



Design Guidelines

# CHAPTER 3: TRANSPORTATION

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## CHAPTER 3

# CONNECTIVITY OVERVIEW MAP

### Overview

Every community is defined by the physical patterns of its streets, blocks, sidewalks, and trails. Together, their interconnected relationship defines a community's structure now and into the future.

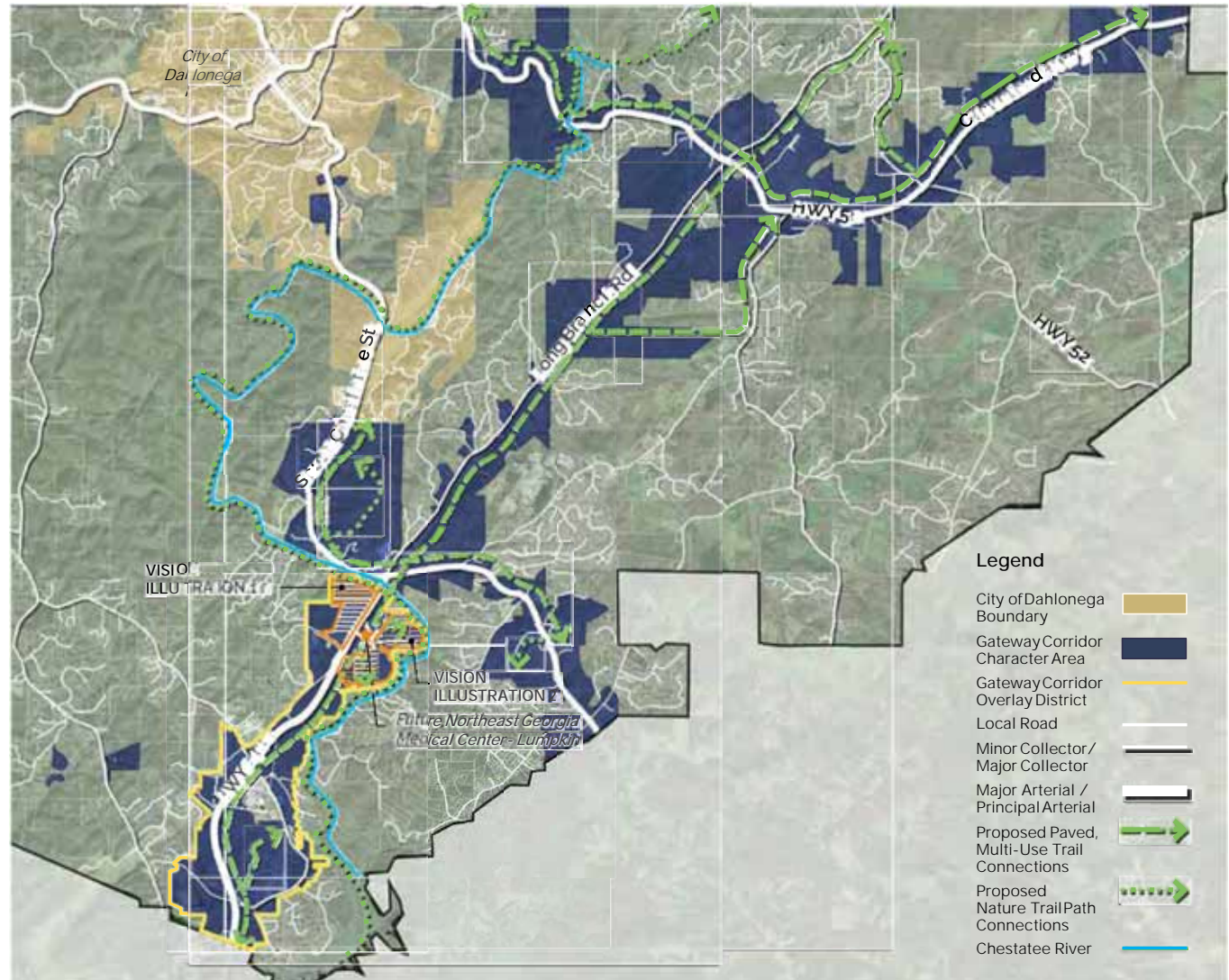
In the Lumpkin County Gateway Corridor Overlay District, streetscapes should balance pedestrian and vehicular needs. Suggested locations for future trails are shown on the map as green dotted and dashed lines. This trail network would connect pedestrians and bicyclists to important destinations within the overlay district such as the Northeast Georgia Medical Center - Lumpkin facility to those just outside of it, including Downtown Dahlonega.

### General Guidelines

As the Gateway Corridor redevelops and grows, proposed pedestrian and bicycle improvements will not be enough to completely mitigate traffic growth. It will be necessary to increase street connectivity to mitigate the negative impacts of growth. If parcels are subdivided, new development shall provide new access points and improved connectivity on-site.

### Vision Illustrations

To help visualize how these Design Guidelines will impact future development in the Gateway Corridor Overlay District, two vision illustrations of the orange shaded parcels highlighted on the map at right, are shown on the following pages.





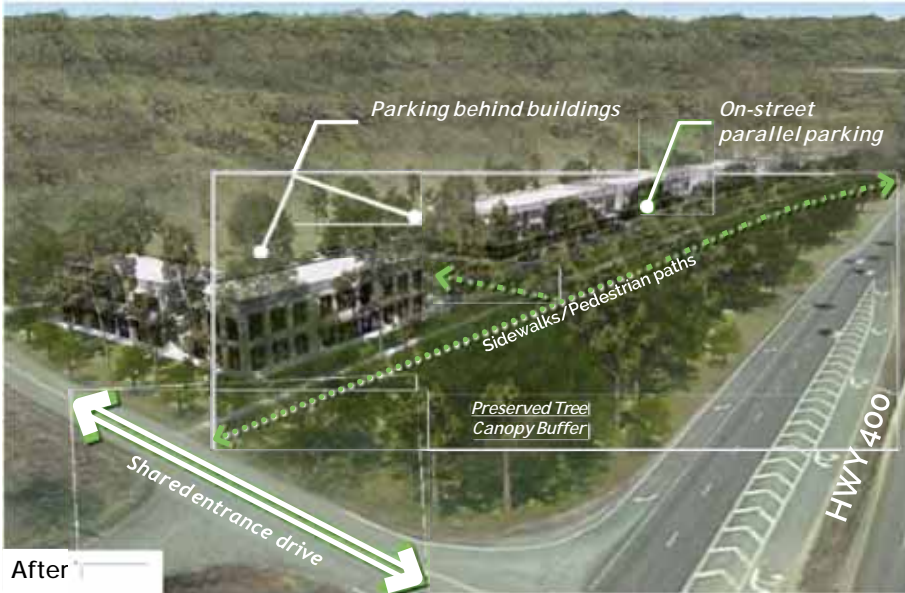
CHAPTER 3

# VISION ILLUSTRATION SITE 1

## Overview

Site 1 includes the orange highlighted parcel shown on the location map. This parcel is located on the northwestern edge of HWY 400, across from the future Northeast Georgia Medical Center - Lumpkin site. The parcel is approximately 56 acres, and has direct access to HWY 400 and the Chestatee River. This area is a prominent intersection in Lumpkin County and serves as the northern portion of the Gateway Corridor Overlay District. It also welcomes many commuters who are traveling to Historic Downtown Dahlonega.

- The illustration below shows how this site could be developed in the future, following the regulations set forth in these design guidelines.
- The illustration includes the following elements:
  - Mixed-use development
  - Trail and sidewalk network
  - Slip-lane with on-street parking
  - Preserved canopy buffer from HWY 400
  - Parking in rear and sides of site
  - Shared entrance drive with future Northeast Georgia Medical Center - Lumpkin off of HWY 400



CHAPTER 3

# VISION ILLUSTRATION SITE 2

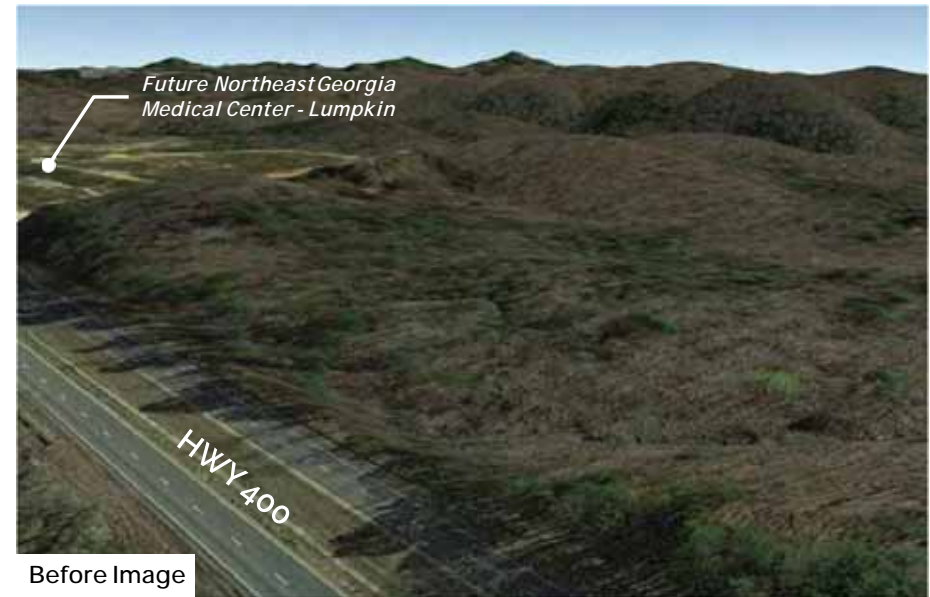
## Overview

Site 2 includes the property located along the eastern edge of the future Northeast Georgia Medical Center - Lumpkin. The site is approximately 116 acres with an easement to HWY 400. Given the direct connection to the future Medical Center, this site would be a prime location for any medical related office uses and/or mixed use buildings.

It is a priority of these Design Guidelines to incorporate a trail network into new developments such as this, that would connect

to adjacent properties and along waterways such as the Chestatee River. The illustration below shows how this site could be developed with this vision, following the regulations set forth in these Design Guidelines.

- The illustration includes the following elements:
  - Medical related office buildings
  - Connection to multi-use trail and nature trail path along the Chestatee River
  - Preserved canopy buffer from HWY 400
  - Parking in rear of site
  - Shared entrance drive with future Northeast Georgia Medical Center - Lumpkin off of HWY 400





CHAPTER 3

# SIDEWALKS & CONNECTIONS

## Overview

The Gateway Corridor's vehicular system is typical of many suburban and exurban areas of America in that it is designed for ease of automobile use. The roadways are, for the most part, designed to move many cars at high speeds. Lane widths are wide, curves smooth, and speed limits generous. While the corridor's vehicular orientation has benefited drivers, it has also

meant that pedestrian facilities have been built primarily as an afterthought.

## Intent of Standards

The general standards identified below are intended to provide better conditions for not only vehicular movement between developments, but also pedestrian and bicycle movement throughout the corridor.

### GENERAL STANDARDS

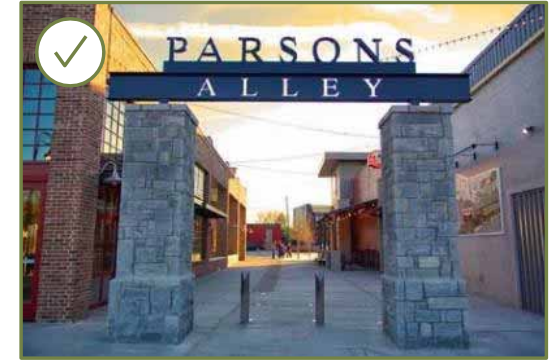
#### Design on-site pedestrian connections to enliven properties

- Where painted crosswalks are provided, they should be "piano striped" to provide maximum visibility to drivers.
- All curb ramps shall have a landing at the top and bottom, a maximum slope of 1:12, a maximum cross slope of 1:50, and a minimum width of 36 inches, per the requirements of the Americans with Disabilities Act (ADA). Landings should have the same width as the ramp and a minimum depth of 48 inches.
- Two ramps are encouraged at street corners, but no less than one is required.
- Sidewalks in new developments shall connect to existing sidewalks on adjacent public streets. Where public streets do not have sidewalks, development sidewalks shall nevertheless connect to said streets in anticipation of future facilities.

- Walkways shall be linked to primary pedestrian entrances of all buildings via a pedestrian walkway or wheelchair ramp between three and four feet wide.
- Direct a walkway through a plaza, courtyard, natural areas or other outdoor use area, and along active street frontages, entries, and storefronts to help animate the space.
- Provide direct automobile access across adjoining properties, when feasible, to minimize curb cuts onto streets.
- Create an internal circulation system that will link those of adjacent properties, when feasible.
- Reserve the opportunity to provide future connections to adjacent undeveloped properties. A cross-property easement may be used to assure access.
- Provide internal connections between parking areas on a large parcel.



> Example of piano striped crosswalks



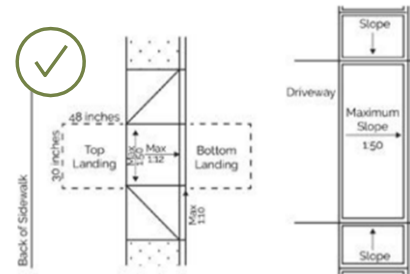
> Example of a pedestrian walkway through a plaza space



> Provide a continuous, safe, and convenient automobile circulation systems between adjacent properties. Connections should occur through parking areas.



> Example of a commercial street that has adequate sidewalks, crosswalks, ramping, etc.



> Diagram showing recommended wheelchair landing and a "dropped driveway"



> Example of a development that does not provide adequate sidewalks and/or appropriate connections to neighboring developments

## CHAPTER 3 TRAILS

### Overview

Trails provide opportunities for recreation and active transportation that is separated from vehicle traffic. When trails are properly designed and located, they are used by people of all ages to commute, exercise, relax, socialize, and enjoy their surroundings. If trails are not properly designed or located, they may not be well used by community members due to disinterest, inconvenience or a perceived lack of safety or stress from vehicles.

These Design Guidelines recommend that multi-use paths generally follow roadways such as the HWY 400, and nature trails that follow scenic areas such as rivers and streams. Specific recommendations are shown in the connectivity overview map on page 18.

### Intent of Standards

These standards are intended for a range of trail types, as well as trail crossings, and access points. They are intended to allow flexibility in design, location, and environmental conditions.

### Multi-Use Trail

Multi-Use trails serve a variety of user groups and are substantially wider than other narrow natural-surface trails. Wherever possible, separate bicycle and pedestrian paths. If this is not feasible, additional width, signing and pavement markings should be used to minimize conflicts.

### Multi-Use Trail Standards

- Tread width varies from four to eight feet;
- Allowance for passing;
- Obstacles occasionally present;
- Blockages cleared to define route and protect resources;
- Prevailing grade five percent, with limited steeper segments; and
- Clearances and turning radius to accommodate all uses.

#### GENERAL STANDARDS

##### Connectivity

- Site designs will be required to provide connections in terms of sidewalks, streets, capes, paths, and trails so that commercial areas are accessible by means other than a vehicle.
- When a site abuts a planned or existing county and regional trail, a connection shall be provided.
- Access walkways and/or off-street trails should be provided to community destinations such as open spaces, parks and schools, commercial centers, medical facilities, etc. from residential areas, to enhance pedestrian and bicyclist movement and safety.

##### Multi-Use Trails

- Multi-use trails should be constructed with asphalt or concrete at a minimum width of 10 feet.



> Example of a natural surface trail



> Example of a paved surface trail in a natural environment



> Example of a paved multi-use path



> Example of a boardwalk trail

- Bike parking should be provided at important destinations along the multi-use trail network.
- Multi-use trails should be set back from high-speed roadways such as collector or arterial streets, with landscaping to provide an aesthetic barrier between the pedestrian and vehicles to increase the safety and comfort of trail users.
- All hard surface trails (multi-use paths) shall be designed in accordance to ADA accessible trail standards. See Appendix A4 for a complete list of ADA Trail Standards.

##### Natural Surface Trails

- Natural surface trails should be constructed of native soil or compacted granulated stone at a width between 8 and 12 feet.
- Trails shall provide access to rivers, streams, natural areas, and connect into multi-use paths along major roadways.



CHAPTER 3

# PARKING

## Overview

The car and its needs are an essential part of community planning, but the car's impact on community design should be balanced with a desire to achieve high standards of aesthetics and walkability.

In the Gateway Corridor Overlay District, carefully crafted parking standards ensure that the car does not overwhelm the desired scale and character.

### Design

All parking spaces should be useable, safely and conveniently arranged, and well marked. The design of parking and internal circulation should be based on the natural features in and around the site. The design of parking areas should also provide for clearly marked pedestrian routes through and around the parking area.

Site development should minimize large expanses of impervious surface and pervious paving materials should be used whenever possible. The selection of landscaping materials should reflect the hierarchy of the circulation system within the site and context.

### GENERAL STANDARDS

**Recommendations to minimize the visual impact of driveways and parking areas.**

- Locate a parking area to the interior, side, or rear of a site or building. This is especially important on a corner property.
- Maintain continuity of the sidewalk by minimizing the number of curb cuts for driveways. Concentrate curb cuts at side streets or mid-block crossings.
- Divide a large parking area into small "pods" that maintain the traditional sense of smaller parking areas.
- Soften the view of parked cars from a public sidewalk or street using a planted buffer of trees, shrubs, and groundcover, or a low wall constructed from materials compatible with the site.

- Site a surface parking lot to be compatible with the surrounding context and street frontage.
- Large parking lots shall not be located between the buildings and state highways. A maximum of 2 rows of parking and access aisle may be located between the building and state highways for the length of the building.

**Share parking between buildings to access surface parking areas, whenever possible.**

- Provide cross-property easements to share driveways and reduce the need for additional curb-cuts, when feasible.
- Avoid parallel road conditions, in which two abutting properties have separate driveways.



> Shared use of parking between buildings, land uses, or parcels is encouraged. Parking behind buildings is also encouraged.



> Large parking area separated, adequately screened by landscaping, and paved for pedestrian safety.



> Soften the view of parked cars from roadways and public sidewalks using a planted buffer of trees, shrubs, and ground cover.



> Poor interface between pedestrian and parking, lacking a landscape buffer between parking spaces and sidewalk.



> Large swath of parking dominates streetscape