



Complete Streets: Marrying Land Use and Transportation

NC Complete Streets Summit
July 22, 2014

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- Why complete streets?
- Charlotte's experience with complete streets
- Integrating complete streets with land use decisions



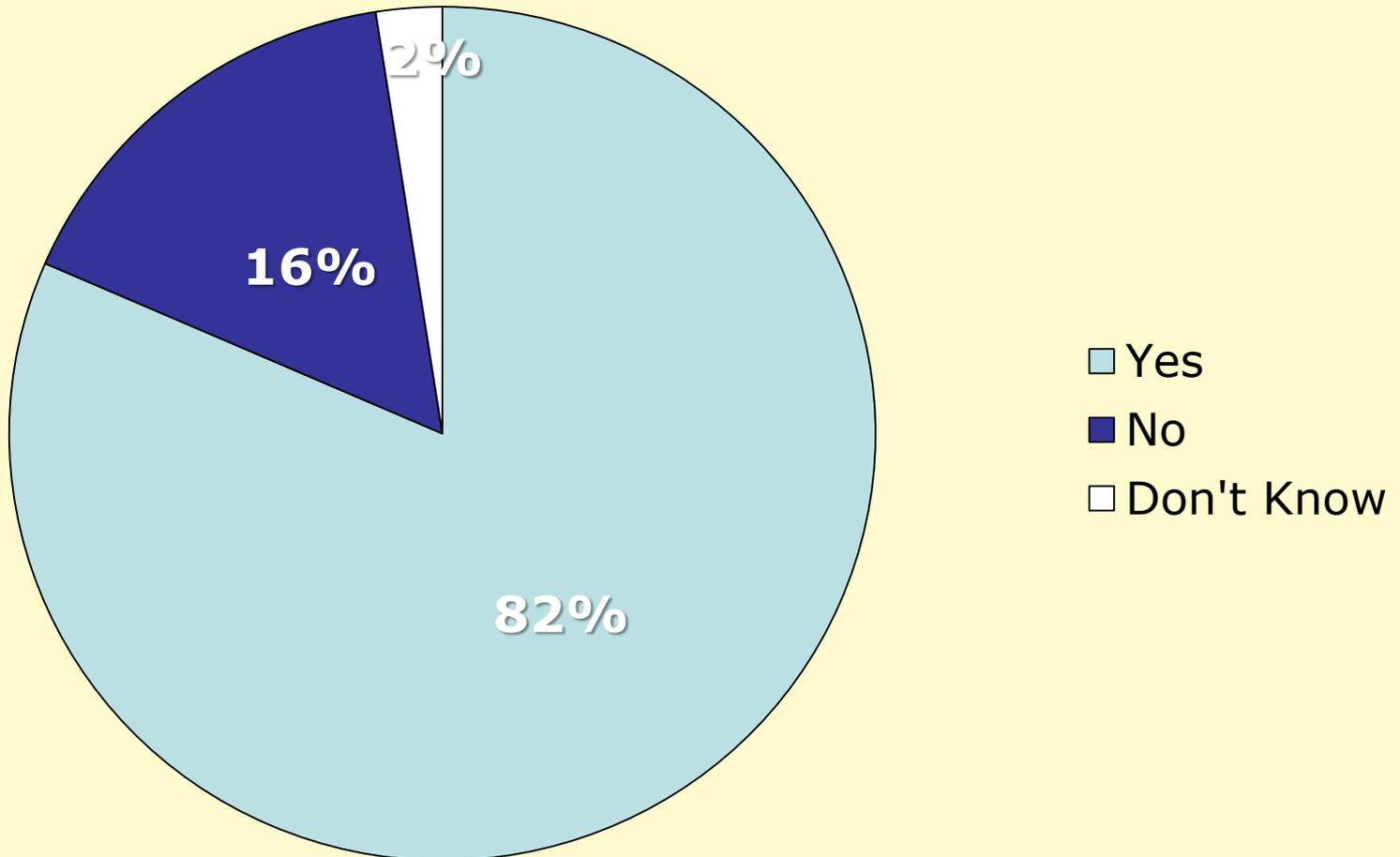
“They Are Coming”

- Charlotte’s projected 25 year population growth equals:
 - Orlando (236,000)
 - Birmingham (230,000)
 - Durham (229,000)



Incomplete Streets: Not What People Want

Do you believe roads should be designed to accommodate all users including motorists, pedestrians, bicyclists, and transit users?



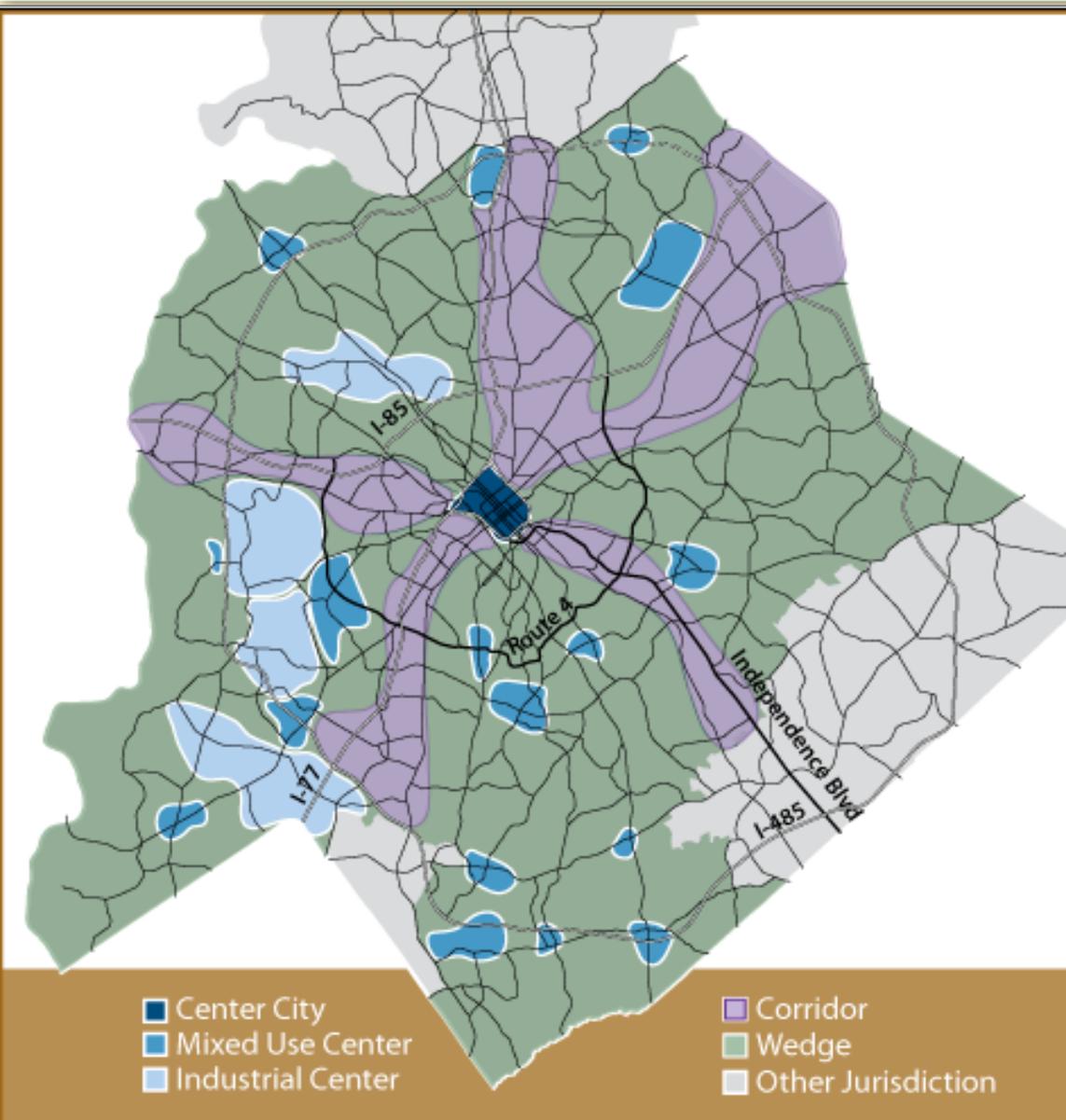
The "Market" Wants Livable, Walkable Communities



It's the Right Thing to Do



Goals for Charlotte and Our Streets



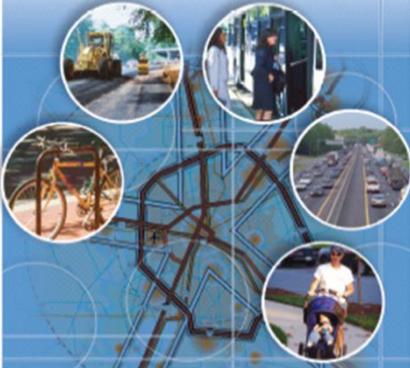
What Did We Do?

**URBAN
STREET
DESIGN
GUIDELINES**

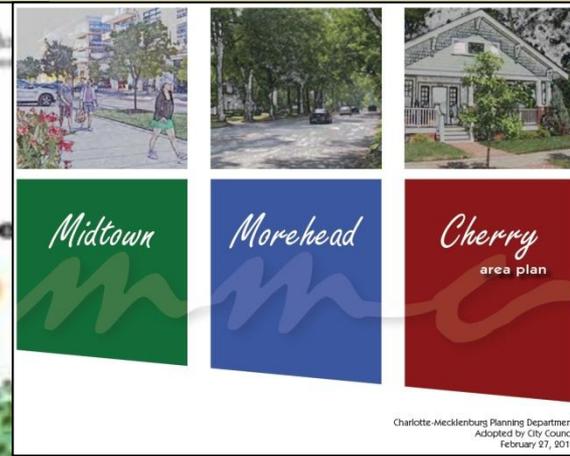
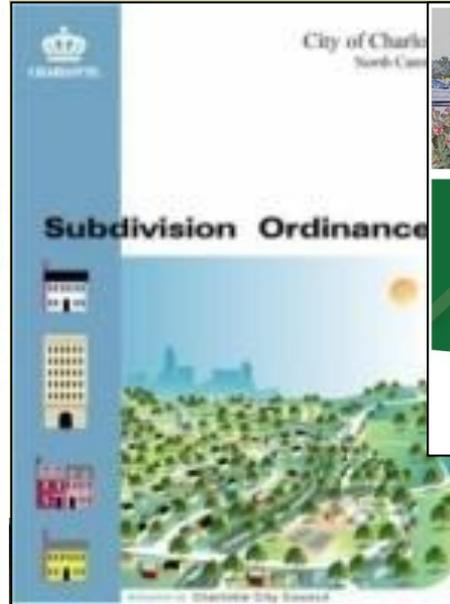


Adopted by Charlotte City Council
October 22, 2007

**The City of Charlotte
TRANSPORTATION
Action Plan
Policy Document**



Prepared by CDOT, OMPC and CATS
DRAFT for Public Review - Spring, 2006
Adopted by Charlotte City Council - Nov. 08, 2006





The best transportation strategy is the right land use strategy...

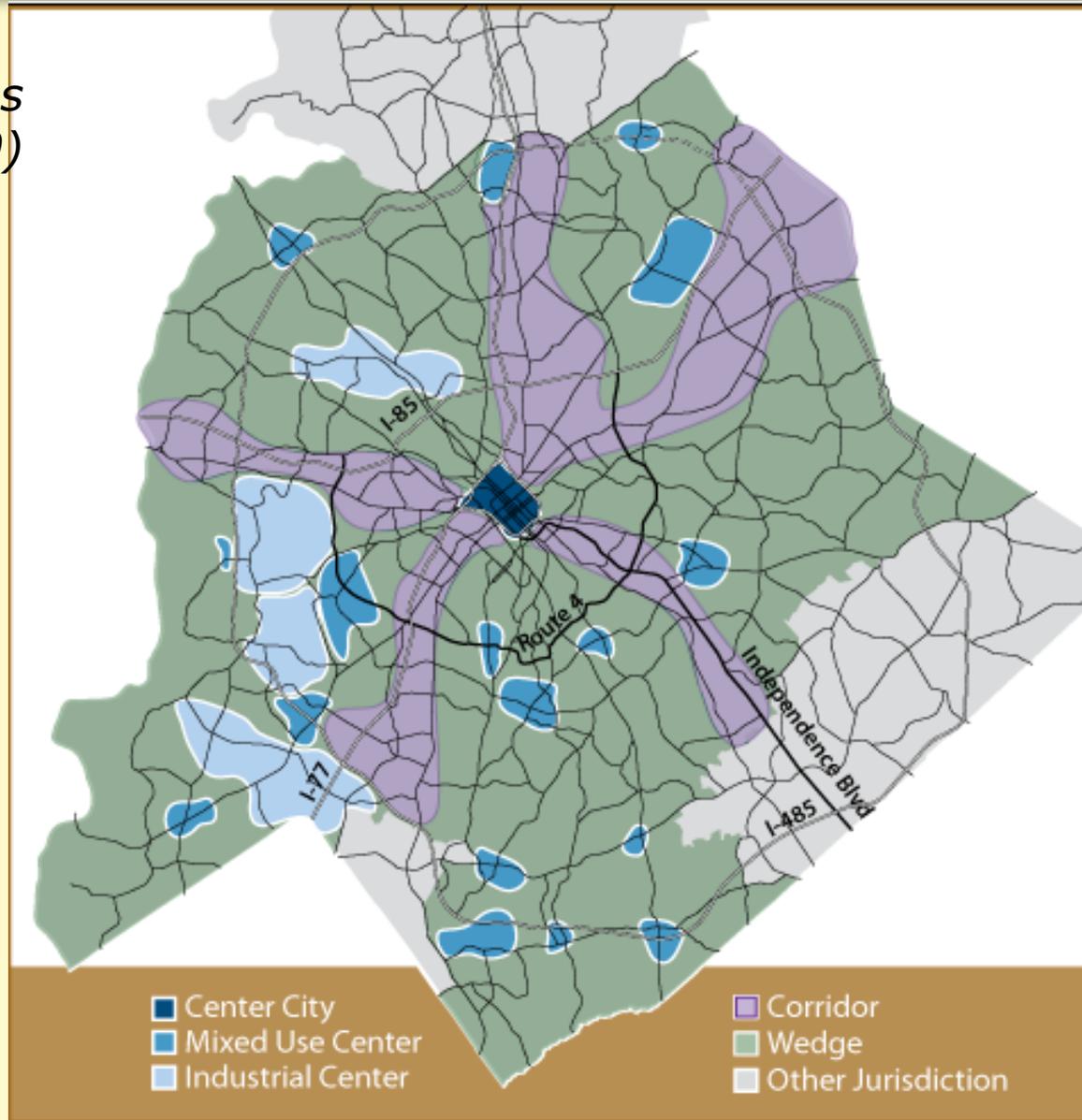
*Centers, Corridors and Wedges
(adopted 1994, Updated 2010)*



CENTERS • CORRIDORS • WEDGES

Growth Framework

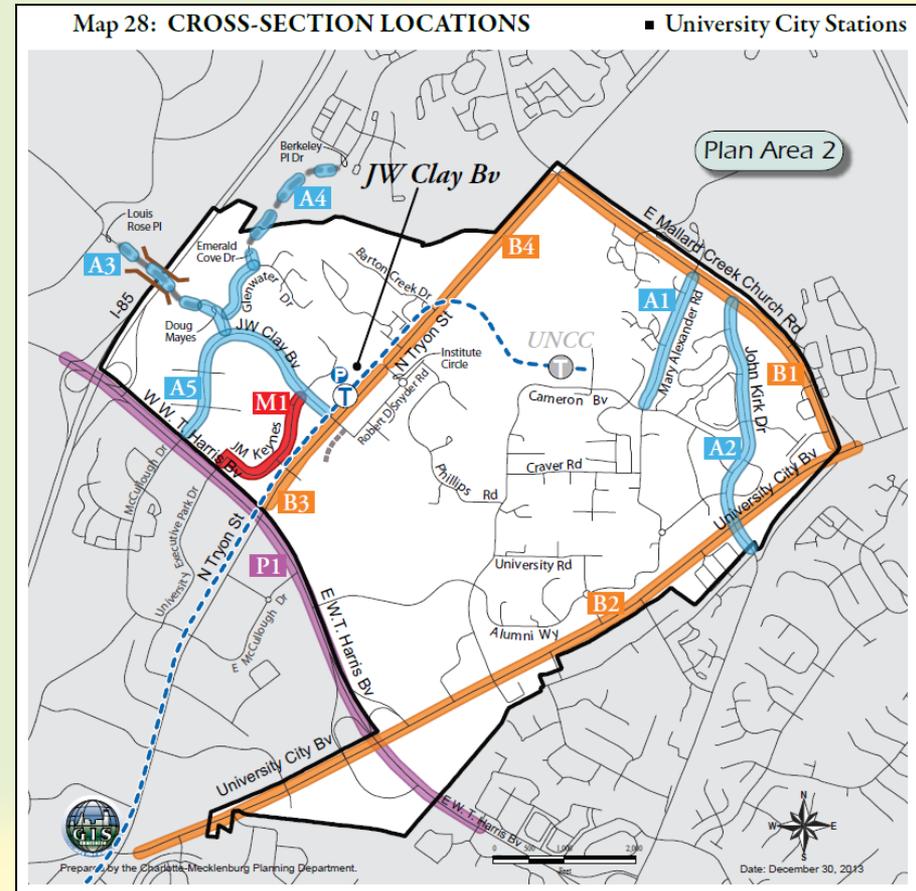
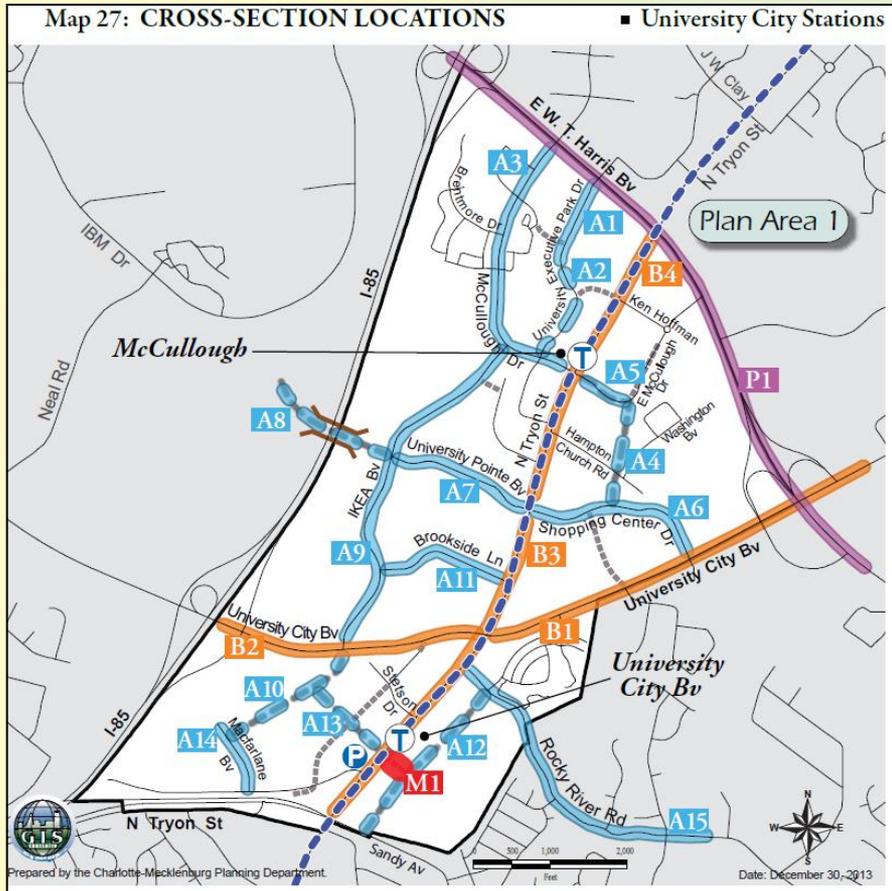
Adopted by Charlotte City Council
August 23, 2010



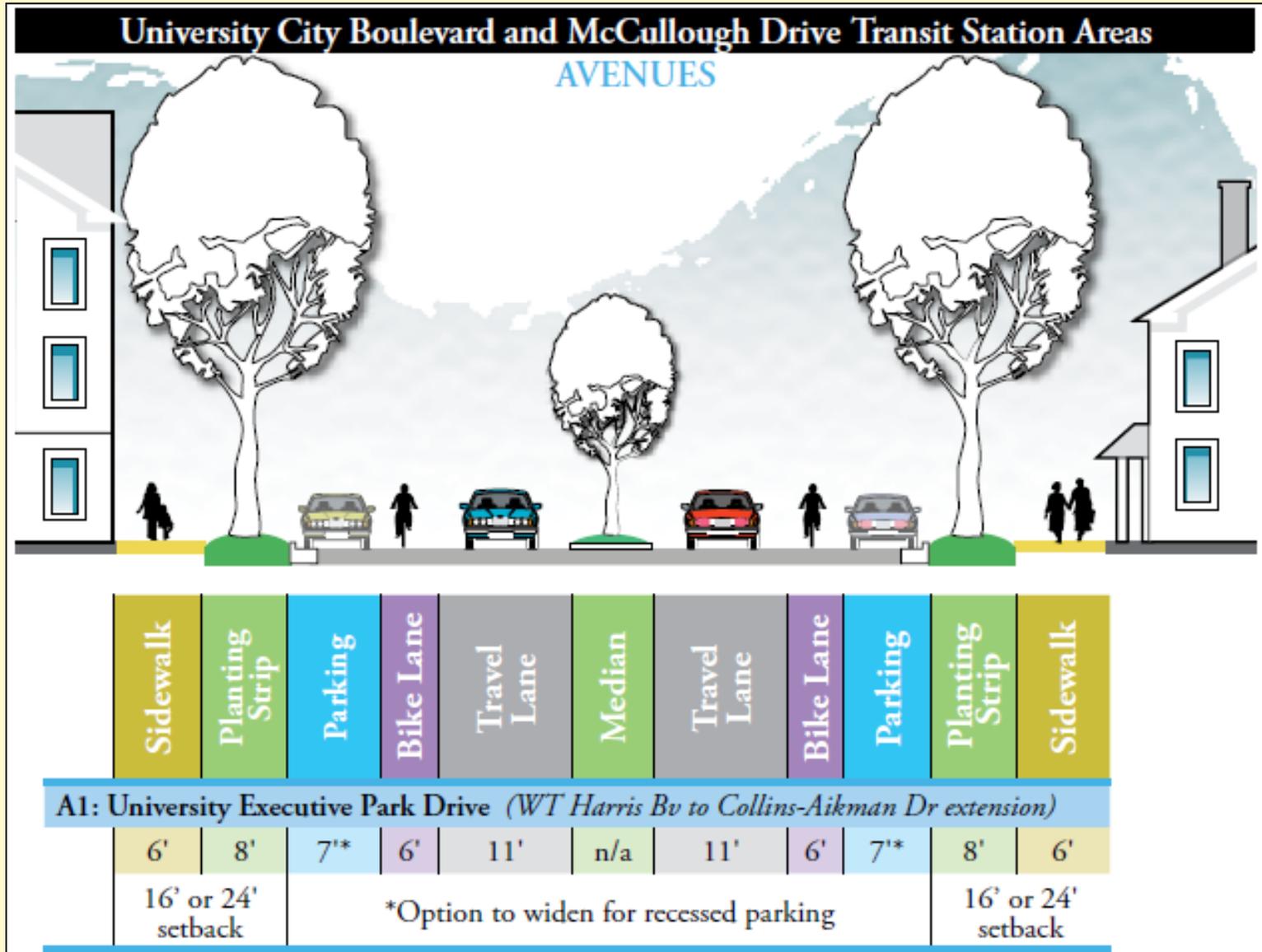
Centers, Corridors, and Wedges Growth Framework

Land Use	Economic Development	Transportation	Transit	Capital Facilities	Environment
					
<p>General Development Policies</p>	<p>Economic Development Strategic Framework</p>	<p>Transportation Action Plan</p>	<p>Corridor System Plan</p>	<p>Community Investment Plan</p>	<p>Post-construction Control Ordinance</p>
<p>Area Plans</p>		<p>Urban Street Design Guidelines</p>		<p>Park and Recreation Master Plan</p>	<p>Tree Ordinance</p>

Street Classifications



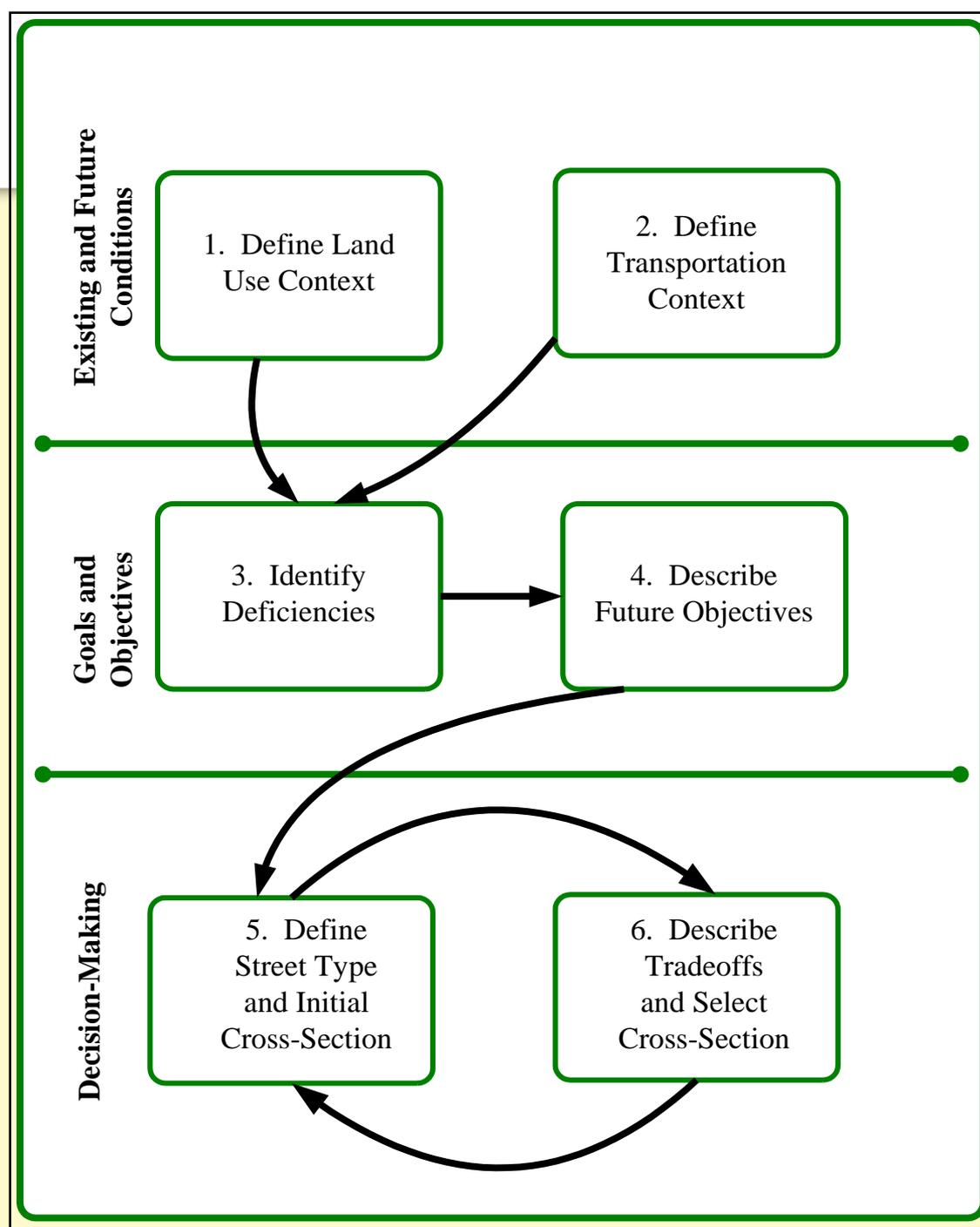
Street Cross-Sections





CHARLOTTE

The Six-Step Process



Transportation Policies in Plans



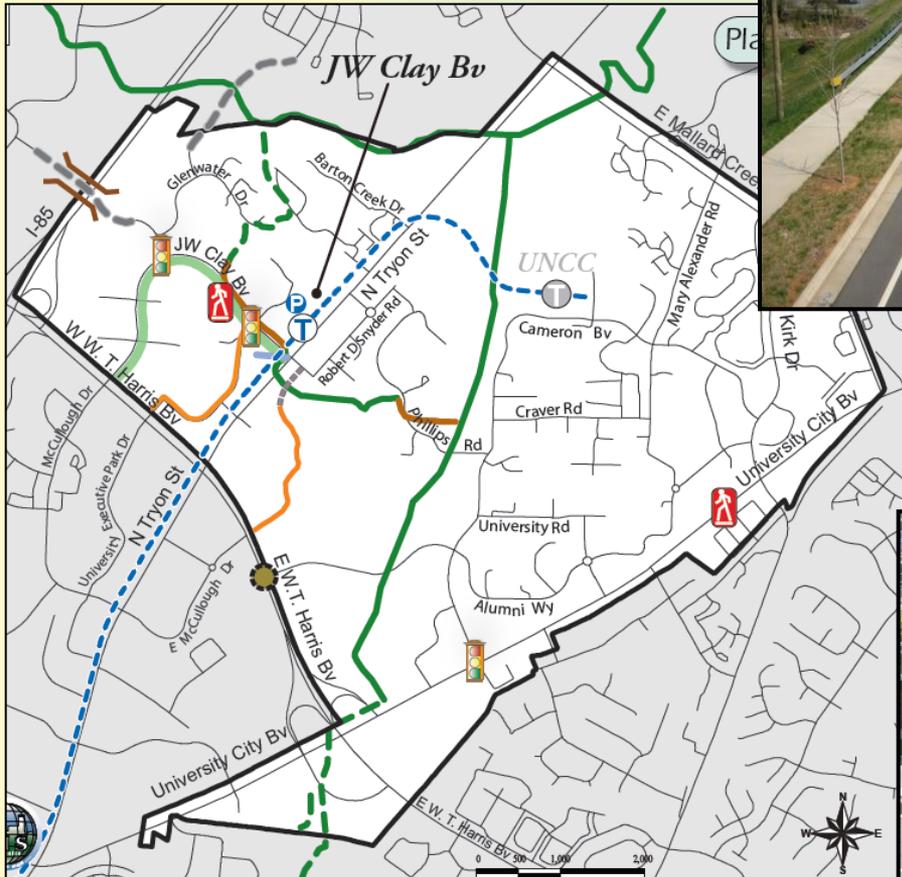
New Streets



Bike Lanes



Pedestrian Crossings

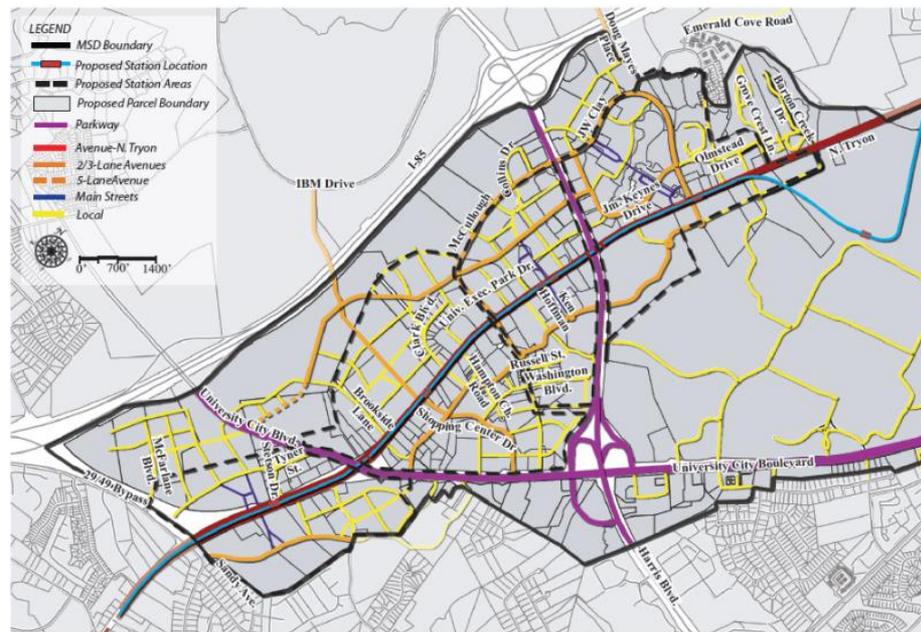


Policy Examples

T-1 through T-4 : Importance of Connectivity

- Travel choices and route options
- Shorter trip distances
- Reduces need to widen intersections and thoroughfares
- Connected streets make it easier to walk, cycle and use transit

NEW STREET NETWORK CLASSIFICATIONS*

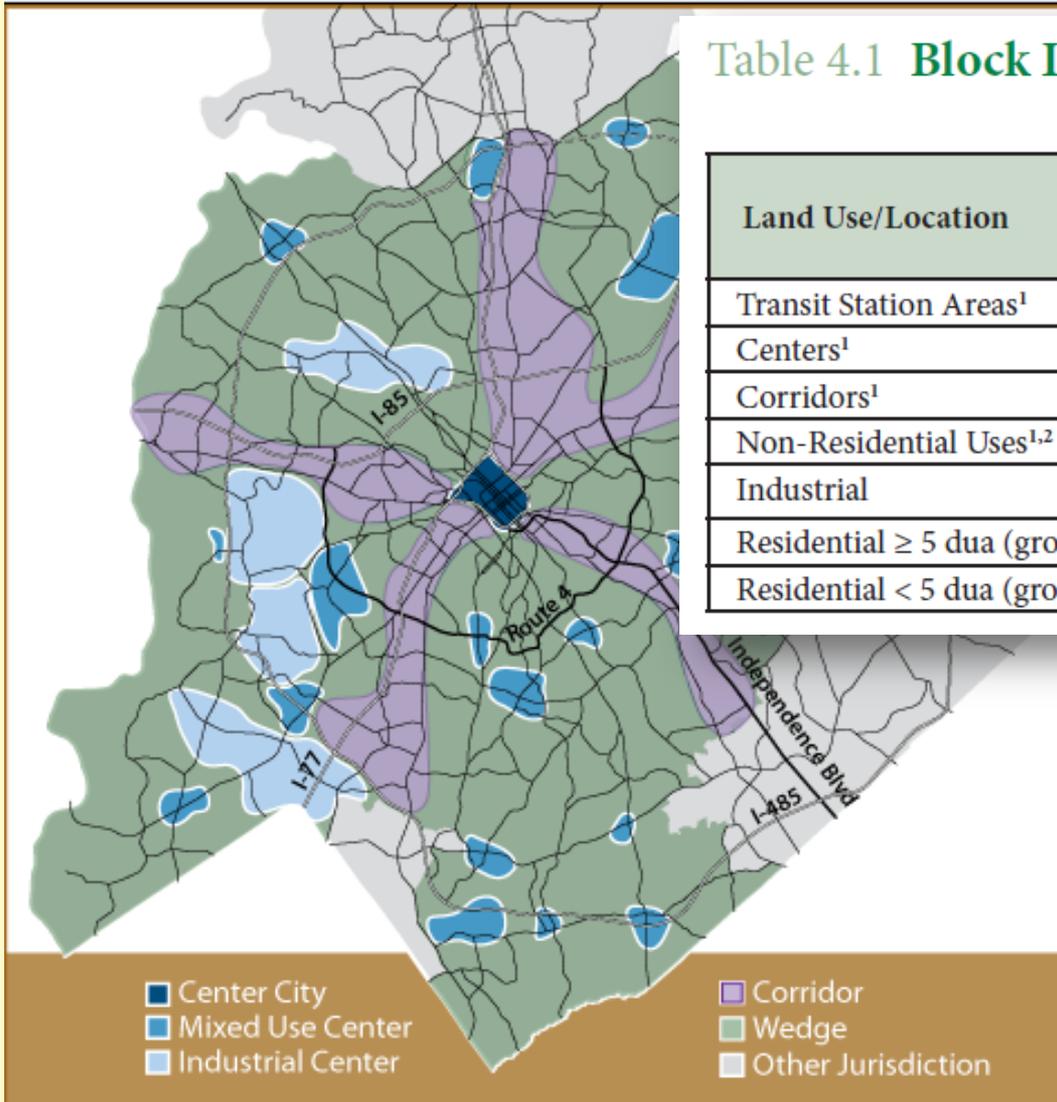


* This is a conceptual graphic representation of how the University City Area's street network could develop.

Preferred and Maximum Block Lengths

Table 4.1 **Block Lengths for Local Streets**

Land Use/Location	Preferred or Typical Block Lengths for Local Streets	Maximum Block Length for Local Streets
Transit Station Areas ¹	400'	600'
Centers ¹	500'	650'
Corridors ¹	600'	650'
Non-Residential Uses ^{1,2}	500'	650'
Industrial	600'	1,000'
Residential ≥ 5 du/a (gross) in Wedges	600'	650'
Residential < 5 du/a (gross) in Wedges	600'	800'



Improve Accessibility

- Provide pedestrian, bicycle and vehicular connections to light rail stations

Promote Economic Development

- Provide infrastructure to support and encourage transit supportive development



Get People to the Stations



**Build Neighborhoods
Around the Stations**





Before



After

South Corridor
Infrastructure Program
(SCIP)



Lynx Light Rail line



South Blvd





What Kind of Streets Are We Working With in This Area?



CHARLOTTE.







street front retail

office

condos

Light Rail

South Blvd

big box retail

townhomes

before



after

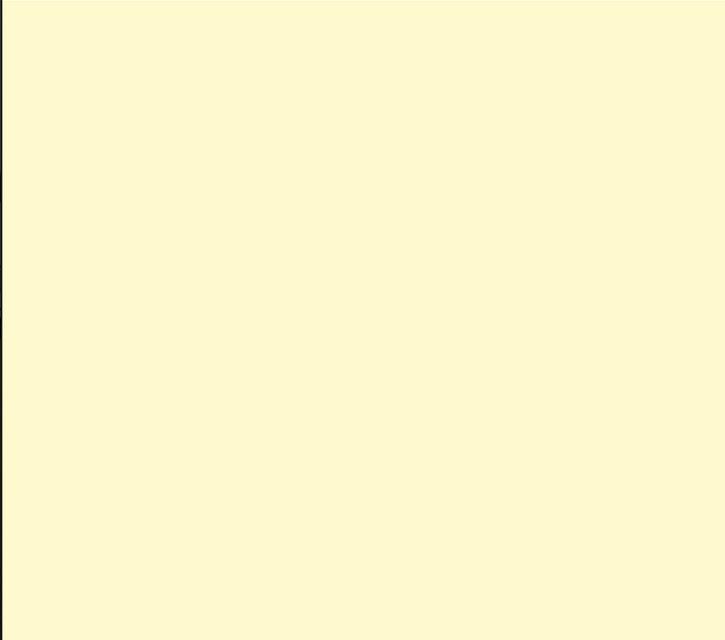


after



after







Selwyn Avenue Road Diet





ANDREW'S

PARKING

THE FLY

CHICKEN

ROASTING COMPANY

JEFFS

PIZZA





Montford crawls with nighttime fun

The entertainment district is a contrast to uptown's lines, cover charges and dress codes.

charlotteobserver.com

Montford Drive

Refer to Map 7 for location of street cross-sections



drawing not to scale

	Walk	Amenity Zone	Planter/ Parking	Mixed Travel Zone	Amenity/ Planter Zone	Walk
M1 — Montford Drive (Park Road to Abbey Place)						
	10'	8'	16'	24'	8'	10'
	20' setback* ←←←		Angled Parking one side - Angled parking may alternate sides if travel lanes shift mid-block		20' setback* →→→	
Notes:						
* 2' additional setback footage required for utilities, etc.						
Source: Charlotte Department of Transportation						



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LandDesign

Work in Progress





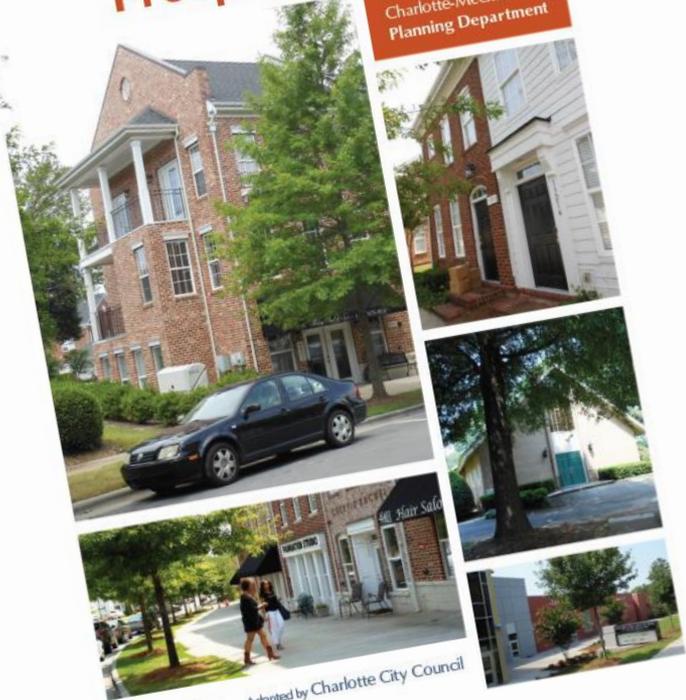
CHARLOTTE



DRAFT

Prosperity Hucks area plan

Charlotte-Mecklenburg Planning Department



Adopted by Charlotte City Council
Date

PART 12: TRANSIT ORIENTED DEVELOPMENT DISTRICTS

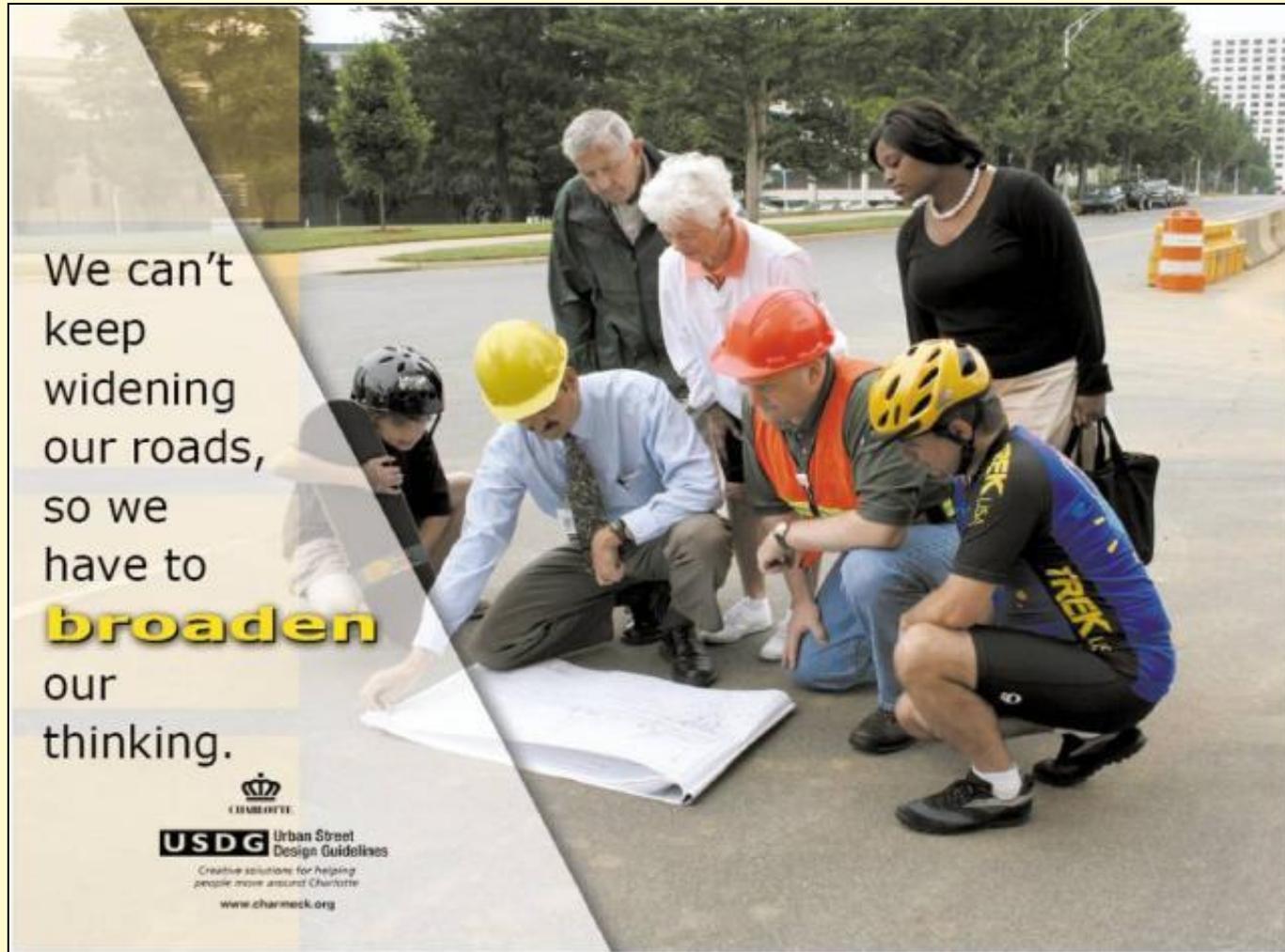
CHARLOTTE CODE

High intensity office uses, office support services, civic, entertainment, and institutional uses shall have a minimum FAR of .75 within ¼ mile walking distance from a transit station, or a minimum FAR of .5 between ¼ mile to ½ mile walking distance from a transit station. The approved station area plan classifies parcels according to whether they are within the ¼ mile walking distance or between the ¼ mile to ½ mile walking distance.

Retail uses are permitted. Only up to 20% of the total development gross square footage that is composed of retail uses may be credited toward meeting the minimum FAR standards.

Residential uses (as a single use or as a development component) are permitted and shall meet one of the following standards:

- (a) The density shall be based on the residential portion of the site. The residential component shall have a minimum density of twenty (20) dwelling units per acre within ¼ mile walking distance from a transit station. Between ¼ mile to ½ mile walking distance from a transit station a minimum density of fifteen (15) dwelling units per acre, shall be required, OR
- (b) The residential component shall meet the minimum FAR standards. The minimum floor area ratio shall not be less than .75 square feet of floor



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