

## 16.105 STREETSCAPE STANDARDS

**Applicability will be handled in subsequent release.**

Streetscape standards work to ensure a harmonious relationship between buildings and the public realm including streets, sidewalks, transit and bicycle access. These standards are intended to reflect how residents move about their neighborhood and the City. They allow for true multi-modal design of the transportation network -- including vehicles, pedestrians, public transit-users, and bicyclists -- that activates the public realm and creates opportunities for movement, as well as for pause and enjoyment of the City's public space. The standards work at multiple scales to create a pedestrian-friendly environment at the street-level, and to establish a cohesive network throughout neighborhoods and the City at large.

- (1) A continuous perimeter planting strip or amenity zone (excluding driveways) is required whenever the development abuts a curb, public easement or public right of way. For construction details reference the Charlotte Land Development Standards Manual.
- (12) If the Regulating Streets Plan [and/or dimensional table] does not adequately define the curb line, then the curb line is determined jointly by Charlotte Department of Transportation (CDOT) Director, or his designee, and the Planning Director, or his designee.
- (12) Curbs must be located adjacent to the perimeter-planting strip or amenity zone. If the right of way width varies along the street frontage, the planting strip and/or amenity zone must be aligned along the widest right of way section.
- (4) Trees must be planted in the continuous perimeter-planting strip or amenity zone, as per the standards found in the Charlotte Tree Ordinance and in the Charlotte-Mecklenburg Land Development Standards Manual.
- (5) Charlotte Tree Ordinance regulations for tree protection and replacement are applicable within this zoning district.
- (6) Sidewalks along public street right-of-ways should abut the perimeter-planting strip and/or amenity zone, and be located on the side closest to the building to encourage pedestrian activity. The sidewalk width is determined based on the table below. If not specified, then the sidewalk must be a minimum of eight feet in width. Sidewalks must meet the standards for concrete sidewalks in accordance with the Charlotte-Mecklenburg Land Development Standards Manual.
- (7) Sidewalk easements are required if the sidewalk is not located within the public right-of-way.
- (8) The Planning Director, with the affirmative recommendation of the City Arborist/Senior Urban Forester has the authority to modify the requirements of this section including the modification of the planting strip, sidewalk location, and width in order to preserve existing trees and to provide flexibility for a hard surface next to the curb, where appropriate for on-street parking (e.g. handicap parking areas, loading zones).
- (9) An amenity zone is required in lieu of a planting strip where on-street parking is permitted by CDOT or NCDOT.

	Transit Corridor	Adopted Greenway	Main Street	Local Street with on-street parking	Local Street w/o on-street parking, Park, Plaza	4+ Lane Avenue or Boulevard with on-street parking	4+ Lane Avenue or Boulevard w/o on-street parking
10 ft. sidewalk, 8 ft. amenity zone*			x				
8 ft. sidewalk, 8 ft. amenity zone*				x		x	
8 ft. sidewalk, 8 ft. planting strip*					x		x
12 ft. sidewalk, 6' planting strip	x						
16' multi-use path, 8' planting strip		x					

\*Dimensions shall be measured from the face of curb on streets. In other conditions measurement shall be determined in permitting.