Spring 5-7-2024

Rehabilitation of the Street: Design Strategies to Increase Diversity in Downtown, Atlanta

Abigail Akridge

REHABILITATION OF THE STREET

DESIGN STRATEGIES TO INCREASE DIVERSITY IN DOWNTOWN, ATLANTA

REHABILITATION OF THE STREET

DESIGN STRATEGIES TO INCREASE DIVERSITY IN DOWNTOWN, ATLANTA

Approval of Thesis Research Project Book is Presented to:

Ermal Shpuza

and to the Faculty of the Department of Architecture College of Architecture and Construction Management by:

Abby Akridge

In partial fulfillment of the requirements for the Degree:

Bachelor of Architecture

Kennesaw State University
Meriatta, Georgia

ACKNOWLEDGEMENTS

This thesis would not be possible without the support of:

Thesis Advisor: Ermal Shpuza

I am grateful for the guidance and knowledge provided to me throughout the year. His knowledge and advice have been instrumental in the strides I have made with my thesis as well as my understanding of architecture.

KSU Department: Faculty & Staff

I would like to thank the Faculty and Staff who have worked to put together an amazing team to both guide and assist us throughout this process. I would like to give a special thanks to Jon Gould for all his advice and guidance over this past year. I would not be where I am today without him.

Friends and Family

To my friends who have shared this completely unique experience with me. I would not have been able to complete this process without your love, support, and constant laughter. To the Polyidus Chapter of Alpha Rho Chi. Thank you for the many years of leadership, joy, and growth you have provided me with. Finally, to my family. Words do not express the importance your support and love has given me over the years. Thank you for being there every step of the way.

CONTENTS

ABSTRACT

Streets in Atlanta have become exclusionary to one or more functions, uses, and communities.

Streets dominated by a single demographic or function contribute to urban decline. Such streets lack diversity in activities and uses, leading to increased crime, decreased engagement, and a dying urban fabric. Architects play a crucial role in reversing this trend by designing with a focus on streets' implications and the needs of diverse communities. By prioritizing diversity and inclusivity in street design, architects can foster a thriving urban environment.

The goal of my thesis is to propose an urban design process centered on the street section, promoting the integration of various functions, uses, and communities for a more vibrant and sustainable cityscape. First, I conduct an examination of precedents pertaining to retail and housing functions, yielding the framework for several unit plans. Subsequently, Ted Turner Drive in Downtown Atlanta is chosen as the focal point for the implementation of this design approach. Notably, Ted Turner Drive is predominantly characterized by parking facilities, with minimal residential development. Following a comprehensive analysis of pertinent factors associated with Ted Turner Drive, I direct my design efforts towards the strategic incorporation of additional retail and housing elements along the street.

Numerous design methodologies exist to cultivate a more diverse and inclusive street environment. Within the scope of this thesis, particular emphasis is placed on four primary approaches: retail access, housing access, small block formation, and architectural typology diversity. Each of these conceptual frameworks is subsequently turned into specific design strategies applied to the rehabilitation of Ted Turner Drive. Notably, detailed unit plans are developed to facilitate retail and housing accessibility. Additionally, the analysis of block dimensions has informed the implementation of pedestrian pathways, fostering the creation of smaller, pedestrian-friendly blocks. Moreover, three distinct architectural elevation approaches are formulated to enhance the diversity of building typologies along the street.

Following the development of the four design approaches tailored to Ted Turner Drive, a comprehensive integration of these methodologies is orchestrated to formulate a street design conducive to the advancement of diversity, inclusivity, and communal engagement across various functions and demographics. This amalgamation is achieved through the strategic incorporation of retail and housing access enhancements, the subdivision of blocks to bed smaller and pedestrian-friendly, and the implementation of diverse architectural typologies, collectively contributing to the promotion of a vibrant and inclusive urban environment.

LIST OF FIGURES

ILLUSTRATION CREDITS

"5 Ways Modern Architecture Approaches City Planning." Architectural Visualizations & 3D Rendering Services. Accessed May 5, 2024. https://www.easyrender.com/a/5-ways-modern-architecture-approaches-
city-planning.
0.1

"Atlanta Skyline." Skyline Prints and Framed Photos - City Canvas Prints at Skyline Scenes. Accessed May 5, 2024. https://www.skylinescenes.com/products/atlanta-skyline-v67046.
0.1

Atlanta, Ga household income, population & demographics | point2. Accessed May 6, 2024. https://www.point2homes.com/US/Neighborhood/GA/Atlanta-Demographics.html.
3.13

"Auburn University." Wikipedia, April 20, 2024. https://en.wikipedia.org/wiki/Auburn_University.
0.1

Bunning, Walter. Homes in the sun. Sydney: W.J. Nesbit, 1945.
1.30

Byron Bay Town Centre Masterplan. Accessed May 6, 2024. https://www.byron.nsw.gov.au/files/assets/public/v/1/hptrim/economic-development-industries-development-tourist-strategies-byron-bay-town-centre-masterplan/e201665664-16.07.20_422su_mp_report_final_reduced-byron-bay-town-centre-masterplan.pdf.
1.31

"Center Street District." Sasaki. Accessed May 5, 2024. https://www.sasaki.com/projects/center-street-district/.
1.33

Does urbanization promote Democratic change? Accessed May 6, 2024. https://scholar.harvard.edu/files/glaeser/files/tranforming_cities_does_urbaniz_promote_dem_change_nberwp.pdf.
1.23

"Emory Point." Emory Point. Accessed May 5, 2024. https://www.emory-point.com/#floor-plans.
2.11

Free icons and stickers - millions of images to download. Accessed May 5, 2024. https://www.flaticon.com/.
0.1, 1.1, 1.19, 1.20, 1.21, 1.22

Google maps. Accessed May 5, 2024. https://www.google.com/maps/@33.7569225,-84.3901898,3a,90y,104.68h,96.56t/data=!3m7!1e1!3m5!1ssNaCpbqle18JQwSZNf6jHg!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fpanoid%3DsNaCpbqle18JQwSZNf6jHg%26cb_client%3Dmaps_sv.tactile.
2.3

Google maps. Accessed May 5, 2024. https://www.google.com/maps/@33.7570168,-84.3925973,3a,75y,352.57h,84.85t/data=!3m6!1e1!3m4!1siUzDUNu03ey7VYZEzDqB1Q!2e0!7i16384!8i8192?entry=ttu.
2.1

Google maps. Accessed May 5, 2024. https://www.google.com/maps/@33.757157,-84.3923926,3a,75y,57.13h,89.12t/data=!3m7!1e1!3m5!1sk_ntue65E8pXshjtU9nFbg!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fpanoid%3Dk_ntue65E8pXshjtU9nFbg%26cb_client%3Dmaps_sv.tactile.gps%26w%3D203%26h%3D100%26yaw%3D318.7771%26pitch%3D0%26thumbfov%3D100!7i16384!8i8192?entry=ttu.
3.4

Google maps. Accessed May 5, 2024. https://www.google.com/maps/@33.7576432,-84.3917164,3a,75y,50.33h,91.4t/data=!3m6!1e1!3m4!1sDMUNLzc8738EuJRq03nP2A!2e0!7i16384!8i8192?entry=ttu.
3.3

Google maps. Accessed May 5, 2024. https://www.google.com/maps/@33.7584207,-84.3906764,3a,75y,12.84h,104.17t/data=!3m7!1e1!3m5!1sPaVAZeFEzziB7k_2WkKfJQ!2e0!6shttps:%2F%2Fstreetview-pixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fpanoid%3DPaVAZeFEzziB7k_2WkKfJQ%26cb_client%3Dmaps_sv.tactile.gps%26w%3D203%26h%3D100%26yaw%3D318.07388%26pitch%3D0%26thumbfov%3D100!7i16384!8i8192?entry=ttu.
2.5

Google maps. Accessed May 5, 2024. https://www.google.com/maps/@33.75853,-84.3905115,3a,75y,56.38h,93.5t/data=!3m6!1e1!3m4!1stpsNJPEY8WL7YEQ2pLoF-w!2e0!7i16384!8i8192?entry=ttu.
3.2

Google search. Accessed May 5, 2024. https://www.google.com/search?q=relaciones%2Bespaciales%2Ben%2Bdiagonal&sca_esv=41a5493a62e2aafe&rlz=1C1RXQR_enUS1019US1019&udm=2&biw=1536&bih=695&sxsrf=ADLYWIInFdrZc40wihRA_V5F733ZD48iWg%3A1714956944535&ei=kCo4ZuWkIOrFp84PkNCliAc&ved=0ahUKEwjlrO-76PeFAxXq4skDHRBoCXEQ4dUDCBA&uact=5&oq=relaciones%2Bespaciales%2Ben%2Bdiagonal&gs_lp=Egxnd3Mtd2l6LXNlcnAiIXJlbGFjaW9uZXMgZXNwYWNpYWxlcyBlbiBkaWFnb25hbEjYGFCjBFi9FnABeACQAQGYAWagAcMGqgEEMTEuMbgBA8gBAPgBAZgCBaACuwLCAgUQABiABMICBhAAGAcYHsICBBAAGB7CAgcQABiABBgTmAMAiAYBkgcBNaAHvRg&sclient=gws-wiz-serp#vhid=PSvemn_fR13aMM&vssid=mosaic.
1.32

Google search. Accessed May 5, 2024. https://www.google.com/search?sca_esv=6711b6df84d2aa57&rlz=1C1RXQR_enUS1019US1019&sxsrf=ACQVno_D3QxVOuLI2fISpqkh7AXcX680jg%3A1712115528318&q=ARCHITECTURE%2BSTYLES%2BCITY&uds=AMwkrPsg8Blao-B2ZO2mI_MCJeFePkkKc-W8dIvxJo2gzODooPmXIRPAQ4Ek3Uu-pIQ3jGROHAH70KI1pU-QcBSEhtLRS2xFwvHxVokj4_UWsikzKn6iXVAkE10iJmT26fFFec-CRjG4dVY7kJAbRb_FVWKfCb1zVjhWzFke3wTIdFSJWTsDOz10U6WpsURARkU3k4vSTN9e3TO6OEzlMMhztoFDvmCKXvCpaDY8Jh-1fF8UnokOhklK2A3U3jW5PzlQmNyR7cYF9-5Kf383aTnlxtq4dnxPiwRKokpYiHA7nRy25nXU9-OD7KeyyJQe6aqwVd5Na4kV&udm=2&prmd=ivsmnbtz&sa=X&ved=2ahUKEwiywYSvj6WFAxUAC3kGHRTiCIMQtKgLegQICxAB&biw=1536&bih=695&dpr=1.25#vhid=7WZs4hM8KG271M&vssid=mosaic.
0.1

High Rise Apartments in Atlanta | hanover Buckhead Village. Accessed May 6, 2024. https://www.hanoverbuckheadvillage.com/atlanta-ga-apartments/hanover-buckhead-village-lb/conventional/.
2.4
"International." Architectural Styles of America and Europe, June 9, 2012. https://architecturestyles.org/international/.
0.1
Jacobs, Jane. The death and life of great american cities. Pelican, 1965.
1.34
LLC, One Idea. "City Street Downtown Royalty Free Photo." NegativeSpace, May 7, 2021. https://negativespace.co/city-street-downtown/.
0.1
"Luxury Apartments in Midtown Atlanta." 1660 Peachtree Midtown, May 2, 2024. https://1660peachtreemidtown.com/.
2.9
Map Viewer. Accessed May 5, 2024. https://www.arcgis.com/apps/mapviewer/index.html.
1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 3.1, 3.5, 3.7
Merin, Gili. "New York's Modernism Architecture City Guide: Beaux-Arts, Art-Deco, International Style, Brutalism and Organic Architecture." ArchDaily, July 30, 2022. https://www.archdaily.com/429668/architecture-city-guide-modern-new-york.
0.1
"New York City Street Road in Manhattan at Summer Time. Urban Big City Life Concept Background. Stock Photo." Adobe Stock. Accessed May 5, 2024. https://stock.adobe.com/images/new-york-city-street-road-in-manhattan-at-summer-time-urban-big-city-life-concept-background/153240633.
0.1
Port, Ian. "New York City Architecture 101: How to Talk about Buildings." StreetEasy, August 21, 2017. https://streeteasy.com/blog/new-york-architecture-101-how-to-talk-about-buildings/.
0.1
Pugsley, Cori. "Salt Lake Home Architectural Styles." Niche Homes, December 7, 2023. https://nichehomes.com/salt-lake-home-architectural-styles/.
0.1
Race, diversity, and ethnicity in Atlanta, GA | Bestneighborhood.org. Accessed May 6, 2024. https://bestneighborhood.org/race-in-atlanta-ga/.
3.6
"Urbanization: Urbanization Insights: A Demographic Analysis Approach." FasterCapital. Accessed May 5, 2024. https://fastercapital.com/content/Urbanization--Urbanization-Insights--A-Demographic-Analysis-Approach.html.
1.24
Zoning Map Rebuild. Accessed May 5, 2024. https://gis.atlantaga.gov/zoningmap/.
1.10, 1.11, 1.12, 1.13, 1.14, 1.15

01 CHAPTER

RESEARCH

QUESTIONS

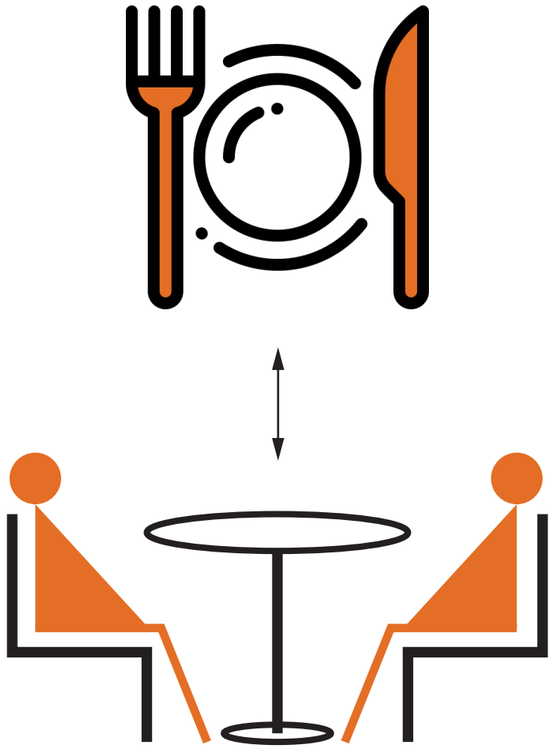
1. What is the problem?

2. Why are inclusivity and diversity important in street design?

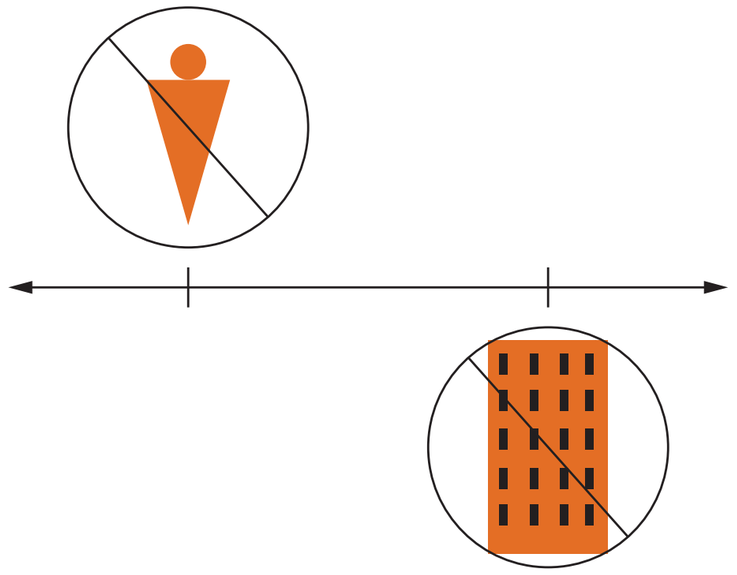
3. How can street design support diversity?

1.1 WHAT IS THE PROBLEM?

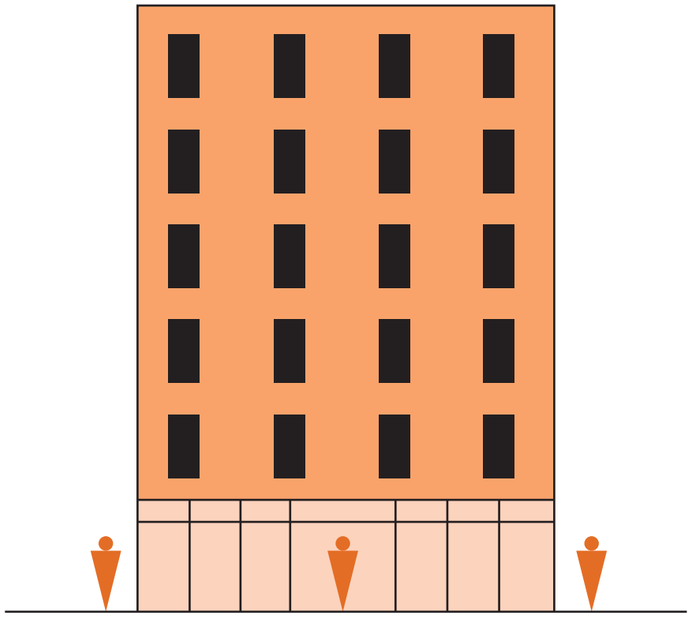
Streets in Atlanta have become exclusionary to one or more communities, functions and uses. This can be seen in 3 different analyses. The first method of analysis is the existing program analysis of Atlanta streets. By documenting the program analysis of street documents, the existing uses of the built environment can are identifiable. The second method of analysis is the existing zoning practices throughout Atlanta streets. This analysis highlights the exclusionary zoning practices implemented throughout the city. The third method of analysis is through the application of an existing diversity index to illustrate the current diversity levels of the city.



Functions & Uses
Figure 1.1



History of Exclusionary Zoning Practices
Figure 1.2



Existing Conditions
Figure 1.3

Functions & Uses

It is important to have diverse functions and uses along streets because it promote economic, cultural, and social growth. Diverse functions and uses also promotes more people on the street which starts a cyclical effect on safety in the city. The program analysis of existing Atlanta streets show a clear pattern of isolating streets to be a single program. When looking at the existing program throughout the city of Atlanta at different scales, as seen in Figures 1.4-1.6, areas that are either diverse in use or not are identifiable. With each increase in scale, streets isolated to a single use appear. As a result, there is a lack of diversity of functions along those streets and, subsequently, a lack of diversity in the people along those streets. However, there are many streets throughout Atlanta that are diverse, and those streets can help influence and guide the surrounding streets towards a more inclusive street design.

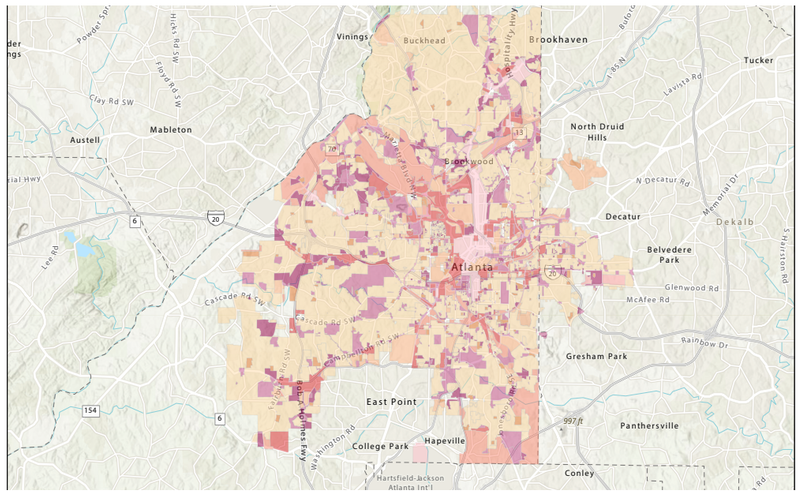


Figure 1.4

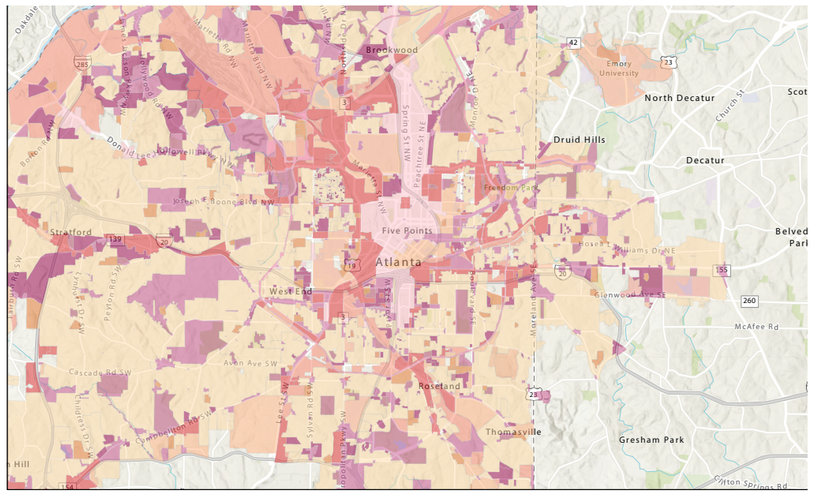


Figure 1.5

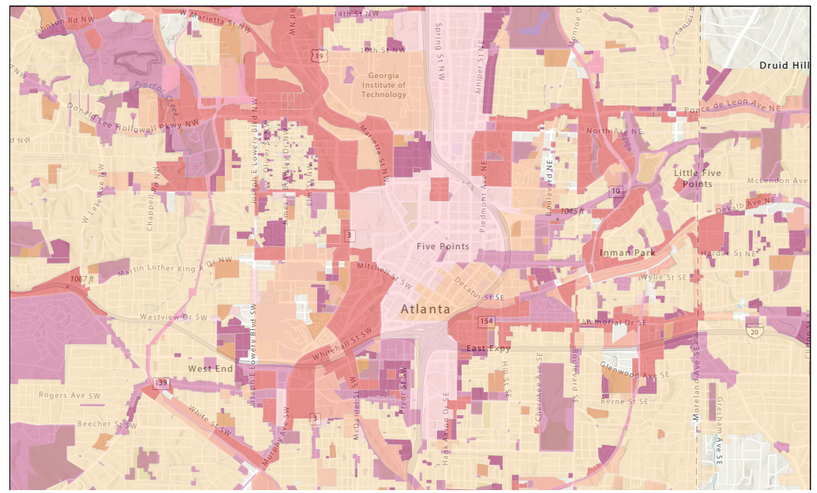


Figure 1.6

When analyzing existing programs along streets, it is important to analyze two distinct variations of organization. Figure 1.7 shows an area of Atlanta streets that are consistently one single program with the bulk being residential and high-density commercial. Each program section takes up a vast number of streets: isolating them to a limited use. However, Figure 1.8 shows an area of Atlanta streets that are more consistently multiple programs. These programs have overlaps of mixed-use buildings with varying levels of residential space. While there are areas that limit streets to a single use, there are significantly more streets that have a variety of uses along them. The diversity of uses among these streets promotes more diversity in the built environment and the communities on the streets. It is important to understand the impact on the street section that each of these layouts presents.

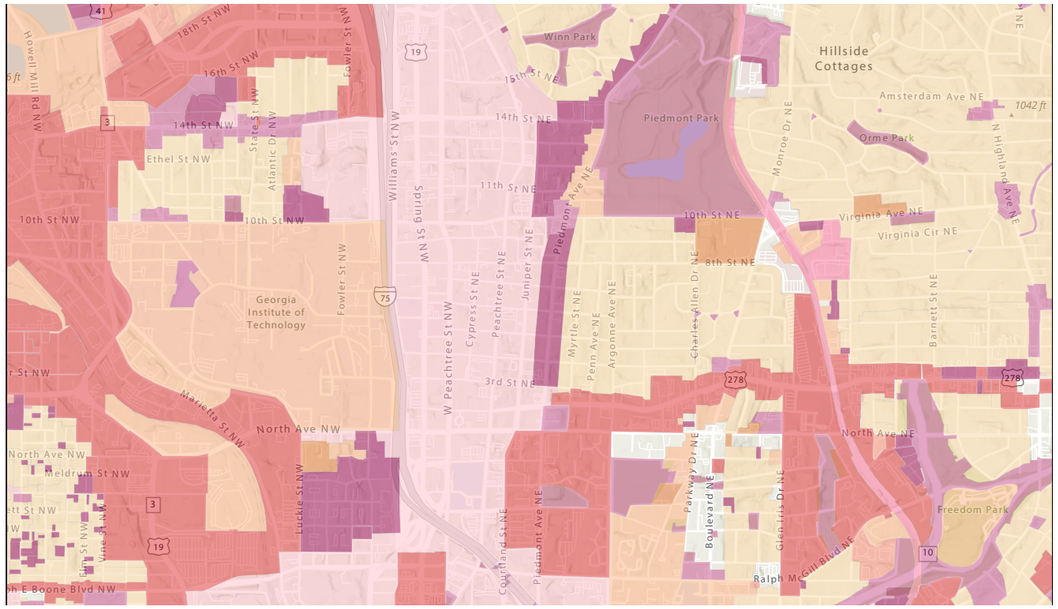


Figure 1.7

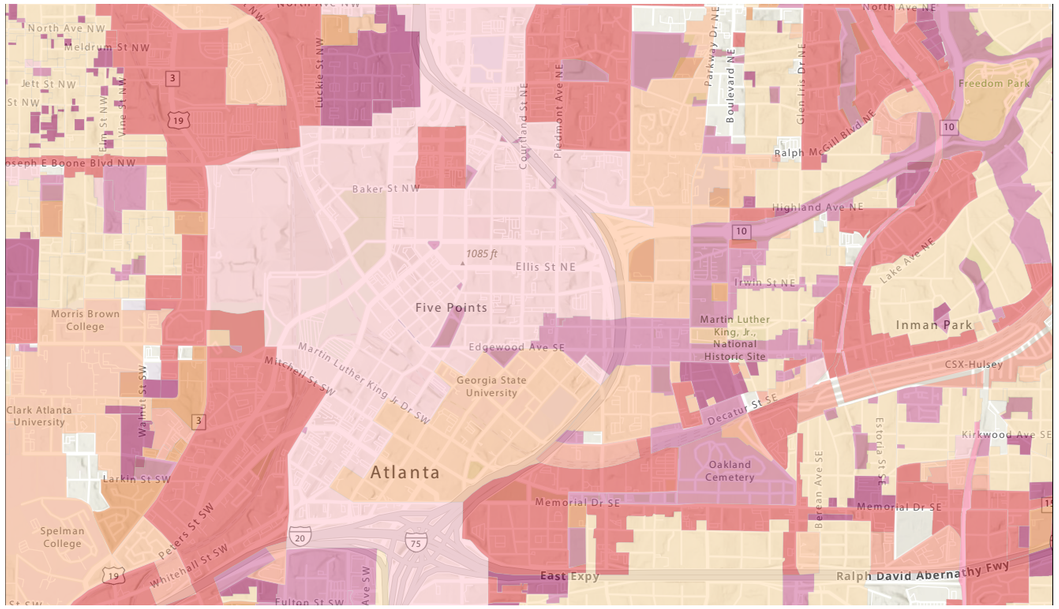


Figure 1.8

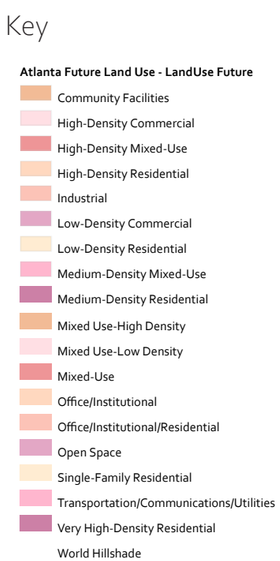


Figure 1.9

History of Exclusionary Zoning Practices

Exclusionary zoning practices are often a tool used to limit the diversity of various areas throughout Atlanta and are primarily seen in access to lower income housing. By controlling the zoning of various areas, it is easier to keep out the "undesirable." The zone analysis of existing Atlanta streets shows a pattern of isolating zone classifications. When looking at zone organization of Atlanta at different scales, as seen in Figures 1.10-1.12, areas that are either diverse in function or not are identifiable. With each increase in scale, streets isolated to a single zone classification appear. The primary impact of isolating zoning is seen in the limiting access of lower income housing to a wider variety of zones and functions. By limiting access to various streets based on class, inclusive streets are also limited. This is not just isolated to residential zoning but can also be seen in commercial zoning.

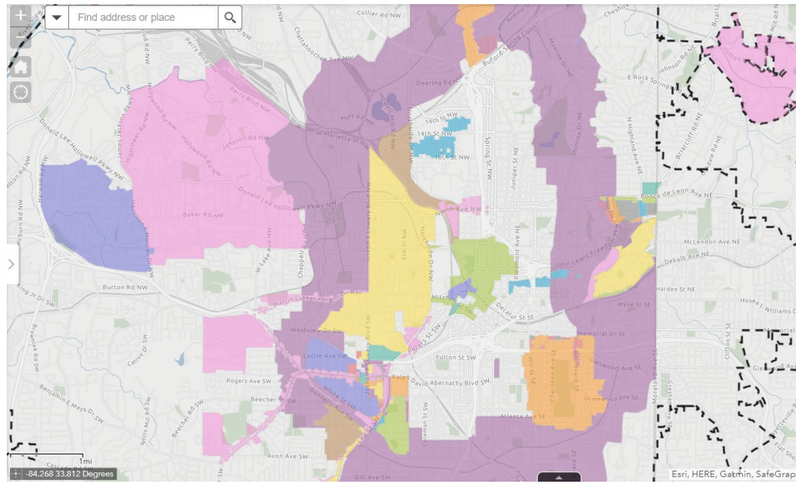


Figure 1.10

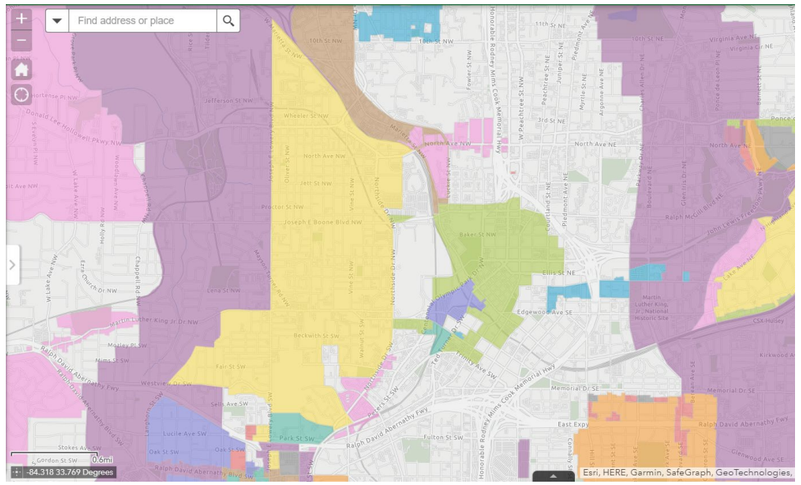


Figure 1.11

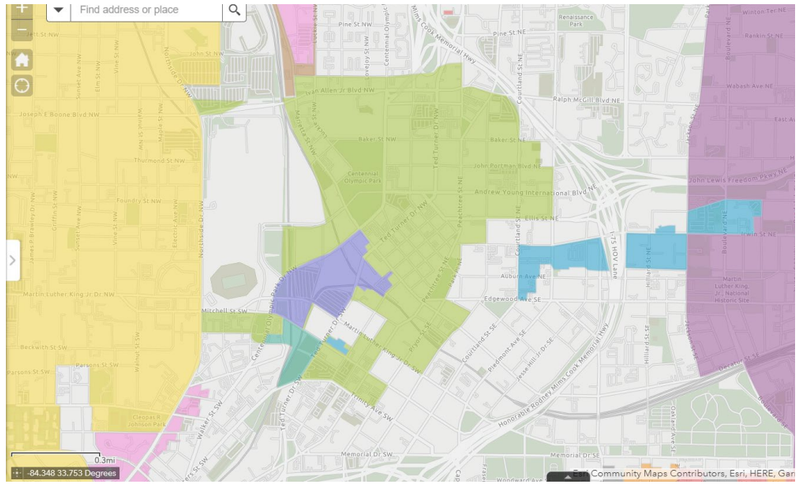


Figure 1.12

When analyzing existing zones along streets, it is important to analyze two distinct variations of organization. Figure 1.13 shows an area of Atlanta streets where the zoning ordinances are highly limited. Each zone takes up a vast number of streets: isolating them to a limited function. However, Figure 1.14 shows an area of Atlanta streets where the zoning ordinances vary greatly thus allowing for more diversity along the streets. These zones have overlaps of mixed-use and varying levels of residential space. While there are areas that limit streets to a single function, there are significantly more streets that have a variety of uses along them. The diversity of functions and zones among these streets promotes more diversity in the built environment and the communities on the streets. It is important to understand the impact on the street section that each of these layouts presents.

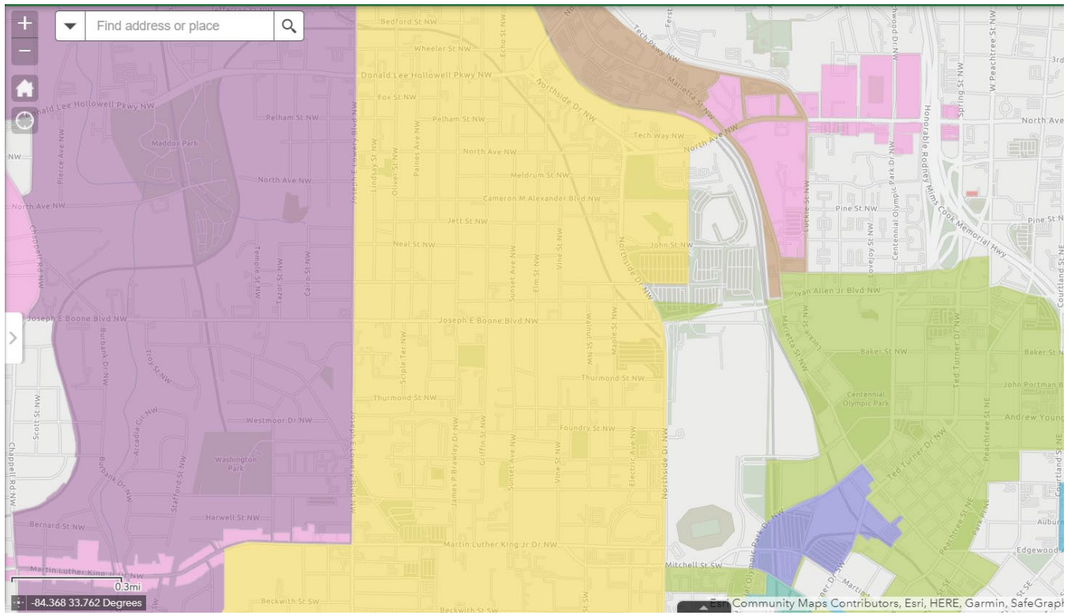


Figure 1.13

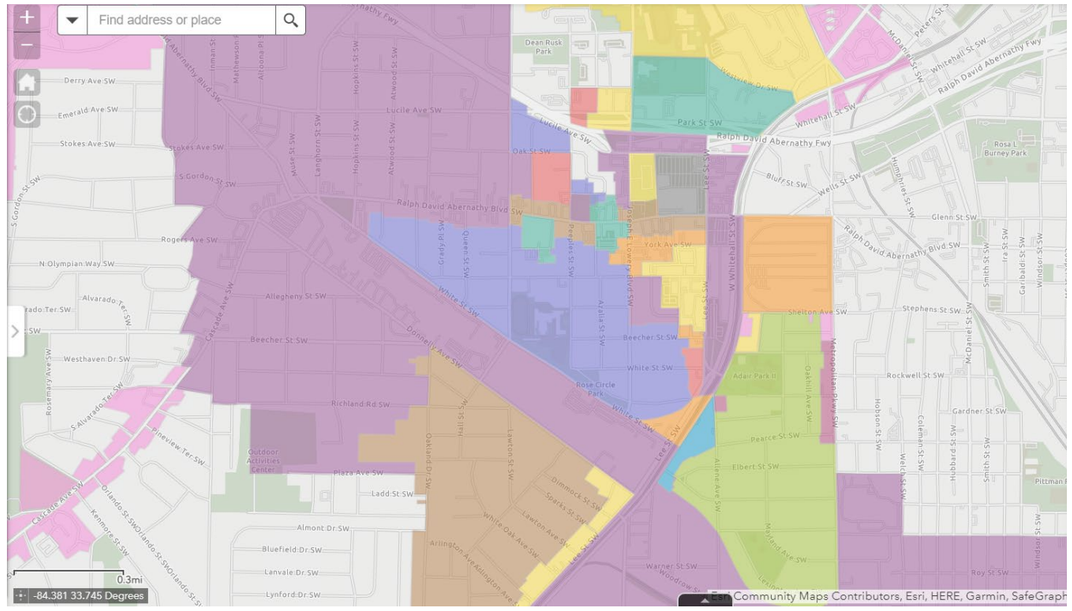


Figure 1.14

Key

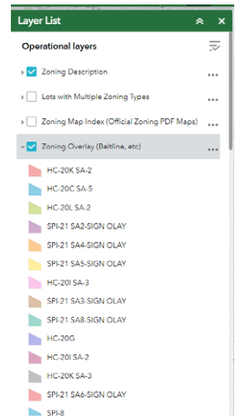


Figure 1.15

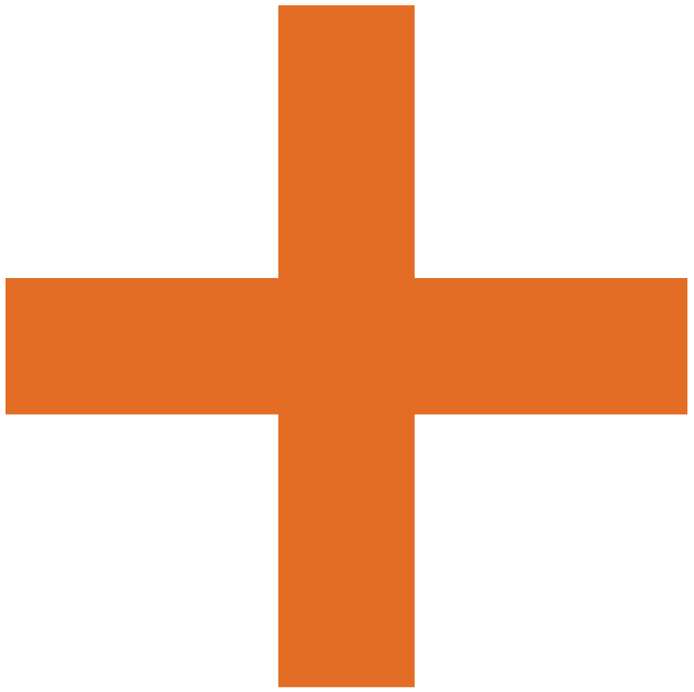
Existing Conditions

The existing conditions of Atlanta vary greatly between the different neighborhoods. Some are wealthy single-family homes, and others are run down streets with no one on the street. New developments pop up differently depending on the economic class that occupies the area. When visiting Peachtree Center, Sweet Auburn, and the Old Fourth Ward, these dynamics are highlighted. In the time it takes to turn a street, the experience changes greatly, but it is also clear who is living along that street. Many of these streets were not occupied by people walking, but rather people driving. There is a high degree of safety that comes into question as many people do not feel safe walking along many of these streets. A collage of all these experiences can be seen in Figure 1.16.

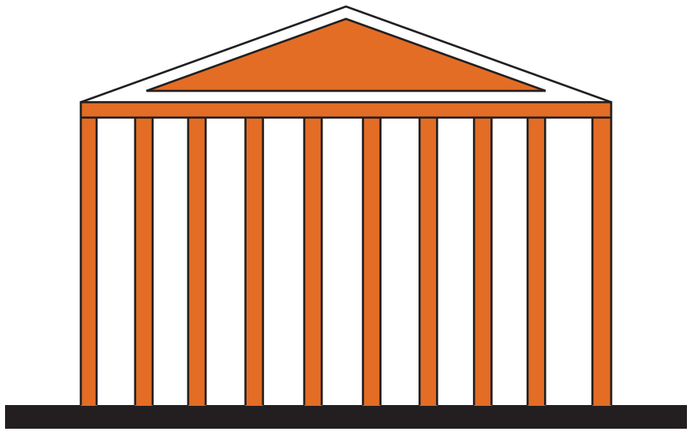
Figure 1.16

1.2 WHY ARE DIVERSITY AND INCLUSTION IMPORTANT IN STREET DESIGN?

Diversity and inclusion in a city promote economic, cultural, and social growth. As a result, by increasing diversity and inclusion, we can increase the success, productivity and growth of a city, and this relationship can also be seen at the street level. There are several approaches that promote diversity along a street. These include the promotion of social equity and place vitality. Both conditions are fostered in a street that has various generators of diversity which can be utilized in different design strategies. All of these scratch the surface of difference design and concept approaches that promote diversity and inclusion along the street.



Health
Figure 1.17



Systems
Figure 1.18

Economy
Figure 1.19

Health Impacts

The health impacts of a well-designed street are plentiful. Three main benefits are walkability, green spaces, and increased access to healthcare. When streets are designed to be more walkable, the patrons on the street are more likely to get their daily exercise in through walking (WHO Team, 2021). It promotes exercise over driving. Access to green space not only increases clean air within a city, but also promotes mental health by allowing space for communities to come together and allowing for reflection time to anyone who needs it (NIH, 2021). The increase in access to healthcare may be one of the most important as the streets are more walkable and inclusive which allows for different types of people to have access to healthcare. However, part of a wellidesign city is making sure these healthcare points are provided consistently throughout the city (APA, 2024).

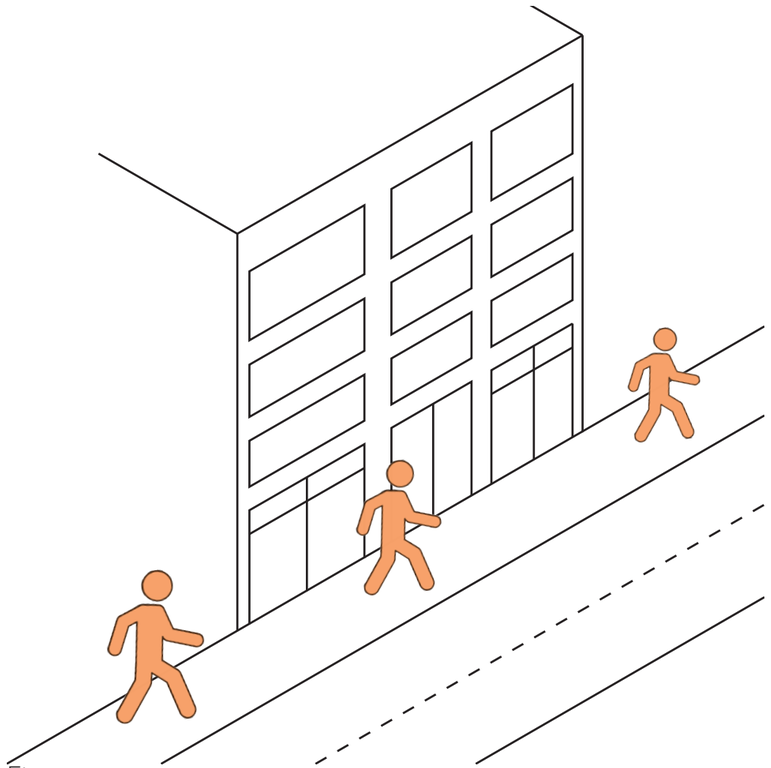


Figure 1.20

Walkability

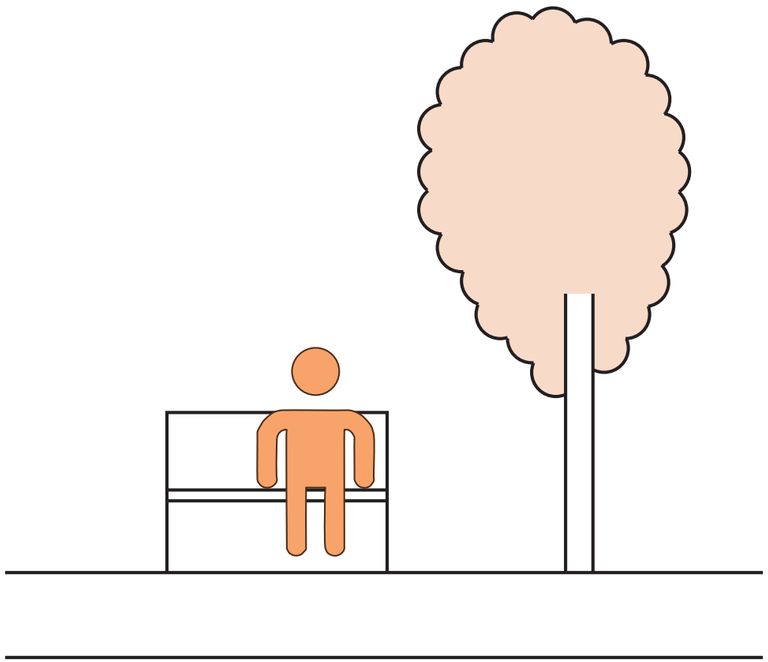


Figure 1.21

Green Space

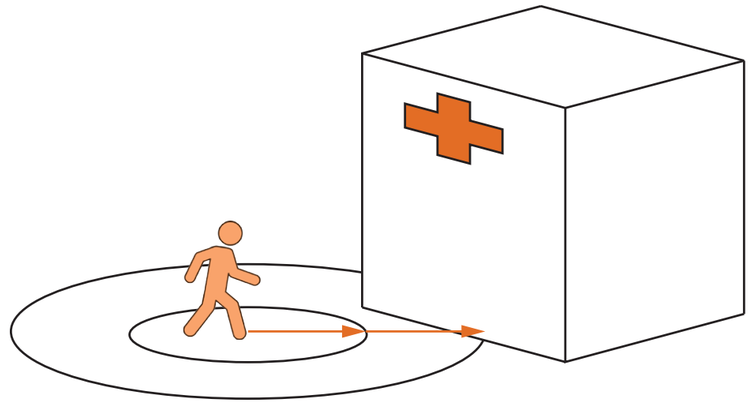


Figure 1.22

Access to Healthcare

Systemic Impact

A more diverse and inclusive urban fabric promotes change and impacts the political and social systems within that city. Factors such as size, concentration, and percentage of the population are key aspects of the urban system that when diversified increase the social and economic complexity. These in turn shift mindsets and values of the populous. These shifts then promote more cross-cutting affiliations and promote more diversity in the political system (Glaeser, 2016). This is key to changing the political system to being more inclusive and adept at aiding different types of people. However, this is not something that can be accurately determined. It is a simple effect of putting more and more people together with different backgrounds, ideas, and values.

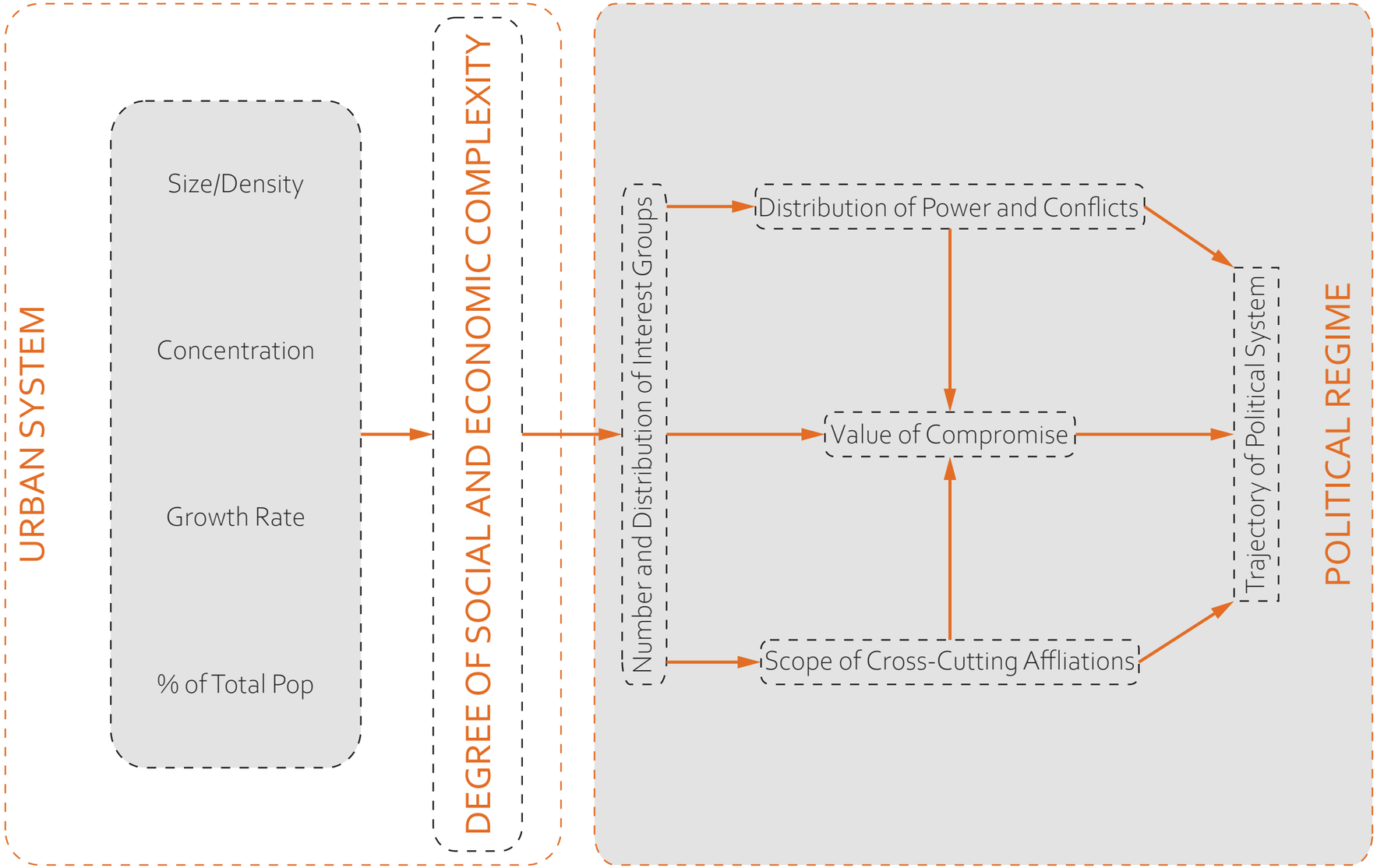


Figure 1.23

Economic Impacts

The effects of urbanization on the economy are still being studied to this day. These impacts include job creation, innovation, entrepreneurship, market expansion, infrastructure development, and agglomeration of benefits (FasterCapital, 2024). By designing to be inclusive of different types of people, more people have access to opportunities and ideas that they otherwise wouldn't have been. Putting different types of people together promotes an exchange of ideas and different perspectives all of which impact the economic system.

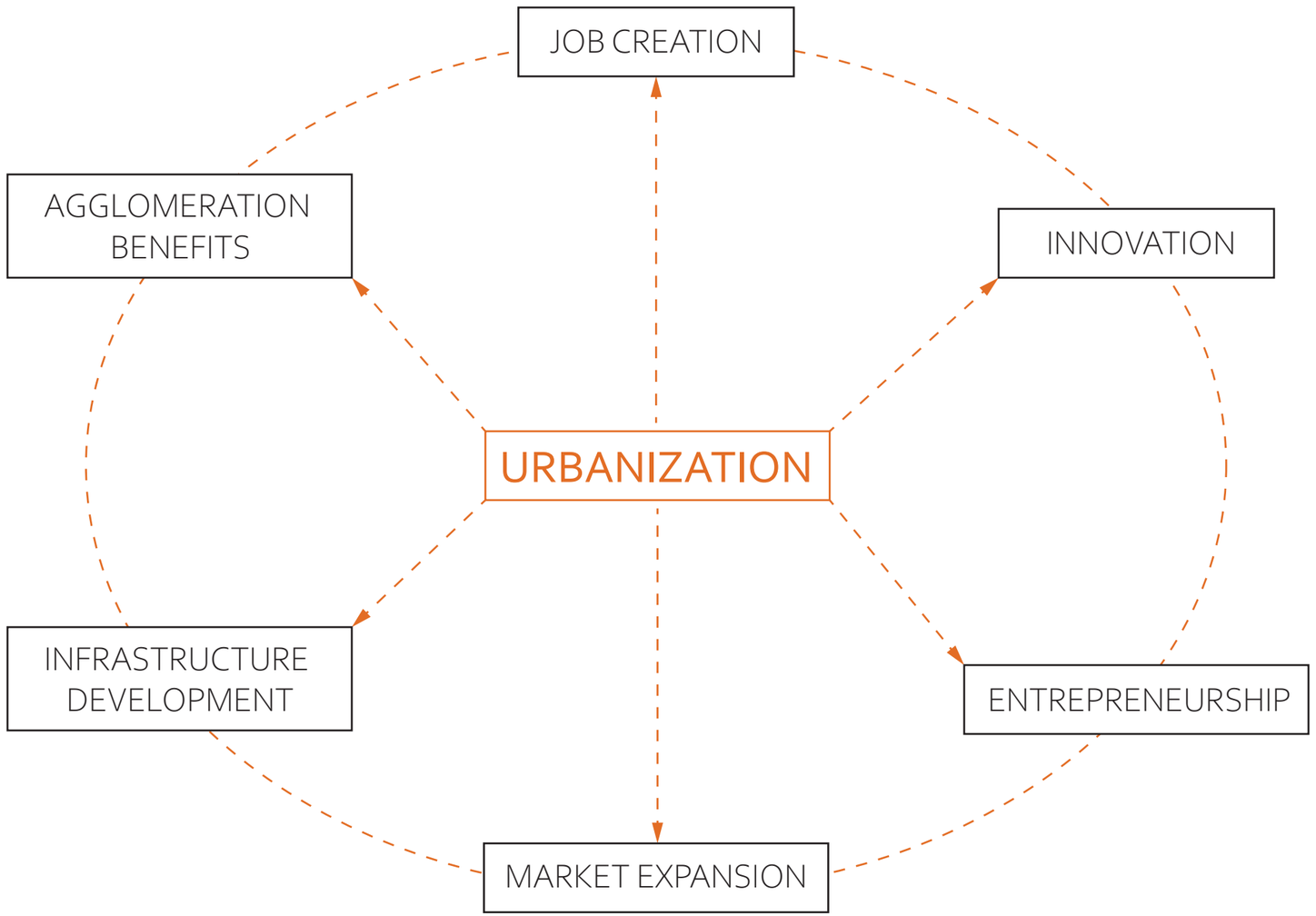
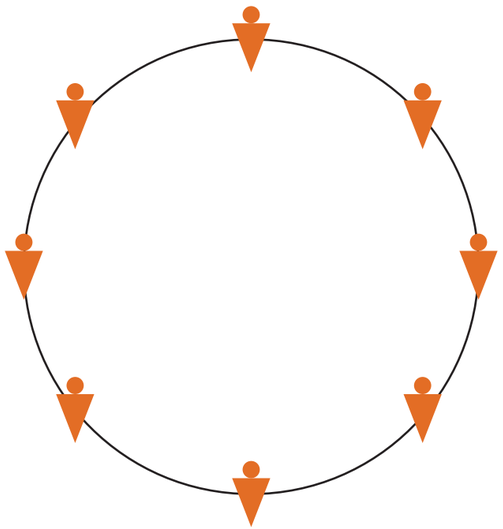


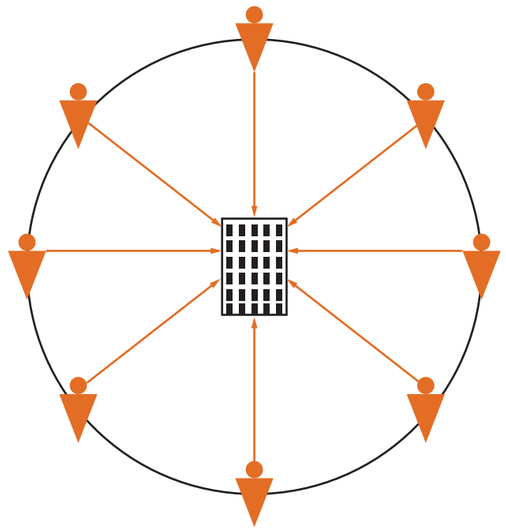
Figure 1.24

1.3 HOW CAN STREET DESIGN SUPPORT DIVERSTIY

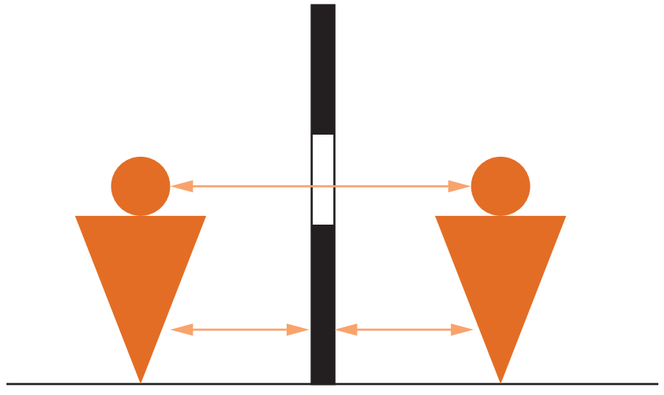
There are several theories and methods that dictate how street design can support and generate diversity. Jane Jacobs pioneered the basis for many of these theories. These methods include primary mixed uses, small blocks, and concentration. Each of these are attributes specific to the street itself as well as large concepts for the built forms along the street. By understanding these different design strategies, street designs can be approached in a calculated and decisive manner. These will lay the groundwork in design to support diversity in functions, uses, and communities.



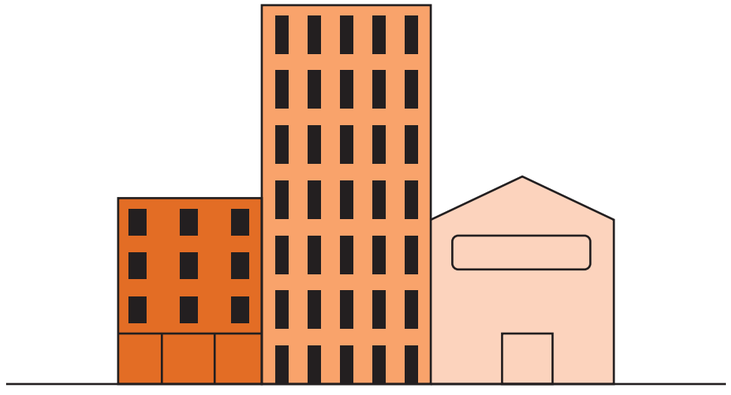
Social Equity
Figure 1.25



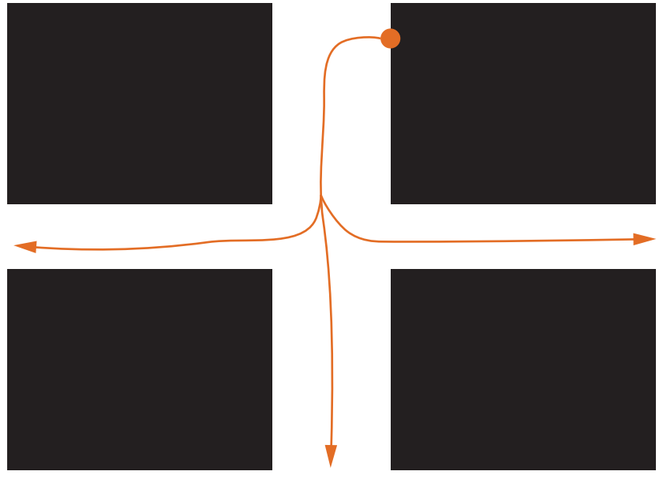
Place Vitality
Figure 1.26



Permeability
Figure 1.27



Primary Mixed Uses
Figure 1.28



Small Blocks
Figure 1.29

Social Equity

Diversity and inclusion promote social equity in a city which is the "impartiality, fairness, and justice for all people in social policy" (United Way, 2021). To best understand this, it is important to see the various examples of which it functions. One example is through the mixing of races. By mixing races, tolerances are raised thus creating more economic and social opportunities for all and not just a select few. Another benefit is through the mixing of classes. Mixing classes has multiple benefits such as creating more economic opportunities and the sharing of concepts and ideas that push society further. All of these also create a greater social consciousness. One proposed solution to promote social equity is the mixed rental neighborhood. As seen in Figure 1.30, a mixed rental neighborhood can accommodate virtually all family types and their needs in terms of housing. This is just one facet of architectural programming and design that can promote social equity.

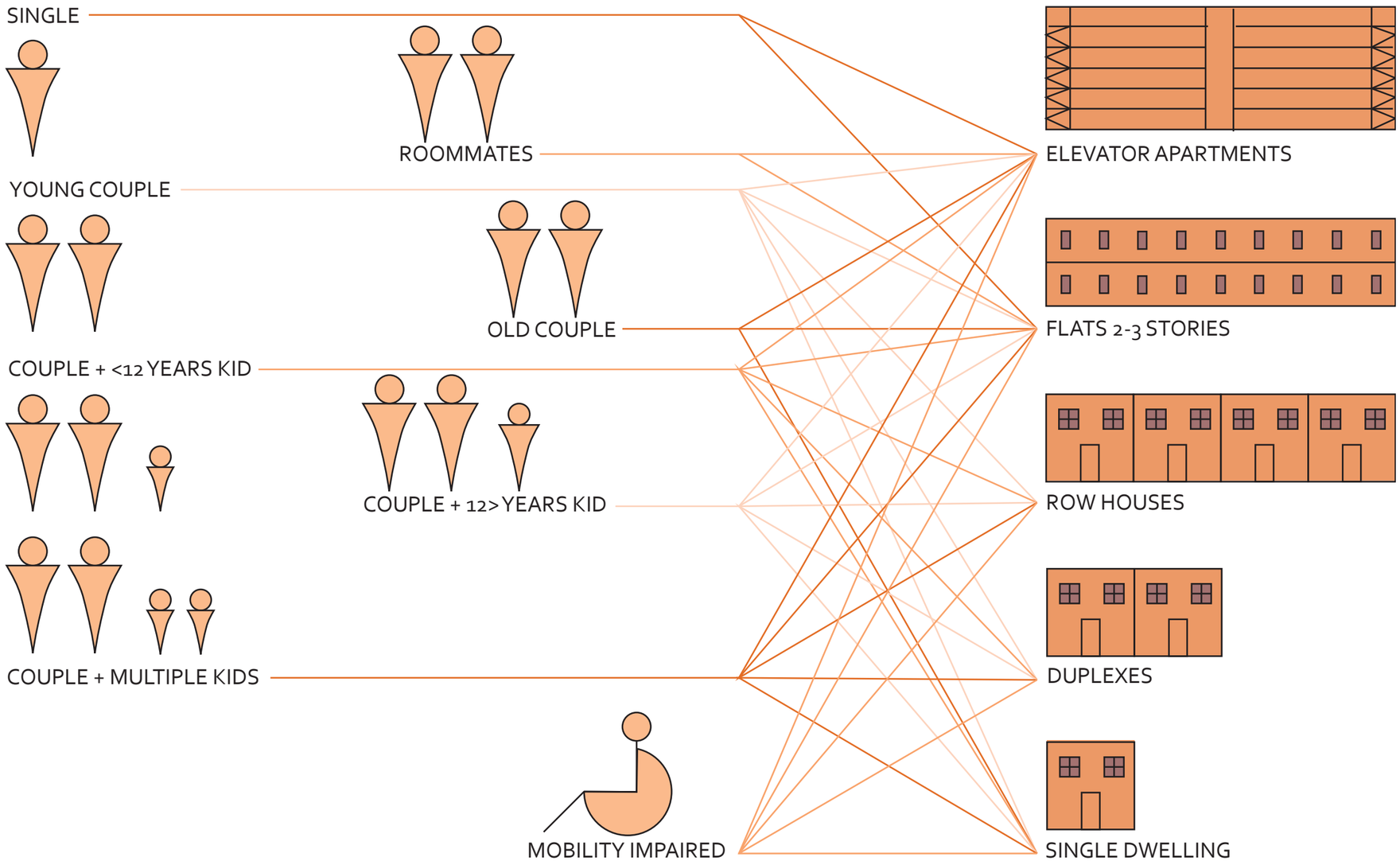


Figure 1.30

Place Vitality

Diversity and inclusion promote place vitality in a city which is "lively or vibrant [places that] attract [different] people to carry out their activities, stroll or stay" (Talen, 2015). The benefits of place vitality include 2the maximizing of urban possibilities, "increase interactions among multiple urban components," and "higher forms of human achievement" (Talen, 2015). Place vitality brings so many positive human experiences to a street, and can be used as a reference point for design decisions. As seen in Figure 1.31, the place vitality criteria include culture, natural environment, economic development, access & movement, public domain, and built form. These can be approached through the program used within the space, but also, through the diversified architecture styles and space planning. By integrating these concepts, design can create a more diverse and inclusive street experience.

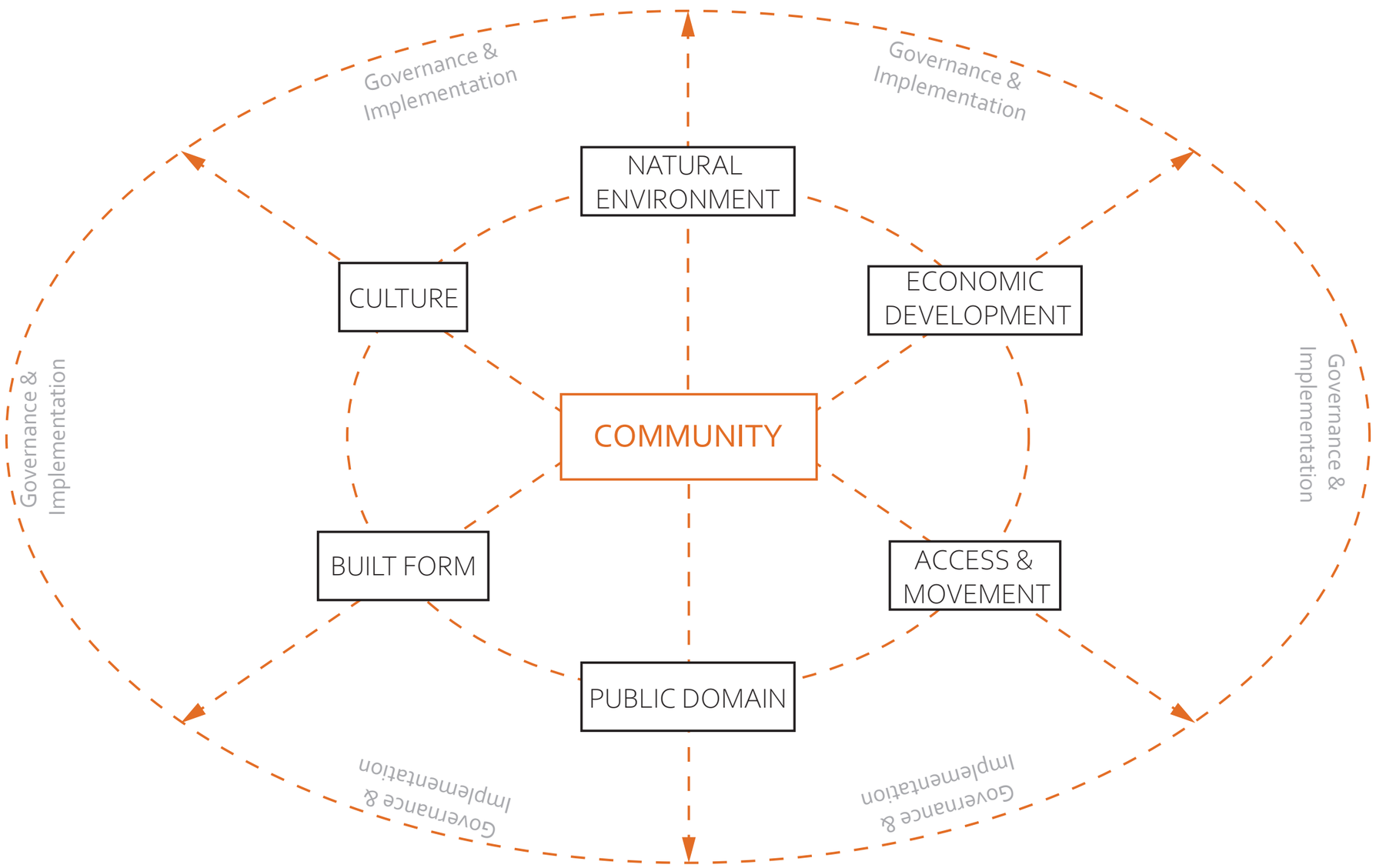
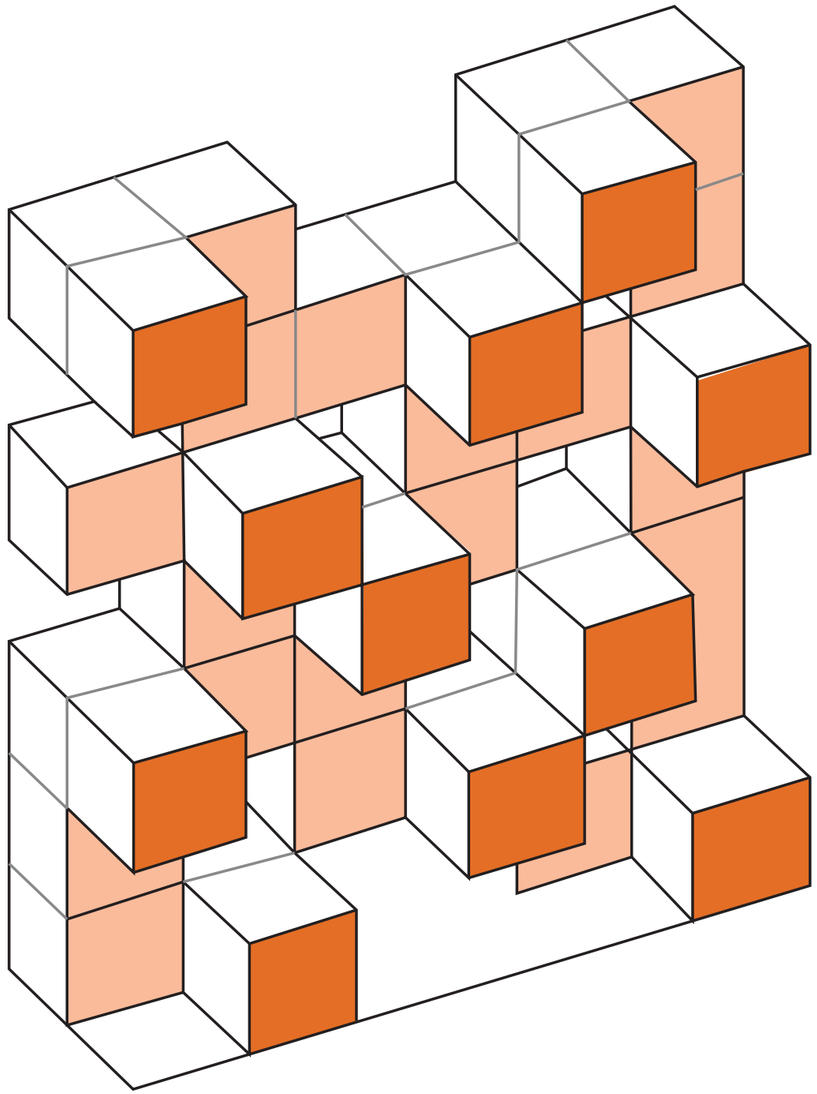


Figure 1.31

Permeability

Permeability is a major aspect of the experience when walking along a street (Jacobs, 1965). There are two aspects: physical permeability and visible permeability. The physical permeability impacts where a pedestrian can go when walking along a street, and the visible permeability impacts that experience that pedestrian has when walking along a street. The opportunities that come from physical permeability promote an increased desire to continue walking. The opportunities from visible permeability promote human connection due to the increased eyesight that is provided between the pedestrians. People both in and outside a building can interact with each other at varying levels promoting a sense of community and safety.



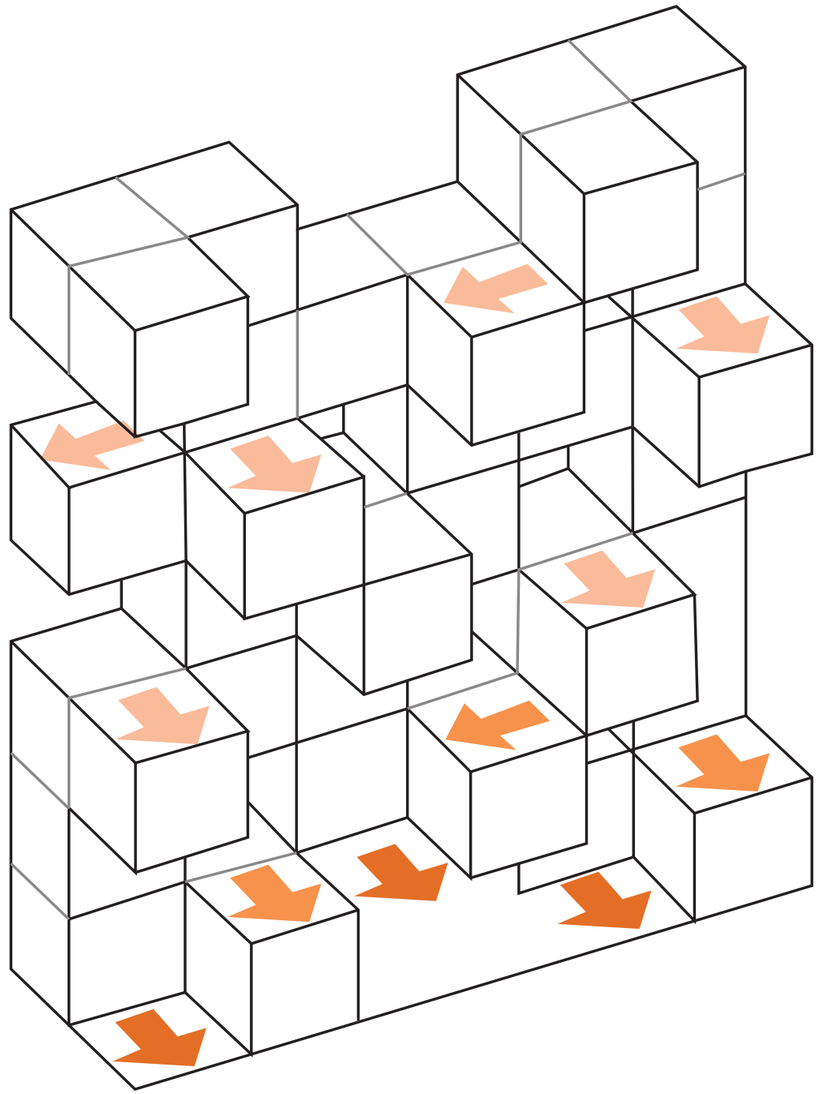


Figure 1.32

Primary Mixed Uses

"On successful city streets, people must appear at different times." (Jacobs, 1965). One of the most effective ways to achieve this goal is through the mixing of the various primary uses that promote human traffic at different times of the day. An example can be an office for human traffic in the morning and afternoon, a restaurant for human traffic in the evening, and a market for human traffic on the weekend days. The combination of the different primary uses generators human traffic at nearly all times of the day as well as drawing different types of people to the same area thus creating a more diverse and "successful city street." The implementation of this process is primarily seen in the programming of spaces to accommodate the different uses. However, the built environment must be able to accommodate the programs typically seen through varying sizes and styles. As seen in Figure 1.33, the mixing of uses promotes pedestrian traffic along the street.

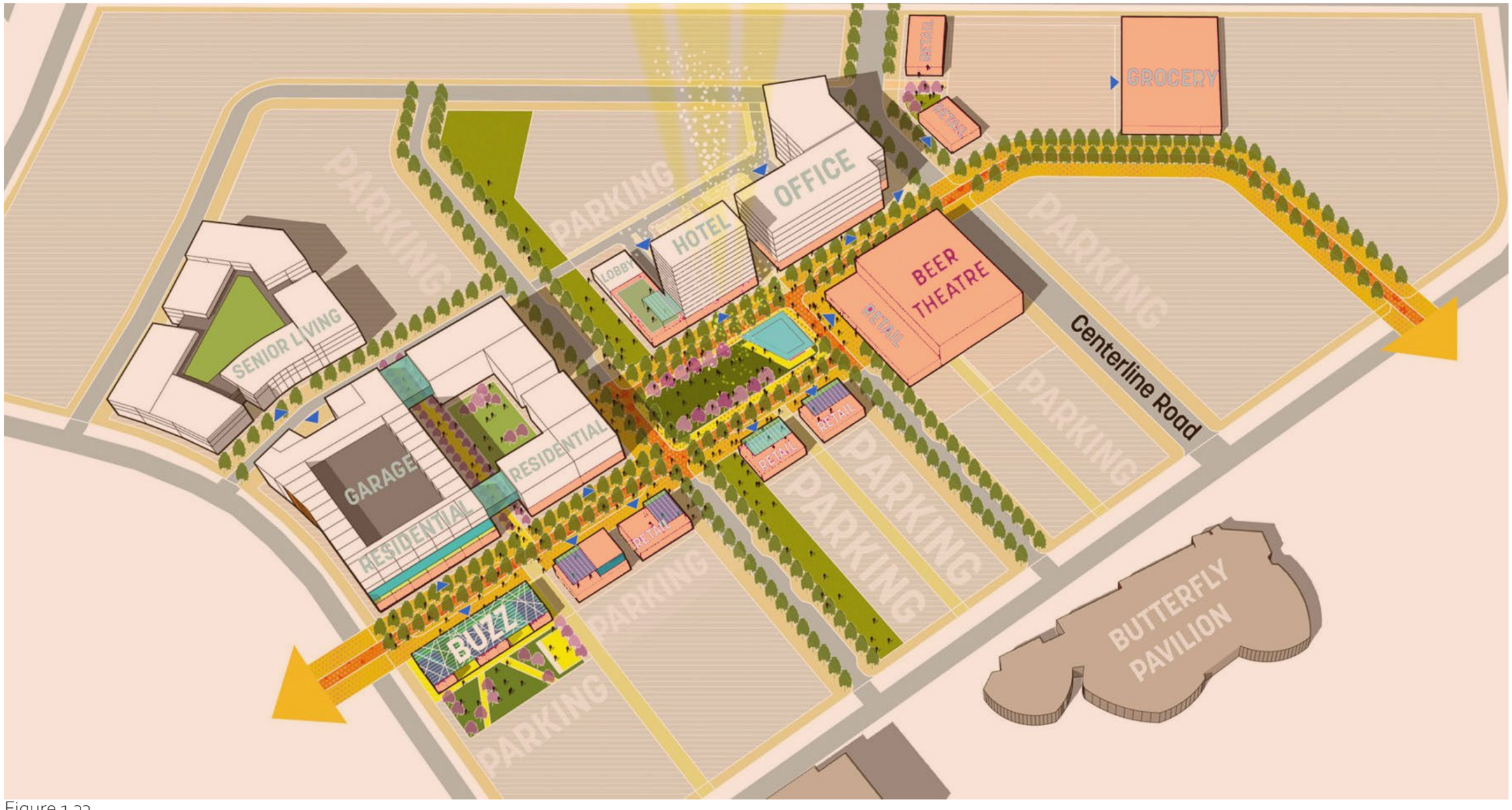


Figure 1.33

Small Blocks

The benefits of small city blocks are vast, but one of the biggest benefits is the increase of pedestrian traffic (Jacobs, 1965). Pedestrians are more likely to walk the streets due to greater path options as well as an increase in safety due to visibility along each street. The increase of people on the street increases the probability of diversity of those people on the street which can be promoted further through other design strategies. Small blocks also provide the opportunity for diverse building typology and design due to the increase in lots available. There is no longer the option for huge buildings that take up an entire large city block. This provides space for more diverse design to come through and in turn more diverse functions and uses. As seen in Figure 1.34, the pedestrian paths are greatly varying due to smaller block sizes. The range of these block sizes is typically 200 feet - 600 feet. However, the longer a block, the more important it is for the street to be well programed.

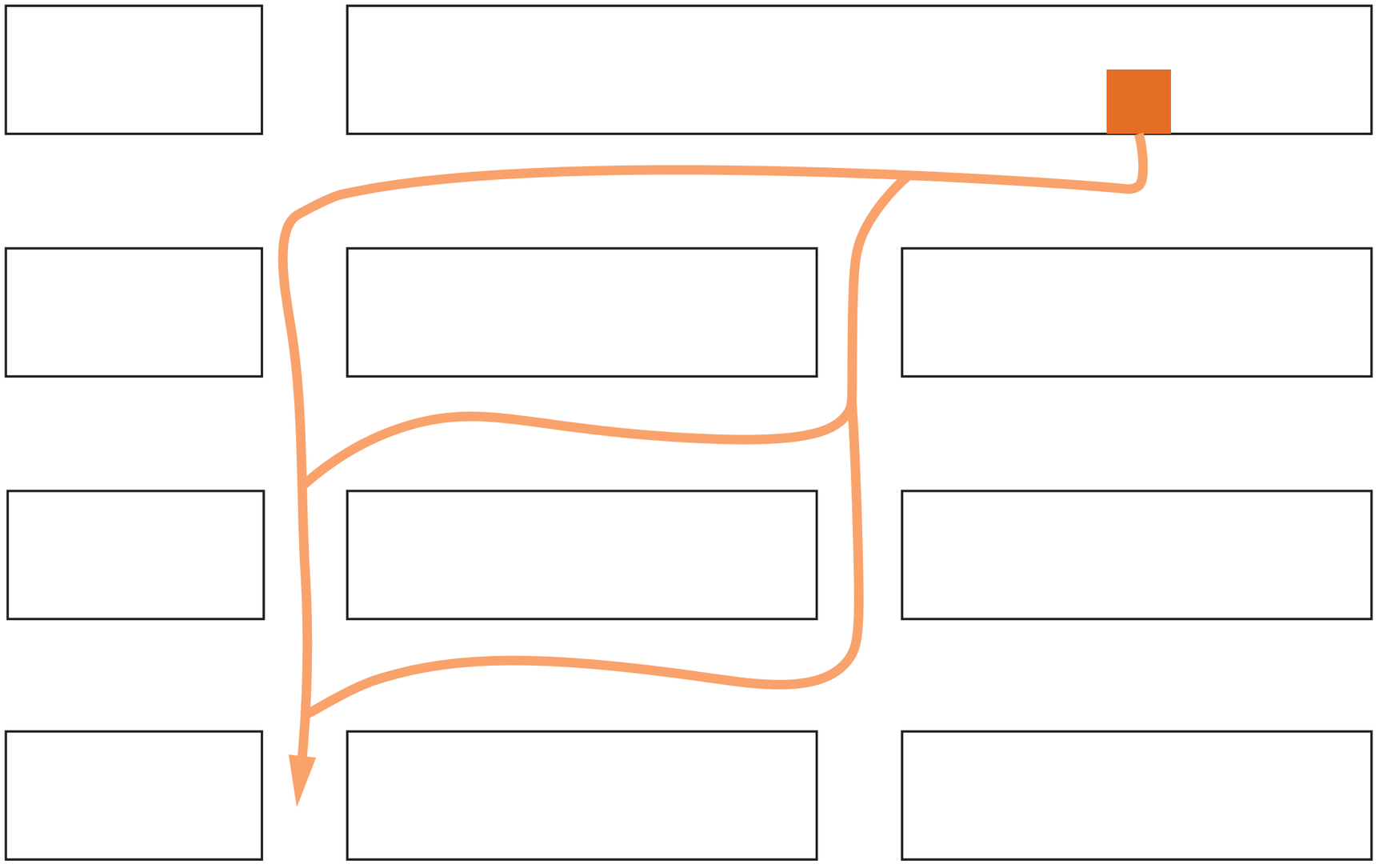


Figure 1.34

02 CHAPTER

PRECEDENTS

2.1 RETAIL PRECEDENTS

Small Functions

Determining the dimensions of the existing small functions provides a framework for new potential functions to be introduced. Just Around the Corner is a small restaurant located along Ted Turner Dr., as seen in Figure 2.1. The dimensions of the small function spaces are 20'-0" x 50'-0" and can provide space for a restaurant, a cafe, a smoothie bar, an alcohol bar, and a boutique. This modular small size provides use to 5 different functions. One example floor plan can be seen in Figure 2.2

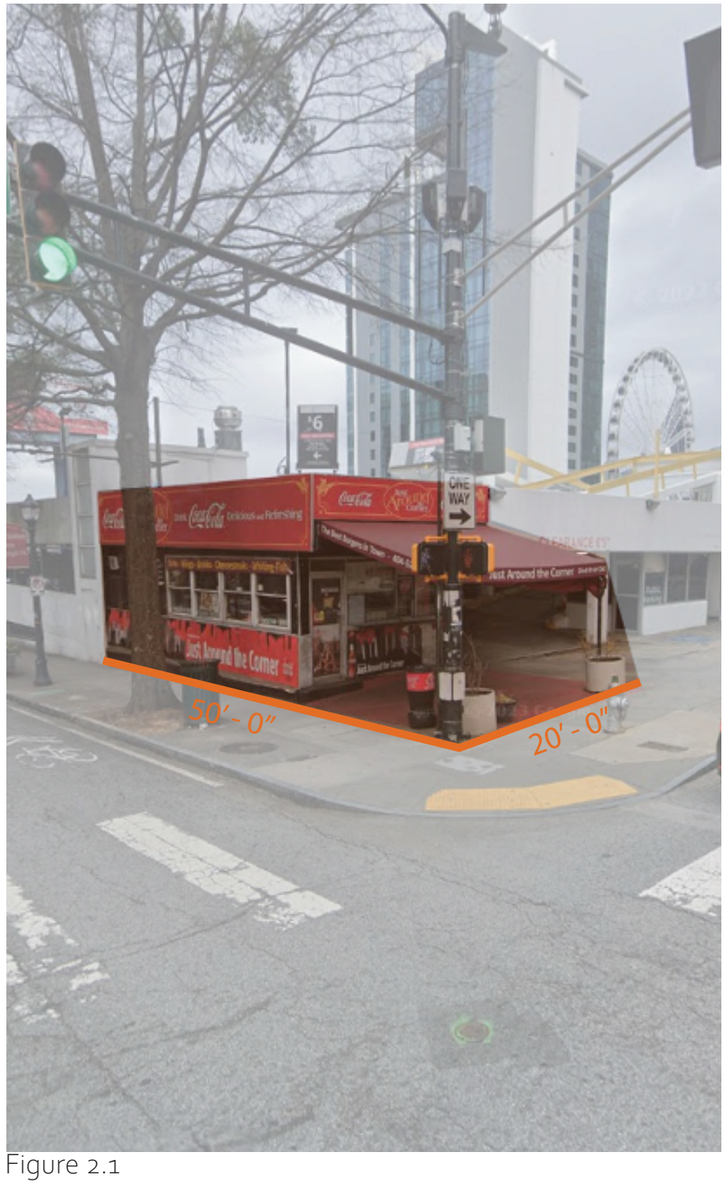


Figure 2.1

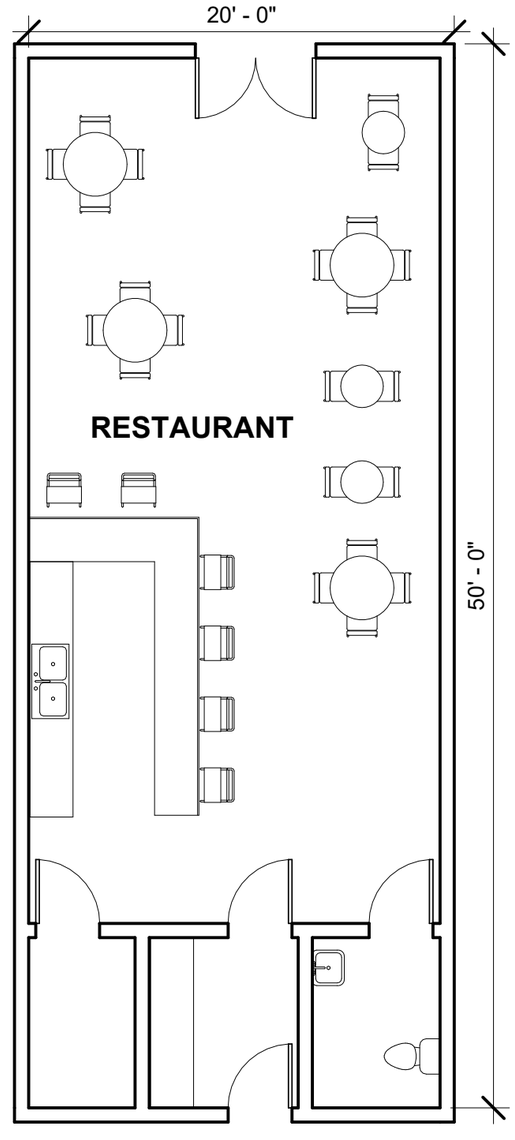


Figure 2.2

Medium Functions

Determining the dimensions of the existing medium functions provides a framework for new potential functions to be introduced. Slice Downtown is a medium restaurant located along Poplar St., as seen in Figure 2.3. The dimensions of the small function spaces are 30'-0" x 60'-0" and can provide space for a restaurant, an alcohol bar, a grocery store, a community center, and a boutique. This modular small size provides use to 5 different functions. One example floor plan can be seen in Figure 2.4.

Figure 2.3

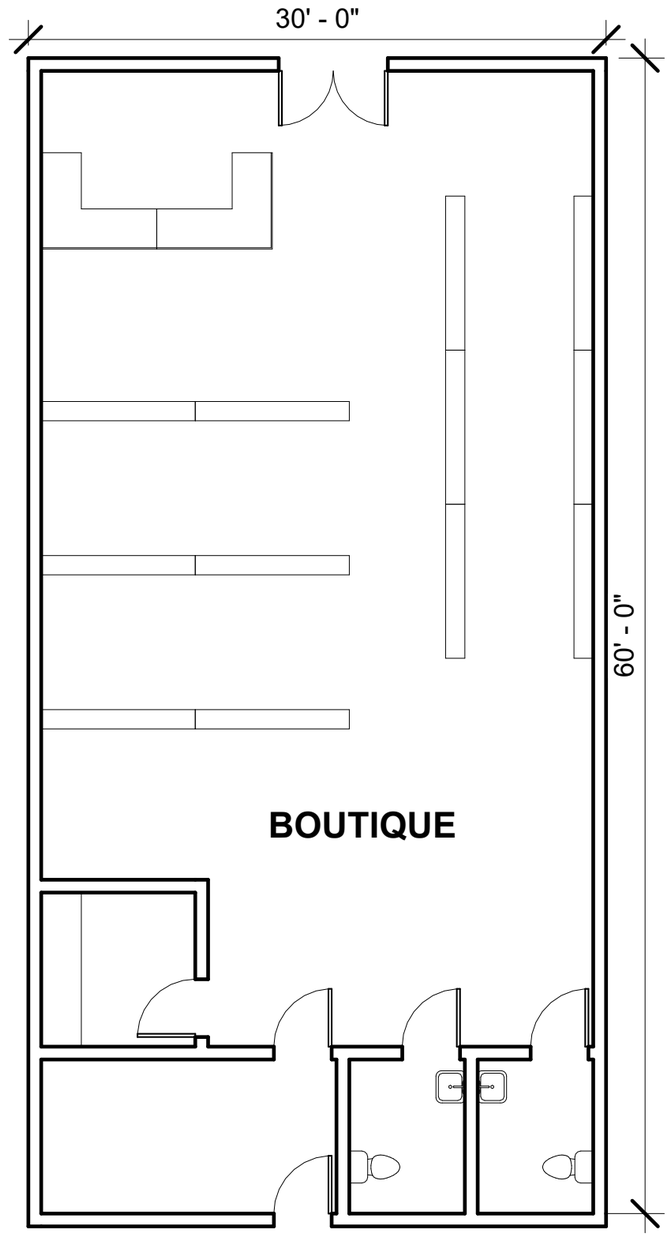


Figure 2.4

Large Functions

Determining the dimensions of the existing large functions provides a framework for new potential functions to be introduced. Ted's Montana Grill is a large restaurant located along Ted Turner Dr., as seen in Figure 2.5. The dimensions of the small function spaces are 50'-0" x 100'-0" and can provide space for a restaurant, a grocery store, a community center, and a gym. This modular small size provides use to 4 different functions. One example floor plan can be seen in Figure 2.6.

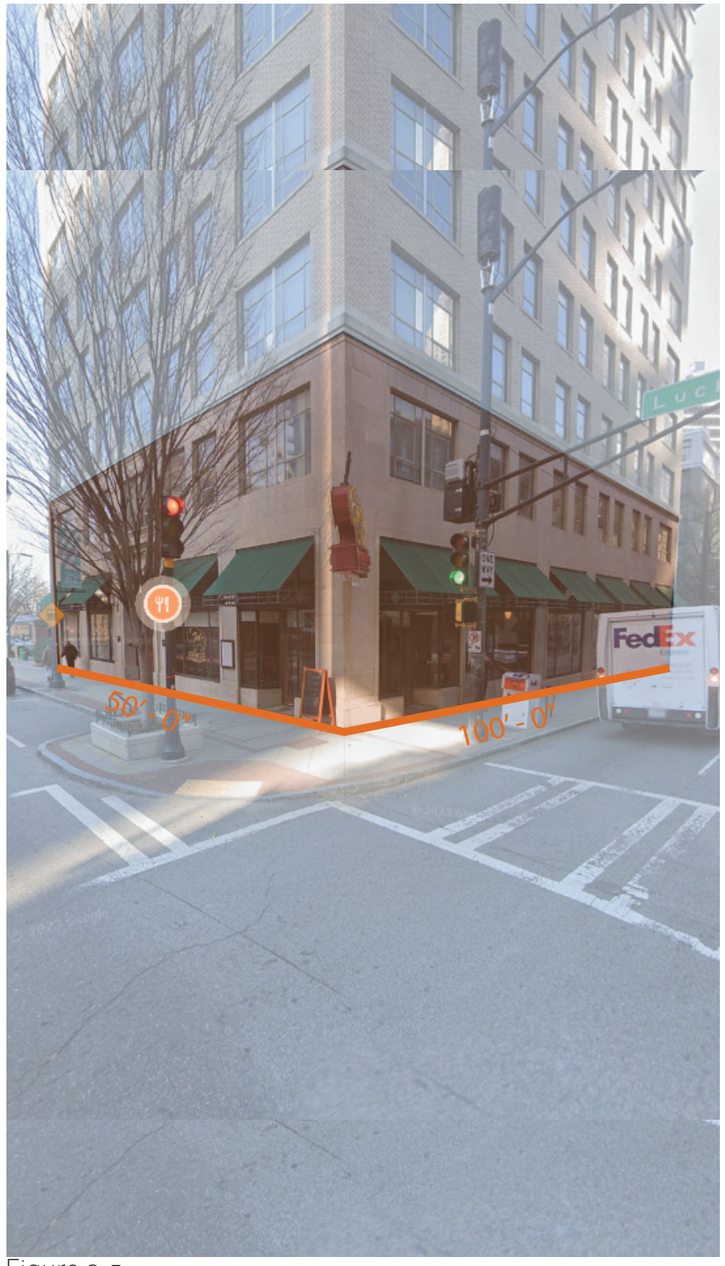


Figure 2.5

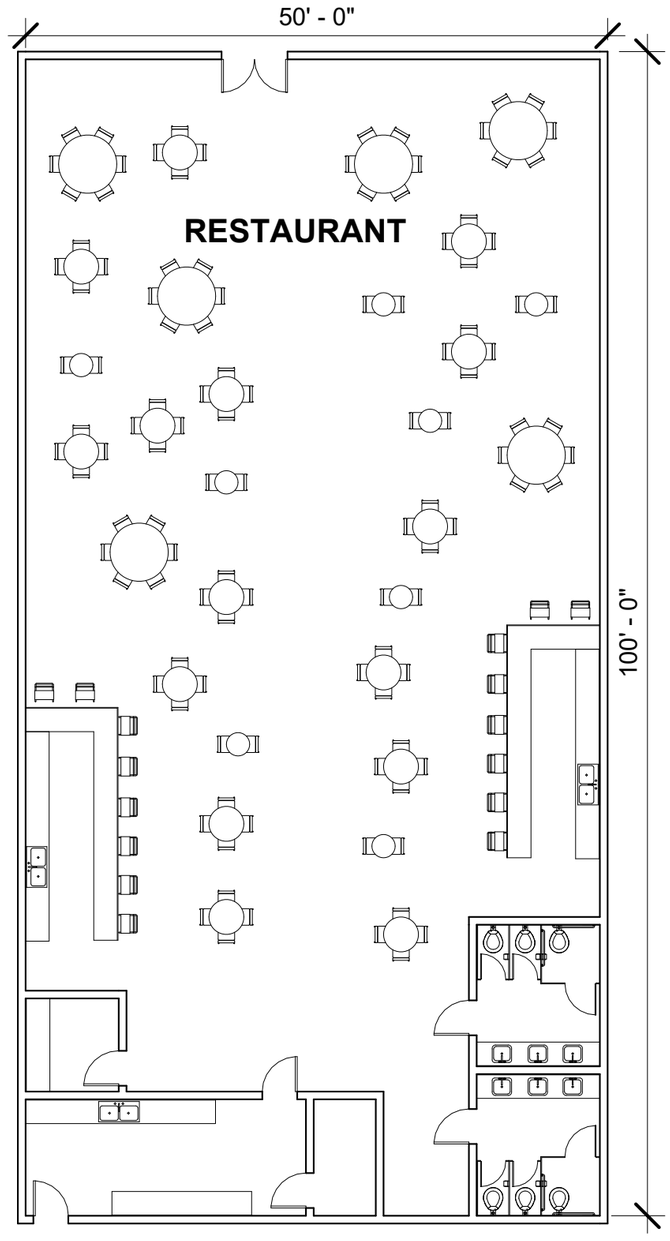


Figure 2.6

2.2 HOUSING PRECEDENTS

High Income

Determining the dimensions of existing high-income housing provides a framework for new potential units to be introduced. The Hanover in Buckhead, Georgia is a higher scale apartment complex that provides unit plans for apartments within their community, as seen in Figure 2.7. The dimensions of the one-bedroom unit are roughly 30'-0" x 30'-0" and can provide space for a kitchen, laundry room, living room, dining space, bedroom, and large restroom as well as additional storage spaces. This unit layout provides adequate square footage of each space in a higher income apartment unit, as seen in Figure 2.8.

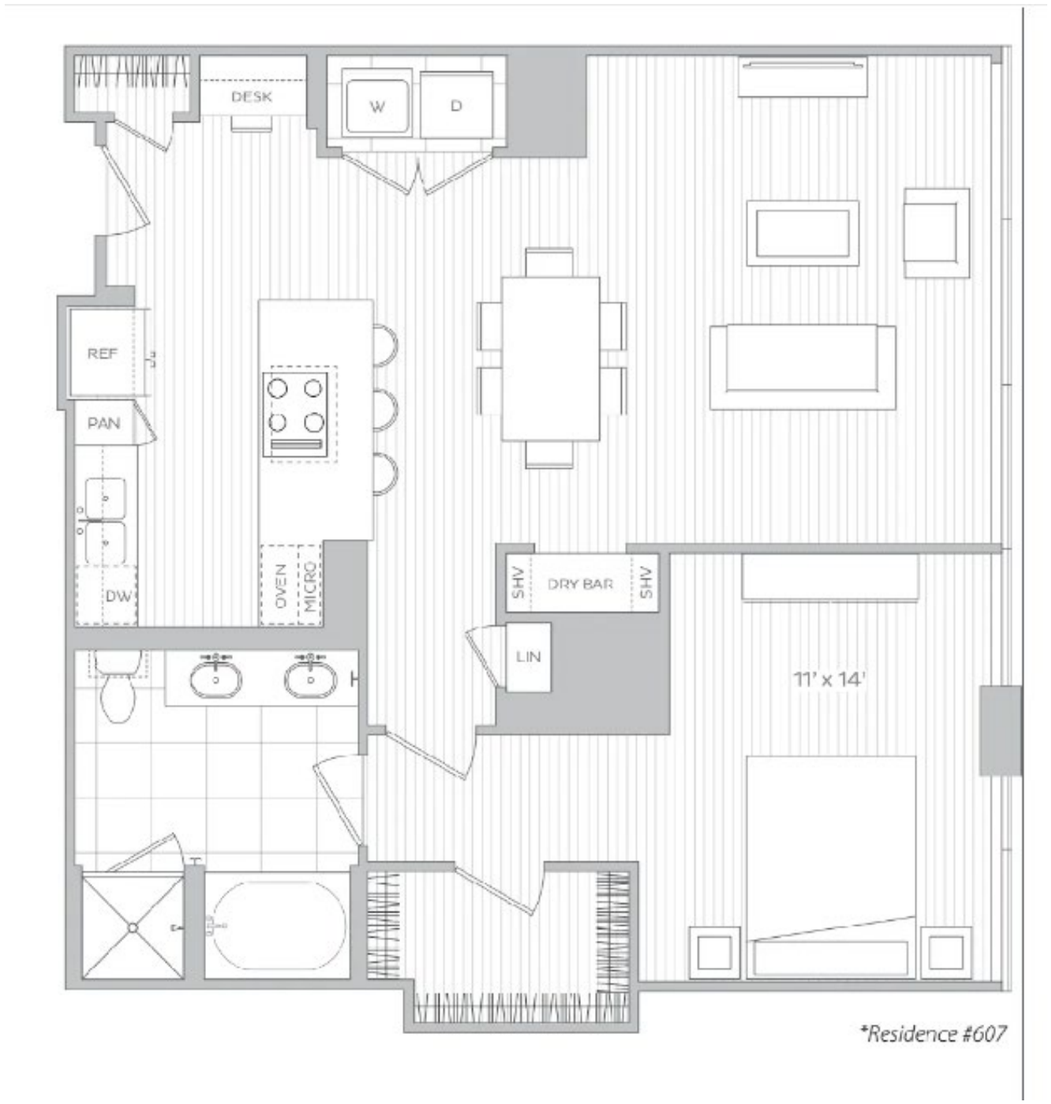


Figure 2.7

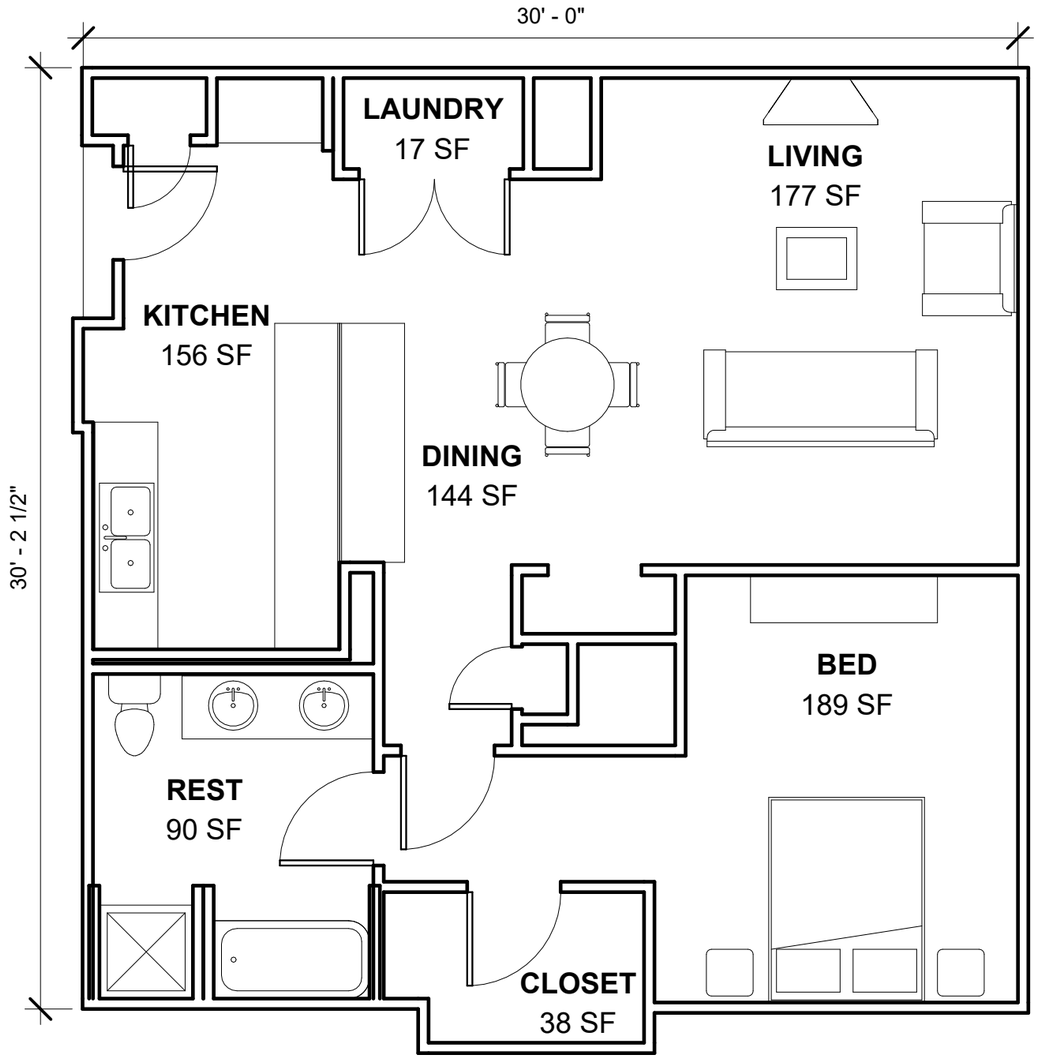


Figure 2.8

Medium Income

Determining the dimensions of existing medium income housing provides a framework for new potential units to be introduced. 1660 Peachtree in Atlanta, Georgia is a medium scale apartment complex that provides unit plans for apartments within their community, as seen in Figure 2.9. The dimensions of the one-bedroom unit are roughly 25'-0" x 30'-0" and can provide space for a kitchen, laundry room, living room, dining space, bedroom, and restroom as well as some additional storage spaces. This unit layout provides adequate square footage of each space in a medium income apartment unit, as seen in Figure 2.10.

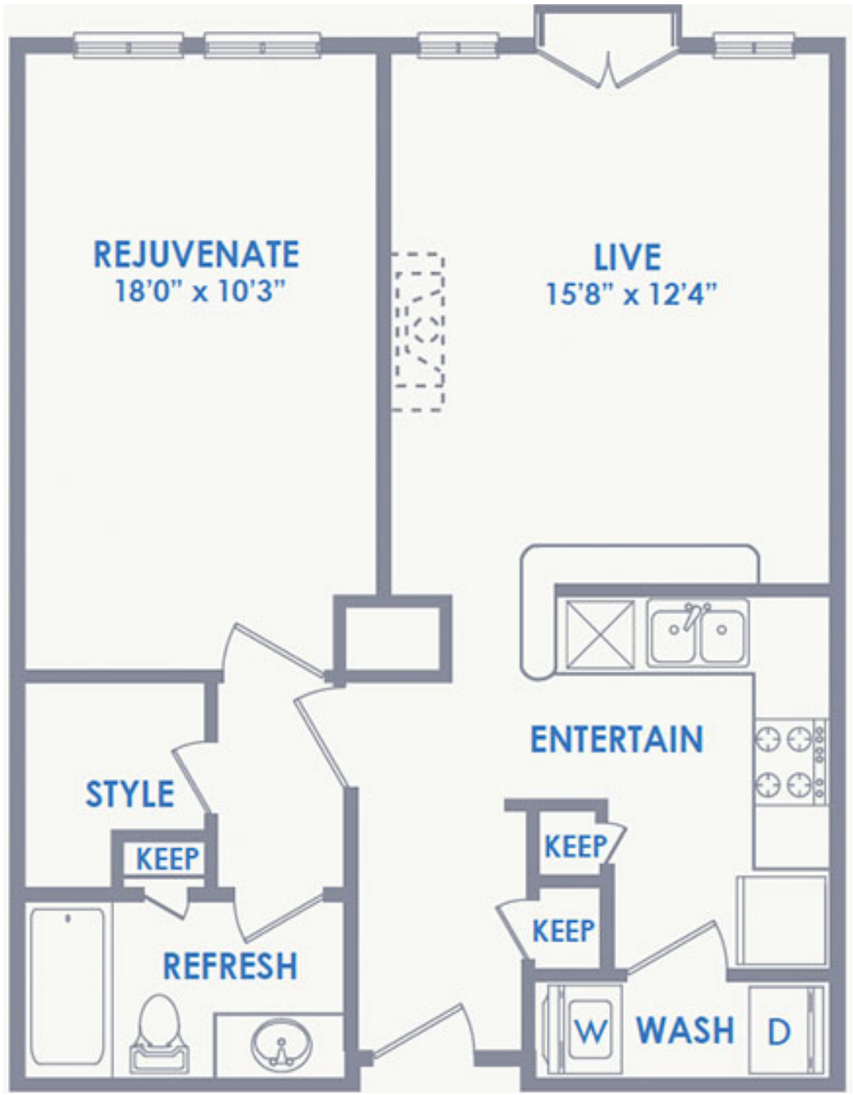


Figure 2.9

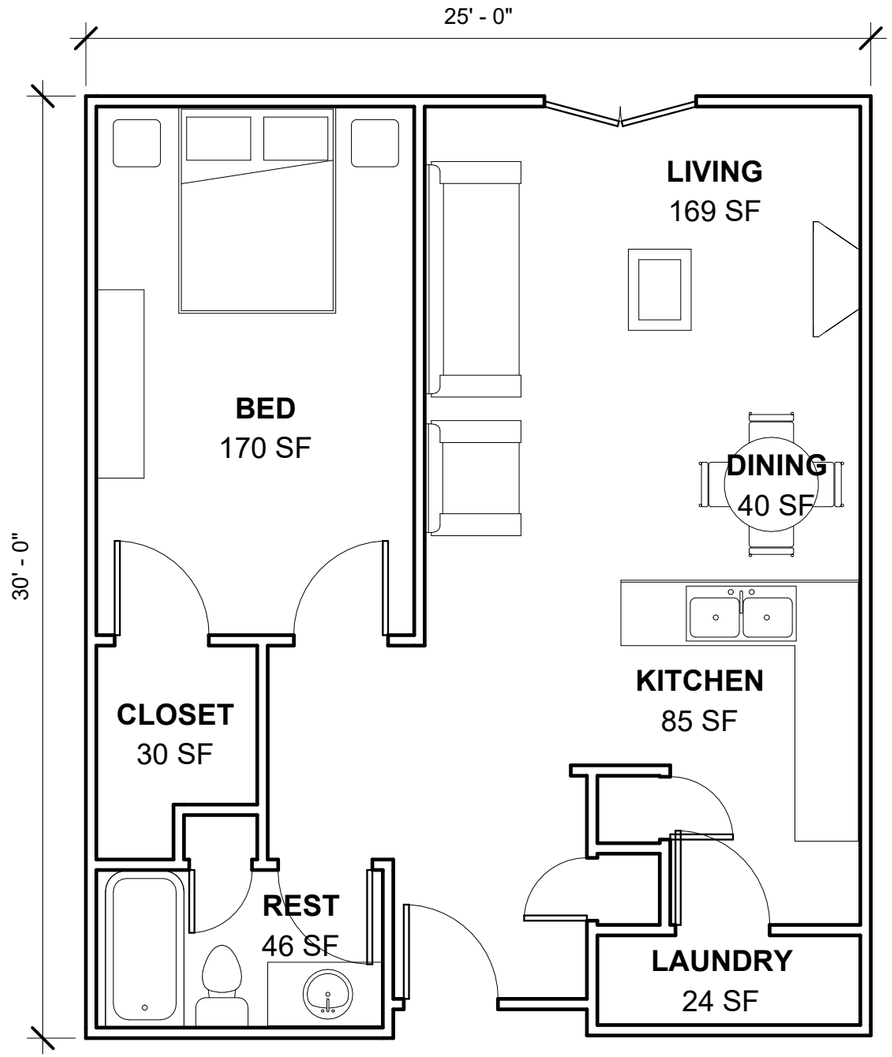


Figure 2.10

Low Income

Determining the dimensions of existing low-income housing provides a framework for new potential units to be introduced. Emory Point in Atlanta, Georgia is a medium scale apartment complex that provides unit plans for apartments within their community, as seen in Figure 2.11. The dimensions of the one-bedroom unit are roughly 20'-0" x 40'-0" and can provide space for a kitchen, laundry area, living room, bedroom, and restroom. This unit layout provides adequate square footage of each space in a lower income apartment unit, as seen in Figure 2.12.

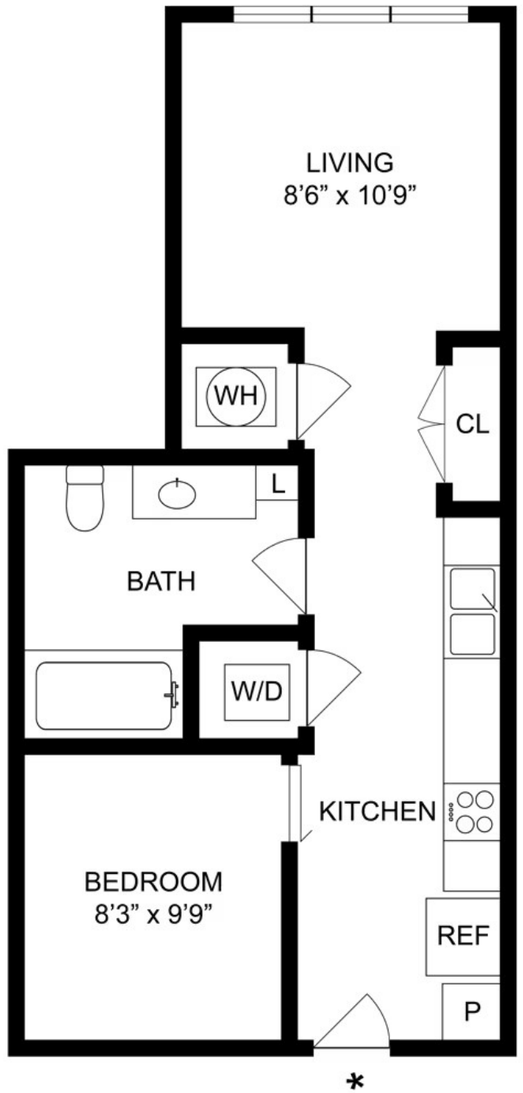


Figure 2.11

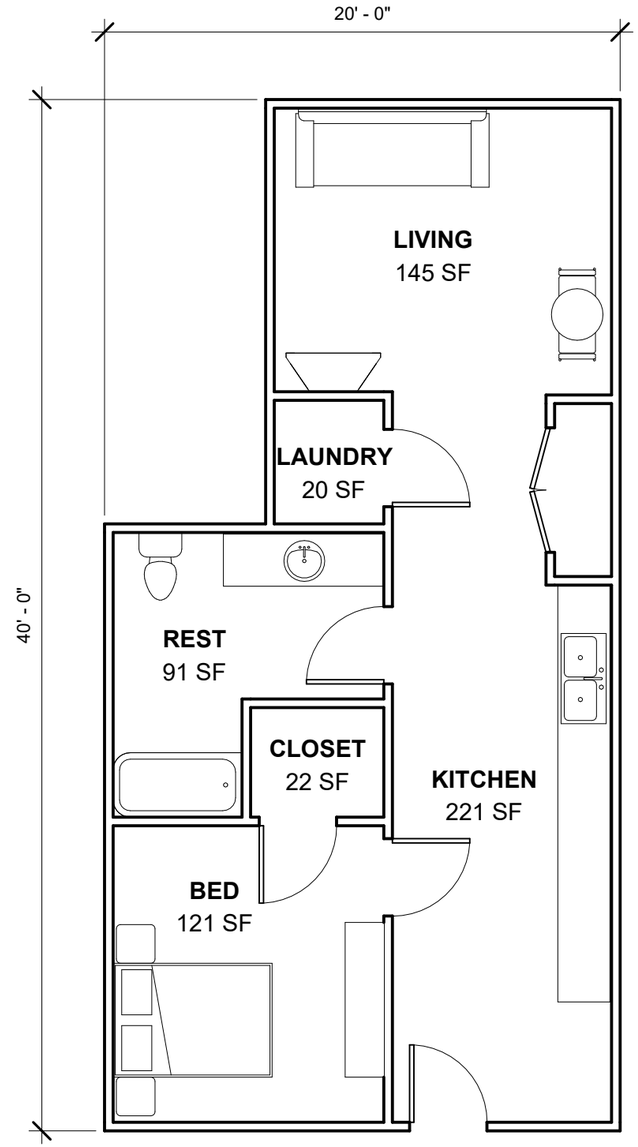


Figure 2.12

03 CHAPTER

SITE INVESTIGATION

SELECTED SITE: TED TURNER DR NW

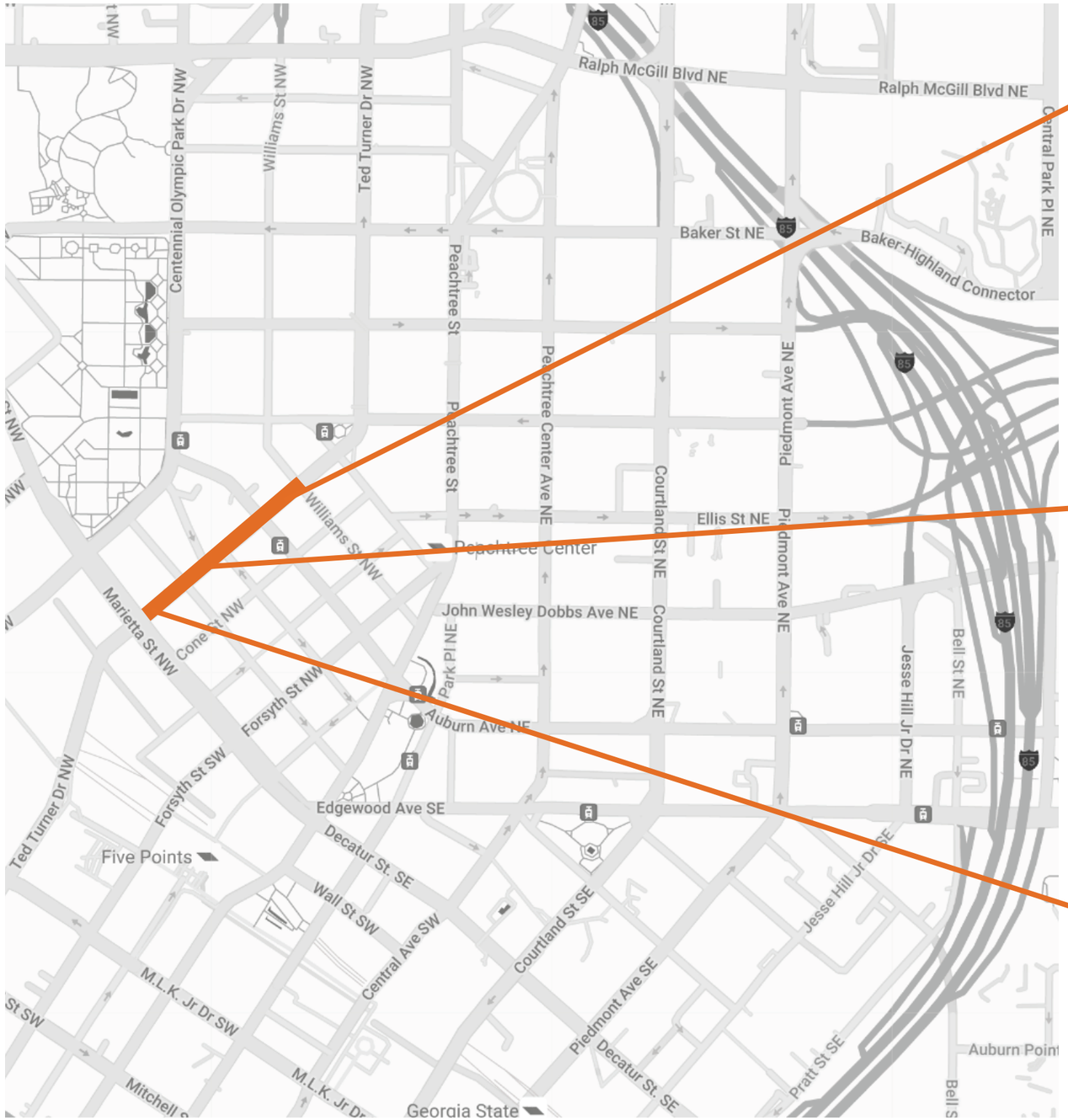


Figure 3.1

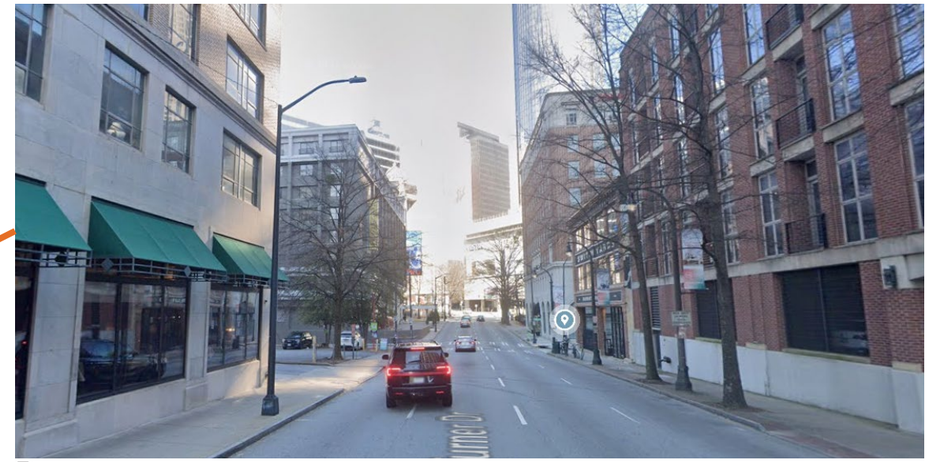


Figure 3.2

Figure 3.3

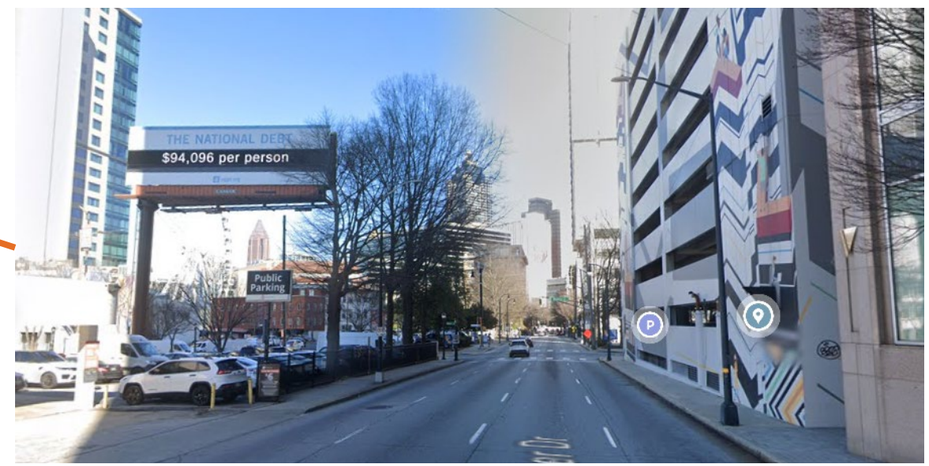


Figure 3.4

Community Level

Identifying diversity throughout a city on a community level requires several attributes to consider. The two main attributes for the purpose of this thesis are the built functions and the human demographics. When looking at Ted Turner Dr NW, it becomes increasingly easier to understand the existing diversity of the street on a community level. As seen in Figure 3.5, the function of the street is completely isolated. As seen in Figure 3.6, the primary race is black. As seen in Figure 3.7, the overlay of these two forms of analysis does not depict much to compare due to the street being so isolated to a single function and a single race. Once again, there is a correlation but no causation.

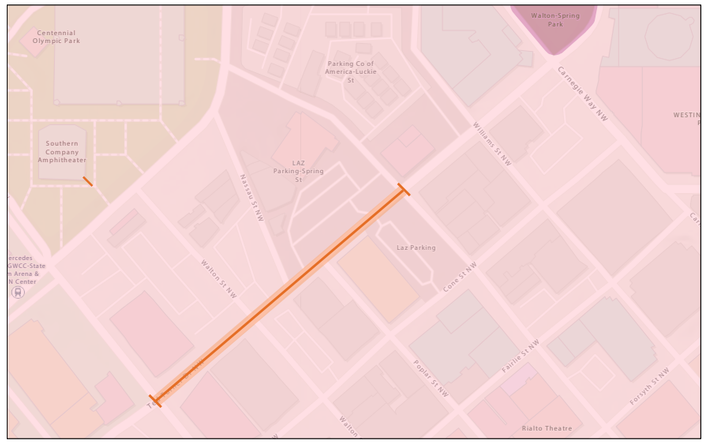


Figure 3.5

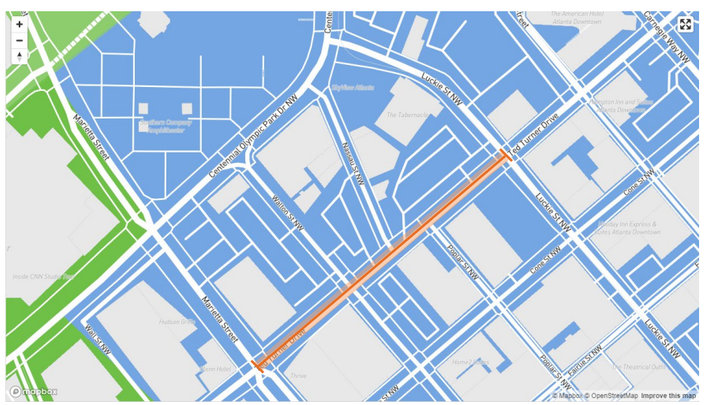


Figure 3.6

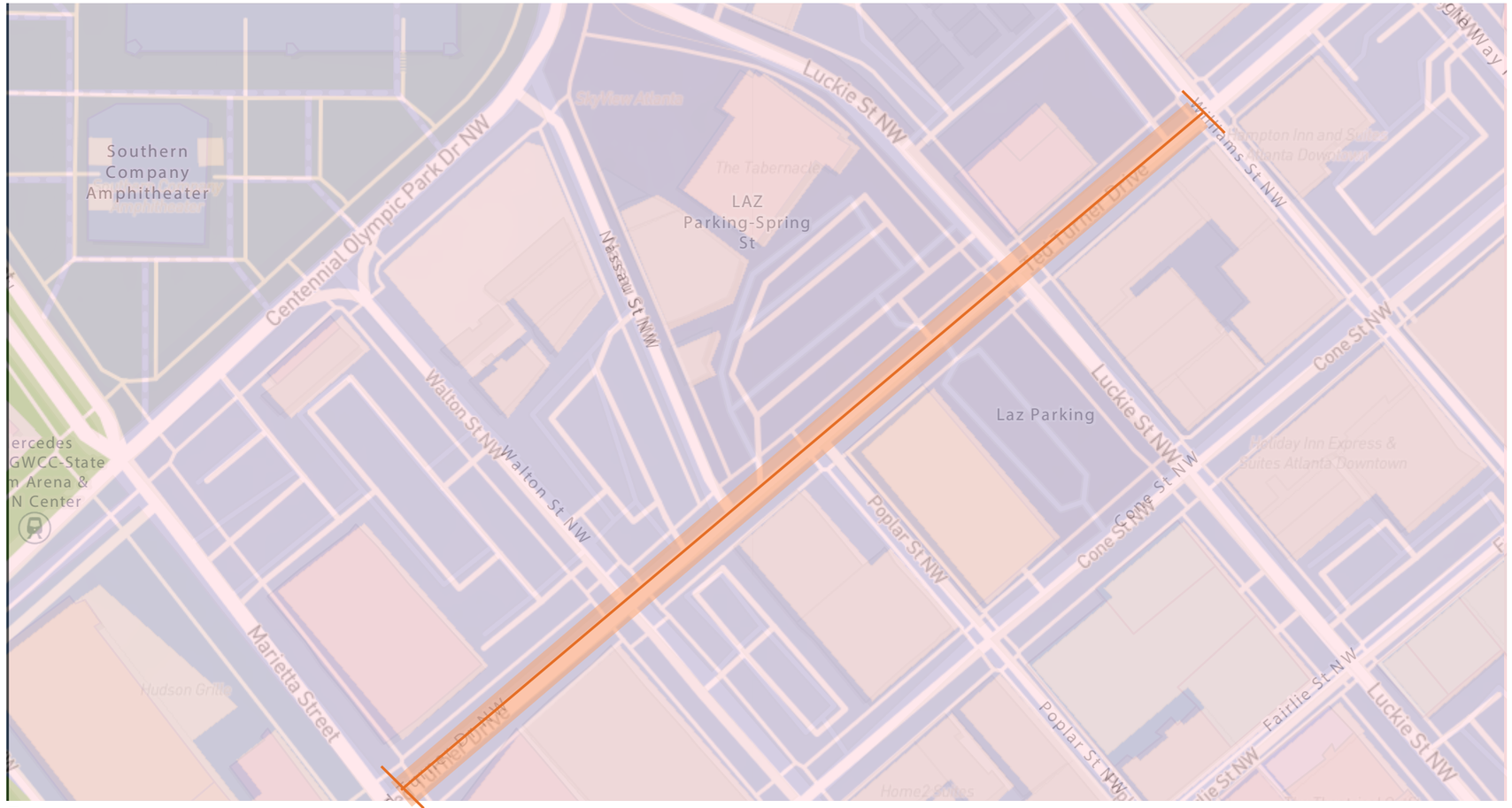


Figure 3.7

Adjacent Program

Ted Turner Dr NW has one of the least diverse program makeups in Atlanta. As seen in Figure 3.8, most of the street is either surface parking or garage parking. The small number of other programs consist of retail and a hotel. However, most of these entrances are not connected to Ted Turner Dr. The existing parking along this street provides a unique opportunity for a new built environment to be introduced without disrupting the existing program too much. The main program missing from this street is residential housing.

Figure 3.8

Existing Circulation

Circulation around Ted Turner Dr is currently very limited. As seen in Figure 3.9, the most of the circulation that branches off from the main road consists of pedestrians cutting through existing surface lots. No part of the pedestrian circulation or experience is being cultivated along this street. They are simply trying to get to a secondary location as quick as possible and will cut through whichever lot they can.

Figure 3.9

Street Level

When analyzing the street level, it is important to delineate attributes that generate a diverse street. This thesis focused on visibility and permeability, land use, human activity, and entrances. As seen in Figure 3.10, the street analysis method has been applied to Ted Turner Dr NW. The visibility and permeability diagram shows the ground plan level that is primarily visible and permeable. There are some consistent changes along one side of the street that partially diversify the experience. The land use diagram highlights the consistency between the ground plane and the floors above as well as the limited programs along the street. The program is so starkly parking that the permeability diagram is virtually null and void. The human activity diagram shows the human activity density, which is severally light most of the time along the majority of the street but has higher points in the morning and evening due to the large amount of parking provided. The entrances diagram shows one of the lowest possible number of entrances along a street, being one on each side. Not only is there a miniscule number of entrances, but they are also on completely different blocks along the street.

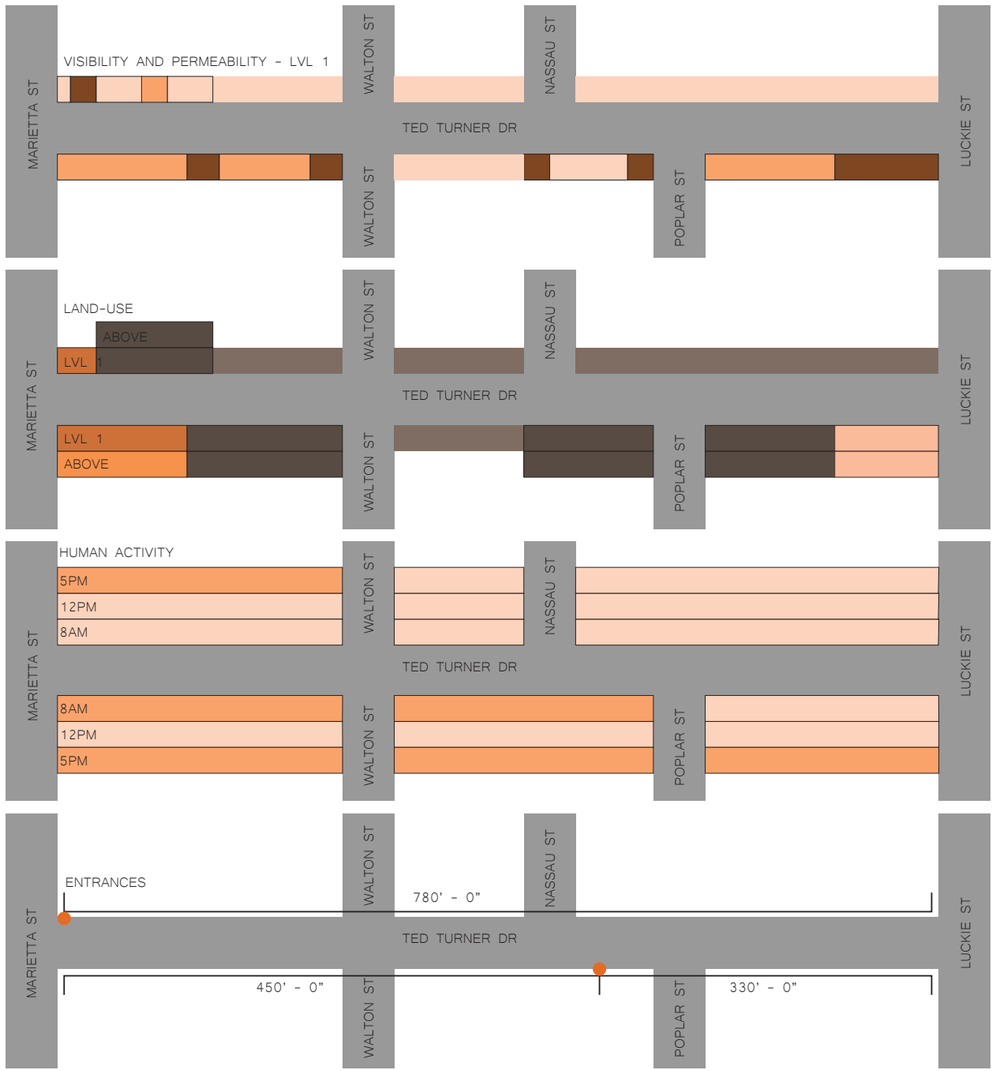


Figure 3.10

Floor Area Ratio

It is important to understand the existing building density along Ted Turner Dr. to gauge how to best develop moving forward. One method is through the Floor Area Ratio method which compares the usable land area to square footage of the built environment, as seen in Figure 3.11. The east side of Ted Turner Dr. is much more developed than the west, so the FAR for the east side can provide a guide for the goal of the development along the east side. The usable land area for the east side is 175,751 SF and the built square footage is 2,104,325 SF giving an FAR of 11.5.

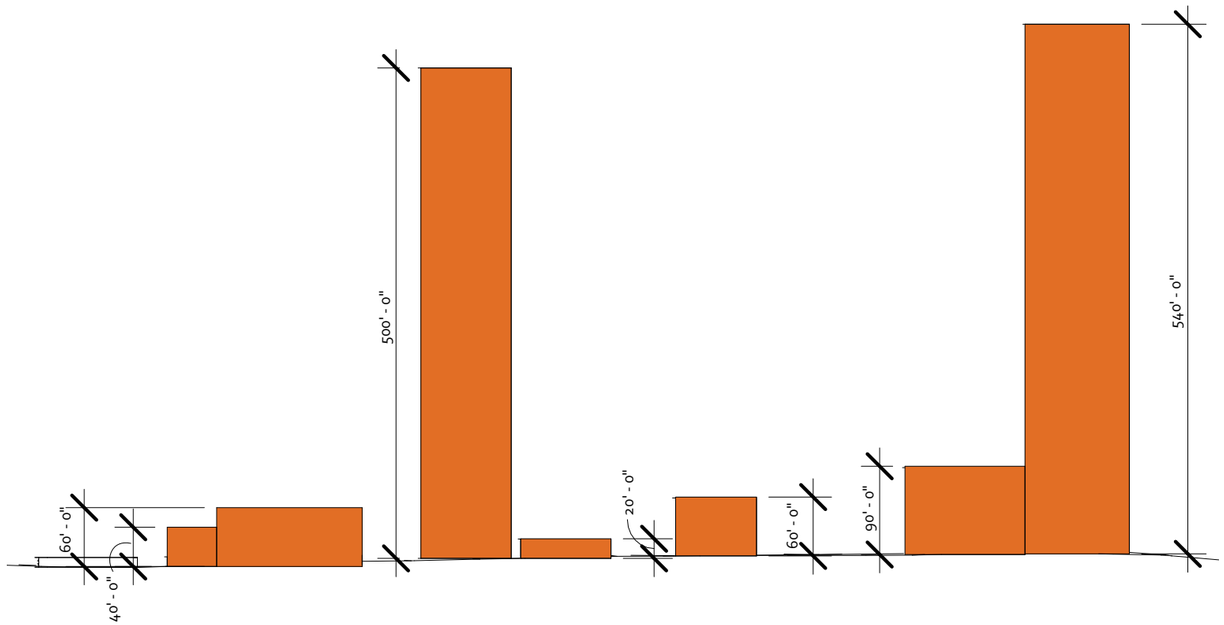


Figure 3.11

Existing Street Elevation

It is important to understand the existing elevation along Ted Turner Dr. As seen in Figure 3.12, the primary elevation experience along the built environment is that of parking garages. There is very little permeability or visibility while walking, but even more, there is little function or use for the pedestrians walking along the street. Other street elevations include simple surface lots or neglected facades of buildings that focus on a different cross street.

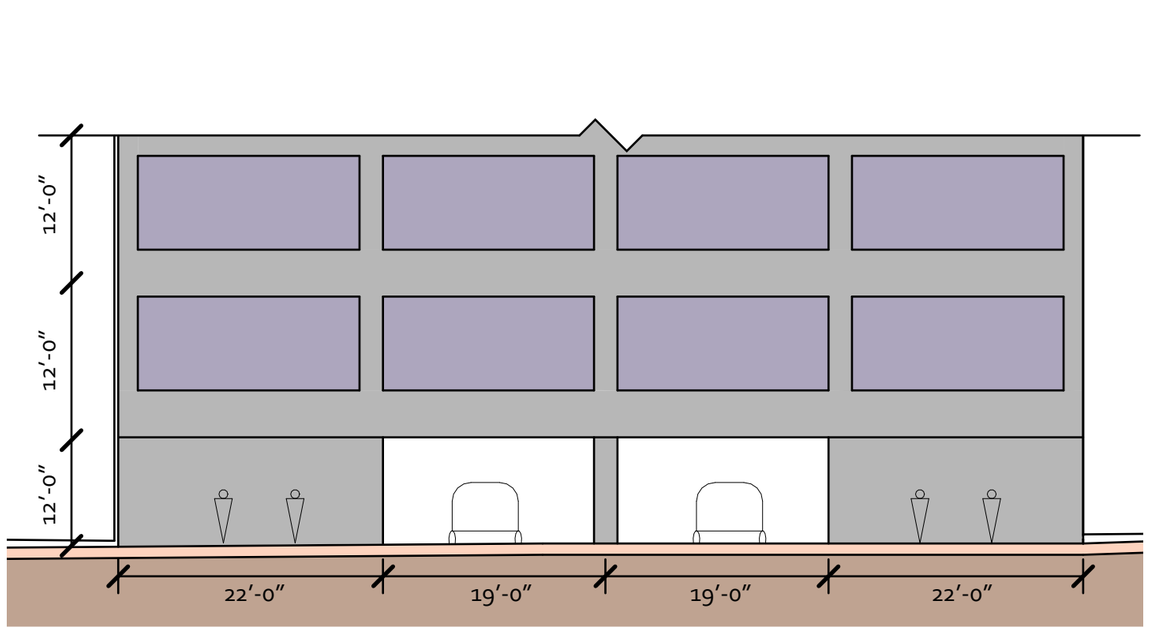


Figure 3.12

Demographics

The demographics of Atlanta provide an insight to both pedestrians and residents, as seen in Figure 3.13. The street design shall be inclusive of all these demographics. While these are the existing demographics, it is important to also focus on design strategies that promote more equity within these areas. For example, only 12% of existing Atlanta residents are blue collar, and the street design and housing accessibility can address this discrepancy and promote a more inclusive area based off job type.

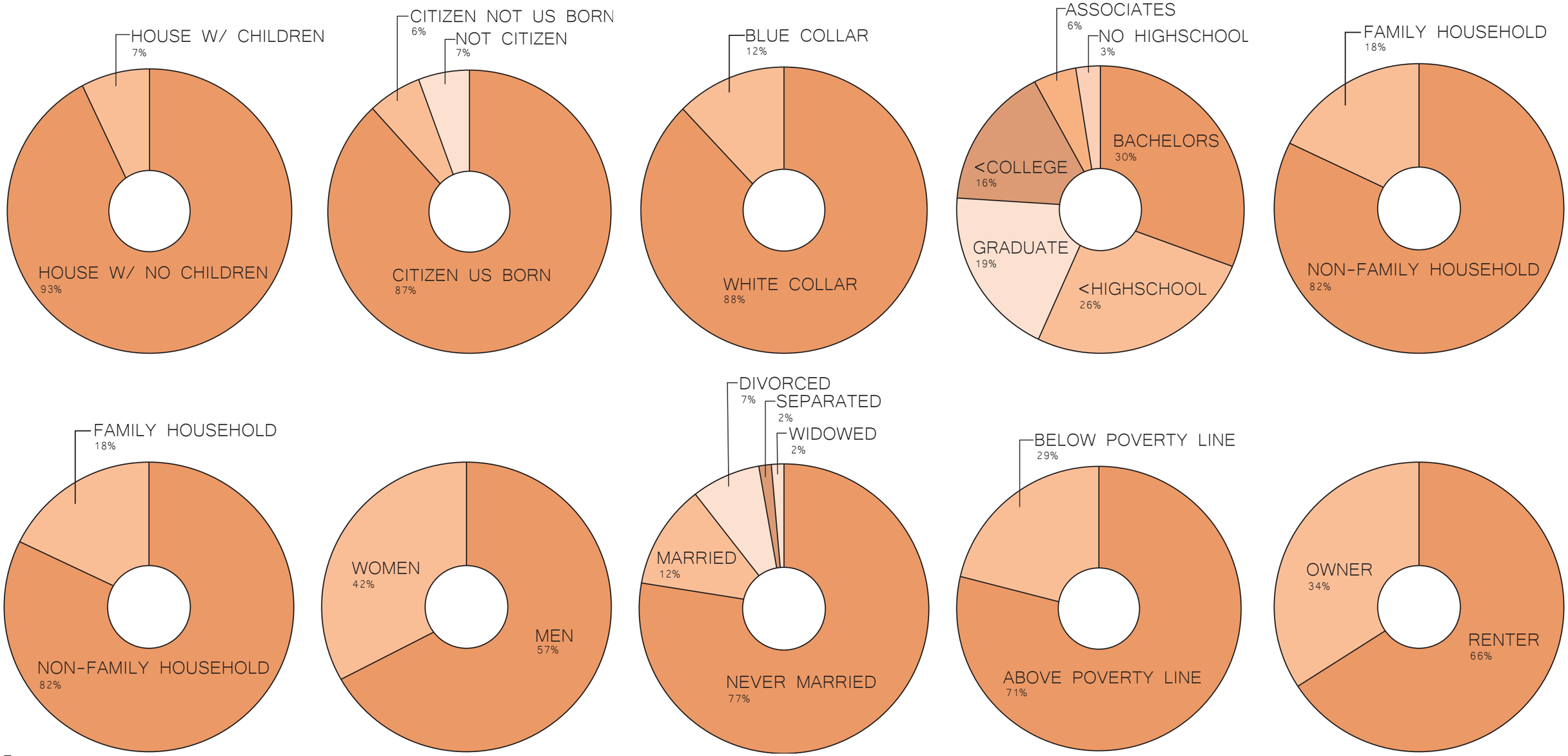


Figure 3.13

Profiles

After analyzing existing demographics, fictitious profiles were created to best understand the retail and housing desires of these people, as seen in Figure 3.14. These profiles go into detail on income, family makeup, desired housing, desired amenities, and even hobbies of each resident type. It is important to note that these profiles only signal a beginning level of understanding of what the street design should include.

BILLY PORTER
CHILD
$100 /Year

PERSONAL INFO
Sex: Male Age: 12 Race: White Other: Glasses

HOUSEHOLD
Himself, Fathers: 35 & 39, Sibling: 10

DESIRED HOME
Large kitchen, Large living room, Playroom
3 Bedroom, Neighborhood kids
Desired rent: doesn't care

HOBBIES
Skateboarding, Hanging out with friends,
Birthday parties, Ice cream, Running,
Parkor, Video games

DESIRED AMENITIES
Kid friendly food, Playground, Skatepark,
Ice cream shops, Game Stop, Arcade

FLORENCE PICKERING
RETAIL ENTHUSIAST
$115,000 /Year

PERSONAL INFO
Sex: Female Age: 55 Race: White
Other: Hard of hearing

HOUSEHOLD
Herself, Husband: 60

DESIRED HOME
Washer, Drier, Large kitchen
Large living room, 3 Bedrooms,
Desired rent: $3,000 / Month

HOBBIES
Shopping, Charity events, Food connoisseur,
Family photos, Family friends resturaunts,
Coffee, Fashion

DESIRED AMENITIES
Boutique stores, Retail outlets, Coffee shops,
Formal event spaces, Valet parking

MONTY BOATWRIGHT V
FINANCIAL ADVISOR
$94,000 /Year

PERSONAL INFO
Sex: Male Age: 29 Race: Black
Other: Diabetic

HOUSEHOLD
Himself, Dog: 1

DESIRED HOME
Washer, Drier, Medium kitchen,
Medium living room, 2 Bedroom,
Desired rent: $2,500 / Month

HOBBIES
Swimming, Golfing, Gambling,
Going out with friends, Boating,
Reservation resturaunts, Going on dates

DESIRED AMENITIES
Pool, Work space, Pharmacy,
Dining resturaunts, Post work drinks

CLIFTON ROSCOE
LAWYER
$98,000 /Year

PERSONAL INFO
Sex: Male Age: 45 Race: White Other: Glasses

HOUSEHOLD
Himself, Wife: 39, Children: 10,12

DESIRED HOME
Washer, Drier, Large kitchen,
Large living room, 4 Bedrooms,
Desired rent: $2,700 / Month

HOBBIES
Drinking with coworkers, Watching movies,
Listening to music, Whiskey, Cigars,
Spending time with family, Trying new food,
Going to the gym

DESIRED AMENITIES
Gym, Client meeting space,
Post work entertainment,
Playground for kids, Movie theater

ARTHUR KELLER
VETERAN/RETIREE
$47,000 /Year

PERSONAL INFO
Sex: Male Age: 80 Race: White Other: Blind

HOUSEHOLD
Himself, Husband: 75, Cats: 3

DESIRED HOME
Washer, Drier, Closed floor plan, 2 Bedroom,
Desired rent: $1,400 / Month

HOBBIES
Listening to music, Listening to audiobooks,
Going to museums, Learning,
Picnics with his partner, Food,
Drinking with his vet friends

DESIRED AMENITIES
Experiential spaces, Gastro friendly food,
Queer safe spaces, Bars, Public greenspaces

CAL BUTLER
RETAIL EMPLOYEE
$37,000 /Year

PERSONAL INFO
Sex: Male Age: 23 Race: Black

HOUSEHOLD
Himself, Dog: 1

DESIRED HOME
Laundromat, Small kitchenette,
Public living room space,
Public kitchen space
Desired rent: $1,025 / Month

HOBBIES
Going to the gym, Hanging out with friends,
School, Playing video games,
Listening to music, Going to concerts,
Collecting sneakers

DESIRED AMENITIES
Gym, Concert venues, Social gathering space
Trendy food, Bars

NADIA TORRES
LAW FIRM SECRETARY
$30,000 /Year

PERSONAL INFO
Sex: Female Age: 26 Race: Hispanic
Other: Queer

HOUSEHOLD
Herself, Wife: 27, Cats: 2

DESIRED HOME
Washer, Drier, Small kitchen,
Medium living room, 2 Bedroom (1 guest),
Rent: $1,000 / Month

HOBBIES
Running, Wine tasting, Photography,
Spending time with friends, Bar-B-Que,
Thrifting, Dancing, Concerts

DESIRED AMENITIES
Market for groceries, Running space,
Concert venues, Bar-B-Que pits,
Queer friendly spaces

GRACIE BUCKLEY
HOTEL MANAGER
$43,000 /Year

PERSONAL INFO
Sex: Female Age: 32 Race: White
Other: Glasses

HOUSEHOLD
Herself, Husband: 35, Child 1: 6

DESIRED HOME
Washer, Drier, Large kitchen,
Large living room, 2 Bedroom,
Rent: $1,500 / Month

HOBBIES
Going to the gym, Reading,
Walking in greenspace, Picnics,
Kid's basketball games, Plants, Painting

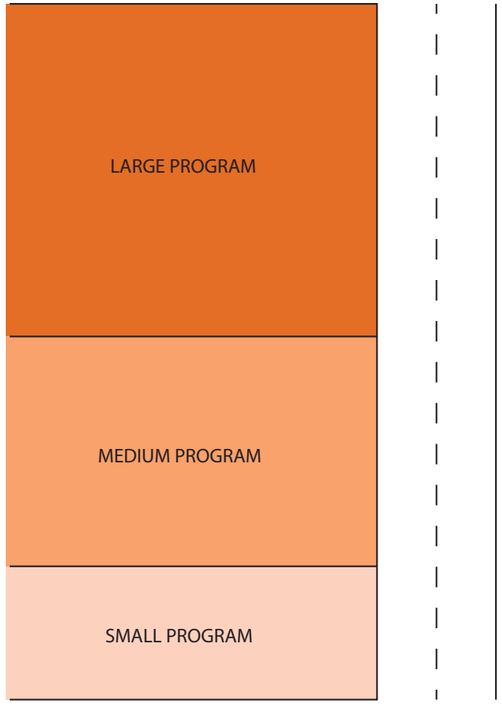
DESIRED AMENITIES
Market for groceries, Place to read,
Greenspace, Plant store, Gym

Figure 3.14

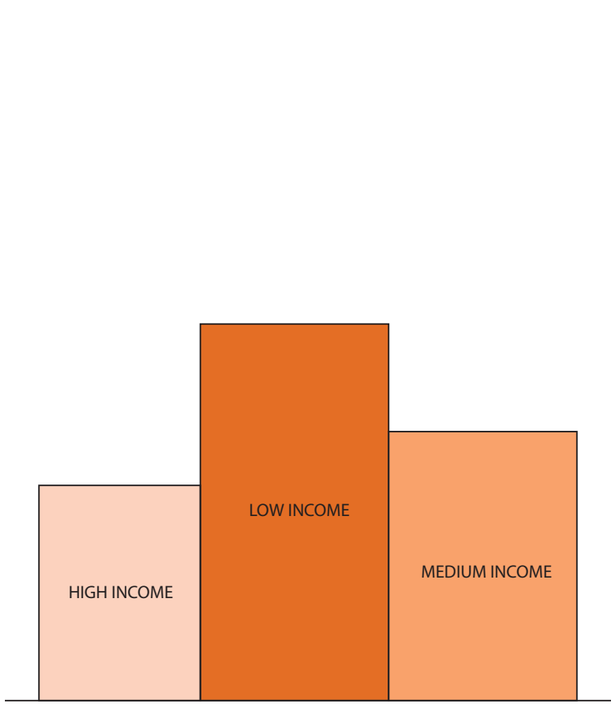
04 CHAPTER

CONCEPT EXPLORATION

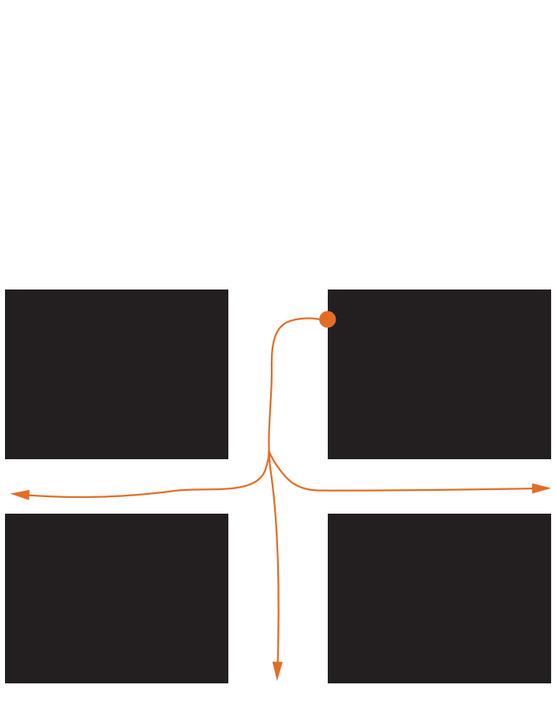
CONCEPT EXPLORATION



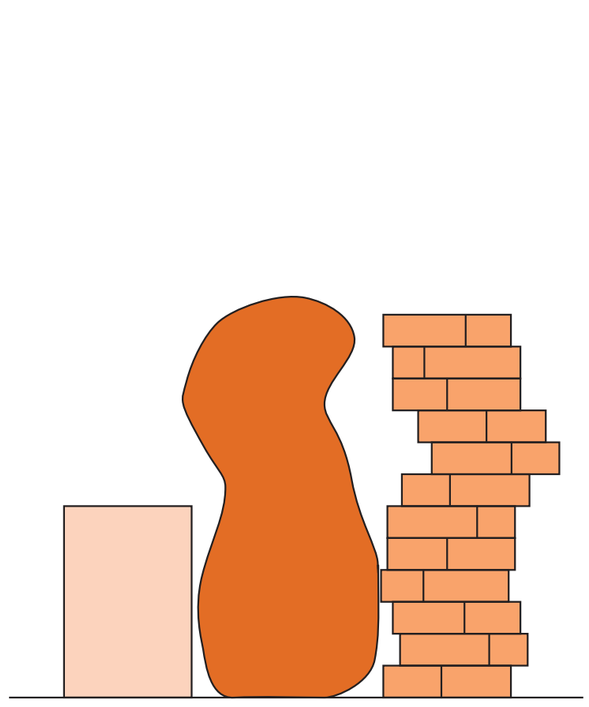
Retail Access
Figure 4.1



Housing Accessibility
Figure 4.2

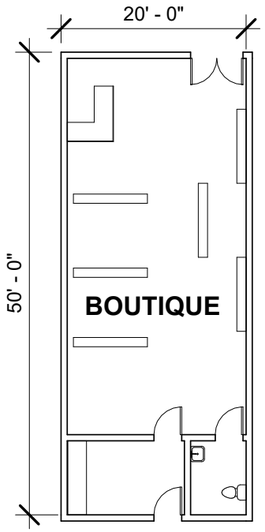


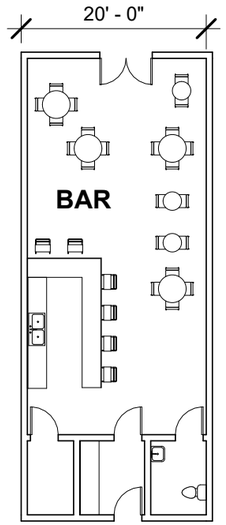
Small Blocks
Figure 4.3

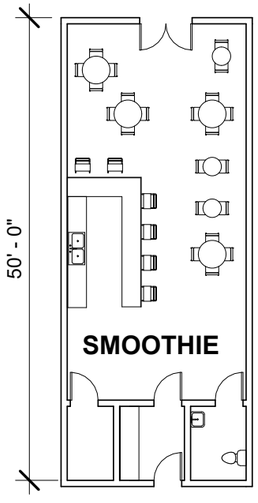


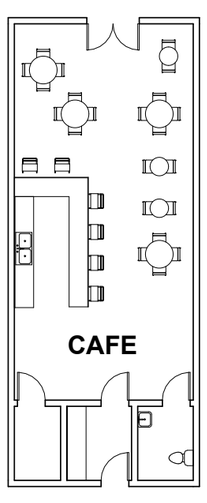
Diverse Design Typologies
Figure 4.4

Retail Access Unit Plans



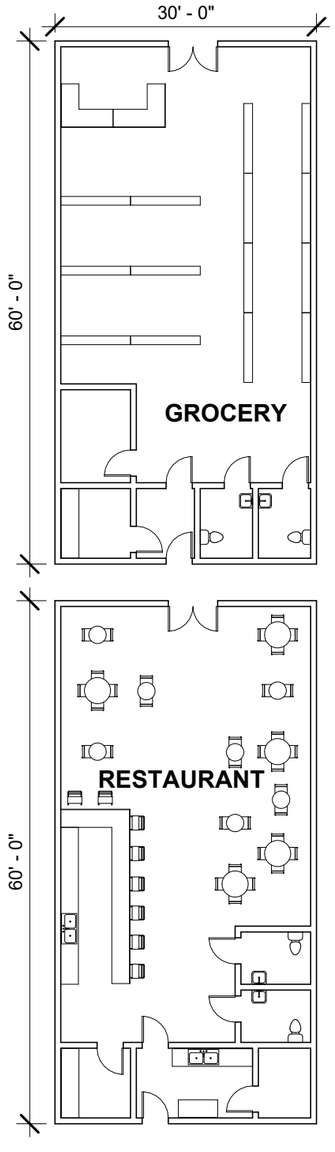


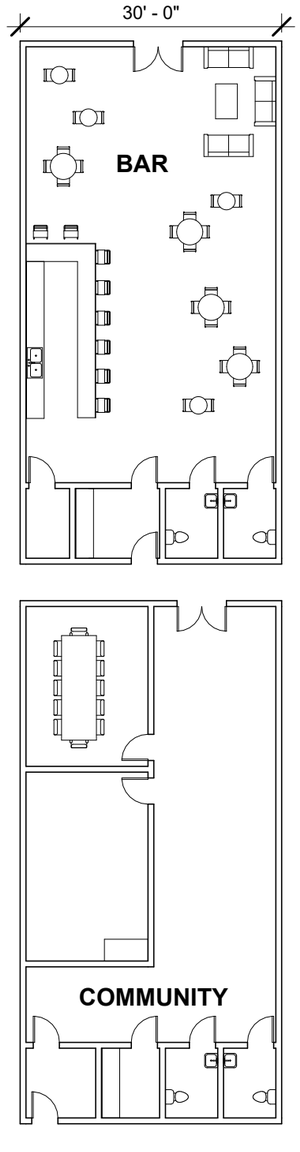




Small Retail Plans

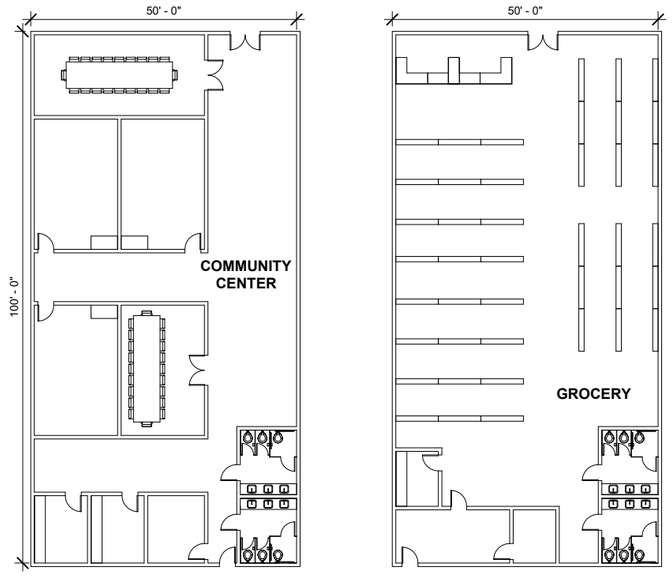
Figure 4.5





Medium Retail Plans

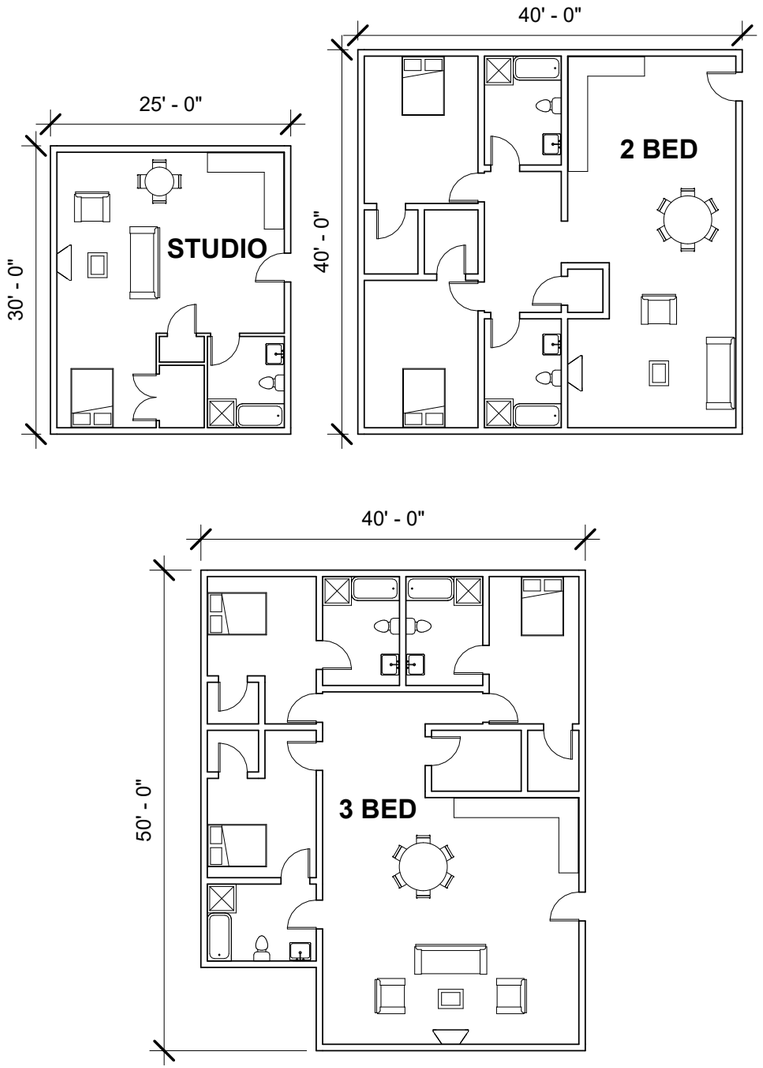
Figure 4.6



Large Retail Plans

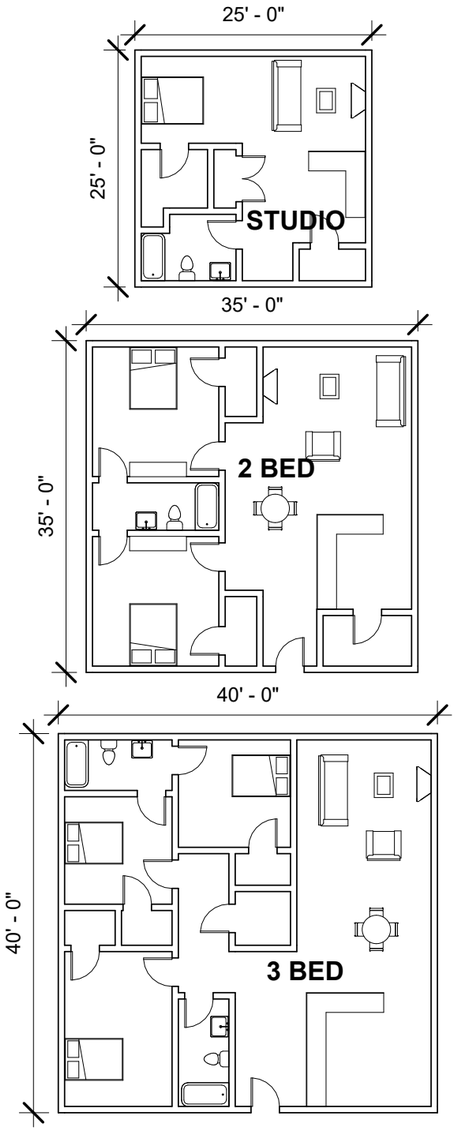
Figure 4.7

Housing Accessibility Unit Plans



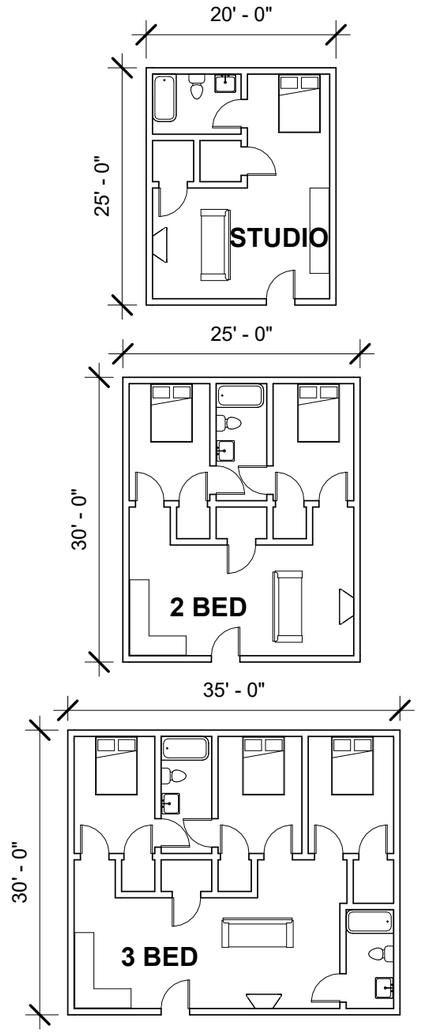
High Income Unit Plans

Figure 4.8



Medium Retail Plans

Figure 4.9



Large Retail Plans

Figure 4.10

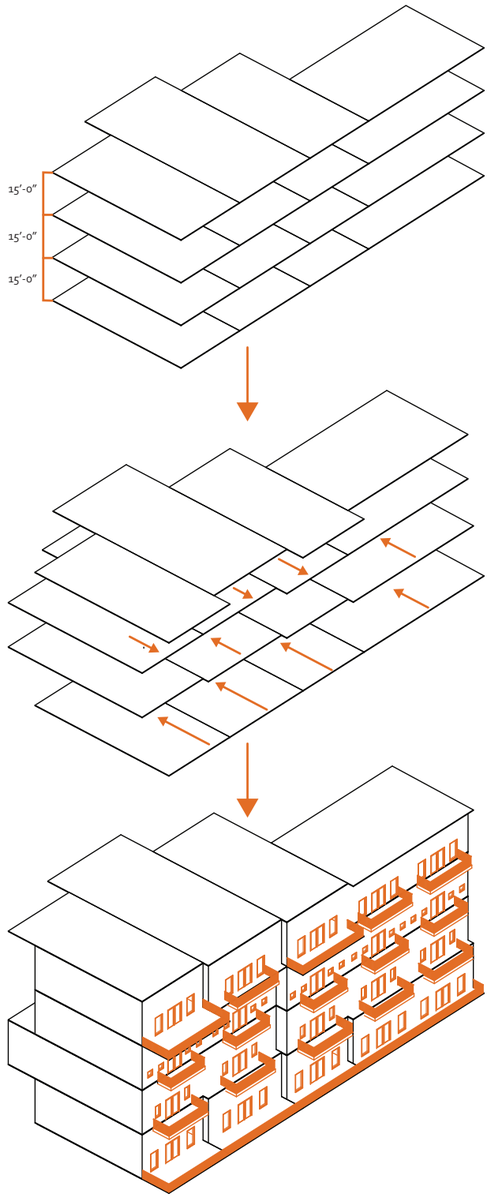
Block Size Exploration

The existing block sizes of Ted Turner Dr. are consistent with a couple exceptions. The block between the cross streets Nassau St and Luckie St is roughly 330 feet long, which is 130 feet longer than the ideal block size (Jacobs, 1965). As a result, the block is broken by pedestrian paths to create two 150-foot-long blocks. Additional pedestrian paths are introduced across Ted Turner drive to follow similar language. As seen in Figure 4.11, the pedestrian paths follow the main circulation along the street and secondary circulation that flows between and across the different blocks.

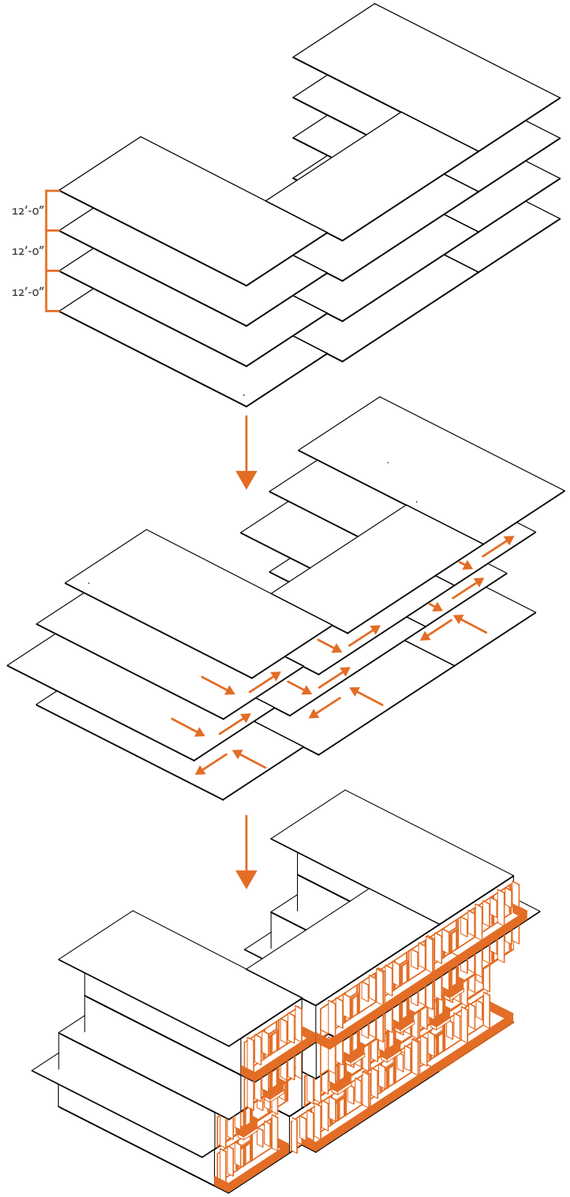
Figure 4.11

Diverse Design Typologies

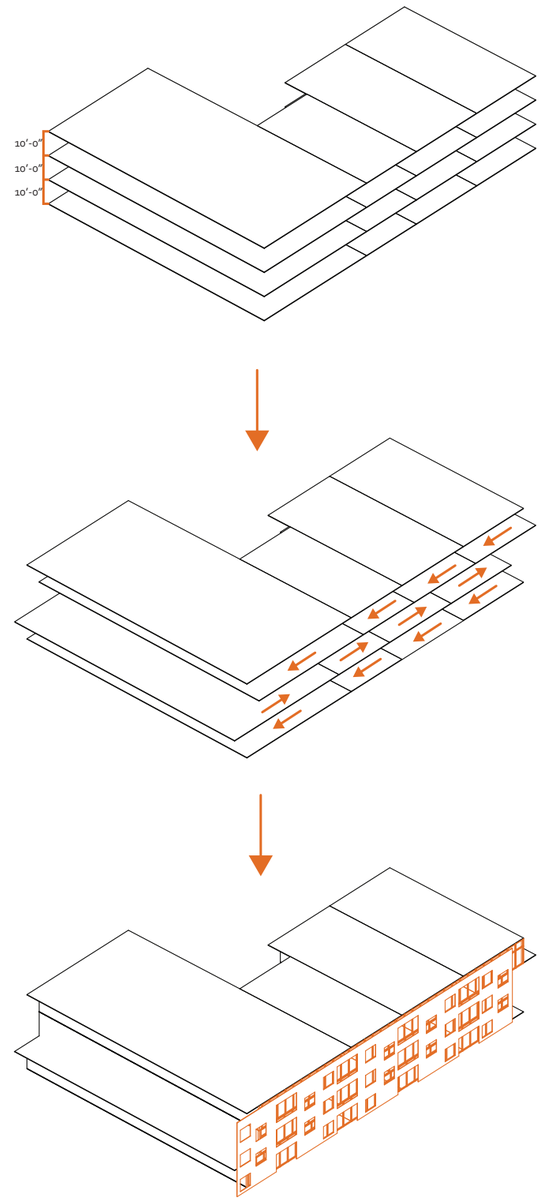
To promote more diverse design typologies along Ted Turner Drive, three different facade approaches are taken. The first is the standard design approach which follows the traditional language of apartment buildings throughout Atlanta with the use of balconies and exterior access doors. The second is the shading system design approach which has similar balconies but introduces fins scattered across each floor. The third is the facade design approach which introduces a facade system over standard storefront creating varying views for each apartment. Additionally, each system is paired with varying floor to ceiling heights as well as staggered floor plates to promote additional diversity within the design.



Standard Design
Figure 4.12



Shading System Design
Figure 4.13



Facade Design
Figure 4.14

05 CHAPTER

REHABILITATION

FINAL DESIGN

Overall Process

The first step in this design process is to program and design the first retail level that will serve as the primary public access points for each building. 6 new buildings are proposed along Ted Turner Drive located in the existing surface parking lots as well as introducing retail spaces into the first levels of the existing parking garages. The second step is to design the exterior elevation along the west side of Ted Turner Drive where the three different design approaches are applied. The third step is to fully design the housing and housing access of building #1 to show the incorporation of the unit plans and how they are all connected.

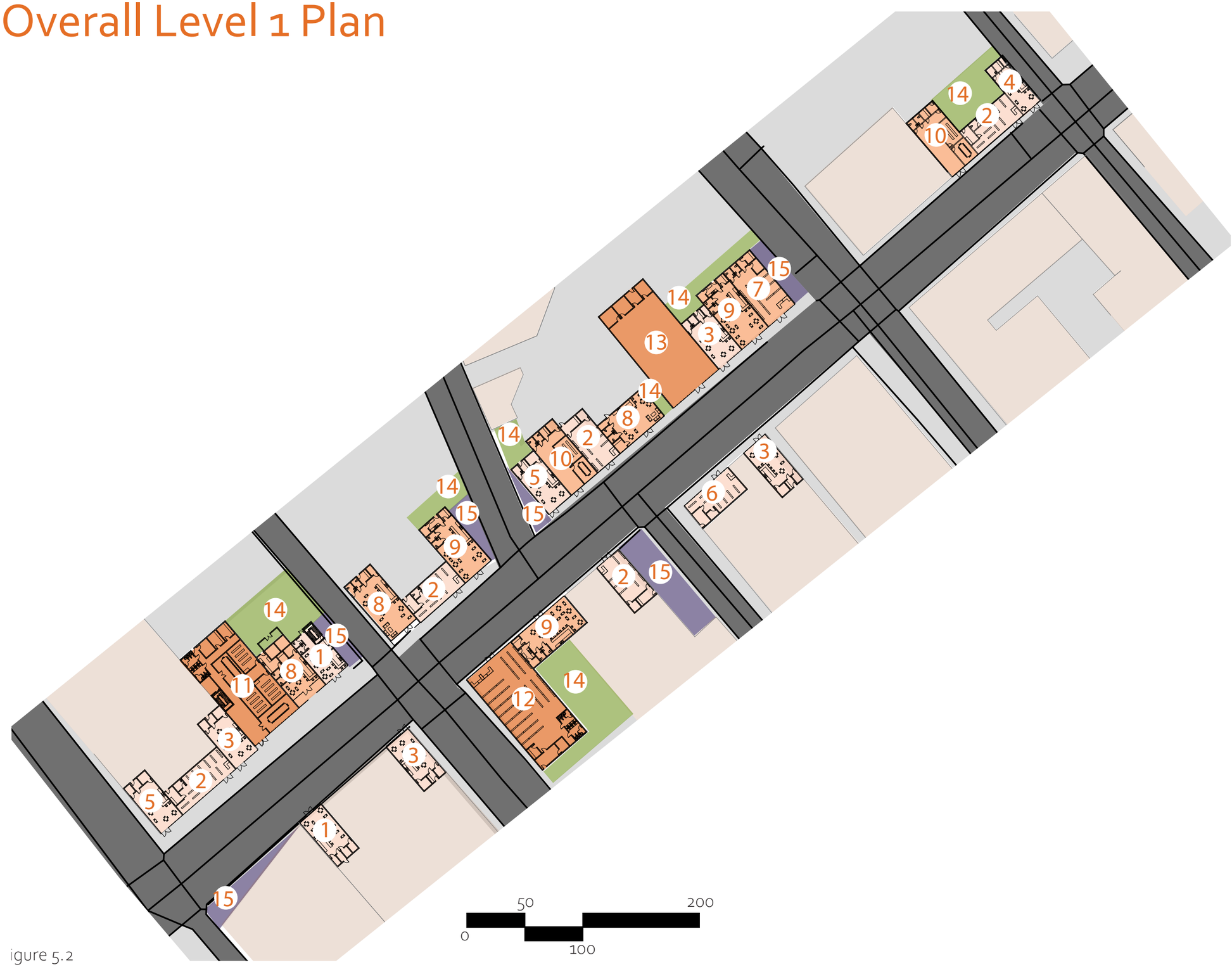
Step 1: Level 1 Retail Plan Designed

Step 2: Exterior Elevation Designed

Step 3: Building 1 Housing Designed

Figure 5.1

Overall Level 1 Plan



1 SMALL RESTAURANT (2)
2 SMALL BOUTIQUE (5)
3 SMALL BAR (4)
4 SMALL SMOOTHIE BAR (1)
5 SMALL CAFE (2)
6 MEDIUM BOUTIQUE (1)
7 MEDIUM GROCERY STORE (1)
8 MEDIUM BAR (3)
9 MEDIUM RESTAURANT (3)
10 MEDIUM COMMUNITY CENTER (2)
11 LARGE COMMUNITY CENTER (1)
12 LARGE GROCERY STORE (1)
13 LARGE GYM (1)
14 PUBLIC ACCESS GREEN SPACE (7)
15 PUBLIC ART INSTALLATION (6)

igure 5.2

East Elevation

With the addition of buildings along the east side of Ted Turner Dr., as seen in Figure 5.3, the FAR is increased from .7 to 10.4 which mirrors the existing FAR of the west side of 11.5.

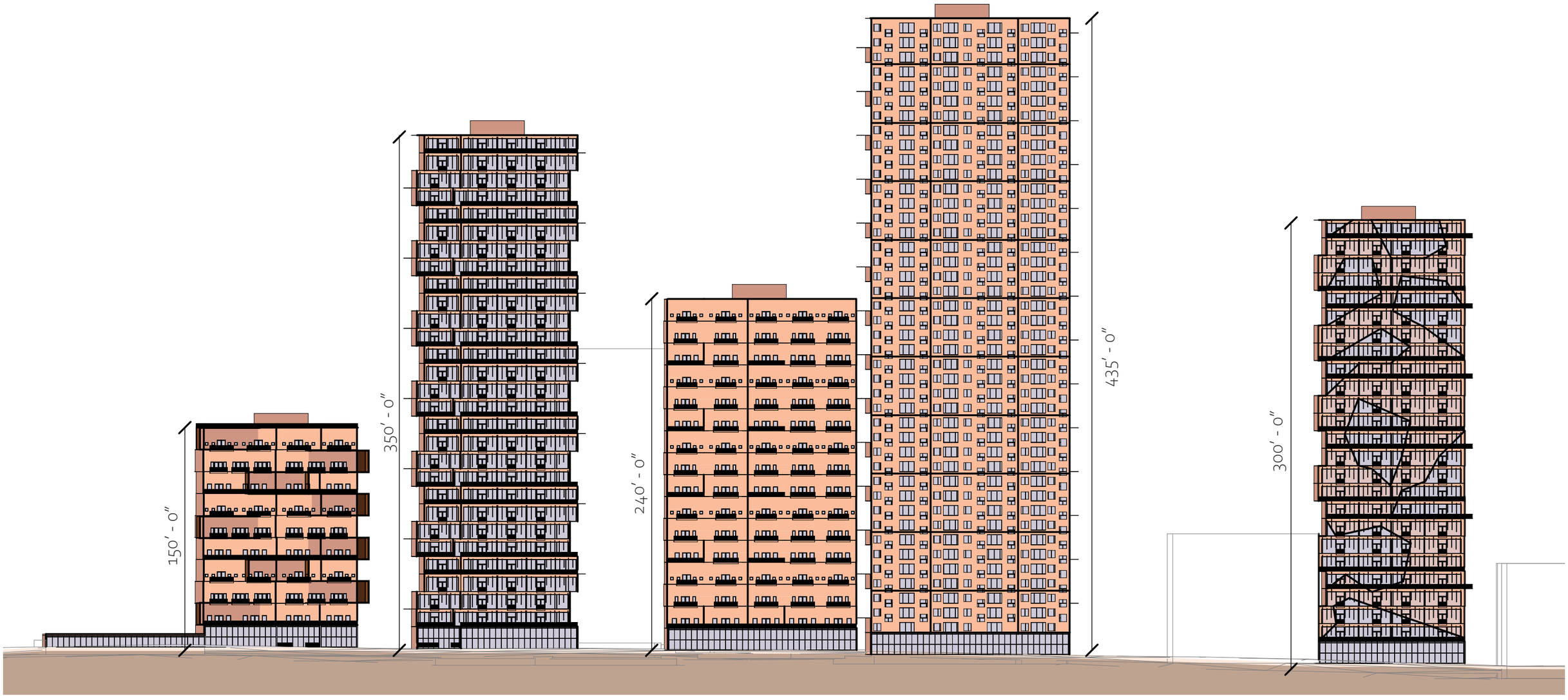


Figure 5.3

Building 1: Level 1

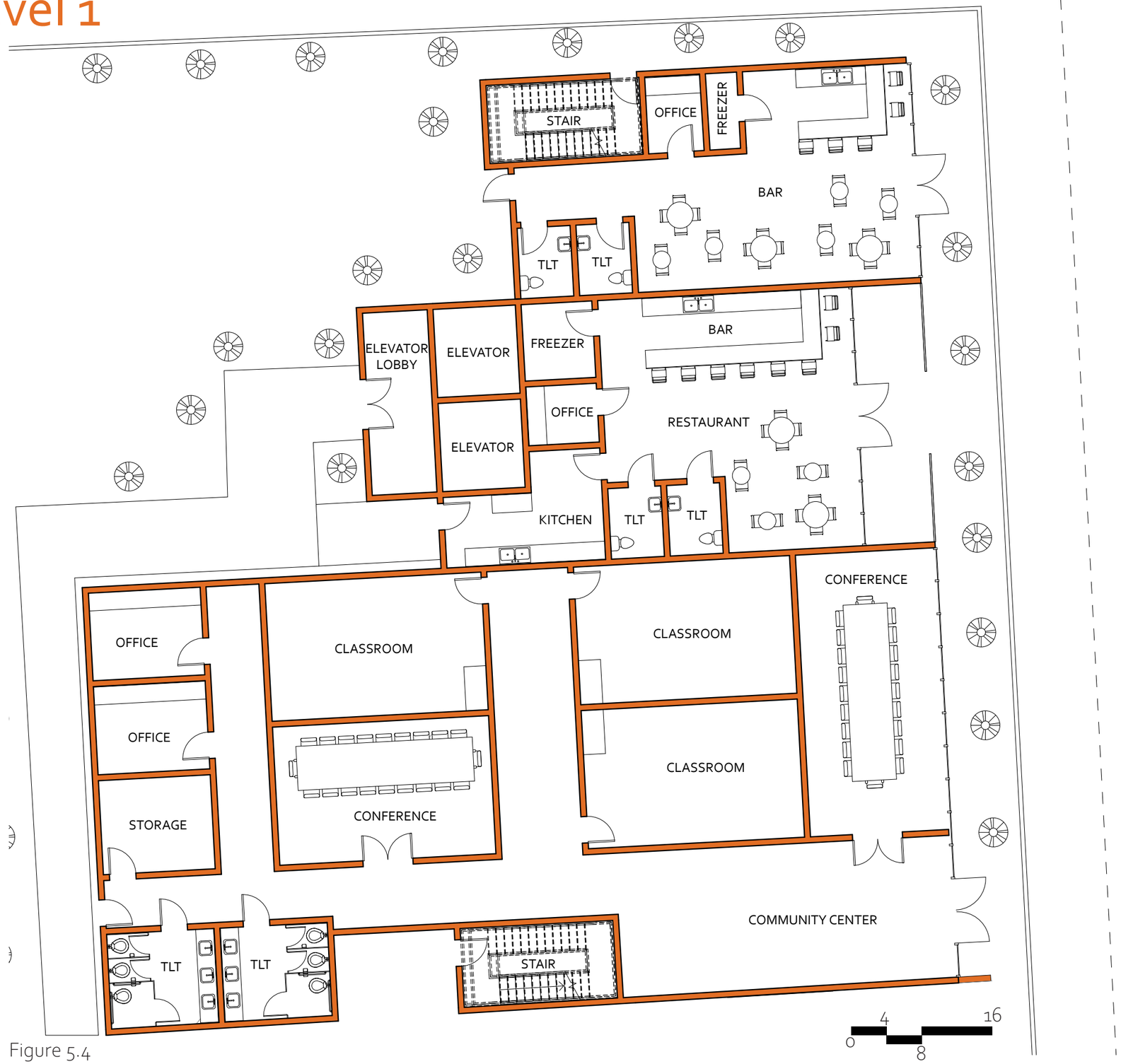


Figure 5.4

Building 1: Level 2

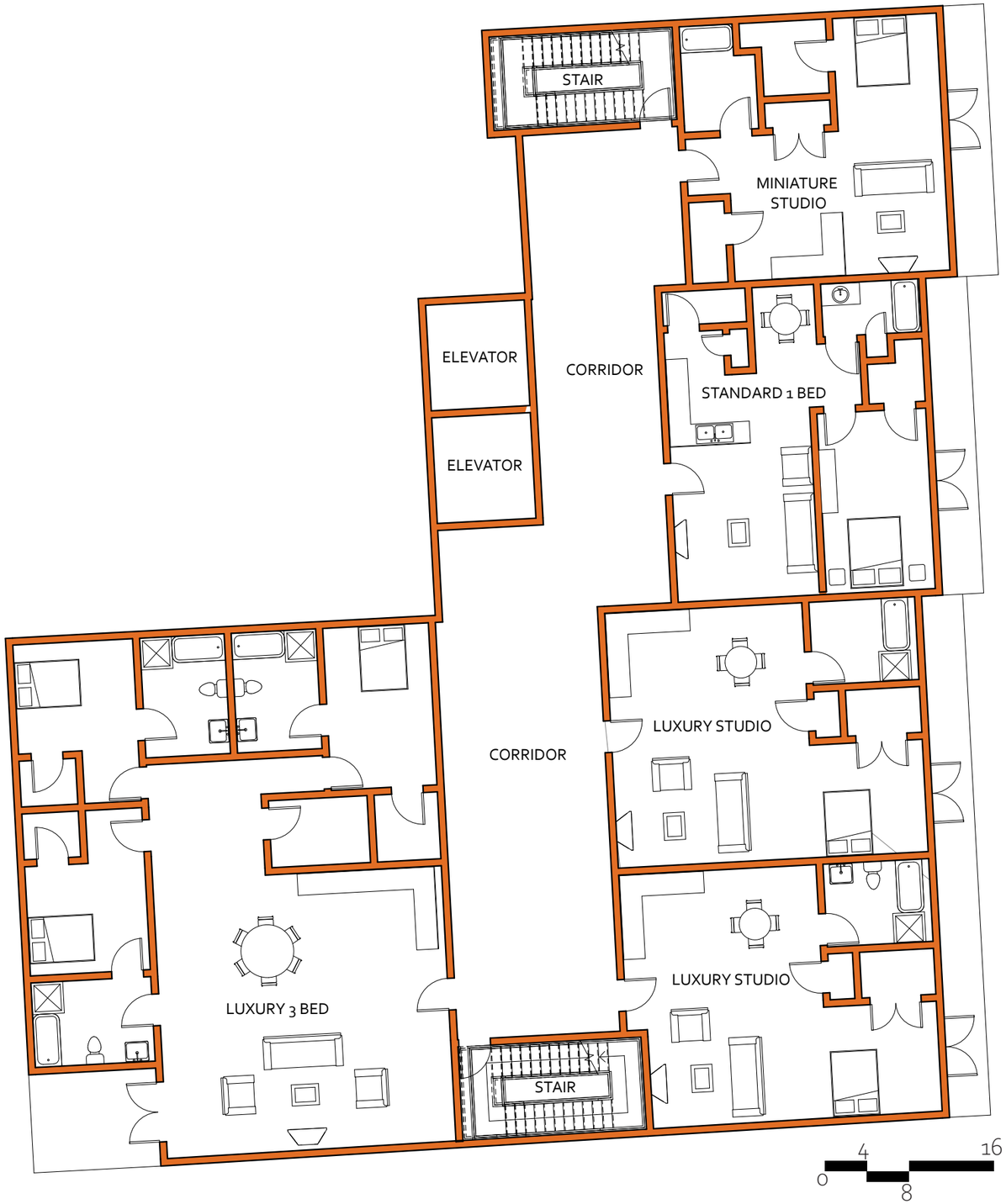


Figure 5.5

Street Elevations

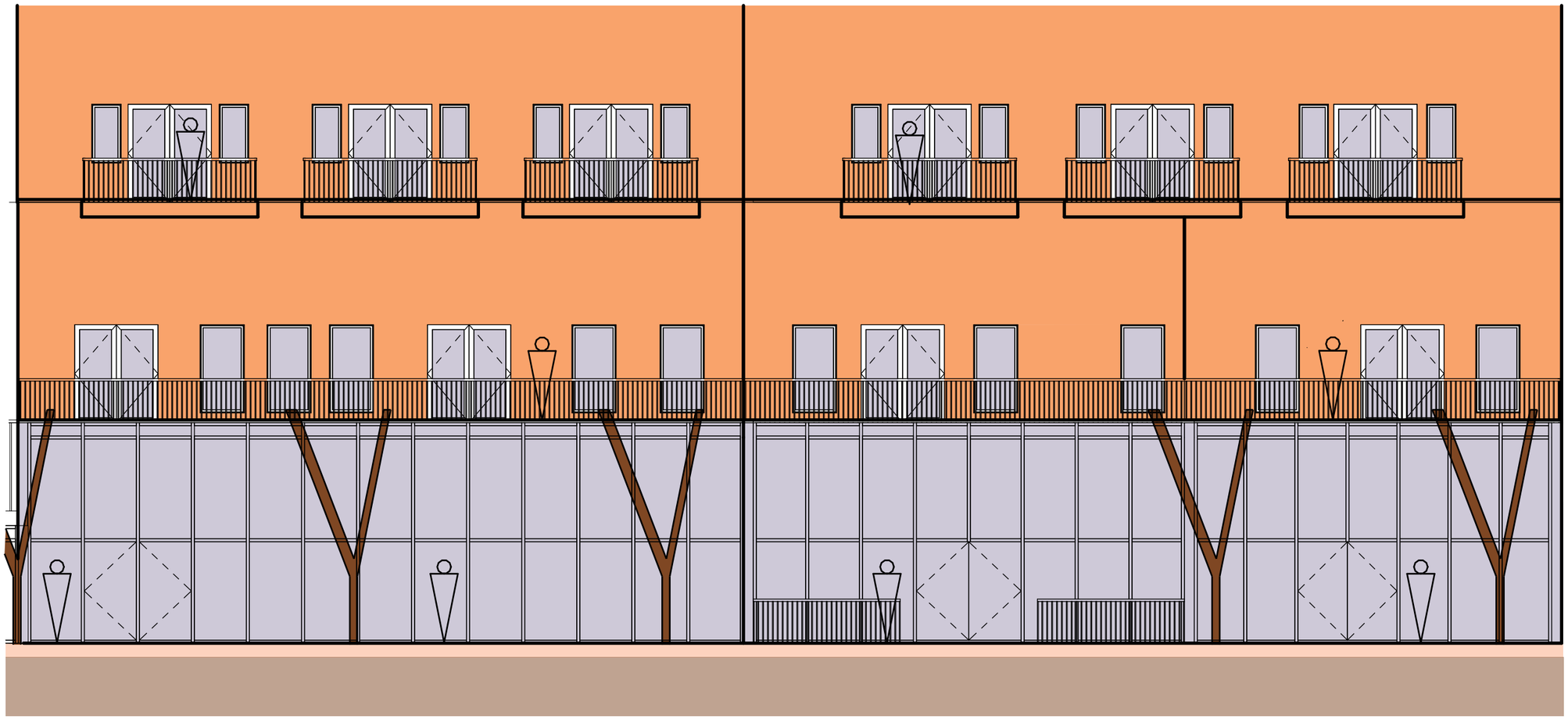


Figure 5.6

Street Sections

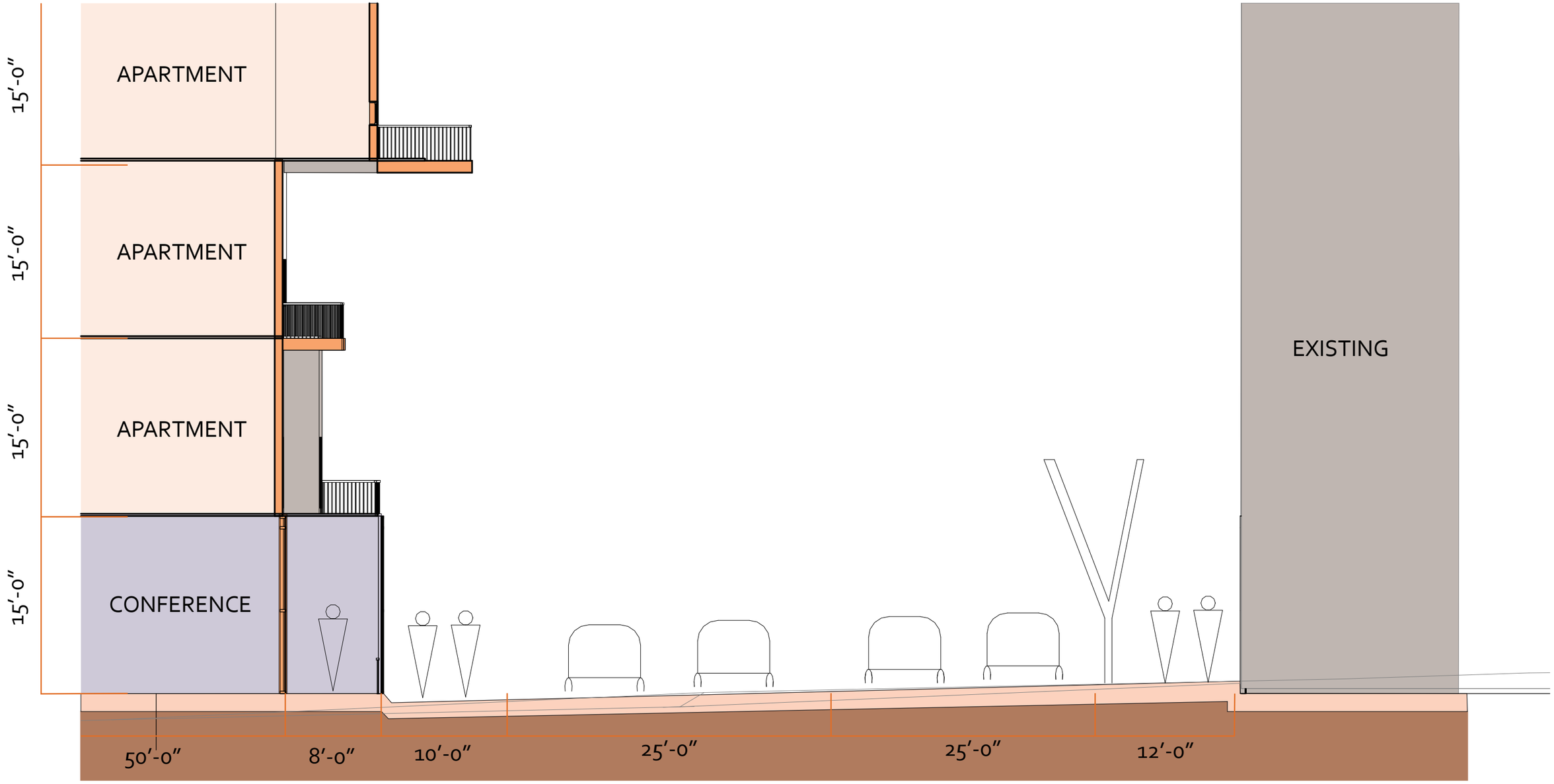


Figure 5.7

Perspectives

Figure 5.8

Figure 5.9

Figure 5.10

Figure 5.11

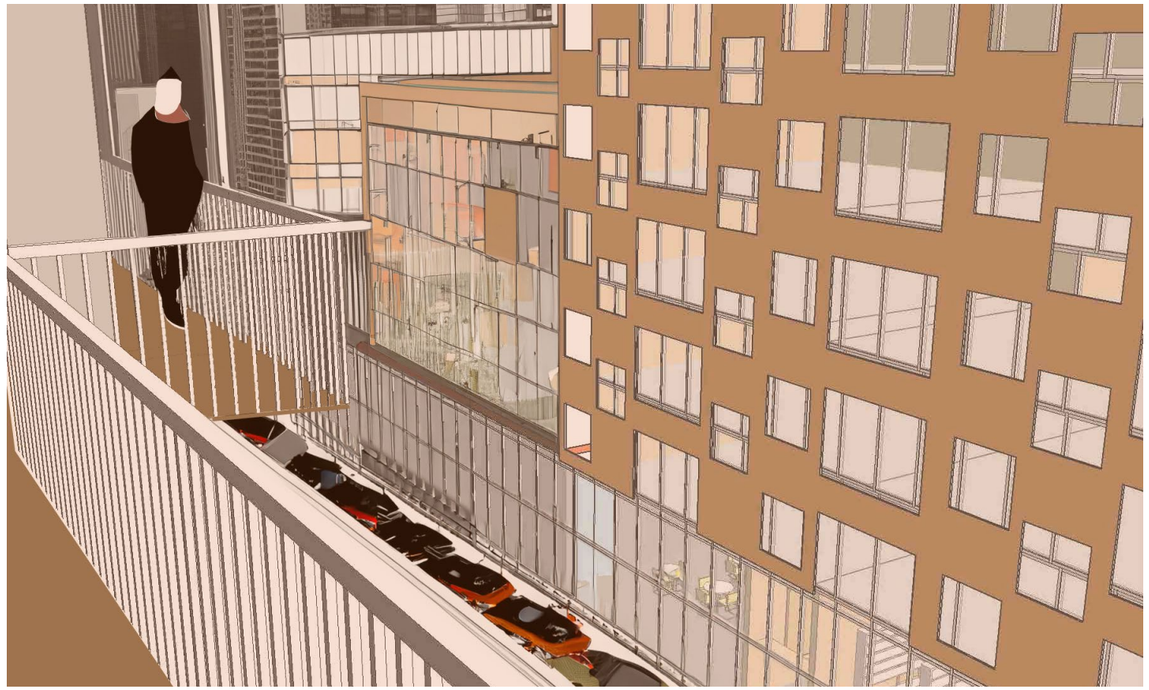


Figure 5.12

Figure 5.13

Figure 5.14

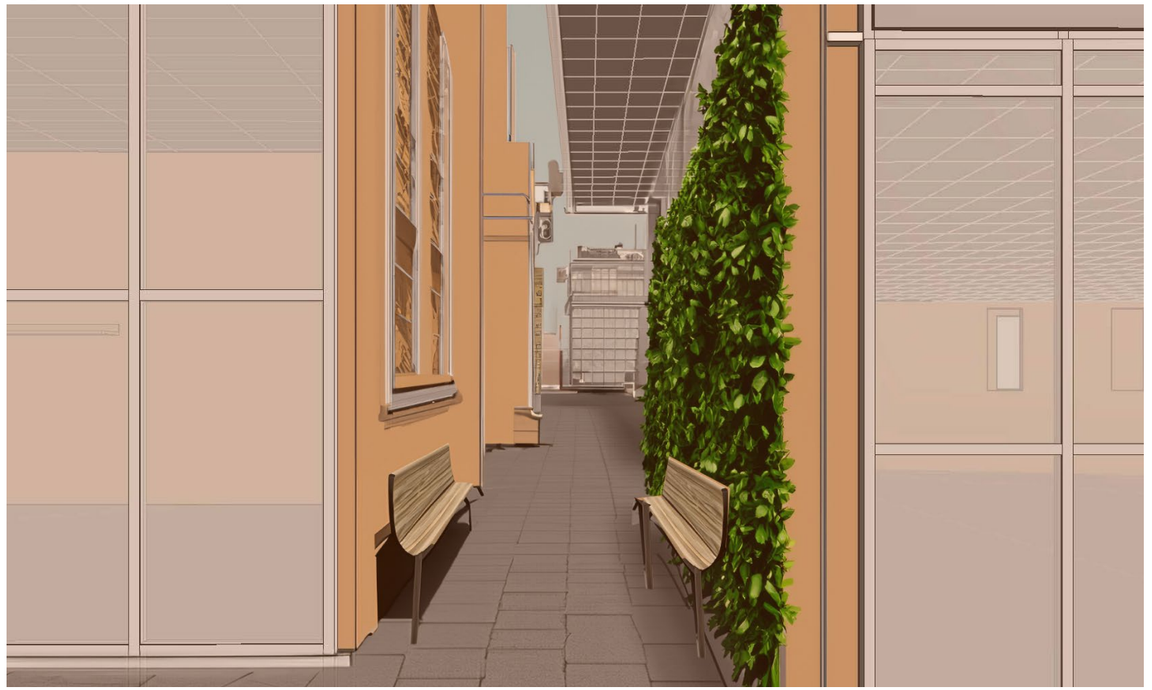


Figure 5.15

06 BIBLIOGRAPHY

BIBLIOGRAPHY

Does urbanization promote Democratic change? Accessed May 6, 2024. https://scholar.harvard.edu/files/glaeser/files/tranforming_cities_does_urbaniz_promote_dem_change_nberwp.pdf.

"Green Space May Improve Young Children's Mental Health." National Institutes of Health, May 2, 2024. https://www.nih.gov/news-events/nih-research-matters/green-space-may-improve-young-children-s-mental-health.

Jacobs, Jane. The death and life of great american cities. Pelican, 1965.

"Planning and Community Health." American Planning Association. Accessed May 6, 2024. https://www.planning.org/nationalcenters/health/.

Talen, Emily. Design for diversity: Exploring socially mixed neighborhoods. Amsterdam: Architectural Press, 2015.

"Urban Design for Health: Inspiration for the Use of Urban Design to Promote Physical Activity and Healthy Diets in the WHO European Region." World Health Organization. Accessed May 6, 2024. https://www.who.int/europe/publications/i/item/WHO-EURO-2022-5961-45726-65769.

"Urbanization: Urbanization Insights: A Demographic Analysis Approach." FasterCapital. Accessed May 5, 2024. https://fastercapital.com/content/Urbanization--Urbanization-Insights--A-Demographic-Analysis-Approach.html.

"What Is Social Equity? Definition & Examples." United Way NCA, April 20, 2023. https://unitedwaynca.org/blog/what-is-social-equity/.