



East of the Riverway

ASHEVILLE'S SUSTAINABLE COMMUNITY

TIGER II Deliverables

March, 2014

EAST RIVERSIDE SUSTAINABLE MULTIMODAL NEIGHBORHOOD

TIGER II

APPLICANT/SPONSOR: City of Asheville, NC

TOTAL PROJECT COST: \$11,185,640

TIGER II GRANT: \$850,000

PROJECT DESCRIPTION

The project will integrate existing master plans and revise codes and regulations to create sustainable development. These plans will be demonstrated in the River District, where affordable housing, jobs and a multi-modal transportation network will be created. A Land-Bank will be created to support affordable housing.

PROJECT HIGHLIGHTS

- » Creates a regulatory environment with the flexibility to guide growth
- » Links mixed-income housing with jobs through multi-modal transportation



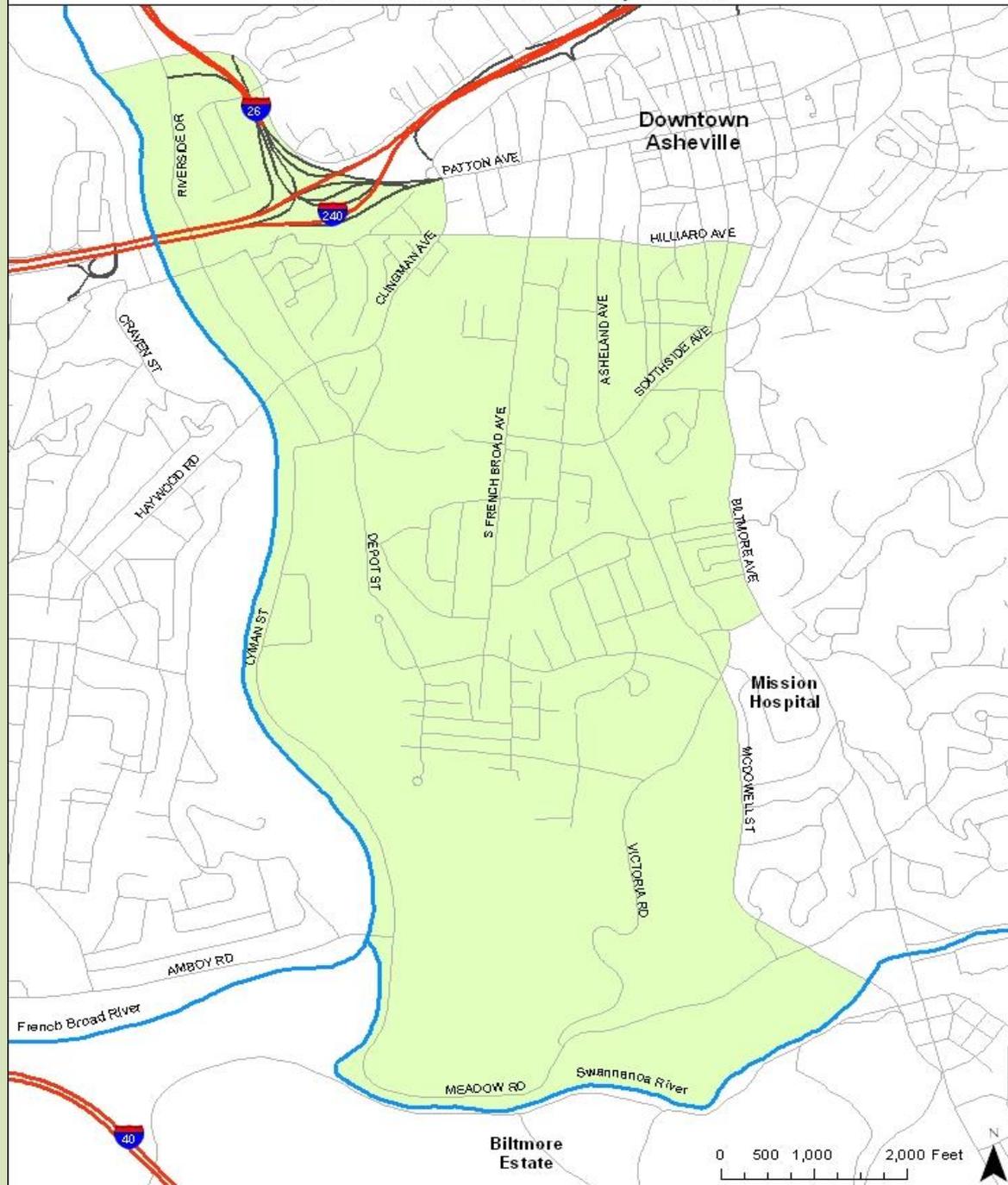
SOUTH

PROJECT BENEFITS

The project establishes pre-development planning for the area seen as the next development in Asheville. The project will support connectivity to existing neighborhoods and create incentives for new, energy-efficient mixed-income housing close to job centers.



East of the Riverway Area



Sustainability Principles



1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and investment
6. Value communities and neighborhoods

Council Goals



- Affordable
- Fiscal Responsibility
- Job Growth and Community Development
- Green and Sustainable
- Safe
- Multi-Modal Transportation

Partners



- City of Asheville
- AB Tech
- Asheville Buncombe Riverfront Redevelopment Commission
- Asheville Design Center
- Asheville Housing Authority
- French Broad River MPO
- Green Opportunities
- Mountain Housing Opportunities
- Mission Hospital
- Land of Sky Regional Council
- River Arts District Business Association
- Riverfront Redevelopment Commission
- RiverLink
- Southside Community Advisory Board
- UNCA- NEMAC
- WECAN
- Federal and State Agencies: HUD, Federal Transit Administration, EPA, Federal Highway Administration, EDA, DENR. NCDOT

Community Participation



- Philosophical and practical foundation
- Plan with, not for
- Plan for action
- Strengthen existing neighborhoods and organizations
- Create new relationship between City and stakeholders

| Project Sources and Uses | TIGER II Grant | In-Kind (Est.) |
|--|--------------------------|-----------------------|
| Public Participation | \$144,000 | \$ 100,000 |
| Inventory, Energy Plan | \$ 56,000 | \$ 20,000 |
| Transportation Network Plan | \$100,000 | \$ 10,000 |
| Neighborhood Greenways, Five Points Roundabout | \$395,000 | \$ 61,500 |
| Transformational Development | \$155,000 | \$ 25,000 |
| Wilma Dykeman Riverway | \$0 (removed from Scope) | |
| TOTAL | \$850,000 | \$ 226,500 |

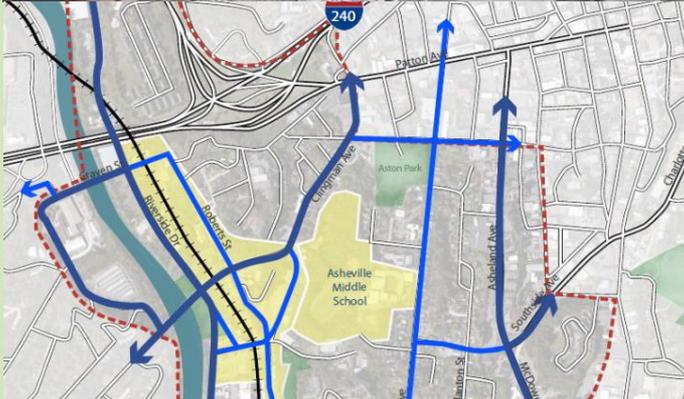


Completed Elements



- Energy Plan
- Reid Center Investment
- Scenario Planning
- Inventory (surveys, collection of existing data)

Current Deliverables



- Neighborhood Greenways
 - Town Branch Greenway
 - Clingman Forest Greenway
 - Five Points Roundabout
- Riverside Drive Development Plan
 - 14 Riverside Drive
 - Gentrification Study
- Transportation Network Plan
 - Short and Long Term CIP Recommendations

Neighborhood Greenways



- ➔ • **Clingman Forest Greenway**
- ➔ • **Town Branch Greenway**
- ➔ • **Depot Street Roundabout**

CHARGE:

Bring Clingman Forest, Town Branch Greenway, and Depot Street Roundabout to 100% final design and construction drawings

Consultant Team



MATHEWS
ARCHITECTURE

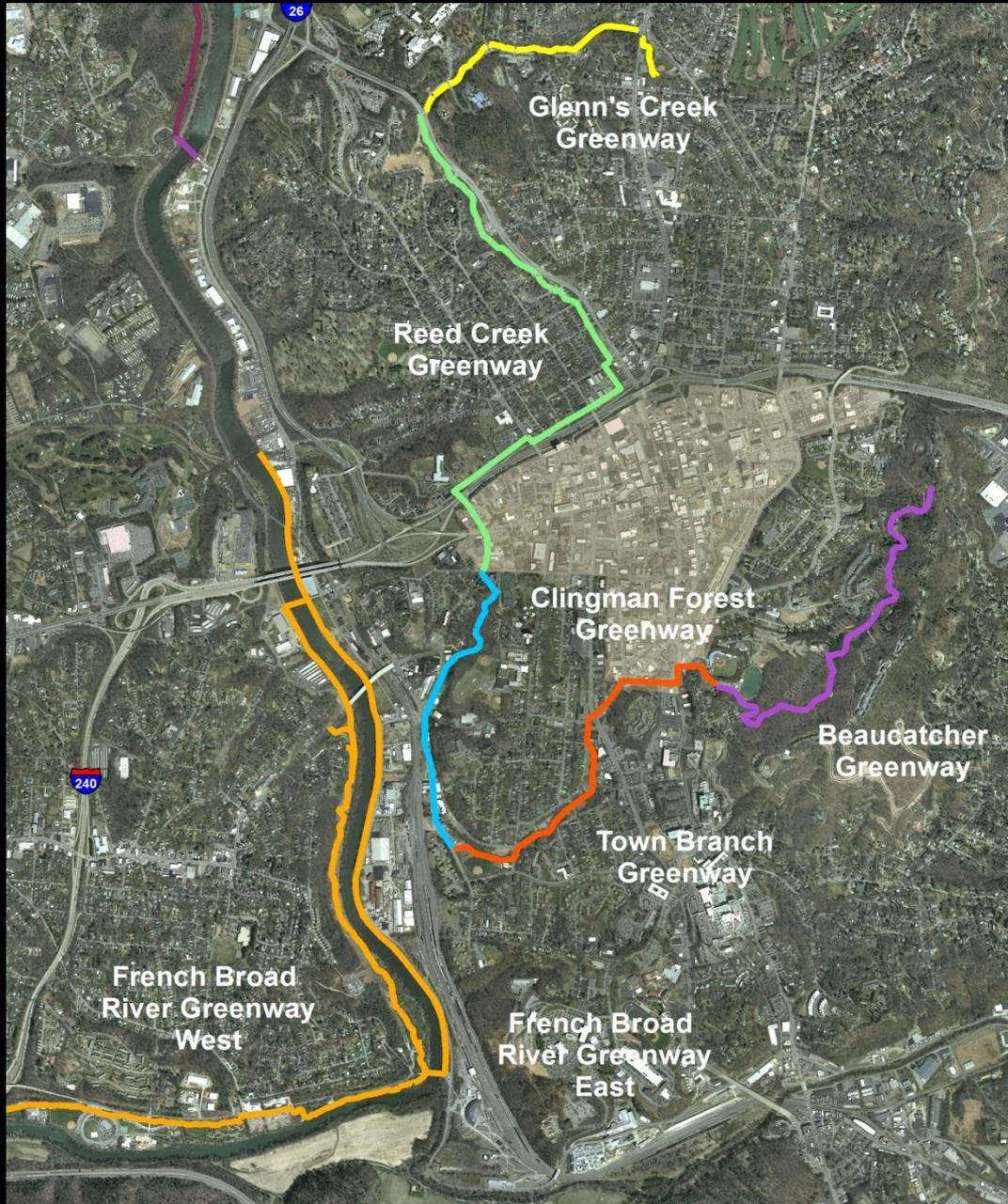
s i t e w o r k
S T U D I O S

MARY
WEBER
LANDSCAPE ARCHITECTURE

Baker
Engineering

Cling

Greenway Master Plan

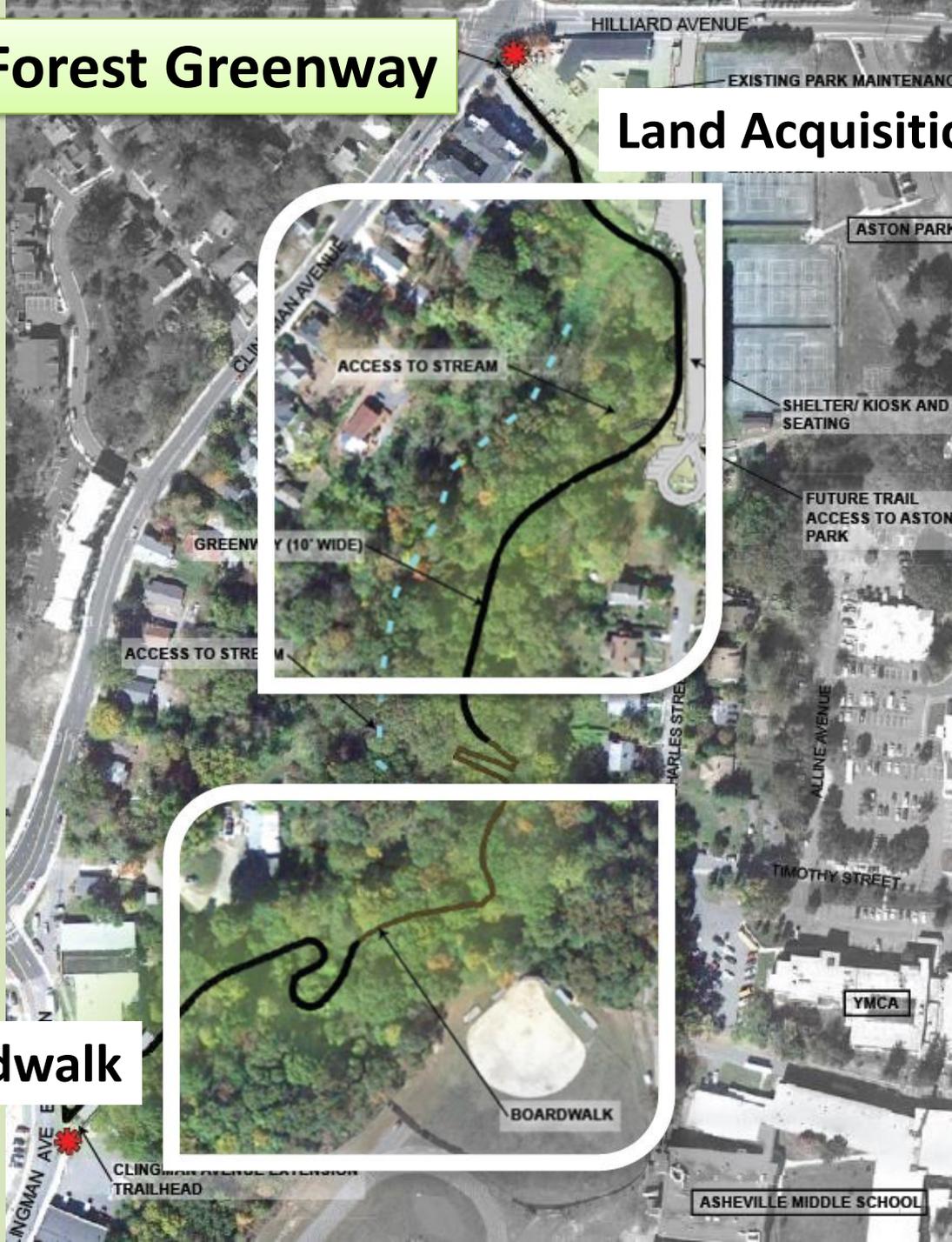


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Mission Hospital

Clingman Forest Greenway

Land Acquisition

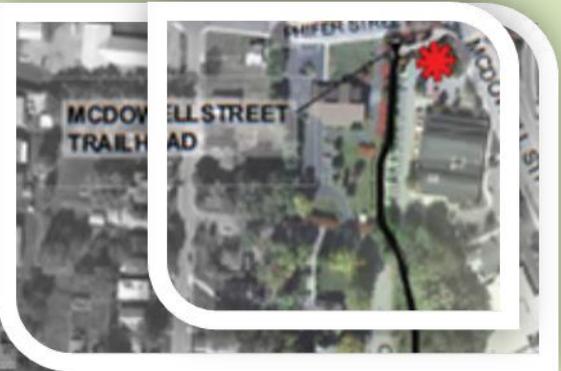


Boardwalk

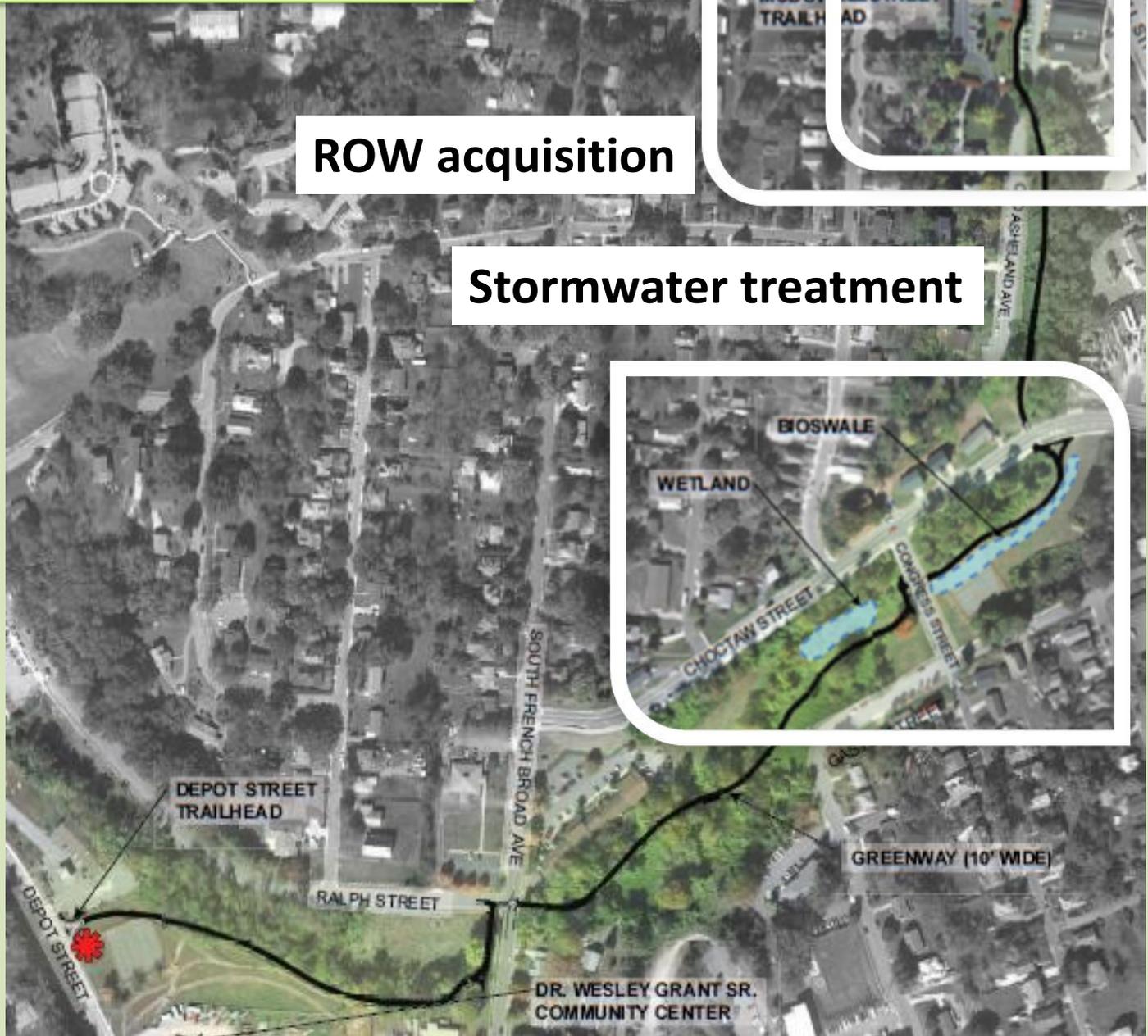
Town Branch Greenway



ROW acquisition



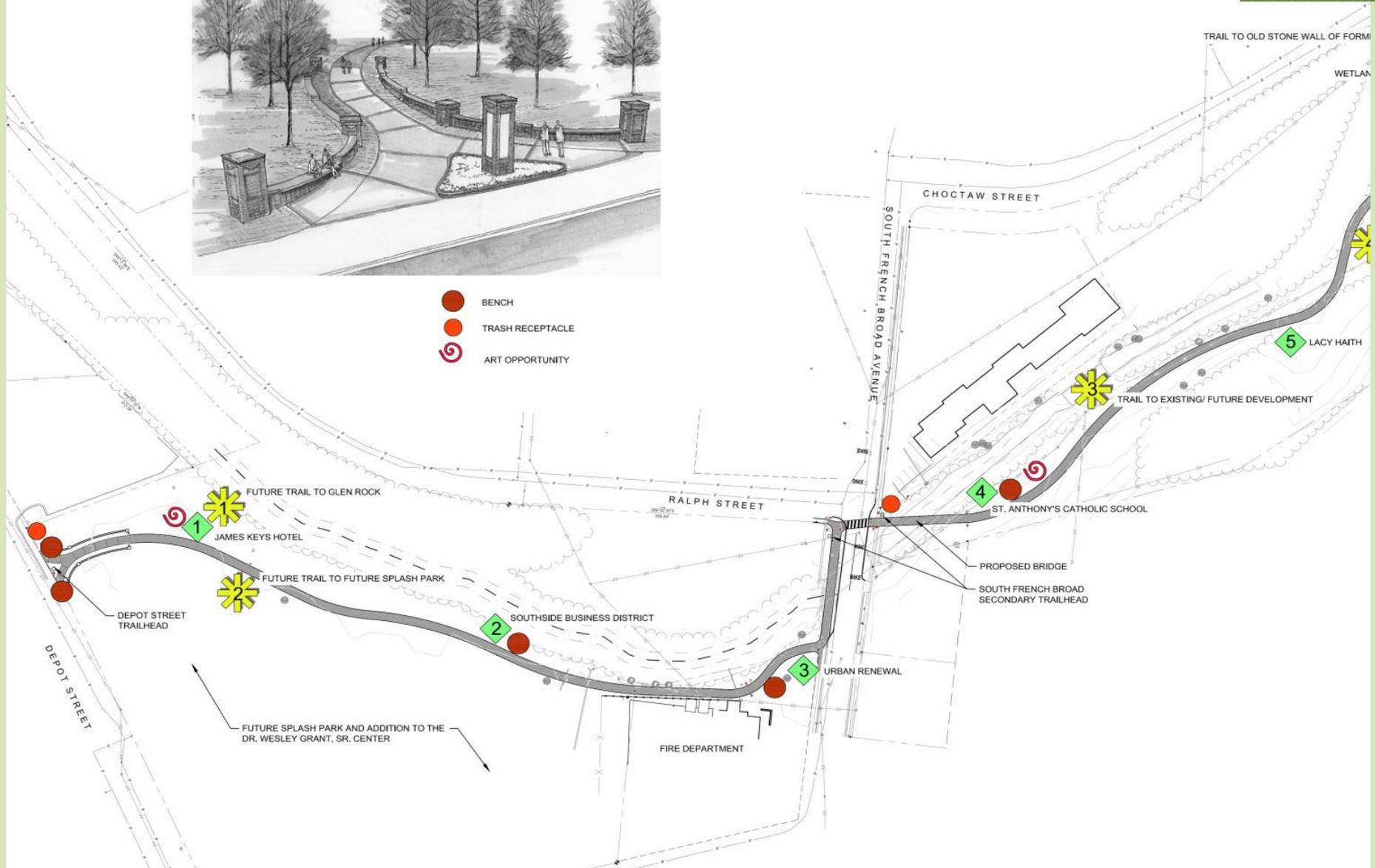
Stormwater treatment



Trailheads – Town Branch



- BENCH
- TRASH RECEPTACLE
- ART OPPORTUNITY



Honor the people



Lacy Haith



Lacy Thomas Haith, 1909-1994

Teacher



Stephen Lee U.S. teacher Lacy T. Haith (right) with students Thomas Butler (left) and Mrs. Betty Lee before the end of WWII and Mrs. Betty Lee (center) with model airplane display at the Market Street Branch Library on the F.M.I. Building. During WW II, Haith worked on F-29 bombers in Atlanta.

Builder



Haith (above) (right) and below, the entrance into the Oakland Street dormitory, where Haith provided his students with hands-on training in building construction.



Below: The large, two-story addition Lacy Haith built for the St. James AME Church on Highland Street.



Photo credit:

Reverend Lacy Haith worked with Asheville City Schools from 1937 to 1972. He earned his master's degree from the University of Michigan and came to Asheville to be the vocational teacher at Stephen Lee High School. He also operated Haith Construction House. While he was a teacher he built houses, using them to teach his students the building trade. He bought the land behind his house and developed the Oakland Heights neighborhood off Oakland Road, as well as building other homes throughout Asheville.

Late in his life he was ordained in the African Methodist Episcopal Church. He went on to construct a large two-story addition at St. James AME Church on Highland Street, housing the education rooms and church kitchen. Working with only one other man, he built it in five years, moving forward as more money was found.

(From *Visions: Asheville Men of Color*, by Helen Mosley-Elliott)

Community Leader

Lacy Haith (second from right) at an event for Black Heritage week in Asheville that was organized by the Equal Employment Opportunity Commission 2/18/1962. Local historian, Aubrey Blevins, sits in the left.



Dr. Wesley Grant, Sr.



Rev. Dr. Wesley Grant, Sr., 1915-2007

Born in Sumter, S.C., Grant came to Asheville in the 1930s and began his ministry preaching in Pritchard Park. He served as pastor at New Bethel Missionary Baptist in 1942, then at Pleasant Hill Baptist, before founding Worldwide Tabernacle in 1958.

Grant also had a weekly Sunday morning program "Count on Me," which aired on WLOS. Grant and then his son Louis, also a preacher, have had a weekly radio program radio on the Blue Ridge Broadcasting station WFOW since 1962. The Buncombe County Board of Commissioners saluted Grant for his "positive impact on race relations in Asheville and Buncombe County."

During racial tensions following school desegregation in the 1970s, Grant went every morning and every afternoon to sit on the steps of Asheville High. He was a calming influence, according to his daughter, Mary Grant McDaniel.



Photo credits

Project description

Asheville
African-American
Heritage
Trail

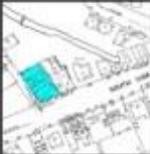
Honor the places



James-Keys Hotel



James-Keys Hotel, 809 Southside Avenue, at the intersection with "Doubt Alley."



This hotel for African Americans was first listed in the Asheville City Directory of 1945/46, owned by Mason W. James and Loan Keys. Prior to opening the hotel, James managed a pool room at 22 Eagle Street called Blue Moon Billiard Parlor, which became the Slow Recreation Parlor in 1943. In that year James' wife Callie ran the Harbor Sandwich Shop at 34 Eagle Street. After opening the hotel sometime around 1945, James continued to be involved with the pool hall, also operating the Mason James Booking Agency. This was probably connected with the dance hall and dancing referenced on the sign painted on the side wall of the hotel. The James-Keys Hotel was run for twenty more years by his wife, Callie L. James, until 1973. It was demolished as part of the City of Asheville's East Riverside Redevelopment.

Noted national performers played there, including James Brown and Aretha Franklin, as well as popular local musicians such as Clifford Cotton and The Duo.



Photo credits

Project description



St. Anthony's Catholic School



Sherry N. Anthony of Palmyra Catholic Church and School

On September 28, 1908 the Franciscan Sisters of Allegany opened the doors of St. Anthony of Palmyra School in Asheville. The school, which served primarily African American students in grades 1-8, was attached to St. Anthony of Palmyra parish which was also started by Franciscans. The Sisters remained until 1909 when they withdrew and the school closed. Several prominent local citizens attended, including Johnnie Grant, publisher of The Urban News.

A small house to the west of the school was converted to a Roman Catholic Church. A metal Quonset hut was erected just west of that, to serve as the gymnasium for this school.



Photo credits

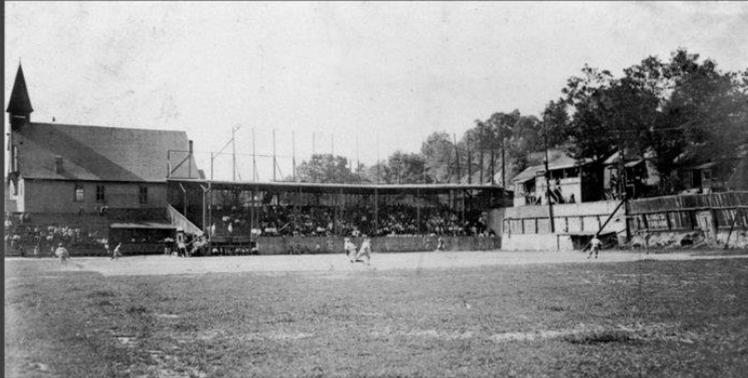
Project description



Honor the spirit



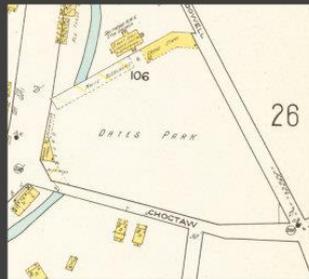
Oates Park



The Royal Giants playing Atlanta at Oates Park on Southside Avenue, 1918. (AME Zion Church is at the left rear.)



The Asheville Royal Giants baseball team, taken in Oates Park, Southside Ave, during a game against Greenville SC. The Royal Giants were Asheville's first black baseball team.



In 1916, Asheville Black business owner and developer Edward W. Pearson, Sr. founded the first African American baseball team in Asheville, the Royal Giants. Pearson always sought ways to foster prosperity in the African American communities, and developed businesses and venues to showcase talents. He developed Oates Park (built in 1914), and Pearson Park (located in the Southside district of Asheville). Oates Park was the primary home field of the Asheville Royals Giants during the mid-1910s and 1920s.

(from Asheville Celebrates Connections with Negro Baseball League, by C. Brandon Chapman in *The Urban News*, arch 14, 2008)



Photo credits

Project description

Asheville African-American Heritage Trail

Macedonia Church of God in Christ



The Old Macedonian Mother Church of God in Christ, founded by Bishop Perkins in the Southside area was on Southside Ave at the corner of Gaston Ave. This is where Bishop Perkins had a Christmas tree every year and would give the kids shoes and clothing at the Church. A picture from 1948, in the Citizen-Times says that church was celebrating its 18 anniversary, which means it was founded in 1930.

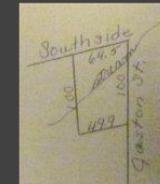
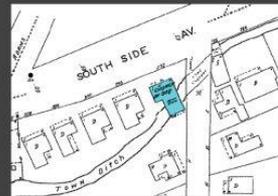


Photo credits

Project description

Asheville African-American Heritage Trail

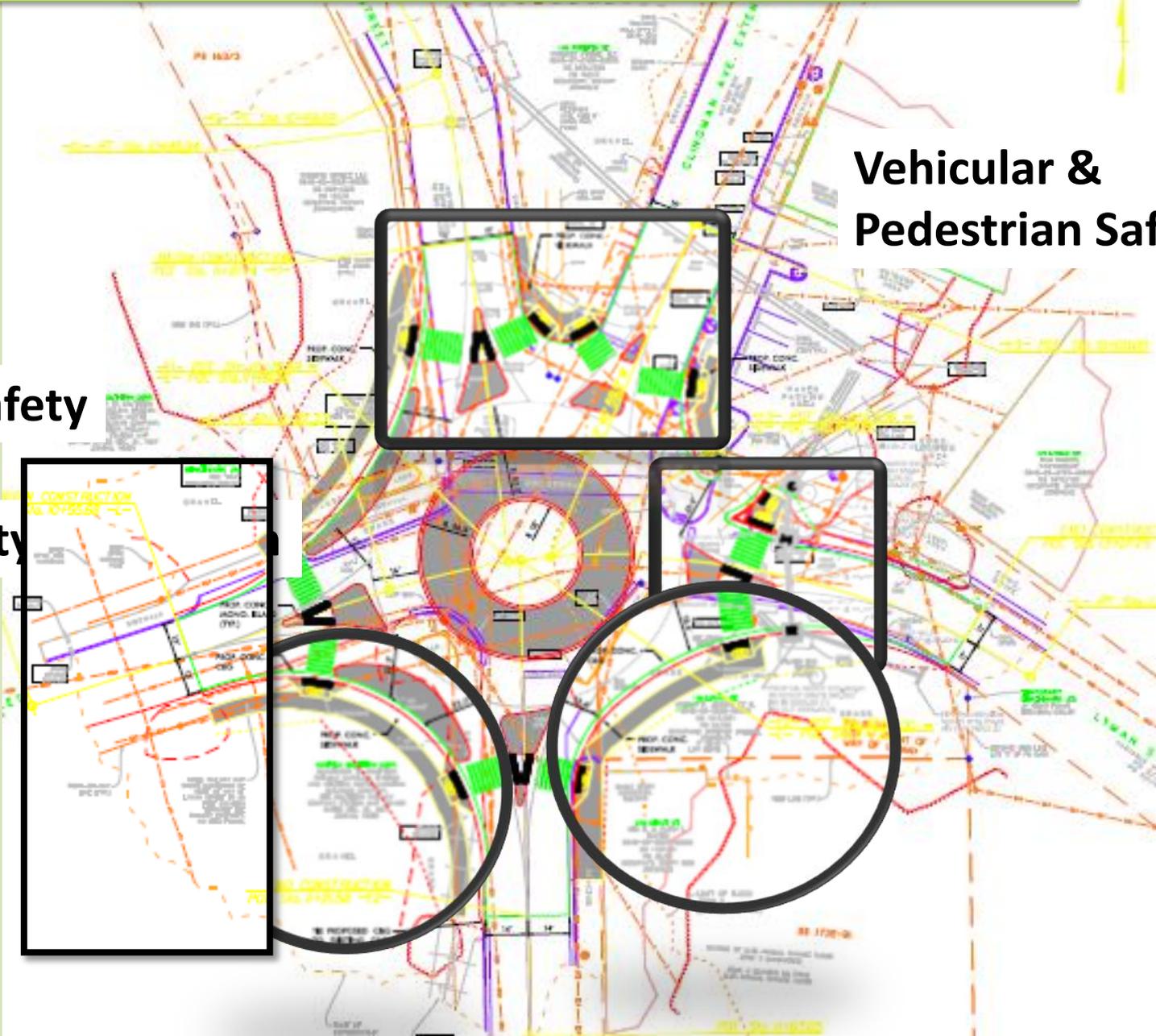
Five Points Roundabout



**Vehicular &
Pedestrian Safety**

Rail safety

Property



Riverside Drive Development Plan

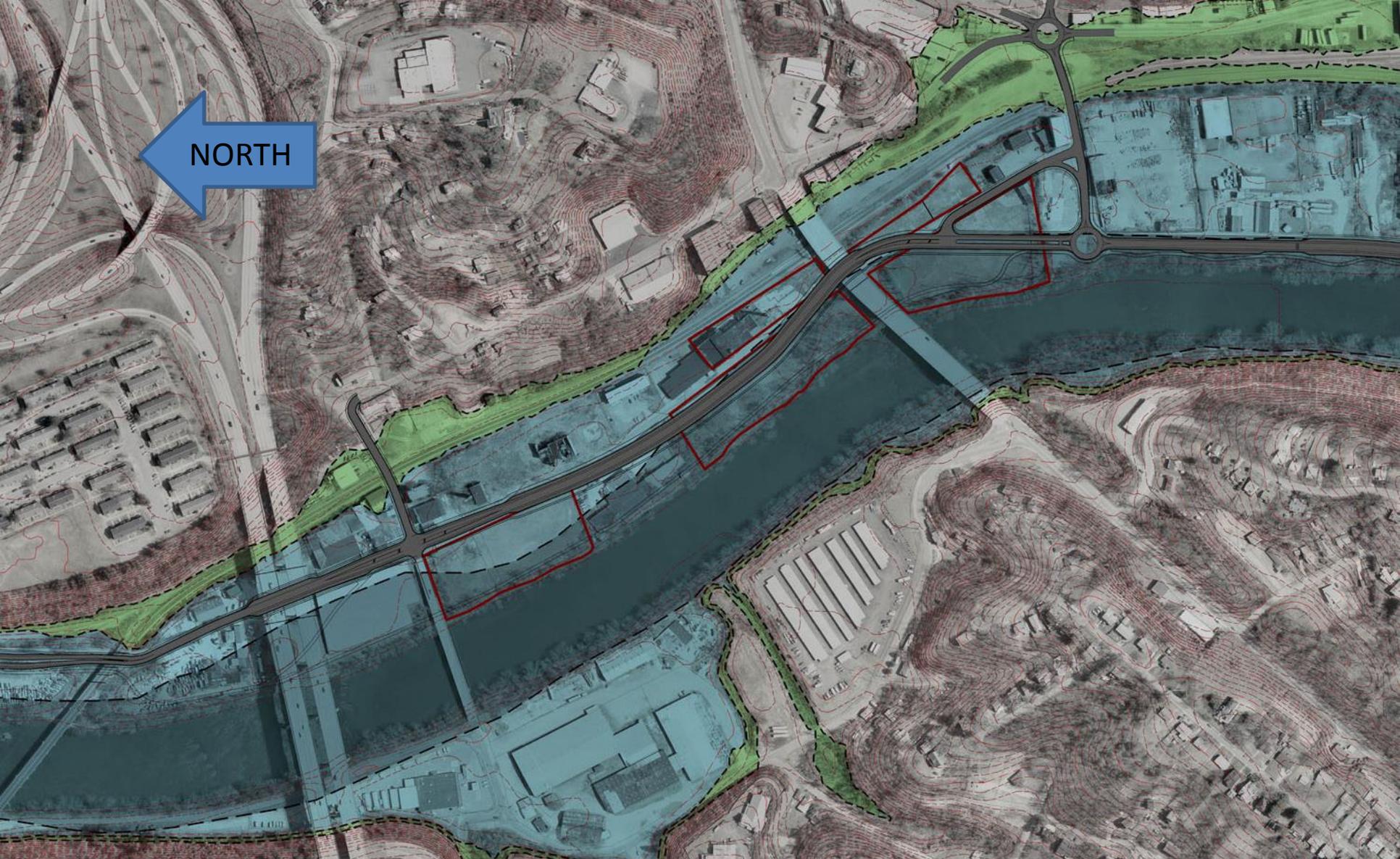


CHARGE:

Recommendations on redevelopment of ten acres of City owned land in the heart of the RADTIP project area.

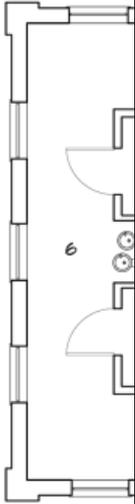
Consultants





GIVENS: Floodway, Flood plain, Norfolk Southern and Preferred Alternative for RADTIP





Rehabilitate 14 Riverside Drive



River Access



Develop Riverside Park and public amenities





Redevelop city-owned land with
dense mixed-use infill





Provide a parking garage





CK
ACCESS
ELEVATION
ATION

RAILROAD

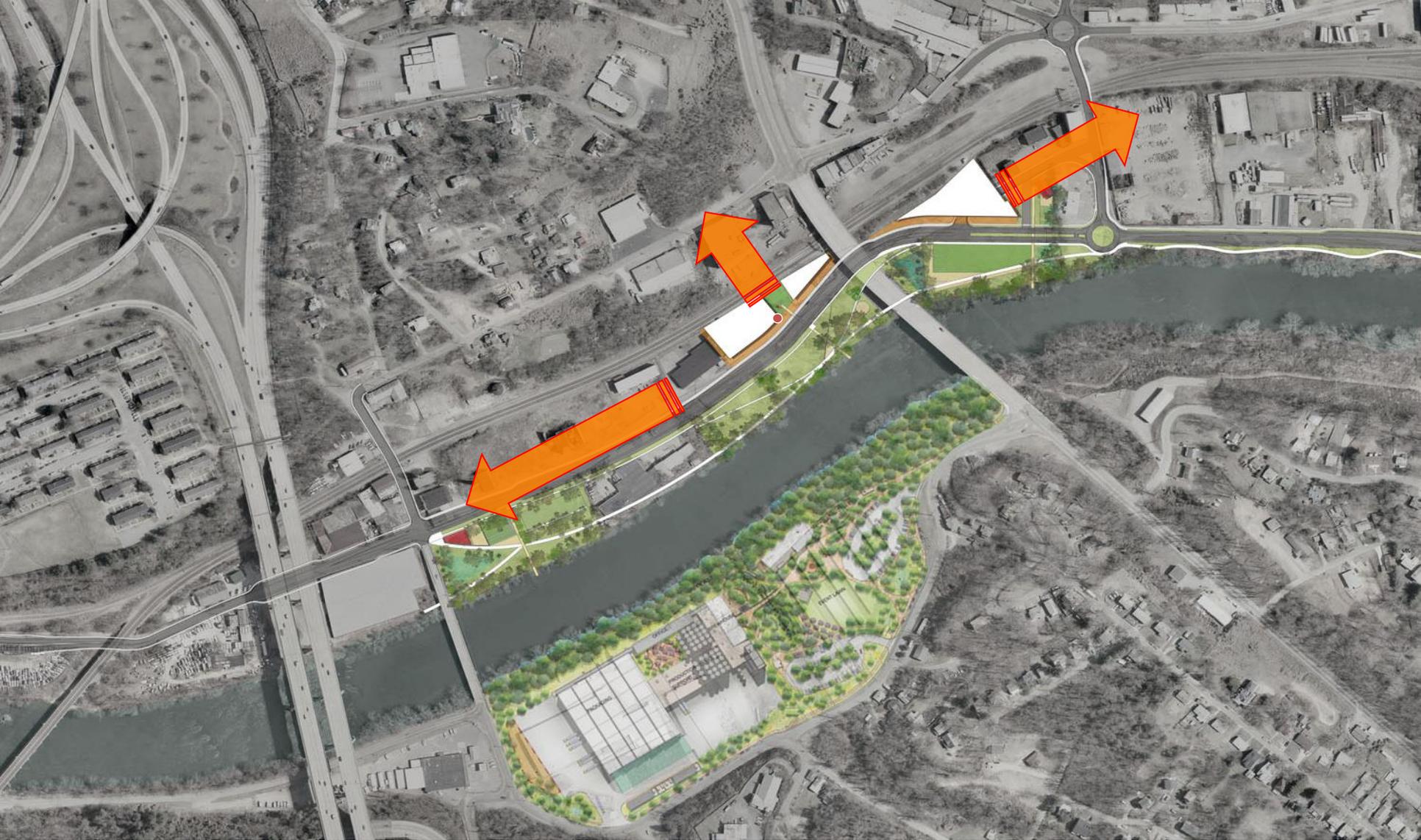
PEDESTRIAN B

TRANSITION
ZONE

Instead of a sidewalk, a Pedestrian transition zone



RDDI



Explore joint development agreements



Next Steps



- 14 Riverside Drive RFQ
- Gentrification Alternatives Study
- Partnerships for redevelopment
- Finish the plan/significant review
- Consideration by Council
- Integration of highest priorities into CIP (or general fund consideration, if add'l planning)
 - 14 Riverside Drive Construction :2015
 - RFQ process for City owned property

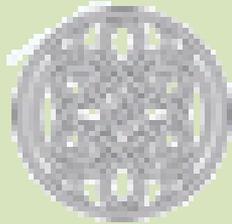
Transportation Network Plan



CHARGE:

Identify and prioritize specific transportation improvements and policies to support connection, needs, and future developments in the East of the Riverway area

Consultants



RENAISSANCE PLANNING GROUP



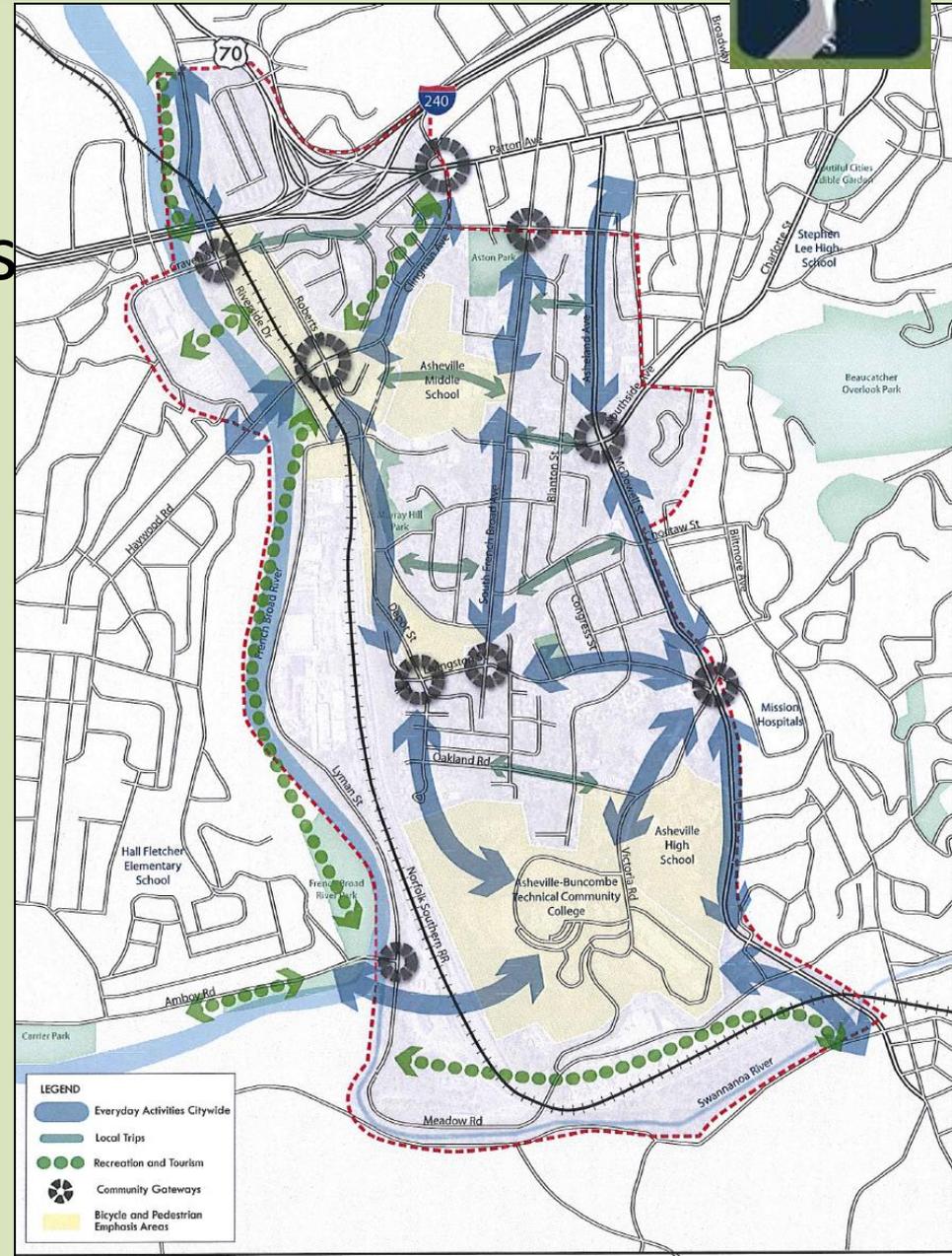
Engineering & Planning Resources
Charlottesville, NC

Kostelec
PLANNING

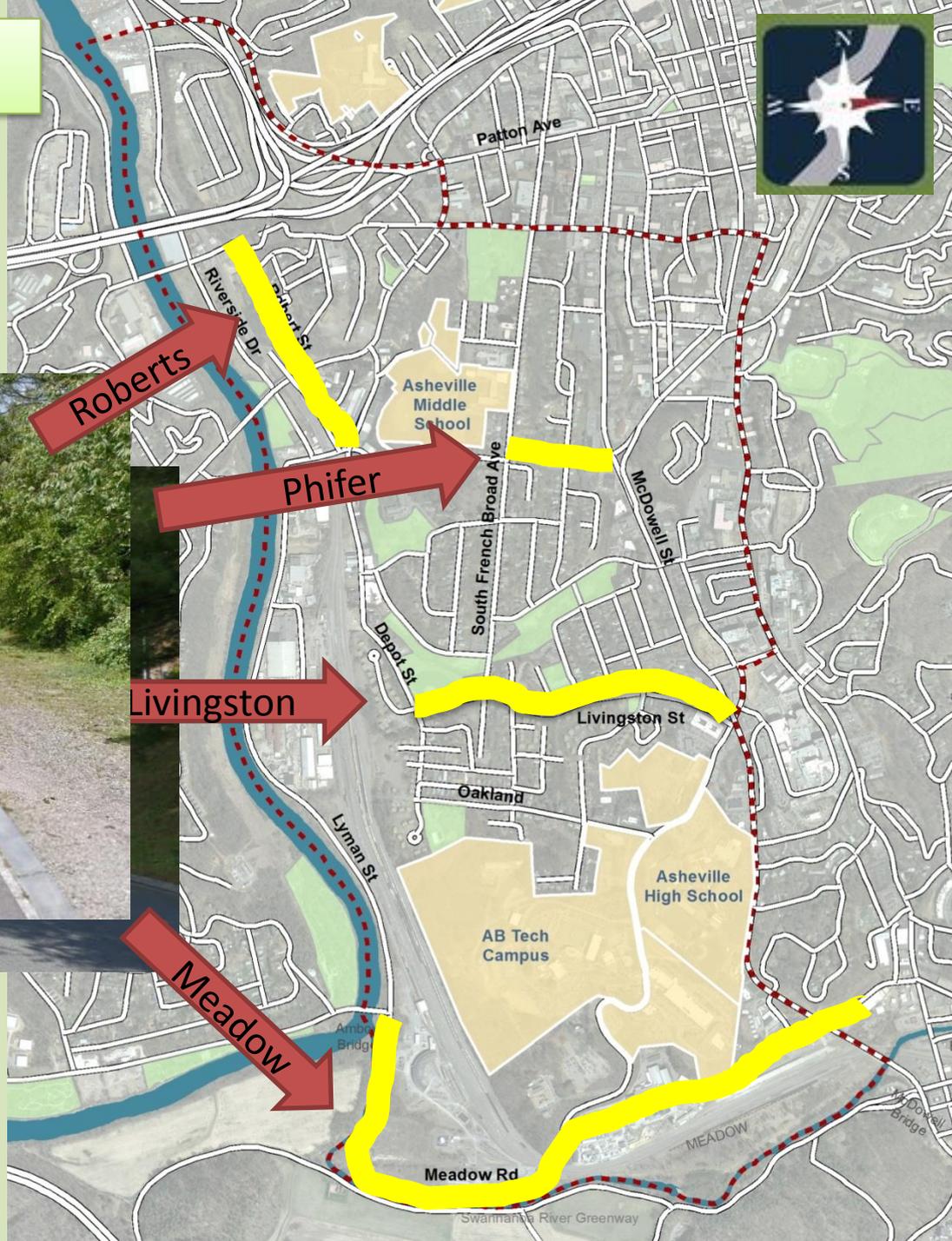
Network Vision



- ➔ • Desired movements
- ➔ • Integrated system
- ➔ • Connecting people to destinations
- ➔ • Multimodal



Near Term Priorities



Sidewalk gap projects
Complete Streets

Longer Term Priorities



Bike Lanes

Patton Avenue Street Bridge



Policy Recommendations



- ➔ • Transportation improvements as a key element in consideration of all municipal service district planning
- ➔ • Extend review of development policies (e.g. UDO) to achieve greater sustainability.
- ➔ • Address the area's needs for access to food and job training

Policy Recommendations



- ➔ • Balance of through v. local traffic
- ➔ • Balancing pedestrian and bicycle facilities with parking
- ➔ • Cooperation with Norfolk-Southern RR and other land owners
- ➔ • ADA compliance on new pedestrian connections

Wrap-Up



- Projects Currently Approved
 - RADTIP Final Design
 - Infrastructure Supporting New Belgium
 - Dr. Wesley Grant Southside Center
 - Parking Improvements on Depot Street
- Manage citizen engagement
- Leveraging City EDCIP
 - Public/Private partnerships
 - Federal and State Funding
 - Other partners:
 - County, schools, non-profits



Schedule and Public Process



| TIGER II Deliverable Presentation Schedule | | |
|---|-------------|--------------------------|
| Activity | Date | Element Presented |
| Parks and Rec Board | 10-Feb | Greenways, RDDP |
| A-B Riverfront Redev. Comm. | 13-Feb | RDDP |
| Multi-Commission | TBD- March | RDDP |
| PED Committee | 18-Feb | All |
| HCD Committee | 18-Feb | All |
| Multi-Modal Commission | 26-Mar | All |
| Public Presentation | 18-March | All |
| Council Presentation | TBD | All |