

# Transportation Policies

Independence Boulevard (US 74) is the major east-west road within the Plan Area, and part of a larger route that traverses the entire state of North Carolina. This road has served an important regional transportation function since it was built in 1926. Today, the road serves two sometimes-conflicting functions within the Plan Area:

- It is a major commuter route, moving thousands of people from the eastern Charlotte neighborhoods and suburbs into Uptown; and
- It provides access to a number of shopping and employment destinations for the residents who live along the corridor.

## *Transportation Goal*

To increase the viability of all modes of travel—while also reducing reliance on Independence Boulevard for local trips—through creating better street connectivity, providing a safer and more comfortable walking/bicycling environment, and positioning future transit stations for successful ridership levels and supportive land uses.

The North Carolina Department of Transportation is transforming Independence Boulevard into a hybrid-freeway arterial with grade-separated intersections and right-turn-only access to adjacent parcels. The portion of the road from Center City to Albemarle Road has already undergone this transformation; future projects will complete the reconfiguration from Albemarle Road to I-485 in the Town of Matthews. As a hybrid freeway-arterial road, the new Independence Boulevard will primarily serve regional, longer-distance trips in the future. Thus, one of the goals of the Independence Boulevard Area Plan is to develop a

comprehensive transportation network that addresses the more localized travel needs and improves the livability of local streets. Such a network will make it easier for people to walk, bicycle, take transit, or drive to their destinations, while giving them multiple route options to do so. It will also allow a block structure to emerge in appropriate areas, which will support the type of active, mixed-use nodes envisioned in the Land Use and Community Design chapters of this document.

The general locations of the transportation improvements **T-1** through **T-12** are shown on **Map 14 and 15** with specific locations and cross-referenced in the Implementation section using the item numbers. **T-13** through **T-26** Other transportation recommendations are more general and apply throughout the study area and do not appear on the map. This map illustrates the desired street network and may require adjustments to address site conditions upon development. An alternative but comparable network consistent with the intent of providing connectivity could also be appropriate.

## Policies

**T-1 The Independence Boulevard interchange at Briar Creek Road should be reconfigured.** The interchange should be reconfigured on the south side of Independence Boulevard to provide safer and more efficient access to the Chantilly Montessori Elementary School and the neighborhoods surrounding Bojangles Coliseum. This reconfiguration will also make it easier and safer for drivers heading out of Uptown to merge onto southbound Briar Creek Road.

**T-2** Bicycle lanes should be developed along Monroe Road as part of its preferred cross-section from Briar Creek to Sharon Amity Road.

**T-3** The Eastway Drive interchange with Independence Boulevard should be reconfigured to allow greater integration with the local street network. The northwest loop of the cloverleaf should be modified to allow a new street connection from Eastway Drive to Waterman Avenue. This new street would play an important role in the redevelopment of the shallow parcels along this portion of Independence Boulevard by giving them improved access and a way to re-orient away from Independence Boulevard. Additionally, the southeast loop could be modified to allow a new street connection from Eastway Drive to Pierson Drive, through the Coliseum Center parcel. This connection would significantly aid the redevelopment of the parcels on this portion of Independence Boulevard by giving them safer and more efficient access opportunities.

**T-4** Shade Valley Road should be connected to Pierson Drive with a traffic-calmed street with indirect connections to the surrounding neighborhoods. A new street should be built to connect Shade Valley Road with Pierson Drive. This street will provide an additional needed connection from Independence Boulevard to Monroe Road, and will allow for the redevelopment of the Amity Gardens station area by providing an access point that is not reliant upon Independence Boulevard.

**T-5** Chippendale Road and Richland Drive should be aligned into a single intersection at Monroe Road. This project will improve traffic flow and safety on Monroe Road, and will enhance the potential for the parcel on the northeast corner of the intersection to develop into an active neighborhood node.

**T-6** Long Avenue should be extended north to Independence Boulevard. This connection will allow the parcels within the triangle bounded by Long Avenue, Independence Boulevard, and Idlewild Road to redevelop within a tight block structure. Any new businesses or residences within this area would thus not be reliant on Independence Boulevard for access to their properties.

**T-7** WT Harris Boulevard should be realigned to connect with Village Lake Drive at a new Independence Boulevard interchange as identified during the 2030 Transit System Planning process. This extension will provide greater connectivity in this future transit station area, thus lessening reliance on Independence Boulevard.

**T-8** Arequipa Drive should be extended to Sardis Road North (currently included on long-range transportation plan). This connection will provide an alternate route to Independence Boulevard for local trips on the north side, and will begin to provide the framework for an efficient block structure on the large undeveloped parcels in this area.

**T-9** Krefeld Drive should be extended across Irvin Creek and connected to the Krefeld Drive stem at Sardis Road North (currently included on long-range transportation plan). This new road would provide the backbone for a new block structure on these largely undeveloped parcels.

**T-10** The future Sardis Road North interchange with Independence Boulevard should have a limited footprint that connects with the local street network and accommodates the increased pedestrian traffic anticipated with the future transit station.

**T-11** The greenway network should be expanded, with particular emphasis placed on the Briar Creek and Campbell Creek greenways.

**T-12** An overland connector should be developed between the Campbell Creek Greenway and the Briar Creek Greenway. The alignment, shown on Map 15, can follow existing streets, roughly paralleling Independence Boulevard, and providing access from multiple neighborhoods in the north sector of the Plan Area to the greenway network.

## General Transportation Policies

(Not illustrated on Map 14 and 15)

**T-13 Street network additions should be pursued with new development.** The majority of the proposed additions to the local street network will occur during the private redevelopment of parcels throughout the Independence Boulevard Plan Area. However, the City should explore possible mechanisms for funding and developing segments of the local street network in places where new private development is unlikely to occur, or where it might not occur without public investment.

**T-14 Street network should support proposed land uses by providing the following block structure:**

- 400 feet preferred or typical (600 feet maximum) for Transit Station Areas;
- 500 feet preferred or typical (650 feet maximum) for Centers or non-residential uses within Wedges and Corridors;
- 600 feet preferred or typical (650 feet maximum) for residential equal to or greater than 5 dwelling units per acre within Wedges or residential uses of any density within Corridors;
- 600 feet preferred or typical (800 feet maximum) for residential less than 5 dwelling units per acre within Wedges; and
- 600 feet preferred or typical (1,000 feet maximum) for industrial uses within Corridors.

**T-15 Consistency of the station area network concepts should be maintained through the advancement of engineering of the Silver Line BRT/LRT.**

As opportunities for new street connections occur throughout the process of engineering the stations, each should be evaluated against the principles of this plan and the potential improvement to the supporting street network of each station area.

**T-16 Streets within the Plan Area should include sidewalks on both sides and curb ramps on corners at intersections.** Sidewalks are currently limited on many existing streets in the Plan Area. **Map 14**

identifies specific locations where sidewalks need to be improved. Many of the sidewalks will be provided as development occurs. The City will also work to provide sidewalk improvements elsewhere. Monroe Road should receive priority sidewalk improvements consistent with the plan's vision of creating a pedestrian-oriented environment. In addition, when transit stations are built, all areas within at least 1/4 mile walking distance of the station should be accessible to the station via sidewalks, including Village Lake Drive and Sardis Road North.

**T-17 Special design details should be implemented to ensure pedestrian safety at major intersections.**

Ensuring that pedestrians can safely cross major thoroughfares is essential for adapting the existing automobile-oriented environment that exists today into a much more urban, pedestrian-oriented place. As the spine of the six transit stations planned for the Plan Area, Independence Boulevard will have a number of key locations where pedestrians will need to cross the roadway to gain access to the station. Typically, these connections will take place from overpasses built as part of the transit/highway project. Some design elements may include wider and continuous walkway systems that connect to transit stops, landscaped buffers to separate pedestrians from moving traffic on bridges with vehicular crossings, street lighting and pedestrian scale lighting, and safe crossings at marked intersections.

**T-18 Sidewalk projects that link proposed transit stations to surrounding residential neighborhoods should be a priority.** Pedestrian linkages between those areas and the existing residential population will allow additional travel options for a wide variety of trip types.

**T-19 Crosswalks should be provided at all the existing and future signalized intersections.** These locations should include such enhancements as:

- hi-visibility crosswalk markings;
- countdown pedestrian lights;
- no turn on red restrictions;
- pedestrian refuge islands; and
- pedestrian zone signage.

Improvements along Monroe Road have been outlined on **Map 14**. For other intersections, as necessitated by redevelopment, the specific treatment appropriate at each intersection should be determined at the time of development review.

**T-20** Refuge islands should be considered, particularly near station location crossings where signalized crossings are lacking. Refuge islands provide one of the safest ways for pedestrians to cross streets with higher traffic volumes and are frequently constructed between signalized intersections.

**T-21** Pedestrian zone signage in targeted locations is recommended, in the rights-of-way of major thoroughfares where high levels of pedestrian travel are anticipated, to alert motorists that pedestrians are present and that caution in driving is needed.

**T-22** As a means for improving pedestrian safety, speed limits should be set as low as possible for a given design condition under the *USDG*. The maximum speed limit should be 35 mph along Monroe Road, Briar Creek Road, Sharon Amity Road, Rama Road, Idlewild Road, Village Lake Road, and Sardis Road North, 45 mph along Harris Boulevard and Albemarle Road, and 25 mph for all other streets in the area.

**T-23** Bulb outs should be constructed, where feasible, on Avenues or local streets where blocks are longer than 600 feet to provide pedestrian crossings and reduce vehicular speeds.

**T-24** Pedestrian-scale lighting should be provided to illuminate pedestrian areas around future transit stations and pedestrian districts. Such lighting is shorter than typical streetlights and, in addition to lighting pedestrian areas, is generally designed as a visual amenity within the streetscape. Priority locations for pedestrian-scale lighting include:

- Monroe Road from Richland Drive to Sharon Amity Road;
- Key streets within 1/4 mile walking distance of each transit station; and
- On the proposed greenway trails along Edwards Branch and Briar Creek.

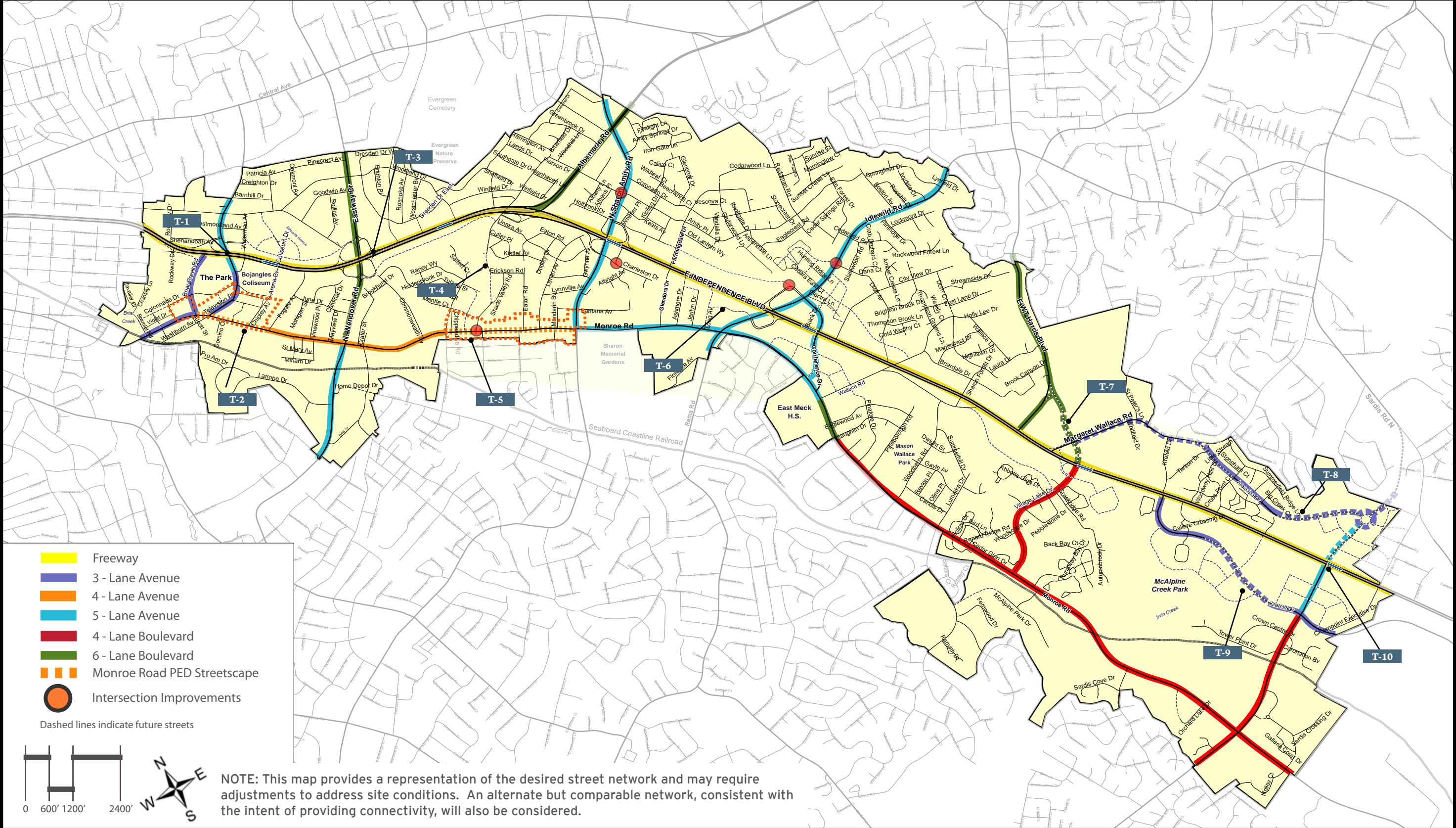
**T-25** Within ten years following the completion of new interchanges, CDOT should study and design additional grade-separated crossings of Independence Boulevard. Future modifications to access along Independence Boulevard will create a potential barrier between neighborhoods and within station areas by limited locations where it will be possible to cross Independence Boulevard. With many of these crossings largely serving as the primary access to an evolving freeway, there will likely be an increasing need for alternative routes to access stations, station-area development and surrounding neighborhoods. Possible locations for new crossings include Farmingdale-Glendora Drives and Wallace Lane. Similar to Hawthorne Lane and Pecan Avenue, these crossings would not have any ramp connections to US 74 but would help connect neighborhoods and development on either side of the evolving freeway.

**T-26** Improve intersections to enhance accessibility throughout the plan area. Improved intersections may include a combination of geometric design changes, traffic signals, roundabouts, pedestrian countdown signals, painted or textured crosswalks, ADA curb ramps, and pedestrian refuge islands. As shown on **Map 14**, the following are to be improved, but are not limited to:

- Charleston Drive and Sharon Amity Connector
- Idlewild/US 74 Inbound Ramps and New Reverse Frontage Road
- Monroe Road and Shade Valley Drive (if connecting to Pierson Drive)
- Sharon Amity Road and Pierson Drive
- Idlewild and Dion Avenue



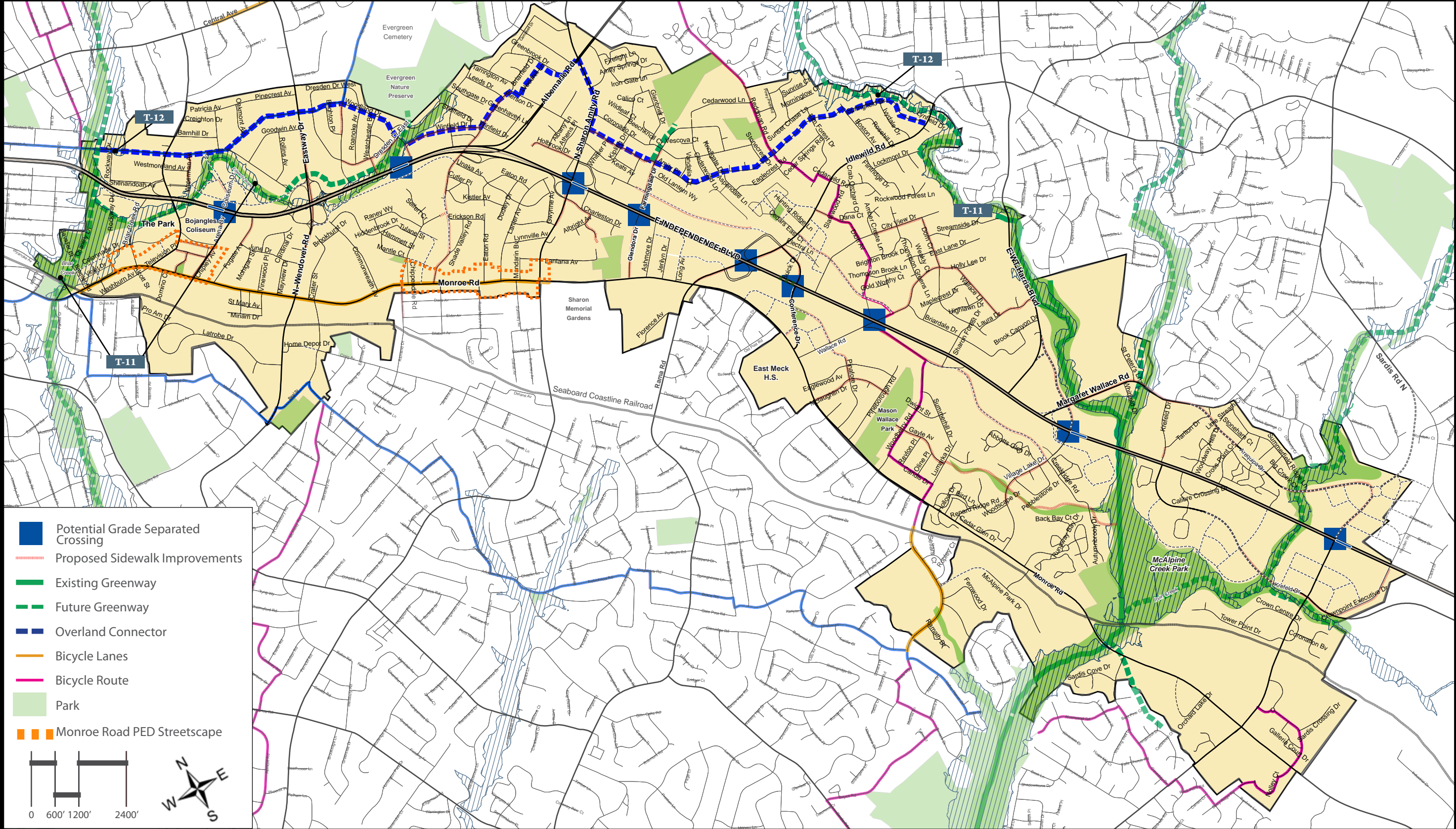
Independence Boulevard - Future Transportation Network









Independence Boulevard - Future Pedestrian and Bicycle Network

Map 15





## Description of Street Types

Street Type	Description	Example
Freeway	Freeways are designed to move large volumes of motor vehicles efficiently across long distances. Freeways are highways with controlled access and exclusive use by motor vehicles.	Independence Boulevard 
Boulevard	Boulevards are intended to move large numbers of vehicles, often as through traffic, from one part of the city to another and to other lower level streets in the network.	Eastway Drive, Wendover Road (north of Monroe Road), Albemarle Road, WT Harris Boulevard, Village Lake Drive, Sardis Road North (south of Krefeld Drive), and Monroe Road (east of East Mecklenburg High School) 
Avenue	Avenues are the most common (non-local) street providing access from neighborhoods to commercial areas and are designed to provide a balance of service for all modes of transportation, including accessibility for transit, pedestrians and bicyclists in addition to carrying significant automobile traffic.	Briar Creek Road, Sharon Amity Road, Rama Road, Idlewild Road, Krefeld Drive, Arequipa Drive, Sardis Road North (north of Krefeld Drive), and Monroe Road (north of East Mecklenburg High School) 
Local Street	Local Streets provide access to residential, industrial, commercial or mixed-used districts. The majority of Charlotte's streets are classified as local streets and are typically built through the land development process.	Woodland Drive, Pierson Drive, Amity Place, City View Drive, Briardale Drive, Commonwealth Avenue, Glendora Drive, Woodberry Road 

# Street Cross-Sections

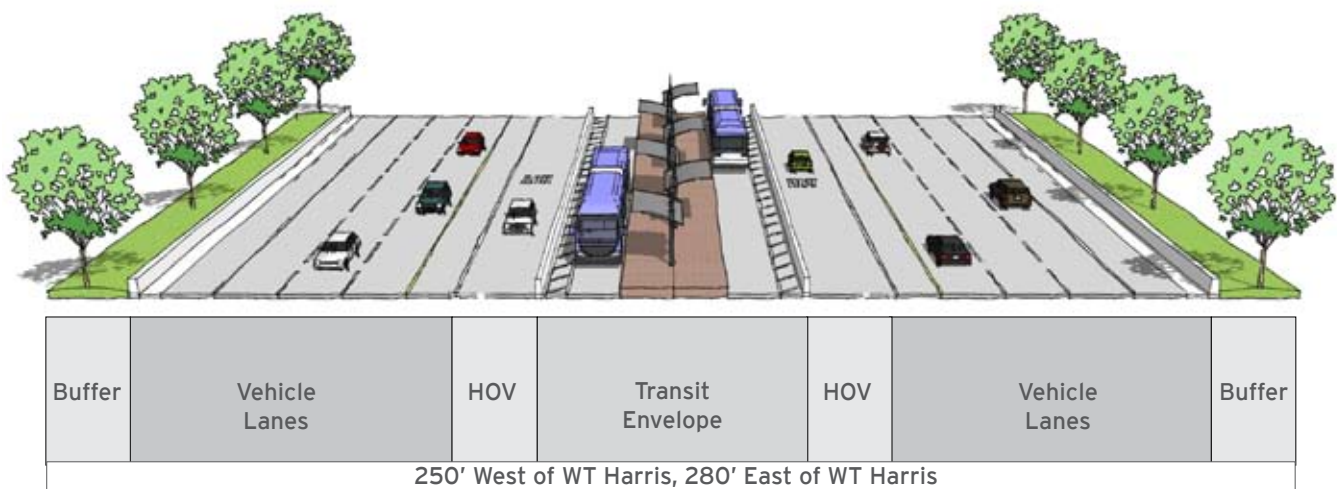
The streetscape cross-sections on the following pages are essential to providing the framework for the type of setting desired in the Plan Area. The cross sections have been developed in accordance with the *Urban Street Design Guidelines* (USDG), adopted by City Council in 2007. The cross-sections set forth:

- Building setback requirements,
- Streetscape, sidewalk, and street tree requirements, and
- Future character of the streets regarding the number of lanes, bicycle, pedestrian and transit accommodations and provisions for on-street parking.

When this plan is adopted, the streetscape standards specified herein will become the official “Streetscape Plan” for the Plan Area, as referenced in the City Zoning Ordinance. As such, all new development on sites zoned TOD, TS, PED, UMUD, MUDD, NS, UR, or other urban zoning districts that may be established must be designed in accordance with these standards. The specifications in the cross-sections are based on typical conditions and may vary based upon further study and in unique circumstances.

Note that these cross-sections are not plans for immediate road improvements, but many are recommended long-term changes. Improvements such as on-street parking, streetscape enhancements, and sidewalk installation typically will be implemented through private redevelopment, although the City may fund minor improvements. New streets also typically will

Figure 8: Freeway Cross-section



be implemented through private development, while major improvements to existing streets generally will be constructed by the City. The future cross-sections have been determined for streets within the Plan Area, with the exception of the single family neighborhood areas, where little change to existing streets is expected. The following street types are recommended for the Plan Area:

- Freeway
- Boulevard
- Avenue
- Local Office/Commercial
- Local Residential

Maps 14 shows the desired location for each of these street types. Consult this map to identify the recommendation for a specific street, and then refer to the matching cross-section at the end of this section.

## Freeway

*Description:* Freeways are specifically designed to move large volumes of motor vehicles efficiently across long distances. Freeways are highways with controlled access and exclusive use by motor vehicles. While Independence Boulevard is currently a hybrid arterial-expressway, this Plan recognizes the long-term vision of the highway fully transitioning into a freeway.

*Existing Condition:* Independence Boulevard in this section has three lanes in each direction and auxiliary lanes in various locations. Rights-of-way vary between locations along the corridor. The adopted right-of-way envelope for the roadway is 250 feet west



of WT Harris Boulevard, and 280 feet east of WT Harris Boulevard.

*Proposed Roadway Facility:* Recommended width includes allowance for:

- Three travel lanes in each direction.
- HOV lanes on inside of travel lanes.
- Transit facility (BRT/LRT) in median.
- Additional widening for right turn lanes may be required in some circumstances in accordance with CDOT standards.
- Paved shoulders.

Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance within a landscaped buffer.

### Boulevard

*Description:* Boulevards are intended to move large numbers of vehicles, often as “through traffic,” from one part of the city to another, and to other lower level streets in the network.

*Four-lane Boulevard Location:* Village Lake Drive, Monroe Road (East of Wallace Road), Sardis Road North (outside transit station areas)

*Six-lane Boulevard Location:* Eastway Drive, Wendover

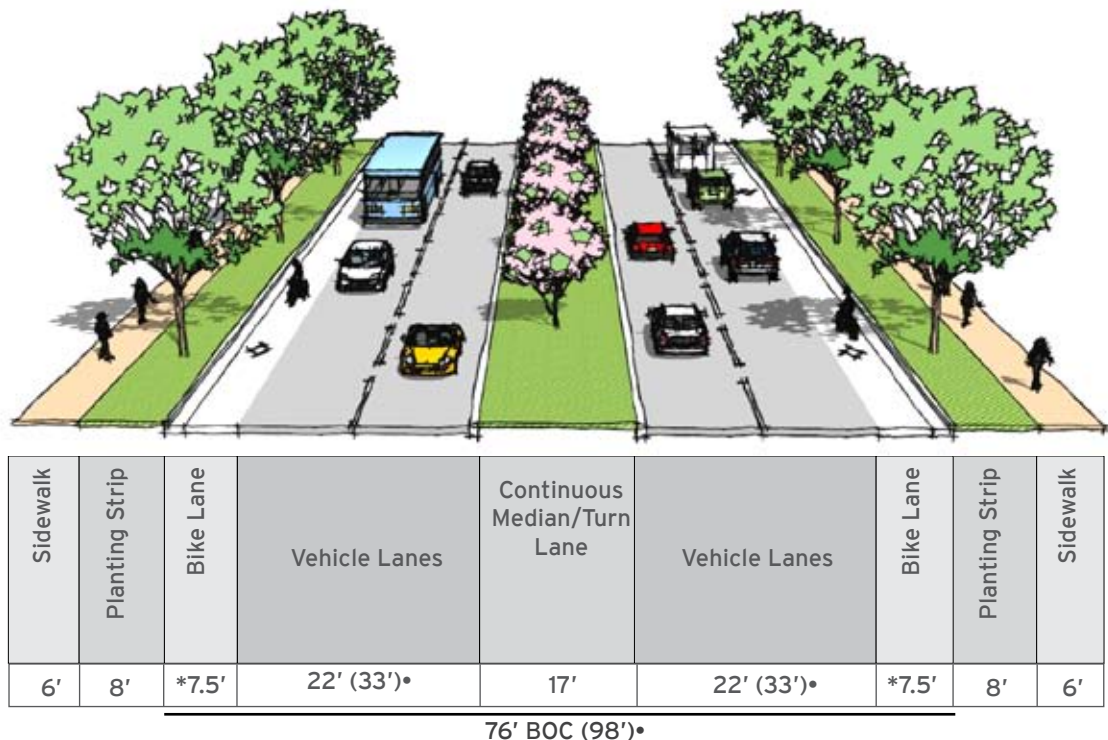
Road (North of Monroe Road), Albemarle Road, WT Harris Boulevard

*Proposed Curb to Curb:* Recommended width for a four-lane boulevard is 76 feet from back-of-curb to back-of-curb; for a six-lane boulevard it is 98 feet.

- Two travel lanes (three for a six-lane section) and bike lane in each direction.
- Continuous median with left turn lanes and pedestrian refuge.
- Additional widening for turn lanes may be required in some circumstances in accordance with CDOT standards.

*Behind the Curb:* Minimum building setbacks may vary by the zoning classification. An 8 foot planting strip and 6 foot sidewalk are required behind the curbline. Tree planting with spacing, irrigation, subdrainage, and adequate soil space for roots is required in the planting strip per the Charlotte Tree Ordinance. The planting strip serves as buffer from traffic to pedestrians on the sidewalk. Because of intense traffic on this type of street, on-street parking is not appropriate.

Figure 9 4-lane Boulevard Cross-Section



NOTE: \*Curb and gutter (2.5') included in dimension of adjacent street element  
 •Indicates dimension for 6-Lane Boulevard

## Avenue

**Description:** The Avenue is the most common (non-local) street type in Charlotte, providing access from neighborhoods to commercial areas, between areas of the city, and, in some cases, through neighborhoods. It is designed to provide a balance of service for all modes of transportation, including accessibility for transit, pedestrians, and bicyclists in addition to carrying significant automobile traffic.

### Avenue A - 3-lane Avenue

**Location:** Briar Creek Road, Arequipa Drive, Krefeld Drive

**Proposed Curb to Curb:** The recommended width for this street type is 47 feet from back of curb to back of curb without on-street parking and 63 feet with on-street parking.

- One travel lane and bike lane in each direction.
- Continuous median with left turn lanes and pedestrian refuge in appropriate locations.
- Additional widening for turn lanes may be required in some circumstances, such as intersections with other Avenues, in accordance with CDOT standards.

Figure 10 3-Lane Avenue (w/o parking) Cross-Section



Sidewalk	Planting Strip	Bike Lane	Vehicle Lanes	Intermittent Median/Turn Lane	Vehicle Lanes	Bike Lane	Planting Strip	Sidewalk
6'	8'	*7.5'	11'	12'	11'	*7.5'	8'	6'

47' BOC

NOTE: \*Curb and gutter (2.5') included in dimension of adjacent street element

**Behind the Curb:** Minimum building setback is determined by the zoning classification. An 8 foot planting strip and 6 foot sidewalk is required behind the curbline in accordance with USDG. Tree planting with spacing, irrigation, subdrainage, and adequate soil space for roots is required in the planting strip per the Charlotte Tree Ordinance. The planting strip serves as buffer from traffic to pedestrians on the sidewalk.

While a planting strip is the standard expectation, on-street parking may be appropriate in select locations. Intermittent planter islands should be utilized to break up parking into bays no more than 100 feet in length. For facilities designated as state highways, such as Monroe Road, current state regulations do not permit on-street parking. If circumstances change such that on-street parking would be allowable, the on-street parking option would be available there.



Figure 11 3-Lane Avenue w/ Parking Cross-Section



Sidewalk	Planting Strip	Parking/Trees	Bike Lane	Vehicle Lanes	Intermittent Median/Turn Lane	Vehicle Lanes	Bike Lane	Parking/Trees	Planting Strip	Sidewalk
6'	8'	*8.5'	6'	11'	12'	11'	6'	*8.5'	8'	6'

63' BOC

NOTE: \*Curb and gutter (2.5') included in dimension of adjacent street element

#### Avenue B - 4-lane Avenue

*Location:* Monroe Road (from Briar Creek to Sharon Amity)

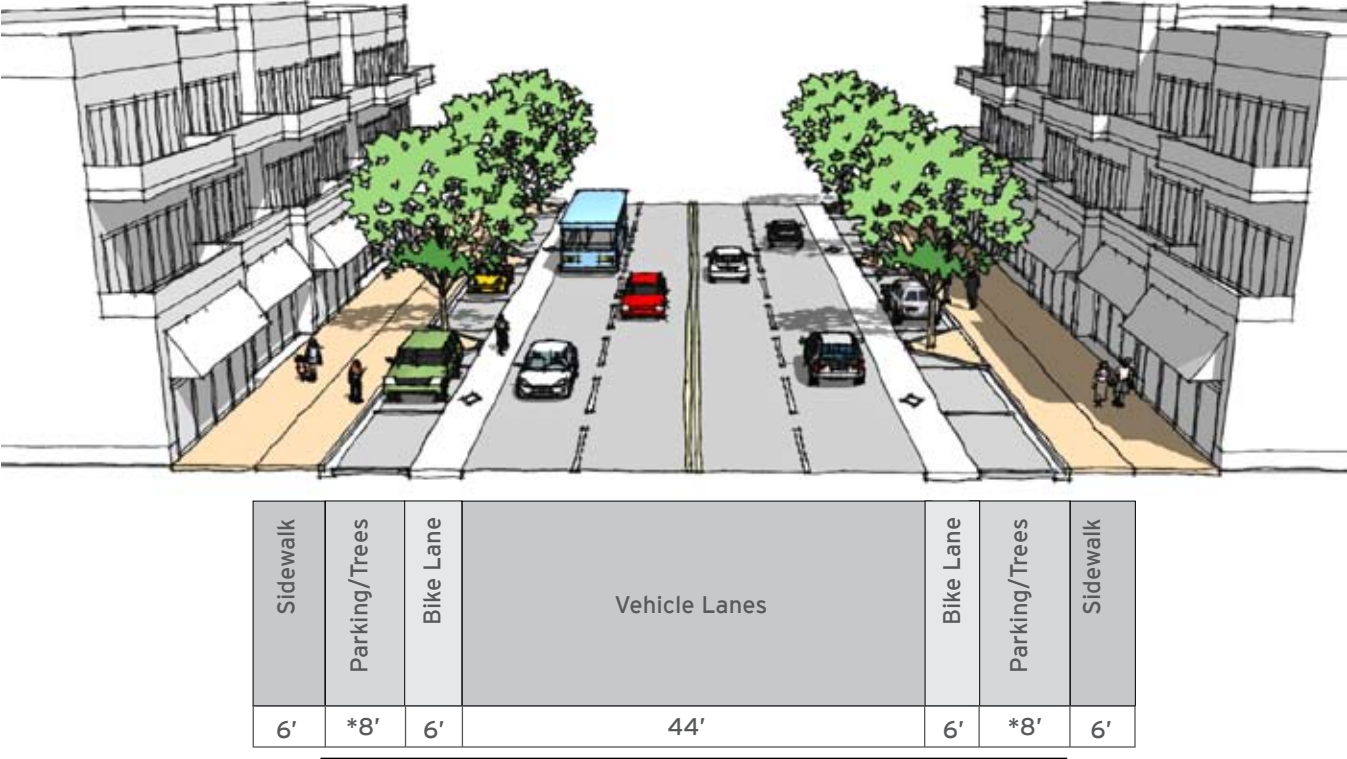
*Proposed Curb to Curb:* The recommended width for these streets is 57 feet from back of curb to back of curb without on-street parking and 65 feet with on-street parking.

- Two travel lanes and bike lane in each direction.
- Additional widening for turn lanes may be required in some circumstances, such as intersections with other Avenues, in accordance with CDOT standards.

*Behind the Curb:* Minimum building setback is determined by the zoning classification. An 8 foot planting strip and 6 foot sidewalk is required behind the curbline in accordance with USDG. Tree planting with spacing, irrigation, subdrainage, and adequate soil space for roots is required in the planting strip per the Charlotte Tree Ordinance. The planting strip serves as buffer from traffic to pedestrians on the sidewalk.

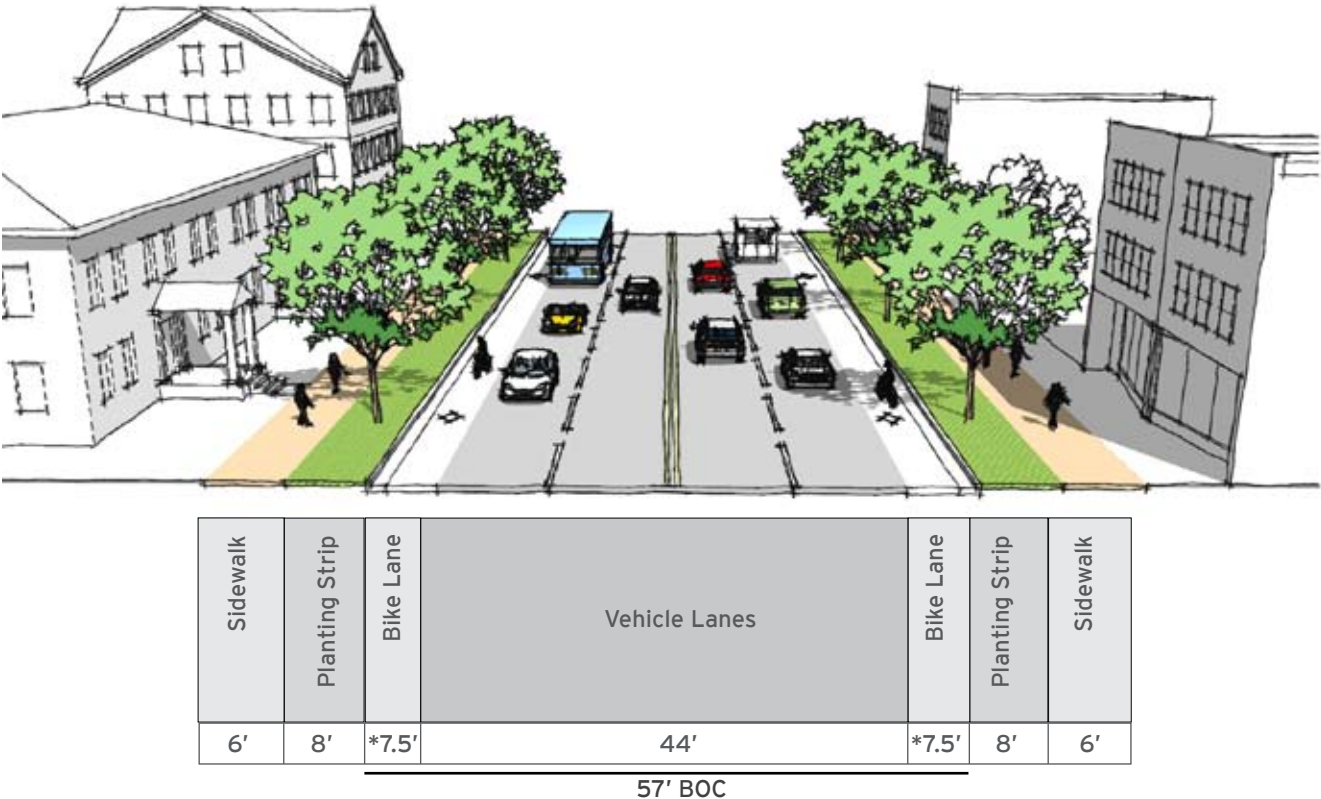
For facilities designated as state highways, such as Monroe Road, current state regulations do not permit on-street parking. If circumstances change such that on-street parking would be allowable, the on-street parking option would be available.

Figure 12 4-lane Avenue (With Parking) Cross-section



NOTE: \*Curb and gutter (2.5') included in dimension of adjacent street element

Figure 13 4-lane Avenue Cross-section



NOTE: \*Curb and gutter (2.5') included in dimension of adjacent street element



Avenue C - 5-lane Avenue

Location: Wendover Road (South of Monroe Road), Sharon Amity Road, Idlewild Road, Conference Drive, Sardis Road North, Monroe Road (Sharon Amity Road to East Mecklenburg High School)

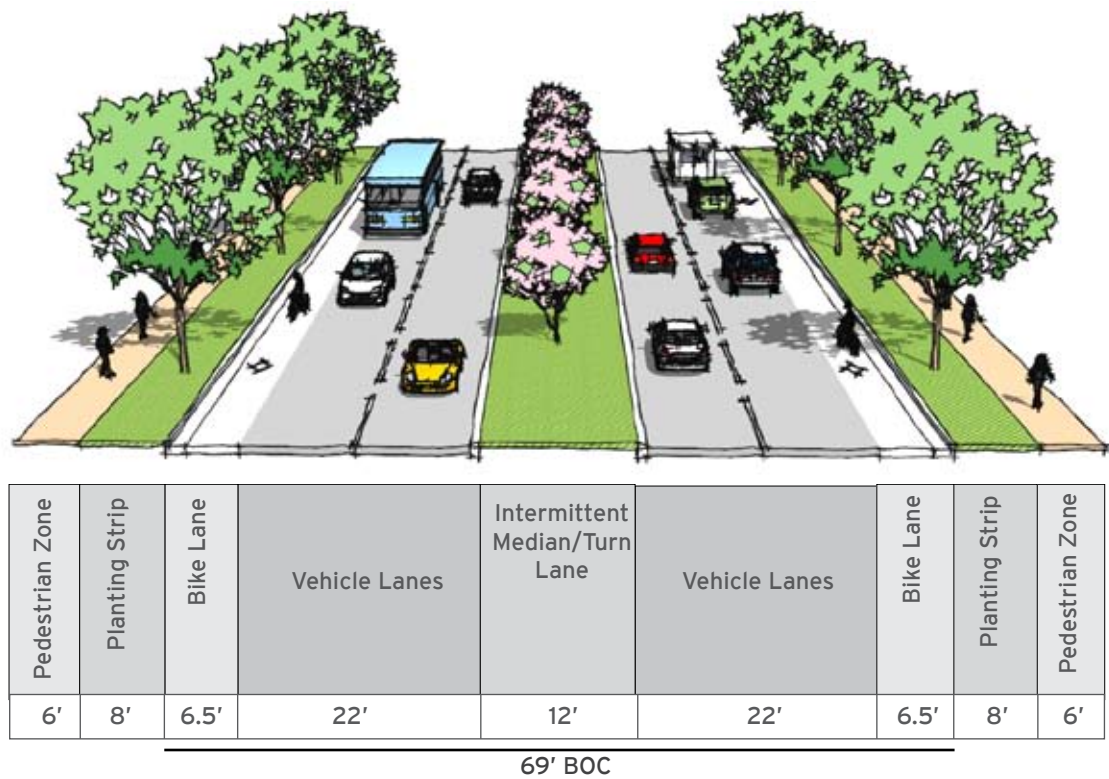
Proposed Curb to Curb: The recommended width for these streets is 69 feet from back of curb to back of curb without on-street parking and 75 feet with on-street parking.

- Two travel lanes and bike lane in each direction.
- Continuous median with left turn lanes and pedestrian refuge in appropriate locations.
- Additional widening for turn lanes may be required in some circumstances, such as intersections with other Avenues, in accordance with CDOT standards.

Behind the Curb: Minimum building setback is determined by the zoning classification. An 8 foot planting strip and 6 foot sidewalk is required behind the curbline in accordance with USDG. Tree planting with spacing, irrigation, subdrainage, and adequate soil space for roots is required in the planting strip per the Charlotte Tree Ordinance. The planting strip serves as buffer from traffic to pedestrians on the sidewalk.

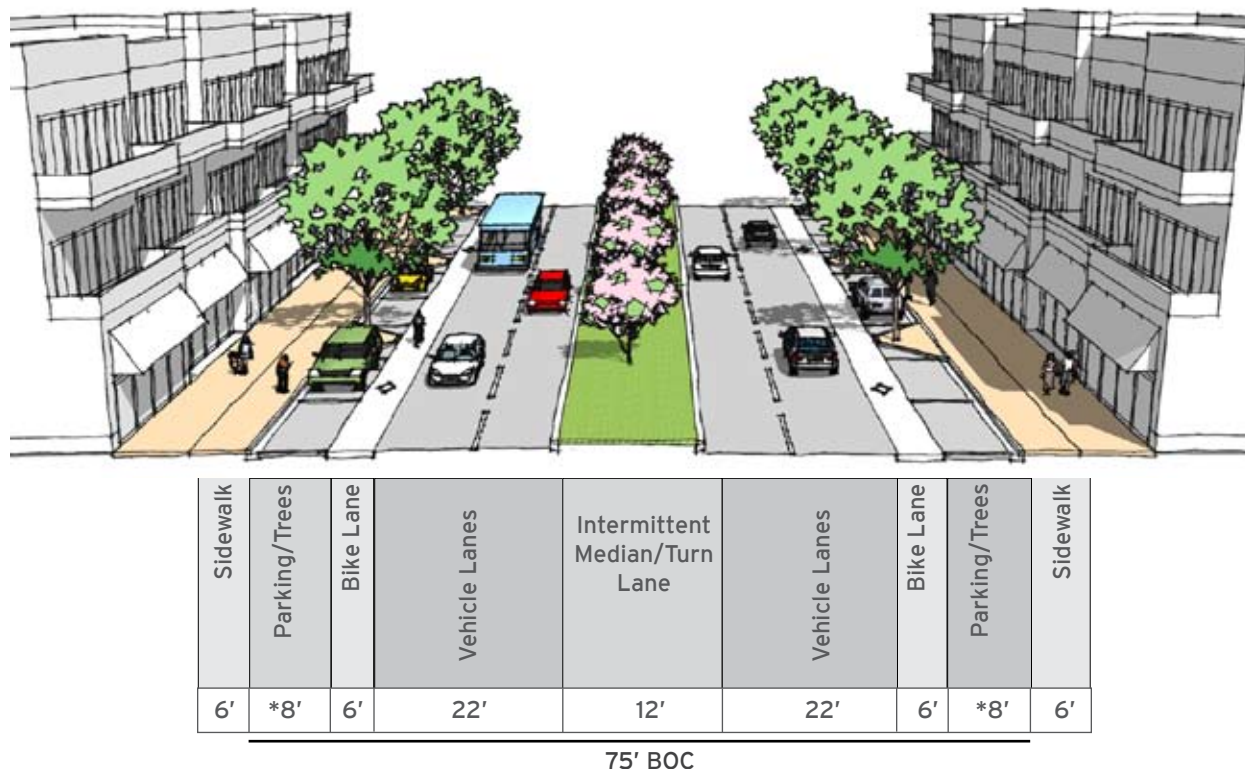
While a planting strip is the standard expectation, on-street parking may be appropriate in select locations. Intermittent planter islands should be utilized to break up parking into bays no more than 100 feet in length. For facilities designated as state highways, such as Monroe Road, current state regulations do not permit on-street parking. If circumstances change such that on-street parking would be allowable, the on-street parking option would be available there.

Figure 14 5-Lane Avenue Cross-Section



NOTE: Curb and gutter (2.5') included in dimension of adjacent street element

Figure 15 5-Lane Avenue w/ Parking Cross-Section



NOTE: \*Curb and gutter (2.5') included in dimension of adjacent street element

### Local Residential Street

**Description:** Local streets provide access to residential neighborhoods or mixed-use development. The majority of Charlotte's streets are classified as local streets and are typically built through the land development process.

**Proposed Curb to Curb:** The recommended width for these streets is 27 feet from back of curb to back of curb for streets with moderate levels of traffic. For streets with higher levels of traffic, 35 feet from back of curb to back of curb may be required. The preferred right-of-way width is 50 to 60 feet, depending on the travel lane requirement.

- One travel lane in each direction shared with bicyclists.
- On-street parking on both sides. Curb extensions may be used to narrow street width at intersections and other locations where on-street parking is not appropriate.
- Widening for left turn lanes onto thoroughfares may be required in accordance with CDOT standards.

**Proposed Behind the Curb:** Minimum building setback is determined by zoning classification. A planting strip and sidewalk is required behind the curbline in accordance with the Urban Street Design Guidelines. The planting strip provides buffer from traffic to pedestrians on the sidewalk, and tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance. The minimum sidewalk width for local residential streets is six feet, unless located within 1/4 mile of a transit station, then the minimum sidewalk width is eight feet.

### Local Office / Commercial Street

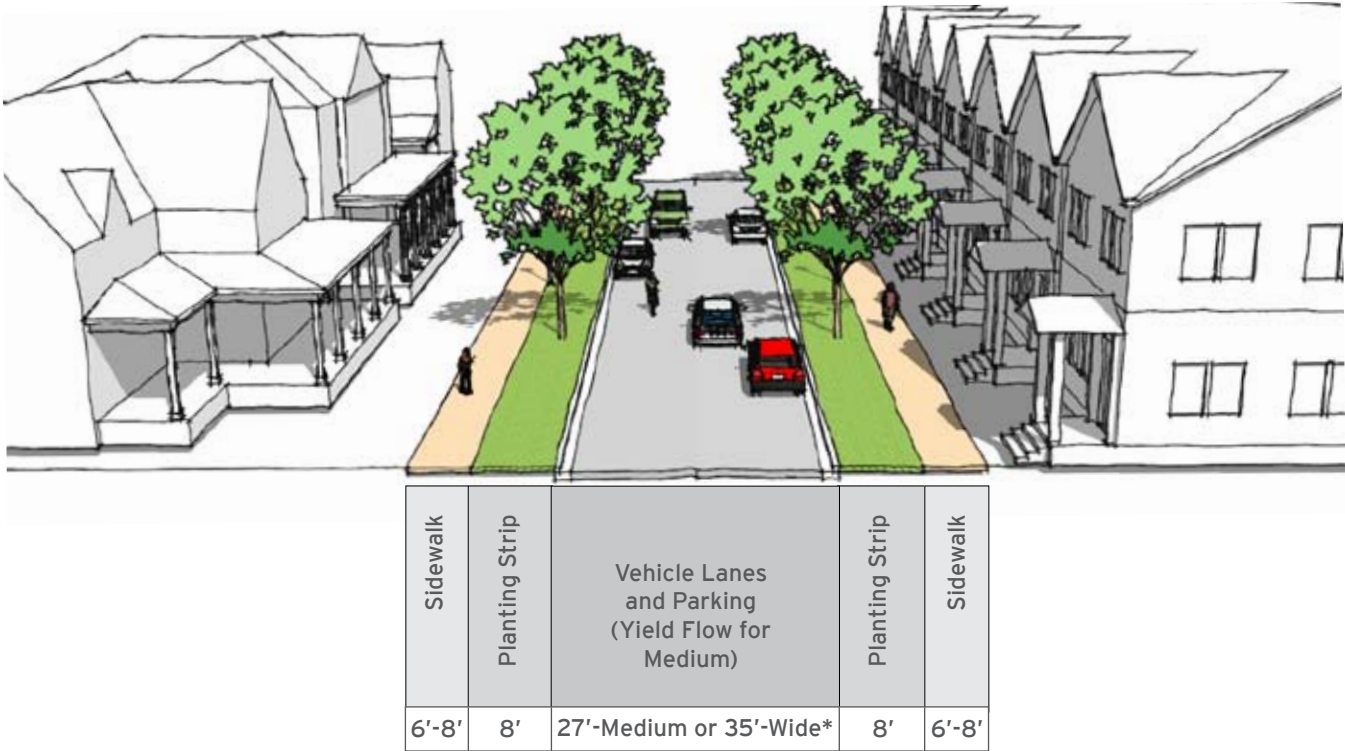
**Description:** Local streets provide access to industrial, commercial, or mixed-use development. The majority of Charlotte's streets are classified as local streets and are typically built through the land development process.

**Proposed Curb to Curb:** Recommended width is 41 feet from back of curb to back of curb.

- One travel lane in each direction shared with bicyclists.

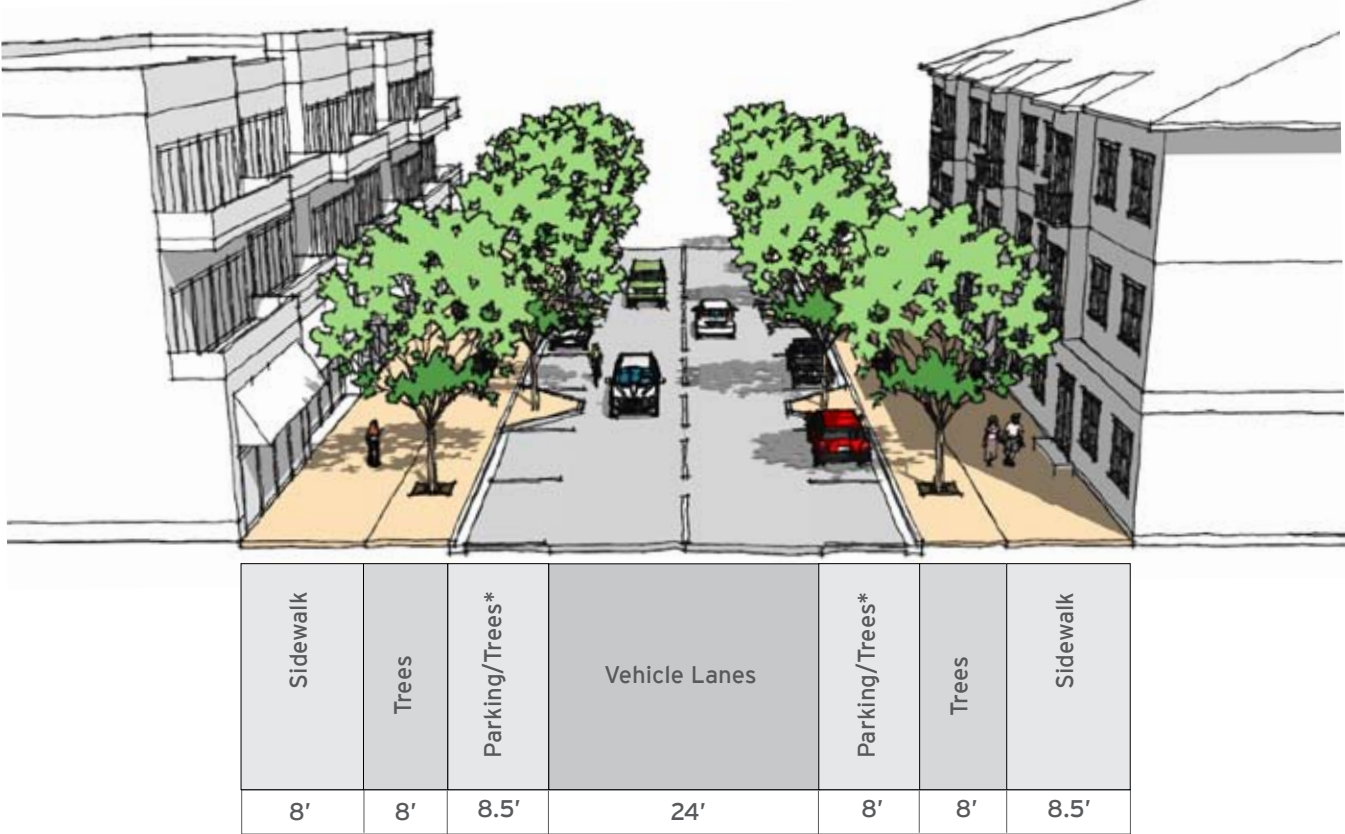


Figure 16 Local Residential Street Cross-section



\*Curb and gutter (2.5') included in dimension of adjacent street element  
NOTE: If applied to single family residential, sidewalk may be reduced to five feet.

Figure 17 Local Commercial Street Cross-section



\*Curb and gutter (2.5') included in dimension of adjacent street element

- On-street parking on both sides. Curb extensions may be used to narrow street width at intersections and other locations where on-street parking is not appropriate.
- Widening for left turn lanes onto thoroughfares may be required in accordance with CDOT standards.

*Proposed Behind the Curb:* The minimum building setback is determined by zoning classification. A minimum eight foot planting strip and an eight foot sidewalk is required per the Urban Street Design Guidelines. Tree planting is required with spacing, irrigation, sub-drainage, and adequate soil space for roots per the Charlotte Tree Ordinance. In locations with retail frontage or other high density applications, tree planting in curbed planters, with paved amenity zone for street furniture, paved access to on-street parking, and merchandising purposes should be substituted for the planting strip.

### ***Monroe Road PED District Cross-Section***

*Proposed Curb to Curb:* The future road width is established as 69 feet, from back of curb to back of curb, within a right-of-way of 101 feet. This allows the following travelway elements:

- Two travel lanes and bike lane in each direction.
- 10 foot median, giving way to turn lanes at intersections.
- Additional widening for turn lanes may be required in some circumstances, such as intersections with other Avenues, in accordance with CDOT standards.

*Behind the Curb:* The minimum building setback is 16 feet from the back of (unrecessed) recommended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance. The planting strip serves as a buffer from traffic for pedestrians on the sidewalk. An eight foot wide planting strip with trees is the standard expectation. The amenity zone provides supplemental tree planting location. Trees in the amenity zone should be planted in curbed planters. The amenity zone also provides

additional paved area for street furniture, paved access to on-street parking, and merchandising purposes. The pedestrian zone is the usual location for the clear sidewalk. Where there is no on-street parking and planting strips are in place, the clear sidewalk can be pushed into the amenity zone location and the pedestrian zone can be used for landscaping, sidewalk dining, or paved merchandising purposes. Encroachments into the pedestrian zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than eight feet. The remaining building setback may be used for landscaping, outdoor dining, extended sidewalk area, or merchandising area at developer discretion.

*Future Parking Option:* Monroe Road is a state highway, and current state regulations do not permit on-street parking. If circumstances change in the future such that on-street parking would be allowable, an on-street parking option will become available. The eight foot planting strip could be replaced with recessed parallel parking, with recessed on-street parking available as an option per zoning and CDOT standards, and with intermittent planter islands to break up parking into bays no more than 100 feet in length. In this case, the curb would be located along the edge of the sidewalk. Tree planting in sections with on-street parking still would be required, either in planter islands between parking bays or in planters or tree grates behind the curb. Supplemental planting is also encouraged between the sidewalk and building face, although this may not replace street tree requirements.

### ***Side Streets***

Intersecting local streets within the PED District should be designed consistent with the standards for local streets in the remainder of the Plan Area. The recommended width for these streets is 27 feet from back of curb to back of curb to allow one travel lane in each direction shared with bicyclists. On-street parking is allowed on both sides. Curb extensions may be used to narrow street width at intersections and other locations where on-street parking is not appropriate. Widening for left turn lanes onto thoroughfares may



Figure 18 PED District Monroe Road Cross-section

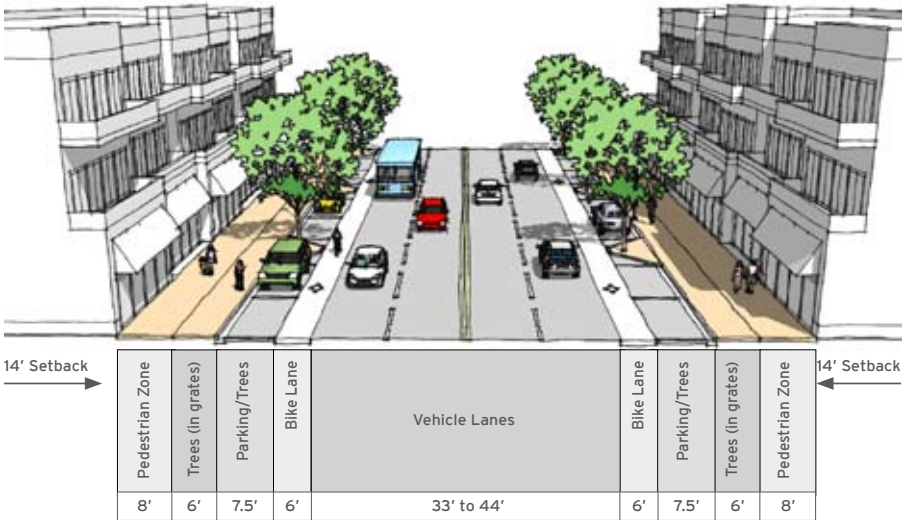
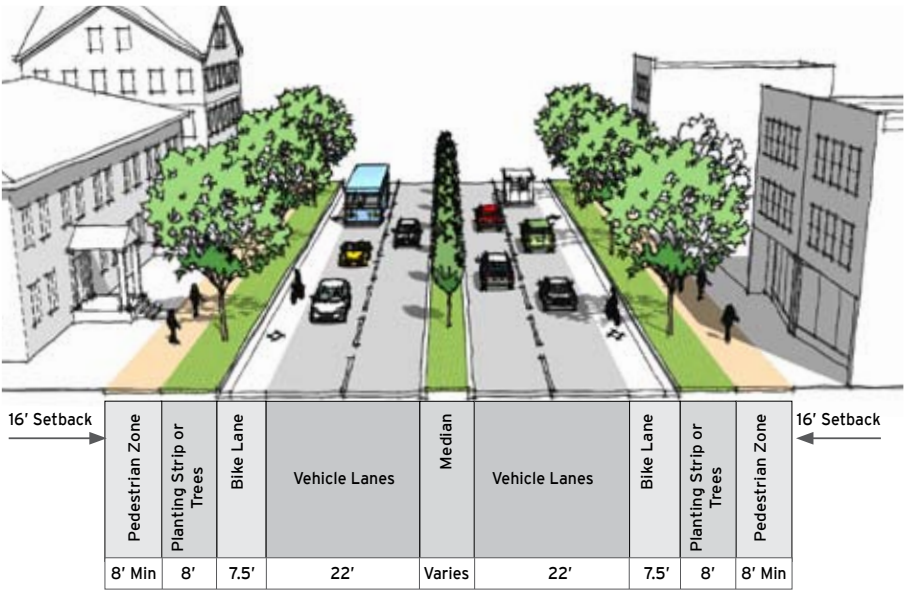
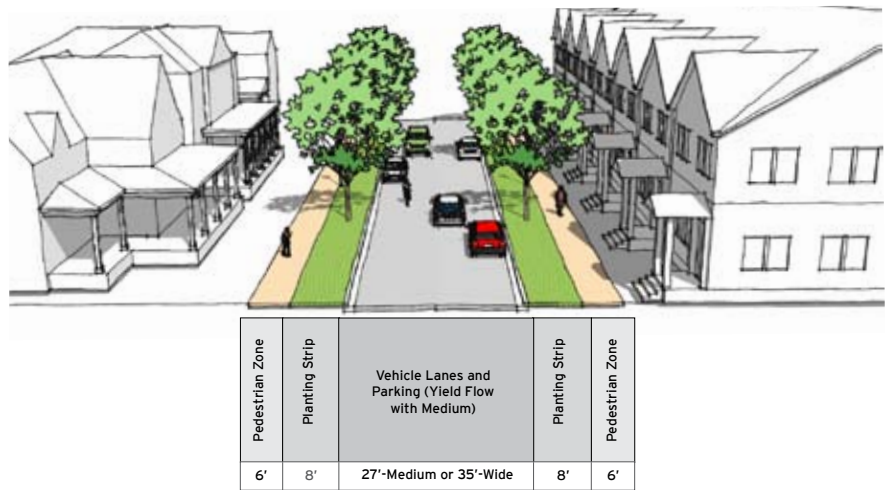


Figure 19 PED District Typical Side Street Cross-section



NOTE: Curb and gutter (2.5') included in dimension of adjacent street element

be required in accordance with CDOT standards. In these cases, crossing distances should be minimized.

Minimum building setback is 20 to 22 feet from back of (recessed) recommended curb, or 27 to 29 feet from back of any extended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance. In locations with limited retail frontage or other high density applications, tree planting in curbed planters, with paved amenity zone for street furniture, paved access to on-street parking, and merchandising purposes should be substituted for the planting strip. The pedestrian zone is the usual location for the eight foot wide clear sidewalk within 50 feet of Monroe Road. Encroachments for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than the required width.