TC1 Curb to Building Space Allocation Comparison

| Case Study Reference | Source | Cross Section | Landscaping I Amenity Zone | Pedestrian Zone | Frontage Zone | Minimum <br> Width (ft) | Range | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ann Arbor, MI | Draft Downtown Street Design Manual (2022) | Commercial, Mixed | 6-8' | 6-8' | - | 14-19' | 14-19'+ | Minimum pedestrian area (walking + amenity zones) for Commercial and Mixed categories are 14' when adjacent to parking or a bikeway, and 19' when adjacent to a vehicle travel lane. Targets and maximums are not listed. |
| Asheville, NC | Asheville in Motion Plan: Pedestrian Realm (2016) | Traditional Neighborhood | 3-8' | 10-12' | 1-2' | 14' | 14-22' | Minimum numbers are for constrained areas, higher values are targets. |
|  |  | Downtown | 3-7' | 10-12' | 1-4' | $14^{\prime}$ | 14-23' |  |
| Baltimore, MD | Complete Streets Manual (2021) | Downtown Commercial | 4-7' | 8-12' | 0-2' | $12^{\prime}$ | 12-21' | Minimum numbers are for constrained areas, higher values are targets. |
|  |  | Urban Center Connector | 3.5-7' | $5^{\prime}$ | 0-2' | 8.5' | 8.5-14' |  |
| Champaign, IL | Downtown Streetscape Standards | Downtown Streetscape Standards | - | 6-10' | - | $6{ }^{\prime}$ | 10'+ | Pedestrian through-zone widths are only widths listed, not overall ROW from curb to building. |
| Eugene, OR | Complete Streets Design Standards (2020) | Commercial Main St. | $5{ }^{\prime}$ | $10^{\prime}$ | 5 ' | $20^{\prime}$ | $20^{\prime}$ |  |
|  |  | Mixed Use Neighborhood | 5' | 8' | $2^{\prime}$ | $15^{\prime}$ | $15^{\prime}$ |  |
| Gainesville, FL | Goals, Objectives \& Policies | Transportation Mobility Element | - | 5-10' | - | - | 5-10' | Pedestrian through-zone widths are 10' minimum for shared-use paths, 5' elsewhere. Targets for overall curb to building ROW listed under zoning standards. Easement is required for public sidewalks proposed on private ROW. |
|  | Article IV. Zoning Table V-2: Building Form Standards within Transects (2017) (2017) | Principal Street | $6{ }^{\prime}$ | $6{ }^{\prime}$ | 5' | 17' | 17-27' | Principal Streets require a 17 ' minimum and 27 ' maximum building placement from curb. |
| Grand Rapids, MI | Downtown Streetspace Guidelines (2019) | Downtown | 4-5' | 6 ' | 2-3' | 12' | 12-14' | 5' landscaping zone considered optimal for tree planting, with 4' minimum required for tree planting. |
| Madison, WI | Sidewalk Program + <br> Park Street Corridor Plan <br> (2004) | - | 4-6' | 6'+ | - | 10' | 10-15' | Sidewalk Program: '...typically 5' for low-volume pedestrian areas and up to 10-15' for high volume pedestrian areas.' |
| Seattle, WA | ROW Improvements Manual(2023) | Urban Center Connector | 6-12' | 6-12' | 0-6' | 12' | 12-30' | Minimum width excludes frontage zone. |
|  |  | Urban Village Main | $6^{\prime}$ | 6-8' | 0-6' | 12' | 12-20' |  |
| ITE | Designing Walkable Urban Thoroughfares (2010) | Table 5.2 Minimum Recommended Streetside Dimensions for Thoroughfares in Walkable Areas Under Constrained Conditions | 4' | $6 '$ | $2 '$ | 12' | 12'+ | "In predominantly commercial areas with ground floor retail, the furnishings zone minimum width is 4 feet to allow for street trees, utilities and so forth. The clear throughway for pedestrians is a minimum of 6 feet to allow for a higher level of pedestrian activity, and the frontage zone minimum is 2 feet to provide a buffer between moving pedestrians and buildings, resulting in a 12-foot streetside width. When a wider frontage zone is needed (for street cafes and so forth), consider requiring the adjacent property to provide an easement to effectively expand the streetside width." (p.64) |
| NACTO | Urban Street Design Guide (2012) | Sidewalks | - | 8-12' | - | 12' | 12'+ | A maximum or target overall width is not listed. Street Furniture/Curb Zone and Frontage Zone recommended widths are not specified but are defined as space additional to Pedestrian Through Zones. <br> "The pedestrian through zone is the primary, accessible pathway that runs parallel to the street. The through zone ensures that pedestrians have a safe and adequate place to walk and should be 5-7 feet wide in residential settings and 8-12 feet wide in downtown or commercial areas." (p.38) |
| U.S. Access Board | Public Rights-of-Way Accessibility Guidelines | Transit Stops and Shelters (R308) | 0-4' | 4-5' | 0-4' | 8' | 8'+ | $5^{\prime} \times 88^{\prime}$ space required for transit boarding and alighting areas, where 5 ' is parallel to curb and $8^{\prime}$ is perpendicular to the curb ("R308.1.1.1 Dimensions"). |
|  |  | $\begin{aligned} & \begin{array}{l} \text { Pedestrian Acess Routes } \\ \text { (R302) } \end{array} \\ & \hline \end{aligned}$ | - | 4-5' | - | 4' | 4-5'+ | Pedestrian clear zone is exclusive of curb width. Widths less than 5 ' require passing spaces at intervals no less than 200' ("R302.4 Passing Spaces"). |

