The Role of Connectivity

• What is connectivity?

• How has connectivity shaped our City?

• Who benefits from connectivity?

• How do we get connectivity?

“Charlotte will be a vibrant livable city where all residents of all income levels have convenient transportation access to employment services and housing choices.”
Charlotte will be a City of transportation choices

• What is connectivity?

• How has connectivity shaped our City?

• Who benefits from connectivity?

• How do we get connectivity?

“Connectivity” is...
A walk around the block

“A bike ride without having to spend as much time on busy streets”
A shorter, safer walk to the bus stop

Living in your own neighborhood as you get older
Getting to the places you want to go

Getting to the places you need to go
Joining the crowd...

...without joining the crowd!
The Role of Connectivity

- What is connectivity?
- How has connectivity shaped our City?
- Who benefits from connectivity?
- How do we get connectivity?
What if we had ensured a connection?
The Role of Connectivity

- What is connectivity?
- How has connectivity shaped our City?
- **Who benefits from connectivity?**
- How do we get connectivity?
Better network supports services

Better network supports motorists
Better network supports pedestrians

Better network supports transit
Better network supports cyclists

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike lanes and paved shoulders (&gt;3')</td>
<td>91</td>
</tr>
<tr>
<td>Signed routes</td>
<td>55</td>
</tr>
<tr>
<td>Greenways and off-street paths</td>
<td>44</td>
</tr>
<tr>
<td>Total</td>
<td>190</td>
</tr>
</tbody>
</table>

With better network, we can provide better streets
• What is connectivity?
• How has connectivity shaped our City?
• Who benefits from connectivity?
• How do we get connectivity?
Each of these plans focus on a multi-modal approach to mobility and enhancing access and travel choices for all people in our community.
Our Path to Complete Streets

Overcoming 50+ years of forgetting how to build complete streets!

- 1999 – sidewalks on both sides of new streets
- 2002 – reduce the number of cul-de-sacs
- 2006 – the first TAP
- 2007 – the USDG
- 2010 – ordinance changes to reflect complete street networks and designs
Subdivision Ordinance

What is the Subdivision Ordinance?
Administered by the Planning Department
Establishes standard requirements for all subdivision activity
Allows staff to approve development plans through an administrative process

Subdivision Ordinance Goals

- Create a connected local street network
- Match local street types to land uses
- Design standards for local streets
- Process for ensuring flexibility and predictability
Street Network

- Apply same basic rules for street network design for all land use types
- Street network design starts from the outside-in
- New street network is built by first extending existing adjacent streets into the site
- Remaining streets are connected to create blocks

“Filling in” Street Network
Street Network Considerations

- Property Location
- Property Size
- Block Spacing
- Development Type

Table 1: Preferred Street Spacing

<table>
<thead>
<tr>
<th>Location/Use</th>
<th>Preferred Block Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Activity Centers</td>
<td>600</td>
</tr>
<tr>
<td>Industrial Centers</td>
<td>600</td>
</tr>
<tr>
<td>Mixed Use Centers</td>
<td>500</td>
</tr>
<tr>
<td>Freeway Corridors</td>
<td>500</td>
</tr>
<tr>
<td>Transit Stations</td>
<td>400</td>
</tr>
<tr>
<td>Other Consider Stations</td>
<td>400</td>
</tr>
<tr>
<td>Wedges (apply rules below)</td>
<td></td>
</tr>
<tr>
<td>Nonresidential Uses</td>
<td>200</td>
</tr>
<tr>
<td>Residential &gt; 1 Dwelling</td>
<td>600</td>
</tr>
<tr>
<td>Residential &gt; 5 Dwelling</td>
<td>600</td>
</tr>
</tbody>
</table>

*Note: Preferred block length is 600 feet.*
### Street Network Requirements

<table>
<thead>
<tr>
<th>Subdivision Requirements</th>
<th>Location</th>
<th>Parcel Size</th>
<th>Block Spacing</th>
<th>Exceptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>By-Right Development</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Conditional Rezoning</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
</tbody>
</table>

The same “rules” apply

### Street Network Applicability

<table>
<thead>
<tr>
<th>Subdivision Requirement</th>
<th>Development Type</th>
<th>Parcel Size</th>
<th>Street Frontage</th>
<th>Area Plan/Policy</th>
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###街路网络适用性

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</tr>
</thead>
<tbody>
<tr>
<td>By-Right Development</td>
<td>Only one building?</td>
<td>?</td>
<td>?</td>
<td>?</td>
</tr>
<tr>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
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<tbody>
<tr>
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<td>Only one building?</td>
<td>Too small?</td>
<td>?</td>
<td>?</td>
</tr>
<tr>
<td>Conditional Rezoning</td>
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<td>Too short?</td>
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<tr>
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Regulations apply in by-right development
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Policies apply to determine street recommendations for conditional rezonings.
5 ways in and out!

Only 3 ways in and out!

How does our network grow?

Start at the edges
How does our network grow?

Start at the edges
Extend into site
Extend through site
Add new blocks

Example: Conditional Rezoning
Example: Conditional Rezoning

Start at the edges
Extend into site
Extend through site
Add new blocks
One More Example: Applying Adopted Area Plans

A new street!

- Street was “policy-based”
- Site plan shows street
- Council approved the rezoning plan
- Decision upheld policy
Re-Connecting with Development Projects

Re-Connecting with Partnerships
Re-Connecting with Capital Projects

Connectivity:

- Will sustain a **growing city**
- Is vital to providing **equitable transportation choices** and creating **great places**
- Happens **incrementally**
- Is **sometimes very hard** to accomplish
- Is **worth it**