

Lexington Corridor Redesign

Professor Cannady LAND 4900 Fall 2016

Devin McCloskey

Program Development

Bike/Walk Trail System

- The Greenville Swamp Rabbit trail is very popular and highly utilized. I want to create a smaller version of this on the East side of Athens to create a feeling of togetherness and pride for the area.



- There will be two nodes, one at the existing 'park and ride' lot at exit 8 of the loop. The other node will be next to the existing Southeast Clarke Sports Complex.
- The trail system needs to be desirable and appealing, surrounding landscaping will have to be improved.



- A similar path could be established along Gaines School Road, perpendicular to Lexington, and one day expanded to extend towards Barnett shoals and college station roads.
- Donation cards will be sent to all residents of Athens to allow for individual sponsorship of the trail.



- The trail system will have a side path off Lexington road extending towards Dekle Lake to create a new rec space with plenty of outdoor opportunities.
 - The area around Dekle Lake should be purchased by the county and preserved in a land trust.



- There will be parcels of land along this trail dedicated specifically to the development of restaurants and retail stores.
- Within this trail system there will be a 'self-guided' tour with key destination points along the way.
 - This will encourage exploration of the area.
 - This will also create economic stimulus in the area by giving people places to spend their money such as restaurants, retail shops etc.
- Bidding by existing businesses to propose the trail going through their stores?

Green Spaces

- The preservation of non-developed land is essential to the restoration of this area. I propose these spaces be purchased by the county for future recreation uses.



- Several 'nodes' will be established with different recreation opportunities, they will all be connected by the new trail system.
 - Dekle Lake will be one node offering hiking and biking trails, along with a recreation center with an outdoors merchandise store and a restaurant.
 - Southeast Clarke Park will be another recreation node. This will offer more of the active recreation opportunities as well as trails going to Pettit Lake.
 - The other end of the 'park and ride' system will be here.
 - Community garden area will be behind the Oaks apartment complex. This will be the third node with some sort of recreation connection to cedar creek



- To increase utilization of Southeast Clarke Park, there will be a farmers market open to many different types of vendors that will be open every Saturday during season, and every other Saturday during fall and early spring. Closed during the winter.
 - This will give people motivation to grow crops at the community garden, giving the option to sell their wares.
 - This also give the surrounding farmland a chance to sell their produce locally.
 - Restaurants will be encouraged to participate in 'farm-to-table' items.



Increase Retail Value

- Give the first 5 restaurants and first 5 retail shops to open stores in this area an extensive tax break for the first five years of business.
 - These places must be approved by a committee.
- All existing commercial business along this section of Lexington Road must be required to add landscaping to help beautify the streetscapes, compliance with this will be rewarded with tax breaks.
 - 1 tree per 50 sq. ft.?
 - need to research the validity of this option.

Stormwater Control Capabilities

- At several strategic places, stormwater retention areas will be installed.
 - They will be disguised as aesthetically pleasing recreational areas and will serve as a dual purpose.
- Main stormwater area – Dekle Park area.

- This area needs more research.



Vehicular Circulation Improvement

- Trolley system to be established running along the new trail system.
- The two nodes will be the park and ride lots at exit 8 and the southeast Clarke sports complex.
 - Research size of lot needed and how many parking spaces.
- Ideally, the trolley will have its own lane and will not be restricted to traffic patterns and congestion.
 - This will attract many people to using the trolley so they don't have to deal with the traffic.
- Trolley will make stops at all key trail system destinations.
- Find a way to differentiate the trolley system from the public transportation system?



Residential/Community Improvements

- Instead of urban sprawl, help with the restoration of existing apartment complexes and housing communities.
 - In non airport restricted areas encourage multistory buildings with communal greenspaces and connectivity.
- Community garden areas will be established to create intercommunity connectivity.
 - (locations need to be researched).

Site Inventory and Analysis

Lexington Road Revitalization

1. Existing Land Use
2. Traffic Patterns
3. Walkability
4. Hydrology

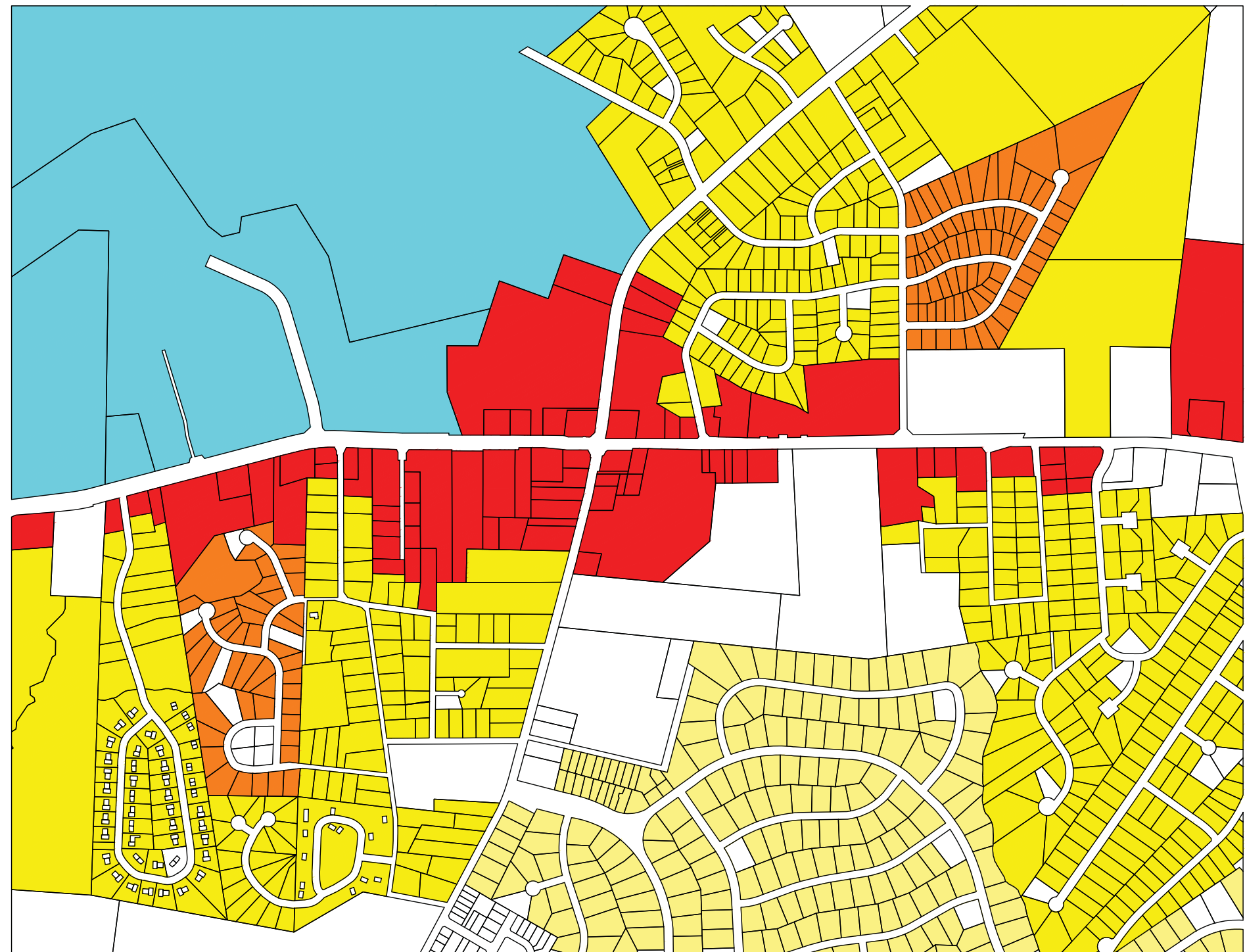
Existing Land Use

When designing a site, the existing land use analysis is a critical component. Whether completely redesigning or simply enhancing a space, having knowledge of the surrounding areas is one of the most important aspects of the site inventory and analysis phase. Having this knowledge allows you to set specific goals for your designs and to be wary of certain challenges that your site may face.

LEGEND

- Single-Family Residence
5,000 sq. ft. min.
- Government
Airport
- Commercial
General
- Single-Family Residence
25,000 sq. ft. min.
- Single-Family Residence
15,000 sq. ft. min.
- Other
*Commercial Office, Agriculture,
Mixed Density Residential*

To Downtown Athens



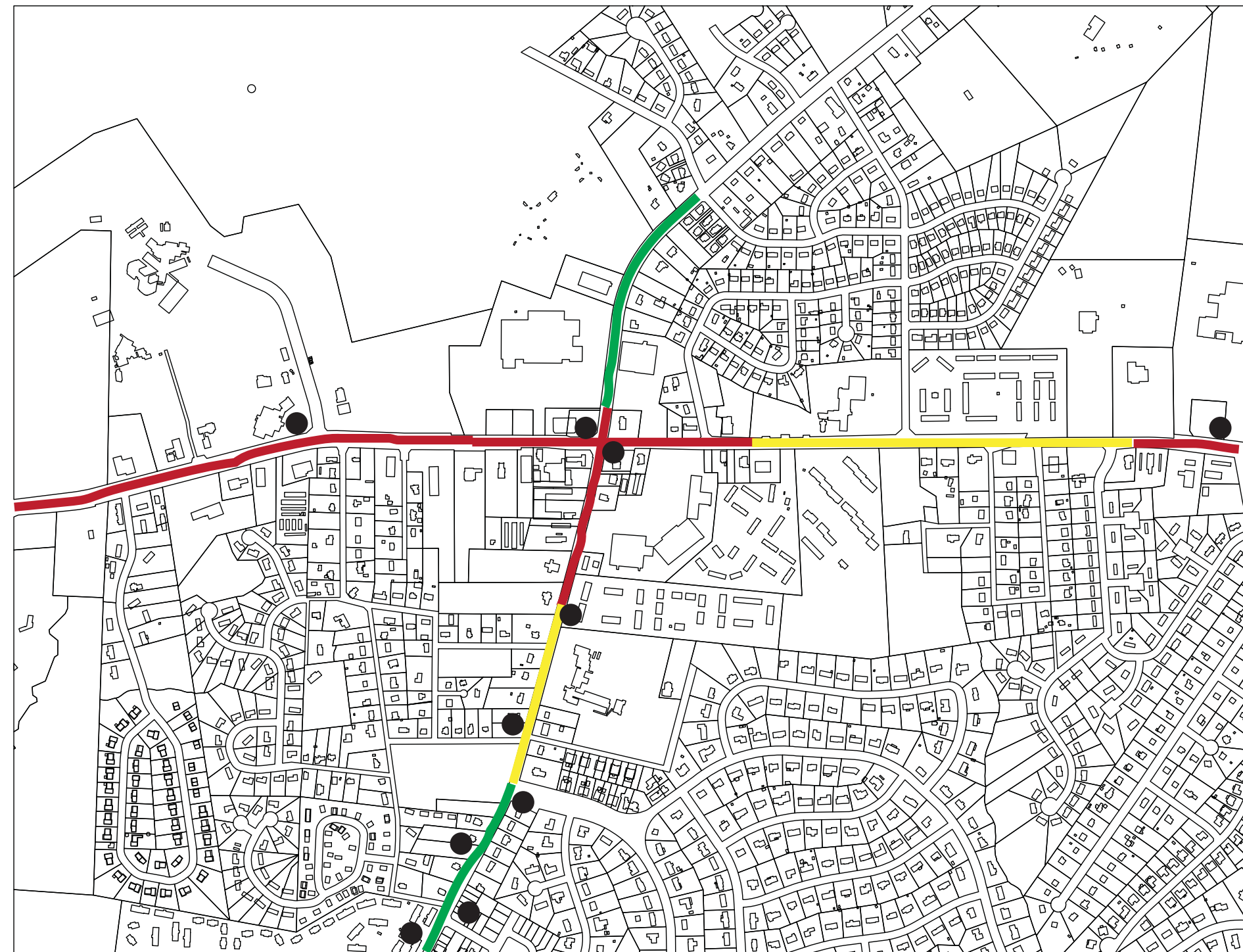
Traffic Patterns

Traffic flow is an imperative analysis aspect. In a heavily transversed area such as Lexington Road, knowing how to ease and alleviate traffic jams is one of the most important features of the first phase of design. The first people think of when driving to a new place is how pleasant their driving experience was. My goal is to alter traffic flow to efficiently manage times of heavier commutes.

LEGEND

- Heavy Congestion
- Medium Congestion
- Light Congestion
- Athens Public Transit Stop





To Downtown Athens



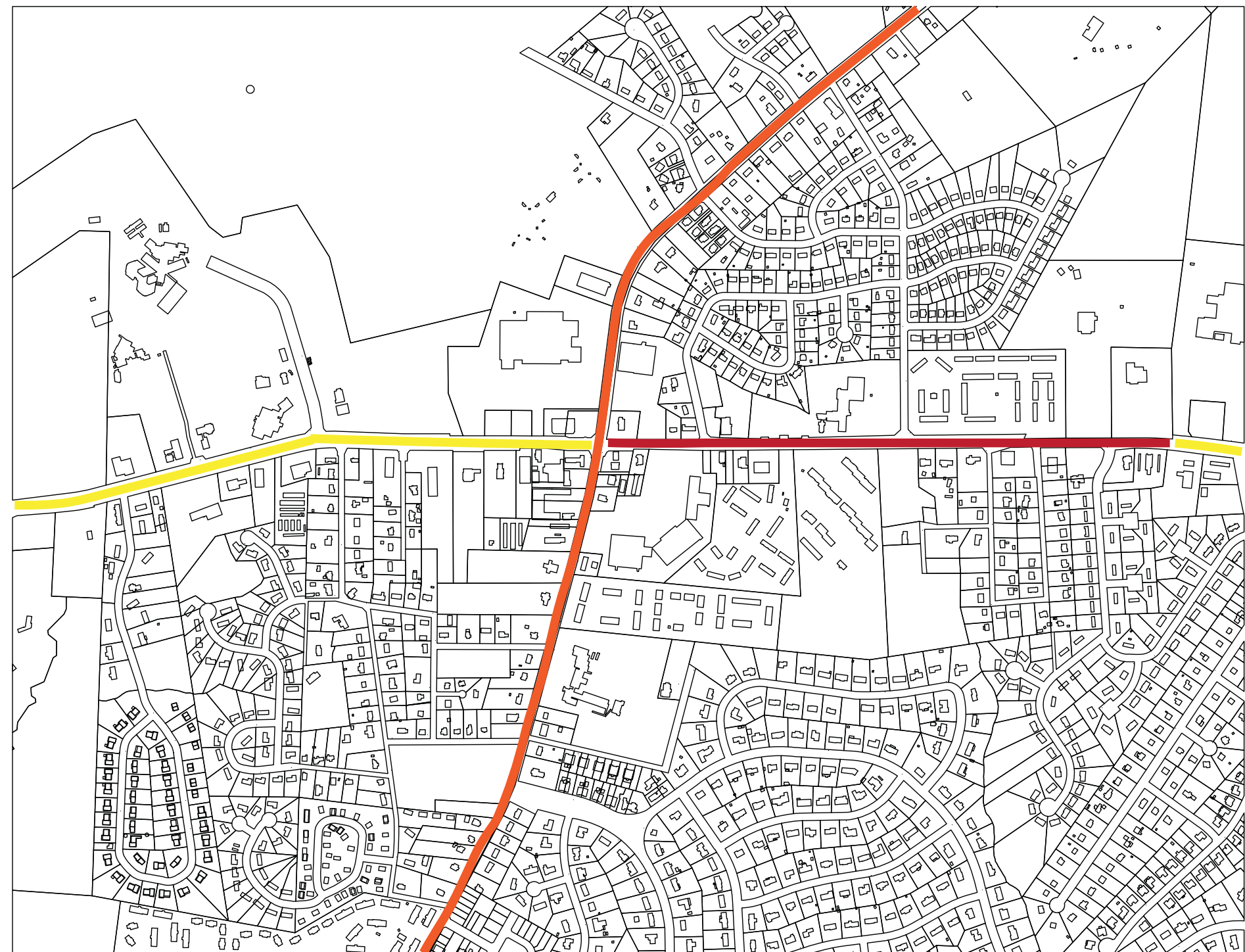
Walkability

One of the most desirable aspects of living in a well-populated area is the convenience and experience of getting from place to place. This walkability map points out how non-convenient Lexington Road is for anyone not in a vehicle. One of my main goals for this redesign is to take all of the small walkable spaces and to combine them into one large well-connected area that everyone can enjoy.

LEGEND

-  Enjoyable Walkability
-  Undesirable Walkability
-  Average Walkability
-  Bike Lane

To Downtown Athens

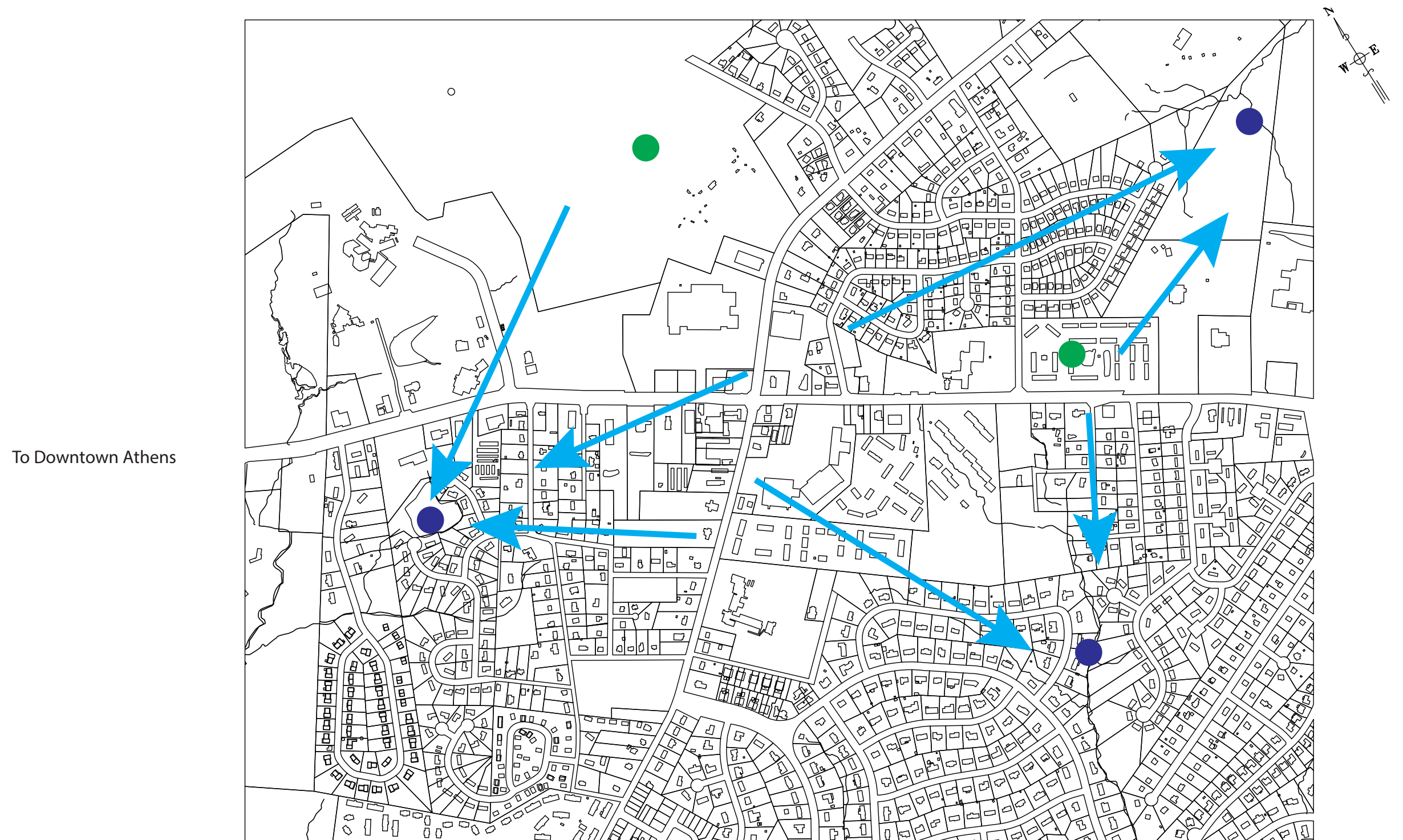


Hydrology

In a place like Athens, GA that receives a moderate amount of rainfall every year, studies of water flow are among the most important. In my redesign of Lexington Road I would like to create several bioretention areas that can handle large amounts of rainfall and runoff. This alleviates a significant amount of stress on the stormwater system, while also encouraging the recharging of underground water resources. This analysis is only the first step to accomplishing these goals.

LEGEND

- Water Flow
- High Spot
- Low Spot



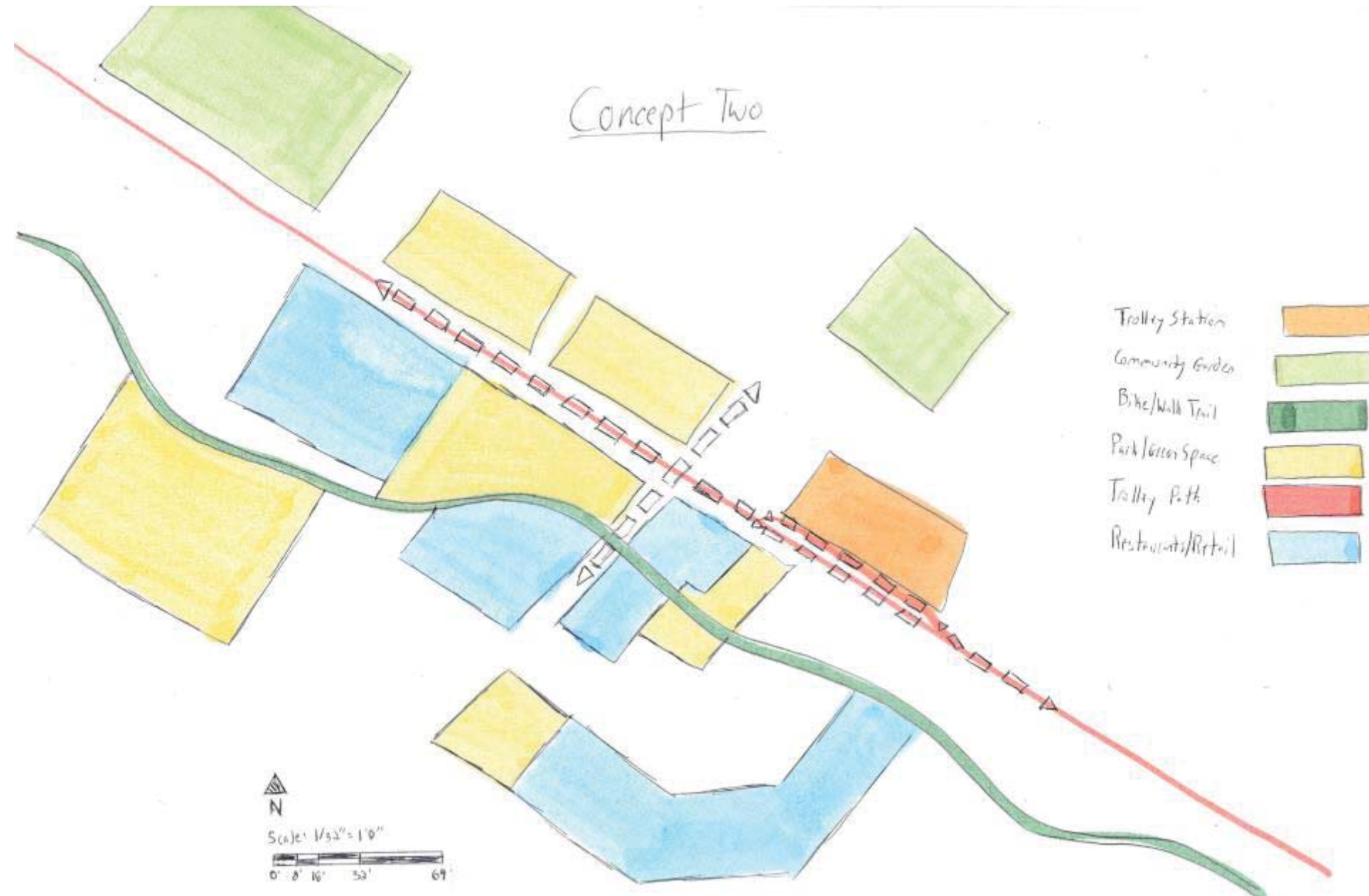
Concept One

Concept one provides a well-connected intersection with a bustling commercial center focused on outdoor themed retail stores and local restaurant businesses. The trolley pathway that connects both ends of the Lexington Trolley corridor will be in the center of the road to minimize traffic interruptions. At this intersection there are two trolley stops, one on each side of the road for directional access. Ideally they will have their own lanes and this turn off area will be controlled by a stop light or right of way for the trolley. This concept also features two community garden areas. They are both located near residential communities and can be executed on existing properties with permission of the property owner. The Bulldog Trail is on the North side of Lexington Road in this concept design. The hopes is that this will help diversity population concentration that currently exists on the South side (Goodwill area) of Lexington Road.



Concept Two

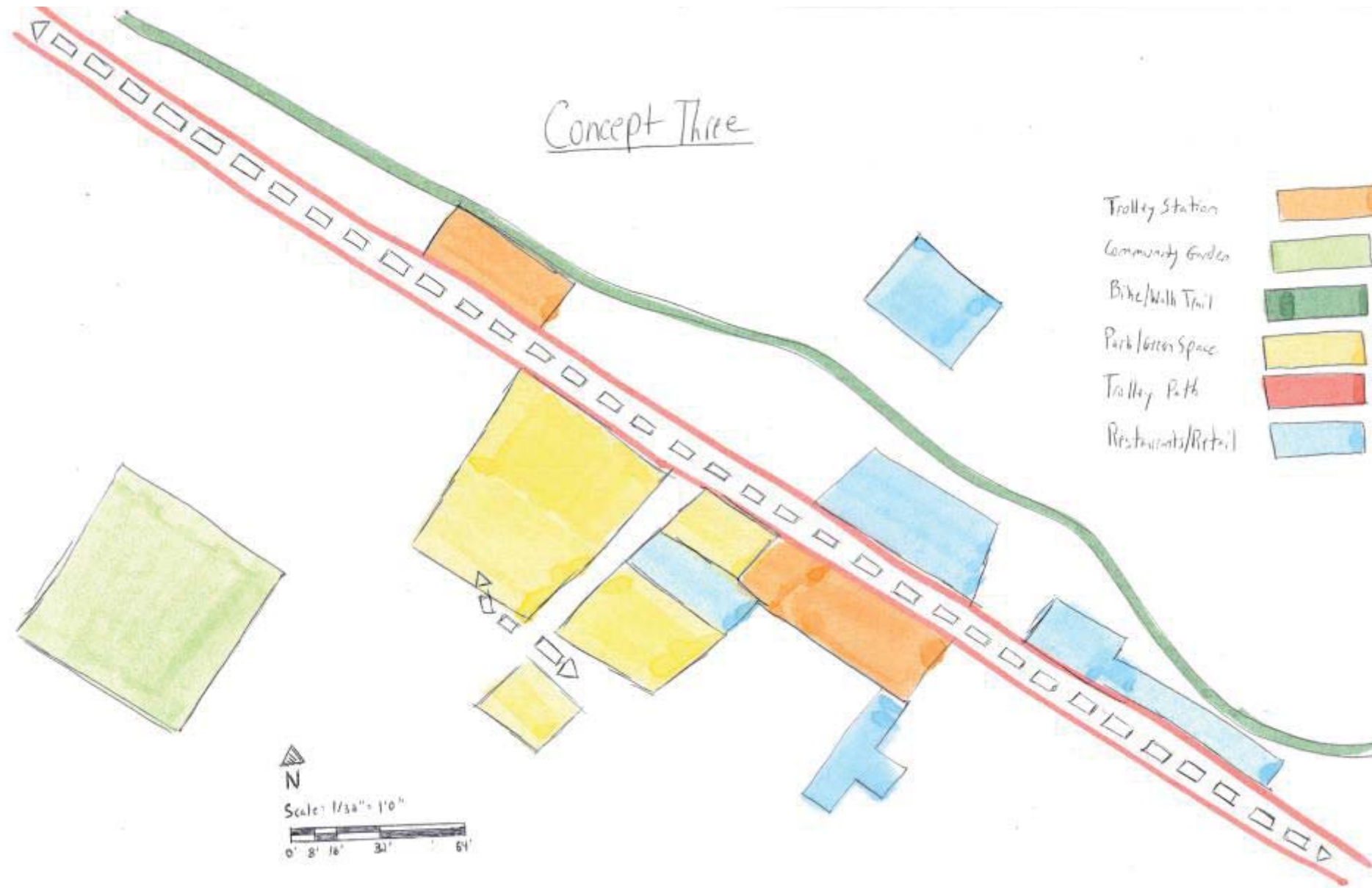
Concept two is the only one that provides an alternate route for the Bulldog Trail. It is located South of Lexington Road, going through the Goodwill parking lot that will be renovated to create a beautiful pathway border. The existing parking space is not needed or fully utilized, so it could easily be converted without too much loss. The community garden in this concept is located next to the airport. This is an ideal location because not very many things can be built in this space because of the air control regulations. There is another garden plot in the north east with close access to the residential sector in that area. There are several restaurant options along the Bulldog Trail, allowing a sense of community and connectivity while walking down the trail viewing your dinner options. The Goodwill lot will be changed to a mid-scale retail strip with shops such as PetSmart, Old Navy, and other well-known businesses. The trolley path is in the middle of the road in this design as well. With the difference being only one trolley station to load and unload. Ideally there will be an overpass for pedestrian traffic to cross over Lexington Street at this location.

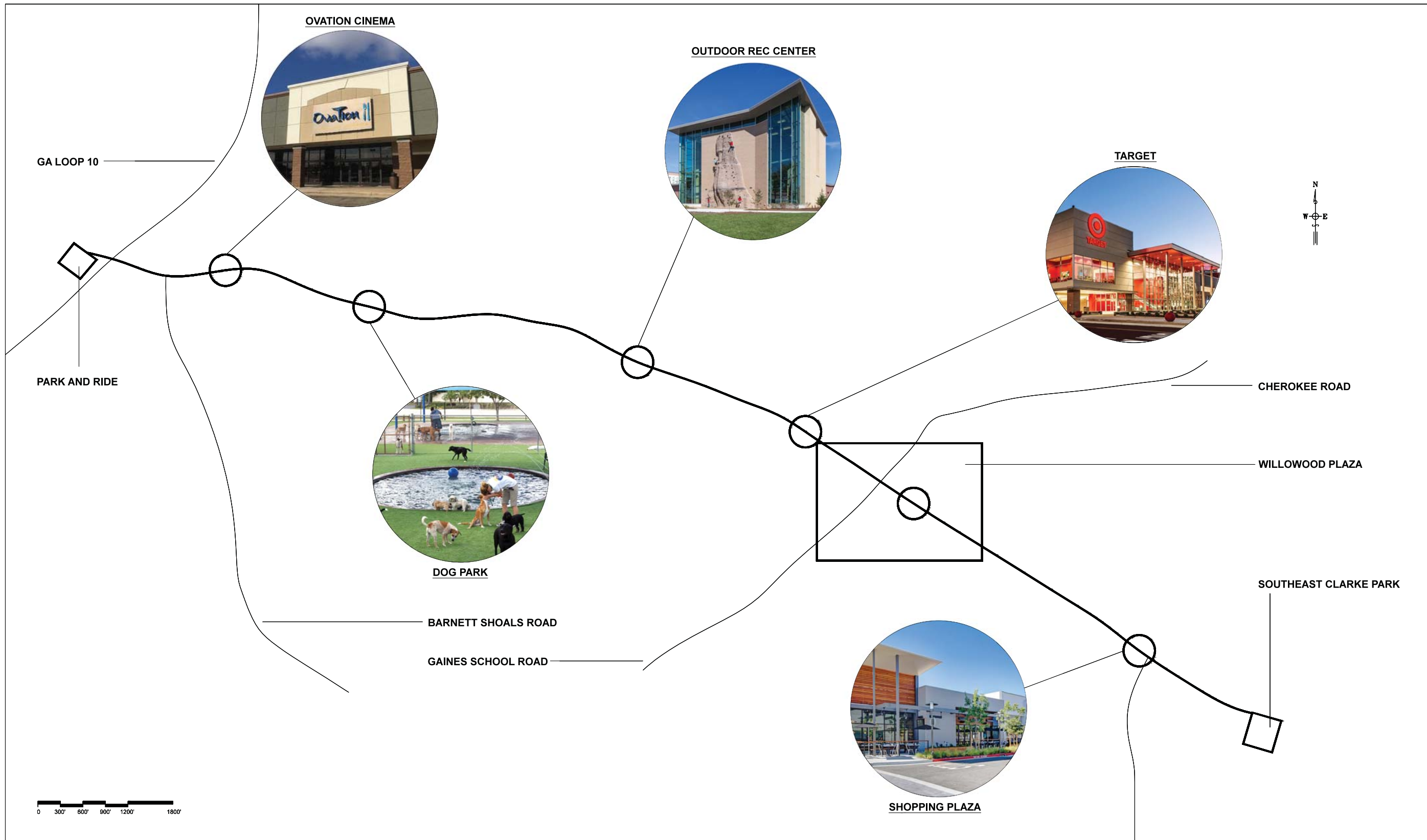


Concept Three

Concept three approaches the trolley system in a more typical fashion. While this will be the most realistic to implement, it subjects the trolley lane to more fluctuations of different traffic conditions. There are two smaller trolley stations on each side of Lexington Road, eliminating the need for a pedestrian overpass to cross Lexington Road. The Bulldog Trail is again North of Lexington Road, allowing the space to be completely utilized.

Several restaurants will be located within near proximity to the trail. The community garden plot is located near the southern residential area, in a space that is underutilized. The goodwill lot will remain essentially unchanged, with the addition of some green space and parking lot revitalization. A few new retail stores will be proposed next to the Goodwill.



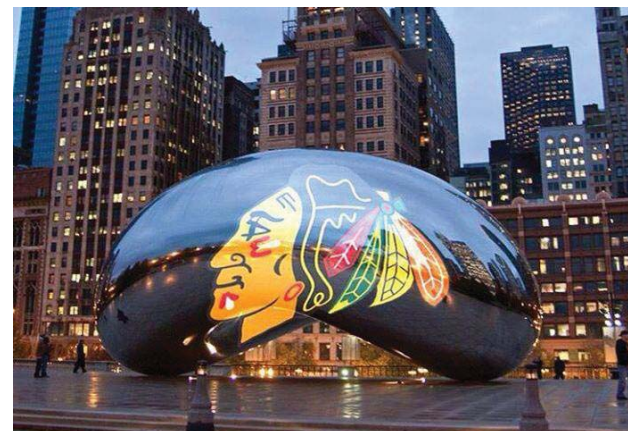
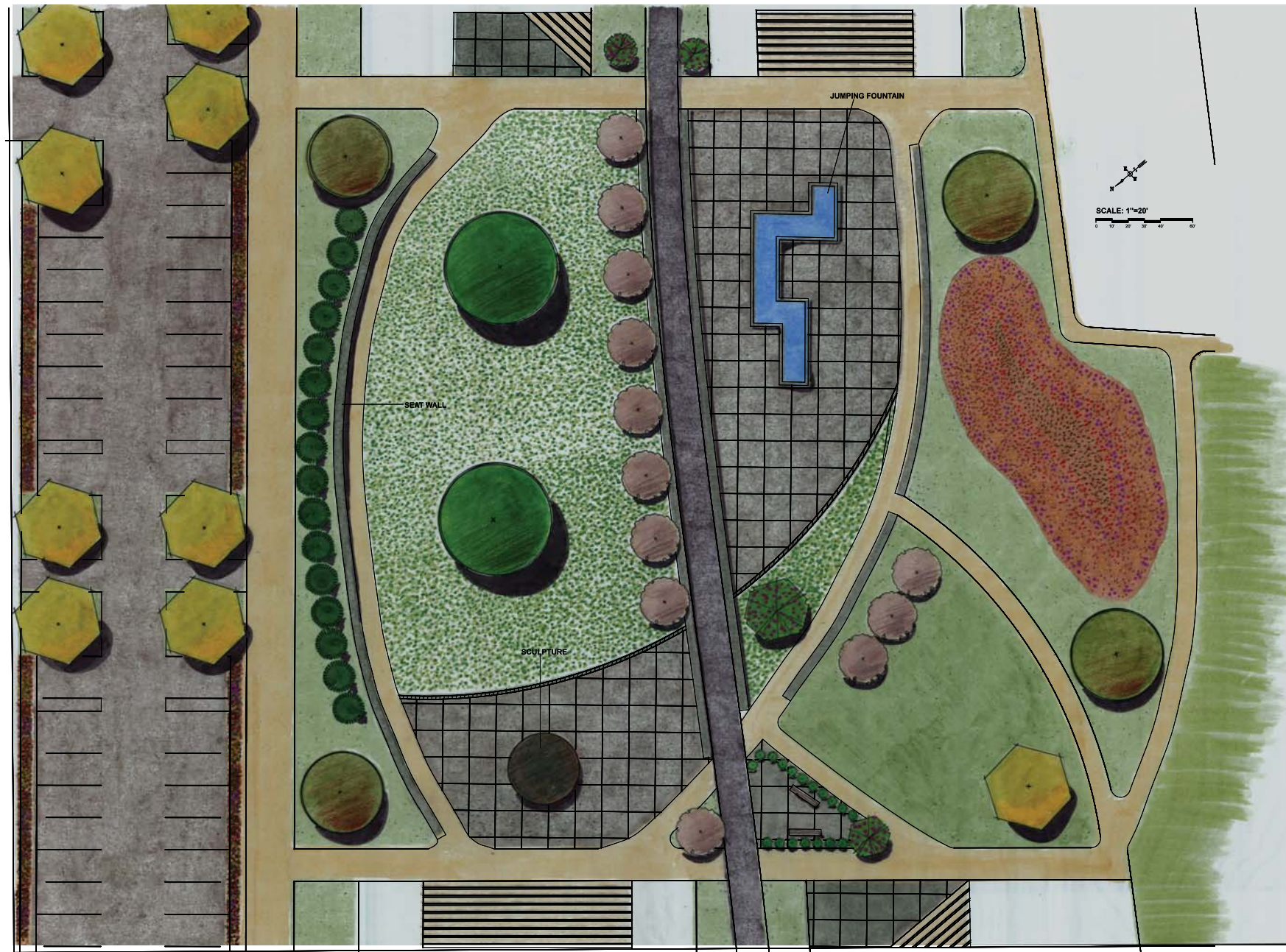




SCALE: 1"=100'

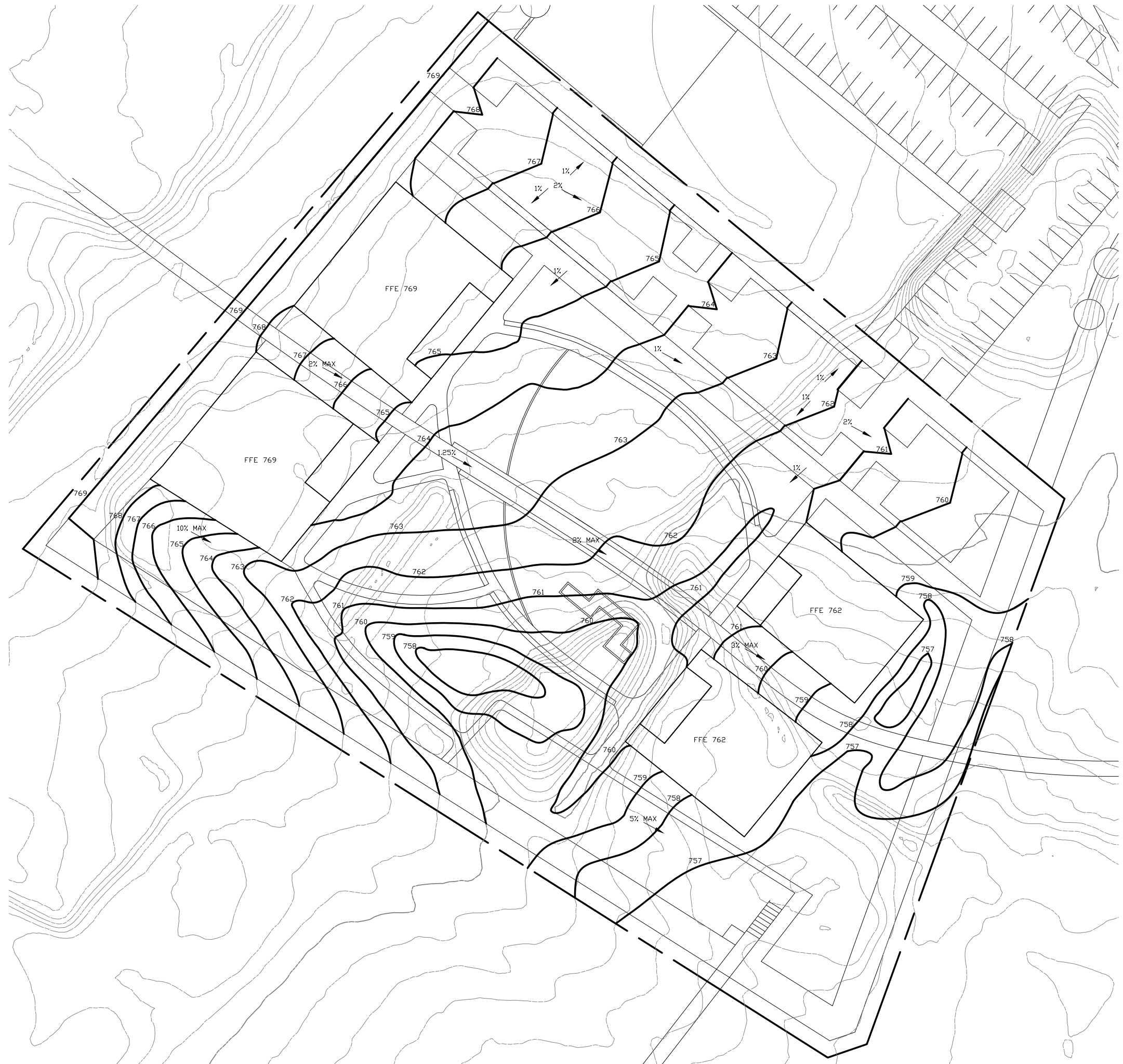


SITE PLAN

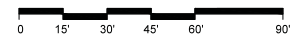


GRADING PLAN

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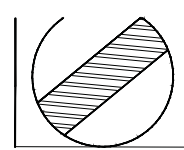
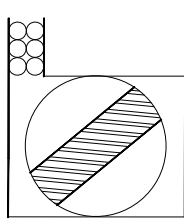


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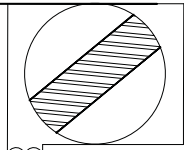
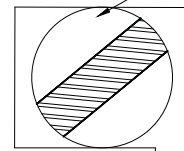


1' CONTOUR INTERVALS

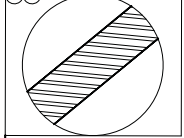
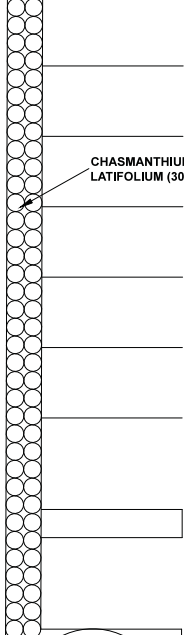




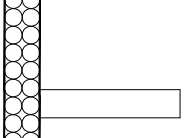
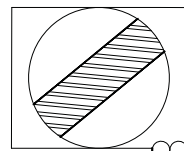
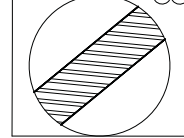
CLADRASIA KENTUKEA (4)



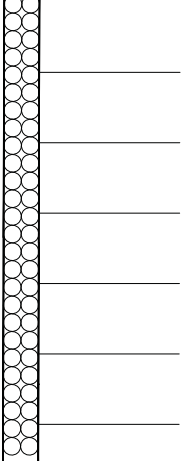
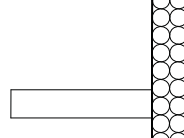
CHASMANTHIUM LATIFOLIUM (302)



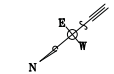
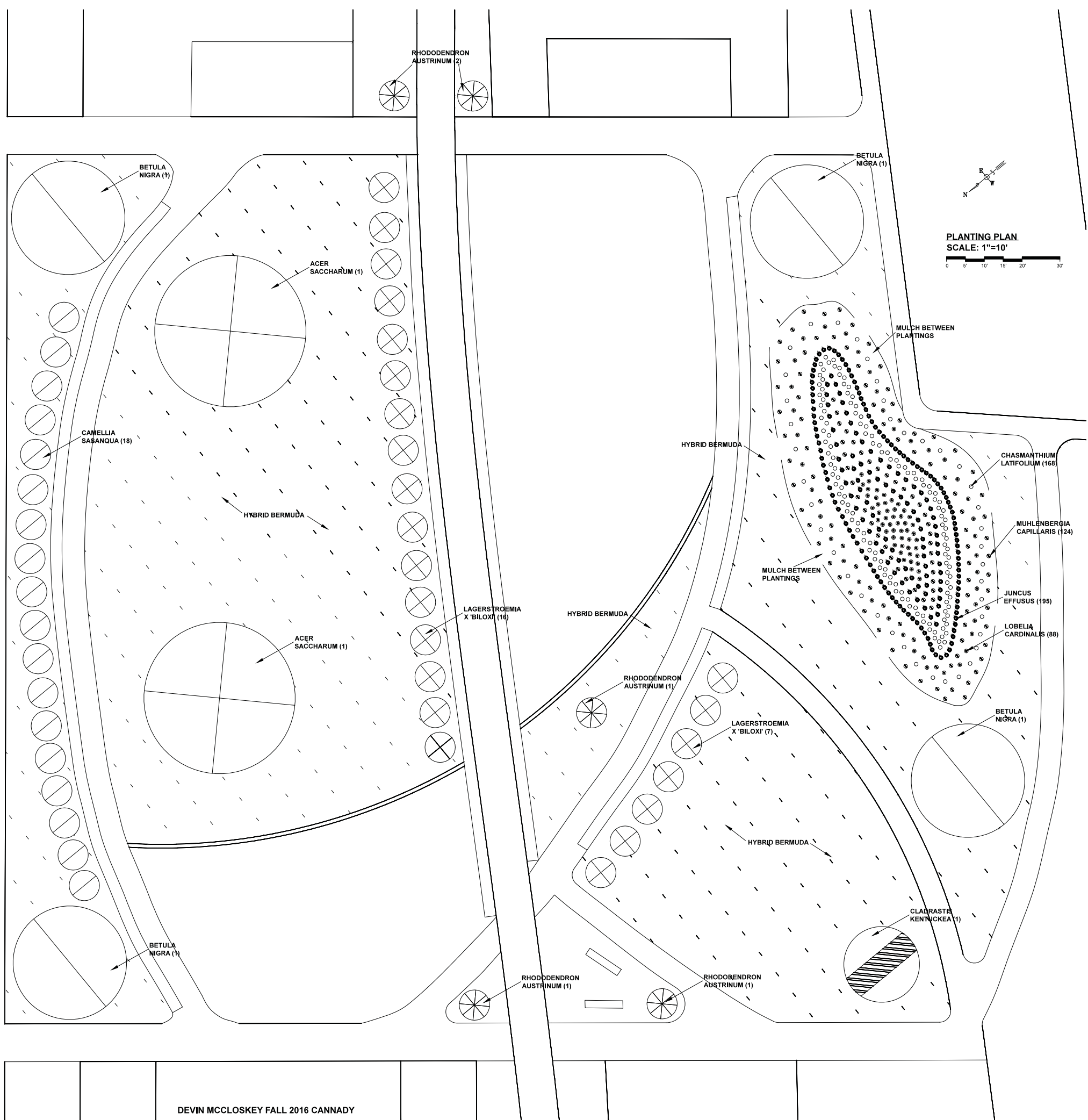
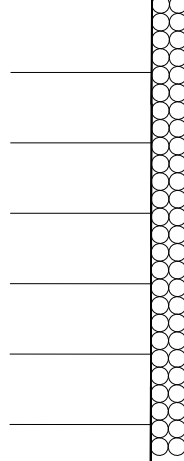
CLADRASIA KENTUKEA (4)



CLADRASIA KENTUKEA (4)



CHASMANTHIUM LATIFOLIUM (302)



PLANTING PLAN
SCALE: 1"=10'



DESCRIPTIVE SHEET



Soft Rush, *Juncus effusus*
 Size: 3'x6"
 Flower Color: None
 Loves wet areas and water

Hybrid Bermudagrass
 Very fine texture, insect and disease resistant.

Sugar Maple, *Acer saccharum*
 Size: 70'x40'
 Fall Color: Oct/Nov: Red, orange, brown
 Excellent shade tree

Pink Muhly, *Muhlenbergia capillaris*
 Size: 2'x3'
 Flower Color: Fall: Pink/Purple
 Beautiful, fine texture

Kentucky Yellowwood, *Cladrastis kentuckea*
 Size: 40'x30'
 Fall Color: Oct: Yellow leaves
 Beautiful large leaves with very fine textured, smooth bark.

Inland Sea Oats, *Chasmanthium latifolium*
 Size: 2'x3'
 Fall Color: Bright yellow-gold leaves
 Low maintenance, prevents soil erosion.

Crape Myrtle, *Lagerstroemia X 'Biluxi'*
 Size: 10'x5'
 Flower Color: Fall, pink.
 Moderate drought tolerance. Attractive fall foliage.



Cardinal Flower, *Lobelia cardinalis*
 Size: 1'x3'
 Flower Color: Dark red, very showy
 Wildflower, does well in wet soils.

River Birch, *Betula nigra*
 Size: 50'x30'
 Flower Color: None
 Will thrive in wet conditions. Exfoliating bark.
 Good for erosion control.

Sasanqua Camellia, *Camellia sasanqua*
 Size: 10'x5'
 Flower Color: Pink/White, very showy
 Winter and spring blooms. Fragrant and decorative.

Orange Azalea, *Rhododendron austrinum*
 Size: 10'x5'
 Flower Color: Orange, very fragrant.
 Reddish-brown twigs in winter. Attractive flowering.

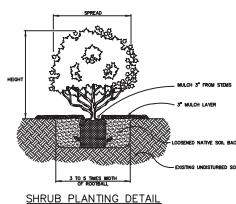
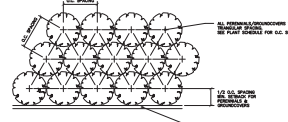
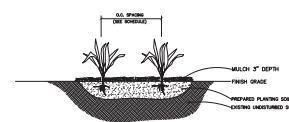
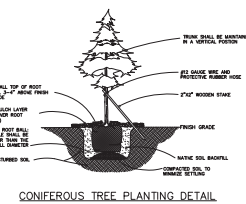
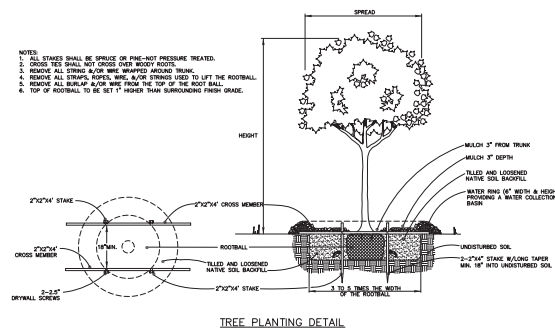
PLANT SCHEDULE

QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
TREES:					
	Crape Myrtle	<i>Lagerstroemia X 'Biluxi'</i>	2'		
	Kentucky Yellowwood	<i>Cladrastis kentuckea</i>	5'		
	River Birch	<i>Betula nigra</i>	2'		
	Sugar Maple	<i>Acer saccharum</i>	3'		
SHRUBS:					
	Orange Azalea	<i>Rhododendron austrinum</i>	2'		Trim into a tree form.
	Sasanqua Camellia	<i>Camellia sasanqua</i>	3'		
GROUNDCOVERS, VINES, & PERENNIALS:					
	Cardinal Flower	<i>Lobelia cardinalis</i>	1"		
	Inland Sea Oats	<i>Chasmanthium latifolium</i>	1"		
	Pink Muhly	<i>Muhlenbergia capillaris</i>	1"		
	Soft Rush	<i>Juncus effusus L.</i>	1"		
TURFGRASS:					
SQ. FT.	SPECIES	CONDITION AT PLANTING			
	Hybrid Bermuda	Sod			

PLANTING NOTES:

- o The Contractor shall locate and verify the existence of all utilities prior to starting work.
- o No plant shall be put in the ground before rough grading has been finished and approved by the Project Architect or equal.
- o Contractor shall mark locations of all trees and plant beds for approval of Landscape Architect prior to installation.
- o All materials shall conform to the guidelines established by the current American Standard for Nursery Stock, published by the American Association of Nurserymen.
- o All plants shall be installed as per details and the contract specifications.
- o 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.
- o With container grown stock, the container shall be removed and the ball shall be cut through the surface in two vertical locations.
- o All plant beds shall be neatly edged with 3" deep trench borders.
- o 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".
- o All turfgrass sod areas to be Hybrid Bermuda, machine cut, with strong fibrous root systems.
- o Do not prune central leaders of trees.
- o Stake all trees on slopes and any other tree indicated by Landscape Architect.
- o All plants and stakes shall be set plumb unless otherwise specified.
- o 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.
- o Contractor is responsible for maintenance of plants, including watering and weeding, until time of final acceptance.
- o Contractor to warranty planting for a period of one year after date of final acceptance by Owner.

Planting Details



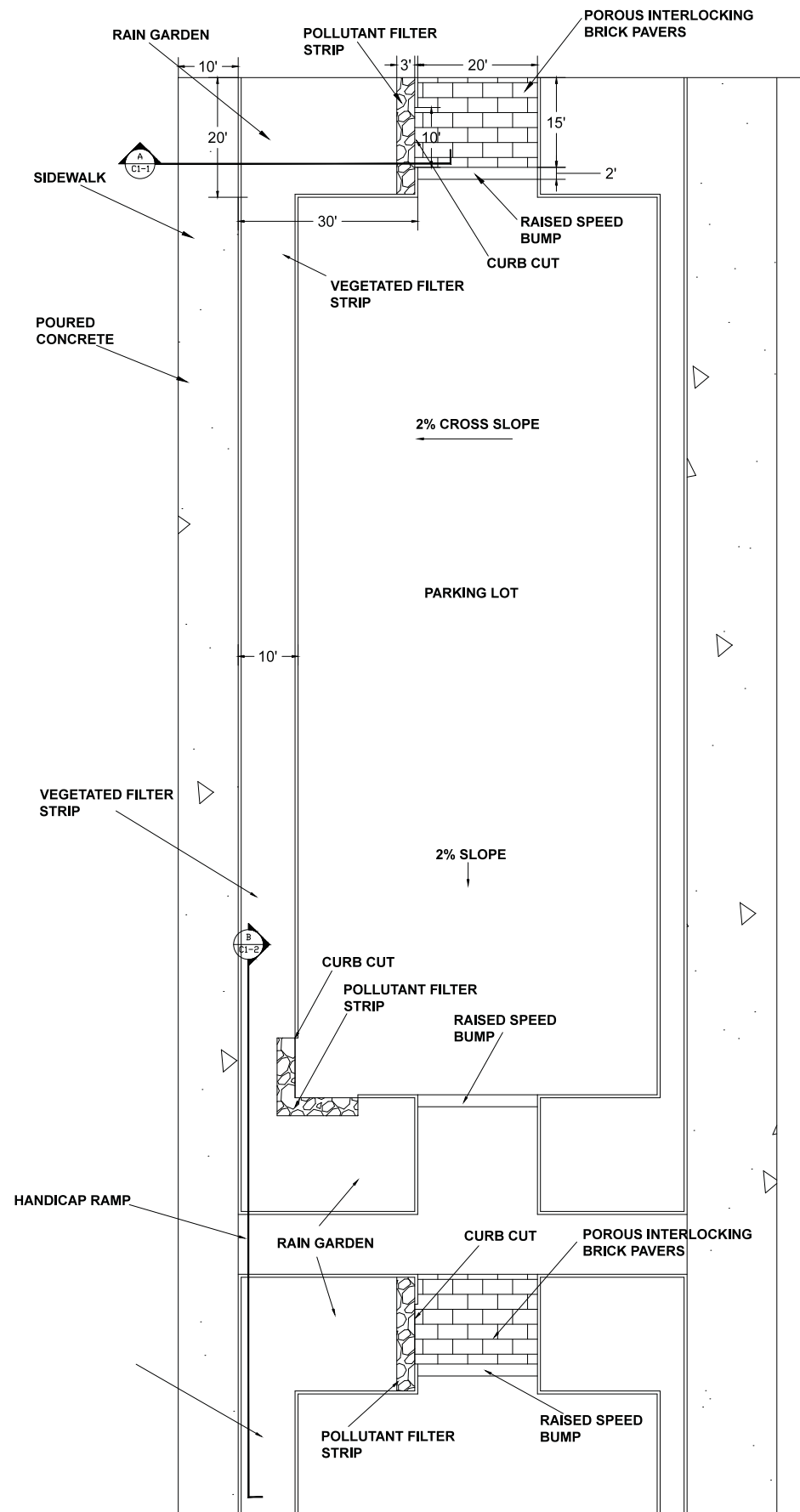
PERENNIAL/GROUNDCOVER PLANTING DETAIL

PERENNIAL/GROUNDCOVER SPACING DETAIL

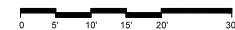
SHRUB PLANTING DETAIL

CONSTRUCTION DOCUMENTS

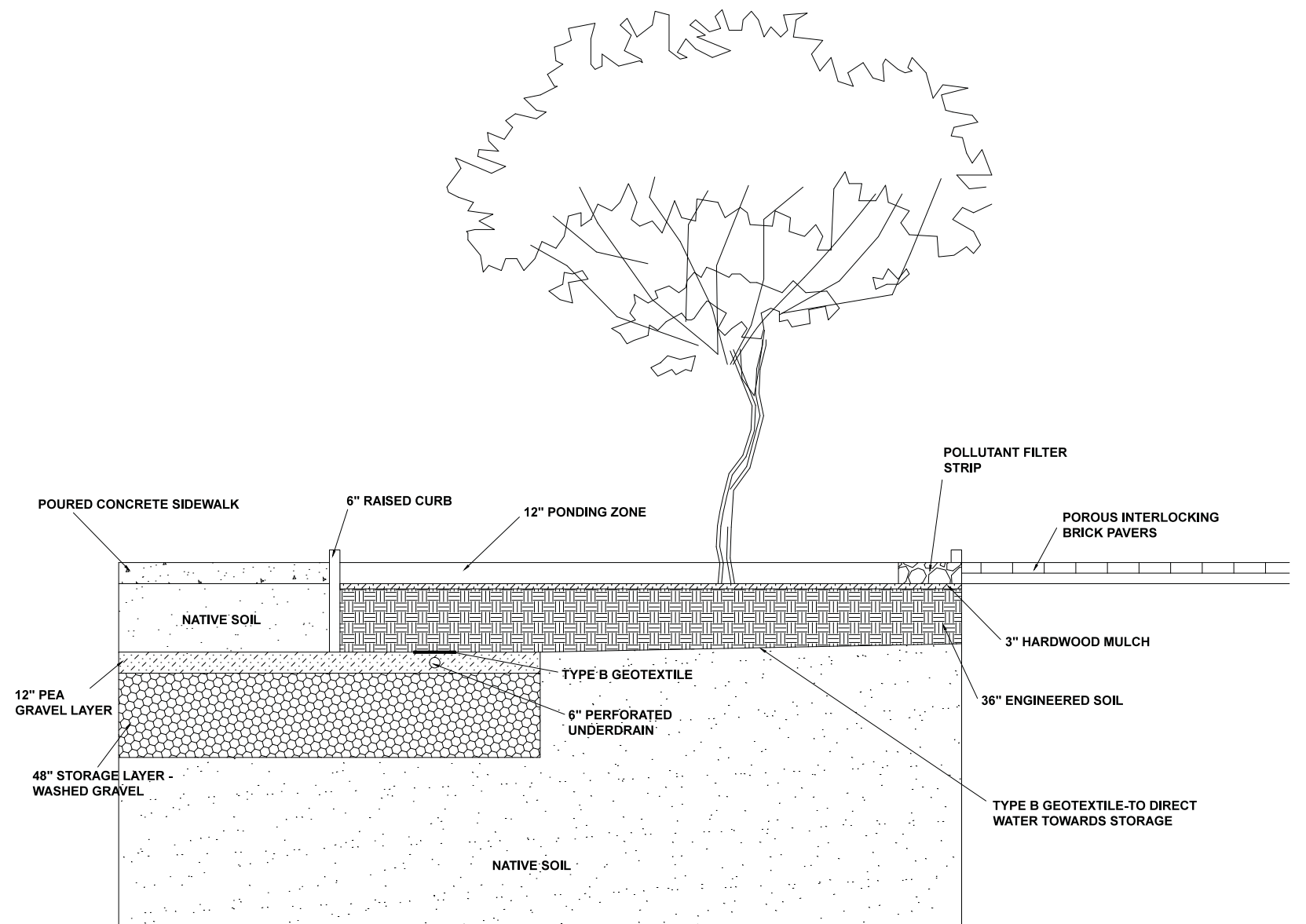
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1 PARKING LOT RAIN GARDEN DETAIL: PLAN VIEW
SCALE: 1"=10'



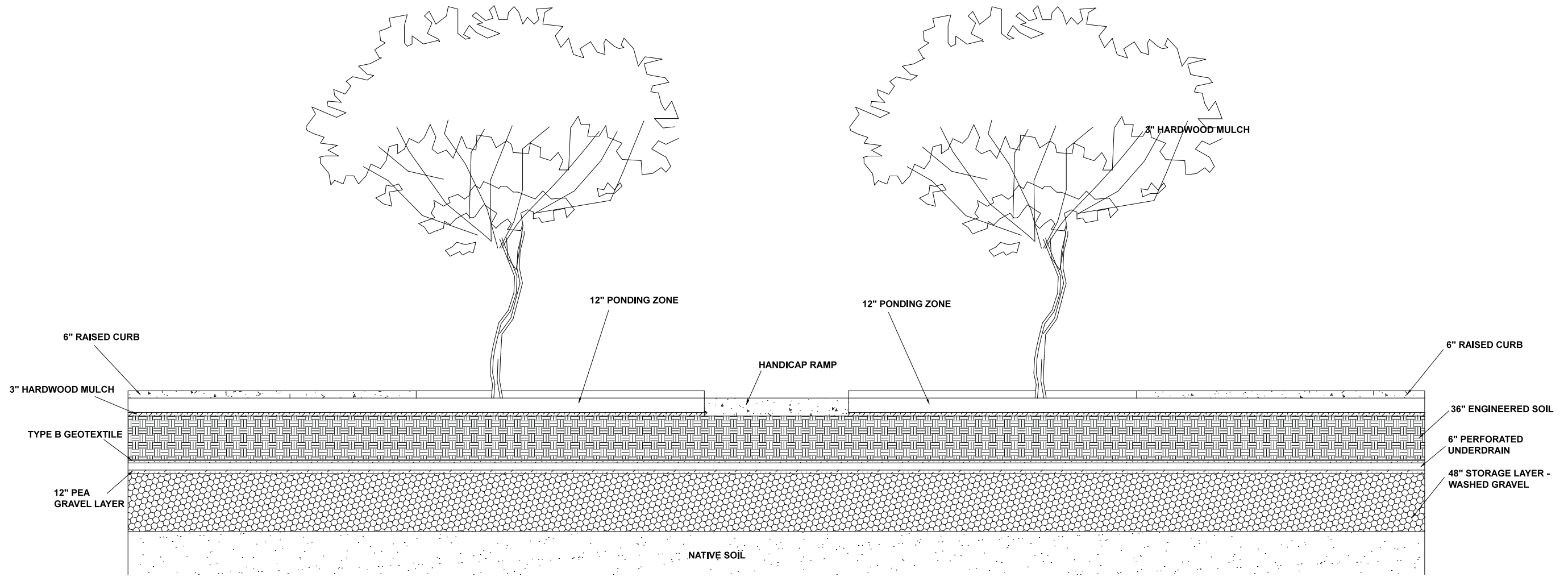
BREWERY



A RAIN GARDEN DETAIL: SECTION A
NTS

CONSTRUCTION DOCUMENTS

DEVIN McCLOSKEY FALL 2016 CANNADY



B RAIN GARDEN DETAIL: SECTION B
C1-2 NTS