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CHARLOTTE STREETS MAP

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Charlotte Streets Map

- 2.1 Purpose and Use
- 2.2 Policy Background
- 2.3 The Streets Map and the Unified Development Ordinance
- 2.4 The Streets Map and Place Types
- 2.5 Relationship to Other Planning Processes
- 2.6 What Makes a Street?
- 2.7 Street Types
- 2.8 Bike Facilities
- 2.9 Arterial Street Type Design and Dimensional Standards
- 2.10 Street Map Amendments

2.1 PURPOSE & USE

The Charlotte Streets Map (Streets Map) is a mobility policy and regulatory map that defines Charlotte's future multimodal street network to meet the mobility and public realm needs of our streets and rights-of-way.

The Streets Map guides the design of future public capital investment projects and private investment through the regulations tied to the Unified Development Ordinance. Specifically, the Streets Map defines the future cross-section of Charlotte's arterial road network establishing a consistent, predictable and transparent determination of the future curb line and right-of-way to protect for and build "safe and equitable" mobility infrastructure.

2.2 POLICY BACKGROUND

The Streets Map reflects Charlotte's adopted policies for multimodal streets including; the Charlotte Future 2040 Comprehensive Plan (2021), the Urban Street Design Guidelines (2007), the Charlotte Bikes plan (2017), the Charlotte Walks plan (2017), and the Charlotte Regional Transportation Planning Organization (CRTPO) Comprehensive Transportation Plan (CTP). The Streets Map reflects a carefully considered long-term vision, but it remains a living map, subject to Council amendment based on more detailed future planning processes including the Strategic Mobility Plan and area-specific Community Plans.

The Streets Map is not a "project map" and does not indicate priority for future project investment or determine all the design details any future project. All future transportation projects will be designed and constructed subject to a wide variety of location-specific, context-based constraints that may or may not affect the long-term vision for the street.

2.3 THE STREETS MAP AND THE UNIFIED DEVELOPMENT ORDINANCE

The Streets Map provides a supporting policy for implementing the Unified Development Ordinance (UDO). The Streets Map defines Street Type standards and dimensions, mapping expected cross-sections for Arterial Street Types. The Street Type designations adopted in the Streets Map are referenced in the UDO to establish Street Type-specific frontage standards for building and site design outside of the street right-of-way. These UDO frontage standards link the design of the street to the pattern and form of the fronting buildings and development.

2.4 THE STREETS MAP AND PLACE TYPES

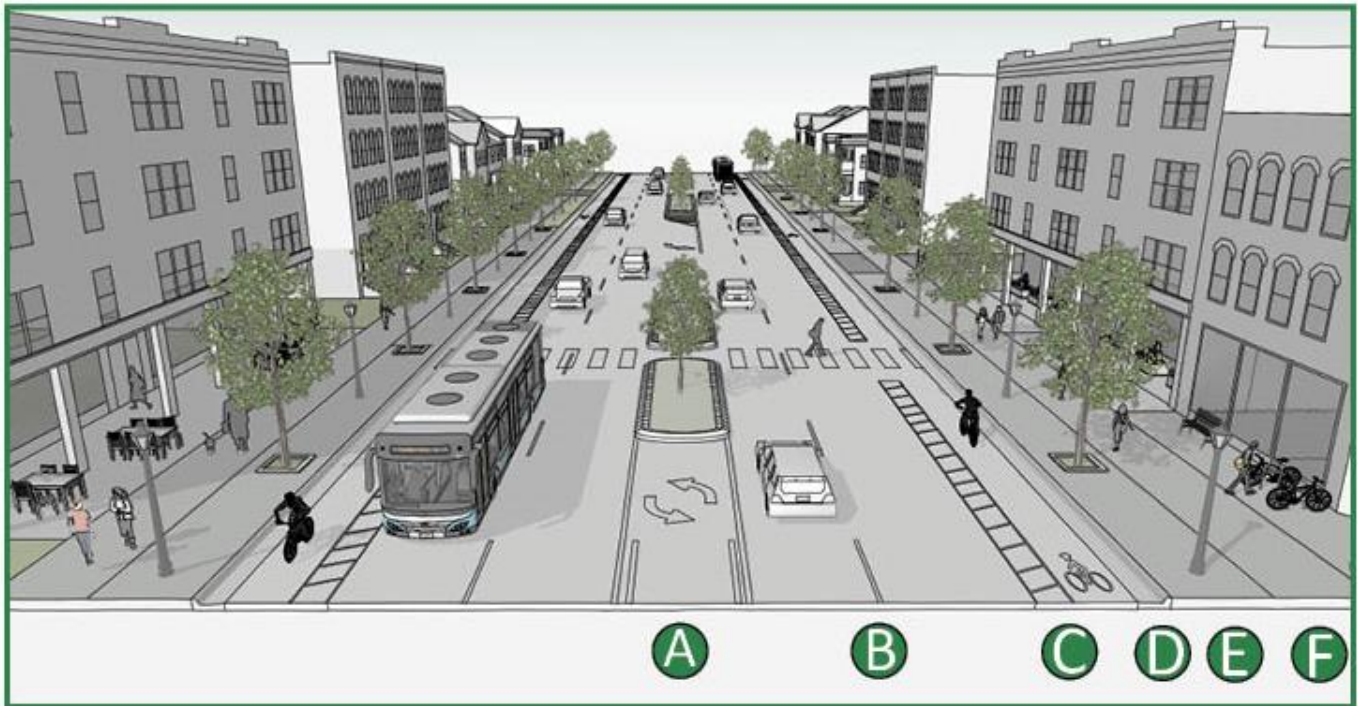
The ten Place Types adopted in the 2040 Charlotte Future Comprehensive Plan provide high-level guidance for transportation topics such as street network, pedestrian facilities, bicycle facilities, mode share, and access, and can be organized into neighborhoods, employment areas, and centers. Place Types can also be categorized as being lower-intensity or higher-intensity, based on the degree of development on a site. Certain standards and/or requirements related to streets may be applied differently based on Place Type intensity.

2.5 RELATIONSHIP TO OTHER PLANNING PROCESSES

Section 2.10 defines how the Streets Map might be refined by other planning processes. This includes any process that either plans for a specific street or corridor, as well as area planning processes that integrate the planned street network with the land uses. The Streets Map forms a starting point for those planning processes and provides a feedback loop to ensure that any refinements identified through those processes are incorporated, as necessary, into the adopted Streets Map.

2.6 WHAT MAKES A STREET?

Each arterial street on the Streets Map includes an expected cross-section. The arterial cross-sections are based on adopted policies for designing streets to serve all users. The figure below shows how the combination of different street components work together to create a "complete" street. The complete street, together with the "semi-public realm" created by the buildings and other spaces along the street, affects how the street looks and functions.



A. Center Space

Center space is a critical component of a complete street because it provides the space for important safety elements like turn lanes and "islands" to allow a pedestrian refuge midway across a street. These are particularly important design elements where there are likely to be few safe crossing and turning opportunities and where there are many destinations nearby. The center space also provides additional opportunities for green space and street trees, thereby supporting Charlotte's tree canopy goals, helping calm traffic, and creating a shadier/cooler environment. The "+" on some of the street descriptions refers to the need to provide center space in addition to travel lanes. So, "4+" doesn't mean "4 or more lanes", it means "4 lanes and center space".

B. Travel Lanes

Travel Lanes provide space for motor vehicle and (in some cases) bicycle travel. The number of travel lanes for arterials will generally range from 2 to 6 lanes with the possibility of some segments having more than 6 lanes (in rare circumstances).

C. Bike Facility

The Streets Map incorporates several different categories of bicycle facilities based on adopted policy guidance. Some types of bicycle facilities require more (or less) space than others, while other types of bike facilities might require the same amount of space, but could be configured slightly differently when a capital project or other construction project occurs. Section 2.8 shows the range of bicycle facility types that can be included in the Street Map cross-sections.

D. Curb and Gutter

The Streets Map cross-section for most arterial streets includes 2.5' for curb and gutter. Parkways may or may not include curb and gutter, and more typically include a shoulder.

On-Street Parking

Certain streets, such as Main Streets and some Avenues, will include on-street parking to provide for an additional buffer for pedestrians and to support adjacent land uses.

E. Planting Strip/Amenity Zone

Planting Strip or a hardscaped Amenity Zone creates a buffer between the pedestrian space and the adjacent roadway and provides space for street trees and other street furnishings. The Streets Map indicates whether a planting strip or an amenity zone is the typical facility, based on the land use context and whether there is on-street parking.

F. Pedestrian Facility

The Streets Map describes the type and width of the pedestrian facility located within the streetscape. The two types of pedestrian facilities are sidewalks and shared-use-paths (shared with bicyclists).

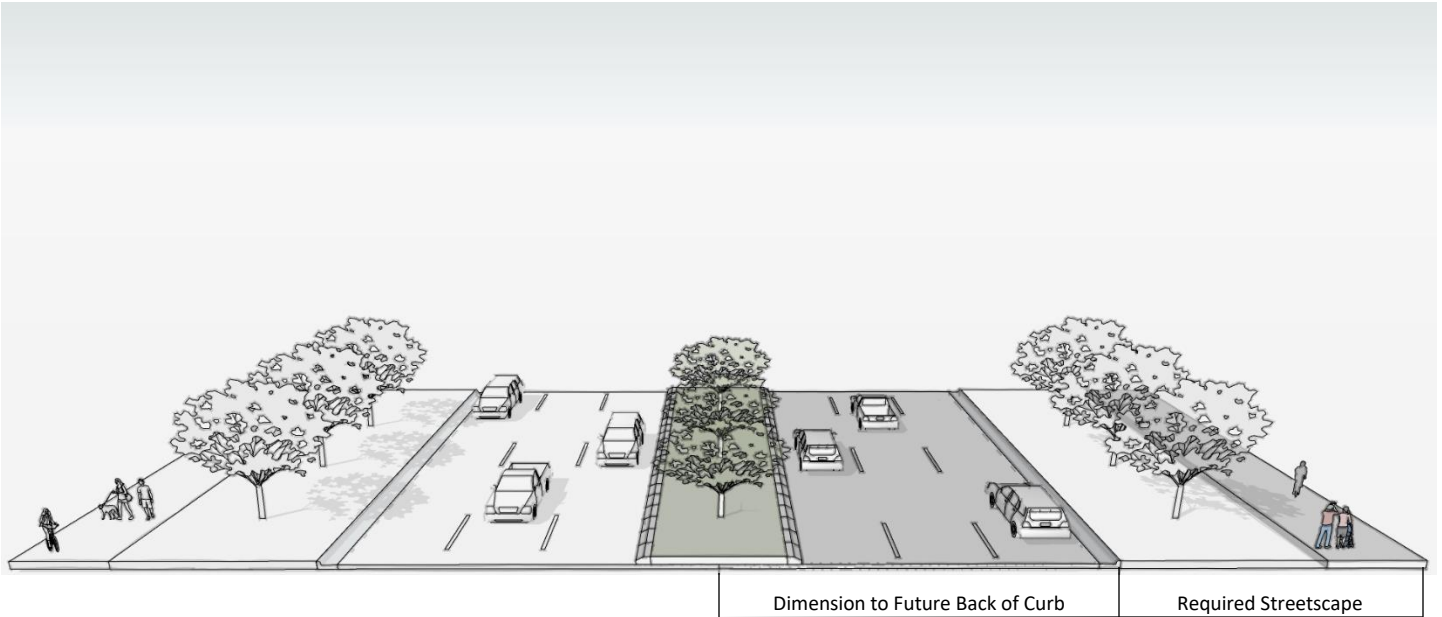
2.7 STREET TYPES

The Streets Map defines and maps a range of Street Types and Special Facilities.

Table 2.1 Street Types			
Type	Description	On Streets Map	Design Standards
Arterial Street Types			
Parkway	Streets that provide efficient regional multimodal connectivity with limited direct access to adjacent land uses.	Location and Cross-Section	Arterial Street Type Design and Dimensional Standards
Boulevard	Streets that provide efficient city-wide multimodal connectivity with direct access to and supporting adjacent land uses.	Location and Cross-Section	Arterial Street Type Design and Dimensional Standards
Avenue	Streets that provide access between neighborhoods and activity centers in a range of land uses, balancing all modes of transportation.	Location and Cross-Section	Arterial Street Type Design and Dimensional Standards
Main Street	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.	Location and Cross-Section	Arterial Street Type Design and Dimensional Standards
Additional Street Types			
Limited Access	Regional and/or interstate highways or freeways designed exclusively for vehicular traffic with limited development access.	Location Only	Under State and/or Federal design and access control
Collector	Streets that provide local vehicular, pedestrian and bicycle connections to multiple destinations and land uses.	Location Only	Charlotte Land Development Standards Manual (CLDSM)
Locals	Streets that provide local vehicular, pedestrian and bicycle connections to a range of adjacent land uses.	Any street not mapped as an Arterial, Limited Access, or Collector	Charlotte Land Development Standards Manual (CLDSM)
Special Facilities			
Greenway On-Street (Arterials)	Designated greenway facilities identified by the City or County that provide necessary on-street connections for larger greenway corridors.	Location and Cross-Section	Arterial Street Type Design and Dimensional Standards
Greenway On-Street (Collectors and Locals)	Designated greenway facilities identified by the City or County that provide necessary on-street connections for larger greenway corridors.	Location Only	Charlotte Land Development Standards Manual (CLDSM)

2.7.1 Parkway

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



Component	Description
Center Space	Parkways always include center space in the form of a continuous median to manage access.
Travel Lanes	Parkways will have 4 or more travel lanes.
Bike Facility	Parkways provide important connections over longer distances for cyclists. Dedicated bicycle facilities will be on shared-use paths set away from the travel lanes.
Curb and Gutter	Parkways may or may not include curb and gutter, and more typically include a shoulder.
On-Street Parking	Parkways do not include on-street parking because planting strips typically vary in width and nearby land uses typically do not orient to the street.
Planting Strip/Amenity Zone	Parkways always include planting strips and the width of the planted strip, or planted buffer, may be as wide as 25' on State-maintained streets (equivalent to the clear zone).
Pedestrian Facility	On Parkways, pedestrians will typically be accommodated on a shared-use path set away from the travel lanes.

2.7.2 Boulevard

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



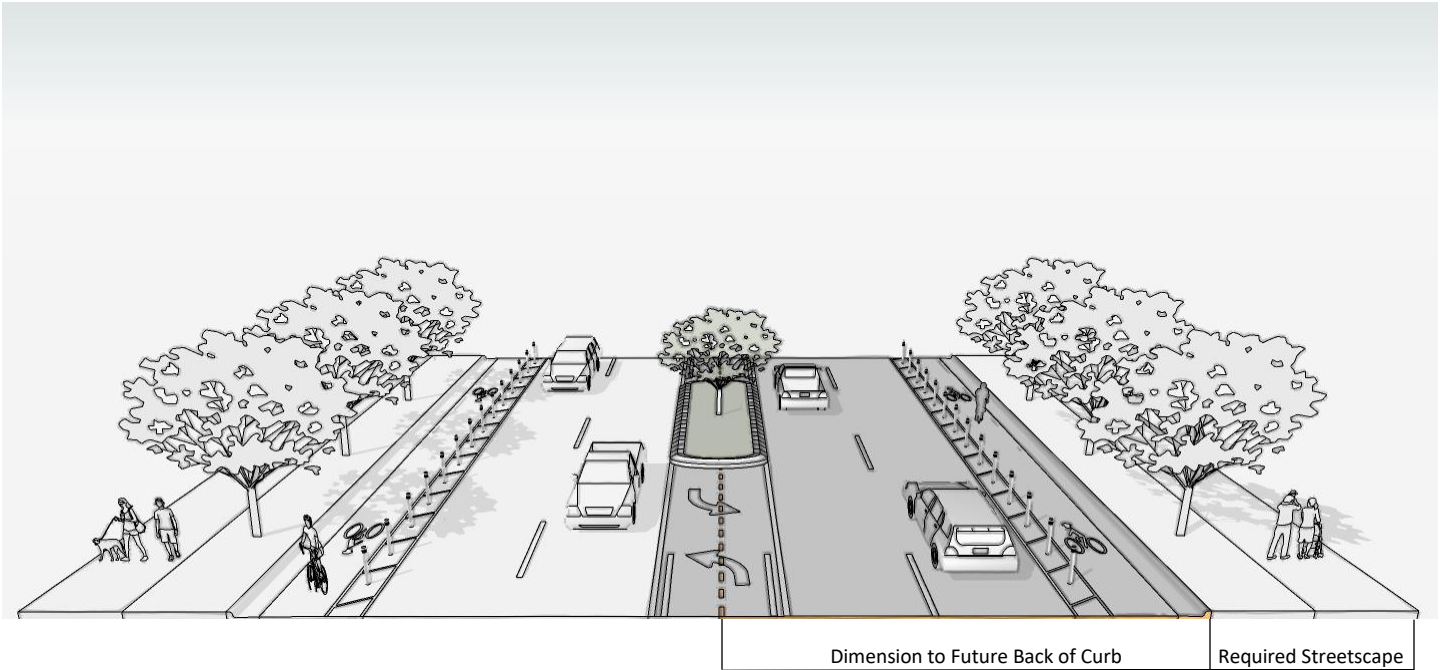
Dimension to Future Back of Curb

Required Streetscape

Component	Description
Center Space	Boulevards always include center space in the form of a continuous median to manage access.
Travel Lanes	Boulevards will have 4 or more travel lanes.
Bike Facility	Boulevards will always include specified bicycle facilities. The bike facility is typically a separated bike lane or shared-use path to ensure that all modes can move efficiently and safely.
Curb and Gutter	Boulevards typically include curb and gutter.
On-Street Parking	Boulevards typically do not include on-street parking.
Planting Strip/Amenity Zone	A planting strip with street trees is appropriate for most Boulevards because on-street parking is atypical.
Pedestrian Facility	Boulevards in lower-intensity Place Types will typically include 6' sidewalks, or in certain contexts, shared-use paths. Boulevards in higher-intensity Place Types will typically include 8' sidewalks or, very rarely, shared-use paths.

2.7.3 Avenue

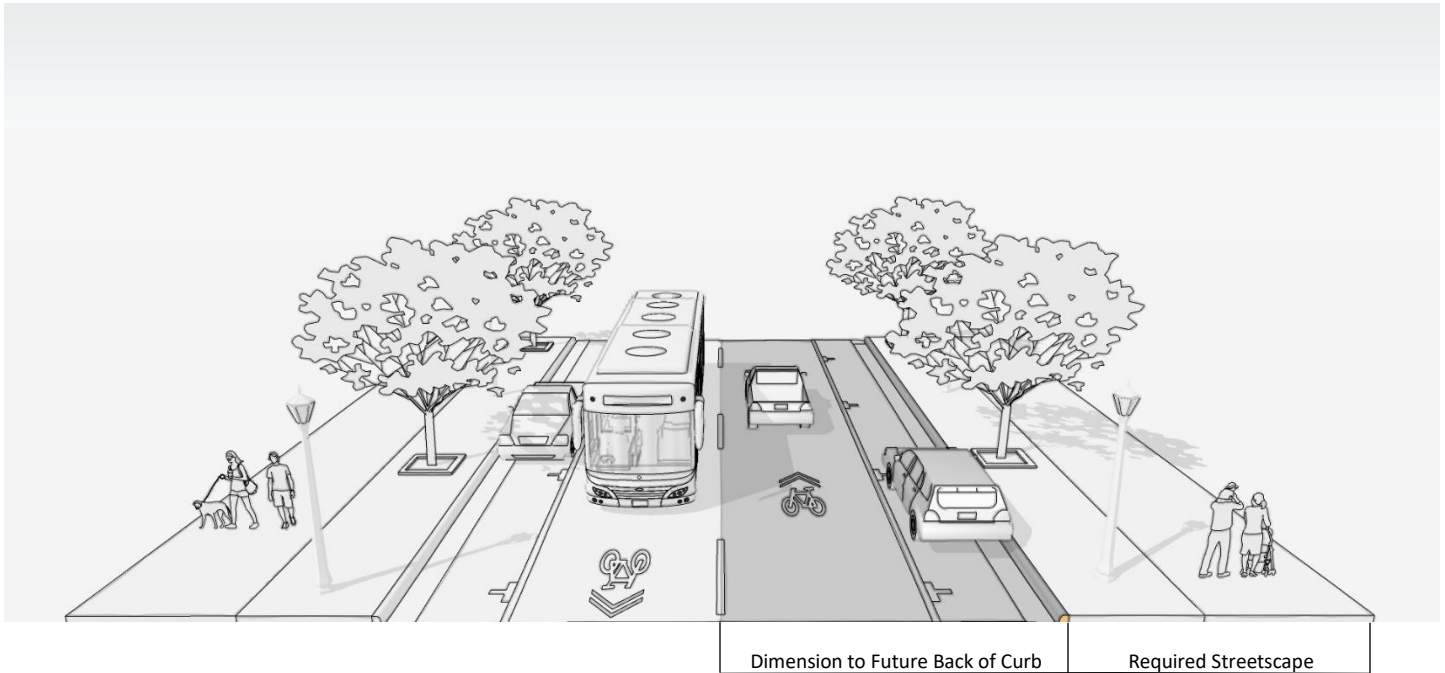
Streets that provide access between neighborhoods and activity centers in a range of land uses, balancing all modes of transportation.



Component	Description
Center Space	Most Avenues include center space.
Travel Lanes	The number of travel lanes for Avenues varies from 2 to 6. Six lane Avenues are rare, but still should be designed to balance all modes.
Bike Facility	Avenues always include a specified bike facility to ensure that all modes can move efficiently and safely. The specific treatment varies by the characteristics of the Avenue.
Curb and Gutter	Avenues typically include curb and gutter.
On-Street Parking	On-street parking is allowed on Avenues in some contexts, typically in higher-intensity Place Types that include walkable destinations oriented to the street.
Planting Strip/Amenity Zone	Avenues will typically have planting strips in lower-intensity Place Types and have amenity zones in higher-intensity place types, especially when there is on-street parking.
Pedestrian Facility	Avenues in lower-intensity Place Types will typically include 6' sidewalks or, in certain contexts, shared-use paths. Avenues in higher-intensity Place Types will typically include 8' sidewalks or, very rarely, shared-use paths.

2.7.4 Main Street

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.



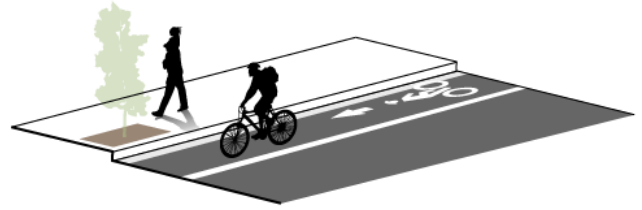
Component	Description
Center Space	Main Streets do not include center space, because driveways should be limited, speeds should be low, and all turns should take place at intersections.
Travel Lanes	Main Streets are limited to two travel lanes, which are wide enough to accommodate delivery and transit vehicles, maneuvering for on-street parking, and shared space with bicyclists.
Bike Facility	Main Streets low speed, multimodal streets where bicyclists comfortably utilize shared roadways alongside motorists.
Curb and Gutter	Main Streets always include curb and gutter.
On-Street Parking	Main Streets always include on-street parking to support retail and other destinations and to provide additional buffering for the pedestrian space.
Planting Strip/Amenity Zone	Main Streets will typically include a hardscaped amenity zone, which provides a buffer between the sidewalk and vehicles, as well as space for street trees (in grates) and other street furnishings to support the high level of pedestrian activity along the street.
Pedestrian Facility	Main Streets have the widest sidewalks (10') to accommodate higher pedestrian volumes expected along this destination street.

Table 2.2 Bike Facilities	
Component	Description
Shared Roadway	Streets without dedicated bike facilities because speeds and volumes are low enough that bicyclists share the space with motor vehicles (0' included in the Streets Map cross-section).
On-Street Bike lanes	Bike facilities that designate an exclusive space for bicyclists through the use of pavement markings and signage to provide additional buffer between bikes and motor vehicles. A 5' dimension is included in the Streets Map cross-section (each side). This 5' dimension can include several configurations, which is decided based on specific characteristics of the street and the adjacent context, usually during a more detailed plan or when designing a project.
Buffered/Separated Bike Lanes	Bike facilities that are either physically separated or include additional buffered space between bikes and motor vehicles. An 8' dimension is included in the Streets Map cross-section (each side). This 8' dimension can include several configurations, which is decided based on specific characteristics of the street and the adjacent context, usually during a more detailed plan or when designing a project.
Shared-use path	A multi-use path located between the street and private development, behind the curb. A 12' dimension is included in the Streets Map cross-section (each side), to allow for a completely separated, off-street facility. This space is shared with pedestrians and is only used in certain contexts.
Greenway On-Street	A designated greenway facility identified by the City or County that provides necessary on-street connections for larger greenway corridors and allows for expected higher volumes of bicyclists and pedestrians along these special street segments. A 16' dimension is included in the Streets Map cross-section (one side). The other side of the street will include more standard bicycle facilities, if they are identified for that street segment.

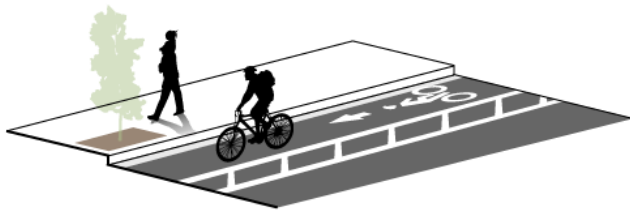
2.8.1 Shared Roadway



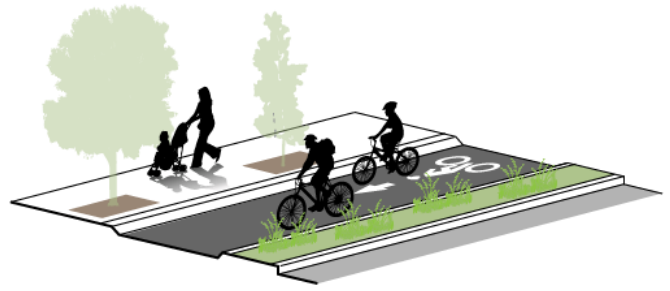
2.8.2 On-Street Bike Lanes



2.8.3 Buffered Bike Lanes



2.8.4 Separated Bike Lanes



2.8.5 Shared-use path



2.8.6 Greenway On-Street



2.9 ARTERIAL STREET TYPE DESIGN AND DIMENSIONAL STANDARDS

The Arterial Street Type Design and Dimensional Standards govern the design of Parkways, Boulevards, Avenues and Main Streets including the placement and dimension of the key street and streetscape components. The table below shows the typical design and dimensional standards for components of arterial streets. Refer to the streets map for the required cross-section for each arterial street segment, as the cross-section dimensions may vary from the typical standards due to context, constraints, or existing conditions.

Table 2.3 Arterial Street Type Design & Dimensional Standards				
Component	Parkway	Boulevard	Avenue	Main Street
Back of Curb Placement (from which setbacks are measured in UDO districts)	Refer to Streets Map: Varies by street and based on Arterial Street Type Design and Dimensional Standards (measured from centerline of right-of-way)			
Number of Travel Lanes (11 feet)	4 to 6	4 to 6	2 to 6	2
Center Space (minimum dimension)	Varies	17 feet	11 feet	-
Curb and Gutter (2.5 feet)	Varies	Required	Required	Required
Bicycle Facilities				
Shared Roadway	-	-	-	Required
Bike Lane (5 feet)	-	-	Required based on context	-
Buffered/Separated Bike Lane (8 feet)	-	Required based on context		-
On-Street Parking				
7 feet from face of curb	-	-	Permitted/required based on context	Required
Streetscape & Pedestrian Facilities				
Amenity Zone/Planting Strip Determination	Refer to Section 34.3; Table 35-5 of the UDO			
Amenity Zone/Planting Strip Dimension	Varies	8 feet		8 feet
Sidewalk (Lower-intensity Place Types: <i>Neighborhood 1, Commercial, Manufacturing & Logistics, Campus (IC-1, OFC Zoning Districts), Parks and Preserves</i>)	-	6 feet		10 feet
Sidewalk (Higher-intensity Place Types: <i>Neighborhood Center, Community Activity Center, Regional Activity Center, Innovation Mixed Use, Campus (IC-2 Zoning District), Neighborhood 2</i>)	-	8 feet		10 feet
Shared Facilities				
Shared-use path (12 feet)	Required based on context			-
Greenway On-Street (16 feet on one side)	Required as necessary based on adopted City and County Greenway Plans (including on Collector and Local Street designations)			

2.10 AMENDMENTS TO THE STREETS MAP

The Charlotte Department of Transportation (CDOT) undertook a rigorous process to apply relevant policies during the development of the Streets Map and to provide internal review of the initial draft. The Streets Map was also reviewed by the public during the adoption process, resulting in a revised draft of the Streets Map that was ultimately adopted on XX, 2022. However, The Streets Map is a living public document, and amendments may sometimes be necessary to ensure that the map reflects significant changes in both development patterns and traffic patterns through time.

Various planning processes, including those related to CIP projects, updates to the CTP, new area plans, and corridor studies, can provide sufficiently detailed information about a street or corridor. to warrant an amendment to the Streets Map. Where possible, any proposed amendments resulting from such processes will be approved by the City Council concurrent with the approval of the associated planning process. Furthermore, CDOT staff will undertake an annual update to the CSM to implement other necessary changes to any adopted cross-sections. Any major amendments to cross-sections identified during that update will be subject to City Council approval.