

Bicycle Advisory Committee

March 22, 2022



The Vision For Our Growth



How We Shape:
Public
Investment in Mobility

Mobility Policy

Streets Manual

How We Shape:

Private
Investment in Mobility



Goal 5: Safe and Equitable Mobility

Objectives

Safe

Eliminate transportation-related fatalities and serious injuries to make our streets **safe for everyone**.

Connected

Increase the share of **trips made without a car** and broaden **multimodal connectivity** to expand the capacity of our transportation infrastructure.

Prosperous

Prioritize transportation investments that promote economic vibrancy by **managing congestion**, connecting our workforce with opportunities, and advancing community priorities.

Equitable

Increase investment and access in our historically underinvested communities and modes of transportation to **support equitable and affordable mobility options**.

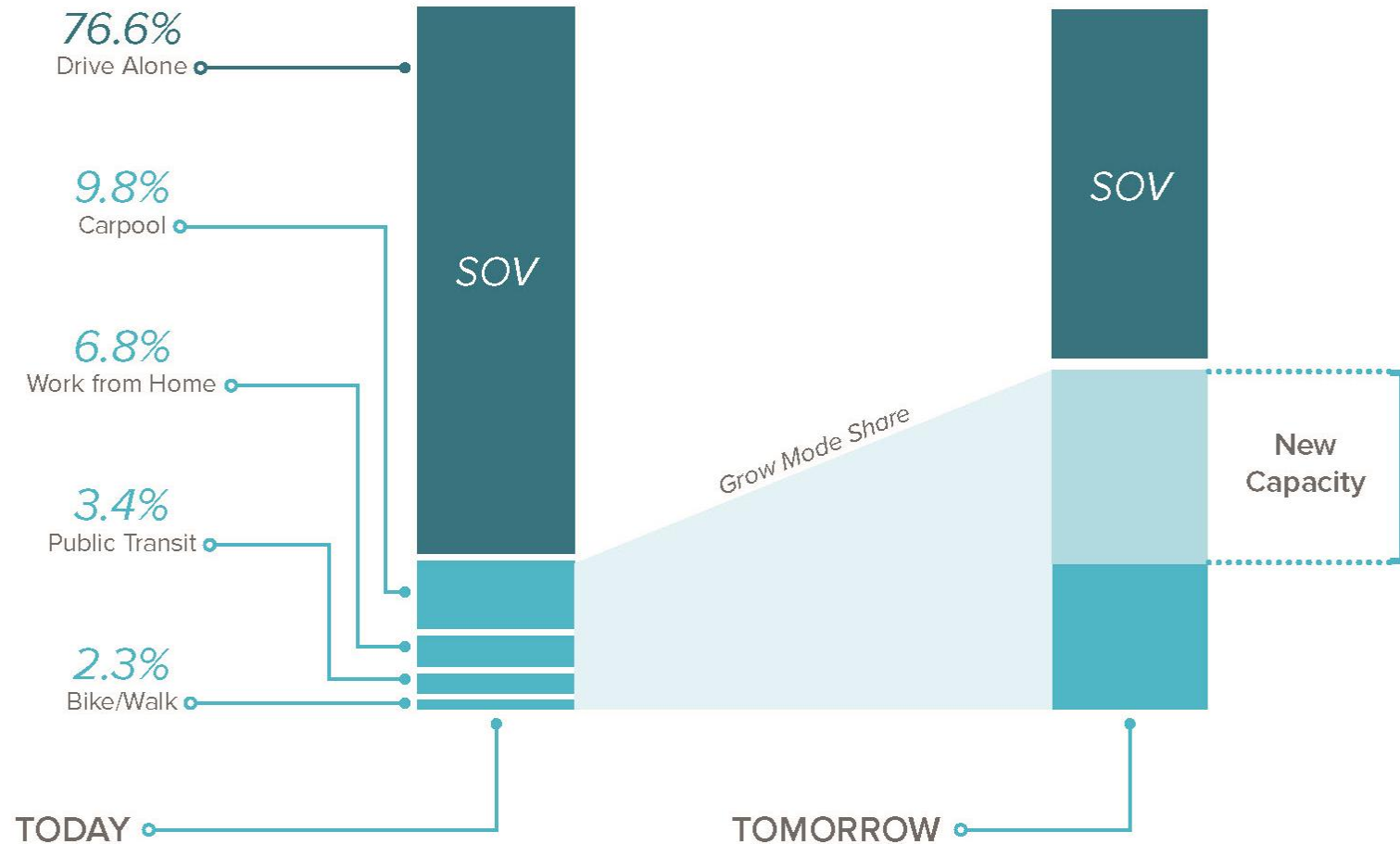
Sustainable

Increase access to **sustainable and zero carbon transportation modes** and mobility options to support our Strategic Energy Action Plan.

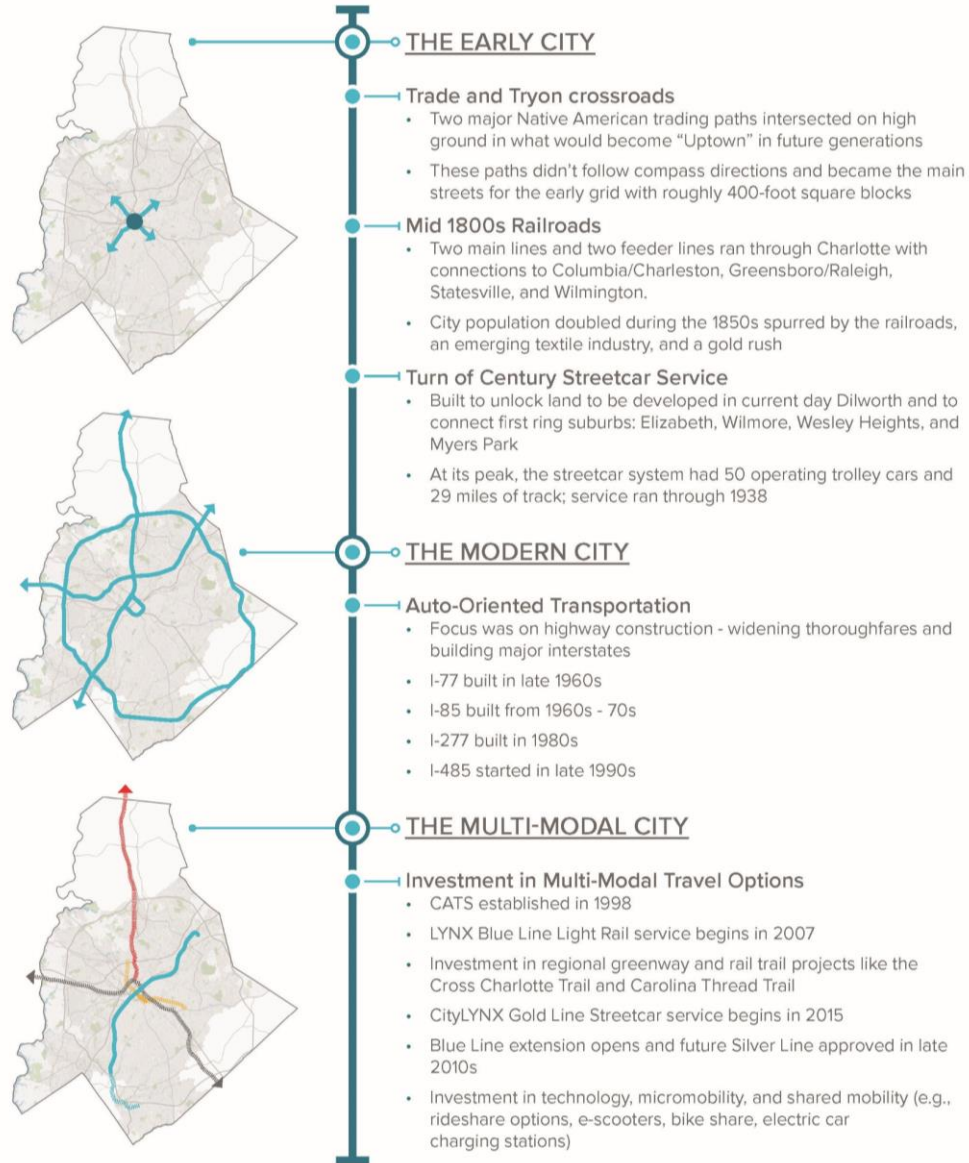
Innovative

Integrate and **implement emerging transportation services**, technologies, and programs that align with community goals.

TRAVEL PATTERNS AND MODE



Charlotte's Mobility Evolution



6



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Streets Map

Why is it Important?

- Defines Street Types that establishes our **multimodal vision for our streets**.
- **Protects the needed right-of-way** for our arterial street network.
- The street-specific requirements are **incorporated into the UDO**, ensuring standards are required by ordinance.

Streets Map

Arterial Street Types

Based on adopted plans & policies

Parkways

Streets that provide efficient regional multimodal connectivity with limited direct access to adjacent land uses.



Boulevards

Streets that provide efficient city-wide multimodal connectivity with direct access to and supporting adjacent land uses.



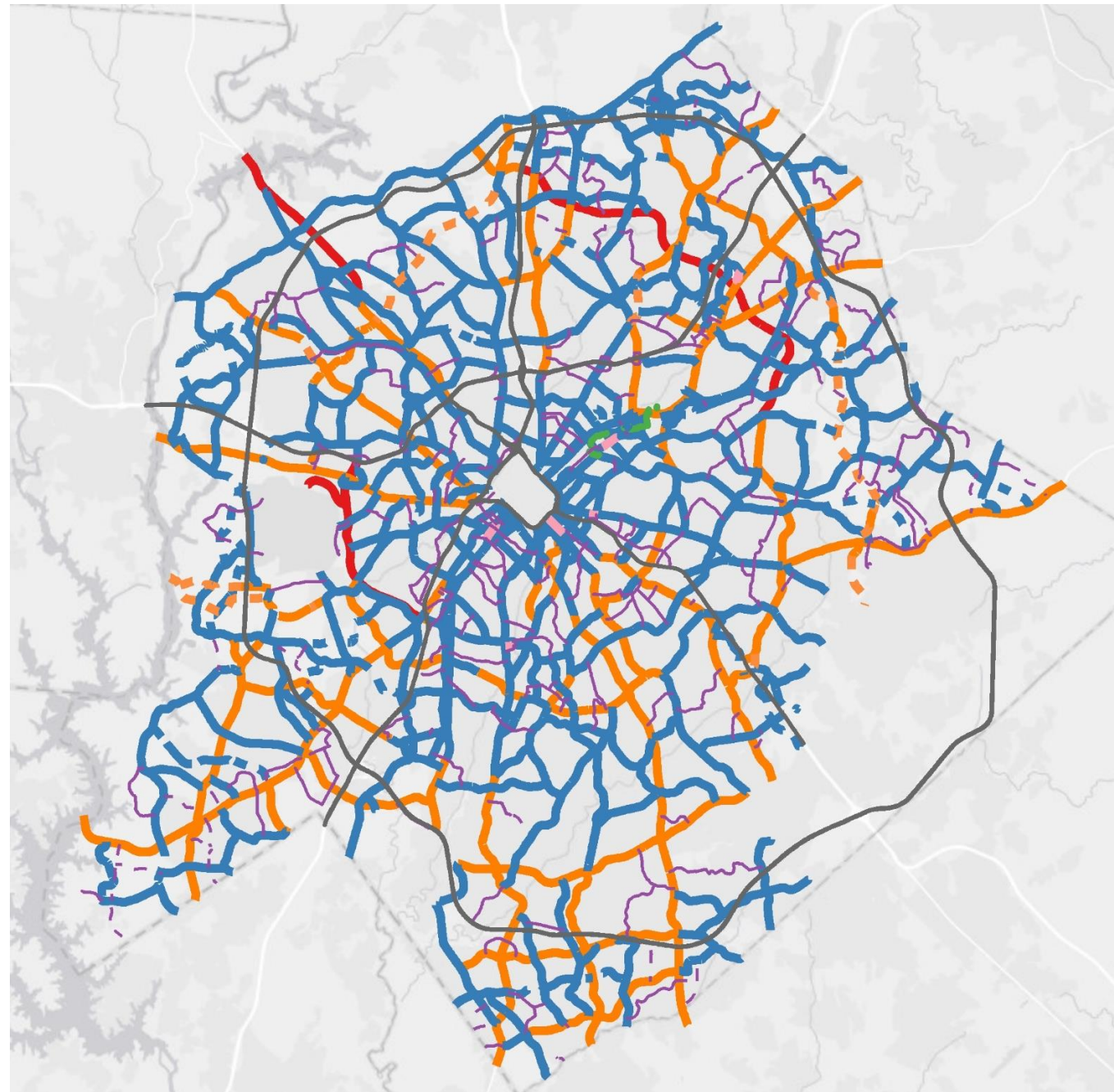
Avenues

Streets that provide access between neighborhoods and activity centers in a range of land uses, balancing all modes of transportation.



Main Streets

Streets that provide multimodal access to centers of civic, social, and commercial activity, designed to provide the highest level of pedestrian comfort and support mixed use activity.



Streets Map

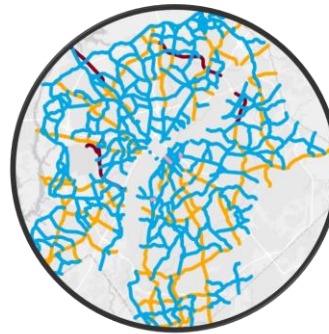
Technical Inputs and Details

Building on Adopted Plans

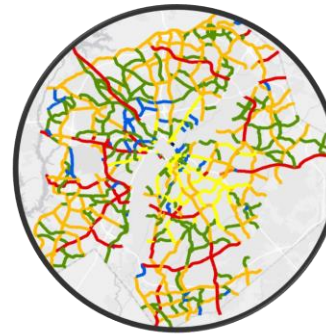
Transportation Action Plan (TAP)
Urban Street Design Guidelines (USDG)
Charlotte Bikes
Charlotte Walks
Comprehensive Transportation Plan (CTP)

Inputs and layers

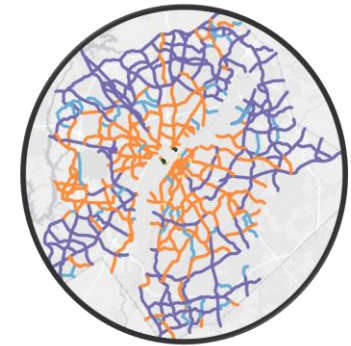
Street Classifications



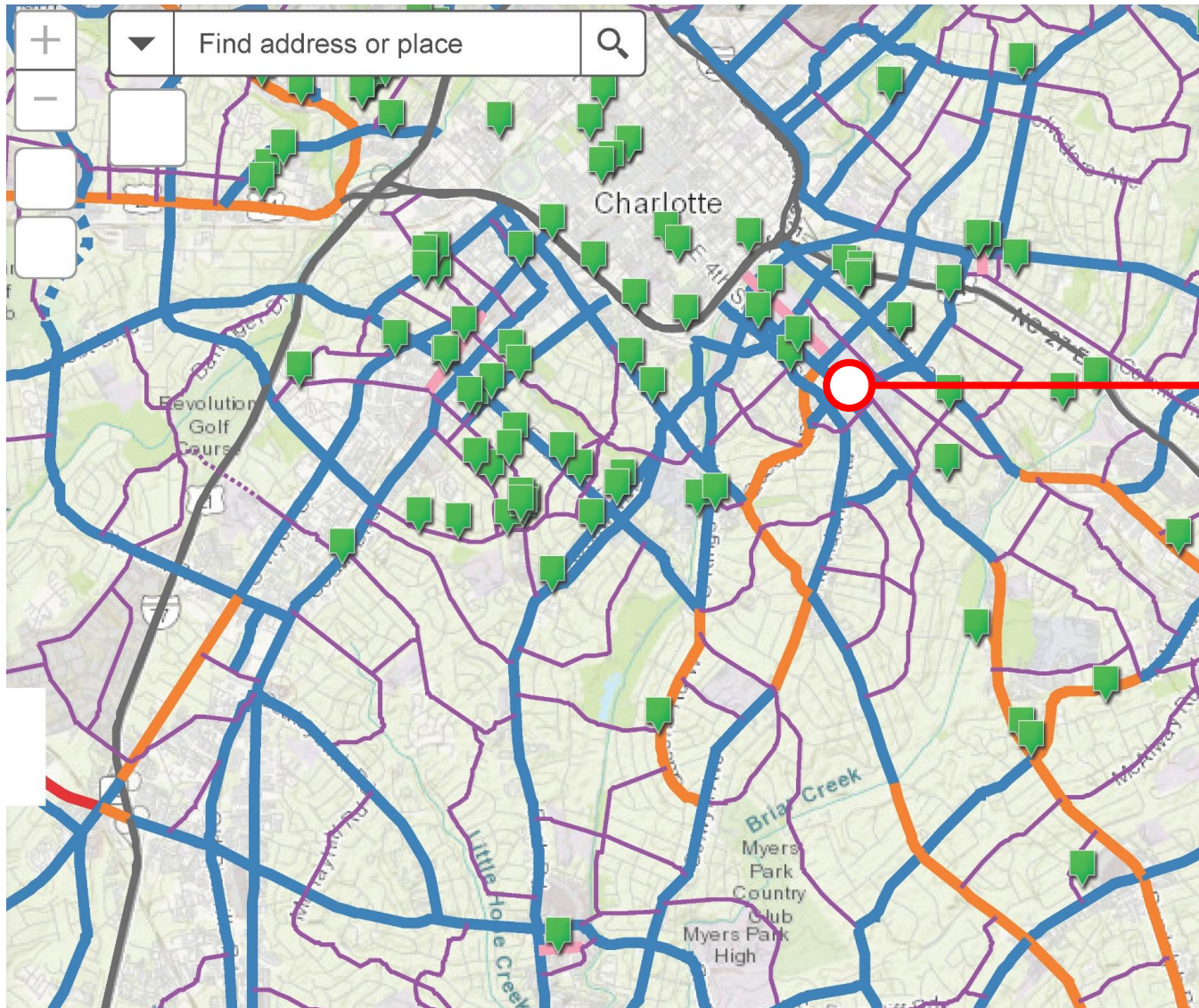
Future Number of Lanes



Bike Facility



Draft: Streets Map



Draft Charlotte Streets Map

Draft Streets Map: Randolph Rd

Street	Randolph Rd
Cross-section Description	4+ Boulevard, Shared Use Path
To	Wendover Rd
From	Sam Drennen Rd
Distance from Centerline to Back of Curb (in feet)	33.0
Notes	On-street parking is not allowed.
Centerline Note	Additional distance from center line to back of curb may be required in areas around interchanges, intersections, cut/fill areas, or areas where horizontal or vertical alignments must be improved. In those areas, the distance from centerline to future back of curb line will be equal to or greater than the distance to the existing back of curb. To be determined on a case-by-case basis by the Charlotte Department of Transportation.
Planting Strip/Amenity Zone Width	8' planting strip (Refer to Section x.x for information about planting strip and amenity zone types including any exceptions to the default type)
Sidewalk/Shared Use Path Width (in feet)	12
More Info	More info

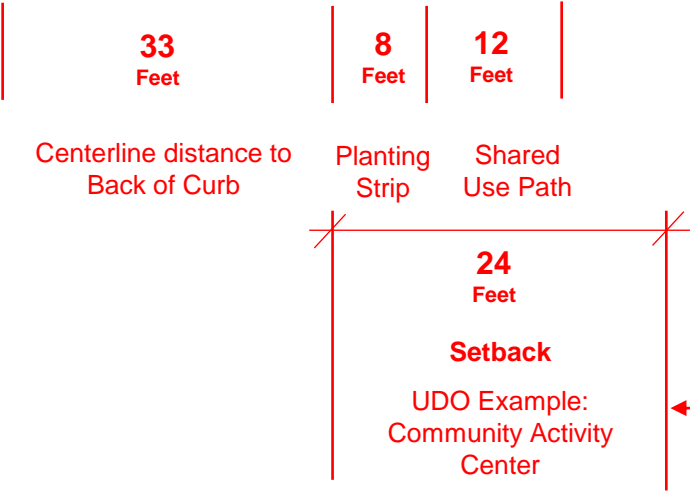
Cross-section image

Cross-section image

Example: Streets Map + Unified Development Ordinance

Street Map

Boulevard - (4 Lanes w/Center Turn Lane)

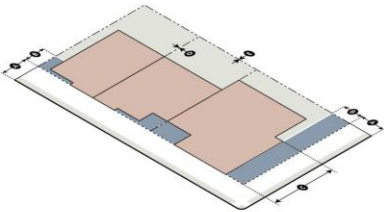


Unified Development Ordinance

Building Siting (setback)

Charlotte UDO - First Draft
October 2021

A. Building Siting
Building siting standards govern the placement of buildings on lots, and are intended to ensure that development maintains compatibility with its surrounding context and the intent of the applicable zoning district.



	CAC-1	CAC-2
A Frontage Setback Line (from future back of curb) (feet) ^{1,2}		
Main Street	24	24
4-5 Lane Avenue/Boulevard	24	24
6 + Lane Avenue/Boulevard	30	30
2-3 Lane Avenue	20	20
Transit Station, Off-Street Public Path, Public Park ³	5	5
Other - Primary	20	20
Secondary	16	16
Parkway	40	40
Limited Access (Measured from ROW)	10	10
B Frontage Build-To Zone (BTZ) (from frontage setback line) (feet) ^{4,5}		
Main Street	0-20	0-20
4-5 Lane Avenue/Boulevard	0-35	0-20
6 + Lane Avenue/Boulevard	0-35	0-20
2-3 Lane Avenue	0-35	0-20
Transit Station, Off-Street Public Path, Public Park	0-35	0-20
Other - Primary	0-35	0-20
Secondary	0-35	0-20
Parkway		
Limited Access		
C Minimum BTZ Build-To Percentage for Structure (%)		
Main Street	80	80
4-5 Lane Avenue/Boulevard	60	80
6 + Lane Avenue/Boulevard	60	80

City of Charlotte
Unified Development Ordinance

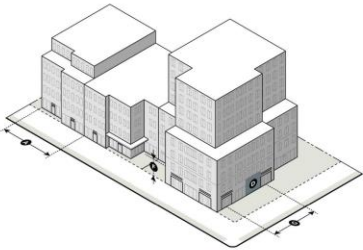
11-2

Part V. Centers Zoning Districts
Art. 11. Community Activity Center Zoning Districts

Building Articulation

Charlotte UDO - First Draft
October 2021

C. Building Articulation
Building articulation standards govern the dimensions of building facade elements and entry features, and are intended to facilitate the enhancement of a pedestrian-oriented environment.



	CAC-1	CAC-2
A Minimum Building Length as a Percentage of Lot Width Along Frontage (Measured at Frontage Setback Line) (%) ¹		
Main Street	60	80
4-5 Lane Avenue/Boulevard		60
6 + Lane Avenue/Boulevard		60
2-3 Lane Avenue		60
Transit Station, Off-Street Public Path, Public Park		60
Other - Primary		60
Secondary		40
Parkway		
Limited Access		
B Maximum Building Length Along a Frontage (feet) ²	400	400
C Maximum Building Length Along a Frontage with Additional Design Elements (feet) ^{4,5}	600	600
D Maximum Blank Wall Area - Horizontal or Vertical (feet)		
Main Street	20	20
4-5 Lane Avenue/Boulevard	20	20
6 + Lane Avenue/Boulevard	20	20
2-3 Lane Avenue	20	20
Transit Station, Off-Street Public Path, Public Park	20	20
Other - Primary	20	20
Secondary	20	20
Parkway	50	50
Limited Access	50	50
E Minimum Ground Floor Height - Residential (Finished Floor Elevation to Finished Floor Elevation) (feet) ^{4,5,6}		
Main Street	16	16
4-5 Lane Avenue/Boulevard	10	12

City of Charlotte
Unified Development Ordinance

11-5

Part V. Centers Zoning Districts
Art. 11. Community Activity Center Zoning Districts

Demonstration: Parkwood Avenue



Demonstration:
Parkwood Avenue

Land Use



Place Type:

Neighborhood 2

Places that are higher density housing areas that provide a variety of housing types such as townhomes and apartments alongside neighborhood-serving shops and services



Mobility



Streets Map:

Avenue

Streets that provide access between neighborhoods and activity centers in a range of land uses, balancing all modes of transportation.



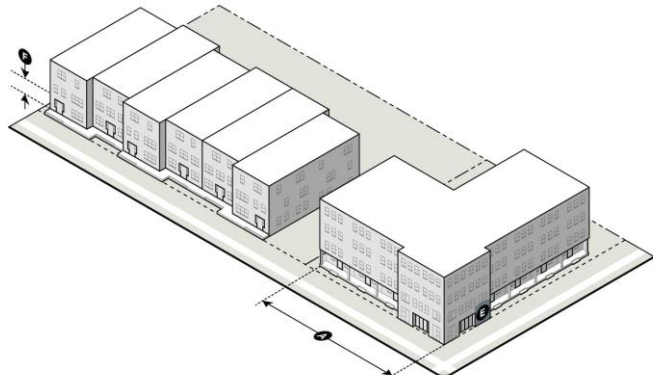
Development



Zoning:

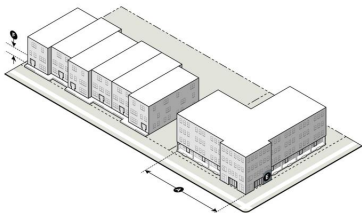
Neighborhood 2 (N2-A, N2-B, N2-C)

Intended to accommodate a mixture of moderate to high-intensity residential development types and may also serve as a transition between less intense residential development and higher-intensity mixed-use centers.



Demonstration: Parkwood Avenue

UDO
Neighborhood 2
(N2-A, N2-B, N2-C)



Frontage Setback Line
24-30 feet
(from back of curb)

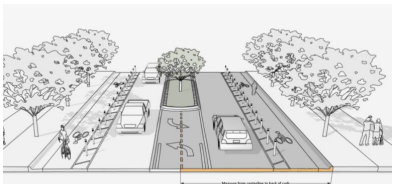
Building Articulation



Place Type
Neighborhood 2



Streets Map
Avenue



Travel Lanes
2 Lanes + Center Turn Lane

Buffered Bike Lane
8 feet

Planting Strip
8 feet

Sidewalk
6 - 8 feet

Demonstration: South Boulevard



Demonstration: South Boulevard

Land Use



Place Type:

Regional Activity Center

High-density mixed-use areas, typically along transit corridors or major roadways, that provide access to goods, services, dining, office, entertainment, and residential for regional residents and visitors



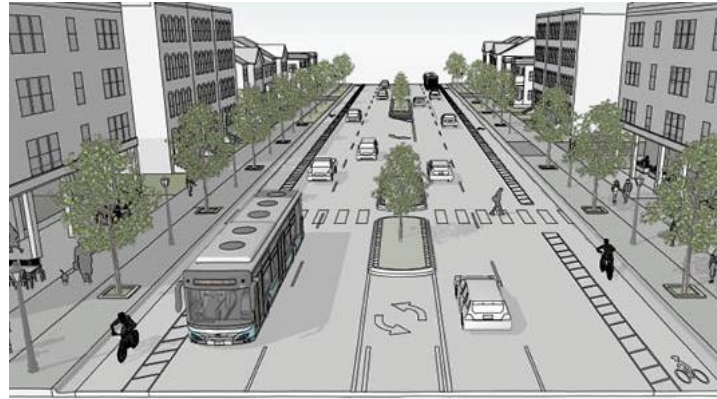
Mobility



Streets Map:

Avenue

Streets that provide access between neighborhoods and activity centers in a range of land uses, balancing all modes of transportation.



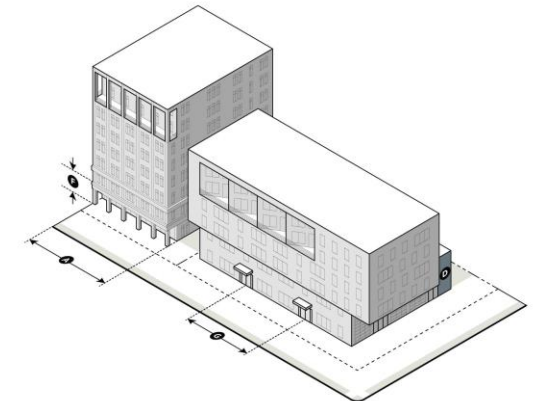
Development



Zoning:

Transit Urban Center (TOD-UC)

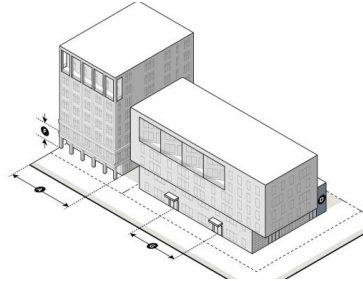
Of the TOD Districts, permits the greatest building heights, demands the uppermost level of site and architectural design, permits the least amount of parking, and requires the most urban form of streetscape and public realm.



**Building
Articulation**

**Frontage
Setback Line**
24 feet
(from back of curb)

UDO
Transit Urban Center

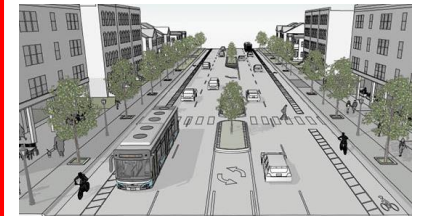


Demonstration:
South Boulevard

Place Type
Regional Activity Center



Streets Map
Avenue



Sidewalk
8 feet

Planting Strip
8 feet

On-Street Parking
7 feet (from face of curb)

Buffered Bike Lane
8 feet

Travel Lanes
4 Lanes + Center Turn Lane

The Vision For Our Growth



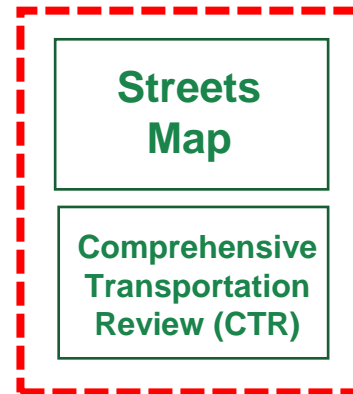
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Comprehensive Transportation Review (CTR) Guidelines

Why is it Important?

- The CTR guidelines will **replace** the City's current **Traffic Impact Study (TIS) guidelines**.
- We are proposing to **reduce trip thresholds** and **incorporate new multimodal assessments** for development
- UDO will ultimately “rezone” Charlotte - these guidelines are necessary to **ensure we mitigate** the **by-right** development envisioned in the UDO

Today

Traffic Impact Study Process

Focused on vehicle trip impacts

One threshold (2,500 trips)

Applied primarily in the conditional rezoning process

2040 Plan Policy

Policy 5.12

Include in the development regulations an **integrated Traffic Impact Study (TIS)/Transportation Demand Management (TDM) program**

to **evaluate and address the multi-modal transportation impacts** of the development.

How do we get there?

Need new development to answer
3 questions:

What's New

1 How are we **Moving People?**
Multimodal Infrastructure Assessment

Simple assessment to **identify pedestrian needs** (ADA curb ramps, sidewalk gaps, pedestrian crossings)

2 How are we **Reducing Trips?**
Transportation Demand Management (TDM)

In high intensity & transit supportive places, **identify TDM strategies** (transit passes, on-site bike/shower facilities, transit stop enhancements)

3 How are we **Managing Traffic?**
Traffic Impact Studies (TIS)

Revised, intensity-based TIS trip thresholds to identify vehicular needs in our fast-growing places

How are we: Moving People & Reducing Trips?

Multimodal & TDM Assessments:



Defines "Tiers" of investment based on context, land use and scale

Determine investment from a defined menu of pedestrian projects and TDM Strategies

Defined Menu: Multimodal & TDM Investment

Sidewalk Gaps

Accessible Signals



Pedestrian Crossings



Transit Stop Enhancements



Transit Pass Program

Bicycle Parking

Reduced Parking

CTR Development Example: 500 East Morehead

Need new development to answer 3 questions:

Example CTR Outcome

1 How are we Moving People?
Multimodal Assessment

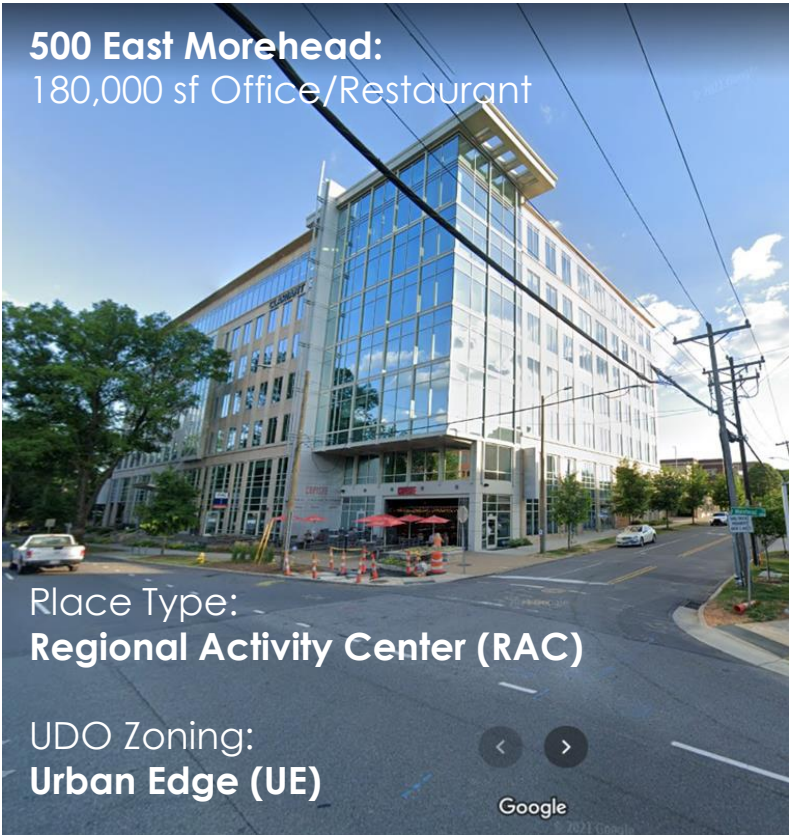
YES – Multimodal Assessment
Fund or construct planned signal at Caldwell & Morehead (pedestrian crossing)

2 How are we Reducing Trips?
Transportation Demand Management (TDM)

YES – TDM Assessment
TDM plan implemented by property manager (e.g. transit passes, on-site bike/shower facilities)

3 How are we Managing Traffic?
Traffic Impact Studies (TIS)

NO - Traffic Impact Study
Focus is on multimodal/TDM investment in higher intensity, urban locations



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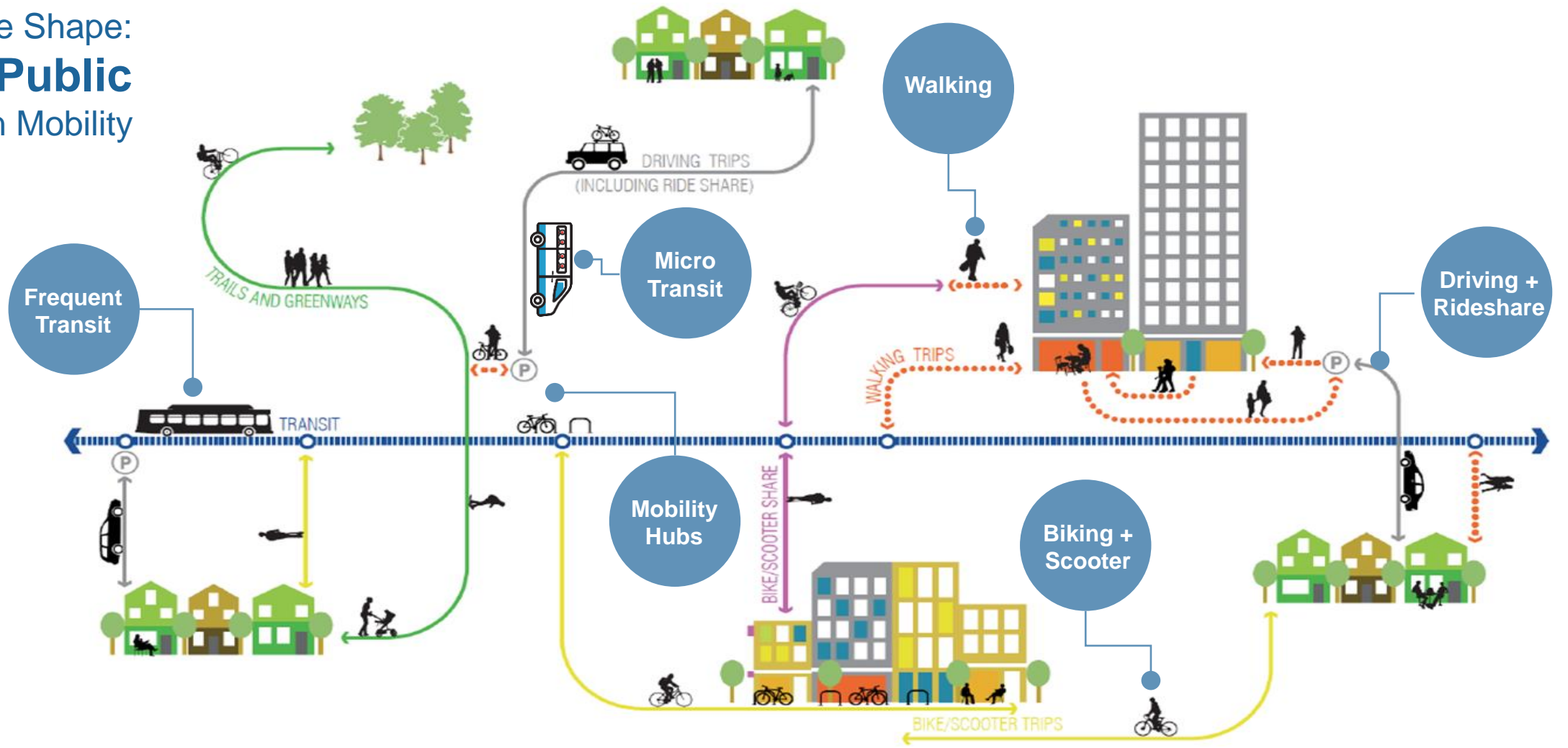
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How We Shape:
Public
Investment in Mobility



Building a
Connected
Network



How We Shape:
Public
Investment in Mobility



Safe Equitable Connected Sustainable Prosperous Innovative

**Priority
Investment
Strategy**



**Building a
Connected
Network**



Bike



Walk



Transit



Roadway

Next Steps

Committee & Council **Milestones:**

April:

- City Council Strategy Session (policy review)

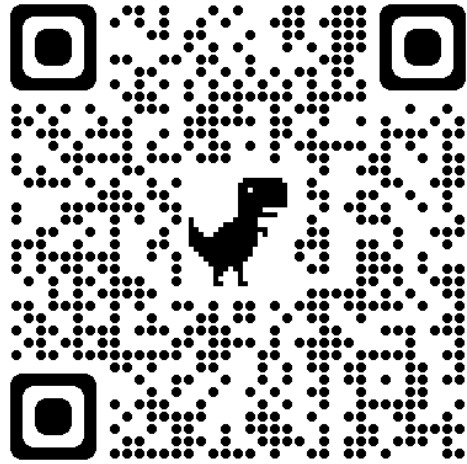
May:

- Transportation & Planning Committee (policy review)
- Release Draft of SMP

June:

- Transportation & Planning Committee (policy review)
- Public Hearing
- Council Adoption

Questions & Discussion



CHARLOTTE
STRATEGIC
MOBILITY PLAN

<https://charlottenc.gov/Transportation/Charlotte-smp/Pages/default.aspx>