

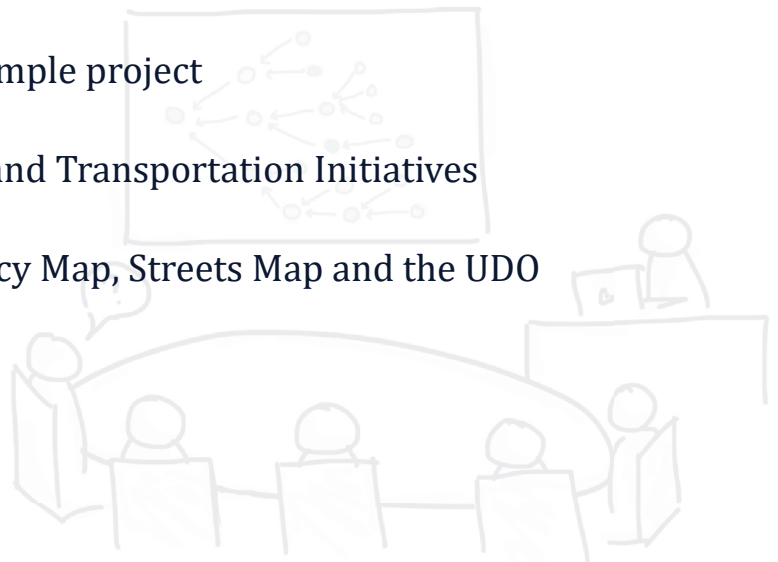
2021 Fall Strategy Meeting

Update on Major Strategic Planning/Transportation Initiatives

October 25-27

Deep Dive: Charlotte Land Use and Mobility Initiatives

- Demonstration: Application to a sample project
- Update on the three key Land Use and Transportation Initiatives
- Discuss relationships between Policy Map, Streets Map and the UDO



VISION AND GOALS



SUPPORTING INITIATIVES

Mapping Tools and Guidance for Public and Private Investment



CHARLOTTE FUTURE

2040 COMPREHENSIVE PLAN

The Vision For Our Growth

Land Use



The **land use policy** for form and development intensity (Place Types)

Mobility



The **mobility strategy** to connect people and places through public and private investment

Development



The **land development rules** for our growth – implementation through private investment

CHARLOTTE FUTURE 2040 COMPREHENSIVE PLAN

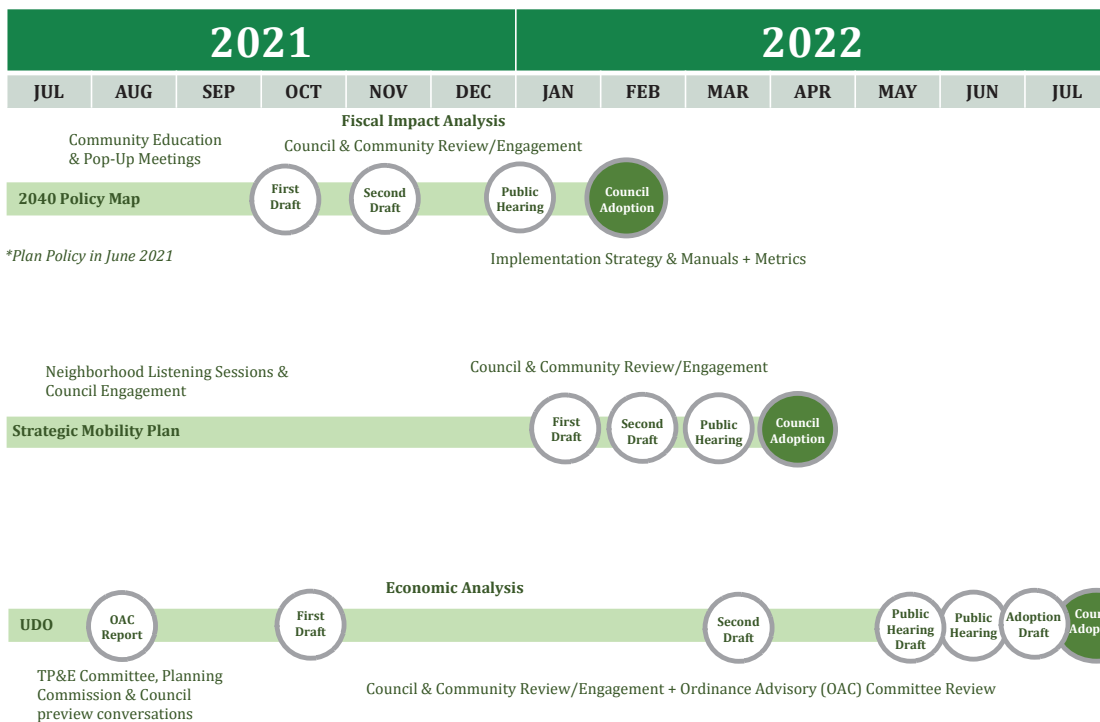
The Vision For Our Growth

Supporting Initiatives



DRAFT SCHEDULE

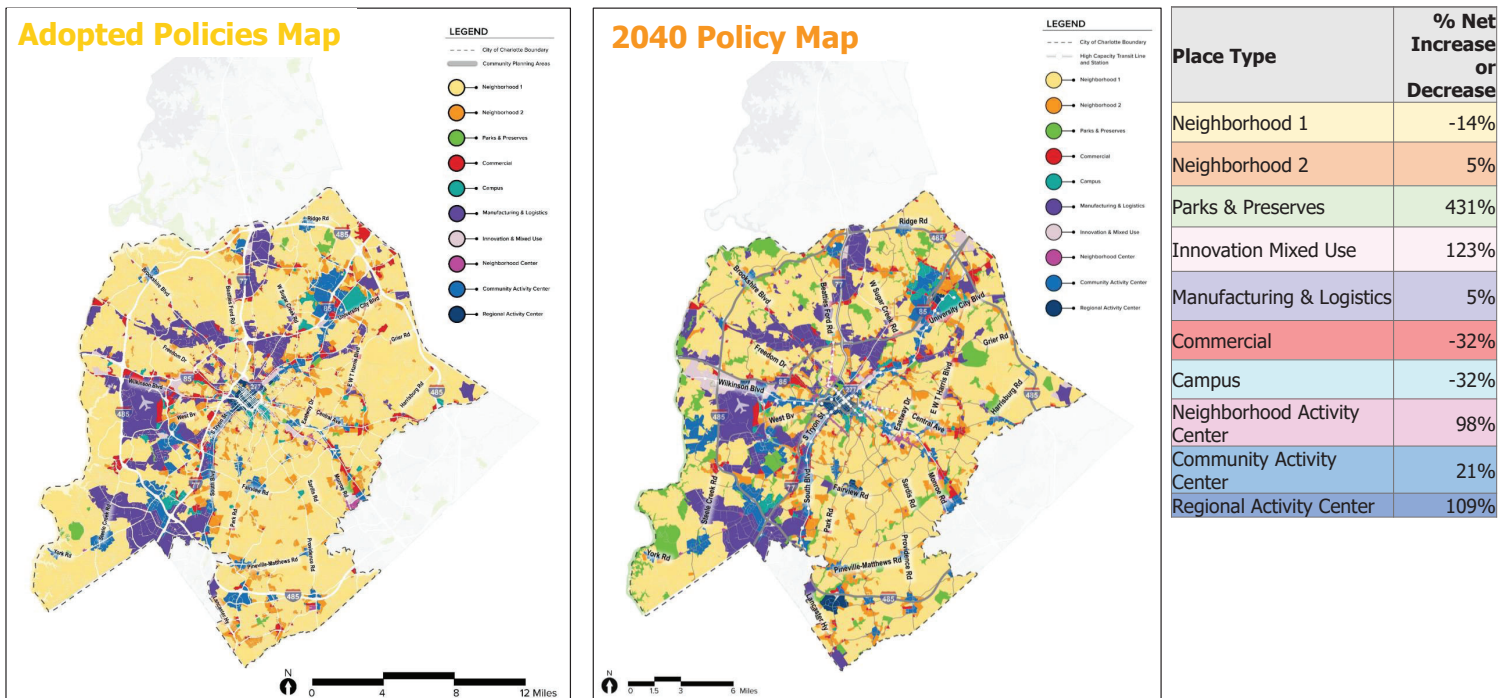
*subject to revision



2040 Policy Map/ Likeliness Findings (Fiscal Impact Analysis)

Kathy Cornett & Matt Prosser (EPS)

2040 Policy Mapping Results



Highlights of Community Conversations

Adjustments To Mapping Methodology

- Additions for better alignment
- Revise Manufacturing & Logistics preservation approach to respond to changing industry needs
- Consider criteria for upgrading Commercial to Centers (e.g. Commercial surrounded by Neighborhood 1 or 2, Commercial areas in close proximity to Parks & Preserves, Commercial areas along local streets)
- Evaluate evolution of Neighborhood 1 along major corridors

Adjustments For Accuracy

- Double check zoning translation based on examples provided by community
- Refine Place Type geographies by adjusting size thresholds

What are the fiscal impacts of the 2040 Policy Map?



Comprehensive Plan Goals



GOAL 2: NEIGHBORHOOD DIVERSITY AND INCLUSION

Charlotte will strive for all neighborhoods to have a diversity of housing options by increasing the presence of middle density housing (e.g. duplexes, triplexes, fourplexes, townhomes, accessory dwelling units, and other small lot housing types) and ensuring land use regulations allow for flexibility in creation of housing within neighborhoods.



GOAL 3: HOUSING ACCESS FOR ALL

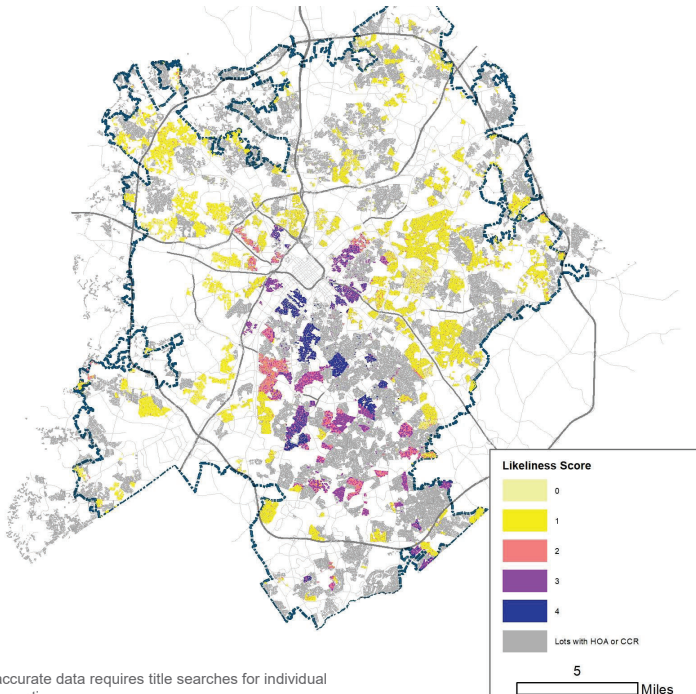
Charlotte will ensure opportunities for residents of all incomes to access affordable housing through the preservation of naturally occurring affordable and workforce housing and increasing the number of affordable and workforce housing units through new construction.



GOAL 10: FISCALLY RESPONSIBLE

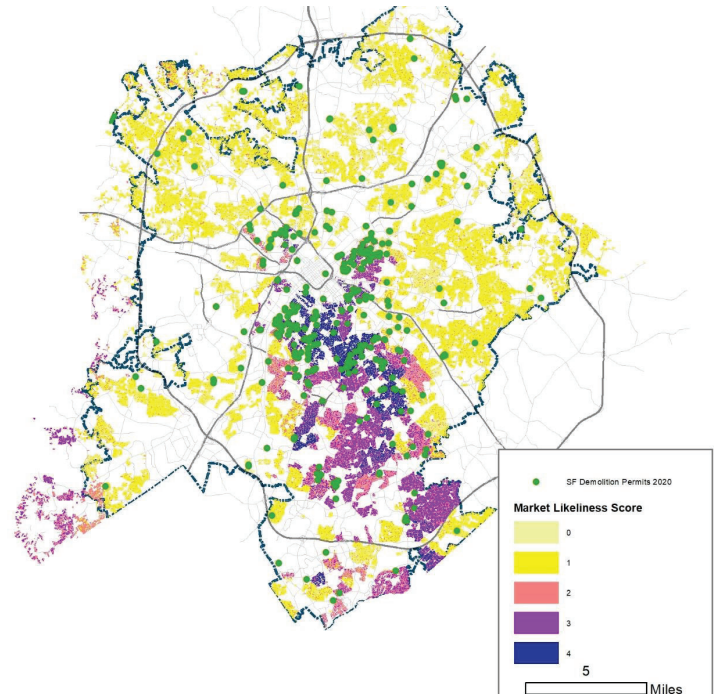
Charlotte will align capital investments with the adopted growth strategy and ensure the benefit of public and private sector investments benefit all residents and limit the public costs of accommodating growth.

Market Support Score for Estimated* lots without HOA or CCR



*accurate data requires title searches for individual properties

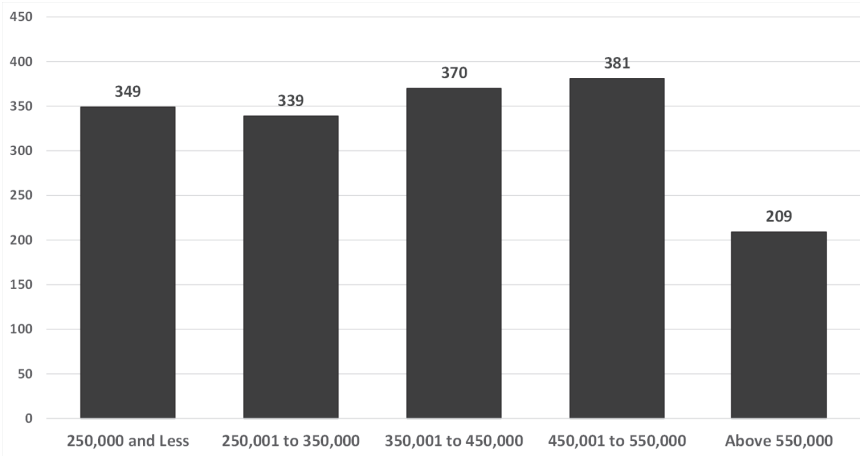
SF Demolition Permits + Market Support



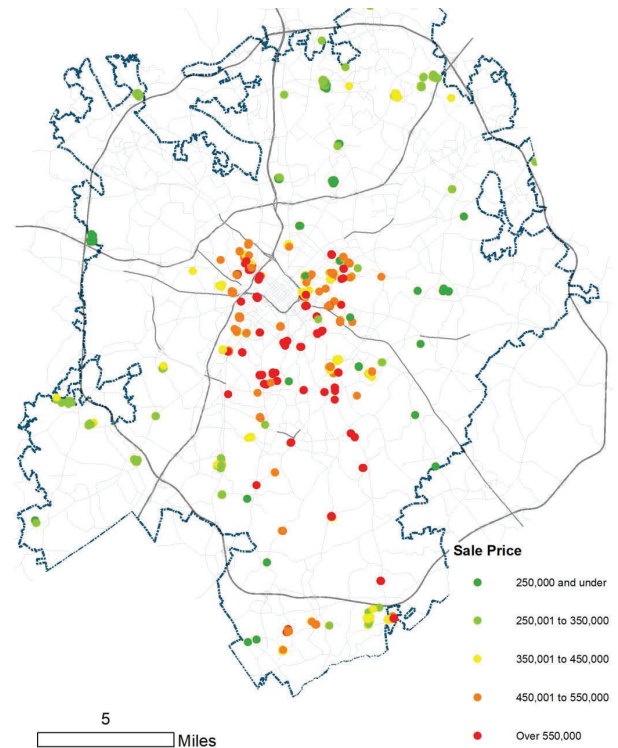
Home Sale Data (2020-2021)

- New Attached Homes
 - Median Sale Price - \$397,030
 - Mean Sale Price - \$411,459

New Attached/Condo Home Sales

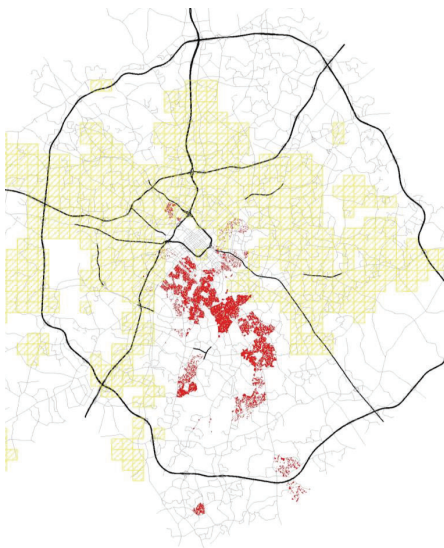


New Attached/Condo Home Sales



ORIGINAL APPROACH

- Four Criteria
 - Map illustrates parcels that meet all four criteria
- 6% of all SF lots meet criteria
 - 10,402 lots (out of 171,080)
- 6% of SF lots in vulnerable to displacement area meet criteria
 - 1,013 lots (out of 60,798)



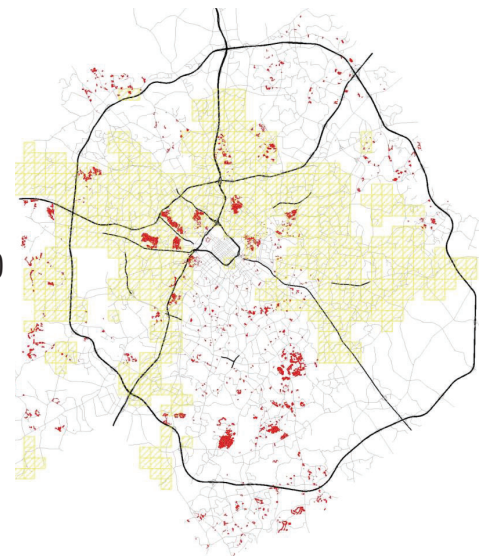
Most Likely Single Family Lots (original approach)

Yes

Vulnerable to Displacement Area

ALTERNATIVE APPROACH

- Any lot that meets one of the models' criteria
- 7% of all SF lots meet criteria
 - 11,124 lots (out of 171,080)
- 8% of SF lots in vulnerable to displacement area meet criteria
 - 4,880 lots (out of 60,798)



Alternative Approach Likely Single Family Lots

Vulnerable to Displacement Area

FISCAL IMPACT ANALYSIS

Will inform & evaluate final recommendations in Step 3 (2040 Place Types) of the 2040 Policy Map methodology

- **Qualitative Growth Areas Assessment Questionnaire [Inform]**
 - City Enterprise Fund Impacts (Water, Sewer)
 - County Major Department Impacts (Park & Recreation, CMS)
- **On-Going Fiscal Impact Models [Evaluate]**
 - Charlotte General Fund
 - Mecklenburg County General Fund
- **Revenue Forecasts for Special Revenue Funds [Evaluate]**
- **Capital Impact/Return on Investment [Evaluate]**

Summary of the Likelihood Findings/FIA Study

➤ Likelihood Analysis Findings

- Physical Capacity - Most single family lots have the physical capacity to allow for an additional unit
- Market Support - Most impactful on likelihood
 - 6% - 7% of lots were deemed to have the highest likelihood
- Restrictive covenants also limit potential of redevelopment

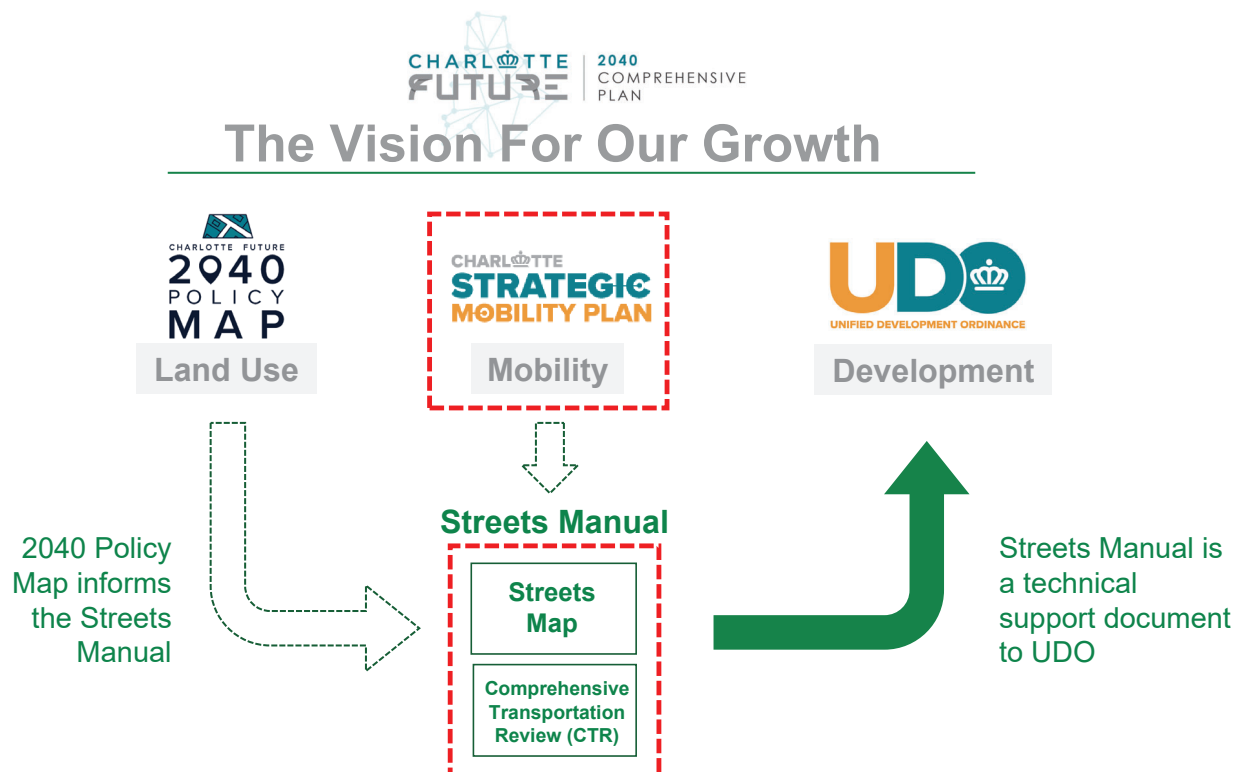
➤ Fiscal Impact Analysis Initial Findings

- Comparison of impact on-going, annual impact of the Policy Map versus the Adopted Land Use Policy map
- 2040 Policy Map produces 30% greater net positive fiscal impact
 - Equates to 2% reduction in annual cost to serve
 - Both Adopted Policy Map and 2040 Policy Map generate net positive impact

➤ Draft FIA will be presented at future TAPE Committee and Council meetings

Strategic Mobility Plan

Liz Babson & Ed McKinney



Strategic Mobility Plan (SMP)



Interactive Online Map
engagekh.com/charlottesmp/map

What is it?

- Transportation plan that **defines the mobility policies, projects, and priorities** to manage our growing mobility infrastructure needs
- The SMP is different than the Transformational Mobility Network (TMN)

Why is it Important?

- Updates and modernizes our current transportation policies and programs necessary to implement the 2040 Plan and inform city decisions on Capital Improvement Plan (CIP) projects and priorities
- **Leveraging transit investment** is an important component in this updated plan

Next Steps

- Online mobility survey coordinated with 2040 Policy Map
- **Draft SMP will be released in early 2022**



2040
COMPREHENSIVE
PLAN

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.

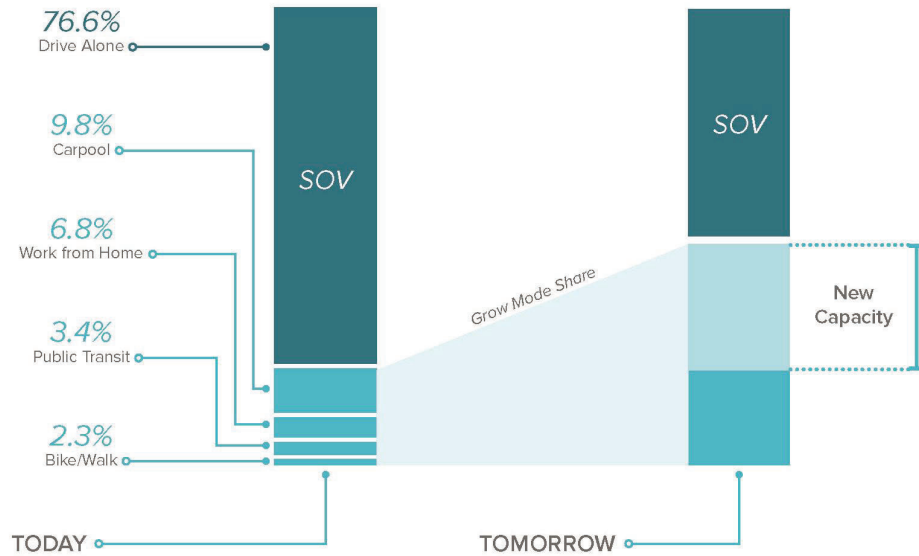
Sustainable

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



Streets Manual

- A. Streets Map
- B. Comprehensive Transportation Review (CTR)

Streets Map

Streets Manual



What is it?

- Map that defines the **specific street-by-street dimensions and streetscape requirements**
- TOD Streets Map was adopted by Council in October 2019. This policy map expands this tool for the entire City

Why is it Important?

- The Streets Map and UDO ensure the City protects for needed right-of-way and, in some cases, builds the intended street infrastructure envisioned in the 2040 Plan and adopted transportation policies.
- The **Draft UDO specifically references the Streets Map**, ensuring standards are required by ordinance.

Next Steps

- **Draft Streets Map was released on October 13, 2021** in partnership with the 2040 Policy Map.
- In Early 2022, City Council will consider adoption of the Streets Map and the 2040 Policy Map

STREETS MAP

Interactive Online Map



Comprehensive Transportation Review (CTR)



What is it?

- Defines the **requirements for multimodal transportation impact review and mitigation** for development projects
- New transportation analysis calibrated to scope and scale of development projects

Why is it Important?

- Ensures development projects mitigate impact and invest in the City's mobility infrastructure
- Implements the mobility policies of the 2040 Plan to focus on multimodal (bike/ped) investment and transportation demand management (TDM)
- The **Draft UDO specifically references the CTR Guidelines**, ensuring standards are required by ordinance

Next Steps

- The CTR Guidelines are being drafted through engagement with technical stakeholders, including members of the Ordinance Advisory Committee (OAC)
- **Draft will be released at the end of October** and the review and comment period will coincide with the UDO

Comprehensive Transportation Review (CTR)

What are we trying to do?

Proposed

Mobility Based

(Comprehensive Transportation Review)

Today

Vehicle Based

(Traffic Impact Study)

Move People

Multimodal Infrastructure Assessment

- **New threshold** to trigger assessment
- Identify needs within ¼ mile
- Examples: ADA curb ramps, sidewalk gaps, transit stop amenities

No Formal Requirement

Reduce Trips

Transportation Demand Management (TDM)

- **New threshold** to trigger assessment (in high intensity UDO Zoning Districts)
- Determine project-specific TDM measures
- Examples: Transit passes, on-site facilities, parking limits

No Formal Requirement

Manage Traffic

Traffic Impact Studies

- **Revised Intensity-based thresholds** (some reduced) to be aligned with new UDO Zoning Districts
- Applied to all development

One Threshold

(2,500 daily trips)

Applied primarily to conditional rezonings

Unified Development Ordinance (UDO)

Alyson Craig & Laura Harmon

VISION AND GOALS



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Mapping Tools and Guidance for Public and Private Investment



Land Use



The **land use policy** for form and development intensity (Place Types)

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The **mobility strategy** to connect people and places through public and private investment

Development



The **land development rules** for our growth – implementation through private investment

3-Tier Approach to Parking Requirements

TIER 1

Minimum off-street parking requirements. No maximum parking limits.

ML-1 Manufacturing & Logistics 1	ML-2 Manufacturing & Logistics 2	IC-1 Institutional Campus 1	OFC Office Flex Campus
MHP Manufactured Home Park	N1(all) Neighborhood 1	N2-A Neighborhood 2A	N2-B Neighborhood 2B

TIER 2

Both minimum and maximum off-street parking requirements apply.

IMU Innovation Mixed-Use	IC-2 Institutional Campus 2	NC Neighborhood Center	CAC-1 Community Activity Center 1
CG General Commercial	CR Regional Commercial	N2-C Neighborhood 2C	

TIER 3

No parking minimums, except for a limited number of uses near N1. Maximum parking limits apply.

CAC-2 Community Activity Center 2	RAC Regional Activity Center	
TOD(all) Transit Oriented Development	UE Uptown Edge	UC Uptown Core

Subdivision, Streets, and Infrastructure (SSI)

- **New street required** for subdivision and **construction of new principal structure**
- Require **cross-access drives** between development
- Require **new curb construction** at the future street width in select situations (“move the curb”)
- Allow **flexibility in streetscape standards** using constrained conditions tables
- Apply **Rapid Transit Corridor reservation** standards to all zoning districts (not just TOD) to **protect ROW needs**
- New requirements for **bus shelters** and transit amenity investment



Storm Drainage & Surface Waters

Successful implementation of the 2040 Comprehensive Plan relies upon thoughtful, fiscally responsible, and sustainable stormwater management approaches

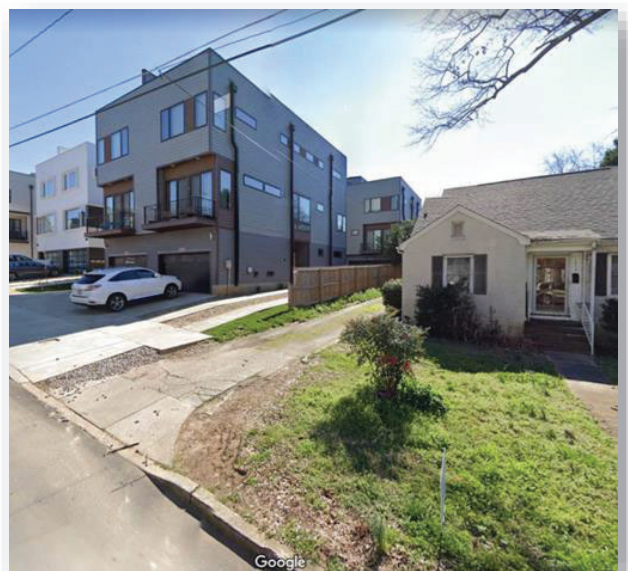
- Dense in-fill developments increase pressure on drainage systems
- Currently, small sites do not receive a drainage plan review, resulting in costly and impactful drainage problems
- State legislative changes removed the most effective tools, enabling existing problems to remain, shifting repair and restoration costs to future generations



Storm Drainage & Surface Waters

Goal: Reduce costly public and private flooding and surface water impacts associated with development activity

- Slow the creation of problems **by enabling plan review for small sites** (creating more than 5,000 square feet of built-upon area)
- **Consolidate and align applicability and ordinance requirements** for residential and commercial developments, and across all land use types
- Close current review gaps by **facilitating reviews of infill and small developments to ensure safe and responsible** conveyance of stormwater across and away from new development and existing properties



New Bonus Menu Options*

Bonus Action Required	Bonus Action Required
ECONOMIC MOBILITY	ENVIRONMENTAL
Affordable Housing Provided On-Site	Additional Open Space (Above requirement)
Affordable Housing Provided On-Site, with Fee-In-Lieu, Offsite Housing, and Land Donation Options	(NEW) High Performance Construction: Tier 1 LEED or equivalent
(NEW) Affordable Housing Equitable Energy Efficiency Home Rehab Projects: Fee Program	High Performance Construction: Tier 2 LEED Silver or equivalent
Charlotte Business INClusion Targets Met	(NEW) High Performance Construction: Tier 3 LEED Gold or equivalent
	(NEW) High Performance Construction: Tier 4 LEED Platinum or equivalent
ENHANCED MICROMOBILITY FACILITY	TRANSPORTATION IMPROVEMENTS
(NEW) Electronic Micromobility Lockers (All short-term bicycle spaces are provided in secure lockers with a locking mechanism that are accessed by electronic card or other similar, where no other user can open the locker while it is rented.)	New Street Connection (New public or private (built to public standards) street beyond those required by this Ordinance.)

*May be used in some or all of these zoning districts: UE, RAC, CAC-1, CAC-2, NC, IMU, TOD-UC, TOD-CC, TOD-NC, TOD-TR, N2-C, IC-1, IC-2, OFC, CG, CR

Natural Resources - Trees

- **Heritage Tree** Protection – a permit and mitigation required to remove any native tree 30" or greater
- New tree frontage requirements for single family, duplex, triplex and quads not part of a subdivision
- Expanded funding sources to preserve, mitigate, and plant trees
- Revised tree save approach: **Green Area**
 - 4 tiers and a menu of options
 - Extra credit for higher quality trees
 - Only single family, duplex, triplex and quads not part of a subdivision are exempt
 - Proposed increase to Payment in Lieu Tax Multiplier Cap to reflect today's property values

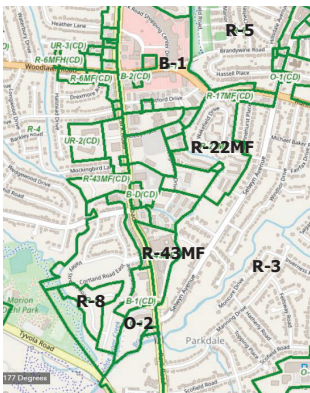


Demonstration Site

All

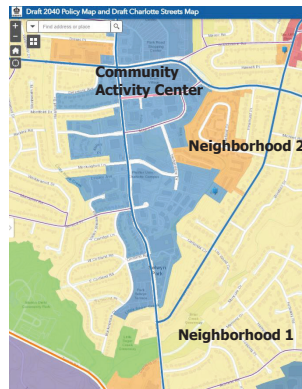
UDO Zoning Implementation Process

Zoning Districts



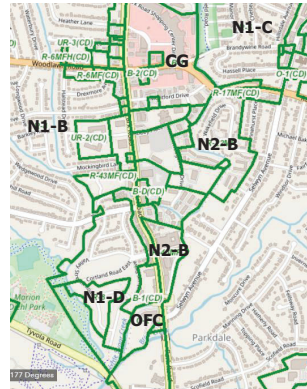
Today

Policy Map



**February 2022
Adoption**

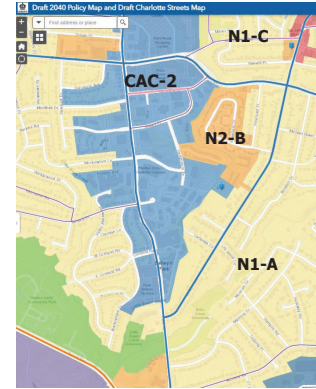
**Zoning
Translation**



**UDO Effective
Date**

All conventional zoning districts will “translate” to one of the new UDO zoning districts.

**Alignment
Rezoning**



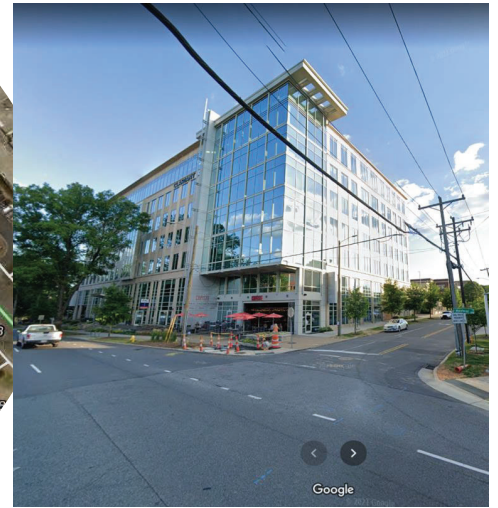
2022-2023

Some parcels may need to have their zoning changed to align with the Policy Map

Development Example: 500 East Morehead

EXISTING SITE DETAILS

- Uptown between Caldwell and Euclid
- 7-story, +/-180,000-square-foot building
- Building use - Office/Retail/Restaurant with attached parking deck



Existing Zoning District
B-1 with Ped Overlay

Development Example: 500 East Morehead

FUTURE SITE DETAILS



**FUTURE
LAND USE**

Place Type
*Regional Activity
Center*

**FUTURE
ZONING
DISTRICT**

Zoning Translation
Neighborhood Center

**Maximum Height: 60 feet (80 ft with Bonus
Parking Tier 2)**

**FUTURE
ZONING
DISTRICT**

Zoning Alignment
Urban Edge

**Maximum Height: 130 feet (250 ft with Bonus
Parking Tier 3)**

Development Example: 500 East Morehead

Project Example

Mobility Based

(Comprehensive Transportation Review)

What are we trying to do?

Move People

Multimodal Infrastructure Assessment

Reduce Trips

Transportation Demand Management (TDM)

Manage Traffic

Traffic Impact Studies

YES - Multimodal Assessment

Example Outcome:

- Fund or construct planned signal at Caldwell & Morehead (pedestrian crossing)

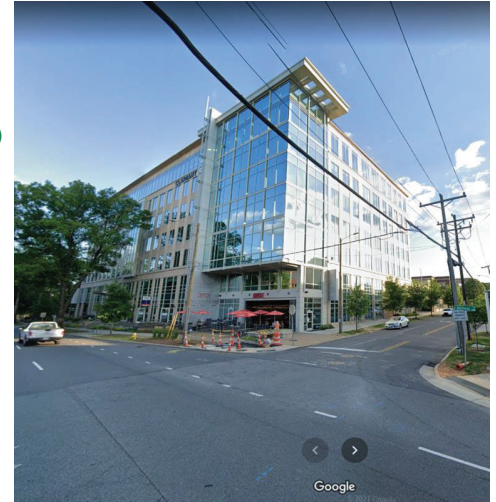
YES – TDM Assessment

Example Outcome:

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

NO - Traffic Impact Study

Focus is on multimodal/TDM investment in higher intensity, urban locations



Upcoming Events



Visit CLTFUTURE2040.com

Policy Map	9/25/2021	Pop-Up	West
Policy Map	9/28/2021	Pop-Up	Uptown
Policy Map	9/29/2021	Virtual	North
Policy Map	9/30/2021	Virtual	City-Wide
Policy Map	9/30/2021	Meeting	
Policy Map	10/9/2021	Pop-Up	West
Policy Map	10/13/2021	Virtual	City-Wide
Policy Map	10/14/2021	Virtual	West Middle
Policy Map	10/14/2021	Virtual	East Middle & Outer
Policy Map	10/16/2021	Virtual	Make-up Session
Policy Map	10/19/2021	Virtual	Northeast Middle & Outer
Policy Map	10/19/2021	Virtual	North Middle & Outer
Policy Map	10/20/2021	Virtual	South Middle
Policy Map	10/20/2021	Virtual	West Outer
Policy Map	10/21/2021	Virtual	Southwest Outer
Policy Map	10/21/2021	Virtual	South Outer
Policy Map	10/24/2021	Virtual	Make-up Session
Policy Map	10/26/2021	Virtual	Southwest Middle
Policy Map	10/26/2021	Virtual	South Inner
Policy Map	10/27/2021	Virtual	West Inner
Policy Map	10/27/2021	Virtual	North Inner
Policy Map	10/28/2021	Virtual	Northeast Inner
Policy Map	10/28/2021	Virtual	East Inner
Policy Map	11/3/2021	Virtual	Uptown
Policy Map	11/4/2021	Virtual	Make-up Session
Policy Map	11/9/2021	Virtual	Make-up Session

Visit CHARLOTTEUDO.ORG

UDO	9/25/2021	Pop-Up	North
UDO	10/5/2021	Pop-Up	Northeast
UDO	10/6/2021	Pop-Up	Uptown
UDO	10/7/2021	Pop-Up	Southwest
UDO	10/14/2021	Pop-Up	Southeast
UDO	10/19/2021	Pop-Up	South/Central
UDO	10/20/2021	Pop-Up	Southeast
UDO	10/21/2021	Pop-Up	West
UDO	10/26/2021	Pop-Up	North
UDO	10/28/2021	Meeting	North/West
UDO	10/30/2021	Pop-Up	North
UDO	11/6/2021	Meeting	South
UDO	11/10/2021	Meeting	North
UDO	11/18/2021	Meeting	Southeast
UDO	11/30/2021	Virtual	City-Wide
UDO	12/1/2021	Meeting	West
UDO	12/2/2021	Virtual	City-Wide
UDO	12/8/2021	Virtual	City-Wide
UDO	12/11/2021	Virtual	City-Wide
UDO	12/14/2021	Virtual	City-Wide
UDO	1/5/2022	Virtual	City-Wide
UDO	1/6/2022	Virtual	City-Wide
UDO	1/11/2022	Virtual	City-Wide
UDO/Policy Map	10/24/2021	Pop-Up	City-Wide

THANK YOU!