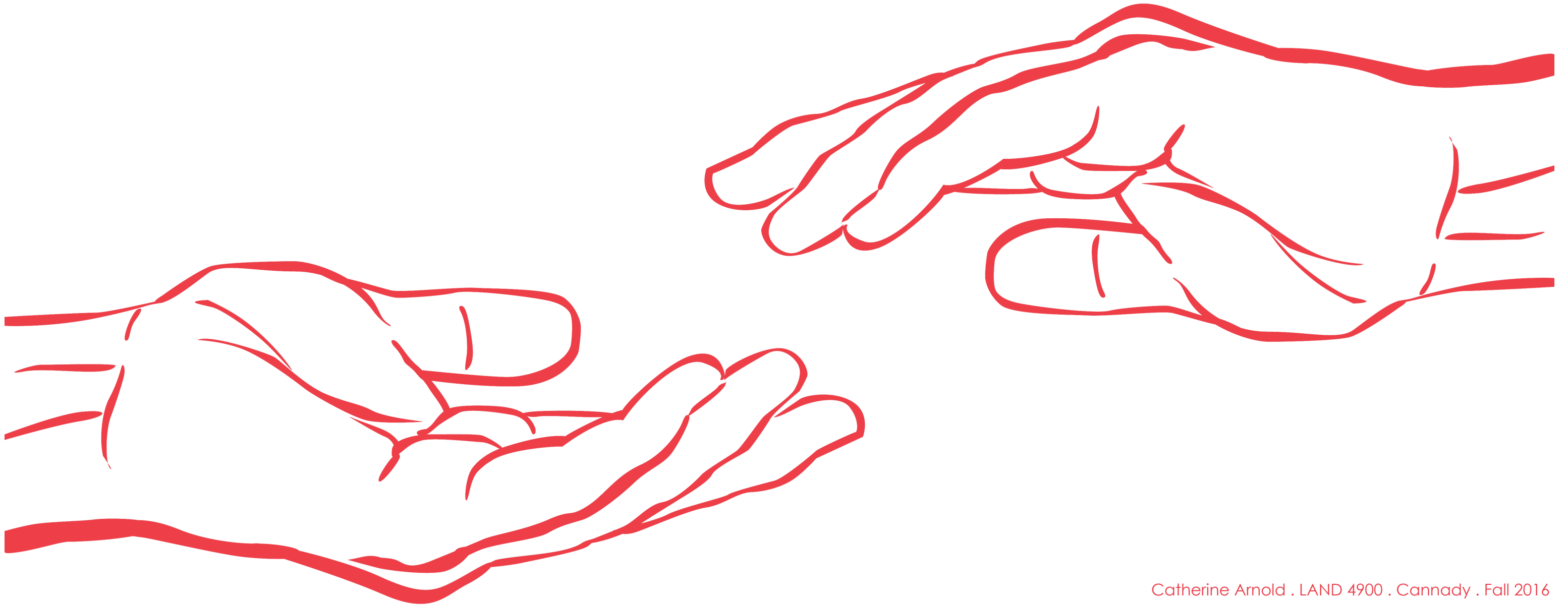


Lexington Road Corridor Athens, GA

A Place to Stay

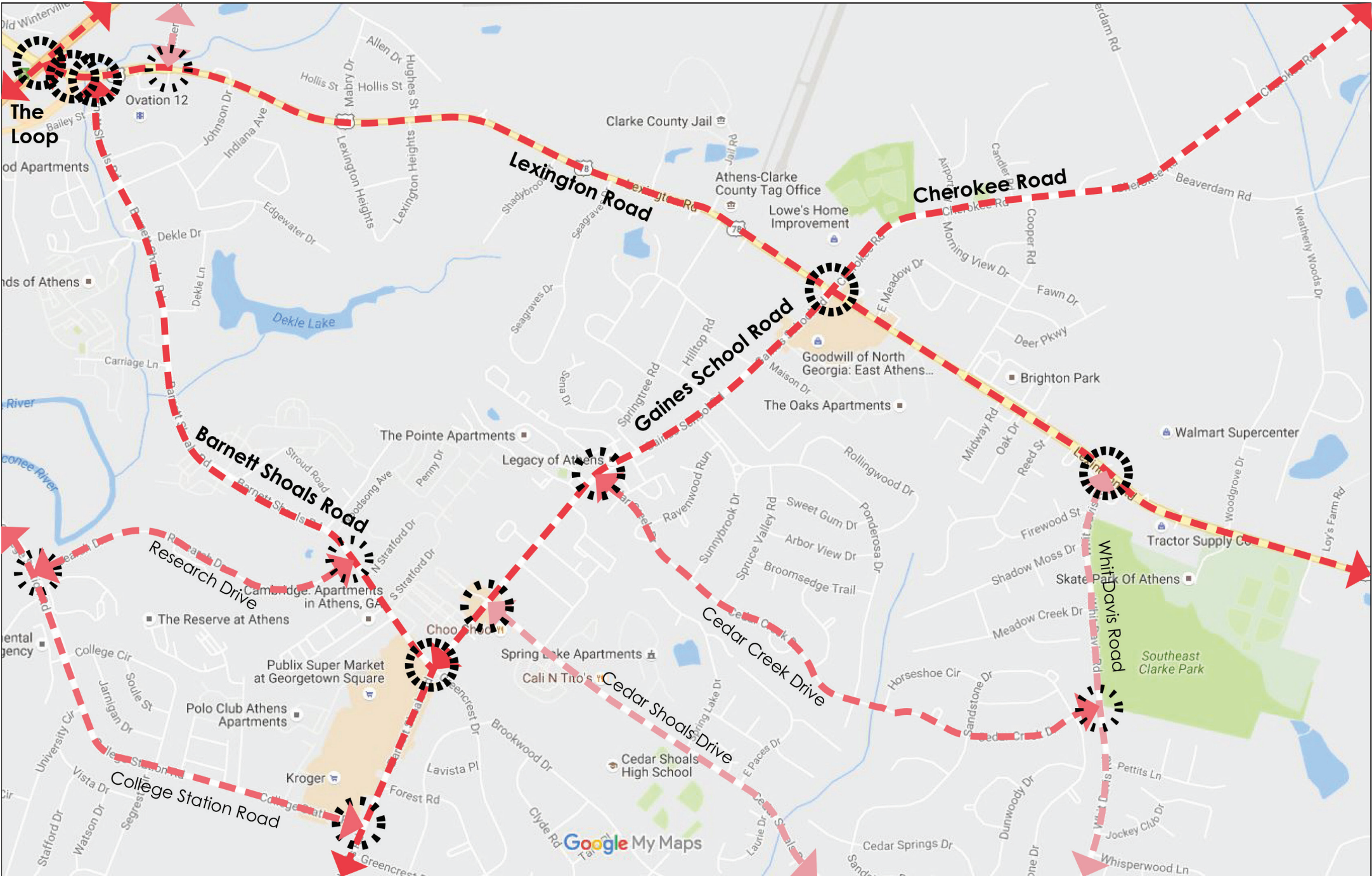


Lexington Road Corridor

Athens, GA

Inventory + Analysis

Traffic Intensity Map (NTS)



Key

- Major Arterial
- Major Collector
- Minor Collector
- Primary Intersection
- Secondary Intersection
- Tertiary Intersection

When reading through the survey results, there was one major takeaway. Traffic conditions are one of the most loathed aspects of this corridor.

Using road classifications from the Athens Transportation and Public Works Department, major roads along the corridor are categorized based on their traffic intensity. Then, based on survey results, intersections are classified based on their busyness and danger.

The biggest area of concern for citizens is the highly confusing and dangerous intersection with Lexington, Barnett Shoals, and the Loop. Three traffic lights, with long waits, are located very close together. This causes many people to proceed on yellow and block these intersections and disrupt traffic patterns. This is especially common with people turning left off Barnett Shoals

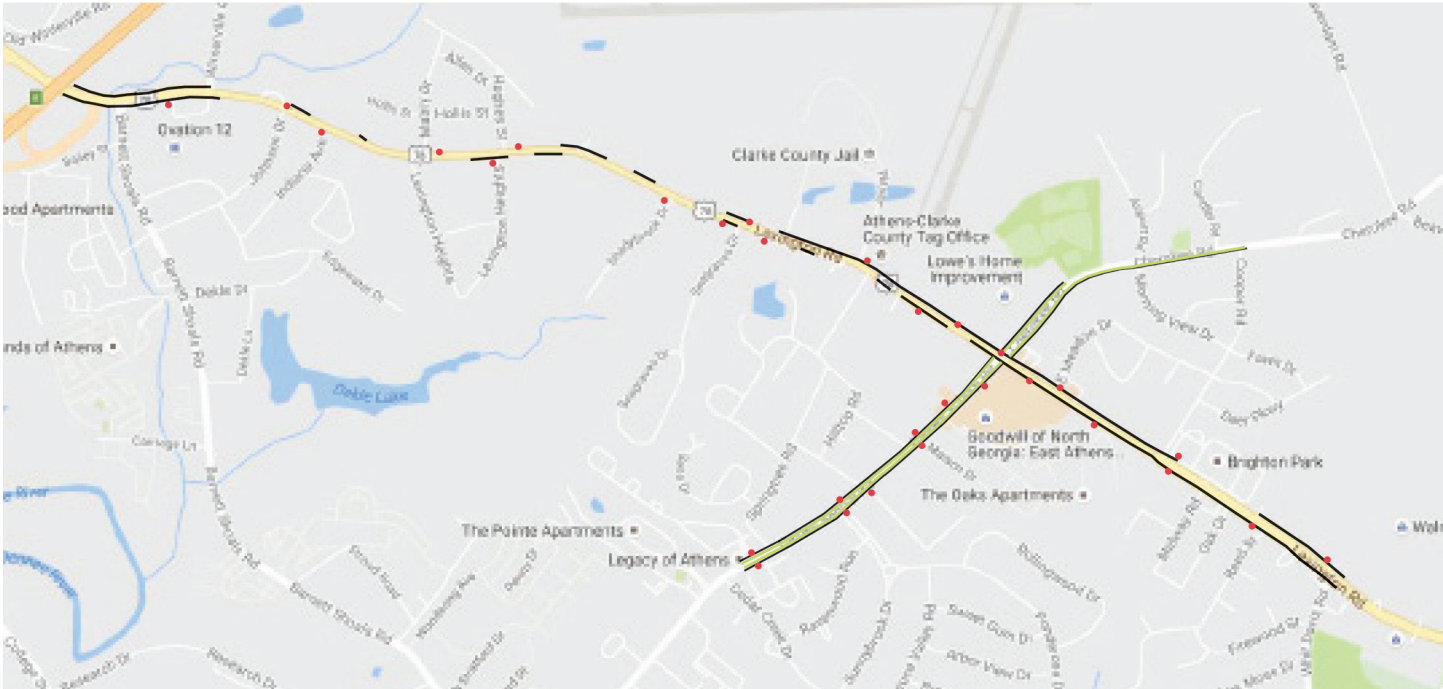
proceeding to get in the Loop turn lanes. Though this area is a problem all throughout the day, it appears to be at its worst from about 4:30 to 7 pm.

The common secondary concern is the traffic generated by Walmart, especially at the intersection of Whit Davis and Lexington. This traffic not only congests this intersection, but also leads to back ups along the rest of the corridor during prime shopping hours. Though many citizens would like to see another big box anchor store in this corridor, they want to see current traffic problems fixed first before adding another large business into the mix.

Sources:
Neighborhood Traffic Management Program (Publication). (2007, October). Retrieved August 16, 2016.

Strategy to Redevelop and Revitalize the Lexington Road Corridor, A Technical Assistance Panel Report: Appendices (Rep.). (2015, May). Retrieved August 16, 2016, from Urban Land Institute Atlanta.

Multi-Modal Transportation Inventory (NTS)



Key

Bus Stops

Bike Lanes

Sidewalks



Suburban Mixed Use Recommendations

- 9 to 10' sidewalks preferred with textured or colored band at curb
- Special paved crosswalks with 8' minimum at major intersections
- 4' minimum planting strip between road and sidewalk
- Provide a signature plant palette for specific corridor, using native plants
- Pedestrian scale lighting
- Inclusion of bike lanes in accordance with ACC Bicycle Master Plan

Sources:

Athens-Clarke County Corridor Management Strategy (Rep.). (2007, February 2). Retrieved August 22, 2016, from The Jaeger Company website.

Strategy to Redevelop and Revitalize the Lexington Road Corridor, A Technical Assistance Panel Report (Rep.). (2015, May). Retrieved August 22, 2016, from Urban Land Institute Atlanta website.

Pedestrian

A major hindrance to this corridor is the lack of continuous sidewalks. When visiting businesses in this area, you currently have to park at one and then drive to the next, no matter how close, because of the lack of pedestrian access. While there are not enough desirable businesses to make this a problem right now, if businesses improve in the future, a more contiguous sidewalk network will be necessary.

With the heavy traffic and higher speed limits along Lexington Road, this is not the most pedestrian-friendly area to begin with. However, by offsetting sidewalks from the road with vegetated planting strips, the safety of walkers could be drastically improved. Beyond sidewalks, better and more numerous medians, or possibly a pedestrian overpass, could improve people's ability to access both sides of Lexington Road. However, these ideas could be phased in after businesses increase and improve. For as it is now, there is nothing to warrant crossing the road.

Bike

As of right now, bike access is limited to the length of Gaines School Road. As corridor business develops, bike lanes either directly along Lexington or along secondary roads, could help cut down on vehicle traffic. This would be one way to mitigate the effects of a big box store, such as Walmart, on traffic, which is crucial if more of these businesses are to come to this area.

With increase in bike use, there would be a need for increased bike storage near businesses and community centers. Currently crime and fear of theft in this area could deter people from biking. To make people feel comfortable using bike lanes, better lighting, security and more businesses or residences with direct lines of sight would be necessary for this amenity to reach its full potential.

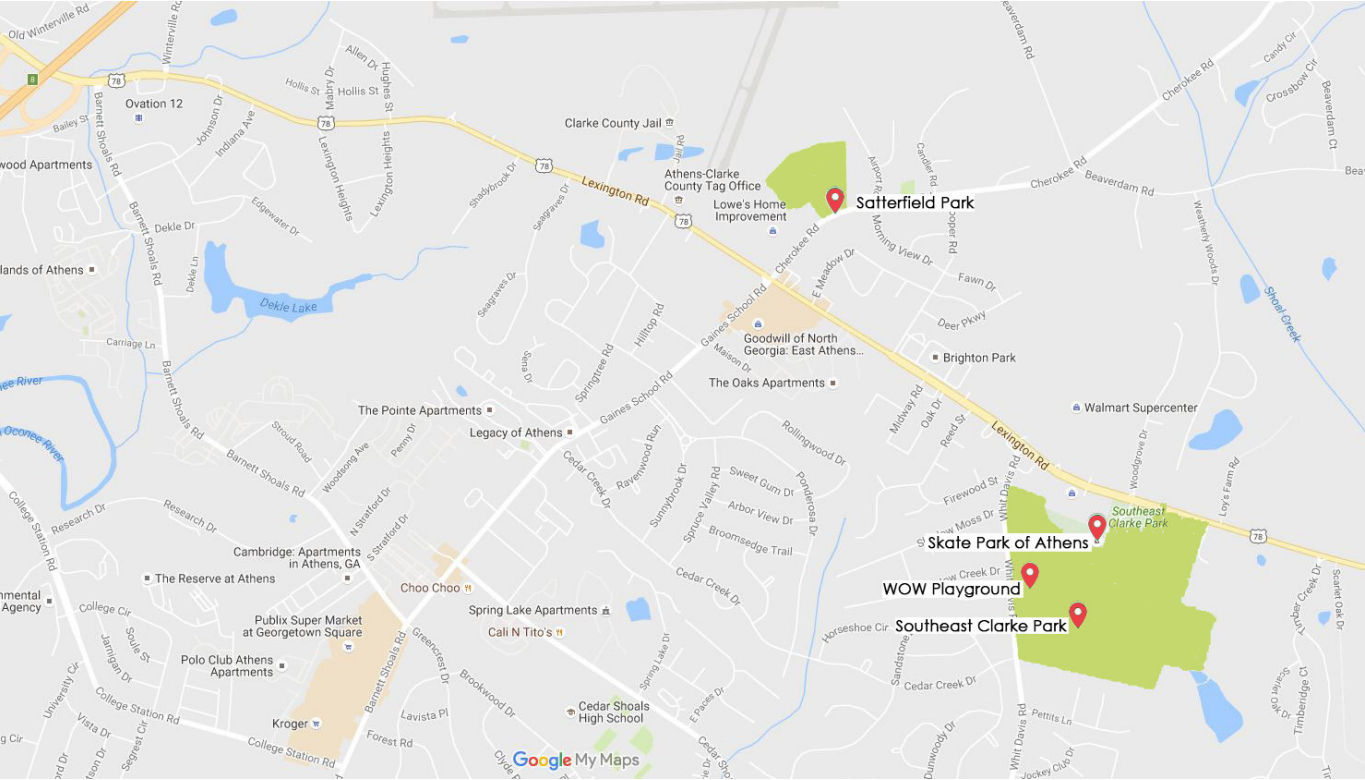
Bus Stops

The frequent bus stops along this corridor are a major asset. These are not taken advantage of because of the lack of amenities and resources drawing people to this part of town. If warranted, one document proposes a designated rapid service bus. Improvements in business could turn these bus routes into a better investment for Athens-Clarke County.

Overall

Many of these observations or ideas will really only be valuable after business improves along Lexington Road. However, there is one concept that could be a great starting point for a multimodal trail network. Currently, there is no pedestrian or bike path connecting the local neighborhoods to Southeast Clarke Park, one of the best community resources. Specifically connecting the local elementary school with this park could contribute both to children's safety and health and wellness, while also significantly increasing use of this park.

Green Space Inventory^(NTS)



Satterfield Park:

- 13 acres
- 4 baseball/soft ball fields
- 1 playground
- 3 tennis courts with lighting

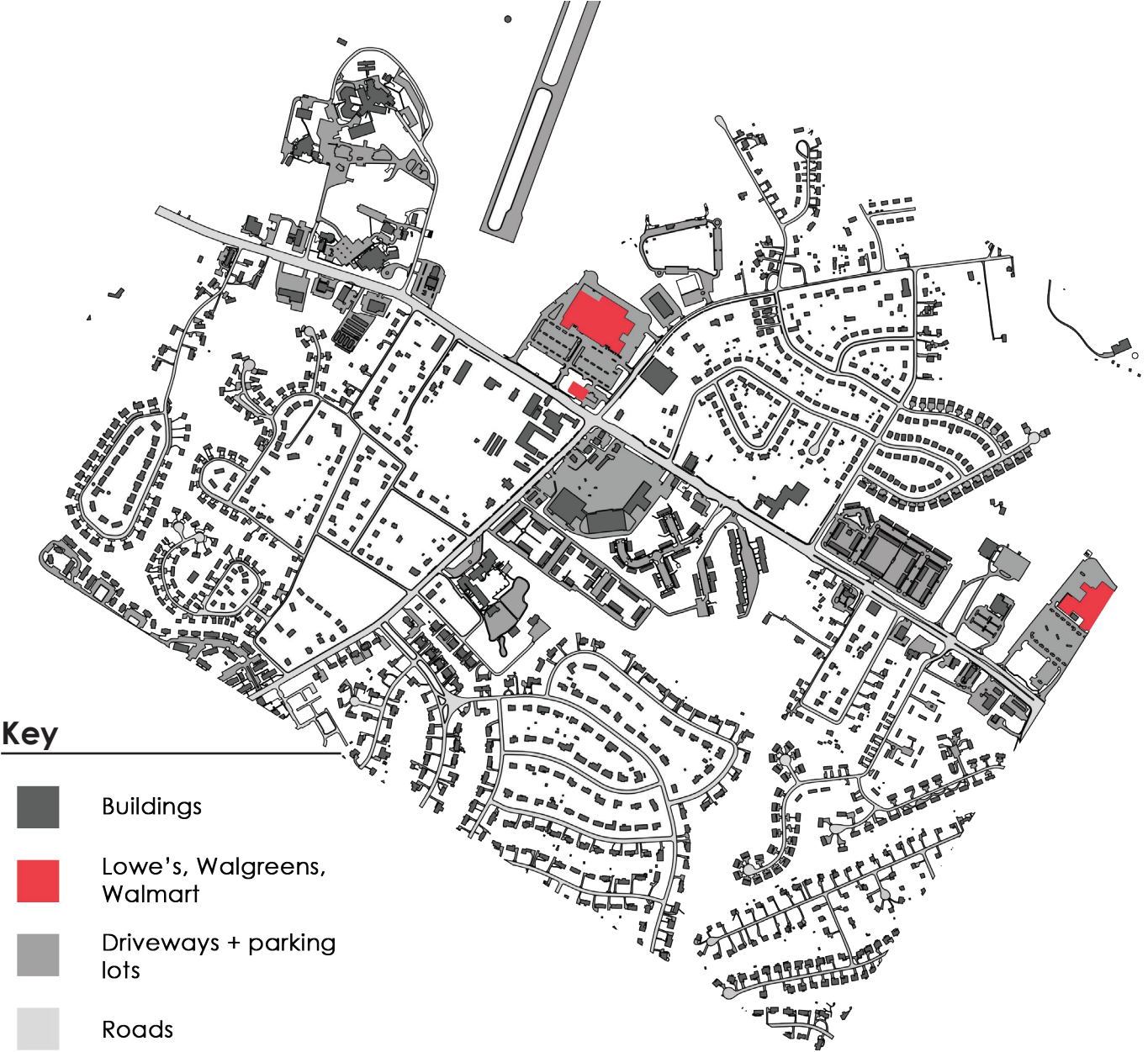
Satterfield Park is one of the two parks found on the east side of Athens. Named after Dr. Dwayne Satterfield, this park is the home of the Athens Little League Program. Currently, there is not a good way to get over to Satterfield other than by car. A new multi-modal connection, especially with the local schools, could increase the use and value of this park.

Southeast Clarke Park:

- 124 acres
- Atheletic and multi purpose fields
- Concession stand
- Dog park
- Nature trails
- Skate park
- Tennis court
- Walking/ jogging path
- World of Wonder playground

Southeast Clarke Park is the major park of east Athens. It is located off of Whit Davis, within closer proximity than Satterfield to the local schools. Multiuse trails between the schools and the rest of the corridor with the park could contribute to the health and wellness of local residents.

Impervious Surface Inventory^(NTS)



Key

- Buildings
- Lowe's, Walgreens, Walmart
- Driveways + parking lots
- Roads

Between buildings, large parking lots, and the expansive roads, a significant portion of this corridor is covered in impervious surfaces. A lot of these large expanses of asphalt are not in very good condition, for example the large surface lot in front of Good Will. Within the parking lots, bioswales could break up the monotony and improve storm water managment.

Lexington Road itself does not have very many medians, and those that do exist are impervious concrete. By increasing the number of medians, pedestrians would have a safer time crossing this very wide road. Vegetating these barriers could, as in the parking lots, perform significant storm water managment functions, while also drastically improving the aesthetics of this entrance to Athens.

Another observation is that despite the significant amount of impervious surface, barely any comes from sidewalks or bike lanes/trails.

Neighborhood Statistics (NTS)

Lexington Road/ Barnett Shoals Road

Real Estate Averages:

- Purchase price= \$128,090 (rel. expensive)
- Rent= \$812/mo (rel. cheap)
- Most tenants= renters
- Most housing= S + M apartments
- Most housing built from 1970 to 1999
- Vacancy rate= 23.1% (com15.5% ACC)

Demographic Data:

- Low income
- 25% of kids below poverty line
- 49% of residents live alone
- College students= only 17%
- Occupations:
 - * 40%- sales and service jobs
 - * 37%- exec and management
 - * 14%- manufacturing or labor
 - * 10%- clerical, tech, or assistant
- Ages:
 - *Under 5= 6%
 - *5-17= 13%
 - *18-29= 39%
 - *30-44= 20%
 - *45-64= 17%
 - *65+= 6%
- Gender:
 - *49% Male
 - * 51% Female
- Languages= Spanish, Korean, Chinese

Traffic Data:

- 79% commute alone in car
- 11% carpool

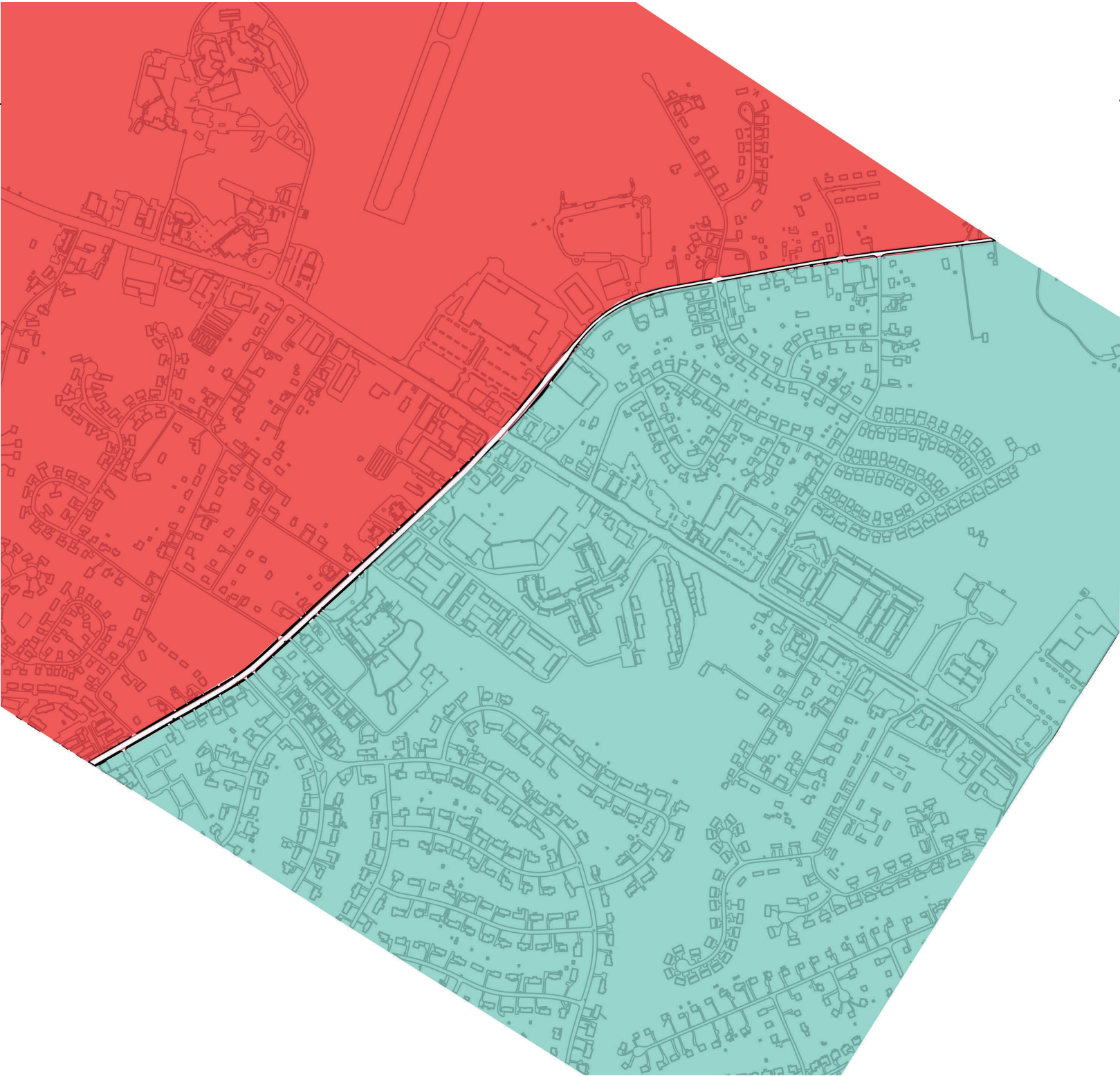
Crime Rate:

- Pretty safe

Sources:

Athens, GA (Lexington Rd / Barnett Shoals Rd). (n.d.). Retrieved August 18, 2016, from <http://www.neighborhoodscout.com/ga/athens/lexington-rd/#overview>

Athens, GA (Lexington Rd / Gaines School Rd). (n.d.). Retrieved August 18, 2016, from <http://www.neighborhoodscout.com/ga/athens/lexington-gaines/>



Lexington Road/ Gaines School Road

Real Estate Averages:

- Purchase price= \$155,554 (rel. expensive)
- Rent= \$887/mo (rel. cheap)
- Most tenants= renters + owners
- Most housing= S + M apartments + single family homes
- Most housing built from 1970 to 1999
- Vacancy rate= 21.1% (com15.5% ACC)

Demographic Data:

- Medium income
- 7.4% of kids below poverty line
- College students= only 17%
- Occupations:
 - * 22%- sales and service jobs
 - * 55%- exec and management
 - * 7%- manufacturing or labor
 - * 17%- clerical, tech, or assistant
- Ages:
 - *Under 5= 7%
 - *5-17= 12%
 - * 18-29= 25%
 - * 30-44= 21%
 - * 45-64= 24%
 - *65+= 12%
- Gender:
 - * 44% Male
 - * 56% Female
- Languages= Spanish, Korean, Chinese

Traffic Data:

- 86% commute alone in car
- 5% carpool

Crime Rate:

- Above average crime

Business and Vacancy Map (NTS)

Businesses

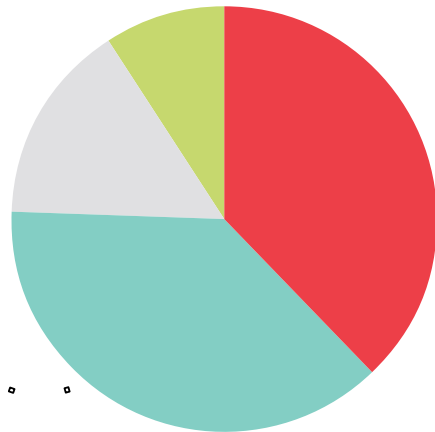
- 1. Walmart, Gamestop, Dollar Tree
- 2. Lord + Stephens Funeral Home
- 3. Murphy Express Gas
- 4. East Athens Baptist Church
- 5. Perry's Liquor + Convenience
- 6. Foreign Auto Repair
- 7. Crazy Ray's Car Wash + Lube
- 8. Sonic Drive In
- 9. Georgia Farm Bureau
- 10. Bar-beque Shack
- 11. Soil + Water Conservation
- 12. Advance Auto Parts
- 13. Members Auto Choice
- 14. The Sleep Center
- 15. Enterprise Starship Lingerie
- 16. Fatz Cafe
- 17. Rapid Tire
- 18. CVS
- 19. Ollie's Bargain Mart
- 20. Goodwill
- 21. Verizon
- 22. Nationwide Money Services
- 23. BP Gas Station
- 24. Great American Loans
- 25. Krystals
- 26. Walgreens
- 27. Shell
- 28. Cork + Bottle
- 29. Trading Post Pawn Shop, African Caribbean Asian Market, Classic City Ink
- 30. McDonalds
- 31. Suntrust
- 32. Georgia Credit Union
- 33. Citgo
- 34. Johnson Insurance Services
- 35. Delta Realty
- 36. Don's Silkscreen
- 37. Ferrell Gas
- 38. Aaron's Furniture
- 39. Bojangles
- 40. Pinnacle Bank
- 41. University Tire
- 42. Diversified Auto
- 43. The Cottage Domestic Violence Center
- 44. Bond James Bond
- 45. American Home + Lease Purchase
- 46. O'Reilly Auto Parts
- 47. Thornton Collectibles
- 48. State Farm Insurance
- 49. ACC Police Department
- 50. ACC Tag Office
- 51. Lowe's
- 52. Fun Galaxy Athens
- 53. Tuckston United Methodist Church
- 54. Gaines School Elementary
- 55. Temple Baptist Church
- 56. Gaines School Animal Hospital
- 57. A Weekend A'Fair
- 58. Primerica Insurance
- 59. Lane Properties
- 60. ACC Jail

Key

- Commercial
- Service
- Food
- Civic
- Vacant

Business by the Numbers

22% VACANCY RATE



- Commercial- 38%
- Service- 38%
- Food- 9%
- Civic- 15%

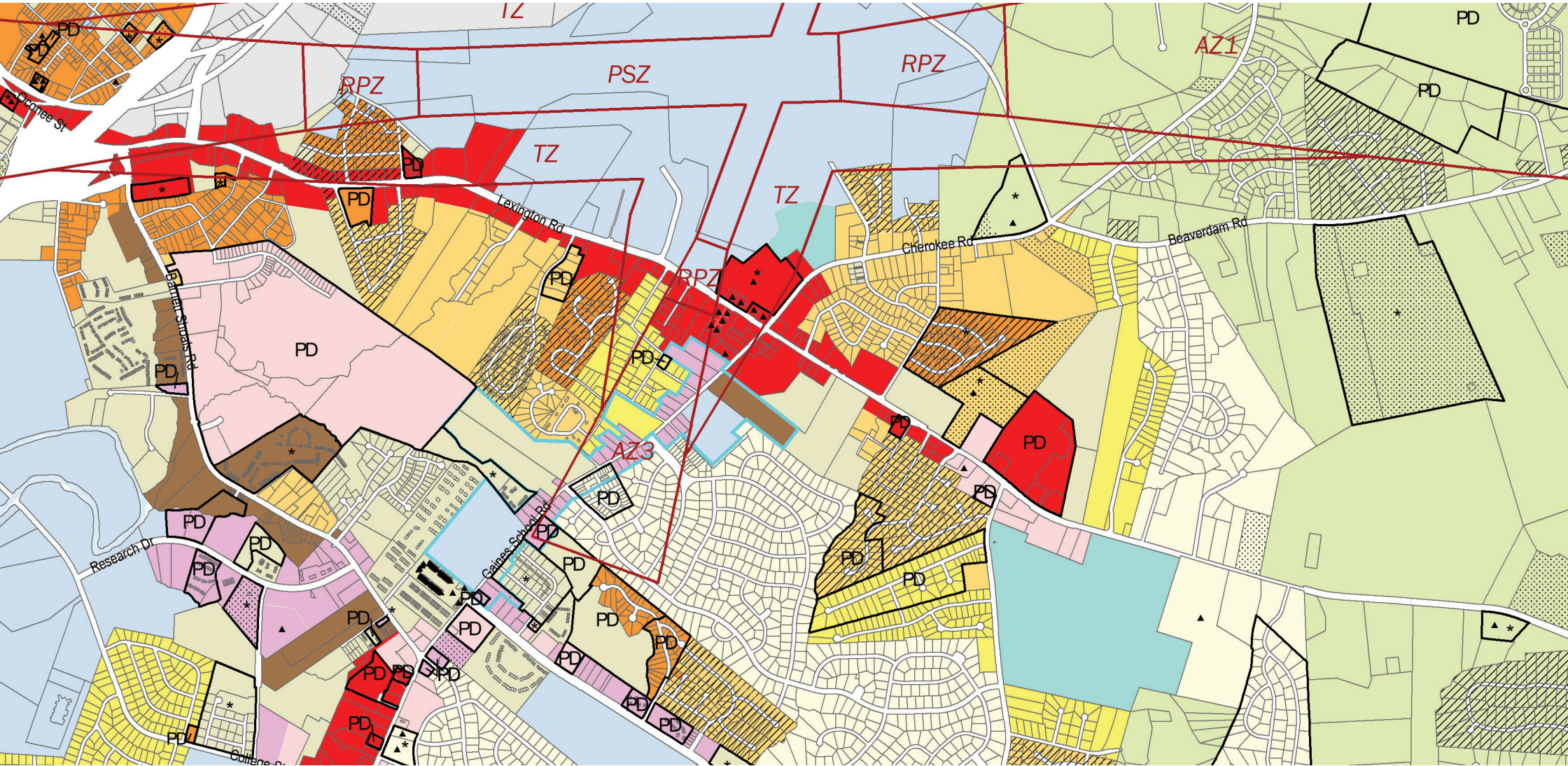
- 6 pawn shops, bond + loan services
- 3 liquor stores
- 8 gas stations
- 4 fast food restaurants
- 6 auto stores

27 out of 60 businesses

A major issue for this corridor is the types of businesses populating Lexington Road. Other than Walmart, not many businesses here warrant the drive, especially with existing traffic conditions.

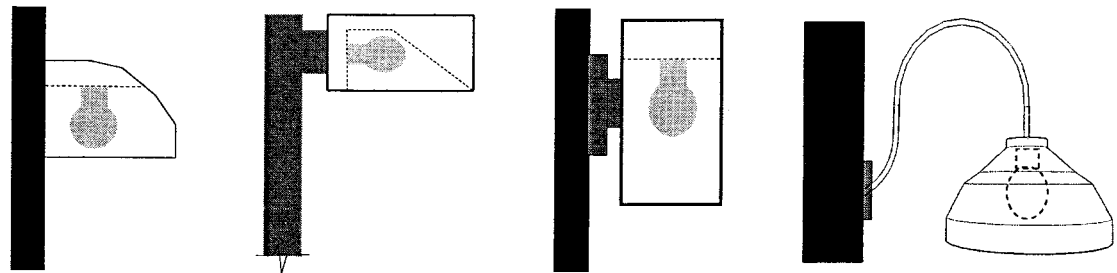
Reading survey results, I think a healthy mix of small and big box businesses could provide a profitable diversity that could transform this side of Athens into a destination. An increase in the number of restaurants, especially non-fast food, could contribute to the overall health and wellness in this corridor as well.

Airport Restrictions (NTS)



Though the Ben-Epps Airport is an asset for this corridor, it comes with a lot of very limiting restrictions. After reading all of the lighting requirements and constraints, I now understand the lack of street lighting I saw along Lexington Road. Though necessary for airplane safety, these requirements leave people on the ground feeling unsafe in this part of Athens and possibly contribute to local crime rates. In order to follow these standards, while also improving real and perceived safety along the corridor, an integrated lighting plan is necessary. Not only will this help with safety, but this will also improve the cohesion and aesthetic of Lexington Road.

Another issue I see is that these rules and the desires of locals are at odds with one another. For example, most of the requested big box stores would violate the 1-story rule and many of the desired sources of entertainment and activity would violate rules about the concentration of people. Fortunately, the intersection of interest lies mainly outside of the highly restrictive approach and transition zones. With strategic placement and retrofitting of existing buildings, I believe the interests of the airport and those of the citizens can be balanced.



Key

- AZ1**- Precision Approach Zone
- AZ3**- Utility Runway Nonprecision Approach Zone
- TZ**- Transitional Zone
- RPZ**- Runway Protection Zone
- PSZ**- Primary Surface Zone

General Restrictions

- Non-glare roofing
- No fireplaces
- Lighting must be fully shielded and amber
 - * Ground level sidewalk
 - * Flush mounts
 - * Canopy lighting
 - * Under eaves
 - * Low profile street and parking lighting

- Only dry detention ponds

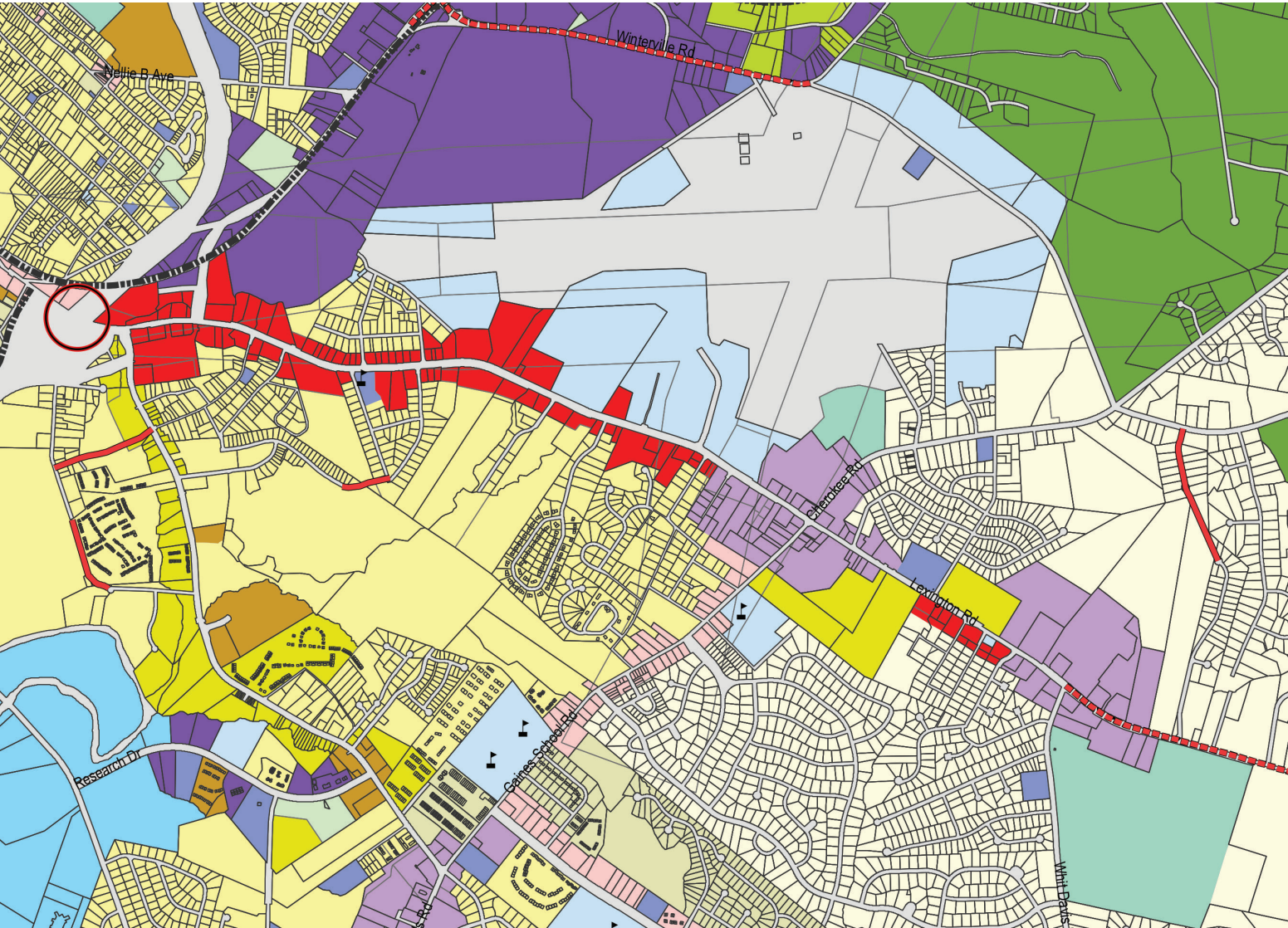
AZ + TZ-Specific Restrictions

- No places of public assembly (i.e. churches, schools, stadiums, etc.)
- No multi-family dwellings, including duplexes
- No hospitals or public or private businesses characterized by high concentrations of people
- No industrial or heavy commercial uses
- No restaurants or bars with customer seating
- No theaters, indoor or outdoor
- No buildings greater than 1 story in height












Sources:

The Official Zoning Map of Athens-Clarke County, Georgia. (2013, January 31). Retrieved August 21, 2016.

Future Land Use (NTS)



Key

	Employment		Corridor Residential
	Corridor Business		Neighborhood Mixed Use
	Traditional Neighborhood		Main Street Business
	Community Institutional		Community Center Mixed Use
	Government		Single Family Residential
			Residential Mixed Use

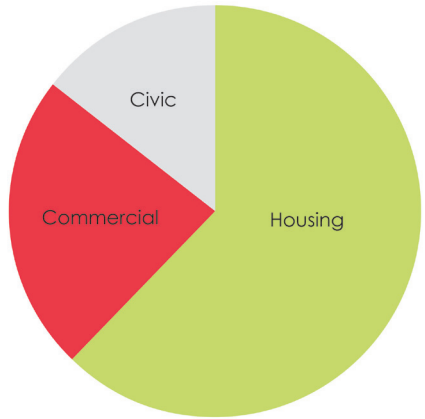
Sources:

Official Future Development Map of Athens-Clarke County, Georgia [Map]. (2016, January 31). Retrieved August 22, 2016.

When looking at this future land use map, I look at it in comparison with the survey responses from citizens. How well does what the government envisions align with what citizens envision for this corridor?

To make this information more palatable, I simplified the 11 categories shown in this section of the map into the 3 categories of housing, commercial, and civic. As you can see in the pie chart, the majority of this area is designated for some type of housing. Based on the responses, I see a few important observations. One is that people from this part of town do not want more student housing (nor is it needed). Also, most residents here are renters rather than owners. A focus on a range of housing options at varied price points could increase the amount of ownership in this area while also creating greater socioeconomic diversity. Third, citizens are eager for more mixed use housing options, rather than emphasizing traditional single family. This desire seems somewhat at odds with that the county envisions here, however I think with careful design a happy medium can be found.

A few different types of commercial uses are proposed as well. Reading the surveys, a mix of big box and locally owned businesses are something this area definitely hopes for. A greater variety of commercial uses will allow residents to fulfill more of their needs and wants within closer proximity to their homes. One need in this area is better produce and fresh food. Locals currently have to travel to the other side of Athens for healthier options. Along the corridor there is already a strong presence of ethnic food markets. Many citizens here have strong cultural identities, especially Mexican, Chinese, and Korean. Increasing the number of ethnic businesses could turn this portion of Athens into a culinary and cultural destination.



Based on the labor statistics for this neighborhood, businesses providing sales and service careers would best meet the occupational interests of this area.

The designated employment areas can help generate the executive and management careers also needed by residents. With these employment opportunities in place, wealthier people could flock to this area and provide greater socioeconomic diversity. With more disposable income, a wider range of businesses could be supported. Also, many locals work in health care. A small branch of a larger hospital or a full service urgent care could provide both job opportunities and greater access to healthcare for this part of Athens.

Another important demographic statistic is that nearly 50% of residents here live alone. Creating major social centers along this corridor could increase the quality of life for many residents. You can see the emphasis on community spaces within this future land use map in the categories of both community institutional and community mixed use. However, none of the community mixed use is zoned close to employment. If a smaller area of this were included close to jobs, the convenience could entice professionals to take advantage of these centers after work.

Site Photos



Community Insights

- Terrible traffic
- Bad connection with Loop
- Not pedestrian friendly
- Ugly + rundown
- More commercial variety
- Less billboards
- More color
- More art + culture
- More crosswalks
- Gateway to Athens
- Gateway to agriculture
- Target, Trader Joes
- Too much pavement
- Better signage

Sources:

Strategy to Redevelop and Revitalize the Lexington Road Corridor, A Technical Assistance Panel Report: Appendices (Rep.). (2015, May). Retrieved August 16, 2016, from Urban Land Institute Atlanta website.



- Vegetated medians
- Boulevard
- Street trees
- Perception of crime
- Consistent aesthetics
- Local restaurants
- Fast-casual dining
- More art + culture
- No student housing
- No new development
- Banks
- Retrofit + revitalize
- Mixed use
- Live, work, play

Lexington Road Corridor

Athens, GA

Program Development

The Corridor's Call to Action

No project is a blank slate; within every existing community or environment there is some call to action. When sifting through the copious amounts of information on the Lexington Road Corridor, one statistic stuck with me. Nearly 50% of current residents in this area live alone. What kind of people make up these 50%? Are they widows? Young professionals? Students? What I found is that the majority of these people living alone are senior citizens. But regardless of the circumstances behind their living situation, another issue became apparent. There is a lack of a sense of community and identity along this corridor. And when living alone, these two aspects become crucial for general welfare.

Aside from this 50%, another part of my research really affected me. In all the survey responses, locals kept emphasizing this corridor as a transition from the rest of Georgia to Athens, a transition from rural life to city life. But this transition works both ways depending what direction you are driving down Lexington. This site is a special crossroads between agricultural and urban environments. This unique balance, I think, makes Lexington Road worthy of being a destination in and of itself. Through careful design, this corridor could become a perfect middle ground, in which a diverse range of people feel at home.

Diverse Housing Options

Live, work, play has been a trend for a long time. But more and more, people are looking for these three things within walking distance, or even within one building. Providing outlets for live, work and play all within different proximities to each other will create a spectrum of opportunities suitable for a wide range of people.

Originally, the housing along this corridor was either single family residential or varying student housing complexes. One can still see these trends in the future land use map, which is dominated by the pale yellows of single family and traditional neighborhood zoning. However, today these two options are not enough to satisfy their various needs and wants of current and potential residents. For the 50% of people living alone, are spread out houses ideal? There are some other options, ranging from cohousing, to townhomes, to condos, or even mixed-use apartments.

Exploring mixed-use apartments, some of these buildings could be multigenerational while one could focus specifically on urban senior living. The current norm is to fill these bottom floors with retail, restaurant and office space. However, to maximize square footage and improve the sense of identity, many sources suggest filling these floors with community and recreational space. This will allow residents, regardless of age, on higher floors to feel like they are in tune with pulse of this corridor.

No one of these housing options alone would be enough to support a diverse community. But by integrating single family, traditional neighborhoods, co-housing, corridor residential, urban senior living, and more, people can make this part of Athens their home. Like senior living facilities aim to provide a continuum of care, I believe this corridor should aim to provide a continuum of housing that will fit people's needs throughout all stages of life.

Community Resources

For the Lexington Road Corridor to become a destination in its own right, significant change needs to occur. Other than the Walmart, Lowe's, and Walgreens, no existing business or community resource justifies a trip to this part of town. The housing described above will not be successful, or at least not reach its full potential, unless valuable amenities develop to fulfill the other needs of residents.

When considering what kind of businesses would be best for this area, I want to go beyond simply what residents want in terms of goods or services for sale. I want to consider each business or civic resource also in terms of what career opportunities they will create. Locals here work mainly in sales and service jobs or in executive and management positions, both with an emphasis in healthcare.

Non-Vehicular Circulation

The above ideas of diverse housing and community resources will not succeed without improved circulation. By connecting housing with public resources, these communities will not have to build their own private facilities. This will help keep costs of living in these neighborhoods or buildings lower, which will in turn preserve a wider socioeconomic diversity. Creating these walking or biking paths could have other major benefits such as decreased traffic congestion, improved health and wellness for locals, and less environmental impact.

To visit the few viable businesses currently along the corridor, you have to drive from one parking lot to the next; there is no connectivity between major commercial areas. One example of existing resources that could benefit from a connection are Southeast Clarke Park and the local elementary school. These multimodal trails could create a safe way for families, children, or school groups to take advantage of these two valuable nodes. This branch could provide a great starting point for network development while the rest of the corridor develops and continues towards revitalization.

Knowing there are paths waiting to be walked or biked creates a certain feeling of community I feel is lost in the car. Waving through a car window does not encourage the same kind of interpersonal interaction as stopping to chat with a neighbor while walking a dog. These paths or trails will be the connective tissue that unifies the aesthetics and amenities found along this corridor.

Applying Corridor Vision to the Intersection

Quadrant 1: Lowes and Walgreens

Quadrant 2: Mixed-use Senior Living (Old Piggly Wiggly)

- Buildings must be taller- around 6 stories
 - o Paint top 2 or so floors a different color, rather than using setbacks, for architectural interest-maximize square footage
 - o “Neighborhood” dining and activity spaces on each floor- minimizes elevator and stair use, prevents congestion and protects resident safety
 - Floor by floor common area= 2,400 sq ft
 - Lounge= 300 sq ft
 - Medical storage= 350 sq ft
 - o Mainly even split of studios and 1 bedrooms with some 2 bedrooms, ranging from 350 to 1,100 sq ft
 - o Bottom floor
 - Tradition= fill with commercial and retail
 - New trend= fill with community center or rec space- could connect this with Satter field easily if located in PW spot
 - Whichever option, make sure bottom floor use will encourage outside visitors to use the space as well
- Use biophilic interiors, such as cool earth tones, to reduce anxiety
 - o Also, importance of views of green space/ natural elements for recovery
- Parking
 - o 1 space/unit
 - o Previous paved guest/ overflow lot with 20 spaces
- “Aging in place”- emphasis on continuum of care
 - o Offer short-term rehab rentals
- Example lot size= 45,862 sqft (1.05 acres)
- Example amenities:
 - o Healthcare shuttle
 - o Branch of local hospital or rehab facility
 - o Scheduled prescription drop-off- asset to Walgreens
 - o Restaurant-style dining
 - o Housekeeping and laundry
 - o 24 hour emergency response
 - o Education- tie in with UGA

Quadrant 3: Local Outdoor Food Court (Gaines School Shoppes)

- Keep footprint of Gaines School Shoppes
 - o 26,000 sq ft leasable space
 - o Currently divided into 7 businesses- each around 3,714 sq ft
 - Perspective- Kroger Street Market offers restaurant spaces between 2,000 and 3,000 sq ft- so the extra 700 or so sq ft could be used for small indoor seating
- Parking
 - o 26,000/ 2= 130,000 sq ft floor area / 100 sq ft= around 130 parking spots required
 - o 5 of these required to be handicap accessible, but would probably want 8 or more because of the emphasis on senior living
- Shared Outdoor Eating Space
 - o 12,588 sq ft

Quadrant 3 cont’d:

- o Some built in counter seating around perimeter of space
 - Some counter seating at wheel chair height so seniors or handicap users can access with ease
- o The rest will be movable furniture to maintain flexibility- movable stage, etc.
- o Café lighting
- o Retractable roof for inclement weather

Quadrant 4: Community Center + Urgent Care with Rehab Facility + Coffee Shop (Goodwill)

- Currently- Goodwill= 50,360 sq ft, Ollie’s= 49,080 sq ft, other businesses= 26,523 sq ft
 - o All of the designed spaces could fit within the area not taken up by Goodwill and Ollie’s- so it would be possible to keep these 2 businesses
- Community Center- average= 14,000 sq ft
 - o Teaching kitchen= 2,500 sq ft
 - o Art studio space= 2,000 sq ft
 - o Gym= 8,000 sq ft
 - o Theater= 1,500 sq ft
 - o Art gallery/ display space= 1,000 sq ft
 - o Total (without administrative and utility space)= 15,000 sq ft
 - 10 or 12’ wide hallways
 - o Parking= 15,000 sq ft assembly space/ 15= 1,000 people permitted/ 3 people= 333 spaces, 8 handicap required but include 10 or more
 - o This could create the perfect space for a senior-citizen elementary school mentoring network. The benefits for both parties have been attested to in previous studies.
- Urgent Care with Rehab Space
 - o Urgent Care= 3,000 sq ft
 - o Rehab facility= 1,200 sq ft
 - o Geriatric medical unit= 700 sq ft
 - o Total= 4,900 sq ft
 - o Parking= 4,900 sq ft/ 350 sq ft= 14 parking spaces, only 1 required to be accessible
- Coffee Shop= 2,200 sq ft
 - o Perspective- Panera= 4,600 sq ft
 - o Parking= 2,200 sq ft/ 100 sq ft= 22 spaces, 1 accessible required

Non-vehicular Circulation

- 9 to 10’ sidewalks preferred with textured or colored band at curb
- Special paved crosswalks with 8’ minimum at major intersections
- 4’ minimum planting strip between road and sidewalk- using native plants in signature plant palette
- Inclusion of 4’ bike lanes in accordance with ACC Bicycle

Intersection Inspiration Images



Mixed-Use Senior Living: Town Hall Chicago, exterior



Mixed-Use Senior Living: Long Beach Urban Senior Living, renderings



Outdoor Food Court: Leon's Full Service



Outdoor Food Court Square Footage: Krog Street Market



Community Center Building Form Inspiration



Community Center Building Material Inspiration



Senior Co-housing Therapeutic Gardens: Frog Song



Senior Co-housing Walkway Gardens: Silver Sage



Community Center Building Architectural Inspiration

Sources:
10 senior living design trends to watch in 2016. (n.d.). Retrieved August 28, 2016, from <http://www.mcknightsseniorliving.com/news/10-senior-living-design-trends-to-watch-in-2016/article/463937/>
Athens-Clarke County,GA Code of Ordinances: Parking (pp. 1-15, Rep.). (n.d.). Retrieved August 28, 2016.
Isaac, M. W. (2012). An Urban Continuing Care Retirement Community for the Twenty First Century (Master's thesis, University of Nebraska- Lincoln, 2014). Lincoln. Retrieved August 28, 2016, from Digital Commons.
Lessons Learned While Building A Community Center. (2008). Retrieved August 28, 2016, from <https://chuckwarnockblog.wordpress.com/2008/05/29/lessons-learned-while-building-a-community-center/>
Senior housing developers leave suburbia for urban areas. (n.d.). Retrieved August 28, 2016, from <http://www.mcknightsseniorliving.com/marketplace-columns/senior-housing-developers-leave-suburbia-for-urban-areas/article/463509/>

Lexington Road Corridor

Athens, GA

Conceptual Design

Concept 1



Ideology:

This design uses only existing buildings. In the program development phase, research showed that a few of the existing buildings, such as the Gaines School Shoppes and the building next to Ollie's, were close to the desired square footage for proposed program elements.

Though this retrofitting has the potential to save a good amount of money, it would still be an extensive undertaking. The existing buildings would require different amounts of interior and exterior work to improve their functionality and enhance corridor aesthetics.

Features:

All three concepts explore the same main group of program elements. They are as follows:

- Goodwill + Ollie's
- Senior living high rise
- Community center
- Farmers market
- Local outdoor food court
- Sidewalk and bike lane areas

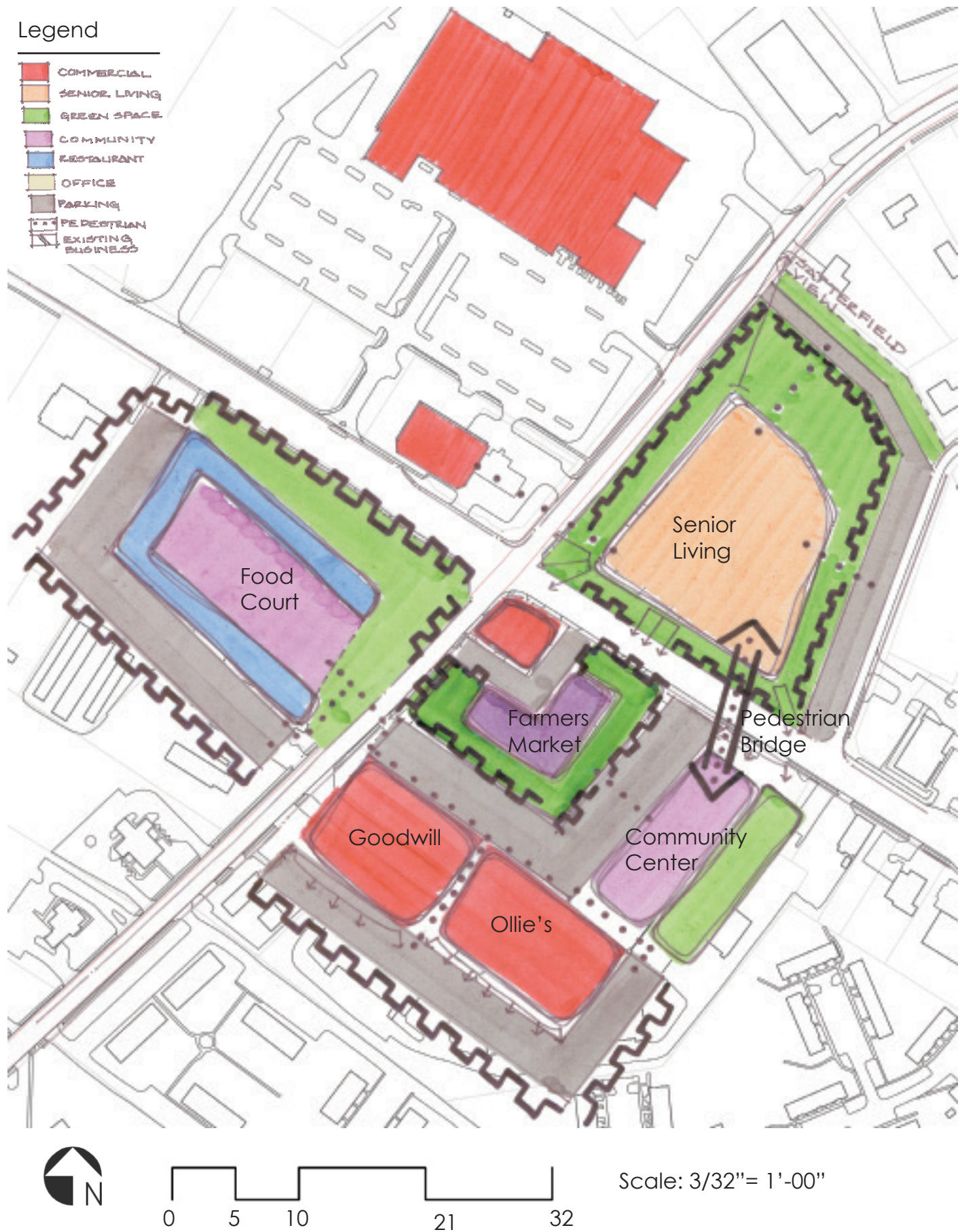
Pros:

- Lower construction costs
- Senior living closer to Satterfield Park
- Not disturbing existing businesses as much
- Gaines School Shoppes footprint ideal
- Senior living off road for safety
- Can surround senior living w/ green space
- Lease storage units to restaurants in food court for extra storage

Cons:

- Significant facade work required
- Constricted building form + placement
- Far distance from senior living to Walgreens
- No increased transparency to Sec. 8 housing
- Senior living would have to be taller because of small Piggly Wiggly footprint

Concept 2



Ideology:

This design explores using only proposed buildings. Though a few existing buildings have the necessary square footage for programmed elements, some of the structures were not in ideal locations. Using abstract shapes of similar scale to the usable buildings, I moved buildings around to experiment with different spatial and functional relationships.

Features:

All three concepts explore the same main group of program elements. They are as follows:

- Goodwill + Ollie's
- Senior living high rise
- Community center
- Farmers market
- Local outdoor food court

Additional program elements:

- Pedestrian bridge connecting senior living and community center

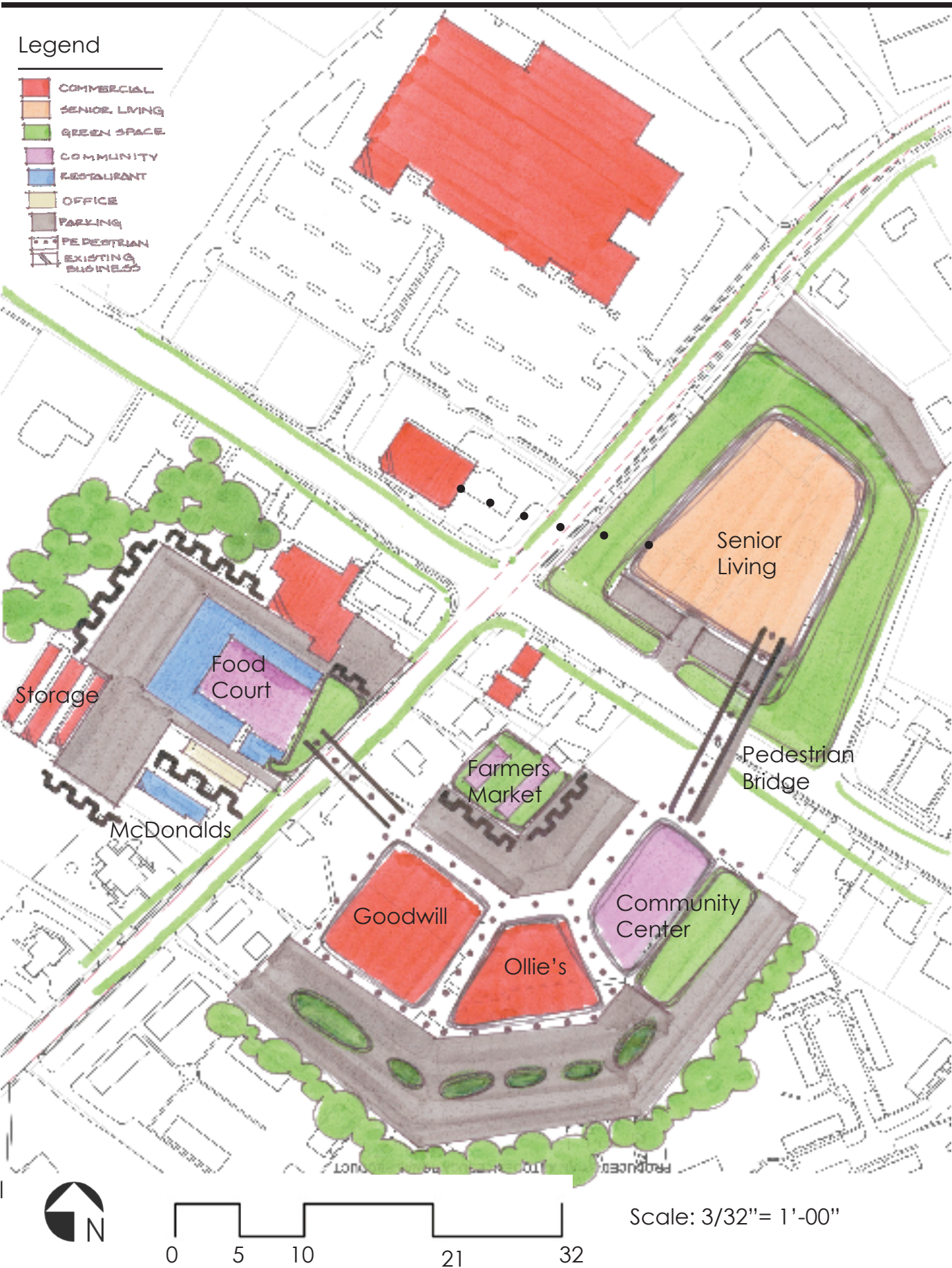
Pros:

- Easier connection between Walgreens and senior living
- Pedestrian bridge connecting senior living and community center feasible
- Surround senior living with green space
- Break up parking for Ollie's and Goodwill
- Increased visibility of Section 8 housing
- Closer proximity between food court and farmers market
- Food court larger with attractive lawn along corridor
- Greater control over aesthetic and function

Cons:

- Senior living farther from Satterfield
- High construction costs
- Ollie's and Goodwill out of business during construction
- Gets rid of more existing businesses
- Not as much community support for new development

Concept 3



Ideology:

This design combines aspects of the first and second concepts, employing both existing and proposed buildings. Going beyond square footage, this concept analyzes which buildings are ideal for program uses based on location, size, and orientation. For proposed elements currently not met along the corridor, new structures are proposed to enhance spatial and functional relationships at this intersection.

Features:

All three concepts explore the same main group of program elements. They are as follows:

- Goodwill + Ollie's
- Senior living high rise
- Community center
- Farmers market
- Local outdoor food court
- Sidewalk and bike lane areas

Additional program elements:

- Pedestrian bridge connecting senior living and community center

Pros:

- Easier connection between Walgreens and senior living
- Pedestrian bridge connecting senior living and community center feasible
- Surround senior living with green space
- Break up parking for Ollie's and Goodwill
- Increased visibility of Section 8 housing
- Closer proximity between food court and farmers market
- Inclusion of green space in front of food court for increased screening and identity
- Greater control over aesthetic and function than with all existing buildings
- Do not disturb or remove as many existing businesses
- Increase in pedestrian and bike-friendliness of area

Cons:

- Senior living farther from Satterfield
- High construction costs for new development and facade redesign
- Ollie's and Goodwill out of business during construction
- Pedestrian bridge between senior living and community center longer- and therefore more expensive
- Some community resistance to new development

Analysis

After looking at all three design concepts, I want to pursue my third idea. I believe this mix of new and existing structures creates opportunities for aesthetic cohesion along this corridor, while respecting some of the existing businesses currently functioning along Lexington Road. Below, there is a breakdown of which buildings will be existing and which will be new development with greater depth into my rationale.

- Local Outdoor Food Court

The proposed food court will be housed within the existing Gaines School Shoppes. The leasable square footage of this building provides adequate space for a collection of between 9 and 10 restaurants. The physical shape of this building lends itself to the idea of the shared courtyard and eating space. The U-shape also orients itself towards the proposed farmers market and community center area. Though the shoppes will need significant facade work to become more attractive, each restaurant will have a chance to customize their piece of the store front, giving their area a distinct identity.

- Farmers Market

The farmers market will be located in the current self-service car wash and the vacant building next door. The separate stalls for cars will make ideal farmers market booths with some coverage for inclement weather. The small building next door could be used for more produce or for artisan crafts or local merchandise. Because of their proximity to each other, some sort of symbiotic relationship may be possible between the farmers market and food court. For this dynamic to occur, a safe pedestrian crosswalk would be necessary to promote this transference of patrons and product.

- Goodwill, Ollie's, and Community Center

Though the existing buildings in this quadrant have good square footage, they are not in a desirable location. By nesting these three uses in closer to the corridor, they become more accessible by foot or bike. Their orientation emphasizes the intersection and celebrates these buildings' relationships with the uses found in the other quadrants. Also, this creates room in the rear of the lot to divide parking between front and back to avoid the current monotonous asphalt desert found on site. I believe a new and smaller front parking lot could have significant effects on the aesthetic of this corridor as well. By creating 3 distinct buildings, there will be increased visibility to the Section 8 housing located behind this parcel. This could contribute to both actual crime and the perception of crime within this portion of the corridor.

-Senior Living

The major issue with using the existing Piggly Wiggly is size and shape. An important factor when designing this space is providing all residents with views of nature. What shape this will create is to be determined, but the flexibility of creating a completely new footprint allows for each potential resident to have the highest quality experience. Also, by increasing the size of the footprint, the number of building stories required decreases. This can be crucial when it comes to safety and accessibility for the elderly. Though I do not want this building to get too tall, I think a 5 to 6 story structure could create an interesting juxtaposition with the rest of the relatively flat corridor.

Lexington Road Corridor

Athens, GA

Master Plan

The Corridor's Call to Action

50% of current residents live ALONE —————> Community + Identity



Downtown Athens



Surrounding Countryside



Single Residents



Corridor Community



Corridor Business

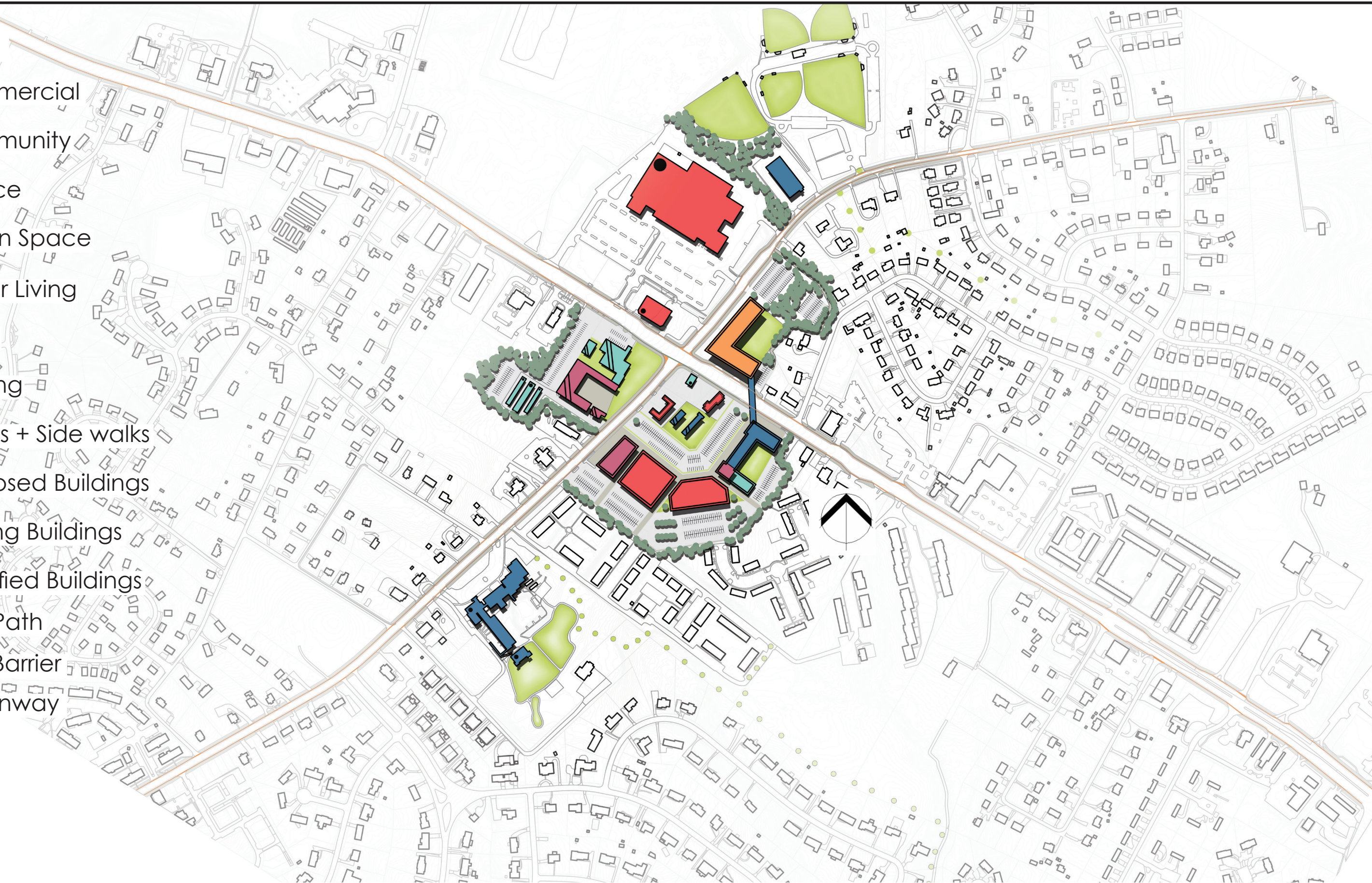
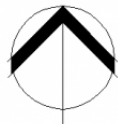


Employment for Locals

Corridor Master Plan

Legend

- Commercial
- Community
- Service
- Green Space
- Senior Living
- Food
- Parking
- Plazas + Side walks
- Proposed Buildings
- Existing Buildings
- Modified Buildings
- Bike Path
- Bike Barrier
- Greenway



Intersection Site Plan

Legend

- Commercial
- Community
- Service
- Green Space
- Senior Living
- Food
- Parking
- Plazas + Side walks
- Proposed Buildings
- Existing Buildings
- Modified Buildings
- Bike Path
- Bike Barrier
- Greenway



Intersection Site Plan

Building Study



"Aldi", source: Google Images



"Jittery Joe's", source: Google Images



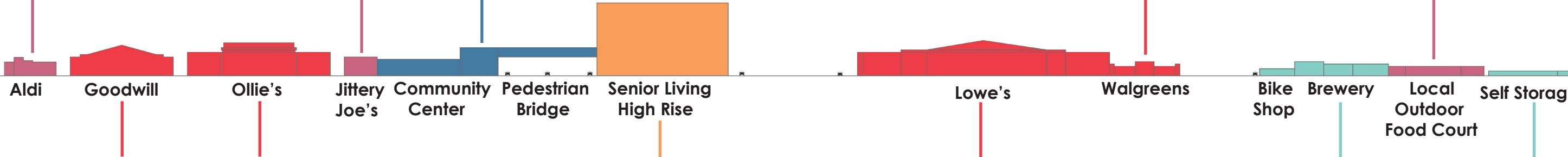
"Modern Community Center", source: Google Images



"Walgreens- Evening", source: Google Images



"Leon's Courtyard", source: Google Images



"Goodwill ", source: Google Images



"Ollie's Bargain Outlet", source: Google Images



"Modern Community Center", source: Google Images



"Lowe's", source: Google Images



"Brewery Exterior", source: Google Images

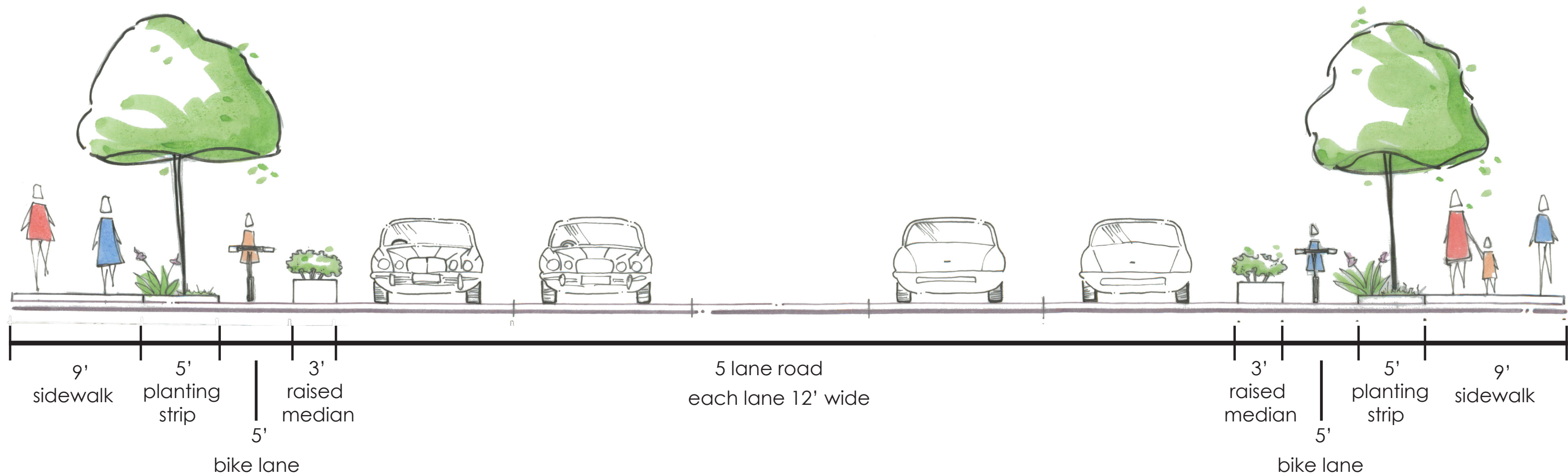


"Self Storage", source: Google Images

- Commercial
- Community
- Service
- Senior Living
- Food

Intersection Site Plan

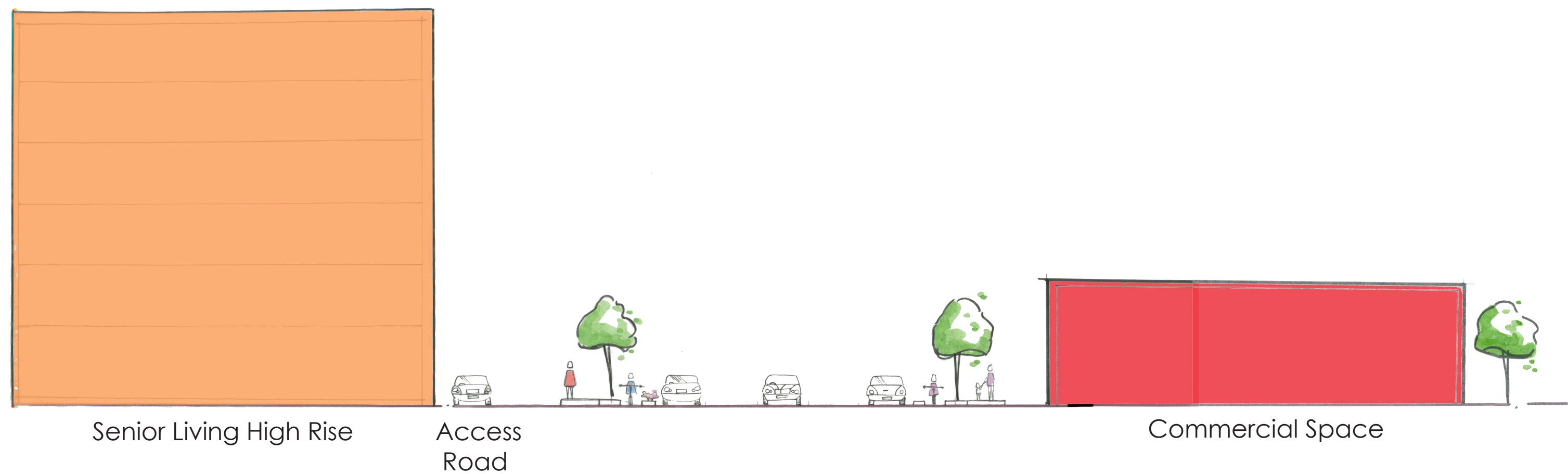
Transportation Study



Lexington Road Cross Section
NTS

Intersection Site Plan

Transportation Study



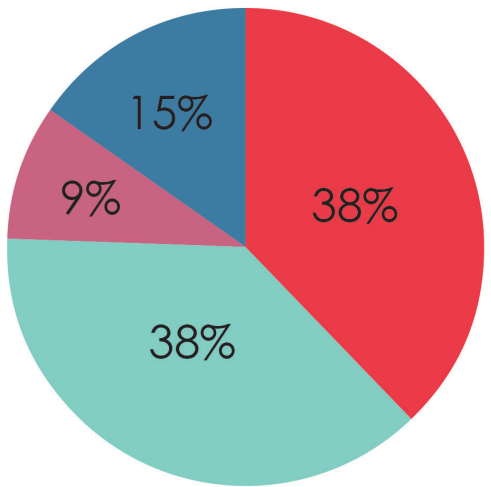
Lexington Road Cross Section 2
NTS

Lexington Road Corridor

Intersection Composition Study



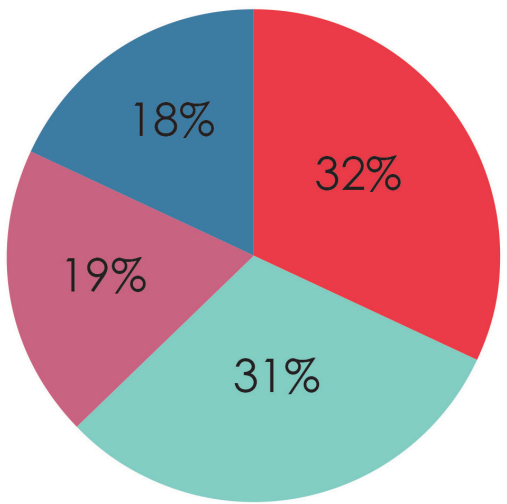
Existing Business Composition



Businesses Lost

- Aaron's Furniture
- Ferrell Gas
- Nationwide Money Services
- Great American Loan
- Verizon
- Krystals

Proposed Business Composition



Businesses Gained

- Aldi
- Urgent + Geriatric Care
- Jittery Joes Coffee Shop
- Community Center
- Senior Living
- Brewery
- Local Outdoor Food Court
- Bike Shop + Storage

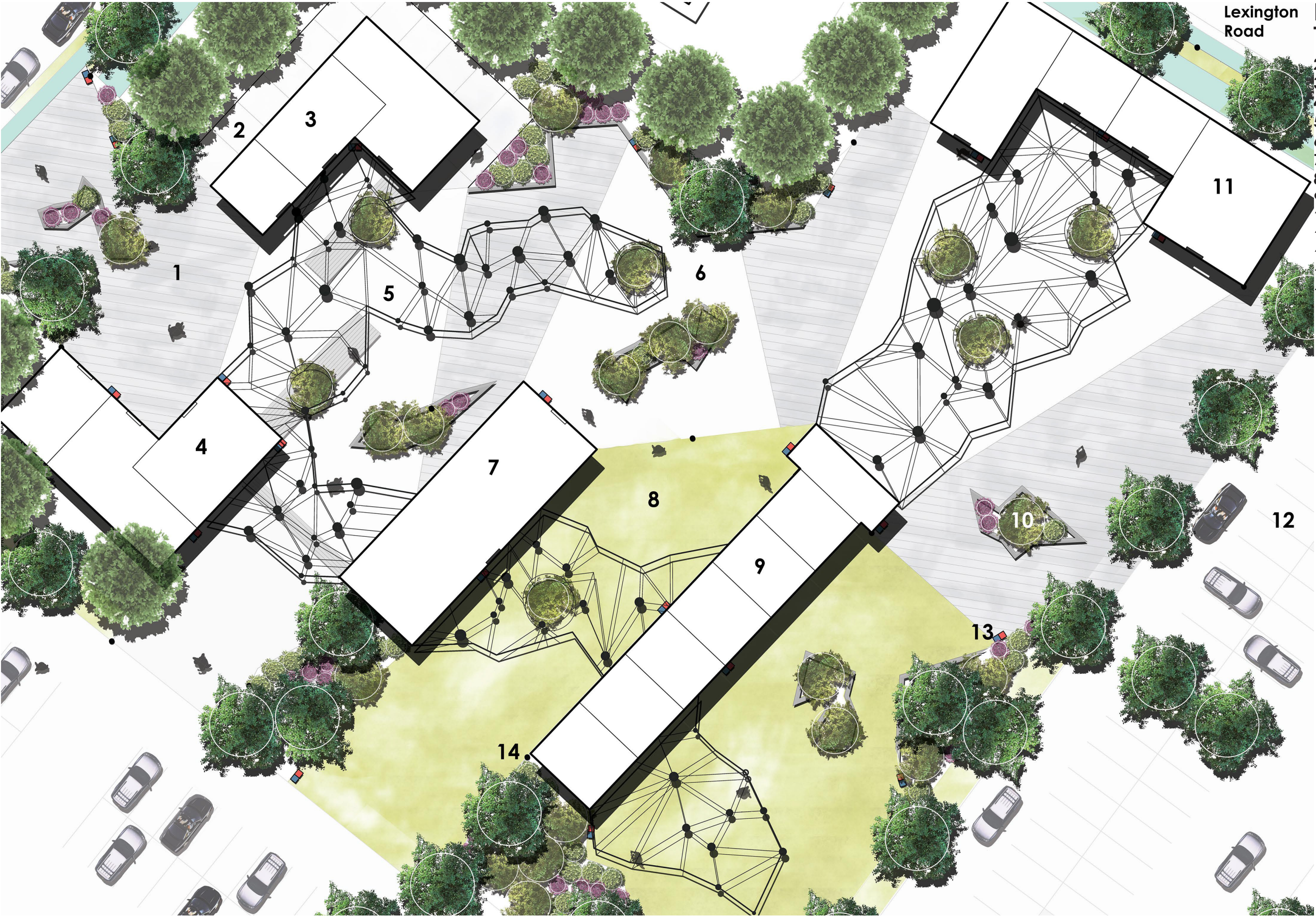
- Commercial
- Community
- Service
- Food

Lexington Road Corridor

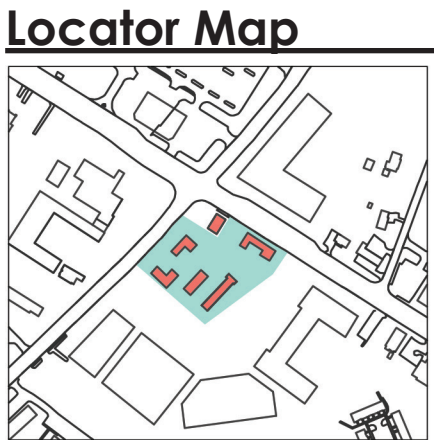
Athens, GA

Site Plan

Site Plan



- Legend
- 1 - Entrance Plaza
 - 2 - Ramp Access
 - 3 - Commercial Space
 - 4 - Commercial Space
 - 5 - Overhead Structure
 - 6 - Central Plaza
 - 7 - Farmers Market
 - 8 - Lawn Space
 - 9 - Farmers Market
 - 10 - Seat Wall + Planting Bed
 - 11 - Commercial Space
 - 12 - Parking Lot
 - 13 - Trash + Recycling
 - 14 - Lighting



Site Plan

Supporting Graphics



Entrance Plaza Perspective: NTS

This perspective highlights the proportions of the architecture and seat walls, which are explored to create a comfortable human scale within the space. This graphic also portrays some of the materiality. In the foreground there is a grey wood decking and poured concrete seat walls. The buildings themselves feature iron and glass doors, reminiscent of agriculture and industry, along walls of painted brick or colored siding. The ease of paint allows each business to make their mark on their portion of the facade.

Site Plan

Supporting Graphics



Farmers Market Perspective: NTS

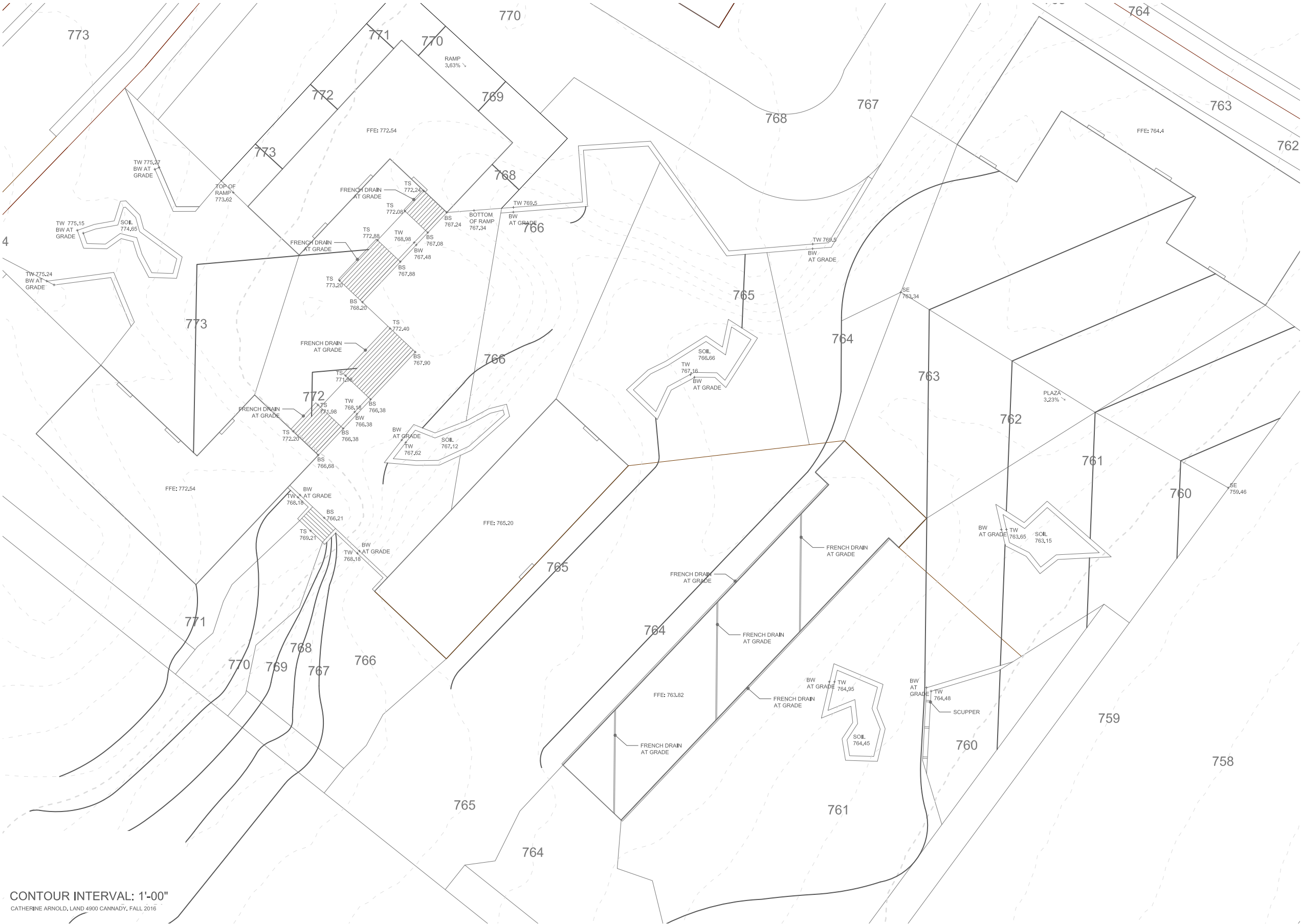
This rendering shows the lawn area surrounded by the 2 retrofitted farmers market buildings. Simply updating the facades with simple paint colors modernizes the building while allowing the focal overhead structure to stand out. This multi-plane beam network weaves around the site connecting buildings and site uses. Cut out within the structure are areas for trees to grow through.

Lexington Road Corridor

Athens, GA

Grading Plan

Grading Plan



CONTOUR INTERVAL: 1'-00"
CATHERINE ARNOLD, LAND 4900 CANNADY, FALL 2016

Lexington Road Corridor

Athens, GA

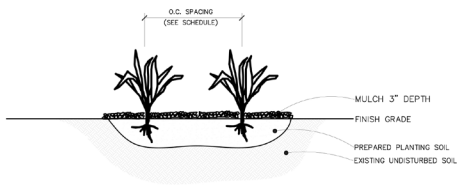
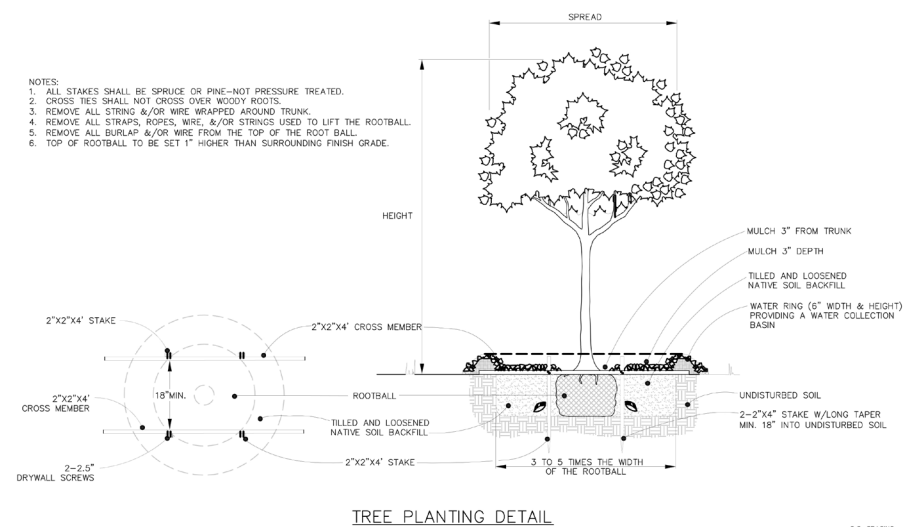
Planting Plan

Planting Plan

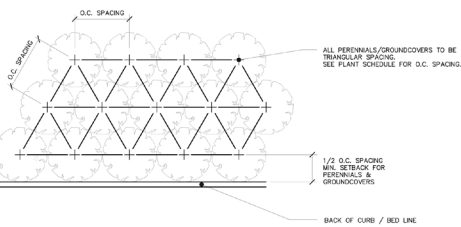
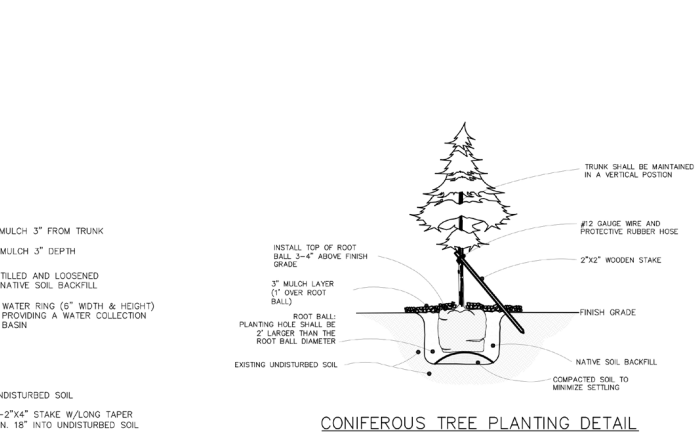
Planting Plan

PLANTING NOTES:

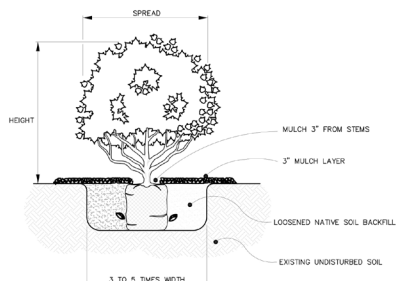
- The Contractor shall locate and verify the existence of all utilities prior to starting work.
- No plant shall be put in the ground before rough grading has been finished and approved by the Project Architect or equal.
- Contractor shall mark locations of all trees and plant beds for approval of Landscape Architect prior to installation.
- All materials shall conform to the guidelines established by the current American Standard for Nursery Stock, published by the American Association of Nurserymen.
- All plants shall be installed as per details and the contract specifications.
- All plants shall be balled and wrapped or grown as specified. No container stock shall be accepted if rootbound. ALL root wrapping material made of synthetics or plastics shall be removed before planting.
- With container grown stock, the container shall be removed and the ball shall be cut through the surface in two vertical locations.
- All plant beds shall be neatly edged with 2” deep trench borders.
- All areas within plant beds to be mulched with 3” deep decomposed hardwood bark mulch. Bring mulch away from the base of the trees by 2”.
- All turfgrass sod areas to be Cynodon dactylon ‘Sundevil’, machine cut, with strong fibrous root systems.
- Do not prune central leaders of trees.
- Stake all trees on slopes and any other tree indicated by Landscape Architect.
- All plants and stakes shall be set plumb unless otherwise specified.
- All plants shall be watered thoroughly twice during the first 24 hour period after planting. All plants shall then be watered weekly, as necessary, during the first growing season.
- Contractor is responsible for maintenance of plants, including watering and weeding, until time of final acceptance.
- Contractor to warranty planting for a period of one year after date of final acceptance by Owner.



PERENNIAL/GROUNDCOVER PLANTING DETAIL



PERENNIAL/GROUNDCOVER SPACING DETAIL



SHRUB PLANTING DETAIL

BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	FLOWER DETAILS	FRUIT DETAILS	FALL COLOR	SPECIAL CHARACTERISTICS
<u>Bambusa multiplex</u> 'Green Giant'	Green Giant Bamboo	25-35 feet	1-6 feet				Clumping bamboo to avoid spread
<u>Cornus caroliniana</u>	American Hornbeam	20-35 feet	20-35 feet	Mix of single and multi-trunk specimens		Yellow, orange, and red color	Easy to maintain
<u>Ginkgo biloba</u>	Ginkgo	50-80 feet	30-40 feet		Male only to avoid fruiting		Male specimens only
<u>Thuja plicata</u> 'Green Giant'	Green Giant Arborvitae	40-60 feet	12- 18 feet				Fast growing screen tree
<u>Ilex glabra</u>	Inkberry	3-4 feet	3-4 feet				Air pollution and erosion tolerant
<u>Alchemilla mollis</u>	Lady's Mantle	1-1.5 feet	1.5 – 2.5 feet	Chartreuse green, small flowers in June			
<u>Carex graci</u>	Gray Sedge	2-3 feet	1.5 -2 feet	Yellow-green club flowers from May to October			
<u>Pennisetum alopecuroides</u>	Fountain Grass	2.5-5 feet	2.5-5 feet	pink-white bristly flower from June to February		Golden yellow	Drought and air pollution tolerant
<u>Pennisetum peniculata</u> 'Becky Towe'	Summer Phlox	1.5-2 feet	1-1.5 feet	Fragrant cherry red flower from July to September			
<u>Cynodon dactylon</u> 'Sundevil'	Roll						

Planting Plan

BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	FLOWER DETAILS	FRUIT DETAILS	FALL COLOR	SPECIAL CHARACTERISTICS
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<i>Carpinus caroliniana</i>	American Hornbeam	20-35 feet	20-35 feet	Mix of single and multi-trunk specimens		Yellow, orange, and red color	Easy to maintain
<i>Ginkgo biloba</i>	Ginkgo	50-80 feet	30-40 feet		Male only to avoid fruiting		Male specimens only
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<i>Cynodon dactylon</i> 'Sundevil'	Roll						



Green Giant Bamboo



American Hornbeam



Ginkgo



Green Giant Arborvitae



Inkberry



Lady's Mantle



Gray Carex



Fountain Grass



Summer Phlox



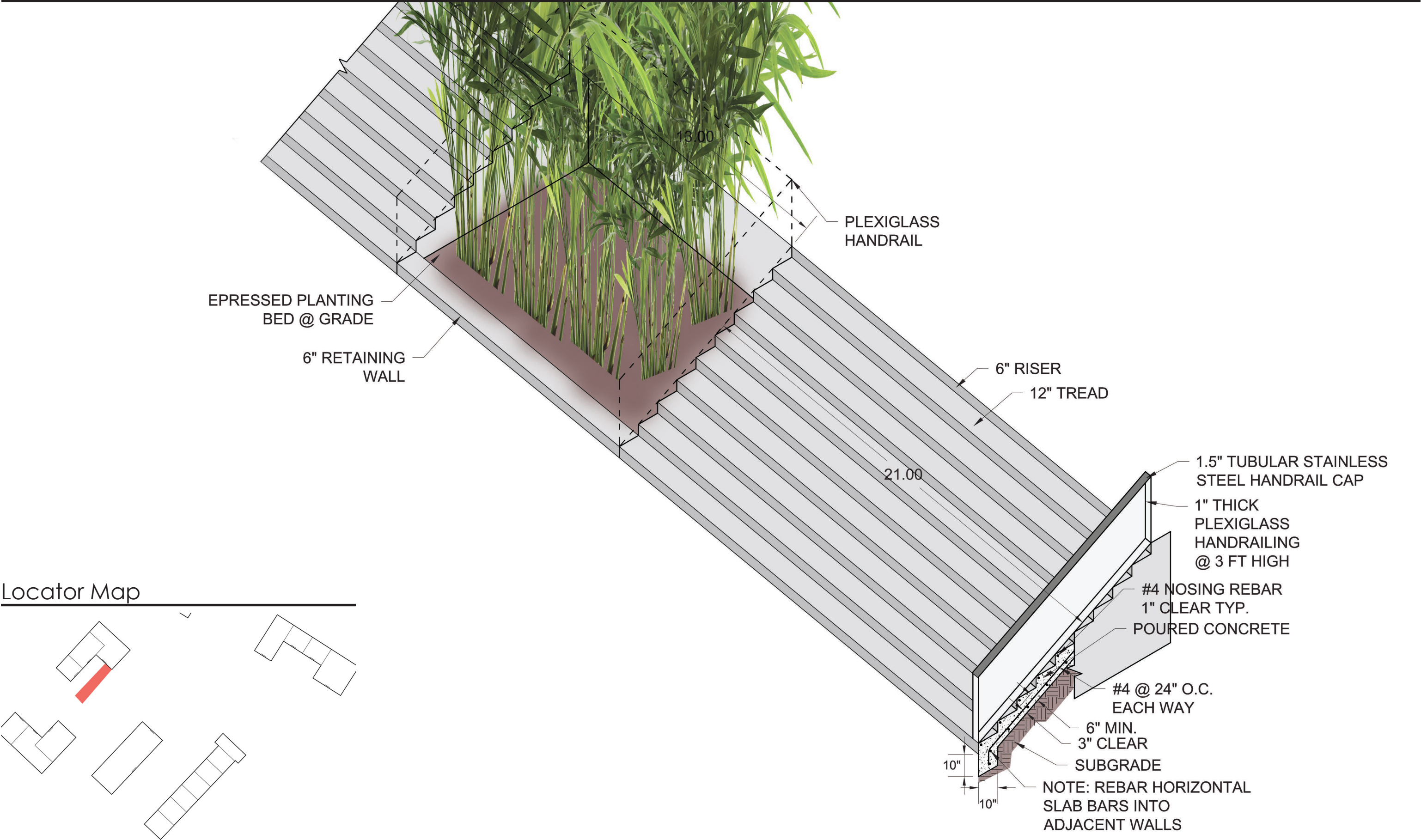
Hybrid Bermuda Grass

Lexington Road Corridor

Athens, GA

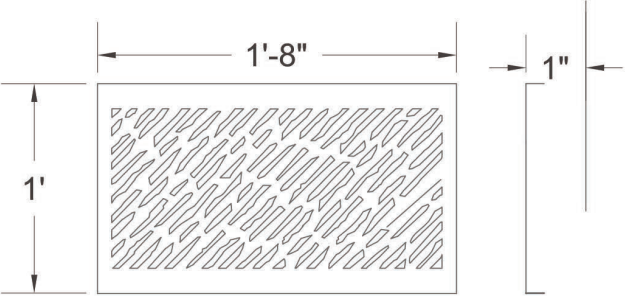
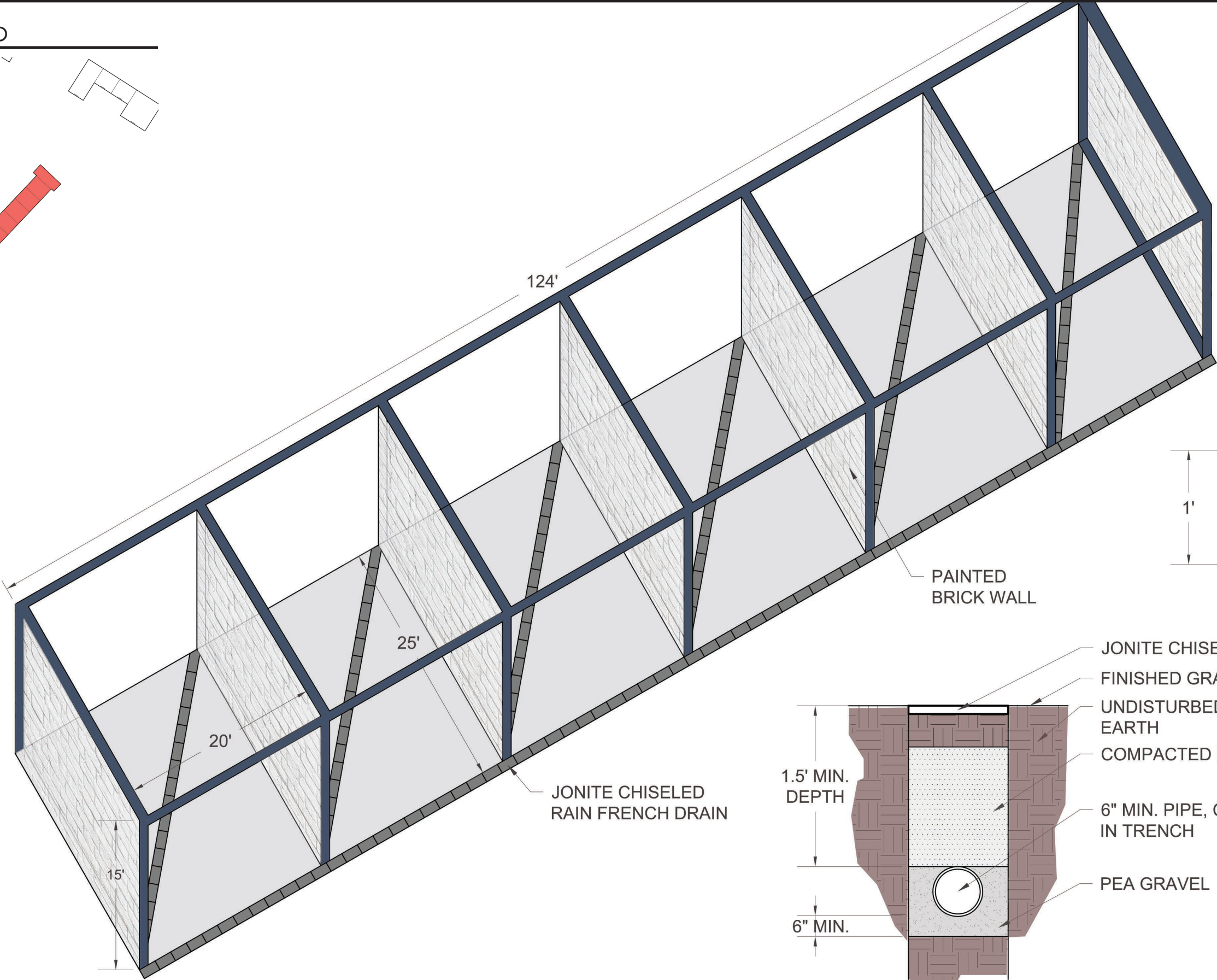
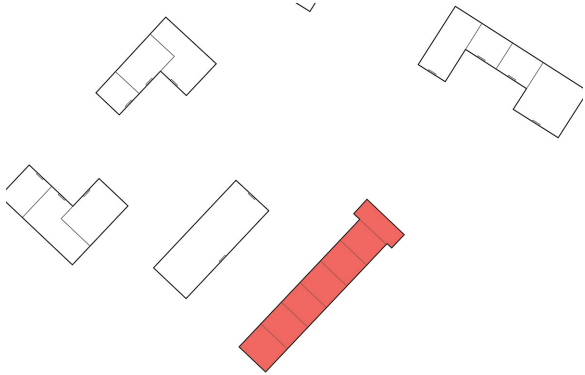
Construction Details

Stair Detail

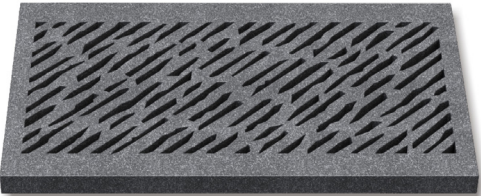
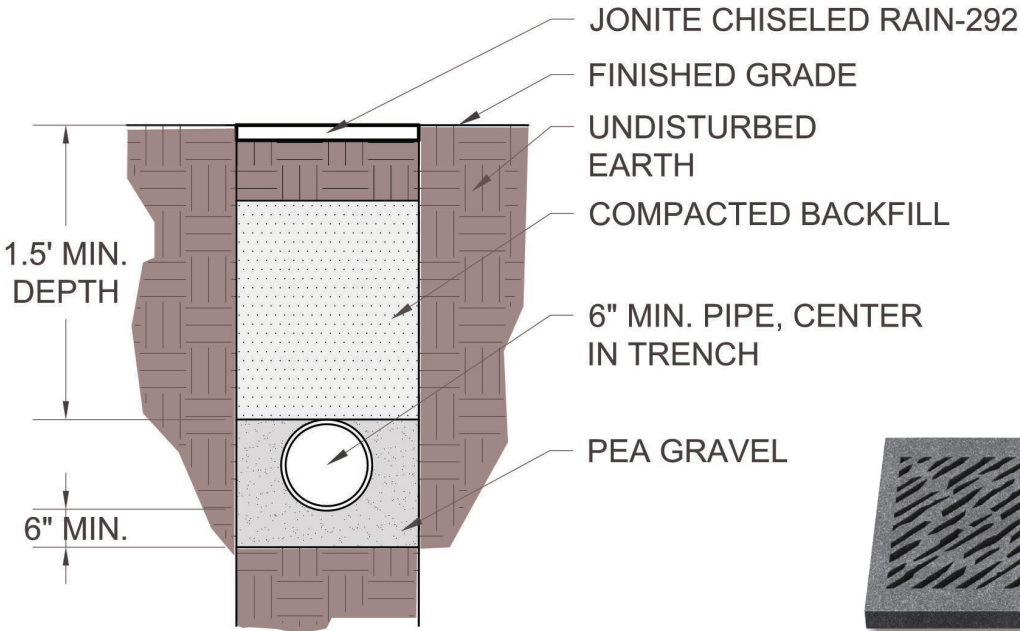


French Drain Detail

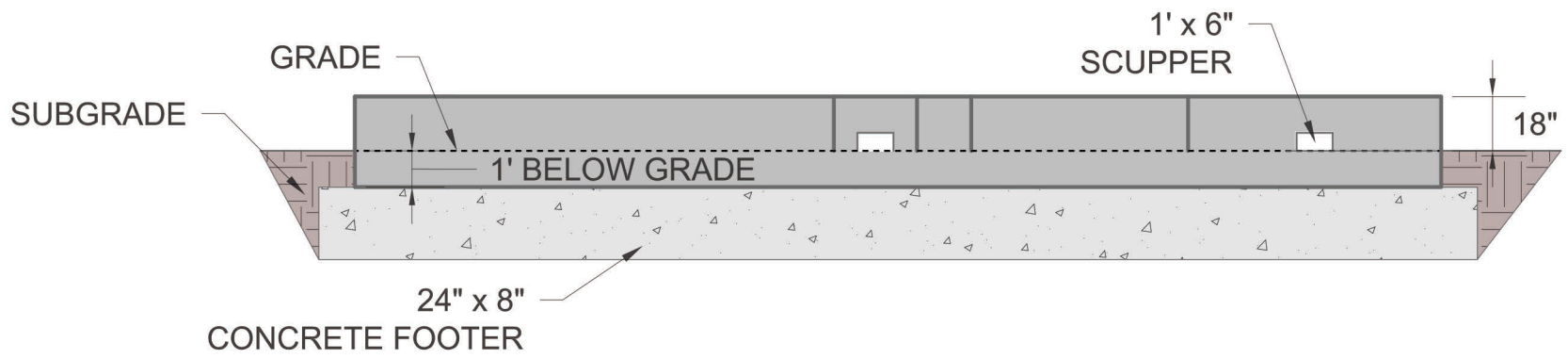
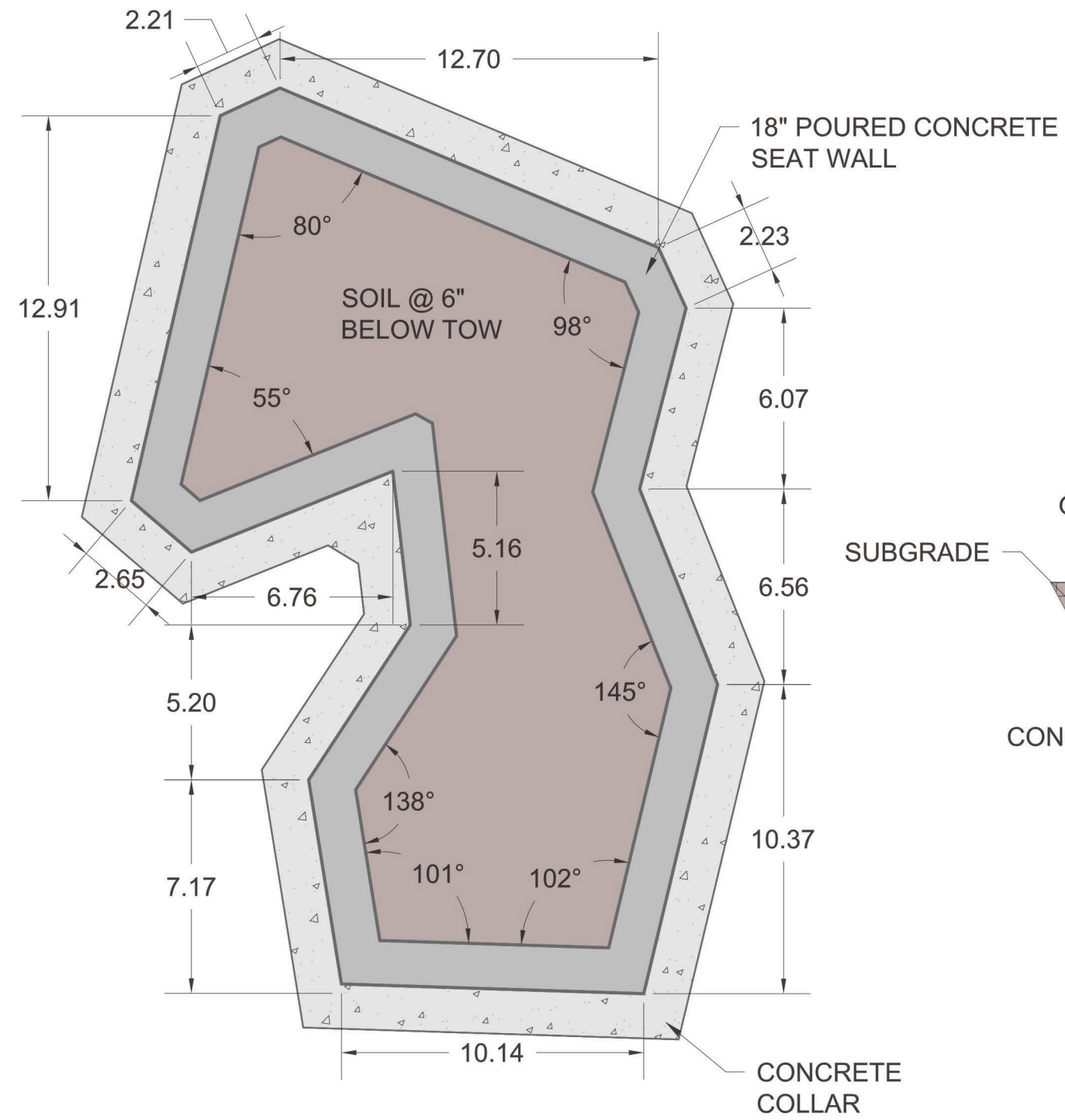
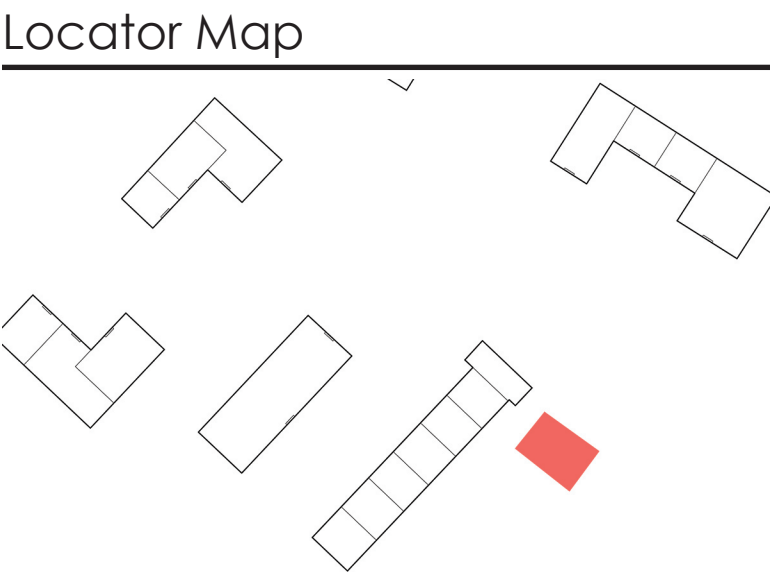
Locator Map



Jonite
Model: Chiseled-Rain- 292

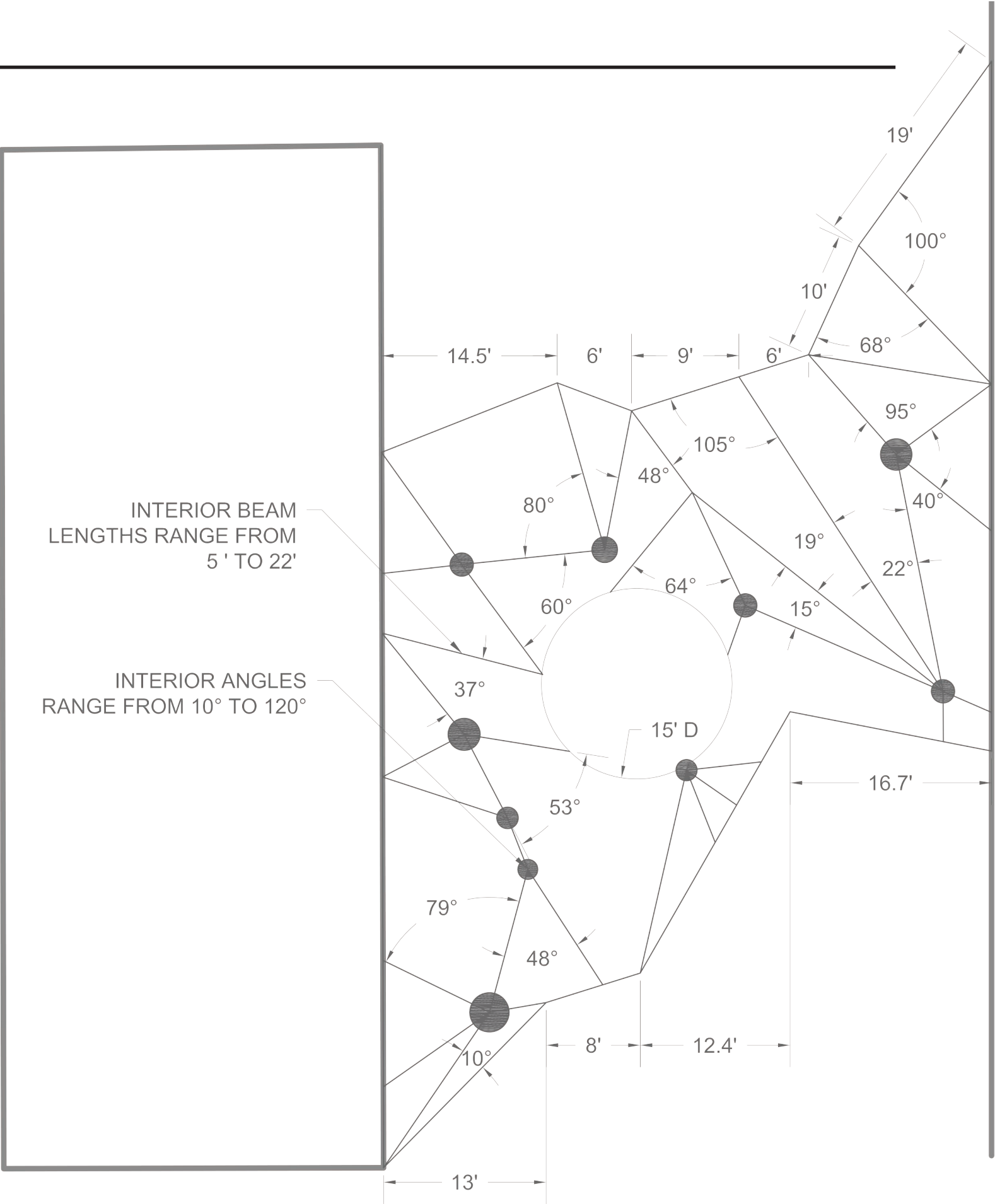
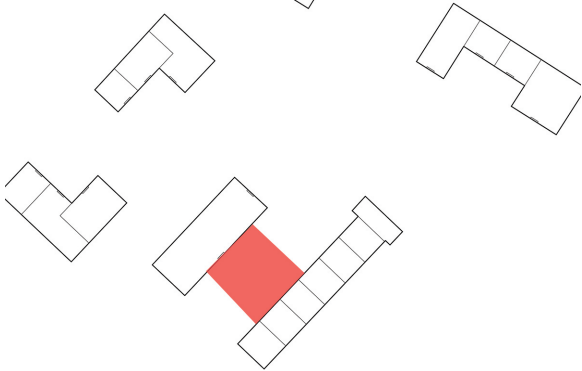


Seat Wall Detail

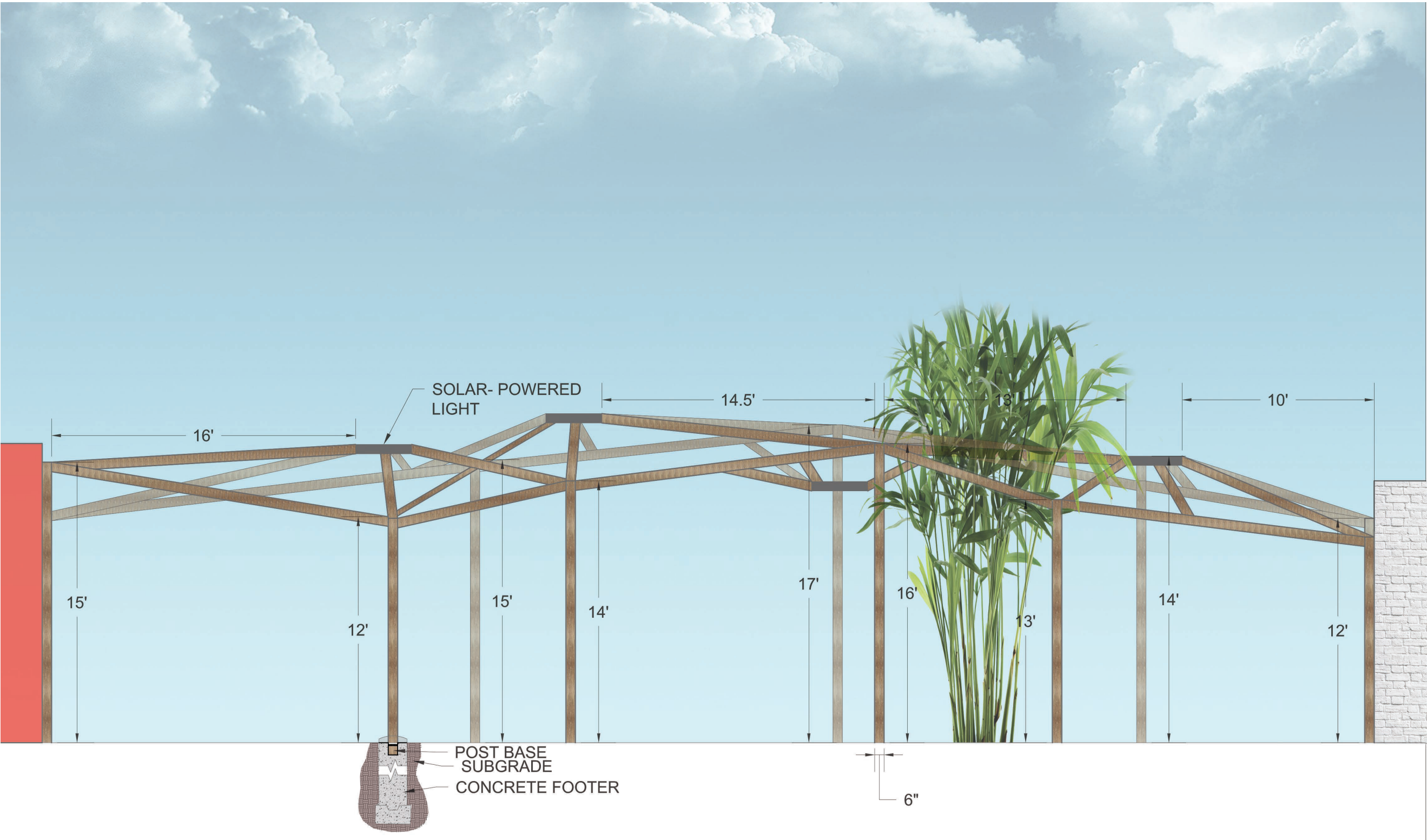


Overhead Structure Detail

Locator Map



Overhead Structure Detail cont'd.



Made from 6" thick wood posts

Overhead beams range in height from 12 to 19 feet throughout the entire structure



Inset, solar-powered copper lighting to blend into the wood and eliminate need for excess cords