



Community Design Photos

**These images are examples of community design submitted by
Citizen Advisory Group members
in response to the invitation extended at
the March 3, 2010 CAG meeting.**

The following 8 images and captions submitted by **Tim Cleveland**. They are from Seattle and Portland, OR.



This shows one and two story retail with angled on street parking. It is a one way street, but might work on parts of 7th Street as a two way, say between Hawthorne Rd and Clarice Ave.



One-three story buildings with on street parking.



Mixed use, with on street parking and trees.



More retail with a nice plaza cut into the buildings, note the on-street parking and bike lanes.



Again more on street parking, single story retail, tons of tree's and right behind this street are homes and quiet streets.



More urban in tone, but feels like Charleston or Asheville, could be 7th Street.



What a Street Car stop might feel like on Elizabeth Ave.



This event took several years to get off the ground, but is very successful now. I could see this on perhaps Elizabeth Ave, or Park Dr. from Charlottetown to E. 5th. from early Spring until late Fall. It feels more like a neighborhood festival than something that would draw too many people and spoil the atmosphere.

The following 11 images submitted by **Patrick Frye**:



London - Granville Park at Pagoda Gardens



London - Granville Park Looking South



London - Hobart at Green Park



London - Laurie Grove at Goldsmiths



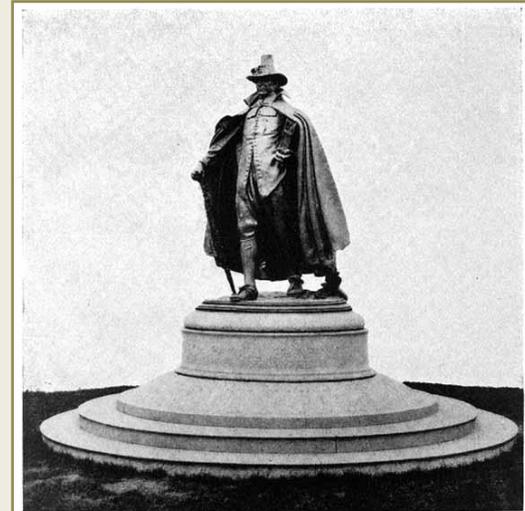
London - Lewisham Way at Goldsmiths



London - Soho Square



London - Westminster Bridge Looking North



"The Puritan" by St. Gaudens, in Springfield, Mass. A type of civic art that tends to elevate community life.

Patrick says:

“The overall reasons for the pictures that I chose from London are the obvious mix of old and new, how the set back areas and tree lines help even the most drab of vistas and streetscapes. The Ferris Wheel pictured (the famous London Eye) it is opposite the Houses of Parliament at Westminster Bridge and is an amazing draw for people and is as visual an experience to ride as to see from all points in the near landscape of London. The proof there is how the modern and futuristic can merge well with infrastructure and the older buildings and park and square areas of the city. Walls are ubiquitous in London, and a careful use of these can help with traffic and pedestrian calming and flows. Almost every picture I chose also shows public buildings, traffic and streets and also residential buildings of differing types and sizes. With the squares of the city, a smaller neighborhood feeling is created within a much huger city never to lose its charm and appeal of view and uniqueness. These qualities are mixed well and this mix has admittedly developed over quite a long period, organically as well as the more dramatic modern in-fills.”



Armory Drive. This picture shows the older 2-3 story structures not looming too high over the other structures and tree canopy. The trees have grown to soften the area's Park & Rec parking so that it does not appear uninviting and it retains and has grown to include nature and dividing areas with greenery. The parking is small and even if full with autos would not overpower the "country lane" look of Armory at this point of view. Also, the other parking areas have been separated by different levels of the surface and this makes them less visual and less detracting to the passerby's eyes. These same lots are mostly behind the various venues they belong to and are much less detracting to the properties along 7th Street. The mix of older and somewhat newer structures works fairly well in scale, colors and with the natural areas in between them.



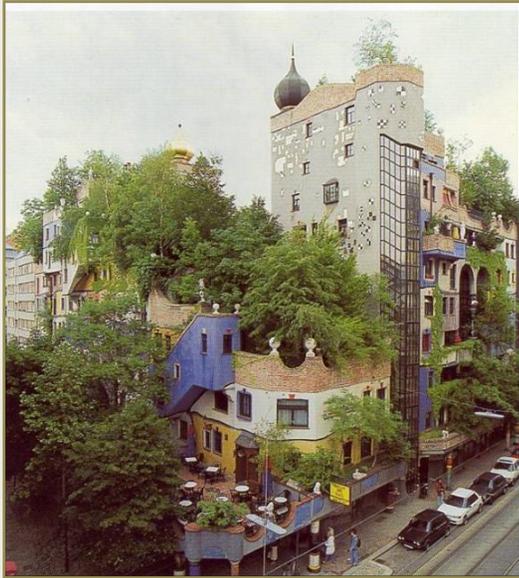
This picture is just a few more yards along Armory and the view changes dramatically and to the worse. Trees are gone and some have been eliminated. Scale of newer buildings loom above older 2-3 story buildings and buffer green areas are ragged and have little care to transit the view of the more distant Uptown to gain an appropriate "frame" and context. Most things here look as if they have been place randomly as if there was/were no distinct direction of thought at all and most of the older feel of just a few yards back has been obliterated and is swallowed up by wires, poles, parked cars and pavement.



This view is only a few steps further along and here the disproportionate scale of Veterans Memorial Stadium and the Ticket Booth for the Stadium and the eight-floor parking deck is obvious. There may be surface application to the parking deck, but more like the profile of a reproduction/mock 1940's vintage Philco Radio at the side of an old living room--it is a hulking and incorrectly scaled dark thing with what will be darkened windows open to dark concrete floors of parked cars and exiting drivers that instantly become pedestrians once parked. If they are not going to an event at the Stadium, there is no real reason to linger in the area and most will feel cramped and it is better to just get to the destinations blocks away rather than stay and enjoy the public space. This "Philco Radio" has one more analogy, like a vintage radio today, it will not have the life nor vibrancy in it unless it is "repaired" to "work" rather than stand as a mostly dead space that has very little life like a broken radio in a living room. Between Stadium and parking deck is the proposed Greenway Connector that at this juncture has little attractive elements and is drab, weirdly juxtaposed in scale of structures and has, at present few natural elements that can and could soften the transitions for all those pedestrians that will be emerging from the various directions that can be seen here. This is one of the outdoor "living rooms" that is being constructed for Charlotte, and there should be appropriate, comfortable and inviting street "furniture" and elemental functions that justify this as a Greenway Connector, front door to the Memorial Stadium, pedestrian "leap" to Independence Park and open "display" of the view of Uptown Charlotte--this opportunity to do this correctly should not be finished without some care and vision as well as understanding what numbers will be here. Especially once a Transit Station and Trolleys are also included in the very urban mix.

I openly propose to the group that this be named the "Armory Greenway Connector" so as to never lose the meaning and dedication to those valiant soldiers of World War I and that part of the public plaza constructed at Charlottetowne and opposite Armory Drive be in honor of the designer of Independence Park: John Nolen, The land that the parking deck stands on is what was part of the original 1907 plan and was the entry portion to the Sunnyside Rose Garden, I feel that this should be accomplished so this is not forgotten and Nolen and the original Independence Park design has its due from our present time so noted somewhere in that small public corner.

The following 20 images and captions submitted by **Peter Tart, Ceil Tart, and Melanie Sizemore:**



AussieEdibleUrban: Given Elizabeth's characteristic tree canopy and general abundant landscaping an integral use of landscaping would be beneficial and complimentary.



Intimate Prague: Place of casual, unscripted privacy and vista – personal scale within a vast whole.



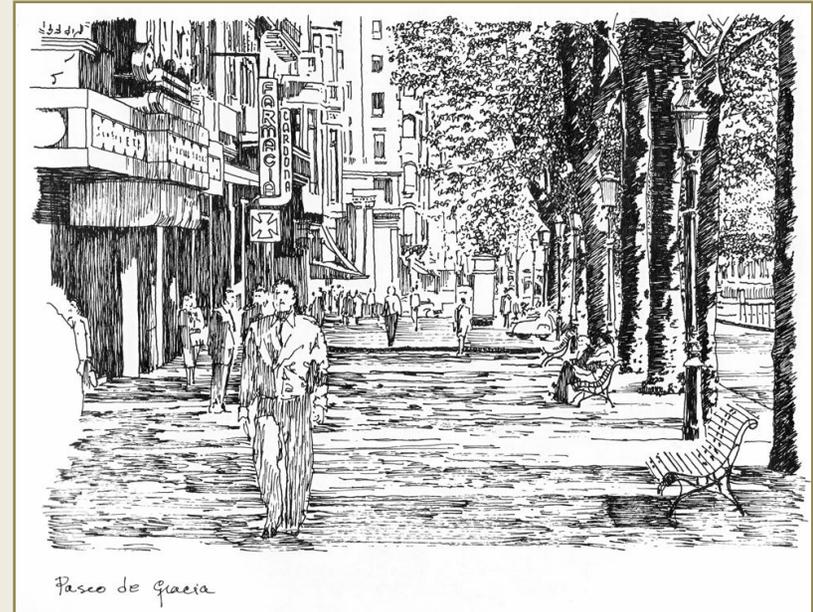
Cennina, Tuscany: Irregularity represents organic growth over time within limitations of surroundings while maintaining scale and a sense of discovery.



Ground-level Excitement – Paris. Emphasis is given to detailing at pedestrian level helps mitigate scale of taller structures.



Prague streetscape: Good scale with both variety and regularity. Great scale with emphasis on pedestrian level.



Pasco de Gracia, Barcelona: Pedestrian/café zone is protected from traffic by strong delineation of landscaping (trees).



Millennium Park, Chicago: Casual gathering space with public art for the masses – used throughout day and night.



Boston. Alternative and low-scale system of alternative transportation as well as an example of shared effort useful to dense areas and limited space/resources.



Musician - Burlington, Vermont. spontaneous, un-scripted, personal event in a public space.



Paris cafe, dusk: Vibrant, casual, mostly quiet night life – illuminates the commercial area as part of residential fabric – an extension of residential life.



Montpelier Park. Casual, simple pocket park - great urban/residential scale.



High Park, New York: imaginative, local and unique pedestrian-way in the midst of bustling city activity.



Pedestrian Alley – Boulder. Unique, safe experience for unscripted discovery – also positive as a pedestrian/bicycle-only circulation.



Places for Gathering, Montreal: Park elements (seating) for casual gathering.



Street Musicians. Unscripted, spontaneous use of public space for entertainment or performance by artists, residents, etc. – non-commercial.





Unique Urban Patterns. Great way to mark a particular zone or part of the city – greatly aids in place-making.



Louisburg Square, Boston. The park and building scale help mitigate the realm of the car – the park bridges what is the pedestrian areas on each side of the street.



Residential Alley, Philadelphia. Dense living with good scale and an emphasis on pedestrian/bicycle public-way.



Jones Street, Savannah. Public street separated from 9' wide pedestrian zone (adjacent to residential entry steps) protected by 12' wide planting strip – very humane with great pedestrian scale.