



JHP



mcmillan | pazdan | smith
architecture

NORTHSIDE CHARRETTE AND
DESIGN MANUAL
NEIGHBORHOOD
DESIGN TEAM #1

NORTHSIDE NEIGHBORHOOD REDEVELOPMENT
SPARTANBURG, SC

Charrette / Public Workshop

2013064.00

Wednesday January 8th, 2014 - Saturday January 11th, 2014



TEAM



Ray Kuniansky
Columbia Residential
 Atlanta, GA
 Tel: 404-874-0379
 www.columbiares.com
 rkuniansky@columbiares.com



Architecture/Urban Design

W. Brian Keith AIA/AICP/LEED AP
JHP Architecture/Urban Design
 Dallas, TX
 Tel: 214-363-5687
 www.jhparch.com
 bkeith@jhparch.com



Ron Smith AIA
Mcmillan | Pazdan | Smith Architecture
 Spartanburg, SC
 Tel: 864-585-5678
 www.mcmillanpazdansmith.com
 rsmith@mcmillanpazdansmith.com



Chris Story
City of Spartanburg, SC
 Spartanburg, SC
 Tel: 864-596-2712
 www.cityofspartanburg.org
 cstory@cityofspartanburg.org



Curt McPhail
Greenlab Strategies LLC.
Tammie Hoy
Together consulting
 Spartanburg, SC
 Tel: 846-598-0097
 curt@greenlabllc.com
 tammie@together-consulting.com



Carol R. Naughton
Purpose Built Communities
 Atlanta, GA
 Tel: 404-591-1400
 www.purposebuiltcommunities.org
 cnaughton@purposebuiltcommunities.org



Harry Byrd, Jr.
Spartanburg Housing Authority
 Spartanburg, SC
 Tel: 864-598-6000
 www.shasc.org
 hbyrd@shasc.org

CONTENT

| | |
|---|--------------|
| Project Description | 3 |
| Charrette Schedule | 4-5 |
| Urban Analysis | |
| Aerials | 6-11 |
| Sustainable Approach | 12 |
| Guidelines to form cohesive neighborhoods | 13 |
| Parcel Ownership | 14 |
| Urban Analysis Diagram | 15 |
| Street View | 16 |
| Walking distance | 17 |
| Framework of Street | 18 |
| Water System | 19 |
| Bus/Hike/Bike Plan | 20 |
| Topography Map | 21 |
| Existing Land use | 22 |
| Figure Ground street network | 23 |
| Housing Typologies | 24-29 |
| Residential Infill Strategies | 28 |
| Commercial/Mixed-use Infill Strategies | 29 |
| Design and Planning Guidelines | 30-34 |
| Case Studies | |
| Baker III Cottages Village | 35 |
| Columbia Parc at the Bayou District | 36-39 |
| Austin Ranch IV & V | 40-43 |
| Legacy IV & V | 44-47 |
| Columbia West highlands | 48-51 |
| | 52-55 |
| Paper Dolls | 56-57 |



Northside Redevelopment Plan
 Spartanburg, SC



| | | |
|--|------------|----|
| 01.08.2014 | 2013064.00 | vt |
| <small>Copyright © JHP 2013 Not for Regulatory Approval, Permit or Construction: Ronald E. Harwick Registered Architect of State of SC, Registration No. 05084</small> | | |

Charrette/Planning Team Notes:

Thanks so much for agreeing to lead a topic discussion for our Northside Planning Workshop. This is an important time for our effort and we are so fortunate to have such broad and talented support. We wanted to provide you with some points about the workshop and Charrette/Workshop Effort

About the Charrette/Workshop:

- **Your Role/ Goal as a Design/Planning Facilitator of the Charrette/Workshop is to help Sketch/Draw/Present a Vision of What the Northside Neighborhood can become but remain rooted in reality - what's possible/practical/economical**
 - **Please look to facilitate and guide the discussions and design efforts - this is about developing a Community Vision and Consensus for the Northside Neighborhood**
 - **Steps for Planning and Design in the Charrette**
 - o Analyze the project - discuss and formulate tasks/goals at hand - quickly (two days will go by very quickly)
 - o START working (and drawing) Right Away! To keep the energy level up and because time is precious
 - o ENCOURAGE and MOTIVATE the team and members at all time - look for responsibilities - all tasks and details are important
 - o THINK about the BIG PICTURE - need to keep the idea of how the Northside Neighborhood will transform as your Vision
 - o CONTRIBUTE as a TEAM but look towards your team leaders for decisions
 - o FAST DECISION MAKING - we're not creating a "final" plan quick first gut-thoughts and directions is ok. Charrettes are short and fast decision making is crucial.
 - o The Charrette should a process that both allows for spontaneity, improvisation, and creativity but also deliberate design/planning thinking
 - **Please bear-in-mind/focus-on the parcels/properties controlled by the NDC, SHA and the city - these are what will be the Catalyst sites for the Transformation and Redevelopment.**
 - HAVE FUN. Keep a sense of humor at all times. Good Spirits produce good designs/plans.
 - Remember our efforts are for the betterment of the Northside Neighborhoods - the residents, the City of Spartanburg - all of us. This is an uplifting and positive effort/experience.
-
- The sessions will start with a site visit/neighborhood tour on Wednesday January 8 and continue all-day (and into the night) on Thursday Jan. 9th /Friday January 10th and conclude on Saturday morning - January 11th.
 - All sessions will be in the Fellowship Hall (rear of the building) Green Street Baptist Church located at the intersection of Green Street and N. Forest St.
 - The schedule is attached and you can see that often there will be multiple sessions running at the same time - this is by design. The goal is to get as much done in a compact amount of time. **(NOTE: the Healthcare session will run from 9-10:30am not till noon!)**
 - Everyone is encouraged to come by at any time during the day - **participate, watch, learn and make comments** - the workshop is structured to be free flowing and open at all times.
 - On Saturday morning January 11th we will have the final presentation - this will be the culmination of all the sessions - this will be something you will not want to miss.

3-Day Master Planning Public Workshop Schedule

(Light refreshments/snacks will be available each day.)

| Thursday, January 9, 2014 | |
|---------------------------|--|
| 9:00 am – 12:30 pm: | Interview Students – Master planners will be at Cleveland Academy talking to the students. |
| 9:00 am – 12:30 pm: | Housing – Representatives from NDC, the City and Spartanburg Housing Authority will lead four discussions regarding the Existing Conditions, Public Housing, New Northside Housing Opportunities and Existing Residents |
| 9:00 am – 10:30 am: | Bike/Pedestrian - Partners for Active living will lead a discussion about biking and walking in Northside. |
| 10:00 am – 11:00 am: | Urban Farming - Come join Hub City Farmers Market in an open discussion about the Urban Farm at the Food Hub and plans for raised bed gardens in the Northside. |
| 11:00 am – 12:30 pm: | Transportation – Join the conversation regarding streets and public transportation as it pertains to the focus area. |
| 11:00 am – 12:30 pm: | Green Building, Infrastructure and the Northside Creek Project – Experts will lead a discussion on green infrastructure and provide a report on the local creek project. |
| 12:30 pm – 1:30 pm: | Break |
| 1:30 pm – 3:00 pm: | Public Safety - The public safety officials will lead a conversation on safety in the Northside. |
| 1:30 pm – 2:30 pm: | City Parks - This will be a discussion about current city parks and future needs. |
| 3:30 pm – 5:00 pm: | Early Childhood Development - Molly Talbot-Metz from the Mary Black Foundation will lead a conversation regarding Early Education in the Northside. |
| 3:30 pm – 5:00 pm: | Middle and High School – This discussion will include two critical pieces of the education pipeline. |
| 3:00 pm – 4:00 pm: | New Community Center - This discussion will be about planning for the new TK Gregg Center. |
| 4:00 pm – 5:00 pm: | Cleveland Park - The County Parks Department will share plans and ideas for the Cleveland Park renovation. |
| 5:00 pm – 6:00 pm: | Education Summary – Come see what the discussions around education produced. |
| 6:00 pm – 6:30 pm: | Community Meeting Review – Come look at the days notes from all the conversations. |
| 6:30 pm – 7:30 pm: | Community Assets/Challenges - The Northside Voyagers will lead a discussion on neighborhood assets & challenges. |

Community Meeting ONLY:
Child care and pizza will be provided from 6pm - 7:30pm

| Friday, January 10, 2014 | |
|----------------------------|---|
| 9:00 am – 12:30 pm: | Arts Conversation – This conversation will be about community place making and will be led by a national expert with help from Arts Partnership and Hub Bub. |
| 9:00 am – 12:30 pm: | Healthcare /Needs and Access - This session will be facilitated by Spartanburg Regional and will look at both health data for Northside and access to healthcare in the Northside. |
| 9:00 am – 10:30 am: | College Discussion - Northside is home to two colleges - this will be a discussion led by college students about their ideas for Northside. |
| 11:00 am – 12:30 am: | Career Development - A discussion led by higher education, job readiness/training professionals and employment specialists on adult education and career development challenges and opportunities. |
| 12:30 pm – 1:30 pm: | Break |
| 1:30 pm – 3:00 pm: | Economic Development - Learn about Economic Development opportunities in the Northside and provide your thoughts on the discussion. |
| 3:30 pm - 4:30 pm: | Information Review – Come get a glimpse of the information captured throughout the day. |
| 4:30 pm – 5:30 pm: | Community Meeting/Review - Come look at the days notes from all the conversations. |
| Saturday, January 11, 2014 | |
| 9:00 am – 10:00 am: | Coffee and Donuts |
| 10:00 am – 12:30 pm: | Final Presentation – This is the culmination of the planning event. |

CHECK THE FOLLOWING WEBSITE FOR ALL MEETING/SCHEDULING UPDATES: <http://www.cityofspartanburg.org/northside-initiative>

| Northside Spartanburg Charrette | Tuesday, January 7 | Wednesday, January 8 | Thursday, January 9 | Friday, January 10 | Saturday, January 11 | | | | |
|---------------------------------|---|--------------------------------------|---|---------------------------|--|---|-------------------------------|-------------------------------|----------|
| 8:00 AM | Breakfast | Prep/ Final Set Up | SET UP | | | Coffee and Donuts | | | |
| 8:30 AM | | | | | | | | | |
| 9:00 AM | Set - Up | NDC Planning team meeting and Review | Interview Students at Cleveland Academy | Bike - Pedestrian | Current Housing | Cultural Planning and Discussion of Art and the Northside | College Discussion | Healthcare - Needs and Access | FINDINGS |
| 9:30 AM | | | | | | | | | |
| 10:00 AM | | | BREAK | BREAK | Public Housing | BREAK | Healthcare - Needs and Access | | |
| 10:30 AM | | | Creek/ Green Infrastructure | Transportation | New and Existing Housing Opportunities | Career Development | Healthcare - Needs and Access | | |
| 11:00 AM | | | LUNCH | | | Economic Development | BREAK | | |
| 11:30 AM | | | Public Safety | City Parks | BREAK | | | | |
| 12:00 PM | | | Lunch - Team | Lunch Off Site | Early Childhood Development | Middle and High School | New Comm. Center | Information Review | |
| 12:30 PM | BREAK | Cleveland Park | | | Community Meeting/ Review | | | | |
| 1:00 PM | Charrette Prep | Kick Off Meeting | Education Summary | | | Team Flies home | | | |
| 1:30 PM | | | Neighborhood Tours - Walking, Biking, and Bus | Community Meeting/ Review | | | | | |
| 2:00 PM | | | Dinner on Own | Dinner on Own | Community Assets | | Community Challenges | | |
| 2:30 PM | | | | | | | | | |
| 3:00 PM | | | Community Meeting/ Review | | | | | | |
| 3:30 PM | | | Community Meeting/ Review | | | | | | |
| 4:00 PM | | | Community Meeting/ Review | | | | | | |
| 4:30 PM | Community Meeting/ Review | | | | | | | | |
| 5:00 PM | Community Meeting/ Review | | | | | | | | |
| 5:30 PM | Community Meeting/ Review | | | | | | | | |
| 6:00 PM | Community Meeting/ Review | | | | | | | | |
| 6:30 PM | Community Meeting/ Review | | | | | | | | |
| 7:00 PM | Community Meeting/ Review | | | | | | | | |
| 7:30 PM | Community Meeting/ Review | | | | | | | | |
| 8:00 PM | Community Meeting/ Review | | | | | | | | |
| 8:30 PM | Community Meeting/ Review | | | | | | | | |
| 9:00 PM | Community Meeting/ Review | | | | | | | | |
| LOCATION | Green Street Baptist Church - 446 Brawley Street, Spartanburg, SC 29303 | | | | | | | | |

This planning effort is supported through a CHOICE Neighborhood Planning grant from US Department of Housing and Urban Development. The Northside Development Corporation, City of Spartanburg, and the Spartanburg Housing Authority are working together along with development partner Columbia Residential to develop a master plan for the Northside. These planning sessions will be the foundation of this effort.

DISCLAIMER - This planning event is open to the public and people are welcome to come anytime to drop in or stay a while. The listed workshops are scheduled but may change due to circumstances outside of the organizers control.



Northside Redevelopment Plan
Spartanburg, SC



Schedule

| | | |
|--|------------|----|
| 01.08.2014 | 2013064.00 | vt |
| <small>Copyright © JHP 2013 Not for Regulatory Approval, Permit or Construction: Ronald E. Harwick Registered Architect of State of SC, Registration No. 05084</small> | | |

Urban Analysis

- Insight into how a place is shaped
- Understand of existing circulation, land use and different urban dynamics
- Identify problematic areas and issues.



| Point of Interest | |
|-------------------|--|
| 1 | Spartanburg Amtrak Station |
| 2 | VCOM - Edward Via College of Osteopathic Medicine - Carolinas Campus |
| 3 | County Office Building |
| 4 | Spartanburg Memorial Auditorium |
| 5 | Food Hub |
| 6 | Wofford College |
| 7 | Oakview Apartments |
| 8 | Cleveland Academy of Leadership |
| 9 | Cleveland Heights Neighborhood |
| 10 | Archibald Tower |
| 11 | Spartanburg Regional Medical Center |
| 12 | Fairgrounds |
| 13 | Cleveland Park |
| 14 | Victoria Gardens |

| | |
|--|-------------|
| | Park |
| | Major roads |
| | Study area |
| | Highway |
| | Rail Road |











Sustainable Approach

a systems-based approach that seeks to understand the interactions which exist among the three pillars (environment, social, and economic) in an effort to better understand the consequences of our actions. Ideally, research that seeks sustainable solutions to protect the environment also strengthens our communities and fosters prosperity.



GUIDELINES TO FORM COHESIVE NEIGHBORHOODS

1 HISTORY AND CHARACTER

The history and key characteristics of the style are expressed in essential architectural elements found in neighborhoods that should be respected in new Development.



3 COMMUNITY AND REGIONAL PATTERNS

Neighborhood nodes should relate to other neighborhood nodes creating a network within the community as a whole. Communities should in turn relate to other communities. These relationships make a city cohesive despite varied building types, densities, and architectural styles.



5 RELATIONSHIP TO STREET

Support and encourage pedestrian comfort, convenience and activity by creating a sense of enclosure within the street corridor. Create a logical transition from the public realm of the street and sidewalk to the private realm of residential properties.



2 MASSING AND COMPOSITION

The massing of a house includes a main body in which the front door is located, and, in many instances, side wings. New buildings should respect the forms in the existing neighborhood such as: the roof pitch, structure height, and overall form of the buildings.



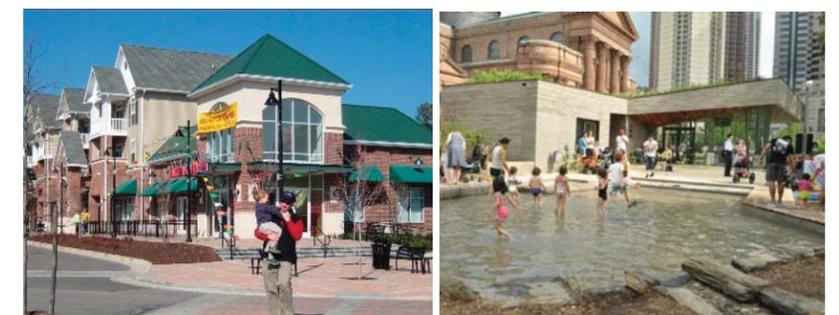
4 TRANSITION OF SCALE

Encourage similar architectural features to be incorporated into higher density developments when located adjacent to properties with lower density single-family use to enhance the compatibility between properties.

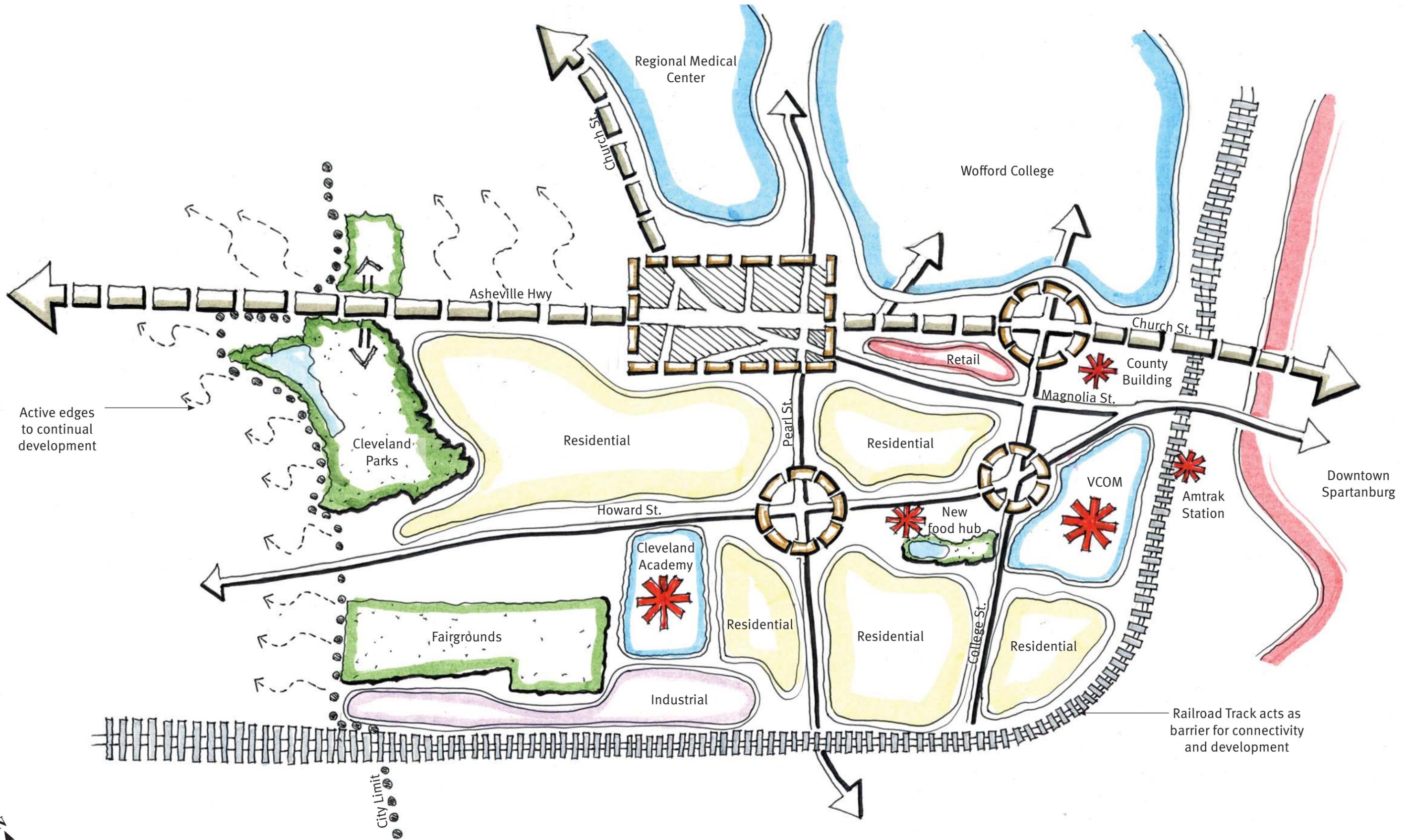


6 NEIGHBORHOOD NODES/CORNERS

Enhance pedestrian experience by creating visual gateways and gathering spaces. Key intersections should be marked with setbacks that allow for public spaces. Rather than meeting the corner, new buildings should incorporate courts, plazas, or gardens that welcome the public and offer a dramatic statement at the corner.



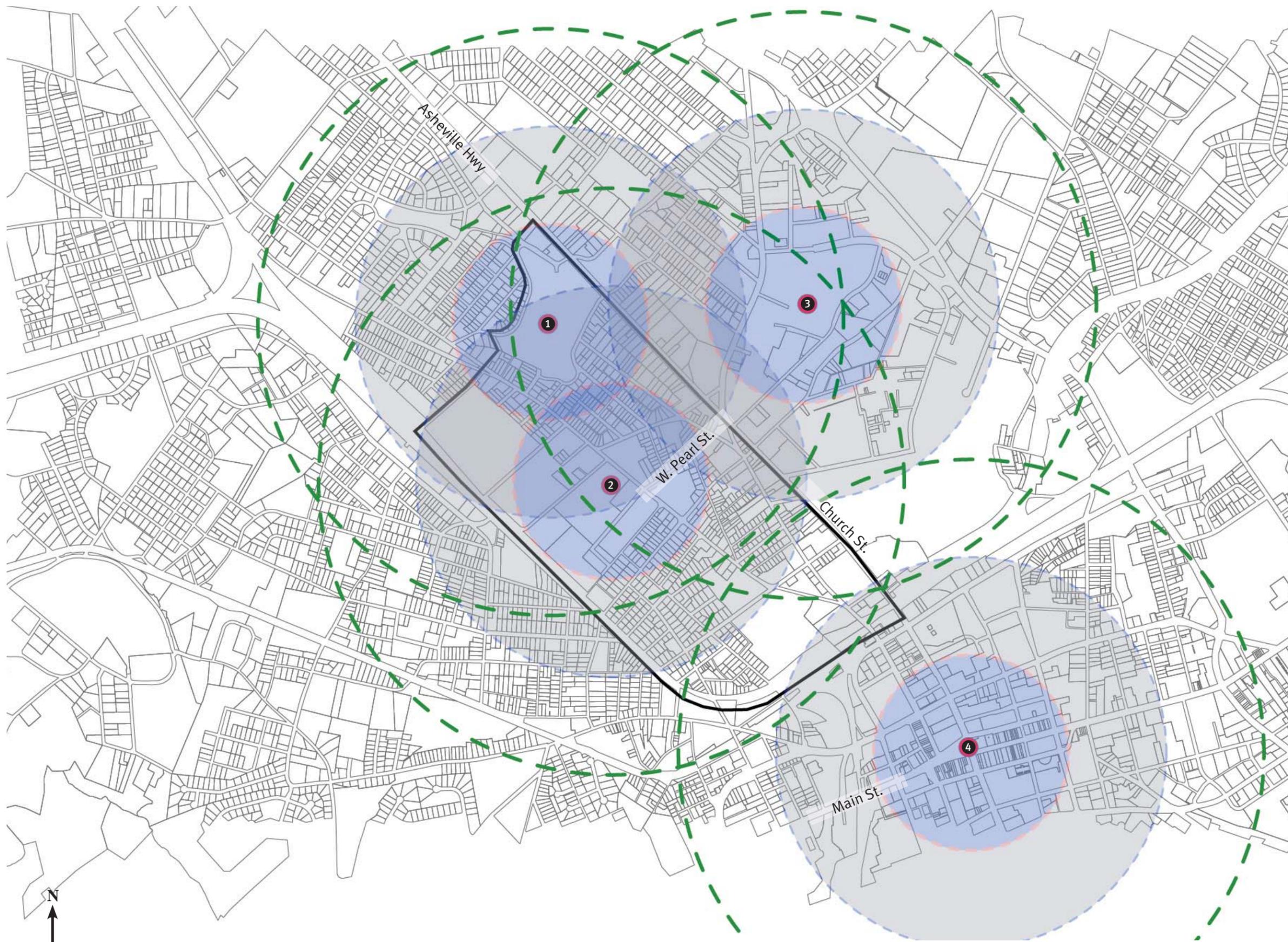




Active edges to continual development

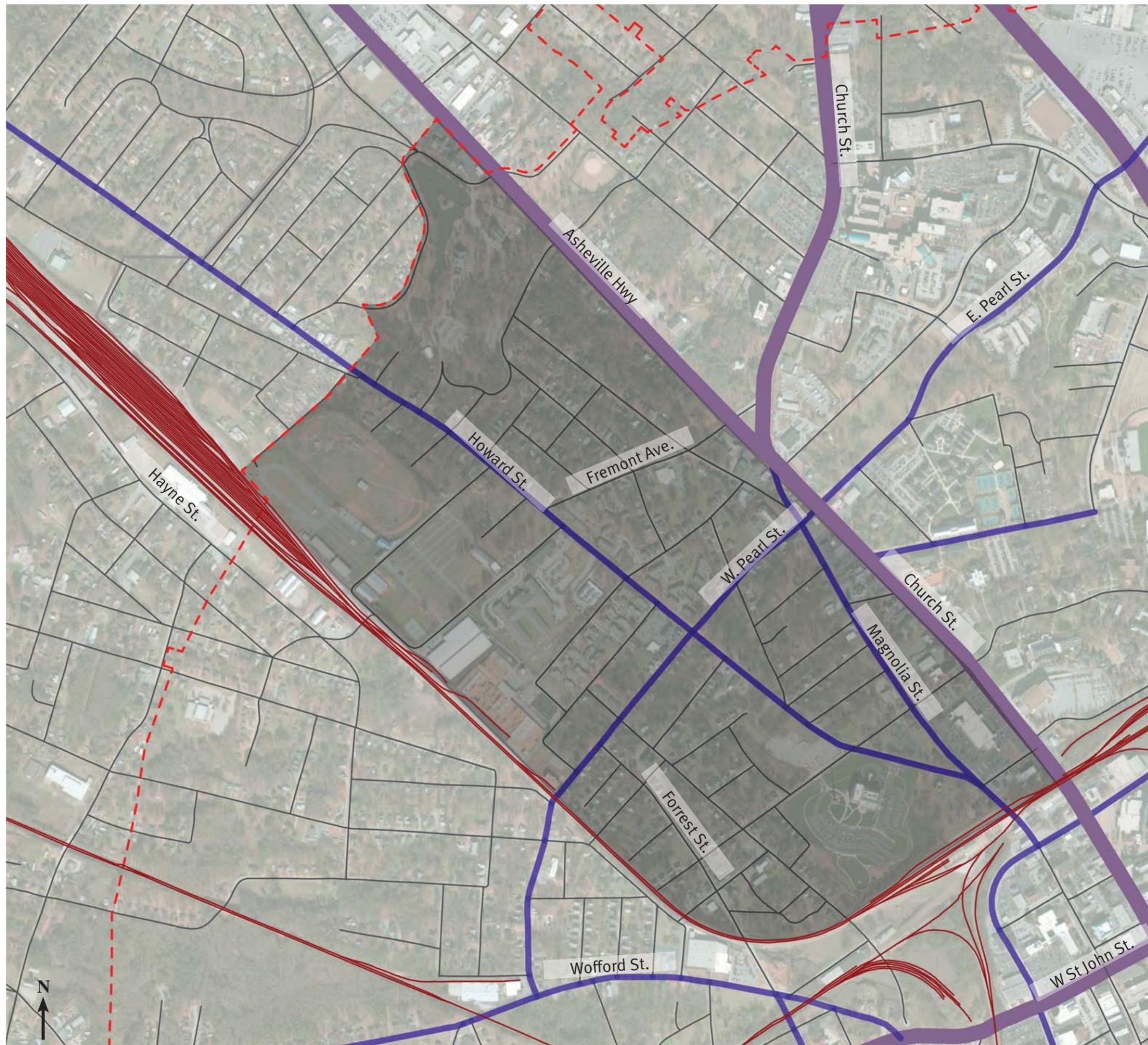
Railroad Track acts as barrier for connectivity and development



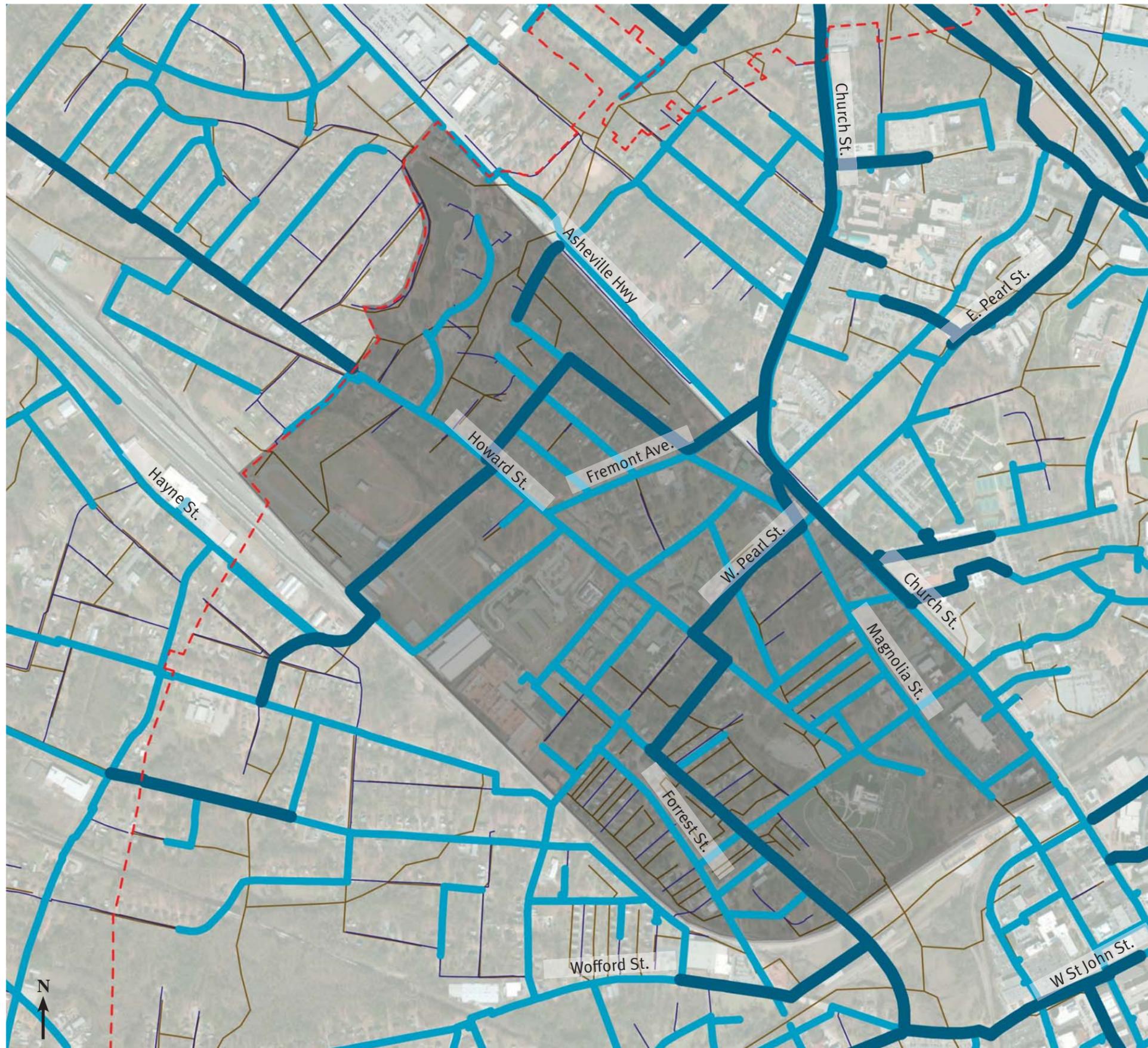


- 1 Cleveland Park
- 2 Cleveland Academy
- 3 Spartanburg Regional Medical Center
- 4 Downtown Spartanburg

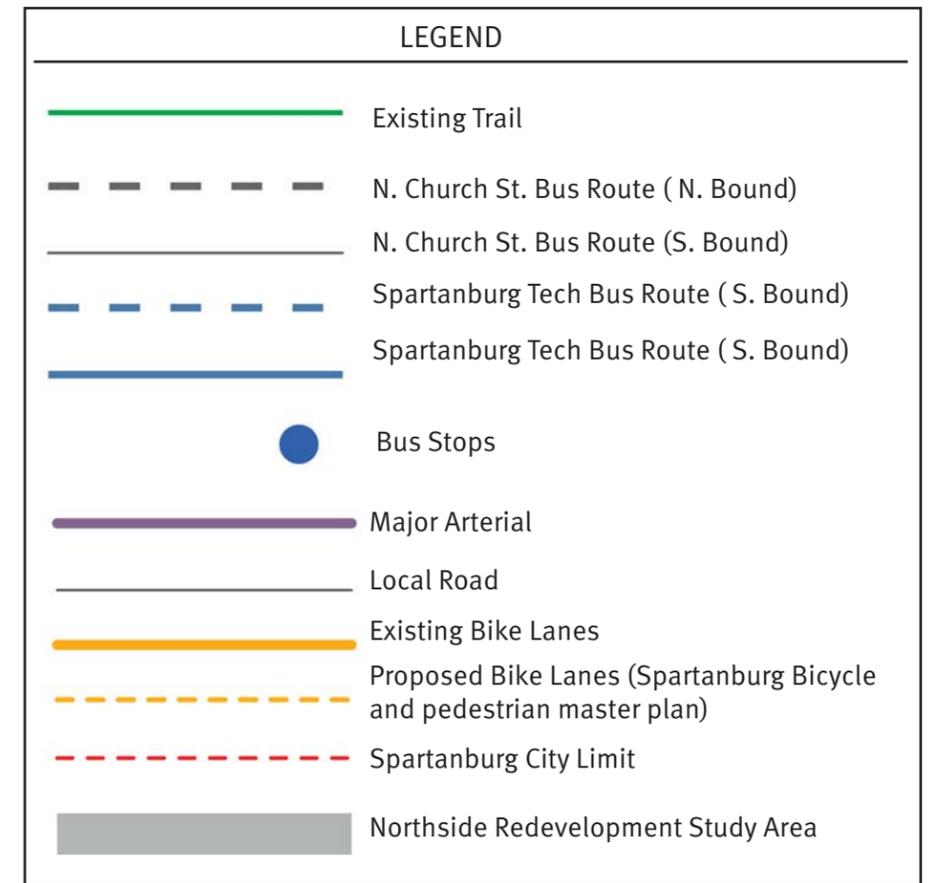
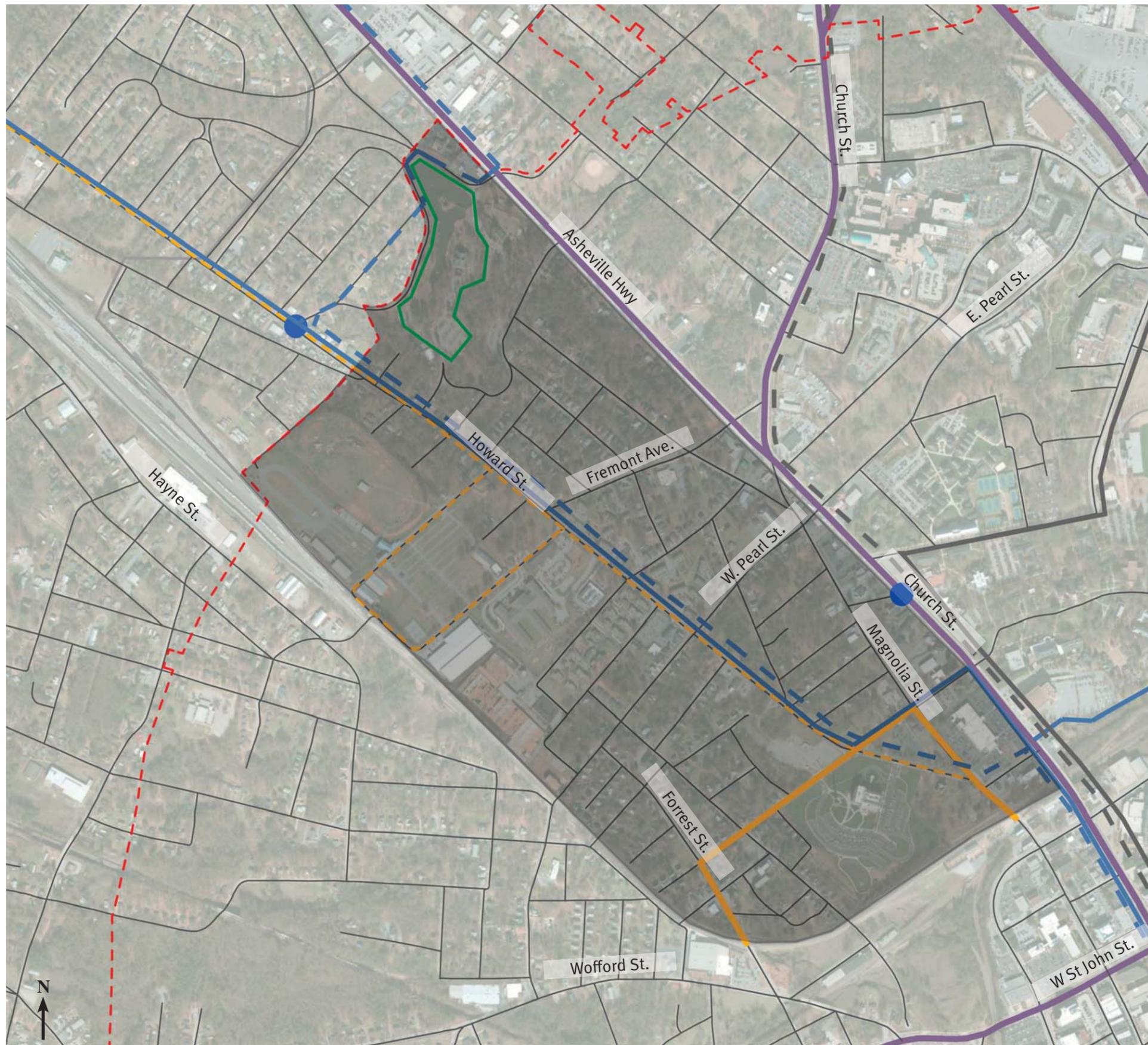
- - - 5 minutes walk
- - - 10 minutes walk
- - - 15 minutes walk

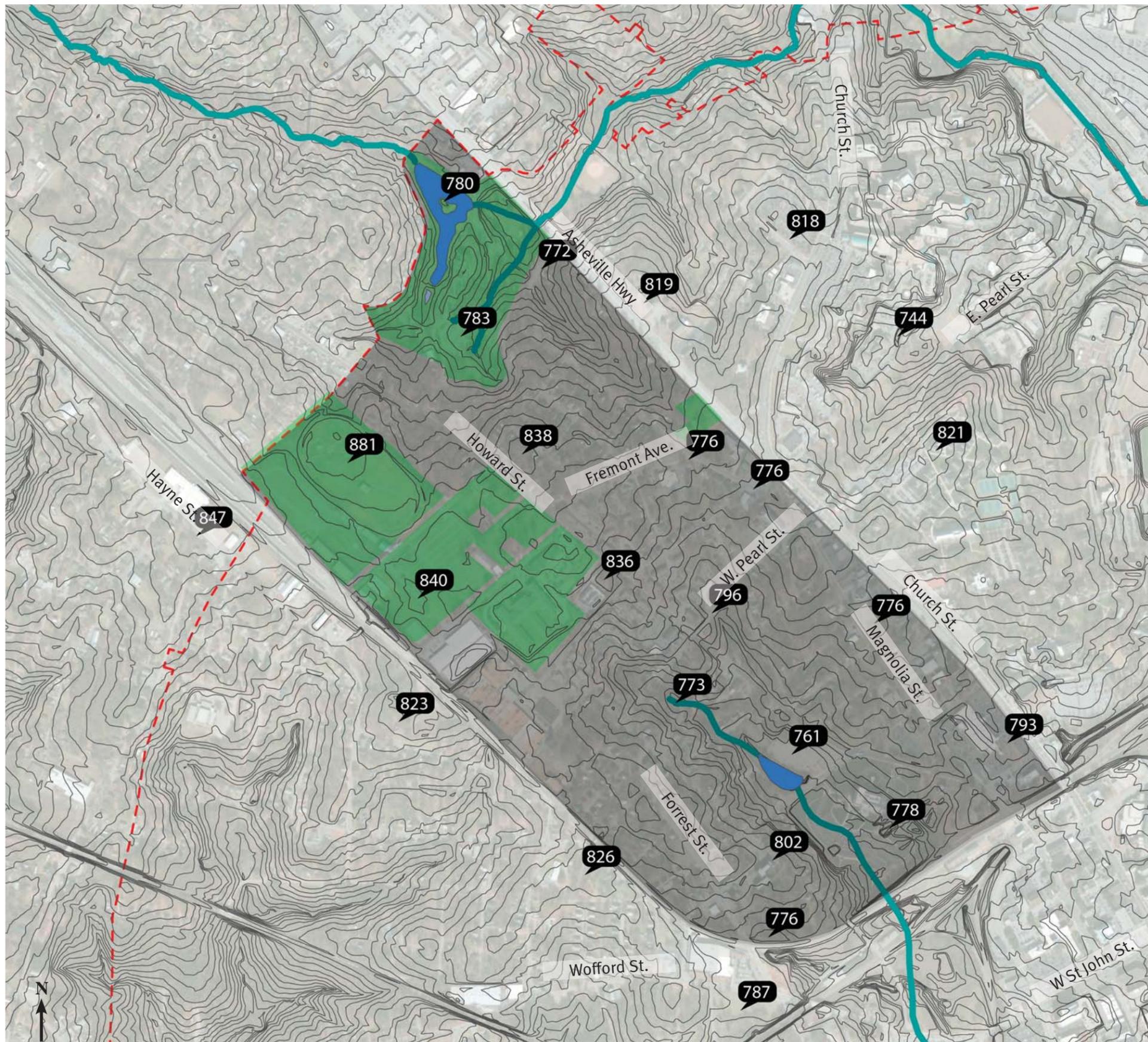


| LEGEND | |
|---|------------------------------------|
|  | Major Arterial |
|  | Collector Street |
|  | Local Road |
|  | Railroad |
|  | Spartanburg City Limit |
|  | Northside Redevelopment Study Area |



| LEGEND | |
|---|------------------------------------|
|  | 12"-20" Water lines |
|  | 6"-10" Water lines |
|  | 4" or smaller Water lines |
|  | Sewage lines |
|  | Spartanburg City Limit |
|  | Northside Redevelopment Study Area |





| LEGEND | |
|--------|------------------------------------|
| | Creek |
| | Contour (5') |
| | Lake |
| | Spot Elevation |
| | Spartanburg City Limit |
| | Northside Redevelopment Study Area |

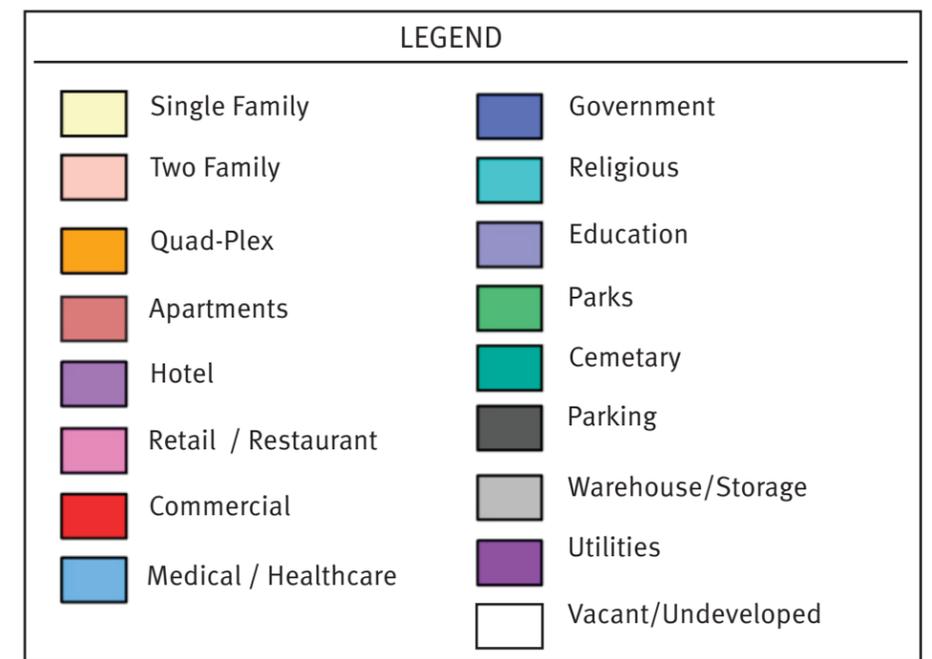
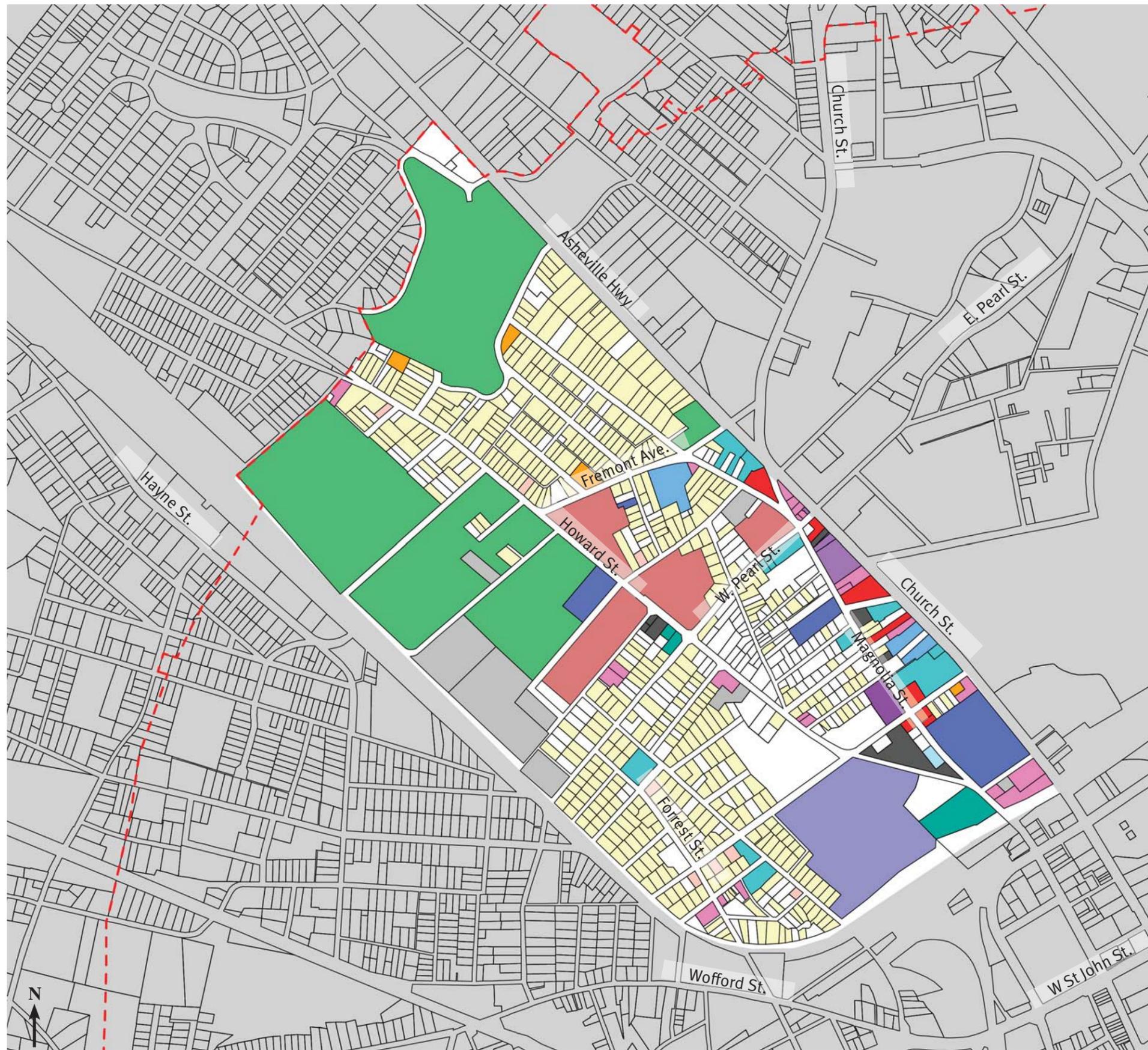




Figure - Ground
Scale 1:10,000

Housing Typologies

- mixed income, mixed housing types create financially viable and socially stable community.
- visual interest, Imaginability and legibility of one's city
- cater to different demographics

SINGLE-FAMILY DETACHED, LARGE LOTS
main house with granny flat/garage apartment



| SINGLE-FAMILY DETACHED, LARGE LOTS | |
|------------------------------------|---|
| NET DENSITY | 4-8 du/acre (6 du/acre) |
| CHARACTERISTICS | 1-2.5 stories large lot detached house with possible accessory unit (granny flats) in the back of lot or over garages, house address street with stoop or porch entry |
| CONSTRUCTION TYPE | Wood Construction (max 3 stories/35 feet) |
| PARKING CONFIGURATION | 2-3 car garage, separate from the main house, preferably adjacent to an alley |

SINGLE-FAMILY DETACHED, MEDIUM LOTS
traditional/cottages and bungalows



| SINGLE-FAMILY DETACHED, MEDIUM LOTS | |
|-------------------------------------|---|
| NET DENSITY | 6-12 du/acre (9 du/acre) |
| CHARACTERISTICS | 1-2 stories medium-sized lot detached house, addresses street with stoop or porch entry |
| CONSTRUCTION TYPE | Wood Construction (max 3 stories/35 feet) |
| PARKING CONFIGURATION | 1-2 car garage attached to house or separate/ preferably adjacent to an alley |

SINGLE-FAMILY DETACHED, SMALL LOTS
zero-setback/charleston courtyard-type homes



SINGLE-FAMILY ATTACHED
townhouses/rowhouses



SINGLE FAMILY, POCKET NEIGHBORHOOD
housing around common space creating small scale community



MULTI-FAMILY, STACK FLATS
different ownership units stacked in a housing structure



| SINGLE-FAMILY DETACHED, SMALL LOTS | |
|------------------------------------|---|
| NET DENSITY | 8-16 du/acre (12 du/acre) |
| CHARACTERISTICS | 2-3 stories small or zero-setback lots detached house, which address the street with stoop or porch entry |
| CONSTRUCTION TYPE | Wood Construction (max 3 stories/35 feet) |
| PARKING CONFIGURATION | Ideally alley parked with individual garages/driveways and using on-street parking to augment |

| SINGLE-FAMILY ATTACHED | |
|------------------------|--|
| NET DENSITY | 12-24 du/acre (18 du/acre) |
| CHARACTERISTICS | 2-3 stories attached houses, with direct entry from street; housing units can be paired with flats for increased density, brownstone or row-house look |
| CONSTRUCTION TYPE | Wood or load-bearing masonry (max 3 stories/35 feet) |
| PARKING CONFIGURATION | Parking provided via alleys or private drives, with garages integrated into townhome footprint |

| SINGLE FAMILY, POCKET NEIGHBORHOOD | |
|------------------------------------|--|
| NET DENSITY | 12-18 du/acre (15 du/acre) |
| CHARACTERISTICS | 4-10 smaller houses/bungalows arranged around a common green open space creating a closer sense of community in a compact denser approach. |
| CONSTRUCTION TYPE | Typical wood or masonry residential construction(max 2 1/2 stories/30 feet) |
| PARKING CONFIGURATION | Parking is screened from the street and "tucked -away" around the site although always close adjacent to the homes it serves |

| MULTI-FAMILY, STACK FLATS | |
|---------------------------|--|
| NET DENSITY | 15-20 du/acre (18 du/acre) |
| CHARACTERISTICS | 2-3 story residential building (resembling large houses) which are comprised of single level (flats) multi-family units "stacked" vertically. These neighborhood scaled buildings fit into a typical single-family neighborhood |
| CONSTRUCTION TYPE | Typical wood or masonry residential construction (max 2 1/2 stories/30 feet) |
| PARKING CONFIGURATION | Parking is located at rear of the building and accessed by shared drive |

MULTI-FAMILY, MANOR HOUSE
multiple residences in mansion style



MULTI-FAMILY, NEIGHBORHOOD MIXED-USE
housing above retail/office space



MULTI-FAMILY, VILLAGE CLUSTERS
small housing groups with surface parking acting as infill



MID-RISE/HIGH DENSITY HOUSING
housing above podium parking or with structured garage allowing higher density



| MULTI-FAMILY, MANOR HOUSE | |
|---------------------------|---|
| NET DENSITY | 15-30 du/acre (23 du/acre) |
| CHARACTERISTICS | 2-3 stories with multiple attached units in a larger house or mansion format, high quality material with multiple grouped entries/stoops, easily fits into neighborhood density context |
| CONSTRUCTION TYPE | Wood construction (max 3 stories/40 feet) |
| PARKING CONFIGURATION | Parking provided either in the interior of the block surface or within rear tuck-under garages or rear separate garages |

| MULTI-FAMILY, NEIGHBORHOOD MIXED-USE | |
|--------------------------------------|--|
| NET DENSITY | 20-50 du/acre (35 du/acre) |
| CHARACTERISTICS | 3-5 stories with multi-family apartments, single- or double-loaded corridors with lobby entrance, off-street parking in structure or parking via rear/surface lots. Ground floor uses such as community retail, restaurants or small scale service offices |
| CONSTRUCTION TYPE | Wood construction with possible elevated concrete deck (max 5 stories/70 feet) |
| PARKING CONFIGURATION | Rear surface parked and/or podium parking, on-street parking for mixed-use needs |

| MULTI-FAMILY, VILLAGE CLUSTERS(SURFACE PARKING) | |
|---|---|
| NET DENSITY | 24-36 du/acre (30 du/acre) |
| CHARACTERISTICS | 3-4 stories housing in an urban village configuration (street edge/wall created through building articulation/interest through balconies/terraces/patios/stoops, high quality materials with carriageway entries) |
| CONSTRUCTION TYPE | Wood construction (typical) with possible masonry veneer (max 4 stories/60 feet) |
| PARKING CONFIGURATION | Rear tuck-under garages or surface parking court, possibly free standing private garages, on-street parking necessary to meet parking ratios |

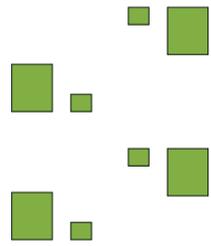
| MID-RISE/HIGH DENSITY HOUSING | |
|-------------------------------|--|
| NET DENSITY | 50-80 du/acre (65 du/acre) |
| CHARACTERISTICS | 4-5 stories housing (apartments/condos) in an urban edge/street configuration. Street edge/wall created with the building (either lining garage or podium parking) articulated created via balconies, terraces carriageways, or stoops |
| CONSTRUCTION TYPE | Wood construction or concrete podium or wrapping concrete parking garage (max 5 stories/70 feet) |
| PARKING CONFIGURATION | Above and/or below grade podium parking or free standing concrete garage (pre-cast or cast-in-place) ratios and provide visitor needs |

DENSITY

LOWER

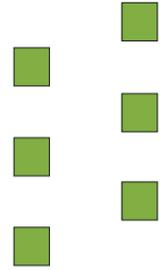
SINGLE-FAMILY DETACHED, LARGE LOTS

main house with granny flat/garage apartment



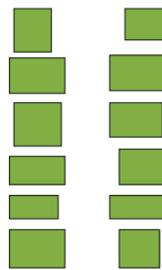
SINGLE-FAMILY DETACHED, MEDIUM LOTS

traditional/cottages and bungalows



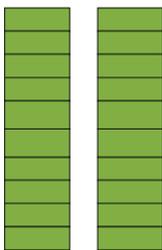
SINGLE-FAMILY DETACHED, SMALL LOTS

zero-setback/charleston courtyard-type homes



SINGLE-FAMILY ATTACHED

townhouses/rowhouses



HIGHER

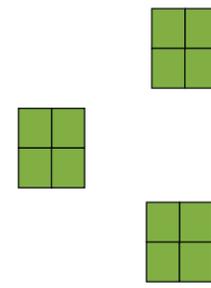
DENSITY

HIGHER

LOWER

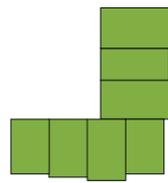
MULTI-FAMILY, MANOR HOUSE

mansion style/multiple residences in one large "manor"



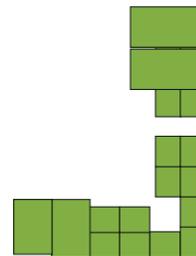
MULTI-FAMILY, MIXED-USE

housing above retail/office space



MULTI-FAMILY, VILLAGE CLUSTERS

small groups of apartments acting as an infill





Various sizes of vacant or underutilized lots may typically be available within neighborhood blocks.

Infill within a neighborhood context :Townhomes and Manor houses

Granny flats/accessory units in the back of lots or above garages could be introduced as a simple method to add housing diversity and density.

Townhomes /duplexes could be introduced to vacant lots respecting the existing setback and housing character while increasing housing diversity and density.

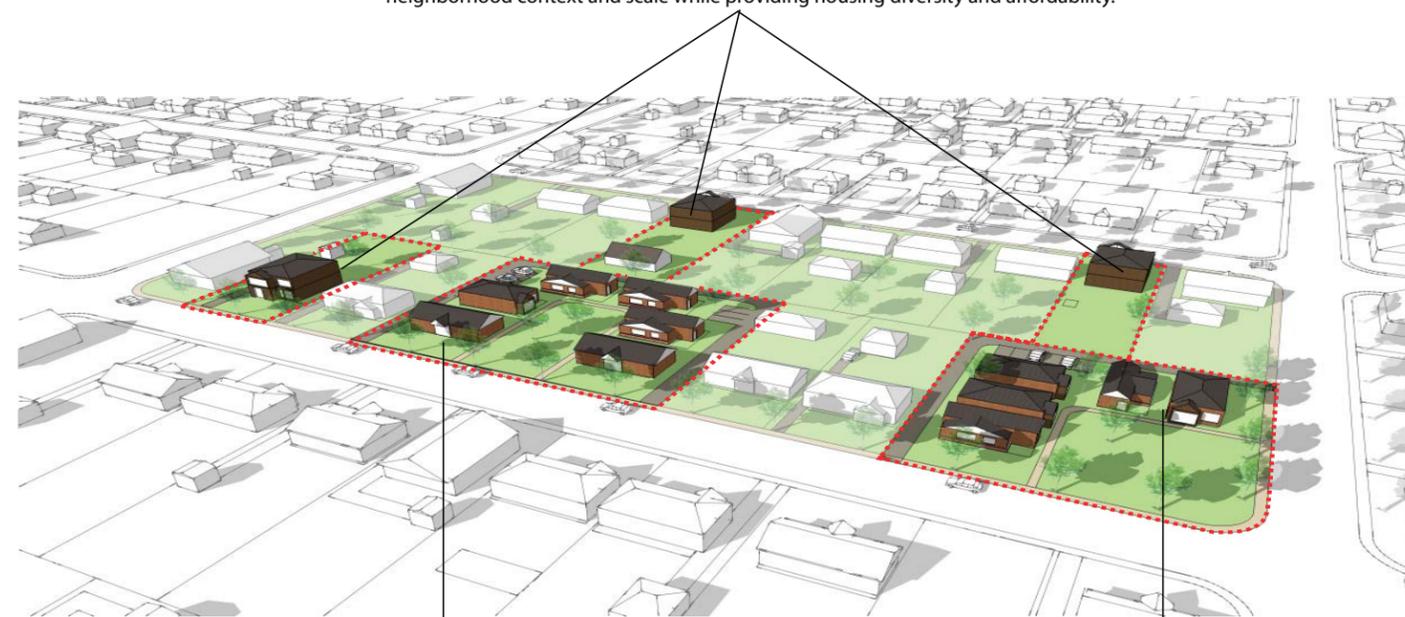


Small "blocks" of townhomes/rowhouses (3-4 dwelling units) could be incorporated on larger lots or multiple lots still respecting the neighborhood character and scale.

Multi-family "mansion style" buildings could be introduced to corner lots or larger vacant parcels where available. Lot consolidation would increase housing diversity, density, property values and flexibility with parking. "Mansion" style buildings appear from the street to be larger homes while accommodating 4-8 MF dwelling units.

Infill within a neighborhood context : Stacked Flats/Pocket neighborhood

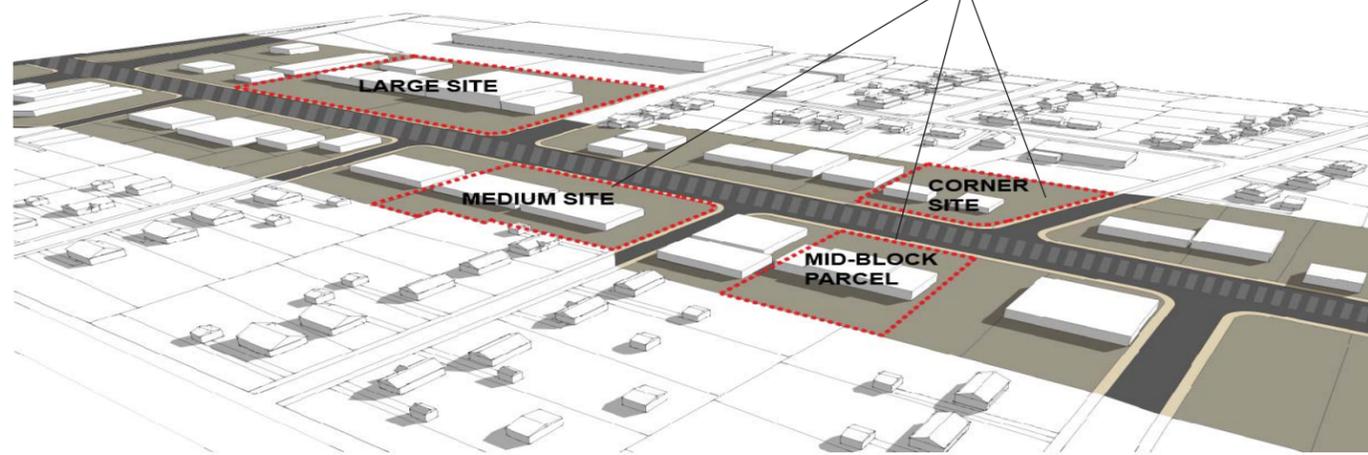
Stacked flats/Vertical duplex or quplexes provide a simple but contextually effective method of increasing density these simple building generally fit-in or complement the neighborhood context and scale while providing housing diversity and affordability.



Pocket neighborhoods/clusters situation in mid-block infill sites offer various challenges and opportunities. The challenges of screening parking which providing equable distribution/location of parking is offset by the sense of community and place created by this arrangement

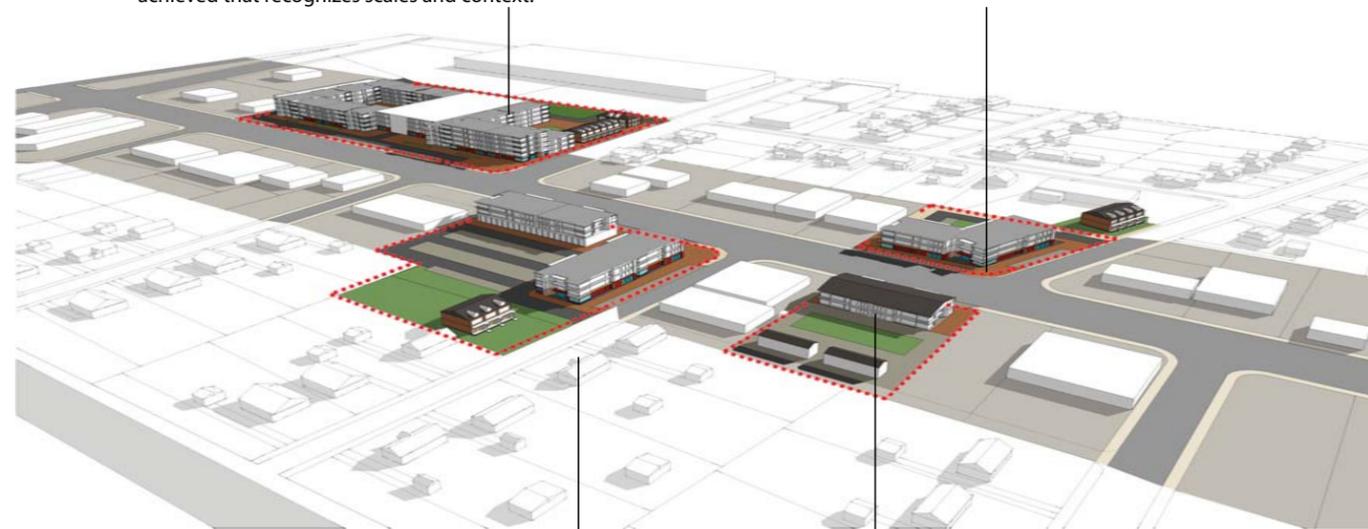
Corner infill redevelopment sites offer opportunities to create pocket neighborhoods that also provide a neighborhood pocket park. Small/efficient bungalow style houses are clustered around a community open space

Different contextual Redevelopment prototypes are illustrated for a range of possible corridor redevelopment sites. Employing mixed-use principles and strategies to promote walkability; density of housing types and create unique sense of place



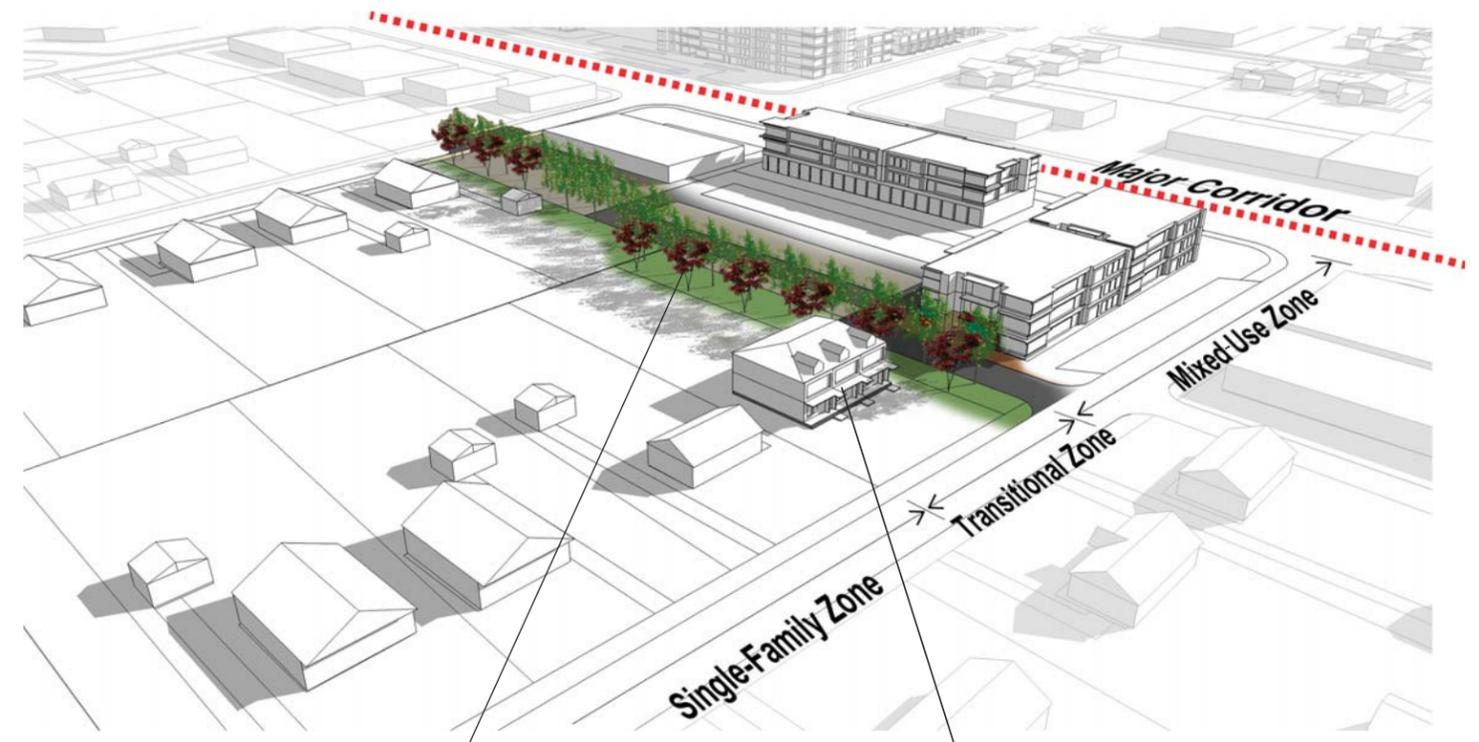
Medium to high density mixed use with garages could be introduced to very large land assemblies along major corridors. Retail/Commercial/ Restaurants on the ground floor will create a walkable mixed use environment. Through lower density of housing such as "mansion" style MF or Townhomes, a transition and buffer to neighborhoods will be achieved that recognizes scales and context.

Smaller scale neighborhood mixed use with surface parking and tuck-under parking in the rear could be introduced onto corner sites. Smaller neighborhood service/retail would occur at the ground/street level. Angled or parallel on-street parking along major streets would provide retail parking needs and serve as a "traffic calming" measure.



Multi-family village clusters with surface parking and tuck-under parking in the rear could be introduced to medium size sites. Street facing neighborhood retail and commercial would be incorporated to activate the street. Through lower density of housing such as "mansion" style MF or townhomes, a transition and buffer to neighborhood would be achieved that recognizes scales and context.

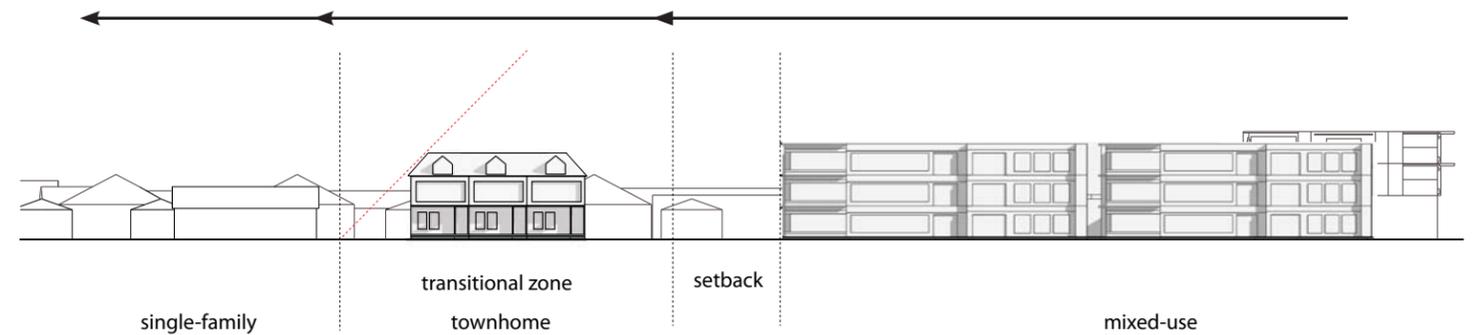
Smaller "infill" mixed-use/MF could be utilized with "in-between" sites to respect to the scale and setbacks of neighboring buildings. Granny flats/accessory units in the back of lots or above garages could be introduced as a method to add housing diversity and density.



Landscape buffers such as landscape bushes, shrubs trees or bioswales can provide screening from parking lots adjacent to Single-Family Houses. Various species of landscape trees (seasonal/ deciduous/evergreen) can create a lively view for a green buffer.

Housing infill such as townhomes and manor-style house are suggested for transitional zones. Their density and scale are in between Mixed-Use and Single-Family Zones thereby creating a softer transition.

decrease in scale creates a density buffer as well as residential proximity slope which limit heights of neighboring properties

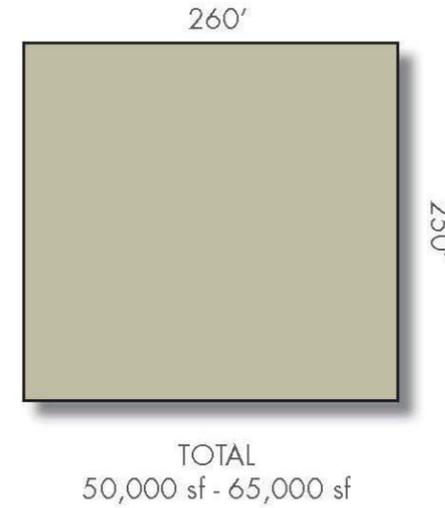


Design and Planning Guidelines

- Typical sized for residential spaces, commercial spaces and parking dimensions
- Typical Street sections
- Conventional Planning Color code

Mid Size Big Box: Grocery Store

1":100'

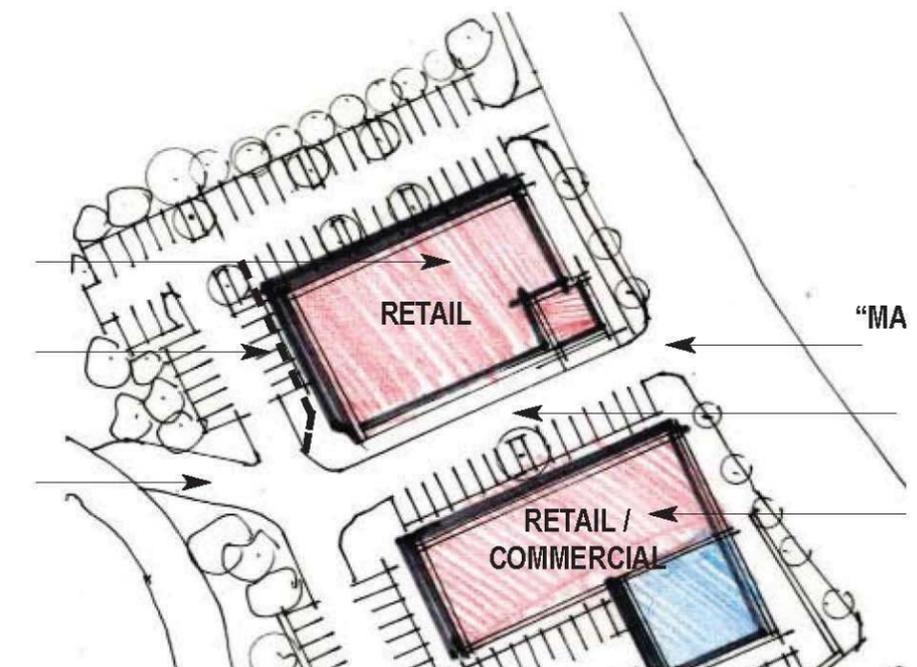
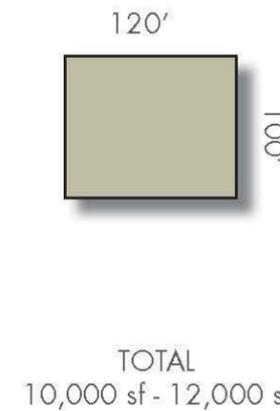


Prototypical

In our Design

Small Size Big Box: Drug Store

1":100'

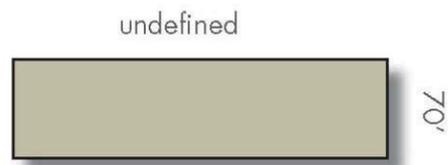


Prototypical

In our Design

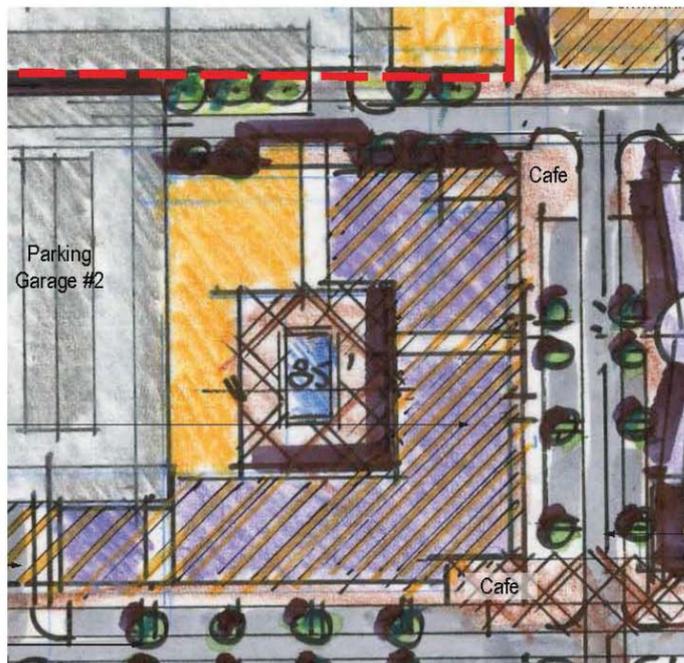
Pedestrian Scale Mixed Use Retail

1":100'



TOTAL DEPTH
60 feet - 80 feet

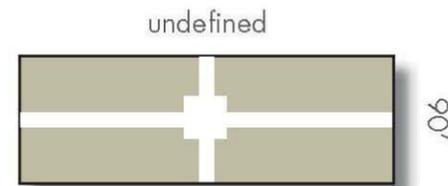
Prototypical



In our Design

Office Building

1":100'



TOTAL DEPTH
80 feet - 100 feet
(Including ~10ft corridor)

Prototypical



In our Design

Single-loaded Units

1":100'

- Single-loaded Units typically line parking garages



TOTAL DEPTH
35 feet - 47 feet

(Units typically 30 feet deep with 6-10 foot corridor)

Prototypical



In our Design

Double-loaded Units

1":100'



TOTAL DEPTH
65 feet - 87 feet

(Units typically 30 feet deep with 6-10 foot corridor)

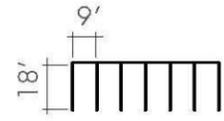
Prototypical



In our Design

Head in Parking

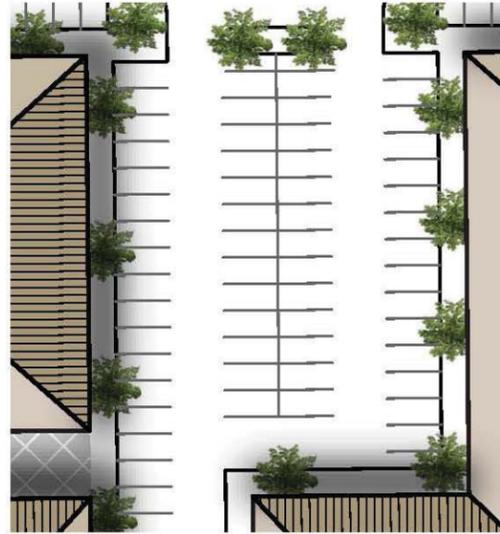
1":50'



TOTAL DEPTH
18 feet or 20 feet

TOTAL WIDTH
8 feet to 10 feet

Prototypical

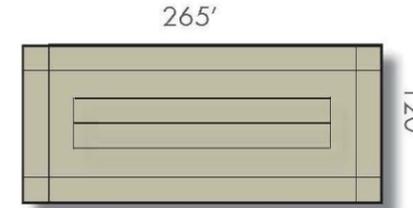


In our Design

Parking Garage

1":100'

- To determine the number of spaces per level, divide the floor sf by 325 sf
- 50% of the garage should remain open for air space
- 6% or less slope on ramp
- On average 1 level podium parking parks 3 levels of residential



TOTAL DEPTH
120 feet or 180 feet

(The length will vary, however, the optimal length is 265 feet- about 94 sp/lvl)

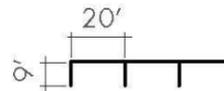
Prototypical



In our Design

Parallel Parking

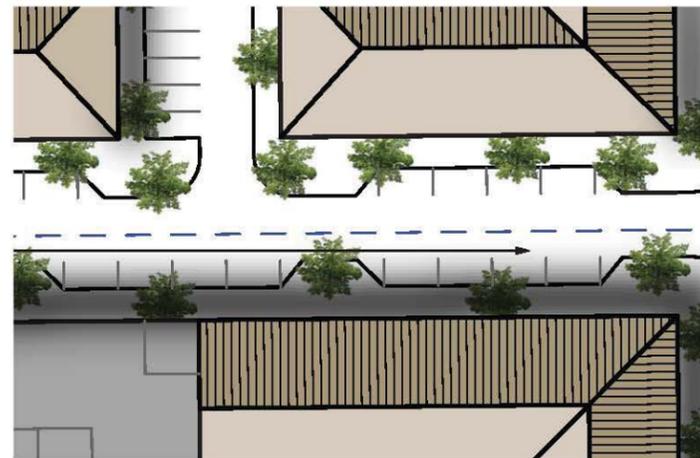
1":50'



TOTAL DEPTH
8 feet to 10 feet

TOTAL WIDTH
18 feet to 22 feet

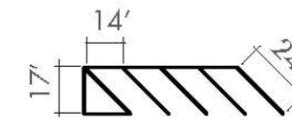
Prototypical



In our Design

Angle Parking

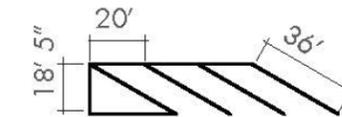
1":50'



45° PARKING
TOTAL DEPTH
17 feet

TOTAL WIDTH
10 feet to 14 feet

Prototypical



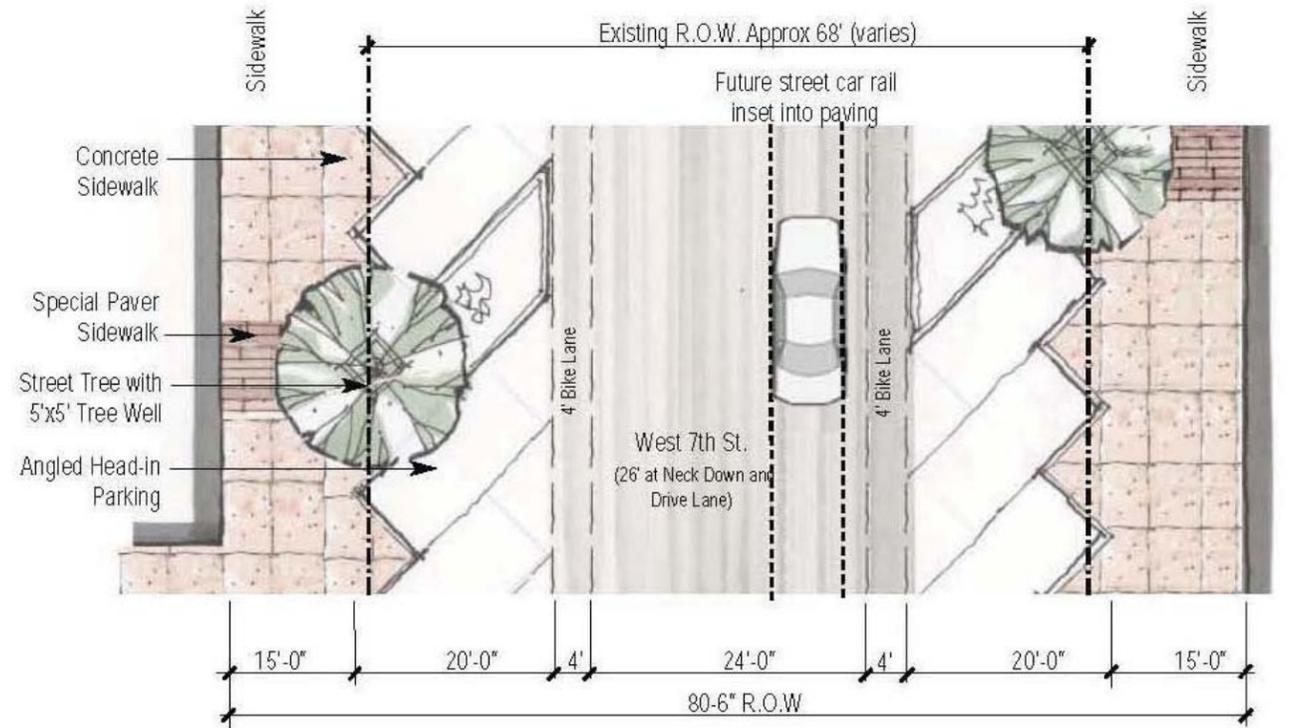
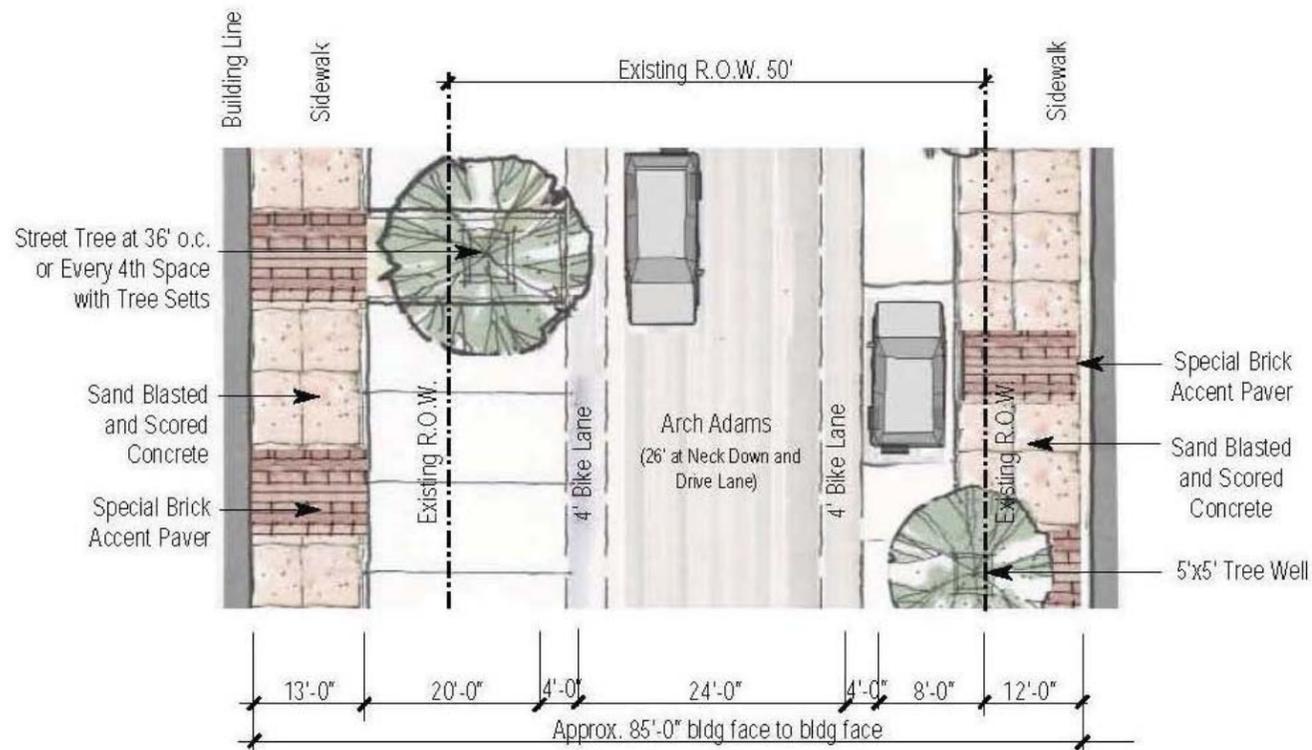
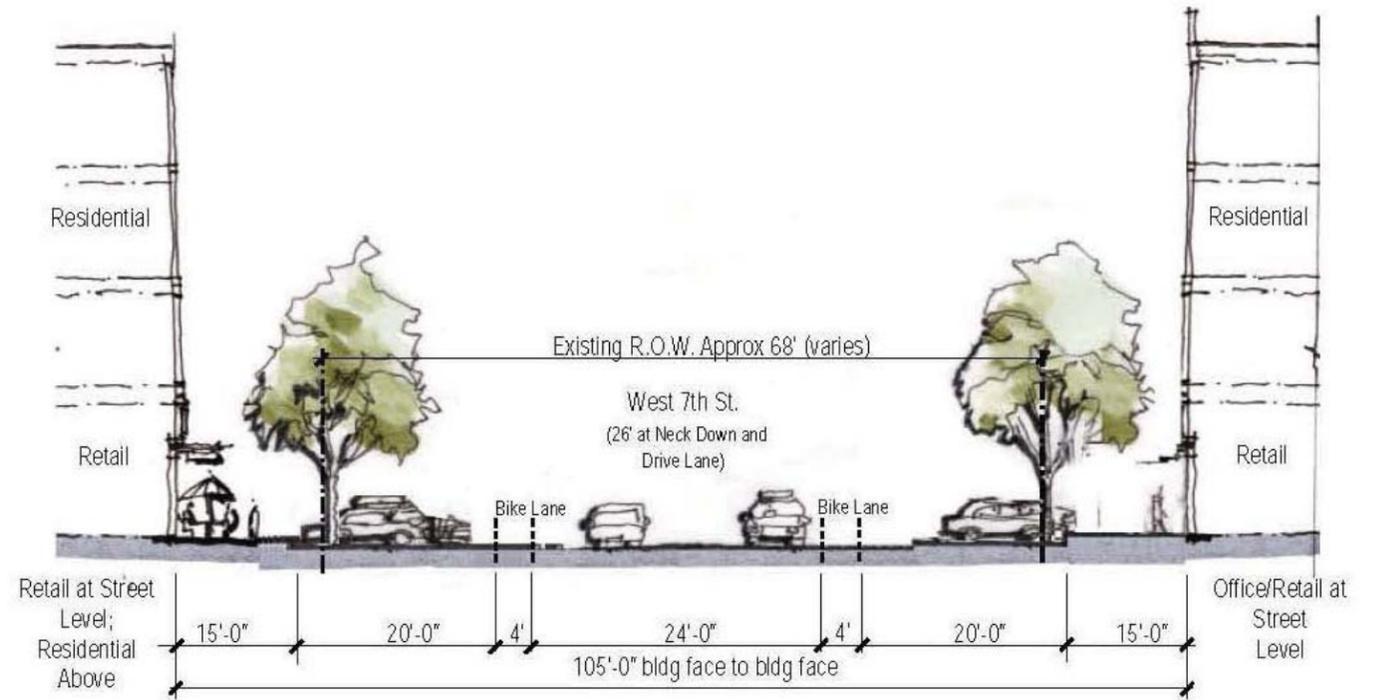
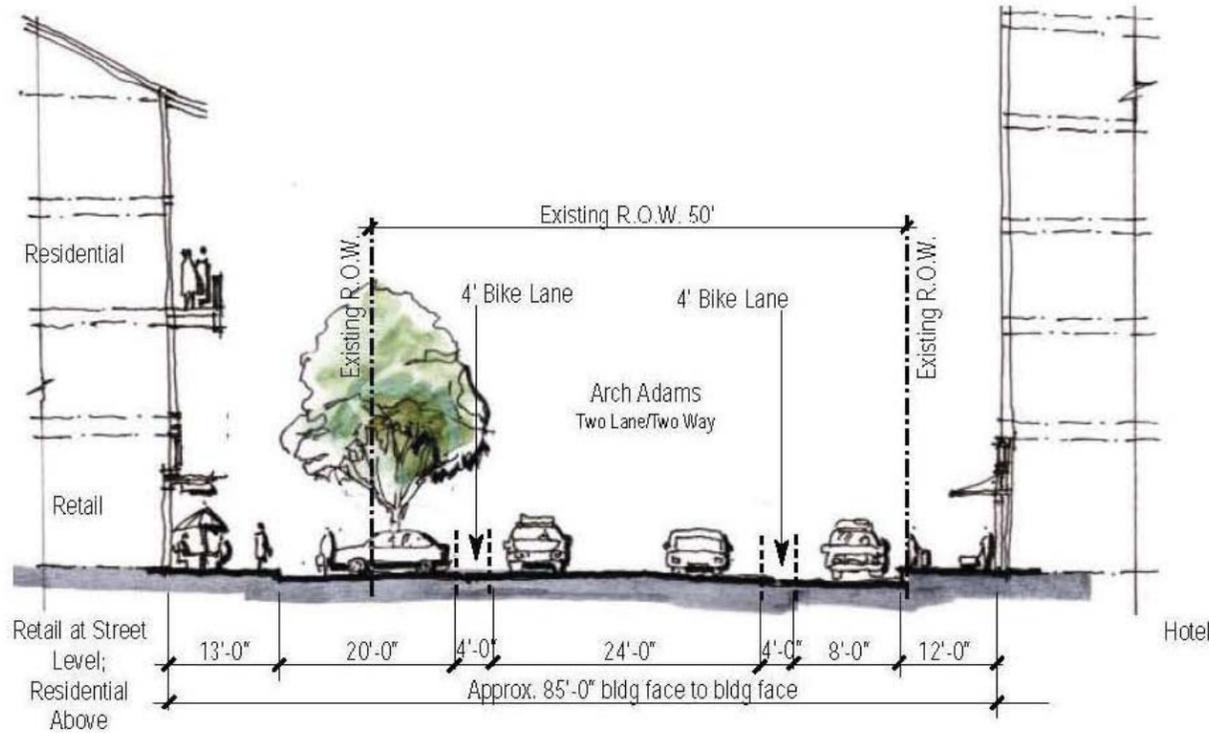
60° PARKING
TOTAL DEPTH
18 feet 5 inches

TOTAL WIDTH
18 feet to 20 feet

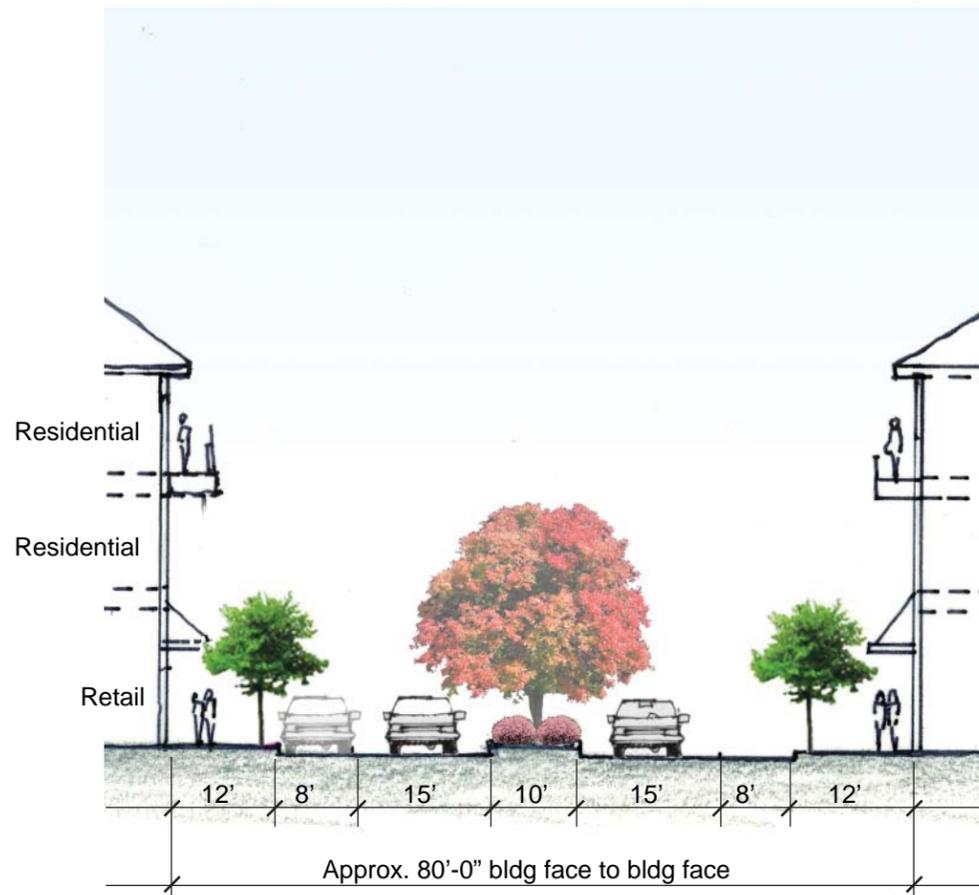
Prototypical

2 traffic lanes, 2 bikes lanes, head-in and parallel parking

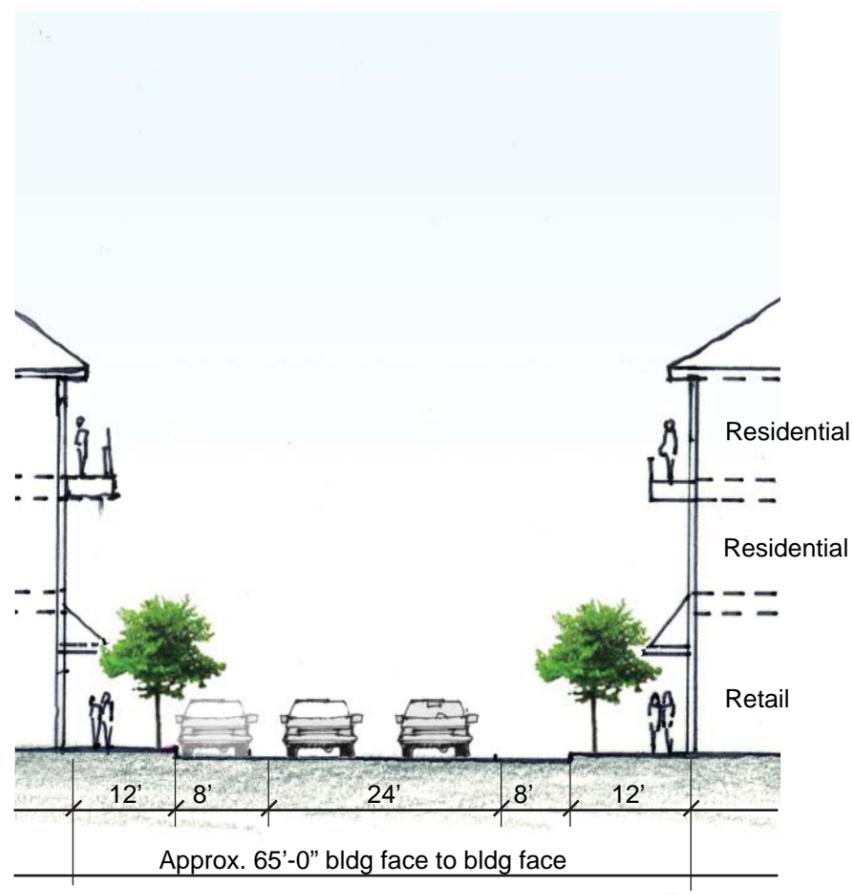
2 traffic lanes, 2 bikes lanes, angled parking



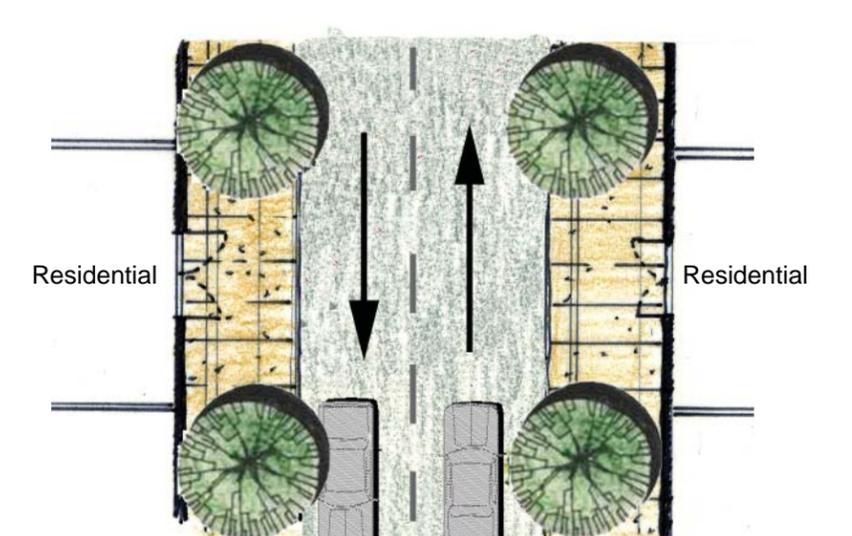
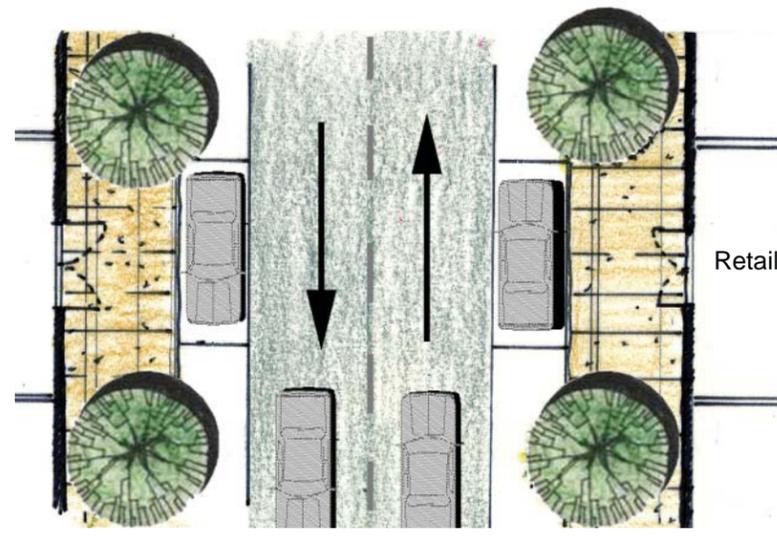
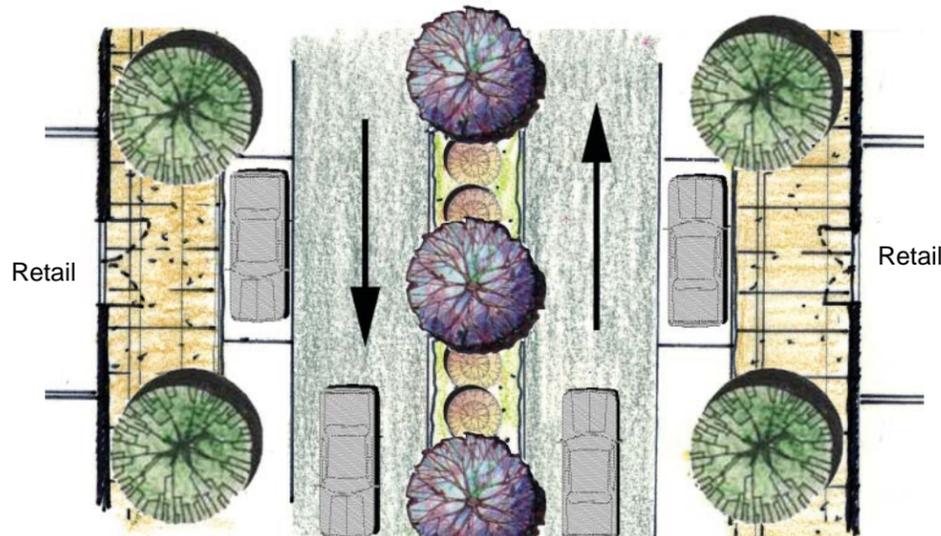
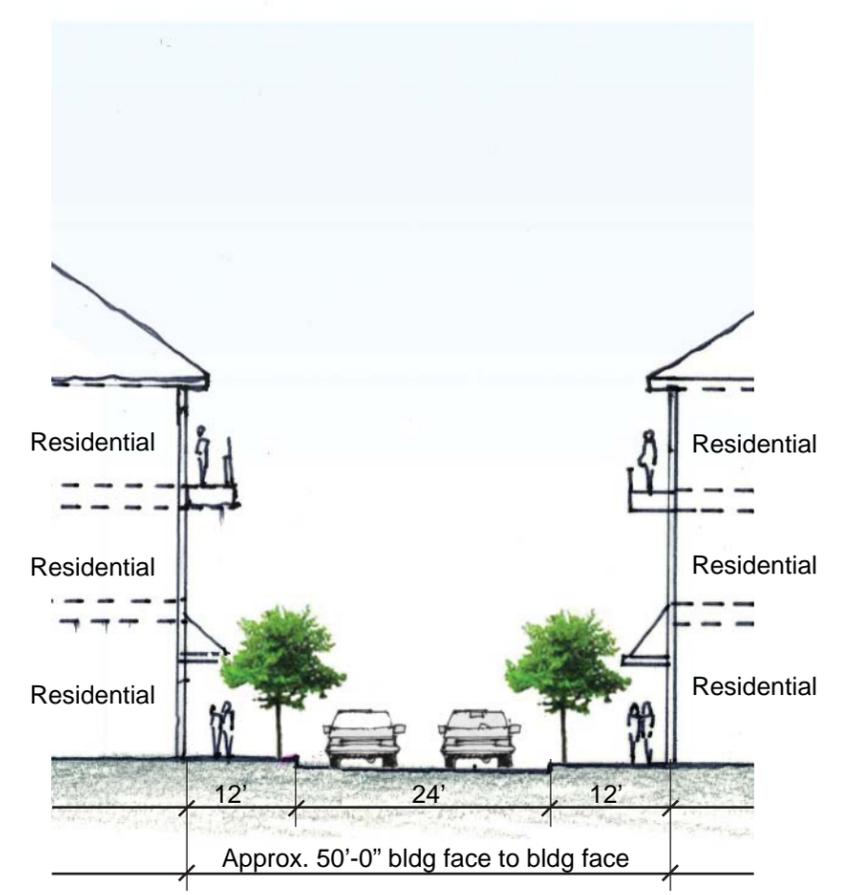
Boulevard with Parallel Parking on both sides



2 traffic lanes with Parallel Parking on both sides

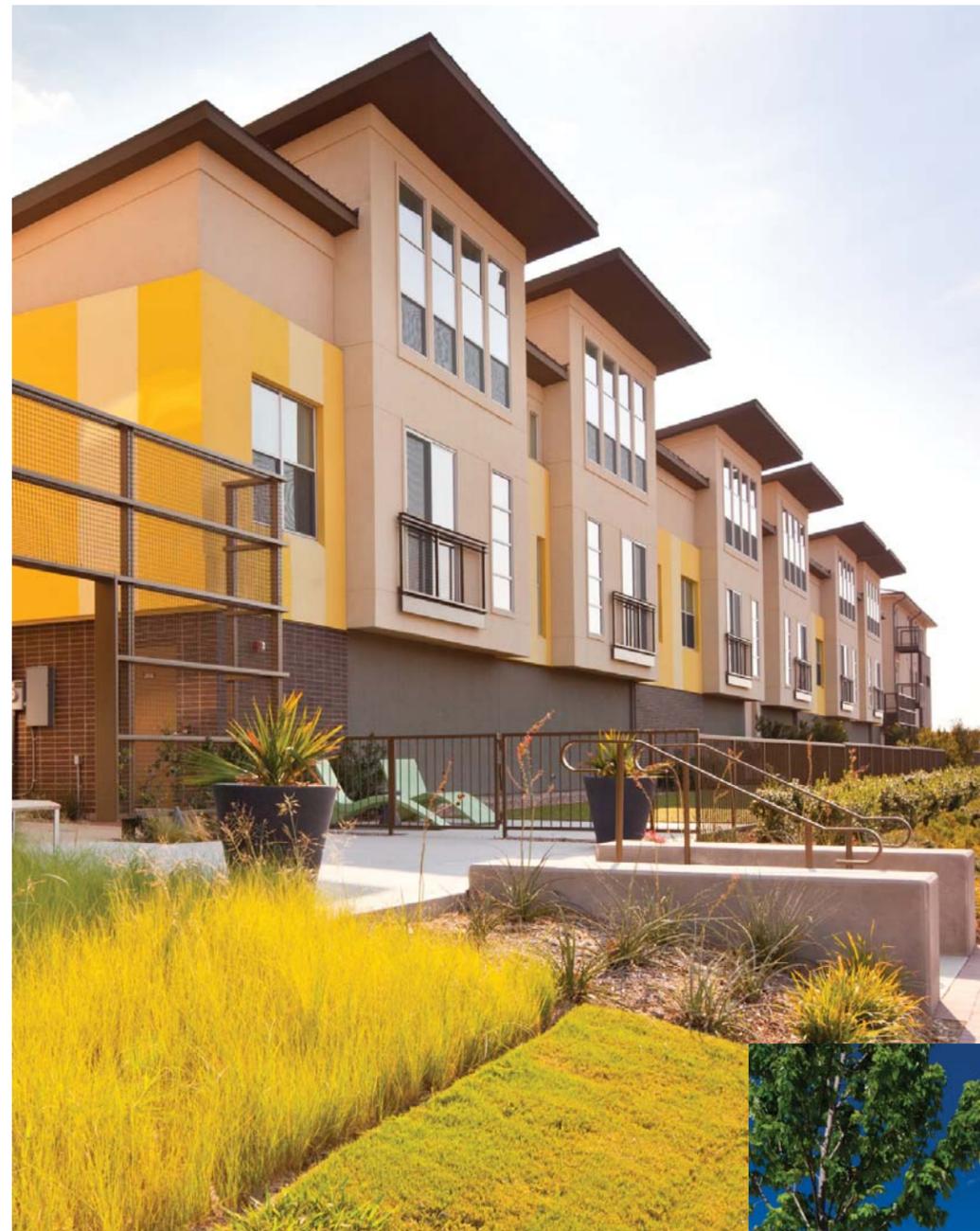


Mews Drive : 2 traffic lanes



Case Studies

- Baker III Cottages Village, Columbus, GA
- Columbia Parc at the Bayou District, New Orleans, LA
- Austin Ranch IV & V, Dallas, TX
- Legacy IV & V, Dallas, TX
- Columbia West highlands, Atlanta, GA



Baker III Cottages Village

Columbus, GA

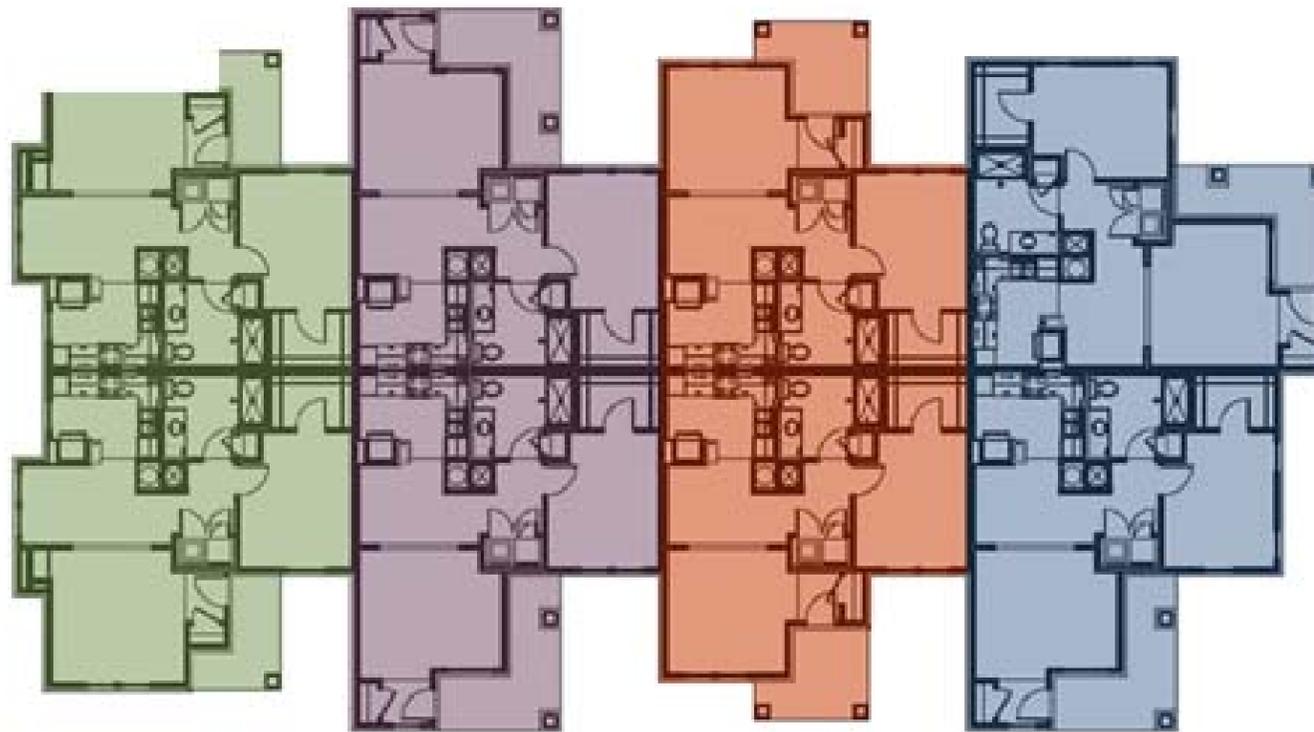
Baker Village Phase III senior housing is the third and final phase of the Baker Village Redevelopment. All units are one story for convenience of the senior residents and ease of accessibility. The design is based on craftsman cottages from the 1920's. Every resident has their own front porch giving them unique identity and an appearance of a single family home. The site plan is organized around green spaces and most units can reach the community building without crossing a vehicular roadway.







Building Type I



Building Type II



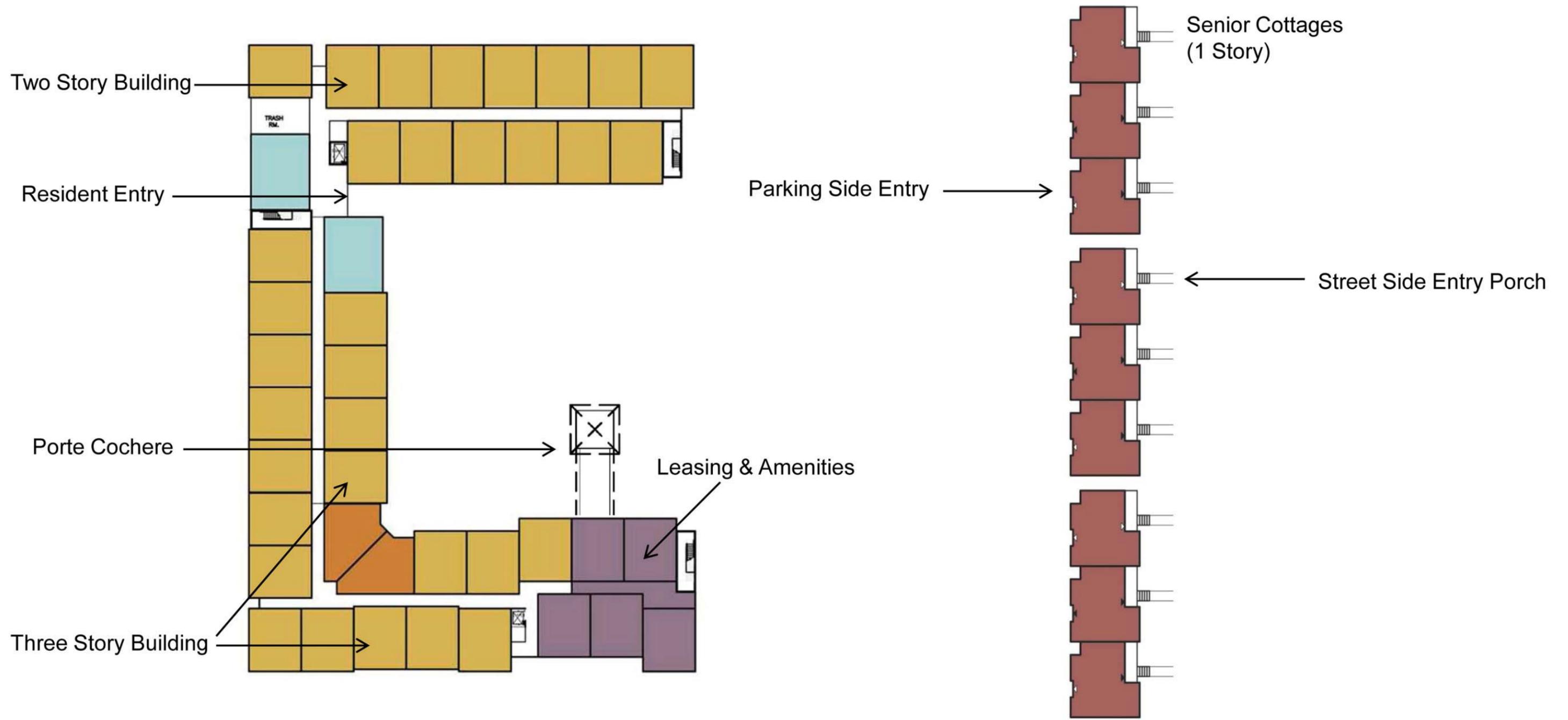
Columbia Parc at the Bayou District

New Orleans, LA

The St. Bernard Housing Development (1,436 units) was significantly impacted due to hurricane force winds and flood water caused by Hurricane Katrina on August 29, 2005 and its aftermath. Already in deterioration, the devastation accelerated existing plans to demolish and rebuild a mixed income community. Columbia Parc at the Bayou District will include a mix of housing. The first phase of development will bring 466 units of two and three story residential town homes, including 157 public housing units, 160 tax-credit units that can be rented using rental assistance vouchers, and 149 market rate rental units.

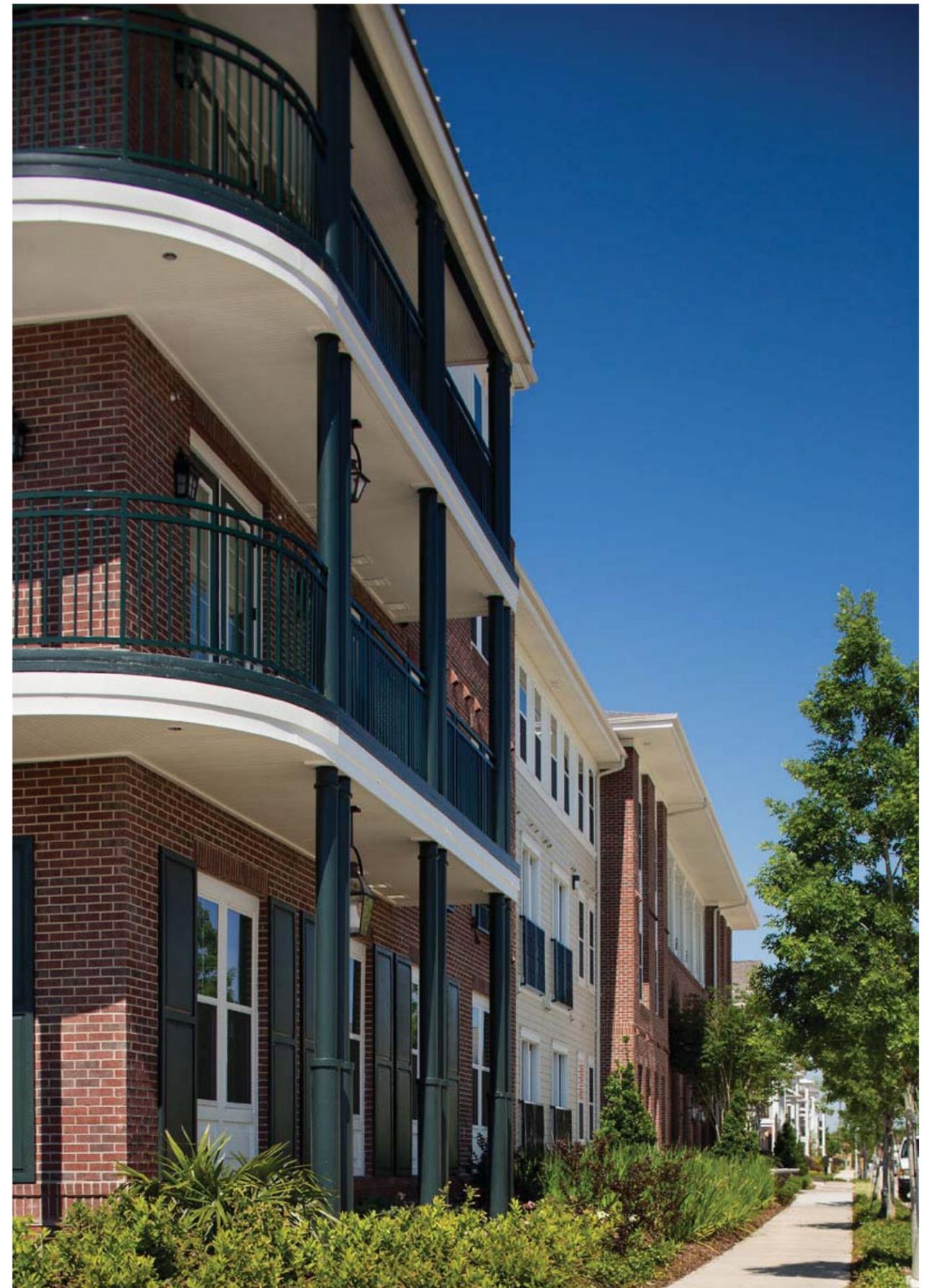






Building Type I – Main Building

Building Type II – Senior Cottages



Austin Ranch IV

Dallas, TX

The fourth phase of the Austin Ranch New Urbanist community is bounded to the south and west by a Nature Conservation area. Development to the north and west are the original phases of the Austin Ranch development. The buildings are simple yet elegant, and the outdoor spaces are well articulated using courtyards, pedestrian linkages, and paved plazas. Front doors and porches are included at every ground floor unit.





Austin Ranch V

Dallas, TX

The design for Austin Ranch V has been described as “Romantically Industrial”. This is evidenced by the planning, massing and detailing of the project. The fifth phase adds more than 500 multifamily units, multiple restaurant and retail venues, and a bank to the existing Austin Ranch mixed-use community. Residential buildings nestled into stands of native oak and serene creeks provides opportunities for active living and natural surroundings to coexist within the context of a rapidly growing North Dallas community—just one mile from the North Dallas Tollway.



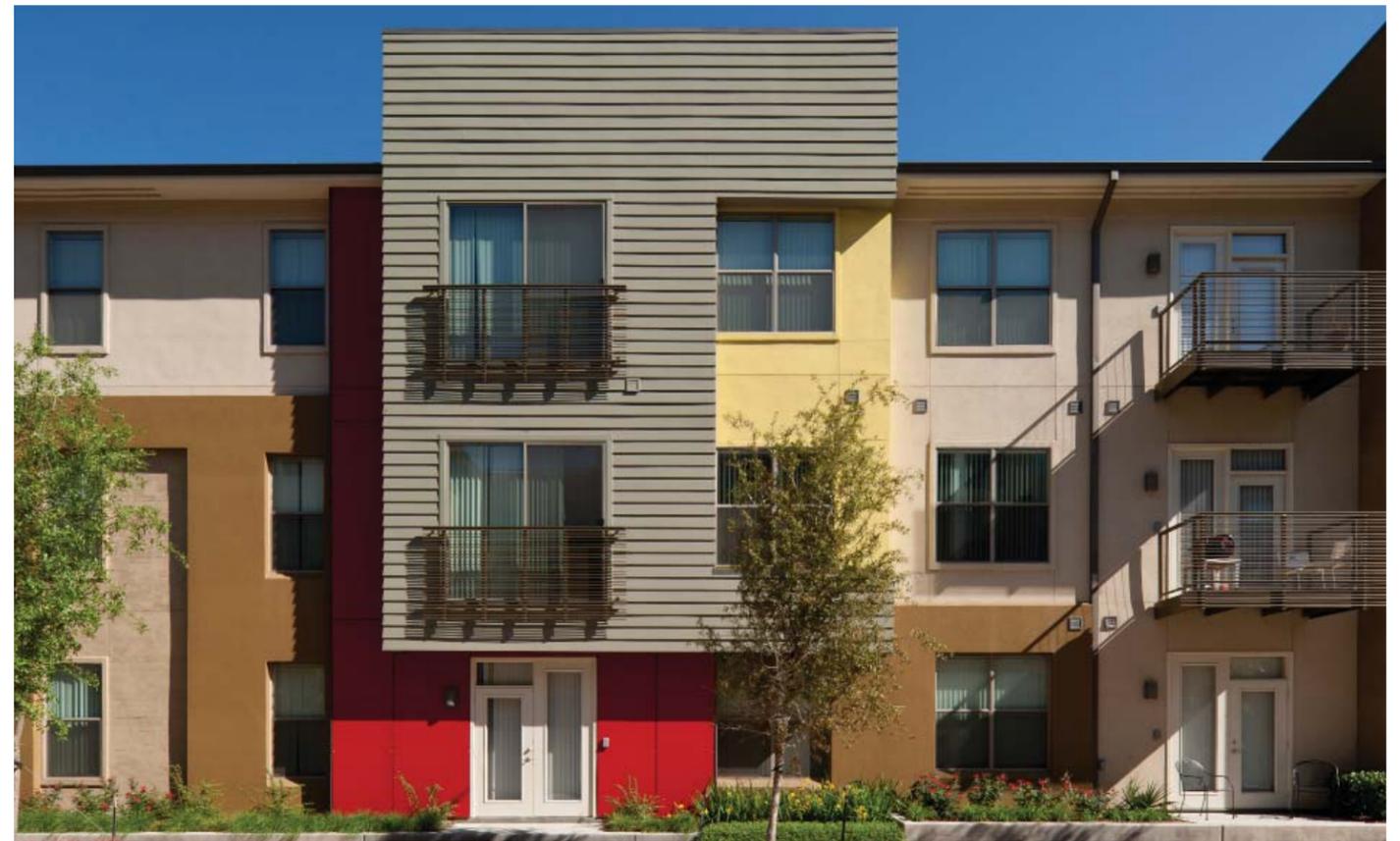


Legacy IV & V

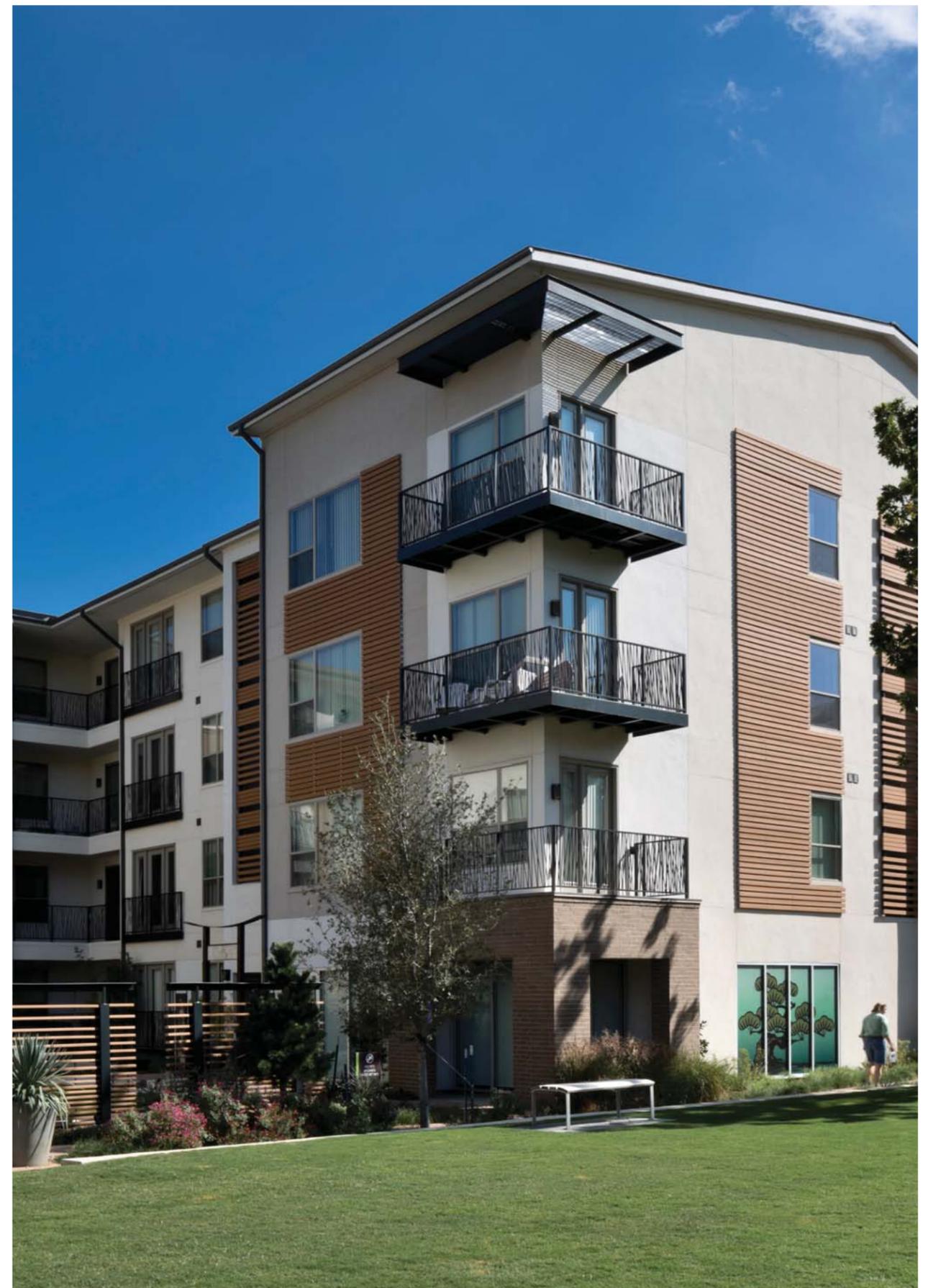
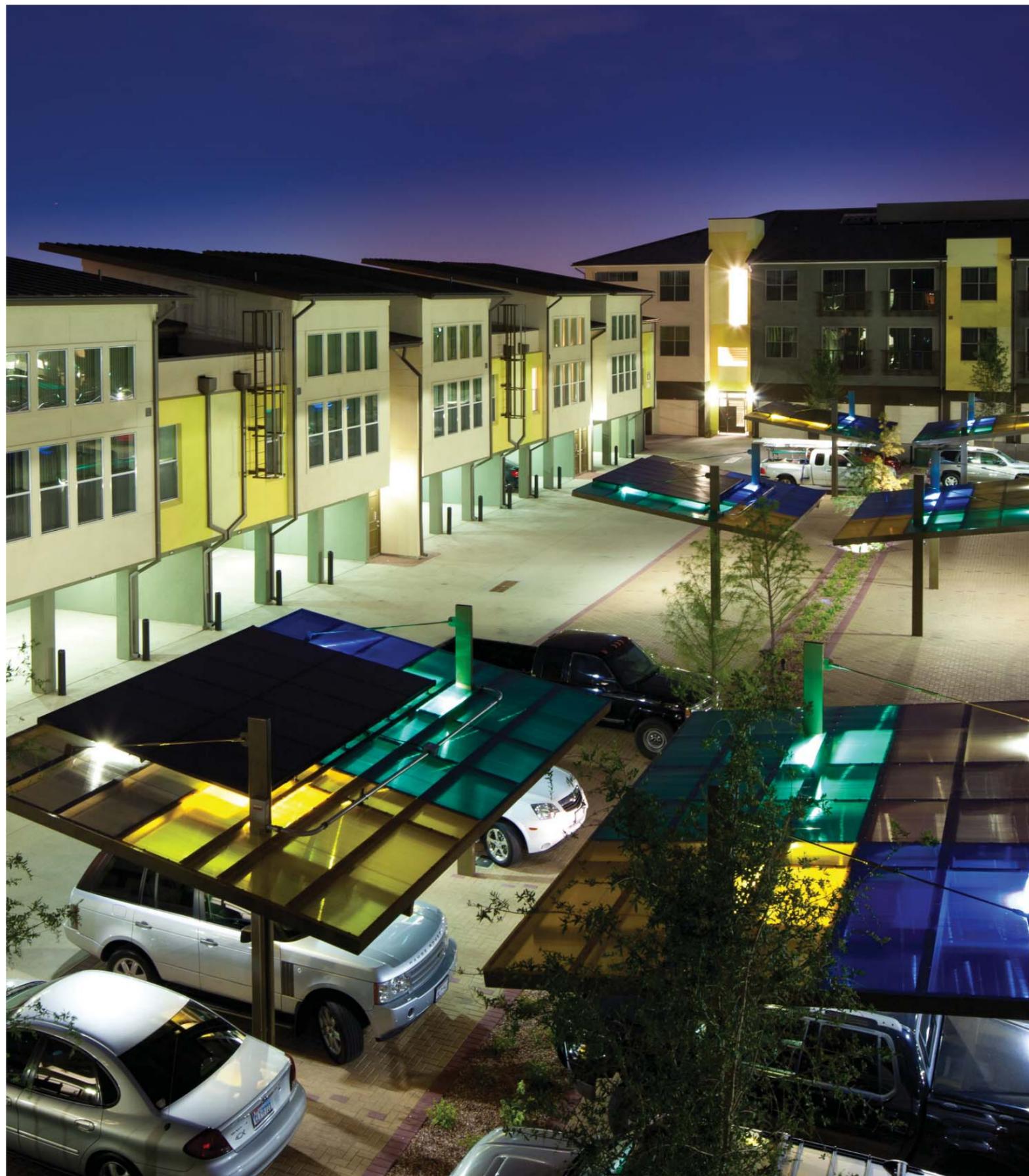
Dallas, TX

The 160-acre Perry Homes public housing site, owned by Atlanta Housing Authority, received HOPE VI funding to raze the existing structures and begin anew as a mixed-income, mixed-use development located in the heart of Atlanta. Toward this end, JHP provided design services for multiple sites within the West Highlands (formerly Perry Homes) development. JHP designed projects include; Columbia Estates Townhomes, Columbia Heritage Senior Housing, and Columbia Crest Multifamily. The HOPE VI master plan also included for-sale single-family homes, future retail and commercial uses, the Heman E. Perry Park neighborhood park, a YMCA, and neighborhood schools.





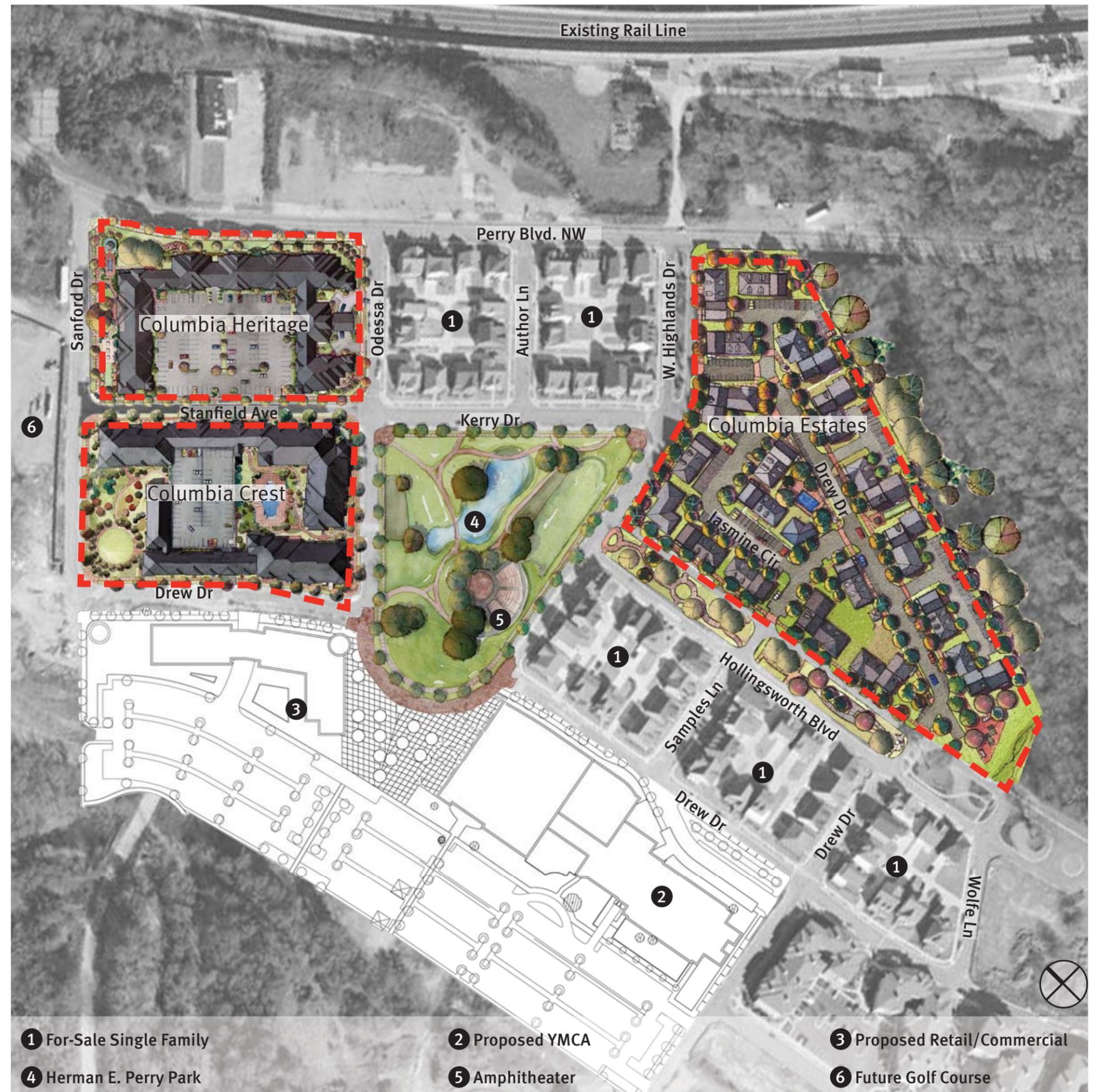




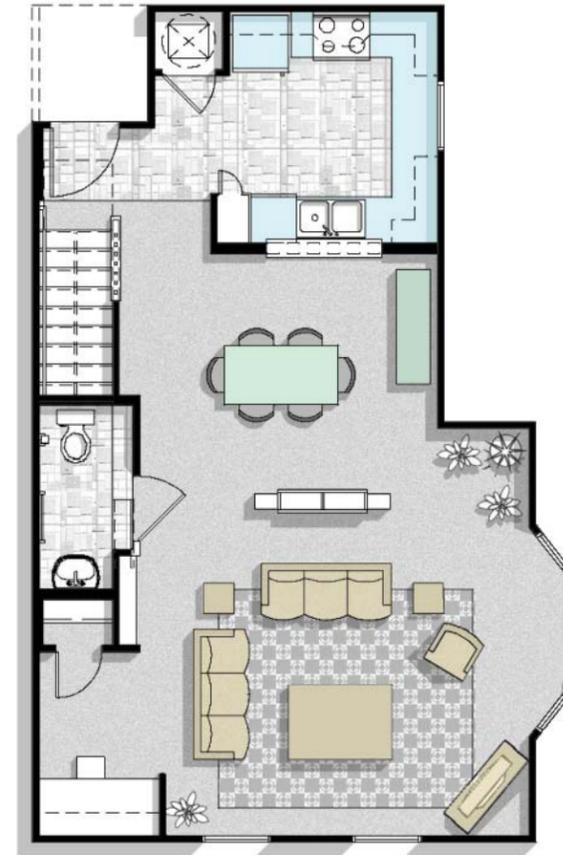
Columbia West Highlands

Atlanta, GA

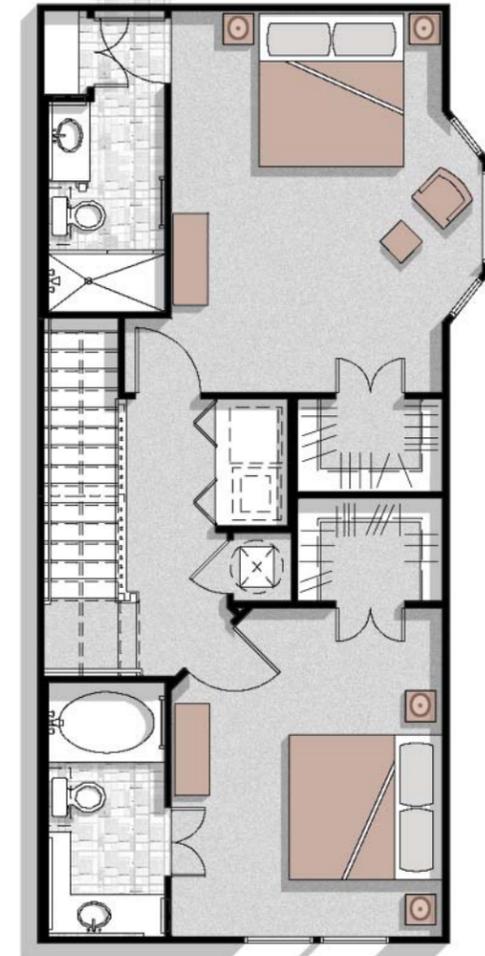
The 160-acre Perry Homes public housing site, owned by Atlanta Housing Authority, received HOPE VI funding to raze the existing structures and begin anew as a mixed-income, mixed-use development located in the heart of Atlanta. Toward this end, JHP provided design services for multiple sites within the West Highlands (formerly Perry Homes) development. JHP designed projects include; Columbia Estates Townhomes, Columbia Heritage Senior Housing, and Columbia Crest Multifamily. The HOPE VI master plan also included for-sale single-family homes, future retail and commercial uses, the Heman E. Perry Park neighborhood park, a YMCA, and neighborhood schools.





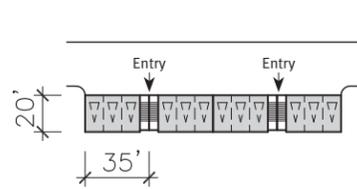


Lower Level



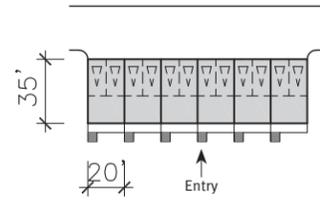
Upper Level





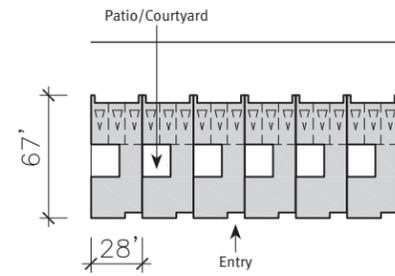
Granny flats

-2 stories
-one level housing
above parking garages



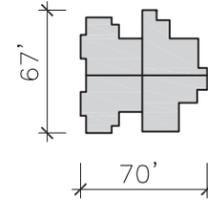
Townhomes

-2 or 3 stories
-attached homes



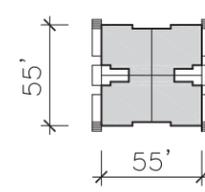
Courtyard Townhomes

-2 or 3 stories
-attached homes



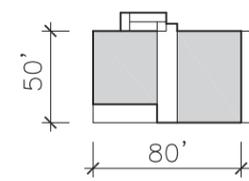
4-plex

-1 story
-cottage style housing



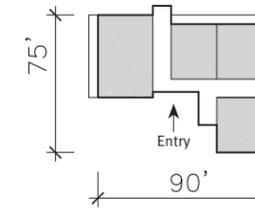
8-plex

-1 story
-cottage style housing



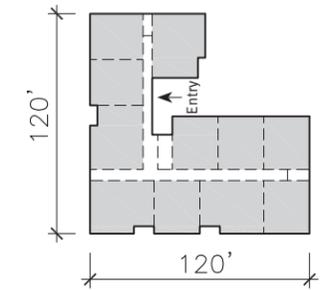
Manor Home

-3 stories
-6 units
-multiple units in one building



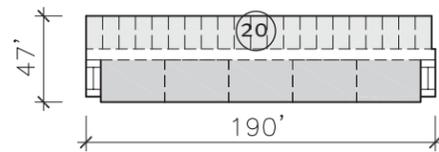
Manor Home

-3 stories
-12 units
-multiple units in one building



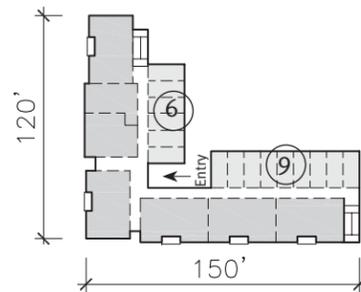
Apartments

-3 stories
-33 units



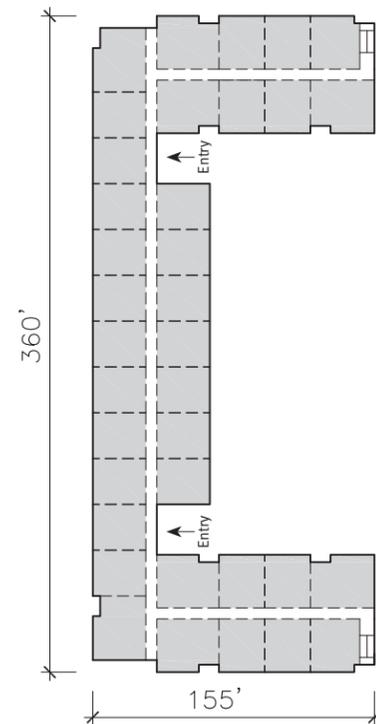
Micro-Unit Housing

-3 stories
-small/compact units
over garages
-25 units



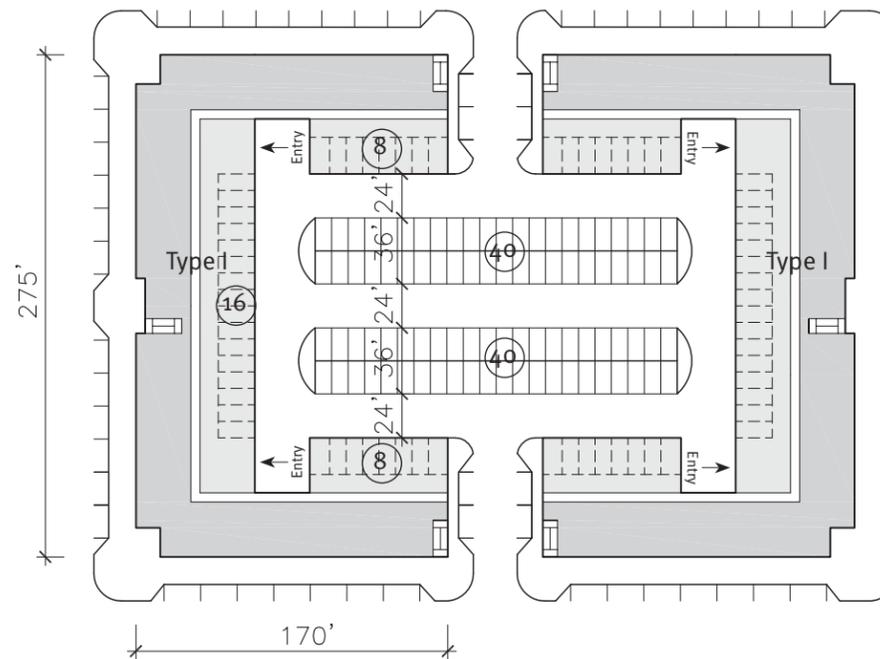
Micro-Unit Housing

-3 stories
-small/compact units
over garages
-30 units



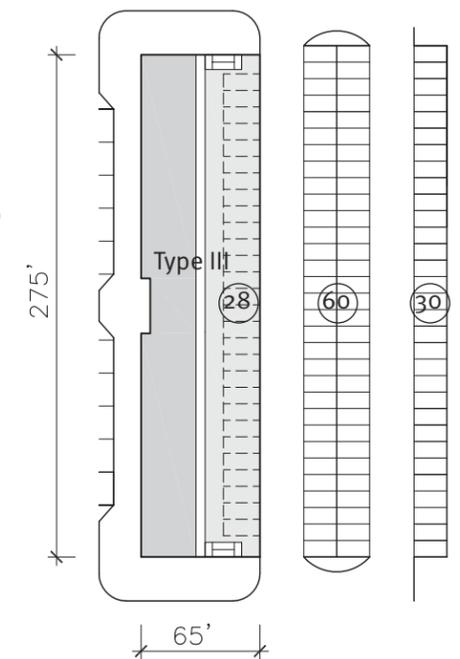
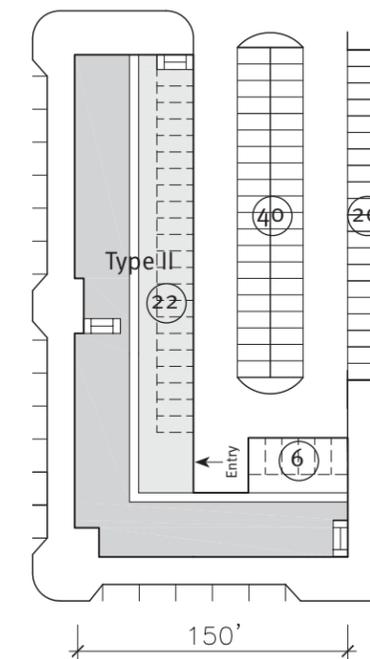
Corridor Housing

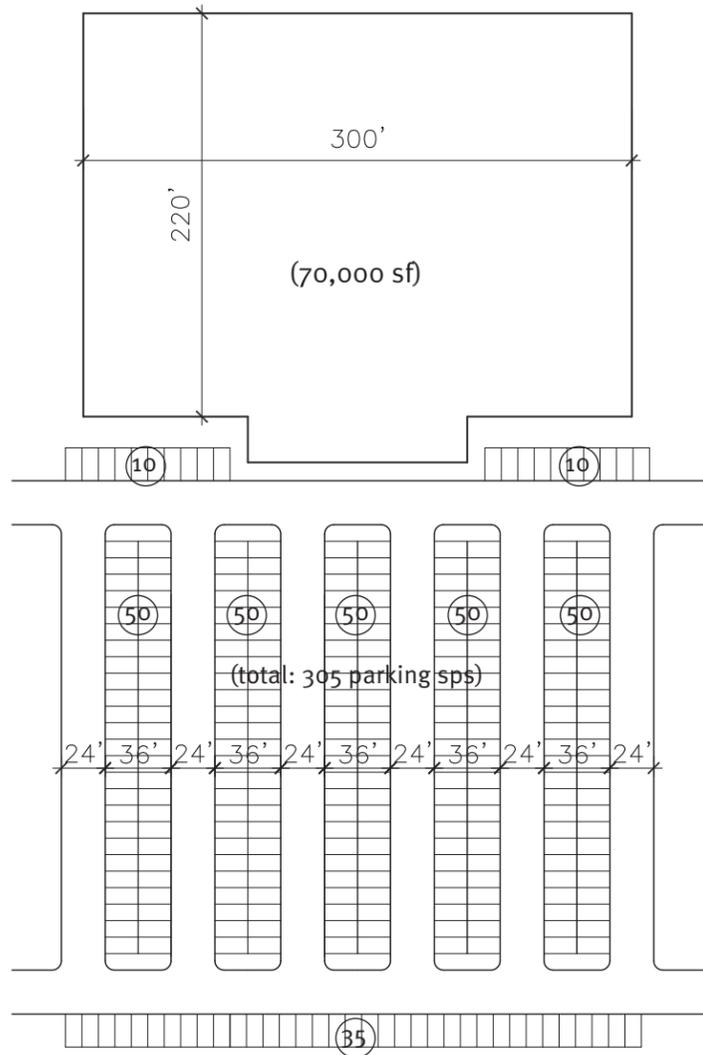
-typical 3 stories
-typical units
-90 units



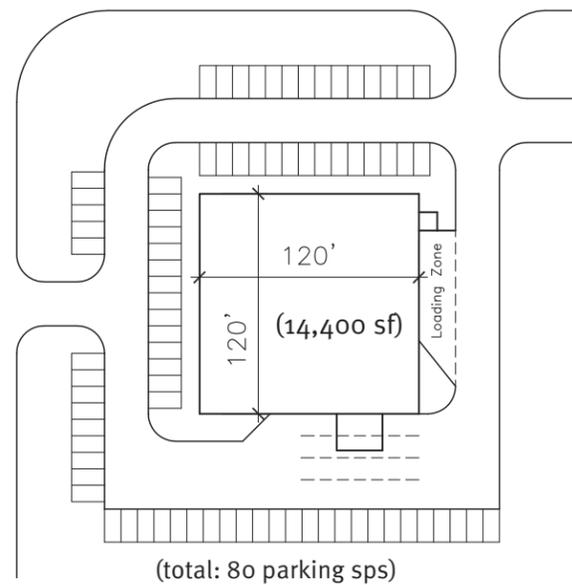
Urban Village Type Housing

-typical 3 stories with ground floor garages
-with parking court
-70 units of building type I
-50 units of building type II
-40 units of building type III

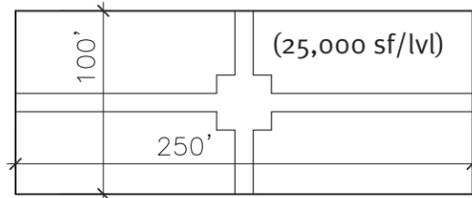




Neighborhood Grocery Store



Typical Drug Store



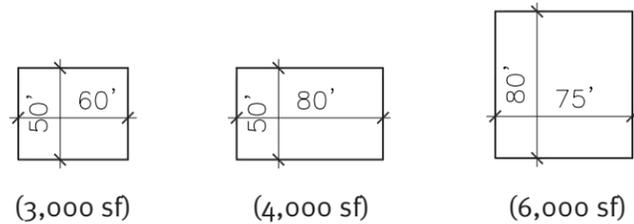
Typical Office



Neighborhood Services & Retail (small scale)



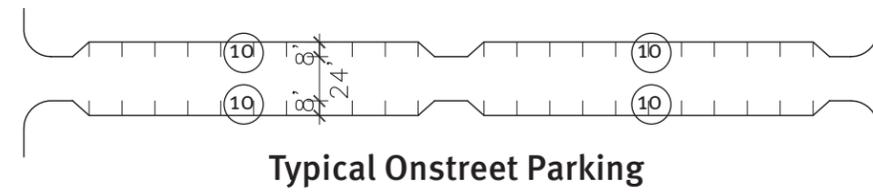
Retail (small scale)



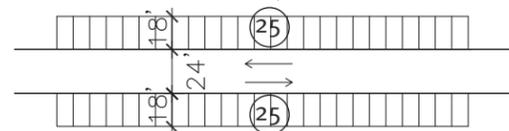
Pad Site Restaurant (Fast Food)

Free Standing Restaurant

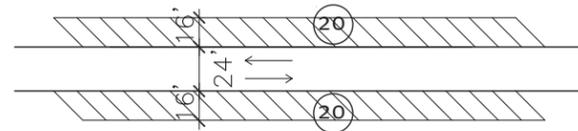
Anchor Retail



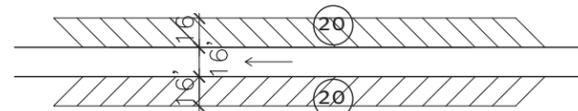
Typical Onstreet Parking



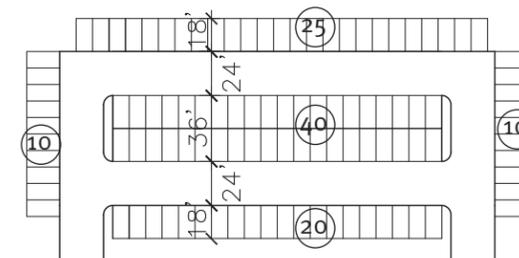
Head-in Parking



Angled Parking (Two Way)

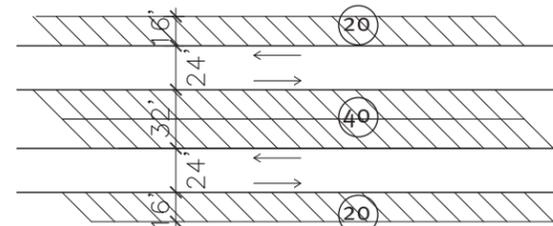


Angled Parking (One Way)



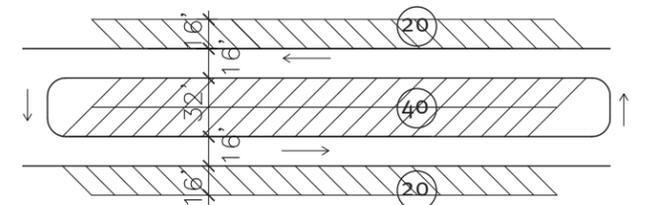
(total: 105 parking sps)

Typical Head-in Parking Court



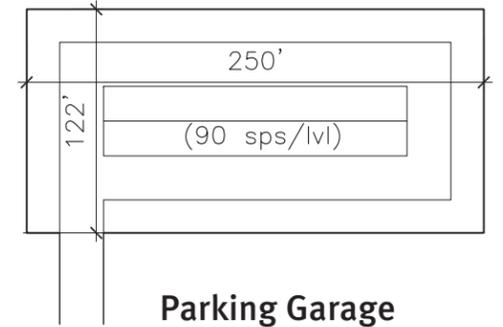
(total: 80 parking sps)

Typical Angled Parking Court (Two Way)

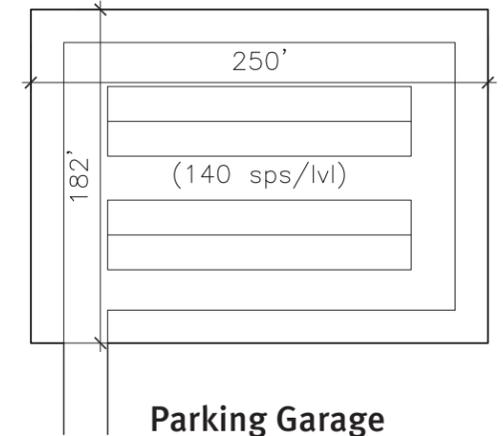


(total: 80 parking sps)

Typical Angled Parking Court (One Way)



Parking Garage



Parking Garage

