

GEORGIA



CITY OF COVINGTON

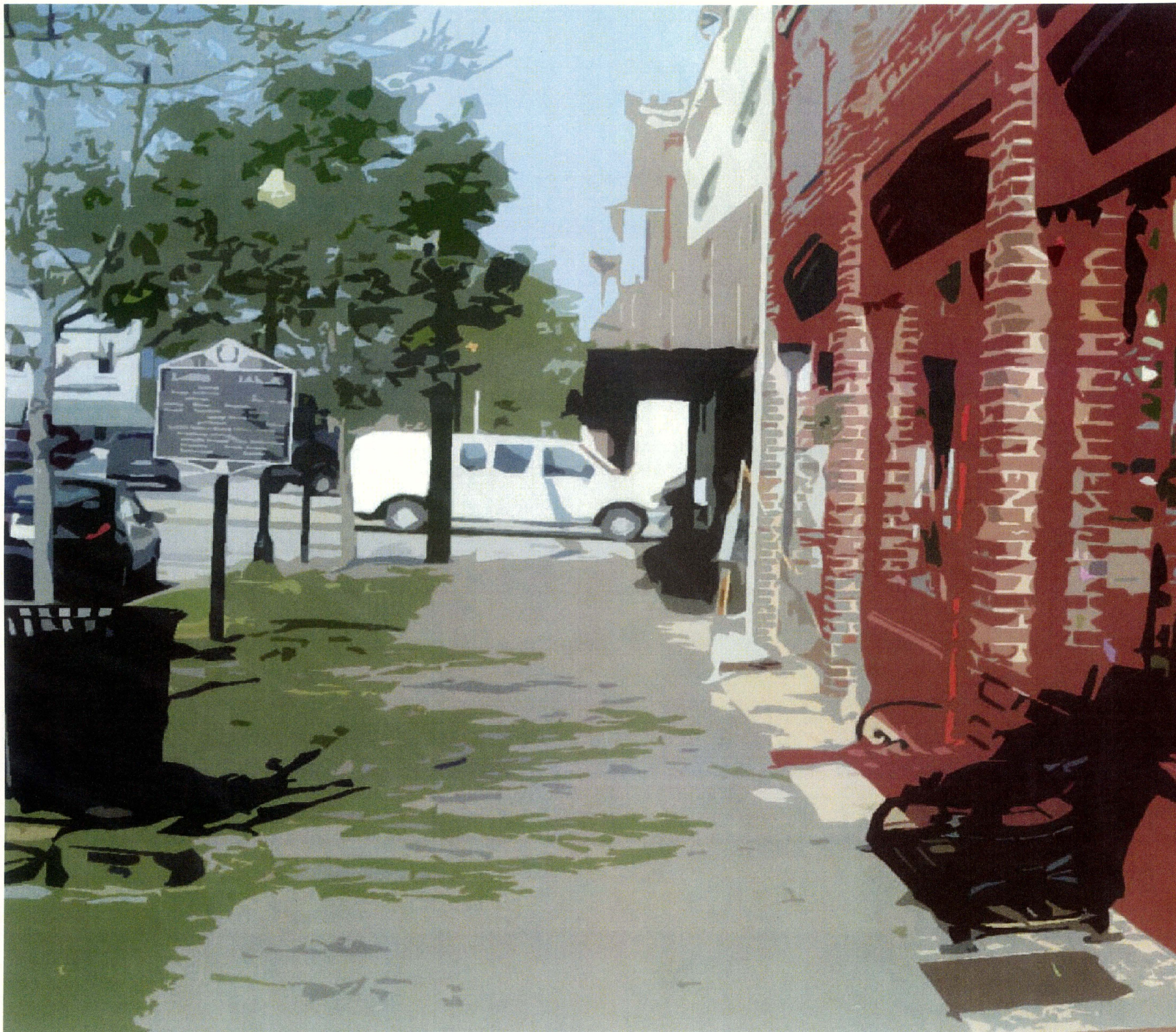
Pace Street Corridor Study

FINAL REPORT - April 2008

Prepared for: City of Covington
Newton County

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The Center
University of Georgia Metropolitan Design Studio

Jones Library
College of Environment & Design
University of Georgia



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Students from the UGA Metropolitan Design Studio,
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and site precedents.

OVERVIEW

Memorable cities are often defined by their great streets. The boulevards of Paris, New York avenues, and the monument-lined streets of Washington, D.C. are aesthetically pleasing on the surface, but they meet the greater needs of their communities in less-than-obvious ways.

Great streets provide a wide range of connectivity, allowing for pedestrian, bicycle, and vehicular circulation. Buildings, not parking lots, border the sidewalks and add visual interest while defining the space. Great streets also provide access to public spaces, which can include different districts of town as well as greenspaces and trails. Streets enhance the health and vitality of the city when it provides users with these choices.

Newton County’s leaders recognize the importance of connectivity and the role that streets play in serving the public need. The Pace Street Corridor plan is the cornerstone project for a greater initiative to make Covington a more walkable city. The plan aims to connect the historic downtown square to the commercial district of Highway 278 by providing pedestrian and bicycle access and crossings. In addition, the plan will integrate greenspaces, both existing and future, within the Dried Indian Creek floodplain and adjacent to the railroads. Perhaps more importantly, the new plan would reconnect ethnically diverse areas of town which have long been separated.

Current conditions along Pace Street fail to provide pedestrian or bicycle facilities. Broken, uneven, and in some cases, the lack of sidewalks endanger and discourage pedestrians from trekking to the downtown square from the Highway 278 shopping area. Disabled citizens would encounter even more problems, as some areas of the sidewalk are too narrow to allow wheelchairs to pass through because utility poles and signage constrict the space. Furthermore, there would be little shade from the summer sun, and wide curb cuts endanger both pedestrians and drivers. The presence of sprawl at the northern end of Pace Street detracts from the environment, as vast parking lots give the street the appearance of a visual wasteland and contrasts with the elegant southern end that connects to the downtown district.

The Pace Street Corridor project would correct these faults and provide a gateway into the downtown area worthy of Covington’s charming character while being a catalyst for increased public support for further projects that would improve the quality of life for the citizens of Newton County.

PHYSICAL ANALYSIS

Research for the Highway 278 Gateway Project was dominantly collected from Newton County’s Geographical Information Systems (GIS) and field study. Students from the UGA Metropolitan Design Studio researched the site by photographically documenting existing conditions and conducting an inventory analysis of the street, sidewalks, parking lots, vegetation, utilities, hydrology, and building facades.

EXISTING CONDITIONS

Pace Street from Floyd to Usher maintains some of the characteristics of the historic downtown area. The sidewalk material is a honeycomb paver which is attractive, but tends to be uneven. Northbound on the western block, the sidewalk width varies from 10’ to 2’ due to obstructions such as light poles, stairwells, and tree planters (which are flush with the sidewalk). The narrower passes create accessibility issues for citizens with special needs, particularly wheelchairs. The sidewalk is flanked by a parking lot (with a concrete driveway, creating a curb cut) and parallel parking. There are no buffers to either of the adjacent parking facilities, only 4” and 6” curbs. The eastern block also has parallel street parking. However, there is a stacked step curb at 6” and 3” heights. The sidewalk slopes toward this curb and away from building structures, posing a challenge to pedestrians due to the uneven pavers. There are two crosswalks available to pedestrians, but the Floyd Street crossing may be challenging for the elderly and for people with special needs. The second crossing at Usher Street is more accessible.

Pace Street from Usher to Stallings is quite an aesthetic change from the downtown area. Most buildings are used by utility or city government entities, and have a variety of setbacks (ranging from zero depth up to 41’-6”), as well as parking lots and other access points. The sidewalks are concrete, but note that half of the eastern block is under construction and currently prohibits pedestrian use. Along the western edge, accessibility is challenged by curb cuts without ramps and a confusing installation of a crosswalk access ramp. This crosswalk is also hindered by poor visibility due to some parallel parking that exists along this block.

There are also instances where utility poles encroach onto the sidewalk. This stretch of Pace Street is the beginning of visible overhead power lines, which become more visually prominent as one travels northbound.

Stalling Street runs parallel to railroad tracks, which are a huge obstacle in relation to pedestrian safety and accessibility. The railroad corridor is about 42’ wide with three sets of tracks and it lacks sidewalks, so pedestrians must cross the uneven mix of rails, asphalt, and gravel surfaces. As such, the railroad tracks are an important line of demarcation for pedestrians. After one crosses the railroad corridor, the western edge sidewalk reemerges as a 5’-6” wide walkway with a 2’ curbed roadside buffer. While the sidewalk is relatively consistent in width and the provision of a buffer, its condition is steadily deteriorating. From William Street to Highway 278, the sidewalk has large stretches of broken concrete and obstructive, overgrown vegetation. There are also instances where the sidewalk is flush with the road bed and no curb exists. At the railroad juncture, the eastern edge no longer caters to pedestrians. The final stretch of Pace Street, which is predominantly commercial (mostly strip malls), has no sidewalk. Because this portion of Pace Street changes to four lane traffic, further pedestrian use by means of street crossing is discouraged.

SLOPE ANALYSIS

The Pace Street Slope Analysis shows the gradient along Pace Street from downtown Covington to its intersection with Highway 278. The slope falls into two categories: 3% or less and greater than 3%, but less than 4%.

Additionally, it is important to note the basin that is created as slopes descend towards the creek from US-278, maintaining a relatively level grade for approximately 400 feet before regaining elevation near the railroad corridor. This topographical change echoes the landform of the nearby depressions adjacent to the Antique Store parking lot, as well as Dried Indian Creek to the north.

TREE INVENTORY

The Pace Street Tree Inventory was compiled by the county arborist, Debbie Bell. The specimen trees located from the square to Stallings Street include four Goldenrain trees (ranging from 12-15' tall; 5.5" DBH; all in fair condition) and six American Holly shrubs (ranging from 7-10' tall; all in fair condition; due to restricted space, they are growing into the sidewalk). The specimen trees located from Stallings Street to Highway 278 include 65 Crape Myrtles. Of the 65 Crape Myrtles, 33 are single-stem ranging from 12-15' tall, with 7-11" DBH, and are all in good condition. Nine single-stem trees range from 9-12' tall, with 3.5-7" DBH; two trees are in fair condition, and one is in good condition. Twelve trees are multi-trunked and range from 12-15' tall; eight are in good condition, and one is in fair condition. One multi-trunked tree is 7' tall, and in good condition. Other trees in fair condition along the corridor include Maples, Oaks, and River Birches.

UTILITIES

The Pace Street corridor has an excessive amount of utility poles and lines, creating highly visible overhead power, telephone, and cable wires. The utility poles run directly next to the street and are old and unmaintained. At the southern end of the corridor, the utility poles are positioned on the sidewalks. Along the corridor's northern reaches, most of the utility poles are located within the 2' landscape strip between the street and the sidewalk.

LAND USE

The existing land use along Pace Street is predominantly commercial. The north end of Pace Street mainly consists of declining strip malls while the central portion of the corridor hosts of civic and utility services. On the south end of Pace Street, Covington's historic downtown is composed of commercial, civic, and public land uses. Downtown revitalization efforts have also created some mixed use areas. The new construction on the south end of Pace Street creates new civic and commercial land uses. Some residential land use exists within the corridor, but is not directly off of Pace Street.

URBAN CONTEXT

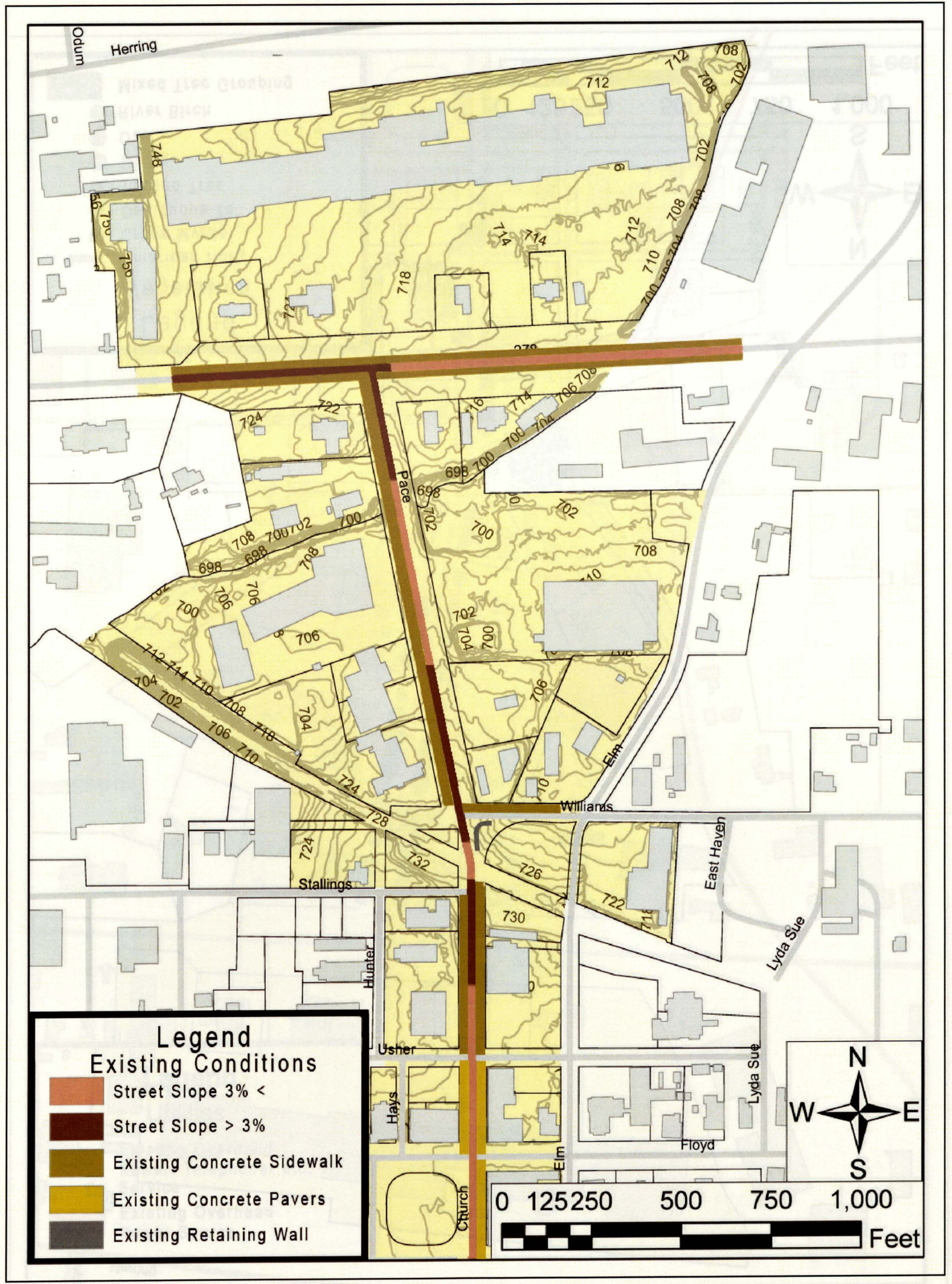
This analysis plan evaluates the corridor from the point of view of both residents and visitors. Kevin Lynch first developed the methodology employed in this report in his cutting edge publication *Image Of The City* published by MIT Press in 1960. In his book, Lynch develops a vernacular to discuss the condition and natural evolution of towns and cities. This vernacular has become a foundation of several generations of planners and designers who try to give meaning to community and growth. While the Pace Street Corridor composes only a small segment of Covington's street network, it has many of the elements that have become a part of our language such as: Gateways, Landmarks, Nodes, Edges, Districts, Neighborhoods and Pathways.

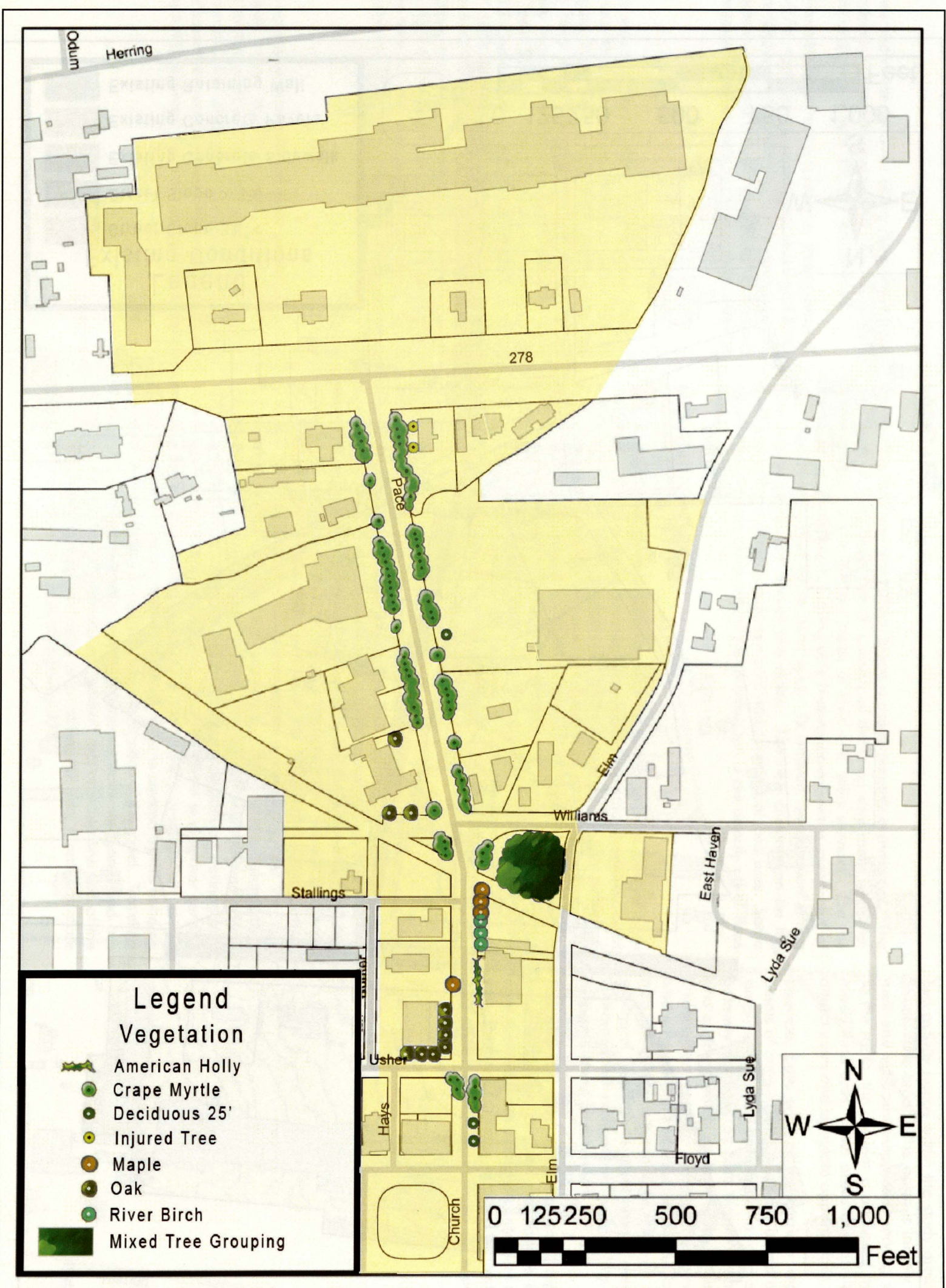
For clarity, this analysis separates the circulatory elements from the remainder of the elements. Both Highway 278 and the railroad crossing represent edges for the study area. Edges separate both similar and dissimilar uses, creating barriers with varying degrees of permeability for the resident and visitor. In this case, Highway 278 is a regional transportation arterial road with four lanes of traffic and a center turn lane. For the pedestrian, this creates a longer distance than most are comfortable in traversing, and the high velocity traffic serves to further discourage use. From a land use standpoint, the highway also separates the smaller commercial establishments from the larger commercial developments and their accompanying parking lots. To the south, the railroad intersection with Pace Street is a barrier serving to divide the aesthetics and accessibility of the study area. South of this crossing, a more uniform and urban street edge is created by the building frontage. Additionally, sidewalks also line both sides of the street. Traveling north of the railroad crossing, buildings become more staggered and are set back from the road. Sidewalks are existent, but only line one side of the street. Although this southern edge is an active rail line, it remains more penetrable than the imposition of Highway 278.

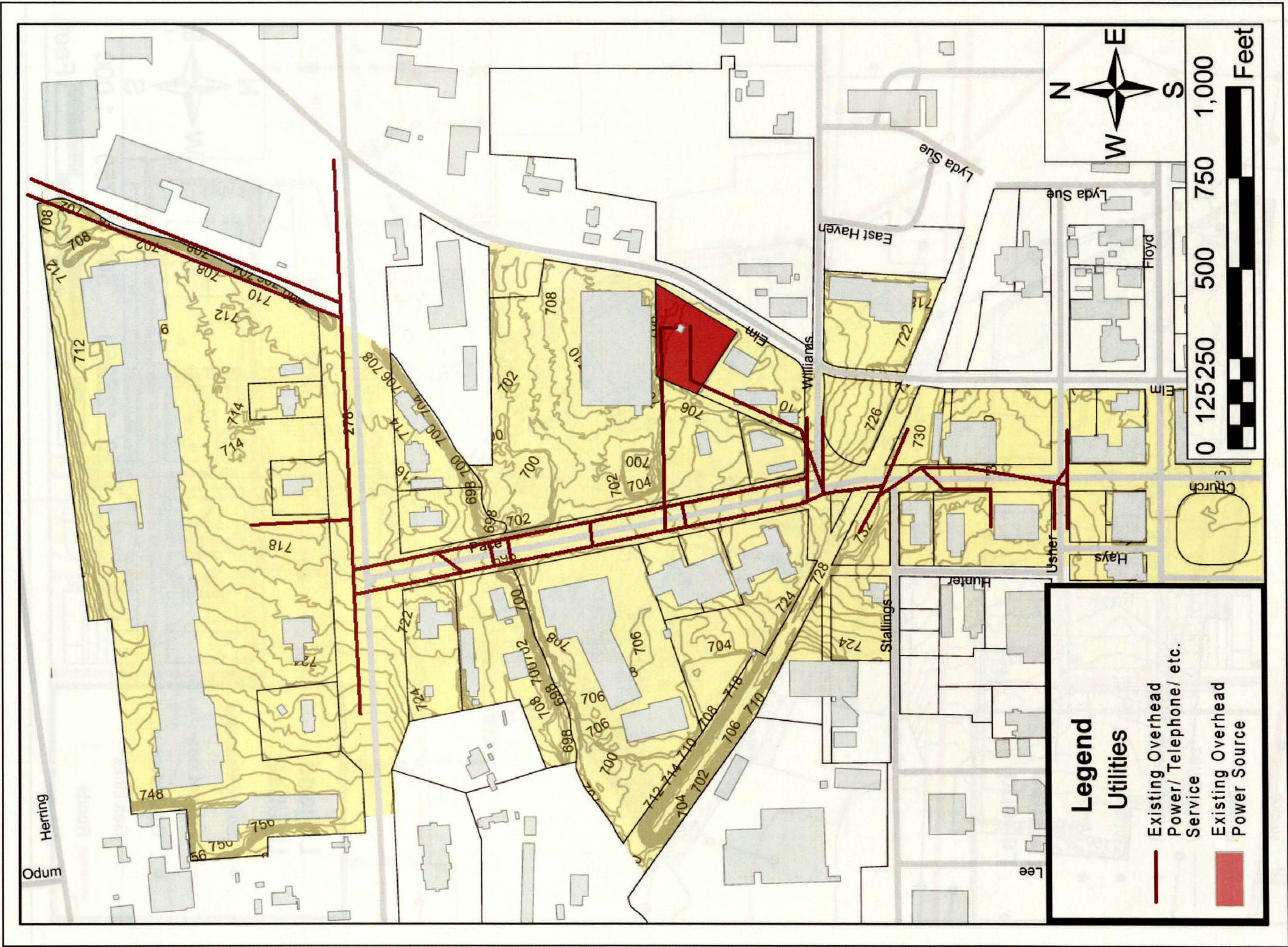
Two activity nodes within the study area function as the bookends to Pace Street. The area to the north is largely commercial within a big box strip mall and adjacent outparcels, serving various retail and restaurant uses. To the south, the corridor is anchored by the town square with its adjacent mixed land uses. Both areas are justified as nodes due to their ability to attract users and stimulate opportunities for interaction.

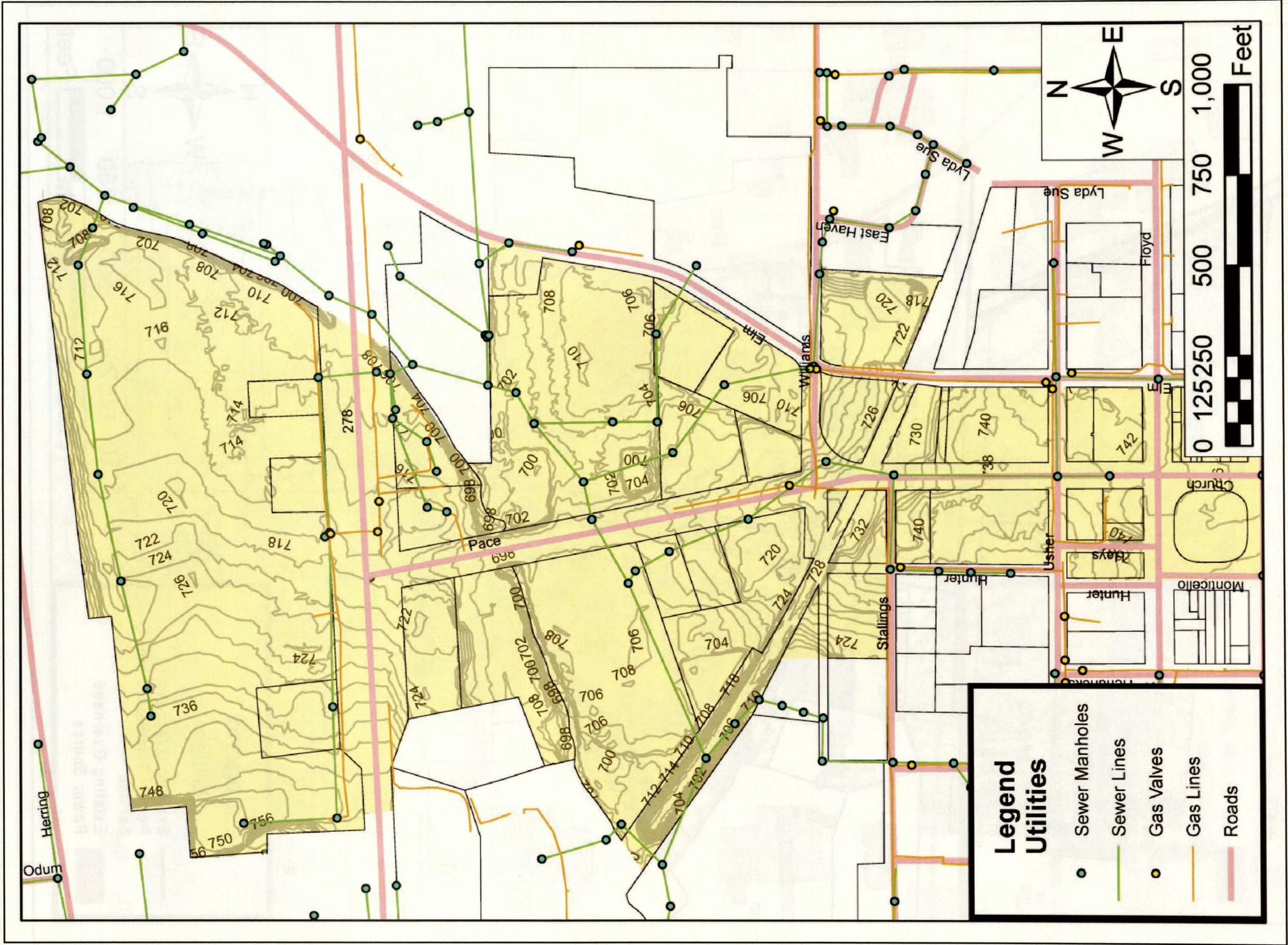
Likewise, both ends of the corridor represent gateways. Gateways are points of entry. Often these are based on change of land use or they may simply serve as the terminus of a road or street. In this case, the northern gateway functions as both terminus where Pace Street technically begins and as the greatest point of entry gathering travelers from Highway 278. The southern gateway serves as the entry into the historic town square, and where Pace Street ends and becomes Church Street. This southern gateway also serves as a landmark, as the town square is unmistakably recognized as one of Covington's great historic assets. To both residents and visitors, landmarks are navigational tools. They can vary in scale and hierarchy or be architectural or natural.

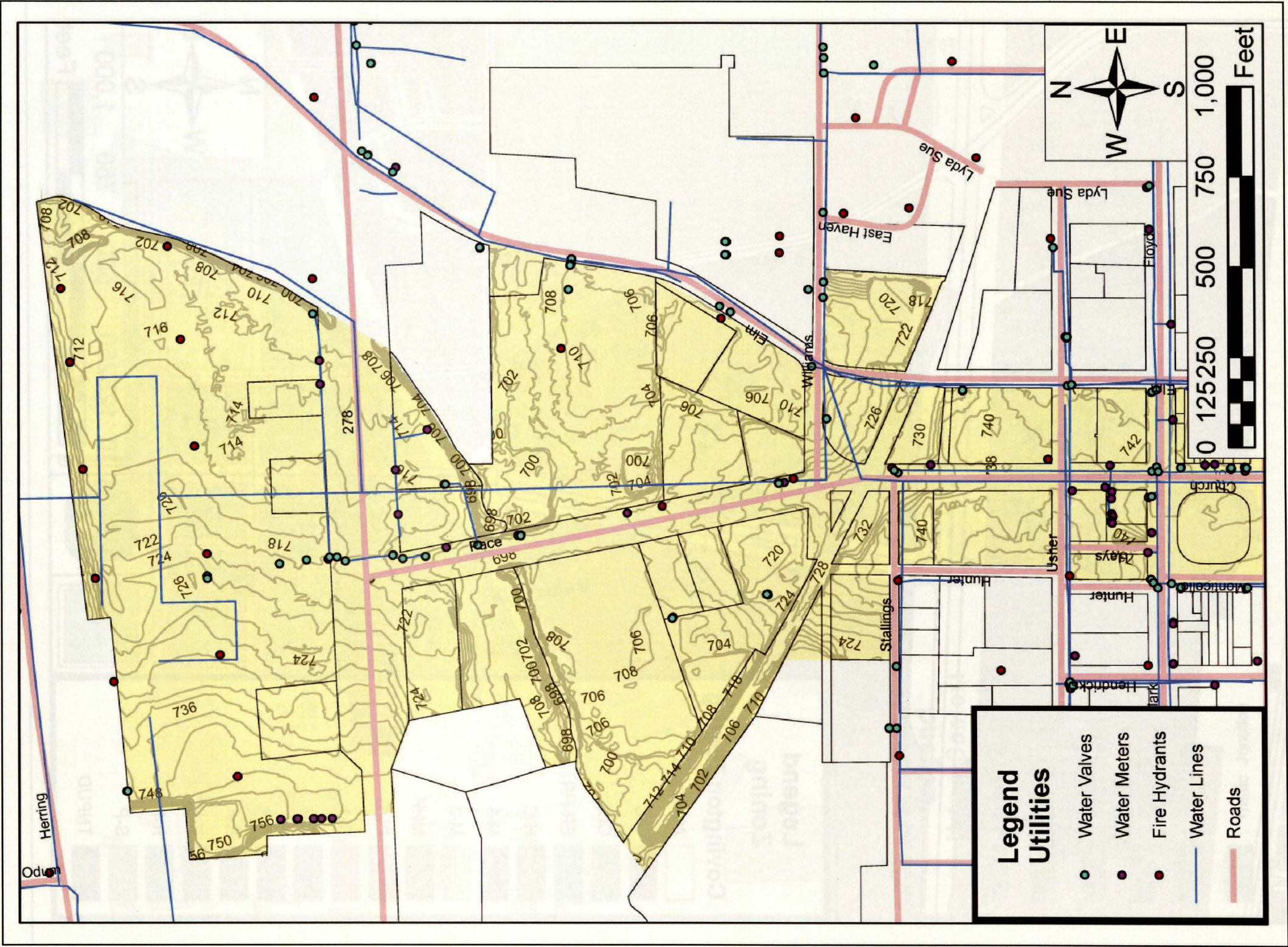
This inventory map also graphically depicts the various rights-of-way that occur within the corridor. As can be expected in older downtowns and communities, there is a significant range of widths as a result of development prior to standards being adopted by the City. The rights-of-way range from 100' wide north of the tracks, to 75' wide along the southern portion.

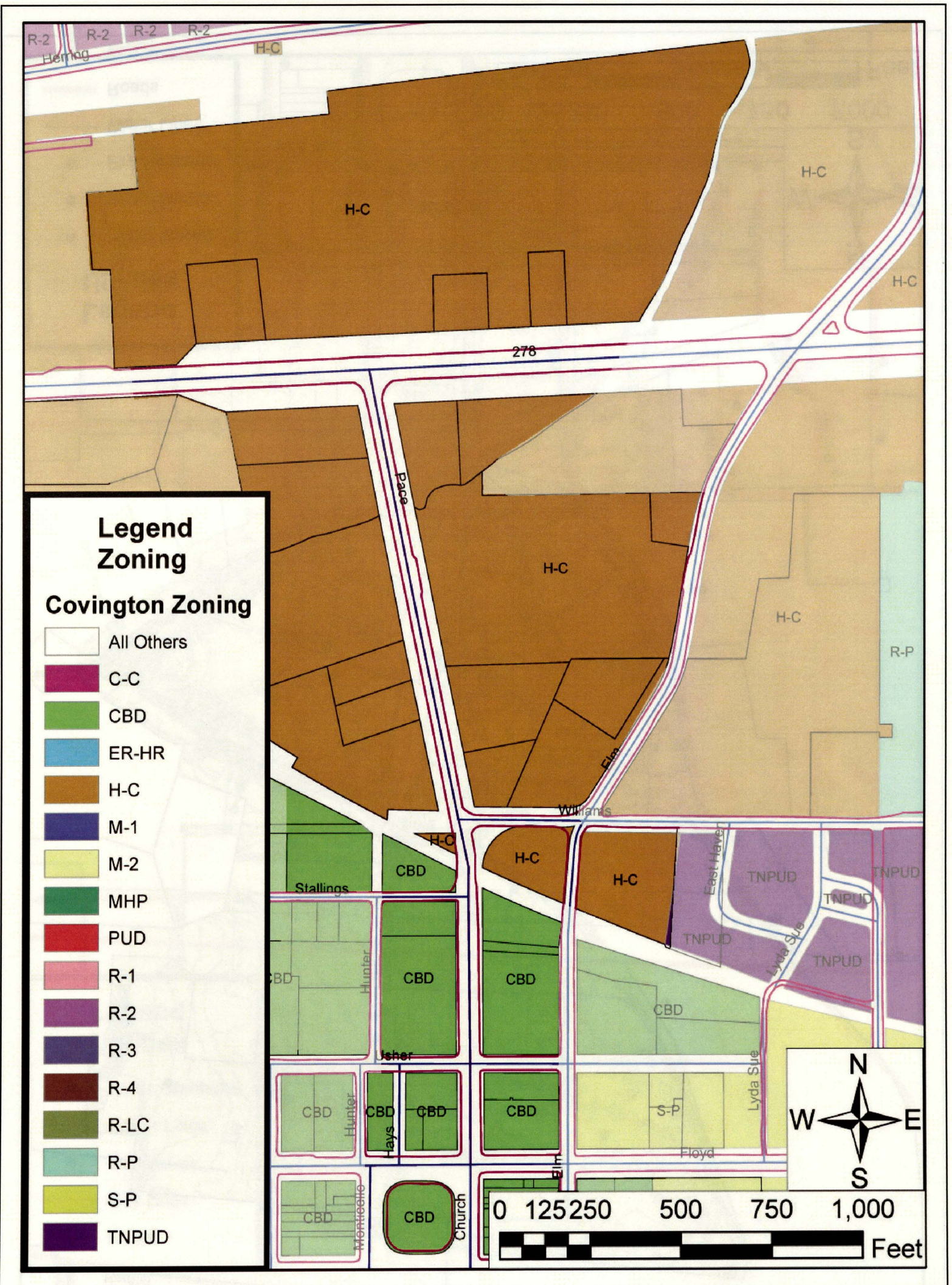


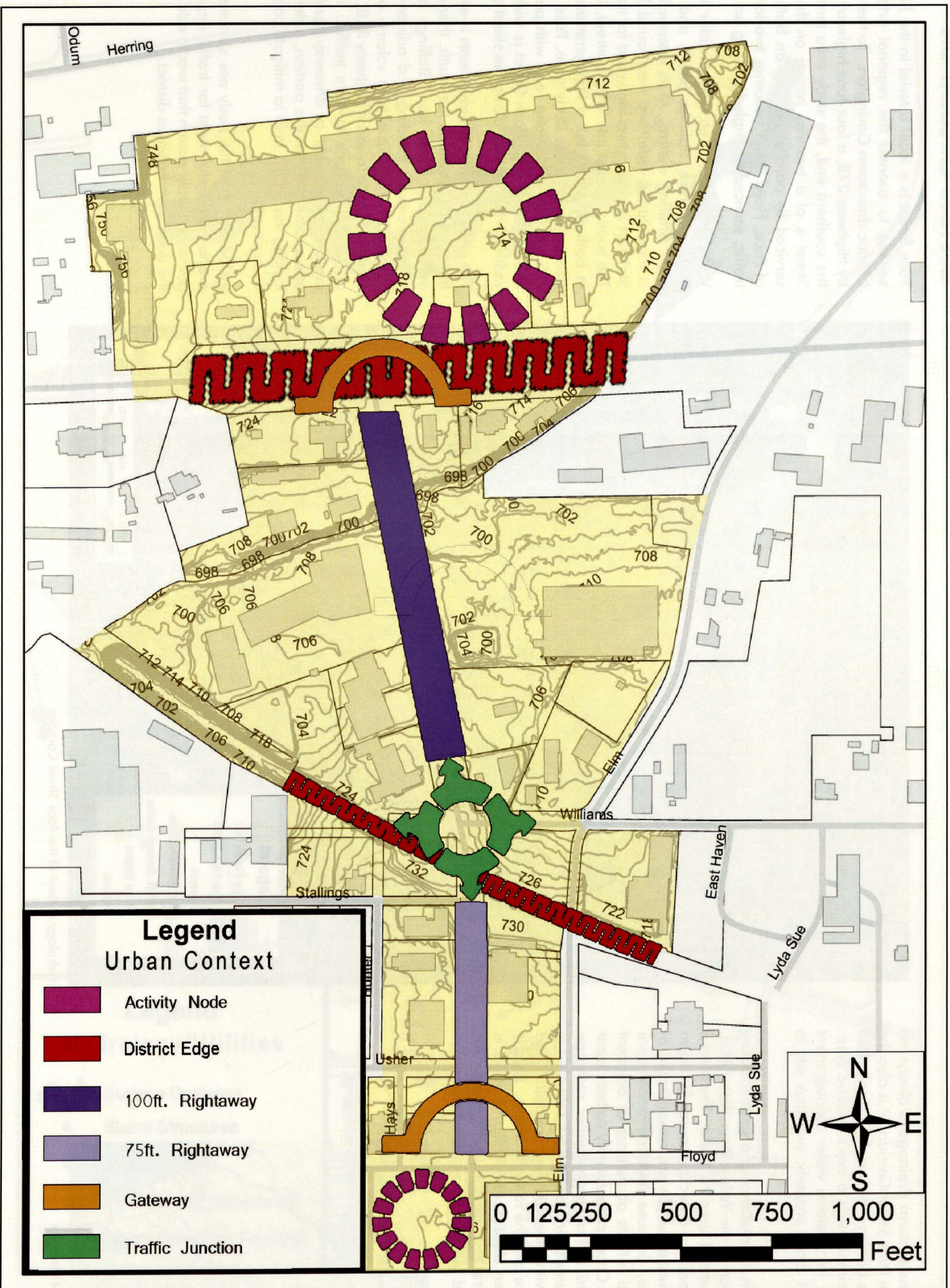












EXISTING HYDROLOGY

As a component of the infrastructure, storm drainage is always an important factor. In the case of the Pace Street Corridor, it is also the most evident natural system. This becomes especially critical when planning for redevelopment to complement a city's historic core. Throughout the Pace Street study area, storm water management poses an issue. Runoff does not drain properly, and thus sits in several places along the corridor.

Making this issue more important is the presence of a small tributary at the street's northern end. As part of the Yellow River Watershed, Dried Indian Creek flows east to west and has a 25' buffer. The stream runs perpendicular to Pace Street, and is a collection source for storm water runoff. Many of the storm water outfalls are concentrated at the intersection of these two entities. Because detention facilities are sparse along Pace Street, coupled with its abundance of adjacent impervious surfaces, Dried Indian Creek consequently collects most of the corridor's storm water and overall groundwater recharge is lacking. One of the primary areas for storm water retention is within a small depression located within the 100-year floodplain and situated between the Antiques Store and the railroad tracks. Nearly half of Pace Street's length between US-278 and Williams Street is located within the floodplain, putting much of this section at risk for flooding during both 100-year and 500-year major storm events.



Dendritic drainage system of Georgia



Hydrology context of the Pace Street Corridor

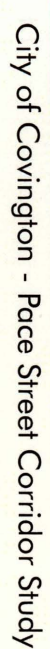
EXISTING CIRCULATION

Pace Street is a local arterial in the hierarchy of automobile traffic, serving to connect the regional arterial street, Highway 278, to historic downtown Covington. To the north, the study area is bound by Highway 278, a four-lane highway with a center turning lane. At the southern end, the study area terminates at Floyd Street. Floyd Street is of a two-way nature on the eastern side of Pace Street, serviced by parallel parking on both sides. On the western side of Pace, Floyd Street becomes two lanes of one-way westernbound traffic, serviced by angled parking on either side.

Within the study area, the corridor has three intersecting streets: Williams Street, Stallings Street, and Usher Street. Each of these have differing widths. At its intersection with Pace, Williams Street is three lanes wide: two westbound lanes and one heading east. Stallings Street is a two-lane road for traffic moving in both directions. The southernmost intersecting street, Usher, has two lanes of traffic in both directions but a less generous right-of-way of 50'. At the northern end of the study area, Pace Street is four lanes wide, but it tapers into a two-lane road with parallel parking near the Usher Street intersection. Pace Street is wide set, providing an adequate width of right-of-way along the street and at intersections.

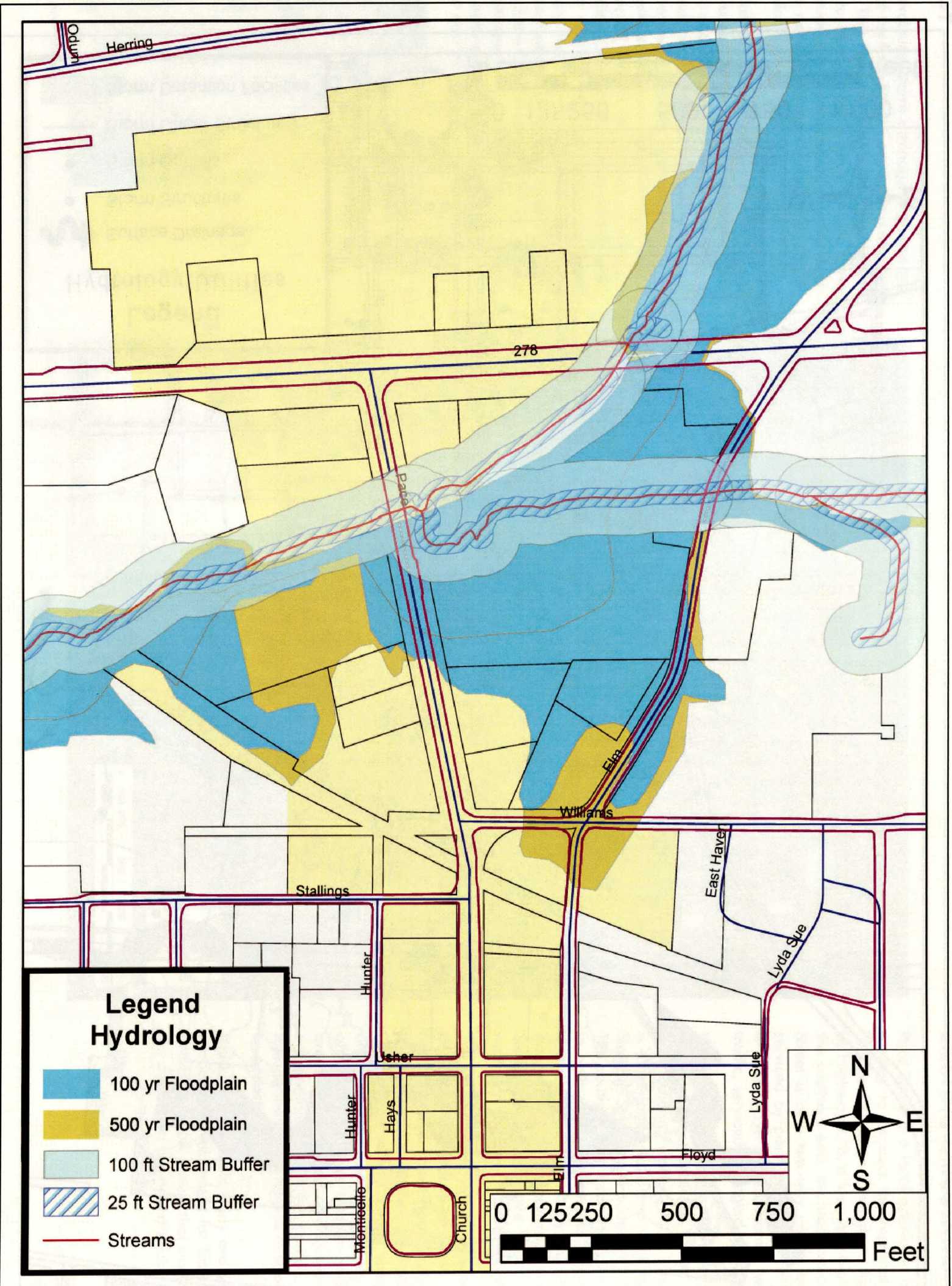
The need for traffic improvements is evident throughout the length of the corridor. Towards the south, there are visibility issues. Vehicles entering Pace Street from Stallings have an obstructed view due to the Comcast building and adjacent parallel parking along the road. There is also a high volume of northbound traffic from the downtown area towards Highway 278, creating a need for alternative organization efforts to calm traffic. In the northern section, there are a large number of driveway penetrations in close proximity to one another. Within this portion, a defined vehicular organization is lacking that would help to mitigate conflicts between vehicles as well as pedestrians.

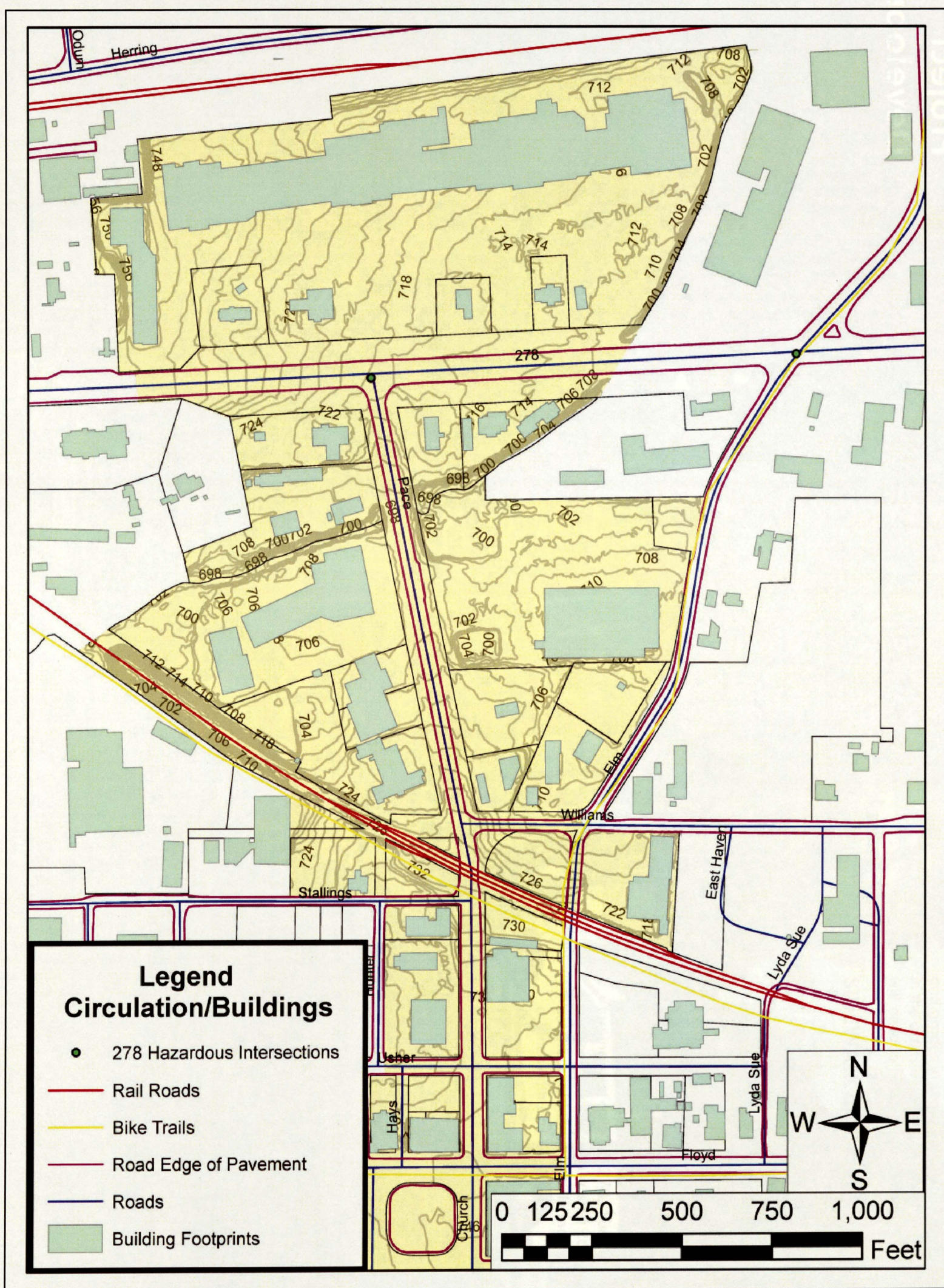
Included within this study are sections illustrating the existing and proposed development for traffic improvements and the proposed pedestrian walk system that would add linkage between US-278 and the downtown business district.



EXISTING HYDROLOGY

As a component of the existing hydrology, the map shows the 100 year floodplain, the 500 year floodplain, the 100 foot stream buffer, and the 25 foot stream buffer. The map also shows the location of the Pace Street Corridor, the Pace Street Bridge, and the Pace Street Bridge Approach. The map is a map of the Pace Street Corridor, showing the location of the Pace Street Bridge, the Pace Street Bridge Approach, and the Pace Street Corridor. The map is a map of the Pace Street Corridor, showing the location of the Pace Street Bridge, the Pace Street Bridge Approach, and the Pace Street Corridor.







Project Development

DEVELOPMENT SUMMARY

Pace Street is, in many ways, a cross section showing the history of development patterns within the community. Speaking to this history begins at the historic city square, which provides an anchor and a landmark to this corridor, and moves north towards U.S. Highway 278. Closest to downtown, defined circulation patterns reveal the level of attention given to both pedestrian and vehicular realms. In having the buildings define the street edge within this section, a pleasant environment is created for the pedestrian as the structures help to directly activate street life. Moving north, these growth patterns begin to change. Buildings become more staggered along the street edge until eventually becoming set back so far that any relationship to the street feels lost. Curb cuts are abundant and as such create a confusing environment for drivers and an intimidating experience for pedestrians. Furthering this, many of these driveways enter into large and often underutilized parking lots where there is very little buffering between the adjacent Pace Street.

A vital component to the Pace Street corridor will be its ability to accommodate future growth and potential greenway and open space linkages. As large swaths of land along this street are poised for redevelopment or have the potential for such, this concept should seek to allow for future on-street parking while continuing to respect the current land uses. It is largely anticipated that this future development will follow the principles of New Urbanism, wherein the senses of scale, community, and linkage found in historic communities are instilled into the urban developments of today. It is through redevelopments of this nature that Covington's historic downtown attributes could continue to be respected and pedestrian walkability can be better achieved.

Where the potential for future greenways and open spaces exist along this corridor, pedestrian connections should be respected and accommodated. Worth noting is the Dried Indian Creek Greenway where Pace Street intersects. At this particular junction it is recommended that this greenway be diverted from the stream's edge due to less conducive slopes found between Pace Street and Elm Street. Instead, it is suggested that this greenway connector follow Pace Street north to US-278, then head east along the highway's northern edge to reconvene with the creek. This recommended alignment would avoid any mid-block crossings across US-278, assist with bike lane inconsistencies along Pace Street's northern section, and provide for multiuse sidewalk widths where currently none exist.

In considering all potential changes to Pace Street as related to its context and current traffic volumes, the most ideal solution may be what is essentially referred to as a road diet. Using this approach, existing curb lines and underground utilities are respected. It is merely the reconfiguration of the four existing travel lanes to allow for better organization and usage. Generally speaking, this transformation would take the approximate 40'



An example showing the aesthetic introduction of bioretention into the urban realm. (SW 12th Avenue Green Street Project, Portland, Oregon. Photo courtesy: City of Portland Bureau of Environmental Services)

width road section and convert it into two 11' travel lanes, a 10' center median or turn lane, and 4' bicycle lanes on either side of the roadway. To accommodate future on-street parking in the areas outside of the historic downtown, trees and sidewalks would be distanced accordingly from the existing roadway edge. At a later date, this parallel parking could be added under private or publicly funded projects with relative ease.

As an added feature to this road diet, innovative measures are suggested as a means to help reduce the amount of stormwater runoff as it feeds into Dried Indian Creek and its adjacencies. By intercepting portions of this stormwater into decentralized bioretention zones, there should be less impact on these waterways while the overall demand on the city's storm sewer infrastructure is somewhat reduced. In areas where center medians might exist, curbed bioswales may be created as an effective means to treat stormwater and to allow for infiltration. In much the same manner, parking bulb-outs and landscape strips can be reconfigured to allow water the chance to percolate wherever these features occur. An added benefit to each of these bioretention zones is that they offer the opportunity for subsurface water storage, thereby providing street trees and roadside plantings with supplementary water during the hardships of drought.

Together, with these proposed implementations along Pace Street, the overall organization may be given more definition while respecting the most evident natural system of hydrology within this corridor. The redevelopment and expansion of the pedestrian system will also help to stitch together the various land uses, both existing and future, along Pace Street's edges. However,

design challenges are certainly posed by the variation of right-of-way widths and grades in some of the areas along the roadway's shoulders, particularly in the areas of the creek crossing and future open spaces. These challenges will need to be addressed with creative design solutions.

SIDEWALK IMPLEMENTATION RECOMMENDATIONS:

US-278 TO DRIED INDIAN CREEK CROSSING

As this intersection interfaces with the design speeds of US-278, any proposed geometrical changes are suggested to be minimal. Based on existing circulation, however, there may be an opportunity to introduce a center median and limit northbound vehicular use to the remaining two lanes. The use of the right northbound lane would be consistent with its existing condition as a turn lane heading east on US-278. It is proposed that the left most northbound lane be shared between through traffic passing straight into the Newton Plaza Shopping Center, as well as traffic turning west onto US-278. Further traffic observations would be needed, however, before such a shift could occur. For Pace Street's remaining southbound lane, the only modification would be to reconfigure it with a lane width of 11'.

In addition to the possible creation of a center median, this study recommends that the unused striped area at the intersection's southeastern corner be transformed into a raised landscape island or pedestrian refuge. The two remaining landscape islands to the north could receive low-height landscape plantings that would not conflict with vehicular sight triangles, in addition to any sidewalk and crosswalk improvements.

With or without these implementations, the existing sidewalk along the western edge of Pace Street should be removed and replaced with one of 6' width. When constructed, it should include the provision for a 4' landscape strip between its inside edge and the curb line. Since there is currently no sidewalk on the east side of Pace Street, it is recommended that the multi-use path be constructed here to connect the future Dried Indian Creek Greenway to the northern side of US-278. Where it terminates at the main entry to Newton Plaza, this path shall tie back into the existing concrete sidewalk that currently exists along the highway.

As part of this gateway's construction process, a low brick wall is recommended to be built at the intersection's southeastern and southwestern corners. This will help to mitigate any minor changes in grade and will also visually promote this intersection as the gateway into Covington's historic downtown. Refer to the Conceptual Design Feature shown on page 24 and the section shown on page 28 for more information.

DRIED INDIAN CREEK CROSSING

The proposed node for the creek crossing extends from the Covington Mattress Outlet and Popeye's south to the Antiques store parking lot. As an area within the corridor where a high level of pedestrian circulation is likely to occur upon implementation of the future Dried Indian Creek Greenway, certain measures should be pursued to help calm traffic as it approaches the crossing. Within the approximate 250 linear feet of this node, an opportunity exists for this roadway section to narrow from 40' to 32'. As an area that is currently challenged by the close proximity of the creek's existing culvert walls, such a shift could also offer a safer and more inviting experience as the confluence of pedestrian and vehicular circulation occur.

Due to the limitations in providing on-street bicycle facilities as Pace Street approaches US-278, it is recommended that the Dried Indian Creek crossing become the logical termination for on-street bicycle lanes proposed within the corridor's southern portions. By allowing a narrower section of roadway within this node, an 8' cumulative width is gained that can be allocated towards the creation of two 10' multiuse sidewalks flanking the street. The remaining roadway section would receive two 11' travel lanes and a 10' pedestrian refuge or bioretention swale. As this is Pace Street's low point, the installation of a drainage structure and piping within this bioswale may be needed to send any of its overflow into the adjacent stream. The construction of a single new crosswalk



Pedestrian crosswalks are located at every intersection around the Square in Gainesville, Georgia

is also recommended at this intersection for increased pedestrian safety. As a means to create a safe and more cautious bicycle riding environment, it is proposed that this crosswalk not be perfectly aligned with the greenway crossing. This design motive should encourage future greenway cyclists to decelerate as they approach the crossing and take note of oncoming vehicular traffic. Should the greenway and crosswalk be directly aligned, less care might be exercised by greenway users as they traversed this crossing.

Along the eastern edge of this node, two vehicular aprons are suggested to be closed or relocated. By closing the southernmost apron for the Mattress Outlet, its remaining entry would fall into better alignment with the Popeye's entrance. Similarly, the northernmost apron lying just south of Dried Indian Creek could receive the same treatment so that it may better align with the entrance into the Antique store parking lot. By reducing the overall volume of these curb cuts, more comfort can be added within the pedestrian zone and better vehicular visibility will be given at these site egress points. Refer to the Conceptual Design Feature shown on page 25 and the section shown on page 29 for more information.

DRIED INDIAN CREEK TO WILLIAMS STREET

Within this section of the corridor, the commercial land use that is largely prominent in the northern section is continued as Pace Street approaches the railroad crossing and downtown. Older shopping malls and motor companies occupy a good portion of the land, with many of their parking lots encroaching into the Pace Street right-of-way. Additionally, it is within this section that the largest amount of curb cuts are seen. It is suggested as a means of improving the Pace Street experience for all users that many of these driveways receive narrowing or relocation. As such, the design of any new sidewalks and bike lanes within this zone should be coupled with circulation studies to help find the most effective solution. The encroachment of parking areas into the right-of-way will also pose a design challenge. However, it is the planning team's recommendation that these areas receive minimal treatment with exception to landscape buffering from the sidewalk adjacencies.

It is also suggested that the traditional road diet concept begin within this stretch of Pace Street, while accommodating future on-street parking as redevelopment occurs in its bordering parcels. The existing road width of approximately 40' should be transformed into two travel lanes, a center turning lane, and bike lanes. Where there is adequate distance between proposed curb cuts, there is an opportunity to transform the center turn lane into a landscape median or bioretention swale. The

proposed cross section for this portion shows how future parking could interface with the pedestrian and vehicular zones. On the eastern side of the road, or wherever there is adequate width, a new 6' sidewalk is recommended to be constructed with its inside edge located 13' from the edge of the roadway. The remaining width between sidewalk and curb line allows for a future 8' parallel parking space and future 5' tree well. To accommodate this future need, trees and pedestrian lights should be spaced accordingly at 10'-6" from the curb. This effectively centers each of these elements within the future 5' zone. A similar spatial distribution would be followed on the western side of Pace Street, or wherever inadequate width exists between the existing curb and adjacent parking. The only exception here would be for the new 6' sidewalk to be constructed directly abutting the curb. As redevelopment occurs, this sidewalk could be converted into on-street parking and a new one could be constructed beyond the tree well location.

At its intersection with Williams Street, the construction of new crosswalks is recommended for increased pedestrian safety and linkage between the potential future open spaces. Defining well-conceived pedestrian circulation is one item that will encourage pedestrian circulation within this node of activity, and should make the pedestrian presence more recognized. The team recommends these new crosswalks be constructed from 2' wide bars of thermoplastic, commonly referred to as "European" or "Abbey Road" style crosswalks. Providing these will allow for a bolder visualization as they are more readily seen by drivers than the standard 4-inch painted crosswalks seen elsewhere in this corridor. As a GDOT accepted standard, the only reservation in their use is on roads with speeds exceeding 35 miles per hour. This is due to the possibility that vehicles could slide during a quick deceleration or whenever road conditions are wet. To additionally enhance pedestrian usability nearest the railroad, it is recommended that new sidewalk connectors be constructed to span the existing 42' gap. The remaining asphalt within this crossing could become stamped asphalt in order to emphasize its future as a potential greenway.

Beyond the proposed changes to the roadway cross section, additional improvements will be needed on the eastern side of the Pace Street where the sidewalk abuts existing open space. It is suggested that the deteriorating concrete masonry unit retaining wall be removed as the installation of new sidewalks occurs. To facilitate a better pedestrian entry into this park and to help mitigate this slope transition, it is recommended that new concrete steps and a masonry wall be constructed beginning at the Williams Street intersection. Refer to the Conceptual Design Feature shown on page 26 for clarification on the proposed treatments.

STALLINGS STREET TO USHER STREET

In this section of the corridor, the land use reverts to Central Business District. The resultant effect is that the buildings begin interfacing more directly with the sidewalk and street, generally creating a more pleasant environment for pedestrians. New construction is evident at the northeastern corner of the Usher Street intersection, where the Newton County Administrative Building has recently been finished. This new building follows the same design guidelines as the rest of the district, where a strong relationship is made to the street.

On-street parking is in existence throughout this section, as are concrete sidewalks on both sides of the street. In whole, the sidewalk's condition is generally more suitable than those found in the northern portions of Pace Street. There are, however, congestion issues within the pedestrian zone on both sides of the street. On the eastern side of Pace Street, existing hollies grow into the sidewalk and create a barrier for pedestrians. It is suggested that these plantings be removed in order to open up the street edge for pedestrian use. The remaining building face could be softened with low growing shrubs and site furnishings. Along the face of the Comcast Building to the west, the interface between utility poles, retaining walls, brick steps and a pedestrian ramp seem to crowd the sidewalk and create an unpleasant walking environment. The same retaining wall also creates a sight triangle conflict at the Stallings intersection. Along this approximately 100' frontage, it is proposed that the parallel parking be removed such that the sidewalk can be widened towards the street edge and a narrow landscape strip be installed adjacent to the retaining wall. In addition to these proposed modifications, ADA ramps will need to be installed where none currently exist and sidewalks should be given a minimum 6' width, wherever possible.

It is suggested that this block receive the same road diet prescription that is being proposed in the northern section. The difference within this section is in its more urban treatment, allowing a provision for landscaped bulb-outs wherever driveways and intersections occur. Each of these bulbouts should help to protect on-street parking, while also helping to mitigate stormwater infiltration and vehicular visibility. By providing bulb-outs at the Stallings intersection and others, vehicles turning onto Pace Street are given the opportunity to pull further forward in order to see oncoming traffic.

Within this portion of the corridor, there is also an opportunity to shift one existing curb cut at Pace Street's eastern edge. By relocating this entrance to align with Stallings, a more efficient vehicular circulation



Typical urban street shown before road diet. Existing conditions show a roadway with four travel lanes, a two-way turn lane, and parallel parking on both sides of the street.

may be achieved and the overall likelihood of vehicular accidents could be lessened. As in the case of Pace Street's other intersections, thermoplastic crosswalks are proposed at Stallings and at Usher with a design as previously described. Refer to the Conceptual Design Feature shown on page 26 for more information on these proposed treatments at the Stallings intersection.

USHER STREET TO FLOYD STREET

As Pace Street approaches the final block of this corridor, the Central Business District continues to take shape and Covington's historic square comes into view. The buildings within this zone continue to be pulled close to the street, helping to define its edge. Similar to the improvements proposed between Stallings and Usher, this block would continue the use of the road diet. However, due to the need for turn lanes at both Floyd and Usher Streets, there appears to be inadequate length for providing a center landscape median. This instead is recommended to maintain use as a two-way turn lane.

Beginning at Usher Street and moving south, sidewalk materials begin the use of hexagonal unit paving, helping to define the city's historic core as one moves closer to the square. These walks are provided on both sides of Pace Street, but are challenged by site conditions in various



Same street shown after road diet. Using the same roadway width, this street has been transformed to have angled parking, two bicycle lanes, two travel lanes, and a center two-way turn lane, while existing parallel parking has been kept.

locations. On the western side, an existing stairwell causes the need for the pedestrian zone to narrow while pedestrian lights interfere with the ADA requirements for accessible width. An additional accessibility challenge is also found at the corner with Floyd Street, where sidewalk grades exceed ADA requirements. Just north, where this sidewalk lacks any buffering from an adjacent parking lot, a landscape strip is recommended if the existing spatial distributions will allow. While the challenges are less severe on Pace Street's eastern side, it is recommended that the existing stacked step curb be given a new design approach in order to lessen the possibility of pedestrian trip hazard. Since cross sloping of this sidewalk may not be achieved while maintaining ADA regulations, it is recommended that a higher visual contrast be created between these opposing elevations. The use of brick pavers closer to the curb may help differentiate this transition from the concrete pavers.

It is also recommended that the construction and repair of sidewalks in this area continue the use of hexagonal pavers, emulating the treatment seen around Covington's square. Where conflicts with pedestrian lights exist, it is suggested that these be relocated to fit within proposed landscape bulb-outs and alongside the future tree plantings.

PROJECTED PROBABLE COST

The projected scope for this project will consist of demolition, addition of new softscape and hardscape areas, special grading conditions, and new crosswalks and traffic striping.

New streetscape lighting will be located throughout the corridor, with typical spacing at 80 foot centers on each side of Pace Street. These fixtures shall be staggered from side to side such that the overall layout creates a 40 foot spacing from between opposing sides of the street. The new streetscape lighting should be a roadway scale fixture, 150 Watt with a high pressure sodium lamp source. This fixture will typically have a cast pole/base.

The scope of work for all street and storm sewer improvements should include the milling of Pace Street's existing pavement, spanning the distance between Highway 278 and Floyd Street. After the street has been milled, additional storm sewer lines will be needed to collect runoff from the decentralized bioretention nodes. These connectors should only be needed intermittently throughout the corridor and should serve to connect the overflow inlets with the existing storm sewer system. Additionally, these storm adjustments should reduce on-street flooding where accumulation occurs during rain events. Once the construction of this storm piping is completed, a new concrete curb should be installed wherever curb extensions and roadway narrowing occurs, and also where it is needed for existing curb repair. Upon completion, a new asphalt overlay will be provided in areas where milling occurs.

The budget is detailed as follows:

PEDESTRIAN FACILITIES					
1	DEMOLITION	QTY	UNIT	UNIT COST	COST
1	Mill Existing Asphalt, Variable Depth	11,470	SY	\$10.00	\$114,700
2	Sawed Joints In Existing Pavements	3,900	LF	\$1.50	\$5,850.00
3	Remove Asphalt, Including Base	2,125	SY	\$15.00	\$31,875.00
4	Remove Concrete, Including Base	1,300	SY	\$15.00	\$19,500.00
5	Curb Removal	1,900	LF	\$10.00	\$19,000.00
6	Remove CMU Wall	100	LF	\$22.50	\$2,250.00
7	Grading Near US-278 Intersection (for installation of new multi-use sidewalk)	230	LF	\$25.00	\$5,750.00
8	Grading @ Creek Crossing (for installation of new sidewalks and low masonry walls)	550	LF	\$25.00	\$13,750.00
9	Grading @ Railroad Crossing (for installation of new sidewalk and low masonry walls)	100	LF	\$25.00	\$2,500.00
10	Special Grading Conditions (excavation within bioretention nodes, sidewalk cross-slopes at Floyd intersection)	1	LS	\$30,000.00	\$30,000.00
11	Tree Removal	72	EA	\$400.00	\$28,800.00
12	Electrical Wire, Cable & Conduit - Disconnect, Remove & Abandon	1	LS	\$25,000.00	\$25,000.00
				SUBTOTAL	\$298,975.00

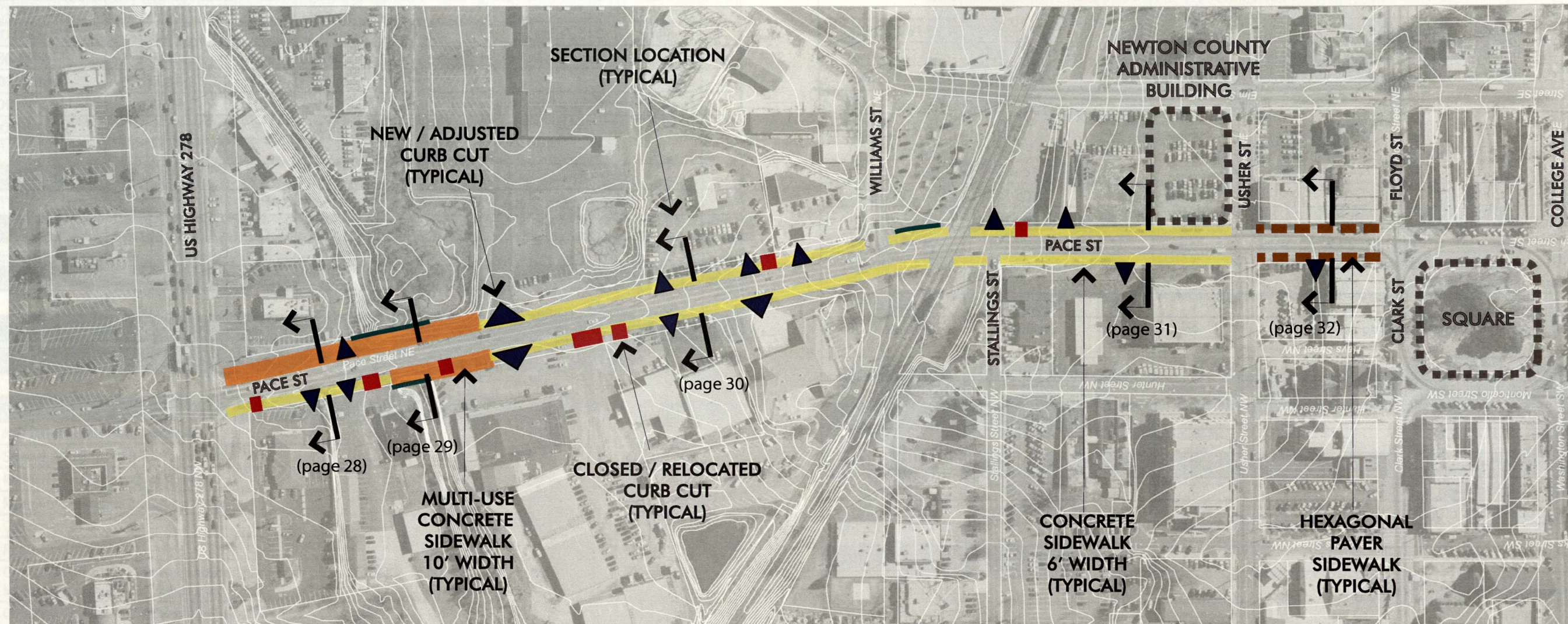


Typical curb alternatives that could be used throughout the Pace Street Corridor. Stormwater runoff enters through the intakes at the rear and sides, infiltrates to a certain capacity, and exists through the curb overflow at the foreground. (SE 57th Avenue & Ankeny Street, Portland, Oregon. Photo courtesy: City of Portland Bureau of Environmental Services Stormwater Management Manual)

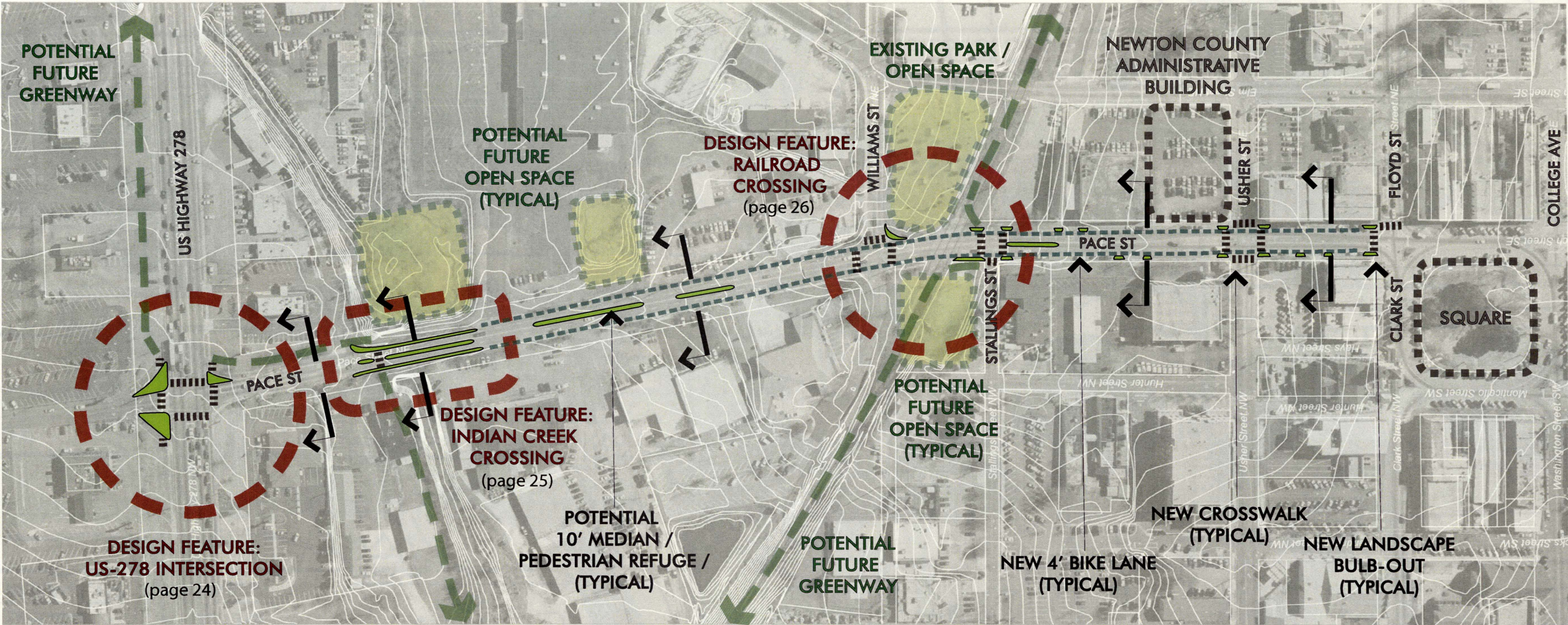
2	TEMP. EROSION & SEDIMENT CONTROL BEST MANAGEMENT PRACTICES	QTY	UNIT	UNIT COST	COST
1	Water Quality Monitoring And Sampling	1	EA	\$500.00	\$500.00
2	Water Quality Inspections	18	MO	\$750.00	\$13,500.00
3	Construct And Remove Inlet Sediment Trap	1	LS	\$10,000.00	\$10,000.00
4	Maintenance Of Inlet Sediment Trap	1	LS	\$4,000.00	\$4,000.00
5	Temporary Silt Fence	1,000	LF	\$5.00	\$5,000.00
6	Maintenance Of Temporary Silt Fence	1,000	LF	\$2.50	\$2,500.00
				SUBTOTAL	\$35,500.00
3	DRAINAGE	QTY	UNIT	UNIT COST	COST
1	Overflow Inlets @ Bioretention Basins	1	LS	\$25,000.00	\$25,000.00
2	Storm Drain Connector Pipes	1	LS	\$35,000.00	\$35,000.00
3	Misc Drainage Improvements (including reconstruction of existing catch basins, storm sewer manholes, etc.)	1	LS	\$25,000.00	\$25,000.00
				SUBTOTAL	\$85,000.00

4	SITE WORK	QTY	UNIT	UNIT COST	COST
1	Sidewalks (Concrete) (4" #57 stone base)	2,790	SY	\$60.00	\$167,400.00
2	Sidewalks (Hex Paver) (sand-set, #57 stone base)	300	SY	\$85.00	\$25,500.00
3	Brick Masonry - Low Veneer Wall	400	LF	\$450.00	\$180,000.00
4	Brick Masonry - Veneer Column	18	EA	\$950.00	\$17,100.00
5	Concrete Steps At Existing Park	5	CY	\$350.00	\$1,750.00
6	Metal Handrail	1	LS	\$10,000.00	\$10,000.00
7	Asphalt Resurfacing	11,470	SY	\$18.00	\$206,460.00
8	Concrete Header Curb	3,650	LF	\$15.00	\$54,750.00
9	D.O.T. Edge Repair	3,650	LF	\$4.00	\$14,600.00
10	Handicap Ramp	26	EA	\$400.00	\$10,400.00
11	Stamped Asphalt	3,800	SF	\$5.00	\$19,000.00
12	Concrete Grade Crossing Panels @ Railroad	243	LF	\$200.00	\$48,600.00
13	Street Furnishings (includes benches, waste receptacles, bike racks)	1	LS	\$40,000.00	\$40,000.00
14	Traffic Control	1	LS	\$45,000.00	\$45,000.00
15	Pedestrian Lighting (including services and wiring)	46	EA	\$5,000.00	\$230,000.00
16	Electrical For Street Lighting	1	LS	\$30,000.00	\$30,000.00
				SUBTOTAL	\$1,100,560.00
5	TRAFFIC	QTY	UNIT		COST
1	Thermoplastic Traffic Striping	1	LS	\$75,000.00	\$75,000.00
2	Crosswalk Signalization	1	LS	\$35,000.00	\$35,000.00
				SUBTOTAL	\$110,000.00

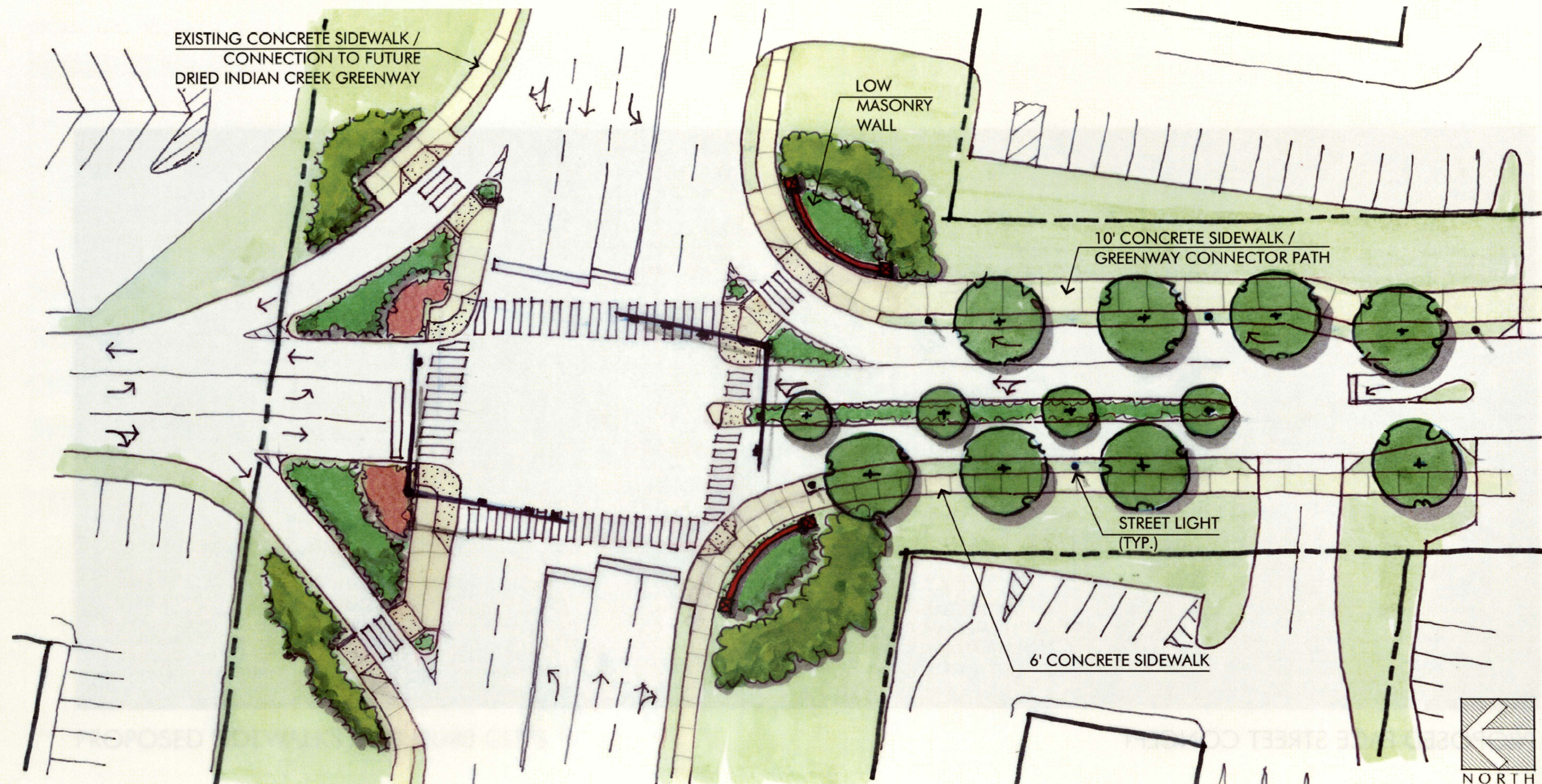
6	PERMANENT EROSION CONTROL	QTY	UNIT	UNIT COST	COST
1	Shade Trees (40' O.C.)	92	EA	\$600.00	\$55,200.00
2	Flowering Trees	20	EA	\$400.00	\$8,000.00
3	Bioretention Plantings	10,500	SF	\$6.00	\$63,000.00
4	Planting Soil (24" depth)	780	CY	\$50.00	\$39,000.00
5	Aggregate Storage Medium (12" depth)	390	CY	\$20.00	\$7,800.00
6	Sod	18,200	SF	\$0.50	\$9,100.00
7	Groundcover (15% of total bed area)	2,730	SF	\$3.00	\$8,190.00
8	Irrigation	20,930	SF	\$0.50	\$10,465.00
				SUBTOTAL	\$200,755.00
				TOTAL	\$1,830,790.00
7	10% CONTINGENCY				\$180,079.00
				FINAL TOTAL	\$2,010,869.00



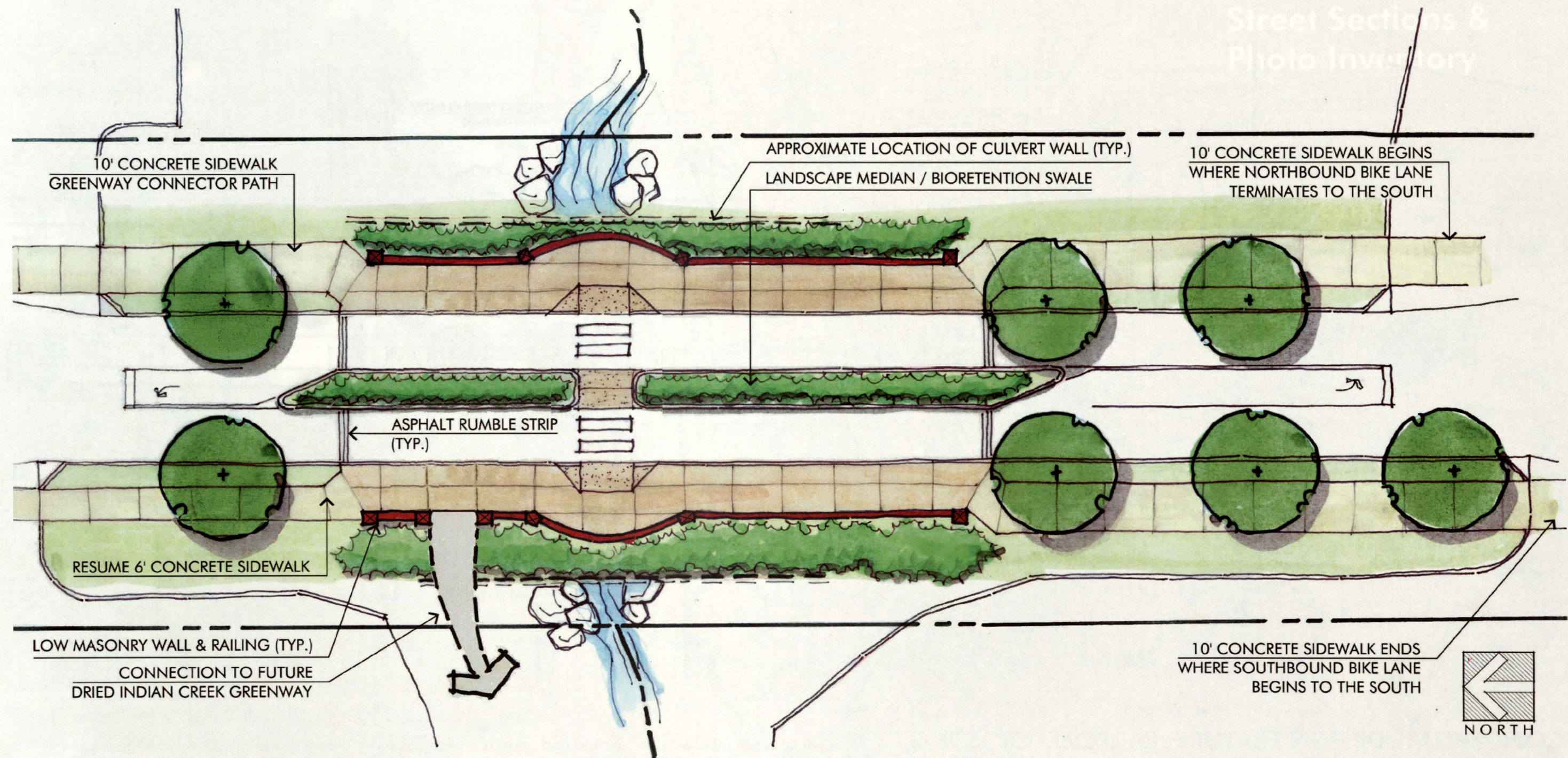
PROPOSED SIDEWALKS AND CURB CUTS



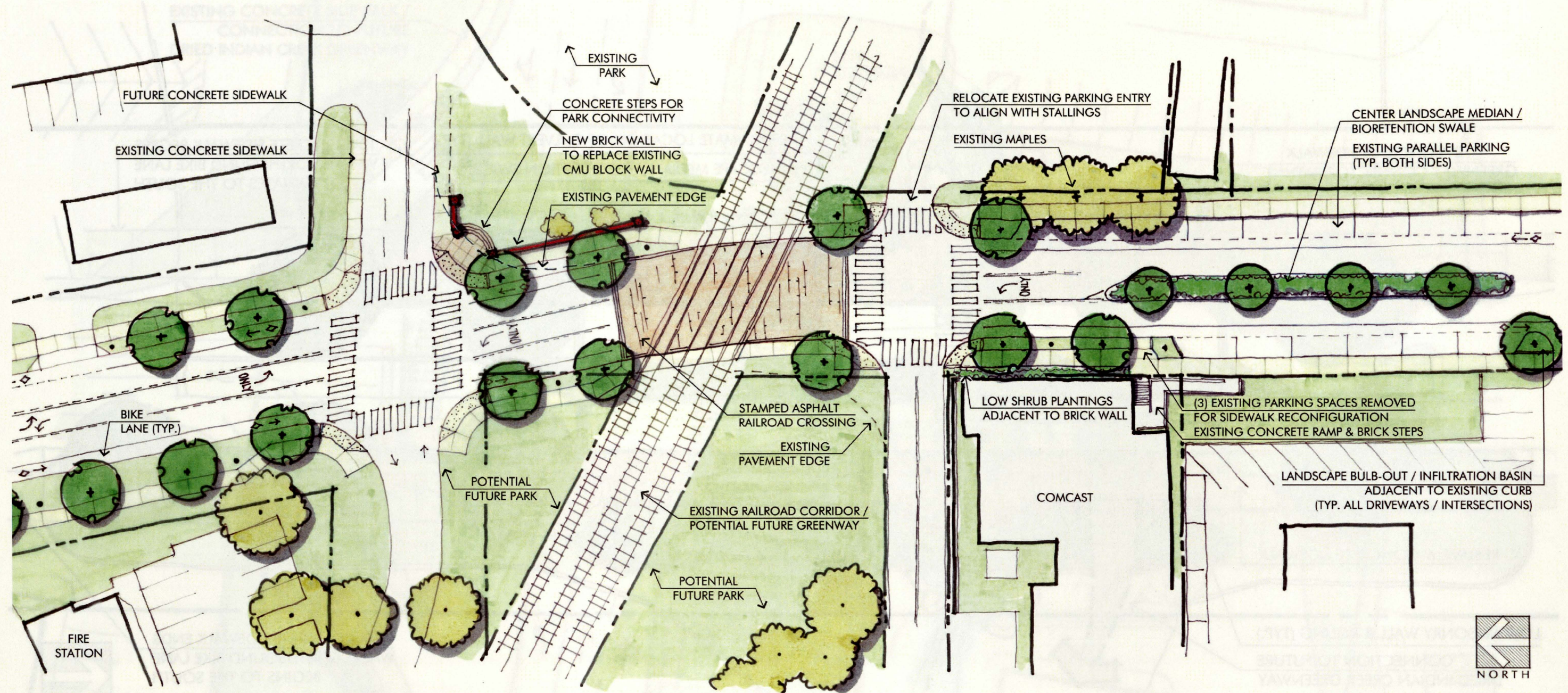
PROPOSED PACE STREET CONCEPT



CONCEPTUAL DESIGN FEATURE: PACE STREET / US-278 INTERSECTION - Serving as the gateway into Covington's downtown, there is potential for this node to be activated through the use of landscape and masonry treatments. This concept proposes that existing pavement striping be converted to raised pedestrian refuges and landscaped islands while the existing turn lane be transformed into a center median and bioretention swale. It is suggested that the multiuse Dried Indian Creek Greenway connector follow the eastern edge of Pace Street, and offer the opportunity for future continuation along the northern side of US-278. At the southeastern and southwestern corners of this intersection, low masonry walls are indicated not only to help mitigate any subtle variations in grade, but also to set this intersection off as Covington's gateway.



CONCEPTUAL DESIGN FEATURE: DRIED INDIAN CREEK CROSSING - This concept provides a crossing for users of the future Dried Indian Creek Greenway and also establishes an interchange for nonvehicular traffic moving along Pace Street. Multiuse sidewalk widths within this zone would accommodate the use of both bicycles and pedestrians, but would taper back to 6' widths where on-street bicycle lanes resume to the south. To the north, this concept suggests that the multi-use path follow the eastern edge of the Pace Street. Low walls and railings would serve to protect pedestrians from the sudden elevation change at the top of the creek's culvert walls. This scheme also recommends converting the center turn lane into a curbed bioretention swale throughout the length of this crossing, helping to alleviate some of the corridor's runoff at this lowest point along Pace Street.

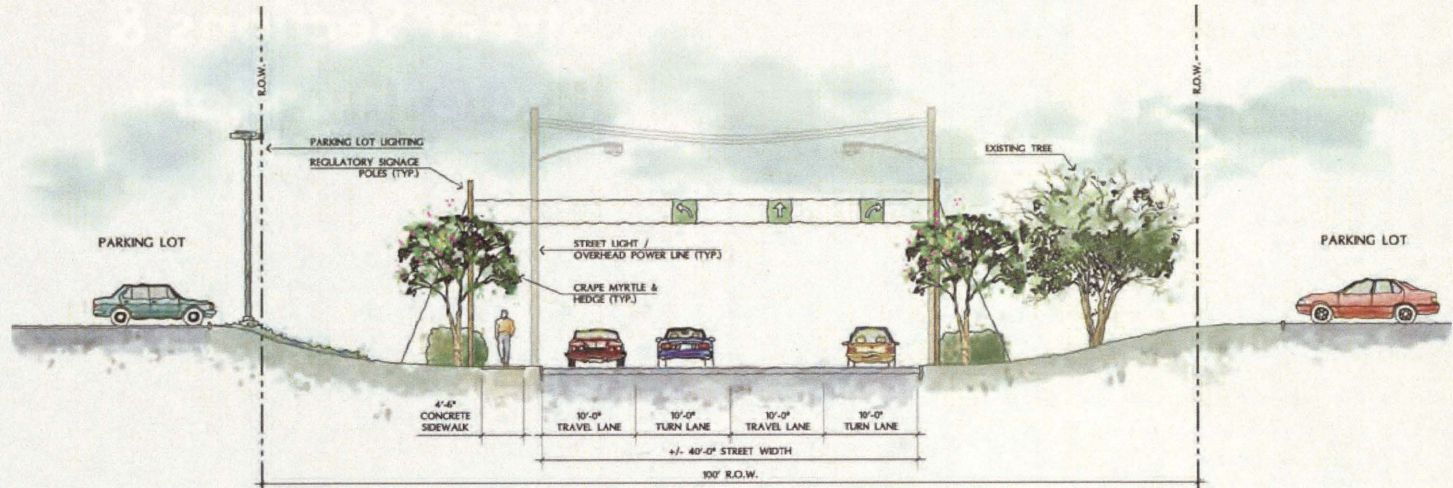
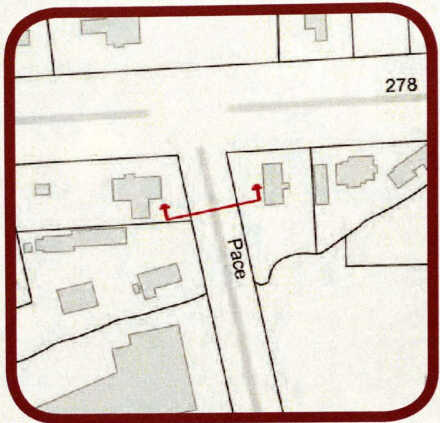


CONCEPTUAL DESIGN FEATURE: RAILROAD CROSSING - Where Pace Street intersects the railroad and generally becomes more urban, it also interfaces with three open space entities: one existing park, a potential railroad greenway and possible park acquisitions along the western edge. Though the latter two are outside the parameters of this project, it will be critical that the proposed improvements mesh with these supposed uses. This concept calls for the creation of a stamped asphalt crossing and thermoplastic crosswalks at both nearby intersections, helping to increase pedestrian mobility and safety between the opposing sides of the street. In addition, the installation of this stamped asphalt helps to stitch each parcel together, eventually giving a greater semblance of a single greenspace entity when the other pieces come to a reality. Other proposed enhancements within this section include: the construction of a new brick wall and steps along the edge of the existing park, the tightening of curb radii at the intersections with Williams and Stallings, the shifting of a driveway to align with Stallings, and the reconfiguration of parallel parking to sidewalk at the Comcast building.

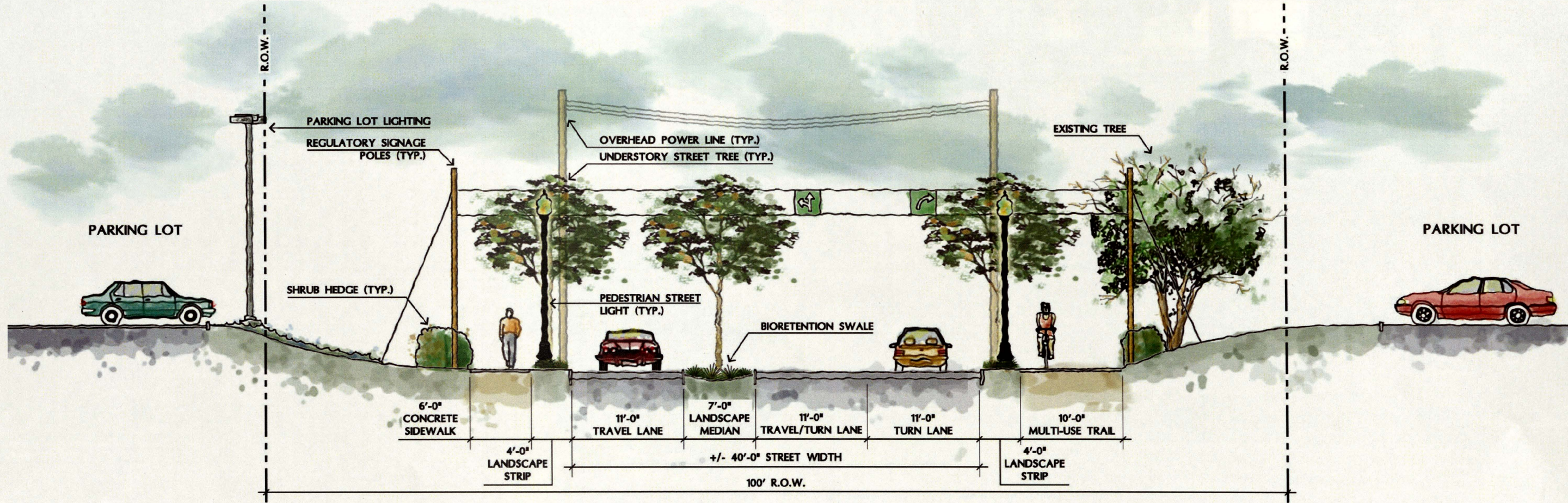


**Street Sections &
Photo Inventory**

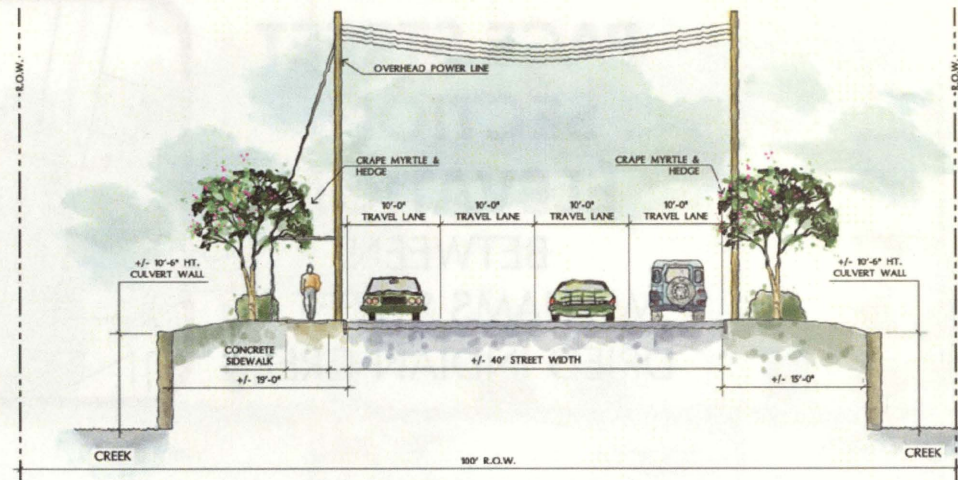
**PACE STREET
SECTION/
ELEVATION**
BETWEEN
HIGHWAY 278 &
DRIED INDIAN CREEK



EXISTING



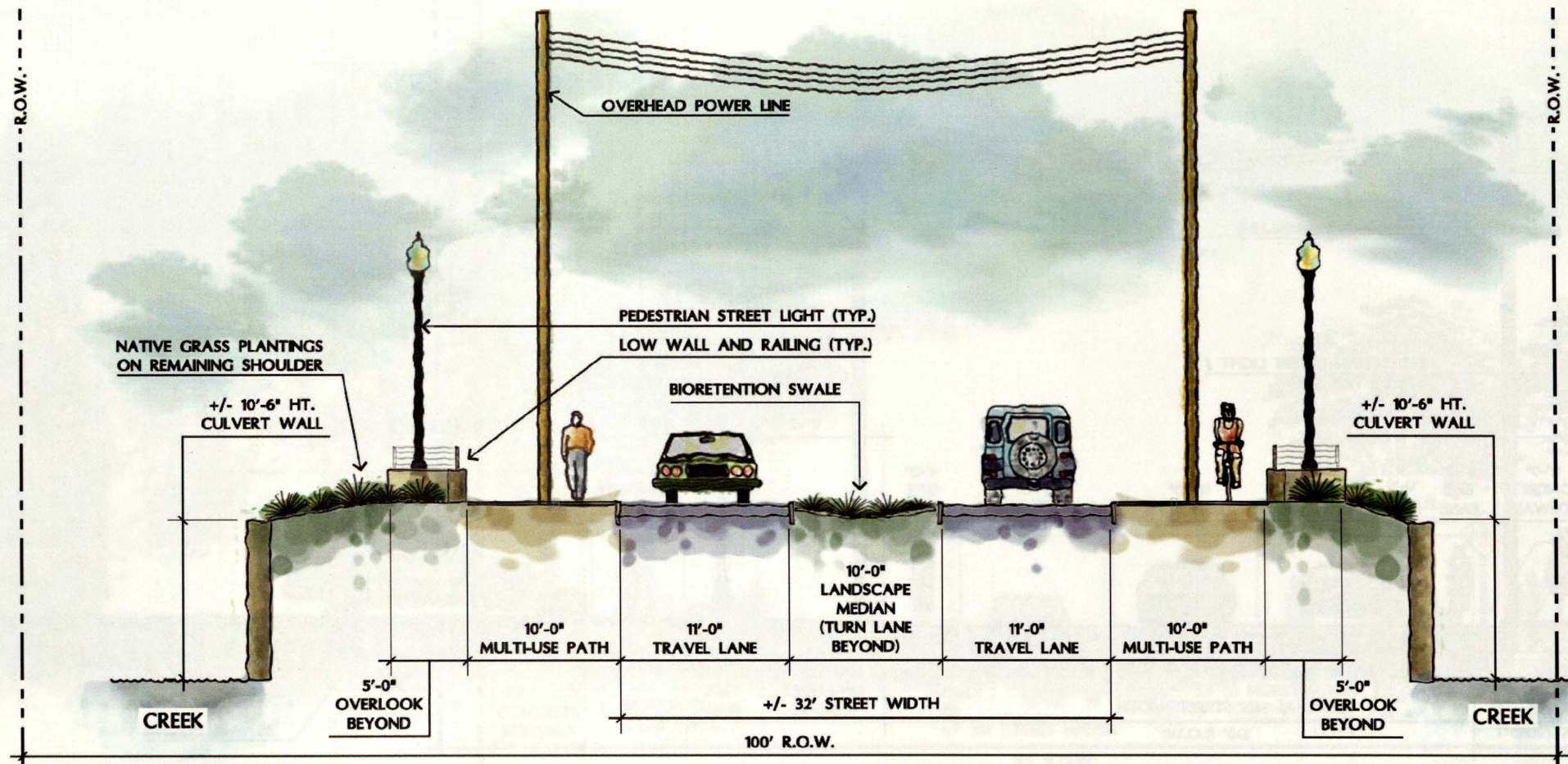
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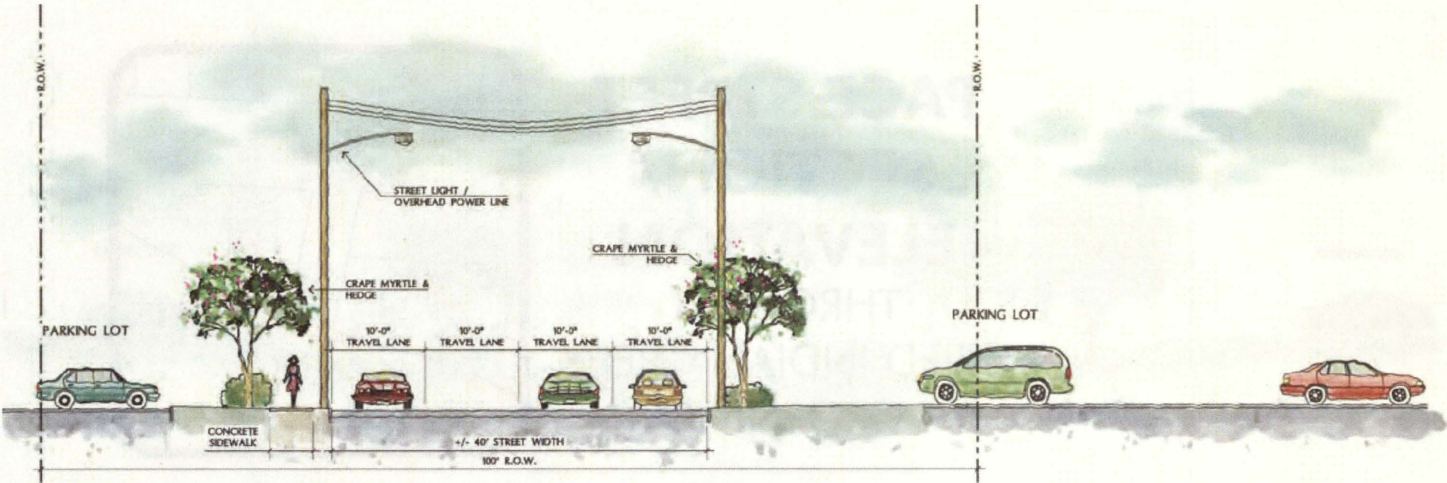
**PACE STREET
SECTION/
ELEVATION**
THROUGH
DRIED INDIAN CREEK
CROSSING



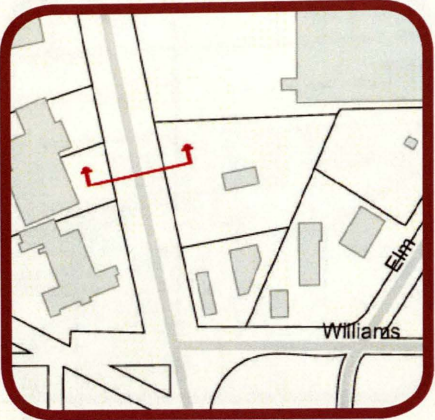
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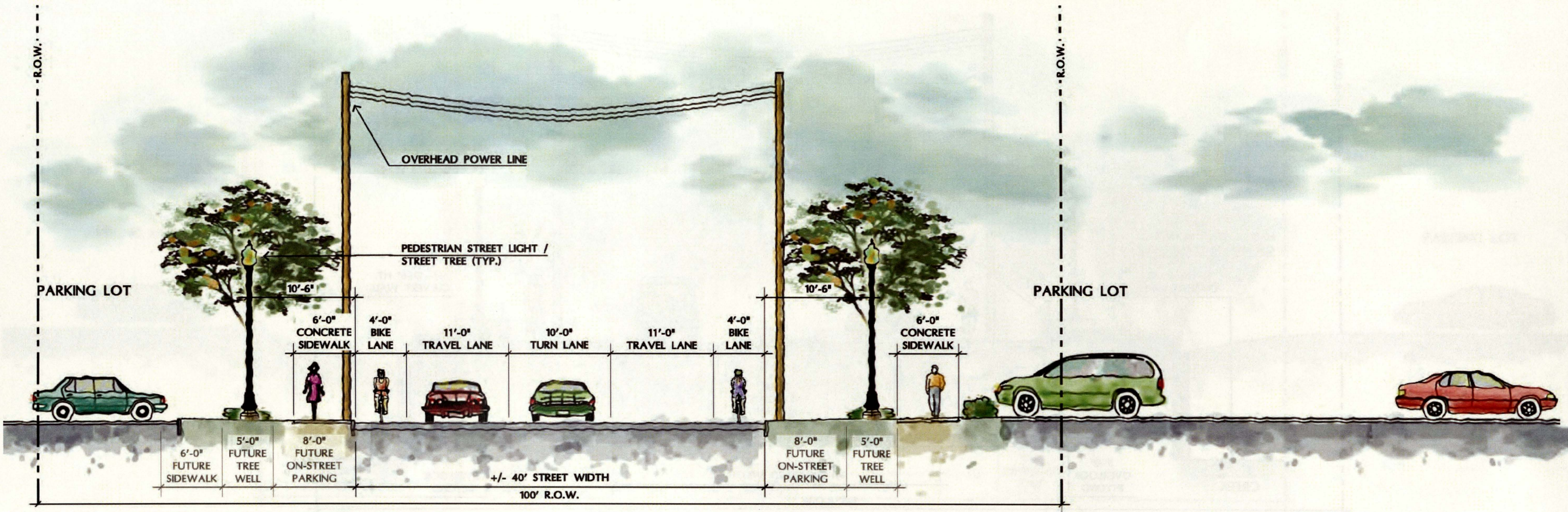
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**PACE STREET
SECTION/
ELEVATION**
BETWEEN
WILLIAMS STREET &
DRIED INDIAN CREEK

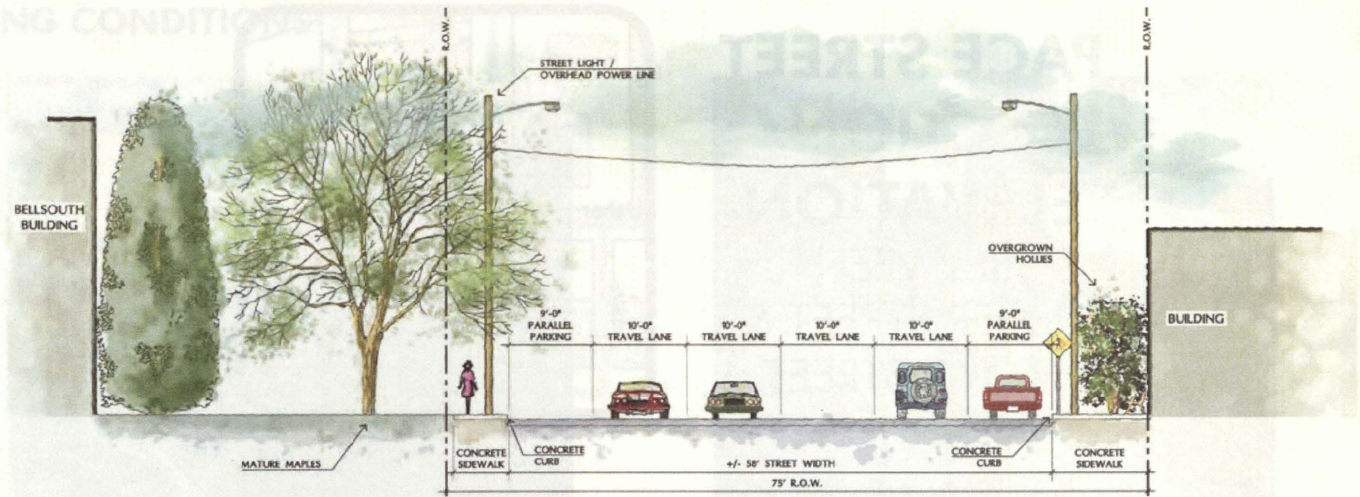
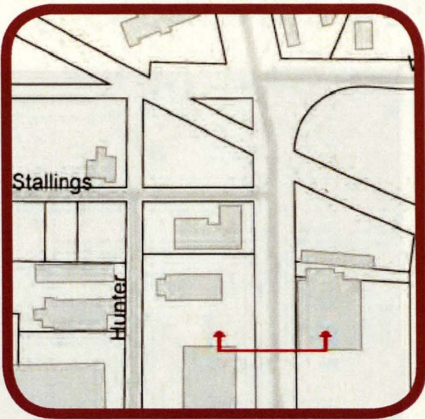


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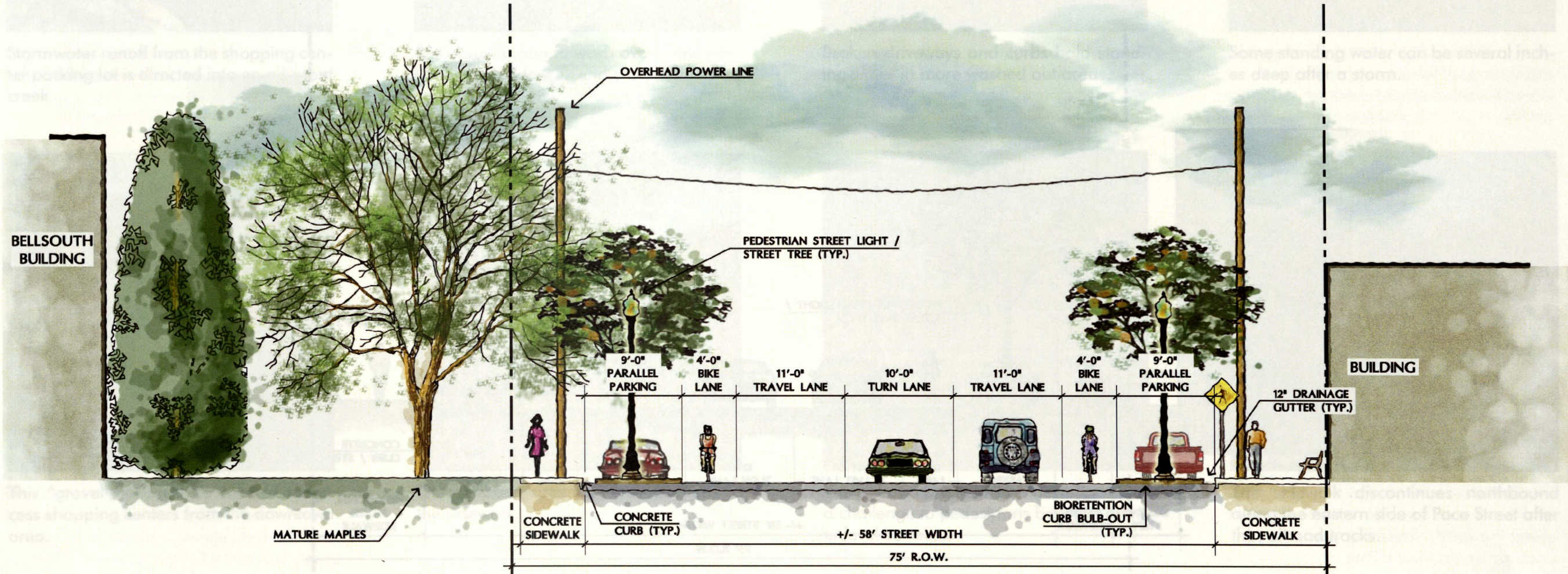


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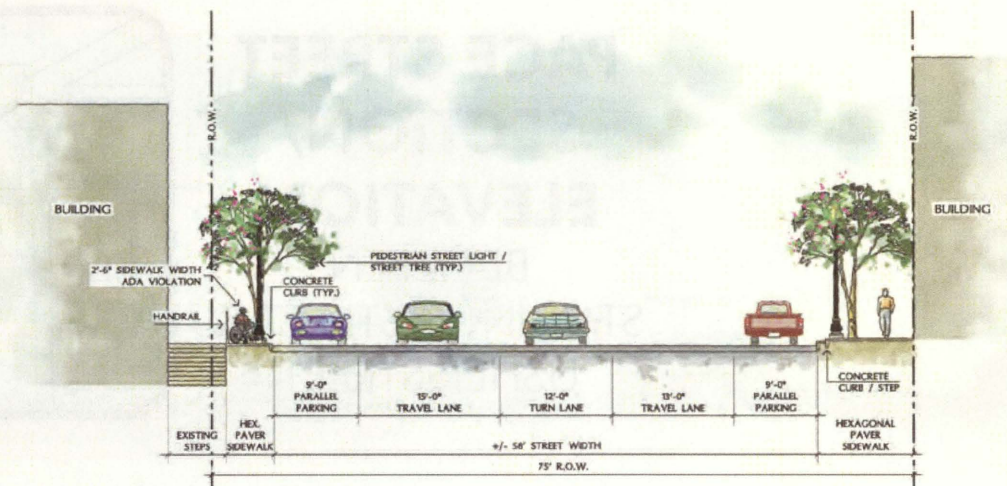
**PACE STREET
SECTION/
ELEVATION
BETWEEN
STALLINGS STREET &
USHER STREET**



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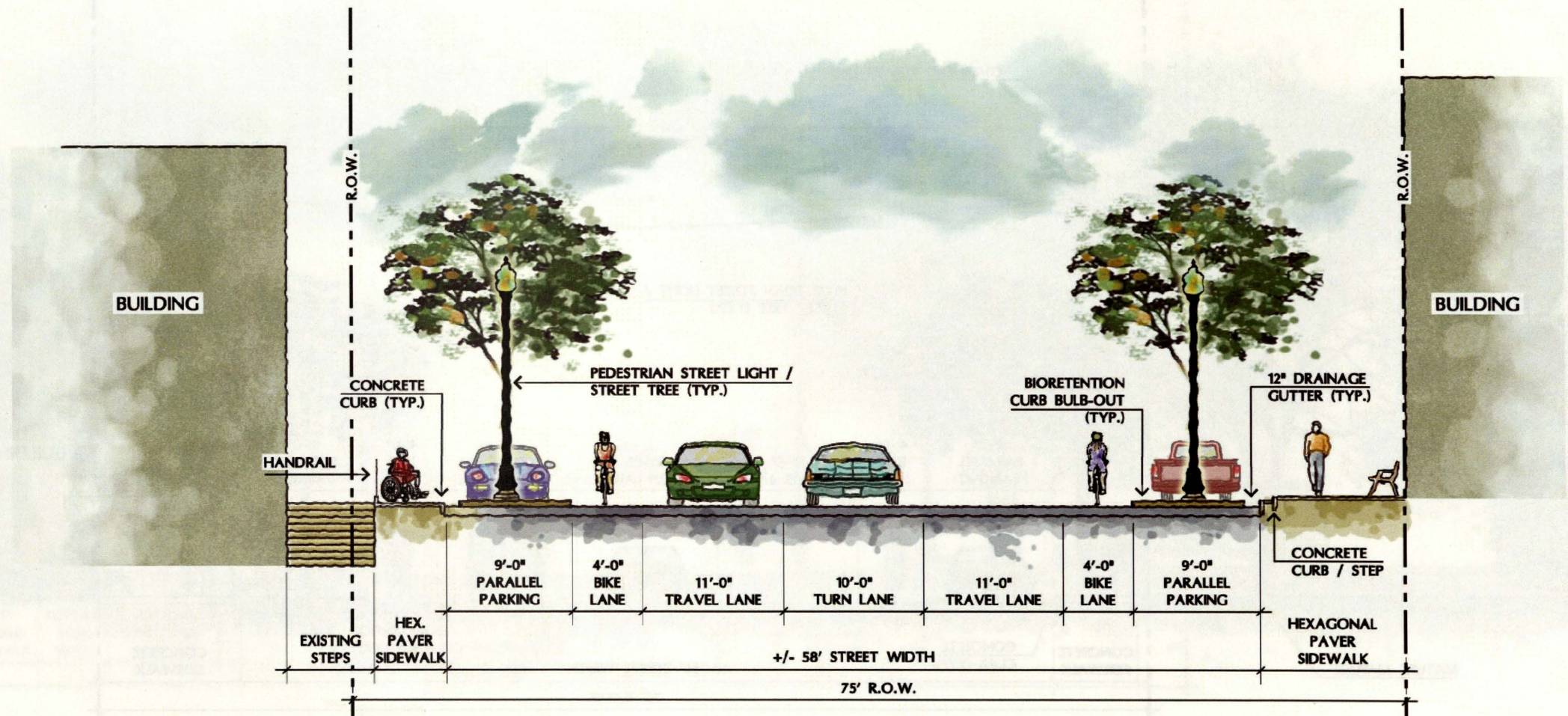
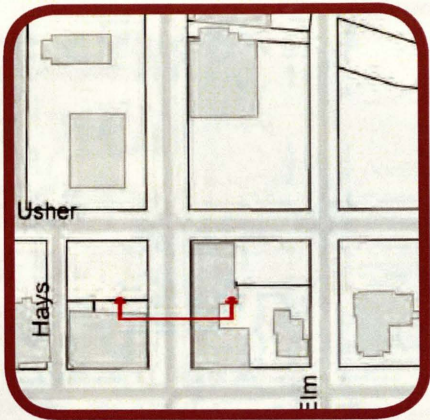


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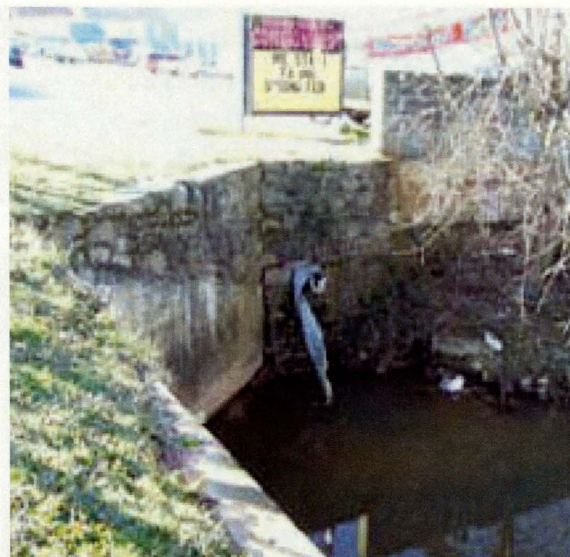
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**PACE STREET
SECTION/
ELEVATION
BETWEEN
USHER STREET &
FLOYD STREET**

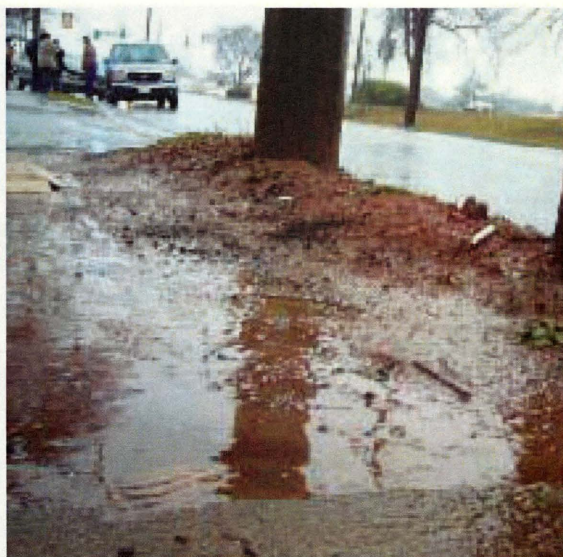


PROPOSED

EXISTING CONDITIONS



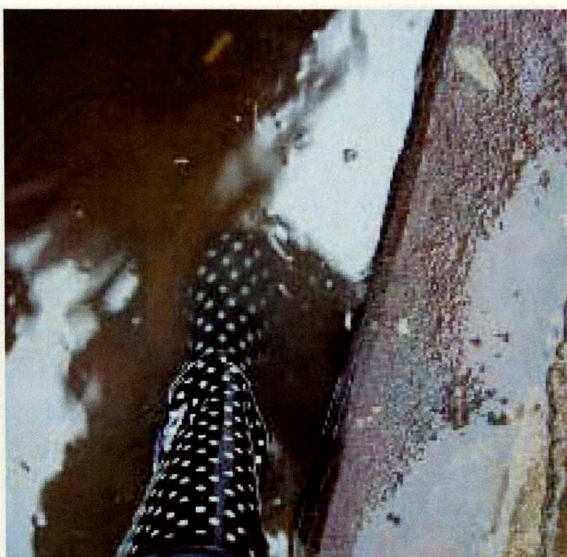
Stormwater runoff from the shopping center parking lot is directed into an adjacent creek.



Rain causes mud to wash over some portions of the sidewalk and creates standing water.



Broken driveways and curbs hold standing water in more washed out areas.



Some standing water can be several inches deep after a storm.



This "gravel" lot must be crossed to access shopping centers from the downtown area.



The railroad tracks create a 42' break in the sidewalk.



The railroad break in the sidewalk creates a challenge to pedestrians because of the unlevel surfaces.



The sidewalk discontinues northbound along the eastern side of Pace Street after the railroad tracks.

EXISTING CONDITIONS



The parking lots are rarely buffered by vegetation. Instead, signs are scattered around the road at various unsightly scales.



Shopping centers contain more entrances than needed with lane sizes much larger than the efficient normality, causing circulation hazards for vehicles.



Large setbacks to shopping center buildings create extensive parking lots that are underused in context to their sizes.



A lack of organization within the parking lot (particularly lane lines and a lack of well-marked parking bays) causes confusion and many fender benders.



A lack of sidewalks along the road creates no incentive to use the current benches along the road. Retaining walls are also unattractive and out-dated.



Pedestrian safety can be compromised by the many driveways accessing businesses.



Buffers between the sidewalk and parking lots create unwelcoming barriers to pedestrians.



Stormwater runoff is poorly managed and the proximity of the retaining wall is a hazard for pedestrians. Absence of a sidewalk has caused worn out grass strips.

EXISTING CONDITIONS



This intersection is where Pace Street enters the historic downtown square.



Vehicles entering Pace Street from Stallings have poor visibility to the south due to the Comcast building and parallel parking locations.



This crosswalk at the Usher Street intersection suffers from lack of maintenance, providing a struggle for pedestrians with strollers and citizens with wheelchairs.



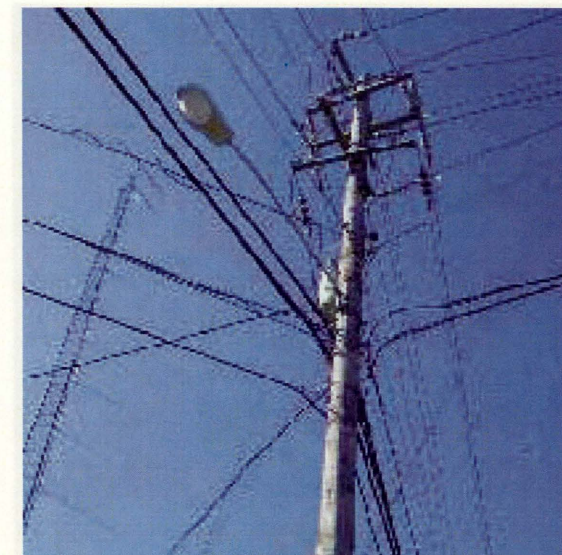
This northbound view of Pace Street shows how wide the street is to accommodate vehicular traffic, while the sidewalks are narrow or non-existent.



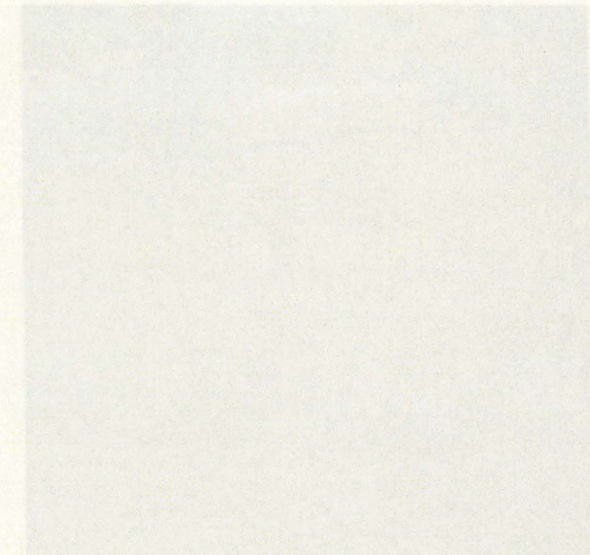
Power lines are in prominent view along Pace Street. These lines create a vertical ceiling that provides a feeling of enclosure to the pedestrian.



Excessive power lines create an eyesore for all forms of traffic.



Outdated power poles with multiple lines leave little space to create attractive vegetated streetscapes.



EXISTING CONDITIONS



Congested sidewalks create challenges for pedestrian use. A 5' sidewalk with a left side bordering 9' retaining wall and a right side parallel parking space creates a virtual alley.



Vegetation set too closely to sidewalks can crowd pedestrians along the narrow walkways.



Unkempt buffers have grown over the walkways in some areas degrading the quality of the sidewalk for pedestrians.



This portion of the sidewalk is too crowded and allows a mere two feet for pedestrian passage, which is inadequate to accommodate wheelchairs.



This curb cut is not ADA accessible.



This handicap accessible ramp (located at a mid-block crosswalk) appears to go nowhere.



Severe dilapidation of the sidewalk, a barren roadside buffer, and no curb, ultimately create an unpleasant and unsafe environment for pedestrians.



Another sidewalk and buffer in disrepair with a shallow and broken roadside curb.

EXISTING CONDITIONS



Many of the walkways are uneven, causing hazards for the crossing pedestrians.



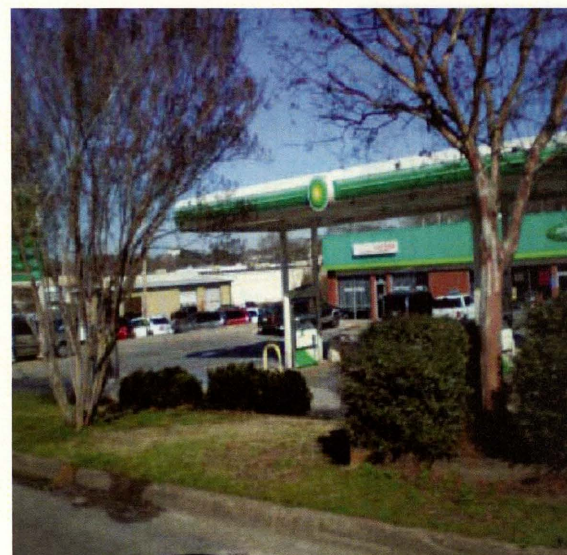
Grass strips have become severely eroded causing muddy streams from the drainage.



Telephone poles with horizontal extension lines creates an obstruction to pedestrians, located a mere 2.5' above an average man's height.



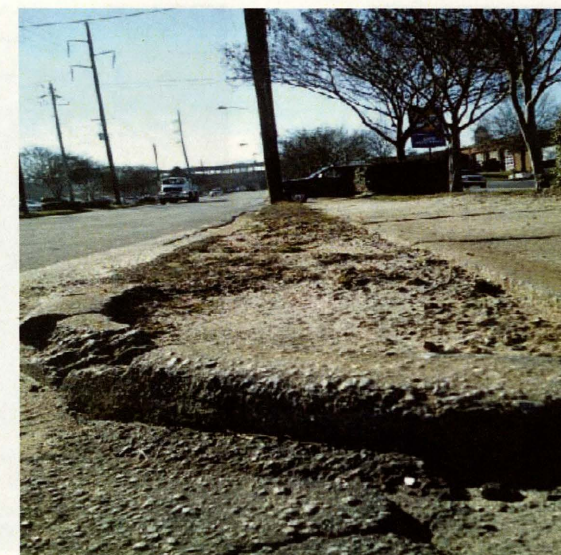
Plantings that have not been maintained or pruned have created barriers for pedestrians.



Most of the streetscape contains no room for sidewalks, providing a hazardous environment for pedestrians.



Some areas have potential for bioretention features and attractive plantings, yet invasive plants have proliferated from lack of maintenance.



The existing curbs are deteriorating from excessive cracks.

SITE PRECEDENTS



Clearly organized circulation creates a safe environment for both pedestrians and vehicular traffic.



Pedestrian corridors can provide safe thoroughfares by buffering of foot and bike traffic from vehicular traffic.



Pedestrian buffers can easily be utilized in stormwater management by catching runoff.



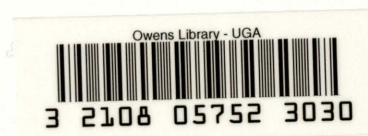
Bioretention areas can provide visual interest while catching runoff from impervious surfaces.



Installing a greenway system along the existing creek can create a pleasant get-away and experience for pedestrians.



Stormwater management can be very understated when incorporated with the landscape.



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