

# Connect Senoia



## Mobility Charrette Work-In-Progress

Street Plans | 10.27.2023



# Our team



# What is Connect Senoia?

1

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## Connectivity Plan

that includes a full range of options - from walking, biking, transit, and micro-mobility.

3

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## Town Center Master Plan

to lay out a vision for continued development in the town center.

2

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## Growth + Conservation Plan

to control growth and conserve natural lands.

4

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## Unified Development Ordinance

to codify the vision identified in the master plans.

# What is This Week About?

1

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## Connectivity Plan

that includes a full range of options - from walking, biking, transit, and micro-mobility.

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## Unified Development Ordinance

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# This Week's Schedule

**Kickoff!**

**MONDAY**

**TUESDAY**

**WEDNESDAY**

**THURSDAY**

**FRIDAY**

## **Open House @ Farmers Market**

- Come see how the work is coming along. Talk to the project team.

## **Work-In-Progress Presentation @ Senior Center**

See what was produced during the week and what comes next!

## **OPEN STUDIO @ SENIOR CENTER**

## **Stakeholder Meetings Throughout the Week @ Senior Center**

- GDOT
- Three Rivers Commission

## **Steering Committee Meeting @ Senior Center**

General Project update +  
Conservation 101 Presentation

# What Happened This Week?

- Kick-off Workshop
- Stakeholder meetings with: GDOT, Tree Commission, Planning Commission, DDA, Developers, Residents
- Georgia Conservancy 101 Presentation to Steering Committee



# Propose + Dispose!



# Visual Preference Survey

## Preference Survey

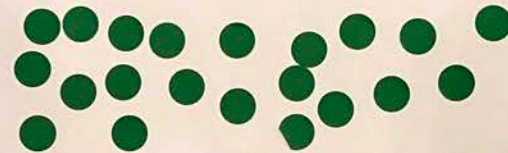
### Residential Street Types



Two-way, outfalls street with wide landscaping strip that include street trees. Concrete sidewalk with access points to street via smaller pathways through the landscaping strip.



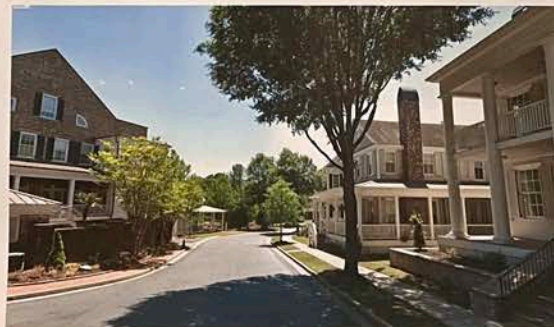
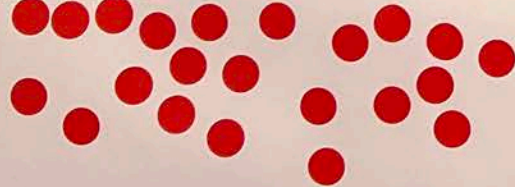
Two-lane road with pavers and on-street parking, wide amenity strip with large, mature street trees and sidewalks.



Wide two-lane road with narrow landscape strip



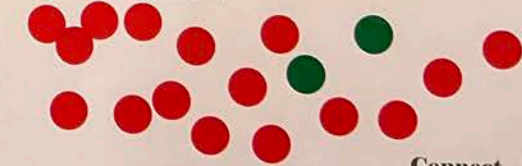
Wide road without pedestrian facilities



Two-lane road with landscaping strip and street trees. Standard sidewalks with small paths to road.



Wide two-lane road with room for on-street parking





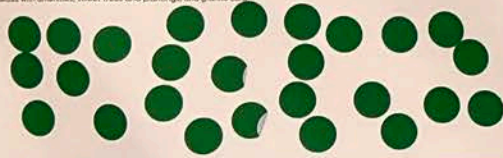
# Visual Preference Survey

## Preference Survey

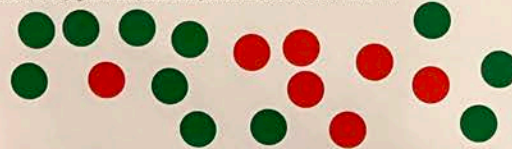
### Commercial Street Types



Two-lane road with one-sided on-street parking, brick paver sidewalks and crosswalks with amenities, street trees and plantings, and granite curbs.



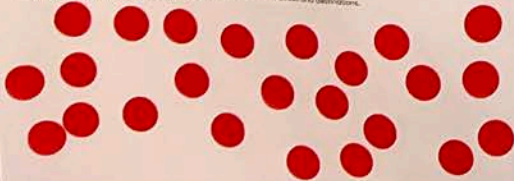
Two-way, curbside street with four lanes and natural stone pavers used to define different areas of activity. Wide sidewalks with landscaping, bio-retention, outdoor seating, outdoor dining, bollards, and pedestrian lighting.



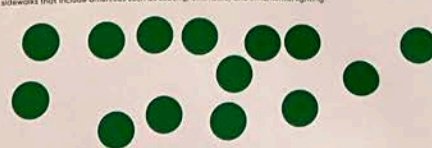
Two-lane road with some on-street parking, raised crossings, and street trees. Sidewalks include amenities such as on-street dining and decorative lighting.



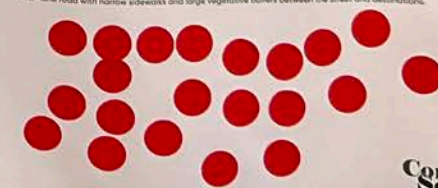
Four-lane road with narrow sidewalks and large surface lots between the street and destinations.



Two-lane road with parking and bulb outs with bio-retention and street trees. Wide brick sidewalks that include amenities such as seating, bike racks, and ornamental lighting.



Four-lane road with narrow sidewalks and large vegetative buffers between the street and destinations.



# What Did We Hear?

**"People drive too fast on Seavy Street!"**

**" I love Main Street!"**

**" I want to take my cart from Ivy Ridge to Publix, but cant."**

**" Freight trucks drive down Pylant!"**

# How Can We...



**Make it Easy  
+ Safe To  
Walk/ Bike/  
Cart Around  
Town**



**Slow Traffic**



**Design  
+ Code  
for Great  
Streets**

# 5 Big Ideas

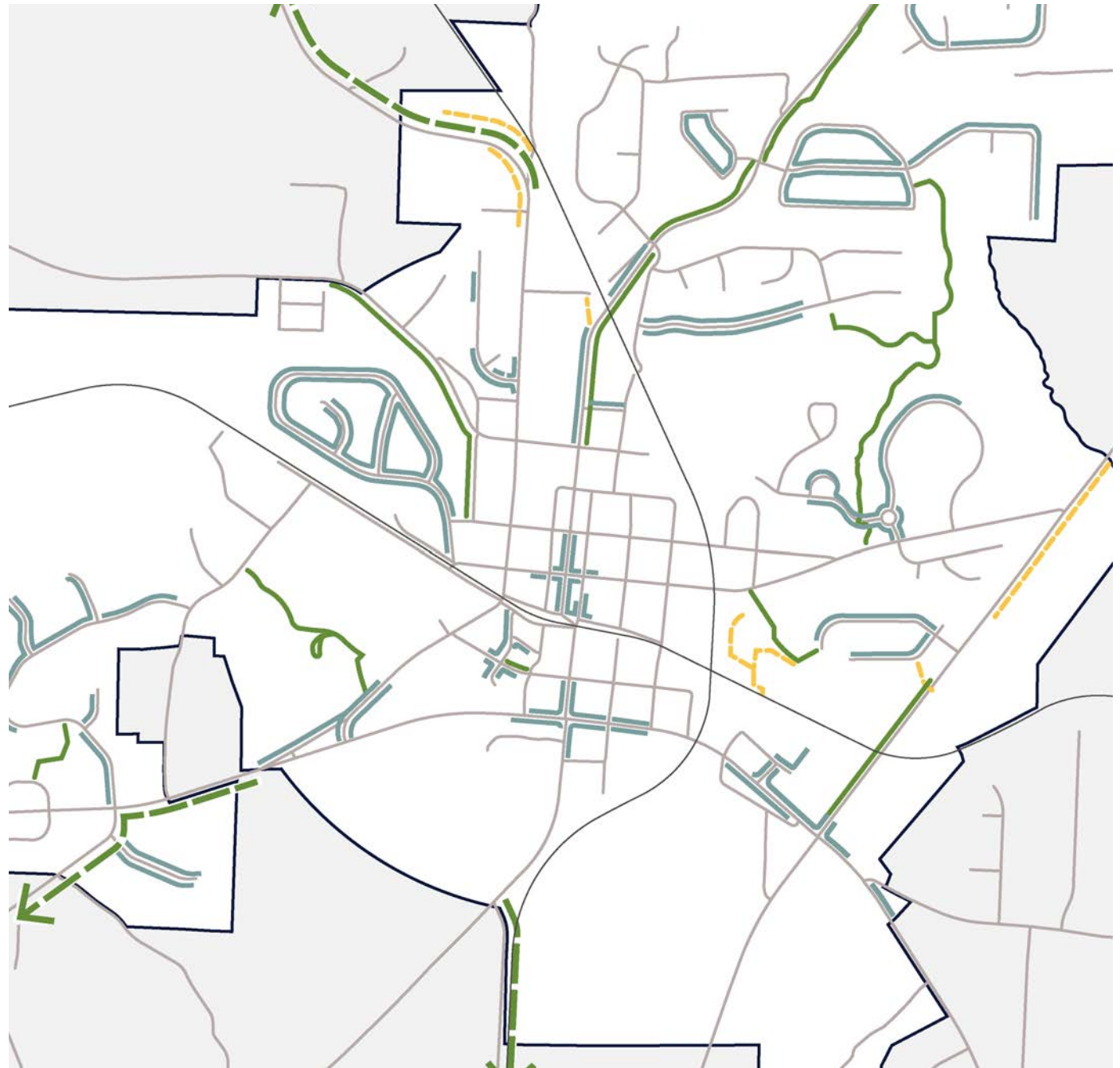
- 01. Citywide Trail + Path Network**
- 02. Establishing Path + Trail Types**
- 03. Code for Great Streets**
- 04. Signature Streets**
- 05. 100 Day Action Plan**

- 01. Citywide Trail + Path Network**
02. Establishing Path + Trail Types
03. Code for Great Streets
04. Signature Streets
05. 100 Action Plan Projects

# 1. Citywide Connectivity Plan

- Existing connectivity is spotty

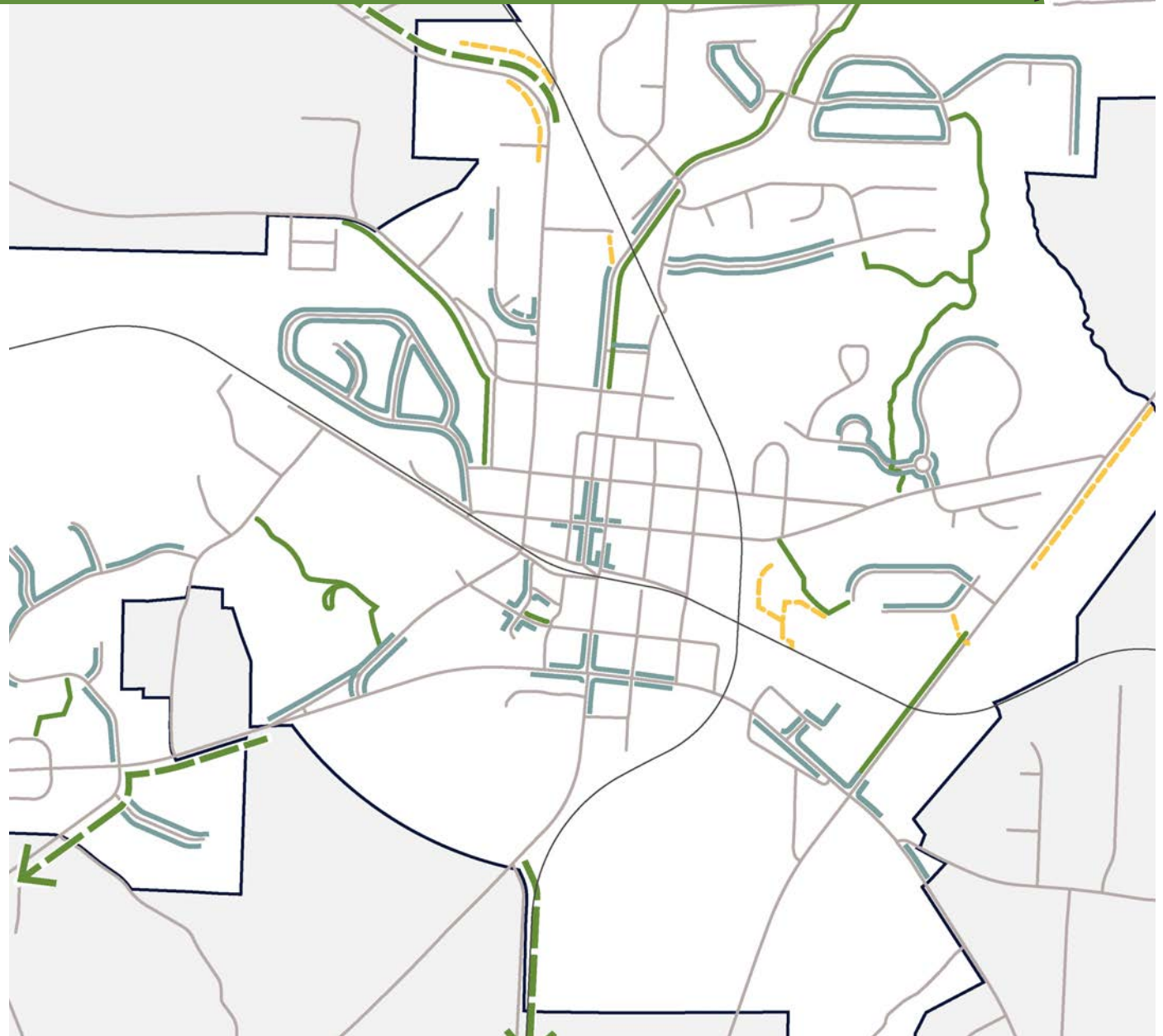
-  City Limits
-  Future Annex Area
-  Existing Trails
-  Future Trails
-  Existing Sidewalks



# How Do We Put Everyone in Town Within a 5 Min Walk of A Trail?

- How do we start to build out a city-wide network trails, sidewalks + paths?
- How can we make it easier for people to walk, bike and take golf carts?

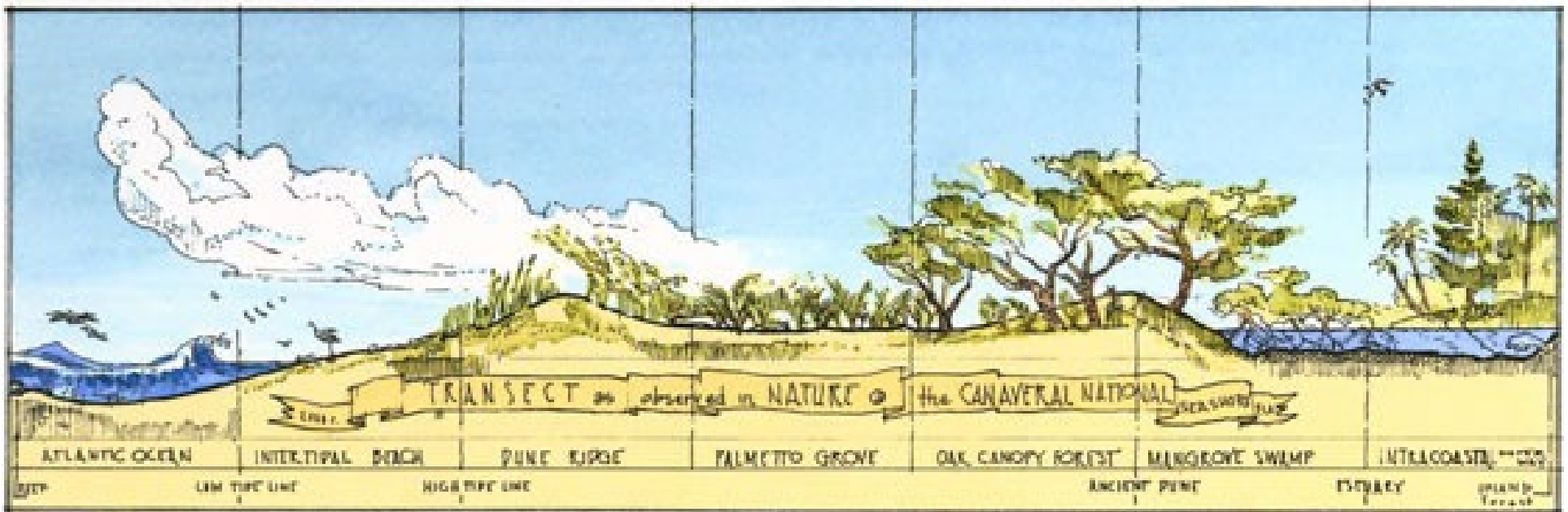
- City Limits
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01. Citywide Trail + Path Network
- 02. Establishing Path + Trail Types**
03. Code for Great Streets
04. Signature Streets
05. 100 Action Plan Projects



# The Natural Habitat Transect



# The Human Habitat Transect

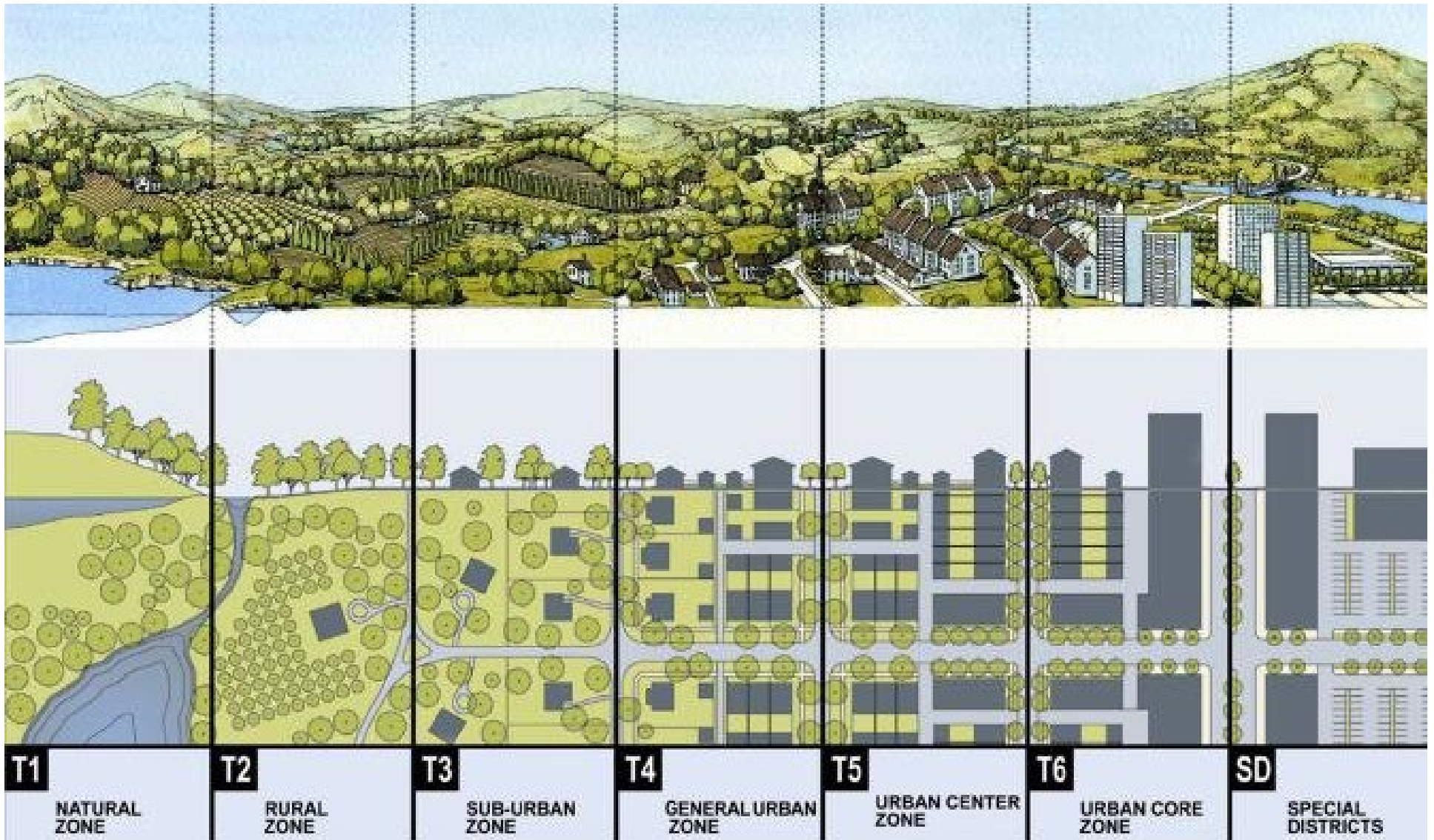


**Rural**

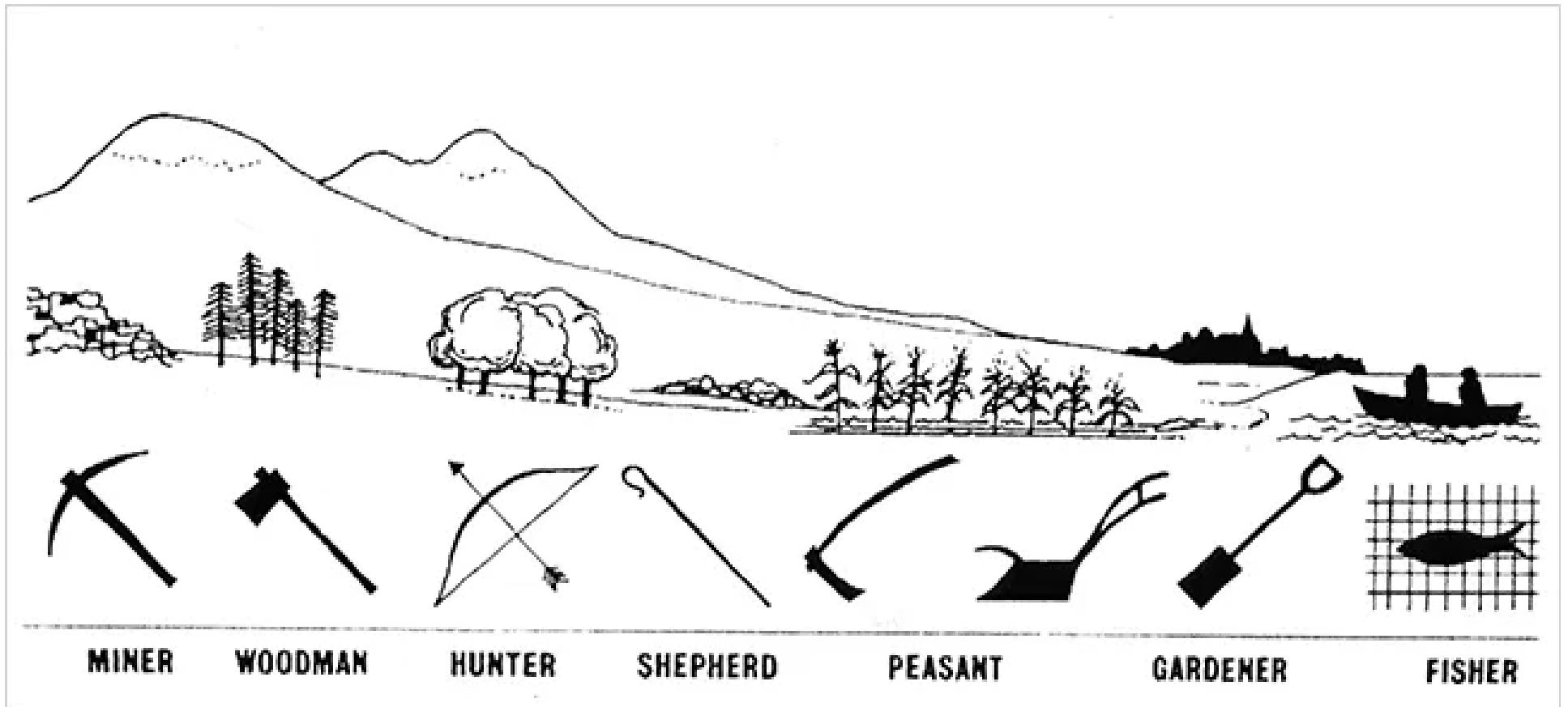
**Small Town**

**Urban**

# Foundational Principal Of Code



# Different Tools For Different Zones



Patrick Geddes – Studies how “natural occupations” such as hunting, mining, or fishing are supported by physical geographies that in turn determine patterns of human settlement.

## 2. To Implement Your Plan You Need a Bigger Toolkit: Trail Transect



**Utility**



**Nature /  
Waterways**



**Along  
Roadway**



**Improve  
Existing**



**Slow  
Streets**



**Off Road**

**Hardscape - Concrete, asphalt, boardwalk, paver**

**14'-12' Wide**

**Shared Golf Carts, Bikes, Peds**

**On Road\***

## 2. To Implement Your Plan You Need a Bigger Toolkit: Trail Transect



**Retrofit**

**Wide Street**



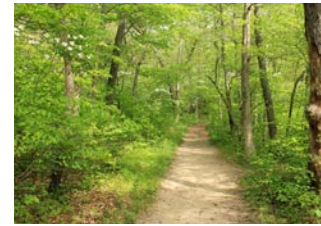
**Sidewalk**



**Paseo**



**Neighbor  
Path**



**Nature  
Trail**

**On-Road**

**Hardscape + Softscape - Concrete, asphalt, boardwalk, paver, mulch, gravel**

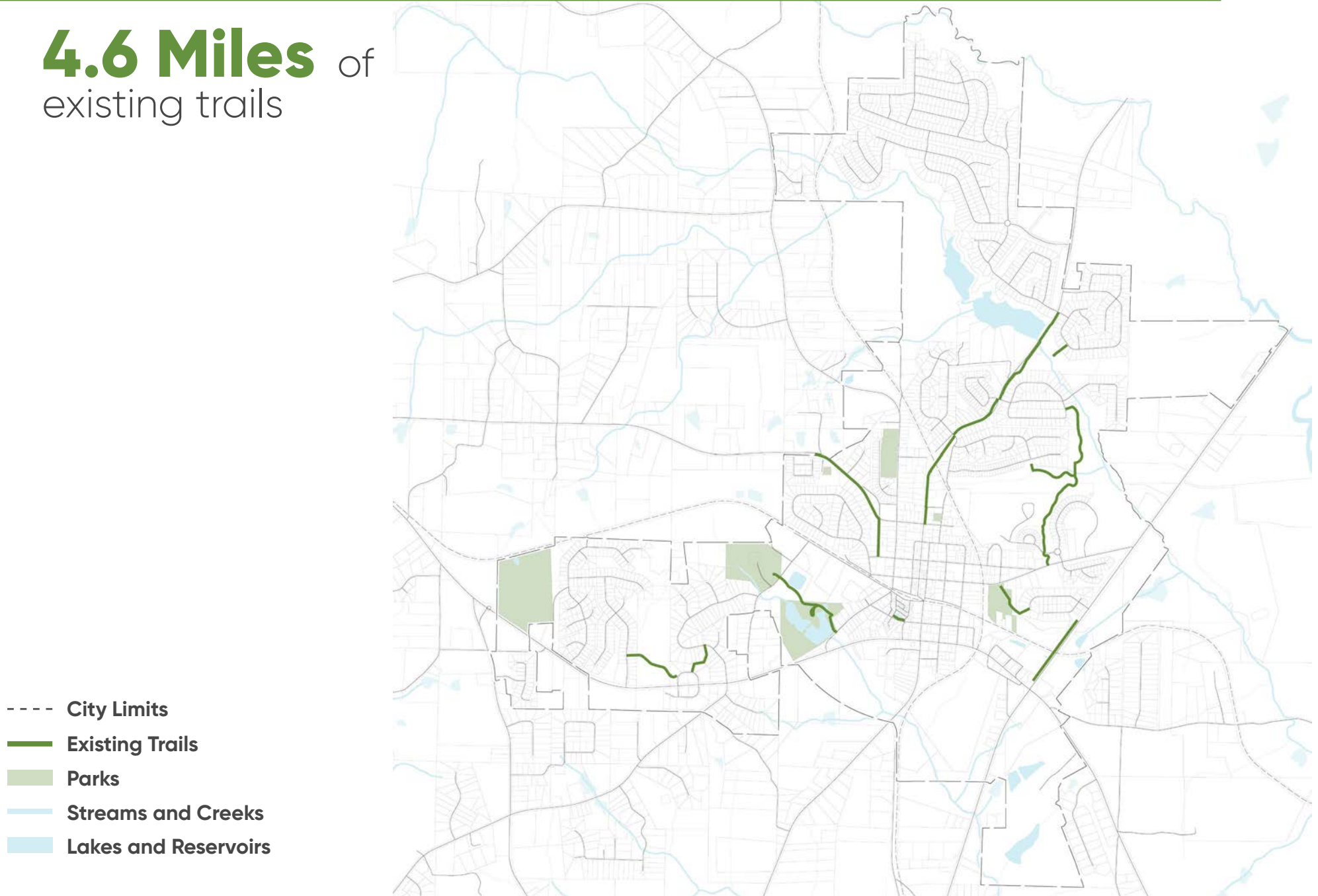
**5' - 12' Wide**

**Pedestrian Paths**

**Off Road**

# Existing Conditions

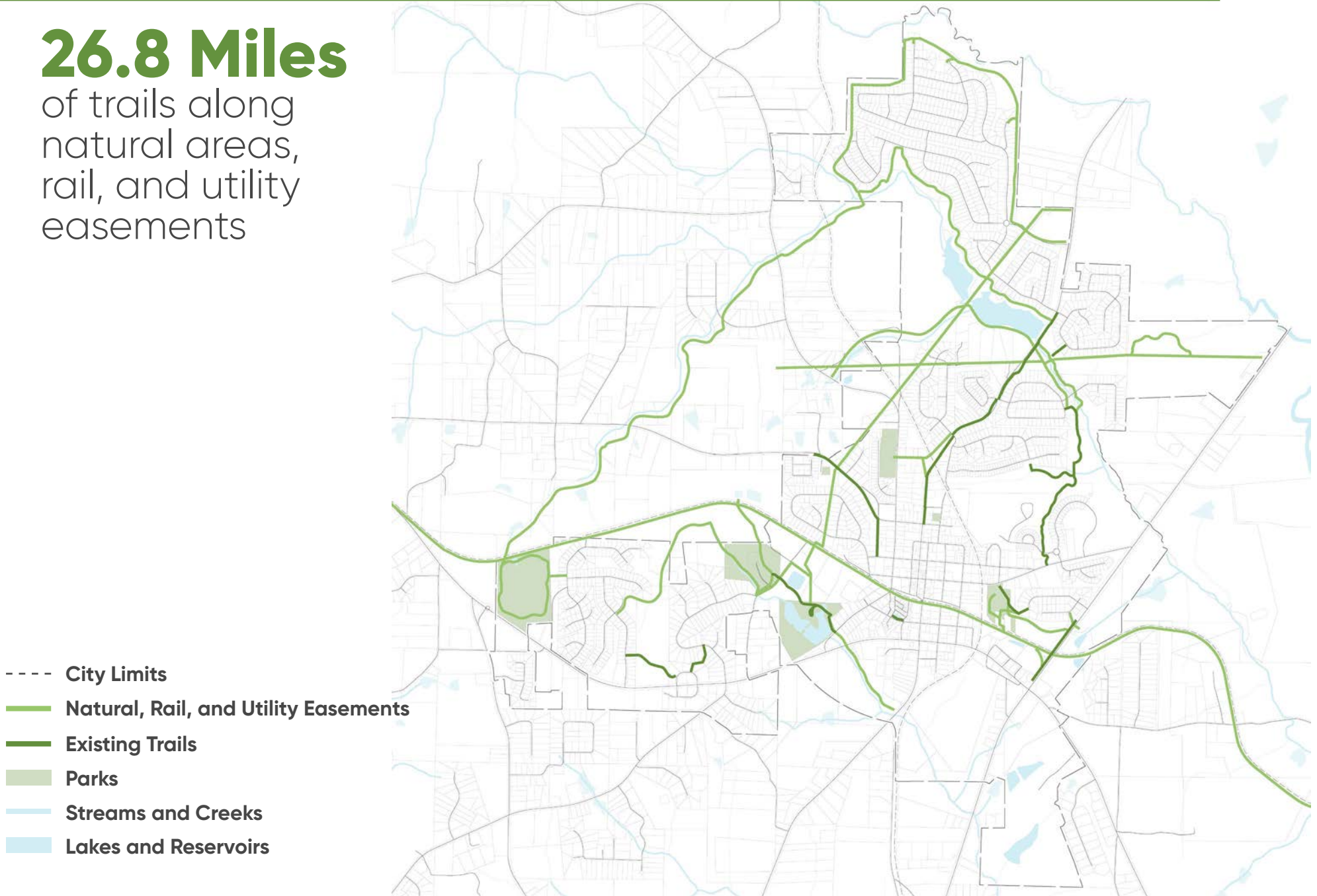
**4.6 Miles** of  
existing trails



# Proposed Nature + Utility Trails

**26.8 Miles**

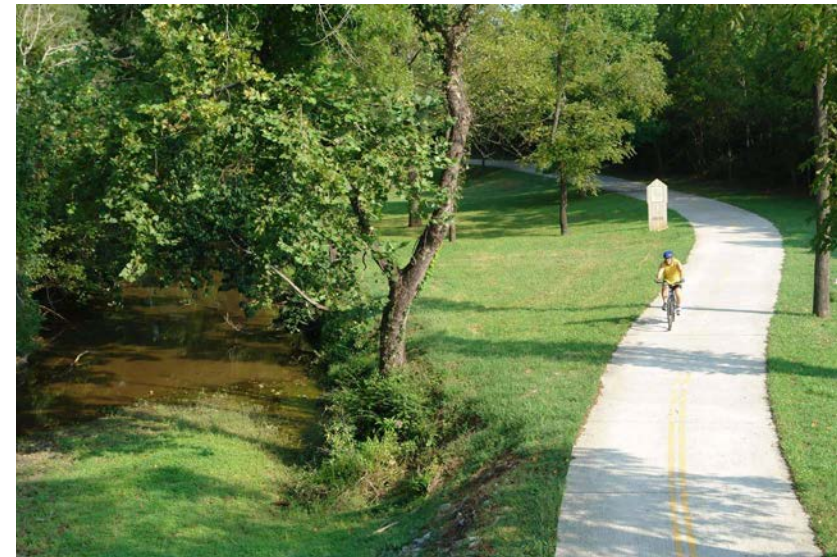
of trails along natural areas, rail, and utility easements





# Proposed Nature + Utility Trails

- Rail-to-trail
- Rail-with-trail
- Power / Sewer easement
- Riparian adjacent

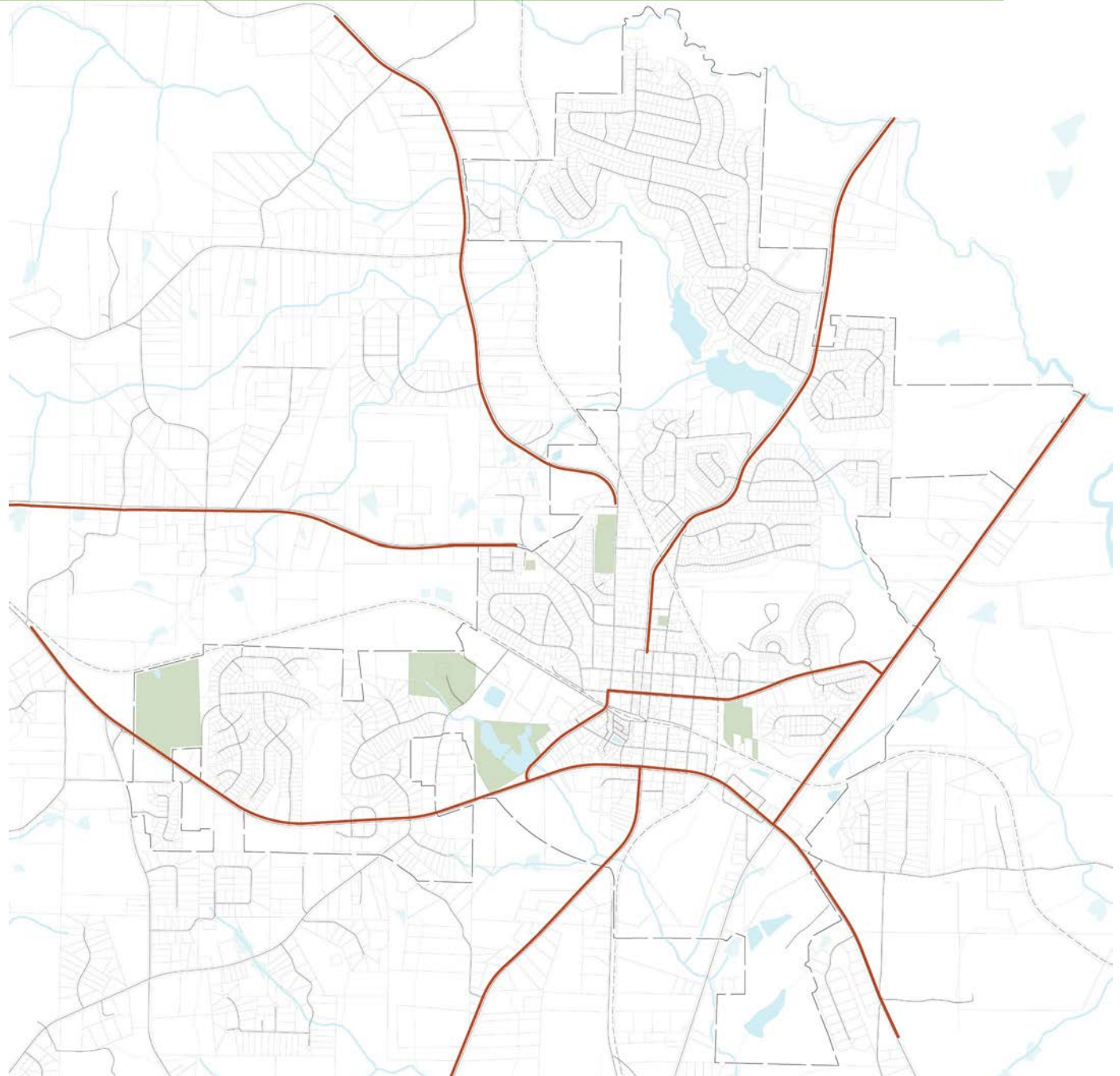


# Trails Along Roadways

**18.3 Miles**

of permanent  
multi-use trails

- City Limits
- Proposed Multi-Use Trails
- Parks
- Streams and Creeks
- Lakes and Reservoirs



# Trails Along Roadways

- County Roads
- Highway 16
- Highway 85
- City Roads leading into town

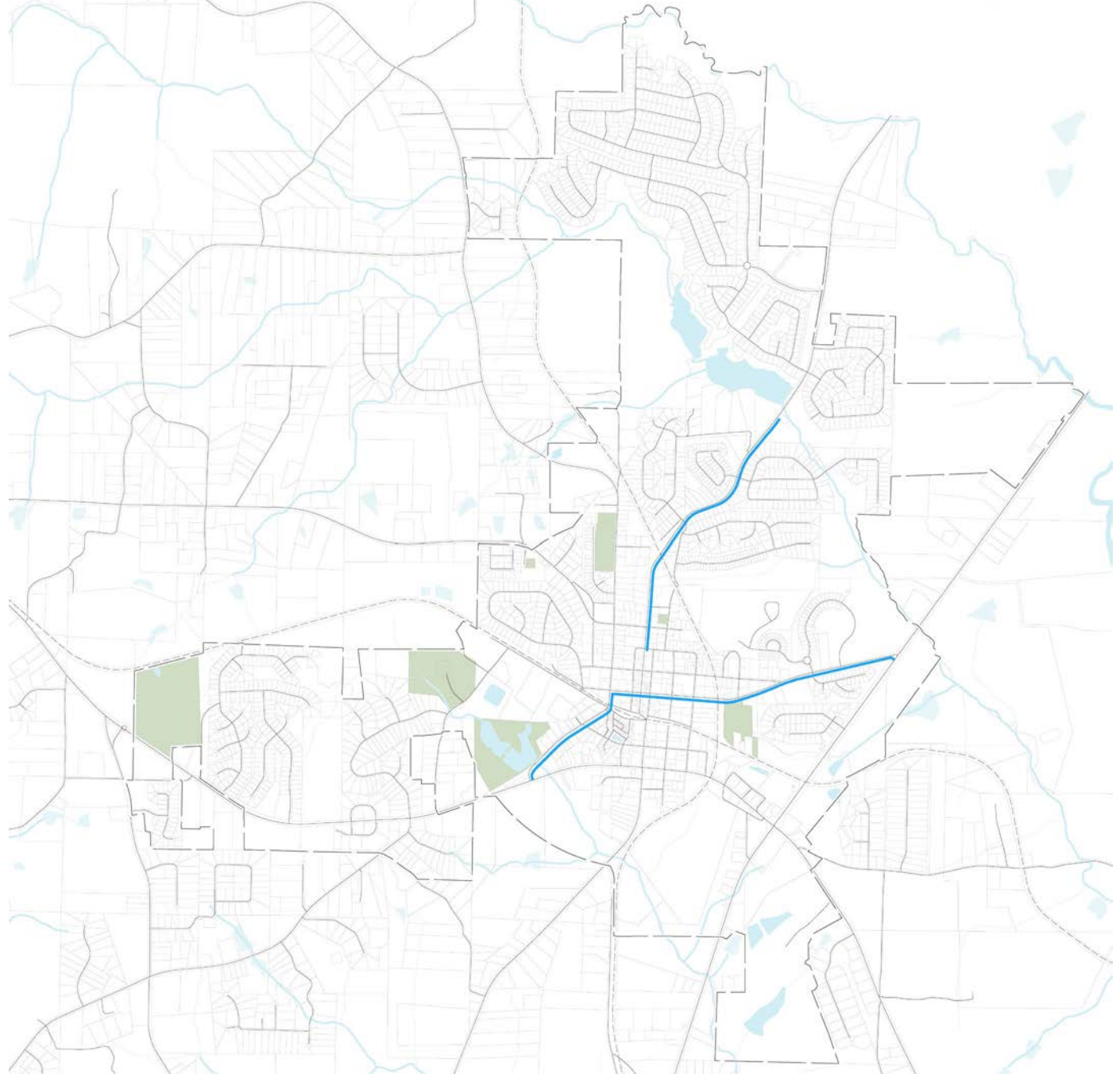


# Improve + Retrofit Existing Trails

## 2.9 Miles

of on-street  
paths separated  
by tactical  
improvements

- City Limits
- Proposed Tactical On-Street
- Parks
- Streams and Creeks
- Lakes and Reservoirs



# Improve + Retrofit Existing Trails

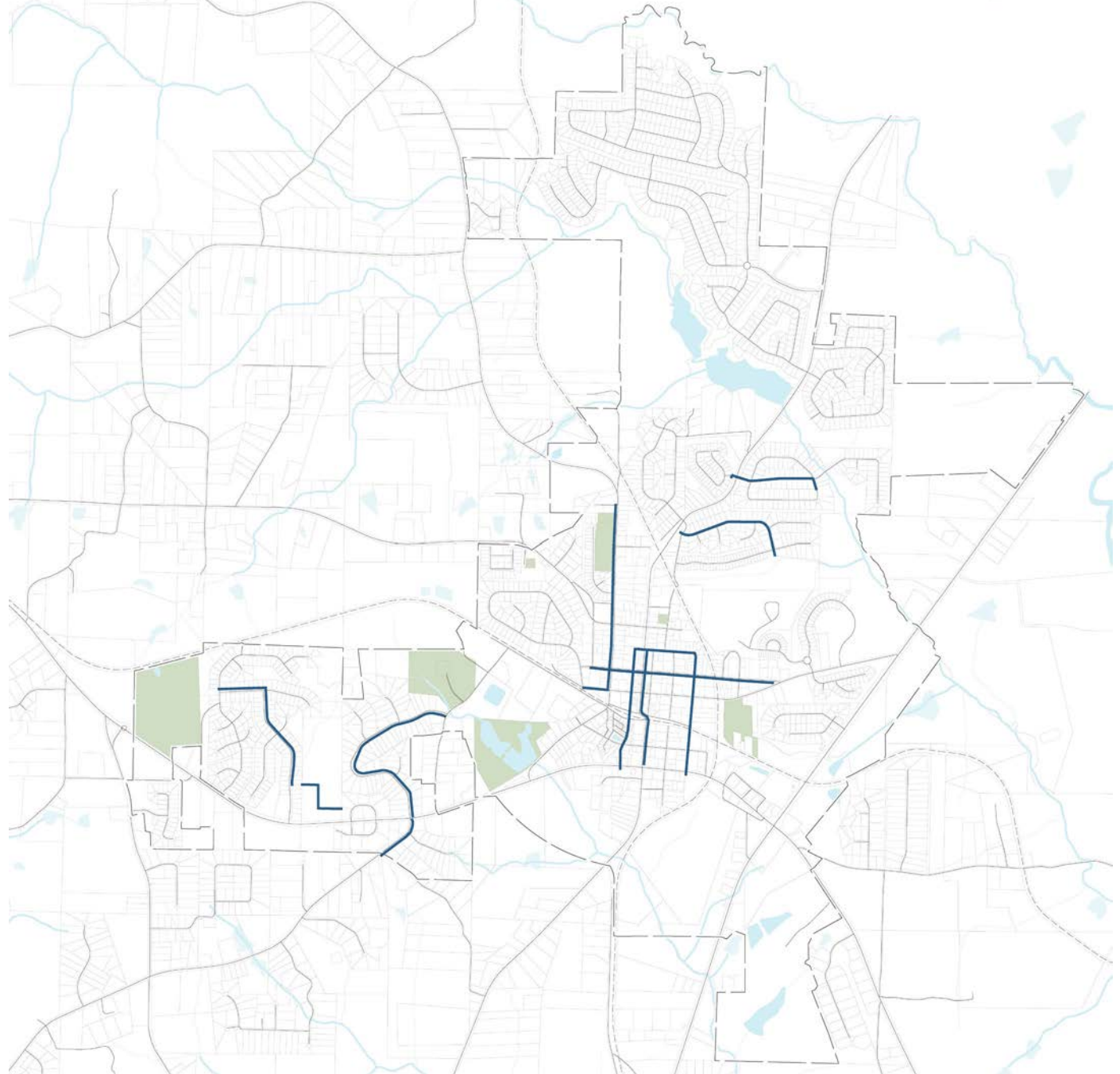
- Improve existing trails with better signage, crossings, and physical protection.
- Widen and formalize existing striped paths



# Slow Streets

**6.4 Miles**  
of slow shared  
streets

- City Limits
- Proposed Slow Shared Street
- Parks
- Streams and Creeks
- Lakes and Reservoirs

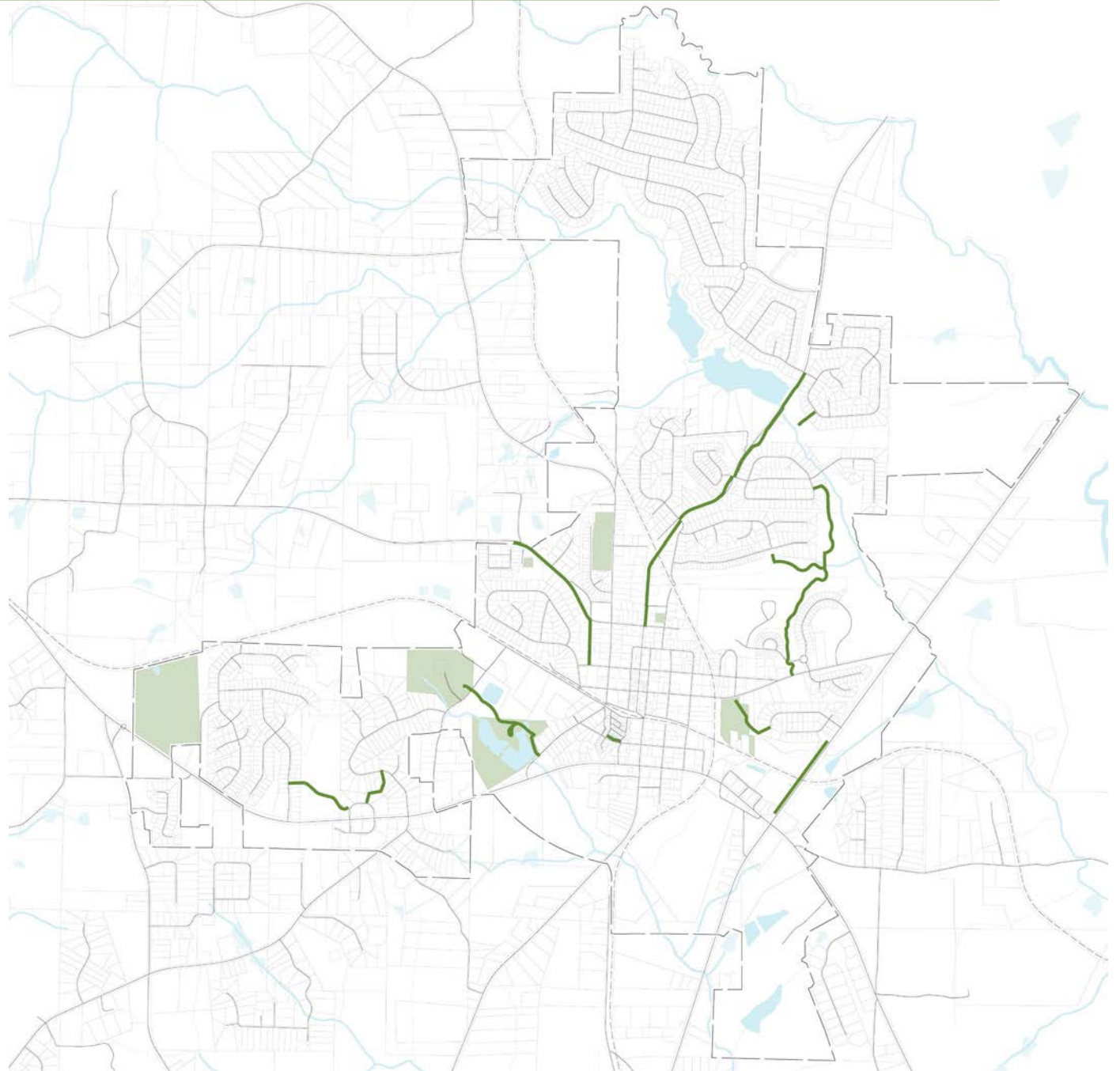


# Slow Streets

- Carts + bikes ride in street
- Aggressive traffic calming + speed reduction
- Narrow lanes + yield conditions

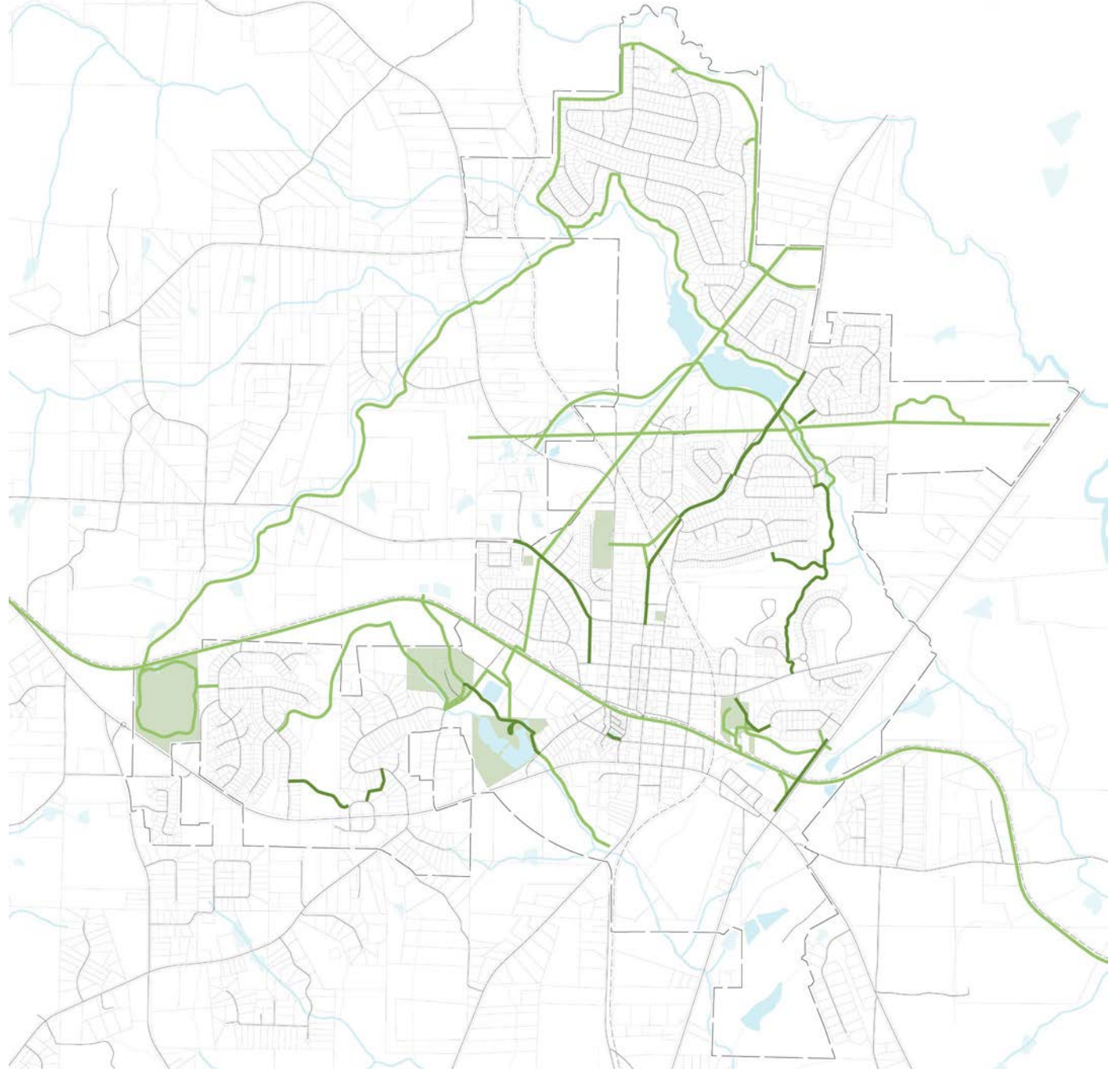


# Putting it all together

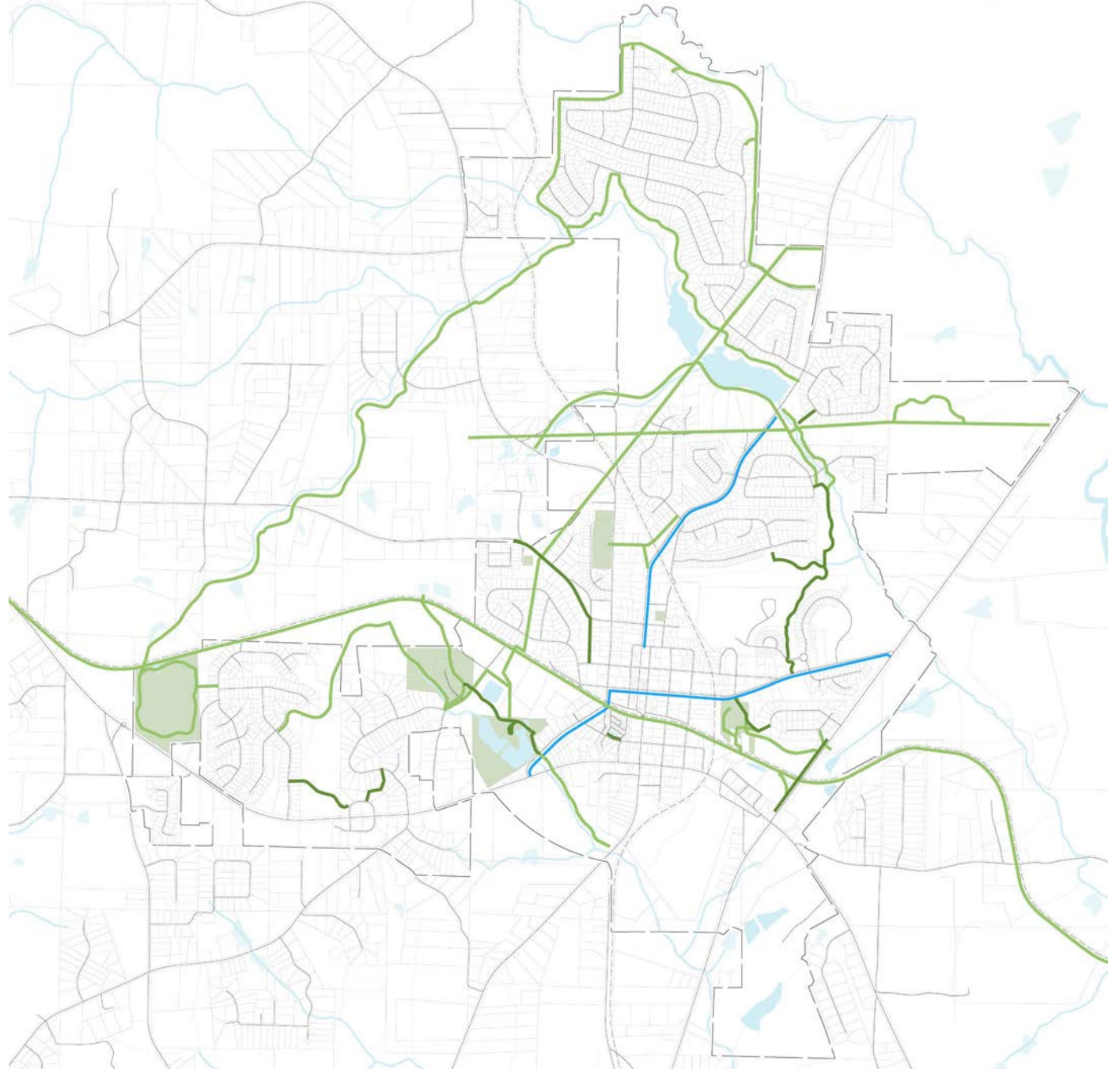




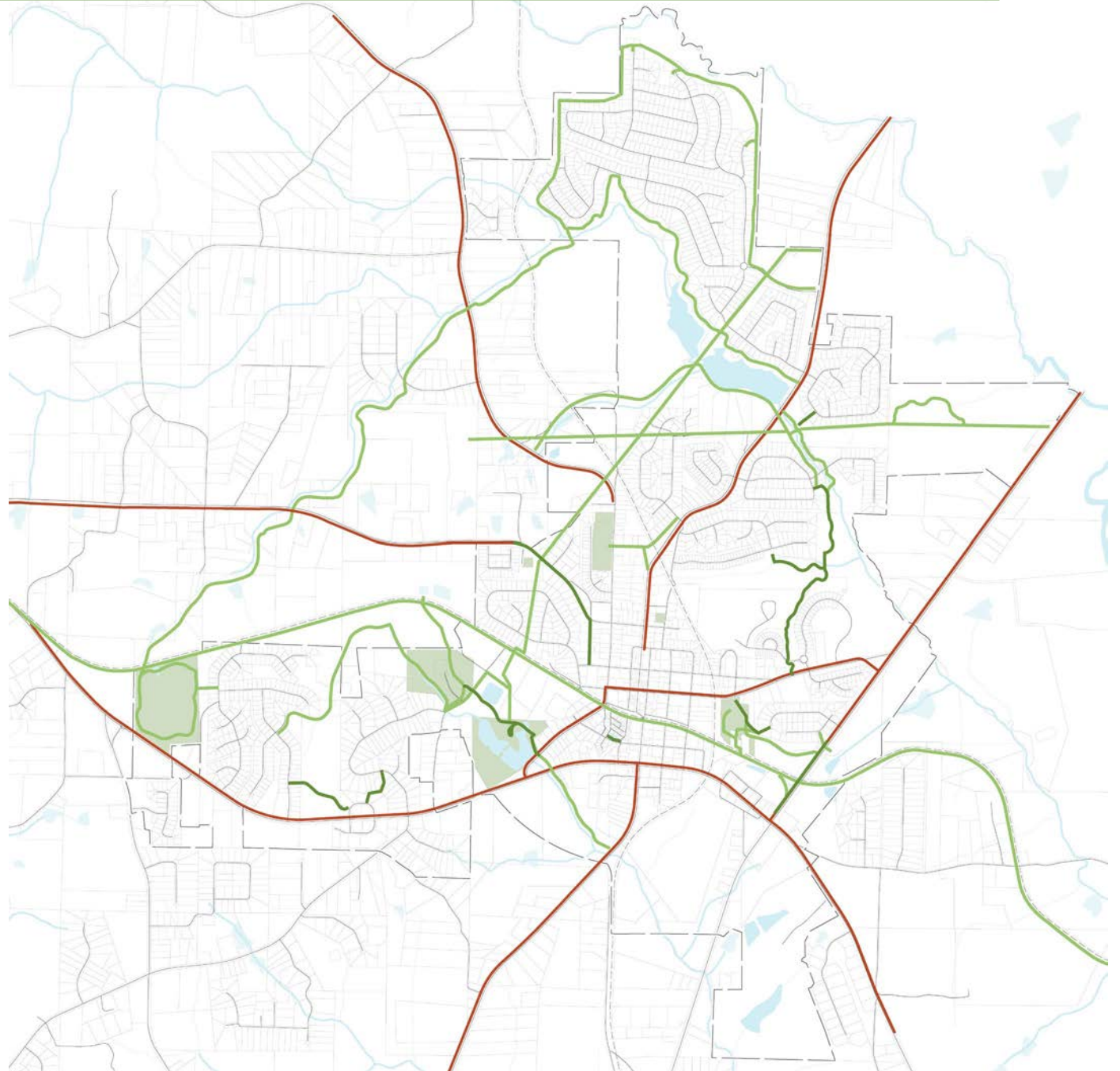
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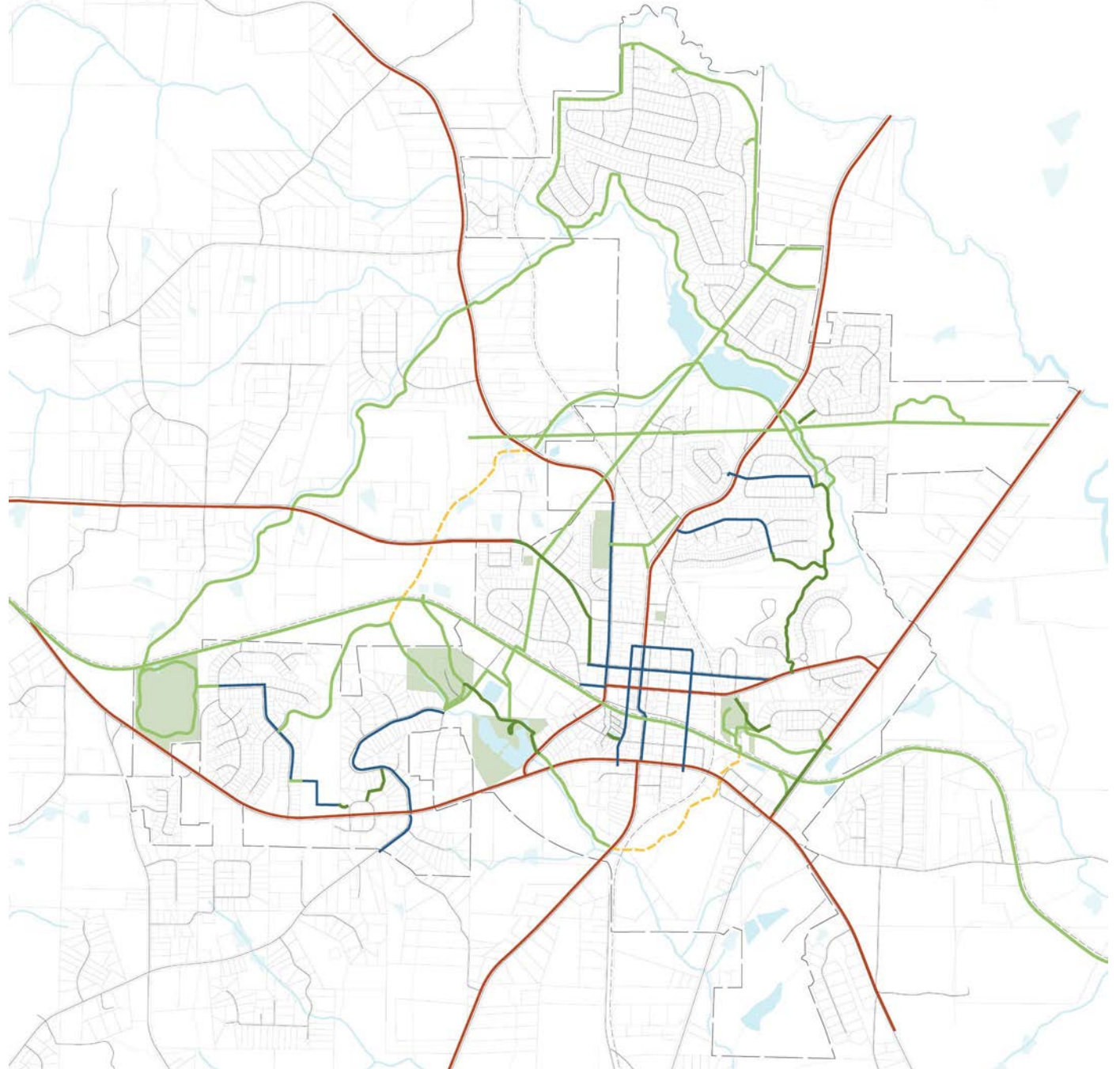
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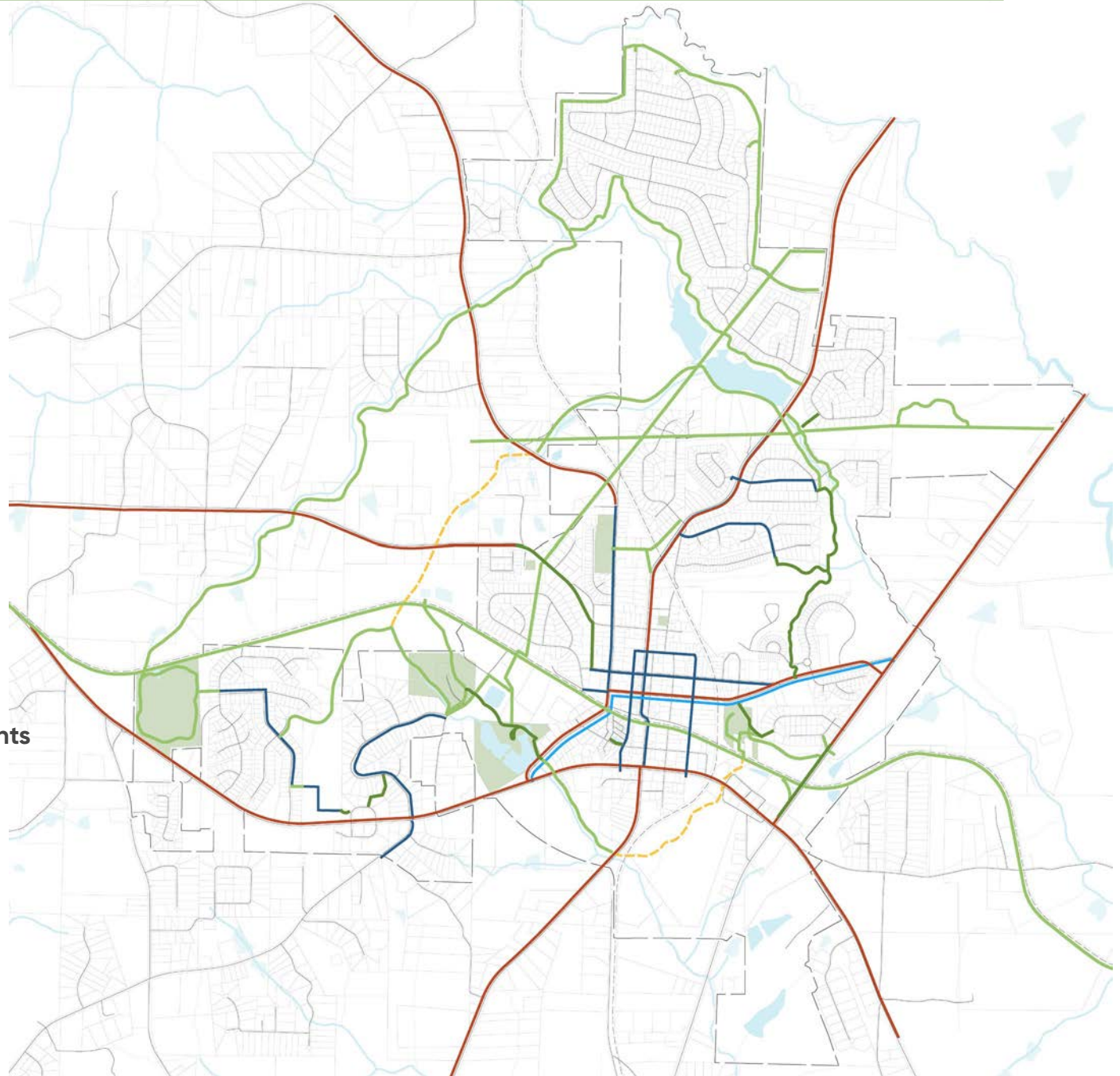
# Putting it all together



# Proposed Trails

**59 Miles**  
of New or  
Improved  
Trails, and slow  
streets

- City Limits
- Existing Trails
- Natural, Rail, and Utility Easements
- Proposed Multi-Use Trails
- Proposed Slow Shared Street
- Proposed Tactical On-Street
- - - Missing Connection
- Parks
- Streams and Creeks
- Lakes and Reservoirs

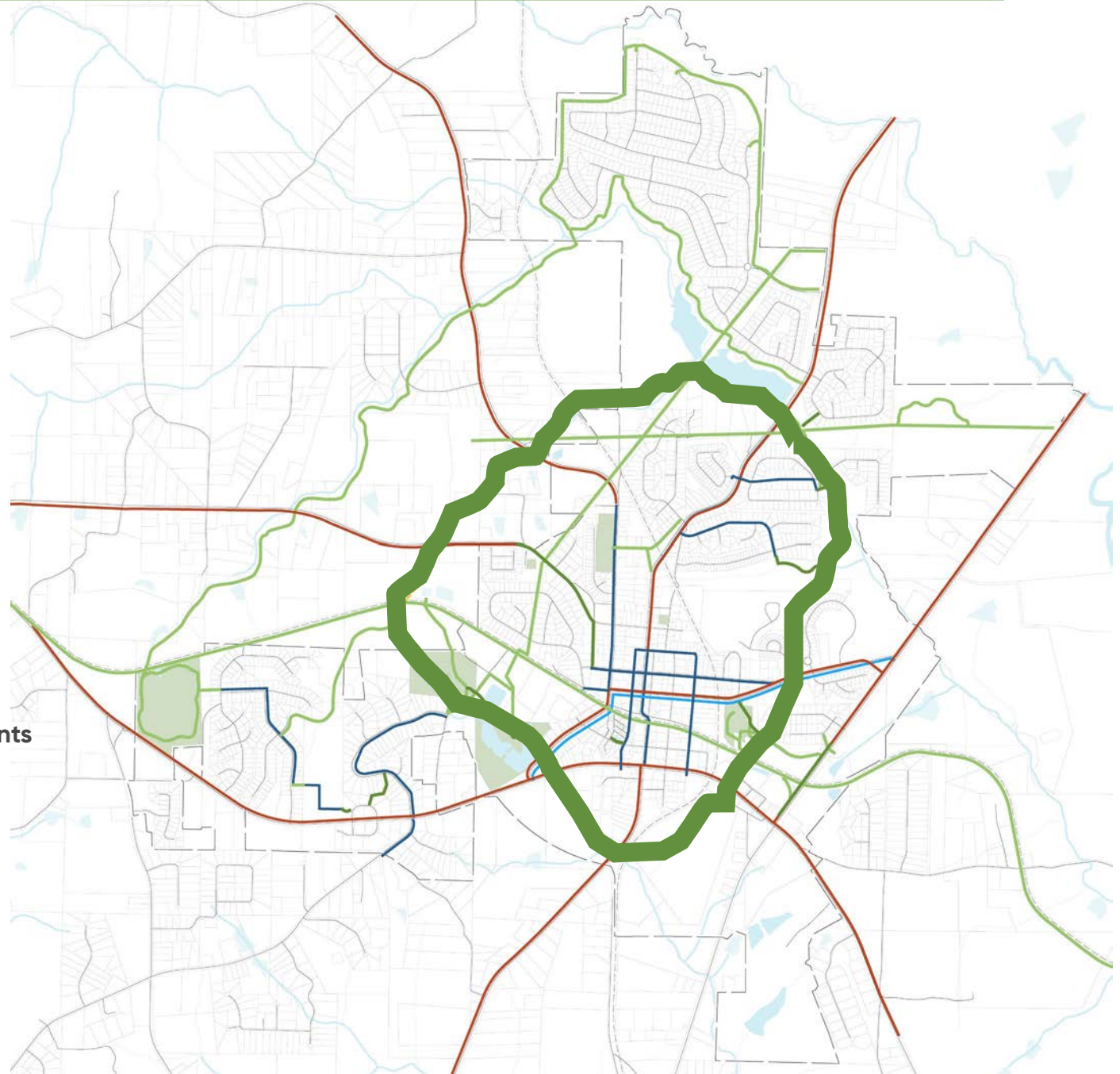


# Proposed Trails

**59 Miles**  
of New or  
Improved  
Trails, and slow  
streets

- Loop System

- City Limits
- Existing Trails
- Natural, Rail, and Utility Easements
- Proposed Multi-Use Trails
- Proposed Slow Shared Street
- Proposed Tactical On-Street
- Missing Connection
- Parks
- Streams and Creeks
- Lakes and Reservoirs

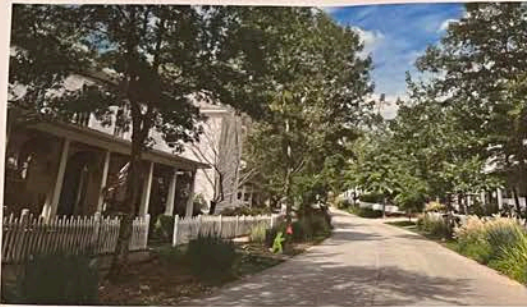


01. Citywide Trail + Path Network
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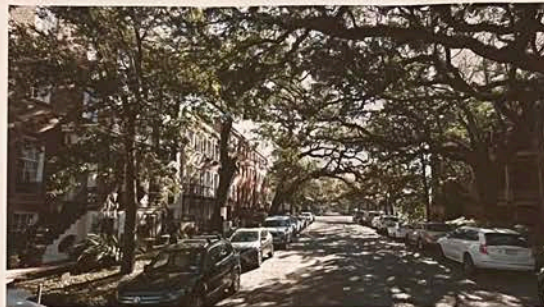
# Remember This?

## Preference Survey

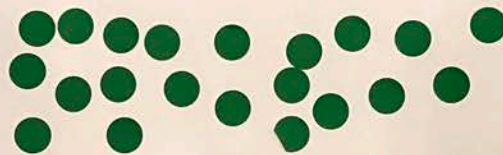
### Residential Street Types



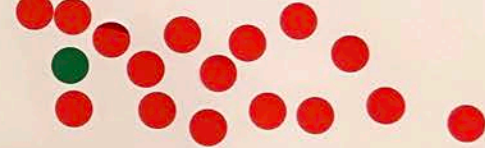
Two-way, curftless street with wide landscaping strip that include street trees. Concrete sidewalk with access points to street via smaller pathways through the landscaping strip.



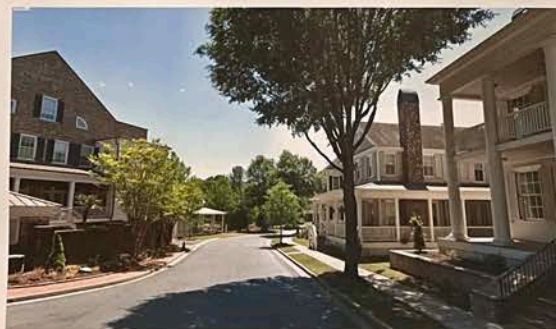
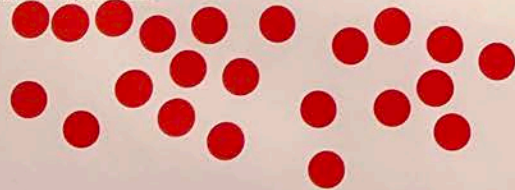
Two-lane road with pavers and on-street parking, wide amenity strip with large, mature street trees and sidewalks.



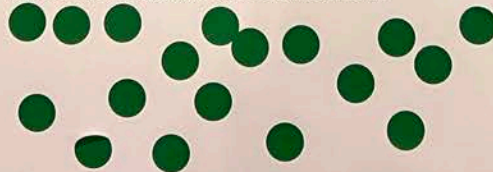
Wide two-lane road with narrow landscape strip



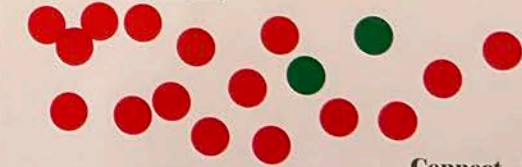
Wide road without pedestrian facilities



Two-lane road with landscaping strip and street trees. Standard sidewalks with small paths to road.



Wide two-lane road with room for on-street parking





# Your Code Requires This...

## Preference Survey

### Residential Street Types



Two-way, curbside street with wide landscaping strip that include street trees, Concrete sidewalks with access points to street via similar pathways through the landscaping strip.



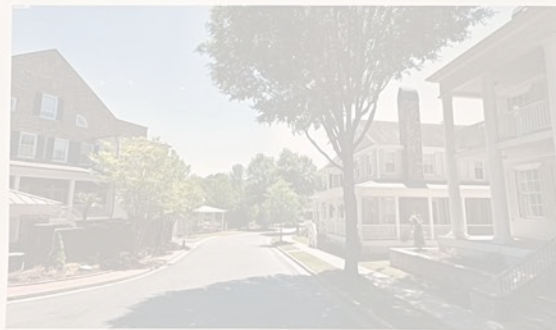
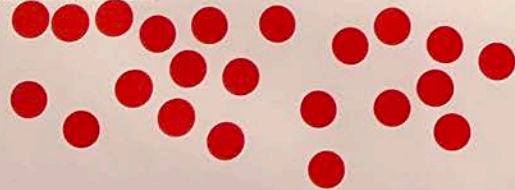
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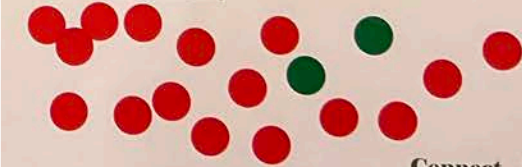
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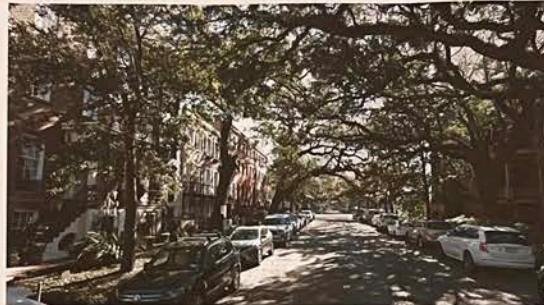
# And Prevents This

## Preference Survey

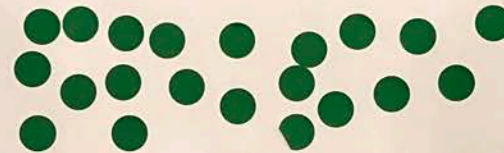
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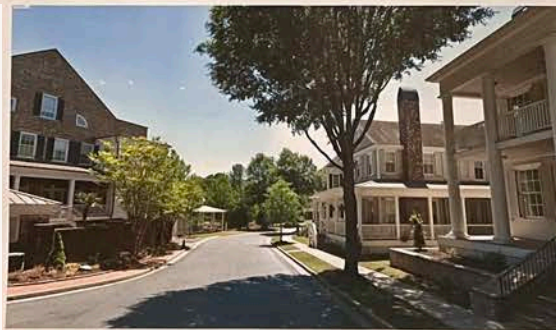
Two-lane road with pavers and on-street parking, wide amenity strip with large, mature street trees and sidewalks.



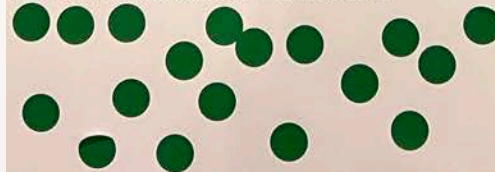
Wide two-lane road with narrow landscaping strips.



Wide road without pedestrian facilities.



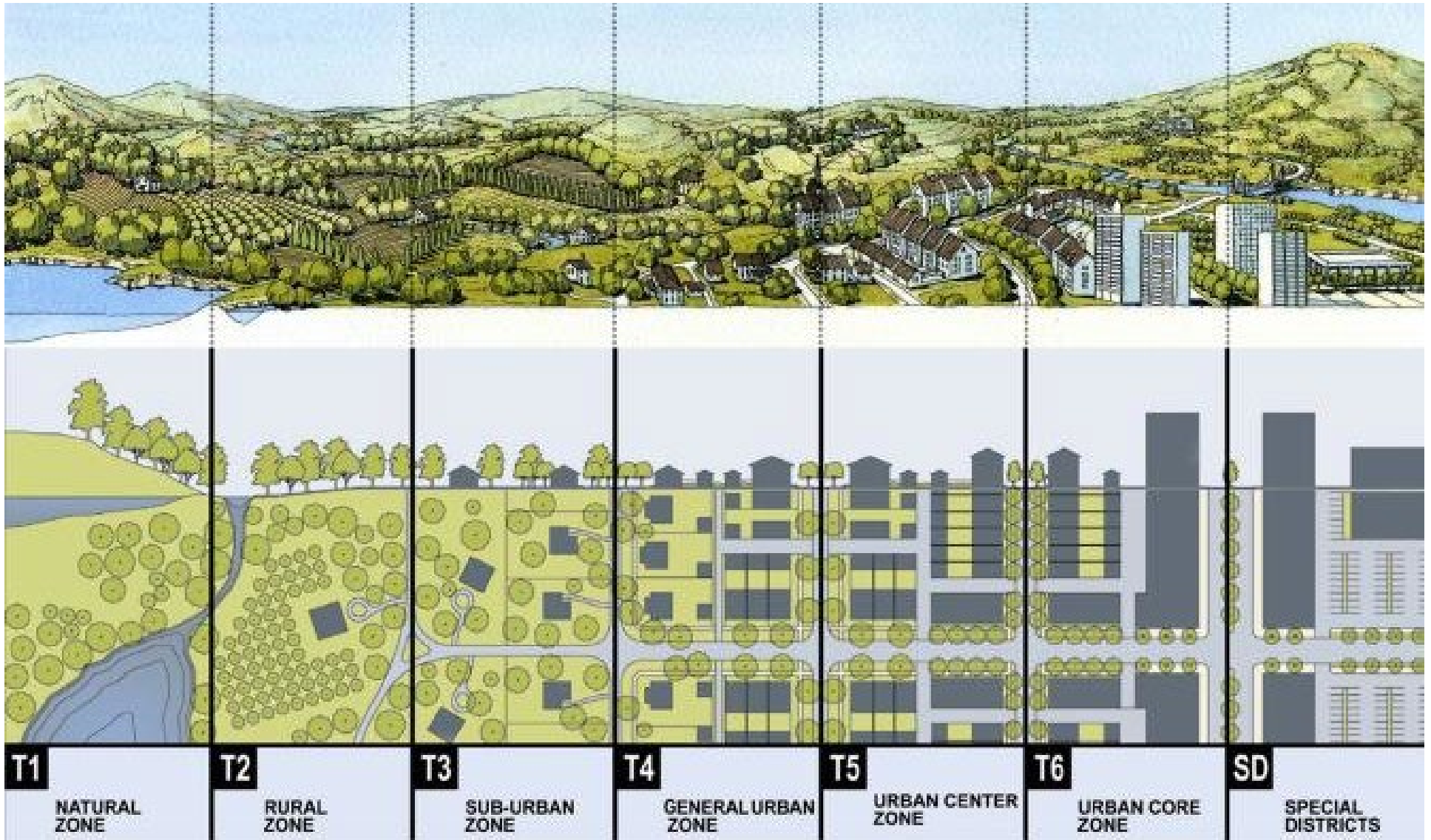
Two-lane road with landscaping strip and street trees. Standard sidewalks with small paths to road.



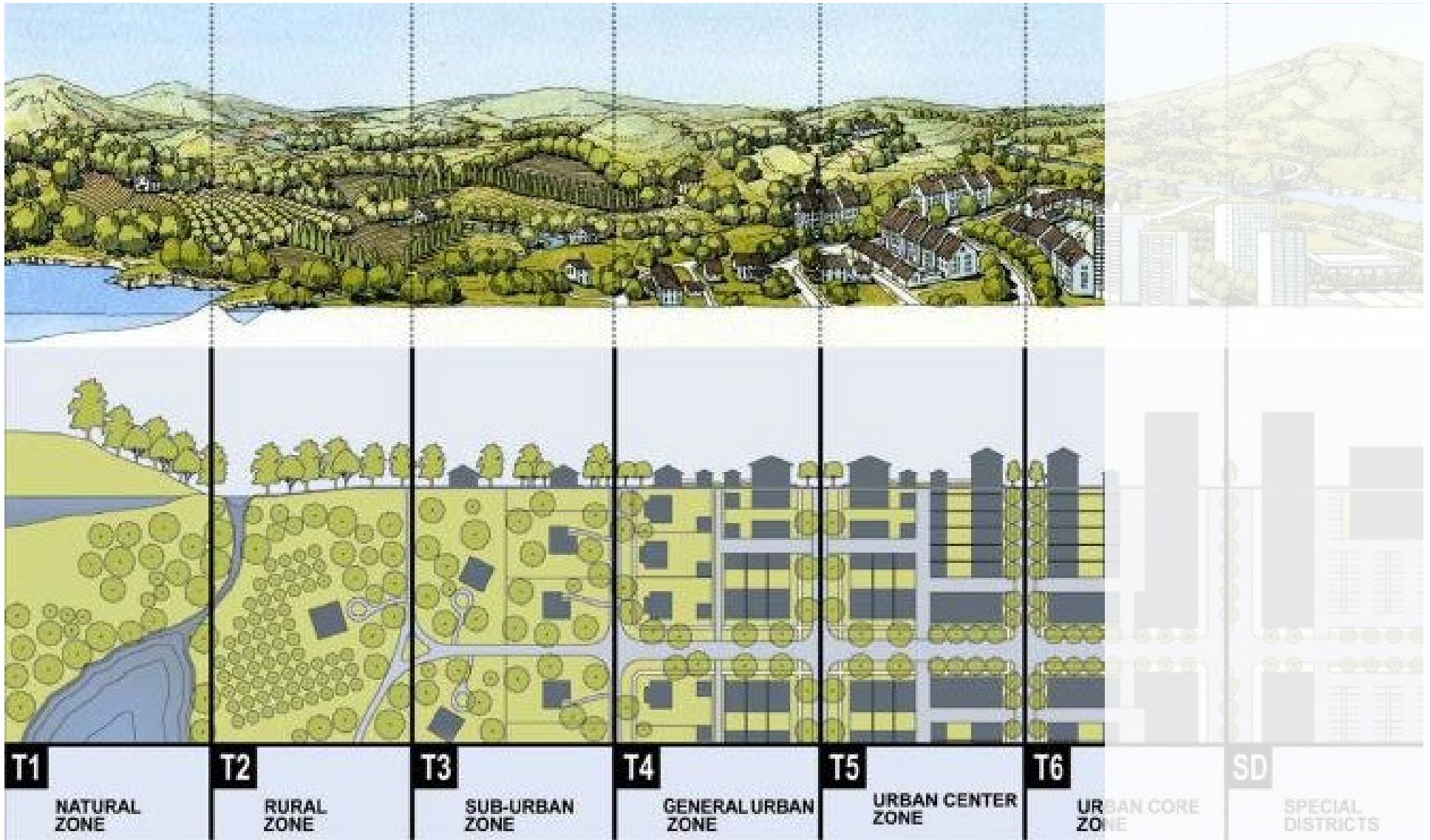
Wide two-lane road with room for on-street parking.



# It's All About Context



# It's All About Context



← Neighborhood → Town Center →

# Great Streets 101 - 2 Components



## Building Frontage

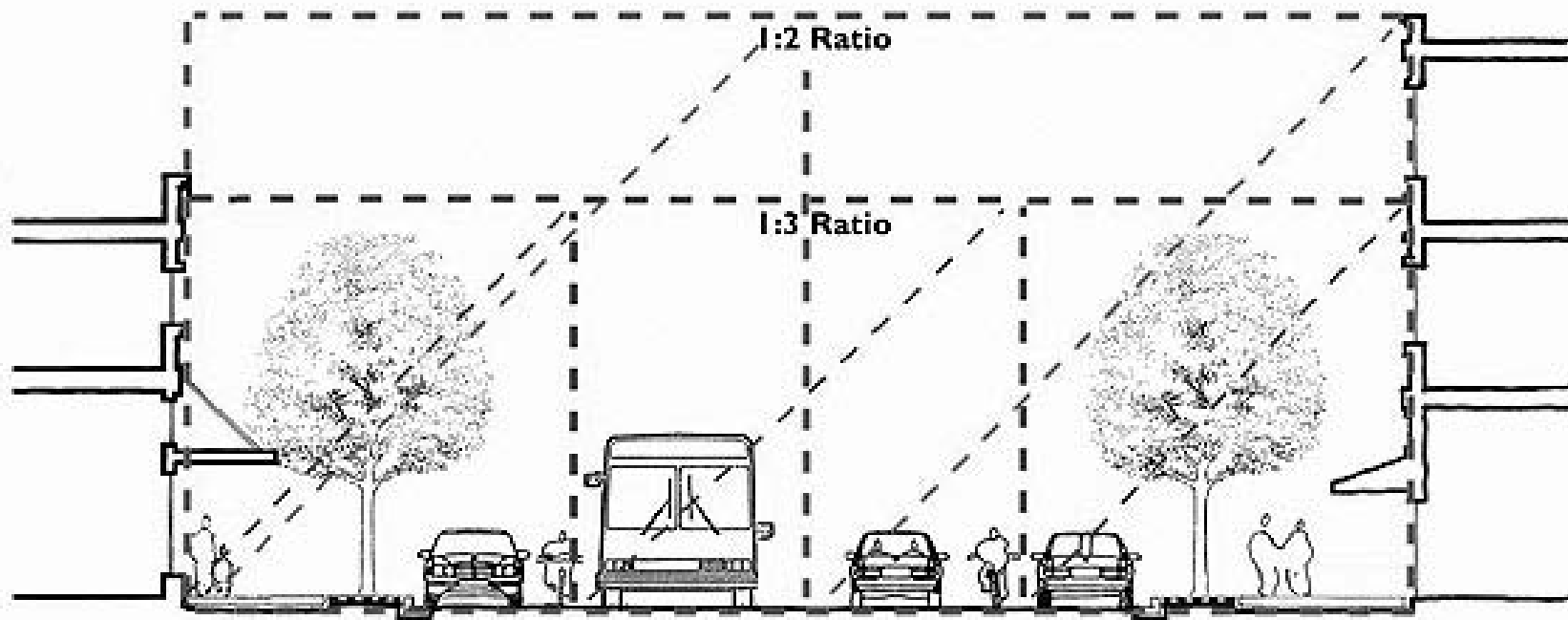
- What role do buildings play?
- Buildings close to the street (both houses and commercial buildings)
- Active frontage



## Street Detailing

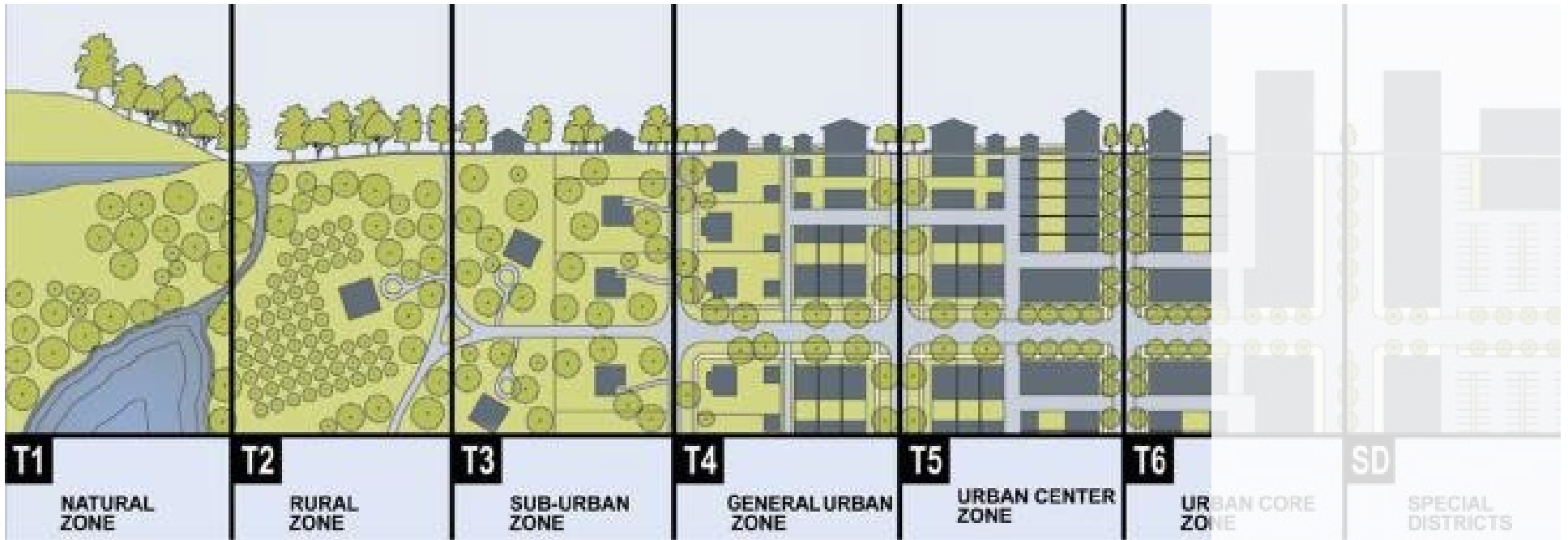
- Where does the ROW start?
- How is the curb detailed?
- How are trees + sidewalks allocated?
- How narrow is the street?

# Street Design 101 - ROW Widths



- Right-Of-Way widths are tied to building scale and context.

# Street Design 101 - Street Types



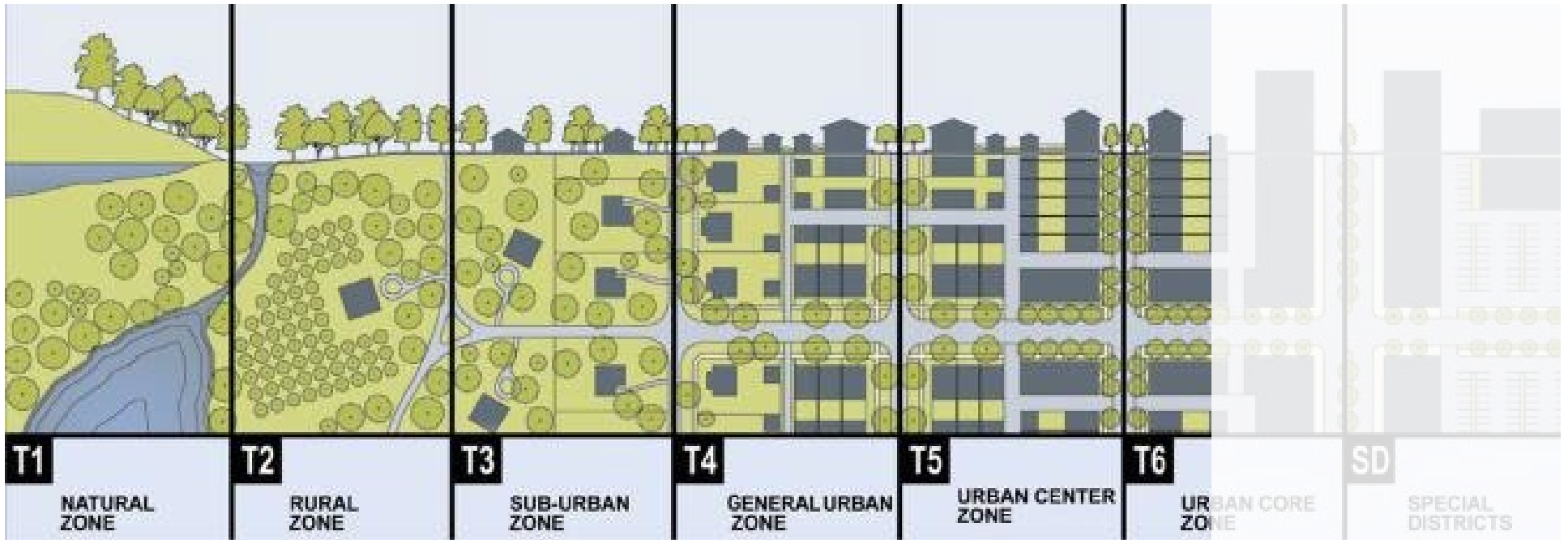
## Neighborhood

- Roads (rural, pastoral)
- Streets
- Alleys

## Town Center

- Streets
- Commercial Streets
- Avenue
- Boulevard

# Street Design 101 - ROW Standards



## Neighborhood

- 40-50 ROW widths max
- Landscape strip w/ trees
- on-street parking

## Town Center

- 50-135+ ROW widths
- Tree wells
- on-street parking



# Street Design 101 - Street Types

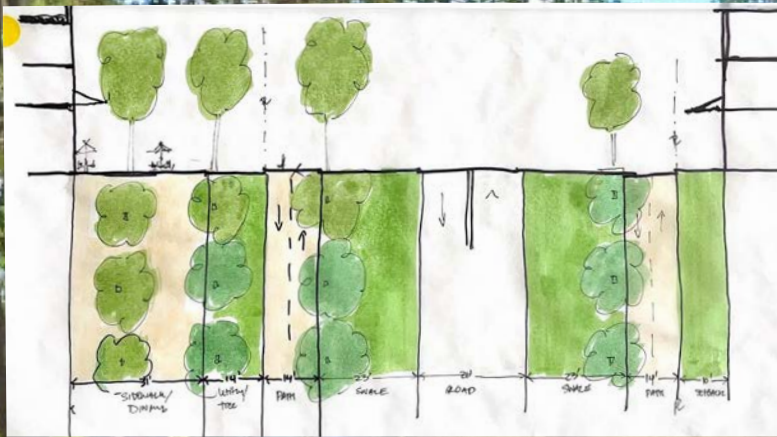


# Frontage Standards

- Frontage standards determine what happens between the property line and the building front
- Tied to street types
- Codify consistent standards for typical conditions.
- Highway 16 (4 conditions)
- Highway 85 (4 conditions)
- Town Center + Single Family
- Should there be a buffer on state / county roads? Where?

TABLE 7. PRIVATE FRONTAGES		SMARTCODE Municipality	
TABLE 7: Private Frontages. The Private Frontage is the area between the building Facades and the Lot lines.			
	SECTION	PLAN	
	LOT PRIVATE FRONTAGE   R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE   R.O.W. PUBLIC FRONTAGE	
a. <b>Common Yard:</b> a planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.			T2 T3
b. <b>Porch &amp; Fence:</b> a planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.			T3 T4
c. <b>Terrace or Lightwell:</b> a Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: Dooryard.			T4 T5
d. <b>Forecourt:</b> a Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.			T4 T5 T6
e. <b>Stoop:</b> a Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.			T4 T5 T6
f. <b>Shopfront:</b> a Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that may overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.			T4 T5 T6
g. <b>Gallery:</b> a Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.			T4 T5 T6
h. <b>Arcade:</b> a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. See Table 8.			T5 T6

# Wide Sidewalk + Path on Hwy 16



# Wide Sidewalk + Path on Hwy 16



# Slip Lane + Path Along Hwy 16



# Slip Lane + Path Along Hwy 16



# Slip Lane + Path Along Hwy 16



# Highway 16 @ future 141 development



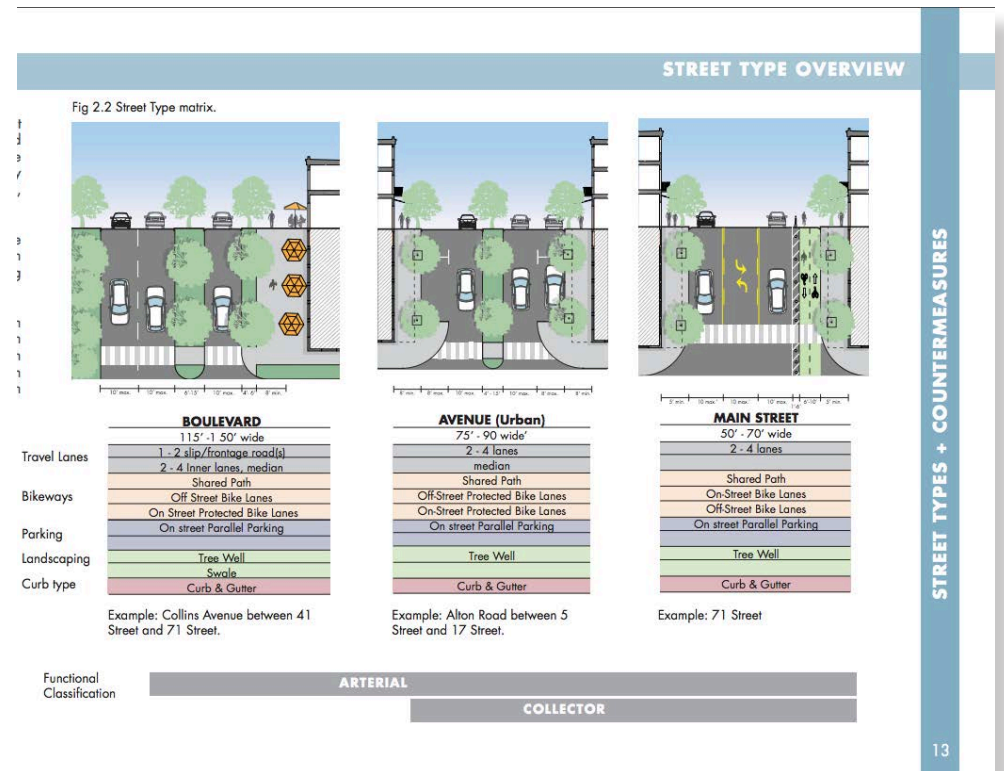


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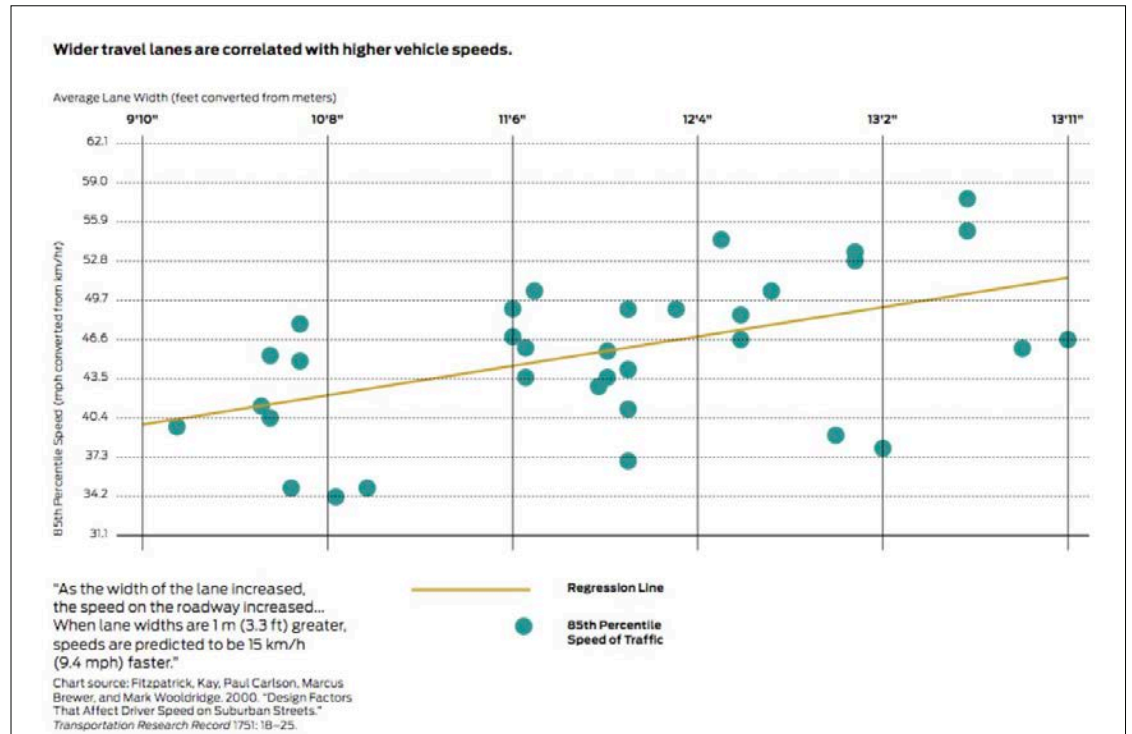


# Putting It All Together

- The new code will dictate:
  - A range of street types that are context dependant
  - Standard ROW Widths tied to context
  - Dimensions + requirements for sidewalks + paths
  - Street trees on every street
  - Typical lane widths of 10'
  - Minimal curb-to-curb dimensions
  - Variety of curb types
  - On-street parking standard



# Remember: Street Design Is Public Safety



01. Citywide Trail + Path Network
02. Establishing Path + Trail Types
03. Code for Great Streets
- 04. Signature Streets**
05. 100 Action Plan Projects

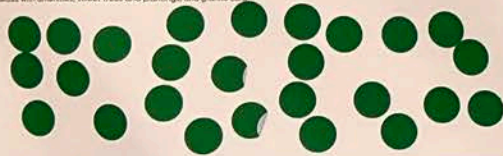
# Remember This?

## Preference Survey

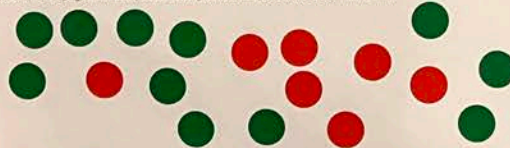
### Commercial Street Types



Two-lane road with one-sided on-street parking, brick paver sidewalks and crosswalks with amenities, street trees and plantings, and granite curbs.



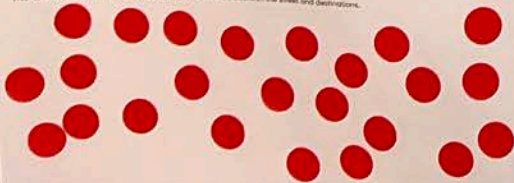
Two-way, curbside street with four lanes and natural stone pavers used to define different areas of activity. Wide sidewalks with landscaping, bio-retention, outdoor seating, outdoor dining, bollards, and pedestrian lighting.



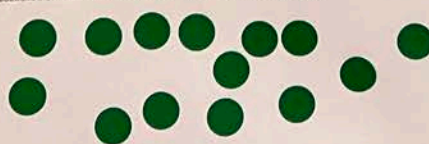
Two-lane road with some on-street parking, raised crossings, and street trees. Sidewalks include amenities such as on-street dining and decorative lighting.



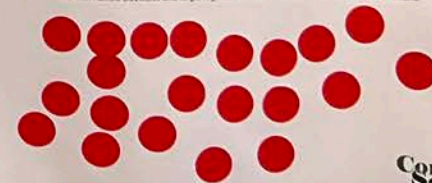
Four-lane road with narrow sidewalks and large surface lots between the street and destinations.



Two-lane road with parking and built outs with bio-retention and street trees. Wide brick sidewalks that include amenities such as seating, bike racks, and ornamental lighting.



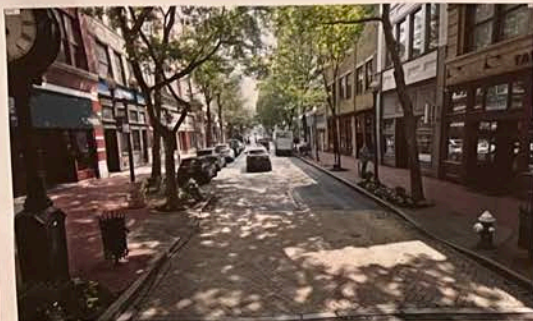
Four-lane road with narrow sidewalks and large vegetative buffers between the street and destinations.



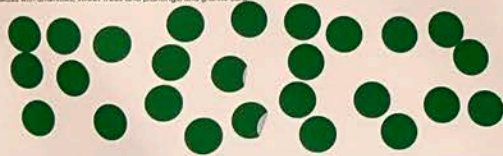
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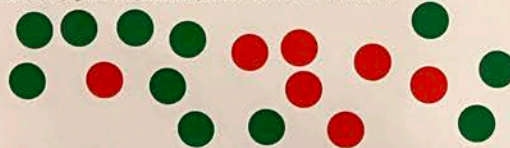
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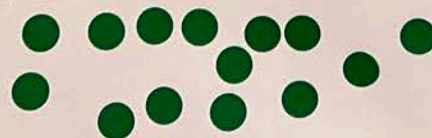
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Four-lane road with narrow sidewalks and large surface lots between the street and destinations



Two-lane road with parking and built outs with bio-retention and street trees. Wide brick sidewalks that include amenities such as seating, bike racks, and ornamental lighting



Four-lane road with narrow sidewalks and large vegetative buffers between the street and destinations



# What Are Signature Streets?



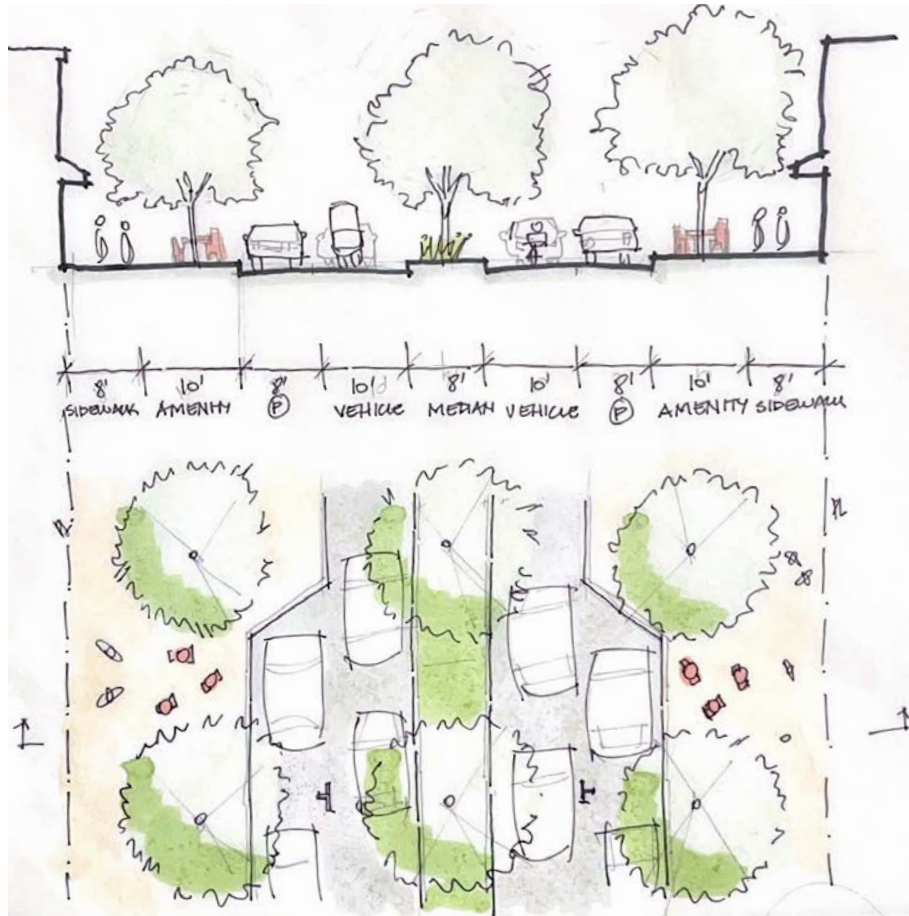
- How can we improve the character of Highway 16?
- What happens at the gateway Into Town - Highway 16 + Broad
- How to continue to make Main Street better?

# How Can We Leverage This??

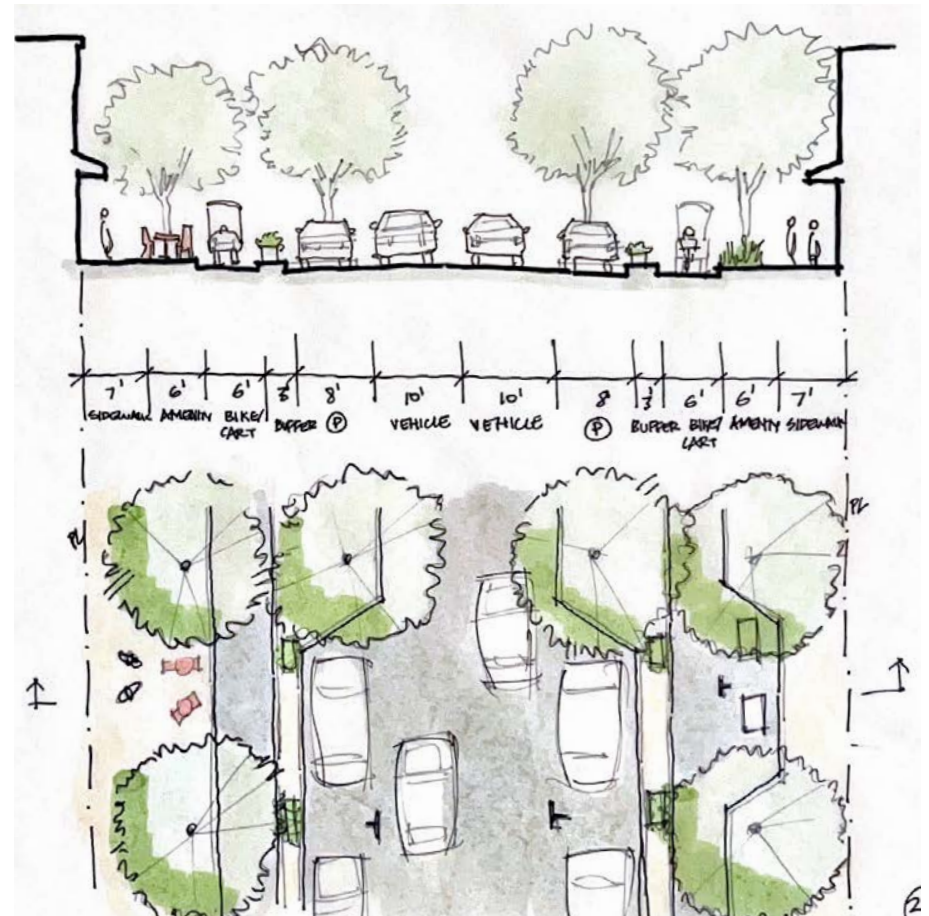




# Broad Street - Propose + dispose!

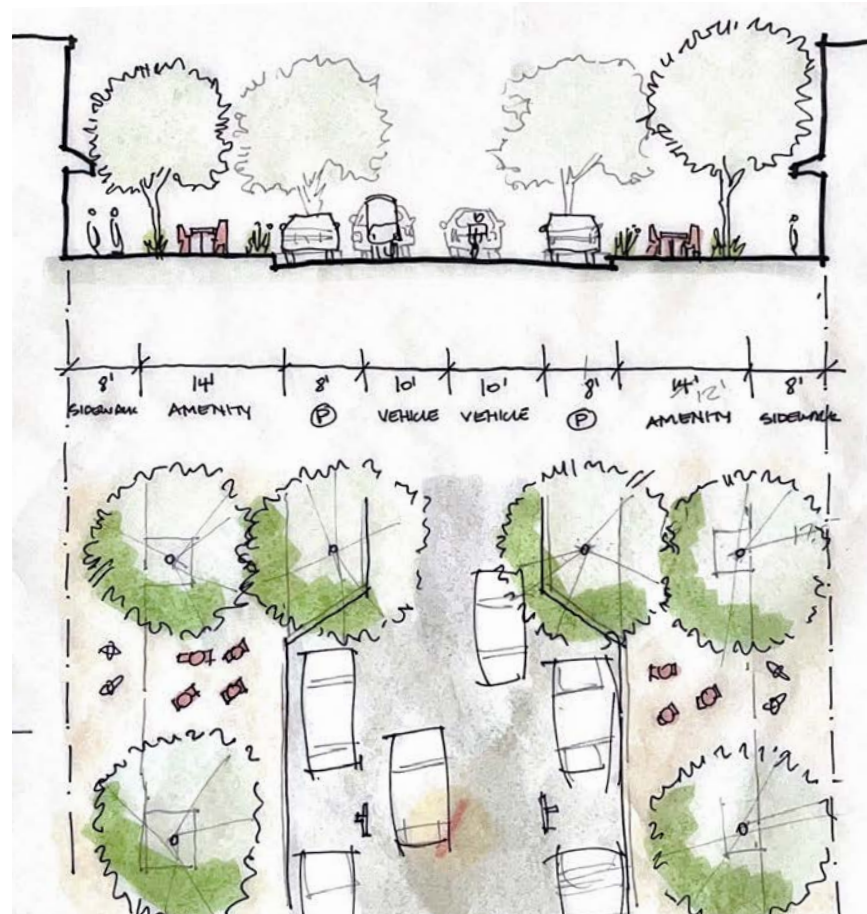


PARALLEL PARKING AND CENTER MEDIAN



BIKE AND GOLF CART SLIP LANE

# Broad Street - This Feels Right!



Larger Sidewalk

# Broad Street



Main Street

Highway 16

Morgan Street

McKnight Drive

Travis St

# Where Broad Meets Hwy 16



- Curbless
- Raised Intersection
- May become a public square for the city

# Where Broad Meets Hwy 16



- Consistent Street Trees
- Pavers throughout
- Parallel parking + wide sidewalks

# Where Broad Meets Main

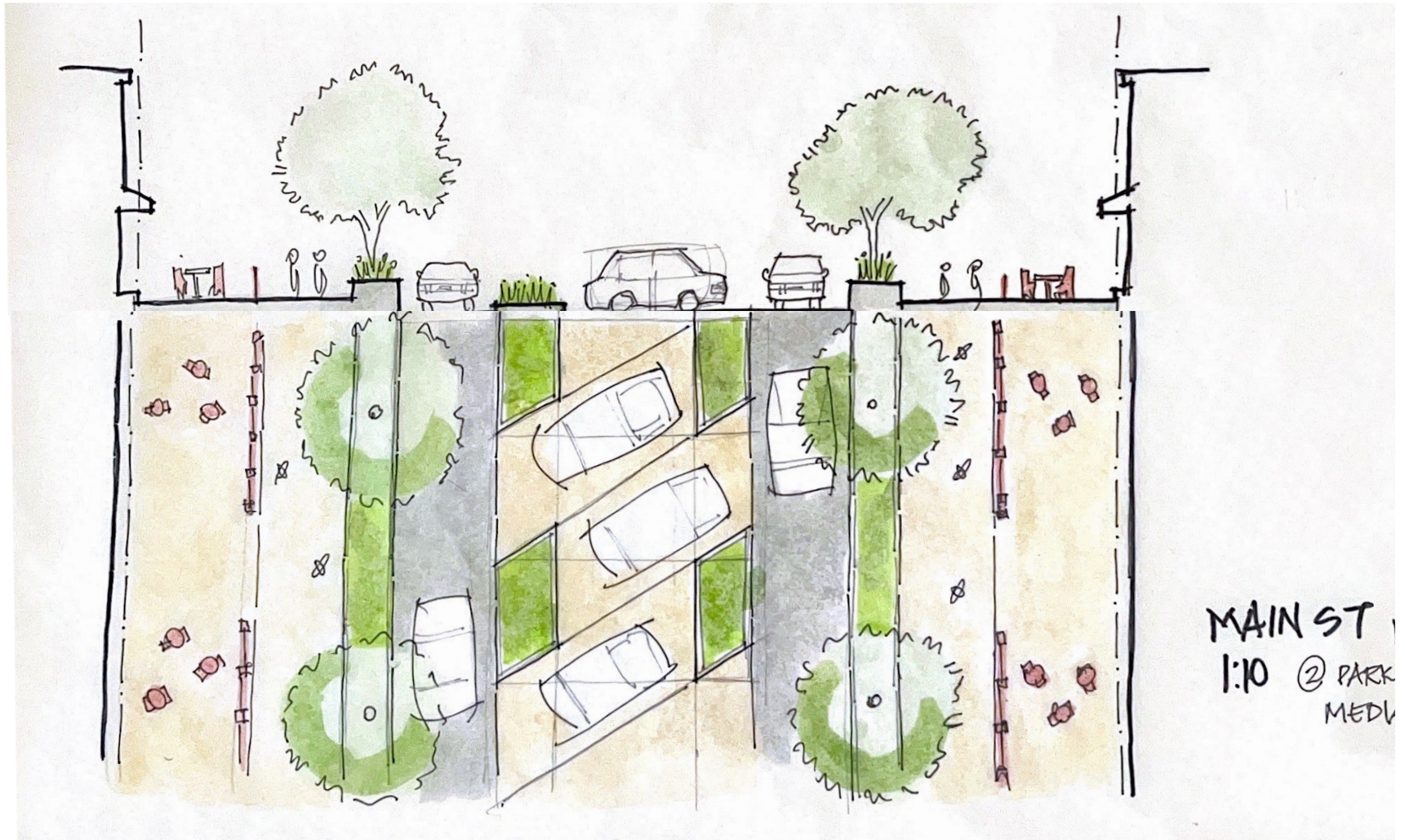


- Curbless
- Raised Intersection
- May become a public square for the city

# Broad Street



# Main Street (version 1)



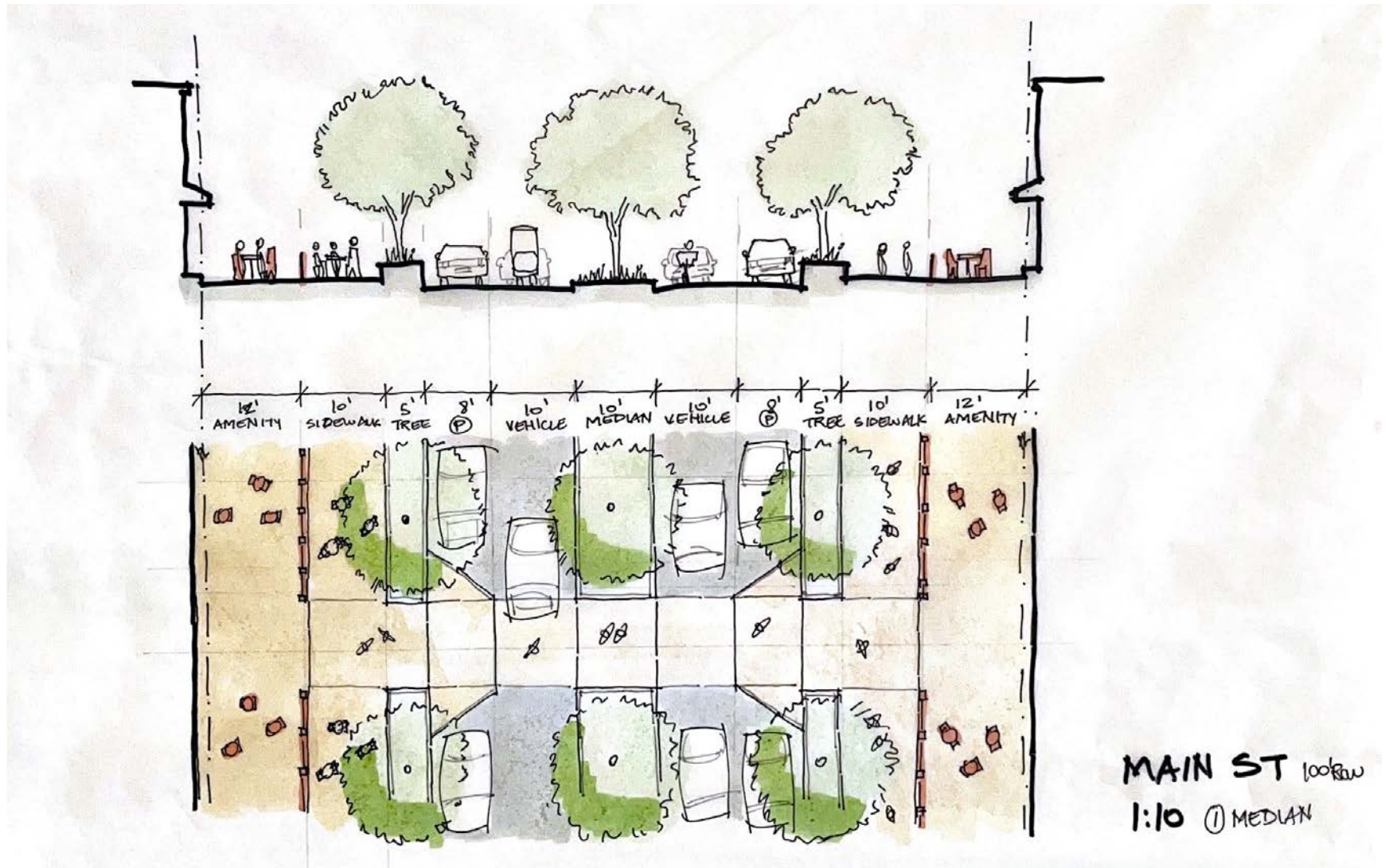
Center running angled parking with street trees.



# Main Street



# Main Street (version 2)



With Parallel Parking, wide sidewalks + Street Trees

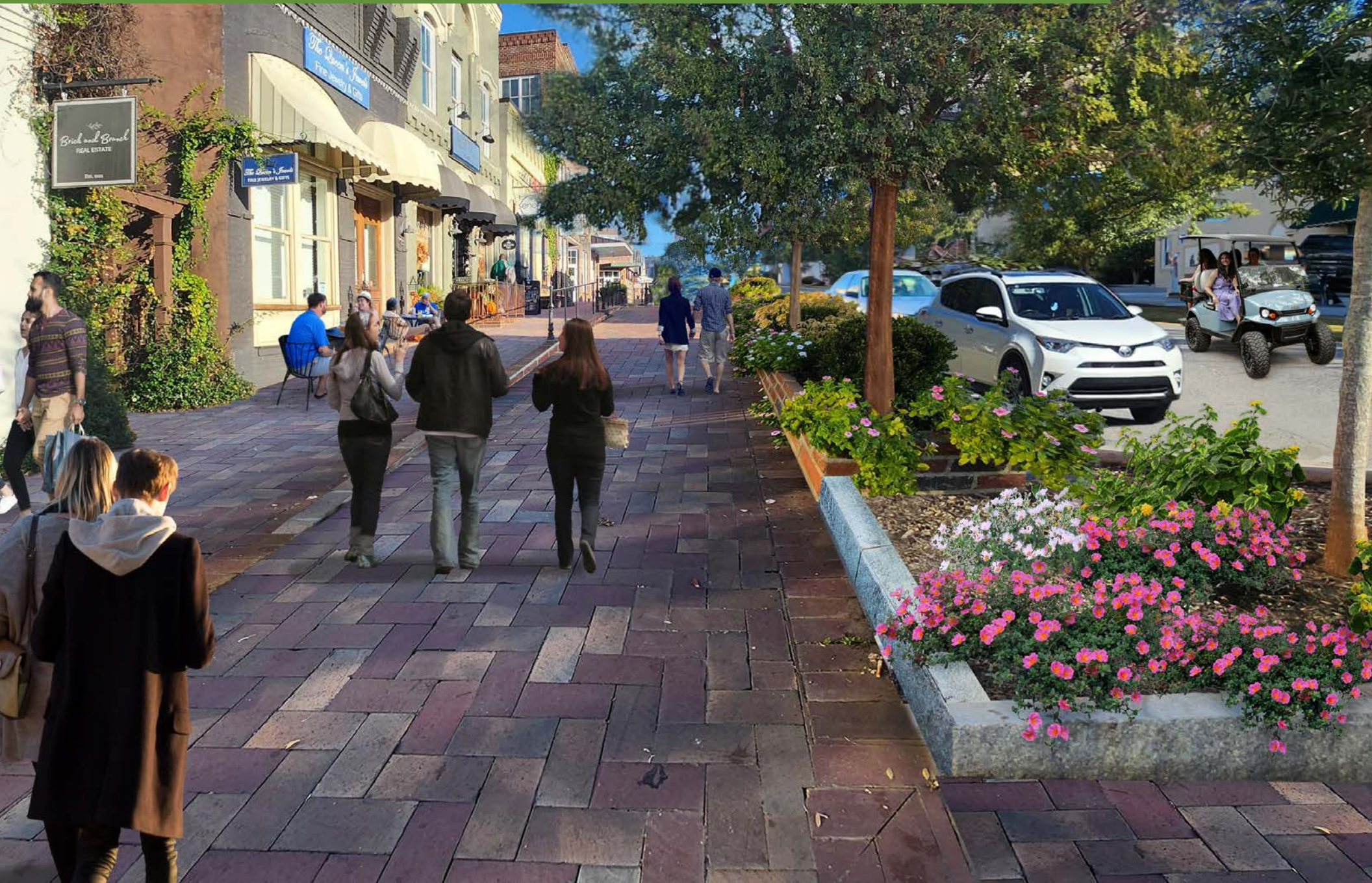
# Main Street



# Main Street



# Main Street



**What Other Streets Around  
Town Need More Attention?**

01. Citywide Trail + Path Network
02. Establishing Path + Trail Types
03. Code for Great Streets
04. Signature Streets
- 05. 100 Action Plan Projects**

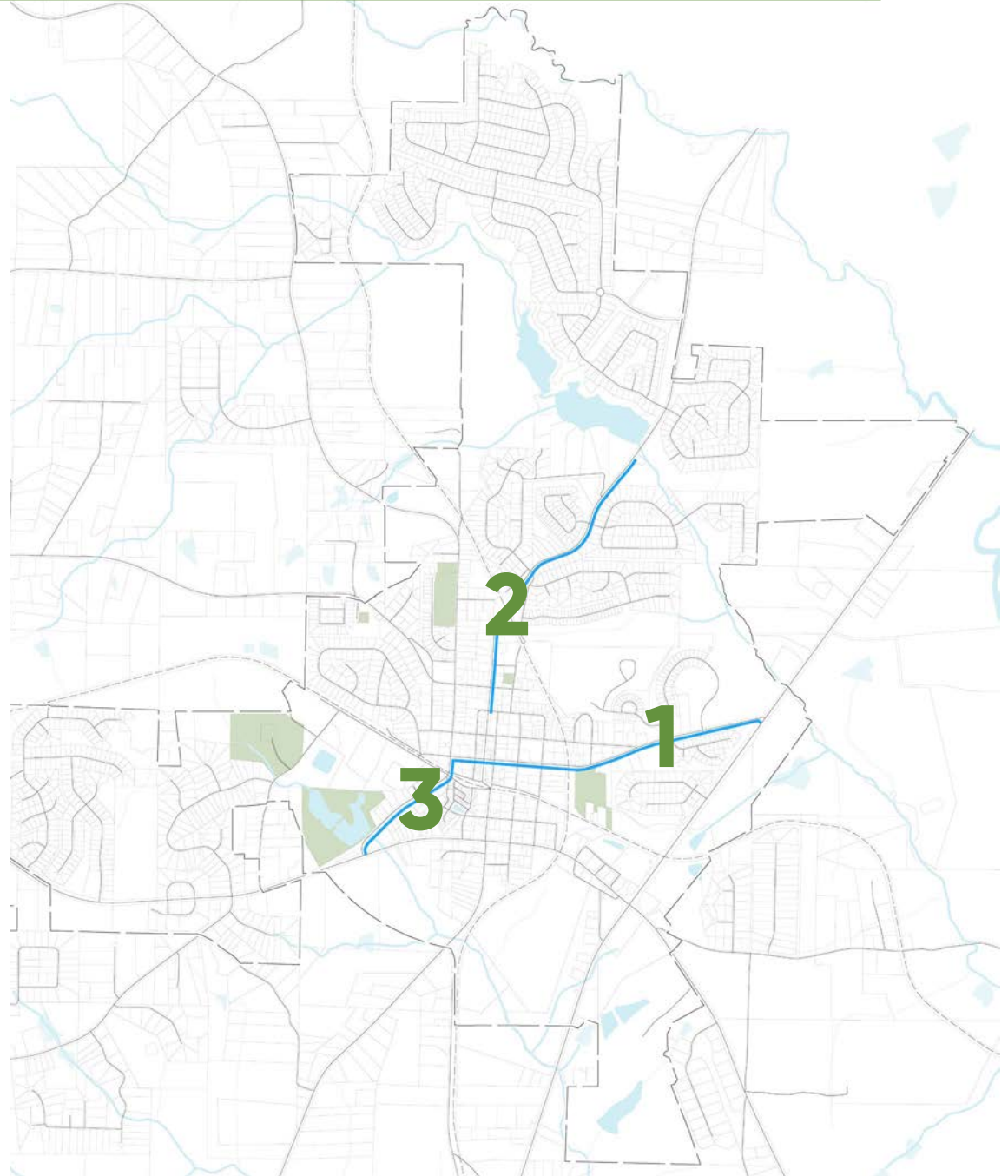
# How Do We Get Started?

- **Ordinance:**

- Code for slow streets (narrow)
- Citywide "20 is Plenty" Speed Limit
- Truck Routing + Penalties

- **Infrastructure:**

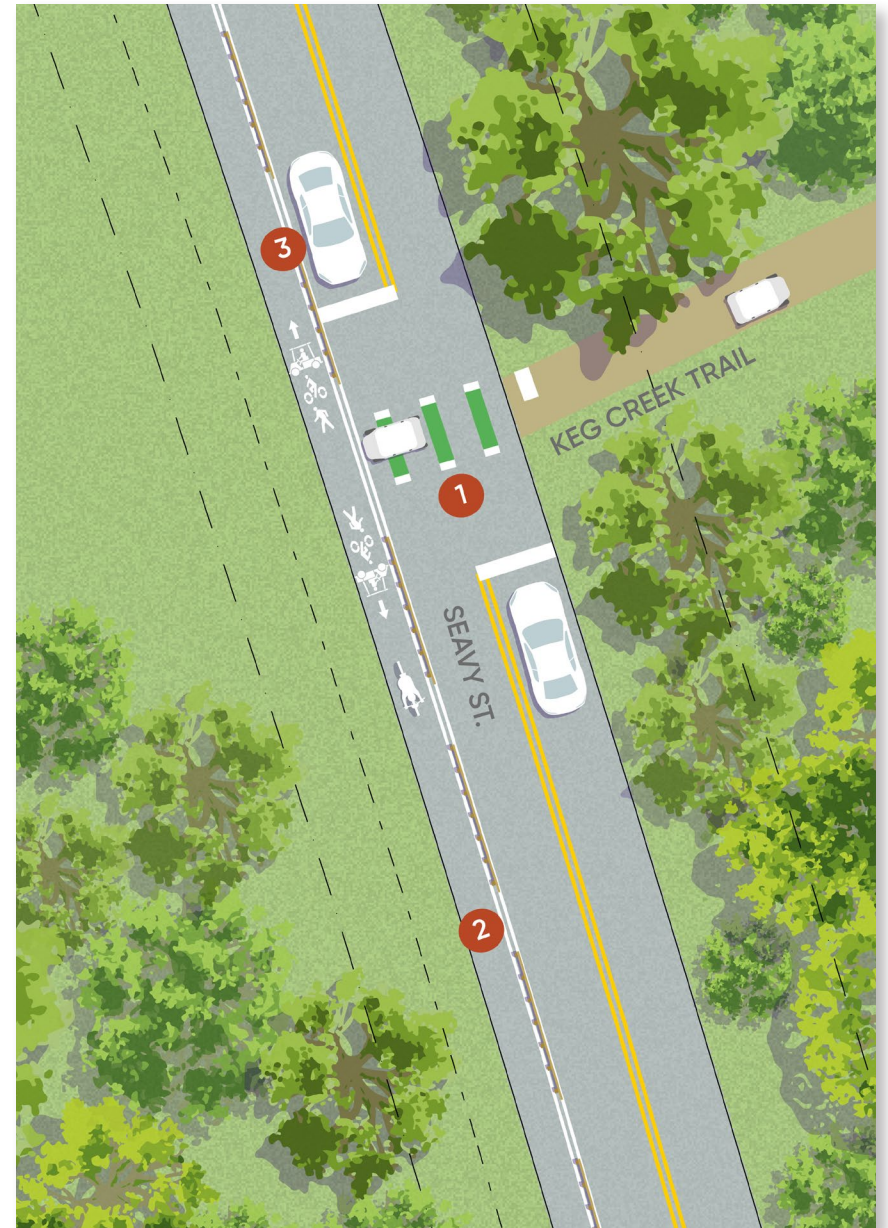
- All temporary/ inexpensive fixes
- 1. Keg Creek Path / Seavy Connection
- 2. Main/Rockaway Path Improvements
- 3. Pylant Steet Path





# 1. Keg Creek / Seavy Street (Part A)

- Important connection to Publix through Seavy Street Park
- Would not wide enough for 2-way (yet)
- Keep travel lanes narrow (10' Max)
- 3 Components:
  1. Add Crossing Details
  2. Need to add 6' of pavement to create path on south side.
  3. Add Physical Barrier



# Seavy Street (existing)



# Seavy Street (short term)



# Seavy Street (long term)



# Seavy Street (alternative)

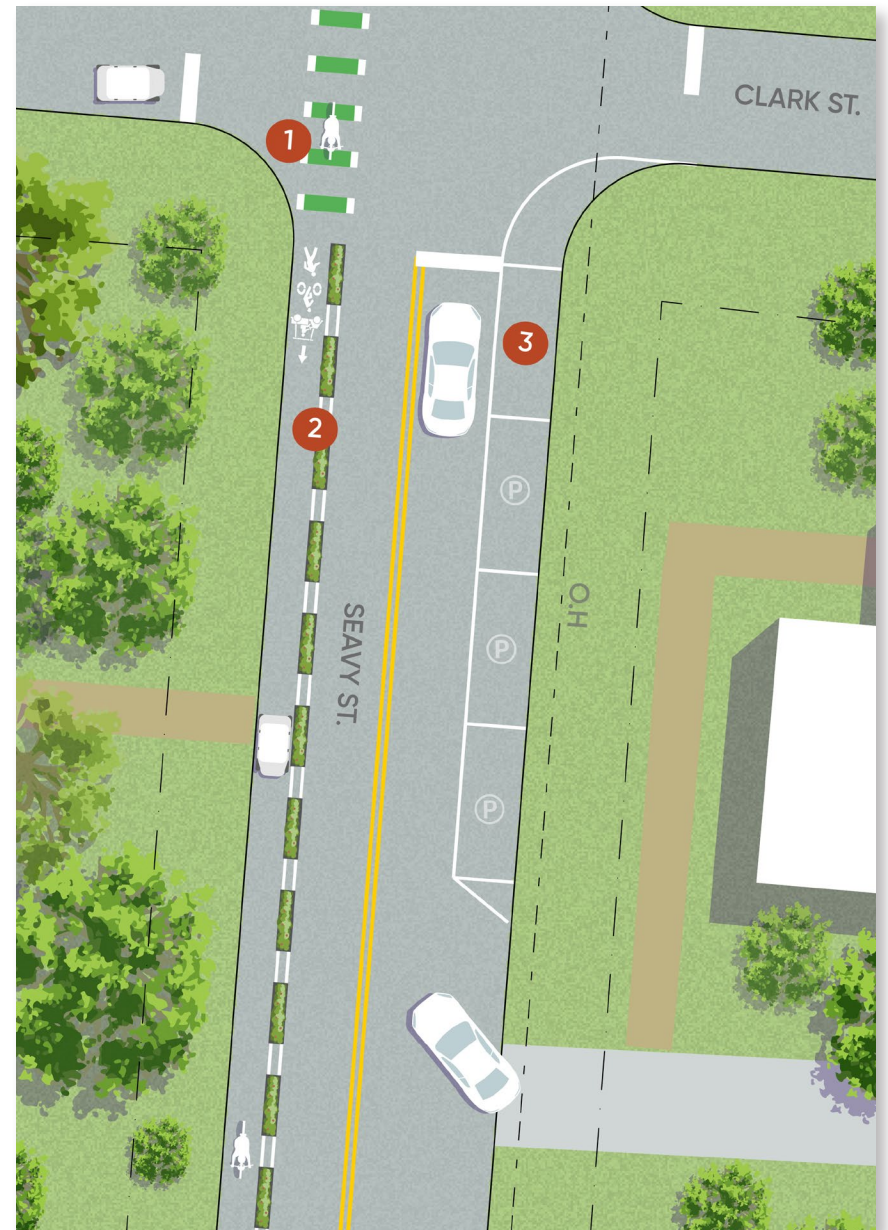


# Seavy Street (alternative)



# 1. Keg Creek / Seavy Street (Part B)

- Between Seavy St Park / Main Street
- Not wide enough for 2-way (yet)
- 3 Components:
  1. Add Crossing Details
  2. Add physical barrier to south side
  3. Formalize parking on north side



# Seavy Street (existing)

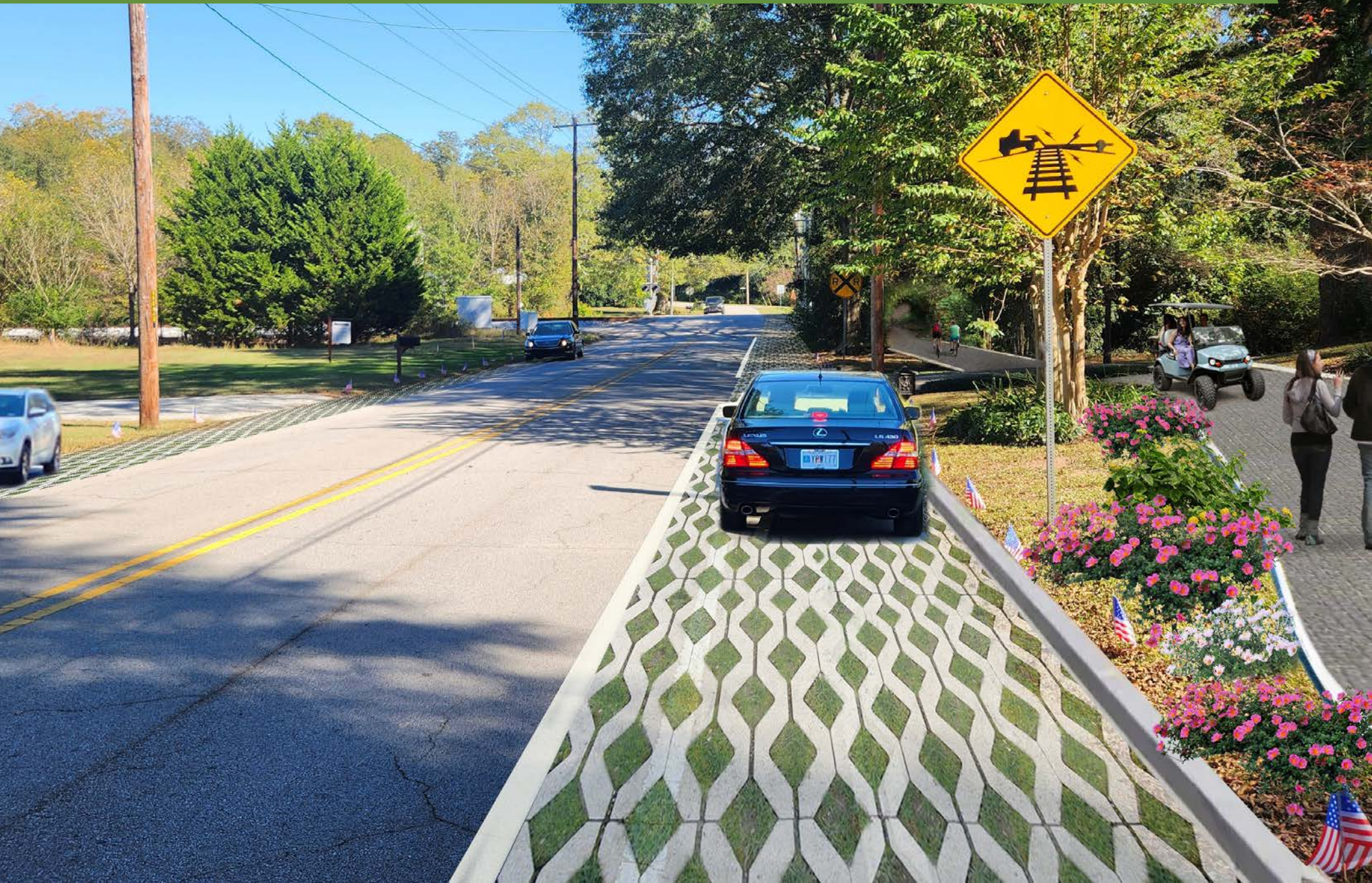




# Seavy Street (short term)



# Seavy Street (long term)



## 2. Main Street @ Rockaway

4 Components:

1. Add Physical Barrier (wood railing)
2. Add Crossing Details (paint, signage)
3. Expand width from 8' to 12' (asphalt)
4. Build trail gap on east side (long term)



# Main Street @ Rockaway



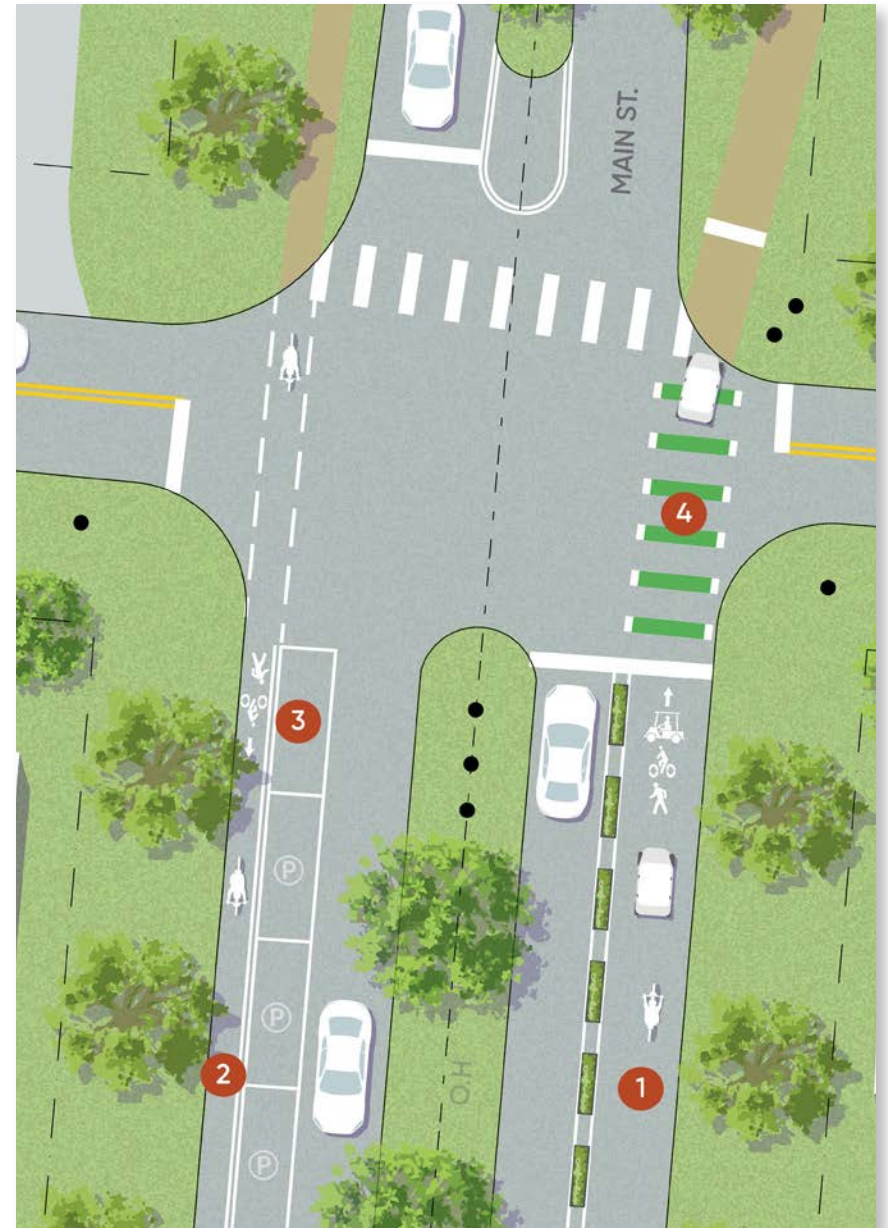
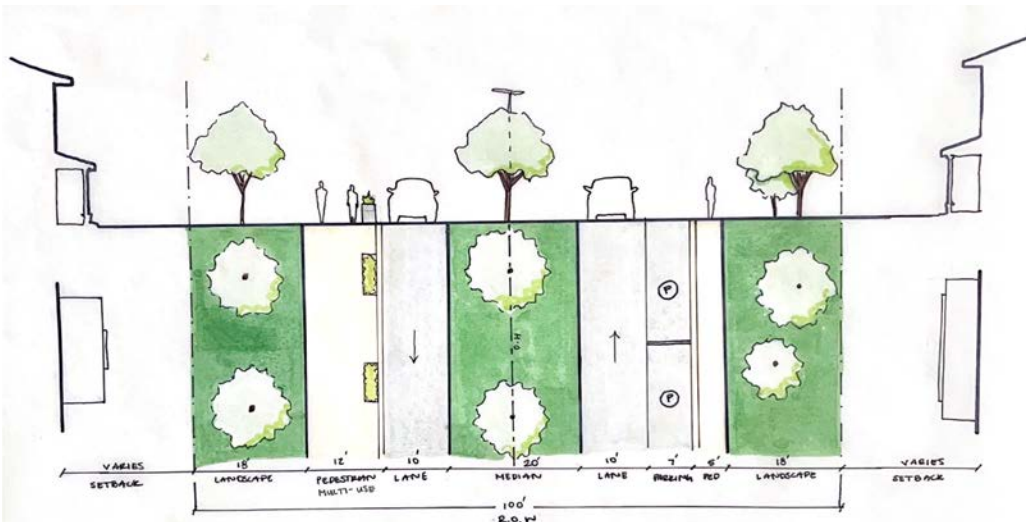
# Main Street @ Rockaway



## 2. Main Street @ Couch

4 Components:

1. Add physical barrier east side (planters? wood railing?)
2. Add crossing details
3. Add parking
4. Protected sidewalk west side
  - Path wide enough for 2-way



# Main Street @ Couch



# Main Street @ Couch





# 3. Pylant @ Morgan (version A)



# Pylant @ Morgan (version A)



# 3. Pylant @ Morgan (version B)



# Pylant @ Morgan (version B)



# Pylant @ Morgan (version B)



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**What Happens Next?**

# What Happens Next?



# Growth Management Plan

CITIES & TOWNS MADE OF NEIGHBORHOODS  
BALANCE RESOURCE NEEDS



THE CITY & SUBURBAN SPRAWL  
COMPETE FOR RESOURCES



# MORE Charretting!



# What the Code Will Look Like

**SPACE AND BULK STANDARDS**


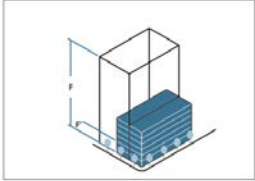
**CV - Centreville District**

The purpose of the Centreville district is to encourage a concentration of economic enterprises in the central business district that is convenient and attractive for a wide range of retail, service, financial, government, professional, entertainment and appropriate residential uses in a setting conducive to a high volume of pedestrian traffic. The standards of the district will initiate economic revitalization through increased occupancy of downtown properties, improved real estate values, increased consumer activity, and encourage the restoration and preservation of historic buildings and honor the rich Franco-American cultural heritage of the community.

LOT	
A. Frontage	25' min
Lot area air cover	None
Net Lot area air cover	None

SETBACKS	
B. Min. Front	0'
W. Max. Front	5'
C. Side	None
D. Rear	None

BUILDING	
F. Min. Height	20'
F. Max. Height	150'
Lot Coverage	
Impervious Coverage	100%


- T1 Natural Zone
- T3 SubUrban Zone
- T4 General Urban Zone
- T5 Urban Center Zone
- Civic Space
- Civic Building

**TOWN CENTER**

**A. GENERAL DESCRIPTION**

These Central business buildings that meet the intent of the purpose of the district encourage economic revitalization through increased occupancy of downtown properties, improved real estate values, increased consumer activity, and encourage the restoration and preservation of historic buildings and honor the rich Franco-American cultural heritage of the community.

**B. LOT**

LOT OCCUPATION

Area 40,000 of max

Width 25' min - 120' max

**C. BUILDING**

Active Frontage 70% min

Height 1 story min, facade 14' min

PERMITTED USES

Dayboard Arcade Gallery Fascade

RETRAILERS

Principal Front 10' min

Secondary Front 10' min

Rear 10' min

**D. BLOCK**

Block Depth 45' min

Intersection Density 100% w/ min

Block Perimeter 2,000' w/ min

**E. ALLOWED BUILDING TYPES**

Main Street Building Apartment Building Mixed Retail


**F. NOTES**

- \* 15-20' Minus Detail garages and 20'x40' Carport lot used to transition from single building and entry to separate to multiple Main Street Buildings and Townhouse with outdoor parking.
- \* Lots with existing buildings can accommodate additional retail space in the existing parking lot.
- \* Lots can be subdivided to separate and accommodate new building.
- \* Active frontage requirement can be met using temporary use.


**EXISTING CONDITION**

- Principal Building
- Building Footprint
- Minor Unit/Temporary Building
- Lot
- Subway
- Property Line/Lot Boundary


**LONG-TERM CONDITION**



**TRANSITIONAL CONDITION**



**EXISTING CONDITION**

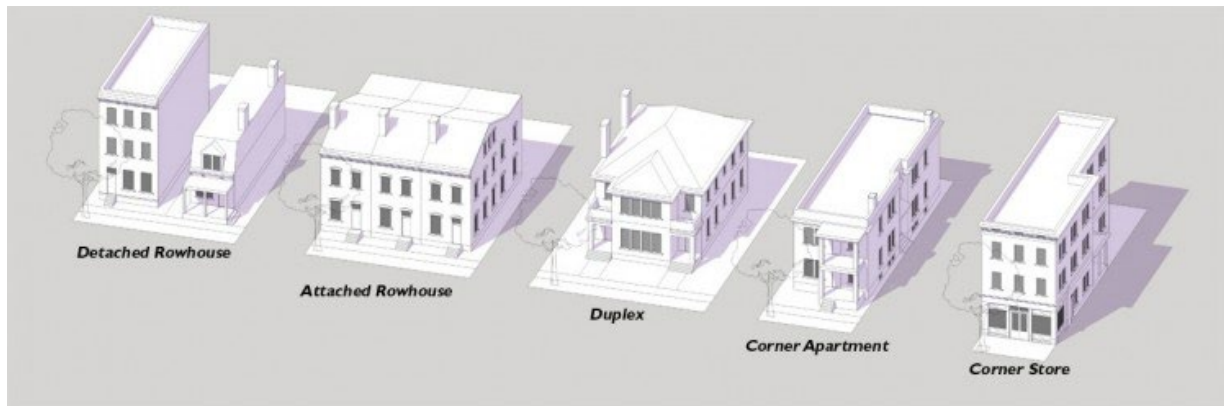


## MACKENZIE MEADOWS REVELSTOKE, BRITISH COLUMBIA

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## CONCEPTUAL PLANS

Scale 1:2500



# Town Center Illustrative Plan



**Thanks!**



**tony@streetplans**  
**street-plans.com**