

CITY OF DALTON

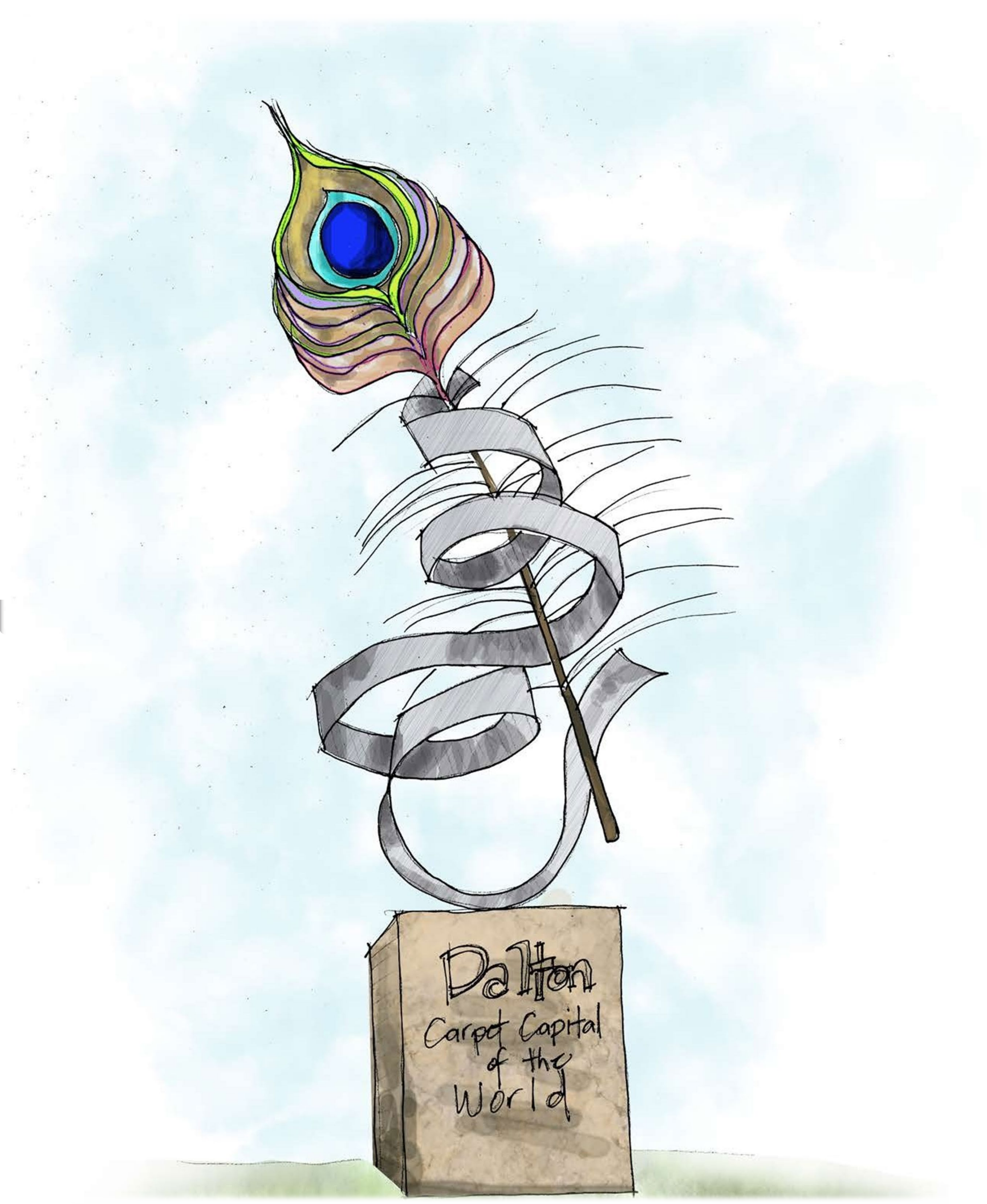
GATEWAY CORRIDOR IMPROVEMENT PLAN

WORKSHOP



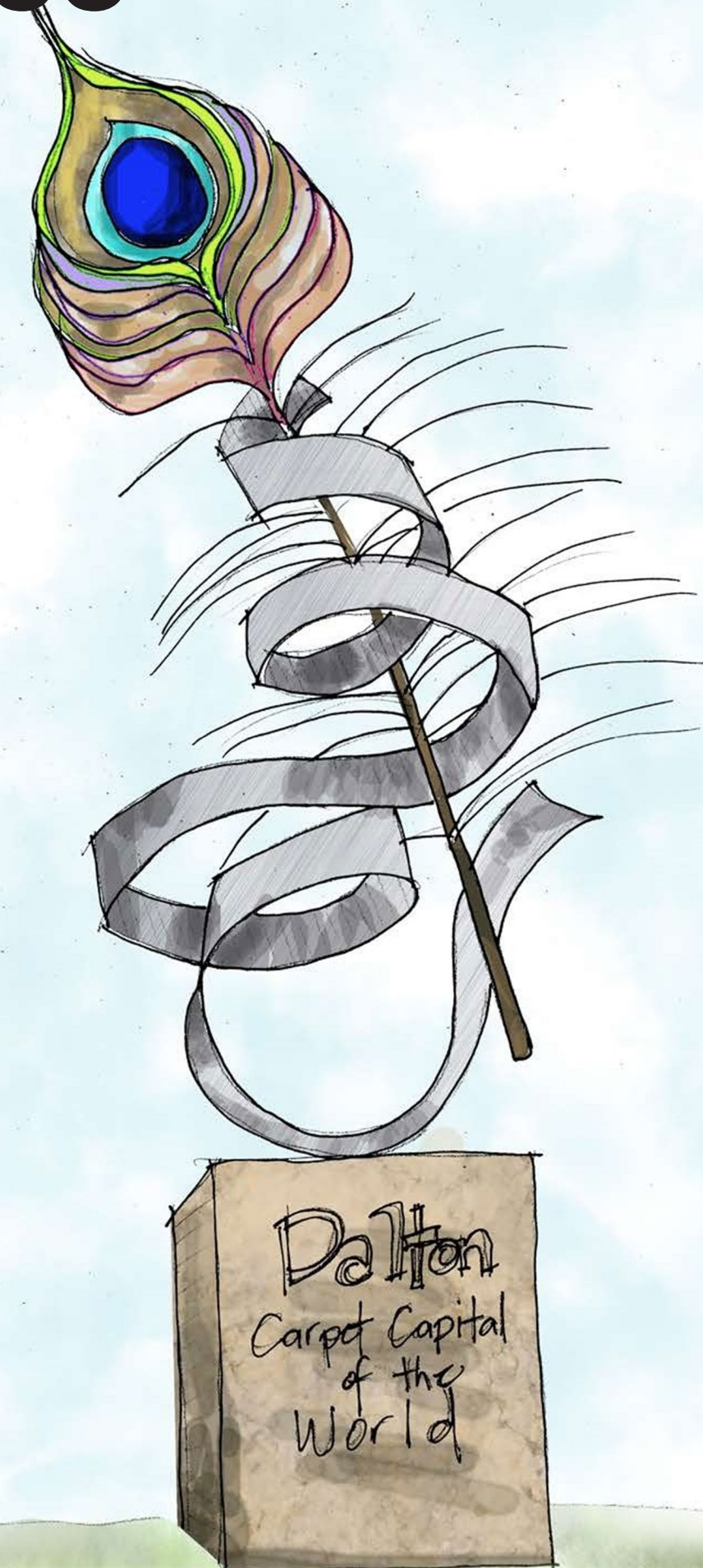
MEETING AGENDA

- Introduction / Process
- Interstate Gateways
- Walnut Avenue Improvement
- Rocky Face Improvements
- Next Steps



INTRODUCTION / PROCESS

- Kick-Off Meeting
- Vision and Goals
- **Design Process and Review**
- Delivery and Action



GATEWAYS

WHAT WE HAVE LEARNED

GATEWAY // DESIGN THEMES

Carpet



Peacock Alley



WHAT WE HAVE LEARNED

GATEWAY // DESIGN THEMES

When asked on design preferences and input on a number of ideas, we received the following:

- 71% of participants prefer both the Carpet and Peacock Alley themes.
- More than 3/4 of voters liked the structural overpass compared to painted.



WHAT WE HAVE LEARNED

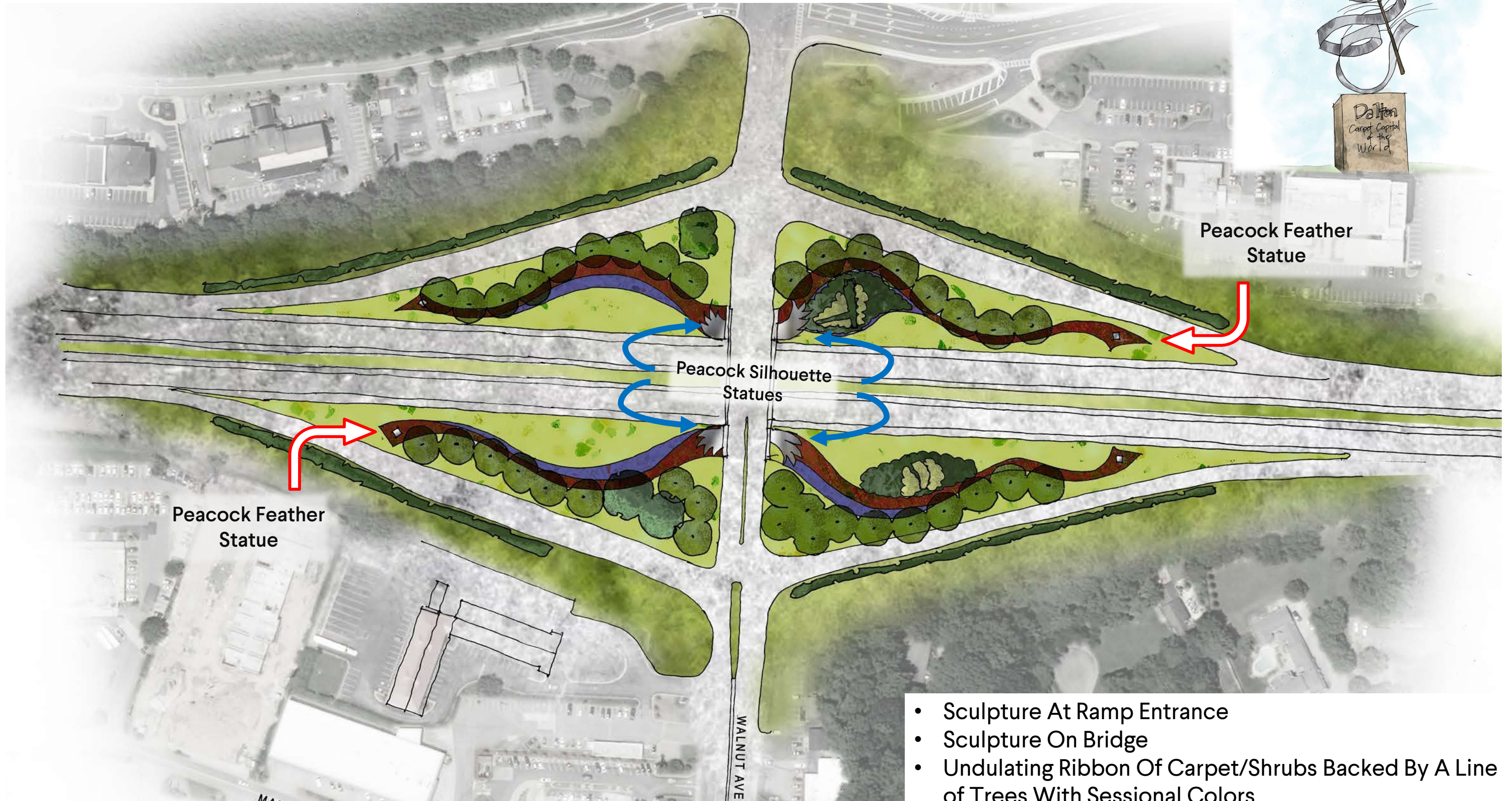
GATEWAY // DESIGN THEMES

- A whopping 95% preferred to see manicured landscapes rather than natural as the style of landscape.
- For wayfinding and gateway signage, 43% preferred overhead signage, 29% preferred posts, and 24% sided with a mixture of multiple signage types.



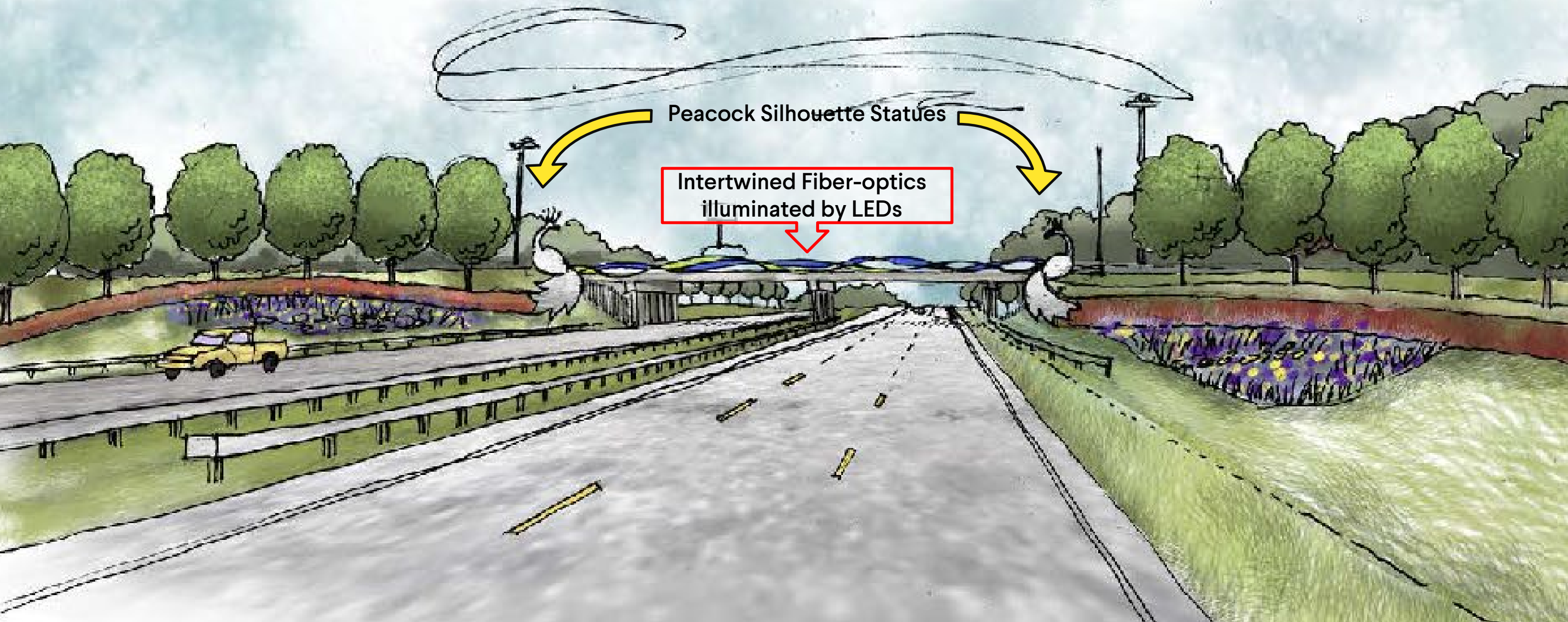
GATEWAY IMPROVEMENTS

WALNUT AVENUE// RED CARPET



GATEWAY IMPROVEMENTS

WALNUT AVENUE// RED CARPET



GATEWAY IMPROVEMENTS

WALNUT AVENUE// PEACOCK ALLEY



Peacock Feather Statue

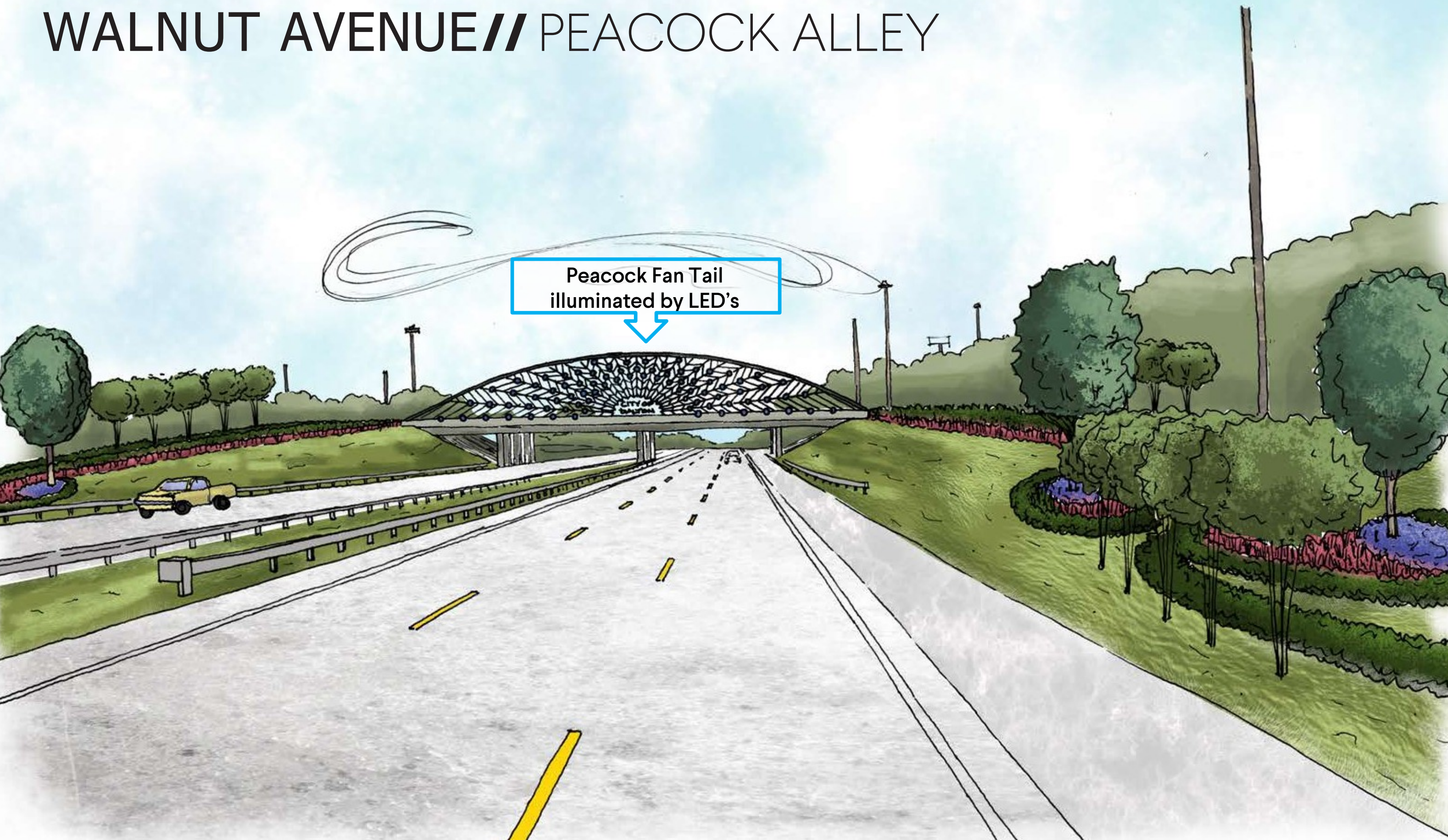
Peacock Feather Statue

Peacock Fan Tail Sculpture

- Peacock Tail Sculpture On Bridge
- Undulating Shrub Beds Mimic Peacock Tail Design
- Seasonal Color

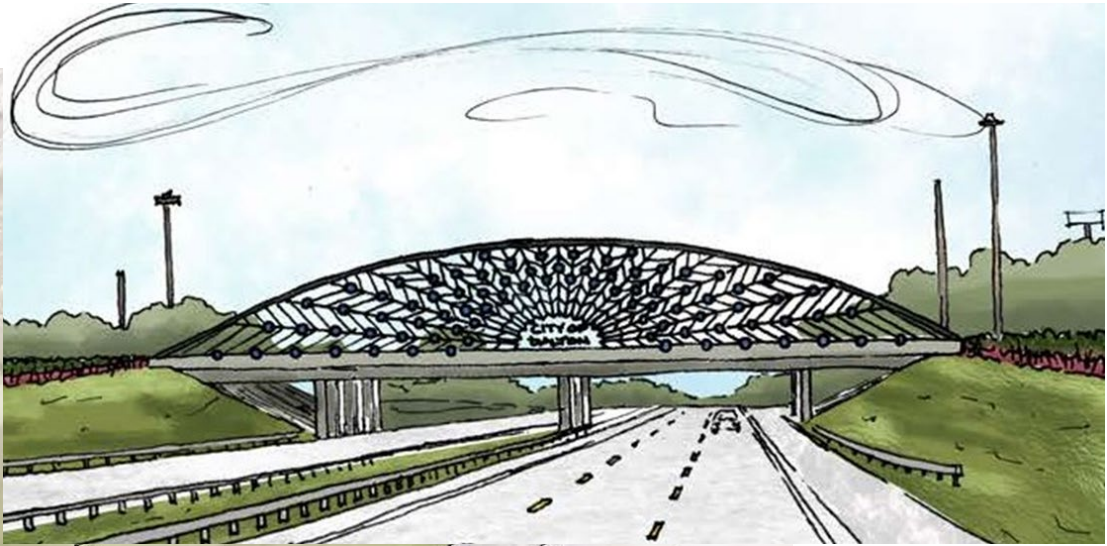
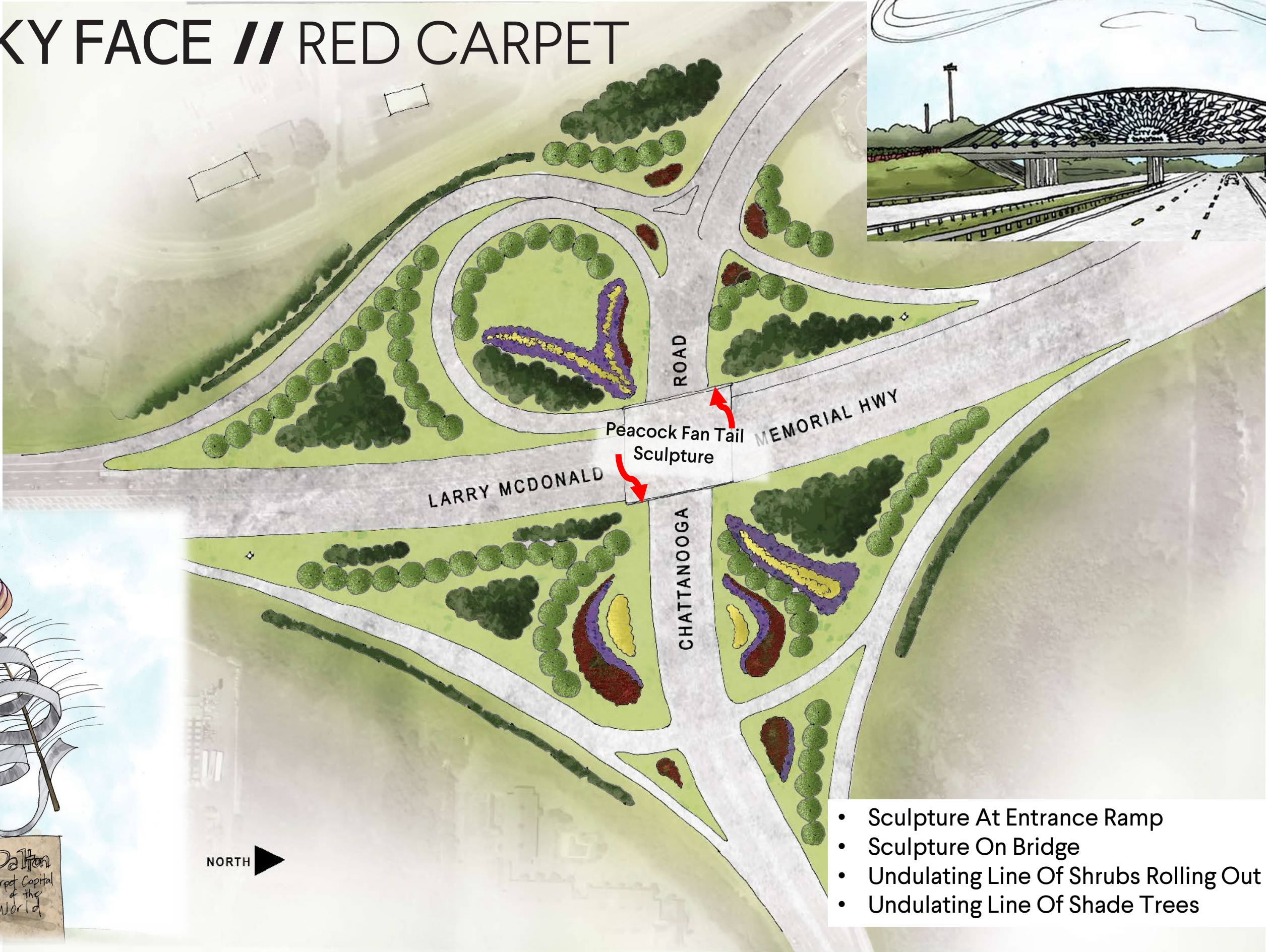
GATEWAY IMPROVEMENTS

WALNUT AVENUE// PEACOCK ALLEY



GATEWAY IMPROVEMENTS

ROCKY FACE // RED CARPET



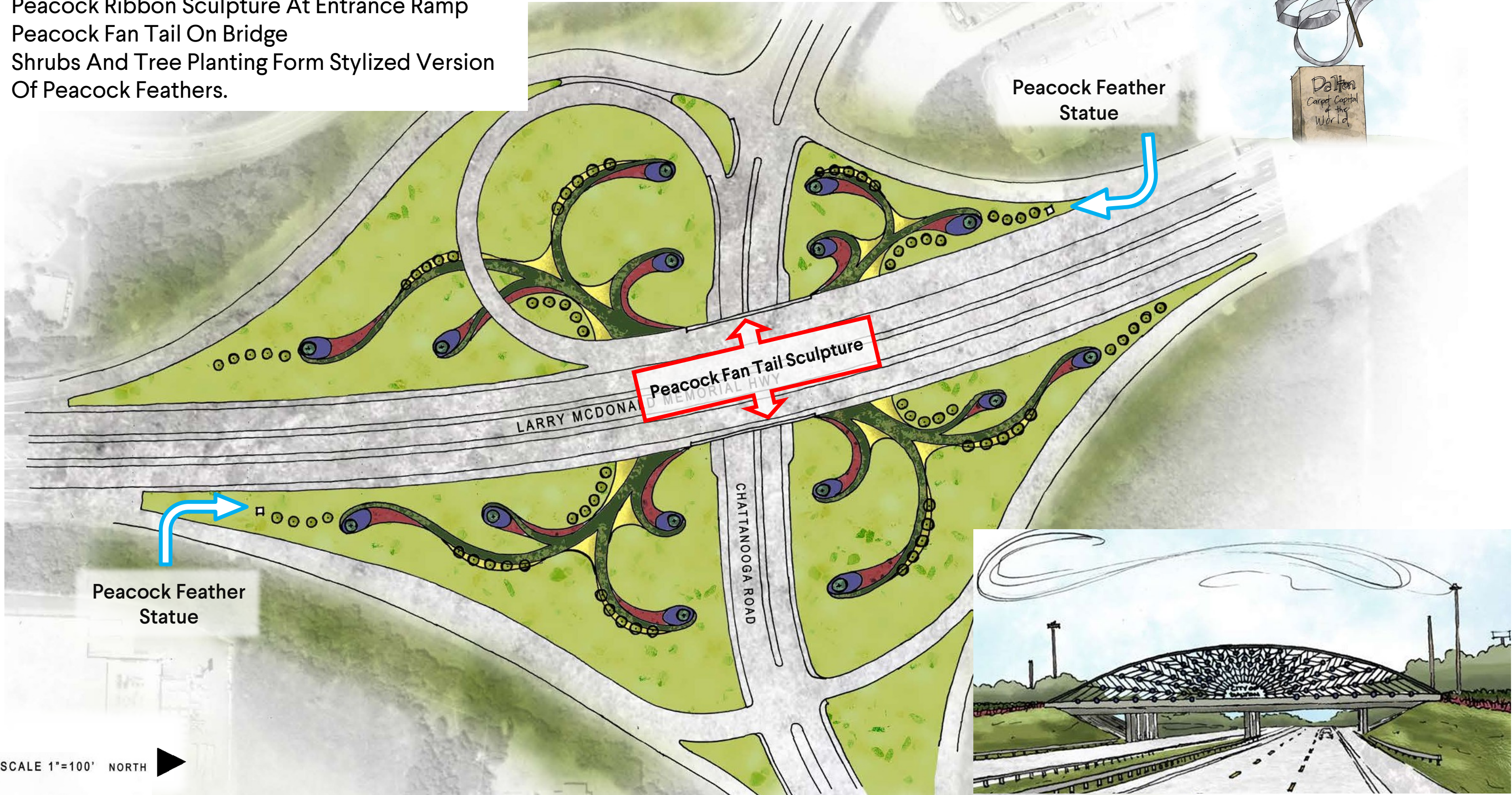
- Sculpture At Entrance Ramp
- Sculpture On Bridge
- Undulating Line Of Shrubs Rolling Out As Carpet
- Undulating Line Of Shade Trees



GATEWAY IMPROVEMENTS

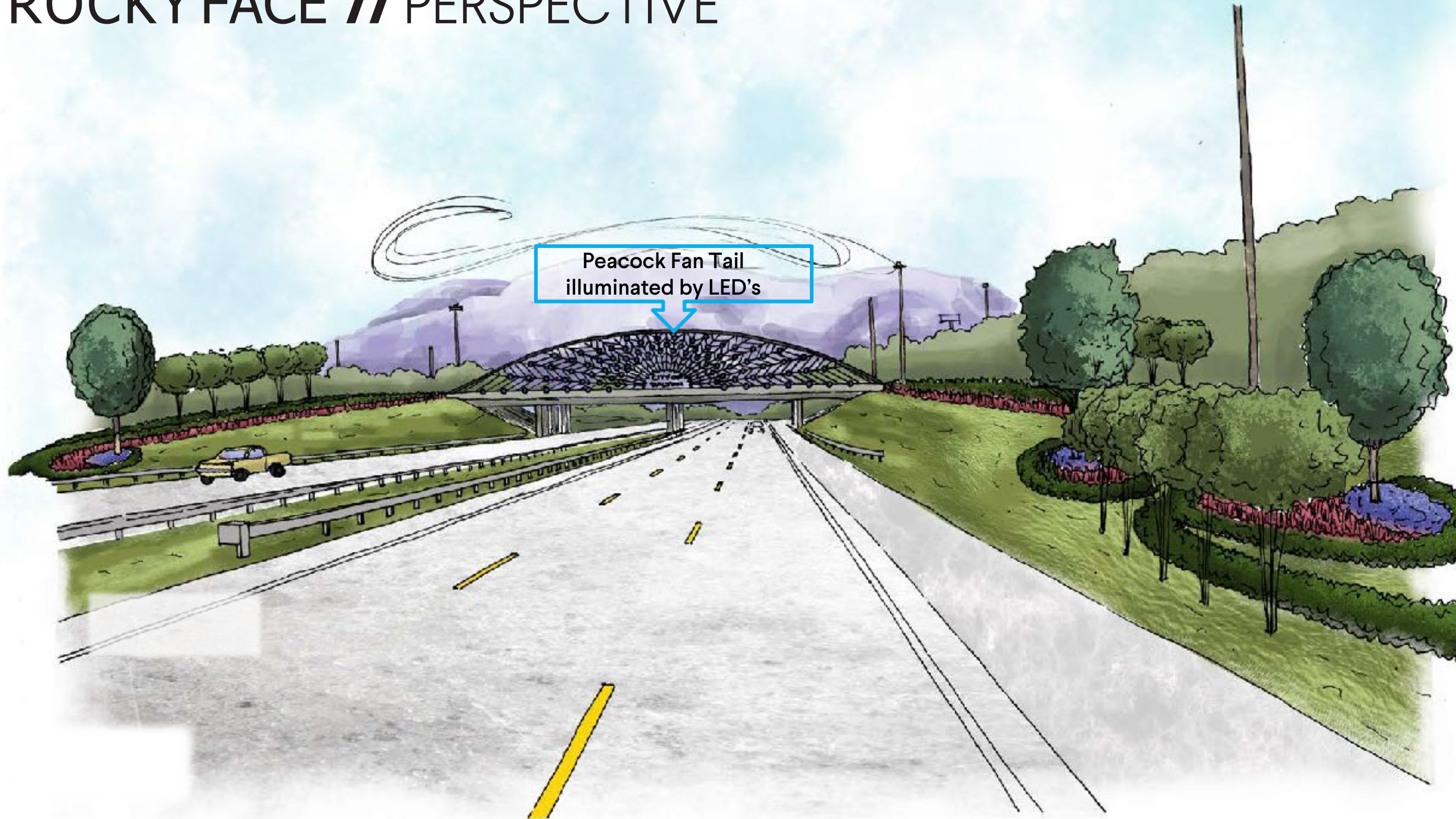
ROCKY FACE // PEACOCK ALLEY

- Peacock Ribbon Sculpture At Entrance Ramp
- Peacock Fan Tail On Bridge
- Shrubs And Tree Planting Form Stylized Version Of Peacock Feathers.



GATEWAY IMPROVEMENTS

ROCKY FACE // PERSPECTIVE



GATEWAY IMPROVEMENTS

SIGNAGE



GATEWAY QUESTION

Which gateway theme do you prefer?

Any other discussion or comments?

CORRIDORS

WHAT WE LEARNED

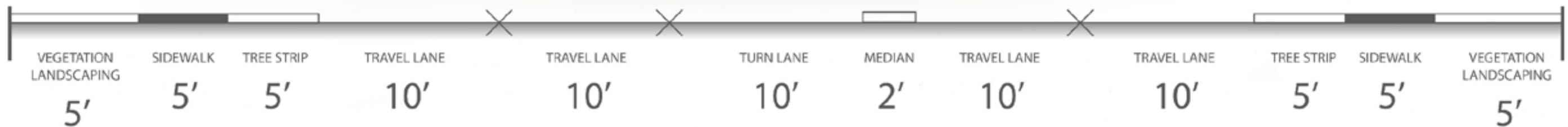
WALNUT CORRIDOR

What corridor concept do you prefer?



Walnut Avenue with Landscape Enhancements

- » 5 Lanes
 - » 2 each direction
 - » Center turn lane
- » Landscape buffer
- » Access management



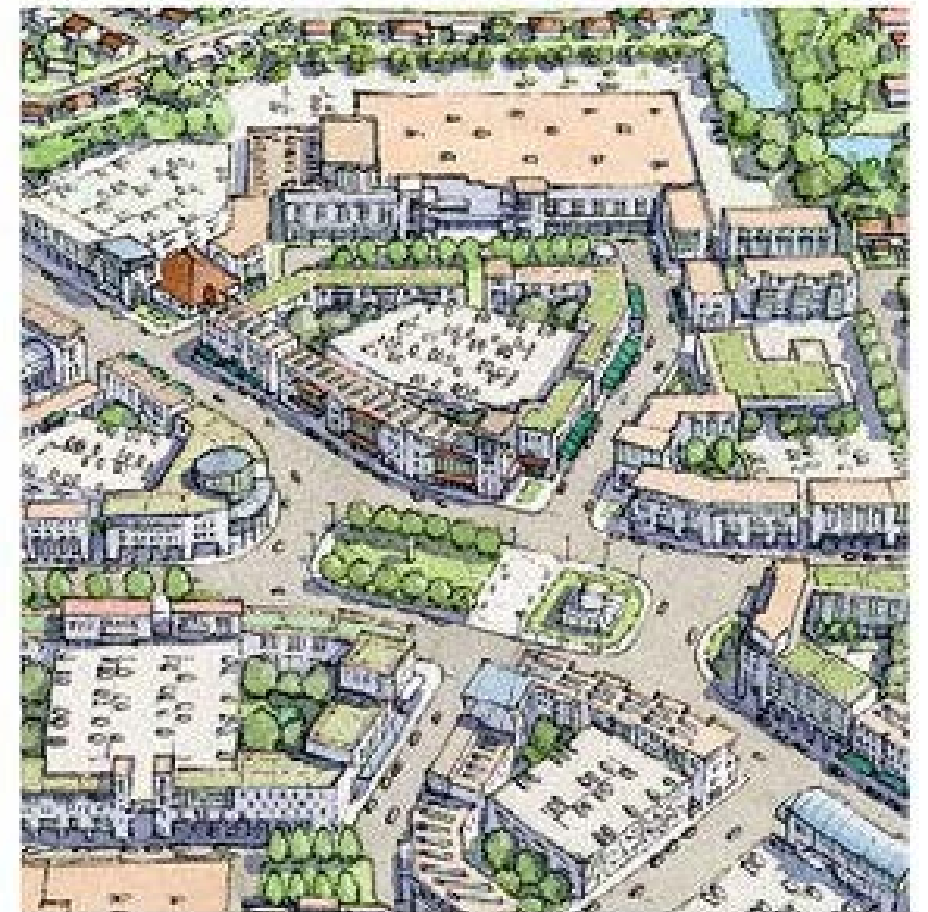
WHAT WE LEARNED

WALNUT CORRIDOR

What do you think of a "Main Street" concept?



10%



MAIN STREET

TRAFFIC ANALYSIS

WALNUT AVENUE

- There is an average of 28,000 AADT on Walnut Avenue/SR 52
- The goal is to provide safety to vehicles and pedestrians while maintaining businesses with minimal disruption to their customers to safely, quickly, and efficiently get to and from the businesses as a result of minimizing access management to each individual property owner along Walnut Avenue/SR 52 between the interstate and Dug Gap Road.
- Consolidating driveway access to new key access points and having internal grid network and inter-parcel connectivity from the back will improve congestion along Walnut Avenue/SR 52
- Install dedicated right turn lanes at new consolidated access points.

CORRIDOR IMPROVEMENTS THEMES

WALNUT AVENUE

- Increase Landscape Buffer
- Reduce Curb Cuts
- Infill Development
- Nation Retail Trends

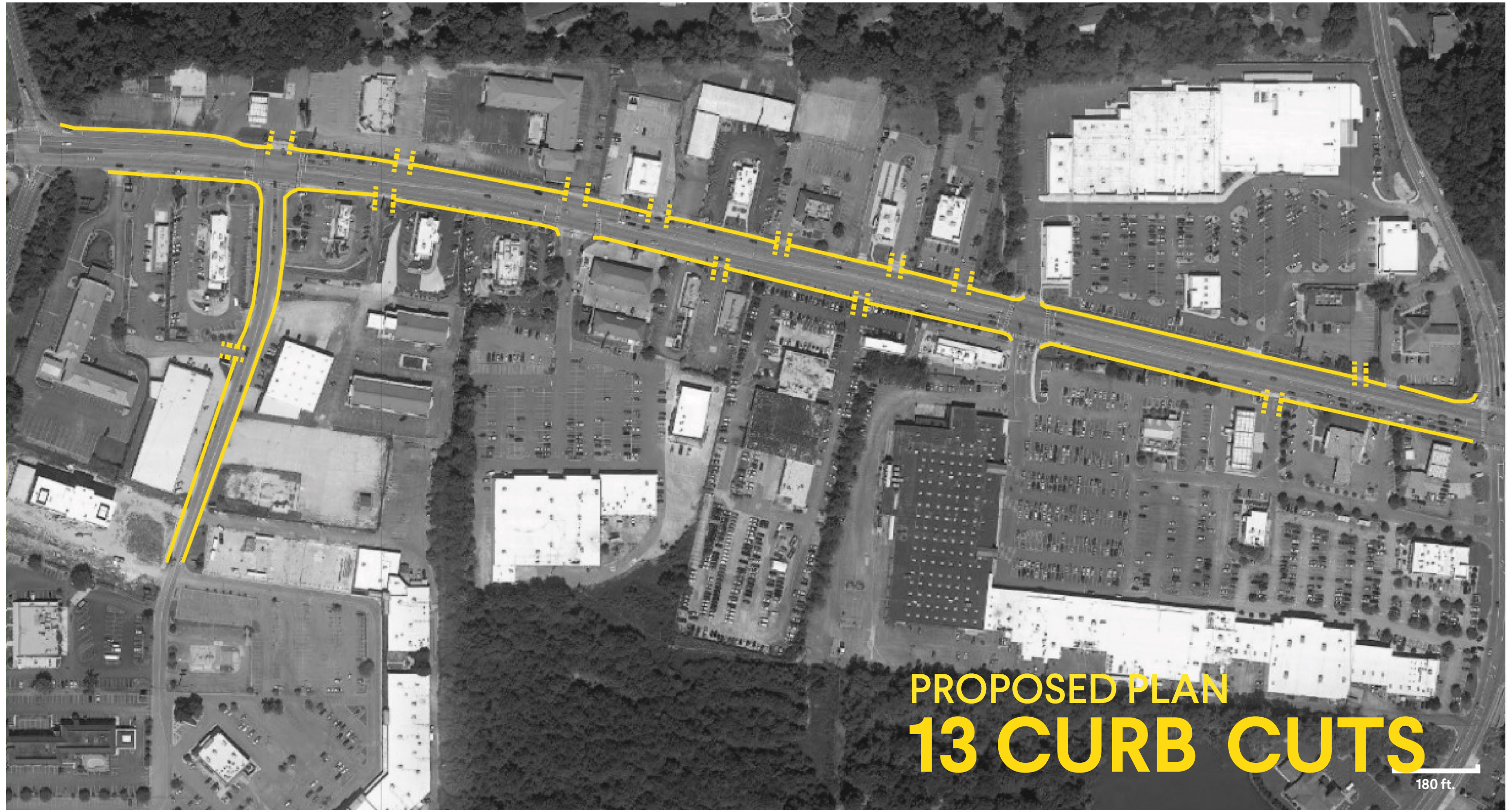
CORRIDOR IMPROVEMENTS

CURBCUTS // WALNUT AVENUE



CORRIDOR IMPROVEMENTS

CURBCUTS // WALNUT AVENUE



CORRIDOR IMPROVEMENTS

LAND DEVELOPMENT // WALNUT AVENUE



CORRIDOR IMPROVEMENTS

STREETSCAPE // WALNUT AVENUE



STREETSCAPE IMPROVEMENTS

*Sense Of Place By
Defining Street Edge*

- Enhanced Landscape Buffer
- Street Trees
- Sidewalks
- Street Lighting
- Removal of Overhead Utilities

CORRIDOR IMPROVEMENTS

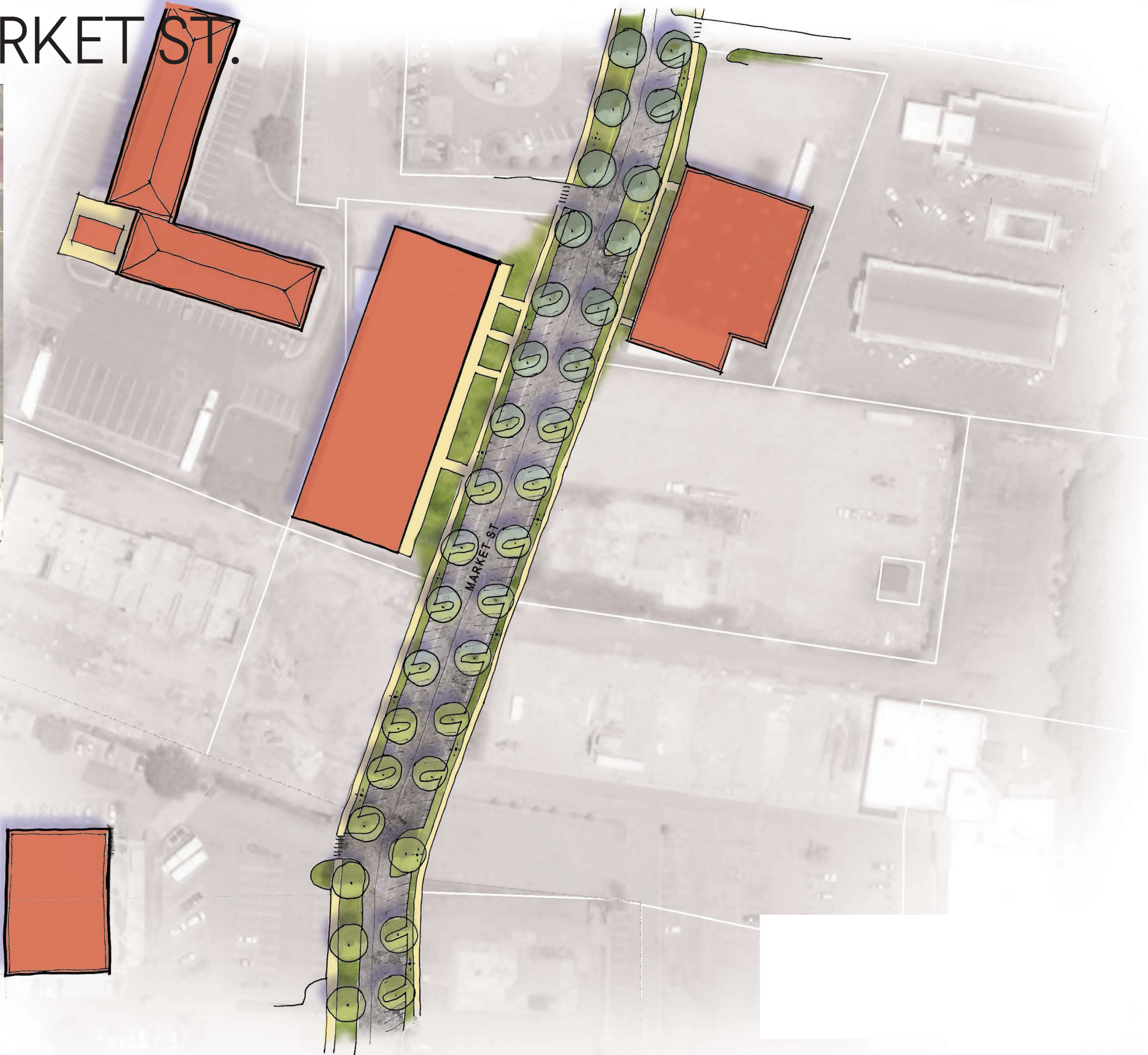
STREETSCAPE // MARKET ST.



STREETSCAPE IMPROVEMENTS

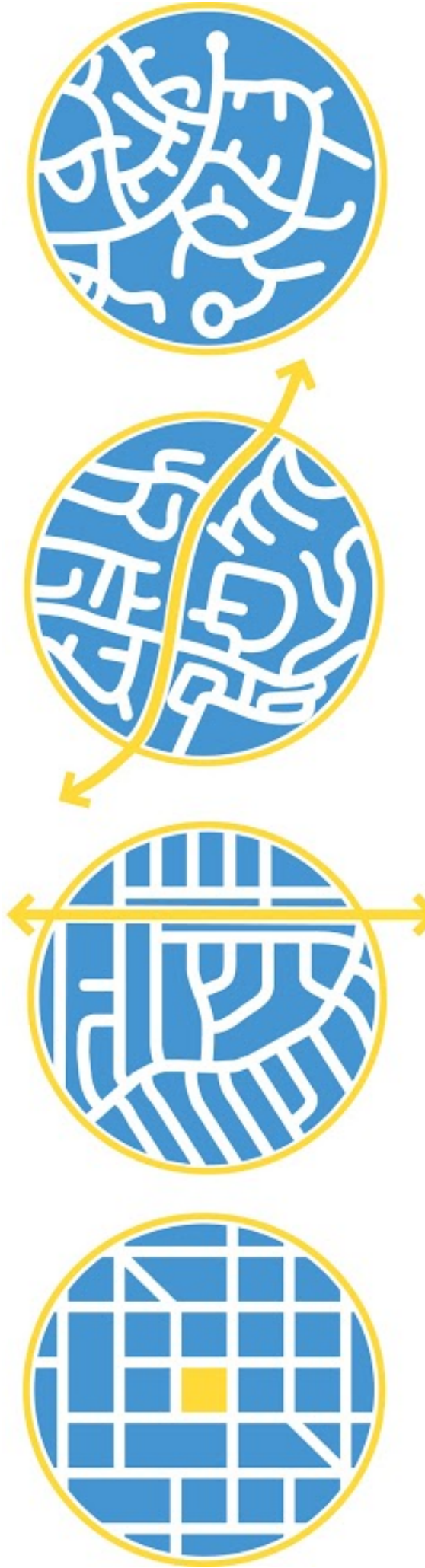
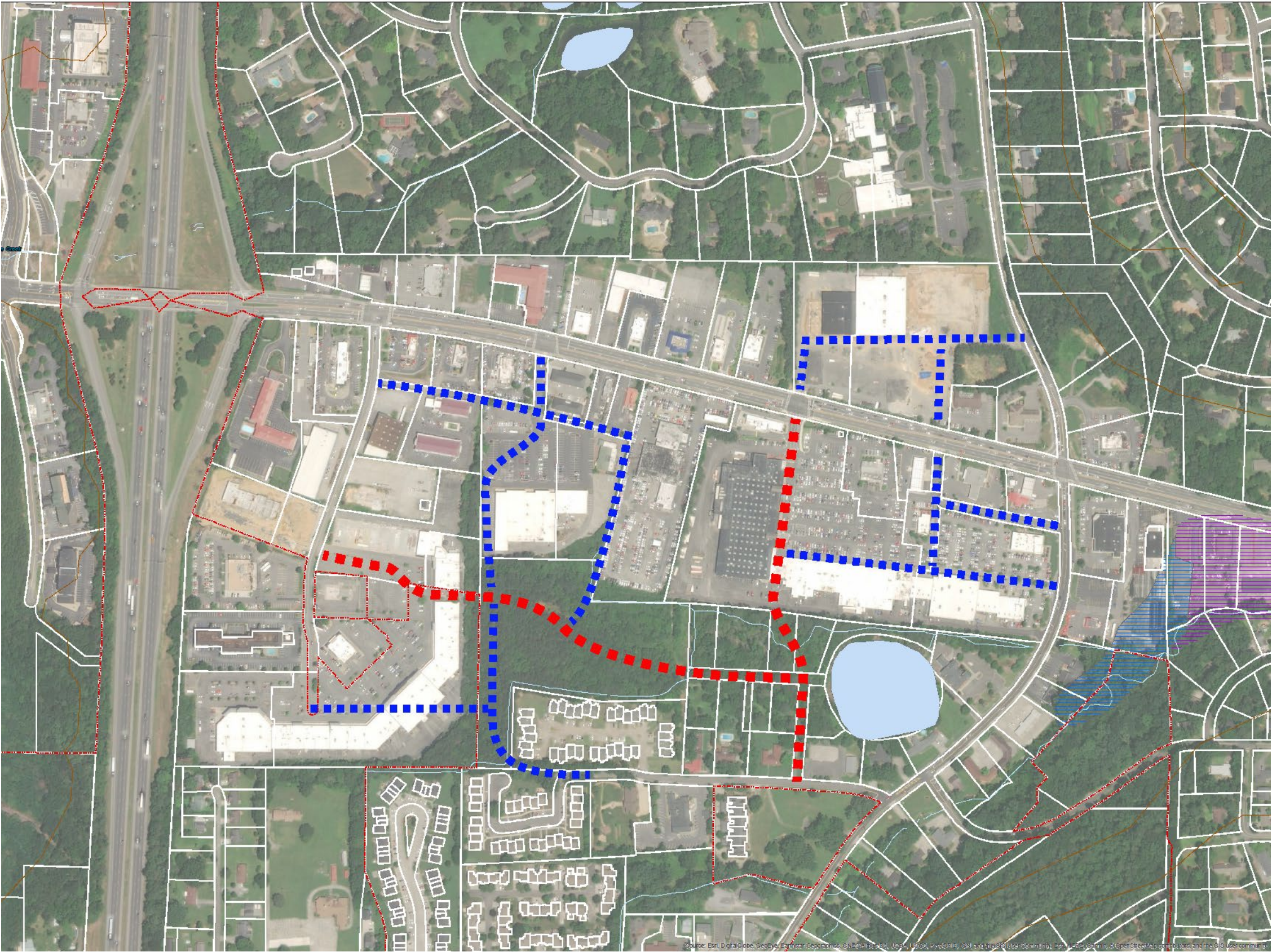
Sense Of Place By Defining Street Edge

- 2 (10') Lanes
- On Street Parking
- Street Trees
- Sidewalks
- Street Lighting
- Removal of Overhead Utilities



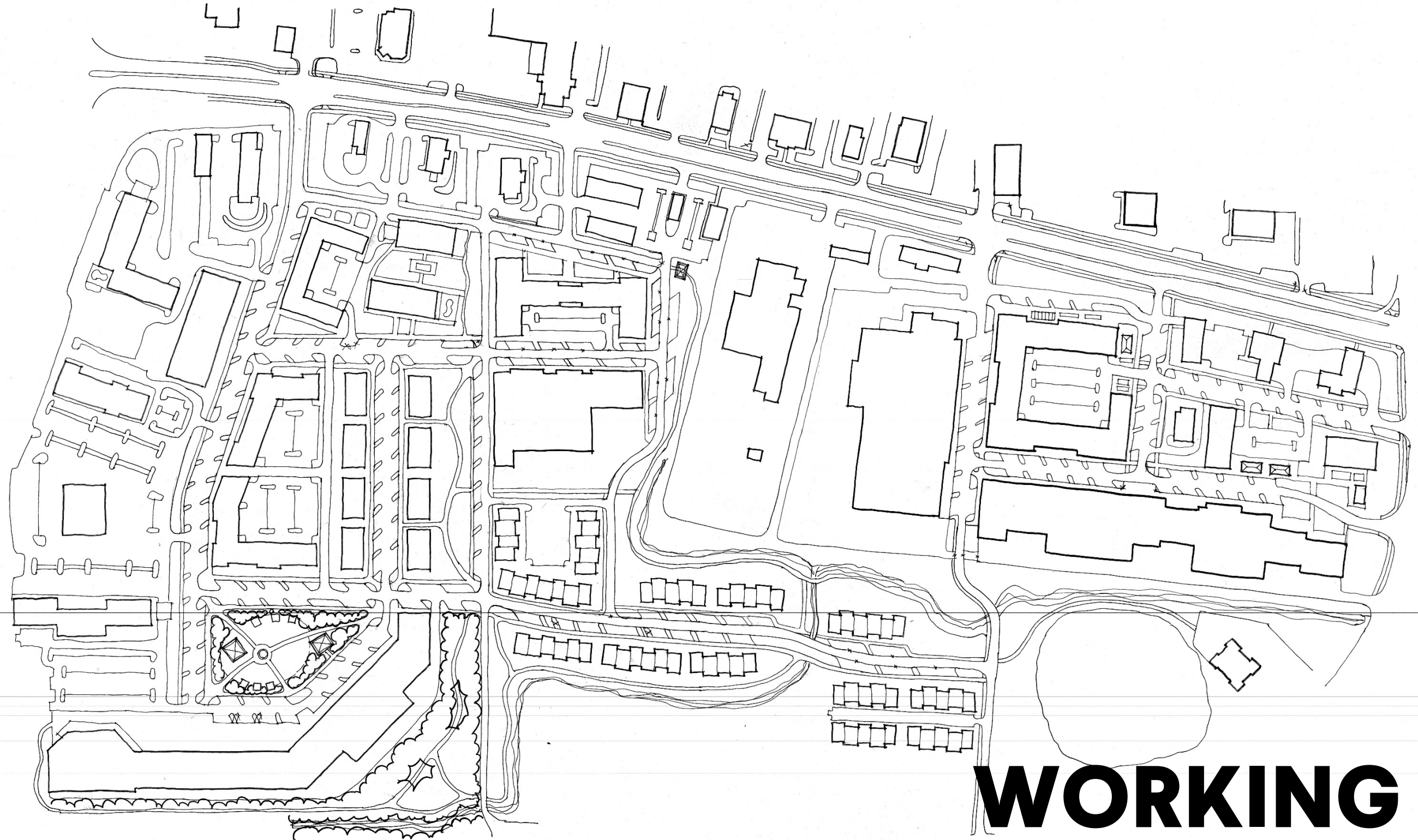
CORRIDOR IMPROVEMENTS

INFILL & CONNECTIVITY// WALNUT AVENUE



CORRIDOR IMPROVEMENTS

INFILL & CONNECTIVITY// WALNUT AVENUE



WORKING

CORRIDOR IMPROVEMENTS

CORRIDOR/OVERLAY ZONING OVERVIEW

Dalton is home to several commercial corridors at various stages of development.

Supports economic development and urban revitalization.

Corridor and District Plan Development for these gateways to the City.

These Plans are enacted through zoning ordinances in the form of Overlay Zoning.

PURPOSE AND BENEFITS

Corridor/Overlay Plans provide guidance for redevelopment that will revitalize.

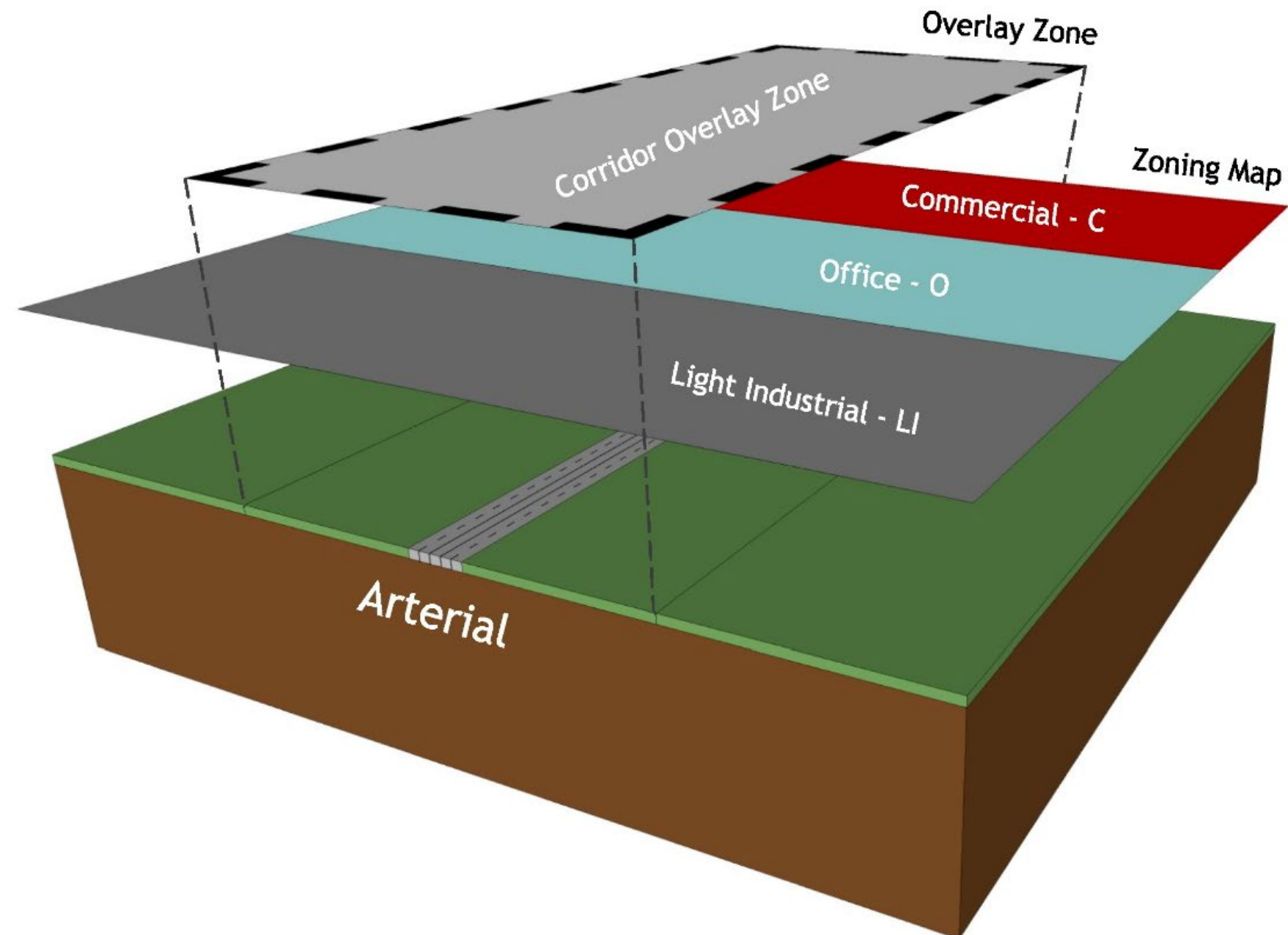
Resulting development provides a distinct sense of place in the community and encourages infill opportunities.

In addition to stimulating economic development, these plans cumulatively help to stimulate strong regional and local economies with a strong tax base for maintaining public facilities and high quality services.

CORRIDOR IMPROVEMENTS

CORRIDOR/OVERLAY ZONING OVERVIEW

An overlay zone is a zoning district which is applied over one or more previously established zoning districts, establishing additional or stricter standards and criteria for covered properties in addition to those of the underlying zoning district. Overlay zones can also be used to promote specific development projects, such as mixed-used developments, waterfront developments, housing along transit corridors, or affordable housing.



CORRIDOR IMPROVEMENTS

ZONING EXAMPLES

Access

- Minimize driveway cuts
- Curb Cuts 400' minimum spacing

Landscape

- Highways shall have a minimum of 50' buffer
- Parking buffered by landscape

Signage

- Monument signs only at intersections and business entrances
- Limited size

Lighting

- Light poles for walkways and sidewalks
- Light poles maximum of 20' in height

Open Space

- 20% of any development reserved for open green space

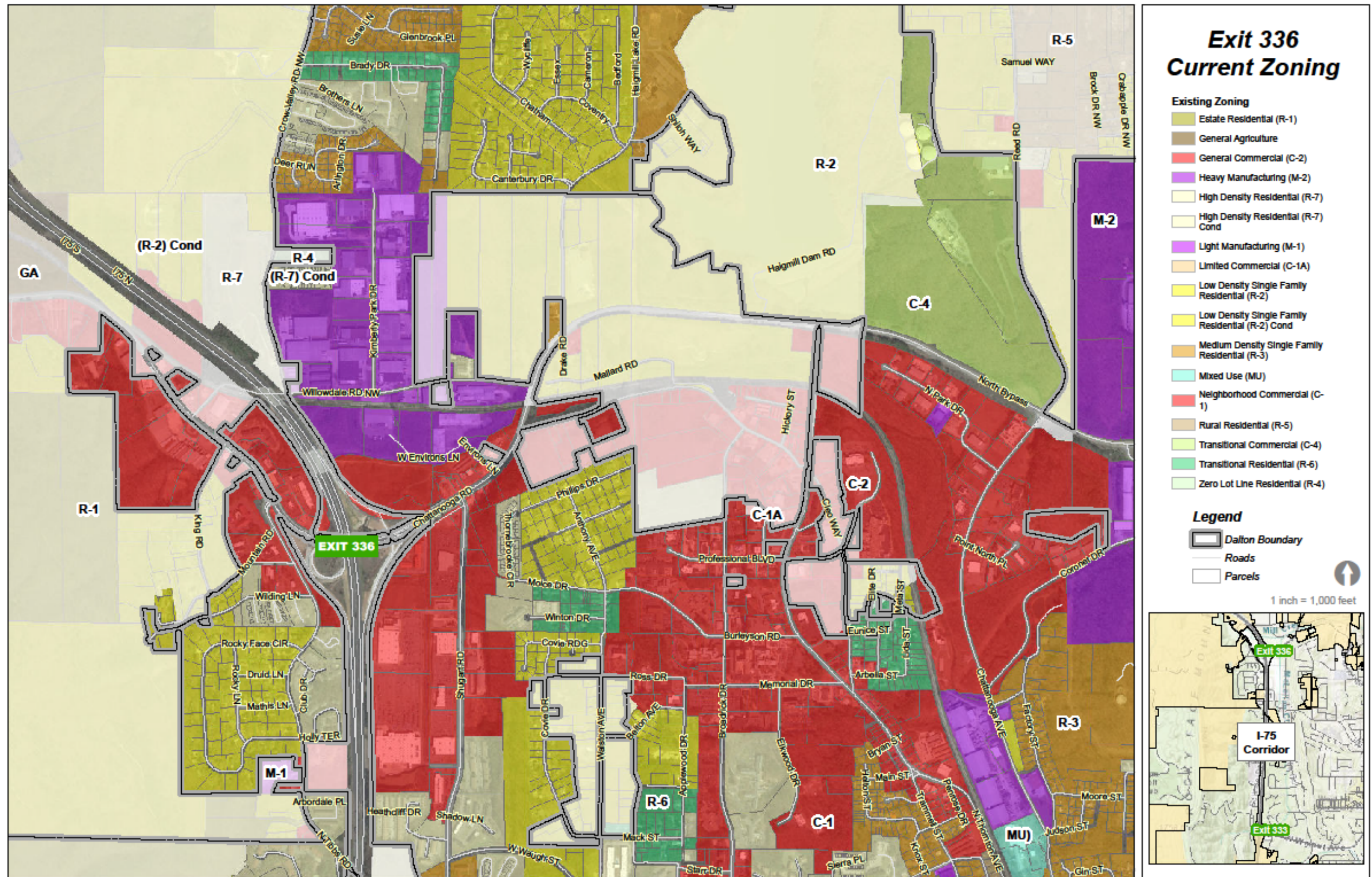
Stormwater

- Care should be taken to reduce the impacts of excess stormwater through a combination of bioretention areas and pervious pavement.
- Development should control the runoff rate of 2, 10, and 25 year, 24 hour storm events to pre-development levels through the use of structural Best Management Practices.

LAND USE

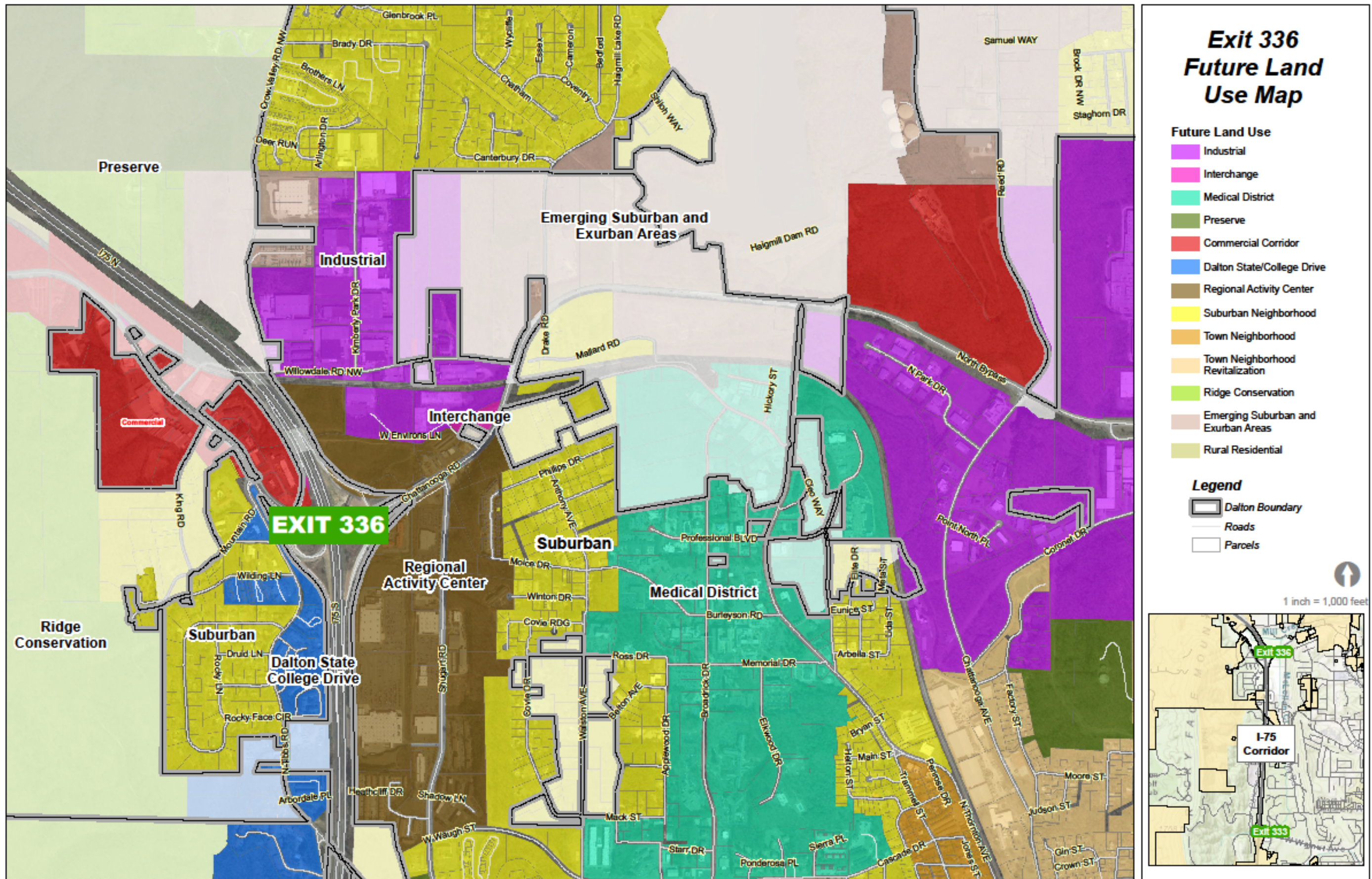
LAND USE

CURRENT ZONING// ROCKY FACE



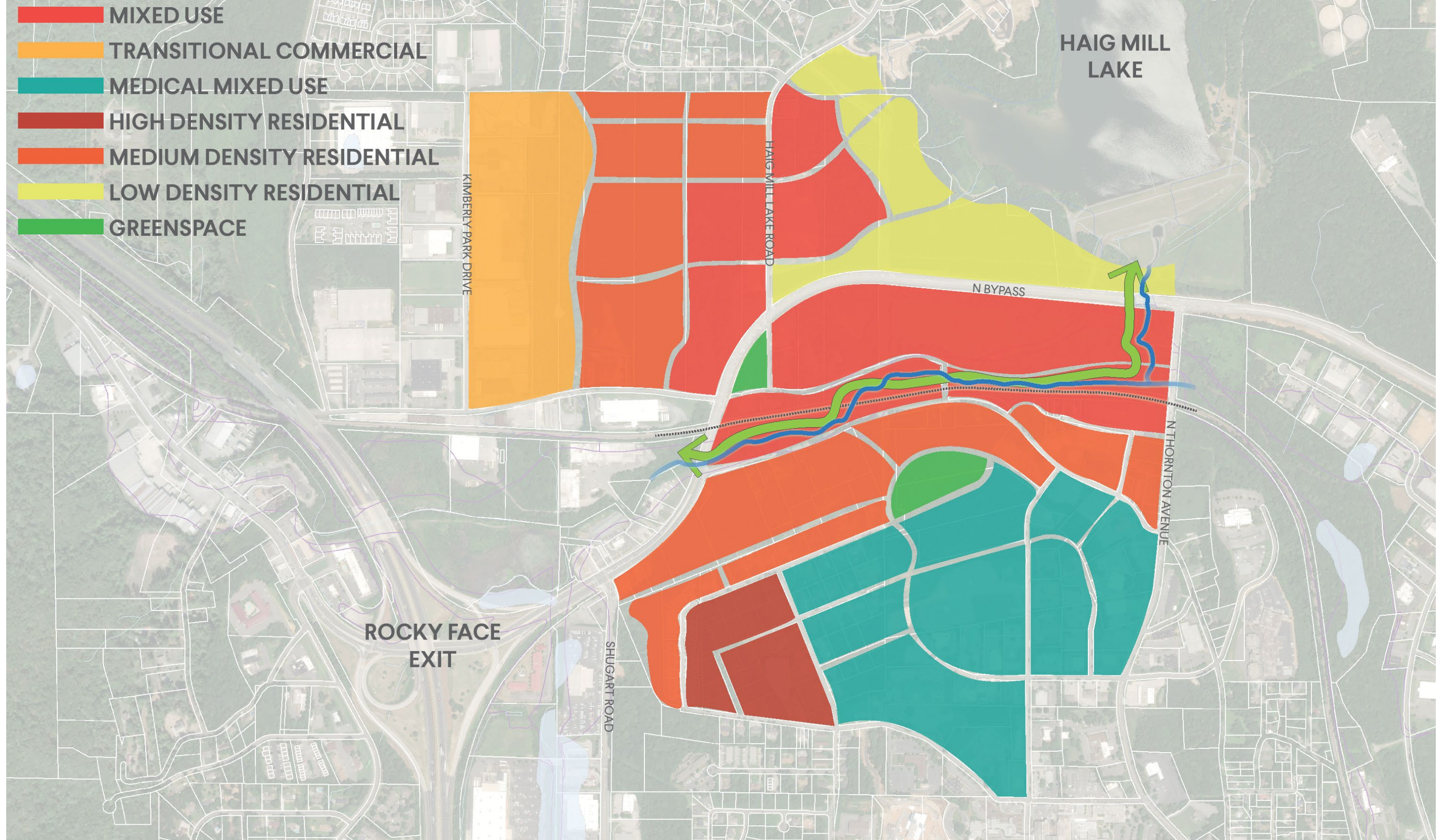
LAND USE

CURRENT ZONING// ROCKY FACE

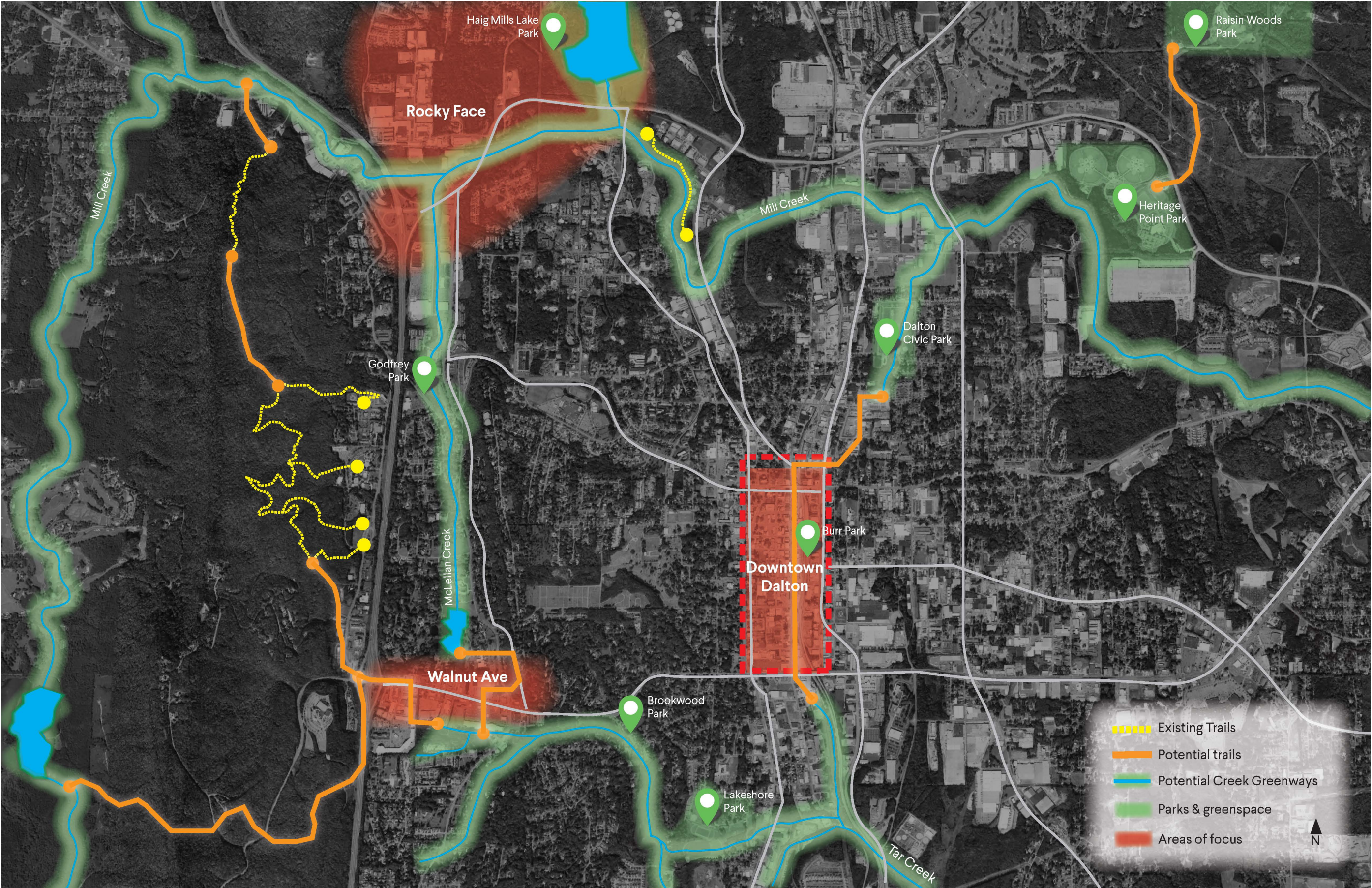


LAND USE

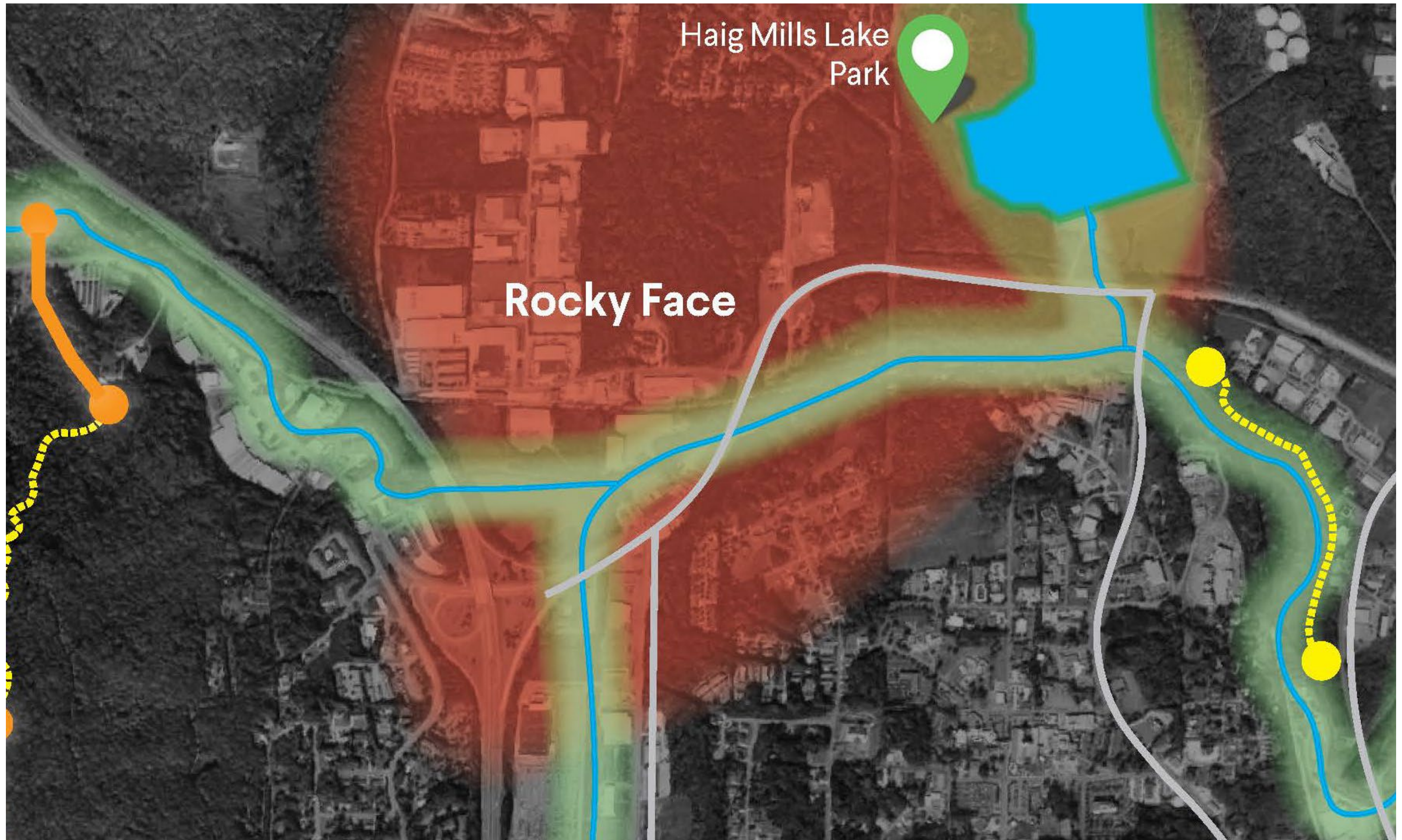
POTENTIAL INFILL ZONING// ROCKY FACE



CONNECTIVITY



CONNECTIVITY



CONNECTIVITY



NEXT STEPS

- Respond to Collective Direction
- Continue to Develop Designs
- Develop Strategies to Ensure Design Implementation
- Partnership to Foster Physical and Municipal Actions.

