Linking Transit and Land Use at the Community Scale:

Practical Tools for Planners

CRTPO Charlotte Regional Transportation Planning Organization
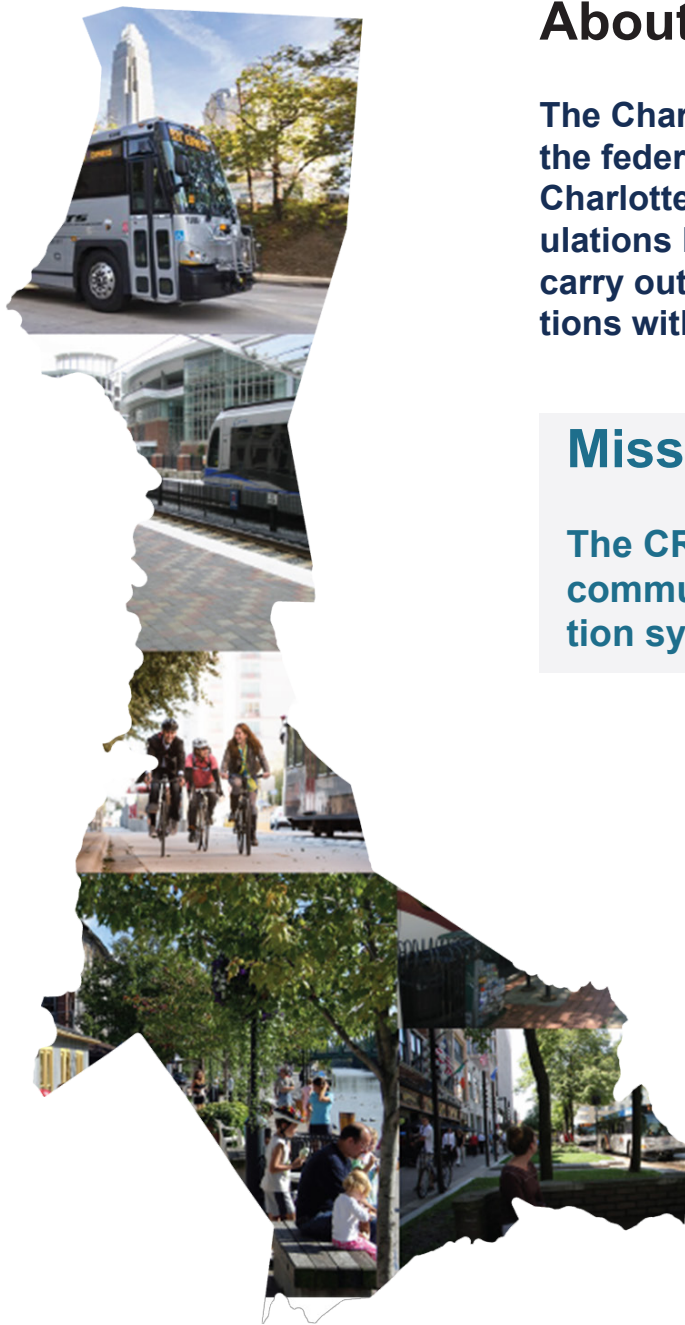
Developed by **CENTRALINA REGIONAL COUNCIL** as part of the 2024 CRTPO Education Series

June 2024

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About CRTPO

The Charlotte Regional Transportation Planning Organization (CRTPO) is the federally designated Metropolitan Planning Organization (MPO) for the Charlotte Urban Area. Federal legislation requires Urban Areas with populations larger than 50,000 to have an MPO, whose primary function is to carry out the transportation planning process among the member jurisdictions within its established planning area boundary.

Mission

The CRTPO provides leadership and collaboration with member communities and partners in developing our region's transportation system.

Vision

A connected and equitable transportation system that provides mobility choices for the region.

For more information about CRTPO and its services, visit the CRTPO website at https://crtpo.org

About the Linking Transit & Land Use Education Series

CRTPO and Centralina Regional Council partnered to develop a four-part training series to create a better understanding of mobility friendly development practices and how they can be implemented locally. Land use planners, engineers, NCDOT staff and others from across the CRTPO planning area attended the training series. Sessions provided foundational information for integrating land use and transit planning at different community scales (urban, suburban and rural), and included specific examples from peer communities.

Mobility friendly development recognizes that land use patterns, mix of uses, and density play a critical role in the current and future accessibility of a place. Mobility friendly land use and development patterns need clear intent through land use plans and development codes, both of which occur at the local level.

This training series allowed attendees to take a deep dive into proactive, practical steps toward integrating mobility and land use at the community scale through tools, resources, peer learning, and best practices.

Virtual Walking Tour from Session 4

Implementing Mobility Supportive Development Policies into Your Development Review Process

Enabling workforce mobility and fostering livable communities that offer diverse mobility choices are vital for accommodating growth, boosting economic competitiveness, and realizing sustainability and equity goals. Local land use plans and development codes must clearly prioritize mobility-friendly design. Many communities understand the importance of integrating transit and land use and the impact it can make on a community. Local jurisdictions can enhance their ordinances and development process by incorporating effective mobility elements from real-life cases.

Creating Mobility Friendly Places

Local governments play a critical role in planning and implementing mobility friendly places. Land use, urban design, and parking policies are all under the authority of local governments and are essential in influencing travel choice and demand. Efficient land use and urban design can reduce the need for auto travel for daily trips, and appropriate parking supply and pricing can encourage the use of alterwnative modes of transportation.

Local governments can guide mobility supportive development strategies through the planning process using short and long-range plans, and can implement these strategies through development agreements, zoning, policies, and ordinances. How a community is designed significantly influences an individual traveler's mode choice: auto, carpool, vanpool, transit, walking, or biking. Single occupancy vehicle (SOV) use increases traffic volume, reduces air quality, and perpetuates inequalities. As such, the following chapters identify how mobility supportive development strategies can be proactively incorporated into the land development process to influence land use patterns and manage auto travel demand while reducing SOV travel.

Step One | *Have a Vision*

First , you need a vision. An adopted Comprehensive Plan supported by the community is crucial to having the foundation necessary to implement mobility supportive development. The strategies included in this guide will outline key elements that should be included in your community's plans to support mobility choices.

Where to Start?

Step Two | *Inventory Existing Ordinances*

You will want to take an inventory of existing plans and ordinances to assess any deficiencies that may exist. This will allow you to clearly define where amendments and new ordinances need to be drafted to adequately address mobility supportive development in your community.

**Step Three** | *Show the Value to the Community*

It is important that your community understands the crucial role mobility supportive development plays in creating an efficient transportation system. You can start by highlighting how this type of development aligns with your community's overall vision and objectives. Emphasize that mobility supportive development can also increase equity in your community, for example by providing access to travel choices to those who cannot or do not drive.

Step Four | *Involve the Right People*

It will be important to bring the right people to the table. While mobility supportive development is a planning initiative, successful plans include other stakeholders, such as: transportation planning organizations (RPO/MPO), transit operators, health departments, representatives from the development community, North Carolina Department of Transportation, local business leaders and community officials.

Step Five | *Amend and Implement*

The last step will be to amend or adopt ordinances incorporating mobility supportive development policies, where appropriate, to accomplish goals established by your community. Effectively implemented mobility supportive development can enhance the overall quality of life in a community. By prioritizing pedestrian friendly streets, safe cycling infrastructure, and accessible public transit, these strategies can contribute to a connected urban environment.
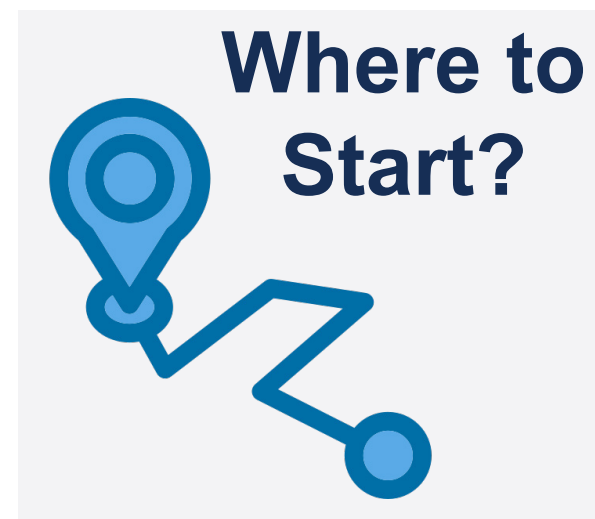
Making Use of This Document

This Manual was created to provide examples of tools and strategies for implementing mobility supportive development through local ordinances and policies. We understand that each community is unique and that there is no one-size-fits all.

The manual includes five strategy areas: Parking Management, Infrastructure Design, Zoning Tools, Housing, and Mobility Hubs Each strategy area is intended to guide users in determining whether their ordinances and policies are aligned with best practices in mobility friendly planning.

In the Appendix (*pg. 23*), you will find an easy-to-use table that will assist in assessing which tools may be best suited for your community.

In addition, for the examples that are listed under each strategy, the hyperlinks to the corresponding resource can be located in the Appendix (*pg. 24 - 28*).

Key Terms (*pg. 22*) and Training Resources (*pg. 29*) are also located in the Appendix.

Parking Management

Strategy A

WHAT?	Parking management is a general term for strategies that encourage more efficient use of existing parking facilities, reduce parking demand and shift travel to non-SOV (single-occupancy vehicle) modes.
WHY?	Parking Management helps reduce the undesirable impacts of parking on local and regional traffic levels and the resulting impacts on community livability and design. At the same time, smart management of parking helps provide access for visitors to regional and neighborhood attractions and supports neighborhood vitality.

Strategy A1 | Set Maximum Parking Ratios

- Limit the number of parking spaces allowed within new mixed-use, multi-family and, and commercial developments.

- Define the Maximum number of spaces allowed per land use type.

- Set an overall cap on the total number of parking spaces allowed within a district or development.

Examples:

Cary, NC | Code of Ordinances (*7.8.2. Off Street Parking Space Requirements*)

Asheville, NC | Code of Ordinances (*7.11.2. Parking, Loading, and Access Standards*)

Davidson, NC | UDO (*Article 8, Parking & Driveway Standards*)

Strategy A2 | Allow Flexibility in Design Standards

- Provide creative alternatives to traditional parking layouts.

- Allow angled parking spaces.

- Allow flexibility in parking space dimensions.

- Encourage creative solutions like compact car spaces, carpool priority spaces, paid parking, and shared electric vehicle charging stations.
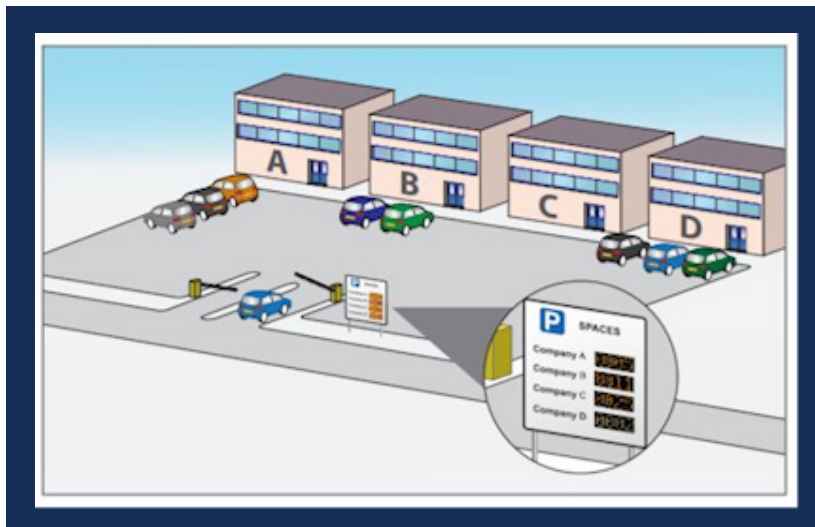
Examples:

Charlotte, NC | UDO (*Article 19, Off-Street Vehicle & Bicycle Standards*)

Mooresville, NC | UDO

Strategy A3 | Consider Shared Parking

- Encourage shared parking arrangements between adjacent properties.

- Allow business or residential developments to share parking facilities during non-peak hours, optimizing space utilization.

- Consider public-private partnerships for parking projects.

- Offer density bonuses or reduced parking areas for business-es willing to enter into shared parking agreements.

Examples:

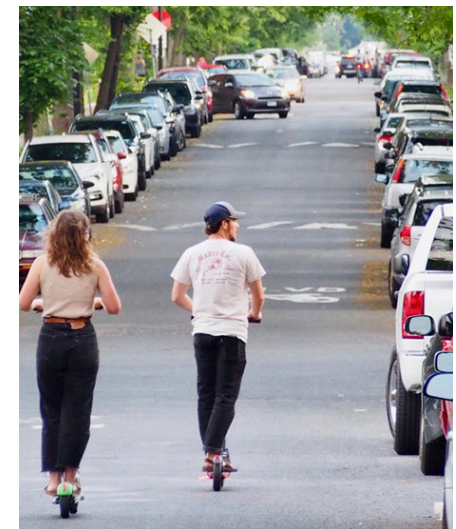**Charlotte, NC** | UDO (*Article 19, Off-Street Vehicle & Bicycle Standards*)

Hickory, NC | Land Development Code (*Article 9.2.7.*)

Asheville, NC | Code of Ordinances (*7.11.2. Parking, Loading, and Access Standards*)

Davidson, NC | UDO (*Article 8.3.2. Exceptions to Parking Requirements*)

Strategy A4 | Require On-Street Parking

- Make on-street parking a requirement by including as a requirement inoverlay district standards and include in cross-sections for street types in basic zoning districts.

- Require on-street parking in residential zoning districts as well as commercial districts.

- Give credit for on-street parking by allowing spaces located within a certain distance of the development to count towards minimum parking requirements.

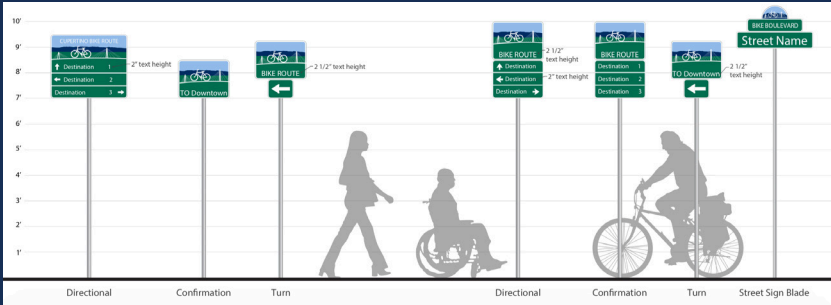- Exempt on-street parking from parking maximums.

Examples:

Asheville, NC | Code of Ordinances (*7.11.2. Parking, Loading, and Access Standards*)

Charlotte, NC | UDO (*Article 19, Off-Street Vehicle & Bicycle Standards*)

Davidson, NC | UDO

Strategy A5 | Require Bike and E-Bike Parking

- Establish minimum standards for bicycle parking in new developments; the number of spaces can be determined by the use and location, or by the number of vehicular parking spaces.

- Provide for both short term and long-term bike parking.

- Require that developments prioritize bike parking locations based on defined criteria such as: distance to entrance, visibility from street, accessibility, and proximity to destinations.

- Encourage opportunities for E-bike charging stations.

Examples:

Charlotte, NC | UDO (*Article 19, Off-Street Vehicle & Bicycle Standards*)

Gastonia, NC | UDO (*Section 10.6, Bicycle Parking Locations*)

Los Angeles, CA | Bicycle Parking Ordinance

Implementing a Wayfinding Program

A Wayfinding program can be beneficial to a town by providing directions to nearby parking and transportation facilities, helping manage traffic as drivers search for parking. Steps to implementing wayfinding include:

- **Establish a stakeholder group to help guide your process.**

- **Determine a budget.**

- **Include parking and transportation facilities on wayfinding signage.**

- **Limit the number and location of signs to reduce visual confusion**

- **Recruit community partners to help promote the long-term success of your program.**

Example 1: [Greensboro, NC Wayfinding Program](#)

Example 2: [Move More NC Wayfinding Guide](#)

Strategy A6 | Conduct Parking Inventories

- Assess current parking capacity and identify future parking needs.

- Use collected data to help create a balanced transportation system that provides mobility choices where everyone has the option to walk, bike, ride transit, or drive in a safe and comfortable environment.

Examples:

Matthews, NC | Downtown Mobility and Parking Study

Remember that effective parking management is context-specific and should consider local conditions, land use patterns, and transportation goals.

Downtown Matthews, NC
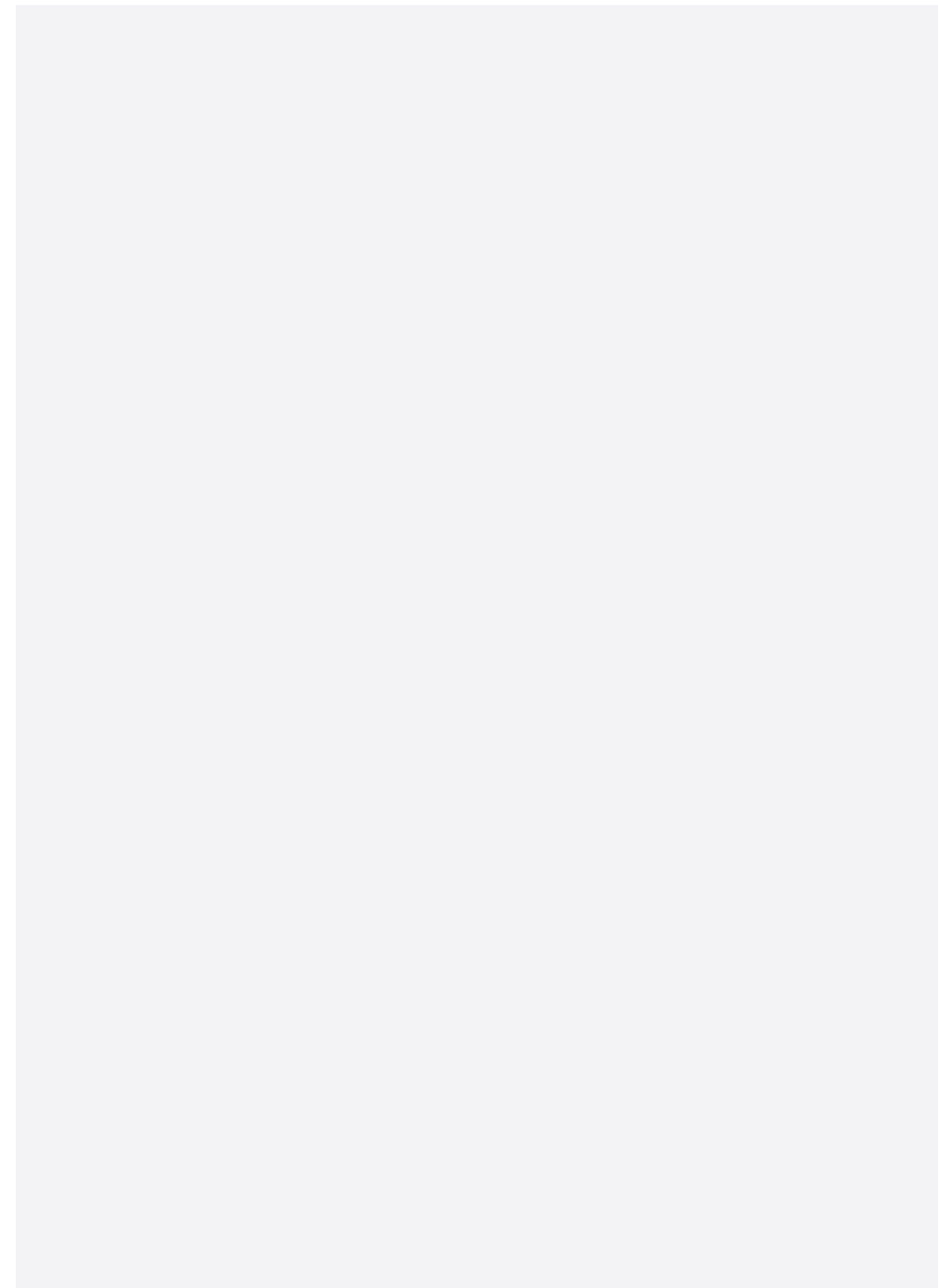
Infrastructure Design

Strategy B

WHAT?

For this guidebook, infrastructure design encompasses all components of the streetscape, from the roadway to adjacent bicycle/pedestrian areas.

WHY?

Infrastructure design plays a critical role in promoting roadway safety and providing design guidelines for mobility supportive development. The following examples can be incorporated into your development ordinances and used to enhance the safety, connectivity and attractiveness of your road and pedestrian infrastructure.

Strategy B1 | Pedestrian Friendly Streets

Space

- Where appropriate, provide sufficient unobstructed width of a minimum of 10' for sidewalks and multi-use paths to allow comfortable passage for pedestrians.

- In areas with high mixed-use activity or heavy throughput traffic, a 12-14' width is recommended.

Safety

- Incorporate frequent crosswalks, pedestrian signals, and well-lit pathways to prioritize pedestrian safety.

Attractiveness

- Provide regular trash receptacles and proper maintenance to maintain cleanliness.

- Incorporate greenery to soften the urban landscape and make the street appealing.

Examples:

Asheville, NC | Development Streetscape Plan

Raleigh, NC | UDO (*Article 8.5*)

Strategy B2 | Bicycle Infrastructure

- Require protected on-street bicycle lanes that separate cyclists from motor vehicle traffic on roadways local roadways with a posted speed limit of 25 MPH or less.

- Incentivize the construction of off-street multi use paths and ensure that these paths connect to existing facilities in neighborhoods, parks, and destinations.

- Require shared use streets, or sharrow lanes, that safely accommodate both cyclists and motorists on streets with a posted speed limit of 25 MPH.

- Provide bike infrastructure including bike racks, tire repair stations, and storage areas.

- Slow traffic by installing roundabouts, speed humps and narrower lanes to create safer conditions.

- Redesign intersections to include bike boxes, advanced stop lines, and clear signage.

Examples:

Davidson, NC | Mobility Plan

Cramerton, NC | Town of Cramerton Bike Plan

Mooresville, NC | Pedal Moore(sville) Bicycle Plan

Strategy B3 | Traffic Calming Measures

- Adopt street design standards that include traffic circles, and narrow lanes to discourage speeding and prioritize safety.

- Require shorter block lengths of 600' or less on streets to reduce speeding.

- Lower speed limits to 35 MPH or below on local streets.

Examples:

Asheville, NC | Traffic Calming Policy

Durham, NC | Traffic Calming Guidelines Handbook

Strategy B4 | Complete Streets

The North Carolina Department of Transportation (NCDOT) has adopted a Complete Streets policy that requires several modes of transportation be incorporated into all roadway improvement projects, including sidewalks, bicycle lanes, shared-use paths, designed bus lanes, safe transit stops, and pedestrian crossings.

- Adopt a Complete Streets Policy in your community that promotes streets designed and operated to enable safe use and support mobility.

- Integrate complete streets concepts such as, sidewalks, bicycle lanes, shared-use paths, designed bus lanes, safe transit stops, and pedestrian crossings into your development review process.

- Promote Complete Streets in your community by training staff and elected officials to communicate the importance of adopting a Complete Streets policy.

Examples:

NCDOT | Complete Streets Policy

Smart Growth America | National Complete Streets Coalition

Strategy B5 | Vision Zero

Vision Zero is a global movement to end traffic-related fatalities and serious injuries by taking a systemic approach to road safety.

- Work with your community to adopt a Vision Zero plan.

- Engage Stakeholders including staff, elected officials, police/fire, school officials, community leaders and the public to design the plan.

- Analyze traffic patterns, crash data, and other factors to inform decisions and measure progress.

- Implement policies that promote your Vision Zero Plan such as: designing safer streets, developing a "Safe Routes to School" program, and speed enforcement strategies.
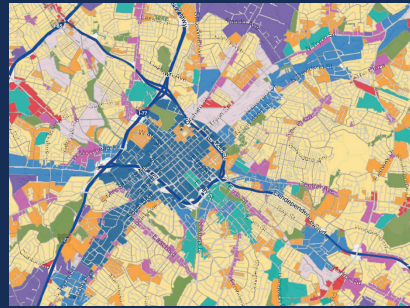
Examples:

Charlotte, NC | Vision Zero Plan

Mooresville, NC | Vision Zero Plan

Davidson, NC | Vision Zero Plan

Zoning Tools

Strategy C

Strategy C1 | Mixed-Use Development

- Allow residential, commercial, and recreational uses to coexist, promoting walkability, and reducing the need for car trips.

- Incorporate pedestrian friendly connections between various uses and encourage a work, live, play model.

- Create mixed-use zoning districts near mobility hubs or transit stations.

- Allow for higher densities and building height within mixed use developments.

Examples:

Raleigh, NC | UDO (*Chapter 3*)

Mooresville, NC | UDO (*Article 3*)

WHAT?

Your Unified Development Ordinance (UDO), or Zoning Ordinance, can be a powerful tool to promote mobility supported development by incorporating requirements and incentives into the development process.
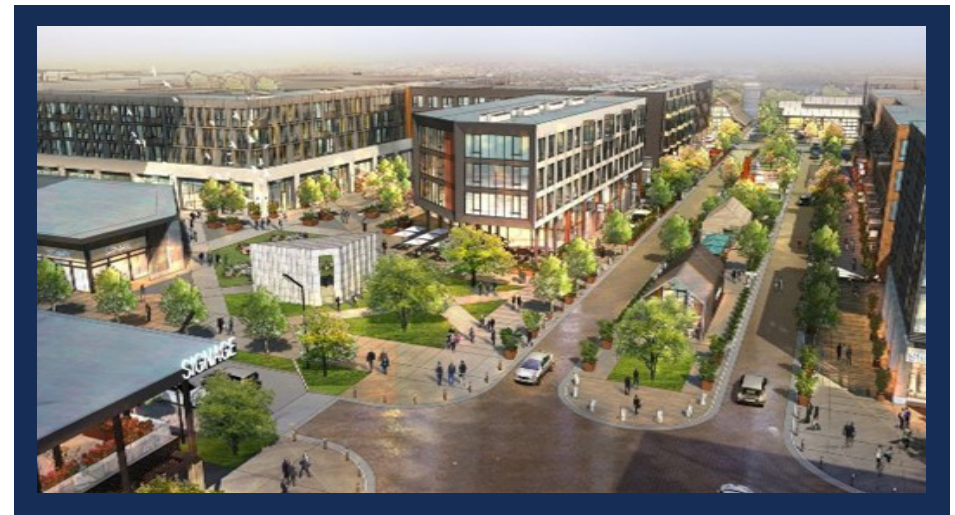
WHY?

Zoning is one of the most important tools cities, towns and counties have at their disposal to help transform their communities and implement mobility supportive strategies.

Strategy C2 | High Density Residential Development

- Review your current zoning code to understand existing regulations related to residential densities.

- Identify areas where density levels could be higher and consider factors such as, transportation access, and existing land use patterns.

- Consider reducing minimum lot sizes.

- Include language within your UDO that encourages higher density land use near transit stations and commercial nodes.

- Make sure your comprehensive plan aligns with your community's desire for higher density.

Examples:

Wilmington, NC | UDO (*Article 5, Zoning District Regulations*)

Strategy C3 | Pedestrian Connectivity

- Require new developments to provide a pedestrian connection to existing sidewalks and greenways, parks, adjacent neighborhoods, and commercial areas.

- Adopt a pedestrian plan that can be used to promote sidewalk and greenway connections.

Examples:

Davidson, NC | UDO (*Article 4*)

Mooresville, NC | UDO (*Article 3 & Article 5*)

Strategy C4 | Conditional Zoning

Conditional Zoning is a development tool allowing cities and counties to adopt a rezoning that can include individualized, or site-specific, development conditions.

- Adopt Conditional Zoning (CZ) as an available rezoning tool within your development ordinance.

- Identify uses that support mobility, such as mixed use and higher density residential, and require that they receive approval through the conditional zoning process.

- Create a standard list of mobility supportive conditions that can be included as conditions of approval for all your CZ approvals.

Examples:

Charlotte, NC | UDO (*Chapter 6*)

UNC SOG | Coates Canon (*David Owens, "What Conditions Can Be Included in Conditional Zoning?"*)

Strategy C5 | Placemaking

Placemaking is a collaborative process to create public spaces that people want to live, work, or explore. The philosophy of placemaking aims to create public places that improve quality of life and promote people's well-being.

- Adopt a Placemaking policy that promotes mobility friendly places.

- Identify locations near mobility hubs, transit stops, and active transportation uses to incorporate placemaking strategies.

- Design streets to prioritize people over cars.

Examples:

Charlotte, NC | Placemaking Program

Project for Public Spaces | The Placemaking Process

Housing

Strategy D

WHAT?

Housing in transportation planning integrates current and planned housing patterns into the transportation planning process and supports a comprehensive land use vision for an area. Neighborhoods supported by a balanced transportation system provide better access to jobs, education, healthcare, and other amenities.

WHY?

Implementing housing strategies into your ordinances can support mobility friendly development by reducing traffic volume and increasing access to transportation and jobs.

Strategy D1 | Transit Oriented Development (TOD)

TOD, or Transit Oriented Development, refers to integrated urban planning and design that focuses on creating vibrant, walkable neighborhoods around transit stations.

- Allow increased densities to support transit service and make neighborhoods self-sustaining.

- Allow minimal building setbacks to promote pedestrian friendly development.

- Require pedestrian connectivity from residential nodes to commercial uses and transit stations.

- Incentivize mixed uses that promote different housing types and price points to ensure inclusivity and livability.

- Require parking to be located to the rear of all buildings.

- Include streetscape and placemaking components to ensure a sense of place.

Examples:

Charlotte, NC | UDO (*Chapter 15, TOD Zoning*)

Asheville, NC | UDO (*Article 5.5*)

Strategy D2 | Missing Middle Housing

Missing Middle Housing refers to a range of house-scale buildings with multiple units that are compatible in scale and form with detached single-family homes. These housing types are typically located in walkable neighborhoods and aim to address the gap between single-family homes and large apartment complexes.

- Reduce minimum lot size.

- Eliminate minimum square footage and allow smaller housing units.

- Allow for more housing types and revisit structure size requirements.

- Reduce or eliminate parking minimums.

- Allow duplexes, triplexes, quadruplexes, and auxiliary dwelling units (ADUs) in all zoning districts.

A Missing Middle Housing Sampler

1. COTTAGE COURT   2. SIDE-BY-SIDE DUPLEX   3. STACKED DUPLEX   4. FOURPLEX   5. SIXPLEX

6. EIGHTPLEX   7. COURTYARD   8. TOWNHOUSE   9. LIVE/WORK

https://www.cnu.org/publicsquare/2023/01/06/primer-missing-middle-housing

Examples:

Asheville, NC | UDO (*Chapter 2*)

Charlotte, NC | UDO (*Multiple Locations*)

Strategy D3 | Accessory Dwelling Units (ADUs)

Accessory Dwelling Units are secondary residential units on the same property as a primary residence.

- Allow Accessory Dwelling Units in all residential zoning districts.

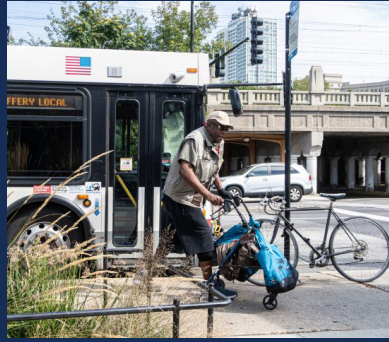- Consider requirements of minimum unit size, parking allowances, and connectivity.

Examples:

Waxhaw, NC | UDO (*Chapter 4*)

Raleigh, NC | UDO (*Chapter 5*)

Boone, NC | UDO

Planning for Multi-modal Transportation
Strategy E

WHY?

Multi-modal transportation planning ensures equal access to work, education, and play, without showing preference for any particular transportation mode. Communities play a critical role in developing the link between land use and active transportation, benefiting the health and wellness of residents and visitors.

WHAT?

Planning for multi-modal transportation is an important part of integrating land use and mobility planning. mobility hubs are places where multiple modes of transportation come together to facilitate seamless transfers and foster vibrant community nodes. A mobility hub can be as simple as a greenway connecting to a bus stop or can be as complex as a major transit center. The amenities of each mobility hub should tie into the surrounding land use patterns and transportation infrastructure.

Strategy E1 | Transit Integration

Mobility Hubs serve as the backbone for connecting various modes of transportation to provide better and safer access to public transit. Mobility hubs should create a safe, seamless, and comfortable experience. To do this, your locations should include:

- Provide access to two or more transportation services.

- Create a sense of place and human-centered design.

- Locally relevant and context sensitive programming and amenities, such as:

  - Designated pick-up and drop-off areas.

  - Parking for shared micromobility devices (like e-scooters or bike share).

  - Prioritized parking for personal or shared electric vehicles, carshare vehicles, or permitted carpools/vanpools.

- Multi-modal and multi-service payment/fare integration.

- Digital information, such as dynamic wayfinding and real-time data feeds of transportation options.

- Sustainable urban delivery options, such as parcel lockers and last-mile package hand-offs.

- Electric charging infrastructure, for public transit vehicles and/or personal or shared cars, bikes, scooters, electric wheelchairs, and other vehicles.

- Data collection technology, including real time air quality monitoring or curbside activity counts.

- Community resources, such as meeting space, disaster response hubs, publicly accessible Wi-Fi, and phone charging docking station.

Examples:

**Charlotte Area Transit System (CATS)** | Better Bus / Envision My Ride

Davidson, NC | UDO

Centralina Regional Council | CONNECT Beyond Regional Mobility Plan

Strategy E2 | Active Transportation (Mobility & Pedestrian Plans)

Increased active modes of transportation reduce air pollution, and promote physical activity. Having Pedestrian and Mobility plans that promote active transportation will help secure grant funding and ensure that desired infrastructure is included in zoning approvals.

- Identify where to expand and improve your transportation mobility network.

- Provide protected and separated facilities to promote safety of the network from traffic and other hazards.

- Make the network accessible to all, including those with disabilities. Make sure that ADA standards are met on all sidewalks.

- Design an environment that is easy to use and navigate.

- Provide sidewalks and trails that are well-lit, provide shelter and are aesthetically pleasing.

- Identify areas where road connections to active transportation facilities need to occur.
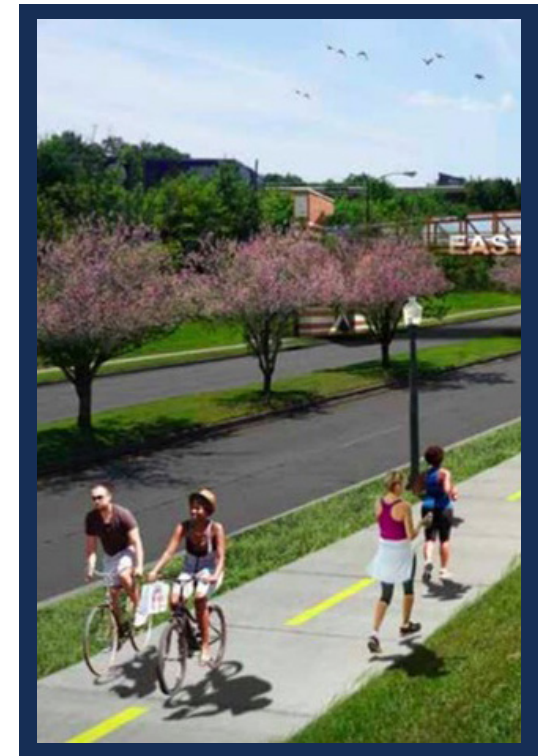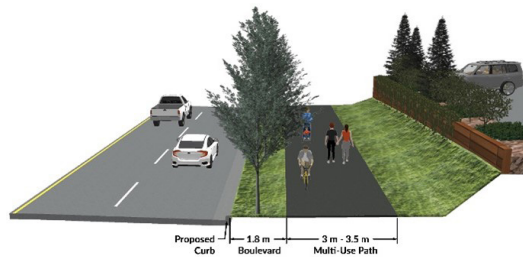
Examples:

Troutman, NC | Pedestrian Plan

Waxhaw, NC | Pedetrian Plan

Strategy E3 | Greenways, Multi-use Paths, and Dedicated Open Space

Requiring greenways and dedicated open space in your ordinances will further walkability and connectivity within your community. A connected greenway network links parks, schools, shopping centers, and other destinations.

- Include greenways and multi-use paths as a component of your pedestrian plan.

- Ensure that your development ordinance ties your pedestrian goals to the development review process.

- Address dedication of developer-built greenways and coordinate with other departments to ensure you have future maintenance plans for your trails.

Examples:

Belmont, NC | Land Development Code

Key Terms

| Term	Definition
Complete Streets Policy	Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
Missing Middle Housing	Missing Middle Housing refers to a range of house-scale buildings with multiple units that are compatible in scale and form with detached single-family homes. Missing Middle Housing often provides diverse housing options along the spectrum of affordability.
Mobility Hubs	Mobility hubs are places where multiple modes of transportation come together to facilitate seamless transfers and foster vibrant community nodes.
Multi-modal Planning	Multi-modal planning refers to transportation and land use planning that considers diverse transportation options, typically including walking, biking, public transit and automobile, and accounts for land use factors that affect accessibility.
Single Occupancy Vehicle (SOV)	A single occupancy vehicle is a privately operated vehicle whose only occupant is the driver, who uses it for personal travel and daily commuting.
Transit Oriented Development (TOD)	TOD, or Transit-Oriented Development, refers to integrated urban planning and design that focuses on creating vibrant, walkable neighborhoods around transit stations.
Wayfinding	Wayfinding is the usage of signs, colors and design elements to provide assistance and clarity to people navigating in the built environment (e.g. transit system).
Vision Zero	Vision Zero is a global movement to end traffic-related fatalities and serious injuries by taking a systemic approach to road safety.

Strategy Table

Considerations:

📄 – Policy Amendement

🤝 – Stakeholder Coordination
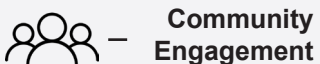
👥 – Community Engagement
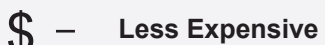
$ – Less Expensive
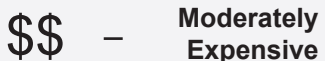
$$ – Moderately Expensive

$$$ – Most Expensive
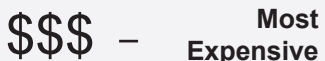
Term		Strategy	Cost	Policy Amendement	Stakeholder Coordination	Community Engagement
A		**PARKING MANAGEMENT**				
	1	Parking Maximums	$	📄		
	2	Encourage Creative Parking Design	$	📄		
	3	Shared Parking	$	📄		
	4	On-Street Parking	$$	📄	🤝	
	5	Bike/E-Bike Parking	$	📄		
	6	Parking Inventories	$$		🤝	
B		**INFRASTRUCTURE DESIGN**				
	1	Pedestrian Friendly Streets	$$	📄	🤝	👥
	2	Bicycle Infrastructure	$$	📄		
	3	Traffic Calming Measures	$$$	📄	🤝	👥
	4	Complete Streets	$$$	📄	🤝	
	5	Vision Zero	$$$	📄	🤝	👥
C		**ZONING TOOLS**				
	1	Mixed-Use Development	$	📄		
	2	Allowance for High-Density Development	$	📄		
	3	Pedestrian Connectivity	$	📄		
	4	Conditional Zoning	$	📄	🤝	
	5	Placemaking	$$	📄	🤝	👥
D		**HOUSING STRATEGIES**				
	1	Transit Oriented Developments	$$$	📄	🤝	👥
	2	Missing Middle Housing	$	📄	🤝	👥
	3	Accessory Dwelling Units	$	📄		
E		**MULTI-MODAL TRANSPORTATION**				
	1	Transit Integration	$$$	📄	🤝	👥
	2	Active/Mobility & Pedestrian Plans	$$	📄	🤝	👥
	3	Greenways	$$	📄	🤝	👥

Strategy	Name
A	**PARKING MANAGEMENT**
1a	**Cary, NC: Code of Ordinances (7.8.2. Off Street Parking Space Requirements)**
1b	**Asheville, NC: Code of Ordinances (7.11.2. Parking, Loading, and Access Standards)**
1c	**Davidson, NC: UDO (Article 8, Parking & Driveway Standards)**
2a	**Charlotte, NC: UDO (Article 19, Off-Street Vehicle & Bicycle Standards)**
2b	**Mooresville, NC: UDO**
3a	**Charlotte, NC: UDO (Article 19, Off-Street Vehicle & Bicycle Standards)**
3b	**Hickory, NC: Land Development Code (Article 9.2.7.)**
3c	**Asheville, NC: Code of Ordinances (7.11.2. Parking, Loading, and Access Standards)**
3d	**Davidson, NC: UDO (Article 8.3.2. Exceptions to Parking Requirements)**
4a	**Asheville, NC: Code of Ordinances (7.11.2. Parking, Loading, and Access Standards)**
4b	**Charlotte, NC: UDO (Article 19, Off-Street Vehicle & Bicycle Standards)**
4c	**Davidson, NC: UDO**

Strategy	Name
5a	**Charlotte, NC: UDO (Article 19, Off-Street Vehicle & Bicycle Standards)**
5b	**Gastonia, NC: UDO (Section 10.6, Bicycle Parking Locations)**
5c	**Los Angeles, CA: Bicycle Parking Ordinance**
5d	**Greensboro, NC: Wayfinding Program**
5e	**Move More NC: Wayfinding Guide**
6a	**Matthews, NC: Downtown Mobility and Parking Study**
B	**INFRASTRUCTURE DESIGN**
1a	**Asheville, NC: Development Streetscape Plan**
1b	**Raleigh, NC: UDO (Article 8.5)**
2a	**Davidson, NC: Mobility Plan**
2b	**Cramerton, NC: Town of Cramerton Bike Plan**
2c	**Mooresville, NC: Pedal Moore(sville) Bicycle Plan**
3a	**Asheville, NC: Traffic Calming Policy**

Strategy	Name
3b	**Durham, NC: Traffic Calming Guidelines Handbook**
4a	**NCDOT: Complete Streets Policy**
4b	**Smart Growth America: National Complete Streets Coalition**
5a	**Charlotte, NC: Vision Zero Plan**
5b	**Mooresville, NC: Vision Zero Plan**
5c	**Davidson, NC: Vision Zero Plan**
C	**ZONING TOOLS**
1a	**Raleigh, NC: UDO (Chapter 3)**
1b	**Mooresville, NC: UDO (Article 3)**
2a	**Wilmington, NC: UDO (Article 5, Zoning District Regulations)**
3a	**Davidson, NC: UDO (Article 4)**
3b	**Mooresville, NC: UDO (Article 3 & Article 5)**
4a	**Charlotte, NC: UDO (Chapter 6)**

Strategy	Name
4b	**UNC SOG: Coates Canon (David Owens, "What Conditions Can Be Included in Conditional Zoning?")**
5a	**Charlotte, NC: Placemaking Program**
5b	**Project for Public Spaces: The Placemaking Process**
D	**HOUSING STRATEGIES**
1a	**Charlotte, NC: UDO (Chapter 15, TOD Zoning)**
1b	**Asheville, NC: UDO (Article 5.5)**
2a	**Asheville, NC: UDO (Chapter 2)**
2b	**Charlotte, NC: UDO (Multiple Locations)**
3a	**Waxhaw, NC: UDO (Chapter 4)**
3b	**Raleigh, NC: UDO (Chapter 5)**
3c	**Boone, NC: UDO**
E	**MULTI-MODAL TRANSPORTATION**
1a	**Charlotte Area Transit System: Better Bus / Envision My Ride**

Strategy	Name
1b	**Davidson, NC: UDO**
1c	**Centralina Regional Council: CONNECT Beyond Regional Mobility Plan**
2a	**Troutman, NC: Pedestrian Plan**
2b	**Waxhaw, NC: Pedetrian Plan**
3a	**Belmont, NC: Land Development Code**

Training Resources

If you would like more information about Mobility Supportive Development techniques, you can take advantage of the following online resources:

1. NCDOT TDM (Transportation Demand Management Webinars: Travel Demand Management (TDM) - NC-DOT-IMD - YouTube

2. ACT (Association for Commuter Transportation) Webinars: Webinars - Association for Commuter Transportation (actweb.org)

3. GSA (Government Services Association): The Federal Transportation Coordinator's Transportation Management Plan Handbook, 2021 (gsa.gov)

4. SCAG (Southern California Association of Governments): Transportation Demand Management Training - Southern California Association of Governments