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

Draft 2.0 Released June 3
Public Comment Period through June 30

- Streets Map (interactive): https://charlottenc.gov/smp

Next Steps:
- Council Public Comment Session (July 11)
- Council Adoption (anticipated August 22)
BAC Annual Retreat
The Vision For Our Growth

2040 Policy Map

Land Use

Mobility

Development

Streets Manual

Streets Map

Access Management & Driveway Design

Comprehensive Transportation Review (CTR)

2040 Policy Map informs the Streets Manual

Streets Manual is a technical support document to UDO
The Vision For Our Growth

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Streets Manual
- Streets Map
- Access Management & Driveway Design
- Comprehensive Transportation Review (CTR)

Streets Manual is a technical support document to UDO
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
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**
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 \((2-30, \text{ if required})\)
- Long-term spaces are \(\% \text{ of (uncapped) short-term spaces}\) (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)
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)
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
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
Transportation Demand Management Mitigation Strategy Categories

- Programmatic Strategies
- Physical Strategies
- Active Transportation Strategies
- Transit Strategies
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
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
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
Transportation Demand Management
Transit Strategies

- Provide **transit stop/mobility hub improvements**
- **Existing or planned** CATS stop/ mobility hub
Transportation Demand Management
Mitigation Strategy Categories

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Questions?