

I. Introduction

Using These Standards

These Streetscape Standards are applicable to all existing and future streets located within the uptown area of Charlotte as depicted on the map in Section III and to all properties facing or spanning those streets.

All Owners and Developers that are contemplating development or redevelopment of any property located in Uptown should use the following steps in applying these standards to their prospective project:

First, consult the Street Enhancement Standards Map which can be found in the rear pocket and confirm the latest revision version at <http://cdot.charmeck.org>. From the Map and the explanation provided on page IV-26 herein, determine the Pedestrian Space Classification(s) - Signature, Primary, Secondary or Linear Parks - that applies to the street(s) on which the property faces.

Second, use the Pedestrian Street Standards Table on page IV-10 through IV-25 to determine all improvements and use standards that apply to the Classifications of the affected street(s).

Third, if the property is located in the Core Area lying between Church Street and the Lynx Blue Line corridor rights-of-way, extending from the Brookshire Freeway to the Belk Freeway, consult the 2001 Core Area Streetscape Standards provided in Exhibit 1.

Fourth, the Charlotte Development Standards Manual (latest effective date), at <http://www.charmeck.org/Departments/City+Engineering/Use+Our+Services/Land+Development/Standards+Manual/home.htm> provides street tree planting and other detailed standards.

Fifth, you are encouraged to become familiar with Utility and ROW Management at <http://www.charmeck.org/Departments/Transportation/ROW.htm>.

Prior to plan submittal or if any questions arise, the user should consult <http://www.charmeck.org/Departments/City+Engineering/Use+Our+Services/Land+Development/Permitting+Services.htm> prior to proceeding with further design studies.

A. Background

The City of Charlotte has maintained a set of Uptown Streetscape Guidelines since 1987. The first Guidelines document was prepared as an implementation measure of

the Charlotte Central Area Plan (Frequently referred to as the “RTKL Plan”) that was adopted in 1980. The Guidelines were effectively amended in 2001 by the preparation of more detailed standards that apply to the “Uptown Core” and in 2003 by the preparation of an updated set of Street Tree Type Maps. In 2003 through 2006, the Charlotte Department of Transportation (CDOT) prepared The Center City Transportation Plan which established further guidelines for the streetscape treatment of Uptown’s streets. The following is an overview of these key steps in the evolution of Streetscape Guidelines for the Uptown area:

Uptown Streetscape Guidelines – 1987: The Guidelines, as adopted by City Council in April 1987, covers the entire area within the I-77/I-277 Loop.

Uptown Streetscape Guidelines – 2001: The Guidelines, as adopted by City Council on September 26, 2001, covered a specific sub-area of Uptown described as the “Uptown Core” and defined by Church Street on the west, the “trolley/rail corridor” (now known as the CATS LYNX Blue Line) on the east, the John Belk Freeway bridge (I-277) on the south and the Brookshire Freeway bridge (I-277) on the north. The Guidelines incorporated the following elements: Tryon Street Mall Streetscape Standards; Core Uptown Streetscape Standards; Rail Transit Corridor Streetscape Standards; and a Drawing Set.

Urban Core Tree Types – 2003: A set of six maps “Produced by the Charlotte-Mecklenburg Planning Commission, March 2003”, and as subsequently revised, define the species of street trees to be used by type and block. The six maps – Urban core, First Ward, Third Ward, Fourth Ward, West Morehead Street and Government Center provide standards for nearly all streets in the Uptown area. Tree types are not provided for Twelfth Street and some smaller streets in the West Morehead area.

The Center City Transportation Plan: The Policies of the Draft Plan, as adopted by City Council on April 24, 2006, cover multiple aspects of transportation in the entire Uptown area and define the future operations and character of all Uptown streets for both vehicular and pedestrian usage. Two components of the Plan further define the design standards for Uptown’s streets: The Pedestrian Street Design Standards; and the Center City Street Enhancement Guideline Map. Both of these components of the Plan have been further refined subsequent to adoption of the Plan.

Implementation of the Streetscape Guidelines has been accomplished through the Urban Mixed Use District (U-MUD) zoning ordinance as adopted in 1984. Part 9, Section 9.906. Uptown Mixed Use District; urban design and development standards, Paragraph (2) Streetscape design standards, provides that:

The relationship between a building and areas for pedestrian or vehicular circulation must be carefully planned in order to avoid negative impacts of one upon the other. All buildings and uses developed in this district, except renovated and rehabilitated buildings, must meet the following minimum standards. For the purpose of these provisions "the streetscape plan" document adopted by the City Council April 22, 1988 which may include maps, illustrations, and written descriptions which define the relationships between the component elements that make up the street

environment including the space between buildings and streets, paving, signage, trees and street furniture. This includes the adopted Center City Charlotte Urban Design Plan, Core Uptown Streetscape Plan, Center City 2010 Vision Plan and any more specific or detailed plans, which may be adopted in the future. (Emphasis added)

B. Purpose

The Purpose of this update of the *Uptown Streetscape Standards* is to consolidate the recommendations of the CCTP with the earlier versions of the Guidelines in order to guide both the public and private sectors in achieving desired streetscape improvements. The standards developed in the CCTP provide the primary content of the update. However, elements of the earlier Streetscape Guidelines are retained where they provide greater detail than CCTP. Additionally, through the process of developing this update, it has been determined that the word “Standards” is more consistent with the terminology used in the Uptown Mixed Use District (UMUD) provisions of the City’s Zoning Ordinance as well as the content of the 2001 “Guidelines”.

C. Objectives

The primary Objectives of this updated *Uptown Streetscape Standards* remains as provided in the April 1987 Guidelines:

The principal objectives of the plan are to promote the development of a comfortable pedestrian environment and to establish continuity within the various Uptown districts. The pattern of tree plantings, sidewalk types and paving materials must extend throughout the district to which it is applied in order to achieve the greatest degree of identity.

Additional objectives include:

1. Consolidating the extensive recommendations of the CCTP, especially including the emphasis on the hierarchy of pedestrian streets and the specific standards contained in the Pedestrian Streets Design Standards, and the Center City Street Enhancement Standards Map;
2. Incorporating the Tryon Street Mall Streetscape Standards; Core Uptown Streetscape Standards; Rail Transit Corridor Streetscape Standards; and a Drawing Set from the 2001 version of the Uptown Streetscape Guidelines;
3. Incorporating the 2003 Urban Core Tree Types maps, as updated to fill in streets that were previously omitted.
4. Providing for the incorporation of future detailed design studies for Trade Street, Brevard Street (north and south segments) and the Inner Loop Streets.

D. Adopting Ordinance

This document is the approved Streetscape Standards for the Uptown Area of Charlotte, having been adopted as Ordinance Number ____ by the City Council on _____, 2008.

E. Implementation

These Uptown Streetscape Standards will be implemented through the Urban Mixed Use District (U-MUD) zoning ordinance as adopted in 1984. As stated above Part 9, Section 9.906. Uptown Mixed Use District; urban design and development standards, Paragraph (2) Streetscape design standards, provides that:

The relationship between a building and areas for pedestrian or vehicular circulation must be carefully planned in order to avoid negative impacts of one upon the other. All buildings and uses developed in this district, except renovated and rehabilitated buildings, must meet the following minimum standards. This includes the adopted Center City Charlotte Urban Design Plan, Core Uptown Streetscape Plan, Center City 2010 Vision Plan and any more specific or detailed plans, which may be adopted in the future. (Emphasis added)

Additionally, the Urban Residential (UR) district will have to be amended to reference these Standards.

F. Applicability

These Guidelines are applicable to all streets within the Uptown area of Charlotte as defined by the I-77 / I-277 Loop and as depicted on the Applicable Area Map provided in Section III, and only to those streets. These Standards are complementary to the City's Urban Street Design Guidelines which are applicable to all streets in the City except those covered by these Uptown Streetscape Standards. Additionally, the Charlotte Land Development Standards Manual, latest Effective Date, provides planting and other details that are also applicable for construction.