Charlotte’s Transit Station Area Principles

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Charlotte-Mecklenburg Planning Commission
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

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>651,000</td>
</tr>
<tr>
<td>2030</td>
<td>980,000</td>
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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
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?
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 dua within ¼ mile
Land Use and Development

Minimum densities for new residential development

- 15 dua 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
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
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
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