

WEST ASHLEY MASTER PLAN

City of Charleston, SC

REQUEST FOR PROPOSAL #16-P026C

OCTOBER 4, 2016



DOVER, KOHL & PARTNERS
town planning

DOVER, KOHL & PARTNERS

t o w n p l a n n i n g



historic



retrofit



transit



new



regions



corridors



codes

experience



- Oakland CA
- Yellow Springs OH
- Atlanta GA
- **Charleston SC**
- Montgomery AL
- Buena Vista CO
- Antigua Guatemala
- Arlington County VA
- St Thomas USVI
- Maui HI
- El Paso TX
- **Bluffton SC**
- Alexandria VA
- **Port Royal SC**
- Winter Garden FL
- **Beaufort SC**
- Ocean Springs MS
- College Park, MD
- **Greenville SC**
- Davidson NC
- Oklahoma City OK
- Hampton VA
- Flagstaff AZ
- Brunswick MA
- **North Augusta SC**

CONGRESS
FOR THE
NEW
URBANISM

NCI
national **charrette** institute

FBCI
Form-Based
Codes Institute



consensus

design & visualization

implementation

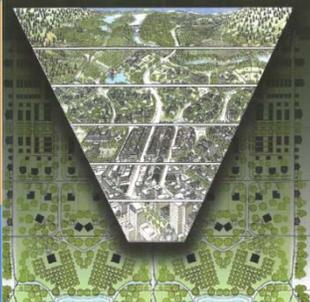
Form-Based Codes



A Guide for Planners, Urban Designers, Municipalities, and Developers

ENVIRONMENTAL LAW INSTITUTE

The SmartCode Solution to Sprawl



American Planning Association National Charrette Institute • Bill Lennertz and Aarin Lutzer

The Charrette Handbook



The Essential Guide for Accelerated, Collaborative Planning

SUSTAINABLE URBANISM

URBAN DESIGN WITH NATURE



SOLVING SPRAWL

Models of Smart Growth in Communities Across America



THE FRACTURED METROPOLIS

IMPROVING THE NEW CITY, RESTORING THE OLD CITY, RESHAPING THE REGION

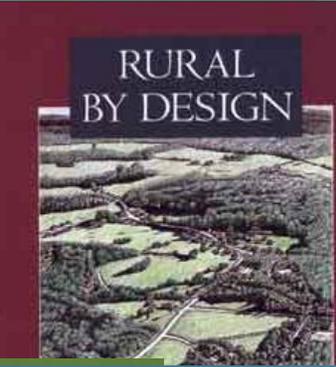
JONATHAN BARNETT



GREYFIELDS INTO GOLDFIELDS



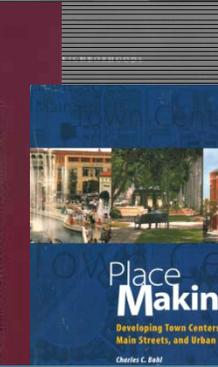
RURAL BY DESIGN



Place Making

Developing Town Centers, Main Streets, and Urban Villages

Charles C. Bohm

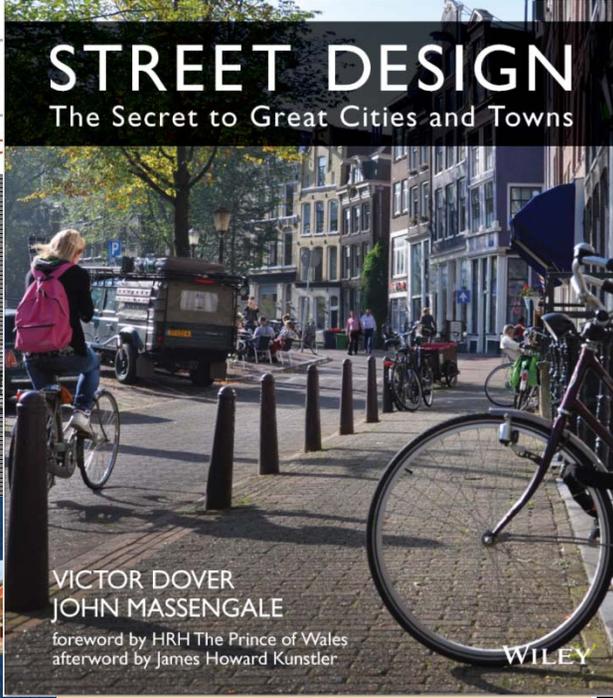


STREET DESIGN

The Secret to Great Cities and Towns

VICTOR DOVER
JOHN MASSENGALE

foreword by HRH The Prince of Wales
afterword by James Howard Kunstler

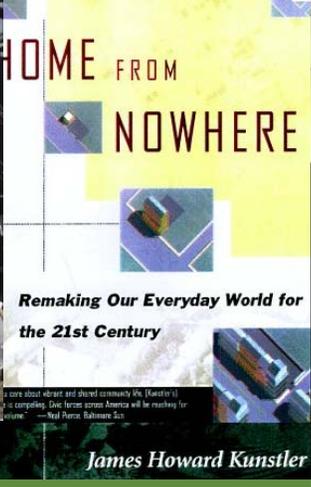


WILEY

HOME FROM NOWHERE

Remaking Our Everyday World for the 21st Century

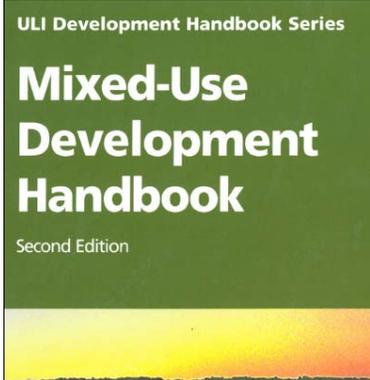
James Howard Kunstler



ULI Development Handbook Series

Mixed-Use Development Handbook

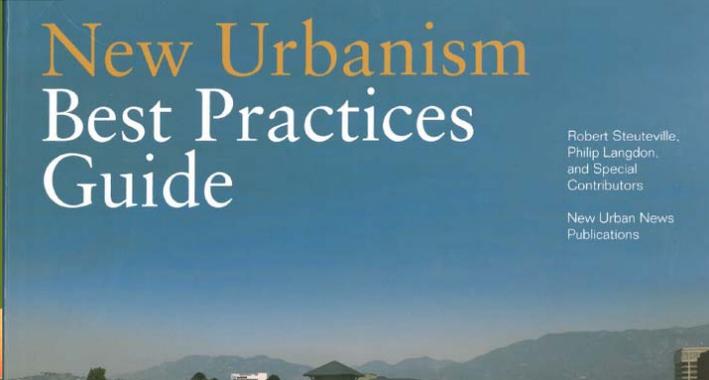
Second Edition



New Urbanism Best Practices Guide

Robert Steuterville, Philip Langdon, and Special Contributors

New Urban News Publications



The Seaside Debates

A CRITIQUE OF THE NEW URBANISM

The Seaside Institute | Seaside, FL

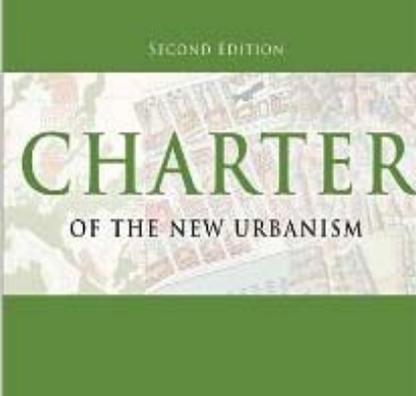
Warren T. Byrd | Robert Campbell | Robert Davis | Judith Di Majo | Victor Dover | Andrew Gendron | Harrison S. Frank, Jr. | Alan Jacobs | John Kralik | Peter Katz | Douglas S. K. Alex Krieger | Doris Lyndon | Elizabeth Matus | Elizabeth Pater Zydek | Alan Rabinowitz | Jacquelin Robertson | Colin Rowe | Witold Rybczynski | Brian Sless | Daniel Sussman

Edited by Todd V. Shuman



SECOND EDITION

CHARTER OF THE NEW URBANISM



experience

South Carolina



Hammond's Ferry
North Augusta, SC



I'On
Mount Pleasant, SC



Old Town Master Plan
Bluffton, SC



experience

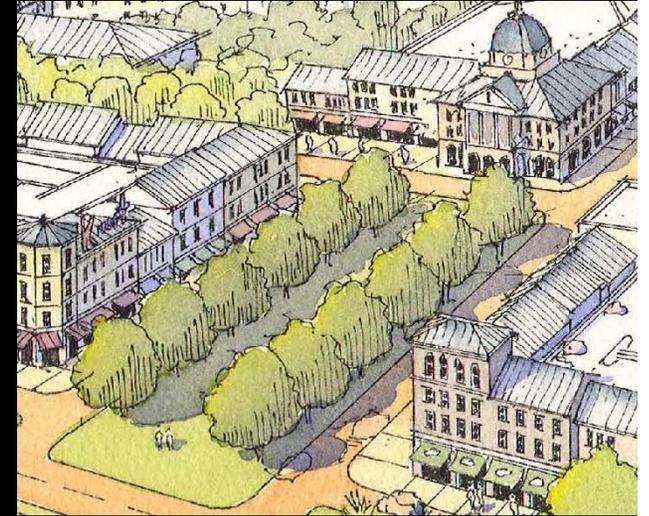
South Carolina



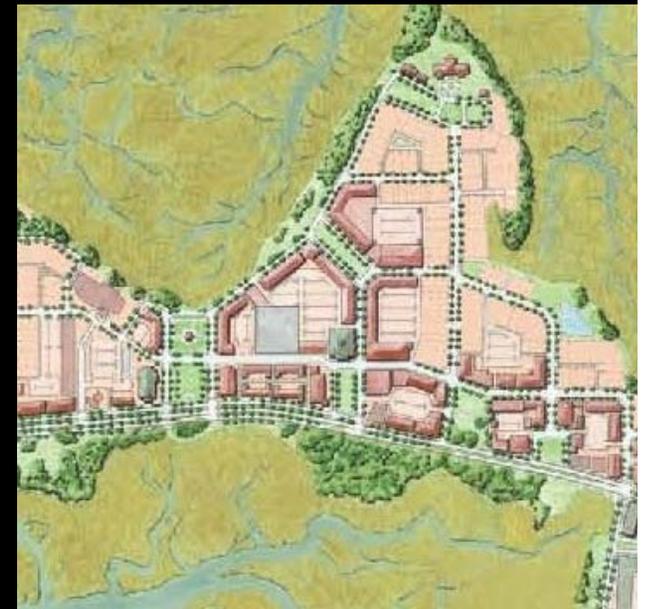
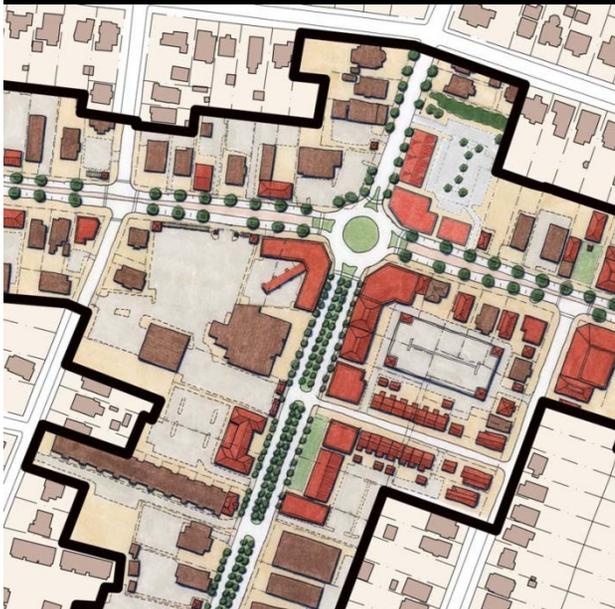
Stone Avenue
Greenville, SC



Folly Road
Charleston, SC + environs



Boundary Street
Beaufort, SC



experience



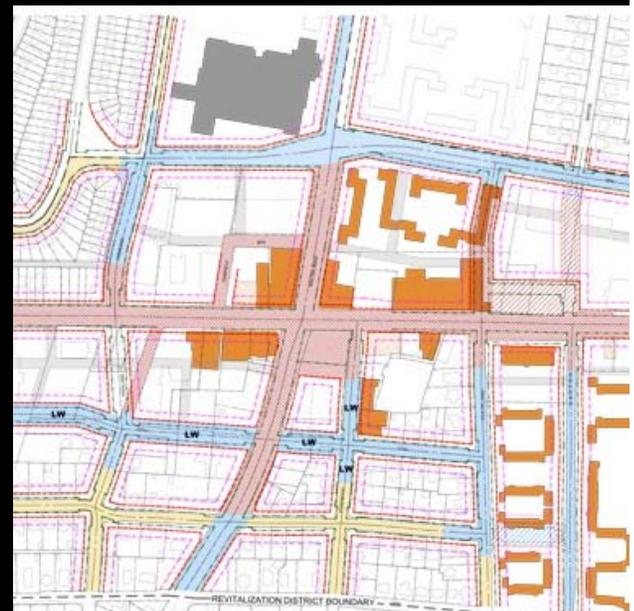
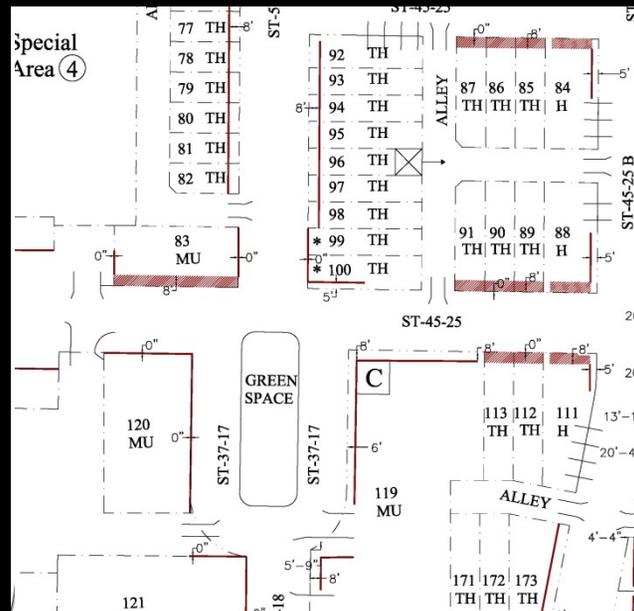
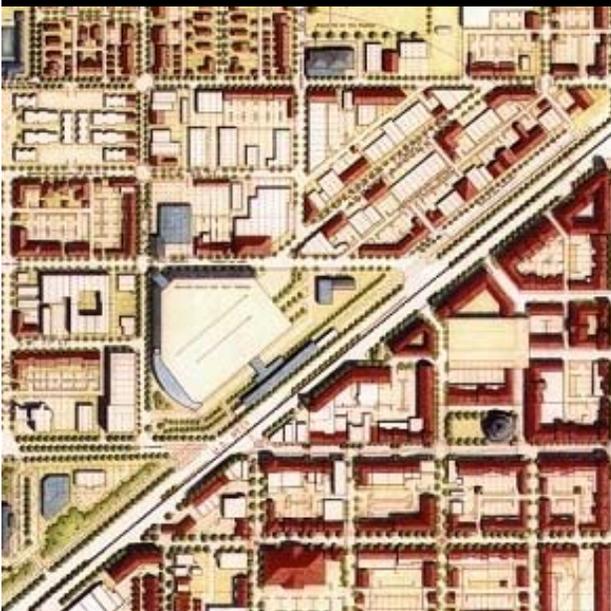
Sunset Drive
South Miami, FL



Glenwood Park
Atlanta, GA



Columbia Pike
Arlington, VA





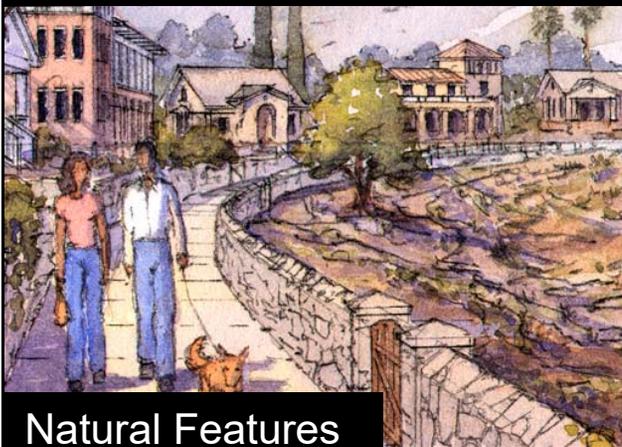
Infill



Streets



Mix of Uses



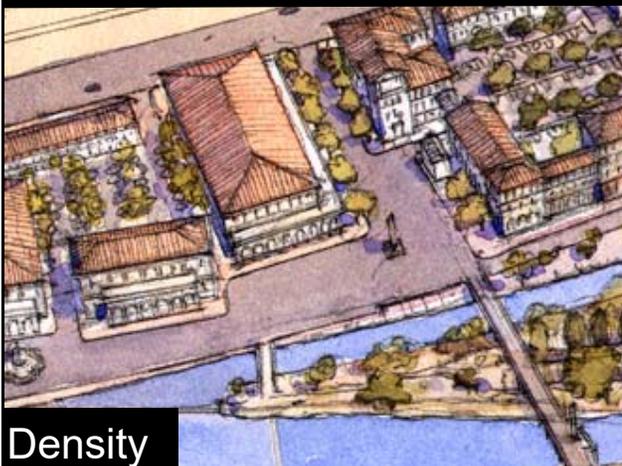
Natural Features



Neighborhoods



Parks



Density



Shopping



Preservation

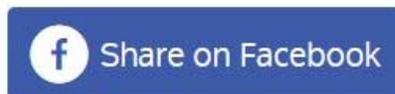


LOVE EL PASO.
 PLAN EL PASO.
 PLAN THE FUTURE. NOW.
www.planelpaso.org

How El Paso Ended Up With America's Best Smart Growth Plan

The city's new plan will improve downtown, increase public transportation options and revitalize older neighborhoods.

KAID BENFIELD |  @Kaid_at_NRDC | Mar 8, 2012 |  12 Comments



Love CityLab? Make sure you're signed up for our free e-mail newsletter.

Earlier this week, the city council of El Paso, the nation's 19th-largest city, [unanimously adopted](#) a detailed comprehensive plan built around the principles of smart growth and green development. With significant economic importance and a rich cultural history, but plagued with sprawling recent development patterns coupled with alarming rates of land consumption and carbon pollution, the city constructed [Plan El Paso](#) over the past two years. It is among the best, most articulate comprehensive plans I have ever seen.

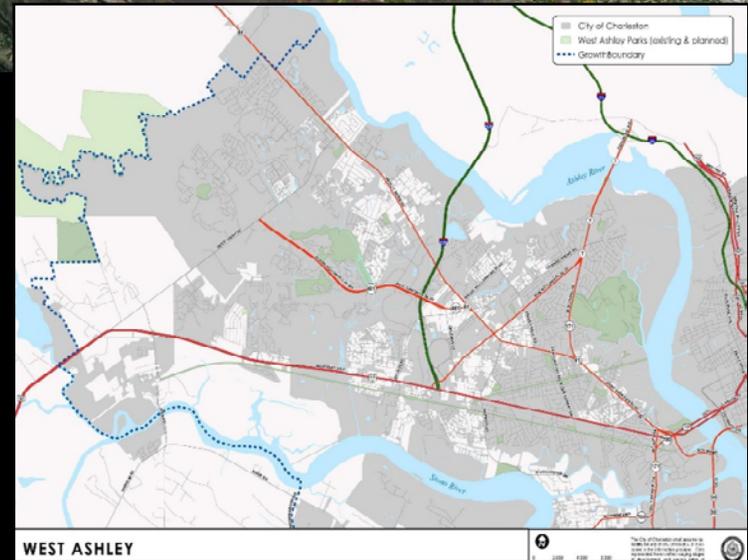
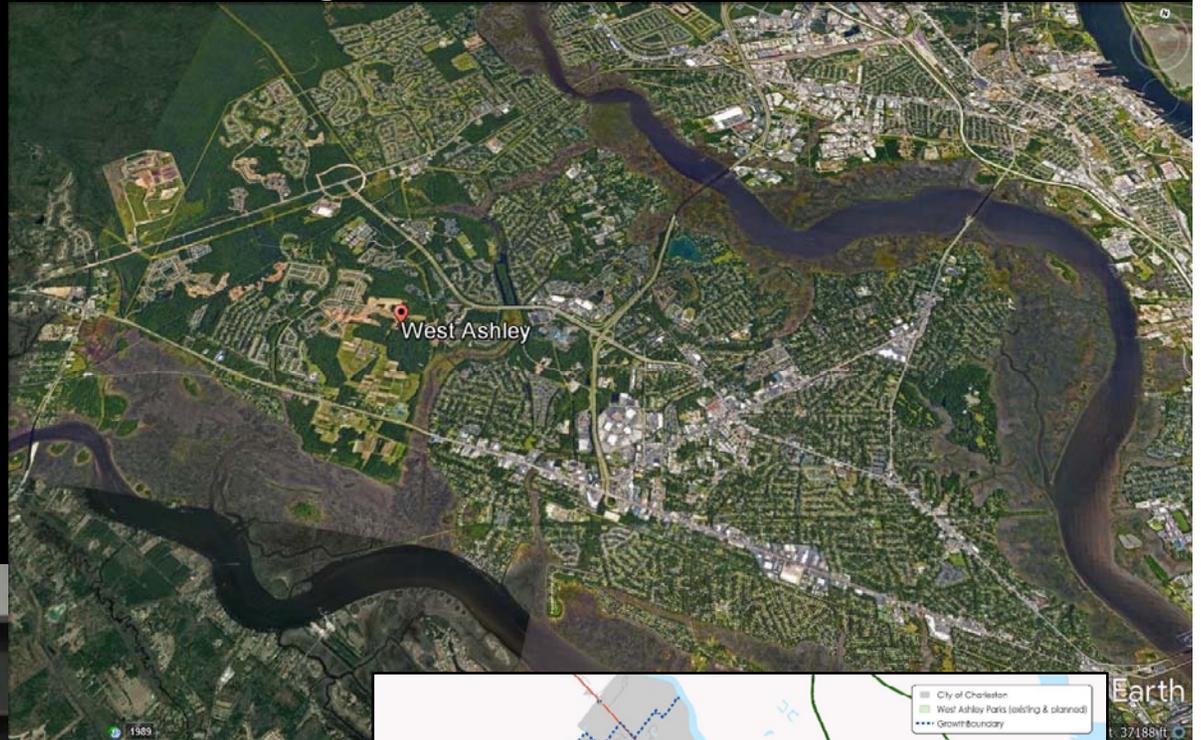
WEST ASHLEY MASTER PLAN

DOVER, KOHL & PARTNERS

t o w n p l a n n i n g



phase 1: detailed analysis



review previous plans, conduct stakeholder interviews, on-site analysis

phase 1: create public awareness

Stakeholder Group Meetings

April 14 – 17, 2014

bus rapid transit

Join the conversation about your area(s) of interest. Visit www.cata-brt.org for meeting dates and locations.

Areas:

- | | | |
|--------------------------|--------------------------------|-------------------------------|
| 1: Downtown Lansing | 4: 2000 block & environs | 7: Hagadorn to Park Lake Road |
| 2: Stadium District | 5: Red Cedar/ Frandor area | 8: Park Lake to Okemos Road |
| 3: Sparrow Hospital area | 6: Chesterfield Hills to Delta | 9: Meridian Mall & Meijer |

for more information: www.cata-brt.org | [facebook.com/rideCATA](https://www.facebook.com/rideCATA) | twitter.com/rideCATA

Best Local in Your Community

REAL ESTATE

SUNDAY, NOVEMBER 11, 2007

The Press-Register has an average of **551** homes for sale every Sunday.
January through June 2008 average

PRESS-REGISTER
 Kathy Jumpeter/Real Estate Editor
Email: kjump@press-register.com Phone: 715-6075

SPRING HILL REVITALIZATION MASTER PLAN



Left: Megan McLaughlin of town planners Dover, Kohl & Partners, based in Coral Gables, Fla., gathers maps and aerial photos of the Spring Hill area at the headquarters of the Village of Spring Hill's restoration effort Thursday in Nicolle. The non-profit group of volunteers brought in the urban planning firm to help residents design a master plan to revitalize the community. The group wants to bring back the charm of the historic area, as well as more businesses.

Below: James Dougherty, left, and Andrew Georgiadis of Dover, Kohl & Partners demonstrate how they map right-of-way features on Old Shell Road to create maps for the revitalization project.

SHAPING THE AVENUE

UNIQUE PLACES AND COMMUNITY SPACES

SHAPING THE AVENUE

UNIQUE PLACES AND COMMUNITY SPACES



phase 2: charrette workshops

Step 1: Kick-off / Hands-on Design Sessions

(2 to 3 days: multiple community input sessions)

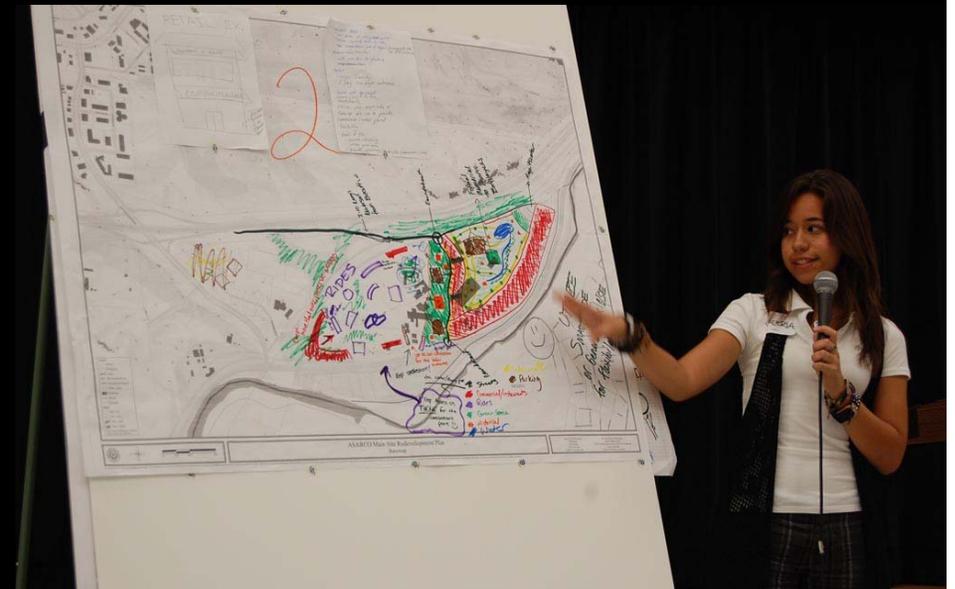


Step 2: Open Studio / Work-in-Progress

(5 days: on-site design studio, stakeholder meetings, open house, community work-in-progress presentation)



kick-off & hands-on sessions



Sessions will be held in different locations in West Ashley

open design studio



work-in-progress presentation

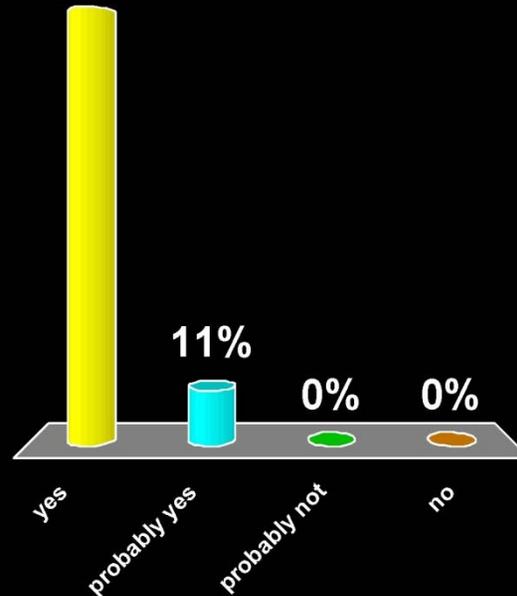


gathering feedback: polling, surveys

Do you think the Downtown & Connectivity Plan is generally on the right track?

89%

1. yes
2. probably yes
3. probably not
4. no



Siloam Springs Downtown & Connectivity Plan Charrette Work-in-Progress Presentation, April 4, 2014

Did you attend the Plan Kick-off Presentation (February 11, 2014)?

Yes No

Did you attend the Hands-on Design Session (Monday, March 31st)?

Yes No

Did you visit the Design Studio (Tuesday, April 1st – Thursday April 3rd)?

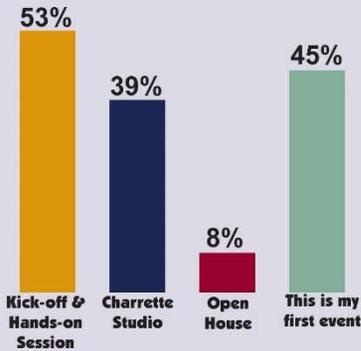
Yes No

Of the many ideas you heard tonight, which idea should be made a top priority?

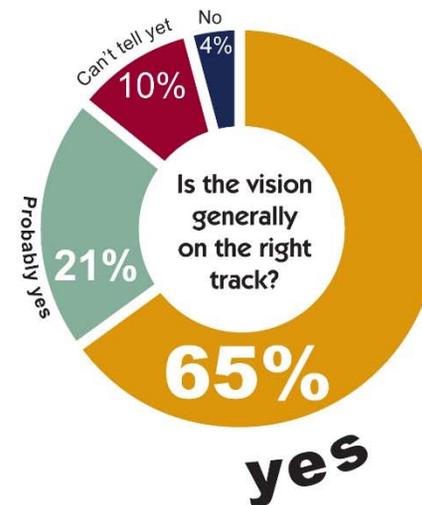
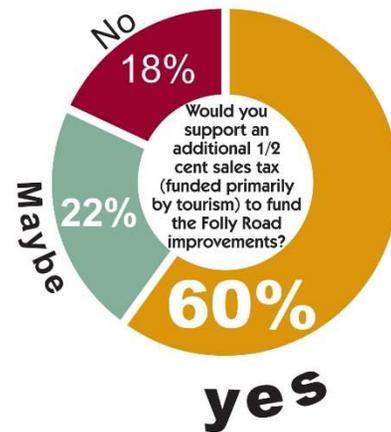
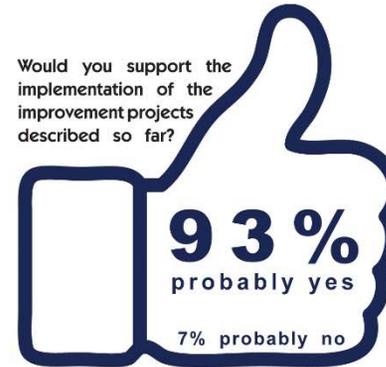
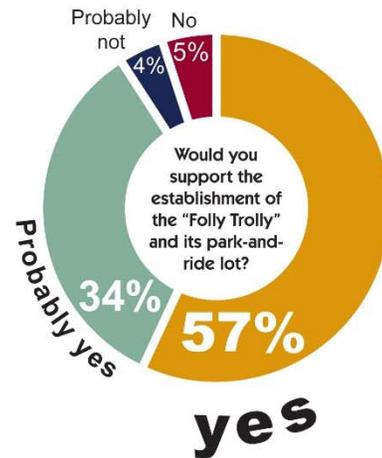
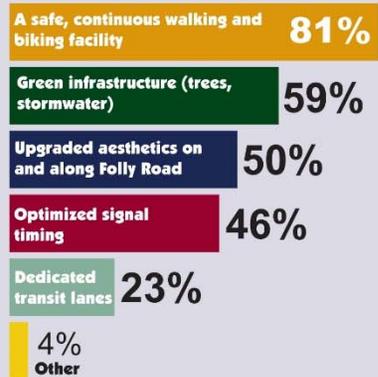
Are there any elements of your vision for Downtown we might have missed?

WORK-IN-PROGRESS PRESENTATION: KEYPAD POLLING RESULTS

Did you attend any of the charrette events earlier this week?



Which of these features of the draft vision are you most interested in? (pick up to 3)



phase 3: illustrative vision details

applying the vision: Red Cedar / Frandor District

The Red Cedar/ Frandor District is located at the western edge of Michigan State University, at the site of the existing Frandor Shopping Center and former Red Cedar golf course. This area is envisioned to transform over time to a more sustainable settlement form, which provides a greater mix of uses (including housing), improved stormwater handling, and greater benefit to the surrounding community.

A continuous network of green / park spaces is introduced through the site, culminating at Red Cedar Park. Stormwater is managed with innovative techniques, including swales and water features that also provide civic art in green spaces. A portion of the former Red Cedar golf course is allocated for new development, the remainder is utilized for stormwater retention as well as active and passive recreation. New streets are added to the existing street network, subdividing large parcels and providing more ways to transverse the district. Streets are fronted by buildings; the tallest, most dense are envisioned for the Michigan Avenue frontage, decreasing in scale away from the corridor.

below: The existing Frandor Shopping Center consists of single story buildings surrounding a large parking lot with little trees or shelter. The view below (area "d" in the plan at right) shows the desired new form of development, enhancing the experience for users by placing parking behind liner buildings and creating high quality public park and plaza spaces at the core of the mixed-use district. Street trees and on-street parking along the open spaces and shopfronts provide shade and shelter for pedestrians.



key recommendations

- a** Design Michigan Avenue to incorporate dedicated BRT lanes and center stations, wide medians, crosswalks, street trees and on-street parking
- b** Activate public park space along the Red Cedar river with recreational fields and mixed-use development adjacent to Michigan Avenue
- c** New development between Homer and Clippert street includes apartments, townhouses, mixed-use and office buildings
- d** Create defined center with civic, plaza and green spaces, and redefine Frandor Avenue as the central axis
- e** Rethink intersection of Saginaw Street and East Grand Avenue (see page 4.22)
- f** North to south connection of green spaces and parks, including new pedestrian/bicyclists paths
- g** New buildings on corridor front the street with parking placed at the rear of lot
- h** A new network of streets is introduced to subdivide large parcels and provide connectivity



KEY TOPICS:
urban design



WHAT IF shade trees lining Folly Road were once again the rule, rather than the exception?



WHAT IF shade trees lining Folly Road were once again the rule, rather than the exception?



WHAT IF you could walk safely down a pleasant sidewalk, between any two points along the corridor?

visualizing change



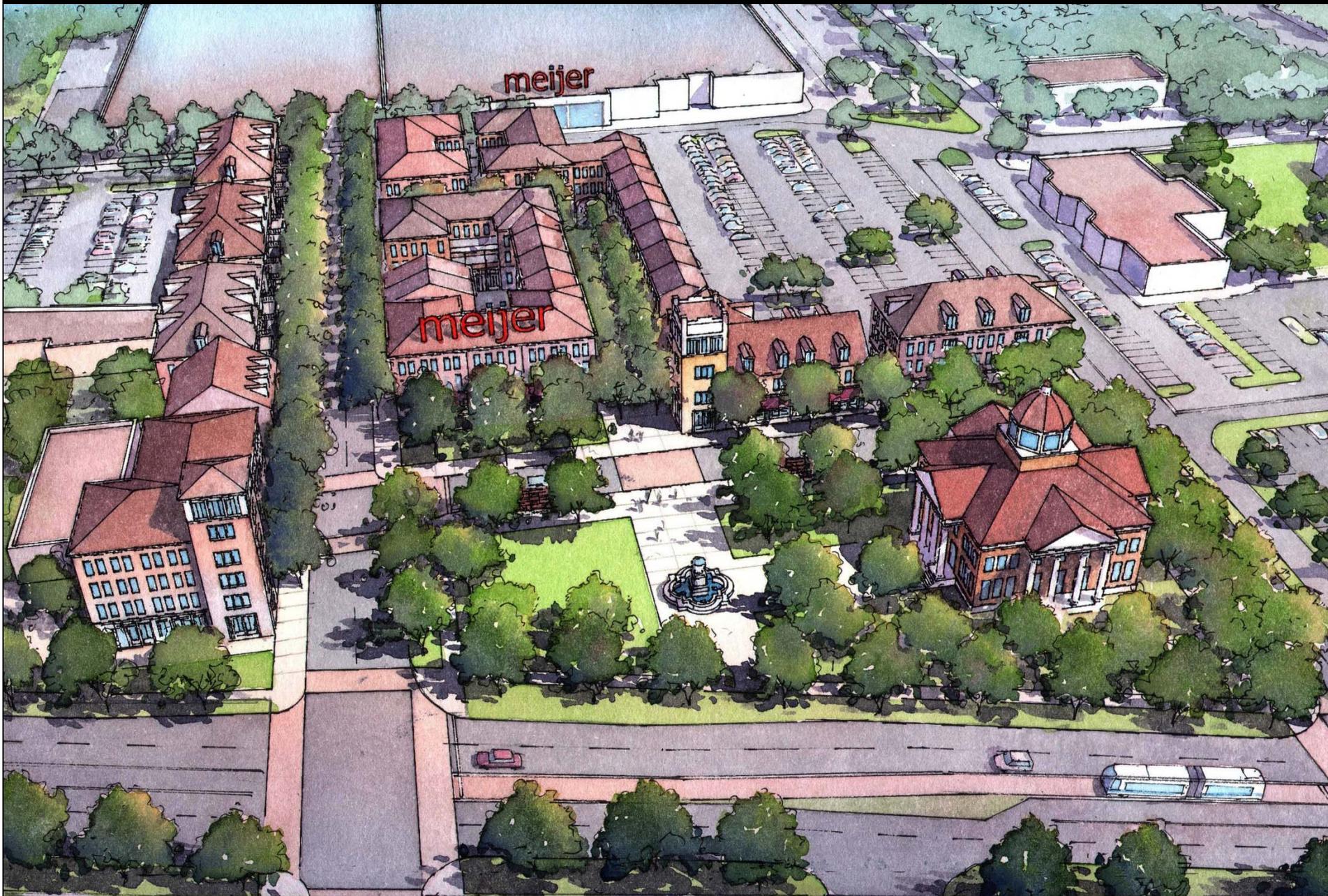
visualizing change



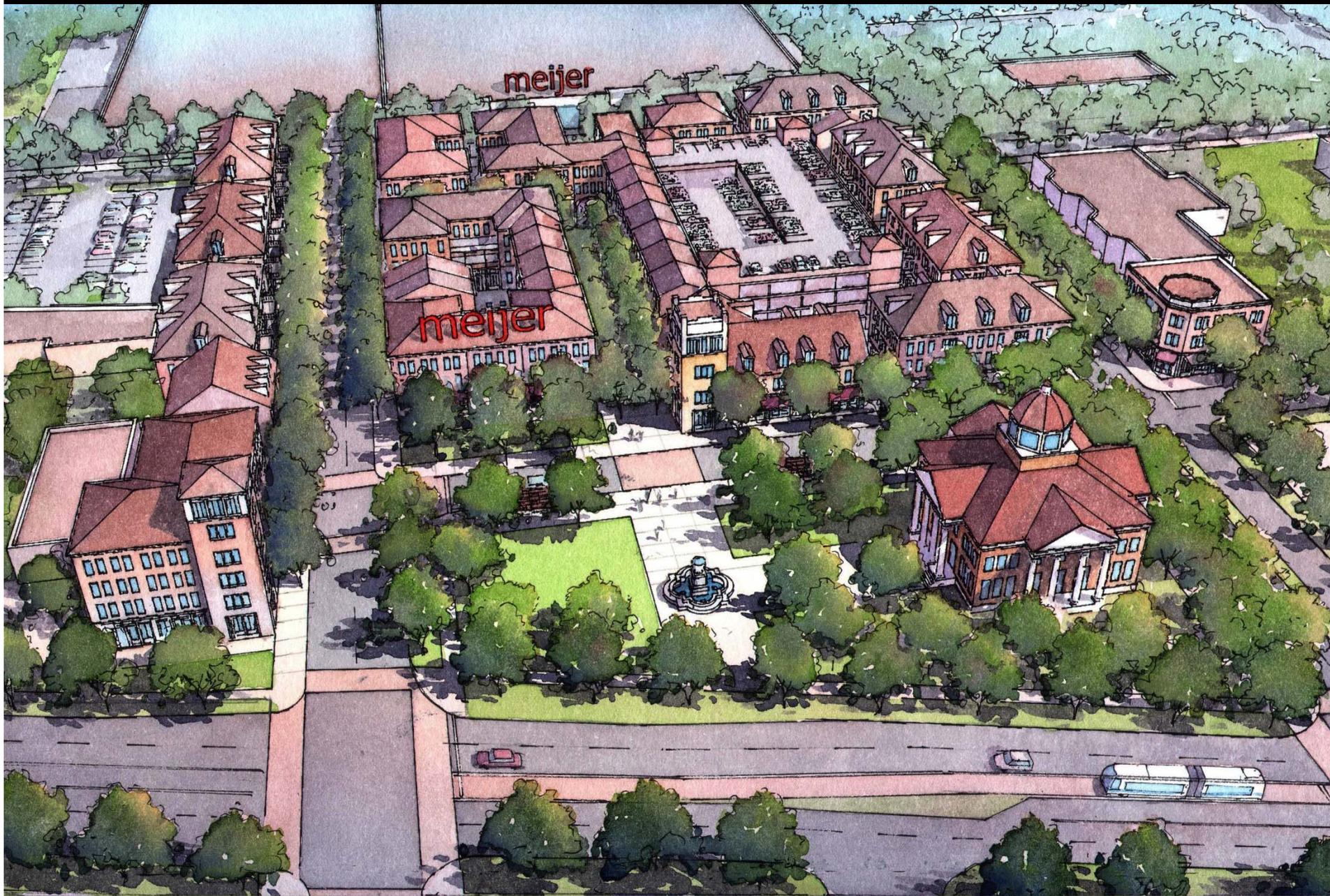
visualizing change



visualizing change



visualizing change



KEY TOPICS:
transportation

two approaches to transportation

1. Widen Existing Roads

- Creates capacity, alleviates traffic (temporarily)
- Can create barriers to non-motorized travel
- Focus on *moving cars*



2. Provide Travel Choices /

Evolve the Network

- Provides alternatives (mode and route choice)
- Contributes to sense of place
- Focus on *moving people*



conventional strategy

- capacity
- operational efficiency
- vehicular LOS
- minimize vehicular delay

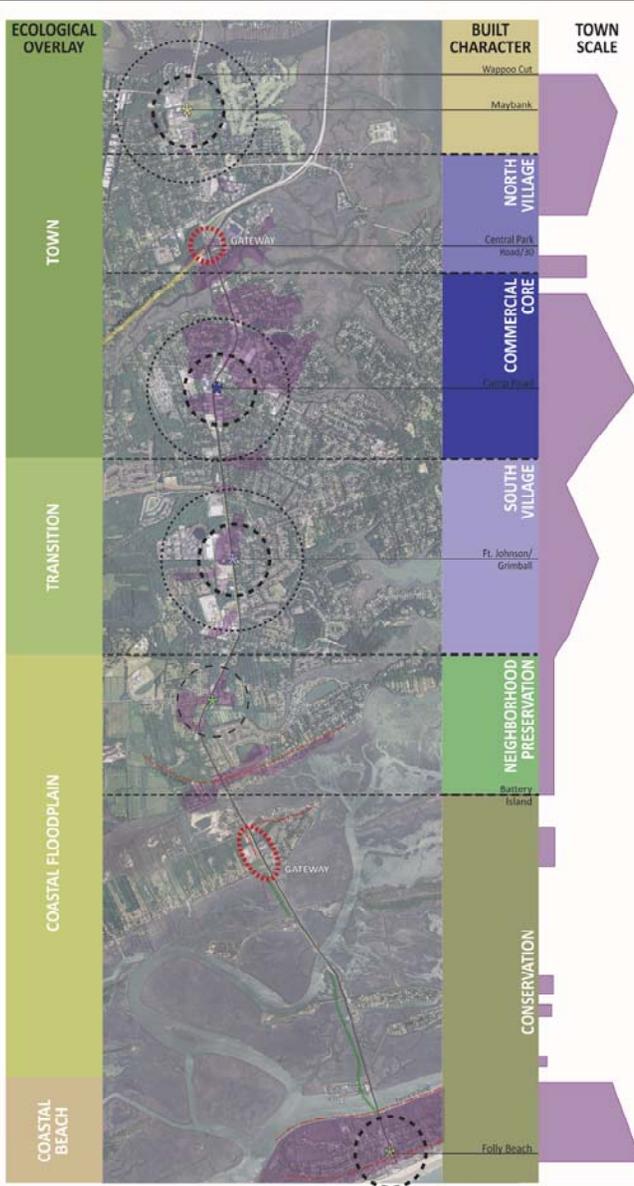


holistic strategy

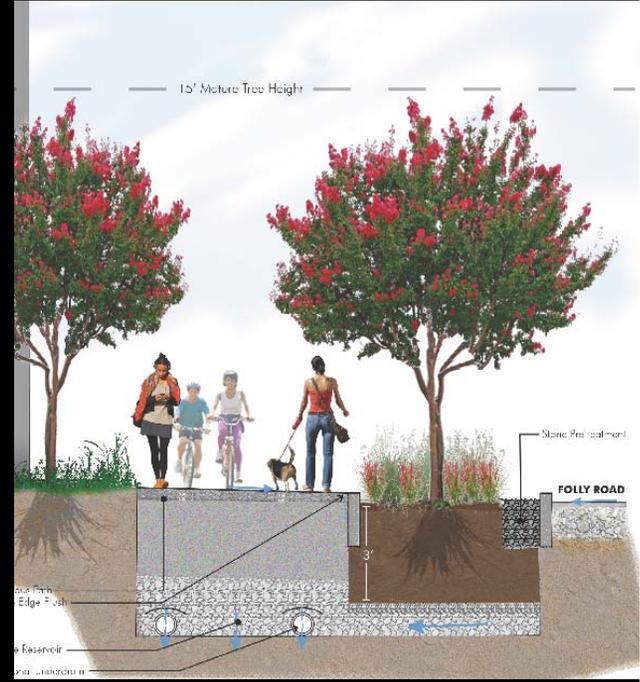
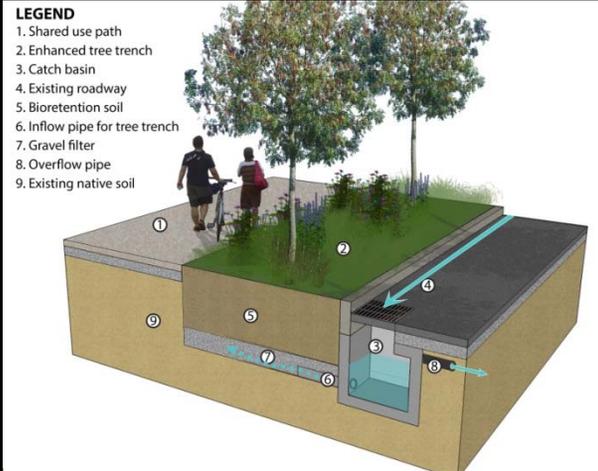


- livability and balance – “Complete Streets”
- combine land use and transportation improvements
- full range of seamless multi-modal opportunities – transit, pedestrian, bicycle, and roadway networks
- context sensitive solutions – utilize inherent flexibility in design
- collaborative, interdisciplinary, and community-led design

KEY TOPICS:
green infrastructure



RETHINK FOLLY ROAD
Folly Road Corridor Map
North Folly Road - A Complete Streets Study



Green Infrastructure, Sprawl Repair, & Implementation



STRATEGY #5

Facilitate the evolution of the West Ashley Greenscape

"No single park, no matter how well designed would provide citizens with the beneficial influences of nature; instead parks need to be linked to one another and to surrounding neighborhoods." – Frederick Law Olmsted

Working with partners and alliances, the City will focus on completing a fully-interconnected open space network and strategically target areas of West Ashley for additional park development and connecting infrastructure.



NEXT STEPS

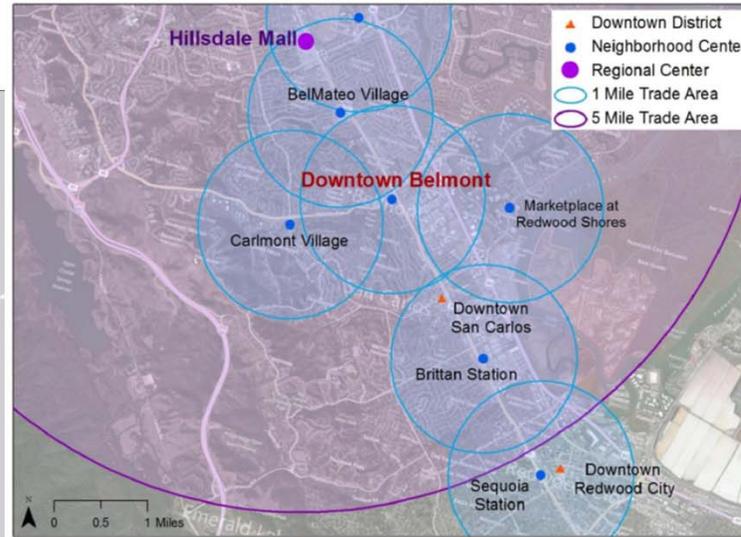
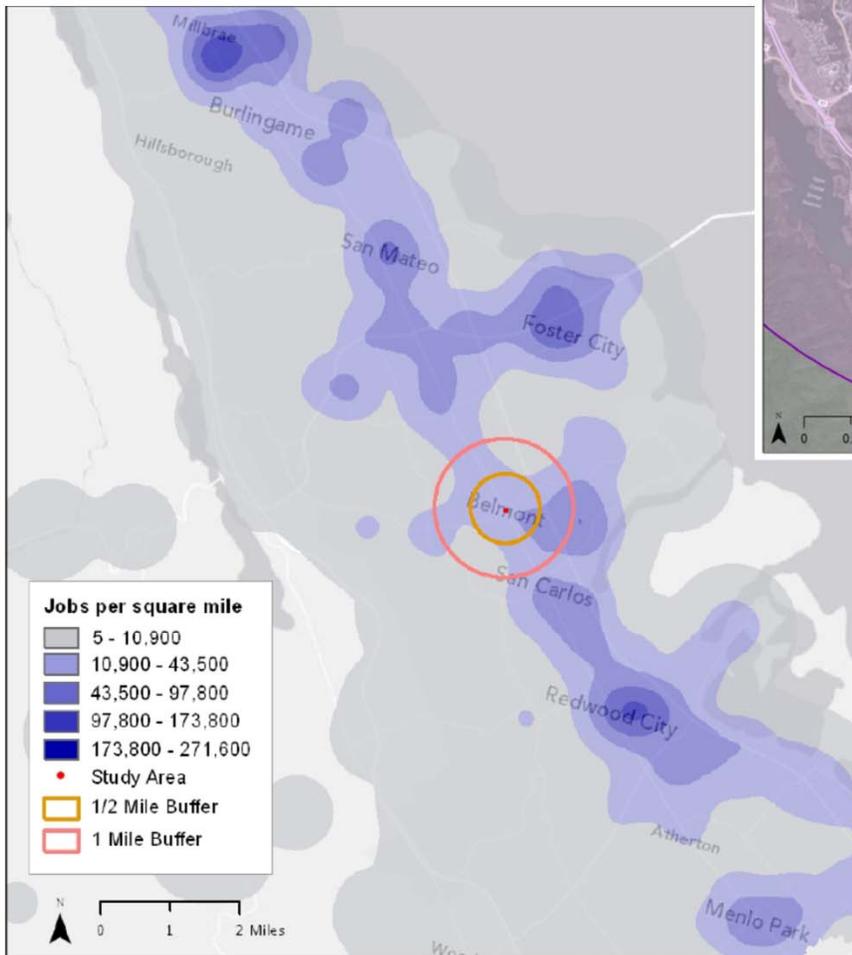
Leverage private sector development projects—both commercial and residential—to create and finance new open spaces and bike/pedestrian connections.

Invest public funds to improve open spaces and create new bike/pedestrian infrastructure and connections.

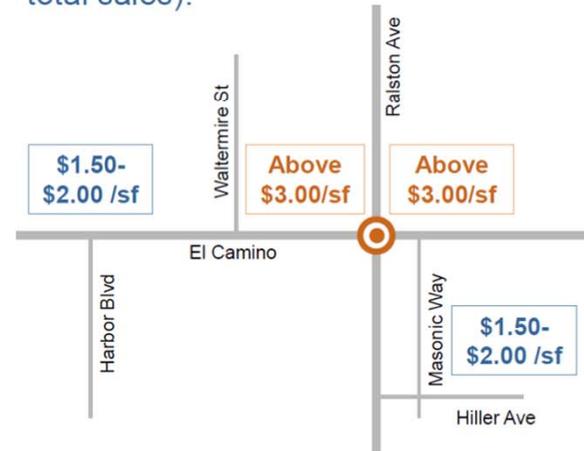


KEY TOPICS:

economics & affordability



vest side of El Camino near Ralston Ave (rents are a “proxy” for total sales).



Rents drop sharply with distance from Ralston & El Camino.

Looking at the **Regional Context** to understand **Local Conditions**

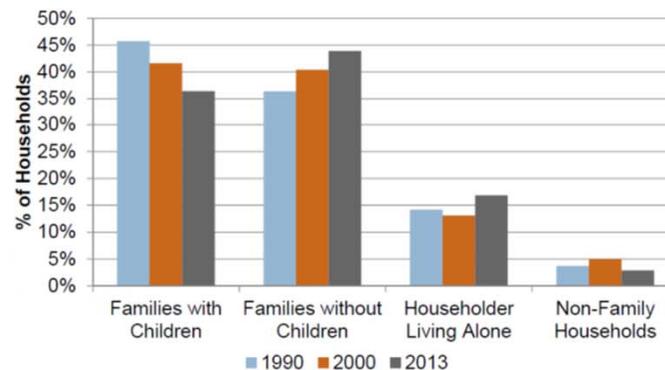
But Future Demand Could Look Quite Different From Past Demand

According to another 2014 Met Council Study:

- Demand for new townhouses, condos, apartments share of total housing demand: **41%**
- Households without children: **79%**
- Downsizing households: **85%** of new housing.

Source: Arthur C. Nelson, Ph.D., FAICP. TWIN CITIES Metropolitan C and 2040. 2014

Lake Elmo Household Types



BRT Will Create a Strong Competitive Advantage for Lake Elmo

Transit



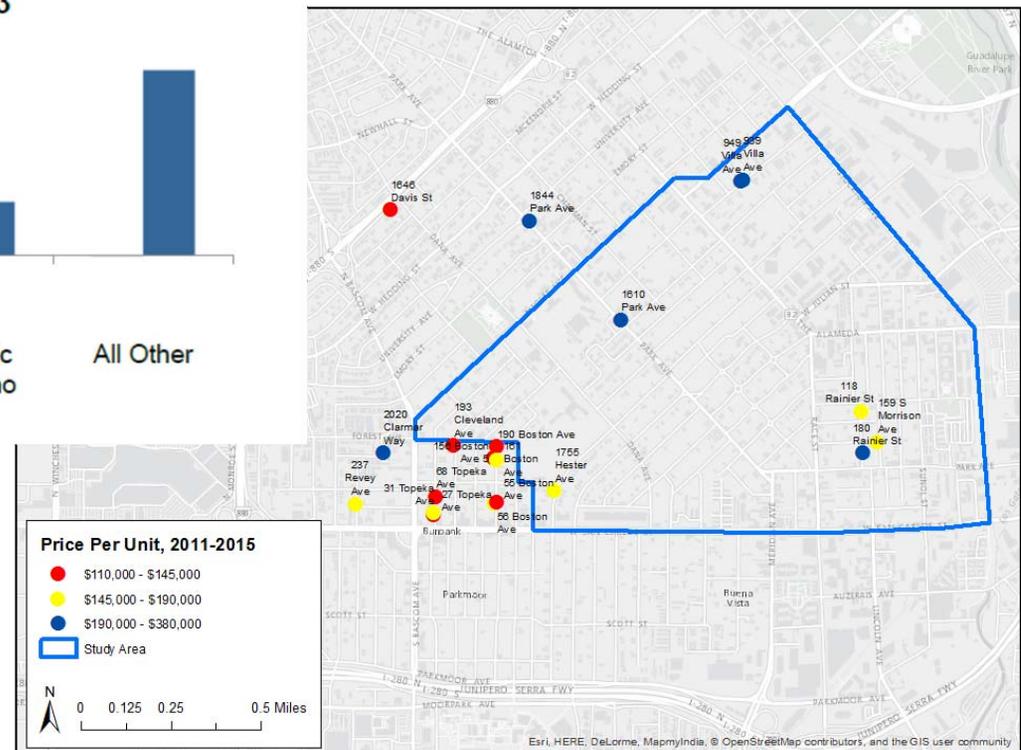
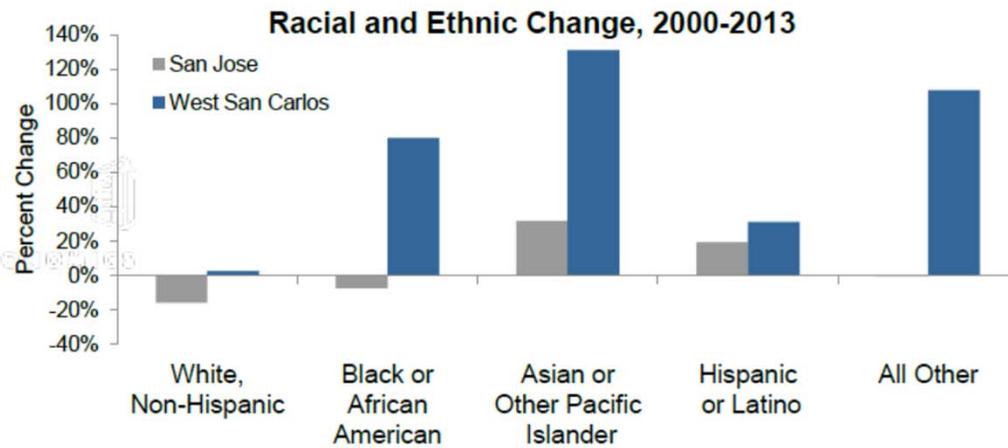
Transit Oriented Development



Planning for Current and Future Residents by **Understanding Trends, Projections, and Product types**



STRATEGICECONOMICS



Addressing Gentrification Starts With Understanding **Where Change is Happening**, and to Whom

Number of Units in Building	Properties	Units	Average Units Per Property	% of Total MF Units
Single-Family	2,221	2,221	1	
Multi-Family Units				
2 to 4 units	160	371	2	16%
5 to 19 units	53	444	8	19%
20 to 49 units	5	181	36	8%
50 or more	8	1,368	171	58%
Total Multi-Family	226	2,364	10	100%

Bringing More **Affordable Housing** to West Ashley May be a Case of “Hidden in Plain Sight”

national discussion around **Affordable Housing Tools** – but tools must always be tailored to the specific local conditions

Policy Tools

- Working with state housing finance authorities to ensure that low income housing tax credit programs can work for “urban” projects
- Reducing parking requirements for affordable projects
- Putting multifamily housing zoning in place
- Inclusionary requirements

Production/Preservation Tools

- City-wide property/parcel taxes to establish housing funds
- Tax increment funds “set aside” for affordable housing
- Property acquisition/rehabilitation
- Land banking

A HEAVY LOAD:

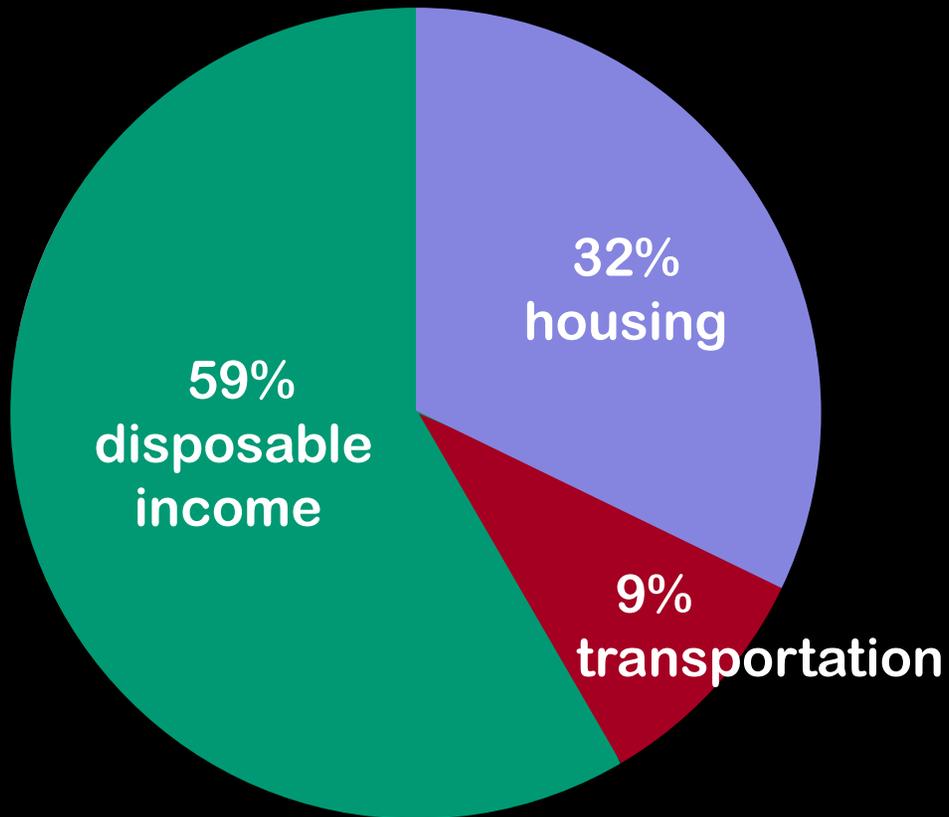
The Combined Housing and Transportation Burdens of Working Families



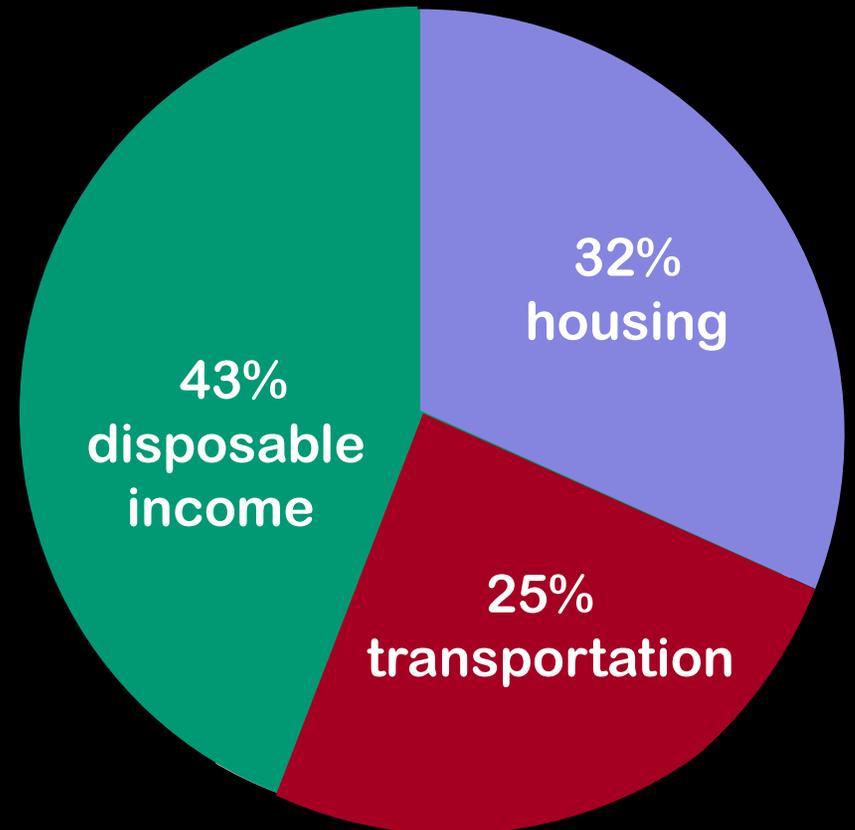
October 2006



“location-efficient” neighborhoods



auto-dependent 'burbs



Combining Housing & Transportation Costs

KEY TOPICS:
implementation

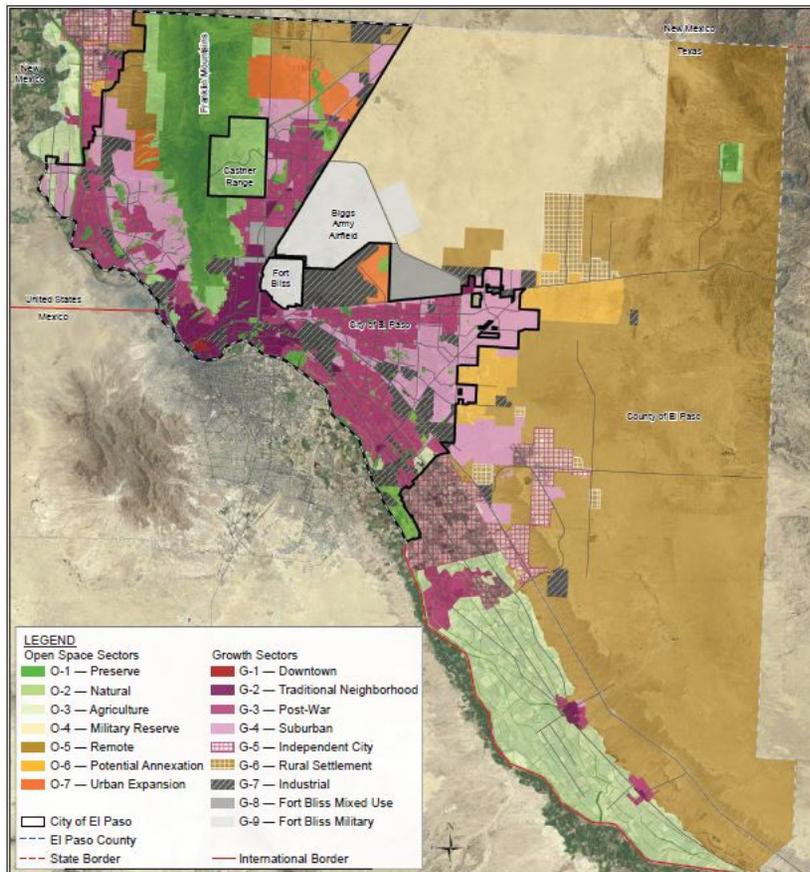
'bespoke' implementation strategy

- Respond to community needs & objectives
 - Reflect local market conditions
 - Match development types to the range opportunity sites
 - Work with property owners
 - Strategically use appropriate funding & financing tools
- We get that West Ashley is not the Peninsula or North Charleston; customizing is #1
 - We know that West Ashley has largely grown up around the automobile
 - We see that all sites and corridors are not equally ripe for evolution
 - We realize the importance of thinking of change over time, that it won't all happen overnight

plan: El Paso, TX

PLAN EL PASO

Strategies for Addressing Community Concerns



Future Land Use Map - Base Sectors

Note: Under Texas law, a comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

Regional Land Use Patterns

Strategies for Addressing Community Concerns

In addition to the base open-space and growth sectors, the Future Land Use Map contains a series of overlay designations. These overlays define key generators of movement and economic activity, prime locations for new compact neighborhoods, and protection zones.

Nine types of overlay designations are shown on the Future Land Use Map. The first five are specific geographic points of movement and activity:

- **Border Crossings:** The four international ports of entry between El Paso and Juárez are key regional links for the movement of people and freight, including raw materials and finished products traveling to and from maquiladoras in northern Mexico.
- **Colleges:** Campuses of the University of Texas at El Paso and El Paso Community College are major activity centers for students, teachers, and staff.
- **Hospitals:** Hospitals are major activity centers for patients, doctors, and staff.
- **Regional Transportation Hubs:** The El Paso International Airport and the Union Depot are major regional transportation hubs, supplemented by numerous bus terminals between the border and Downtown El Paso.
- **Local Transfer Centers:** The eight transfer centers operated by Sun Metro are key links in daily movement through El Paso.

The sixth and seventh overlay designations are geographic areas where compact walkable neighborhoods are a key goal of City policy:

- **Rapid Transit System (RTS) Stops:** Four bus rapid transit lines are planned by Sun Metro. Each will terminate at a designated transfer center while also offering additional stops at approximately one-mile spacing. Each stop is designated on this map by a circle with an indeterminate outer edge. This circle indicates a presumed area of influence around each RTS stop where passengers will be arriving and departing as pedestrians. Each of these stops has the potential to generate or reinforce compact walkable redevelopment due to increased pedestrian activity. Each stop is also a highly desirable location for future residents and businesses who will be able to depend on regularly scheduled, high-quality public transportation.

- **Future Compact Neighborhoods:** A larger series of future compact neighborhoods are also designated on this map, including one surrounding each local transfer center. El Paso has only a limited number of areas where compact walkable development or redevelopment can take place with convenient access to existing services and facilities.

Each of these areas provides an excellent opportunity for El Paso to grow without the constant outward expansion of past decades.

Illustrative plans in other elements of *Plan El Paso* visualize the future physical context of each future compact neighborhood and many RTS stops and transfer centers

The eighth and ninth overlay designations are protection zones that identify land that deserves special attention in the planning and development process:

- **Arroyos:** Many arroyos have been destroyed or replaced by engineered channels. Other arroyos are already being protected by public ownership or private covenants. Arroyos as identified in this overlay have neither been destroyed nor protected and would likely be endangered by careless development practices in the future. The edges of the arroyos shown on this map are generalized.
- **Military Buffer:** In certain locations, new neighborhoods and other noise-sensitive land uses would be subject to potentially severe noise impacts from training activities at Fort Bliss. These uses should not be introduced into the designated military buffer zones.

Compact Urban Areas

The designation of base sectors and overlays allows the City of El Paso to group together a series of designations where special incentives, policies, or regulations should apply.

The Urban Design and Transportation Elements of *Plan El Paso* use this technique by defining as "Compact Urban" all land in the following designations:

- Base Sectors: G-1, G-2, and O-7.
- Overlays: Local Transfer Centers, RTS Stops, and Future Compact Neighborhoods.

In Compact Urban areas, the Transportation Element indicates that more walkable thoroughfares are anticipated, as discussed in "Compact Urban, Drivable Suburban" on page 4.36.

The Urban Design Element indicates that the preferred locations for higher density development are sites in Compact Urban areas (see policies under Goals 2.1 through 2.5), though additional locations are not precluded.

Those policies are carefully worded to make it clear that a different set of standards will apply to thoroughfare design, new development, and redevelopment outside of Compact Urban areas, such as in the remainder of the G-3 "Post-War" and the G-4 "Suburban" sectors, while not precluding this approach elsewhere.

implementation: El Paso, TX



making towns more complete



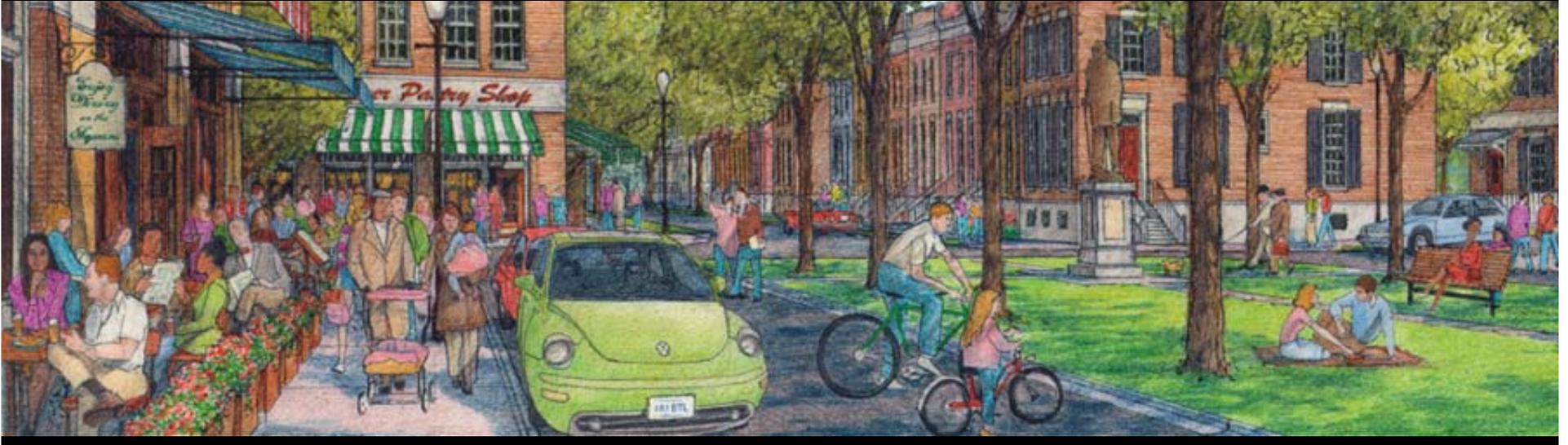
Dorn Avenue, before

making towns more complete



Dorn Avenue, after

making towns more complete: mixed-use infill



GLENWOOD PARK

ATLANTA, GEORGIA

Glenwood Park – Atlanta, GA

making towns more complete: mixed-use infill



Glenwood Park – Atlanta, GA

re-imagining corridors



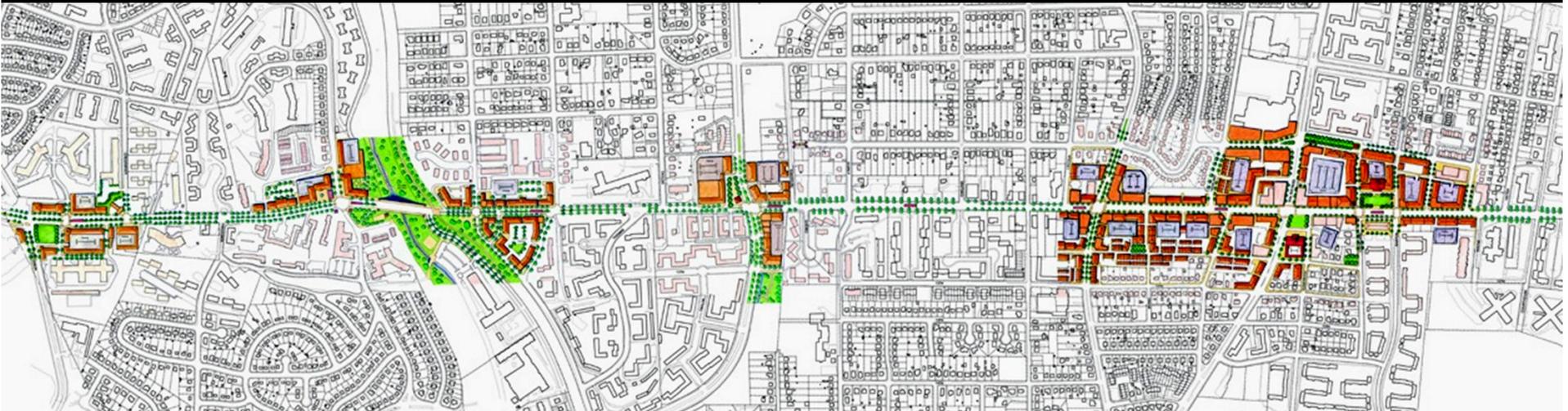
Existing, 2002



Vision



Existing, 2010



Columbia Pike, Arlington County, VA

re-imagining corridors



Existing, 2002



Vision



Existing, 2010



Columbia Pike, Arlington County, VA

form-based code results



Old Code – fortified windowless base

New Code – continuous covered walkways across property lines

New Code – habitable liners with real doors and windows

thank you!