

“Designing Better Places” Slide Show Script

Funding provided by the Appalachian Regional Commission

Virginia Faust, AICP
NC Division of Community Assistance
31 College Place, Building B
Asheville, NC 28801
828-251-6914
vfaust@ashevilledca.org

Notes to readers:

In general, the location of the picture is given in regular type on the first line of each picture, followed by a description of the picture in the next line in italics. The script follows afterwards on the same line. If two or more pictures in a row are from the same place, the location is only given for the first slide. When there is a partial sentence, “...” signals that it’s time to change to the next slide.

The exception is in the very beginning of the presentation, where all the pictures are from Shelby, NC, and there are several slides that have no script.

This presentation was last updated in October, 2003

Begin Designing Better Places--Part I

Title slide—“Designing Better Places”

Text slide—The goal of this presentation is to introduce viewers to basic design principles. The principles are illustrated with examples of buildings that are located mostly in North Carolina although there are pictures from other states as well. The presentation also discusses the difference between pedestrian and auto scale development, with suggestions at the end in how to design better places that people and cars can share. So, let’s get started on our trip. Let’s go... (CHANGE SLIDE)

Main Street Scene—someplace.

Courthouse—no text—just show the picture

People walking downtown; red ribbons on trees

Tree-shaded street—Now let’s go...(CHANGE SLIDE)

Big Lots parking lot—someplace else

Strip road, no trees

Shopping center with empty store

Strip road with lots of traffic (CHANGE SLIDE)

Downtown sidewalk with large trees—Which place is more appealing to visit?
Huge parking lot

Woman looking in store window downtown—Which place feels more welcoming to spend our time and money?
Crowded road ,lots of traffic

Neighborhood with trees—Which place would you rather preserve for our children and grandchildren?
Huge parking lot, bicycles visible at bottom of picture

Shelby city limit sign—Would you be surprised if you found out that all of these places are in the same city of Shelby, North Carolina? There are cities and towns all over the country that seem completely different depending on where you are in the community. Here are some other examples of communities whose downtowns look different from their highway strip developments.

Courthouse across the river—Marshall, North Carolina, population of 840
Family Dollar sign—vacant store in strip shopping center

Group of women and children walking downtown—Hendersonville, North Carolina, population of 10,420
Tall sign for Bi-Lo, Eckerd etc. with dumpster in front—We’re going to spend some time analyzing why this is, and what gives a community its identity unique from all others—in other words, what makes a community “someplace” instead of “anyplace.”

Lexington, NC

Three story beige brick building on corner—We’ll start by looking at how we design our individual buildings

Rutherfordton, NC

Main Street buildings lined up—and then move to how we arrange our buildings on streets

Asheville, NC

Biltmore Village sidewalk, street sign—We’ll discuss how we build and landscape our streets and other public spaces;

Biltmore Village sidewalk with family—and what we can do to create better places where we want to spend time, rather than hurry through.

Goldsboro, NC

Paramount movie theater—Let’s begin by looking at the way buildings are designed. There are several principles that deal with individual buildings and how they relate to people as well as to other buildings.

Sketch showing scale—We'll start with SCALE. Scale can be defined as the size and shape, or the relationship of width and height of one building as it relates to other buildings and to people.

Sketch showing orientation—Another design element is ORIENTATION. It can be defined as how the building faces the street. We are used to seeing buildings that are parallel to the street as opposed to being on a diagonal.

Sketch showing setback—The SETBACK is the distance between the building and the street. When several buildings line up in a row, they form an EDGE.

Sketch showing roof shapes—There are several common ROOF SHAPES. The roof is a major visual element and should be carefully considered as to the proportion, texture, color, and compatibility with the proposed building style and those of neighboring buildings. Similarities in roof shapes create visual continuity in the streetscape.

Lexington, NC

Repeat of beige brick building—Another element is the relationship of solids to voids in a wall. Think of windows as being the “eyes” of a building. When there are no or few openings in a building wall...

Asheville, NC

Large blank wall with bicyclist in road—...it seems forbidding, not inviting. What is the proportion of blank wall to doors and windows? In other words, does the building have eyes?

Shelby, NC

Red brick building with windows—What kind of building material can be seen from the street: brick, stone, granite, marble, tile, stucco, wood shingles...

Asheville, NC

Man walking next to blank metal building—...metal, concrete, plywood, vinyl siding, or other material?

Salisbury, NC

Two story brick building, blue awning—Articulation refers to elements that project out or are recessed to create a more interesting and less monotonous appearance such as awnings, balconies, bay windows, and recessed doors.

Asheville, NC

Close-up of building with blue and gold arch—Ornamentation and trim are decorative elements including tiles, shutters, glass block...

Close-up of building with stone carving—...stone or wood carving, columns or other elements that add interest to the building.

Albermarle, NC

Painted brick building with blue awning—What colors are used on the building—do they add or detract from the community's appearance?

Asheville, NC

Bright blue metal building with chain link fence—no text, just show picture

Shelby, NC

New Shell gas station, bright yellow—no text

Henderson, NC

Old picture; downtown scene with horses and car—Now we'll talk about how we arrange our buildings on streets. At the turn of the century, cities and towns were designed for pedestrians. This meant that sidewalks were wide enough to accommodate groups of people...

Asheville, NC

Old postcard of Patton Avenue—...and buildings were placed next to the sidewalk so those walking by could look in the windows.

Shelby, NC

Repeat picture of woman looking in window—Merchants prided themselves on attractive window displays to entice people walking by to come inside. Windows also had the advantage of promoting interactions between people walking by and those shopping or working inside.

Lexington, NC

Red brick building with arched windows—The buildings themselves were interesting to look at. Often they were built with patterns in their brickwork, had special carving, or some other kind of ornamentation on the façade to catch the eye of people walking by.

Henderson, NC

Dark brick two story building, "In Stitches" sign—The buildings were part of marketing the business.

Hendersonville, NC

Three buildings together, Mast General Store—Buildings were designed to have an individual identity. They were also designed to fit in with neighboring structures. Buildings were often constructed of materials that were available locally, so a regional type of architecture sometimes developed.

Sylva, NC

Painted brick building, Hollifield Jewelers—Buildings were meant to be permanent. Property owners were generally local, so they wanted buildings that would reflect favorably on them, their families, and their businesses. When they built new buildings, they assumed these structures would be there for several generations.

Two story brick building with flag—Many buildings were two or more stories high. Owners of the building sometimes had their store on the ground floor and lived upstairs. Later on they may have rented out the upstairs for office space.

Rutherfordton, NC

Repeat of picture, buildings in a row downtown—Buildings were built next to one another on the same block, so it was easy to walk from store to store.

Asheville, NC

Café on the Square sign—Signs were placed at a height and location where people could see them from the street. They were attached to the face of the building or projected across the sidewalk.

Shelby, NC

Trees with red ribbons—Trees were planted next to the curb. This provided shade for the people walking by and made the buildings cooler as well.

Wide sidewalk with angled parking—On-street parking took care of the needs of people who drove to town.

Hendersonville, NC

Old black and white photo, downtown street scene—It also provided a buffer for pedestrians from passing traffic.

Shelby, NC

Repeat of downtown street scene—The buildings and trees lining the street formed an edge and gave a feeling of enclosure, like being in an outdoor room. This area, including the facades of buildings, sidewalks, landscaping and streets is called the STREETSCAPE.

Small town painted scene—The works of popular artist Thomas Kinkade often show street scenes from small towns, past and present.

Winter small town scene—You can see many of the design elements that make for a comfortable and inviting streetscape in his paintings.

Shelby, NC

Repeat of courthouse picture—Downtown was the heart of the community. Since it was the center for people to live, shop, work, and worship there were civic buildings as well as public spaces for people to gather. These public buildings and spaces are also known as the PUBLIC REALM.

Lexington, NC

Davidson County courthouse—Downtown was the place to remember notable people and events. It's where our memories are, where we commemorate our past...

Waynesville, NC

Dancers parading down Main Street—...and where we celebrate special events today.

Begin *Designing Better Places*--Part II

Hendersonville, NC

Busy road with traffic and signs—After WWII, design changed from pedestrian scale to auto scale. The car became the primary form of transportation, so the design of spaces focused mainly on providing for vehicular access.

Asheville, NC

Busy road, parking lot, Sherwin Williams sign—The most important consideration became the free flow of traffic, and new development was therefore built for the scale of people traveling in cars.

Asheville, NC

Design modifications made for auto scale include signs that are larger ...

Henderson County

Tall McDonald's sign—and taller ...

Gorilla on top of mobile home—so they can be seen from far away ...

Billboards—...and when we're driving fast

Asheville, NC

Woman and child near door, blank wall—Windows and window displays have become less important. Advances in technology such as air conditioning mean that we don't require windows for air circulation. Stores don't need to have window displays because people are driving to get there, not walking by.

Shelby, NC

Lowe's store, parking lot—It's cheaper and easier to build a large one-story building than a multi-story building.

Asheville, NC

McDonald's, bright red roof—Individual identity and regional architecture are seldom a consideration. Many of our new commercial buildings are constructed by national chains and franchises, and they are interested in a single, homogenized look that can be recognized anywhere, creating "anyplace" in the country.

Hendersonville, NC

Pizza Hut—The buildings are designed for function only; low cost of design, materials and construction; and a short life expectancy.

Shelby, NC

Wal-Mart store, parking lot—The parking lot replaces the street and block as the primary orientation for the building. Zoning codes were changed to reflect the importance of providing vehicle access to a parking lot. The codes usually require large building setbacks in order to provide parking in front of the building.

Waynesville, NC

Huge parking lot, Ingles store—Now it is the accepted marketing practice to provide drivers with a view of “plenty of free parking” so the parking lot is in front...and BIG!

Hendersonville, NC

McDonald’s parking lot—Each building therefore becomes an island “pod” of development floating in its own sea of asphalt parking, so there is no longer a relationship between a building, neighboring buildings, and the street.

Large parking lot with The Fresh Market store—The comfortable and inviting streetscape has vanished, leaving places that are bleak and stark.

Waynesville, NC

Wal-Mart parking lot—The parking lot is often a confusing visual tangle of where to look for cars and pedestrians since there are no streets and blocks to organize and separate traffic flow and pedestrian movement. Painted lane markers and directional arrows in parking lots are easily ignored to take short cuts, and it can be a chaotic free-for-all during busy times.

Hendersonville, NC

Couple walking in parking lot—Pedestrians become pesky obstructions as we try to navigate our way through the parking lot. The irony of this design pattern is that once we park our cars at our destination, all of a sudden we become pedestrians and are subject to the danger of being overlooked by people driving.

Waynesville, NC

Huge barren parking lot—Trees and landscaping are not an important part of most shopping centers.

Hendersonville, NC

Mall parking lot, Pizza Hut sign—There is usually no outside space that feels welcoming to the public in newer commercial developments, so there is no gathering place for visiting, celebrations, or public memory. Is a parking lot the place to have a parade? No!

Statesville, NC

Old black and white photo of parade—it belongs on Main Street!

Waynesville, NC

Wal-Mart—All these changes to our buildings and streetscape have worked together to create a new type of development. Many zoning codes call it “highway commercial;” it’s more commonly known as “strip development.”

Shelby, NC

Repeat of picture of tree-shaded street—Now we’ll look at how we build our streets.

Hendersonville, NC

People walking across the street downtown; street sign—The pedestrian-scale block is the central element of the traditional community street pattern. Before World War II,

streets were usually built to intersect with one another at regular intervals to form an interconnected network made up of individual blocks. In the mountains or areas with geographic constraints such as rivers, the block pattern is less regular.

Asheville, NC

Family crossing the street with brick pavers—Streets were also built with sidewalks and crosswalks, so pedestrians were on an “equal footing” with cars and trolleys.

Sylva, NC

Couple walking; courthouse up hill—One major advantage of the interconnected block network is that it is predictable. In town, drivers know where to expect to see other cars, cyclists and pedestrians. Pedestrians and cyclists know where they are supposed to be and have an expectation of safety if they travel there.

Map showing street grid; Washington D.C.—Another advantage is that there are many ways to travel from one place to another. With the interconnected block network, if one road is congested there are alternate routes available.

Brevard, NC

Shady street with yellow car—Landscaping with large canopy trees was an important element in street design and construction in the early 20th century.

Savannah, GA

Park with people and trees—Although they were small when planted, the trees were carefully chosen so they would form a canopy overhead when they matured.

Lovely shady street with parked cars—We still benefit from this foresight in the older parts of our communities today.

Asheville, NC

Two guys walking on side of road—However, after World War II, road design changed. Instead of accommodating pedestrians, transit, and cars equally, the focus changed to moving vehicular traffic as the top priority. Traffic engineers call this “mobility.”

Asheville, NC

Three women walking on side of road—This means that streets rarely have sidewalks and cross walks, and most traffic signals are not timed to allow pedestrians to cross the street.

Hendersonville, NC

Five lane road with arrow in pavement—The interconnected block network where most left turns took place at intersections has been changed to multi-lane roads with center turn lanes.

Five lane road with cars—And each business wants access to the traffic traveling by, which leads to multiple entrances and exits. This slows down traffic causing confusion and congestion in the center turn lane. It also is difficult for vehicles trying to turn left from a business onto a multi-lane road.

Shelby, NC

Repeat of picture of busy road with lots of traffic—Thus, constructing more lanes has increased congestion and slowed traffic down, which is contrary to the theory that wider roads with more lanes equals better traffic flow.

Busy road with truck—The interconnected block network consisting of many two-lane roads with on-street parking and slower travel speeds has been changed to a few major multi-lane roads where parking is prohibited and speed limits are higher.

Two lane road next to other road—Large-canopy shade trees are rarely planted on high-volume, higher speed arterial roads—those with speed limits 35 miles per hour and higher—because traffic engineers view them as hazards.

Busy road, cars waiting at light—These newer roads are noisy, hostile, and dangerous places to be unless we are in a car. This means that even for short trips “just across the street” or “next door” we have to be in a car.

Hendersonville, NC

Busy road, red truck speeding by—With all these changes in road design, it is becoming increasingly dangerous, inconvenient, and unpleasant to travel to most places unless we are in a car.

Asheville, NC

Traffic jam, Biltmore Village—As a result, it can feel like we’re spending a more and more of our time in a car, and traffic statistics prove in fact that we are.

Graph—This graph compares the statewide rates of increase for population and vehicle miles traveled; you can see how dramatic the increase has been for VMT, and how that rate has accelerated in the past few years. In fact, DOT statistics show that the current rate of increase in VMTs is now 3.8 times the rate of population growth.

Asheville, NC

People crossing wide road street with grocery bags—In our desire to accommodate the needs of drivers, we have let cars overwhelm too many of our places.

Charleston, SC

Downtown street with people walking—What can we do to make better places that people and cars can share?

Waynesville, NC

Strip center parking lot—Many of the elements that create “anyplaces” are part of most typical zoning codes and road design standards. The solution goes beyond merely changing a single element ...

Mountain View, CA

Heavily-landscaped parking lot—...such as requiring parking lot landscaping for example, although that is one part of the answer.

Text slide—It’s going to take lots of changes in the way we construct our buildings, how we arrange our buildings on streets, and how we design and landscape our streets and public spaces in order for us to create better places.

Fort Collins, CO

Perkins restaurant—Here are some examples of tools available to help us begin the task of addressing codes and design standards, and some of the communities who have started the process. It is possible to design new buildings that fit in with neighboring structures and are oriented towards pedestrians.

Hendersonville, NC

Illustrated drawing of multi-story building with people walking—Design codes can ensure that buildings have pedestrian-scale design features such as windows, ornamentation, articulation and landscaping to make the community more walkable. The City of Hendersonville, NC recently amended its zoning ordinance to establish a new zone of Central Mixed Use. It stresses “sensitivity to urban design, pedestrian environment, urban open spaces and streetscapes.”

Cary, NC

Annotated, colored drawing—The Town of Cary, NC adopted design guidelines in the fall of 2001. The guidelines are now being used by the Town to review new projects.

They revolve around implementing seven design principles:

- create human scale
- sense of place
- connect uses
- provide transitions
- reduce parking impacts
- plan for pedestrians, bicyclists, and transit users
- provide open space

Raleigh, NC

Shaded street, people on sidewalk—The City of Raleigh, NC has also adopted design guidelines. They address site, streets, streetscapes, and building design and “are intended to bring order, clarity, and a pleasing harmony to the public realm of towns and cities.”

Fort Collins, CO

View of sidewalk with large trees and buildings with porches—It is also possible to build large-scale developments such as multi-family housing and shopping centers that welcome both pedestrians and motorists; these are apartment buildings pictured here.

Heavily-landscaped parking lot with sidewalk—These pictures are from the Fort Collins, Colorado “Community Design Solutions” document, which narrates their land use code standards.

Colored rendering of site plan—An innovation in the code is the “street-like parking lot drive;” here is the site plan...

New buildings with car— ...and here is the “as-built” result.

Black and white drawing of parking lot—One requirement of the code is to make sure that pedestrians have a clear travel way in the parking lot. Here is the sketch...

Clock tower, walkway with brick pavers— ...and this is the completed construction. The code requires that there be a difference in color and texture between the parking lot pavement and the material for the pedestrian way.

Street scene with parked cars, bicycles, people—The land use code lays out comprehensive design specifications and guidelines to ensure that the needs of pedestrians, cyclists and motorists are met...

Heavily-landscaped road with planted median—...while creating “places” that are comfortable and inviting.

NCDOT Handbook

“Figure 5” with road profile—We can build roads that meet the needs of motorists, pedestrians, and cyclists. NCDOT has developed road standards for streets in traditional neighborhood developments. The intent is to “encourage walking and biking, enhance transit service opportunities, and improve traffic safety through promoting low speed, cautious driving while fully accommodating the needs of pedestrians and bicyclists.”

Center for Livable Communities book

Cover of Handbook—The Center for Livable Communities, an initiative of the Local Government Commission in California, has published a similar guidebook entitled “Healthy Neighborhood Street Design Guidelines.”

“Main Street” road profile—Its standards are intended to serve for streets in all kinds of developments, not just traditional neighborhoods.

Access Management Handbook

Cover of Handbook—Access management is also part of the answer. The Northwest Regional Planning Commission in St. Albans, Vermont has published a guidebook on this topic.

Illustration of “This, Not This”—These illustrations show how it is possible to have buildings that line up along the street, creating a streetscape. The parking lots are placed at the side or rear of the building.

“Phase 2” illustration—The sites can be designed in such a way so that the parking lots line up in the rear and inter-connect. This creates an internal collector road, allowing for right-in/right-out turns on the main road and providing opportunities for left turns from the collector road at intersections.

Text Slide—When these changes happen in a coordinated manner, they will help us design better places. What legacy do we want to leave our children?

Shelby, NC

Repeat of Big Lots parking lot—more places like this...

Savannah, GA

Downtown street scene, man walking on sidewalk, large trees, flowers—...or this?

“Making Buildings Fit” Slide Show Script

Funding provided by the Appalachian Regional Commission

Virginia Faust, AICP
NC Division of Community Assistance
31 College Place, Building B
Asheville, NC 28801
828-251-6914
vf Faust@ashevilledca.org

Title slide—In this presentation we’ll be looking at ways to help make buildings fit in with neighboring buildings as well as the larger community. There are six sections in this presentation and our focus will be mainly on commercial buildings. We’ll be looking at rediscovering existing buildings as well as those that are serving a different purpose than what they were built for. We’ll also take a look at newly constructed individual buildings as well as buildings in groups, and the common characteristics buildings have when they fit. First, let’s look at rediscovering existing buildings.

Begin *Making Buildings Fit*, Part I—Rediscover Existing Commercial Buildings

Text slide—Buildings can reflect the tastes and interests of the people who own the property, the people who design and build them, as well as the period in history when they were built. Sometimes when ownership changes, the new owner wants to modify a building’s appearance; it can also happen when people’s ideas of what looks good changes. Over time, however, people may decide the way the building looked originally is best.

Salisbury, NC

Spanky’s “restored”—When we look at this building in downtown Salisbury NC, several things stand out about it. It is built next to the street corner, there are designs and fine detailing in the brickwork, there are large windows that encourage interaction between those walking by and the people eating or working inside—and overall it looks like it “fits in” with the town. It was constructed before the Civil War, in 1858-59, and was the tallest building in the state when it was built.

Spanky’s before—green—This is what the very same building looked like in 1986 before it was rehabilitated. Several of the characteristics are exactly the same—it is still located next to the street corner, there is a pattern in the brickwork and the windows are there yet it looks a lot different—it doesn’t really fit. The dull paint scheme—all 13 coats of them—obscures the beauty of the building.

Salisbury Spanky's "after"—Let's go back to the first picture—what changed? The paint on the brick was removed, the metal awnings were replaced with cloth, and one of the bricked-up windows on the side was re-opened. In addition, the empty upper floors were renovated; the third floor was converted to an apartment and the second floor now has offices, so the building's property value has increased. This is an example of historic preservation, where an older building has found new life while keeping its original architectural character.

Zimmerman with aluminum—Let's look at a few other examples of buildings downtown where the "after" restores the architectural character of the building when it was first built. This is what the Zimmerman building, built in 1899, looked like for several decades starting in the 1950s. An aluminum "slipcover" was placed over the façades of two buildings in an effort to compete with the suburban shopping centers and make the buildings look "modern" but instead...

Zimmerman "after"—... it hid all this striking brickwork and the unusual arched windows, concealing everything that made the buildings and streetscape unique and appealing. In the last 20 years, as part of the Main Street downtown revitalization effort, city officials and property owners in Salisbury have done an exemplary job of historic preservation to protect older buildings and at the same time strive to have new construction complement the existing fabric of the community.

Salisbury Post before—On the right-hand side of this picture is the addition that the Salisbury Post newspaper, also located downtown, built in the 1960s. The completely blank walls are totally devoid of any human scale. Characterized by a local resident as a "three-story sugar cube," it was also noted that "how you tell bad architecture from good architecture is..."

Picture upside down—...when you turn it upside down you can't see any difference."

Salisbury Post after—Here is what it looks like now. It's hard to believe it's the same building. In an unusual renovation the outer skin of the building was removed, and then the new façade was installed around it; during the entire renovation process the newspaper continued its operation from the same site. In addition...

Second after—...this view from the side shows that two buildings were removed to give more space for the enlarged building. The new windows and articulation—elements that project out or are recessed—create a more compatible design with neighboring buildings.

205 E. Council Street, before—In 1997 the city of Salisbury purchased this building along with several other industrial properties in a five-block area of downtown for \$503,000. This particular building had formerly housed a bakery thrift shop and before that was an automobile dealership. The city sponsored a design charrette that took place over several days, and at the end had a redevelopment plan ready for implementation.

205 E. Council, after—The public investment, including the land purchase, infrastructure improvements, and grant money totaled \$1.9 million; based on the latest estimate the charrette sparked more than \$17.5 million in redevelopment and new construction, or a

ratio of \$1 of public money to \$12.46 in private. This building was sold and is now occupied by several offices. You can see that the three bays that housed the delivery trucks have been filled with large windows...

205 E. Council, more after—... and parking has been moved to the side to create an outside patio space oriented to the public. Later on in the presentation we will be seeing other buildings in this area of Salisbury that are under construction.

Asheville, NC

Black and white picture of Grove Arcade in the 1920s—The Grove Arcade was the dream of E.W. Grove, a self-made millionaire who moved to Asheville in 1910. Mr. Grove conceived of the Arcade as “the most elegant building in America.” When it opened in 1929, it took up an entire city block and replaced the public market that had been located near City Hall several blocks away. For the next 13 years, the Arcade was highly successful and became home to a collection of local owner-operated shops as well as offices.

Picture showing blocked up windows down the short side—In 1942, the Federal Government took over the space and evicted all retail and office tenants. The doorways that fronted on the streets were bricked up to maximize office space, so a vast expanse of blank wall was the view from the street

Picture showing other view of blocked up windows up the long side—After the war, the Arcade continued under federal ownership and became home to the National Climatic Data Center. In the early 1990s, a group of community leaders and concerned citizens formed the non-profit Grove Arcade Public Market Foundation with the intent of converting the space back to its original purpose.

Picture of restored Arcade outside (matches black and white photo “before” view—In the 1980s, the Federal Government announced their intention relocate the Data Center to Denver. The City of Asheville lobbied the Federal Government to instead retain the jobs in Asheville and build a new facility downtown to house their offices.

Picture of restored Arcade outside looking down the short block (matches second “before” view)—In 1992 the government committed to this proposal, and a group of community leaders and concerned citizens in Asheville formed the Grove Arcade Public Market Foundation. The new federal building was completed in 1996 and the following year the City of Asheville acquired title to the Arcade at no cost under the National Monument Act.

Picture of restored Arcade outside looking down the long block (matches third “before” view)—The City signed a 98-year lease with the Foundation for \$1.00 per year.

Picture of restored Arcade up close, people walking down sidewalk outside—The Arcade Foundation has made every effort to restore the architectural features, both inside and out, that made the building unique and special when it was first built.

Picture of restored inside, mom with little boy—It features locally-owned and operated shops and restaurants on the street level...

Other picture inside, portrait view, people walking down corridor

Picture of new floor plan inside—...and offices and apartments on the top two floors.

Other picture of apartment inside—Now we will turn our attention to buildings in several communities that are serving a different purpose from what they were built for.

“Making Buildings Fit” Part II—*Rehabilitate for a Different Use and Large House to Commercial or Office Use*

Begin Rehabilitate for a Different Use

Text slide—There are instances when a business has outgrown its quarters and needs to relocate, or has closed entirely; however just because times change doesn’t mean the buildings need to be torn down. Historic buildings deserve to be preserved because of their architectural character and their contribution to the community’s life and history. Communities across the country are finding that historic preservation also makes good economic sense. Here are some examples of buildings that have found a new life through adaptive reuse.

Burnsville, NC

Yancey County Chamber of Commerce—This building used to be a gas station; it now houses the Yancey County Chamber of Commerce in Burnsville NC.

Asheville, NC

Montford before, white stucco, brown doors—The Montford historic district, located within walking distance of downtown Asheville NC, is the site of this building. First it was a gas station and then it became a taxi business; it remained vacant and boarded up for several years.

Montford after, red tile roof—It is now a market and deli.

Davidson, NC

Picture of “Fuel Pizza”—In Davidson, NC, a fast-growing area near Charlotte, a gas station has been converted into a pizza parlor named “Fuel Pizza.” The sign and old gas pump are not cutesy add-ons; they are a reminder of the building’s original purpose and provide authentic character. The canopy supplies a place for outdoor seating.

Asheville, NC

Old Lowe’s first view—An old Lowe’s building, left vacant when the store relocated to a larger building, has found new life as an office building near Biltmore Village in Asheville NC. The monolithic building received a facelift on the façade that added windows, awnings, and other elements to provide articulation.*Second view*—...as well as a staircase and other renovations on the inside to convert it into a two-story building.

Asheville Hotel, first view, aluminum façade—This building in downtown Asheville, NC was built in 1912 for the Elk’s Club and had meeting and guest rooms for its members. Later it became the Asheville Hotel. It had a large balcony on the second floor that was covered with a false facade in 1957 when the building was converted to retail use. The store closed in the early 1970s and, except for pigeons, raccoons and other urban wildlife, stood vacant for the next 20 years.

2nd view, during construction—In 1995, the for-profit firm Public Interest Projects (PIP), located in Asheville, purchased this building and the former Penney’s building in the next block (the white stone building on the right). The mission of PIP is to make urban areas more livable, and one of their primary aims is to provide affordable downtown housing by renovating and re-using existing buildings.

3rd view, looking in other direction—PIP removed the aluminum façade of the Asheville Hotel (the red brick building with the balcony in the center of the picture), converted the first floor to retail use with approximately 5400 square feet and the upper three floors to 29 apartment units; the at-grade basement is a restaurant with 4500 sf. In the next block, the seven story former Penney’s building (the white stone building on the right) has been remodeled as well.

4th view, “Mobilia” store view—The top four stories have been converted into 18 condominium units, and the bottom three floors, which includes the at-grade basement, are available for retail space and live/work units.

Streetscape view of buildings—The renovation of the two buildings added more than 60 residents, 24,400 square feet of retail and office space to downtown Asheville, and a substantial increase in property taxes. The Asheville Hotel paid \$3,800 in taxes before construction started and now pays \$19,320, which does not include the sales taxes generated by the store and restaurant in the building.

Shelby, NC

First view shot, store before w/ aluminum—Shelby NC has also managed to save a large vacant department store in the heart of its downtown. It was the home of Belk-Stevens, a regional chain, for almost 60 years before the store was moved to the newly opened Cleveland Mall in 1982. A false aluminum façade was added to the building in the 1960s.

2nd view, messy interior—Efforts to rent the building to other businesses were only marginally successful, and after 1984 it sat vacant and deteriorating for the next 13 years. There was discussion about razing the building for a gravel parking lot because the building was in need of so many repairs. Many dedicated individuals in the community realized that this would create a gaping non-income producing hole in the middle of the prime shopping block and decided another solution had to be found.

3rd view, store after outside—After more than a decade of Herculean work and innovative financing including the use of state and federal historic preservation tax credits, construction began in the building in 1997; it opened in 2000.

4th view, store after outside—The project restored the original 1920s façade and now includes six 1,000 square foot retail shops on the ground floor and 12 market-rate apartments with lofts on the second floor.

5th view, courtyard before—The outside walls and structural steel frames were kept...

6th view, courtyard after—...but two-thirds of the interior building was removed to provide 24 parking spaces in a spacious, enclosed courtyard. The geometry of the original columns and girders add a unique quality and sculpted shadow patterns to the parking area.

Greensboro, NC

1st view, Mill—The Wafco Mill in Greensboro, NC is a flour and feed mill that was built in the early 20th century. In the mid-1970s, after a number of years of deterioration, the City of Greensboro decided to purchase the property along with several adjoining acres as part of a revitalization project. During renovation the mill was divided into 28 apartments; these have since converted to for-sale units because the time period for the historic preservation tax credits has expired.

2nd view, condos—The City's vision for the project also included 70 condominium units, pictured here, that were built on the adjoining property.

Davidson, NC

1st view, mill—The Davidson, NC cotton mill, located just blocks away from downtown, was converted in 1999 from its former use as a textile mill into 42,000 square feet of office space and an 8,000 square-foot restaurant. The building is fully leased.

2nd view, condos—The project also included a new adjoining three-story building with 13 condominium units between 1200 and 1600 square feet in area; all the units have been sold.

Morganton, NC

Picture of overall project—The City of Morganton, through a public/private partnership, is undertaking an ambitious project to rehabilitate a 100 year old textile mill located one block from the Courthouse Square downtown. The old water tower, visible all over town, is the project's instantly identifiable symbol.

Picture of entrance with logo on door—The project is known as the Morganton Trading Company. The entrance to City Hall is right under the water tower.

Picture of interior—The city staff moved into their new, more spacious quarters in April, 2002. Whenever possible, existing features of the textile mill were saved, including the flooring, ceiling, large beams, and window openings so the feel of the original structure is honored.

Picture of fountain in courtyard—This fountain now serves as the focal point for...

Picture of courtyard—... this spacious courtyard. The courtyard also serves as a buffer between City Hall and the rest of the project. A restaurant with outside dining is planned for the unfinished space to the right in this picture along with retail stores and offices. Condominiums with balconies and rooftop decks are also included in the project.

Picture of bench—This bench is unique to Morganton as it depicts the vista observed in the distance of Table Rock, a local landmark. It was handcrafted by a local artist and sponsored by a local family. Development of the Trading Company has spurred other construction nearby; these projects will be shown in the “New Infill Construction” section of this presentation.

Waynesville, NC

Brick building, “The Landmark” sign—Old schools can have a new lease on life. Here is one example in Waynesville, NC, where the former city high school, located just blocks from Main Street, has been converted into condominiums. People who can no longer drive are still able to live independently as they may conveniently walk to town for their daily needs, or take a short taxi ride.

Shelby, NC

1st view, outside—A building that was originally built as a wholesale produce business was purchased in 1980 by the city of Shelby, NC and converted into a farmers’ market.

2nd view, inside—It is open five days a week year-round and offers fresh produce, a meat market, restaurant, and homemade crafts. Local produce is available during the growing season. It continues to be very successful.

Asheville, NC

Picture of exterior “before” showing boarded-up windows painted in blue, white—This building in downtown Asheville was built around 1949 and was used as an indoor roller skating rink for many years; there was also an auto repair shop in the basement.

Picture of interior “before”—In the mid-1970s it became the “Orange Peel,” a music and dance club featuring local groups as well as more nationally known artists. It was very popular for a number of years, and was then converted into a warehouse for an auto parts store located on the adjoining property to the rear.

Picture of new exterior showing front of building, similar to “before” shot—The space in the building was larger than the needs of the auto parts store, and the firm Public Interest Projects (referred to earlier in this section) became interested in the property.

Picture of exterior showing painted sign on the side of the building—There were several hurdles to overcome before the rehabilitation could begin. The property owners were not interested in selling the property but were willing to negotiate a long-term lease for 40 years.

Picture of new interior, showing performance area—The developer undertook multiple building analyses using different provisions of the North Carolina State Building Code then available, but encountered major construction hurdles that added greatly to the cost of the renovation. Upon adoption of the International Building Code by North Carolina effective 2001, the developer applied this new code to the project and found great advantages that made the project economically feasible.

Other picture of new interior, showing “Orange Peel” wall—The new building code requirements under the International Building Code enabled the project to be a financial success. It is a very popular space for dancing and listening to music in the evenings and is used by additional groups for fitness classes and other activities during the day.

Charlotte, NC

Restaurant and trolley—The new trolley line in Charlotte, NC has sparked a great deal of development and redevelopment along the route. An old textile mill has been converted into this restaurant, and a station for the trolley has been built next to the tracks.

Marion, VA

View of station—Another transportation-related building is this railroad station located in Marion Virginia. It has been converted into offices...

2nd view, sign—...and the sign creatively uses the design of a utility pole topped by electric wire insulators, which reminds us again of the building’s history.

Begin Large House to Commercial or Office Use

Text slide—There are neighborhoods in most cities that have spacious homes that were built at the turn of the 20th century for large families. Times have changed, families are smaller, and the neighborhood may have changed as well—it may make more sense to use a house in another way. But how can the changes happen so the building still looks like it belongs there, and how can new buildings be built so they fit in too?

Asheville, NC

Large green house on Chestnut St—This turn-of-the-century home located in one of Asheville NC's National Register historic districts is still used as a residence...

New building on Chestnut—...and this building just down the street looks like it also might be a large home built about the same time...

Other view—...but it isn't—it's a newly constructed medical office. Why does this building look like it belongs in the neighborhood? The city zoning regulations for this district require the parking lot to be at the side or rear of the building, and the front setback to be comparable to the setbacks of neighboring structures; this preserves the front lawn. The property owners made the decision to use architectural details from the neighborhood in the building design such as the roof shape, colors, window treatment and overall massing.

View of sign—They also chose to make the sign small and in keeping with the character of the building and neighborhood.

Two story green building, red roof—This is another example of new office buildings on the same street that look like they fit in; notice the two story yellow building next door, further down the block. Again, the city ordinance requires the setbacks to be comparable to those of neighboring structures...

Other view—...and parking to be at the side (or in this case, the rear) of the building. Since this neighborhood is not located in a local historic district, the city does not require any kind of design compatibility—it was the decision of the property owners to use architectural details from the neighborhood as a guide to designing their buildings.

Two story yellow building—Here is a close-up of the other new office on the street, located next to the building in the previous picture. Notice how the roof shape, windows, overall proportions, and color work together to create a building that fits.

Raleigh, NC

Two-story brick bldg—In contrast, this building located in Raleigh, NC shows what happens when no effort takes place to use “good neighbor” architecture and make a building fit in with its surroundings. The paved parking lot in front, ...

Other view—...box-like shape and brick construction and make it look completely unlike the houses around it. While the setbacks and two story features are similar to the neighboring house, it still sticks out like the proverbial sore thumb.

Asheville, NC

Blue house, gravel front yard—Here is an example in Asheville NC of an older home that has been converted into an office where gravel has been placed in the front yard for parking.

Green house, grass front yard—Just next door, though, is another house that has also been converted into an office, but they have located their parking in the backyard. It makes a big difference.

Morganton, NC

House with lawn in front—In Morganton, NC a number of homes are located along a major road leading into town. Notice the building in the background—it looks very similar to the house in the foreground ...

Office close-up—...but it is actually a new office building. The building's main entrance is to the side and parking is located there, but the front yard has been kept intact with landscaping and the setback is comparable to the neighboring buildings.

Begin “Making Buildings Fit” Part III—New Infill Construction

Text slide—Infill is the process of developing vacant or under-used parcels within existing urban areas that are already largely developed. Infill development can bring about a more efficient and economic way to use the community’s resources, including land and infrastructure as well as additional choices in housing and savings for local government budgets.

Davidson, NC

Group of 3 buildings—This is a picture from downtown Davidson NC. Can you tell which is the new building in this group of three? Notice that the pattern in the brickwork of the one story building painted white and the two-story building to the left is the same. The new building is the one on the left, partially hidden by the tree; it was built in 2000 and replaced a one-story building in that location.

Close-up view of brick detail—Here is a detail of the windows. By using the same brickwork pattern as the neighboring building, the designers helped preserve the feeling of continuity and respected the local architectural character. The building is a seamless fit in the streetscape (defined as the area including the facades of buildings, sidewalks, landscaping, and street) because it complements the existing architecture.

Morganton, NC

Picture of restaurant with awnings on street corner—This new restaurant in downtown Morganton, NC is located a block away from the Trading Company project. The restaurant is built to the street, and the outside dining area promotes a lively, pedestrian-oriented atmosphere.

Picture of movie theater—A new multi-screen theater has been completed in the same block downtown along with a restaurant and a new upstairs luxury loft apartment. All these recent projects bring more people downtown.

Salisbury NC

Gateway project—before—This picture shows the metal façades being removed from a group of three buildings on East Innes Street in Salisbury. The Chamber of Commerce, Visitor and Convention Bureau, Economic Development Commission, and other offices decided to relocate from their scattered locations and build a “gateway” to Salisbury.

Before, group of buildings—The original plan involved demolishing the three buildings. Downtown Salisbury, Inc. (a non-profit organization dedicated to revitalizing the downtown area) decided to become a partner in the project and convinced the Gateway project owners to change the location of their proposed building to further up the block. Downtown Salisbury, Inc. bought the three buildings, restored the facades, and resold them so now the properties are generating additional tax revenue.

After view—This is what the scene looks like today. The Gateway Center opened in 2000 and is approximately 18,000 square feet in area. Parking is located behind the building.

Greensboro, NC

Streetscape shot with trees—The Greensboro zoning ordinance requires buildings in this historic district to be built to the edge of the street, which contributes to the pedestrian-oriented atmosphere. Parking is behind the building. Notice the Kinko’s sign further down the street.

Kinko’s—Notice that here, where the historic district regulations are not in force, the fact that parking has been placed in front of the building totally changes the feel of the street. The parking lot is a barren, uninteresting place to be, in contrast to the stores right next door.

Charleston, SC

Kerr Drug—This drugstore is located in Charleston, SC at the edge of the historic district. It is built to the street, with the parking lot located beside the building. The pattern in the brickwork and roof pitch reflects the architectural style of the historic warehousing district to the east while the brick sign and landscaping add to the character.

Distant Omni (Charleston Place) shot—This is King Street in Charleston’s historic district. You will notice there is a wide variation in the buildings in the picture—they are different heights, colors, and even ages but yet they seem to all work together to make a whole. You can see a newer building in the second block on the right-hand side of the street (we’ll see this building again in a close-up shot), while the buildings in the foreground are older, ranging in age from the 1880s to the early 20th century.

Close-up across street—This building across the street is brand-new.

Charleston Place—Here is a close-up picture of Charleston Place that we saw earlier, formerly known as the Omni Center; it was completed in 1987. This infill project occupies an entire city block and contains a 400-room hotel, conference facilities, parking deck, offices, apartments, two restaurants, and 70,000 square feet of retail space. The project sparked a number of renovations of buildings in the surrounding neighborhood as well.

Savannah, GA

Kroger store—The Kroger grocery store pictured here is located in Savannah, GA and is actually part of two historic districts—the store itself is in one district and occupies one block, while the parking lot occupies another block. The “driveway” dividing the grocery store from the parking lot is actually a public street, and so the existing street grid network is preserved. There is a marked pedestrian walkway between the store and parking lot.

Kroger, close-up of building—It was constructed in 1990 and the historic district regulations require that the building be built to the street line. Attention to the area’s architectural character is a key component for ensuring the new development fits in and gains neighborhood acceptance.

Kroger, side of building—With the landscaping and pattern in the brickwork, even the side of the building is pleasant to walk by so the pedestrian atmosphere of the streetscape is maintained. The city staff is concerned that Savannah’s tree canopy, which is an integral part of the city’s identity and character, be preserved. To achieve this, the city ordinance has landscaping requirements that each project must meet, based on a system that awards points for trees as well as for other landscaping.

Asheville, NC

New Morning Gallery, old part—This building is located in the national register and locally designated historic district of Biltmore Village in Asheville, NC. The Village was built before the turn of the 20th century to serve as the commercial center for people working on the Biltmore Estate.

NMG sign—Here is a view of the same building around the corner from the previous picture. The New Morning Gallery features crafts and artwork from regional artists, and they wanted to expand their store in the same location. The new part is past the second green awning.

Connecting part—You can see how one building is connected to the other; would you believe that the first “floor” of the building on the left is a parking lot?

Parking lot—This area was originally the parking lot for the gallery; when the owner decided to expand he worked with an architect and the Asheville Historic Resources Commission to come up with a design that would be in keeping with the original part of the building, preserve the streetscape and encourage pedestrian traffic. The solution was to partially enclose the parking lot with brick columns and an attractive iron fence running between them, and construct enclosed display space at the corners.

Before shot of parking lot—This is what the site looked like from the front, before the building was constructed.

Overall view—Here is the same view now, after construction. The project transformed the intersection because the new building fronts on two streets and creates streetscape. Floor space in the gallery was expanded by constructing a second floor that is connected with the original gallery building.

Pebbledash building—This building is also located in historic Biltmore Village in Asheville and originally served as a hospital; it was constructed in 1916. The building material is called “pebbledash” and consists of cement and exposed coarse aggregate; many structures in Biltmore Village are constructed with this finish material. The building has been rehabilitated and is now used for offices.

Morgan Stanley before, brick one story—A block away from the building in the previous picture is this office building, built in the colonial style, which is not authentic to the time period when Biltmore Village was developed.

Morgan Stanley building now—This is the building that is there now, thanks to the requirements in the local historic district regulations, efforts of the local Historic Resources Commission and the architect for the project. It uses pebbledash construction and looks as if it might have been built around the time of the hospital shown in the previous picture based on the rooflines, windows, and other architectural details. You can see that every effort was made to reflect the architecture and setbacks of the other original structures in the neighborhood.

Old McDonald's—This is what the McDonald's looked like in Biltmore Village until recently. It could have been located anywhere, and a person looking at it wouldn't have had any hints about where it might be.

New McDonald's—The new building fits in with the character of the neighborhood much better now, with the roofline, sign, windows, materials, and color all reflecting the historic area's design themes.

New, close-up view—There's still a drive-through window, too, yet everything about this building says that it is part of the Biltmore Village historic district and is a good architectural neighbor.

Interior picture—The interior is also unique, featuring 16-foot copper and wood coffered ceilings, a baby grand piano and a fireplace. The restaurant was recently recognized as "The World's Classiest" by the company.

Hendersonville, NC

First Citizens Bank, front—This is the First Citizens Bank in Hendersonville, NC. It was constructed on Main Street in the late 1980s at the most prominent intersection downtown. It is built next to the sidewalk on each street, but it leaves a landscaped court with trees and benches in front.

Back parking lot—Parking is located at the back and extends to the next street; there is also a lower level for employee parking. Notice that the back looks like a main entrance too so the building has two "front doors"—one for people who arrive on foot and one for people who drive.

Landscaped street—This is the parking lot entrance from Church Street, one block west of Main Street. The brick and iron wall form an attractive edge along with the landscaping.

Bank of America building—In contrast, notice how the Bank of America building in the next block is set back from both corners of the intersection and the parking lot is in front of the building. As a result, the streetscape isn't there ...

Other view—...and it is far less interesting for pedestrians to walk along the block. However, the parking lot is screened from the sidewalk with shrubs, which makes it somewhat more attractive than just a row of cars.

Charlotte, NC

Urban League building—This is the newly constructed headquarters of the Urban League near the Third Ward in Charlotte, next to the new Gateway Village. This building also has two front doors, one for pedestrians arriving via the sidewalk...

Back view—...and one for people who drive, at the parking lot in back.

Hendersonville, NC

Triangle Texaco—This convenience store is located on a traffic island adjacent to downtown Hendersonville, NC. The attractive landscaping and ground sign present an appealing scene for everyone driving or walking by.

Pardee Medical Office bldg—This is a new medical office complex, located in Hendersonville. The building is set close to Highway 64 and presents an attractive aspect from the road, although there isn't an entrance on this side of the building; that is on the other side by the parking lot. Note the large pre-existing trees preserved during construction. The sign is the first example of the hospital's campus-wide signage plan.

Office on Justice, 64—Just a little ways back towards town in Hendersonville, you can see what a difference it makes when the parking is in front of the building. Since this doctor's office building is set back from the street...

Other view—... the streetscape is missing, leaving an unappealing and monotonous view of a parking lot.

Carolina Prof. Park with sign—This new office complex is also located off Highway 64 in Hendersonville at an intersection

Parking lot—The buildings are set back so far from the road that the parking lot completely dominates the scene.

Asheville, NC

Picture of Public Works building complex—The Public Works complex for the City of Asheville is sited along a major gateway into downtown. In the late 1980s the City Council decided to consolidate the many functions of the Department of Public Works into one location. One option was to relocate the operations to an area of junkyards and abandoned industrial buildings on the French Broad River a mile from downtown. Another possibility, advocated by the architectural firm hired for the project and supported by the city manager at the time, was to recycle the current site being used for some of the facilities and enlarge it to make it more efficient. This was challenging because the five-acre site—left over from an urban renewal project that took place in the 1970s—was long, narrow, and steep in some places.

Close-up of building with City Hall in the background—The building incorporates elements from City Hall (the structure with the cupola in the background) such as the juxtaposition of pink and other color stones and brick. The use of split-faced block, utility brick, and pre-cast concrete provide a civic presence for the project, and yet the construction came in well under the budgeted amount.

View of tower—The dispatcher’s control tower monitors the movement of all vehicles and equipment within the complex.

Inside building, in atrium—The administration building contains a two-story atrium that brings light into the center of the building and serves as a gathering place for city employees every morning before the day’s work begins.

View of façade—A city street divides the property; located on one side is the administration building and one-stop permitting, while the other side houses the equipment maintenance yard. This long east façade shields from public view ...

View from other side showing vehicles—... more than 200 vehicles and pieces of equipment as well as the heated vehicle storage building, sheds, a signage, and vehicle paint building, and a salt and sand storage building.

Salisbury, NC

Missing building—before—This is the one hundred block of South Main Street in downtown Salisbury, NC; there was a fire here in 1964 that created a hole in the streetscape, like a tooth that had been knocked out of a mouth so there is a gap in the smile. It remained empty for more than 30 years.

After view—This new infill construction fills in the gap in the smile. It has decorative elements on the façade, articulation (elements that project in or are recessed), and windows that face the street, all of which contribute to the streetscape. The building was designed by Charlotte architect Ron Morgan.

Parking lot, Council and Lee St—This parking lot in downtown Salisbury had several buildings on it that were removed during the late 1970s as part of urban renewal. This property is located in the next block from the bakery that has been turned into offices, shown earlier in the renovation section of this presentation.

New building (“East Council Place”), corner shot—As part of the multi-block revitalization effort downtown, a new \$1.5 million, 12,000 square foot building was recently completed on the property. Called “East Council Place,” the building is a condominium, and although retail space was available on the first floor it became evident the market demand was for office space and the building quickly sold out for that use. These units sold on average for about \$140 per square foot; one unit is occupied by the project architect who designed the building.

Side view—Although no photographs exist of the previous structures on the property, there were some sketches available and they were used to help design the appearance of the new buildings. Notice that the buildings front on the sidewalk, have large windows to promote interaction between people inside and outside, and have a mix of architectural details and awning colors that emphasize the different storefronts.

Close-up of wall—The parking lot, located to the side of the building, is partially screened by this wall which helps continue the edge of the streetscape.

Norman Building, Salisbury, blue tiles—This is the Norman building in Salisbury NC, as it appeared until recently. The blue tiles and aluminum canopy you see had been added in the 1950s to “modernize” the façade, which originally looked like...

Black and white photo— ...this, when the building was built in the 1920s. Notice that there is a vacant lot to the left of the building, and an alley to the right that was later closed.

Rendering—Construction has started on a project to restore the building façade to its original appearance, as well as to build a companion five-story structure on the vacant lot to the left. Notice that the floors of both buildings are at the same height so the pattern of the windows continues from one building to another.

Under construction—Office condominiums are planned in both buildings; some space was pre-sold before construction started. The Salisbury firm that was the project architect purchased the fifth floor of the Norman building and moved in in December 2002. The remaining floors have been roughed in and it is expected that all of the units will be completed and occupied by the end of 2003.

Close-up of Easy Street—The alley, called “Easy Street,” has been reopened, re-establishing the link to the train depot located a few blocks away.

Begin “Making Buildings Fit” Part IV—*Mixed Use and New Groups of Buildings*

Begin *Mixed Use*

Title slide—The term mixed use refers to either projects or buildings where more than one land use takes place, for example when apartments are located above or next to businesses. Mixing uses makes it possible for people to live close to where they work and shop, which increases convenience and provides more choices in transportation and housing. It can also make it a more attractive and interesting place to live.

Hendersonville, NC

Brick building, apartments in background—The Chadwick Corners project in Hendersonville, NC is located a few blocks south of downtown off US Highway 25. There are two office buildings close to the road and several apartment buildings along with a pool behind the offices.

Asheville, NC

“Sweet Heaven” sign—This building is located in the historic Montford neighborhood in Asheville. It has retail and space on the ground floor, and apartments above. The building is located next to the sidewalk, and parking is to the side and rear of the building.

Rear view—Access to the apartments is from the rear.

Cornelius, NC

Cornelius town hall—Cornelius NC is in the fast-growing area north of Charlotte. A large textile mill had been built in the early 20th century in the middle of town, right on Main Street. After it closed the town decided to hold a design charrette in 1998 to determine the best use of the property. The charrette generated a great deal of interest in creating a true town center. The decision was made to demolish the mill, build the new town hall shown here and construct a downtown with more retail and “on the street” liveliness.

Cornelius live-work units from the front—Pictured here are live-work units on Catawba Avenue just down the street from the town hall. They are constructed so that it is possible to have a small commercial area with access from the street on the ground floor...

Rear view—...and living quarters on the upper two floors with access from the rear and parking lot.

Charlotte, NC

Carrabba’s—This building is located on South Boulevard in Charlotte. It occupies most of a block, and has a restaurant and retail stores on the ground floor and offices on the top two floors. The building is built adjacent to the street so there are many opportunities for interaction between those walking by and people shopping or working inside; there is also outside seating available.

Parking deck—There is a parking garage behind the building for tenants and customers.

Sign for luxury condos—Condominiums are under construction adjacent to the parking garage. This development is located adjacent to the trolley, already in operation; light rail will begin service in this same corridor in 2004 to 2005.

Davidson, NC

Liburdi sign, building, with playground—Pictured here is a manufacturing facility in Davidson NC. Due to changes in production the company no longer needed all the square footage, so part of the building was partitioned off. The new neighbor is a private school, Davidson Day, with grades K through 6. There are no problems associated with this unusual arrangement.

Begin Groups of Buildings

Title slide—In this section there will be examples of new construction of groups of buildings or shopping centers in rural as well as urban areas. It is essential to incorporate design elements for people walking as well as for people arriving by car.

Haywood County, NC (outside Waynesville)

Red building w/ sign—This picture is from Haywood County, NC, where a new furniture store has opened. It is located on US Highway 276, which is a main thoroughfare between Waynesville and Maggie Valley, but it still feels like a rural area.

Buildings—There are several buildings in the complex and they are all built of red metal siding without windows.

Parking lot landscaping—The parking lot is landscaped with berms bordered by large rocks with many flowers and shrubs...

Buildings—...and the effect is that of several large barns. Along with the landscaping, using red metal siding as opposed to another color helps make the buildings feel like they are part of the rural landscape. We think of barns as not having windows, so the fact that there aren't any in these buildings doesn't look odd or foreboding.

Thad Woods sign—Just a few miles away near the western Haywood County line is this antique and outlet mall that has been built in the last several years. The large metal buildings and associated parking lots encompass several acres and the development has required extensive grading to make it level. There is no landscaping in the parking lot and the complex looks out of place in a rural area.

Davidson, NC

Two story bldg. with pointed roof—This is a small office complex and shopping center in Davidson NC. The ordinance requires that the buildings be built to the street...

Second picture of development—...which creates a streetscape and a more interesting view when walking or driving.

Picture of offices same complex—Shown here is a view of the live-work units at one end of the complex; they can be used as offices on both floors or an office on one floor and an apartment above.

Cornelius, NC

West Catawba Avenue—Shown here is a new commercial center in Cornelius on West Catawba Avenue. The city’s ordinance requires that new commercial construction be built to the street—in this case, the future right-of-way of the road when it is widened. The sidewalk is separated from the roadway so pedestrians have a feeling of safety. Each storefront has two “front doors”—one that is accessed from the sidewalk along the main road...

View of parking lot—...and one from the parking lot, which is located behind the buildings.

High Point, NC Rt. 68

Gas station—This is a view of NC 68, which runs between High Point and Greensboro. The City of High Point enacted corridor protection regulations for this road because it is a “front door” entry corridor from the airport. The ordinance requires that signs be set on the ground and are limited in size.

Gas pumps behind—Another requirement of the ordinance calls for convenience stores to have the store portion fronting on the highway, while the gas pumps are behind the building. This creates a more interesting and visually appealing scene from the road.

Other view—Access to the property is from a service road that runs parallel to the main road.

Mt. Pleasant, SC

Shopping center from street, Starbucks—These next several pictures are of a shopping center in Mt. Pleasant SC. The first thing we notice is that the buildings are set close to the street and there is a sidewalk with landscaping along the road. Pedestrians would feel safe walking along this road, and the windows encourage interaction between people inside and outside the building.

Other view, entrance—The entrance driveway is paved with a material of a different color and texture so pedestrians are aware that traffic will be turning here. The buildings form an edge that strongly define, architecturally, an entrance to a shopping plaza rather than a gap between two parking lots.

Trees along buildings—The trees planted along the building provide shade to the people walking by and make the buildings cooler. You will see that each store has an entrance from the sidewalk, so it’s possible to enter from the street...

Parking lot—...or parking lot.

Starbucks—This is the outside seating area for the Starbucks coffee shop, which is located across from...

Food Lion—...the grocery store.

Bank—The bank, which is part of the shopping center, is also a part of the streetscape because the parking is located in back and there are trees and sidewalks that frame the building. The driveway in front leads to...

Back of bank—...the drive-through area at the back of the building.

Huntersville, NC

Market Square entrance—There is a major new shopping development in Huntersville, NC, which is adjacent to the towns of Davidson and Cornelius. It is actually two shopping centers located side by side. Notice that the buildings are set close to the road, and have roof lines and awnings that vary within the same building as well as within the groups of buildings; this is all required by the zoning ordinance and design regulations.

Picture of Rosedale sign—There are trees and a sidewalk along the road frontage. In addition there are buildings...

CVS building—...or a low wall all around the perimeter of each shopping center, which creates a feeling of enclosure and gives the project a defined edge.

View of CVS—This is the road between the two centers; it continues on past the stores towards a large residential development.

Quizno's building—At the first major intersection in the commercial area is this restaurant, which is two stories tall, built to the street with outside dining. The building “anchors” the corner and provides an edge for the street.

Street sign—And yes, it is a street, not a private internal driveway. The internal streets are designed for pedestrians and cars, not just for vehicles. The streets are publicly maintained...

Sidewalk—...with parallel parking and sidewalks and trees. All of these elements work together to create a friendly and inviting atmosphere for both pedestrians and motorists reminiscent of traditional downtowns.

Sidewalk by parking lot—The parking lot is separated from the stores by the public street and a row of trees on either side of the sidewalk.

Harris Teeter—While the grocery store is the largest tenant in this development, there are other stores along the street as well. The facades are visibly different from one another so there is no overwhelming, monolithic building that dominates the view.

Parking lot—Within the parking lot are clearly delineated landscaped bays. As the trees grow, they will create an overhead tree canopy and provide substantial shade. Because the parking lot is in a courtyard with the other stores right there, it is possible to “park once” and visit several places at the same time without having to move the car.

Intersection—We see the major intersection between the developments is marked with pavement of a different color and texture than that of the street itself so it is obvious where motorists and pedestrians can expect to see one another.

Bi-Lo store—There is another grocery store in the adjacent development, with a well-marked pedestrian crossing to the internal parking lot.

Other stores—Other groups of buildings in this shopping center are close by, again forming an inner courtyard for parking with the opportunity to “park once.”

Shelby, NC

Wal-Mart—This Wal-Mart super center in Shelby NC has a totally different feel. The parking lot is enormous...

View of parking lot—...barren and overpowering.

View of other stores across parking lot—The other stores that are part of the development are located across a vast expanse of asphalt, and since there are no marked pedestrian areas or sidewalks within the parking lot, chances are most people would not feel safe walking that distance. The “park once” concept wouldn’t work here—people are much more likely to get in their cars and drive the few hundred feet in order to avoid the dangers of the parking lot.

Conclusion

Salisbury, NC

Zimmerman building—In conclusion, good design, like a good building, doesn’t just happen—it takes effort and time by civic leaders, property owners, developers, and the community as a whole. Good buildings relate to the street, to neighboring buildings, and to the wider community. Each building that is well designed adds an element to the built environment that we would miss if it weren’t there.

Asheville, NC

Malaprop’s and JC Penney buildings—Older buildings are a key part of our cultural heritage and are an economic resource. Historic preservation helps to connect us with our past and has been shown time and time again to benefit the economy.

New Morning Gallery, old and new sections together—Successful infill construction continues the existing community fabric, reduces sprawl, and uses resources efficiently. Attention to the surrounding area’s character ensures the new development fits in and gains neighborhood acceptance.

Cornelius live-work units—Combining uses in a sensitive way makes it possible for people to live close to where they work and shop, which increases convenience and provides more choices in transportation and housing. It also adds vitality to a community.

Rosedale shopping center, Huntersville—It is particularly important in large developments to design places that meet the needs of pedestrians, bicyclists and motorists—in other words, places that people and cars can share. Parking lot landscaping is particularly important in larger developments because it not only breaks up a barren sea of asphalt, it can be used to help guide pedestrians and motorists to marked travel areas.

New Morning Gallery side view—It is important for communities to be aware of “good neighbor” architecture, aesthetics, the environment, and the needs of people walking and driving. We can respect the past and also do our best to make new development fit within the fabric of the community.

Text slides—Implementation Strategies for “Making Buildings Fit”

Rediscover Existing Buildings

- Remove false facades and aluminum awnings.
- Use historically appropriate paint schemes; don’t paint unpainted brick.
- Reopen bricked-up windows and doors.
- Wherever possible, place parking at the side or rear of the building, and have pedestrian seating or open areas with landscaping.
- Follow the Secretary of the Interior “Standards for Rehabilitation.”

Rehabilitate for a Different Use

- Keep elements that illustrate the building’s first use such as historic signs, decorative features and the like.
- Explore whether the use of state and federal historic preservation tax credits will make the project more financially feasible.
- If the building being adapted is a blank “big box” then add features such as awnings, putting windows and doors in the wall, and use several paint colors to make it more visually appealing.

House to Office or Commercial

- Require the parking lot to be at the side or rear of the building to preserve the front lawn.
- The front setback needs to be comparable to the setbacks of neighboring structures.
- Use architectural details from the neighborhood in the building design such as the roof shape, colors, window treatment and overall scale and massing.
- Design a sign that is the proper scale (height and size) so it will fit in with the neighborhood, and use materials that are found in the nearby homes. Indirect lighting is best.

Infill Construction

- Complement the existing architecture by using details such as brickwork patterns or other design elements from neighboring buildings; this preserves continuity and respects the local architectural character.
- Place buildings close to the street; this contributes to the pedestrian-oriented atmosphere.

- Have windows and doors that are prominent.
- Place parking behind the buildings, and make sure that the entrance from the parking lot is attractive as well so there are two “front doors” into the building.
- Add appropriate elements of ornamentation and trim, color and articulation so the buildings are interesting to look at.

Mixed Use

- Amend zoning ordinance to permit mixed-use developments in certain districts.
- Include residential uses wherever possible.

Groups of Buildings

- Vary the rooflines and architectural details so the effect is one of several buildings built next to each other as opposed to one monolithic structure.
- Install signs that are low to the ground so they don’t dominate the landscape.
- Create courtyards where parking is enclosed by buildings; this will facilitate the “park once” concept so people can perform several errands without driving between stores. Place parking behind the buildings and have two “front doors” for entry from both the street and parking lot.
- Plant substantial parking lot landscaping so the parking lots are pleasant and enjoyable places to walk through.
- Make sure that pedestrians feel safe in the parking lot; use walkways of a different color and material so drivers know where to expect to see people walking
- Allow “on-street” parking along streets within large developments.

“Recreating Neighborhoods: Putting the Pieces Together” Slide Show Script

Funding provided by the Appalachian Regional Commission

Virginia Faust, AICP
NC Division of Community Assistance
31 College Place, Building B
Asheville, NC 28801
828-251-6914 phone
vfaust@nccommerce.com

Title Slide

Asheville, NC

View of attractive neighborhood street—What makes a good neighborhood? Do we know one when we see one? If we look closely we will find there are many components of a neighborhood. It’s the attractive houses and how they are maintained. It’s streets with sidewalks shaded by trees that make it comfortable and inviting.

View of attractive neighborhood street—A good neighborhood can be likened to a jigsaw puzzle—the picture is formed by many pieces, all of which are important. When the right mix of pieces is working together the neighborhood becomes a living place with the whole being greater than the sum of its parts. It does not matter if people living in the neighborhood are well off or of limited means—when people care about where they live, their neighbors, and their community, then the feeling becomes a part of the surroundings. A “social and physical chemistry” develops, telling everyone this neighborhood is a great place to live. It says this place is home.

View of attractive neighborhood street—At the turn of the 20th century, towns and neighborhoods were designed for the pedestrian. In most towns built 100 years ago there is a central commercial area and right next to it are neighborhoods with houses set close to the street and near each other with large shade trees along narrow streets with sidewalks. People could walk to where they worked, shopped, and worshipped.

Hendersonville, NC

View of wide barren streets—After World War II, development trends changed and so did neighborhoods. Developers moved away from established town centers and instead built houses off by themselves, often on land that once was farmed. Neighborhoods became “subdivisions” or “developments” oriented to cars and attracted people of similar ages and incomes. The character of these places is different from earlier neighborhoods: sidewalks with trees to shade them may be missing, socializing happens in the back yard and not on the porch; streets are wider so people drive faster, and everything is a drive away. These “developments” look and feel a lot different than traditional neighborhoods.

Asheville, NC

Slide of attractive neighborhood street—Fifty years later there is interest in recreating the characteristics and features of earlier, traditional, neighborhoods that people cherish. In this presentation we’re going to examine several of the key puzzle pieces that involve the

physical components of a neighborhood, with examples from recent developments. We'll be looking at:

Text slide—

- Good design
- Housing choices
- Transportation options
- Integrating uses
- Public buildings and spaces
- Infill development

*Picture of yellow two-story house—*What does it mean when we talk about good design? A quick review of a few terms may be helpful. There are several principles that deal with individual buildings and how they relate to people as well as to other buildings.

*Sketch showing scale—*We'll start with SCALE. Scale can be defined as the size and shape of a building or open space, or the relationship of width and height of one building as it relates to other buildings, spaces and to people. Notice in the top row of houses in the sketch that one is proposed that is of a different height than the houses around it.

*Sketch showing orientation—*Another design element is ORIENTATION. It can be defined as how a building faces the street. We are used to seeing buildings that are parallel to the street as opposed to being on a diagonal.

*Sketch showing setback—*The SETBACK is the distance between the building and the street. When several buildings line up in a row, they form an EDGE.

*Sketch showing roof shapes—*There are several common ROOF SHAPES. The roof is a major visual element and should be carefully considered as to the proportion, texture, color, and compatibility with the proposed building style and those of neighboring buildings. Similarities in roof shapes create visual continuity in the streetscape.

Lexington, NC

*Three story beige brick building with many windows—*Another element is the relationship of solids to voids or openings in a wall. Think of windows as being the “eyes” of a building. When there are no or few openings in a building wall... (CHANGE SLIDE)

Asheville, NC

View of blank wall—...it seems forbidding, not inviting. What is the proportion of blank wall to doors and windows—in other words, does the building have eyes?

Shelby, NC

*View of brick wall with windows—*What kind of building material can be seen from the street: brick, stone, granite, marble, tile, stucco, wood shingles...(CHANGE SLIDE)

Asheville, NC

View of metal building—...metal, concrete, plywood, vinyl siding, or other material?

Brick apartment building—Articulation refers to elements that project out or are recessed to create more interesting and less monotonous appearances such as awnings, balconies, bay windows, and recessed doors.

Neighborhood street scene—When buildings and trees line the street they form an edge and give a feeling of enclosure, like being in an outdoor room. This area—the outdoor room—including the facades of buildings, sidewalks, landscaping, and streets is called the STREETSCAPE.

Another street scene—Well-designed streetscapes feel comfortable and inviting to pedestrians and motorists, and are places where we want to spend time and enjoy being in.

Text slide, picture of text “Good Design” in a puzzle piece—We’ll start our discussion of what good design in a neighborhood means with three residential developments that use design principles to incorporate several puzzle pieces, including housing choices, transportation options, public buildings and spaces, and integrating uses. We’ll also examine a large shopping center that uses good design so it is visually appealing and pedestrian-friendly as well as more compatible with neighboring properties.

Davidson, NC

New Neighborhood in Old Davidson sign—This new neighborhood in Davidson, NC is being built according to the town’s new zoning code. In the 1990s Davidson, along with three neighboring small towns, saw the population explosion and resulting sprawl in Charlotte heading their way. Planners in Belmont, Huntersville, Cornelius, and Davidson decided to completely revamp their zoning ordinances to accommodate growth so it was absorbed into the existing fabric of their communities as much as possible.

Picture of townhomes—Instead of relying on separating homes, shopping, offices, and schools from each other, which requires building new roads and widening existing ones, the new codes focus on creating compact, mixed-use, walkable communities according to carefully established design principles. This approach has been called “new urbanism,” and it recreates many elements of traditional neighborhoods.

Shot of entrance road—Because it’s located only a short distance from the center of town, the new neighborhood fits comfortably into the existing fabric of the community. There is a feeling of enclosure from the narrow, tree-lined street with sidewalks that connects the new neighborhood to the main road. The project is 81 acres in size with 129 single-family homes, 108 townhouse units and 14 live/work units.

View of houses—The streetscape is inviting because the single-family detached homes are set close to the street, they have different yet compatible architectural features, and the garages are recessed. The narrower street design with sidewalks on both sides slows traffic and encourages walking. In addition, pedestrians are buffered from passing traffic by a wide tree lawn, and the trees will provide shade and a canopy overhead when they mature. You will notice the houses have porches; the porch has been called a “room without walls.” They encourage socializing among neighbors and provide an in-between space to be outside.

View of townhomes—The large common open lawn is enclosed by these attached townhomes, which provide housing choices within the neighborhood. The new zoning code in Davidson requires new residential developments to have interconnecting streets and homes set close to the street; garages are required to be subordinate to the dwelling. There is a total of 19 acres of common space, including seven acres given to the town for a public park.

View of garages—In back of the townhomes are alleys that provide access to garages; some of the garages are two-stories and have space for living units or offices above. This gives an opportunity for people to rent a smaller space and makes the homes more affordable both to the renter and the homeowner.

Huntersville, NC

Man with dogs—The town of Huntersville, NC also passed a new zoning code in the 1990s that embraced the design-oriented principles of new urbanism. The developers of Vermillion, a mixed-use project of approximately 350 acres and an expected build-out of approximately 1600 dwelling units, are designing the community around 13 principles of town planning.

Woman on street—Vermillion is about a five-minute walk from the center of Huntersville and has its own small commercial center with a restaurant, offices and opportunities for retail...

Square—...that front on a public square. The buildings around the square provide a feeling of enclosure. On two sides of the square are buildings with living units above the first floor, which is designed for office or retail use.

Townhomes—There are a number of housing choices within Vermillion, including these attached single-family units that give a feeling of enclosure to the public square. Notice the wide tree lawns.

Homes—Single-family detached homes are located just beyond the square. Notice the houses are set close to the street, garages are not visible, and narrow streets are framed with street trees on both sides. On-street parking is permissible. The streets form an interconnected network within the development, as well as connecting to streets in adjacent neighborhoods. There is a network of alleys for parking and trash pick-up, and other small public greens throughout the neighborhood.

Homes with greenway—The project also makes the most of existing natural resources by integrating a one-and-a-half-mile greenway into the neighborhood plan. A small creek is contained in the greenway; the developers will leave it untouched for residents to enjoy. These homes have a view of the greenway, but not exclusive use of it so it is a common public space.

Home with detached garage—This home has an accessory dwelling in the rear; the alley is visible at the left. The town zoning code requires lots of 60 feet or less to have a detached rear garage serviced by an alley.

Mt. Pleasant, SC

View of houses with lake—The community of I’On in Mt. Pleasant, SC, is a short distance from Charleston. It’s named after Jacob Bond I’On, a prominent South Carolina statesman in the early 1800s. Construction on the 243-acre tract began in 1998; when complete, 762 single-family homes are planned. More than two miles of lakes and marsh frontage is accessible to the public by way of dedicated common areas and linear parks built around these natural amenities. A walkway meanders through the marsh and provides value to all property owners, not just to those who own frontage property.

View of homes—Houses in a variety of visually-compatible architectural styles have been built close to the street, and the narrow tree-lined streets encourage slower driving speeds as well as give a feeling of enclosure. There is a definite feeling of being in an “outdoor room” here. On-street parking is permitted. A small neighborhood commercial center with restaurants, retail shops and professional offices is part of the development.

View of single home—Homes reflect the architectural style in the South Carolina Lowcountry.

Mailbox station—People get their mail at this central point, an innovative public building and a place to bump into a neighbor.

Alley—Alleys provide access to garages located at the rear of the houses, and are safe enough to be used by children as a place to play.

Conservation area—In the overall design of the development, attention was given to preserving sensitive wetlands and an important five-acre bird rookery; these have been set aside for conservation areas and are maintained by the homeowners’ association.

Huntersville, NC

Several garages lined up, Birkdale—One design feature often found in new construction that strive to be “neighborhoods” instead of “developments” or “subdivisions” are alleys. This provides residents with parking in the rear of their houses...

Picture of houses from the front—...and garages are not seen from the street.

Vermillion alley—Both of these new neighborhoods are in Huntersville NC; here is the alley...

Picture from the front—...and here is the front.

Snout houses lined up—This group of homes is located in another community...

Picture of single house—...but wait--this IS the front of the house! Designer Randall Arendt terms this a “snout house” where the most unattractive feature—the garage—is also the most prominent feature. A person standing in front of this house might wonder where the front door is, and anyone taking a walk would notice the lack of variety in the view.

Mt. Pleasant, SC

Picture of Lowe's—What happens if a big box development were to announce plans to move next to your neighborhood? Can good design make a large shopping center more compatible? This project, called Town Centre, is located in Mount Pleasant, SC and shows it is possible to design these larger developments so they are visually appealing and pedestrian-friendly.

Interior IHOP sign—The entire project is approximately 50 acres in area and has about 500,000 square feet of retail. There are eight entrances to the project; this is one of the interior access roads. You can see that landscaping and sidewalks are important components of the development. Parking is located to the side and rear of this restaurant.

Lowe's view—The Lowe's store, one of the main anchor tenants, has a heavily landscaped parking lot with a wide boulevard in front that's shared comfortably by pedestrians and motorists. The pavement is concrete and asphalt pavement pressed into a brick pattern and painted red, so motorists are aware that they need to drive slowly, watching for pedestrians.

Landscaping—There are parking bays with enough space between the rows of cars to enable landscaping to flourish, and existing vegetation was retained wherever possible.

Trees—Where several mature trees existed, an especially large natural area was left to give them room to grow.

Parking on grass—At the rear of the parking lot, overflow parking on grass is present, and there is a hedge to screen the lot from the access road.

Barnes&Noble—This is one of the major entrances to the project. A huge oak tree is the focal point, and the road was designed to take advantage of its presence. Traffic becomes one-way around the tree island.

Movie theater—There is a multi-plex movie theater at the end of the entrance road...

Roundabout—...with a roundabout in front to handle traffic circulation. This road is constructed of textured pavers so motorists naturally drive more slowly.

Sidewalk—The sidewalk in front of the stores is very wide to make it inviting for pedestrians...

Café—...and there are places to eat and socialize outside. The buildings have lots of windows, making it more pedestrian-friendly.

Palm trees in parking lot—Pedestrians have attractive and clearly-marked places to walk through parking lots...

Crosswalk—...and between different parts of the shopping center.

Camouflaged electrical—Unattractive parts of the building, such as utility boxes, are screened...

Stormwater drainage—...and the stormwater drainage area is not an ugly pond choked with weeds and surrounded by a chain link fence but instead looks like an attractive stream.

Text slide—Good Design Summary

In summary, a well-designed neighborhood creates many places worth “caring about.” This happens because:

- Buildings and spaces respect pedestrian scale.
- Buildings and landscaping create a strong sense of place through establishing enclosure.
- The streetscape is visually appealing sitting, walking, and driving slowly.
- Architectural elements and styles are used to create harmony among different structures.
- Parking lots and garage doors rarely front on the streets.

Begin “Recreating Neighborhoods” Part II—*Housing Choices and Transportation Options*

Begin *Housing Choices*

Text slide, picture of “Housing Choices” in a puzzle piece—Neighborhoods that work well offer a variety of housing types. As our housing needs change over time, this variety provides us the opportunity to remain in the same community. Single-family houses of various sizes as well as garage apartments, duplexes, and multi-family dwellings should be located near each other so younger and older people, singles and families, people with disabilities, those of limited means and the wealthy may find places to live together. It’s also important to make sure these different types fit together by using design principles such as appropriate setbacks, scale, and similar architectural elements so they look like they belong together. Now let’s look at housing choices.

Asheville, NC

Older house in Montford—This house is located in Asheville, NC in the Montford historic district. It’s an example of the Arts and Crafts, or Mission style, an early 20th century movement that emphasized simplicity, good craftsmanship, and good design. Houses built in this style are typically less ornate than late 19th century Victorian homes. There are many examples of this architectural style in the neighborhood. You will notice this particular home has an interesting arrangement of windows on the second floor—a set of larger double windows and three smaller windows on the side.

Montford NHS houses (red and green)—This house and the one next door are also located in this neighborhood; they look like they are both single-family dwellings and fit in with the character of the early 20th century houses around them because of their setbacks, lot size, proportion and architectural details, but were just completed in the year 2000. Notice the windows on the second floor replicate the pattern of windows we saw in the previous slide. It’s also important to note although the building material looks like wood siding, it is actually fiber cement, a modern invention that has a long life, requires little maintenance, and can be painted. Both of these homes are actually three-unit

dwellings...

Close-up of green house—...and three of the six units in both houses were constructed to be handicapped-accessible. They are also meeting a need for affordable housing. The non-profit group Neighborhood Housing Services built the homes as part of a low-income housing tax credit project, so the people living in the apartments must meet income eligibility requirements of 60 percent or less of area median income (adjusted for family size).

Habitat street in Oakley, two houses—The Habitat for Humanity office in Asheville, NC focuses their efforts on building a group of homes at the same time in a subdivision. Their costs are much lower using this method so they can build many more houses. However, they make sure the houses are not “cookie cutter” copies of one another, and fit in with homes in the area. Local architects design all of Habitat’s houses. Here is an example of two houses on the street...

House with arched porch—...and here is another house, and all three look different from one another. The local Habitat director states that all the homes have large front porches to encourage families to visit with each other and develop a sense of community.

Huntersville, NC

Habitat houses—The developers of Vermillion, the new neighborhood we looked at in the design section, chose another way to include affordable housing in their project. Their stated goal is to be a community for people from all walks of life. They built the road, provided the water and sewer lines, and planted the street trees for these Habitat for Humanity homes, which are around the corner...

Other street—...from these houses in Vermillion.

Davidson, NC

Picture of “Bungalow” project—This home is in Davidson, NC, and from all evidence appears to be a single-family dwelling.

Sign—It’s actually a tri-plex built by the Davidson Housing Coalition, a non-profit agency established in 1996 to meet the need for more affordable housing in the community.

Picture down the street—This 32 unit development built on 2.5 acres in the year 2000 received funding from the federal low-income housing tax credit program and a variety of public and private sources, including funds raised from private individuals and groups in the town. The Town of Davidson donated the land and installed the sidewalks. One of the units in the tri-plex is accessed from this street front ...

Picture from the back—...while access to the other two units is from the back, where parking for all units is located. Notice that the “back” looks as appealing as the “front” which we saw in the previous slide. During the planning stages, the local architect responsible for the design sought comments from neighborhood residents so the units would blend in. The development was one of only six from across the country to receive

an award from Fannie Mae, the federal government's housing program, as well as an award from the NC Housing Finance Agency in 2001 for the best affordable rental development in a small city.

Raleigh, NC

Beige duplex—Here are some examples of the variety of dwellings found in one neighborhood in Raleigh NC. This duplex was built in the early 20th century...

Close-up shot of duplex—...and is very cozy. Just a couple of blocks away...

Peach duplex—...is this larger duplex. It too was built in the early 20th century and fits in with the neighborhood because of the scale, setbacks, and architectural elements including the porch and roof.

White tri-plex—Here is a home in the same neighborhood that has been retro-fitted to become a three-unit dwelling. It fits in because the only change in the outside appearance was to add mailboxes and change windows to doors.

Yellow tri-plex—A few blocks away in Raleigh is this new tri-plex, which has several of the design elements of houses in the surrounding blocks and so blends in with its neighbors.

Hendersonville, NC

Picture of Hendersonville—It's important to remember that "downtown" has the potential to be a neighborhood, and in the last few years more people have been drawn to the convenience of living close to where they work, shop, worship, and have fun. In the City of Hendersonville, NC there are approximately 15 apartments located on second stories of downtown buildings, and more are planned. Several buildings have been renovated to refurbish the second story for living units.

Morganton, NC

Downtown exterior shot—Morganton, NC has also experienced an interest in converting the upper floors of buildings downtown into living quarters. Three buildings have been renovated for upstairs apartments in the last three years and two more are planned. In addition, 12 new townhomes and 23 units in a retirement center have been built right downtown, plus more than 70 condominiums are planned in the renovated Morganton Trading Mill project.

Asheville, NC

Castanea Building old picture—Asheville, NC has experienced a surge of interest in downtown living in the past decade. Several buildings have been or are in the process of being re-converted into condominiums and apartments. This building, known as the Castanea, was built in 1921...

Castanea today—...and originally had offices above the ground floor retail stores. Some of the offices were turned into rooms for boarders and then later the upper floors were left vacant and deteriorating for 50 years; holes developed in the roof. The stores on the street level ground floor continued to function however.

Inside view—In the late 1990s a group of five women purchased the building and, using historic preservation tax credits, renovated it, keeping many of the original features such as the red gum wood paneled doors, tile floor in the hallways, and transoms with frosted glass with original lettering on the windows. A total of six condominium units on the upper two floors were created ranging in size from 1100 to 1300 square feet; some units have balconies and others have private roof terraces.

Kress Building before—The Kress building, also in downtown Asheville, was built in 1928... (Photo credit: Ewart M. Ball Photographic Collection, ball n 1460, D.H. Ramsey Library Special Collections, UNC Asheville, 28804)

Kress today outside—...and features detailed polychrome terra cotta tile in neo-classical motifs.

Inside view—By the 1970s the upper floors were empty and deteriorating. The building was purchased in the mid-1990s and the new owner used historic preservation tax credits plus financing by a local bank to completely renovate it inside and out. There are now a total of 21 condominium units on the upper three floors ranging in size from 550 square-foot studio units to 1500 square-foot two bedroom two bath units; the first floor and at-grade street level on the back of the building are being used for retail.

Smith-Carrier black and white exterior—The seven story Smith-Carrier building constructed in 1926 that used to be the location for JC Penney in downtown Asheville...

Smith-Carrier outside new picture—...became the home of another department store when Penney's moved in the 1950s. It was left vacant for a number of years when the hub of retail activity shifted out of downtown to the mall in the 1970s.

S-C interior—In the 1990s the local firm of Public Interest Projects purchased the building. Their mission is to make urban areas more livable, and one of their primary aims is to provide affordable downtown housing by renovating and re-using existing buildings. Using historic preservation tax credits, the building was renovated and the top four stories have been converted into 18 condominium units.

S-C outside Walnut view—The bottom three floors are available for retail space and live/work units.

S-C interior on balcony—Balconies were added for many units, which offer a lovely view of downtown and the mountains.

Weinhaus before photo—Patton Avenue in downtown Asheville is one of the city's main streets. This is what it looked like several decades ago. Notice the building on the left with the four small decorative stone urns on top, and the building next to it further down the street. The building with the urns was built in 1924 by the Piedmont Electric Company as their office. In its later years the upper floors were used as studio space for several artists.

Weinhaus building—This is the same view today; you will notice that the building with the urns is still standing, and the neighboring building as well. These two buildings recently had their two upper floors converted into apartments and condominiums.

Close-up of two buildings—This is another view of the two buildings.

View from the back—This is the view of both buildings from the back. In the late 1990s the owner decided to undertake an extensive renovation that involved constructing an elevator to serve both buildings and essentially joining the buildings on the second and third floors.

Old view from the back—You can see that the rear looks much the same as when it was constructed.

Interior view with glass block—An air shaft originally used for a ventilation system was converted into a skylight with glass block so all units have access to natural light. Renovation took two years and made use of both state and federal historic preservation tax credits; the project was completed in 2001.

Text slide—Housing Choices Summary

- A broad range of housing types and price levels is available to choose from.
- The different housing types blend well together visually through appropriate scale, siting, and use of common architectural elements. Renovations of older buildings preserve the original architectural character.

Begin Transportation Options

Text slide, Picture of puzzle piece with Transportation Options—When there are transportation options in a neighborhood, it's possible to walk and ride a bicycle safely, driving is pleasant, and public transit could be feasible some day if it's not available now. Sidewalks, crosswalks, and greenways connect uses, buildings, and places together to accommodate a safer pedestrian circulation network; they also provide close-to-home opportunities for exercise, and enhance ways to get to know neighbors.

Shelby, NC

Picture of tree-shaded street—Dan Burden, noted pedestrian expert, has said that when walking works in a community, everything works. It's easy to imagine wanting to take a walk down this street.

Asheville, NC

Busy road with no sidewalk—In the past 50 years it seems we have neglected the needs and interests of pedestrians when we have built roads. No one would choose to take a walk here.

Mountain View, CA

Picture of newer street with trees, sidewalk—To make walking safe, pleasant, and convenient sidewalks should be five or more feet wide, and pedestrians need to be

buffered from passing traffic when roads have lots of cars speeding by. Both tree lawns and on-street parking provide a buffer. Crosswalks are also important.

Asheville, NC

Picture of Merritt Park—Merritt Park, shown on the left, is a mixed-use, mixed-income development adjacent to downtown Asheville NC. The building has 16 condominium units and one office. Nine of the 16 residential units are subsidized to provide housing for families making less than 80 percent of the area median income, increasing affordable housing options in downtown Asheville. Because of the building’s location close to downtown, it would be possible for a family living here to have only one car, freeing up more of the household’s income for making the mortgage payment.

Other view—Wide sidewalks have been installed to connect this building to the pedestrian network in the neighborhood. Due to its close proximity to downtown, developers of Merritt Park chose to limit the number of parking spaces to one per unit and include a covered bus shelter in the project design, promoting alternative modes of transportation including walking, bicycling and public transportation.

Huntersville, NC

Birkdale V picture of sidewalk with trees—It’s possible to have a pleasant walk along a very busy road. This sidewalk with trees on each side was constructed along one of the main roads in Huntersville, NC as part of the Birkdale Village development; we will be looking at more pictures from this project in the next section. As the trees mature, this will be a lovely shaded pedestrian walk.

Mountain View, CA

The Crossings TOD; people walking—The City of Mountain View, CA received the 2001 “Outstanding Planning Award for Implementation” from the American Planning Association for two projects. In early 2000, The Crossings, a Transit-Oriented Development (TOD) was completed that transformed an 18-acre former shopping mall site into a high-quality residential community.

Picture of train at station—The pedestrian-oriented neighborhood combines housing and transit in close proximity to offices and shopping areas. Designed by Peter Calthorpe, the site incorporates a mix of 360 housing units by the San Antonio Caltrain rail station. The mix includes small-lot single-family homes, townhomes, and condominiums.

Picture of people outside café with train—The overall density is 21 units per acre; all buildings are oriented to the street...

Picture of café—...and compact townhouses and neighborhood stores face the station. The design encourages interaction among residents through the placement of sidewalks, pedestrian paths, common open spaces, and front porches.

Picture of woman with child—Over the last five years, Mountain View has pioneered the use of urban planning tools such as “precise plans”—that allow the city to make zoning more specialized for specific areas in the city—and transit overlay zones, which require developers to adhere to strict pedestrian-friendly design guidelines. Precise plans replace

traditional zoning with customized standards for a designated area. The plans establish broad goals and objectives with detailed development standards. Through flexible design approaches, such plans can encourage a variety of housing types, higher densities, narrow streets, public open space, reduced setbacks, and compatibility with the surrounding area.

Whisman Station, View of park—The second project in Mountain View that received an award is called Whisman Station. Its precise plan initiated the redevelopment process for a 500-unit residential community on a 40-acre industrial site formerly operated by GTE. Extension of the light rail line through the property gave the city an opportunity to create a mixed-use neighborhood in an office and light industrial area with links to transit.

Fountain—City planners worked closely with the developers to ensure the goals of the plan were met in a consistent manner.

Houses—The result is a walkable and diverse community of small-lot single-family and row houses integrated with public parks and the light rail station.

Train—The highest density housing was required to be in close proximity to the transit station.

Sign—Here is the sign for park and ride lot...

Parking lot—... and here is the parking lot.

Man walking—With an average density requirement of 12 to 14.5 units per acre, but no minimum or maximum, flexibility is built into the plan...

Houses—...allowing for a mix of housing types.

Courtyard—In addition to making both developments dense and pedestrian friendly, the city also took steps to make sure they were well-designed; the city rejected proposals until it found the best ones.

Text slide—Transportation Options Summary:

- The streets within the neighborhood form a connected network of blocks.
- The streets are relatively narrow and shaded by rows of trees.
- Sidewalks five feet or more wide are provided along both sides of most arterial, collector and neighborhood streets and are buffered from passing traffic by planting strips and on-street parking.
- Frequent, well-designed crosswalks make street crossings convenient and safe.
- Marked bike lanes are provided on higher-speed roads.
- To make public transit feasible, cluster the highest density of housing around the neighborhood center and at stops along likely routes.

Begin “Recreating Neighborhoods Part III—*Integrating Uses and Public Buildings and Spaces*”

Begin *Integrating Uses*

Text slide, picture of “Integrating Uses” in a puzzle piece—The communities of 100 years ago were laid out so people could walk from where they lived to where they shopped, worked, and worshiped in the same compact neighborhood. The development pattern that became popular after World War II separated all these activities so commercial development became unconnected and uncoordinated along thoroughfares, and subdivisions are isolated from places to work and shop. In other words, everything is a drive away. Integrating uses allows people once again to live within walking distance of many activities of daily living and gives independence to those who do not drive. This allows small-scale commercial and residential activities to co-exist, either in the same building or adjacent buildings.

Asheville, NC

Head of Montford—It’s possible to integrate uses on a small scale in an individual building. This is a new building in Asheville, built by Neighborhood Housing Services. It is a mixed-use project, with the first floor being developed as market-rate retail and office space; five apartments are on the second floor. Because funding was received through low-income housing tax credits, the apartments are restricted to people meeting the income eligibility requirements of 60 percent and below of area median income.

Huntersville, NC

Harris Teeter—Here are some examples where uses are integrated on a larger scale. The Rosedale-Market Square center in Huntersville is two side-by-side commercial developments located on Sam Furr Road, Huntersville’s new exit off I-77. Under the old zoning code they would have been standard strip centers. Under the new code they consist of several rectangles of low brick buildings with public streets and on-street parking. More parking is located in the interior, ...

Courtyard—... in what feels like a courtyard. This gives a feeling of enclosure in the “outdoor room.”

Street intersection—Behind the shopping area is a residential neighborhood, connected by a sidewalk lined with trees. There is a childcare area that is part of the neighborhood, as well as...

Alta sign—...apartments and single-family townhomes. Again, instead of buildings scattered in a haphazard fashion linked only by parking lots...

Street scene—...the streets are public with on-street parking, and there are sidewalks lined with trees. Additional parking and garages are located behind the buildings. There are approximately 325 apartments and 150 townhomes, including several live-work units. It would be possible for a family to live in the neighborhood and walk to shopping or to work.

Birkdale Village sign—Just down the road, also in Huntersville, is the innovative Birkdale Village complex, built to take advantage of the town’s new code. In an article in the February 2002 issue of Planning magazine, the developer of the project states the project has been so successful the “Main Street” area had to be expanded to accommodate more retailer demand.

Picture of street with construction—The project is 52 acres in area, with 325,000 square feet of retail, restaurant and entertainment uses, 75,000 square feet of office space, and 300 rental units. The retail area is still under construction...

Movie theater—...but every effort was made to welcome both pedestrians and motorists. The terminus of the major entrance road is a multi-plex movie theater...

Close-up of theater—...and there is a central landscaped area with angled parking. It’s possible to “park once” and make trips to several stores without driving to get there.

Fountain—There’s a fountain directly across from the theater...

Retail building—...and stores and offices on either side. The buildings are three and four stories high...

Building with benches—...with apartments on the upper floors.

Central landscaped area—Further down from the movie theater is another fountain...

Sign—...that functions as an outdoor gathering place, with entertainment on weekends.

Mom with stroller—The feeling is one of “Let’s park the car now so we can walk around” as opposed to “Get a parking space as close to the building as possible so we don’t have far to walk.”

Building with bench—Everywhere you look is something attractive to look at, and the space is inviting and comfortable. Parking does not dominate the landscape.

Garage—Behind the buildings is more parking in two-level decks. The bottom level is for people shopping...

Upper level—...and the upper level is for people living above the stores. This arrangement is convenient for the residents, since they don’t have to climb the stairs to reach their apartments.

House—Adjacent to the shopping area is a residential neighborhood. The houses are built close to the street with porches, the garages are to the rear or accessed from alleys...

Several houses together—...and the sidewalks are lined with trees. There are several styles so the homes are not identical.

Text slide—Integrating Uses Summary

- Most residences need to be located within walking distance of shopping, work opportunities, and public buildings and spaces.
- Encourage new buildings to be mixed use, such as residential above commercial, especially at the neighborhood center.
- Apply good design principles so different uses fit together.
- Parking lots do not dominate the landscape; they are subordinate, placed to the rear of buildings, and are well landscaped.

Begin Public Buildings and Spaces

Text slide, picture of puzzle piece with “Public Buildings and Spaces” in it—Public buildings and spaces includes all those environments where citizens are invited to travel, congregate and conduct public business such as streets, sidewalks, parking lots, parks, civic buildings and cultural facilities. These buildings and public gathering places require attention and consideration to reinforce community identity. The buildings should instill and evoke feelings of civic pride in residents and visitors. A successful neighborhood should provide ample public places that are attractive and conducive to personal interaction.

Hendersonville, NC

City Hall—People in Western North Carolina are fortunate to have a legacy of imposing and attractive civic buildings around the region, including City Hall in Hendersonville...

Rutherfordton, NC

Rutherford County Courthouse—...and the county courthouse in Rutherfordton that were built in the early 20th century. Some of the elements that make them “feel” stately are the columns, use of stone and other materials that will stand the test of time, and overall formal style; this is the classical revival design based on Greek and Roman architecture. There is no parking in the front lawn, which has been left as a public gathering space and a place for memorials; this emphasizes its importance in community life. You don’t need a sign to know that this is a significant civic building.

Hendersonville, NC

County Courthouse—The new county courthouse in Hendersonville continues this tradition of classic civic architecture...

Huntersville, NC

City hall—...as does the new city hall in Huntersville. It’s easy to imagine all of these civic structures being on postcards as important local landmarks.

Rural Retreat, VA

Town Hall—In contrast, this new town hall in Virginia with its cookie-cutter architectural style could be anything—no wonder it needs a sign. Otherwise you could go right by it and think it was a bank, real estate office, or maybe a furniture store. Definitely not postcard material!

Hendersonville, NC

Fire station—Here is the new fire station in Hendersonville; it states clearly that this is an important building in the community...

Other view—... and was built to last for several generations.

Etowah, NC

Fire station, old section—A few miles west of Hendersonville are the communities of Etowah and Horse Shoe. The volunteer fire department station that was built in the 1960s was made of brick...

Other view of old section—...but was not interesting to look at.

Overall new view—When the department decided to expand their building, the architect designed an innovative building around and over the existing structure so parts of the original structure are still visible. The new section incorporates traditional elements of arched windows that evoke memories of fire stations from 100 years ago, as well as interesting patterns in the brickwork so the building invites appreciation and exhibits the pride of a community in this important landmark.

Davidson, NC

Church—This church, on land that is part of A New Neighborhood in Old Davidson, the neighborhood that we saw at the beginning of this presentation, has been built as the focal point for the main entrance.

Saluda, NC

Library outside—The small town of Saluda, NC (population 575) is rightfully proud of their new library on Main Street that opened in December of 2000. The town didn't have a library and residents had to drive half an hour to get to one in neighboring communities. A previous mayor in the mid-1990s donated the building, originally used as a retail store, to the town; the renovation took 18 months. The entire community came together to raise funds from public and private sources both locally and out-of-state. The Bill and Melinda Gates Foundation donated a total of 16 computers for a computer lab and general patron use.

Library inside—The back portion of the upper floor is used by the library and the town government now has their meetings in the front room. It's a lovely space.

Wytheville, VA

Old post office—One look at this building and it's obvious that it used to serve an important civic purpose. It's the former post office in Wytheville, Virginia and one of several standard building designs the postal service used during the early 20th century.

Waynesville, NC

Waynesville town hall—Another standard post office design is this one in Waynesville, NC which was converted into their town hall in the 1970s. It too has an "official building" presence.

Rural Retreat, VA

Close-up of post office—In recent years the postal service has opted to economize by locating branches in storefronts.

Overall view—The result can be a sad-looking existence in old strip shopping centers, and the loss of its function as a place of civic pride. It might be a postcard of what not to do.

Huntersville, NC

Post office—In contrast, here is the new post office in Huntersville NC. Even though parking is located in front, the building itself has varied materials, windows that promote interaction between people inside and outside the building, and landscaping. This new building is a place to be proud of.

Marion, NC

View of front of courthouse—This courthouse is an imposing building with a large lawn in front suitable for memorials and public gatherings.

Side view—When the building needed to be expanded for more office space, the decision to use completely different materials and style leads to a building that has a split personality, so the interest and character inherent in the original is not present ...

Further back view—...in the new section.

Back view where nothing remains of the original building—From this view, the building looks forbidding rather than welcoming—not the impression you want to give to people coming to their local government offices on business.

Salisbury, NC

Courthouse—In Salisbury, NC the Rowan County Courthouse has an imposing presence with its classical revival architectural elements. When the building was expanded...

Old and new sections—...it was done in such a way that the original and new sections blend together. The window treatment in both buildings is similar, the scale and setbacks are compatible, ...

New section—...and the overall feeling is one of an imposing, not forbidding, building.

Text slide—Public Buildings and Spaces Summary

- Site civic buildings so they are integral to the fabric of the community and accessible to everyone.
- Use building materials and architectural elements that will last for the generations and evoke civic pride.
- Develop streetscape guidelines that address the street, sidewalks, building setbacks, façades, and signs.

Text slide—continue summary

- Provide convenient public spaces of varying sizes and purpose
- Ensure that new and redeveloped public and private buildings provide plazas, courtyards and lawns of appropriate scale
- Improve existing public and private parking lots with landscaping and marked pedestrian ways.

Recreating Neighborhoods Part IV—*Infill Development*

Text slide, picture of “Infill Development” in a puzzle piece—Our last section deals with infill development. Infill is a loosely defined term that refers to development projects on vacant urban land or the redevelopment of a blighted building or neighborhood. Another way to look at this is how the neighborhood evolves over time. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. It is crucial for new buildings to fit in with existing structures; this can be done successfully using the design principles discussed in earlier sections.

Salisbury, NC

Historic house—This house in Salisbury, NC is located in one of the city’s 10 national register historic districts. It’s a bungalow, and some of the distinguishing architectural features include having one-and one-half stories, a steeply pitched roof with gables on the sides, central dormer, brick piers with columns above, and a front porch that extends all the way across the front.

Other house—Here is a house just down the street. Notice that this house and the one in the previous picture have many design features in common: it’s also a bungalow and has one- and one-half stories, a similar roof, central dormer, brick pillars with columns, and the front porch across the front. They look like they were built around the same time, in the early 20th century. They’re so similar that this house was listed as a “contributing structure” when the research was being done to add this neighborhood as an historic district—meaning that the preservationist thought it was the same age as the house we saw previously—even though it was just one year old at the time. This is a great example of infill construction that blends in with the neighborhood.

Greensboro, NC

Picture of reddish house—In Greensboro, the Fisher Park historic district has many lovely older homes including this one, built in the Arts and Crafts style in the early 20th century.

Blue/gray house—This Fisher Park home, which incorporates many of the neighborhood’s architectural elements including setback, roof pitch, materials, and proportions of neighboring homes, was constructed in the late 1990s on the site of a house that had burned.

Southport, NC

White single-family—This inviting single-family home is located in Southport, NC. With porches on both the first and second floor, it provides many opportunities to enjoy the weather outside.

White four plex—This house is just around the corner and shares many of the same design elements—but it is a four-unit dwelling. Careful attention to detail enables it to fit in with its neighbors.

Davidson, NC

White one story house—This modest home is located just a few blocks away from downtown Davidson, NC.

Row of houses—The demand for in-town housing led to the construction of these homes across the street. They are built close to the street and have porches, which creates an opportunity for more interactions with neighbors.

View of alley—Parking for these houses is provided at the back, off an alley.

Asheville, NC

Beige ranch house—In Asheville NC, this newer home sits on a lot in an neighborhood with a variety of houses...

Neighboring house—...but you can see that it does not blend with the style of other homes nearby and is not a “seamless fit.”

Short Street old gray house with porch—In another neighborhood in Asheville, there is a great example of careful attention to detail making infill work well. This house, built at the turn of the 20th century, is directly across the street from...

Short Street NHS green house—...this house and two others that have been built by Neighborhood Housing Services. They are modular homes, which means they arrived in sections transported by trucks and were lifted by crane onto the foundation; the second story interior was added as a separate stick-built section on site. The organization’s primary focus is on home ownership through single-family home construction and a loan program to assist with down payments and closing costs.

View of two houses—Funding was provided through the HUD Home project, administered through the City of Asheville; the City’s housing trust fund that is raised by tax revenues; and commercial bank loans. The houses are available for purchase for people meeting the income eligibility requirements of 80 percent or less of area median income; for a family of three, this comes to \$33,700.

Red house on Furman Avenue with white porch—This house, built in the Arts and Crafts style in the early 20th century, is in an older neighborhood close to downtown Asheville.

Furman Avenue apartments—Unfortunately, not all multi-family projects have tried to fit in to the surrounding neighborhood, where right across the street is this apartment complex, built on the site of several homes that were torn down to make room for this project.

View of parking lot—Not only is the architectural style completely unlike all the homes and apartments around it, the view of the parking lot is also unappealing. A “seamless fit” with the neighborhood it is not.

Raleigh, NC

Blue house—This turn of the 20th century home in Raleigh is in a neighborhood that experienced a decline...

Picture of boarded up house—...but is in the process of revitalization. Known as Edenton Place, a number of houses have recently been constructed...

Picture of beige two story—...that respect the character of existing homes...

Picture of several homes in a row—...and create a new neighborhood...

Picture of single house with wrap-around porch—...that is comfortable and inviting.

Picture of brick townhomes—In another Raleigh neighborhood, the architects of this seven-unit townhome development made an effort to blend with the diverse architectural styles of the neighborhood. There are three attached condominium units that face the street...

Close-up of front door—... with a brick and iron fence that creates welcoming yet still private space from the street ...

View of back—...and four units in the back. Parking is located in the shared space between the front and back units.

Charlotte, NC

Picture of Cedars Mill Townhomes—In Charlotte NC, these townhomes known as Cedars Mill are attractive both from the street...

Picture of courtyard—...and the courtyard, where private shared space has been established.

Picture of parking—Parking is in the back, underneath the units.

Dilworth Crescent—Dilworth Crescent is an urban infill project located in one of Charlotte's oldest in-town neighborhoods, Dilworth. Careful design, landscaping, and recessed garages helps create a spacious feeling to the street...

Close-up picture of house—...even though the houses are attached. The project is 3.62 acres in area with 39 attached homes, or a density of 10.8 units per acre.

HOPE VI beige with white porches—Infill development can involve the redevelopment of land already built upon. In Charlotte's First Ward, a 36-acre deteriorating public housing complex has been recently redeveloped into a model mixed income neighborhood. The Housing and Urban Development (HUD) department has called this program "HOPE VI". It replaces traditional public housing barracks-style complexes with mixed-income communities. Pictured here are existing units that were re-designed to add porches.

Before picture, boarded up house—This is what the area looked like before redevelopment.

Before, road—Here is another view of the area before redevelopment.

Before, aerial—The barracks-style configuration is apparent from this “before” aerial view.

Streetscape with trees—It’s hard to believe we’re in the same place. The Charlotte Housing Authority partnered with several public and private entities to devise a master redevelopment plan for the area in 1997. It is geared towards creating a socially and economically viable neighborhood that is integrated into the surrounding community.

Woman with dog—Three hundred eighty-six units of public housing were demolished and replaced with a variety of rental and resident-owned homes and apartments as well as public housing. Streets were re-designed to add marked pedestrian crosswalks and a roundabout was added to slow down traffic. Many street trees have been planted.

Streetscape showing on-street parking—One notable feature is that while some of the units are market rate and others are subsidized, the units are indistinguishable from the outside. In other words, no one is stigmatized as being “low income” because not everyone who lives there is low income...

Other view with parking in the rear—...and the location is so close to downtown that it is a highly desirable place to live. Now that the public investment has been made, the private development market is getting involved and additional market-rate housing is being built in the First Ward area.

Text slide—Infill Development Summary

- Encourage the preservation of historic buildings, and provide incentives so the buildings’ character is retained if their original use changes.
- When new buildings are built, use good design principles including scale, appropriate building materials, ornamentation, architectural style and landscaping so they blend seamlessly into the neighborhood.

Conclusion, Raleigh TND street scene—What makes a good neighborhood? In this presentation we have examined the part of the answer that involves the physical elements we can see. This means the neighborhood is well-designed, people from all walks of life are able to find a place to live, and it’s safe and pleasant to walk or ride a bike as well as drive. In addition, it’s possible to shop for our essentials of daily life, there are green spaces to enjoy, jobs are nearby, and new development fits in with what’s there already. When these pieces are present then a neighborhood is a living place, a place we want to be. It’s worth the effort to do it right.