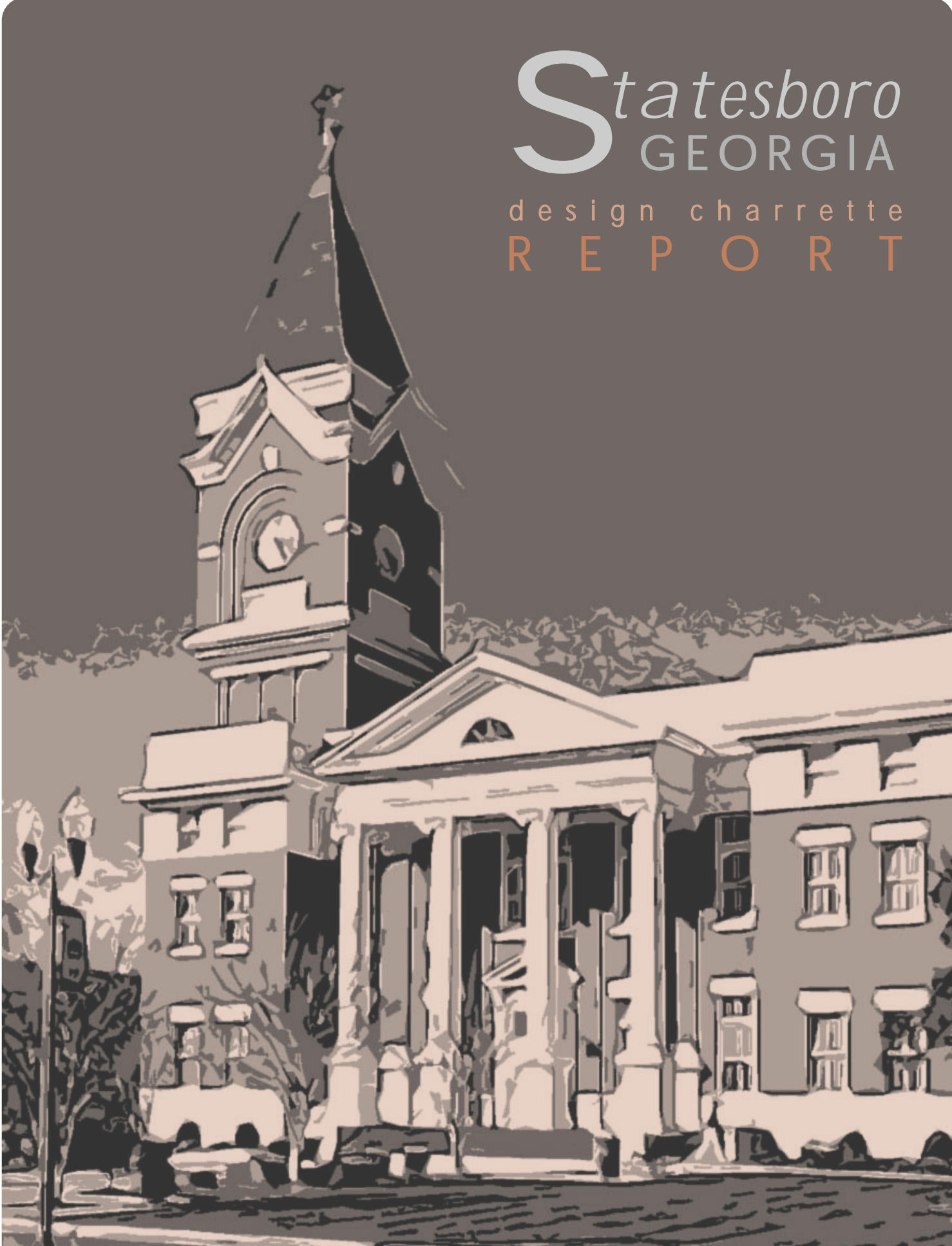


Statesboro GEORGIA

design charrette REPORT



CORRIDORS

PLANT MATERIALS

TOWN & GOWN

PARKING

CONNECTIVITY

BUILDINGS

Statesboro

GEORGIA

design charrette

R E P O R T

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College of Environment & Design (CED)
University of Georgia (UGA)

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Produced by:



Center for Community Design, Planning & Preservation
College of Environment & Design
University of Georgia



Georgia Department of Community Affairs
Office of Downtown Development

Statesboro, GA
November 12-14, 2004



What is a Charrette?

Charrette is a French word that translates as “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.

A charrette is an intensive, multi-disciplinary planning process. It is designed to facilitate an open discussion between all of the stakeholders of a given development project, including architects, community groups, developers and neighbors. A charrette is usually a short process, from 3 days to 2 weeks long, resulting in a clear, detailed, realistic vision for development.



There are 3 main parts to a charrette:

- **Exploration and issue Identification:** Stakeholders and design professionals meet to explore the area (e.g. building, site, neighborhood) and discuss issues important to the development.
- **Design:** Design professionals create schematic images to represent numerous design solutions for the problems at hand. Issues discussed in the first step are taken into consideration: building typology, design elements, green spaces, landscaping, parking, recreation, traffic, safety, sustainable development, water management, to name a few.
- **Implementation Plan:** A document summarizes the vision and is adopted by stakeholders as a guide for present and future developments.



INTRODUCTION

The City of Statesboro now joins a prestigious list of cities strengthening their commitment to a vision for future change by using the design charrette to guide local decision-making. Charrettes enhance local governments' ability to obtain funds for improvements and galvanize support for community change.

The hospitality of the fine folks of Statesboro has been overwhelming. So many people deserve credit for bringing us here. We thank them all and special appreciation should go to Stephanie Howell, Director of Downtown Development Authority and Main Street Program.

Our design team has worked hard to glue together Statesboro's very successful record of community improvements and downtown revitalization. This process has produced several recommendations that fall into the following six broad categories:



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PARKING	Pages	15-16
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TOWN & GOWN	Pages	19-20
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Historic aerial photo

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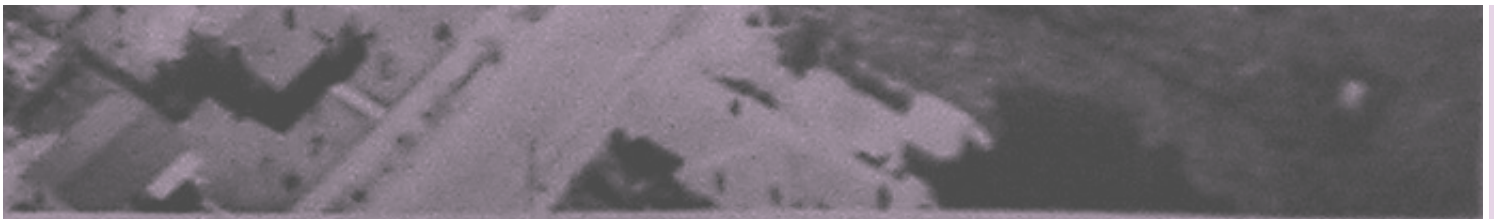
Historic theater marquee



Weathered wall signage



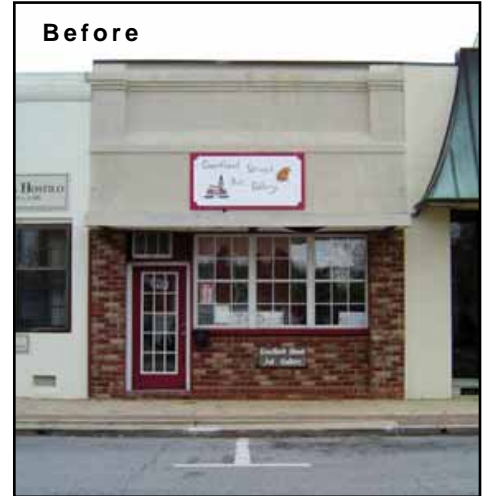
Contemporary Statesboro street scene



BUILDINGS

Many of Statesboro’s historic buildings have been replaced with incompatible infill and character defining features of other historic buildings have been inappropriately altered. Historic resources must be honest to their time and place. Statesboro has had periods of poor preservation decisions in the past. This included an era of "colonialized" buildings that have little or no connection to buildings in this area of the state.

“Over-renovation” is a recent problem accompanying success. The issue is that many of Statesboro buildings have a functional and utilitarian past (like warehouses, early twentieth century buildings, and simple functional structures) and these buildings should not be over-renovated to become fancier and more complex than they were historically. Conjectural details that never had a place in the story of Statesboro should be avoided. These changes usually take the form of elaborate exterior lighting, Dry-Vit slipcovers, fanciful "bubble" awnings, nonworking shutters, ornate balconies, synthetic multi-paned windows, decorative dormers and oversized arched openings. A simple rule of thumb is that new buildings and contemporary changes should “whisper they are new” and your historic buildings should “shout and take the lead in defining the look and feel of Statesboro.”



New gooseneck lamps are added to illuminate this business sign.

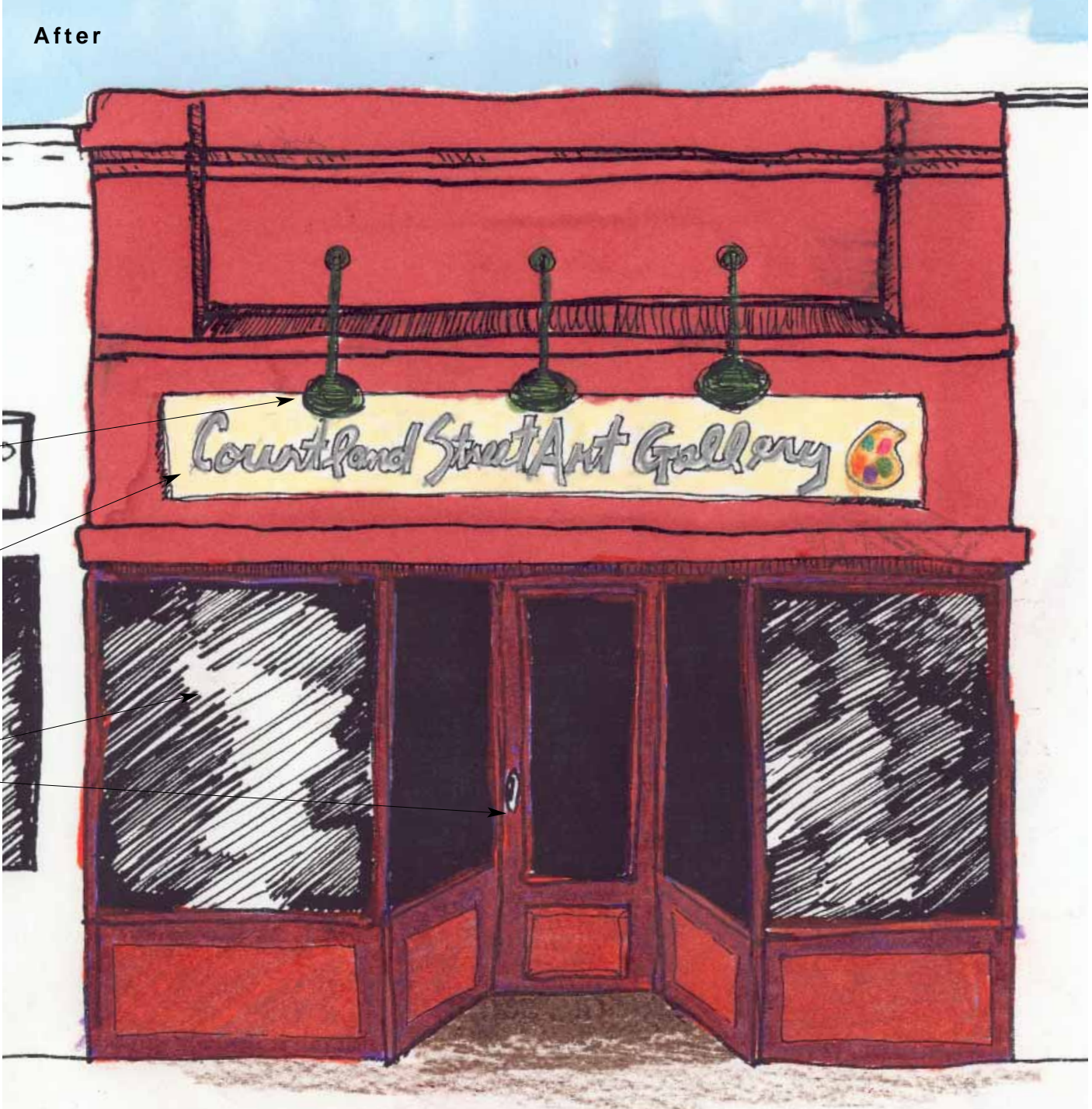
A signboard of correct proportion is added just above the storefront windows.

Sensitive new commercial-style display windows and door are installed to compliment this historic storefront.

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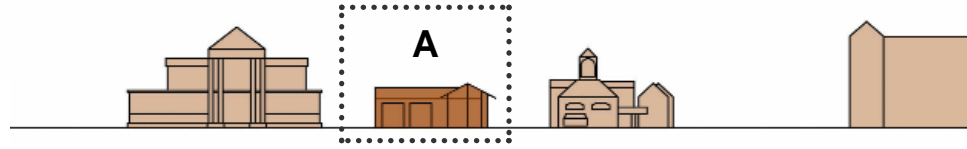
After



A façade rehabilitation illustration of this **Court Street** commercial building demonstrates the dramatic difference that will be seen when this storefront is rehabilitated using historic documentation as a guide.



South Main Street



This former gas station on South Main Street would be re-used as a restaurant. Signage typical of a mid-century gas station is added and the canopy is used for open-air dining. Windows and doorways have been opened-up with new commercial-style replacements. A new paint scheme enlivens the structure and landscape improvements help to separate the dining area from the sidewalk.

A: After





Elevation of the West Side of South Main Street



Early photograph

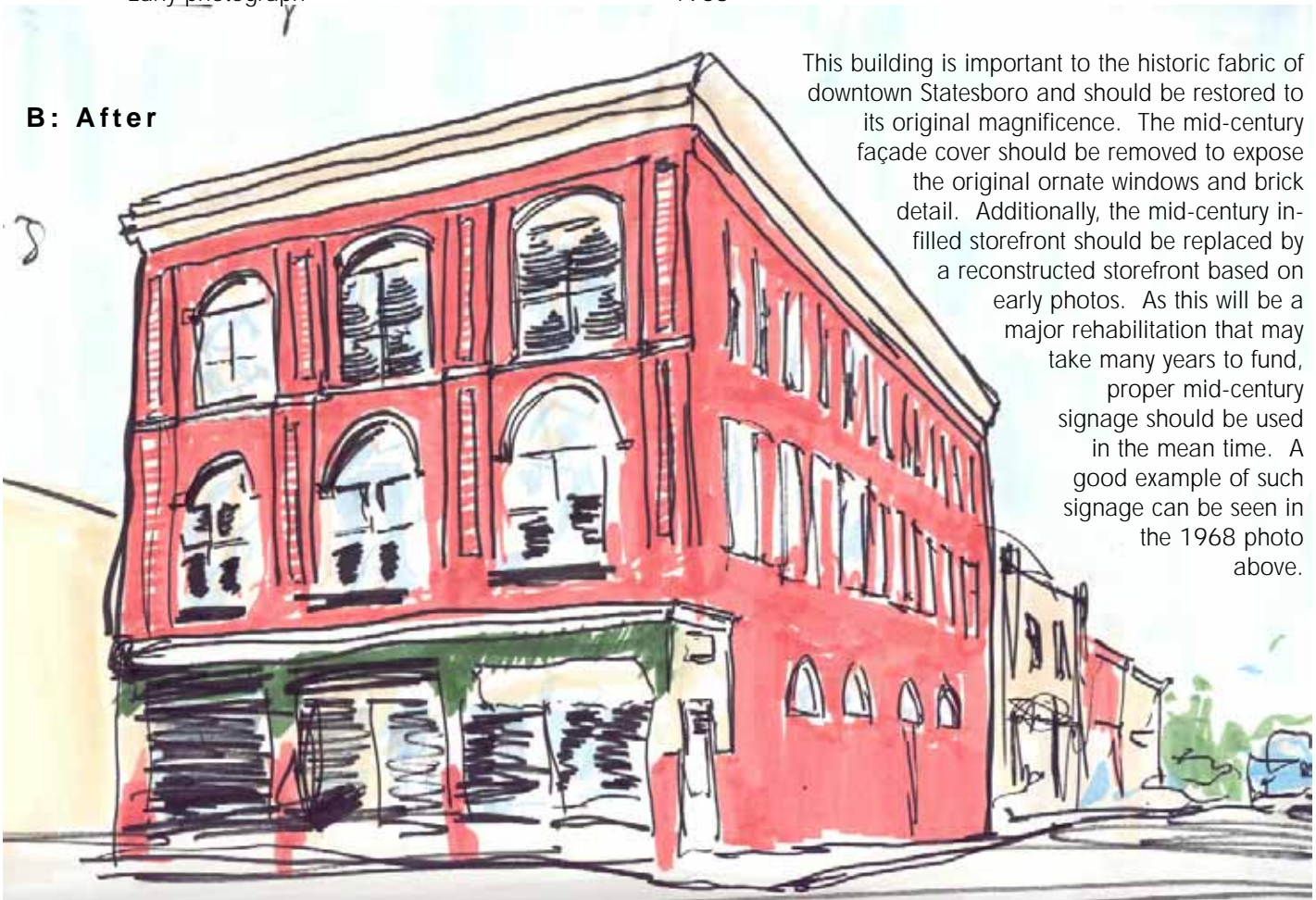


1968



2005

B: After



This building is important to the historic fabric of downtown Statesboro and should be restored to its original magnificence. The mid-century façade cover should be removed to expose the original ornate windows and brick detail. Additionally, the mid-century in-filled storefront should be replaced by a reconstructed storefront based on early photos. As this will be a major rehabilitation that may take many years to fund, proper mid-century signage should be used in the mean time. A good example of such signage can be seen in the 1968 photo above.

“Back to the Future”



West Main Street

Giant shingled awning is removed.

New signboard is added above the storefront.

Transom windows are uncovered or reconstructed.

Double entrances are consolidated.



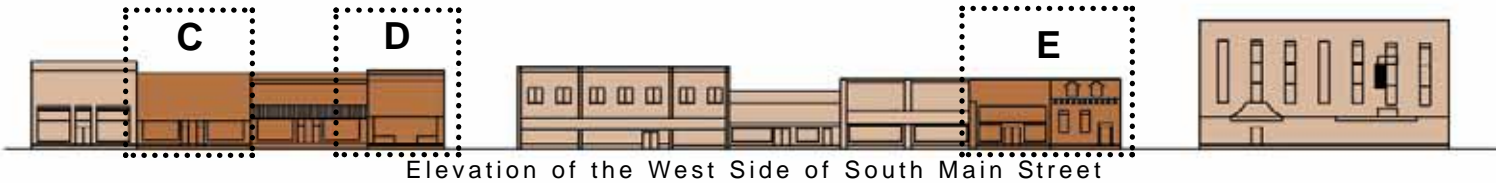
Shingled awning is removed.

A new signboard is added above the storefront.

Transom windows are uncovered or reconstructed as needed.

A metal canopy is installed between the transom and storefront windows.





Elevation of the West Side of South Main Street

E: After



Before

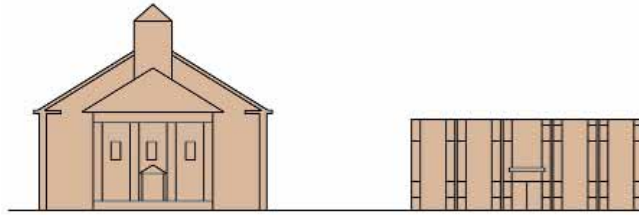
New signage is added to the façade.

New canvas awning and signage added to the façade.

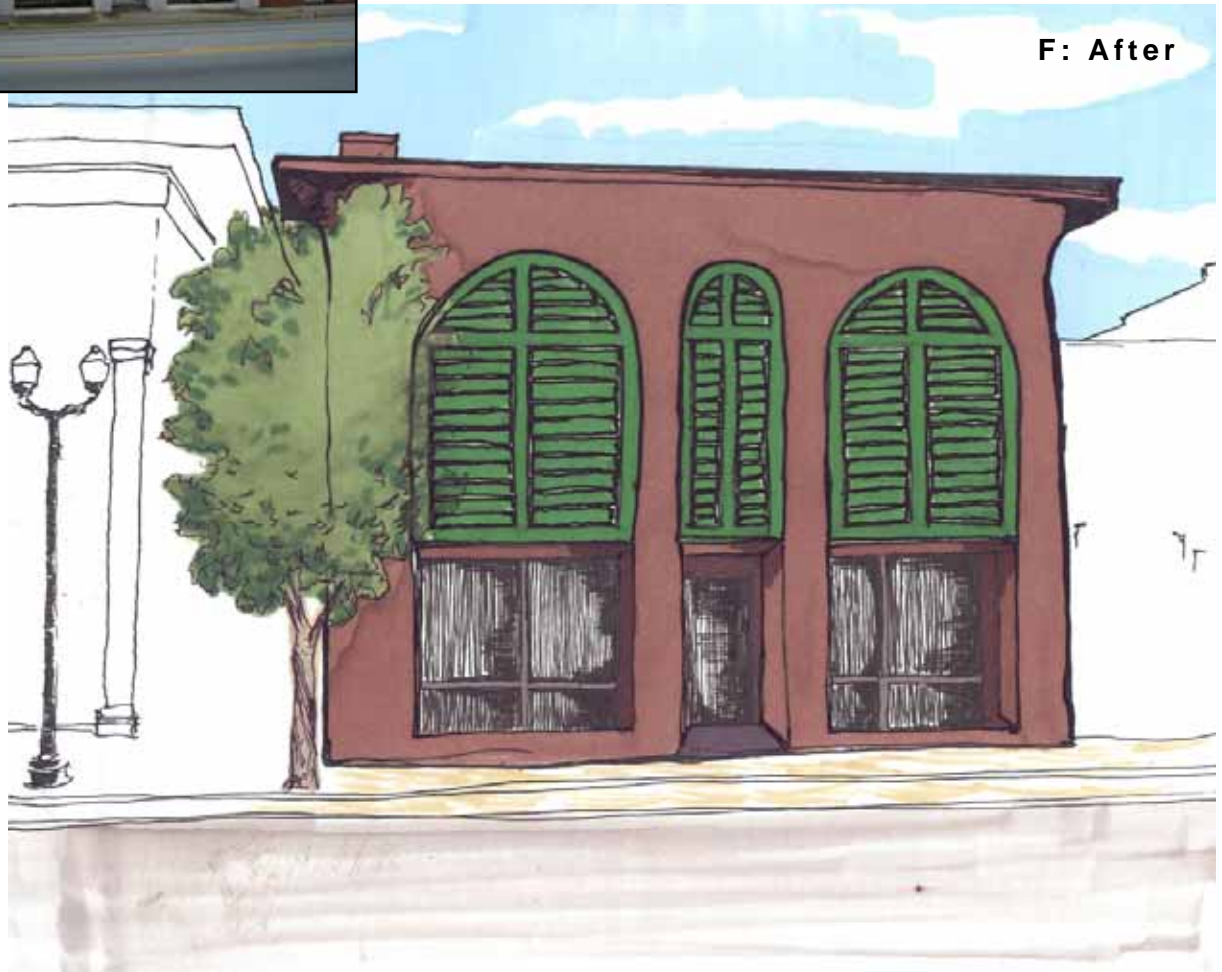
Faux colonial second story is removed.

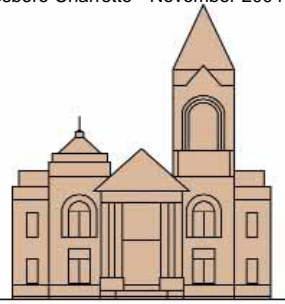


North Main Street



Large stationary shutters are used to add variety and shadow to these large blank sections on the altered building's façade. Additionally, the shutters have been painted a contrasting color from the new façade color to separate these new architectural elements from the existing façade. While this is not a traditional preservation treatment, it is recommended here because this façade has endured major insensitive alterations that would be difficult or impractical to reverse.

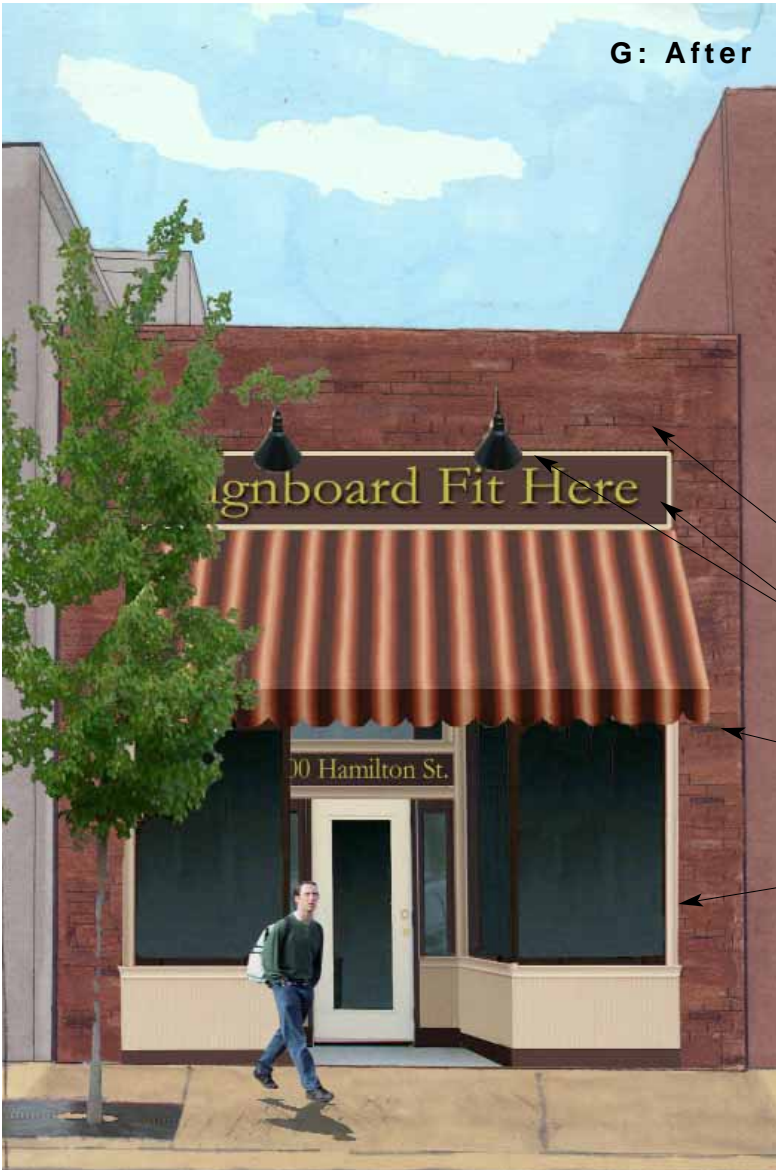




Elevation of the East side of North Main Street



Before



G: After

Giant shingled awning is removed.

New signboard and lights are added above windows and doors.

A new canvas awning is added above the storefront.

A new storefront is constructed using historic photographs for guidance.



Rehabilitation Using Historic Details



SALES, SERVICE and USED CAR LOT DOWNTOWN E. MAIN ST.



The historic photo above should be consulted in rehabilitating this structure.

The above examples are proposed renovations of these structures that radically change the original character of these buildings. **We do not recommend renovating buildings in this manner.**

Sensitive modest signage should be added over the side entrances with a replica of the original Art Deco neon sign over the center entrance.

Metal canopies are added over each entrance. These provide shade and emphasize doorways.

Blonde brick façade is cleaned.

Original doors and windows are retained with a new door of the same material and arrangement added to create a third entrance.



This early twentieth century building is very characteristic of the streamlined modernity of architecture from the twenties and thirties. Many of the buildings created during this time period have been demolished or renovated beyond recognition. This is an important era of architecture to preserve. Blonde brick and Carrera glass are hallmark elements of these buildings. By highlighting the existing character of these structures, Statesboro will retain a significant piece of it's architectural past. "Do as little as possible; celebrate it's deco-ness."



PARKING

The issues surrounding the perceived parking problem have more to do with convenience and old habits than it does with a lack of parking space. A better system that manages where and how people park is the solution to the problem. *Statesboro has as many surface parking lots as it does buildings.* This, added to the large amount of open land near downtown means that **THERE SHOULD BE NO MORE BUILDING DEMOLITION JUST TO PARK CARS!** Your National Register listings are endangered each time a building is demolished and community attractiveness is jeopardized, even when the parking area is attractive and well landscaped. The plethora of existing lots should be enhanced with a restriping project and a system of small but effective signs directing automobiles to the available lots.



The Good and Bad of current Statesboro parking lots.

Plantings at lot boundaries soften the edges.

Add architectural elements such as walls and gates to define the lot.

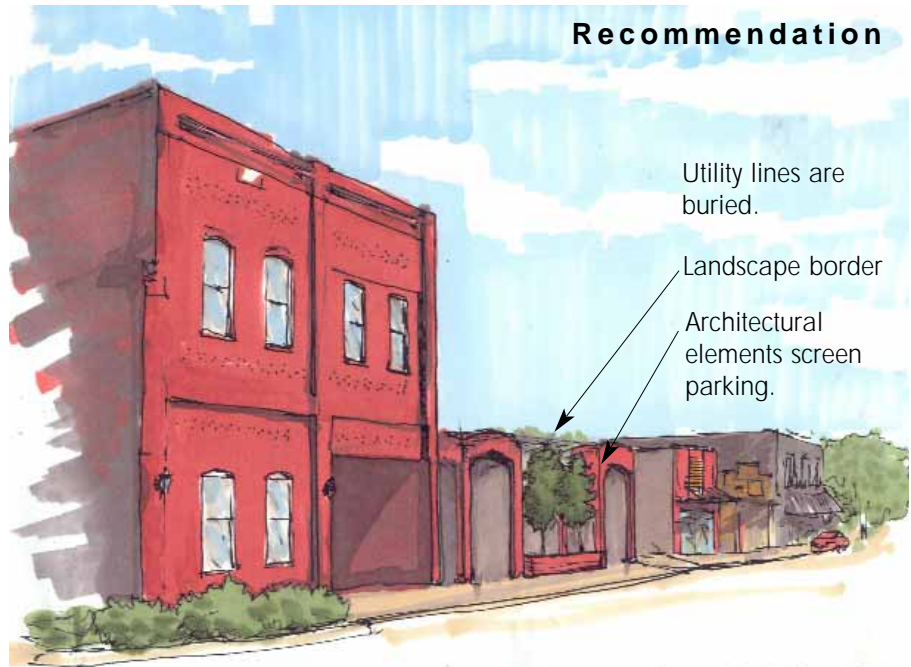


An architectural presence is missing on this corner

There is no buffer between the lot and road



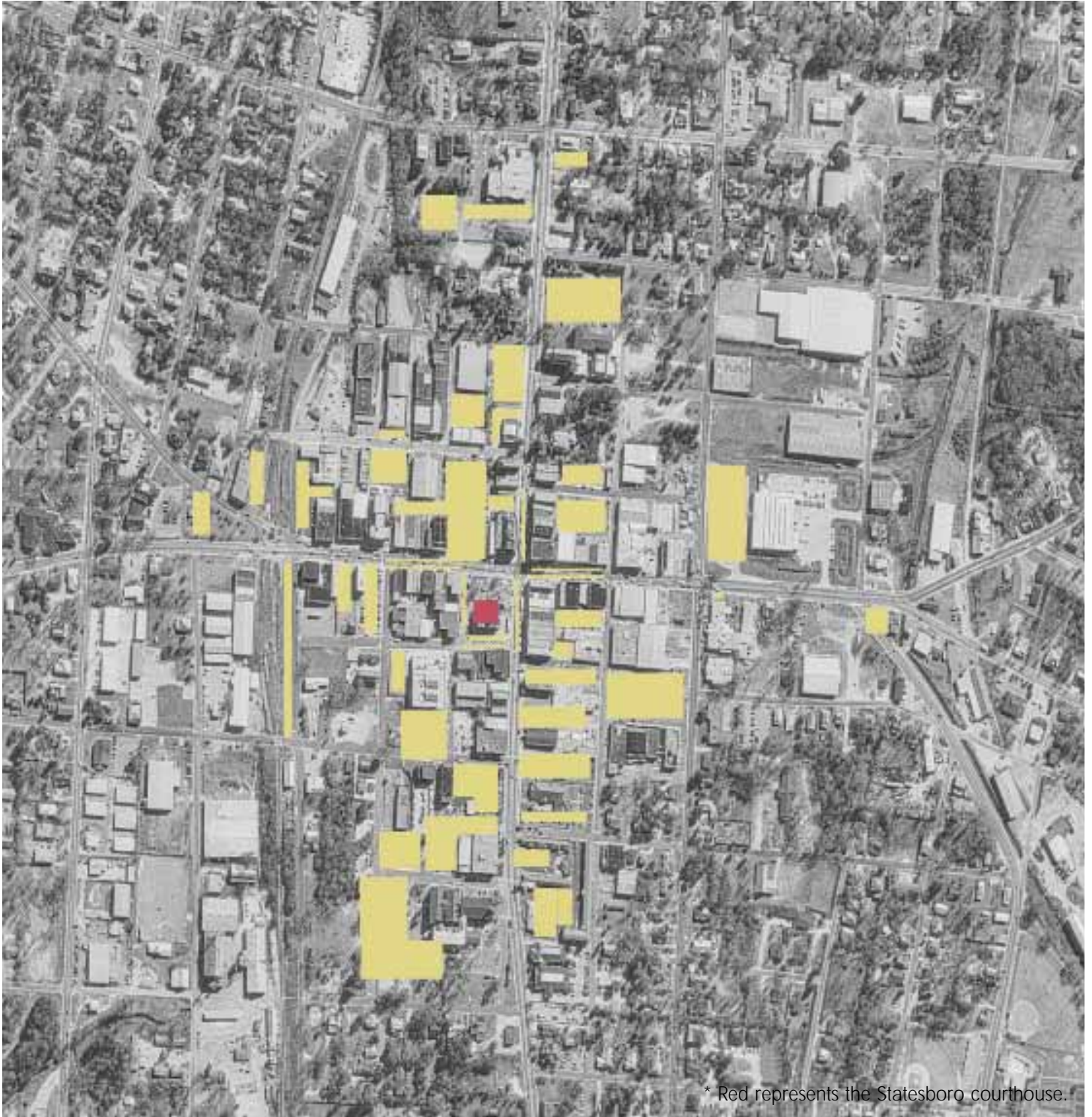
Recommendation



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Existing Parking lots in downtown Statesboro



* Red represents the Statesboro courthouse.

The yellow shapes on this aerial map highlight the existing parking options in Statesboro. This image clearly illustrates that there is no need to create more parking lots.



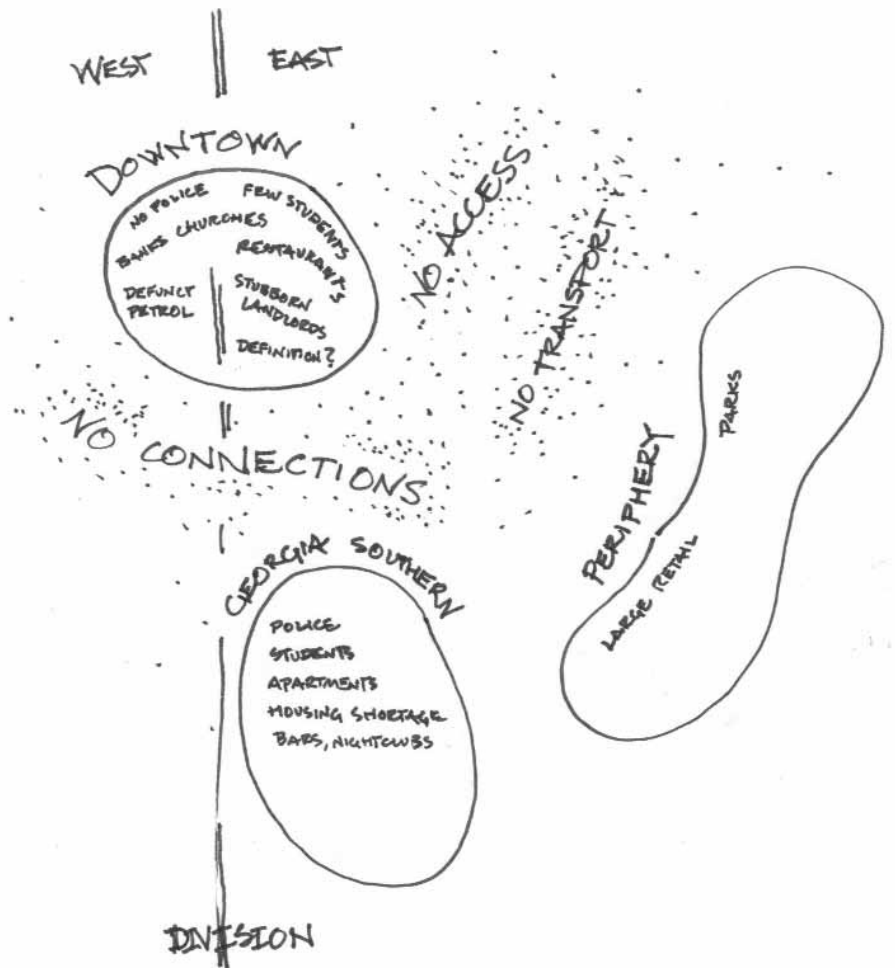
CONNECTIVITY

The new streetscape and greenway plans are positive improvements. Special attention should be paid to maintain and extend these improvements to other parts of town as time goes by. Programming and events should be planned to celebrate each stage of the project and each milestone completed.

Statesboro is difficult to navigate for pedestrians. The streetscape project and greenway should be dominated by pedestrian safety amenities. The key to making downtown more active is to get people moving around on foot, especially youth and GSU students.



Abandoned railbeds make for potential greenway routes.

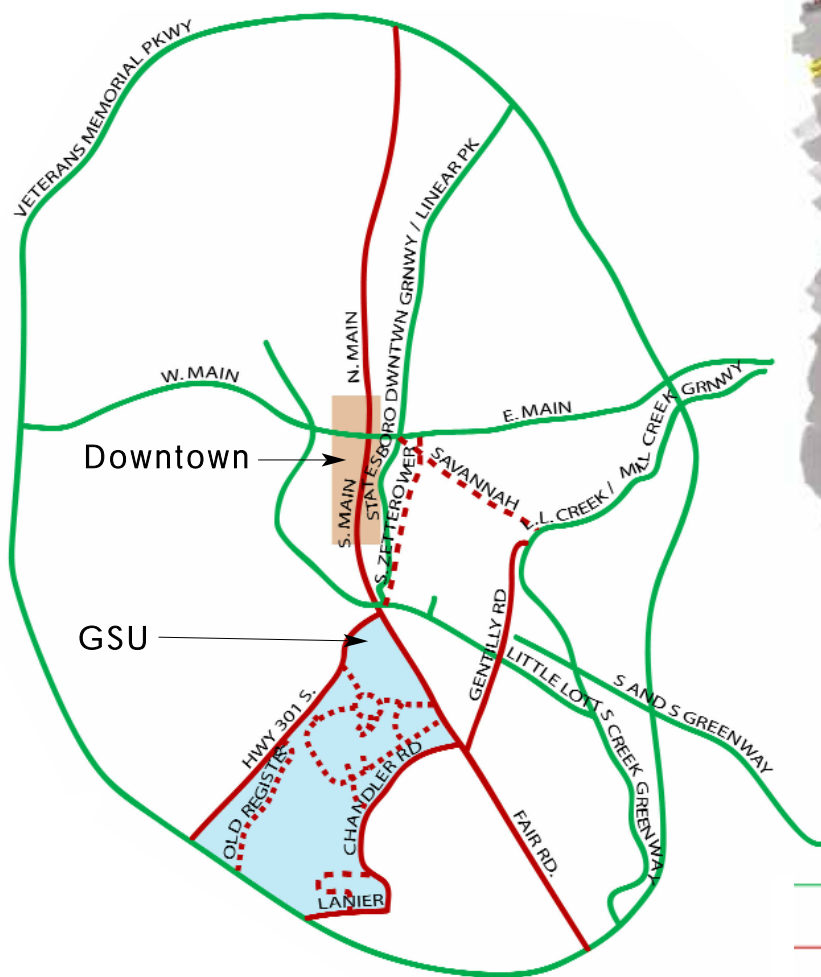


This diagram illustrates the lack of connection between the downtown and the rest of Statesboro.

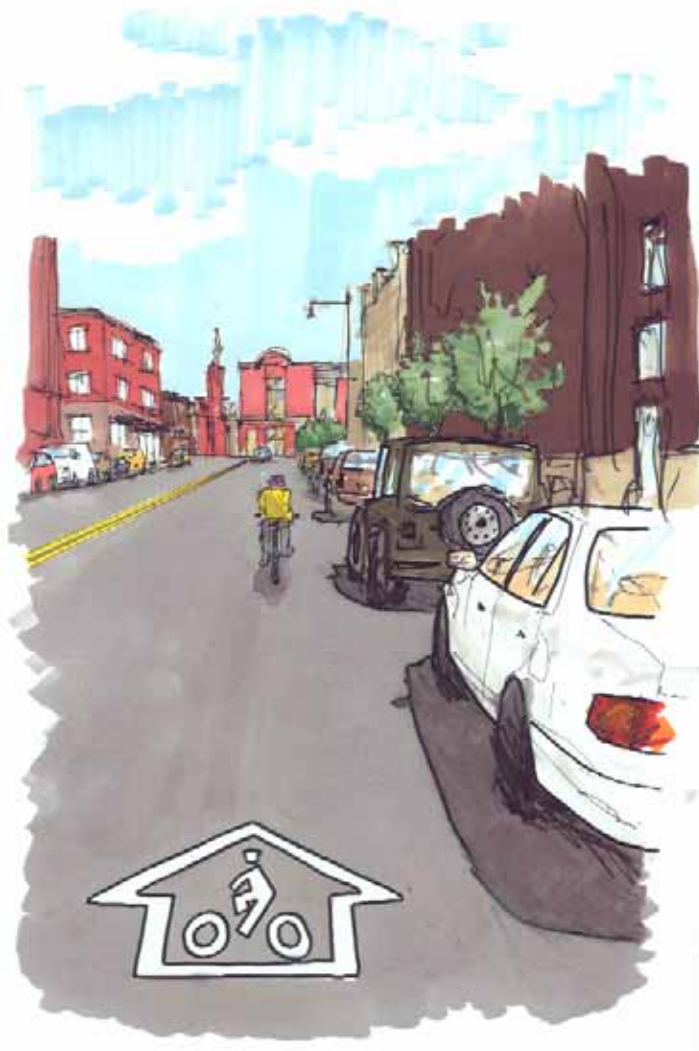
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Statesboro has great potential to create a large network of non-vehicular corridors. The existing greenway and streetscape elements can be connected by creating additional greenway, streetscape and shared bike lanes. This large network will serve to link downtown Statesboro to the university and other parts of the city.



Existing and Proposed Non-vehicular Transportation Routes.



Adding "sharrows" to existing roads help to safely link greenways and bike routes to more destinations.



TOWN & GOWN

The relationship between downtown and the University is important. However, students don't feel part of the downtown programs. Special school related events (discounts for students, live music, and special rental opportunities for students) and youth-oriented businesses (bookstore, thrift stores, inexpensive eateries, sporting goods, trendy boutiques, card and gift shops and hip bars) will improve this relationship. Students are a great captive market and their disposable income can make a big difference to downtown businesses.

In addition to improving pedestrian and bike connections between the downtown and GSU, Statesboro should pursue a creative partnership with the University and use minibuses to transport people to and from campus or a satellite parking area during peak times. This is especially true for nighttime entertainment and events.



Existing examples of businesses in downtown Statesboro that have created images and offerings that are appealing to university students.



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A local music store that sells new and used CDs and tickets to local events.



This thrift store features used furniture and clothes which are perfect for University life.



Cool gift shops appeal to students, visitors and local residents.

These are several examples of successful businesses in Athens, Georgia that are frequently patronized by students and residents. These are offered as ideas for additional types of businesses and services that are very popular to students.



Downtown restaurants with outdoor eating options and a hip look are appealing to residents and students alike.



PLANT MATERIALS

Trees are a big part of Statesboro's history

Plants are the backdrop for successful town improvement, they can enhance unique features and mask problems. Statesboro's tree ordinance is good, but poorly enforced. The Tree Board and the programs of protection and replacement must be rejuvenated. The charrette team saw many opportunities for better tree management and understory and groundcover enhancement.

Statesboro is blessed with the ability to grow plants well due to southeast Georgia's rich and sandy soil, plenty of water and mild climate. The feeling that permeates Statesboro is one of low flat land, stately trees, pines, azaleas and crape myrtles. It is a city of well kept yards, tidy plantings and community pride.

That said, there are some blatant issues surrounding plants that should be addressed before anymore destruction, replacement or development occurs.

- The tree ordinance needs to be enforced. The tree board should be reconstituted and compliance alternatives mentioned in the ordinance.



This historic Statesboro street scene illustrates a long history of tree lined streets.



This type of contemporary Statesboro street scene should serve as a model for future planning and is a prime example of an area that needs the protection of a strong tree ordinance.

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Recommended Trees for Statesboro

Understory Trees

Eastern Redbud	<i>Cercis canadensis</i>
Flowering Dogwood	<i>Cornus florida</i>
Fringetree	<i>Chionanthus virginicus</i>
Hophornbeam	<i>Ostrya virginiana</i>
River Birch	<i>Betula nigra</i>
Yaupon Holly	<i>Ilex vomitoria</i>

Canopy Trees

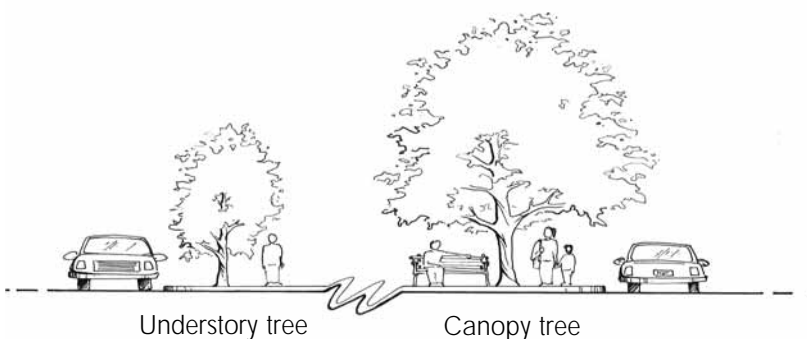
American Beech	<i>Fagus grandifolia</i>
Downy Serviceberry	<i>Amelanchier arborea</i>
Black Oak	<i>Quercus velutina</i>
Black Walnut	<i>Juglans nigra</i>
Blackgum	<i>Nyssa sylvatica</i>
Green Ash	<i>Fraxinus pennsylvanica</i>
Northern Red Oak	<i>Quercus rubra</i>
Red Maple	<i>Acer rubrum</i>
Shumard Oak	<i>Quercus shumardii</i>
Sycamore	<i>Platanus occidentalis</i>
Willow Oak	<i>Quercus phellos</i>
Yellow Poplar	<i>Liriodendron tulipifera</i>

Evergreen Screen

American Holly	<i>Ilex opaca</i>
Eastern Redcedar	<i>Juniperus virginiana</i>
Wax Myrtle	<i>Myrica cerifera</i>

*Species recommendations from UGA Cooperative Extension Forest Service Resources Bulletin FOR91-059

- Attorneys say that cities that pass ordinances and do not enforce them are as guilty in violating the code as those developers who flatly reject the restrictions required in the code.
- The plant lists that are developed and the plant varieties that are used in projects should be drought resistant, native varieties. There are several shrubs used in downtown that do not reinforce regional character, specifically the junipers.
- There are several instances where the shade or canopy trees have been poorly pruned by public utilities or governmental agencies. Removing the central leader of most trees forever alters their growth pattern and in many cases hastens their death. Trees that interfere with power lines, rights of way or public safety should be removed and replaced with a fast growing understory variety which will not interfere with the public's need for safety and does not become as damaged by pruning central leaders.
- Additional attention must be paid to creating designated "exceptional trees" as provided in the tree ordinance. These trees should be treated as sacrosanct and should not be interfered with in development projects.
- The proper selection of plant materials and an appropriate planting design can create focal points and draw interest to Statesboro. This is especially true in regards to allées (framed views formed by parallel plantings along a path, road or corridor), and the selection of signature trees that are used repeatedly in development projects.

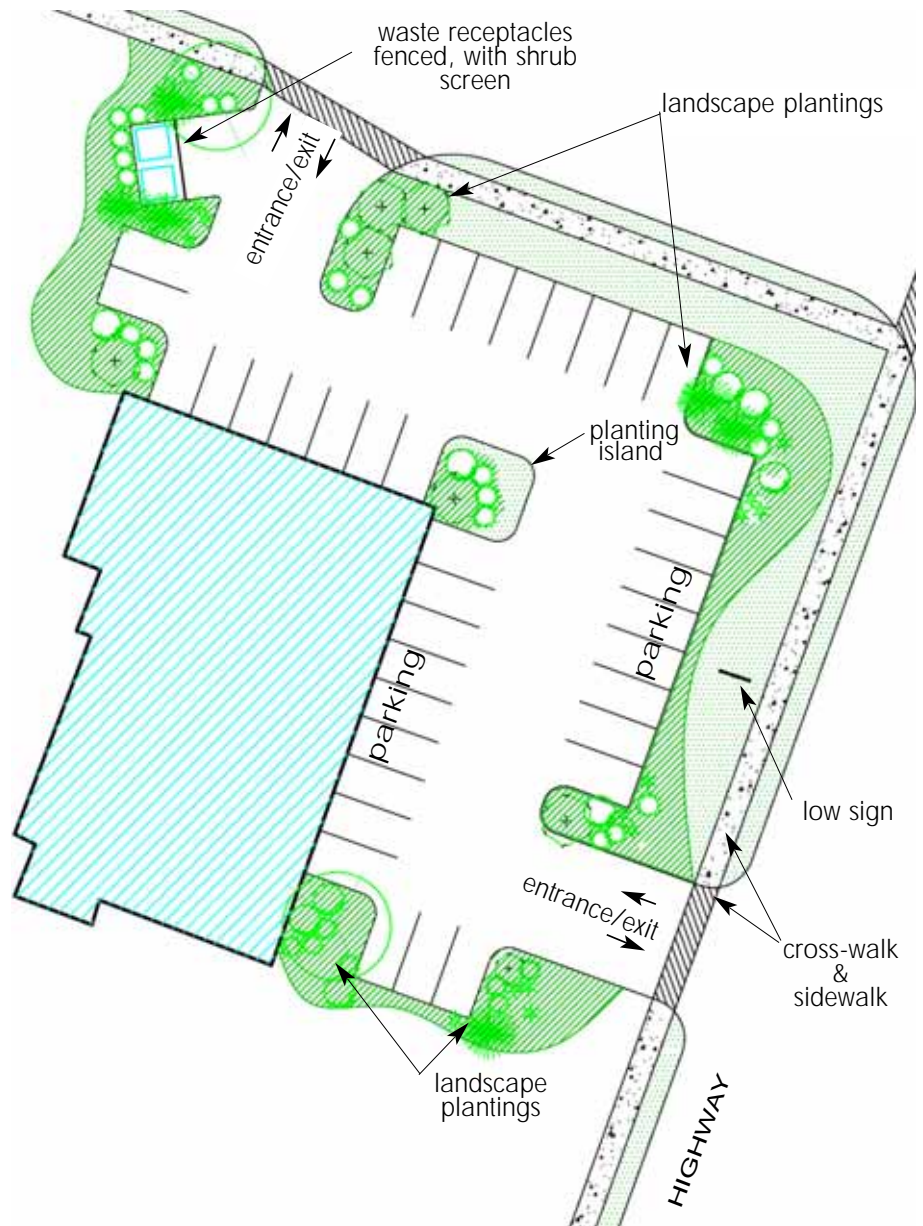


CORRIDORS

A visitor's first and last impression of downtown (and the entire city for that matter) should be a positive one. However, it is often the most disconnected and unattractive part. This can be changed through design. The encouragement of large footprint buildings surrounded by asphalt must stop. Highways and streets should be tree lined and serve as gateways to a positive downtown experience. Signs should be monument type signs. Landscape buffers need to be placed between development and the public right of way

The city has an opportunity to create very attractive waterways throughout town. The drainage ditches and detention/retention ponds are great spots for bringing an interesting and unique habitat to an urban setting. Water plants and wildlife bring an exciting element to urban life. Additionally, they can be the centerpiece of top-notch environmental education programs serving as outdoor classrooms.

There is also a phenomenon in the town plan of Statesboro that creates triangular pieces of land at the major entrances to downtown. These are natural gateways for the city center. They should be valued just as much as the beautiful historic buildings downtown and treated carefully to ensure their success. Similar treatments along each corridor will give identity to downtown and will signal ones arrival in Statesboro.



Generic example of landscape screening and sidewalks along a busy corridor. Plantings between the parking lot and road, make parking areas seem smaller.

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Green-up the corridors with landscape buffers and street trees. Business signs should be lowered, billboards removed and utility lines should be buried. Sidewalks and crosswalks should be safe, well marked and abundant.



After



Rehabilitate existing structures along the corridor to take advantage of available land. Here, a landscaped patio takes the place of an abandoned parking lot. This type of amenity can serve as a student destination.

Before



After



Statesboro's system of drainage ditches could become a series of small linear parks.

Before



How to determine compatibility for new structures in a relatively (visually) consistent historic district

by Pratt Cassity

FRESH...Infill should be FRESH!

F - Footprint and Foundation. The footprint and foundation of the new structure should be similar to the ones surrounding the new structure.

R - Roof shape. The new roof should match existing roofs in pitch, complexity and orientation.

E - Envelope. If you shrink wrapped a building and removed everything but the shrink wrap, what's left is the envelope. The new structure should match the existing in projections, height, bulk, relationships between height and width, etc.

S - Skin. What is the envelope clad in? What is the surface material and its characteristics? New structures should be clad in a visually and physically similar material.

H - Holes. Where are the doors, windows, attic vents, etc.? How are the divided and segmented? Is it an asymmetrical arrangement or is it more symmetrical?

And for a French touch to FRESH. Try: Lé FRESH

Lé - Landscape elements. The proper design of driveways, sidewalks, fences, tree canopy, retaining walls, foundation plantings (or not), appurtenant structures (garages, tool sheds, garden pavilions) and lighting can help to blend new construction and existing historic districts.

Note: This mnemonic trick helps make buildings fit in...it does not help them be great architecture.



After



Vacant lots along your corridors present perfect opportunities to build new structures.



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dca

Electronic copies available at:
<http://www.sed.uga.edu/ps0/charrettes/statesboro2004.pdf>