

# Downtown Walnut Grove Concept Plan



# Plan Overview

The proposed Downtown Walnut Grove will be a mixed-use center in Walton County that will serve as a new focal point for growth and community development within the City of Walnut Grove. The development will fulfill multiple needs such as building a large supply of multi-family housing for the region's growing population, creating a new commercial hub, providing a pleasant gathering place for community events, and preserving a natural area for recreation and relaxation.

The development will be focused around a large park space that features an outdoor amphitheater and a pond that doubles as a stormwater basin for the site. The park area's amenities will provide a place in which the surrounding community can gather, enjoy events, and interact with nature.

The proposed development is designed on a street grid to maximize infrastructure efficiency and improve walkability. All buildings are suggested as mixed-use with commercial and retail on the ground floor and multi-family residential or office on the upper floors. Pedestrian safety and comfort will be prioritized throughout the downtown area with various traffic calming elements and pedestrian-oriented infrastructure. Site elevation can be used in a way to place higher buildings on lower elevations so that a gradual slope of building rooflines is achieved and building scale does not become imposing.



## Legend

		Buildings		Plaza & Boulevards		Streams
		Sidewalks		Crosswalks		Wetland Area
		Pavement		Natural Areas		25 ft & 50 ft buffer
				Potential Future Redevelopment		

# Buildings Areas

The proposed buildings will be a mixture of commercial, office, and multi-family residential spaces. The buildings have no exterior setbacks from the right-of-way so that pedestrians have direct access to building entrances. While density is prioritized in this area, building heights will be at an appropriate scaling average of three stories and not exceeding five stories. Site elevation can be used in a way to place higher buildings on lower elevations so that a gradual slope of building rooflines is achieved and building scale does not become imposing.

- 1 The northwest-most building is across from the City Hall and Walnut Grove Library. It would serve as a natural location for future office space for the City as its needs increase.
- 2 Buildings directly to the east of the large park area will have an internal service alley that minimizes the impact of trash services to the right-of-way areas.
- 3 Resident parking will largely be tucked inside the blocks so that building fronts can be located directly on the right-of-way.
- 4 Many of the buildings facing surrounding streets (Highway 81, Highway 138, Walnut Grove Parkway) will be designed as multi-story commercial and office uses that are easily accessible to passing traffic.



# Buildings Areas

A high density of residential and commercial space provides around **1,056 residential units** and approximately **495,000 square feet of leasable retail space** and **135,000 square feet of office space**. The proposed development will house approximately **2,640 residents** and have a **residential density of 45 people per acre**.

The buildings in the proposed development will have a variety of heights and designs. The style of the building facades will be inspired by 1920's-era historical downtowns. Building heights will be high enough to promote a high density but will remain low enough so that buildings do not seem imposing.



## Quick Statistics



1,950,000 square feet of building area



495,000 square feet of leasable retail space



135,000 square feet of leasable office space



1,056 residential units, approximately 2,640 residents

# Parks and Trails

The downtown area will feature a large park to provide surrounding residents access to nature and gathering spaces within the developed area. The park area will accommodate outdoor active and passive outdoor recreation as well as community events. The site design will respect the existing streams and wetlands on-site by retaining a portion of the original tree canopy and minimizing impacts to these natural features. Trails throughout the site will provide a pleasant option for pedestrians to transverse the site.

- 1 Forested areas, especially those within 50 feet of the site's existing streams, will be retained or replanted depending on site conditions and plant health.
- 2 A small outdoor amphitheater will be located adjacent to the Downtown Plaza. The area has a naturally sloping topography that will accommodate the amphitheater's seating.
- 3 A small area within the large park area is designated as a wetland. This area, as well as other parts of the park, will be naturally vegetated, and large trees will be preserved or replanted depending on site conditions.
- 4 The pond will serve as both an aesthetic centerpiece for the park as well as a stormwater management pond for the entire downtown area.



# Parks and Trails



It is important for high-density areas to be paired with park space. The proposed park space will not only act as a natural respite for the area's residents but will also draw visitors from surrounding areas. The proposed development will provide approximately **276 square feet of park space per resident**, which is more than three the minimum amount of green space per person recommended by the World Health Organization (97 square feet).

## Quick Statistics



More than 17 acres of Park Space (276 square feet of park space per resident)



0.6 miles of walking trails within park area

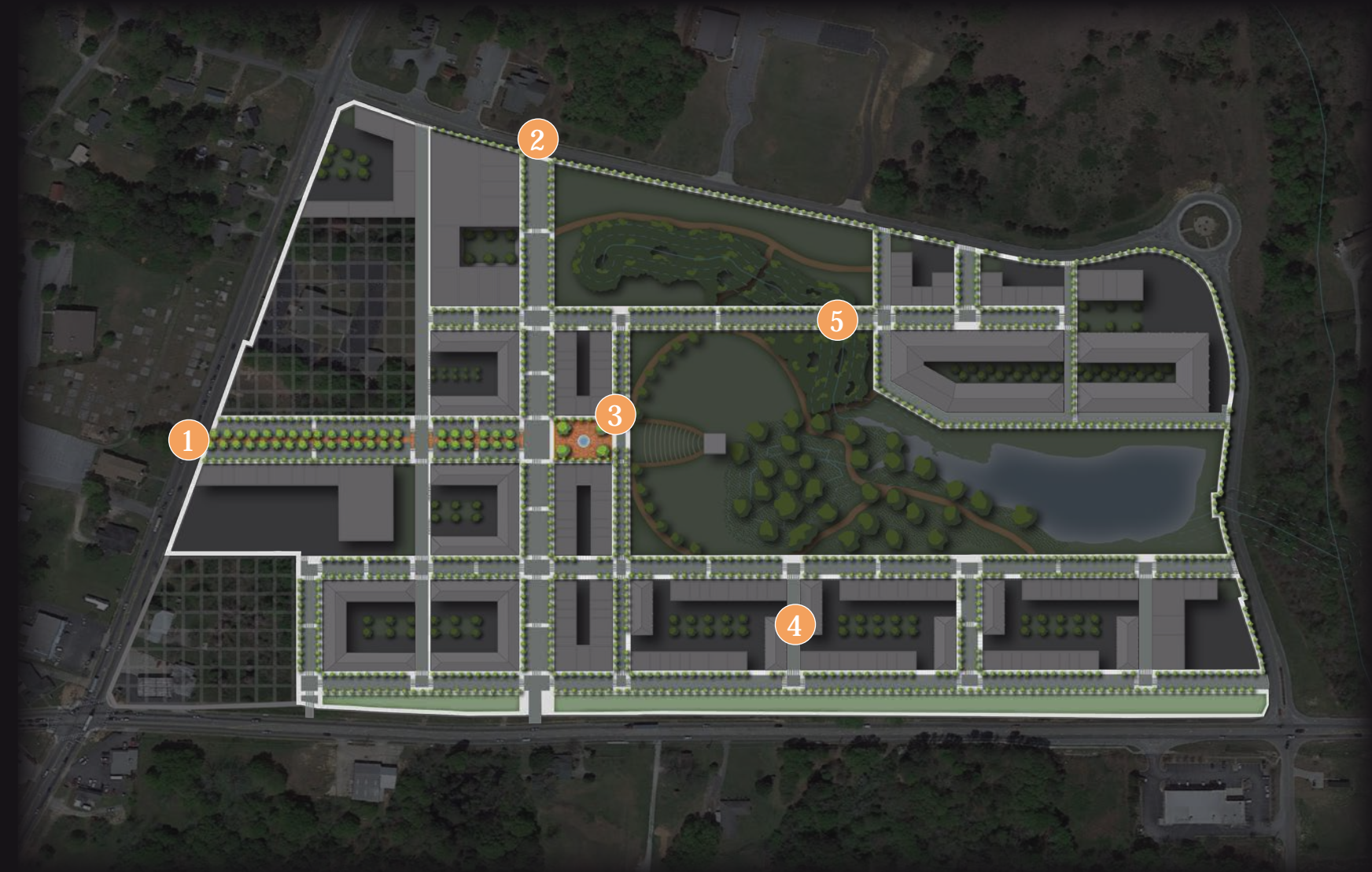


Multi-purpose lake covering 2.6 acres

# Right-of-Ways

Streets in the downtown area will be pleasant, pedestrian-friendly spaces that will connect residents and visitors. Safe pedestrian passage will be prioritized with ample crosswalks and other pedestrian-oriented design elements. Street trees, wide sidewalks, and zero setbacks from storefronts will provide a comfortable and interesting experience for pedestrians. Abundant street parking will seek to reduce the amount of off-street parking required per block and maximize land use efficiency.

- 1 A large 120-foot-wide boulevard will run west to east from Highway 81 to the plaza. This road will have two lanes of traffic going in both directions as well as a landscaped 40-foot-wide open space running through its center.
- 2 An 80-foot-wide right-of-way will transect the downtown area running north-south from Highway 138 to Walnut Grove Parkway.
- 3 A large pedestrian plaza will serve as the center of the downtown. It will connect the commercial hub to park area.
- 4 One-way service alleys will be incorporated throughout the site. These streets will serve primarily as an area for trash pickup, deliveries, utility services, etc.
- 5 There will be one stream crossing included onsite. The stream will pass through a culvert.



# Right-of-Ways



The site's right-of-ways will be designed efficiently to provide ample parking and connectivity to the area's businesses and residences. The downtown will provide a mixture of terminating vistas, overlooks of open spaces, pedestrian zones, and ornate buildings styles reminiscent of pre-WW2 architecture.

## Quick Statistics



740 street parking spaces



2.35 Miles of Roadways cover 17.35 total acres

- 0.4 miles of 30-foot service alleys
- 0.4 miles of 40-foot one-way streets
- 1.15 miles of 60-foot ROW one-way streets
- 0.25 miles of 80-foot ROW two-way streets
- 0.15 miles of 120-foot boulevard ROW two-way streets

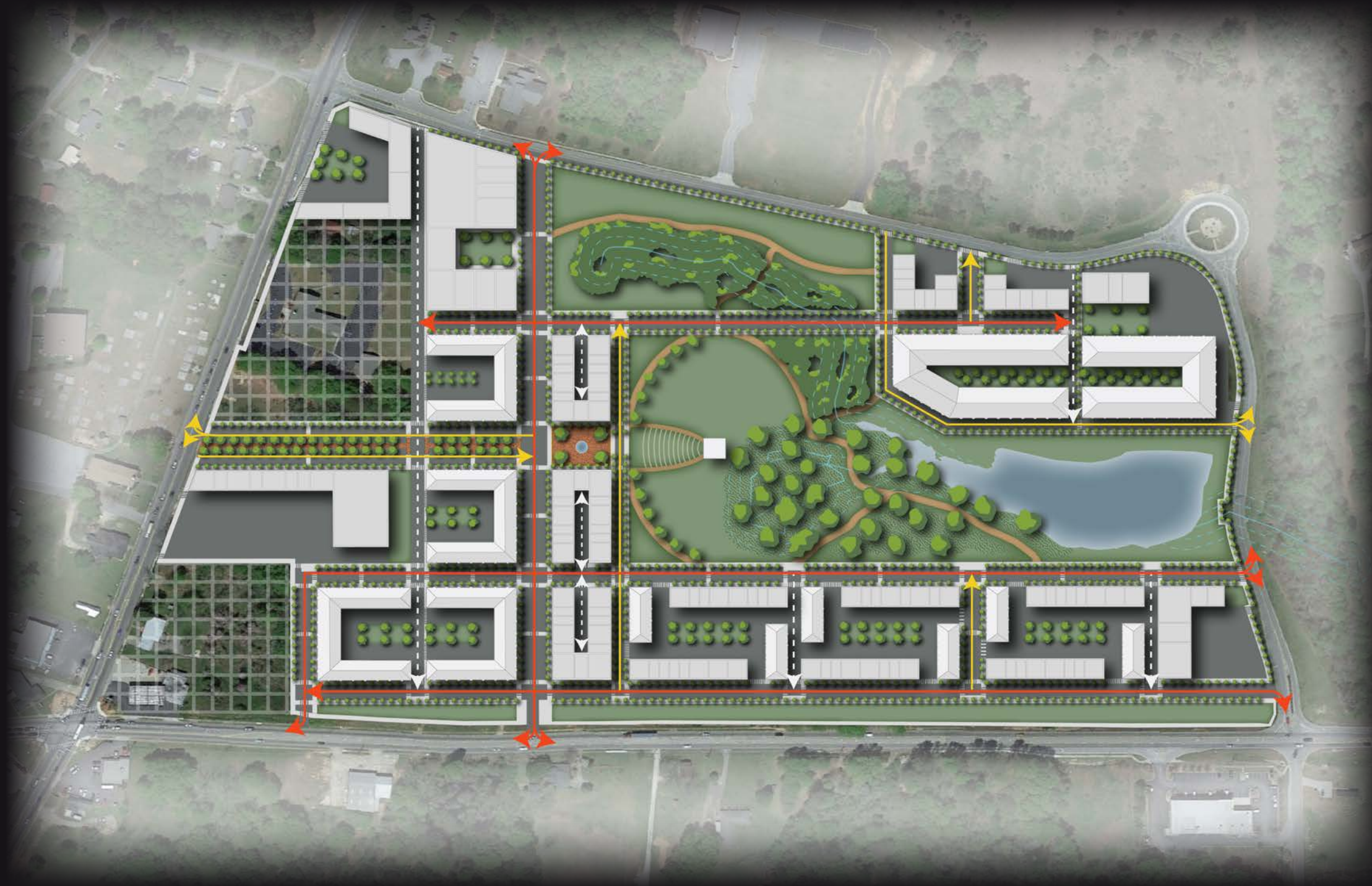


# Traffic Circulation

- North-south roads will be primarily one-way, with the exception of the 80' north-south right-of-way.
- East-west roads will be primarily two-way.
- The 120' boulevard right-of-way will have one-way roads running in both directions.
- The inter-block service alleys will require service vehicles to back out of the block to return to the main roads.

## Legend

- ↔ Two-Way Road
- ← One-Way Road
- ← - - Service Alley



# Block & Right-of-Way Dimensions

Blocks are generally sized between 200 and 350 feet, with a few exceptions. Smaller block sizes are beneficial because they:

1. Slow traffic by requiring more frequent stops at intersections
2. Allow for easier navigation by pedestrians and bicyclists
3. Maximize available building frontage

