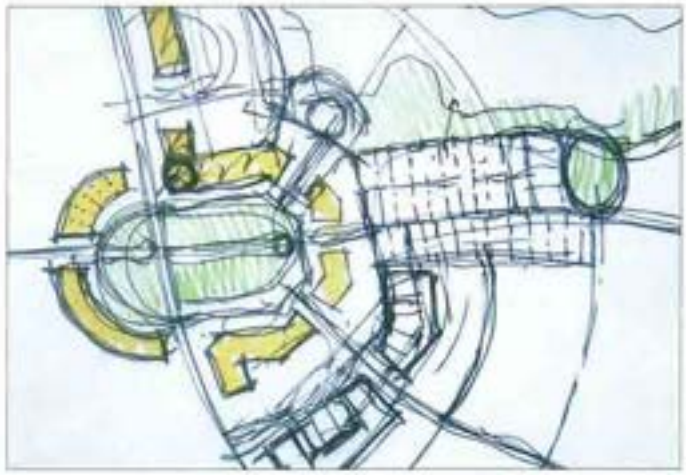
Workshop 5

Athens-Clarke County

Blueprints for successful communities



Athens-Clarke County Community Design Workshop

results of a community design workshop for Athens-Clarke County, Georgia

A component of The Blueprints for Successful Communities Initiative of The Georgia Conservancy in partnership with:

The Interprofessional Community Design Collaborative and,
The Georgia Tech Urban Design Workshop

March, 1999

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Contents

Blueprints for Initiative	page 2
Athens-Clarke County	page 3
Workshop Structure	page 7
Barnett Shoals	page 8
Jefferson Road	page 14
Bogart/Atlanta Highway	page 20
Summary ad Strategic Actions	page 26
Participants	page 28

Lake on Barnett Shoals Site

The Blueprints Initiative

Renowned planner Jan Gehl once compared cities to all-night house parties by saying, "Cities, like parties, come in three versions. Some you don't go to unless you have to; some you leave as soon as you can; and others you go and stay for much longer than you planned." When cities, towns and neighborhoods become lost in the morass of sprawl development they begin to feel like places you want to leave as soon as you can.

There is a growing consensus among members of the environmental and business communities that the current trend of low-density, decentralized, automobile-dependent development so common in this country for the past 50 years is a major threat to quality of life. Not only is it expensive for local governments to serve, but the impact that this urban form has on the environment is staggering. Automobile emissions create toxic air pollution. Storm water surging across miles of asphalt poisons rivers and streams. Thousands of acres of farms, woodlands and open space are lost to strip malls and parking lots.

In Georgia a diverse group of people including home builders, architects, planners, developers, environmentalists and neighborhood leaders are among a growing number of people who are beginning to understand the link between the health of our environment, our economic stability and the way we use land. In 1995, The Georgia Conservancy convened such a group of people to foster public awareness about better ways to grow communities. A coalition was formed called the Successful Communities Partners.

The Successful Communities Partners have been instrumental in raising public awareness in Georgia and in the Atlanta region specifically about alternative land use and transportation strategies that are good for the environment and good for the economy. Part of the work of the partnership includes a project known as the Community Design Workshop. With the Urban Design Workshop of the Georgia Tech College of Architecture and the Interprofessional Community Design Collaborative, the partnership conducts workshops in selected communities in Georgia to address specific development issues in those communities which may be prototypical for the state in general. The workshops also serve to integrate the Successful Communities Principles that have been established as a result of this initiative.

The Athens-Clarke Community Design Workshop was conducted in March, 1999. By participating in the design of their own neighborhood, residents were able to create a model to guide the future of their community. This model will hopefully lead to a community designed for people, where walking to the corner store is commonplace, where tree-lined streets and bike paths are the norm, and where traffic congestion and air pollution are minimal.

Successful Communities Principles

Successful Communities:

- work together to produce a high quality of life that they want to sustain;
- work to create regional strategies for transportation, land use and economic growth;
- understand that sustainable community design is based on the effect of the built environment on the natural environment, aesthetics, scale, history and culture;
- promote efficient use of existing infrastructure, energy, water and land;
- incorporate compact integrated land uses which bring people closer to work, to school and shopping and safeguard undeveloped lands for agriculture, greenspace and recreation;
- provide transportation options so that each member of the community has access to goods, services and recreation;
- are designed to be safe, healthy, economically strong, environmentally sound and inclusive.

Objectives of Urban Livability

- Diversity of income.
- Diversity of family/household type (age, size composition).
- Balanced economic growth for both job development and commercial services.
- Diversity of land uses, closely integrated within the community.
- Access by all persons to housing options, including single family, multi-family and extended family opportunities in both rental and ownership formats.
- Access by all persons to transportation options (pedestrian, bicycle, automobile and transit) supported by a fine-grained street system.
- Efficient use of existing physical/social infrastructure.
- Availability of a variety of civic uses and spaces for both social and recreational purposes.
- Preservation and efficient use of historic architectural and landscape character.
- Strong visual community identity through legible neighborhood edges, gateways, and public spaces.

ATHENS-CLARKE COUNTY

Athens-Clarke County has a 1995 population of 96,000 and is a unified city county government. It is located 65 miles east of Atlanta connected by several highway corridors and a proposed commuter rail line. It therefore now lies within the rapidly expanding Atlanta "commuting" region while at the same time exhibiting many of its own challenges of sustainability and growth management.

This workshop tested components of the recently adopted Concept Plan for Athens-Clarke County. The Concept Plan, derived from publicly established guiding principles and accompanying objectives, strategies and policies for implementation, forms the basis for development of a Comprehensive Plan for Athens-Clarke County which will establish a future land use plan with accompanying zoning and subdivision regulations, and related development design guidelines. The Workshop fits within the larger planning process in three ways:

- It "tests" the recommendations of the Concept and Land Use Plan.
- It illustrates design configuration options along with potential problems and issues, each of which can be used in drafting development standards and design guidelines.
- It provides an analysis of the actual growth options for the three sites that can aid the city in evaluation of future public investments and review of development proposals.

GUIDING PRINCIPLES OF THE ATHENS-CLARKE COMPREHENSIVE PLAN

Community Relations: To include the community under open process of decision making.

Environmental: To preserve the beauty of our community and act as responsible stewards of the natural environment.

Growth and Economy: To support growth that protects community resources and sustains the high quality of life we want for Athens-Clarke County.

Land Use: To enact land use policies that avoid urban sprawl.

Life Long Learning: To establish Athens-Clarke County as a community that supports life-long learning for its citizens.

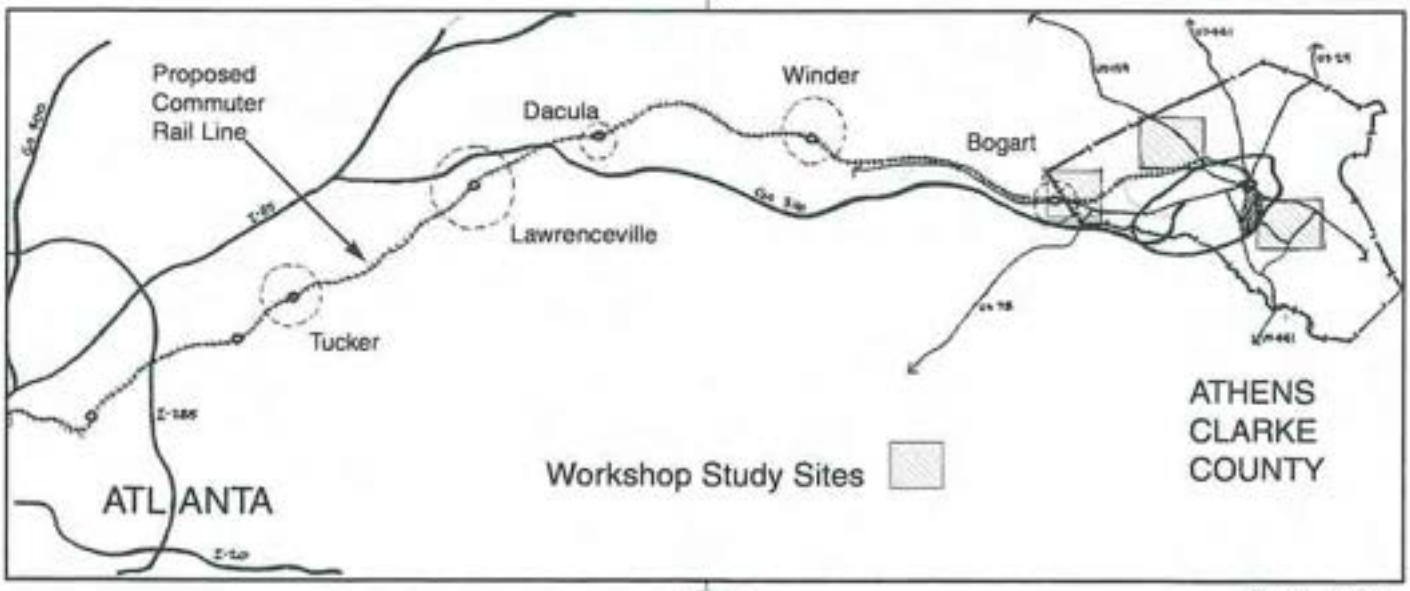
Mobility: To support transportation policies that offer viable alternatives to the automobile.

Neighborhoods and Housing: To assure that neighborhoods reflect standards that respect the history and character of the community.

Plan Implementation: To reflect both a strong legislative and financial commitment to implement the Comprehensive Plan.

University Relations: To recognize that the University of Georgia and Athens-Clarke County will work in concert to address mutual needs.

Urban Design and Aesthetics: To use sound design standards to govern development.



Context Map

THE ATHENS-CLARKE COUNTY CONCEPT AND LAND USE PLAN

CONCEPT PLAN FRAMEWORK

The Athens-Clarke County Concept Plan establishes a basic framework to guide the development of the community. It attempts to do so in a way that integrates the parts into a cohesive whole, each part contributing to the community, minimizing conflicts and ensuring a cohesive community. The conceptual plan will be used to develop the more specific land-use plan, which will guide future land-use decisions. As such, the conceptual plan is the framework that establishes the various elements that comprise the Athens community.

The concept plan divides the community into a few large-scale components. Each of these areas plays a different role in the future. The four key components are:

TRADITIONAL ATHENS

This classification forms the heart of Athens, encompassing the historic core of the community. It includes the downtown, the university, the historic neighborhoods of the former city, and community centers such as Five Points. It is laid out in a grid pattern of streets that are well connected and is the most pedestrian and bike friendly area of the community. Traditional Athens defines the community and provides its uniqueness. It should remain the center of the community life - accessible, vital, vibrant and safe. The university and government centers are located here, along with cultural, arts and entertainment opportunities. Economic activity is centered in the downtown, with a focus on entertainment, education, government, offices and specialty retailing. The main streets and community center within traditional Athens also are important and provide local services and retailing for residents and visitors.

GREATER ATHENS

Greater Athens describes an urban area that surrounds the traditional core of the community. It contains most of the residential and employment population within Athens-Clarke County. It contains two specialized areas of regional importance: an industrial area and the Athens Regional Center on Atlanta Highway. This area includes sufficient vacant land to accommodate expected population and employment growth. It also contains many of the shopping areas of the Athens community, which are identified as community and neighborhood centers on the concept plan. In the future, these existing shopping areas will redevelop, become more pedestrian friendly, and be surrounded by higher density housing within walking distance of the centers. These community and neighborhood centers also form transit centers for access to frequent bus service to downtown and the rest of the community.

RURAL CLARKE COUNTY

This is an area of largely undeveloped land that is not needed for the level of growth expected to occur by the year 2020. This area instead will be devoted to rural housing and agriculture. To preserve important green areas that separate urban from rural areas (known as "greenbelts"), a land trust and conservation easement program will be initiated to preserve the beauty of the Georgia countryside for future generations.

Some housing and commercial development will occur in this area, but it will be at very low densities, clustering housing to preserve as much rural landscape as possible. No large-scale commercial, education or industrial uses will be located here. Some types of recreational uses are appropriate-including, in some cases, golf courses, equestrian centers and other uses that enhance the rural, open character of the area.

NATURAL AREAS AND OPEN SPACE

One of the most important areas to preserve in Athens-Clarke County is the system of rivers, creeks, lakes, and wetlands that are the most dominant natural feature of the County, providing greenways, natural habitat, protection from flooding, and important water quality benefits. In addition, the Comprehensive Plan identifies a park deficiency in the Athens community of 900 acres of parkland, rising to 1,500 acres by 2020. In addition to the preservation of environmentally sensitive areas, the Natural Areas and Open Space components include the acquisition and development of new park areas to serve the community and its neighborhoods.

One of the key natural features of the county is the system of creeks and rivers. The land use plan includes buffers 75 feet around minor creeks, 100 feet around major rivers, and 200-foot buffers in rural lands. These

buffers provide visual greenways throughout the community, improve water quality and reduce the impacts of flooding from urbanization. In addition to these buffers identified in the plan, an acquisition and development program should acquire 1,500 acres of parks that will provide the essential open spaces desired by Athenians to insure their quality of life. This community wide system of green and open spaces is an essential component in preserving the quality of the community.

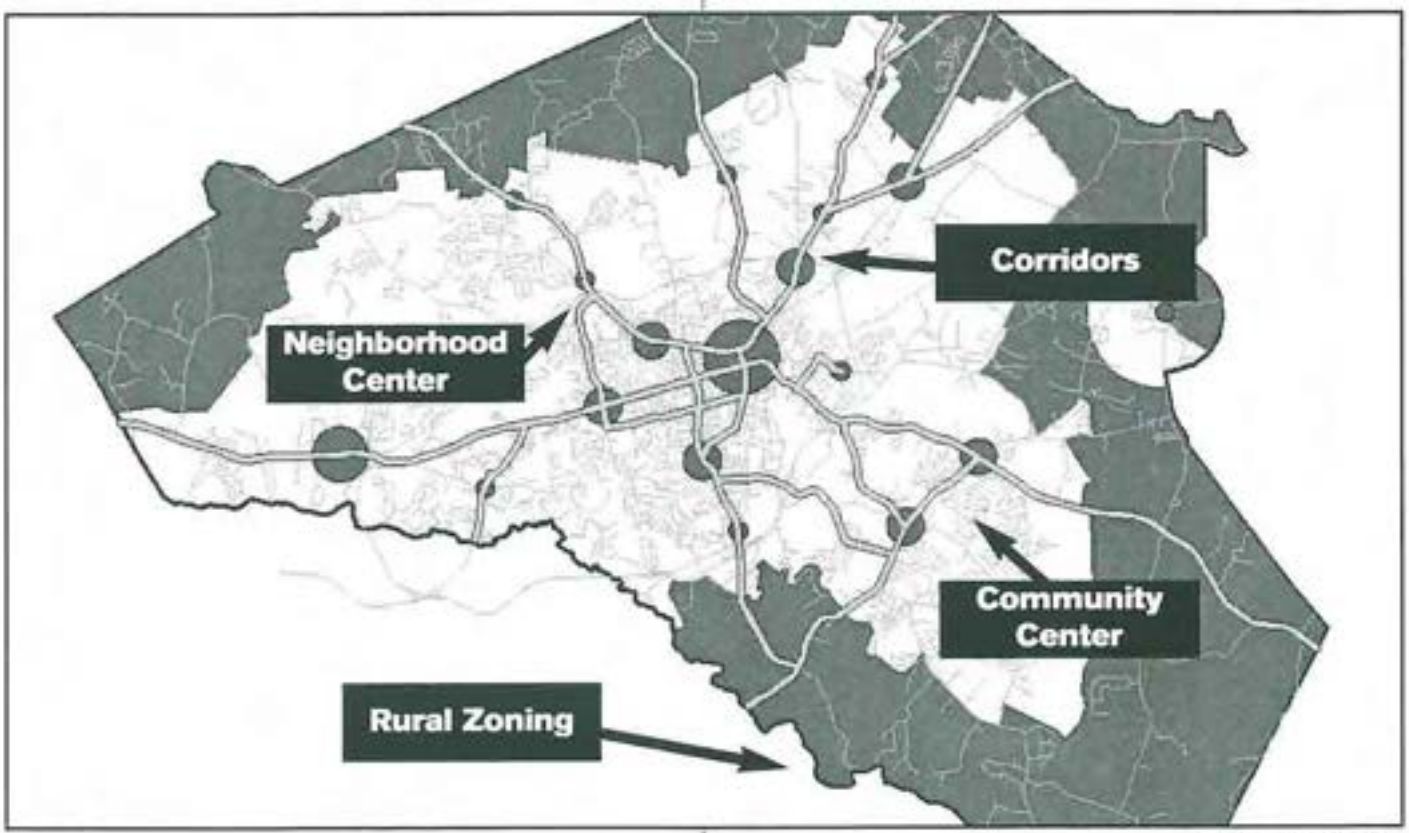
COMPONENTS OF THE CONCEPTUAL PLAN

These components are broad definitions of land use. They do not represent a single-use vision of land uses, as is often the case with the traditional land-use plan. Rather, they describe areas by their design, function and intensity. While the zoning code will be used to implement this plan, it should be modified to allow the variety of uses described in the conceptual elements. Rather than ensuring that only a limited list of uses is allowed, the zoning code should be more performance based - allowing flexibility in uses, providing guidance in design and quality of development, and ensuring that the mix of uses work together to enhance the community.

LAND-USE COMPONENTS

- Downtown
- Main streets and community neighbor hood centers
- Employment areas
- The University District
- Neighborhoods
- Schools, Parks, and Neighborhoods
- Rural Clarke County

Text on pages 4,5 and 6 are excerpted from the draft of Athens-Clarke County Concept and Land Use Plan prepared by Calthorpe-Fragonese Associates, Inc.



Concept Plan

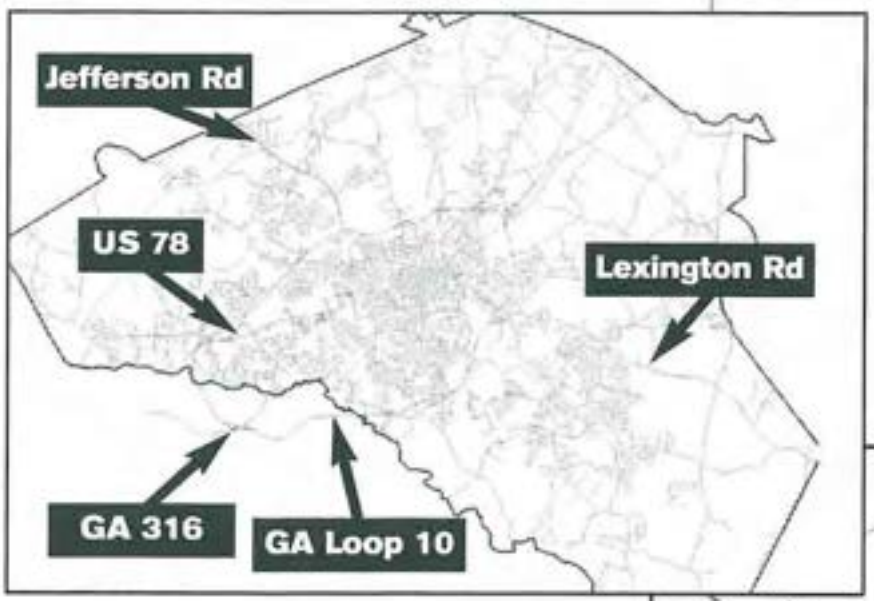
TRANSPORTATION COMPONENTS

There is an important connection between the transportation system that a community chooses and the kind of land use that results. It is essential that transportation improvements be thought of as one of the key components of land use. There are two key functions of transportation policies as they relate to land use: (1) their effect on the surrounding environment, and (2) the effect transportation improvements have on increasing accessibility. The kind of transportation improvement can affect alternative modes of transportation such as walking, bicycling and transit.

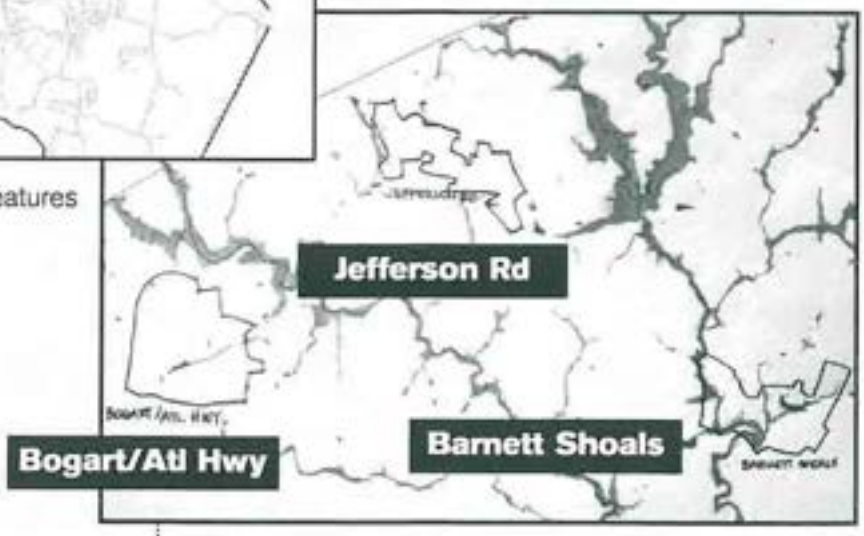
The components are:

- Streets
- Corridors
- Expressways
- Parkways
- Rural Roads
- Commercial Streets
- Main Streets
- Transit and Corridors

One of the most important ways to reduce congestion and adapt the community for a larger population is to insure that street systems connect in a defined, repetitive pattern. This assures that local, neighborhood trips stay local, off the main arterials of the community. The government should develop a master street plan insuring connectivity between new neighborhoods, between neighborhoods and centers, and where feasible, to the University. New residential development also should be designed with block sizes no larger than eight acres for low-density development to three acres for densities of eight units per acre or higher, on average. Commercial developments often are larger than these block sizes, but should be developed with public or private streets at about a three to five acre block pattern to insure that a level of connectivity exists among businesses and between businesses and the neighborhoods they serve. Variations in the grid should be allowed for natural or man-made barriers, and for industrial developments.



Transportation Features



Environmental Features

WORKSHOP STRUCTURE

Study Areas

The purpose of this Blueprints Workshop was to "test" the recently proposed Concept Plan and Future Land Use Plan as part of the comprehensive planning process underway for the past year. This is to be done in three areas of the city, which typify major elements of the Concept Plan. These are:

Site A - Barnett Shoals: An "infill" site near UGA and downtown proposed primarily for traditional neighborhood development.

Site B - Jefferson Road Corridor: A typical "corridor" site identified in the Concept Plan stretching from the urban Normaltown area through typical suburban development to the proposed rural zoning "greenbelt".

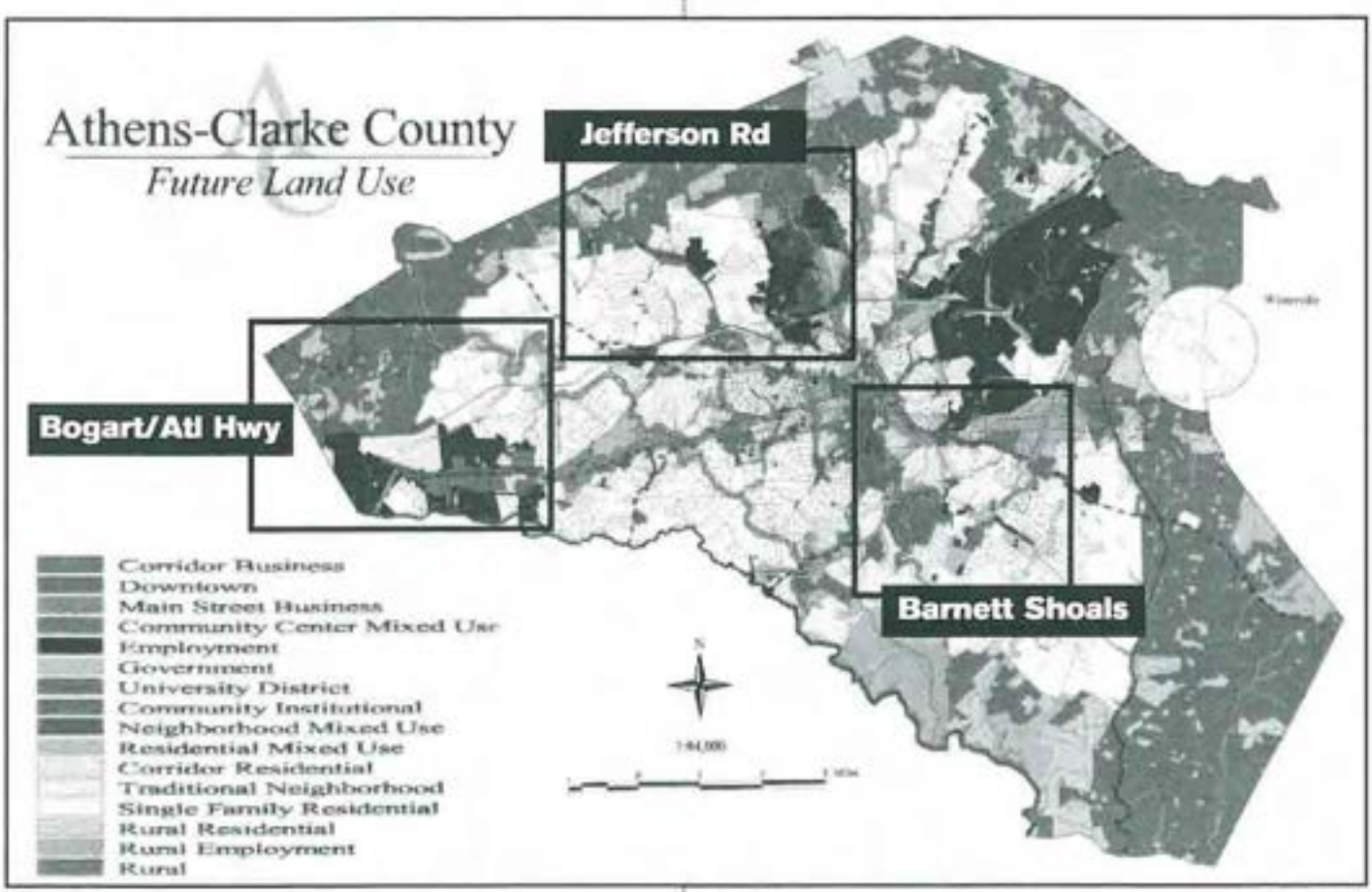
Site C - Bogart / Atlanta Highway: A "mixed use" condition occurring at the western edge of the city, containing an employment and retail center, proposed traditional neighborhood and rural zoning areas and the sites for a 1,000 acre research park and a stop on the proposed Athens/Atlanta commuter rail line.

Site Options

Each plan team considered two options:

Option #1
Following the proposed Concept Plan and draft Future Land Use Plan, analyze the potential of the site to accommodate growth without major "development shaping" public investments such as major new roads, transit, or construction of new primary water or sewer lines.

Option #2
Assume the introduction of major public investments that will guide the configuration and sequence of growth in the area, such as roads, water/sewer, open space, acquisition, etc.



Workshop Areas within Proposed Future Land Use Plan

BARNETT SHOALS

Barnett Shoals Road

CONTEXT

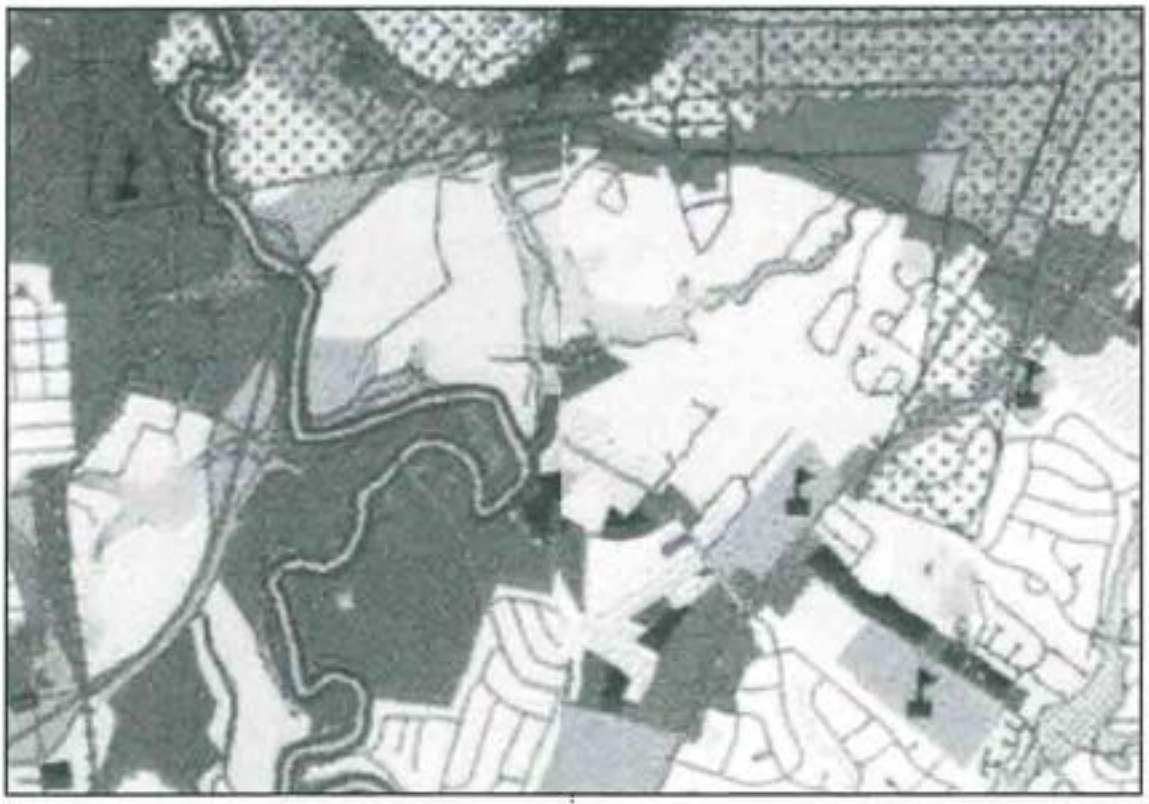
This site lies just east of the University of Georgia campus and downtown Athens in an area bounded by the Ga. 10 loop, Lexington Road, Gaines School Road and College Station Road. It is unique in that over 600 undeveloped acres lie in the center of this area while suburban development has "leap frogged" the area to the east and south. Commercial and residential development has located along the perimeter roads and, with the recent widening of Barnett Shoals Road, which bisects the site, pressure to add commercial and residential development to the interior has begun to occur. Traffic is congested on Lexington Road and College Station Road, being the only two points of access both from the Ga. 10 loop and over the north Oconee River to the campus and downtown.

Automobile oriented strip centers are located at the intersection of Gaines School Road at both College Station Road and Lexington Road.

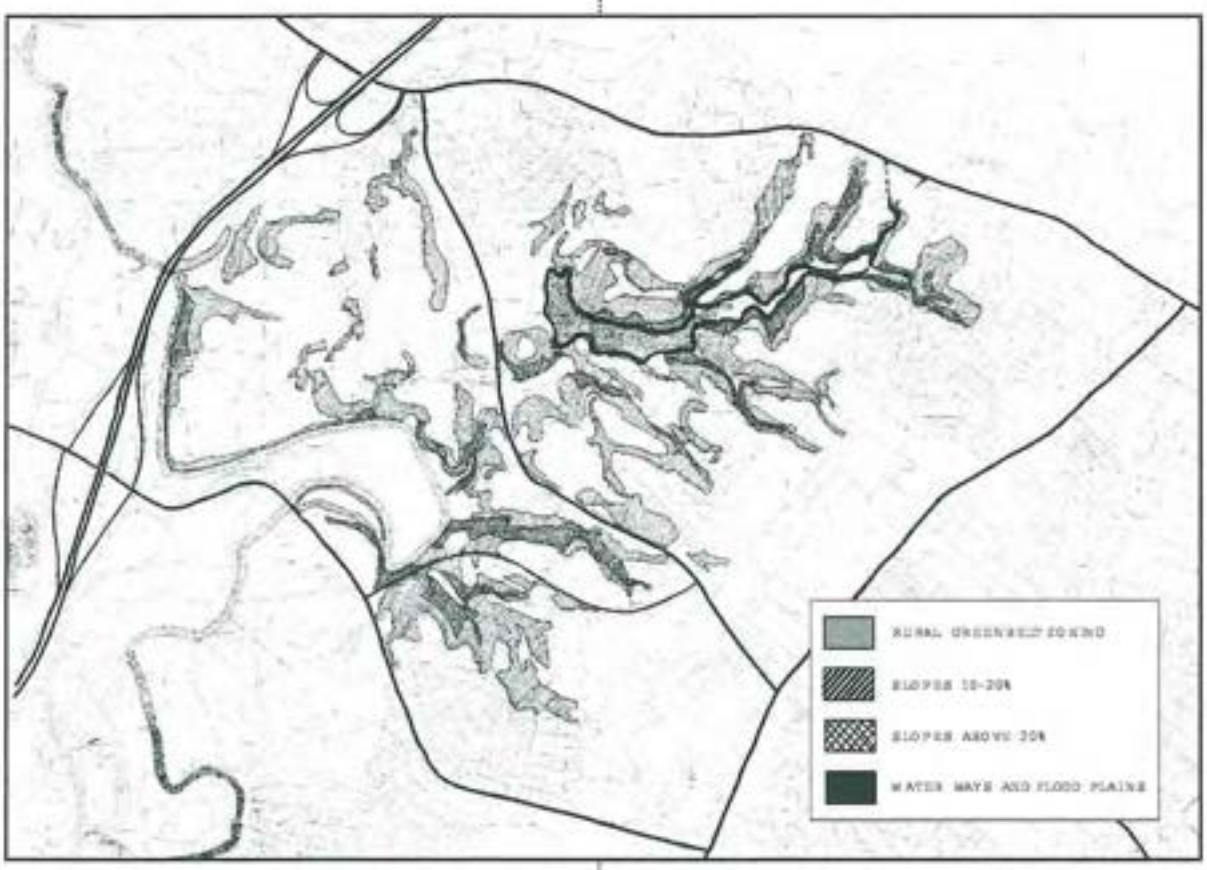
The presence of such a large undeveloped site so close to downtown represents a major opportunity to add infill development at the scale, mixed use character and densities of traditional Athens, as called for in the Concept Plan. Further, the recent plan and development policies adopted by the University of Georgia call for new student and faculty housing on or adjacent to the campus. This site represents the largest and best opportunity to meet this demand and at the same time help relieve congestion on the major roads.

Barnett Shoals-Projections

POPULATION				Number of Housing Units at 2.5 Persons/Unit
1995	2020	Change	% of County Growth	
12,570	22,977	10,407	30	4,162



Future Land Use



Development Suitability Analysis

BARNETT SHOALS

THE PLAN

The workshop plan proposed for this site calls for several walkable neighborhoods of moderate density to be developed, each with a slightly different character and orientation;

- A "central" neighborhood along Barnett Shoals near the existing private lake which would have retail and civic amenities to serve the area.
- A neighborhood to the west serving primarily a university oriented population with direct pedestrian and/or transit access under the Ga. 10 loop to the University of Georgia campus.
- Neighborhoods to the east of a lower density residential character due to the presence of the lake and steeper slopes and drainage ways.
- Mixed-use neighborhoods associated with each of the existing automobile oriented centers at the major road intersections.

To provide the interconnectivity needed to tie the area together a new east/west corridor is proposed from Lexington Road to the neighborhood Center at Barnett Shoals Road and on to the campus on the east. This corridor has three components:

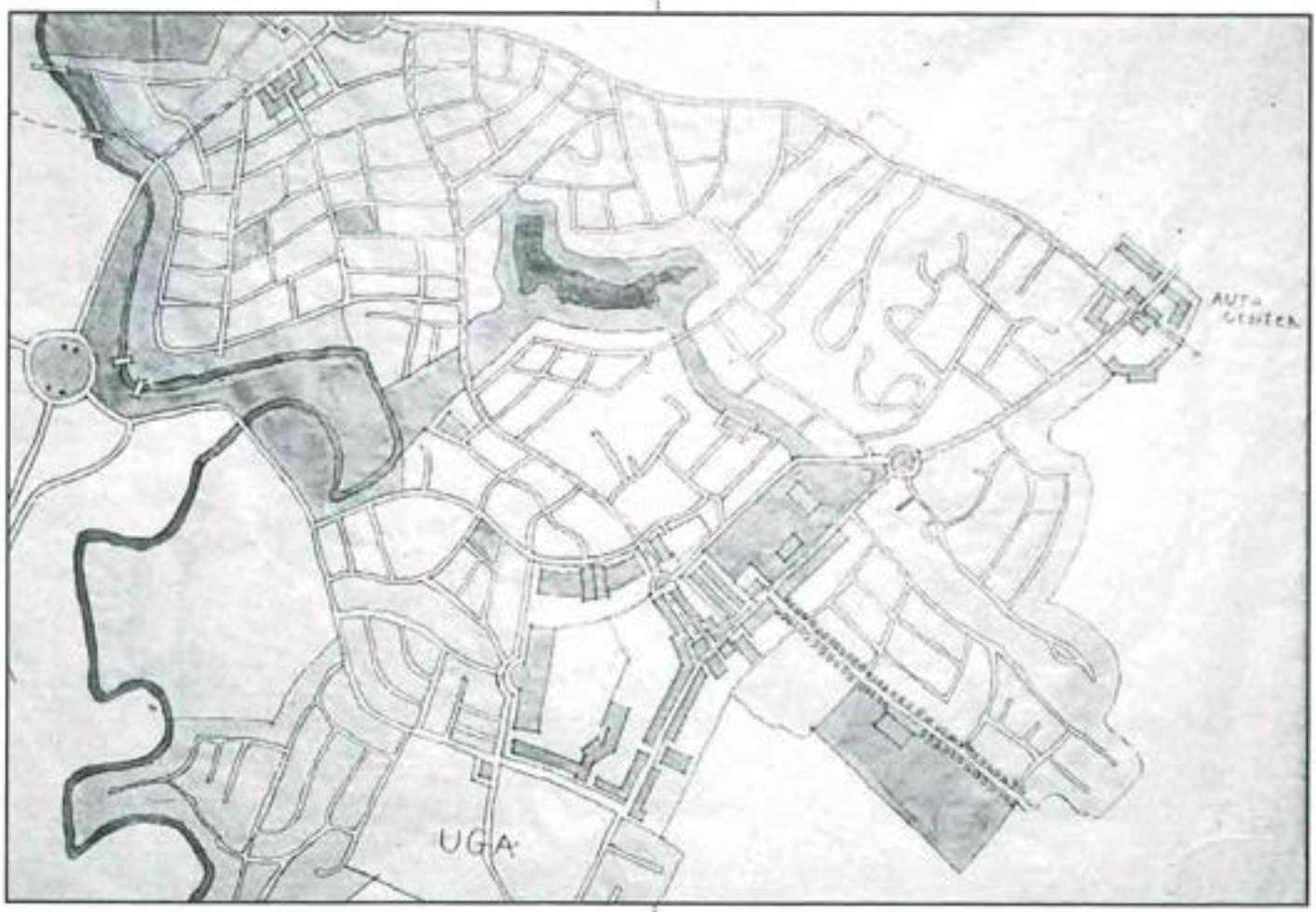
- An automobile street linking Lexington Road to Barnett Shoals.
- A transit and pedestrian corridor from Lexington Road past Barnett Shoals to the campus to encourage non-automobile access to the university. This transit corridor could eventually form a loop serving the two existing neighborhood centers along Gaines School Road.
- A greenway and linear park along the corridor with access to a new park along the lake between the neighborhood center and Lexington Road.

Development Program

OPTION 1-EXISTING LAND USE PLAN				OPTION 2- WITH PUBLIC INVESTMENT			
Developed Acres	Units	% of County Total	Average net Density	Developed Acres	Units	% of County Total	Average net Density
600	3,000	22	5.5	550	2,750	20	5.0

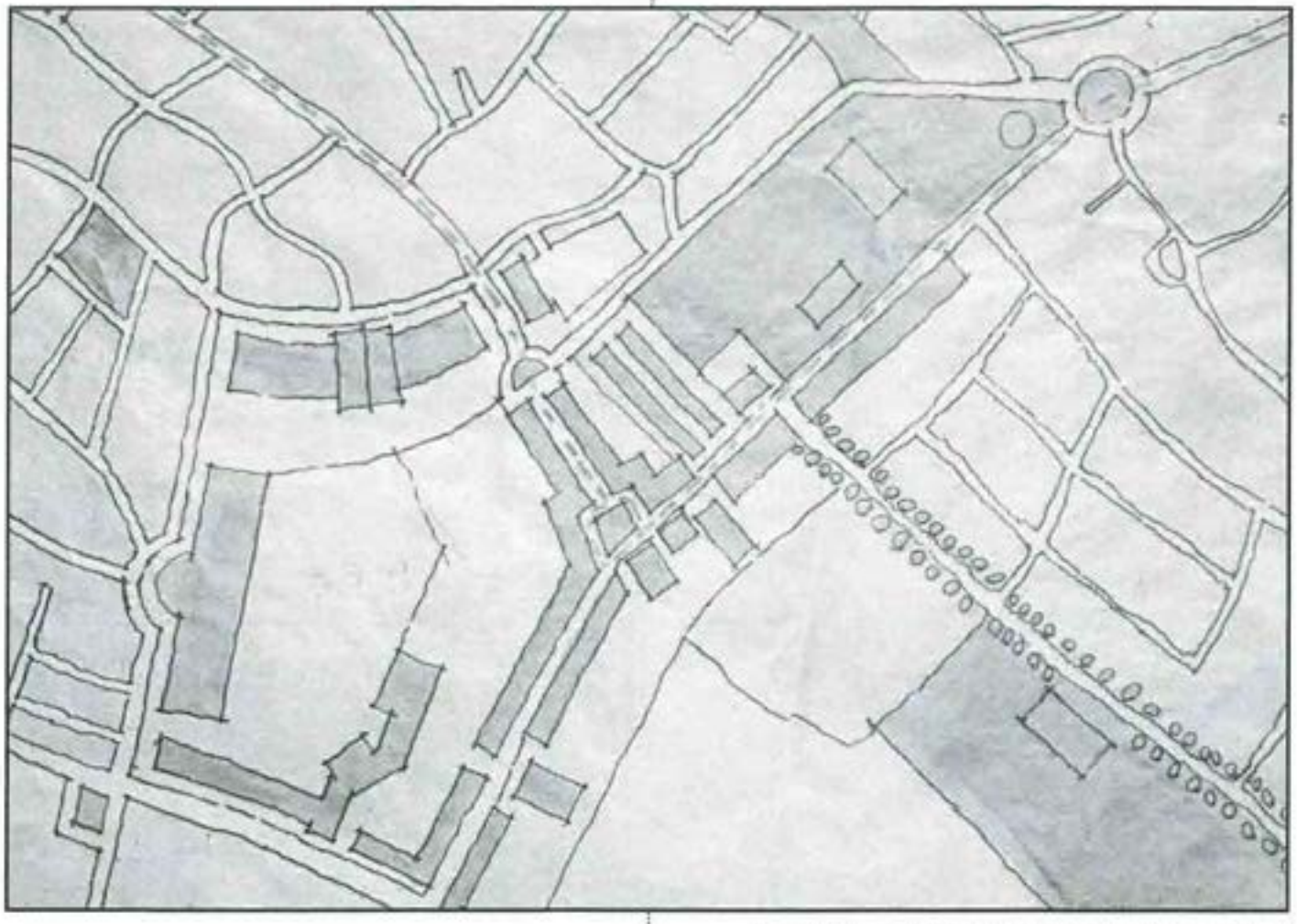
Team Co-leader Ray Strycalski

Team Co-leader John Massingale

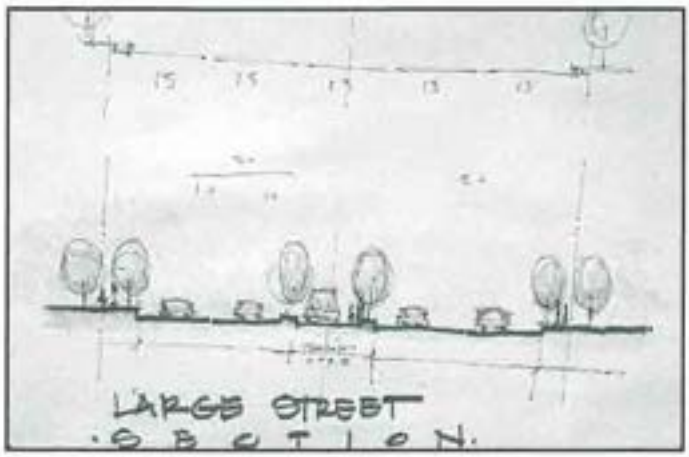


Barnett Shoals Concept Plan

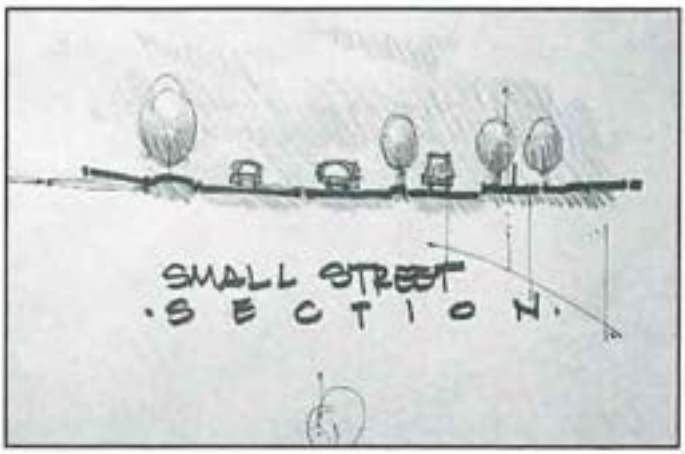
BARNETT SHOALS
DESIGN STUDIES



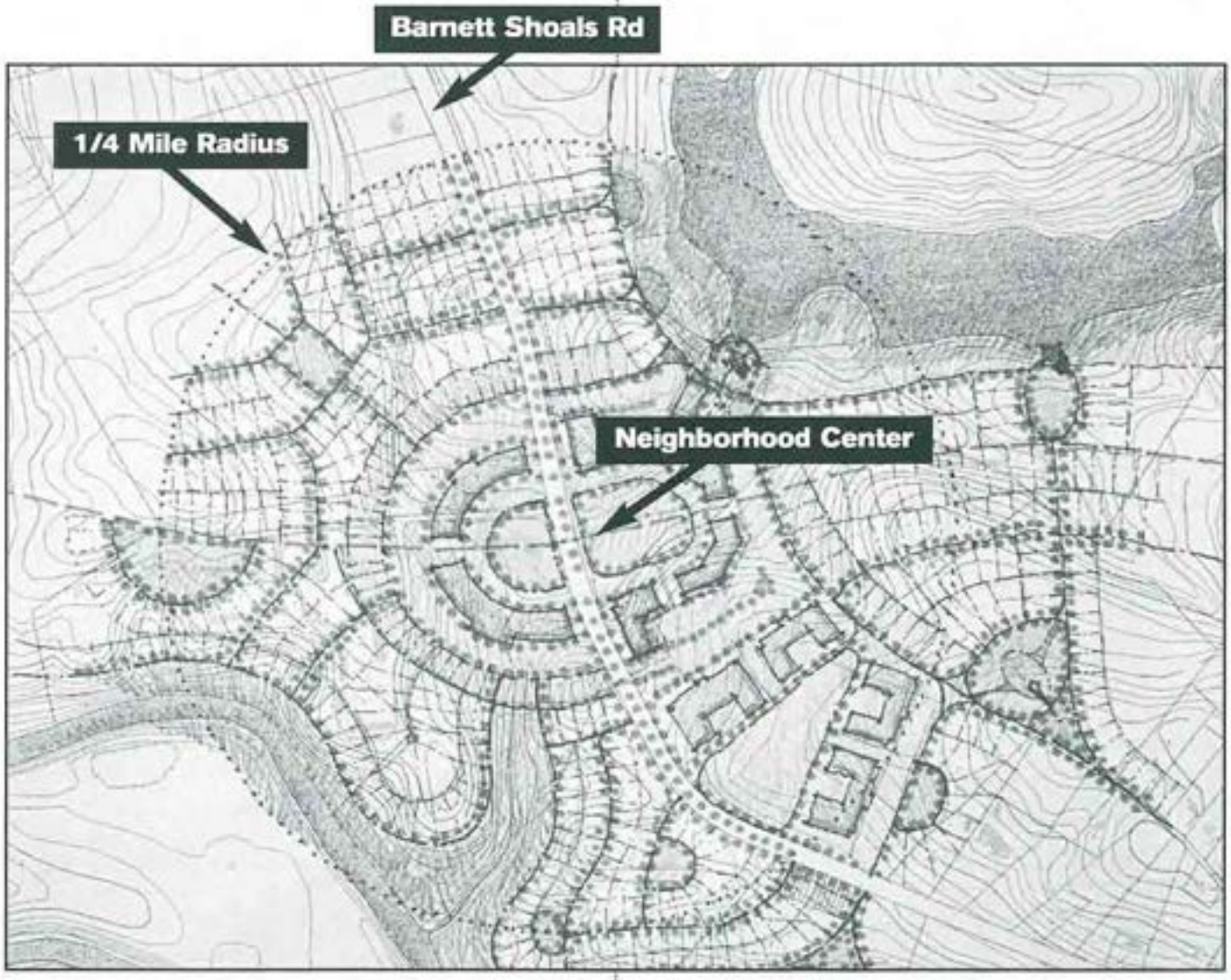
Plan of Village Center along Gaines School Road



Typical Section of Large Street



Typical Section of Small Street



Typical Neighborhood Plan

JEFFERSON ROAD

Jefferson Road and CSX Rail Line
at the edge of proposed rural greenbelt

CONTEXT

Jefferson Road, together with its extension on Prince Avenue, constitutes a single corridor connecting downtown Athens to Jefferson and Gainesville, Georgia. This corridor has been identified as a primary corridor in the Concept Plan. Prince Avenue is primarily urban forming the main street of the Normaltown community in traditional Athens. Jefferson Road begins at the corridor's interchange with the Ga. 10 Loop Road and extends to the Jackson county line. While the entire corridor should be considered as single planning area, the Workshop study concentrated on the Jefferson Road segment of the corridor.

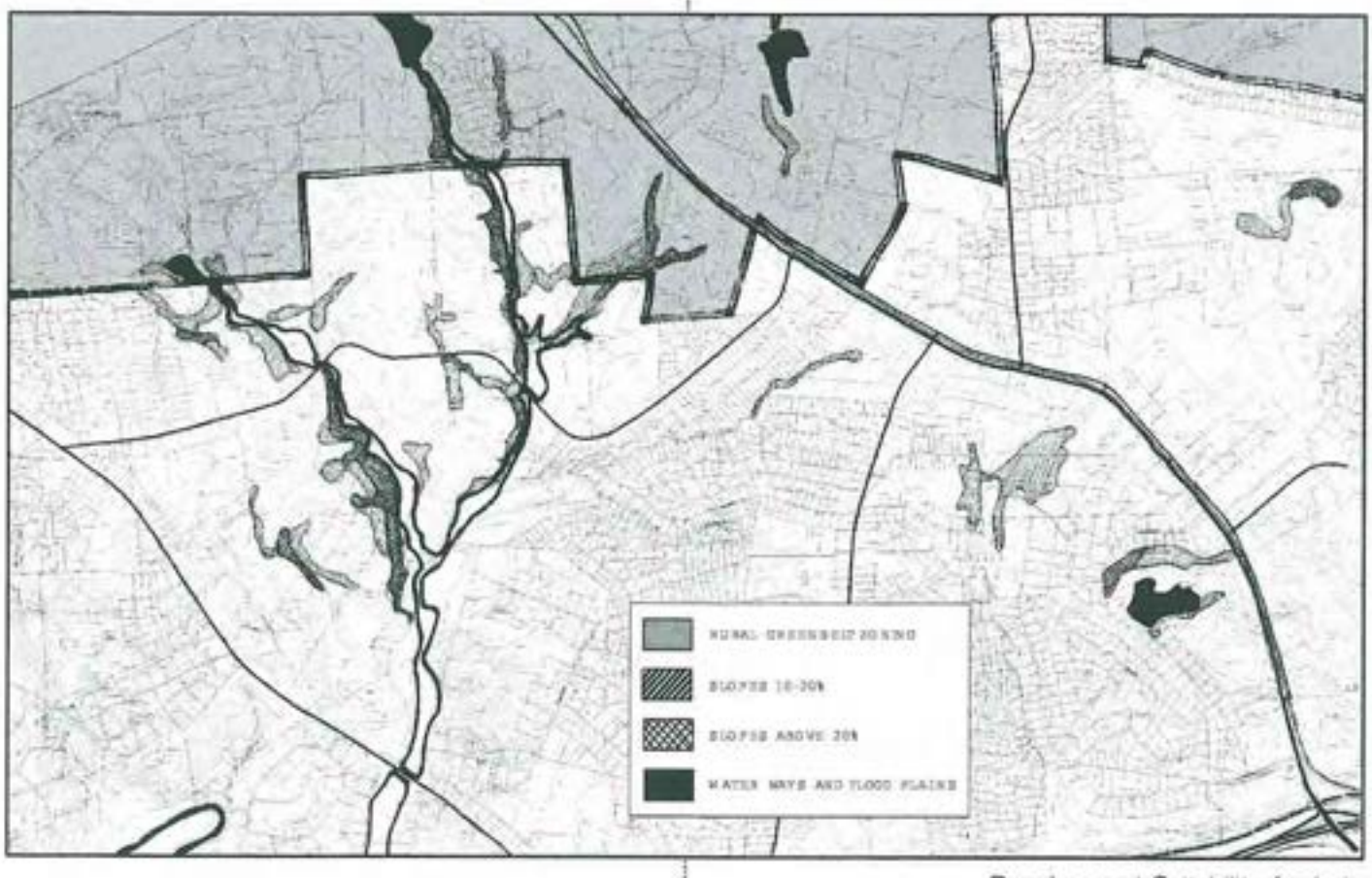
The Jefferson Road corridor begins at the southern end with the shopping center at the Ga. 10 Loop Road, designated as a community center in the Concept Plan. It passes through a commercial and light industrial zone and then through a low density residential area until it reaches the limit of urbanization, after which is designated the green rural zone, constituting at least one third of the corridor length. The corridor is further distinguished by a rail line running parallel to the road before it joins the main CSX line near the Ga. 10 Loop Road.

Both sides of the corridor are lined with residential subdivisions at a distance where they are rarely seen from the road and are accessed by very few streets which connect to or cross the corridor. The rail line acts as significant barrier to connection opportunities.

Jefferson Road-Projections

POPULATION				Number of Housing Units at 2.5 Persons/Unit
1995	2020	Change	% of County Growth	
13,701	18,937	5236	15	2,094

Future Land Use



Development Suitability Analysis

JEFFERSON ROAD

THE PLAN

Conceptually, the corridor represents one of the City's best opportunities to add medium density mixed use development in appropriate areas that can provide:

- A locus of community activities and services
- Better connection to both sides of the corridor
- A demonstration of forming a clear edge between the urbanized portion of the City and the designated rural zone, with appropriate green space amenities for the community.
- A unique opportunity for adding light rail or designated right-of way bus service along the rail corridor if adequate ridership is generated by infill development.

The major public investment proposed to act as a catalyst for development is a neighborhood street. The parkway that connects the two sides of the corridor provides a) a clear and visible edge to the rural zone, and b) access to new and existing residential development on the east side of the industrial/commercial area. Other features of the plan include:

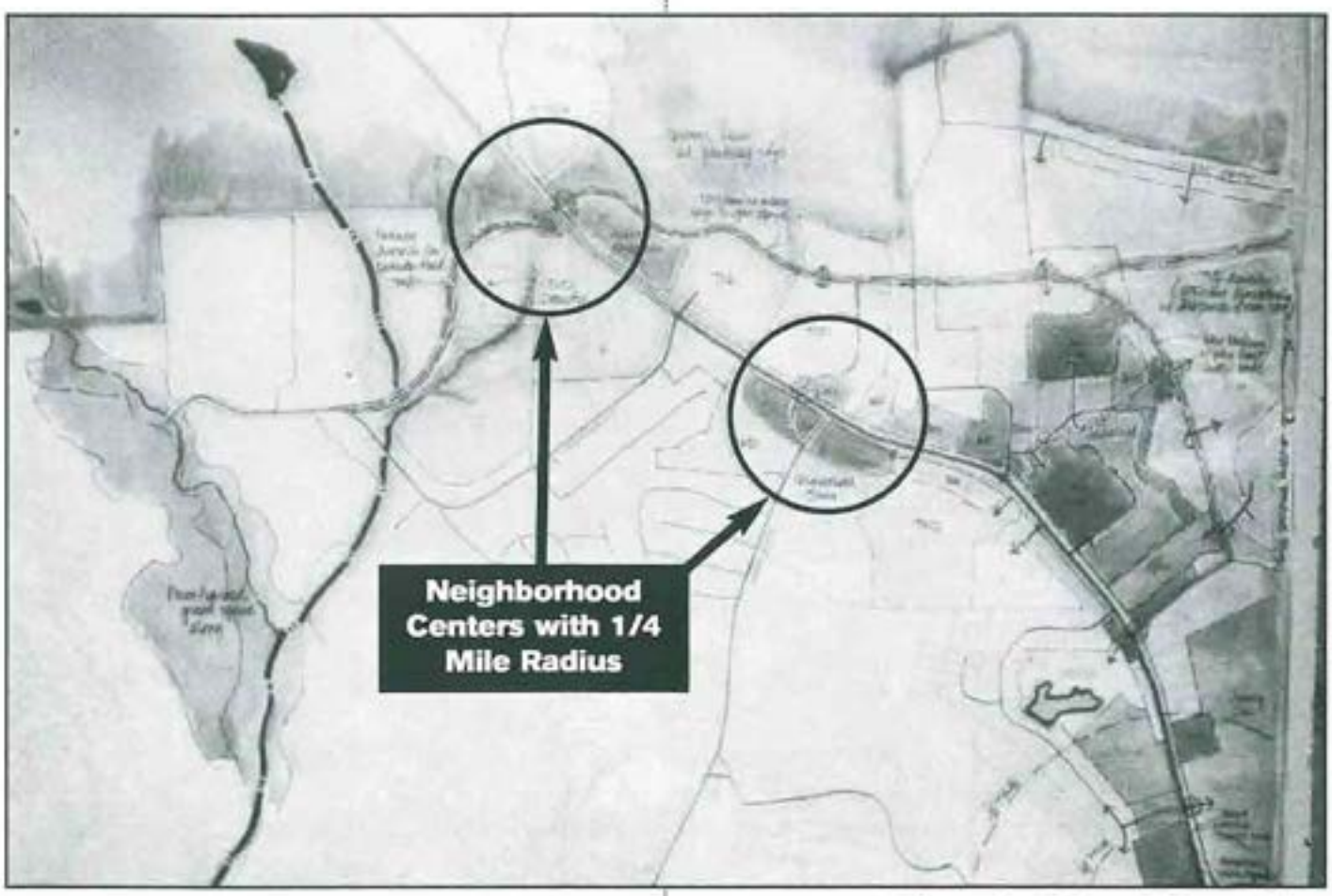
- Maintaining a green buffer setback along the west side of the road for pedestrian and bike circulation.
- Promoting a mixed-use residential infill development in undeveloped parcels along the corridor, which includes several multi-family opportunities, thereby creating a continuous linear traditional neighborhood.
- Creating the proposed neighborhood center at the corridor's intersection with Whitehead Road.
- Upgrading the shopping center with increased visibility to better function as a community center.
- Developing active recreation opportunities where the corridor passes into the green rural zone.

Development Programs

OPTION 1-EXISTING LAND USE PLAN				OPTION 2- WITH PUBLIC INVESTMENT			
Developed Acres	Units	% of County Total	Average net Density	Developed Acres	Units	% of County Total	Average net Density
200	1100	8	5.0	450	3000	22	6.67

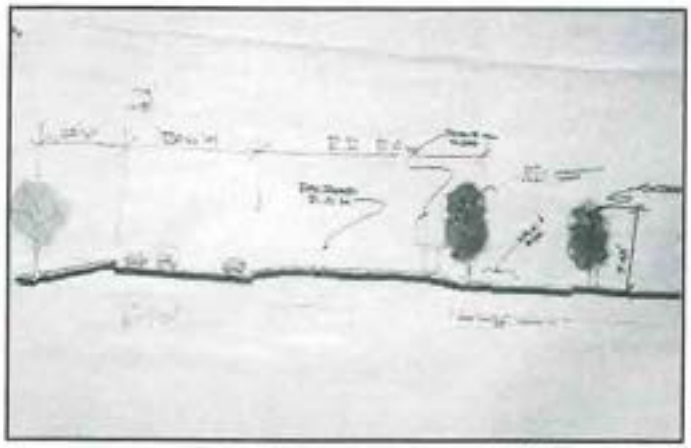
Team Co-leader Bill Tunnell

Team Co-leader Tom Walsh

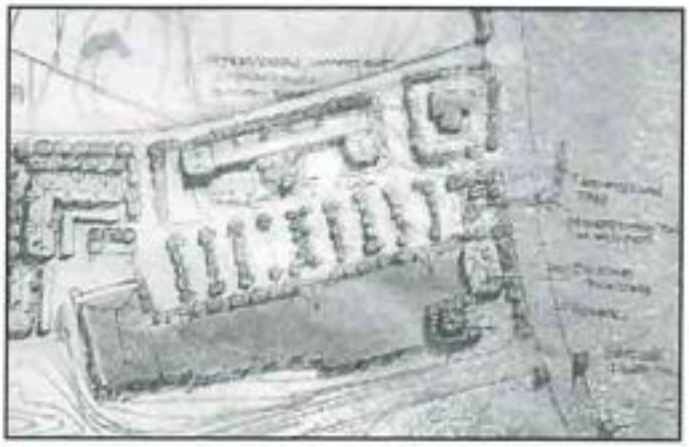


Jefferson Road Option 2 Concept Plan

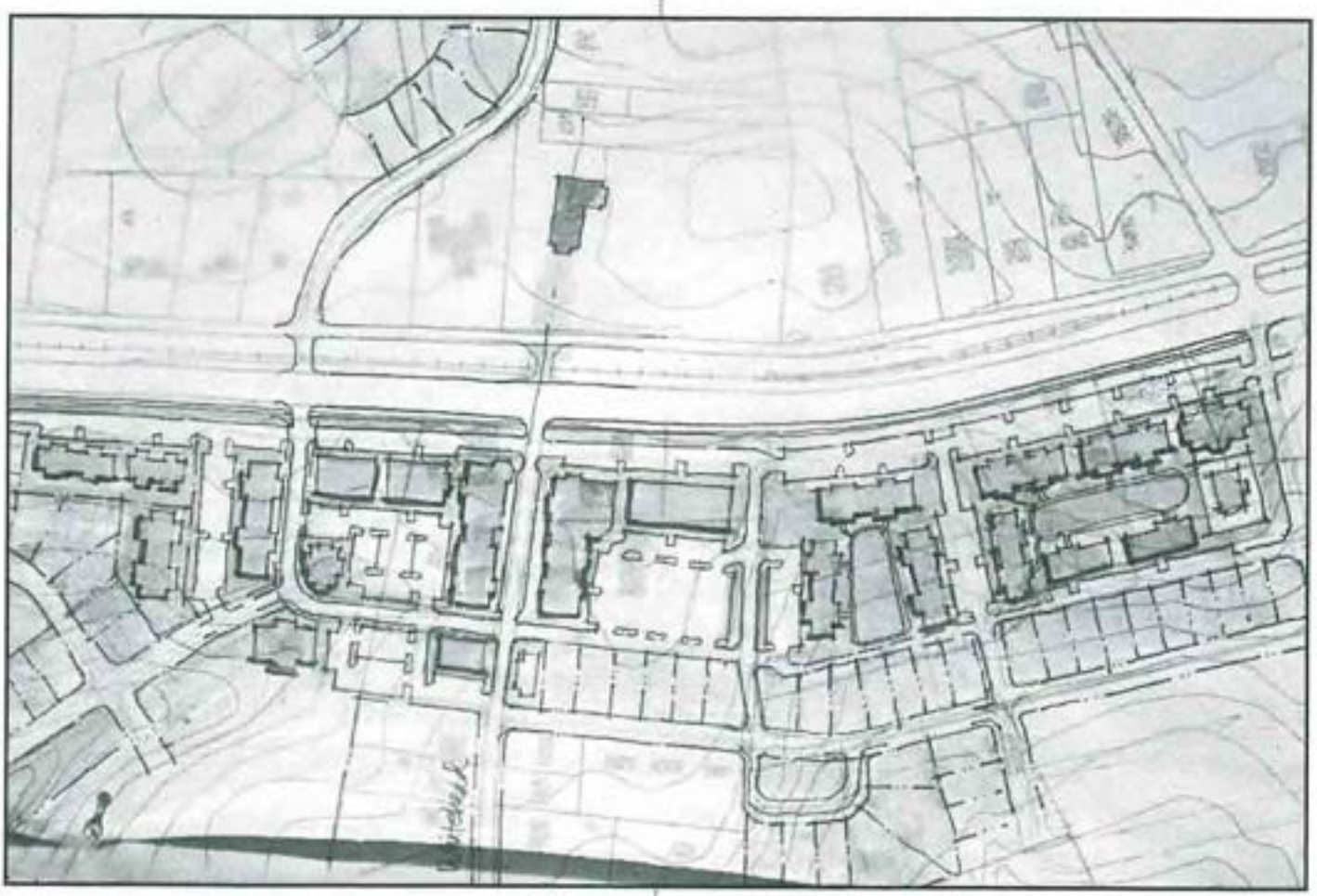
JEFFERSON ROAD
DESIGN STUDIES



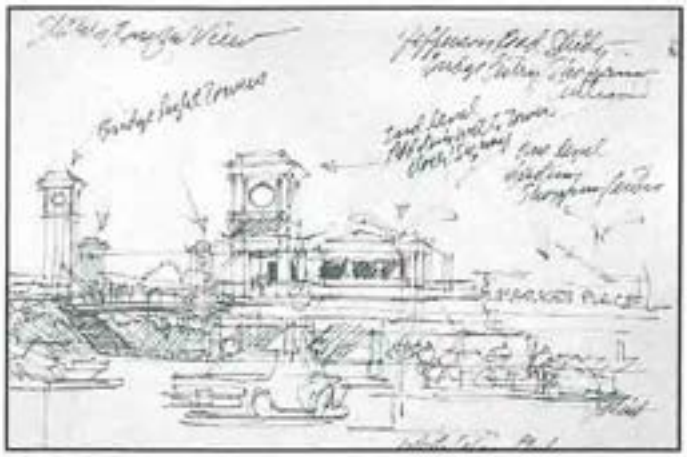
Typical section though Jefferson Road

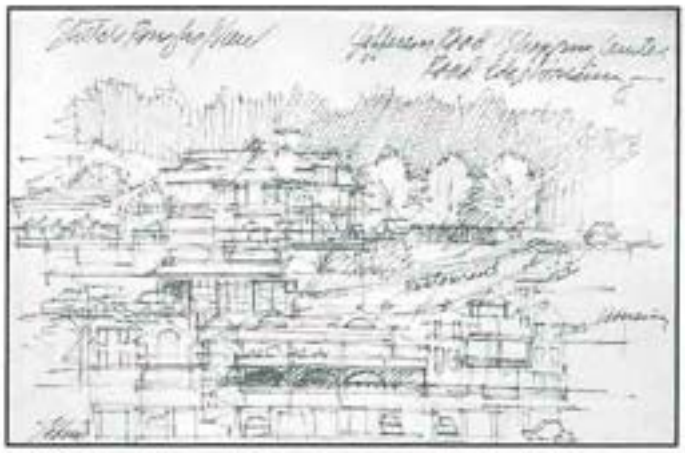


Concept Site Plan for Upgrading the shopping area at Jefferson Road and the Georgia 10 loop to a Community Center



Site Plan of Village Center of new Traditional Neighborhood Development





Architectural Character Studies of Upgraded
Community Commercial Center

Site Plan of residential area in the
new Traditional Neighborhood Development
at the edge of the rural greenbelt zone

BOGART/ATLANTA

Cleveland Road in rural greenbelt

HIGHWAY

CONTEXT

This area, at the west end of Athens-Clarke County, is characterized by several existing and proposed elements:

1. One of the City's main employment centers, anchored by the Athens Mall, the county's largest shopping center, and several small offices and light industrial developments. These developments are all accessed from the Atlanta Highway which consequently has some of the highest traffic volumes and congestion in the county.

2. Very low-density residential or rural land uses just north of this regional center, prompting its designation as part of the rural greenbelt zone in the Concept Plan. This low density is caused to some degree by the presence of difficult topographic and drainage conditions in the area.

3. A stop on the proposed Athens/Atlanta commuter rail line, recently given high priority by its inclusion in the proposed 1999 ARC Regional Transportation Plan. The actual location of the stop has not yet been determined.

4. A single parcel of 1,000 acres, assembled for a now defunct project with access to Atlanta Highway, US 78, Ga. 316, and the proposed commuter rail line. This site is being discussed as a "research park" related to the region's three major universities.

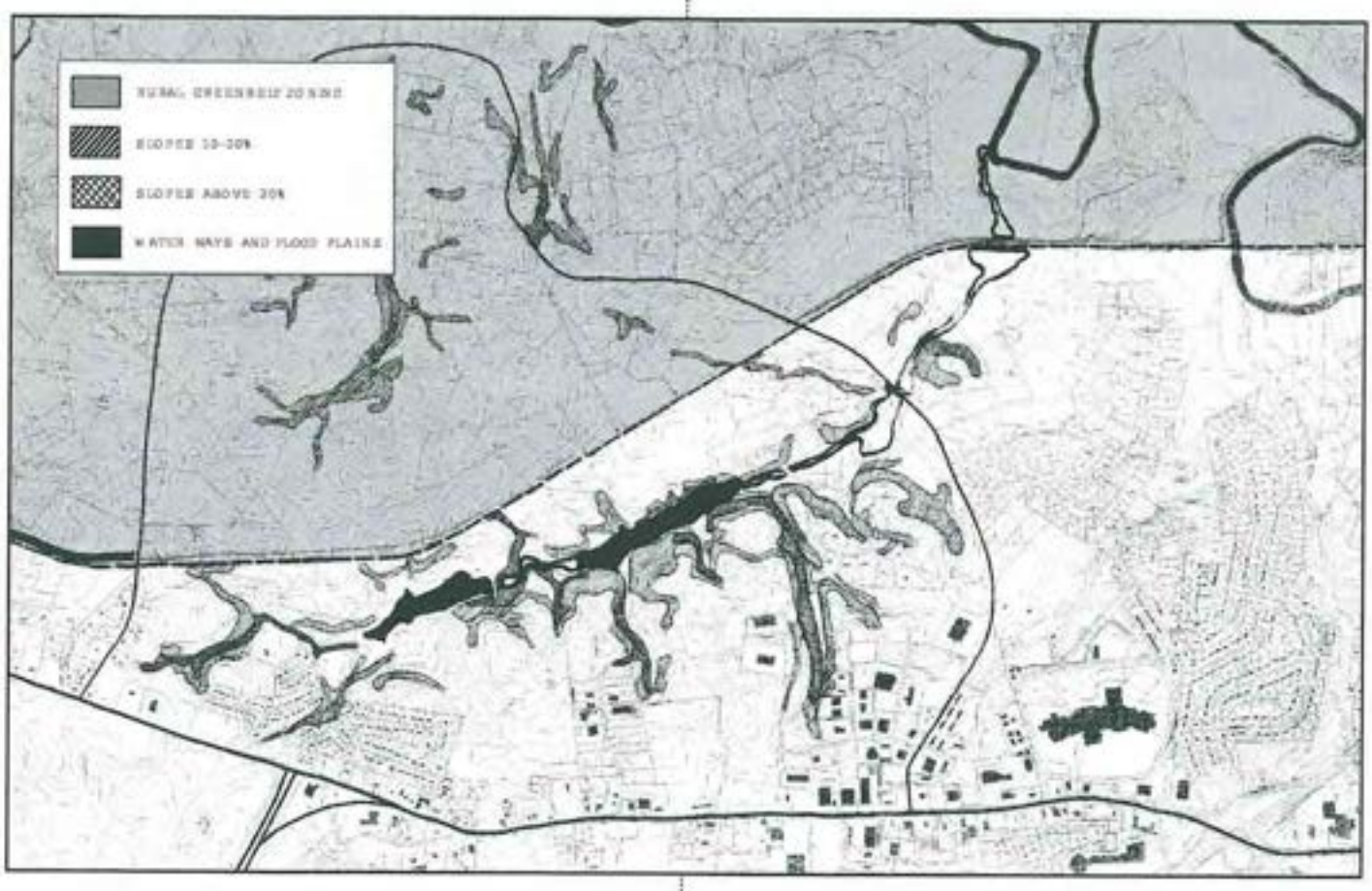
5. The small town of Bogart, just across the county line in Oconee County containing fundamental community characteristics and services.

The confluence of these conditions produces both an extraordinary opportunity for a truly mixed-use, job-oriented community as well as potential problems which could result in land use conflicts, difficult edge conditions, negative environmental impacts and increased traffic congestion. A successful outcome will depend on intergovernmental cooperation and, most probably, aggressive public/private initiatives.

Bogart/Atlanta Highway – Projections

POPULATION				Number Housing Units at 2 E persons/Unit
1995	2020	Change	% of County Growth	
5,676	7,731	2,055	6	822

Future Land Use



Development Suitability Analysis

BOGART/ATLANTA HIGHWAY

THE PLAN

The proposed workshop plan for the area is based on the primary decision to locate the commuter rail station on the CSX rail line in the center of the existing town of Bogart. This is because: a) Bogart has the existing social and physical infrastructure to accommodate the infill development that would allow the Bogart community to become a full service transit oriented development and; b) the alternate site at the west end of Clarke County has difficult slope and drainage characteristics that would limit the amount of development that might be developed in the area of the rail station. This recommendation creates the majority of transit oriented fringe development extending into Clarke County. The station would have access off of the Atlanta Highway giving the western side of Clarke County and the proposed research area site excellent access to the rail station.

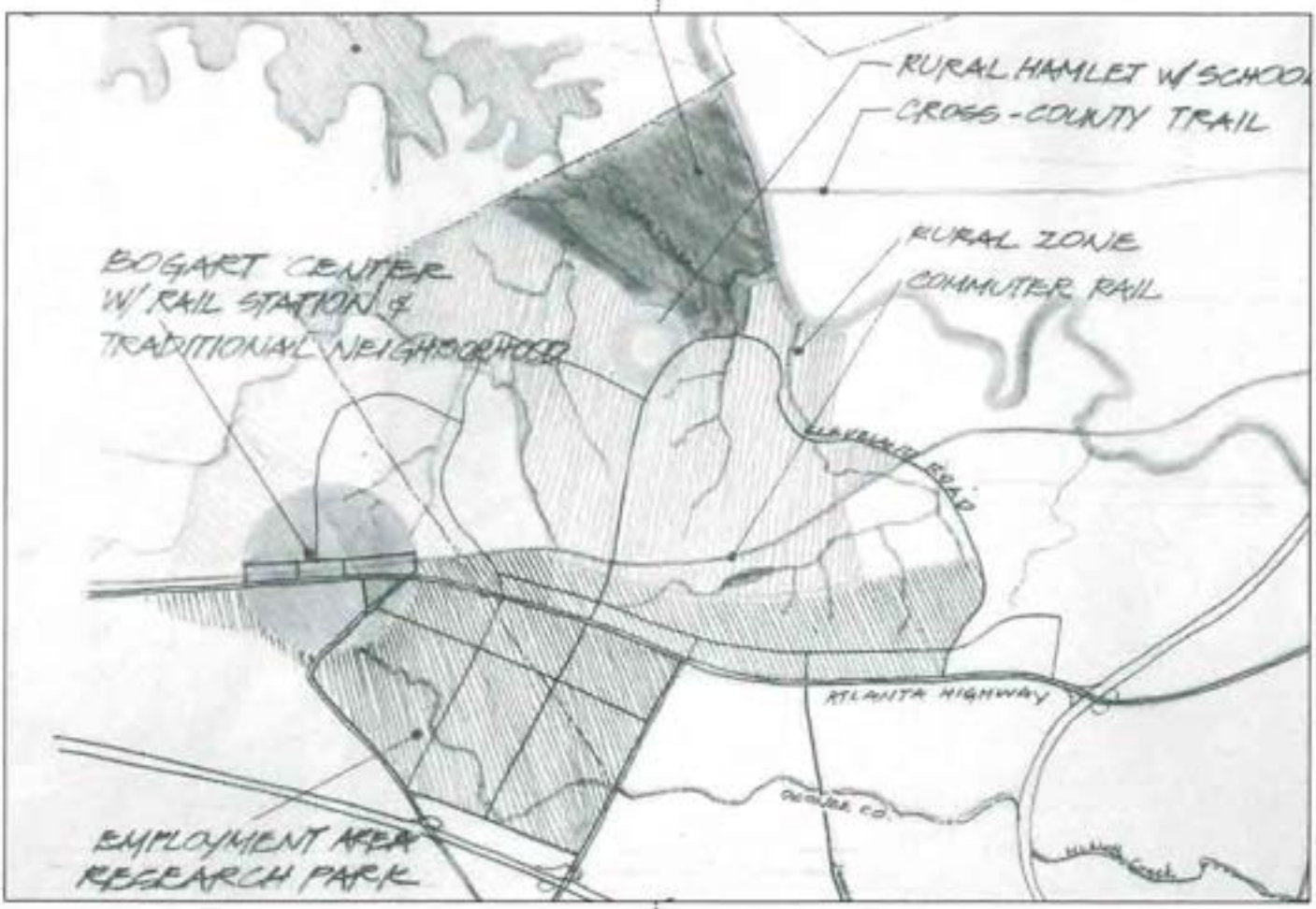
Other important elements of this plan include:

- A new service road in the office/industrial retail distribution running parallel to the Atlanta Highway on the north which would serve to reduce congestion on the Atlanta Highway and gradually allow the area to infill with appropriately scaled additional office and big lot industrial uses.
- Reconfiguration of the Atlanta Highway right-of-way to permit a dedicated transit (light rail or bus) line to link traditional Athens with the mall, the proposed research site and the Bogart rail station.
- A rural "hamlet" zone around the Cleveland Road Elementary School that would permit 50-100 small residential lots to be located within the rural greenbelt zone.
- Increased access to the research park site, both by transit opportunities mentioned above and by a new extension of Cleveland Road south through the research park site to Ga. 316.

OPTION 1-EXISTING LAND USE PLAN				OPTION 2- WITH PUBLIC INVESTMENT			
Developed Acres	**Units**	**% of County Total**	**Average net Density**	**Developed Acres**	**Units**	**% of County Total**	**Average net Density**
400	2000	14	5.0	470	2350	17	5.0

Team co-leader Richard Dagenhart with panelist Leon Eplan

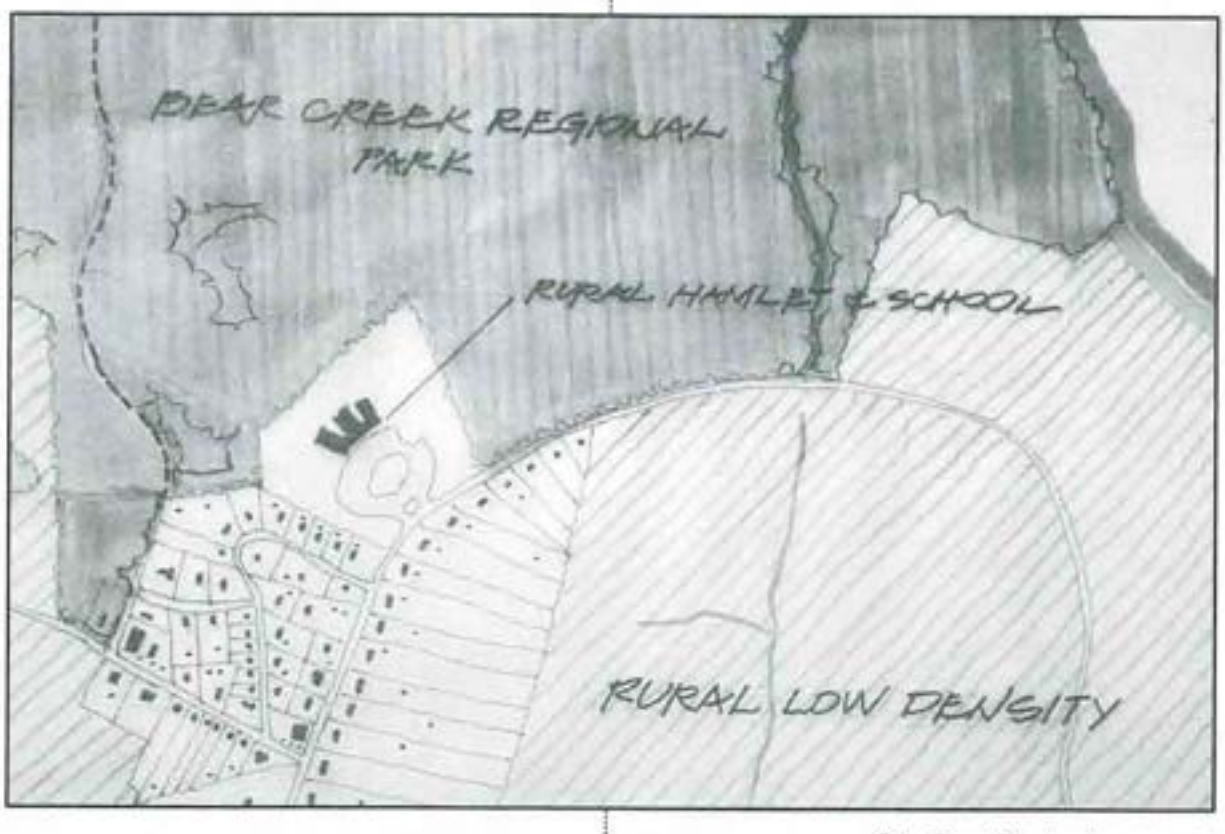
Team co-Leader Rob Fisher



Bogart /Atlanta Highway Concept Plan

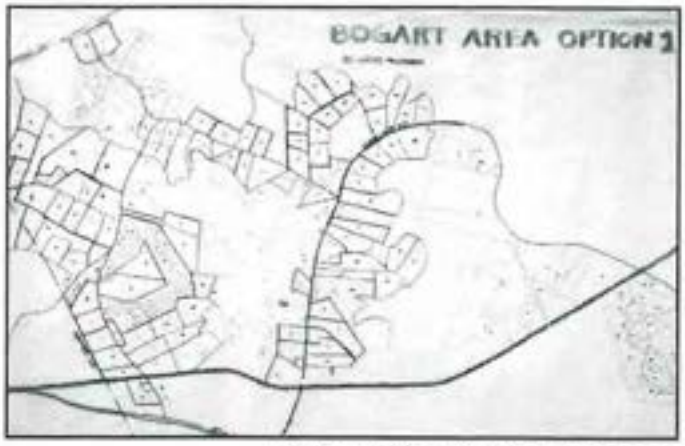
BOGART/ATLANTA HIGHWAY
DESIGN STUDIES

Bogart Area
Environmental Design Context with
Oconee River and
new Bear Creek Reservoir

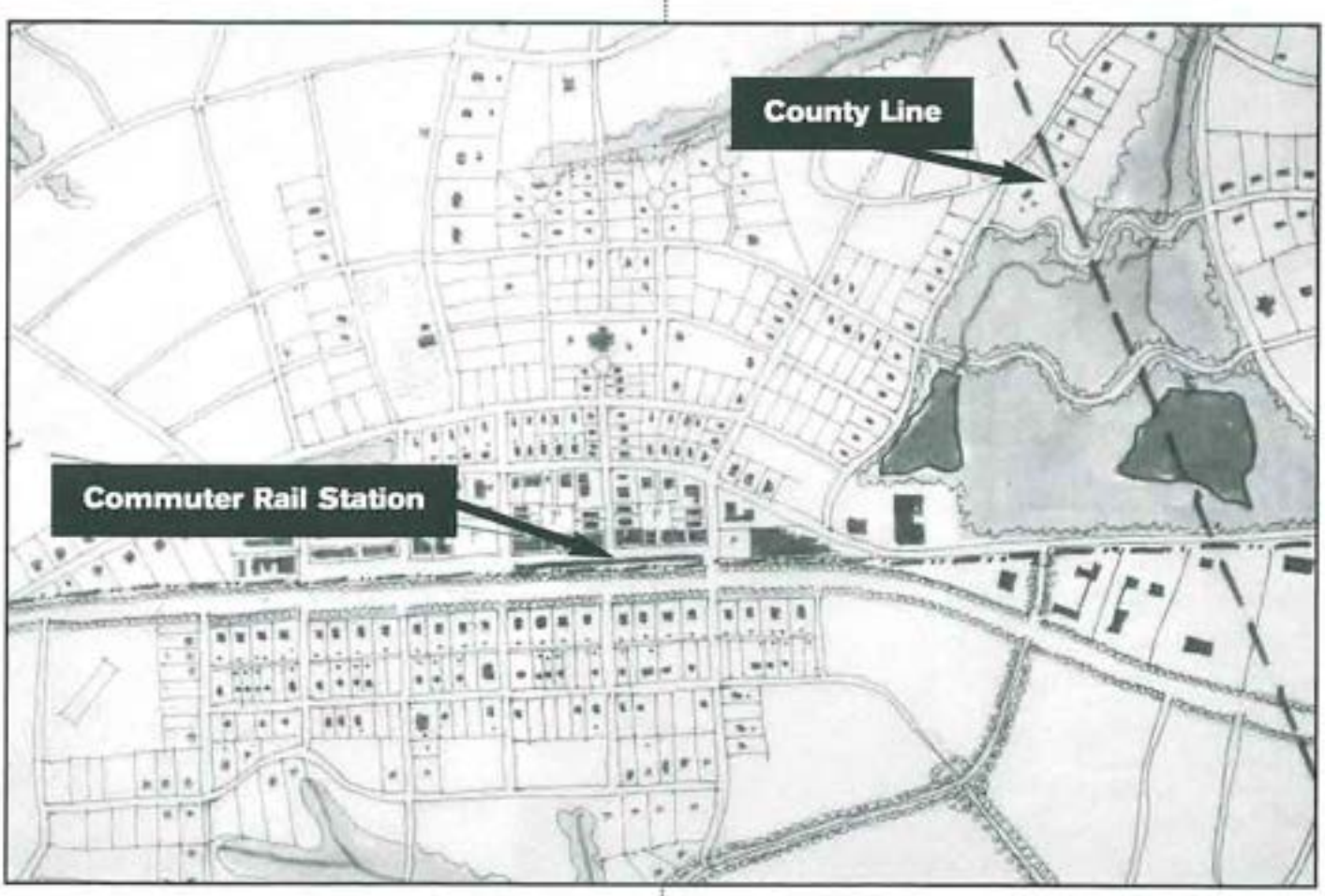


Site Plan Study of proposed
Rural Hamlet at The Cleveland
Road Elementary School in the
Rural Greenbelt Zone

Proposed section though Atlanta Highway with bus transit right-of-way



Option 1 Site Plan with proposed 5 acre lot rural zone



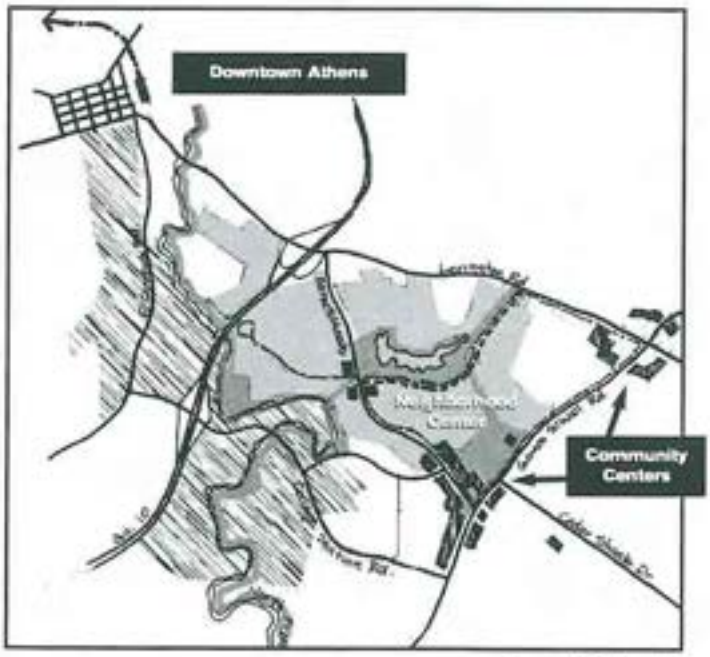
Option 2 site plan of Bogart infill development at proposed commuter rail station

SUMMARY

	ACRES	RESIDENTIAL UNITS	% OF COUNTY TOTAL	AVERAGE DENSITY
Barnett Shoals	550	2750	20	5.0
Jefferson Road	450	3000	22	6.67
Bogart/ Atlanta Hwy	970	2350	17	5.0
Total	1470	8100	59	5.5

LEGEND

- INFILL TRADITIONAL NEIGHBORHOOD DEVELOPMENT
- RURAL GREEN ZONE OR ACTIVE OR PASSIVE OPEN SPACE
- NEIGHBORHOOD OR COMMUNITY CENTER
- NON RESIDENTIAL AREA
- EXISTING MAJOR STREET
- PROPOSED STREET
- LIGHT RAIL OR BUS TRANSIT
- COMMUTER RAIL LINE



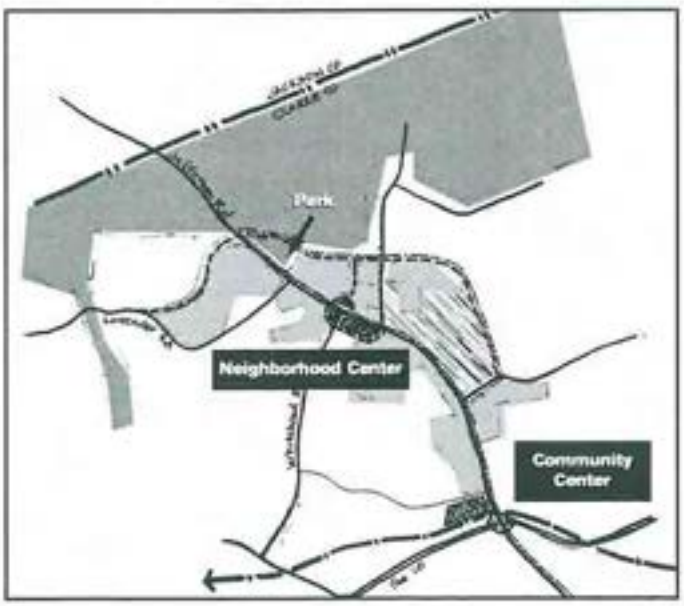
Barnett Shoals

STRATEGIC ACTIONS

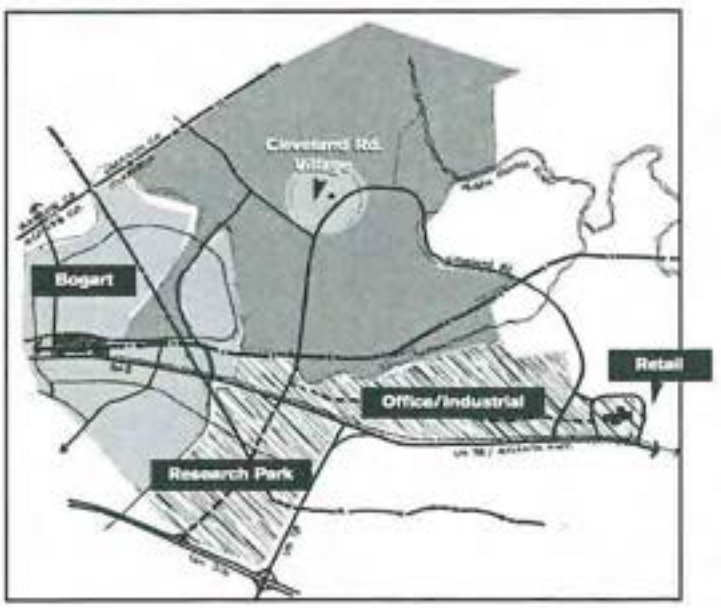
An examination of the summary impact of the plans for the three sites indicates that with the public investments recommended in each option 2 alternative, the three areas could capture up to 67% of the County's total growth prior to 2020, whereas just over 50% of the growth is projected for the three areas in the current population projections. This is a reasonable target as it provides for sustainable new neighborhoods of a net approximate density of 5 units per acre which corresponds roughly to the historic densities found in "traditional" Athens. Development policies that pursue these objectives can serve to protect existing neighborhoods, help protect the rural green zone contemplated by the Concept Plan and concentrate development in areas most likely to absorb the transportation impacts associated with any new growth.

IN EACH AREA, THREE LEVELS OF PUBLIC INVESTMENT ARE CONTEMPLATED:

- The construction of three new connecting roads to serve the new infill areas, and provide better "connectivity" to the existing transportation network, thereby helping to relieve congestion on the main artery in each area.
- A dedicated transit corridor in each area that will: (a) permit eventual addition of bus or light rail transit to the area and, (b) connect to downtown and the existing transit network as ridership is generated over time by the new development.
- Associated public services, such as water, sewer and active open space that can be planned for and added as new development generates tax revenues for it. However, most sites in the three study areas are already well served by basic public services. Additional unique opportunities enabled by these three plans will require more aggressive public and private initiatives, such as:
  - The proposed tri-county research park near the Bogart rail station.
  - Creating the proposed mixed-use neighborhood centers on Jefferson Road and Barnett Shoals Road.
  - Creating the pedestrian driven, university oriented neighborhood west of Barnett Shoals that meets City and University objectives.



Jefferson Road



Bogart/Atlanta Hwy

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Stephanie Brown, Athens Land Trust
Tom Chasteen, Mayor Pro-Tem, Athens-Clarke County Unified Government
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Rex Gonnsen, Beall Gonnsen Associates
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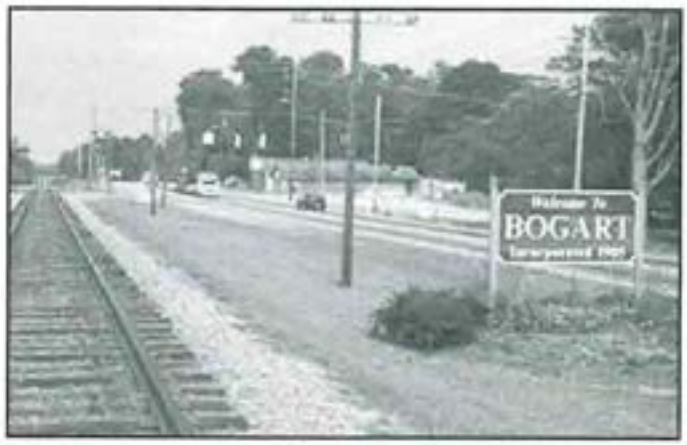

Commuter Rail Station site in downtown Bogart

Planning Director John Stockbridge, Panelist and Dean of the UGA School of Environmental Design Jack Crowley and City Manager Al Crace

Workshop 5
Athens-Clarke County

Blueprints for successful communities

Successful Communities Partners:

The Georgia Conservancy, the Urban Land Institute, the Greater Atlanta Home Builders Association, the American Institute of Architects, the American Society of Landscape Architects, the Institute of Transportation Engineers, the Georgia Trust for Historic Preservation, the Consulting Engineers Council, the Georgia Planning Association and the National Association of Industrial and Office Properties.