DESIGN POLICIES D-1 Site and Building Design

Policy Number Single Family Detached Single Family Detached Single Family Detached Single Family Detached Multi-Iuse Retail-Oriented Mixed/Multi-Use Retail Office Industrial Industrial Industrial

Community Design Policies (Previously adopted GDP policies applicable to the UCAP)



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



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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	
								Out and low it it.

1.10 | • | • | • | • |

Orient buildings to the street or public/common open space and provide pedestrian



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



1.01	•	•	•	•	•	•	•	Discourage tearing down historic or architecturally significant structures.
1.02	•	•	•	•	•	•		Arrange the buildings on the site in an orderly block configuration that enables future expansion and rede- velopment.
1.03		•	•	•	•	•		Design the streetscape to en- courage pedestrian activity.
1.04	•	•	•	•	•	•	•	Place utilities underground whenever possible.
1.05			•	•	•	•	•	Locate dumpsters and service areas away from sur- rounding residential uses.
1.06		•	•	•	•	•	•	Screen unsightly elements, such as dumpsters, loading docks, service entrances, and outdoor storage, from the street, sidewalk, and transitway.
1.07			•	•	•	•		Provide ample space for furnishings such as lighting, receptacles, furniture artwork and trees.
1.08			•	•	•	•		Integrate landscaping with seating along facades when possible and, when practical, work to integrate the existing tree canopy into the site design.
1.09		•	•	•	•	•		Design open spaces to be centers of activity that in- clude items such as benches, fountains, and public art.



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.

								access to the street.
1.11		•	•	•	•	•	•	Break down the mass of the building horizontally and vertically to provide for human scale and visual interest.
1.12		•	•	•	•	•	•	Create buildings with transparent openings, ornamentation and architectural character. Create entrances that have pedestrian interest.
1.13		•	•	•	•	•	•	Avoid blank walls along pedestrian circulation areas.
1.14		•	•	•	•	•	•	Include active commercial or residential uses in parking decks fronting pedestrian circulation areas.
1.15	•	•	•	•	•	•	•	Encourage the provision of bicycle amenities, especially bicycle parking facilities.
1.16		•	•	•	•	•	•	Locate surface parking, with the exception of on- street parking, to the rear of buildings and where necessary, provide pedestrian paths through surface parking to the street.
1.17		•	•	•	•	•	•	Design parking lots on a street/block pattern, allow- ing breaks in larger lots to enable greater vehicular and pedestrian movement.
1.18		•	•	•	•	•	•	Encourage shared parking facilities.

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.

		D-	Г -1 S	DES Site	SIG and	N I d B	PO] uilo	LICIES ling Design
Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi-Use	Retail	Office	Transit Supportive Uses	Industrial	
1.19		•	•	•	•	•	•	Keep the amount of parking as close to the minimum as possible, as needed to en- courage pedestrian mobility.
1.20		•	*	•	•	•	•	Minimize large surface parking lots (greater than two acres) for private devel- opment, especially within ¼ mile of the station.
								Consider the feasibility of providing structured parking rather than surface parking



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



		D-	Г -1 S	DES Site	SIG and	N I d B	PO] uilc	LICIES ling Design
Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi-Use	Retail	Office	Transit Supportive Uses	Industrial	
1.26		•	•	•	•	•	•	Orient public open spaces towards building entries and strategically locate courtyards and open spaces near pedestrian walkways to create desirable gathering destinations and increase safety.
1.27		•	•	•	•	•	•	Design structures to reduce their perceived height and bulk by dividing the building mass into smaller-scale components and varying roof height and pitch.
1.28		•	•	•	•	•	•	Encourage the use of durable and sustainable building materials that provide a high level of quality and variety.
1.29		•	•	•	•	•	•	Encourage architectural design that complements the style, character, and materials of surrounding structures that contribute to the area's character. Building facades facing North Tryon Street within the J.W. Clay station area should recognize UNCC's architecture and design palette.
1.30		•	•	•	•	•	•	Articulated facades and other specially designed architectural elements should be used to avoid expanses of solid and/or blank walls.



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



1.21	٠	٠	٠	•	•	•	<i>to conserve land, minimize</i>
							<i>impacts on the environment</i> <i>and accommodate pedes-</i> <i>trian circulation</i> .

Community Design Policies (Specific policies for the UCAP)

1.22	*	•	*	*	•	*	•	Encourage environmen- tally sustainable green development practices and the use of reclaimed and recycled building materi- als.
1.23			*	*	*	*	*	Public art should be a focal feature and inte- grated into the overall site design.
1.24	*	*	*	*	•	•	•	Utilize paving stones, col- ored, stamped concrete, or similar hardscape materi- als to delineate pedestrian crossings and gathering spaces.
1.25	•	•	•	•	•	•	•	Integrate significant functional open space (apart from tree save and buffer areas) into the design of new development.

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.

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.

DESIGN POLICIES D-1 Site and Building Design

								Primary building entranc-
Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi-Use	Retail	Office	Fransit Supportive Uses	Industrial	

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

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Encourage new

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

1.31	•	•	•	•	•	•	es should be designed to be prominent and clearly identifiable.
1.32	•	•	•	•	•	•	Design building facades with specific architectural elements that will help distinguish the ground floor from upper stories. Provide taller floor heights and larger openings at the ground level. Ground level floor-to-floor height should be a minimum of 15 feet.
1.33		•	•	•	•		Maintain 50 percent transparency on the ground floor of all commercial uses adjacent to public spaces and rights of way.
1.34		•	•	•	•		Integrate the location and design of signage with overall building architecture.
1.35	•	•	•	•	•		Building corners at street intersections should have active uses at the ground floor to activate the pedes- trian realm. In residential uses this should be com- mon areas or living units with direct connections to the sidewalk.
1.36	•	•	•	•	•	•	No structured parking should front along public street edges. Parking structures must be lined with active uses at the street level.

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

 	
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Additional Site & Building Design Policies

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

1.37 New development adjacent to retaining walls on

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

North Tryon Street could be designed to provide access to the sidewalk from an upper level similar to this connection

(\mathbf{P})	revio	usly	ador	oted	GDI	p ol	icies	applicable to the UCAP)
2.01	•	•	•	•	•	•		Incorporate functional, unique, natural and/or historical elements into the open space.
2.02	•	•	•	•	•	•	•	Preserve steep slopes along perennial streams or adja- cent to significant natural landscape features.
2.03		•	•	•	•	•	•	Preserve at least 15% of the site as a "tree save area," consistent with the Charlotte Tree Ordinance.
2.04		•	•	•	•	•	•	Use a bridge rather than a culvert at existing creeks, where possible. Piping creeks should be avoided and channelization should be minimized.
2.05		•	•	•	•	•	•	Consider the use of pervious pavement systems, especially adjacent to environmentally sensitive areas or where a parking structure is not feasible.
2.06	•	•	•	•	•	•	•	Retain existing landscaping where possible. Mass clearing is not typically preferable. Existing tree canopy should be preserved where practical.

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

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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	

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2.07	•	•	•	•	•	•	•	Encourage "green" site design and building practices, especially to reduce storm water runoff and provide other environmental benefits.
2.08	•	•	•	•	•	•	•	Where possible, incorporate small urban parks (up to 1 acre) within future development that functions as a place for public gathering and activity.
2.09	•	•	•	•	•	•	•	Provide open spaces that link natural resources, public and private open spaces, parks, and greenways to create an area-wide "green infrastructure".
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2.07 The rooftop amenity area of this high-rise residential property features a green roof to reduce the amount of impervious surface area.

2.02 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.

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.

DESIGN POLICIES D-3 Pedestrian and Vehicle Networks

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

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

DESIGN POLICIES D-3 Pedestrian and Vehicle Networks

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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

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

Policy	Single	Single	Retail	Retail	Office	Trans	Indus	section of this area plan.
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Community Design Policies (Previously adopted GDP policies applicable to the UCAP)

3.01		•	•	•	•	•	•	Provide an extensive inter- connected pedestrian system throughout the station area that will minimize walking distances for pedestrians.
3.02	•	•	•	•	•	•	•	Eliminate gaps in the station area pedestrian networks.
3.03	•	•	•	•	•	•	•	Establish pedestrian and bicycle connections between station areas and surround- ing neighborhoods and also to nearby parks, greenways, bikeways, and trails.
3.04		•	*	•	*	•	•	Provide connectivity by including direct vehicular, pedestrian, and bicycle con- nections between abutting or adjacent developments, including retail centers and transit stops.
3.05	٠	•	٠	•	٠	•	•	Design the pedestrian system to be accessible, safe, and attractive for all users.
3.06			•	•	•	•	•	Insure that the pedestrian network will accommodate large groups, with ample room for people to circulate, have outdoor dining, and to congregate.
2.07								Provide pedestrian ameni- ties such as pedestrian scale

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

3.06 Where appropriate, sidewalks should accommodate

3.08	•	•	•	•	•	•	•	Utilize planting strips/street trees, on street parking, and/ or bicycle lanes to separate pedestrians from vehicles.
3.09	•	•	•	•	•	•	•	Design streets considering pedestrian safety and comfort.
3.10	•	•	•	•	•	•	•	When necessary, redesign existing street intersections with a greater emphasis on safe and comfortable pedes- trian and bicycle crossings.
3.11	•	•	•	•	•	•	•	Consider new mid-block street crosswalks where there are long distances between intersections.
3.12	•	•	•	*	•	•	•	Within station areas, design streets to be multi-modal, with an emphasis on pedes- trian and bicycle circulation and set vehicular levels of service to reflect an emphasis on pedestrians and bicyclists.
3.13	•	•	•	•	•	•	•	Develop a network of lo- cal 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.
3.14	•	•	•	•	•	•	•	Ensure that collector streets align with existing collector streets at thoroughfare in- tersections, to promote safer crossings for pedestrians, cyclists and automobiles.
								Establish a central vehicular access from the more auto-

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

3.07 • • • • • • • *Iighting, and street furniture to enhance the pedestrian*

large numbers of pedestrians and have ample room for activities such as outdoor dining.

3.15 • • • • • • • • oriented street and provide secondary access options from the minor streets.

illustration of a street block system with 400 foot block lengths.

	DESIGN POLICIES ¹ 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		•	•	•	•	•		Implement a clear "way- finding" signage system for both automobiles and pedestrians.						
3.17		•	•	•	•	•	•	Encourage on-street parking to reduce the size of surface parking lots.						
3.18	•	•	٠	٠	٠	•		Encourage shared driveways, alleys, and other forms of secondary access.						

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

DESIGN POLICIES ¹	
D-3 Pedestrian and Vehicle Netwo	rks

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Retail-Oriented Mixed/Multi-Use
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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.

Community Design Policies (Specific policies for the UCAP)

3.19	•	•	*	•	•	•	•	Integrate traffic calm- ing techniques, such as landscape islands, bulb outs, and well-marked crosswalks to increase pedestrian safety.
3.20			*	*	•	•	•	Site development within transit station areas should offer a "park-once" environment.
3.21	•	٠	•	٠	•	•	•	Locate gateway features in strategic locations in the University City area.

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 POLICIES D-4 Freestanding Interconnected Buildings

Freestanding single tenant buildings (out parcels) can be classified as either independent or interconnected. Independent buildings function separate of the surrounding complex while interconnected buildings share parking and site amenities with other buildings in the same complex whether independent or interconnected. The design of freestanding single tenant buildings Uses portive 1

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A A A A 4 4.04 The dumpster area is well-screened with architectural elements and does not impact pedestrian circulation.

DESIGN POLICIES D-4 Freestanding Interconnected Buildings

Policy Number	Single Family Detached	Single Family Attached and Multi-Family	Retail-Oriented Mixed/Multi-Use	Retail	Office	Transit Supportive Uses	Industrial	
4.05			•	•	•	•		The site layout should be clustered in a village ar- rangement around shared amenities.
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4.06			•	•	•	•		Encourage "green" site design and building practices, especially to reduce storm water runoff and provide other environmental benefits.
4.0 7			•	•	•	•		Encourage redevelopment of suburban style office parks to more compact, urban, mixed use development.
4.08			*	*	*	*		Design buildings to ad- dress the primary street with minimized setback wherever possible.

4.06 This storm water runoff area is incorporated into the site design of the development as an amenity and also provides a habitat for wildlife.

Policy Nun	Single Fam	Single Fam	Retail-Orie	Retail	Office	Transit Sup	Industrial	should be sensitive to the surrounding neighborhood, both built and natural environments.
(P	revio	C usly	Com adop	nmı oted (init GDF	y D P pol)esi icies	gn Policies applicable to the UCAP)
4.01			•	•	•	•		Design buildings so they relate to the overall scale, height and configuration of the center.
4.02			*	•	•	*		If drive-through windows and services are included in interconnected freestanding buildings, they must not compromise pedestrian circulation.
4.03			•	•	•	•		Design to encourage (and facilitate) pedestrians to walk to the freestanding building from other buildings within the center. The connections should be directly accessible without creating conflicts with automobiles by providing safe pedestrian pathways and crossings.
4.04			•	•	•	•		Design the site so that dumpsters, service areas or auxiliary storage do not interfere with, and are not visible from, the pedestrian circulation area and do not negatively impact surrounding residential

areas.

4.05 This center of freestanding interconnected buildings is clustered in a village main street configuration.

Additional Freestanding Interconnected Buildings Design Policies

4.07 Suburban style office parks similar to this can, over time, be redeveloped into more pedestrian-oriented urban mixed-use centers.