

IV. The Design Standards

The Center City Transportation Plan established design standards for Uptown streets through the combination of a table of “Pedestrian Street Design Standards” and a “Street Enhancement Standards Map”. With the addition of Definitions, the **Design Standards Table** and the **Street Enhancement Standards Map** as presented below, constitute the Streetscape Standards.

A. Definitions and Special Considerations

The following definitions and special considerations apply to each block as presented on the Street Enhancement Standards Map as well as the standards set forth in the Streetscape Standards Table.

1. Realms of the Public Street Rights-of-Way:

For the purposes of these Standards, the transportation functions of streets in Uptown are divided between service for vehicles and pedestrians. The Vehicular Realm is the paved area between the curbs while the Pedestrian Realm is the area between the back of the curb and the face of buildings or edge of the right-of-way.

2. Pedestrian Street Classifications:

The “**Signature Pedestrian Street**” Classification represents the widest sidewalk space in the hierarchy of pedestrian streets and the highest quality of design enhancement. The Signature Pedestrian Streets include Tryon Street, Trade Street and the two segments of Brevard Street north and south of the Arena. These streets are intended to support the most intensive mixture of land use, cultural and entertainment activities, and transit service in Uptown.

The “**Primary Pedestrian Street**” Classification represents an intermediate level of pedestrian service in both width and quality of improvements. The Primary Pedestrian Streets support pedestrian circulation to the Signature Streets, major destinations, stops or stations on the transit system, and major concentrations of parking. As with the Signature Street, the Primary Street is expected to support sidewalk-related activities such as dining.

The “**Secondary Pedestrian Street**” represents the majority of the streets not covered by the other classifications and provides a high quality of pedestrian realm that is adequate to support basic levels of pedestrian circulation to serve abutting

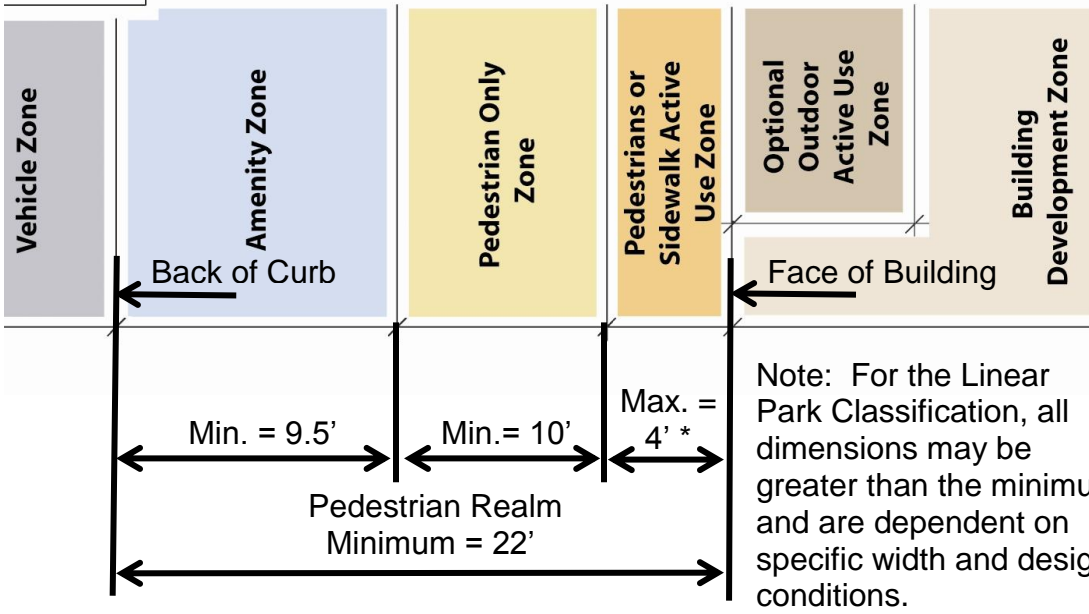
land uses and support circulation to the Primary and Signature Pedestrian Street network.

The “**Linear Parks**” Classification is applicable to the East Trade Street, Mint Street, East Third Street and East Ninth Street Linear Parks that have been defined through special studies and are subject to additional setback and other standards as defined in the text of the CCTP.

The “**Special Treatment Pedestrian Street**” classification is used to define improvements where physical conditions limit the potential width of the pedestrian realm. These standards will be applied in select locations where historic structures, major newer building, or other conditions will continue to restrict widening the pedestrian space in the foreseeable future.

Drawings which illustrate the basic activity relationships and dimensional standards for these Classifications are presented on the following four pages:

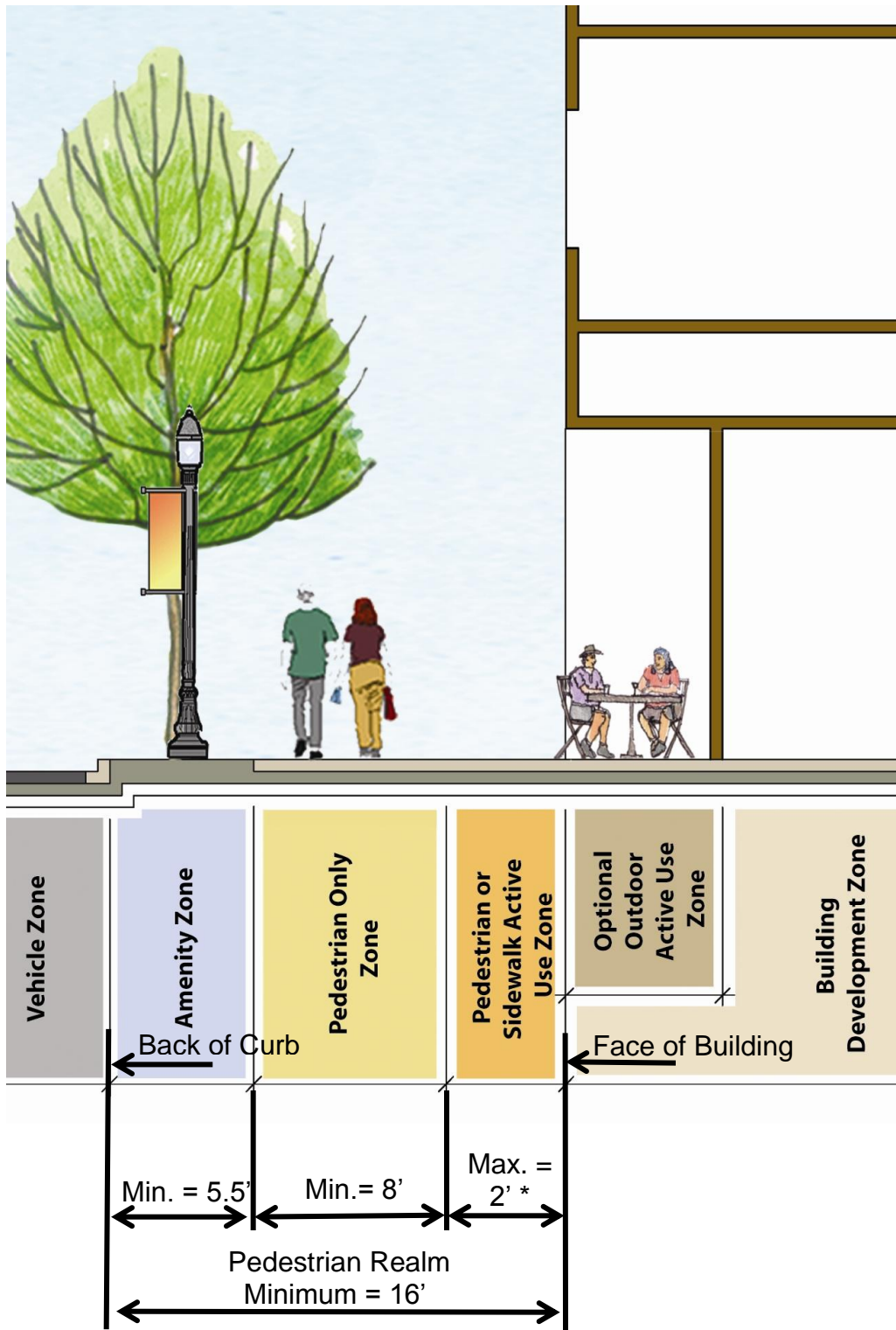
Activity Relationships and Dimensional Standards:
 The “Signature Pedestrian Street” and The “Linear Parks”



Note: For the Linear Park Classification, all dimensions may be greater than the minimum and are dependent on specific width and design conditions.

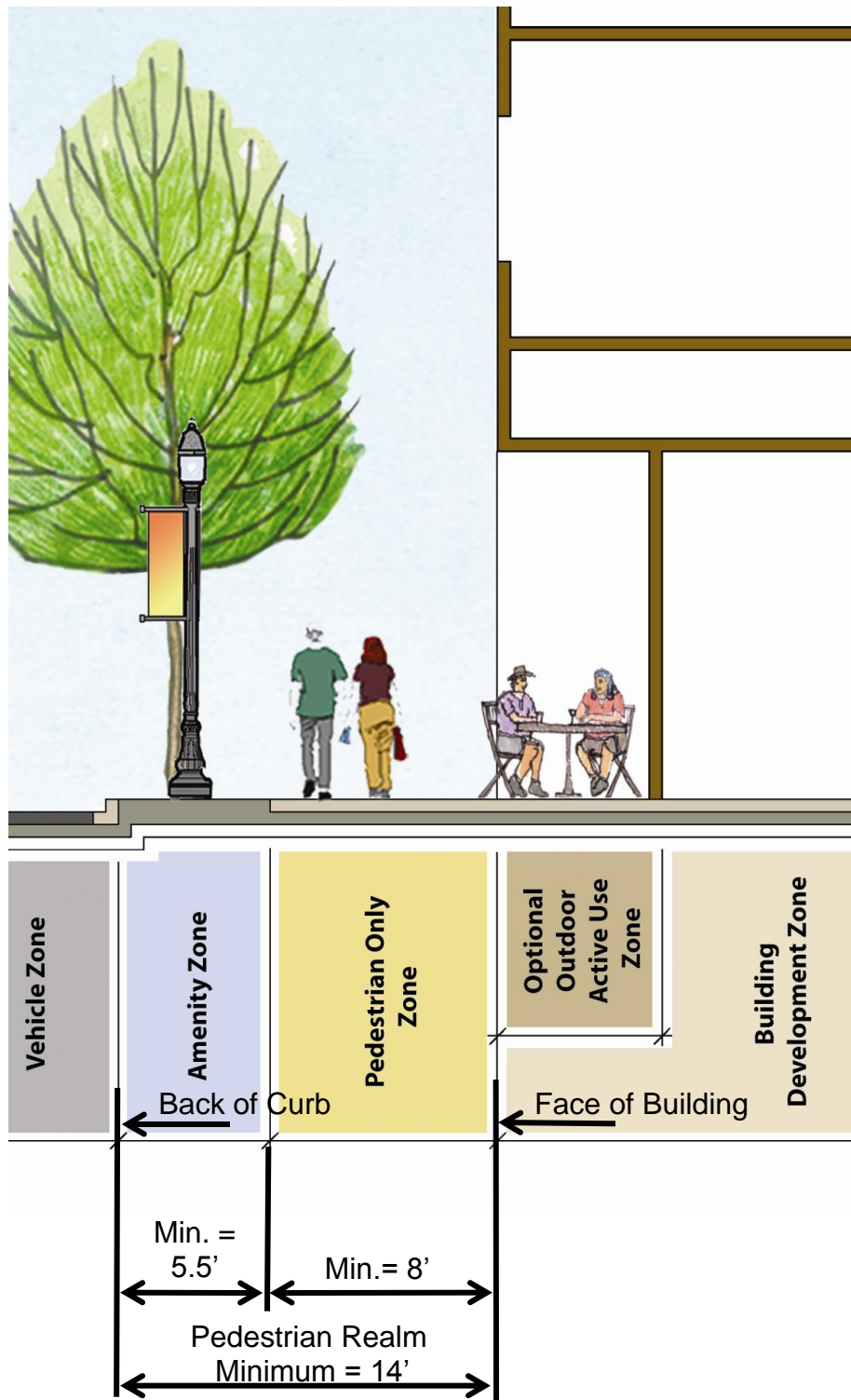
* Sidewalk Active Use Zone may be wider as long as the minimum Pedestrian Only Zone is maintained.

Activity Relationships and Dimensional Standards:
The **“Primary Pedestrian Street”**

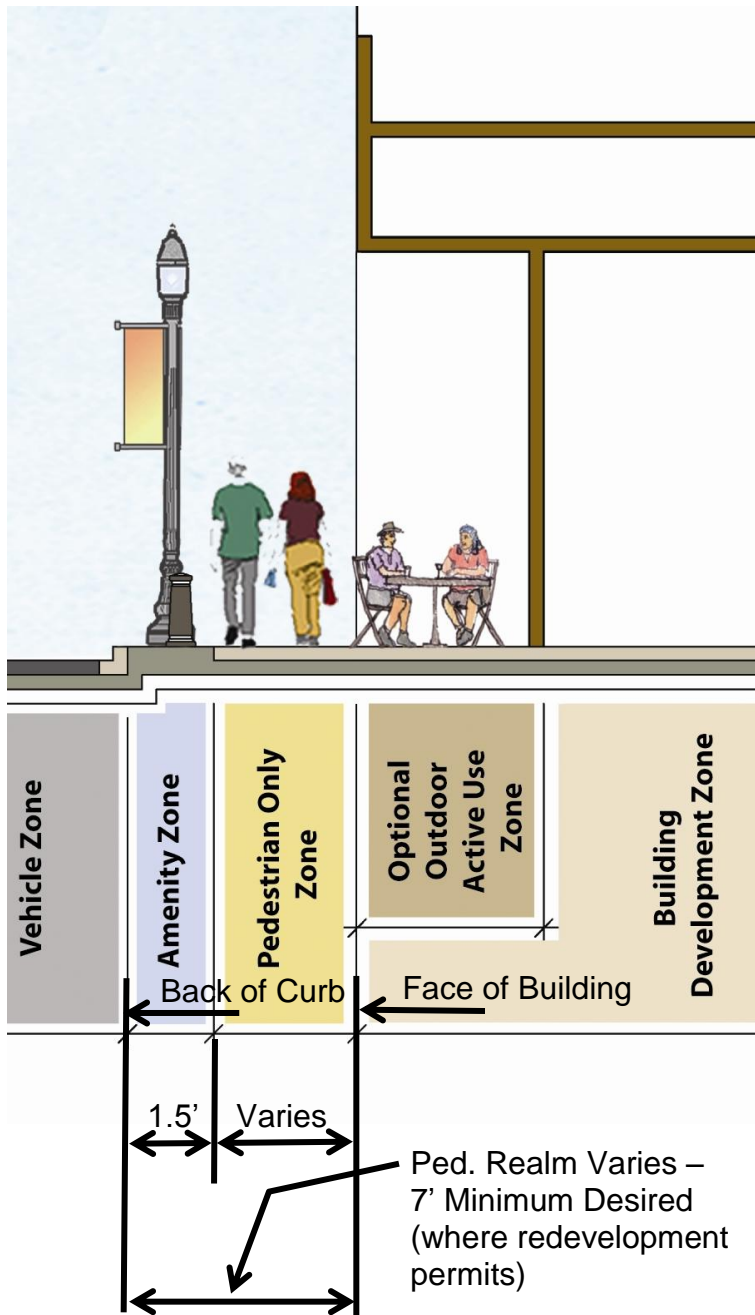


* Sidewalk Active Use Zone may be wider as long as the minimum Pedestrian Only Zone is maintained.

Activity Relationships and Dimensional Standards:
The "Secondary Pedestrian Street"



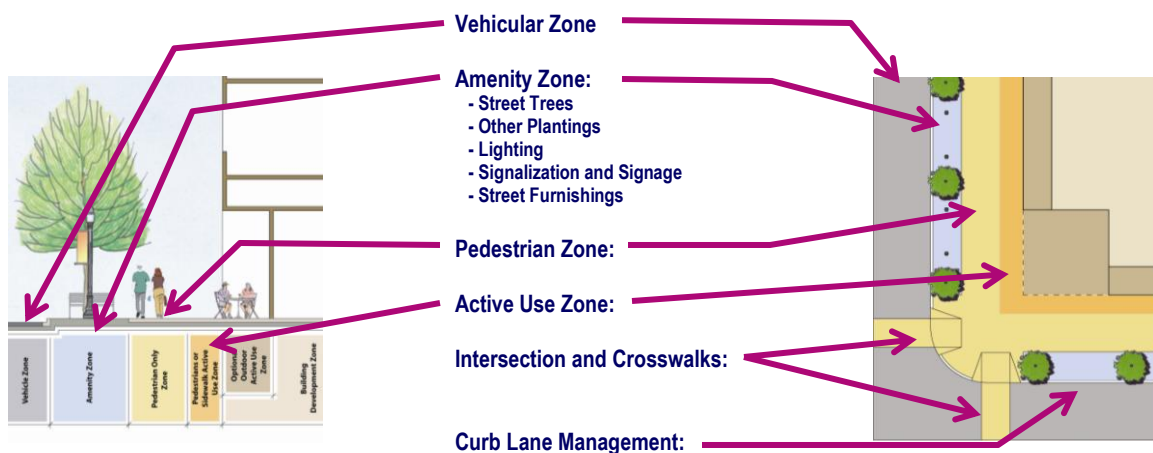
Activity Relationships and Dimensional Standards:
The **“Special Treatment Pedestrian Street”**



3. Cross Section Components or Zones:

In the standards, as well as the cross sections and plan graphics, defined below, the pedestrian realm is further articulated to define use or activity zones. The function of each activity zone is defined as follows (see diagram below):

- **Vehicle Zone – Curb Lane:** While not a part of the “pedestrian realm”, the activity of the street pavement lane adjacent to the curb has a direct bearing on the activity on the sidewalk and is defined in the *Street Enhancement Standards Map*. Where the curbside lane is used for parking, valet parking, loading zones and other non-traffic activities, it provides an additional buffer between traffic and the pedestrian.
- **Amenity Zone:** This zone is located immediately behind the curb and is an area that accommodates a variety of street furnishings, landscaping, lighting, signalization and signage. Service to the curb lane also occurs in this zone. The amenity zone also provides a buffer between the pedestrian zone and moving traffic. Given the role of the amenity zone as a buffer, the presence of parking and other uses in the curblane, and the general emphasis on “traffic calming” within Uptown, elements located within the Amenity Zone may be located as close as one foot from the face of the curb.
- **Pedestrian Zone:** This zone supports the uninterrupted circulation of pedestrians.
- **Pedestrian or Sidewalk Active Use Zone:** In cases where the width is adequate, a zone adjacent to the building setback line can accommodate a variety of sidewalk related uses. The most common use of this zone is for outdoor dining associated with the street frontage of restaurants.
- **Optional Outdoor Active Use Zone:** In order to provide either additional sidewalk-related outdoor activity (dining, etc.) where the width of the pedestrian realm will not accommodate such use, the area immediately adjacent to the sidewalk may be used for such activities.



4. Established Residential Areas:

In addition to the above Pedestrian Street classifications, The Center City Street Enhancement Guideline Map also contains the designation of “**ERM**” which applies to established residential areas in the First Ward, Third Ward (west of the Norfolk-Southern Railway embankment) and Fourth Ward Historic District where both the character of the land use and the street cross-section are very unlikely to change, and/or are controlled by an historic district designation. The street standards for those street segments are not subject to the standards provided herein, unless full redevelopment of the block face occurs.

5. Design of the Signature Pedestrian Streets:

Detailed design standards have been established for Tryon Street and it is anticipated that similar design standards will be established for Trade Street and the two segments of Brevard Street north and south of the Arena.

6. Street Tree Types:

A set of six maps developed and adopted in 2003 defines the species of street trees that are to be used in each block of Uptown. Those maps are incorporated into these Standards as the required street tree standards. The Maps are included herein as Exhibit 4.

B. The Pedestrian Street Design Standards

The Pedestrian Street Design Standards, which emphasizes the standards for the Pedestrian Realm, are presented in the **PEDESTRIAN STREET STANDARDS TABLE** on following pages. The **Table** is structured by providing the Pedestrian Street Classifications in the columns. It is further structured to articulate the six objective areas as set forth in Section II Vision and Goals by defining them in the rows with the conditions that are applicable to each Pedestrian Street Classification.

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Standards Table Follows**

PEDESTRIAN STREET STANDARDS TABLE

STANDARDS	STREET CLASS	Signature and Linear Parks
DESIGN STANDARDS OF THE PEDESTRIAN REALM		
DIMENSIONAL		
Overall Width – Back of Curb to Face of Building Please refer to cross section provided above		Minimum of 22 feet <u>Linear Parks Minimums as follows:</u> Trade Street = 50' Mint Street = 28' Third Street = 22' Ninth Street – Median Park
Amenity Zone Width (Landscape and street furniture) – Located at back of curb		Minimum of 9.5 feet
Pedestrian Zone Width		Minimum of 10 feet Minimum 8 feet clear at all times
Pedestrian and/or Sidewalk Active Zone Width – Located between Amenity Zone and building face or right-of-way line		Maximum of 4 feet at 22 feet width. Any width beyond 22 feet may be used for sidewalk activities
ELEMENTS IN AMENITY ZONE		
Landscape Plantings		
Street Trees – Requirements and Spacing <u>Notes:</u> 1. Standards for spacing may vary from Tree Ordinance requirements for specific site plans approved by City Council and for specific site conditions; 2. See Exhibit 2, “Street Tree Types”, for maps of tree species required in each block face).		- Tryon St. = 30’ feet (27’ feet to 33’ adjustment for site conditions) - Others = Per Tree Ordinance - Linear Parks = By specific plan
- Trees in wells with curbs		Required. Permanent groundcover required in wells. Removable planter containers for seasonal plantings strongly encouraged.
- Trees in wells with grates		Optional depending on specific pedestrian circulation conditions
Planter beds with curbs		Required
Flowerpots / Containers		Encouraged, especially where existing underground utility lines and utility vaults restrict in-ground plantings. Irrigation is required.
Grass in Planter Strip		Prohibited on Tryon Street. Optional on others based on level of activity and design review.
Irrigation and Underdrain Systems		Required

Primary	Secondary	Special Treatment (With Inadequate Pedestrian Width)
Minimum of 16 feet	Minimum of 14 feet	Will vary; 6 feet minimum desired.
Minimum of 5.5 feet	Minimum of 5.5 feet	1.5 foot
Minimum of 8 feet Minimum of 6' clear at all times	Minimum 8 feet	Varies – pedestrian zone to remain clear
Maximum of 2 feet at 16 feet width; maximum increases 0.5 feet for each 1.0' increase in overall width	None	None
Per Tree Ordinance	Per Tree Ordinance	Required where total width exceeds 10 feet. Per Tree Ordinance
Optional for amenity zone at minimum of 9.5 feet If used, Permanent groundcover required in wells. Removable planter containers for seasonal plantings strongly encouraged.	No.	No.
Required	Required	Required where width exceeds 10'
No	No	No
Optional; encouraged where existing underground utility lines and utility vaults restrict in-ground plantings. Irrigation is required.	Optional; encouraged where existing underground utility lines and utility vaults restrict in-ground plantings. Irrigation is required.	Optional where width exceeds 10'; encouraged where existing underground utility lines and utility vaults restrict in-ground plantings. Irrigation is required.
Permitted where predominant use is residential, and elsewhere based on level of activity and design review.	Permitted where predominant use is residential, and elsewhere based on level of activity and design review.	Prohibited
Required	Required	Required where width permits street trees and other street furniture

STANDARDS	STREET CLASS	Signature and Linear Parks
Utilities		
Utility Chase to Support Irrigation, Electrical and Other Streetscape Amenities		Required
Utility Vaults and Vents See also: City Code, Chapter 19: Streets, Sidewalks and Other Public Spaces; Article XII, Utility Right-of-way Use		No vaults are permitted within the minimum setback area. The covers of any that are included in additional setback shall be finished with pavement to match the adjoining sidewalk or with grates that have openings a maximum of ¼ inch wide.
Manhole and Valve Covers		Paint with color to complement paving materials
Slot Drains		Permitted and encouraged were required for sidewalk widening that might otherwise result in inadequate curb height.
Overhead, pole-mounted power lines, other cables and other fixtures		Prohibited
Lighting		
General Ambient / Vehicular		Required On Tryon St. to match existing standard On other signature streets, Shoe Box of special consistent design throughout
Pedestrian		Required On Tryon St. to match existing standard On other signature streets, consistent design throughout
Electrical Service for Special Lighting		Required at trees and in planter beds
Electrical Service for Special Events		Recommended. Service to be sized based on anticipated usage.
Signage and Signalization		
Signal Poles and Arms		Required. On Tryon St. to match existing standard; On other signature streets, consistent design throughout. Cable-hung and wood poles prohibited)

Primary	Secondary	Special Treatment (With Inadequate Pedestrian Width)
Required	Required	Required if width permits planting
No vaults are permitted within the minimum setback area. The covers of any that are included in additional setback shall be finished with pavement to match the adjoining sidewalk or with grates that have openings a maximum of ¼ inch wide.	No vaults are permitted within the minimum setback area. The covers of any that are included in additional setback shall be finished with pavement to match the adjoining sidewalk or with grates that have openings a maximum of ¼ inch wide.	No vaults are permitted.
Paint with color to complement paving materials	Paint with color to complement paving materials	Paint with color to complement paving materials
Permitted and encouraged were required for sidewalk widening that might otherwise result in inadequate curb height.	Permitted and encouraged were required for sidewalk widening that might otherwise result in inadequate curb height.	Permitted and encouraged were required for sidewalk widening that might otherwise result in inadequate curb height.
Prohibited	Prohibited	Prohibited
Shoe Box standard as provided by Duke Power is Required. Special fixtures may be used if selected as the standard for special districts	Shoe Box standard as provided by Duke Power is Required	Shoe Box standard as provided by Duke Power is Required
Deluxe Acorn as provided by Duke Power is Required. Special fixtures may be used if selected as the standard for special districts	Optional Where used, Deluxe Acorn is required - Special fixtures may be used if selected as the standard for special districts	Optional - Encouraged in conjunction with Bollards where on-street parking is not provided. Where used, Deluxe Acorn is required - Special fixtures may be used if selected as the standard for special districts
Required at trees and in planter beds	Optional	Optional
Optional – Recommended in blocks adjoining Signature Streets. Service to be sized based on anticipated usage.	Optional – Recommended in blocks adjoining Signature Streets. Service to be sized based on anticipated usage.	Optional – Recommended in blocks adjoining Signature Streets where width will support other street furniture.
Required (Cable-hung and wood poles Prohibited)	Required (Cable-hung and wood poles Prohibited)	Required (Cable-hung and wood poles Prohibited)

STANDARDS	STREET CLASS	Signature and Linear Parks
Regulatory Signs.		As installed by the City.
Pedestrian Wayfinding		To be installed through City's program.
Vehicular Wayfinding – Emphasis on Parking		To be installed through City's program.
Parking Meters and Pay Stations		To be installed at City's option
Street Furnishings		
Benches		Required – three per block face On Tryon St. to match existing standard On other signature streets, consistent design throughout
Bicycle racks		Three Required per block face Inverted-U type preferred. Special design encouraged as part of consistent furnishings system. Designs for integration with security elements encouraged where security elements are used.
Bollards		Optional; to be of consistent design throughout each Pedestrian Street.
Fencing adjacent to curb		Prohibited
Fountains – Drinking		One Required per block face
Kiosks		Encouraged. On Tryon St. to match existing standard On other signature streets, consistent design throughout

Primary	Secondary	Special Treatment (With Inadequate Pedestrian Width)
As installed by the City.	As installed by the City.	As installed by the City.
To be installed through City's program.	To be installed through City's program.	To be installed through City's program.
To be installed through City's program.	To be installed through City's program	To be installed through City's program. May be used in conjunction with bollards and light fixtures as additional space defining element
To be installed at City's option	To be installed at City's option	To be installed at City's option
Required – two per block face	Required – two per block face. Optional in block faces that are predominantly residential	No
Two Required per block face Inverted-U type preferred. Special design encouraged as part of consistent furnishings system. Designs for integration with security elements encouraged where security elements are used.	One Required per block face Inverted-U type preferred. Special design encouraged as part of consistent furnishings system. Designs for integration with security elements encouraged where security elements are used.	No
Optional	Optional	Optional – Encouraged where on-street parking is not provided.
Prohibited	Prohibited	Optional – Encouraged where on-street parking is not provided, and where used in conjunction with bollards, lighting and other pedestrian safety elements. Where used, shall be decorative metal designed to be consistent with other elements. Height shall be 42 inches and in segments not to exceed 8 feet.
One Required per block face	Optional	Optional
Optional	Optional	Optional

STANDARDS	STREET CLASS	Signature and Linear Parks
<p>Newsracks</p> <p>(See Ordinance No. ___ for further details)</p>		<p>Must be located within the amenity zone and so as to not impede ADA circulation standards.</p> <p>Placement at building wall is preferable location where additional space outside the pedestrian realm exists and property owner will permit.</p>
<p>Public Art</p>		<p>Strongly encouraged</p>
<p>Public Telephones</p>		<p>Optional. Where used, design and color are to be consistent with other elements</p>
<p>Security Barrier Elements</p>		<p>Where desired or required, security barrier elements are to be designed into standard street furnishing elements to the greatest extent possible and provide minimal obstruction to pedestrian circulation</p>
<p>Transit stop signage</p>		<p>As determined by CATS. Signage to be coordinated with other streetscape elements</p>
<p>Transit shelters</p>		<p>Permitted</p> <p>On Tryon St. to match existing standard</p> <p>On other signature streets, consistent design throughout</p>
<p>Trash containers</p>		<p>Required – three per block face</p> <p>On Tryon St. to match existing standard.</p> <p>On other signature streets, consistent design throughout</p>
<p>Water Features</p>		<p>Encouraged</p>
<p>Color of Street Furnishings</p>		<p>Mall Green on Tryon Street.</p> <p>The predominant color for all Lighting, Signage and Signalization fixtures as well as for all Street Furnishings On Trade and Brevard Streets may be black or as established by special design programs.</p>

Primary	Secondary	Special Treatment (With Inadequate Pedestrian Width)
<p>Must be located within the amenity zone and so as to not impede ADA circulation standards. Placement at building wall is preferable location where additional space outside the pedestrian realm exists and property owner will permit.</p>	<p>Must be located within the amenity zone and so as to not impede ADA circulation standards. Placement at building wall is preferable location where additional space outside the pedestrian realm exists and property owner will permit.</p>	<p>Prohibited where ADA circulation standards are impeded. Placement at building wall is permitted location where additional space outside the pedestrian realm exists and property owner will permit.</p>
Strongly encouraged	Strongly encouraged	Strongly encouraged
Optional. Where used, design and color are to be consistent with other elements	Optional. Where used, design and color are to be consistent with other elements	Optional. Where used, design and color are to be consistent with other elements
Where desired or required, security barrier elements are to be designed into standard street furnishing elements to the greatest extent possible and provide minimal obstruction to pedestrian circulation	Where desired or required, security barrier elements are to be designed into standard street furnishing elements to the greatest extent possible and provide minimal obstruction to pedestrian circulation	Where desired or required, security barrier elements are to be designed into standard street furnishing elements to the greatest extent possible and provide minimal obstruction to pedestrian circulation
As determined by CATS. Signage to be coordinated with other streetscape elements	As determined by CATS. Signage to be coordinated with other streetscape elements	As determined by CATS. Signage to be coordinated with other streetscape elements
Permitted – Design and installation shall not impede pedestrian circulation and must meet all ADA standards	Permitted – Design and installation shall not impede pedestrian circulation and must meet all ADA standards	Permitted where space is available – Design and installation shall not impede pedestrian circulation and must meet all ADA standards
Required – two per block face	Required – two per block face	Required where space is available
Encouraged	Encouraged where space is available	Encouraged where space is available
Mall Green on Stonewall Street. Black elsewhere unless define for special development districts.	Mall Green on Stonewall Street. Black elsewhere unless define for special development districts.	Mall Green on Stonewall Street. Black elsewhere unless define for special development districts.

STANDARDS	STREET CLASS	Signature and Linear Parks
SURFACE TREATMENT		
Curbing		Tryon Street: - Granite; Other Signature Streets per special design.
Banding		Tryon Street: - 2' Wide Granite band at back of curb and along building edge of sidewalk; 2' wide Granite around tree wells and planter beds. Other Signature Streets per special design.
Pavement		Tryon Street: - Pre-cast concrete pavers to match Tryon Street blend. Other Signature Streets - Pre-cast concrete pavers to match Tryon Street blend or other based on special design.
Special Treatments – Insets for art, plaques, etc.		Strongly Encouraged
ACTIVITIES		
Street Closures		
Closure for Events		Tryon – Strongly encouraged for temporary and special events Brevard – Strongly encouraged for temporary and special events Trade – Closure for temporary and special events dependent upon streetcar and transit service to principal transit stations
Activities on Sidewalk		
Closure for Events and Construction		Only where and as needed to support street closure for temporary and special events. Clear pedestrian circulation to meet ADA standards is to be maintained throughout length of block on at least one side of street
Temporary Signage / Sandwich Board Signs		Permitted but only within Building Zone and Amenity Zone – must not obstruct pedestrian zone
Sidewalk Displays		Permitted but only within Building Zone and Amenity Zone – must not obstruct pedestrian zone

Primary	Secondary	Special Treatment (With Inadequate Pedestrian Width)
Concrete (Granite Optional)	Concrete (Granite Optional)	Concrete (Granite Optional)
Optional	Optional	Optional
Optional; Pre-cast concrete pavers encouraged except where brick are the established material in an established residential district.	Optional; Pre-cast concrete pavers encouraged except where brick are the established material in an established residential district.	Optional; Pre-cast concrete pavers encouraged except where brick are the established material in an established residential district.
Encouraged	Encouraged	Encouraged
Permitted to support activities on Signature Streets or for localized special events.	Permitted to support activities on Signature Streets or for localized special events.	Permitted to support activities on Signature Streets or for localized special events.
Only where and as needed to support street closure for temporary and special events. Clear pedestrian circulation to meet ADA standards is to be maintained throughout length of block on at least one side of street	Only where and as needed to support street closure for temporary and special events. Clear pedestrian circulation to meet ADA standards is to be maintained throughout length of block on at least one side of street	Only where and as needed to support street closure for temporary and special events. Clear pedestrian circulation to meet ADA standards is to be maintained throughout length of block on at least one side of street
Permitted but only within Building Zone and Amenity Zone – must not obstruct pedestrian zone	Permitted but only within Amenity Zone – must not obstruct pedestrian zone	Permitted but only where Amenity Zone provides adequate width – must not obstruct pedestrian zone
Permitted but only within Building Zone and Amenity Zone – must not obstruct pedestrian zone	Permitted but only within Building Zone and Amenity Zone – must not obstruct pedestrian zone	Permitted but only within Building Zone and Amenity Zone – must not obstruct pedestrian zone

STANDARDS	STREET CLASS	Signature and Linear Parks
Sidewalk Cafes / Seating		1. Encouraged subject to maintenance of a minimum clear pedestrianway of 8 feet. 2. Strongly encouraged in connection with additional seating in additional setback area, arcades, etc.
Street Artists / Buskers		Permitted and encouraged subject to management by CCCP and subject to maintenance of a minimum clear pedestrianway of 8 feet.
Vender Carts and Stands		Permitted and encouraged subject to management by CCCP and subject to maintenance of a minimum clear pedestrianway of 8 feet.
Vehicular Activities Back of Curb		
Driveways / Curb Cuts		No new driveway crossings of sidewalks permitted; Modify existing with pedestrian safety elements; Eliminate existing if and as redevelopment permits.
Driveways – Pedestrian Safety Elements		1. Sidewalk paving patters and materials to cross driveway clearly defining pedestrian right-of-way. 2. Stop signs and stop bars to be provided at inside edge of all exits.
Inset Drop-off Lanes		Prohibited – Including for valet parking
Vehicular Activities at Curb		
Automobile Parking		As provided on Street Enhancement Standards Map
Transit Stops		Permitted
Loading Zones		Only where and as designated
Valet Parking (See Section 19-3321 of the Parking Ordinance for further details)		Allowed by permit As provided on Street Enhancement Guideline Map by “Special Parking “ designation and subject to special conditions as may be established

Primary	Secondary	Special Treatment (With Inadequate Pedestrian Width)
Strongly encouraged in connection with additional seating located in additional setback area, arcades, etc., and subject to maintenance of a minimum clear pedestrianway of 6 feet.	Permitted only in connection with additional seating located in additional setback area, arcades, etc., and subject to maintenance of a minimum clear pedestrianway of 6 feet.	Permitted only in connection with additional seating located in additional setback area, arcades, etc., and subject to maintenance of a minimum clear pedestrianway of 6 feet.
Permitted and encouraged in connection with additional public space located in additional setback area, arcades, etc., subject to management by CCCP, and subject to maintenance of a minimum clear pedestrianway of 8 feet.	Permitted and encouraged in connection with additional public space located in additional setback area, arcades, etc., subject to management by CCCP, and subject to maintenance of a minimum clear pedestrianway of 6 feet.	Permitted only by special exception granted by CCCP.
Permitted and encouraged in connection with additional public space located in additional setback area, arcades, etc., subject to management by CCCP, and subject to maintenance of a minimum clear pedestrianway of 6 feet.	Permitted and encouraged in connection with additional public space located in additional setback area, arcades, etc., subject to management by CCCP, and subject to maintenance of a minimum clear pedestrianway of 6 feet.	Permitted only by special exception granted by CCCP.
New driveway crossings of sidewalks are discouraged; Existing to be modified with pedestrian safety elements	New driveway permitted; Pedestrian safety elements required; Existing to be modified with pedestrian safety elements	New driveway permitted; Pedestrian safety elements required; Existing to be modified with pedestrian safety elements
1. Sidewalk paving patters and materials to cross driveway clearly defining pedestrian right-of-way. 2. Stop signs and stop bars to be provided at inside edge of all exits.	1. Sidewalk paving patters and materials to cross driveway clearly defining pedestrian right-of-way. 2. Stop signs and stop bars to be provided at inside edge of all exits.	1. Sidewalk paving patters and materials to cross driveway clearly defining pedestrian right-of-way. 2. Stop signs and stop bars to be provided at inside edge of all exits.
Prohibited – Including for valet parking	Prohibited – Including for valet parking	Prohibited – Including for valet parking
As provided on Street Enhancement Standards Map	As provided on Street Enhancement Standards Map	As provided on Street Enhancement Standards Map
Permitted	Permitted	Permitted
Only where and as designated	Only where and as designated	Only where and as designated
Allowed by permit As provided on Street Enhancement Guideline Map by “Special Parking “ designation and subject to special conditions as may be established	Allowed by permit As provided on Street Enhancement Guideline Map by “Special Parking “ designation and subject to special conditions as may be established	Allowed by permit Permitted only where amenity zone is at least four feet wide and subject to special conditions as may be established.

STANDARDS	STREET CLASS	Signature and Linear Parks
Special Vehicle parking (motor scooters, etc.)		As may be provided in dedicated parking spaces
Activities at Building Wall		
ATM Machines		Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 8 foot wide pedestrianway; Preferred to be associated with recessed entrance or other feature.
Arcades		Building arcades are encouraged to support sidewalk activities and supplement pedestrian flow, but shall not be permitted as a substitute for minimum setback standards set forth herein.
Awnings		Encouraged subject to right-of-way encroachment permit and sited so as to maintain minimum 8 foot wide pedestrianway
Banners / Art		Encouraged subject to right-of-way encroachment permit and sited so as to maintain minimum 8 foot wide pedestrianway
Flowerpots / Containers		Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 8 foot wide pedestrianway
News Stands/Boxes		See standards in the "Street Furnishings" Section above.
Pedestrian Lighting		Building lighting that supplements lighting of the pedestrian realm is encouraged
Seasonal or Event Displays		Encouraged subject to right-of-way encroachment permit and sited so as to maintain minimum 8 foot wide pedestrianway
Pedestrian Service Windows		Encouraged subject to right-of-way encroachment permit and sited so as to maintain minimum 8 foot wide pedestrianway
Signage – Permanent		Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 8 foot wide pedestrianway
Signage – Temporary		Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 8 foot wide pedestrianway

Primary	Secondary	Special Treatment (With Inadequate Pedestrian Width)
As may be provided in dedicated parking spaces	As may be provided in dedicated parking spaces	As may be provided in dedicated parking spaces
Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway; Shall be associated with recessed entrance or other feature.	Permitted only where associated with recessed entrance or other feature that maintains clear pedestrianway	Permitted only where associated with recessed entrance or other feature that maintains clear pedestrianway
Building arcades are encouraged to support sidewalk activities and supplement pedestrian flow, but shall not be permitted as a substitute for minimum setback standards set forth herein.	Building arcades are encouraged to support sidewalk activities and supplement pedestrian flow, but shall not be permitted as a substitute for minimum setback standards set forth herein.	Building arcades are encouraged to support sidewalk activities and supplement pedestrian flow, but shall not be permitted as a substitute for minimum setback standards set forth herein.
Encouraged subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway	Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway	Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway
Encouraged subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway	Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway	Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway
Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway	Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway	Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway
See standards in the "Street Furnishings" Section above.	See standards in the "Street Furnishings" Section above.	See standards in the "Street Furnishings" Section above.
Building lighting that supplements lighting of the pedestrian realm is encouraged	Building lighting that supplements lighting of the pedestrian realm is encouraged	Building lighting that supplements lighting of the pedestrian realm is encouraged
Encouraged subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway	Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway	Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway
Encouraged subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway	Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway	Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway
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STANDARDS	STREET CLASS	Signature and Linear Parks
Water Features		Encouraged subject to right-of-way encroachment permit and sited so as to maintain minimum 8 foot wide pedestrianway
CROSSWALKS		
Special Surface Markings and/or materials		Required
Pedestrian Countdown Signals		Required at all signalized intersections
Curb Extensions		Encouraged where Permanent Parking condition is provided.
Mid-Block Crosswalks		By special permit only. See Street Enhancement Standards Map for Locations.
INTERSECTIONS		
Order of Precedence of Design Standards		<p>Design standards of Signature Pedestrian Streets shall take precedence over other classes of street treatment.</p> <p>At Independence Square (The Square), the established design standard of Tryon Street shall take precedence over the special design standards for Trade Street, subject to a new design of The Square being undertaken to further define its significance.</p> <p>At the intersection of Trade Street and Brevard, the special design of the street that is implemented first shall take precedence.</p>
Use of special pavement and other design features to further define the intersection		Strongly encouraged

Primary	Secondary	Special Treatment (With Inadequate Pedestrian Width)
Encouraged subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway	Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway	Permitted subject to right-of-way encroachment permit and sited so as to maintain minimum 6 foot wide pedestrianway
Required	Optional at intersections of two Secondary Pedestrian Streets	Dependent on classification of street
Required at all signalized intersections	Required at all signalized intersections	Required at all signalized intersections
Encouraged where Permanent Parking condition is provided.	Encouraged where Permanent Parking condition is provided.	Encouraged where Permanent Parking condition is provided.
By special permit only. See Street Enhancement Standards Map for Locations.	By special permit only. See Street Enhancement Standards Map for Locations.	By special permit only. See Street Enhancement Standards Map for Locations.
Design standards of Signature Pedestrian Streets shall take precedence over other classes of street treatment.	Design standards of Signature Pedestrian Streets shall take precedence over other classes of street treatment.	Design standards of Signature Pedestrian Streets shall take precedence over other classes of street treatment.
Encouraged	Permitted	Permitted

C. The Uptown Street Enhancement Standards Map

The **UPTOWN STREET ENHANCEMENT STANDARDS MAP** (Standards Map), which was adopted as an element of the CCTP, codifies the recommendations of CCTP related to pedestrian and vehicular circulation, on-street parking and other functions that occur in the street rights-of-way and adjoining property frontage. It is a single document that concisely states the recommended function, operations and streetscape character of every street block in Uptown.

1. Nomenclature of the Standards Map:

As described in the Legend of the Standards Map, the standards established for each street block and block face as well as other conditions are indicated by a nomenclature system. By following the nomenclature system, the following characteristics of each block are clearly defined:

<<2²N_{TP}PP< **One-Way Street**

<2²M_{TP}PP2> **Two-Way Street**

- Traffic Operations: The < and > symbols are used to depict the direction of traffic flow in each block as follows:
 - o << < or > >> represents one-way operations – with direction and number of lanes designated by the large numeral
 - o < > represents two-way operations – with number of lanes in each direction
- Pedestrian space classification by side of street (based on definitions provided above and standards provided in the Standards Table):
 - o **1** represents Signature Pedestrian Street Standards
 - o **2** represents Primary Pedestrian Street Standards
 - o **3** represents Secondary Pedestrian Street Standards
 - o **4** represents “Linear Parks” that have been designated for specific locations
- Medians:
 - o **M** represents the presence of a median. All medians are to be a minimum of 6’ to accommodate landscape planting and to provide pedestrian refuges at crosswalks

- **N** indicates that there is no median
- Use of the curb lane:
 - **PP** represents locations where parking is permitted permanently and parking meters exist or are planned. Time-defined special uses, such as valet parking, may be permitted subject to appropriate ordinances and standards. Special vehicle parking provisions, such as for motor scooters, may be provided on a selective basis. The parking lane may be used for special events subject to applicable event management plans.
 - **TP** represents locations where parking is permitted and parking meters are or will be installed. Time-defined special uses, such as valet parking, may be permitted subject to appropriate ordinances and standards. Special vehicle parking provisions, such as motor scooters, may be provided on a selective basis. The parking lane may be used for special events subject to applicable event management plans.
 - **NP** represents locations where parking is not permitted at any time; in other words, the curb lane is a vehicular travel lane
 - **SP** represents locations where specialized parking, including transit vehicles and loading zones, is permitted
 - **T/SP** represents locations where **TP** and **SP** conditions may alternate by time of day.
- **ERM** represents streets that are in the established residential areas where the established pedestrian space and treatment is established and is expected to be maintained. The most common locations of this condition are in the Fourth Ward Historic District and the First Ward and Third Ward residential areas.
- **=====** Subject to Further Study: The use of the double dashed line symbol on street segments indicates that the ultimate configuration of the street segment will be defined by further detailed design studies.

2. Street Enhancement Standards Map

The **Street Enhancement Standards Map** is provided in the Rear Pocket. Additional copies may be obtained from the Planning and Development Division, [Charlotte Department of Transportation](#).