Getting Real with Station Area Planning

The Charlotte Experience

Rail~Volution
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Presentation Outline

- Charlotte Context
- The Transit System
- From Principles to Zoning
- Area Planning

- Station Area Development
- Great Expectations for Mixed Use
- Big Apartment Projects Move Ahead
- What is Next
Charlotte Growth Context

- City Population: 630,500+
- Metro Area Population: 1.6 Million+
Regional Area

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

Population (2007 estimate)

- Charlotte: 683,200
- Huntersville: 41,000
- Matthews: 25,900
- Mint Hill: 20,300
- Cornelius: 20,300
- Davidson: 9,100
- Pineville: 5,100
- Mecklenburg Co.: 874,800
In just 17 years, Charlotte has grown from 396,000 persons within its corporate limits in 1990, to 683,000 in 2007.
A concept for organizing and guiding growth

Endorsed by Council in 1994, update underway

Long-term growth framework

Five primary transportation and development corridors

Goals:

- Focus most growth in centers & corridors
- Maximize use of transportation system & infrastructure
- Encourage redevelopment & reuse of underutilized sites
Centers

- Areas designed to accommodate concentrations of mixed-use or industrial/warehouse activity
- Located throughout community, usually outside of corridors
- 70% of new multi-family and 75% of new office in Centers and Corridors
- Three Center Types:
  - Center City
  - Mixed-Use
  - Industrial
Corridors

- Linear districts with concentration of high capacity transportation facilities –
  - Interstates/ expressways (I-77, I-85, US 74)
  - Planned rapid transit lines,
  - Major arterials,
  - Freight rail

- Three subareas
  - Transit Station Areas
  - Interchange Areas
  - General Corridor Areas
The Transit System
1998 Watershed

• Voter referendum on ½ cent sales use tax for public transportation on November 1998 ballot
• Promoted by Chamber and paired with $100 million Road Bond
• Sales tax approved 58% to 42%
• Reaffirmed in 2007 referendum by 70% to 30%
MTC-Approved 2030 Plan

South Corridor: 9.6 mile Light Rail Line with 15 Stations

Northeast Corridor: 11 mile Light Rail Line with 14 Stations (extension of the South Corridor)

North Corridor: 25 mile Commuter Rail Line with 10 Stations

Southeast Corridor: 14 mile Bus Rapid Transit Line with 16 Stations (special provision on Light Rail)

West Corridor:
- Long Term: Streetcar Line to Charlotte Douglas International Airport
- Short Term: Enhanced “Rapid Bus”

Center City Corridor: Streetcar Line with 34 stops replacing Bus routes 7, 9, and Gold Rush Red Line
The South Corridor/ LYNX Blue Line

- Opened November 24, 2007
- 9.6 Miles
- $462.7 Million
- 15 Stations (7 park and rides)
- Operates 7 days a week, 5:30 a.m. - 1:30 a.m.

- Service Frequency
  - Rush hour: 7.5 minutes
  - Non-rush hour: 15 minutes

- Bus/Rail Integration serves Blue Line directly
  - 20 new and modified routes
LYNX Blue Line Success!

- LYNX Blue Line ridership averaging 16,000 daily trips
  - Original projection: 9,100 by the end of the first year
  - Vehicles often at capacity
  - Some park-and-ride lots at/near capacity

- Over $1.5 billion in actual and proposed corridor development through 2011
From Principles to Zoning

Transit Oriented Development: A compact neighborhood with housing, jobs, and neighborhood services within easy walking distance of a transit station.
Transit Station Area Principles
Adopted by City Council, 2001

Guidelines that address:

Land Use

Mobility

Character
What area do they address?
From Principles to Zoning

• Over 80% of Charlotte rezoning petitions are “Conditional,” with approval tied to a site plan.

• Key Developer interest for TOD: allow for “by right” development, tied to predictable standards.

• Allows for project revisions due to market conditions.
Three Base Transit Oriented Development Zoning Districts:
- Mixed-use Oriented (TOD-M)
- Residentially Oriented (TOD-R)
- Employment Oriented (TOD-E)

Density:
- Minimum densities of 20 DUA (1/4 mile) to 15 DUA (1/2 mile)
- Minimum FAR of .75 (1/4 mile) and FAR of .50 (1/2 mile)

Parking:
- Maximum of 1.6 parking spaces per DU (residential)
- Maximum of 1.0 parking space per 300 sq. ft. (office)
- Maximum of 1.0 parking space per 250 sq. ft. (retail)

Setbacks:
- Minimum setback is 16 feet from curb or as specified in Station Area Plan
Maximum Height

- Based on building’s distance from nearest single family zoning district
- Base height is 40 ft., to a maximum 120 ft.
- Height may increase one foot for every 10 ft. distance from the nearest property zoned for single family.
Getting TOD on the Ground

• Originally intended to apply TOD as a blanket rezoning around stations to restrict inappropriate uses.

• Reality:
  • Continuation or expansion of existing nonconforming uses (such as industrial and retail.)
  • Need means to require new street connections.
  • Neighborhood adjacency site design issues.

• Evolved to individual rezonings upon property owner request (free of charge, no conditions in most cases).

• Lost control over new strip development.
Transit Station Area Planning

- Applies Transit Station Area Principles to specific station area
- Provides development vision and policies for station area
- Recommends implementation actions, including any zoning changes and capital improvements
Transit Station Area Plans

South End (covers 3 stations)
Adopted June 2005

New Bern
Adopted July 2008

Scaleybark
Adopted October 2008

Woodlawn
Adopted October 2008

Tyvola & Archdale
Adopted November 2008

Arrowood
Adopted March 2009

Sharon & I-485
Adopted May 2009
South End Plan Area

- 3 stations
- 400 acres
- 1.5 miles long
- < 1 mile wide
- Adopted June 2005, prior to opening of the line
Building on Existing Development
Charlotte Trolley

- Streetcar service was discontinued about 1938.
- Private organization formed in 1988 to promote vintage streetcar.
- Short 2-mile run begun on old rail corridor in South End about 1996; later extended into Uptown.
- Discontinued during Light Rail Construction; restarted 2008
- Operates weekends only; shares track with LYNX Light Rail
Warehouse/Industrial development
Strip Commercial
Office/Industrial Development
Single-family Neighborhoods
Existing Zoning

Tyvola & Archdale Station Area

Single Family: 42%
Multi-Family: 8%
Industrial: 28%
Commercial: 10%
Office (MF Res): 7%
MUDD: 2%
TOD: 2%
The Tyvola & Archdale plan area will become part of a series of vibrant, high density nodes along the South Corridor.

It will include:

- Station Area: Urban, pedestrian-oriented;
- General Corridor Area: More auto-oriented;
- Wedge: Neighborhoods.
Transportation and Streetscape

- Street Network
- Sidewalks
- Pedestrian Crossings
- Bicycle Facilities
Station Area Development
South End (3 stations):

- 42 TOD rezonings
- 64.2 acres
New Bern:
- 14 TOD rezonings
- 57.1 acres

Scaleybark:
- 5 TOD rezonings
- 77.0 acres

6 Stations Southward:
- Only one other than for Park & Ride lots
- Arrowood, 57 acres
Development Tracking

- Within a half-mile of Blue Line Transit Stations
- Classified as either Proposed, Under Construction, or Complete
- In past year, projects have been moving backward in this progression.
Typical Smaller Residential

The Tremont
45 du
3,000 sf Retail
0.72 ac
62.5 du/ac
$13 mil
1927 S. Tryon
82,000 sf Office
1.62 ac.
$17 million
TOD for Rehab Projects

Packard Building
former Auto showroom

- 15,000 sq. ft Office
- 1 acre
- Used reduced parking standards and setbacks
New Bern Station, 2005
3030 South

- 1st TOD outside of South End
- Heath Partners
- 120 Residential Units
- 4.12 acres (28 du/ac)
- Adjacent to New Bern Station
- Approx. $23M
Great Expectations for Mixed Use
More New Bern Proposals

Silos at South End Citiline Resortline
- 500 Residential Units
- 100,000 sq ft. Commercial
- $43 million
- 8.55 ac. (58 du/ac + Commer.)

Colonial Grand Colonial Properties
- 353 residential units
- $60 million
- 4.2 ac. (84 du/ac)
Both projects appear to be dead, at least for the present.
Scaleybark Catalyst Site

- CATS Park & Ride Lot, 7.4 acres
- City Catalyst Site, 8.4 acres
- City RFP for development
Development timing requirements recently extended by City Council for several years

**Scaleybark Partners LLC**
GreenHawk Partners, Pappas Properties, Housing Partnership, Citiventure

- **Greater community impact**
  - Creates destination for surrounding neighborhoods
  - 24 hour environment around station
  - Open space focal to mixture of uses

- **Greater impact for transit station**
  - Greater accessibility to mixture of uses / more convenience for transit ride

- Opportunity for additional density upon construction of CATS deck

- Phasing creates synergy around transit station in initial phase
Big Apartment Projects Move Ahead
The Circle
South End

Originally conceived as a mixed use condominiums, substantially revised to rental apartments

- Crescent Resources
- 6 acres
- 360 Rental Units
- 9,000 sf Commercial
- 60 du/ac
- $100 million
The Ashton South End

- Hanover
- 2.86 acres
- 310 Rental Units
- 108 du/ac
- $80 million
Spectrum: South End

- Morgan Group
- 4.78 acres
- 322 Rental Units
- 67 du/ac
- $45 million
Millenium: South End

- Dinerstein
- 3 acres
- 269 Rental Units
- 90 du/ac
- $100 million
What is Next
Hadley at Arrowood Station

- Harris Development Group
- 1447 residential units in 1.2 million sq. ft.
- $57 million
- 57 acres (25 du/ac)
- Initial townhouse phase slowed to near standstill

This week: announced deal with Wood Partners for “future development sites”

- 300 apartment units on 9.2 ac. (32 du/ac) w/ structured parking
- Seniors project on 2.6 ac.
Crosland Greens LLC
Mixed-use redevelopment project
TOD uses may include:
- Grocery store
- Main Street Retail
- Branch Library
- Office
- Multi-family
- Small lot residential
- 36.4 acres.
Harris Development Group

Large mixed-use project, South End immediately outside CBD

- 200,000 sf of office
- 150-200 room hotel
- 40,000 sf retail
- 250 residential units
- 1,000 space parking deck
- 1 or 2 restaurants
- 2.44 acres.
On hold as with other mixed use projects; Shows more signs of potential revival
Lessons Learned

- Start early
- Don’t expect too much in the beginning
- Outreach and Education
- Comprehensive Approach
- Proactive Implementation
- Be flexible as conditions change