



Sustainable Growth Strategy for Charlotte-Mecklenburg

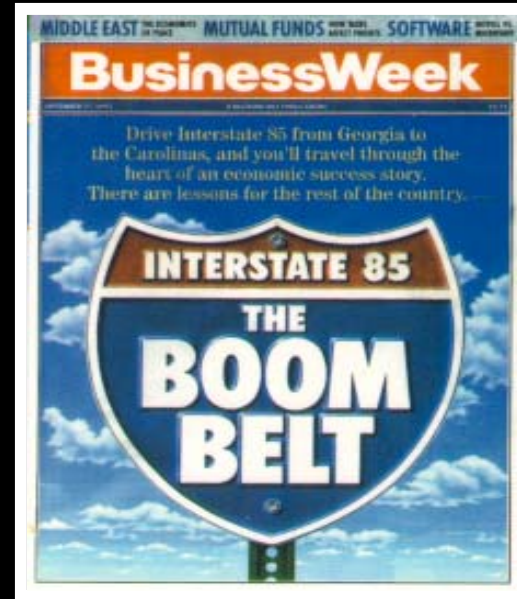
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Charlotte-Mecklenburg Planning Department

Presentation Overview

- **Geographic Setting**
- **Growth Trends**
- **Land Use /Transit Sustainable Growth Strategy**
- **Planning and Implementing Transit and TOD**
- **Lesson Learned**
- **Questions**

Geographic Setting

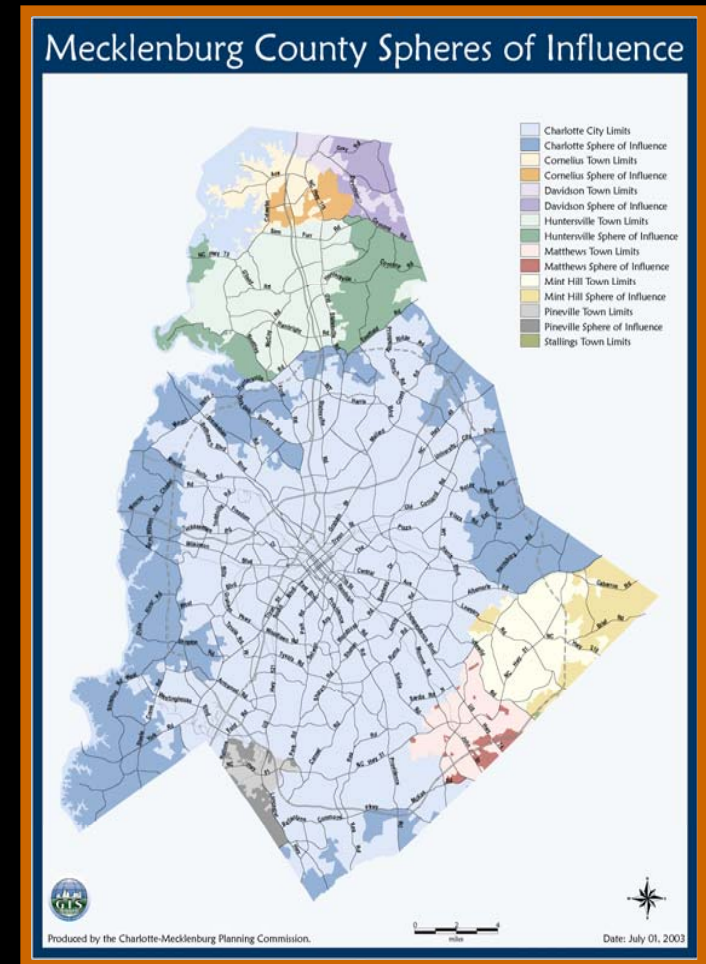


Charlotte-Mecklenburg

- **One of North Carolina's fastest growing regions**
- **Southeast's largest Distribution Center**
- **Second largest Financial Center in U.S.**
- **Largest Urban Area between Atlanta and Washington D.C.**
- **Headquarters to 9 Fortune 500 companies**
- **Crossroads of Commerce: 6 out of 13 N.C. Intermodal terminals located here**

Charlotte-Mecklenburg

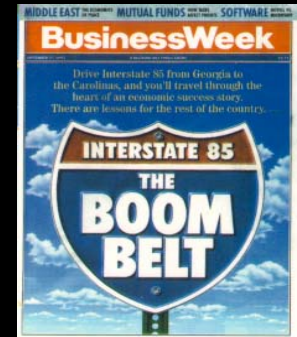
- **Seven (7) Incorporated Areas**
- **Population & Growth Rates**
 - **Charlotte:** 651,000+ 13%
 - **Huntersville:** 30,600+ 23%
 - **Matthews:** 24,800+ 12%
 - **Mint Hill:** 17,900+ 15%
 - **Cornelius:** 15,900+ 33%
 - **Davidson:** 8,000+ 12%
 - **Pineville:** 4,100+ 20%



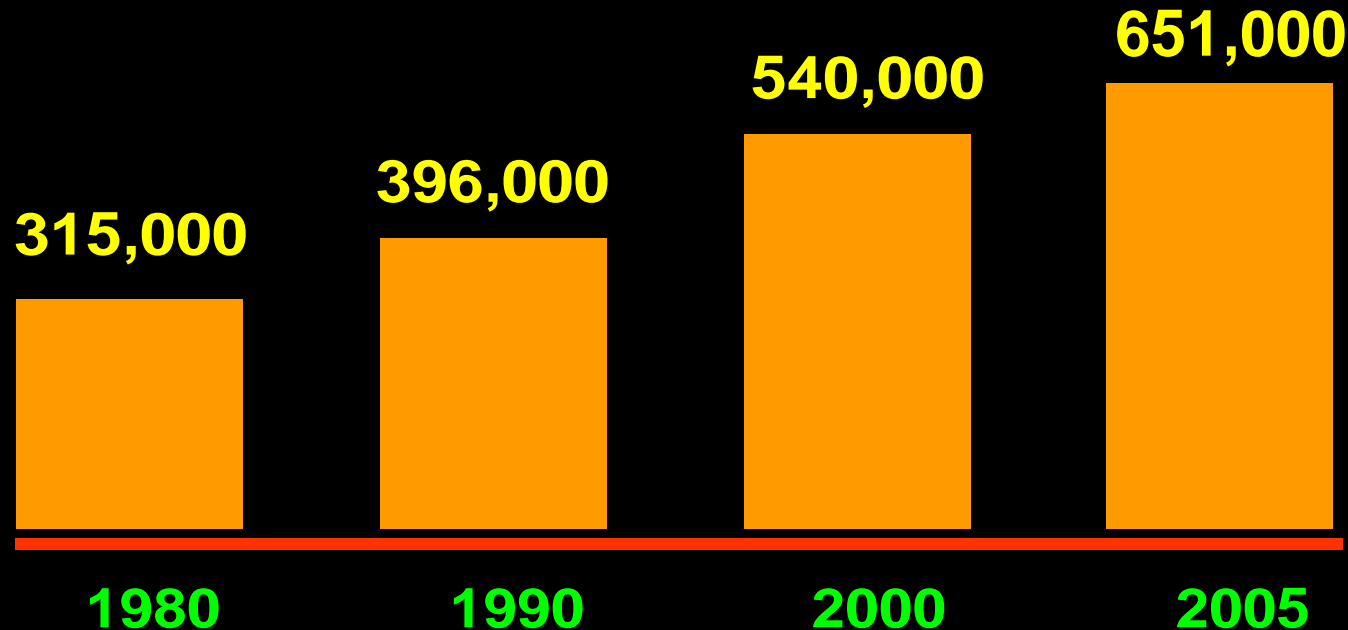
■ **Charlotte currently 280 square miles with potential to increase to 380 square miles**

Growth Trends

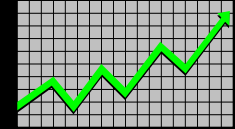
Population Growth in Charlotte



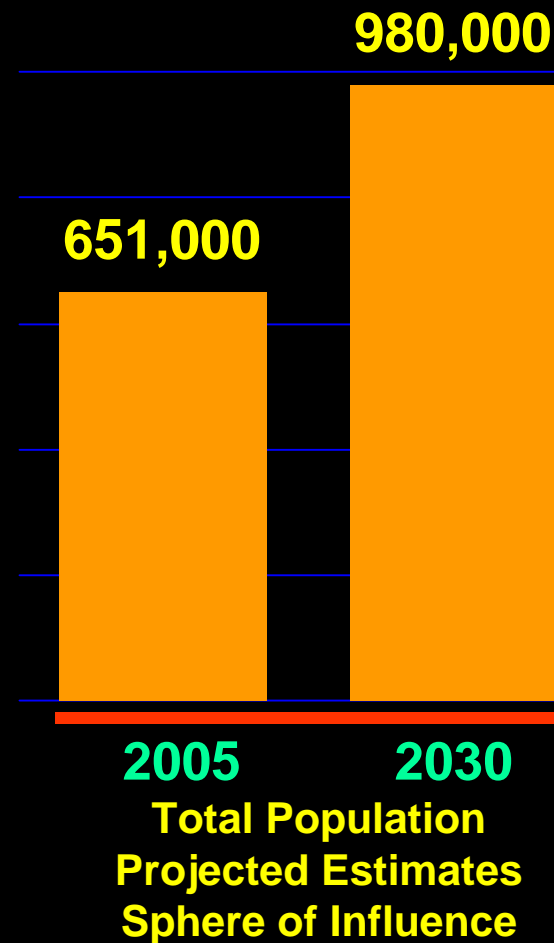
- In just 15 years, Charlotte has grown from 396,000 persons within its corporate limits in 1990, to 651,000 today.



Charlotte's Projected Population Growth (Sphere of Influence)



- Charlotte's "Sphere of Influence" is expected to add 330,000 persons between 2005 and 2030.
- That number is equivalent to adding the population of St. Louis, Cincinnati or Pittsburgh.



Employment Growth Charlotte's Sphere

2030 824,943

2020 684,479

2010 627,809

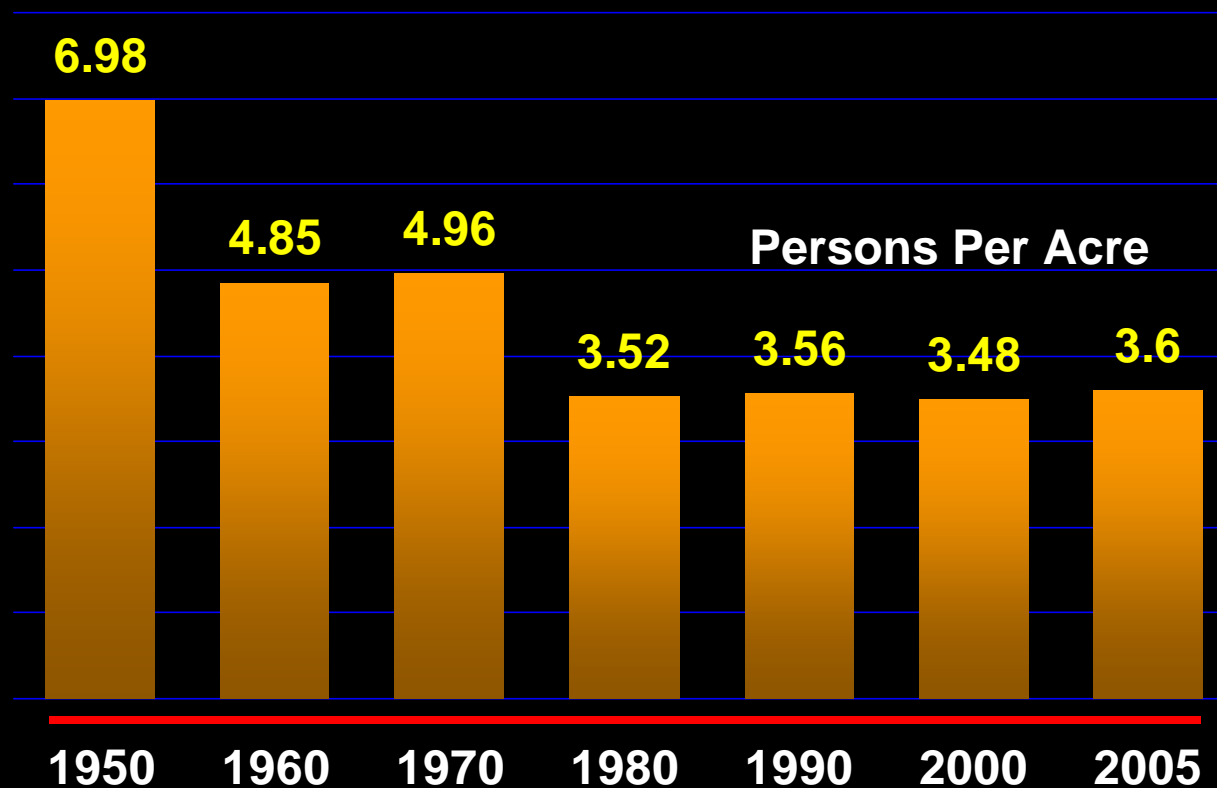
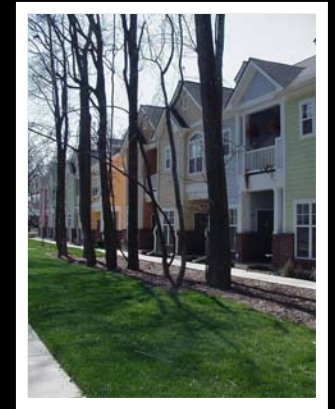
2000 468,844

- 350,000 jobs are expected to be added by 2030

How Are We Growing?



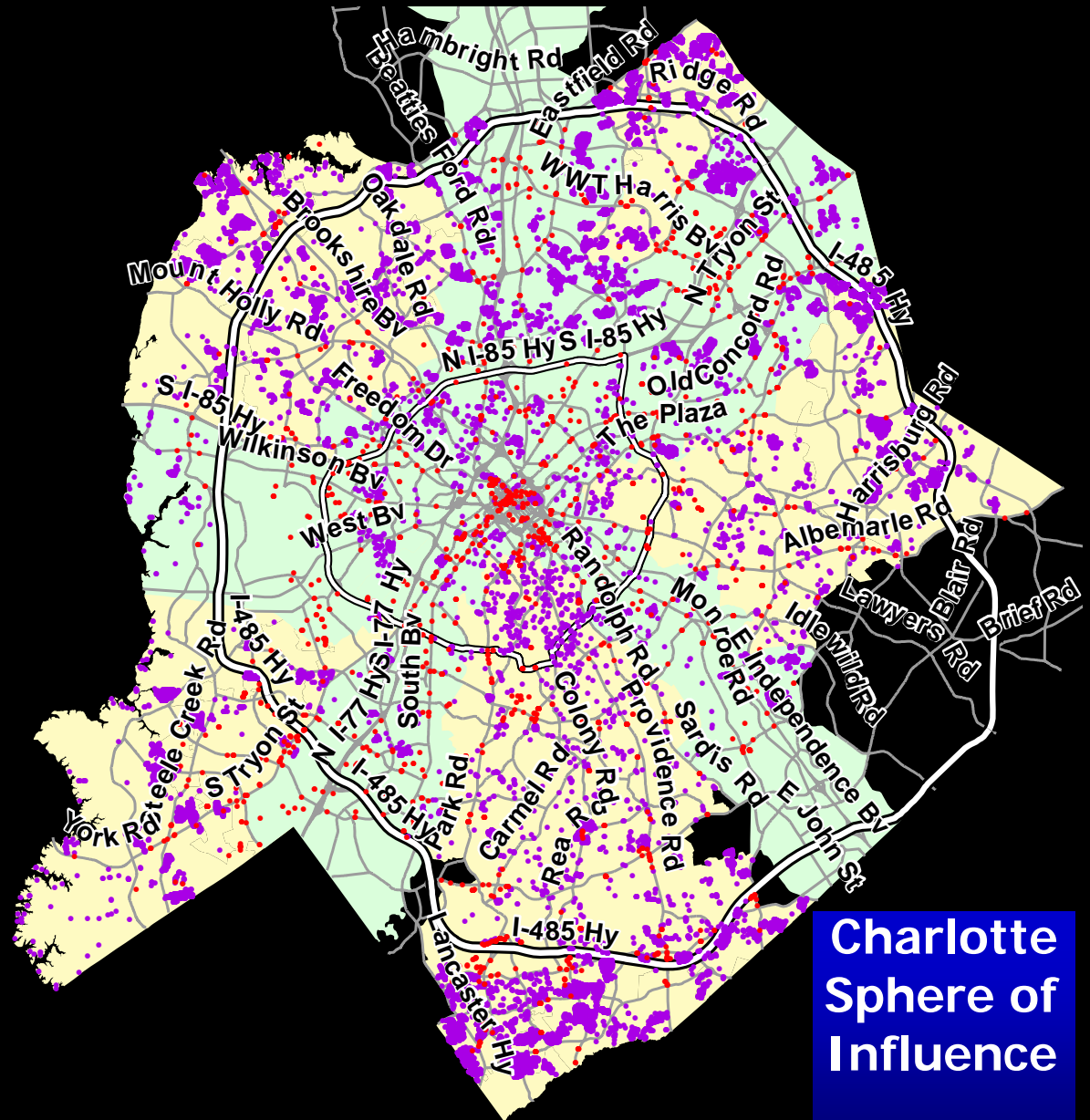
Charlotte's Population Per Acre 1950-2005



Charlotte's Growth Pattern: Predominantly Suburban

Permits Issued
2000 to 2005

- Residential
Building Permits
- Non-Residential
Building Permits



Charlotte
Sphere of
Influence

It's not if we grow but how we grow

Under our current growth pattern:

- Population density decreasing from 6.98 persons per acre in 1950 to 3.60 in 2000.
- VMT is increasing faster than population.
- Consistently recognized as being in a region with a sprawling development pattern.
- Since 1980, Mecklenburg County has been losing open space at the rate of 5 acres per day.

Can we keep growing this way?

Sustainable Growth Strategy Land Use & Transit Connection

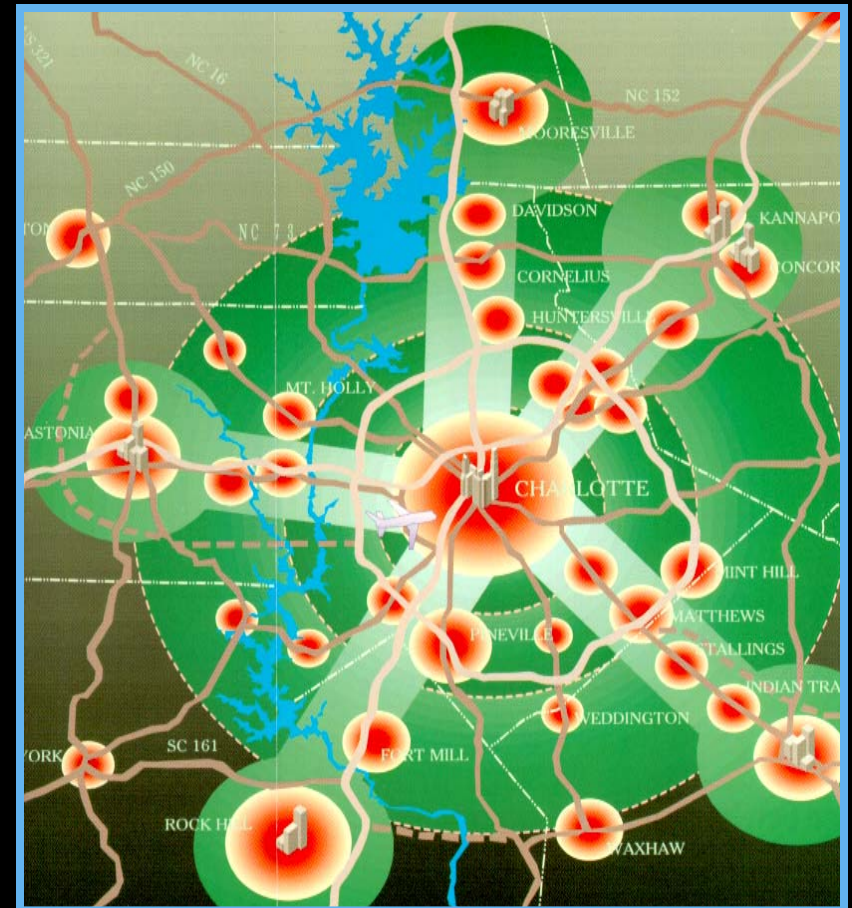
Vision for Charlotte:

“To be an urban community of choice for living, working and leisure”

- **More compact and focused growth**
- **Protection of environmentally sensitive areas**
- **Expanded travel choices**
- **Mix of uses/integration of live, work, shop and play**
- **Viable and healthy economy**
- **Maintenance of quality, livable neighborhoods**
- **Revitalization and infill in older areas**
- **Variety of housing choices and costs**
- **High quality urban design**
- **Infrastructure needed to support development**
- **Empowered, informed and engaged citizenry**

Charlotte Mecklenburg Centers & Corridors Framework

- Adopted 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



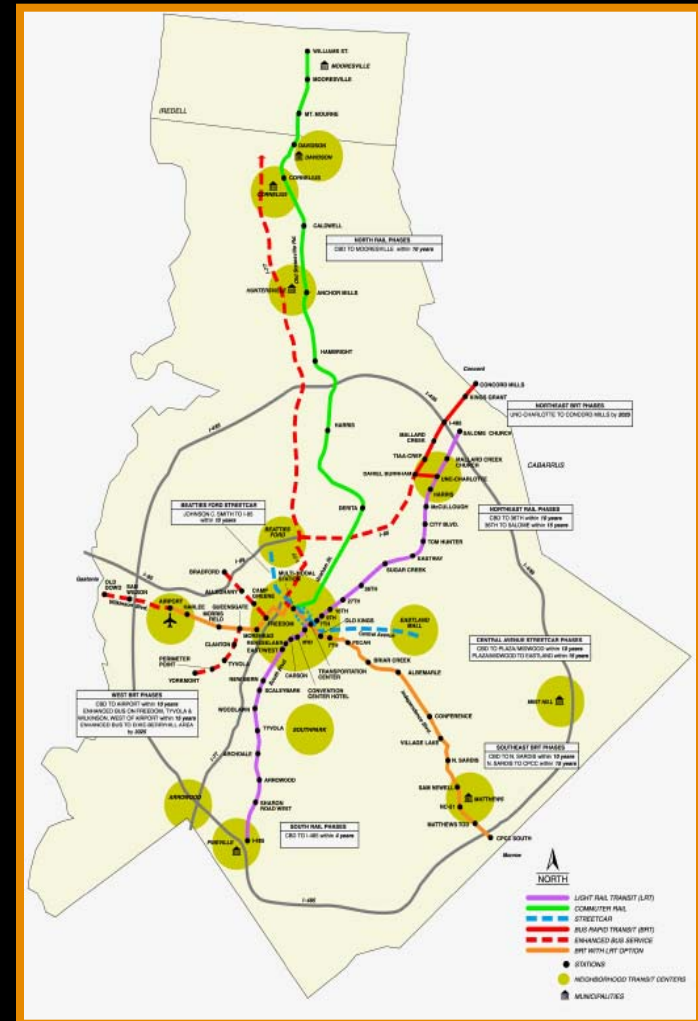
How does Transit Help Implement Charlotte's Vision?

- **Land Use Strategy:** Redirects growth where transportation can support it, encourages higher density in appropriate locations, encourages mixed/multi-use, reduces VMTs
- **Transportation Strategy:** Integral in supporting a multi-modal strategy, (roads, sidewalks, bike lanes and transit) more travel choices, reduce Single Occupancy Vehicle (SOV) trips
- **Economic Development Strategy:** TOD responds to emerging market of location flexible households, cost savings on autos, gas and insurance, encourages reuse, redevelopment and infill development, TOD increases property values, key factor in recruiting companies-manufacturing, labor and trades, medical, service and hospitality
- **Environmental Strategy:** Encourages more compact development, TOD uses less acreage, helps preserves open space and tree canopy

Land Use/Transit Planning 2025 System Plan

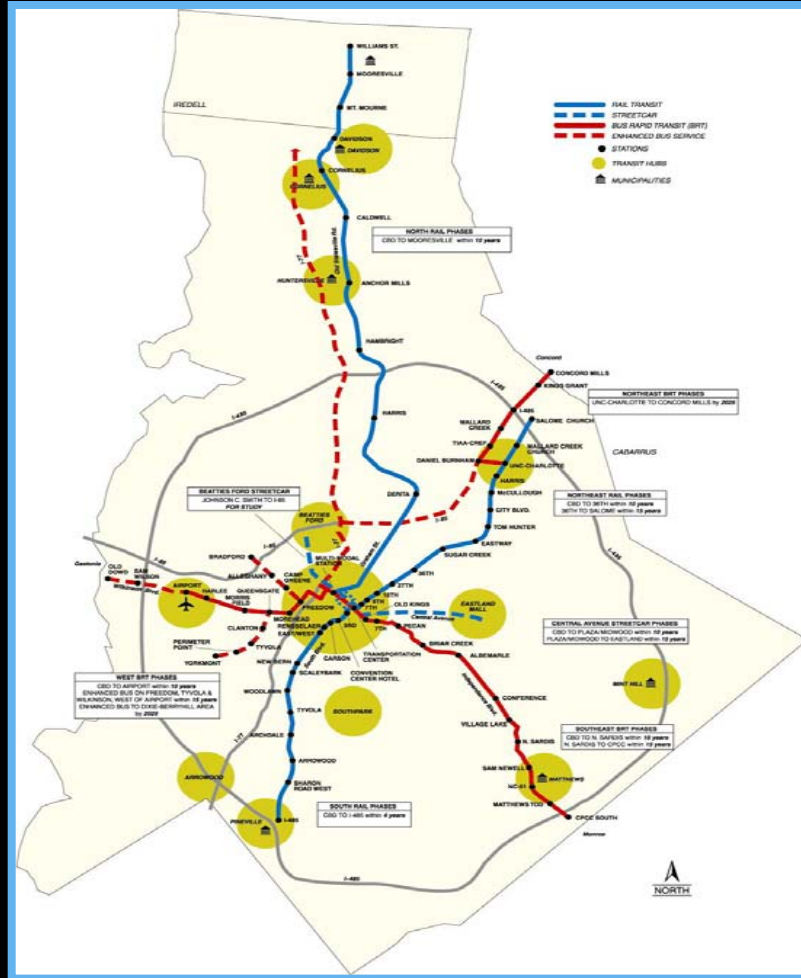


- **Light Rail Transit**
- **Bus Rapid Transit**
- **Trolley and Street Car**
- **Commuter Rail: DMU**
- **Local Buses**



Land Use/Transit Planning 2025 System Plan

- **Serves 205,000 – 215,000 daily transit riders by 2025**
- **28 miles of BRT guideway**
- **21 miles of LRT**
- **11 miles of streetcar**
- **29 miles of commuter rail**
- **Extensive network of bus and other types of transit services throughout the region**



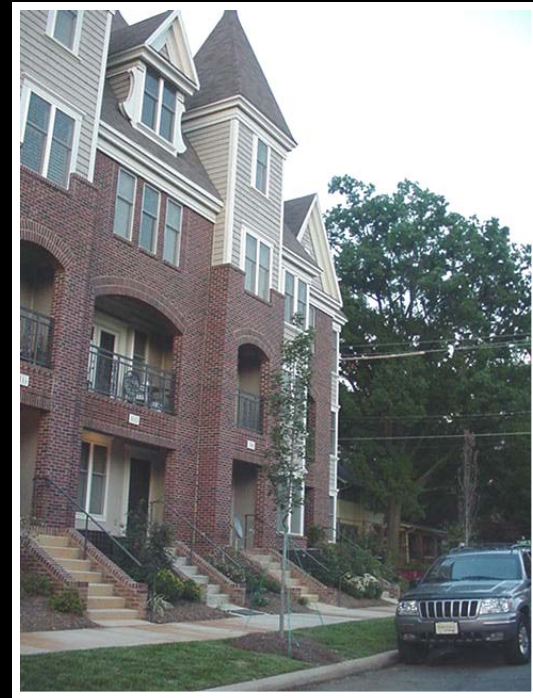


Planning for Transit Oriented Development



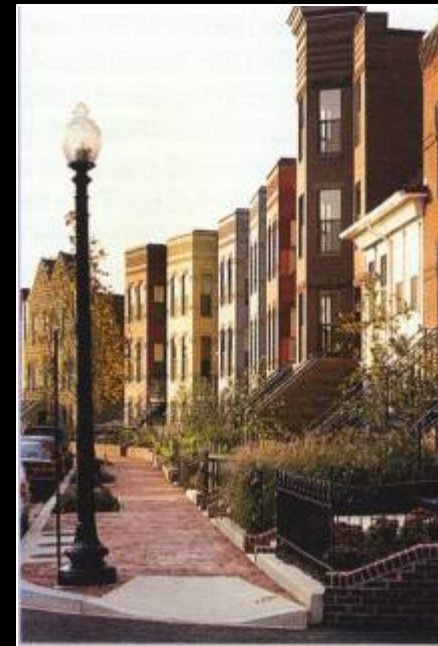
Charlotte's Definition of TOD

A compact neighborhood with housing, jobs, and neighborhood services within easy walking distance of a transit station.



Land Use and Development

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

Community Design

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

Station Area Plans

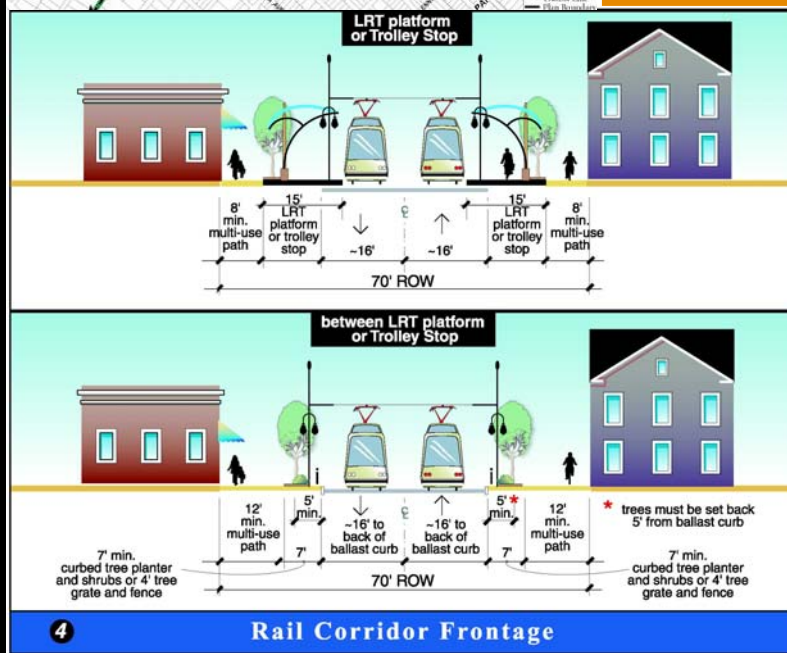
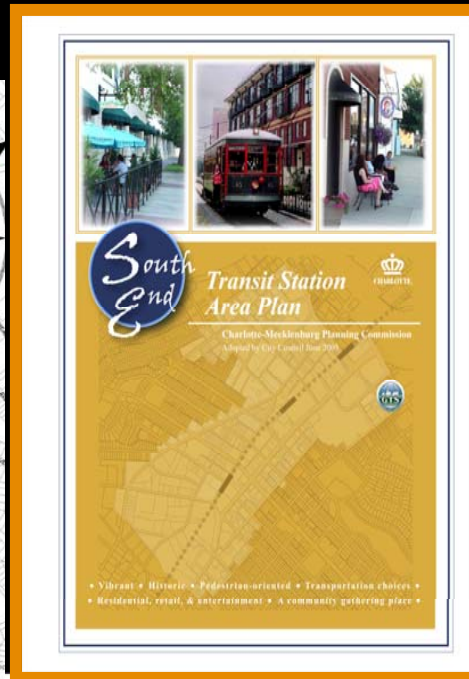


Station Area Planning

- Provides development vision for TOD in station areas.
- Nearing finalization for South and in initial stages for other four corridors.
- Recommends implementation actions, including any zoning changes and capital improvements.

South End Station Area Plan

- Walk-up station
- Industrial already being replaced by residential
- Mixed Use Development



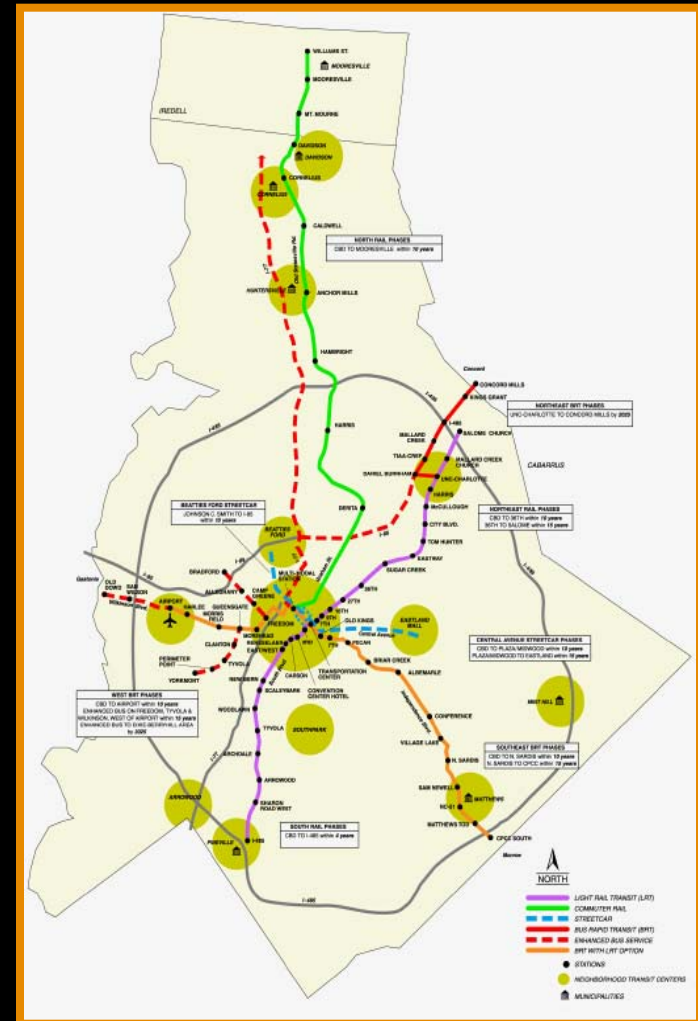
Implementing Transit & Transit Oriented Development



Land Use/Transit Planning 2025 System Plan

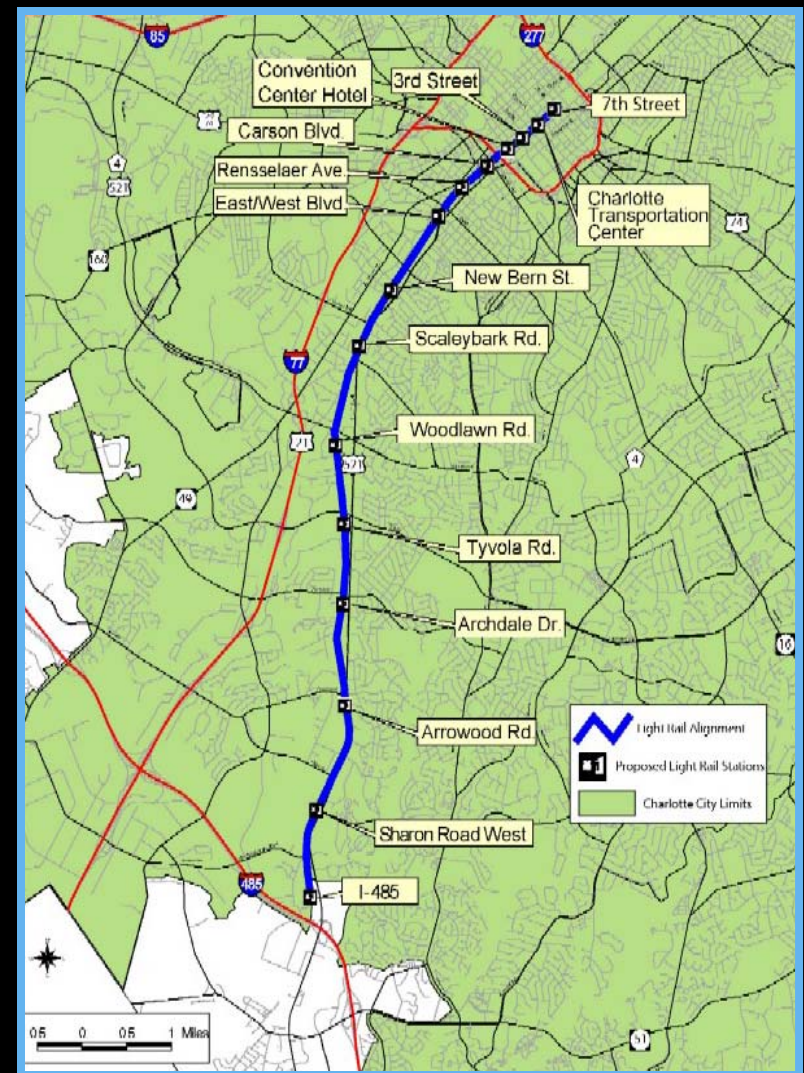


- **Light Rail Transit**
- **Bus Rapid Transit**
- **Trolley and Street Car**
- **Commuter Rail: DMU**
- **Local Buses**



South Corridor

- Uptown Charlotte to I-485 -9.8 miles
- Trolley – South End to Uptown
- 15 stations (7 park-n-rides)
- Operate seven days a week
- Operates from 5:00am to 1:00am daily
- Service frequency
 - Rush hour: 7/8 minutes
 - Non-rush hour: 15 minutes
- Fare = local bus
- Start of Service-Mid-2007
- Ridership Estimates:
 - 2008 9,00/day
 - 2025 18,100/day



South Corridor



Yeah!

South Corridor



**LRT
Construction
Underway**

**LRT
Construction
Underway**



**LRT
Construction
Underway**



Sharon Rd. West Station and Pedestrian Bridge



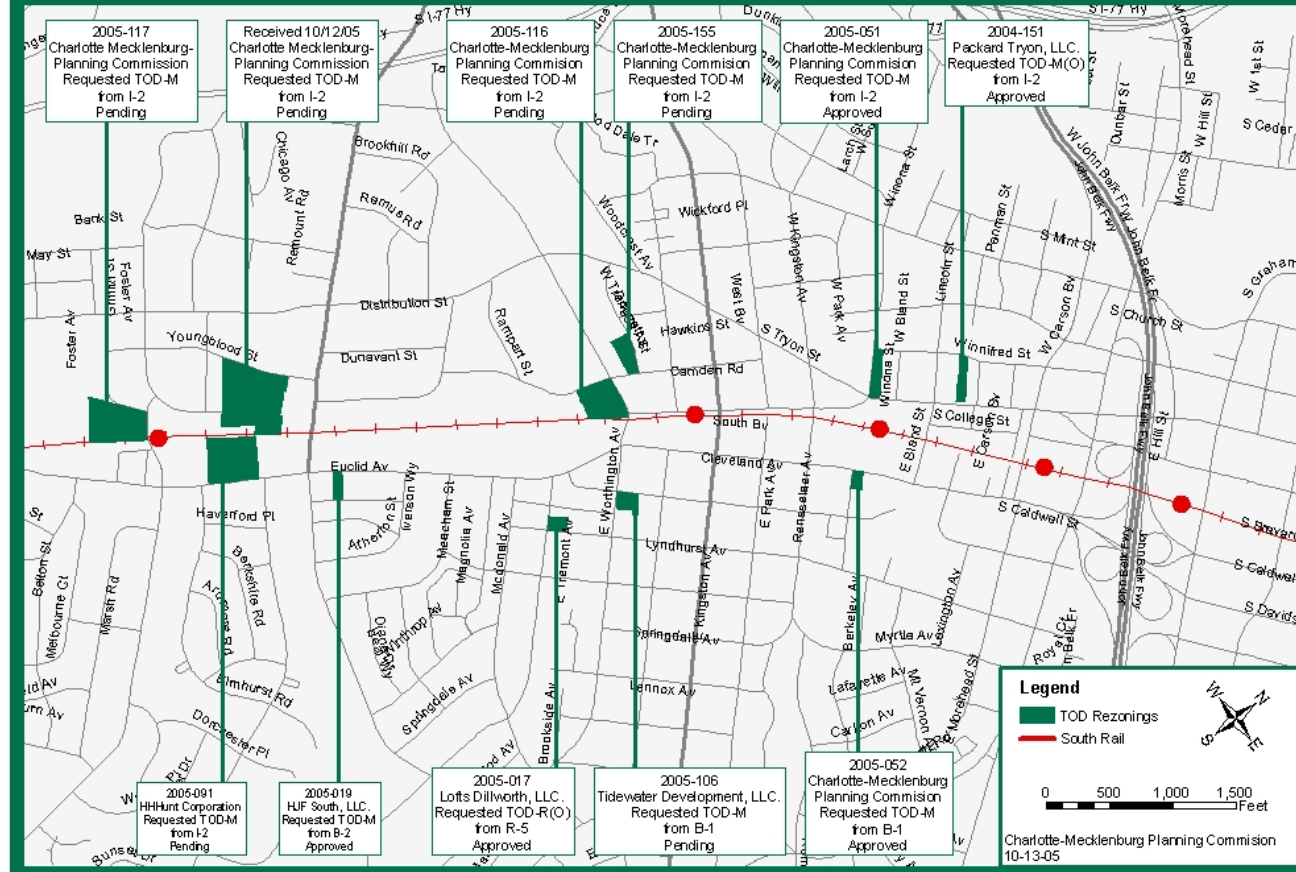
I-485/South Blvd. Station Joint Use Playground and Parking Deck



Transit Station Area Zoning

- For Charlotte, three Base Zoning Districts (TOD) adopted by City Council in Fall 2003
- Transit Supportive (TS) Overlay adopted in early 2005
- Zoning Districts consistent with Station Area Principles
- Zoning (for Charlotte) will be applied by Planning Commission
- CMPC will entertain individual property owner rezoning requests for TOD

Transit Oriented Development (TOD) Rezoning



- 25 TOD rezonings for private property
- Majority rezoned from industrial/business to TOD
- Some rezonings for major mixed-use projects; others for adaptive reuse

Infrastructure Improvements



For South Corridor, \$50 Committed to:

- **Improve accessibility by providing pedestrian, bicycle and vehicular connections to Light Rail Stations and Station Area development**
- **Promote economic development by providing additional infrastructure**

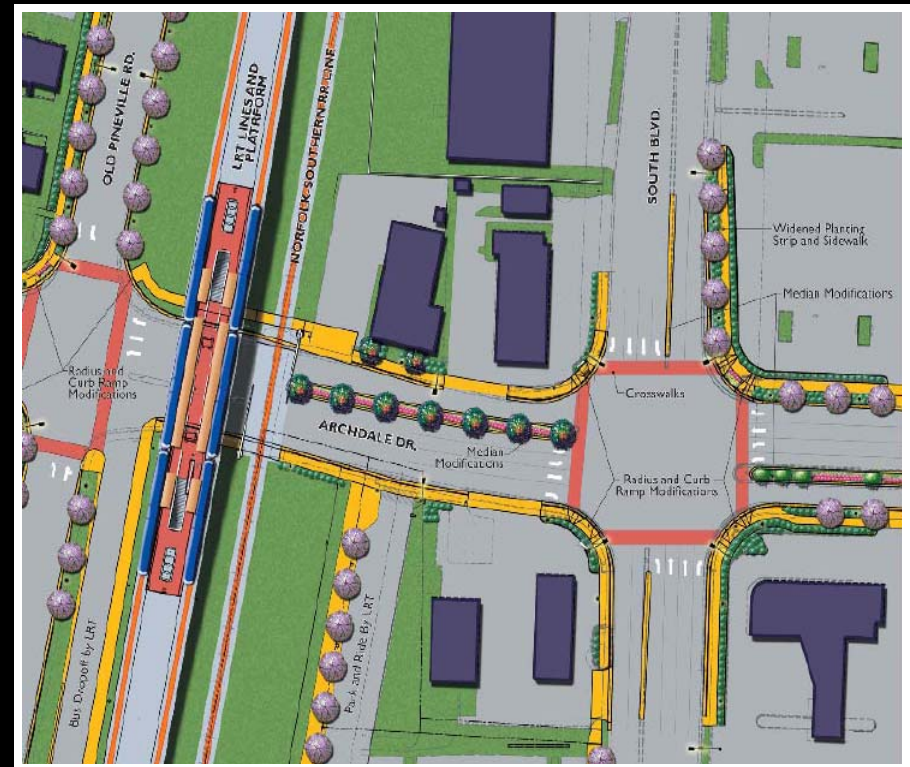
SCIP Overview

Street Widening
Streetscape Imp.
Intersection Imp.
Street connections

8 miles
7 locations
27 locations
.5 mile

Sidewalks
Multi-use Trail
Bicycle Lanes

14 miles
1.5 miles
10 miles



South Corridor TOD Results



**Retail Office
Residential**

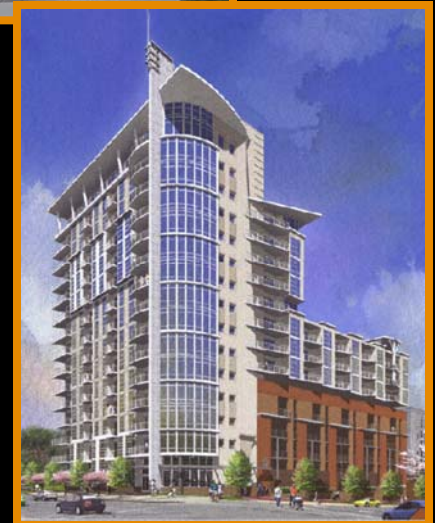


**Trolley
Station**

Retail



**Retail
Office
Residential**



South Corridor TOD Results



Residential



Residential/Office



Museum

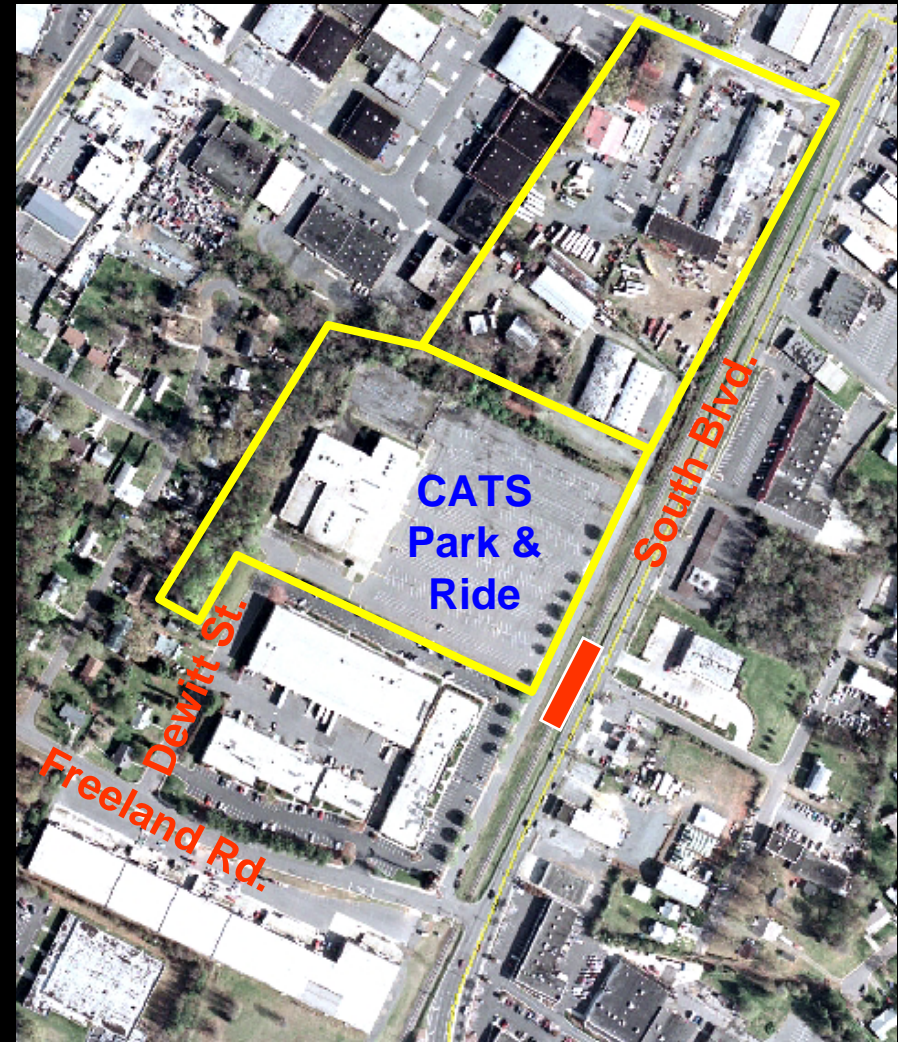
South Corridor TOD Results

- **Future Construction:**
 - Over \$287 million proposed or under construction
 - - 7 residential projects
 - - \$228 million of housing investment
 - - 860 new housing units by 2009
 - - Over 200,000 sq ft retail proposed or uc
- **Tax Value of Historic South End**
 - 2000: \$232 million
 - 2003: \$441 million (90% increase)
 - 2005: \$513 million (16% increase)
 - (121% increase over 5 years)

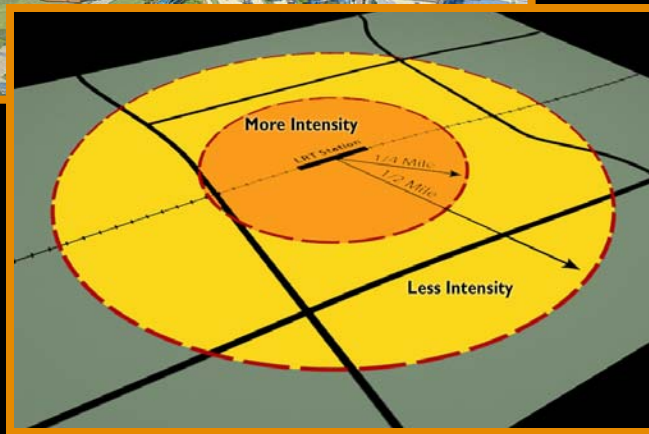


Scaleybark Station Area RFP

- +/- 17 acres owned by City and CATS



Lessons Learned



“Vision without action is daydreaming, but action without vision is random activity”

Joel Barker-Futurist

Land Use/Transit Planning

Char-Meck Chronology

- 2005 Plan (1985) identified alignments for transit and recommended a light rail study
- **Centers and Corridors Plan (1994) land use and transportation vision for 5 corridors**
- 2015 Plan (1997) reinforced centers and 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 (2001) guidelines for developing station area plans and TOD**
- 2025 Corridor System Plan (2002) outlines five corridor transit system plan including center city approved by MTC

Land Use/Transit Planning Char-Meck Chronology

- South Corridor New Starts and Record of Decision (2003) final decision on funding from FTA on construction of first transit corridor
- Joint Development Policies (2003) tool box for implementing TOD
- TOD Zoning (2003) zoning districts approved to implement TOD
- SCIP (2004) \$50 million voter approved bonds funds to enhance access from surrounding communities to station areas
- Affordable Housing (2004) \$5 million voter approved bond funds to incent affordable housing at transit stations
- Station Area Plan (2005) adopted plan that outlines proposed land uses and street network
- Full Funding Grant Agreement (2005) signed agreement with federal government to fund first transit corridor with 50% of funds FTA, 25% State and 25% Local
- DEIS on remaining four corridors decision made to advance two corridors to construction North and Northeast

Lessons Learned

- Outreach and Education
- One size doesn't fit all
- Comprehensive Approach
- Proactive Implementation

Thank you