

# CITY OF OXFORD, GEORGIA AND OXFORD COLLEGE OF EMORY UNIVERSITY STREETSCAPES STUDY

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# Table of Contents

## Phase 1: Old City Hall and Whatcoat Street

Street Entrance	6
Old City Hall Lawn	8
Whatcoat Allee	10
Whatcoat Lawn	12
Whatcoat with One-Way Street	14

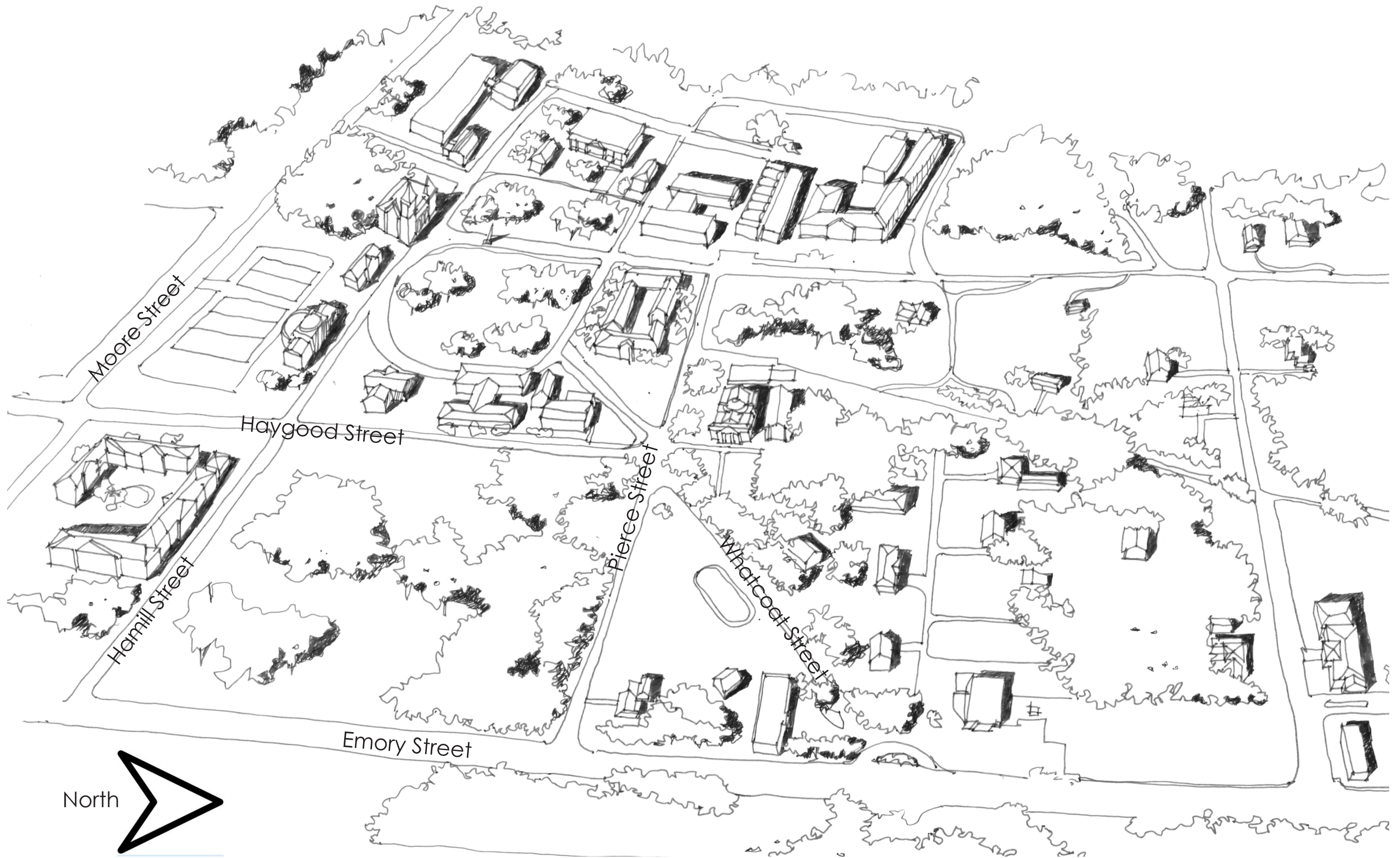
## Phase 2: Pierce and Haygood Street

Crosswalks and Street Intersection	16
Pierce Allee and Parking Entrance	18
Haygood Allee	20
Haygood Park	22

## Phase 3: Hamill and Moore Street

Hamill Allee	24
Moore Walks	26





North









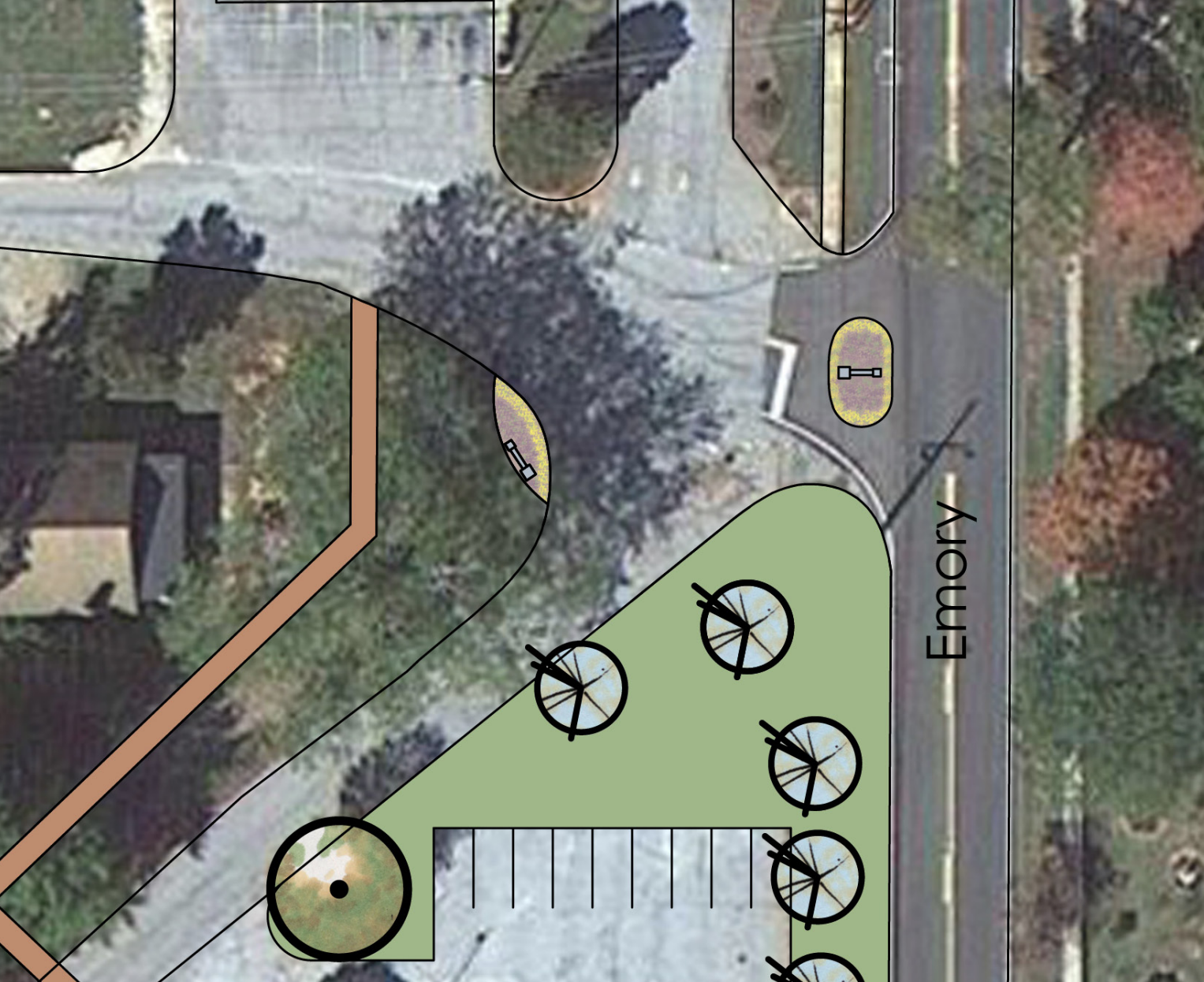
# Whatcoat Street Entrance

Whatcoat Street facing South, College Campus

Existing Conditions

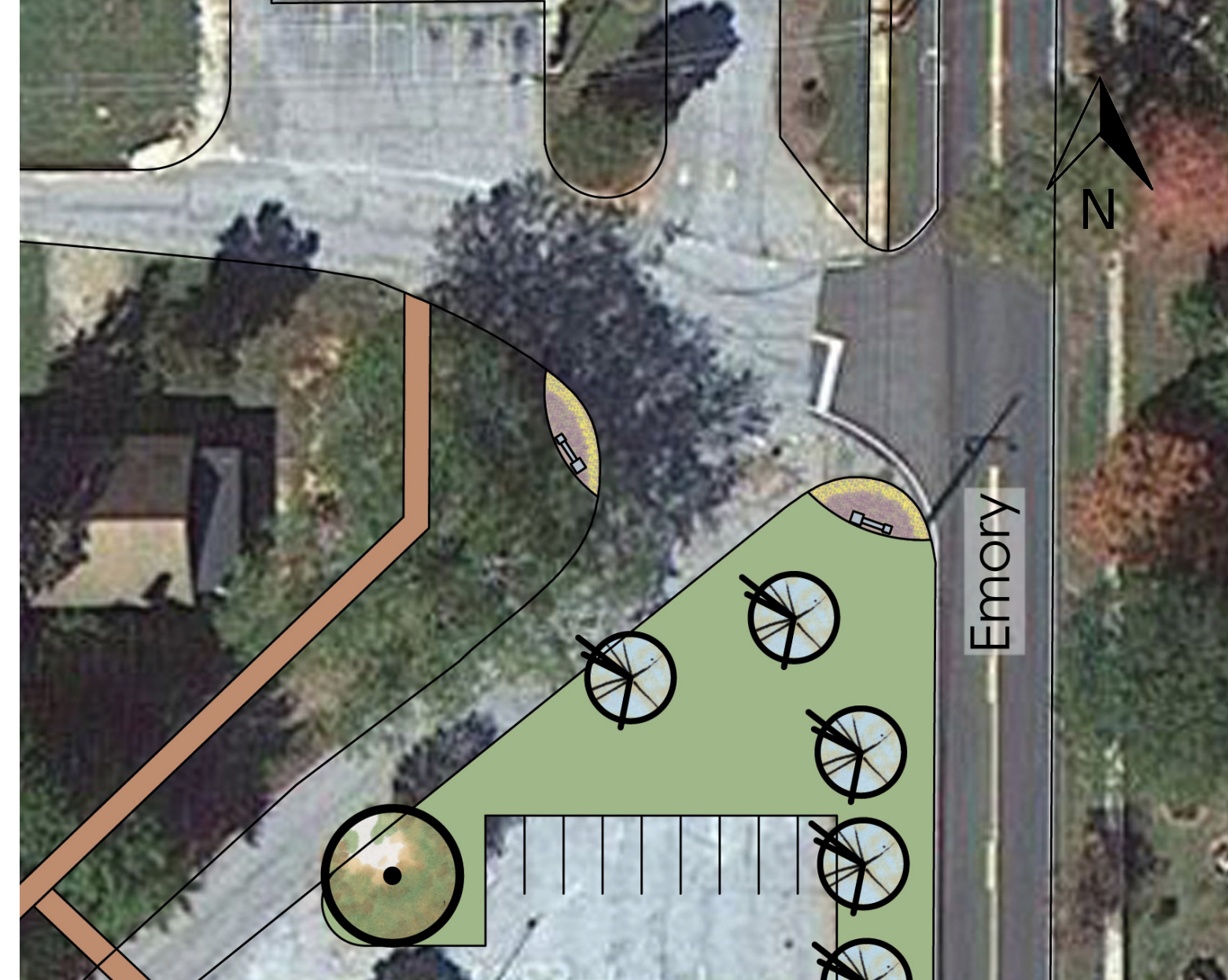






## Half Roundabout

The plan depicts a half roundabout at the entrance to George and Whatcoat Street. The design reduces impervious pavement, but may present some problems. Both sides of the half roundabout would be used as exits and entrances. The likelihood of car accidents taking place in this area would increase but proper signage could help the issue.



## Stone Walls

The second plan shows the planting beds and stone walls from Hamill Street being used to strengthen the visual connection between the college campus and the City of Oxford. Using these structures will also create an attractive college marker near Emory Street. Traffic flow moving through the intersection is not affected. Impervious pavement is also reduced in this proposal, ameliorating the aesthetics of the intersection.





# Old City Hall Lawn

Whatcoat Street facing South, College Campus

Existing Conditions

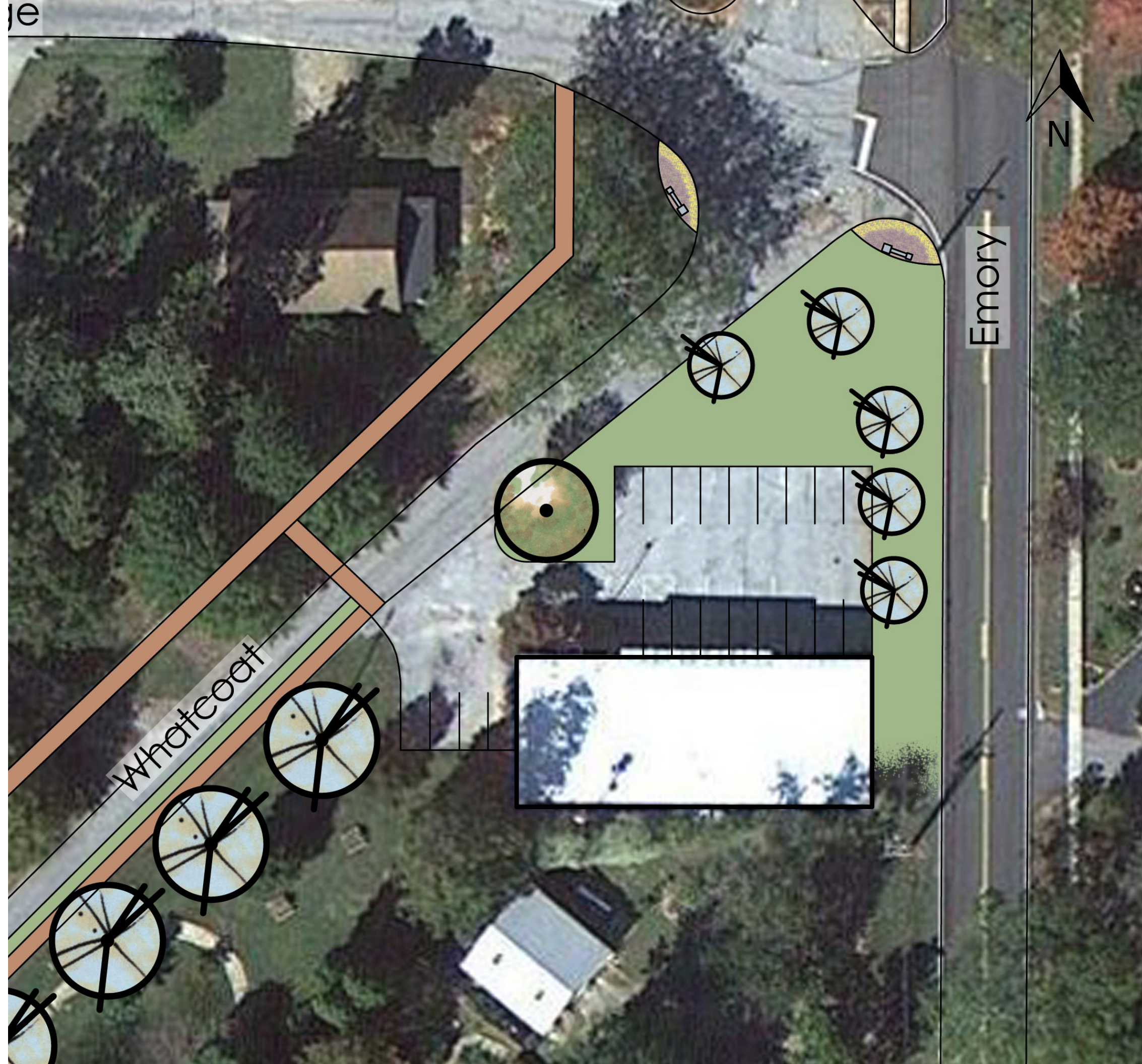




## Old City Hall Lawn

A lawn has replaced a large portion of the asphalt in front of Old City Hall. This area can be used to create a small garden or picnic space. Seating can also be installed to allow students and citizens to relax in the greenspace.

Removing large portions of asphalt will help with stormwater management. Allowing the water to penetrate will reduce the amount of standing water and will regenerate ground water.







# Whatcoat Allee

Whatcoat Street facing South, College Campus

Existing Conditions





## Whatcoat Allee

A formal allee is created by the existing oaks on the west side of the street and the proposed flowering trees on the east.

The allee directs the eye to the brick walk into Oxford College. It creates a simple yet eloquent visual for the streets that lead to campus.







Whatcoat Street facing South, College Campus

# Whatcoat Lawn

The design closes Whatcoat Street and provides the city with a town quad that can potentially be used for private and public events. Brick walkways are used to continue with the synthesis of campus and city. These walkways also help to enhance city walkability and connectivity.

Existing Conditions







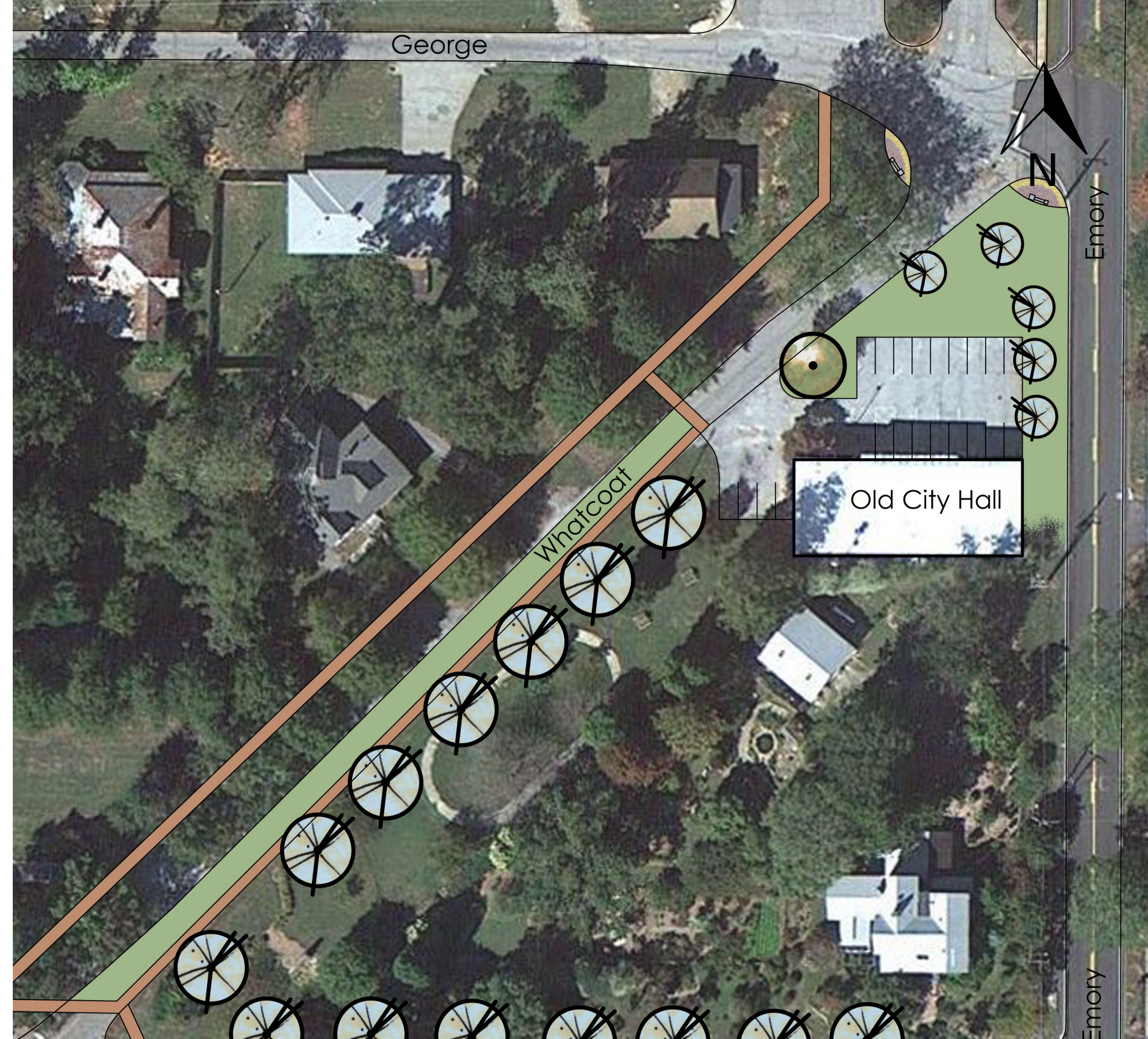
Bollards to prevent vehicles from entering.



Local artwork can be exhibited here.



Art festivals can generate more public interest.



The plan extends the brick walkway from campus into the lawn. The walkway follows the original axis on which the city was first planned.

Replacing Whatcoat Street with vegetation would improve stormwater management at a much larger scale.





Whatcoat Street facing South to College Campus

## Whatcoat with One-Way Street

Traffic moving north through Whatcoat Street is blocked by a brick walk and planters. The planters separate vehicular and pedestrian traffic for safety reasons. The walkway is multi-use, meaning it can be used by pedestrians, cyclists and golf carts.

Existing Conditions







Seating for citizens to rest and relax.



Brick walkway provides more definition to space.



Artwork can still be displayed.



The use of planters at the center of the street allows for a more cost-effective installation. This also means that they can be easily removed if ever necessary in the future.





Intersection of Whatcoat, Pierce and Haygood Street



Haygood Street facing South to Moore Street

# Crosswalks and Street Intersection

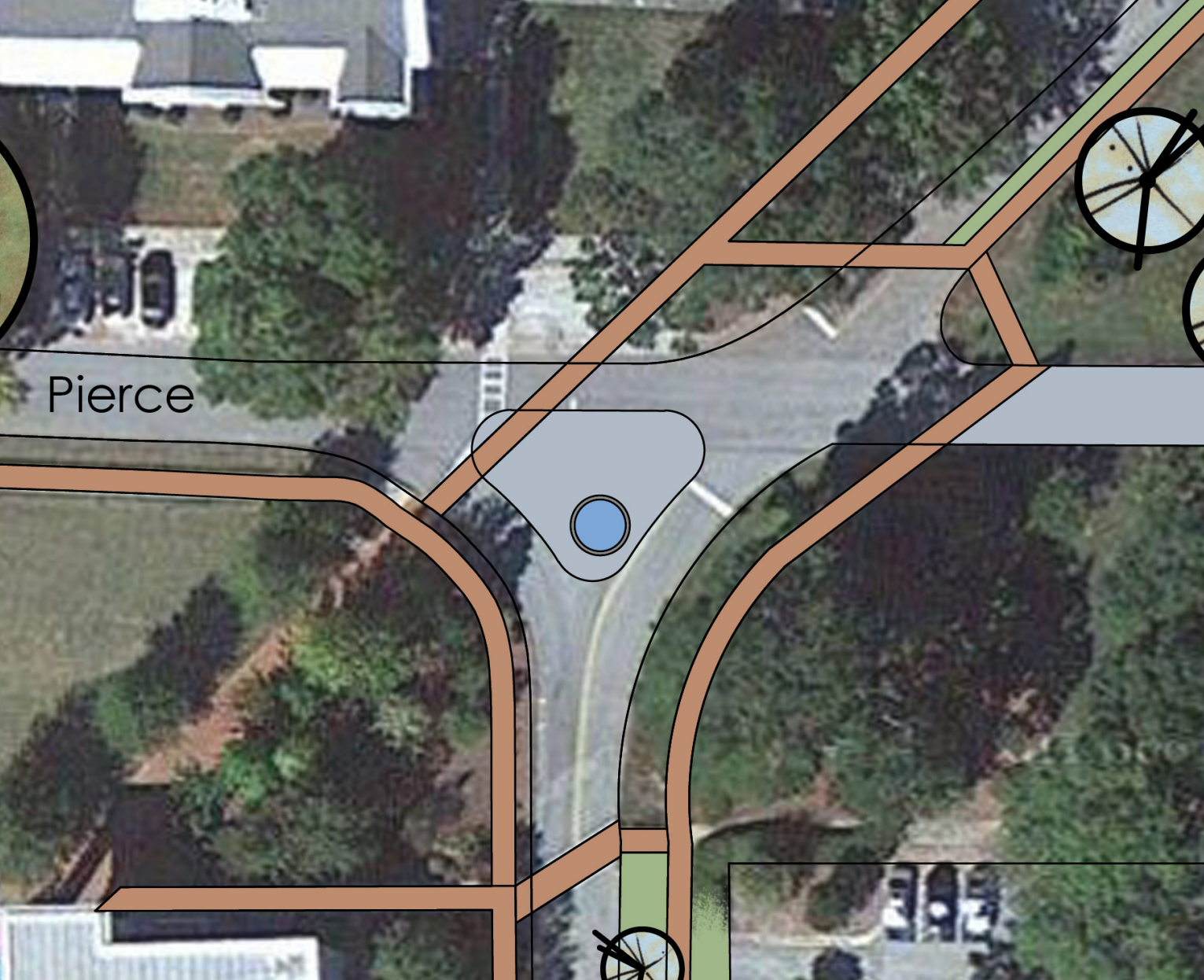


Existing Conditions



Existing Conditions





## Triangle Expansion

The expansion of the triangle at the intersection would create space for a landmark along with more vegetation. This landmark would be visible from each street of the intersection. The design would require less effort than developing a regular roundabout. The expansion would function much like a regular roundabout.



## Roundabout

A regular roundabout design requires some intrusion into neighboring lawns. Street paint would be required to mark the turning lanes due to the open space that remains between the curb and the roundabout after construction.





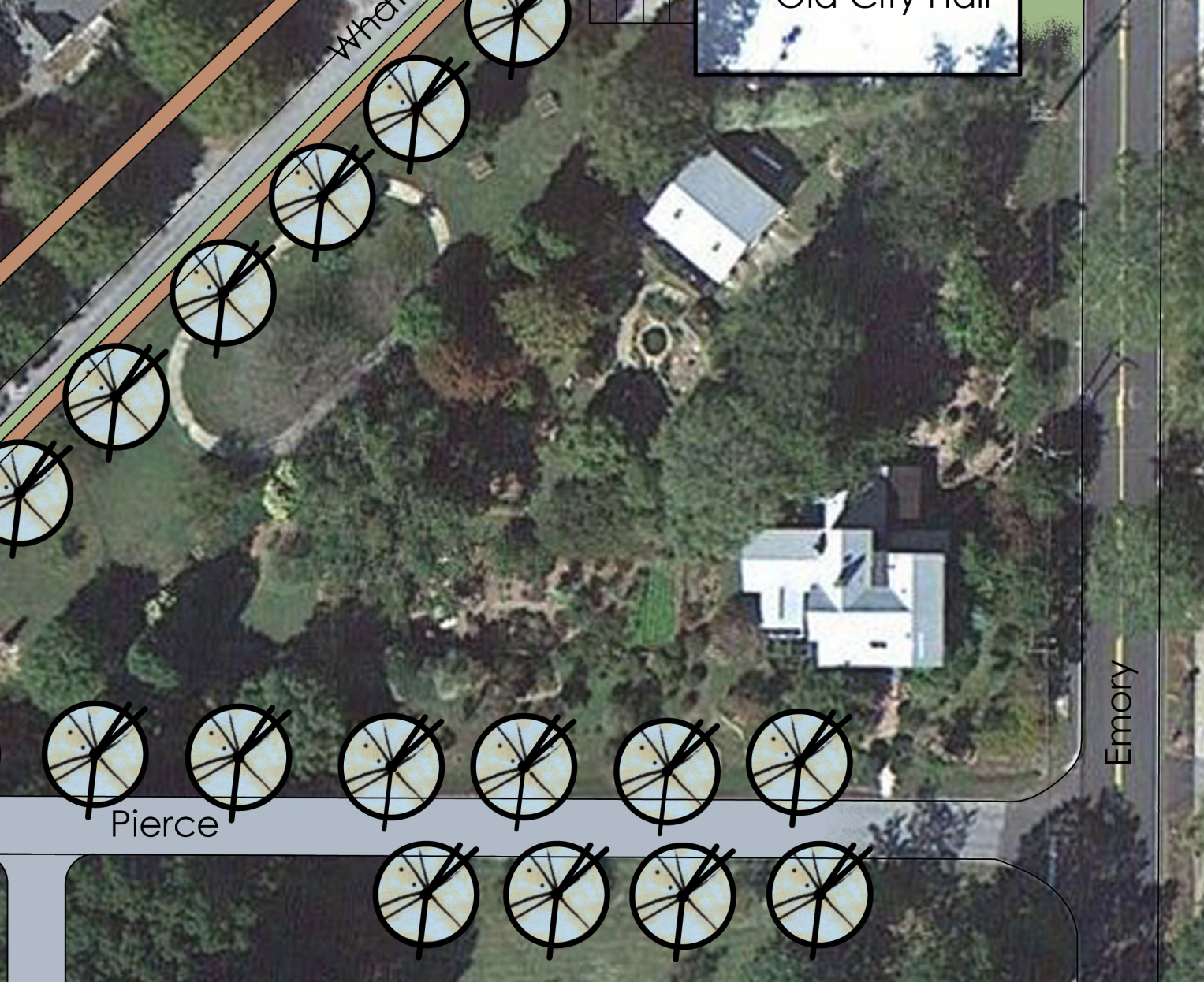
Pierce Street facing East to Emory Street

## Pierce Allee and Parking Entrance

Existing Conditions







## Pierce Allee

The flowering trees form attractive allees that relate to the idea of boulevards. The allee directs the eye to the brick walk into Oxford College. It creates a simple yet eloquent look for the streets that lead to campus.



## Parking Entrance

An alternate entrance to the student parking lot. This entrance would connect to Pierce Street. Redirecting traffic to Pierce Street would reduce the amount of interaction between drivers and pedestrians on Haygood Street.





Haygood Allee



Haygood Street facing North to Pierce Street

Existing Conditions



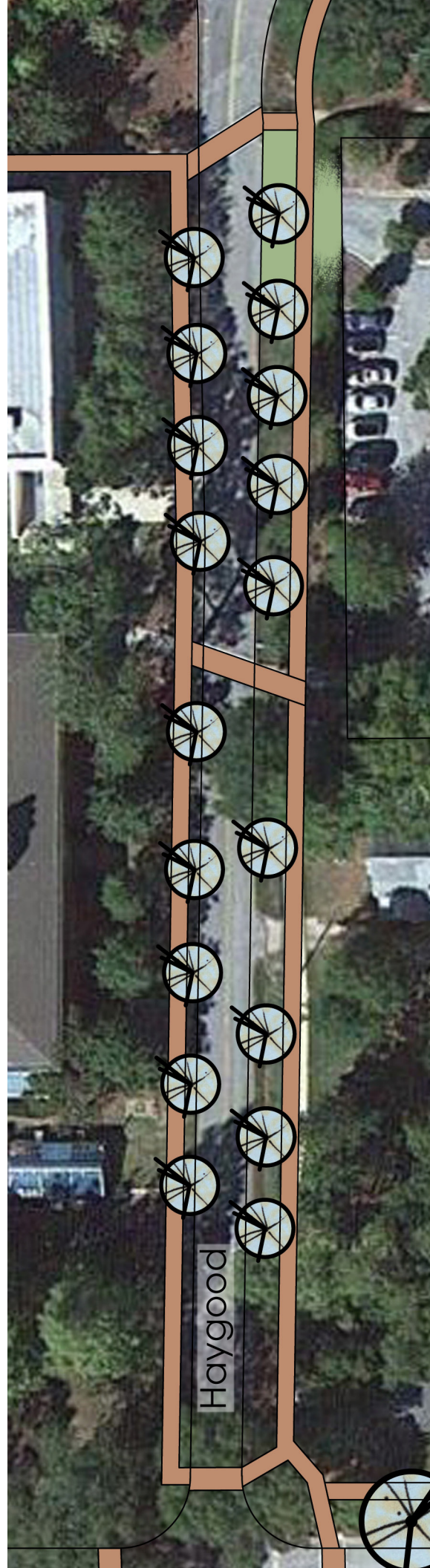


## Haygood Allee

Haygood Street continues the formal allee pattern. The original entrance to the student parking lot is replaced with a sidewalk and vegetation.



The road section above depicts the layout of the street. The flowering trees would provide shade and act as a buffer between vehicles and pedestrians.







Haygood Street facing East Village Dormitory

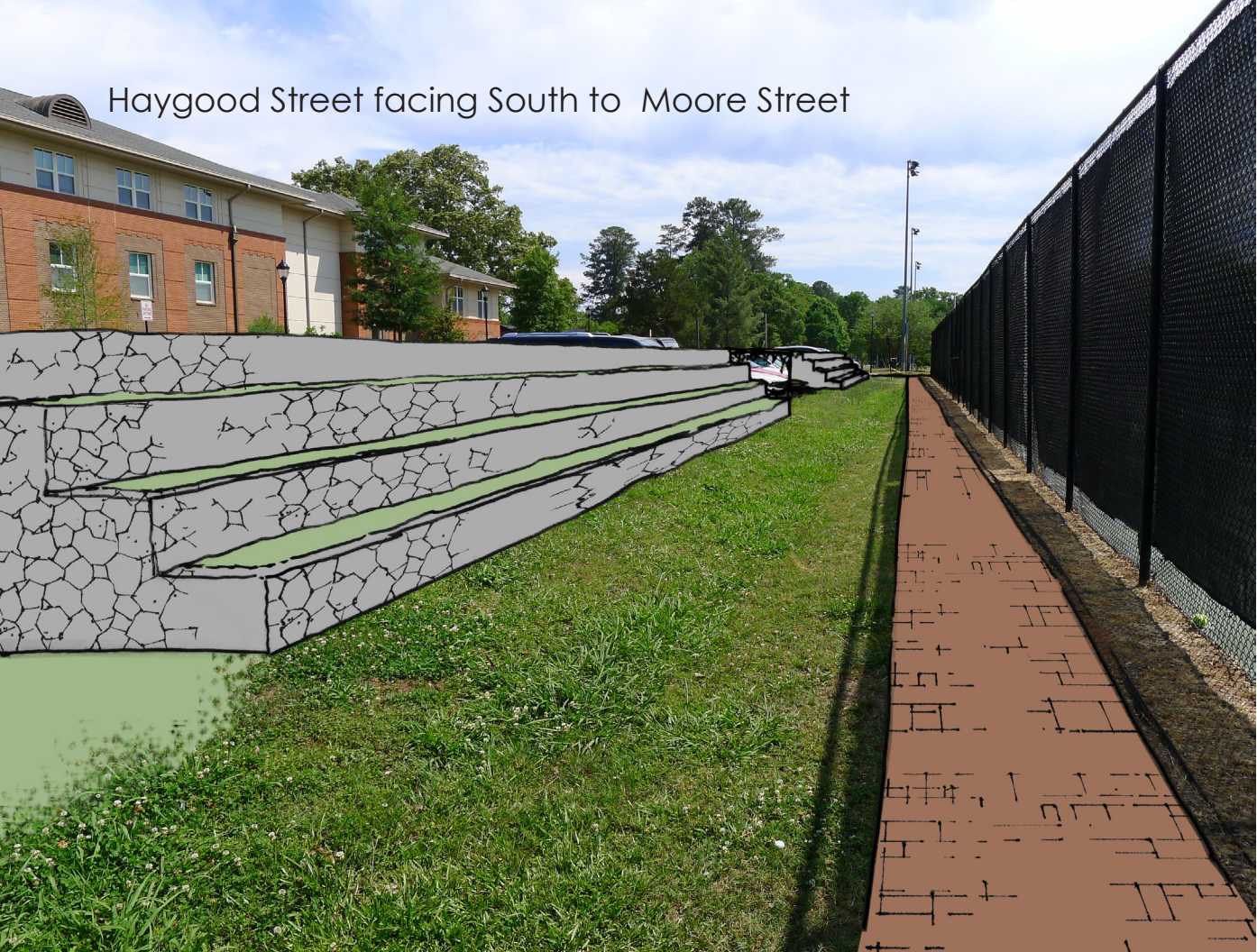
# Haygood Park

The removal of parking from Haygood Street presents space for a pocket park. The proposals suggest an amphitheatre space for tennis spectators to enjoy. A gathering area has also been proposed between the terraced seating. Students can gather here to study outdoors, under a trellis that connects the terraced seating.

Existing Conditions







Haygood Street facing South to Moore Street

Brick walkways and flowering trees continue to improve aesthetics and walkability.



Existing Conditions







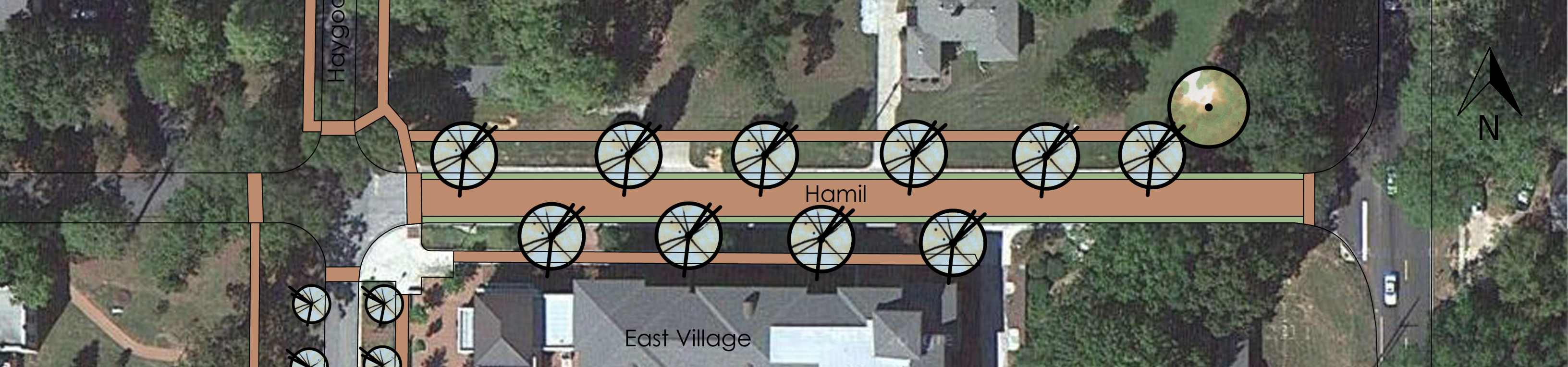
# Hamill Allee

Hamill Street facing East to Emory Street

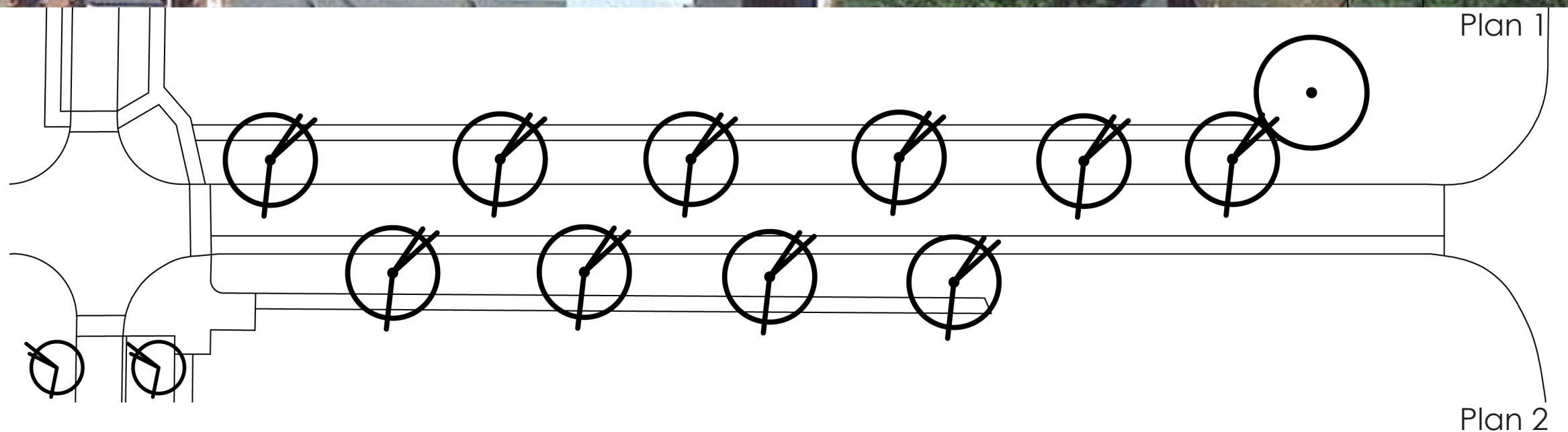
Existing Conditions







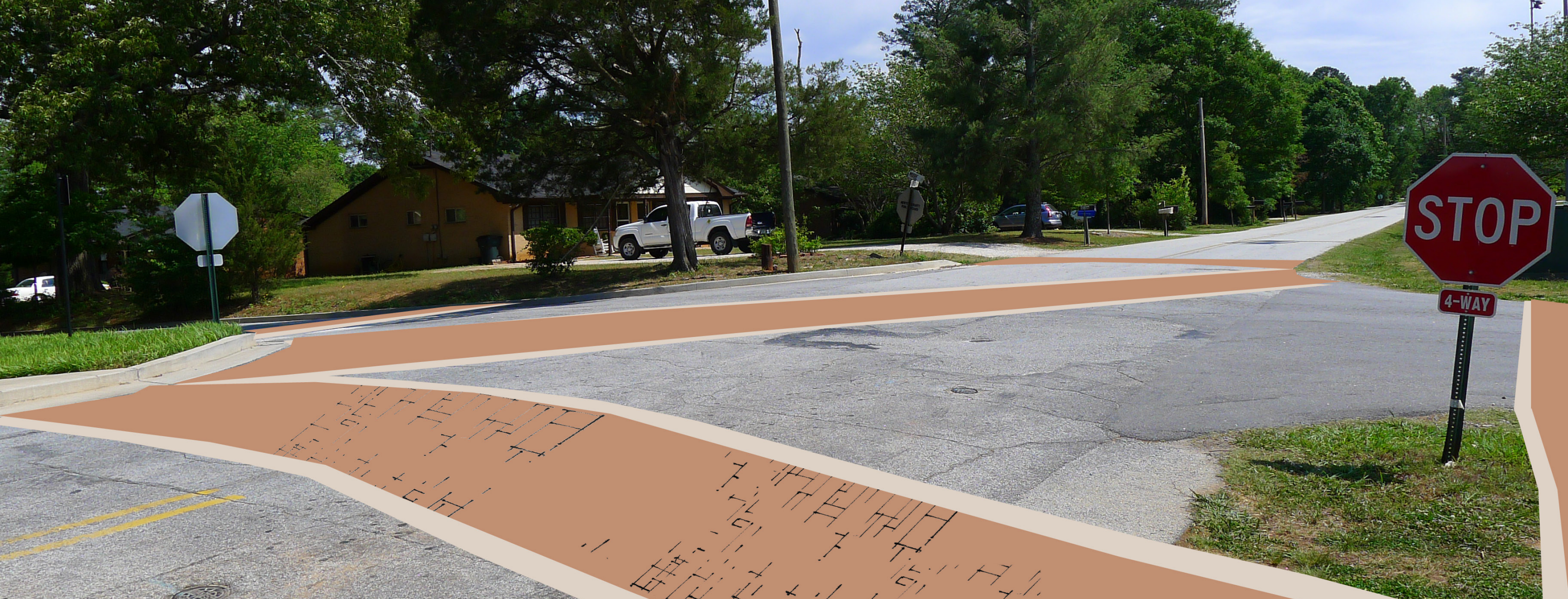
Hamill Allee



Brick crosswalks at the west end of Hamill Street act as a traffic calmer for drivers. Drivers can visually see a change in pavement and slow down for possible pedestrians ahead. Trees continue to form an allee down Hamill Street as well.

Fire access codes require that the minimum width of a lane be 20' wide with a 13'6" height clearance. This means that there will be either two lanes three and a half feet wide (seen in the plan at the top of the page) or one lane seven feet wide (seen in the second plan) of lawn space to gain.





Moore and Haygood Street Intersection

# Moore Walks

Existing Conditions





## Moore Walks

Brick crosswalks are proposed to encourage drivers to become more aware of pedestrian traffic. The brick sidewalks are also extended to Moore Street to improve walkability of the city.

A diagonal crosswalk has been proposed to allow pedestrians with a more direct route to the sports fields.

