

Draft Community Design Policies

DESIGN POLICIES D-1 Site and Building Design							
Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi-Use	Retail	Office	Transit Supportive Uses	Industrial
<p>Good building design enhances the community. Design policies provide direction for both new and infill development and need not result in uniformity of design.</p>							
Community Design Policies (Previously adopted GDP policies applicable to the UCAP)							
1.01	◆	◆	◆	◆	◆	◆	◆
1.02	◆	◆	◆	◆	◆	◆	◆
1.03	◆	◆	◆	◆	◆	◆	◆
1.04	◆	◆	◆	◆	◆	◆	◆
1.05	◆	◆	◆	◆	◆	◆	◆
1.06	◆	◆	◆	◆	◆	◆	◆
1.07	◆	◆	◆	◆	◆	◆	◆
1.08	◆	◆	◆	◆	◆	◆	◆
1.09	◆	◆	◆	◆	◆	◆	◆



1.03 The design of the streetscape and the variety of experiences draws pedestrians to the public realm.



1.06 This service area is screened from the street and sidewalk with a wall incorporated into the building design.



1.09 Fountains, benches, and public art contribute to an attractive and lively urban open space.

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1.10	◆	◆	◆	◆	◆	◆	◆
1.11	◆	◆	◆	◆	◆	◆	◆
1.12	◆	◆	◆	◆	◆	◆	◆
1.13	◆	◆	◆	◆	◆	◆	◆
1.14	◆	◆	◆	◆	◆	◆	◆
1.15	◆	◆	◆	◆	◆	◆	◆
1.16	◆	◆	◆	◆	◆	◆	◆
1.17	◆	◆	◆	◆	◆	◆	◆
1.18	◆	◆	◆	◆	◆	◆	◆



1.10 The front doors of these townhomes are oriented toward a common open space area.



1.13 Architectural ornamentation provides pedestrian interest and breaks up blank walls on building faces where windows are not possible, such as this supermarket.



1.16 This surface parking lot is located to the rear of the buildings and has pedestrian paths connecting to the street.

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1.19	◆	◆	◆	◆	◆	◆	◆
1.20	◆	◆	◆	◆	◆	◆	◆
1.21	◆	◆	◆	◆	◆	◆	◆
Community Design Policies (Specific policies for the UCAP)							
1.22	◆	◆	◆	◆	◆	◆	◆
1.23	◆	◆	◆	◆	◆	◆	◆
1.24	◆	◆	◆	◆	◆	◆	◆
1.25	◆	◆	◆	◆	◆	◆	◆



1.21 The parking structure incorporated into this multi-family residential development (under construction) reduces the surface area needed for vehicles.



1.23 Public art of the form of playful bears climbing trees is a focal point of this open space plaza.



1.24 Colorful paving stones help define vehicle and pedestrian areas while enhancing open space.

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Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi-Use	Retail	Office	Transit Supportive Uses	Industrial
1.26	◆	◆	◆	◆	◆	◆	◆
1.27	◆	◆	◆	◆	◆	◆	◆
1.28	◆	◆	◆	◆	◆	◆	◆
1.29	◆	◆	◆	◆	◆	◆	◆
1.30	◆	◆	◆	◆	◆	◆	◆



1.26 An inviting courtyard near the public sidewalk is a popular spot for lunchtime gatherings.



1.27 Variations in roofline and pitch work with small building components to reduce the perceived height and mass of this mixed-use center.



1.29 New development should take design cues from contributing area architectural influences, such as UNC-Charlotte's extensive use of brick.

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1.31	◆	◆	◆	◆	◆	◆	◆
1.32	◆	◆	◆	◆	◆	◆	◆
1.33		◆	◆	◆	◆		
1.34		◆	◆	◆	◆		
1.35	◆	◆	◆	◆	◆		
1.36	◆	◆	◆	◆	◆	◆	◆



1.31 Facade articulation, lighting, landscape elements, and hardscape treatment work together to focus attention on the primary entrance to this office building.



1.32 This ground floor of this multi-family residential building is visually distinguished from upper floors with larger openings and greater floor height.



1.33 A minimum of 50 percent transparency on the ground floor of this commercial use contributes to a more vibrant

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1.37	◆	◆	◆	◆	◆	◆	◆
Additional Site & Building Design Policies							



1.35 The corner of this multi-family residential property features a prominent entrance leading to a common area.



1.36 The structured parking at Piedmont Row is lined with commercial uses, providing ground floor activity and contributing to a pedestrian-friendly streetscape.



1.37 New development adjacent to retaining walls on North Tryon Street could be designed to provide access to the sidewalk from an upper level similar to this connection

DESIGN POLICIES D-2 Natural Environment							
Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi-Use	Retail	Office	Transit Supportive Uses	Industrial
2.01	◆	◆	◆	◆	◆	◆	◆
2.02	◆	◆	◆	◆	◆	◆	◆
2.03		◆	◆	◆	◆	◆	◆
2.04		◆	◆	◆	◆	◆	◆
2.05		◆	◆	◆	◆	◆	◆
2.06	◆	◆	◆	◆	◆	◆	◆



2.01 The bandstand and seating tiers incorporated into this public open space help make it a favorite gathering place for concerts and events.



2.02 It is important to preserve steep slopes adjacent to streams and creeks.

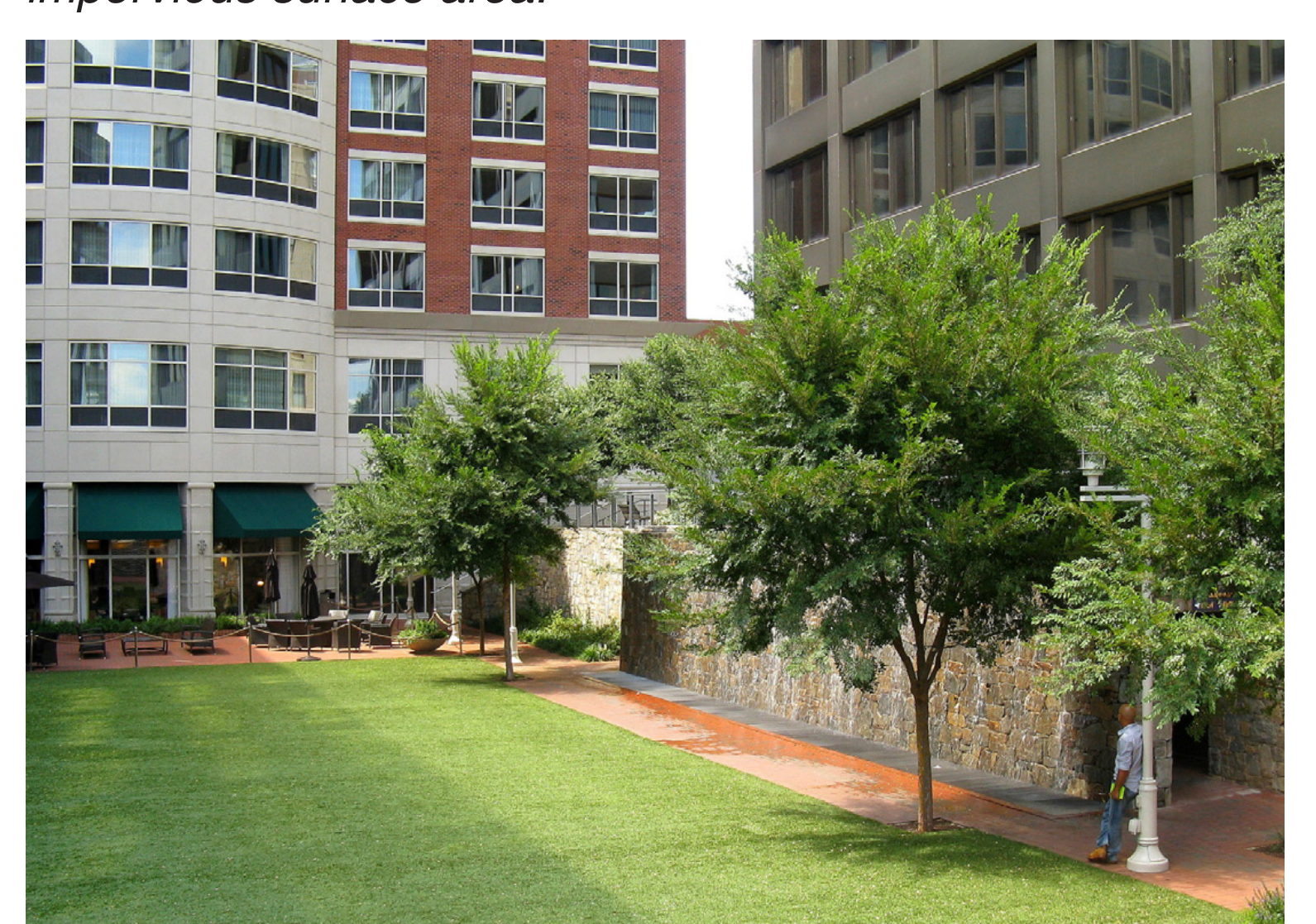


2.05 A pervious pavement parking lot is being installed to serve a multi-family residential development.

DESIGN POLICIES D-2 Natural Environment							
Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi-Use	Retail	Office	Transit Supportive Uses	Industrial
2.07	◆	◆	◆	◆	◆	◆	◆
2.08	◆	◆	◆	◆	◆	◆	◆
2.09	◆	◆	◆	◆	◆	◆	◆
Additional Natural Environment Design Policies							



2.07 The rooftop amenity area of this high-rise residential property features a green roof to reduce the amount of impervious surface area.



2.08 This small urban open space adjacent to a hotel is programmed throughout the year for a variety of events and activities, including ice skating in winter.

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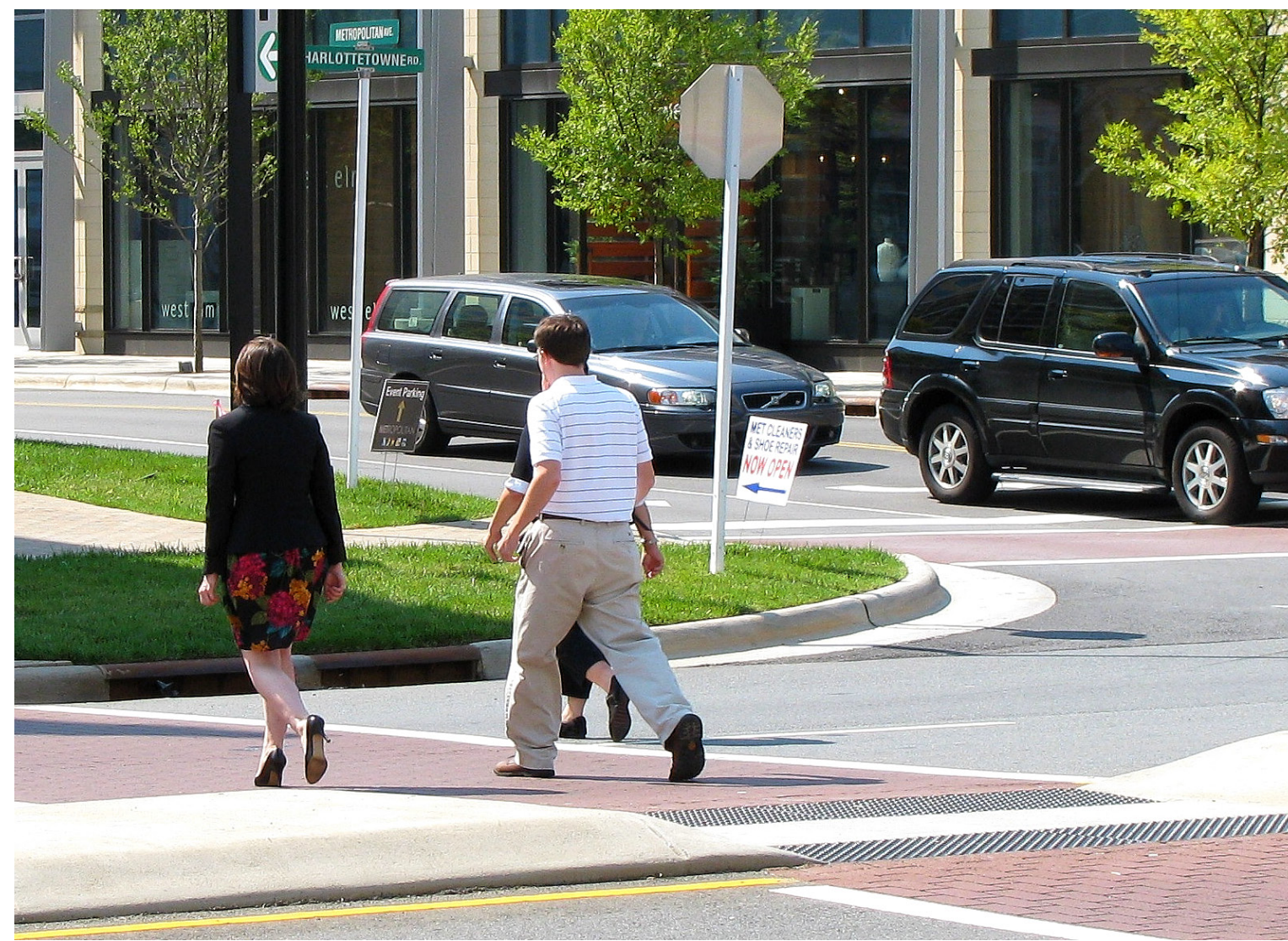
DESIGN POLICIES D-3 Pedestrian and Vehicle Networks

Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi-Use	Retail	Office	Transit Supportive Uses	Industrial

Providing a safe, accessible and comfortable network of streets, sidewalks and pathways for all modes of transportation is an important step in establishing a livable community. The policies below provide guidance for achieving mobility and connectivity for pedestrians, bicyclists, and automobile drivers. Refer also to the City's Urban Street Design Guidelines (2007) and the Transportation section of this area plan.



3.03 A bridge over the creek provides a pedestrian and bicycle connection between the neighborhood and a nearby greenway.



3.05 The pedestrian system should be designed to be safe and attractive for all users.



3.06 Where appropriate, sidewalks should accommodate large numbers of pedestrians and have ample room for activities such as outdoor dining.

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3.01	◆	◆	◆	◆	◆	◆	◆
3.02	◆	◆	◆	◆	◆	◆	◆
3.03	◆	◆	◆	◆	◆	◆	◆
3.04	◆	◆	◆	◆	◆	◆	◆
3.05	◆	◆	◆	◆	◆	◆	◆
3.06	◆	◆	◆	◆	◆	◆	◆
3.07	◆	◆	◆	◆	◆	◆	◆

Provide an extensive interconnected pedestrian system throughout the station area that will minimize walking distances for pedestrians.

Eliminate gaps in the station area pedestrian networks.

Establish pedestrian and bicycle connections between station areas and surrounding neighborhoods and also to nearby parks, greenways, bikeways, and trails.

Provide connectivity by including direct vehicular, pedestrian, and bicycle connections between abutting or adjacent developments, including retail centers and transit stops.

Design the pedestrian system to be accessible, safe, and attractive for all users.

Ensure that the pedestrian network will accommodate large groups, with ample room for people to circulate, have outdoor dining, and to congregate.

Provide pedestrian amenities such as pedestrian scale lighting, and street furniture to enhance the pedestrian

DESIGN POLICIES D-3 Pedestrian and Vehicle Networks

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3.08	◆	◆	◆	◆	◆	◆	◆
3.09	◆	◆	◆	◆	◆	◆	◆
3.10	◆	◆	◆	◆	◆	◆	◆
3.11	◆	◆	◆	◆	◆	◆	◆
3.12	◆	◆	◆	◆	◆	◆	◆
3.13	◆	◆	◆	◆	◆	◆	◆
3.14	◆	◆	◆	◆	◆	◆	◆
3.15	◆	◆	◆	◆	◆	◆	◆

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

Design streets considering pedestrian safety and comfort.

When necessary, redesign existing street intersections with a greater emphasis on safe and comfortable pedestrian and bicycle crossings.

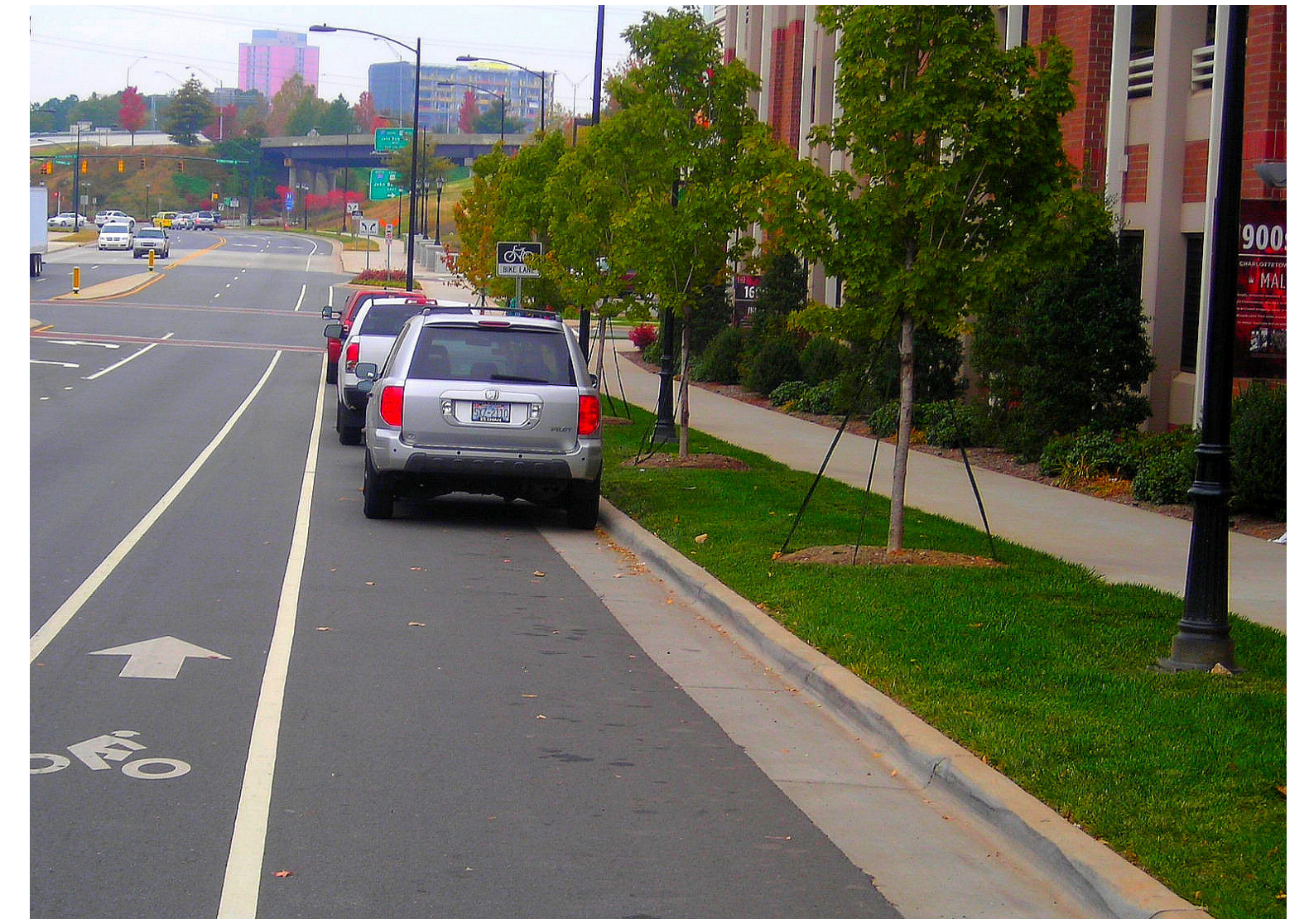
Consider new mid-block street crosswalks where there are long distances between intersections.

Within station areas, design streets to be multi-modal, with an emphasis on pedestrian and bicycle circulation and set vehicle levels of service to reflect an emphasis on pedestrians and bicyclists.

Develop a network of local streets as development occurs, with block lengths of generally no more than 400' feet, consistent with the Transit Station Area principles and Urban Street Design Guidelines.

Ensure that collector streets align with existing collector streets at thoroughfare intersections, to promote safer crossings for pedestrians, cyclists and automobiles.

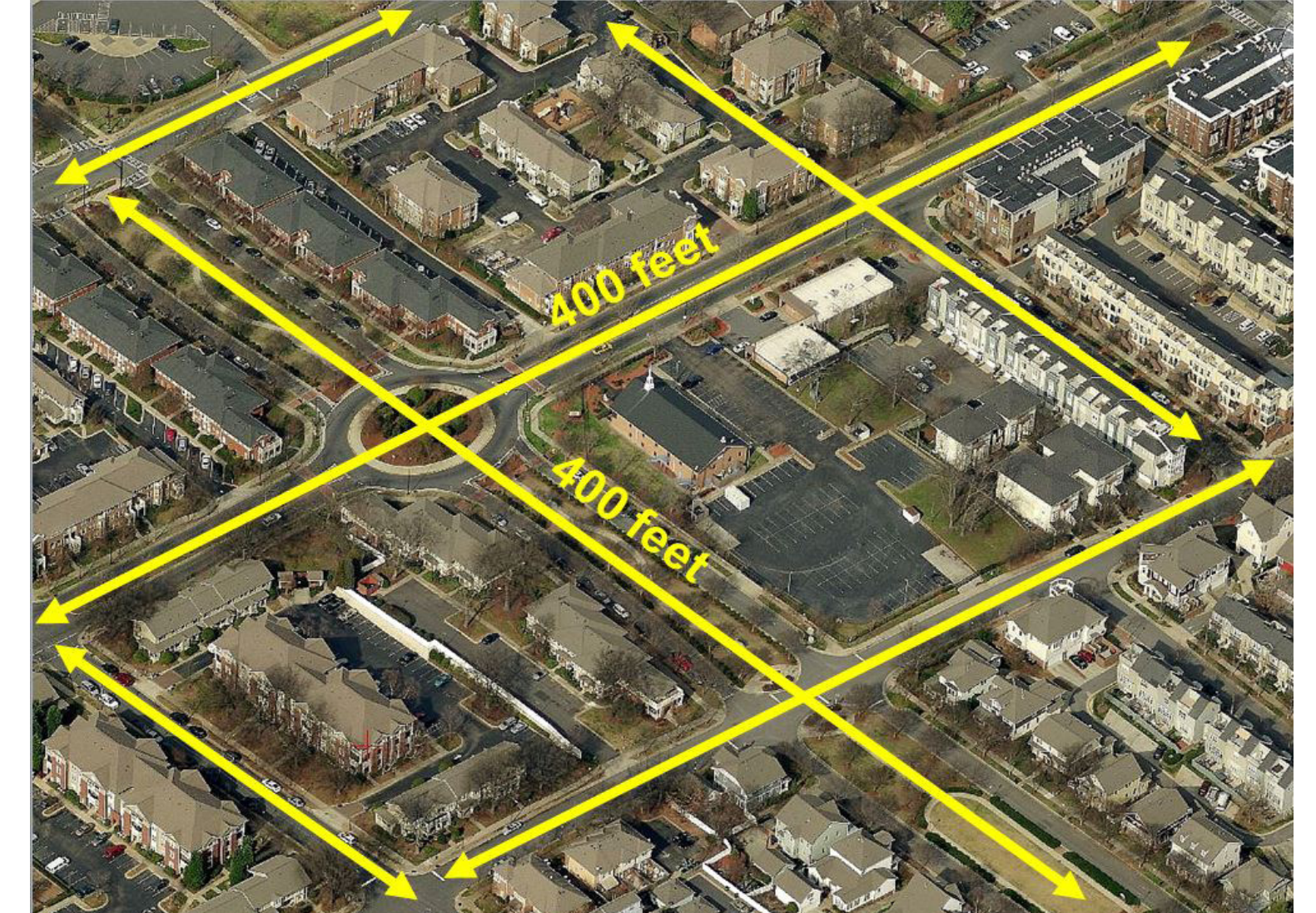
Establish a central vehicular access from the more auto-oriented street and provide secondary access options from the minor streets.



3.08 A bike lane, on-street parking, and a wide planting strip with street trees separate pedestrians from nearby vehicular traffic.



3.11 A mid-block street crossing may be considered when there is a long distance between intersections to enhance an area's walkability.



3.13 Charlotte's First Ward neighborhood provides this illustration of a street block system with 400 foot block lengths.

DESIGN POLICIES¹ D-3 Pedestrian and Vehicle Networks

Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi-Use	Retail	Office	Transit Supportive Uses	Industrial

3.16	◆	◆	◆	◆	◆	◆	◆
3.17	◆	◆	◆	◆	◆	◆	◆
3.18	◆	◆	◆	◆	◆	◆	◆

Community Design Policies (Specific policies for the UCAP)

3.19	◆	◆	◆	◆	◆	◆	◆
3.20	◆	◆	◆	◆	◆	◆	◆
3.21	◆	◆	◆	◆	◆	◆	◆

Implement a clear "way-finding" signage system for both automobiles and pedestrians.

Encourage on-street parking to reduce the size of surface parking lots.

Encourage shared driveways, alleys, and other forms of secondary access.

Integrate traffic calming techniques, such as landscape islands, bulb outs, and well-marked crosswalks to increase pedestrian safety.

Site development within transit station areas should offer a "park-once" environment.

Locate gateway features in strategic locations in the University City area.



3.17 On-street parking can reduce the amount of surface or structured parking needed.



3.18 A shared alley provides a secondary means of access.



3.19 The redesign of East Boulevard employed a number of traffic-calming techniques to enhance pedestrian safety,

DESIGN POLICIES¹ D-3 Pedestrian and Vehicle Networks

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Additional Pedestrian and Vehicle Network Design Policies							



3.21 Gateways to the area can be identified with special identifying features, such as these markers on Freedom Drive.



