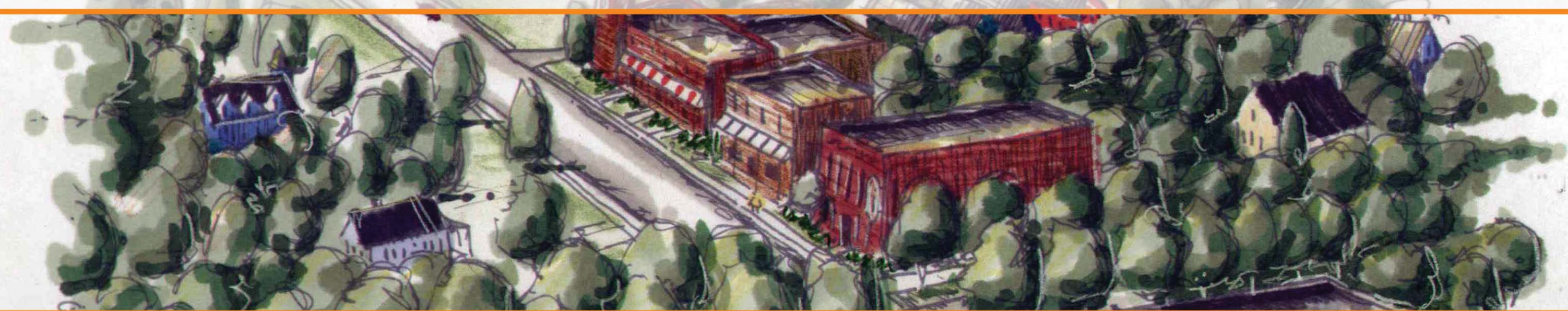




Oxford Future Planning Workshop



Metropolitan Design Studio
The University of Georgia
School of Environmental Design



Phil Farrow '06

“What is good - and there is
much that is good - let us stand
by, and make it better if we can.”
Atticus Haygood c. 1880

Oxford Future Planning Workshop

Oxford, Georgia

TOWN OF OXFORD
NEWTON COUNTY

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TOWN OF OXFORD
NEWTON COUNTY

- Create a new town center focused on a new central green (pg34)
- Swap the fire station building for the post office (pg54)
- Encourage Oxford College to build a new student center and bookstore on the existing firestation and community room site, fronting the new green. Included in this project would be a new post office
- Sell the existing City Hall building and adjacent parcels to fund the construction of a new City Hall building fronting the new town green (pg54)
- Encourage new development with a five minute walk of the new Town Center to be compact, pedestrian friendly and slightly higher in density (pg34)
- Adopt the SmartCode as calibrated for Oxford as an overlay in order to enable compact, pedestrian friendly, mixed use development (pg32)
- The architectural character of all new construction in Oxford should reflect the details and patterns of the historical architecture found in the region (pg25)
- Implement traffic calming measures on Highway 81 in order to slow traffic and encourage pedestrian activity (pg25)
- To alleviate drainage issues, implement bioswales and raingardens. Native plant materials would help in the reduction of standing water while enhancing the aesthetic appeal of the various areas. As a bonus, the use of native plants attracts more wildlife, such as butterflies, hummingbirds, and bees (pg16)
- Implement city policy with regards to tree pruning and protection (pg20)
- Continue city-wide tree planting program (pg20)
- Continue phased implementation of city-wide trail and sidewalk project (pg25)

Executive Summary

TOWN OF OXFORD
NEWTON COUNTY



Neighbors collaborate on their town's future.



Actively engaged in planning for the growth of Oxford.



A student from the UGA Metropolitan Design Studio makes a presentation to the community.

Local Voices

At the beginning of the Oxford charrette, town residents prepared questionnaires that helped guide the design team in their goals for the town's future. Here's what community members told us.

Community Patterns

- Desire for an Oxford appropriate city center
- Small-scale commercial and retail
- Grocery, shopping, restaurants, live/work buildings, coffee shops
- Create a walkable community
- Integrate the town and the college community
- Include a forum for community communication and municipal services
- Expand the post office, the nucleus of the city
- Promote community connectivity with sidewalks and streetlights

Architecture

- Build new structures that match Oxford's historical context
- Create commercial buildings that blend into surrounding community.
- Provide affordable housing for faculty and staff of the college, as well as young families moving to Oxford.

Landscape

- Create a city park that accommodate all ages
- Provide for passive and active recreation.
- Promote connectivity between community greenspaces
- Maintain Oxford's street and shade trees
- Keep and expand the trail system

Ordinances and Regulations

- Address trash and debris associated with rundown unkempt properties
- Enforce regulations to require regular maintenance of properties

Community Input

Charrette is a French word that translates “little cart.” At the leading architecture school of the 19th century, the Ecole des Beaux-Arts in Paris, students would be assigned a tough design problem to work out under pressure of time. They would continue sketching as fast as they could, even as little carts (charrettes) carried their drawing boards away to be judged and graded.

Today, “charrette” has come to describe the rapid, intensive, and creative work session, usually lasting a week or more, in which a design team focuses on a particular design problem and arrives at a collaborative solution. Charrettes are product-oriented. The public charrette is fast becoming a preferred way to face the planning challenges confronting American cities.

Charrettes for New Urbanism, Victor Dover



Charrette Progression

Early in the year, students met with Eric Oliver at the college to get a history of the town, the college and their growth together. They then attended a meeting with the Oxford Steering Committee to get a briefing on the design goals and to set a schedule for the design workshop.

The students then began their analyses. They performed soil studies, vegetation analyses, topography studies, and hydrology studies. They looked at traffic pattern and pedestrian use.

At the beginning of February the Metropolitan Design Studio held a future planning workshop that was attended by over fifty residents of Oxford. Day one consisted of a brainstorming session with residents to determine desires, needs and goals. Students, along with UGA faculty and staff worked around the clock to complete drawings and analyses for a final presentation. At the end of the workshop the students presented their recommendations to residents.

Charrette Process

TOWN OF OXFORD
NEWTON COUNTY



Metropolitan Design Studio Students

- Chad Carter
- Laura Evans
- Matt Friesen
- Loren Galesi
- Jason Hammond
- Heidi Hundley
- Allen Jones
- Alicia Mealor
- Andrew O'Neill
- Leah Palumbo
- Steven Sample
- Brandy Staines
- Michael Sutton
- Katie Uhlenbrock



University Of Georgia Faculty

- Pratt Cassity
- Jack Crowley
- Hank Methvin
- Randy Vinson

**Oxford Planning Commission
-Steering Committee for Plan-**

- Frank Davis, Chair
- David Eady
- George Holt
- Art Norred
- Jim Patrick
- Emma Lou Patterson

Erik Oliver, Liaison from Oxford College



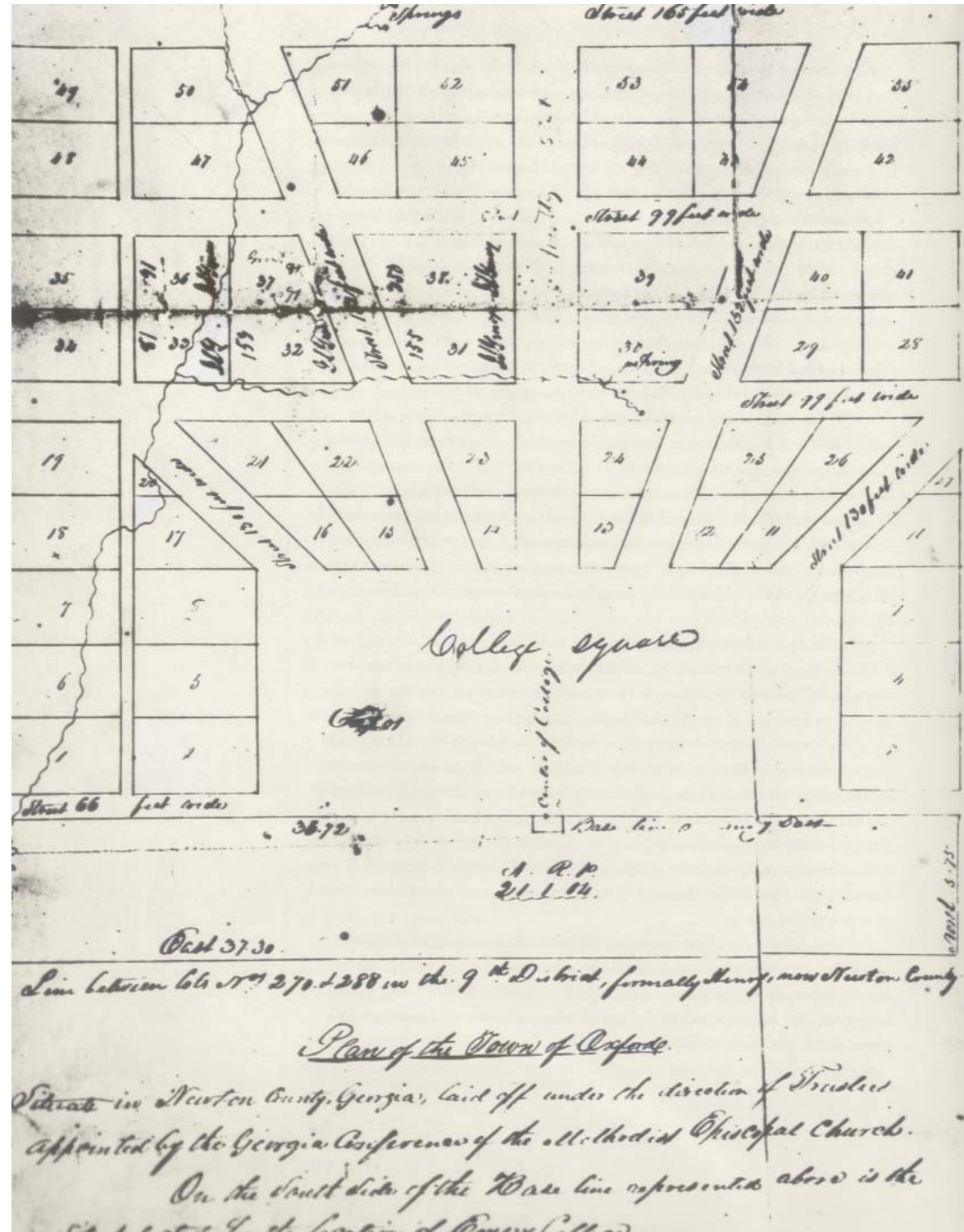
Oxford City Council Members

- Don Ballard, Mayor
- Amma Gaither
- Bill Murdy
- Hoyt Oliver
- Jerry Roseberry
- Terry Smith
- Jim Windham

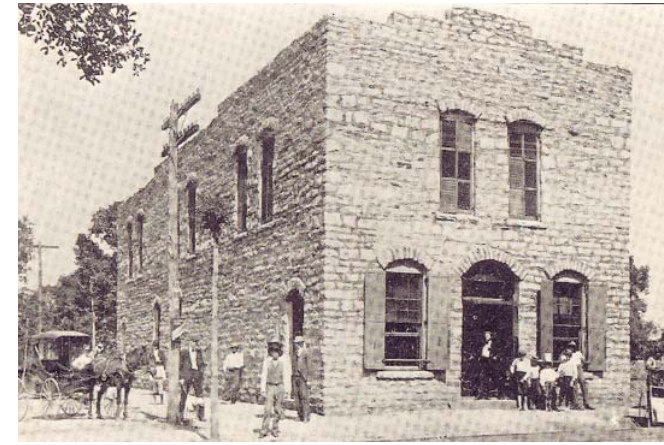


Charrette Process

**TOWN OF OXFORD
NEWTON COUNTY**



The original plat for the town of Oxford



The rock store, still standing today



One of Oxford's grand old houses

Oxford, Georgia

A small town in the heart of Georgia, the city of Oxford has stayed true to its roots for over 150 years. Chartered in 1839, the town was named in honor of John and Charles Wesley's alma mater in England, and was sited in Newton County because of its rural setting, its healthy atmosphere and its ample water supply. Also, the proposed tract, located one mile north of the small town of Covington, was far from the lures of city life and deemed wholesome by Methodist leaders who founded the town.

The town was designed by Edward Lloyd Thomas, a Methodist minister and surveyor. Radiating from a point at the steps of the central college building, the village's design featured streets that ran like rays of knowledge into the neighborhood. The town of Oxford came into existence one home at a time as faculty and others affiliated with the college were sold plots of land. Its 125 lots were offered on a 99 year lease. These residential lots lined broad boulevards and all town streets were named after renowned Methodist leaders. From the beginning, the growth of the community was consciously planned, making the village of Oxford distinct from other small southern towns. Throughout its history, the town of Oxford and Emory College have been inseparable, creating a sense of shared common interests and purpose. This shared purpose nurtured a cooperative spirit, cultural refinement, and a quiet pride common among Oxford's citizens.

In this same spirit of a shared vision for the future of both town and college, the community of Oxford has come together again to plan for its continued growth into the 21st century.

History Of Oxford

TOWN OF OXFORD
NEWTON COUNTY



TOWN OF OXFORD
NEWTON COUNTY



Historic buildings inside and outside the National Register Historic District



Informal patterns of lots, planting and building placement



Narrow and curbless streets and original city plan



Mature trees and historic architecture



Cemetery although it needs tree replacement and master plan



Greenspaces



Wide right-of-ways from original town plan create unique urban design opportunities



Rural character at edge of city

Oxford's Assets

TOWN OF OXFORD
NEWTON COUNTY



Emory campus is compact, green, and historic



Long site lines and vistas along major streets



Domes, towers, steeples, and spires



Post office function, but not building design



Rolling topography



Trail system



Projections, porches, multi-faceted facades (southern styled architecture)



Building character

Oxford's Assets

TOWN OF OXFORD
NEWTON COUNTY



Combination of slab and pier residential construction creates inconsistent character for neighborhoods



Cookie cutter subdivisions are incompatible for towns like Oxford



Poorly maintained welcome to Oxford signs



Inappropriately placed and designed benches and trash receptacles



Proliferation of chain link fences that degrades and is rarely removed or replaced as well as privacy fences whether wooden or metal cause city to look clustered and inconsistent



Chain link with metal or plastic inserts for screening are uglier than the things they are screening



Dilapidated Housing or abandoned properties that remain unmaintained



Unkept yards and lots as well as junk cars

Oxford's Liabilities

TOWN OF OXFORD
NEWTON COUNTY



Standing water as well as overflowing water from the water tower



Maintenance shed area



Household furniture thrown in the front yard



Unkept yards with trash and debris



Town Hall is residential in design but does not reflect Oxford residential character



Stubbed out sewage vents and refuse public infrastructure material and equipment



*Overgrown vacant lots especially with invasive plants like privet (*Ligustrum sinensis*) and Kudzu*



18 wheeler truck containers used for storage

Oxford's Liabilities

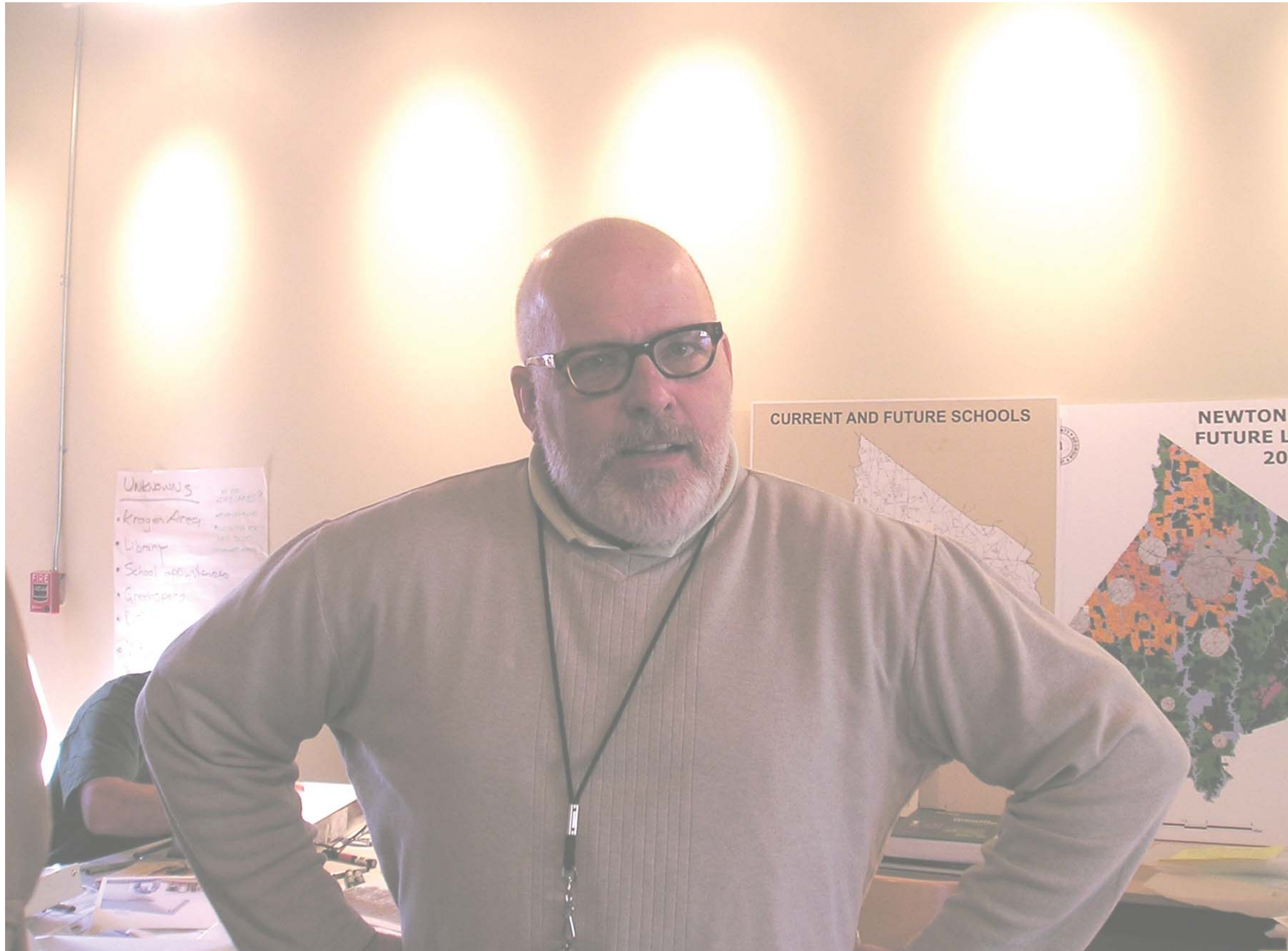
TOWN OF OXFORD
NEWTON COUNTY

The Design Team Suggests

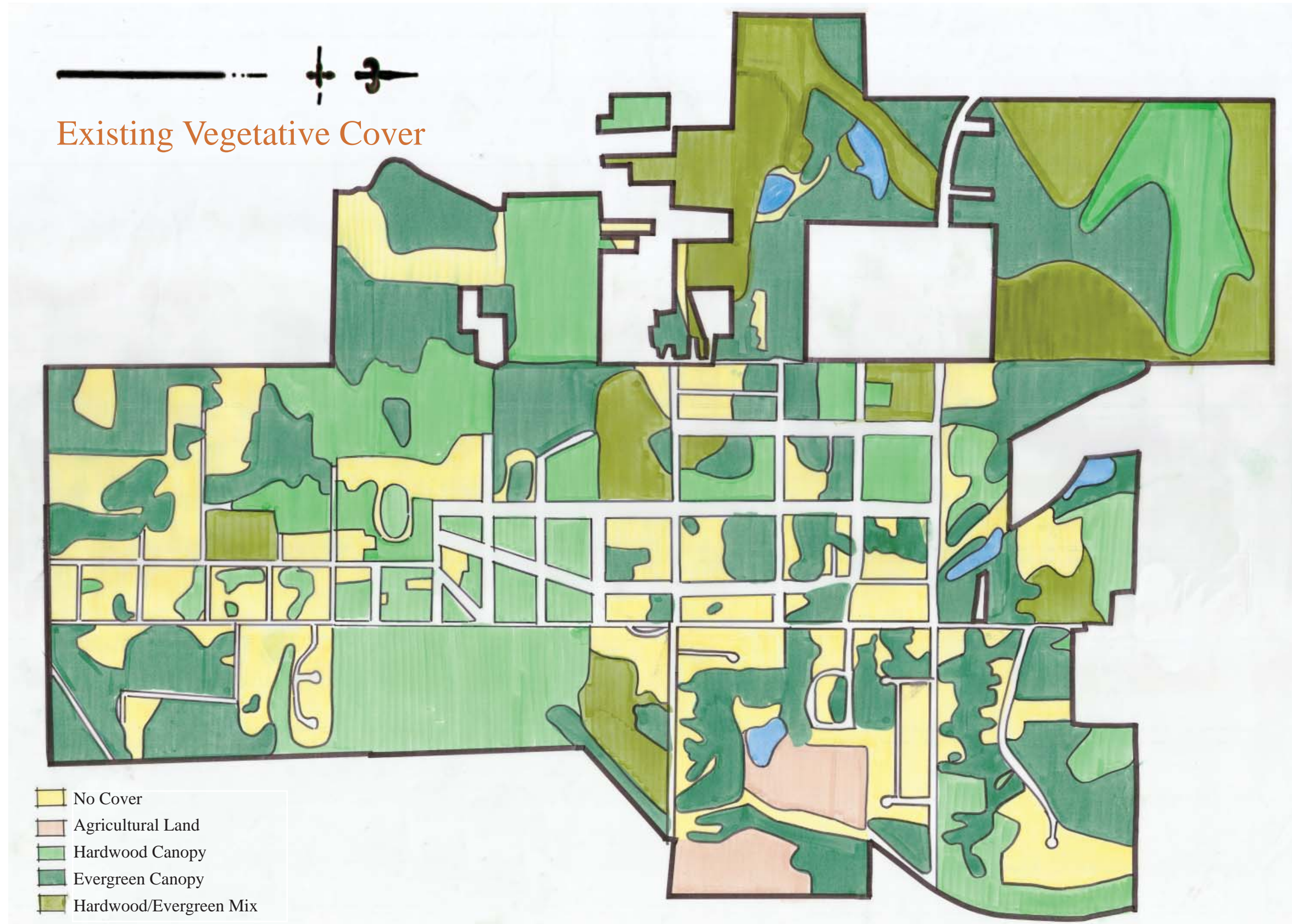
- We suggest that bioswales and raingardens first be implemented at appropriate test sites such as the new town center, the campus, or the elementary school to test the successfulness of these features.
- We recommend a four phase growth development plan that allows for managed growth while maintaining a small town feel. To achieve these goals we also recommend the immediate implementation of the SmartCode in conjunction with the tiered T-Zone coding standards.
- We recommend that all future development be rooted in the architectural context of the town as outlined in our image base.
- We recommend medians, crosswalks, sidewalks, bike lanes, additional plantings of trees and shrubs. It is recommended to widen the road in designated areas in order to accomplish above proposals.
- The group suggests that Oxford begin with the implementation of street trees and sidewalks according to street priority in order to ensure pedestrian safety as well as town connectivity. With the revitalization of Hwy 81 the town center of Oxford can be accessed by its neighboring parts. Creating green spaces that interact with the new trail system will provide new routes for pedestrians.

Recommendations

TOWN OF OXFORD
NEWTON COUNTY



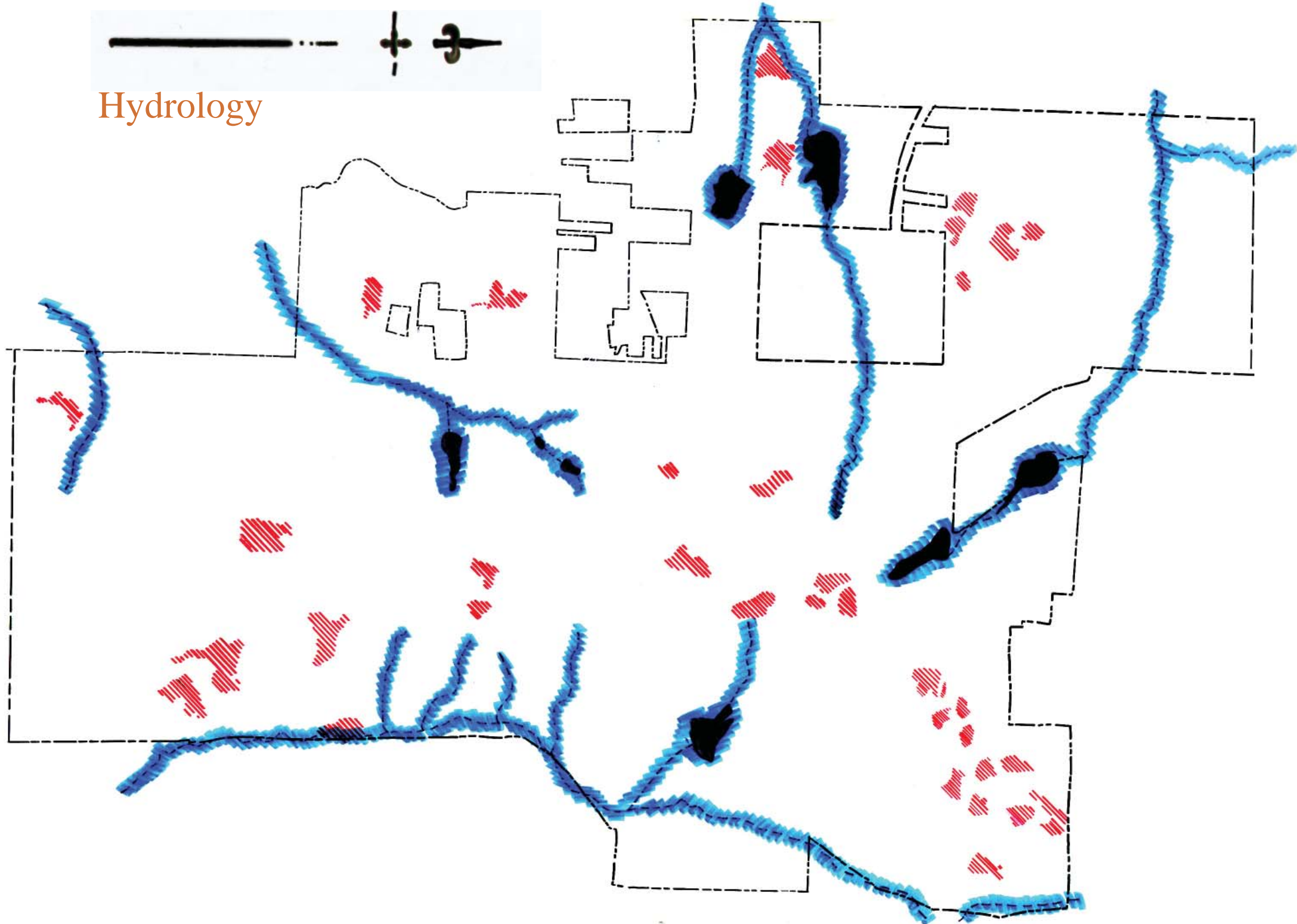
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Environmental Analysis

TOWN OF OXFORD
NEWTON COUNTY

Hydrology



Key

- Poorly Drained Areas
- 100' Vegetated Buffer Zone
- Surface Water

Clean water is important for maintaining health, and that rule applies to our environment as much as it applies to ourselves.

Any community effort to plan for accommodating future growth in Oxford must take into account the city's hydrology. All factors of the cycle must be accounted for, including the quality of flood plains and ground water, as well as the more obvious surface water.

Environmental Analysis

TOWN OF OXFORD
NEWTON COUNTY



Property in Oxford North



Residential property in Oxford North Neighborhood



Lowland on Wesley Street, adjacent to campus



Erosion from pipe draining water tower



Swale draining overflow from water tower



Property in Oxford North

Stormwater Management

In response to citizen concern, stormwater management was addressed. The preliminary site analysis showed large areas of standing water in drainage swales and lowlands.

These photos were taken 48 hours after a rainstorm and demonstrate the inability of the soil to drain or absorb water on its own, demonstrating a need for improved stormwater management.

Environmental Analysis

TOWN OF OXFORD
NEWTON COUNTY



Raingarden subdivision entrance in Athens, Georgia



Example of residential rain garden



Example of a parking lot bioswale



Character sketch of rain garden in proposed park on Wesley Street



Section illustrating basic components of a rain garden

Stormwater Management

There are several ways to encourage the infiltration of stormwater. One of the easiest and most aesthetically appealing options is the implementation of bioswales and rain gardens.

The idea behind a rain garden is to encourage infiltration through the use of flood and drought tolerant species. The gravel/soil mixture allows for quick water absorption off the surface and stores water to allow slower infiltration.

Environmental Analysis

TOWN OF OXFORD
NEWTON COUNTY



Reasons for Urban Tree Management

- One sugar maple (1' dbh) along a roadway removes in one growing season 60 mg cadmium, 140 mg chromium, 820 mg nickel and 5200 mg lead from the environment.
- 17% (11.3 million gallons) run-off reduction from a twelve-hour storm with the tree canopies in a medium-sized city (\$226,000 avoided run-off water control costs).
- 10,886 tons of soil saved annually with tree cover in a medium-sized city.
- 9% increase in property value for a single tree.
- One acre of trees generates enough oxygen each day for 18 people.
- 20 degrees lower temperature on a site from trees.

Urban Tree Management

TOWN OF OXFORD
NEWTON COUNTY



Pruning

Oxford Tree Code, Section 13

“It shall be unlawful as a normal practice for any person, firm, or City department to top any street tree, park tree, or other tree on public property. Topping is defined as the severe cutting back of limbs to stubs larger than three inches in diameter within the tree’s crown to such a degree as to remove the normal canopy and disfigure the tree.”

- Trees should be properly target pruned—not flush cut, trimmed, rounded-over, hedged, tipped, or topped.
- Make pruning cuts just outside the branch collar.
- Never “top” a tree. This decreases the tree’s health, safety, longevity, and chances of survival.
- Prune trees when young to develop good branch structure and strength and tree form (see Young Tree Pruning Guidelines).



Urban Tree Management

TOWN OF OXFORD
NEWTON COUNTY



Invasive Species

- There are numerous locations throughout Oxford where trees are covered by, surrounded by, or growing with vines and woody saplings. These should be removed. Woody saplings, vines, and basal sprouts should be removed from around trees at the base.
- Remove English ivy wherever it occurs. It is invasive and competes with the trees for water. It is also heavy and can cause branch breakage. It also promotes insect and disease infestations.
- Avoid planting or cultivation of invasive trees, shrubs, and vines, such as Chinese privet, wysteria, English ivy, and other species.

Urban Tree Management

TOWN OF OXFORD
NEWTON COUNTY

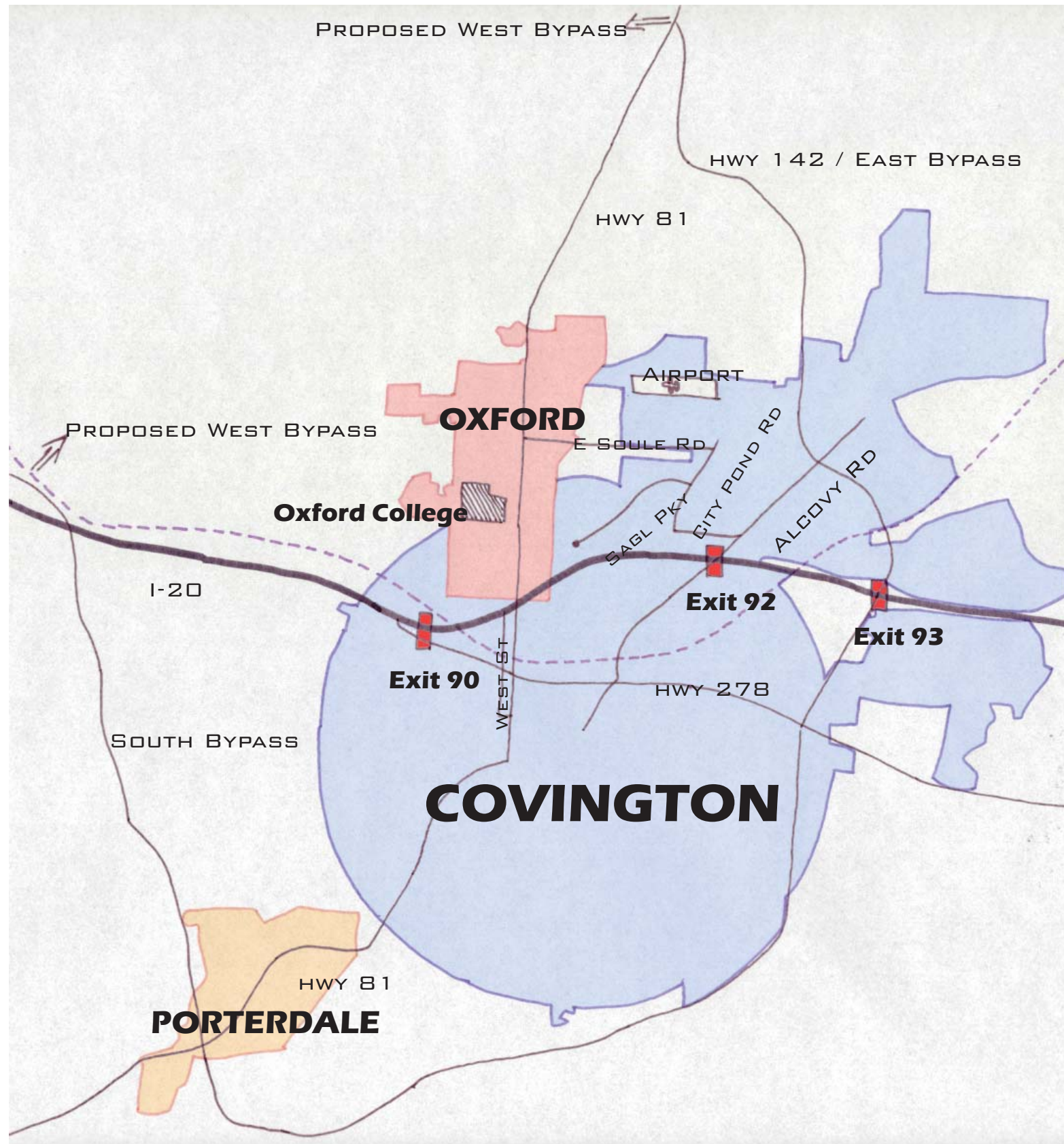


Species Selection & Care

- A diversity of species should be planted across a yard, community, or street to help maintain overall forest health.
- Promote age diversity by planting one to a few trees every couple of years, so that trees are at different stages of their life history.
- Prune trees when young to develop good branch structure and strength and tree form (see Young Tree Pruning Guidelines).
- Trees should be free from wound paint, mechanical injury, bruises, or scrapes affecting the trunk, or limbs.

Urban Tree Management

TOWN OF OXFORD
NEWTON COUNTY



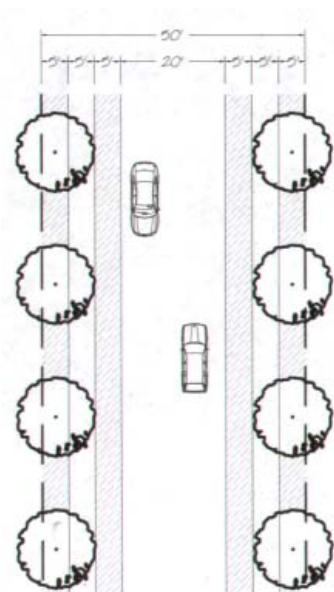
Accessing Oxford, Georgia

1. I-20 West to 81 North
2. 81 South
3. I-20 West to West Street North to 81 North
4. I-20 East to Alcovy Road to City Pond Road to East Soule Road

Regional Traffic Patterns

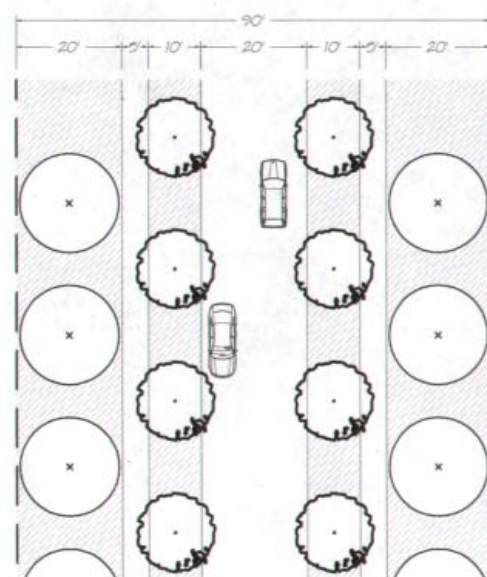
TOWN OF OXFORD
NEWTON COUNTY

Road with 50' right of way



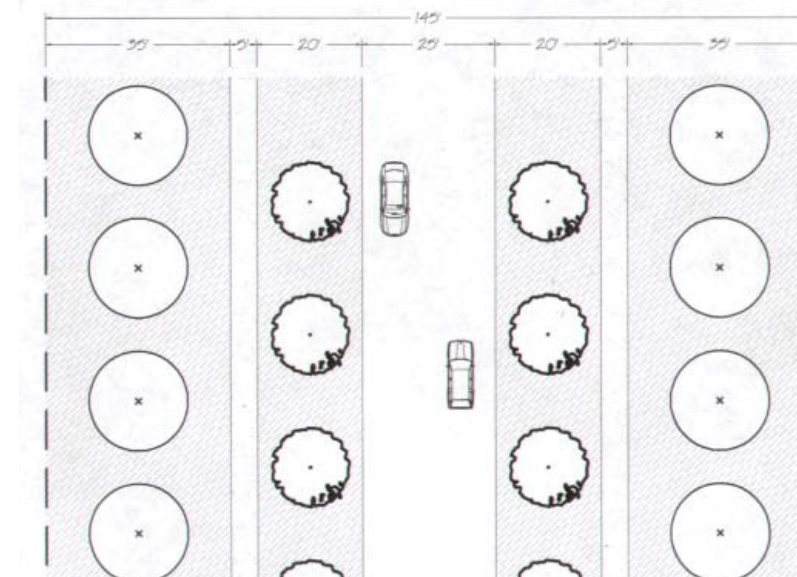
Streets with a 50' right of way, like Carlton Trail NW, currently have no sidewalks or unified street plantings. The proposed streetscape includes sidewalks 5' from the road that are lined with trees planted at typical 25' to 35' spacing.

Road with 90' right of way



Streets with a 90' right of way, like George Street, currently lack unified street plantings and safe pedestrian corridors. The proposed streetscape includes sidewalks 10' from the road and are lined on both sides with trees with typical spacing.

Road with 145' right of way



Streets with a 145' right of way, like Wesley Street, currently lack unified street plantings and sidewalks. The proposed streetscape sidewalks that have the potential to meander around existing street trees. The proposal also includes more unified street plantings.

Streetscape and Pedestrian Corridors

TOWN OF OXFORD
NEWTON COUNTY



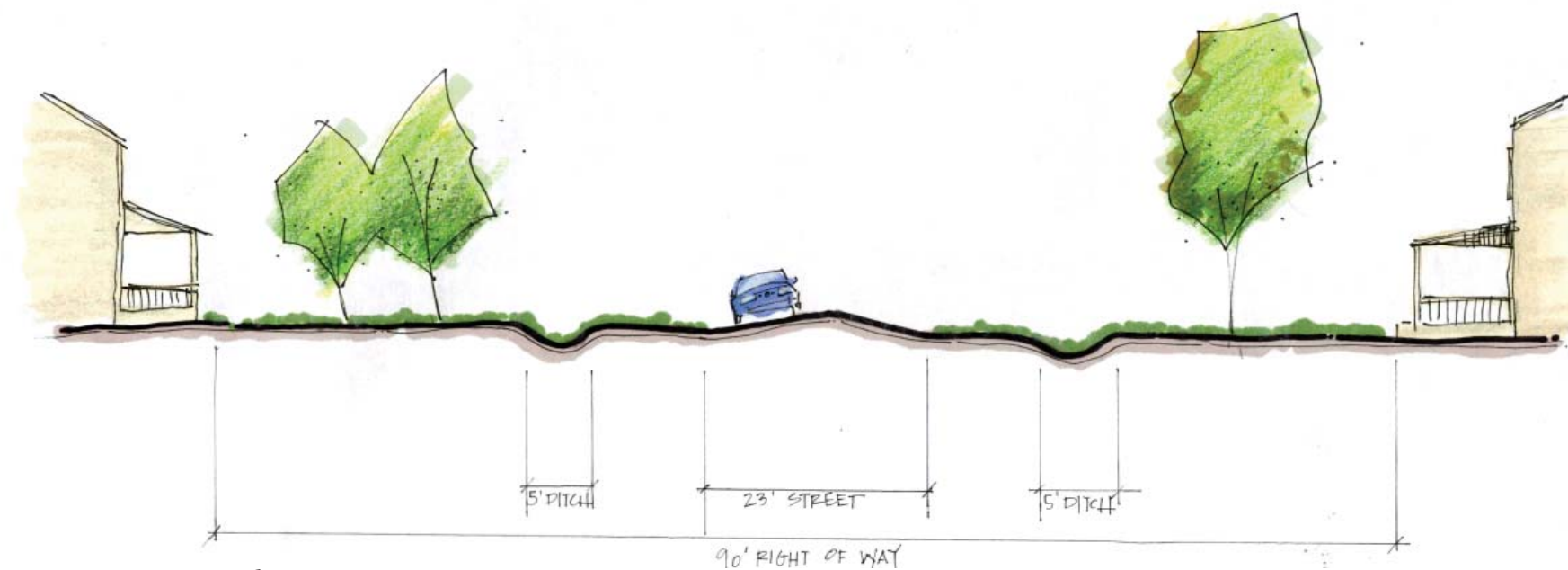
Proposed streetscape with double sided sidewalk provides pedestrian friendly streets, town connectivity, and added attractiveness. Street trees give a sense of enclosure as well as create a visual cue that you've arrived in a community with a sense of history.

Sidewalks may be linear or curvilinear to provide a variety of walking conditions. In order to become a community where citizens are involved and present it is vital to have safe walking corridors. Sidewalks separated from the road by street trees and planing beds provide a safe pleasant way to move through the community.



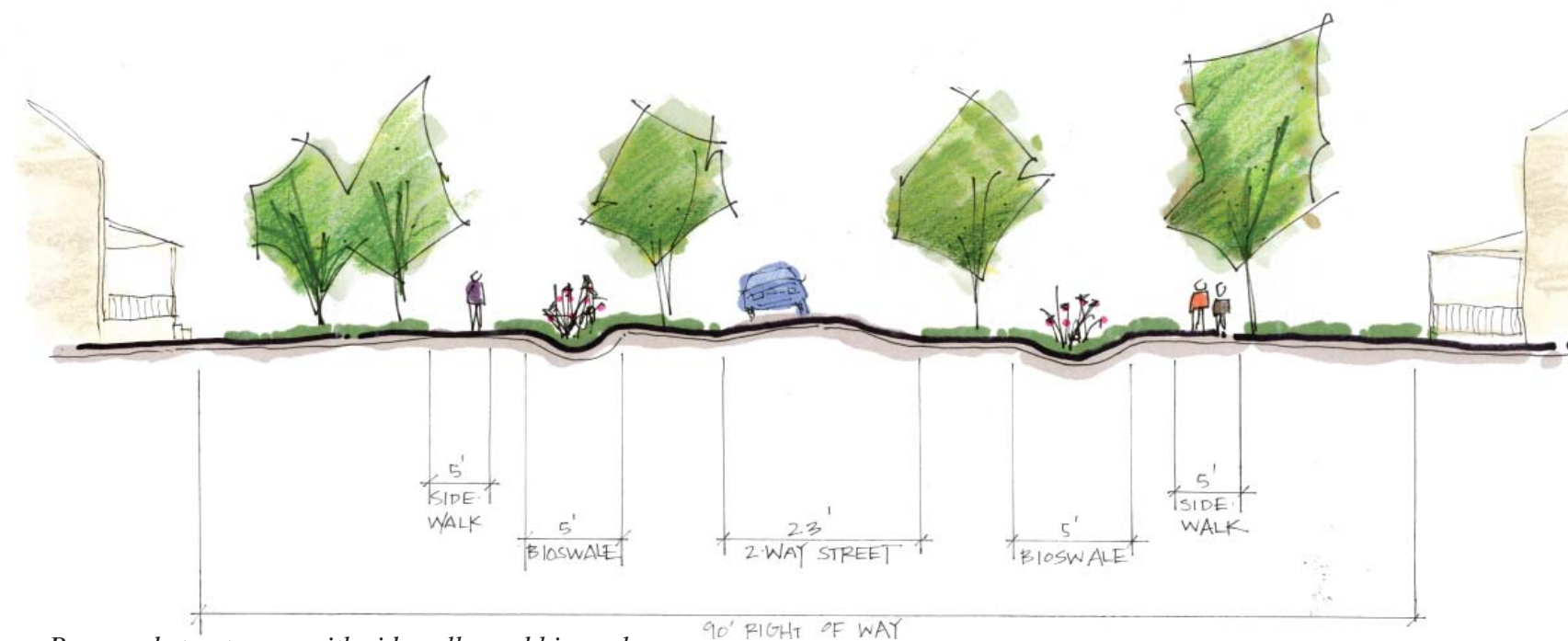
Streetscape and Pedestrian Corridors

TOWN OF OXFORD
NEWTON COUNTY



Existing street conditions

As it currently exists, the standard streets in Oxford are wide and open. This creates higher traffic speeds and an unsafe feeling for pedestrians.

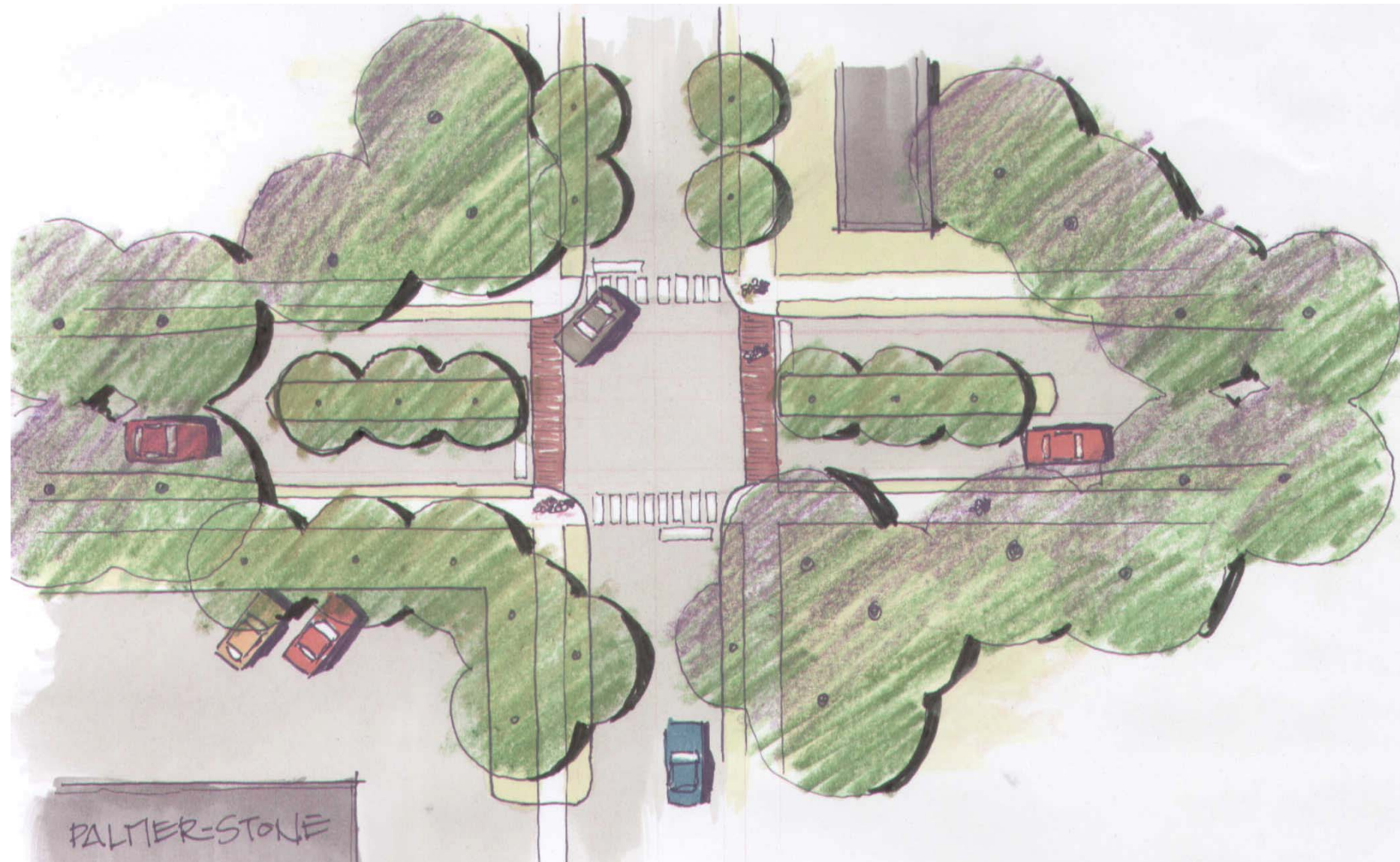


Proposed streetscape with sidewalks and bioswales

By adding bioswales, sidewalks and street trees, the character of the street is improved. This provides a pleasant, safe way to get from place to place. It slows the traffic by narrowing the street and providing more visual interest.

Streetscape and Pedestrian Corridors

TOWN OF OXFORD
NEWTON COUNTY



Proposed improvements to the Hwy 81 intersection



Before



After

Safety and Connectivity

- REDUCE TRAFFIC SPEED
 - Narrow streets
 - Tree Islands
 - Canopy shade cover
 - Parallel parking
- IMPLEMENT PEDESTRIAN CROSSINGS
 - Painted cross walks
 - Proper path lighting
 - Contrasting pavement and texture

- CONNECTIONS

In order to make this intersection safer, pedestrian connections between the east and west sides of Hwy 81 need to be made. This would allow children to be able to walk to and from school as well as bring the neighborhoods on either side of Hwy 81 together.



Existing Hwy 81, in front of Palmer-Stone Elementary School

Emory Street Improvements

TOWN OF OXFORD
NEWTON COUNTY

Increasing the Quality of Place

- TREE CANOPY

The addition of trees along Emory St. provide much needed shade and aesthetic appeal.

- PEDESTRIANS

By making Emory St. walkable, a place is created that can be enjoyed for many generations.

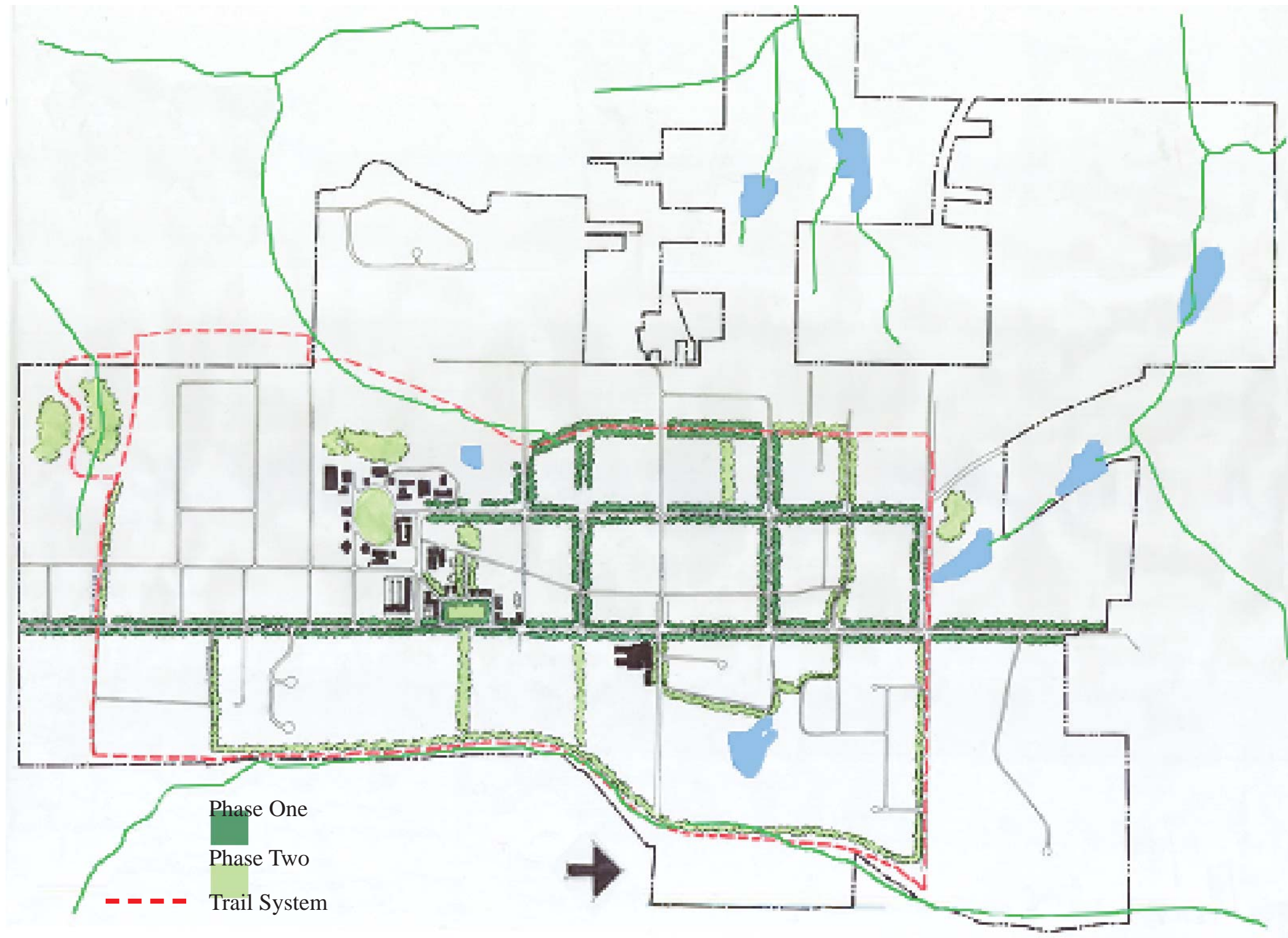
- ATMOSPHERE

In order to keep the historic small town feel of Oxford it is necessary to create an inviting town with a pleasant streetscape.



Emory Street Improvements

TOWN OF OXFORD
NEWTON COUNTY



Street Tree and Sidewalk Implementation Plan

The City of Oxford has already begun its first stages in the implementation of a trail system. Street trees and sidewalks in the town's infrastructure will create more pedestrian friendly streets, connect the town to all of its parts, and provide an overall beautiful aesthetic.

The implementation of this plan is broken into two different phases. The objective of the first phase of street tree and sidewalk installation is proposed based on its ability to connect the town center to all parts of the town. Phase two installation concentrates on secondary routes and access to proposed future parks.

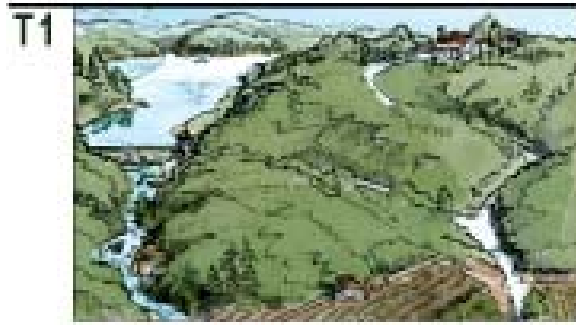
Historical value, town connectivity, new town center, pedestrian accessibility to schools, proposed parks, and Hwy 81 revitalization are the key components that influenced the proposal for Oxford's new street tree and sidewalk plan.

Green Spaces and Pedestrian Corridors

TOWN OF OXFORD
NEWTON COUNTY



TOWN OF OXFORD
NEWTON COUNTY



Many of the most-loved traditional towns of North America were deliberately and thoughtfully planned. Countless other cities, towns, and villages evolved as compact, walkable, mixed-use places, because of their geography and because of their limits of the economic and circumstances of their time. However, in our time, over the past sixty years, places have evolved in a completely different form. They have spread loosely along highways and haphazardly across once-open country.

The SmartCode is a tool that guides the form of the built environment to resemble that of traditional neighborhoods, towns and villages. This form is compact, walkable, and mixed-use, and it is meant to be comfortable, safe, and ecologically sustainable. It allows a mix of uses within the neighborhood, so its residents don't have to drive everywhere. It simultaneously preserves the form of urbanism and open lands.

The SmartCode organizes the natural, rural, suburban, and urban landscape into categories of density, complexity, and intensity in the same way the countryside relates to the traditional towns and villages we admire. Instead of one-size-fits-all development, it enables different patterns without becoming a free-for-all.

The corresponding codes incorporate zoning practices that separate our homes from offices, shops, churches, and schools. They include design standards that favor the automobile over the pedestrian.

True urbanism requires the sequential influence of many participants. A code is necessary to allow buildings to be designed by many hands over time. A code, once adopted as law, stays in place, allowing urbanism, to evolve a mature without losing its sense of order. A code ensures that a community will not have to scrutinize all proposed projects, because in the process that leads to the does, what the community intends has already been specified.

T1 THE NATURAL ZONE

- Natural preserve, recreation and camping
- Building types include utility infrastructure and camp buildings
- Thoroughfares limited to highways and roads

Lot Occupation
• no minimum

Building setbacks
• no minimum

Building Height
• not applicable

T2 THE RURAL ZONE

- Natural reserve, agriculture, recreation, and camping
- Building types include utility infrastructure agricultural buildings and farmhouses, and campgrounds
- Thoroughfares limited to highways and roads
- Open spaces serve as farms, forests, orchards, and parkland

Lot Occupation
• minimum 20 acres

Building setbacks
• Front - 32 ft. min.
• Side - 100 ft. min.
• Back - 100 ft. min.

Building Height
• 2 stories max

T3 THE SUB-URBAN ZONE

- Low density residential and home occupations
- Building types include houses and outbuildings
- Thoroughfares limited to roads, streets, rear lanes, some unpaved
- Open spaces serve as orchards, parks and greens

Lot Occupation
• 43,560 sq ft avg.

Building setbacks
• Front - 24 ft. min.
• Side - 6 ft. min.
• Back - 12 ft. min.

Building Height
• 2 stories max

T4 THE GENERAL URBAN ZONE

- Medium density residential and home occupations; limited commercial and lodging
- Building types include houses and outbuildings, sideyard houses, townhouses, live/work unity, corner stores, inns
- Thoroughfares are limited to streets and rear lanes
- Open spaces squares and playgrounds

Lot Occupation
• 4,000 sq ft.

Building setbacks
• Front - 12 to 24 ft.
• Side - 12 ft. min.
• Back - 3 ft. min.

Building Height
• 2 stories max

T4 THE URBAN CENTER ZONE

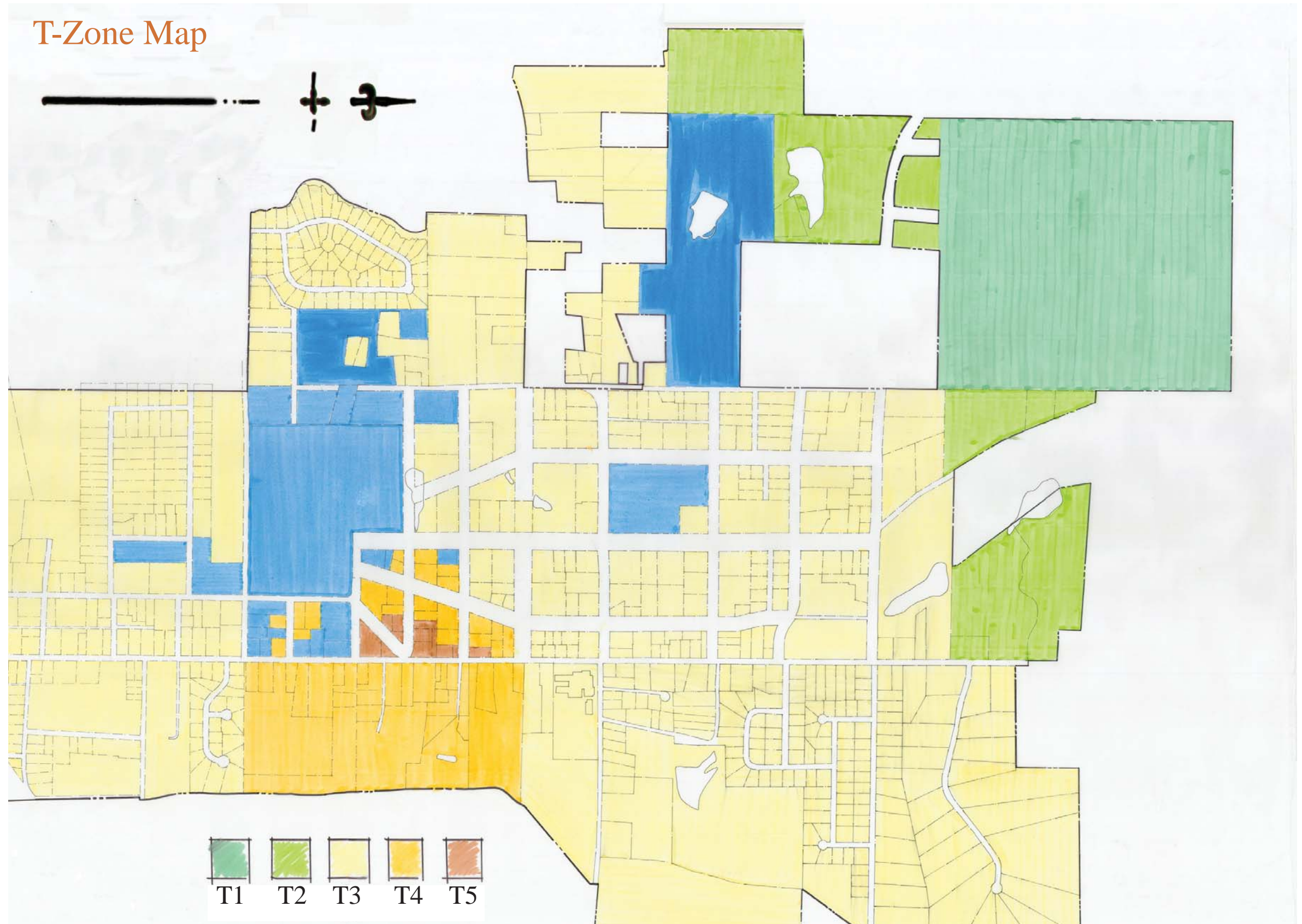
- Medium intensity residential and commercial: retail, offices, lodging, civic buildings
- Building types include townhouses, apartment houses, live/work unity, shopfront buildings and office building, churches, schools
- Thoroughfares are limited to boulevards, avenues, main streets, streets, rear alleys
- Open spaces serve as squares, plazas and playgrounds.

Lot Occupation
• 2,500 sq. ft. min.

Building setbacks
• Front - 6 to 12 ft.
• Side - 0 to 24 ft.
• Back - 3 ft min.

Building Height
• Principle Building 3 stories max.
• Outbuilding 2 stories max.

Oxford and the SmartCode



Oxford and the SmartCode

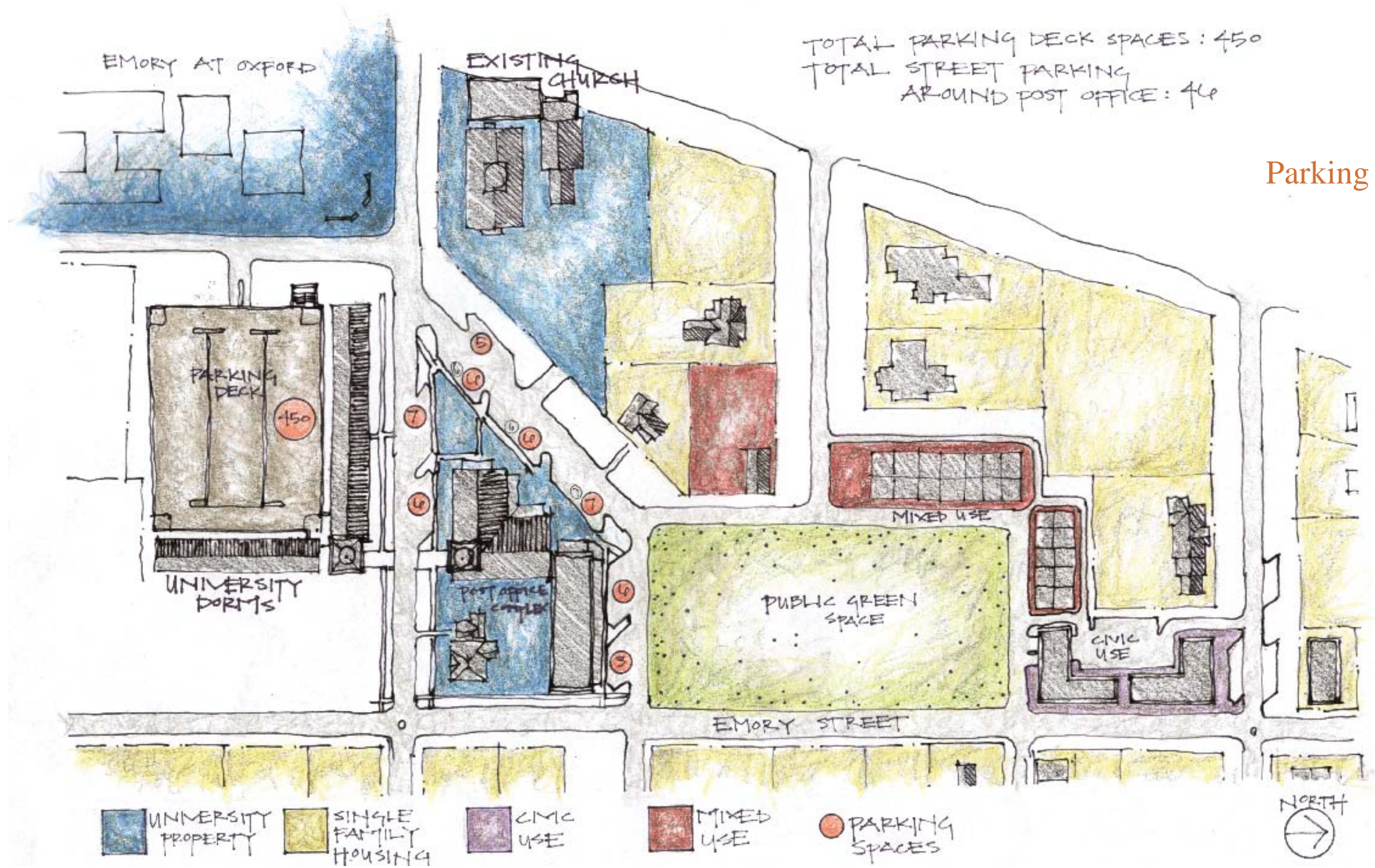
TOWN OF OXFORD
NEWTON COUNTY



Proposed Town Center Development

TOWN OF OXFORD
NEWTON COUNTY

Parking Plan



Proposed Town Center Development

TOWN OF OXFORD
NEWTON COUNTY



Proposed Town Center Development

TOWN OF OXFORD
NEWTON COUNTY



This perspective drawing is of the village green as seen from Emory Street. It shows the proposed bungalows for new residents and the proposed structures for retail or civic functions.

Proposed Town Center Development

TOWN OF OXFORD
 NEWTON COUNTY



Detached live/work units with residential character surround the green and provide a place for community communication and connection.

B

Proposed Town Center Development

TOWN OF OXFORD
NEWTON COUNTY



This drawing shows the intersection of W. Clark and Emory Street. It shows 2-3 story retail buildings taking design cues from current and past retail structures such as the rock store.

The proposed buildings could house civic functions, coffee shops, etc.



Civic Buildings

Proposed Town Center Development

TOWN OF OXFORD
NEWTON COUNTY



These proposed townhouses are located on E Clark Street just off of Emory Street.

Higher density Georgian townhouses provide living options close to proposed town center for elderly faculty or new residents.

Proposed Townhouses

Proposed Town Center Development

TOWN OF OXFORD
NEWTON COUNTY



E

Proposed Oxford Dormitory

The proposed dormitory serves to bring the students of Oxford College out into the community.

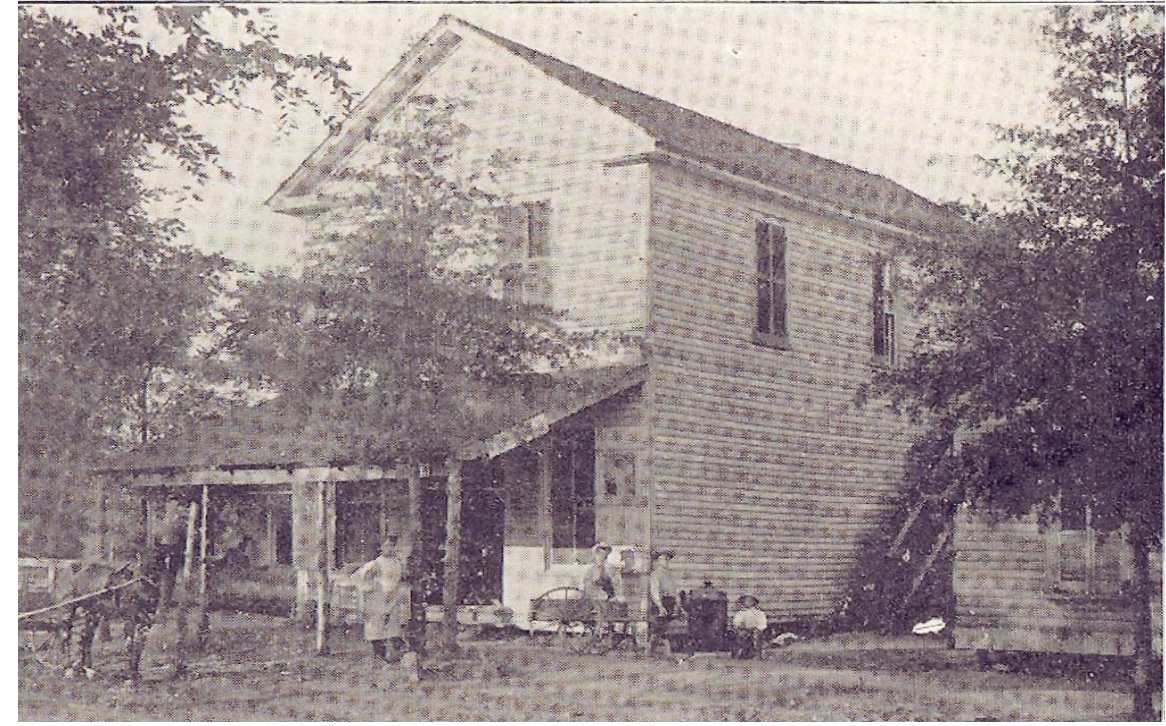
The dormitory will be located right off of the town center and will serve as a liner building for a 450 space parking deck.

The rooms will be single loaded with a hallway on the parking side and the bedrooms on the outside, looking over the green.

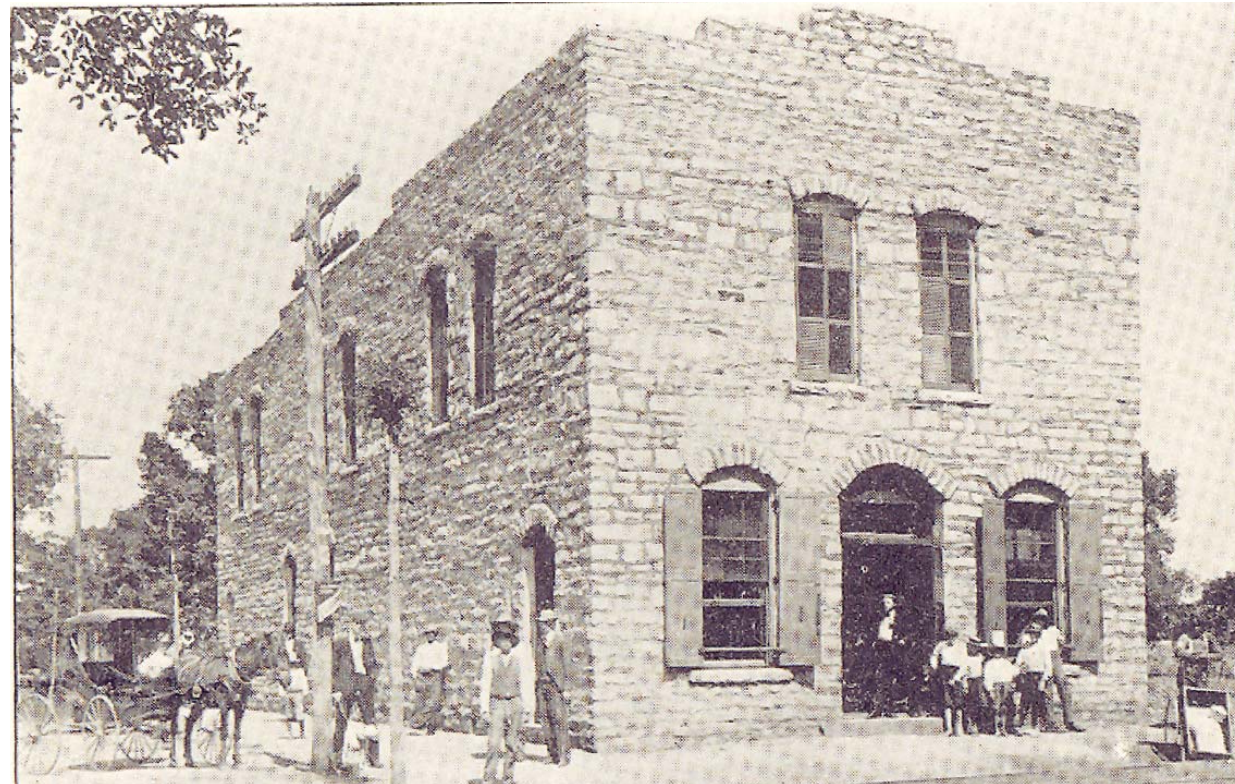
The parking deck will serve the community as well as the college.

Proposed Town Center Development

TOWN OF OXFORD
NEWTON COUNTY



Historic Character of Oxford, Georgia



Architectural Details

TOWN OF OXFORD
NEWTON COUNTY



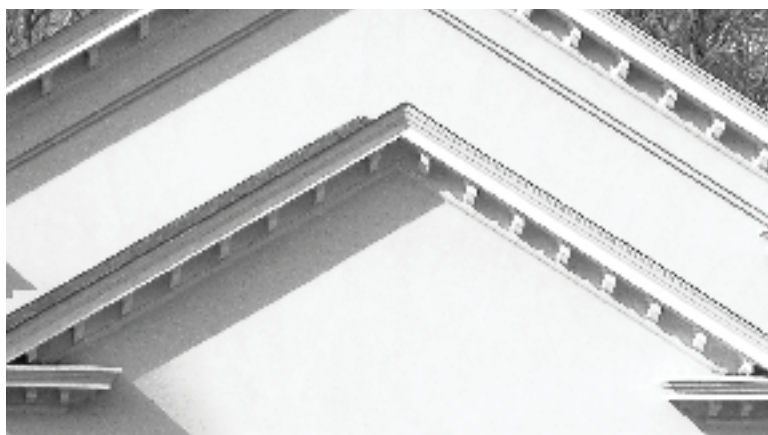
Brick



Stone



Wood Siding



Stucco



A mix of different facades in a commercial setting



Store in Madison, Georgia



The Rock Store in Oxford, Georgia



Old Church in Oxford, Georgia

Building Facades

Building facades should reflect historical facades found in and around Oxford.

Building details should conform to traditional building methods.

Building ornamentation and additions conform to historic models.

Acceptable building styles include Piedmont Vernacular, Federal, Gothic, Greek Revival, Italianate, Queen Anne, and Colonial Revival.

Architectural Details

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Doors - Residential

The doors should be sized, scaled, and located according to traditional buildings around the Oxford area..

The materials of the doors should be consistent and traditional.

Technologically advanced doors can be used as long as it is appropriate and consistent with the architectural style.

Divisions in doors should be authentic and employ consistent materials.

Door hardware and accessories should conform to historic construction.

Architectural Details

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Doors - Commercial/Institutional

Architectural Details

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Windows - Residential

The windows should be sized, scaled, and located according to traditional buildings in and around Oxford.

The materials of the windows should be consistent and traditional.

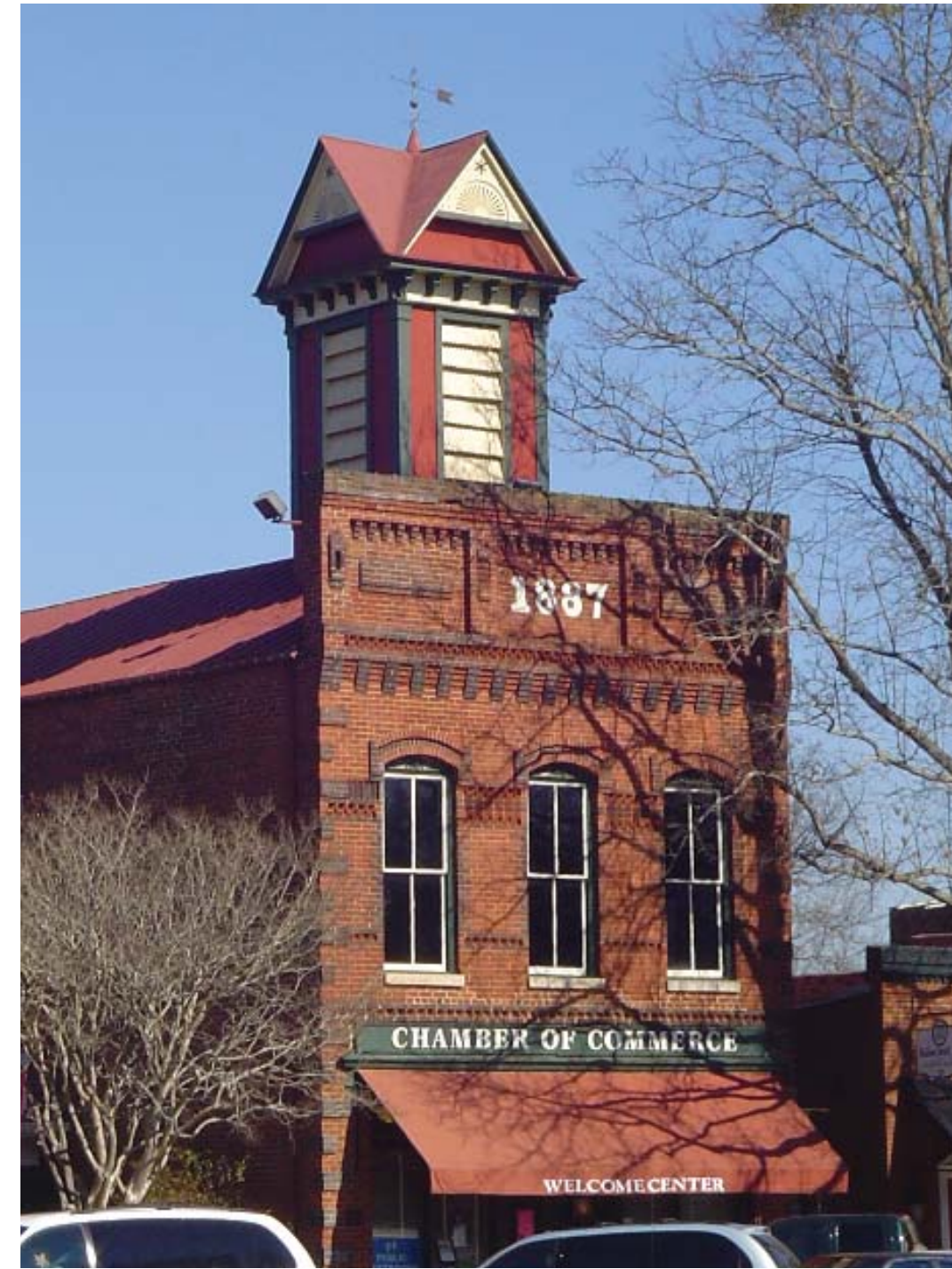
Technologically advanced windows can be used as long as it is appropriate and consistent with the architectural style.

Divisions in windows should be authentic and employ consistent materials.

Window hardware and accessories should conform to historic construction.

Architectural Details

TOWN OF OXFORD
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Windows - Commercial/Institutional

Architectural Details

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A mix of different residential buildings with varying roof lines



Roof Lines - Residential

Residential roof pitches and gables should reflect historic examples.

Slopes and gables should approximate traditional residential construction.

Use of columns should reflect traditional building techniques in construction, consistent with traditional materials and styles.

Architectural Details

TOWN OF OXFORD
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Roof Lines - Commercial

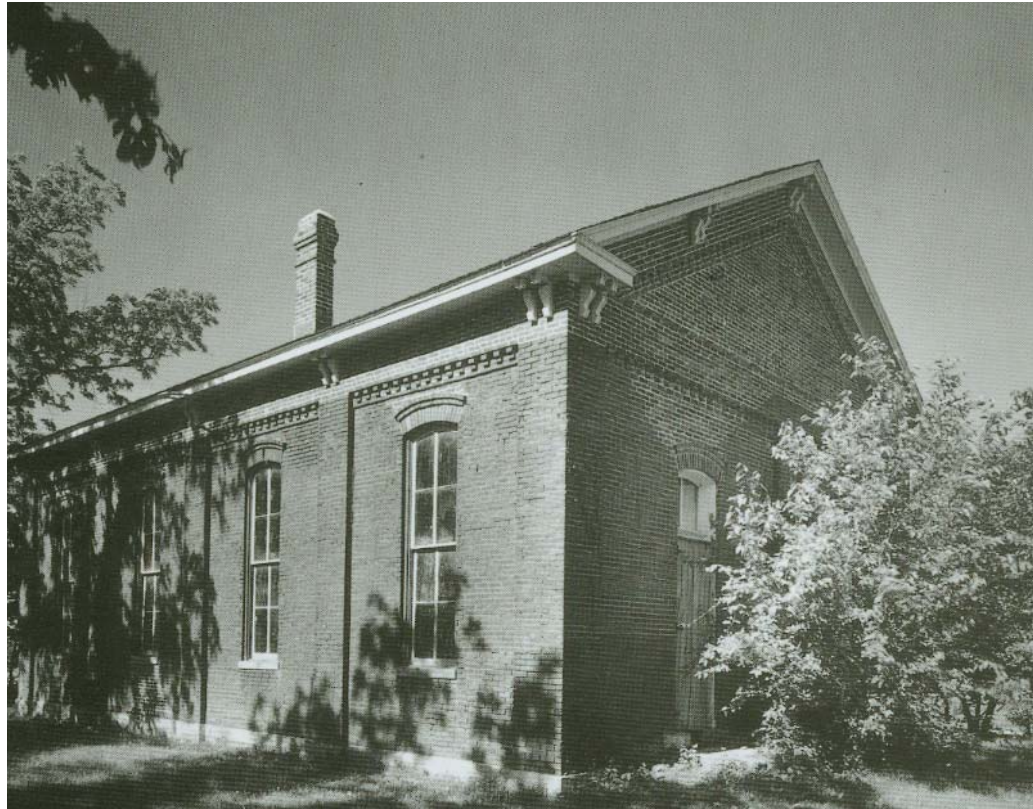
Parapet walls on commercial buildings should change in height and width to create variations on a single block.

Special-use/Community buildings may include gables, arches, or parapets.

Use of columns should reflect traditional building techniques in construction, consistent with traditional materials and styles.

Architectural Details

TOWN OF OXFORD
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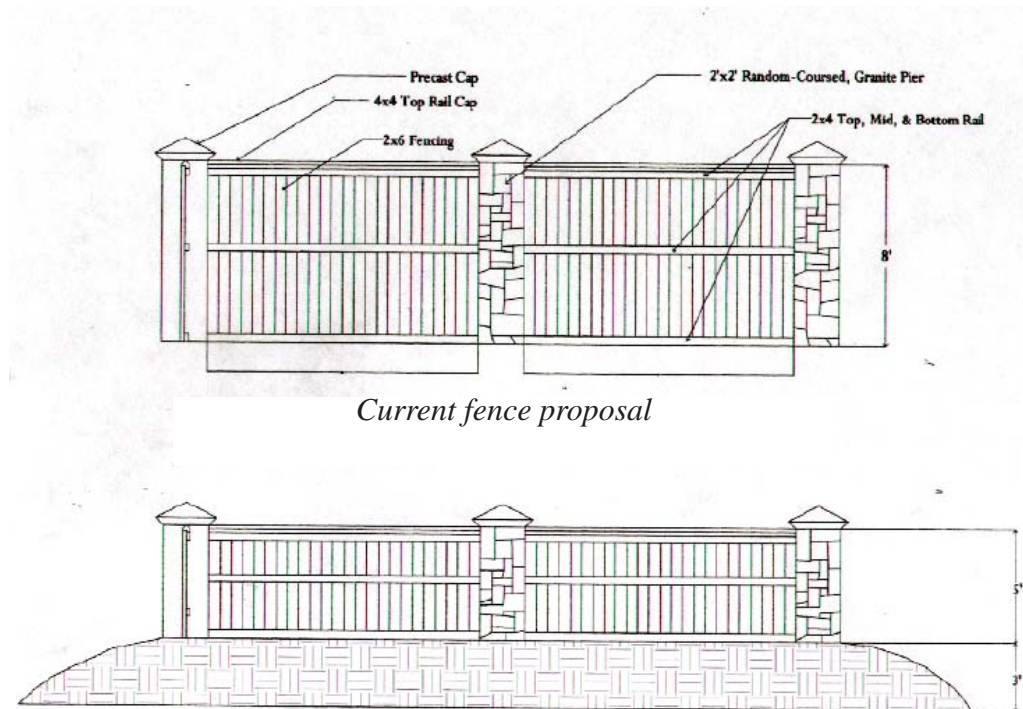


Simple facade detailing fits industrial buildings



Facades & Streetscreens

The current proposal for the looks of the maintenance yard, which sits on prime real estate along Highway 81 includes screening with a tall board fence with brick posts, presuming that the yard will be unsightly in the future. However, there are alternatives that will not bring as much attention to the ugly lot as the mammoth fence. An earthen mound that rises four feet underneath the fence will reduce the amount of fencing materials needed to reach the desired screening height. The mound can then be planted with beautiful plant materials which compliment the natural beauty of the town.



Shorter fence raised on earthen mound

When funding is available, the metal building can be clad in a variety of materials that render it less of an eyesore. Simple detailing of stone, brick, and even concrete block can give the structure an appearance appropriate of its industrial use.

Maintenance Building

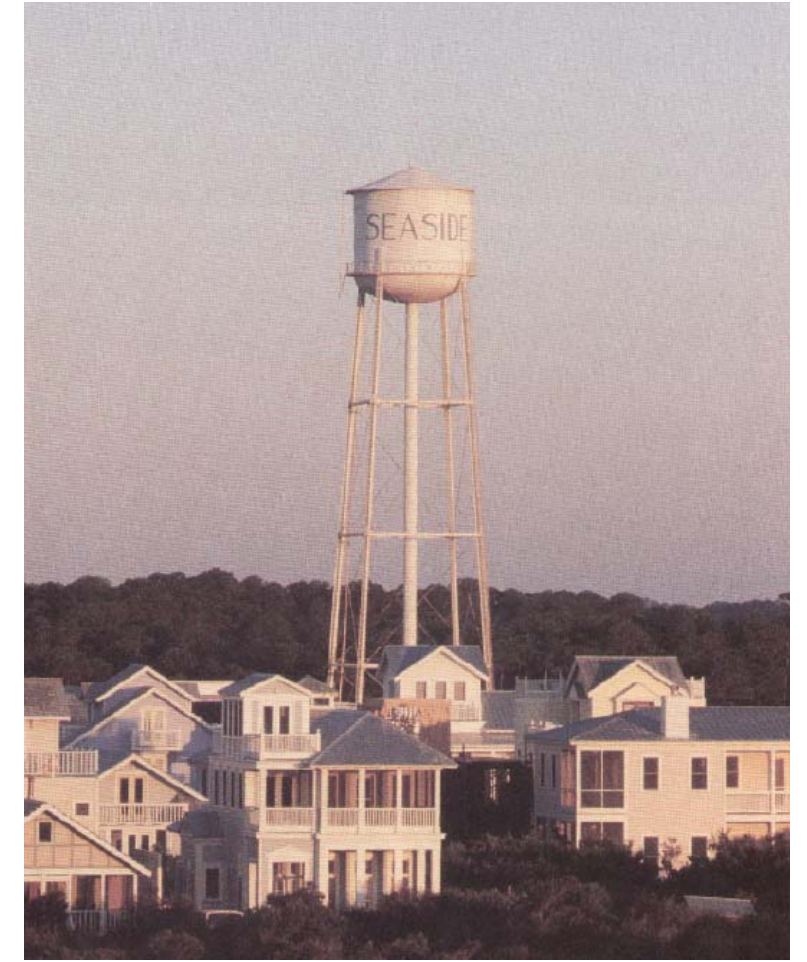
TOWN OF OXFORD
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Pedestrian pathways



Seaside, Florida

New Urbanism is the concept that guided the development of Seaside.

New Urbanism can best be described by the Congress of New Urbanism which says, "The built environment must be diverse in use and population; must be sealed for the pedestrian, yet capable of accommodating the auto and mass transit and must have a well-defined public realm supported by an architecture reflecting the ecology and culture of the region. These principles - - diversity, human scale, and a formative public realm - - apply equally to physical design, economic policy and social form."

The communities that incorporate New Urbanism techniques demonstrate that inspired community design has a positive impact on both the quality of life and the human spirit.

Case Study

TOWN OF OXFORD
NEWTON COUNTY



Welcome Center



Welcome Center and adjacent retail buildings

Madison, Georgia

The city of Madison, Georgia has been extremely successful in preserving their history while accommodating new growth. The unstoppable influx of new development has been embraced by the community and appropriately planned for.

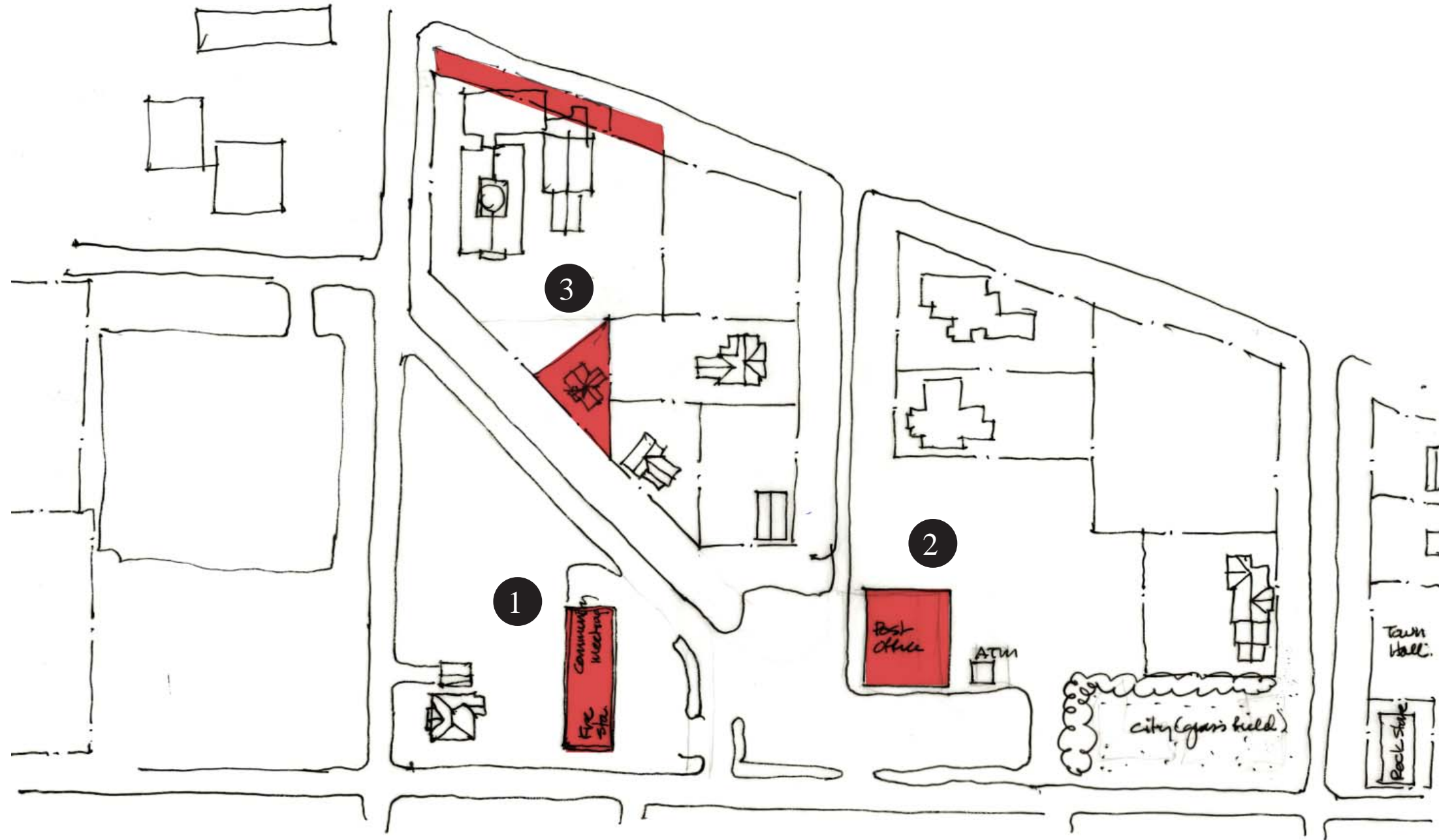
New buildings are required by the town to stay within context of the existing historic character. The town has strict guidelines that new developments must comply with in order to develop within the city limits.



Residential seamlessly blends with the commercial hub of the town center

Case Study

TOWN OF OXFORD
NEWTON COUNTY



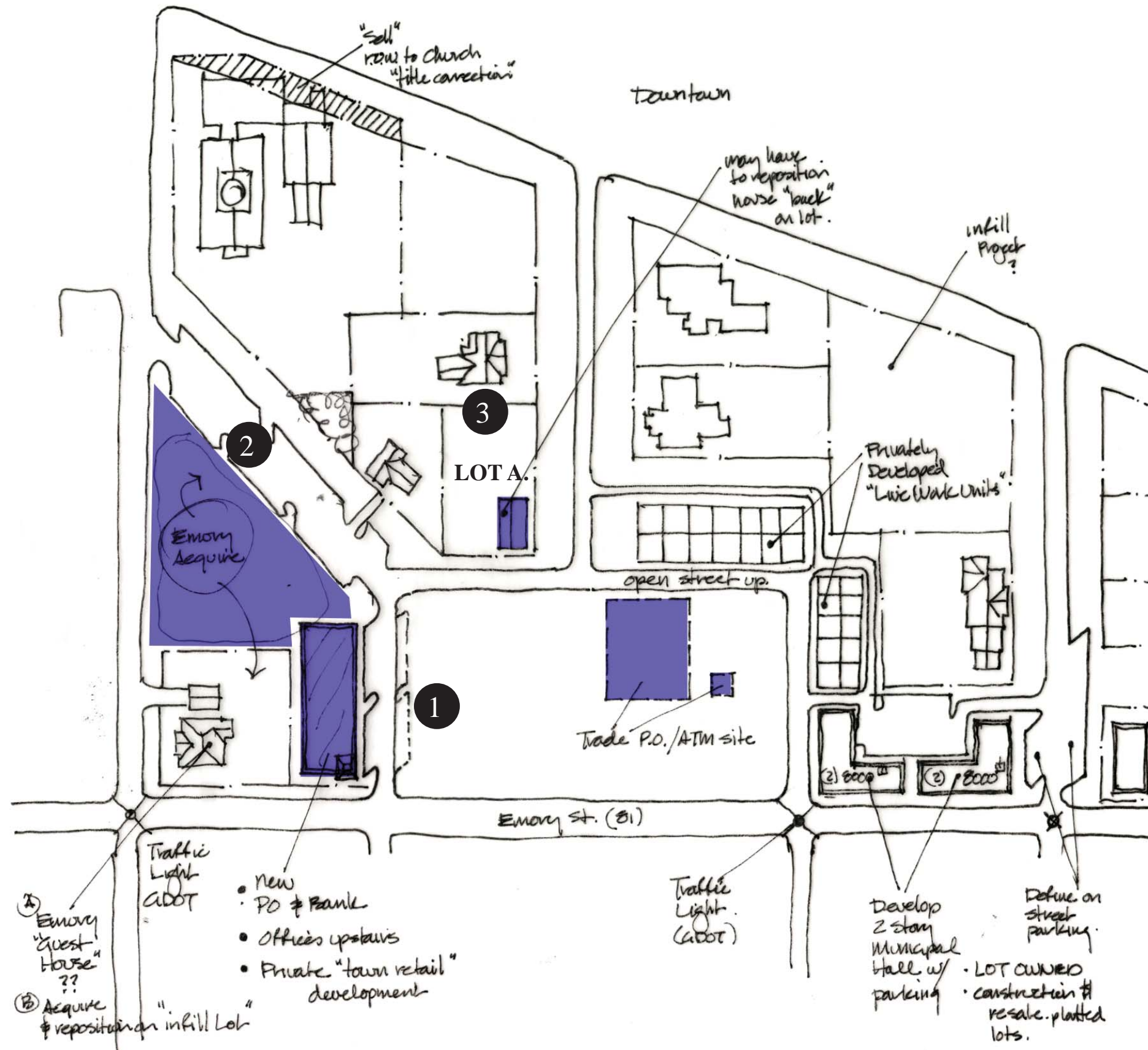
Phase One Development

- 1 Temporarily move the community Fire Department to the maintenance facility currently under construction on north Emory Street.
- 2 Switch ownership of the community center (publicly owned) with the post office (privately owned). Encourage new owner and Oxford college into an agreement for sale of the land to the college.
- 3 Swap the community owned right of way, on which the church currently sits, with the small parcel at the east of the church property. Sell the resulting parcel and use the proceeds in the next step of the town's development plan.

Addendum A: Town Center Phasing

TOWN OF OXFORD
NEWTON COUNTY

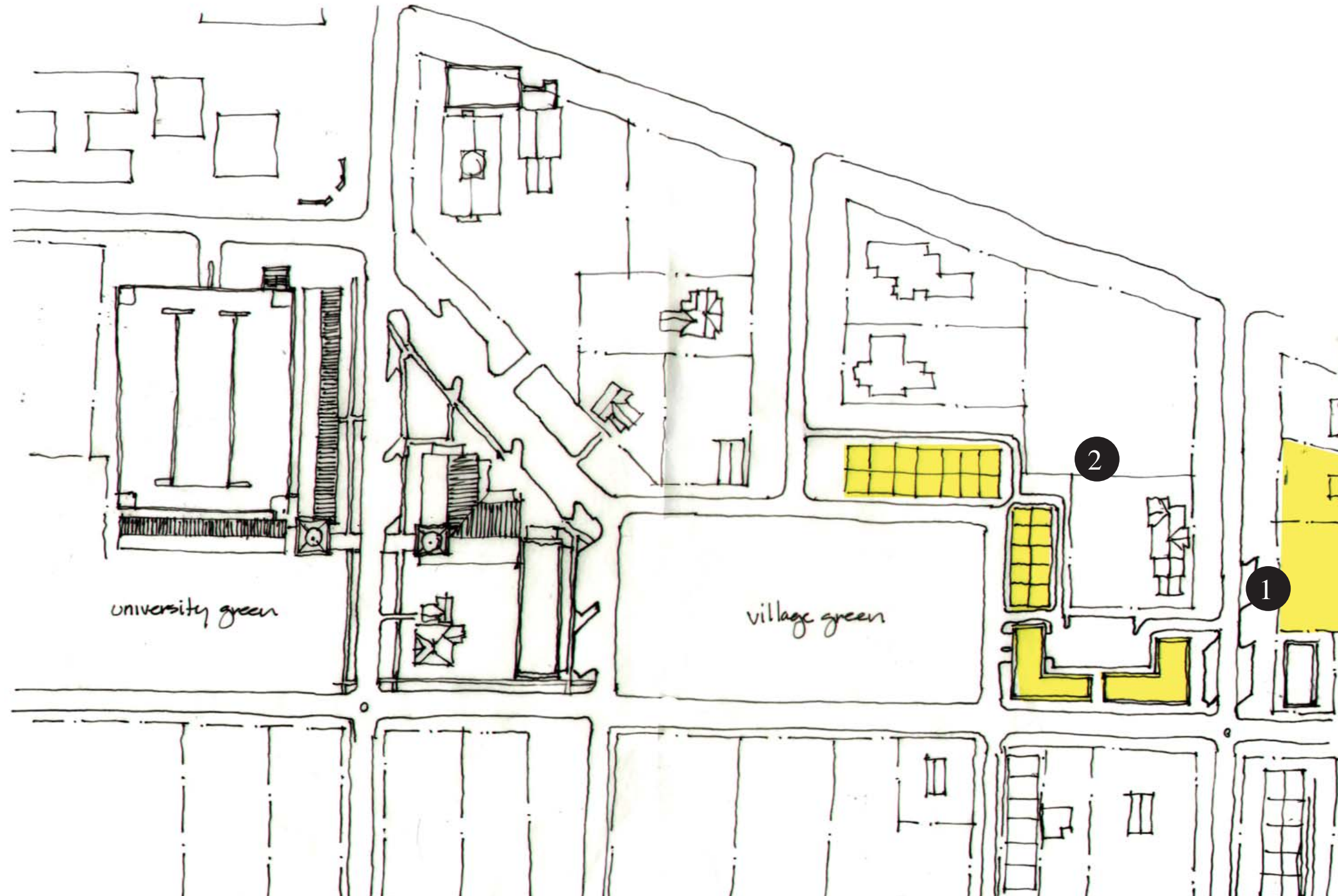
Phase Two Development



- 1 Tear down fire station and community building and build a new two story building on the same site to house post office and bank with offices upstairs.
 - 2 Emory acquires land indicated for new student center and bookstore with additional administration offices upstairs.
 - 3 Acquire and tear down brick house behind yellow house and move yellow house at the intersection of George and Whatcoat to brick house lot A.
- Swap lot A for lot C and tear down existing house on lot A.
 - Swap lot A for lot B and move house on lot B to lot A.
 - Lots D,E, and existing city hall lots are sold.

Addendum A: Town Center Phasing

TOWN OF OXFORD
NEWTON COUNTY



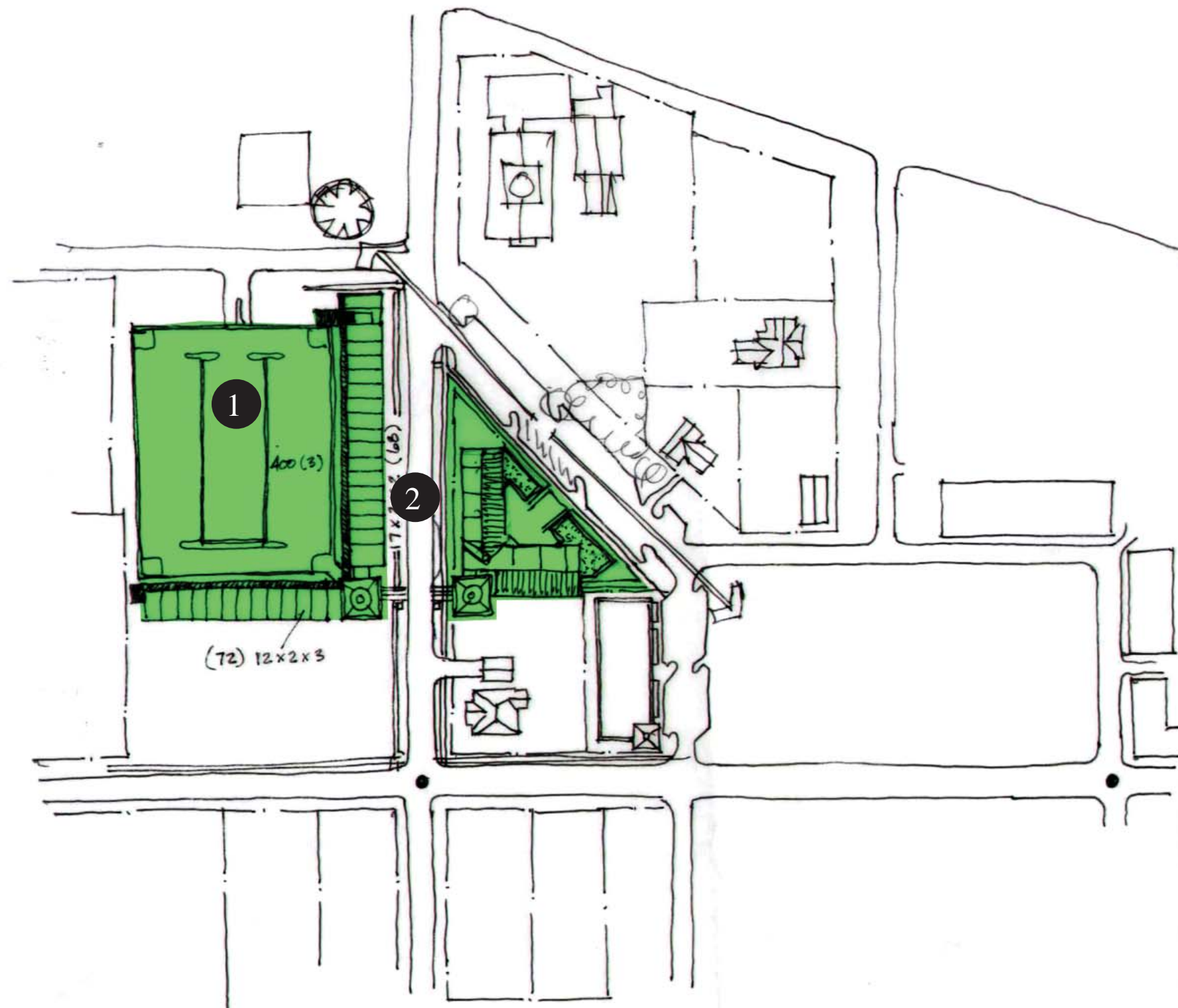
Phase Three Development

- 1 The proceeds from the sale of lots D, E, and the existing city hall lot will be used to finance the new city hall and municipal buildings between Clark and new street.
- 2 Frontage along the new street to be coded for multi-use live work buildings.

Addendum A: Town Center Phasing

TOWN OF OXFORD
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Phase Four Development



- 1 Oxford University builds 450 space parking deck on existing North parking lot.
- 2 In conjunction with the parking deck will be dorm buildings lining pierce street and Highway 81. In addition the University will build a new student center adjacent to the dorms.

Addendum A: Town Center Phasing

TOWN OF OXFORD
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Affordable Housing: dwellings consisting of rental units or for-sale units. Both shall be economically within the means of the equivalent of the starting salary of a local elementary school teacher.

Bioswale: Strategically located, planted low area which intercepts stormwater runoff. Water is slowed in order to prevent erosion and allow infiltration. Bioswales are usually planted with native species which are able to remove pollution and toxins from the water.

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings.

Commercial: the term collectively defining workplace, office and retail functions.

Common Destination: An area of focused community activity defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, a bus stop. A Common Destination may act as the social center of a Neighborhood.

Context: surroundings made up of the particular combination of elements that create specific habitat.

Density: the number of dwelling units within a standard measure of land area, usually given as units per acre.

Facade: the exterior wall of a building that is set along a Frontage Line

Live-Work: a fee-simple dwelling unit that contains a Commercial component anywhere in the unit.

Mixed Use: multiple functions within the same building through superimposition or adjacency, or in multiple buildings within the same area by adjacency. Mixed use is one of the principles of TND development from which many

of its benefits are derived, including compactness, pedestrian activity, and parking space reduction.

Neighborhood: an urbanized area at least 40 acres that is primarily Residential. A Neighborhood shall be based upon a partial or entire Standard Pedestrian Shed. The physical center of the Neighborhood should be located at an important traffic intersection associated with a Civic or Commercial institution.

Parking Structure: a building containing two or more stories of parking. Parking Structures shall have Liner Buildings at the first story or higher.

Raingarden: see **Bioswale**

Residential: premises available for long-term human dwelling.

Streetscape: the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

Streetscreen: sometimes called Streetwall. A freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the thoroughfare. Streetscreens [should] be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. The streetscreen may be a hedge or fence by Warrant. Streetscreens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over [4 feet] high should be permeable or articulated to avoid blank walls.

Town Center: the mixed-use center or main Commercial corridor of a community. A Town Center in a hamlet or small TND may consist of little more than a meeting hall, corner store, and main civic space. A Town Center for RCD or TOD communities may be a substantial downtown Commercial area, often connected to other Town Centers by transit.

Transect: a system of ordering human habitats in a range from the most natural to the most urban. The SmartCode is based upon six Transect Zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

Transect Zone (T-Zone): Transect Zones are administratively similar to the land-use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the enfronting public streetscape. The elements are determined by their location on the Transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core.

Traffic Calming: A set of strategies which aim to slow down or reduce traffic, thereby improving safety for pedestrians as well as improving the amenity of the street for residents and visitors. Such strategies include lane narrowing, on-street parking, chicanes, yield points, sidewalk bult-outs, speed bumps, surface variations, midblock deflections, and visual clues. Traffic calming is a retrofit technique unnecessary when thoroughfares are correctly designed for the appropriate speed at initial construction.

Source: the SmartCode, by DPZ

Addendum B: Glossary of Terms

For Further Information:

- | | |
|---|---|
| www.dca.state.ga.us/economic/Financing/index.asp | www.clarksgrove.com
(Case Studies) |
| www.sed.uga.edu/pso/pdf/charrettes/darien2000.pdf
(Pages 34 through 37) | www.walkable.org
(Case Studies) |
| www.wisconsinhistory.org/hp/funding/
(this is a good all purpose Historic Preservation funding site) | www.tndtownpaper.com/neighborhoods.htm
(Case Studies, Metro Representatives, Green Streets: Innovative Solutions for storm water and Stream crossings. Page 105) |
| www.dot.state.ga.us/
(Georgia DOT) | www.cnu.org
(Congress for the New Urbanism) |
| www.mitchellpublications.com
(Architecture) | www.riversalive.org/TATWE.htm
(Local Water Quality) |
| www.madisonga.org
(Case Studies) | www.appliedeco.com/Raingarden.cfm
(Residential scale raingardens) |
| www.seasidefl.com
(Case Studies) | www.placemakers.com/info/SCdownloads.HTML
(The SmartCode) |