

UDO Update: Second Draft

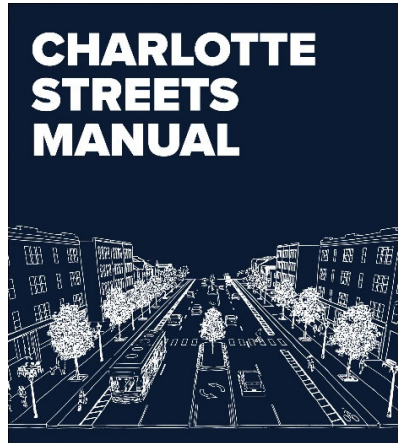
Charlotte City Council

UDO Workshop Meeting Recap – June 27

- Second Draft UDO (Public Hearing Draft) **released for public review on Friday, June 3.**
- Full redline Second Draft available on www.CharlotteUDO.org

Meeting Topics

- ✓ **Key changes from the First Draft to the Second Draft**
- ✓ **Final Economic Impact Analysis (EIA)**
- ❖ **UDO and Comprehensive Transportation Review**
- ✓ **Public engagement, feedback, and next steps**



COMPREHENSIVE TRANSPORTATION REVIEW GUIDELINES

City Council UDO Workshop

Charlotte Department of Transportation

Comprehensive Transportation Review (CTR) Guidelines



Multimodal Assessment
Transportation Demand Management
Traffic Impact Studies (TIS)

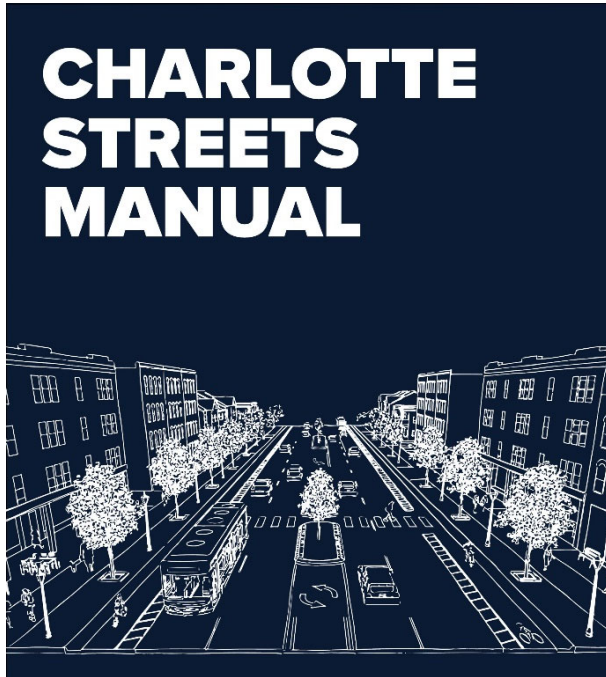
Analysis & Testing

Purpose:

- **Test the CTR with the UDO**
(confirm how they work together)
- **Evaluate the CTR impact on land development**
(how many project will require a CTR?)
- **Identify potential draft revisions and modifications.**

Comprehensive Transportation Review (CTR) Guidelines

Analysis & Testing



Streets Map (interactive map & document)

- Multimodal Street Types
- Corridor ROW Protection



Access Management & Driveway Design

- Driveway & Access Guidance



Comprehensive Transportation Review (CTR)

- Multimodal
- Transportation Demand Management (TDM)
- Traffic Impact Studies

Comprehensive Transportation Review (CTR) Guidelines Analysis & Testing

Intensity-Based Context	TIS Threshold	Development Scale	Multimodal Investment	Desired Outcome
Low Intensity Development (based on UDO zoning districts) Zoning Districts: N-1, N-2, MHP, ML, IC, OFC, CG, CR	1,500 (daily trips) OR 150 (peak hour trips)	Single Family: 150 units Townhomes: 204 units Apartments: 276 units Commercial: 13,000 sf Office: 43,000-143,000 sf Industrial: 380,000-425,000 sf	Tier 1 (3 points) Tier 2 (6 points) Tier 3 (9 points)	Multimodal Investment Range of vehicular projects (based on need and feasibility)
High Intensity Development (based on UDO zoning districts) Zoning Districts: IMU, NC, CAC, TOD, RAC, UC UE	2,000 (daily trips) OR 200 (peak hour trips) After 30% trip reduction for TDM	Single Family: 204 units Townhomes: 272 units Apartments: 368 units Commercial: 20,000 sf Office: 58,000-193,000 sf Industrial: 513,000-583,000 sf	Tier 1 (5 points) Tier 2 (9 points) Tier 3 (14 points)	Multimodal Investment Transportation Demand Management Targeted vehicular projects (with a priority on multimodal investment)

Comprehensive Transportation Review (CTR) Guidelines Analysis & Testing

Scope of Analysis:

The analysis involved applying the CTR guidelines on actual development projects using several project data sources.

235 Total Projects

Conditional Rezoning Petitions

(120 Petitions – all of 2020)

By-Right Development Petitions

(100 Project Permits – 3Q 2020)

UDO Economic Analysis Test Sites

(15 Scenarios)

Projects		Zoning		Comprehensive Transportation Review						Existing
Rezoning		Policy Map	Zoning	Intensity	Net Trips		Multimodal	TDM	TIS	
					Daily or Peak					
2020-088	1	CAC	CAC-2	High	9,606		Tier 3	Tier 3	Yes	Yes
2020-027	2	CAC	CAC-2	High	4,865		Tier 3	Tier 3	Yes	Yes
2020-162	3	CAC	CAC-2	High	286		Tier 3	Tier 3	Yes	Yes
2020-068	4	CAC	CAC-2	High	3,000		Tier 3	Tier 3	Yes	Yes
2020-175	5	RAC	RAC	High	307		Tier 3	Tier 3	Yes	Yes
2020-032	6	RAC	RAC	High	196		Tier 3	Tier 3		
2020-055	7	CAC	CAC-2	High	1,540		Tier 3	Tier 3		
2020-134	8	CAC	CAC-2	High	1,281		Tier 2	Tier 2		
2020-190	9	CAC	CAC-2	High	1,260		Tier 2	Tier 2		
2020-026	10	CAC	CAC-2	High	763		Tier 1	Tier 1		
2020-059	11	RAC	RAC	High	889		Tier 1	Tier 1		
2020-112	12	Campus	Campus	Low	11,045		Tier 3		Yes	Yes
2020-007	13	NC	NC	Low	8,020		Tier 3		Yes	Yes
2020-181	14	NC	NC	Low	6,480		Tier 3		Yes	Yes
2020-160	15	Campus	Campus	Low	6,373		Tier 3		Yes	Yes
2020-058	16	Campus	Campus	Low	385		Tier 3		Yes	Yes
2020-091	17	N1	N1	Low	5,980		Tier 3		Yes	Yes
2020-092	18	N1	N1	Low	4,540		Tier 3		Yes	Yes
2020-194	19	N2	N2	Low	4,090		Tier 3		Yes	Yes
2020-086	20	N2	N2	Low	3,895		Tier 3		Yes	Yes
2020-083	21	Campus	Campus	Low	3,615		Tier 3		Yes	Yes
2020-141	22	Campus	Campus	Low	333		Tier 3		Yes	Yes
2020-122	23	N2	N2	Low	3,005		Tier 3		Yes	Yes
2020-145	24	N2	N2	Low	2,480		Tier 3		Yes	Yes
2020-049	25	ML	ML	Low	2,465		Tier 3		Yes	Yes
2020-151	26	N2	N2	Low	2,420		Tier 3		Yes	
2020-048	27	Commercial	Commercial	Low	2,370		Tier 3		Yes	Yes
2020-035	28	ML-1	ML-1	Low	2,125		Tier 3		Yes	Yes
2020-034	29	IMU	IMU	Low	2,040		Tier 3		Yes	
2020-157	30	Commercial	Commercial	Low	156		Tier 3		Yes	
2020-159	31	N2	N2	Low	1,750		Tier 2			
2020-150	32	N1 & N2	N1 & N2	Low	1,690		Tier 2			
2020-079	33	N1	N1	Low	1,595		Tier 2			
2020-060	34	N2	N2	Low	1,460		Tier 1			
2020-047	35	Commercial	Commercial	Low	87		Tier 2			
2020-076	36	N1	N1	Low	1,360		Tier 2			
2020-017	37	N2	N2	Low	1,340		Tier 2			
2020-052	38	NC	NC	Low	1,305		Tier 2			
2020-137	39	N1	N1	Low	1,215		Tier 2			
2020-153	40	N2	N2	Low	1,195		Tier 2			
2020-102	41	N1	N1	Low	1,150		Tier 2			
2020-070	42	N1	N1	Low	1,100		Tier 2			
2020-200	43	N2 & N1	N2 & N1	Low	1,090		Tier 2			
2020-180	44	N2	N2	Low	1,080		Tier 2			
2020-075	45	N1	N1	Low	1,010		Tier 1			
2020-099	46	N2	N2	Low	945		Tier 1			
2020-166	47	Commercial	Commercial	Low	850		Tier 1			
2020-120	48	N1	N1	Low	760		Tier 1			
2020-097	49	N1	N1	Low	116		Tier 1			



367 N Caswell Rd Site

CAC-2 UDO District – High Intensity CTR

UDO Economic Impact Analysis: **Example CTR Summary**

CTR	Existing Development Plan/Traffic Impact Study
Multimodal Assessment Tier 3 (14 points)	7th and Caswell Intersection - Provide ADA accessible ramps and associated pedestrian signals (8 signalized ramps = 6 points) N Caswell and 5th Street Intersection - Provide ADA accessible ramps (8 ramps = 8 points) On 7th Street - Install Rectangular Rapid Flashing Beacon (installing RRFB = 5 points)
TDM Assessment Tier 3 (6 points)	Construct CATS transit stop (1 points) <u>Additional CTR Requirement:</u> Credit for multimodal assessment mitigations (1 point) (proposed) Education, Marketing & Outreach TDM strategy (1 point) (proposed) TDM Coordinator (1 point) (proposed) End of Trip Facilities (1 point) (proposed) Bicycle repair station (1 point)
Traffic Impact Study Triggered TIS (2,056 trips after 30% reduction)	Performed TIS and studied several intersections with <u>no vehicular improvements identified</u> <u>CTR Consideration:</u> Consider alternative Traffic Assessment to evaluate the need for a TIS

Comprehensive Transportation Review (CTR) Guidelines
Analysis & Testing

Total Projects Analyzed
(235 Projects)

Conditional Rezoning Petitions

Reviewed rezoning petitions submitted in 2020
(120 Petitions)

(40%)	49	Total CTR's Triggered
(17%)	-21	Existing TIS
(23%)	28	Net New CTR
(2.5%)	3	Net New TIS

By-Right Development Projects

3rd Quarter 2020 construction plan submittals
(100 Projects)

(28%)	28	Total CTR's Triggered
(8%)	-8	Existing TIS
(20%)	20	Net New CTR
(3%)	3	Net New TIS

UDO EIA Site Testing

Detailed “before/after” analysis of test sites
(15 Scenarios)

(73%)	11	Total CTR's Triggered
(46%)	-7	Existing TIS
(26%)	4	Net New CTR
(6%)	1	Net New TIS

Comprehensive Transportation Review (CTR) Guidelines

Analysis & Testing

Total Projects Analyzed

(235 Projects)

CTR's triggered when applied to existing project examples	(37%)	88	Total CTR's Triggered
Subtract projects already required to do a TIS (includes negotiated multimodal investment)	(15%)	-36	Existing TIS
CTR can be completed with site/civil consultant (Traffic Engineer not required)	(22%)	+52	Net New CTR
Traffic Impact Studies (TIS) require Traffic Engineer to prepare	(3%)	+7	Net New TIS

Low Intensity Multimodal	Typical Investment (\$ per project)	Example Multimodal Investment	Projects Analyzed	% of total	Total Investment
Tier 1 (3 points)	\$30K	ADA ramps/sidewalk (one corner + 25f of sidewalk)	18	21%	\$540k
Tier 2 (6 points)	\$60K	Signalized Pedestrian Crossing	14	16%	\$840k
Tier 3 (9 points)	\$90K	ADA ramps (full intersection – 4 corners)	32	36%	\$2.8m
			64	72%	\$4.2m

High Intensity Multimodal	Typical Investment (\$ per project)	Example Multimodal Investment	Projects Analyzed	% of total	Total Investment
Tier 1 (5 points)	\$50K	Signalized Pedestrian Crossing	4	5%	\$200k
Tier 2 (9 points)	\$90K	ADA ramps (full intersection – 4 corners)	2	2%	\$180k
Tier 3 (14 points)	\$140K	ADA ramps/sidewalk (full intersection + 25f of sidewalk)	18	20%	\$2.5m
			24	28%	\$2.8m

\$7.0 Million

Potential Multimodal Investment
(88 Projects)



Key Changes from First Draft

- **Mitigation Value:** Adjusted Multimodal and TDM mitigation point values to better reflect cost/value mitigation
- **Fee-in-lieu:** Defined a fee-in-lieu option for mitigations to provide predictability, and flexibility when physical constraints limit developer construction of projects.
- **Traffic Impact Study Area of Influence:** Defined a process to determine the Area of Influence (AOI) in places and activity centers where traffic mitigation conflicts with the desired pedestrian and multimodal character or not feasible.

Analysis & Testing

Testing & Analysis

Summary Highlights:

UDO Assumptions:

More by-right development with fewer rezonings (saving development time and \$\$)

More intensity will be provided by new UDO Zoning Districts (EIA Study)

Development Outcomes:

- ~37% of development projects will require a CTR (can be conducted by site/civil consultant)
- ~3% increase in the number of Traffic Impact Studies (TIS) required
- ~\$30K to \$140K of private investment (multimodal) per typical development project (of projects triggering a CTR)

Community Outcomes:

- Captures by-right development
- Increased private investment in our multimodal infrastructure needs
- Increase (~3%) in Traffic Impact Studies (TIS) to respond to traffic and development growth
- More predictable outcomes than typical negotiated TIS process

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QUESTIONS?