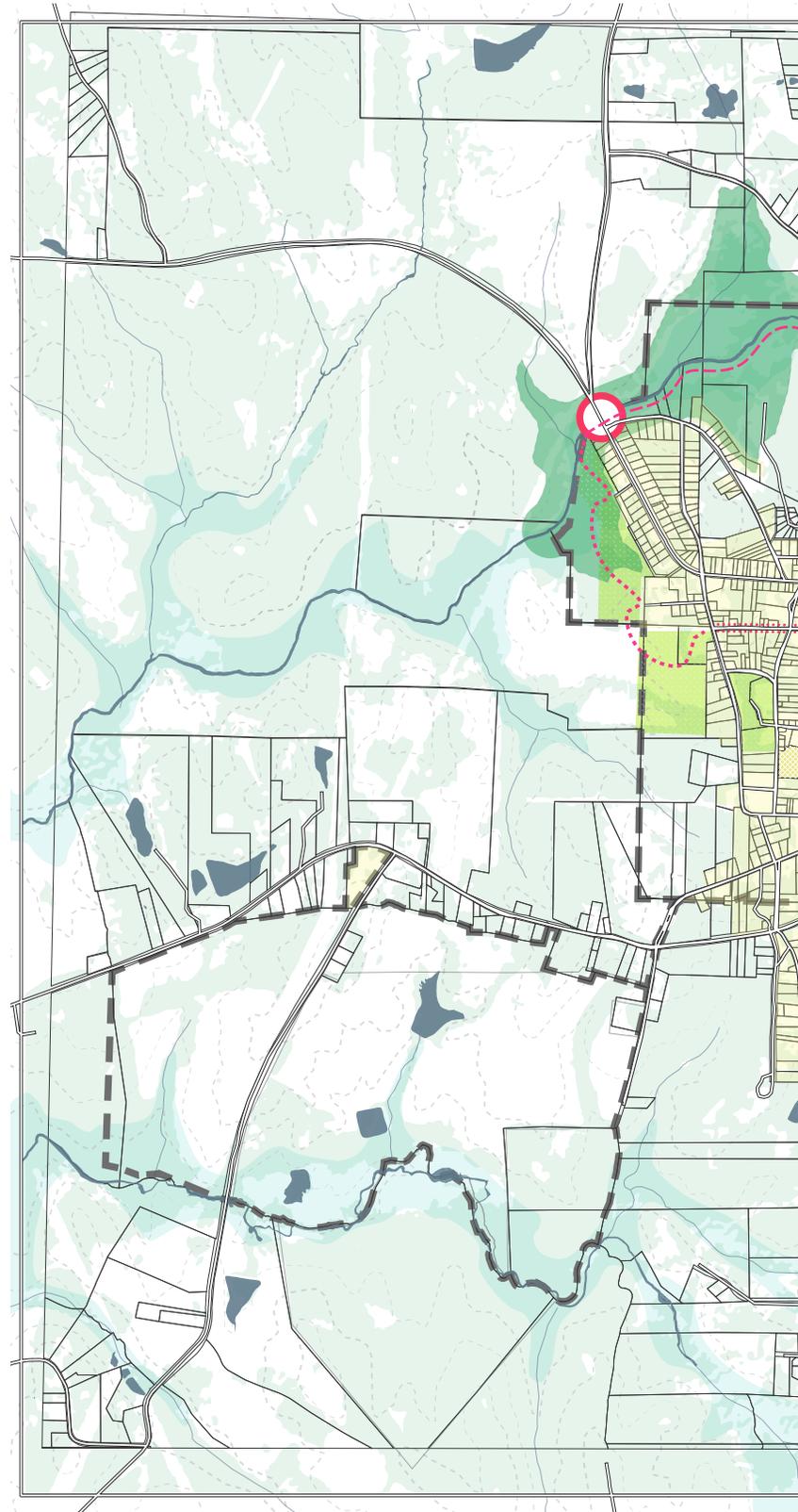


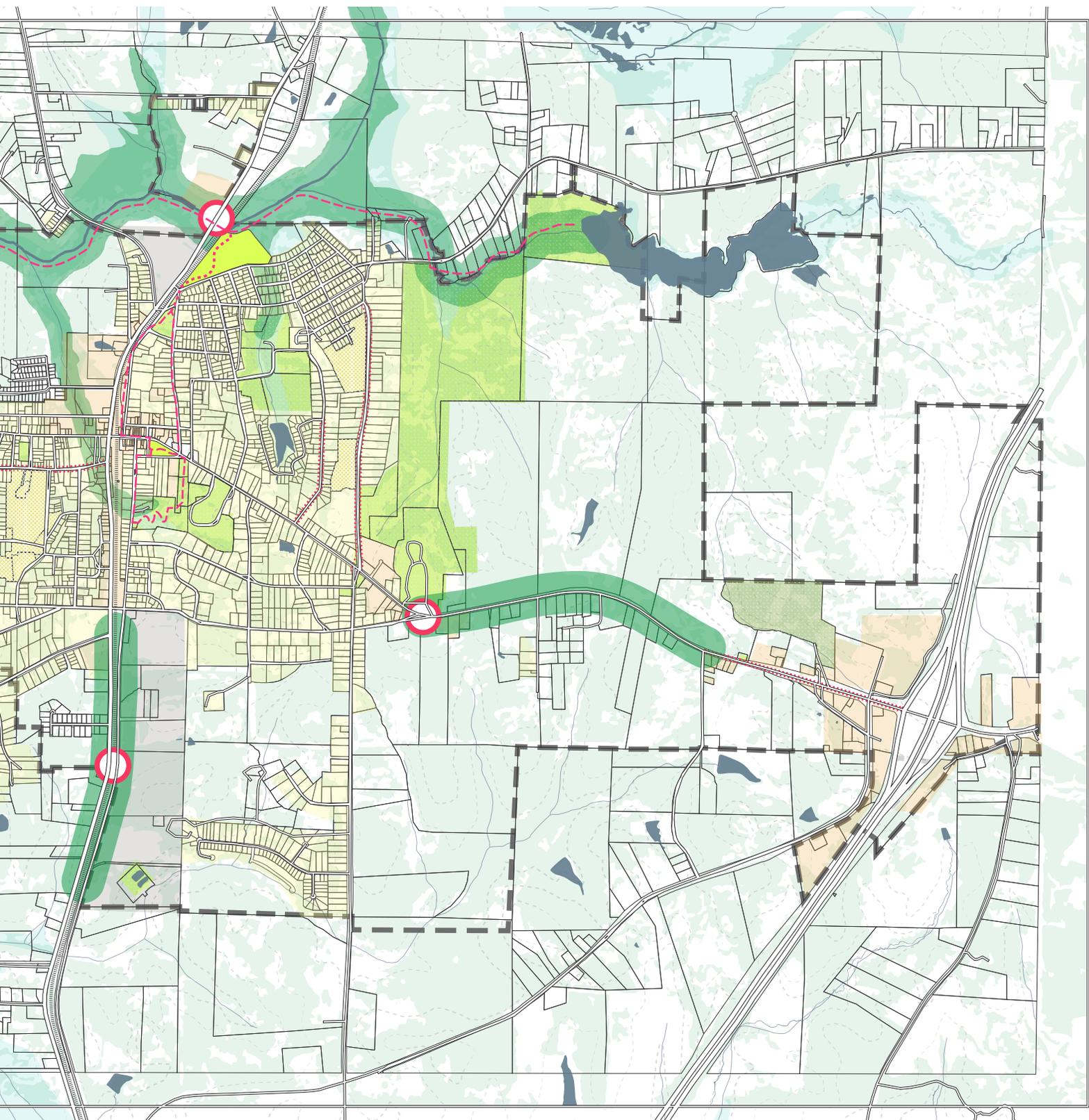


SUMMARY

The opportunities for Hogansville to distinguish itself with exemplary small town appeal include small scale investments of effort that could be achieved by volunteers or the private sector as well as larger investments appropriate for public sector. In summarizing this plan's recommendations, it is important to note again that Hogansville has been found through a market analysis to have a unique geographic opportunity to establish economic opportunity and residential quality of life by becoming a destination. Protection of what already exists as community character is a first line of economic development; then enhancing that attractiveness through additional actions and investments comes next. Lastly, residential opportunities near downtown should be supported, as neighbors activate downtown streets and are potential customers of downtown businesses, not to mention the lifeblood of any town.

The facing map includes simple demarcation of trail connections, greenspace, and corridor enhancements detailed in previous pages. The importance of this map is to provide clear evidence of the corridors' links to downtown and each other, as well as downtown's anchor position to these corridors. The following pages summarize plan recommendations in a list format.





RECOMMENDATIONS

Project / Activity Description	Timeframe			Potential Partnerships	Page Ref.
	Short	Medium	Long		
NORTH CORRIDOR					
1. Explore creation of a “Rural Protections” Overlay to protect sections of this corridor	x			City of Hogansville, GDOT	18
2. Assess possibilities to revitalize greenspace across from historic mill; in the interim, provide minimal mowing / clearing overgrowth	x	x	x	DDA, City of Hogansville, Troup County	18
3. Conduct a housing assessment in the Historic Mill Village	x	x		DDA, Housing Authority, Property owner(s)	20
4. After housing assessment, consider addressing the creek and flooding issues by exploring the potential for daylighting	x	x	x	Property owner(s), City of Hogansville, Public Works, Troup County	21
5. Address the historic community center site, understanding its contextual importance and architectural history	x	x	x	Hogansville Historic Preservation Commission	22

Project / Activity Description	Timeframe			Potential Partnerships	Page Ref.
	Short	Medium	Long		
EAST CORRIDOR					
1. Consider beautification and stormwater measures to be adopted on properties near the Interstate	x	x		City of Hogansville, GDOT, Property Owner(s). Meriwether County Planning Dept.	28
2. Support and encourage developments like the DASH Properties off Lincoln Street	x	x	x	City of Hogansville, Troup County, DASH	32
3. Support connectivity and access to new DASH developments with sidewalk and landscaping improvements	x	x	x	City of Hogansville, Troup County, DASH	32
4. Explore creation of a "Rural Protections" Overlay to protect sections of this corridor	x			City of Hogansville, GDOT	35
5. Research (or request a study be conducted) to better understand intersection conditions at Lincoln Street, East Main, Mountville Road	x	x	x	City of Hogansville, GDOT	36

PLAN RECOMMENDATIONS

Project / Activity Description	Timeframe			Potential Partnerships	Page Ref.
	Short	Medium	Long		
WEST CORRIDOR					
1. Assess needed improvements to Strozier Park; support and leverage Troup County's investments	x	x		City of Hogansville, Troup County Parks & Rec.	40
2. Explore opportunities to restore riparian buffers and/or potentially daylight the creek in the West End neighborhood to improve water quality and erosion issues	x	x	x	City of Hogansville	42
3. Consider making street improvements along Elm Street to better access Strozier Park	x	x		City of Hogansville	42/43
4. Work with nearby property owners to better determine if underutilized property in the West End is appropriate for new subdivision	x	x	x	Historic Preservation Commission	42/43

Project / Activity Description	Timeframe			Potential Partnerships	Page Ref.
	Short	Medium	Long		
SOUTH CORRIDOR					
1. Explore creation of a "Rural Protections" Overlay to protect sections of this corridor	x			City of Hogansville, GDOT	46
2. Examine potential gateway and landscaping improvements at Boyd Road	x			City of Hogansville, GDOT	46
3. Research other Industrial-Mixed Zoning language and implementation to determine appropriate locations and desirability	x			City of Hogansville	46

Hogansville, Georgia



CORRIDORS

REDEVELOPMENT PLAN



DEVELOPMENT OPPORTUNITIES

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