



City of Charlotte

Transit Station Area Principles

Adopted by Charlotte City Council, November 2001

Land Use and Development

Concentrate a mix of complementary, well-integrated land uses within walking distance of the transit station.

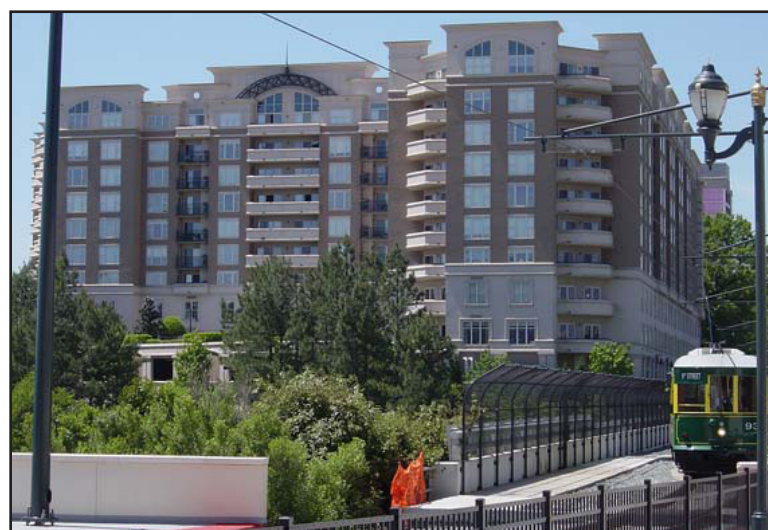
Mixture of Complementary Transit-Supportive Uses

- Provide a range of higher intensity uses including residential, office, retail and civic uses.
- Disallow automobile-dependent uses.
- Provide uses that attract/generate pedestrian activity.
- Consider locating special traffic generators, such as stadiums or colleges, adjacent or within station areas.
- Encourage multi-use developments.
- Encourage a mixture of housing types.
- Preserve and protect existing stable neighborhoods.
- Encourage development of workforce/affordable housing.
- Encourage upgrading of existing uses to make them more pedestrian friendly.



Increase Land Use Intensity

- Encourage higher densities for new development near the station, with lower densities adjacent to existing single-family neighborhoods.
- Ensure minimum densities for new residential development within 1/4 mile walk from a transit station are 20 units per acre or greater, where appropriate.
- Ensure non-residential intensities within 1/4 mile walk from a transit station will be, at a minimum, 0.75 FAR, where appropriate.
- Allow lesser intensities or densities for new development, if necessary, to preserve existing structures, character, neighborhoods, or to mitigate traffic impacts.



Mobility

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

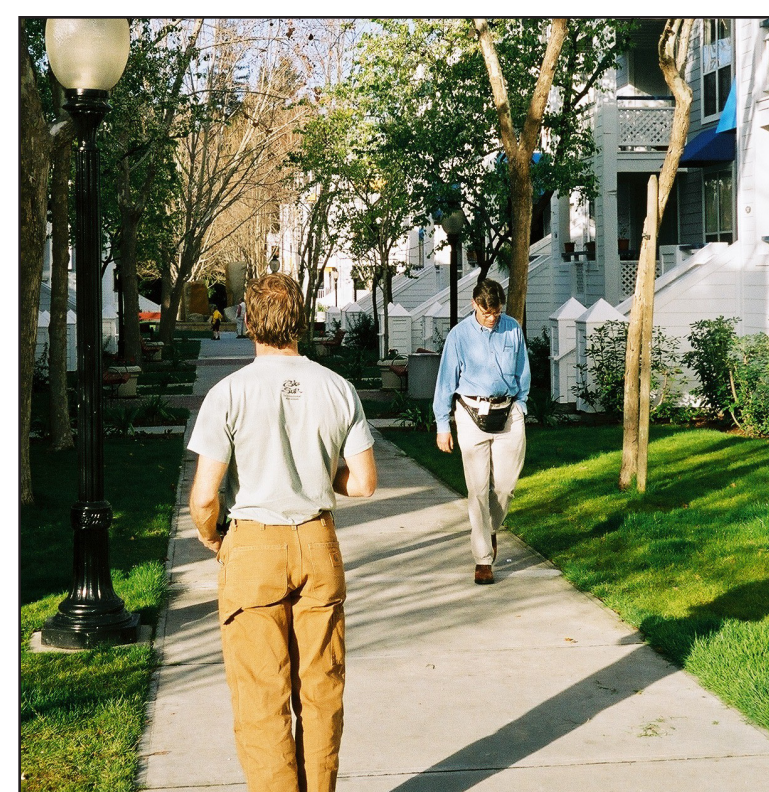
Pedestrian and Bicycle System

- Provide an extensive pedestrian system throughout the station area to minimize walking distances.
- Eliminate gaps in the station area pedestrian networks.
- Establish pedestrian and bicycle connections between station areas and surrounding neighborhoods.
- Design the pedestrian system to be accessible, safe, and attractive for all users.
- Ensure that the pedestrian network will accommodate large groups of pedestrians.
- Utilize planting strips/street trees, on-street parking, and/or bicycle lanes to separate pedestrians from vehicles.
- Encourage the provision of bicycle amenities, especially bicycle parking.



Street Network

- Design streets to be multi-modal, with emphasis on pedestrian and bicycle circulation.
- Redesign existing street intersections, with a greater emphasis on pedestrian and bicycle crossing.
- Develop an interconnected street network designed around a block system, with blocks a maximum length of 400'.
- Ensure that the pedestrian network will accommodate large groups of pedestrians comfortably.
- Consider new mid-block street crosswalks.
- Incorporated traffic calming into the design of new streets.



Parking

- Reduce parking requirements in station areas and establish parking maximums.
- Minimize large surface parking lots for private development.
- Encourage shared parking facilities.

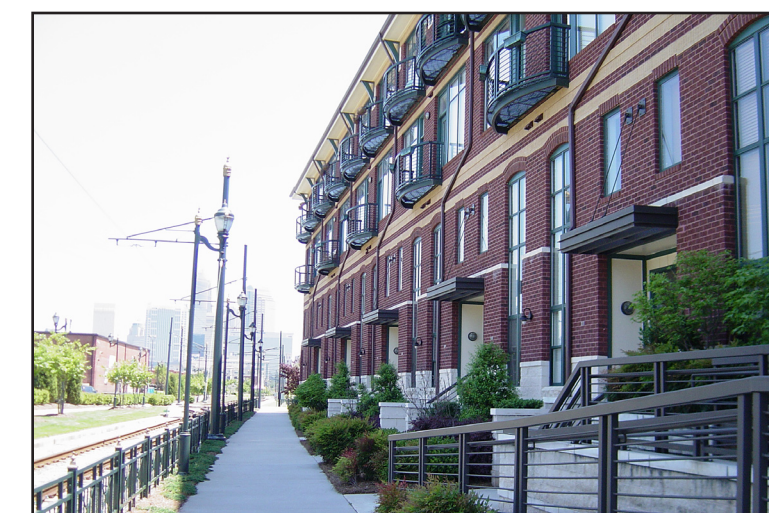


Community Design

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

Building and Site Design

- Design buildings to front on public streets or on open spaces, with windows and doors at street level.
- Locate building entrances to minimize walking distance between the transit station and the buildings.
- Located surface parking to the rear of the buildings.
- Design parking structures to include active uses on the ground floor street frontage.
- Limit building heights to 120', with the tallest and most intensely developed structures located near the transit station.
- Screen unsightly elements, such as dumpsters, loading docks, service entrances, and outdoor storage.
- Take safety and security concerns into account during design.



Streetscape

- Design the streetscape to encourage pedestrian activity.
- Include elements such as street trees, pedestrian-scale lighting, and benches in streetscape design.
- Place utilities underground whenever possible.



Open Space

- Establish public open spaces around transit stations.
- Design open spaces to be centers of activity.
- Orient surrounding buildings onto the open spaces.

