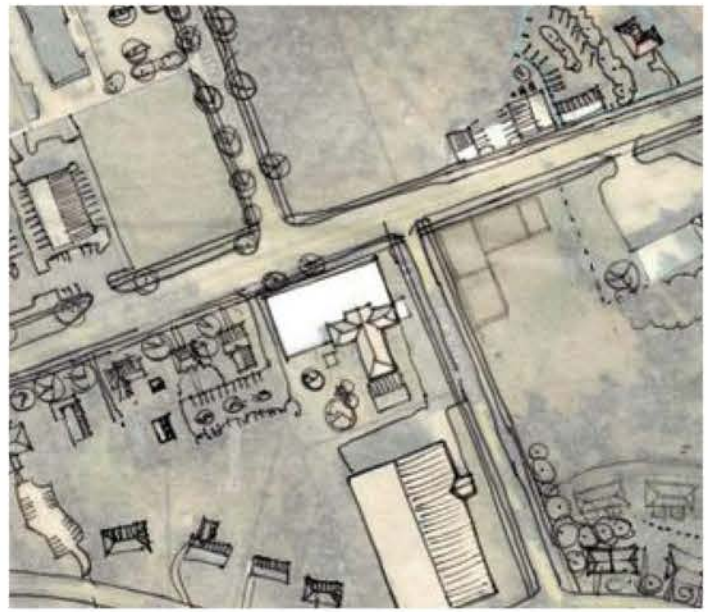
HOSCHTON, GEORGIA DESIGN CHARRETTE

UNIVERSITY OF GEORGIA
1785
Center for Community Design and Preservation
College of Environment and Design

SPRING 2022

What is a Charrette?

A design charrette is a multi-day workshop that brings designers and locals together to focus on a particular planning problem and arrive at a collaborative solution.



The goal of this charrette is to develop a conceptual master plan that preserves the character of Hoschton while capitalizing on economic opportunities in response to rapid growth.

Goals for the Charrette

Local officials want to capitalize on the town's historic character, ensure that new growth blends in, and determine ways to accommodate residents and visitors without overwhelming the roads in the central business district.

METHODOLOGY

UGA students from our Landscape Architecture, Historic Preservation, and Urban Planning & Design programs toured Hoschton with local officials on October 24, 2021.

The UGA charrette team shared their initial ideas on YouTube and developed an online survey for feedback.

The video presentation got 246 views and the survey received 144 recorded responses.

This feedback and additional analysis and research informed this final presentation of design ideas.

INTRODUCTION

This presentation covers five topics:

DOWNTOWN

PARKS

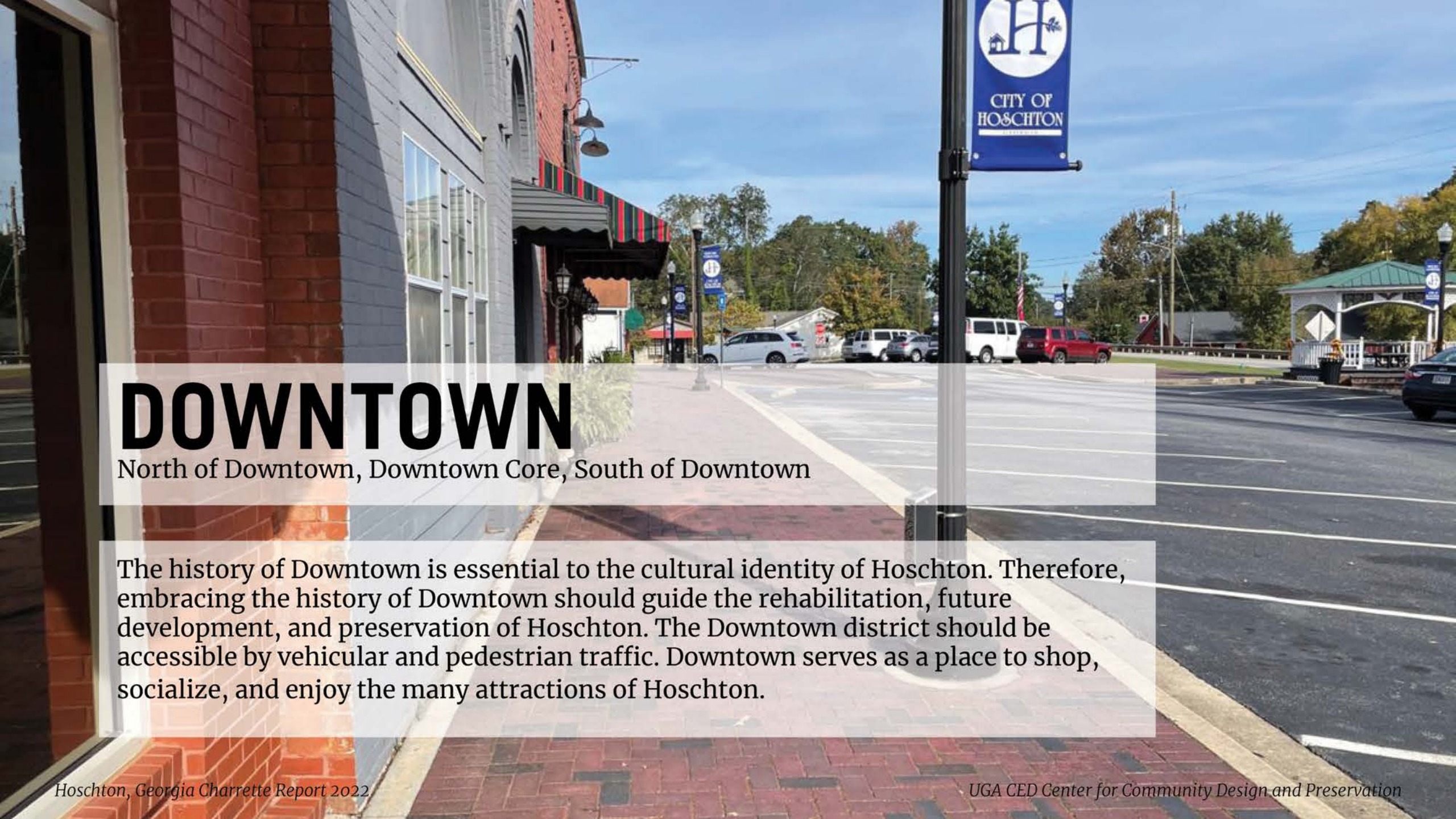
7-ACRE SITE

HISTORY

CONSERVATION

CONNECTIVITY

At the end of the presentation, there is a link to a short survey.



DOWNTOWN

North of Downtown, Downtown Core, South of Downtown

The history of Downtown is essential to the cultural identity of Hoschton. Therefore, embracing the history of Downtown should guide the rehabilitation, future development, and preservation of Hoschton. The Downtown district should be accessible by vehicular and pedestrian traffic. Downtown serves as a place to shop, socialize, and enjoy the many attractions of Hoschton.

WE ASKED: What do you like best about Hoschton?

"It's a small town feel"

"It's proximity to my work and everything we need"

"The historic feel in our city"

WE ASKED: You have a guest visiting Hoschton. Where would you take them to show off the town?

"Downtown Hoschton"

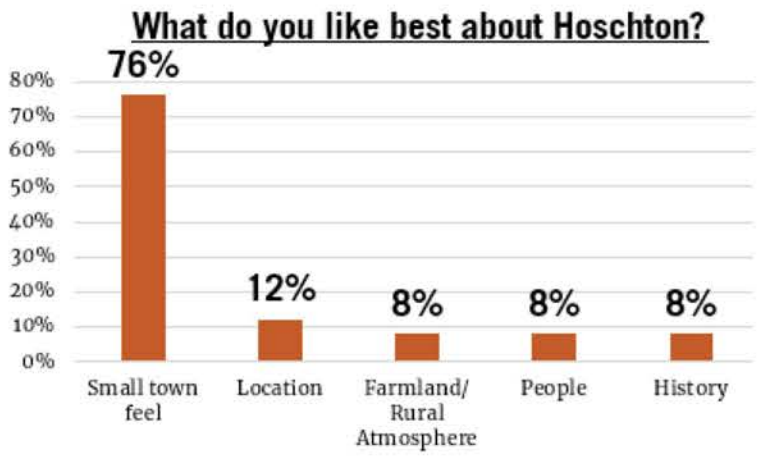
"Downtown shops, the fall festival"

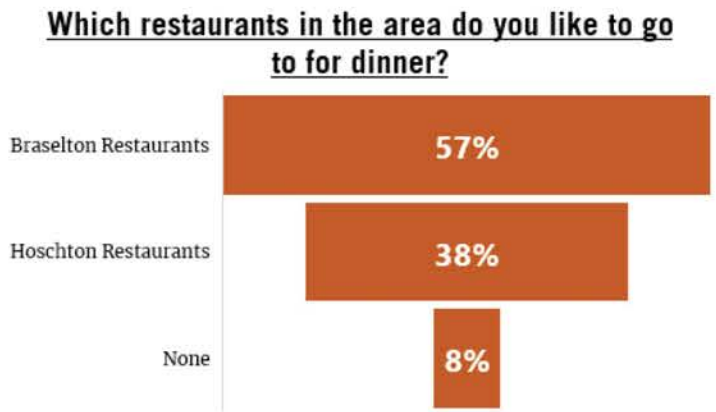
"No where yet"

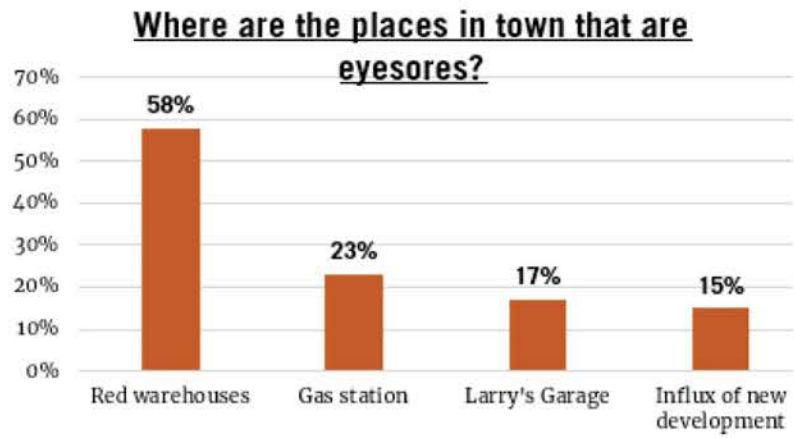
"The old train depot"

Design Considerations for Downtown

- Walkability
- Scale
- Parking
- Building Infill
- More Amenities
- Green Space
- Locality
- Preservation

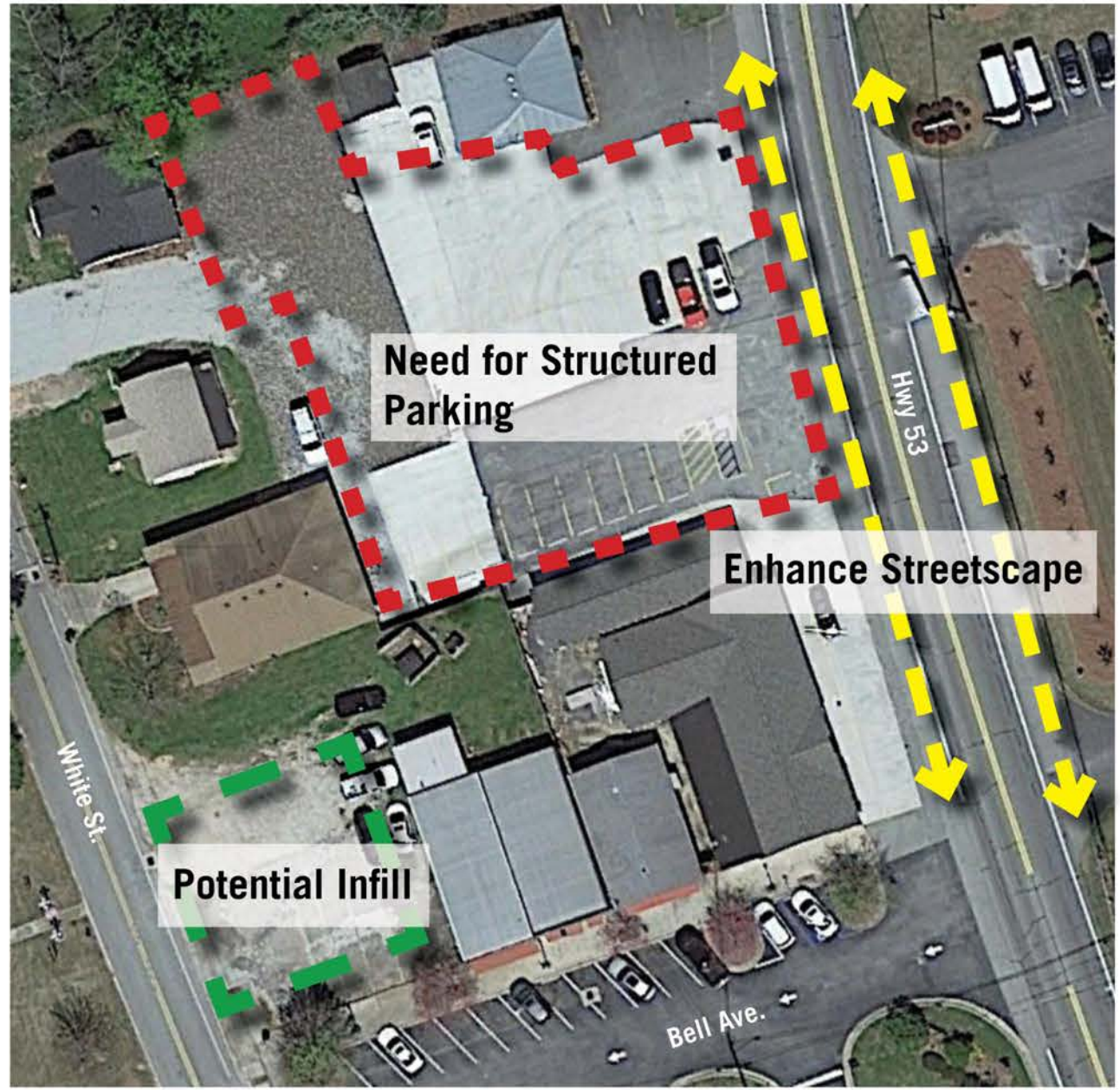






ANALYSIS
North Downtown

Community members frequently expressed concern about the lack of parking to accommodate the growing number of residents and visitors in Hoschton. Just north of Downtown is an existing parking area with little defined structure. With this existing parking use and the enclosure created by the existing buildings, this space can be utilized for parking infill. There is also potential for building infill north of Downtown, to meet the demand for more in-town attractions.

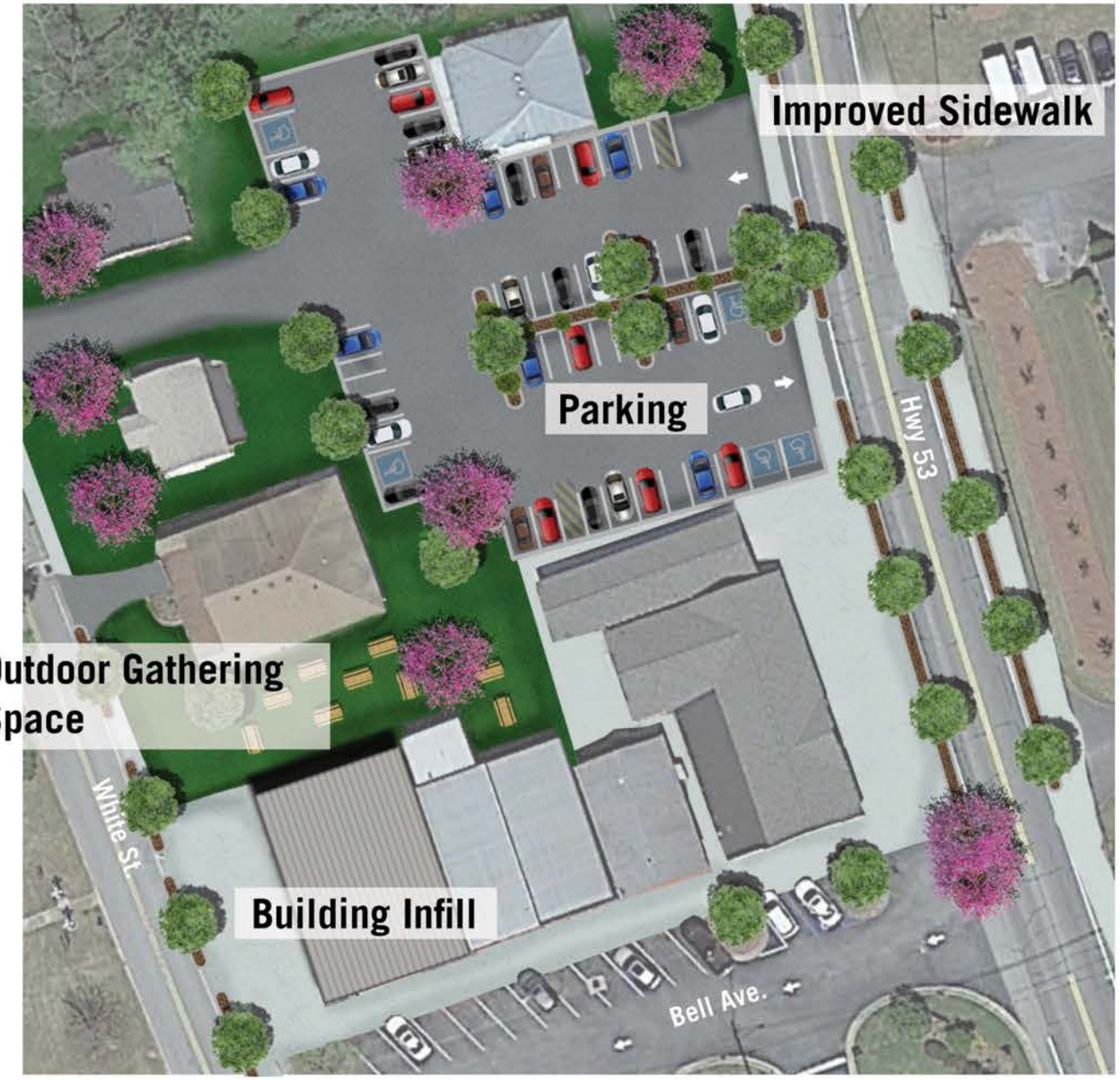


DESIGN IDEAS

North Downtown

A consistent paving scheme, marked spaces, and the addition of trees and plantings transforms this parking lot into an attractive amenity for Downtown while increasing the number of cars it can accommodate. Existing commercial and residential buildings are historic and should be retained.

An infill building could be added to the corner of Bell Ave. and White St. to provide additional retail space. This also creates the opportunity for an outdoor area in complement to the surrounding building usage. The improved streetscape encourages more pedestrian and multi-modal traffic and, therefore, less cars along city streets.



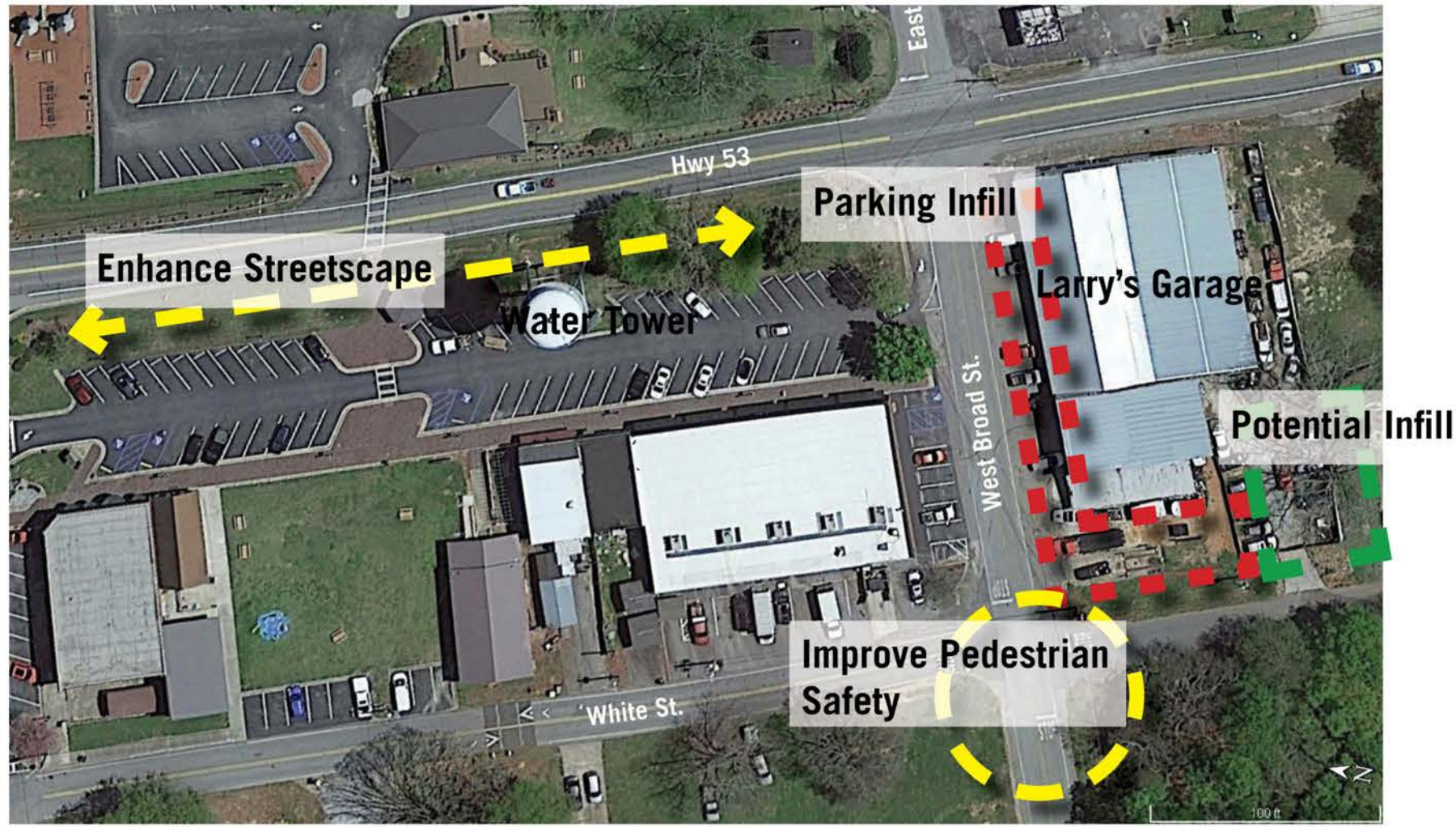
ANALYSIS
Downtown Core

Downtown serves as the nucleus of Hoschton. The water tower, the depot, and the row of commercial buildings are iconic places that define small town Hoschton, and are a draw. But, community members mentioned the thousands of people who visit Hoschton in addition to current residents that attend annual festivals. In result, there are massive traffic jams and parking overflow. By encouraging multimodal transportation through Hoschton, the reliance on vehicles to travel a short distance will decrease.

ANALYSIS
Downtown Core

All successful historic downtowns have a pleasant walkable environment. This is achieved through a tight concentration of buildings, plentiful sidewalks and street trees, and parking tucked along streets and behind buildings.

This plan highlights areas of potential infill and walking conditions that need to be considered to contribute to the walkability of Downtown Hoschton.



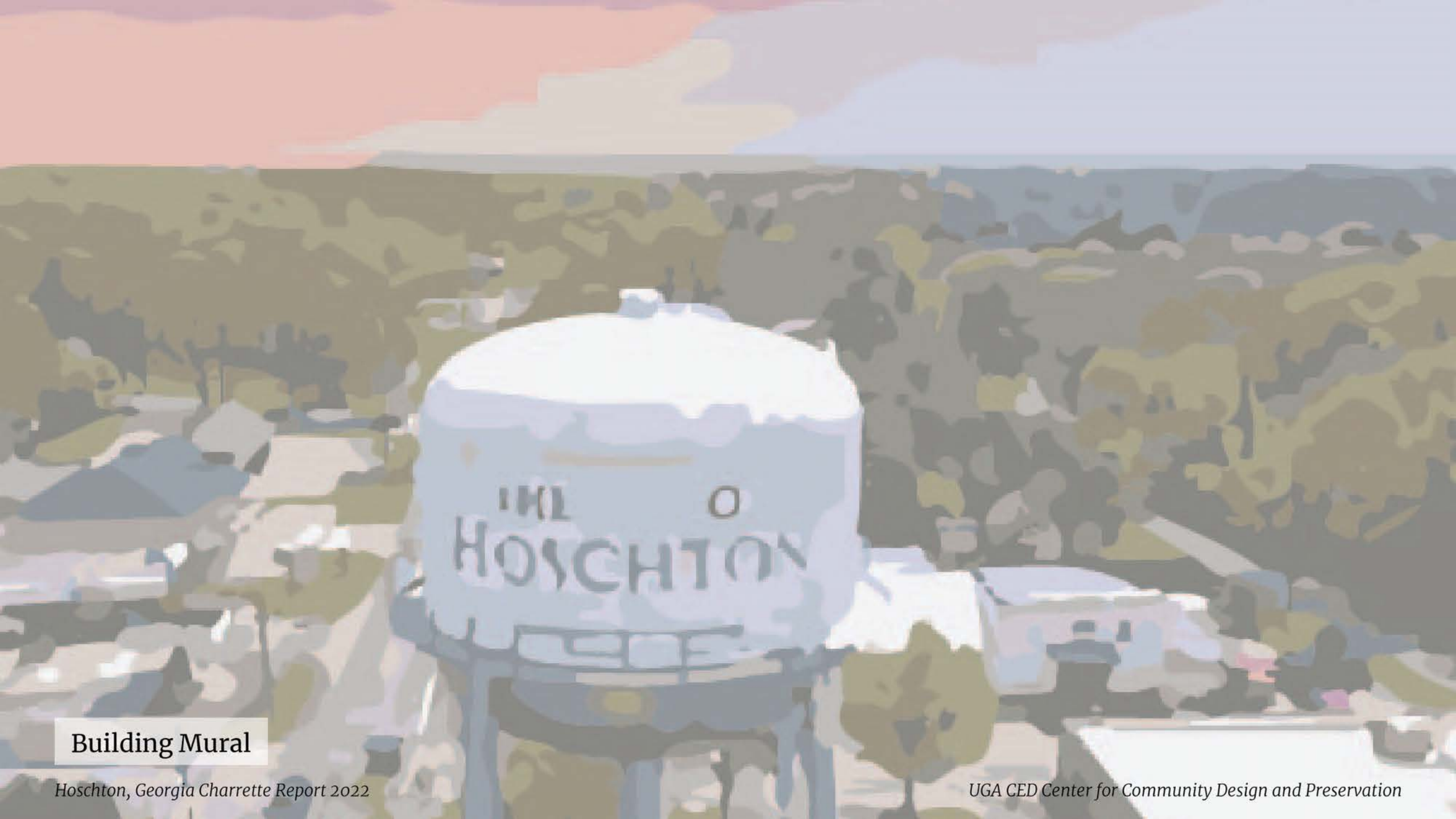
DESIGN IDEAS
Downtown Core

By accommodating golf cart parking, parking infill, and improved pedestrian conditions, traffic will become less congested along Highway 53. These solutions will increase foot traffic and allow pedestrians to experience the small-town essence of Hoschton. Business owners will be able to take advantage of the increase in pedestrian circulation and accommodate more outdoor amenities

DESIGN IDEAS
Downtown Core

Downtown is Hoschton's main destination. At a popular local restaurant like Sliced, golf cart parking and outdoor seating could improve quality of life in Downtown through less cars and more lingering. The proposed mural reflects the identity of Hoschton in the iconic water tower and welcomes guests to experience the many attractions in the area.

❶ Golf Cart Parking and Outdoor Seating



Building Mural

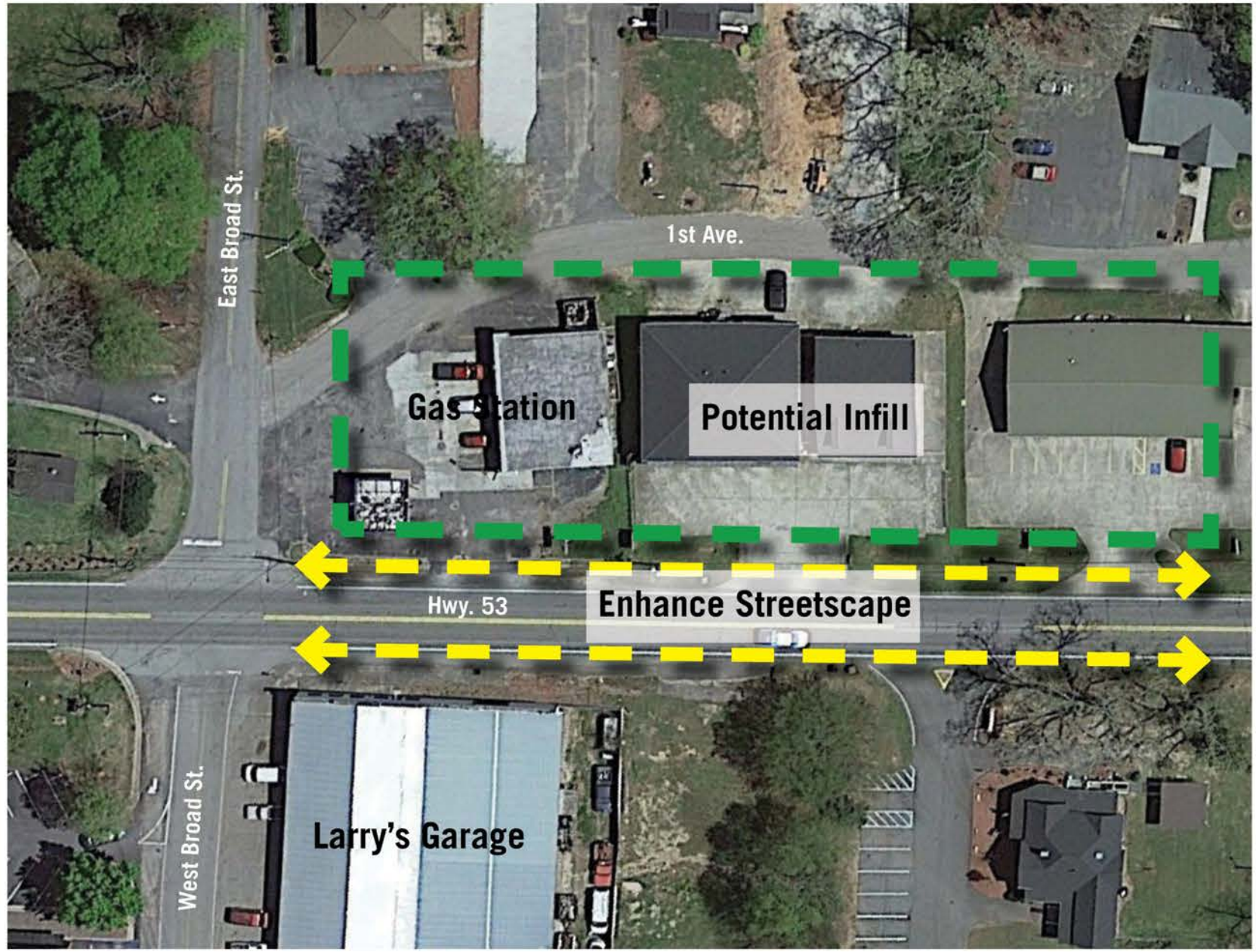
Larry's Garage has immense potential to serve as an attraction for Hoschton. Its authenticity is an important amenity for the city, and is in a prime location for revitalization.

❷ Larry's Garage as a New Food Hall & Market

This new concept embraces the historical and cultural aspects of Hoschton and extends the popular festival offerings year-round. Family and friends will be able to congregate, shop, and enjoy the festivities of the proposed Food Hall and Market of Hoschton.

ANALYSIS
South Downtown

Community members expressed their concerns about the existing gas station and the incompatible, non-historic buildings fronting Highway 53. The proposed building infill could reflect the architectural style of Hoschton, contribute to the needs of community members, and serve as new in-town attractions.



DESIGN IDEAS
South Downtown

This solution shows a pair of traditional, two-story buildings oriented with sidewalk frontage. The buildings are divided into multi-tenant retail on the ground floors with residential lofts above, generating more economic and social activities.

Around these buildings there are parking spaces for both cars and golf carts. Improved walking conditions along Highway 53 allow for these buildings to be accessible by pedestrians.

ANALYSIS

South Downtown

The existing buildings are directly on Highway 53 with a setback for parking. However, with little hierarchy, and visual appeal, these buildings are easily missed by fast moving traffic down Highway 53. New buildings should take advantage of facing passing traffic.

DESIGN IDEAS
South Downtown

Infill buildings should look similar to their historic counterparts to maintain a small town feel. Retail on the ground floor and lofts above promotes walkability and downtown living in a traditional way.

The parking lot for cars in the center could be phased out in favor of an additional retail and loft building. The planted buffer between vehicular circulation and pedestrians could address the concern for more pedestrian friendly routes along Highway 53.

Hoschton, Georgia Charrette Report 2022

UGA CED Center for Community Design and Preservation

RECOMMENDATIONS

SHORT-TERM

Maintain small town charm by adding outdoor dining opportunities that create an atmosphere where people want to come Downtown.

INTERMEDIATE

Improve parking areas that already exist by turning eyesores into assets -- align parking spaces more efficiently, beautify lots with trees and planters, and provide golf cart parking.

LONG-TERM

Reduce traffic by creating incentives not to drive, such as through the creation of tree-lined sidewalks, pedestrian-oriented buildings, and safe crosswalks.

PARKS

Walkability Study

As Hoschton continues to experience an increase in population, the demand for parks and green space will begin to reach its peak. The existing parks are dedicated to programmed activities including soccer and ballfields. There are no in-town places dedicated to the passive activities that residents want, such as walking trails or dog parks. The existing parks are a short distance from downtown and many neighborhoods, but there is no walkable or bikeable connection between these two destinations.

WE ASKED: Where do you go for exercise?

"Neighborhood walks. I would love some trails around Hoschton."

"A bike trail/multipurpose trail would be nice."

"Hoschton has a lack of parks...My family and I take walks in our neighborhood."

What amenities are in a 10-minute walk from your house/work?

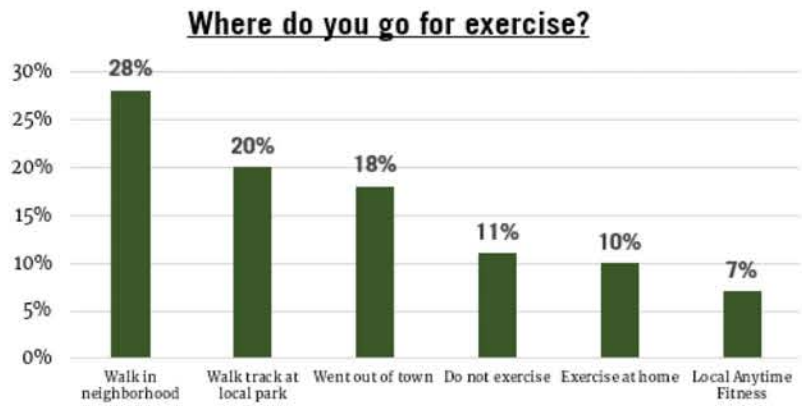
"Parks, shops, Sliced" *"Tennis courts"*

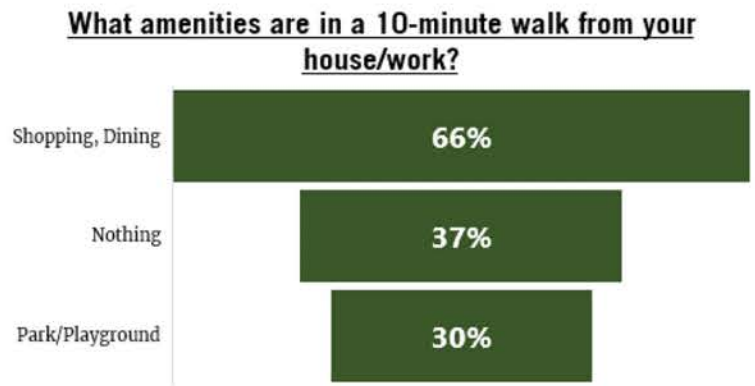
"I really can't safely walk to anything in Hoschton" *"Nothing"*

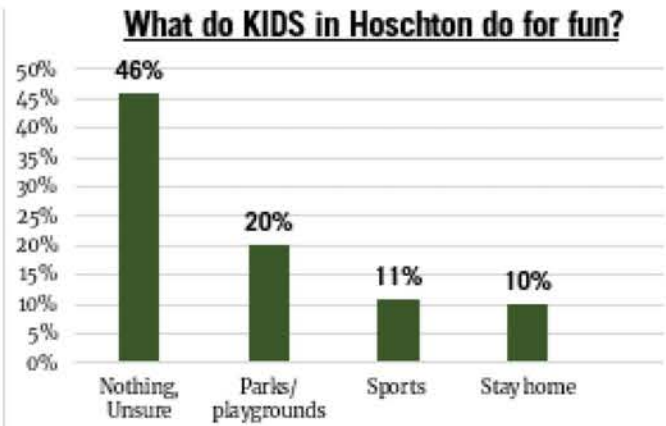
Design Considerations for Parks

73%

of survey respondents indicated they would like to see parks, green space, and walking trails in the future.

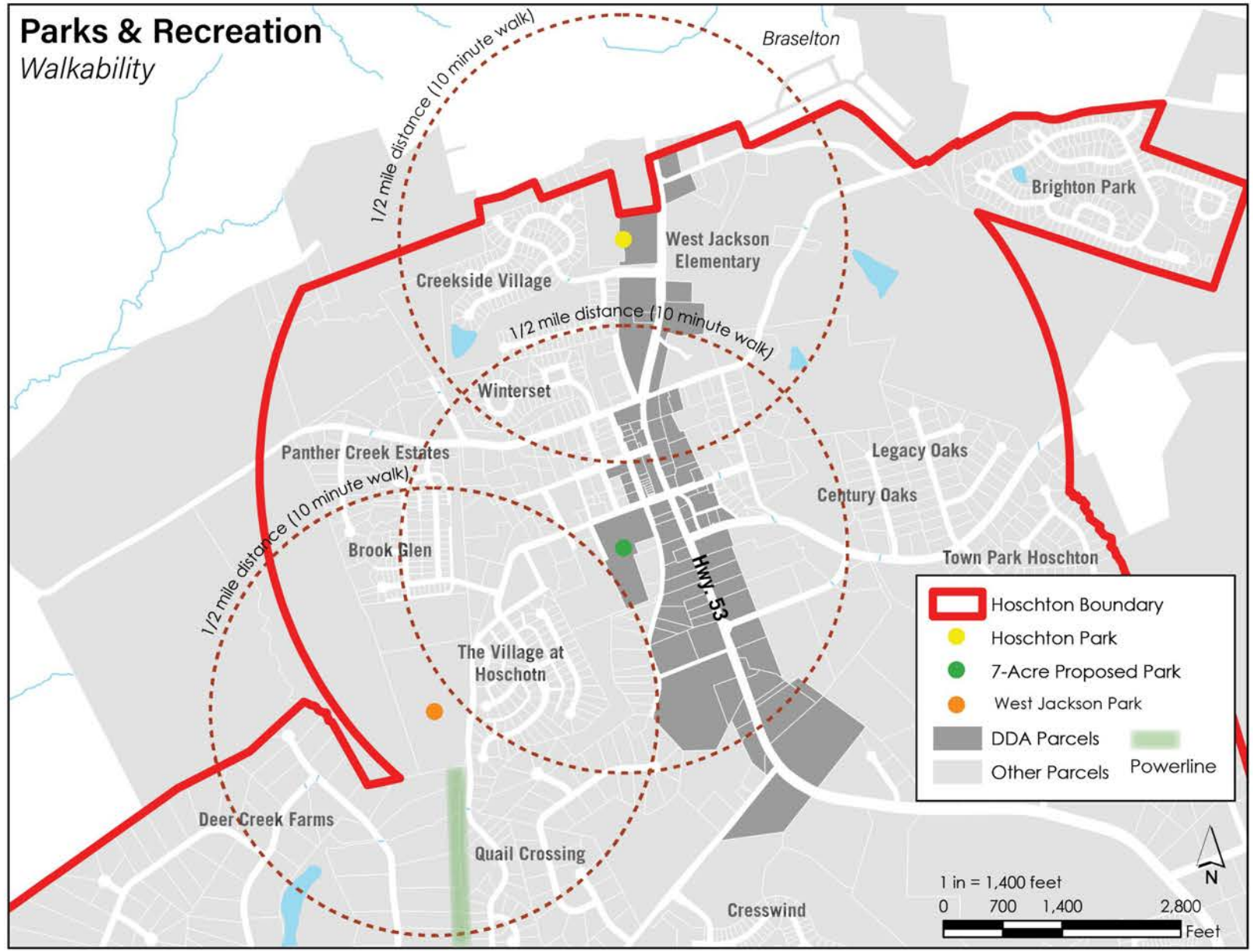






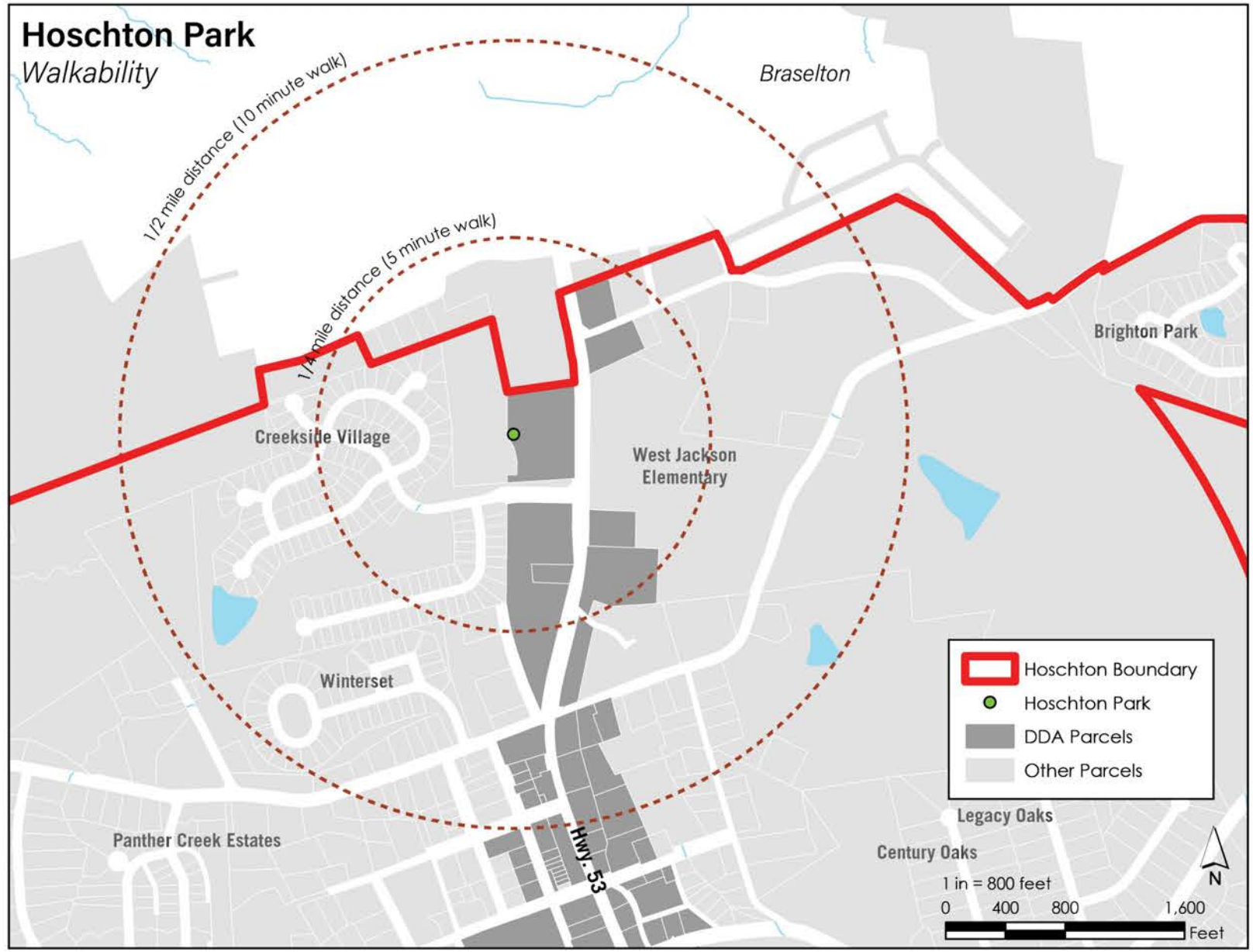
ANALYSIS
Existing and Proposed Parks

Existing parks are within half a mile of several subdivisions. Community members noted the lack of sidewalk infrastructure to connect easily to these parks. There is an overlooked opportunity to connect these parks to neighborhoods, subdivisions, and the West Jackson Elementary School. Currently, there in no park that serves the Downtown/East side of town, but there is a city-owned 7-acre site that has potential.



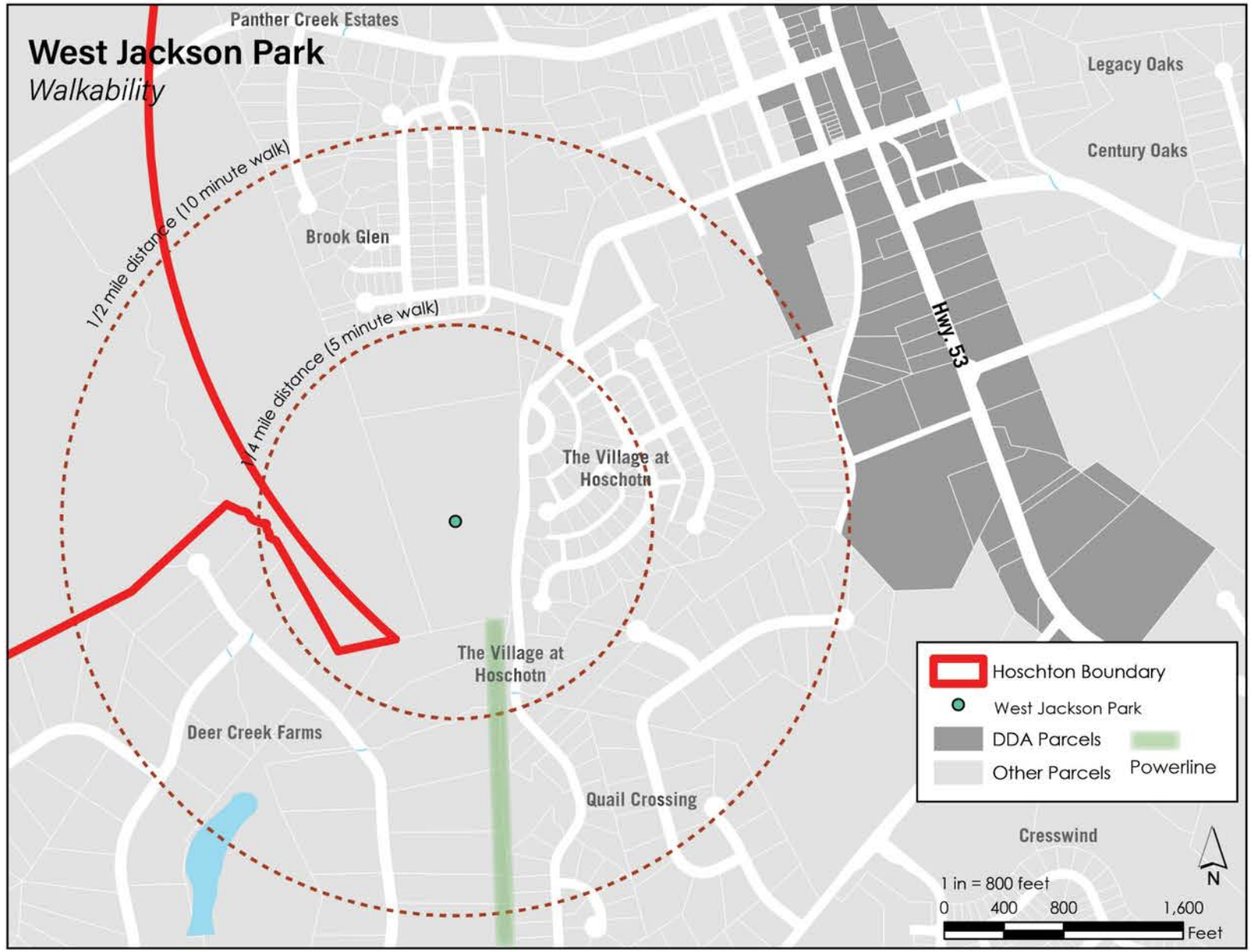
ANALYSIS
Hoschton Park

Hoschton Park is located towards the north of Hoschton. This park is a popular destination for residents. Several neighborhoods including Creekside Village and Winterset are within a half of a mile radius from Hoschton Park. Directly across from the park is West Jackson Elementary. With busy ongoing traffic along Highway 53, it is difficult for students to access the park by walking or cycling.



ANALYSIS
West Jackson Park

West Jackson Park is within a half of a mile radius from several subdivisions including The Village at Hoschton and Brook Glen. Like Hoschton Park, the park is programmed with little room for those wanting to engage in passive activities. There is an existing cleared powerline path that leads directly to the West Jackson Park. This is another missed connection point that could easily accommodate pedestrians, bikes, and golf carts.



DESIGN IDEAS
Amenities for Existing Parks

Add additional passive amenities to existing parks, such as playgrounds, walking tracks, dog parks, tennis and basketball courts, and outdoor gyms. Prioritize multi-modal pathways between neighborhoods and parks/schoolyards within a 1/2 mile distance of each other.

Outdoor Gym - Hobgood Park, Woodstock, GA

Dog Park - Macon Dog Park, Macon, GA

RECOMMENDATIONS

SHORT-TERM

Negotiate with Jackson County on adding simple improvements to their parks that would benefit a variety of users, such as shaded picnic areas, play structures, and outdoor exercise equipment.

INTERMEDIATE

Create walking and biking connections to parks from adjacent neighborhoods by identifying the "low hanging fruit" -- the shortest connection points from existing roads with easy property access.

LONG-TERM

Work with Jackson Co. to enhance existing parks with greater amenities, including unprogrammed spaces (dog parks, woodland trails) and new programming for kids and adults (basketball, tennis, swimming).

7-ACRE SITE

Historic Rehabilitaton - Proposed Park

The City of Hoschton has recently purchased an in-town, seven-acre property formerly owned by the Adams family. With lush rolling topography and a notable historic home, this site has the potential to become a unique destination in Hoschton. The existing house can be developed into a humble but elegant venue rental, history museum, or art center

WE ASKED: What would you be excited to see 10 years from now?

"More parks, less development"

"Nice area to hang out"

"A nice park for kids, dog park and walking trails"

WE ASKED: You have a guest visiting Hoschton. Where would you take them to show off the town?

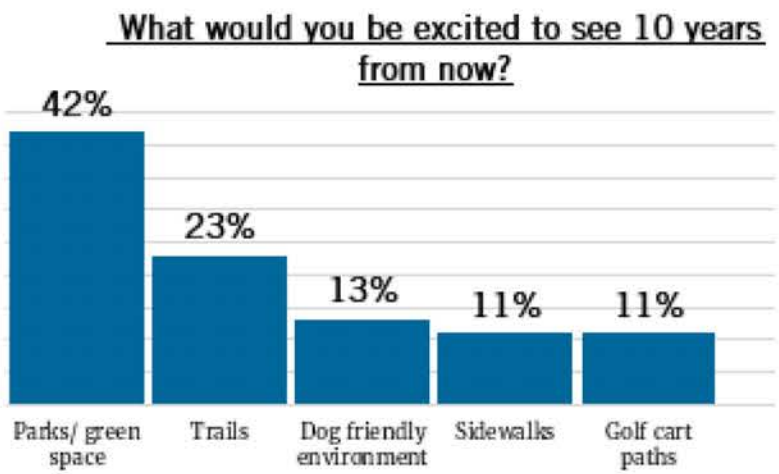
"I usually end up going to Braselton"

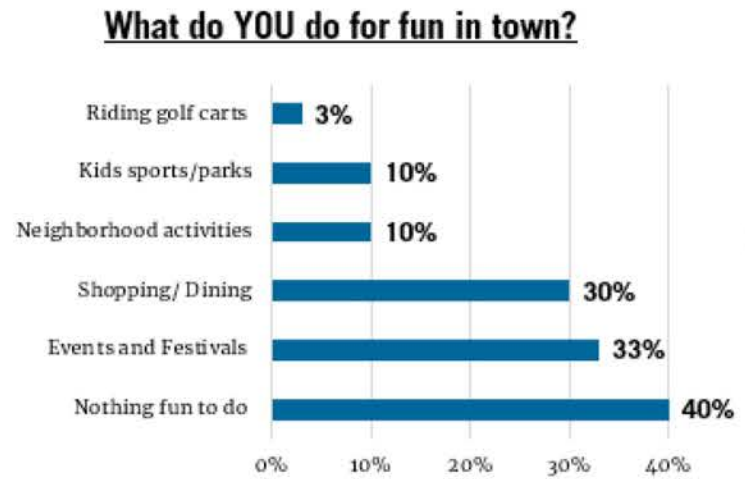
"Mulberry River Walk"

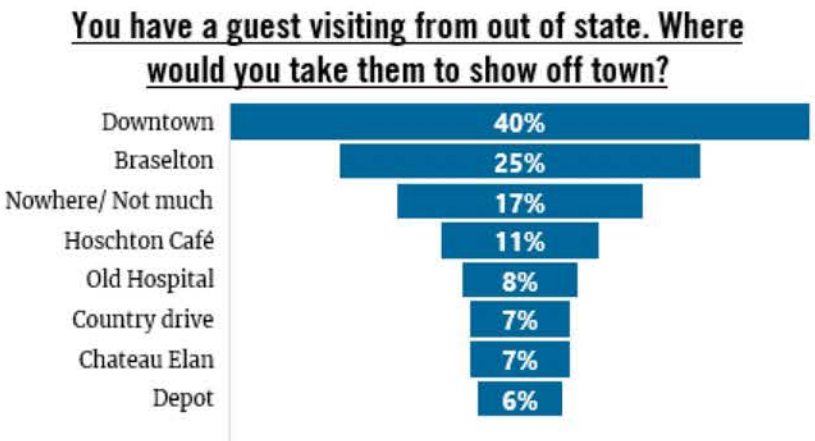
"Hoschton Coffee"

Design Considerations for 7-Acre Site

- New Destination
- Preserve Forest
- Preserve Historic Structures
- Multi-generational Space
- Unique New Amenities

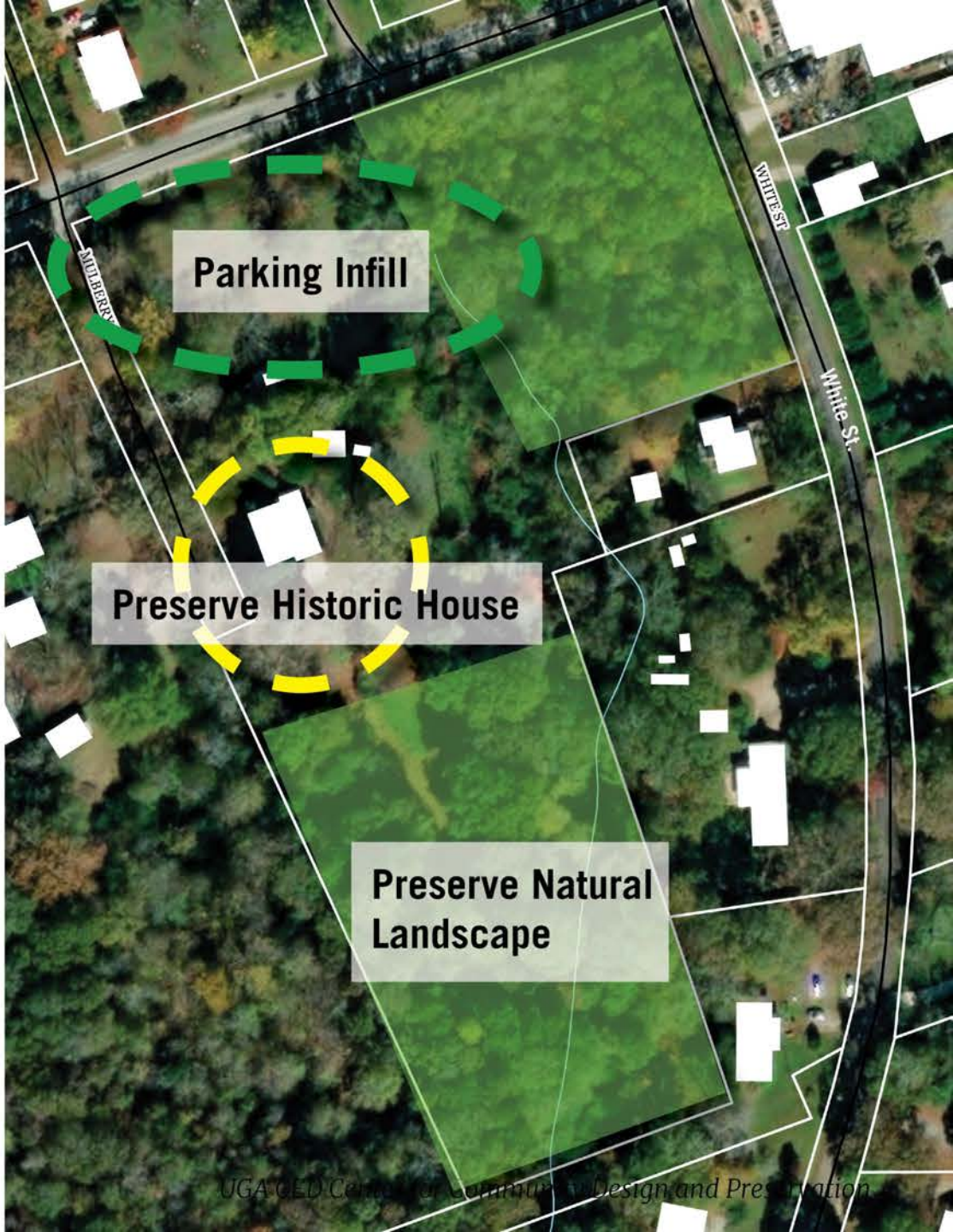


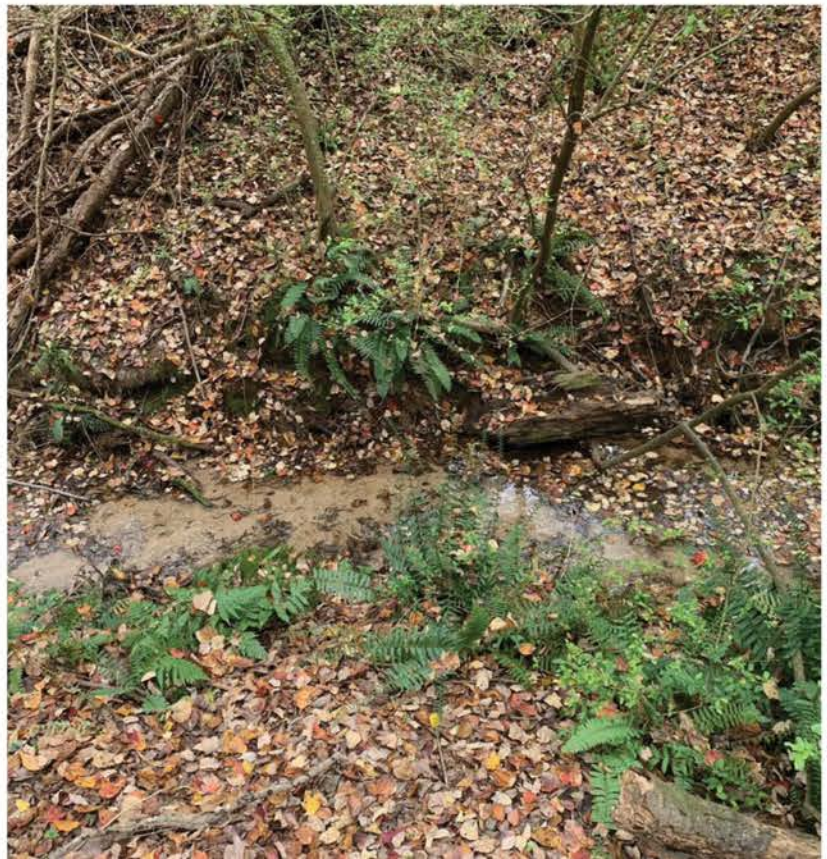




ANALYSIS
7-Acre Proposed Park

With its proximity to Downtown and rolling hill topography, this site is uniquely formed to become a new conserved park space. The historic buildings on the site should be preserved and reused. In contrast to heavy-handed development elsewhere, the natural landscape should be maintained as an amenity.





Existing Site Photos

CASE STUDY:
Tift Park, Albany GA

Tift Park is home to Albany, Georgia, located in the heart of the historic district. Tift Park was established with the mission to preserve, protect, and promote the historical contributes of the site. The site has many amenities including walking trials, sidewalks, and open lawn space for community festivities. Friends of the community volunteer to weekly cleaning and maintenance of the park. Every Saturday Tift Park hosts a community market, drawing in hundreds of residents and town visitors. Tift Park is a fitting example of how a historical site can be preserved, and provide social, historical, and economical benefits for its residents.

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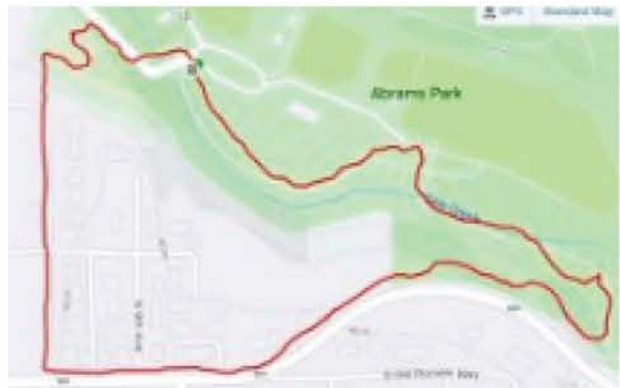
CASE STUDY:
City of Ridgefield, Washington

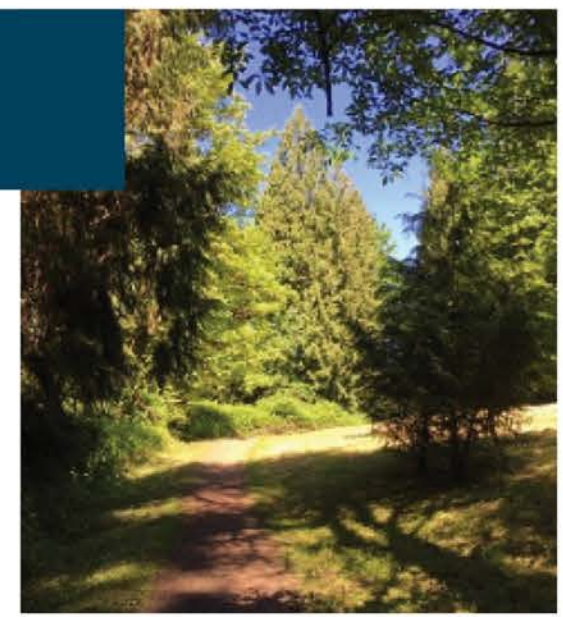
Ridgefield, WA has an expansive trail system that loops through different parks, subdivisions, and other recreational areas. Abrams Park is in Downtown, Ridgefield and is one of the most significant city parks. The trails are quiet and peaceful, providing a serene outlet from the busy city center. Within the park space there are picnic tables, play structures, and other amenities to accommodate users of different age groups. For each trail, the city provides a digital map for the convenience of park users.

The city of Ridgefield exemplifies the many benefits of incorporating a multimodal transportation system in a comprehensive city plan. The following images are two examples of trails in Abrams Park and respective digital map.

Abrams Park Loop Option #1
Walk Length: 1 mile



Abrams Park Loop Walk #2
Walk Length: .98 miles



DESIGN IDEAS

7-Acre Site

The proposed site design establishes the former Adams home site as a conserved natural park. Community members expressed a desire for more greenspace and walking trails. This site could provide an amenity unique to Hoschton that is in the center of town and offers what other parks do not. Walking trails could meander throughout the park and embrace the rolling topography of the site. The historic house may be repurposed with the potential to serve as a town café, rental venue, or other attractions. Site recommendations include play structures and gazebos for the accommodation of park users throughout the site. With the preservation of tree canopy, the site could serve as another ideal location for community festivals and markets.

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DESIGN IDEAS
Mulberry House

The Mulberry House is shown rehabilitated as a new destination in Hoschton, GA. The landscape in the front of the house is improved through lush green vegetation and outdoor seating. The architectural elements are preserved in order to convey an authentic interpretation of the site.

Old House as Potential Venue Space

DESIGN IDEAS

7-Acre Site Entry

The wooded residential nature of the site is an asset and should be preserved. Any signage, plantings, and infrastructure should not overwhelm the site. A tall wooden entry sign will welcome guests into the park space. For the safety and walkability of pedestrians, a four-way crosswalk is proposed to account for traffic in the Downtown area. Sidewalks outline the entry of the site for easy access and visual hierarchy. While the plan includes a naturalized, irregular parking area on the site, consider adding parallel on-street parking to Broad Street to provide accessibility and a buffer between sidewalks and the road.

7-Acre Park Entry with Signage

RECOMMENDATIONS

SHORT-TERM

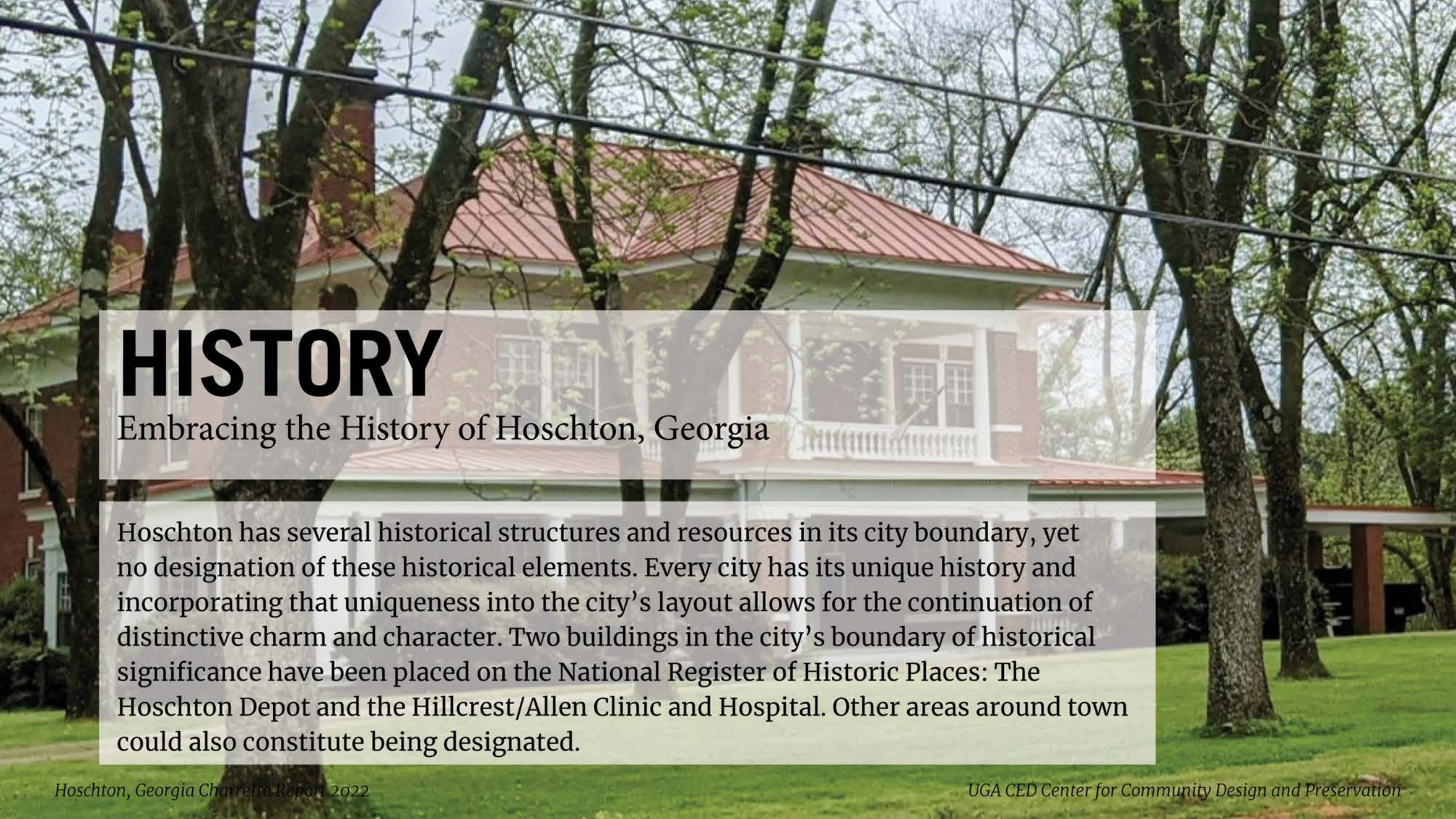
Use a preservation mindset to develop the Mulberry House acreage into a unique natural park by retaining historic buildings, stone walls, plantings, and the mature forest. Use a light touch when adding parking areas so as not to disturb sensitive portions of the site (nearest the driveway at Broad Street may be best).

INTERMEDIATE

Create a woodland trail system unlike any in the region by minimizing tree removal and using the natural topography to create a series of looping trails ideal for hikers, runners, and dog walkers. Connect the park to surrounding neighborhoods through designated entries.

LONG-TERM

Explore new uses for the Mulberry House that create a destination for residents and visitors, such as a sandwich or ice cream shop, a history museum, a bookstore, an art gallery, or all of the above!



HISTORY

Embracing the History of Hoschton, Georgia

Hoschton has several historical structures and resources in its city boundary, yet no designation of these historical elements. Every city has its unique history and incorporating that uniqueness into the city's layout allows for the continuation of distinctive charm and character. Two buildings in the city's boundary of historical significance have been placed on the National Register of Historic Places: The Hoschton Depot and the Hillcrest/Allen Clinic and Hospital. Other areas around town could also constitute being designated.

WE ASKED: Let's imagine you've been away from Hoschton for 10 years. What would you be sad to see gone?

"The historic buildings."

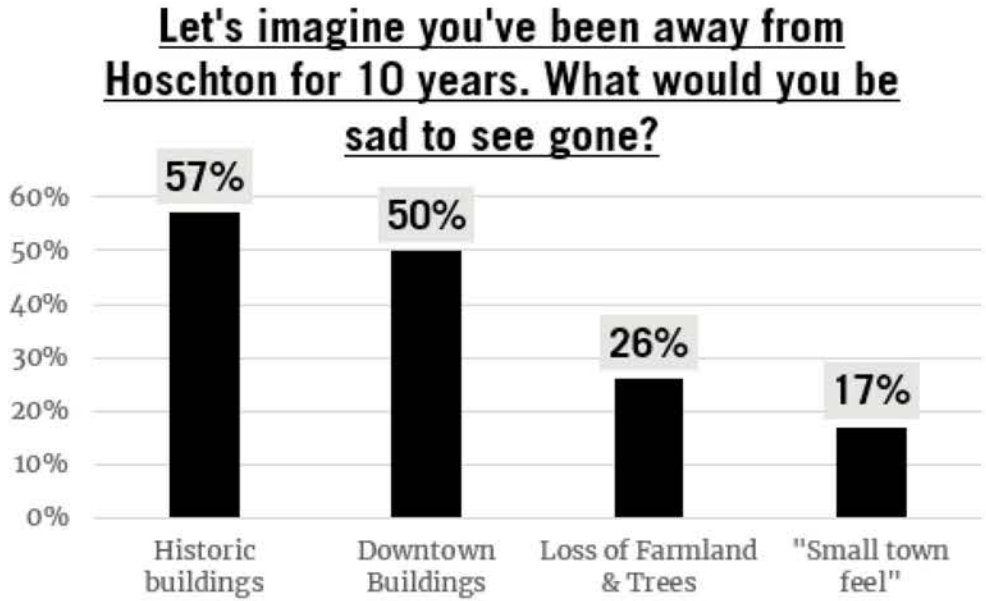
"Small town feel, it's almost gone"

"The civil war hospital"

"A lot of the farmland and woods"

"City Hall/ Train Depot area"

"Water tower that we have. Actually history in general."



Design Considerations for History

Embrace the History
Engage in Historic Rehabilitation

Minimize development and emphasize adaptable reuse

01 **PRESERVE**
Historical Landscapes & Buildings

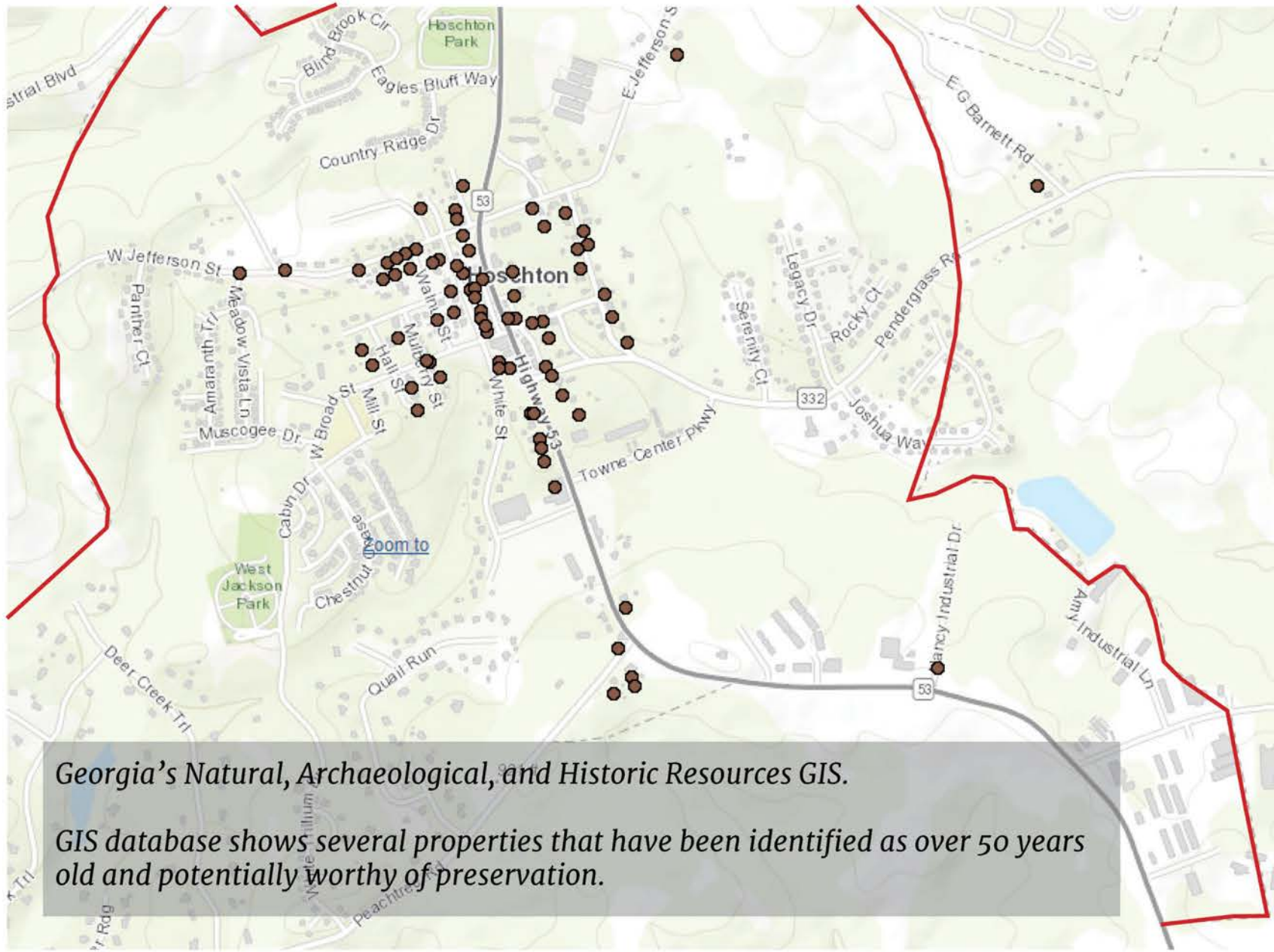
02 **PROTECT**
the Everlasting History

How to move foward in planning?

03 **PROMOTE**
Adaptive Reuse

ANALYSIS
Historic Structures

Hoschton was born from the implementation of the Gainesville Midland Railroad in 1878. Since then, agriculture and commerce have been an important driver of the town's design, with historic buildings all along or near the railroad track and depot. However, there is no way for visitors or residents to learn about these historic places except from framed photographs in City Hall.

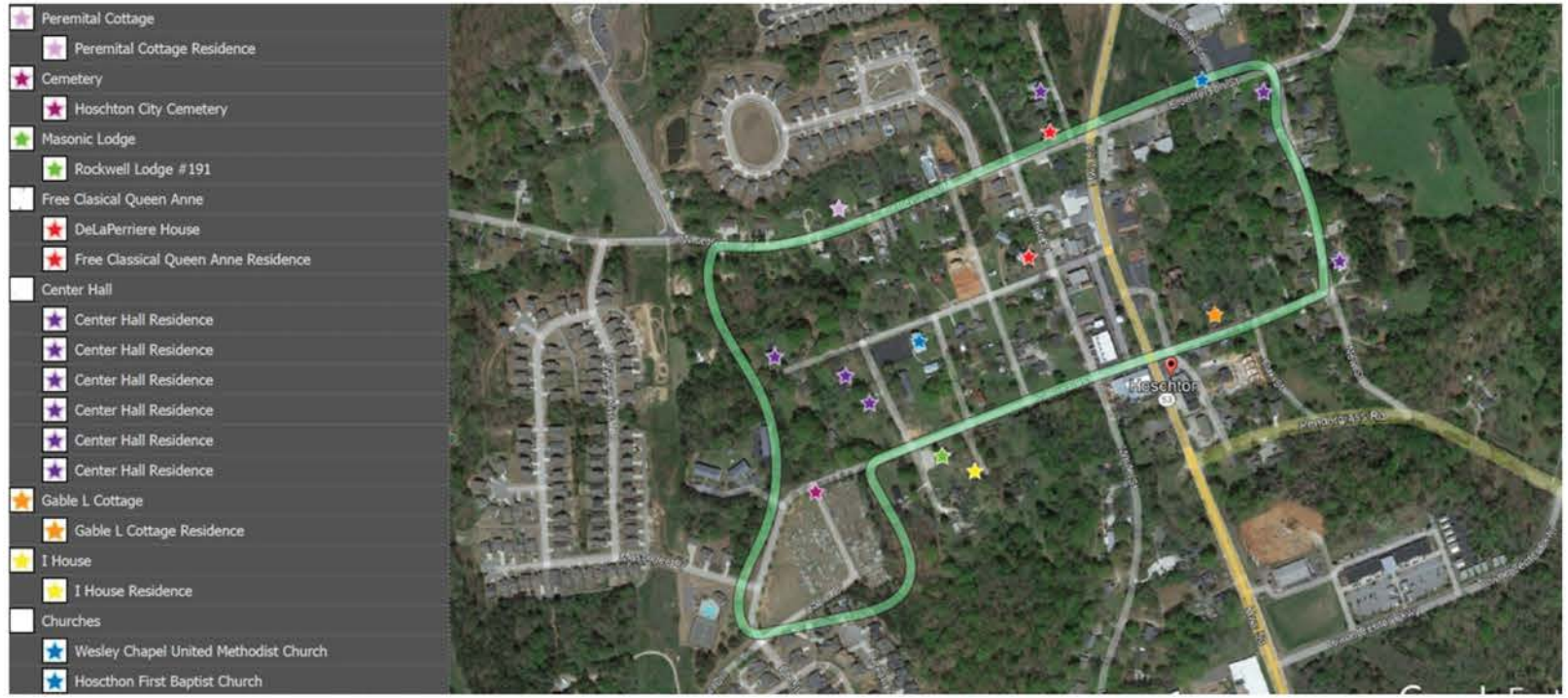


Georgia's Natural, Archaeological, and Historic Resources GIS.

GIS database shows several properties that have been identified as over 50 years old and potentially worthy of preservation.

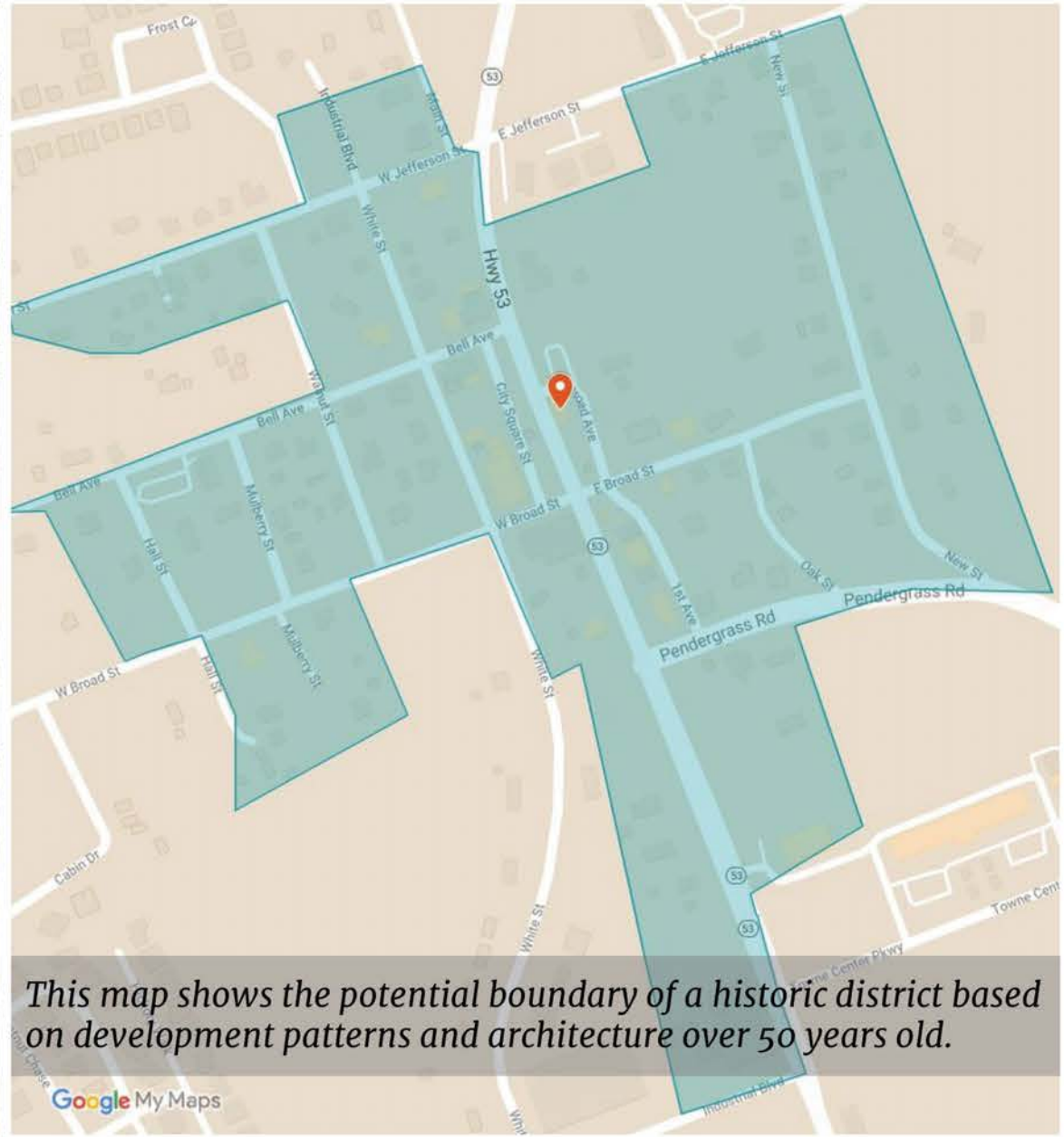
DESIGN IDEAS
History

Using the information from the collection of historic photographs in City Hall as well as other available sources, to create a Google map or a StoryMap of historic places that can be shared on the city's website.



DESIGN IDEAS
History

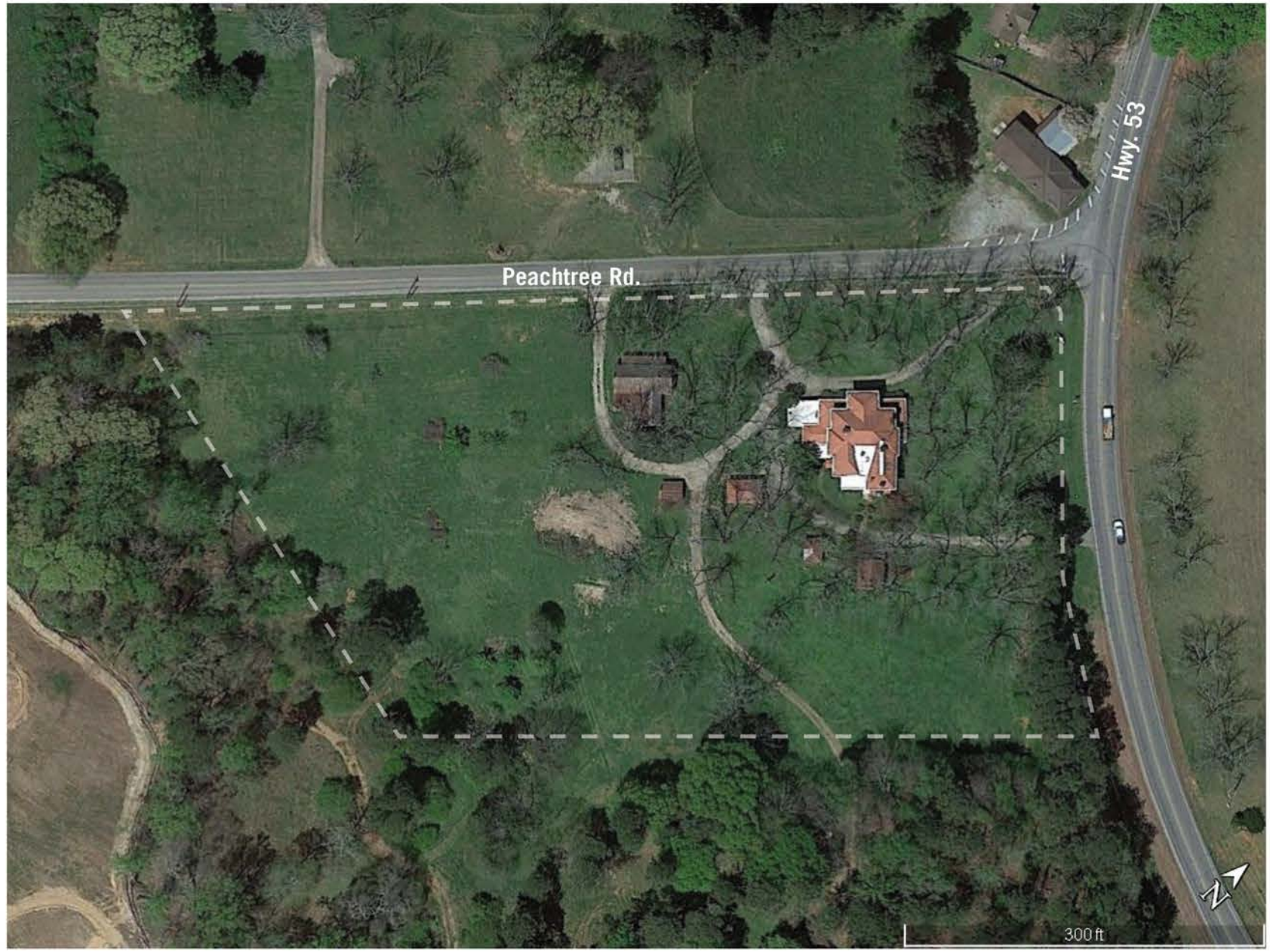
Revive the Historic Preservation Commission and appoint members to who have knowledge of and an interest in local history or architecture. Hoschton could benefit from the creation of a historic district to bring recognition to the history on which the city is founded, aid in heritage tourism, and stimulate the redevelopment of the city with increased revenue and tax incentives.



This map shows the potential boundary of a historic district based on development patterns and architecture over 50 years old.

ANALYSIS
Hillcrest/Allen Clinic

The OId Hospital is one of the historic jewels of Hoschton. With such a rich history, a grand main building, characteristic outbuildings, and a scenic pecan grove, this site should be conserved. Developing the site sensitively in a way that highlights its assets could generate an income stream that perpetuates its existence without destroying what makes it unique. The property could serve in a civic role such as a city hall, library, or art center, or an income-producing venture such as a bed and breakfast or wedding venue.

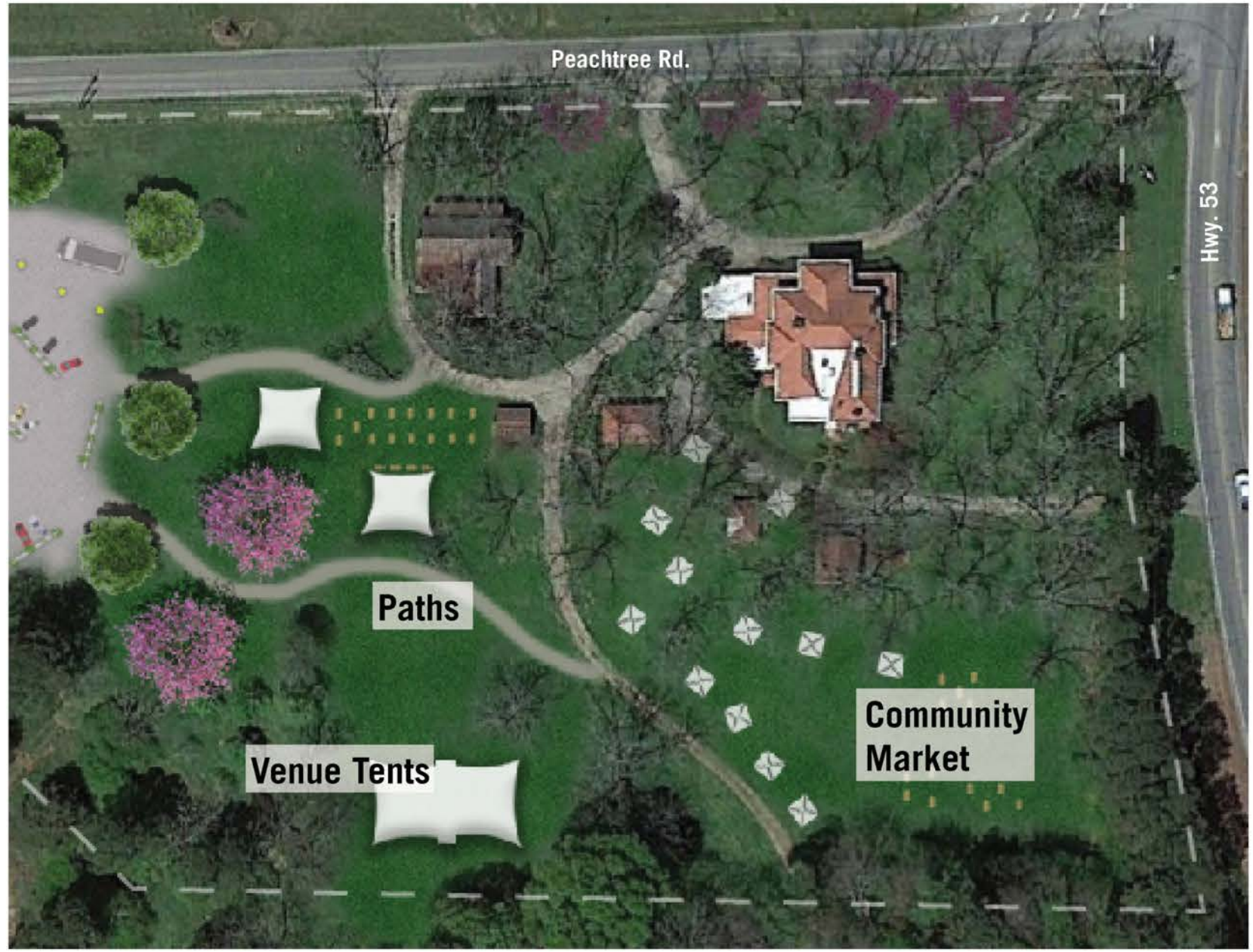


DESIGN IDEAS
Hillcrest/Allen Clinic

This conceptual plan shows how the old hospital property could be used as an event space. First, the primary assets are identified for protection -- buildings, pathways, pecan grove, viewsheds -- and then the secondary spaces near the house are considered for new amenities such as tents and stage locations. Lastly, parking is laid out in the portions of the property that aren't as ideal for other uses and can be modified without creating a negative impact.

DESIGN IDEAS
Hillcrest/Allen Clinic

In addition to private events, the location may also serve as an attractive festival spot. The open lawn can be used as a community market space. Here, residents and/or vendors can set up tents along the house to sell goods, food, and promote other community-based events. This is also an ideal location to accommodate the overflow of people from the town's annual festivals. Providing a shuttle service could be a way to have multiple festival locations and reduce the need to large amounts of visitor parking in an already crowded location like the Downtown core.



With subtle changes to the front lawn space, the Old Hospital can be transformed into a unique and valuable amenity

RECOMMENDATIONS

SHORT-TERM

Revive Historic Preservation Commission and appoint members who have interest in local history or architecture to share their knowledge in new ways, such as with an online Storymap with photographs.

INTERMEDIATE

Protect the Hillcrest/Allen Clinic by ensuring a future use that preserves the historic character of the site and maintains it as an important community resource.

LONG-TERM

Create a historic district to aid in heritage tourism and provide tax incentives for building rehabilitation.

CONSERVATION

Preservation of Greenspace through Sensitive Development

Many people we heard from expressed dismay at the loss of rural character, the development of large subdivisions, and the subsequent increase in traffic. As recently as fifteen years ago, Hoschton still felt like a small town surrounded by rolling hills, agricultural fields, horse pastures, pecan groves, hunting land, and wide-open spaces. Without protection or incentives for preservation and conservation of the few large parcels that remain, the rural small town feel of Hoschton will be swallowed up by development, and the advantages of living in the country will be gone.

WE ASKED: What would you be sad to see gone 10 years from now?

"Large areas of land."

"Train Depot, old hospital at 53 and Peachtree Road"

"...the green space and the large lots for home..."

"The small town feel and the greenery"

"All our beautiful pastures with horses and trees."

WE ASKED: What would you be excited to see 10 years from now?

"Green space, large lots for homes, sidewalks, answer to traffic problems..."

"Pirkle Farm turned into a larger home community with a park directly connecting to downtown Hoschton."

"An event place with a bed and breakfast."

Design Considerations for 7-Acre Site

Rural character
Agricultural history
Scenic views
Open Space
Trails

What would you be sad to see gone in 10 years?

76% *said* **Small town feel**

12% *said* **Location**

8% *said* **Small town feel**

What do you like best about Hoschton?

26%

said **FARMLAND and TREES**

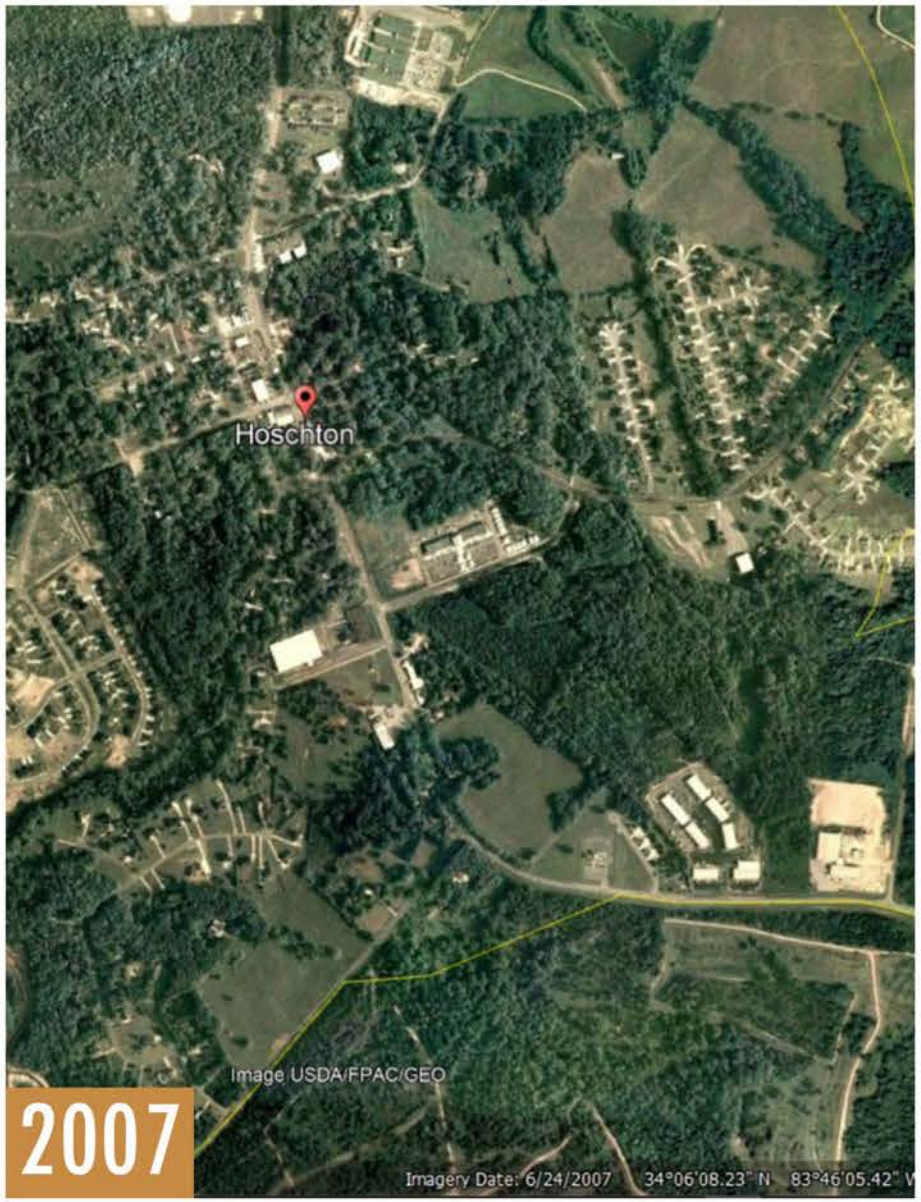
Where are the places in town that are eyesores?

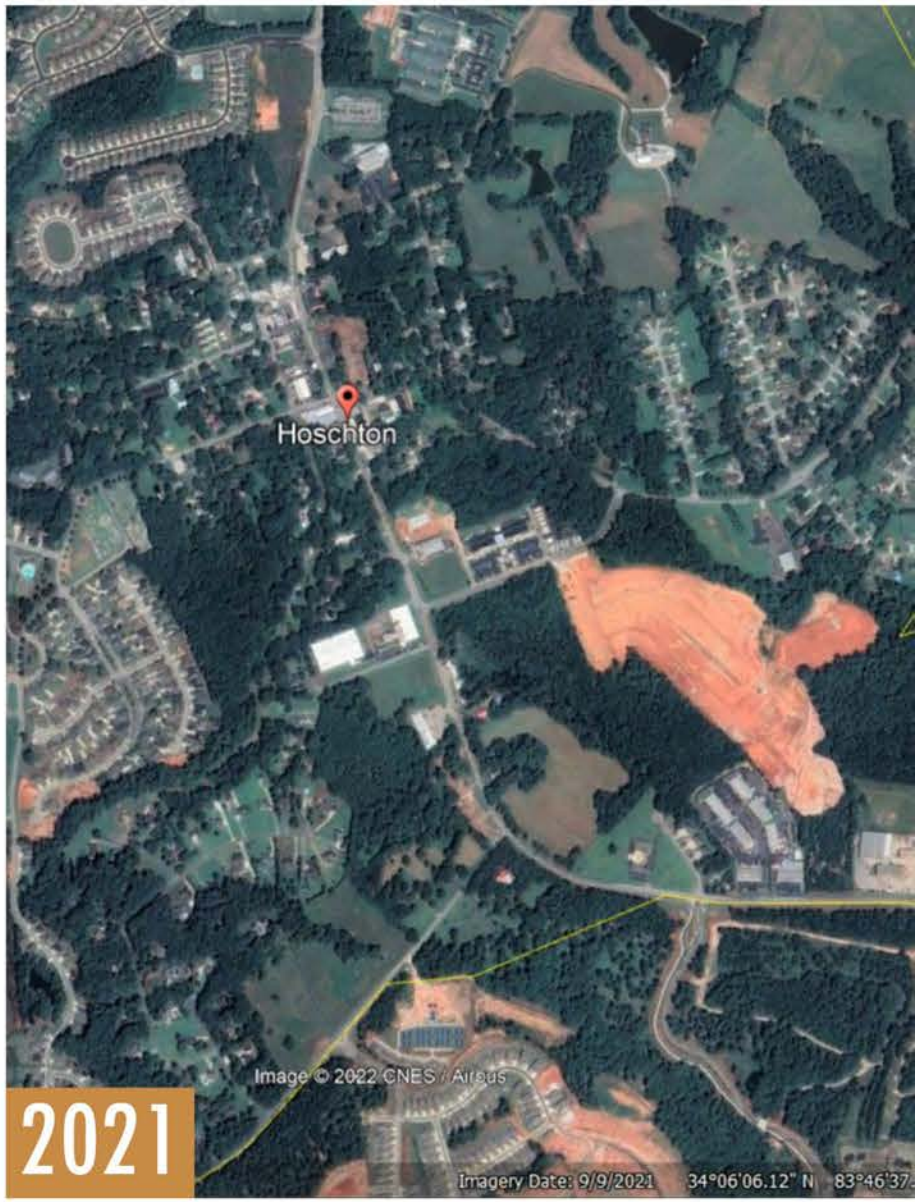
15%

said **NEW DEVELOPMENT**

ANALYSIS
Case Study

Aerial photographs show the rapid conversion over the last 15 years from rural farmland and greenspace to residential subdivision developments. To preserve the rural character and natural beauty that residents value, protective measures like land trusts or conservation development guidelines should be explored.





ANALYSIS
DDA Conservation

This map shows the properties along Highway 53 south of Downtown that fall within the Downtown Development Authority's area of focus. White boundaries indicate previously developed parcels (either with historic homes or new commercial buildings). Green boundaries indicate parcels with a notable amount of greenspace remaining. What happens with these undeveloped properties will go a long way to determining whether Hoschton retains the natural beauty the area was known for.

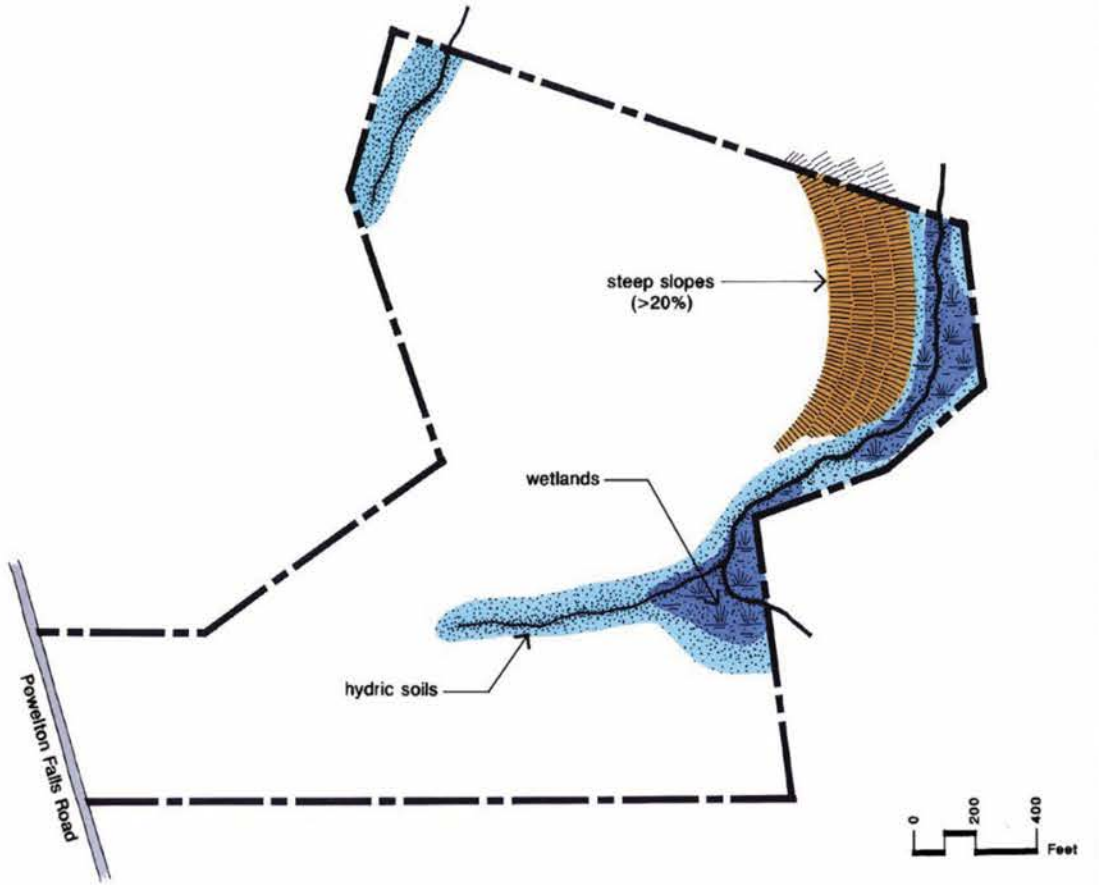
CASE STUDY

Conservation Development

An alternative approach to traditional development that protects greenspace is conservation development. This approach first prioritizes assets such as historic buildings, views, and natural features, and then lays out development around those assets. Simply put, for subdivisions, the technique is to outline the open spaces first, then place houselots that front the open space, then design roads that connect the houses. Similar to golf course developments, this results in houses that enjoy a premium view of greenspace and main roads that retain their rural viewsheds. Setting aside greenspace in this way also allows for the creation of an inter-connected network of trails and paths that provide recreation and connectivity and reduces dependency on cars for short trips.

CASE STUDY
Traditional Subdivision

Images from "Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks", by Randall G. Arendt



igure 7A-4. Site A: Identifying Primary Conservation Areas

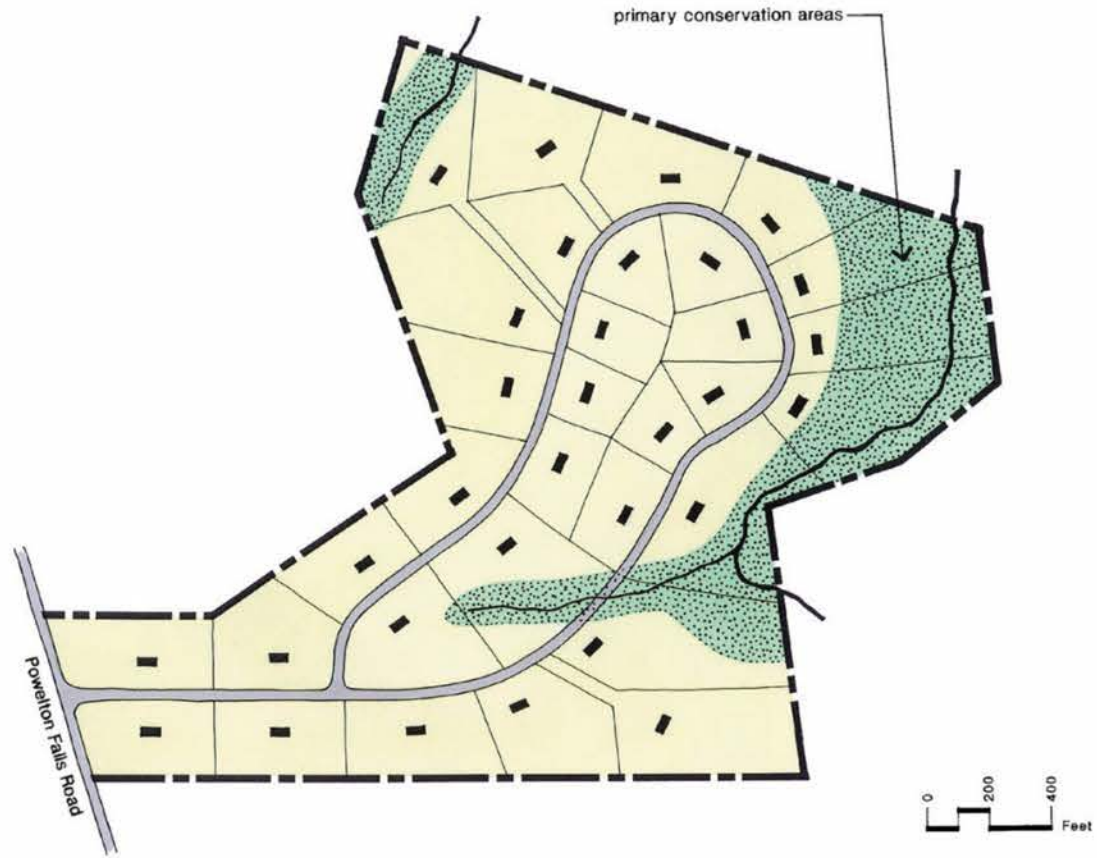


Figure 7A-2. Site A: Yield Plan

This example shows a traditional approach to subdivision development. (L) Areas that are undevelopable are identified, then (R) houselots are maximized throughout the site.

CASE STUDY
Conservation Subdivision

Images from "Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks", by Randall G. Arendt

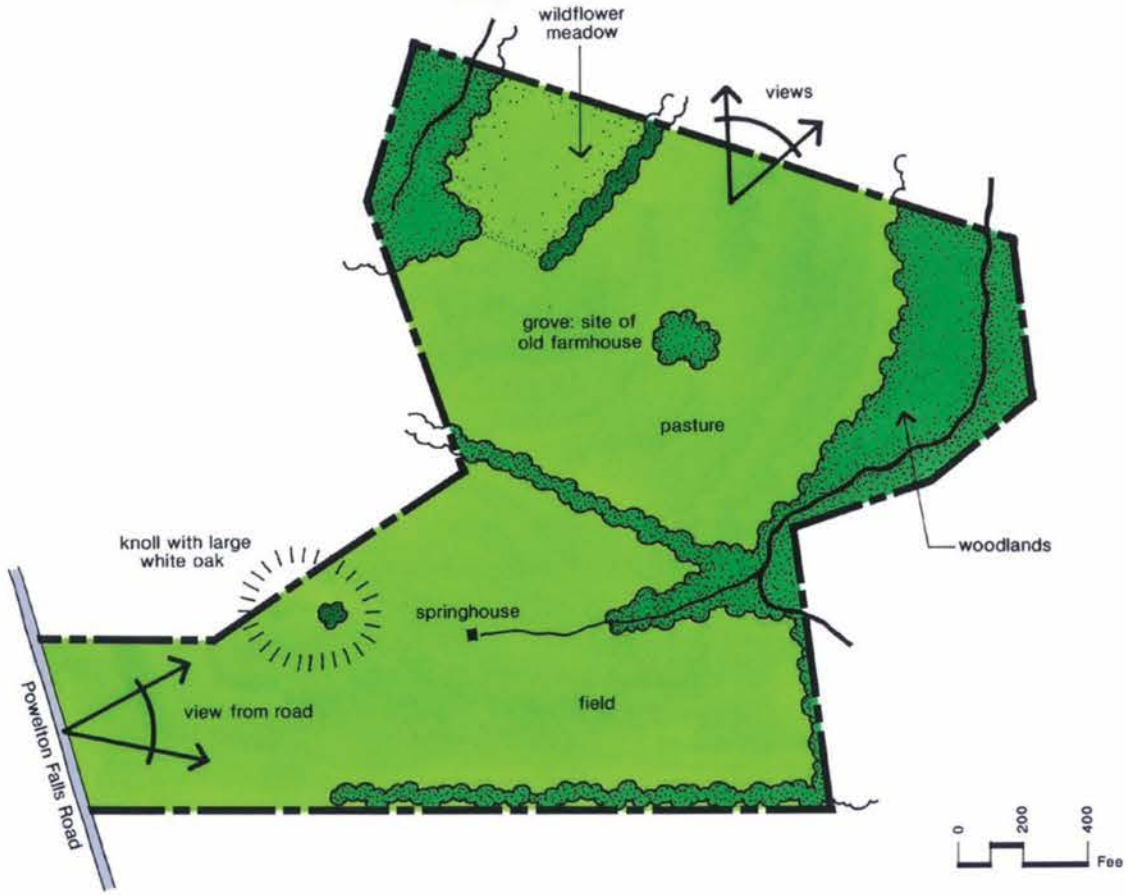


Figure 7A-5. Site A: Identifying Secondary Conservation Areas

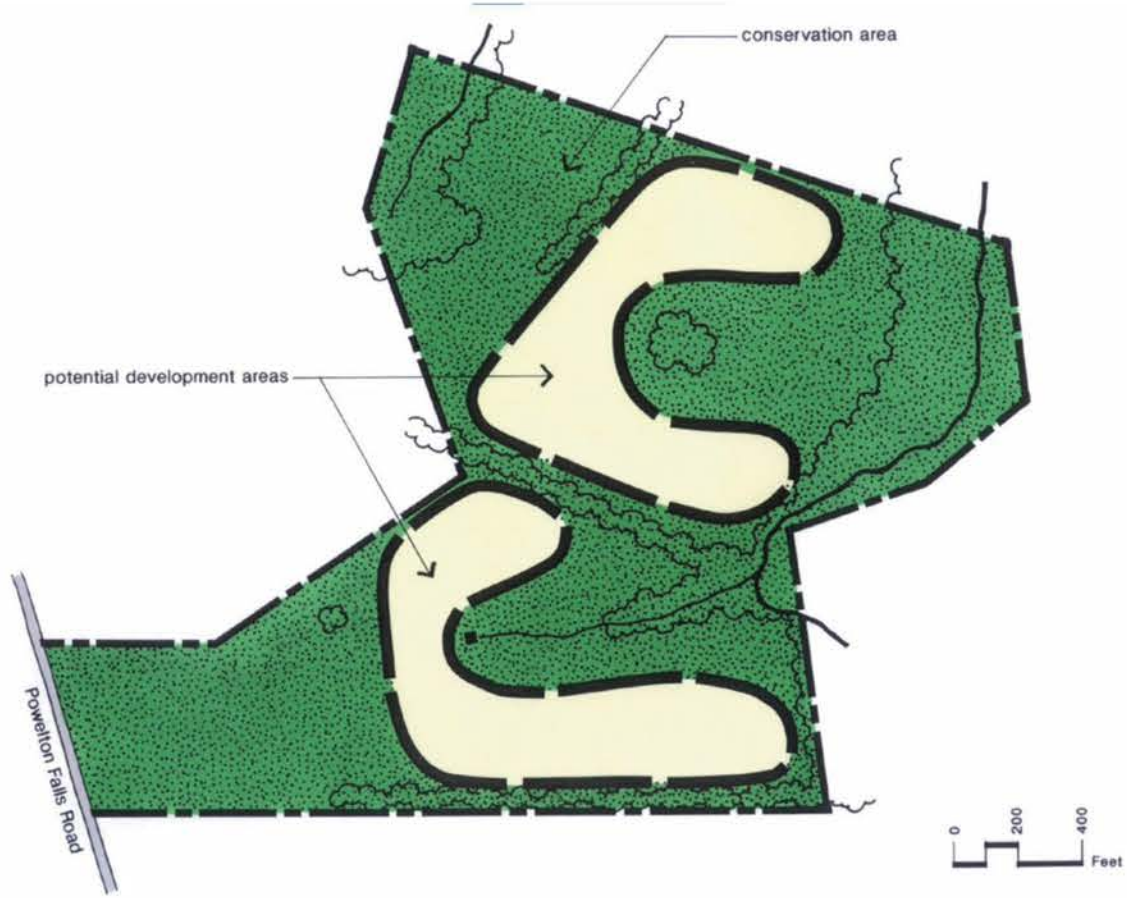


Figure 7A-6. Site A: Identifying Potential Development Areas

In a conservation approach, (L) assets such as scenic views, historic sites, and mature trees are identified, then (R) the remaining areas are what is available for development.

CASE STUDY
Conservation Subdivision

Images from "Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks", by Randall G. Arendt

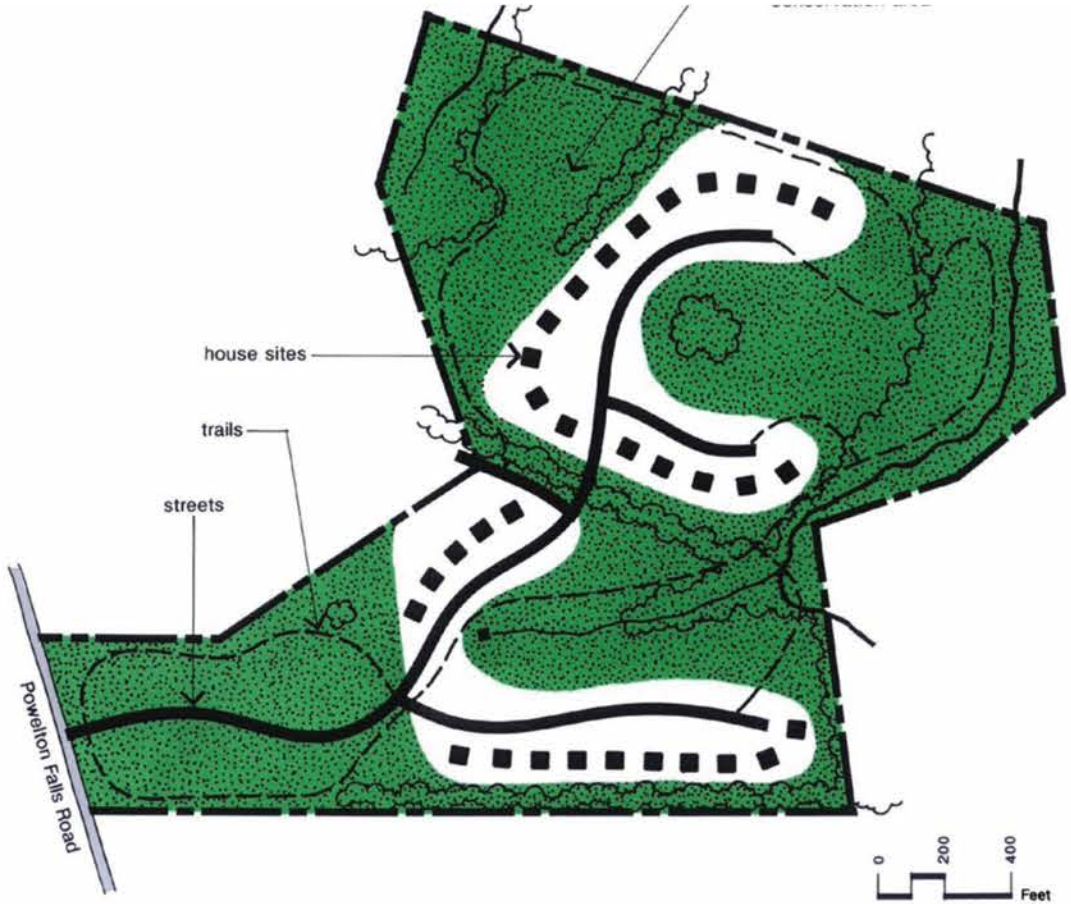


Figure 7A-9. Site A: Drawing in the Lot Lines

Next, (L) houses are clustered within the developable areas, and roads are laid to connect them.

CASE STUDY

Comparison of Approaches

Comparing greenspace preservation between Traditional and Conservation subdivisions.

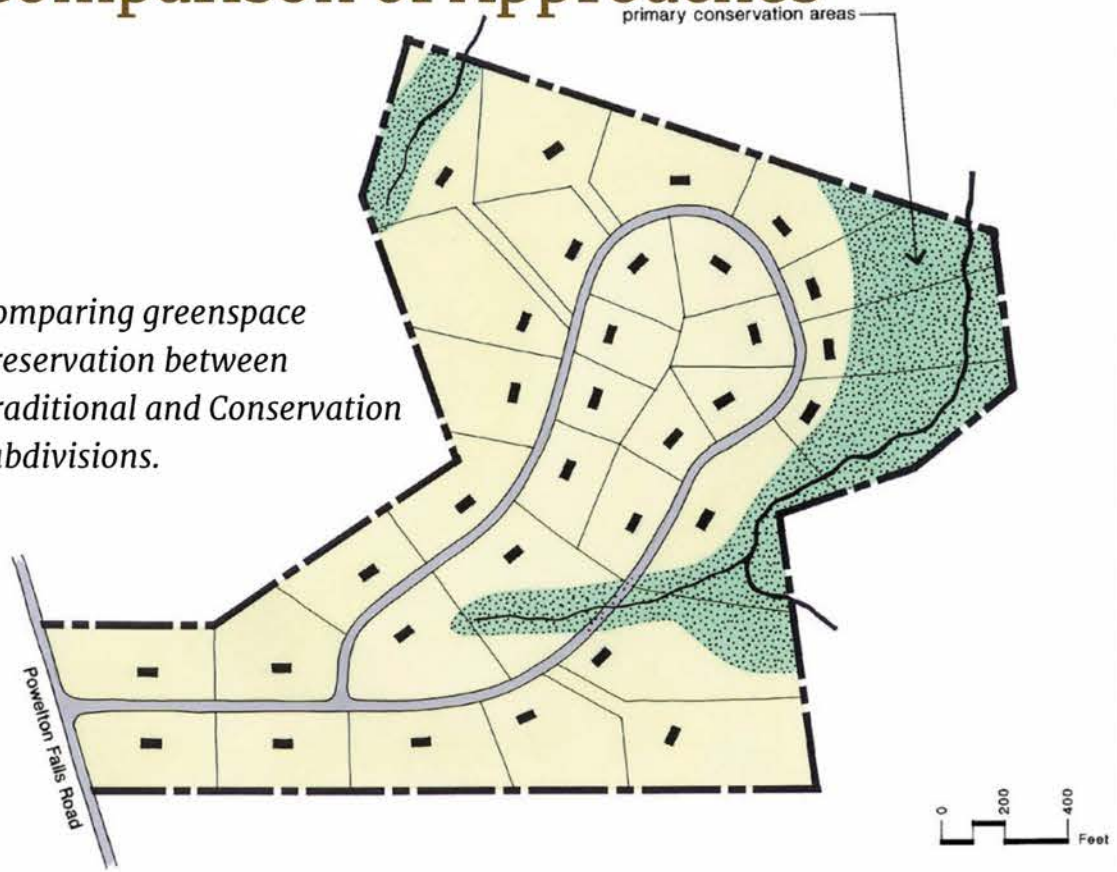


Figure 7A-2. Site A: Yield Plan

Images from "Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks", by Randall G. Arendt

Figure 7A-9. Site A: Drawing in the Lot Lines

Comparing the two approaches, note that the conservation subdivision (R) includes the same number of houses as the traditional development (L), but with preserved views, natural amenities, and an extensive trail system that adds value to the properties.

CASE STUDY
Serenbe

Serenbe is a neighborhood in Chattahoochee Hills, GA, that has used a conservation approach to development. It is a collection of three themed neighborhoods ("hamlets") that have small urban centers, single family houses, and row house models. The hamlets were designed with high environmental standards that include walkability, greenspace protection, and organic farming, with 70% of the acreage protected as greenspace. While Serenbe is an all-encompassing, high-end development and cannot be directly compared to an actual small town, there are some similarities that can be drawn. It is in a rural area of Fulton County that was experiencing the same outmigration pressure from Atlanta that Jackson County is, and responded in a way that enjoys a profit without sacrificing natural resources. Features such as greenspace protection and trail access have proven to be attractive selling points.

RECOMMENDATIONS

SHORT-TERM

Identify open spaces that, if developed insensitively, would jeopardize the rural character of Hoschton.

INTERMEDIATE

Promote conservation design standards that protect open space by incentivizing development that clusters new buildings, maintains viewsheds, reserves greenspace, and includes trail networks.

LONG-TERM

Explore incentives for permanently protecting open space through a community land trust model for properties that should be preserved.

CONNECTIVITY

A Shift towards a Multimodal System

The City of Hoschton is experiencing tremendous growth in population and development. Traffic is becoming heavily congested with little room for pedestrians, and other modes of transportation. Highway 53 is becoming more congested with subdivisions, shopping centers, and new car-centric developments. There is no connection between subdivisions, no walking trials, or alternative multimodal routes to West Jackson Elementary.

WE ASKED: Where is traffic a problem in Hoschton?

"Hwy 53 going through town." *"Around the elementary school"*

"53 and Peachtree"

WE ASKED: What would you be excited to see 10 years from now?

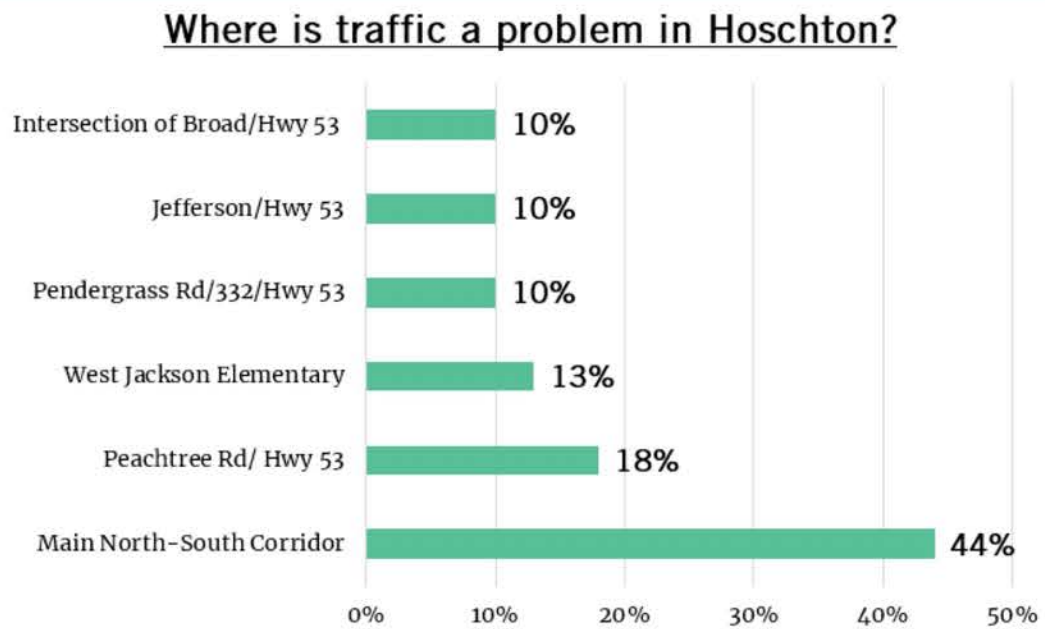
"Golf cart paths and more parks."

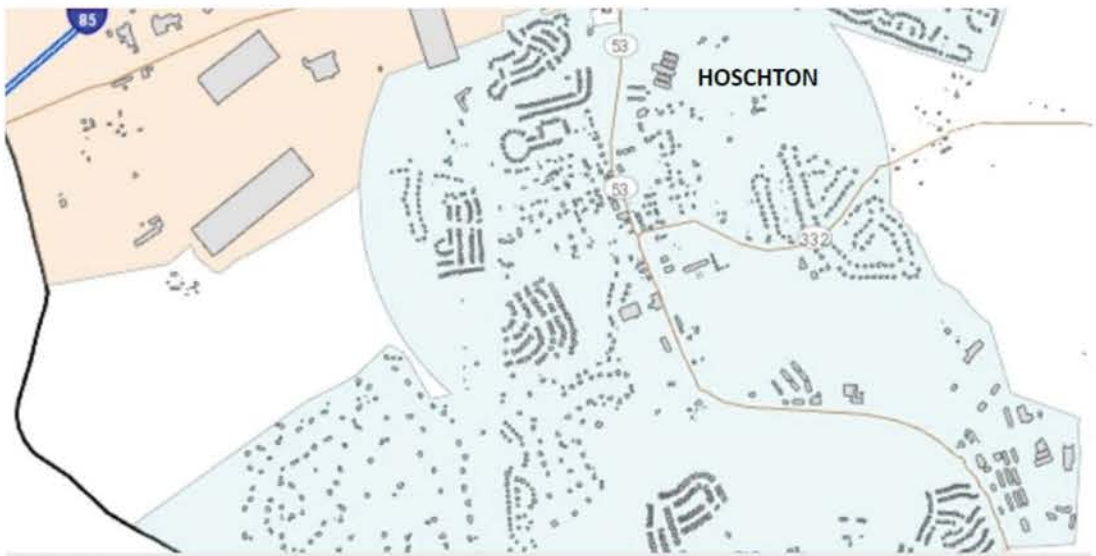
"...walkable trails or greenways connecting neighborhoods..."

"Better connectivity and more hiking/walking trails."

Design Considerations for Connectivity

Create multi-modal alternatives
Connect residential areas to in-town amenities
Encourage more pedestrian foot traffic





Hoschton subdivisions are fragmented with no internal connection. All residential roads lead back to Hwy 53.

CONNECTIVITY
Analysis

Hoschton is rapidly growing and traffic conditions on Highway 53 are a rising issue. Residential developments are fragmented with no alternative modes of transportation. Many in-town amenities are within a 5–10-minute walking distance, but sidewalk conditions and hectic traffic forces residents to rely on vehicles. The "small town feel" is starting to disappear with such heavy development and disconnection, altering the charming character of Hoschton. The following case studies provide examples of cities who have successfully shifted to multi-modal comprehensive plans and placed the well-being of residents at the center of the design solutions. The proposed design solutions highlight areas that can bridge the gap between the traffic disconnect of Hoschton.

CASE STUDY: SRTS -Harrison, Michigan: Harrison Middle School

This Safe Routes to School Project established connectivity from an apartment and housing complex to the Harrison Middle School, and unified routes throughout the town. Students were taking routes of undesigned paths to school with little lighting. This project is one of many success stories about a community realizing the need to create a safe environment and provide the proper infrastructure for students to walk and bike to school. The design solutions include a 10-foot-wide multi-use path from the middle school with lighting, creating a continuous safe path. Creating safe routes to school is a great way to reduce traffic at key times of day, among other health benefits for kids.

Before

After

Before

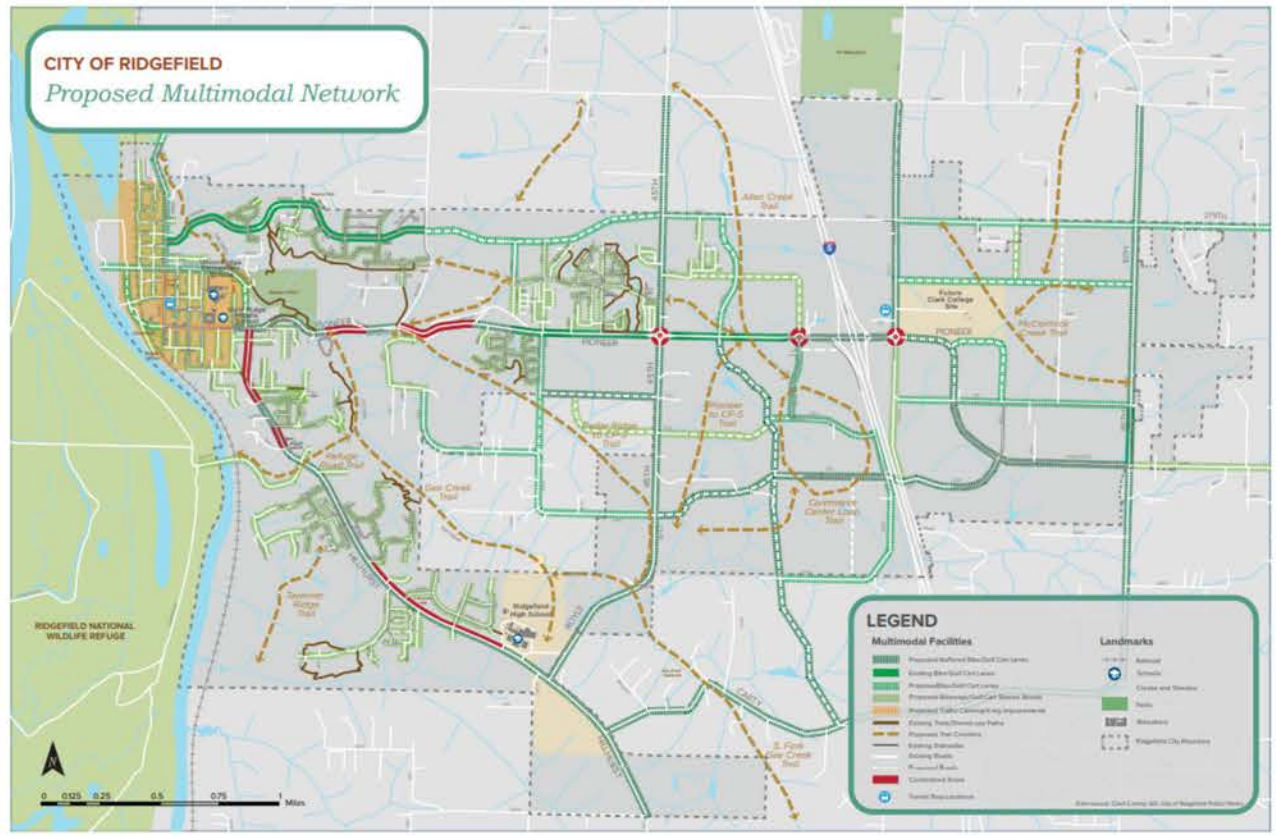
After

CASE STUDY:
City of Ridgefield, Washington

The City of Ridgefield, Washington provides the opportunity for residents and guests to safely walk, cycle, or use golf carts for both leisure and modes of transportation. The Ridgefield Multimodal plan guides the design of the city's transportation system with the anticipation of long-term growth and development.

Multi-Modal Transportation Vision:

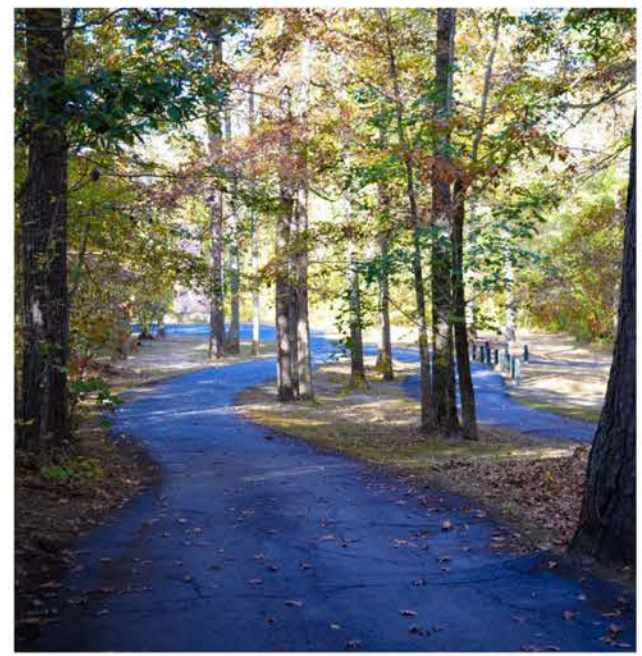
"A comprehensive and interconnected transportation system that allows safe, convenient, and accessible travel by all roadway users, regardless of age, physical ability, or travel mode, and that strengthens Ridgefield's role as a regional economic center, reinforces the quality and character of Ridgefield's neighborhoods and the downtown area, protects its critical environmental resources, and that is aligned with the growth management efforts of the City and region."



City of Ridgefield Multimodal Transporation Plan (Draft)
Ridgefield, Washington - *February 2016*

CASE STUDY:
Peachtree City, Georgia

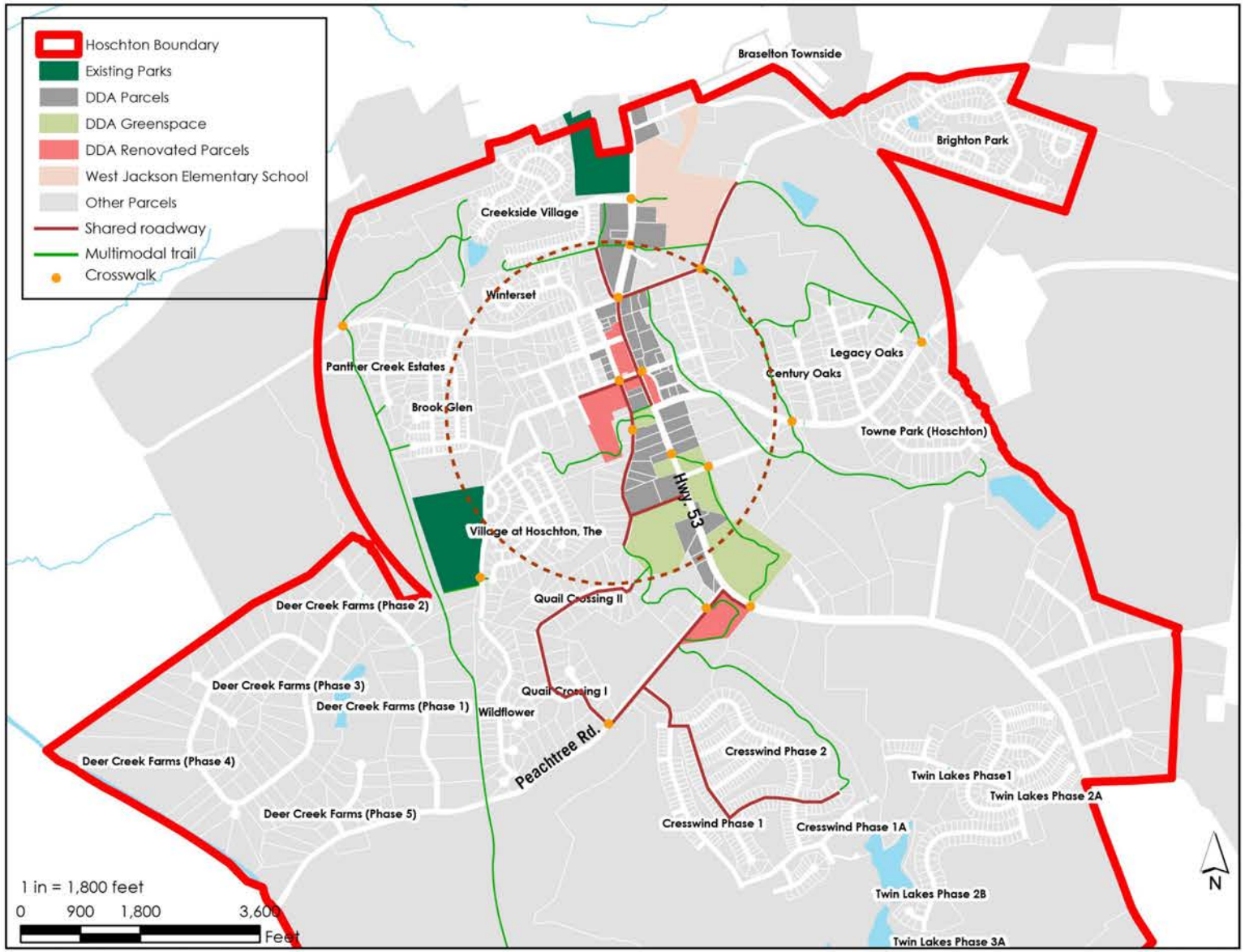
Peachtree City has over 100+ miles of network paths, connecting residents to local retail, restaurants, parks, and other city amenities. These paths are dedicated to pedestrians, cyclists, and golf carts. The city has several programs in place to ensure safety for users when utilizing these paths. Peachtree City is an example of a city that priorities the safety and well-being of residents through implementing and executing a multi-path system. This system has distinguished Peachtree City from other towns in the state of Georgia. With proper comprehensive planning, community engagement, and and an inclusive process, Hoschton can take the next step in creating a multi-path system to alleviate traffic, connect destinations, and market progressive ideals.



DESIGN IDEAS
Connectivity

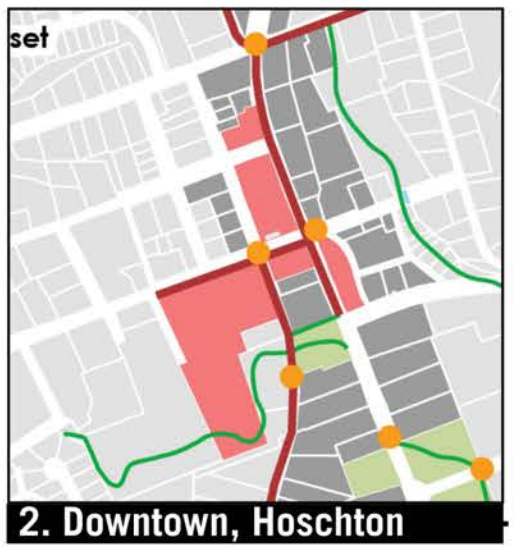
The following concept plans illustrate potential locations for a multi-modal trail system within 4 Zones in Hoschton. Red paths indicate existing smaller roads where walkers, runners, cyclists, and golf carts could safely share streets with cars. Green paths indicate new, wide connective trails that would be for all modes of transportation EXCEPT cars.

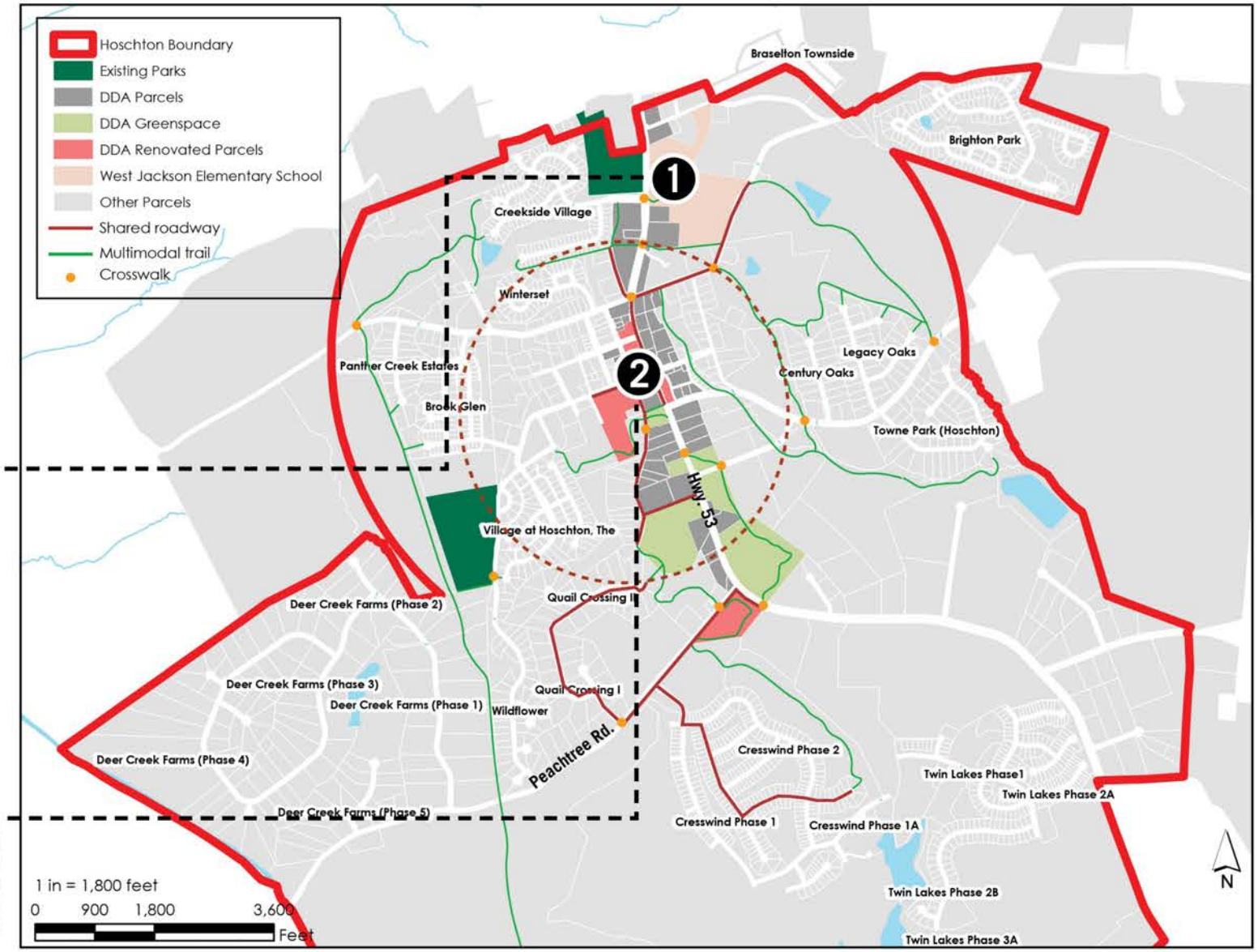
Please note that these potential new trails have not been studied in depth by the charrette team. They are cursory suggestions based on connections at cul-de-sacs, easements, and undeveloped parcels that could serve as a logical starting point for trail planning.



DESIGN IDEAS
Connectivity

ZONES 1-2





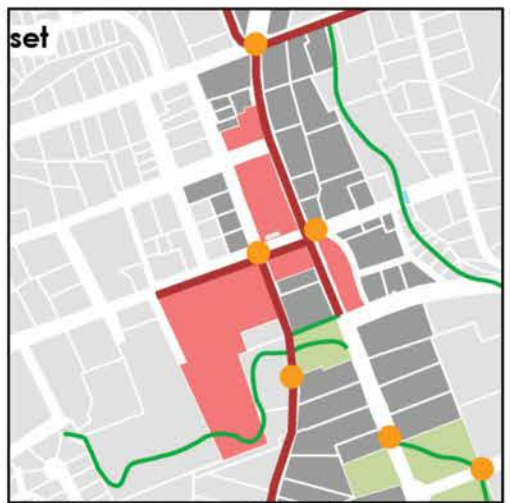
DESIGN IDEAS
Connectivity

ZONES 1-2

1. West Jackson Elementary

Zone 1 is the area around the West Jackson Elementary School. There is a proposed trail from Hoschton Park to West Jackson Elementary. This trail cuts through the wooded area along Highway 53 directly towards the school property. There are also trails sprouting from subdivisions that are adjacent to the school. A new trail proposed as a Safe Route to School may be eligible for grant funding.

Street View - West Jackson



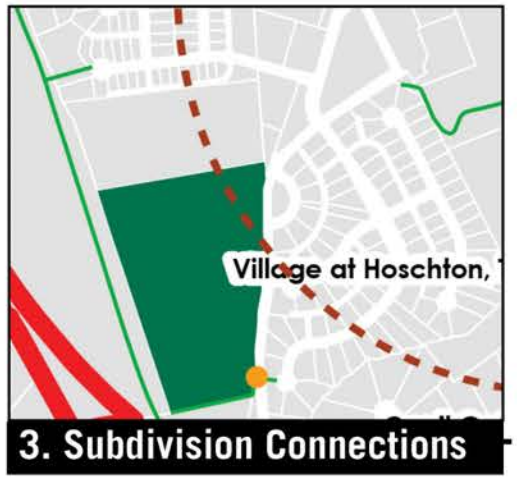
2. Downtown, Hoschton

The Downtown zone is shown with several potential connections between current and newly proposed destinations. Additional crosswalks are key to encouraging more pedestrian activity Downtown. Crosswalks are indicated as orange dots on the map. With multimodal shared paths and improved sidewalk conditions, Downtown will become less of a congested and car dominated area.

Street View - Downtown

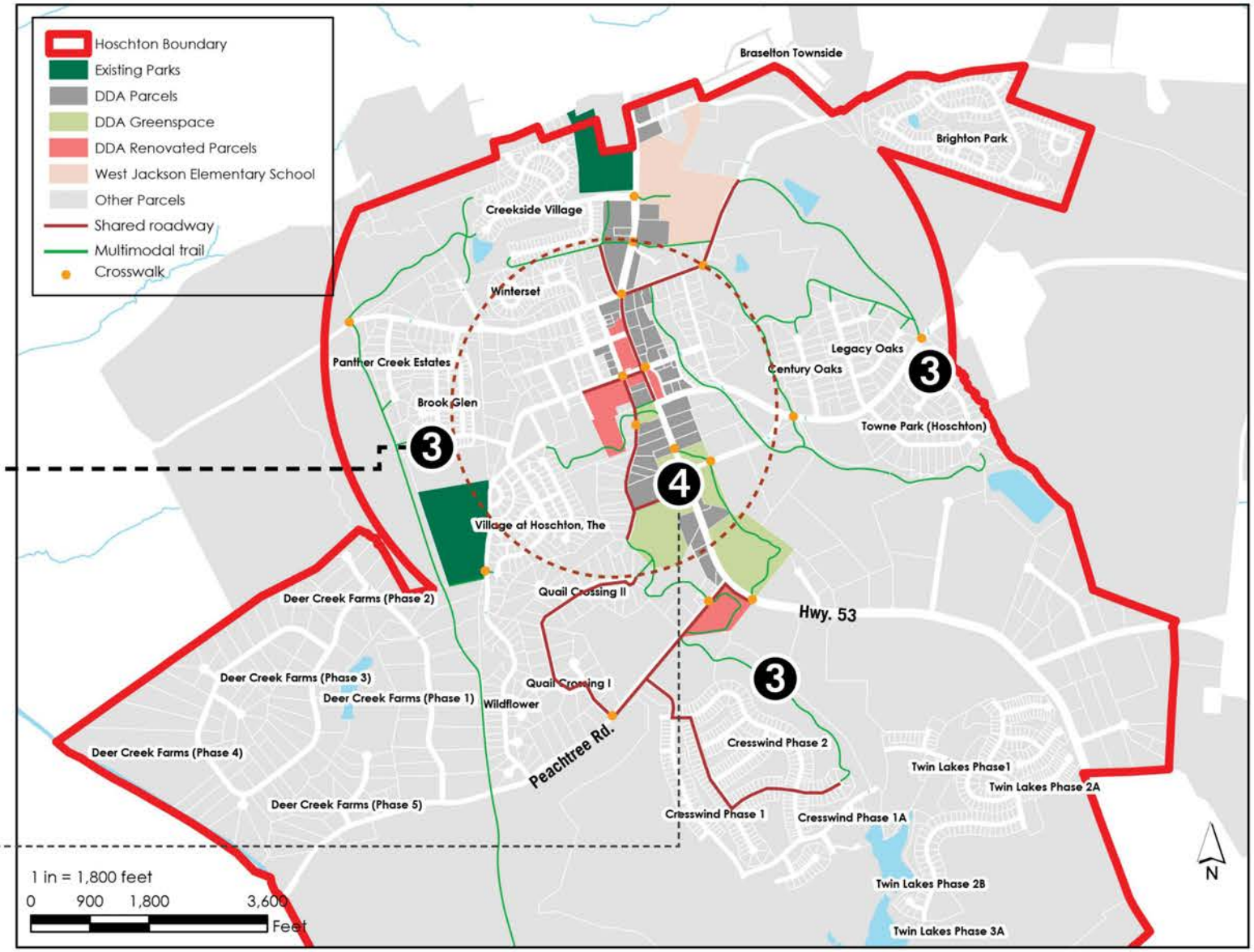
DESIGN IDEAS
Connectivity

ZONES 3-4



3. Subdivision Connections

4. Conservation Areas



DESIGN IDEAS
Connectivity

ZONES 3-4

3. Subdivision Connections

Subdivisions are unfortunately fragmented and have no alternative connection to in-town amenities. The proposed plan attempts to establish multimodal paths that connect subdivisions to the elementary school, parks, and other neighborhoods of Hoschton. Some connections strategically start at cul-de-sacs in subdivisions, as an easy and accessible entry point.

Subdivision Connection to Powerline Easement Example

4. Conservation Areas

The aforementioned conservation areas are all within a 5–10-minute walking distance. Therefore, providing ideal walking conditions and multimodal paths encourages users to utilize the conservation areas. These spaces present an opportunity to develop priority pathways that are separate from cars and delightful to travel by golf cart.

Conservation Area Example

RECOMMENDATIONS

SHORT-TERM

Create a Safe Routes to School program to help alleviate traffic at key times and improve health outcomes for kids.

INTERMEDIATE

Explore new path connections for walkers, runners, cyclists and golf carts by identifying cul-de-sacs, infrastructure easements, and undeveloped parcels that could connect to secondary roads.

LONG-TERM

Create a multi-modal trail network using secondary roadways that provide alternate north-south routes other than Highway 53.

We'd like your feedback again!

Please scan the QR code or follow the link below to take our survey.

Your input will help Hoschton prioritize future investment in the community.

https://tinyurl.com/HoschtonSurvey-2

For more information on the charrette, visit t.uga.edu/7uf

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Thanks to the City of Hoschton and the Hoschton Downtown Development Authority! We are especially grateful to Mayor Shannon Sell, Mayor Lauren O'Leary, Dr. Sri Kumar, Gary Fesperman, Jennifer Kidd-Harrison, the staff and elected officials who participated in our first input session, and the citizens who provided input via our surveys.

CITY OF HOSCHTON

UNIVERSITY OF GEORGIA
Center for Community Design and Preservation
College of Environment + Design