Planning Transit for TOD - Charlotte’s Approach

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Presentation Overview

- Charlotte Overview
- Incorporating Planning for TOD into Transit Planning
- 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
Since 1960, Charlotte’s population has grown 168%, while the land area has increased even more, by 274%.
• 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
Incorporating Planning for TOD into Transit Planning
To Start

- Developed an integrated land use and transit planning process
- Involved urban planning, engineering, transportation and economic development professionals from the beginning
- Hired land use and design consultants, in addition to transit consultants
1. Are accessible to all modes of travel.
2. Serve existing development & travel markets, including existing TOD.
3. Promote new TOD opportunities, creating new travel markets.
4. Meet technical alignment & site criteria.
5. Are supported by the community.
1. Accessible to all modes of travel

Pedestrians

Bicyclists

Motorists
2. Serve existing developments & travel markets

- Serve residential units and employees within ½-mile walking distance
- Serve automobile commuters beyond the ½ mile walking distance
- Serve special destinations
- Are compatible with existing developments/neighborhoods
3. Promote TOD opportunities

- Create new travel markets
- Support development of vacant and underutilized land within ½ mile

Potential redevelopment site

Underutilized industrial properties
4. Meet technical alignment & site criteria

- Land Availability
- Environmental compatibility
- Station spacing
- Other technical engineering requirements
5. Supported by the Community
Analyze Future TOD Potential

- Available land for future development (underutilized & vacant land)
- Existing & projected population densities
- Existing & projected employment densities
- Access from freeways
- Transit-dependent population
Underutilized Land
Within ½ mile of Station Areas

- 1+ Acres
- 5+ Acres
Vacant Land
Within ½ mile radius of Station Areas
Population by TAZ-Projected

2020

1 Dot=10 people
Percentage of Transit-dependent Population

(Households without a vehicle/Total Households)*

- 0 to 3%
- 3 to 6%
- 6 to 10%
- 10 to 30%
- 30 to 50%
- 50%+

*U.S. Census Bureau-SF3-H044
Travel Time from Interstates

5-minute drive time
Work Collaboratively with the Development Community

- TOD Facilitators – Economic Development and Transit Offices
- Development Response Team
  - Sponsor Design Charrettes for “Real” Development Projects
Lessons Learned

• You can’t wait until you are building transit to think about TOD
• Planning for transit and TOD is a multi-disciplinary effort
• Include the development community as a partner
• Try to expedite transit planning to meet developer needs
• Plan to compromise
Thank You

for more information,
see Charlottefuture.com