

Design Principles

1. Create Human Scale.

2. Create a Sense of Place

3. Connect Uses

4. Provide Transitions

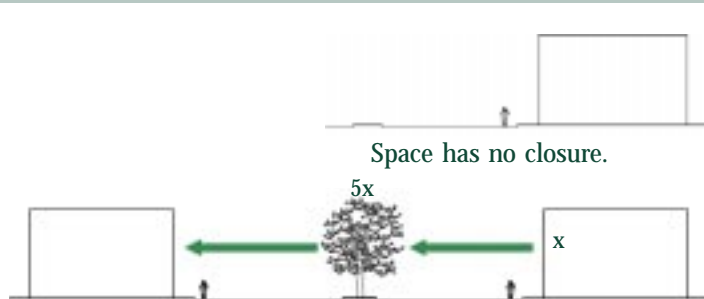
5. Reduce Parking Impacts

6. Plan for Pedestrians, Bicyclists, and Transit Users

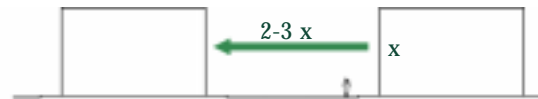
7. Provide Open Space

Space

Spaces between buildings can be out of human scale, causing a feeling of being lost. Creating human scaled spaces that are defined by either buildings or landscape features provide more friendly, inviting places.



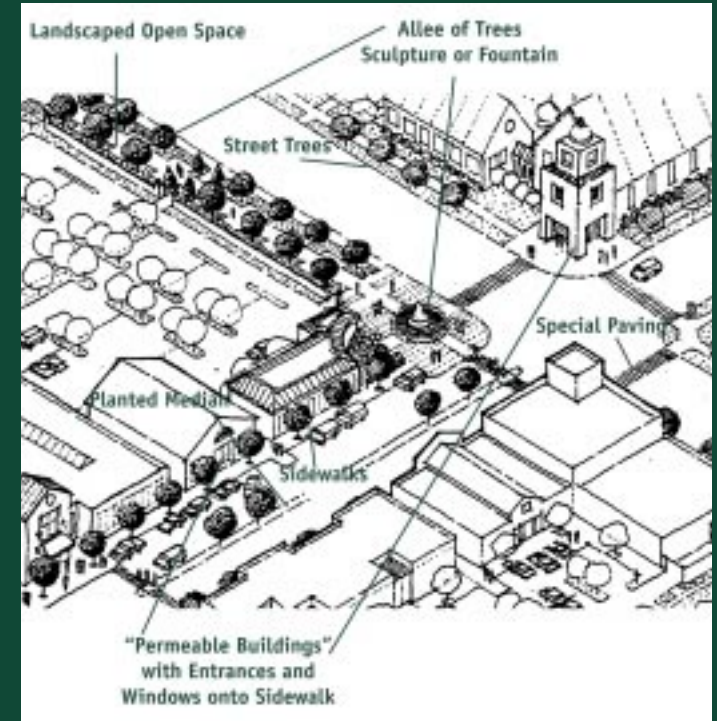
Space is too large as defined by buildings. The most comfortable community spaces are in the ratio of two or three horizontal units to one vertical unit.



Comfortable human scale space is enclosed by buildings.



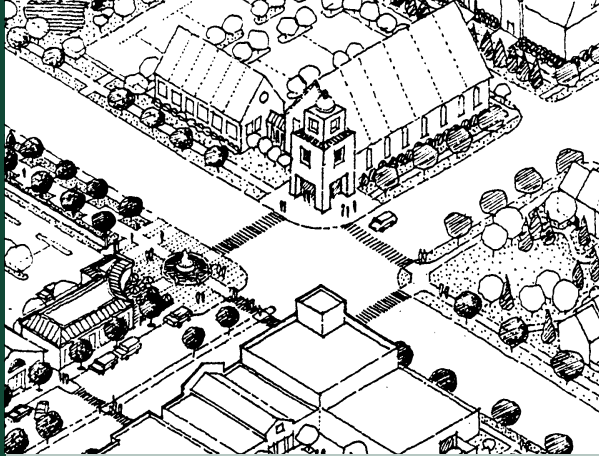
Comfortable human scale space is enclosed by landscaping and building.



This drawings shows examples of streetscape elements that give the street human scale. These elements help to make a place a more inviting destination.

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A well-scaled plaza in the middle of new development provides a sense of place...



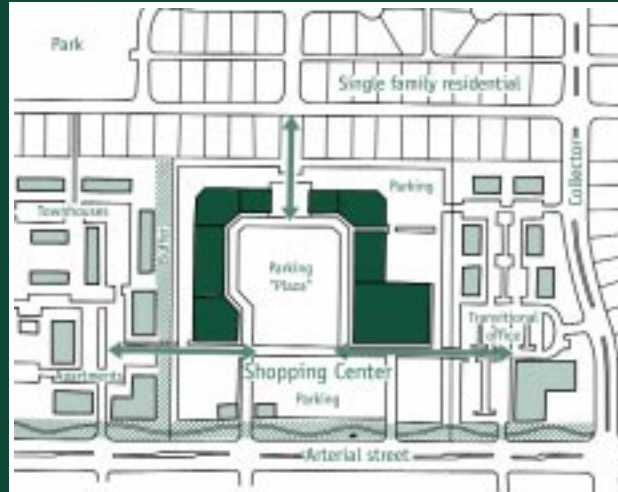
as does the clock tower at Preston Corners in Cary.



Expanded sidewalks for cafes provide places for gathering and social interaction. As Cary continues to develop, elements like these can be used to create a sense of place.

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Plan developments with sidewalk, street and open space connections.



Pedestrian connections are made to large office developments (a) from a nearby hotel.

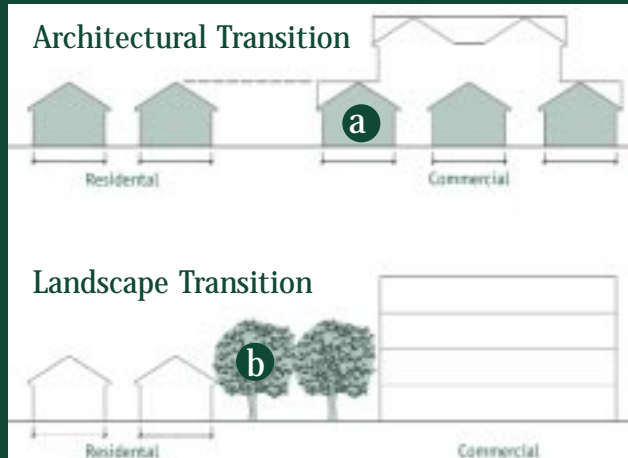


This connection to adjoining development also includes outdoor cafes (a), further encouraging pedestrian activity.

Sample graphics at right.

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Architectural transitions are achieved when larger scaled commercial buildings respect the scale and form of adjacent lower density uses (a).

When design character does not blend, landscape transitions are used to soften and buffer the change of scale and design (b)



Retail buildings on the left face apartments on the right. The businesses are neighborhood-oriented, such as dry cleaners and take-out food. Service areas are located to the rear, facing a service alley.



Trees can create an edge where continuity is desired between buildings.

Sample graphics at right.

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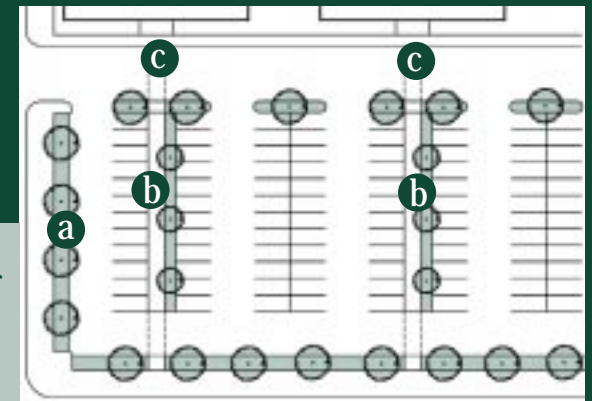
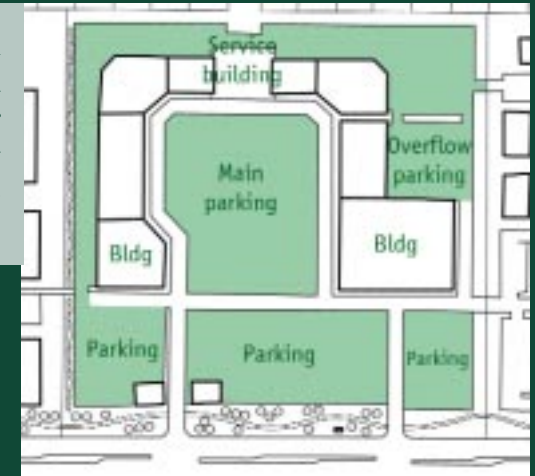


The use of mature landscaping and topography reduce the impact of parking in this large lot.



In this development, on-street parking is provided to reduce the size of parking lots.

This illustration shows a shopping center with overflow parking to the side and rear.

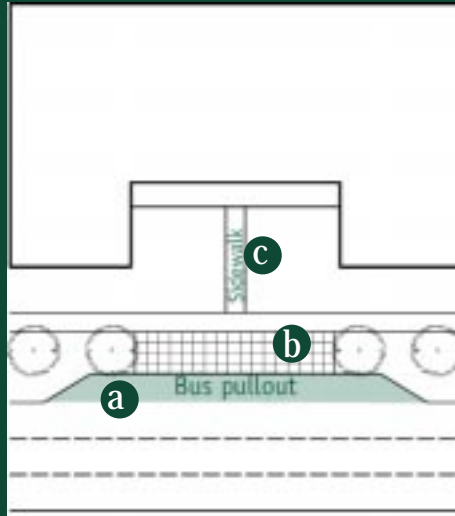


Landscaping is provided at the perimeters (a) and at the intermediate points (b) of the parking lot. Pedestrian paths are part of the planted median (c).

Sample graphics at right.

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Provide safe pullover areas (a) and stops on through streets to avoid blocking traffic with transit vehicles.

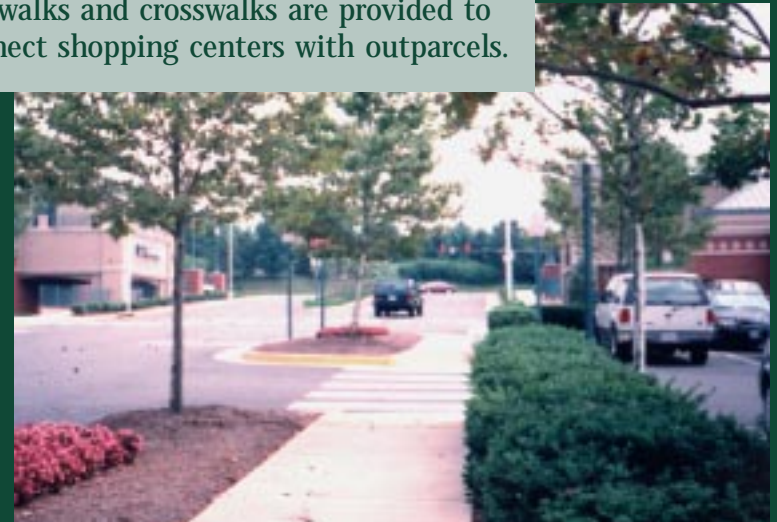
Provide unobstructed paved areas (b) for front and rear access doors of transit vehicle.

Provide sidewalks and paths for pedestrian, bicycle and vehicle access (c) to the transit stop.



Pedestrian/bike bath connects various uses and developments.

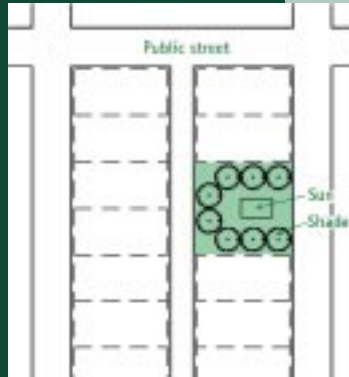
Sidewalks and crosswalks are provided to connect shopping centers with outparcels.



Sample graphics at right.

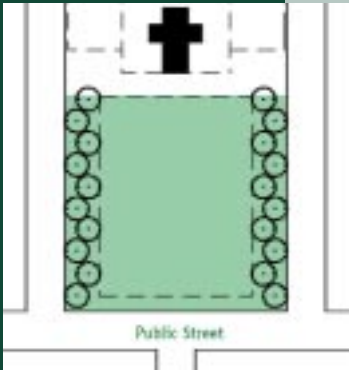
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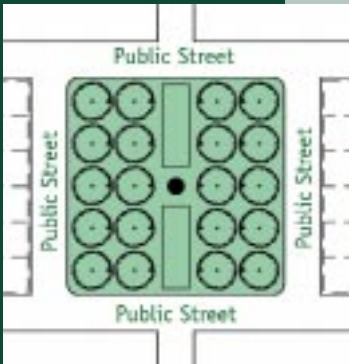


Types of Common Areas

...range from a small pocket park in a row of houses to...



...a larger green in front of an important building to...



...a larger detached green on which commercial and residential buildings can front.

Open space can include landscaped walkways between buildings and developments.



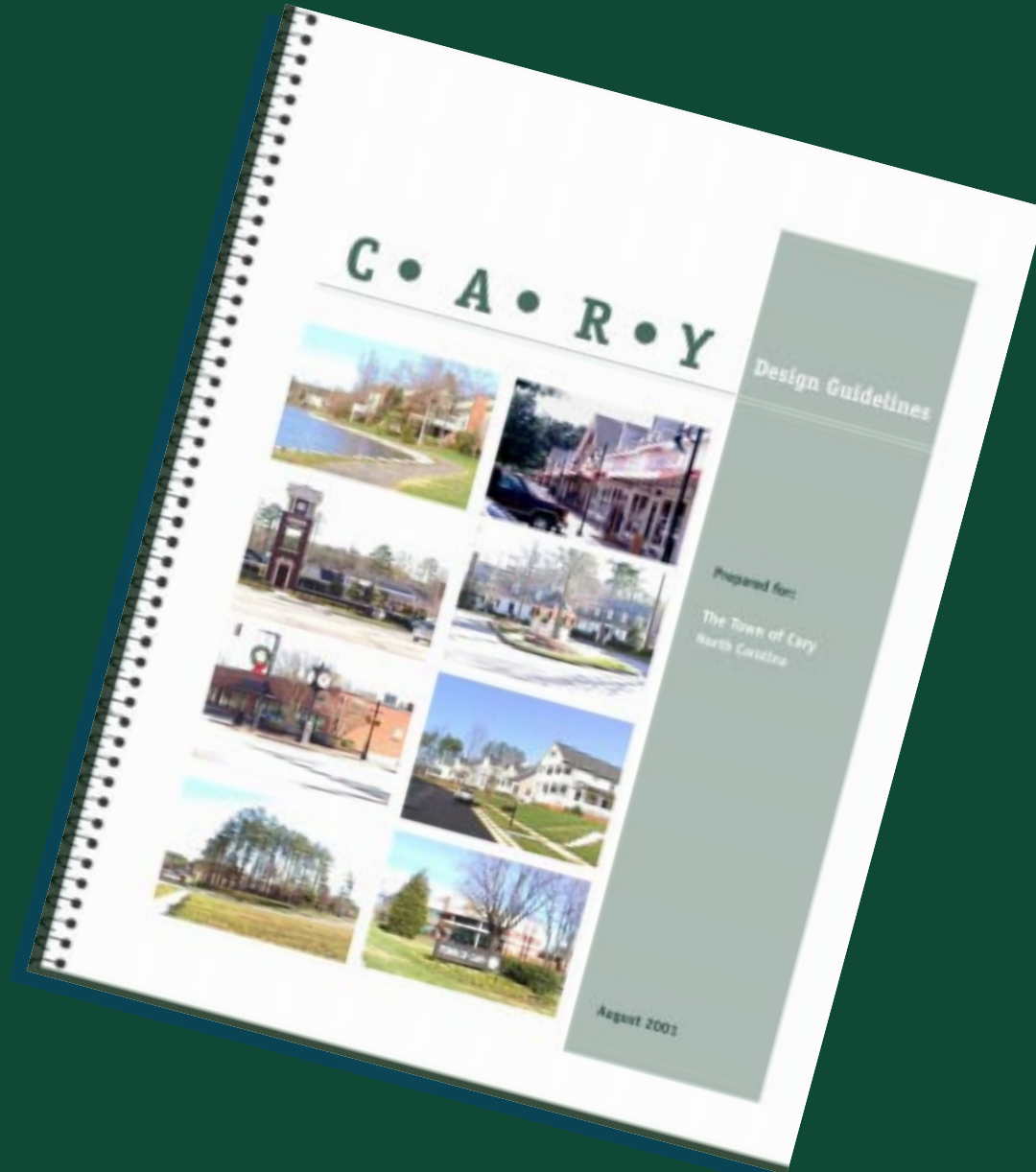
This gathering place includes landscaping amid benches and surrounding shops in a shopping center.



Goals

The Design Guidelines Manual is designed to:

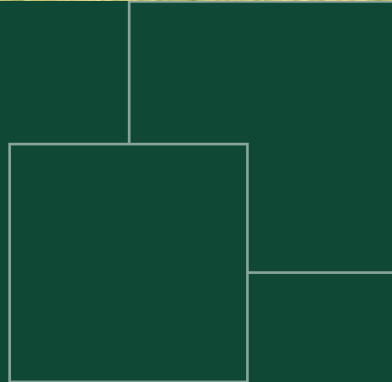
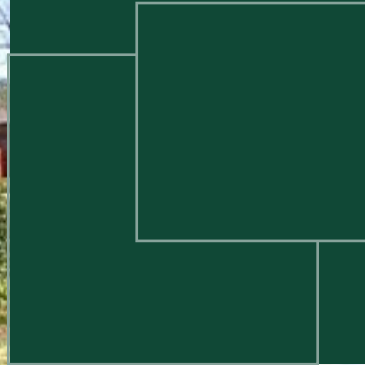
- present the community's urban vision and core design principles
- educate property owners, developers, the public, and reviewers
- clearly identify criteria for development
- be enduring, flexible, and reality-based



Resources

The Design Guidelines Manual enhances and illustrates Cary's fundamental design vision, and is based on:

- Growth Management Plan
- Unified Development Ordinance
- Community Stakeholder Meetings



Sample Tool Kit from Manual

C • A • R • Y

Guidelines Tool Kit

1. Circulation

A. Roads
B. Pedestrian Routes
C. Bicycle Routes
D. Transit
E. Streetscape Environment

2. Site

A. Parking
B. Building Setback and Arrangement
C. Landscaping
D. Other Site Features

3. Buildings

A. Entrance Orientation
B. Building Mass
C. Building Elements and Materials

4. Open Space


A. Gathering Places
B. Recreation and Natural Areas
C. Private Outdoor Space

5. Transitions and Screens


A. Architectural
B. Landscape

1. Reduce the scale of parking lots.

- Break parking lots into modules or multiple smaller lots using techniques such as the natural topography, logically placed landscaped pedestrian paths to destinations, and by linear aisles or plantings. Avoid large expanses of asphalt.
- Reduce the amount of parking lots through such methods as providing on-street parking, using off site parking such as municipal lots, sharing parking among complementary uses, providing pull-in spaces in front of shops and creating overflow lots. These techniques may require some flexibility when applying parking standards.
- Consider parking structures in high-density areas such as Activity Centers to create closer land development and reduce parking impacts. Use attractive architectural designs (meeting guidelines for other buildings).





Break large parking areas into modules using pedestrian paths, topography, and landscaping.




Parking to the rear of buildings and shared parking among compatible uses reduce the amount of vehicle parking.


A variety of parking may exist within a shopping center including on-site parking or provided parking.


pull-in spaces in front of buildings:



and shared lots. In this case, a neighborhood center and a church use the same lot.



Regulated on-street parking can serve higher density residential areas such as this street with apartment complexes.



TIPS:


Parking Decks

Parking garage can:

- increase building capacity
- improve parking lot building value
- make pedestrian links more feasible
- serve as catalyst for additional uses/redevelopment
- add military presence
- be attractive

Design

The newest generation of parking garages can be designed to fit in with the architecture of the area and make a positive design statement.



Active garages, such as the building on the far left in this photo (a), can significantly reduce the amount of ground needed for parking, while fitting in with the character of the district.

Design Guidelines 69

Also note "Tips" section, which occurs throughout Manual.