



CHARLOTTE
CHARLOTTE-MECKLENBURG
PLANNING

Rezoning Issues

Setting a Foundation for Zoning Decisions

City Council Workshop
May 2, 2016

Agenda

Goal

*Need actionable items and
sequence of steps*

- Foundation for Zoning Decisions
- Council Workshop Discussion (April 4th)
- Topic Focus: Zoning & Transportation
- Discussion & Next Steps

Foundation for Zoning Decisions

1. Plan Consistency

2. Character & Context

3. Community Infrastructure

- Transportation
- Schools
- Other (water/sewer, police/fire, etc.)

4. Community Resources

- Archeological
- Environmental
- Historical
- Cultural

5. Affordable Housing

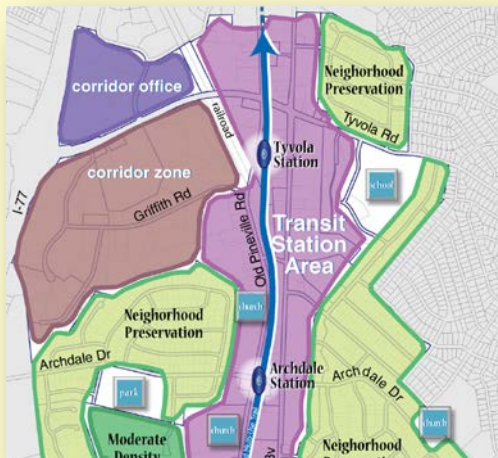
Plan Consistency

In considering any petition to reclassify property, the City Council shall consider the following items:

(Sec. 6.111.2.a of the Zoning Ordinance)

Whether the proposed reclassification is consistent with

- the purposes, goals, objectives, and policies of the adopted "Generalized Land Plan" and
- any amendment to that plan through an adopted district or area plan covering the subject property;



Character & Context

In considering any petition to reclassify property, the City Council may consider, although is not required to, the following:

Whether the proposed reclassification is compatible with the overall character of existing development in the immediate vicinity of the subject property;

(Sec. 6.111.3 of the Zoning Ordinance)



Community Infrastructure

In considering any petition to reclassify property, the City Council may consider, although is not required to, the following:

(Sec. 6.111.3 of the Zoning Ordinance)

The adequacy of public facilities and services intended to serve the subject property, including but not limited to

- roadways
- parks and recreational facilities
- police and fire protection
- schools
- stormwater drainage systems
- water supplies, and wastewater treatment
- garbage services



Community Resources

In considering any petition to reclassify property, the City Council may consider, although is not required to, the following:

(Sec. 6.111.3 of the Zoning Ordinance)

Whether the proposed reclassification will adversely affect a known

- archaeological
- environmental
- historical
- or cultural resource



Affordable Housing

In considering any petition to reclassify property, the City Council shall not:

(Sec. 6.111.4 of the Zoning Ordinance)

Per General Statute:
41A-4 &
41-A-5(a)

Discriminate against affordable housing units for families or individuals with incomes below eighty percent (80%) of area median income.

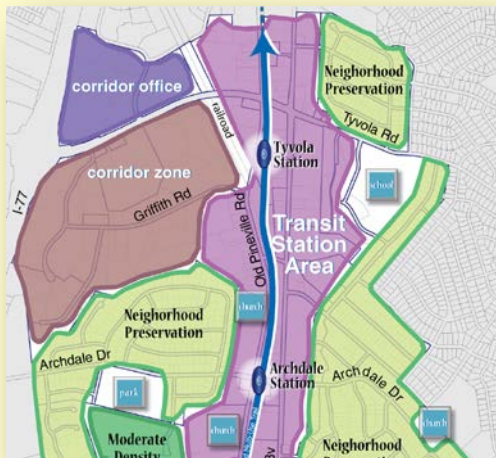
Reclassification of property by the City Council based on considerations of limiting high concentrations of affordable housing is permissible.



Plan Consistency

Council Comments
(April 4th Workshop)

- Where is the vision? List of issues is incremental.
- Focus where we want more intense development to go.
- Are we getting investment in all of Charlotte?
- Jobs where people live
- Reinvestment in aging neighborhoods
- Should be implementing plans.
- Events/development is outrunning the plans and tools.
- Area plans are outdated, but the “train needs to continue to run”.
- Can Council help prioritize areas to focus on?



Character & Context

Council Comments
(April 4th Workshop)

- The Big Picture - Make a place everyone is proud to live in.
- Are we really creating walkable places or just increasing vehicle traffic?
- Too many variances
- Are we addressing live/work/play mixed use projects, job creation.



Community Infrastructure

Council Comments
(April 4th Workshop)



- Break the City into segments and define capacity?
- Pace of growth is out-pacing our ability to serve
- What is the real cost of development?
- How do we share cost?
- What options do we have to mitigate the impact of growth?
- Need to educate the public on the cost of growth.
- How do we get ahead of growth? (e.g. Northlake)
- Need transportation options & diversity (8-80).
- Need transportation options in low income areas
- Collaboration with school system – define our role and manage expectations
- Open Space?

Community Resources

Council Comments
(April 4th Workshop)

- “Do no harm”, ensure we protect value (preserve and increase)
- Historic Preservation?
- Environmental – Stormwater is behind and under-funded



Affordable Housing

Council Comments
(April 4th Workshop)

- Concern over the consistency and implementation of continued case-by-case negotiation.
- Affordable housing vs. workforce (need to define)



Questions & Discussion

Conditional Rezoning

Foundation for Zoning Decisions

Plan Consistency

- Area Plans
- Future Land Use
- Centers, Corridors & Wedges Growth Framework
- General Development Policies

Other Considerations

- Character & Context
- Community Infrastructure
- Community Resources
- Affordable Housing

Negotiations

- Site design
- Scale transitions
- Street activation
- Open space
- Access & connectivity
- Transportation mitigation
- Architectural design
- Affordable housing
- Environmental preservation

A New Unified Development Ordinance...

That reflects the character and vision of Charlotte as it grows



- Provides a clear vision of the community we want to create
- Easy for the community to use & understand
- New & refined districts that minimize the reliance on conditional rezoning
- Links all our development ordinances and policies together

Place-Based Ordinance Foundation

Community Character Manual (CCM)



- Place-types will function as the foundation for zoning districts
- Place types reinforce existing quality & character and/or facilitate change where desired
- Place types established by the CCM will provide clear link to Zoning Map
- Each place type may result in multiple zoning districts

Questions & Discussion

Foundation for Zoning Decisions

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- Environmental
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Zoning & Transportation

- What are the Issues?
- Regional Growth & By-Right Development
- Rezoning Evaluation
- Key Policy Questions
- Role of Transportation Action Plan

Transportation Issues

- Need transportation options and diversity (8-80 Cities concept)
- Are we really creating walkable places or just increasing vehicle traffic?
- Focus where we want more intense development to go.
- More transportation options in low income areas (e.g. transit, shuttles, etc.)
- Congestion & impacts on neighborhoods
- Safety
- Incomplete sidewalks & pedestrian crossings
- Disconnected bicycle network



| Rank | City | Population |
|-----------|-------------------------|----------------|
| 1 | New York City | 8,491,000 |
| 2 | Los Angeles | 3,929,000 |
| 3 | Chicago | 2,722,000 |
| 4 | Houston | 2,240,000 |
| 5 | Philadelphia | 1,560,000 |
| 6 | Phoenix | 1,537,000 |
| 7 | San Antonio | 1,437,000 |
| 8 | San Diego | 1,381,000 |
| 9 | Dallas | 1,281,000 |
| 10 | San Jose | 1,016,000 |
| 11 | Austin | 913,000 |
| 12 | Jacksonville | 853,000 |
| 13 | San Francisco | 852,000 |
| 14 | Indianapolis | 849,000 |
| 15 | Columbus | 836,000 |
| 16 | Fort Worth | 812,000 |
| 17 | Charlotte (2014) | 810,000 |
| 18 | Detroit | 680,000 |
| 19 | El Paso | 679,000 |
| 20 | Seattle | 668,000 |
| 21 | Denver | 664,000 |
| 22 | Washington | 659,000 |
| 23 | Memphis | 657,000 |
| 24 | Boston | 656,000 |
| 25 | Nashville | 644,000 |

+ 400,000

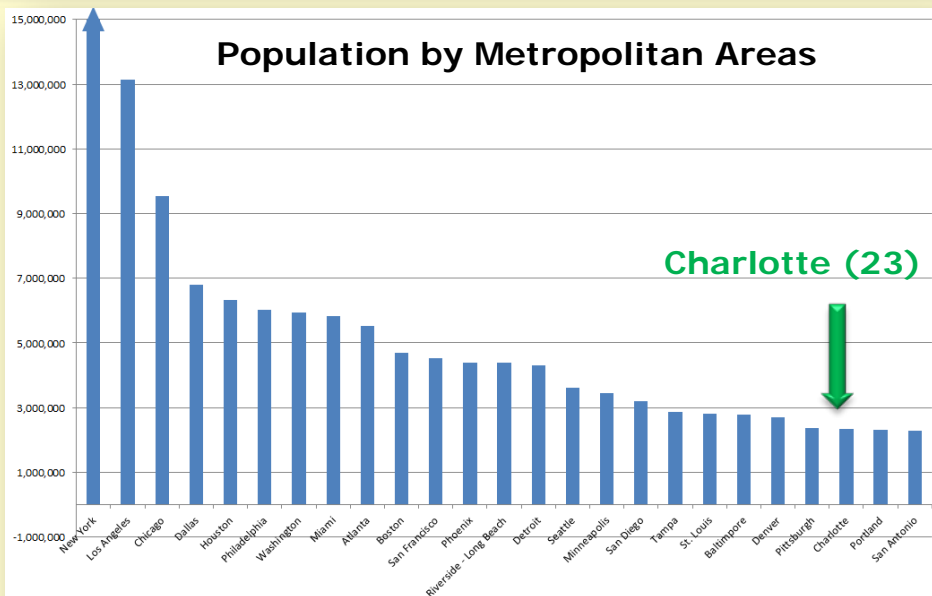
(44 new residents
per Day)

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| 8 | San Diego | 1,381,000 |
| 9 | Dallas | 1,281,000 |
| | Charlotte (2040) | 1,200,000 |
| 10 | San Jose | 1,016,000 |
| 11 | Austin | 913,000 |
| 12 | Jacksonville | 853,000 |
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Zoning & Transportation

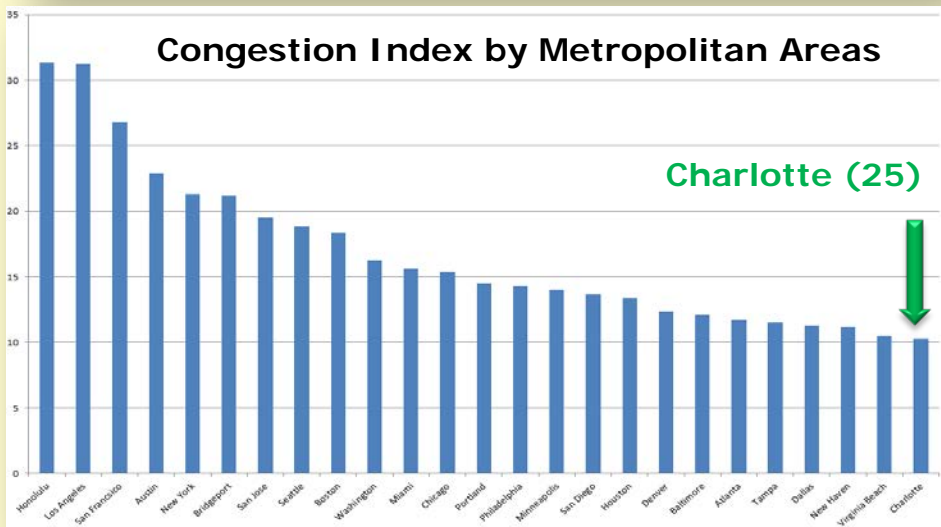
Congestion in the Charlotte Region

Population by Metropolitan Areas



Charlotte is ranked 23rd nationally in population,
...and ranks 25th in congestion.

Congestion Index by Metropolitan Areas

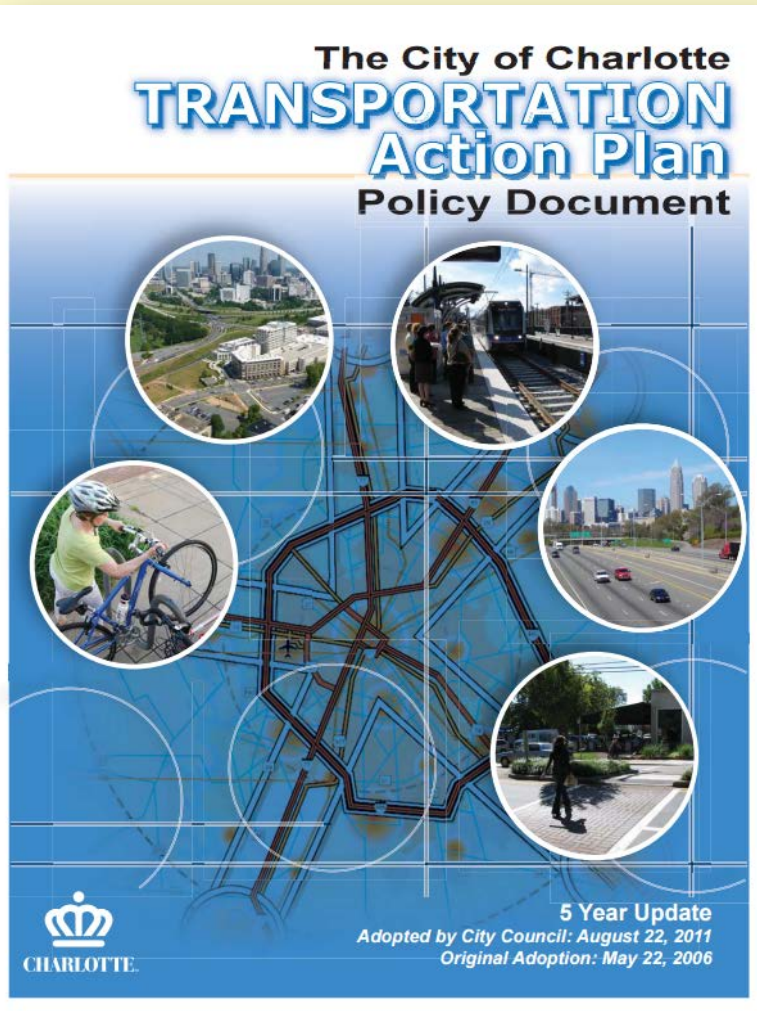


More people will mean more development.

Most development will happen without rezoning.

Travel demand will increase with or without rezoning.

Zoning & Transportation Transportation Action Plan



- Charlotte's comprehensive transportation plan
- Adopted in 2006; updated every five (5) years
- Includes funding plan for transportation projects to address existing and anticipated needs
- The plan also recognizes need for funding partnerships.
- The 2016 update is underway with the Transportation and Planning Committee

- Governed by development ordinances.
 - Zoning
 - Subdivision
 - Tree Ordinance
 - Post-Construction Controls
- No City Council involvement. Development proceeds if ordinance requirements are met.
- Transportation improvements are typically localized and ensure public safety and provide incremental improvements.



How does CDOT evaluate a rezoning petition?

The basics:

- Calculate what the expected trip generation of the site will be
- Conduct traffic studies to identify impacts (in some cases)

- Determine what transportation mitigations are needed beyond ordinance requirements
- Ensure consistency with related development ordinances
- Identify safest and most efficient locations for access
- Identify opportunities to achieve other transportation goals that may include pedestrian crossings, completing off-site sidewalk gaps, traffic calming, or dedication of public right-of-way for future improvements. 26

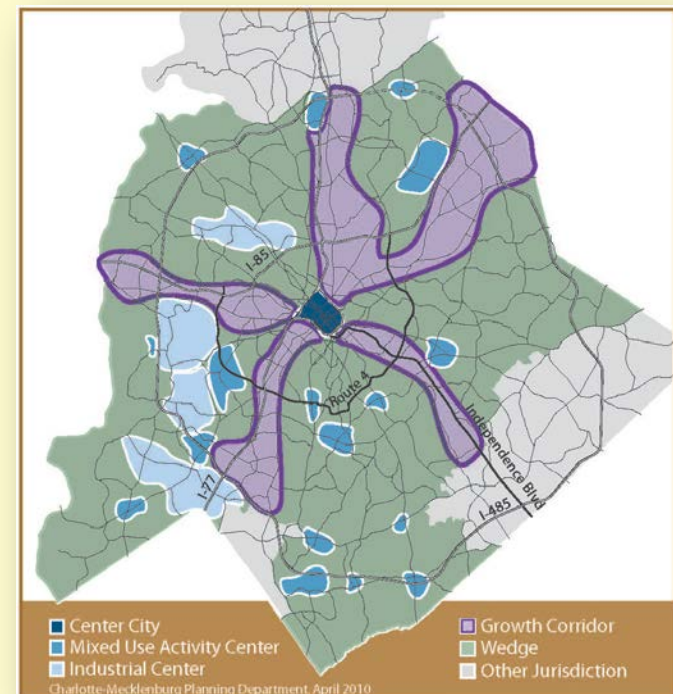


1) Why do we support intensification in Transportation Corridors and Activity Centers?

Answer: If the growth is inevitable, the question is not how much new development should the city support; the question is where should it go? Activity Centers and Transportation Corridors offer the best chances for transportation capacity now and in the future.

Adopted Policy Guidance:

Centers Corridors and Wedges Growth Framework



2) Why aren't we fully mitigating the impacts of traffic?

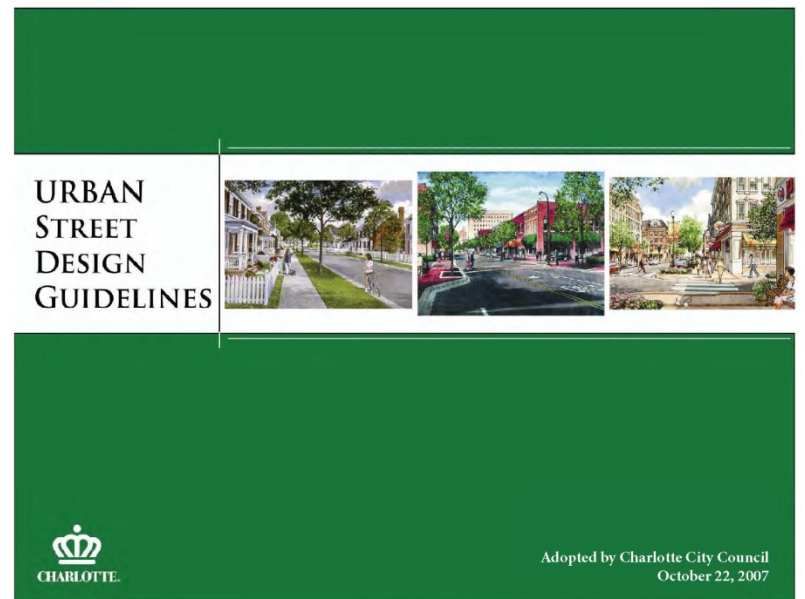
Answer:

Sometimes we do. In greenfield development, new infrastructure is often created commensurate with development impacts.

However, eventually the number of travel lanes and turn lanes needed to offset the impact of development creates other problems, including impacts to neighborhoods and barriers to walking, cycling, and transit access.

Adopted Policy Guidance:

Urban Street Design Guidelines



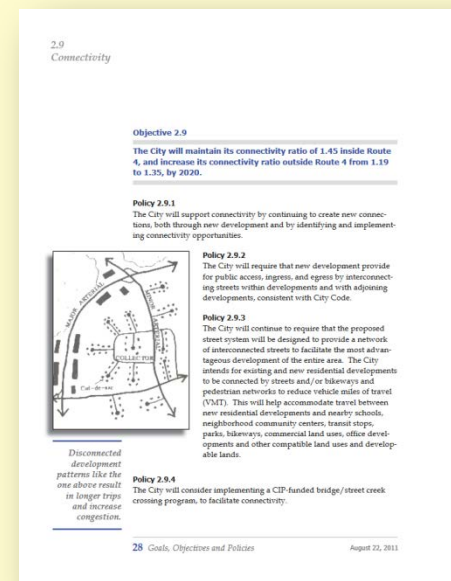
3) Why do we try to connect streets together if that creates cut-through traffic in neighborhoods?

Answer:

Many of the greatest transportation challenges Charlotte faces stem from patterns of disconnected neighborhoods and land uses. Making new street connections can help shorten vehicle trips, reduce pressure on arterial streets, and provide better options for walking and biking. Charlotte employs the use of traffic calming devices to help mitigate the effect of higher volumes and speeds.

Adopted Policy Guidance:

Connectivity Policy Statements (Incorporated into TAP)

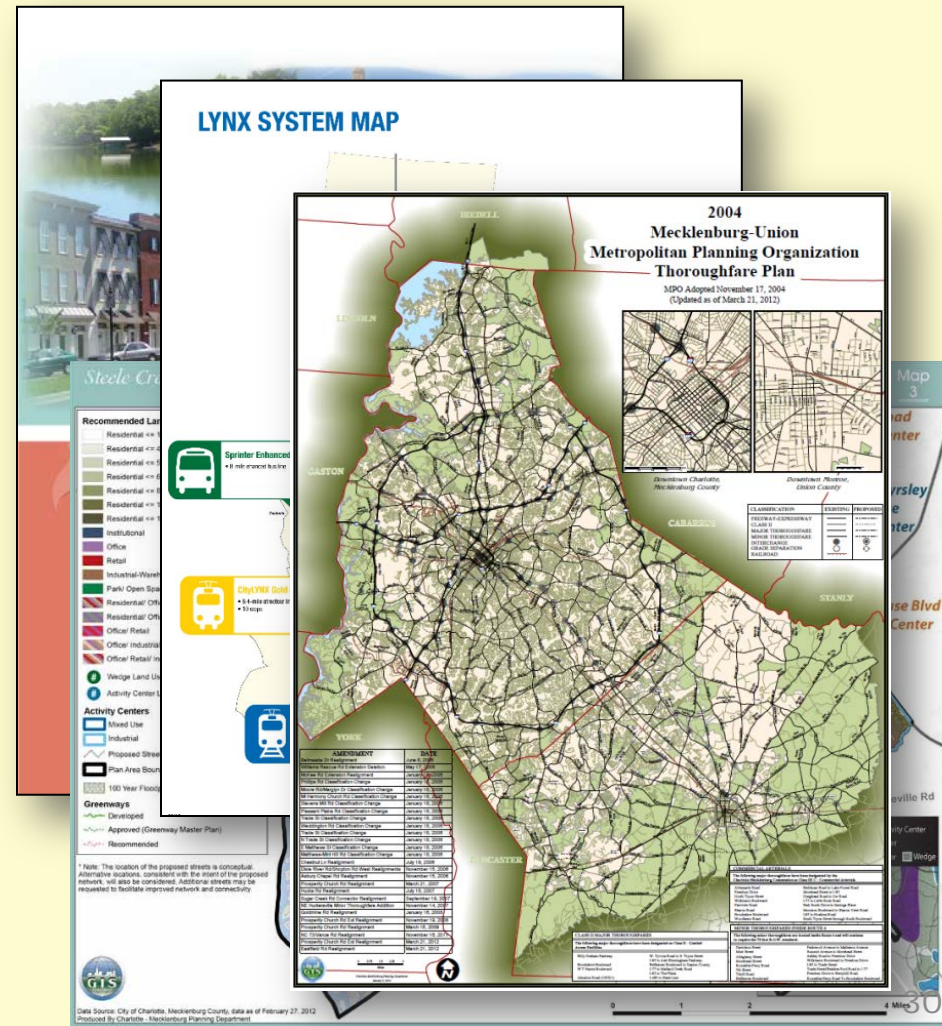


4) What are we doing about the cumulative impact of each development? When do we say there is too much congestion?

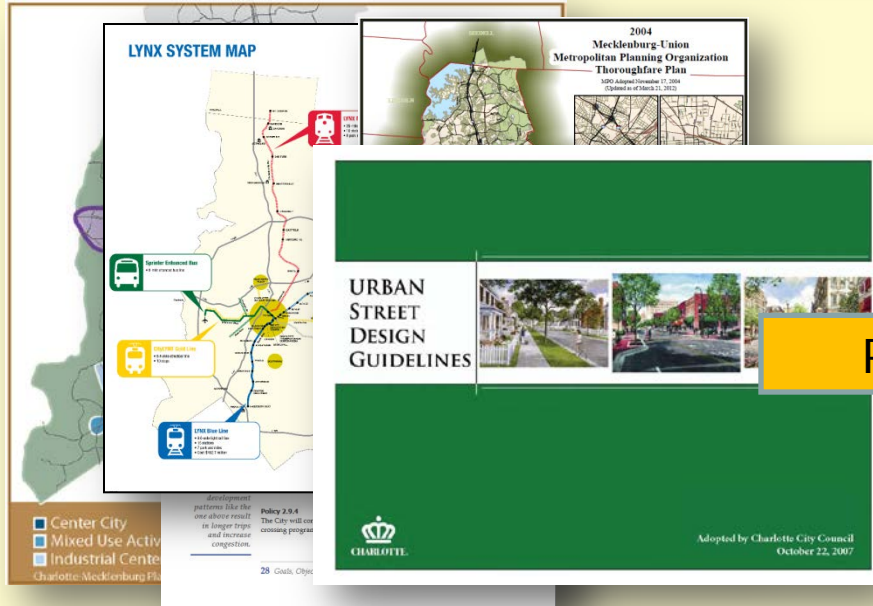
Answer:

Charlotte does not have a policy that governs when there is too much congestion. We have focused on form and scale as being appropriate or not.

Area plans provide guidance on the types and intensities of uses that are appropriate. The area plans are informed by the Centers Corridors and Wedges Growth Framework, and various transportation plans, including the Thoroughfare Plan, and the Transit System Plan.



Zoning & Transportation Transportation Action Plan



Policies



Projects



Questions & Discussion

Foundation for Zoning Decisions

Questions for Council:

Any issues not identified?

What are your priorities?

1. Plan Consistency

2. Character & Context

3. Community Infrastructure

- Transportation
- Schools
- Other (water/sewer, police/fire, etc.)

4. Community Resources

- Archeological
- Environmental
- Historical
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5. Affordable Housing

Next Steps

Goal

*Need actionable items and
sequence of steps*

June Workshop

- Identify & prioritize concerns & issues
- Discussion of short & long term policy considerations