Charlotte’s Approach to Planning for TOD

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Presentation Overview

- Charlotte Context
- Early Planning Phase
- EIS/PE Phase
- TOD – Final Planning and Implementation Phase
- Results and Lessons Learned
Regional Area

- **Metro Region:**
  - 10 NC Counties
  - 3 SC Counties
- 40+ mile ring
Charlotte-Mecklenburg

- Southeast’s largest Distribution Center
- Second largest Banking Center in U.S.
- Largest Urban Area between Atlanta and Washington D.C.
- Headquarters to 7 Fortune 500 companies
Charlotte-Mecklenburg

Seven (7) Incorporated Areas

Population & Growth Rates

- Charlotte: 651,000+ 13%
- Huntersville: 30,600+ 23%
- Matthews: 24,800+ 12%
- Mint Hill: 17,900+ 15%
- Cornelius: 15,900+ 33%
- Davidson: 8,000+ 12%
- Pineville: 4,100+ 20%

Charlotte currently 280 square miles with potential to increase to 380 square miles
Projected Growth in Charlotte’s Sphere of Influence

- An additional 330,000 people are expected to reside in Charlotte’s “Sphere of Influence” by 2030.
- That number is equivalent to adding the population of St. Louis, Cincinnati or Pittsburgh…
Current Transit Highlights

- ½ Cents Sales Tax Originally Passed in 1998
- On Tuesday Ballot for Repeal
- First Light Rail Line to Open Late November
Charlotte’s Approach to TOD

- Integrates transit/land use planning
- Is comprehensive
- Requires multi-disciplinary collaboration
- Is a long-term effort
TOD Program Overview

EARLY PLANNING PHASE
- Centers & Corridors
- Integrated Transit/Land Use Plan
- The CATS System Plan
- Transit Station Area Principles

DEIS/PE PHASE
- TOD Assessment
- Alignment, Station Types & Locations
- Station Area Concepts
- System Plan Update

TOD – FINAL PLANNING/IMPLEMENTATION
- Station Area Plans
- TOD Implementation

TRANSIT – FINAL DESIGN/FUNDING/CONSTRUCTION
Early Planning Phase
Centers and Corridors and Integrated Transit/Land Use Plan

- Centers and Corridors Plan (1994) land use and transportation vision for five corridors
- Integrated Transit/Land Use Plan (1998) details for development of rapid transit system and supporting land use
- ½ Cent Sales Tax (1998) transit sales tax approved through a countywide referendum for the purpose of financing public transit
- Charlotte Area Transit System (1999) city department created and charged with managing regional transit system
- Metropolitan Transit Commission (1999) advisory body created that reviews and approves capital program and planning activities
Transit Station Area Principles
Adopted November 2001
GOAL: Concentrate a mix of complementary, well integrated land uses within walking distance of the transit station

Office, residential and ground floor retail uses
MOBILITY

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

Multi-modal street design with an emphasis on pedestrians
GOAL: Use urban design to enhance the community identity of station areas and to make them attractive, safe and convenient places.

Improved streetscapes

Buildings fronting directly on streets
2025 Corridor System Plan (2002)

- Light Rail Transit
- Bus Rapid Transit
- Trolley and Street Car
- Commuter Rail: DMU
- Local Buses
EIS/PE Phase
TOD Potential Assessment

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Alignment
Station Types

Community

Neighborhood

Regional

Neighborhood

Regional

Neighborhood

Regional

Community

Neighborhood

Multi-Modal
Station Locations

Before

After
TOD – Final Planning and Implementation
Station Area Plans

- Provide development vision for TOD in station areas.
- Recommend implementation actions, including any zoning changes and capital improvements.
Joint Development Policies (2003): Tool Box for Implementing TOD
Results and Lessons Learned
South Corridor TOD Results

Residential

Residential/Office/Retail

Residential/Retail

Museum
Lessons Learned

- Start early
- Include urban planners in transit decisions
- Take a comprehensive approach
- Remain flexible
- Be proactive with implementation
Thank you