



# HISTORIC DOWNTOWN GARNER PLAN

Prepared for Garner Revitalization Association and The Town of Garner, NC  
by Urban Collage, Inc. with Noell Consulting/The Littlejohn Group and Kimley-Horn Associates.

April 2010

# Acknowledgements

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April 20, 2010

Dear Garner Citizens:

On behalf of the Town of Garner and the Garner Revitalization Association, I am pleased to present the Historic Downtown Garner Plan. With the development of this plan, Garner has the tools to facilitate a successful revitalization of its downtown. This area played an important part in the history of our town and has the potential to again be a vibrant core of our community. The Historic Downtown Garner Plan will be an important part of the future of our entire community and we are fortunate to have had the talents and expertise of many members of the Garner community to assist in its development.

### **Background**

In 2004, the Town of Garner adopted the North Garner Plan to create a vision for redevelopment in North Garner, including the Historic Downtown area. Following the recommendation of this plan, the Town of Garner formed the Garner Revitalization Association (GRA) to foster and support the development of North Garner as a vibrant business, residential, entertainment and cultural center through revitalization, redevelopment and preservation. GRA is now an independent 501(c)(3) non-profit organization led by a Board of Directors and an Executive Director. The North Garner Plan has guided the organization and its activities over the last four years. GRA's activities in the areas of marketing and promotion, design and beautification and economic restructuring have led to Garner's acceptance into the North Carolina Main Street program by the NC Department of Commerce in the fall of 2009.

### **Moving Forward**

Following the direction of the North Garner Plan, GRA and the Town of Garner have worked together to develop the Historic Downtown Garner Plan, a redevelopment action plan for Downtown based upon a detailed market analysis and community-based design charette. In 2009, a project steering committee was formed to facilitate the selection of a consulting firm to lead this initiative and provide ongoing project oversight. After a competitive proposal process, a team led by urban design firm Urban Collage and including The Littlejohn Group, Noell Consulting and Kimley-Horn & Associates was selected for the project. Funding for this plan was provided by the Town of Garner and management of the project was led by the Garner Revitalization Association and the project steering committee.

### **Historic Downtown Garner Plan**

This plan is the result of over twelve months of work by the consultants, town staff, steering committee, key stakeholders and citizens. The Historic Downtown Garner Plan has successfully accomplished its three objectives:

- Facilitate a market-based planning approach to enhance the Downtown Area;
- Create a community-based vision to guide the character of future development in Downtown Garner and;
- Develop an Action Plan to guide GRA and the Town of Garner over the next 10 years including public investment and phasing strategies.

It is important for the community to understand that the designs and configurations shown in the plan are concepts that are subject to change based on many factors including funding, market conditions and land availability. While elements depicted in the plan may change, the underlying framework, implementation principles and action plan gives Garner a sound roadmap for the revitalization of its Downtown.

Implementation of this plan will take the cooperation and dedication of the Town's leadership and citizens. The Garner Revitalization Association looks forward to the opportunity to foster these relationships as we lead the effort to revitalize Historic Downtown Garner.

Sincerely,

John Hodges  
Executive Director

# Summary of Planning Process

Under the direction of the Garner Revitalization Association as an implementation item of the 2003 North Garner Plan, this **Historic Downtown Garner Plan** is the result of an intensive planning process conducted in late 2009 and early 2010. From the outset, it was designed to build upon a detailed understanding of the area's economic strengths and weaknesses and identify a consensual vision for the future balancing the needs of civic leaders, community organizations, local property / business owners, and community residents. In addition, the resulting vision was crafted within a framework of "realism" and an eye towards implementation. In order to achieve these goals, the planning process was divided into three distinct phases of effort:

## PHASE 1: MARKET ANALYSIS & PRE-CHARETTE PLANNING

The first phase of planning had three primary components. The first effort concentrated on a detailed assessment of **real estate market** trends, challenges and opportunities, and a specific recommended development program for a new downtown "activity center." The second component centered on surveying, documenting and understanding the **physical conditions** within the study area including parcel-by-parcel land use, zoning, historic resources and visual icons, renter versus owner tenure, destinations, street connectivity and physical barriers. These analyses led to an overall assessment of "Opportunities" (i.e., areas that are relatively likely to redevelop over the next 5-10 years). The third component involved an effort to capture the community member's vision for the future and understand specific stakeholder issues, concerns and desires. This was accomplished by conducting over 20 one-on-one stakeholder interviews (in person and by phone) over the course of several weeks. In addition, GRA established a Project Steering Committee comprised of elected officials, town staff and GRA board members to review and provide input into the analysis.

## PHASE 2: DESIGN CHARETTE

The cornerstone of the Historic Downtown Garner Plan was an intense two week period in October of 2009 where three significant outreach events were convened. First, an open community visioning session was held on the evening of October 19 at the Historic Garner Auditorium. Attendees were presented a summary of the market and physical conditions and asked to participate in four hands-on exercises designed to identify and clarify the community's vision for the Downtown area. Exercises included a **word activity** ("list adjectives to describe your vision for the future of downtown"), **visual preferences** ("identify photos that best represent the desired character for downtown"), a **change-no change exercise** ("mark areas on a map that need to be redeveloped and preserved"), and **civic anchor preference** ("choose from a list of potential civic anchors"). On October 20, an invited group of approximately 40 key stakeholders participated in a half-day workshop designed to delve deeper into issues surrounding land use and potential for a new "activity center" in the heart of downtown. The planning team spent the following week consolidating input from the two forums, consulted with GRA and City leaders, and prepared a preliminary design plan for an open community review forum on the evening of October 28th.

## PHASE 3: ACTION / IMPLEMENTATION PLAN

The third phase of the planning effort emphasized building partnerships based upon the concepts in Phase 2 and identifying the mechanisms, costs, and priorities for implementing the plan's objectives. In early December of 2009, the planning team, GRA and key Town Staffers met one-on-one with a host of area leaders and stakeholders - many of whom were consulted in Phase 1 - to validate the Downtown planning and design concepts. Based on input from these interviews, the planning team refined details of the plans and supporting exhibits. Finally, the refined designs, concepts, and projects were presented and discussed at the Town Council's annual planning retreat in February of 2010. The Town Council working session resulted in agreement to pursue the plan's implementation and a prioritization of initiatives into short, medium and long term phases.



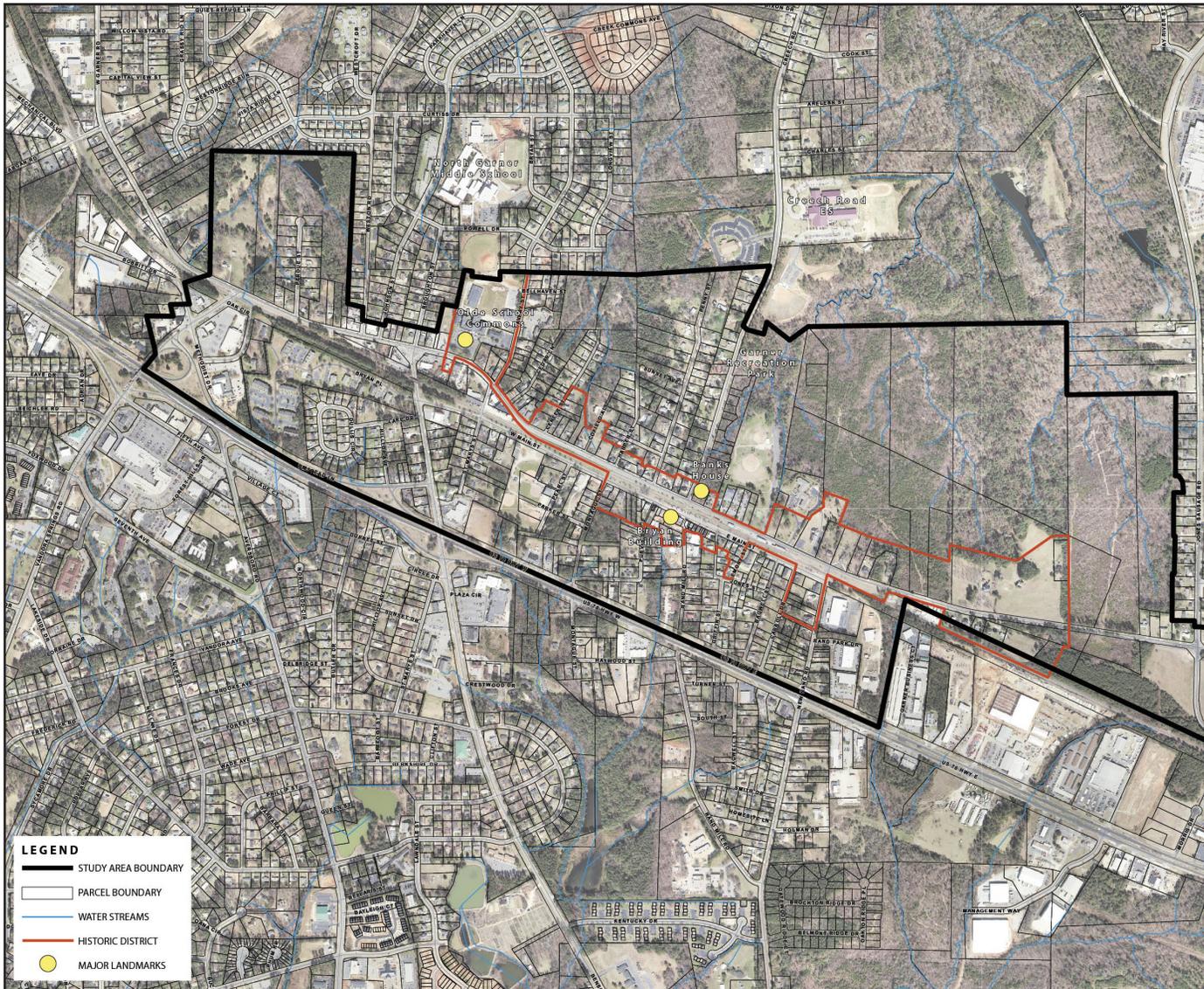
# Historic Downtown Garner Study Area

The Study Area for the Historic Downtown Garner Plan represents a subarea of the North Garner Plan.

The area is roughly bounded by Highway 70 on the south, parcels adjacent to Garner Road on the north, Jones Sausage Road on the east and Vandora Springs on the west. The Study area encompasses a geographic area of approximately 660 acres and includes 572 parcels.

Within the heart of the study area is the existing Historic District which straddles Main Street, the railroad tracks, and Garner Road.

It should be noted that the physical analyses and recommendations incorporated into this Plan are limited to the study area, while the market and demographic analysis take a broader "trade area" into account (i.e., generally areas that are within 3 to 5 miles of Main Street).





## Historic Downtown Garner Study Area Context

Garner's birth is linked to the construction of the North Carolina railroad in the 1850's. Garner's Station was established with the construction of a post office in 1878 and the Town was incorporated in 1883.

The town's historic heart extends along the railway from Benson Road to New Rand Road. The area includes Main Street flanked on the south side by several blocks of traditional storefront buildings, historic institutional buildings that have now been adapted for residential and recreational uses, Garner Rec Park, and a surrounding neighborhood with most homes built in the first half of the 20th century.



As the Town has experienced continued growth over the last several decades, most of the area's new residential development has occurred south of Highway 70 and the Downtown area. As residential growth moved south, so to did the Town's retail and commercial centers.



Today, Highway 70 separates much of the town's population from the historic downtown area. While these circumstances have created economic challenges for the historic area, Downtown retains much character and potential. If steps can be taken to enhance the visibility of Downtown Garner, the area can once again anchor the north side of Town and regain its place as a focal point of activity.



## PART 1: CHARETTE BRIEFING BOOK HISTORIC DOWNTOWN GARNER PLAN



D = DEMAND GENERATORS

## Summary of Real Estate Market Conditions:

The pages that follow include a brief summary of the real estate market conditions that underlie the planning and design recommendations presented in Part 3 of this plan. The complete market report is published as a stand alone document.

### BIG PICTURE TRENDS & DEMOGRAPHICS

Nationally and locally, opportunities for infill development continue to grow due to long term demographic trends including:

- A push towards more convenient locations driven by a need to live more efficiently - location matters more
- Huge growth in singles, childless couples and empty nesters - all of which exhibit greater acceptance of attached and small lot homes
- A focus on walkable environments by Generation X and Y - both of which seek more social interaction/sense of community in an authentic "place"
- Growth in small, entrepreneurial firms which typically value office locations that improve overall quality of life

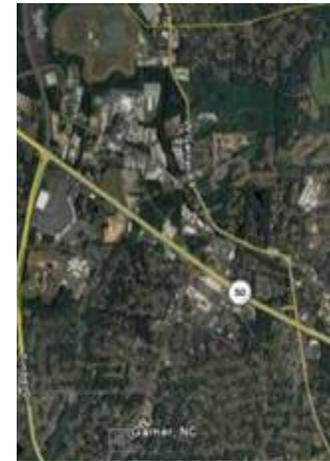
### ACCESS/VISIBILITY CHALLENGES

While these trends provide opportunities, Garner's downtown area suffers from a lack of access and visibility due in large part to the existing railroad and Highway 70.

# Summary of Real Estate Market Conditions:

## LOCAL DOWNTOWN MARKET AUDIENCES

Downtown is blessed with several different audiences that - to one degree or another - represent a potential positive impact on the economic health of downtown.



- Local Residents - a small group with a low impact, but is easy to attract for convenience retail and dining.
- Baseball/Rec. Park/Theatre/Ice House/Senior Center Visitors - a large group in number that can have a moderate impact. They represent a built-in audience for dining and will return over and over.
- Area Employees - a moderately sized group but very spread out. They represent a limited impact for dining and convenience retail but they are a largely untapped audience.
- Regional Residents - a large group with high impact. However, they require a specific "destination" feel and visibility.
- Commuters - a moderately sized group with low to moderate impact. They are relatively easy to draw into Downtown if access and visibility issues can be solved. In particular they represent a large market for dining and fitness retail (e.g., YMCA, etc.).

# Summary of Real Estate Market Conditions:

## RESIDENTIAL MARKET OVERVIEW

In general, the Garner area housing market is affordable relative to the greater Raleigh Market with a less than 12% market share and pricing under \$200,000.

There are unique opportunities for for-sale housing including:

- Historic rehabilitation and preservation programs
- Density should be flexible to allow an array of product types, garage apartments, etc.
- Focus on a smaller scope with easier to develop projects - many under 10 units/ building.
- Complete housing development in conjunction with and after public infrastructure improvements to create value, attract lifestyle buyers, etc.

Recommended housing types include:

- Single Family - these are critical to establish a for-sale residential base.
- Townhomes - these will likely be a larger share of product type but need single-family homes to thrive.
- Condominiums - with a focus on small 6-8 unit buildings and buildings with units over retail.



## APARTMENT MARKET OVERVIEW

Market audiences for apartments:

- Local SE Raleigh employees who chose location for proximity to work, interstate access, and retail concentration
- Regional Raleigh employees who chose location for affordability, interstate access and retail access
- Singles and couples earning \$25-50k

Market characteristics for apartments:

- Typically only one new project per year in entire SE Raleigh market - occupancy rates are at 98%
- The greatest demand is for mid-priced units at \$600-800 per month
- Apartment communities need to be heavily amenitized

Market opportunities for apartments:

- There is annual demand for approximately 130 new units
- There is a general lack of a true "town center"/mixed-use location in the trade area - if one can be created here it would be a huge competitive advantage.



# Summary of Real Estate Market Conditions:

## RETAIL MARKET OVERVIEW

Market audiences for retail:

- The entire SE Raleigh area - Garner serves as the retail core for this part of the region.

Market characteristics for retail:

- There is approximately 2.5 million square feet of retail within the trade area
- Retail occupancy in the trade area currently stands at 94% however older and non-anchored centers are struggling at 70% occupancy.
- Most retail within the trade area can be considered as “disposable” - there is a lack of retail “destinations” within the market.

Market opportunities for retail:

- There is demand for approximately 65k square feet of smaller, boutique, destination and local serving retail. This could include 45-55% limited and full-service dining/drinking; 20-30% boutique clothing and specialty food/wine stores; and 20-30% dry good gift shops (e.g., furniture, electronics, sporting goods, etc.).
- The issue of visibility and access from highway 70 must be solved - including providing left turning movements of some sort (only a demand for 30k square feet without left turns).



## OFFICE MARKET OVERVIEW

Market audiences for office uses:

- Garner serves as a business hub with a mix of small manufacturing, contracting, services firms and neighborhood serving tenants - the majority of which are located close to Highway 70.

Market characteristics for office uses:

- Most tenants in the trade area have less than 20 employees and 5k of space.
- There is a mix of local and industrial serving office, typically located in non-amenitized buildings (stand-alone)
- The trade area only supports about 15k square feet of small office space per year with average rental rates from \$12-14 per square foot
- Occupancy rates in stabilized properties are averaging 90%

Market opportunities for office uses:

- There is demand for approximately 30k square feet of new office over the next 5 years if located close enough to Highway 70 - between 20-30% of the market
- Office uses should be small/professional space



# Summary of Real Estate Market Conditions:

## BOTTOM LINE MARKET PERSPECTIVE

There is the potential for a significantly sized “town center” if located property with Highway 70 visibility and access yet still linked to the historic commercial core along Main Street. Market-based recommendations include:

- Incorporate a new civic anchor to bring audiences in and to demonstrate commitment by the Town
- Incorporate a fitness / wellness / medical component to serve the aging population of the Town as a whole
- Include a variety of moderate level retail and restaurant uses to help retain existing downtown audiences and attract a new consumer base
- Include a moderate amount of small office space targeted to service-oriented firms
- Take advantage of a likely strong market for apartments once the overall housing market returns
- There is a demand for up to 100 for-sale units over time, particularly once the community “value” is created through new parks, open space and sense of “place”
- A portion of the demand for commercial development will chose to locate in the traditional commercial core along Main Street once access and visibility are improved through a new Town Center development

## TOWN CENTER DEMAND SUMMARY

While any future Town Center development does not necessarily have to accommodate all this demand outlined below, there is likely the potential to develop anything up to the following demand quantities (assuming physical access and visibility challenged are overcome):

### ANCHOR USES

- YMCA / Fitness 20,000 - 40,000 square feet
- Medical Facility TBD
- Major Civic Anchor 10,000 - 20,000 square feet

### RETAIL

- Restaurants 25,000 - 30,000 square feet
- Other Retail 30,000 - 35,000 square feet

### OFFICE

- Local Serving 25,000 - 30,000 square feet

### RESIDENTIAL

- Single Family +/-20 units
- Townhomes 30 - 40 units
- Condominiums / Lofts 30 - 45 units
- Rental Apartments +/-250 units

## Physical Assessment:

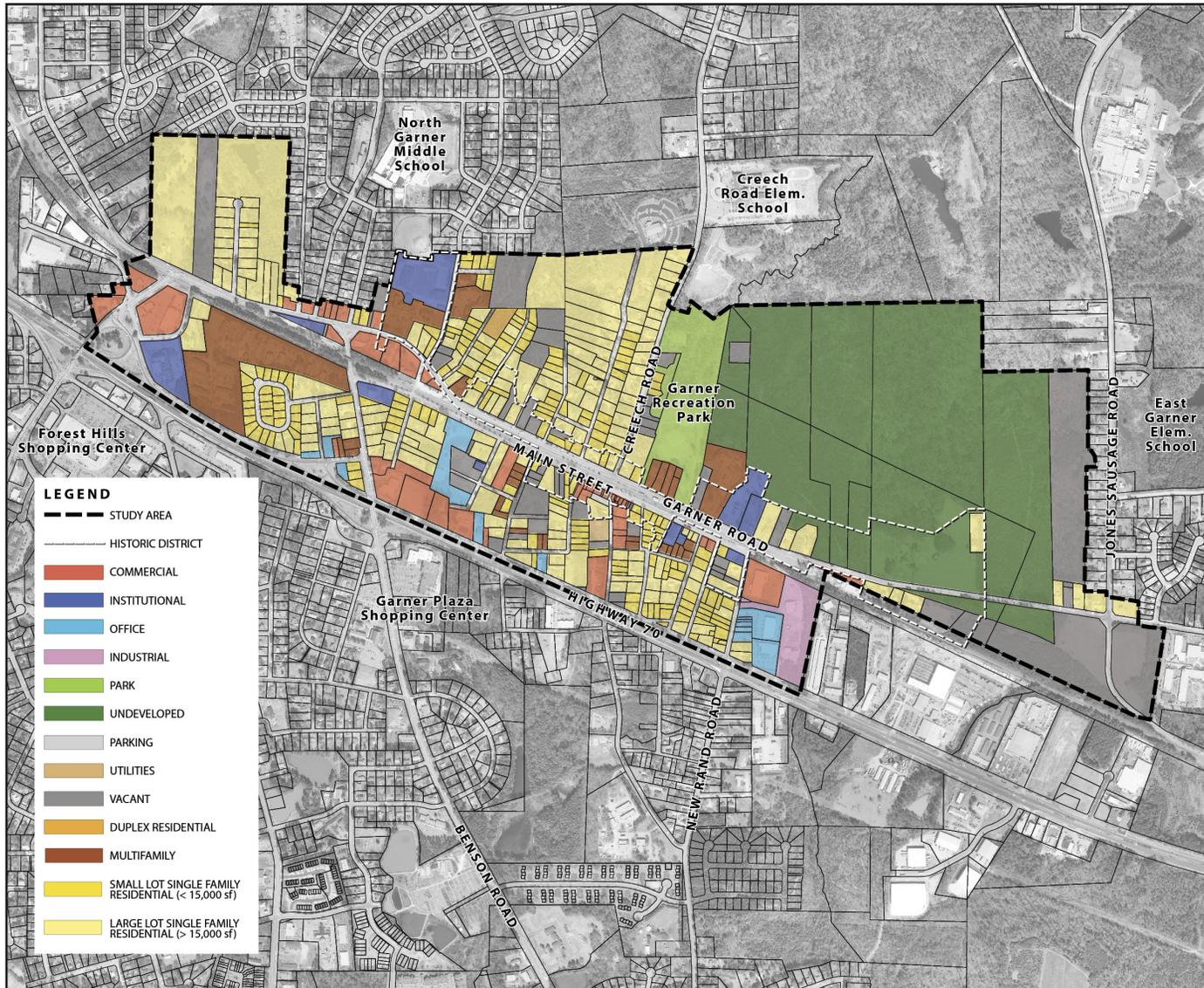
### EXISTING LAND USE

During the summer of 2009, members of the planning team conducted a physical survey of every street and lot within the study area to document a variety of physical attributes.

Existing land uses within the study area vary greatly from street to street. Of the 660+ acres, the most dominant uses are single family detached homes (representing over 27% of the land area) and vacant or undeveloped forest land (representing over 39% of the land area). While single-family property is scattered throughout the study area, undeveloped property is concentrated in the north east portion of the study area.

In addition to these dominant uses, commercial properties are scattered throughout the study area (typically located on Main Street, Garner Road and Highway 70), as are multifamily residential, and institutional uses, although none of these categories exceed 6% of the land area individually.

Of particular note, the total amount of formal open space (e.g., parks, plazas, etc.) is only 3% of the entire geographic area. This is relatively low compared to similar historic downtown neighborhoods across the region and the country.



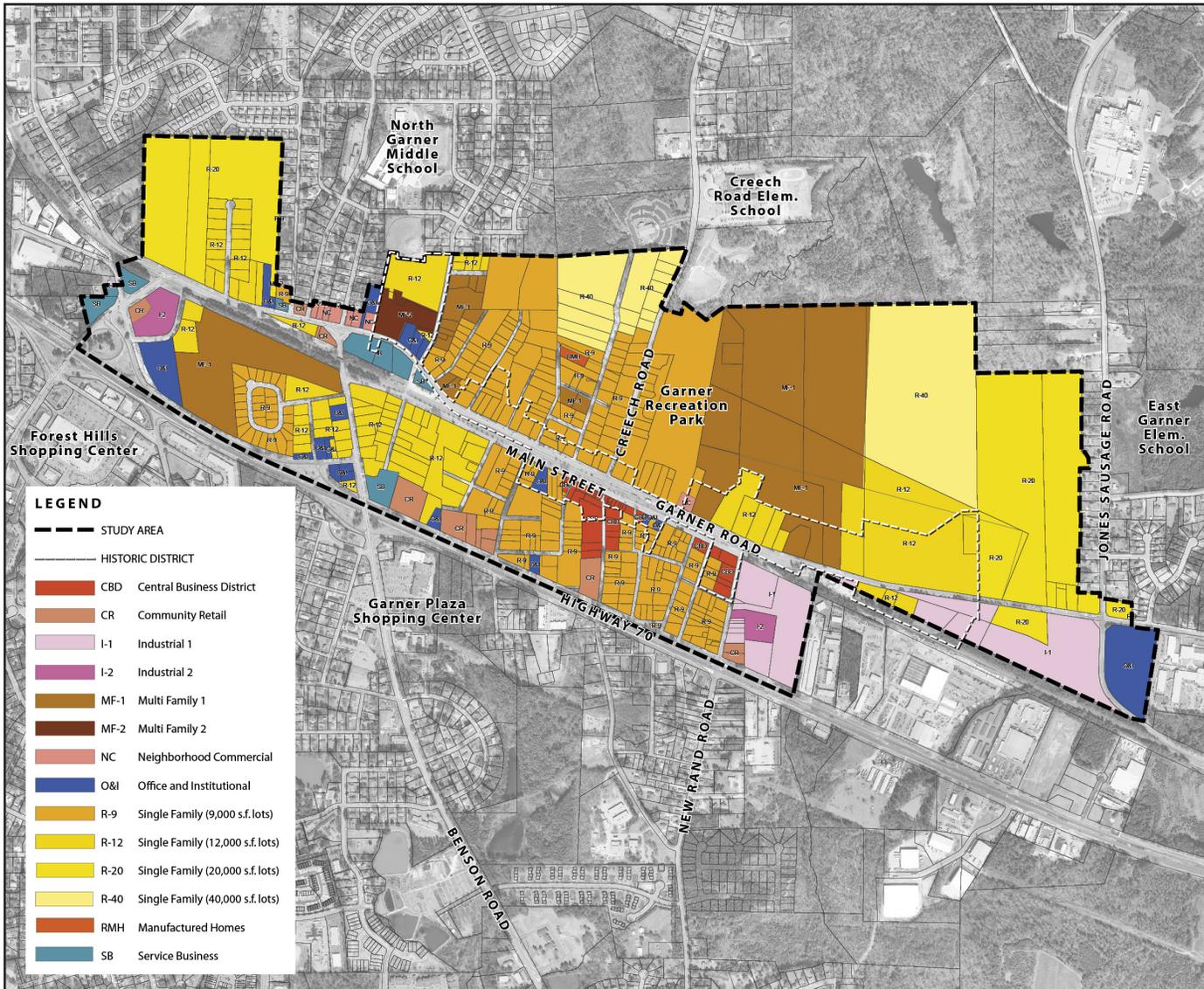
# Physical Assessment:

## EXISTING ZONING

Like most cities, the Town of Garner regulates specific uses and development standards through the use of parcel-by-parcel zoning. Similar to on-the-ground land use documented on the previous page, existing zoning is predominated by single-family detached residential districts. These categories range from 9,000 square foot lots up to 40,000 square foot lots. The 9,000 square foot lots are clustered in the center of the study area while larger lot sizes tend to be north of Garner road.

There are several commercial nodes including historic Main Street, Vandora Springs, and Benson Road. Several pockets of multifamily zoning - two north of Garner road and one to the west near Vandora Springs also exist.

Of particular note from a zoning perspective, there are no existing districts available to match the community-based vision outlined later in this plan including concepts for small-lot homes, live-work arrangements (i.e., home-based businesses), and vertical mixed-use (i.e. loft housing over retail shops).



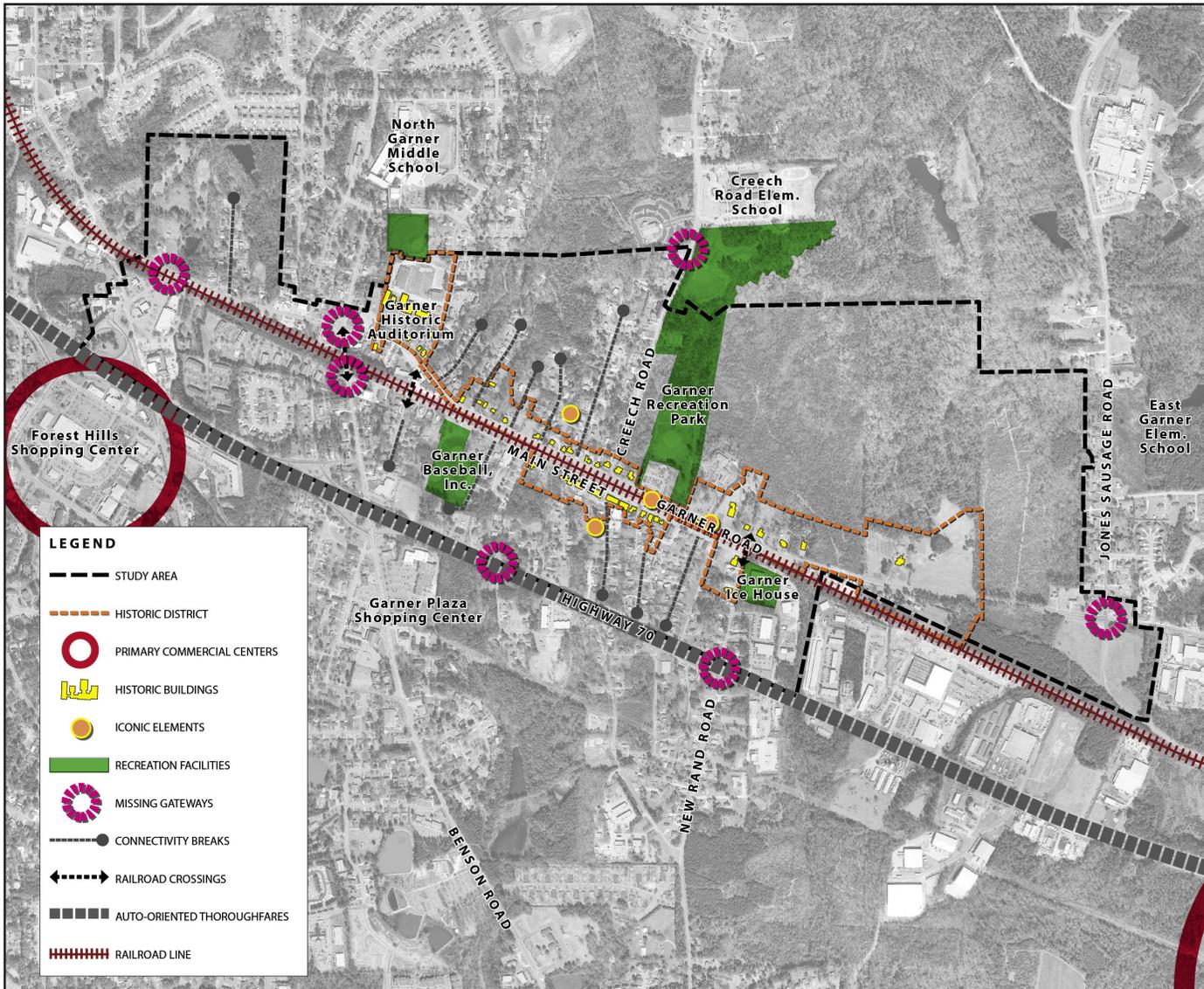
# Physical Assessment:

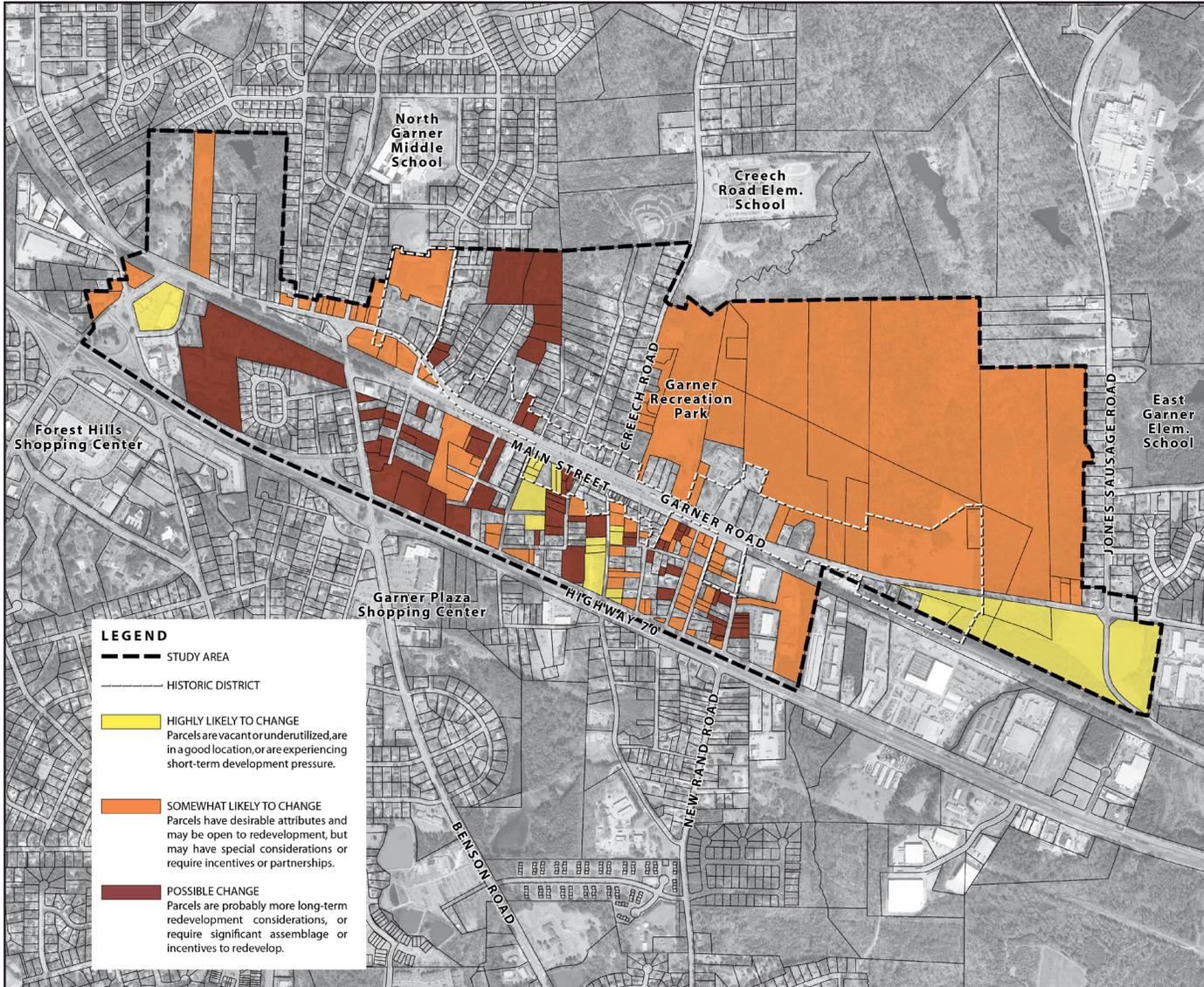
## DESTINATIONS & BARRIERS

The diagram to left attempts to convey significant positive (“destinations”) and negative (“barriers”) attributes of the study area as it exists today.

On the positive side, the area is blessed with a wide array of destinations, activity generators, and visual icons that help create an active environment. These destinations include several recreation amenities (Garner Baseball, Garner Rec. Park, Garner Ice House, etc.), commercial centers (Forest Hills, White Oak), activity centers (Garner Auditorium, Senior Center), historic buildings (Main Street, single-family homes) and iconic elements (caboose, depot, water tower).

On the negative side, however, most of these elements are located just far enough apart so as to limit their overall cohesion as a “place.” These destinations are physically separated by distance and physical barriers such as the railroad tracks, Highway 70, and numerous dead-end streets.





## Physical Assessment:

### OPPORTUNITIES FOR CHANGE - FULL STUDY AREA

Based on physical survey information gathered in the summer of 2009 and follow up work in the fall of 2009, the diagram at the left depicts a ranking of each parcel's likelihood for change, or potential for redevelopment given reasonable market pressure over the next 5-10 years. Although this assessment represents a subjective opinion based on real estate fundamentals, it can be useful in informing the planning and visioning process in order to focus energy in places that have the most potential for positive impact.

Properties that are highly likely to change in the near future are shown in yellow and include areas such as vacant land.

Properties that are somewhat likely to change are shown in orange and include areas that may be desirable for redevelopment based on location/size but may require incentives or creative partnerships.

Properties in brown are considered "possible" areas for change but are more likely longer term due to existing active uses, perceived acquisition difficulties/values, etc.

Properties that do not have a color are the least likely or desirable to change (such as owner-occupied homes).



## Physical Assessment:

### OPPORTUNITIES FOR CHANGE - DOWNTOWN FOCUS AREA

Similar to the analysis for the overall study area on the previous page, the map at the left zooms into the area between Main Street and Highway 70 to more clearly illustrate the area's likelihood for change over time.

Properties that are highly likely to change in the near future are shown in yellow and include areas such as vacant land.

Properties that are somewhat likely to change are shown in orange and include areas that may be desirable for redevelopment based on location/size but may require incentives or creative partnerships to effectuate.

Properties in brown are considered to be "possible" areas for change but are more likely to be longer term due to existing active uses, perceived acquisition difficulties/ values, etc.

Properties that do not have a color are the least likely or desirable to change (such as owner-occupied homes).



## Physical Assessment:

### OWNER VERSUS RENTER

In looking at the area between Main Street and Highway 70, it is important to understand the distribution of property ownership, particularly the split of owner occupied properties versus those that are rented.

The map at the left shows the array of ownership tenures and highlights that a general “pattern” of ownership is not discernible. In many “intown” areas, there are streets that are primarily owner occupied - usually the most stable and well kept areas. In the case of Downtown Garner, however, every street contains a mix of owners and renters and most streets contain vacant parcels as well.

Encouraging a stronger base of home-ownership in downtown will ultimately be a key factor in the area’s financial success and stability.

## Challenges

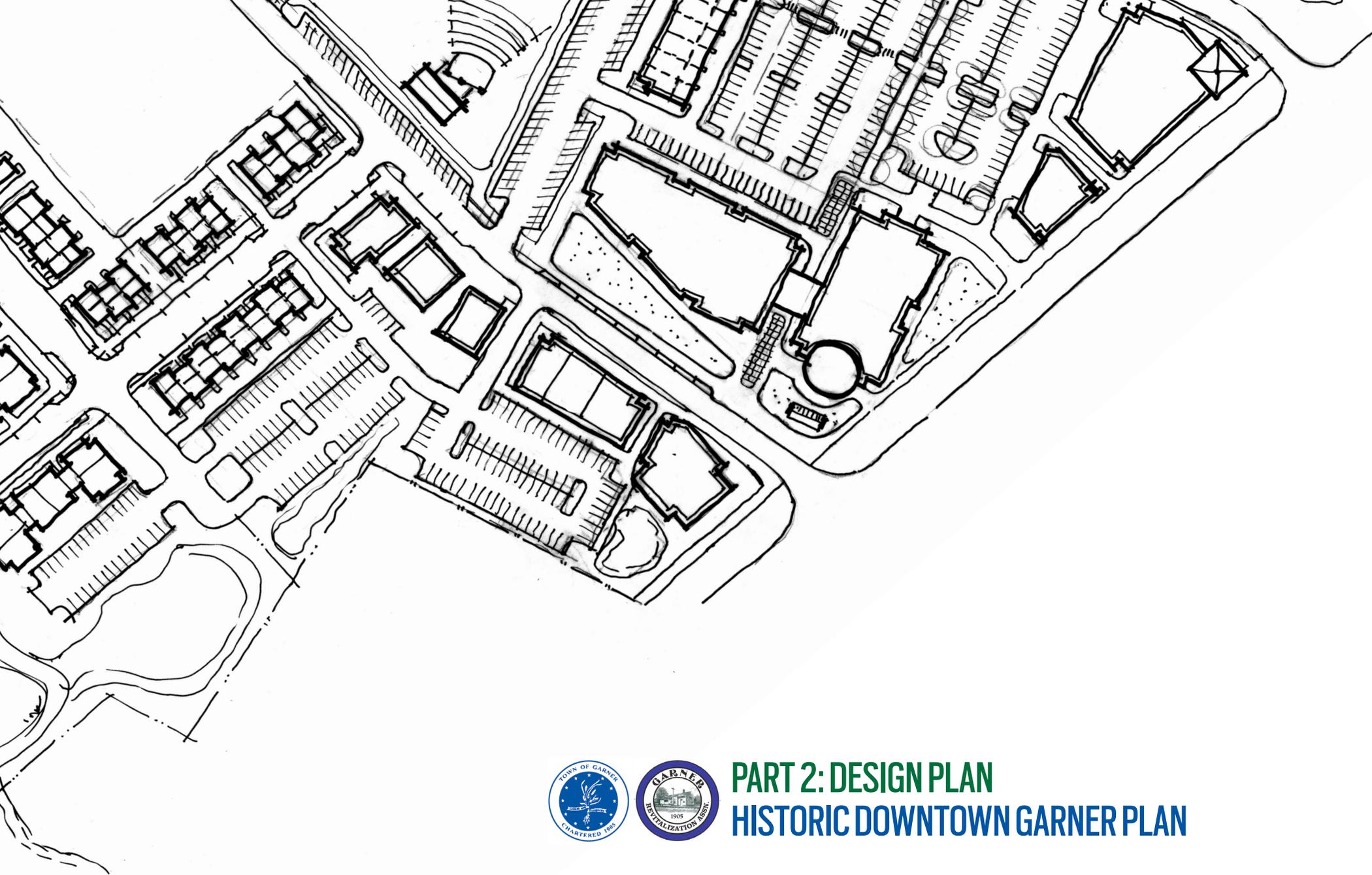
Based on the detailed market research, on-the-ground physical surveys / observations and numerous discussions with area stakeholders, there are several primary obstacles that must be overcome in order to ensure successful redevelopment of the Historic Downtown Garner Area.

- **Low Visibility:** The Historic Downtown, while centrally located, is not very visible to the casual commuter along Highway 70. In fact, even many long-time Garner residents confess to not really knowing how to find “downtown.”
- **Lack of Through Traffic:** The study area suffers from a lack of connectivity, both within and from without, particularly in the north-south direction. There are precious few streets that allow a driver or pedestrian the opportunity travel from Garner Road to Main Street to Highway 70.
- **Difficult Parcel Assembly:** Inherent in the notion of creating a new “activity center” for downtown is the necessity to buy property in a large enough area. However, in downtown, the parcels are relatively small thus requiring many more purchases. In addition, the distribution of owners, renters and vacant land is scattered thus further inhibiting potential acquisition efforts (i.e., vacant land and rental properties are typically easier to obtain).
- **The Railroad is a Permanent Barrier:** The railroad slices through the middle of the study area and effectively separates Garner road from Main Street. There is very little hope of creating new railroad crossings. Therefore, existing crossings must be preserved and enhanced.
- **Gaps Between Destinations:** As discussed earlier, downtown is blessed with numerous, highly active destinations that bring consumers to the area (e.g., Garner Baseball, Main Street, Senior Center, etc.). However, the destinations are physically separated from each other thus limiting their ability to act as a collective critical mass.
- **Lack of Identity / Anchor:** While the study area has a certain small-town historic charm, on the whole it lacks a significant unifying “brand” or identity. In addition, there is not a singular, high-use, high-visibility “anchor” upon which to build marketing and economic development initiatives.

## Opportunities

In contrast to the difficulty of the challenges enumerated to the left, solving these issues creates new opportunities that were heretofore not achievable. These opportunities are summarized below and Parts 2 and 3 of this plan provide the blueprint on how these opportunities can be converted to results.

- **Heighten Visibility to / from Highway 70:** Enhancing connections to Highway 70 will provide access to 30,000+ commuters per day thus fundamentally altering the economics of Main Street. This can be achieved through highly visible “gateway” elements, new development fronting Highway 70, and perhaps most importantly through intersection enhancements at key streets (e.g., allowing left-hand turning movements on east-bound traffic).
- **Fill in Physical and Market “Gaps”:** Filling in the gaps between destinations over time will create a more consolidated / cohesive economic engine. There are several strategies for reducing the gaps including developing a strong civic anchor, creating a strong neighborhood serving retail base, building on small professional office spaces, and enhancing / diversifying housing opportunities in order to build a local consumer base and constituency.
- **Build on Existing Sports & Recreation Activities:** As previously mentioned, the study area is replete with numerous sports and rec destinations such as Garner Baseball, the Ice House, a Karate Studio and Garner Rec Park. These institutions form the backbone of a very large visitor audience to downtown (+/-230,000 per year) and should be supported, preserved and enhanced. Additional sports and rec activities should be developed including trails, biking, fitness and additional baseball fields. Finally, these elements should be collectively branded and marketed on a broader, extended scale.
- **Create a Stronger Sense of “Place”:** In addition to downtown’s sports and rec theme, the area should be enhanced as real, authentic town center or “place” for both visitors and a growing downtown population of businesses and residents. This can be achieved through a variety of methods including new “gateway” elements at key locations, expanded “identity” markers (e.g., banners, lights, logos, signage, etc.), increased city-wide events in downtown and a more aggressive marketing campaign for “Historic Downtown Garner.”



**PART 2: DESIGN PLAN**  
**HISTORIC DOWNTOWN GARNER PLAN**



## Community-Based Vision:

### OVERALL CHARACTER

As part of the public charette process, detailed on Page 1.2, community stakeholders were asked to describe their vision for the future of Historic Downtown Garner in just a few words. The list below highlights the sentiments most often shared by Garner residents and property owners.

- Charming, Cozy, Local
- Active, Friendly, Inviting
- Energy and Excitement
- Center of the Community
- Something for Everyone
- Prosperity Place
- Downtown is Home!





## Community-Based Vision:

Community participants at the October 2009 Charette were asked to choose from a series of images those which best represented their vision for the future of downtown. The images shown at left were the most highly rated commercial / mixed-use samples.

### COMMERCIAL CHARACTER

Most of the images identified by Garner stakeholders included architectural styles and materials (red brick) that are fitting for historic downtown areas like Garner's. Many of the images also pointed to a desire for a more walkable downtown environment and opportunities to create multistory buildings that could accommodate retail or office uses on the ground floor and residential or office uses on upper floors.

A number of stakeholders identified building typologies that were more contemporary when thinking about potential development and redevelopment opportunities along Highway 70.





## Community-Based Vision:

Community participants at the October 2009 Charette were asked to choose from a series of images those which best represented their vision for the future of downtown. The images shown at left were the most highly rated residential samples.

### RESIDENTIAL CHARACTER

Garner is characterized by its affordable housing stock. However, most housing in Garner is provided in the form of single-family detached homes. As part of the community charette’s vision exercises, Garner residents and property owners recognize a significant opportunity to provide quality single family attached and multi-family residential products in and around the downtown area (as long as they are in keeping with the town’s historic character).



Through the accommodation of small lot single family homes (cluster homes), townhouses, condominiums, and flats on top of ground floor office or retail, Downtown Garner could provide housing for young professionals and older populations who desire a low-maintenance home within close proximity of Garner’s goods and services and Downtown Raleigh.



## Community-Based Vision:

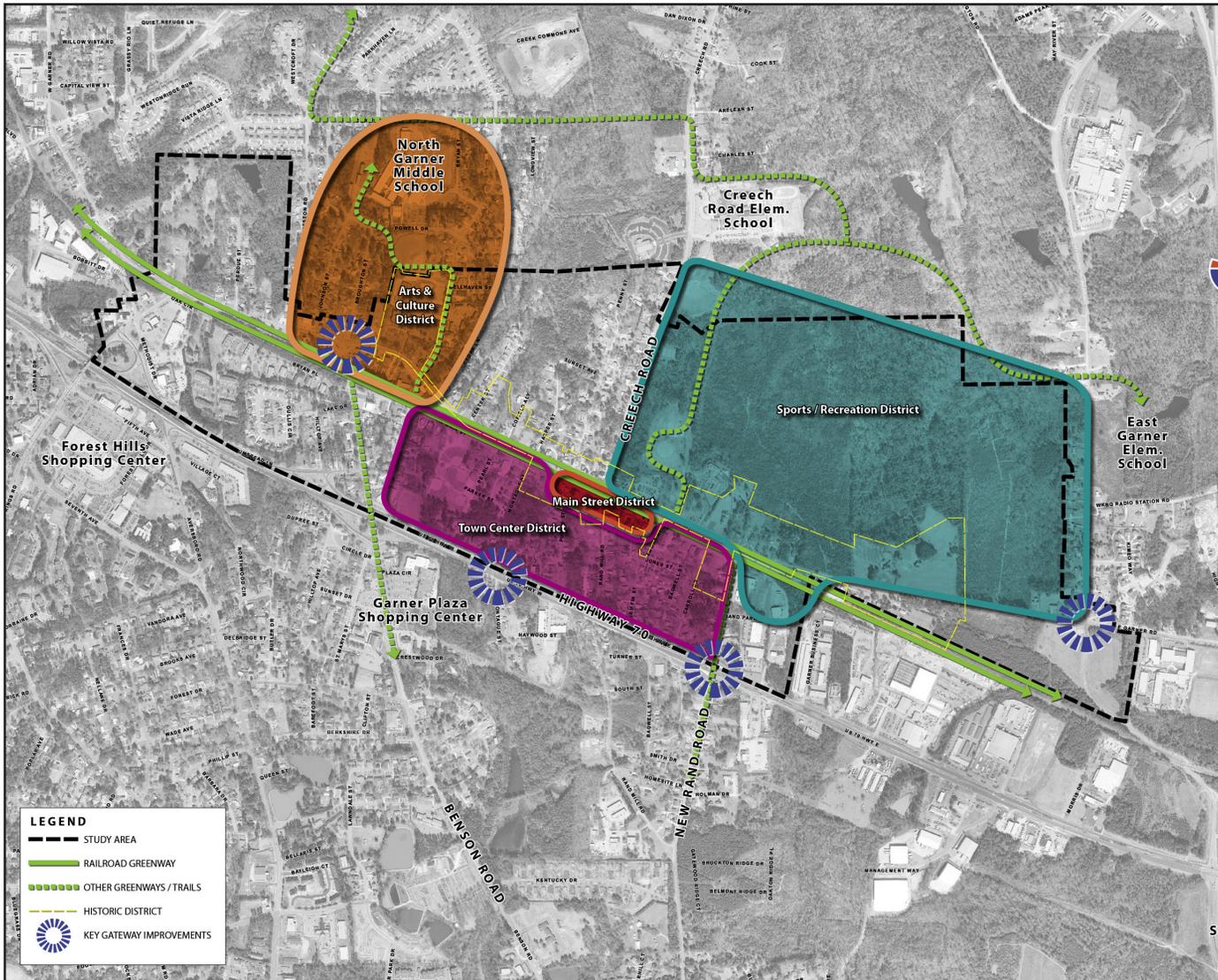
Community participants at the October 2009 Charette were asked to choose from a series of images those which best represented their vision for the future of downtown. The images shown at left were the highest rated open space samples.

### OPEN SPACE CHARACTER

If development in and around Downtown Garner is to reflect the mixed-use and clustered residential images from the previous pages, provisions to incorporate public open space will be necessary. Public open space and greenspace is a key component to creating a quality environment in Downtown and higher density areas.



Garner residents, property owners, and town officials recognize the value of open space and encourage the inclusion of a significant community park and/or gathering place as the Downtown area evolves over the next decade.



## Design Plan:

### OVERALL FRAMEWORK PLAN

To build off of Downtown Garner’s existing assets and based on public input received during the charette process, the Historic Downtown Garner Plan includes strategies for four distinct areas:

- 1. Main Street District-** continue to build upon Downtown Garner’s Historic Main Street by enhancing the look and feel of downtown and continue to pursue an aggressive business/economic development strategy
- 2. Town Center District-** connect the Historic Main Street area to Highway 70 through the development of an extended Town Center
- 3. Arts and Culture District-** build upon the Garner Historic Auditorium as the cornerstone of an arts and culture themed gateway into the Downtown Area at Garner Road and Benson Road
- 4. Sports and Recreation District-** consider creating a regional sports and recreation venue by clustering Downtown’s significant sports and recreation facilities as a new gateway to downtown along Garner Road between Jones Sausage and Creek Road

The four districts should be interconnected through a series of multi-use trails (shown in green on the adjacent map) and a series of transportation and access improvements along Highway 70, detailed on pages 2.15 - 2.18.

Existing Main Street conditions, looking east



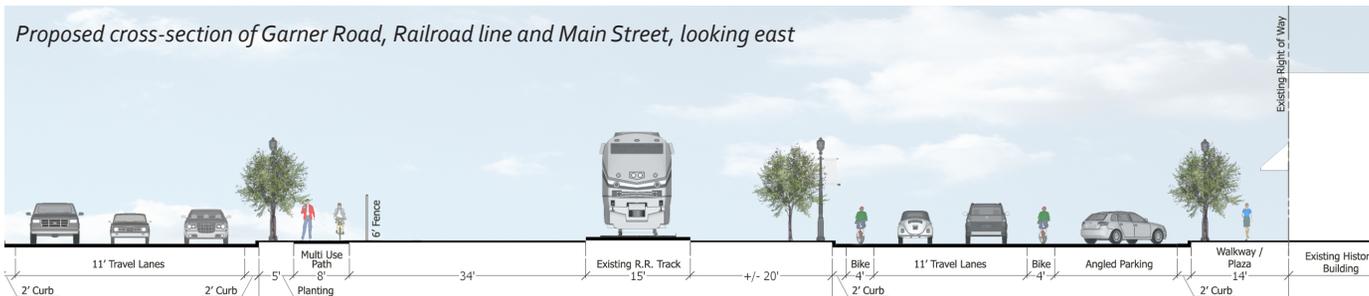
## Design Plan:

### MAIN STREET ENHANCEMENTS

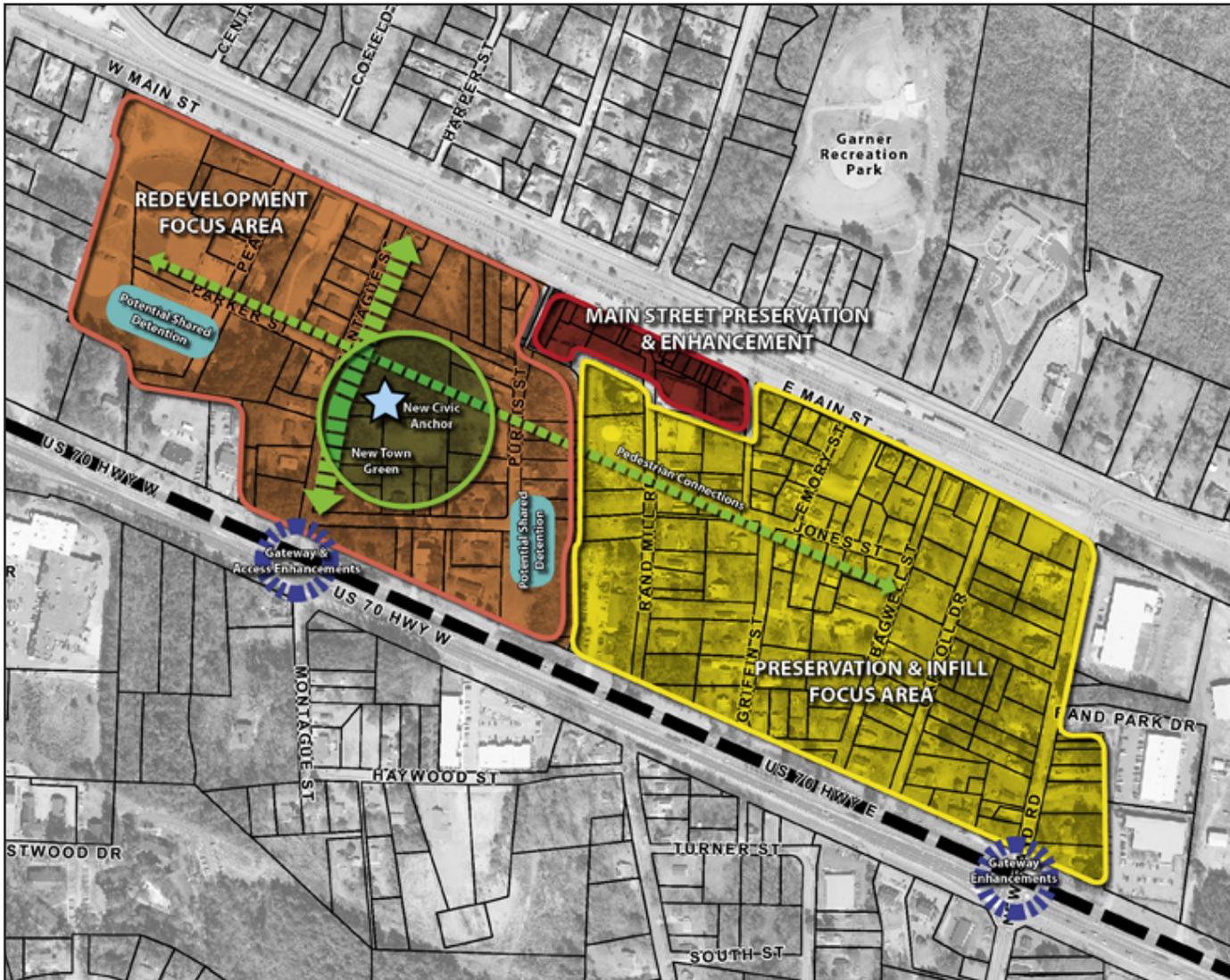
Over the last several years, the Town of Garner and GRA have taken significant steps to enhance Downtown Garner. In order to sustain the Downtown area and build momentum toward an expanded Town Center, the Town and GRA will need to focus on the following short-term steps:

1. Complete planned sidewalk/streetscape enhancements along Main Street and potentially New Rand Road. The ongoing Downtown Garner Streetscape Plan will be instrumental in providing more detail in this regard.
2. Design and implement a Downtown signage and wayfinding program to enhance visibility
3. Encourage new development and redevelopment efforts to reinforce Downtown's historic architectural character
4. Continue to foster Downtown events that attract patrons to the area
5. Pursue targeted business recruitment and retention efforts to sustain current business and recruit new services that will bring activity to Downtown Garner

Proposed cross-section of Garner Road, Railroad line and Main Street, looking east



Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.



## Design Plan:

### TOWN CENTER DISTRICT FRAMEWORK PLAN

While the final design of an extended Town Center can take many shapes and forms, there are several fundamental principles that must be embraced for the Town of Garner to realize an enhanced town center with greater visibility and access to Highway 70 and a strong sense of place.

1. Continue to preserve and enhance Main Street as the historic heart of downtown
2. Focus on preservation and enhancement of single family areas that are experience reinvestment (in yellow)
3. Focus on extension of the Town Center in areas that are underutilized or experiencing disinvestment (orange)
4. Enhance one of the north-south roadways between Highway 70 and Main Street as a primary downtown street
5. Consider a pedestrian or local roadway or trail connection to link neighborhood areas to the extended Town Center
6. Develop a town park or green space as a focal point of the extended Town Center
7. Anchor the park or green space with a significant community destination (Community Center, Library, etc.)
8. Develop a shared stormwater retention/ detention strategy to allow cluster development styles appropriate for downtown areas

While the following pages include two illustrative examples for a New Town Center, these principles are the foundation of any successful extension of Downtown Garner.



## Design Plan:

### TOWN CENTER DISTRICT CONCEPT A

The first concept for an extended Town Center, shown on the left maximizes the New Town Center's visibility to and from Highway 70. The concept includes a 1.75 Acre park along Highway 70 surrounded by a new downtown anchor and a series of mixed-use buildings, potentially with retail on the ground floor and office space on upper floors. A series of retail buildings, some potentially with residential units on upper floors flanks the west side of the green space.

The remainder of the town center includes a variety of residential units to reinforce the downtown neighborhood including townhomes along Main Street and Parker Street and multi-family units west of Pearl Street.

Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.

## Design Plan:

### TOWN CENTER DISTRICT CONCEPT A

The graphics to the left and below further illustrate the vision for Concept A in the form of a photo simulation and 3D computer model. These graphics illustrate the 2-3 story character of the envisioned Town Center, generally with historic architectural stylings.



*Photomontage of Town Center CONCEPT A - Montague Street at Highway 70, looking north*



*Current Conditions - Montague Street at Highway 70, looking north*

*Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.*



*3-D model of Concept A, birds-eye view looking northeast*



## Design Plan:

### TOWN CENTER DISTRICT CONCEPT B

Concept B moves the community green space to the center of the block between Highway 70 and Main Street. This enhances the visibility of the downtown anchor and potential mixed-use or commercial buildings (purple) along Highway 70 and frames the park and more of a community gathering place.

The green space is flanked on the north and south by downtown mixed-use buildings with retail on the ground floor and residential units on upper floors. The western (left) half of the Town Center concept utilizes mixed-use buildings with ground floor retail and upper floor offices to frame the main north-south roadway and includes a variety of townhouses and multifamily residential units along Parker and Pearl Streets.

*Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.*

## Design Plan:

### TOWN CENTER DISTRICT CONCEPT B

The graphics to the left and below further illustrate the vision for Concept B in the form of a photo simulation and 3D computer model. These graphics illustrate the character of the envisioned Town Center, including the high visibility of buildings along Highway 70 and the community greenspace surrounded by New Town Center development.



*Photomontage of Town Center CONCEPT B - Montague Street at Highway 70, looking north*

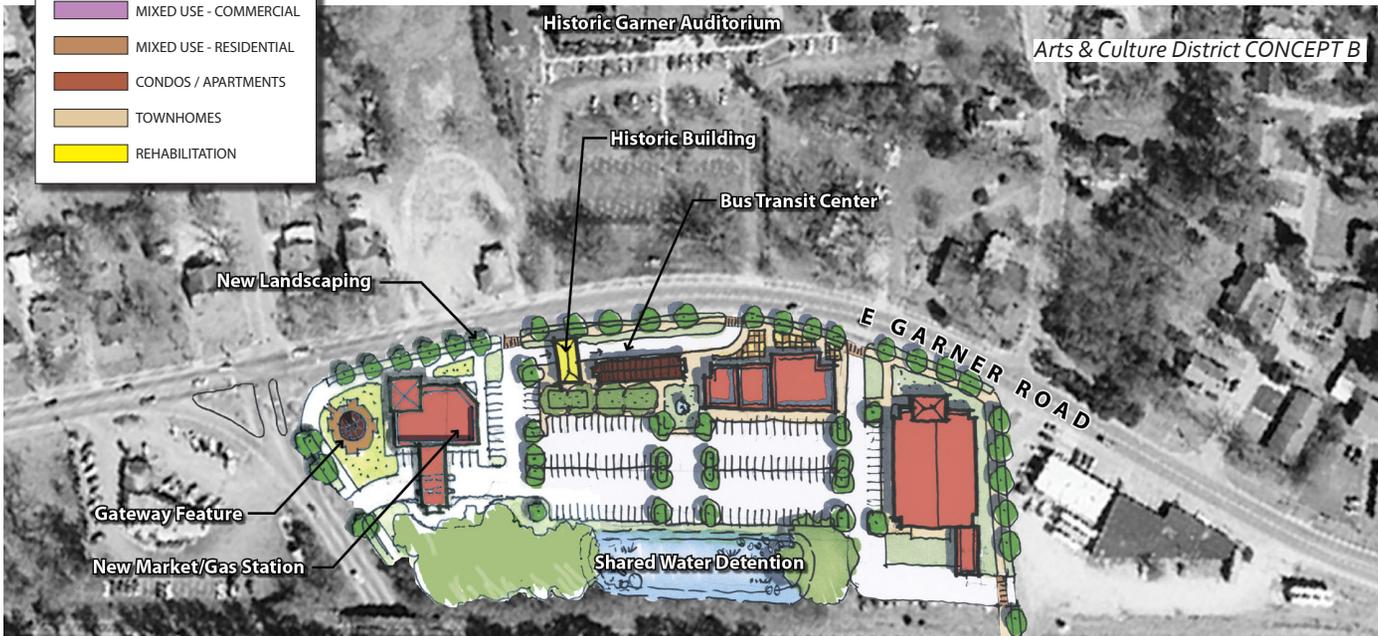
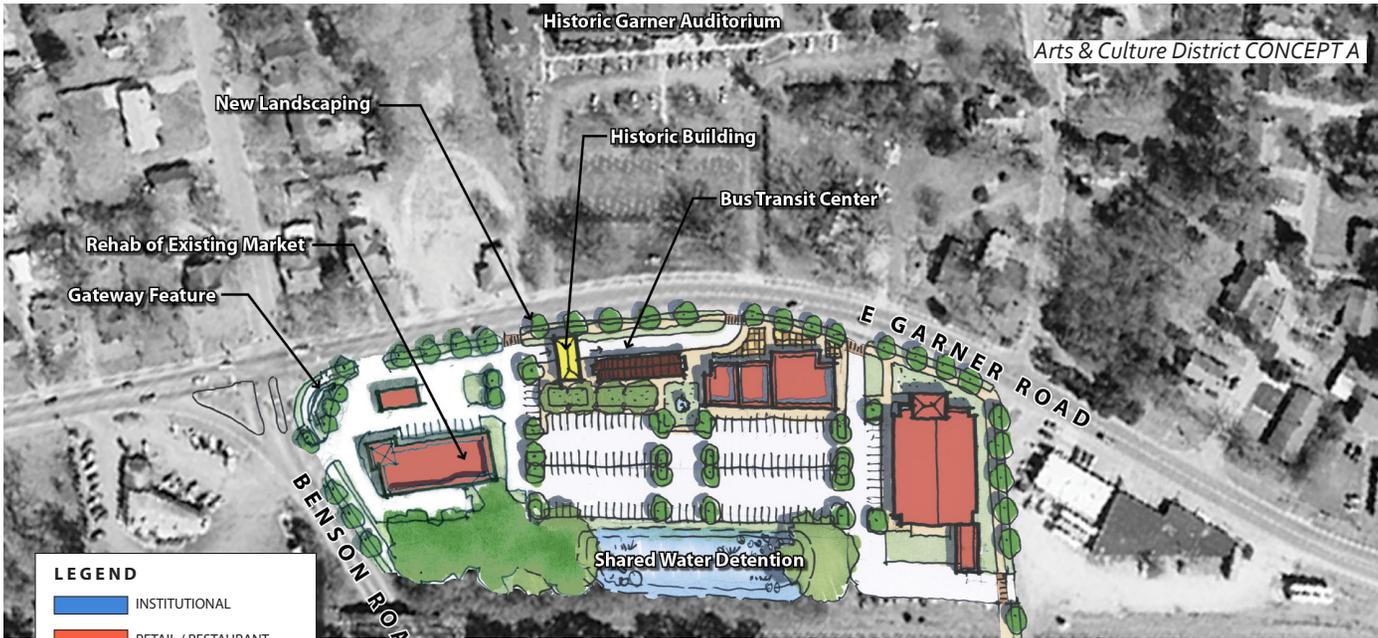


*Current Conditions - Montague Street at Highway 70, looking north*

*Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.*



*3-D model of Concept B, birds-eye view looking northeast*



Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.

## Design Plan:

### ARTS & CULTURE DISTRICT

The cornerstone of the Arts & Culture District is improvement of the gateway to the Historic Garner Auditorium and Downtown at Benson Road and Garner Road. The collection of parcels on the southeast corner of the intersection is the only significant piece of downtown property that backs directly to the railway and is a key site if commuter rail service to Raleigh becomes a reality in the future. While this area is strategic to the long term success of Downtown Garner as a potential rail stop, short term steps should be taken to enhance the area as the northwest gateway to Downtown.

Concept A illustrates improvements to or rehabilitation of the corner store at Benson and Garner Road, re-positioning of the old gas station, and potential redevelopment of the block to create a new gateway and opportunities for small scale office and retail that reflects the art and culture focus of the auditorium and Avery Street facilities.

Concept B illustrates a more aggressive approach repositioning the corner store to remove service facilities from view of Garner Road.

## Design Plan:

### ARTS & CULTURE DISTRICT

The photo simulations to the left illustrate the redevelopment concepts from the previous page to enhance the gateway into Downtown Garner and utilize the corner of Benson Road and Garner Road as a community and Arts & Culture District anchor.



*Photomontage of CONCEPT A - Benson Road at Garner Road, looking south*



*Photomontage of CONCEPT B - Benson Road at Garner Road, looking south*



*Current Conditions - Benson Road at Garner Road, looking south*

*Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.*



Conceptual sketch of potential park at Sports & Entertainment District

## Design Plan:

### SPORTS & RECREATION DISTRICT

The diagram to the left illustrates the potential of property north of Garner Road between Creech Road and Jones Sausage Road to accommodate a regional sports and recreation complex. The complex would not only provide a home for Garner's many recreational leagues, but could also host regional and state events that could make a sizeable contribution to the local economy.

#### Sports and Recreation Opportunities:

- Garner Rec Park
- Potential Relocation of Garner Baseball Inc.
- Adult Sports and Recreation
- Mountain Bike Trails
- Link to Regional Trails
- Additional Facilities
- Marketing- Potential for major events

#### Identified Needs for Test Fit Diagram:

- 6 Baseball Fields- 4 youth, 2 high school regulation (potentially for GBI use)
- 3-5 Additional Youth Baseball/Softball Fields
- 2 side-by-side Soccer Fields
- Event Facility- Preservation and Re-Use of Yeargan Homestead
- Recreation and Biking Trails

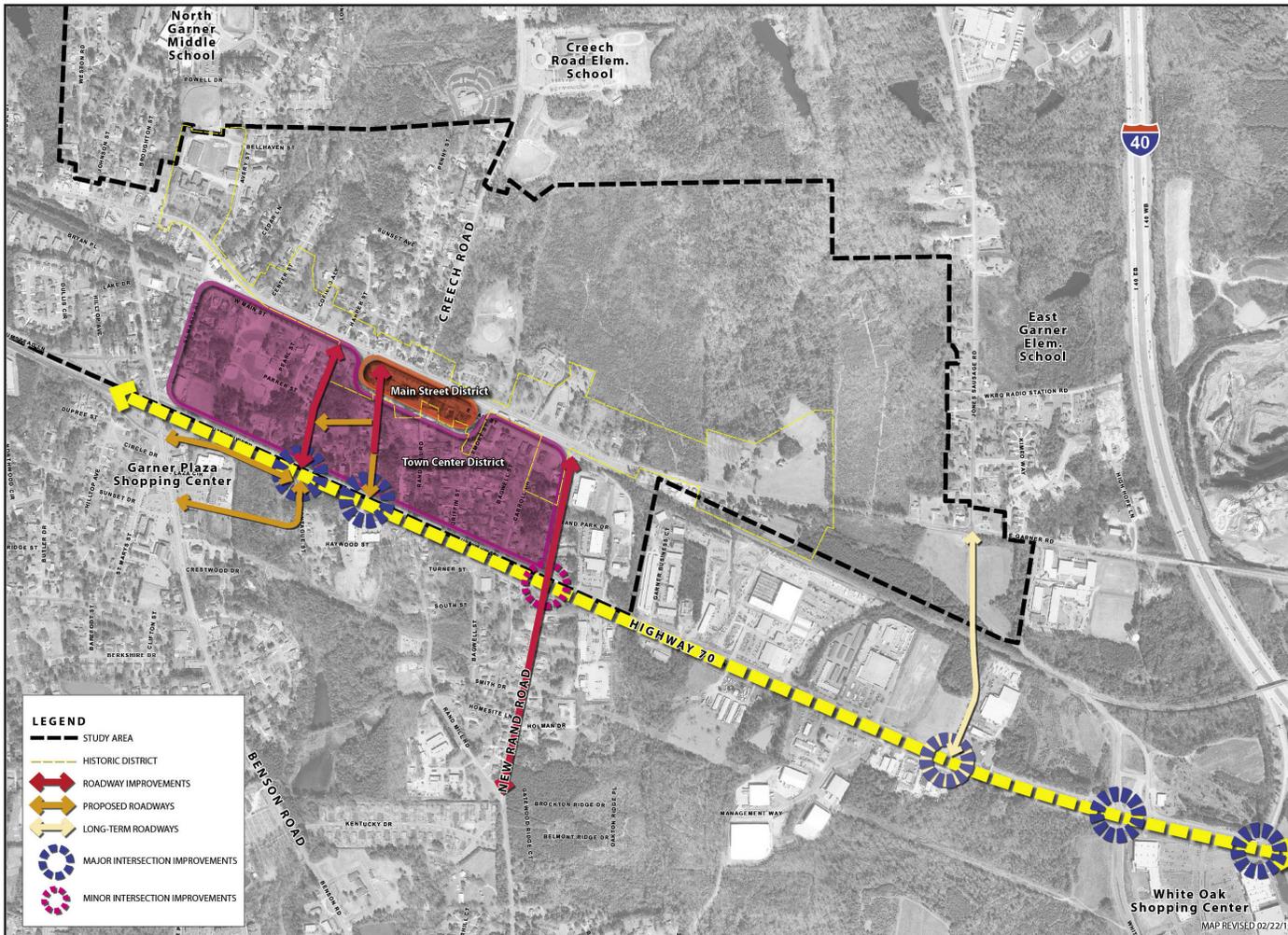


Diagram of recommended transportation improvements on Highway 70

*Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.*

## Design Plan:

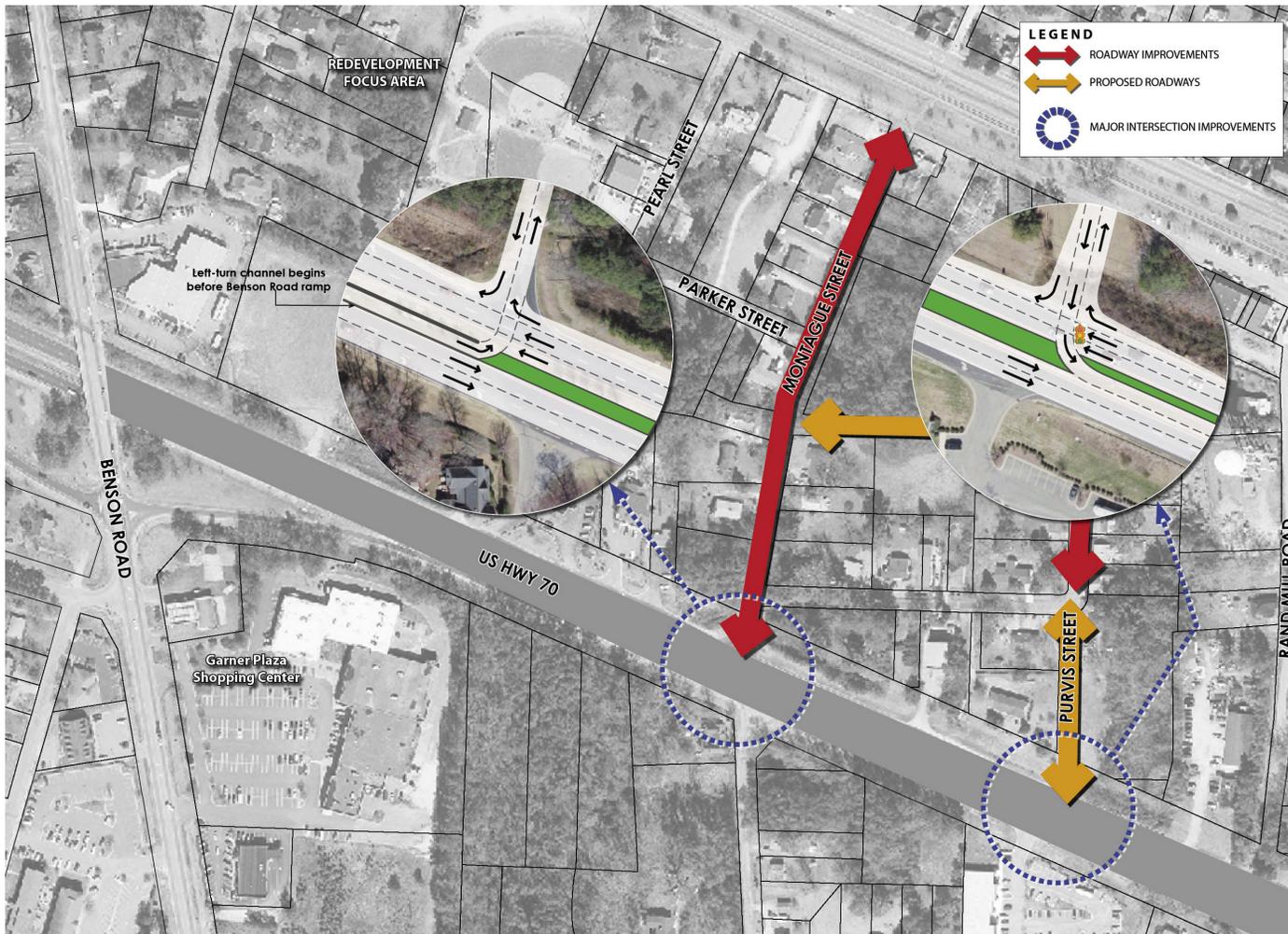
### CONNECT THE DISTRICTS

For the four districts described on the previous pages to reinforce one another and create a more cohesive Downtown Garner, steps to enhance connectivity (automobile, bicycle, and pedestrian) will be necessary.

First, the Town should pursue a system of multi-use trails as envisioned in the North Garner Plan to promote pedestrian and bicycle connectivity throughout the downtown and to nearby community institutions. These trails can also build off of the high level of interest in and use of the mountain bike trails at Garner Rec Park and connect the Downtown to proposed regional trails in the area.

A series of transportation improvements will also be necessary along Highway 70 to enhance visibility and access to the Downtown area. Improvements are envisioned on Highway 70 at I-40 and White Oak. There is also potential for an extension/realignment of Jones Sausage Road from Garner Road to Highway 70. Downtown improvements should be considered at New Rand Road, near Purvis Street, and Montague Street.

The following pages illustrate a series of alternatives for improving the intersection of Highway 70 and Montague Street to maximize visibility and access to the Downtown Area and extended Town Center.



ALTERNATIVE ONE: Highway 70 at potential town center

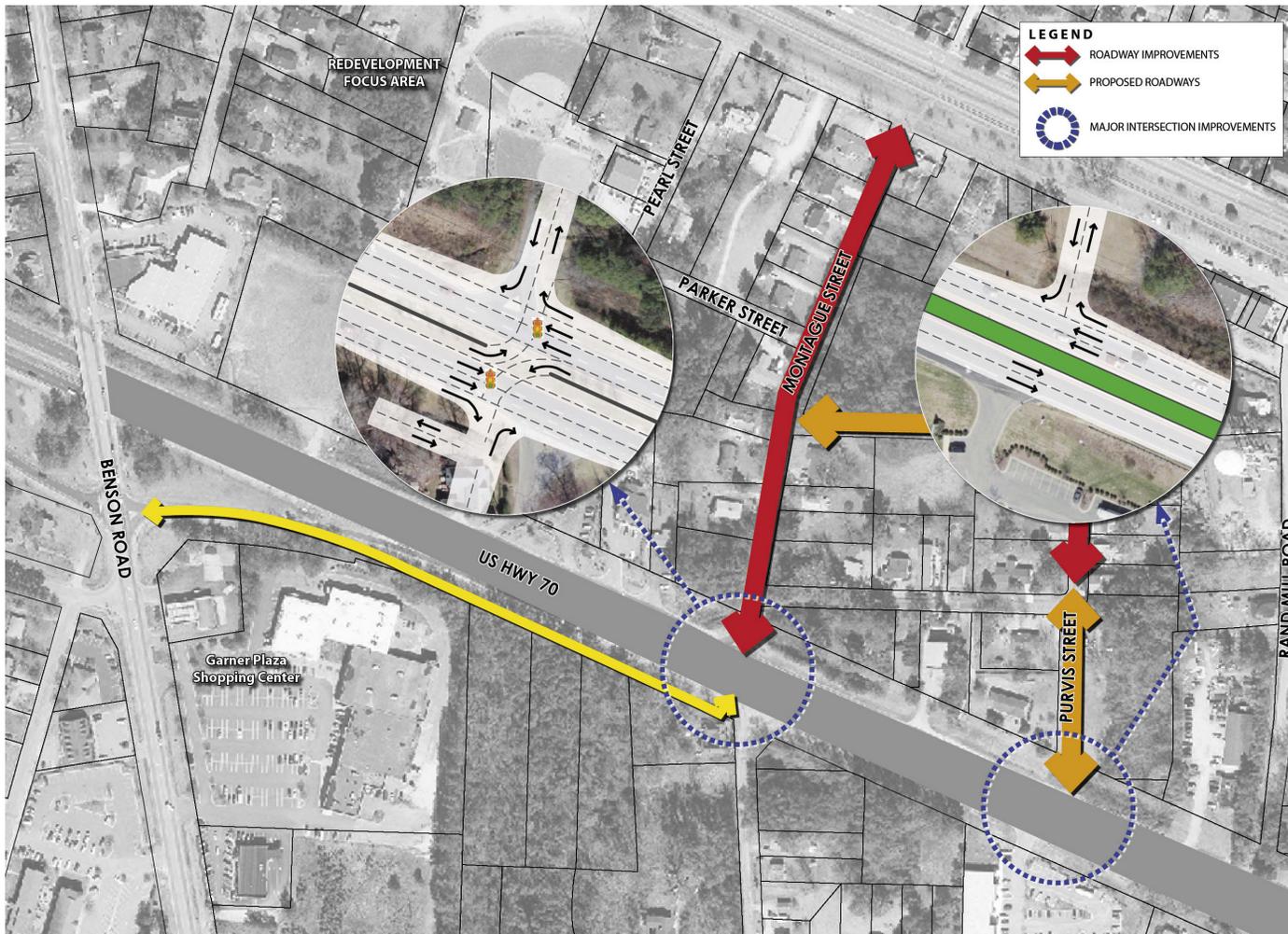
*Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.*

## Design Plan:

### CONNECT THE DISTRICTS

The least invasive alternative to provide access into and out of the proposed Town Center would be to provide a new left cross over onto Montague Street from southbound Highway 70. The turn lane would be built into the existing median and would be separated from southbound lanes to prevent drivers from attempting to weave from the on-ramp at Benson Road to the left turn.

To provide access from the Town Center back onto southbound 70, Purvis Street would need to be extended to intersect with Highway 70 (orange arrow to the left). This new intersection would include a left turn lane and a median break to allow traffic to turn back onto an acceleration lane to merge back onto southbound Highway 70. Depending upon the volume of traffic this new intersection would likely be signalized.



ALTERNATIVE TWO: Highway 70 at potential town center

*Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.*

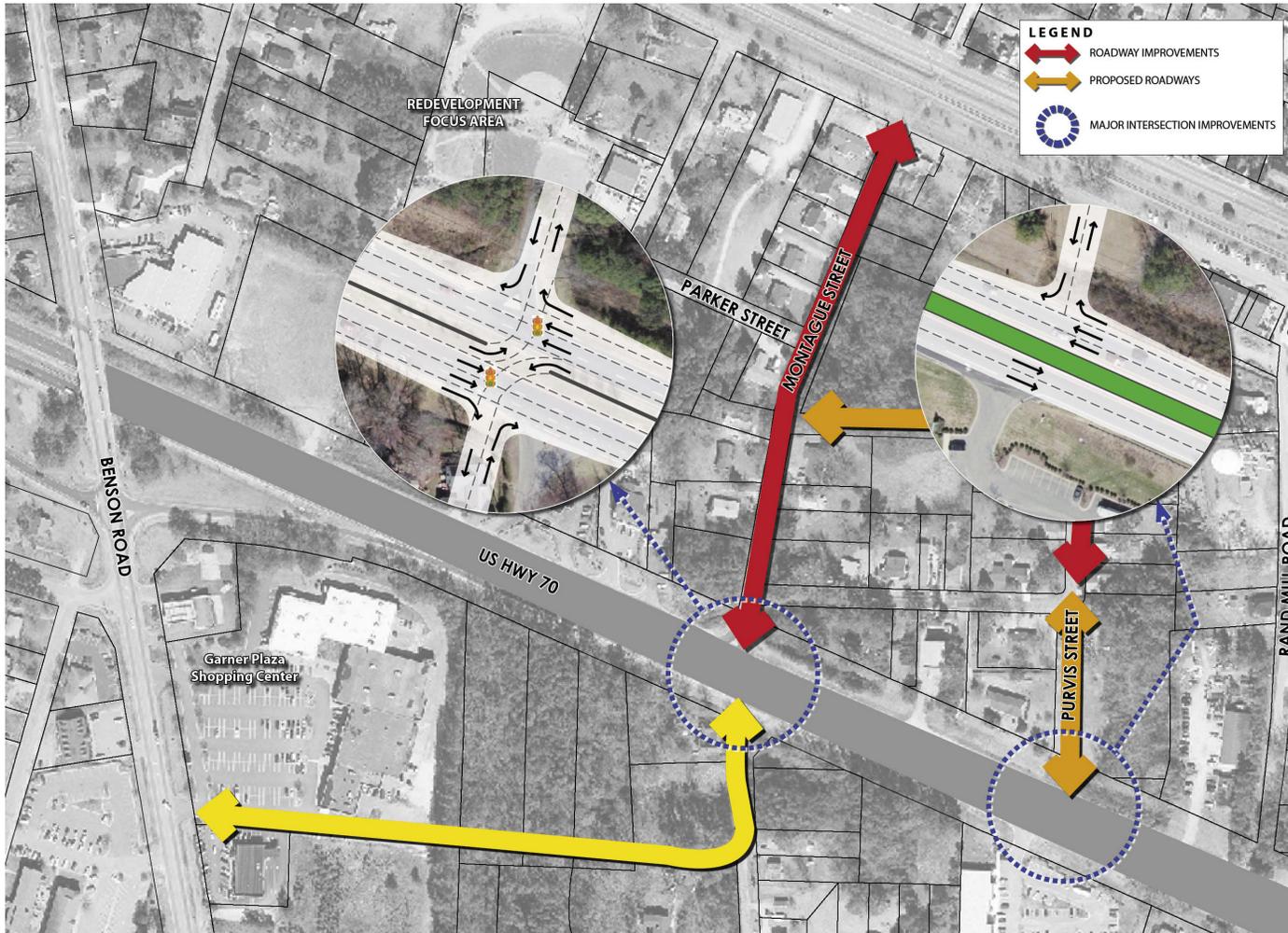
## Design Plan:

### CONNECT THE DISTRICTS

While the previous alternative provides the necessary access and visibility, a fully signalized intersection at Highway 70 and Montague is desirable.

To provide a fully signalized intersection, the on-ramp from Benson Road to southbound Highway 70 must be eliminated. One alternative is to transform the on-ramp into an access road that ends at Montague Street south of Highway 70.

While the intersection configuration is not ideal, elimination of the free flowing on-ramp provided an opportunity to allow full turning movements at Montague Street (both north and south) and enhance the development potential of the intersection.



ALTERNATIVE THREE: Highway 70 at potential town center

*Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.*

## Design Plan:

### CONNECT THE DISTRICTS

A second alternative to realize a signalized intersection at Montague with full turning movements would be to eliminate the on-ramp to southbound Highway 70 altogether and replace it with a new access road that would be part of a redevelopment effort associated with the Garner Plaza Shopping Center.

This intersection geometry is the most desirable for accessibility and safety. However, due to the potential expense of a new roadway, this alternative is likely limited to a scenario where a significant new development project is proposed for the southeast corner of Benson and Highway 70 and desires direct access to/from Highway 70.



# PART 3: DEVELOPMENT ACTION PLAN

## HISTORIC DOWNTOWN GARNER PLAN



## Overview

### IMPLEMENTATION PRINCIPLES

The Action Plan for the Historic Downtown Garner Plan outlines key projects and initiatives over the next 5-20 years to bring the Downtown Plan into reality. The following pages include a description, action plan, and illustrative graphics for the short term (the next 3-5 years), mid-term (5-10 years), and long-term (10-20 years) to help guide the Town of Garner and Garner Revitalization Association (GRA).

The narrative description for each phase includes a summary of the anticipated development program, economic development or market strategies to be undertaken, actions related to property control or acquisition, and necessary infrastructure improvements.

Action Plan tables for each phase include a budgetary cost for each infrastructure improvement and identify potential sources of funding.

# Phase 1 Action Plan

## PHASE 1 PROJECTS

### Development Program

The first phase of implementation is focused upon identifying a significant anchor for the extended Town Center, marketing the concept to identify implementation funds and to build support and momentum, and implementing a series of key infrastructure improvements. Planning, design, and construction of major facilities can typically take 3-5 years. Thus, construction of a Town Center Anchor would likely come at the end of the first phase. To provide the regulatory framework for future development and redevelopment to meet the goals to the Town Center, the Town will need to review and update the zoning code for the Historic Downtown area. Particular attention should be paid to minimizing setbacks, allowing mixed-use building styles, reducing parking minimums, and design standards that will promote new development in keeping with Downtown Garner's character.

### Economic Development/Market Strategies

In the time that it takes to move toward implementation of the extended Town Center it is vital that the Town and GRA do not lose focus on sustaining and improving Main Street with physical enhancements (sidewalks, facade improvements, lighting, landscaping, etc.) and business recruitment. Of particular importance is continued concentration on identifying a destination restaurant and other unique retailers that can succeed on Main Street and draw new patrons downtown. Marketing materials summarizing the plan and illustrating the Town's vision for the future will also be necessary at the Town and GRA pursue commercial anchors for the extended Town Center and potential retail/commercial tenants and homeowners once new Town Center buildings come online.

### Property Strategy

One of the most important steps the Town and/or GRA can take to reduce the time frame between plan and implementation is to gain control over key properties along the main north-south connection between Highway 70 and Main Street. Key properties will become more easily redeveloped if they are owned by GRA or a Downtown Development Authority or if a Town Center interest holds an option or first right of refusal to purchase key properties at the appropriate time. For the first phase, properties that could accommodate the Town Center park/greenspace, become the site of a major downtown anchor, or are necessary to facilitate the infrastructure enhancements mentioned below are most crucial.

### Infrastructure Improvements

To build momentum toward and prepare for construction of new downtown facilities, a series of key transportation improvements must move forward:

1. Completion of a stormwater study to determine the amount and potential locations of joint detention/retention areas for the Town Center
2. Enhancement of the intersection of Highway 70 at Montague Street to include turn lanes into the extended Town Center
3. Realignment/extension of Purvis Street to intersect with Highway 70
4. Montague Street enhancements from Highway 70 to Main Street

# Phase 1 Action Plan

## PHASE 1 PROJECTS, COSTS & POTENTIAL SOURCES

Line Description	Type of Improvement	Priority	Construction Costs	Responsible Party	Potential Funding Sources	
<b>Phase 1- Immediate</b>						
M-1	Maintain short-term focus on attracting Downtown restaurant/anchor	Market Strategy	1	N/A	GRA/Economic Development	
M-2	Compile Marketing Materials for distribution regarding Key Sites/Town Center Opportunities	Market Strategy	1	\$10,000	GRA/Economic Development	Town of Garner
M-3	Secure major Town Center anchors (Community Center, YMCA, Town Hall, Medical Facility)	Market Strategy	1	N/A	GRA/Economic Development/Town of Garner	
P-1	Purchase or secure options on critical Town Center properties	Property Control	1	TBD	GRA/Town of Garner	
P-2	Review and update downtown zoning to facilitate desired Town Center mixed-use and residential development types	Property Control	1	TBD	Planning	Town of Garner/ Main Street Grants or Loans
I-1	Stormwater/Detention Study	Infrastructure	2	\$50,000	GRA/Town of Garner	Town of Garner
I-2A	Montague/Hwy 70 Intersection (left cross over)	Infrastructure	1	\$1,000,000	Town of Garner/ NCDOT	Bond/Town of Garner/NCDOT
	Purvis/Hwy 70 Intersection Improvement (left cross over and signalization)	Infrastructure				
I-2B	Purvis Street Extension	Infrastructure	1	\$400,000	Town of Garner	Bond/Town of Garner/NCDOT
I-3	Montague/Hwy 70 Intersection Improvement (complete new intersection)	Infrastructure	1	See I-1A and I-1B	Town of Garner/ NCDOT	
I-4	Montague Street Improvements (roadway, sidewalk, landscaping)	Infrastructure	1	\$550,000	Town of Garner/ GRA	Bond/NCDOT/Main Street Grants or Loans
			<b>\$2,010,000</b>			
<p><b>"Phase 1 Notes:</b>  <i>Projects I-2A and I-2B most likely to be completed as one project. Could be combined with project I-4.            Project I-4 does not include grading and utility costs.            Project I-3 is an alternative to projects I-2A and I-2B, but likely requires Project I-15A or I-15B to be eminent."</i></p>						



## Phase 1 Action Plan

### TOWN CENTER BUILD-OUT

The graphic to the left illustrates the envisioned build out of Phase 1 including the development of significant town center anchors and associated infrastructure improvements (Highway 70 access points and Montague Street improvements). The graphic is based upon Town Center Concept B as an example.

*Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.*

# Phase 2 Action Plan

## PHASE 2 PROJECTS

### Development Program

Phase 2 (5-10 year time frame) focuses upon completing the Town Center green space and surrounding the open space and new anchors with supporting commercial (retail and office) and residential development.

### Economic Development Strategies

Once the Town/GRA has identified and secured community and commercial anchors for the extended Town Center, aggressive recruitment of unique restaurants, retailers and office tenants for the downtown area will be necessary. For the Downtown area to succeed over the long term emphasis must be given to attracting and retaining unique businesses that are attractions in an of themselves and that can thrive in a walkable town center environment (non auto oriented).

### Property Strategy

At the completion of the first phase of implementation, the private market will likely play an active role in transforming property surrounding the evolving town center. However, to foster necessary infrastructure projects and overcome property assembly challenges for larger commercial and residential projects, the Town, GRA or a downtown development authority may continue to play a role in acquiring or obtaining options on key properties.

### Infrastructure Improvements

Phase 2 includes a significant number of infrastructure improvements including stormwater, open space, and roadway enhancements:

1. Main Street sidewalk and streetscape enhancements from Purvis Street to Griffin Street and from Purvis to Montague Street
2. Construction of a New Street ("Parker Street extension") to provide an internal east-west connection between Montague and Purvis Streets between Highway 70 and Main Street
3. Purvis Street enhancements between Main Street and the New Street
4. Build out of the Town Center Park
5. Construction of Town Center stormwater detention/retention areas
6. Construction of a new Garner Road gateway at Benson Road
7. Implementation of a Downtown Wayfinding and Signage program
8. Improvement to New Rand Road from Main Street to Rand Mill Road south of Highway 70

# Phase 2 Action Plan

## PHASE 2 PROJECTS, COSTS & POTENTIAL SOURCES

Line Description	Type of Improvement	Priority	Construction Costs	Responsible Party	Potential Funding Sources	
<b>Phase 2- Short-term (2-4 Years)</b>						
M-4	Identify restaurant/retail users for Downtown	Market Strategy	2	N/A	GRA/Economic Development	
P-3	Consider purchase and/or options on High Priority Town Center properties	Property Control	2	TBD	GRA/Town of Garner	
I-5	Main Street Streetscape Improvements (Purvis to Griffin)	Infrastructure	2	\$1,800,000	GRA/Town of Garner	Bond/NCDOT/Main Street Grants or Loans
I-6	Parker Street Extension (Montague to Purvis)	Infrastructure	2	\$800,000	Town of Garner	Bond/Town of Garner
I-7	Main Street Sidewalk and Landscape Improvements (Purvis to Montague)	Infrastructure	2	\$500,000	GRA/Town of Garner	Bond/NCDOT/Main Street Grants or Loans
I-8	Purvis Street Improvements (Parker to Main Street)	Infrastructure	2	\$400,000	GRA/Town of Garner	Bond/Town of Garner/Main Street Grants or Loans
I-9	Garner Road Gateway at Benson Road	Infrastructure	2	\$450,000	GRA/Town of Garner	Bond/Town of Garner/Main Street Grants or Loans
I-10	Town Center Park (Open Space design and construction)	Infrastructure	2	\$1,500,000	GRA/Town of Garner	Town of Garner/ Open Space Bonds or Grants
I-11	Downtown Wayfinding/Signage Program	Infrastructure	2	\$30,000	GRA	Town of Garner/ Main Street Grants or Loans
I-12	Construct Town Center Detention Areas	Infrastructure	2	\$500,000	Town of Garner	Town of Garner
I-13	New Rand Road/Hwy 70 Intersection Improvement	Infrastructure	2	\$1,200,000	Town of Garner/ NCDOT	Bond/Town of Garner/NCDOT
	New Rand Road Improvements North of Hwy 70 (roadway, sidewalk, landscaping)	Infrastructure	2			
I-14	New Rand Road Improvements South of Hwy 70 (roadway, sidewalk, landscaping)	Infrastructure	2	\$750,000	Town of Garner	Bond/Town of Garner
				<b>\$7,930,000</b>		
<b>"Phase 2 Notes:</b> <b>Projects I-5, I-9, and I-13 estimated costs taken from Downtown Streetscape Plan. Streetscape projects do not include estimates for utility relocation/burial."</b>						



## Phase 2 Action Plan

### TOWN CENTER BUILD-OUT

The graphic to the left illustrates the envisioned build out of Phase 2 including the development of the Town Center Park framed by new downtown development and associated infrastructure improvements to enhance the area's connectivity and walkability. The graphic is based upon Town Center Concept B as an example.

*Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.*

# Phase 3 Action Plan

## PHASE 3 PROJECTS

### Development Program

Phase 3 includes build out of the envisioned residential areas surrounding the extended Town Center and construction of improvements associated with the Arts & Culture Gateway at Benson and Garner Road and the envisioned Sports & Recreation Complex along Garner Road between Creech Road and Jones Sausage.

### Economic Development Strategies

As downtown retailers are attracted to the area, enhancement of the surrounding residential neighborhood will be necessary to sustain downtown businesses. It is anticipated that the private market will provide most of the envisioned residential products based upon the commercial investment in downtown. However, the Town or GRA may need to play an active role in recruiting residential and mixed-use developers who have experience providing quality cluster homes, townhomes, and flats that are in keeping with Downtown's character.

### Property Strategy

In Phase 3, attention should be given to securing key properties in the Arts & Culture District and Sports & Recreation District for future civic facilities (transit station and sports complex). In the Town Center some Town or GRA involvement may be necessary if there are properties with complex ownership arrangements that prevent key town center development projects from progressing.

### Infrastructure Improvements

Long term infrastructure improvements include potential enhancements on the south side of Highway 70 to connect Highway 50/Benson Road to the extended Town Center, extension of Main Street improvements from Montague Street to Benson Road, and other pedestrian connections from Main Street and the extended Town Center to nearby neighborhoods and destinations.

# Phase 3 Action Plan

## PHASE 3 PROJECTS, COSTS & POTENTIAL SOURCES

Line Description	Type of Improvement	Priority	Construction Costs	Responsible Party	Potential Funding Sources	
<b>Phase 3- Mid-term (4-8 Years)</b>						
M-5	Identify potential private development partners to provide downtown housing units and mixed-use facilities	Market Strategy	3	N/A	GRA	
P-4	Benson Road at Garner Road Improvements	Property Control	3	TBD	GRA/Town of Garner	
P-5	Secure Sports Complex Site	Property Control	3	TBD	GRA/Town of Garner	
P-6	Consider options on Moderate Priority Town Center properties	Property Control	3	TBD	GRA/Town of Garner	
I-15A	Benson Road to Hwy 70 Access Road	Infrastructure	3	See I-15B Below	GRA/Town of Garner/Economic Development/ NCDOT	Bond/Town of Garner/NCDOT
I-15B	New roadway from Benson Road to Hwy 70 at Montague	Infrastructure	3	\$2,000,000	GRA/Town of Garner/Economic Development/ NCDOT	Private Development/ Bond/Town of Garner
I-16	Main Street Sidewalk and Landscape Improvements (Montague to Benson)	Infrastructure	3	\$2,000,000	GRA/Town of Garner	Bond/NCDOT/Main Street Grants or Loans
I-17	Pedestrian Walkway from Purvis to Rand Mill	Infrastructure	3	\$250,000	GRA/Town of Garner	Town of Garner/ Main Street Grants or Loans
I-18	Railway Trail Improvement	Infrastructure	3	\$150,000	GRA/Town of Garner	Town of Garner/ Main Street Grants or Loans
				<b>\$4,400,000</b>		
<b>Phase 3 Notes:</b>						
<i>Projects I-15A and I-15B are alternative projects (one of the two projects would be developed- not both)</i>						
<i>Project I-15B requires partnership with development entity who would be active along Benson Road and Highway 70</i>						

# Phase 3 Action Plan

## OTHER PROJECTS, COSTS & POTENTIAL SOURCES

Line	Description	Type of Improvement	Priority	Construction Costs	Responsible Party	Potential Funding Sources
<b>Other</b>						
I-19	Hwy 70 Lighting and Streetscape Improvements (Benson Road to I-40 Ramp)	Infrastructure	TBD	\$2,400,000	GRA/Town of Garner	Bond/Town of Garner/NCDOT
I-20	Potential Jones Sausage Road Realignment/Hwy 70 Intersection Improvement	Infrastructure	TBD	TBD	Town of Garner	Private Development/Bond/Town of Garner
I-21	Hwy 70/White Oak Road to I-40 Improvements	Infrastructure	TBD	\$4,900,000	Town of Garner	Private Development/Bond/Town of Garner
				<b>\$7,300,000</b>		

**Project Notes:**

- Priorities reflect Planning Team recommendations and general discussion with Town Council in February 2010.
- Construction costs reflect a general estimate and will need to be updated based on more detailed designs at a later phase.
- Project budgets have not yet been reviewed, approved, or committed by Town Council
- Bond funding could include a Town of Garner Infrastructure Bond or alternative funding mechanisms including Tax Increment Financing.

## Phase 3 Action Plan

### TOWN CENTER BUILD-OUT

The graphic to the left illustrates the envisioned build out of the Town Center in Phase 3 based on Concept B as an example.



*Note: Diagrams are concepts only and may change subject to land availability, market conditions, funding, program, etc.*