

Charlotte Streets Manual and the UDO

Today's Discussion

- Schedule
- Policy Framework
- Key Bicycle-Related Content
- Q&A

Bicycle Advisory Committee
June 28, 2022

Streets Manual and UDO

Schedule

Draft 2.0 Released June 3

Public Comment Period through June 30

Streets Map (interactive):

<https://charlottenc.gov/smp>

Streets Manual (document):

<https://publicinput.com/cltstreetsmanual>

Unified Development Ordinance (UDO):

<https://publicinput.com/charlotteudo>

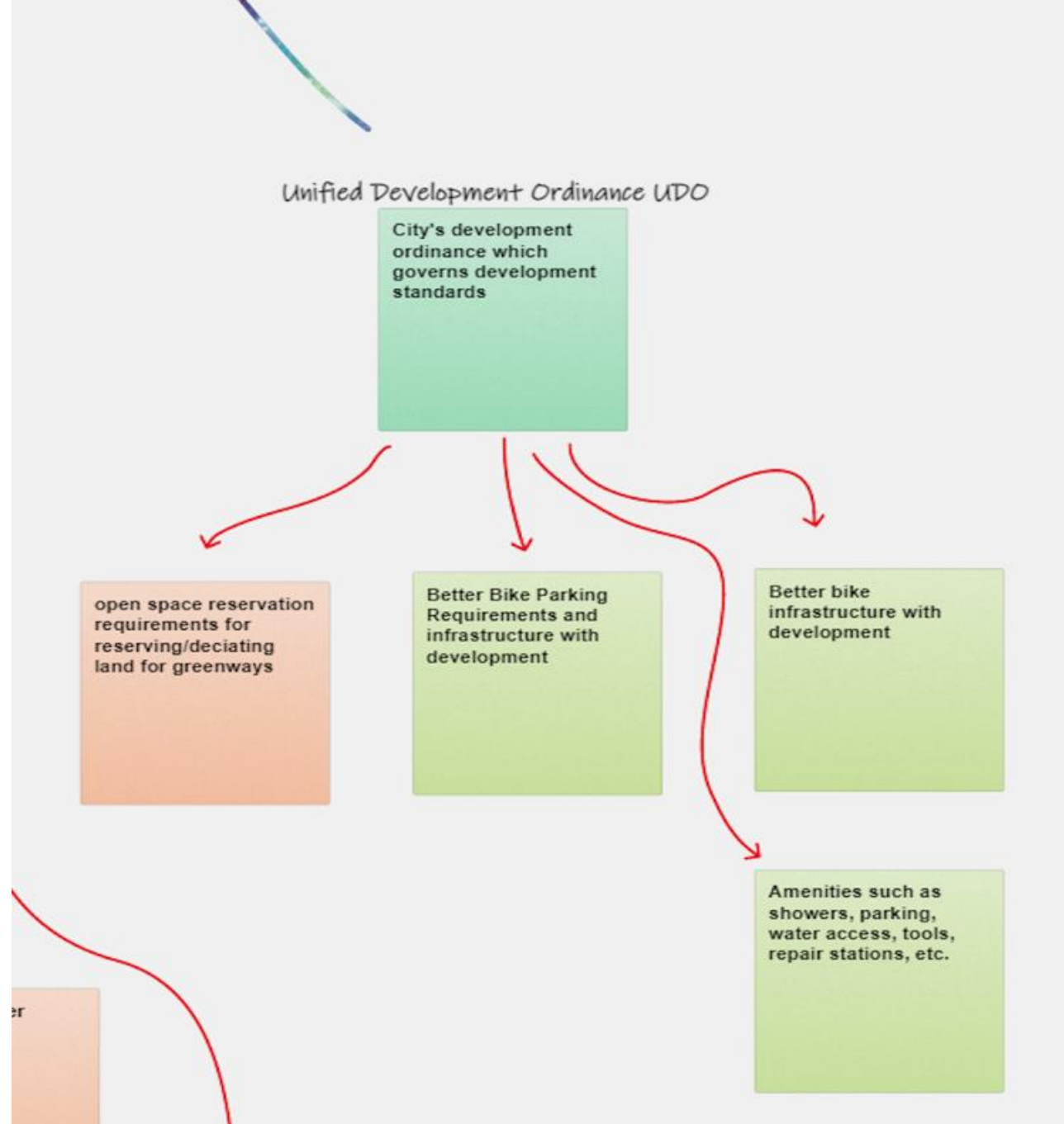
Next Steps:

- Council Public Comment Session (July 11)
- Council Adoption (anticipated August 22)

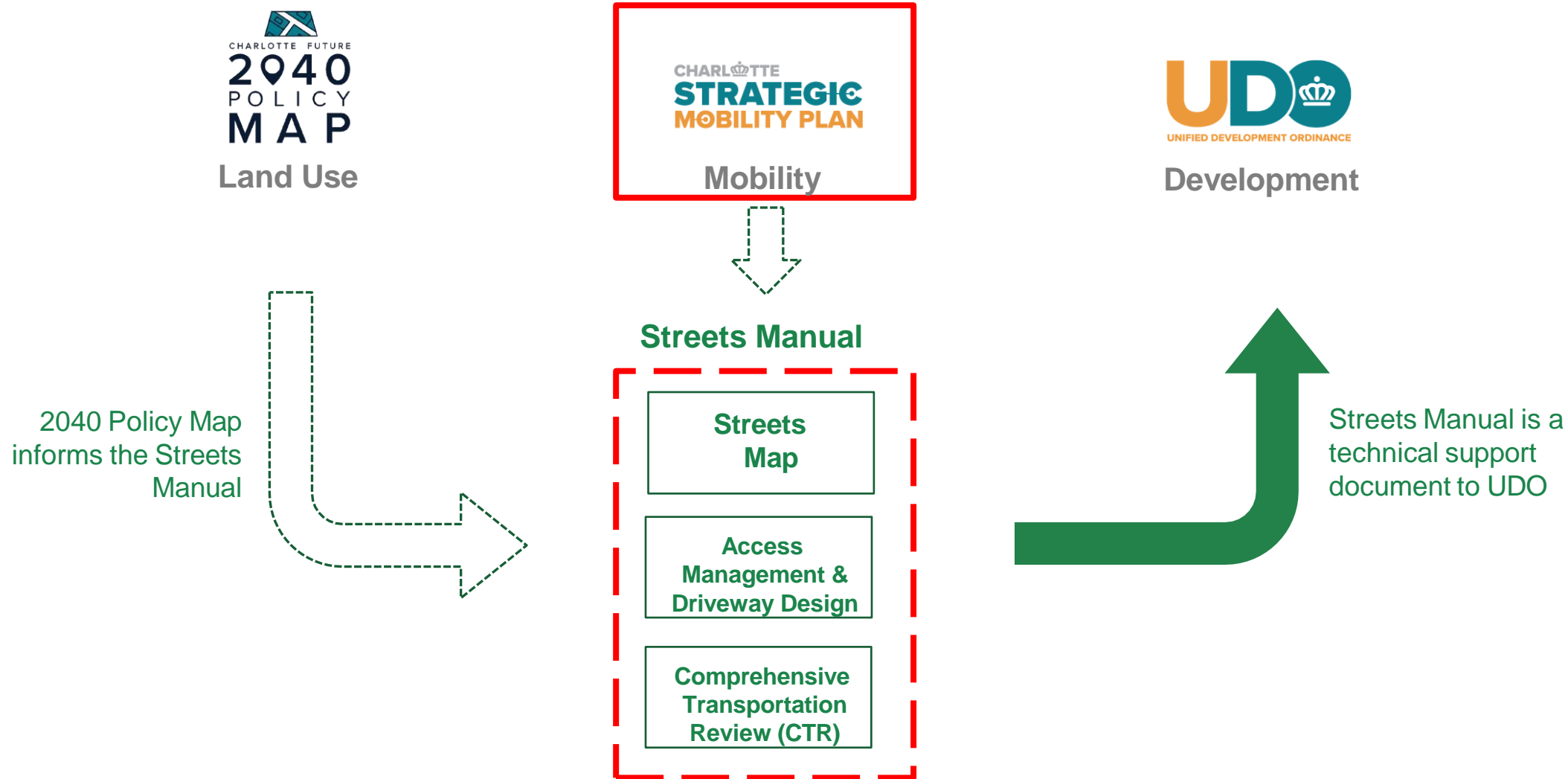


How to stay engaged.

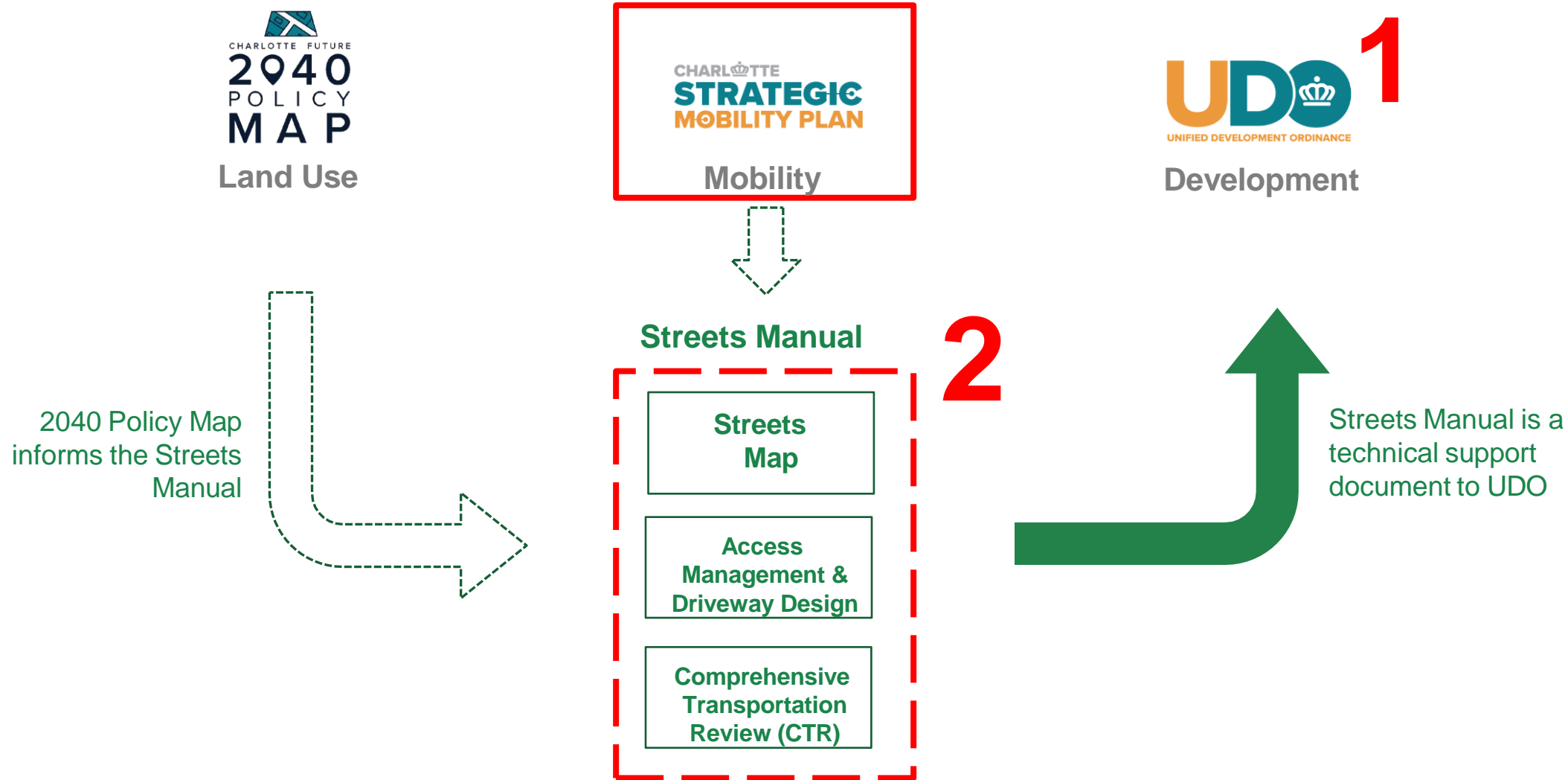
BAC Annual Retreat



The Vision For Our Growth



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Unified Development Ordinance (UDO)

Summary of Key Content

Bicycle Infrastructure

- Streets Map – on-street (or along street) (NEW)
- Curb re-location requirement (NEW)
- Off-street facilities (some NEW)

Bicycle Parking

- Amount
- Location and Design

Other

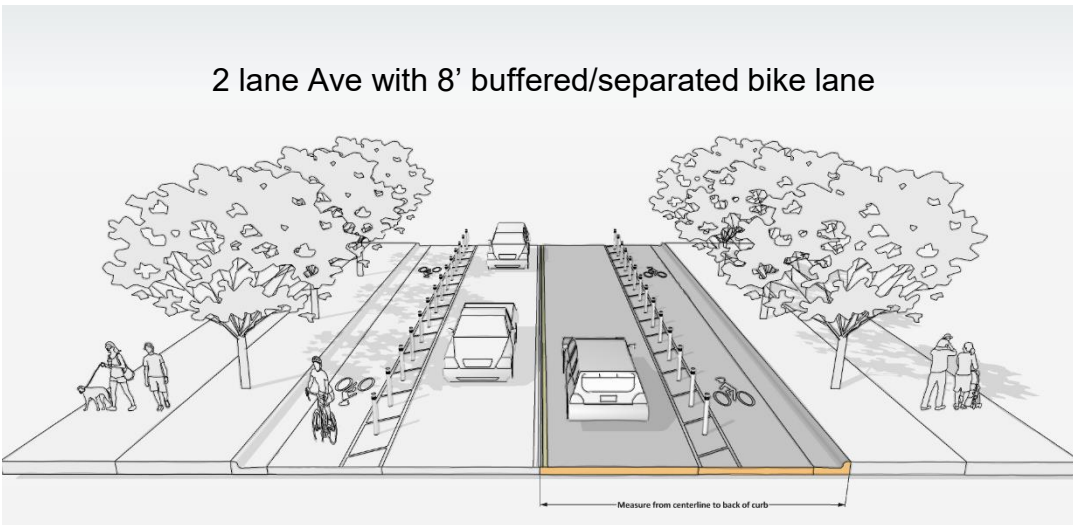
- Cross-access requirement (NEW)

UDO: Bicycle Infrastructure

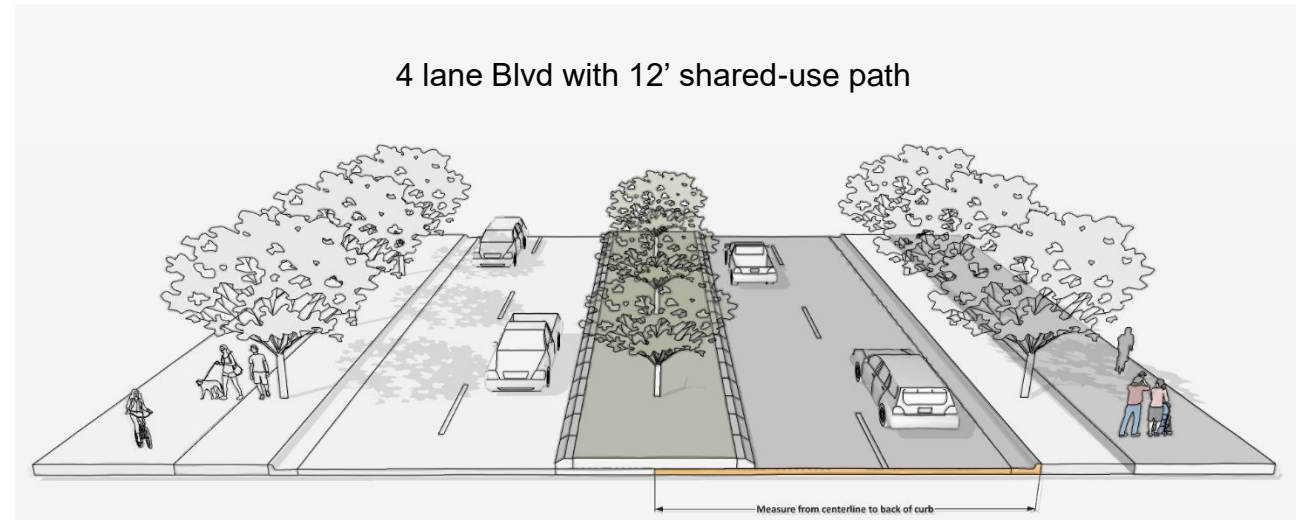
Streets Map

- References/**requires Streets Map cross-section**, including **space** for the recommended bike facility type
- Measures **setbacks from future curb** to ensure **space** is provided for the cross-section

2 lane Ave with 8' buffered/separated bike lane



4 lane Blvd with 12' shared-use path



UDO: Bicycle Infrastructure

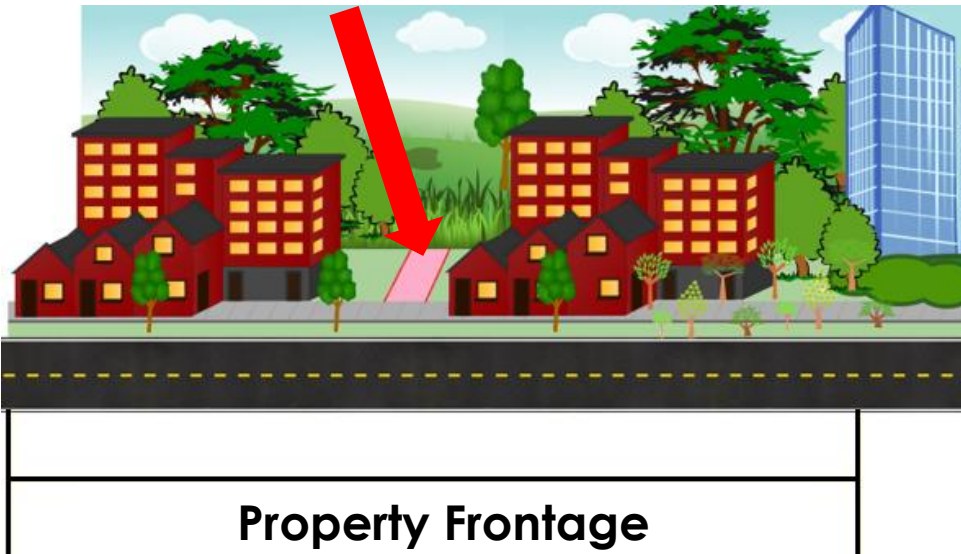


Curb Re-Location Requirement (NEW)

- Currently, curb moved for **turn lanes** or through **conditional rezonings**
- **UDO requires moving curb to the correct location**, depending on:
 - **Scale** of development or re-development
 - **Context** (high intensity districts vs. low intensity districts)
 - **Context** (surrounding bike network)
 - **Amount of street frontage** (tied to block length)
- Continue to **incrementally build out our bicycle network**

UDO: Bicycle Infrastructure

Off-Street Trail Connection



Off-Street Public Paths

- Off-Street Trail Connection (NEW)
 - UDO requires **connection between street and public parks or trails**
 - **Depends** on length of development frontage and scale/type of development
- Bike/Ped Connections
 - **Connect cul-de-sacs** when streets aren't feasible
 - Context-based **design requirements** (NEW)

UDO: Bicycle Parking



Amount (Article 19.4)

- Table 19-3 describes required spaces
- Short-term spaces are capped at 30 **(2-30, if required)**
- Long-term spaces are **% of (uncapped) short-term spaces** (typically ranges from 25% - 80%)
- Nonresidential - No long-term spaces if <5 short-term spaces are required or if gross floor area <5000 square feet
- Non-residential long-term spaces **capped at 50**

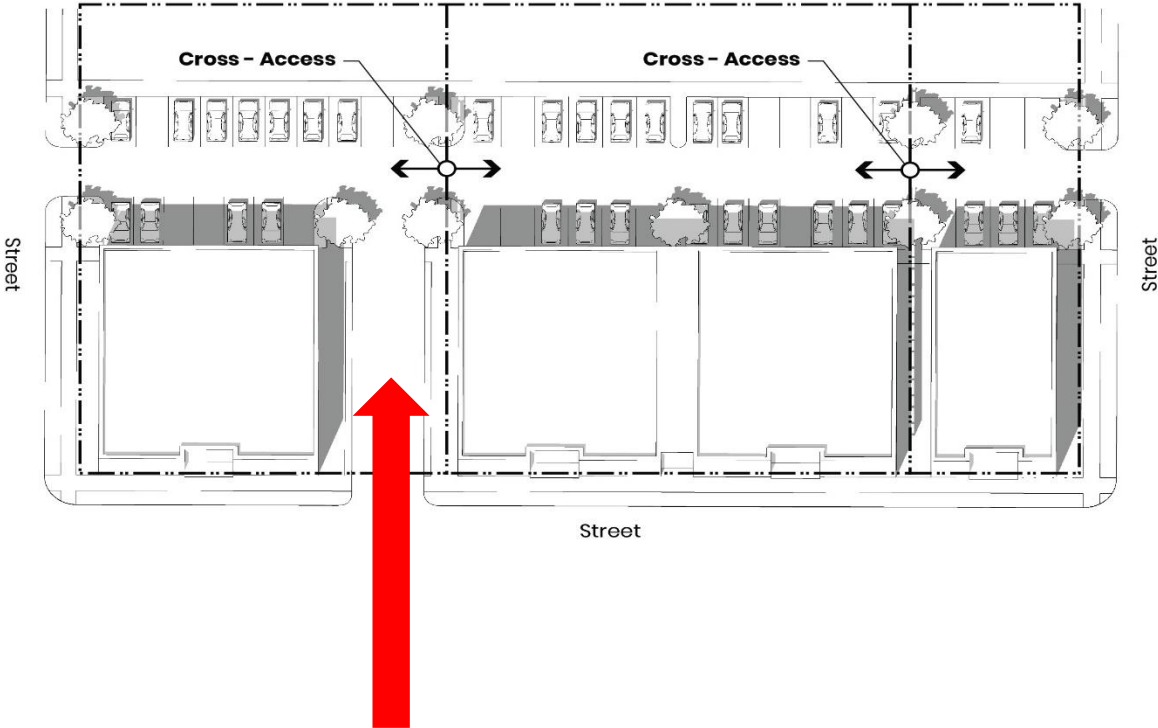
UDO: Bicycle Parking



Location and Design (Article 19.9)

- Must provide “**sufficient security from theft and damage...**”
- Must be **lighted and visible**
- Must have **signage at primary entrance** if not readily visible
- Short term spaces must be **within 120’ of entrance**
- May be **in ROW/amenity zone** if CDOT approved
- Long term spaces must be **covered** and either **internal** to the building or **behind** the building (for private development)
- Space in units/**balconies don’t count**

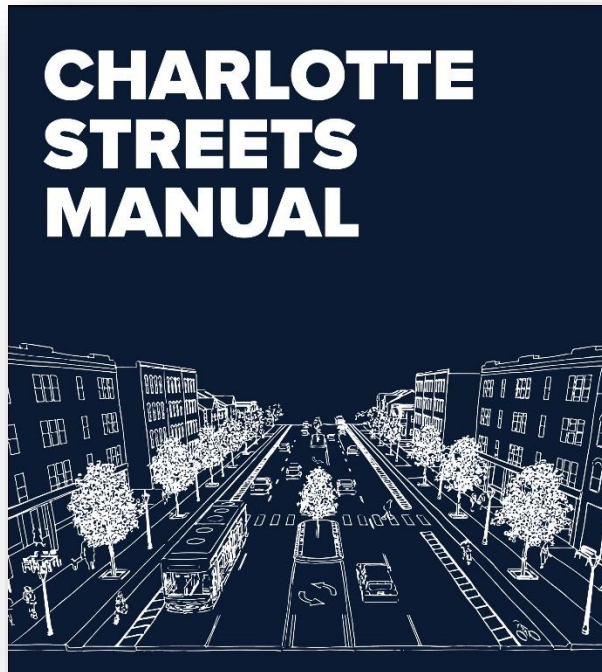
UDO: Other Provisions



Cross-Access (NEW)

- UDO requires **cross-access between adjacent sites** along arterials
- Depends on **context** and development **scale/type**
- **Reduces conflicts** along arterial streets
- **Removes** some (short-distance) **motor vehicle trips** from the arterial
- Supports access-related guidance in Streets Manual (**safe and equitable access to public streets**)

Streets Manual



1

Streets Map

Multimodal Street Types
Corridor ROW Protection

2

Access Management & Driveway Design

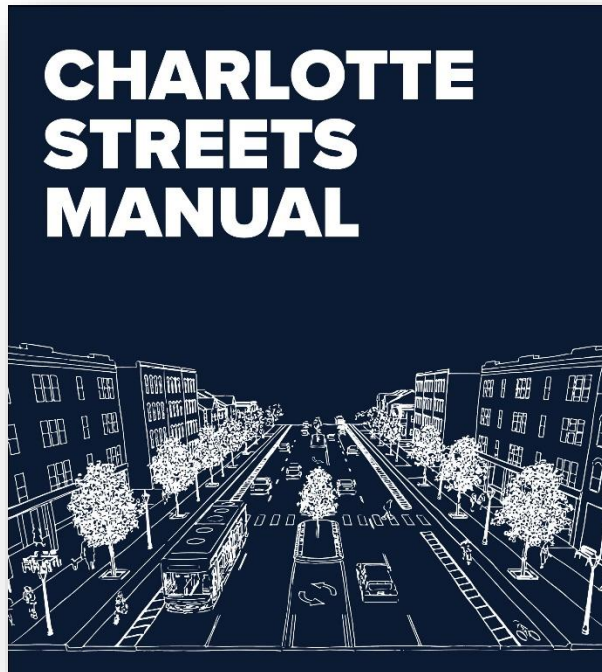
Connecting to public streets
Access and driveway types
Safe and equitable access

3

Comprehensive Transportation Review (CTR) Guidelines

Modernized criteria for Traffic Impact Studies
Multimodal emphasis
Three types of assessments
Transportation Demand Management (TDM)

Streets Manual



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Streets Map

Multimodal Street Types
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Comprehensive Transportation Review (CTR) Guidelines

Modernized criteria for Traffic Impact Studies
Multimodal emphasis
Three types of assessments

Transportation Demand Management (TDM)

Current (Traditional) TIS

Focused exclusively on **vehicle trip impacts**

One relatively high **threshold** (2,500 trips)

One process

Little consideration of context

Applied primarily in the **conditional rezoning** process



Proposed (Modernized) CTR

Focused on moving people – **multimodal** approach

Multiple, tiered (and lower) **thresholds**

Three types of assessments – **including TDM**

Explicitly **context-based**

Ensures we address **“by-right” development**

Streets Manual: CTR and TDM



Purpose of Transportation Demand Management

- High intensity places, like Transit-Oriented Development and other Activity Centers
- Get some of these people out of their single-occupant vehicles
- Give them other viable options to get to and move around within these places

Streets Manual: CTR and TDM

Transportation Demand Management Mitigation Strategy Categories



- Programmatic Strategies
- Physical Strategies
- Active Transportation Strategies
- Transit Strategies

Streets Manual: CTR and TDM



Transportation Demand Management Programmatic Strategies

Joy Rides Memberships

- Sites within 1000' of existing or planned station
- For employees and/or residents

Resident TDM Amenities

- Equipment to help residents run (non-motorized) errands, such as cargo bikes

Streets Manual: CTR and TDM

Transportation Demand Management Physical Strategies

- **Complete the Streets Map** recommended bike facility along frontage
and/or
- **Provide off-street trails or crossing treatments** that will encourage cycling to and from the site



Streets Manual: CTR and TDM



Transportation Demand Management Active Transportation Strategies

- Provide **bicycle parking at 125%** of UDO requirement
- Provide **secure long-term bicycle parking** at 1/20 dwelling units
- Provide a covered and well-equipped **bicycle repair station on-site**
- Provide **end-of-trip facilities** on-site (showers, lockers, changing locations)
- Provide a **bike-share station or other shared bicycle fleet** for employees/residents/guests

Streets Manual: CTR and TDM

Transportation Demand Management Transit Strategies

- Provide **transit stop/mobility hub improvements**
- **Existing or planned** CATS stop/ mobility hub



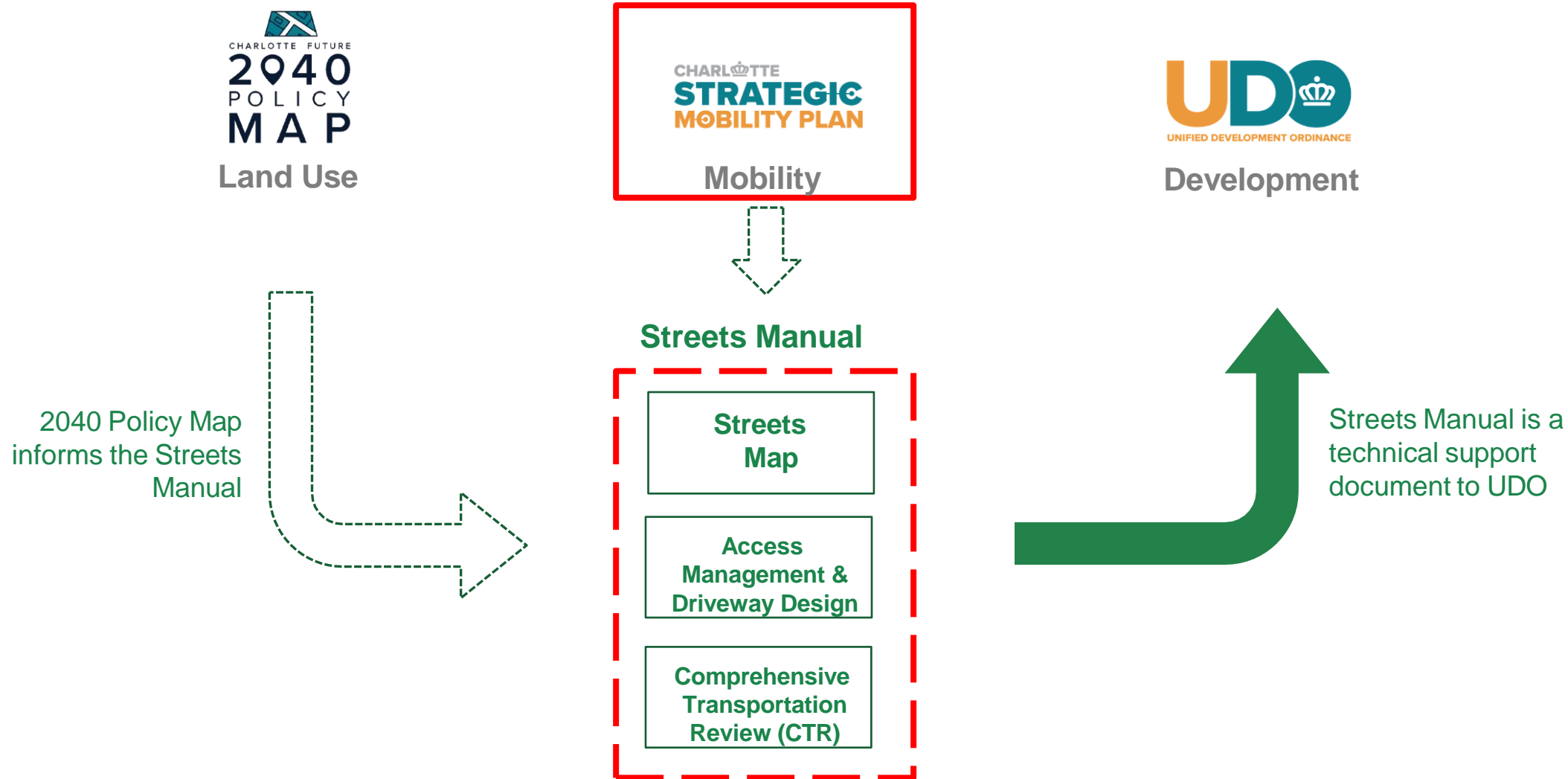
Streets Manual: CTR and TDM

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Questions?