

SOUTH END STATION AREA PLAN

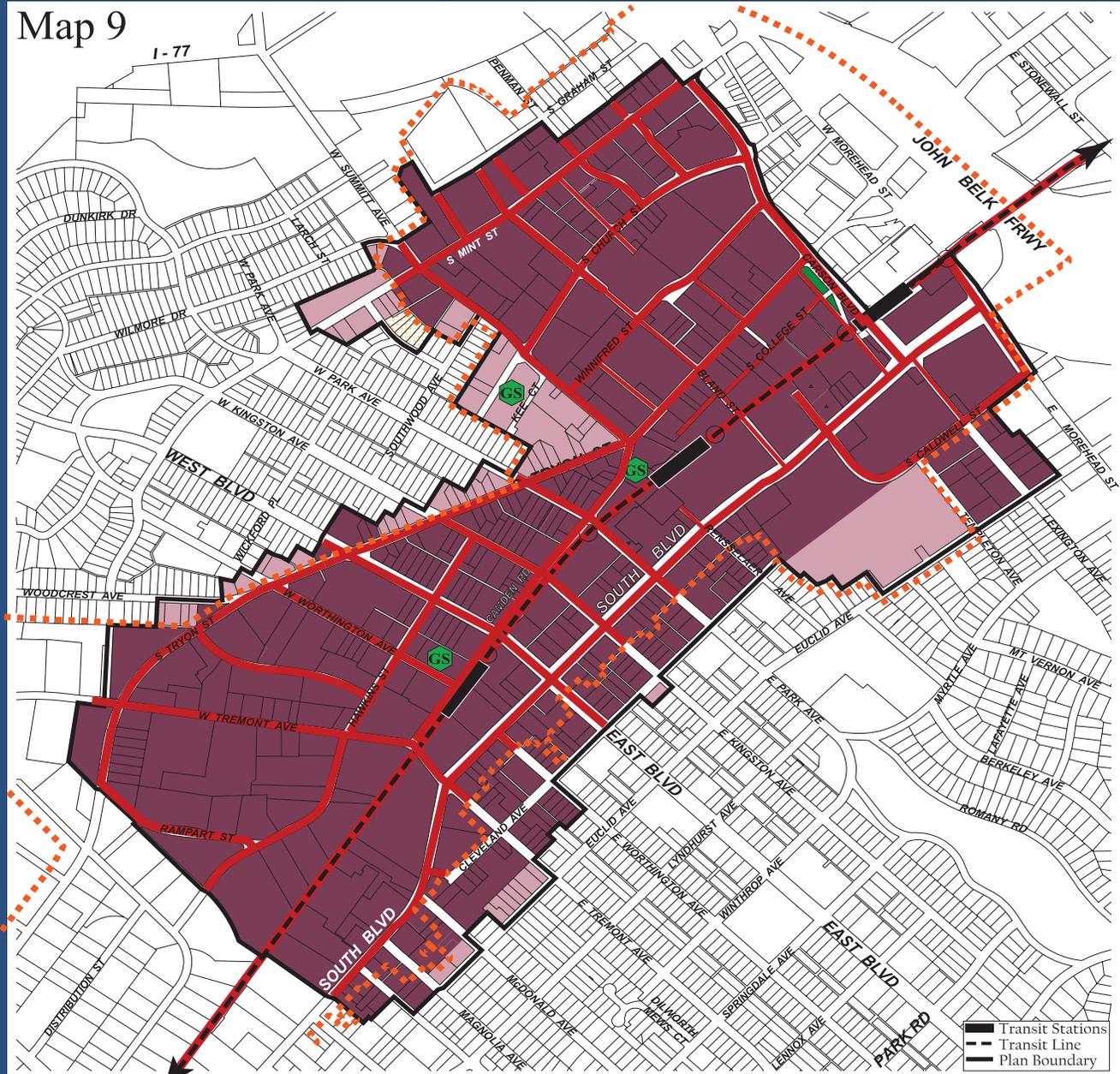
Plan Amendments
Draft October 2017

PROPOSED RETAIL DIAGRAM

SOUTH END TRANSIT STATION AREA PLAN

South End Transit Station Area Plan Proposed Land Use

Map 9

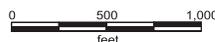


Proposed Land Use

- TSD-R (Residential Transit Supportive Development)
- TSD-M (Mixed Transit Supportive Development)
- Residential <= 8 Dwelling Units Per Acre
- Park / Open Space
- Retail Streets
- GS Green Space / Plaza



Produced by the Charlotte-Mecklenburg Planning Commission.



Date to be updated at adoption

Date: November 11, 2004

EXISTING

Retail Development — This plan envisions pedestrian-oriented, neighborhood-serving retail uses be developed in South End to support the residential and office development in South End, Wilmore, and Dilworth. Retail should be developed in the context of mixed or multi-use developments. ~~This plan recommends that retail uses be located at the following nodes or along the following street frontages:~~

- **Camden Road**, which is envisioned to be South End’s “main street”
- **Mint Street** from Summit Avenue to Carson Boulevard
- **West Boulevard at South Tryon Street**
- **Tremont Avenue at South Tryon Street**
- **South Boulevard**
- **East/West Boulevard**
- **Park Avenue** from South Boulevard to South Tryon Street
- **Kingston Avenue**, between South Boulevard and the rail line
- **South Tryon Street**, between Camden Road and Carson Boulevard

PROPOSED

Retail Development — This plan envisions pedestrian-oriented, neighborhood-serving retail uses be developed in South End to support the residential and office development in South End, Wilmore, and Dilworth. Retail should be developed in the context of mixed or multi-use developments. **This plan recommends that retail/active uses be located along the majority of streets in South End given the residential growth and growing demand for ground floor activity. Main Streets and high concentrations of retail should be located on:**

- **Camden Road**, which is envisioned to be South End’s “main street”
- **Mint Street** from Summit Avenue to Carson Boulevard
- **West Boulevard at South Tryon Street**
- **Tremont Avenue**
- **South Boulevard**
- **East/West Boulevard**
- **Park Avenue** from South Boulevard to South Tryon Street
- **Kingston Avenue**, between South Boulevard and the rail line
- **South Tryon Street**, between Camden Road and Carson Boulevard
- **Summit Avenue**, between S. Tryon Street and Mint Street

EXISTING

6. ~~Utilize planting strips/street trees, on-street parking, and/or bicycle lanes to separate pedestrians from vehicles.~~

- Street trees should be provided along all street frontages.
- On-street parking will be ~~allowed or encouraged~~ on all streets in the district. ~~New cross-sections are proposed for some streets to allow on-street parking.~~

Streetscape –

10. *Design the streetscape to encourage pedestrian activity.*
- Ground floor retail is encouraged in mixed-use buildings, particularly on the major streets in the district.
 - Sidewalks are recommended to be wider on major streets such as South Tryon and Camden Road to allow for sidewalk dining.
 - ~~Curbed planters~~ are recommended where retail uses are developed to allow for additional sidewalk space.

There are ~~four~~ different categories of street cross-sections defined for the plan area:

- ~~streets with adequate width;~~
- ~~streets with acceptable width;~~
- proposed new streets; and,
- streets with new cross-sections.

PROPOSED

6. *Utilize street trees, on-street parking, and/or bicycle lanes to separate pedestrians from vehicles.*

- Street trees should be provided along all street frontages.
- On-street parking will be **required** on all streets in the district, unless **not permitted by Charlotte Department of Transportation.**

Streetscape –

10. *Design the streetscape to encourage pedestrian activity.*
- Ground floor retail is encouraged in mixed-use buildings, particularly on the major streets in the district.
 - Sidewalks are recommended to be wider on major streets such as South Tryon and Camden Road to allow for sidewalk dining.
 - **Tree grates are required** where retail uses are developed to allow for additional sidewalk space.

There are **two** different categories of street cross-sections defined for the plan area:

- proposed new streets; and,
- streets with new cross-sections.

EXISTING

Streets with Adequate Width:

For the majority of the streets in the plan area, which are primarily local streets, **the existing cross-section will not change** and setbacks for any new development will be measured from the existing back-of-curb.

Staff has identified a basic minimum cross-section (shown below) of 35 feet from back-of-curb to back-of-curb for local, low-volume streets in the area. This street dimension will accommodate parallel parking on both sides of the street and provide adequate width for one motor vehicle traveling in each direction. *Map 10 shows in green* the streets in the South End area that already meet or exceed this dimension. These streets provide basic land use access and connections to thoroughfares in the area, but do not serve large volumes of motor vehicle traffic.

E. Kingston Ave: South End street with "Adequate Width"

PROPOSED

Eliminated paragraph due to elimination of diagram on Page 25

Eliminated end of caption due to elimination of diagram on Page 25

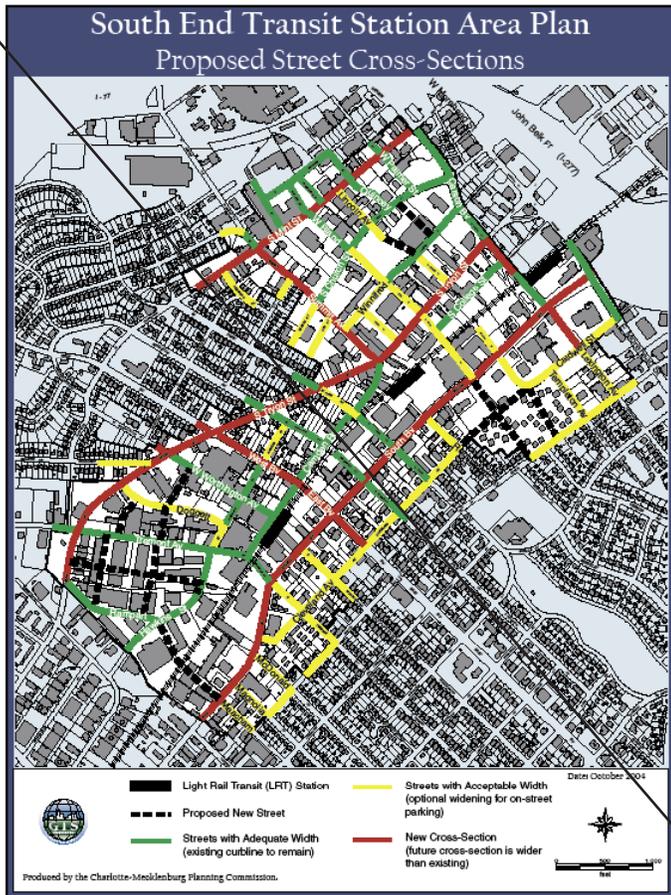
EXISTING

Streets with Acceptable Width:

The ~~streets shown in yellow~~ are also low volume streets, but ones that do not have adequate width (less than 35 feet from back-of-curb to back-of-curb) for two motor vehicles to pass each other when cars are parked on both sides of the street. These streets function well today, primarily because on-street parking is not fully utilized. If parking on both sides of the street becomes a problem for traffic flow, CDOT may restrict parking to one side of the street only. The City does not propose to widen these streets nor will it require them to be widened as new development occurs. Setbacks on these streets will be measured from the existing back-of-curb. However, if a developer would like to increase the width of these streets in order to ensure future room for on-street, parallel parking on one of *both* sides of the street, the developer would widen at their own expense by recessing the curb on their property's frontage. In this case, **the setback can be reduced by the width of the recessed curb area, but can not be less than 16 feet.** For example, if the required setback is 20 feet and a developer recesses the curb by three feet to provide additional space for on-street parking, the setback would be 17 feet measured from the recessed back-of-curb location.

PROPOSED

Eliminated paragraph due to elimination of diagram on Page 25



EXISTING

see diagrams on pages and further details below.

PROPOSED

Pages PROPOSED and replaced with following pages that include street sections and Street Regulating Plan (Currently Map 11, PROPOSED Map 10)

PAGE 31

EXISTING

South Tryon Street

(Carson Boulevard to Rampart Street)

South Tryon Street is a major thoroughfare (also known as NC Highway 49) that connects South End to Uptown and southwest Charlotte. South Tryon Street is also the street where South End and the Wilmore neighborhood come together. ~~Current and projected motor vehicle traffic volumes on this portion of South Tryon Street do not warrant two lanes in each direction.~~ This section of South Tryon Street parallels the future light rail line and is only one or two blocks away from the future South End light rail stations. The properties along this section of South Tryon Street are recommended to be developed with transit-supportive land uses, including residential, office and some retail. Current land uses are a mixture of low density residential, industrial, office and convenience retail, although some higher density housing has been developed near Carson Boulevard.

~~**Street classification:** Major thoroughfare; also NC Highway 49~~

~~**Existing volumes:** 8,700-14,200 motor vehicles/day~~

~~**Existing width:** 41-47 feet, back-of-curb to back-of-curb~~

~~**Existing cross-section:** two vehicle lanes in each direction, with left turn lanes at West Boulevard~~



South Tryon Street existing cross-section

~~**Proposed future width:** 60 feet, back-of-curb to back-of-curb~~

~~**Proposed future cross-section (pictured below):**~~

- ~~• One motor vehicle lane in each direction~~
- ~~• Center turn lane with intermittent pedestrian refuge islands~~
- ~~• Bike lanes~~
- ~~• Parallel parking on both sides of the street~~
- ~~• Curb and gutter~~

South Tryon Street

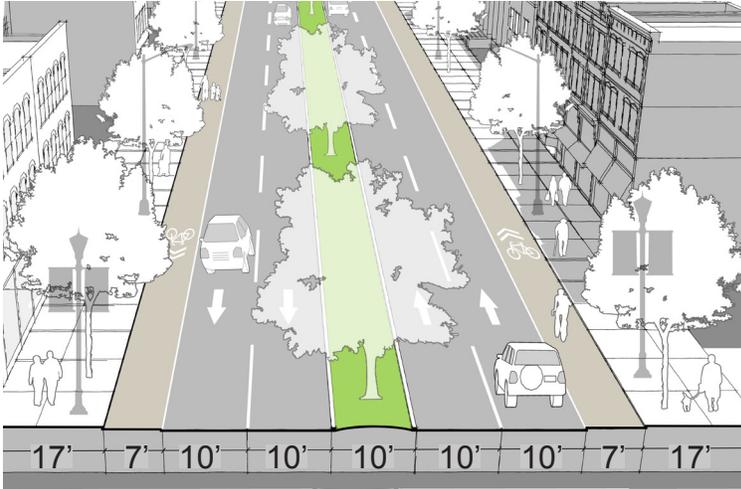
South Tryon Street is a major thoroughfare (also known as NC Highway 49) that connects South End to Uptown and southwest Charlotte. South Tryon Street is also the street where South End and the Wilmore neighborhood come together. This section of South Tryon Street parallels the light rail line and is only one or two blocks away from the South End light rail stations. The properties along this section of South Tryon Street are recommended to be developed with transit-supportive land uses, including residential, office and some retail. Current land uses are a mixture of low density residential, industrial, office and convenience retail, although some higher density housing has been developed near Carson Boulevard.



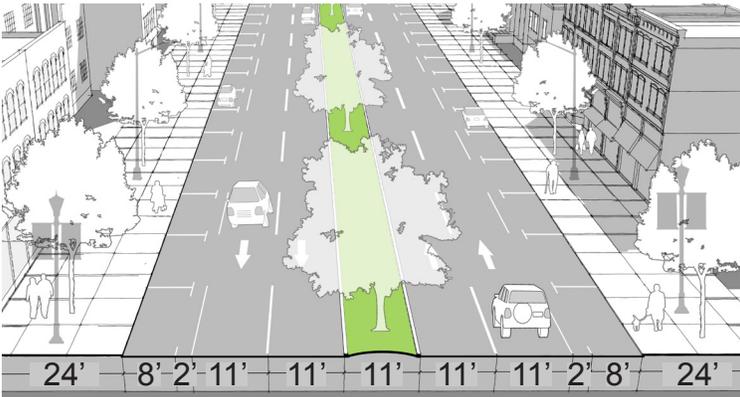
South Tryon Street existing cross-section



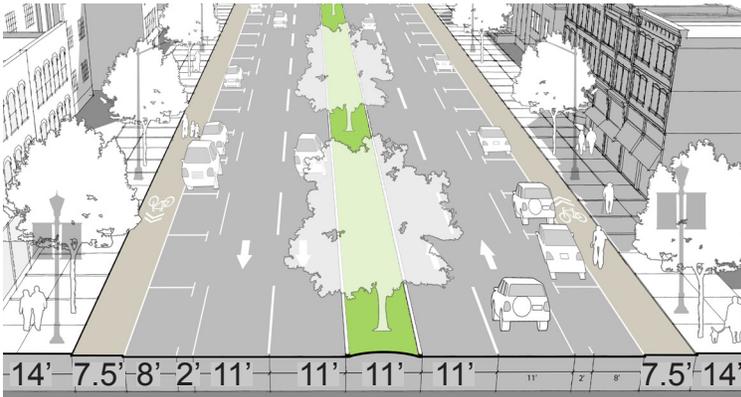
**Proposed Future Cross Section - Interim
S. Tryon St. (Carson Boulevard to Tremont Avenue)**



**Proposed Future Cross Section - Final
S. Tryon St. (Carson Boulevard to Tremont Avenue)**



**Proposed Future Cross Section - Interim
S. Tryon St. (Tremont Avenue to Clanton Drive)**



**Proposed Future Cross Section - Final
S. Tryon St. (Tremont Avenue to Clanton Drive)**

South Boulevard

(Carson Boulevard to Meacham Street)

South Boulevard is the most prominent street in South End. It carries traffic from South Carolina to Uptown. The most significant residential and non-residential development in South End currently fronts South Boulevard. The recommended land use plan proposes that this trend will continue with an intense mixture of transit-oriented residential, office, and retail development occurring along South Boulevard and the rail line.

Street classification: Major Thoroughfare

Existing volumes: heavy; 30,000-32,000 motor vehicles/day

Existing roadway width: varies, 40-70 feet, back-of-curb to back-of-curb

Existing cross-section:

- Four vehicle lanes
- Parallel parking and left turn lane or median north of East Boulevard

Proposed future width: 65 feet, back-of-curb to back-of-curb



South Boulevard existing cross-section

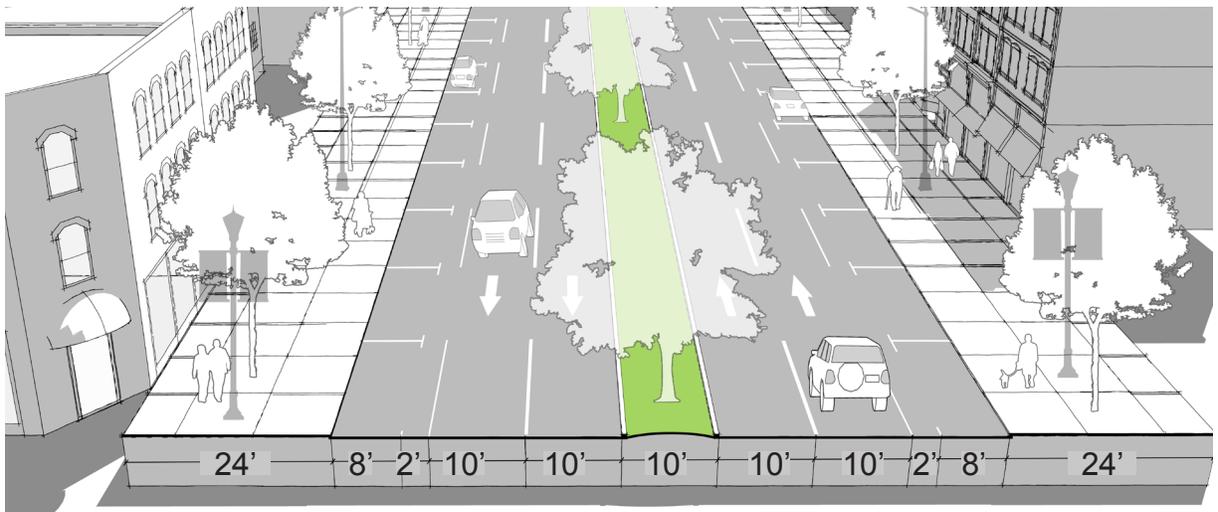
Proposed future cross-sections (pictured below):

- Two motor vehicle lanes in each direction
- Bike lanes
- Parallel on-street parking can be provided at developer's option in the required building setback area (see required setback for South Boulevard on page 35.)
- Curb and gutter

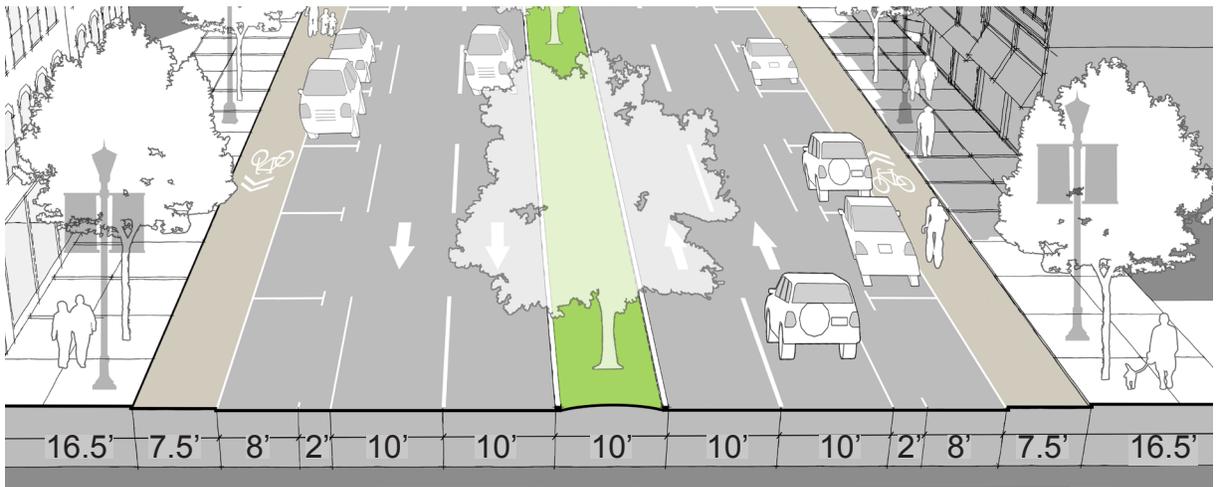
Note: The location of the proposed future curb line for South Boulevard is shown in the Appendix. The future curblines for this street is NOT symmetrical with regard to the street centerline.

South Boulevard

South Boulevard is the most prominent street in South End. It carries traffic from South Carolina to Uptown. The most significant residential and non-residential development in South End currently fronts South Boulevard. The recommended land use plan proposes that this trend will continue with an intense mixture of transit-oriented residential, office, and retail development occurring along South Boulevard and the rail line.



Proposed Future Cross Section - Interim
South Boulevard (Carson Boulevard to Iverson Way)



Proposed Future Cross Section - Final
South Boulevard (Carson Boulevard to Iverson Way)

East/West Boulevard

(Cleveland Avenue to South Tryon Street)

East/West Boulevard is a major thoroughfare that provides the primary street connection to South End from the Wilmore and Dilworth Neighborhoods. A light rail transit station is planned at East Boulevard and Camden Road. Providing roadway access to the station for motorists, cyclists, and transit vehicles will be a priority. Bike lanes are proposed for this section of road in the *Charlotte-Mecklenburg Bicycle Transportation Plan*. Existing land uses are a mixture of retail, office, and residential. The recommended future land use for this street is a mixture of transit-supportive residential, office, and retail development.



West Boulevard existing cross-section

Street classification: Major thoroughfare

Existing volumes: 15,000 motor vehicles/day

Existing roadway width: varies; 40-50 feet, back-of-curb to back-of-curb

Existing cross-section:

- Two vehicle lanes in each direction, with left turn lanes at South Tryon Street and South Boulevard
- Limited on-street parallel parking

Proposed future width: 53 feet, back-of-curb to back-of-curb

Proposed future cross section (pictured below):

- Two motor vehicle lanes in each direction
- Bike lanes
- Parallel parking can be provided at developer's option in the required building setback area (see required setback for West Boulevard, page 41)
- Curb and gutter

Note: Future back of curb location will vary proximate to intersections in order to provide room for left turn lanes. Location of curbline at these locations will be determined by Charlotte Department of Transportation (CDOT) and Planning Commission staff.

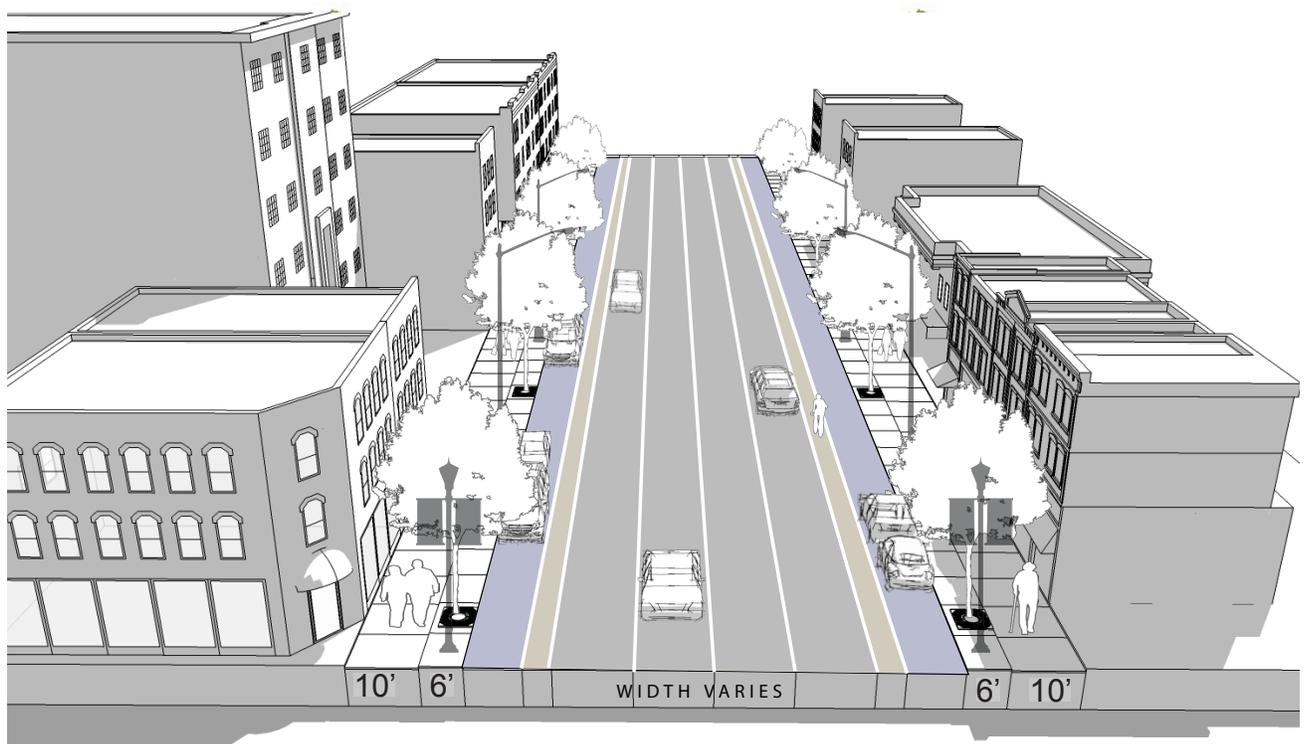
East/West Boulevard

(Cleveland Avenue to South Tryon Street)

East/West Boulevard is a major thoroughfare that provides the primary street connection to South End from the Wilmore and Dilworth Neighborhoods. A light rail transit station is planned at East Boulevard and Camden Road. Providing roadway access to the station for motorists, cyclists, and transit vehicles will be a priority. Bike lanes are proposed for this section of road in the *Charlotte-Mecklenburg Bicycle Transportation Plan*. Existing land uses are a mixture of retail, office, and residential. The recommended future land use for this street is a mixture of transit-supportive residential, office, and retail development.



West Boulevard existing cross-section



● Residential Streets

These streets are at the edges of the South End area and closest to the single-family residential areas of Wilmore and Dilworth. The proposed streetscape standards for this area are designed to reflect those found in these historic neighborhoods. The streetscape requirements are designed with moderate setbacks to approximate the existing setbacks in the area, wide planting strips for large maturing trees, and sidewalk widths to accommodate low to moderate volumes of pedestrian activity.

Existing or proposed land uses: transit-oriented residential or office, with limited retail allowed

Expected pedestrian volumes: light/moderate

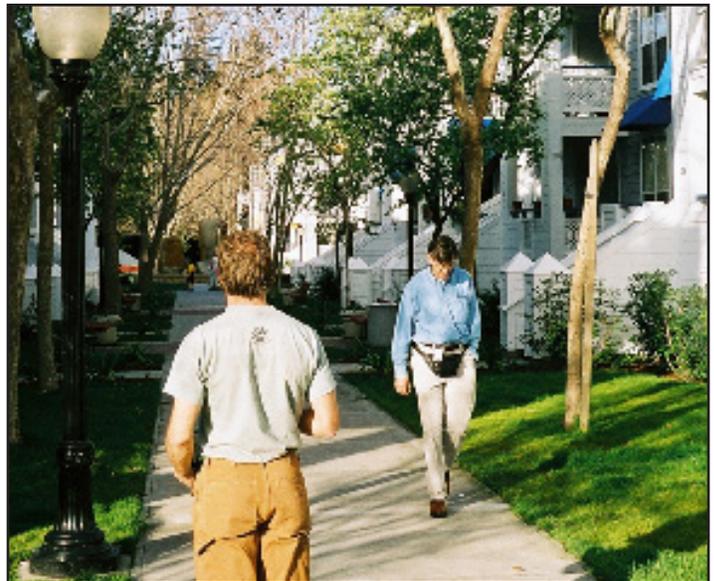
Minimum setback: 20 feet from back of curb

Minimum sidewalk width: 6-feet **8 feet**

Tree planting requirements: 8 foot planting strip; large maturing are required trees if no overhead utility lines present.



Streetscape along local street in South End



Example of transitional streetscape

● Transition Streets

These streets are in areas where land uses are transitioning from lower/moderate density residential uses to more intense transit-oriented development. In these areas the sidewalks are required to be wider to accommodate increased pedestrian volumes.

Land uses: transit-oriented; office and/or residential, with limited ground-floor retail allowed

Expected pedestrian volumes: moderate/high

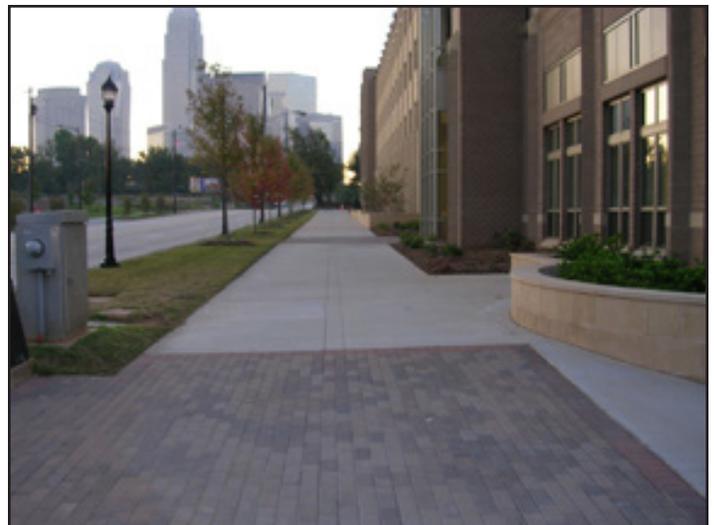
Minimum setback: 20 feet from back of curb

Minimum sidewalk width: 8-feet **16 feet**

Tree planting requirement: 8-foot planting strip; or trees in curbed planters if ground floor retail is included in development proposal. **Curbed planters or tree grates per the Charlotte Land Development Standards Manual (CLDSM)**

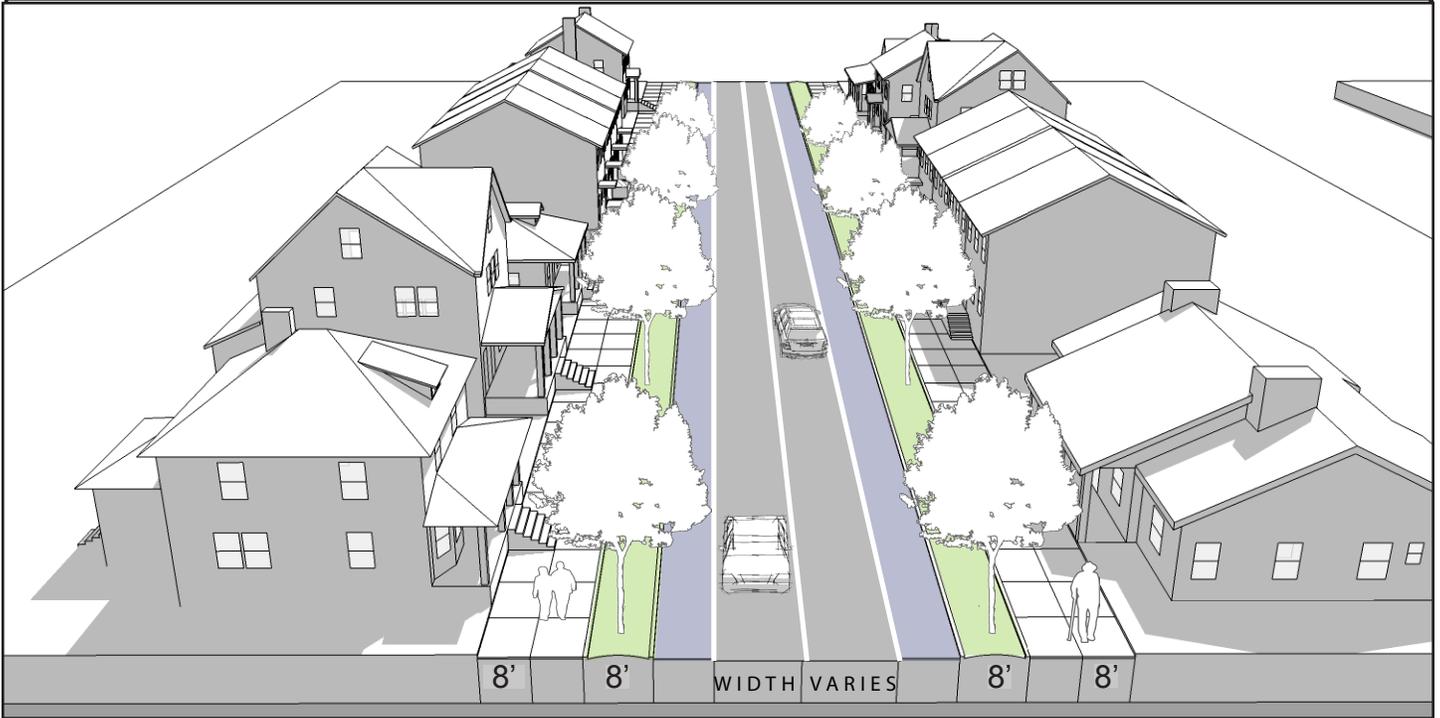
(See page 40 for example of curbed planter and appendix for curbed planter detail.)

To be covered in teh CLDSM



Example of transitional streetscape on 4th St. at JWU

Residential Streets



Transition Streets



● Mixed-Use Streets

The streetscape standards for properties along these streets are designed for mixed use, transit-oriented development (primarily employment and residential) that would be built closer to the street than development in more exclusively residential neighborhood areas. These streets are in the areas closest to the future transit stations and/or in areas that are likely to redevelop with office and higher density residential uses. Planting strip widths are designed for large maturing trees. Sidewalk widths are designed for more pedestrian activity and volumes than would be found in lower density residential areas.

Land uses: transit-oriented; office and/or residential with limited ground-floor retail allowed

Expected pedestrian volumes: moderate/high

Minimum setback: 16 feet from back of curb

Minimum sidewalk width: 8 feet **16 feet**

Tree planting requirements: 8-foot planting strip; or, trees in curbed planters if ground floor retail is included in new development. **Tree Grates per CLDSM**

● Rail Corridor Frontage

The streetscape requirements for buildings fronting the future transit-way are based on the recommendations of the *South End/Uptown Rail Corridor Plan* (1998). That plan recommends a generous setback from the centerline of the rail right-of-way and a continuous multi-use path (for pedestrians, cyclists, skaters, joggers, etc.) along the tracks, in addition to an area for trolley and light rail station stops and/or landscaping. New development along the rail corridor should front the transitway and the path with windows and doors and provide connections to the path. Blank walls and parking areas should not be developed along the rail corridor frontage. Special amenities for pedestrians, such as benches and public plazas are encouraged.

Land uses: transit-oriented; office and/or residential with limited ground-floor retail allowed

Expected pedestrian volumes: high

Minimum setback: 35 feet from rail centerline

Minimum sidewalk width: 8-12 feet **10-16 feet**

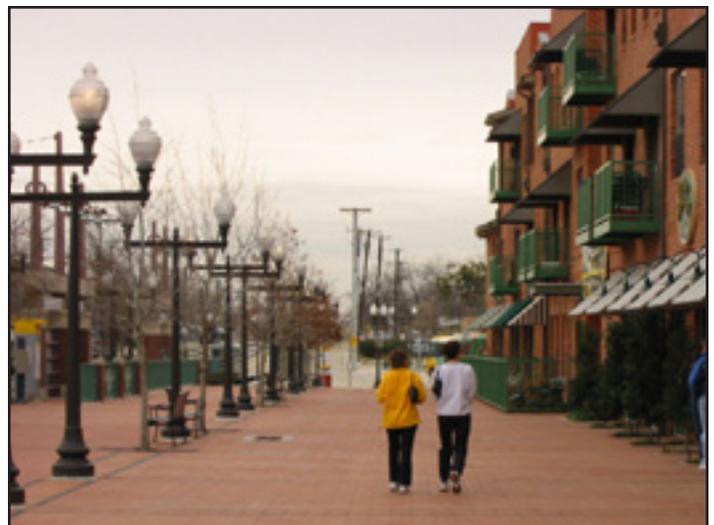
Tree planting requirements: Trees must be planted in a tree grate, with fencing along rail line; OR in a curbed tree planter, with shrubs planted along rail line. (See Appendix for additional planting details.)



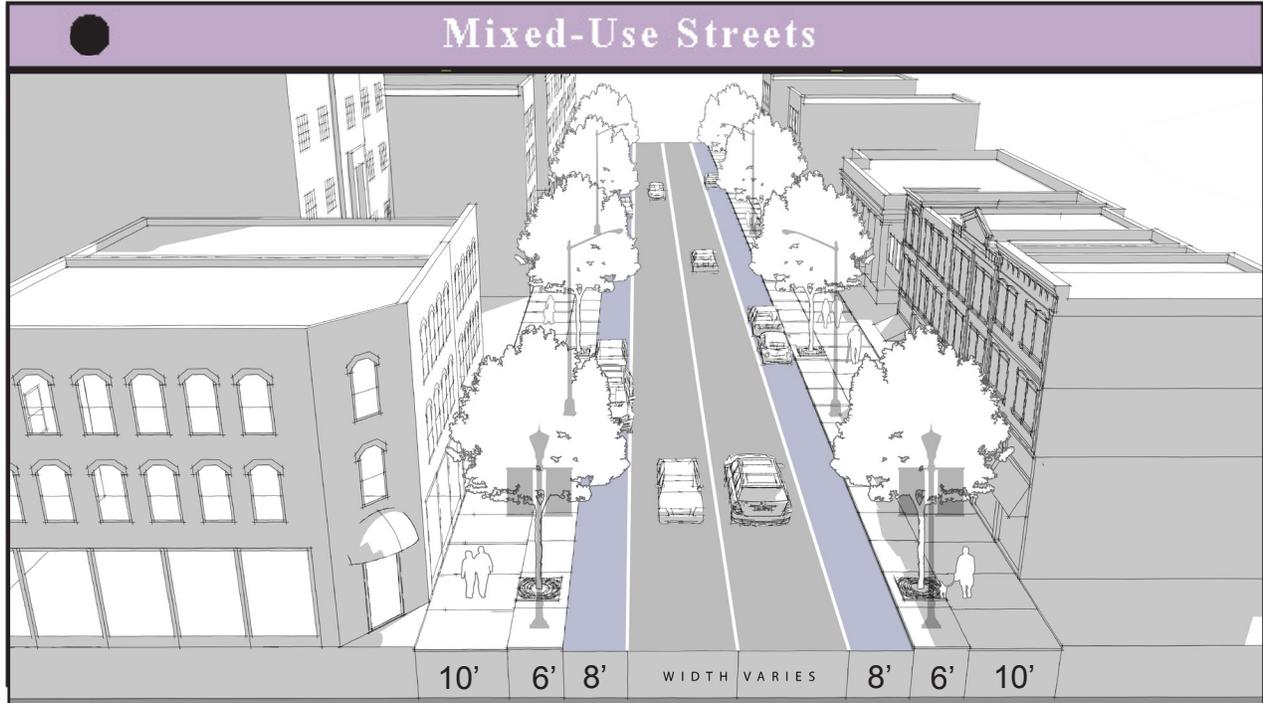
Mixed-use streetscape in Portland, OR transit station area



Mixed-use development fronting Dallas light rail line

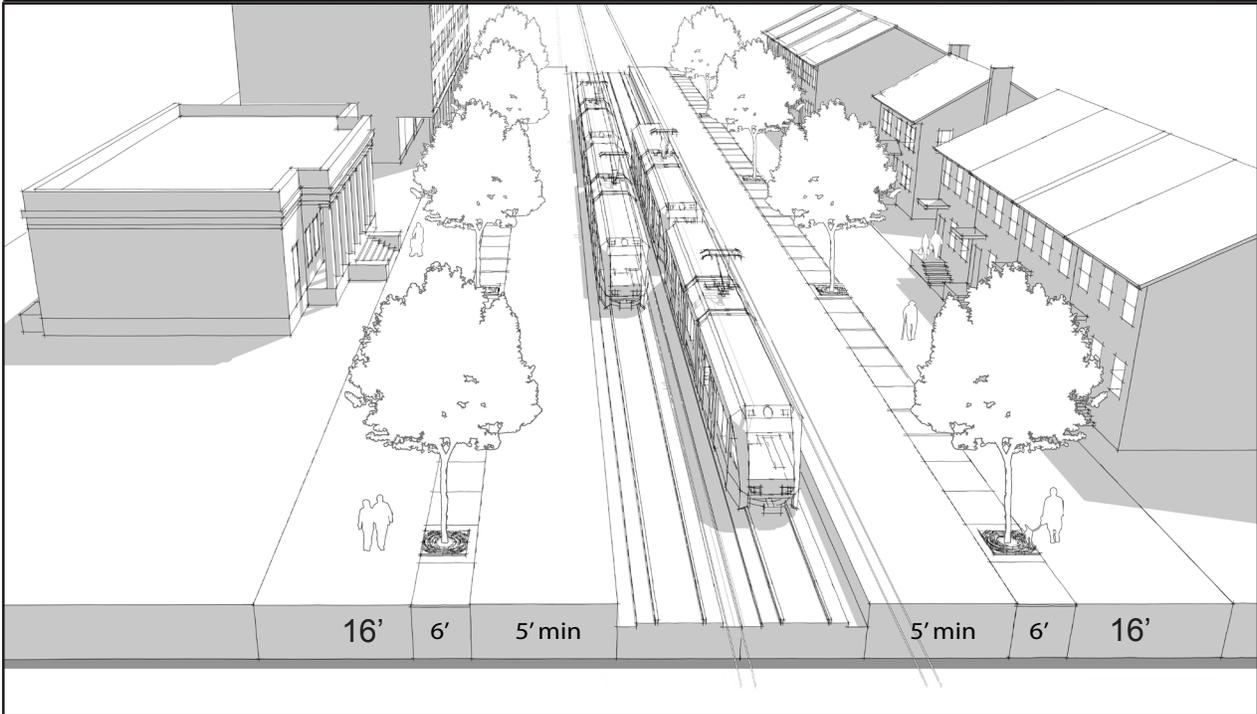
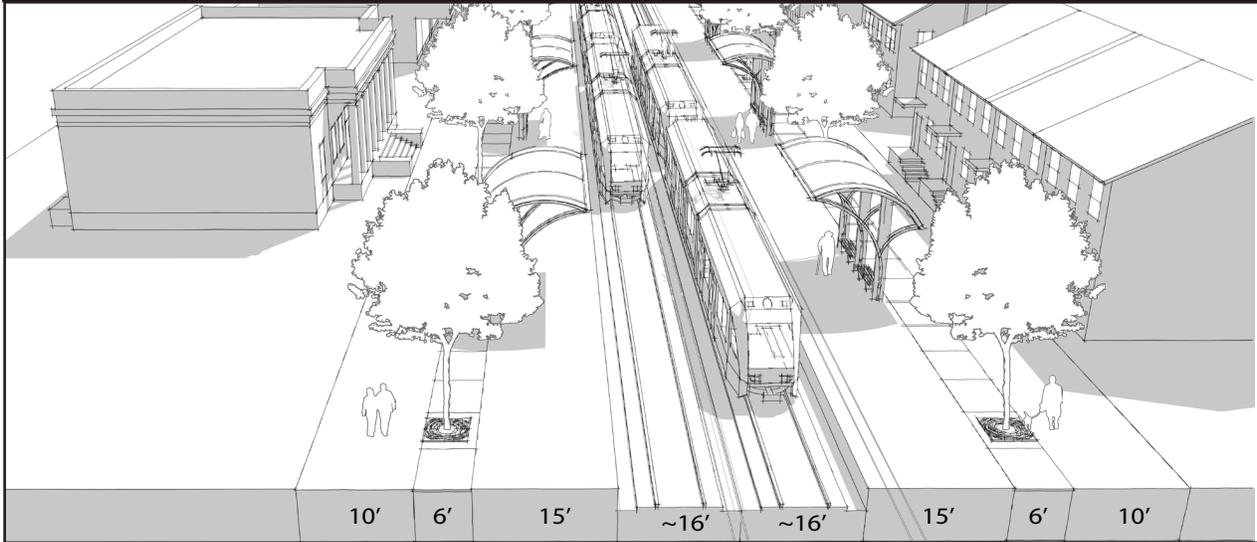


Pedestrian Plaza between building and rail line



**Mint Street and Carson Street should also include bike infrastructure in the cross section. This is to be determined at the time of redevelopment in the land development process and in accordance with the Urban Street Design Guidelines and Charlotte Bikes.

Rail Trail Corridor



● East/West and South Boulevards

The standards for these streets provide wide planting strips for large maturing trees or curbed planters where ground-floor retail is included in new development. Sidewalks are required to be wider in these sections to accommodate the increased pedestrian volumes that are expected moving to and from the future light rail transit station areas and the commercial uses along these streets.

Land uses: transit-oriented; office and/or residential with limited ground-floor retail allowed

Expected pedestrian volumes: moderate to high

Minimum setback: 24 feet from back of curb with no on-street parking; 16 feet with on-street parking

Minimum sidewalk width: 8 feet

Tree planting condition: 8 foot planting strip; or trees in curbed planters if ground floor retail is included in new development. On both streets, existing mature trees should remain, where possible.

● Camden Road

Camden Road is envisioned to become the “main street” for the South End district. Streetscape requirements for this street are designed to reflect the feel of the existing development along Camden Road, with many buildings built near the back of sidewalk. Future land uses along this street are expected to be residential and/or office, with ground floor retail along building frontages. Sidewalk widths are designed to be wide enough to accommodate high pedestrian volumes and encourage sidewalk commercial activity. Trees are required to be planted in curbed planters rather than in planting strips to accommodate the pedestrian volumes, on-street parking access, and sidewalk commercial activity that will occur on this street. Building setbacks will be allowed to be closer to the street above the first floor.

Land uses: mixed; ground floor retail encouraged

Expected pedestrian volumes: high

Minimum setback: 16-18 feet from back of curb on ground level; 14' from back of curb on second story and above. For any new structure on a lot abutting an existing building at a lesser setback, the minimum setback may be reduced to either: 1) the setback of the abutting building, or 2) nine feet from the back of the proposed curb, whichever is greater. This is intended to maintain the continuous building frontage in those blocks where it already exists. The sidewalk is to

extend from the back of curb to the minimum setback line. Developers must make alternative accommodations for required tree planting through such measures as tree planters in curb extensions.

Minimum sidewalk width: 18 feet; additional sidewalk width, recessed building frontage, or patio-type doors are encouraged where sidewalk dining is expected.

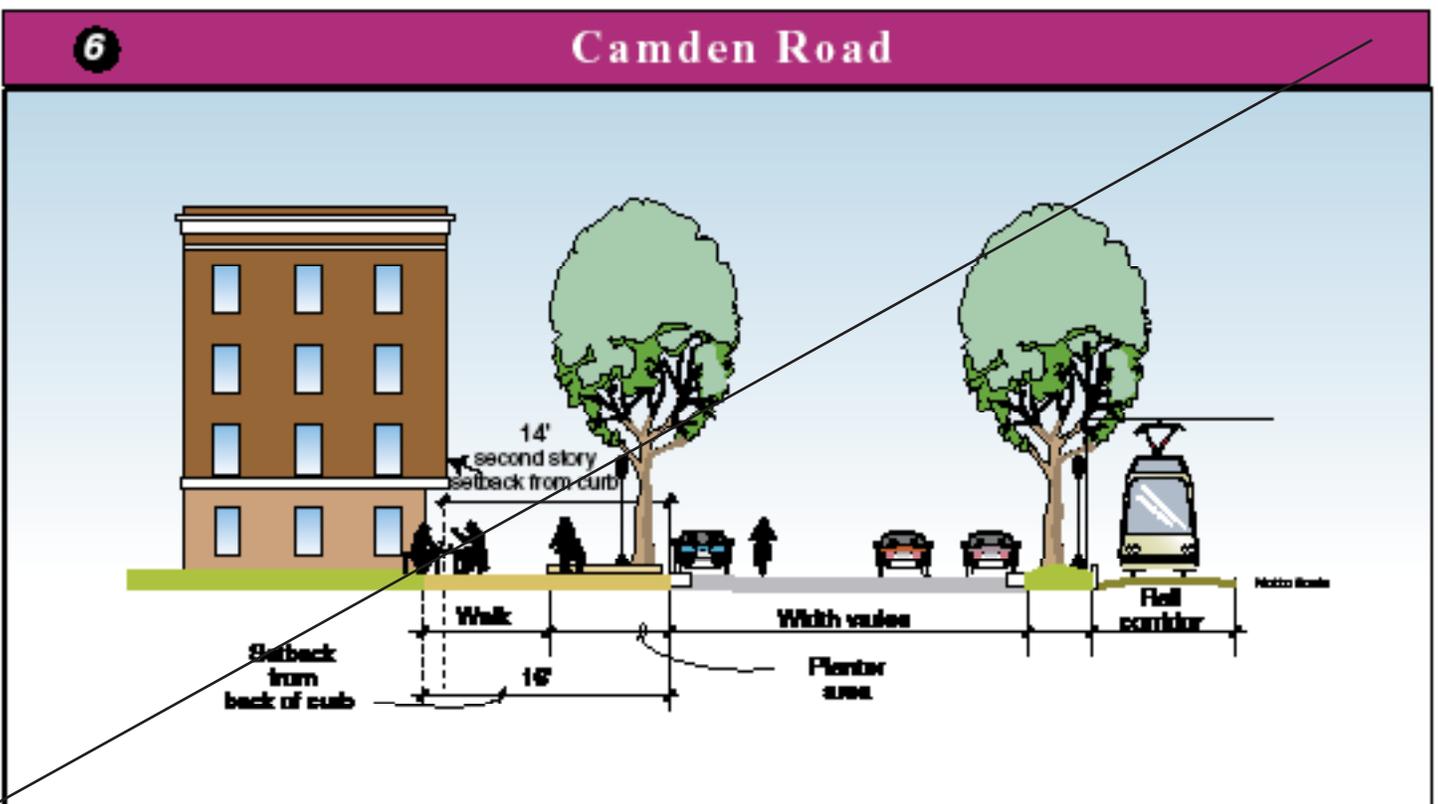
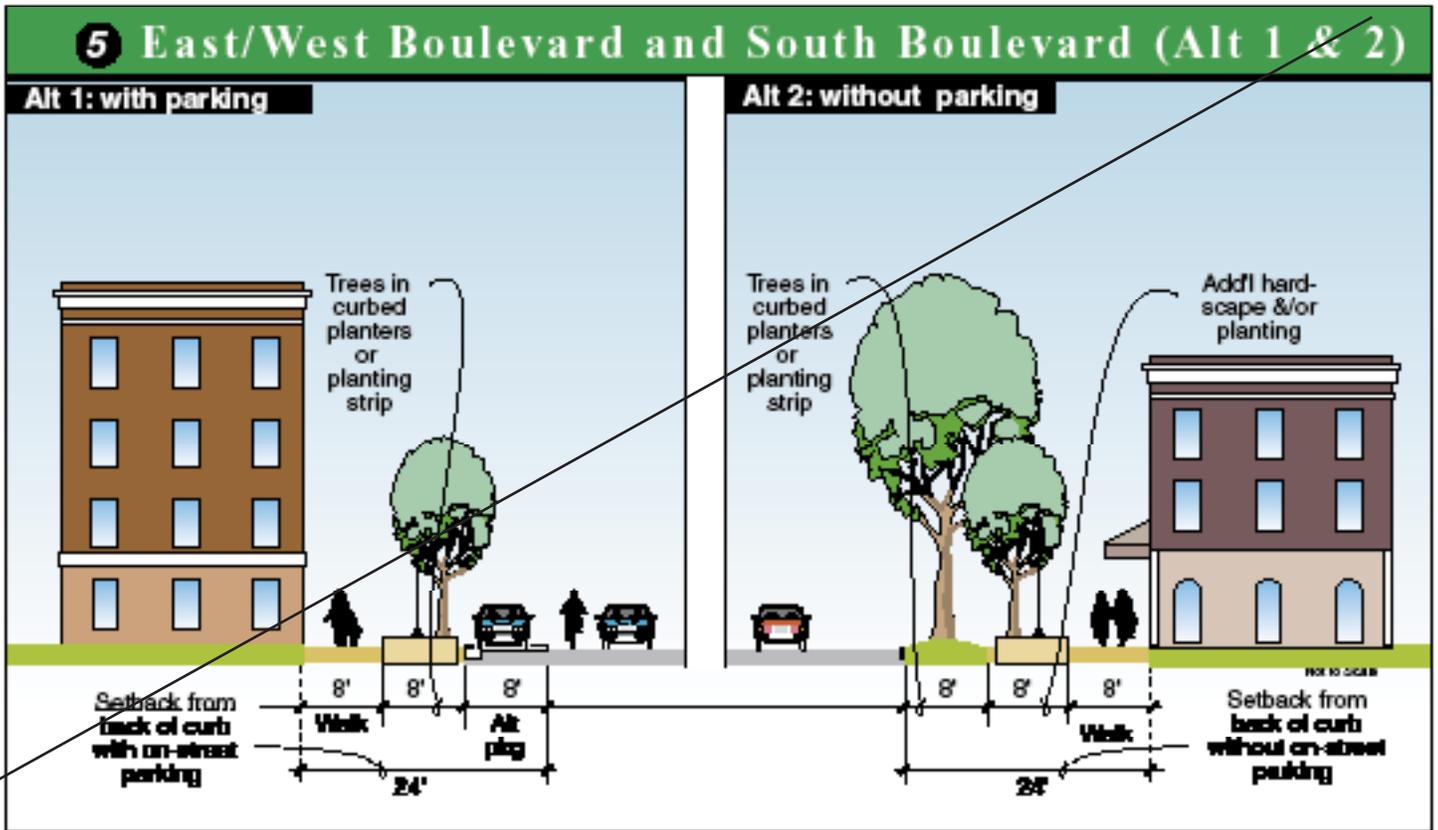
Tree planting condition: trees in curbed planters
trees in grates per CLDSM

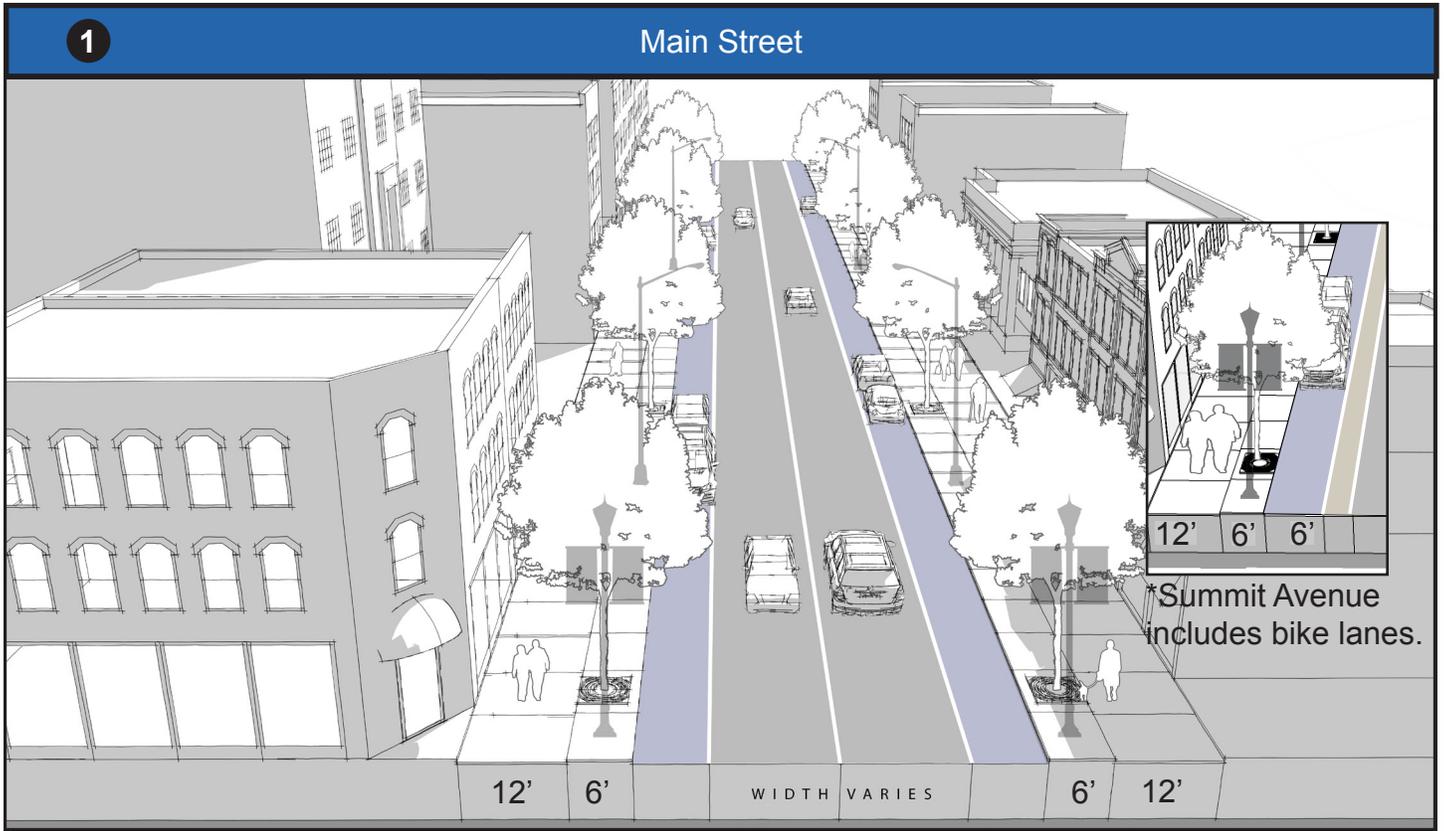


Example of curbed planters Uptown, along Tryon Street

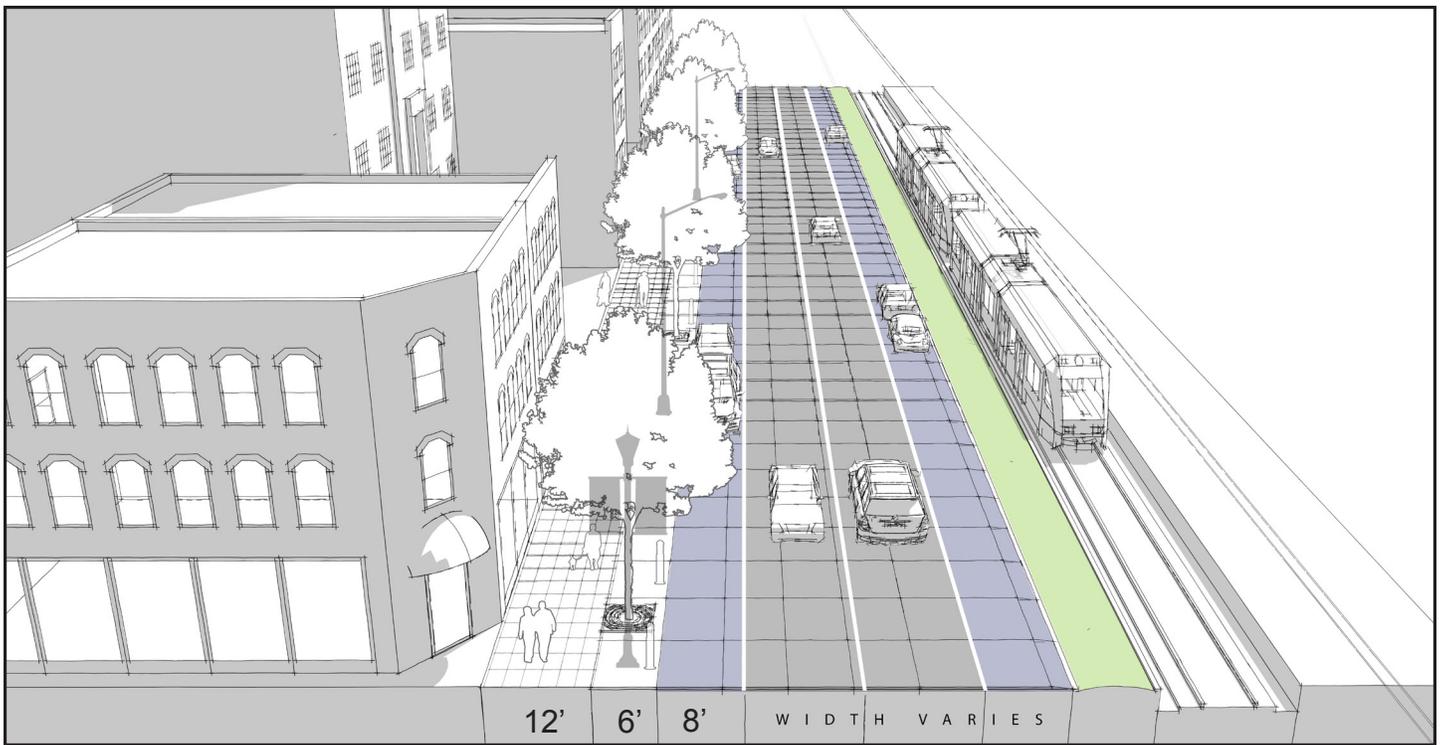


Example of "main street" streetscape





** See Charlotte Land Development Standards Manual for Main Street pavement width.



The following pages are to be added as a Chapter at the end of the document.

Community Design Policies:

Community design policies help ensure that new development and redevelopment complements the desired character of SouthEnd. While design policies alone do not dictate land use or zoning, they are used to strengthen how various land uses/developments fit together. These policies consider not only the built environment in conjunction with the natural environment, but also how people move through these spaces as pedestrians, bicyclists, or drivers and will be used to help guide future development.

Preserve Flexible Workspace Buildings

This SouthEnd Plan recognizes the importance of preserving existing buildings as affordable workplaces. One way to accomplish this is through renovation and/or adaptive re-use. Older buildings in the Gold District, and on Distribution Street, Dunavant Street, and Griffith Street should be preserved whenever possible. Assembly of smaller parcels and removal of existing usable structures to make way for new development should be discouraged in these areas. Some ways to encourage preservation of existing buildings include:

- Limiting the maximum Floor Area Ratio (FAR) to 1.0 in specific districts.
- Promoting retail, office, and light manufacturing rather than residential development.
- Working with a non-profit or government entity to develop programs to promote the affordable use of newly constructed retail space as interim or bridge uses.
- Restricting building heights and limiting new development to three stories.

Treat the Rail Trail as a Main Street

The Rail Trail should be treated as a Signature street to ensure a safe and vibrant multi-use path. Buildings that abut the Rail Trail should be designed in a manner that provides usable and attractive frontage on the trail as if it were a retail main street. The ground floor of new buildings should include leasable commercial spaces with an appropriate depth and utility stubs to encourage use. *New Bern Transit Station Area Plan*



Top to bottom / 1 Adaptive reuse in LoDo, Denver, CO | 2 Art Mural in SoMo, Tallahassee, FL | 3 Retail gateway from the Beltline at the Ponce City Market, Atlanta, GA

Building Length and Proportions

Long, uninterrupted facades have a negative impact on the public realm and should be avoided. They offer less visual interest and variety for pedestrians, diminish available natural light and sky views, discourage through-block pedestrian connectivity, and limit valuable retail space.

Design techniques to prevent long, uninterrupted building facades include:

- Façade modulation that provides variation in the wall plane.
- Building mass separation between all or part of a single building to create the appearance of multiple buildings.
- Use of varying architectural styles, building heights, and/or roof pitches to reduce the apparent size of a building.

Façade/Material Detailing

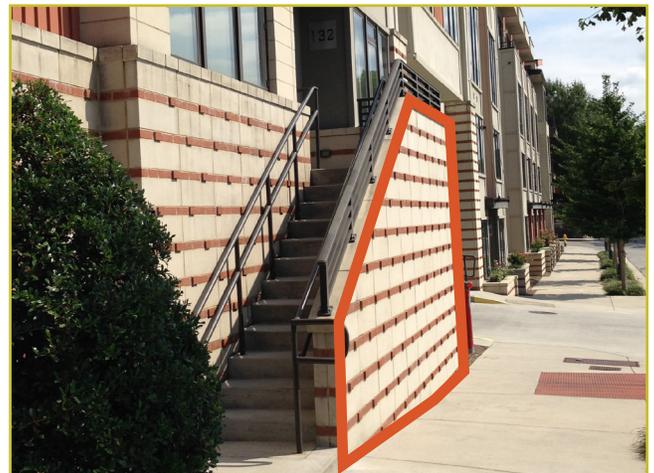
To encourage the good design quality of new buildings, façades should be detailed to avoid a monolithic appearance. Strategies to accomplish this include a clear delineation between the first floor base and the upper stories with changes in building materials and architectural style. In addition to a horizontal delineation, there should be a vertical delineation for facades over 50 feet in length through changes in architectural treatment to reduce the impact of large buildings.

Blank walls should be enhanced with banding, medallions, and other architectural design features when the walls are over 10 feet in length.

Ground Floor Activity and Uses

Streets that are comprised predominantly of active uses such as retail shops and restaurants on the ground floor are perceived as being safer and more interesting, thus encouraging more pedestrian activity throughout the neighborhood. The presence of such active uses are an important neighborhood amenity. Depending on the type of street and frontage, there are a varying level of preferred uses and designs.

- Main Street frontages (such as Camden Road and New Bern Street) should be primarily occupied by retail and restaurant uses with finished tenant spaces that are publicly accessible. Large office lobbies and apartment community spaces are more appropriate for upper stories on Main Street frontages.
- Signature street frontages (like South Tryon Street and South Boulevard) should be designed in a similar fashion as Main Street frontages, but may have a wider range of uses including community spaces and lobby spaces.



Top to bottom / 1 Façade detailing with attention paid to the corner and modern elements, Chattanooga, TN / **2** Blank wall detailing, Chattanooga, TN

- Mixed Use/Transitional Streets (such as Worthington Avenue, Bland Street, Distribution Street, and Dunavant Street along with many others) may include a wider range of design details that are associated with the type of building. Commercial buildings should include the same design standards as those for Main Street frontages, while residential frontages should adhere to the residential frontage policies below.



Ground Floor Design

Large, transparent storefront windows provide a sense of connection between the public realm and the merchandise or activity inside. They also provide a source of lighting of the sidewalk at night. This connection encourages pedestrian activity along the frontage sidewalk.

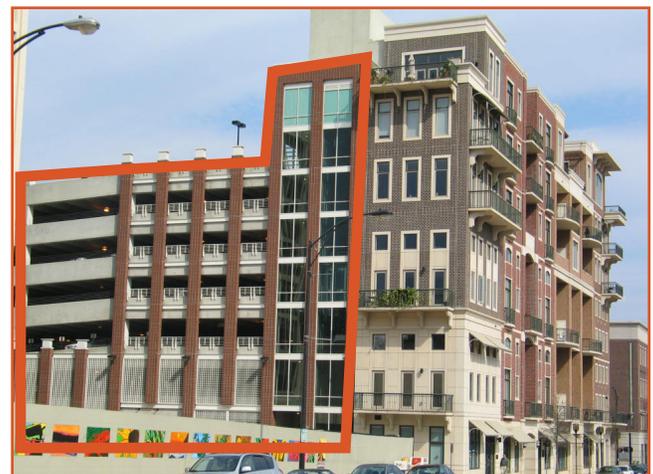
Ground floor transparency should include visibility into interior spaces to a minimum depth of 20 feet. Ground floor building facades should be over 60% transparent between 2 ft. and 10 ft. above the adjacent sidewalk for the length of the first floor. This improves the connection between the sidewalk and the shop. High quality materials should also be used on the ground floor to withstand the wear and tear of a high pedestrian traffic environment. Finally, above ground utilities should not be located between the building and the primary frontage, as they intrude into the pedestrian space.



Entrances

Prominent and easily discernable entrances provide pedestrians with a clear sense of direction and connection with the tenant spaces. The more prominent the street, the more frequent the entrances into the building should be, located to encourage pedestrian activity and smaller shops and offices.

On Signature Streets it is appropriate for residential lobbies to be located on the ground floor with prominent entrances, as long as the building is wrapped with other active retail, restaurant, and/or office uses.



Residential Frontage Details along Mixed-Use/Transitional Streets

Multi-family residential development should provide direct connections to the sidewalk for ground floor units on Mixed-Use/Transitional Streets. See above for entrance details on Signature Streets in residential buildings. Raised stoops and entries provide a sense of privacy for residential occupants and differentiate them from commercial entries. Stoops should be designed as primary entrances and not as back porches.

Top to bottom / 1 Ground floor transparency exceeding 75%, Birmingham, MI | **2** Raised stoop entries for housing at Glenwood Park, Atlanta, GA | **3** 'Bookend' apartment concealing parking deck beyond, Greenville, SC

Parking and Driveways

Vehicular movement and parking should be minimized so as to not negatively impact the pedestrian environment, improve aesthetics, and encourage the use of transit and other alternative transportation, including autonomous and shared vehicles.

Parking decks should be wrapped with active uses, specifically on Main Streets and Signature Streets. Active uses are defined as spaces that are leasable and occupiable - with a minimum depth of 20 feet and include the ground floor uses listed above in the “Ground Floor Activity” section. Spaces should be connected to the sidewalk and include a prominent entrance. On Main Streets, parking decks should be wrapped on all floors, whereas on Signature Streets parking decks should, at a minimum, be wrapped on the ground floor.

Trees, Landscaping, and Lighting

Trees, landscaping, and lighting are all critical elements of the streetscape and should be selected based on the appropriate context. When on-street parking is provided and commercial/high density residential uses are adjacent, trees in tree pits with grates are typically more appropriate than planting strips or curbed planters, as they provide an amenity area for outdoor dining and streetscape furniture. Tree wells are appropriate for residential only frontages that are moderate densities – including townhouses and small scale apartments. A planting strip is typically appropriate only when there is no adjacent on-street parking and the uses are lower density residential.

Design Review Required for Important Frontages

Consider additional design review to supplement administrative review for buildings located on Main Streets and Signature Streets.



Above Street tree in tree grate and well, Tempe, AZ