

A blue and white LYNX train, numbered 101, is stopped at a modern transit station platform. The platform has a curved, arched roof structure. Several people, including a man in a white shirt and a young boy in a red shirt, are standing on the platform. The train has the LYNX logo on its front. The background shows a building with blue and white panels.

Welcome to the LYNX Blue Line Extension Transit Station Area Plans Public Workshop No. 2

**Presentation will begin
at 6:00 P.M.**

Meeting Agenda



Blue Line Extension Transit Station Area Plans

Community Workshop #2

October 18, 2012

6:00pm

Introduction (5 minutes)

Welcome and Introductions

Kathy Cornett

Charlotte-Mecklenburg Planning Department

Overview Presentation (20 minutes)

*What We've Heard?
Putting the Pieces Together
Elements of Development and Structure Plans
Community Design Basics*

Kathy Cornett & Alan Goodwin

Charlotte-Mecklenburg Planning Department

Group Exercise (50 minutes)

*Review and Provide Feedback
On Development and Structure Plans
Exercise Introduction
Block Exercise*

All

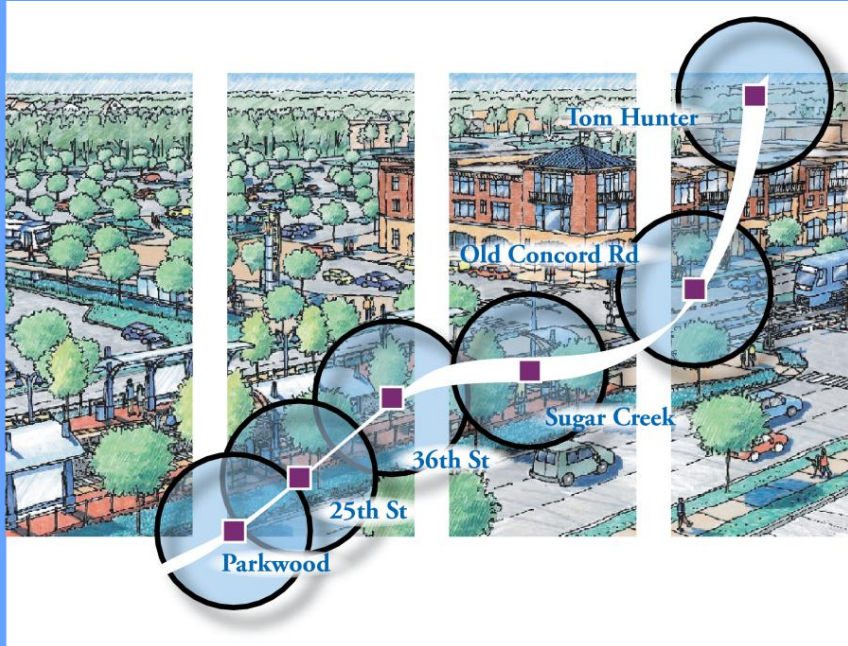
Wrap-up and Next Steps (10 minutes)

Kathy Cornett

Information about the BLE Station Area Plans will be posted on our website throughout the planning process. Tonight's presentation will be on the website by Friday, October 19, 2012.

www.charlotteplanning.org

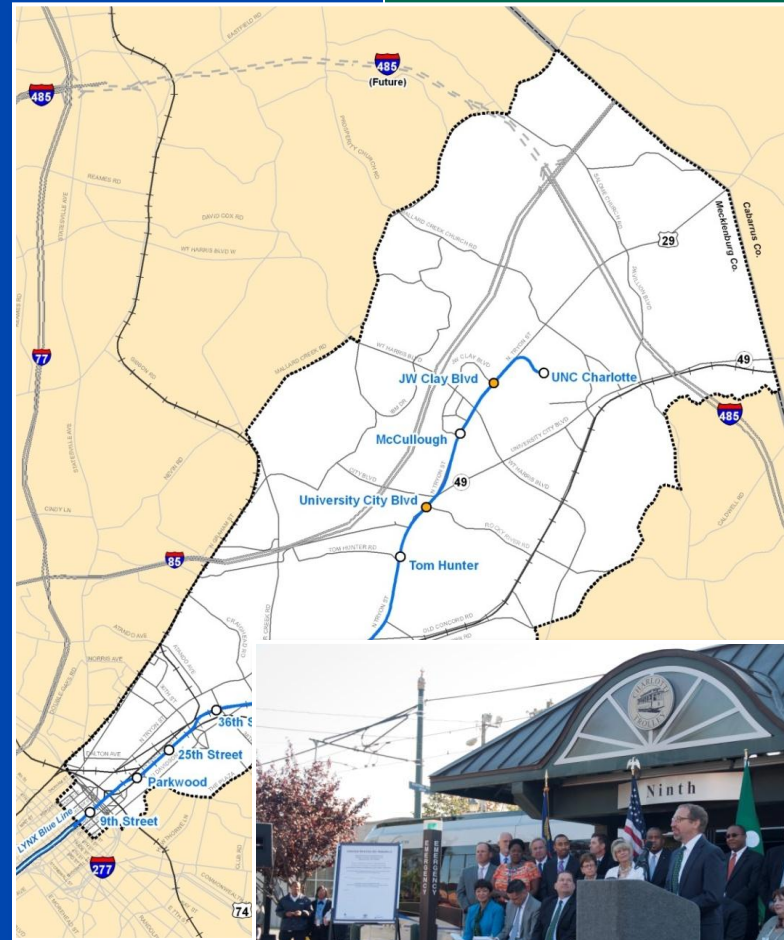
Planning	CATS	Engineering	Transportation
Kathy Cornett	Judy Dellert-O'Keef	Jim Keenan	Brian Horton
Phone: 704/336-2205	704/432-0477	704/336-4252	704/432-5237
kcornett@charlottenc.gov	jdellert-okeef@charlottenc.gov	jkeen@charlottenc.gov	bhorton@charlottenc.gov



Blue Line Extension (BLE) Project Update

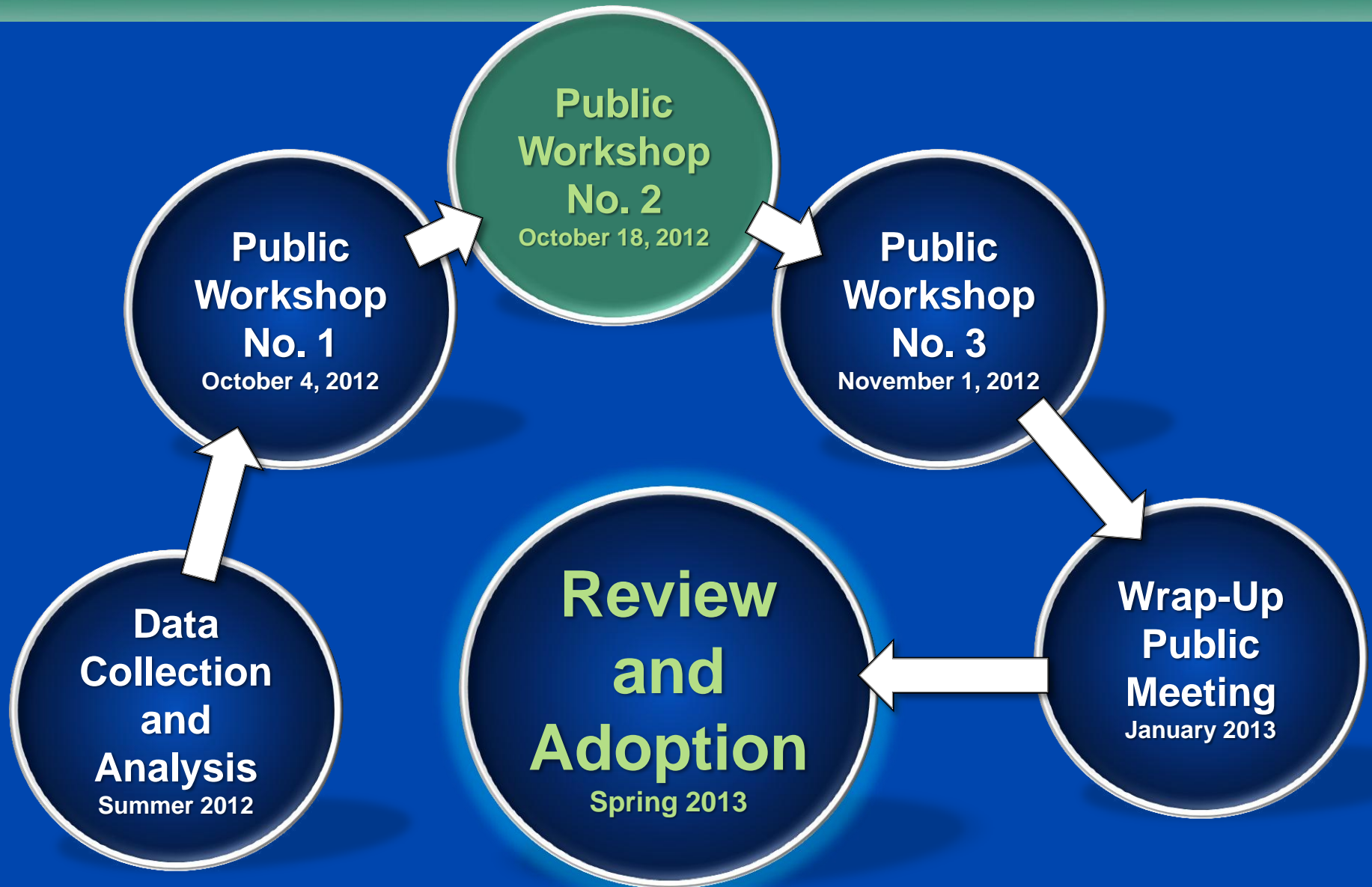
LYNX Blue Line Extension (BLE)

- 9.3 miles
- Implementation in 2017
- +25,000 daily riders
- Connects UNC Charlotte campuses
- **Major Achievements**
 - FTA issued Record of Decision in December 2011
 - FTA approved entry into Final Design in July 2012
 - **FTA Full Funding Grant Agreement signed on October 16, 2012.**





Plan Development Process





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Summary of Public Workshop No. 1

- **Presentation**

- Purpose of Station Area Plans
- Introduced the Plan Initiative and Described Process
- BLE Project Update
- Implementation and the NECI Program

- **Open House**

- Provided feed back on the Draft Concept Plans



What We Heard

- Support for greenway/multi-use trail
- **Parking issues**
- Building height near transit stations
- **Expand NoDa Neighborhood Preservation area**
- Station Locations



How the plan pieces fit together:

- **Station Development Concept**
- **Development Plan**
- **Structure Plan**



- ### a.) Station Development Concept
-
- The map illustrates the Station Development Concept, centered around the proposed Little Sugar Creek Greenway. The development is divided into three main zones:
- Transit Oriented Mixed Use (Purple):** Located in the northern and eastern portions of the station area, this zone is characterized by a high density of mixed-use development. It includes major roads like N Davidson St and E 36th St, and features a transit station (blue circle) and a bus stop (yellow circle).
 - Neighborhood Preservation (Green):** Located in the southern and western portions of the station area, this zone is characterized by a lower density of development, primarily consisting of single-family homes. It includes roads like N Davidson St, E 36th St, and E 38th St, and features a school (blue square) and a fire station (red square).
 - Employment (Brown):** Located in the western portion of the station area, this zone is characterized by a medium density of development, primarily consisting of commercial and industrial buildings. It includes roads like N Davidson St and E 36th St, and features a YMCA (blue square) and a park (green square).
- The map also shows the proposed Little Sugar Creek Greenway (green line) and the existing Sugar Creek Greenway (yellow line). Other roads shown include N Tryon St, N Davidson St, E 36th St, E 38th St, E 40th St, E 42nd St, E 44th St, E 46th St, E 48th St, E 50th St, E 52nd St, E 54th St, E 56th St, E 58th St, E 60th St, E 62nd St, E 64th St, E 66th St, E 68th St, E 70th St, E 72nd St, E 74th St, E 76th St, E 78th St, E 80th St, E 82nd St, E 84th St, E 86th St, E 88th St, E 90th St, E 92nd St, E 94th St, E 96th St, E 98th St, and E 100th St.
- Prepared by the Charlotte-Mecklenburg Planning Department.
- Date: July 10, 2012

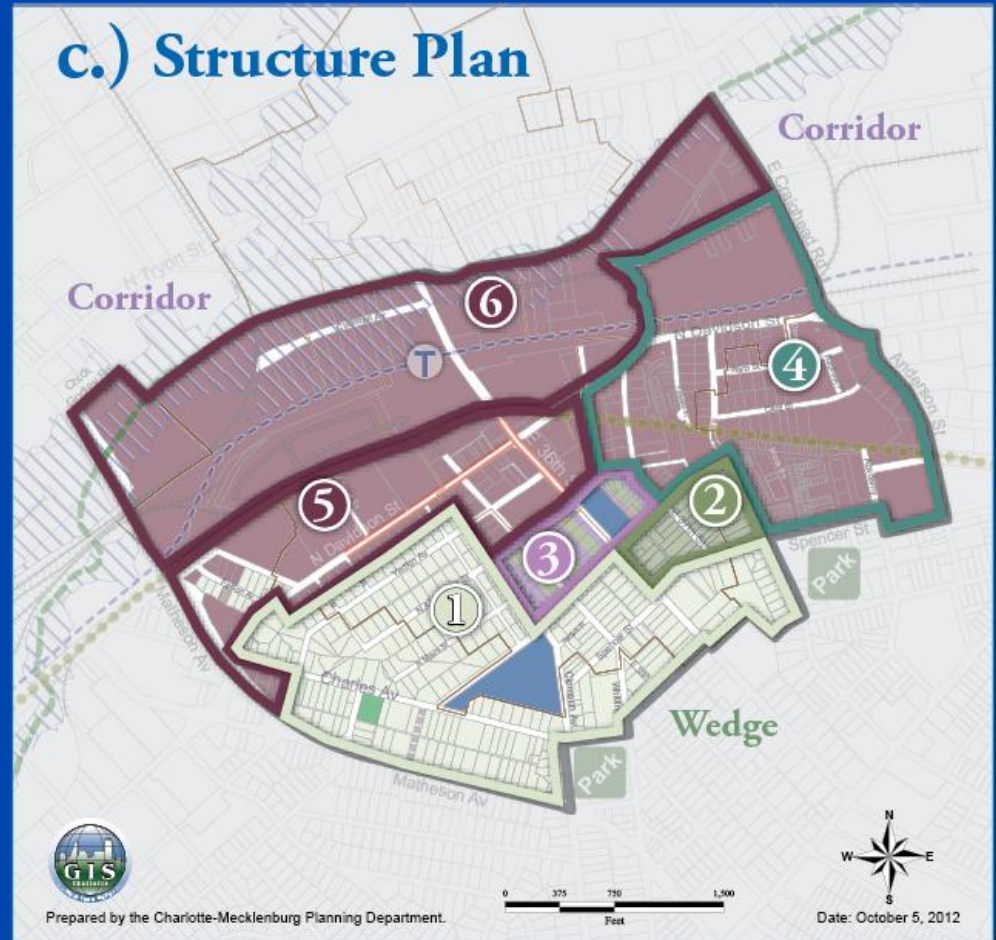
- **Provides policy guidance for**
 - **Land Use**
 - **Community Design**
 - **Transportation**
 - **Infrastructure & Public Facilities**
 - **Natural Environment**
- **Keys directly to Implementation Guide**





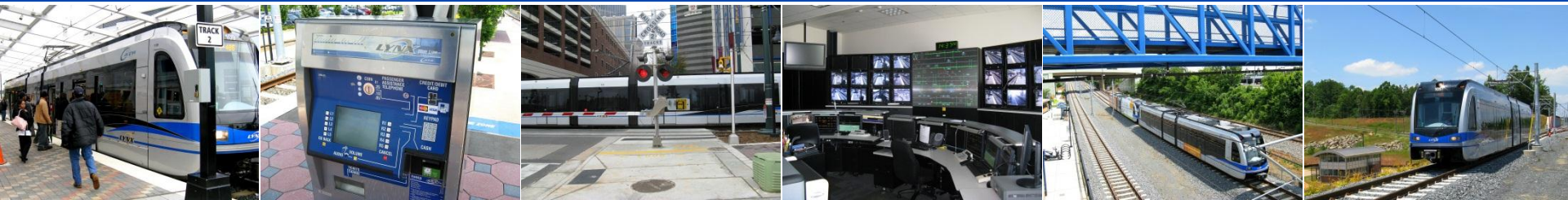
Structure Plan

- Provides details
 - Building Types
 - Building Design
- Community's vision for development





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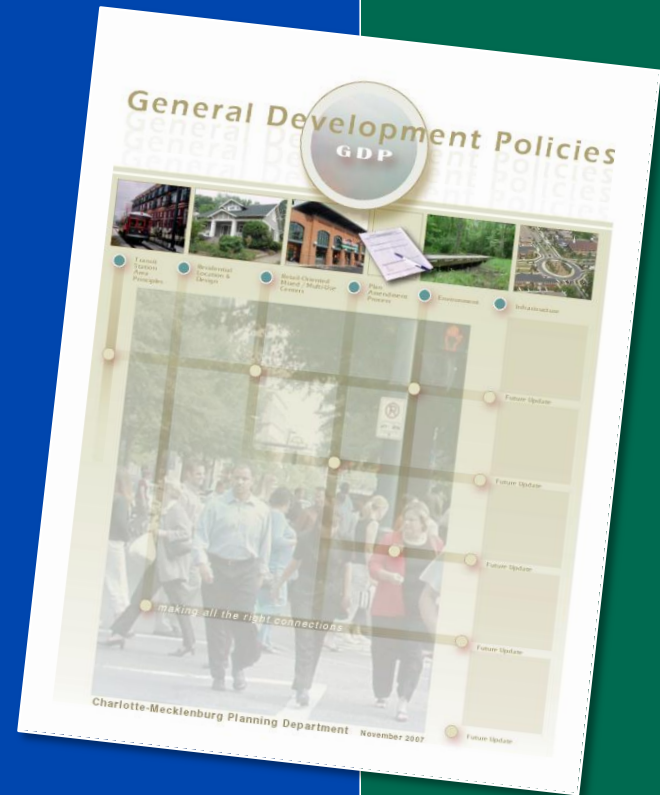


Land Use



The General Development Policies (GDP) provide guidance for:

- Evaluating rezoning petitions.
- Developing area plans.
- Amending ordinances and other regulations.
- Identifying future planning initiatives and capital projects.





Transit Station Area Principles

The GDP includes a section called ***Transit Station Area Principles*** (adopted in 2001). The Station Area Principles make general recommendations for the types of land use, community design, and transportation facilities desired within a 1/2 mile walk distance of a rapid transit station.

The Transit Station Area Principles provide the backdrop for area plan policy recommendations.



Guidelines that address:



Community Design



Land Use



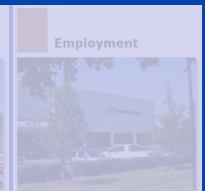
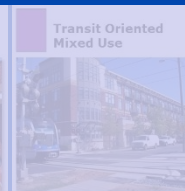
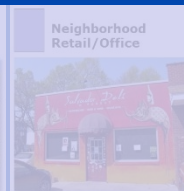
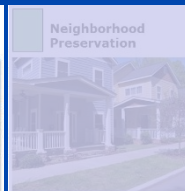
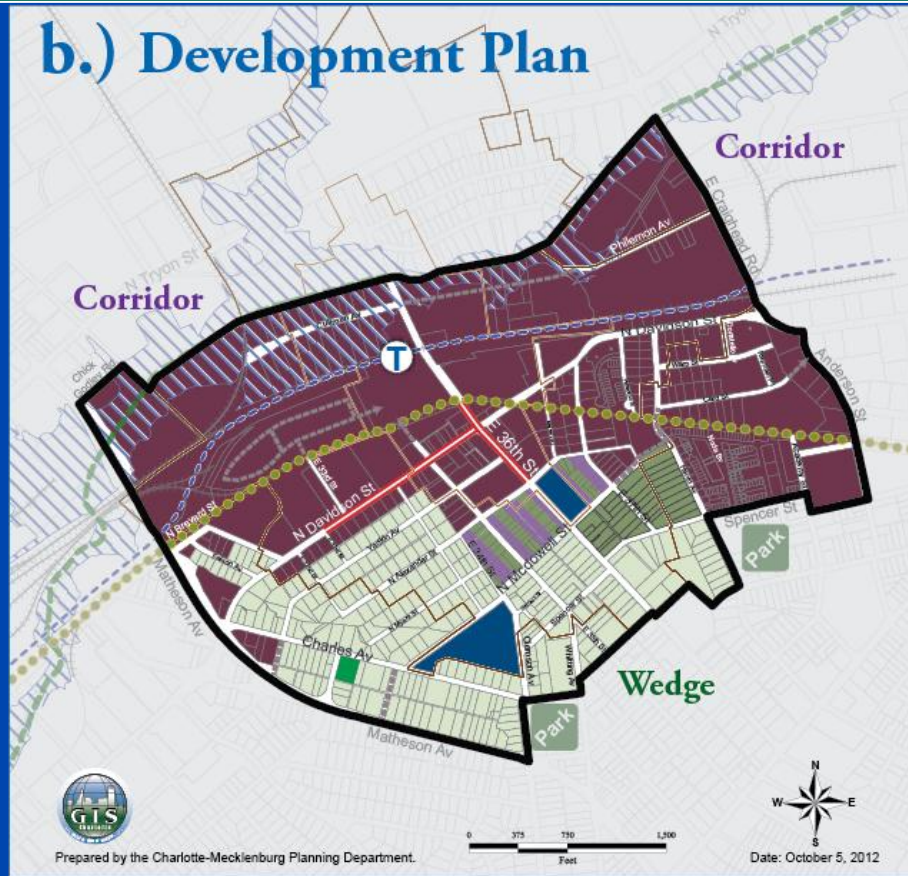
Mobility

Types of Character Areas

Parks, Open Space and Schools

Character of Uses:

- Parks
- Passive and Active Recreation
- Community Services



Types of Character Areas

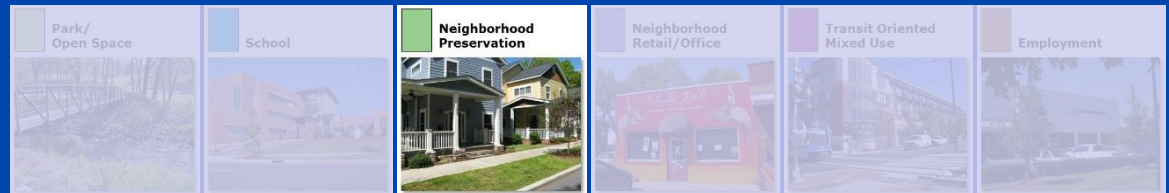
Neighborhood Preservation

Character of Uses:

- Residential (varying densities)



b.) Development Plan



Types of Character Areas

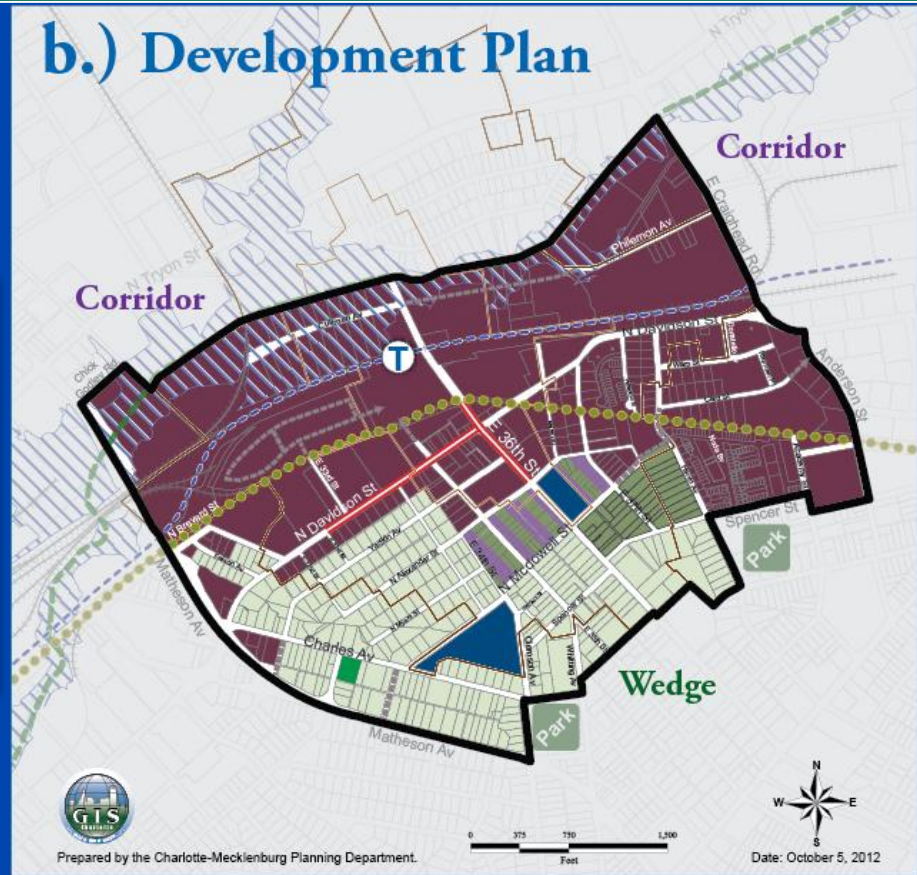
Neighborhood Retail and Office

Character of Uses:

- Retail
- Office
- Limited residential



b.) Development Plan





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Types of Character Areas

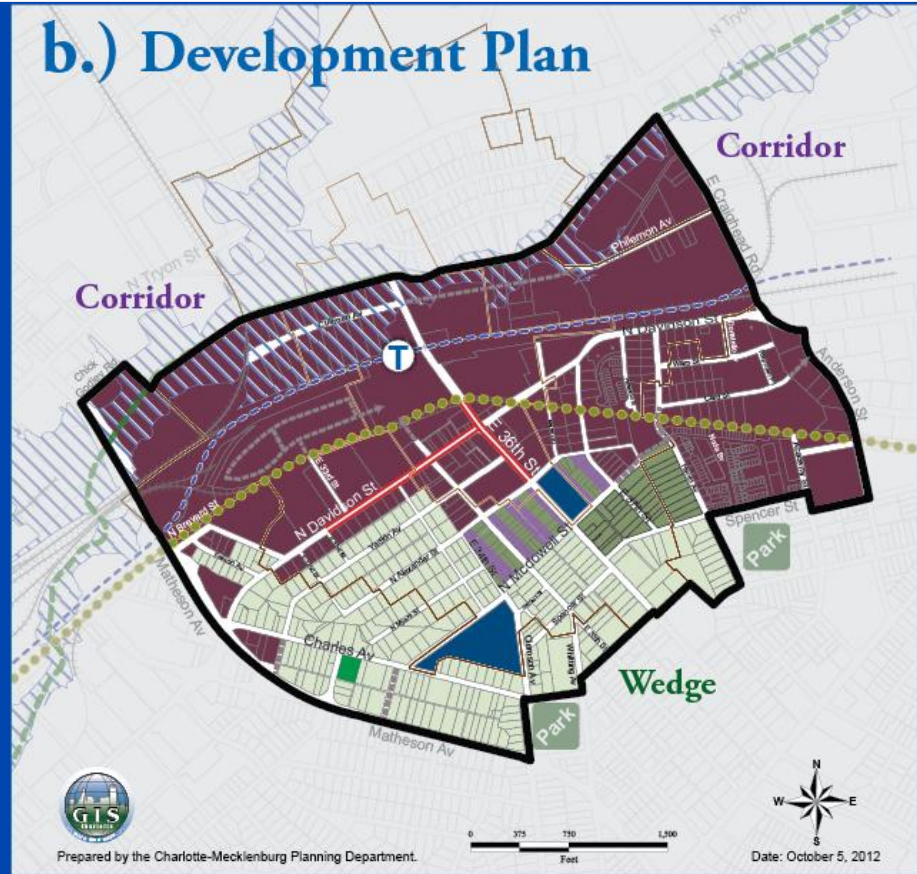
Transit Oriented Mixed-Use

Character of Uses:

- Intense mix of residential and non-residential uses



b.) Development Plan



Park/ Open Space	School	Neighborhood Preservation	Neighborhood Retail/Office	Transit Oriented Mixed Use	Employment

Types of Character Areas

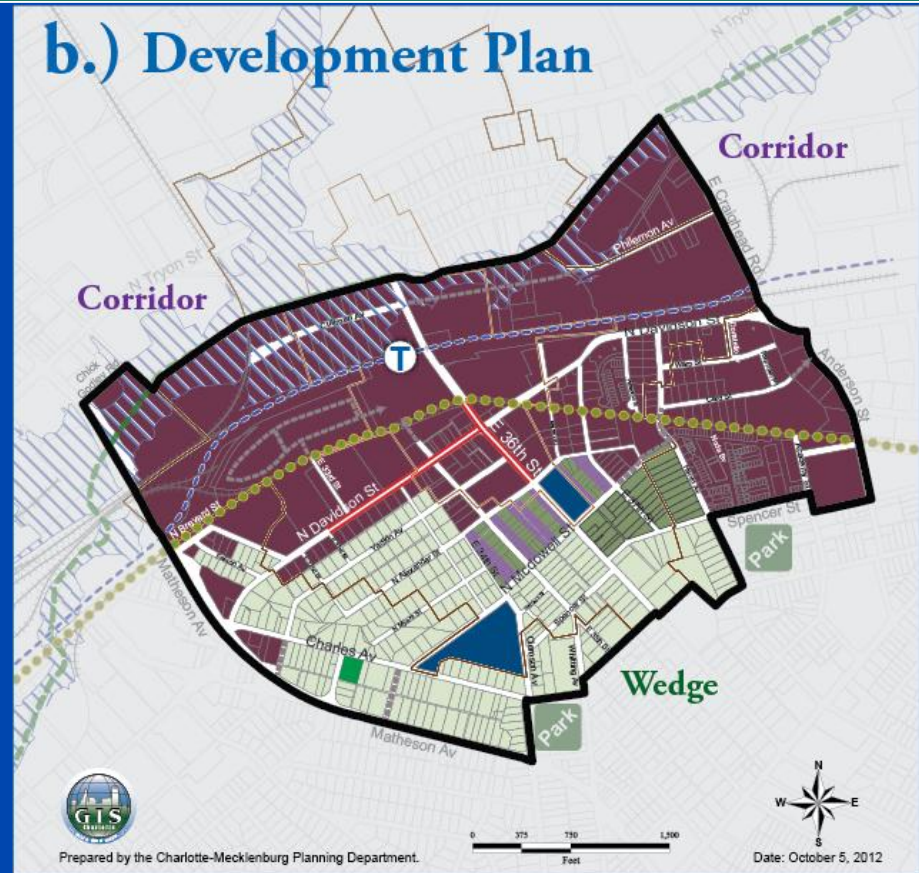
Employment Uses

Character of Uses:

- Single-use office and industrial, with limited supporting retail uses



b.) Development Plan



School

Neighborhood
Preservation

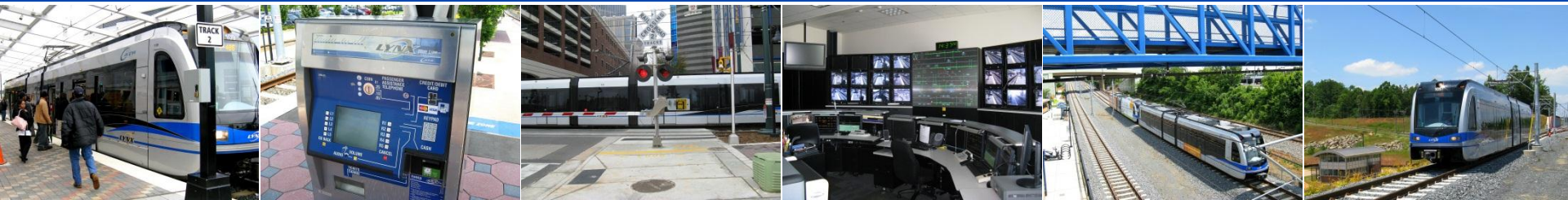
Neighborhood
Retail/Office

Transit Oriented
Mixed Use

Employment



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Community Design

Community Design



Transit Station Area Principles

This figure summarizes the policies of the Transit Station Area Principles (2001). The original wording for the policies can be found in the first chapter of the General Development Policies.

Land Use

- Encourage highest density uses (15 - 20 du/d ± 0.5 - 0.75 FAR) closest to the transit station and transition to lower densities adjacent to existing single family neighborhoods.
- Encourage a mixture of residential, office, service-oriented retail and civic uses, either through mixed or multi-use development.
- Decline automobile-dependent uses, such as automobile sales lots, car washes and drive-thru windows.
- Consider special traffic generators - such as cultural, educational, entertainment or recreational uses - to locate in station areas.
- Preserve existing stable neighborhoods.
- Encourage a mixture of housing types, including workforce/affordable housing.



Community Design



- Orient buildings to front on public streets or open spaces.
- Minimize setbacks and screen parking to the rear.
- Provide windows and doors at street level and minimize walking distance to entrances.
- Screen unsightly elements, such as dumpsters, loading docks, service entrances and outdoor storage from the streetway.
- Include active uses on the ground floor of parking structures.
- Include elements such as street trees, pedestrian scale lighting and benches in streetscape design to encourage pedestrian activity.
- Place offices underground, wherever possible.
- Establish public open spaces that act as development catalysts and serve as focal points around transit stations.
- Design open spaces to be centers of activity that include items such as benches, fountains and public art.

Mobility

- Create a multi-modal environment that emphasizes pedestrians and bicyclists.
- Provide an extensive pedestrian system throughout the station area to minimize walking distances, connect to neighborhoods, accommodate large groups of people, and eliminate sidewalk gaps.
- Design the pedestrian system to be accessible, safe and attractive by using planting strips, street trees, on-street parking and bicycle lanes.
- Develop an interconnected street network with maximum block lengths of 400'; provide mid-block crossings if blocks are large.
- Establish parking maximums, rather than minimums.
- Minimize surface parking and encourage shared parking facilities.

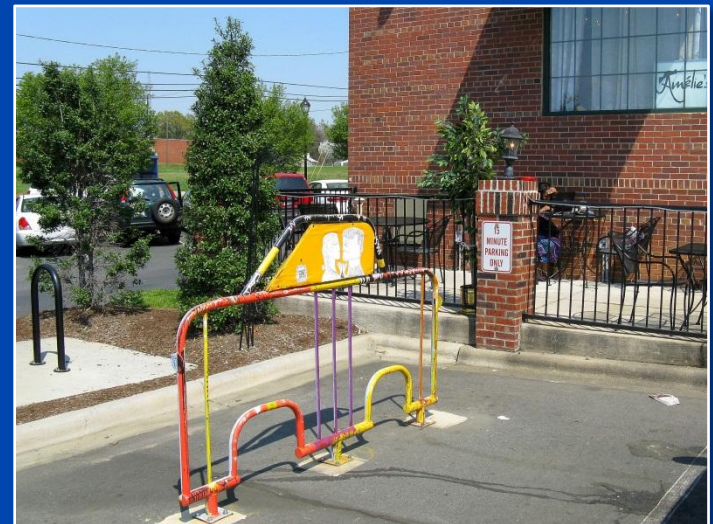


“Use urban design to enhance the community identity of station areas and to make them attractive, safe and convenient places.”

Transit Station Area Principles
Adopted 2001

What is Good Design?

- Reflects the community's vision
- Promotes the health, safety, and welfare of residents
- Is sensitive to the natural environment
- Creates a more pedestrian and bicycle friendly community
- Flexible – allows for creativity
- Easily understood by the public





Elements of Design

Massing

- The relationship of the building's various parts to each other.
- Massing helps determine how a building blends with its surroundings.



Scale

- The relationship of a building to its surroundings in terms of size, height and bulk.
- Contextual in nature.



Elements of Design

Height

- A building's absolute vertical distance from the average grade to the top of its roof.
- Can also be visually determined by the number of floors in a building.



Setback

- The distance between the building face and curb line, right of way or property line.

Elements of Design

Building Architecture

- Style, building materials, arrangement of doors and windows, and ornamentation are important factors which define the architecture.



Open Space

- Includes greenways, parks, green spaces, ball fields and can be either active or passive.



Elements of Design

Street Walls/Articulation

- Division of a building into meaningful parts.
- Elements of articulation include treatment to porches, balconies, doors, windows, roofs, materials, and other architectural details.



Streetscape

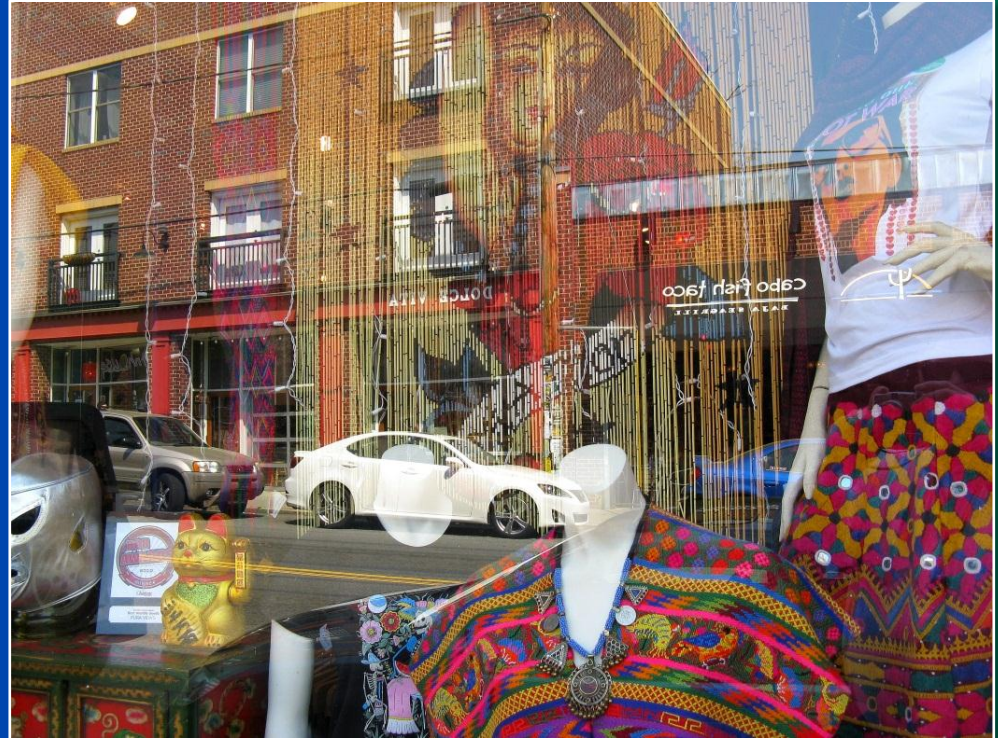
- The natural and man-made elements in or near the street right of way.



Community Design

Design Policies

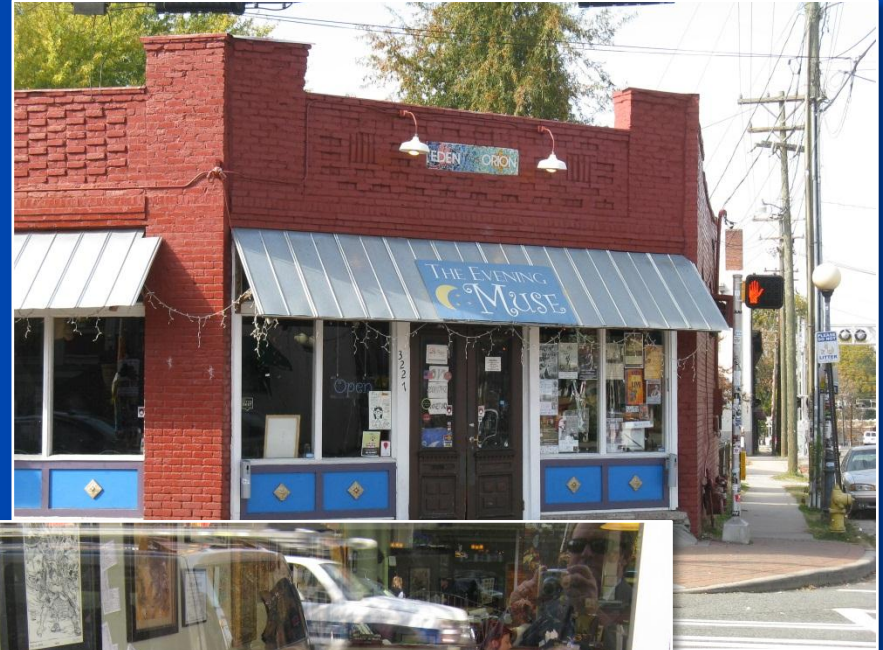
- Help ensure that new development complements the existing or desired character of the plan area.
- Used to strengthen how various land uses fit together.
- Consider how people move through the area as pedestrians, bicyclists, or automobile drivers.



Sample Transit Station Area Community Design Policies

Building & Site Design

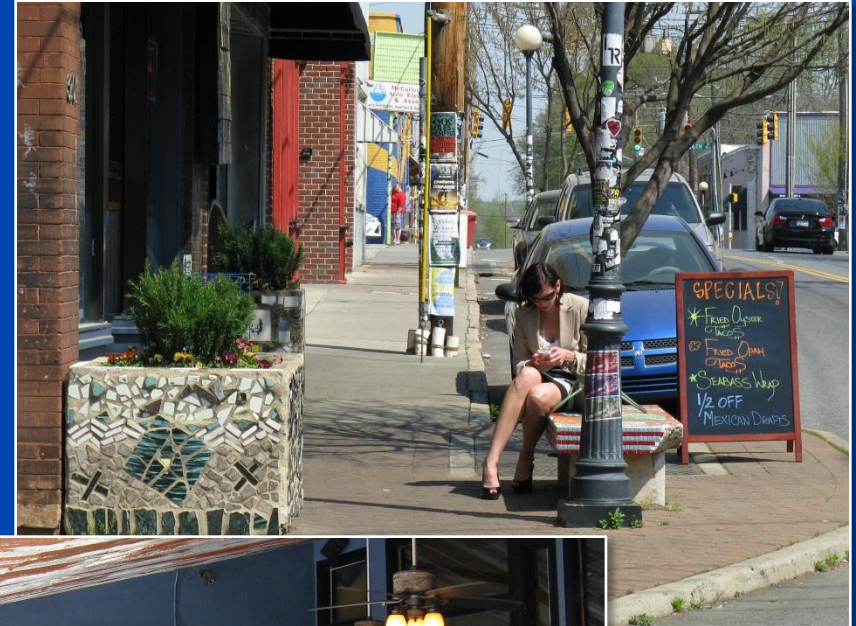
- Design buildings to front on public streets or on open spaces, with minimal setbacks and with windows and doors at street level instead of expansive blank walls.



Sample Transit Station Area Community Design Policies

Streetscape

- Design the streetscape to encourage pedestrian activity. Include elements such as street trees, pedestrian scale lighting, and benches.



Open Space

- Design open spaces to be centers of activity that include items such as benches, fountains, and public art.





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Density

Residential Density

What Is It?

The number of residential dwelling units per acre of land, determined by dividing the number of dwelling units by the total number of acres in the parcel.

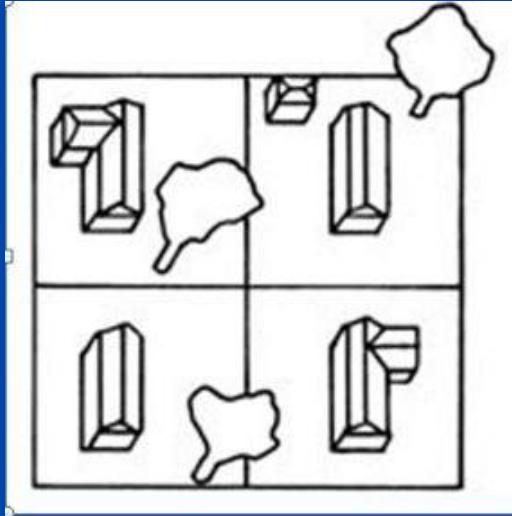
Example: *A residential development contains 50 apartment units situated on a 2-acre parcel of land. The density of this development is **25 DUA** (50 units divided by 2 acres = 25).*





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What Do Different Densities Look Like?



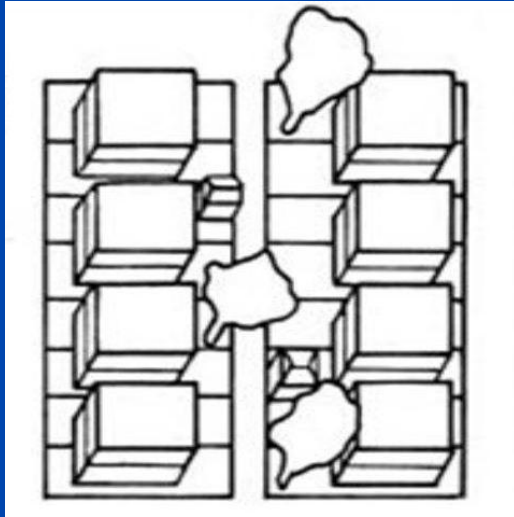
**Single Family
Residential
4-6 units/acre**





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What Do Different Densities Look Like?



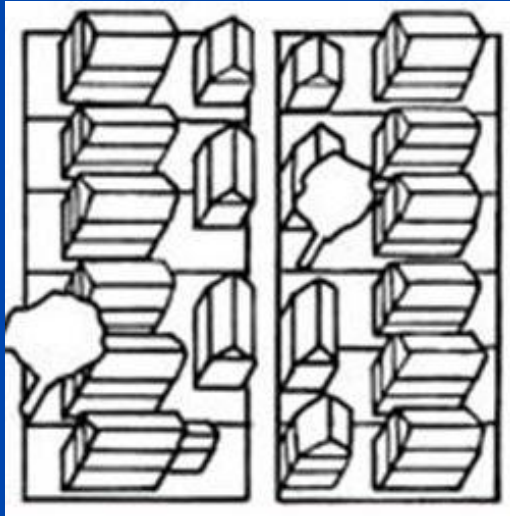
**Single Family
Residential
8-12 units/acre**





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What Do Different Densities Look Like?



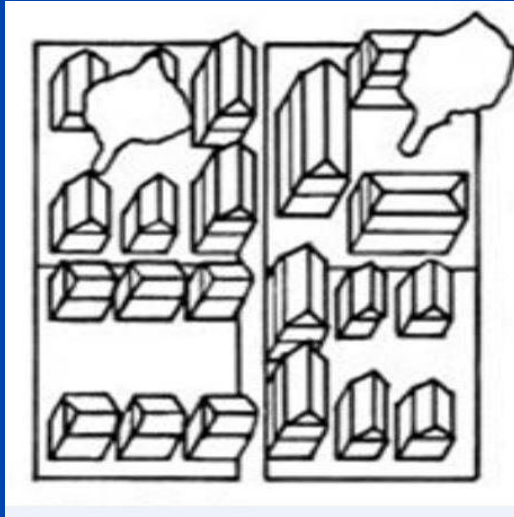
**Small Lot Single
Family
Residential with
2nd Unit
16-24 units/acre**





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What Do Different Densities Look Like?



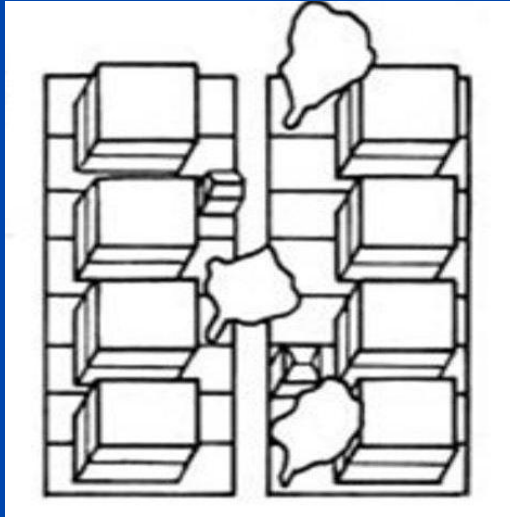
**Attached Single
Family
16-24 units/acre**





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What Do Different Densities Look Like?



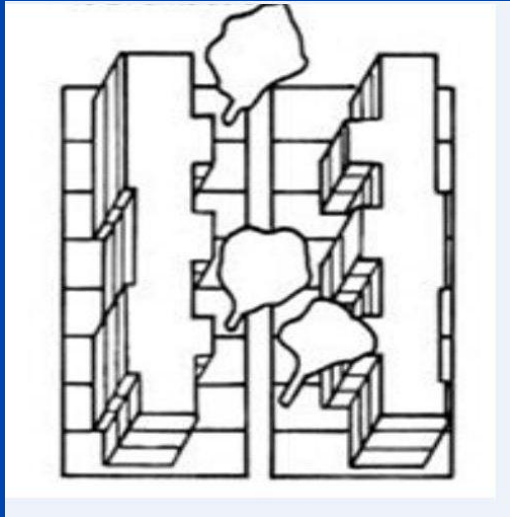
**Duplexes &
Quads
16-32 units/acre**





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What Do Different Densities Look Like?



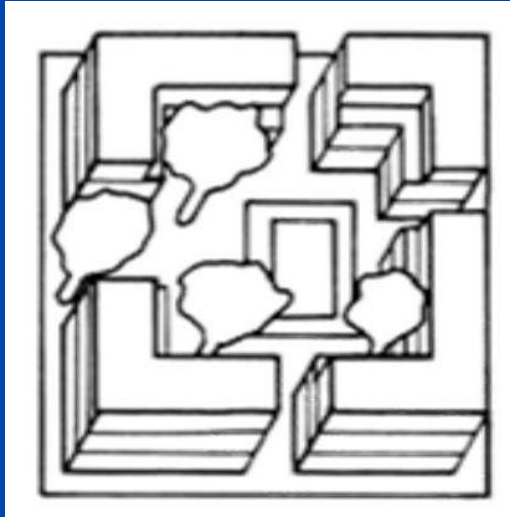
Townhouses
16-48 units/acre





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What Do Different Densities Look Like?



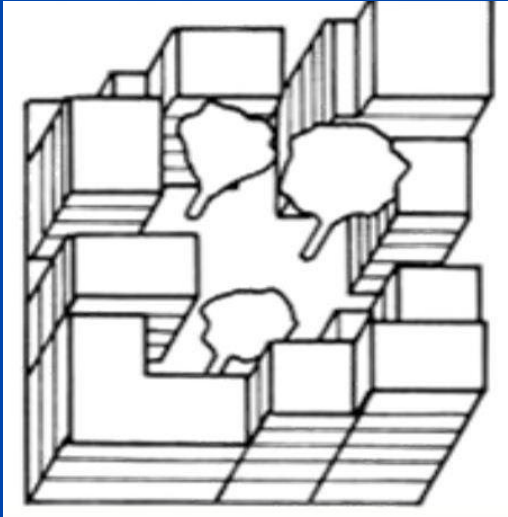
**Garden
Apartments
20-60 units/acre**





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What Do Different Densities Look Like?



**Mid-Rise
Apartment Block
40-200 units/acre**





Guess the Density



Typical North Davidson
Residential Neighborhood

4-6_{DUA}

2338 Yadkin Avenue Condos
50 units
1.1 ac

45_{DUA}





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Guess the Density



Highland Mills

24_{DUA}

940 North Brevard Street
100 units
1.8 ac

56_{DUA}





Guess the Density



Steel Gardens

15_{DUA}

Dilworth Lofts
100 units
1.8 ac

66_{DUA}





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Guess the Density



Tranquil Court
Selwyn Avenue

44_{DUA}

First Row
3rd Ward Uptown

81_{DUA}





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Visioning Exercises

Land Use Exercise

Instructions

- Assign a scribe to record group comments.
- Listen to descriptions of the proposed land uses and review the maps.
- Discuss any questions with your group facilitator.

Notes

- You are encouraged to talk to your neighbors about your comments.

Time

- 20 Minutes.





Visioning Exercise

Instructions – Block Exercise

- **Select your Transit Station Area(s) table**
- **Each building block represents 1 story (10-12 feet).**
- **Blocks illustrate ideas of how development could occur – change them if you like or provide comments.**

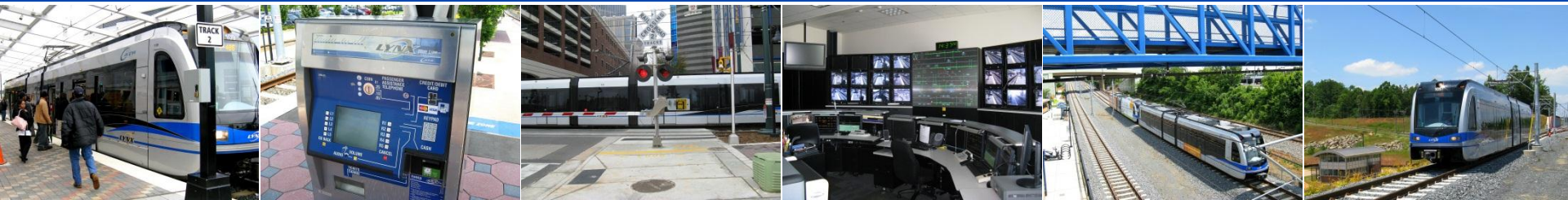
Focus Areas

- **Sample parcels recommended for Transit-oriented Development.**
- **Relationship between Transit-oriented Development and Established Neighborhoods**

Time - 20 Minutes



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Next Steps



Plan Development Process





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Questions?





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Thank You!

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