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DOWNTOWN COVINGTON

Master Plan Update 2008

GEORGIA

Prepared for: City of Covington
Newton County

By: University of Georgia
Metropolitan Design Studio

The Center



Owens Library
College of Environment & Design
University of Georgia

Acknowledgements

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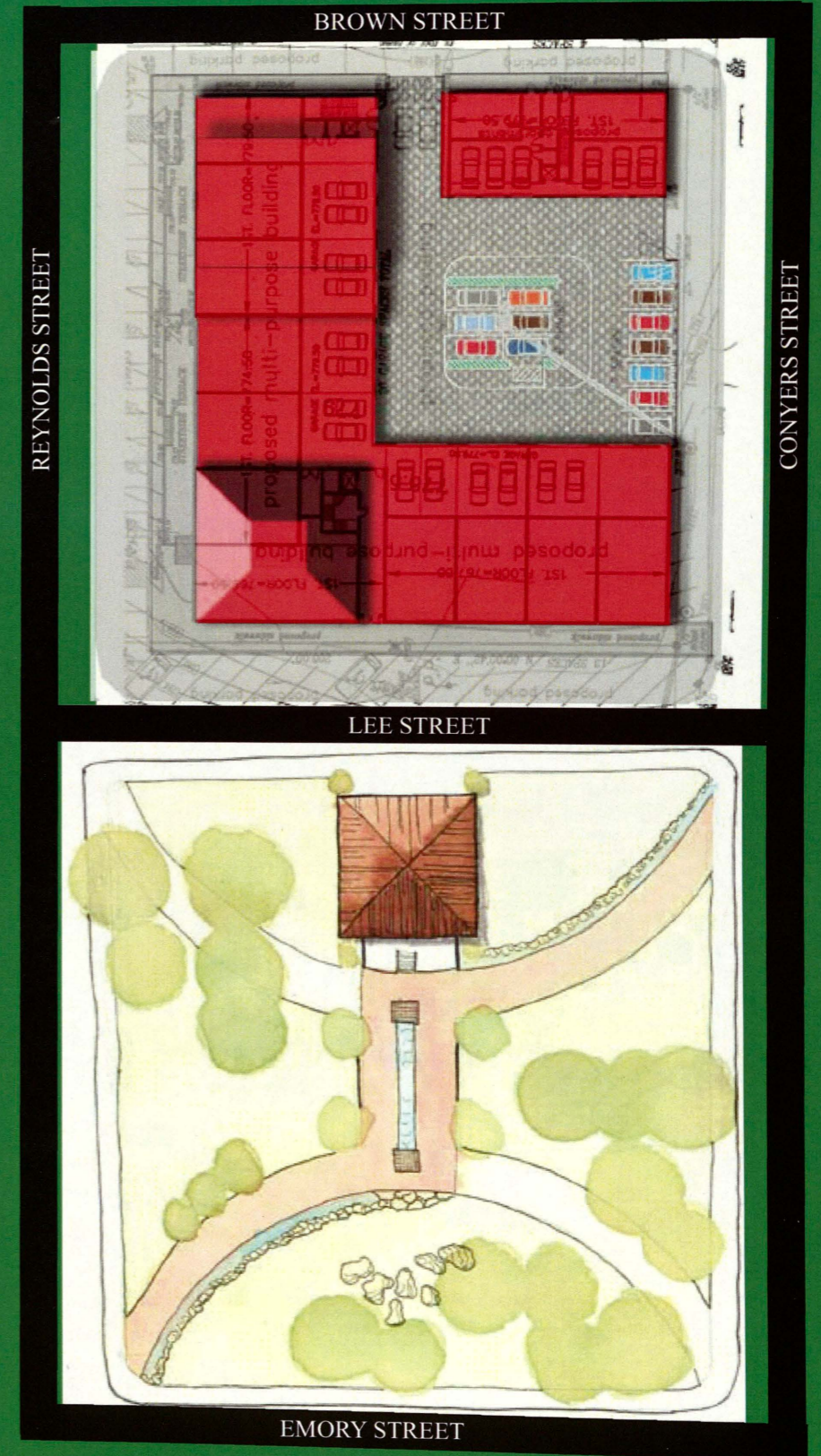
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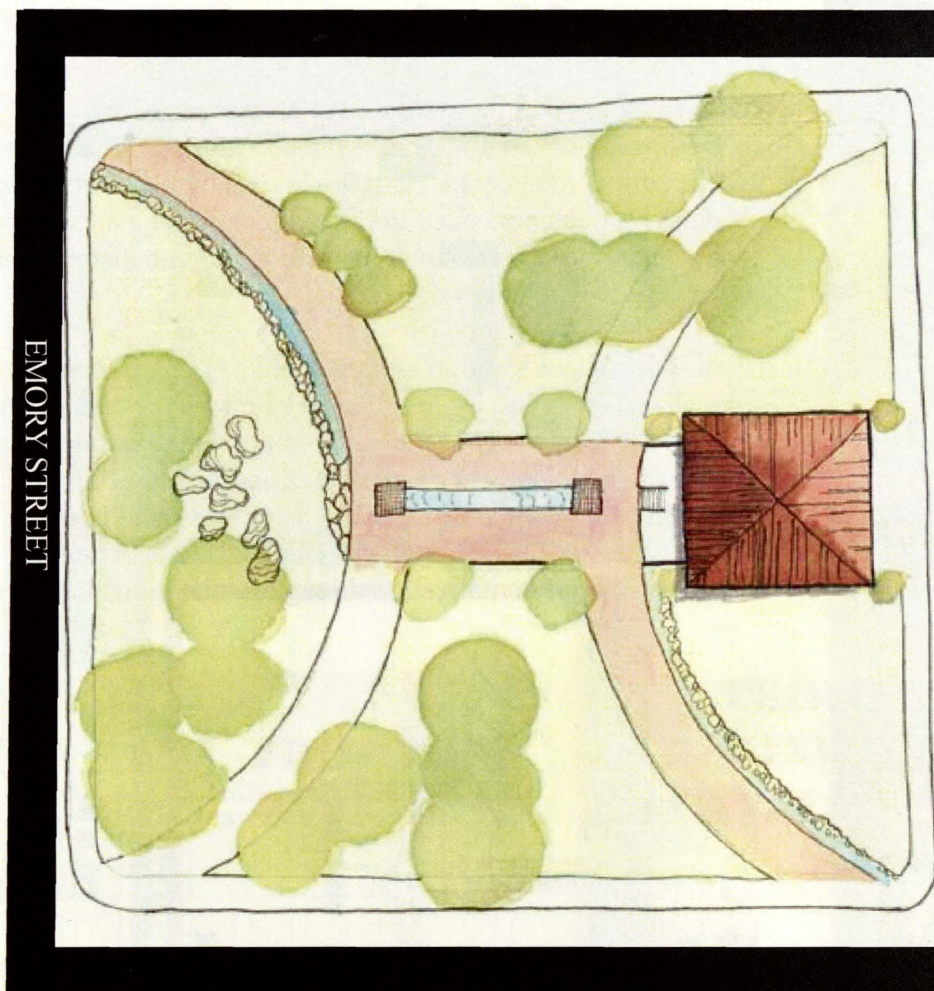


DOWNTOWN COVINGTON

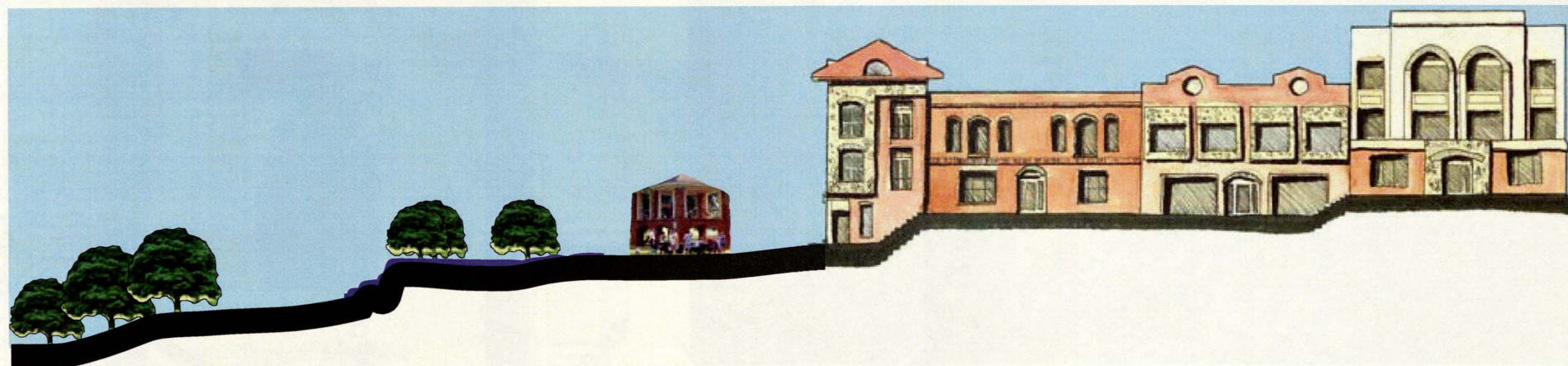
Master Plan Update 2008



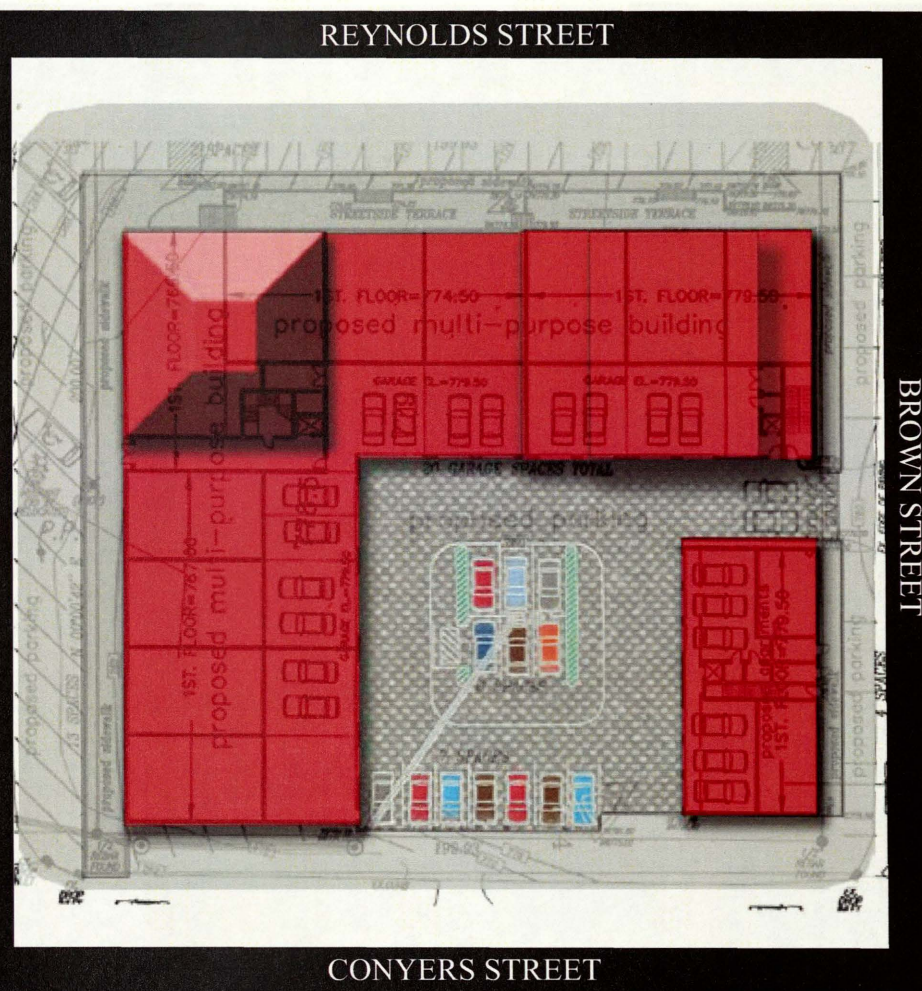
Park & Mixed-Use Development



Plan



Section



LEE STREET

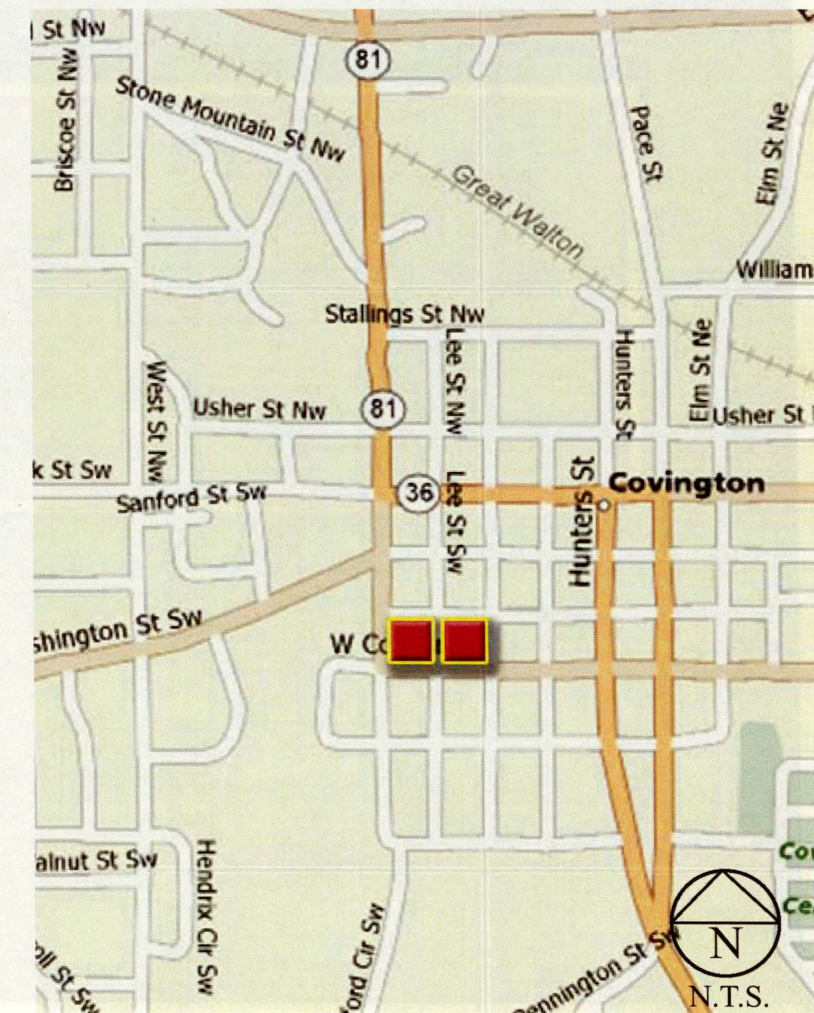
BROWN STREET

REYNOLDS STREET

CONYERS STREET

Community Park and Mixed Use Development

Just a couple blocks southwest of Downtown Covington lie two blocks of cleared land. Until recent demolition, the blocks held aging -- and eventually vacant -- residential structures. The current owner of the parcels envisions a full block of mixed-use development between Brown Street and Lee Street and a public park on the block between Lee Street and Emory Street.



Locator Map

Community Park and Mixed-Use Development – Introduction

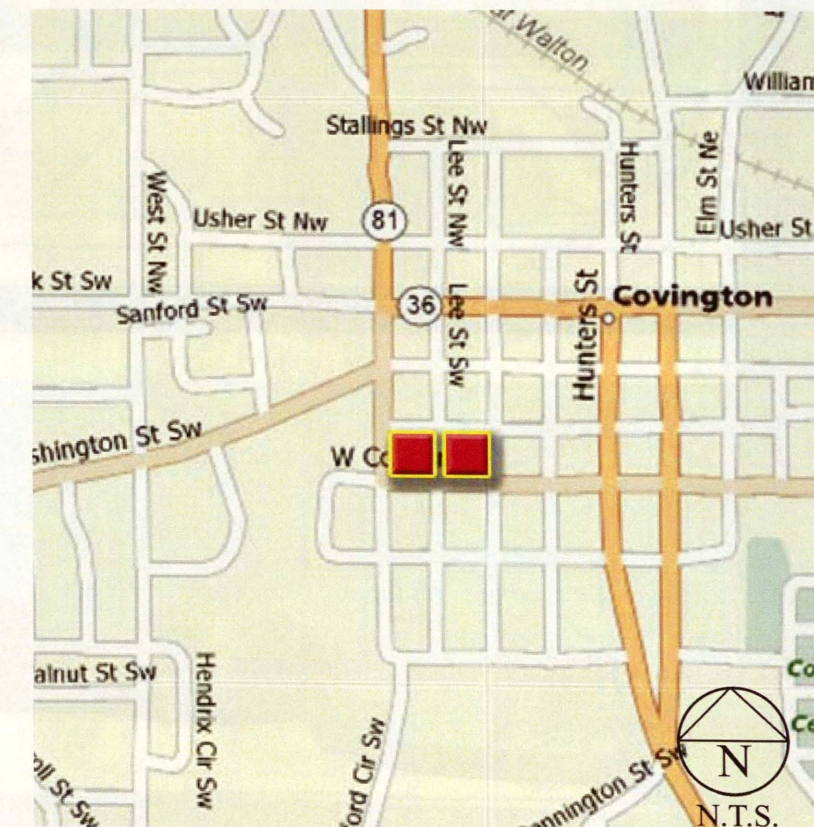


Aerial View of Existing Site

Area of Study

On two blocks that lie southwest of Downtown Covington something has been lost. Where the downtown commercial district meets the historic Harristown community, where homes and thriving business once stood, there is now a glaring gap. Over the decades these structures had fallen into disrepair and were consequently demolished.

Now, due to their location and their existing conditions, the two blocks of vacant land hold nearly limitless potential. The current proposal envisions the creation of a traditionally-styled mixed-use development on one block and the installation of a beautiful public park on other. Both the mixed-use development and the community park would likely begin a domino effect of revitalization throughout the immediate area.



Locator Map

Community Park and Mixed-Use Development – Introduction



Land Use and Character Photos Surrounding Existing Site

Character of Site

The area of study falls at the junction of several different land use areas.

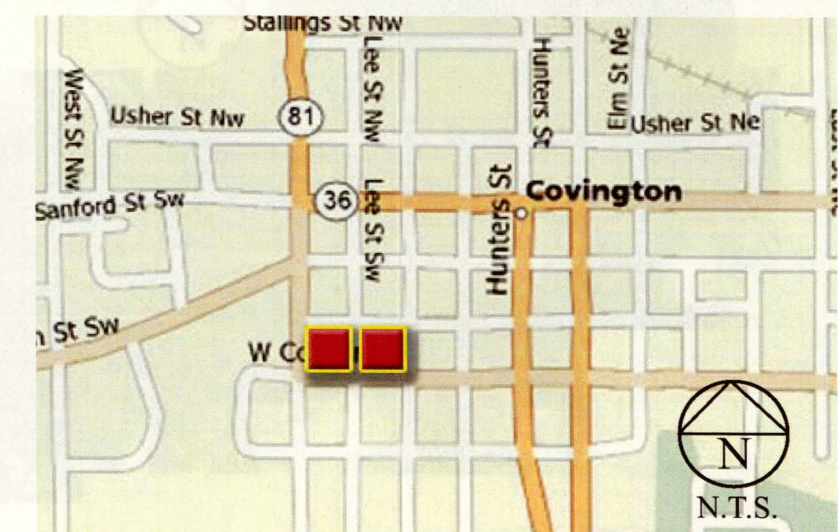
North and east of the site is a commercial area that follows Washington Street into Downtown Covington. This commercial zone, indicated in red, ranges in density and includes such businesses as banks, small shops, luncheonettes, a car repair shop, and a funeral home.

Directly north across Reynolds Street, indicated in orange, stands a high-density residential high rise.

South of the properties, indicated in yellow, extending in every direction, is the historic black 'Harristown' neighborhood that once included these two blocks.

Finally, west across Emory Street extends a narrow right-of-way that connects to the Dried Indian Creek; this natural area is indicated in green.

To the left, assorted photographs express the range of character within and surrounding the area of study.



Locator Map

Community Park and Mixed-Use Development – Research



Photo Elevations

Community Park and Mixed-Use Development – Research



Photo Elevations

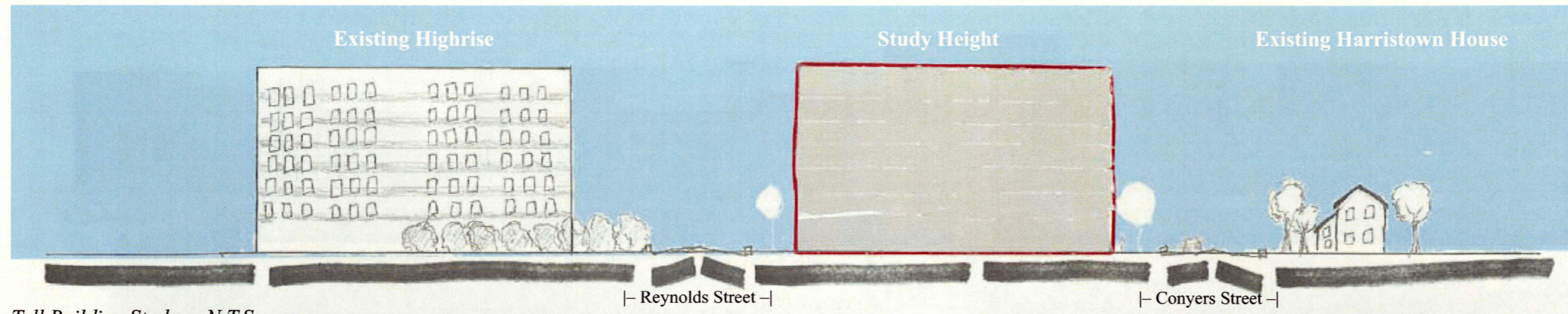
Community Park and Mixed-Use Development – Research

DOWNTOWN COVINGTON - MASTER PLAN UPDATE 2008

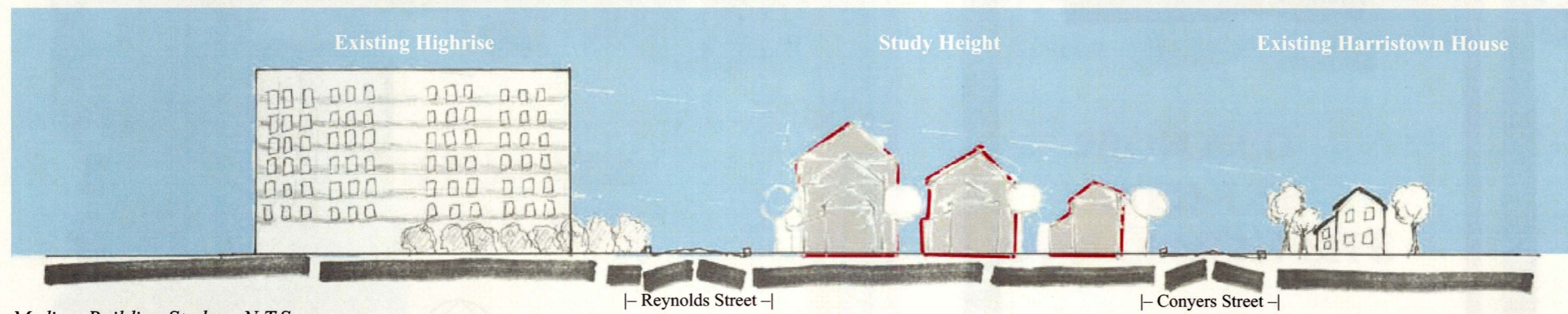
Building Height Study from North to South

To best understand the relationship between the proposed mixed-use development and the existing structures, height studies have been prepared.

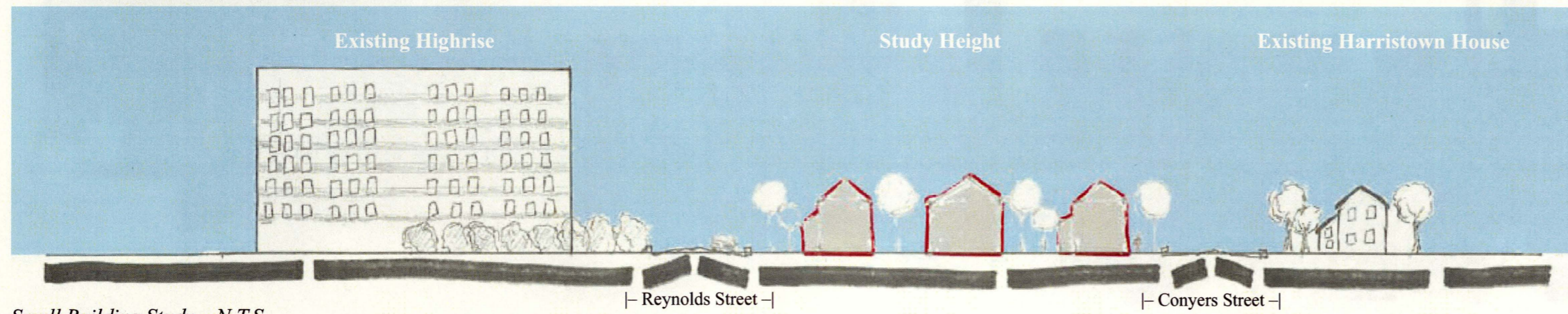
The three drawings at left show different mass configurations. The building at far left is the existing high rise. The building at far right is a Harristown home of typical scale. The varying shapes in the middle represent varying development heights.



Tall Building Study N.T.S.

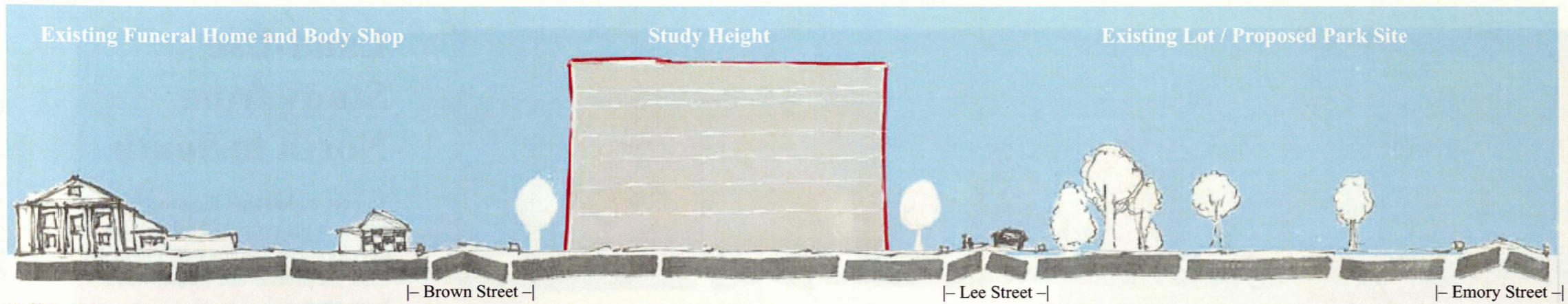


Medium Building Study N.T.S.

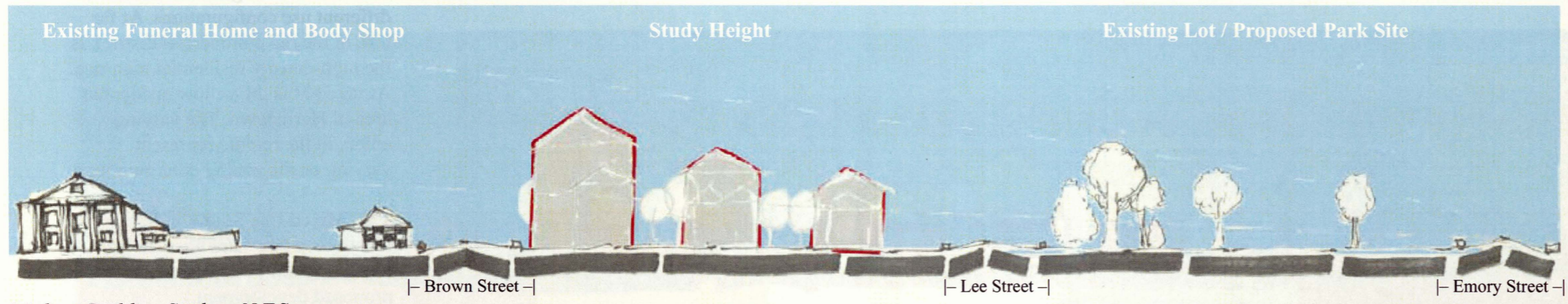


Small Building Study N.T.S.

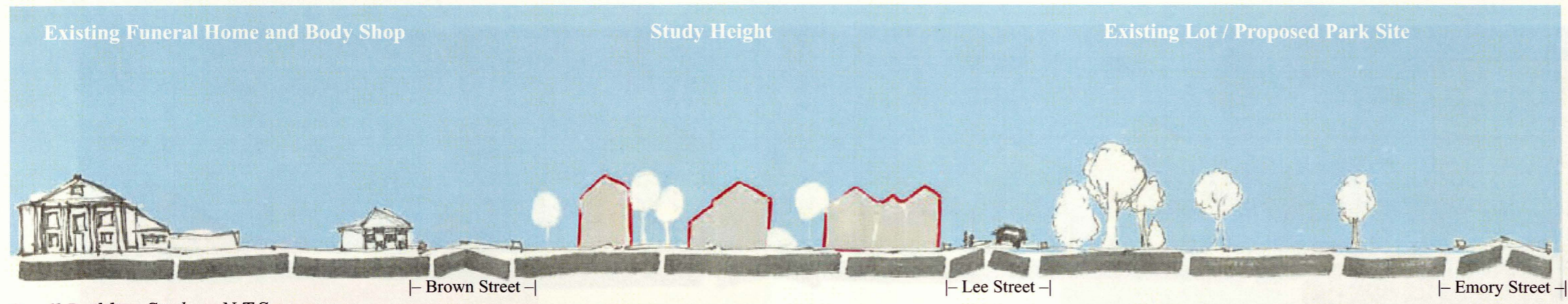
Community Park and Mixed-Use Development – Recommendations



Tall Building Study N.T.S.



Medium Building Study N.T.S.



Small Building Study N.T.S.

Building Height Study from East to West

To best understand the relationship between the proposed mixed-use development and the existing structures, height studies have been prepared.

The three drawings at left show different mass configurations. The building at far left is a two-story formerly residential structure. The undeveloped land at far right indicates the future location of the Community Park. The shapes in the middle represent varying development heights.

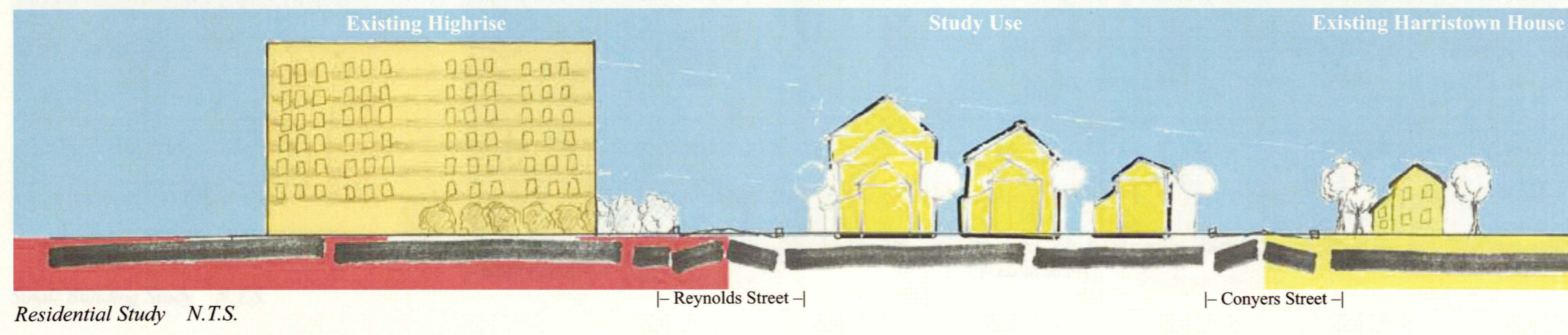
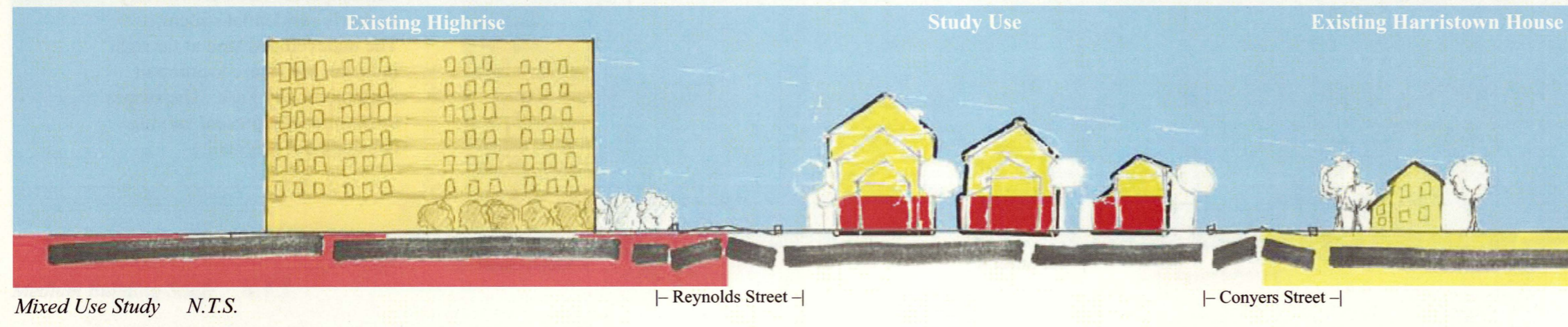
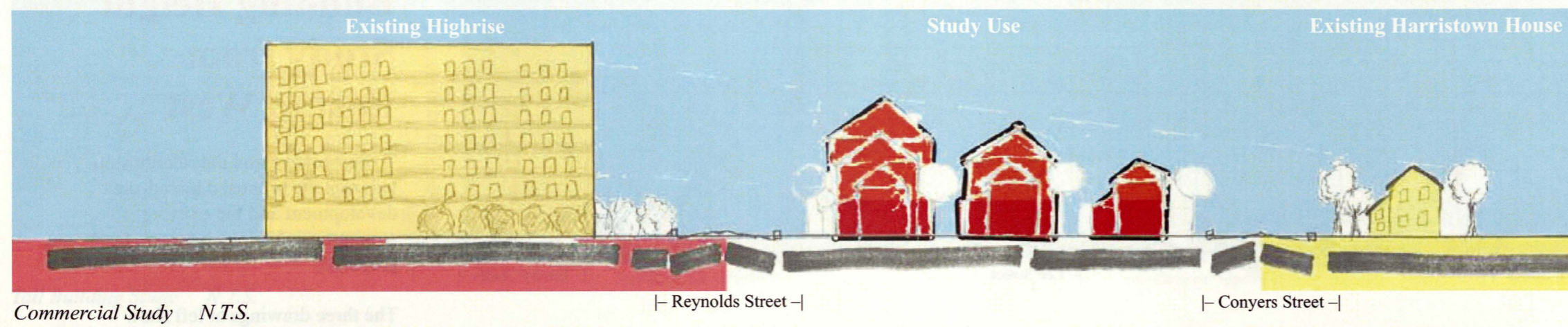
Community Park and Mixed-Use Development – Recommendations

Land-Use Study from North to South

To best understand the relationship between the proposed mixed-use development and the existing land uses, these land-use studies have been prepared.

The three drawings at left show different use configurations. At far left, in the red commercial district, is the high-density residential high rise. At far right is the yellow residential area of Harristown. The varying colors in the middle represent varying onsite zoning configurations.

The 'Mixed Use Study' at left illustrates a two- and three-story recommended building height for the proposed development.



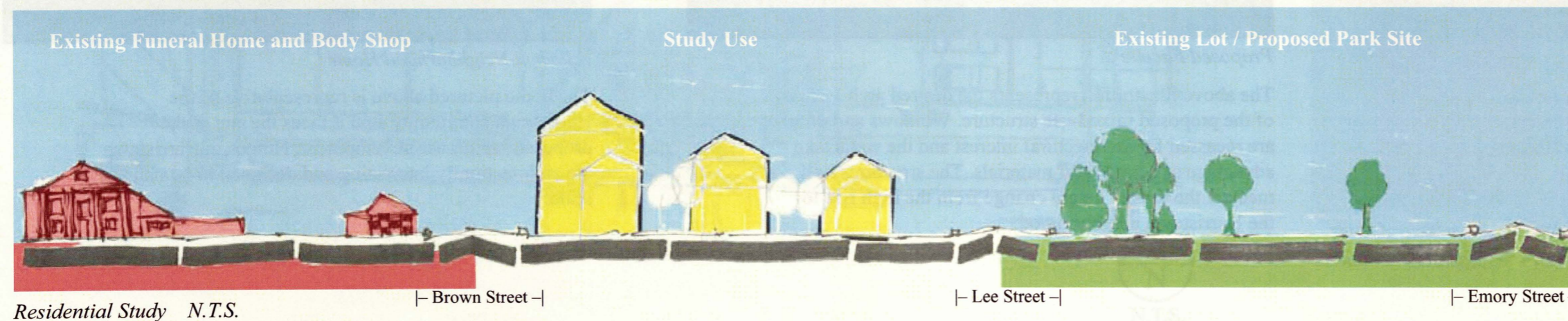
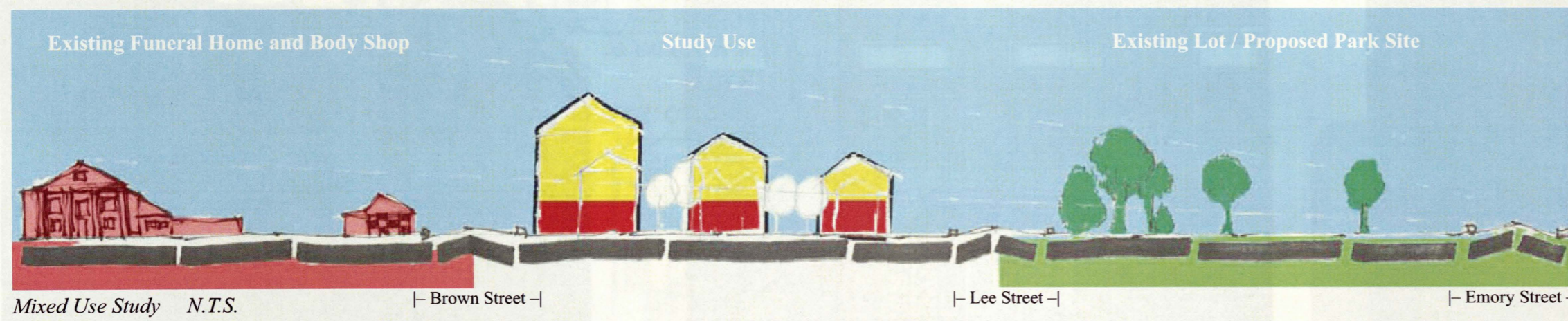
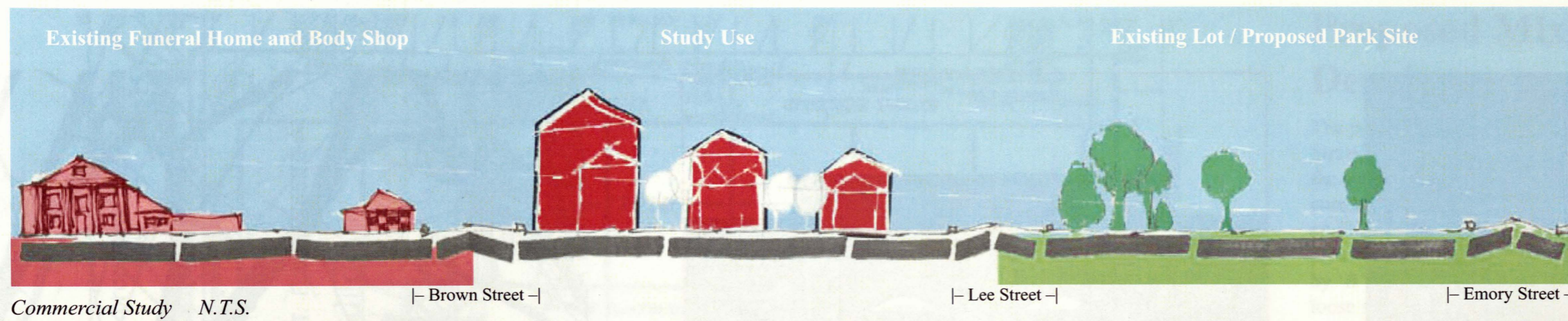
Community Park and Mixed-Use Development – Recommendations

Land-Use Study from East to West

To best understand the relationship between the proposed mixed-use development and the existing land uses, these land use studies have been prepared.

The three drawings at left show different use configurations. At far left in the red commercial district is an existing funeral home. The green undeveloped land at far right indicates the future location of the Community Park. The varying colors in the middle represent varying onsite zoning configurations.

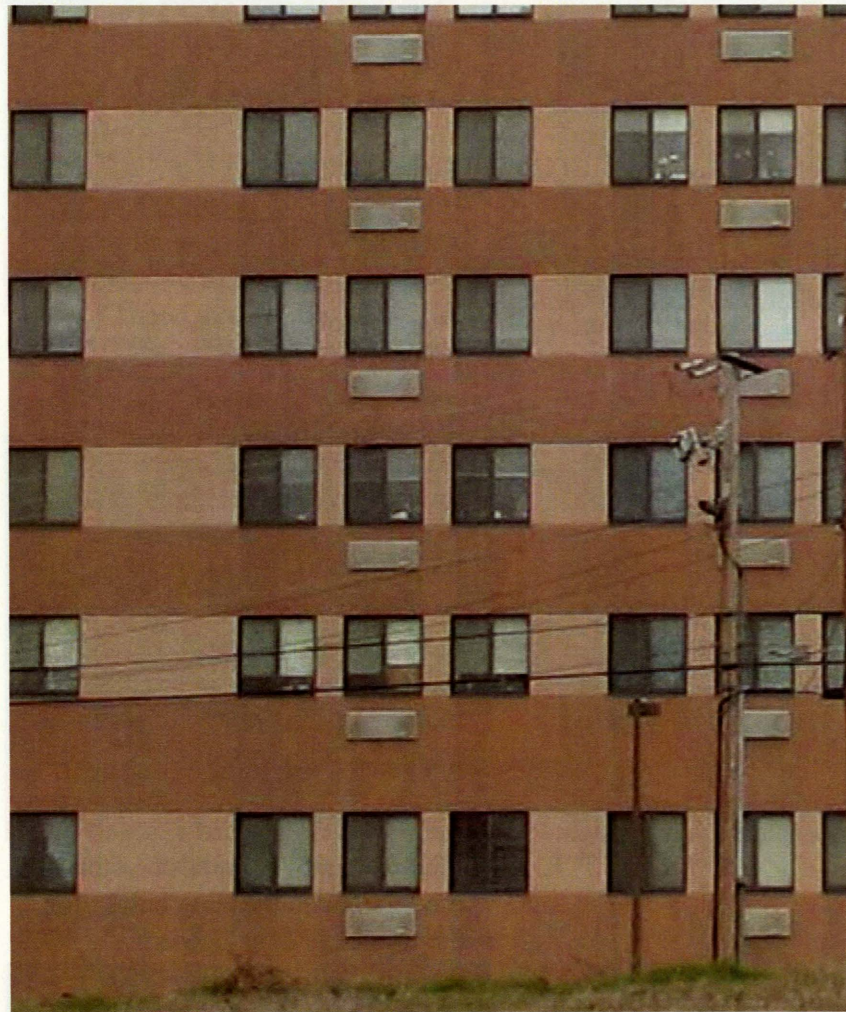
The 'Mixed Use Study' at left illustrates a two- and three-story recommended building height for the proposed development.



Community Park and Mixed-Use Development – Recommendations

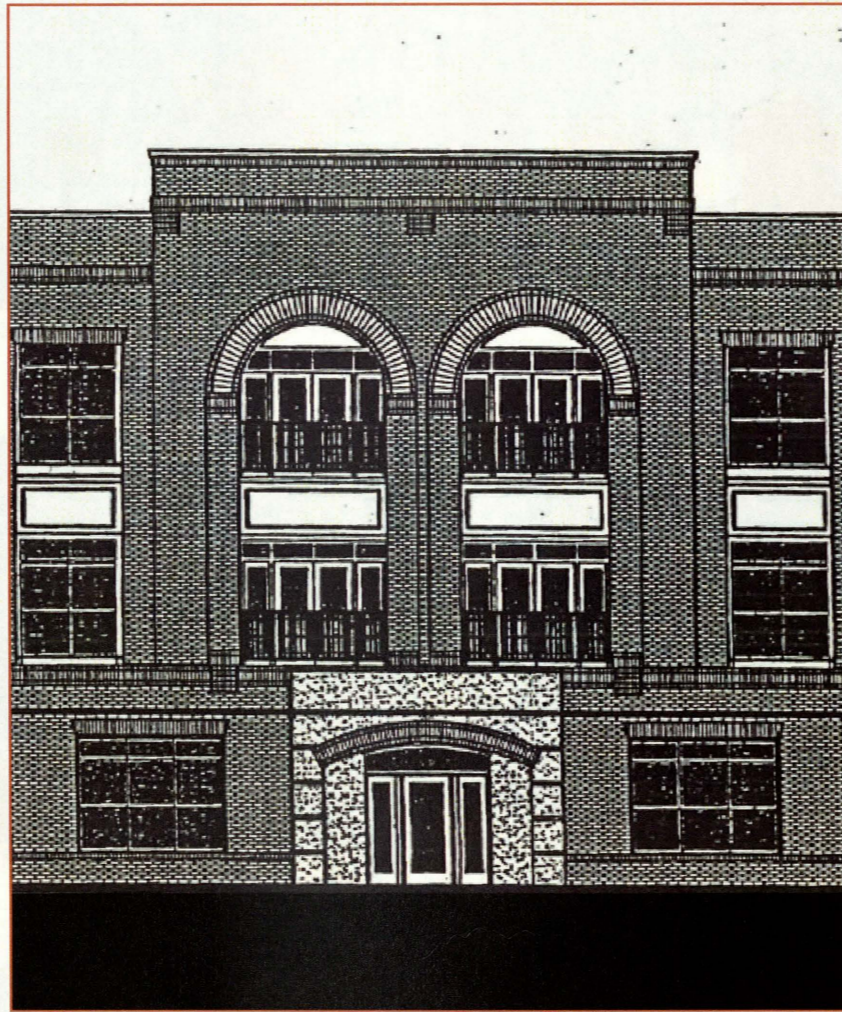
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College of Environment & Design
University of Georgia

Façade Study



Adjacent Highrise

The photograph above captures the appearance of the high rise as it fronts Lee Street. The towering exterior walls are flat and unarticulated with horizontal bands of color.



Proposed Façade

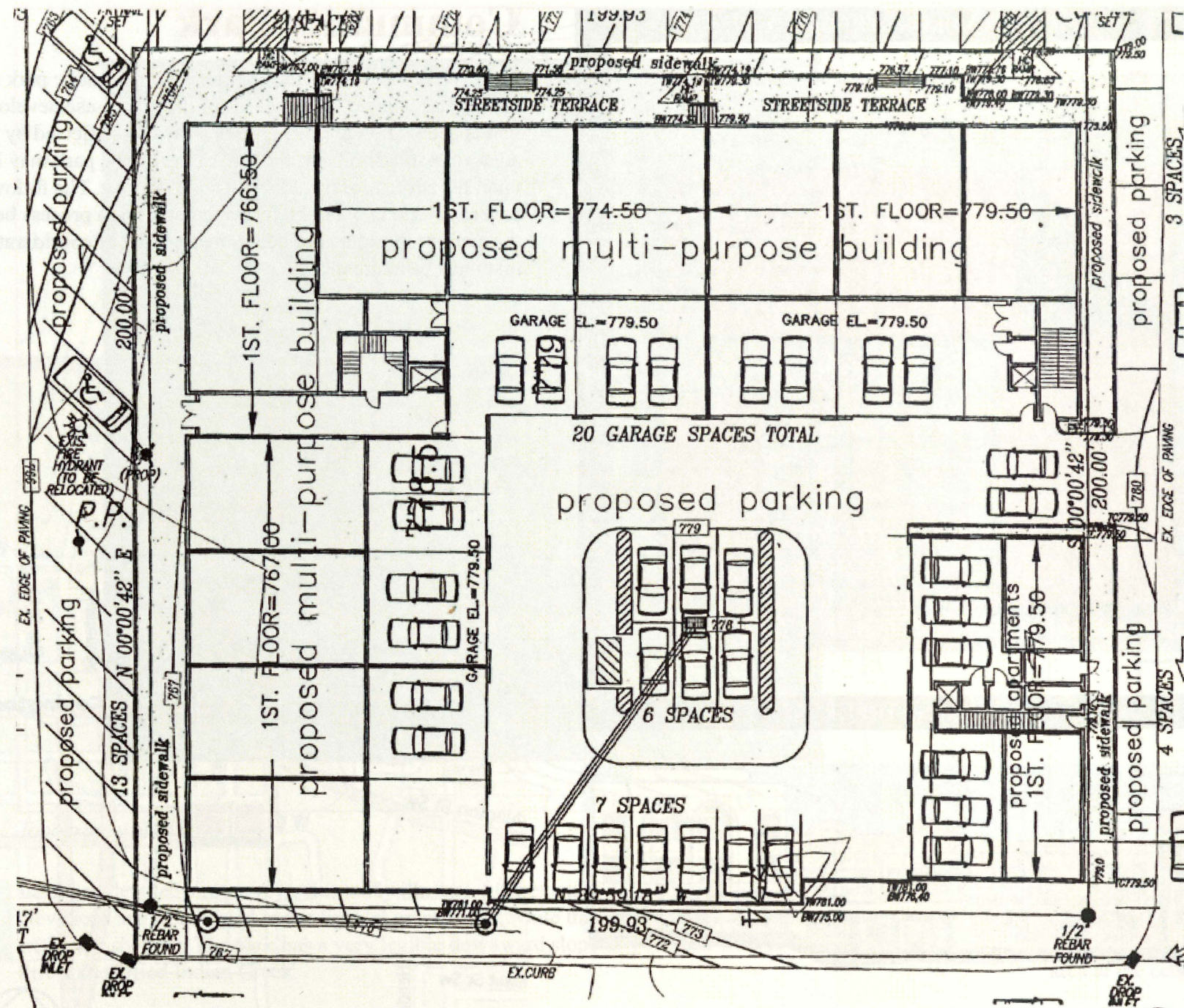
The above illustration represents the desired architecture of the proposed mixed-use structure. Windows and doors are recessed for architectural interest and the walls take advantage of a variety of materials. The structures will mediate the drastic height change from the high rise to the Harristown neighborhood.



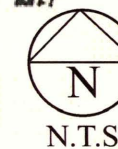
Adjacent Neighborhood Home

The home pictured above is representative of the Harristown community, and it faces the site of the proposed mixed-use development. Homes in Harristown are architecturally interesting and designed to human scale.

Community Park and Mixed-Use Development – Recommendations

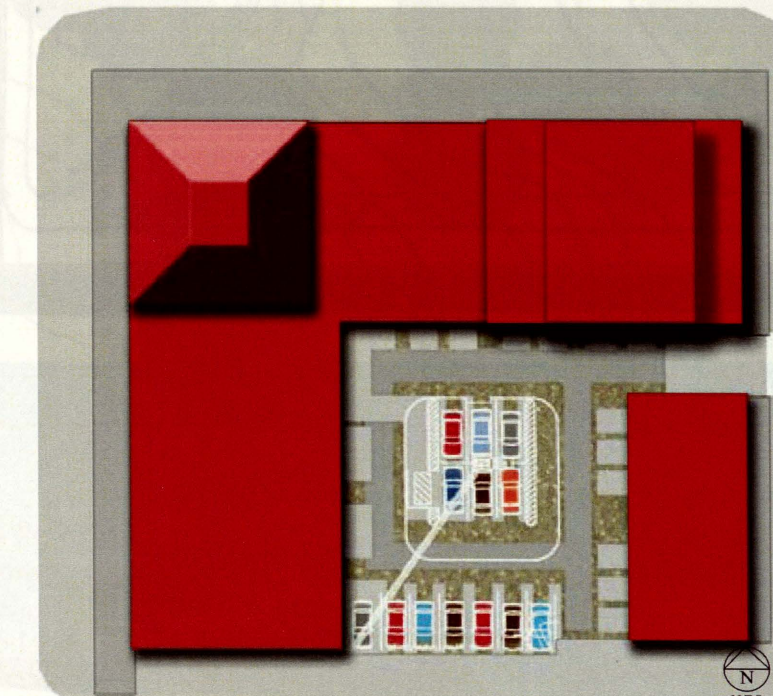


Development Plan



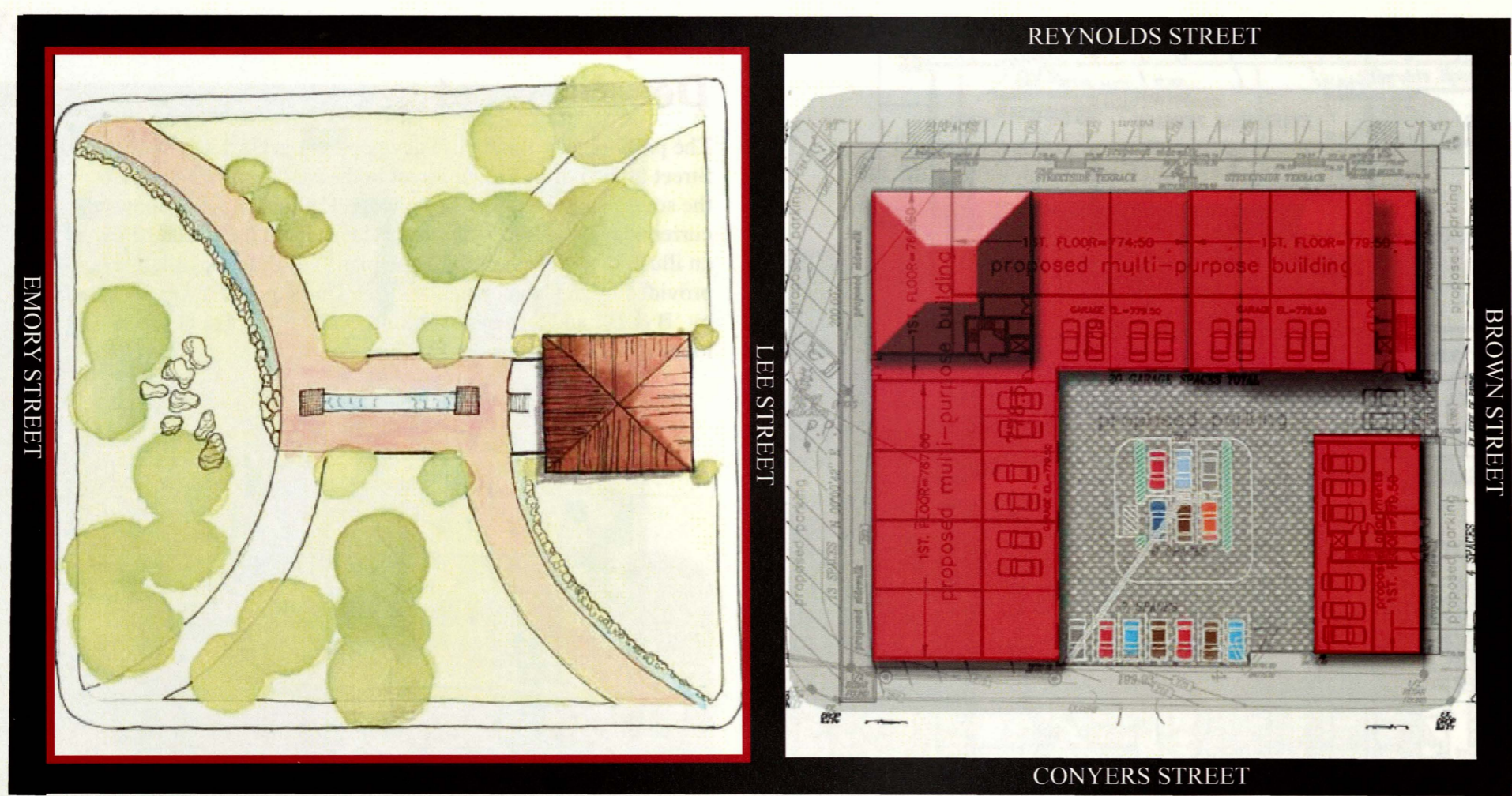
Proposed Mixed-Use Development

The proposed mixed-use development is bordered by Reynolds Street to the north, Brown Street to the east, Conyers Street to the south, and Lee Street to the west. The image at left shows the current development proposal for the site and the image below is an illustrated version of the same plan. The drawing at left was provided by the land owner, Mr. Lee Durden, and it was prepared by 'B & B Land Surveys' of Monroe, GA. The plan below is a loose rendering of this original plan.

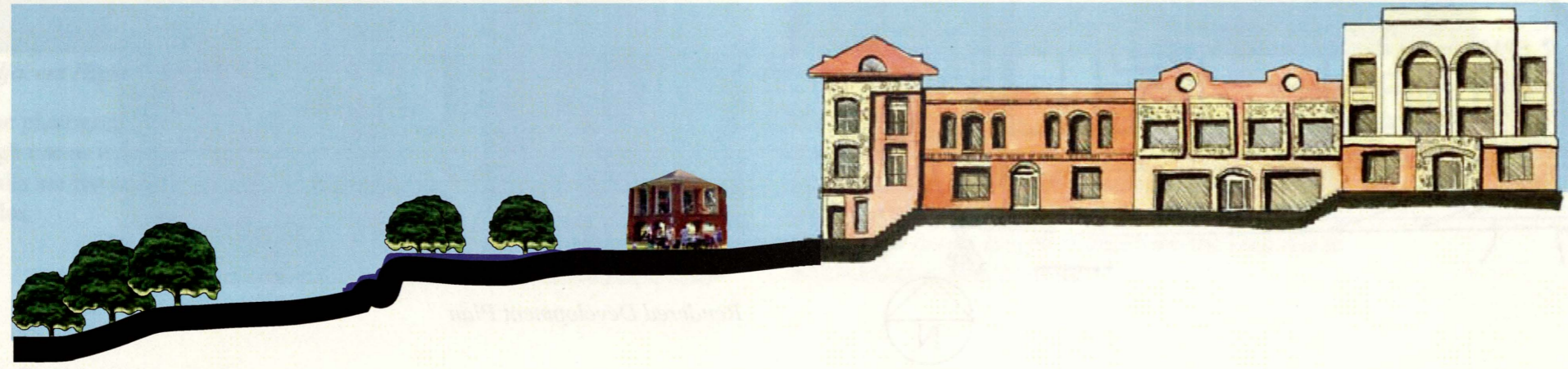


Rendered Development Plan

Community Park and Mixed-Use Development – Recommendations



Plan



Section

Community Park

The private mixed-use development and the public park are intrinsically linked. The success of the mixed-use development that is detailed on previous pages is strongly affected by the adjacent park. Similarly, the fate of the public park may hinge upon the success of the adjacent development. The following pages serve to explain the research and design process behind this park proposal and to detail the long list of considerations that must be addressed.



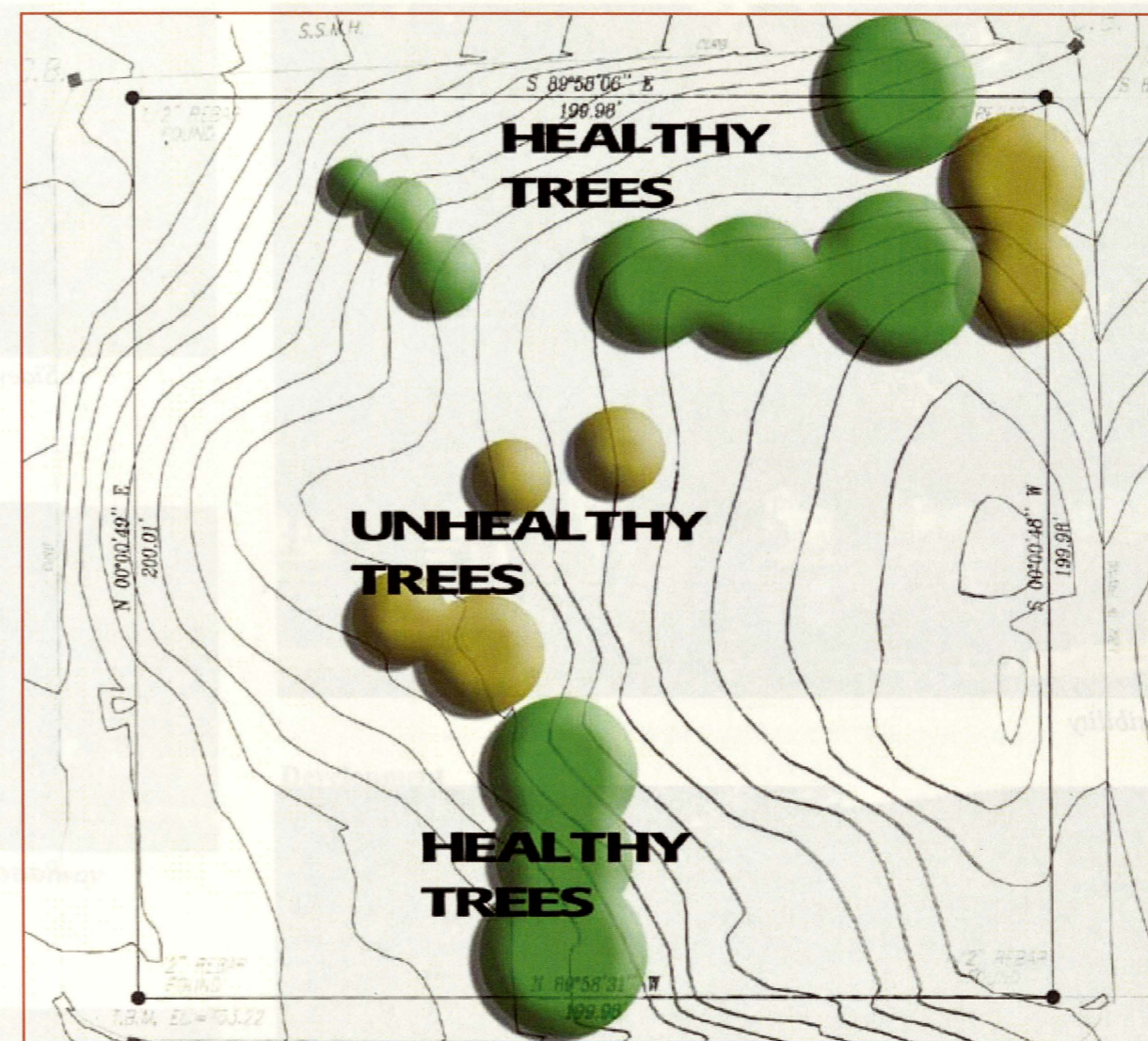
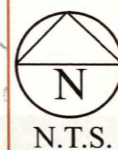
Locator Map

Community Park and Mixed-Use Development – Introduction



Topography Study

Based on detailed site surveys, this study illustrates the existing park topography. The highest elevations are represented in the lightest green tones, while the lowest points are represented in with dark shading. The park has a very legible downward slope as you head west towards Emory Street and Dried Indian Creek.



Tree Study

The above study represents the existing canopy-trees on the park site. The rich green circles represent the healthier, more valuable hardwood growth. Diseased or problematic hardwoods, as well as any undesirable evergreen vegetation, is depicted in yellow-green. Notice that the large area at the center of the site lacks any valuable vegetation.



Community Park and Mixed-Use Development – Research



Pavilion Possibility



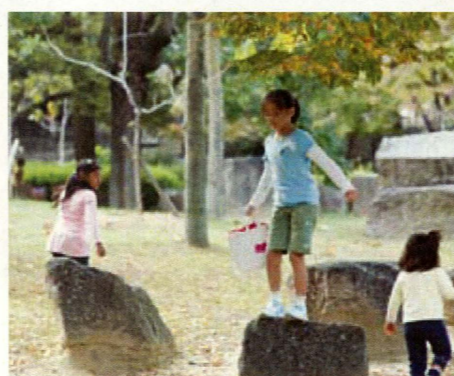
Sidewalks and Street Trees



Raised Crosswalks



Pavilion Possibility



Place for Kids to Play

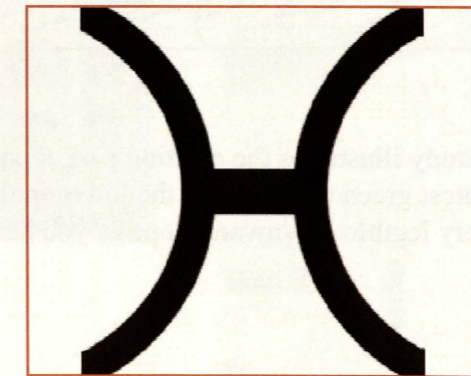
Harristown Community Input

Park

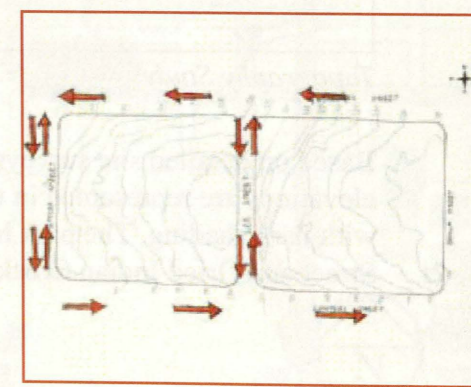
- Create space for family reunions/ church events
- Don't let it look like the nearby 'park' that has no shade and a ten-foot fence
- Make the park a destination along the proposed greenway
- "kids get into trouble because there is nothing for them to do in Covington"
- Try to create a space that caters to the immediate community (pedestrians)
- Basketball courts can be fun, but they can be violent places

Development

- Fit in with the Harristown style and scale
- Deal with unsightly highrise



Gateway to Harristown



Traffic Calming

Community Park and Mixed-Use Development – Research



Savannah Square Style Fountain



Water Feature



Destination for Greenway



Lights

Developer Input (Mr. Lee Durden)

Park

- Developer has always had a dream of a full city block “Savannah park”
- Sidewalks or paths could enter from the corners and intersect at the center
- Envisions a water feature; fountain at best, natural pond at least
- Perhaps mitigate stormwater and create a water feature in one element
- Favors a historical, traditional brick, stone, and concrete aesthetic
- Explore both formal, hardscape aesthetic and organic, natural aesthetic
- Safety and crime are concerns
- The safety of the park will affect Durden’s adjacent development; financial!
- No fencing is envisioned, even if it is a private park
- Utilize crime-deterrents; generous lighting, unobstructed views in and out
- Curfews may be a good idea to keep ‘undesireables’ out
- Consider a public or a private park
- Low maintenance is key!
- Create a design that minimizes water use

Development

- All required parking is onsite
- Mixed use will be about 1/3 retail and 2/3 residential

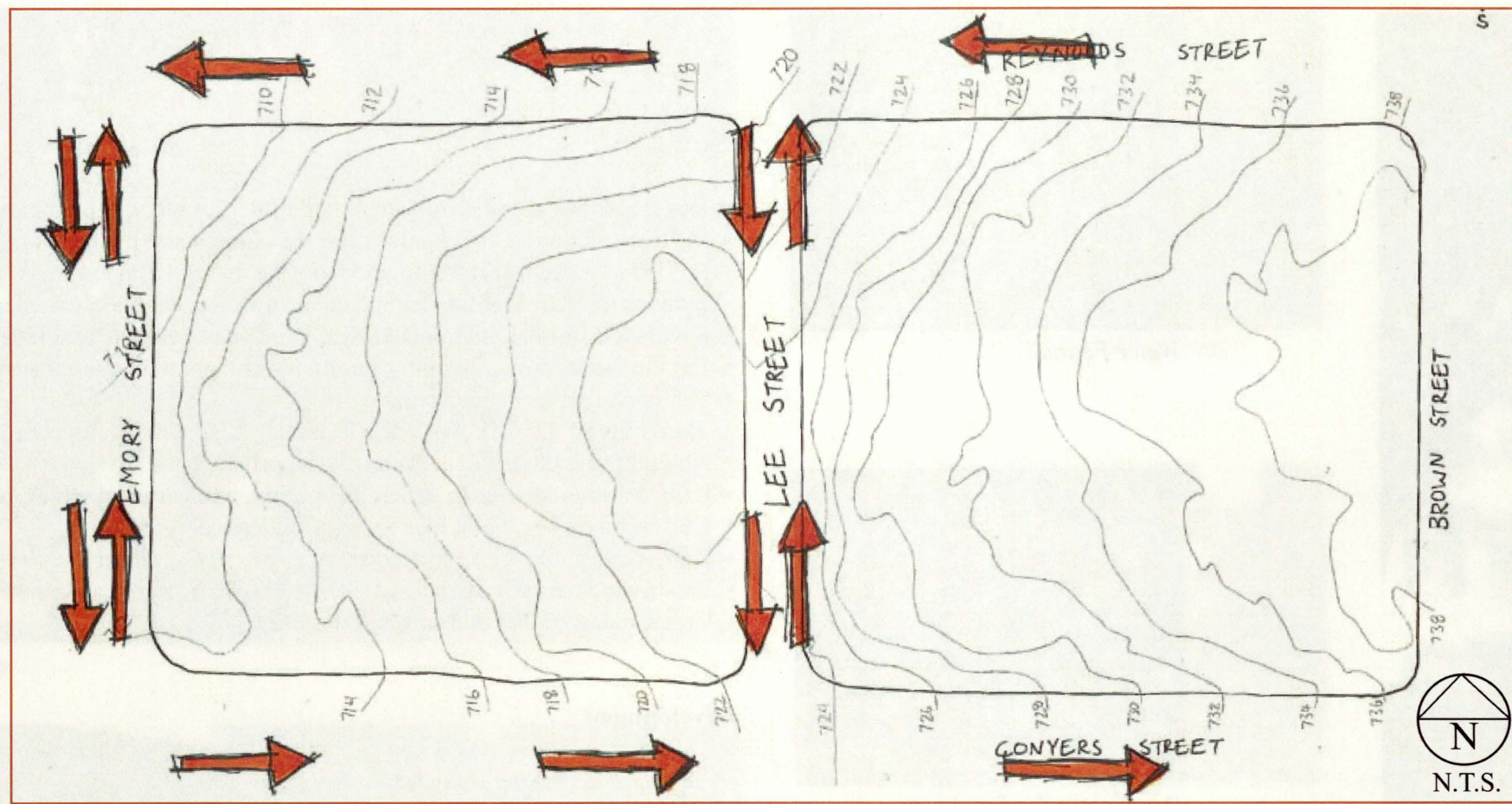


Safety



Development Connectivity

Community Park and Mixed-Use Development – Research



One-Way Traffic Direction

Traffic Calming

One of the recurring concerns in the Harristown community is the issue of pedestrian safety. This concern grows stronger with the potential of a community park that would lie across Conyers Street, the area's fastest and busiest thoroughfare. There are several possible means of slowing and dispersing vehicular traffic along this route. The following techniques will promote pedestrian connectivity to the surrounding blocks:

- Turning Conyers and Reynolds Streets into one-way corridors; Conyers Street would carry eastbound traffic from Emory Street, Reynolds Street would deliver westbound traffic onto Emory Street.
- Implementing street side parking along Conyers Street and Reynolds Street. This would serve two important purposes -- creating parking that does not detract from the park or development acreage and forcibly reduce traffic speed on Conyers Street.
- Enforcing current traffic laws. Tandem-axle trucks are currently prohibited from taking these residential routes, but community residents report that the laws are often broken.
- The character and vegetation of a proposed park has been proven to naturally, unconsciously slow the speed of passing motorists.
- Sidewalks should create a pedestrian perimeter around the park.



Street Side Parking



No Trucks



The Park Aesthetic

Community Park and Mixed-Use Development – Recommendations



Community Ownership

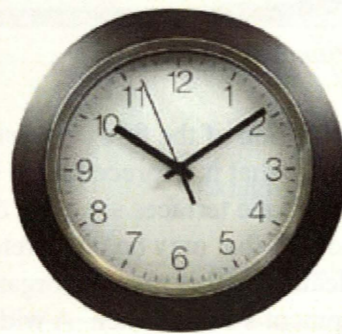
Park Safety Measures

Another concern for the neighborhood park, one that is of great importance to existing Harristown residents as well as the developer of the mixed-use block, is safety. For the park to be successful it must be beneficial to the community and an asset to the adjacent development. There are several angles from which park safety can be approached, and addressing many of the following issues will ensure the park's safety:

- Instill a sense of community ownership. By creating a public park that is the pride of the local community, residents will feel a need to look after and protect the park. One of the best ways to create this sense of community ownership and stewardship is to organize and welcome community events on a regular basis.
- Enforcing a curfew. Controlling the times during which visitors are allowed on the park grounds discourages destructive or illegal behavior.
- Maintain clear views into and out of the park. Crimes are less likely to happen in plain sight. By reducing vegetative screens on the ground level and installing generous lighting, crime will be discouraged and a sense of safety will be bolstered.



Community Events

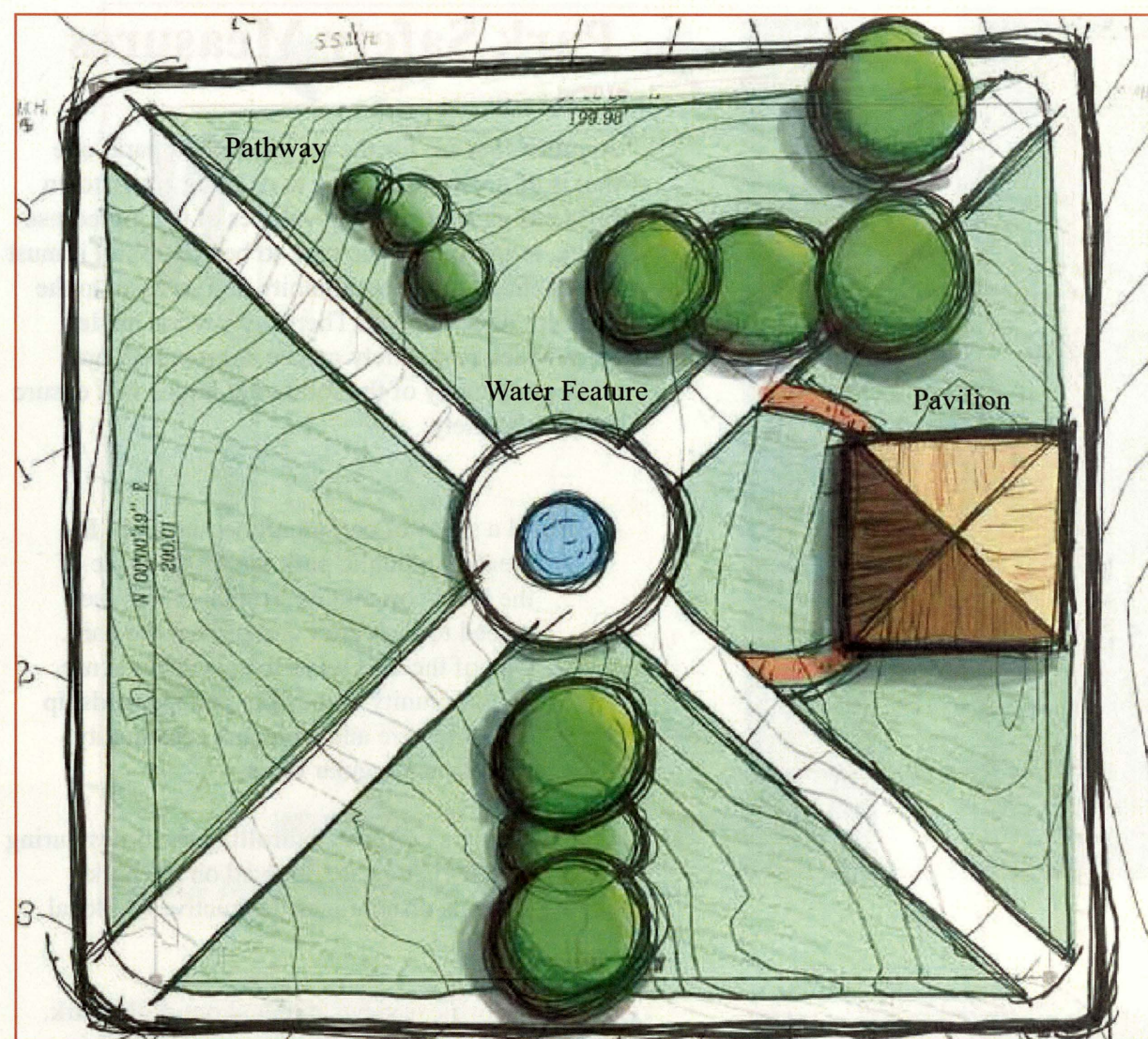


Curfew



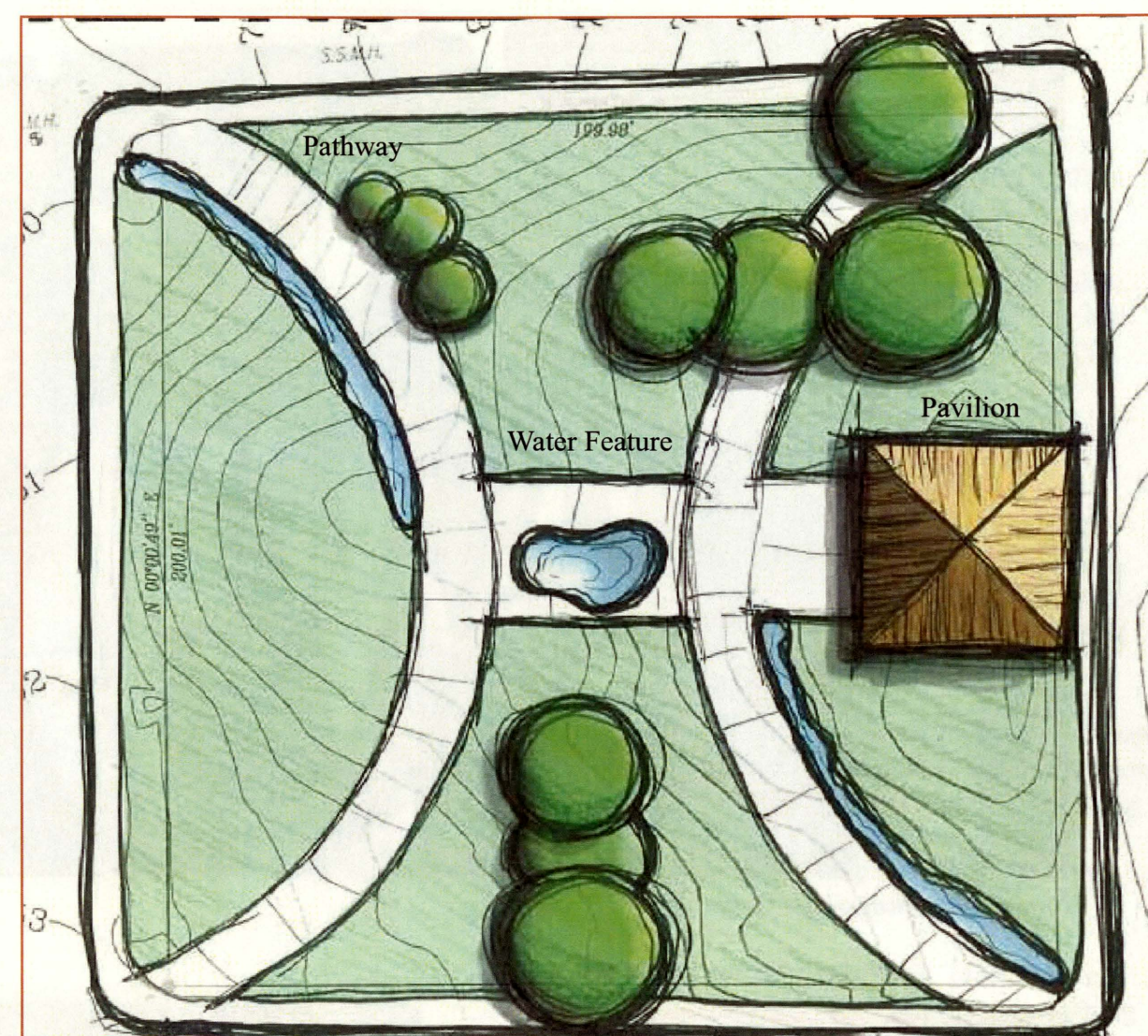
Clear View of Site

Community Park and Mixed-Use Development – Recommendations



Park Plan Concept #1

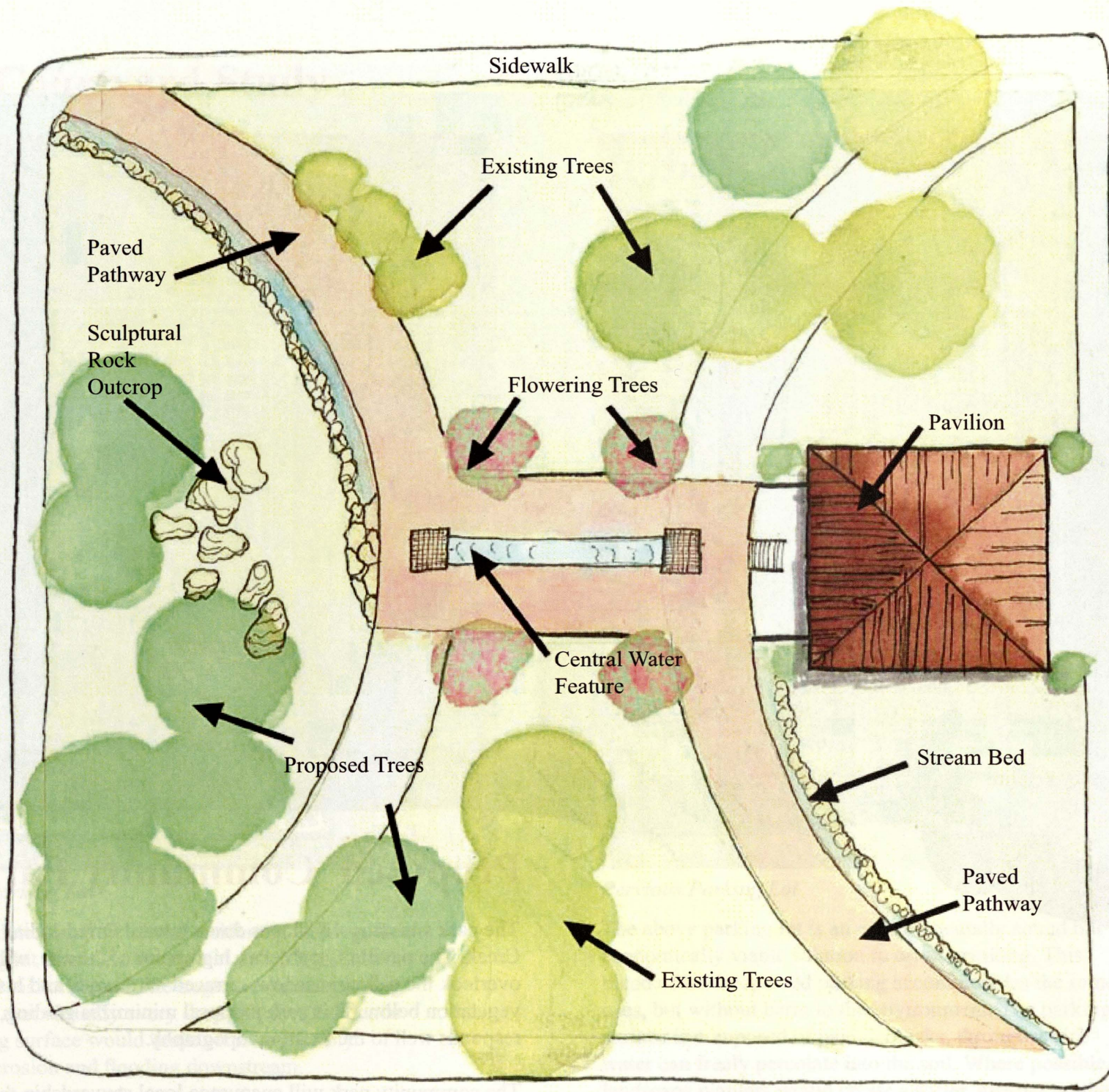
The above drawing is the first of two conceptual plans for the park site. This plan is based upon the current landowner's vision for the park combined with community requests for a sheltered meeting space. Closely modeled after a city block park typical of Savannah, Georgia, the park would feature wide diagonal sidewalks originating from the four corners that terminate at a central water feature. Any existing tree canopy would be preserved. The conceptual plan includes a historic-styled pavilion facing the adjacent mixed-use development – this structure would serve the community as a meeting place.



Park Plan Concept #2

A modification of the first conceptual plan better accounts for the on site topographical changes, a challenge that is unprecedented in Savannah squares. The curving sidewalks also serve as a series of gentle terraces stepping down towards Dried Indian Creek. The hardscape forms a stylistic "H" that may be interpreted to represent the historical 'Harristown' community. The water feature in this plan, an organic stream-bed, serves to drain and mitigate the adjacent development's stormwater. A wider central space along an east-west axis creates an open plaza at the heart of the site. The plan also accommodates community and social gatherings within its traditional pavilion.

Community Park and Mixed-Use Development – Recommendations



Park Plan

Proposed Community Park

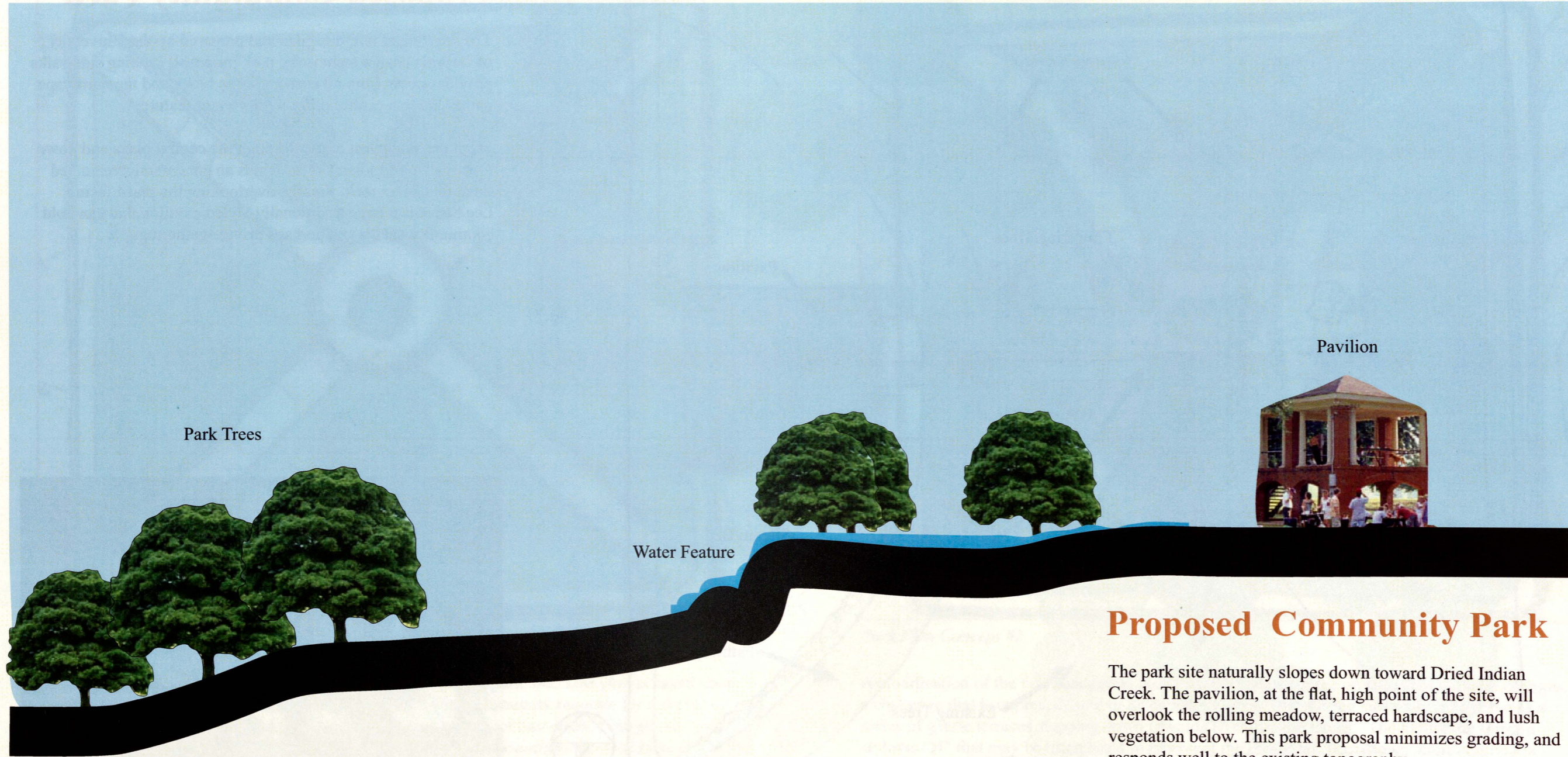
The drawing at left, designed and prepared by the University of Georgia design team is the park proposal. Inviting sidewalks provide access from all corners of the block and the hardscape paths lead to a central plaza with a water feature.

From the southwest corner through the central plaza and down towards Dried Indian Creek, winds an ephemeral stream bed lined with river rock. Finally, overlooking the plaza facing Lee Street is a large traditionally-styled pavilion that can hold community events and perhaps private gatherings.



Pavilion Possibility

Community Park and Mixed-Use Development – Recommendations



Park Section N.T.S.

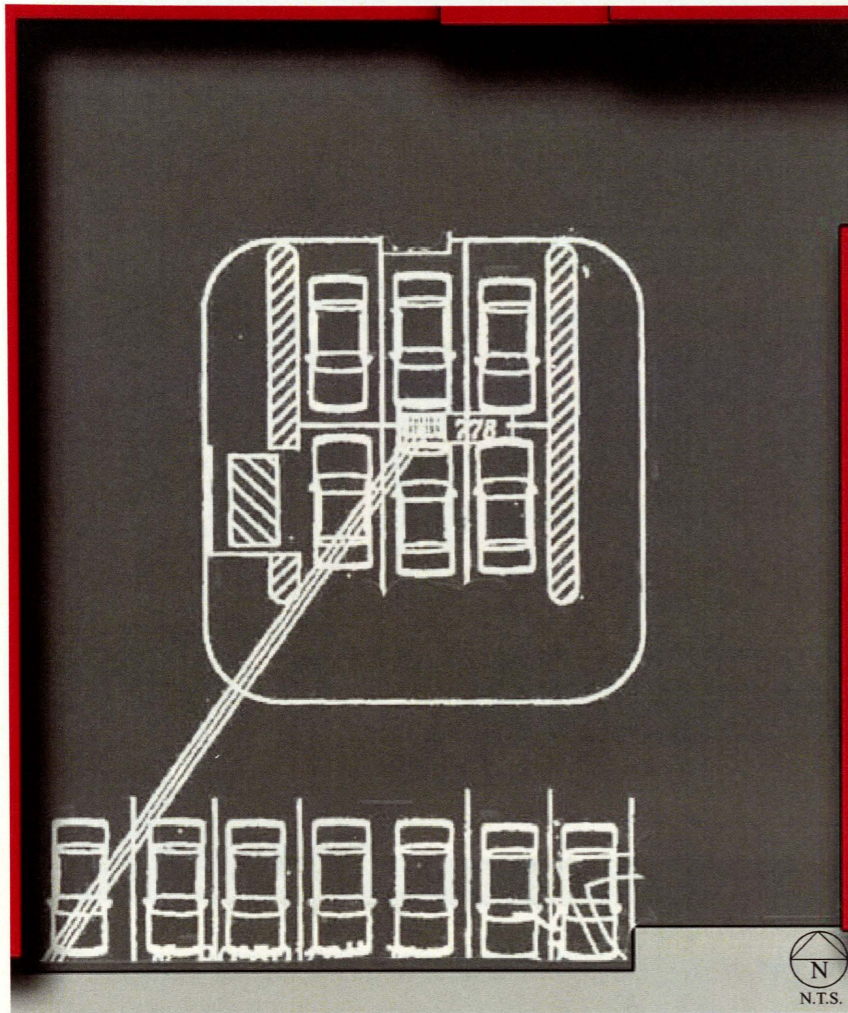
Proposed Community Park

The park site naturally slopes down toward Dried Indian Creek. The pavilion, at the flat, high point of the site, will overlook the rolling meadow, terraced hardscape, and lush vegetation below. This park proposal minimizes grading, and responds well to the existing topography.

The community park will encourage local stewardship through its blend of natural and traditional aesthetic beauty.

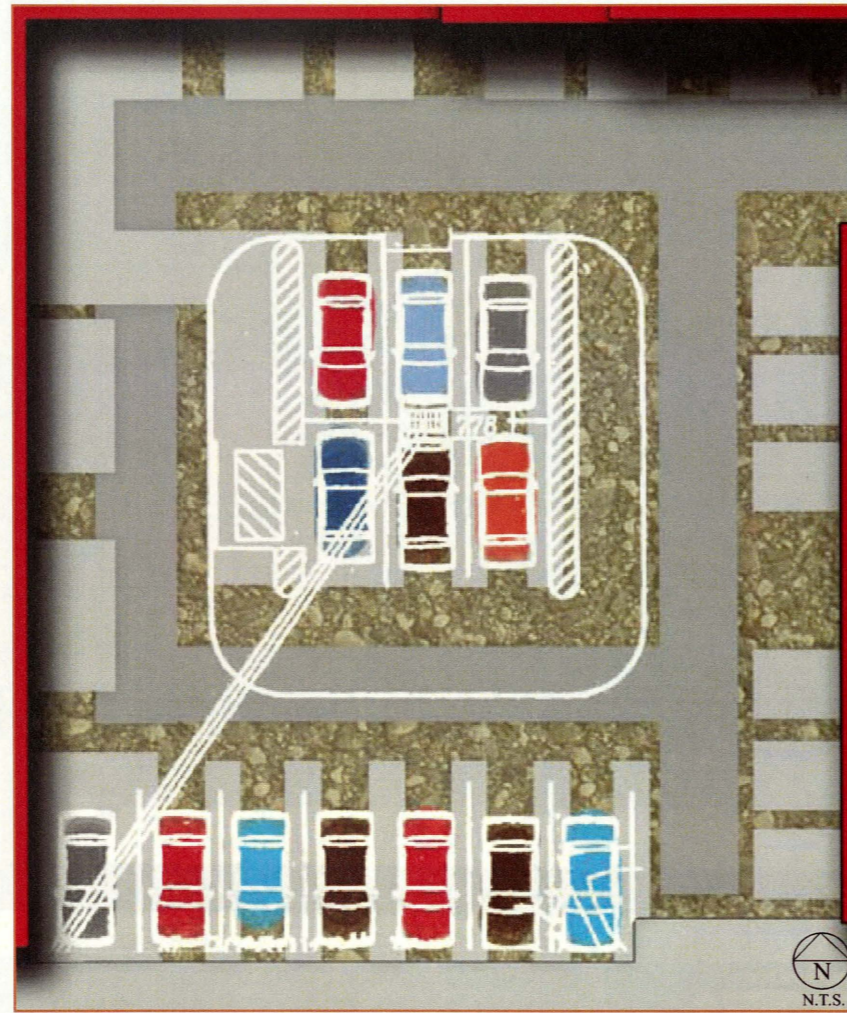
Community Park and Mixed-Use Development – Recommendations

Inner Courtyard Study



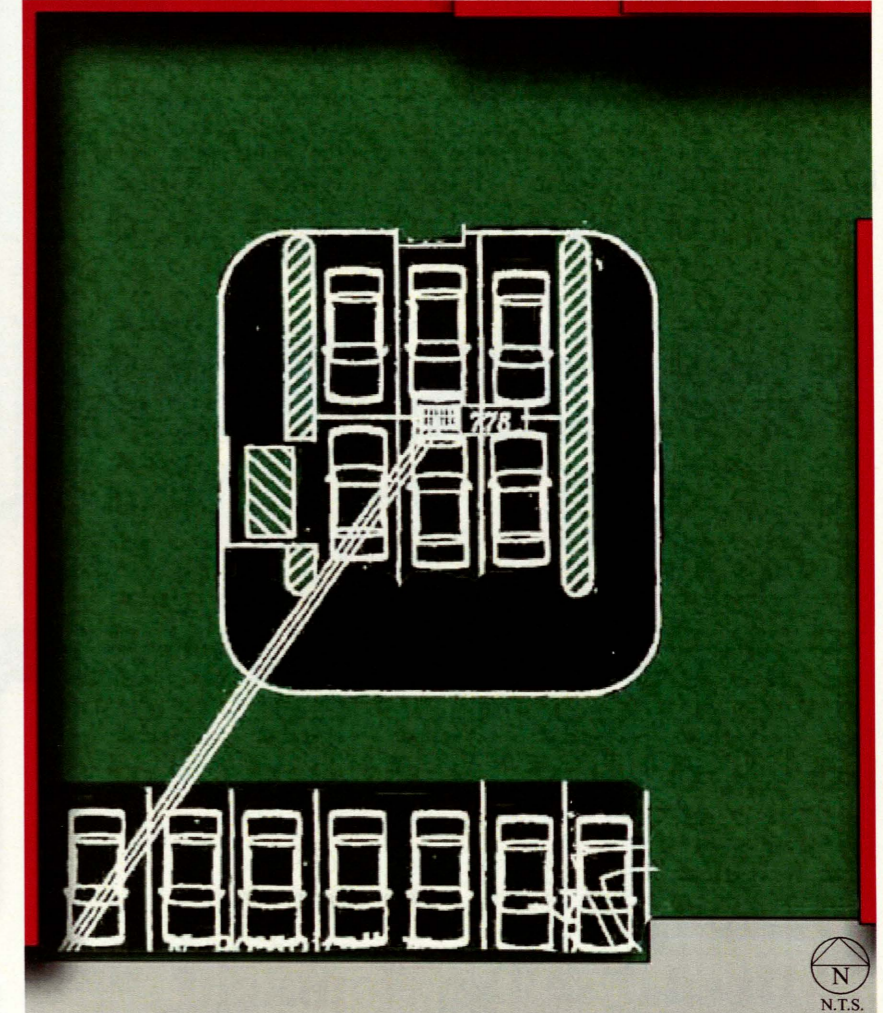
Impervious Parking Lot

To accommodate commercial and residential parking, the above parking lot would be the typical solution to hold residents' and visitors' cars. The tragic flaw in employing this design is that virtually every drop of water that lands on the parking surface would drain off site, possibly causing soil erosion and flooding downstream.



Pervious Parking Lot

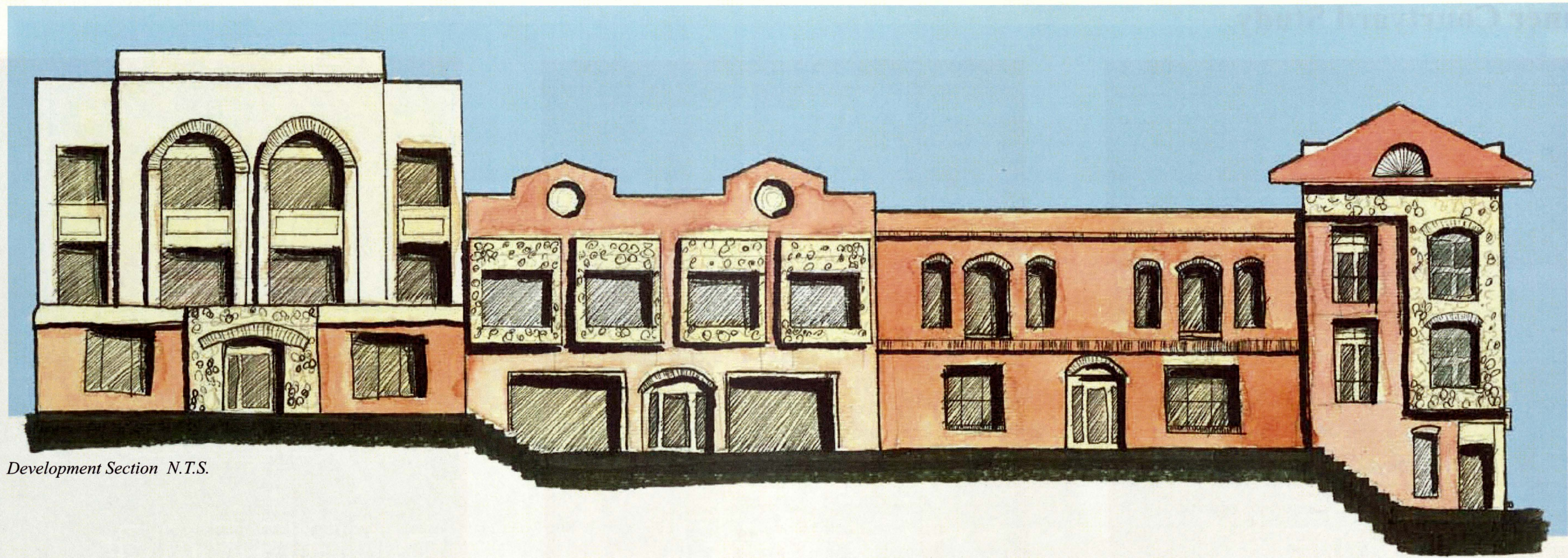
The above parking lot is an environmentally sound but economically viable solution to on site parking. This blend of landscape and parking accommodates the same uses, but without harm to the environment. The parking surface is composed of paving blocks, through which water can freely percolate into the soil. Where possible, landscape planters would create a softer, greener aesthetic to the parking area.



Pervious Courtyard

The above study imagines the parking lot as a highly-pervious greenspace. If it were able to support regular traffic, a completely permeable greenspace would be the ideal solution to stormwater. Though beautiful and ecological, to support vegetation on the parking surface would be a constant and costly maintenance battle.

Community Park and Mixed-Use Development – Recommendations

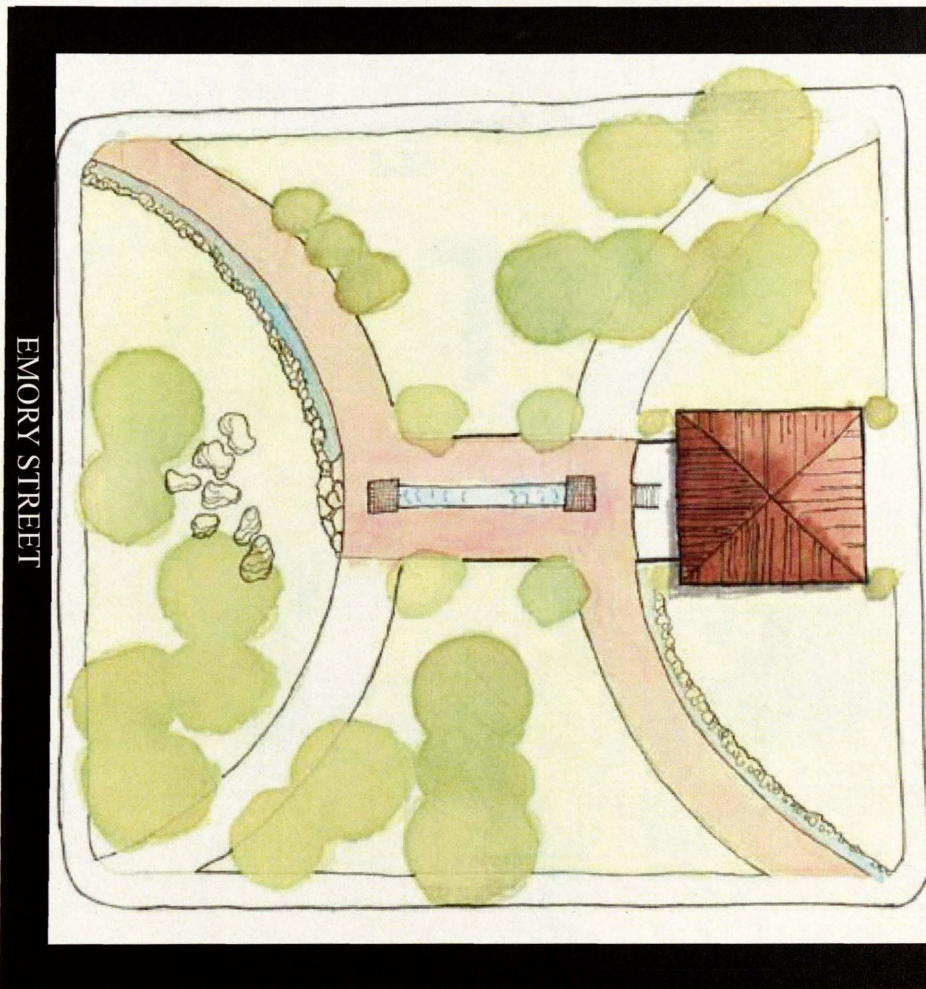


Development Section N.T.S.

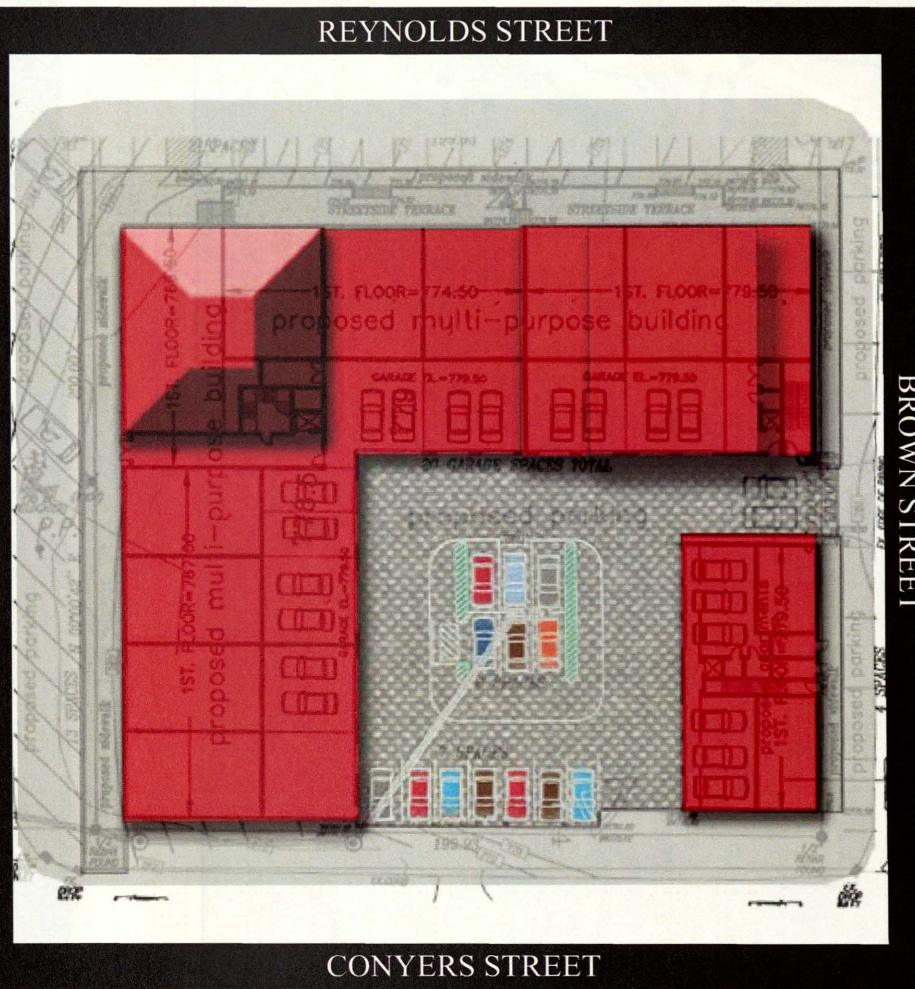
Proposed Mixed-Use Development

The elevation drawing above illustrates the mixed-use development as it will front Reynolds Street. The façade is composed of natural materials, such as brick and stone. The architecturally interesting façade is desired by the developer and embraced by the Harristown community members. The original design was provided by the land owner, Mr. Lee Durden, and rendered by the UGA design team.

Community Park and Mixed-Use Development – Recommendations

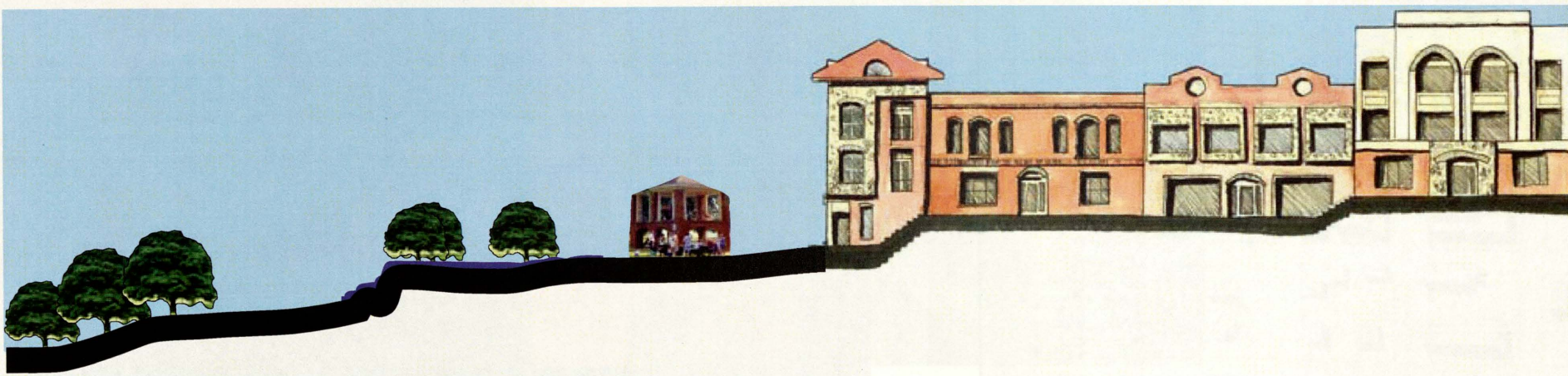


Plan



LEE STREET

BROWN STREET

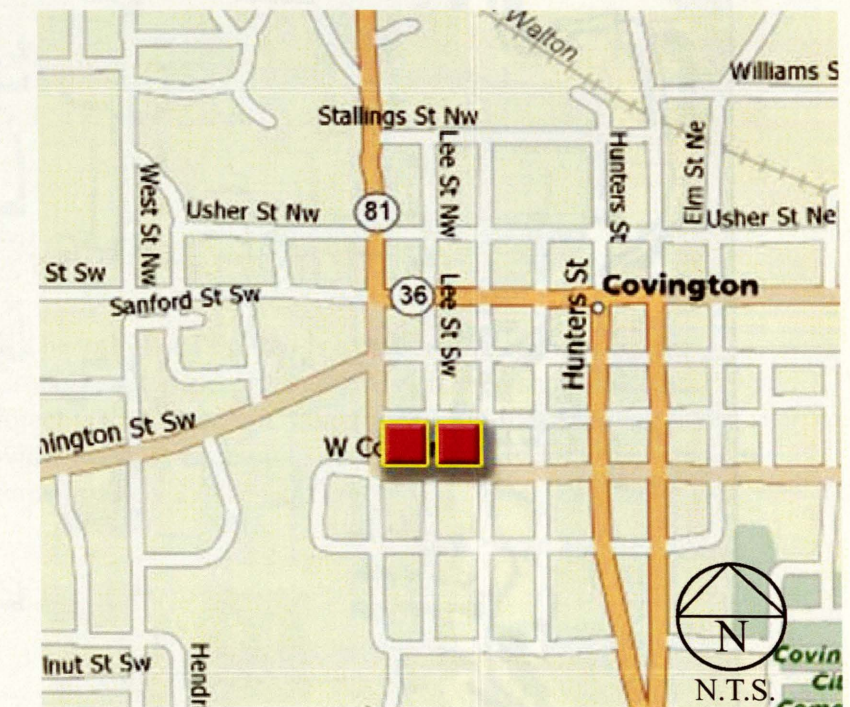


Section

Community Park and Mixed Use Development

If implemented, the mixed-use development and community park proposals would be a boon to the community. One resident described the plans as the “shot-in-the-arm” that would stimulate growth and improvement throughout Harristown and the rest of Covington.

Above all, the most encouraging aspect of this project is that many different parties with diverse interests agree on the importance of these improvements. The land owner and developer, Mr. Lee Durden, is in agreement. Councilwoman and life-long Harristown resident, Mrs. Hawnethia Williams, has expressed the community’s soaring support. Many elected city and county officials are also interested. It is now time to make these proposals a reality and to make a beautiful improvement to the city of Covington, Georgia.



Locator Map

Community Park and Mixed-Use Development – Conclusions

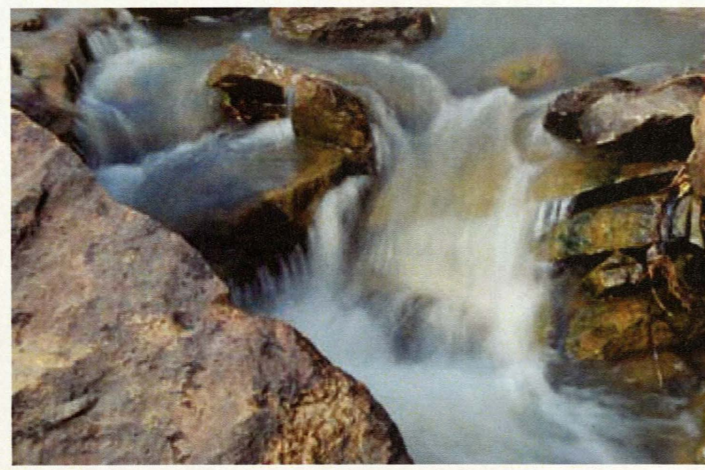


DOWNTOWN COVINGTON

Master Plan Update 2008



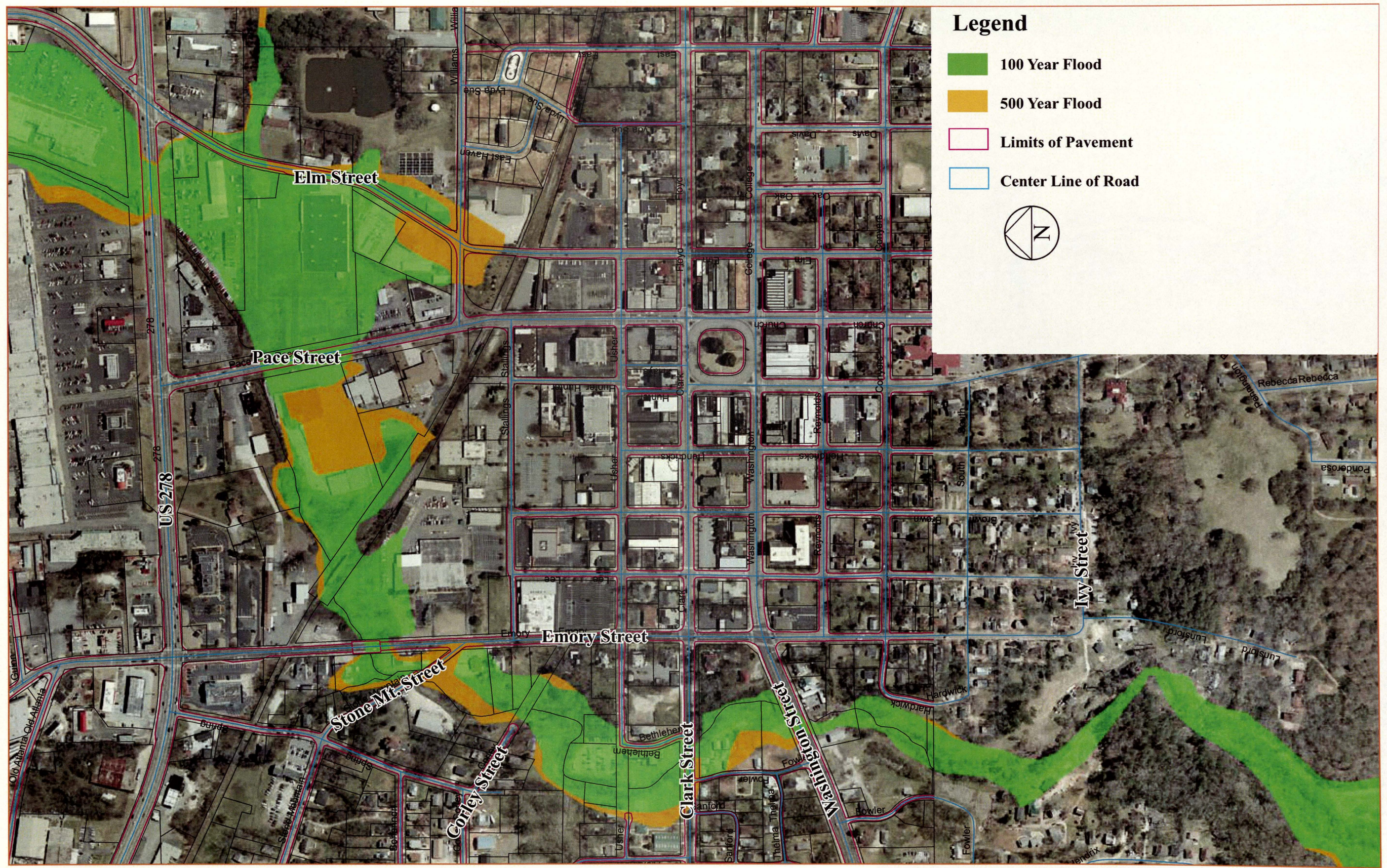
Dried Indian Creek Greenway



Dried Indian Creek Greenway

Imagine Dried Indian Creek as a beautiful stream that is a connecting corridor for the neighborhoods of downtown Covington instead of a wasteland of used shopping carts and tires. The intent of this project is to do just that, transform Dried Indian Creek into a self-sustaining stream and provide an easily accessible multi-use trail system that connects areas adjacent to downtown from Highway 278 to Ivy Street.

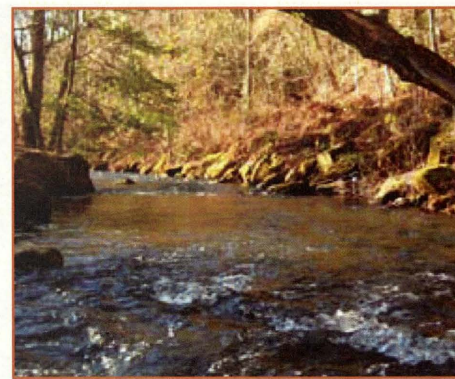
Dried Indian Creek Greenway- Introduction



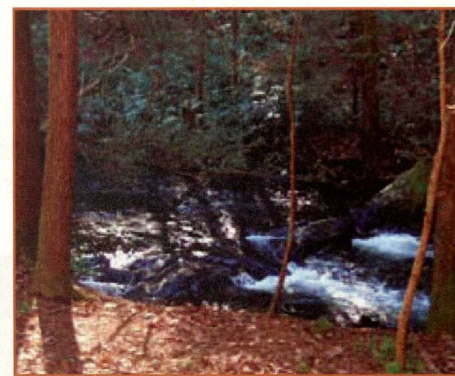
Dried Indian Creek Greenway- Introduction



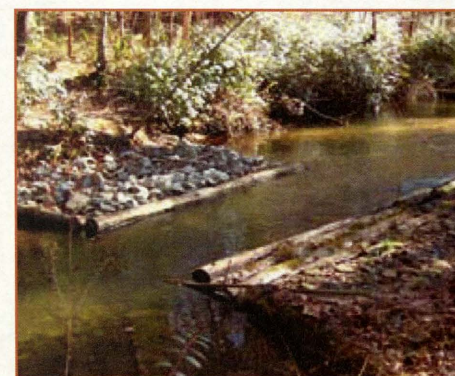
Current Stream Conditions



A healthy stream with proper buffer restrictions



Another healthy stream system



Double deflector implemented in a stream revitalization

Stream Restoration Facts

Riparian Buffer:

Strip of naturally vegetated land along a stream or river which is protected to maintain healthy aquatic ecosystems and to provide a range of other environmental, economic, and social benefits.

Benefits of Riparian buffers:

- trapping and removing sediment from runoff
- stabilizing stream banks and reducing channel erosion
- trapping and removing nutrients and contaminants
- storing floodwaters, reducing high velocity runoff
- maintaining habitat for fish and other aquatic organisms
- improving aesthetics and increasing property values
- offering recreational and educational opportunities

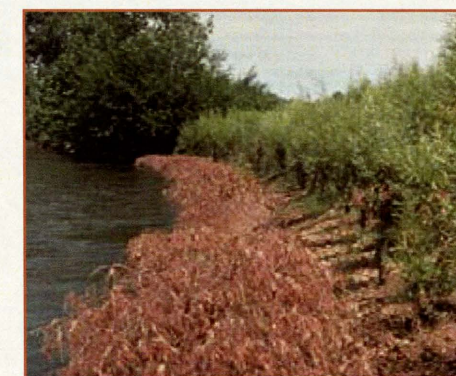
Newton County Planning Regulations Regarding Undisturbed Stream Buffers:

- No construction within 100 feet of a perennial stream and an additional 50 feet for sewer and septic systems

- For intermittent streams there should be a 35 foot undisturbed buffer and an extra 25' for septic and sewer

Stream Restoration Costs vs. Benefits:

- Costs: Staff timing, staff training, technical assistance to developers and landowners, public education efforts, buffer delineation, and buffer protection during construction
- Benefits: Increased property values, bank stabilization and erosion control, low-maintenance stormwater management, reduction in flood damage, groundwater recharge, preservation of wildlife habitat, increased recreational opportunities and revenues, preservation of drinking water quality, and increased diversity of wildlife (Protecting Stream and River Corridors by: Seth J. Wenger and Laurie Fowler)

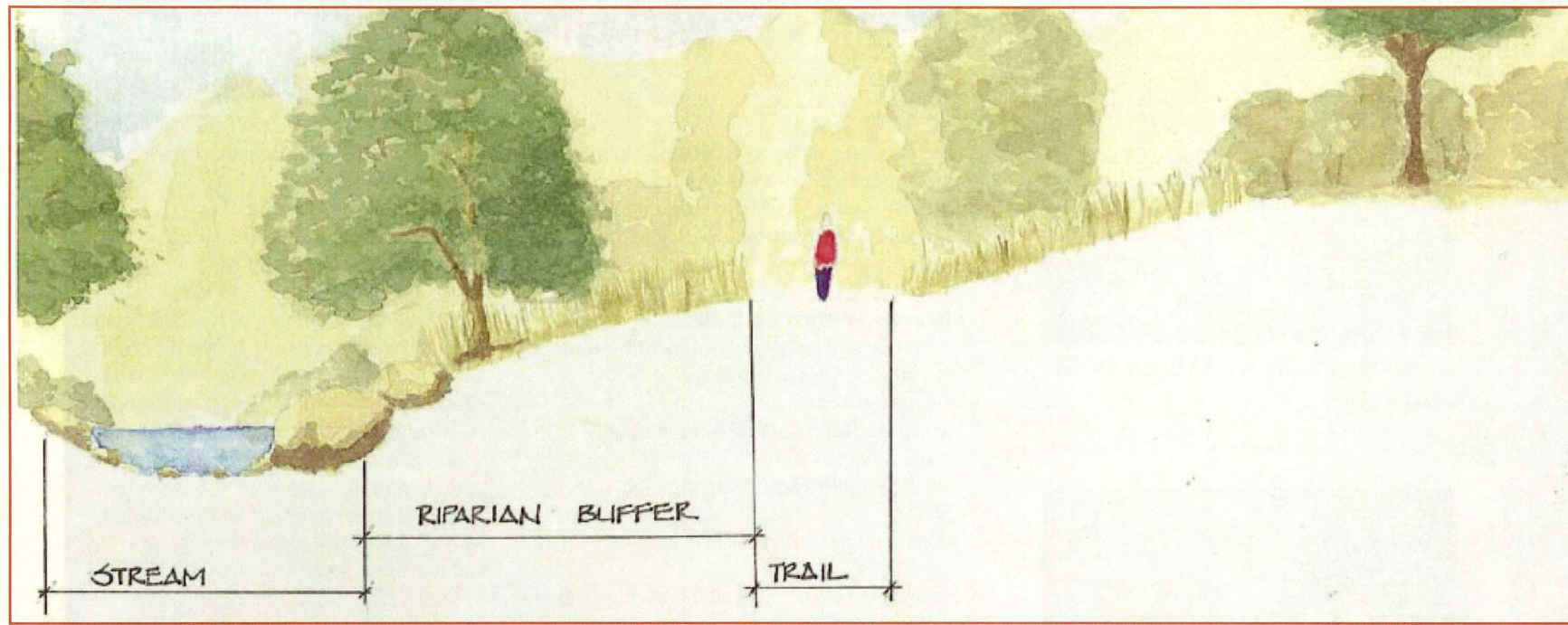


Planted vegetated buffers along a stream



Example of a proper culvert system

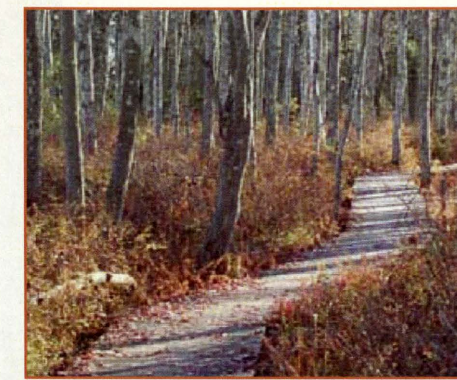
Dried Indian Creek Greenway- Research: Precedents



Typical Trail Cross-section



Typical Bridge Crossing



Naturalistic boardwalk concept



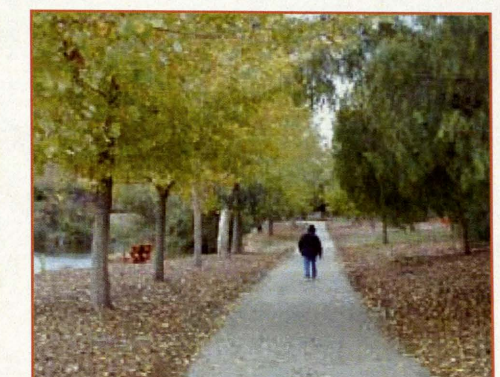
Boardwalk concept



Concrete path concept

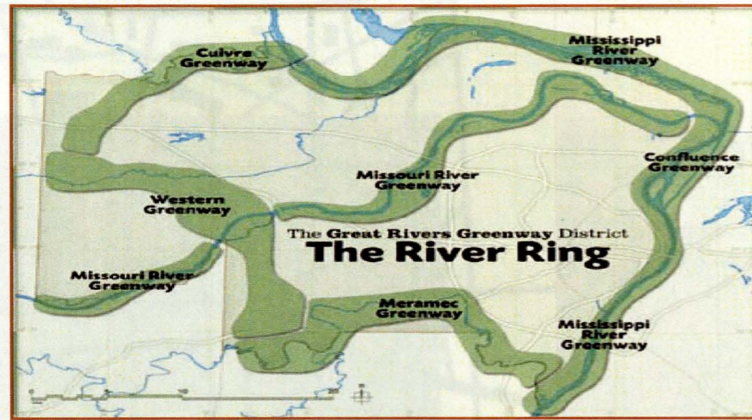
Trail Types

The greenway trail should combine boardwalks, concrete paths, asphalt paths, and pedestrian bridges. The bridges should be placed in important areas of connectivity. The bridge structure should match the surrounding characteristics of the site. Boardwalks have the lowest impact on a site and should be used in the most environmentally sensitive areas. In areas further from the stream, where there will be the most traffic, concrete should be used inside the floodplain and asphalt outside of the floodplain.



Asphalt path concept

Dried Indian Creek Greenway- Research: Precedents



Greenway Ring with Cross Access



Ottawa County, Michigan, Lakefront Greenway



Master plan of Wolf River Greenway, Memphis, Tennessee



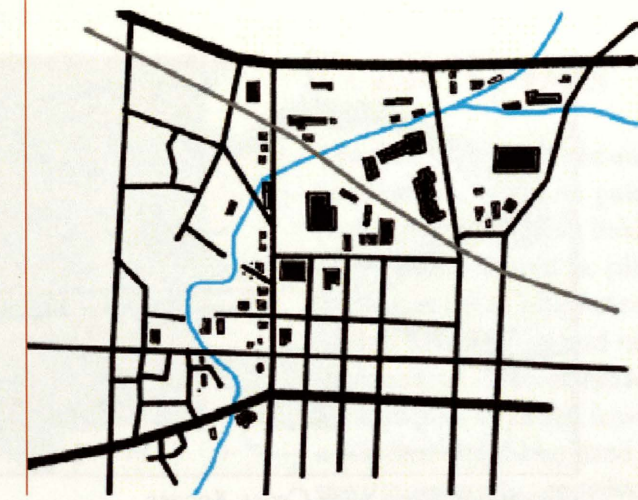
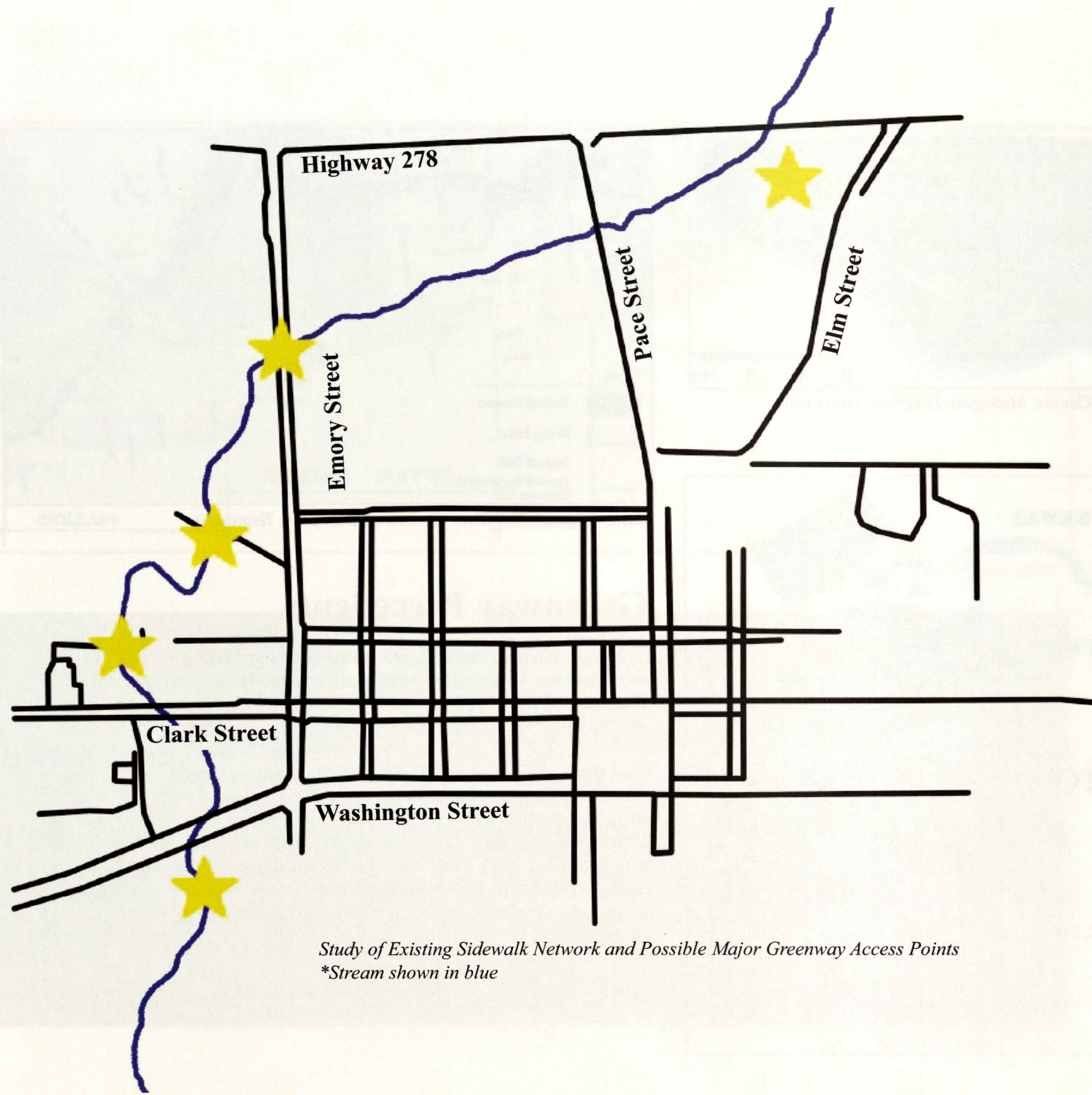
"The Emerald Necklace", Boston Massachusetts

Greenway Precedents

Linking a system of parks is a proven method of increasing the ease of access and use. Ordering the parks along an important natural area like a waterway has the same effect, while bringing the value of the natural area into the public consciousness.

Frederick Law Olmstead designed the park system in Boston, Massachusetts to be an "Emerald Necklace" for the city. Large greenspaces connected by parkways and waterways provide ample space for recreation and provide an ordering system for the entire city. The principle of anchoring parks connected by smaller areas of greenway can easily be applied to the Dried Indian Creek Greenway in Covington. There are numerous large lots on the greenway that are under-used, vacant or on the market.

Dried Indian Creek Greenway- Research: Precedents



Study of Buildings in the Vicinity of the Stream



Study of Roads in the Vicinity of the Stream



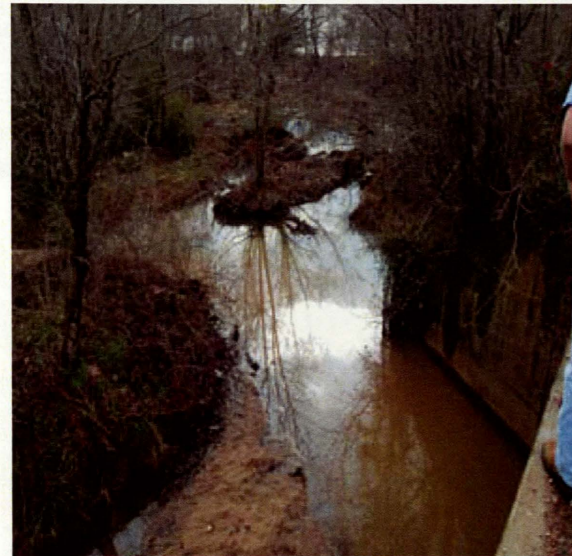
Study of Impervious Surface in the Vicinity of the Stream



Dried Indian Creek Greenway- Research: Existing Conditions

Northern Section of Study

The northern section of the greenway study area is often



High sediment load in the stream due to erosion



Impervious surfaces encroach on the creek



Areas of stagnant water where the channel no longer flows



Lack of riparian buffer in portions of the greenway



Community regard for the stream is low



Low regard for the stream is evident in the proliferation of litter



The negative impacts of urban surroundings are easily noted



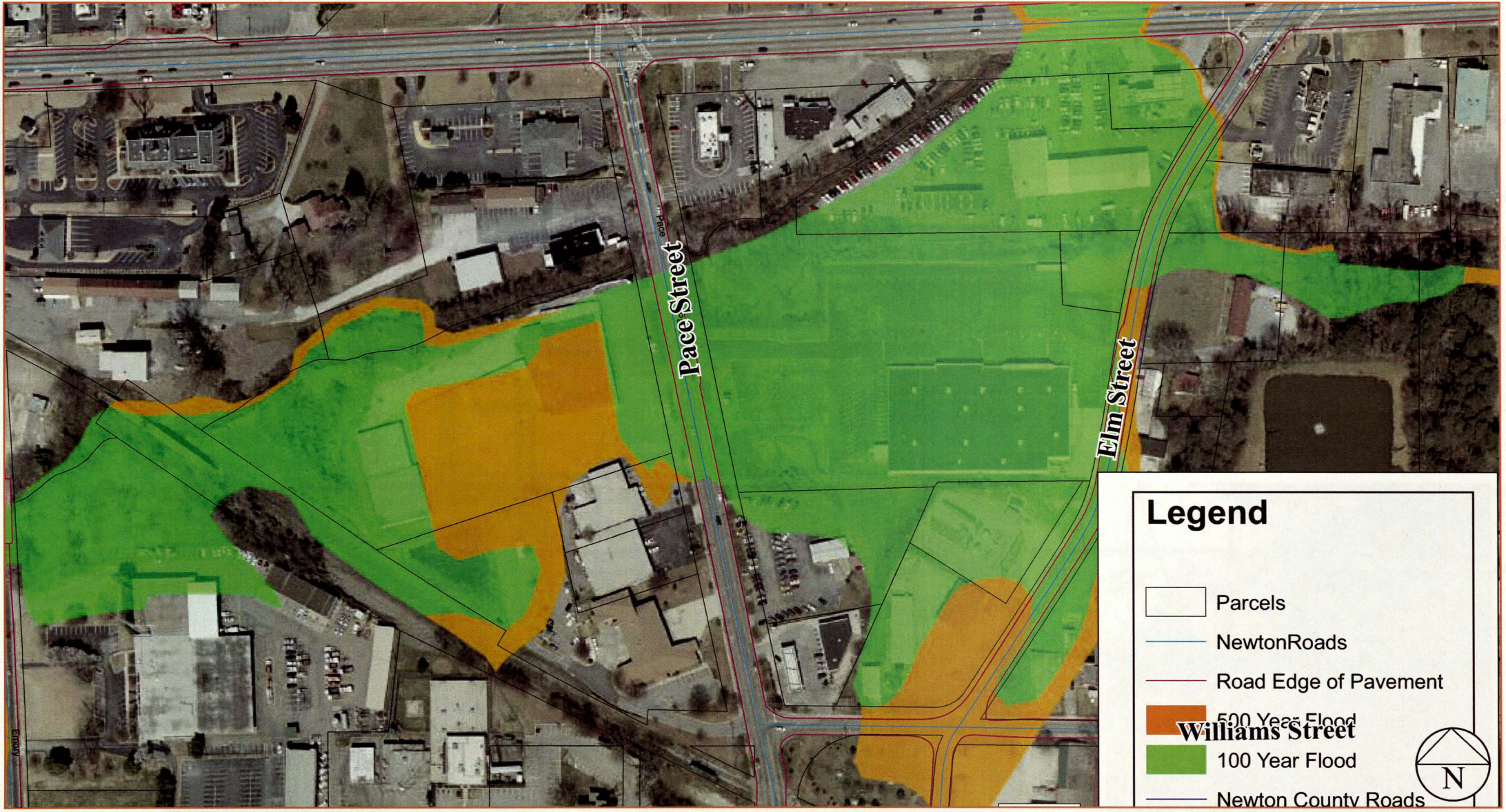
The trend of littering is long standing and will take great effort to curb

Typical cross section of the stream corridor in this section

Dried Indian Creek Greenway- Research: Existing Conditions

Northern Section of Study

This section of the greenway stretches from Highway 278 to Emory Street. The adjacent land use of this area is all commercial and retail.



Northern Section of the Greenway Study Area

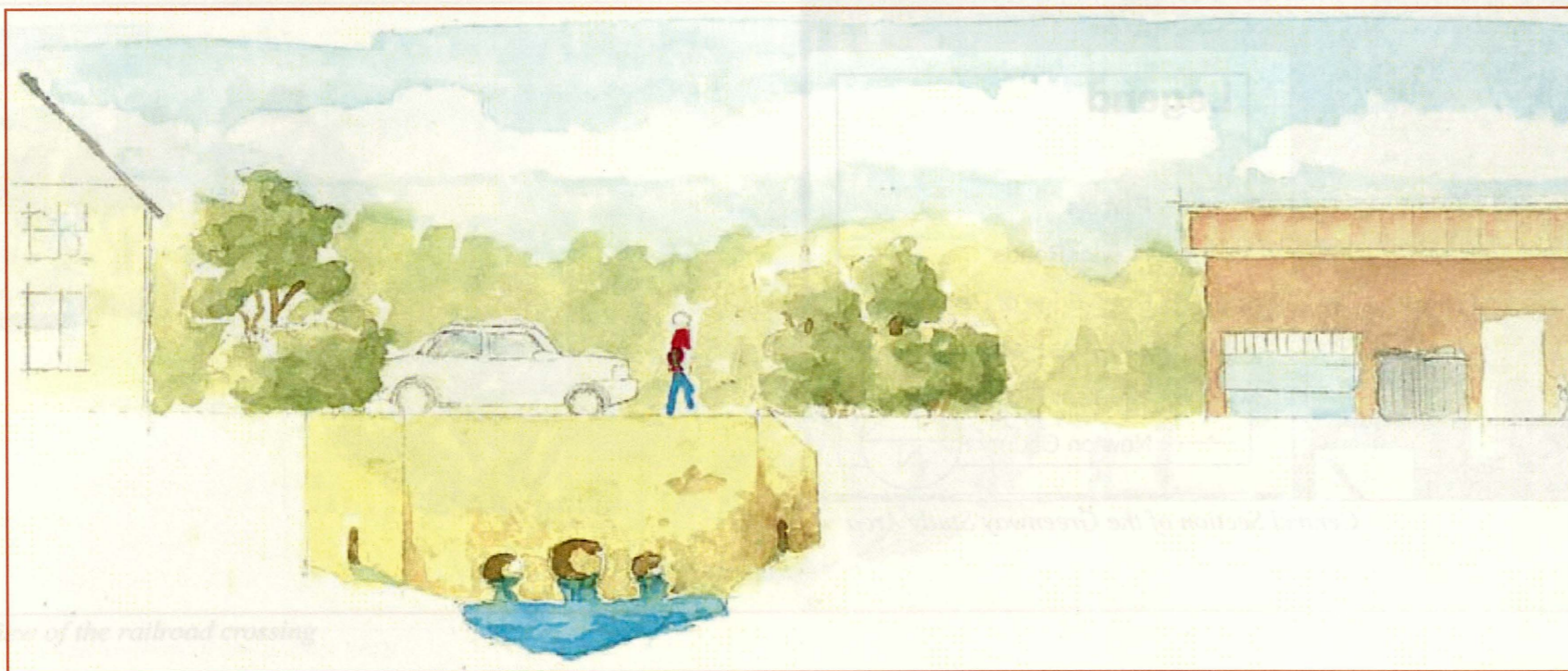
Dried Indian Creek Greenway- Research: Existing Conditions



View of current conditions



View of current conditions



Typical cross section of the stream corridor in this section

Northern Section of Study

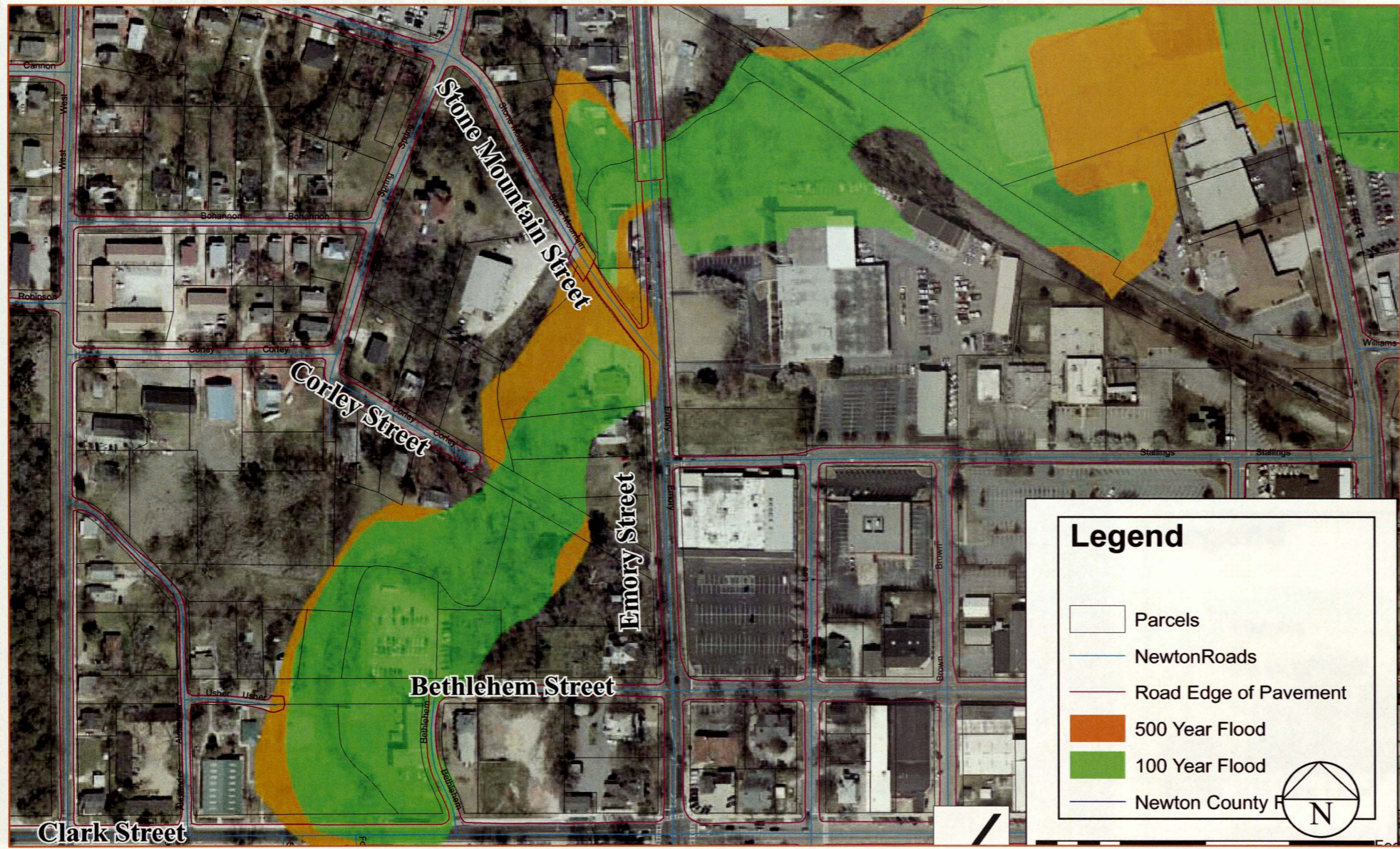
The northern section of the greenway study area is often encroached upon by the parking lots and other impervious surfaces, so abundant in the commercial and industrial areas of Covington. In some areas there is no vegetative buffer left to filter the stormwater that runs in sheets off the asphalt surfaces that choke the stream corridor. This both highly destructive to stream quality and relatively easy to solve. The stream needs room to breathe. This comes in the way of removing or replacing the impervious surfaces where they are vacant or less-utilized. In the places where the impervious surface cannot or will not be moved, the stormwater must be managed, mitigated and held on site for as long as possible, if the negative effects of runoff are to be curbed.

At the places where streets intersect the creek the transition must be well orchestrated. The old stacked granite walls give the bridge structures a sense of place, but could serve more of a functional role if they helped to link the pedestrian use of the greenway with the on-street use that goes on above.

Dried Indian Creek Greenway- Research: Existing Conditions

Central Section of Study

This section of the greenway spans from Emory Street to Clark Street. The surrounding areas of the site are mixed commercial and residential.



Central Section of the Greenway Study Area

Dried Indian Creek Greenway- Research: Existing Conditions



View of the railroad crossing



View of the railroad crossing

Central Section of Study

The central section of the greenway study area sees a decrease in the amount of commercial area and an increase in less intrusive land uses. This however does not mean that the stream is in great condition, upstream conditions affect downstream areas. These areas will also need clean-up efforts and a campaign to increase community investment in the greenway.

This part of the greenway does offer some opportunities for more scenic areas including possibilities for an anchoring park. The railroad trestle that crosses the greenway provides an excellent landmark for a park.



View of the railroad crossing

Dried Indian Creek Greenway- Research: Existing Conditions



Southern Section of the Greenway Study Area

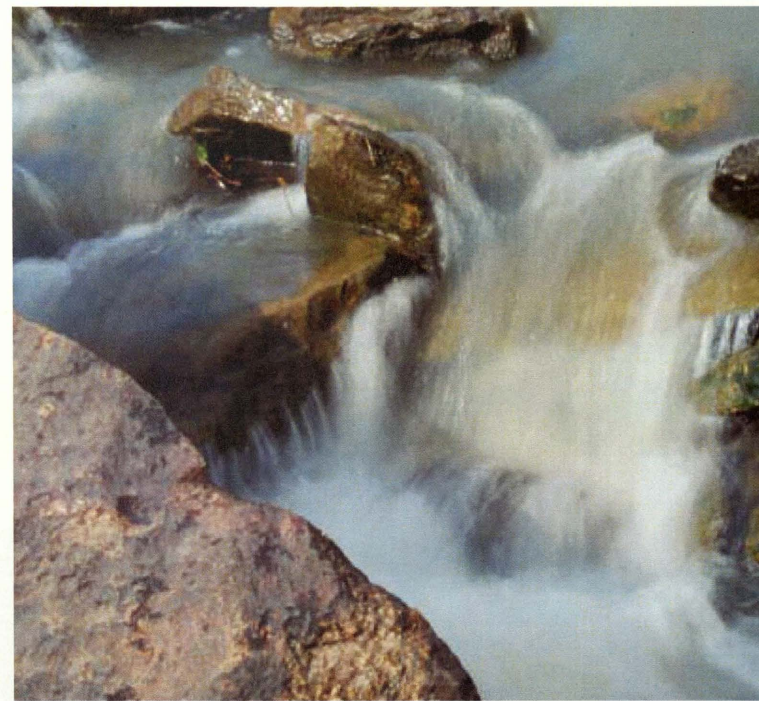
Southern Section of Study

The final section of the greenway stretches from Clark Street to Ivy Street. All of the adjacent land use is residential.

Dried Indian Creek Greenway- Research: Existing Conditions



View of the shoals area



Close up of the shoals

Southern Section of Study

The southern section of the greenway study area sees a further decrease in the amount of commercial area and a further increase in less intrusive land uses. The stream in this section is still degraded from upstream sources. These areas will also need clean up efforts and a campaign to increase community investment in the greenway.

This part of the greenway offers extensive opportunities for scenic areas. The area south of Washington Street provides a large expanse of potential greenspace, including a bridge tunnel and granite shoals that create a scenic backdrop. Connectivity within this area could be potentially enhanced by the entry point at Washington Street, the proposed pedestrian bridge at Ivy Street, and the proposed entry from the Harristown Neighborhood Park.



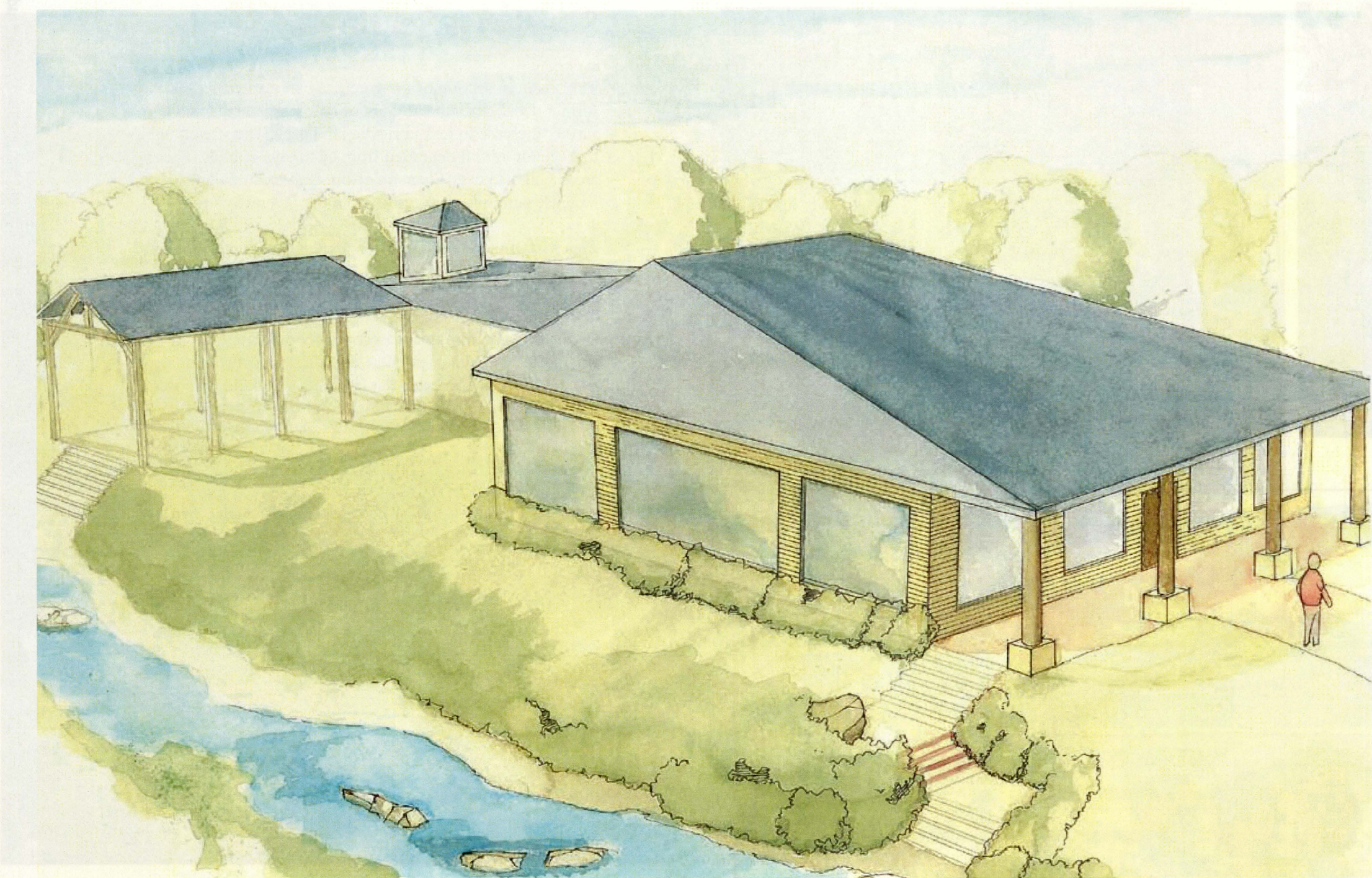
Typical section of the shoals area

Dried Indian Creek Greenway- Research: Existing Conditions

Educational Center

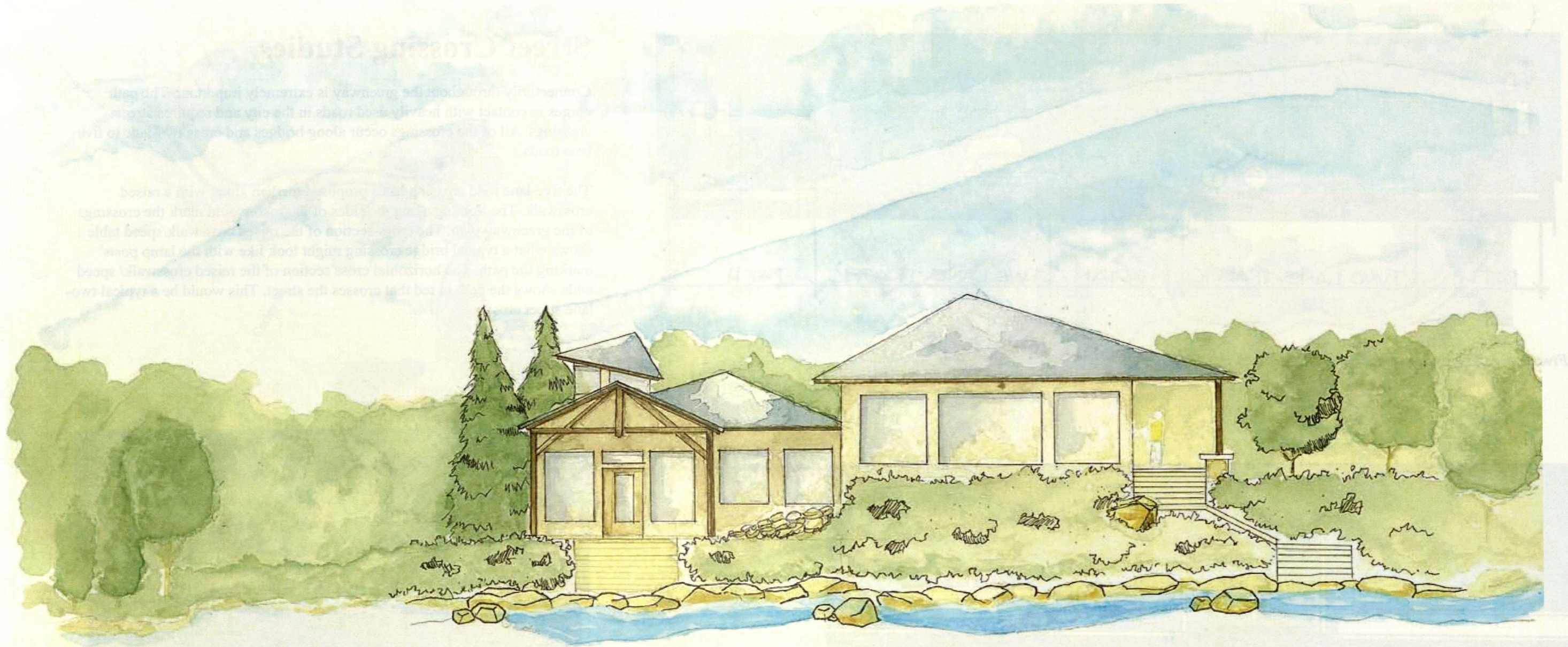
South of Washington Street is one of the most interesting sections of the stream. Rock shoals start at the Washington Street bridge and continue on for a substantial distance south of the bridge. This area could possibly be the site of an educational/ research building.

Since water quality and use have become such an important issue in our society, the building would be used to educate people on stream quality, stream restoration, buffers, ordinances, and the negative effects of impervious surfaces.



Site shown in red

Dried Indian Creek Greenway- Recommendations



Educational Center Section

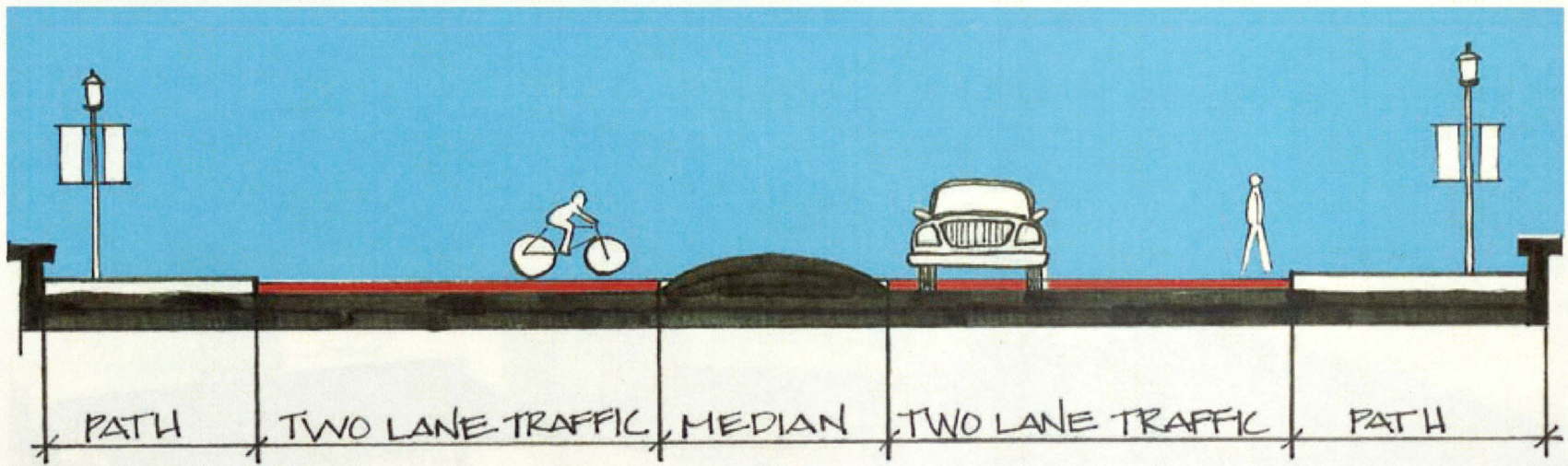
In the design of the educational center the irregularity of the roofline is inspired by the rock shoals in Dried Indian Creek. Materials and building vernacular could reflect the structures in the surrounding area. Access to the shoals is provided by multiple pedestrian paths and stairways.

Dried Indian Creek Greenway- Recommendations

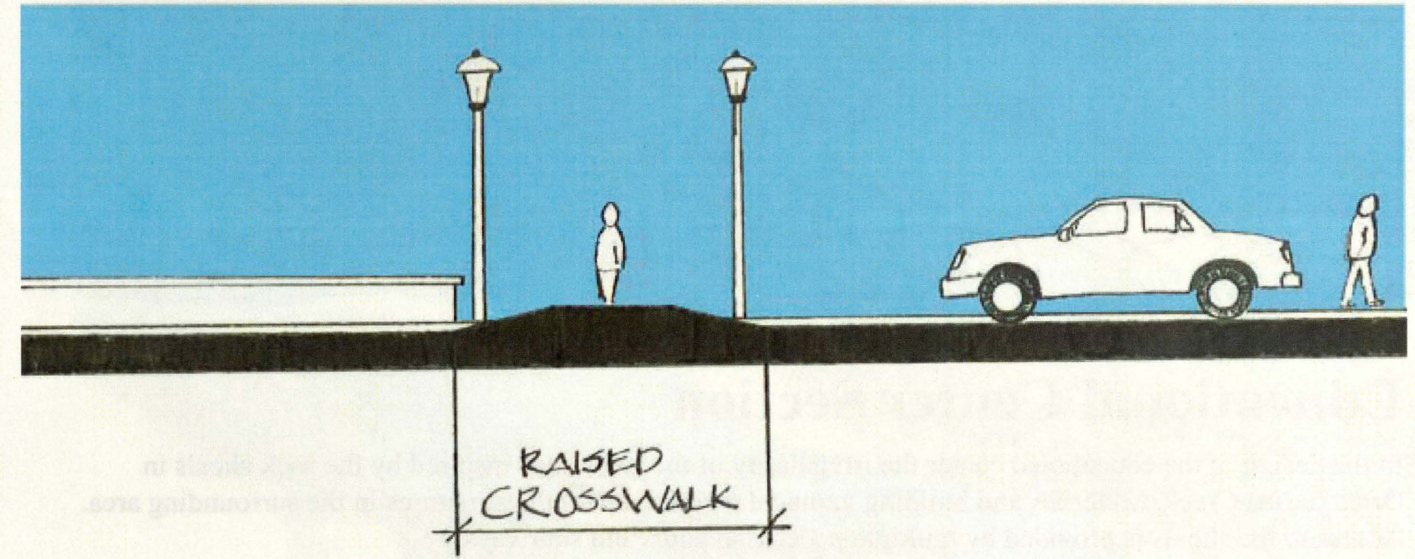
Street Crossing Studies

Connectivity throughout the greenway is extremely important. The path comes in contact with heavily used roads in the city and requires street crossings. All of the crossings occur along bridges and cross two-lane to five-lane roads.

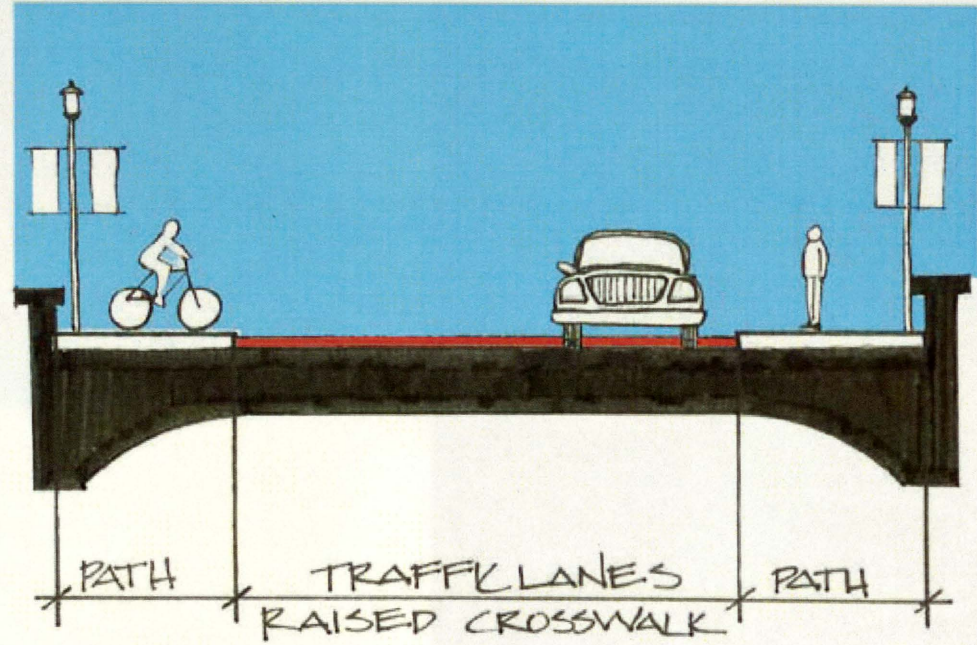
The five-lane road crossing has a proposed median along with a raised crosswalk. The lighting along the sides of the road would mark the crossings of the greenway path. The cross-section of the raised crosswalk/speed table shows what a typical bridge crossing might look like with the lamp posts marking the path. The horizontal cross section of the raised crosswalk/ speed table shows the path in red that crosses the street. This would be a typical two-lane street crossing.



Five-lane road crossing and median section

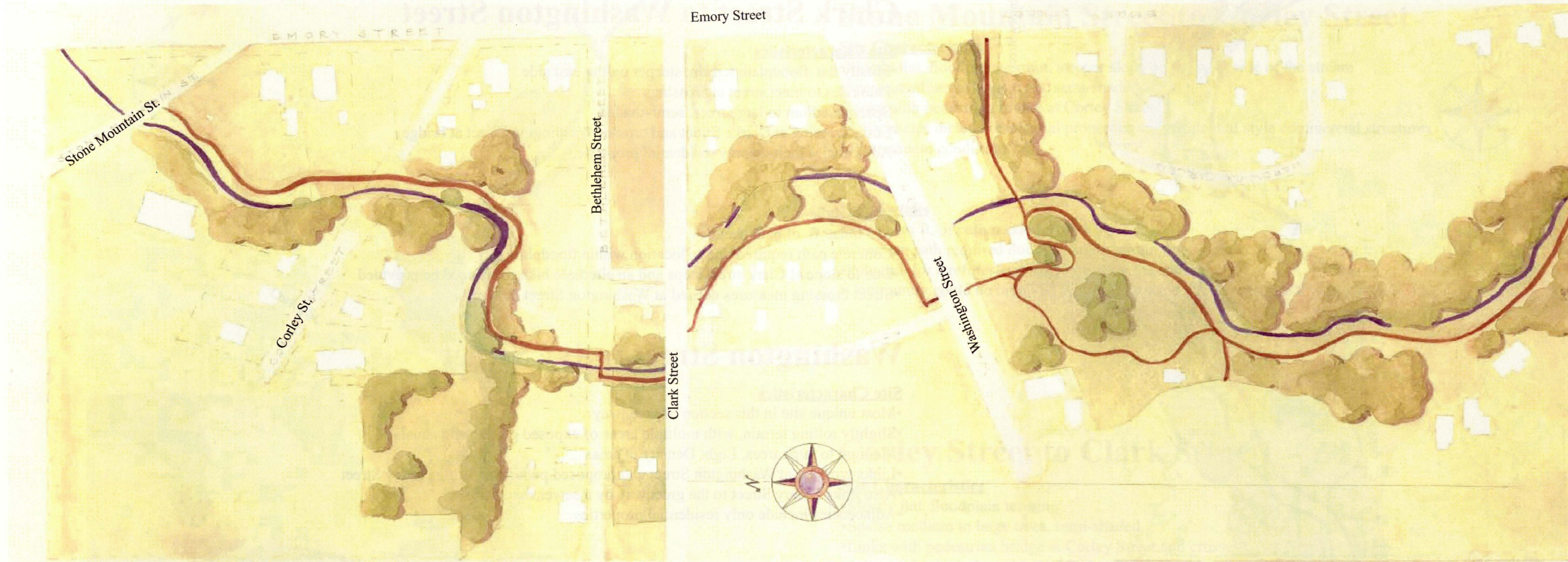


Cross-section of the raised crosswalk/ speed table



Horizontal section of the raised crosswalk/ speed table

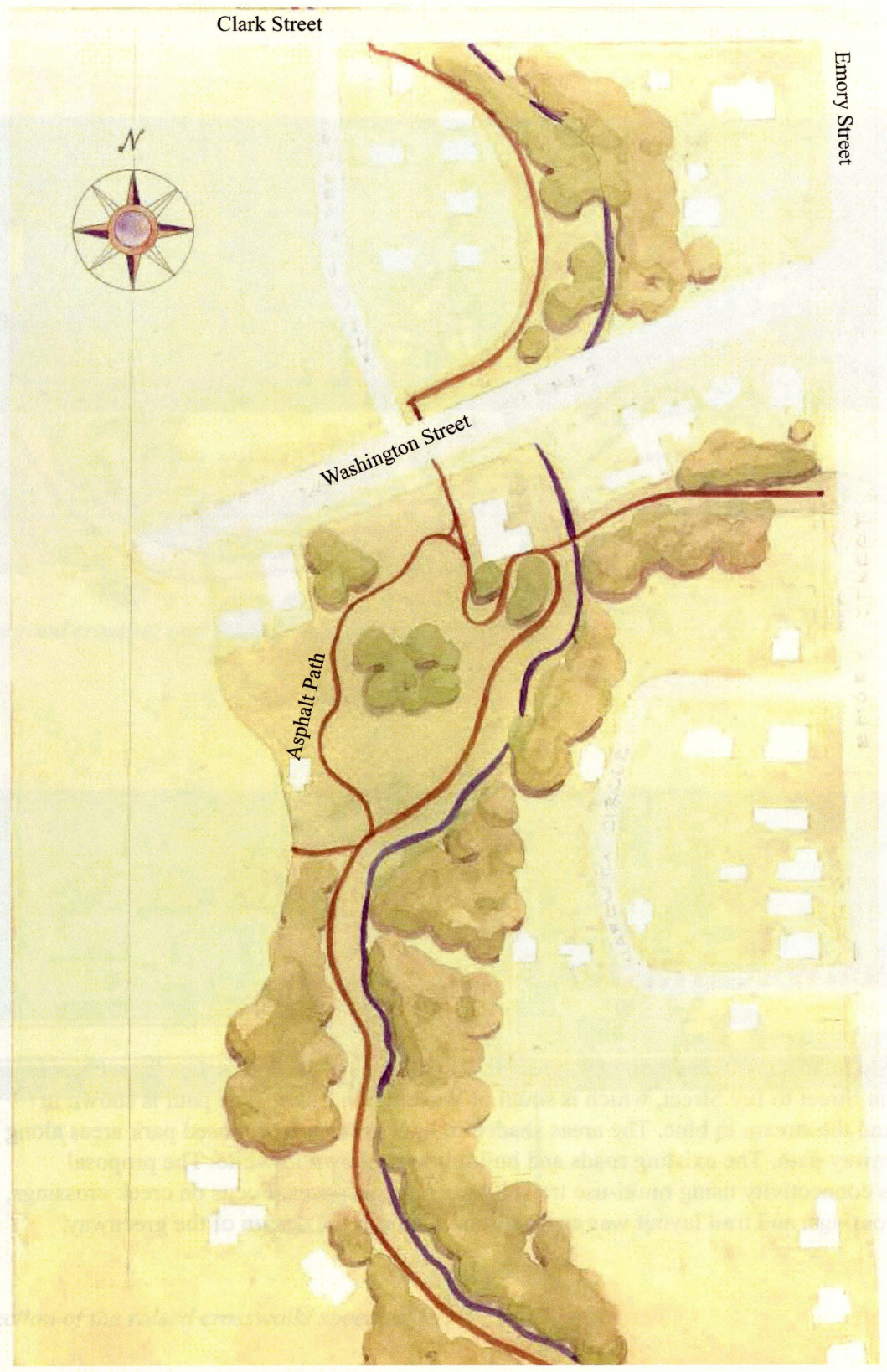
Dried Indian Creek Greenway- Recommendations



Greenway Master Plan

The master plan shown above shows the limits of the study area. It stretches from Stone Mountain Street to Ivy Street, which is south of Washington Street. The path is shown in brown and the stream in blue. The areas shaded in light green are proposed park areas along the greenway path. The existing roads and buildings are shown in white. The proposal provides connectivity using multi-use trails between greenspaces. Focus on creek crossings, street crossings, and trail layout was an important factor in the design of the greenway.

Dried Indian Creek Greenway- Recommendations



Clark Street to Washington Street

Site Characteristics

- Mostly flat floodplain terrain, steeper on the east side
- Path rises to meet street at crossings
- Sparse medium to large trees, semi-shaded
- Links crossing at Clarke Street and crosses Washington Street at bridge
- Adjacencies include only residential properties

Path Details

- 615 linear ft. of path needed
- Concrete path required due to location within floodplain
- Due to slope at Clark street steps and an alternate bike route need be provided
- Street crossing measures needed at Washington Street Bridge

Washington Street to Ivy Street

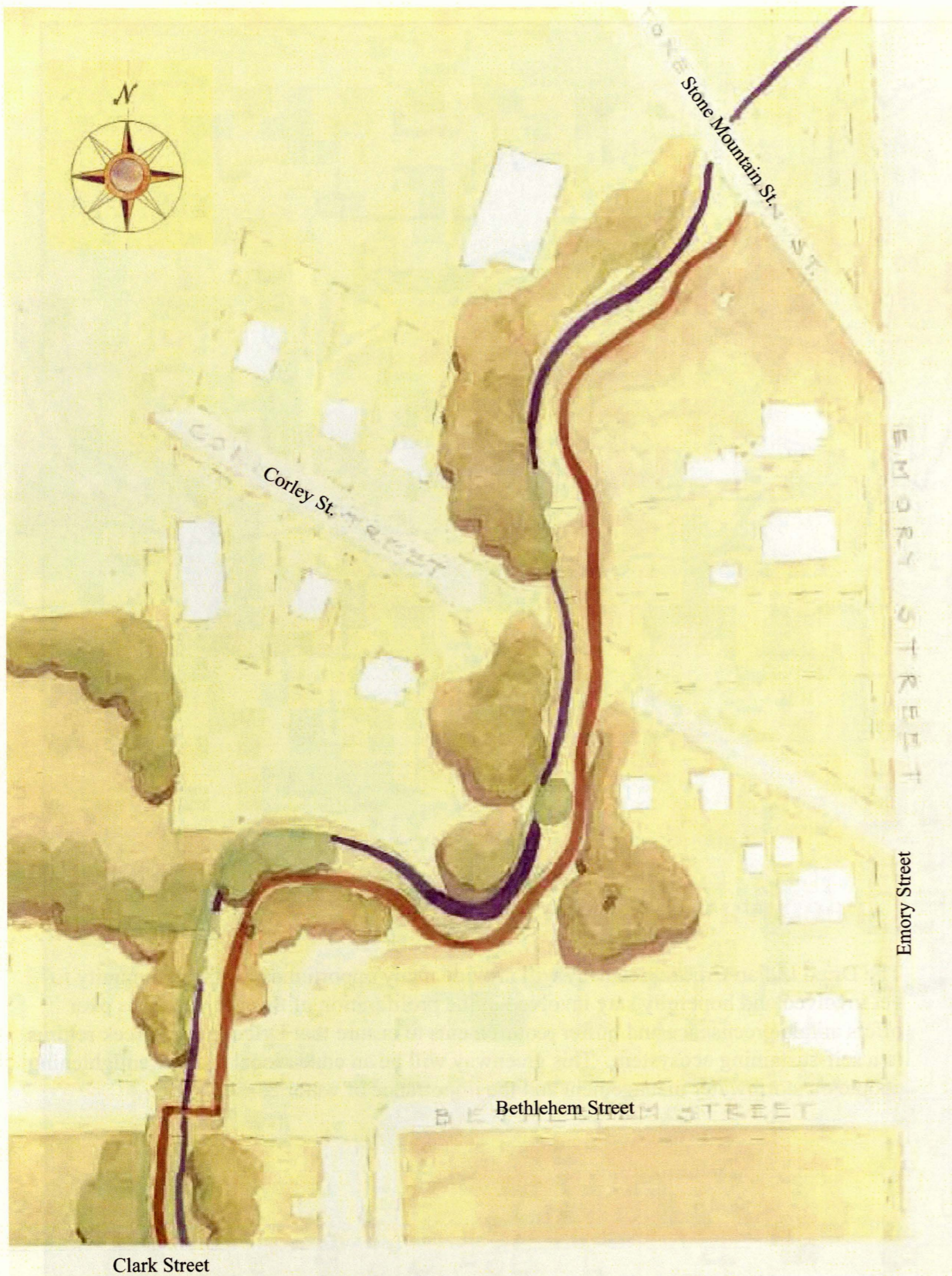
Site Characteristics

- Most unique site in this section of greenway
- Slightly rolling terrain, with multiple areas of exposed granite and shoals
- Medium to large trees, Light Density in areas
- Links crossing at Washington Street and proposed pedestrian bridge at Ivy Street
- Also links Emory Street to the greenway by a sewer easement.
- Adjacencies include only residential properties

Path Details

- 2204 linear ft. of path needed
- Concrete path required for 1243 linear ft. of path
- Asphalt path required for 961 linear ft. of path
- 100 ft. street crossing from corner of Fowler Street to drive of church on Washington Street

Dried Indian Creek Greenway- Recommendations



Stone Mountain Street to Corley Street

Site Characteristics

- Mostly flat floodplain terrain, steeper slope on the west side of the stream
- Sparse medium to large trees, semi-shaded
- Links with pedestrian bridge at Corley Street
- Adjacencies include residential properties and residential style commercial structures
- Poor stream conditions

Path Details

- 550 linear ft. of path needed
- Concrete path required due to location within floodplain
- Potential for a reforestation project along the stream
- Community could be involved in restoration and development of this section

Corley Street to Clark Street

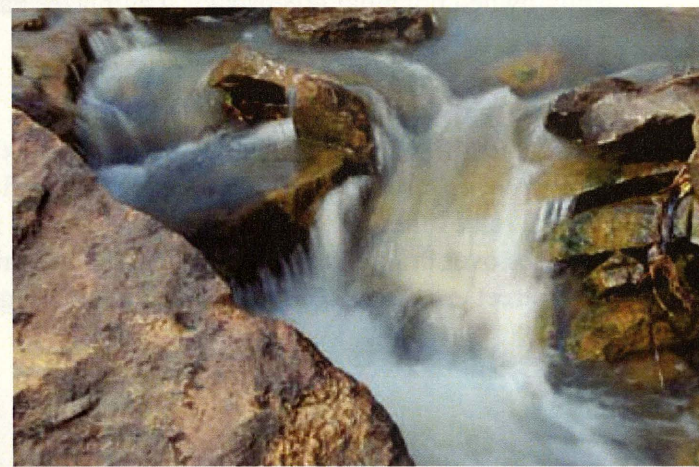
Site Characteristics

- Mostly flat floodplain terrain
- Sparse medium to large trees, semi-shaded
- Links with pedestrian bridge at Corley Street and crosses Clark Street at bridge
- Adjacencies include residential properties and residential style commercial structures, a city owned potential greenspace, Trailblazer Park, and Bethlehem Baptist

Path Details

- 1470 linear ft. of path needed, 180 linear feet existing
- Concrete path required due to location within floodplain
- Partial removal of church parking lot necessary for greenway access
- Crosses over bridge at Bethlehem Baptist to Trailblazer Park
- One street crossing needed at Clark Street Bridge

Dried Indian Creek Greenway- Recommendations



Greenway Master Plan

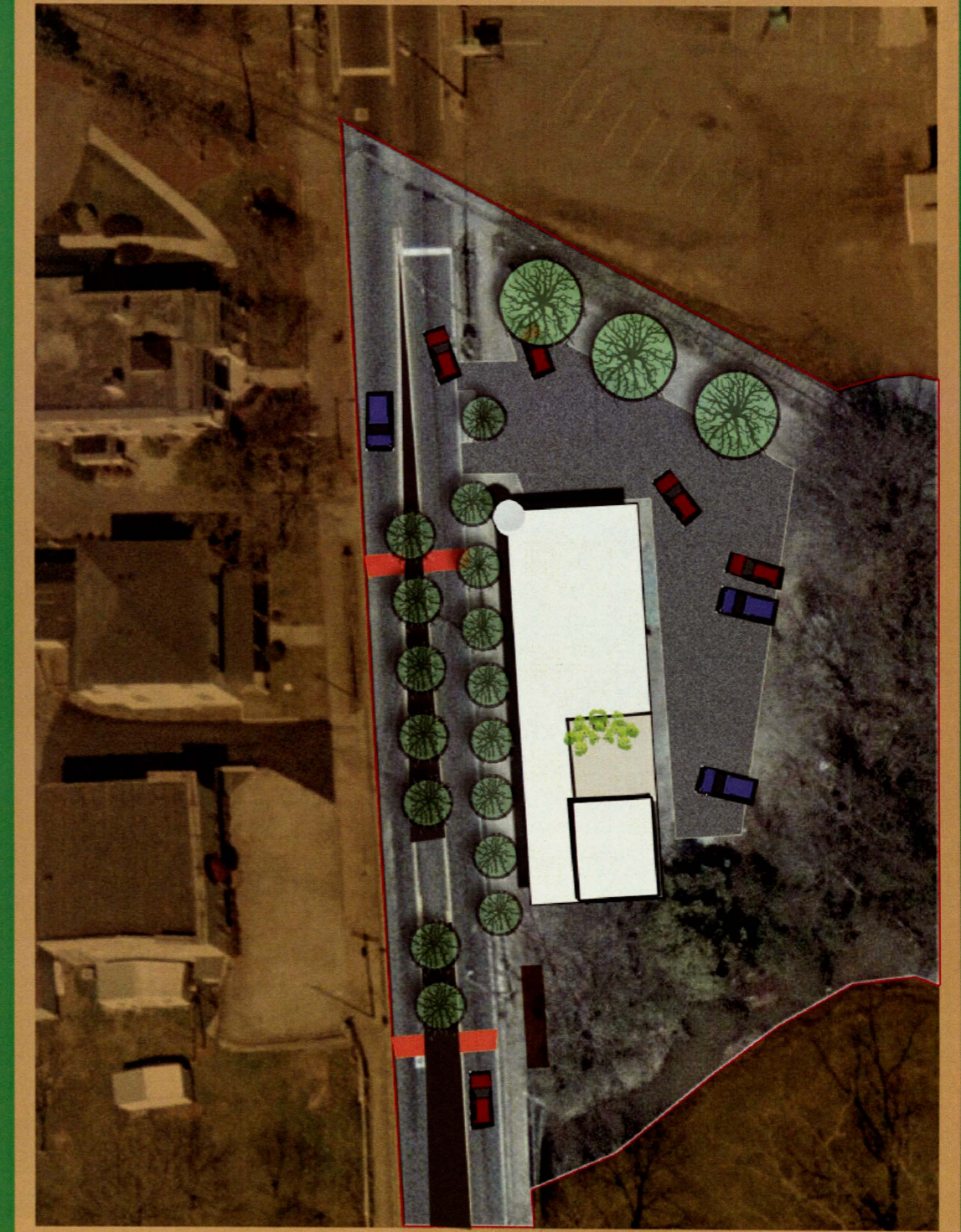
The Dried Indian Creek Greenway will provide many opportunities for the community to get involved and hopefully stay involved in the proliferation of this project. This plan offers ample greenspace and buffer requirements to ensure that Dried Indian Creek returns to a self-sustaining ecosystem. This greenway will be an educational tool for enlightening people on stormwater management and the importance of water conservation.

Dried Indian Creek Greenway- Conclusions

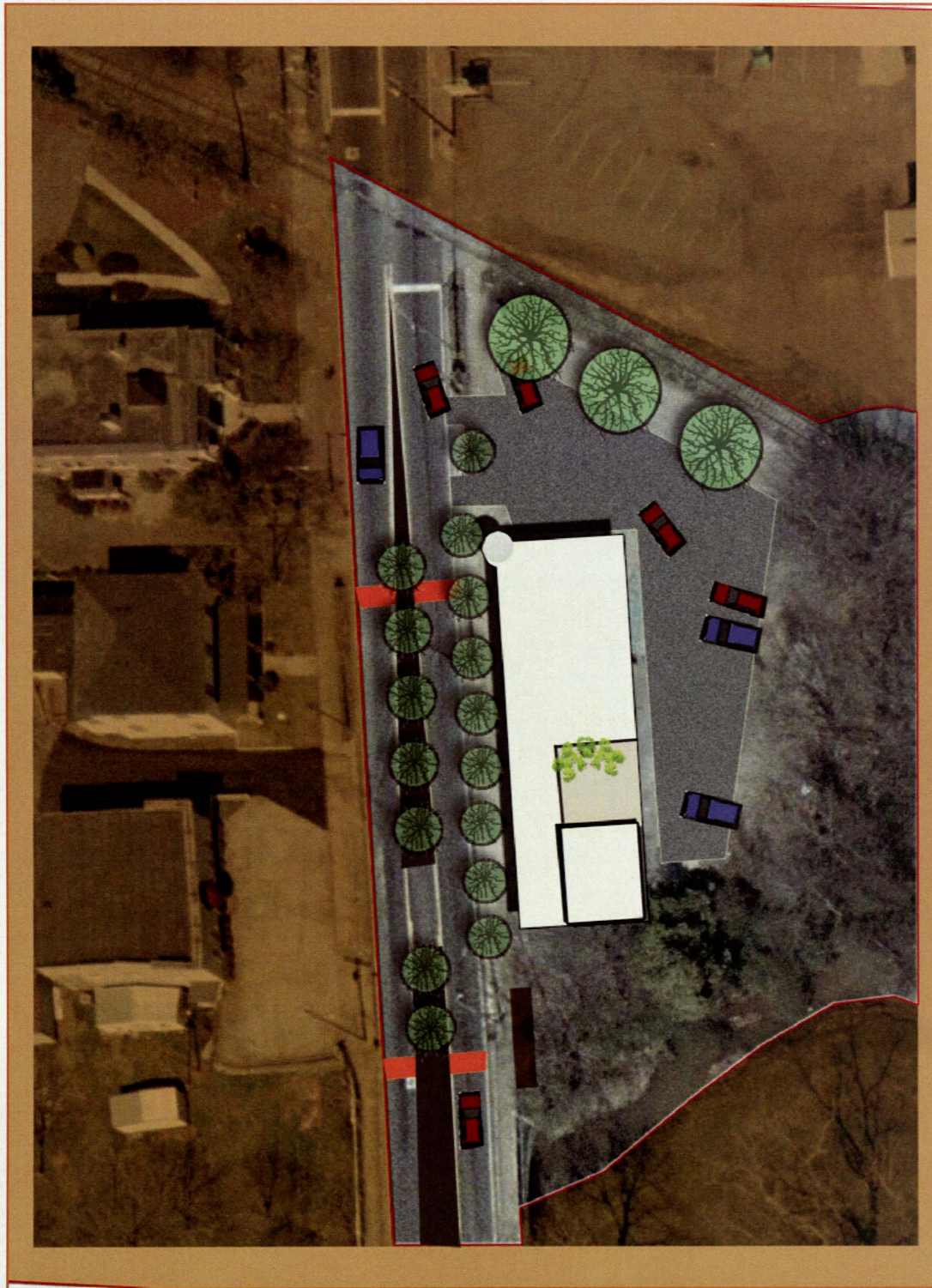


DOWNTOWN COVINGTON

Master Plan Update 2008

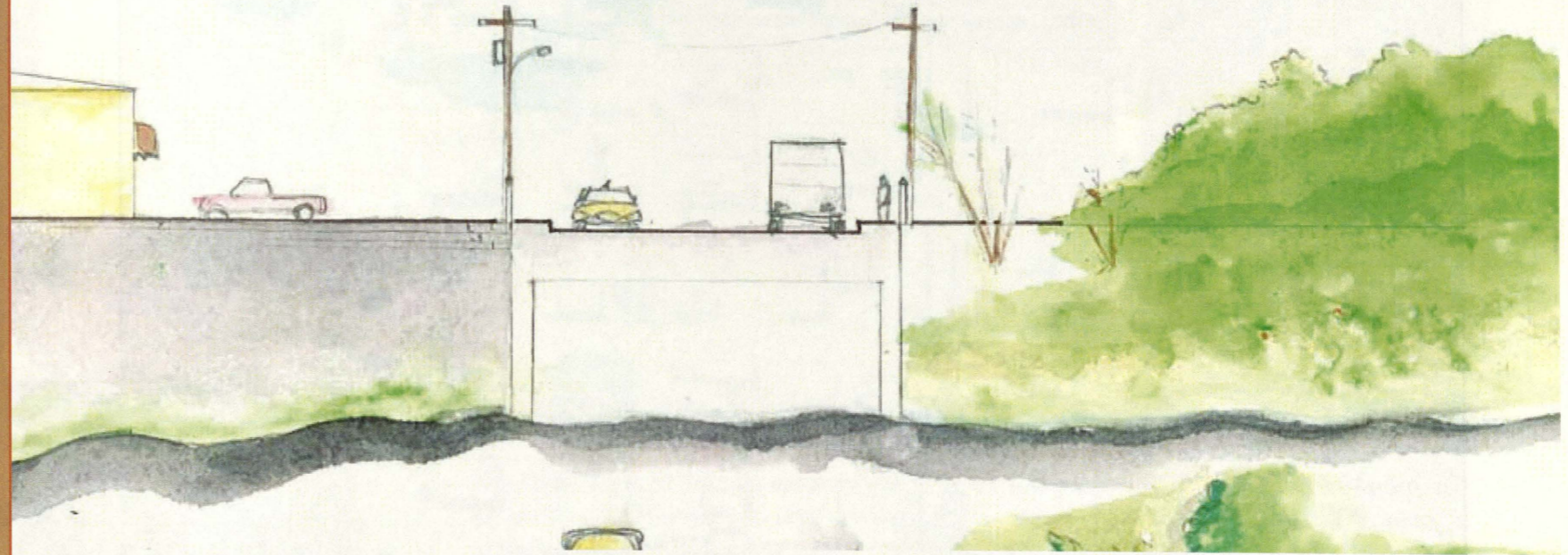


Emory Street Redevelopment

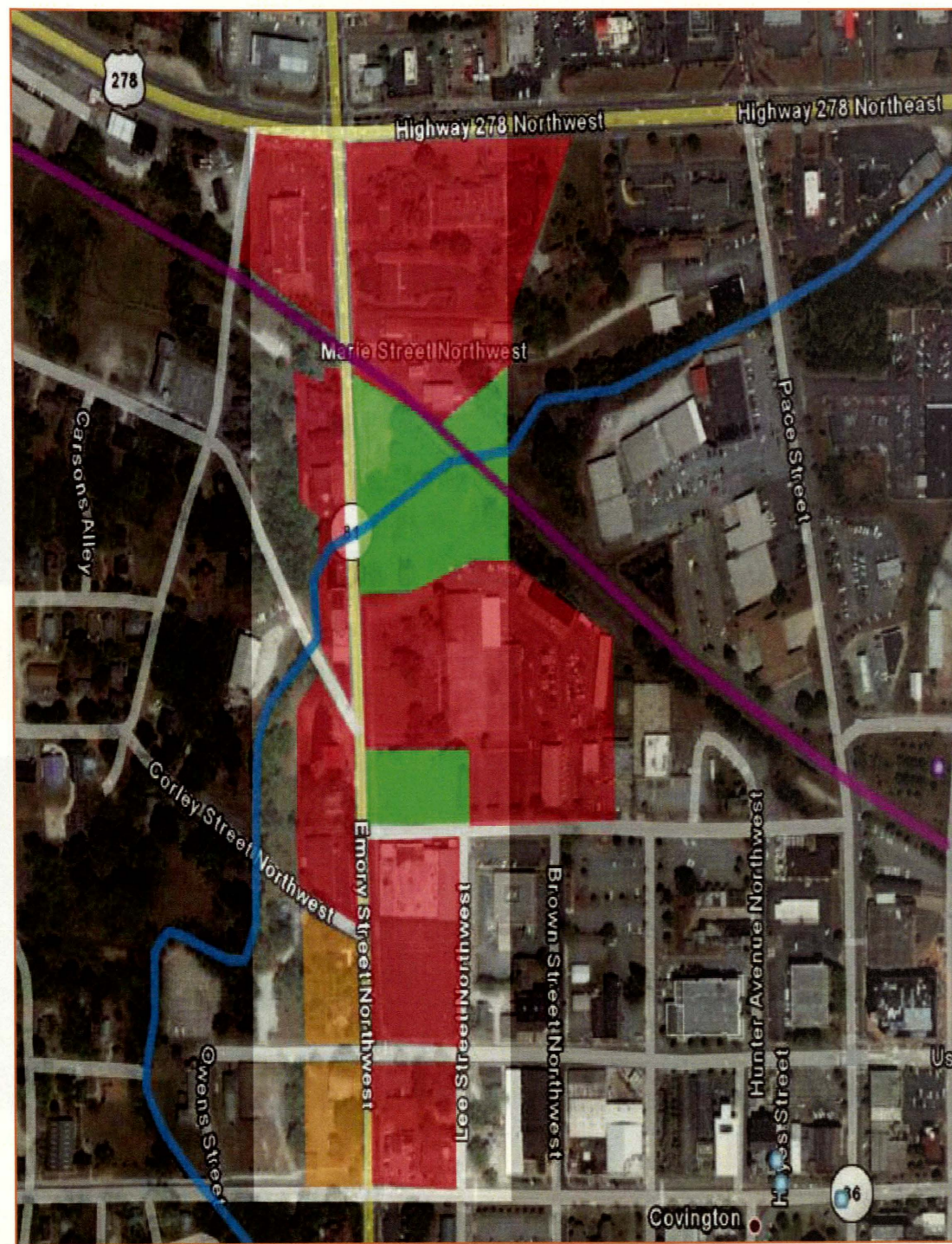


The Connection at Emory Street

Emory Street has a unique mix of character from Highway 278 South extending to Usher Street and beyond. Recognizing the unique features located along Emory Street help determine the use for the proposed building and its relation to the site.



Emory Street Redevelopment- Introduction



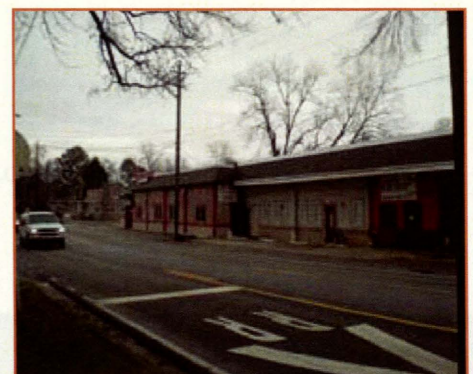
■ Retail/Mixed Use
 ■ Residential
 ■ Green space



Stately homes inspire future architecture



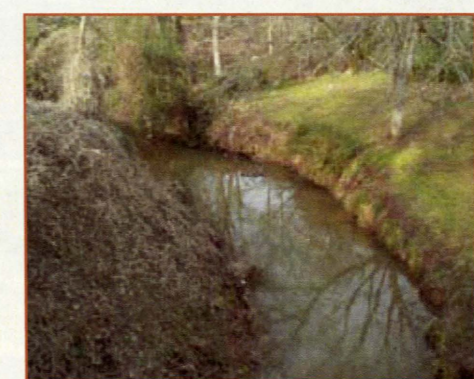
Abandoned rail system



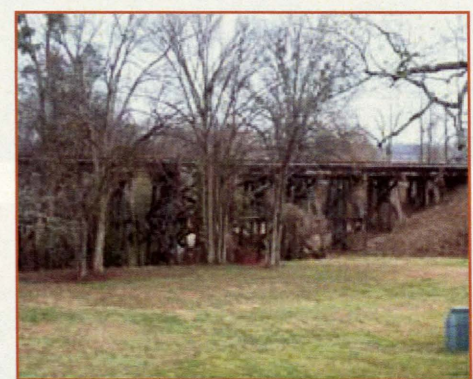
Local businesses



Office space in small home



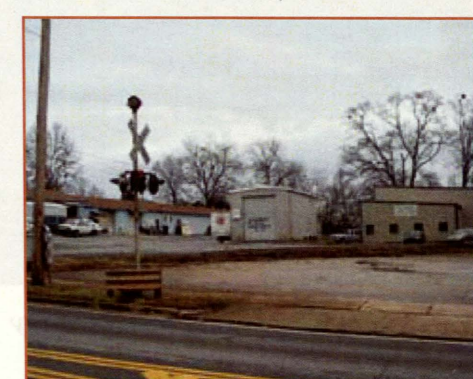
Dried Indian creek



Green space adjacent to site

Current Site Plan and Intent

Currently, Emory Street from Highway 278 South to Usher Street is a mix of commercial, local small business, and residential/ mixed-use. The proposed site is bound on the North by the Norfolk Southern rail line and on the South by Dried Indian Creek. The site was previously occupied by a car dealership and car wash. Today, the site is a blank slab of asphalt begging for attention. The intent for the property is to create a building with retail, office, and possibly residential. The proposed building would serve as an anchor to connect the site with the future greenway.

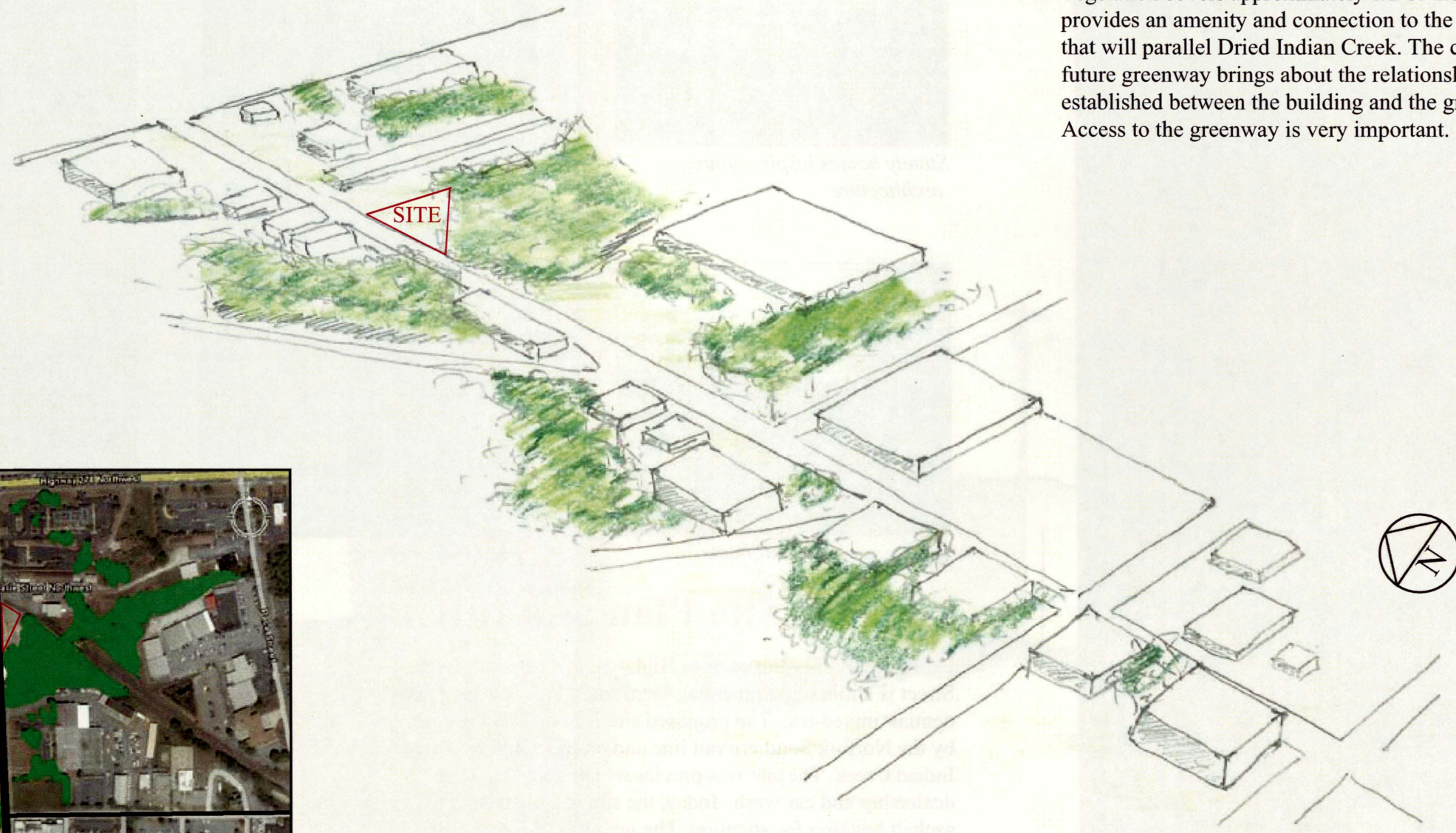


Adjacent site use

Emory Street Redevelopment- Research: Existing Conditions

Landscape in Context with Buildings

Vegetation covers approximately 1/2 of the property and provides an amenity and connection to the future greenway that will parallel Dried Indian Creek. The connection with the future greenway brings about the relationship that needs to be established between the building and the greenway. Access to the greenway is very important.

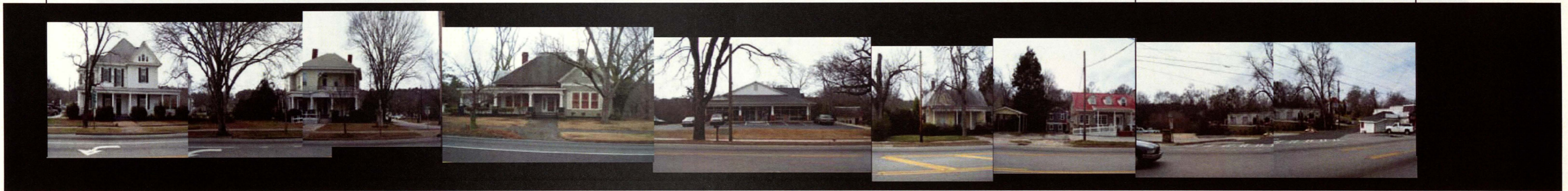


Vegetation Cover and Street Overlay

Emory Street Redevelopment- Research: Existing Conditions

Victorian homes make up a majority of the structures that are located along the west side of Emory Street near Stallings and Usher Street.

Local Businesses



Residential/Mixed Use

Smaller, Locally Owned Businesses



On the opposite side of the street, small locally owned businesses exist.

Emory Street Redevelopment- Research: Existing Conditions

Smaller locally owned businesses exist in this section. A variety of building types house different businesses.

Commercial area primarily chain stores



Smaller, Locally Owned Businesses

Chain Store, Retail

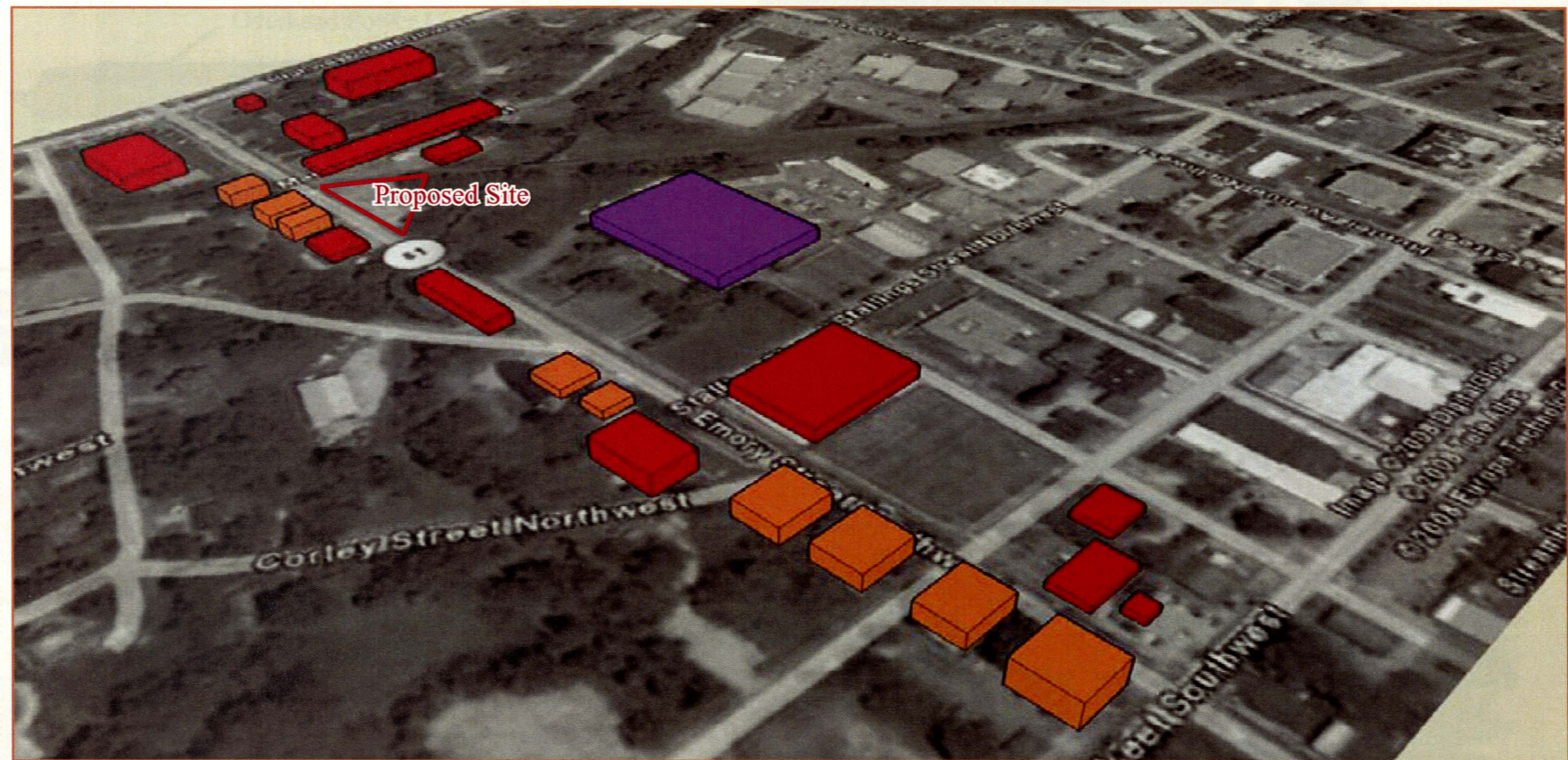


Few buildings are located on the City Hall side which has potential to be a designated green space.

Emory Street Redevelopment- Research: Existing Conditions



Descriptive Building Use



■ Retail
 ■ Mixed Use
 ■ City Hall

Building Study

Existing buildings provide a base for the type of architecture that is appropriate for the site. The use also determines the type of businesses that could locate in the building. Currently, a mix of uses exist in the buildings along Emory Street. From the 278 corridor chain stores mark the entrance to the Emory Street corridor. Proceeding down the street local businesses are located on both sides in a variety of styles ranging from: Victorian homes and modern industrial buildings. Proceeding toward Stalling Street, residential Victorian homes are prominent.

In order to create cohesion with the existing architecture, a medium needs to be established for the architecture between the buildings from Highway 278 to Stallings Street. A mix of industrial and Victorian essence would provide an appropriate mix for the proposed building.

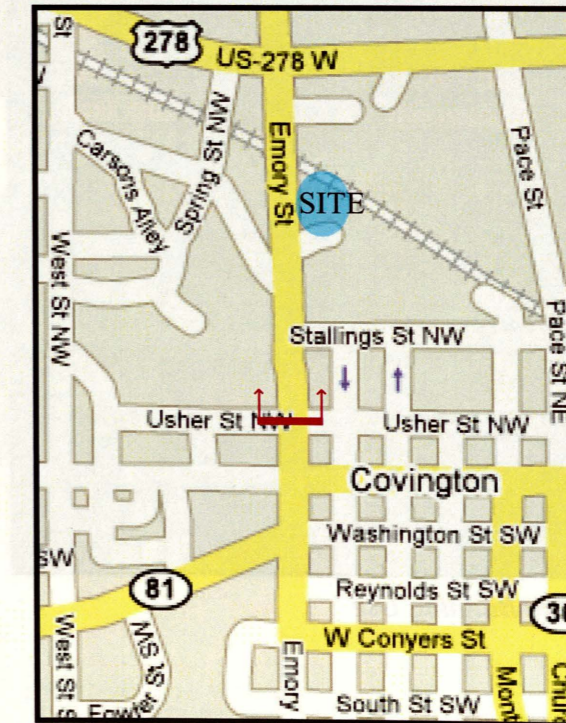


Emory Street Redevelopment- Research: Existing Conditions

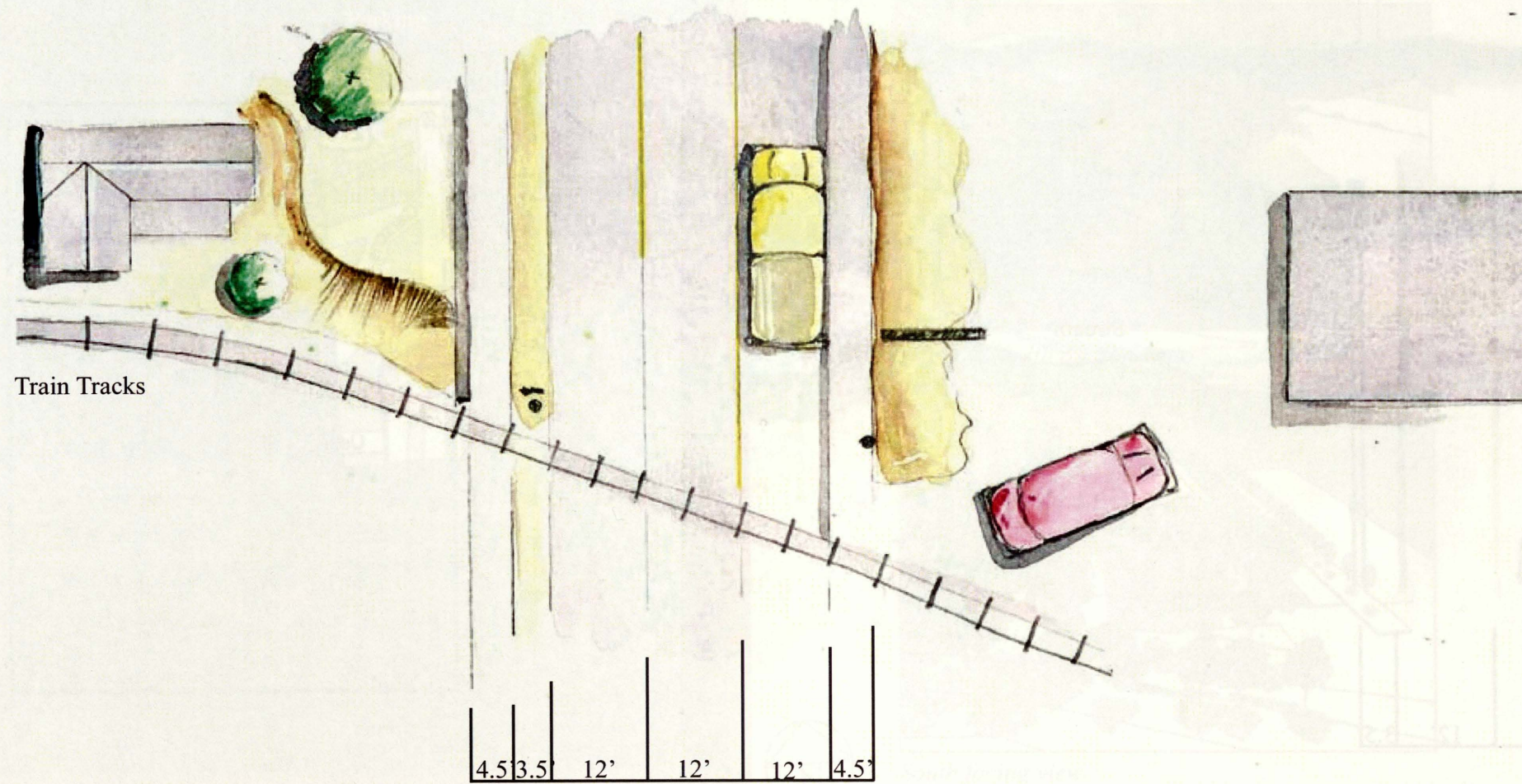
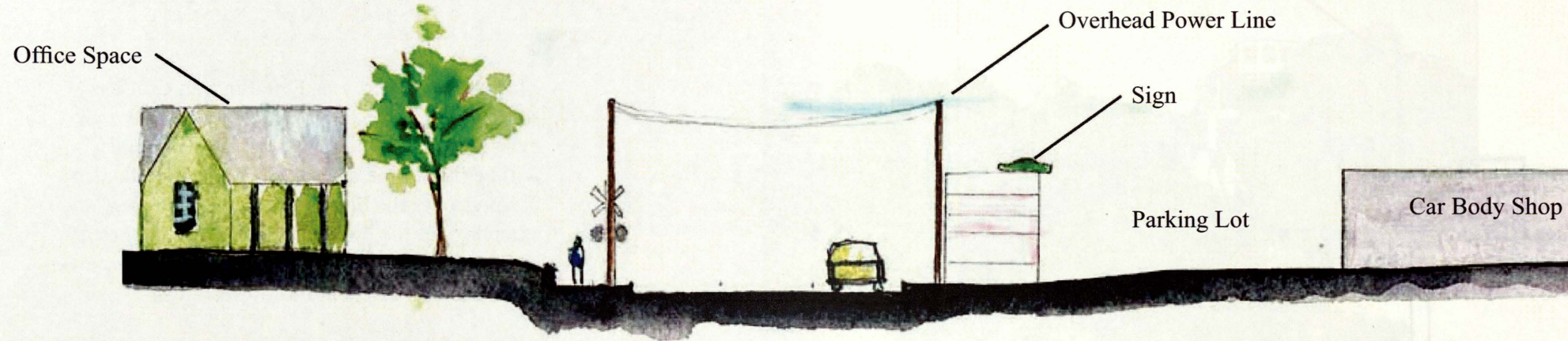


Emory Street

This section of Emory Street, taken near the intersection of Emory and Usher Streets, shows a residential/commercial unit on the left side of the road set back about forty feet off the road. There are three foot sidewalks separated from the street by three foot green strips. The road is thirty-six feet wide, which includes two way lanes and a center turn lane. If the viewer is facing North on Emory street, smaller mixed-use and commercial buildings line the left side of the street while large commercial and government buildings line the right side of the street.



Emory Street Redevelopment- Research: Existing Conditions

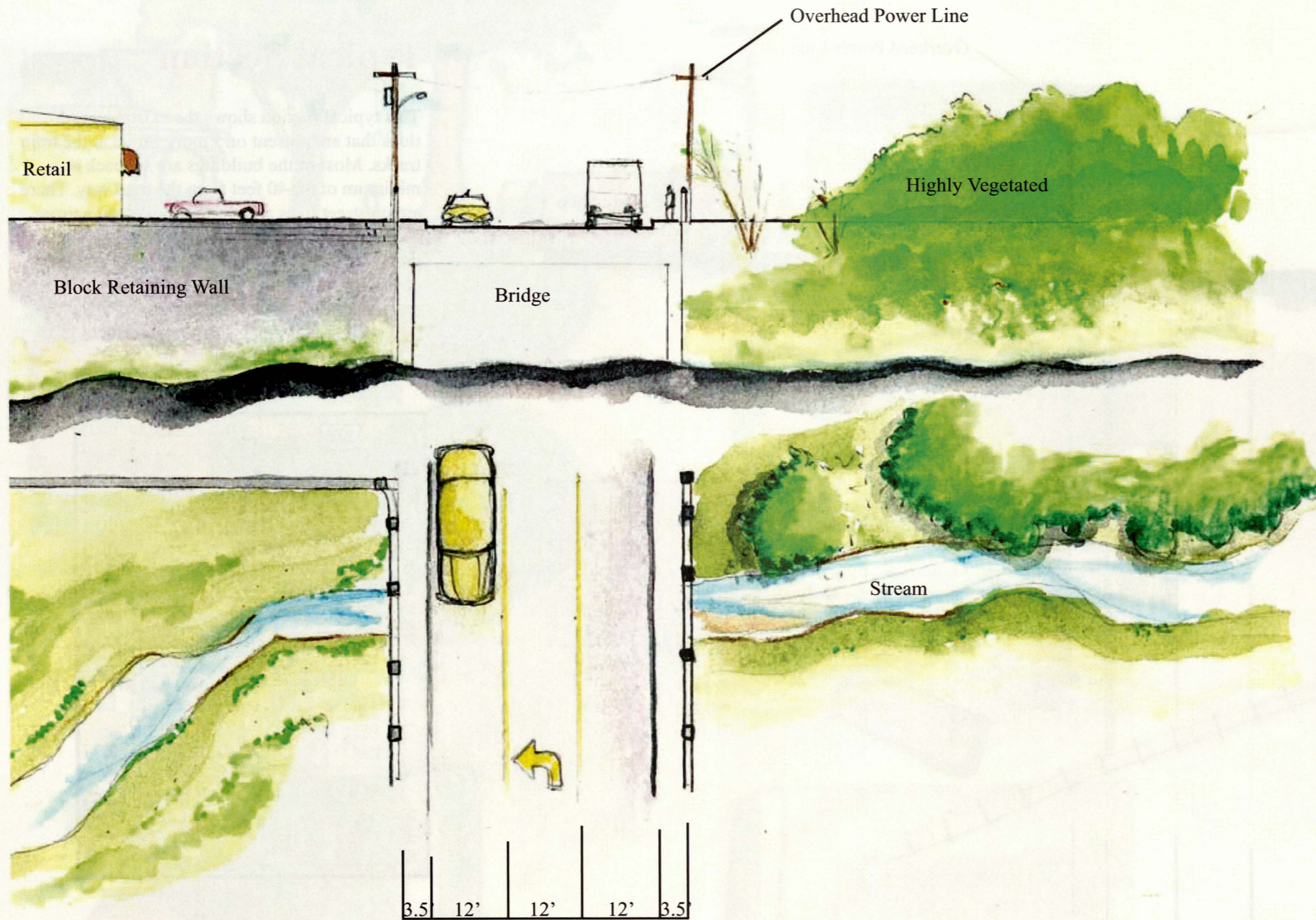


Typical Section

This typical section shows the existing conditions that are present on Emory Street at the train tracks. Most of the buildings are set back at a minimum of 30-40 feet from the road way. There are no street trees and the sidewalks are narrow, approximately 4.5 feet. Overhead power lines cross the street at multiple points. The setting does not create a pedestrian friendly atmosphere or safe crossing points.



Emory Street Redevelopment- Research: Existing Conditions

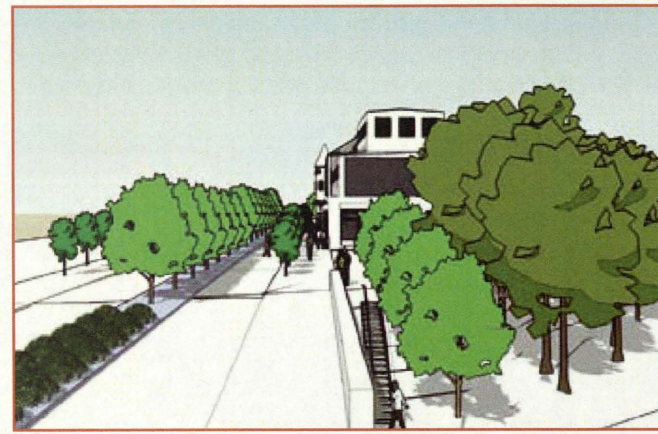
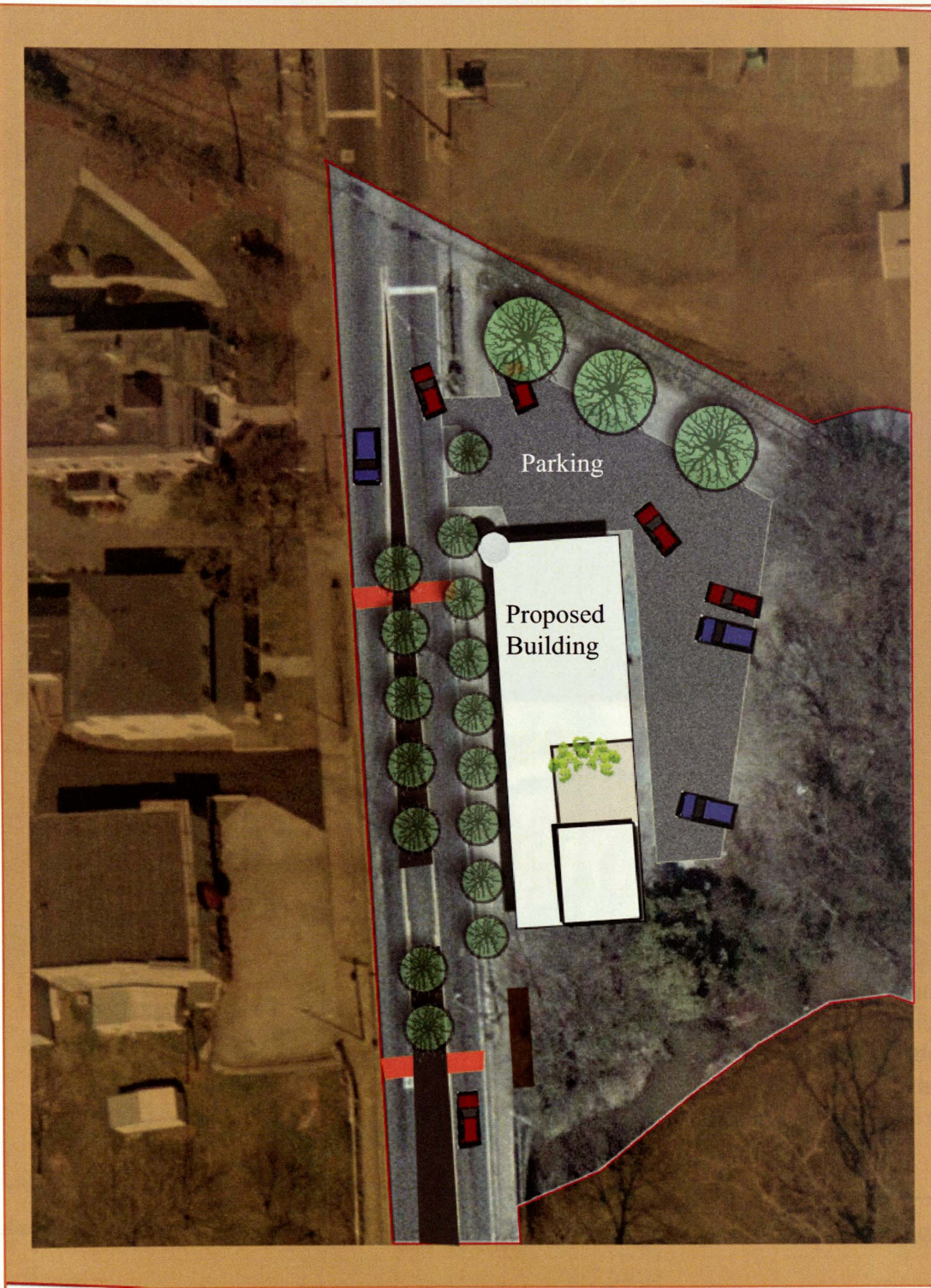


Typical Section

The bridge that crosses Dried Indian Creek is shown in this section. A highly vegetated area exist on the right hand side which eventually will be part of the greenway. The sidewalk also narrows over the bridge. An unused turning lane extends over the bridge which could yield as a pedestrian island for safe crossing. Service power lines cross the street at multiple points.



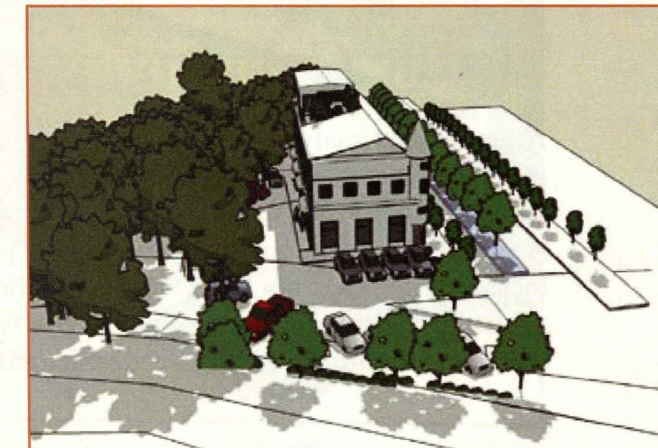
Emory Street Redevelopment- Research: Existing Conditions



North facing street view



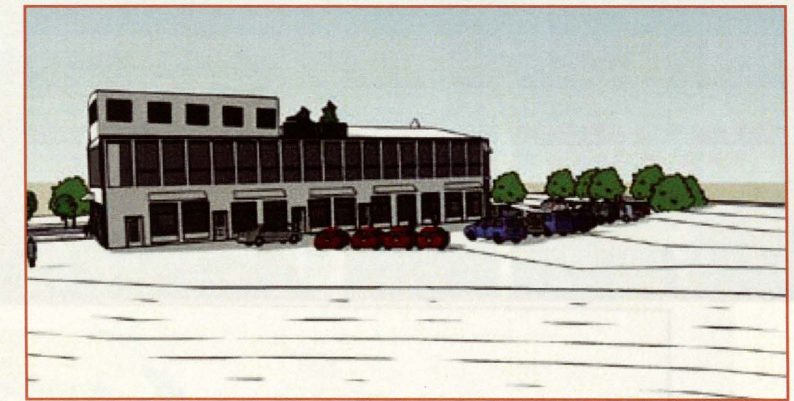
Penthouse with rooftop patio



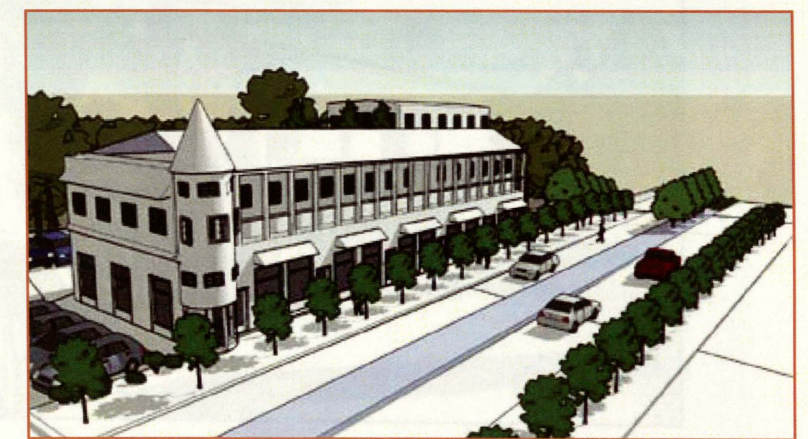
South facing view

Building Concept 1

The two story mixed-use building is situated on the site so that it takes advantage of the woodlands that border Dried Indian Creek. That gives the building and it's site a unique sense of place. This building adds to the aesthetic appeal of Emory Street while providing additional space for retail and office type business. Proposed street trees planted in a proposed road median add to the aesthetic appeal of Emory Street while functioning as traffic calming devices.



Rear elevation of building in relation to existing topography



Building facade

Emory Street Redevelopment- Recommendations



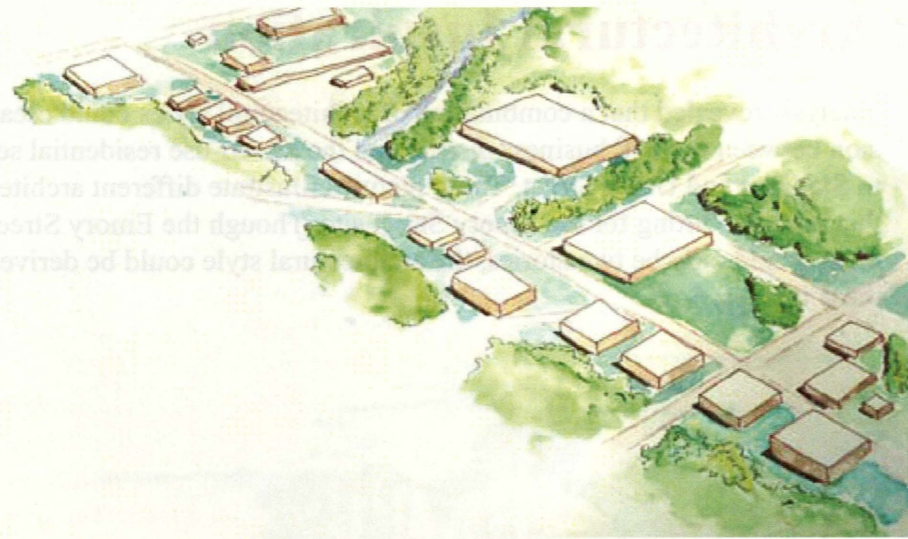
Traffic Calming

After detailed analysis of traffic studies in relation to the proposed site, it was observed that a large portion of the center turn lane was unused. It was also determined that pedestrian crossing was impossible and cross walks are needed. A proposed solution to this problem is the placement of street trees in strategic locations. Shorter turn lanes would still allow cars to turn but at limited points. Adding street trees and pedestrian islands would help the appearance of Emory Street, calm traffic, and aid in pedestrian safety.

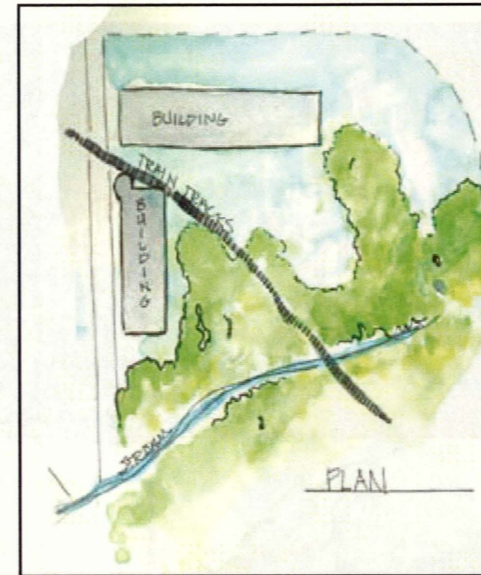
Emory Street Redevelopment- Recommendations

Building Concepts

These conceptual sketches show the existing buildings on Emory Street and views of the proposed development. The concepts show how the building could be situated on the site and a basic conceptual form of the building. These concepts call for a two story commercial or mixed-use building with a turret on the North end to greet people as they travel South on Emory Street from HWY 278. This concept however does not allow for any parking on site. Both the plan view and the axon view show an additional building on the adjacent property as a concept to what continued redevelopment along Emory Street could look like.



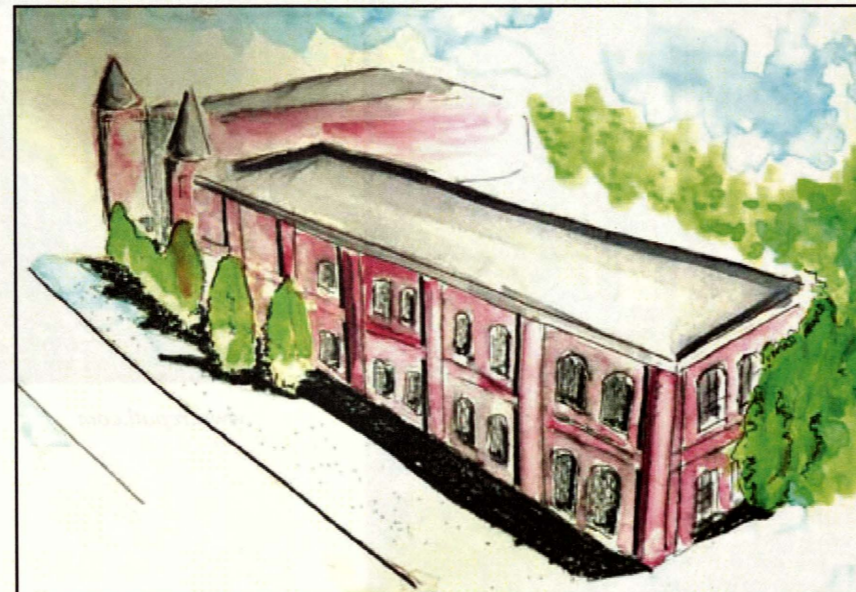
Axonometric View of Emory Street



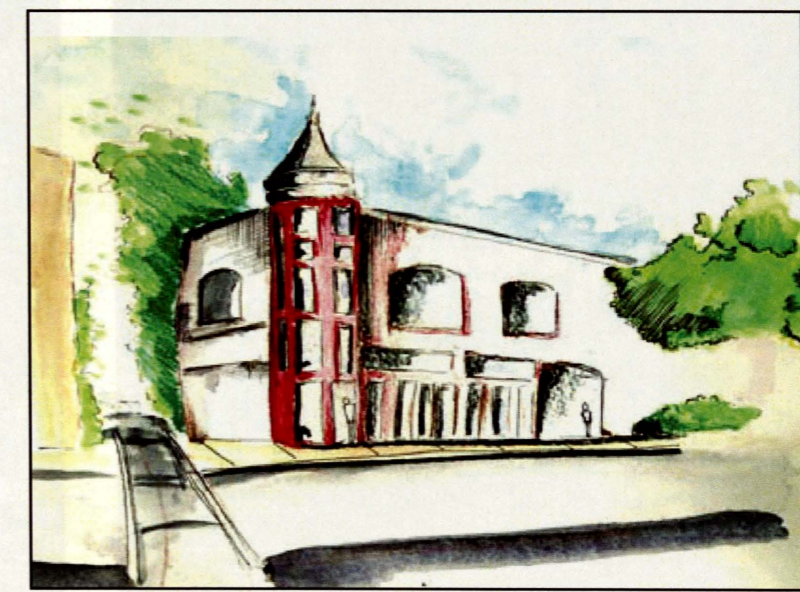
Plan View



Axon view of building concept



View of building concept

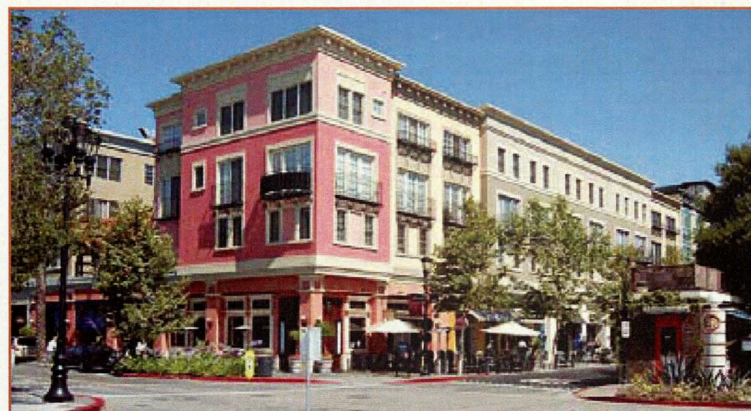


Perspective sketch

Emory Street Redevelopment- Recommendations



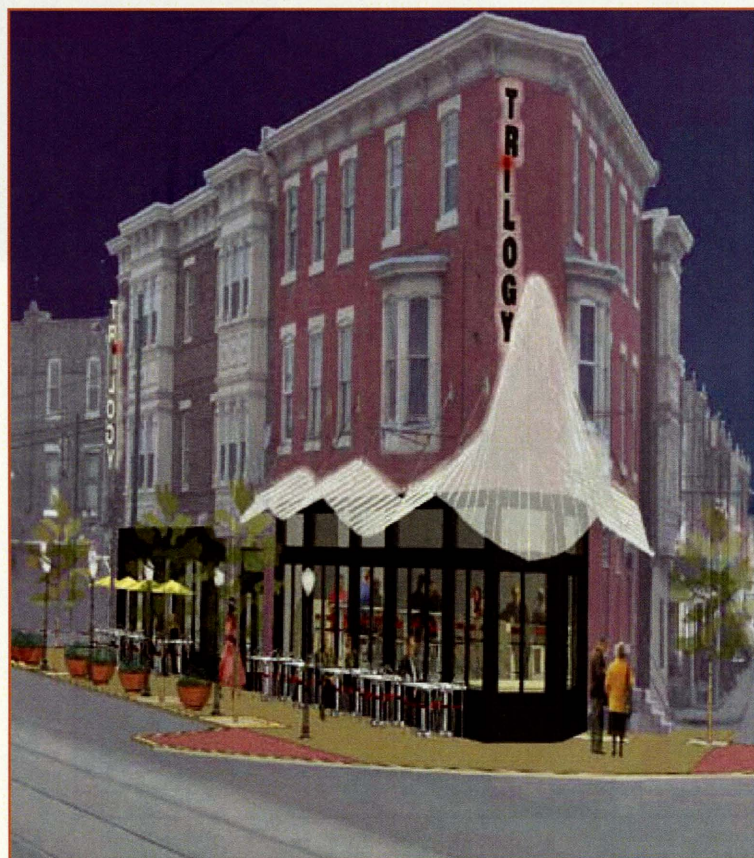
www.raise-the-hammer.org



www.tndwest.com

Architectural Inspiration

Analysis revealed that a combination of architectural styles could create a cohesion between the 278 business district and the mixed-use residential section close to Stallings and Usher Street. These pictures illustrate different architectural types that could be fitting for the Emory Street site. Though the Emory Street development would only be two stories, the architectural style could be derived from these images.



www.communitydesign.org

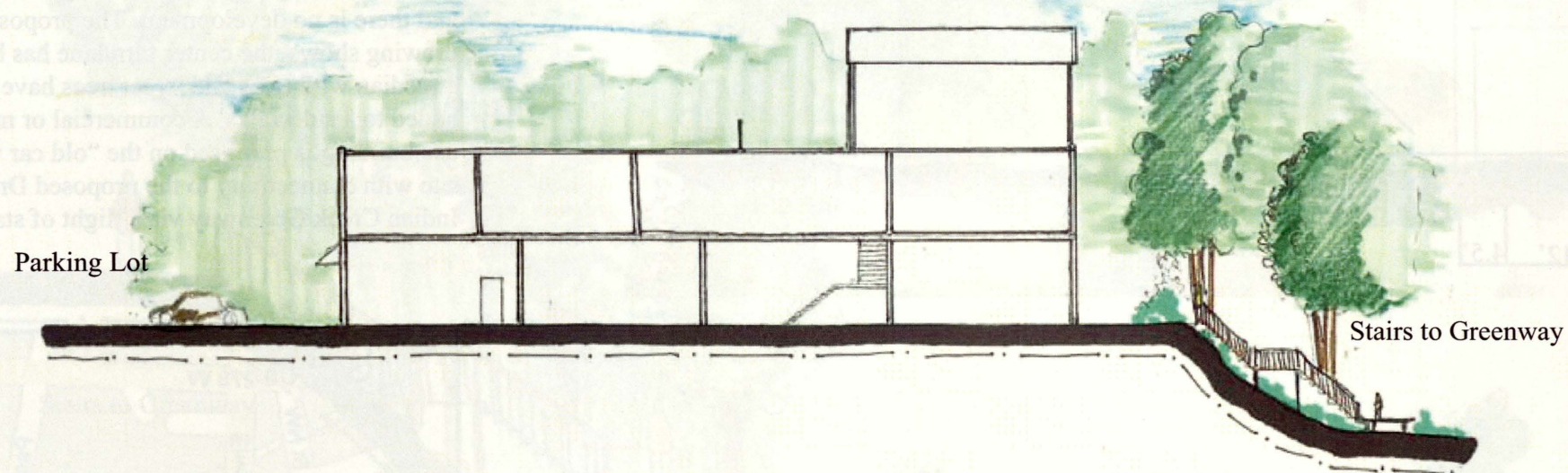


www.bahistory.org



www.rcpatl.com

Emory Street Redevelopment- Recommendations

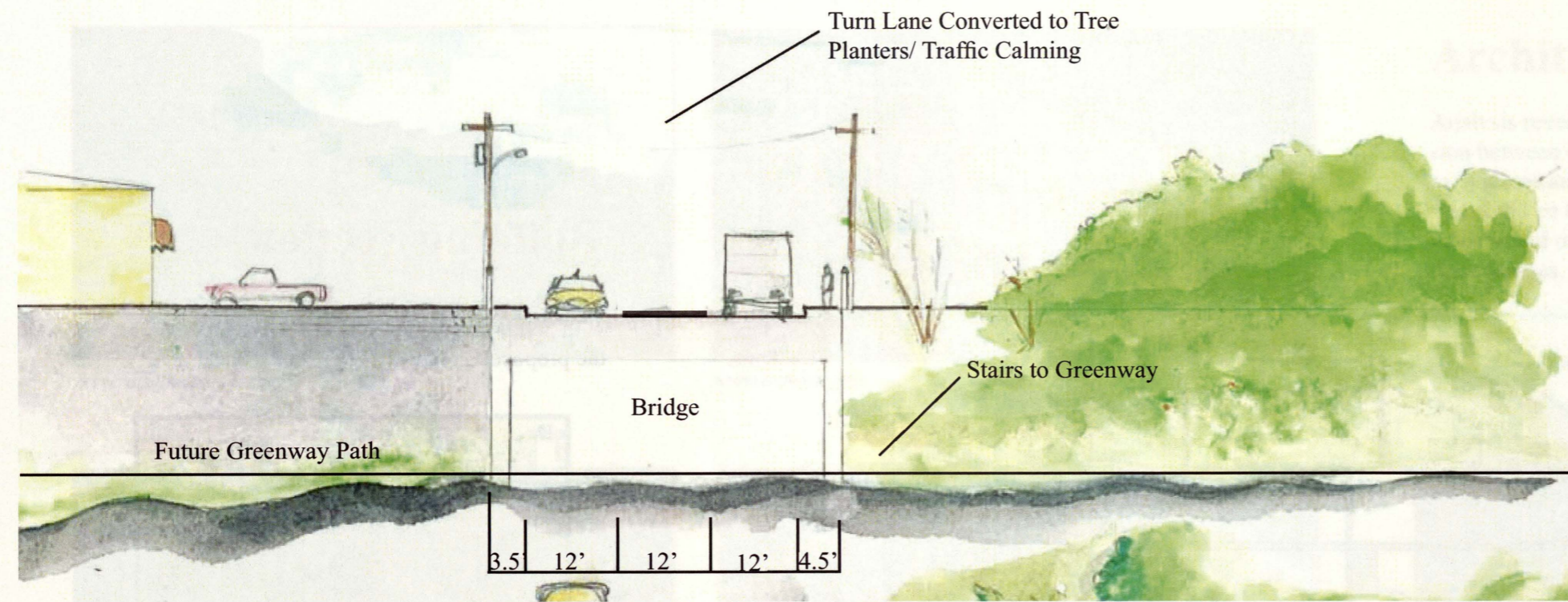


Building Section

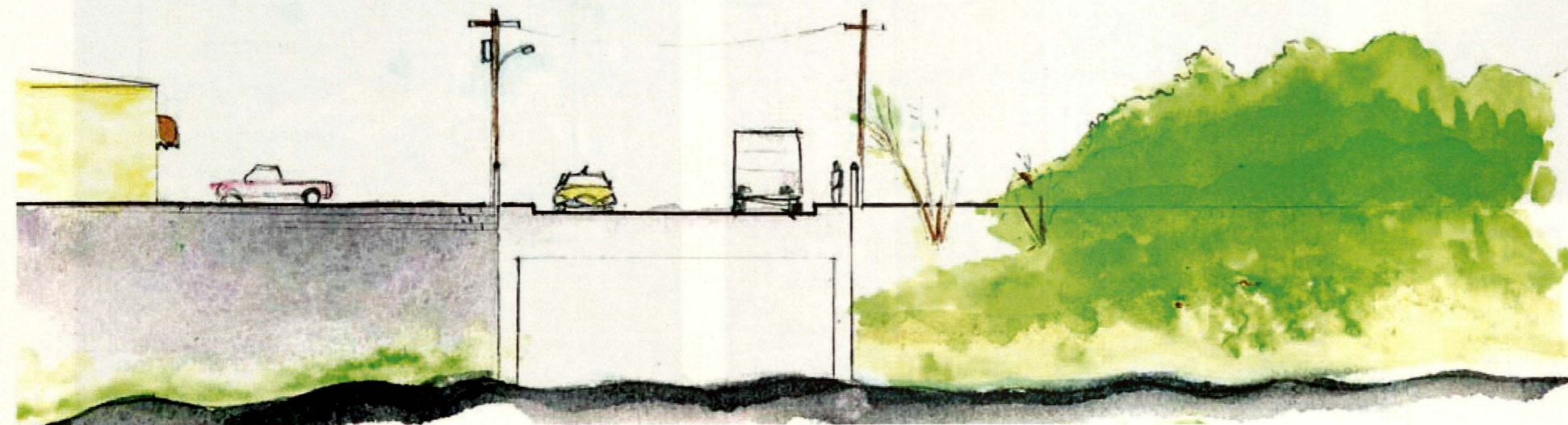
This section shows the building's two story layout with penthouse space above and its relationship to the proposed greenway.



Emory Street Redevelopment- Recommendations



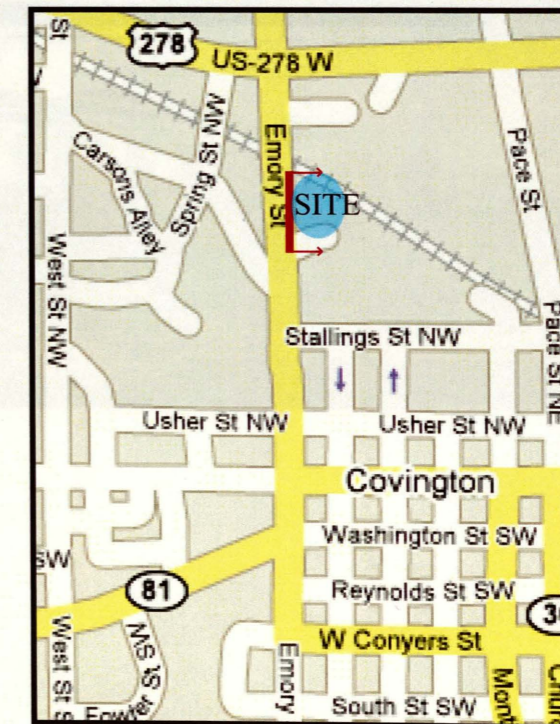
PROPOSED



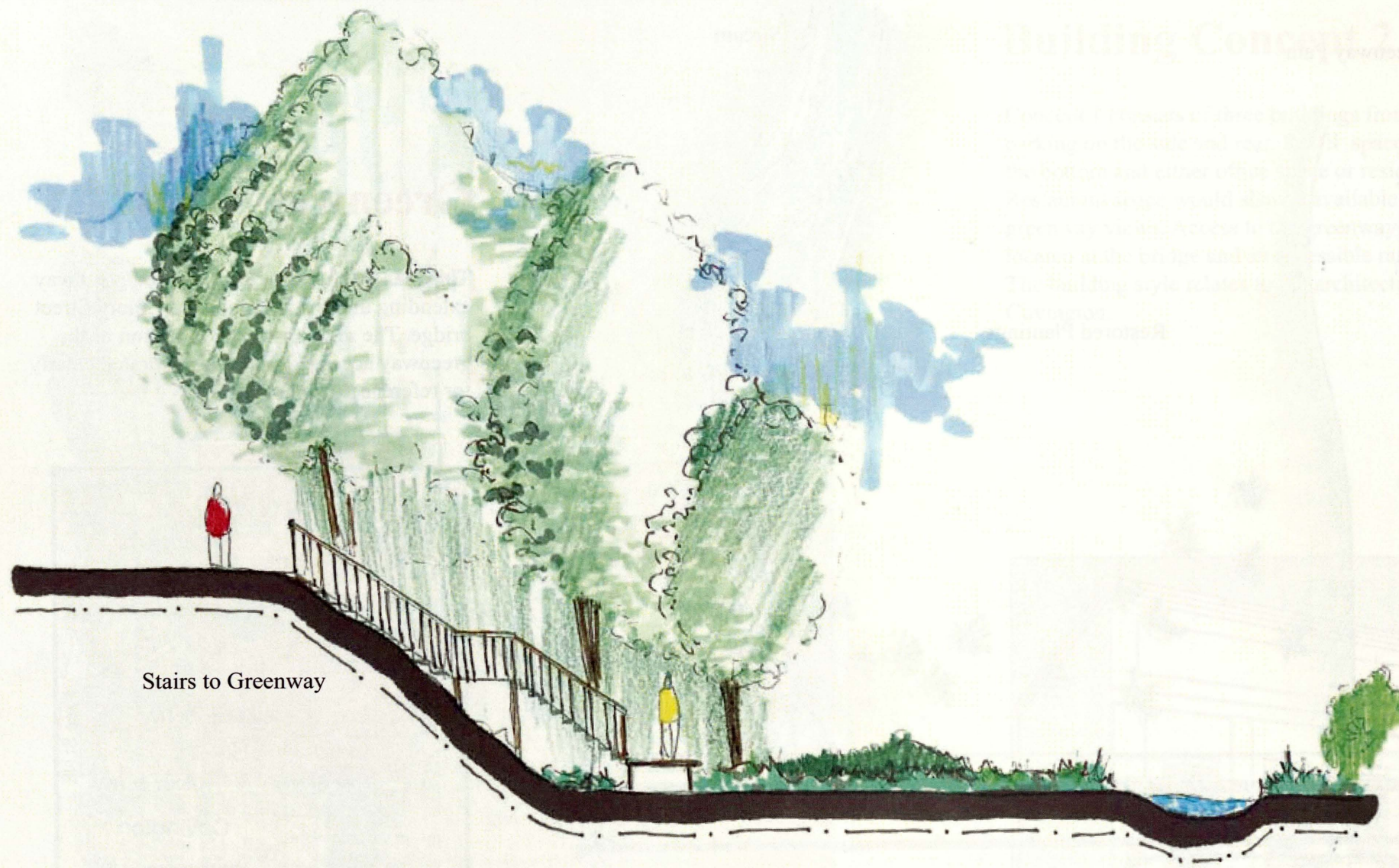
EXISTING

Proposed Improvements

These images show a north facing section of Emory Street, proposed and existing. The existing section shows the road as it is, thirty-six feet across with north and southbound lanes divided by a turn lane. The bank down to Dried Indian Creek on the right side of the bridge is vegetated and there is no development. The proposed drawing shows the center turn lane has become a median with trees and street trees have been added to a sidewalks. A commercial or mixed use building is proposed on the "old car wash" site with connectivity to the proposed Dried Indian Creek Greenway via a flight of stairs.



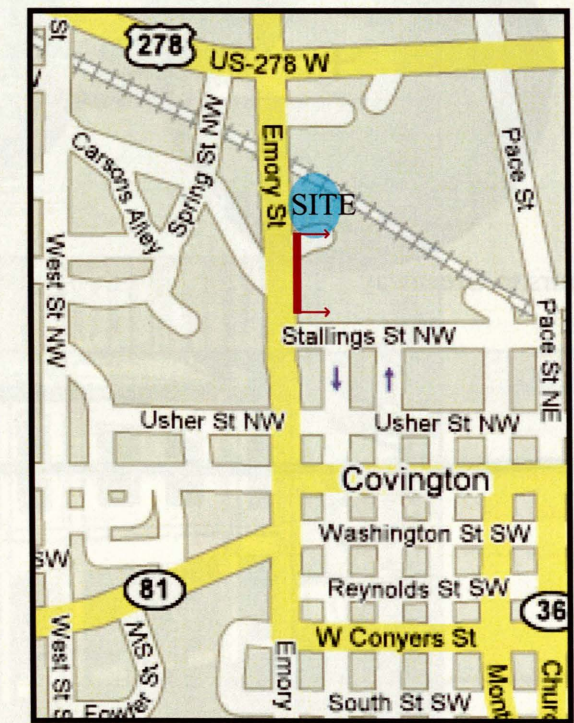
Emory Street Redevelopment- Recommendations



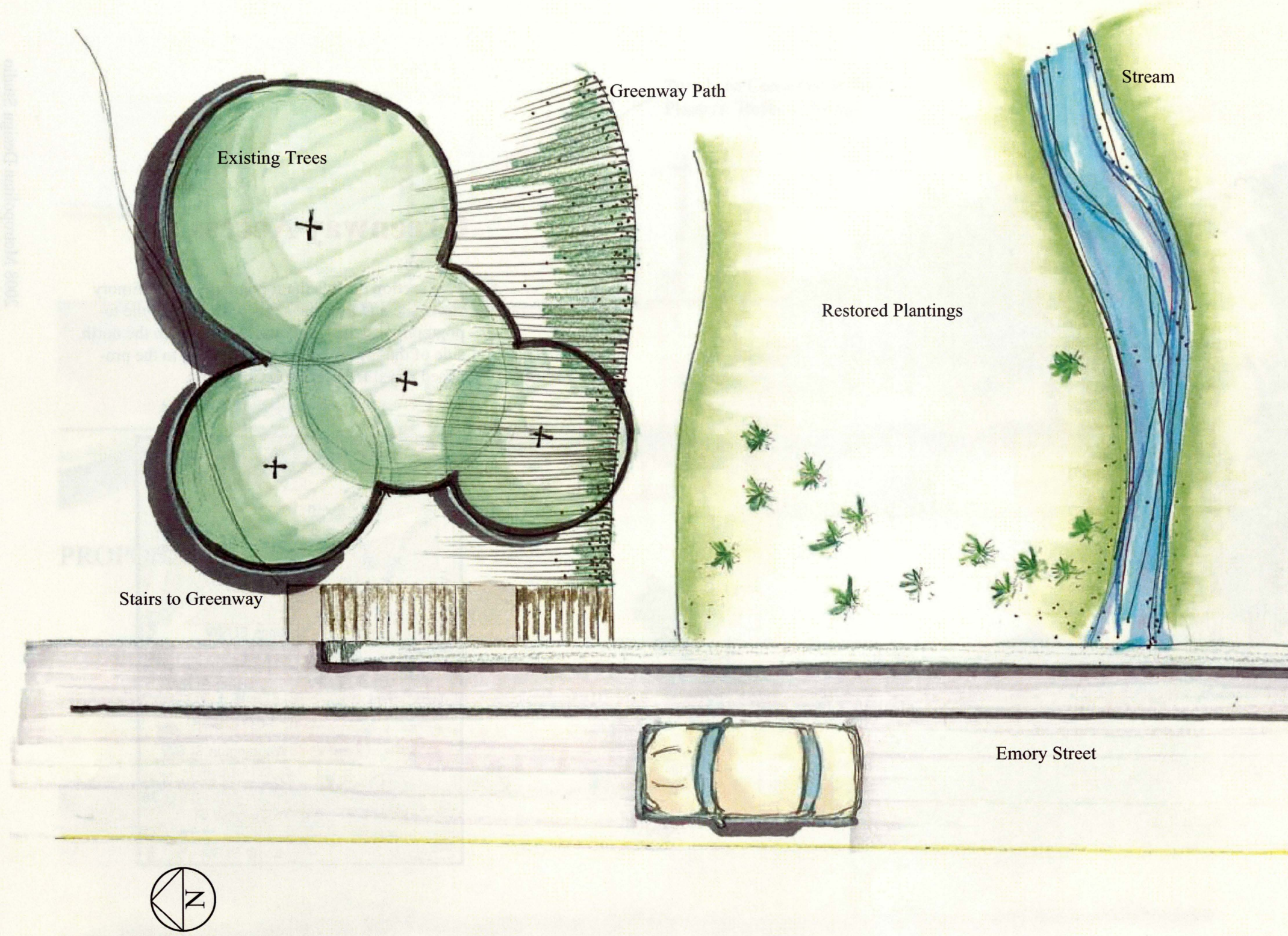
Stairs to Greenway

Greenway Access

This section depicts the topography of the Emory street site and how the stairs will relate to the topography in order to provide access from the north side of the Emory Street bridge down to the proposed Dried Indian Creek Greenway.



Emory Street Redevelopment- Recommendations

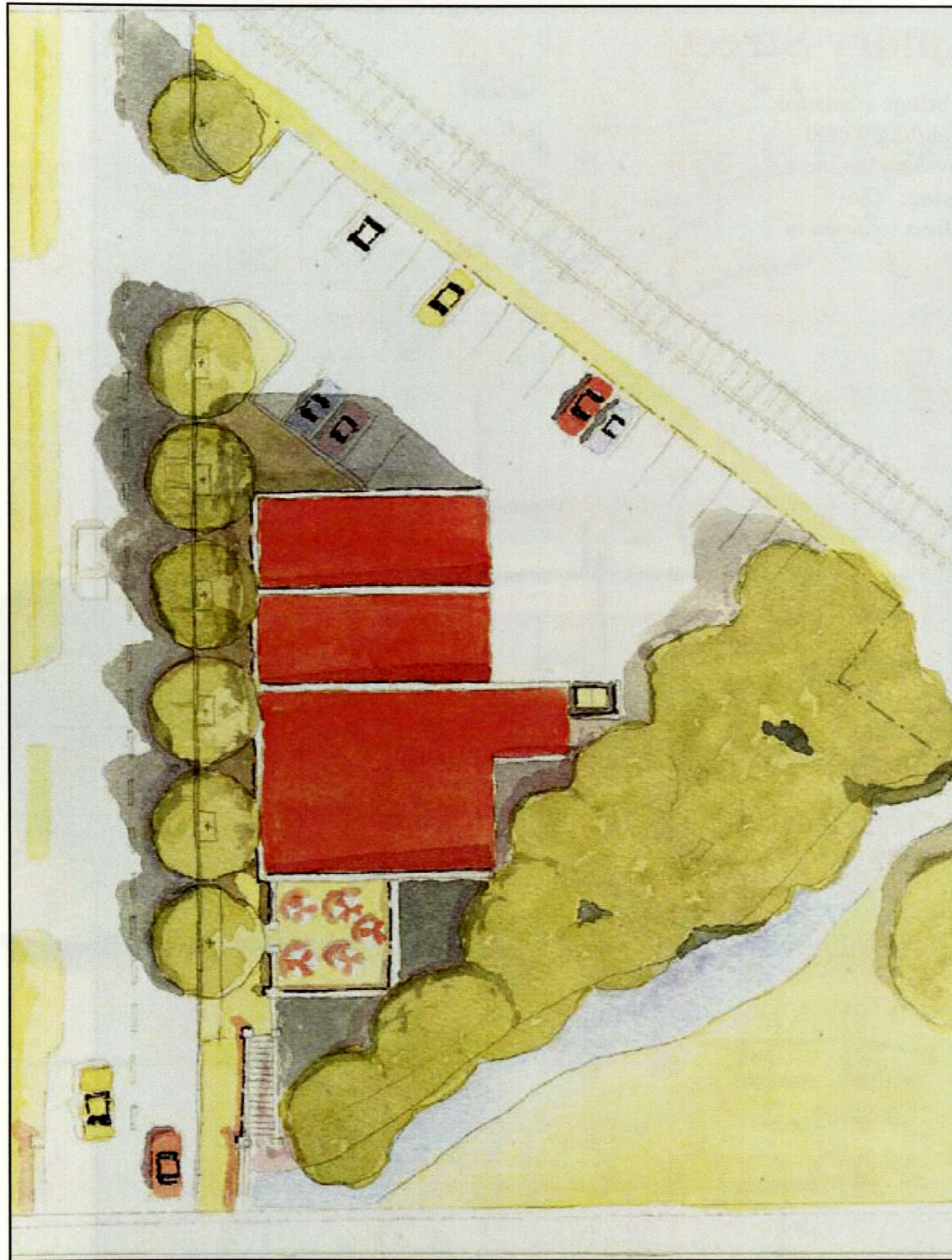


Greenway Access

This plan view shows the proposed greenway extending under and around the Emory Street bridge. The relationship and location of the greenway access stairway is illustrated clearly for reference.



Emory Street Redevelopment- Recommendations



Building Concept 2

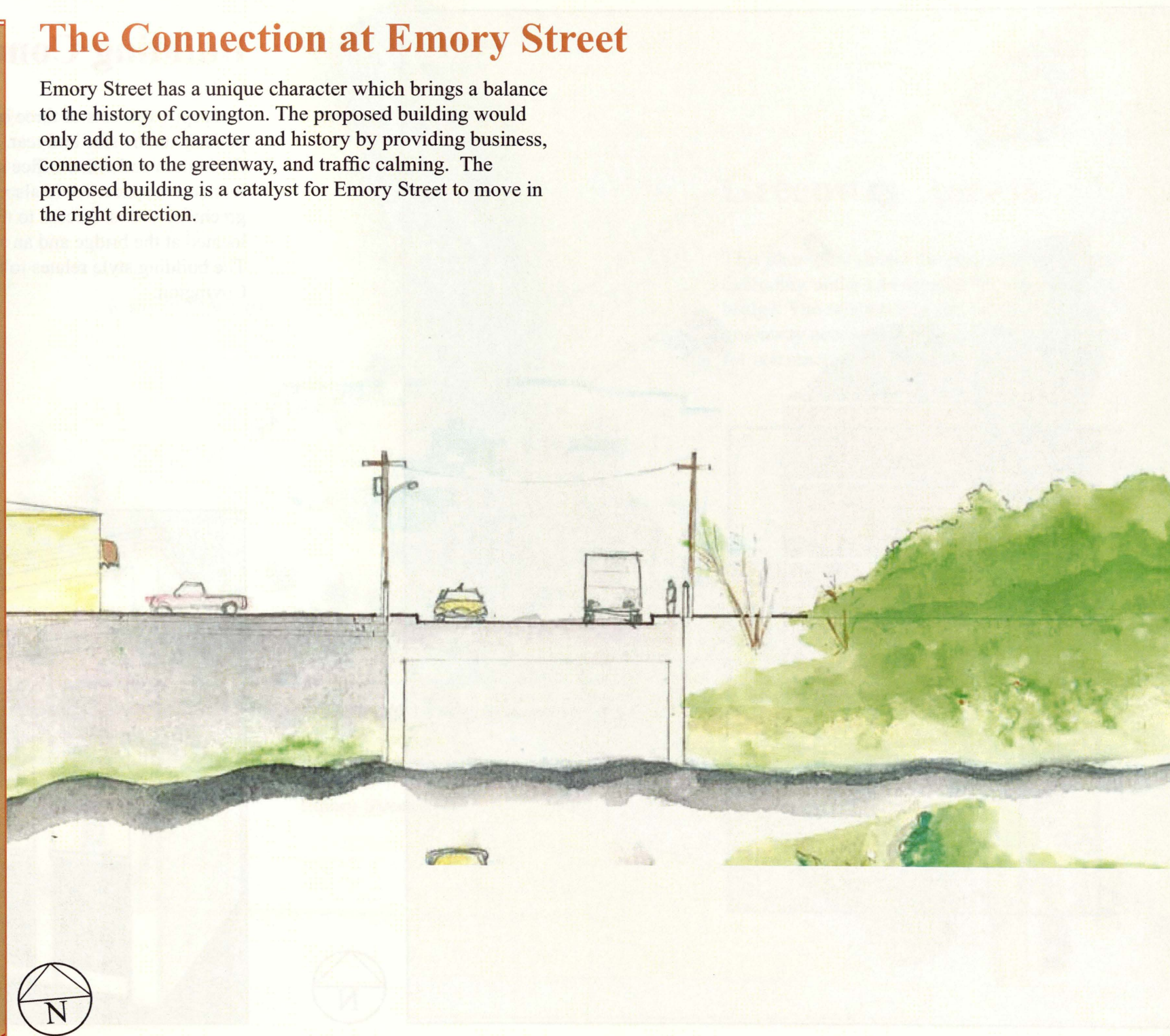
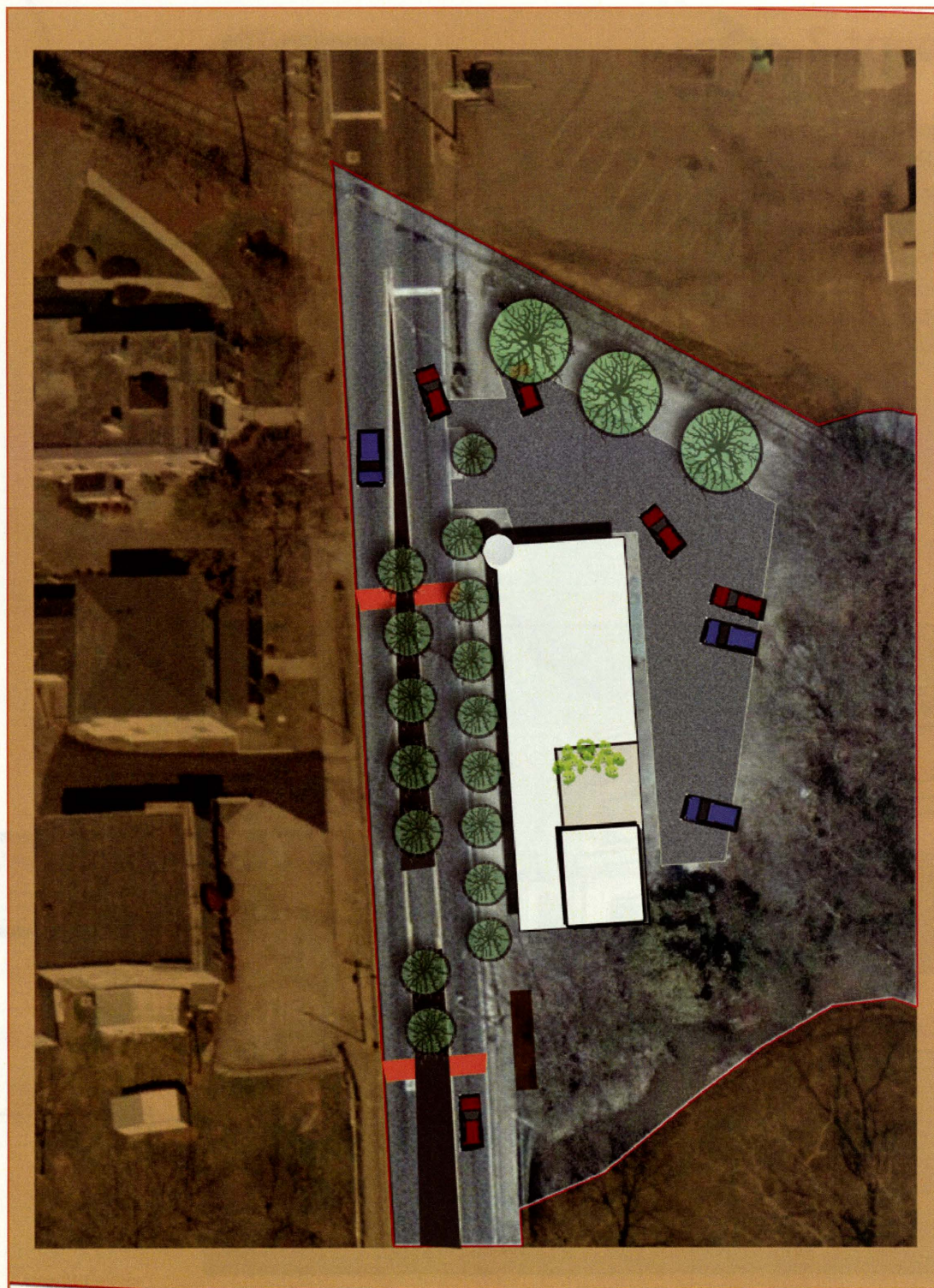
Concept 1 consists of three buildings fronting Emory Street with parking on the side and rear. Retail space would be located on the bottom and either office space or residential units above. Restaurant space would also be available to take advantage of greenway views. Access to the greenway is provided from stairs located at the bridge and an accessible ramp from the parking lot. The building style relates to the architecture of downtown Covington.



Emory Street Redevelopment- Recommendations

The Connection at Emory Street

Emory Street has a unique character which brings a balance to the history of covington. The proposed building would only add to the character and history by providing business, connection to the greenway, and traffic calming. The proposed building is a catalyst for Emory Street to move in the right direction.

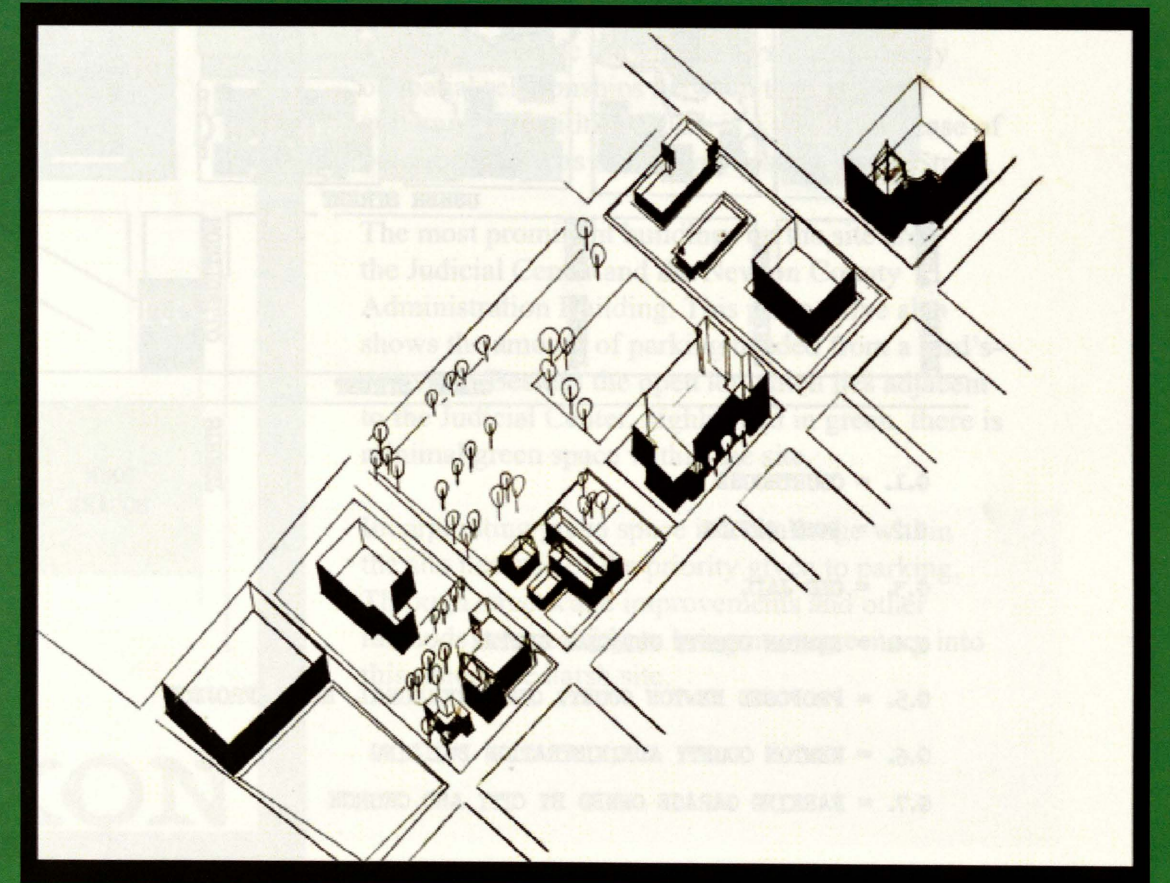
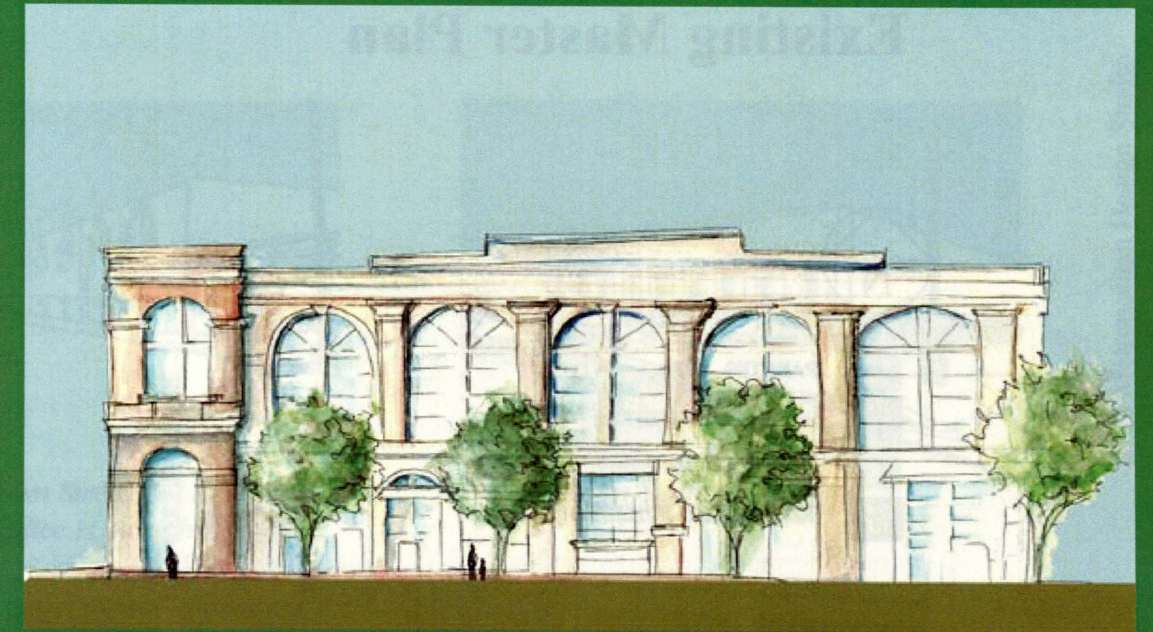


Emory Street Redevelopment- Conclusion



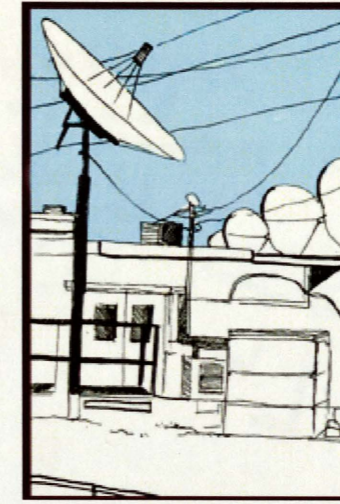
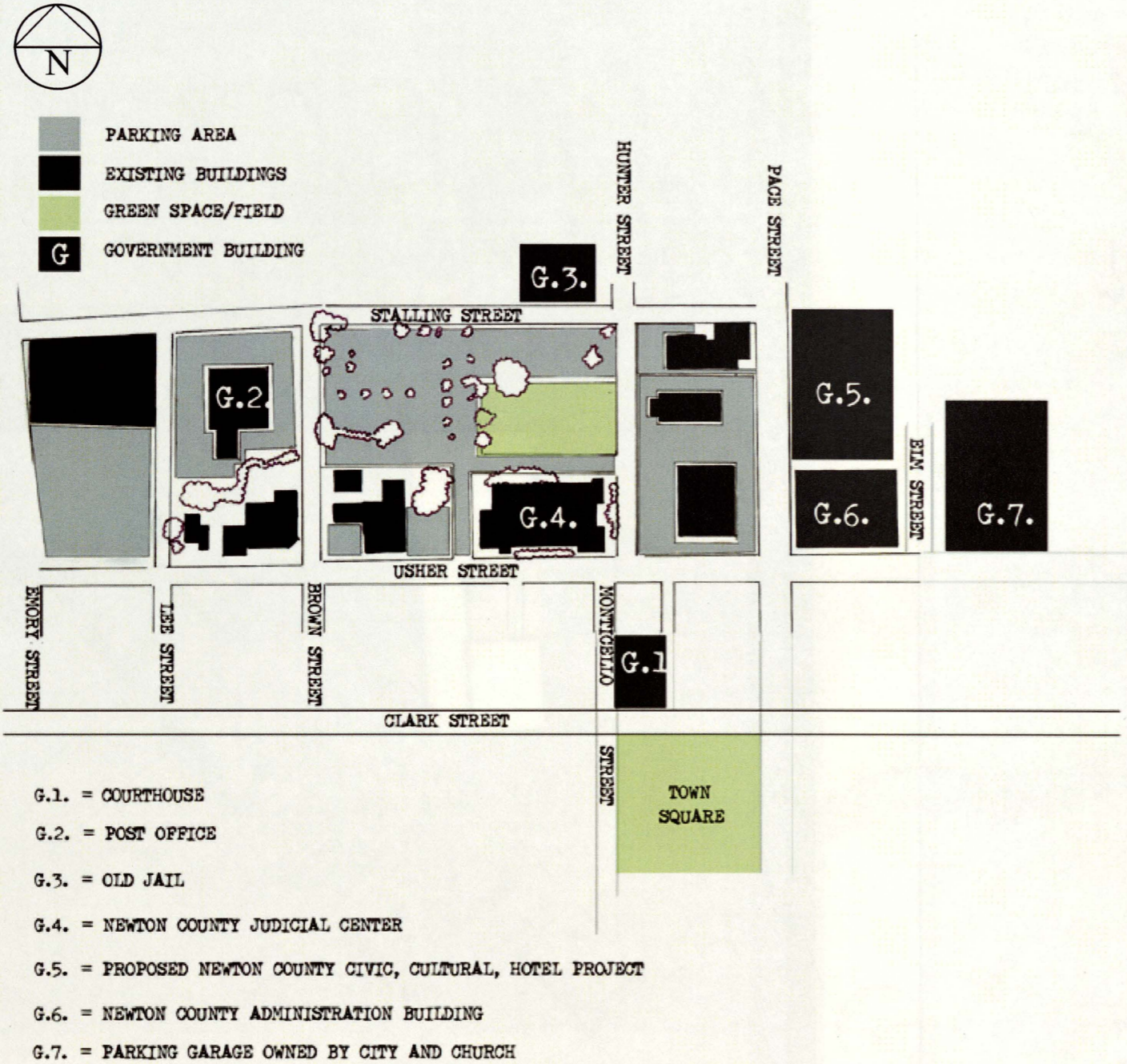
DOWNTOWN COVINGTON

Master Plan Update 2008



Government District

Existing Master Plan



The parking lot of Charter Communications



The Newton County Administration Building



The view from the jail up to the Historic Courthouse Building



The Newton County Judicial Building facing Usher Street

Site Background

The Government District runs between Emory and Pace Street with a variety of government buildings spread throughout. This area currently lacks a true cohesive character, a character which would give continuity to this busy area. Initial site inventory and analysis was conducted to establish the main concerns guiding the areas revitalization. Improvements include:

- Connectivity between government buildings on the site
- Stallings Street improvements
- Increased/denser parking
- New government building site location

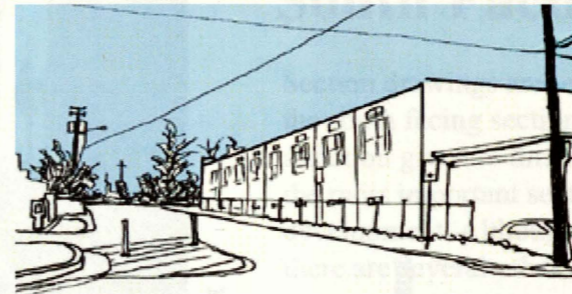
Government District- Introduction



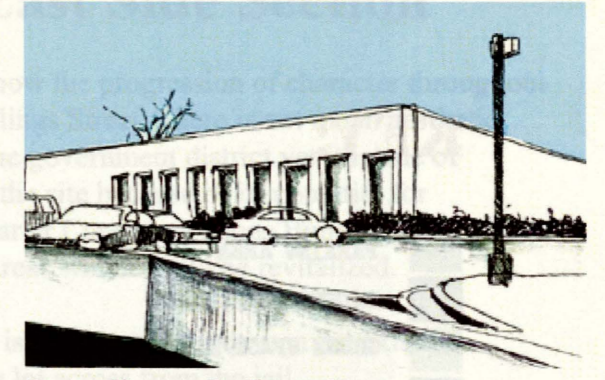
A sketch of Usher Street



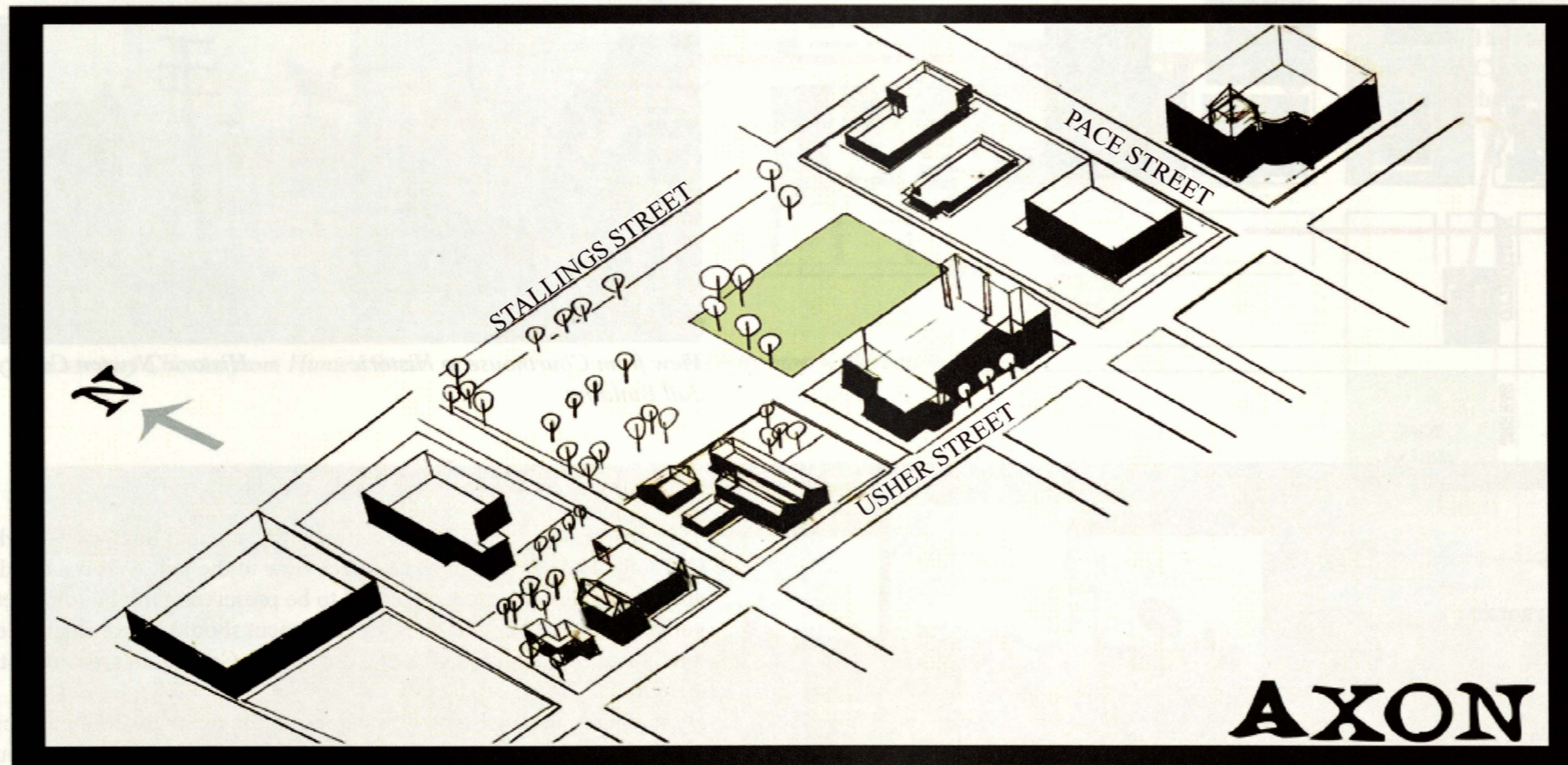
The corner of Brown Street and Usher Street



Intersection of Brown Street and Stallings Street. The Post Office is on right



Post office on Stallings Street



Existing Spatial Analysis

This axonometric drawing shows the hierarchy of spatial relationships between the existing government facilities. There is a visible increase of building height as one moves east on Usher Street.





The most prominent buildings on the site are the Judicial Center and the Newton County Administration Building. This perspective also shows the amount of parking needed from a bird's-eye view. Besides the open lot which lies adjacent to the Judicial Center, highlighted in green, there is minimal green space within the site.

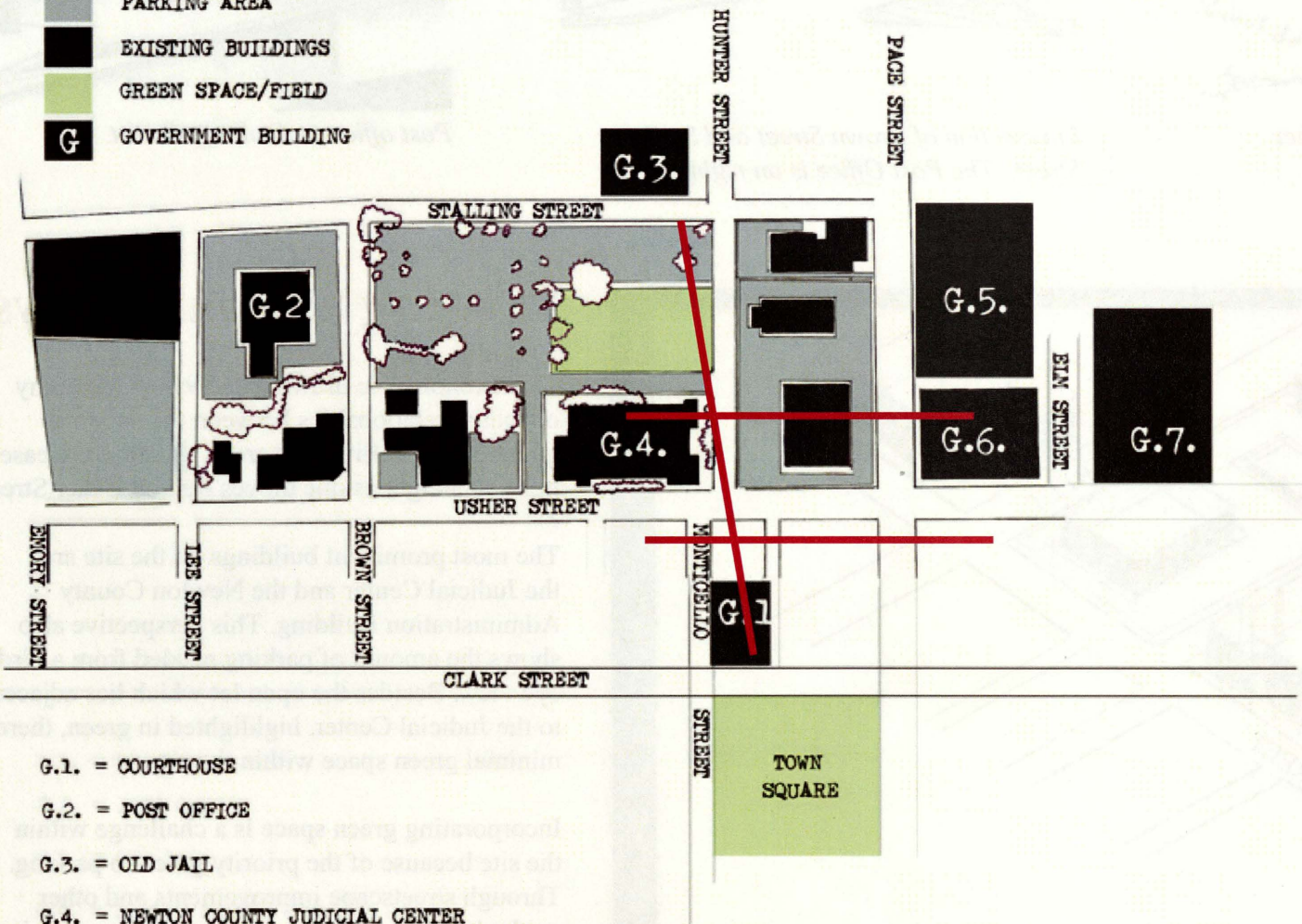
Incorporating green space is a challenge within the site because of the priority given to parking. Through streetscape improvements and other methods it is possible to bring more greenery into this otherwise harsh site.

Government District- Research: Existing Conditions

Existing Master Plan

KEY:

-  PARKING AREA
-  EXISTING BUILDINGS
-  GREEN SPACE/FIELD
-  GOVERNMENT BUILDING



- G.1. = COURTHOUSE
- G.2. = POST OFFICE
- G.3. = OLD JAIL
- G.4. = NEWTON COUNTY JUDICIAL CENTER
- G.5. = PROPOSED NEWTON COUNTY CIVIC, CULTURAL, HOTEL PROJECT
- G.6. = NEWTON COUNTY ADMINISTRATION BUILDING
- G.7. = PARKING GARAGE OWNED BY CITY AND CHURCH



Newton County Administration Building



Judicial Center view toward AT&T



View from Courthouse to Historic Jail Building



Historic Newton County Jail

Important Views

The most historic view in Covington is the one that links the Courthouse and the Old Jail. The courtroom has a direct view to the jail. When a building is built adjacent to the jail, the view needs to be preserved with building setback. In general, the height of any new development should be considered, especially since a majority of the buildings in the downtown Covington area are not very tall.

By maintaining consistent views amongst the main government facilities, a true sense of place is created because there is a constant reminder of your orientation to this important location.

Government District- Research: Existing Conditions

Stallings Street: South Facing East Side Section

Section drawings are used to show the progression of character throughout the south facing section of Stallings Street. There is not much aesthetic attention given to this part of the government district yet it is one of the most important sections of the site because of its potential for development. Although the Charter Communications Building will remain, there are several other vacant areas which could be revitalized.

One area that we will focus on is the empty lot between the existing Judicial Center and the parking lot across from the jail.

There is a stark transition between Stallings Street and Usher Street in terms of the attention given to the visual and functional qualities of the site. Stallings Street will be a crucial component to the overall government district because it links the surrounding government facilities, such as the City Hall and planning department, and is also the future site of the Newton County Historical Museum. It seems as though the qualities of the site which are not as visually pleasing front Stallings Street. This includes the large amount of asphalt parking lots spread throughout the area.



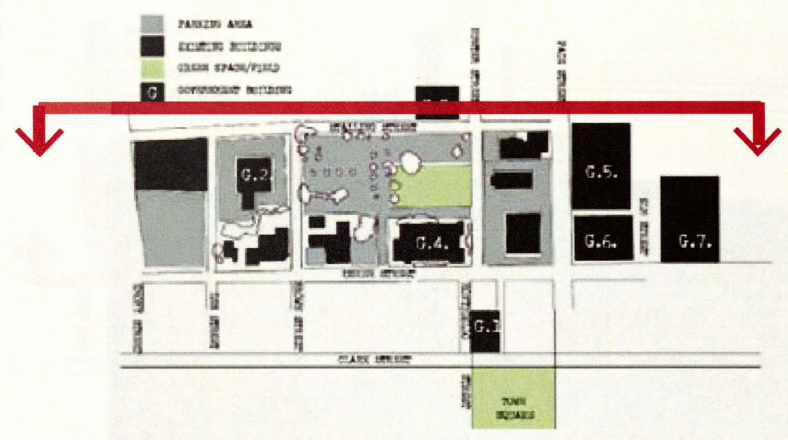
Parking lot used by AT&T for service vehicles



The view up Hunter Street looking toward the courthouse, which has a direct alignment facing north



The view of Charter from Hunter Street



Vicinity map with section line



Stallings Street: South Facing, East Side

Government District- Research: Existing Conditions

Stallings Street: South Facing West Side Section

The western section of Stallings Street has a lot of vehicular activity because of its proximity to the post office. One of the main concerns of many local residents is the lack of parking for the post office. This parking issue seemed to be repetitive throughout our analysis even though there seems to be ample amounts of parking lots throughout the site. A water holding tank exists underneath the main Judicial Center parking lot. Therefore, this area will not be developed as extensively. Knowing that helped to determine which areas would be most feasible for development if we were to leave the parking lot as it currently exists.

There was a suggestion to tear down the wall which divided the parking lot of the post office, which would allow for more parking behind the building. Through the section, it is obvious that there is room for street improvements, such as trees and sidewalk access, both of which the site currently lack. Although several of these buildings must continue to exist with loading docks and parking areas, improvements can be made to the area in order to mask these derelict features.



The view of the Post Office from Lee Street



A law office on Brown Street



Vicinity map with section line



The side view of Lendmark Financial from Emory Street



Stallings Street: South Facing, West Side

Government District- Research: Existing Conditions



Open space between two buildings on Brown Street



The Georgia Parole Office

Usher Street: North Facing West Side Section

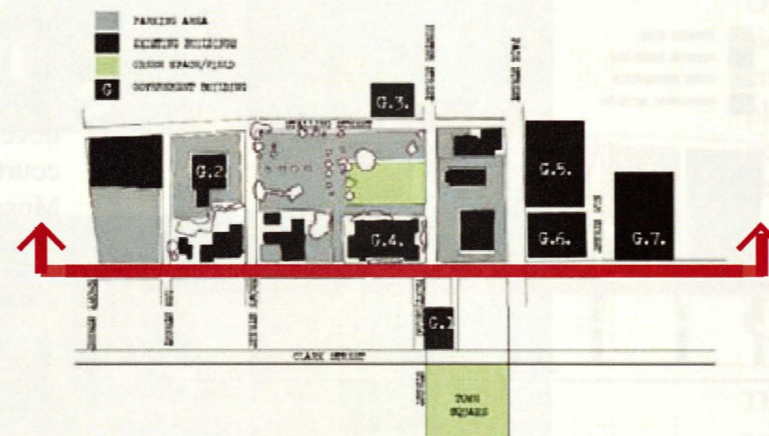
Usher Street has many commercial uses and facilities which make it more congested for both vehicles and pedestrians. The western half of Usher Street has several miscellaneous businesses varying from laundromats to law offices which make it a hub for a variety of activities. This side of Usher Street does not have any government affiliations, it still is an important component of the district because it functions as a gateway into the area from Emory Street.

It is challenging to make any changes to this area because there are several different owners and various architectural styles.

As one moves East on Usher Street, the buildings become much more traditional in architectural style. These initial buildings function as a foil to differentiate the core of the government facilities from the peripheral area.



A close up of Lendmark Financial



Vicinity map with section line



Usher Street: North Facing, West Side

Government District- Research: Existing Conditions

Usher Street



The view down Usher Street looking west.



The View down Usher Street looking east.

Usher Street: North Facing East Side Section

The eastern half of Usher Street epitomizes the architectural style of the government district. The two main buildings which give cohesion to the traditional style of the area are the Judicial Center and the Newton County Administration Building. Although there are still obstacles which coincide with the continuity of these two buildings, they set up the framework for any future development.

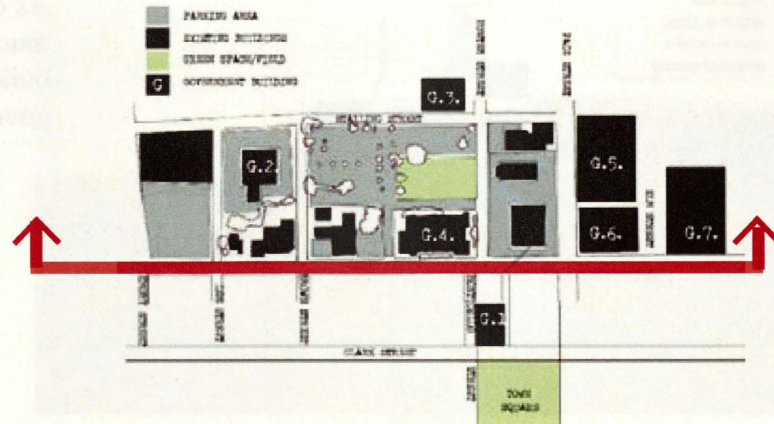
There is a clear contrast between this area and the rest of the blocks. Attention is given to not only the building facades but the streetscapes in general, with plenty of sufficient trees, lighting, and wide sidewalks.

New development is proposed for this area, such as a hotel and civic center. These will be situated next to the Newton County Administration Building, and should follow a traditional style of architecture.

Other adjacent buildings which hold importance when considering future development include the courthouse on the south side of Usher Street. The courthouse views need to be maintained toward the Newton County Historic Museum. A vacant lot exists next to the Judicial center which opens several opportunities for development and expansion for the Government District.



The view down Usher Street looking east, after the Judicial Center.



Vicinity map with section line



Usher Street: North Facing, East Side

Government District- Research: Existing Conditions

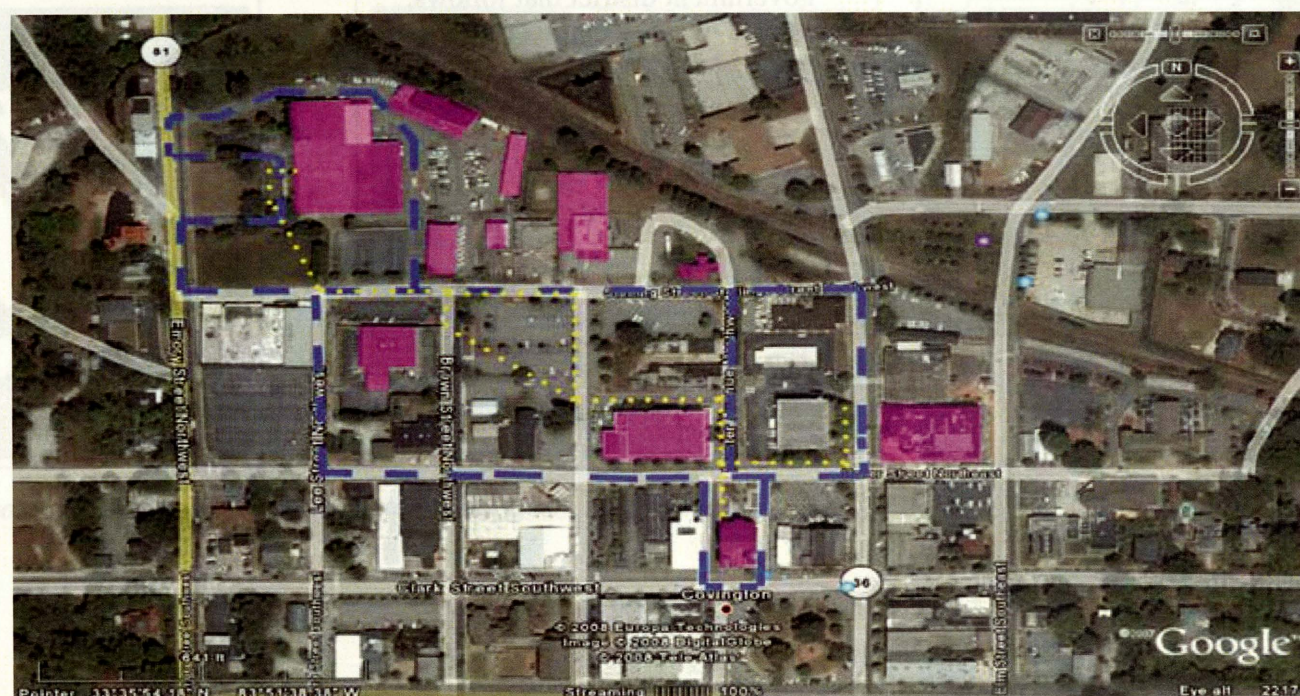


Sidewalk Study. Pink areas represent government buildings

Sidewalk Study

Covington is a walking community. It is challenging to walk around town when there are broken or no sidewalks. The image to the left is a study of sidewalk placement in the Government District. The picture shows the correlation between areas of heavy traffic and missing sidewalks. Stallings Street is a good example of the lack of circulation which exists throughout the site. At the intersection of Stallings and Pace Street there are no sidewalks. The sidewalk picks up on the south side of the street at the intersection of Hunter Street. The sidewalk stops at the intersection of Lee Street making the area on Stallings Street between Lee Street and Emory inaccessible due to its lack of sidewalks.

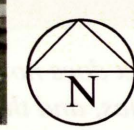
An important walk in Historic Covington is between the Courthouse and the Old Jail along Hunter Street. There is a lot of attention given to the wide sidewalk in front of the Judicial Center but it disappears once the development ends. There seems to be a trend throughout the area of sidewalk accessibility in places of denser development. Sidewalks are necessary for foot mobility, safety, accessibility, and will be key in all areas of our site in order to bridge the different sectors of the Government District.



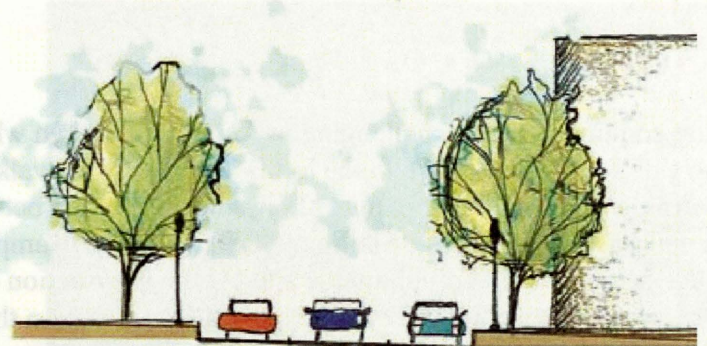
Circulation Study. Pink areas represent government buildings

Circulation Study

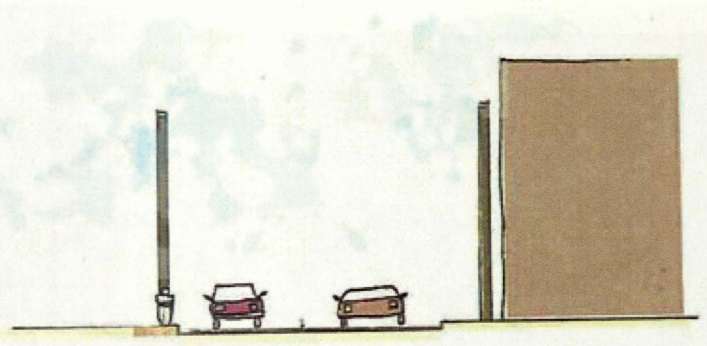
The diagram to the left shows circulation and mobility throughout the government corridor. The blue dashed line highlights car and bike traffic between the government buildings. The yellow dashed line shows connectivity between the government buildings by foot. The quickest foot routes require cutting through parking lots. There are no areas specifically designed as cut-throughs in this area.



Government District- Research: Existing Conditions



Elevation looking west on Usher Street, next to Judicial Center



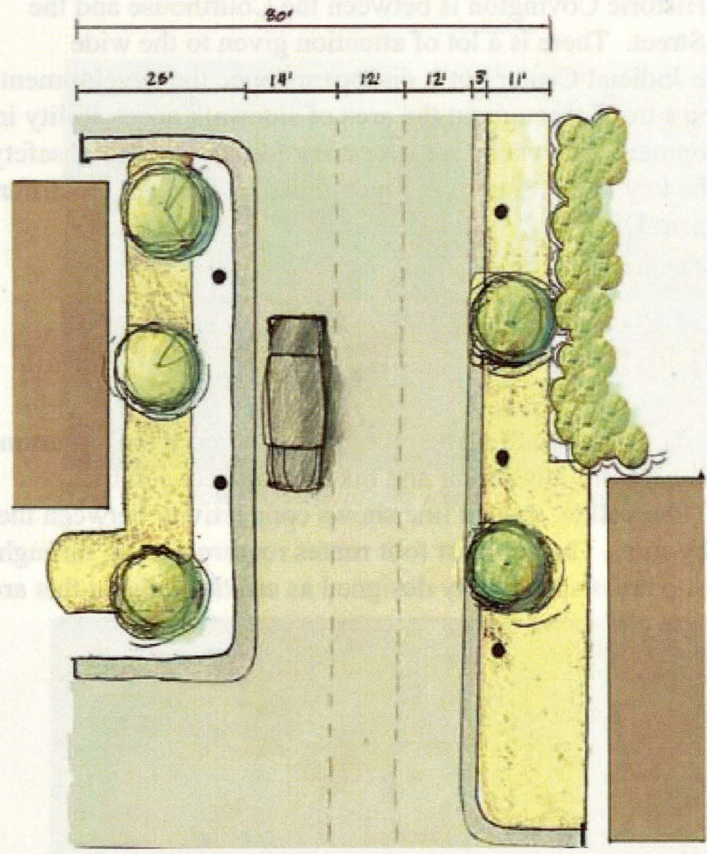
Elevation looking west on Stallings Street, next to Newton County Historic Museum

Road Sections and Elevations

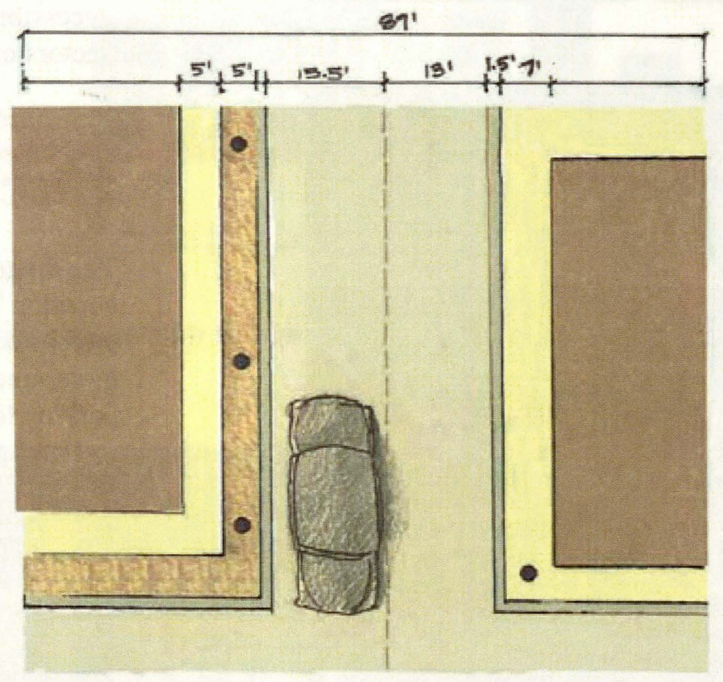
These two sets of drawings show the difference in streetscape character between Usher and Stallings Street.

- Usher Street gives more attention to the pedestrian with adequate sidewalks as well as street plantings and lighting.
- Stallings Street has the potential to have more sufficient pedestrian access yet currently only has sidewalk access on one side of the street.

There is ample room for street plantings which would improve the overall character of the area with beds fronting several of the streets. It is crucial to maintain pedestrian friendly accessibility along Stallings Street because it functions as a corridor to many of the other government facilities in the area. There is currently a lack of connectivity which is one of the issues addressed in the master plan of the government district that follows.



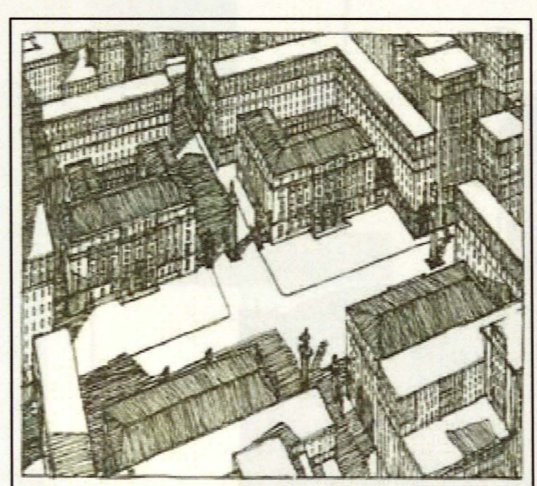
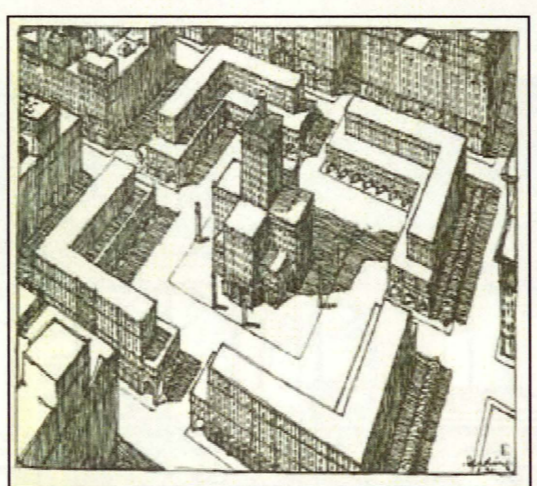
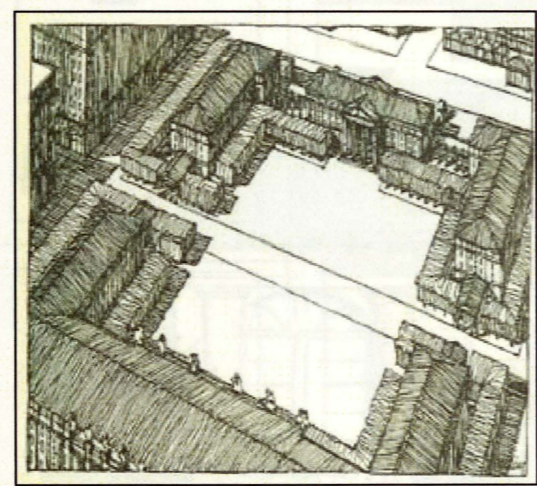
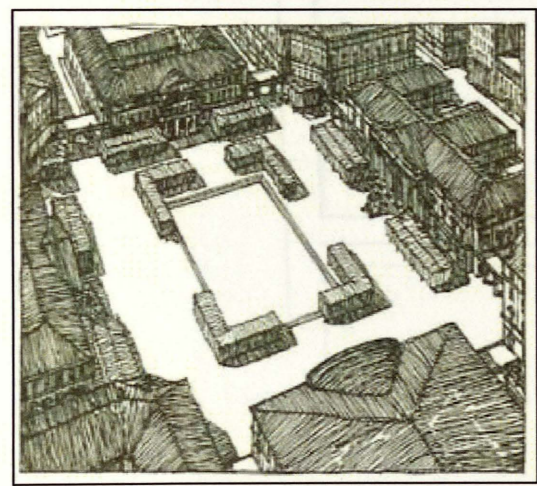
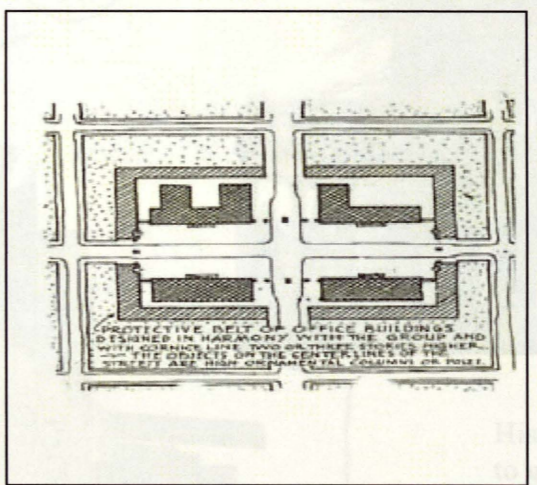
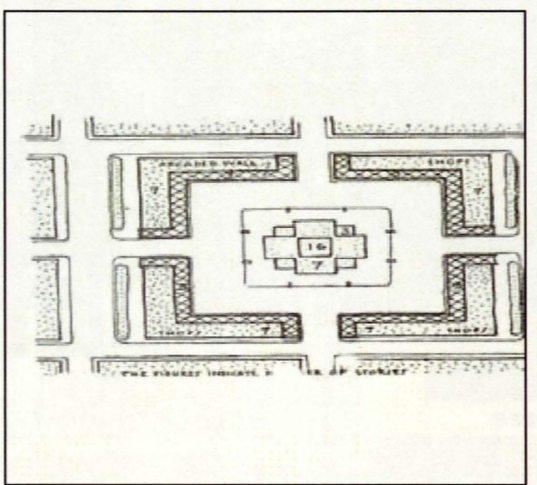
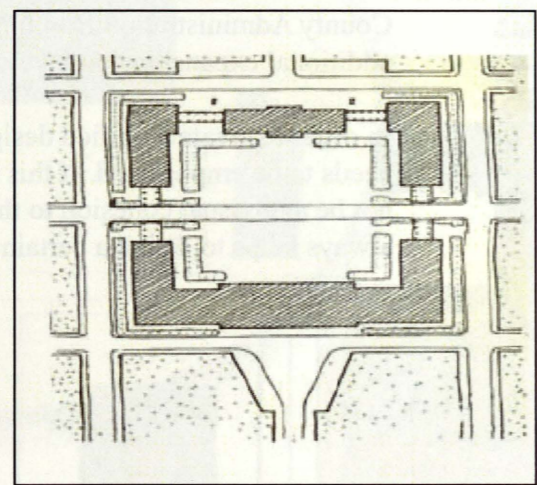
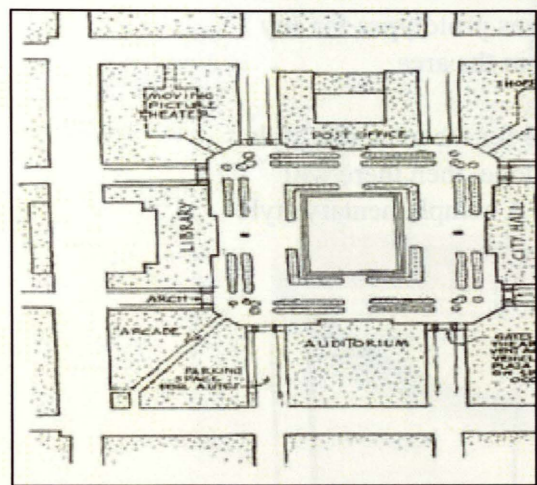
Usher Street is a good example of a street with ample street plantings and lighting as well as clearly defined pedestrian access



Stallings Street does not seem to get the attention that Usher street has, and this will be an important area to revitalize when this area is developed and the jailhouse is restored

Government District- Research: Existing Conditions

Areas of Focus



Examples of Civic Center Forms

These drawings show the use of different building types and configurations developed around simple courtyards. These groupings can set the precedent for any development in the civic area of downtown Covington.

Four plans and axonometric drawings for civic center groups from Hieggmann and Peets *American Vitruvius* illustrate the adaptation of various Renaissance motives to modern street grids

Government District- Research: Precedents



Judicial Center



Courthouse

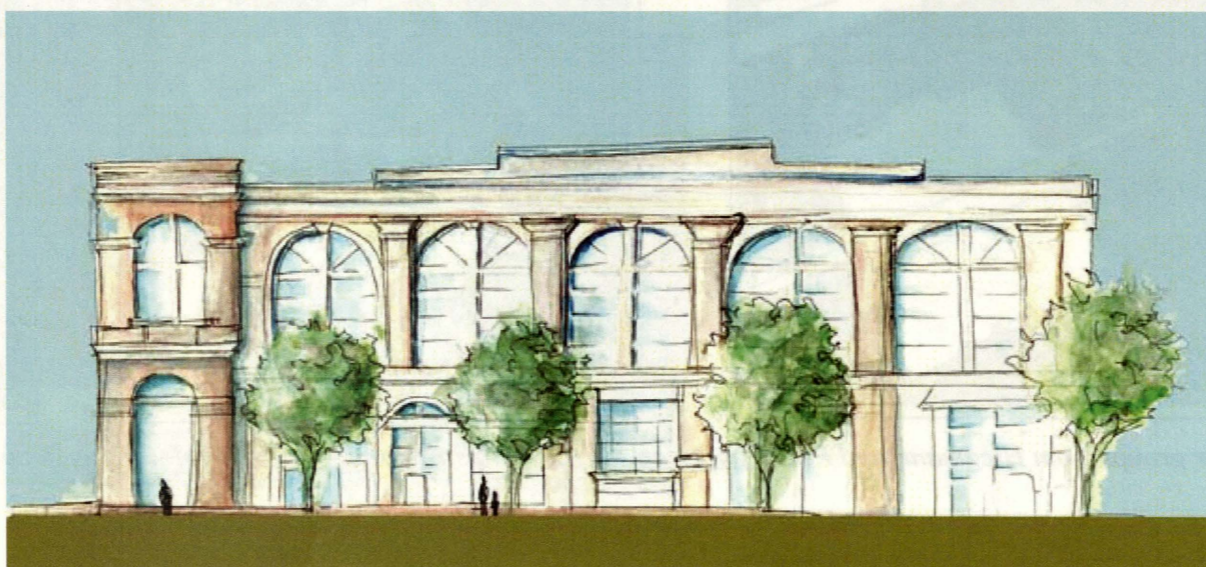
Traditional Style Architecture

Several of the facades in the downtown Covington area follow a traditional architectural style. Therefore, when selecting an appropriate style to emulate in proposed buildings for the area, we followed this formal style. The Judicial Center and Newton County Administration Building serve as prototypes for any additional expansions or development in the area.

In order to create a unified design style for the area, one style needs to be emphasized. If this is not done, then there will not be any visual cohesion to the area. A complementary style always helps to define a certain area.

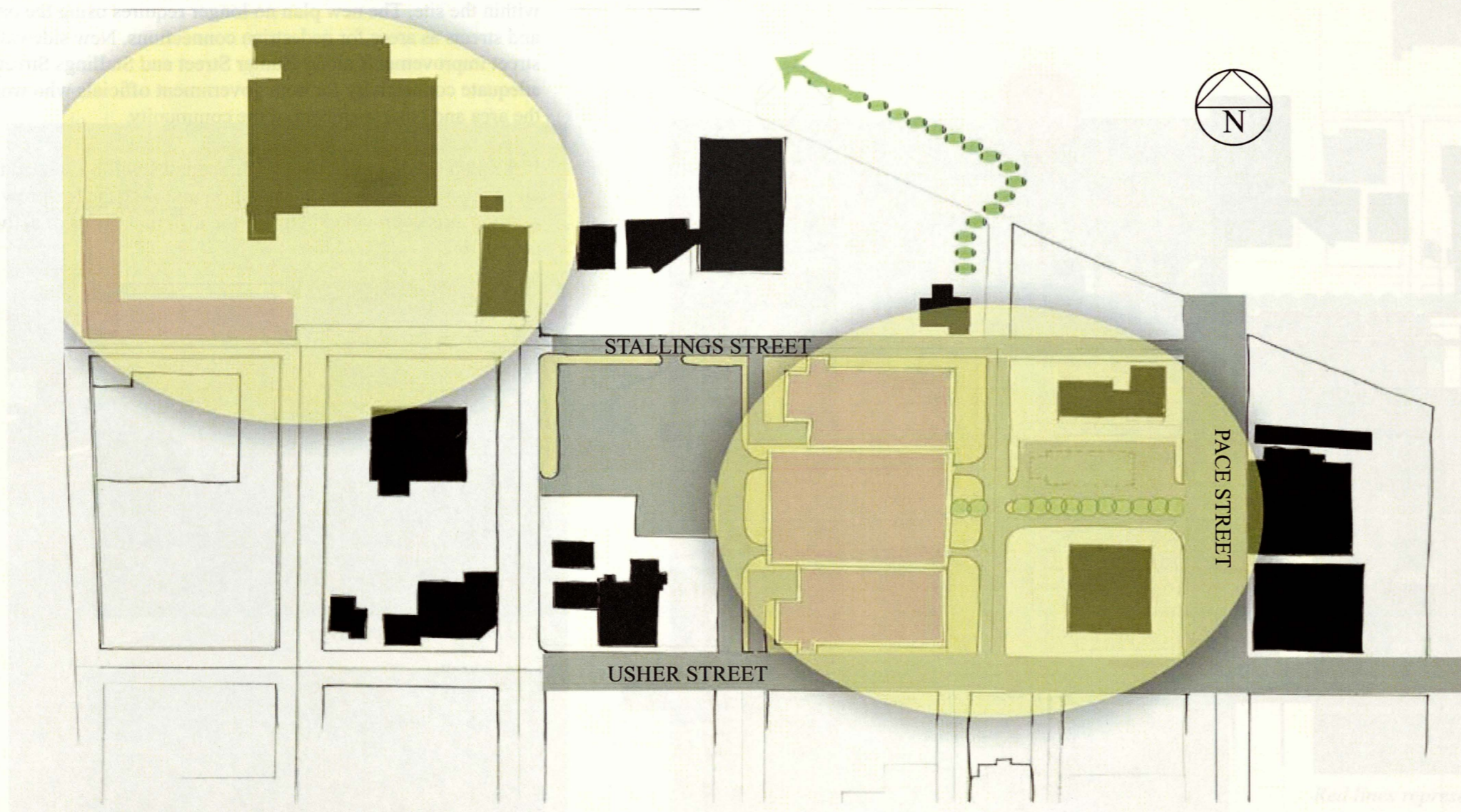


Newton County Administration Building



Example of traditional architecture for future development

Government District- Research: Precedents



Areas of Focus

After the preliminary analysis, specific areas within the site were chosen for attention and further development. These sites include:

- Existing government facilities:
 - new government building
 - address parking
 - create cohesion amongst buildings
- Stallings Street Improvements:
 - pedestrian accessibility/sidewalks
 - tree-lined streets
- Open lot near City Hall:
 - address expansion of city hall
 - open green space and adjacent greenway
- Historical Newton County Museum connection to greenway

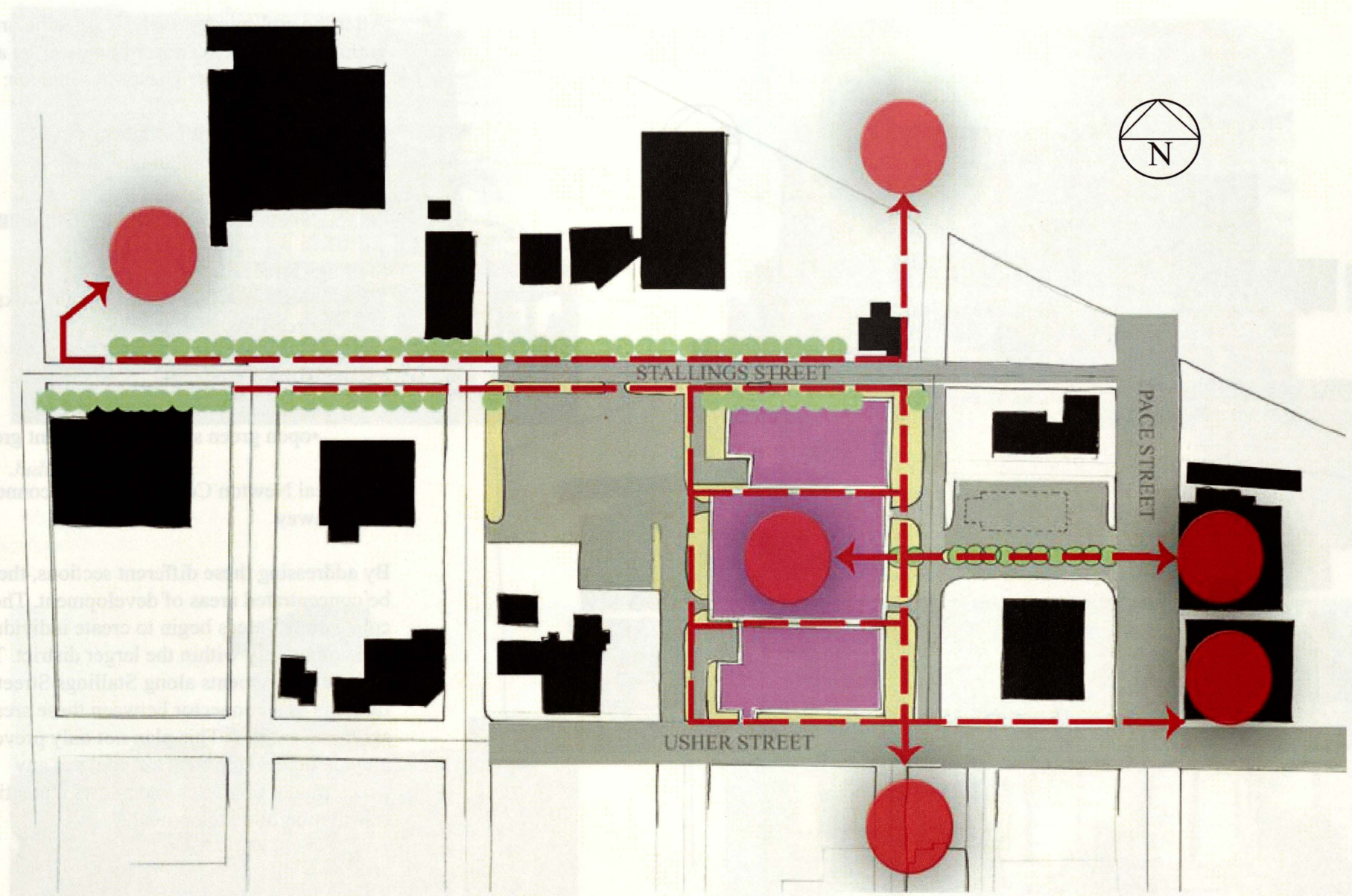
By addressing these different sections, there will be concentrated areas of development. These concentrated areas begin to create individual hubs of activity within the larger district. The street improvements along Stallings Street will function as a connector between these areas that are being created. This plan not only prevents unrealistic development but looks at any development in phases and allows a practical distribution of development.

Government District- Recommendations

Increased Mobility

With our proposed plan, there will be a greater level of mobility within the site. The new plan no longer requires using the parking lots and streets as areas for pedestrian connections. New sidewalks and street improvements along Hunter Street and Stallings Street provide adequate connectivity for both government officials who work within the area and other members of the community.

If the plan was adopted, several direct paths will be created to access all of the major government facilities, and with the long row of trees, a strong axis is provided between the different nodes of activity within the district.



This diagram shows the overall increase in connectivity within the site. The red arrows show new and improved pathways for pedestrian use. The red circles are the main government facilities of focus and the green circles symbolize new street plantings



Example of no connectivity or sidewalk access



Judicial Center as a prototype for future streetscapes

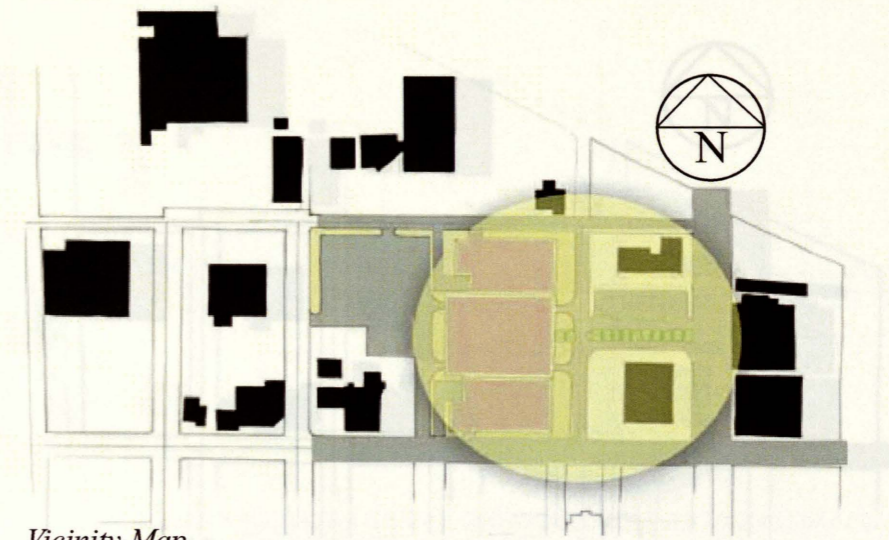
Government District- Recommendations



Before: Stallings Street facing North-East. Sidewalks are only available on one side of the street and there is no aesthetic character



After: A new sidewalk is placed on the other side of the street, with additional planting improvements in the existing beds



Vicinity Map



Red lines represent areas with no sidewalks

Sidewalk and Street Plantings

Before, Stallings Street lacked not only sidewalks, but also any aesthetic character. The proposed plan calls for additional sidewalks on the other side of the street with street trees in the existing beds beside the sidewalk. These improvements are an easy way to promote walking within the government district and also serve as a corridor from the two areas of focus, the City Hall and the Judicial Center area.

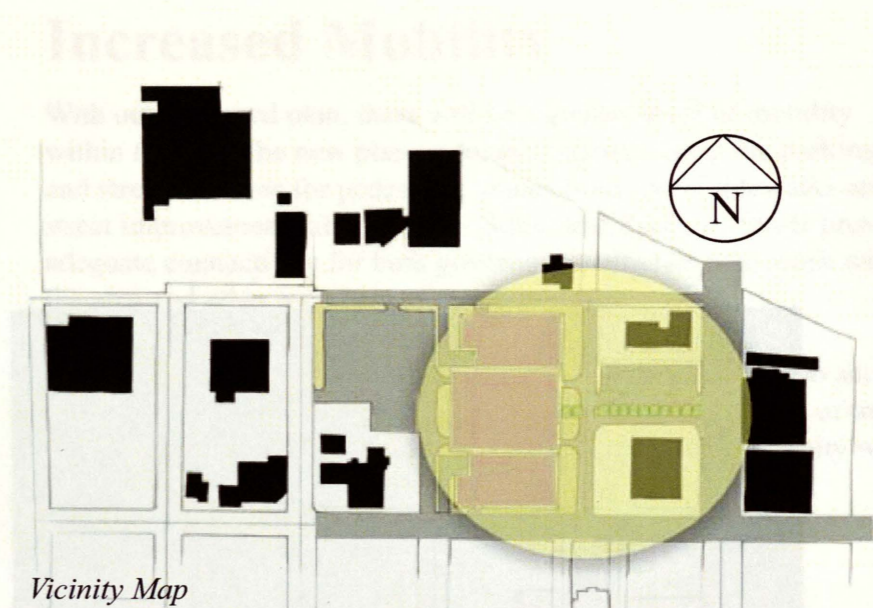
Government District- Recommendations



Before: Empty covered parking lot which lies adjacent to the Charter Building and will soon be used for public parking



After: Public parking with planted median with spots on both sides of the median



Vicinity Map

Increasing Connectivity

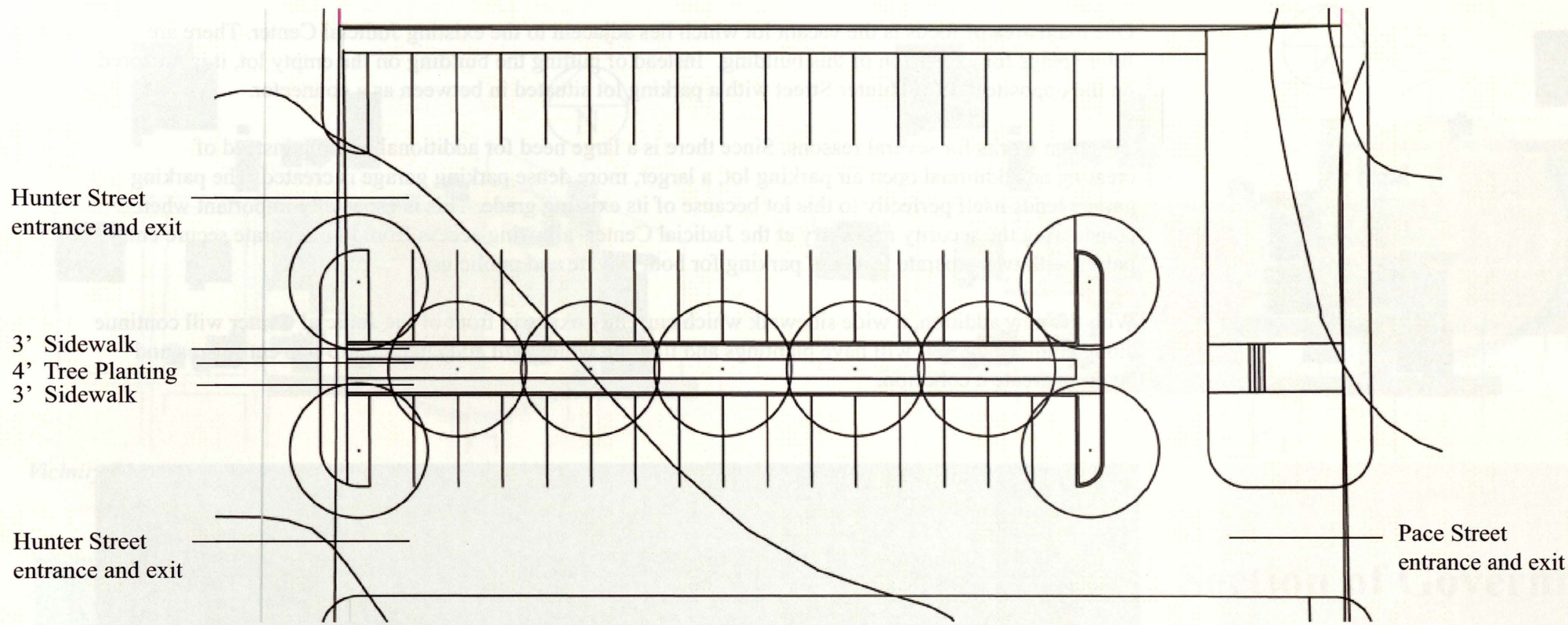
The parking lot which lies adjacent to the existing Charter Building will soon be devoted entirely to additional parking. There is a general lack of green space which exists on the site. With the addition of a planted parking median, a green "allee" of trees can begin to function as not only a pleasant change from all of the asphalt but also visually connects the proposed hotel and civic center with the other government facilities on Hunter Street.

Looking at the vicinity map, it is obvious how this simple planted median can act as an axis which connects several parts of the government district while still working as a parking lot.

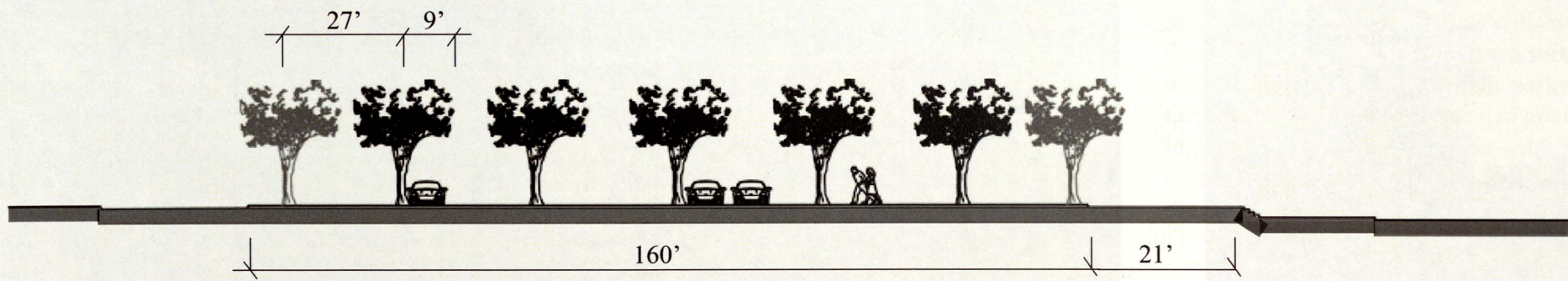
The photo realism pictures show the dramatic difference which is possible by simply adding a row of trees to a previously barren site. There are several adaptations to this general idea with possibilities of walking paths, plantings, or benches to increase circulation throughout the median.

This new design will function as a corridor as well as a destination.

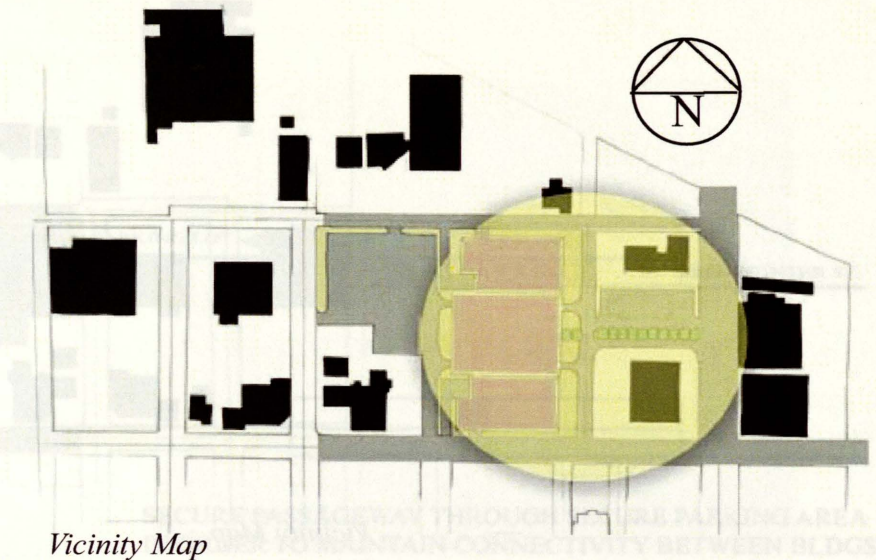
Government District- Recommendations



Detailed construction drawing of the proposed parking median and its dimensions.



Section drawing through the center of the median, showing the character of the median.



Vicinity Map

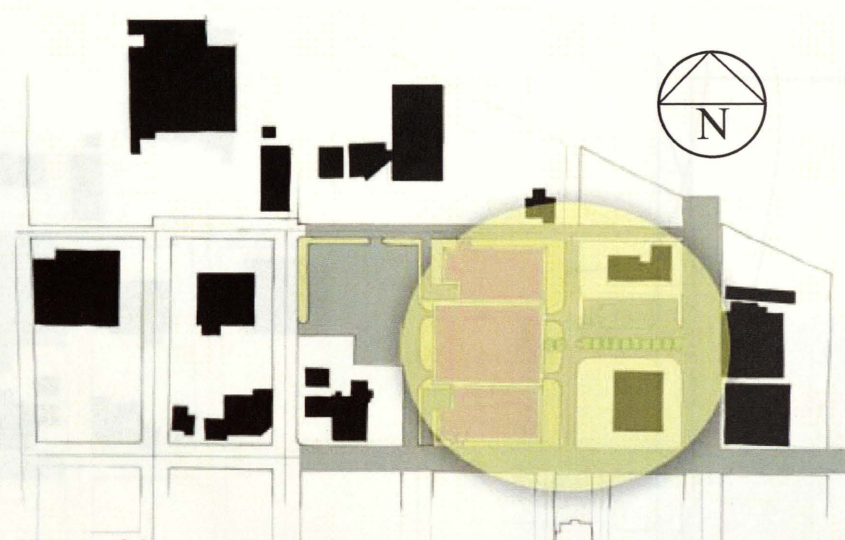
Construction Details for Parking Median

The planted parking median is one specific feature that solves both the functional and aesthetic problems of the existing parking lot. The proposed parking lot will allow room for approximately 50 spots, most of which will front the actual median. The same amount of parking spots are available with or without the median so it makes sense to put it in as an additional feature of the site.

There is adequate spacing for a turn-around as well as stairs or ramp space to exit the lot onto Pace Street. With 27 foot spacing for trees, there is ample room for a walkway as well as seating areas. The actual median is 11 foot wide and runs 160 foot between Hunter Street and Pace Street.

The trees will be planted in grates making the surface between the trees accessible. Refer to the drawings for further details and dimensions.

Government District- Recommendations



Vicinity Map

Proposed Development for Judicial Center

One main area of focus is the vacant lot which lies adjacent to the existing Judicial Center. There are future plans for expansion of this building. Instead of putting the building on the empty lot, it is mirrored on the opposite side of Hunter Street with a parking lot situated in between as a connector.

This plan works for several reasons. Since there is a large need for additional parking instead of creating an additional open air parking lot, a larger, more dense parking garage is created. The parking garage lends itself perfectly to this lot because of its existing grade. This is especially important when considering the security necessary at the Judicial Center- allowing access from two separate secure entry points with two separate levels of parking for both private and public use.

With the new addition, a wide sidewalk which currently exists in front of the Judicial Center will continue along Hunter Street. It will have plantings and lighting which will add character to this entire area and begin to create a cohesion.

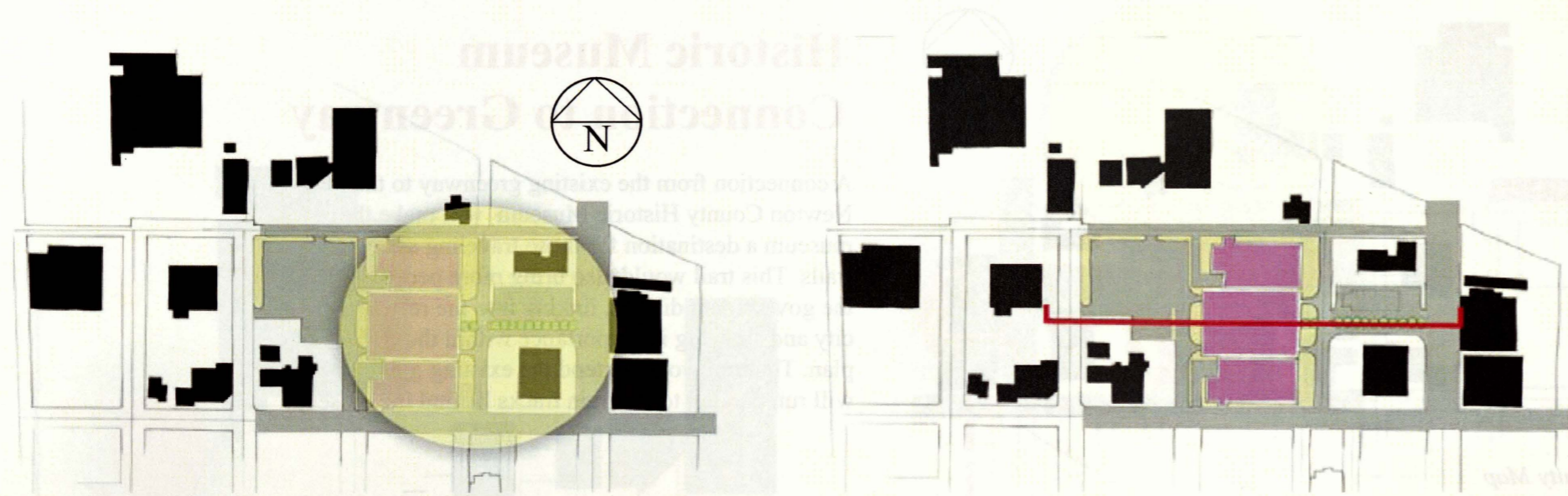


Before: Existing Site- Judicial Center with adjacent empty lot for development



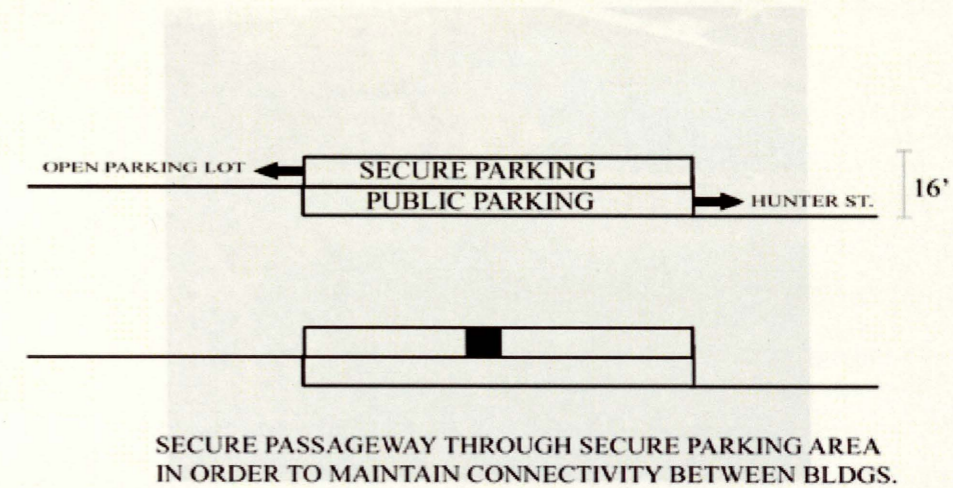
After: Judicial Center is linked to future expansion of government facility by a two story secure parking garage for both public and secure use. Sidewalk improvements will increase mobility throughout site

Government District- Recommendations

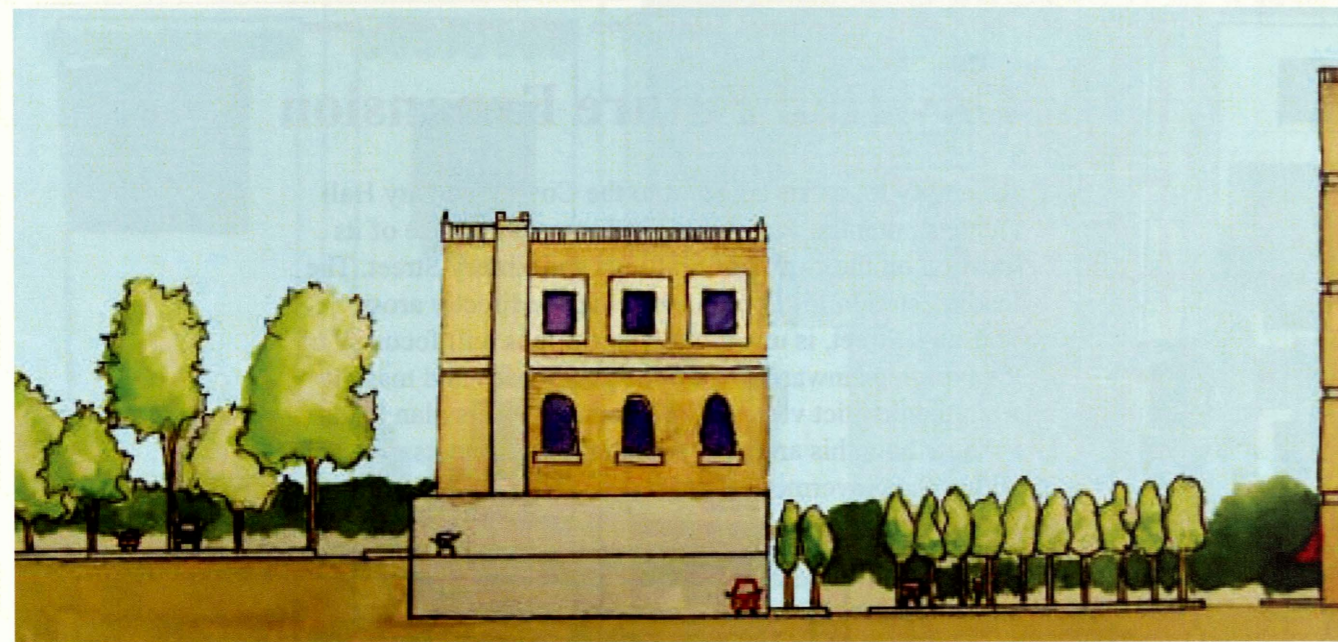


Vicinity Map

Section Line



Detail drawing of the parking garage sections and entrances



Section of the site which shows how several of our proposed developments will function as a whole on the site

Section of Government Center

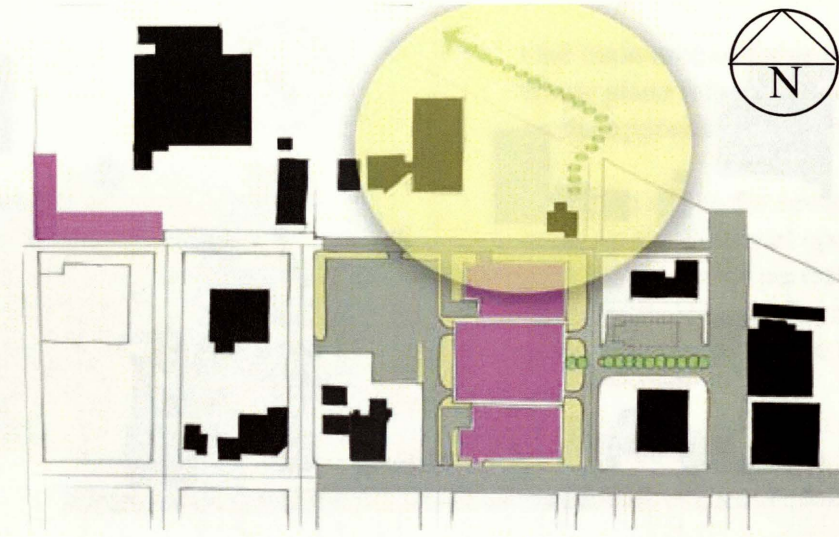
This section drawing shows how the entire area will work together with the proposed designs. There is an obvious transition from the Civic Center toward the proposed parking garage through the row of trees and parking. Access into the parking garage will be at grade from both entrances.

Public parking will enter from Hunter Street and secure parking for judges and other government officials will enter from the existing parking lot behind the parking garage. If necessary, a secure tunnel passageway can run through the secure parking section of the parking garage in order to have easy and fast connectivity between the two government facilities. Since security is an important issue on the site, this setup can be modified in a variety of ways to accommodate the measures which need to be taken to maximize security within the site.

Government District- Recommendations



Site for greenway connection to historic museum



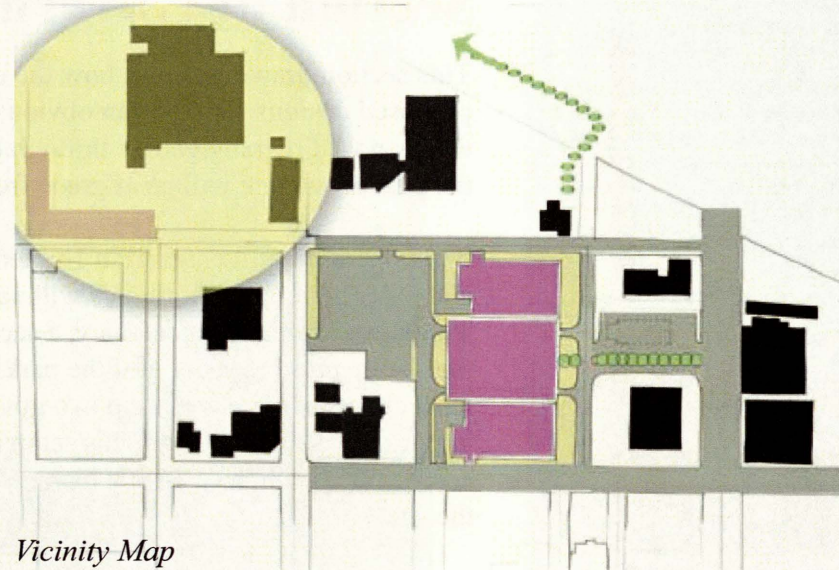
Vicinity Map

Historic Museum Connection to Greenway

A connection from the existing greenway to the new Newton County Historic Museum will make the museum a destination for those traveling along the trails. This trail would also bring more people through the government district, linking it to the rest of the city and showing its importance within the overall city plan. The trail would extend the existing greenway and will run parallel to the train tracks behind the museum.



Greenspace which lies behind City Hall

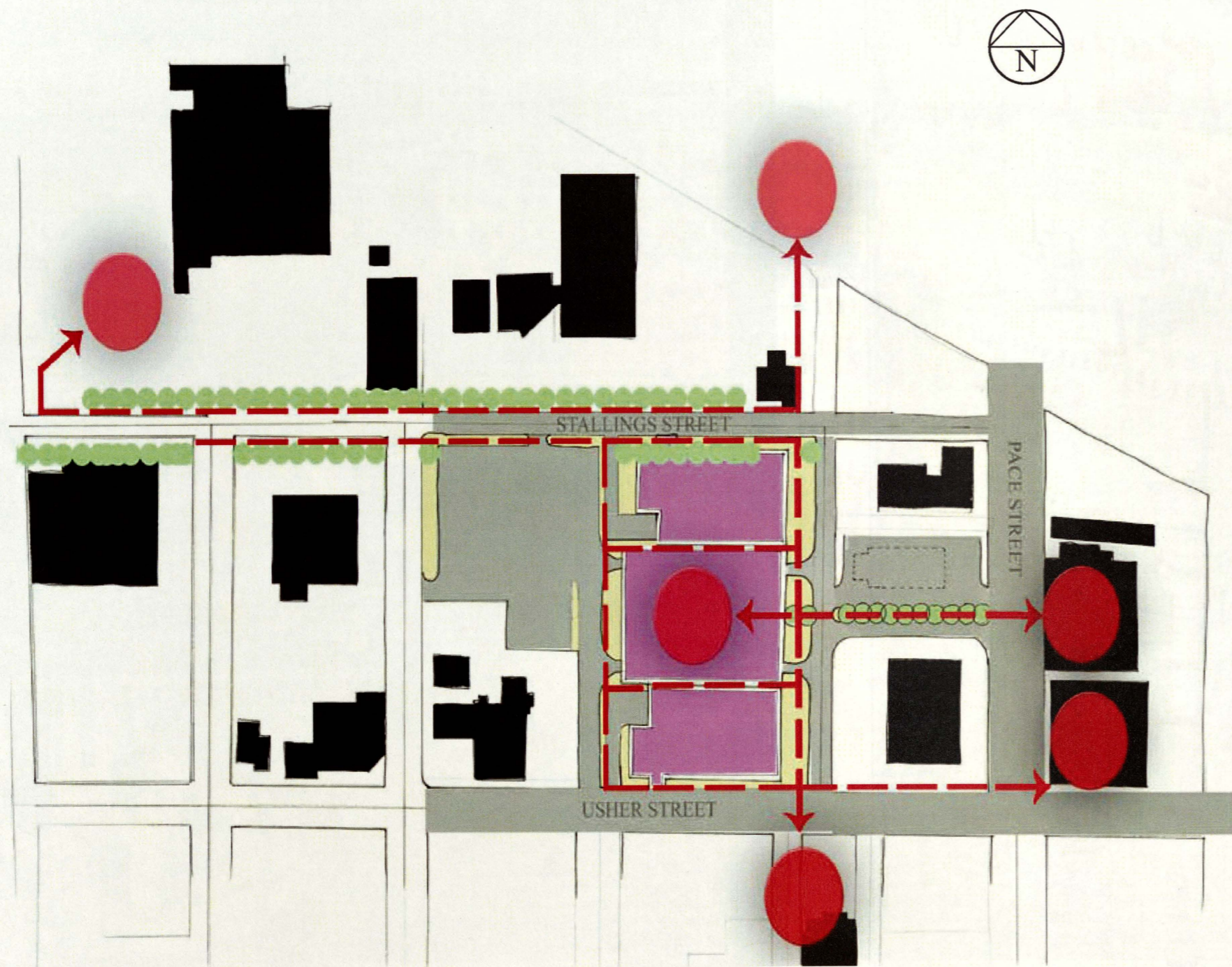


Vicinity Map

City Hall Future Expansion

An empty lot exists adjacent to the Covington City Hall and has potential for future development because of its location on the corner of Stallings and Emory Street. The loading station for Lendmark, which is directly across Stallings Street, is unsightly. The campus will focus all of the buildings inward toward the greenspace and mask it from the derelict views from Lendmark. This plan begins to show how this area can potentially become its own hub within the Government District.

Government District- Recommendations



Connectivity=Cohesion

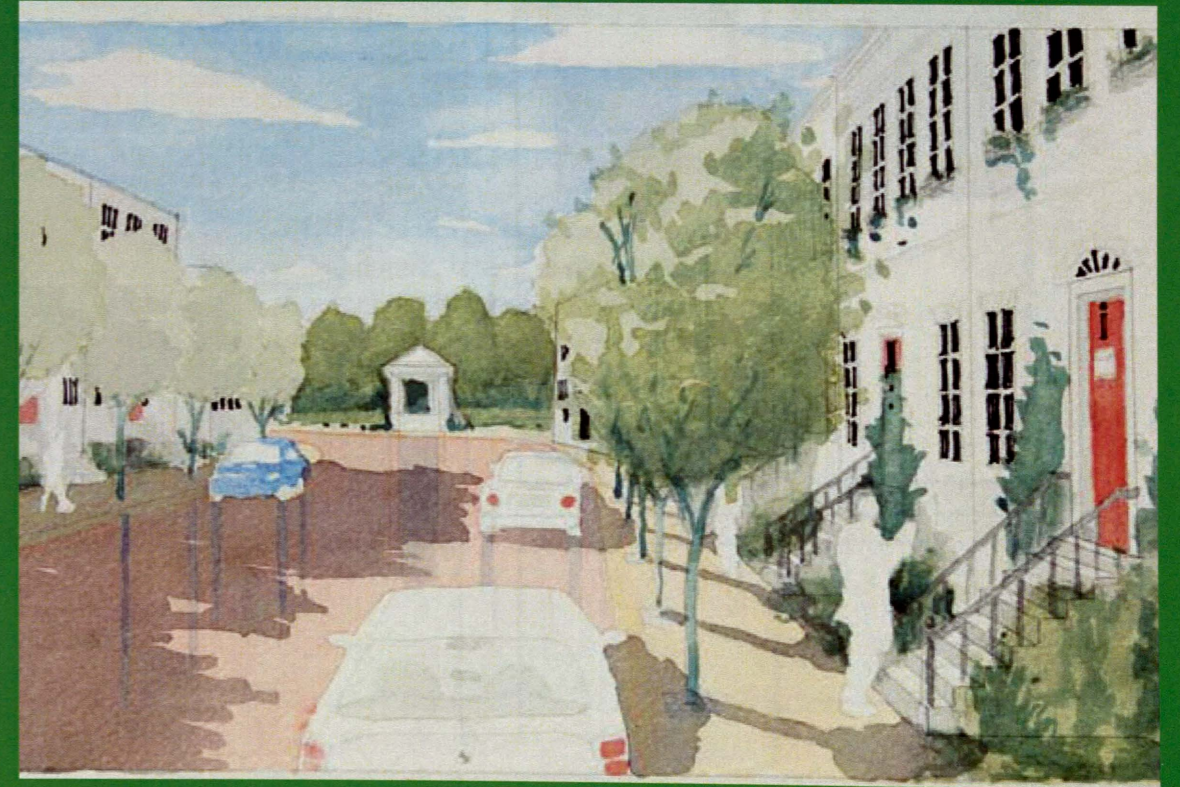
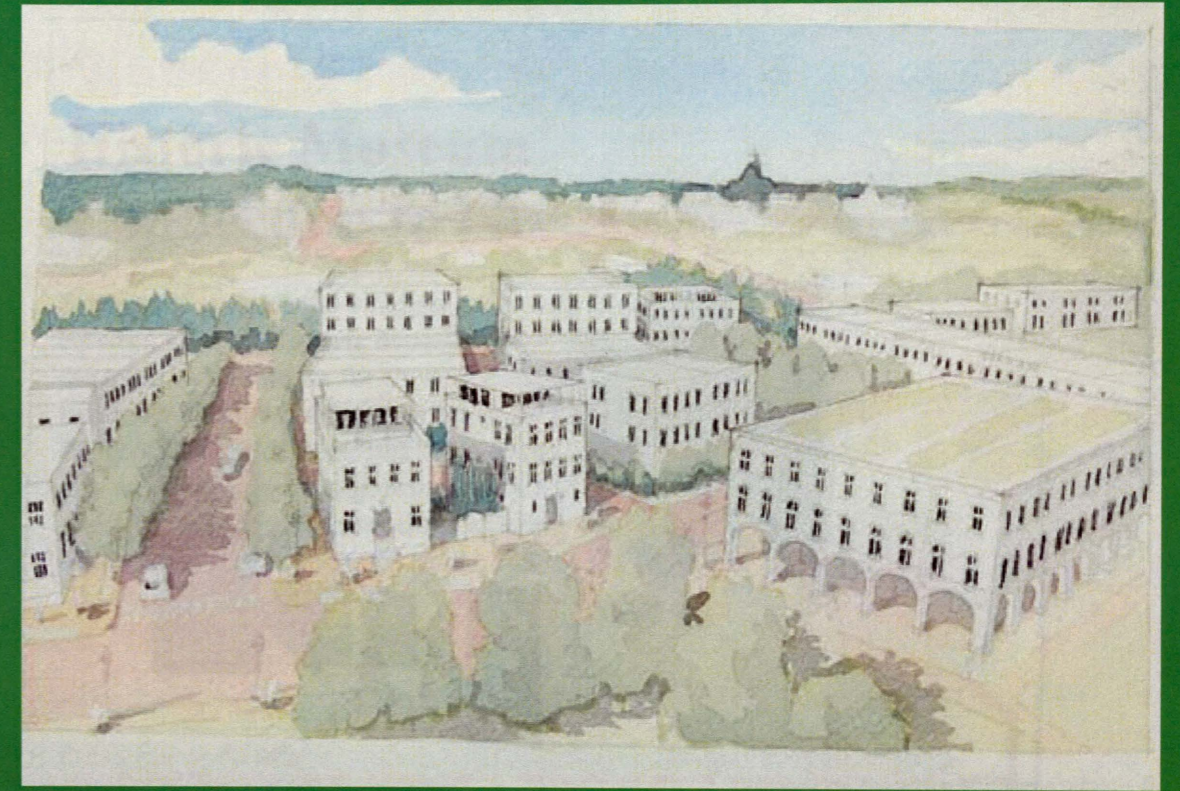
The Government District has the potential to be an important extension of the downtown area. Without extensive circulation between the different nodes created within the district it cannot function as a whole. The solutions provided are simple ways to improve not only the aesthetic quality of the area, but its functionality. The plan provides this cohesion while maintaining the character of Covington.

Government District- Conclusions

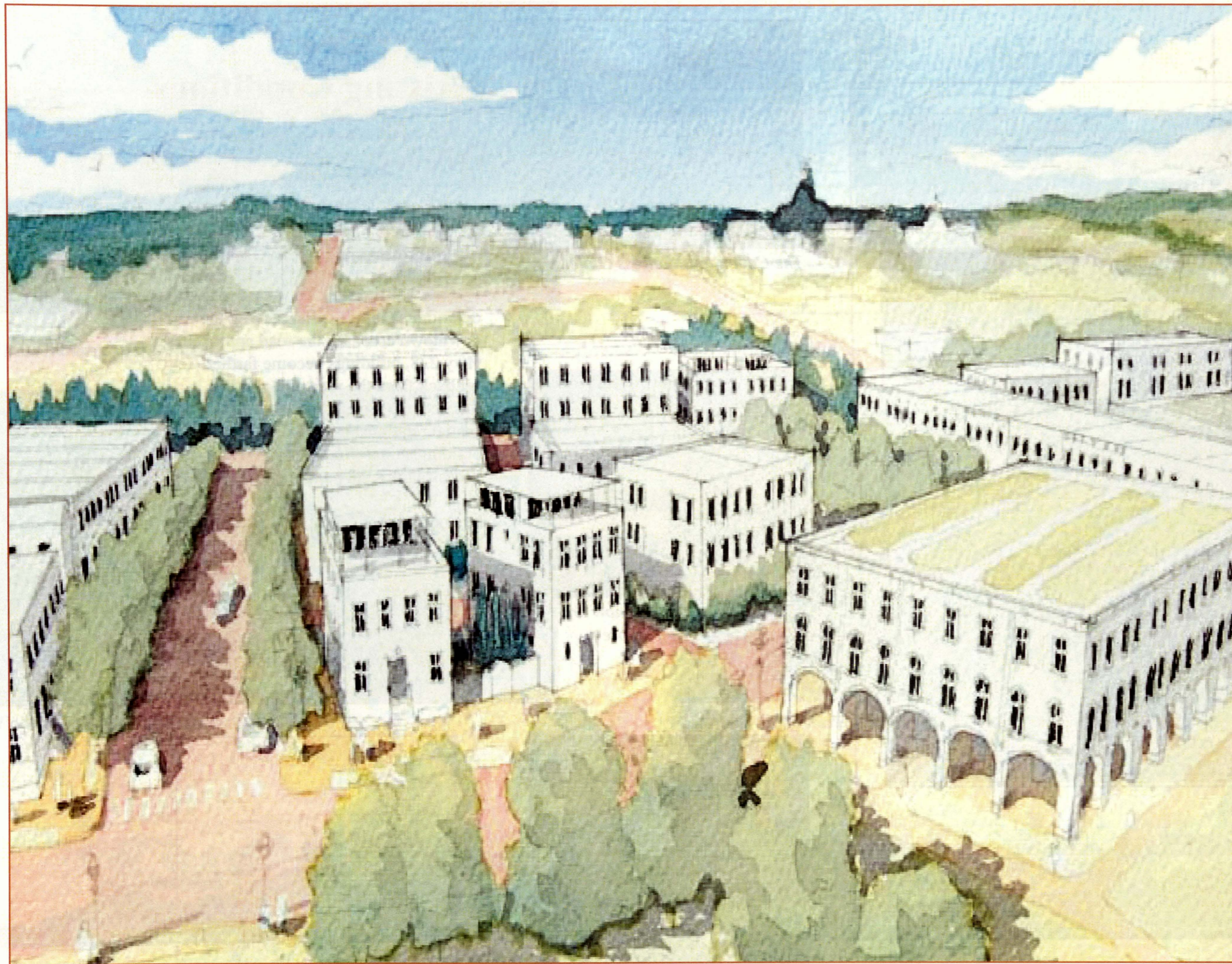
DOWNTOWN COVINGTON - MASTER PLAN UPDATE 2008



DOWNTOWN COVINGTON
Master Plan Update 2008



Mixed-Use Gateway to
Downtown



Pace Street
Street Section

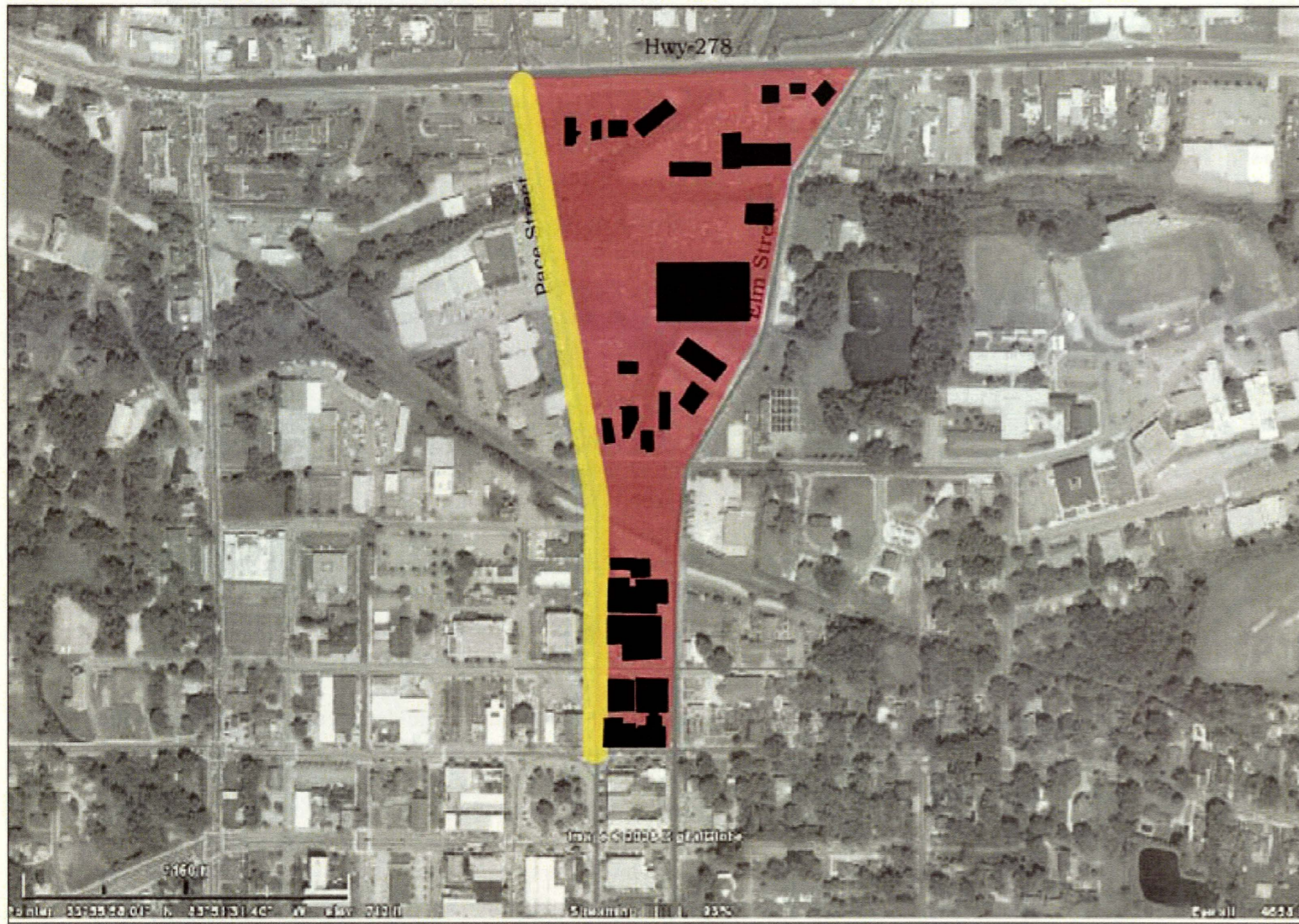
A Mixed-Use Opportunity

The site of the old Wal-Mart and the existing Ford dealership occupies a space that is likely to become known as the gateway into downtown Covington. The owner expresses a deep concern for the detail and creativity concerning the site's future plans.

The entire site lies within the floodplain creating a problem for the integrity of the proposed buildings at ground level. First-story parking within all proposed buildings would alleviate the necessity of acquiring flood insurance. The Dried Indian Creek riparian buffer has been slated to be restored to mitigate stormwater runoff. An interpretive center would be a great way to mediate between the two developed spaces, educating users about the proposed greenway and stormwater retention bosques.

The mixed-use nature of the design opens up opportunities for first-story office space, retail shops, or commercial use. Design for the site is not only a progressive way to look at the future of Covington, but is also a means to liberate users from over-using vehicles in their daily routine lifestyles. Users can simplify their lifestyles, making way for a relaxing alternative with shops, restaurants, office space and living space, all of which lie within walking distance of the site.

Mixed-Use Gateway to Downtown - Introduction



The Covington Mattress Outlet



The Old Wal-Mart site, now an "Antiques and Stuff" store



Dried Indian Creek, full of Styrofoam

Pace Street Existing Conditions

The first step to determine suitability of the old Wal-Mart and the Ford dealership sites for redevelopment was to analyze the existing conditions.

Pace and Elm street, the two streets that border the site, were analyzed from Hwy 278 to Floyd Street. Pace Street deteriorates rapidly after leaving the downtown core. As the road approaches Hwy 278, buildings become farther set back from the road and parking lots become larger. The road loses all spatial relationship with the surrounding buildings, thus eliminating any sense of a pedestrian friendly atmosphere.

Not only is the urban fabric disrupted, the ecological conditions are also in a poor state. The Dried Indian Creek wetland is an important part of the City of Covington's stormwater system, yet it is full of broken bottles and shopping carts, while the creek itself is muddy and full of debris and trash.

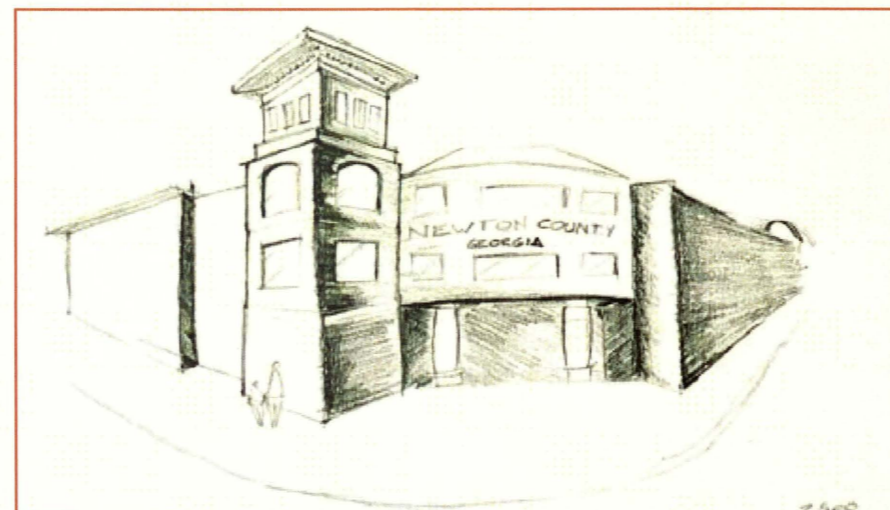


Sketch of the railroad

Mixed-Use Gateway to Downtown - Research: Existing Conditions



Dried Indian Creek Wetland



Government Building

Pace Street Street Section

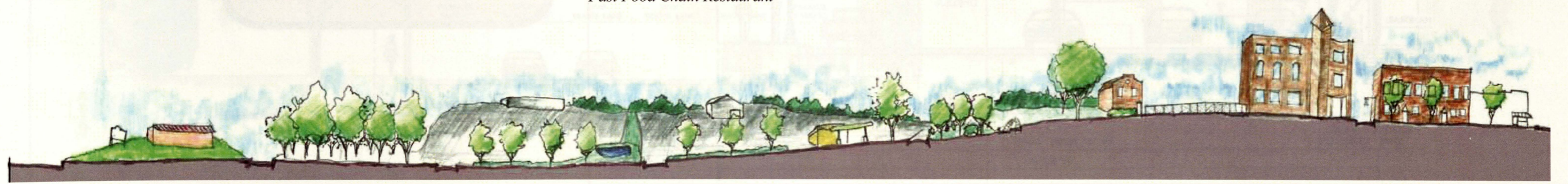
One of the most noticeable changes in Pace street is the loss of building height and density as one moves from the downtown area towards Hwy 278. Another noticeable change is the drastic increase in pavement and parking area along the north end of Pace street. Lacking density and a sense of place, the character of Pace Street disintegrates as it approaches Hwy 278.



Pocket Park between Pace and Elm Street



Fast Food Chain Restaurant



Hwy 278

Blighted Gray Area

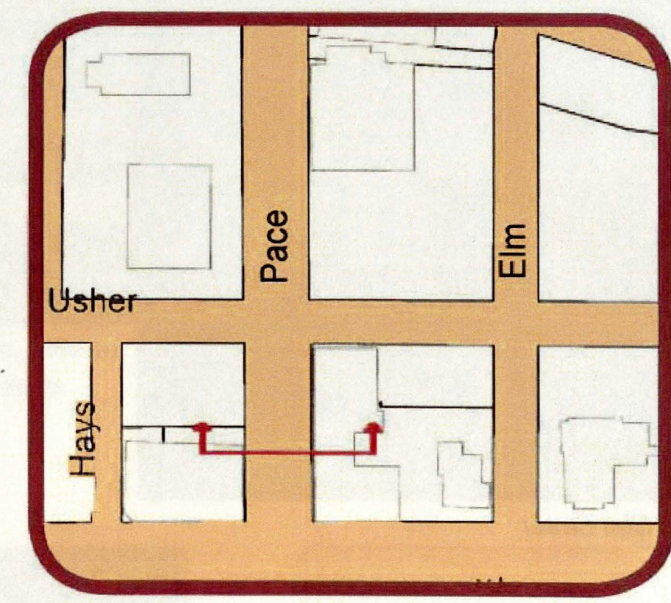
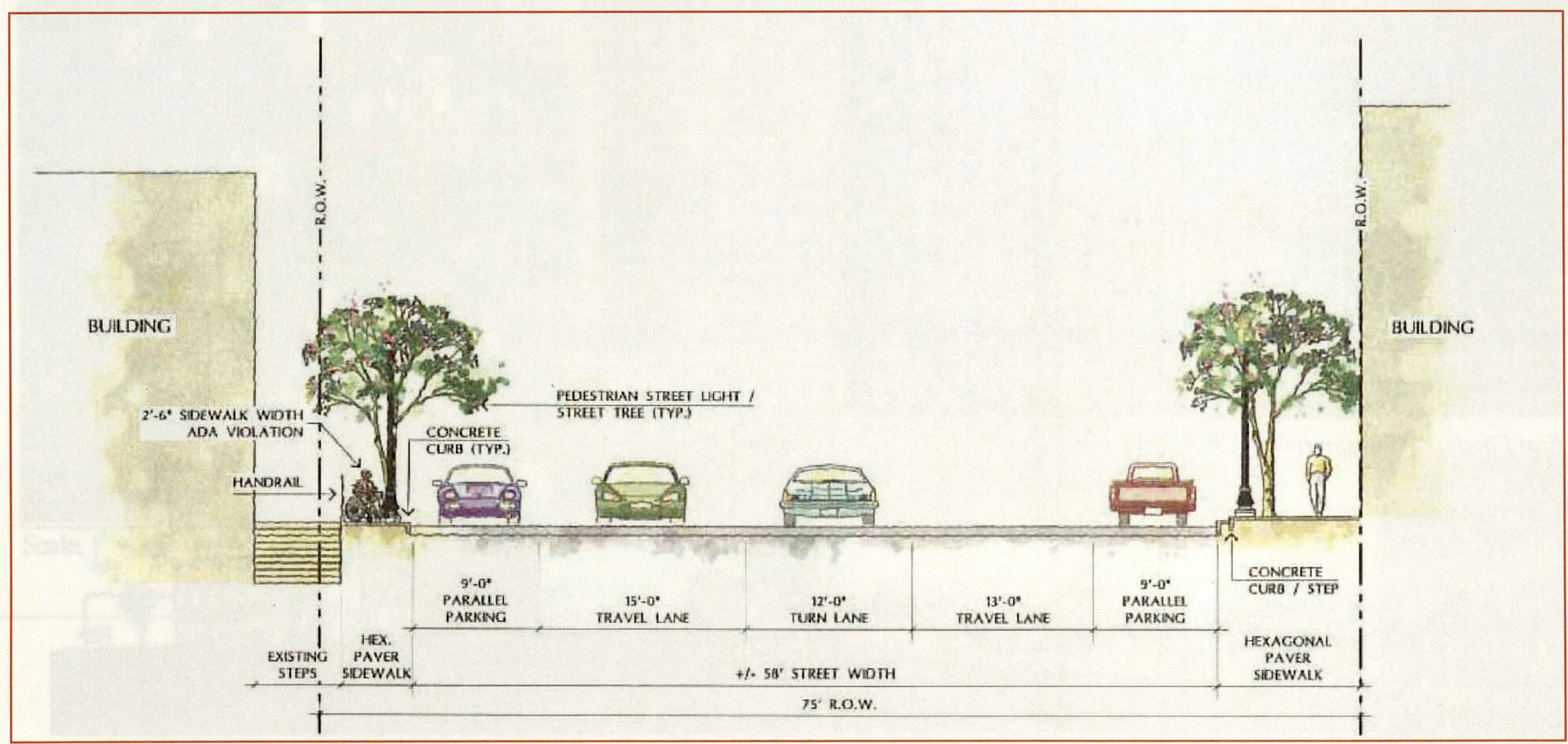
Urban Fringe

Downtown

Mixed-Use Gateway to Downtown - Research: Existing Conditions

Downtown Street

In the urban areas, closest to downtown, Pace Street shows a good building height to street width ratio. Pedestrians are buffered from the road by on-street parking, lamp posts, and a row of trees. Many people use the sidewalks and pedestrian traffic is fairly constant throughout the day.



Section and Map borrowed from Pace Street Redevelopment charrette

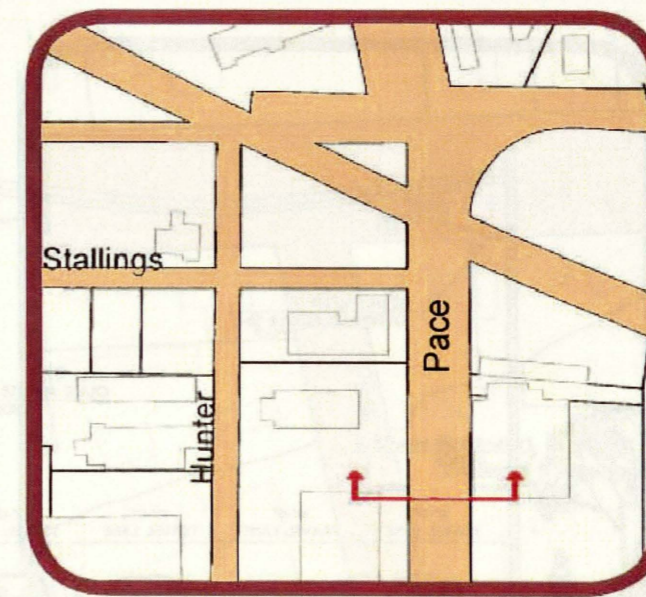
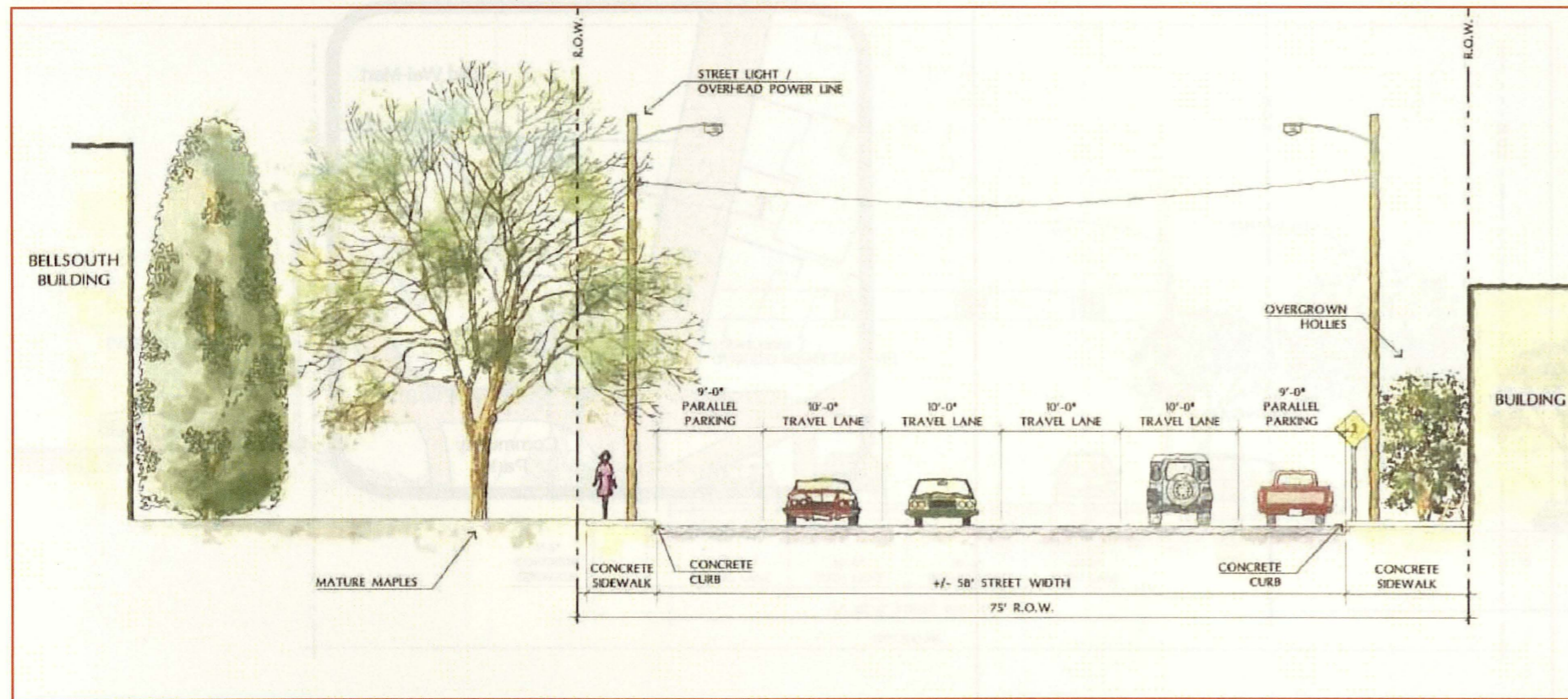
Mixed-Use Gateway to Downtown - Research: Existing Conditions

Blighted Gray Area

Across the railroad tracks away from downtown, Pace street takes on the gray placelessness common in of many American cities. Buildings are set back so far from the road that they do not relate to the street, and power lines dominate the vertical plane. On street parking, lighting and any buffer from pedestrians use the sidewalks.

Urban Fringe

Moving away from the downtown, the buildings along Pace are set back farther from the road and a few of the urban elements, such as street trees and attractive night lighting are lost. Power lines become a major feature along the road and the sidewalks are traveled far less frequently than the sidewalks downtown.

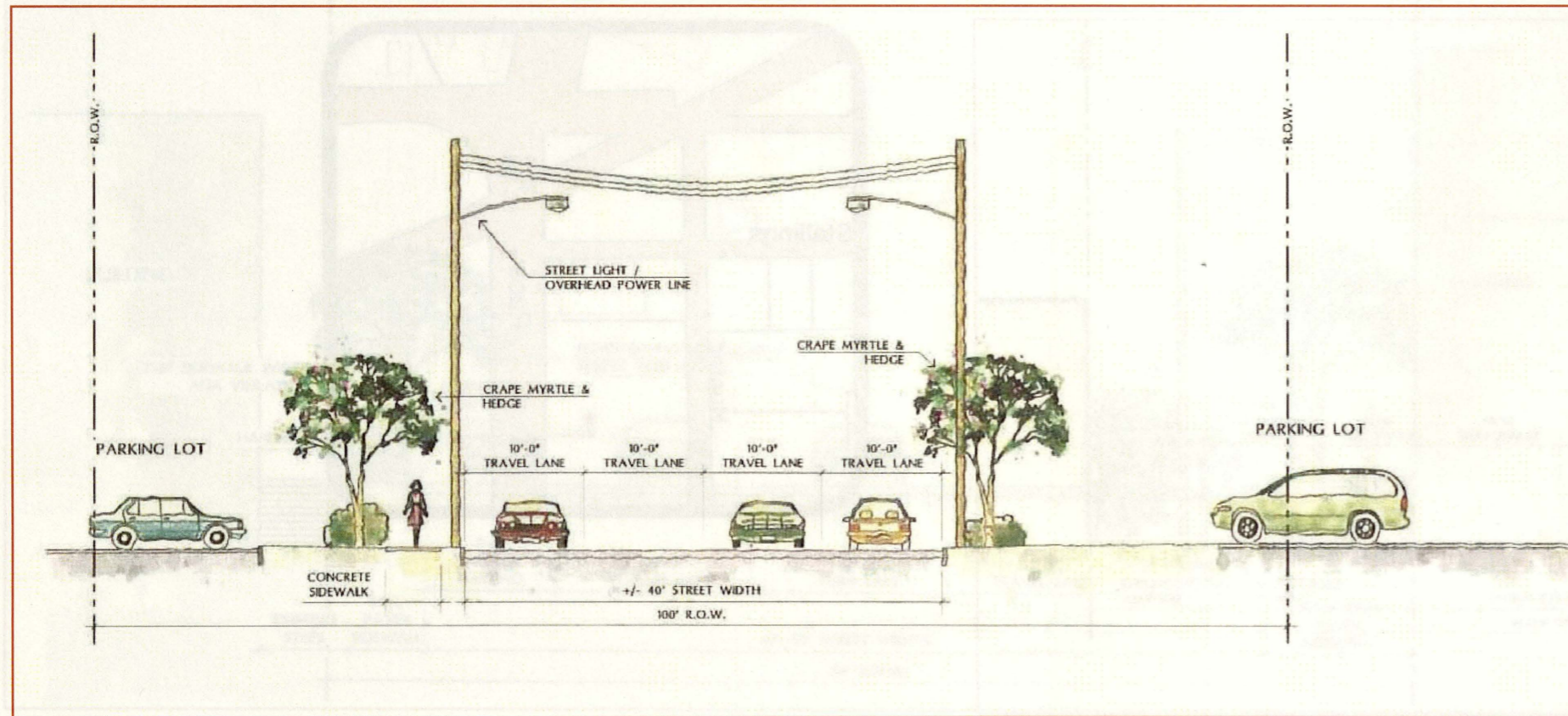


Section and Map borrowed from Pace Street Redevelopment charrette

Mixed-Use Gateway to Downtown - Research: Existing Conditions

Blighted Gray Area

Across the railroad tracks away from downtown, Pace street takes on the gray placelessness common in of many American cities. Buildings are set back so far from the road that they do not relate to the street, and power lines dominate the vertical plane. On-street parking, lighting and any buffer from the street has been eliminated, and very few pedestrians use the sidewalks.



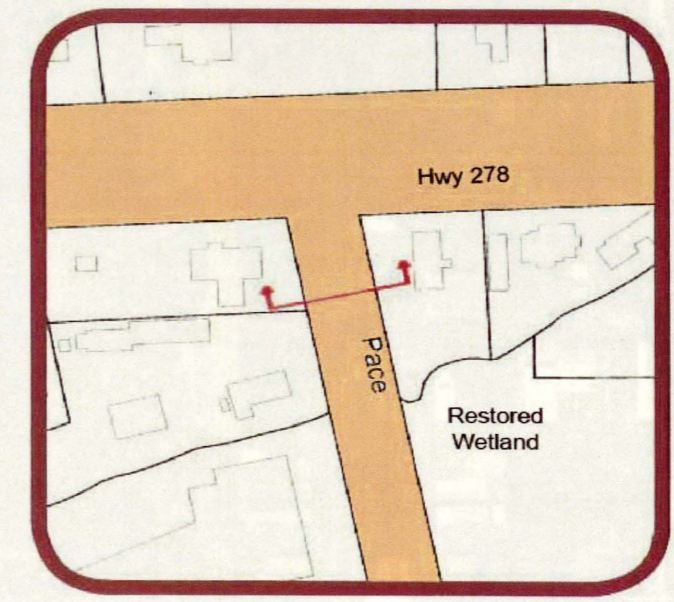
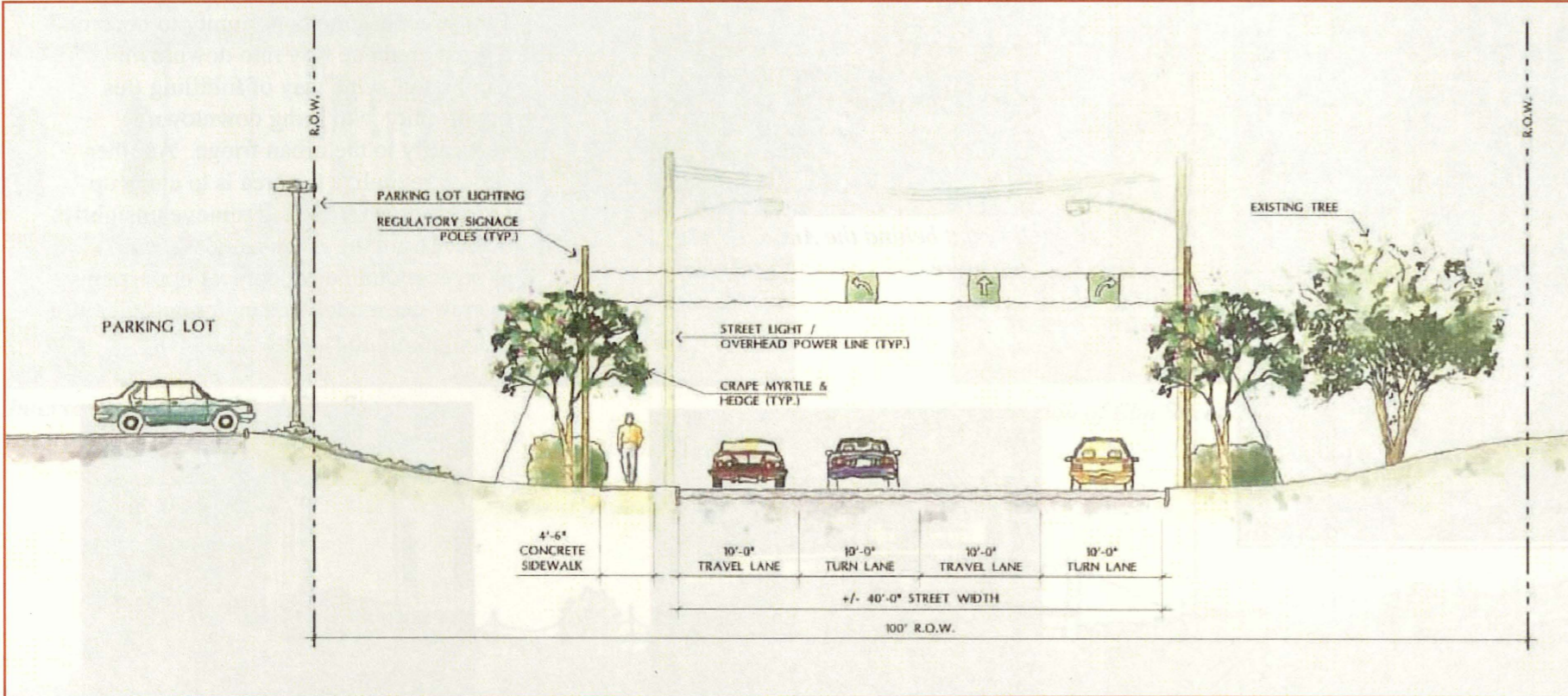
Section and Map borrowed from Pace Street Redevelopment charrette

Mixed-Use Gateway to Downtown - Research: Existing Conditions

Elm Street Street Section

Suburban Core

In the suburban core the automobile is the main, if not the only form of mobility. Sidewalks are narrow and in disrepair, and pedestrian traffic signals do not work consistently. Highway 278, a major five lane road, dominates the area.



Section and Map borrowed from Pace Street Redevelopment charrette

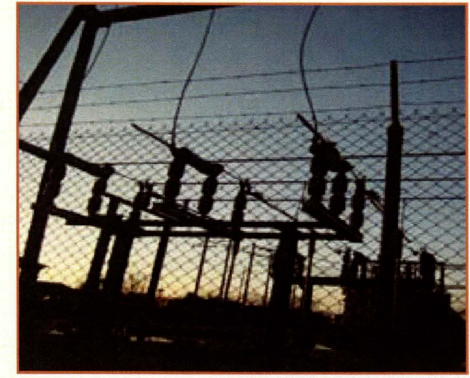
Mixed-Use Gateway to Downtown - Research: Existing Conditions

Elm Street Existing Conditions

The character of Elm Street changes drastically when moving from downtown to Highway 278. Buildings lose their verticality, ornate architecture, and overall sense of importance.

Streets become uncomfortable, sidewalks become sporadic and unusable and traffic increases to suffocating levels. Pedestrian-friendly use decreases the closer one gets to Highway 278 with traffic moving over five lanes of roadway. A pedestrian must wait very patiently for his or her turn to cross Highway 278 in safety.

Elm street has the opportunity to become a great entrance way into downtown Covington. One way of fulfilling this opportunity is to bring downtown verticality to the urban fringe. Another way to revitalize the area is to clean up Dried Indian Creek and remove unsightly objects from the roads edge. It could serve as an economic development opportunity, stormwater model, and community feature to neighborhoods, parks and retail.



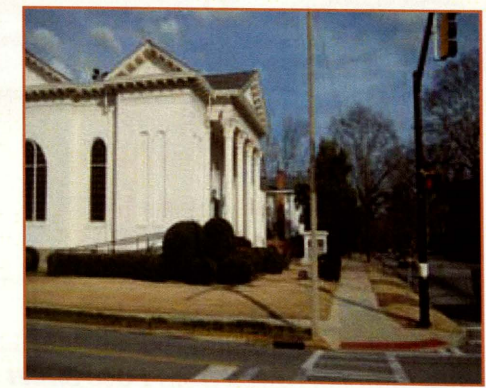
Power Lines



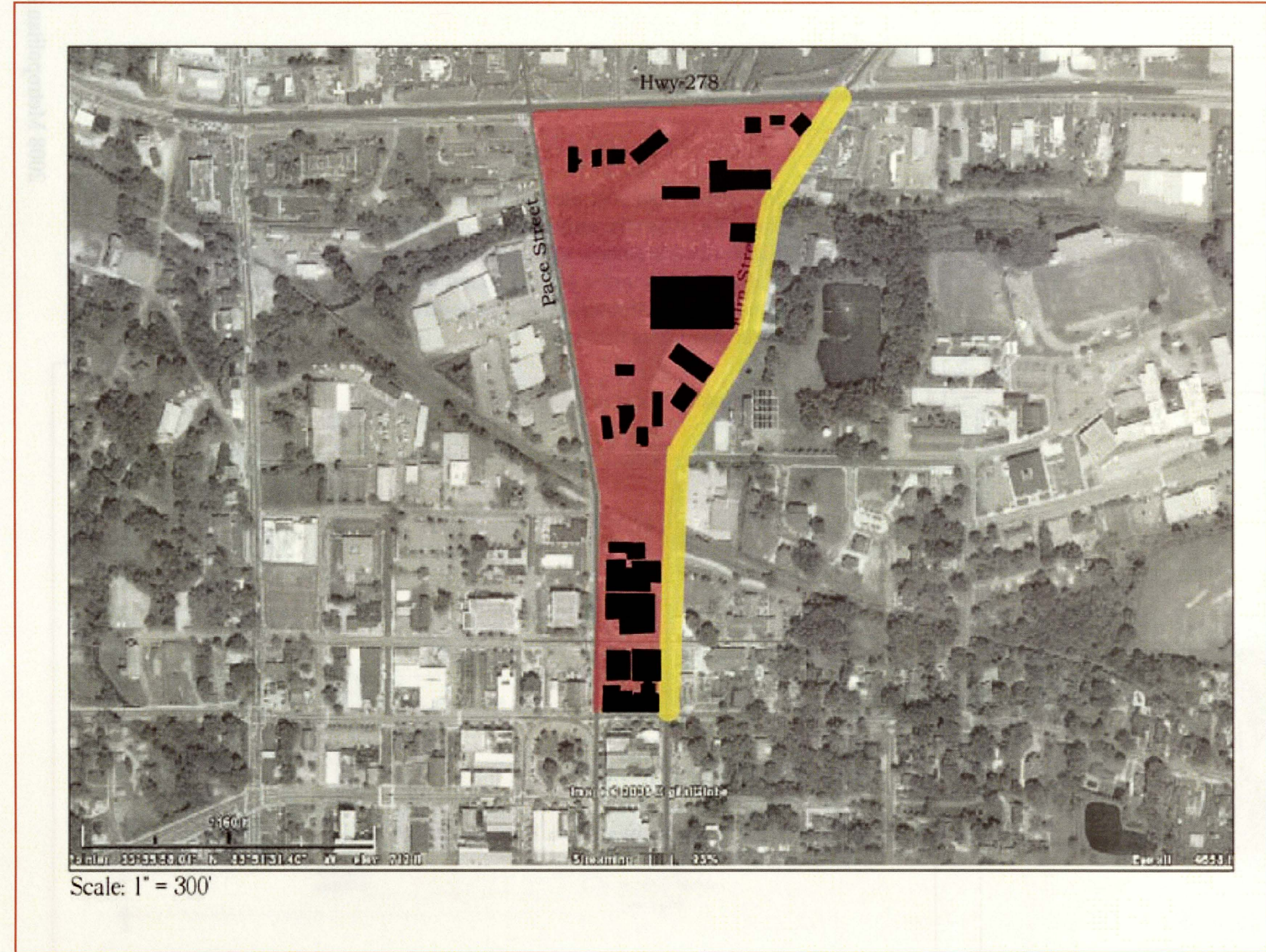
Old boat behind the Antiques and Stuff store



Checks Cashed building



Downtown Church along Elm Street



Mixed-Use Gateway to Downtown - Research: Existing Conditions



Intersection of Floyd and Elm Street.



Intersection of Elm Street and Hwy 278.

Elm Street Street Section

Like that of Pace Street, one of the most noticeable changes in Elm street is the loss of building height and density as one moves from the downtown area towards Hwy 278. Paved and parking areas increase along the north end of Elm Street.

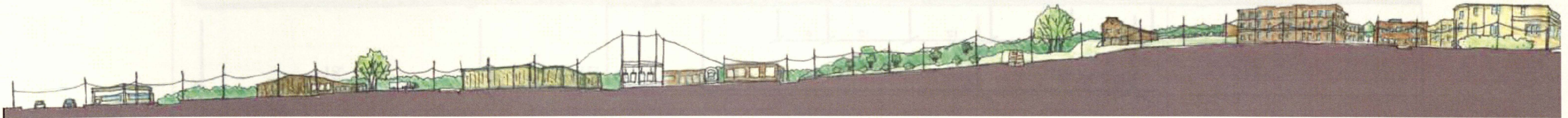
Lacking density and a sense of place, the character of Elm Street disintegrates as it approaches the highway.



Intersection of Floyd and Elm Street.



Intersection of Elm Street and Hwy 278



Hwy 278

Gray Blighted Area

Urban Fringe

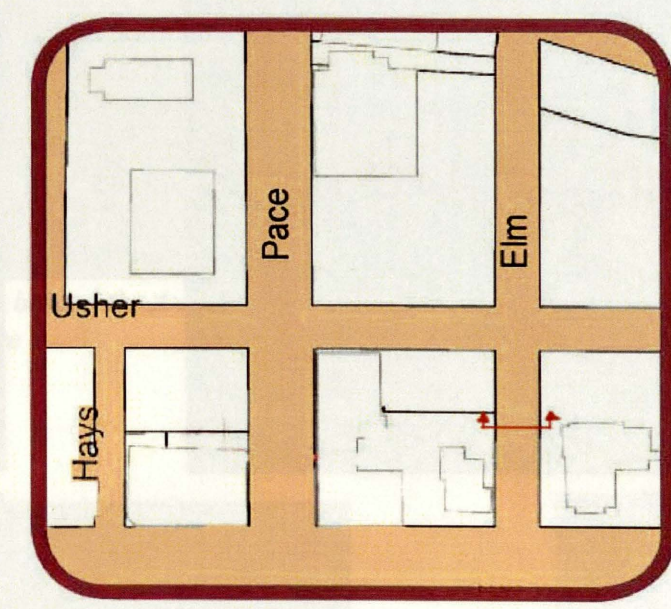
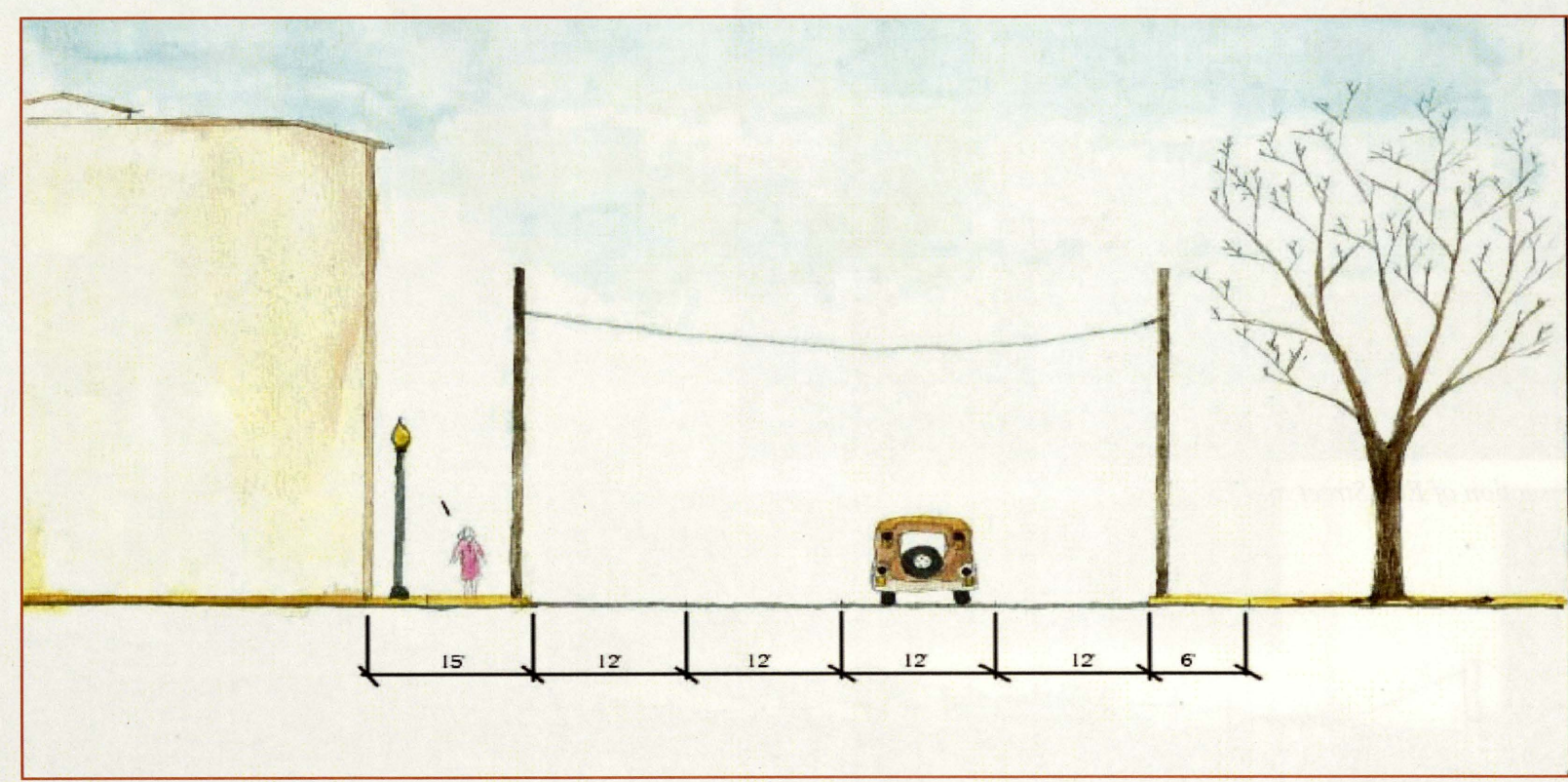
Downtown

Mixed-Use Gateway to Downtown - Research: Existing Conditions

Elm Street
Street Section

Downtown Street

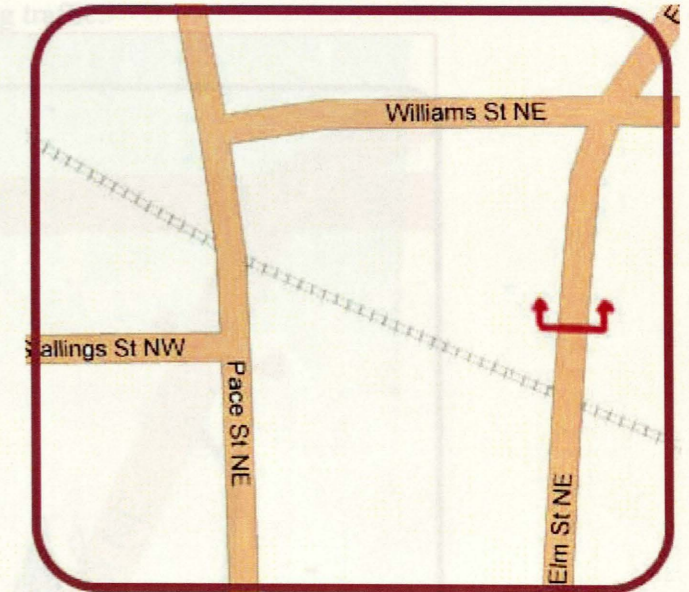
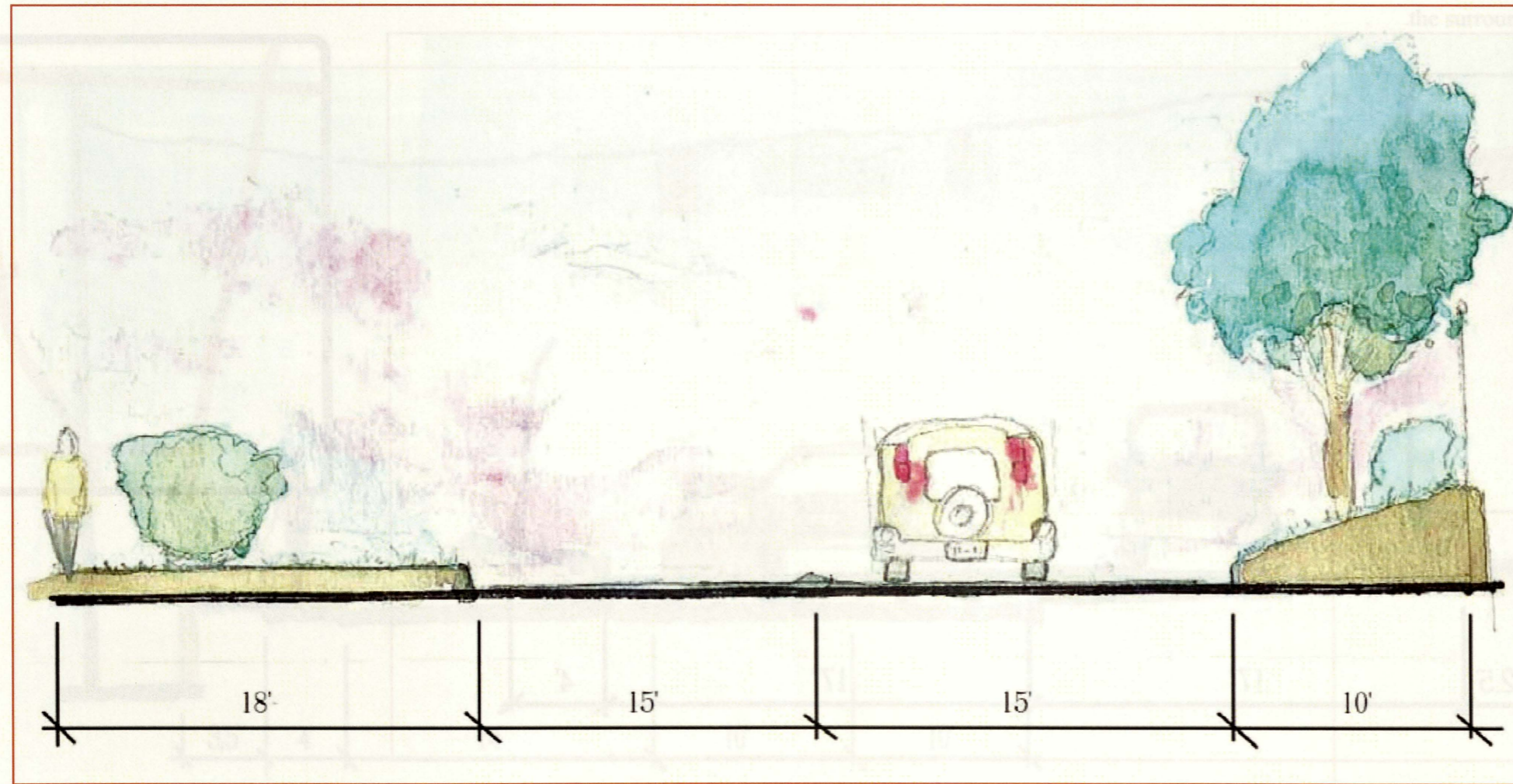
In the downtown area, Elm Street presents buildings on both sides of the road, while displaying a two-lane street with two-way traffic. There is a greater feeling of comfort in the downtown that the urban fringe lacks. In downtown, pedestrians are buffered from the road by on-street parking, lamp posts, and a row of trees. Many people use the sidewalks and pedestrian traffic is fairly constant throughout the day.



Mixed-Use Gateway to Downtown - Research: Existing Conditions

Urban Fringe

While moving from downtown toward Highway 278, sidewalks transition from being a continuous stretch of pedestrian walkway to a broken, pedestrian unfriendly amenity. Pedestrian traffic is still constant, but less frequent. Buildings move away from the edge of the road and claim unnecessary green space along its front.



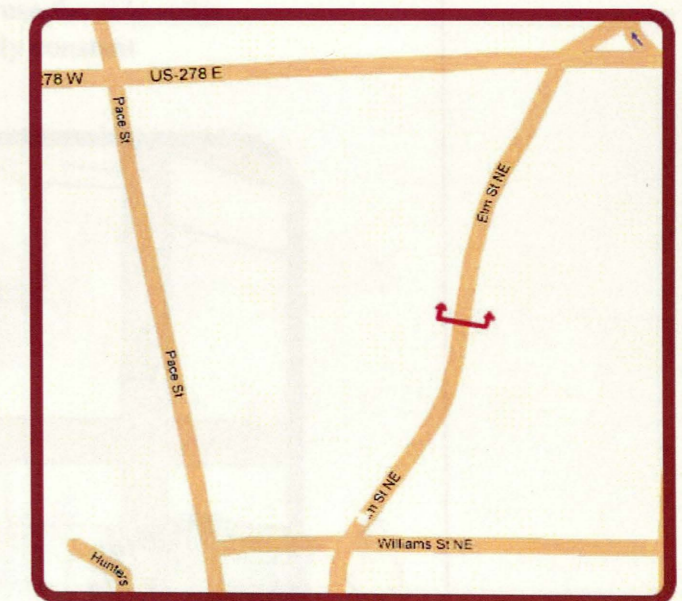
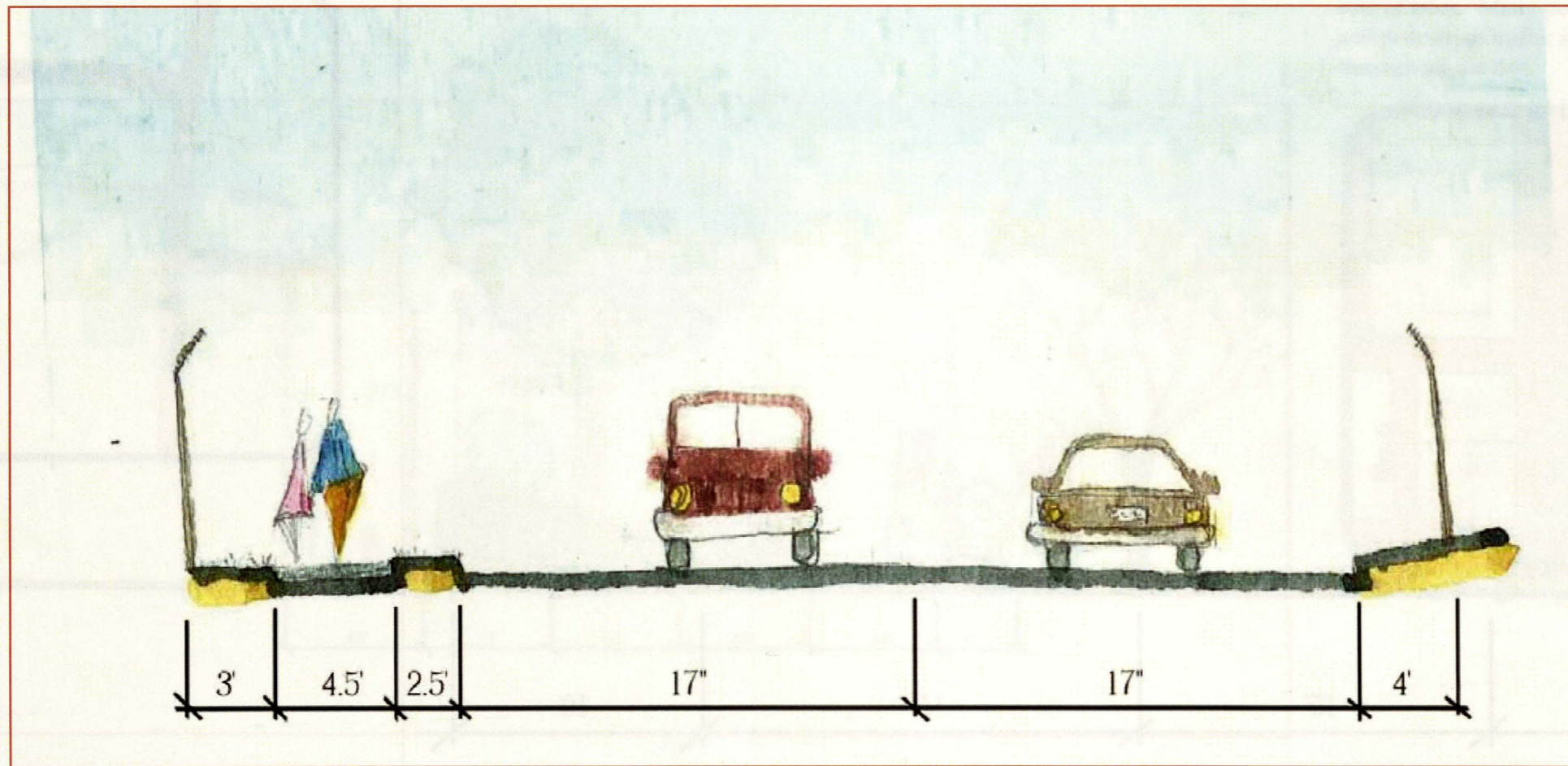
Mixed-Use Gateway to Downtown - Research: Existing Conditions

Urban Fringe

While moving from downtown toward Highway 278, sidewalks transition from being a continuous stretch of pedestrian walkway to a broken, pedestrian unfriendly scenario. Pedestrian traffic is still constant, but less frequent. Buildings move away from the edge of the road and claim unnecessary green space along its front.

Blighted Gray Area

Elm street has the opportunity to become one of the greater entry ways into downtown Covington. Two-lane roadways and potential for a vegetative median strip to separate and slow down traffic could serve as a means to transition Elm street into a more pedestrian friendly environment.

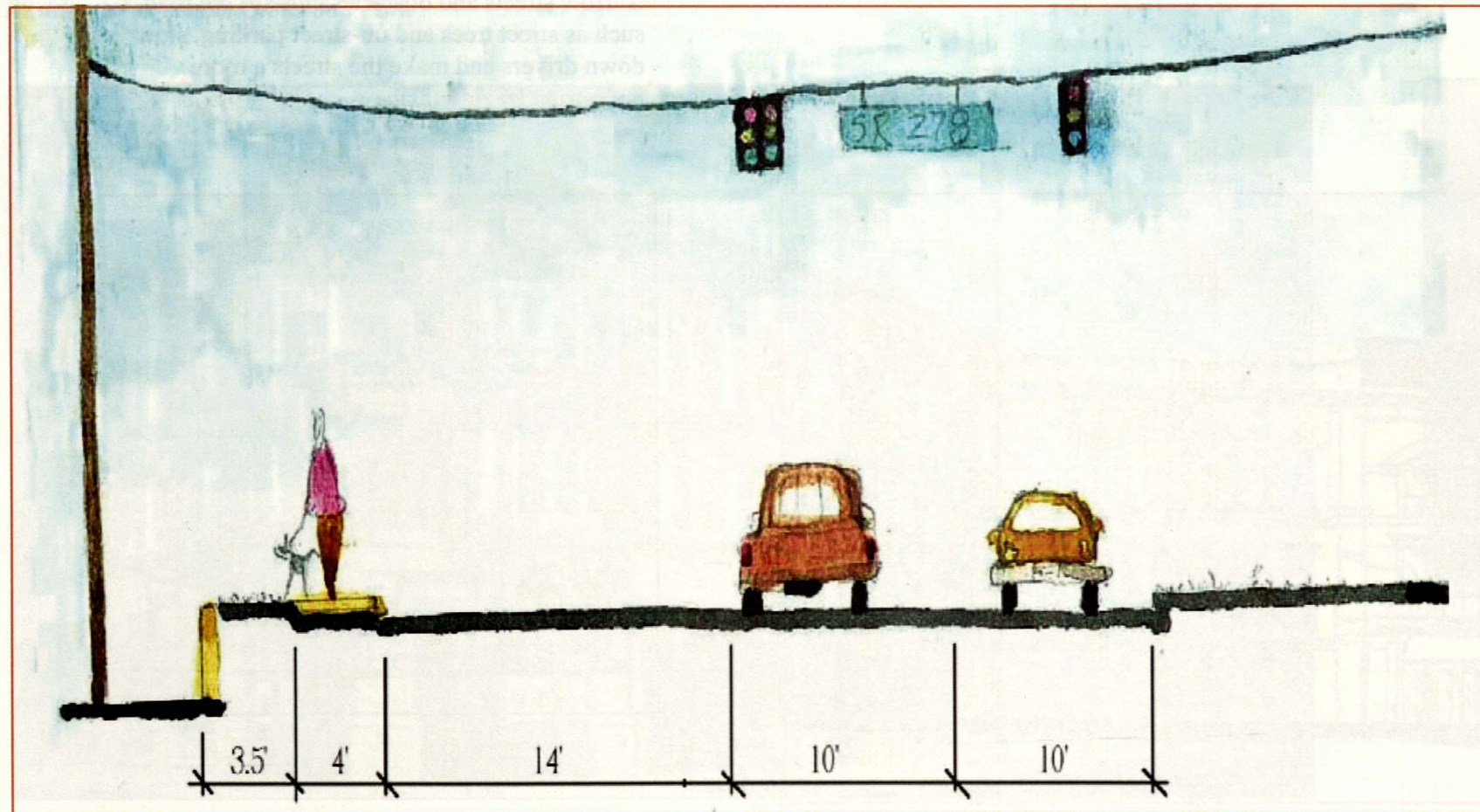


Mixed-Use Gateway to Downtown - Research: Existing Conditions

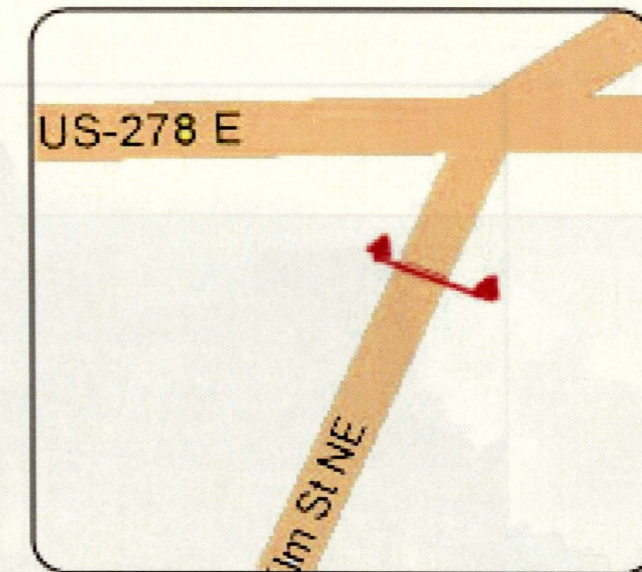
Suburban Core

Looking onto Highway 278 can be a little disconcerting for the average pedestrian. Traffic is a constant flow of speeding vehicles creating harsh crossing conditions for pedestrians and bicyclists, while noise is definitely a factor adding to the stress of the place.

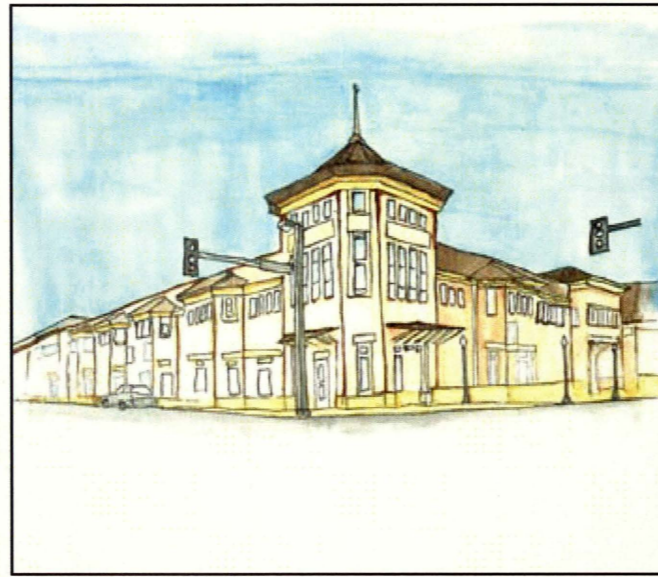
A vegetative or low fenced buffer along sidewalks can help tune down the intensity of the surrounding traffic.



PLACE DESCRIPTION HERE



Mixed-Use Gateway to Downtown - Research: Existing Conditions

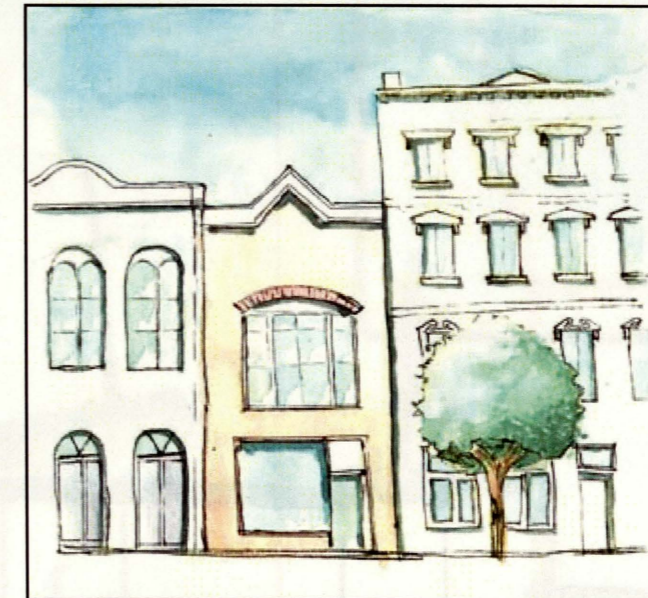


Architectural Style

In keeping with the architectural style of historic downtown Covington, the new buildings should display traditional elements such as brick facades and arched doorways and windows.

Arranging buildings continuously and close to the street is important in creating “outdoor rooms” and a strong sense of place. Buildings of two to four stories create an architectural rhythm and spatial enclosure.

Narrow streets and obstacles close to the road, such as street trees and on-street parking, slow down drivers and make the streets a more pedestrian friendly place.



Typical building types found in mixed use developments

Mixed-Use Gateway to Downtown - Research: Precedence



Residential streets in Glenwood Park



Local Precedents

Glenwood Park, a similar mixed-use development located in Atlanta, contains many of the same characteristics proposed for the old Wal-Mart site. Clark's Grove, another traditional neighborhood mixed-use development, is located just minutes away in Covington. These projects show that this type of development is not only successful, but often more desirable than conventional suburban or commercial design.

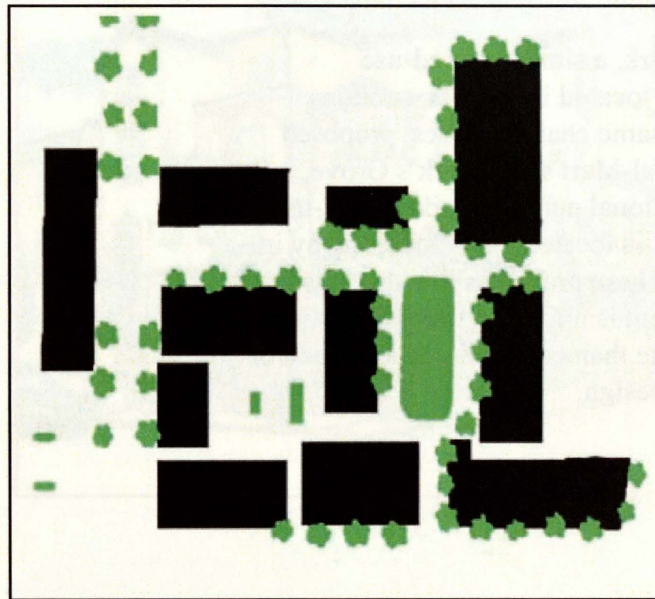


Commercial building in Glenwood Park

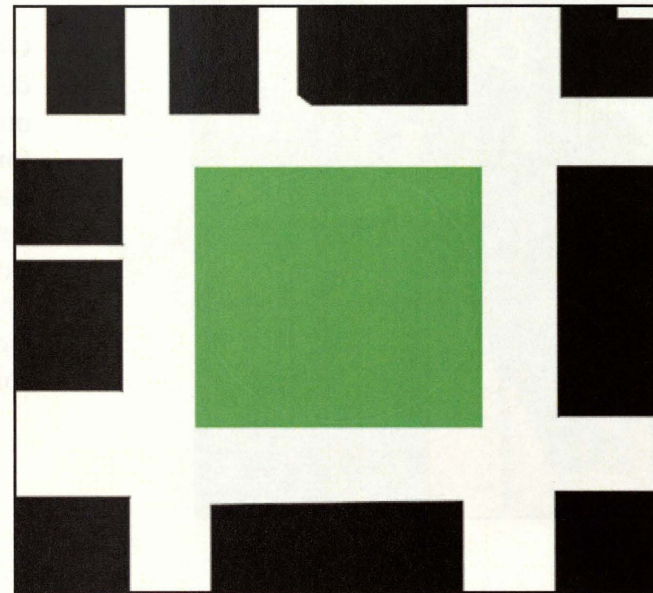


Commercial district in Clark's Grove

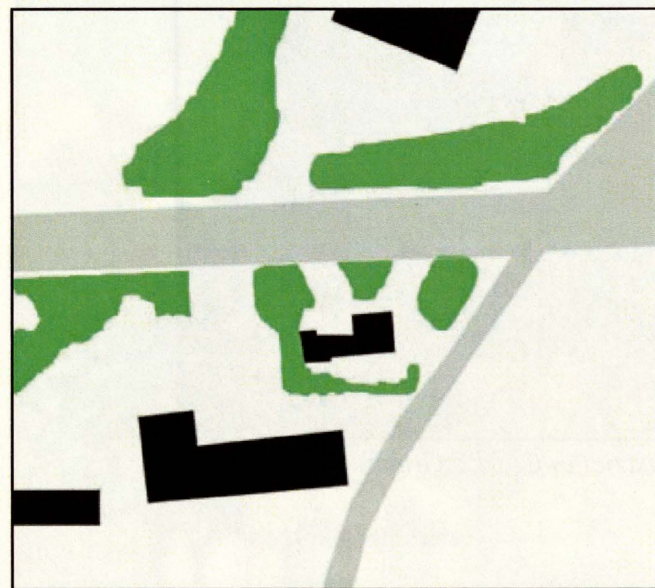
Mixed-Use Gateway to Downtown - Research: Precedents



Glenwood Park



Downtown Covington



Existing conditions at the Ford Dealership and Wal-Mart site



Recommended plans for the old Wal-Mart site

Urban Density Form Studies

As shown in these studies, the redevelopment of the site is similar to downtown Covington and Glenwood Park in terms of building massing. This urban form is very important in creating memorable spaces and streets and buildings that relate to pedestrians as well as automobiles.

The site's use, in the bottom left graphic, shows that while there is a small amount of building cover, there is a large area of impervious surface (shown in white).

The redevelopment of the Wal-Mart and Ford dealership site not only increases density but expands the Dried Indian Creek riparian buffer. This stream restoration is not only an aesthetic amenity but also reduces the total area of impervious surfaces affect on the City of Covington's stormwater system.

By building with an "up, not out" mentality, a higher level of density is created on a smaller footprint and preserves the surrounding ecological conditions.

White: Impervious Surfaces
Green: Greenspace
Black: Building Footprints

Mixed-Use Gateway to Downtown - Research: Precedents



Plan showing redevelopment for old Wal-Mart site and Ford dealership

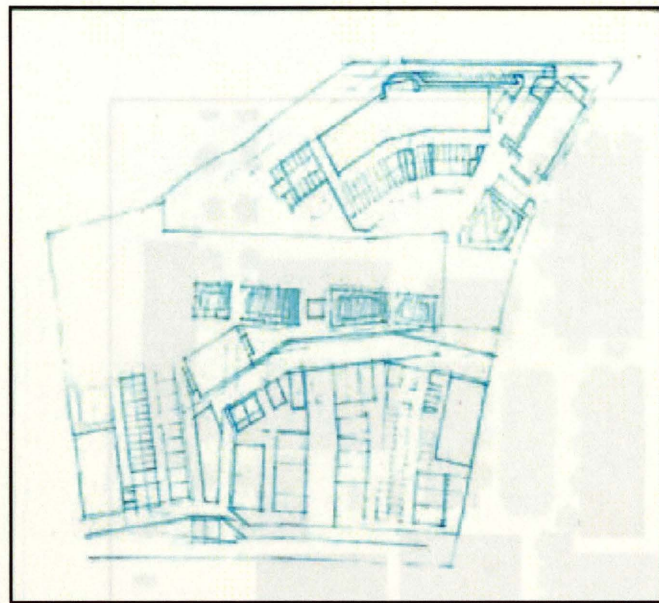
Mixed-Use Gateway to Downtown - Recommendations

DOWNTOWN COVINGTON - MASTER PLAN UPDATE 2008

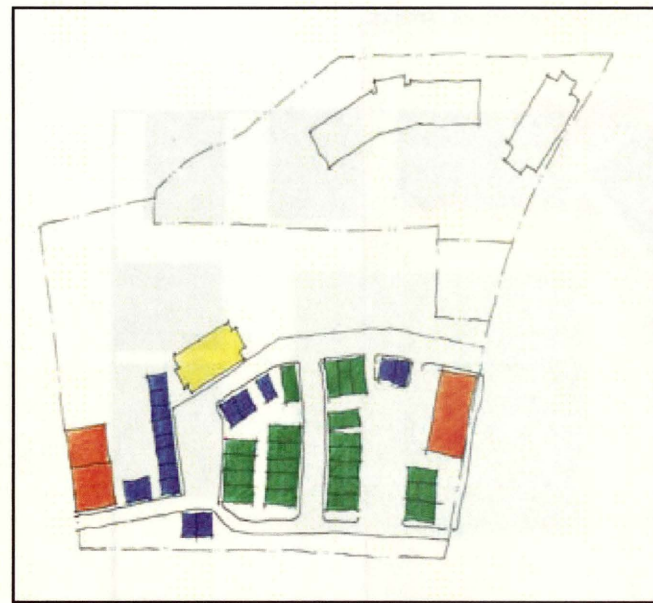
Master Plan

Because of its location along Hwy 278, a major thoroughfare in Covington, the site becomes a very visible and important entrance way into the historic downtown. While supporting the important Livable Centers Initiative (LCI) already underway in the community, the master plan has been conceived as a way to bring much of the downtown verticality to this urban fringe.

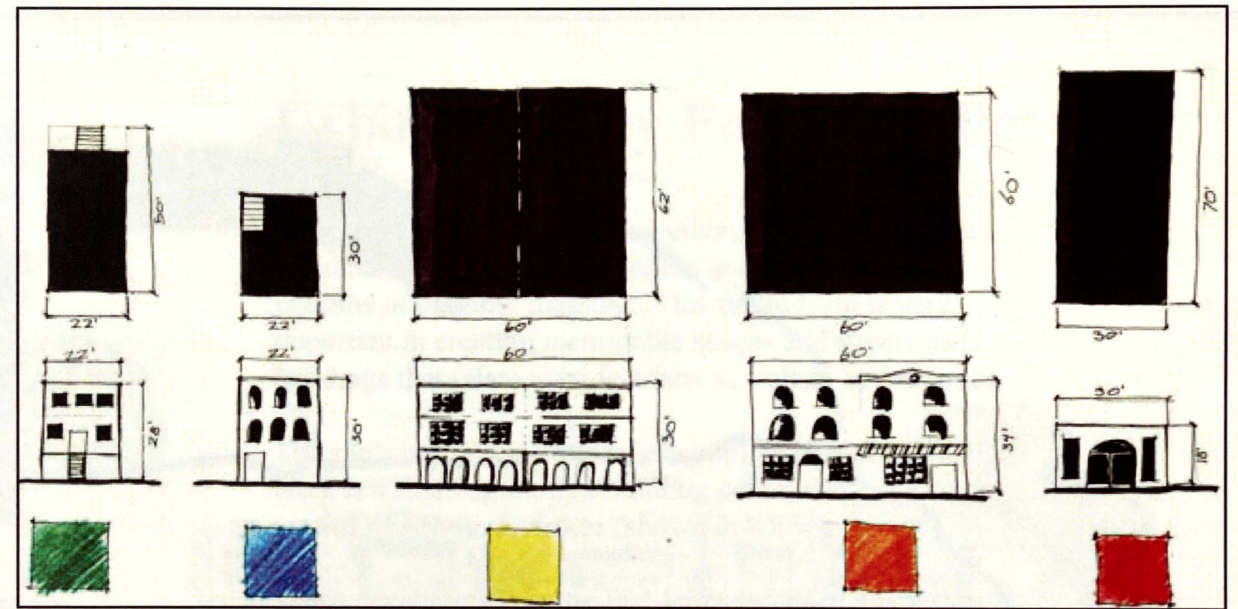
The buildings along 278, Pace and Elm Streets will be mixed-use, with three to four story dwelling units within the development. The design will inspire and encourage development along adjacent areas and bring vitality back towards downtown.



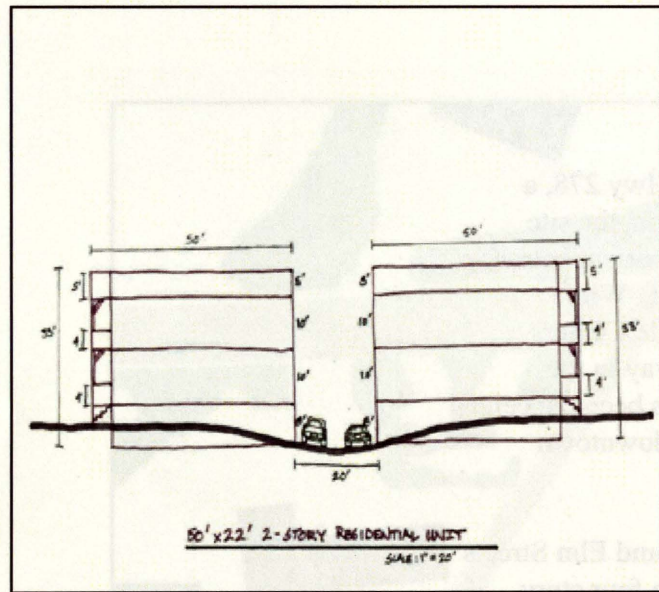
Preliminary Sketch



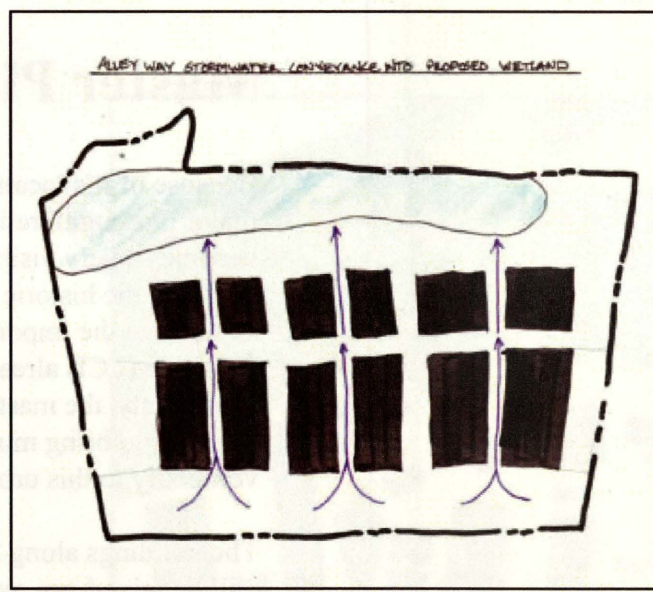
Plan showing building types



Color coded building types showing dimensions and building footprints



Section showing alleys and basement parking

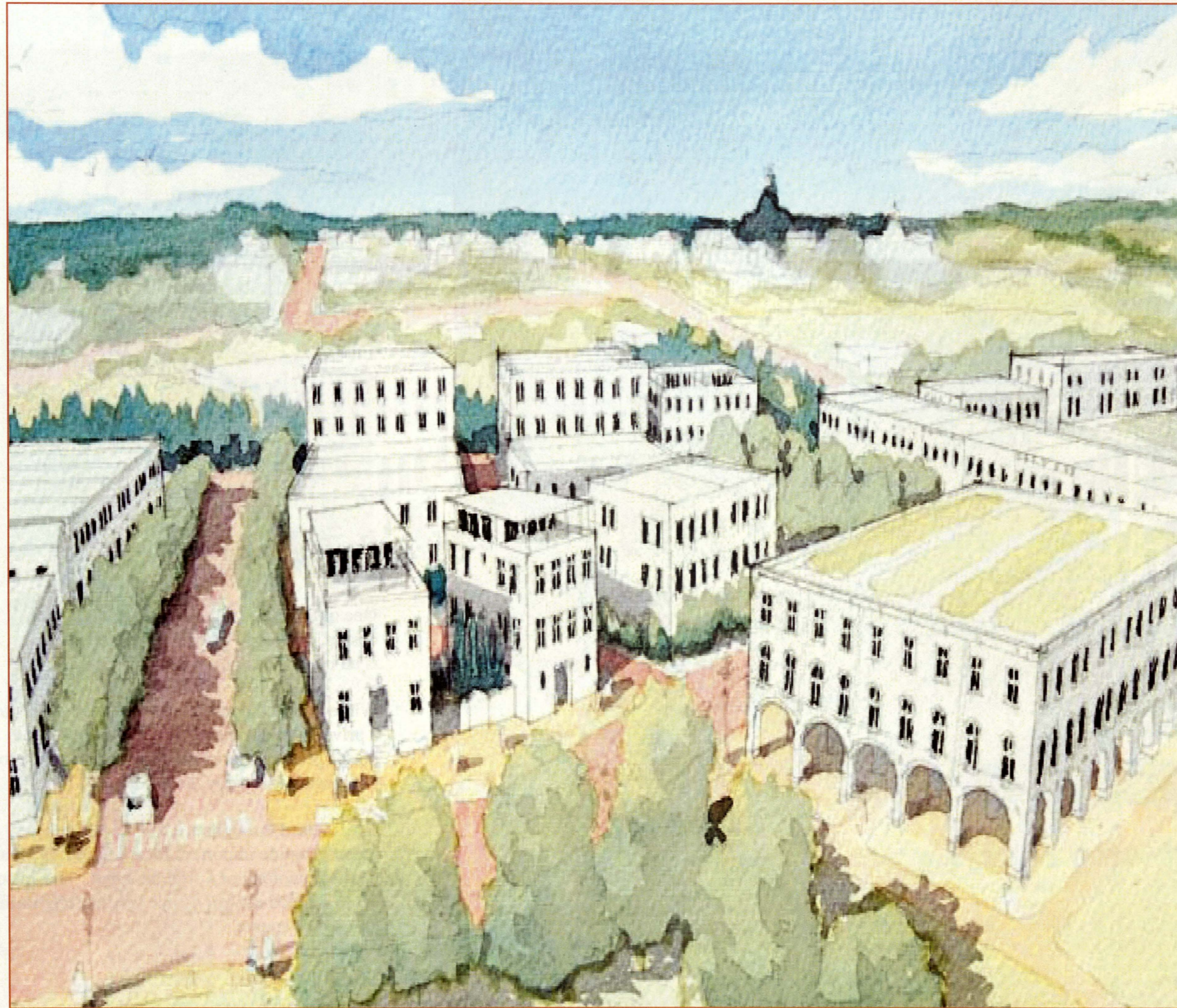


Water drainage from the site flows down the alleys into the stormwater retention bosques

Preliminary Graphics

Because most of the site lies within the Dried Indian Creek 100 year floodplain, conveyance and retention of stormwater inspired designers to create stormwater retention bosques. These water catchment areas will filter water before it reaches the creek. The alleys channel water into these bosques with inverted crowns. The alleys are depressed lower than the streets and the buildings are elevated to ensure flood protection.

Mixed-Use Gateway to Downtown- Recommendations



Bird's Eye view of the site with the Courthouse and old Jail in the background

Mixed-Use Gateway to Downtown- Recommendations

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Connection to Downtown

The location of the site, being less than half of a mile away from downtown, makes connection to the downtown district very important. Views of downtown will be available from most rooftop terraces and is within walking distance for most physically able people.

Pedestrian and bicycle access to downtown is vital and will make Pace Street an important corridor linking the two.



Public spaces create a sense of community

Mixed-Use Gateway to Downtown - Recommendations

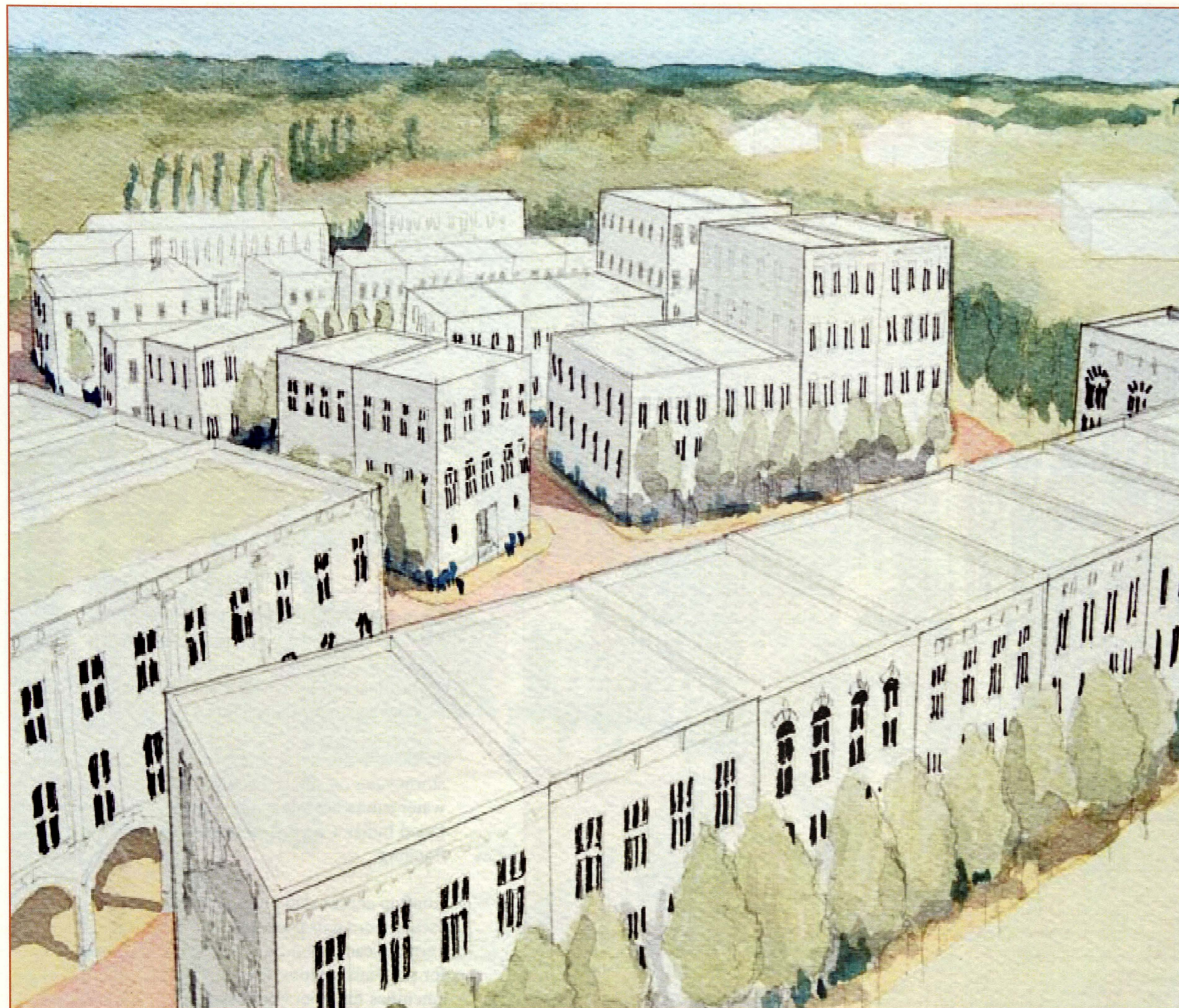
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Public Greenspace

One of the most important aspects of urban design, embraced by contemporary designers, is an investment into public spaces.

While few of the residences will have access to a private back or front yard, public parks and plazas provide shared greenspace for people to congregate and enjoy the outdoors.

Interspersed throughout a town or city, these greens provide important focal points and break up the monotony of a straight street. They also act as a speed control device by diverting traffic around the square.



View showing the high density of development

Mixed-Use Gateway to Downtown - Recommendations

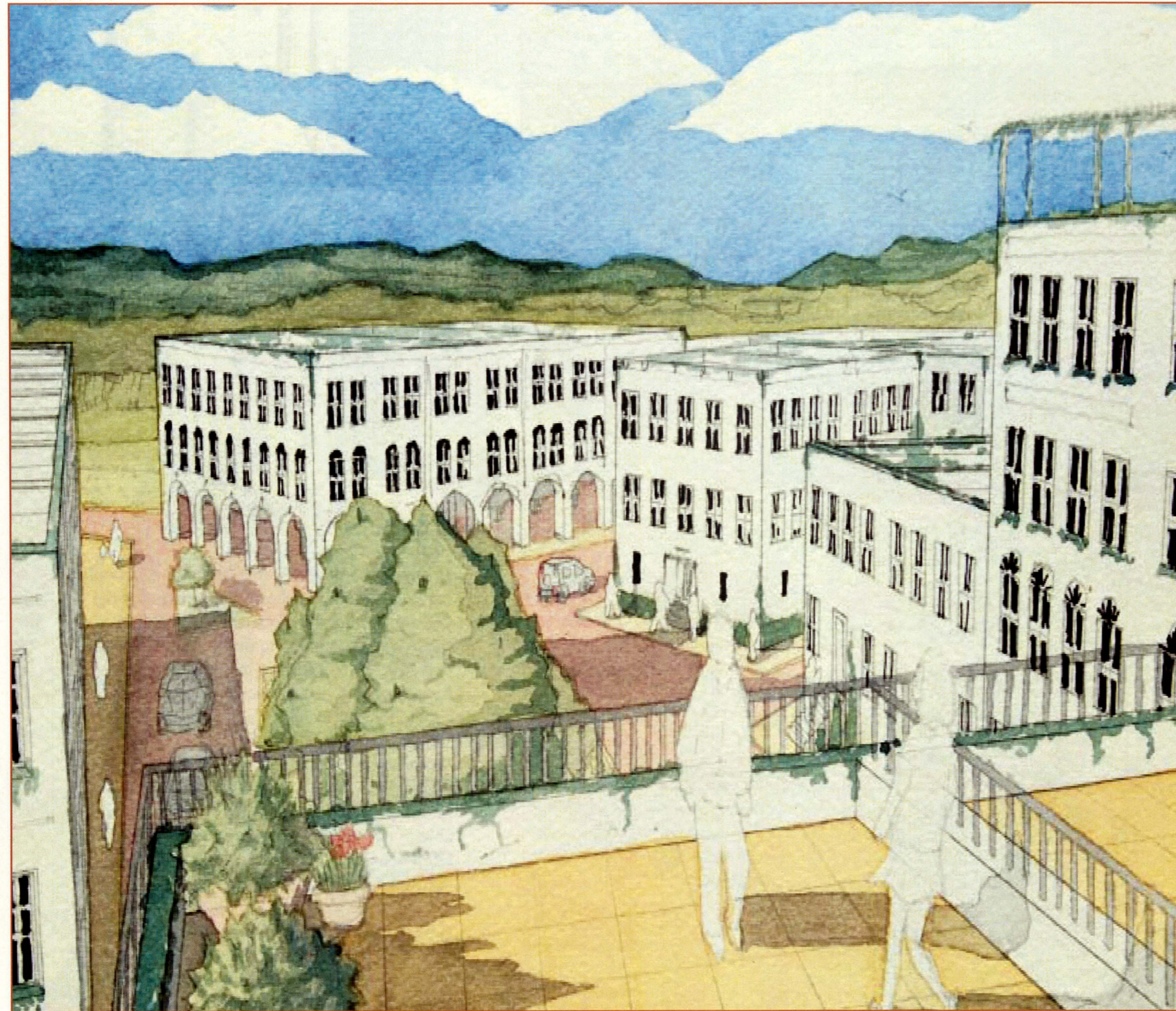
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Benefits of High Density

Building in a traditional town pattern not only creates attractive places but also benefits the environment and the residents, especially those who are unable to drive. Elderly people and children usually are the most affected by suburban living and have to depend on someone else to drive them everywhere.

In areas with poor or no public transportation, these people lose all sense of independent mobility and are not afforded the luxury to be able to explore or enjoy a normal healthy life. High density allows for walking and biking to become a realistic form of transportation.

Density puts places within reach of people who do not own a car and want the freedom to have an alternate option to the automobile for everyday activities.



View from a rooftop terrace onto the park

Mixed-Use Gateway to Downtown - Recommendations

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Rooftop Terraces

Terraced roofing provides an outlook of the greenway and community greenspace. Personalized greenspace at rooftop levels multi-functions as a private space as well as a stormwater control mechanism.

Terraced roofs are able to easily retain stormwater on site and control the rate at which water enters the retention bosques and the Dried Indian Creek, decreasing the chance of flooding.

Rooftop access also provides users with an escape from noise, traffic and the crowds. Terraces can become common meeting places for residents, seating for restaurants, or rooftop amenities for other businesses.



Proposed Streetscape showing Interpretive Pavilion and retention bosque

Mixed-Use Gateway to Downtown - Recommendations

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Importance of Good Streets

Streets have the potential to be lovely, walkable and friendly places, but the right elements must be present for a great street. Zero building setbacks from the sidewalk, street trees, and on-street parking are proposed in this development. These changes will make the street a safer and more inviting place to be.

Combined with attractive building facades and a proper building height to street width-ratio, these streets become places of their own and a desirable place to be.



A Brighter Future

The proposed master plan is an opportunity to bring downtown verticality to the urban fringe, while creating a much needed gateway into downtown Covington. Proposed buildings are at human scale and hidden parking enhances the experience while opening up more opportunity for increased greenspace.

The greenway cuts through the northeastern portion of the site, preserving public greenspace and attracting users, whom would, in turn, help increase the tax base of Covington. This development should be seen as an investment into preserving Covington, because it is a city worth preserving. The proposed elements have retained stormwater on site and have reclaimed and preserved future public greenspace, while creating an aesthetically pleasant entrance way into downtown Covington.

Mixed-Use Gateway to Downtown - Conclusion

