

RESTORING ADDRESSES



[AND CONFIDENCE IN CHANGE]

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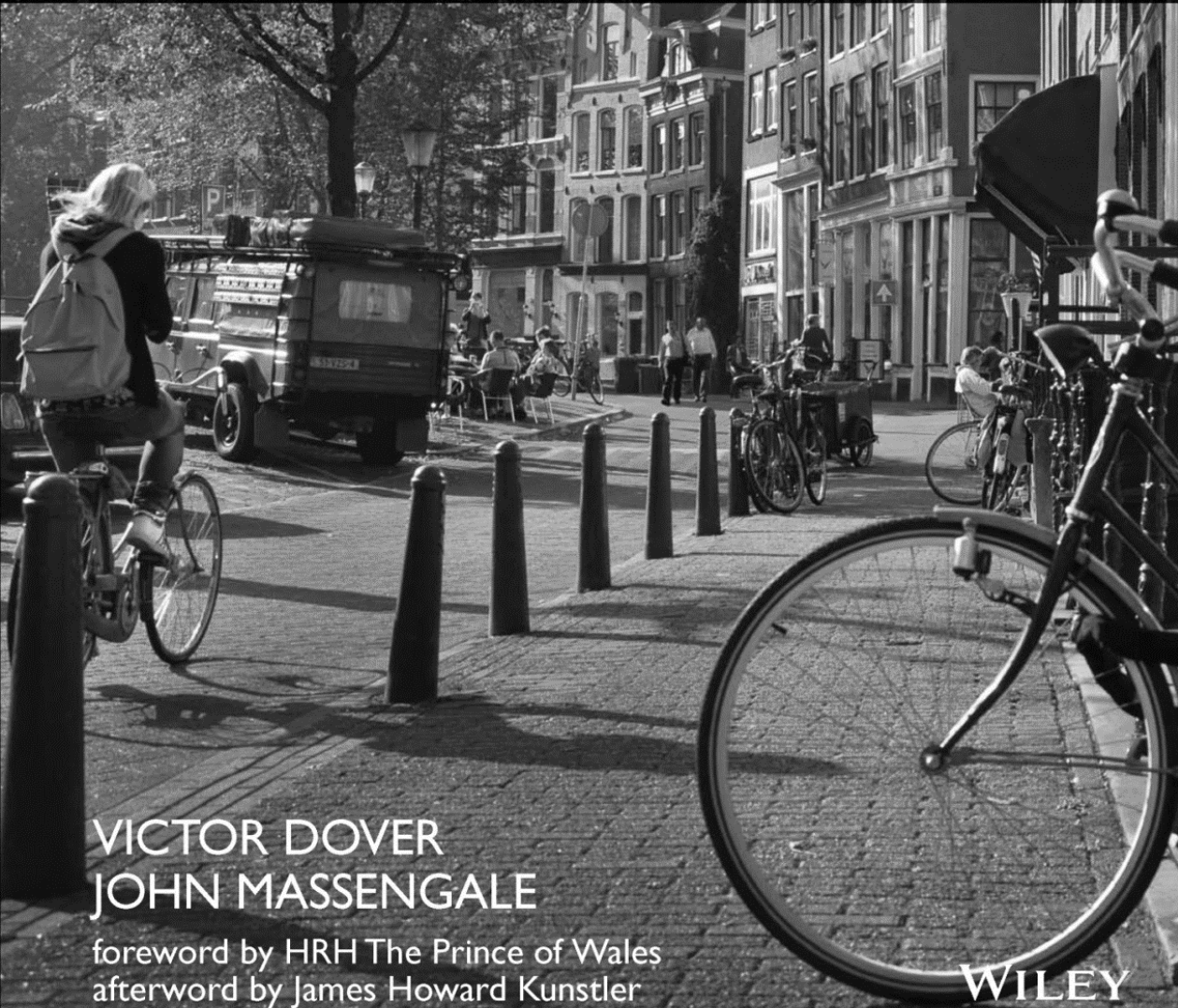


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STREET DESIGN

The Secret to Great Cities and Towns



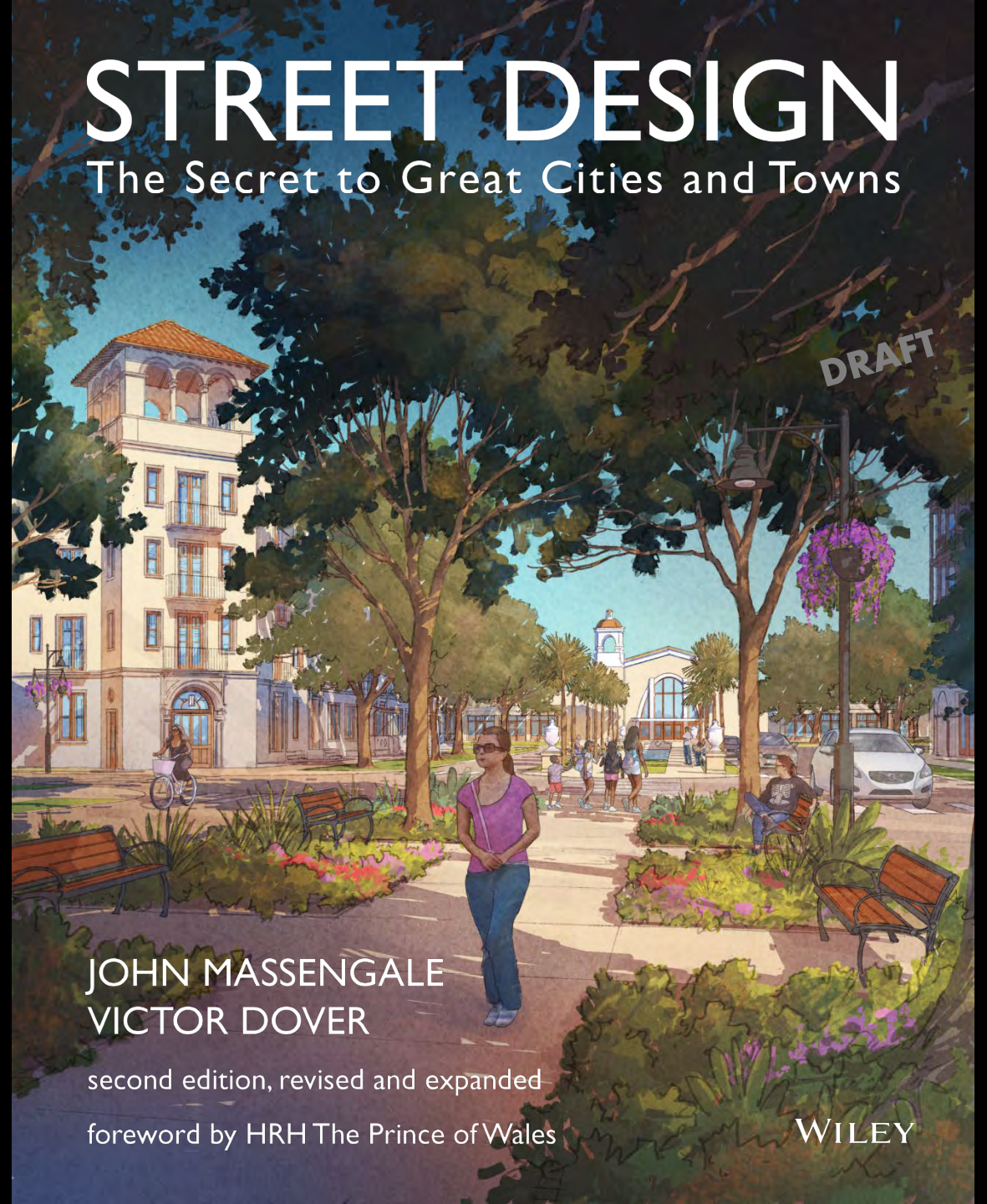
VICTOR DOVER
JOHN MASSENGALE

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

WILEY

STREET DESIGN

The Secret to Great Cities and Towns



JOHN MASSENGALE
VICTOR DOVER

second edition, revised and expanded

foreword by HRH The Prince of Wales

WILEY





Figure 2.1:
Boulevards and Avenues

Example 1: Multimodal Boulevard with dedicated transitways, bikeways and six tree lines

Boulevards and Avenues are long, wide, tree-lined streets with formal geometry, most often including a center median. These are the grandest streets in the traditional city, designed to impress.

Boulevards are traditionally defined as through-going, unterminated streets (though there are exceptions, even in Paris).

Avenues are visually terminated at one or both ends, according to lexicon.

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Figure 2.2:
Boulevards and Avenues

Example 2: Grand Avenue downtown, with center median and four parallel tree lines

- A Multiple Tree Lines
- B Wide Sidewalks
- C Buildings Tall Enough to Shape the Space
- D Dedicated Lanes for Public Transit
- E Bikeways
- F Onstreet Parking and/or Pickup-Dropoff, Loading Zones, Parklets, etc



Figure 2.3:
Multiway Boulevards

Multiway Boulevards have “throughgoing” lanes in the center for the relatively faster cross-town traffic and transit, plus separate, slow-going “side access lanes” for local traffic and onstreet parking. The throughgoing lanes are separated by tree lines from the side access lanes. Side medians, side access lanes, parking, sidewalks and any bicycle features combine to form a slow-speed, pedestrian-dominated realm on each side of the multiway boulevard, making it reasonable to face a wide, busy street with commercial storefronts or residential stoops. The effect is an address that is both uniquely prominent and uniquely green.

- A** Multiple Allées of Trees
- B** Throughgoing Lanes
- C** Side Access Lanes
- D** Wide Sidewalks, Onstreet Parking, and/or Pickup-Dropoff Zones
- E** Dedicated Lanes for Public Transit
- F** Bikeways / Promenades



Figure 2.20
Canal Streets

Example 1: City Canal Street

Canal Streets Streets dolor sit amet, consectetur adipiscing elit, sed do eiusmod tempor incididunt ut labore et dolore magna aliqua. Irure dolor in reprehenderit in voluptate velit esse cillum dolore eu fugiat nulla pariatur. Excepteur sint occaecat cupidatat.

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Figure 2.21
Canal Streets

Example 2: Village Canal Street

- A
- B
- C
- D
- E
- F



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ROWHOUSE STREET

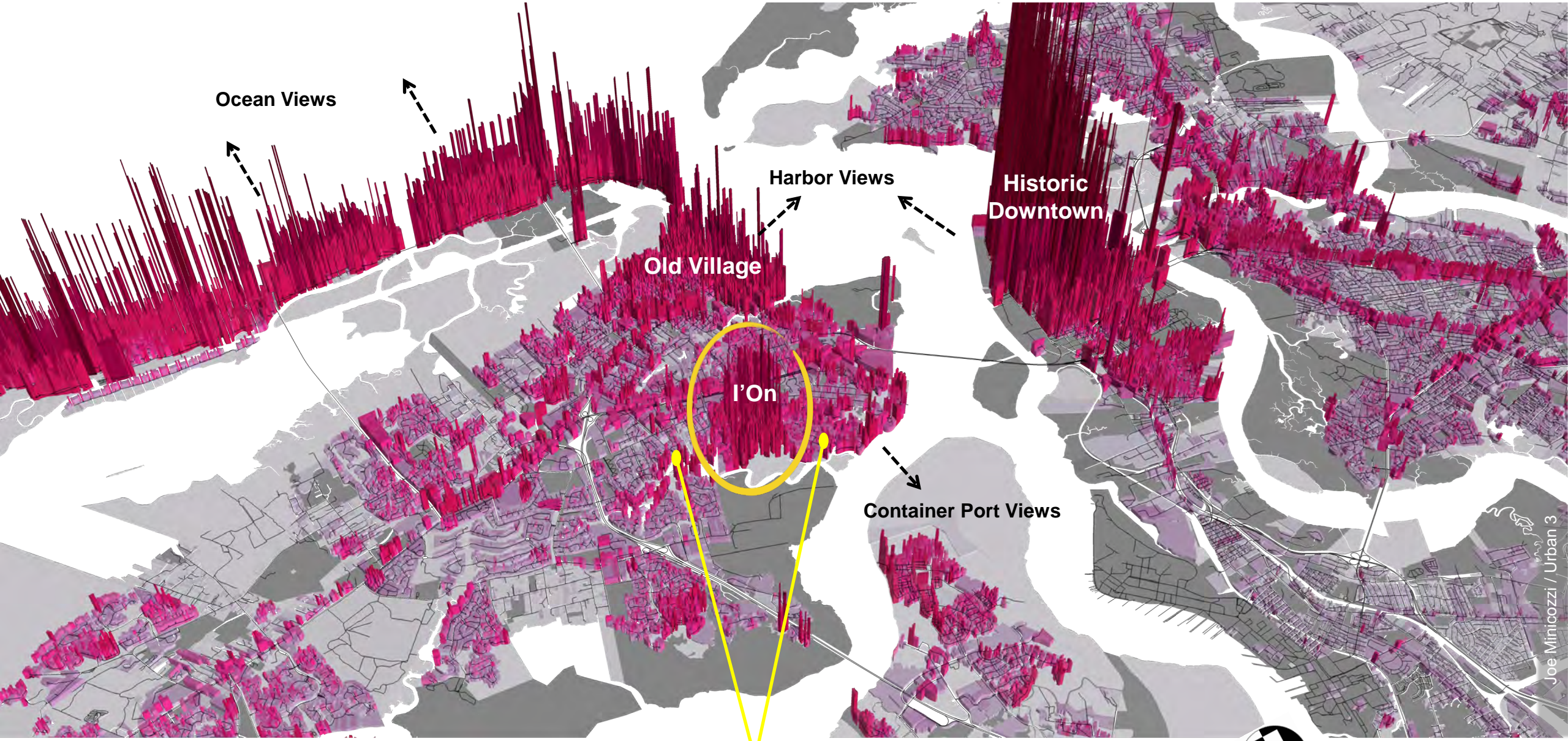


I'ON, MOUNT PLEASANT, SC

DK&P



TAXABLE PROPERTY VALUE PER ACRE



Ocean Views

Harbor Views

Historic Downtown

Old Village

I'On

Container Port Views

Comparable Subdivisions





NEWPOINT, BEAUFORT, SC

THE WALL STREET JOURNAL.

Developers Discover Old Values Can Bring Astonishing Returns

By CHRISTINA BRINKLEY

Staff Reporter of THE WALL STREET JOURNAL
BEAUFORT, S.C. — Like many famous historic districts, this Lowcountry town's 18th-century core is full of pricey real estate.

A three-bedroom clapboard home with vintage plumbing and creaky stairs sells for upward of \$300,000—nearly three times the area's median home value. It took a century for prices to rise to those they don't build 'em like that anymore levels.

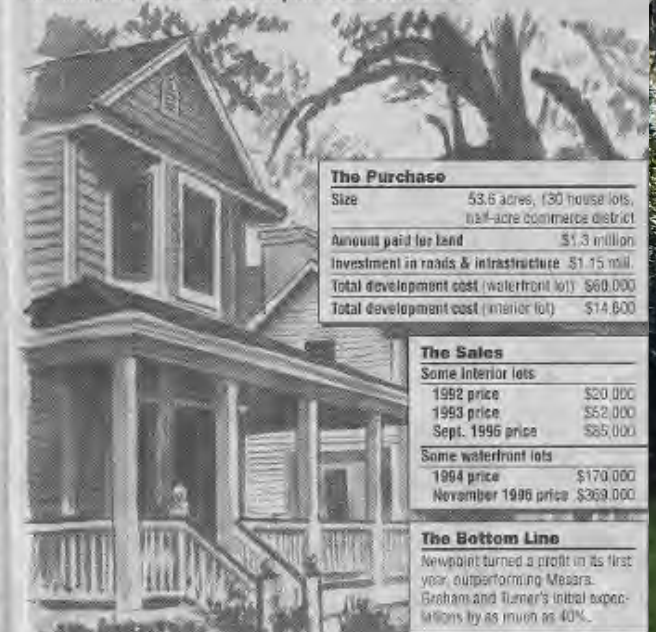
But the town's pricey old homes are being eclipsed by some newcomers. A few miles away, developers Vince Graham and Bob Turner are building a New Age twin to old Beaufort called Newpoint. Like many "new urban" developments around Florida and the Southeast, the meticulously designed town recalls neighborhoods of yore, with walkable, tree-lined streets and public parks. Homes, packed tightly together to encourage community, have sprawling porches just right for an evening chat.

And as the developments sprout around the region, the builders have created something else; a windfall for themselves, with undeveloped lots bringing historic-district prices.

Consider the empty riverfront lot in Newpoint that sold two weeks ago for \$160,000. Mr. Graham figures the land, which he held for five years, cost him \$90,000, including buying the property and putting in roads and utilities. The annual

Cashing In on 'New Urbanism'

How developers Vince Graham and Bob Turner create Newpoint, S.C.



The Purchase

Size	53.6 acres, 130 house lots, half-acre commerce district
Amount paid for land	\$1.3 million
Investment in roads & infrastructure	\$1.15 mil.
Total development cost (waterfront lot)	\$60,000
Total development cost (interior lot)	\$14,600

The Sales

Some interior lots	
1992 price	\$20,000
1993 price	\$52,000
Sept. 1996 price	\$85,000
Some waterfront lots	
1994 price	\$170,000
November 1996 price	\$369,000

The Bottom Line

Newpoint turned a profit in its first year, outperforming Messrs. Graham and Turner's initial expectations by as much as 40%.



BUENOS AIRES, AR



CHATTANOOGA, TN



BROOKLYN - AUTUMN



SOUTH MIAMI - SUMMER



BROOKLYN - WINTER



CHATTANOOGA - SPRING



THE TREE LINE

Aix-en-Provence

AIX-EN-PROVENCE, FR



MYERS PARK, CHARLOTTE, NC



CORAL GABLES, FL