

# OAK GROVE MASTER PLAN

## DESIGN GUIDELINES



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## CREDITS

We thank the following people for their vision, support and leadership throughout the Oak Grove study.

### **Cherokee County**

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**Buddy Broun**, Lake City Appliance

**John Dunlap**, Dalton Marine

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## INTRODUCTION

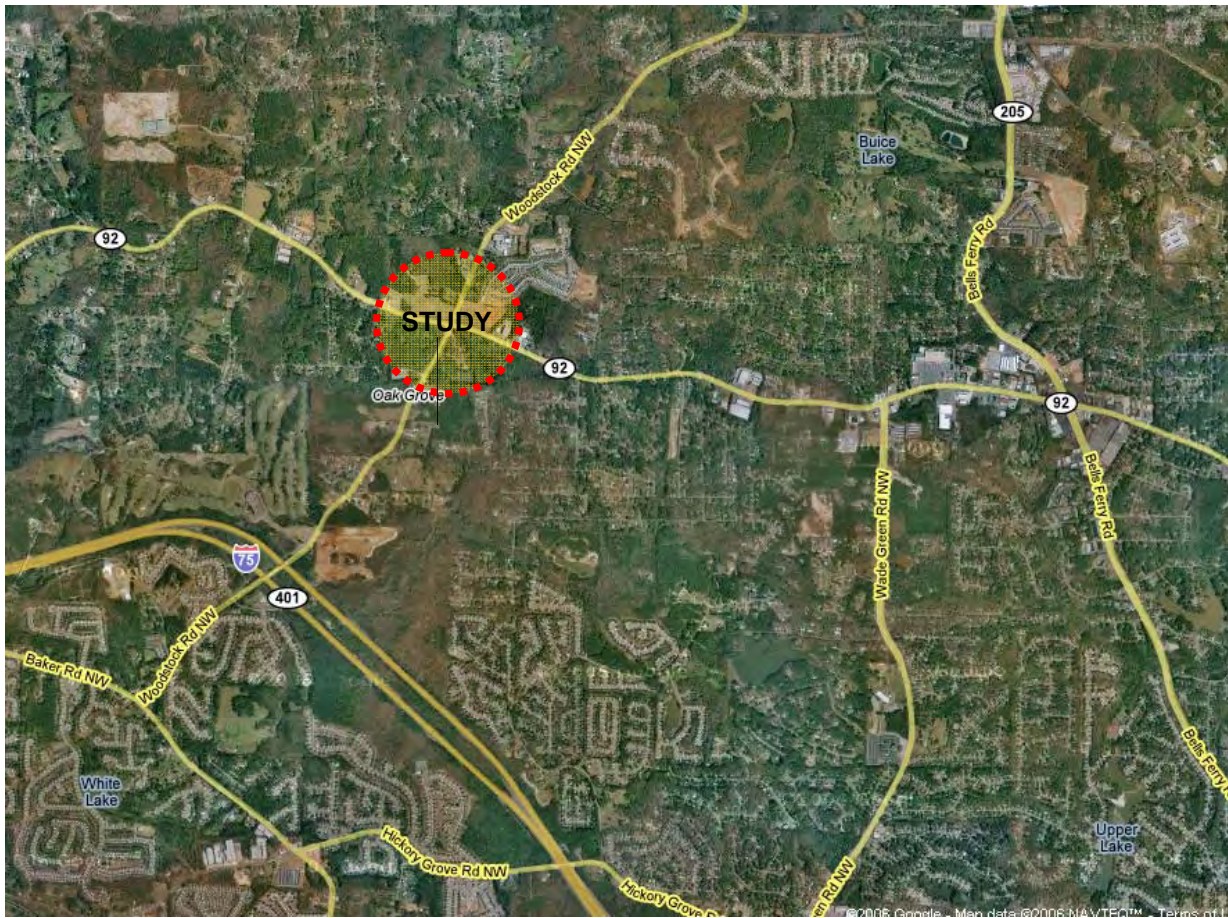
The intersection of State Route 92 and Woodstock Road is identified as a Node by the Cherokee County that is of significant importance. The proposed widening of State Route 92 from a two lane road to a four lane road will have an impact on this node and on the businesses and the development of this node, especially in terms of accessibility, curb cuts, ingress/egress and connectivity.

Recognizing this, the County leadership took proactive steps to develop a master plan for this node that would integrate land use, transportation and urban design issues. The master plan would also ensure the development at this node would be in line with the vision of the community and the County. This would not only form a vision for this specific node, but would be a model for other nodes within the county.

The proactive approach focuses on developing an integrated master plan that looks at land use, transportation and urban design issues that would set the character and image for the node.



## STUDY AREA CONTEXT



The study area is located west of Bells Ferry Road and State Route 92 intersection. The study area encompasses the parcels around the intersection of Woodstock Road and State Route 92 including Lake City Appliance and Dalton Marine, the businesses west of State Route 92. The study area abuts residential neighborhoods on all sides except the northwest corner which is a cemetery.



## VISION/GOALS

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- To create a great gateway node to the community with quality, character and image
- To be a model for other nodes
- To see mix of uses; broader based retail, community services and variety of housing options (life-cycle housing)
- To create good accessibility, traffic flow, connectivity between inter-parcels, ingress/egress, curb cuts for smooth traffic flow and business operations.
- To create pedestrian friendly environment and an environment that encourages alternative modes of transportation.
- To Increase tax base for the county
- To be a catalyst for growth.
- To gain public support for infrastructure and implementation
- To coordinate the efforts with the GDOT widening project





## ISSUES

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- ❑ Median cuts – ingress and egress into the existing businesses; Lake City Appliance and Dalton Marine
- ❑ Accessibility – ingress/egress for the three parcels at the intersection and their development
- ❑ Inter-parcel connectivity and traffic flow and circulation
- ❑ Provision for future connectivity to the existing street network for improved traffic flow
- ❑ Preservation of natural features  
Quality of development and design and pedestrian-friendly focus
- ❑ Mix of uses to make the node vibrant and exciting



## PUBLIC PROCESS

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As a part of the public process, the consultant team conducted several meetings with the stakeholders-property owners of the node along with the county staff and leadership to identify goals, issues and the development of master plan.

We also engaged in conversations with GDOT to coordinate the master plan efforts. The master plan developed evolved out of this collaborative process and the plan has gained consensus of all of the stakeholders involved including GDOT.





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## MASTER PLAN

Based on the analysis of the study area with respect to the street network, State Route 92 expansion, natural features, adjacent neighborhoods and the potential of the parcels that were envisioned by the stakeholders, five different master plan options were developed. Through the stakeholders meeting, each of these options were reviewed and evaluated for their pros and cons. The final master plan reflects the refinements made to integrate all of the comments. This plan also coordinated the GDOT comments and recommendations and has gained the approval of GDOT as well.

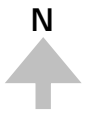
GDOT recommended median cut and also holds potential for signalization in the future as the traffic increase. This loop road extends around the intersection as shown. This loop road provides access to the properties behind and has the potential in the future to be connected to some of the neighborhood street network. The master plan shows at various locations where the future connections can be made to the neighborhood streets to improve connectivity.

The master plan reflects the program that the property owners plan to develop. The plan focuses on creating a presence of a gateway at the intersection of State Route 92 and Woodstock Road and creates a good street network and connectivity between the parcels and pedestrian friendly environment. A loop road that connects from State Route 92 to Woodstock Road on the west is recommended to help the traffic circulation as well as inter-parcel connectivity. The location of this loop road is coordinated with the





ALTERNATIVE -A  
MASTER PLAN



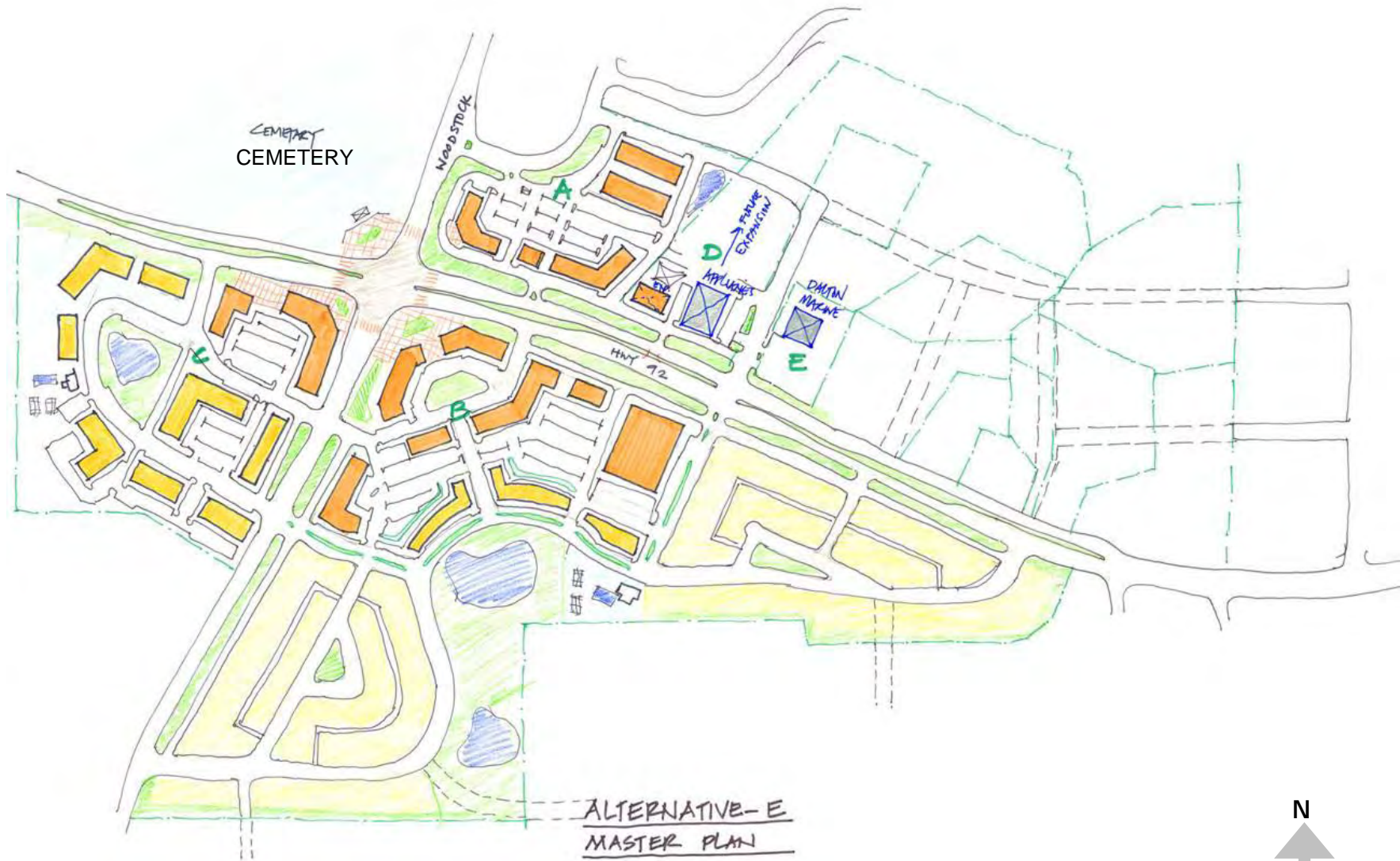




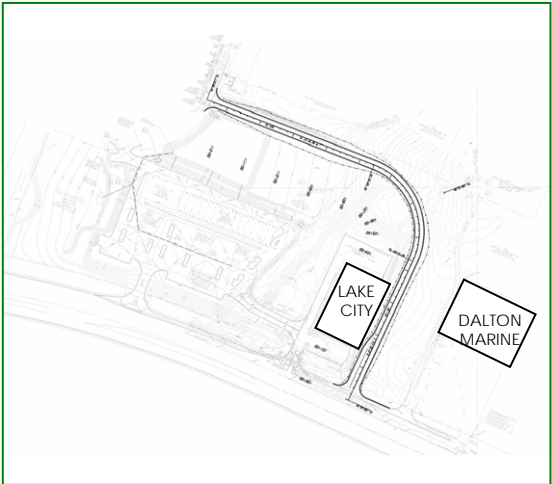




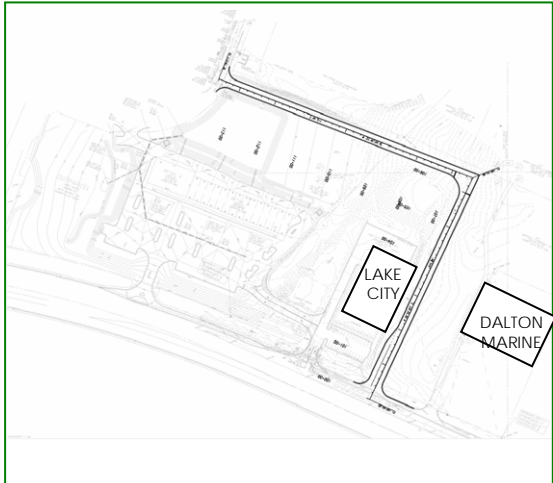




**MASTER PLAN**



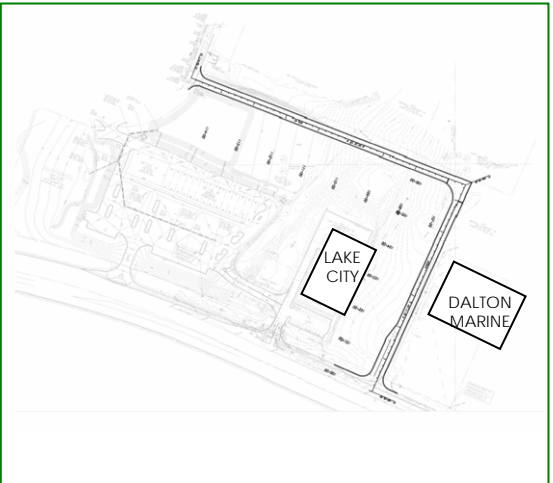
**OPTION A**



**OPTION B**



**OPTION C**



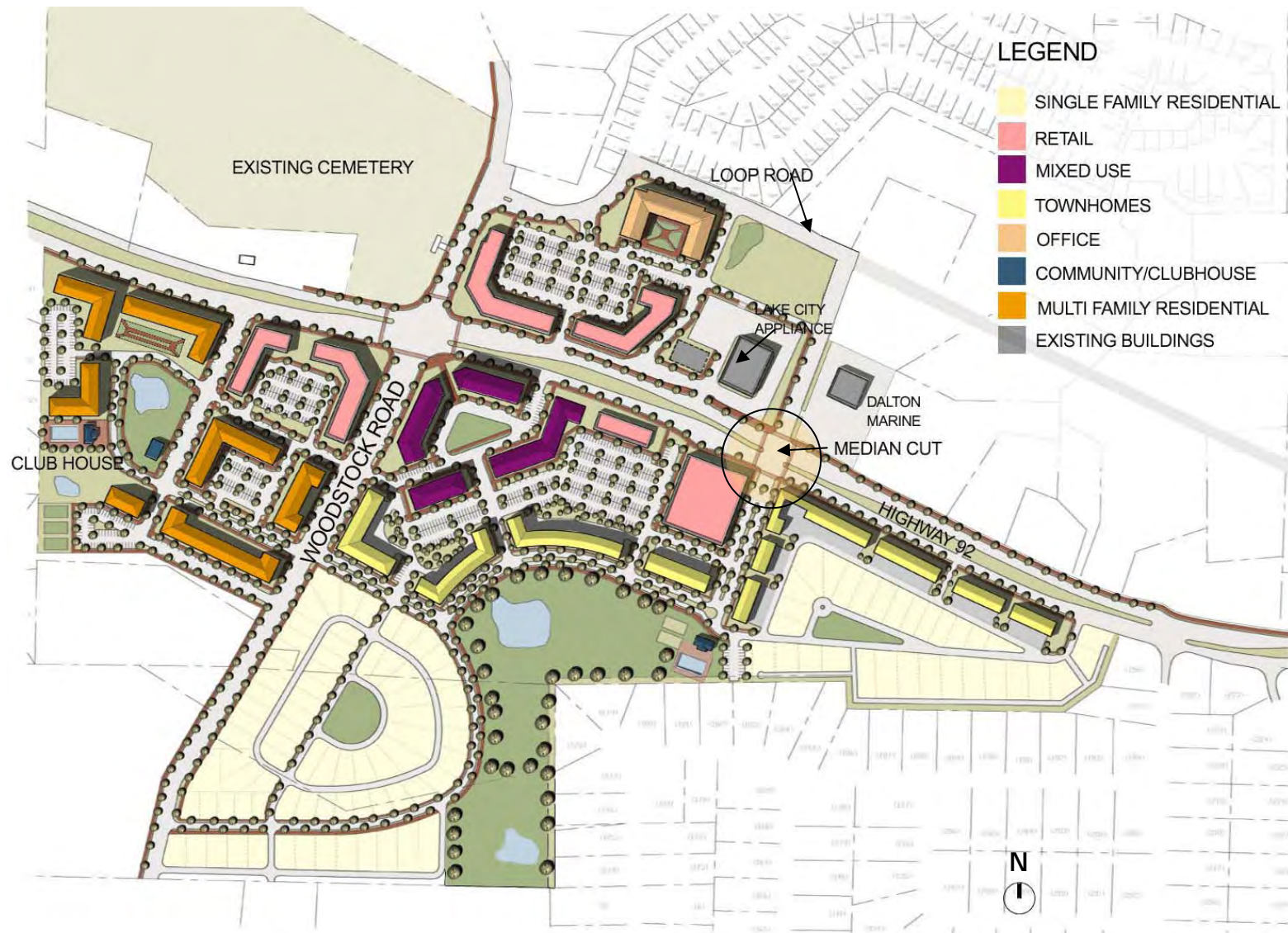
**OPTION D (SELECTED)**

**CONNECTIVITY OPTIONS/LOOP ROAD**

A loop road from State Route 92 to Woodstock Road is suggested to improve the traffic flow and the accessibility to several parcels and businesses. The four alternative designs were suggested that explore connection adjacent to Lake City Appliance and Dalton Marines. The final location of the loop road was selected adjacent to Dalton Marine, (OPTION D) this would align with the median cut approved by the GDOT on State Route 92. This would have the potential for signalization in the future as development occurs.











AERIAL VIEW



## DESIGN GUIDELINES

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The purpose of design guidelines is to promote future development that is consistent with the vision of the county and the community. This would promote good quality community that is sustainable, pedestrian-friendly and aesthetically pleasing. The quality of the environment depends on articulating the various urban elements together; street network, connectivity, buildings, architecture, street scale, parks and open spaces, sidewalks, street lights, landscape, trees, crosswalks, parking, street furniture, and art work. All of these elements have to be coordinated and synergized.

The design guidelines are intended to support the local and regional development goals that promote alternative transportation, mix of uses and pedestrian friendly environments, traffic calming, active living and green space.

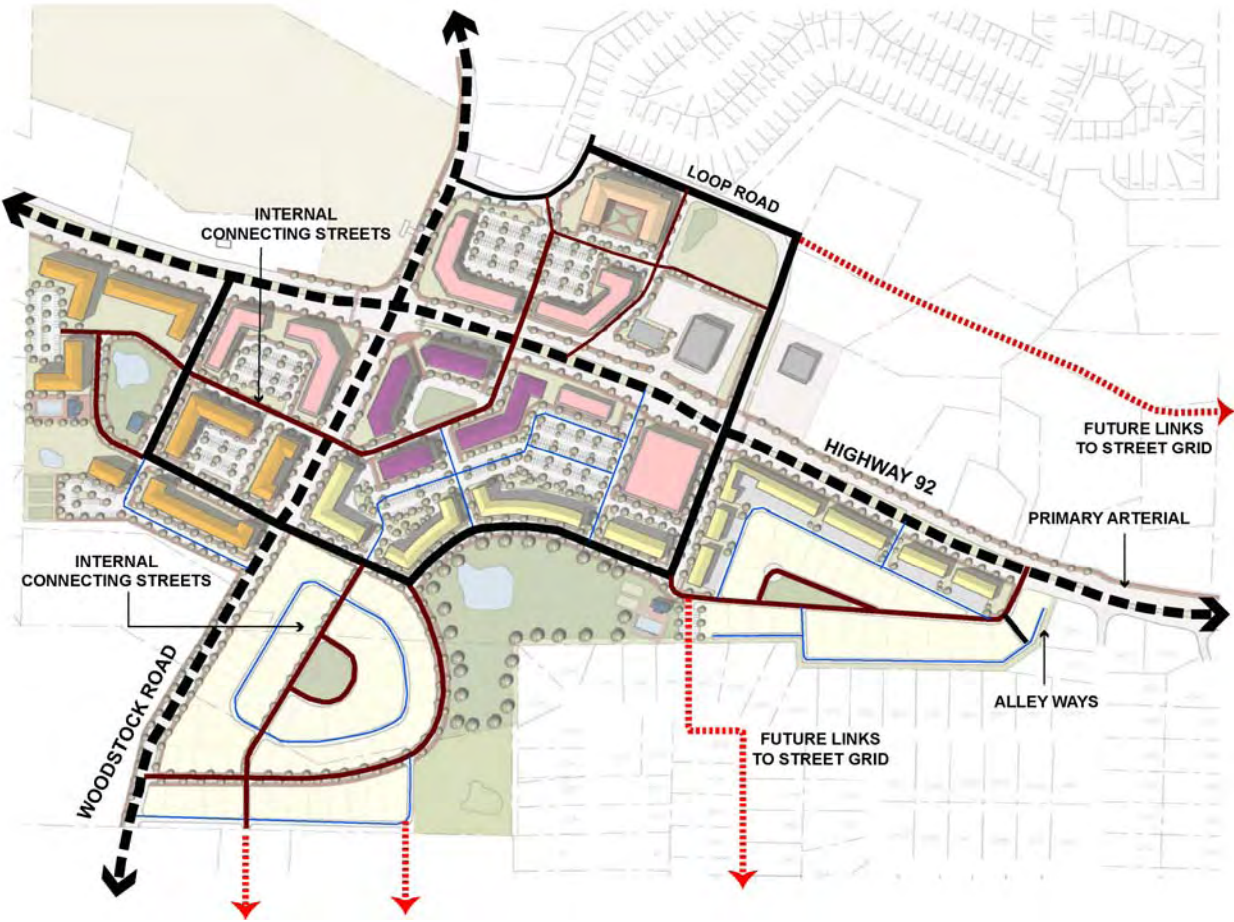
These guidelines are intended to be implemented as an Overlay District. Overlay Districts are supplemental to the zoning codes. Applicable design guidelines that meet the intent of this master plan from the Bells Ferry LCI Corridor design guidelines could be included for adoption as well.





# DESIGN GUIDELINES

## STREET GRID/INTER-PARCEL CONNECTIVITY



Streets are public domain and main entry ways into a development/ environment. A good street network and grid is essential for creating human and pedestrian scale environments and also for vehicular circulation. The scale of the grid or the block is important for pedestrians and walkability, the smaller the block size the better it is for pedestrians. It is suggested to keep the block size below 500' for commercial/retail and 300' for residential areas. The quality of the streets depend on the various elements of the street realm; medians, crosswalks, on-street parking, bulb-outs/traffic calming, way finding/signage, street trees, street lighting, street furniture, sidewalks and texture, art work and landscaping/planting, plazas or public spaces. Following street sections show the various streets within the master plan.

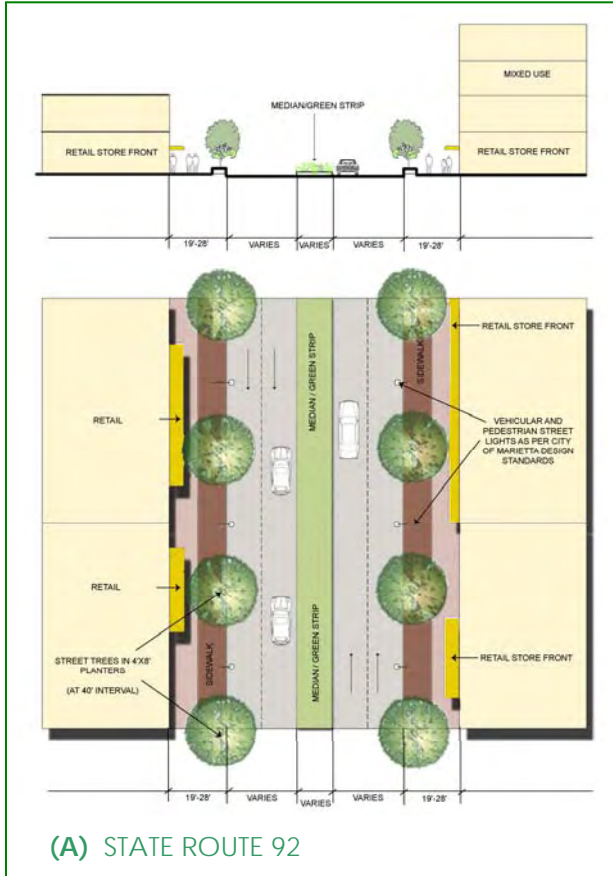
### STREET HEIRARCHY

- PRIMARY ARTERIALS
- LOOP ROAD
- INTERNAL ROADS
- ALLEYSWAYS

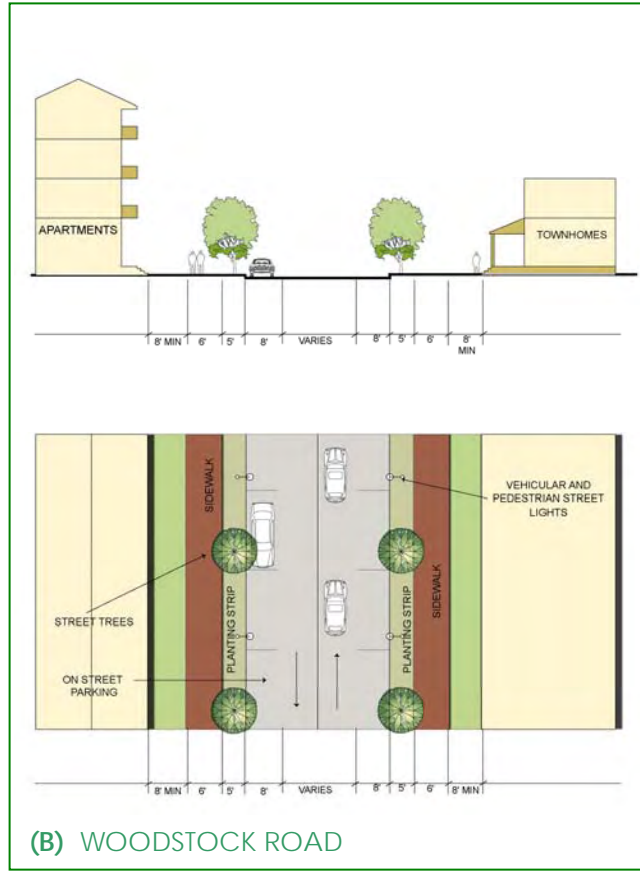


# DESIGN GUIDELINES

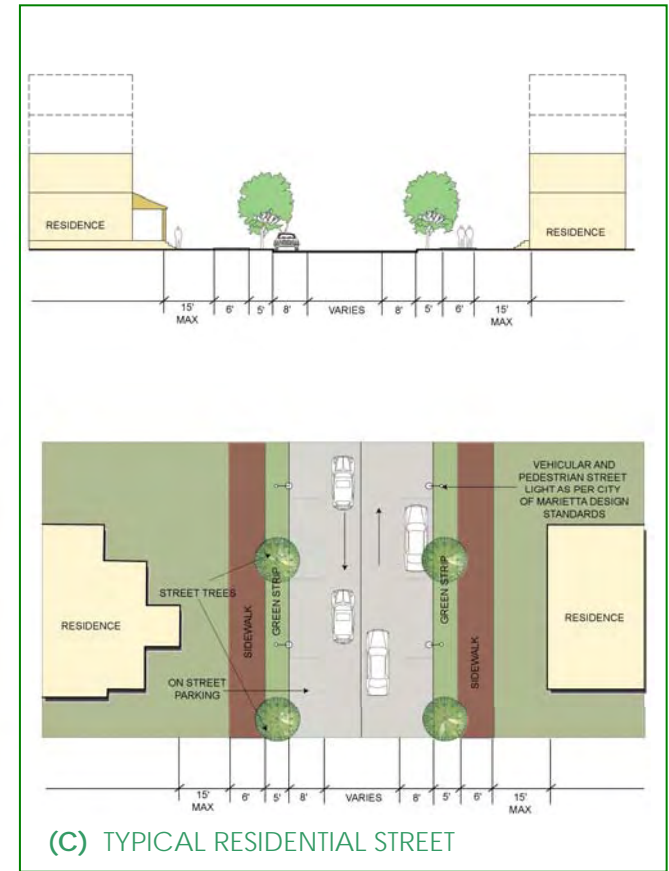
## STREET SECTIONS



(A) STATE ROUTE 92



(B) WOODSTOCK ROAD

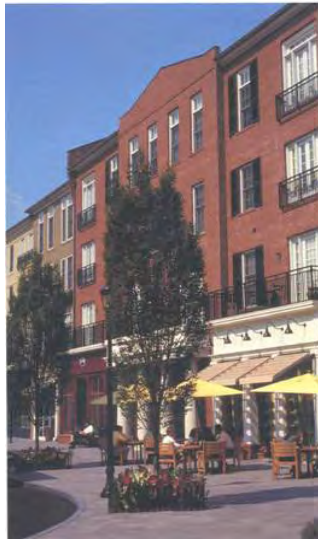
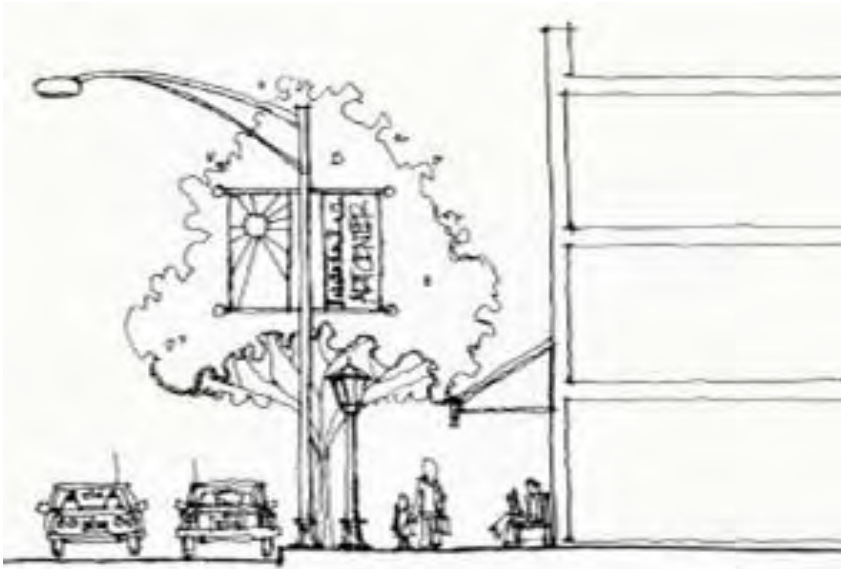


(C) TYPICAL RESIDENTIAL STREET

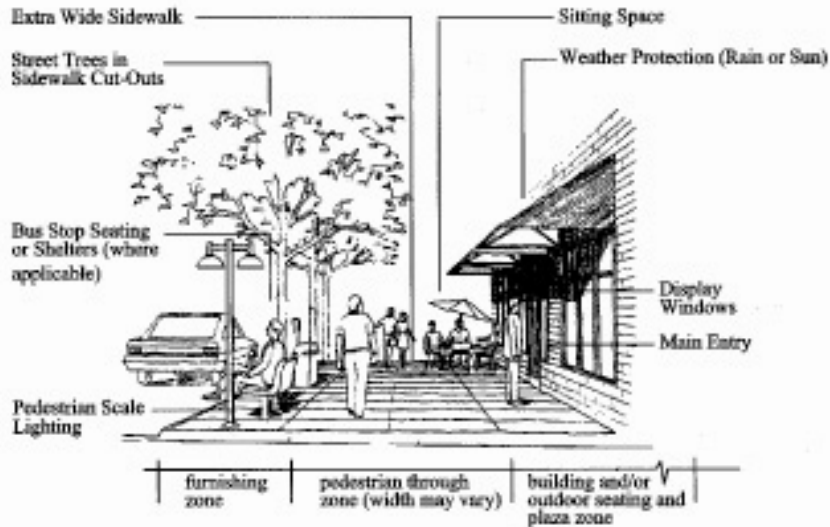


# DESIGN GUIDELINES

## STREETS - ILLUSTRATIONS



Building line, sidewalks and the street relationships are critical in creating a pedestrian friendly environment in the mixed-use and retail districts. The following sketches and the images illustrate the various zones and areas of the sidewalk and the building façade that create a good quality public realm. It clearly defines the various activities and amenities within the sidewalk. These zones should be differentiated with pavers colors/textures. Special banners should be included to identify this specific node and image. Street and pedestrian lighting and signage will add to the image.





**DESIGN GUIDELINES**



Paved intersections, raised or paved crosswalks act as traffic calming devices. They provide pedestrian safety. They define the intersections and enhance the street image. These should adhere to ADA standards. Curbs should allow for drainage.

**PAVED INTERSECTION/ CROSSWALKS**



**LANDSCAPED MEDIAN**

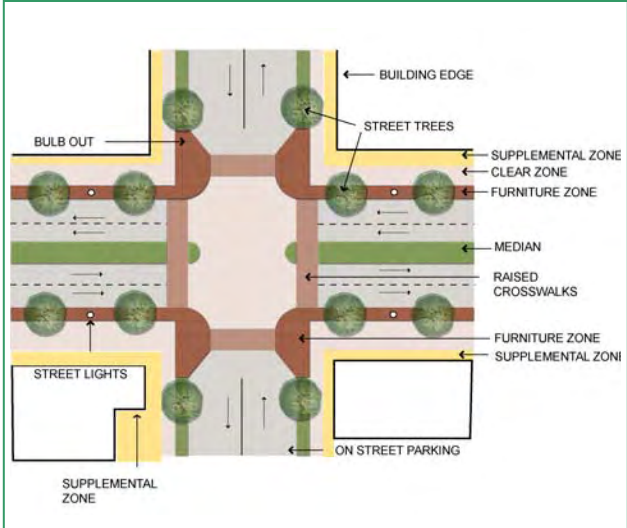
Median along State Route 92 to be landscaped, this helps with the image, safety and scale. The planting should be coordinated with GDOT and well maintained. Light foliage trees if allowed by GDOT should be planted along the median, this helps with the pedestrian scale of the street.



**BULB OUT**

Bulb-outs (curb extensions) are encouraged at intersections to reduce pedestrian crossing distance and to discourage speeding through intersections. Bulb-outs can be used to separate and define on-street parking areas as well as provide opportunities for landscaping. Mid-block curb extensions allow for safer mid-block crossing for pedestrians

**STREET FEATURES**



The above illustration represents the following street features that enhance the street environment:

- Sidewalks- Clear zone/Furniture zone
- Street trees
- Median-Planted/Landscape
- Street Lights
- Bulb out
- Crosswalks
- On street Parking





**DESIGN GUIDELINES**

**PLANTING AND STREET TREES**

Planting and landscaping along the streets in the sidewalk areas in feasible places will enhance the aesthetic quality of the public realm. The plantings could be done by the business owners. These should be encouraged.



**PLANTINGS**

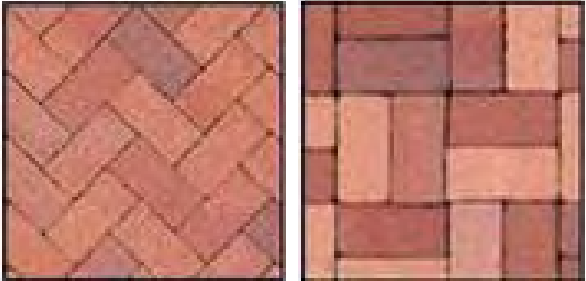


Street trees are very important for the physical, physiological health of the community and environment. It provides shelter for the pedestrians and gives the human scale. They identify and delineate areas within the corridor. Trees should be planted on both sides of all the streets. They should be planted no more than 40' apart. The location of the trees should not interfere with the utility poles/lighting. Adequate distance should be left at the intersections to ensure the sight lines for the drivers.

**STREET TREES**



**DESIGN GUIDELINES**



SIDEWALK PATTERNS

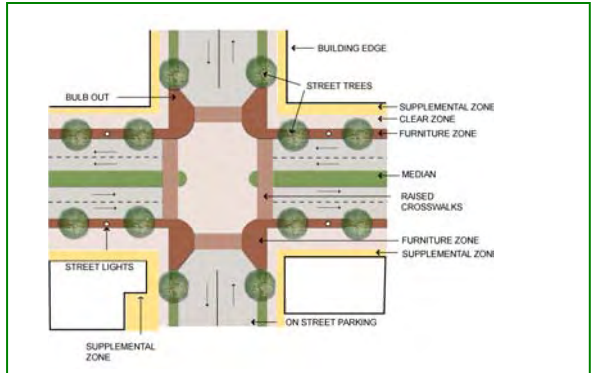
**SIDEWALKS**

Sidewalks allow for pedestrian access along streets and to the various uses along the street. Sidewalks provide spaces for public and private to interact. The various zones of the sidewalk should be differentiated by paving patterns and colors and materials. Plaza areas in specific areas can expand the sidewalk and the public realm to create spaces for social interaction. Dining/seating areas of the sidewalks should be differentiated as well.

**Zones:**  
**Supplemental Zone** – In mixed-use and retail areas, this zone provides for dining/seating areas. In residential areas it provides for the front yards  
 Mixed-Use and Retail/Commercial Areas: 6’-10’  
 Residential: 8’-15’

**Clear Zone** – This zone is adjacent to supplemental zone. This provides for pedestrian movement.  
 Mixed-Use and Retail/Commercial Areas: 8’-10’  
 Residential: 6’

**Street Furniture Zone** – This zone is adjacent to the curb and provides for tree planting, street furniture and lighting.  
 Mixed-Use and Retail/Commercial Areas: 5’-8’  
 Residential: 5’





DESIGN GUIDELINES

STREET LIGHTING

Proper illumination provides for safe visibility for vehicles and pedestrians. Lighting is an important element in safety and perception of safety for pedestrians. They should be aesthetically pleasing and should be in scale with the pedestrian. Ornamental lighting would help define the node. Integrating the banners, logos will add to the visual quality of the environment. The street and pedestrian lighting could be combined or separated. The location of the light poles should be integrated with other street furniture elements and trees.



STREET LIGHTING



# DESIGN GUIDELINES

## STREET FURNITURE

Street furniture zone provides for various public uses such as bicycle parking racks, water fountains, benches, news stands, bus stops, trash receptacles and bollards. Such details make the pedestrian and public realm rich. Attention to be paid for the selection of these items and the design should be cohesive and from one family of design selection. These elements should be free from advertising. Bus shelter locations should be coordinated and should be complementary to the street furniture elements.



TREE GRATES



WATER FOUNTAIN



BIKE RACKS

*By Dakota Fence*



BUS STOPS



BENCHES

*By Dakota Fence*



NEWSPAPER RACKS



TRASH RECEPTACLES

*By Dakota Fence*



BOLLARDS





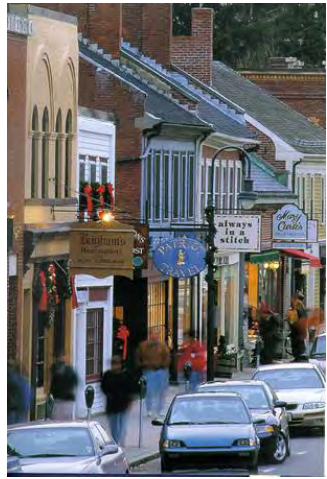
# DESIGN GUIDELINES

## WAY FINDING/ SIGNAGE/ ART WORK

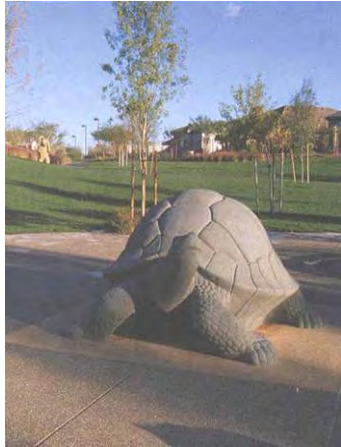
Art work should be integrated in public spaces and sidewalks wherever possible. Local artist works should be encouraged. Art works enhance the quality of the public realm.



### WAY FINDING SIGNS



Signage is very important in creating a good quality urban environment. Special attention should be paid in creating a good quality way finding and other store signs. The materials/colors should be complementary to one another. The size should be limited. Quaint and boutique signage gives a unique visual quality.



### ART WORK



# DESIGN GUIDELINES

## PARKING

On-street parallel parking should be provided wherever possible in mixed-use/retail and residential areas. This provides safety for pedestrians on the sidewalk. Tree cover along the street provides shade for the parking.

Parking lots should be broken down into smaller areas and tree planting should be provided throughout. Tree planting islands should be provided for every 6 spaces of parking to provide shade for the cars as well as the paving to reduce the heat effect.

Required parking ratio should be reduced for shared parking in mixed-use areas.



ON STREET PARKING – RESIDENTIAL STREETS



PARALLEL PARKING – COMMERCIAL /MIXED USE STREETS



OFF STREET PARKING LOTS WITH TREES





DESIGN GUIDELINES

VILLAGE GREEN



VIEW- MIXED USE VILLAGE GREEN

KEY PLAN





# DESIGN GUIDELINES

## OPEN SPACES/AMENITIES- PARKS/NATURAL AREAS

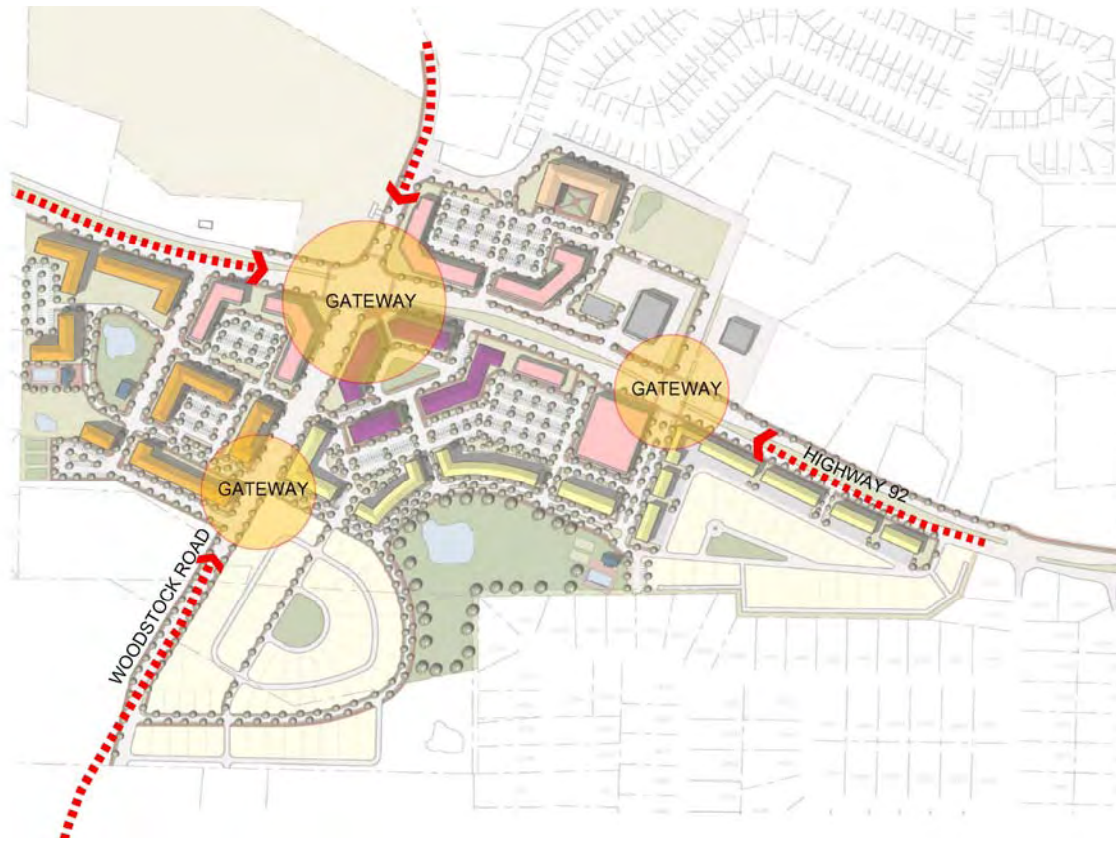
Pocket parks should be provided in mixed-use and residential areas. Parks and open spaces should be provided. Natural features such as lakes, creeks, etc should be preserved. Detention areas should be well landscaped.



## DESIGN GUIDELINES

### GATEWAYS

Gateway areas; intersection of State Route 92 and Woodstock Road and the beginning of mixed-use/retail areas as shown should be articulated as gateways with marker, signage, lighting, art work, and other elements.



GATEWAYS/MARKERS





## DESIGN GUIDELINES

### VILLAGE GREEN/PUBLIC SPACES

Wherever possible public spaces and plazas should be provided for social interaction. Landscaping and art work and sculptures should be integrated to create a focal point and image for the node. Interactive water features and sculptures will enhance the quality of the urban environment.



### PUBLIC PLAZAS





## DESIGN GUIDELINES

GATEWAY/INTERSECTION AT  
WOODSTOCK AND STATE ROUTE 92

