



2040
COMPREHENSIVE
PLAN

Planning Commission
May 6, 2019



A Comprehensive Plan **guides our growth** to achieve the physical structure we want for Charlotte in 20 years.

A **shared vision** of our growth, development and capital investments

What Can UDO Summit

March 2018



WHAT
CAN
UDO

Charlotte Place Types and
Unified Development Ordinance

**THE NEIGHBORHOOD CATEGORY OF PLACE TYPES IS
DESIGNED TO ACCOMPLISH TWO THINGS**

Historic Neighborhood Composition

Charlotte's earliest neighborhoods included a mix of housing types.



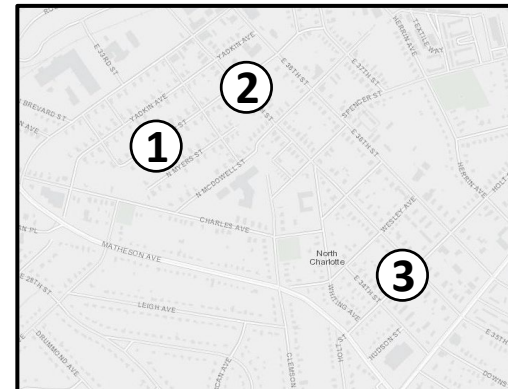
1. 3020 Alexander Street
Boarding House
Built 1926



2. 600 35th Street
Single Family Home
Built 1900



3. 3114 + 3116 Holt Street
Duplex
Built 1955



NoDa

Historic Neighborhood Composition

Charlotte's earliest neighborhoods included a mix of housing types.



1. 331 East Blvd.
Quadrplex
Built 1905



2. 1121 Myrtle Ave.
Condominiums
Built 1940



3. 2132 Charlotte Dr.
Duplex
Built 1950

Dilworth



Historic Neighborhood Composition

Charlotte's earliest neighborhoods included a mix of housing types.



1. 617 Walnut Ave.
Single Family
Built 1936

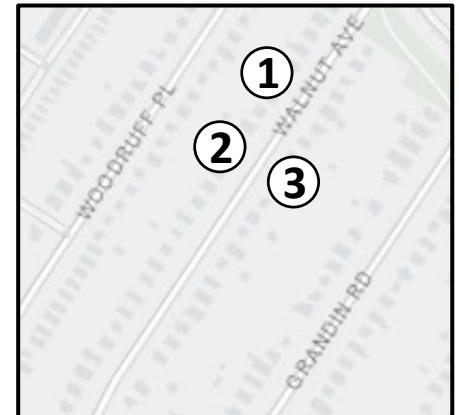


2. 626 Walnut Ave.
Duplex
Built 1940



3. 524 – 604 Walnut Ave.
Quadrplexes
Built 1930

Wesley Heights



What Can UDO Summit

KEY POLICY PROPOSALS

ALL PLACETYPES

- Replace density with site design elements
- Specific zoning districts per Place Type
- Types of Open Spaces
- Typical Streetscape Elements

NEIGHBORHOOD 1

- Allow duplexes mid-block with relaxed lot size standards
- Allow triplexes and quadraplexes on corners with relaxed lot size standards

NEIGHBORHOOD 2

- Design guidelines for this type of development
 - Units should orient to streets (not driveways, alleys)
- Be considered in locations near Neighborhood 1 that don't interrupt form and pattern

NEIGHBORHOOD 3

- Design guidelines for this type of development
- Allow non-residential uses at a small scale, integrated
- Limit height to 4 stories

What Can UDO Summit

“Living in Charlotte” Workshop

2. What are some of the opportunities and challenges associated with the following changes that have occurred as a result of our community’s growth? Have you seen other changes in Charlotte’s neighborhoods?

Change	Opportunities	Challenges	Parking Lot
Duplexes, Triplexes, and Quadraplexes in Detached Single Family Subdivisions			
Townhomes along major roads or at other key locations			
Apartments along major roads or at other key locations			
Other			

Responses (150 Attendees)

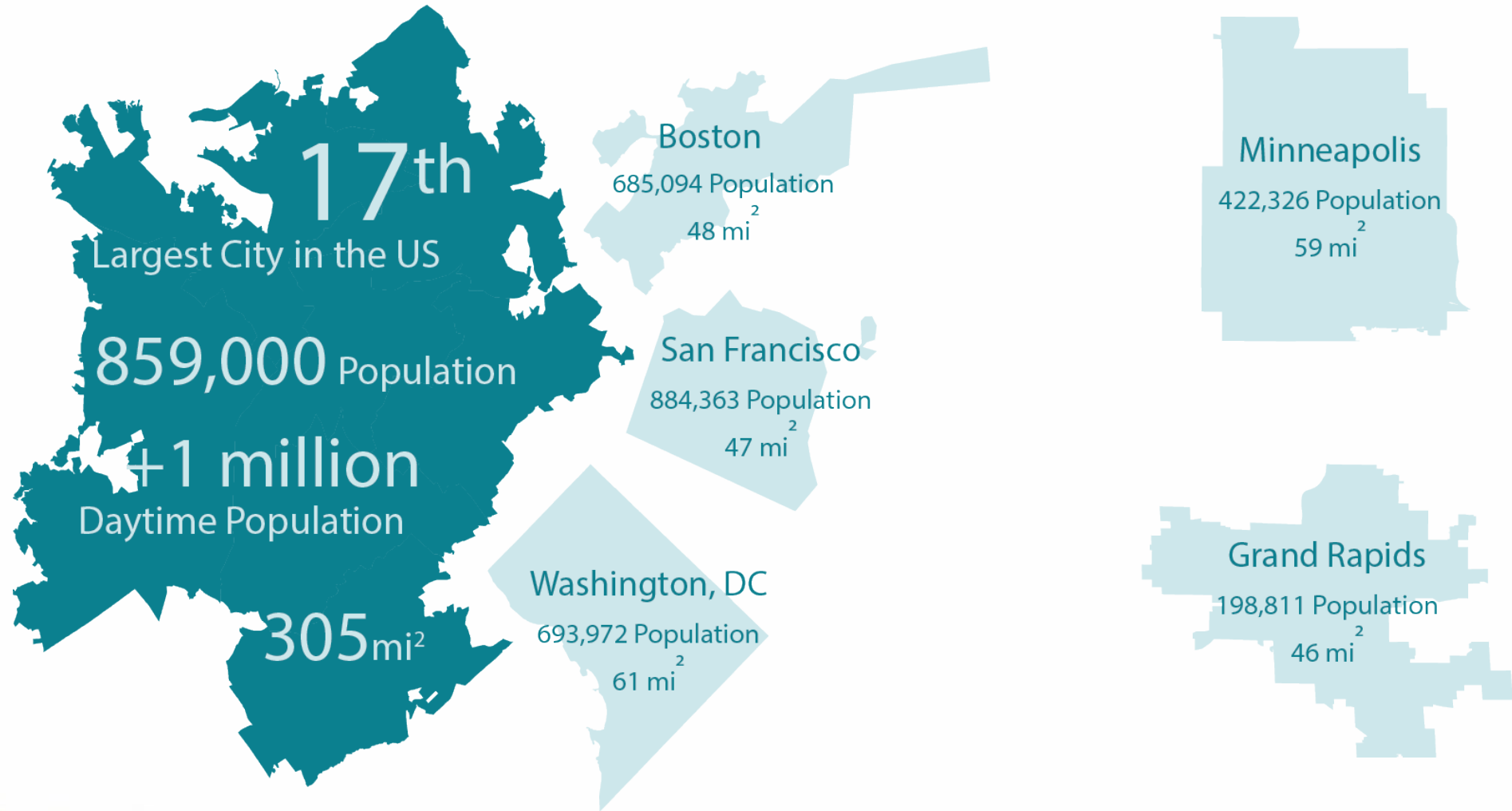
Opportunities

- 1. Compatible design
- 2. Diversity of choices
- 3. Improved affordability

Challenges

- 1. Property value impacts
- 2. Perception of renters
- 3. Change in character

Best Practices for Missing Middle Housing: Minneapolis & Grand Rapids





Growth



Equity



Sustainability



Livability



Competitiveness



Good Government

Where are we now

BUSINESS

Minneapolis's White Lie

Despite being applauded by many, the "miraculous" prosperity of the Twin Cities is only a reality for a certain slice of their population.

JESSICA NICKRAND FEB 21, 2015



ERIC MILLER/REUTERS

In August 1973, *Time* magazine ran a cover of Minnesota Governor Wendell Anderson proudly holding up a fish. The accompanying story called Minnesota a "state that works," and promised "The Good Life in Minnesota." More

U.S.

The Miracle of Minneapolis

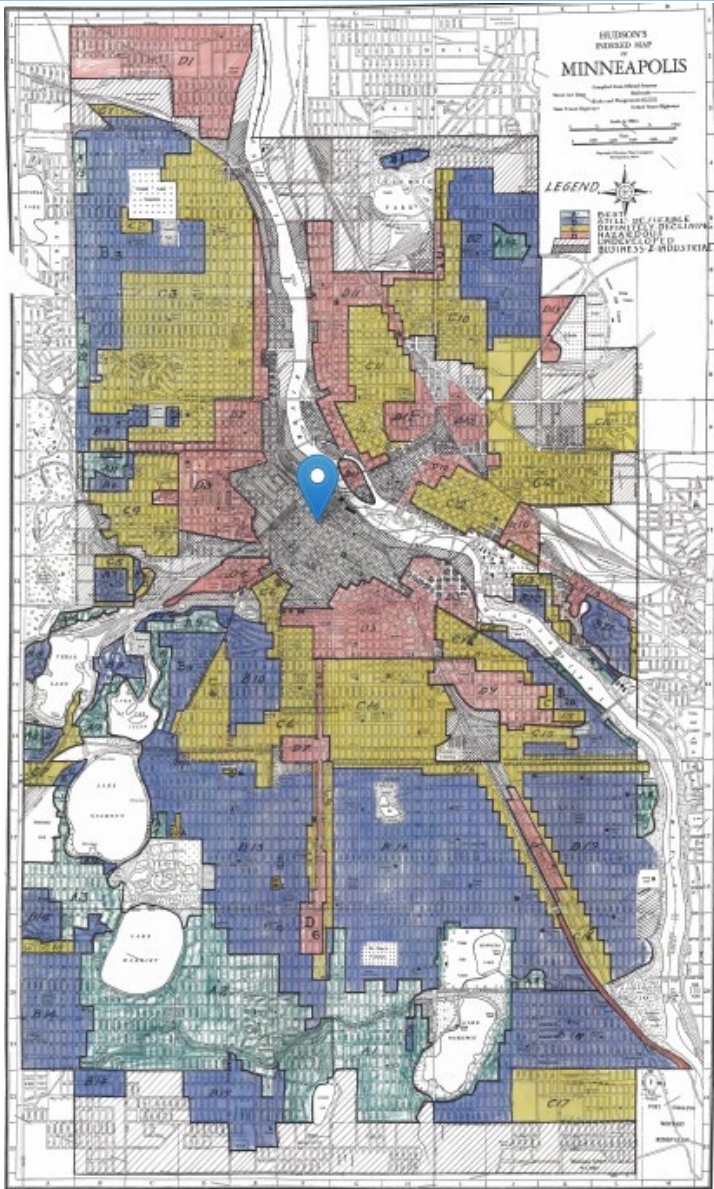
No other place mixes affordability, opportunity, and wealth so well. What's its secret?

DEREK THOMPSON MARCH 2015 ISSUE



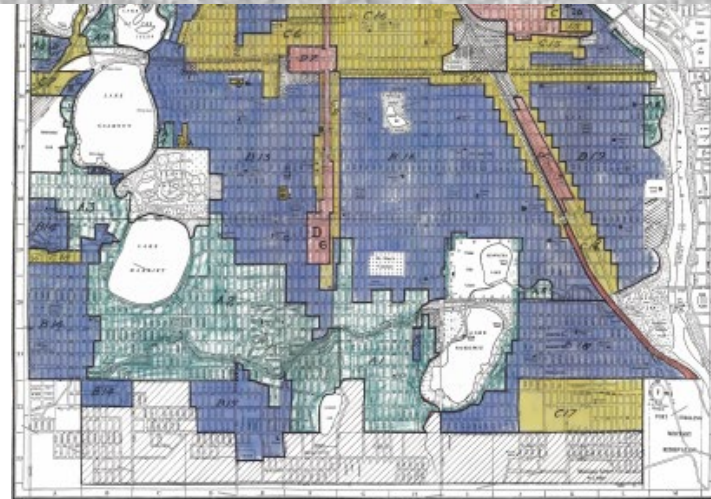
MATT CHASE

IF THE AMERICAN DREAM has not quite shattered as the Millennial generation has come of age, it has certainly scattered. Living affordably and trying to climb





D-6. This area running north and south along 4th Avenue South was once a very substantial and desirable area for homes about 40 years ago. A gradual infiltration of negroes and Asiatics has occurred on 4th Avenue South, beginning at approximately Franklin Avenue moving south to approximately 38th street. During the past 20 years business has encroached in the area between Franklin and 24th. Many of the business places are made over dwellings. Very much rehabilitation is necessary. The street car line extends out to the 48th street and although the colored people have not moved much beyond 38th street, development of 4th Avenue, south of 38th street, has been very slow because of the continued colored trend southerly and the fact that the street car runs into the loop in Minneapolis through the heavily populated colored section. Fifth Avenue on the east and Clinton on the west of 4th Avenue are affected by a large colored population on the avenue. Because of the influence of the class of people on 4th Avenue extending over and into C-8, its desirability for residential purposes is seriously effected.



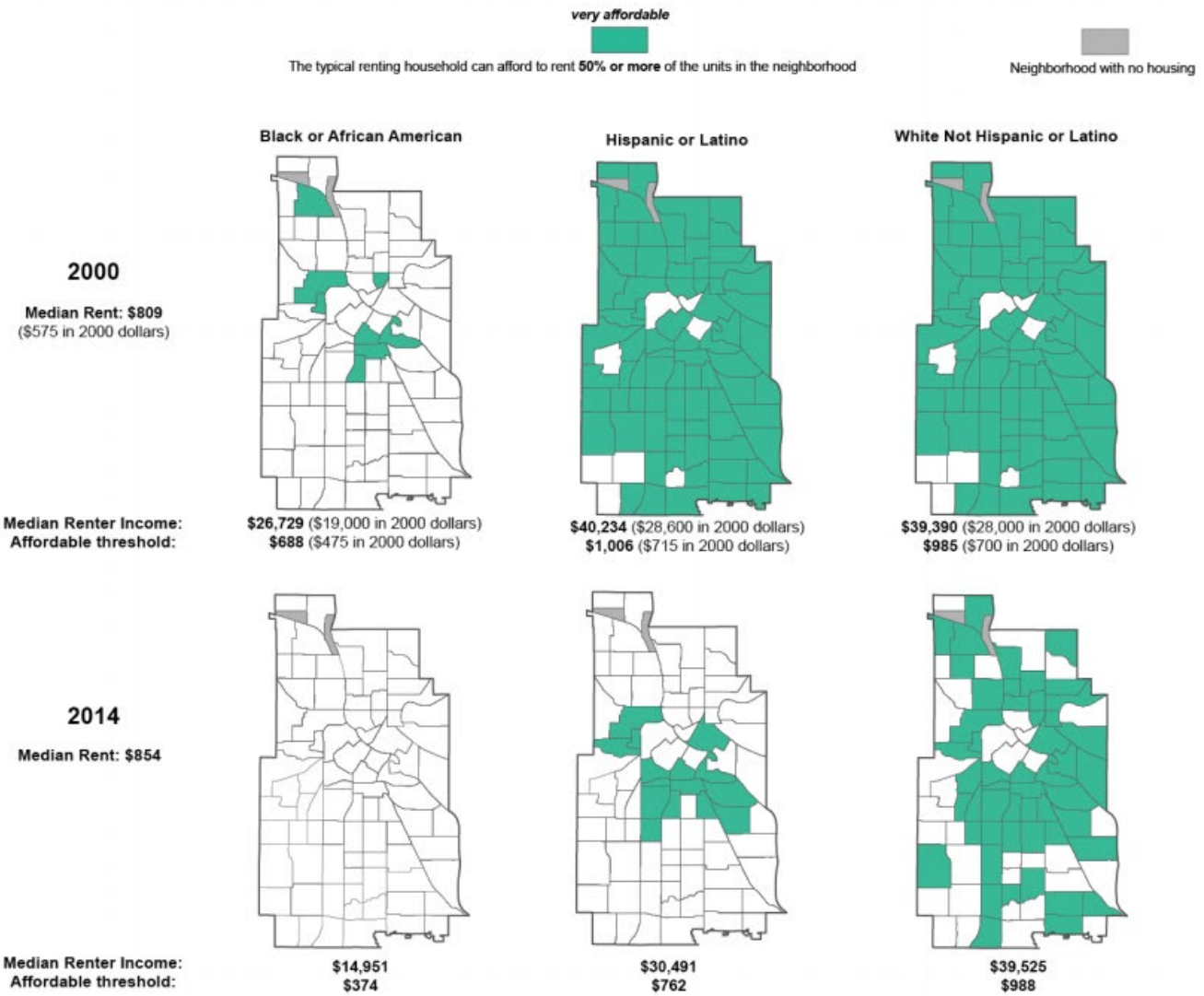
Rental Housing Affordability in Minneapolis Neighborhoods

Change in Rental Affordability by Race/Ethnicity 2000 and 2014

Source: Author calculations, 2000 Census, 2010-2014 ACS, 2000 IPUMS, 2010-2014 IPUMS

All bolded values adjusted to 2014 dollars

Incomes for households



The housing affordability problem in Minneapolis is a racial equity issue.

The housing affordability problem in Minneapolis is a racial equity issue.

Increasing **housing supply** and **choice** is *one* strategy for reducing racial disparities and allowing for aging in community.



NEIGHBORHOODS WITH MORE NEIGHBORS

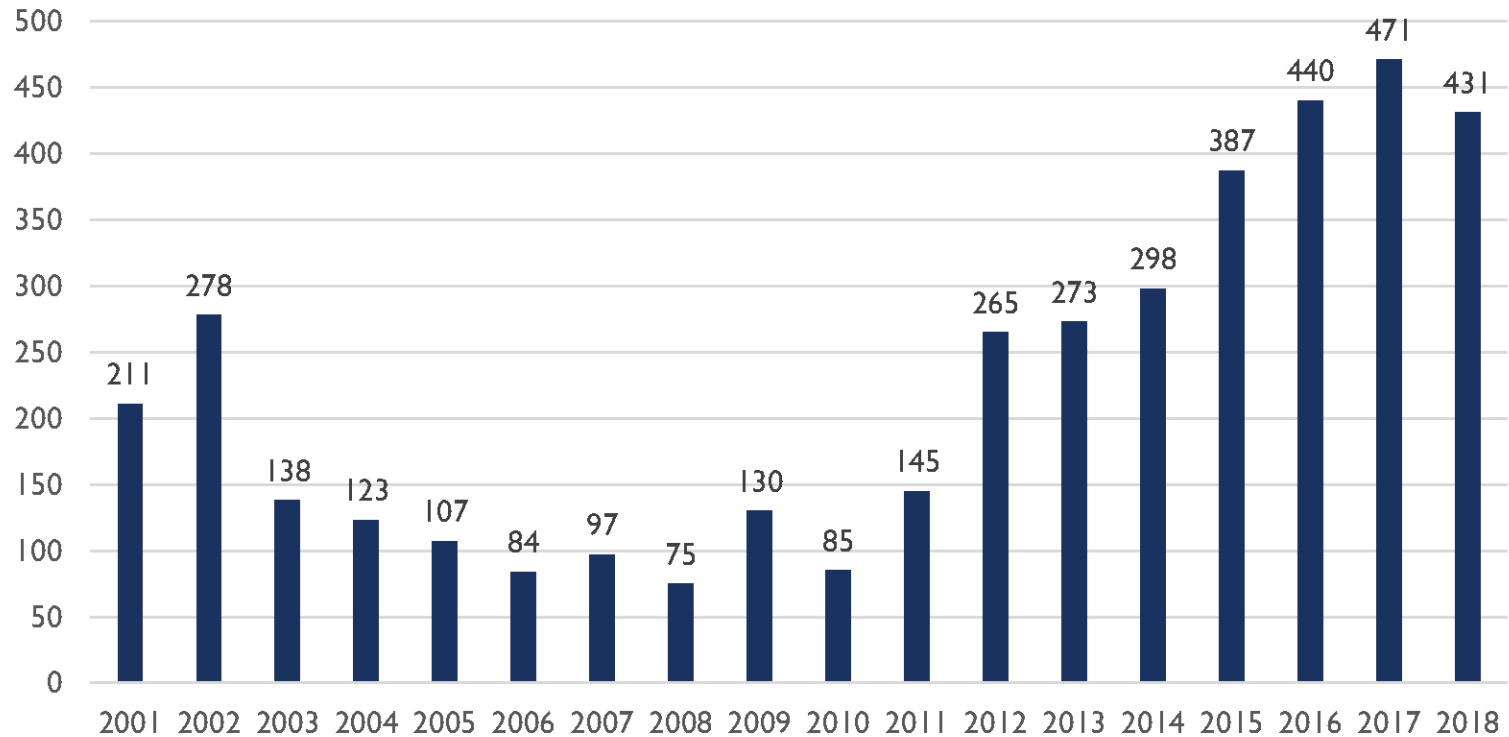
SUZANNE M. SCHULZ, AICP
MANAGING DIRECTOR OF DESIGN, DEVELOPMENT





45 SQ MI ~200,000 RESIDENTS – BEER CITY – ARTPRIZE - SUSTAINABILITY

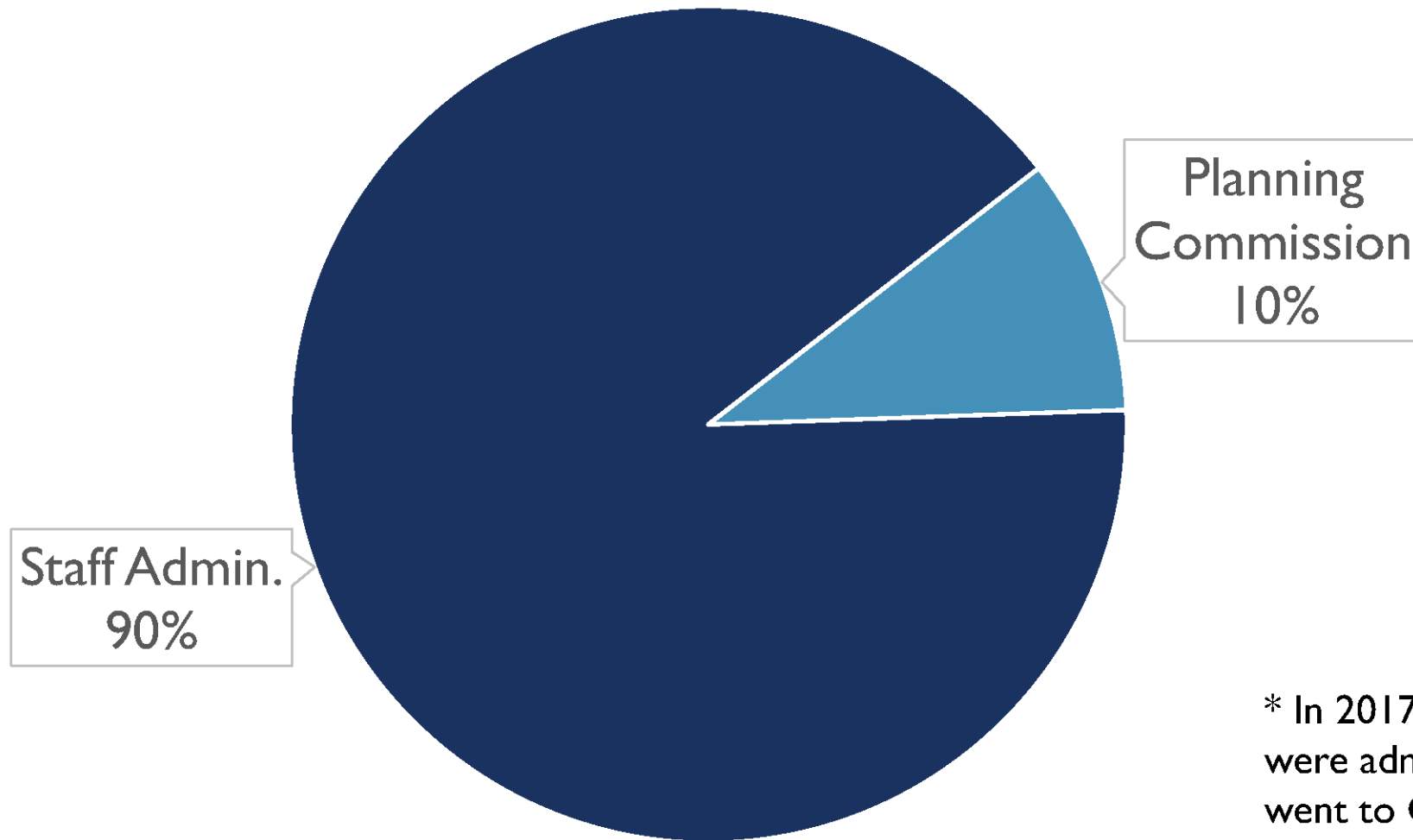
Construction Cost by Issued Year
(in millions)



Since 2014, more than
\$2 Billion
of construction value
has been invested in
the City of Grand
Rapids

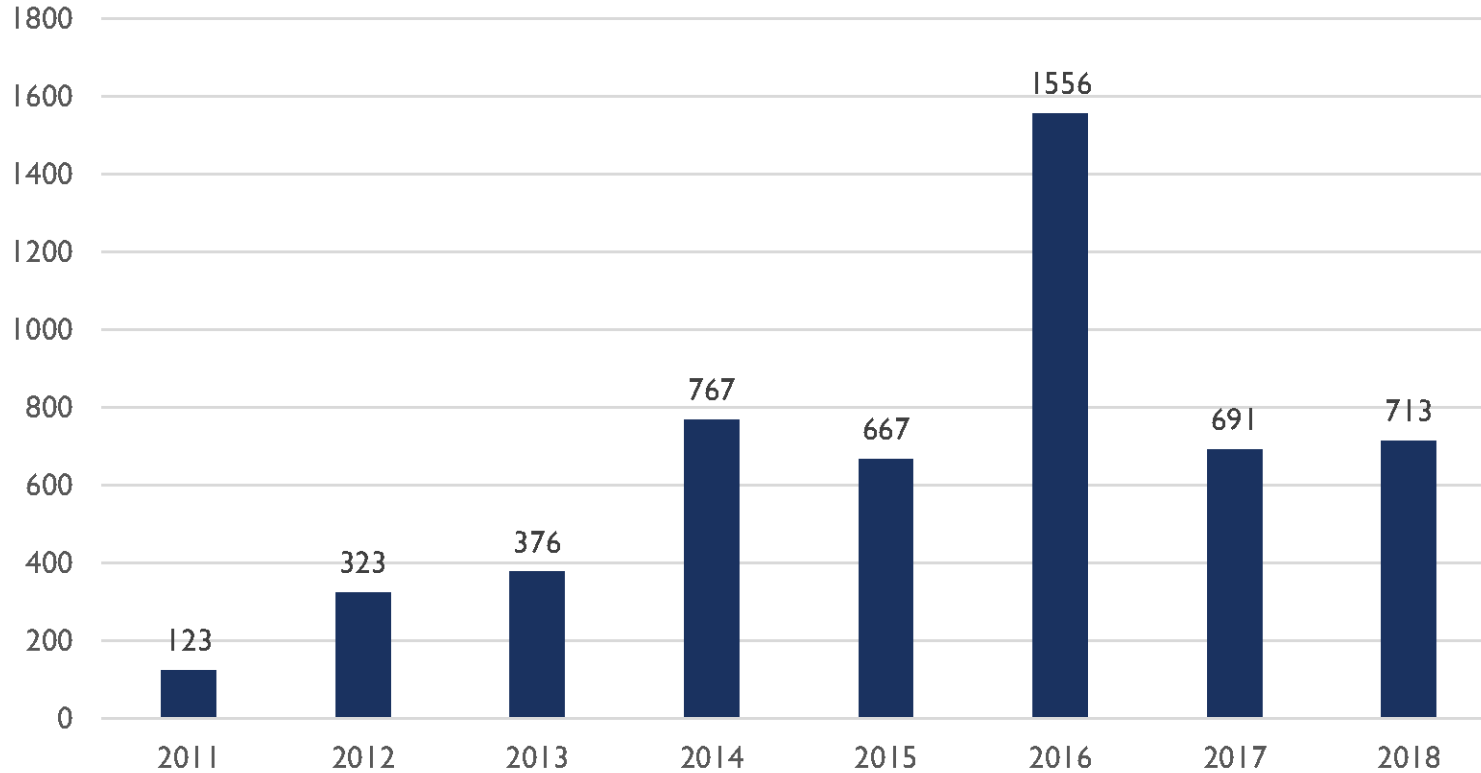
CONSTRUCTION VALUE BY YEAR

2018 CONSTRUCTIONS APPROVALS, BY CASE*



* In 2017 92% of approvals were administrative and 8% went to Commission

Housing Units by Issued Year

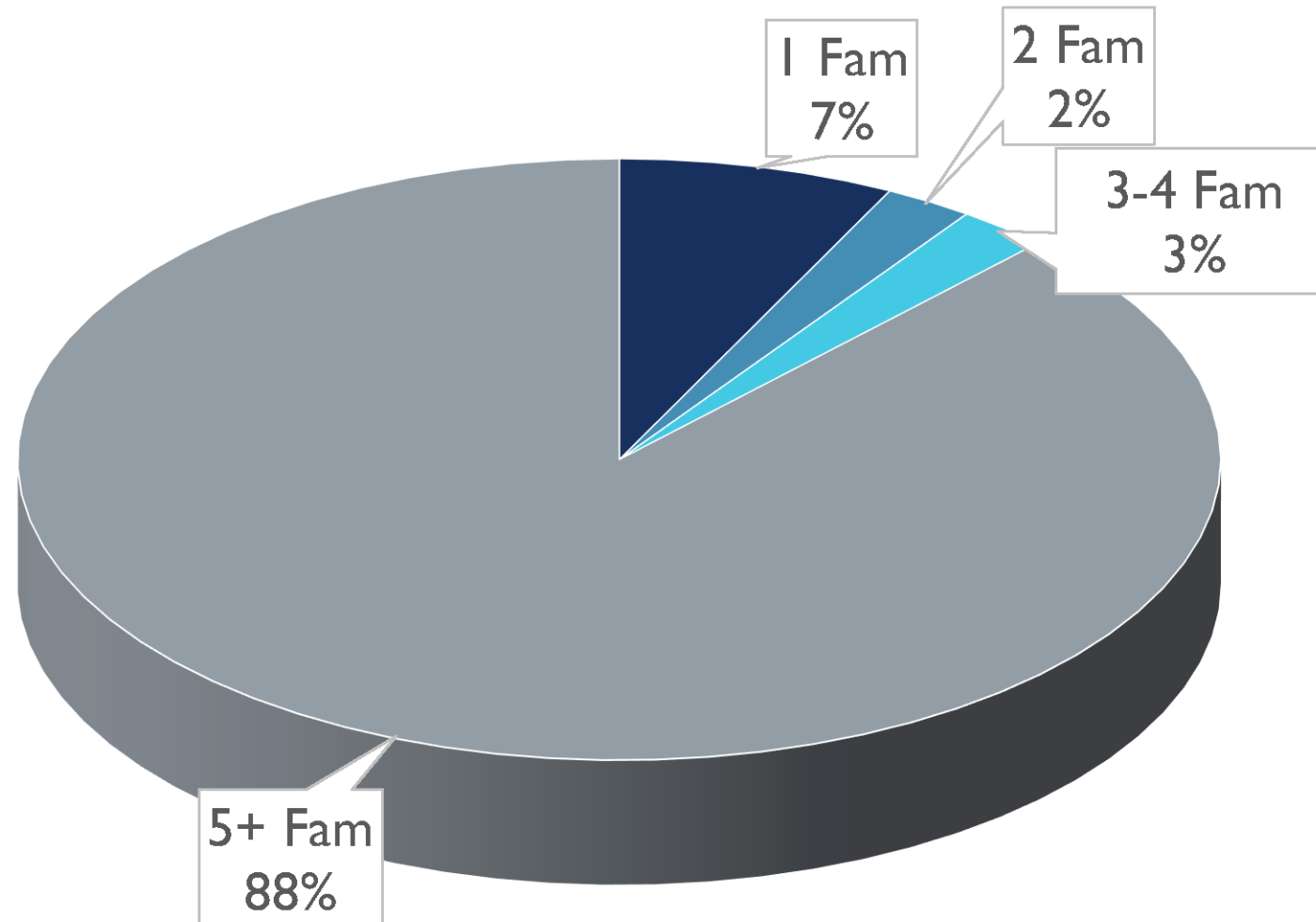


5,216

**new residential units
have been added to
the City of Grand
Rapids housing stock
since 2011**

HOUSING UNITS PERMITTED BY YEAR

TYPE OF HOUSING UNITS CONSTRUCTED 2011-2018



- Engagement
- Public Private Partnerships (P3)
- Data-driven decision-making
- Neighborhoods are the city
- Design matters
- Implement and measure success

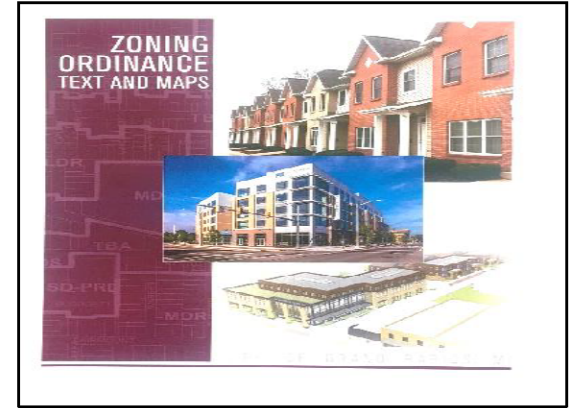
PLANNING VALUES



- Policy document
- Not law
- Guide for the future
- Establishes Vision
- Based on community engagement
- Facilitates investment
- Coordinates programs, policies, and funding to support desired outcomes



- Purpose and Intent
- Sets procedures
- Assigns uses by zone district
- Contains rules for building placement, neighborhood character, tree canopy, etc.
- Implements Master Plan and Area Specific Plans



MASTER PLAN

ZONING ORDINANCE

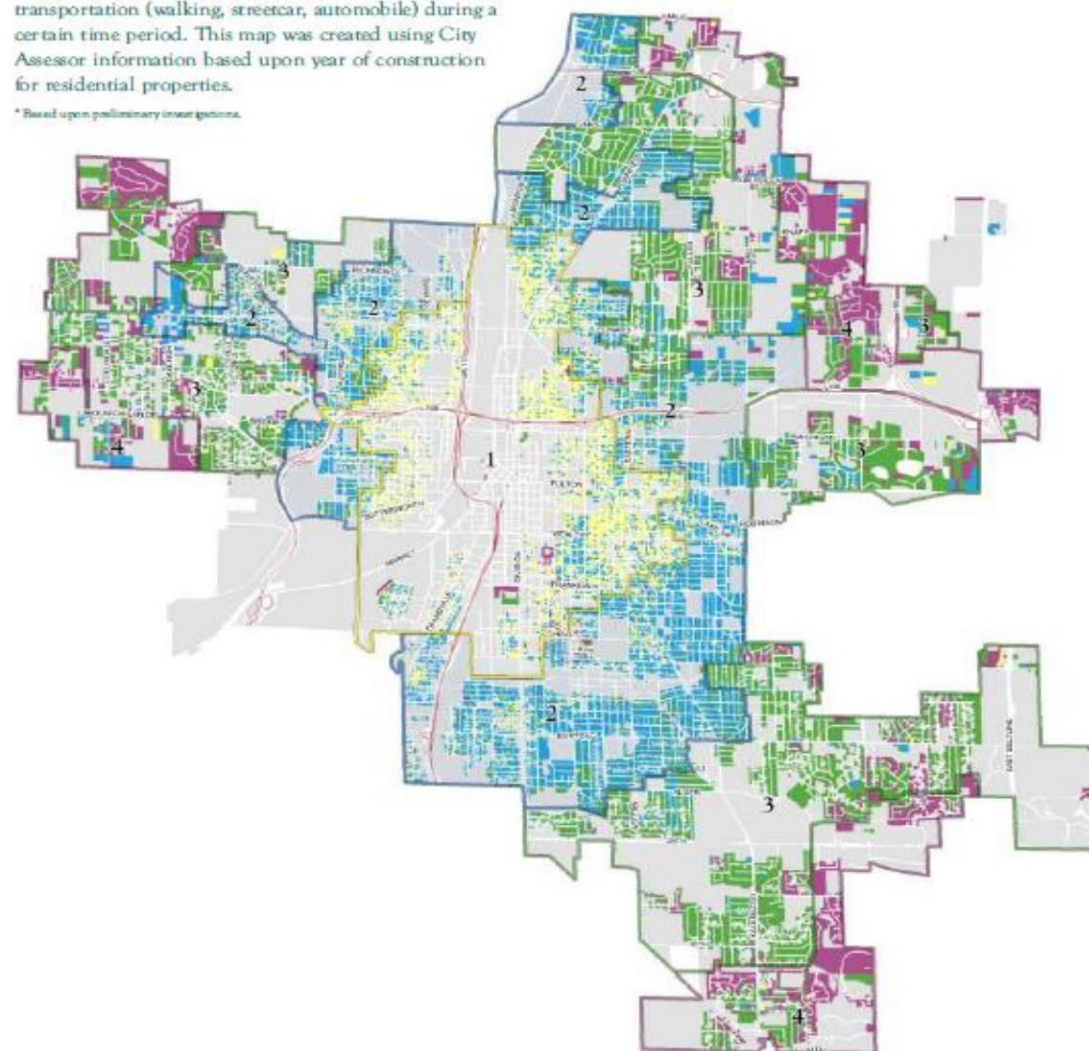


NEIGHBORHOOD PATTERN WORKBOOK

Patterns of Development

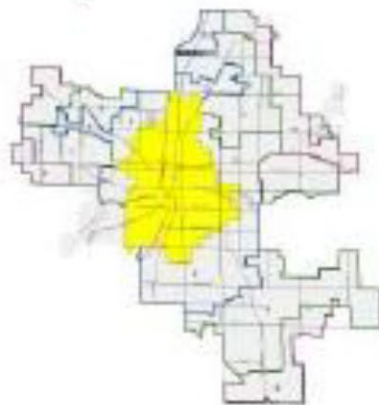
Grand Rapids is primarily comprised of four different neighborhood patterns* that can be readily identified by development era. The architectural influences (Victorian versus ranch) are as important as the primary mode of transportation (walking, streetcar, automobile) during a certain time period. This map was created using City Assessor information based upon year of construction for residential properties.

* Based upon preliminary investigations.



Neighborhood Patterns

Turn of the Century Neighborhood



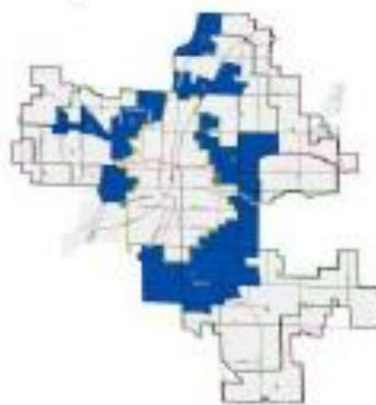
Development Era
Built between 1850 and 1900
in and around the central city.

Street Pattern and Block Size

- Straight connected streets, with alleys and sidewalk predominant.
- Grid
- Smaller blocks (400 feet or less).



Early 20th Century Neighborhood



Development Era
Approximately 1900 to 1945.
Developed around street car lines.

Street Pattern and Block Size

- Straight connected streets, with sidewalks predominant.
- Grid, introduction of curvilinear
- Smaller and medium sized blocks (400-600 feet).



Post War Neighborhood



Development Era
Built after World War II,
approximately 1945 to 1970.

Street Pattern and Block Size

- Curvilinear streets, introduction of cul-de-sacs. May or may not have sidewalks.
- Medium (400-600 feet) to large blocks (600 feet or more).



Late 20th Century Neighborhood



Development Era
1970 to present,
mainly 1945 to 1970.

Street Pattern and Block Size

- Curvilinear streets and cul-de-sacs. Few sidewalks.
- Large blocks (600 feet or more) and superblocks (½ - 1 mile).



Discussion

1. What do these lessons mean for our city and the Charlotte Future 2040 Comprehensive Plan?
2. Is the direction taken by Minneapolis and Grand Rapids the same direction we envision for Charlotte?