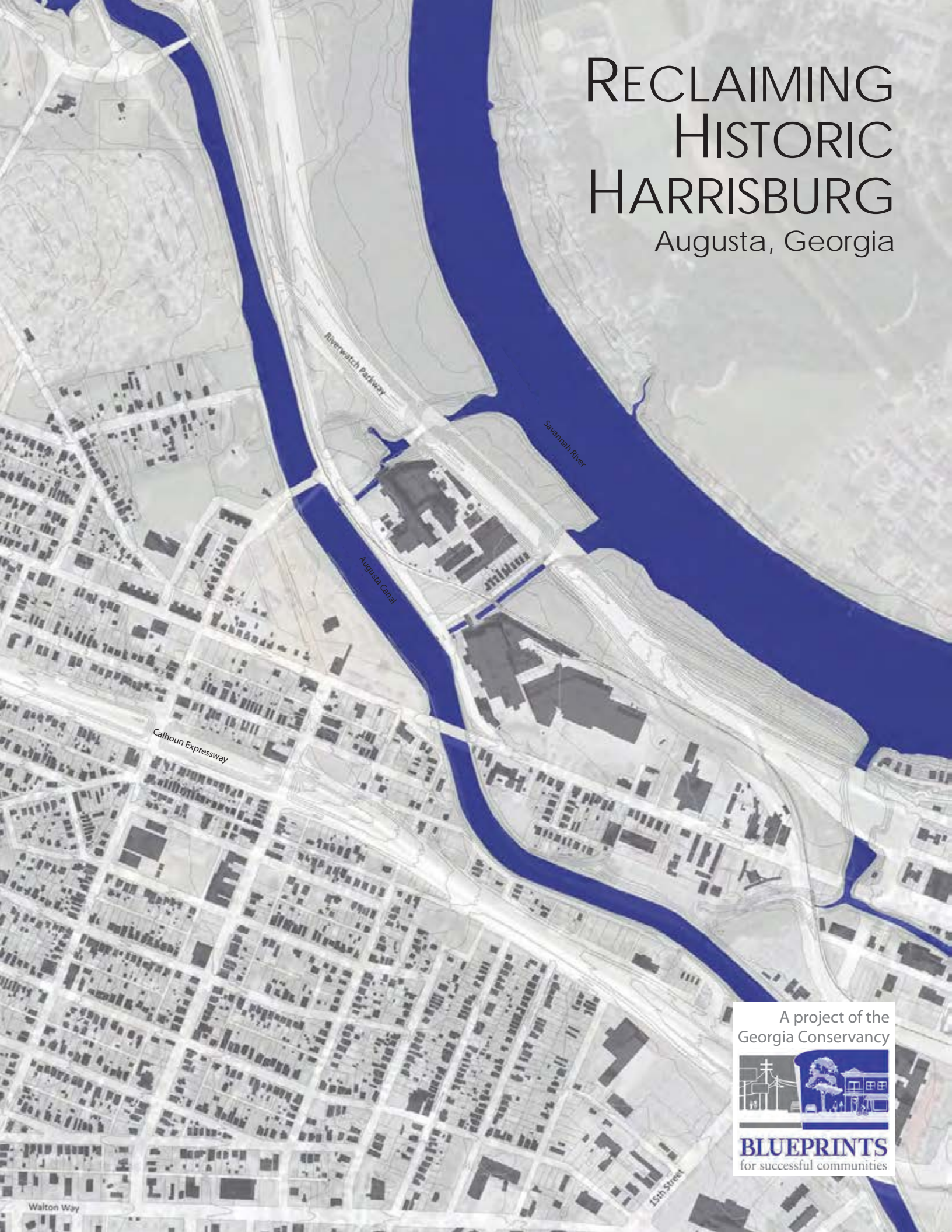


RECLAIMING HISTORIC HARRISBURG

Augusta, Georgia



A project of the
Georgia Conservancy



BLUEPRINTS
for successful communities

Georgia Conservancy—Blueprints Partners

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1.0 INTRODUCTION

1.1 BLUEPRINTS FOR SUCCESSFUL COMMUNITIES



Blueprints for Successful Communities is a 15-year old sustainable community design program of the Georgia Conservancy. *Blueprints* uses a community-based approach

to sustainable planning and design. It is unique in that it involves key stakeholders – including citizens, businesses, agency and institutional representatives, and elected and appointed officials – throughout the entire planning process of redeveloping a community to better incorporate and focus on natural resource protection, green space accessibility, sustainable land use, and live-work connectivity. The *Blueprints* process is one of the most highly respected planning processes in our state because of its inclusiveness, transparency and technical quality.

In 2010, *Blueprints* and Augusta leaders explored opportunities to apply the *Blueprints* process to an appropriate neighborhood in Augusta-Richmond County. The Harrisburg community was identified as a neighborhood on the verge of significant change and its core framework of small lots and blocks with extant alleys seemed an appropriate setting to apply the sustainability principles of *Blueprints*. In discussions with local leadership it became clear that stakeholders wanted a community plan that identified neighborhood investment opportunities, building on the momentum of the under-construction Kroc Center and John Milledge Elementary School as well as opportunities for recreational use and development along the Augusta Canal. Community leaders also desired a plan that identified positive redevelopment concepts for the John

C. Calhoun Expressway and the Broad Street corridor. *Blueprints* solicited the assistance of Professor Richard Dagenhart with Georgia Tech's College of Architecture and Master of Science in Urban Design Program as well as a group of graduate students (studio) under his direction to address these requested focus areas.

Through a stakeholder-driven process the *Blueprints* Team (composed of *Blueprints* staff, Professor Richard Dagenhart and the Georgia Tech graduate urban design studio) conducted a series of community workshops and presentations, collected information and maps, conducted data collection within the community and performed resident and business interviews to develop a set of draft recommendations for consideration by stakeholders. These recommendations were supported by the community and form the basis of this report.

1.2 EXECUTIVE SUMMARY

Harrisburg, which is located northwest of downtown Augusta, is bordered roughly by the Savannah River to the north, 15th Street to the east, Walton Way to the south, and Milledge Road to the west (refer to Figure 1.2a). In the beginning of January, 2011, the Harrisburg community joined with the Georgia Conservancy's *Blueprints for Successful Communities* to create a community master plan, emphasizing neighborhood investment opportunities, major corridor improvements, better connectivity to the Augusta Canal, alternatives for the John C. Calhoun Expressway and formation of a neighborhood identity; this report is the result of that collaboration.

Harrisburg is a 200 year old historic mill village neighborhood. This neighborhood is home to two large historic and architecturally significant textile mill buildings - the Sibley Mill and the King Mill. Both mills



Figure 1.2a: Harrisburg Study Area

closed their doors in the early 2000s and were purchased by the Augusta Canal Authority, the government-appointed body that has jurisdiction over the Augusta Canal National Heritage Area. The Sibley Mill is currently being evaluated for environmental remediation needs and future plans call for redevelopment. The King Mill has been leased to Ohio-based Standard Textile and remains in operation as a textile manufacturer.

The closing of the mills played a large part in the economic downturn in the Harrisburg community. Many homeowners have left the neighborhood and renter occupied homes now comprise approximately 65% of the housing stock. This has left the Harrisburg neighborhood with deteriorating housing, abandoned homes, and vacant lots. Public safety has also become a major concern in recent years, with Harrisburg violent crime rates rising above the average violent crime rates of Augusta-Richmond County.

Connectivity issues are also abundant. The Calhoun Expressway, an elevated freeway built in the 1970s, slices through the neighborhood, interrupting the original street grid and dividing this community in half. Further, the major corridors that do connect Harrisburg to the larger Augusta community, Walton Way and Broad Street, have become auto-centric corridors, riddled with empty lots, abandoned buildings, and strip retail.

Harrisburg, however, is ripe with opportunity. The neighborhood's remaining historic street network provides the community with a walkable and sustainable framework. Much of the historic housing stock is repairable or well maintained, providing a unique neighborhood character with its distinct architecture. The Augusta Canal, which runs through the community, is recognized as a National Heritage Area and has great potential to provide recreation and economic opportunities to the community.

Additionally, this area has seen public and non-profit reinvestment in recent years with the construction of the Kroc Center and John Milledge Elementary School. The Kroc Center, a 100,000 square foot community center funded by the Salvation Army's Ray and Joan Kroc Corps, was completed in August of 2011. The Center includes a 400-seat theater, a worship hall, a community center, fitness and aquatics center, a senior citizen lounge, classrooms, social services facilities and programming for all age groups. John Milledge Elementary School, located centrally in Harrisburg, was under-construction when this report was being written.

To address these issues and build on Harrisburg's assets and opportunities, this report focuses on five major improvement areas: Neighborhood Identity, Neighborhood Revitalization, Broad Street Enhancements, Augusta Canal Connectivity, and Calhoun Expressway Improvements. Each of the associated recommendations is made with the goal of improving public safety and livability within Harrisburg, while fostering its sustainable character.

Strategies for improving Harrisburg's neighborhood identity include clarifying the neighborhood's self image and its image to others. The aim should be to identify, unite, and make homeowners visible to outsiders using neighborhood banners and neighborhood watch signs; and to create an annual, unique Harrisburg event, such as a neighborhood festival or parade.

The neighborhood revitalization strategy proposes investment in the neighborhood at a lot-by-lot and a block-by-block scale, as well as at three specific redevelopment areas: 1) on the blocks surrounding the new John Milledge Elementary School site; 2) on the

existing Kroger shopping center site and the adjacent blocks; and 3) along Walton Way.

Enhancement strategies focused along Broad Street include: improving pedestrian crossings and street lights; adjusting land use regulations to allow for uses that can reinvigorate the once lively historic character of Broad Street; and redesigning the streetscape to allow for parallel parking, street trees, lights, and intersection improvements, as appropriate to support the land use changes.

Investment strategies pertaining to the Augusta Canal focus on connecting the Canal to the surrounding community and improving the trail system along this waterway; as well as re-aligning and re-using land parcels to better interact with and address the Canal.

Solutions proposed for the Calhoun Expressway include reducing traffic lanes on the elevated freeway to provide a multi-use trail for pedestrians and cyclists or, alternatively, bringing the Expressway down to grade and improving the streetscape design to integrate with the community.

It is crucial that the Harrisburg community gain the support of, and build partnerships and consensus with allied organizations in order to implement the strategies recommended within this report. Partner organizations can provide vital expertise and resources to aid in implementation.

The concerns and community supported recommendations captured in the *Blueprints* report reflect the input of the stakeholders and participants at the time of the *Blueprints* planning process. As with any significant community project, each recommendation

should be revisited as implementation opportunities arise to verify that the recommendation is still supported and appropriate for the community. Over the life of the *Blueprints* report, it is likely that a community's population, development/redevelopment pressure, traffic patterns, local leadership, and economic activity will change. Such changes may result in a shift in recommendation priorities for implementation, may render a recommendation no longer applicable, or may result in a change in a community's needs or wishes. This is expected and part of the normal cycle of change in a community. However, it is

important that future community leadership respect the stakeholder effort and community support that resulted in this *Blueprints* report.

1.3 PARTNERSHIPS

The following diagram identifies the partner organizations that the Harrisburg neighborhood should work with in order to implement the recommendations as discussed in the remainder of this report (refer to Figure 1.3a). More specific information on partner organizations can be found in Section 9.0: Recommendations.

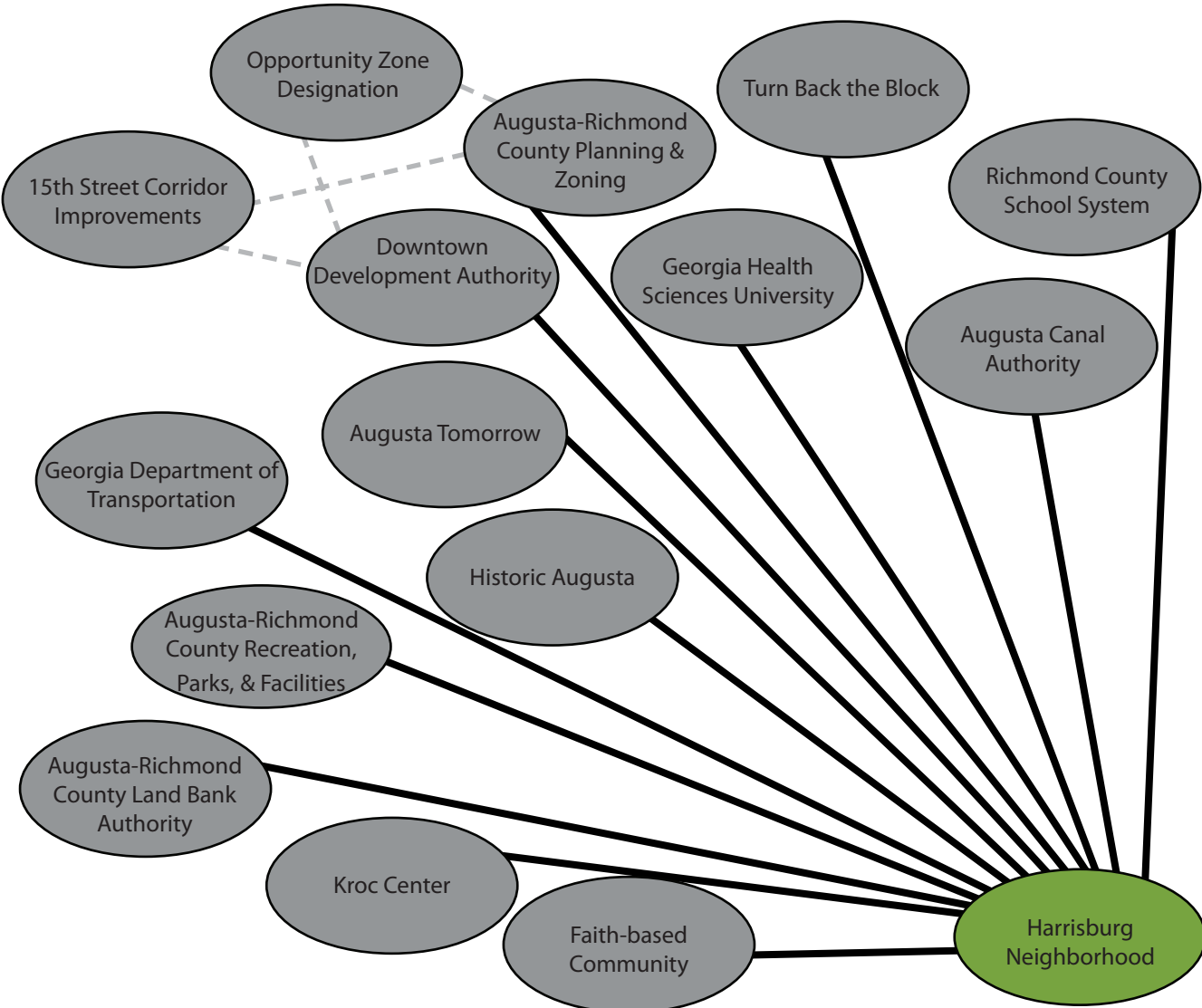


Figure 1.3a: Implementation Partners





The Process

2.0 THE PROCESS



Figure 2.0a: Workshop 1

The *Blueprints* process was directed and managed by the Georgia Conservancy, in close coordination with Augusta leadership. Technical support for the project was provided by Professor Richard Dagenhart of Georgia Tech's College of Architecture, with a spring 2011 Urban Design Studio, made up of graduate students studying urban design. The process relied heavily on participation and input from community stakeholders through a series of public workshops, discussed in more detail in Section 2.1. Final recommendations, found within this report, reflect, as best possible, the consensus of community participants, as well as professional judgment of the *Blueprints* Team - Georgia Conservancy Growth Management staff, Professor Dagenhart and participating graduate students.

The Harrisburg *Blueprints for Successful Communities* began in the fall of 2010 with data collection, stakeholder identification, and project preparation. From January to May of 2011, the community planning and stakeholder involvement work occurred, coinciding with the semester calendar of Georgia Tech. From May to November of 2011, the Georgia Conservancy compiled, edited and added to the urban design studio's work to create this final report.

The City of Augusta, Augusta-Richmond County, Augusta Tomorrow, the Augusta Canal Authority, and other groups have invested in master plans and targeted area plans in

past years. These previous plans were studied and utilized, as appropriate, in developing specific recommendations for Harrisburg. The intent of this project is to fill voids in other plans that have taken a broader approach to this community, while respecting the stakeholder-supported and best professional judgment recommendations of these previous efforts.

2.1 WORKSHOPS

Throughout the Harrisburg *Blueprints* process three community workshops were facilitated, directed and managed by the Georgia Conservancy, with presentations and participation from the Georgia Tech Urban Design Studio. The intent of these workshops was to engage stakeholders in the process; identify the strengths, challenges, and opportunities of the neighborhood; and collect stakeholder input as recommendations were drafted. Refer to Figures 2.0a to 2.0h for images from each workshop.

2.1.1 WORKSHOP 1

The *Blueprints* Team hosted the kick-off workshop at St. Luke United Methodist Church on February 5, 2011. During this initial workshop the *Blueprints* Team explained the *Blueprints* process and presented their initial findings and understandings of the Harrisburg community. The stakeholders were then divided into work groups to discuss the strengths, challenges and opportunities of the Harrisburg neighborhood. Each group reported their findings to the larger group and common topics were discovered. Strengths were determined to include: social capital, the Harrisburg community garden, the strong street framework, and the rich history of the neighborhood. Opportunities were seen in the historic and architecturally significant housing stock, the under construction Kroc Center, the under construction John



Figure 2.0b: Workshop 1 - Commissioner Matt Aiken



Figure 2.0e: Workshop 2



Figure 2.0c: Workshop 1



Figure 2.0f: Workshop 2

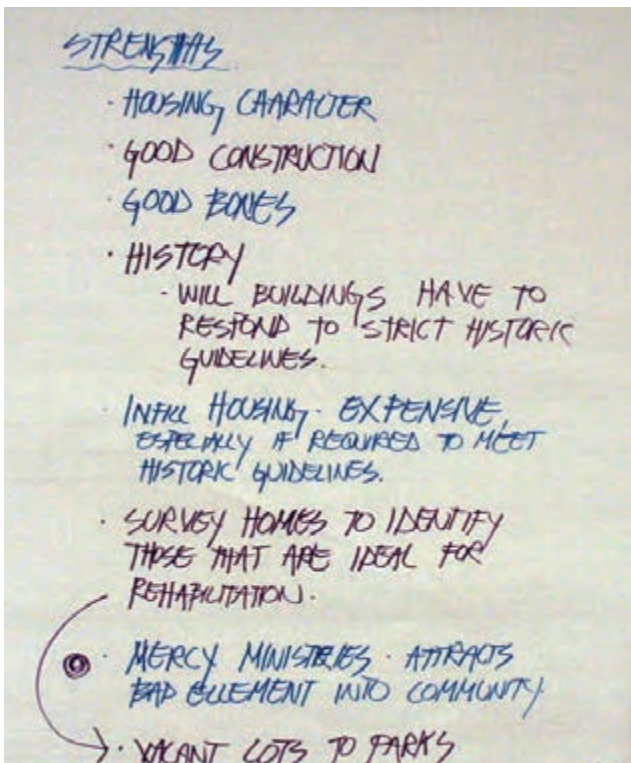


Figure 2.0d: Workshop 1 - Strengths

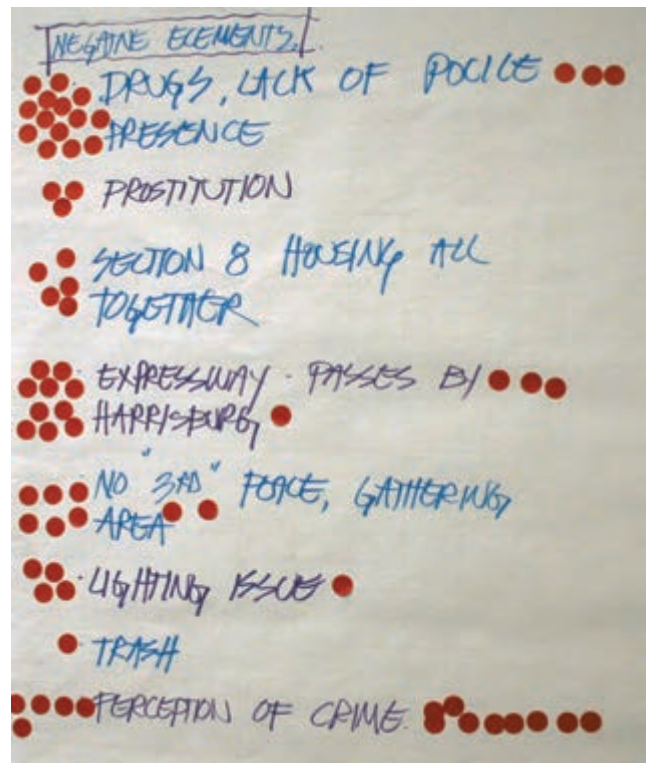


Figure 2.0g: Workshop 1 - Challenges

Milledge Elementary School, and the Augusta Canal. Challenges were concluded as: public safety and crime, lack of neighborhood investment, poor connectivity, auto-centric commercial corridors, and an undefined neighborhood identity.

2.1.2 WORKSHOP 2

The *Blueprints* Team utilized the outcome of the discussions from the first workshop to create draft recommendations that addressed the issues and desires voiced by the stakeholders. These draft recommendations were then presented at the second workshop, which was held at the Bible Deliverance Temple Fellowship Hall on March 11, 2011. The recommendations presented at this workshop included: 1) Recommendations for creating a neighborhood identity with the use of neighborhood banners and signs; 2) Focusing neighborhood investment on the blocks that connect the new John Milledge Elementary School to the new Kroc Center. This area has many lots in need of redevelopment and the blocks create an important connection between these two new neighborhood amenities; 3) Streetscape and land use improvements along Broad Street; 4) Implementation of a new multi-purpose street system along the Augusta Canal; and 5) Four Calhoun Expressway alternatives, three of which bring the freeway down to grade and one that reduces lanes to accommodate a trail system on the existing elevated infrastructure. Each of these recommendations was made with the intention of improving public safety and quality of life in Harrisburg while fostering its sustainable character.

After the presentation of these draft recommendations, stakeholders were divided into small groups to provide their feedback. The stakeholder input received at this workshop led to the revision of the proposed

recommendations into strategies that more clearly adhered to the community's desires.

2.1.3 WORKSHOP 3

The final workshop was conducted on April 30, 2011 at the Bible Deliverance Temple gymnasium. At this meeting, the *Blueprints* Team presented final recommendations to the Harrisburg community, answered questions and took note of any community concerns regarding the presented recommendations. These final recommendations, with stakeholder concerns addressed, are detailed in the following report sections.

2.2 NEIGHBORHOOD ISSUES

As discussed in 2.1.1 Workshop 1, stakeholder input at the first community workshop, in addition to research by the *Blueprints* Team, identified the following four primary neighborhood challenges: public safety and crime, lack of neighborhood investment, poor connectivity within the community and to its surroundings, and inadequately designed commercial corridors.

Public safety was found to be one of the greatest challenges for the Harrisburg community. Stakeholders expressed concern with a lack of police presence, drug activity, prostitution, and violent crime in their streets. The *Blueprints* Team's research determined that violent crime in Harrisburg is greater than that of Augusta's average and higher than rates found in Atlanta. Average rates per 1,000 population include: 14.4 in Harrisburg, 10.8 in Augusta, and 11.5 in Atlanta.^{2,1}

Stakeholders were also concerned with the lack of neighborhood investment in their community. They attributed some of this to the perception of crime which is keeping new business and home owners from moving



Figure 2.0h: Workshop 3

into and investing in Harrisburg. This has led to a low homeownership rate, with approximately 65% of homes renter-occupied (refer to Figure 3.1b). Uninvolved landlords have led to poor housing conditions and in some cases abandonment.

Poor connectivity in Harrisburg was also acknowledged by stakeholders and noted by the *Blueprints* Team. The John C. Calhoun Expressway cuts the neighborhood in half, disconnecting residents in the southern portion from amenities in the north, such as the Augusta Canal, the Sibley and King Mills, the West View Cemetery, Lake Olmstead, Julian Smith Park, and the Kroc Center. The Calhoun Expressway also carries travelers over Harrisburg, allowing potential visitors and investors to bypass and ignore the neighborhood on their way into or out of downtown Augusta.

historical development of Harrisburg, being the founding street in Harrisburg and an extension of the first street built in Augusta by founder James Oglethorpe, and is the main connection from the community to downtown. Over time, however, this corridor has lost its vitality and is now peppered with empty lots and abandoned buildings. Pedestrian amenities along this street, such as street trees, lights, and crosswalks, have been neglected to accommodate the automobile. Similarly, Walton Way and 15th Street have become generic, auto-centric corridors filled with fast food and strip malls.

The commercial corridors in Harrisburg are also seen as a challenge. Broad Street has a rich history in regards to the





Issues and Strategies

3.0 ISSUES AND STRATEGIES

3.1 OVERARCHING ISSUES

The *Blueprints* Team identified three major issues within the greater Augusta area that directly and indirectly have an effect on the neighborhood issues, detailed in Section 2.2. These overarching issues include the economy, the real estate market, and Harrisburg's neighborhood identity. The solutions to regional economic and real estate challenges are well beyond the reach of this report. There are some real estate and economic development strategies that will be recommended in the remainder of this report, but recovery of the economy and the real estate market will have to occur in their own time. Neighborhood identity issues, on the other hand, have a greater ability to be resolved with implementation of the strategies discussed within this report. It will be necessary to implement both top-down (general economic and real estate market revitalization) and ground-up (neighborhood identity) strategies to address Harrisburg's challenges and provide long-term stability for this community.

3.1.1 ECONOMY

The current economic climate has affected the entire nation – the national unemployment rate is high at 9.1%.^{3.1} The economy in Augusta-Richmond County, however, is not as dire. The local economy is growing with jobs moving into the region.^{3.2} Augusta-Richmond County benefits from diverse employment opportunities at the Georgia Health Sciences University, a number of major hospital and related health care facilities, and Fort Gordon. According to the 2005-2009 American Community Survey (ACS), the educational services, health care and social assistance industry makes up 26% of jobs, with retail trade following at 13%. Unemployment in Augusta-Richmond County is lower than the national average at 5.3%. While jobs are available and the overall economy is growing, income is lower in Augusta-Richmond County at \$36,823

median household income than the national average at \$51,425 median household income. Education levels are slightly lower in Augusta-Richmond County than that of the national average as well, with 20% of Augustans over 25 years of age holding a bachelor degree or higher, compared to 27.5% in the U.S. The young professional, 25 to 34 age cohort, makes up a significant percentage of Augusta-Richmond County's population at 14.5%, indicating that some college graduates are remaining or moving to the area.^{3.3}

While this report did not focus on economic redevelopment, it is recommended that Augusta-Richmond County further study its employment and educational strengths and weaknesses, in planning for economic growth. Maintaining a mix of employment opportunities while diversifying workforce training should be a priority. Additionally, providing higher paying job opportunities for college educated professionals could help raise income levels throughout the County, which would help boost the local economy and increase tax revenue for the region. Addressing these economic issues while working to resolve Harrisburg's challenges, will help create a livable, intown community attractive to a variety of homeowners, residents and businesses.

3.1.2 REAL ESTATE MARKET

Today's real estate market is a challenge affecting communities across the country. According to the National Association of Realtors, existing home sales in the U.S. are down 15.3% in May of 2011 from May of 2010. Property values are also dropping, as evidenced in the National Association of Realtors' statistics showing a 4.6% drop in the median sales price of homes from May of 2010 to May of 2011. Comparing median sales prices from May of 2008 to May 2011, the drop is even

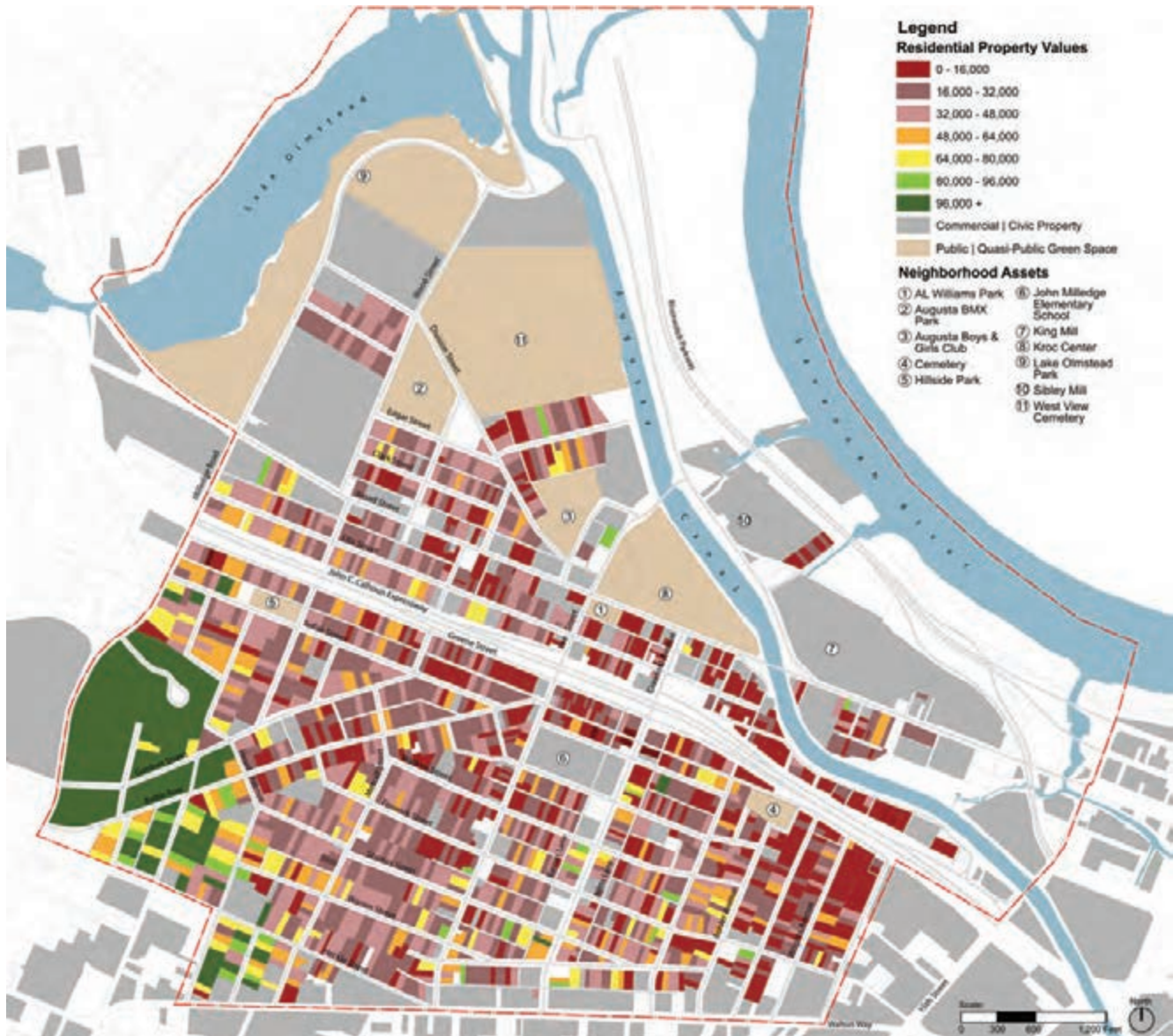


Figure 3.1a Residential Property Values

more drastic at a decrease of 18%.^{3.4} Property values in Augusta and Harrisburg, however, are much lower than the national average. According to the 2005-2009 American Community Survey, the median property value in Augusta-Richmond County is \$97,900, 47% less than the national median of \$185,400.^{3.5} Harrisburg property values are even lower still, with the median property value at less than \$32,000 (Refer to Figure 3.1a).

The number of renter-occupied housing units in Augusta-Richmond County is greater than the national

average, with 42.8% Augustans renting, compared to 33.1% of the nation.^{3.6} This number is even higher in Harrisburg with roughly 65% renter occupancy (refer to Figure 3.1b). In comparison to other neighborhoods in Augusta and Atlanta, Harrisburg renter-occupancy is still considered very high. In Summerville, Augusta and in the Atlanta neighborhoods of Cabbagetown, Inman Park and Virginia-Highland, renter occupancy is around 50% of the occupied housing units, with the highest percentage in Virginia-Highland at 57%. Virginia-Highland, unlike Harrisburg, is known for a well maintained housing stock

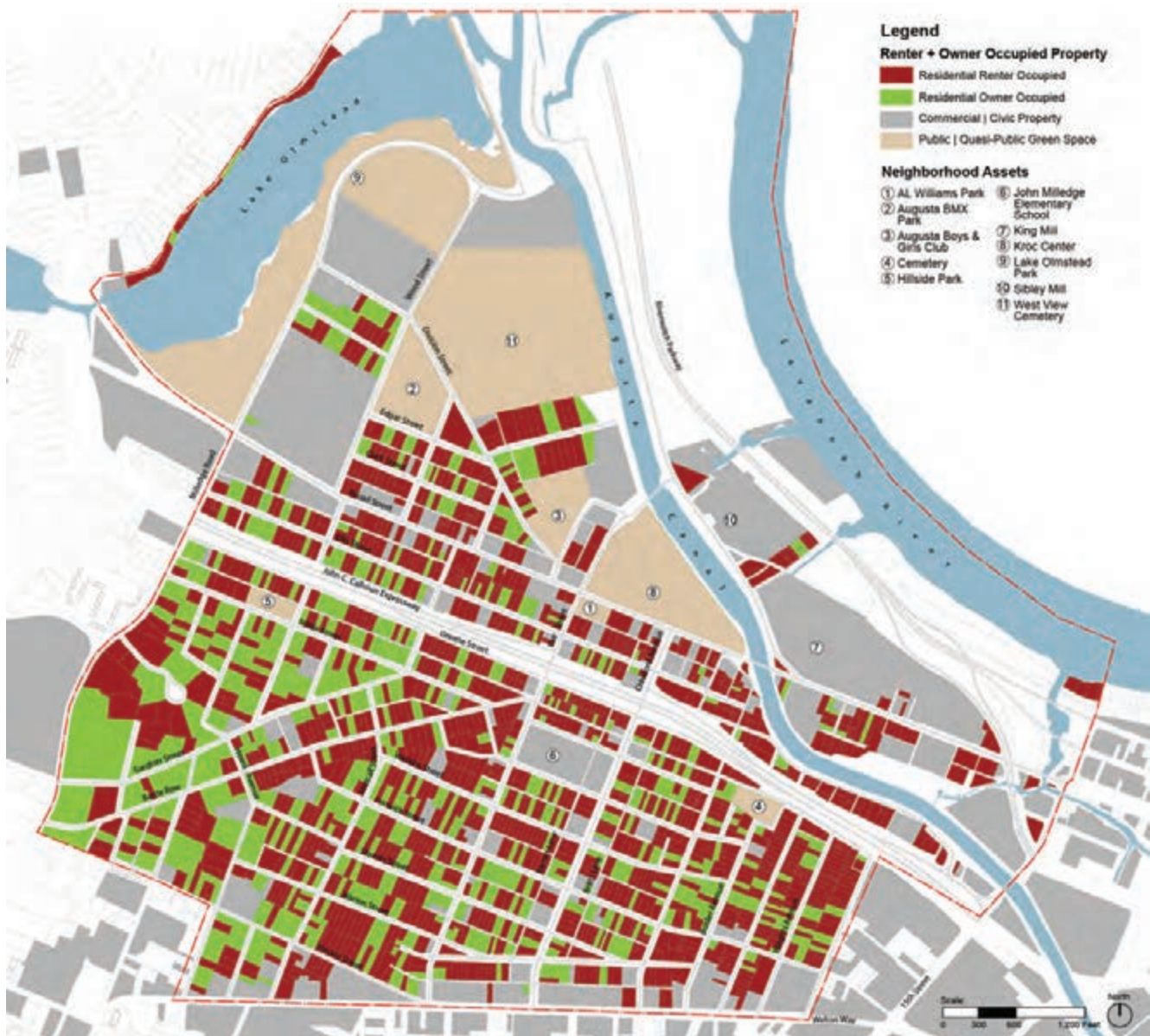


Figure 3.1b Renter and Owner Occupied Property

and a much higher median property value, at \$341,300.^{3.7} Similar to Harrisburg though, it is a historic neighborhood with a walkable street network and a variety of historic single family homes. With similarities in framework and renter-occupancy rates, what is it then that makes Harrisburg's property values so much lower?

To answer this question we need to look at how many multi-family housing structures each neighborhood hosts. In Virginia-Highland 36.1% of housing structures

have five or more units and 44.8% are single family/one-unit homes. In Harrisburg less than 1% of the housing structures, excluding the public housing development, have five or more units.^{3.8} So while Harrisburg has a much higher percentage of renters than Virginia-Highland, they have a much lower number of multi-unit housing structures. Harrisburg renters, in general, occupy single family or one-unit residences. The renters in Virginia-Highland, on the other hand, more commonly occupy multi-unit structures.



Figure 3.1c Housing Conditions



Housing Condition U: 11%
Undeveloped Land



Housing Condition 1: 4%
Structurally damaged



Housing Condition 2: 18%
Moderate to severe damage



Housing Condition 3: 37%, Some maintenance



Housing Condition 4: 30%, Good condition

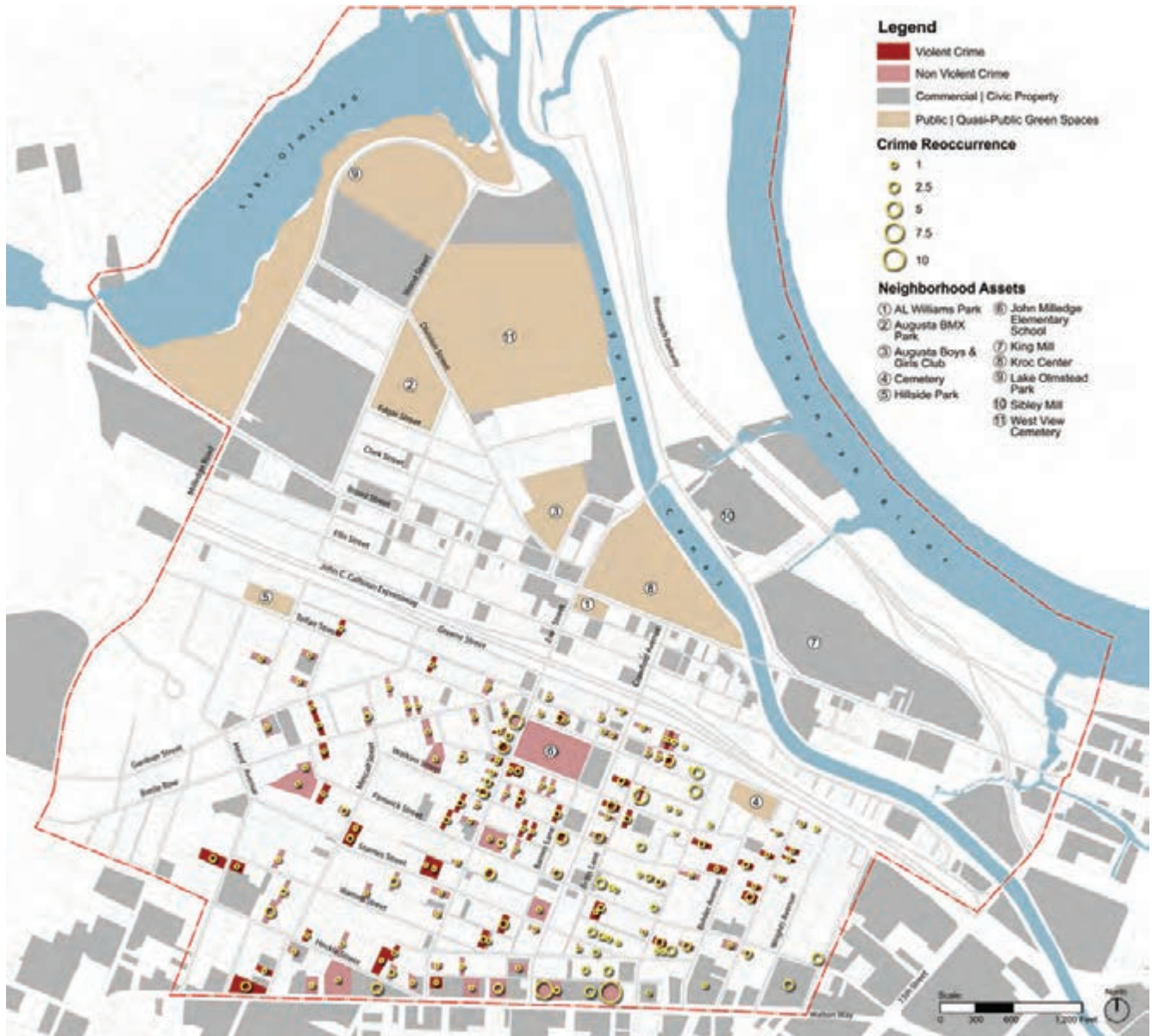


Figure 3.1d Crime

This housing situation can help explain the property value differences between Virginia-Highland and Harrisburg. Multi-unit housing structures are commonly maintained by a property management company, while upkeep of single-unit housing structures is the responsibility of the individual property owner. In Harrisburg, many of these property owners live outside of the neighborhood and are not consistent with upkeep of their homes. The maintenance of the property then falls into the hands of the renter, who has little incentive to maintain. With the

fate of so many homes in Harrisburg at the hands of the renter, the condition of the housing stock has deteriorated – nearly 1/3 of the housing stock is in poor condition (refer to Figure 3.1c), contributing to the lower than average Augusta property values. In Virginia-Highland this issue is avoided by allowing renters to occupy multi-unit structures where a property management team keeps the property in good condition and single-unit homes are occupied more commonly by property owners, who have a greater incentive to properly maintain their homes.

Including more multi-unit structures in appropriate locations in Harrisburg that do not damage the existing quality of the housing stock, and encouraging more owner-occupied homes, could have a positive affect on the upkeep and housing conditions of Harrisburg. Immediately addressing maintenance requirements, enforcement, and penalties comprehensively across Augusta-Richmond County, would have a noticeable impact on property values throughout the County, including Harrisburg.

The poor visual condition of housing and the general lack of incentive for renters to invest and care for the neighborhood have also had an effect on the crime rates in Harrisburg. Violent crime rates are higher in Harrisburg than that of Augusta-Richmond County, with Harrisburg's violent crime at 14.4/1,000 people and Augusta-Richmond County at 10.8/1,000 people.³⁹ Refer to Figure 3.1d. A formal partnership amongst homeowners, concerned residents, the Harrisburg-West End Neighborhood Association, the Harrisburg Community Council, and the Augusta-Richmond County Sheriff's Department is an important first step to better combat crime with neighborhood-based policing. Additional strategies to address crime are discussed in Section 3.2.

While the real estate market will need to recover on its own with the help of larger influences beyond the scope of this report, some steps can be taken to help improve housing conditions and property values in Harrisburg. One of the first steps would be to evaluate existing density requirements in Harrisburg and determine where multi-unit residential properties can be located. This will encourage rental properties to be maintained by property management companies and, as the market improves, single-unit residences can be sold to homeowners.

Allowing for multi-unit buildings will continue to attract a variety of residents, contributing to economic stability. Additional strategies to improve housing conditions and property values are discussed in Section 3.2.

3.1.3 NEIGHBORHOOD IDENTITY

Neighborhood identity has become a major barrier to revitalizing Harrisburg. The neighborhood's identity has become associated with poor housing conditions and high crime. Communication with partnering organizations is absent and neighborhood initiatives have fallen short without outside support. Partner organizations are vital to implementing and maintaining many of the recommendations listed in this report. In order to get these potential partners on board, Harrisburg needs to clarify what the neighborhood is and what its vision is for the future. The Harrisburg community needs to convince partner organizations of the rich history that makes Harrisburg so unique, the many amenities the neighborhood has to offer, and the many opportunities that, if utilized and implemented correctly, could turn this neighborhood into a vibrant and vital part of Augusta.

The development of a neighborhood identity for Harrisburg has also been interrupted by many physical barriers. The Augusta Canal, the John C. Calhoun Expressway, and the neighborhood's major corridors – Broad Street, Walton Way, and 15th Street – disconnect the community not only from itself, but also from the larger framework of Augusta. The Augusta Canal is an underutilized and inaccessible amenity from which the greater Augusta community could benefit. The Calhoun Expressway divides the community in half and allows potential visitors to drive right over Harrisburg on their way into or out of downtown. The major corridors have become generic commercial streets, which provide no

clue to the history, the amenities, or the opportunities that lie within the Harrisburg community.

Establishing a positive neighborhood identity for Harrisburg is vital to gaining support from outside partners. These partner organizations have the resources, expertise, and additional strength of numbers to help implement the many recommendations found within this report. Once a neighborhood identity is created and shared, it needs to be reflected and evident to outsiders.

The Augusta Canal needs to be more accessible and visible to visitors; the Calhoun Expressway needs to be redesigned to better fit in to the neighborhood context; and the major corridors need to be reinvented to better reflect the character and vision of the Harrisburg community. Such achievements would not only benefit Harrisburg, but would also strengthen Augusta-Richmond County. This point can not be over-emphasized.

3.2 OVERALL STRATEGIES FOR HARRISBURG

The following paragraphs outline strategies to help address Harrisburg's challenges in regards to economic hardship, the deteriorated real estate market, and neighborhood identity issues. While the real estate market and the economy will have to recover on their own with the help of actions beyond the scope of this report, the following neighborhood-level strategies can help improve the current state of Harrisburg and set it on a path for long-term stability and greater prosperity. Detailed analysis and recommendations are presented in the remainder of this report.

3.2.1 APPROACH TO REDEVELOPMENT - NEIGHBORHOOD SCALE

The current economic state has left little city, state, or federal funds to help improve the deteriorated housing market in Augusta. Through the following strategies, the Harrisburg residents and partner organizations can take critical steps to improve the real estate conditions in their community.

CONNECT WITH PARTNERING ORGANIZATIONS

Partnering with allied organizations is fundamental to making any change, as their support, expertise, and resources are vital. A list of these partner organizations and the implementation projects that they would be most able to help execute can be found in Section 9.0 Recommendations.

CREATE A NEIGHBORHOOD IDENTITY

Simultaneous to connecting with partner organizations is the neighborhood's need to create a clear identity and a narrative to describe itself. This neighborhood narrative can then be used to better communicate with partners on the goals and desires of the Harrisburg community. Also part of defining the neighborhood identity is identifying those individuals who are invested in Harrisburg, easily defined as homeowners, and creating banners and neighborhood watch signs to be placed on their homes. These watch signs in concurrence with a neighborhood watch organization can begin to deter crime by putting a face on those who live in Harrisburg. These strategies are further described in Section 4.0 Neighborhood Identity.

HOUSING AND NEIGHBORHOOD REVITALIZATION

Housing and neighborhood revitalization efforts, as recommended in this report, take two forms. One, the small-scale neighborhood based strategies, which

include lot-by-lot and block-by-block strategies. And, two, the large-scaled catalytic redevelopment efforts, which utilize lot-by-lot and block-by-block strategies at a grander scale.

Small lot-by-lot strategies can become the first implementation step for residents to redevelop, reuse, and beautify vacant and/or abandoned lots. This includes demolition of abandoned and irreparable homes and cleaning up of empty lots. Slightly larger block-by-block strategies can simultaneously be tackled, to revitalize neighborhood blocks that are littered with properties that are abandoned or in poor condition. Block-by-block strategies include streetscape improvements and redevelopments of entire blocks, as appropriate. It is crucial to establish ownership of the neighborhood by its residents, not its criminals or its distressing times, by making an initial positive impact through lot-by-lot and block-by-block strategies. These initiatives will help build momentum to implement the larger physical improvement projects, described in the paragraph below.

Larger catalytic redevelopment projects are just as important to the revitalization of Harrisburg and need to be initiated in tandem with lot-by-lot and block-by-block strategies. Catalytic redevelopment projects include the redevelopment of the blocks surrounding the John Milledge Elementary School, the redevelopment of the Kroger site and adjacent blocks, and the redevelopment of the Walton Way corridor. These three redevelopment projects will require the Harrisburg neighborhood to work closely with partner organizations in order to implement. These strategies are described further in Section 5.0

Housing and Neighborhood.

3.2.1 APPROACH TO REDEVELOPMENT - LARGER SCALE

Larger, more extensive projects, such as Broad Street, Augusta Canal, and Calhoun Expressway redevelopments, can be tackled after smaller steps have begun. These more extensive projects focus on improving physical connections to better tie the community together and to better connect the neighborhood to the greater framework of Augusta.

BROAD STREET

Broad Street redevelopment focuses on streetscape and land use improvements to make a more usable, walkable environment and to increase economic development potentials along this corridor. Broad Street strategies are further described in Section 6.0.

AUGUSTA CANAL

Augusta Canal strategies focus on trail improvements and street connectivity to make the Canal more accessible and usable as an amenity to Harrisburg and the greater Augusta community. These strategies are further described in Section 7.0.

CALHOUN EXPRESSWAY

Calhoun Expressway redevelopment focuses on alternative designs for the expressway that will allow it to integrate into the fabric of the Harrisburg community while still serving as a connection to downtown Augusta. Calhoun Expressway strategies are further described in Section 8.0.





Neighborhood
Identity

4.0 NEIGHBORHOOD IDENTITY

In order to form a clear neighborhood identity for Harrisburg, three major activities are recommended. First, a clear neighborhood narrative is needed to explain to outside partners and potential homeowners what Harrisburg is and what its future holds. Second, Harrisburg homeowners need to be made visible, with neighborhood banners and signs, to show outsiders and visitors what a strong support system Harrisburg has. Third, it is recommended that Harrisburg residents create a neighborhood event, such as a festival or parade, that will invite outsiders in to celebrate Harrisburg's unique history and discover this Augusta gem.

4.1 NEIGHBORHOOD NARRATIVE

A clear neighborhood narrative is vital in communicating to potential partner organizations and individuals about Harrisburg, its goals and visions for the future, and the importance of implementing this vision. Harrisburg's narrative should describe the history and development of the neighborhood. Important to this history is the Sibley and King mills, the surrounding mill village and historic housing stock (dating from the early 1800s through the 1920s), Broad Street's historic connection as an extension of downtown Augusta, the Ezekiel Harris House, and the Augusta Canal. The narrative should be posted to the Harrisburg-West End Neighborhood Association's website with historic maps and photos to support its claims. A neighborhood logo should draw on this narrative, to exemplify this new neighborhood identity. The narrative and logo can be utilized in additional marketing material as needed. Additionally this website could include a listing of community events; links to websites of area amenities and partners; and public safety information.

In writing the narrative, consider neighborhood websites that express their history and identity well, such as:

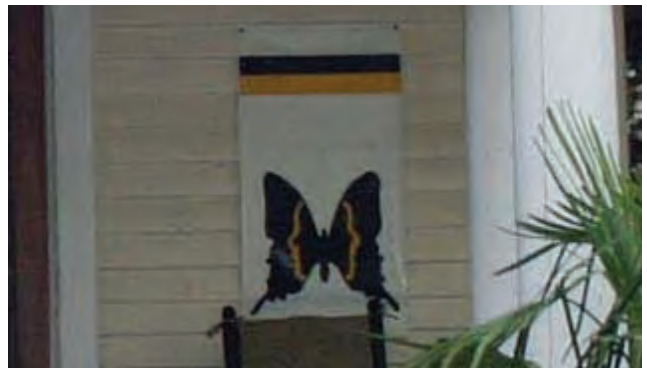


Figure 4.2a Neighborhood Flag Examples - Inman Park and Kirkwood, Atlanta

Inman Park, Atlanta: www.inmanpark.org

Virginia Highland, Atlanta: www.virginiahighland.com

Compton Heights, St. Louis: www.chnba.org/index.html

4.2 HOMEOWNERS' INVOLVEMENT

Another important step in creating a neighborhood identity is to recognize those individuals in the community who have invested in Harrisburg and care about making it a better place to live. To create an alliance of these



Figure 4.2b Neighborhood Watch Example - Inman Park, Atlanta

individuals and to visibly show outsiders the valuable support system Harrisburg has in its residents, it is recommended to implement three strategies: First, create neighborhood banners to place on homes; second, create a neighborhood watch organization complete with signs for participating homes; and third, implement lot-by-lot and block-by-block strategies.

The neighborhood banner could utilize the Harrisburg logo, or a version of it, and be hung outside on owner-occupied homes throughout the neighborhood. Figure 4.2a shows example images of neighborhood banners found in the Inman Park and Kirkwood neighborhoods of Atlanta. Many neighborhoods throughout the U.S. have utilized this approach to visually identify neighborhoods and those residents who care about and have invested in the community.

A second step in creating awareness of Harrisburg homeowners is to create a neighborhood watch organization. The Harrisburg-West End Neighborhood Association has already teamed up with Augusta Crime Stoppers to create a neighborhood watch in Harrisburg. It is recommended that additional advertisement of this organization be sought to increase enrollment/participation and that participants continue to utilize

advice from and attend training programs with the Augusta Crime Stoppers organization. To further support Harrisburg's neighborhood watch program, neighborhood watch signs should be created for members to place in their front yard. These signs can include the Harrisburg logo, text indicating they are a member of the neighborhood watch and the property's street number, which will allow police officers to find the home more easily if there is an emergency. These signs also identify those residents who care for Harrisburg and are working to make it a safer place to live, ultimately having a part in deterring crime by showing criminals that Harrisburg residents care. Please refer to Figure 4.2b for an example of a neighborhood watch sign in the Inman Park neighborhood of Atlanta.

The third recommendation for creating a neighborhood identity is to begin implementing lot-by-lot and block-by-block strategies. With these strategies, neighbors can begin working together to implement small tactics that will help give their block and, ultimately, the neighborhood a unique character, attracting potential investors and homeowners into the neighborhood.

Lot-by-lot strategies include demolishing abandoned, irreparable homes and cleaning up empty lots. Once vacant or abandoned lots are cleared, these spaces can be repurposed and provide an amenity to the community. Lots can become sunflower fields, playgrounds, or community gardens. These lot-by-lot strategies can help create awareness of the Harrisburg neighborhood and draw investors and future property owners into the community. Further, such an approach removes visual blight and structures that may be used for criminal activity. It must be acknowledged that these lot beautification projects may be temporary, as future property owners



Figure 4.2c Example of differing streetscape designs - Virgil Avenue, Atlanta



Figure 4.2d Examples of differing streetscape designs - Virgil Avenue, Atlanta



Figure 4.2e Example of planting similar tree along the street - Dixie Avenue, Atlanta

may purchase the lot to redevelop. It is recommended that property owners work with the Augusta-Richmond County Recreation, Parks and Facilities Department and other partner organizations to determine where public parks or playgrounds could be implemented as permanent reuse options. Please refer to Section 5.0 Neighborhood Revitalization for more examples and information.

Block-by-block strategies allow a group of neighbors to work together and create a unique character for their street. This approach focuses redesign and implementation efforts on the streetscape. Examples include planting the same flower or placing the same street decoration along an entire block; alternatively, each property owner could decorate the space between the curb and the sidewalk differently – such as flower beds in front of one home, trees in front of another, and vegetables or shrubs at a third (refer to Figures 4.2c and 4.2d). Strategies can also focus on larger streetscape improvements such as planting a specific street tree on the block or putting in unique sidewalk pavers (refer to Figure 4.2e). As with the lot-by-lot approach, block-by-block strategies can attract investors and new homeowners into the neighborhood by creating visual appeal, a clear element of the care and presence of established homeownership. Please refer to Section 5.0 Neighborhood Revitalization for more examples and information on block-by-block strategies.

4.3 NEIGHBORHOOD ACTIVITIES

Another method to draw visitors, potential investors, and new homeowners into Harrisburg is to host neighborhood festivals and parades. These events can allow outsiders to learn more about the history of the neighborhood, experience the unique amenities that Harrisburg has to offer, and meet the homeowners who care for and work hard to create a better Harrisburg.

A Harrisburg neighborhood festival should include information, via a website and other marketing material, on the history of how and why the festival began, which could be added to over time as the festival becomes an annual event. Examples of festival activities include: a tour of homes, highlighting some of Harrisburg's restored historic homes; a community garden tour, sharing history and information on the garden; a tour of the Sibley and King Mills, discussing the history and future plans for the Mills; and an Augusta Canal parade. The Canal parade could take place along the banks of the canal or on boats moving through the water, taking advantage of the future boat put-in locations at Lake Olmstead Park and the Kroc Center.

In organizing a neighborhood festival, Harrisburg residents should research other neighborhoods that have created their own unique festival to celebrate the place they call home, such as:

Inman Park Festival, Atlanta:

<http://inmanparkfestival.org>

Cabbagetown Stomp and Chomp, Atlanta:

<http://www.chompandstomp.com/>

Reynoldstown Wheelbarrow Festival, Atlanta:

<http://www.wheelbarrowfestival.com/>

Virginia-Highland Summerfest, Atlanta:

<http://www.vahi.org/summerfest.html>

Lindbergh LaVista Corridor Coalition's Taste and Tour of Cheshire Bridge, Atlanta:

<http://www.tasteandtourofcheshirebridge.com>

Chattanooga River Rocks Festival:

<http://www.riverrockschattanooga.com/>

Newport Beach Christmas Boat Parade:

<http://www.christmasboatparade.com/>





Neighborhood Revitalization

5.0 NEIGHBORHOOD



Figure 5.1a Sibley Mill and King Mill with the Confederate powder works stack.

5.1 INTRODUCTION

Investment in the Harrisburg neighborhood by new businesses and new homeowners has been deterred by the neighborhood's high crime rates, poor housing conditions and inaccessibility to the nearby urban amenities of downtown Augusta. This chapter provides recommendations for the Harrisburg neighborhood that could lead to reinvestment and, ultimately, revitalization.

Two main strategies are the focus of recommendations within this chapter. First are catalytic redevelopment projects. These are projects that must be addressed immediately, as they are vital to neighborhood revitalization efforts: the area surrounding the John Milledge Elementary School on Eve Street, the area around Chafee Avenue and the Kroger grocery store, and the properties along Walton Way, especially across

from the historic Tubman Jr. High School. These are complex projects that need to be started now, although completion may take several years.

Second are lot-by-lot and block-by-block strategies. These are small scale projects that can be undertaken by individuals, neighbors, neighborhood organizations, the City and many other partners. They should begin immediately and show progress quickly at a lot-by-lot and block-by-block scale.

5.1.1 NEIGHBORHOOD STRENGTHS

Harrisburg has four key assets that provide advantages for future residents and businesses. These assets include a rich history, a good neighborhood framework of blocks and streets, a wide range of housing types attractive to a diverse population, and extraordinary neighborhood



Figure 5.1b Block Structure Comparison

amenities, including the Georgia Health Sciences University, the Augusta Canal and Olmstead Park.

RICH HISTORY

Harrisburg is a 200 year old historic mill village. The neighborhood grew as mill workers occupied land near the Sibley and King Mills in the mid-1800s through the early 1900s. During the Civil War the Confederate army utilized the mill sites to produce gun powder. The Confederate powder works stack remains at the site of the Sibley Mill (refer to Figure 5.1a). These two textile mills closed in the early 2000s but remain as grand relics reminding viewers of Harrisburg's history. The Augusta Canal Authority, who currently owns the mills, has future plans to redevelop the mills into mixed-use developments. The Sibley Mill is awaiting environmental remediation before any redevelopment plans can be made and the King Mill has been leased to Ohio-based Standard Textile and remains

in operation. The Augusta Canal, which was originally built to power the mills, has become an urban park, with a range of recreational activities on canal-side trails and on the water itself

FRAMEWORK OF STREETS AND BLOCKS

Harrisburg's street network dates to its original development in the mid-1800s and early 1900s. When the street framework was originally laid out, walking was the primary means of transportation and only later were the streets utilized by the automobile. Harrisburg's historic street network remains walkable and well connected, allowing pedestrians, automobiles, and cyclists to easily access all parts of the community. Figure 5.1b compares the Harrisburg neighborhood block structure with some of the most livable cities in the southeast. Clearly, Harrisburg's street network is an important asset and must be protected and enhanced.

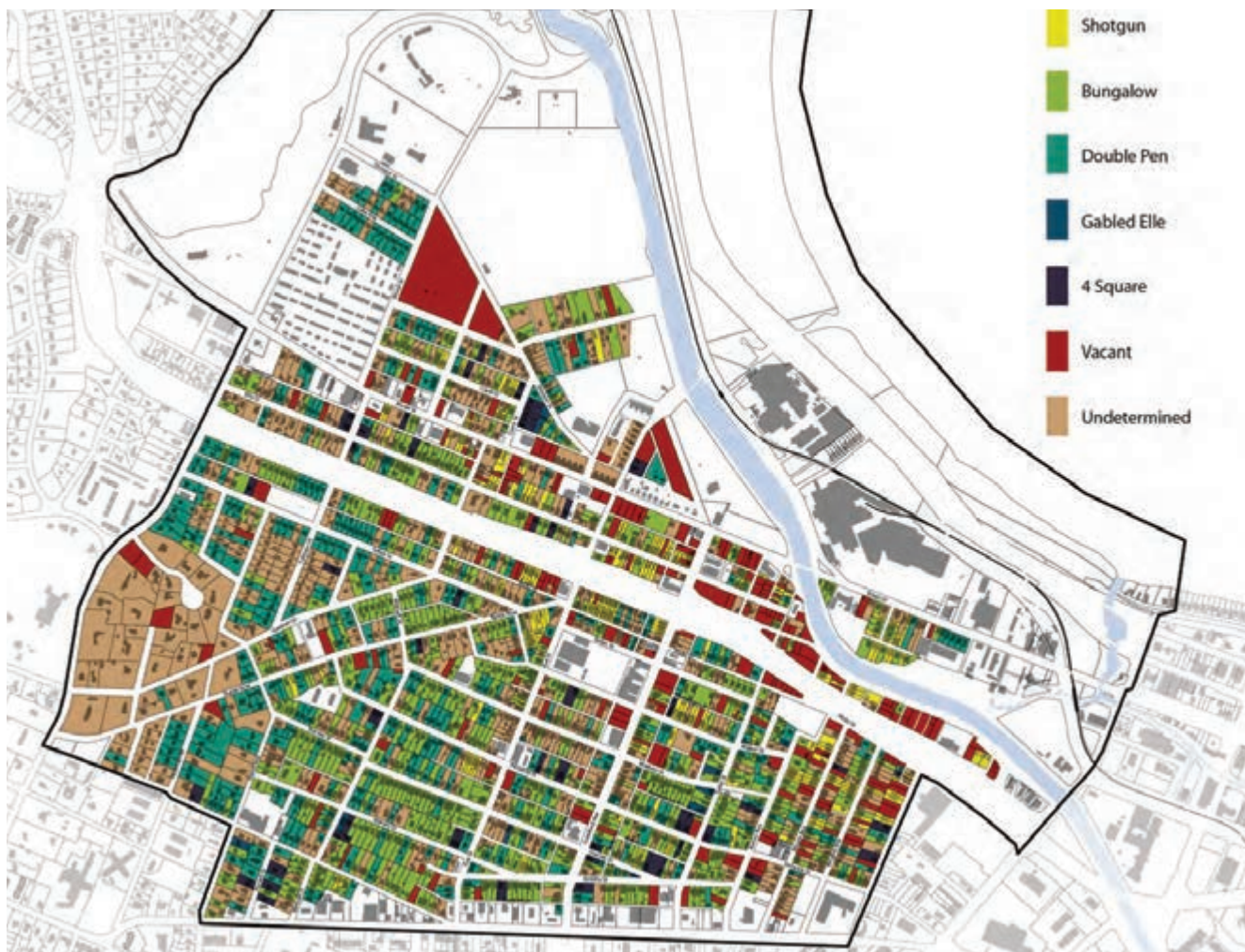


Figure 5.1c Diversity of Housing Types



Shotgun



Bungalow



Figure 5.1d Neighborhood Amenities

DIVERSE HOUSING TYPES

Housing diversity is an important part of Harrisburg's identity and character. Figure 5.1c reveals the great diversity of housing types that make up Harrisburg. There are two primary housing types: the Shotgun and the Bungalow. Additionally, the Double Pen and Gabled El housing types can be seen throughout Harrisburg. Not only do these differing housing types provide a unique character for the community but they also allow residents of different backgrounds and financial means to live lot-by-lot and block-by-block throughout the neighborhood. Recognizing that this housing diversity should be joined

with the preservation of these housing types can help maintain the historic character of Harrisburg and provide housing options for a diverse population.

NEIGHBORHOOD AMENITIES

Harrisburg currently has access to many different neighborhood assets. Most are located within 1/2 mile of the neighborhood residents. Figure 5.1d identifies these assets. Of particular importance are public parks, the Kroc Center, the Augusta Boys and Girls Club, John Milledge Elementary School, West View Cemetery, King Mill and Sibley Mill. This is in addition to the neighborhood's close



Low Property Values



Poor Housing Conditions



High Renter Occupancy Rates



Crime

Figure 5.1e: Neighborhood Challenges

proximity to downtown, the Georgia Health Sciences University, the Augusta Canal, and the Savannah River.

5.1.2 NEIGHBORHOOD CHALLENGES

Figure 5.1f: Neighborhood Condition Synthesis is a summary of the challenges identified within the Harrisburg neighborhood. These challenges, as discussed in Chapter 3, include low property values, poor housing

conditions, high renter occupancy rates, and high crime (refer to Figure 5.1e). These four challenges plus parcel vacancy information were combined to create the Neighborhood Condition Synthesis map (refer to Figure 5.1f). Five categories were created from the overlay of challenges to understand the different levels of need for each parcel. The categories and their criteria include the following:



Figure 5.1f: Neighborhood Condition Synthesis

1. Undeveloped Parcels:

Parcels that have either never been developed or contained a building that was recently demolished. These properties may already be assets to the neighborhood, cared for by neighbors or owners, or they may be overgrown and in need of attention.

2. Most Challenged Properties:

This is a combination of very poor housing conditions, including vacant and boarded properties; renter-occupied homes; and lower than median property values. These properties present severe problems to the neighborhood.

3. Good Property Sites:

This is a combination of middle range housing condition, owner occupancy, and higher than median property values. These properties need major maintenance and minor rehabilitation. The key challenge is to keep them from declining further.

4. Best Property Sites:

This is a combination of the best housing condition rating, owner occupancy, and higher than median property values. These properties are prime assets for the neighborhood and create stability and value for surrounding properties.

5. Owner-Occupied Properties in Need of Major Rehabilitation:

This is a combination of owner-occupied and the lowest category of housing condition. These are the most critical properties in Harrisburg because if the owners leave, they will probably not remain in the neighborhood, their houses will not be rehabilitated, and they almost certainly will be converted to rental.

CONCLUSIONS FROM THE ANALYSIS

In summary, the western portion of the neighborhood is in better condition than the east. There are three areas of major concern: First, the properties and streets around the new elementary school; second, the eastern boundary of the neighborhood along Chafee Avenue and the rear of the Kroger grocery store; third, the area along the Calhoun Expressway and the Augusta Canal, between Crawford Street and 15th Street.

These lot-by-lot neighborhood conditions were then summarized into a block-by-block analysis where strategies for improvements of entire blocks are needed.

Figure 5.1g shows three tiers of block frontages using the same criteria as the lot-by-lot analysis.

Tier 1 Blocks: Tier 1 Blocks face the most challenges and need coordinated actions including several partners, acting with the participation of the neighborhood. Two areas are of special concern: the blocks around the new John Milledge Elementary School and the blocks immediately around the Kroger grocery store. Also of critical concern are areas near the Augusta Canal and Calhoun Expressway and the blocks near Olmstead Homes, the West View Cemetery and the GreenJackets baseball stadium.

Tier 2 Blocks: Tier 2 Blocks are moderate challenges. The most appropriate actions will be taken by individual property owners and renters along a block face working together, as well as initiatives undertaken by the neighborhood as a whole. Whereas Tier 1 Blocks require coordinated outside action, Tier 2 Blocks will have a focus on actions undertaken by the neighborhood and neighborhood residents.

Tier 3 Blocks: Tier 3 Blocks are in good condition and need to be maintained and protected through the initiatives of the block residents, both owners and renters.

5.2 STRATEGIES

Two categories of neighborhood strategies are recommended: 1. Lot-by-Lot and Block-by-Block Strategies and 2. Catalytic Redevelopment Projects.

Lot-by-Lot and Block-by-Block Strategies are important to the future of Harrisburg because they require participation of the neighborhood residents. These are the kinds of improvements that can only be accomplished

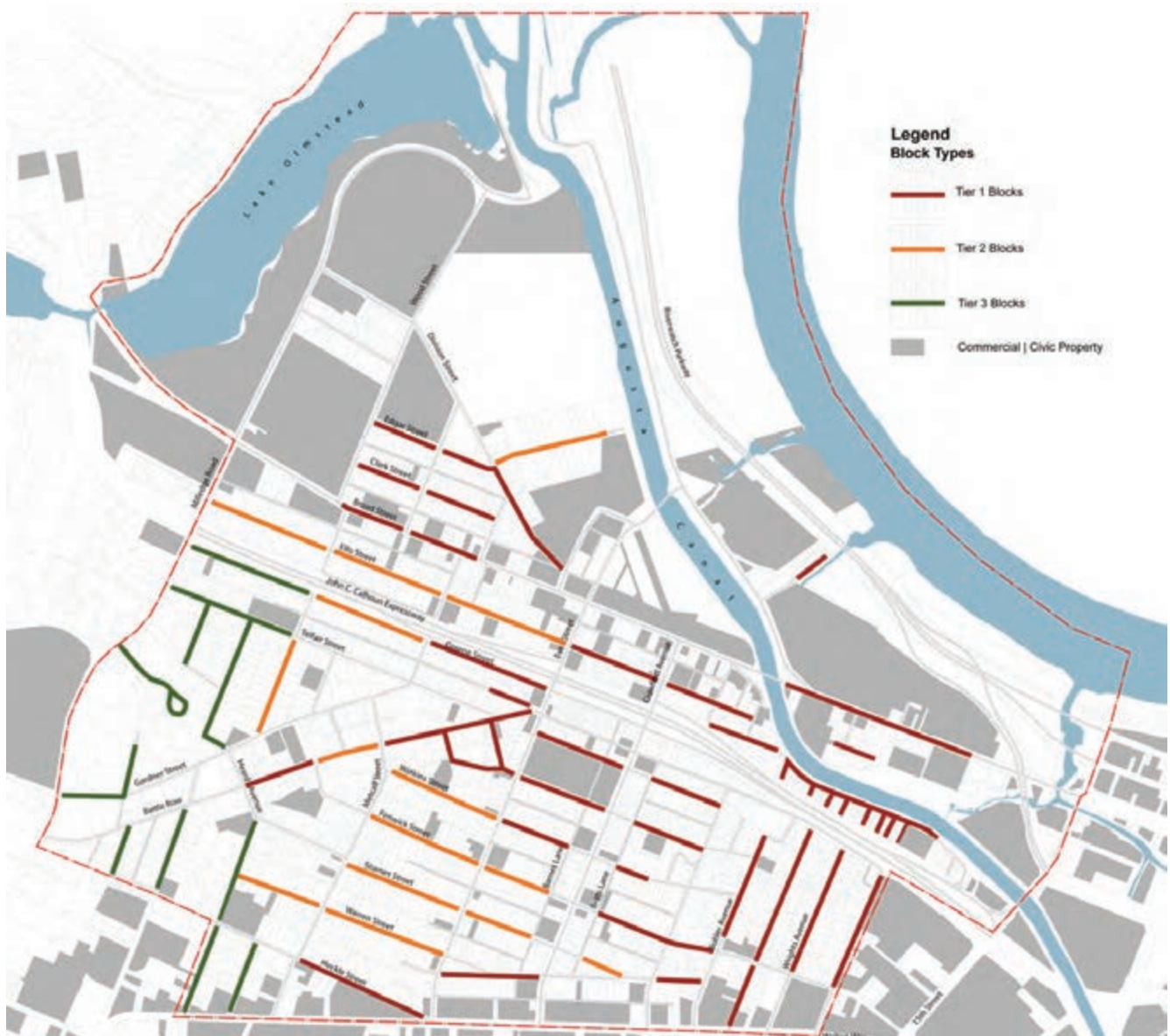


Figure 5.1g: Block Conditions Map

by individual property owners and residents.

Catalytic Redevelopment Projects will require more partner involvement, cost more, and require more time to complete. However, they are also critical to the future of the neighborhood. The combination of Catalytic Redevelopment and smaller scale Lot-by-Lot and Block-by-Block Strategies present the best chance for reclaiming

Harrisburg. The critical challenges must be met by both individual residents, the neighborhood acting in its own interest, and partnerships with other organizations and individuals.



Figure 5.3a: Most Challenged Lots

5.3 LOT-BY-LOT AND BLOCK-BY-BLOCK STRATEGIES

The set of revitalization strategies presented in this section are smaller-scale interventions which could be applied anywhere in Harrisburg, using relatively little capital, by individuals or small groups of neighborhood residents. As funding, political will, and neighborhood interest allows, these strategies can be put into action to create change at a lot-by-lot or block-by-block scale.

5.3.1 LOT-BY-LOT STRATEGIES

Lot-by-lot strategies focus on the basic unit of a neighborhood - the lot. Similar to a weak link in a chain, a neighborhood block is only as strong as its weakest lot. An abandoned lot can have a negative influence on an entire block and lead to the slow and gradual deterioration of the perceived quality, character, and safety of a block, making it vital to focus revitalization on each individual lot as needed. Figure 5.3a identifies the most challenged lots (Tier 1) and undeveloped lots.

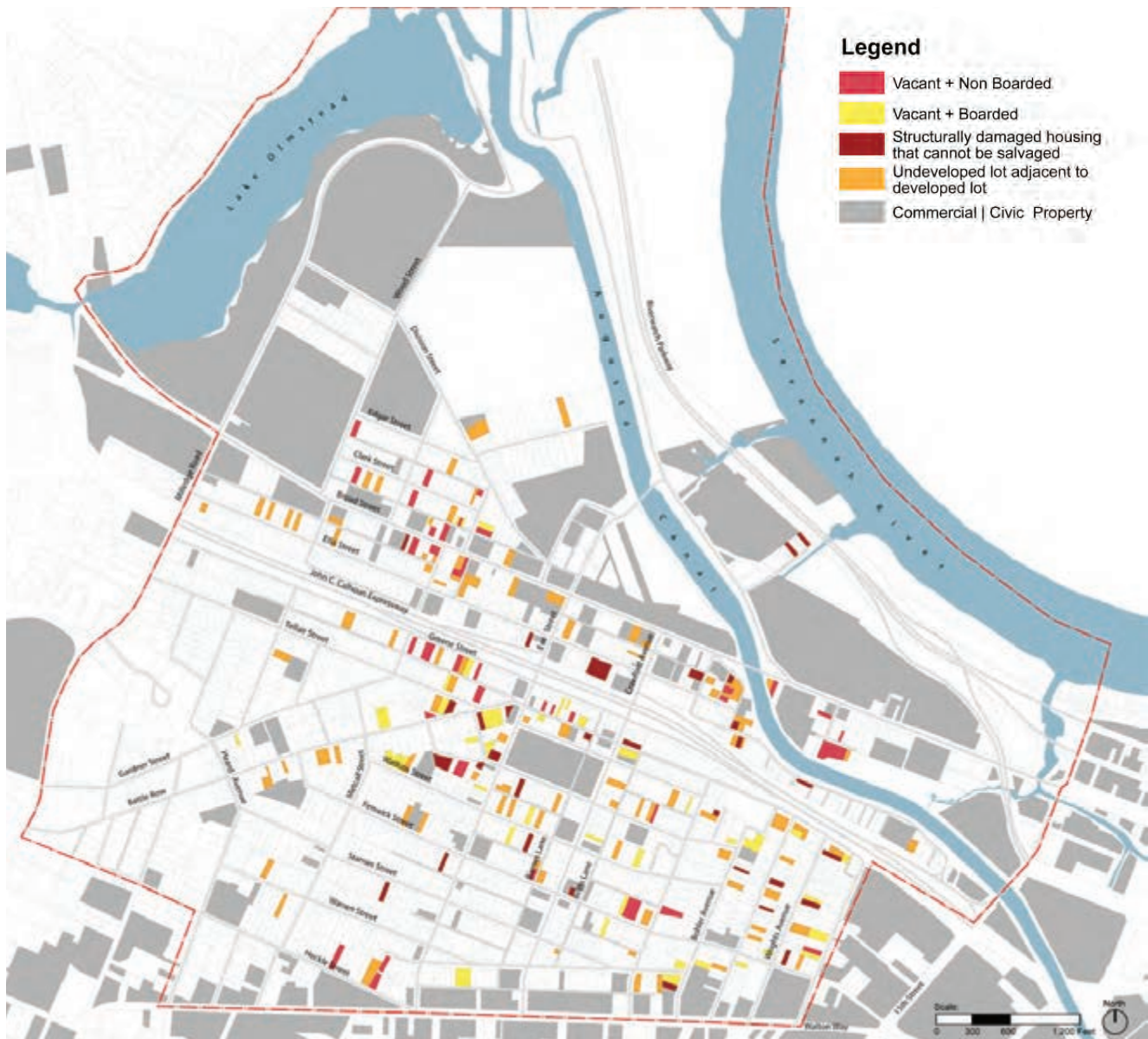


Figure 5.3b: Lots Ideal for Lot-by-Lot Rehabilitation Strategies

Figure 5.3b further identifies the current condition at each Tier 1/undeveloped lot. These lots will need more immediate attention as they are negatively influencing entire blocks.

This section provides several approaches to revitalization at the lot scale. Harrisburg residents can work together with Augusta-Richmond County, the Augusta-Richmond County Land Bank Authority and other partner organizations to address these blighted lots. Lot-by-lot

approaches include:

- 1: Demolish dilapidated vacant homes and clean and maintain undeveloped lots
- 2: Combine an undeveloped lot with an adjacent lot
- 3: Split an undeveloped lot with an adjacent lots
- 4: Plant undeveloped lots
- 5: Create a community garden
- 6: Create a block park
- 7: Infill



Clean and maintain undeveloped lots

ACTION 1: DEMOLISH DILAPIDATED VACANT HOMES AND CLEAN/MAINTAIN UNDEVELOPED LOTS

Vacant, dilapidated homes and undeveloped lots can become eye sores along a block if they are not demolished and the lots maintained. By simply demolishing a dilapidated, vacant home and mowing the grass on a regular basis, residents can make a substantial impact on the perceived character, safety, and value of the lot. In order to accomplish this, certain neighborhood blocks have organized themselves and scheduled biweekly lot cleaning days where they collectively mow and maintain undeveloped lots. Others have established mowing schedules where responsibilities are distributed between all the block residents and alternated in a biweekly or monthly time frame.



Combine an undeveloped lot with an adjacent lot

ACTION 2: COMBINE AN UNDEVELOPED LOT WITH AN ADJACENT LOT

Adjacent property owners can be given the option to purchase an adjacent home that is structurally damaged and cannot be salvaged, or a vacant boarded home, or an undeveloped lot and combine this undeveloped lot with their own lot. Preference should be given to owner-occupied property owners.



Split undeveloped lot with adjacent lots

ACTION 3: SPLIT UNDEVELOPED LOT WITH ADJACENT LOTS

If a structurally damaged home that cannot be salvaged, or a vacant boarded home, or an undeveloped lot is located between two developed lots, the lot could be split and each half purchased by the owners of the adjoining developed lots. Preference should be given to owner-occupied property owners.

Figure 5.3c: Lot-by-Lot Rehabilitation Actions



Plant undeveloped lot

ACTION 4: PLANT UNDEVELOPED LOT

Structurally damaged homes that cannot be salvaged, vacant boarded homes, and undeveloped lots can be transformed into an aesthetically pleasing, ornamental garden until another use is found or proposed for the site. Sunflowers, wildflowers, or other flowers could be planted on the lot to enhance its aesthetic appeal.



Create a block garden

ACTION 5: CREATE A COMMUNITY GARDEN

Community gardens have become extremely popular in communities throughout the United States and even the world. Certain municipalities have year long waiting lists for residents desiring to use portions of publicly owned land as community gardens. In some cases, the municipalities even charge a nominal fee per year for the use of portions of publicly owned land as community gardens.

Structurally damaged homes that cannot be salvaged, vacant boarded homes, and undeveloped lots can be transformed into community gardens where residents in the block are given plots to grow herbs, vegetables, fruits, flowers, etc.



Create a block park

ACTION 6: CREATE A BLOCK PARK

Structurally damaged homes that cannot be salvaged, vacant boarded homes, or undeveloped lots can be transformed into block parks. In blocks where a large neighborhood park is several blocks away, these block parks have the potential to provide recreation and social opportunities where children can safely play within close proximity to parents or guardians and block residents can gather.

The same way neighborhood parks become the recreation and social center of neighborhoods, these block parks can become the social and recreational center of neighborhood blocks.

Figure 5.3d: Lot-by-Lot Rehabilitation Actions

ACTION 7: LOT-BY-LOT INFILL HOUSING

The existing housing stock in the Harrisburg neighborhood includes a variety of detached single-family housing types with varying architectural styles. Many of these homes however, are in disrepair. As presented previously in the report, 55% of the housing stock requires maintenance; 18% of which fall into the Housing Condition 2 category which are homes that are considered to be salvageable but have moderate to severe damage.

This section proposes various in-fill strategies that can be implemented throughout the Harrisburg neighborhood and are important to the revitalization of the neighborhood. Two of these strategies incentivize property owners to invest in their properties while also allowing them the opportunity to obtain a return on their investment. Specifically, the three in-fill strategies proposed are:

- In-fill Strategy 1: Rehab and Reconstruction
- In-fill Strategy 2: For Detached Single-Family Homes
- In-fill Strategy 3: For Owners with Multiple Contiguous Properties

All infill options should respect the architectural character of the neighborhood, including housing types and architectural details. Common housing types include the Shotgun/Charleston and the Bungalow (refer to Figures 5.3e and 5.3f). Commonly observed architectural details include full-width front porches, detailed trim, and pitched roofs.

IN-FILL STRATEGY 1: REHAB AND RECONSTRUCTION

Many property owners in the Harrisburg neighborhood have already begun to rehab and reconstruct their homes. Continued emphasis should be placed on encouraging homeowners to rehab or reconstruct their homes in a

manner that is consistent with the historic character of the neighborhood.

IN-FILL STRATEGY 2: FOR DETACHED SINGLE-FAMILY HOMES

Typical lot depths in the Harrisburg neighborhood are relatively deep in comparison to typical residential neighborhoods. Where the average residential lot depth ranges from 80' to 120', Harrisburg lot depths range from 150' to 175'. Homeowners can take advantage of this extra depth to add livable residential square footage to their properties. This can be done by constructing carriage homes in the rear of single-family home lots. The carriage homes can be built above garages, therefore, doubling as vehicular garages and rental units. This simple strategy has the potential to incentivize residents to invest in their home, increase the long term return potential of their properties, and stimulate development activity within the neighborhood. Additionally, carriage homes that face alleyways tend to make them more secure places as they



Figure 5.3e: Harrisburg Bungalow



Figure 5.3f: Harrisburg Shotgun

provide eyes and activity on the alley.

Figure 5.3g shows the form and location of typical residential lots and detached single-family residential homes in the Harrisburg neighborhood. As mentioned previously, most lots range in depth between 150' and 175' while the homes are typically only 40' to 50' deep. That leaves roughly 100' of excess space that can be used to introduce carriage homes.

Two types of residential blocks exist in the Harrisburg neighborhood that will influence the manner by which carriage homes are accessed:

- Front loaded blocks
- Alley loaded blocks

Figure 5.3h illustrates how carriage homes can be introduced into front loaded blocks while Figure 5.3j illustrates how carriage homes can be introduced to alley



Figure 5.3g - Existing Detached Single-Family Home Lots

loaded blocks. The following pages provide guidelines for the use of carriage homes in these two block conditions.



Figure 5.3h- Proposed Carriage Homes on Front Loaded Single-Family Lots - Plan and Image

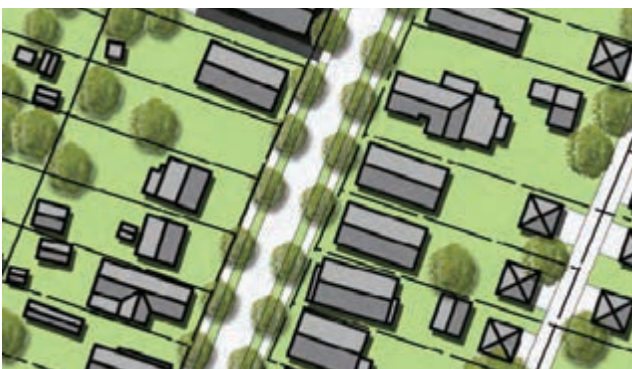


Figure 5.3j - Proposed Carriage Homes on Alley Loaded Single-Family Lots - Plan and Image



FRONT LOADED CARRIAGE HOME GUIDELINES

Various blocks in the Harrisburg neighborhood do not have alleys. Depending on individual lot widths, these particular blocks present unique opportunities for neighbors to collaborate in developing carriage homes. Following are guidelines for three different ranges of typical lot widths found in the Harrisburg neighborhood (refer to Figures 5.3k and 5.3m).

- Drive aisle to access carriage homes should be a minimum 8'-0" wide, including clearance, and should be split down the middle of lot boundary lines whenever possible.
- If the side setbacks between homes do not allow for a 8' drive aisle, neighbors can collaborate to obtain an access easement from the closest side setback that is of sufficient width for the drive aisle and create drive aisle to the respective carriage homes.
- Sufficient side and rear setbacks should be provided for carriage homes so as to not visually impact adjacent properties.

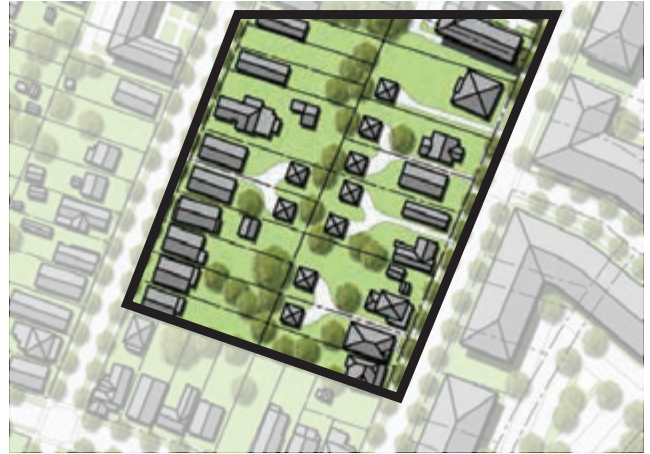


Figure 5.3k: Front Loaded Carriage Home

- Architectural style and detailing should be consistent with the character of the Harrisburg neighborhood
- Consistent with the character of the neighborhood, carriage homes should not be taller than two stories.

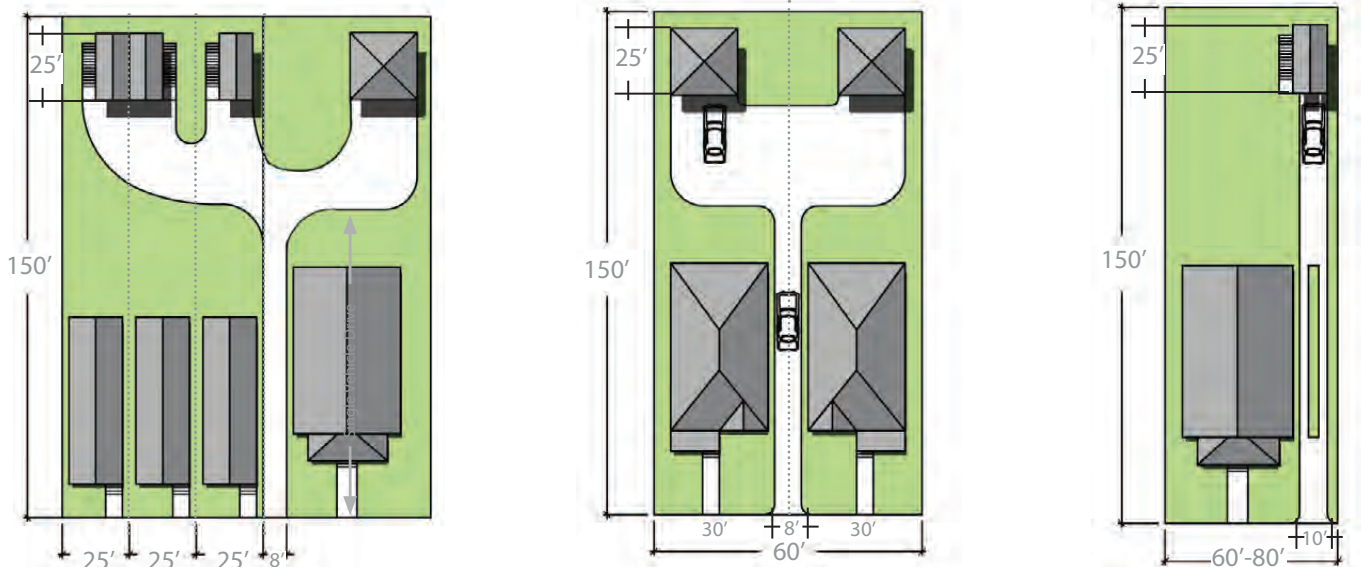


Figure 5.3m: Front Loaded Carriage Home Plan

ALLEY LOADED CARRIAGE HOME GUIDELINES

Many of the blocks in the Harrisburg neighborhood contain alleys which are ideal for accessing carriage homes. Following are guidelines for typical lot widths found in the Harrisburg neighborhood with alleys (refer to Figures 5.3n and 5.3p).

- Drive aisle to access carriage homes from the alley should be a minimum of 10' deep so as to allow a vehicle to park on the driveway without impeding flow through the alley.
- Sufficient side and rear setbacks should be provided for carriage homes so as to not visually impact adjacent properties.
- Architectural style and detailing should be consistent with the character of the Harrisburg neighborhood
- Consistent with the character of the neighborhood, carriage homes should not be taller than two stories.

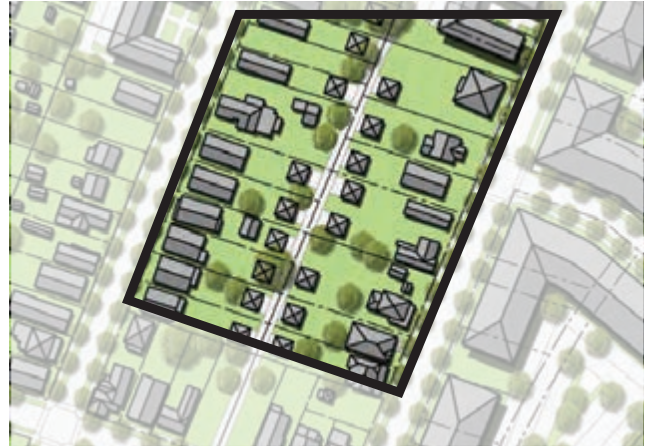


Figure 5.3n: Alley Loaded Carriage Home

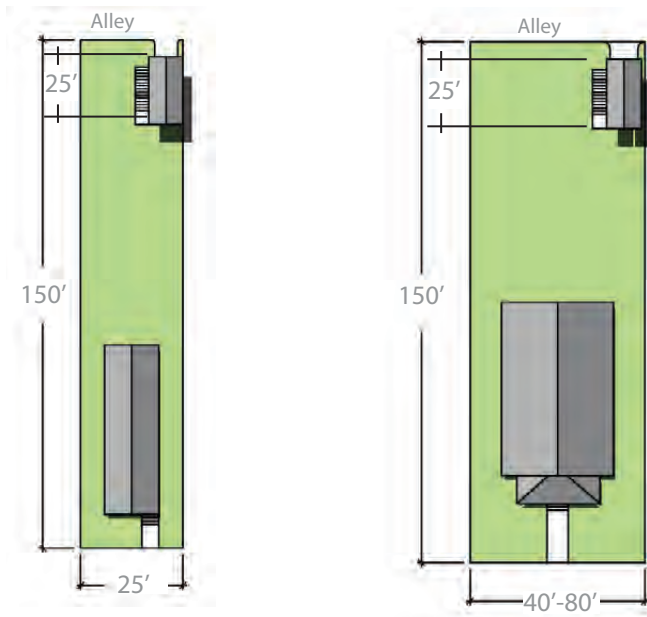


Figure 5.3p: Alley Loaded Carriage Home Plan

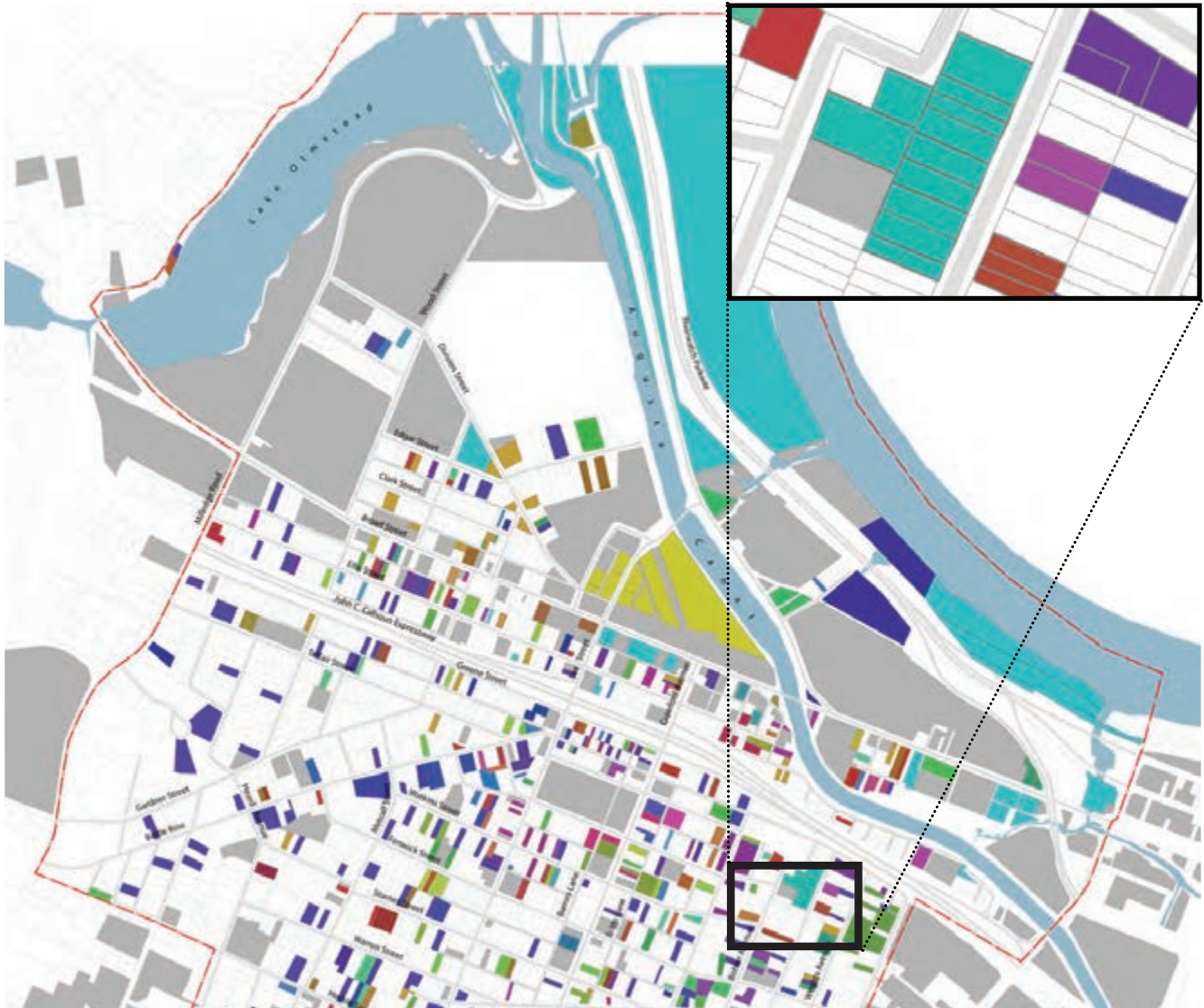


Figure 5.3q: Owners with Multiple Properties

IN-FILL STRATEGY 3: FOR OWNERS WITH MULTIPLE CONTIGUOUS PROPERTIES

Owners with multiple contiguous properties have the unique potential to increase the long term return of their properties while also stimulating development activity within the neighborhood. If implemented correctly and leveraged with other strategies that enhance the perceived safety and quality of life in the neighborhood, this type of investment may act as a catalyst to revitalize blighted areas within the neighborhood.

Harrisburg neighborhood under single ownership. Each color in the map represents a different owner. Of particular interest are contiguous parcels under single ownership as they provide unique opportunities for in-fill development. The extracted area in Figure 5.3q presents a unique case study opportunity for such in-fill development. Like a select few areas in the neighborhood, this section exhibits multiple contiguous properties under single ownership near the edge of the neighborhood. Strategies for redevelopment of these lots are examined on the next few pages.

Figure 5.3q identifies four or more properties within the



Figure 5.3r - Existing Urban Form

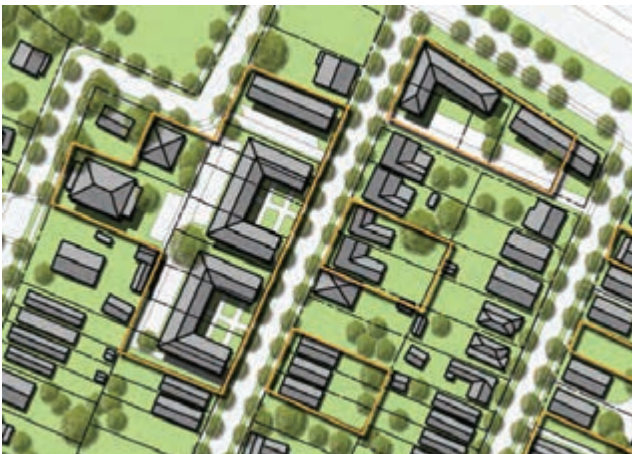


Figure 5.3s - Proposed Urban Form



Figure 5.3t - Courtyard Apartment Example
 Courtesy of: <http://achicagosojourn.blogspot.com>

Figure 5.3r, illustrates the existing urban form of these properties in relation to existing lot sizes. The orange line in Figure 5.3r identifies those properties under single ownership. All are comprised of detached single family homes in lots that range in size from 25' x 150' to 75' x 150'.

In order to stimulate investment in the neighborhood and diversify the housing product, Figure 5.3s, illustrates how multi-family dwellings can become part of the neighborhood. As stated previously, if implemented correctly and leveraged with other strategies that enhance the perceived safety and quality of life in the neighborhood, this type of investment may act as a catalyst to revitalize blighted areas within the neighborhood. The multi-family housing product would have to be of high quality and designed to be sensitive to the scale and character of the neighborhood. Placing multi-family housing at the edges of the neighborhood not only provides a buffer between the commercial corridors and the neighborhood's single family housing, but it also increases the density near major corridors, providing clientele to businesses and enlivening the streets.

The following two examples of multi-family housing show types of apartment buildings that can fit into the Harrisburg context: the Courtyard Apartment (refer to Figure 5.3t) and the Shotgun Style Apartment.

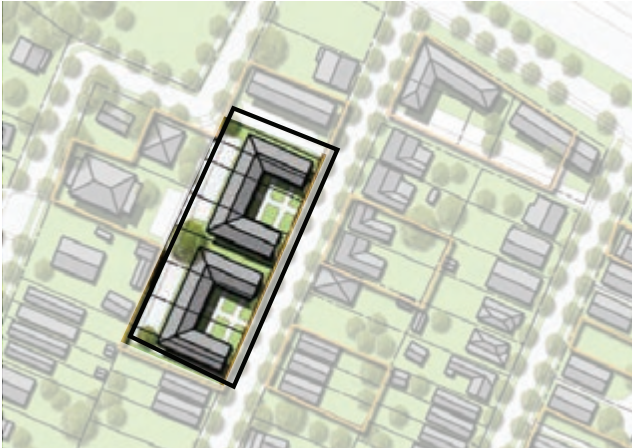


Figure 5.3u: Courtyard Apartments Plan and Image

COURTYARD APARTMENT GUIDELINES

Courtyard Apartments may be a compatible multi-family housing product for the Harrisburg neighborhood. The following are guidelines to consider for determining the appropriate location and character of Courtyard Apartments.

- Courtyard Apartments should be integrated along the edges of the neighborhood or along major neighborhood corridors; not in the center.
- A 120' wide parcel is suggested as the minimum width for the inclusion of a Courtyard Apartment.
- Multiple lots may be combined to create one parcel large enough to fit a Courtyard Apartment as demonstrated in



the examples below.

- Sufficient side and rear setbacks should be provided so as to not visually dwarf adjacent properties. Front setbacks should be consistent with the adjacent buildings.
- Landscaping or vegetated masonry walls should be used to screen Courtyard Apartments from adjacent single family dwellings.
- Architectural style and detailing should be consistent with the character of the Harrisburg neighborhood.
- Consistent with the character of neighborhood buildings, Courtyard Apartments should be no taller than two or three stories depending on their location along the edges of the neighborhood.

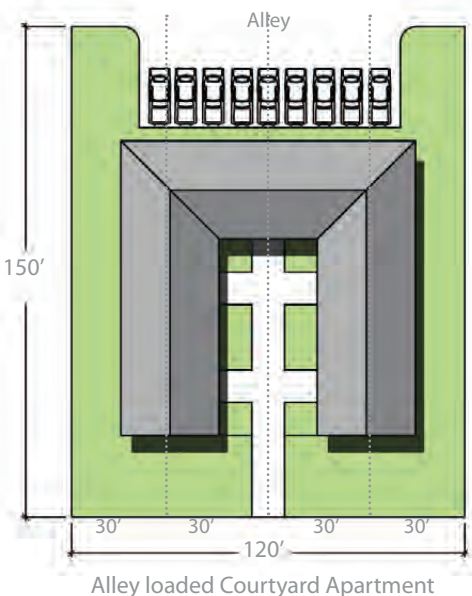
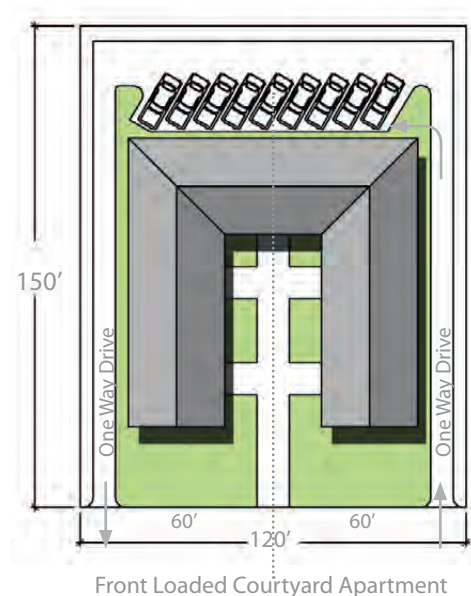


Figure 5.3v: Courtyard Apartment Plans



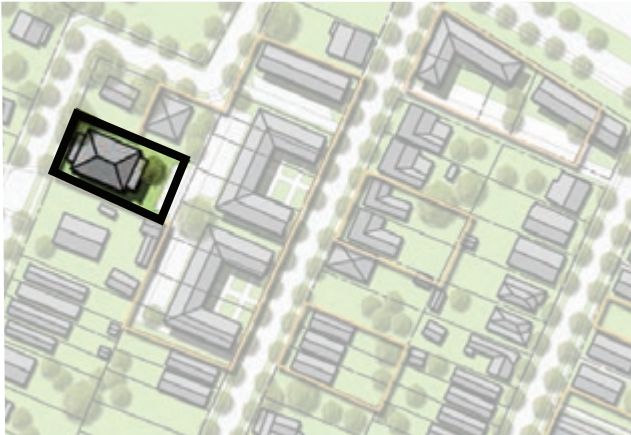


Figure 5.3w: Shotgun Style Apartments Plan and Image



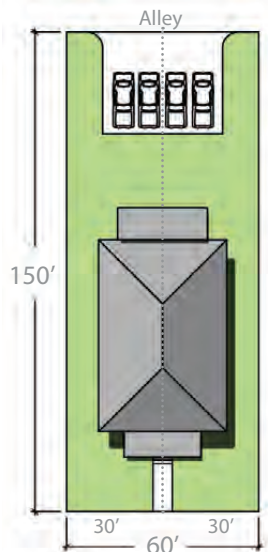
SHOTGUN STYLE APARTMENT GUIDELINES

Shotgun Style Apartments may be a compatible multi-family housing product for the Harrisburg neighborhood. Following are guidelines to consider for determining the appropriate location and character of Shotgun Style Apartments.

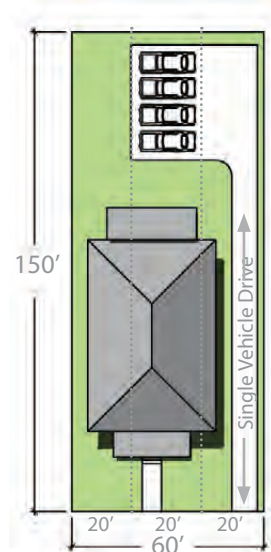
- Shotgun Style Apartments should be integrated along the edges of the neighborhood or along major neighborhood corridors; not in the center.
- A 60' wide parcel is suggested as the minimum width for the inclusion of a Shotgun Style Apartment.
- Multiple lots may be combined to create one parcel large enough to fit a Shotgun Style Apartment as demonstrated

in the examples below.

- Sufficient side and rear setbacks should be provided so as to not visually dwarf adjacent properties. Front setback should be consistent with the adjacent buildings.
- Landscaping or vegetated masonry walls should be used to screen Shotgun Style Apartments from adjacent single family dwellings.
- Architectural style and detailing should be consistent with the character of the Harrisburg neighborhood.
- Consistent with the character of neighborhood buildings, Courtyard Apartment should be no taller than two stories depending on their location along the edges of the neighborhood.



Alley Loaded Shotgun Style Apartment



Front Loaded Shotgun Style Apartment

Figure 5.3x: Shotgun Style Apartment Plans



Figure 5.3y: Block Types Map

5.3.2 BLOCK-BY-BLOCK STRATEGIES

Block-by-block strategies extend revitalization efforts beyond individual lots to the entire block itself, which represents a small “community within a community,” or micro-environments throughout the neighborhood. Block-by-block strategies focus on making blocks where people want to live.

EXISTING BLOCK CONDITIONS

As discussed previously in Section 5.1, a windshield survey was conducted to analyze the conditions of block faces

throughout the neighborhood. This analysis highlights block faces that are in very good condition, with high home ownership, high home values, and the best physical condition, represented on Figure 5.3y in green (Tier 3). Other strong blocks are represented in orange, differentiated only in having slightly more homes with challenging physical conditions (Tier 2). Blocks that have homes which are predominantly renter-occupied, in poor physical condition, and have a majority of homes listed below the average market value for the area are shown in red (Tier 1). All blocks can benefit from the revitalization



Figure 5.3z: Potential Open Space Redevelopment Locations

strategies that follow. Different levels of intervention are presented depending on the scale of challenges that the blocks currently face.

ACTION 1: TARGETED OPEN SPACE DEVELOPMENT

Adding new and better parks and open space can help increase the amenity value in the neighborhood. Although the Harrisburg neighborhood has reasonably good access to open space, the quality of these spaces does not fit neighborhood needs. Existing parks often lack amenities and are in poor condition. As the National

Housing Institute recognizes, the character, utility, appearance, and safety of open spaces are as important as simply having open space available. The first step in this open space strategy, therefore, should be to work with Augusta-Richmond County to help improve existing park conditions.

The creation of new open spaces should be the second step. To help increase Harrisburg's appeal to home buyers and make it more livable for existing residents, this strategy pinpoints locations for open space development.

Locations were selected to help decrease blight in the neighborhood while providing increased access to residents. To help formulate location suggestions, the housing conditions survey was used. The analysis shown in Figure 5.3a simplifies the housing conditions analysis by focusing on patterns to reveal areas where the strongest (in green) and most challenged (in orange) properties exist. The proposed development of open space responds to these conditions, as explained below.

Three types of open space opportunities were identified based on this analysis:

1. Community gardens
2. Existing property owners to lease or buy challenged parcels that are adjacent to their land
3. Large-scale neighborhood parks

These potential open space locations are shown in Figure 5.3z. Generally, locations adjacent to existing property owners with homes kept in good condition were targeted for possible open spaces to focus energy and investment around those who have already invested themselves in the neighborhood. The hope is that those who have maintained and cared for their properties would help care for an adjacent lot dedicated to community use. The impact of a “string” of properties in good condition, coupled with a well-used, well-maintained open space could help increase the attractiveness of the block, and eventually the neighborhood.

COMMUNITY GARDENS

Single vacant (undeveloped) lots were targeted for potential community garden development, in particular those located:

- Between two Tier 2/Tier 3 properties;
- Next to a Tier 2/Tier 3 property on a visible

corridor; or

- Next to or owned by a church.

EXISTING PROPERTY OWNER EXPANSION

When two or more Tier 1/vacant lots are identified adjacent to each other, decline can begin to overtake a block. When this occurs adjacent to an owner of property in good condition (Tier 2 or Tier 3), however, an opportunity exists for a public/private partnership to develop green space. The City could buy and lease the challenged parcels to the property owner to tend to and care for as open space. In effect, the City would hold the challenged parcels until the property owner could buy them out-right for future development. In the meantime, the parcels could be cleaned, planted, and maintained as open space, increasing the value of the property owner’s lots just adjacent. These patches could also serve as big “front lawns” for the neighborhood before being redeveloped into housing.

NEIGHBORHOOD PARKS

There are several locations in Harrisburg where numerous vacant/Tier 1 properties exist side by side. Such a conglomeration of challenged lots may require a “big move” to help reinvigorate certain areas of the neighborhood. In these cases, whole or half-blocks were identified where demolition of homes may be appropriate in order to develop a major amenity and further help catalyze redevelopment. In these cases, significant resources would have to be contributed by the City to buy out existing property owners and ensure that development of the open space amenity positively contributes to the Harrisburg neighborhood.

OPEN SPACE DEVELOPMENT EXAMPLE

On Battle Row, opportunities for open space development exist. Refer to Figure 5.3aa and associated images.

ACTION 2: NEIGHBORHOOD STREETScape IMPROVEMENTS

Action 2 focuses on improving the appearance of the streetscape as a means to attract potential home buyers and business owners into the neighborhood. The streetscape, which is the public right-of-way, includes sidewalks, planting strips, and the actual street itself. Streetscape improvements can not only help clean-up the appearance of the neighborhood, but also help give the neighborhood an identity. A great street - one that's beautiful or unique and provides a safe, yet interesting, place to walk - can make people choose to frequent it, to go out of their way to see it, and ultimately leads to the desirability of the neighborhood.

It is important to note that all of these strategies for streetscape improvements (except for the first recommendation which ensures each street has a good sidewalk) can be done by residents themselves, regardless of City budgets or timetables. Streets can be improved resident-by-resident, block-by-block.

SIDEWALKS

When neighborhood streetscape improvements include adding lanes, medians, or other major works, they are typically undertaken by the City. While the right-of-way on most streets in Harrisburg (around 60 feet) will not



A

Potential property-owner expansion



B

Potential community garden location



C

Potential neighborhood park



Figure 5.3aa: Open Space Development Example

easily accommodate the addition of medians , it can - and should - accommodate the addition of sidewalks on every street. Walking should be encouraged in Harrisburg, not only to encourage healthy habits, but to increase activity on the street. A survey of existing sidewalk locations and conditions is needed to ascertain where new sidewalks should be constructed and existing sidewalks should be repaired. The condition of pedestrian crossings and intersections should also be part of this survey. Residents can then collaborate with the City to prioritize installation and improvements.

TREE LAWNS/PLANTING STRIPS

The space between the sidewalk and the curb of the street is called a tree lawn or a planting strip. At minimum, these should be two feet wide to allow for the planting of a small ornamental tree.

Block-by-block, residents can collectively decide on a strategy for planting within these strips. Although individual property owners have the freedom to do as they choose, an entire block face treating the planting strip in a similar way could have significant impact. Picture how interesting a landscape could be when house after house along a street approach the planting strip in the following ways:

- Planting similar flowering trees that blossom at the same time each year
- Planting the same plant consistently in a row - sunflowers, wildflowers, palm trees, cactuses, etc.
- Planting vegetable gardens in these areas - rows and rows of tomatoes, for example
- Planting an arboretum - a variety of different tree types with informational signage at their bases, noting genus and species



Figure 5.3bb: Fence Examples

On a block-by-block basis, memorable streets can begin to be created in these ways with little monetary investment.

FENCES AND HEDGES

“Fences make good neighbors” is a familiar adage, but fences can also help make wonderful streets. Many homes in Harrisburg have fenced front yards, usually chain link. But beyond their utilitarian purpose, fences can beautify and enliven the environment. Some towns have developed regulations around not only fence height, but how they look, as fences are recognized to contribute to the amenity value of neighborhoods. White picket fences have become iconic, symbolizing a traditional American landscape, but the addition of any kind of decorative fence could help make Harrisburg streets great. Hedges, too, could create welcoming walls of green. Even adding climbing, flowering plants to the base of the ubiquitous chain link fence could transform the functional into the fantastic.

5.4 CATALYTIC REDEVELOPMENT PROJECTS

This section focuses on three recommendations for catalytic redevelopment projects for Harrisburg.

1. Redevelopment of the area surrounding the new John Milledge Elementary School.

This project involves several actions ranging from crime prevention, improving sidewalks and intersections for pedestrians, housing rehabilitation surrounding the school, acquisition of part of a block to address needs for green space, on-street parking for Hicks Street, and housing rehabilitation/historic preservation of the shotgun houses on Hicks Street.

2. Future redevelopment of Chafee Avenue and the existing Kroger grocery store.

The Kroger grocery store has destroyed the housing values on Chafee Street because of poor site planning, which put loading docks and dumpsters next to Chafee Street. This project is to ensure that future redevelopment of the Kroger site corrects this problem. New development must front on Chafee Avenue and on 15th Street. Services and sanitation must be on the interior of the block on a new dedicated right-of-way for an alley. Once that is accomplished, several development alternatives are possible, from single-family housing to a mixed-use medical office complex.

3. Improvements to the Walton Way corridor.

Walton Way is a major traffic carrying street. That will not change in the near future. The problem facing Walton Way is how to improve the retail and service role of the street

in serving both neighborhood residents and automobiles passing by. There are several suggested solutions from regulating curb cuts, to creating maximum parking ratios per business so that wasted land can be reclaimed for pedestrians, requiring alley access for business near street corners, and providing on-street parking. All of these are aimed toward making Walton Way more attractive for pedestrians.

These three projects are vital to the revitalization of the Harrisburg neighborhood. While lot-by-lot and block-by-block strategies are extremely important to improving livability in Harrisburg and bringing neighbors together in efforts to renew their community, the catalytic redevelopment projects will have the greatest impact on the community. In order to implement each of these projects, creative partnerships between the neighborhood and outside organizations is necessary, including the Kroc Center, the Downtown Development Authority, Augusta Tomorrow, Augusta-Richmond County, and many others. Additionally, partnerships with its neighbors - Georgia Health Sciences University, the medical district, and Augusta State University – all of which are essential economic development engines for Augusta-Richmond County, will be very important. The economic success of these institutions relies on the success of Harrisburg becoming a vibrant place to live and work, just as much as the success of Harrisburg relies on partnerships with these institutions.



Figure 5.4a: John Milledge Elementary School Area of Study

5.4.1 CATALYTIC REDEVELOPMENT: BLOCKS SURROUNDING JOHN MILLEDGE ELEMENTARY SCHOOL

John Milledge Elementary School is located in the heart of Harrisburg, bounded by Eve Street, Telfair Street, Crawford Avenue, and Walker Street. It is situated just four blocks from the Kroc Center. The school's central location, its proximity to the Kroc Center and its potential role as a community gathering place, make it an important future focal point for Harrisburg.

The school is important to Harrisburg, but Harrisburg is also important to the school. Together, the school and the neighborhood can be a catalyst to sidewalk and intersection improvements for children and adults. A partnership can also be a stimulus for housing rehabilitation and maintenance. And, most important, a partnership can lead to improved public safety.

EXISTING CONDITIONS

The blocks surrounding John Milledge Elementary School are in need of help. Many homes are in need of



rehabilitation; many are vacant; the majority are renter-occupied; and crime is a major concern. Refer to Figures 5.4b to 5.4d.

STRATEGY

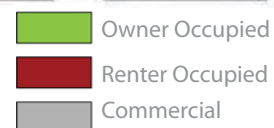
One strategy is to simply address the public sidewalks, public safety and housing conditions in the vicinity of the school. However, these incremental efforts are unlikely to change the perception of the immediate school area.

The recommendation that will serve as a catalyst for improving this area is illustrated on Figure 5.4e.

First, improvements should be made to sidewalks and street crossings at intersections along Crawford Ave. and Eve Street between the school and the Kroc Center as well as the streets surrounding the school.



Figure 5.4c: Existing Renter and Owner Occupied Conditions



Second should be the acquisition of most of the small block north of the school between Eve St. and Barnes Lane, along Telfair St. - for use as playground space for the school or even for a future small community building. Hicks Street can then be re-designed to have on-street parking for Hicks Street residents, reducing the current parking problem. This will make the historic row of shotgun houses visible to the school and to the public and will likely encourage preservation.

The houses on this small block are in poor condition, and only two houses are owner-occupied. Acquisition

and demolition would help improve the public safety problems on the north side of the school.

Third should be an aggressive effort to rehabilitate or demolish houses on the other streets facing the school, in addition to acquisition of all vacant lots. Vacant lots could be held for neighborhood and school use such as community gardens, wildflower planting, and community/school clean-ups.

Houses that can be purchased for rehabilitation should be made available for home ownership as the highest

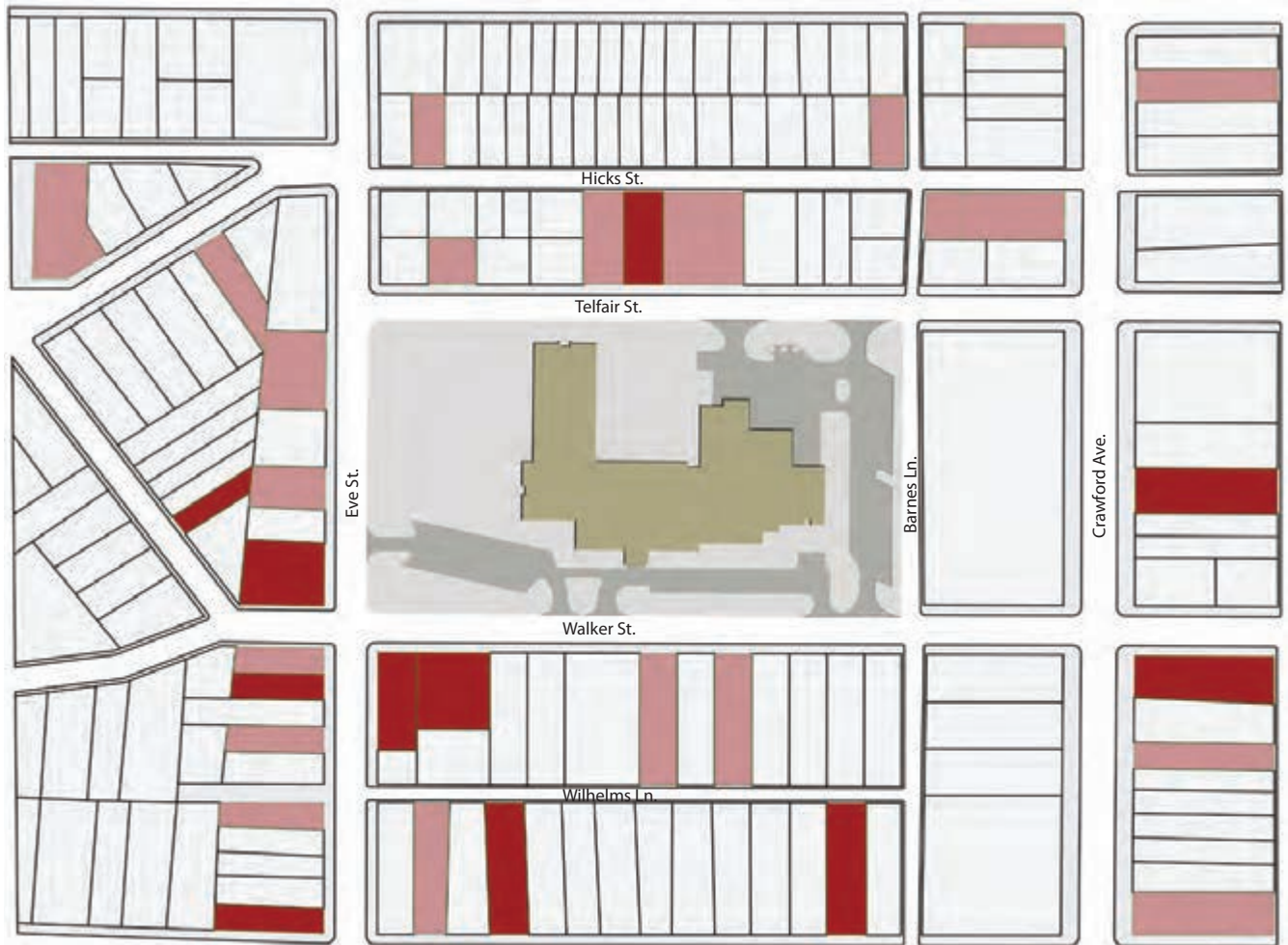
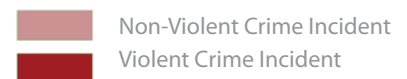


Figure 5.4d: Recent Crime Reports



priority for Harrisburg. Increasing home ownership should be a very high priority for this area.

This strategy is workable, given the participation of the Kroc Center, the Downtown Development Authority, the Harrisburg Neighborhood Association, Turn Back the Block, the Augusta-Richmond County School Board, the surrounding churches, and Augusta-Richmond County.

The John Milledge Elementary School, the surrounding neighborhood, and the Kroc Center are the nucleus for reclaiming Harrisburg. This must be an “A” project, gaining

respect of the neighborhood, the school teachers and students, the Augusta-Richmond County government, and the current residents of Augusta who will be the future residents of a reclaimed Harrisburg.



Figure 5.4e: Elementary School Strategy

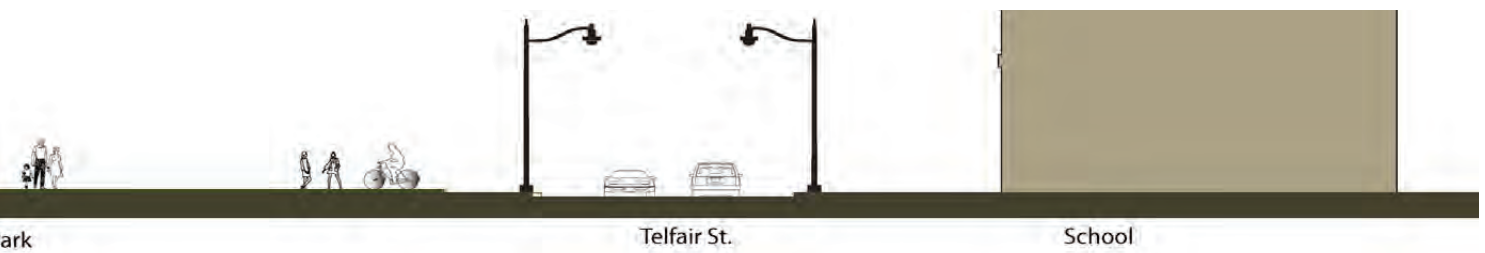
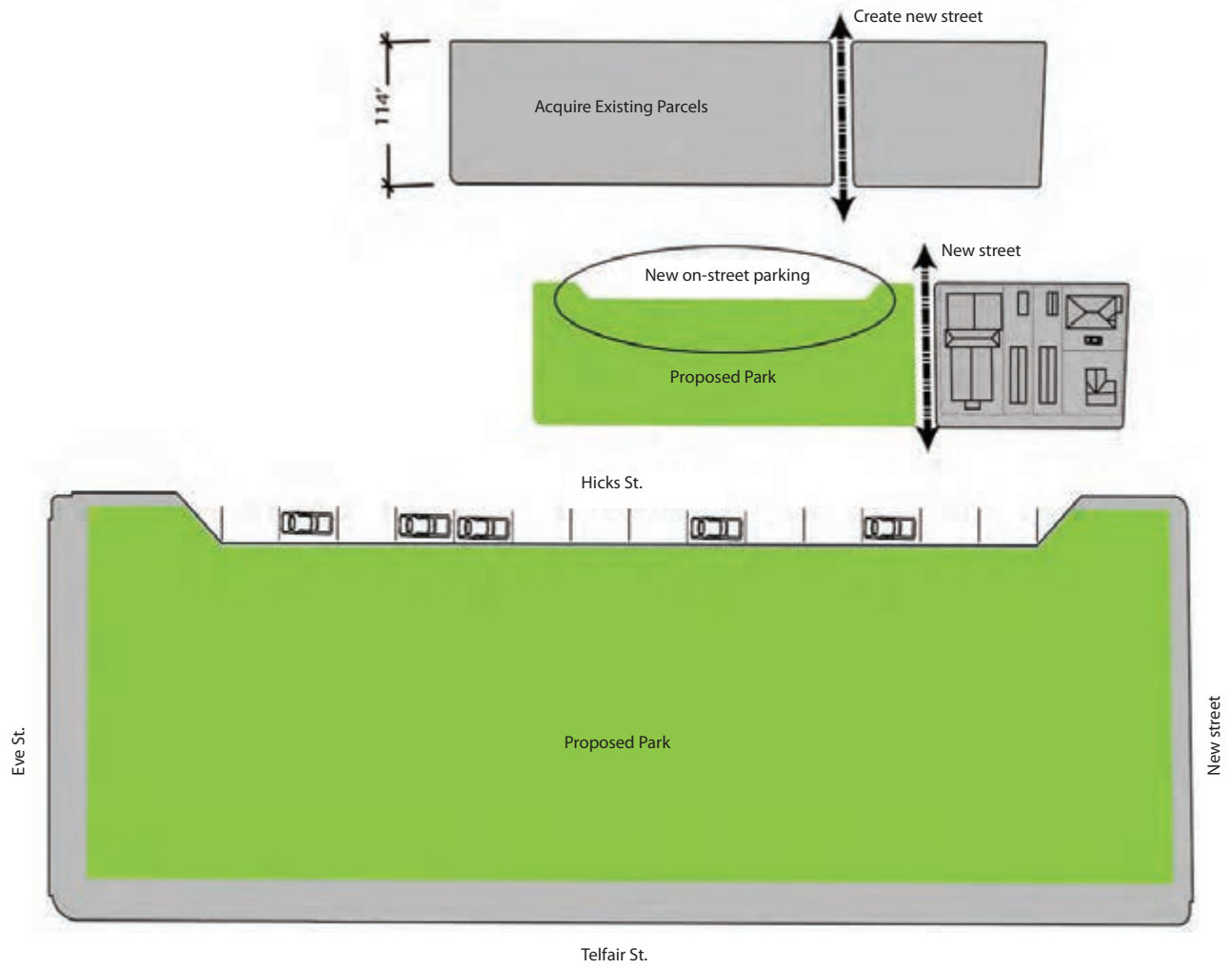




Figure 5.4f: Chafee Avenue and Kroger Site - area of study

5.4.2 CHAFEE AVENUE AND KROGER SITE REDEVELOPMENT

Chafee Avenue and the Kroger grocery store are located on the eastern edge of the Harrisburg neighborhood. This is the present boundary between the single-family residences of Harrisburg and commercial and institutional land uses along 15th Street and Downtown. This area is one of the most troubled areas of Harrisburg with serious public safety issues, vacant and dilapidated houses, vacant and poorly maintained land, and very low property values (refer to Figure 5.4h). With Kroger expected to close within five years and with ownership by Georgia Health Science University (GHSU) of the Kroger site, this troubled area has the opportunity to be converted into a neighborhood and Augusta asset, with particular benefit to the GHSU campus.

A 1923 Sanborn Fire Insurance Map (see Figure 5.4g) of the Chafee Avenue area shows standard Harrisburg building lots and single family houses on both sides of Chafee Street, with a large parcel of land fronting 15th Street. This meant that the backs of residential lots along Chafee Ave. joined the back of the larger parcel. This was a workable

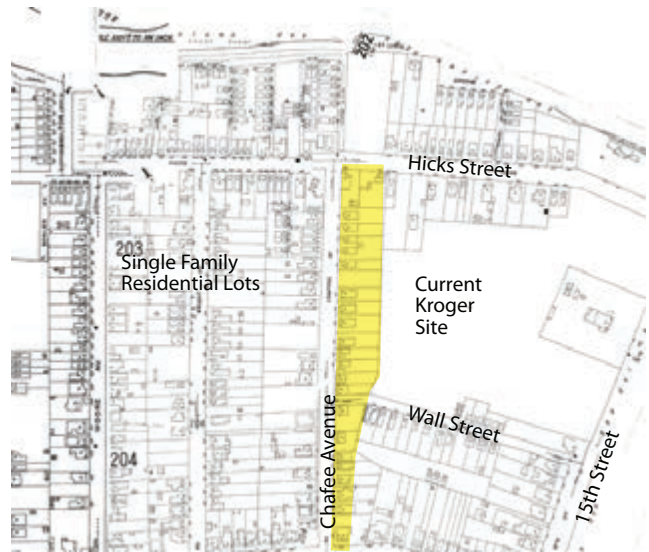


Figure 5.4g - 1923 Sanborn Map

arrangement and is the best way to have residential uses and commercial uses meet. The zoning boundary would be located in the middle of the block.

At some point, the residential lots along Chafee Ave. were acquired, the houses demolished, and the land joined to make a single large parcel between Chafee Ave. and 15th Street. The design of the Kroger site then created the problems that are present today. The back side of Kroger - loading areas, dumpsters, services - faces the residential neighborhood across Chafee Ave. The result is predictable. No one has chosen to live across the street from the dumpsters of the Kroger grocery store. The housing in this area has deteriorated, homeowners have departed, houses have been demolished, and property has been acquired for either speculative or institutional use (refer to Figure 5.4j)

The Chafee Avenue area can become an asset to Harrisburg, GHSU, and Augusta by taking a few simple steps in the short term which will allow appropriate future development.

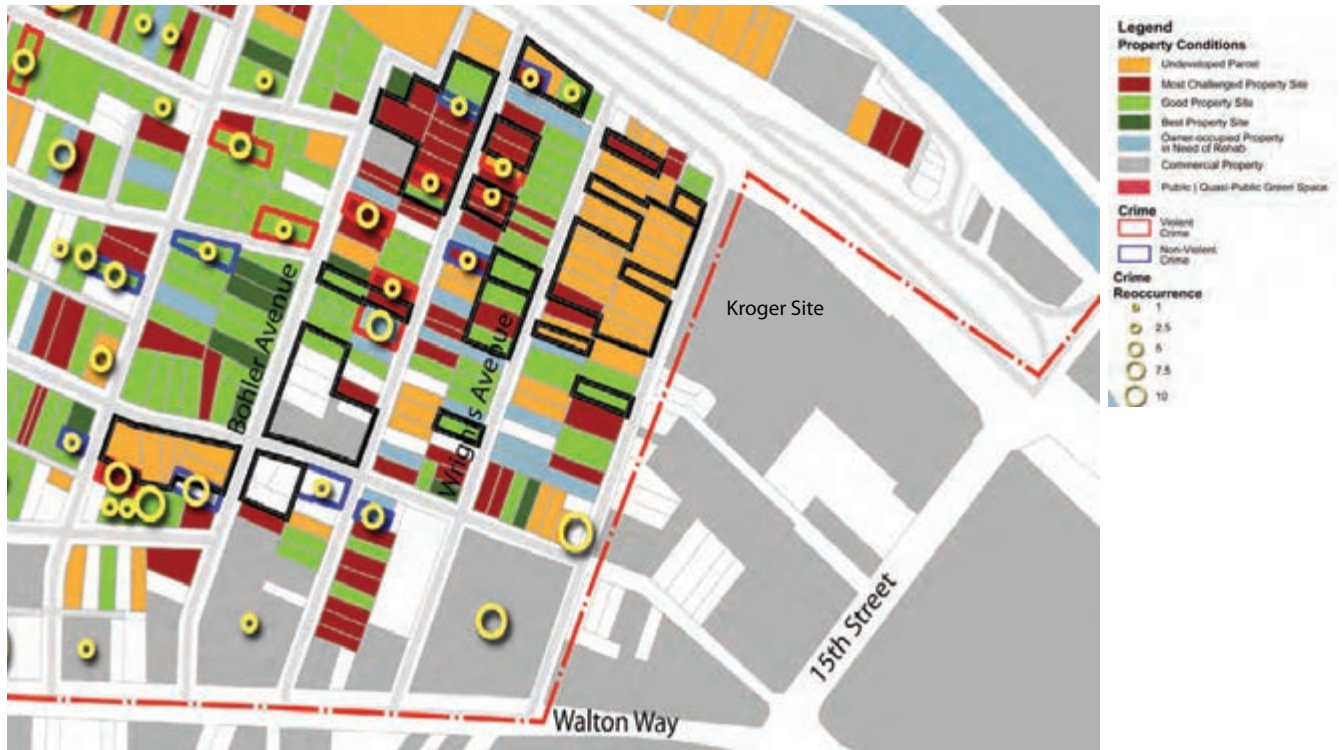


Figure 5.4h - Existing Property Conditions



Figure 5.4j - Existing Chafee Avenue and Kroger Area



Figure 5.4k - Good Edge Treatment along Chafee Avenue



Figure 5.4m: Alternative Block Treatment

OPTION 1: RE-ESTABLISH SINGLE-FAMILY HOUSES + A MEDICAL COMPLEX OR OTHER MIXED USE

Option I establishes a simple framework. First, a new public street is platted through the Kroger block and the adjacent block to the south. Second, a public alley is platted within the block between Chafee Avenue and the new street. The property on the east side of Chafee Avenue is platted for single family houses on lot width similar to lots throughout Harrisburg (e.g. 40-60 feet). (Refer to Figures 5.4k and 5.4m)

This will allow development of single family houses on Chafee Avenue and higher density housing, commercial, institutional or mixed-uses on the remainder of the blocks fronting the new street and fronting 15th Street.

This option will help to stabilize Chafee Avenue and encourage infill of single family housing or small multi-

family housing. Chafee Avenue now has about 11 existing houses. This option could result in a total of almost 30 new and rehabilitated single family houses on Chafee. This would be sufficient to stabilize this part of the Harrisburg neighborhood.



Figure 5.4n: Re-Establishment of Single-Family Homes + Medical Complex



Figure 5.4p - Medical Mixed-Use Campus Redevelopment

OPTION 2: Establish Single-family or Multi-family Housing on the West Side of Chafee Avenue + Mixed Use Residential and a Medical Complex on the East Side.

Option 2 builds upon the same new block structure as Option 1. This includes the new street and the new alley to subdivide the Kroger property.

This simple framework allows a higher density development with a mixed commercial-residential building facing Chafee Avenue and a major medical complex facing 15th Street. The alley serves as access to parking lots or decks, as needed, as well as delivery services, sanitation, etc. This preserves the Chafee Avenue frontage as a residential street. (Refer to Figures 5.4n and 5.4p)

With increased density on the east side of Chafee Avenue, it would then be possible on the west side to mix small apartment buildings, especially those in a traditional courtyard form, with new and rehabilitated single-family housing.



Figure 5.4q: Before and After - Rehabilitated Chafee Avenue + New Neighborhood Park



Figure 5.4r: New Neighborhood Park + Mixed Use Medical Campus Redevelopment

OPTION 3: Establish a New Chafee Avenue District, with a Public Park, New Streets and Expanded Housing Opportunities.

Option 3 keeps the same basic framework as in Option 1 and Option 2, but extends the platting of new streets to create a set of small blocks and a new public park.

This new plat would connect Harrisburg to the new development along 15th Street and the Georgia Health Sciences University Campus. The new neighborhood park would increase land values on the surrounding blocks and make possible a variety of new housing developments, including single-family, multi-family courtyard apartments and larger three-story buildings that could house medical students and other residents. (Refer to Figures 5.4q and 5.4r)

Because this option would require land acquisition, its impact would be limited by current owner-occupied housing in Harrisburg. If current owners were displaced, however, there would be easy opportunities for relocation either nearby or across the street from the new park.



Figure 5.4s: Walton Way Study Area

5.4.3 WALTON WAY

Walton Way is a major thoroughfare into downtown Augusta, comprised of four traffic lanes and a center turning lane. Although the road serves as the southern boundary to historic Harrisburg, it lacks the walkability that characterizes the neighborhood's historic streets and is an inadequate gateway into the community. It is dominated by cars and strip commercial development common to many suburban places. Further, the street is plagued by crime. In Figure 5.4t, the yellow dots indicate where crimes took place in 2009; the bigger the dot, the

more crimes were recorded at the location. The many vacant buildings indicate a state of general decline. (Refer to Figures 5.4u to 5.4w)

Because of the important traffic function of Walton Way, reducing traffic lanes or turning lanes is not an option. It must continue to serve as an important arterial street. However, it can be greatly improved to relate to the Harrisburg neighborhood, accommodate pedestrians, and expand retail and office business opportunities.

Several recommendations indicate how this can be achieved (refer to Figure 5.4y and 5.4z)

First, curb cuts for driveways should be limited to one per parcel and should have a maximum width of 24 feet. This will help to control left turning movements. Figure 5.4x identifies the numerous curb cuts along Walton Way.

Second, parking regulations should be revised to establish maximum instead of minimum parking ratios. It is feasible for most businesses to reduce parking ratios to a maximum of 3 spaces per 1000 square feet.

Third, the eliminated curb cuts should be converted to on-street parallel parking. Providing on-street parking will



Figure 5.4t: Walton Way Crime

increase retail viability and will also help to control traffic speeds on Walton Way.

Fourth, the space gained by reducing parking should be converted to new sidewalks with tree lawns between the curb and the sidewalk and space for new business-oriented uses along the sidewalk. These new uses might include outdoor restaurant seating, space for car washing at gas stations, community gardens, space for retail vendors, etc.

Fifth, businesses at intersections should access their parking from the alleyways or from side streets, not from Walton Way.

Sixth, an important opportunity exists at the intersections of Walton Way and Crawford Street at the historic Tubman Jr. High School. Installation of a landscaped esplanade on Crawford just before the intersection would provide both a gateway to Harrisburg and an embellished entry to Tubman Jr. High School. Additionally, mixed-use development should be encouraged along Walton Way through new regulations. (Refer to Figure 5.4y, 5.4z and 5.4aa)

These improvements can be implemented incrementally.



Figure 5.4u: Walton Way - Vacant Lot



Figure 5.4v: Walton Way



Figure 5.4w: Pedestrian Environment - Crossing Walton Way from Tubman Middle School into Harrisburg



Figure 5.4x: Existing Walton Way Curb Cuts (Highlighted in Orange)

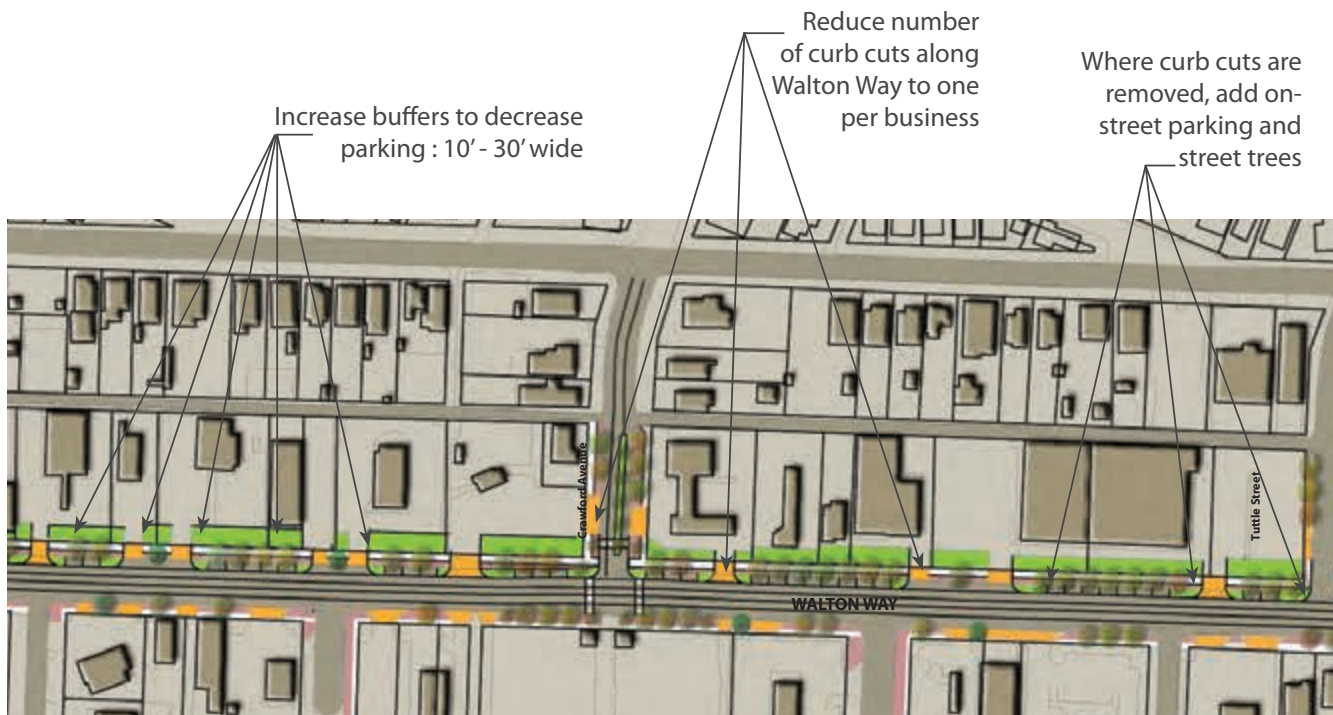


Figure 5.4y: Walton Way Redevelopment

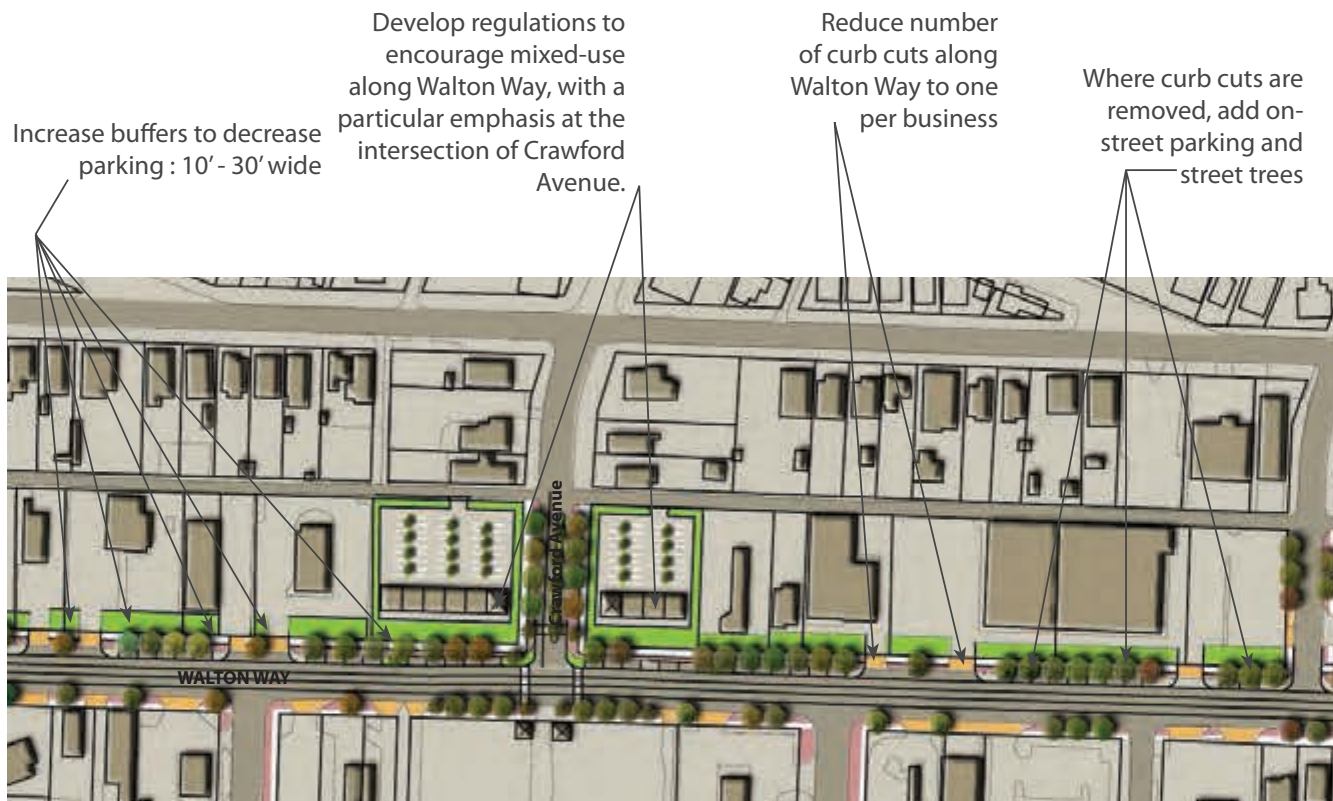


Figure 5.4z: Walton Way Redevelopment with Mixed-Use Development



Figure 5.4aa: Walton Way - "Before" and "After" Proposed Revitalization Efforts





Broad Street

6.0 BROAD STREET

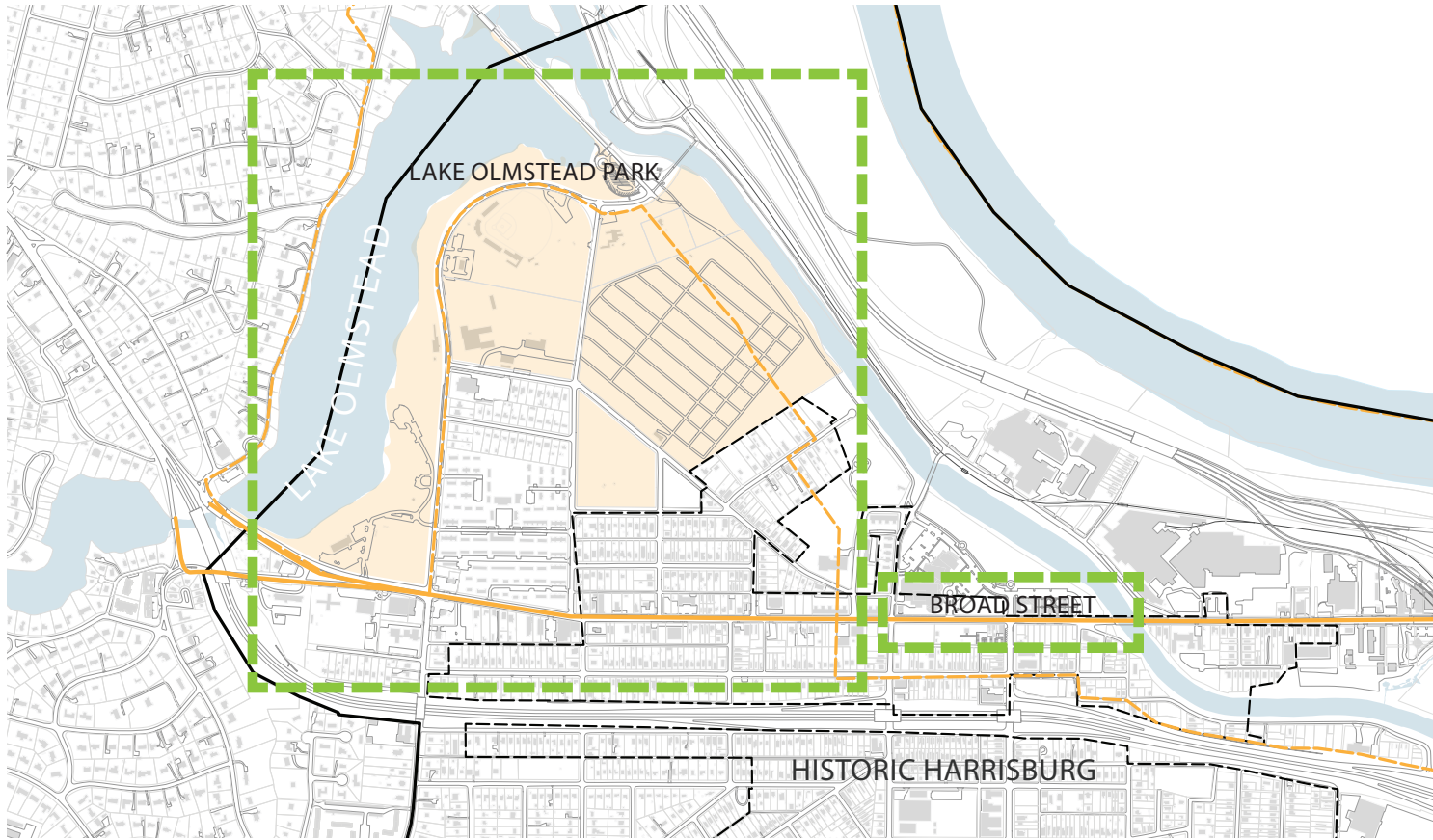


Figure 6.1a: Broad Street Areas of Study Map

6.1 INTRODUCTION

Broad Street is Augusta's oldest and most important street as it was the first street laid out in Augusta by founder James Oglethorpe. Broad Street also holds great significance for Harrisburg, as its extension first connected this community to downtown and Harrisburg's first settlement, the Ezekiel Harris House, was built on this corridor. While Broad Street was once Harrisburg's main commercial corridor, it has over time become an auto-centric street, riddled with vacant lots and empty buildings.

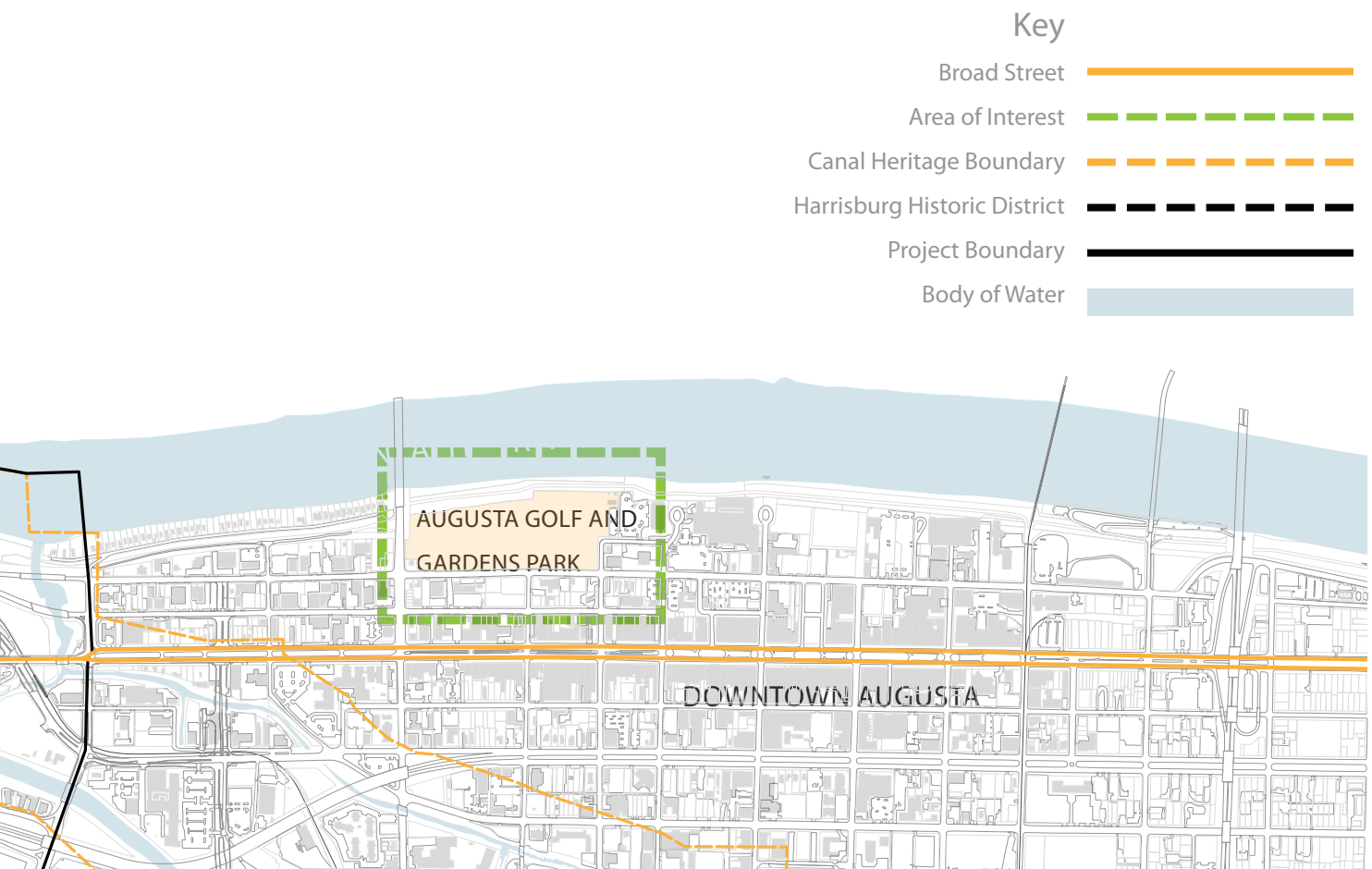
While the entire Broad Street corridor from 15th Street to the Calhoun Expressway should be revitalized, three areas along Broad Street are the focus of this chapter as areas where revitalization will have the greatest and most wide

reaching impact for the community (refer to Figure 6.1a).

These three priority areas are: (1) Broad Street in front of the Kroc Center, including the intersections at Eve Street and Crawford Street; (2) the Olmstead Park area; and (3) the future uses of the Augusta Golf and Gardens Park.

6.1.1 BROAD STREET

In order to deal with the deteriorating state of Broad Street three strategies are proposed and further discussed in this chapter: (1) Improving the pedestrian environment; (2) Improving land use regulations; and (3) Redesigning Broad Street. In order for Broad Street to become a thriving street, as it once was, it needs to accommodate more than just the automobile. Redesign qualities focus on incorporating the pedestrian, bicyclist, and new residential and commercial uses along this corridor.



Within each of the strategies above, great attention is put on Broad Street in front of the Kroc Center and at the intersections of Eve Street and Crawford Street.

6.1.2 LAKE OLMSTEAD PARK

Lake Olmstead Park is a linear park on the western edge of Harrisburg, accessible from Broad Street, serving as a connection between the community and several Harrisburg amenities, such as the Augusta GreenJackets stadium, the West End Cemetery, Lake Olmstead, and the Augusta Canal. Currently, Lake Olmstead Park and its surrounding recreational amenities are currently under utilized. Within this chapter, strategies are suggested that will allow this area to be better utilized as an amenity, become more accessible to the community, and highlight this area as a recreational amenity to the whole Augusta

community.

6.1.3 AUGUSTA GOLF AND GARDENS PARK

The Augusta Golf and Gardens Park is included in this report because it has been discussed as a possible site for the future Augusta Green Jackets stadium, which is currently located near Lake Olmstead Park. A decision to move the stadium will have critical impacts on Lake Olmstead Park. A decision not to move the stadium will have critical impacts on the future of the Golf and Gardens Park. Either decision will affect Harrisburg and, therefore, strategies for how to redevelop for either scenario are further discussed in this chapter.



Figure 6.2a: Harrisburg 1923 Map

6.2 EVOLUTION OF BROAD STREET

6.2.1 BROAD STREET HISTORY

Broad Street's importance is rooted in its long history beginning with the founding of Augusta. James Oglethorpe, who also founded Savannah, GA, laid out his plans for Augusta in 1733. His plan included four city blocks organized around one wide street which would later be named Broad Street.

In 1797, Ezekiel Harris built a small home on a piece of land near the northwestern edge of Augusta directly in line with Broad Street. In the early 1800s, Broad Street was extended from Downtown Augusta into what became the Harrisburg neighborhood, directly linking Ezekiel Harris' home and the growing community to downtown. With the development of the Sibley and King Mills in the early 1880s, the area developed more quickly as housing was needed to address the influx of mill employees. Figure 6.2a shows how the community had developed by 1923. Figure 6.2b shows the expansion of Broad Street from the

City's founding in 1733 until the mills were built in the late 1800s.

Broad Street has always served as a major connection between the neighborhood and its surrounding economic and social institutions. Broad Street joined the neighborhood to the Sibley and King Mills, to downtown Augusta, to the Augusta Canal, to Lake Olmstead Park and to many commercial properties that lined the corridor. Most recently, it is the main connection, both locally and regionally, to the Kroc Center. Unfortunately, with the exception of the Kroc Center, Broad Street no longer effectively connects the neighborhood to the assets mentioned above.

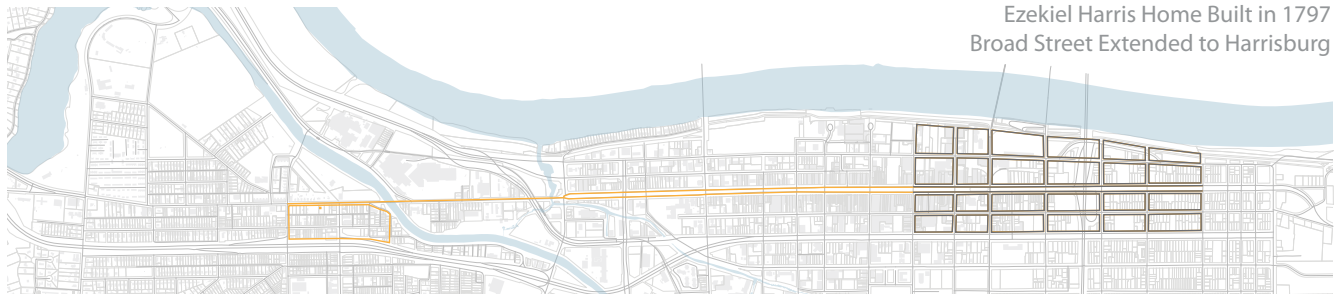
The historic development of Broad Street as Harrisburg's first street serves as a reminder of the importance of this corridor to the neighborhood. Its revitalization can have a great impact by better connecting Harrisburg and greater Augusta residents to amenities within the community as well as to Broad Street amenities just outside of Harrisburg.



1733
Oglethorpe's Plan



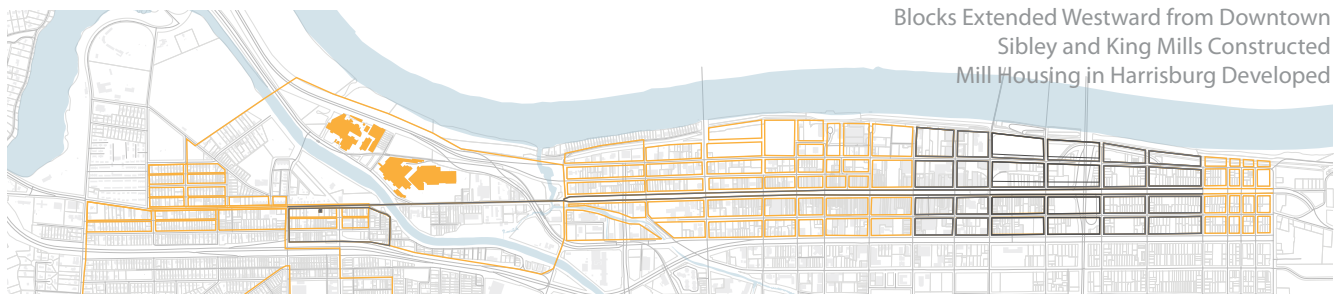
1780
Oglethorpe's Plan Extended
Broad Street Narrowed



1800
Ezekiel Harris Home Built in 1797
Broad Street Extended to Harrisburg



1845
Augusta Canal Completed



1870-1890
Blocks Extended Westward from Downtown
Sibley and King Mills Constructed
Mill Housing in Harrisburg Developed

Figure 6.2b: Development of Broad Street



Figure 6.3a: View of King Mill (right) and Sibley Mill (left) from Broad Street.



Figure 6.3b: Broad Street and the Augusta Canal

6.3 BROAD STREET ISSUES

There are three issues that must be addressed in order to reclaim Broad Street as Harrisburg's active main street. Refer to Figures 6.3a through 6.3e for images of the current state of Broad Street.

6.3.1 ISSUE ONE: BROAD STREET - UNSAFE PEDESTRIAN ENVIRONMENT

Broad Street is unsafe for pedestrians for three primary reasons: 1) It has narrow, five to six foot sidewalks which are cracked, uneven, and are not ADA accessible; 2) The crosswalks all along the street have been worn to the point of being indistinguishable; 3) Many intersections do not have crosswalks or pedestrian lights. These poor conditions discourage pedestrian use, ultimately harming the livelihood of businesses along Broad Street and providing Broad Street residents few transportation options other than driving.

6.3.2 ISSUE TWO: BROAD STREET LAND USE AND BUILDING FORM

Broad Street was once a neighborhood centered street with corner stores, multi-family housing, and single-family housing fronting the sidewalks. Recent zoning regulations no longer allow for this character. These regulations are slowly transforming Broad Street into a suburban commercial corridor with large set-backs, parking lots fronting the streets, and single, predominantly commercial, uses. These regulations do not adequately serve the existing historic buildings, the current residents or many current businesses.

6.3.3 ISSUE THREE: BROAD STREET - WIDTH, QUALITY, AND DESIGN

The third issue with Broad Street is the width of the roadway and the high number of travel lanes. Broad

Street's four vehicle lanes, without any on-street parking, along with a low volume of traffic, encourages traffic to move fast through the neighborhood. If re-designed properly, Broad Street can again become a community street, carry automobile traffic safely, provide for bicycle use and support historic preservation and economic development.



Figure 6.3c: Broad Street near the Augusta Canal



Figure 6.3d: Commercial Buildings along Broad Street near Tubman Street



Figure 6.3e: Intersection of Broad Street and Eve Street

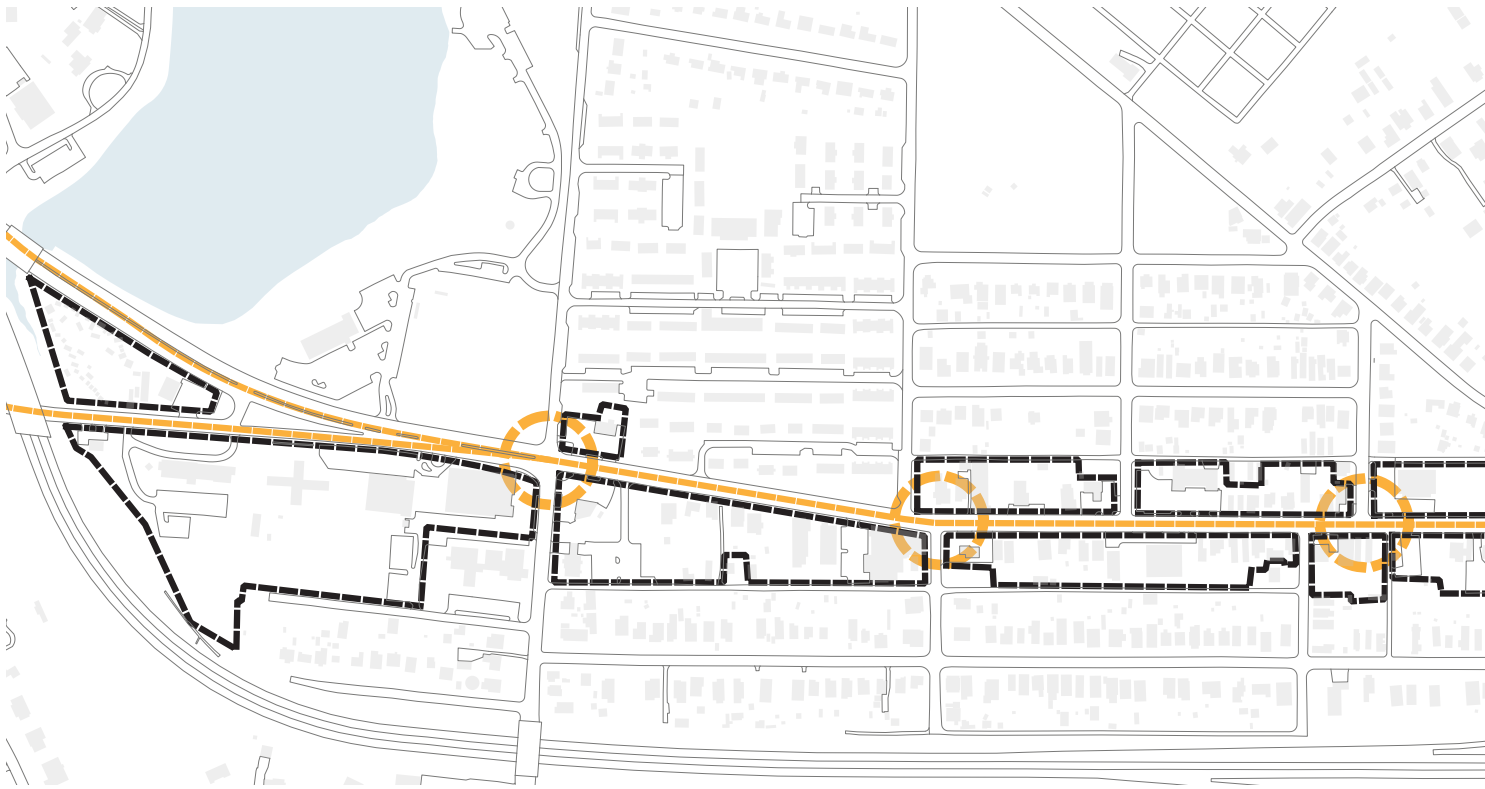


Figure 6.4a: Map of Strategies for Broad Street

6.4 STRATEGIES FOR BROAD STREET

Three strategies have been identified to address the issues discussed in Section 6.3. They are listed below and further described in the remainder of this section. Refer to Figure 6.4a for a diagram of strategies for Broad Street.

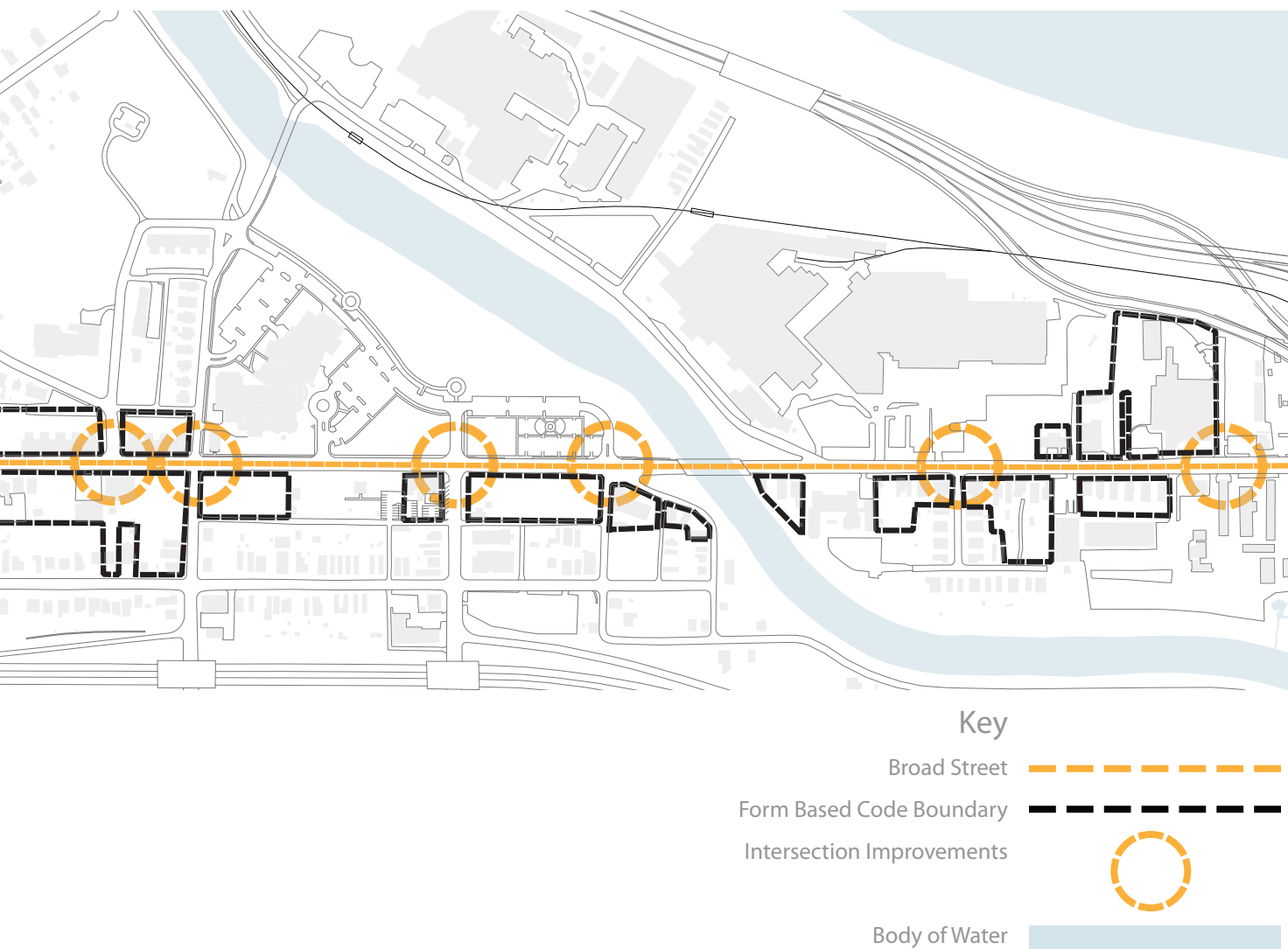
STRATEGY ONE: CREATE A PEDESTRIAN SAFE ENVIRONMENT

The ultimate goal with all improvements along Broad Street is to encourage pedestrian use and to allow the street to connect the neighborhood rather than divide it. Increased pedestrian use can connect residents to local businesses and civic institutions, such as the Kroc

Center, and can reduce crime by creating more activity and attention on the street. To increase pedestrian use, this strategy focuses on improving Broad Street's old and inadequate pedestrian infrastructure. Strategy One is further described in Section 6.4.1.

STRATEGY TWO: IMPROVE LAND USE REGULATIONS

Broad Street has become an auto-centric, generic commercial corridor, losing its rich history as a neighborhood based street. Much of this change is due to the current land use zoning regulations. In order to prevent Broad Street from completely losing its sense of place and history in Harrisburg, it is important to revise



zoning regulations along this corridor. A form-based code is recommended for Broad Street. Strategy Two is further described in 6.4.2.

STRATEGY THREE: REDUCE DRIVING LANES WITH A ROAD DIET

Currently, Broad Street's traffic count is low at 8,250 vehicles per day.^{6.1} Most of the traffic that travels through Harrisburg utilizes the Calhoun Expressway or Riverwatch Parkway, both running parallel to Broad Street. With such low traffic counts and two alternative roadways, four vehicular lanes are not necessary. Reducing the number of traffic lanes will

allow room for bicycle lanes, on-street parking, expanded tree lawns, and wider sidewalks as appropriate. While Strategy Three is a more time and financially intensive project, compared to Strategy One and Two, redesigning Broad Street is essential to reclaiming Harrisburg, as it will promote economic development and historic preservation of key commercial and residential buildings. Strategy Three is further described in Section 6.4.3.

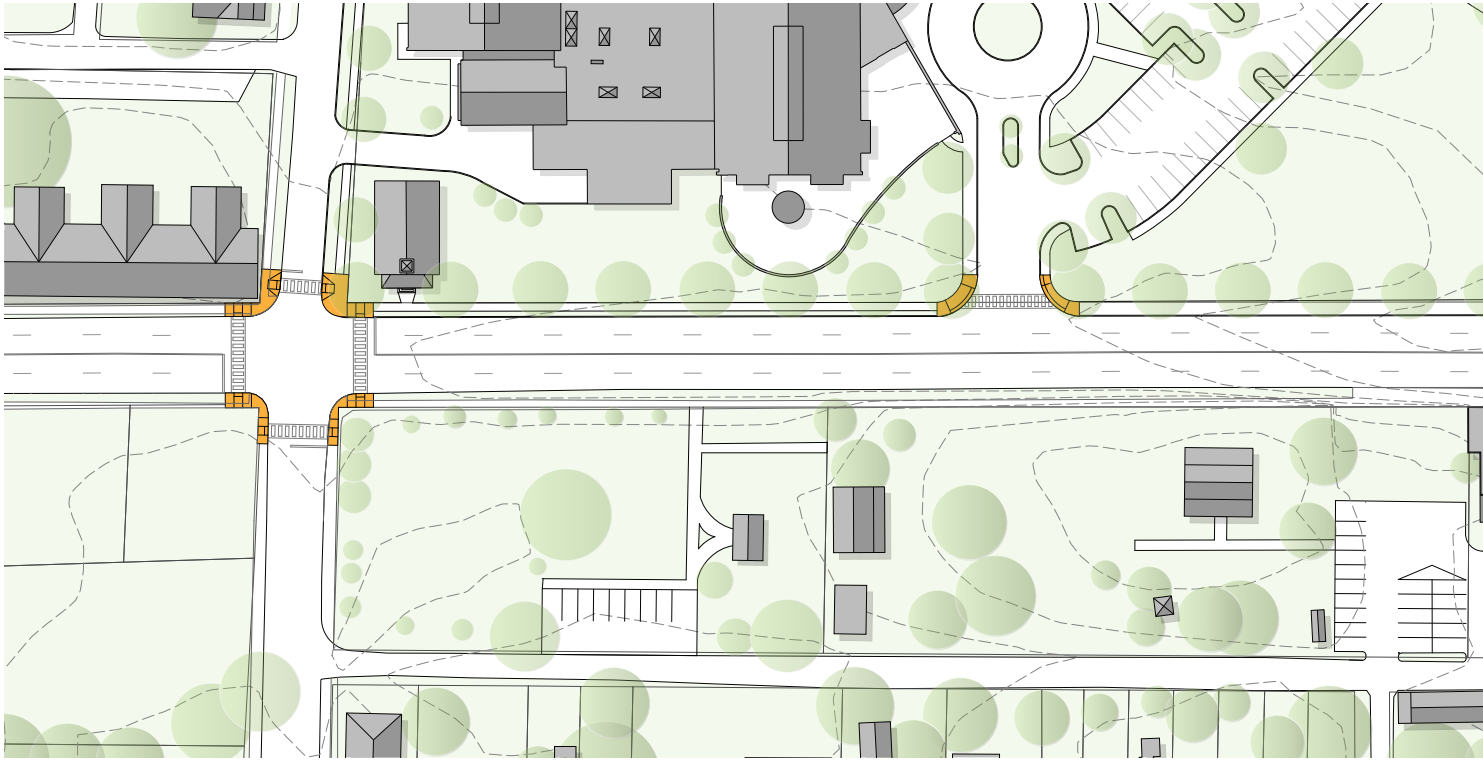


Figure 6.4b: Pedestrian Improvements along Broad Street near the Kroc Center

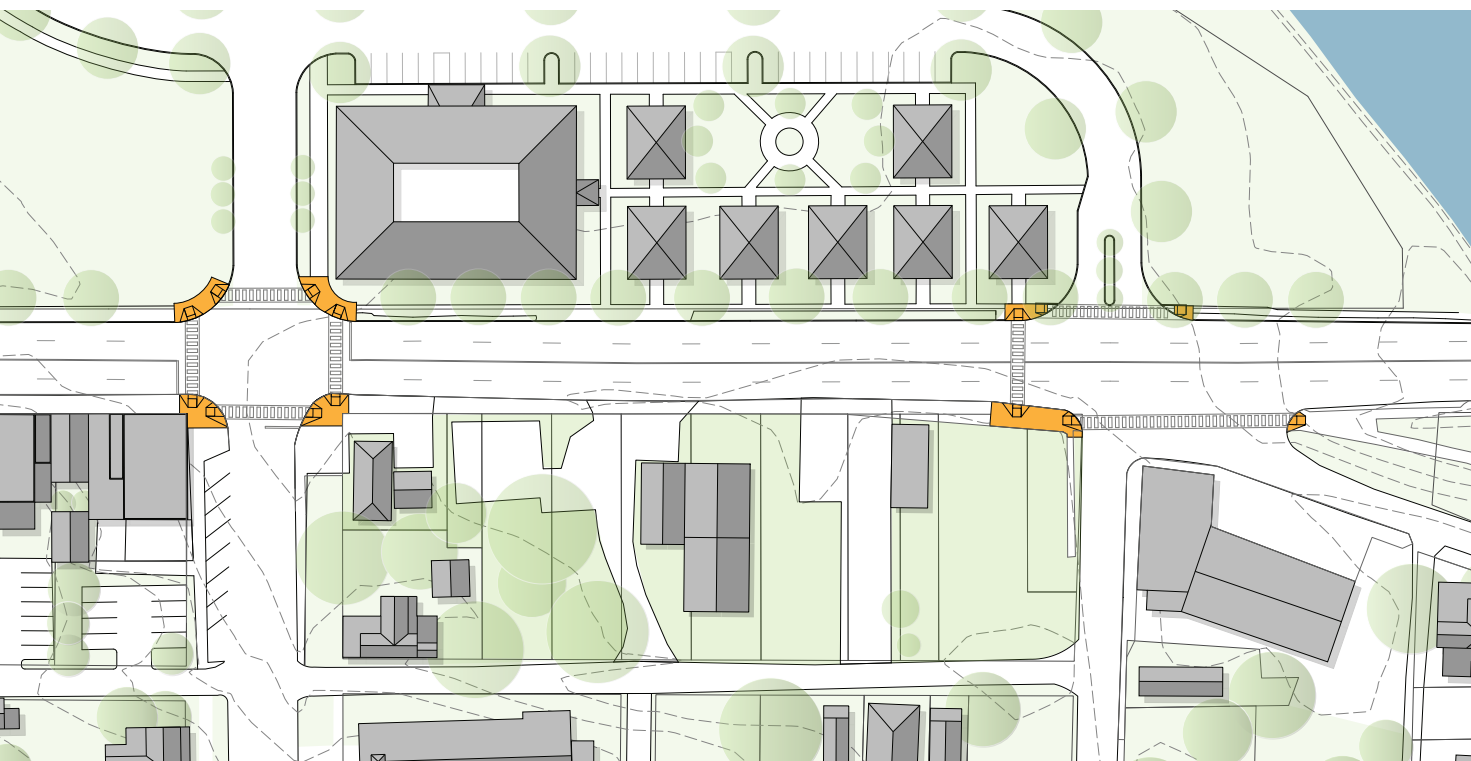
6.4.1 STRATEGY ONE: CREATE A SAFE PEDESTRIAN ENVIRONMENT

The first strategy for improving Broad Street is to focus on repairing the existing pedestrian infrastructure. Many of the sidewalks along Broad Street are cracked and uneven. Most crosswalks are no longer visible and many intersections are not ADA compliant. Strategy One proposes the following solutions to improving the pedestrian environment (refer to Figure 6.4b):

1. Replace or repair any sidewalk that is cracked, crumbling, or uneven to prevent safety hazards and to accommodate persons with disabilities.
2. Repair and replace the pedestrian ramps at all intersections to comply with ADA standards. Repaired

ramps will accommodate persons with disabilities and improve intersection safety.

3. Repaint existing crosswalks to clearly demarcate where it is safe to cross the road and to reinforce State of Georgia laws for pedestrian rights in street crossings.
4. Install new crosswalks at any intersection that does not currently accommodate pedestrian crossings. This measure will discourage pedestrians from crossing mid-block and will provide a shorter distance between crosswalks.
5. Install push button pedestrian signals at crosswalks. This is critically important at Eve Street and Crawford Street to encourage pedestrian access to the Kroc Center.



In addition, special pedestrian crossing signs in the center of the street should be considered to warn drivers of pedestrians.

These pedestrian improvements are recommended to be installed along the entire length of Broad Street in Harrisburg. Of special importance, however, is the area in front of the new Kroc Center. Pedestrian improvements in this area need to be completed promptly, with a partnership between the Kroc Center, Augusta-Richmond County and the Harrisburg neighborhood. If the Kroc Center is to benefit the neighborhood, then safe and attractive pedestrian access is critical.

In addition, since Eve Street and Crawford Street are the primary access streets across Broad Street, for

neighborhood residents to the Kroc Center, improvements at these intersections should be a priority. Eve Street and Crawford Street are also the main corridors connecting the Kroc Center to John Milledge Elementary School, further emphasizing the importance of improvements at these intersections.

Sidewalk and intersection improvements along the length of Broad Street are essential for Harrisburg to again become a walkable neighborhood with walkable access to schools, to the Kroc Center, to the Augusta Canal, to corner stores and to shops along Broad Street.

It is important to make these improvements with the understanding that major improvements to Broad Street - i.e. the road diet - are planned for the future.

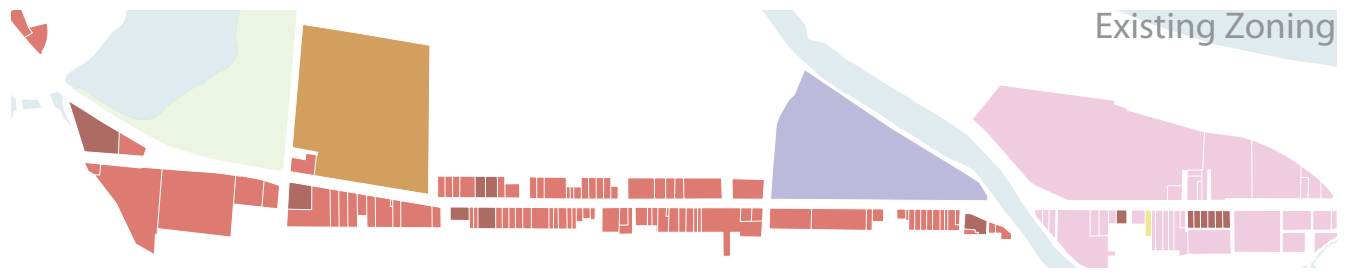


Figure 6.4c: Existing Zoning

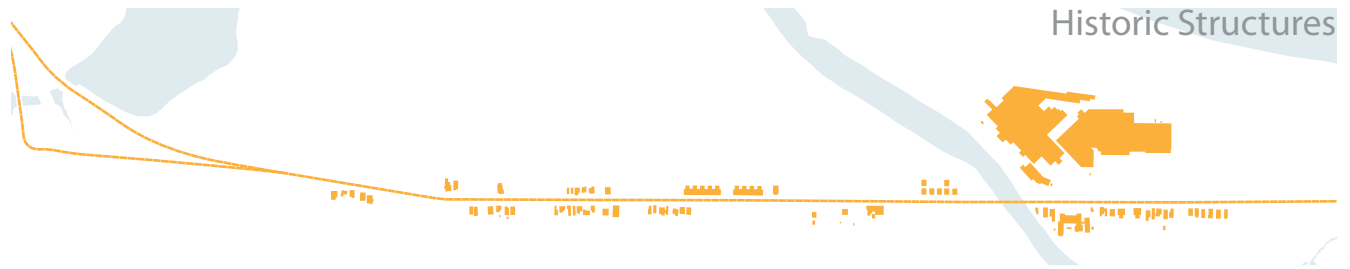


Figure 6.4d: Historic Structures

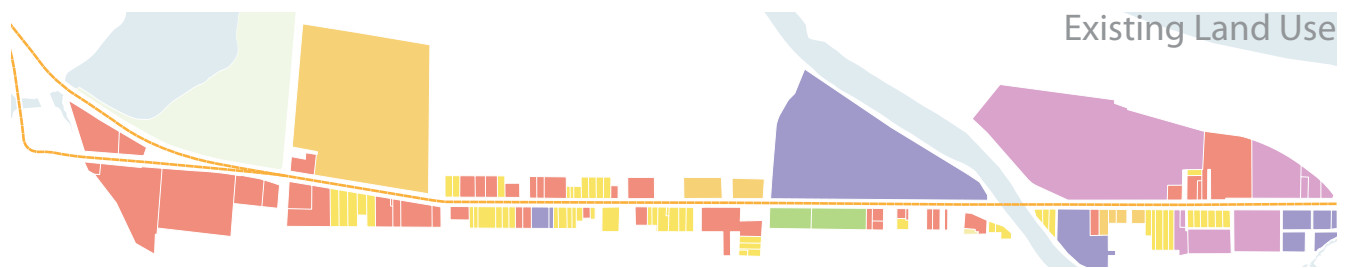


Figure 6.4e: Existing Land Use

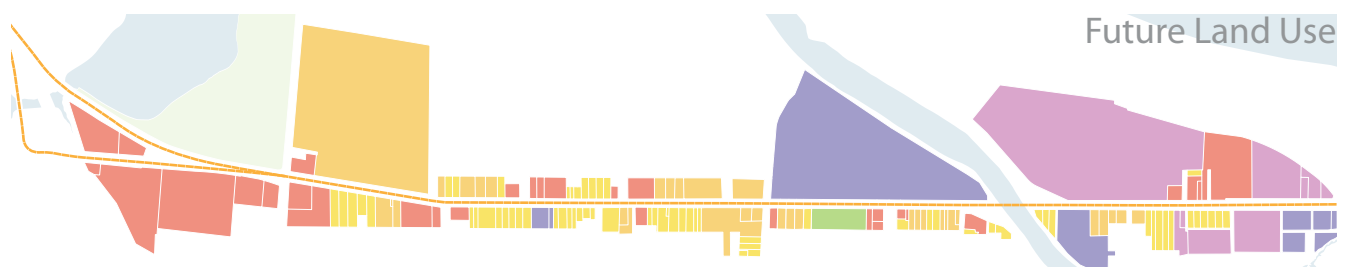


Figure 6.4f: Future Land Use

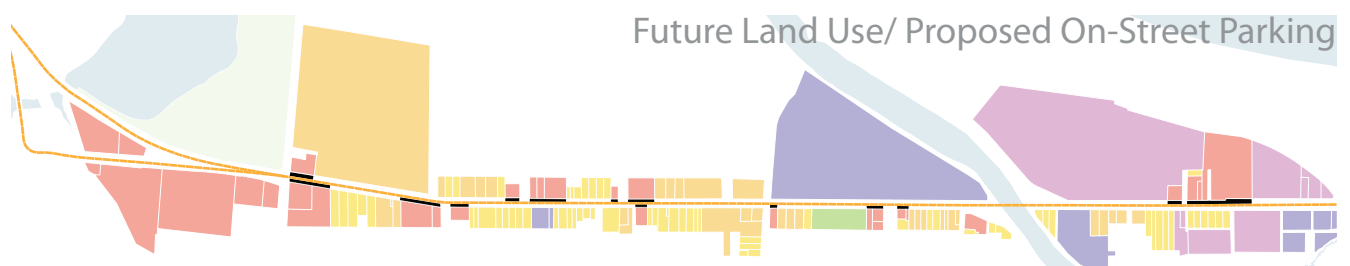
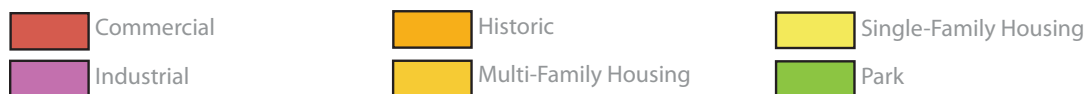


Figure 6.4g: Future Land Use with Proposed On-street Parking



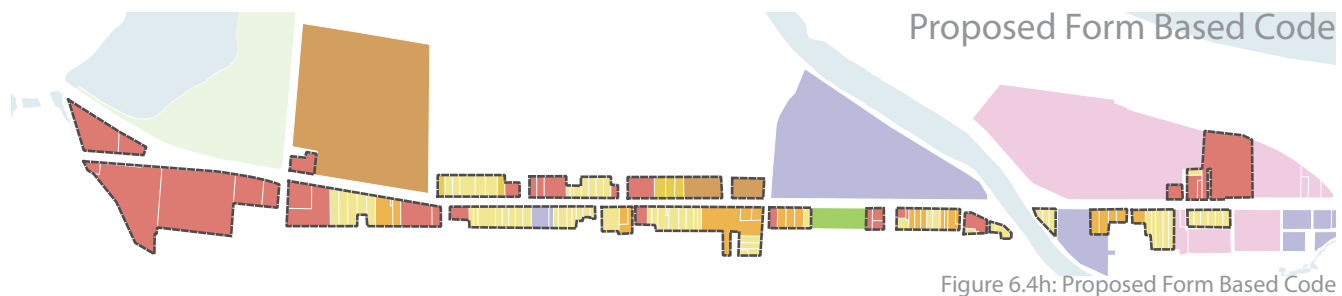


Figure 6.4h: Proposed Form Based Code

6.4.2 STRATEGY TWO: IMPROVE LAND USE REGULATIONS

Broad Street's current zoning regulations consist of single use zoning and standard regulations, creating a corridor fronted by parking lots and generic commercial buildings. This existing zoning ignores the corridor's rich history as an active and walkable street full of mixed land uses. In order to encourage mixed-use, promote activity, and protect the existing historic structures, a form-based code that primarily regulates building form, instead of only building use, is recommended.

The existing zoning diagram, Figure 6.4c, reveals the main issue for Broad Street. When comparing existing zoning, Figure 6.4c, to historic structures, Figure 6.4d, it is apparent that historic buildings are scattered all along Broad Street while existing zoning is focused on commercial uses (shown in red in Figure 6.4c), with large front setbacks. Historic buildings - either commercial or residential - do not conform to existing zoning. Similarly, the existing land use map, Figure 6.4e, does not fit with the existing zoning map. Existing land use, reflective of the street's history, has a diverse mix of existing land uses.

The proposal for a form-based code allows for diverse uses and for historic preservation, as well as rehabilitation and reuse (refer to Figure 6.4h). The most important part of the code is to designate exact locations for on-street parking, which must be coordinated with Strategy Three's

reduction in driving lanes. By designating the location of on-street parking, the appropriate location of commercial uses becomes defined. In general, on-street parking should be located where commercial uses currently exist and near major street intersections. Areas where commercial uses do not exist and a commercial use is not appropriate, tree lawns should be widened to utilize the space remaining from Strategy Three's driving lane reduction. The expanded tree lawn will greatly improve the prospects for historic preservation of apartment buildings and individual houses. Designating on-street parking locations will ensure the continuation of mixed commercial and residential uses, encourage historic preservation of commercial and residential buildings, and provide a street that is safe for pedestrians and residents.

The future land use map, Figure 6.4f, developed from the historic structures map (Figure 6.4d) and the on-street parking location proposals by the Blueprints team (Figure 6.4g) can be utilized for overlay district zoning along Broad Street in Harrisburg. This overlay would involve setting build-to lines (not minimum setbacks) for future commercial and residential developments and would regulate that off-street parking for residential and commercial uses be accessible from alleyways, not curb cuts along Broad Street. With these changes, commercial parking ratios would be reduced, with a maximum allowable quantity, and pedestrian access and on-street parking would be increased.

6.4.3 STRATEGY THREE: REDUCE DRIVING LANES WITH A ROAD DIET

The third strategy for improving Broad Street is a road diet. The primary action is to reduce the current four driving lanes to two. Two configurations are possible. The first option is a two-way street, with a continuous turning lane (refer to Figure 6.4j). The second option is a two-way street, without the continuous turning lane, and two bicycle lanes (refer to Figure 6.4k). Both configurations work within the same 32 foot roadway, which is a reduction from the current 40 feet. The additional 8 feet is then captured for on-street parking and expanded tree lawns, as explained in Section 6.4.2.

Option 1

A two-lane with a center turning lane configuration provides the most traffic capacity. However, the center turn lane is not desirable or necessary on Broad Street in Harrisburg as traffic counts are low. According to the Georgia Department of Transportation, current traffic counts on Broad Street are at 8,250 vehicles trips per day. Allowing a mid-block left turns could have the negative impact of encouraging development along Broad Street to become more of a commercial strip, much like Walton Way. Therefore, this option is not preferred. Refer to Figures 6.4j and 6.4n for a section and plan of Option 1.

Option 2

The two driving lanes with bicycle lane configuration is much more desirable than Option 1. It can be implemented immediately simply by re-striping the roadway for two lanes with bike lanes and on-street parking on both sides of the street - as appropriate according to Section 6.4.2. Where Broad Street intersects with Crawford Ave., Eve St. and 15th St. the configuration would change to allow left turn lanes by removing the on-street parking.

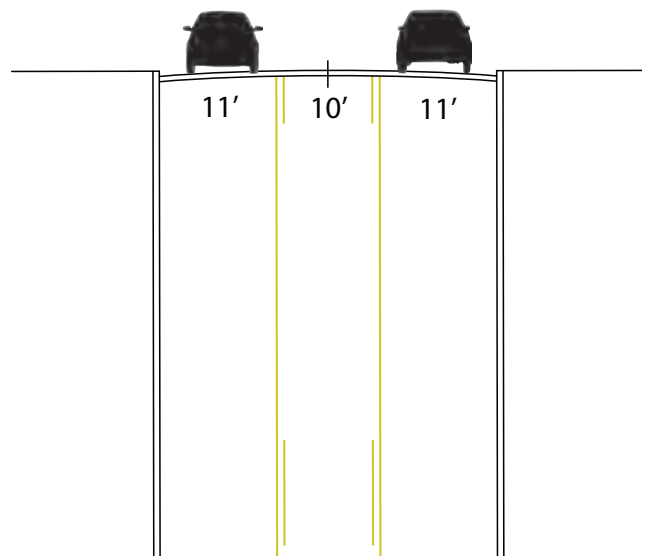


Figure 6.4j: Option 1 - 32-feet of Broad Street with Two 11-foot Travel Lanes and a 10-foot Central Turning Lane

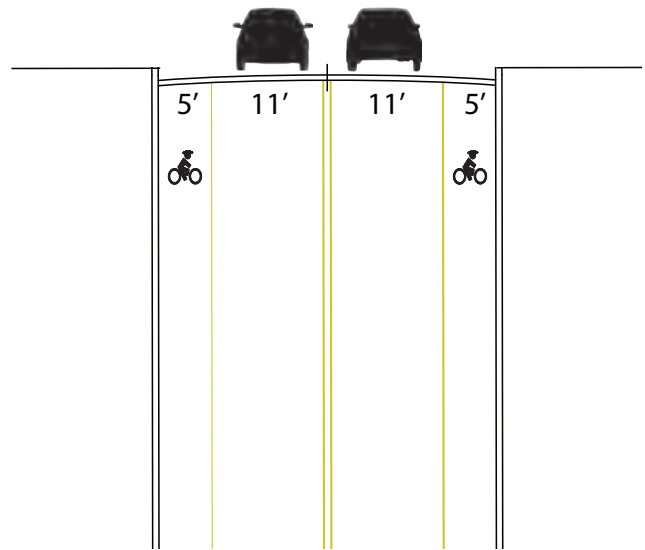


Figure 6.4k: Option 2 - 32-feet of Broad Street with Two 11-foot Travel Lanes and Two 5-foot Bike Lanes

Refer to Figures 6.4k and 6.4p for a section and plan of Option 2. Refer to Figure 6.4q and 6.4r for a before and after rendering of Option 2. In the longer term, when funds are available for full streetscape improvements, tree lawns, tree planting, bulbouts and new sidewalks should be implemented. Refer to Figure 6.4m for examples of streetscape improvements with lane reconfigurations.

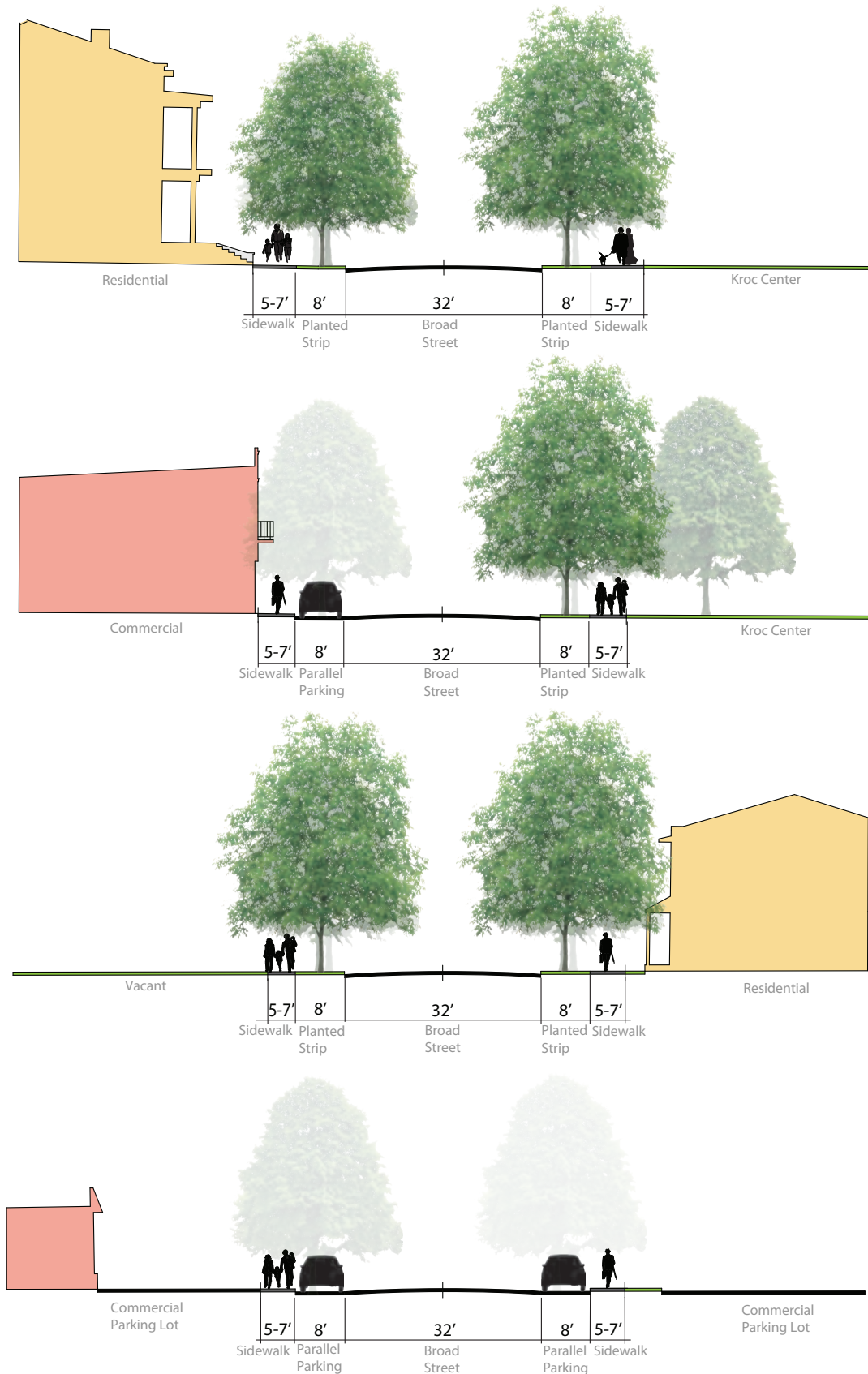
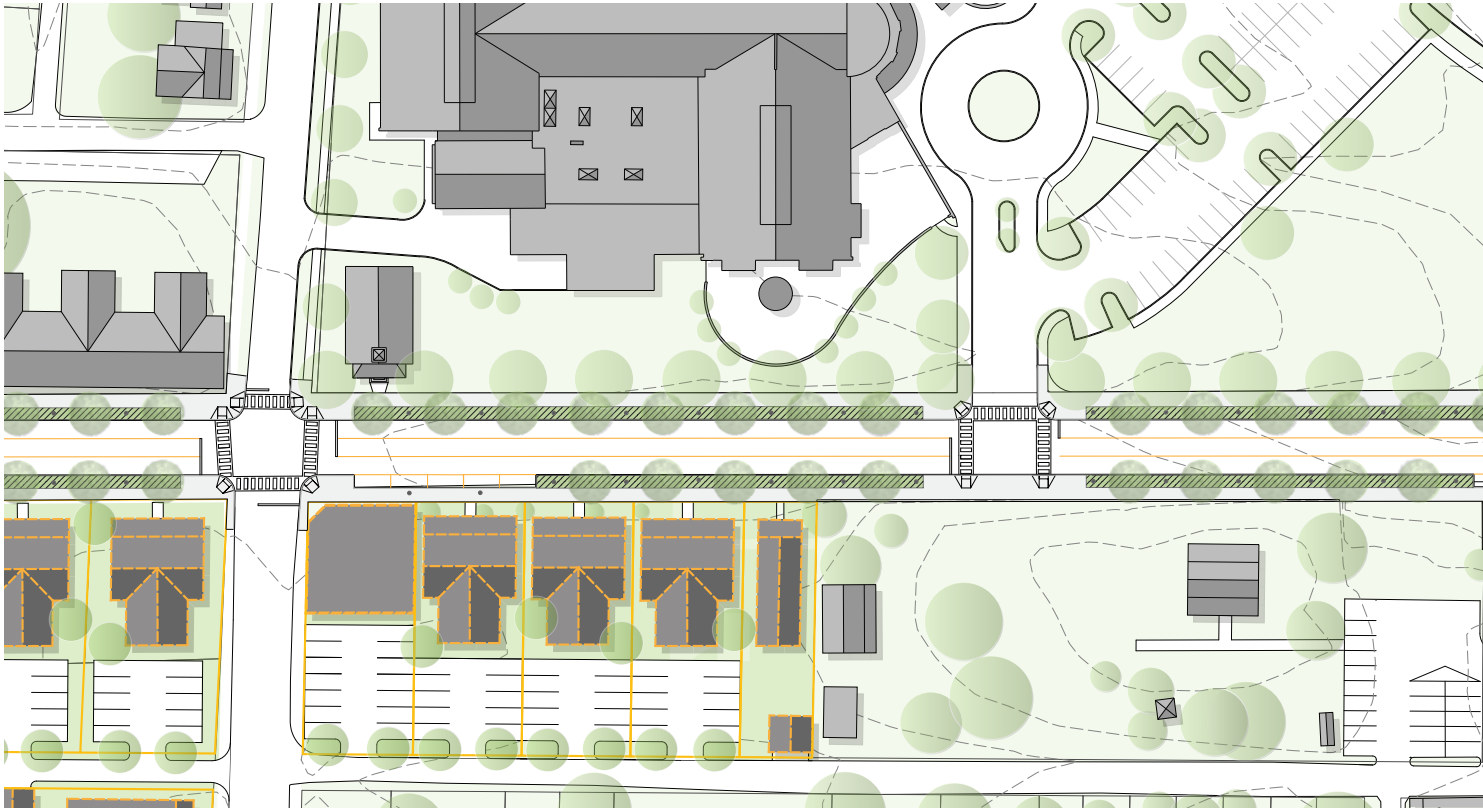
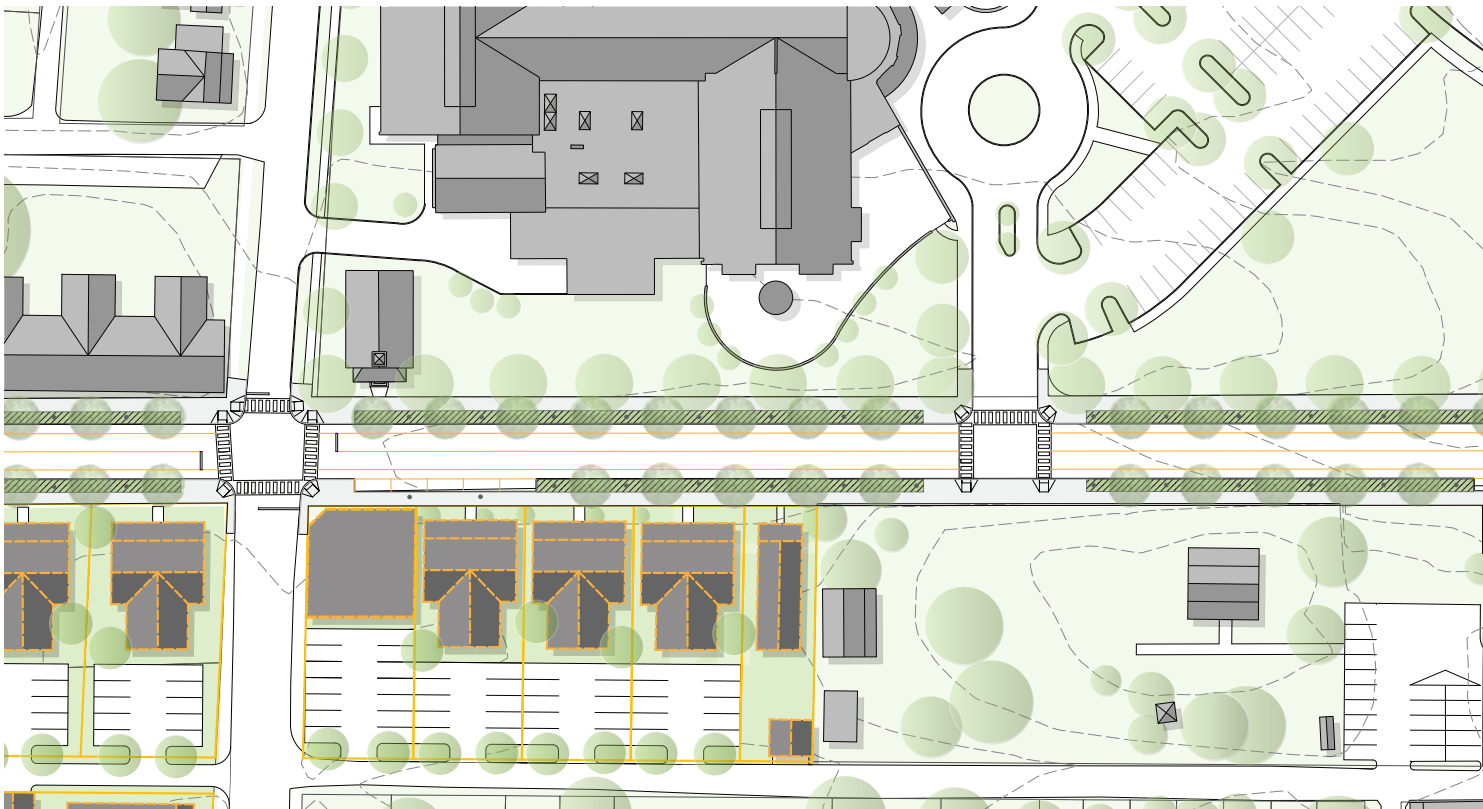


Figure 6.4m: Sections Illustrate the Dimensions of the Streetscape Project and the Relationship Between Building Use and Parking



6.4n: Option One - Two Driving Lanes with a Central Turn Lane



6.4p: Option Two - Two Driving Lanes with a Bike Lane

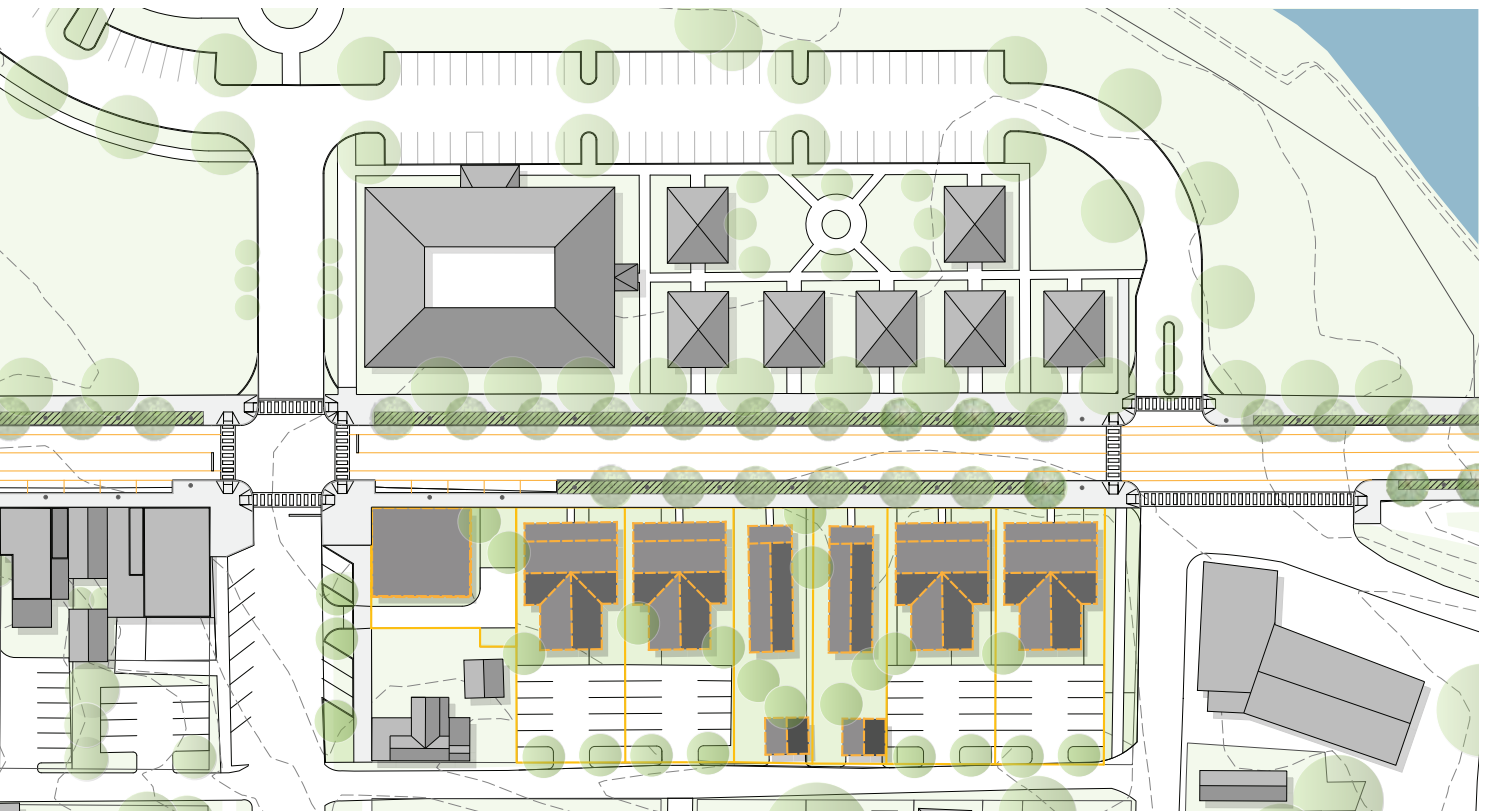
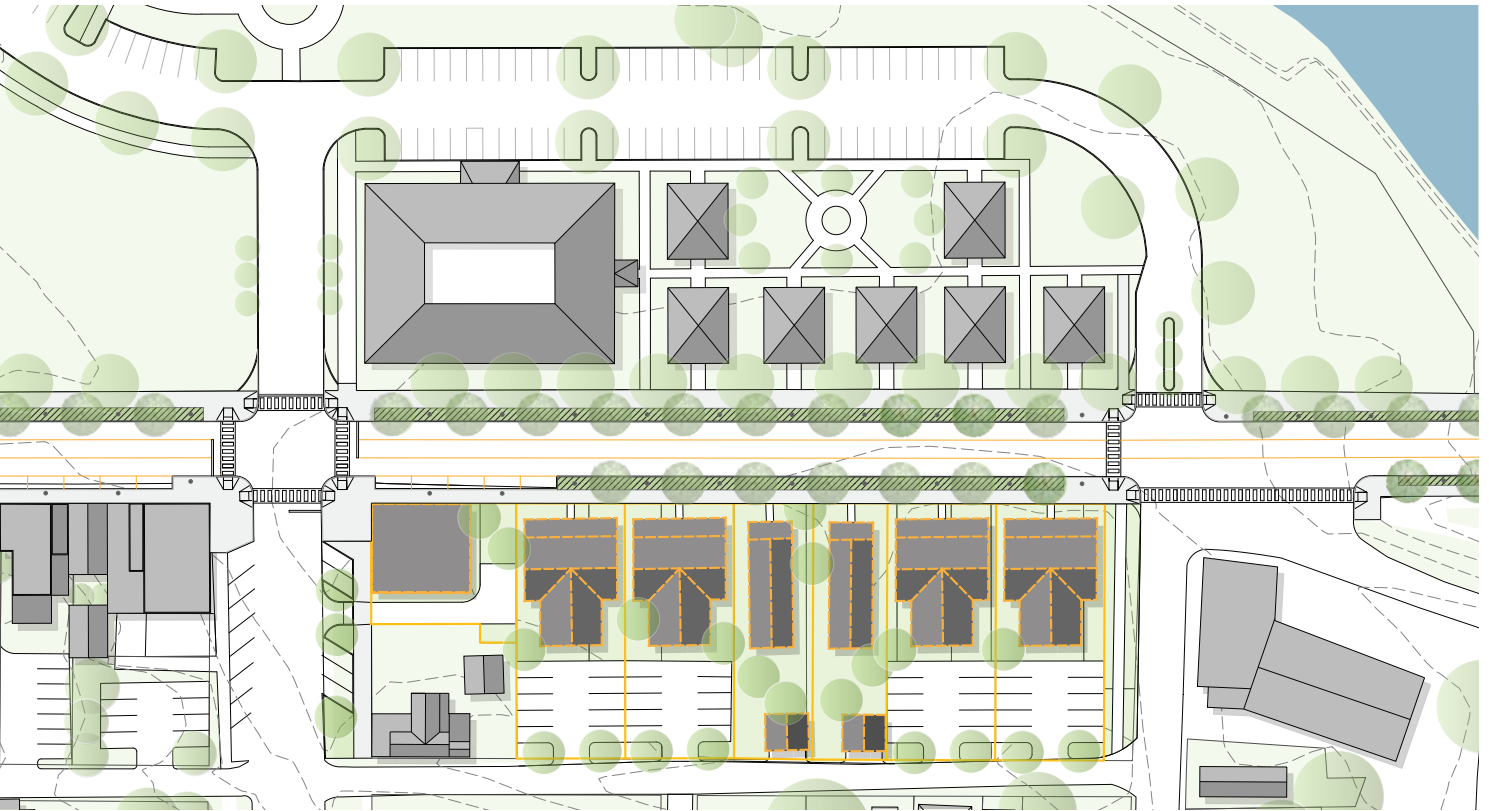




Figure 6.4q: Before - Broad Street and Crawford Avenue Before Streetscape Improvement





Figure 6.4r: After - Broad Street and Crawford Avenue After Streetscape Improvement





Figure 6.5a: Augusta GreenJackets Minor League Stadium



Figure 6.5b: Olmstead Homes



Figure 6.5c: Lake Olmstead



Figure 6.5d: West End Cemetery

6.5 LAKE OLMSTEAD PARK

6.5.1 LAKE OLMSTEAD EXISTING CONDITIONS

Lake Olmstead Park is a linear park located on the western edge of Harrisburg. Surrounding the park are several Harrisburg amenities, such as the GreenJackets Baseball Stadium, the Augusta West End Cemetery, the Augusta BMX Park, and the Augusta Canal. Lake Olmstead Park and its surrounding amenities have the potential to become

an important asset for Harrisburg as well as for the greater Augusta region. However, at present the park and the surrounding recreational facilities are under utilized, inaccessible, and are disconnected from one another, although they sit side by side. Refer to Figures 6.5a to 6.5d for images of the current state of this area. Refer to Figure 6.5e for a plan view showing the existing condition of the study area.



Figure 6.5e: Recreation Area of Study

In order to make these assets more accessible, this section provides recommendations that envision one large recreation area composed of: Lake Olmstead Park, the GreenJackets Baseball Stadium, the West End Cemetery, the BMX Park, and the Canal. Strategies focus on streetscape improvements that will better connect these amenities and facility improvements that will encourage a larger draw of visitors to the area.

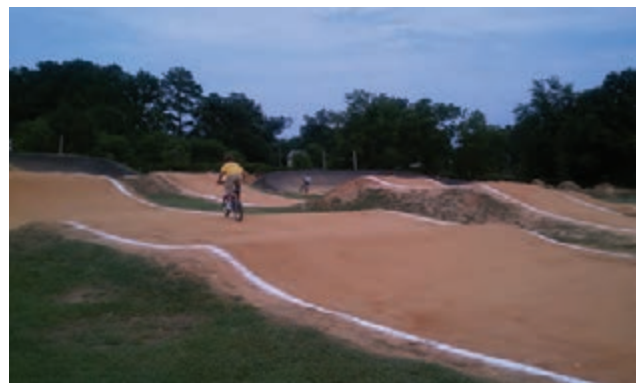


Figure 6.5f: Augusta BMX Park
Photo Courtesy of: www.visitaugusta.wordpress.com



Figure 6.5g: Strategy One - Lake Olmstead Parkway

6.5.2 LAKE OLMSTEAD PARK STRATEGIES

STRATEGY ONE: LAKE OLMSTEAD PARKWAY

To better connect and make more accessible these great recreational amenities, the implementation of Lake Olmstead Parkway is recommended (refer to Figure 6.5g). The Parkway can be easily created by renaming Milledge Road, Wood Street and Division Street to collectively become Lake Olmstead Parkway. Incremental improvements can be made to install sidewalks on both sides of the Parkway, install street lighting appropriate

for a park, and tree lawns with street trees planted at regular intervals to produce an eventual continuous tree canopy along the Parkway. The two entrances from Broad Street should be treated as gateways to the Park area, with directional signs and special lighting. This strategy will help the amenities within this corner of Harrisburg to be seen as one large recreation park, drawing visitors to experience all the area has to offer.



Figure 6.5h: Strategy Two -Amenity Improvements

STRATEGY TWO: AMENITY IMPROVEMENTS

There are four improvements that can be implemented over time to improve the appearance of the Lake Olmstead Park area, making it into an important neighborhood and regional recreation amenity (refer to Figure 6.5h). First, install pedestrian gates to open the West End Cemetery to the Augusta Canal Trail and the Canal itself. Second, improve the existing BMX park and rugby field to become a more substantial and permanent feature for regional use. Third, relocate the Georgia Army National

Guard facility to another more appropriate location and subdivide the site for future residential development and/or new recreational facilities. Fourth, plan for the potential reuse of the GreenJackets Stadium. Four alternatives for the current GreenJackets site are presented in Figures 6.5j through 6.5n. It is critical that any decision regarding the GreenJackets stadium be coordinated with future improvements to the Lake Olmstead Park area.



Figure 6.5j: Stadium Option 1: Improve Existing Stadium Area to Accommodate Additional Training Areas



Figure 6.5k: Stadium Option 2: Repurpose Existing Facilities into a Little League Stadium



Figure 6.5m: Stadium Option 3: Demolish Stadium and Replat for Lakeside Residential Use



Figure 6.5n: Stadium Option 4: Demolish Stadium and Replace with a Large Park to Accommodate City-wide Celebrations

6.6 AUGUSTA GOLF AND GARDENS PARK

The Augusta Golf and Gardens Park is important to the future of Harrisburg and Augusta because it is a possible relocation site for the Augusta GreenJackets. If the GreenJackets move to Downtown Augusta, then it will open alternatives for the re-purposing or reuse of the existing site at Lake Olmstead Park, as discussed in Section 6.5. If the GreenJackets Stadium does not move, then Augusta will need to re-think the future use of the Golf and Gardens Park.

Because of the uncertainty of the GreenJackets relocation and the need for the County to prepare for future development of the Golf and Gardens Park, the first step should be to prepare a flexible plan for the site which will

allow for a future development where a new stadium might be included, housing could be developed, or a mixed use project could be implemented. The key to any of these potential developments is to establish a master street plan, with streets, alleys and subdivided lots, that serves as a framework for future development. Options 2 and 3, Figures 6.6b and 6.6c, have a similar framework that would allow for development of a new stadium plus additional development or allow for a mixed use development tied directly to the levee and the Savannah River. Option 1 and Option 2 are the recommended plans. Alternatively, if the GreenJackets decided not to move, then Option 1, Figure 6.6a, below, is an alternative for mixed use development.

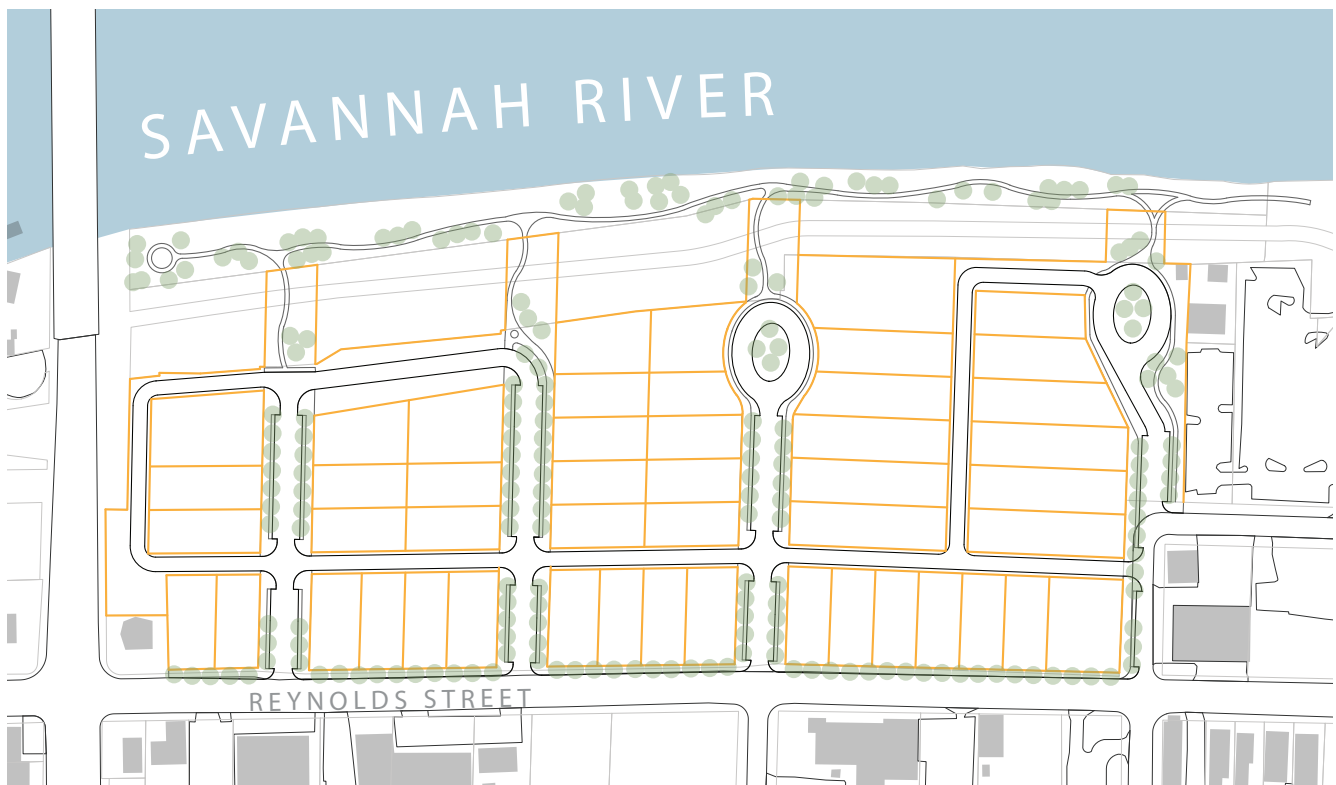
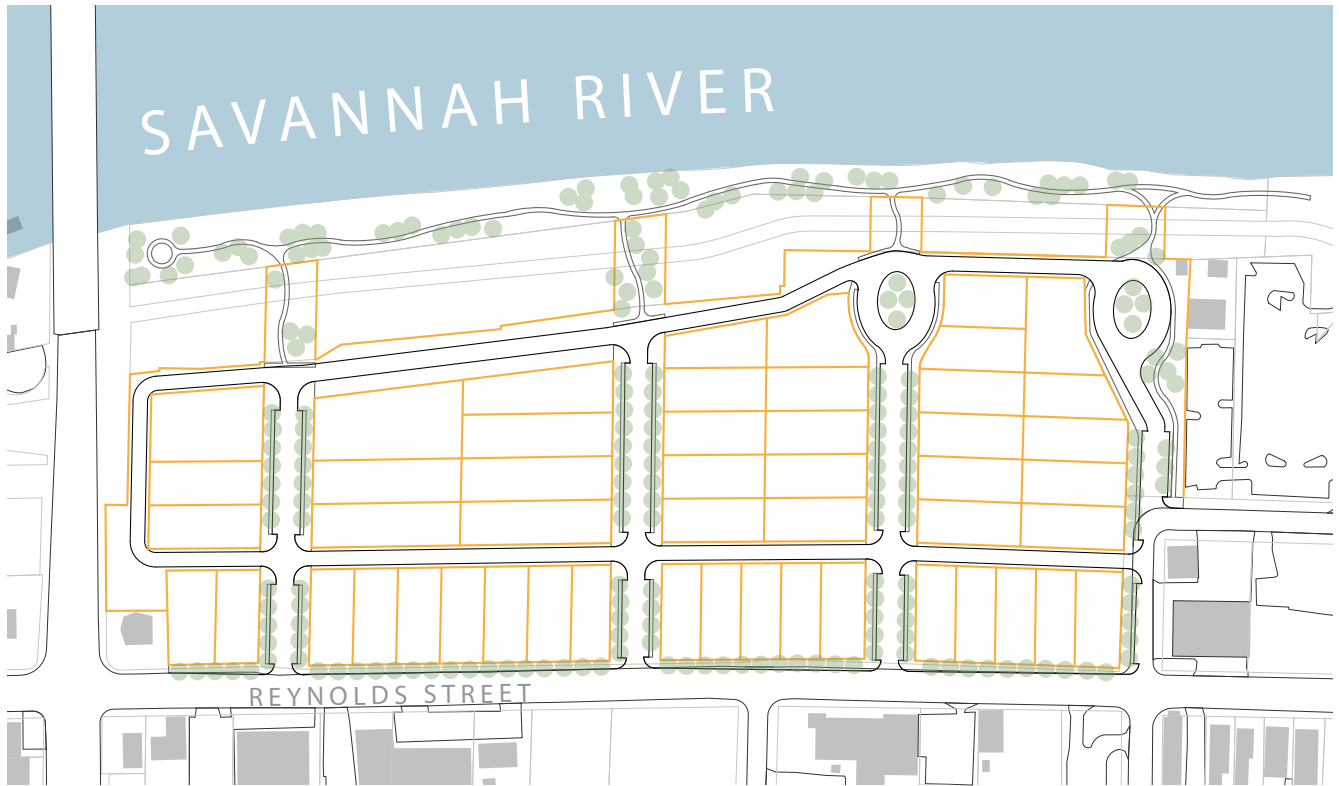


Figure 6.6a: Option One: Replat into Urban Blocks



6.6b: Option Two: Replat to Accommodate the Baseball Stadium

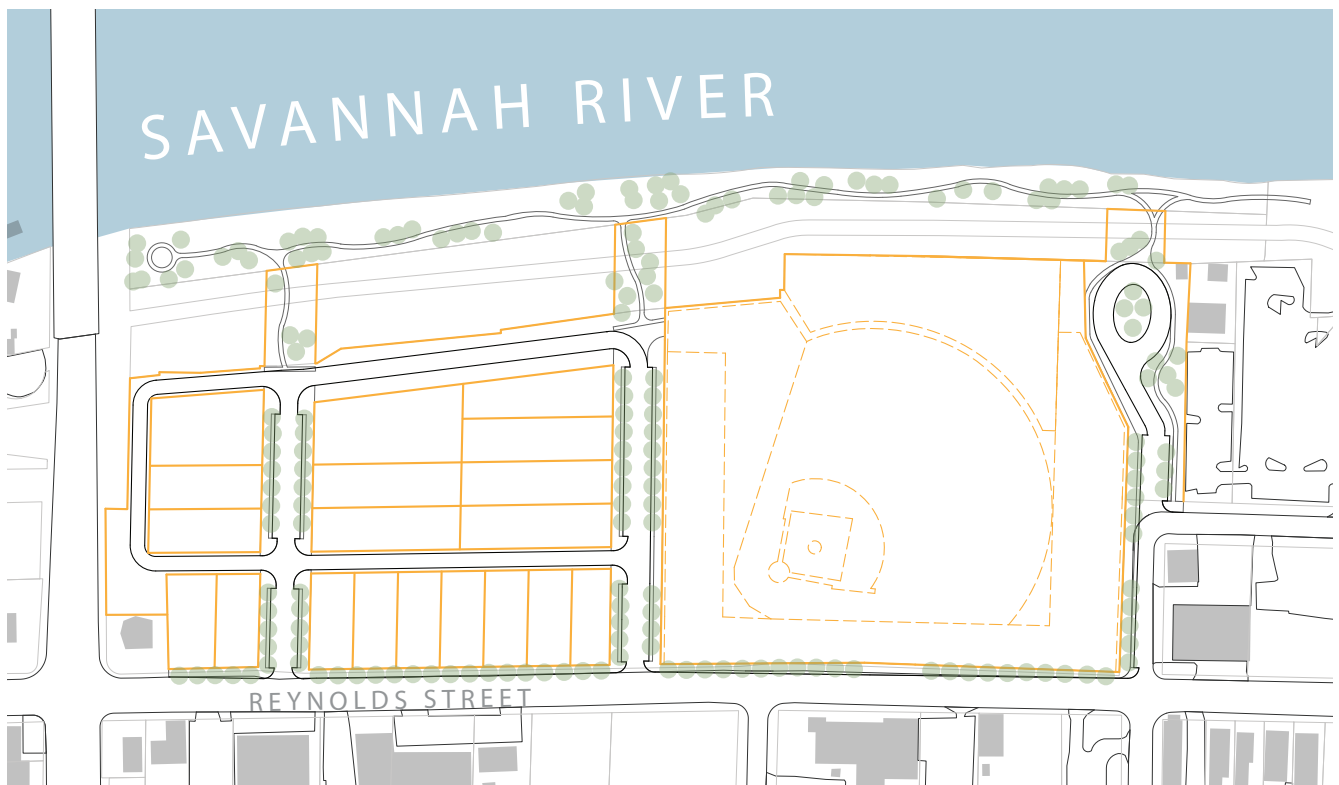


Figure 6.6c: Option Three: Replat with Baseball Stadium





The Canal

7.0 THE CANAL

7.1 INTRODUCTION

The Augusta Canal flows from the Savannah River, through Harrisburg and into Downtown Augusta (refer to Figure 7.1a). It was originally built in 1845 to harness the power of the Savannah River to transport goods, to generate power for the Augusta mills and to provide drinking water to the growing city. The Canal and the mills along it created the majority of Augusta's economy in the 19th and early 20th Centuries.

The Canal was built in 1845 - 1847 and then expanded and widened in 1874 allowing for the operation of three large textile mills, Enterprise Mill, King Mill and Sibley Mill. The Sibley Mill property had been previously used during the Civil War to produce gun powder. The Confederate powder works stack remains at this site. Harrisburg grew up around the King Mill and the Sibley Mill, as housing for mill employees was needed. As the mills and Augusta prospered, so did Harrisburg.

In the mid-20th century the textile industry began to decline. This led to the closing of both the Sibley Mill and the King Mill in the early 2000s, the loss of jobs, and Harrisburg's downturn. By 1960, there was even a proposal to drain the Canal and replace it with a highway.

Prior to closing, the mills were designated as Historic Places on the National Register. The Augusta Canal and the Harrisburg neighborhood are also on the National Register of Historic Places. Together, the Augusta Canal, the Sibley Mill, and the King Mill are a National Historic Landmark, referred to as the Historic Augusta Canal and Industrial District. Additionally, the Canal is recognized by the US Congress as a National Heritage Area, overseen by the Augusta Canal Authority.

The Augusta Canal Authority (ACA), the government-appointed body that has jurisdiction over the Augusta Canal, currently owns the King and Sibley Mill properties. It is holding the properties with future plans to renovate the buildings into mixed use developments, which preserve their historic character. In the mean time, Sibley Mill and King Mill are providing the ACA with some revenue. The Sibley Mill's water-driven turbines generate electricity which is then sold to Georgia Power. The King Mill has been leased to Ohio-based Standard Textile and remains in operation. The ACA is currently seeking funding from the Environmental Protection Agency to remediate the Sibley Mill property with hopes that the environmental clean-up will be complete in time for a market upswing and will make the property more attractive to future developers.

The Augusta Canal is an important part of Harrisburg's history and has great potential to become a major asset to Harrisburg today. The Augusta Canal Authority has completed master planning efforts for the Canal and implemented many of these efforts, mainly in areas north of the Harrisburg community. With the leadership of the Augusta Canal Authority, in cooperation with the Harrisburg neighborhood, improvements could be made to the Canal that create a more accessible and attractive Augusta Canal within Harrisburg, for the neighborhood and the greater Augusta community to enjoy. The remainder of this chapter provides recommended strategies for improving the Augusta Canal within the Harrisburg neighborhood.



Figure 7.1a: Augusta Canal in context

7.1.1 ISSUES OVERVIEW

There are currently three major problems that should be addressed in order to make the Canal more accessible and attractive to the community. First, the Canal property itself needs to be improved and maintained to become an amenity for Harrisburg and the region. Second, the Canal

needs to be connected to the neighborhood to promote easy access and security. Third, the neighborhood directly along the Canal needs to be rehabilitated and re-platted so that parcels which currently have their backs to the Canal are altered to front a street or tow path that lines the Canal.

7.2 ISSUES

7.2.1 ISSUE 1: CANAL UNDER-UTILIZED

The Canal is not being fully utilized as an amenity for Harrisburg and the Augusta region. Below is a list of physical issues that can be addressed to resolve this situation.

A. The Augusta Canal within the neighborhood is overgrown and disconnected (refer to Figure 7.2a).

Examples:

- Along Goodrich Street between Eve Street bridge and King Mill and beyond to the Power Plant, the trail does not exist.
- Along St. Luke Street to 15th Street the Canal trail is overgrown and not maintained.
- The quality of the trail from the GreenJackets Stadium to Chafee Park is a dirt road.

B. There is a lack of relationship between the green spaces and the Canal (refer to Figure 7.2b).

Examples:

- The Canal trail that extends across Chafee Park is not aligned with the edge of the Canal.
- The Canal is segregated from the cemetery by a fence with no gates or access to the Canal and/or the Canal trail.
- The Canal trail does not currently connect to the GreenJackets Stadium.

C. There is residual land along the Canal that is abandoned and neglected (refer to Figure 7.2c).

Examples:

- Land between the Humane Society and the Canal on Milledge Road.
- Land between Riverwatch Parkway and Goodrich Street, north of the Sibley Mill.
- Land at the corner of Tuttle Street and St. Luke Street .

- The parking lot behind the Martha Lester School.
- The intersection of Butt Memorial Bridge and Calhoun Expressway Ramp.
- The corner of Walton Way and St. Sebastian Way.



Abandoned foot-path trail



Trail along the railroad



Abandoned parcel by the mills

Figure 7.2d: Images of Conditions Along the Canal

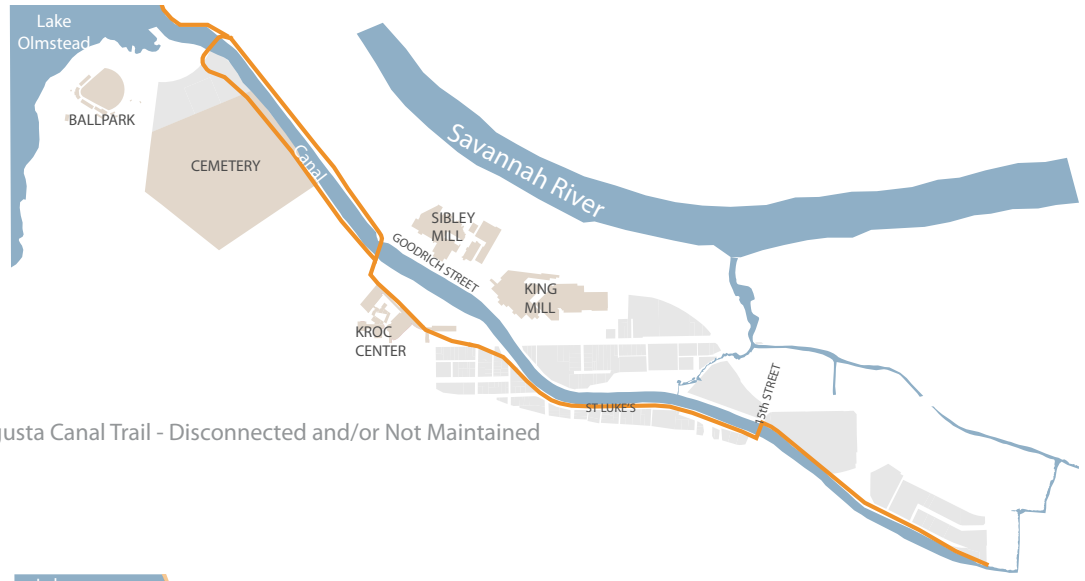


Figure 7.2a: Existing Augusta Canal Trail - Disconnected and/or Not Maintained

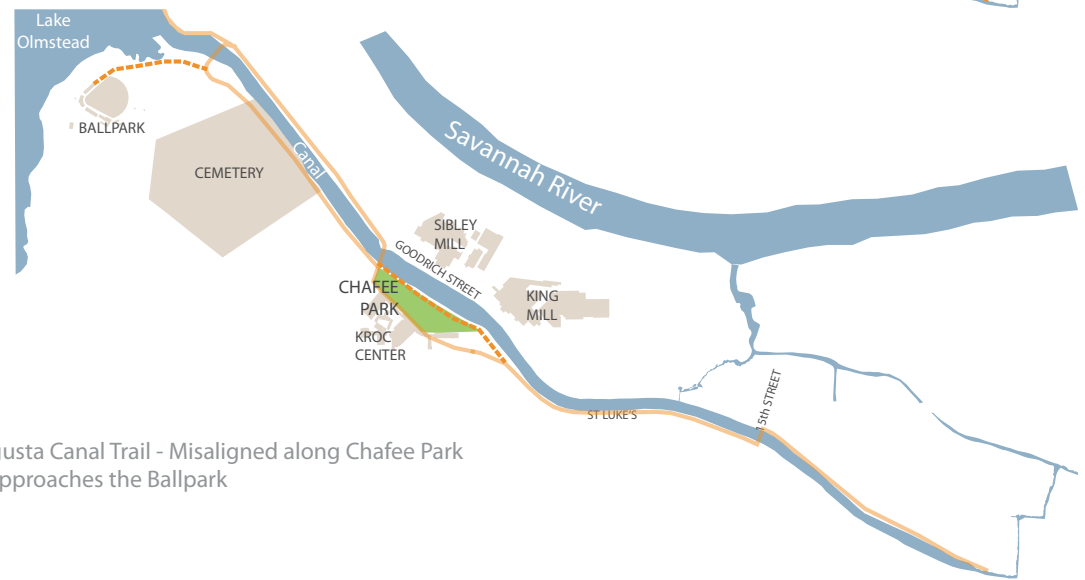


Figure 7.2b: Existing Augusta Canal Trail - Misaligned along Chafee Park and Discontinued as it Approaches the Ballpark

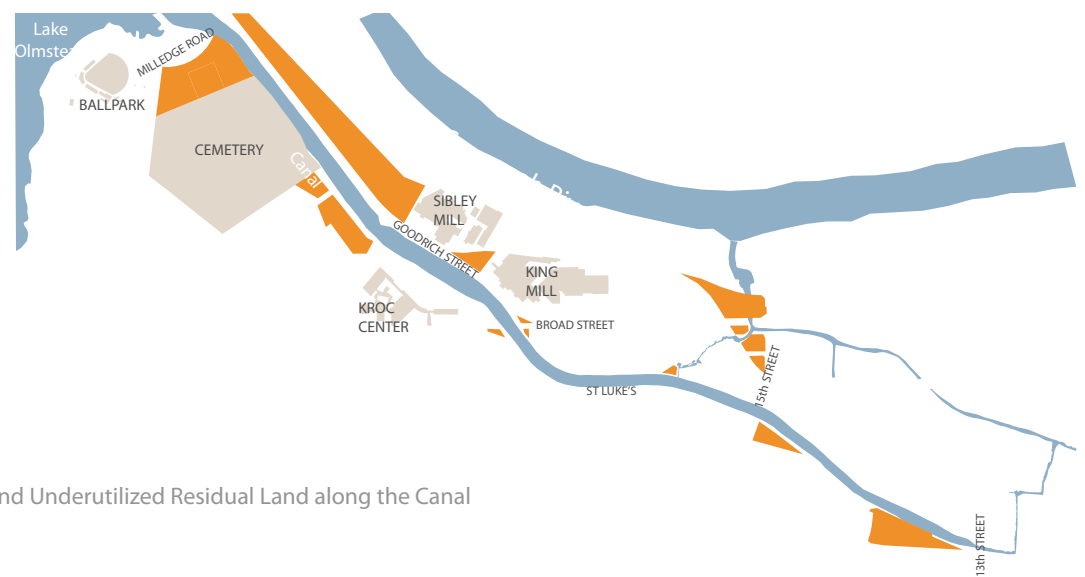


Figure 7.2c: Neglected and Underutilized Residual Land along the Canal

7.2.2 ISSUE 2 - CANAL DISCONNECTED

The Canal is disconnected from the Harrisburg neighborhood and, therefore, from the region. Below is a list of physical problems that can be addressed to resolve this issue.

A. Calhoun Expressway bisects the neighborhood and prevents many direct routes to the Canal (refer to Figure 7.2f).

Examples:

- Tuttle Street, Tubman Street, and Metcalf Street all dead-end into the expressway.

B. Streets dead-end and/or turn away from the Canal before reaching it (refer to Figure 7.2g).

Examples:

- Milledge Road and Wood Street
- Perkins Street and Brinson Street
- Curry Street
- Canal Street and Tuttle Street

C. There is no continuous public right-of-way along the edge of the Canal, which limits access to this public amenity (refer to Figure 7.2k).

Examples:

- St. Luke Street and Goodrich Street are the only streets along the Canal and service only a small section of the neighborhood.



Calhoun Expressway Bisecting the Neighborhood



Dead-end Streets



Backs of Lots Facing the Canal

Figure 7.2e: Images of Conditions Along the Canal.

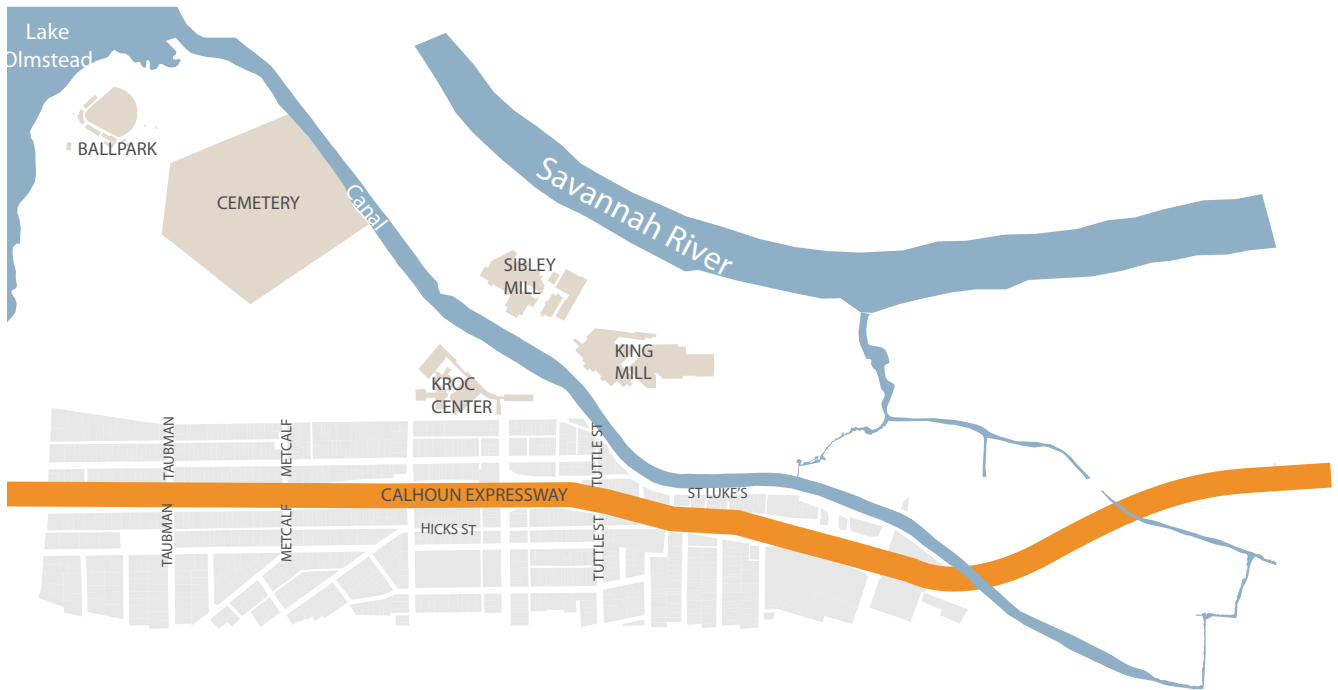


Figure 7.2f: Calhoun Expressway Bisects the Neighborhood and Prevents Direct Access to the Canal

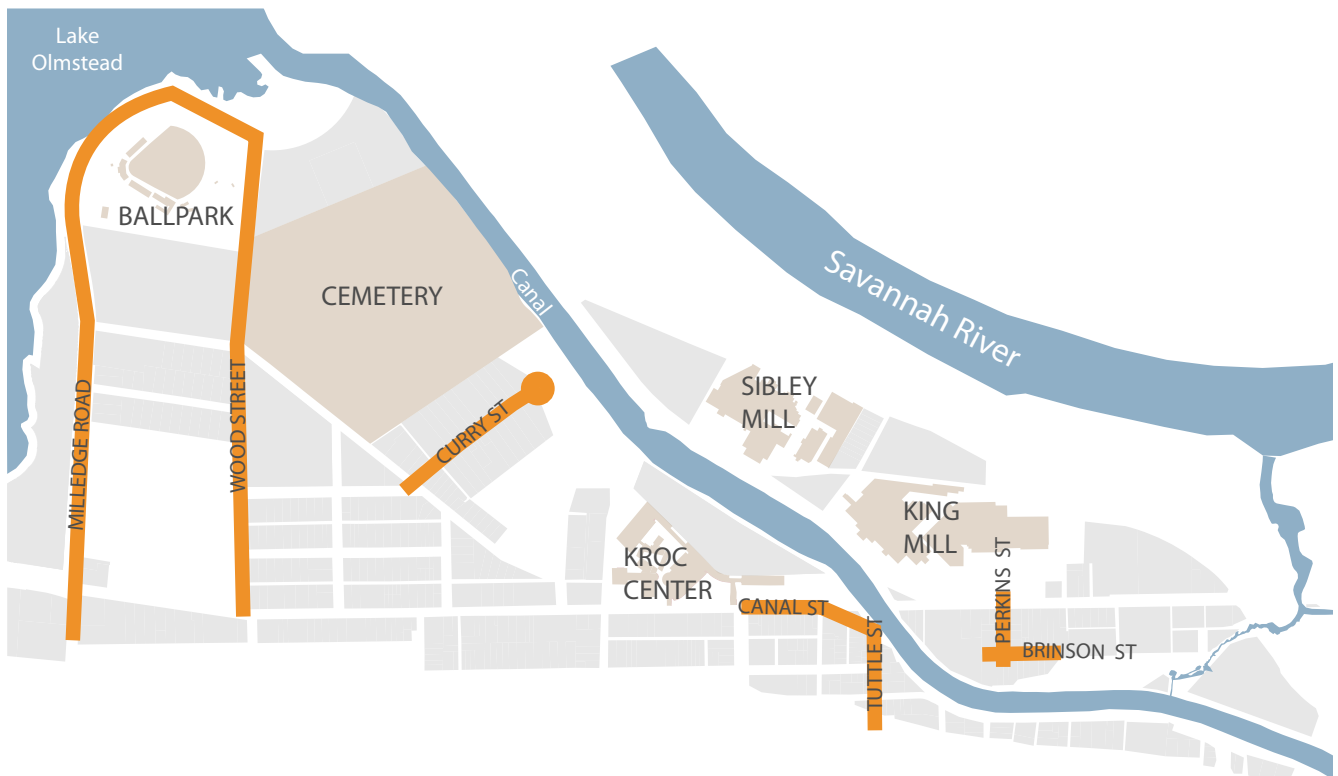


Figure 7.2g: Dead-end and Redirected Streets - Streets do not Connect to the Canal

7.2.3 ISSUE 3 - THE CANAL IS SEEN AS A UTILITY CORRIDOR AND NOT AS AN AMENITY

Historically, the Canal was used to support the industries that lined it and was seen as a utility corridor. Today, the Canal is no longer utilized for industrial purposes and is full of potential to become an urban park servicing the entire Augusta region. The fronts of buildings along the Canal, however, are oriented away from it, with the Canal hidden behind them. Below is a list of physical problems that can be addressed to resolve this issue.

A. Deteriorating housing conditions along the Canal provide opportunities for acquisition and reconstruction of buildings that face the Canal. Examples:

- The houses between the Martha Lester School and the Canal on Broad Street.
- Housing near St. Luke Street and Hamilton Street.
- Housing near Canal Street and Deans Lane.

B. Buildings along the edge of the Canal are oriented away from it allowing backs of buildings to front the Canal. Few right-of-ways exist along the Canal for buildings to front (refer to Figure 7.2j and 7.2k). Examples:

- The Martha Lester School parking lot faces the Canal.
- Houses along Perkins Street back to the Canal.

C. The Sibley and King Mills are important historical assets that have not been adapted to the contemporary uses, nor has a relationship been established between these buildings and the Canal (refer to Figure 7.2m). Examples:

- The trail, railroad, streets and mills have not been integrated into the Canal landscape as a public amenity.
- The mill sites are inaccessible to the public and poorly maintained.



Deteriorated Housing Conditions Along the Canal



Railroad Tracks Along an Unmaintained Trail



Relationship of Trail, Railroad and Street with the Canal

Figure 7.2h: Images of Conditions Along the Canal



Figure 7.2j: Overgrown Canal Edge and Homes that Back on to the Canal

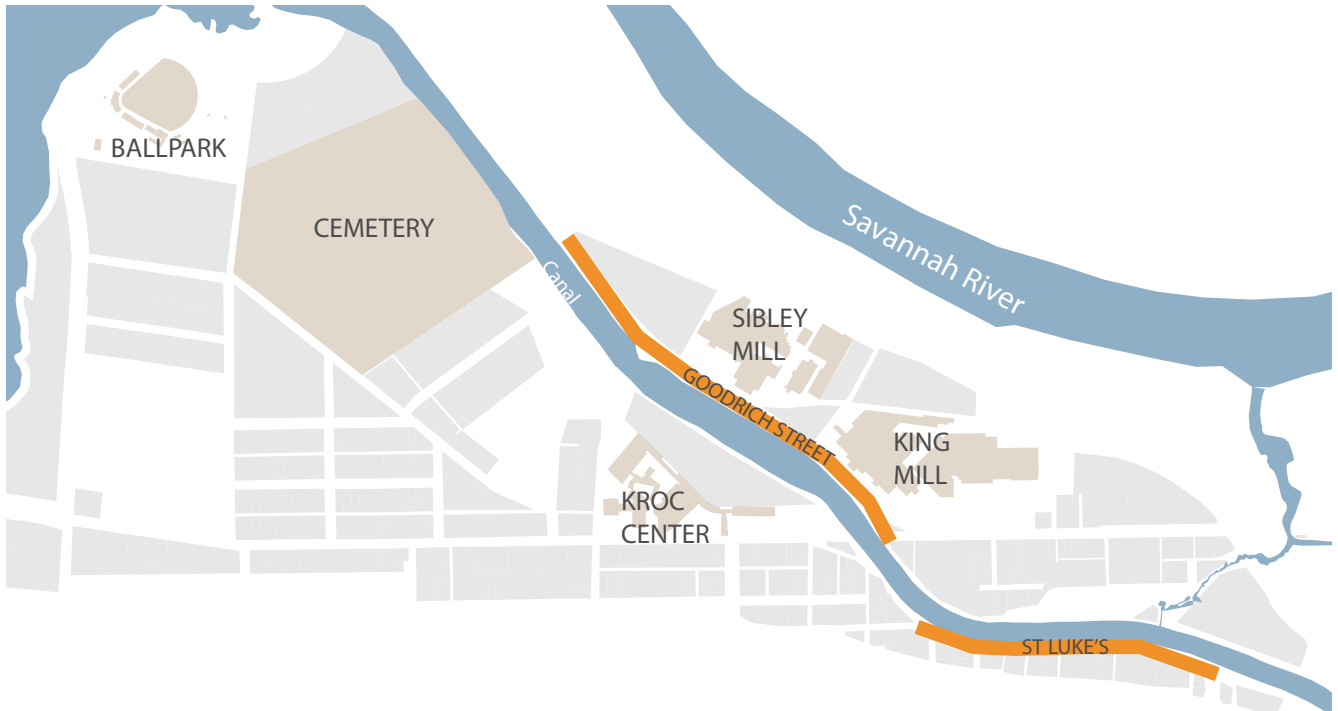


Figure 7.2k: Connection to the Canal - The Two Public Right-of-Ways Along the Canal (Goodrich Street and St. Luke's Street)

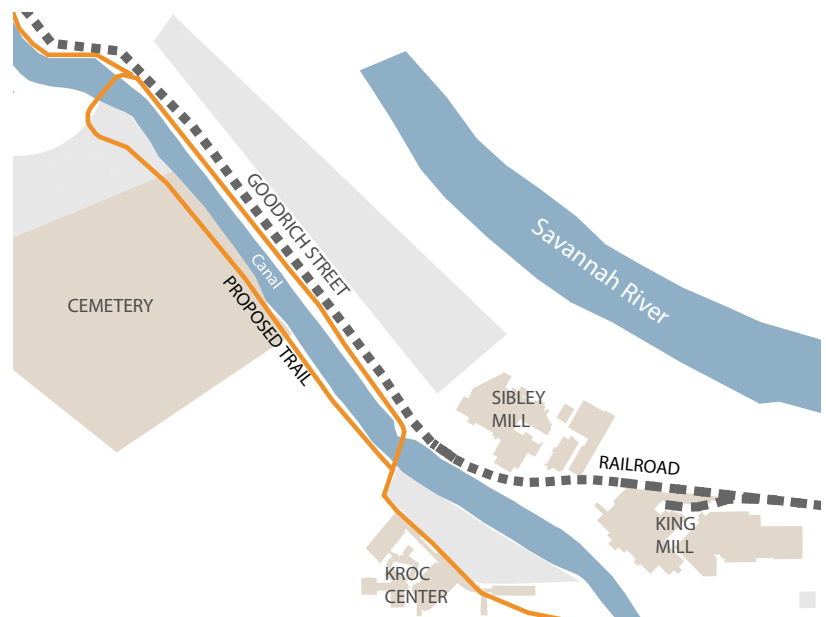


Figure 7.2m: Lack of Relationship Between the Canal, Trail, Railroad, Street and the Mills as an Integrated Part of Harrisburg's Identity

7.3 STRATEGIES

The following strategies attempt to provide solutions for the issues discussed in Section 7.2.

Strategy 1. Make the Canal an amenity for Harrisburg and the region by improving trails and creating usable greenspace along the Canal.

- The Augusta Canal trail should be connected and extended to form a continuous path along the edge of the Canal from the Headgates all the way to the Medical Center at 13th Street (refer to Figure 7.3a). This strategy is described in more detail in Implementation Phases 1, 2, and 3 - Sections 7.4.1, 7.4.2, and 7.4.3.
- The trail through Chafee Park should be realigned to be positioned along the edge of the Canal. Chafee Park should be redeveloped into an event space where the Canal can be celebrated (refer to Figure 7.3a). This strategy is described in more detail in Implementation Phase 1- Section 7.4.1.
- The residual and neglected land along the Canal should be developed as a network of green spaces connecting the edges of the Canal as a continuous thread (refer to Figure 7.3b). This strategy is described in more detail in Implementation Phase 2 - Section 7.4.2.

Strategy 2. Streets need to be extended and reconnected to provide easy access to the Canal and to provide a means to move along side the Canal.

- A new right-of-way along the Canal from the ballpark to Chafee Park should be created to activate use of the Canal and to better connect to the cemetery (refer to Figure 7.3d). This right-of-way can be an extension of the green spaces along the edge of the Canal, as discussed in Strategy 1. This strategy is described in more detail in Implementation Phase 1- Section 7.4.1.

- Calhoun Expressway should be replaced by a re-established Green Street which would renew cross connections on both sides of the Expressway like Tuttle and Metcalf and Hicks Streets (refer to Figure 7.3c). Refer to Chapter 8.0 for more details.
- Milledge Road, Curry Street and other streets that turn away before intersecting the street along the Canal need to be extended and connect to a new right-of-way established along the Canal (refer to Figure 7.3d). This strategy is described in more detail in Implementation Phase 1 - Section 7.4.1.
- Houses that are in disrepair near the Canal need to be repaired or demolished to make room for new development, with a new street framework that addresses and connects to the Canal.

Strategy 3. The neighborhood should adapt to the change in use of the Canal from an industrial corridor to a recreational amenity.

- Transform the way people view the Canal, increase proximity to it and advocate for frequent use of it by establishing a public right-of-way along the edges of the entire Canal. This strategy is described in more detail in Implementation Phases 3 and 4 - Sections 7.4.3 and 7.4.4.
- Re-subdivide, reorient and create parcels with direct access to the Canal (refer to Figure 7.3f). This strategy is described in more detail in Implementation Phase 3 - Section 7.4.3.
- The mills need to be adapted to contemporary uses, as the market allows. More immediately, the mill sites should be integrated into the landscape of the Canal through a greening and maintenance plan. The railroad, the trail, and the street need to be integrated into the Canal's landscape (refer to Figure 7.3e). This strategy is described in more detail in Implementation Phase 4- Section 7.4.4.

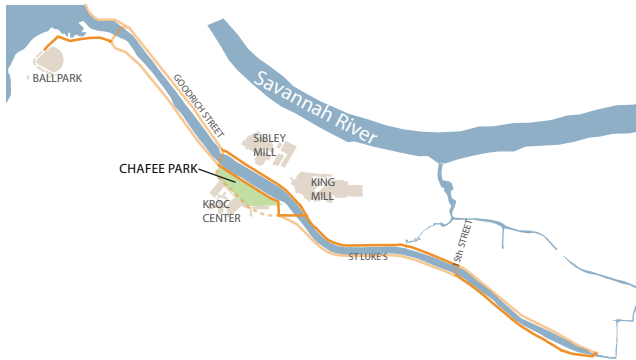


Figure 7.3a: Extend and Realign the Trail to Privilege the Canal

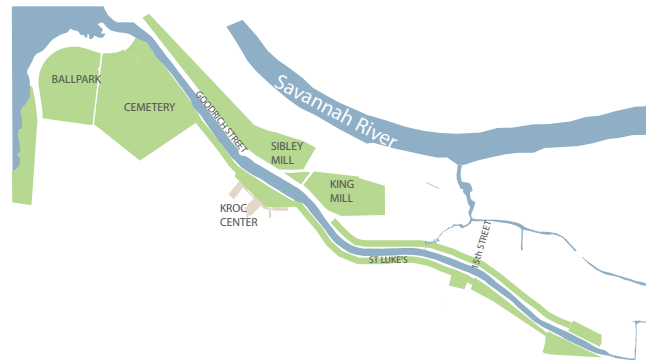


Figure 7.3b: Residual Spaces Should be Developed as Part of a Green Network Along the Canal

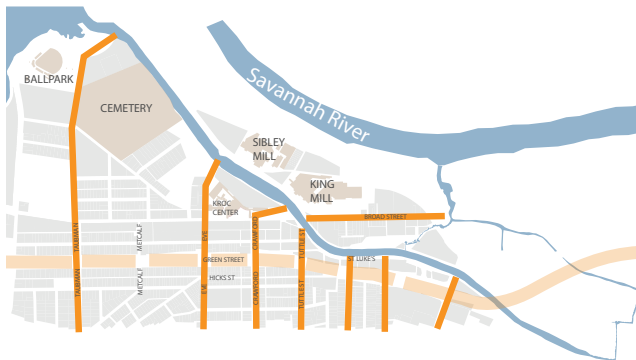


Figure 7.3c: Reconnect and Extend the Streets after Restoring Green Street and Removing the Calhoun Expressway

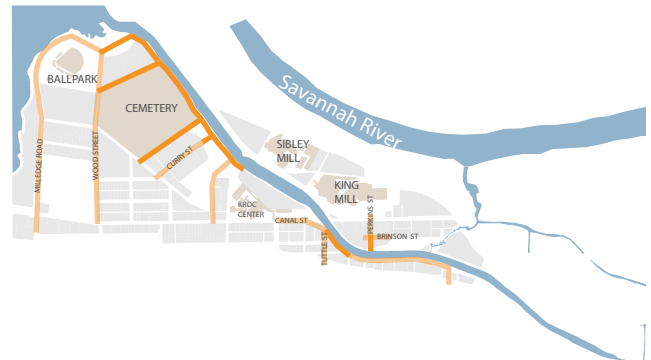


Figure 7.3d: Establish an Extended and Continuous Right-of-Way Along the Canal to Reconnect Streets

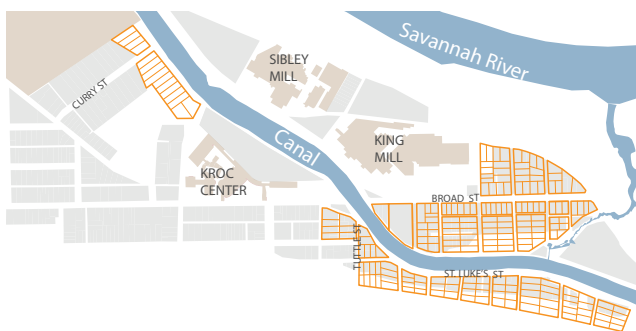


Figure 7.3f: Subdivide Parcels to Enable the Proposed New Development to be Oriented Towards the Canal



Figure 7.3e: Mills Established as Part of the Canal Landscape with a Relationship to the Trail, Railroad and the Street



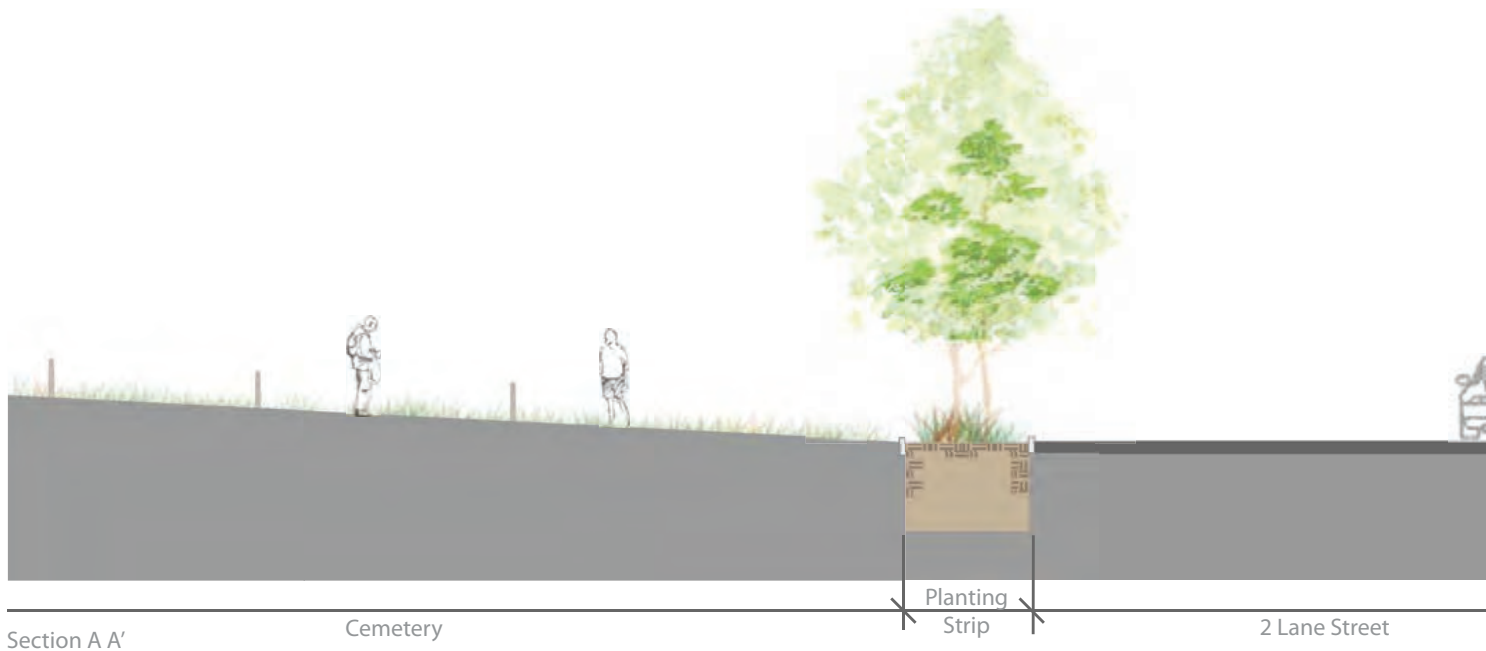
Figure 7.4a: Proposed Implementation for Phase 1 - Area From the Ballpark to the Kroc Center
Scale 1"=400'

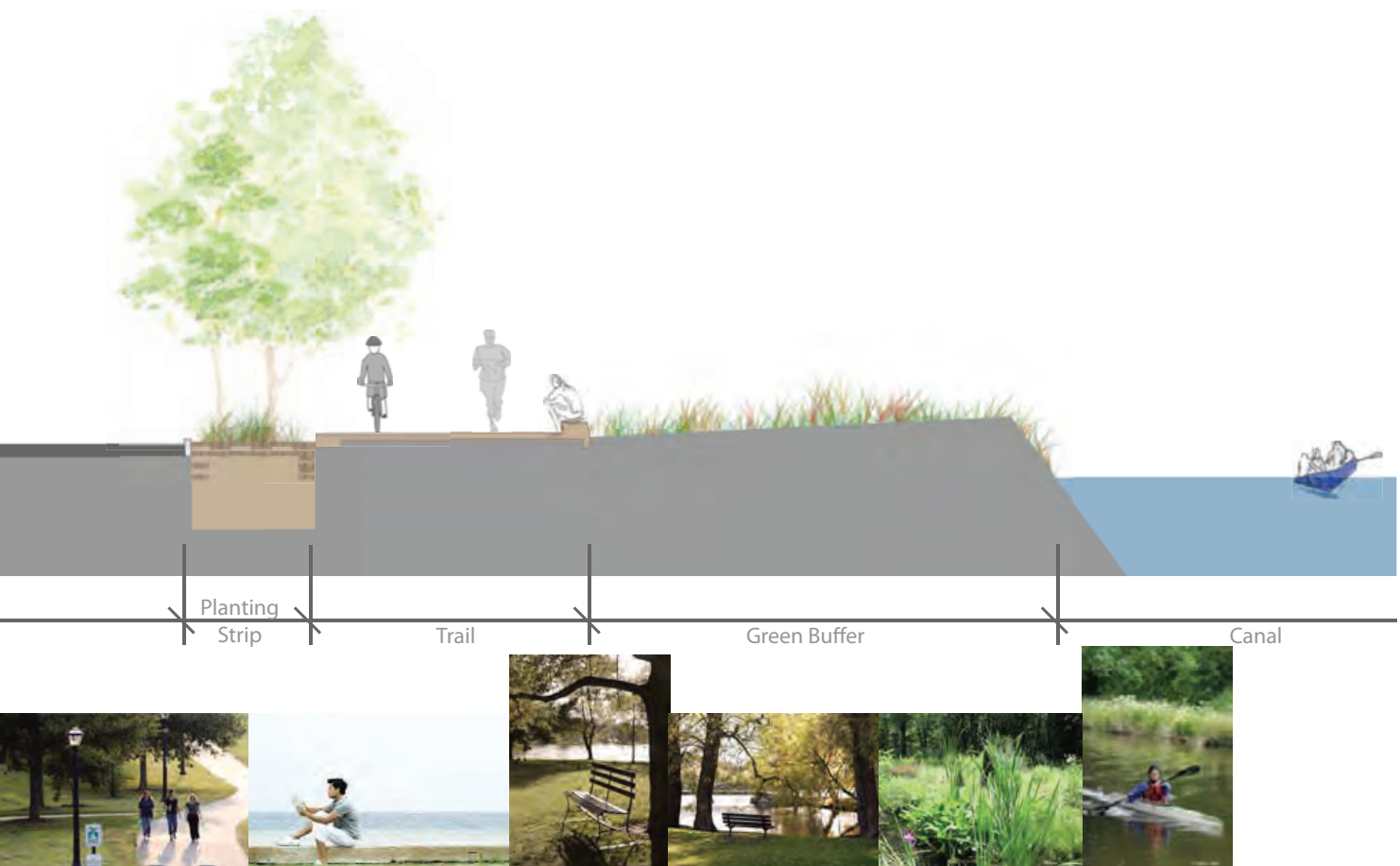
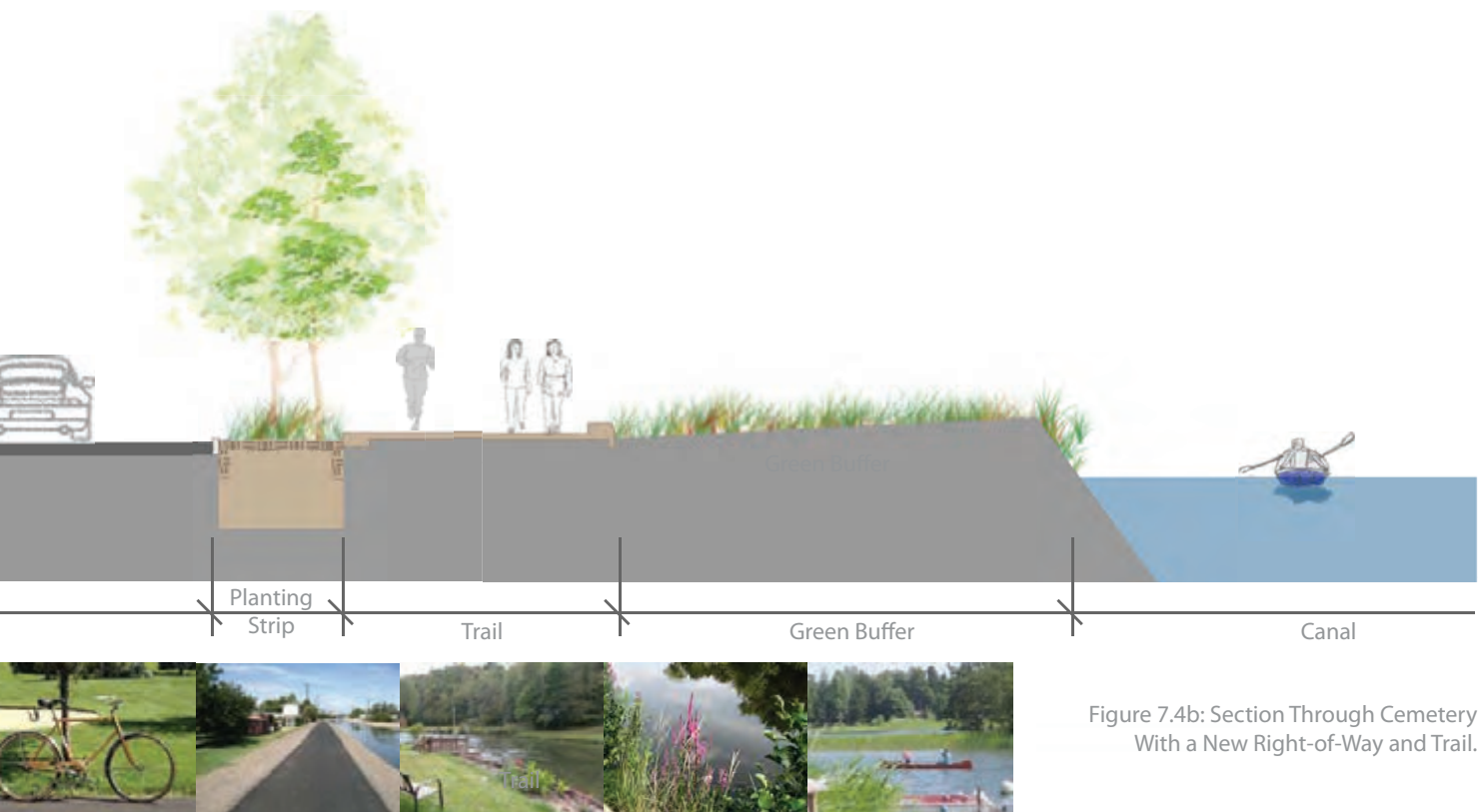
7.4 PROJECT IMPLEMENTATION AND PHASING

7.4.1 IMPLEMENTATION PHASE 1:

- Re-establish the trail along the Canal edge from the GreenJackets ballpark, along the Cemetery, and the edge of Chafee Park all the way to Broad Street. This will help extend the use of the Augusta Canal trail that stretches from the headgates down to the ballpark (refer to Figures 7.4a, 7.4b, and 7.4c).
- Create a new right-of-way from Milledge Road to Eve Street along the Canal to allow better access to the Canal trail from the neighborhood and then connect Curry Street, Owen Drive and Langley Drive from Division Street to this new public right-of-way (refer to Figure 7.4a, 7.4b, and 7.4c).
- Improve Chafee Park, as part of developing the Kroc Center. It should be designed not only as a green space, but also as a place for the neighborhood to celebrate special events along the Canal (refer to Figure 7.4a, 7.4d, and 7.4e).









Section C C'





Figure 7.4d: Partial Plan - Realigning the trail along the Canal at Chafee Park and the Kroc Center



Figure 7.4e: Section Through Chafee Park With Trail Aligned Along the Canal Including a Boat Launch/Overlook

7.4.2 IMPLEMENTATION PHASE 2

- Integrate the Canal trail with a new Georgia Health Sciences University Master Plan around 13th and 15th Streets as a way to connect the trail from the Georgia Health Sciences University into the neighborhood and encourage use of the Canal as an amenity for both residents and students (refer to Figure 7.4f).
- Establish a system of small linear parks along the Canal. The residual spaces around the levee can be graded to create a gradual incline leading up to the Canal edge and the trail. In places where infill is not a viable solution, steps can be introduced to provide access to the trail and the adjoining recreational green spaces (refer to Figures 7.4f and 7.4g).



Section D D'

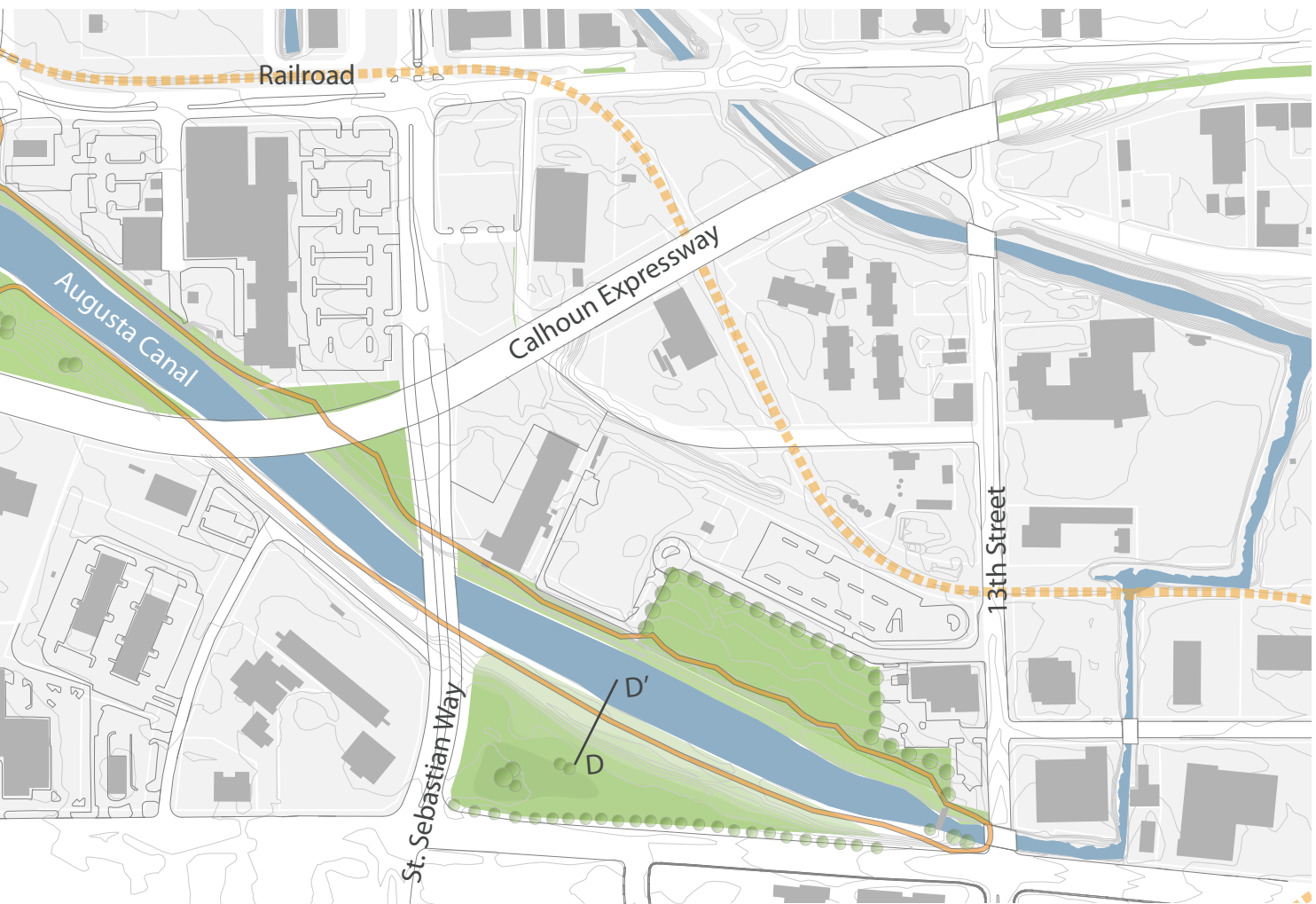


Figure 7.4f: Proposed Implementation for Phase 2 - the South End of the Canal Near 13th and 15th Street
Scale 1"=400'

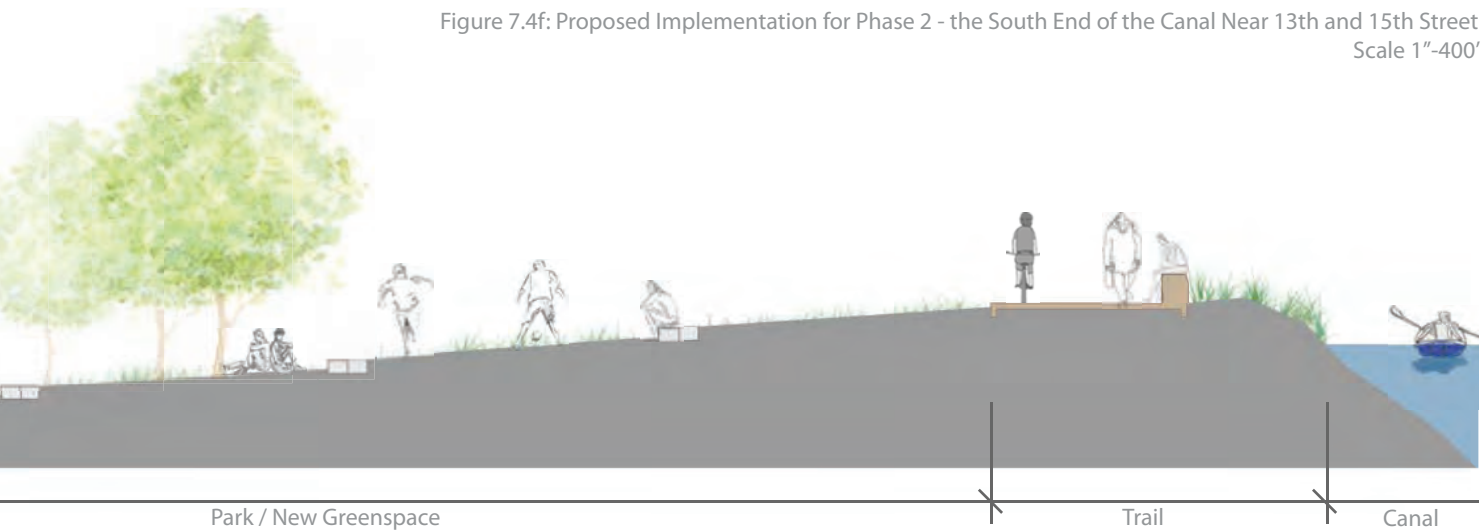


Figure 7.4g: Section Through Proposed Greenspaces With the Trail Along the Canal



Figure 7.4h: Proposed Implementation for Phase 3 Between 15th Street and Broad Street - Proposed Redivision and Reorientation of Parcels
Scale 1"=400'



7.4.3 IMPLEMENTATION PHASE 3

- Extend the Canal trail, on both sides of the Canal to connect 15th Street (Georgia Health Sciences University) to the Kroc Center and Chafee Park, on the south side, and connect to the Mills and across Broad Street, on the north side (refer to Figure 7.4h).
- Introduce a new right-of-way along the Canal on the north side between 15th Street and Broad Street (refer to Figure 7.4h).
- Re-subdivide parcels between Broad Street and the new right-of-way to front the Canal (refer to Figures 7.4h and 7.4j). The future development of these parcels, with their front doors facing the Canal, can allow for the Canal to be seen as an amenity. The Canal trail on the north side will provide movement along the new right-of-way and the new right-of-way will provide greater access to the trail. The typical design strategy to address the Canal's grade change would be consistent with infill in places to create gradual inclined connections or steps leading up to the trail at key access points. The design of new development between Broad Street and the Canal should take into consideration that the Canal is raised approximately 6 to 8 feet above grade, in some areas. Design strategies that take advantage of the visual connection should be utilized.

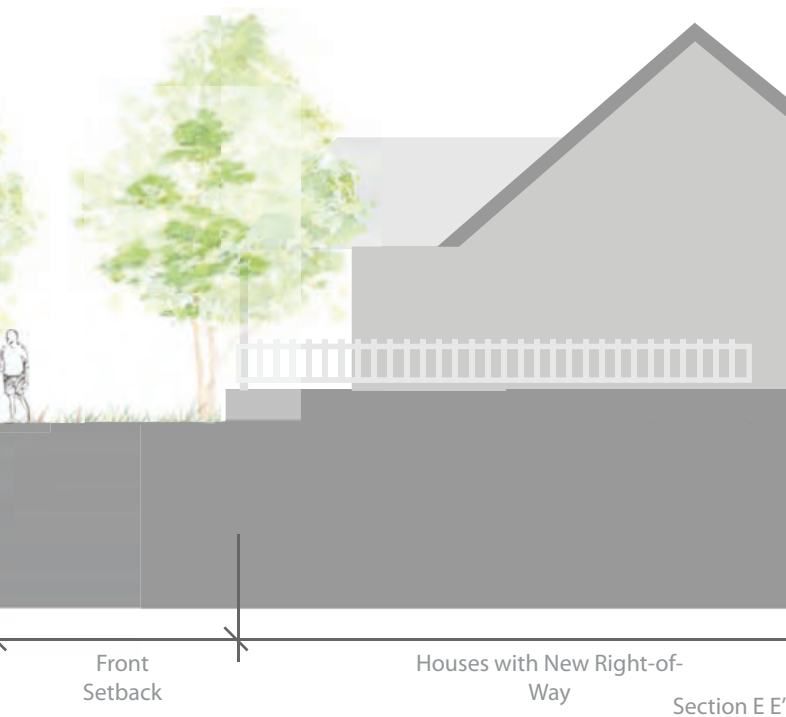


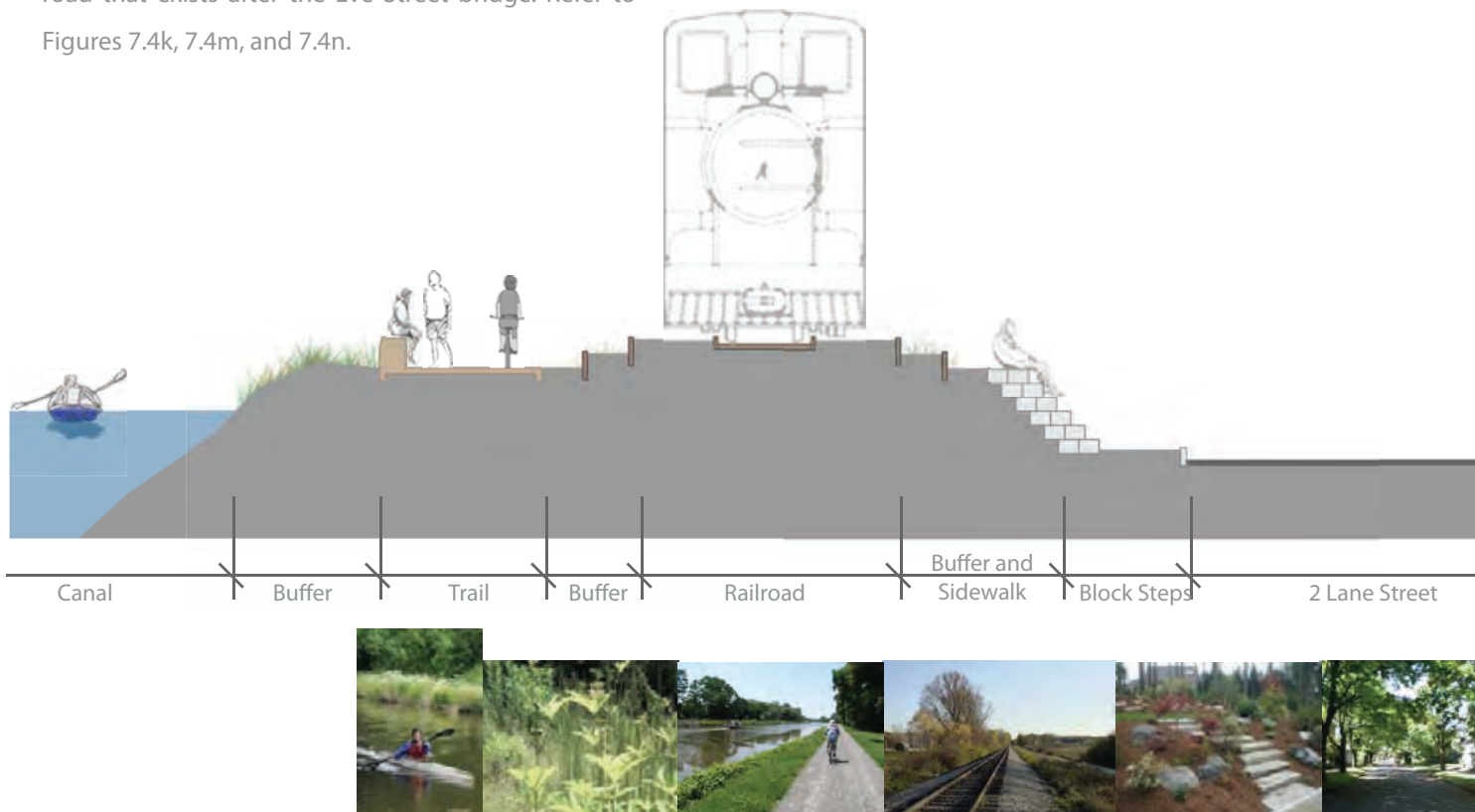
Figure 7.4j: Typical Section Through Proposed Division of Parcels and Reorientation of New Development to Address the Canal

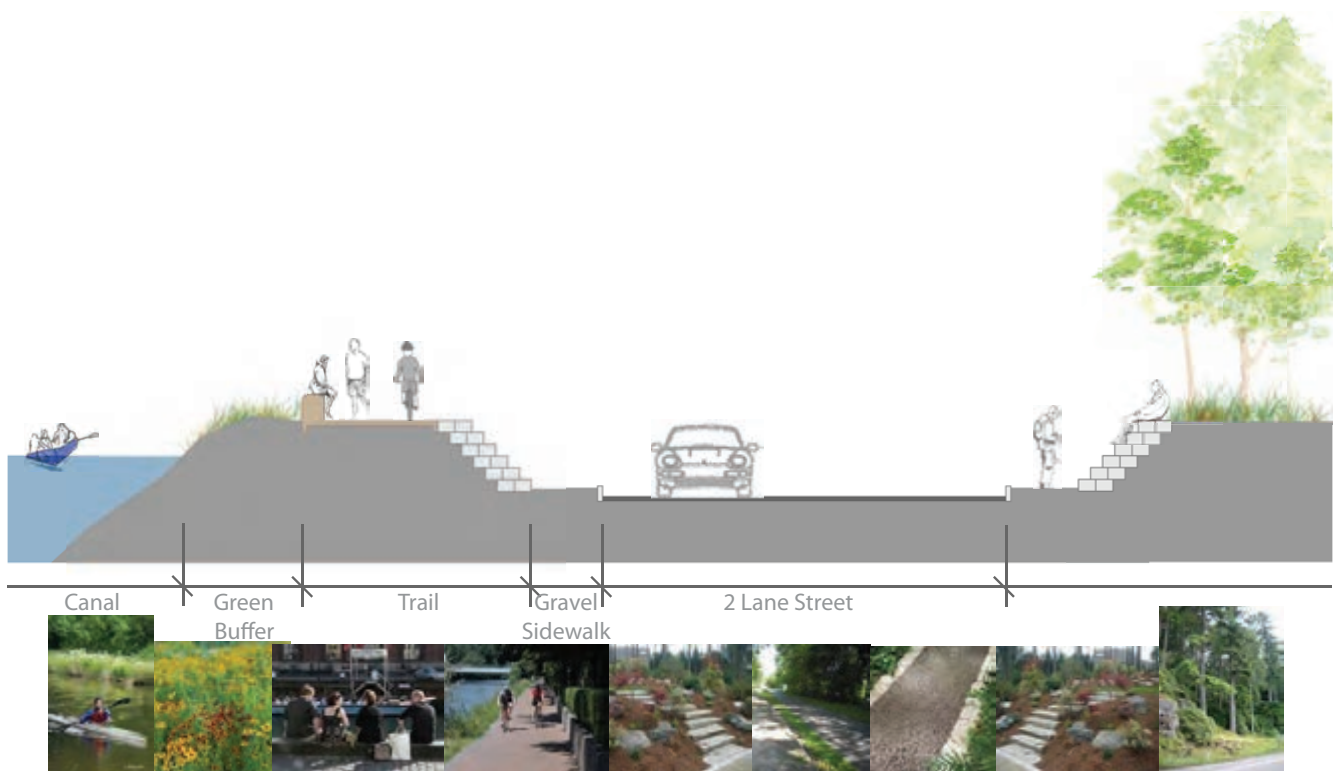
7.4.4 IMPLEMENTATION PHASE 4

- The mills, as an important part of the industrial heritage of Augusta, need to be acknowledged just as much as the Canal itself. Neither would exist without the other. Until a decision is made on how to retrofit, develop and reuse the mills, the mill sites must be integrated into the landscape of the Canal. Treating the site and Canal as a backdrop to showcase the mills could make the mill more attractive for private investment.
- The railroad, Canal, trail and Goodrich Street in front of the mills have an awkward relationship with each other. The relationship should be clarified by establishing a clear and well-maintained trail along the Canal that is more than just a dirt path. This path will signify where the trail is and create a safe zone for trail users, separate from the railroad. Goodrich Street needs to be extended all the way to the trail bridge at Lake Olmstead. This can be done by paving the dirt road that exists after the Eve Street bridge. Refer to Figures 7.4k, 7.4m, and 7.4n.



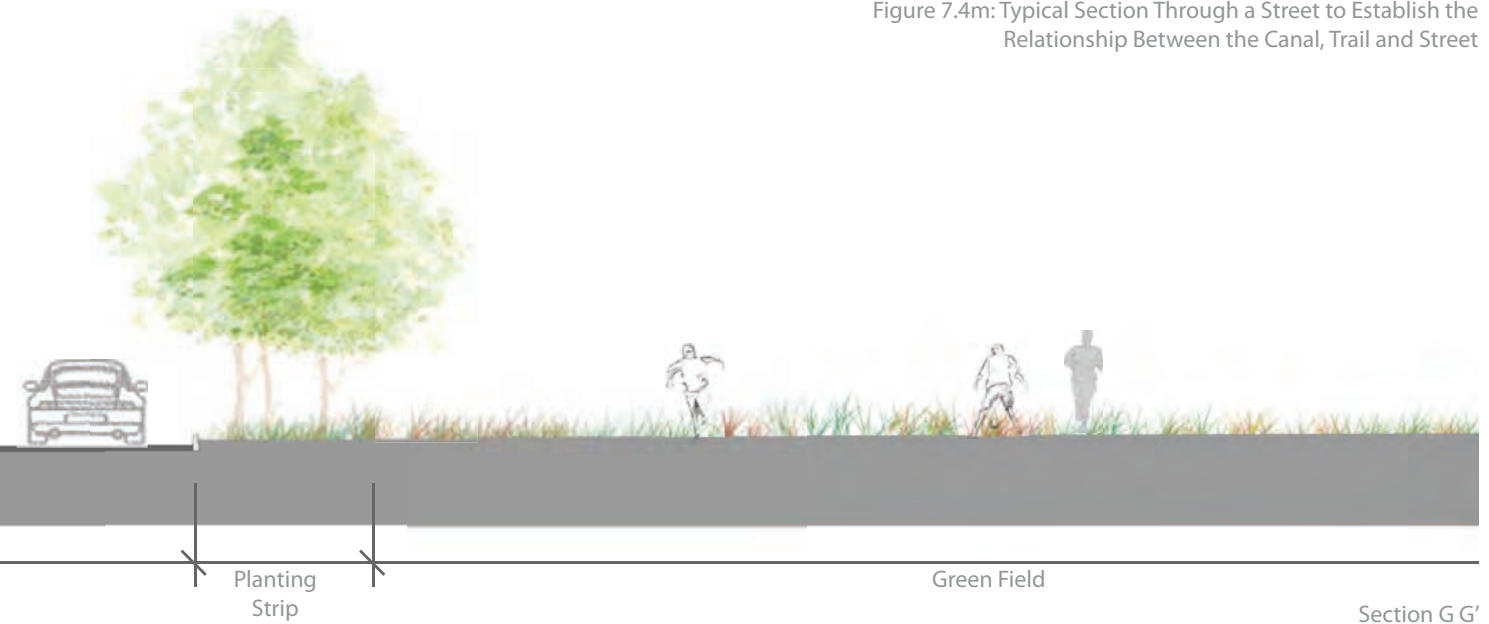
Figure 7.4k: Proposed Implementation for Phase 4 - Integrating the Mills, Goodrich Street, Railroad and Trail into the Canal Landscape





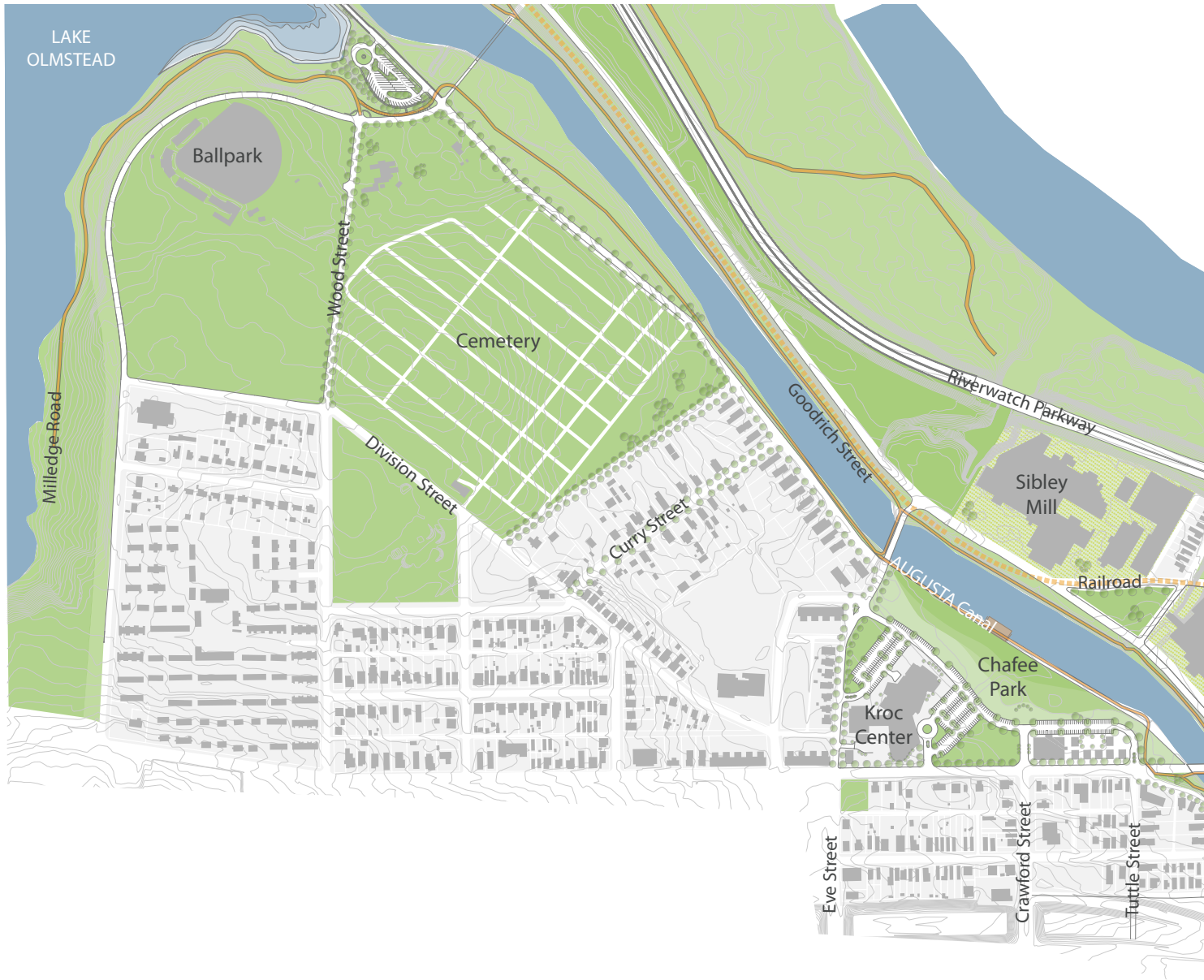
Section F F'

Figure 7.4m: Typical Section Through a Street to Establish the Relationship Between the Canal, Trail and Street



Section G G'

Figure 7.4n: Section Through the Area Near the Mills, Adopted for Use as a Greenspace, and its Relationship to the Street, Railroad, Trail and Canal



7.4.5 CONCLUSION

Figure 7.4p illustrates all four phases of recommendations for the Augusta Canal as discussed within this chapter. The Augusta Canal has great potential to become an asset to Harrisburg and greater Augusta community. By improving and building trails along the canal; creating better access with new right-of-ways and street connections; and redirecting parcels and new development to front the Canal, this waterway can be seen as the amenity it is. It

will be important for the Harrisburg community to work closely with the Augusta Canal Authority, the Georgia Health Sciences University, Augusta State University, and other partner organizations to implement this new vision for the Canal. The economic success of these institutions relies on the success of Harrisburg becoming a vibrant place to live and work, just as much as the success of Harrisburg relies on partnerships with these institutions.

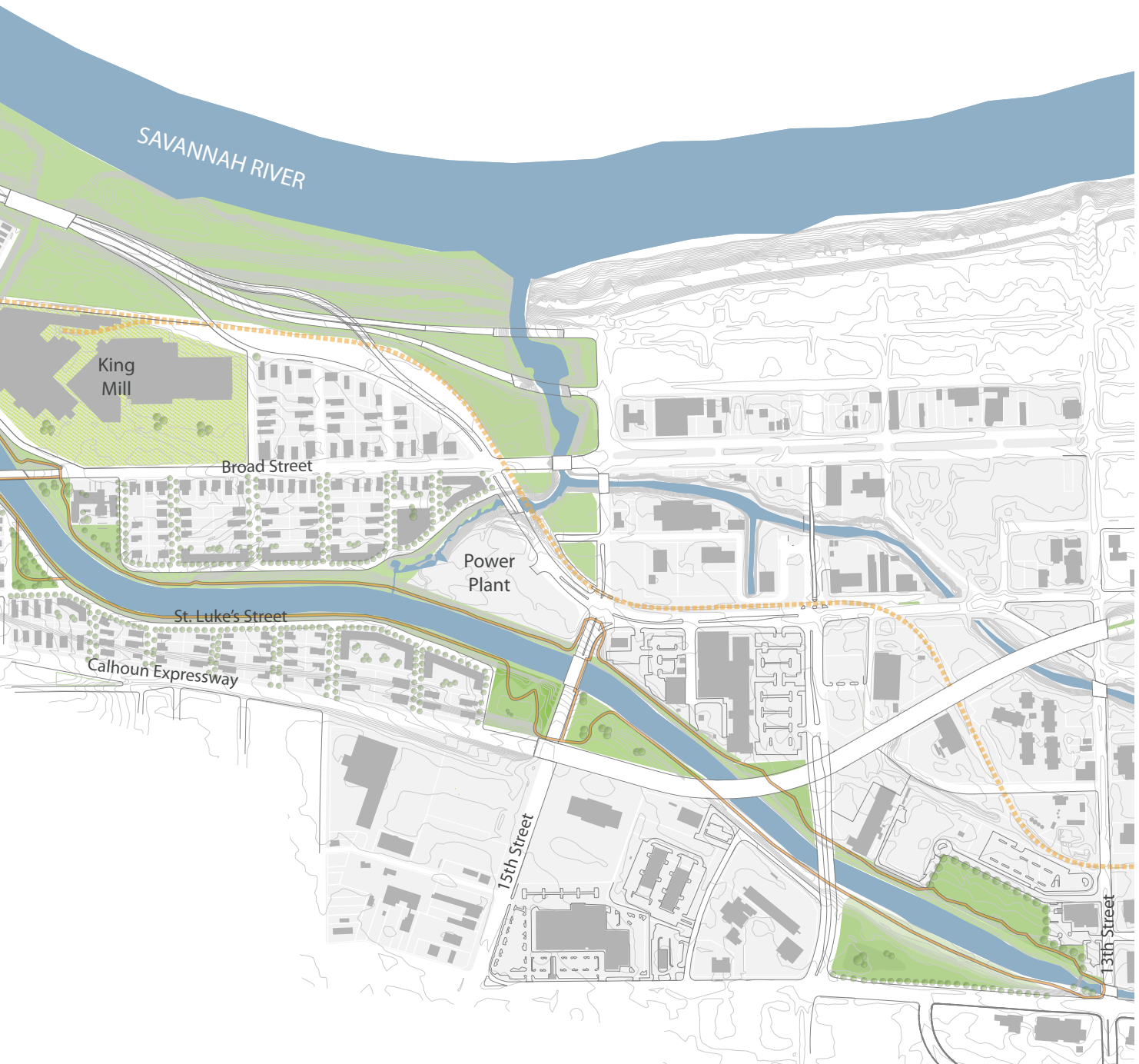


Figure 7.4p: Illustrative Plan for the Proposed Changes Along the Augusta Canal

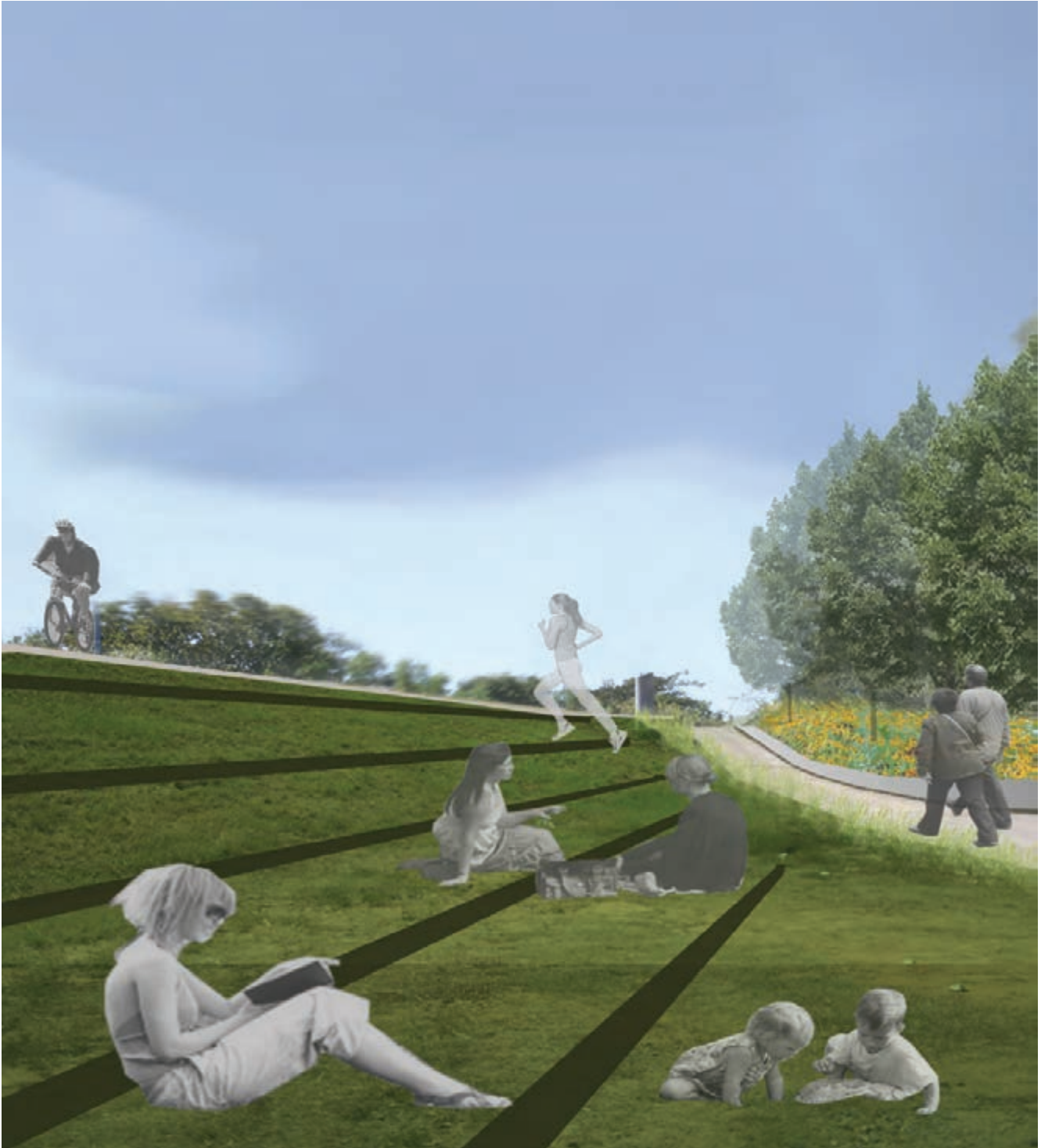


Figure 7.4q: Illustration of Re-grading the Canal Edge for Public Access.



Figure 7.4r: Illustration of New Housing Constructed to Face the Canal Trail and a New Access Street Along the Canal.



Figure 7.4s: Proposal for an Improved Trail Near the Sibley Mill.







Calhoun Expressway

8.0 CALHOUN EXPRESSWAY

8.1 INTRODUCTION

The Calhoun Expressway, an elevated expressway built in 1976, was intended to connect Interstates I-20 to I-520 through Downtown Augusta (refer to Figure 8.1a). The planned expressway was never fully realized and instead is elevated only from Metcalf Road to 12th Street, essentially the entire length of Harrisburg. The Expressway's alignment through Harrisburg is the result of opposition from an earlier plan that proposed the Expressway run through the Augusta National Golf Club, a faster route connecting the interstates. However, public opposition of an expressway through the golf course led to the alternative plan that created what exists today. The Calhoun Expressway connects to Washington Street, a five lane commercial corridor, on the west side of Harrisburg; it continues southeast and then turns to avoid Augusta National, bridges over Rae's Creek and extends over the Harrisburg community. The Expressway ramps down to grade at 12th Street and connects to Greene Street, a four lane divided roadway with a planted median and parallel parking. This resulting Expressway does not connect interstates as planned and instead has become a highway that goes from nowhere to nowhere. The Expressway does provide the benefit of a fly over allowing easy bypass of the railroad tracks. However, the negative impacts on Harrisburg are immense. The Expressway cuts the neighborhood in half, providing only four underpasses to connect the north and south ends of the community (historically nine existed). The Calhoun Expressway additionally destroys adjacent real estate values with its unattractive design and identity as a barrier within the community.





Figure 8.1a: Calhoun Expressway Location Map



Figure 8.1b: Calhoun Expressway Shown in Orange Over 1954 Sanborn Map



Figure 8.1c: Calhoun Expressway Current Condition Images

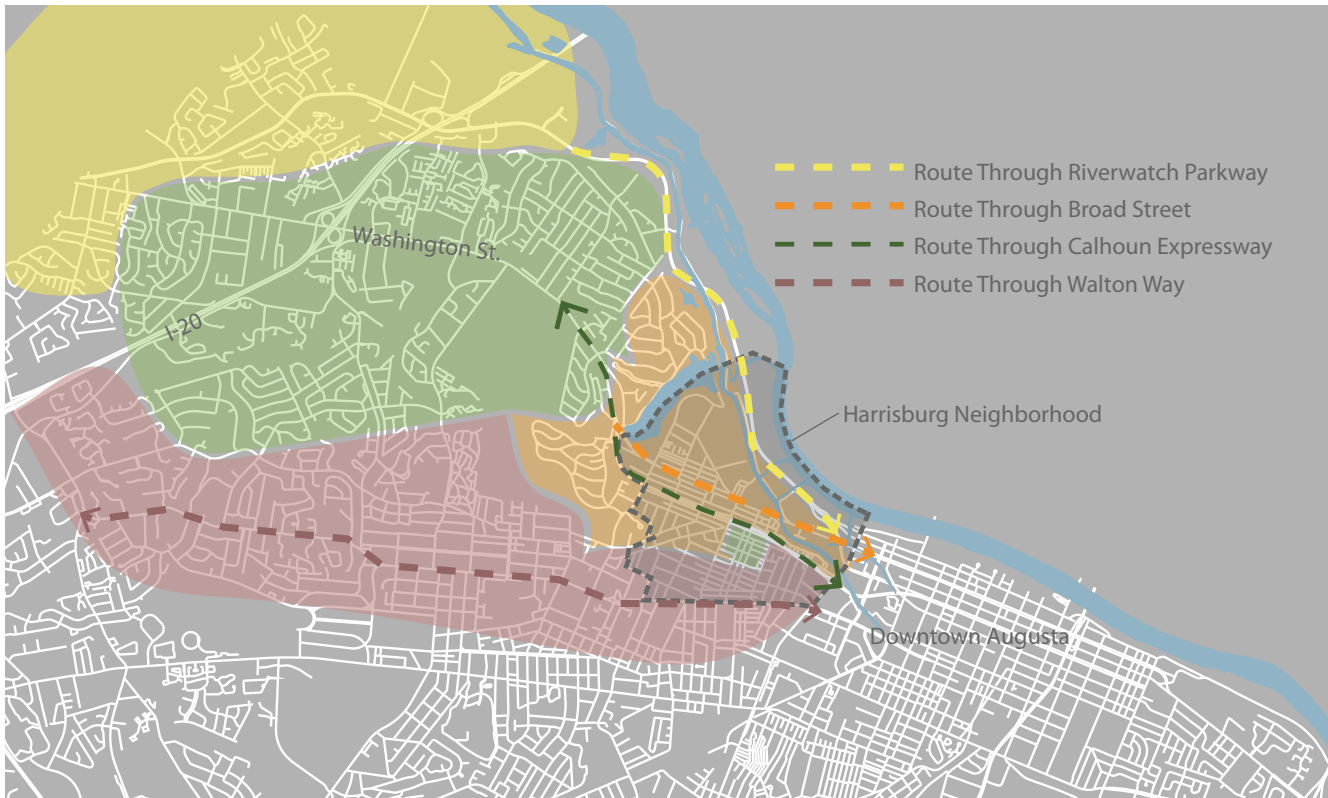


Figure 8.1d: Traffic Flow to Downtown Augusta

8.1.1 EXISTING CONDITIONS AND ISSUES

The Expressway sits below grade after it crosses over Rae's Creek to Metcalf Street. It is above grade from Metcalf Street until it returns to grade at 12th Street in Downtown Augusta. When it was constructed, it erased entire blocks from Harrisburg (188 individual land parcels) and completely destroyed the historic Rollersville neighborhood (refer to Figure 8.1b). It ultimately split Harrisburg in half, separating a large part of the Harrisburg community from the Augusta Canal, the King and Sibley Mills, Lake Olmstead Park, the BMX park, the GreenJackets Stadium, and other recreational amenities located north of the Calhoun Expressway.

EXISTING SITE PHOTOS

Existing site photos illustrate the condition of the Expressway as it is today. The images in Figure 8.1c show how intrusive the Expressway is in different parts of the

neighborhood and at different grade changes. It does not matter if the Expressway is above or below grade, it remains a nuisance and obstruction to the community. Where it is at grade, it is separated from the neighborhood by a chain link fence, which collects trash and presents an ever-present safety hazard. Where it is above grade, it becomes a concrete and/or grass wall obstructing views and passage. Where it is below grade it is an uncrossable canyon.

TRAFFIC STUDIES

Several previous studies have recommended removing the Calhoun Expressway entirely or replacing it with a boulevard. Although additional traffic studies are needed to consider various alternatives, preliminary traffic studies - including traffic flow (where the traffic originates), average daily traffic and existing transit opportunities - suggest that redesigning the Expressway is feasible.

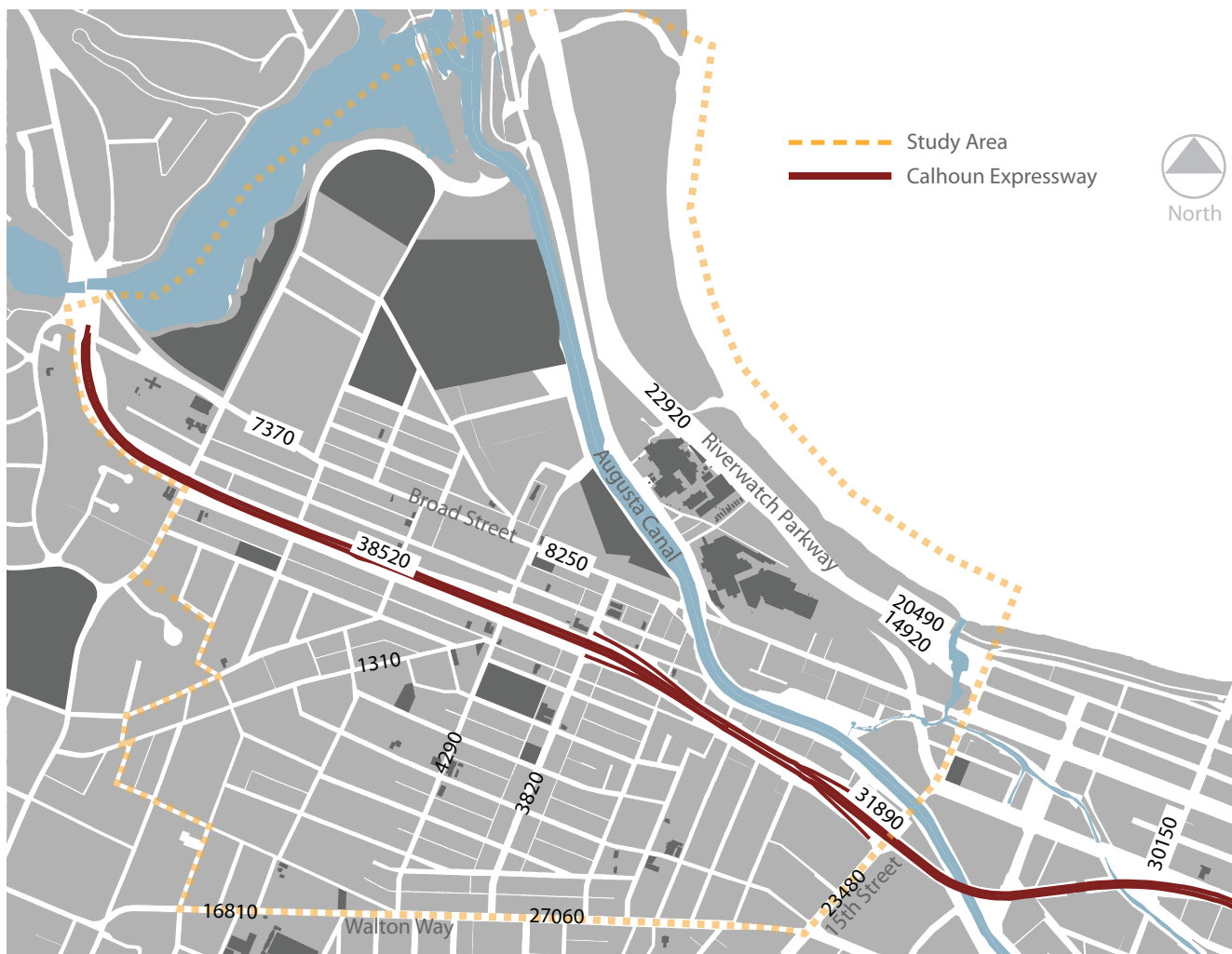


Figure 8.1e: Traffic Counts In Average Daily Trips

TRAFFIC FLOW

The Calhoun Expressway can absorb as many as 2,000 passenger cars per hour per lane. The total travel time on the Calhoun Expressway is 5 minutes or less. This travel time estimate does not account for traffic stopping or slowing while cars enter or exit the Expressway. Most of the traffic arrives from the northwest and travels along the Expressway to Downtown Augusta with exits at Eve/Crawford, 15th Street and ending at Green Street. The traffic flow for the major routes into downtown - Riverwatch Parkway, Broad Street, Calhoun Expressway, and Walton Way - are shown with the origin of traffic traveling to Downtown Augusta in Figure 8.1d.

AVERAGE DAILY TRAFFIC

The Average Daily Traffic diagram, Figure 8.1e, shows the daily traffic volume for the major roads into downtown according to Georgia Department of Transportation. This provides an idea of the amount of traffic that would have to be accommodated if the Expressway were to be altered. The additional load could be handled by distributing traffic to Riverwatch Parkway, Walton Way and/or Broad Street.

The Calhoun Expressway is not at vehicular capacity and, therefore, could easily service the same amount of traffic with a fewer number of lanes. By decreasing the number of

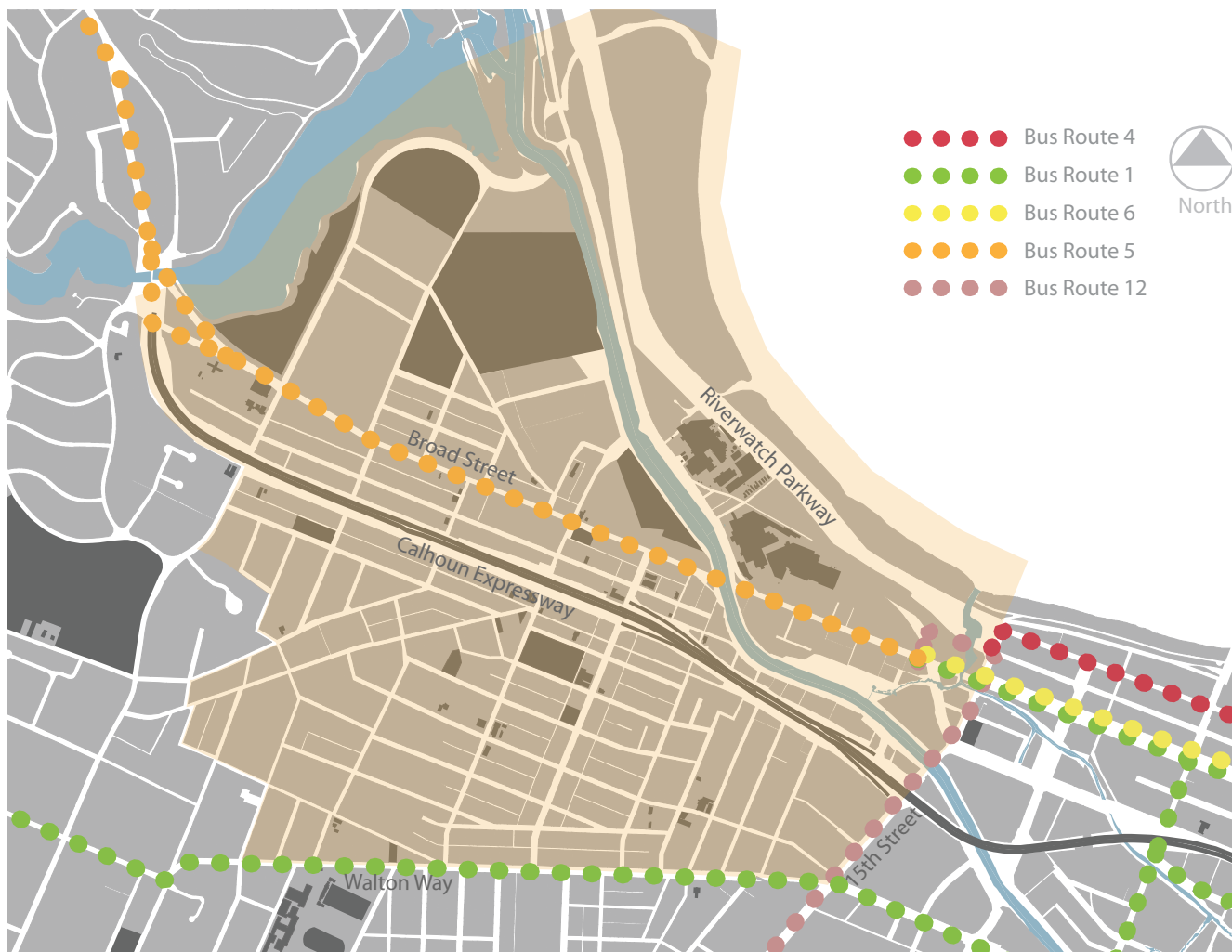


Figure 8.1f: Bus Routes Through Project Area

lanes and distributing the residual traffic to other routes, the Calhoun Expressway could be altered to become an at grade neighborhood street that connects the surrounding neighborhoods to downtown, the Kroc Center, the Canal, Olmstead Park the GreenJackets ballpark and other amenities located north of the Expressway.

TRANSIT

The dotted lines in Figure 8.1f denote the current bus routes near and within the Harrisburg neighborhood. These routes could be used to alleviate some of the traffic demand and serve the community, connecting Downtown Augusta, the Georgia Health Sciences University, and other

area businesses. Strategically increasing the frequency of buses at key times during the day would help to make the buses a more viable alternative.

ISSUES

It is clear that the Calhoun Expressway does not serve regional transportation service, as it was originally intended to. Especially from the perspective of Harrisburg, the Calhoun Expressway should be altered to serve as part of the neighborhood street framework, connecting people and amenities, instead of serving as the barrier that it has become.

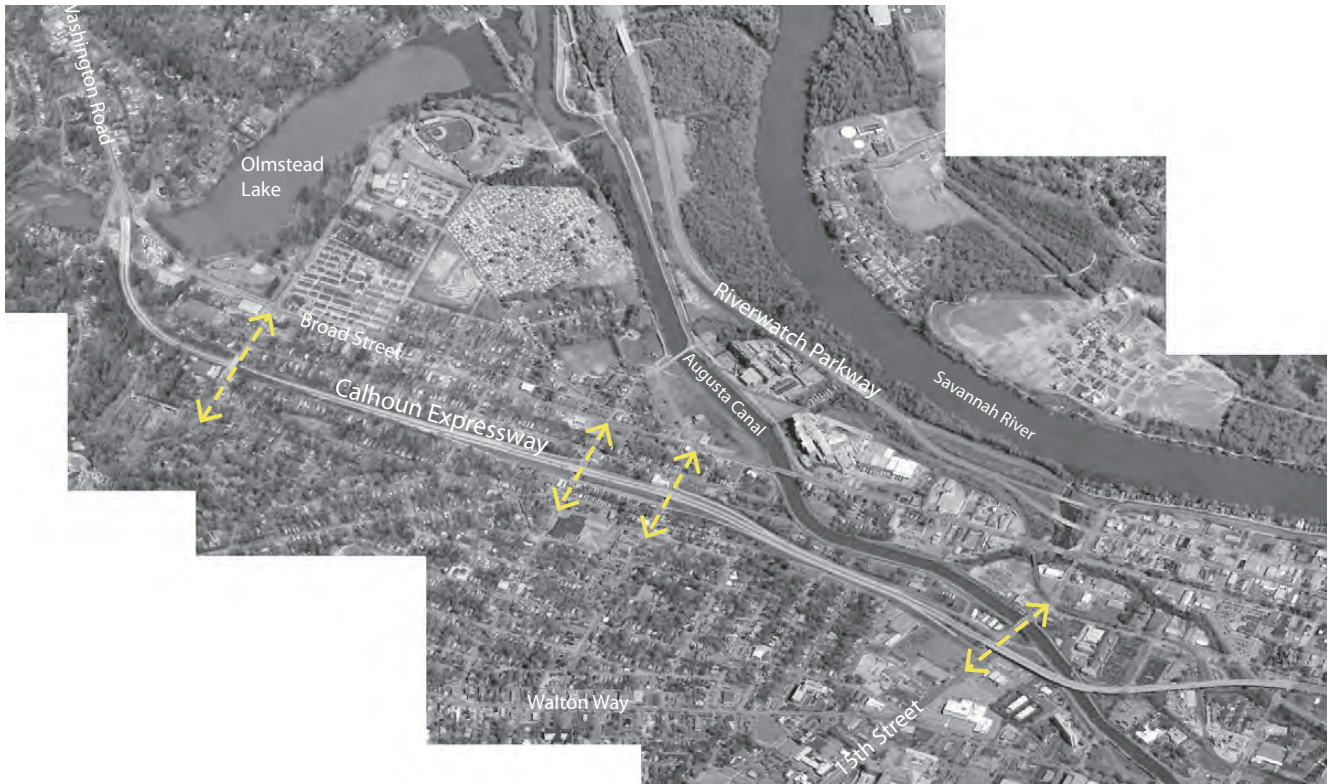


Figure 8.2a: Existing Connections Across Calhoun Expressway



Figure 8.2b: Proposed Additional Connections Across Calhoun Expressway

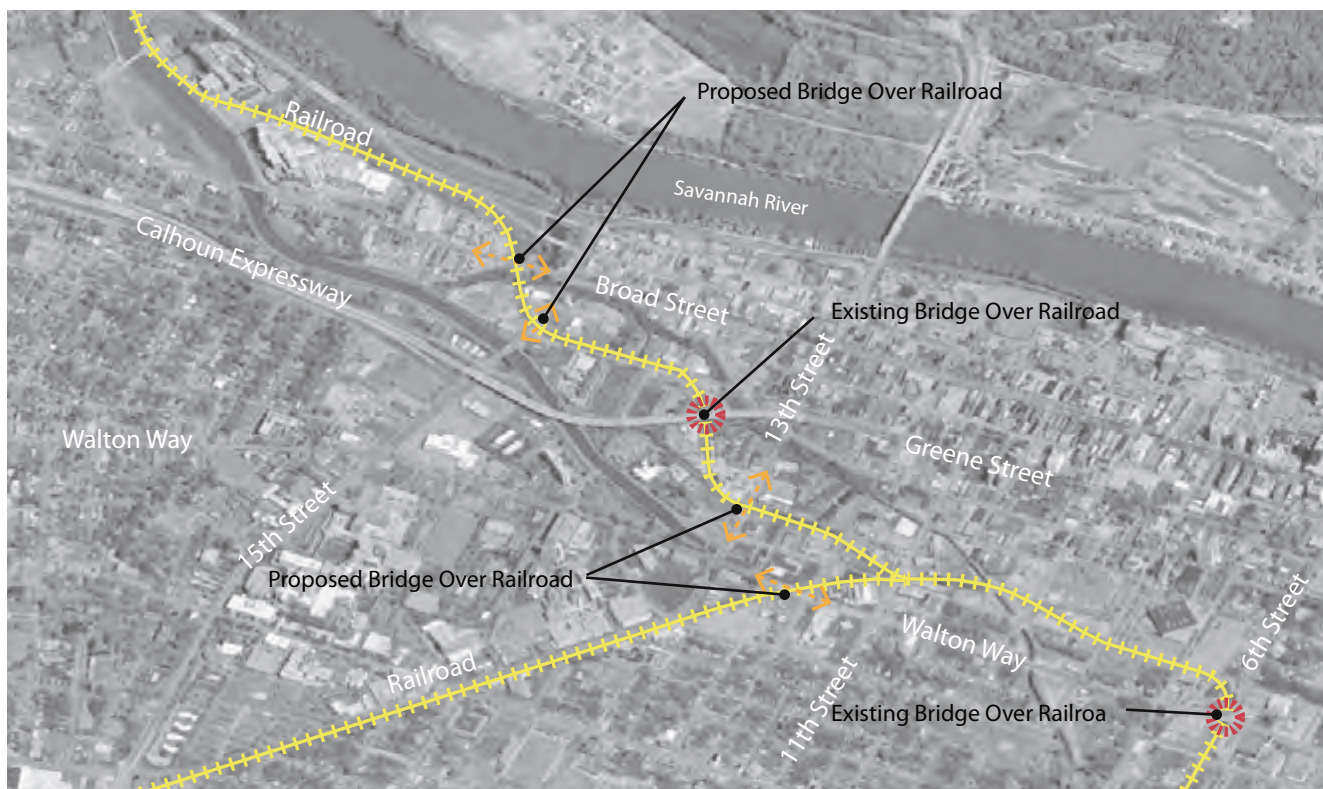


Figure 8.2c: Potential New Connections Across Railroad Tracks

8.2 STRATEGIES

CONNECTIONS ACROSS THE EXPRESSWAY

The Calhoun Expressway separates the north half of the Harrisburg neighborhood, with its many amenities, from the majority of residences located to the south of the Expressway. Currently, there are four connections, shown in yellow on Figure 8.2a. If the Expressway is removed or redesigned, five additional crossings could be realized, shown in orange on Figure 8.2b. Re-establishing these connections is important to creating better access to major assets in the area. New connections will increase the value of the homes to the south of the Expressway because of their increased connectivity to the amenities to the north of the expressway as well as increasing the value of properties facing the expressway itself.

ELEVATED ACCESS FOR THE RAILROAD AND CANAL

One of the benefits of the elevated expressway is to

provide unimpeded access across the canal and the railroad - especially important for use by emergency vehicles. However, maintaining access over the canal is not dependant on the Calhoun Expressway since another connection exists across Butt Memorial Bridge on 15th Street. There is no other viable route, however, over the railroad at this time. The red circles, in Figure 8.2c, show the existing bridges over the railroad and the orange arrows show different possible locations for a bridge over the railroad if the current fly over is removed. These alternatives could be viable options for future planning in the area, although further study is needed.

FOUR OPTIONS

Four options for the removal of the Calhoun Expressway are presented in the next sections along with the travel time and flow capacity of each. Existing travel time along Calhoun Expressway is estimated at 5 minutes. Existing Traffic Flow at LOS D is 38,000 Average Daily Traffic.^{8.1}

8.2.1 OPTION 1: MULTI-USE TRAIL

Option 1 is the only option that envisions the Calhoun Expressway infrastructure remaining in its current state (refer to Figures 8.2d, 8.2e, and 8.2f). While it does allow pedestrians and bicyclists to utilize the infrastructure, it still stands as a barrier dividing the community in half. This option could work as an intermediate step until funding can be secured to bring the Expressway to grade and Options 2, 3, or 4 implemented.

- Calhoun Expressway structure remains, but the four travel lanes are reduced to two travel lanes.
- Adds additional multi-use trail space for pedestrians
- Reduces road capacity
- Neighborhood is still split

Traffic Volume at LOS D: 10,000 ADT

Minutes to Travel Distance (4 min)

+ 30 Seconds Per Light (0 min)

+ Change in Level of Service (1 min)

Travel Time: 5 minutes

Additional Lots Created: 0 lots

Total Acreage Returned to Tax Digest: 0 acres

Relative Cost: Low



Figure 8.2d: Option 1 Plan Detail



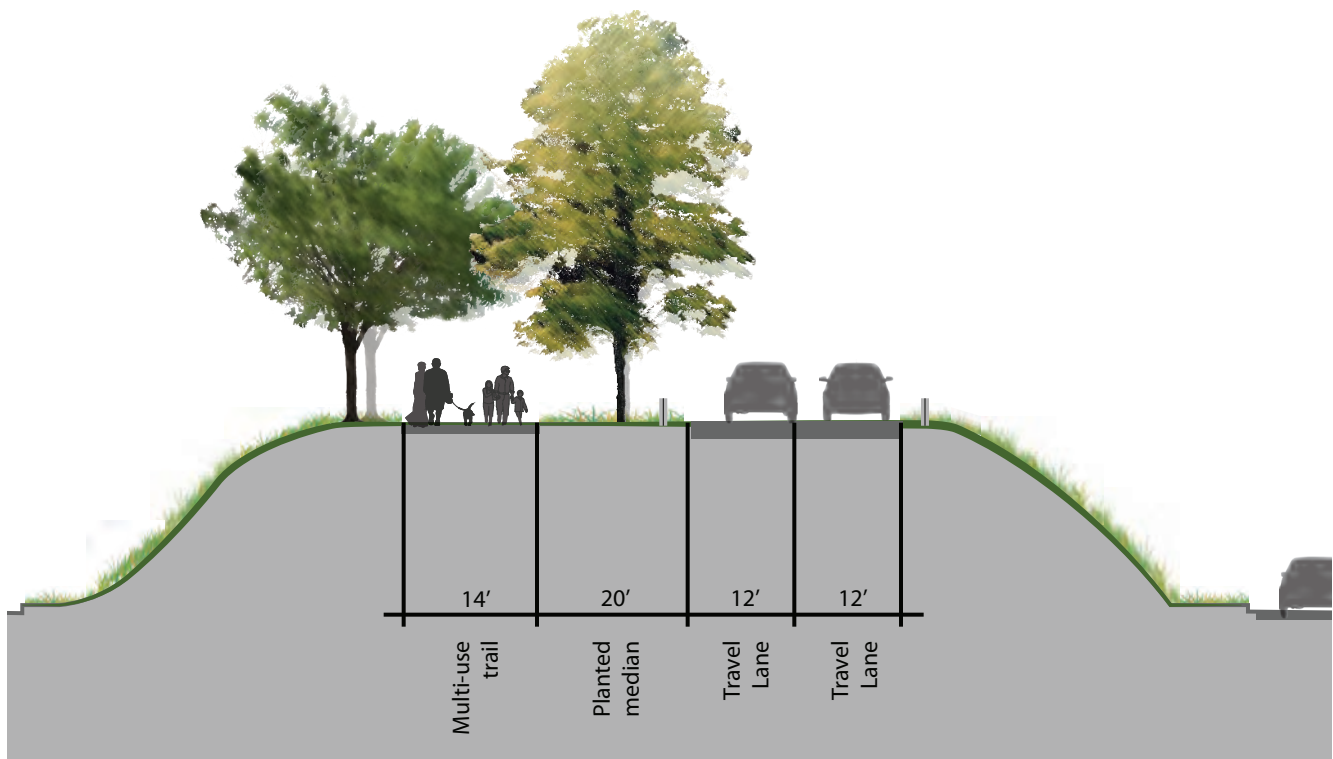


Figure 8.2e: Option 1 Street Section

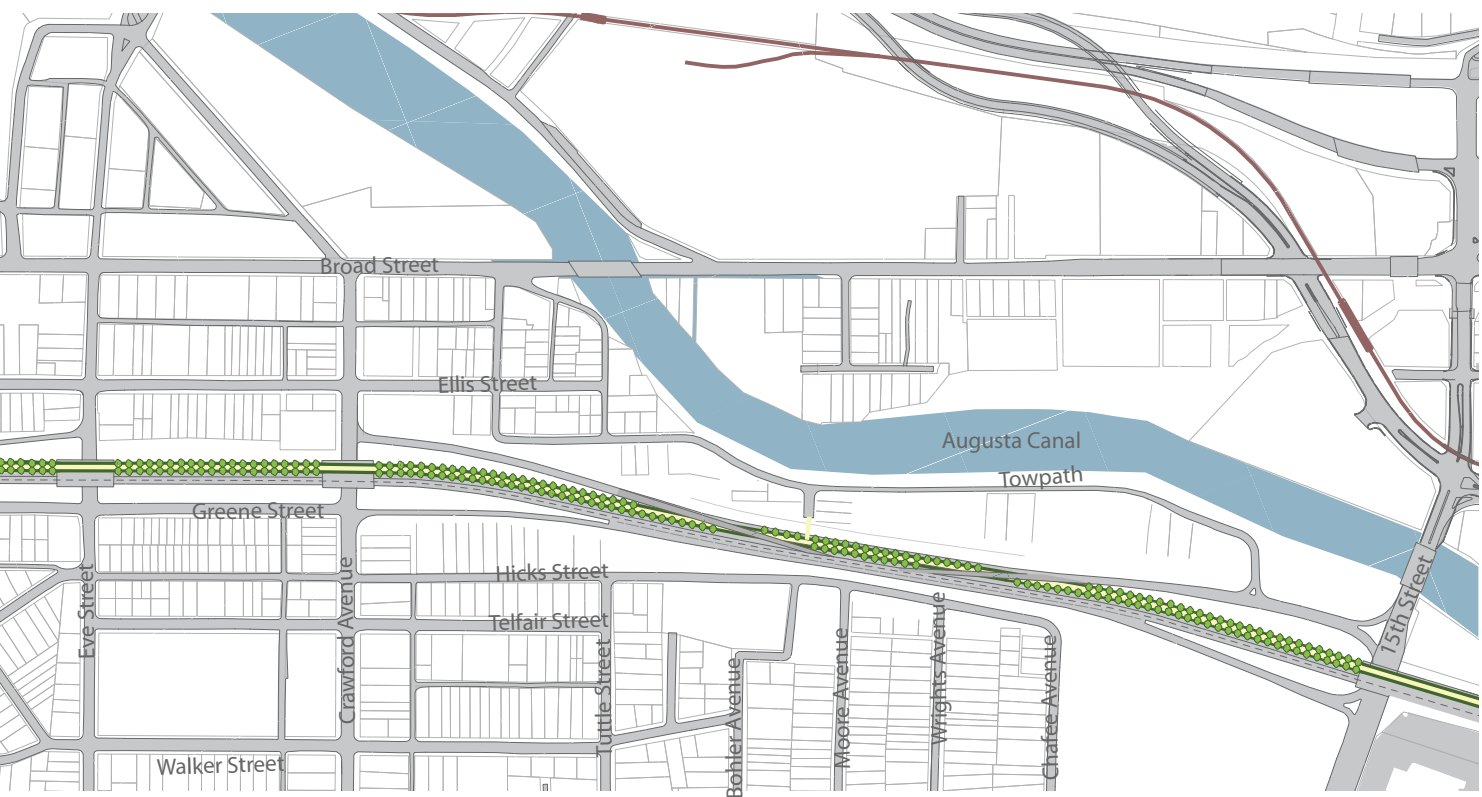


Figure 8.2f: Option 1 Proposed Layout

8.2.2 OPTION 2: LOCAL ROADS

Option 2 brings the Calhoun Expressway to grade and converts it into a local road (refer to Figures 8.2g, 8.2h, and 8.2j).

- Eliminates most through traffic, reduces travel lanes from four to two lanes, and adds on-street parking.
- Slows traffic through neighborhood with multiple intersections.
- Restores original city master street plan.
- Greatly increases commute time.

Traffic Volume at LOS D: 6,000 ADT
Minutes to Travel Distance (6 min)
+ 10 Seconds Per Stop Sign (2 min)
+ Change in Level of Service (4 min)

Travel Time: 12 minutes
Additional Lots Created: 240 lots

Total Acreage Returned to Tax Digest: 61.7 acres
Relative Cost: Medium

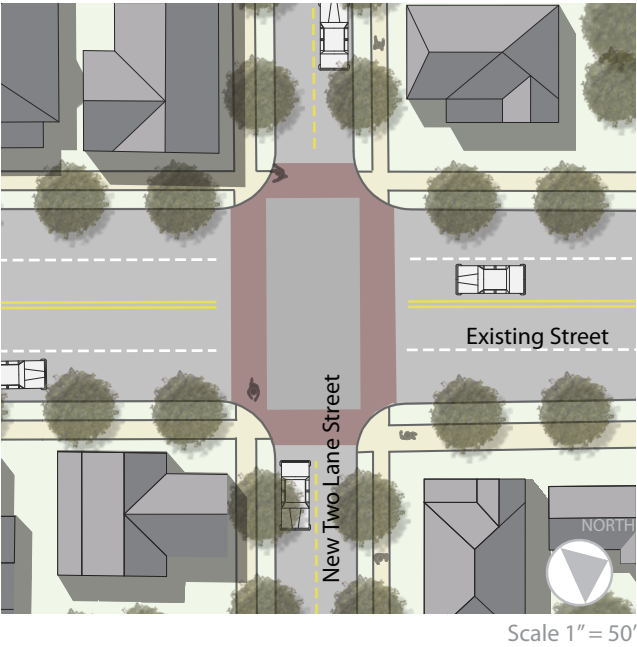


Figure 8.2g: Option 2 Plan Detail



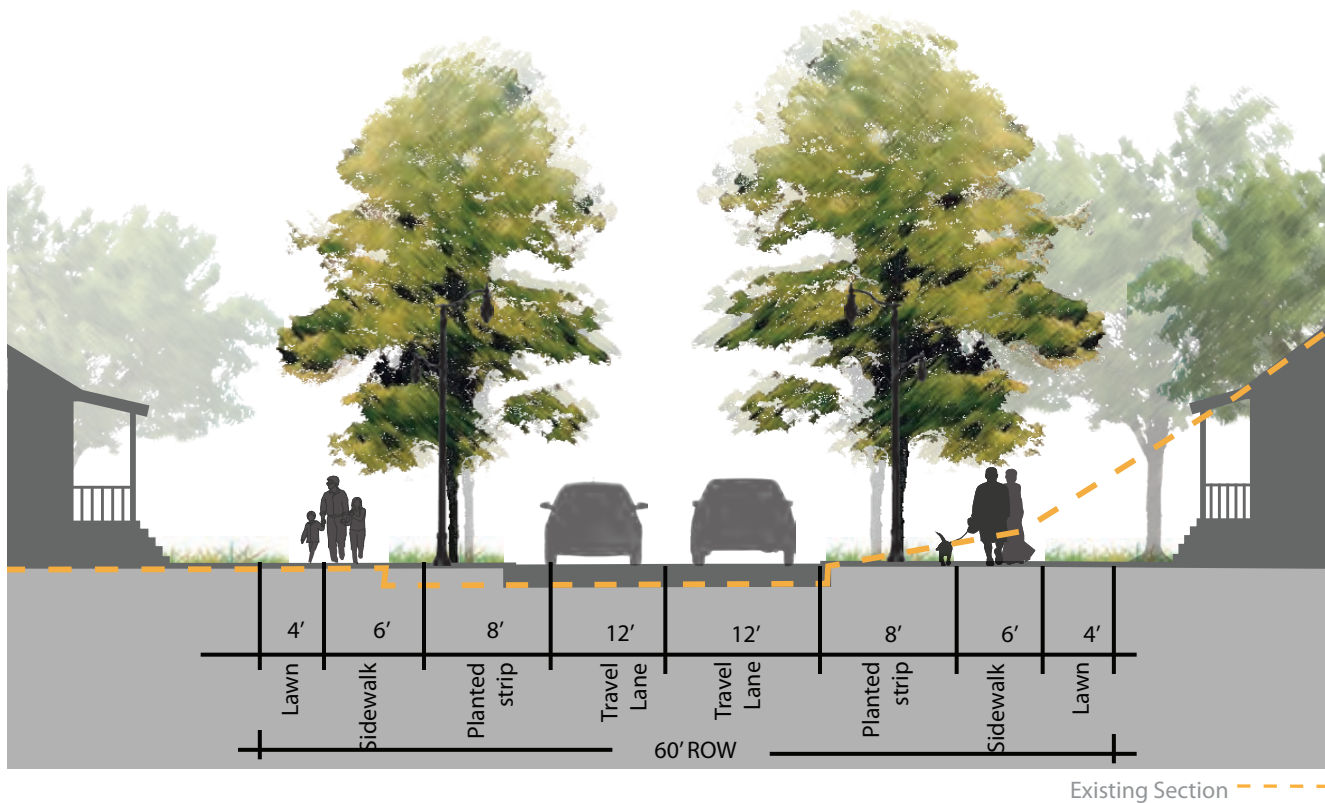


Figure 8.2h: Option 2 Street Section

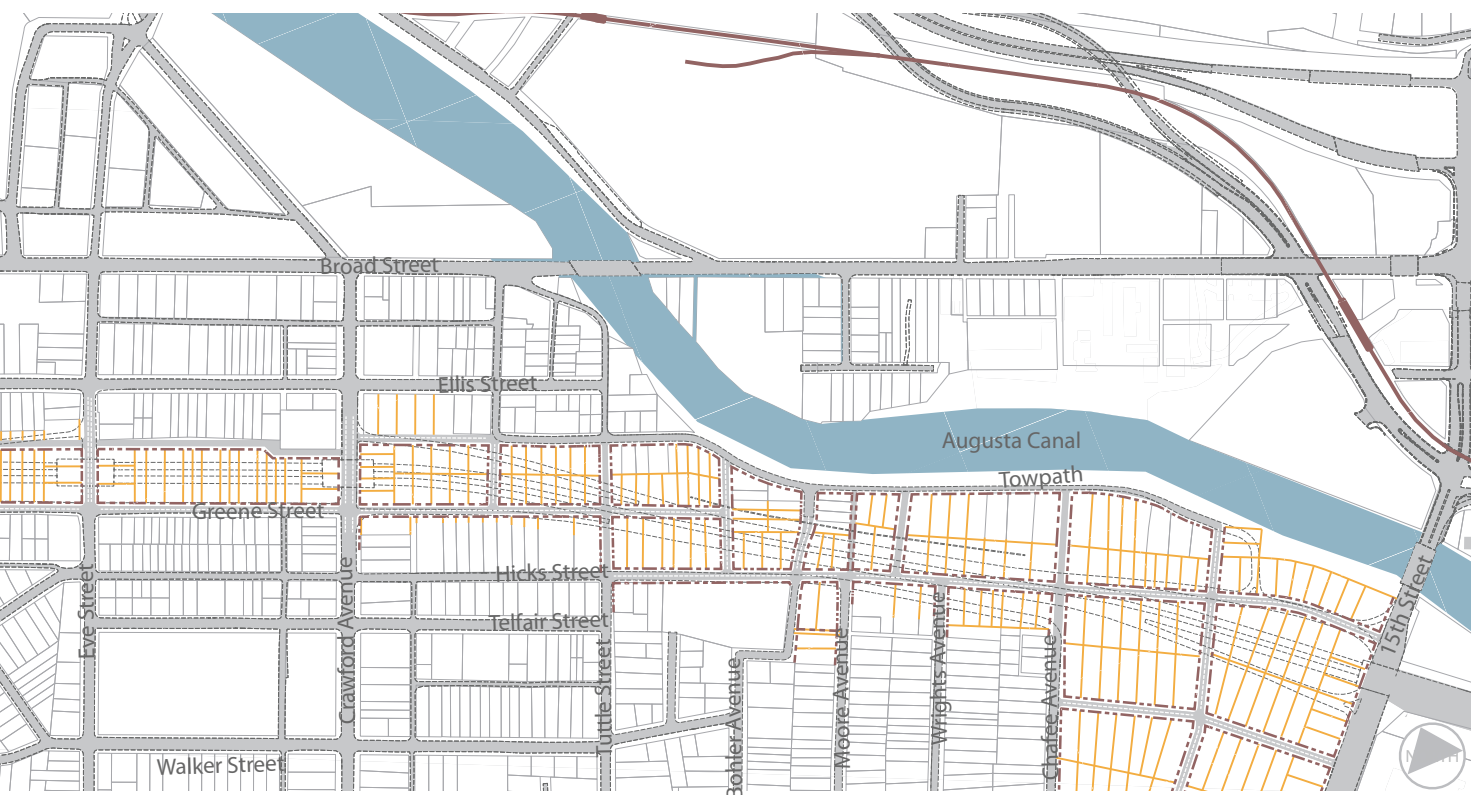


Figure 8.2j: Option 2 Proposed Layout

8.2.3 OPTION 3: THREE LANES

Option 3 brings the Calhoun Expressway to grade and converts it into a three lane street (refer to Figures 8.2k, 8.2m, and 8.2n).

- Allows for turns into drives without impeding the flow of traffic.
- Provides similar capacity as current system.
- Does not add any greenspace along the corridor.
- Additional turns may slow traffic.
- Increases commute time.

Traffic Volume at LOS D: 20,000 ADT
Minutes to Travel Distance (4 min)
+ 30 Seconds Per Light (4 min)
+ Change in Level of Service (2 min)

Travel Time: 10 minutes
Additional Lots Created: 160 lots

Total Acreage Returned to Tax Digest: 38.0 acres
Relative Cost: Medium

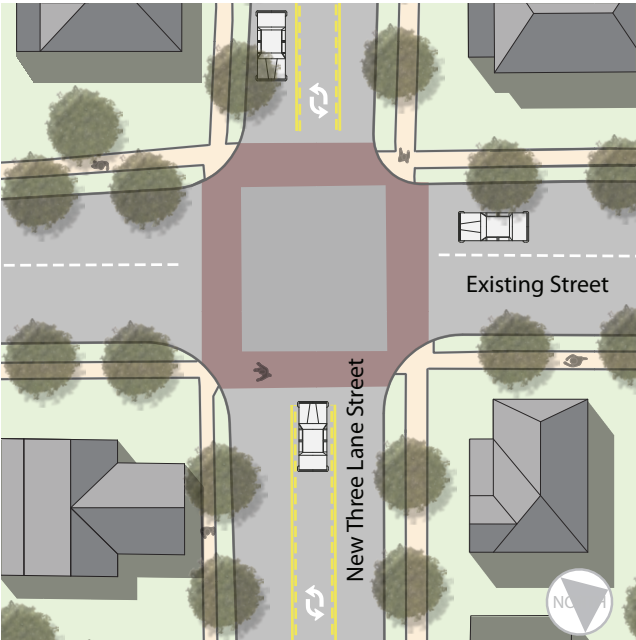
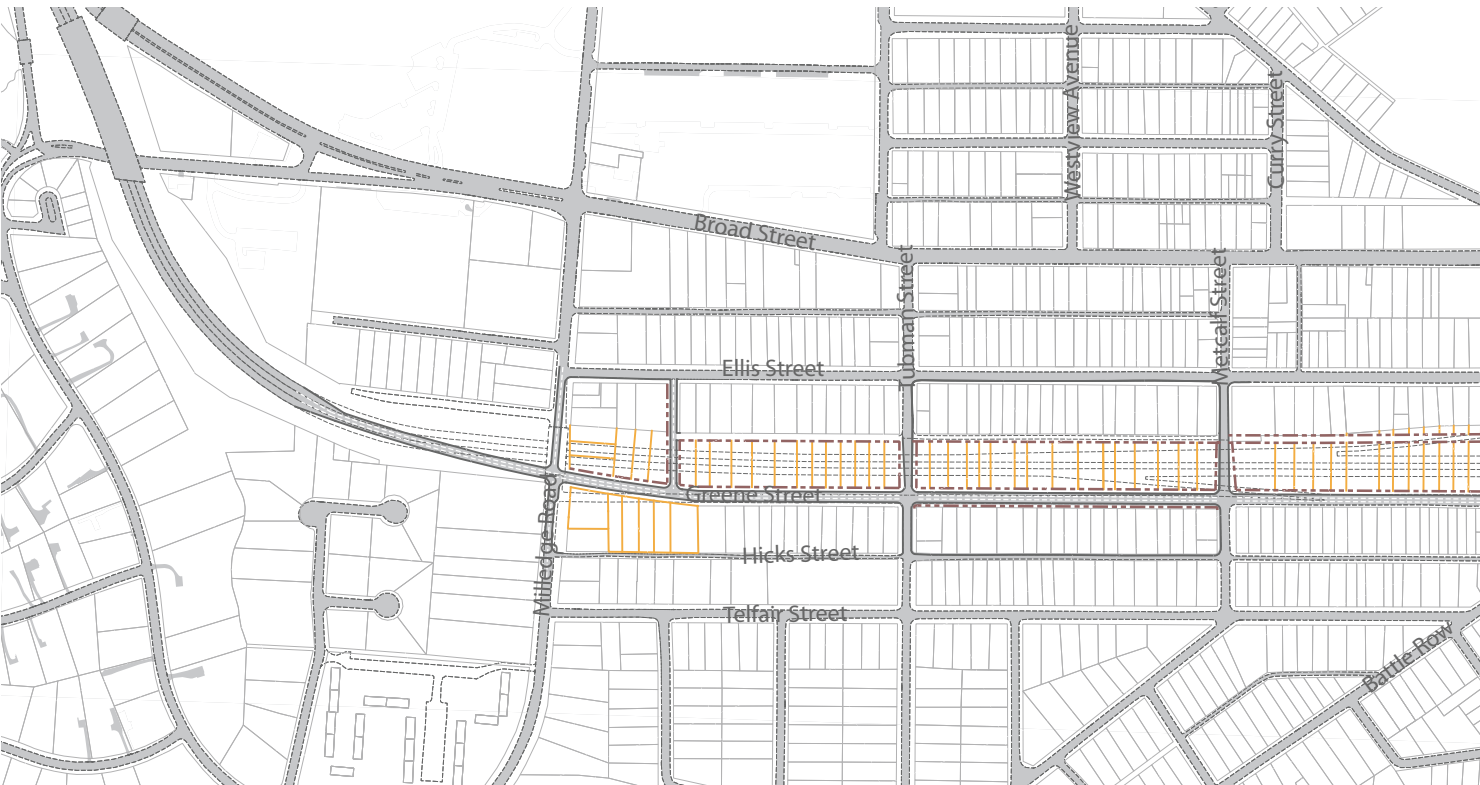


Figure 8.2k: Option 3 Plan Detail



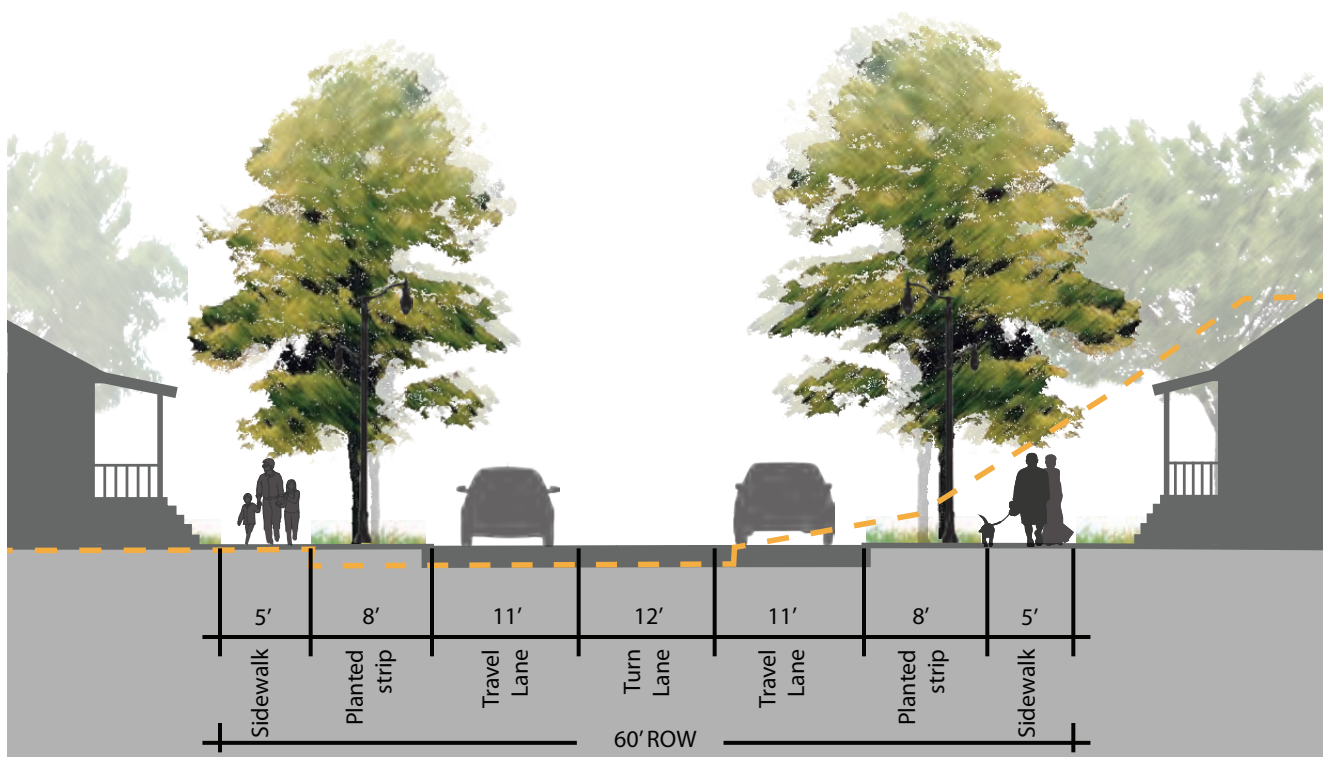


Figure 8.2m: Option 3 Street Section

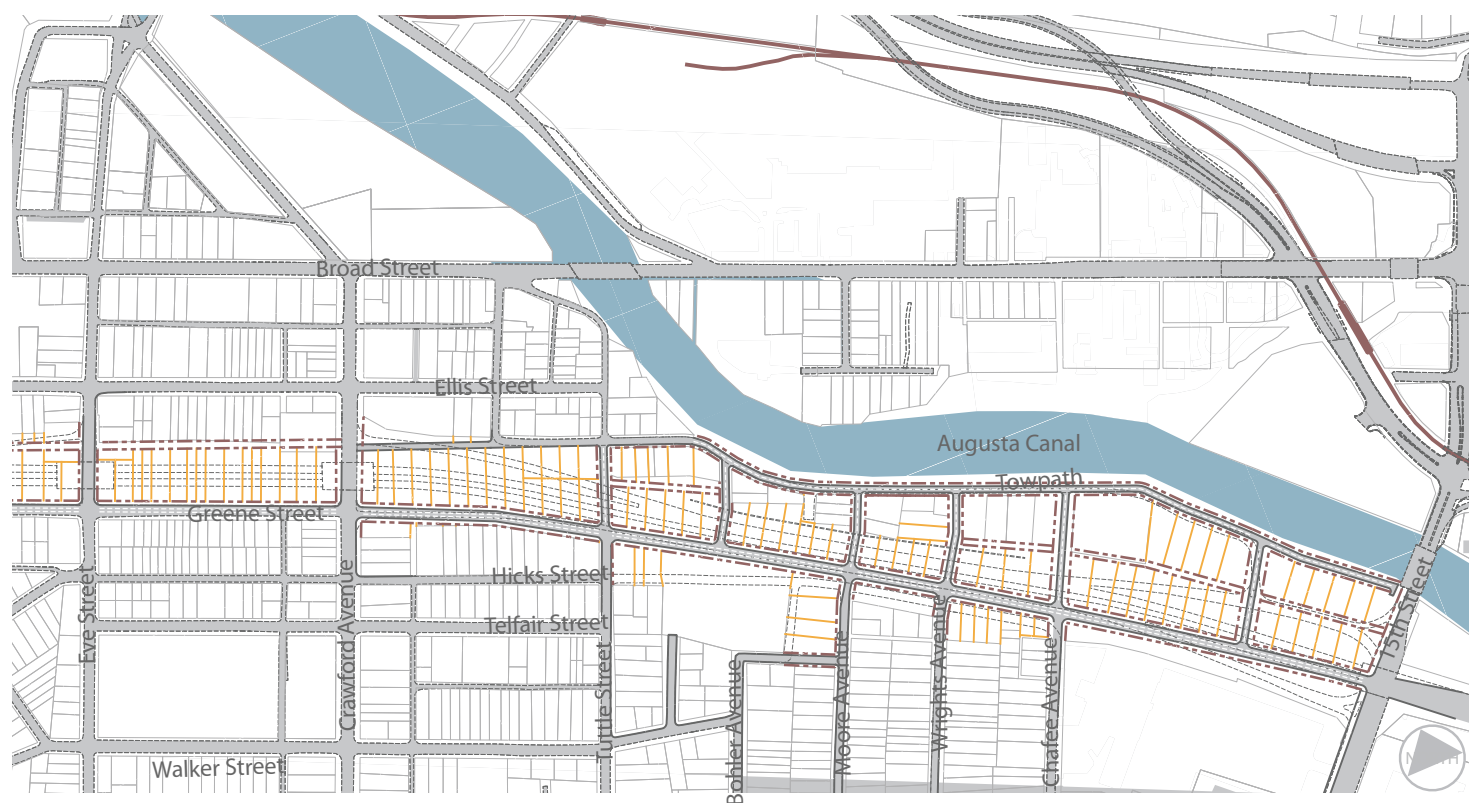


Figure 8.2n: Option 3 Proposed Layout

8.2.4 OPTION 4: PLANTED MEDIAN - RECOMMENDED PLAN

Option 4 brings the Calhoun Expressway to grade and converts it into a two lane boulevard with bicycle lanes. (refer to Figures 8.2p through 8.2w)

- Adds an attractive amenity to the neighborhood including bike lanes and green space.
- Increases safety by only allowing left turns at intersections.
- Encourages driveways to be on alley behind residences to create a more walkable street.
- Increases commute time.

Traffic Volume at LOS D: 16,000 ADT
 Minutes to Travel Distance (5 min)
 + 30 Seconds Per Light (4 min)
 + Change in Level of Service (2 min)

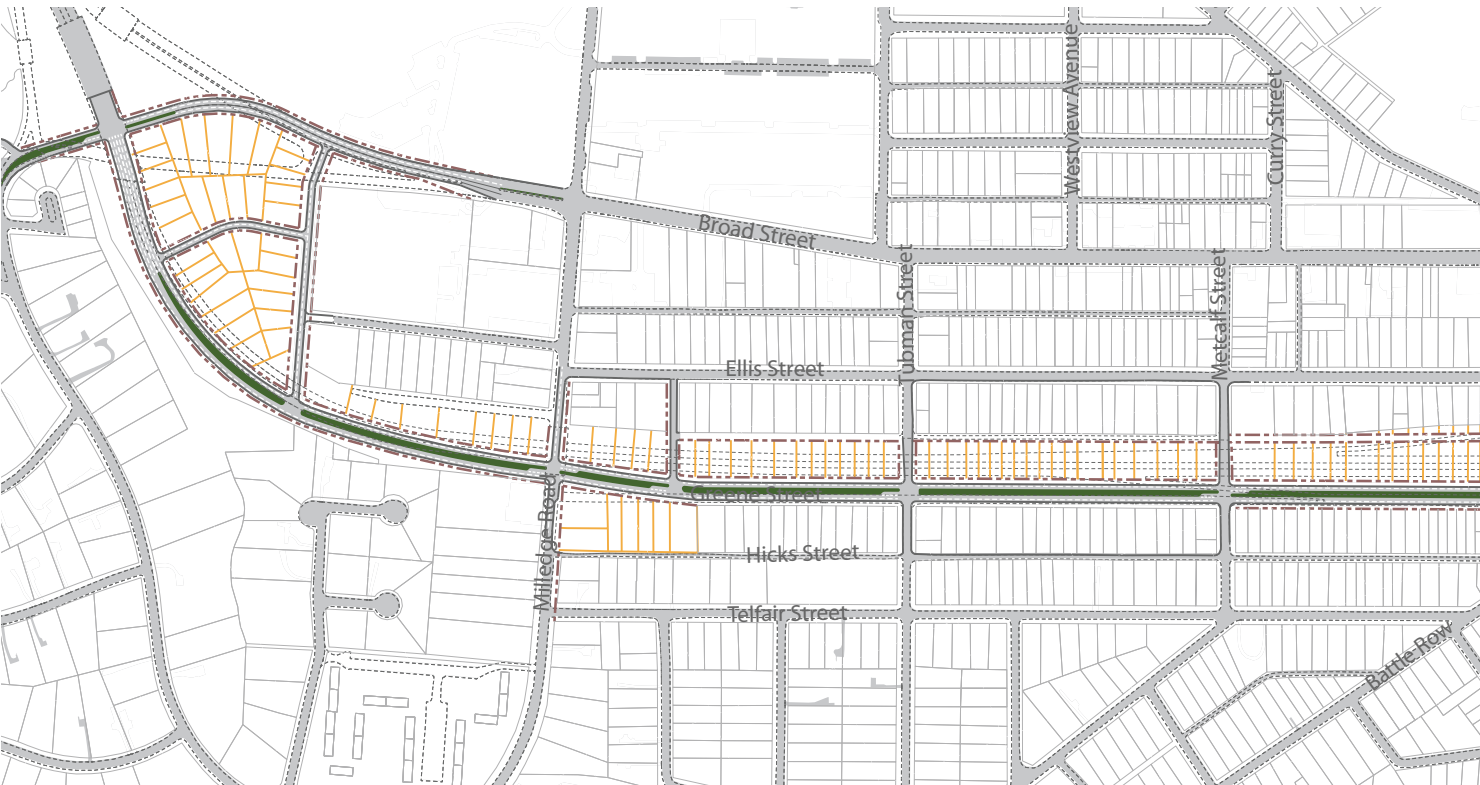
Travel Time: 11 minutes

Additional Lots Created:	205 lots
Total Acreage Returned to Tax Digest:	46.1 acres
Relative Cost:	High



Scale 1" = 50'

Figure 8.2p: Option 4 Plan Detail



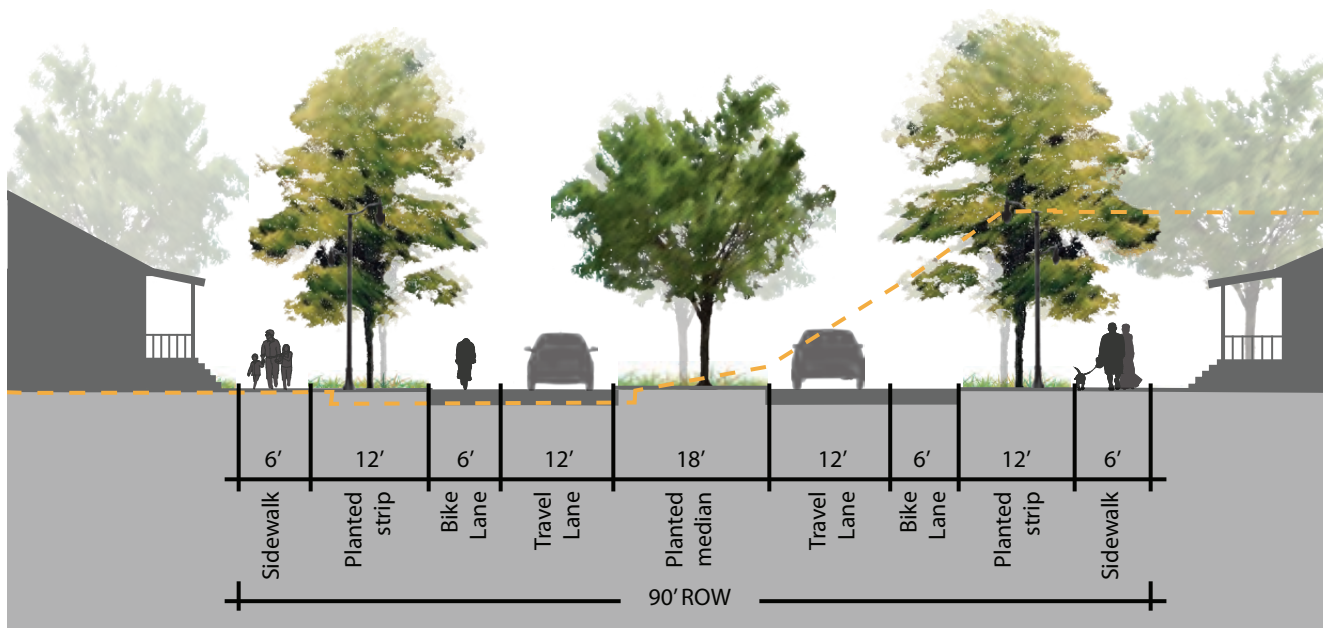


Figure 8.2q: Option 4 Street Section

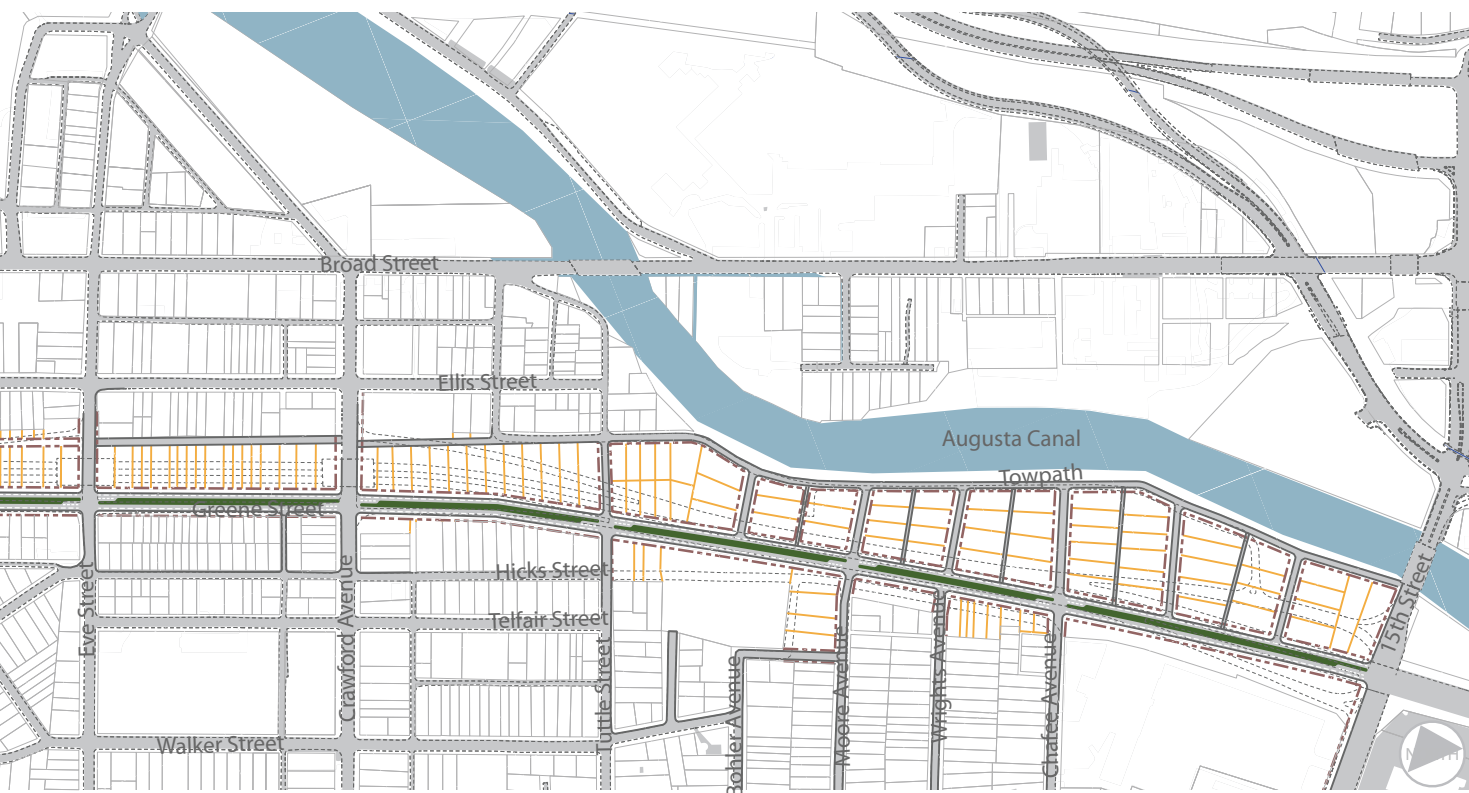


Figure 8.2r: Option 4 Proposed Layout



Existing view looking east along Greene Street



Proposed view looking east along Greene Street with planted median option

Figure 8.2s: Option 4 Before and After on new Greene Street



Figure 8.2t: Option 4 Proposed section with the planted median



Figure 8.2u: Option 4 Proposed plan with the planted median



Existing view looking north along Crawford Avenue



Proposed view with planted median options

Figure 8.2v: Option 4 Before and After at Crawford Avenue and Calhoun Expressway



Existing view of Calhoun Expressway bridge over 15th Street

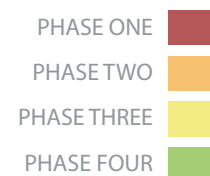


Proposed intersection with planted median option

Figure 8.2w: Option 4 Before and After at Calhoun Expressway and 15th Street



Figure 8.3a: Calhoun Expressway Phasing



8.3 PROJECT IMPLEMENTATION AND PHASING

The re-design of the Expressway will require investment from Augusta-Richmond County and the Georgia Department of Transportation in terms of time and money. To make the process easier to complete, a phasing strategy is recommended. These different phases can help the community of Harrisburg and Augusta-Richmond County to use funds as they become available and begin to improve the connectivity within Harrisburg to the Canal incrementally.

Figure 8.3a is a general phasing diagram to explain how the options may be implemented. Each phase may be completed in several steps as diagrammed on the following pages. Many of these steps can happen together or could be separated further, to make this project easier to implement. The first step in the process would be to have construction documents developed in order to create cost estimates and a more detailed phasing scheme.

8.3.1 PHASE 1

The first phase consists of improving the existing Greene Street between Tubman Street and Crawford Avenue. The



Figure 8.3b: Phase One

improvement of the intersections of Crawford Avenue and Eve Street with Greene Street are also a priority in this phase. This is the first phase because it does not require any change of the Expressway and it is in the area that will have a great impact because of its proximity to the new elementary school and the Kroc Center. Refer to Figure 8.3b.

8.3.2 PHASE 2

The second phase begins with closing a segment of Calhoun Expressway on the south side (refer to Figure 8.3c). The traffic will be rerouted to the north half of the Expressway, with one lane in each direction. This will help

to keep traffic flowing during construction of this phase. The second step will be to construct two segments of the new road at grade: the segment from the bridge at Rae's Creek to Milledge Road and the segment from Milledge Road to Tubman Street (refer to Figure 8.3d). The third step will be to rework the intersection of the new road with Milledge Road to be ready for traffic (refer to Figure 8.3e). The fourth step will be to allow inbound traffic on the new road and continue to have outbound traffic on the expressway until the next phase can be completed (refer to Figure 8.3f).

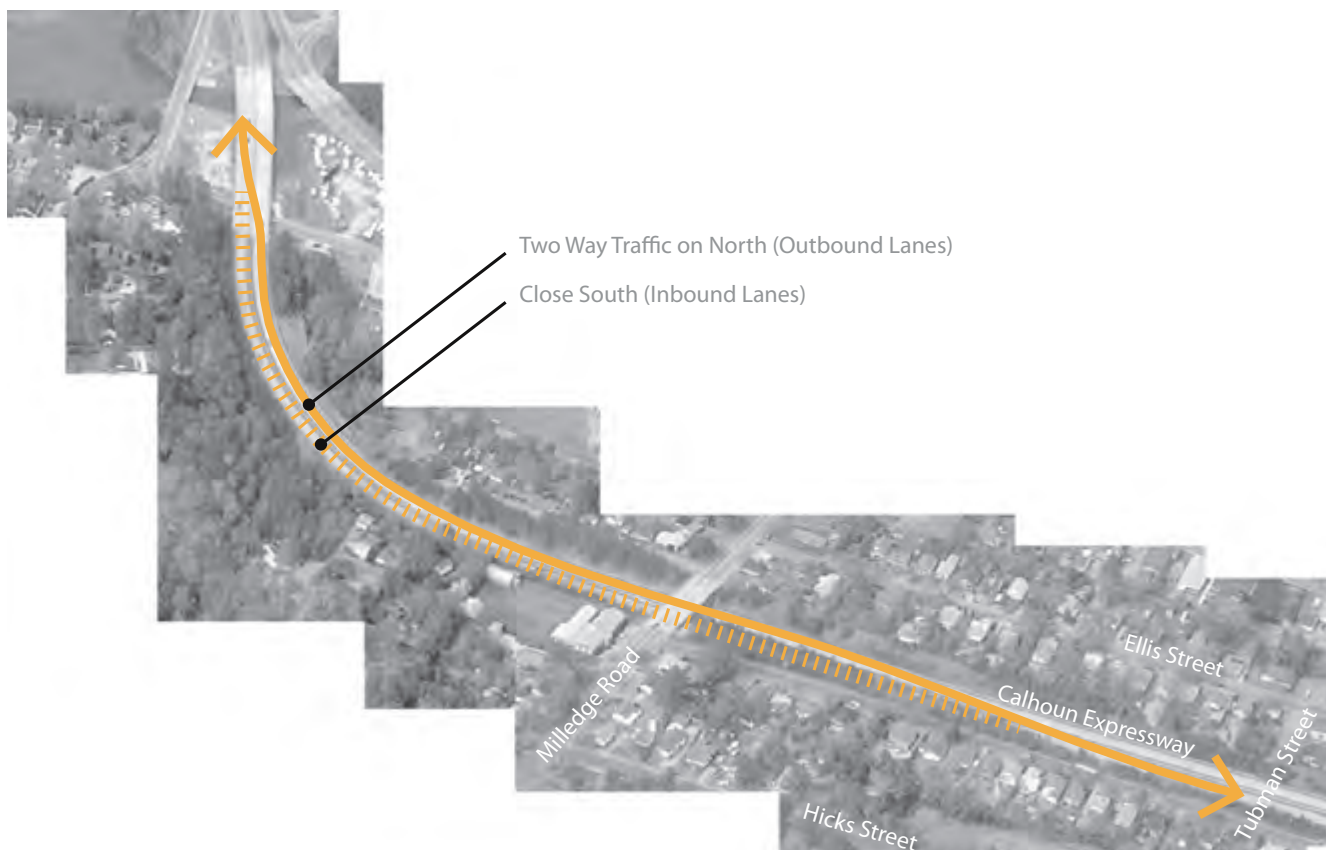


Figure 8.3c: Phase 2 - Step 1

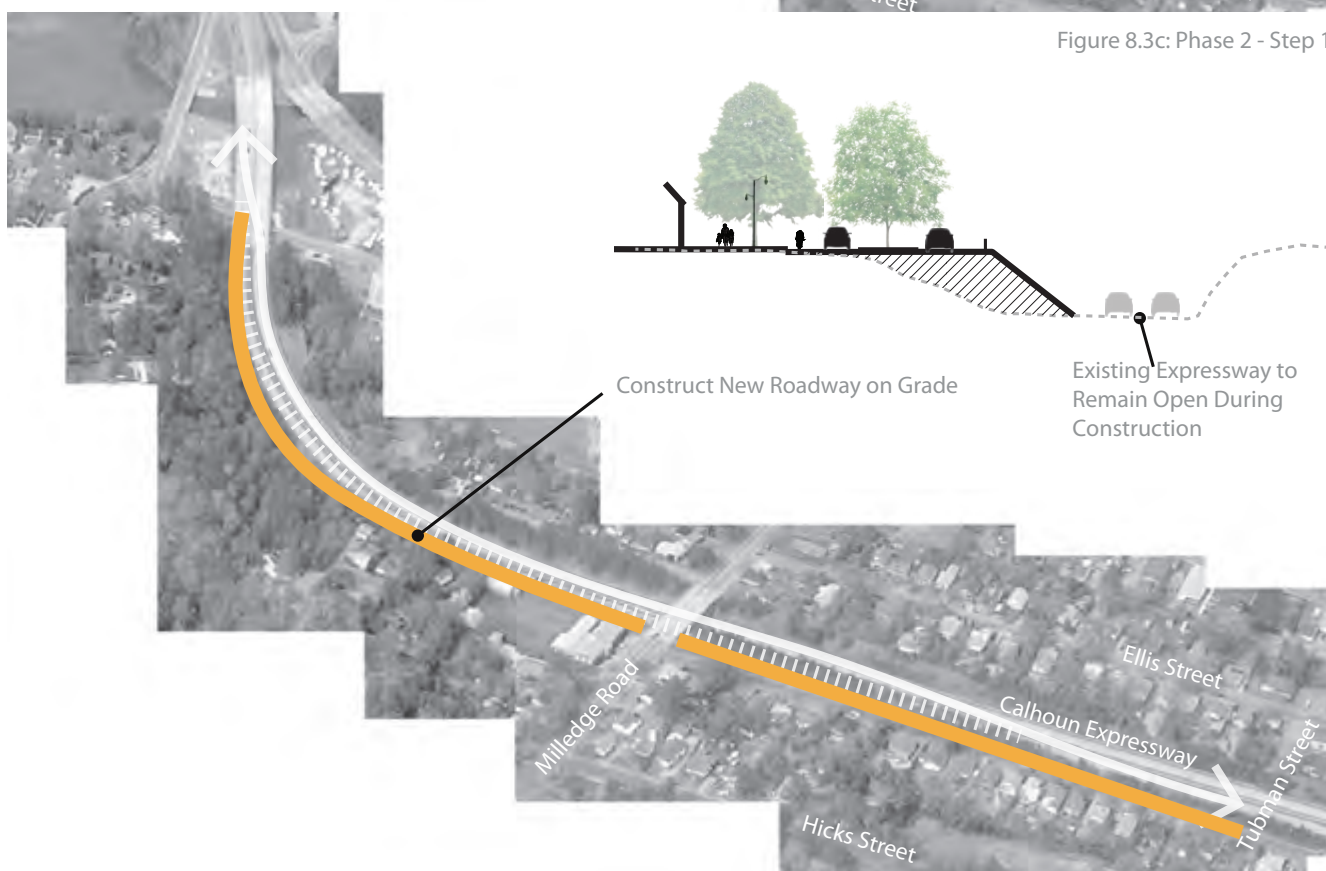


Figure 8.3d: Phase 2 - Step 2

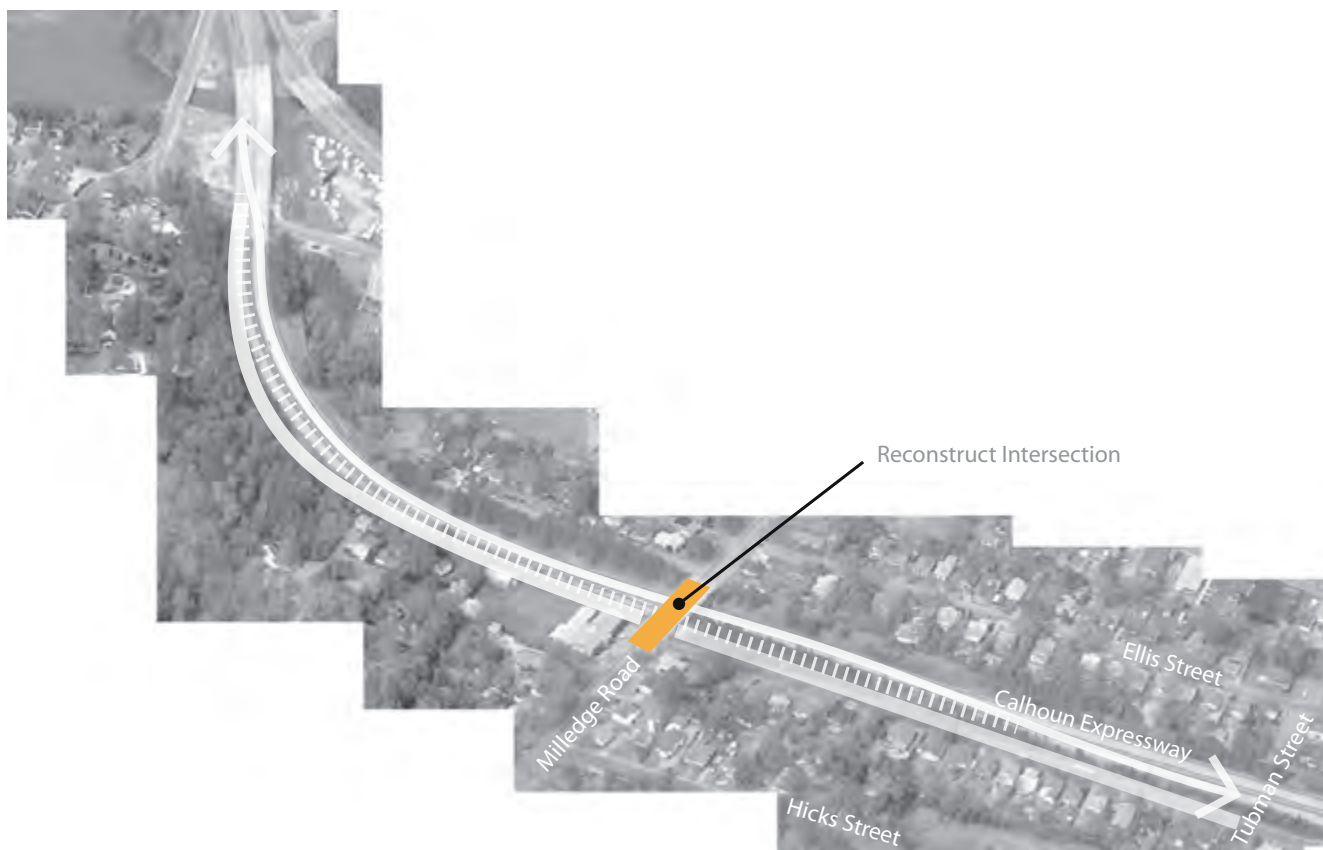


Figure 8.3e: Phase 2 - Step 3

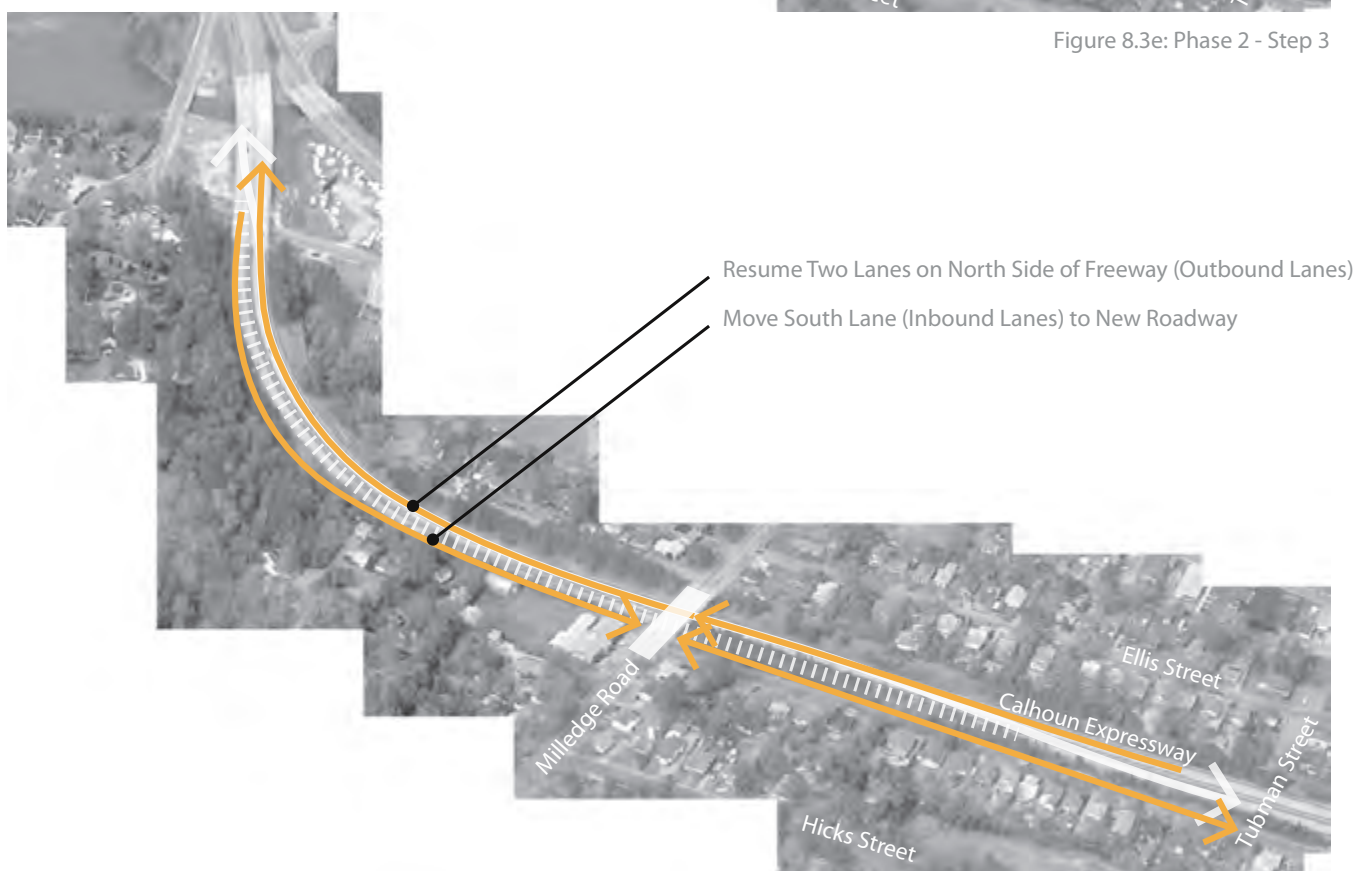


Figure 8.3f: Phase 2 - Step 4



Figure 8.3g: Phase 3 - Step 1

8.3.3 PHASE 3

The third phase begins the removal of a portion of the Calhoun Expressway. The first step in this phase is to connect the west end of the new street (Greene Street) with the remaining lane coming from the bridge over Rae's Creek (refer to Figure 8.3g). This will make it possible to remove and regrade the Calhoun Expressway from the bridge over Rae's Creek to the entrance and exit ramps at Crawford Avenue. This will include filling land to the west of Metcalf Road where the Expressway is currently below the surrounding grade and excavating soil to the east of Metcalf where the Expressway is currently above grade. The regrading efforts will be more cost effective if both the cut and fill are done at the same time since most of the soil needed for the fill can come from the cut. The newly graded land will be the location for new lots

fronting Greene Street.

The second part of the third phase will include the construction of two new streets (refer to Figure 8.3h). This will allow for a greater variety of travel routes into and out of downtown Augusta from the communities to the west of Harrisburg. The new roads will create a new block structure for additional housing, commercial, or retail uses in this area.

The third part of the third phase will involve redirecting the west end of Broad Street to intersect with the new section of Greene Street (refer to Figure 8.3j). A couple of segments of Broad Street will have to be removed in order to connect to Greene Street with an intersection just south of the bridge.



Figure 8.3h: Phase 3 - Step 2

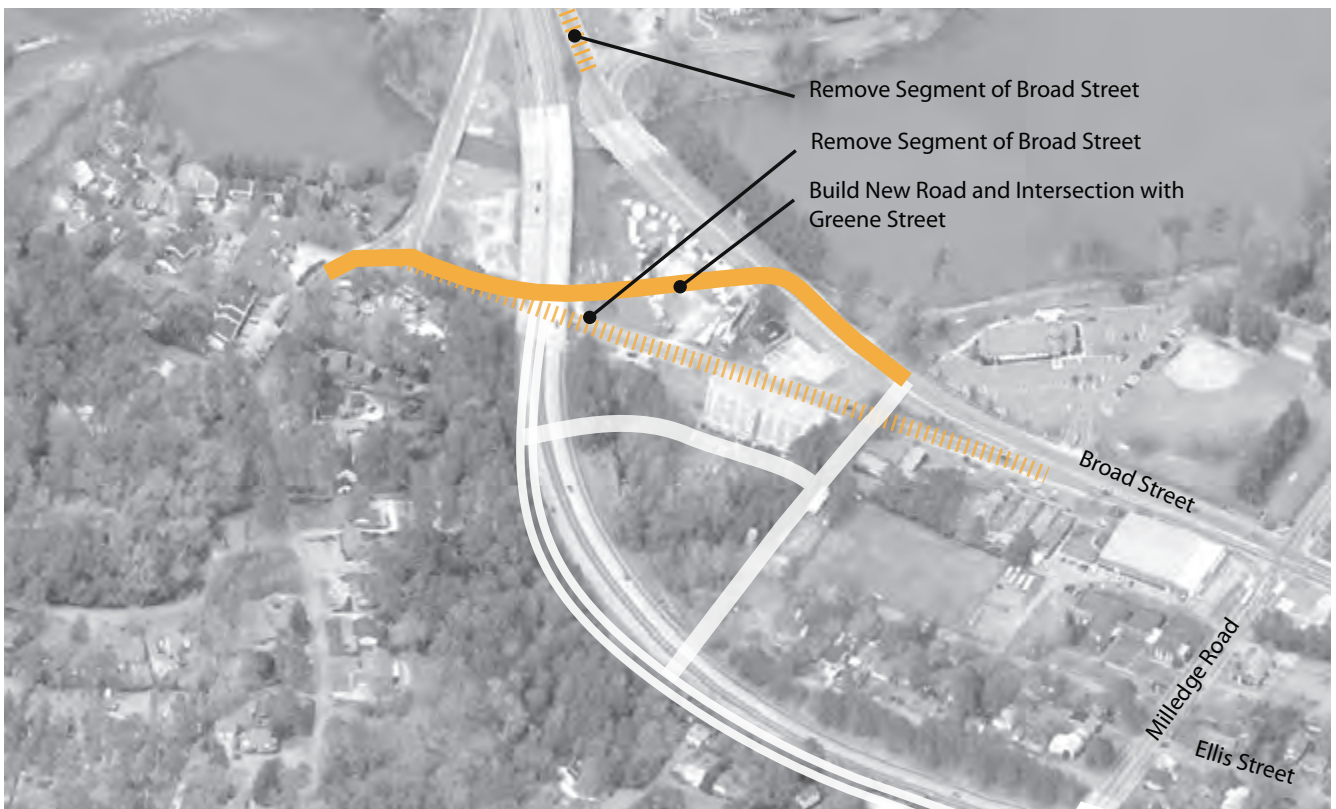


Figure 8.3j: Phase 3 - Step 3



Figure 8.3k: Phase Four - Step One

8.3.4 PHASE 4

The fourth and final phase will complete the removal of the Calhoun Expressway in Harrisburg. The first step of the fourth phase will be tearing down the remaining elevated Expressway from Crawford Avenue to 15th Street (refer to Figure 8.3k). The Expressway to the east of 15th street will have to remain closed during this phase until a new ramp can be built to connect to the elevated portion over the Augusta Canal.

Part two of this final phase will reconnect 15th street at grade with the east side of the former Calhoun Expressway (refer to Figure 8.3m). This move will allow for a greater connection within the community, as four new at grade intersections will be built. Once phase four is complete, the new Greene Street can be completed, reconnecting Augusta with historic Harrisburg.



Figure 8.3m: Phase Four - Step Two

8.4 CONCLUSION

Removing and redesigning the Calhoun Expressway will help future efforts to reclaim Historic Harrisburg. The new connections will help to knit the community together and provide for greater access to all the great assets this neighborhood has to offer. Allowing vehicles to drive through Harrisburg and not over it or around it will enable people to see the assets and opportunities this community has to offer. Although the change may take years to implement, ultimately it will help create a better future for Harrisburg and for Augusta as a whole. Harrisburg has the potential to be a sought after location with its many recreational amenities, its proximity to downtown Augusta and Augusta National, its rich history, and architecturally unique housing stock. The redevelopment of the Expressway is an important part of Harrisburg's transformation.





Recommendations

9.0 RECOMMENDATIONS

9.1 NEIGHBORHOOD IDENTITY

The following section summarizes and prioritizes, by numbered order, the strategies discussed in Chapter 4.0: Neighborhood Identity. Figure 9.1a provides a diagram of organizations with which the neighborhood should partner in order to implement these recommendations. The diagram also identifies which strategy or strategies are best suited to the proposed partner. Please refer to Chapter 4.0 for a more detailed discussion of each strategy.

1. Create a narrative that describes the history and development of the neighborhood. Post this narrative on a neighborhood specific website(s) with historic maps and photos to support its claims. Add information to the website on neighborhood events, area amenities and partners, and public safety information. (Section 4.1)

Neighborhood narrative and website examples:

- Inman Park, Atlanta: www.inmanpark.org
- Virginia Highland, Atlanta: www.virginiahighland.com
- Compton Heights, St. Louis: www.chnba.org

2. Create a neighborhood logo that draws from the new neighborhood narrative. (Section 4.1)

Neighborhood logo example:

- College Hill, Ohio. Refer to Figure 9.1b.

3. Create neighborhood banners with the new logo to place on homes throughout Harrisburg. (Section 4.2)

Neighborhood banner example:

- Kirkwood, Atlanta. Refer to Figure 9.1c.

4. Continue to work with Augusta Crime Stoppers and USAonWatch for regular safety training and to further develop a Neighborhood Watch Organization. Create neighborhood watch signs to place in the front yards of

participating homes. (Section 4.2)

Neighborhood watch sign example:

- Inman Park, Atlanta. Refer to Figure 9.1d.

5. Host neighborhood festivals and parades to give non-residents the opportunity to learn more about Harrisburg and enjoy all the great amenities that this neighborhood has to offer. (Section 4.2)

5. Neighborhood festival examples:

- Cabbagetown Stomp and Chomp, Atlanta: www.chompandstomp.com
- Newport Beach Christmas Boat Parade: www.christmasboatparade.com

6. Implement lot-by-lot and block-by-block strategies that allow neighbors to work together on small-scale projects that begin to create a unique identity for Harrisburg, such as streetscape improvements and revitalization of abandoned lots. (Section 4.2)

Block-by-block example:

- Virgil Avenue, Atlanta. Refer to Figure 9.1e



Figure 9.1e



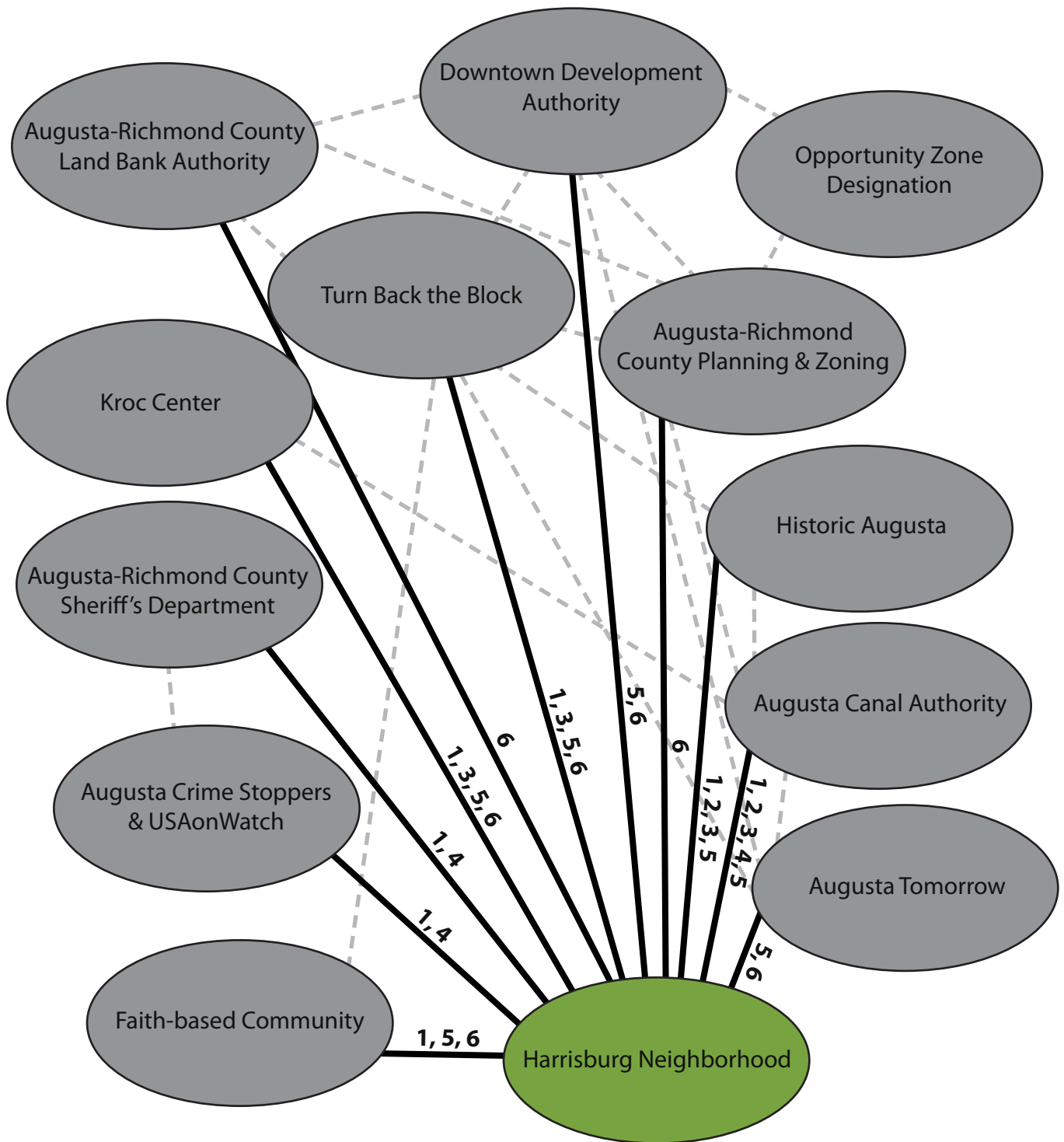
Figure 9.1b



Figure 9.1c



Figure 9.1d



The numbers within this diagram correlate with the recommendations listed in Section 9.1. Contact information for each partner organization can be found in Section 9.6: Partner Contact Information.

Figure 9.1a: Partner Organization Diagram

9.2 NEIGHBORHOOD REVITALIZATION

The following section summarizes and prioritizes, by numbered order, the strategies discussed in Chapter 5.0: Neighborhood Revitalization. Figure 9.2a provides a diagram of organizations with which the neighborhood should partner in order to implement these recommendations. The diagram also identifies which strategy is best suited for a particular partner. Please refer to Chapter 5.0 for a more detailed discussion of each strategy.

1. Redevelop the blocks surrounding John Milledge Elementary School. Utilize a lot-by-lot strategy to infill housing where lots are empty or homes are in disrepair. Utilize a block-by-block strategy to redevelop two-thirds of the block north of John Milledge Elementary School into a community park. Improve streetscapes between the school and the Kroc Center with street trees, lighting, and sidewalk repairs. (Section 5.3)

Resources:

- Philadelphia Green Program: www.pennsylvaniahorticulturalsociety.org/phlgreen/maintenance.html
- Turn Back the Block: www.turnbacktheblock.com
- Helping Johnny Walk to School: www.preservationnation.org/issues/historic-schools/helping-johnny-walk-to-school/helping-johnny-walk-to-school.pdf
- Safe Routes to School: www.saferoutesinfo.org/

2. Redevelop the Kroger Site and surrounding neighborhood blocks. (Section 5.3)

Option 1: Rebuild the original street grid, front the eastern edge of Chafee Ave. with single-family lots, and create a new medical complex at the existing Kroger site.

Option 2: Develop mixed-use buildings along the east-side of Chafee Ave. and multi-family residential on the west-side. Develop a medical/commercial building that

fronts 15th Street.

Option 3: Develop a mixed-use building on the east-side of Chafee Avenue, a new medical/commercial building fronting 15th Street, and a 2.5 acre neighborhood park.

Resources:

- Georgia's Health Sciences University (GHSU) Master Plan. GHSU is likely to update its campus master plan.

3. Improve the walkability and appearance of Walton Way by adding on-street parking, limiting curb cuts, increasing the vegetative buffer, and encouraging multi-family developments where appropriate. (Section 5.3)

Resources:

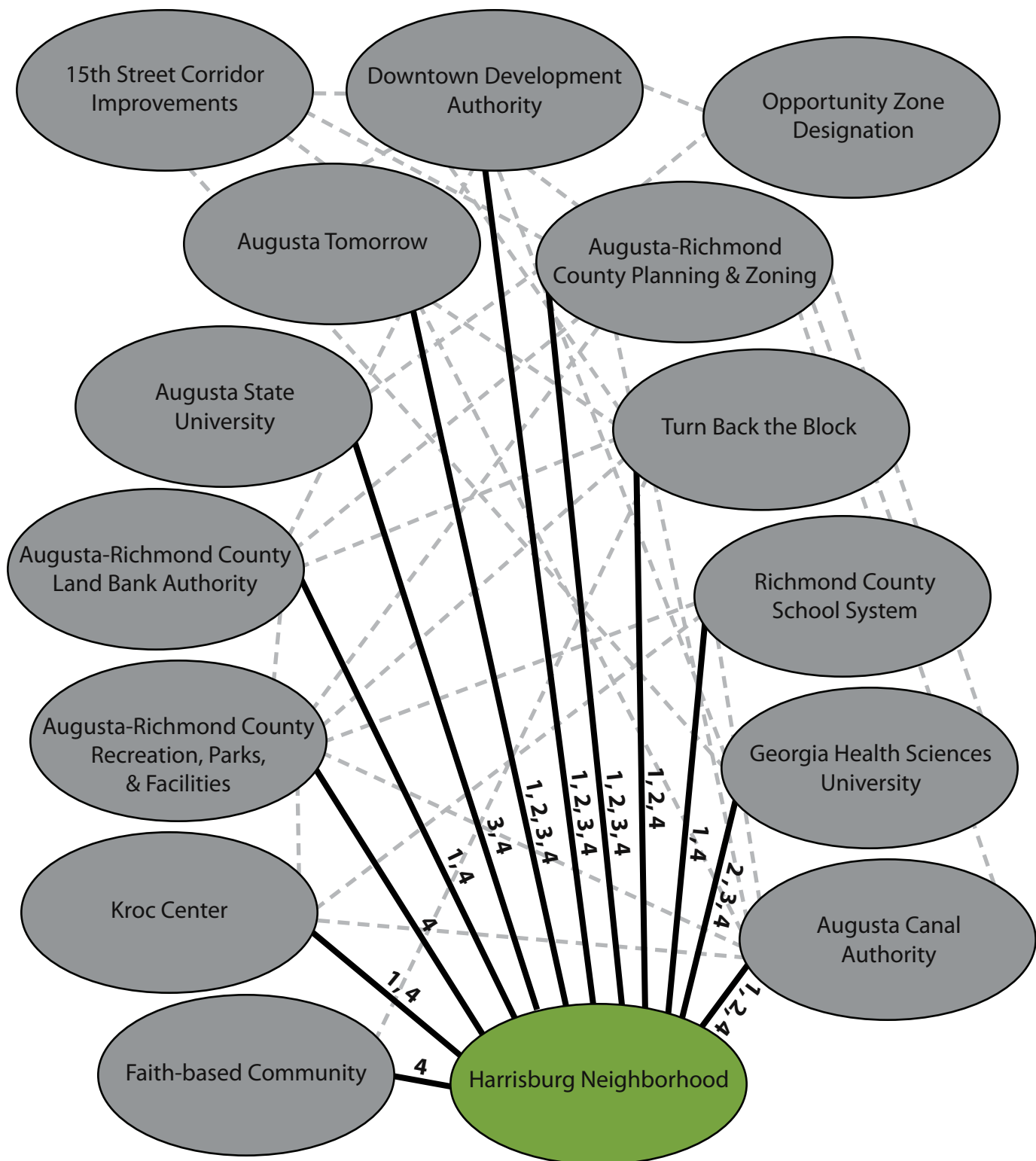
- Developing a Walton Way corridor redevelopment plan can help build on recommendations found within this report and lead to implementation.
- Simpson Corridor Redevelopment Plan, Atlanta: http://www.atlantaga.gov/client_resources/government/planning/simpson/0629%20simsom%20ppt-web.pdf
- College Hill Corridor Master Plan: www.collegehillmacon.com

4. Implement lot-by-lot and block-by-block strategies. (Section 5.4) Resources:

- Turn Back the Block: www.turnbacktheblock.com
- Philadelphia Green Program: www.pennsylvaniahorticulturalsociety.org/phlgreen/maintenance.html



Figure 9.2a: Philadelphia Green Program



The numbers within this diagram correlate with the recommendations listed in Section 9.2. Contact information for each partner organization can be found in Section 9.6: Partner Contact Information.

Figure 9.2a: Partner Organization Diagram

9.3 BROAD STREET

The following section summarizes and prioritizes, by numbered order, the strategies discussed in Chapter 6.0: Broad Street. Figure 9.3a provides a diagram of organizations with which the neighborhood should partner in order to implement these recommendations. The graphic identifies which strategy is best suited for a particular partner. Please refer to Chapter 6.0 for a more detailed discussion of each strategy.

1. Create a pedestrian safe environment along Broad Street by investing in new sidewalks, sidewalk repair/maintenance, and painting/re-painting of crosswalks. (Section 6.4)

Examples:

- Dunwoody, Georgia created a Sidewalk Improvement Plan to identify and prioritize sidewalk improvements: http://www.dunwoodyga.gov/departments/Public_Works/Sidewalk_Improvement_Plan.aspx
- Similarly, Huntsville, Alabama created a Sidewalk Improvement Plan: <http://www.hsvcity.com/planning/SidewalkImprovementPlan2006.pdf>

2. Develop a form-based code district for Broad Street to regulate building forms rather than building uses. (Section 6.4)

Resources:

- The Form-Based Codes Institute: www.formbasedcodes.org/
- Columbia Pike Form Based Code, Arlington, Virginia: www.arlingtonva.us/departments/CPHD/forums/columbia/current/CPHDForumsColumbiaCurrentCurrentStatus.aspx

3. Reduce the number of travel lanes along Broad Street from four to two lanes. Utilize the reclaimed right-of-way

to create bicycle lanes, on-street parking, street trees and lights, and improved sidewalks. (Section 6.4)

Resource:

- National Complete Streets Coalition: www.completestreets.org/who-we-are/

4. Improve the accessibility to and conditions of Olmstead Park and the adjacent recreational amenities. Create a Lake Olmstead Parkway to connect these amenities and as a gateway into the recreational area; remove the fencing around West End Cemetery and connect it to the Augusta Canal trail; improve the BMX and rugby field; and replat the Georgia Army National Guard site for future development. Consider alternative uses of the GreenJackets stadium, in case of relocation. (Section 6.5)

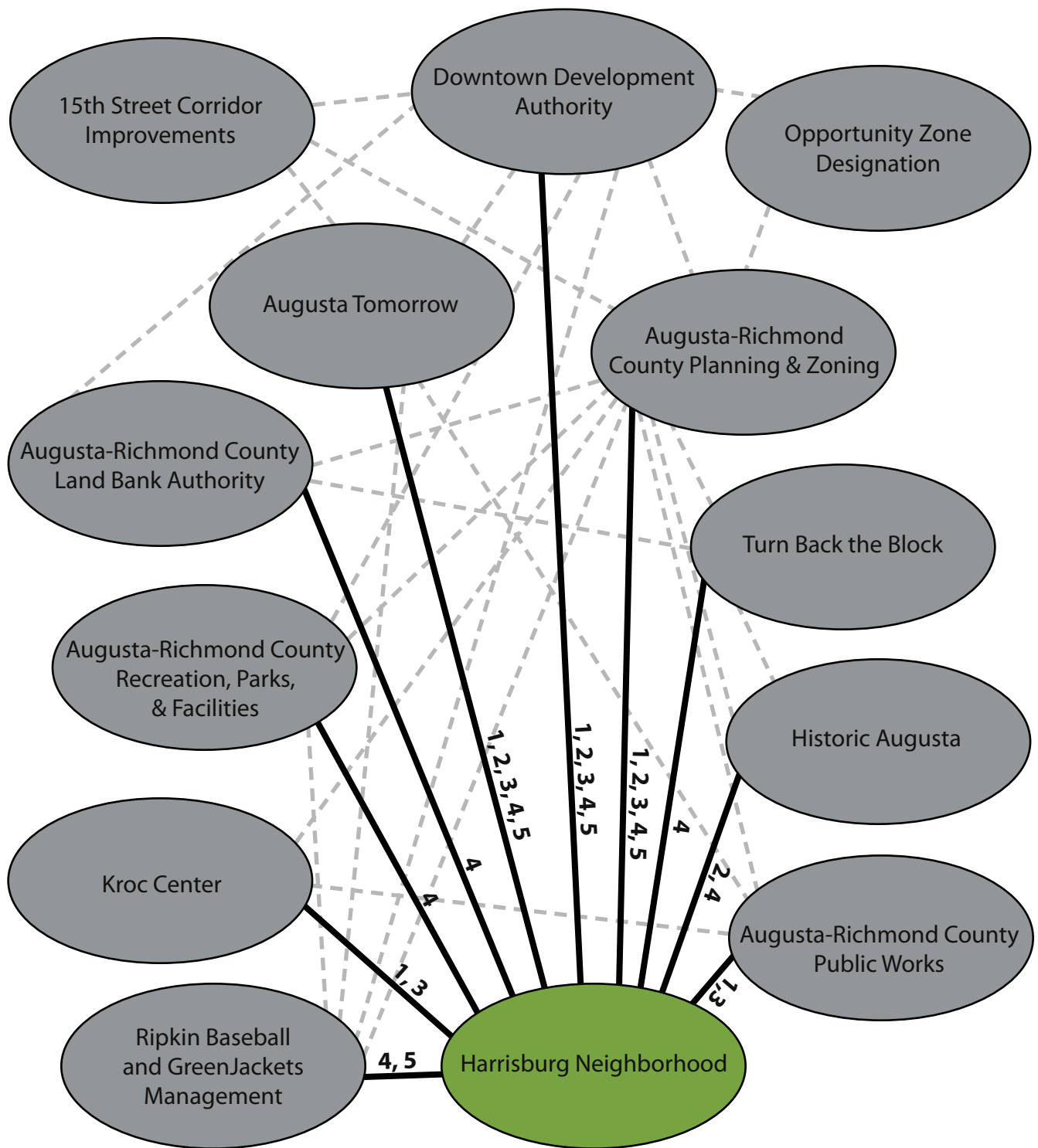
Examples:

- Peachtree City's McIntosh Trail Recreation Complex <http://www.peachtree-city.org/index.aspx?NID=308>
- The Edge at Allen Station Park: http://www.cityoffallen.org/departments/parks_recreation/facilities/edge_allenstation.htm

5. Consider development plans for the Augusta Golf and Gardens Park that address both scenarios: if the GreenJackets Stadium relocates to this site and if it does not. (Section 6.6)

Examples:

- The following stadiums were developed to accommodate a mix of uses adjacent to the stadium: Fluor Stadium, Greenville, South Carolina; Durham Bulls Athletic Park, Durham, North Carolina; Parkview Field, Fort Wayne, Indiana; AT&T Field, Chattanooga, Tennessee.



The numbers within this diagram correlate with the recommendations listed in Section 9.3. Contact information for each partner organization can be found in Section 9.6: Partner Contact Information.

Figure 9.3a: Partner Organization Diagram

9.4 AUGUSTA CANAL

The following section summarizes and prioritizes, by numbered order, the strategies discussed in Chapter 7.0: Augusta Canal. Figure 9.4a provides a diagram of organizations with which the neighborhood should partner in order to implement these recommendations. The graphic identifies which strategy is best suited for a particular partner. Please refer to Chapter 7.0 for a more detailed discussion of each strategy.

1. Improve and build trails along the Canal, creating a continuous path along the edge from the Headgates to 13th Street. Residual or neglected land along this path can be developed into a network of greenspaces. (Section 7.3)

Resources:

- Augusta Canal Authority is in the process of creating a canal trail master plan that includes trails within the Harrisburg neighborhood: www.augustacanal.com/
- PATH Foundation develops paths and trails throughout the state of Georgia: <http://pathfoundation.org>

2. Extend and reconnect streets to provide easy access to the Canal. Build streets along the Canal, as appropriate to allow better access to this amenity. Rebuild and repair housing along the Canal to fit into this new framework. (Section 7.3)

Resources:

- The City of Atlanta recently completed The Connect Atlanta Plan, a comprehensive transportation plan for the city, which identifies and prioritizes transportation improvements. Harrisburg could build from recommendations within this report to create a street master plan that prioritizes: streetscape improvements of the streets that surround the John Milledge Elementary School; Broad Street redesign; street extensions and

reconnections that benefit access to the Canal; Walton Way redesign; and Calhoun Expressway alternatives.

<http://web.atlantaga.gov/connectatlanta/>

• Similarly, the City of Decatur has completed a Community Transportation Plan:

www.decaturga.com/index.aspx?page=422

3. Re-subdivide and re-orient the parcels along the Canal to create direct access to and frontage on the Canal, utilizing it as an amenity, not an industrial corridor. Integrate the Sibley and King Mill sites into the landscape of the Canal and trail system. Once the market allows, redevelop these mill sites to provide more contemporary uses. (Section 7.3)

Examples:

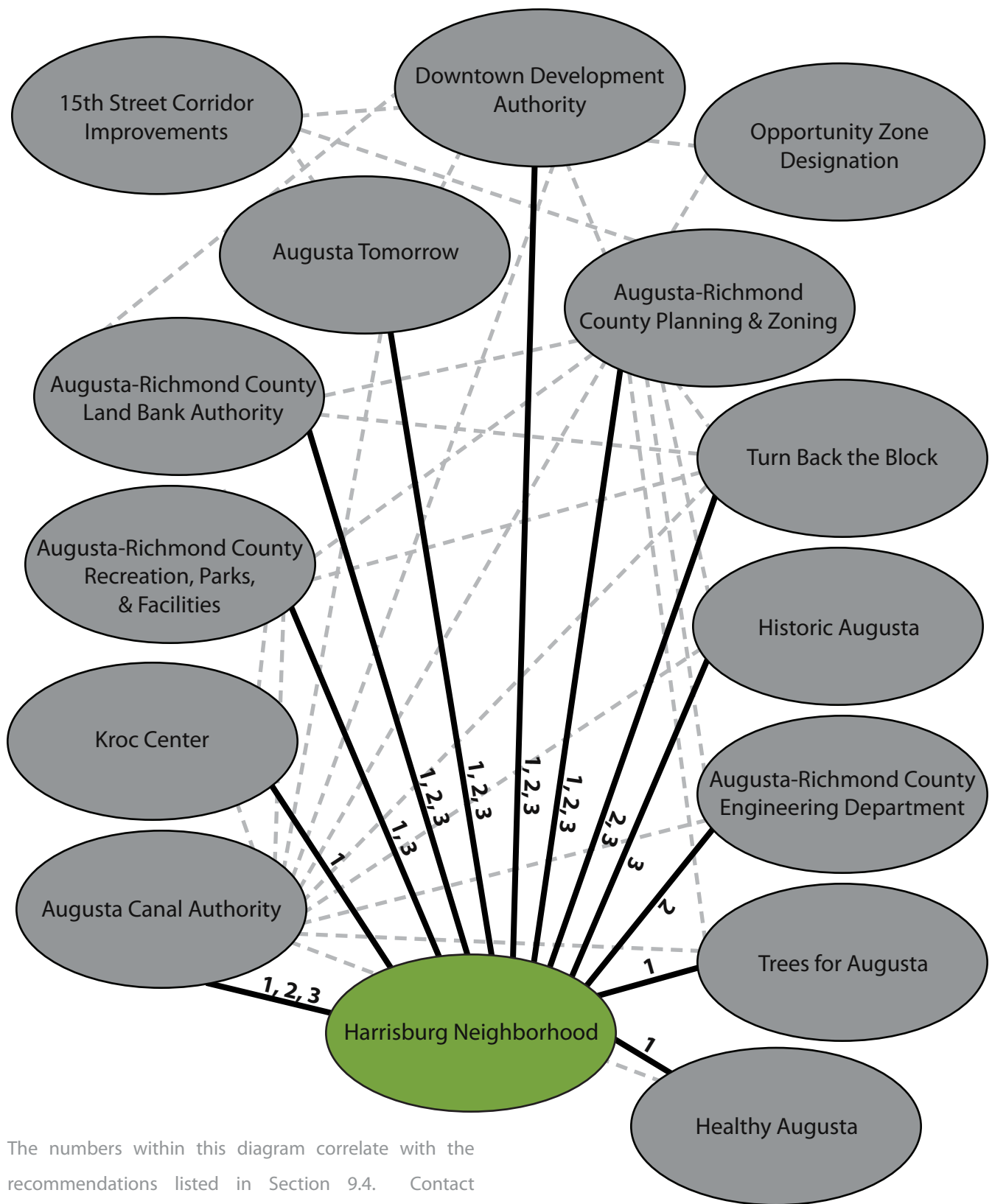
- Enterprise Mill, Augusta, Georgia: <http://www.enterprisemill.com/>

Refer to Figure 9.4b

- Knitting Mill, Chattanooga, Tennessee: <http://knittingmillantiques.com/>



Figure 9.4b: Enterprise Mill, Augusta, Georgia
Courtesy of www.melaver.com/



The numbers within this diagram correlate with the recommendations listed in Section 9.4. Contact information for each partner organization can be found in Section 9.6: Partner Contact Information.

Figure 9.4a: Partner Organization Diagram

9.5 CALHOUN EXPRESSWAY

The following section summarizes and prioritizes, by numbered order, the strategies discussed in Chapter 8.0: Calhoun Expressway. Figure 9.5a provides a diagram of organizations with which the neighborhood should partner in order to implement these recommendations. The graphic identifies which strategy is best suited for a particular partner. Please refer to Chapter 8.0 for a more detailed discussion of each strategy.

1. Redesign the Calhoun Expressway to better incorporate with the fabric of the Harrisburg neighborhood.

Option 1: The Calhoun Expressway structure remains, but the four travel lanes are reduced to two. Build a multi-use pedestrian trail within the newly acquired right-of-way. Refer to Figure 9.5b.

Option 2: Bring the Calhoun Expressway to grade, reduce the travel lanes from four to two, and add on-street parking. Refer to Figure 9.5c.

Option 3: Bring the Calhoun Expressway to grade and reduce the travel lanes from four to three - providing one travel lane in each direction plus a center turning lane. Refer to Figure 9.5d

Option 4: Bring the Calhoun Expressway to grade and convert it into a two-lane boulevard with a planted median and bicycle lanes. Refer to Figure 9.5e

Examples:

The following are examples of expressways that have successfully been removed and replaced with surface streets. Refer to 9.5.1 for more information:

- Embarcadero Freeway, San Francisco, California
- Riverfront Parkway, Chattanooga, Tennessee



Figure 9.5b: Option 1



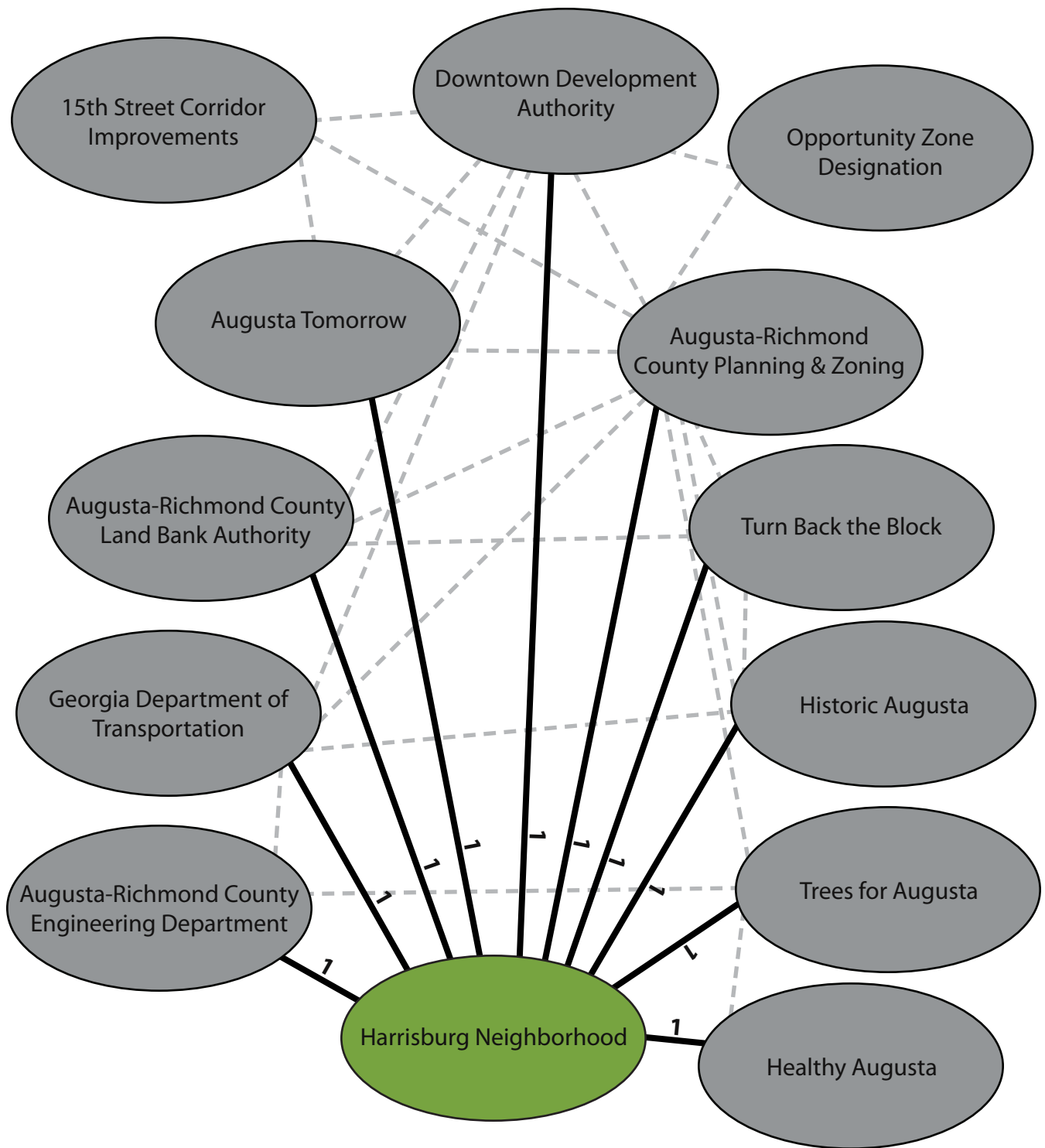
Figure 9.5c: Option 2



Figure 9.5d: Option 3



Figure 9.5e: Option 4



The numbers within this diagram correlate with the recommendations listed in Section 9.5. Contact information for each partner organization can be found in Section 9.6: Partner Contact Information.

Figure 9.5a: Partner Organization Diagram

9.5.1 PRECEDENTS

If removing the Calhoun Expressway is determined to be the best strategy, examining successful examples of similar projects will help envision how this can happen. The Embarcadero Freeway in San Francisco and the Riverfront Parkway in Chattanooga Tennessee were both expressways without a clear purpose and were successfully replaced with surface streets.

EMBARCADERO FREEWAY

EMBARCADERO FREEWAY, 1.6 miles, \$210 million

The Embarcadero Freeway was closed after an earthquake caused severe damage making it impassable. Instead of investing in costly repairs, the City of San Francisco decided to remove the freeway and reconnect the downtown with the bay. The money was spent on the new Embarcadero instead of replacing the elevated expressway. In its place today: is a waterfront surface boulevard. After the freeway was removed, in 1991, real estate values in adjacent neighborhoods went up by 300 percent.^{9.1} Entire new neighborhoods, oriented to the waterfront, were built and thrived in areas that had been hard to develop when the freeway stood as a wall that cut them off from the waterfront.^{9.2} The corridor has been transformed into a multi-lane boulevard flanked by a promenade of wide sidewalks, ribbons of streetlights, mature palm trees, historic streetcars, waterfront plazas, and sculpture gardens.^{9.3} Refer to Figures 9.5f and 9.5g.



Figure 9.5f: Diagram of Embarcadero Freeway
Courtesy of Congress for New Urbanism. *Highways to Boulevards.*



Figure 9.5g: Photo of Embarcadero as it Exists Today

CHATTANOOGA

RIVERFRONT PARKWAY, 1.7 miles, \$140 million

Chattanooga, Tennessee has increasingly turned its attention to the Tennessee River. Doing so required replacing Riverfront Parkway - a highway - with an urban boulevard, creating new waterfront open space. Chattanooga's downtown grid was integrated with the boulevard, thereby creating pedestrian connections and new development parcels. When Riverfront Parkway no longer served its initial purpose, which was to provide truck access to industrial districts, lanes were reduced to two, except for downtown, where it remains as four. Two additional downtown intersections were added. These additional links help to make Chattanooga's Waterfront lively and connected, increasing the viability of this district to reform as the city center. Refer to Figures 9.5h adn 9.5j.



Figure 9.5h: Aerial of Riverfront Parkway Before Removal



Figure 9.5j: Aerial of Riverfront Parkway Today

9.6 PARTNER CONTACT INFORMATION

This section provides information on potential partner organizations that should be able to assist the Harrisburg community in implementation of the recommendations found within this report. While this list identifies many potential partners, it is not exclusive. As additional partner organizations are identified, they should be included in implementation discussions.

Augusta Canal Authority

The Augusta Canal Authority is the government-appointed body that has jurisdiction over the Augusta Canal. The Authority works to develop and preserve the Canal as a natural, historic and economic resource. As of the writing of this report, a Canal trail master plan was in progress that identifies areas for trails to be built in the Harrisburg neighborhood. The trail recommendations within this report should be incorporated into the Canal master planning process. The Canal Authority should be able to assist with the further planning, development, and funding of trails, greenspaces, and housing along the Canal and within the Authority's jurisdiction. It currently owns the Sibley and King Mills and will have a role in the redevelopment of these sites.

Executive Director: Dayton Sherrouse

Address: Augusta Canal Interpretive Center
1450 Greene Street, Suite 400
Augusta GA 30901

Email: sherrouse@augustacanal.com

Phone: 706-823-0440

Website: www.augustacanal.com

Augusta Crime Stoppers

Augusta Crime Stoppers works with Crime Reports and Rewards to encourage citizens in the community to

volunteer vital information helpful to law enforcement agencies and the local government to fight against crime. The Augusta Crime Stoppers may be able to assist in the further development of the Harrisburg-West End Neighborhood Watch program.

Executive Director: Griff Griffin

Board Member and Harrisburg resident: Butch Palmer

Email: info@augustacrimestoppers.org

Website: http://augustacrimestoppers.org/

Augusta-Richmond County Engineering Department

The Engineering Department works to enhance the quality of life in Augusta by providing programs that are safe, efficient, and effective; solely for the management of transportation and stormwater through proactive Infrastructure maintenance, design, construction, and traffic management in an environmentally responsible and aesthetically pleasing manner. The Engineering Department should be able to assist with the extension and reconnection of streets to provide better access to the Canal; with Broad Street improvements; and with Calhoun Expressway redesign.

Director: Abie L. Ladson, P.E.

Address: 505 Telfair St., Augusta, GA 30901

Email: aladson@augustaga.gov

Phone: (706) 796-5040

Website: www.augustaga.gov/index.aspx?nid=113

Augusta-Richmond County Land Bank Authority

The Land Bank Authority's mission is to collaborate with Augusta-Richmond County on community and economic development projects by providing non-tax generating land to be used in the production of affordable housing for low and moderate income households. The Authority

may be able to assist in the implementation of lot-by-lot and block-by-block strategies by holding land until it can be developed and assisting in the redevelopment process through coordination with non-profit community development organizations and private developers. It may be able to assist in the redevelopment of the Georgia Army National Guard site; with the redevelopment of parcels along the Augusta Canal into housing and greenspace uses; and with the redevelopment of land adjacent to the Calhoun Expressway as this roadway is redesigned to better integrate with the neighborhood.

Executive Director: Norman Michael

Address: 925 Laney Walker Boulevard, 3rd Floor
Augusta, GA 30901

Phone: 706-849-3737

Website: www.augustaga.gov/index.aspx?nid=1338

Augusta-Richmond County Planning and Development Department

The Planning and Development Department provides unbiased leadership in the areas of comprehensive planning, transportation planning, zoning, development administration, and environmental regulations. The Planning and Development Department is tasked with managing the **Harrisburg West-End Opportunity Zone Designation**. Within this zone, businesses that create more than two jobs qualify for a Georgia tax credit. Additionally, the Department is working to develop the **15th Street Corridor**, a priority corridor in Augusta which has received federal funding for improvement implementation. The Planning and Development Department should be able to assist in the planning and redevelopment of: the blocks surrounding John Milledge Elementary School; the Kroger site and adjacent neighborhood blocks; Walton Way; the zoning and roadway improvements along Broad Street; the improvements for the recreational areas adjacent

to Olmstead Park; the GreenJackets Stadium site; the Augusta Golf and Gardens Park site; the parcels adjacent to the Augusta Canal; and the Calhoun Expressway.

Director: George Patty

Planning Manager: Paul DeCamp

Address: 525 Telfair St., Augusta, GA 30901

Email: Planning_Commission@augustaga.gov

Phone: 706-821-1796

Website: www.augustaga.gov/index.aspx?nid=290

Augusta-Richmond County Recreation, Parks, & Facilities

The Recreation, Parks and Facilities Department's mission is to contribute to Augusta being recognized nationally as a premier City, by providing the highest quality leisure and facility services that promote the health and well being of all citizens in safe, well maintained and enjoyable parks and facilities. The Department should be able to assist with the implementation of: lot-by-lot and block-by-block strategies that convert lots or blocks into parks or recreation facilities; the redevelopment of the block adjacent to John Milledge Elementary School into park space; the improvement of the recreational facilities near Olmstead Park; and the development of greenspaces and trails along the Augusta Canal.

Director: Tom F. Beck, Jr.

Address: 2027 Lumpkin Rd.

P.O. Box 5605

Augusta, GA 30906

Email: tbeck@augustaga.gov

Phone: 706-796-5025

Website: www.augustaga.gov/index.aspx?nid=645

Augusta-Richmond County Sheriff's Office

The mission of the Sheriff's Office is to protect life and property, through the maintenance of peace and order, and the provision of law enforcement services. The Office should be able to assist in the further development of the Harrisburg-West End Neighborhood Watch program.

Sheriff: Ronald Strength

Address: Law Enforcement Center

401 Walton Way

Augusta, GA 30901

Phone: 706-821-1000

Website: www.augustaga.gov/index.aspx?nid=294

Augusta State University

Augusta State University is a liberal arts university located just outside of the Harrisburg community. Augusta State University may be able to assist with revitalization of Walton Way and implementation of lot-by-lot and block-by-block strategies. In order to implement the recommendations discussed within this report, it will be important for Harrisburg to partner with its neighbors - Georgia Health Sciences University, the medical district, and Augusta State University – all of which are essential economic development engines for Augusta-Richmond County. The economic success of these institutions relies on the success of Harrisburg becoming a vibrant place to live and work, just as much as the success of Harrisburg relies on partnerships with these institutions.

Director of Public Relations: Kathy Schofe

Address: Augusta State University

2500 Walton Way, Augusta, GA 30904

Phone: 706-737-1444

Email: kschofe@aug.edu

Augusta Tomorrow

Augusta Tomorrow is a non-profit organization that serves the community through planning, promoting, and implementing the development of Augusta with particular emphasis on the city center. The organization was vital in the creation of The Westobou Vision, the 2009 Master Plan for Augusta which includes a plan for Harrisburg to become a Canal Village. Augusta Tomorrow may be able to assist with implementation and support of: a Harrisburg neighborhood festival; implementation of lot-by-lot and block-by-block strategies; redevelopment of the blocks surrounding John Milledge Elementary School; redevelopment of the Kroger site and surrounding neighborhood blocks; the redesign of Walton Way; the redesign of Broad Street; the development of trails and housing along the Canal; the redevelopment of the King and Sibley Mills; and the redesign of the Calhoun Expressway and the surrounding parcels.

Executive Director: Camille Price

Address: Enterprise Mill, Suite 85

1450 Greene St.

Augusta, GA 30901-5226

Phone: 706-722-9100

Email: MainOffice@AugustaTomorrow.org

Downtown Development Authority of Augusta

The Downtown Development Authority works to improve the economy of Augusta-Richmond County by coordinating an aggressive public/private program to promote the re-development and growth of downtown Augusta. They may be able to assist in the implementation and support of: a Harrisburg neighborhood festival or parade; lot-by-lot and block-by-block strategies; the redevelopment of the blocks surrounding John Milledge Elementary School; the redevelopment of the

Kroger site and surrounding neighborhood blocks; the redesign of Walton Way; the redesign of Broad Street; the development of trails and housing along the Canal; the redevelopment of the King and Sibley Mills; and the redesign of the Calhoun Expressway and surrounding parcels.

Executive Director: Margaret Woodard

Address: 936 Broad Street, Suite 107

Augusta, GA 30901

Phone: 706-722-8000

Email: mwoodard@myaugustadowntown.com

Faith-Based Community

The faith-based community is comprised of churches and other religious organizations within the Harrisburg neighborhood. They may be able to assist with the implementation of: a Harrisburg neighborhood festival or parade and the lot-by-lot and block-by-block strategies. There are many potential faith-based partners within the Harrisburg Community. Below is a list and contact information for those who were active in the Harrisburg *Blueprints* process and who expressed interest in providing support in implementation.

Bible Deliverance Temple

Associate Pastor: Charlotte McGee Ginn

Address: 1857 Fenwick Street

Augusta, GA 30904

Phone: 706-736-1600

Email: cginn2@aol.com

St. Luke United Methodist Church

Outreach Director: Marsha Jones

Address: 309 Crawford Ave.

Augusta, GA

Phone: 706-736-6913

Email: mjstluke@knology.net

Georgia Department of Transportation

The Georgia Department of Transportation (GDOT) works to provide a safe, seamless and sustainable transportation system that supports Georgia's economy and is sensitive to its citizens and environment. GDOT has ownership over the Calhoun Expressway and will need to be involved in any efforts to redesign this roadway.

Commissioner: Keith Golden, P.E.

Address: One Georgia Center

600 West Peachtree St. NW, Atlanta, GA 30308

Phone: 404-631-1990

District 2 Engineer: Jimmy Smith

Address: 801 Highway 15 South, Tonnelle, GA 31089

Phone: 478-552-4601

Georgia Health Sciences University

Georgia Health Sciences University (GHSU), founded in 1828, is home to the Medical College of Georgia, the 13th-oldest continuously operating medical school in the United States and the third-oldest in the Southeast. GHSU's campus is located adjacent to Harrisburg, bordering the south-east edge of the neighborhood. GHSU will soon undergo a campus master planning process. This master planning process should include recommendations found within this report, in particular, the Walton Way redesign and the Kroger site concepts. In order to implement the recommendations discussed within this report, it will be important for Harrisburg to partner with its neighbors - Georgia Health Sciences University, the medical district, and Augusta State University - all of which are essential economic development engines for Augusta-Richmond County. The economic success of these institutions relies on the success of Harrisburg becoming a vibrant place to live and work, just as much as the success of Harrisburg relies on partnerships with these institutions.

Vice President of Administration: Dr. Michael Ash

Address: Georgia Health Science University

Office of VP Administration

1120 15th Street, Room AA211

Augusta, GA 30912

Phone: 706-721-1018

Email: mash@georgiahealth.edu

Website: www.georgiahealth.edu

GreenJackets Baseball

Ripkin Baseball currently owns the Augusta GreenJackets. It is understood that they will make the final decisions on whether or not the GreenJackets stadium will be relocated. A partnership with the GreenJackets can lead to assistance with the potential redevelopment of the current Augusta GreenJackets stadium, if the stadium is relocated. Communication with the GreenJackets should be explored to make sure any redevelopment efforts benefits the community as well as the baseball league.

GreenJackets General Manager: Nick Brown

Address: Lake Olmstead Stadium'

78 Milledge Rd., Augusta, GA 30904

Phone: 706-736-7889

Email: nick@greenjacketsbaseball.com

Website: www.ripkenbaseball.com

Healthy Augusta

The mission of Healthy Augusta is to improve the overall health of the Central Savannah River Area by promoting and encouraging healthy habits through awareness, education and support. Healthy Augusta may be able to assist with implementation of trails along the Augusta Canal and with integration of the Calhoun Expressway into a walkable, neighborhood-friendly street.

President and CEO: Amanda McDougald

Address: 510 Beaufort Dr., Augusta, GA 30904

Email: mcdougaldamanda@yahoo.com

Phone: 803-960-7477

Website: http://www.facebook.com/HealthyAugusta

Historic Augusta, Inc.

Historic Augusta is a private, non-profit working to preserve historically or architecturally significant sites in Augusta-Richmond County through identification of significant historic resources in the community, education of the general public about their importance, and assistance in preserving these historic properties. Historic Augusta may be able to assist in: the development of a neighborhood narrative and website; the creation of a neighborhood logo and banner that draw from the rich history of Harrisburg; the implementation of a neighborhood festival or parade; the recognition of historic places to be preserved along Broad Street in the re-zoning process; the implementation of better connections to the West End Cemetery; the redevelopment of the King and Sibley Mills in a way that preserves their historic character; and the redevelopment of parcels adjacent to the Calhoun Expressway, in a way that respects the historic layout of lots and blocks prior to the Expressway being built.

Executive Director: Erick Montgomery

Address: 415 Seventh Street

P.O. Box 37

Augusta, Georgia 30903

Phone: 706-724-0436

Email: erick@historicaugusta.org

Website: http://historicaugusta.org

Kroc Center

The Kroc Center of Augusta's vision is to provide excellent programs, facilities and services that will promote positive life changing experiences for all people of the Greater Augusta Area. The Kroc Center may be able to assist and

support the development of the blocks surrounding the John Milledge Elementary School, including sidewalk connections to the Center. The school is only a couple of blocks south of the Kroc Center allowing students and faculty to walk those blocks to utilize the Center's facilities. The Kroc Center may also assist with the redesign of Broad Street, as this street provides the main access to the Center. Additionally, the Kroc Center may be able to help create a trail system along the Canal, as this trail system would connect the Center to other amenities throughout the community.

Address: 1763 Broad St., Augusta, GA 30904

Phone: 706-364-4069

Email: info@krocaugusta.org

Website: www.krocaugusta.org

Richmond County School System

The mission of the Richmond County School System is to educate students to become lifelong learners and productive citizens. The John Milledge Elementary School is part of the Richmond County School System. The redevelopment of the blocks surrounding this elementary school will have a great impact on the school. The Richmond County School System should be involved in the process of redeveloping these blocks.

Office of Public Information: Louis E. Svehla

Address: Richmond County School System
864 Broad Street, 4th Floor, Augusta, GA 30901

Phone: 706-826-1118

Email: svehllo@rcboe.org

Website: http://www.rcboe.org/

Trees Augusta

Trees for Augusta may be able to assist with tree planting along streetscapes; with tree planting along trails and greenspace adjacent to the Augusta Canal; and with tree

planting along the redesigned Calhoun Expressway.

Contact: Bryan Haltermann

Address: PO Box 40084. Augusta, GA 30909

Email: hpmellor@bellsouth.net

Phone: 706-722-3961

Website: www.treesforaugusta.org

Contact: Diane Sprague

Email: dasprague@gmail.com

Phone: 706-738-3991

Turn Back the Block

Turn Back the Block is founded on the belief that home ownership is the axis for community transition. Using the existing housing stock in the historic Harrisburg mill village, Turn Back the Block enables individuals and families the opportunity to participate in the rehabilitation of their future homes via sweat equity. Turn Back the Block may be able to assist in the implementation of: a Harrisburg festival or parade; the implementation of lot-by-lot and block-by-block strategies; the redevelopment of the blocks surrounding John Milledge Elementary School; the redevelopment of the Kroger site and surrounding neighborhood blocks; the replatting and redevelopment of the Georgia Army National Guard site; the rebuilding of houses along the Canal; and the rebuilding of housing adjacent to the Calhoun Expressway when the roadway is redesigned to better incorporate into the neighborhood fabric.

President: Anne Catherine Murray

Address: P.O. Box 3366
Augusta, GA 30914

Phone: 706-262-4000

Email: augusta.ga@fullercenter.org

Website: www.turnbacktheblock.com

USAonWatch

USAonWatch provides resources and training for local neighborhood watch groups. They should be able to assist in the further development of the Harrisburg-West End Neighborhood Watch program.

Address: National Sheriffs' Association

1450 Duke Street Alexandria, Virginia

22314-3490

Email: nw@sheriffs.org

Phone: 703-836-7827

Website: www.usaonwatch.org

CITATIONS

^{2.1} Augusta-Richmond County Sheriff's Office. *Crime Statistical Records*. Augusta, 2010 through February, 2011.

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^{3.2} Shields Design. *2009 Master Plan*. Augusta, 2009.

^{3.3} U.S. Census Bureau. "American Community Survey 2009". 2009.

^{3.4} National Association of REALTORS. "Existing Homes Sales". U.S., 2011.

^{3.5} U.S. Census Bureau. "American Community Survey 2009". 2009.

^{3.6} U.S. Census Bureau. "American Community Survey 2009". 2009.

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^{8.1} Georgia Department of Transportation. "Transportation Explorer". [Georgia Department of Transportation](http://trex.dot.ga.gov). 2011. 15 February, 2011 < <http://trex.dot.ga.gov> >.

^{9.1} Cervero, R. From Elevated Freeways to Surface Boulevards: Neighborhood Traffic, and Housing Price Impacts in San Francisco.

^{9.2} Faigin, D. The History of the Bay Area Freeway Development.

^{9.3} Freemark, Y. and Reed J. Huh. Four Cases of How Tearing Down a Highway Can Relieve Traffic Jams and Save Your City.

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Joe Bowles, *Augusta-Richmond County Commissioner,
District 3*
Senator Hardie Davis, *Georgia State Senate, District 22*
Mayor Deke Copenhaver

GEORGIA INSTITUTE OF TECHNOLOGY URBAN DESIGN STUDIO, SPRING 2011

Professor Richard Dagenhart, *College of Architecture*
Najia Ali, *Master of Science (Urban Design), 2011*
Beza A. Beza, *Master of Science in Urban Design, 2011*
Sarah Ciccone, *Master of Science (Urban Design), 2011*
Carlos Perez, *Master of Science in Urban Design, Master of
City and Regional Planning, 2011*
Claire Perko, *Master of Science in Urban Design, 2011*
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ADDITIONALLY, WE WOULD LIKE TO THANK THE FOLLOWING:

Harrisburg-West End Neighborhood Association
Anne Catherine Murray, *Turn Back the Block*
Evelyn Chanti, *Augusta IT Dept - GIS Division*
Charlotte McGee Ginn, *Bible Deliverance Temple*

Blueprints for Successful Communities is an education and technical assistance program of the Georgia Conservancy designed to facilitate community-based planning across the state. The program is committed to achieving successful communities by creating sound conservation and growth strategies, and building consensus for action.

Georgia is home to an abundance of natural and cultural resources. Our development patterns over the last 50 years present a very real threat to these resources and to quality of life as a whole. Sprawling, decentralized development, where people must depend on automobiles, is expensive for local governments to serve and has a staggering effect on the environment. Vehicle emissions create toxic air pollution. Stormwater runoff from asphalt poisons rivers and streams. Thousands of acres of farms, woodlands, and open space are lost to wasteful, non-sustainable forms of development.

The Georgia Conservancy partnered with the Urban Land Institute and the Greater Atlanta Homebuilders in 1995 to host its first *Blueprints for Successful Communities* symposium. Currently the Conservancy maintains an active partnership with thirteen organizations. These diverse organizations and their members provide a great deal of understanding and expertise in the relationships that exist between land use, public infrastructure, economic growth, and environmental quality.

Prior to the Harrisburg effort, *Blueprints* has addressed multi-jurisdictional watershed planning, heritage corridor preservation, location of commuter rail stations, inner city neighborhood issues, and other planning opportunities all through a collaborative planning process.

BLUEPRINTS PRINCIPLES

- *Maintain and enhance quality of life for residents of the community*
- *Employ regional strategies for transportation, land use, and economic growth*
- *Consider the effect of the built environment on the natural environment as well as history and culture*
- *Employ efficient land uses*

A once vibrant mill village, Harrisburg is a 200 year old historic community located directly northwest of downtown Augusta. With the closing of two large textile mills in the past decade, this area has seen economic and housing markets decline. An approximately 65% renter occupancy rate, housing stock in disrepair, and public safety concerns coupled with community assets such as a walkable block structure, historic mill housing, and recreational amenities including the Augusta Canal drew the attention of the Georgia Conservancy's *Blueprints for Successful Communities*.

The Georgia Conservancy, in partnership with Georgia Institute of Technology's College of Architecture and supported by Augusta leadership, led community stakeholders through an inclusive planning process to determine how to revitalize this historic district. This report is the result of these efforts. Focusing on issues of neighborhood identity, neighborhood revitalization strategies, Broad Street improvements, Augusta Canal connectivity, and Calhoun Expressway alternatives, this report provides recommendations and strategies that build on existing assets and opportunities to revitalize this unique neighborhood.

