

Charlotte's Transit Station Area Principles

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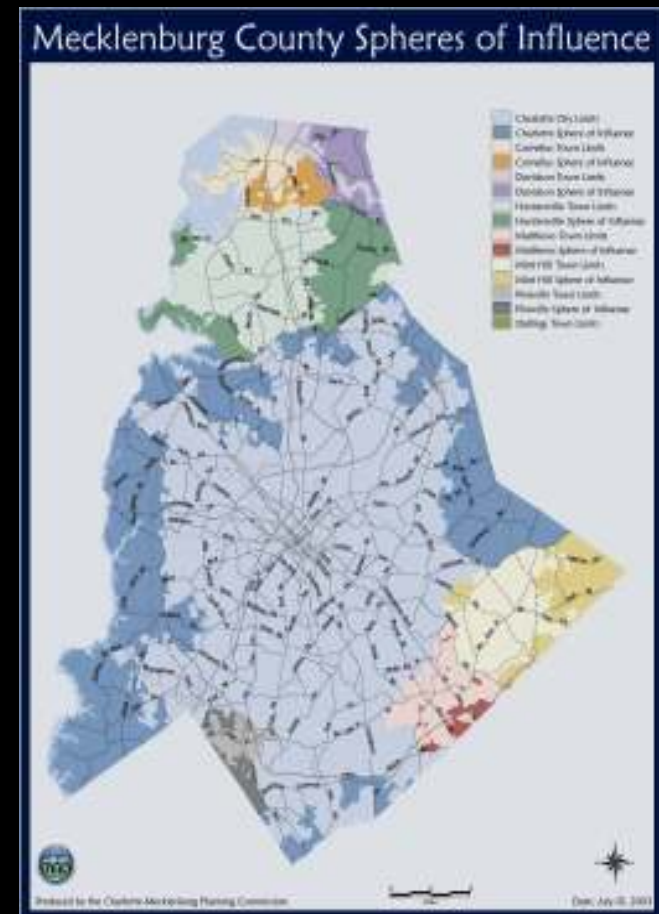
Presentation Overview

- Charlotte Overview
- Transit Station Area Principles
- Wrap-Up

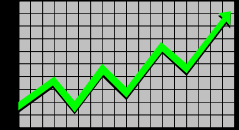
Charlotte Overview

Charlotte-Mecklenburg

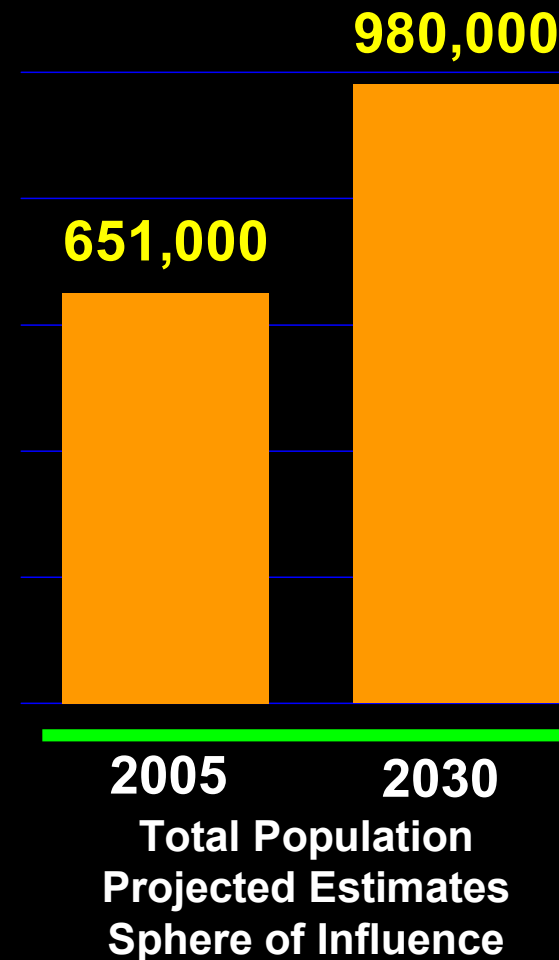
- Part of 7 County, 1.5 million region
- Charlotte the largest city with 650,000+ population



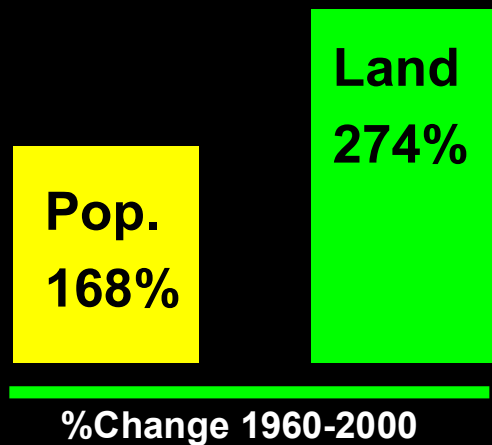
Charlotte's Projected Population Growth



- Charlotte expected to add 330,000 persons between 2005 and 2030
- Equivalent to adding population of St. Louis, Cincinnati or Pittsburgh



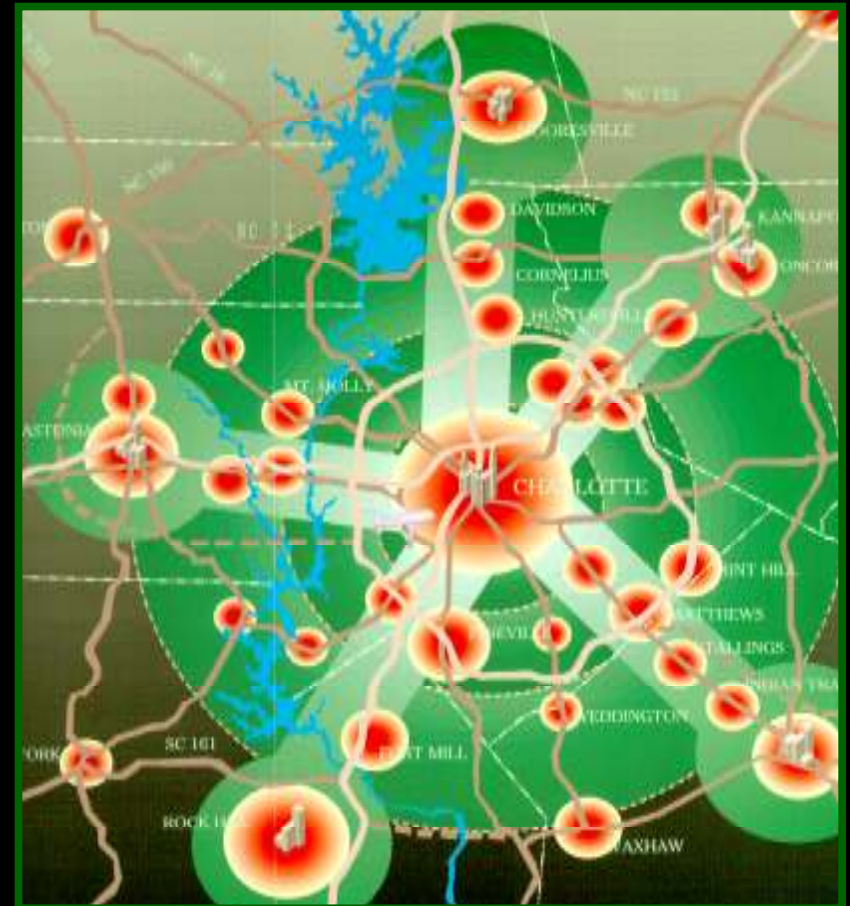
Growth in Population vs. Growth in Land Area



- Since 1960, Charlotte's population has grown 168%, while the land area has increased even more, by 274%.

Charlotte-Mecklenburg Centers & Corridors Vision

- Long-term growth management strategy
- Five primary transportation and development corridors
- Transform unfocused growth to compact development along corridors

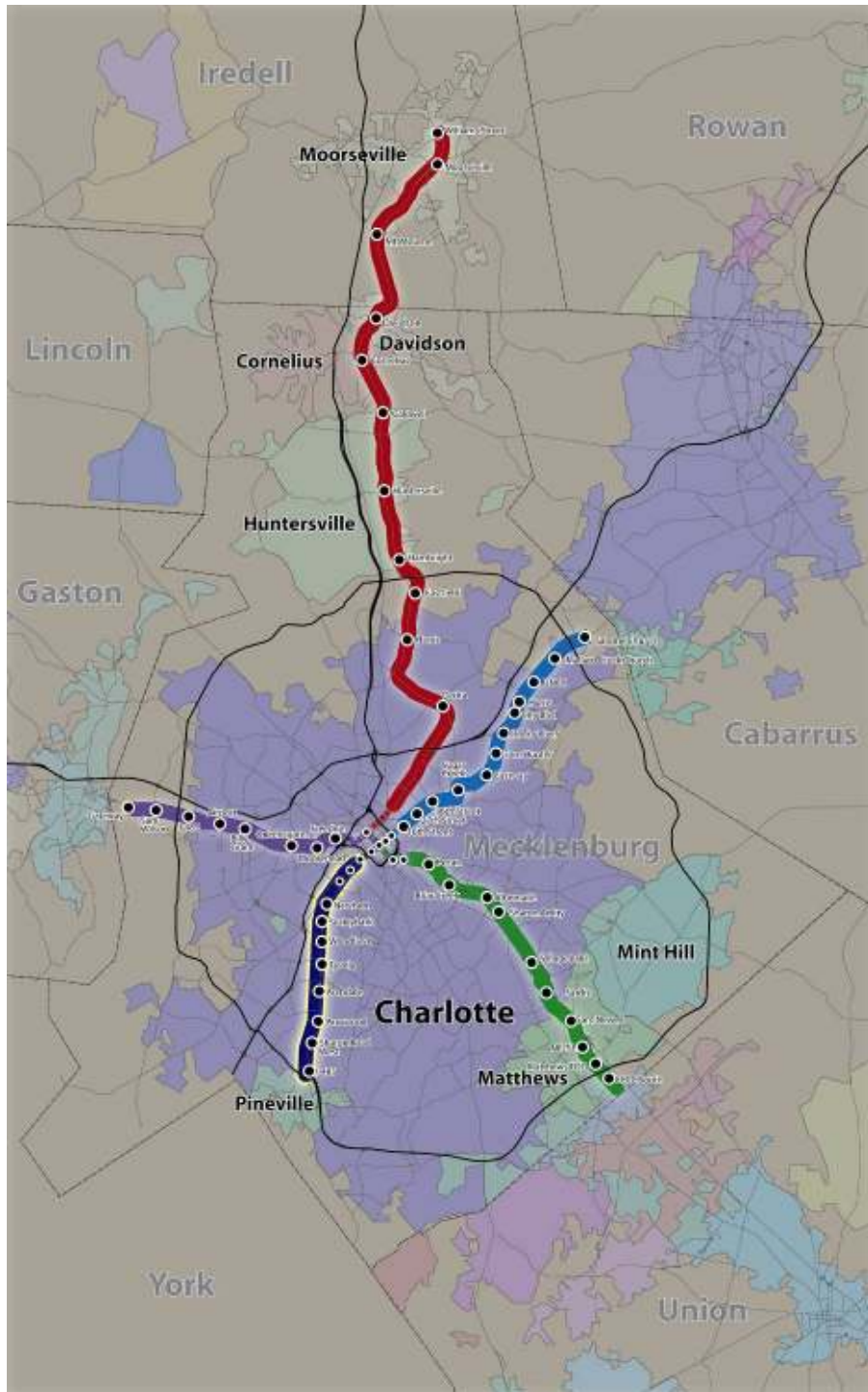


Integrated Transit/Land Use Plan & System Plan



- Light Rail Transit
- Bus Rapid Transit
- Commuter Rail
- Streetcar
- Local Buses





Implementing CATS System Plan

5 Transit Corridors (58 Stations)

- South Corridor – LRT - Under Construction
- 4 Transit Corridors in DEIS
 - North Corridor – Commuter Rail
 - Northeast Corridor – LRT
 - Southeast Corridor – LRT/BRT
 - West Corridor – Streetcar/BRT

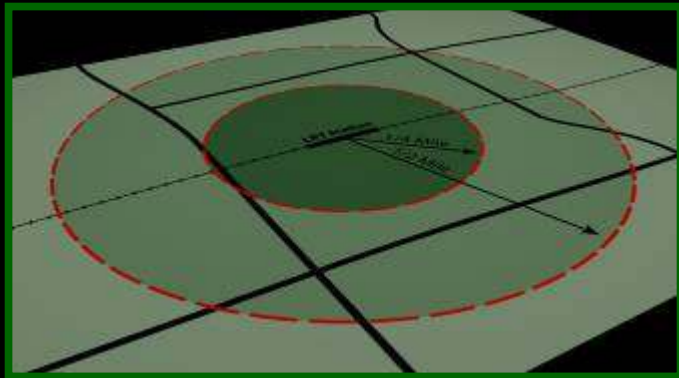
1 Street Car Corridor in DEIS

Transit Station Area Principles

Adopted by Charlotte City Council
November 2001

What are these principles?

Guidelines that address:



Land Use

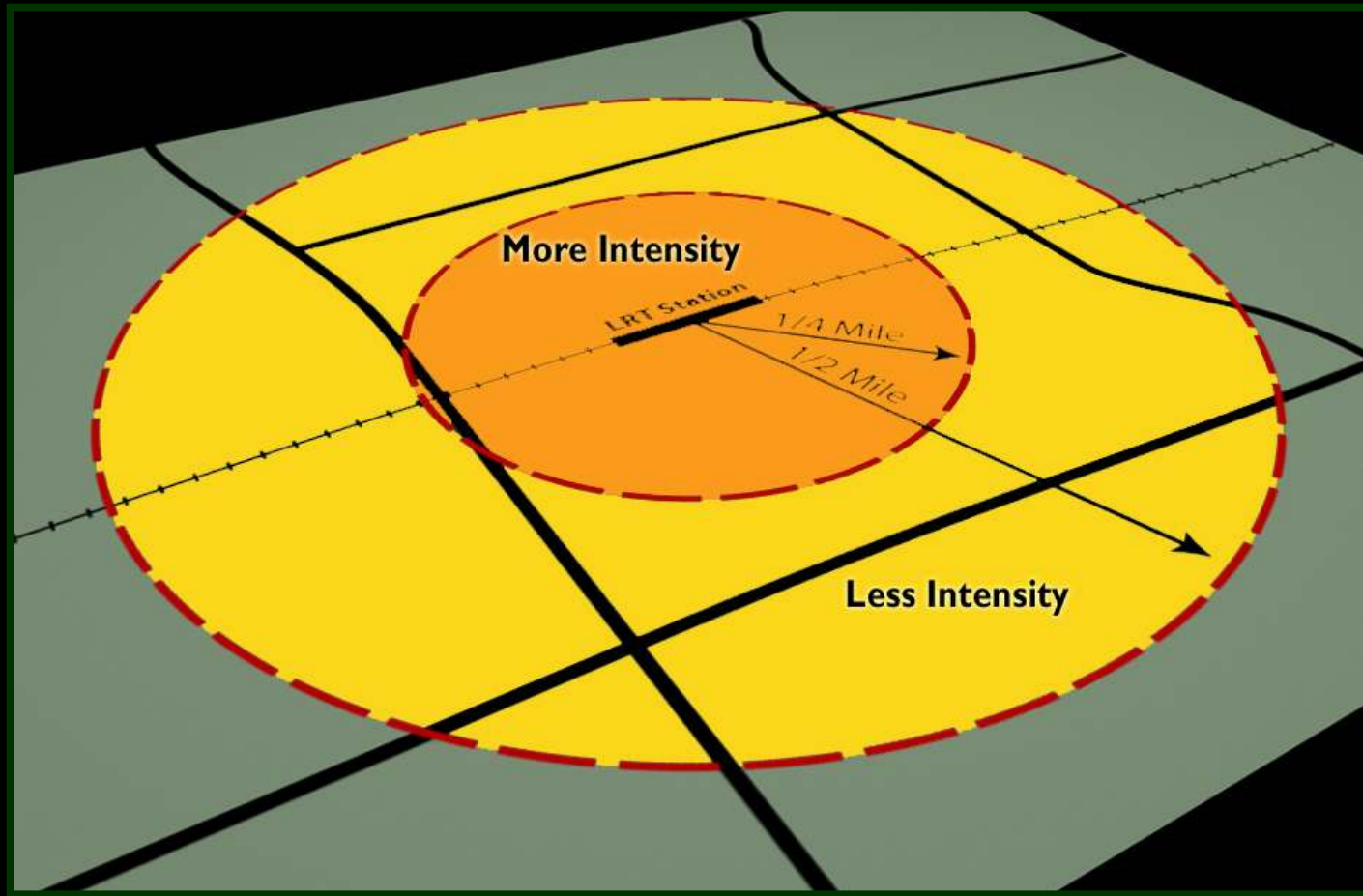


Mobility



Character

What area do they address?



Land Use and Development

GOAL: Concentrate a mix of complementary, well integrated land uses within walking distance of the transit station

Land Use and Development

Mix of Uses - emphasis on residential, office, civic, and service oriented retail; mixed-use encouraged



Land Use and Development

Minimum densities for new residential development



- 20 du/a within $\frac{1}{4}$ mile

Land Use and Development

Minimum densities for new residential development



- 15 du/a within ½ mile

Land Use and Development

Minimum FAR for new office

- 0.75 within 1/4 mile



- 0.50 within 1/2 mile

Land Use and Development



Lower densities adjacent to existing single family neighborhoods

Mobility

GOAL: Enhance the existing transportation network to promote good walking, bicycle and transit connections

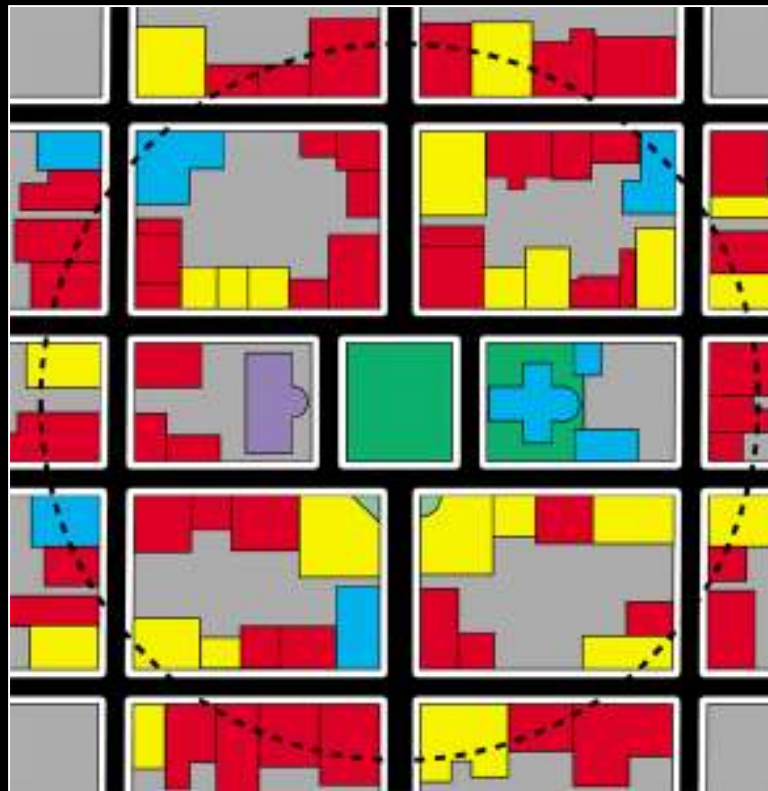
Mobility

Multi-modal street design with an emphasis on pedestrians and bicyclists



Mobility

Interconnected and dense street network



Mobility

Reduced parking requirements, and parking maximums



Community Design

GOAL: Use urban design to enhance the community identity of station areas and to make them attractive, safe and convenient places

Community Design

Improved streetscapes



Community Design

Focal open spaces



Community Design

Buildings fronting directly on streets



with parking behind

Community Design

Building height limits of 120', with tallest buildings closest to stations



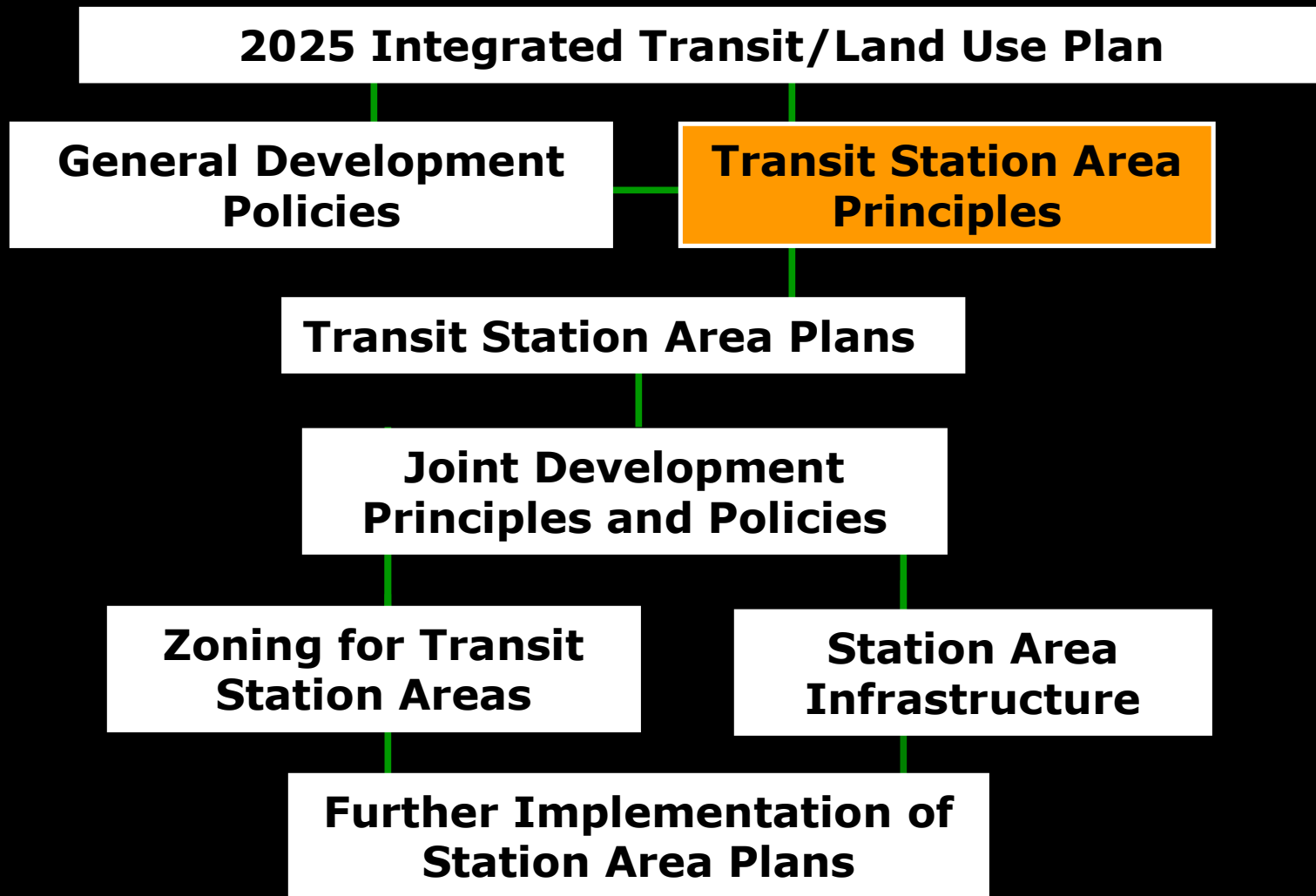
Community Design

Safety and security taken into account



Wrap-Up

Transit Station Area Planning Framework



How are Principles being used?

As guidance for range of TOD efforts:

- ✓ Explanation of TOD to public
- ✓ Development of station area plans
- ✓ Development of transit zoning districts
- ✓ Review of rezoning cases in station areas

Lessons Learned

- Importance of having Principles to explain what “TOD is in Charlotte”
- Need to have Principles as part of a larger TOD planning framework
- Understanding that Principles cannot be applied rigidly in all station areas

Thank You

for more information,
see Charlottefuture.com