

Table: Streets Manual Amendments

Changes from Adopted Streets Manual		
General		
Topic	Location	Description of Change and Redlines
Table of Contents		Added Section 3.8 Reference: 3.8 REQUEST TO REDUCE TIER 3 MINIMUM PARKING REQUIREMENT34
Formatting		Minor format corrections (such as shading for headings) for consistency throughout the document
Street Types and Charlotte Streets Map		
Topic	Location	Description of Change and Redlines
Applicability	Sec 1.1.B	Updated UDO references: The Streets Map applies specific requirements in the Unified Development Ordinance (UDO), as referenced in UDO Section 3.5 and Articles 31, 32, and 33 34, for streets in the City of Charlotte's municipal boundary and Extraterritorial Jurisdiction (ETJ).
Applicability	Sec 1.1.B	Added reference describing use of adopted plans and policies for Streets Map: Street type definitions, design, and mapped locations are informed by plans and policies adopted by City Council, the Charlotte Regional Transportation Planning Organization, and the North Carolina Department of Transportation.

Streets Map amendments	Sec 1.1.C	Updated description of Streets Map amendment and adjustment process(es): Streets Map Amendments & Modifications 1. Amendments The Streets Map is a City Council adopted map and policy document and amendments will be necessary to reflect changing conditions and policy. Changes and amendments to a street's classification (Street Type) or necessary components will require City Council approval. 2. Modifications Specific modifications to the design, location, and dimensions of individual street components (as defined in Table 1.3) may be approved by the CDOT Director (or their designee) when it is determined that: a. The modification reflects refined or more detailed technical information about a street or unique constraint related to a street or corridor; or b. Significant physical barriers, such as topographic conditions and/or utility conflicts, prevent the original component/dimension from being implemented; and c. The modification does not degrade the safety and functionality of the street. Modifications may or may not result in an amendment to the Streets Map based on the pervasiveness of the condition requiring the modification along a street or corridor. C. Streets Map Amendments & Adjustments 1. Street Type Designation Amendments A street's designated Street Type may be amended to reflect adopted plans and policies, community engagement, changing conditions, rezonings, or annexations. Street Type amendments require City Council approval. 2. Streets Map Component Adjustments Adjustments to a Streets Map cross-section or its components, may be reviewed and administratively approved by the CDOT Director (or their designee), when CDOT determines that the adjustment will not degrade the safety and functionality of the street and it is further determined that: a. The adjustment reflects refined or more detailed technical information about a street or unique constraint related to a street or corridor; or b. Significant natural physical barriers such as topographic conditions prevent the adopted cross-section from being implemented along the affected segment or corridor; or c. Significant man-made physical barriers such as significant utilities, buildings, or other structures prevent the adopted cross-section from being implemented along the affected segment or corridor.
On-Street Bike Lanes	Sec 1.3.D Table 1.2	Removed erroneous reference to how standard bike lanes are configured: 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.

Sidewalk Requirements for Higher-intensity Place Types	Sec 1.3.E Table 1.3	Incorporated RC zoning district: Sidewalk (Higher-intensity Place Types: <i>Neighborhood Center, Community Activity Center, Regional Activity Center, Innovation Mixed Use, Campus (IC-2, RC Zoning Districts), Neighborhood 2</i>)	
Comprehensive Transportation Review Guidelines			
Topic	Location	Description of Change and Redlines	
Fee-in-Lieu Mitigation	Sec 3.2.C	Moved reference for Fee-in-Lieu option to (new) Sec 3.3.D: 1. Fee-in-lieu is a mitigation option where a development would pay a fee instead of providing infrastructure improvements. a. CDOT will establish a detailed fee-in-lieu program and fee structure following adoption of the Streets Manual.	
Thresholds	Sec 3.1 Table 3.1	Fixed typo – changed “mixed used” to “mixed use”: Mixed Used ¹	
Thresholds – IC-2	Sec 3.1 Table 3.1	Moved IC-2 from Low Intensity to Medium to High Intensity development category (correction) and incorporated RC zoning district into Table 3.1:	
		N1 Districts N2-A N2-B MHP ML-1 ML-2 IC-1 OFC N2-C IC-2 CG CR	IC-2 RC IMU NC CAC-1 CAC-2 TOD-UC TOD-NC TOD-CC TOD-TR RAC UC UE
CTR Scoping and Review Process	Sec 3.1 Table 3.2	Minor format (spacing) change to third column of table.	
Multimodal Assessment	Sec 3.3.B	Clarified that if no mitigation projects are available within the ¼ distance, the applicant may work with CDOT to identify alternate mitigations: The applicant shall review and assess the publicly accessible pedestrian network within 1/4 mile walking distance of the site to identify multimodal infrastructure needs including: 1. Sidewalks & Shared Use Paths - Missing or non-compliant sidewalks, curb ramps, or other features necessary for pedestrian connectivity as identified in the ADA Transition Plan or field-identified by the applicant. 2. Intersections & Accessible Ramps - ADA compliance at intersections including presence of accessible clear paths, curb ramps with detectable warning surface, and signals with audible pedestrian signals (APS). 3. Pedestrian Crossings – Identified need or opportunity for pedestrian crossings. If there are no identifiable multimodal infrastructure needs within ¼ mile, then the applicant may coordinate with CDOT staff to identify alternate mitigations, per Table 3.3, note 1.	

Multimodal Assessment Mitigation Options – loading and solid waste pickup	Sec 3.3 Table 3.3	Incorporated RC, TOD-UC, and TOD-UR zoning districts into Table 3.3: All loading and solid waste pickup within the site (zoning districts IC-2, RC, TOD-UC, TOD-UR, IMU, NC, CAC-1, CAC-2, RAC, UE, UC, TOD-CC, TOD-NC)
Footnotes	Sec 3.3 Table 3.3	For clarity, removed the second footnote, and revised the (now) re-numbered footnote 2 to clarify how pedestrian and bicycle mitigations relate to UDO requirements: Notes: 1. CDOT may consider other Multimodal mitigation options. 2. Improvements are based on right-of-way availability. 2. Any physical improvements for bicycle or transit modes required by the UDO may be used for MA mitigation points. This provision does not apply to pedestrian improvements required by the UDO. Although shared with pedestrians, Streets Map-identified SUPs will be considered bicycle facilities. 3. Mitigation points earned through multimodal improvements may also qualify for UDO Bonus Points (UDO Table 16-1: Bonus Menu), if improvements are above the required CTR tier/points.
Fee-in-lieu Mitigation	Sec 3.3.D	Relocated from Sec 3.2.C to Multimodal Assessment (Sec 3.3) and refined to include CIP contributions, parameters for consideration, and process: D. CIP Contribution & Fee-in-Lieu 1. A fee contribution to a Community Investment Plan (CIP) project may be required instead of installation of MA improvements required by this section if a funded (CIP) project is in place that will construct the required improvements. Right-of-way dedication shall be required for any improvement on or along the development parcel(s). 2. Fee-in-lieu is a mitigation option where a development would pay a fee instead of providing multimodal assessment mitigation infrastructure improvements. A fee-in-lieu may be considered and approved by the CDOT Director (or their designee) under the following circumstances: a. The applicant submits documentation that demonstrates that there are not enough identifiable MA mitigation improvements that would meet the total required MA mitigation points; or b. The applicant submits documentation that demonstrates that any identified MA mitigation improvements are practically infeasible or disproportional to the project's anticipated transportation impacts. The fee amount shall be determined in coordination between the applicant and CDOT staff. It shall be based on an estimate submitted by the applicant and prepared by a Professional Engineer registered with the State of North Carolina. Right-of-way dedication shall be required for any improvement on or along the development parcel(s).
TDM Mitigations	Sec 3.4.C Table 3.4	Changed Joy Rides to “bike share”: Joy Rides Bike Share Membership - For sites within 1,000 feet of an existing or planned Joy Rides bike share station, offer annual Charlotte Joy Rides bike share membership to employees and/or residents annually.

Request to Reduce Tier 3 Minimum Parking Requirement	Sec 3.8	Additional guidance for Tier 3 parking reduction requests and parking demand management assessments to complement and clarify UDO 19.2.A.1.c.i. provision for reducing Tier 3 parking minimums: 3.8 REQUEST TO REDUCE TIER 3 MINIMUM PARKING REQUIREMENT A. Intent Developments located within a zoning district subject to Tier 3 parking requirements, per UDO Article 19, may request a reduction or elimination of minimum parking requirements, based on a Parking Demand Management Assessment demonstrating that site-generated parking demand is adequately reduced and/or sufficiently managed (UDO 19.2.A.1.c.i). B. Scope of Work For consideration of such parking reduction, CDOT shall first approve the Parking Demand Management Assessment scope of work. The scope shall include at a minimum the study area, method for determining site-generated parking demand and impact, and any relevant CTR assessments and mitigations and/or existing parking permit programs, as appropriate. C. Assessment and Documentation The applicant shall provide a detailed Parking Demand Management Assessment to support the request for reducing or eliminating required parking minimums. The required assessment and documentation will be based on the scope and can be adjusted, in consultation with CDOT, to incorporate or reference other relevant CTR assessments and mitigations and/or existing parking permit programs, as appropriate. The assessment and documentation shall clearly demonstrate that the site-generated parking demand can be adequately managed and/or mitigated and will not impact surrounding areas. D. Outcomes CDOT will review the Parking Demand Management Assessment and coordinate with the Planning Director to either deny or approve the request to reduce or eliminate the Tier 3 parking minimum for the proposed development. If approved, the resulting parking reduction and any related mitigations shall be included on the construction plans/rezoning notes.
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