



Red Line North Corridor

North Corridor Commuter Rail Project Land Use and Economic Development Analysis October 2011



Charlotte Area Transit System
600 East Fourth Street, Charlotte, NC 28202



Charlotte Area Transit System
North Corridor Commuter Rail Project
LYNX RED LINE

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North Corridor Commuter Rail Project
LYNX RED LINE**

Land Use and Economic Development Analysis

This report is prepared by the Charlotte Area Transit System and Planning Staffs of the City of Charlotte and the Towns of Cornelius, Davidson, Huntersville and Mooresville.

The information is structured according to guidelines of the Federal Transit New Starts Program, in the event the North Corridor Commuter Rail Project becomes eligible for competition in that program.

October 2011

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(Available Separately)

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I. EXISTING LAND USE

Information Requested	Documentation Supporting Land Use Criterion
<p style="text-align: center;">EXISTING CORRIDOR AND STATION AREA DEVELOPMENT</p> <p>see inside cover for a map of the North Corridor</p>	<p>■ <u>1. Corridor and Station Area Population, Housing Units and Employment</u></p> <p>The North Corridor (LYNX Red Line) Commuter Rail will run from near West Trade Street in Center City Charlotte at the proposed Charlotte Gateway Station, northward for 25 miles through the Towns of Huntersville, Cornelius, and Davidson, to the Mt. Mourne area of Mooresville in Iredell County.</p> <p>It will use the alignment of the current Norfolk-Southern “O” line, which now serves a limited number of freight customers, along tracks that have been in continuous use and existence since prior to the Civil War. Along the way, the LYNX Red Line will pass through – in addition to the City of Charlotte – the Towns of Huntersville, Cornelius, and Davidson (all within Mecklenburg County), prior to arriving in the Mt. Mourne area of Mooresville in neighboring Iredell County.</p> <p>This project therefore involves the coordination of efforts among five separate municipalities and jurisdictions, each with its own set of specific land use and development policies and regulations. It is a testament to the importance to these communities of coordinating commuter rail public investment with land use and growth management goals that for better than a decade both staff and elected officials from each of these communities have coordinated and unified in an effort to see the LYNX Red Line commuter rail succeed and serve as a model elsewhere of successful inter-jurisdictional collaboration to achieve common goals around land use and transit.</p> <p>While some of the listed transit supportive and growth management plans and policies (such as the original <i>Centers and Corridors</i> concept and the <i>Joint Station Area Development Principles and Policy Guidelines</i>) have been adopted by multiple jurisdictions along the LYNX Red Line, several other policies are unique to single jurisdictions. The latter should not be viewed as a lack of universal support for transit supportive growth; rather they represent individual municipalities’ means of addressing the issue of growth and transit/land use coordination within their own individual contexts. The LYNX Red Line contains a total of ten proposed stations: four in the City of Charlotte, three in the Town of Huntersville, and one each in the Towns of Cornelius, Davidson and Mooresville. The character of the land use along the North Corridor LYNX Red Line changes as it moves from Center City Charlotte to Mt. Mourne:</p> <ol style="list-style-type: none"> ① The North Corridor begins at the proposed Charlotte Gateway Station in Center City, the heart of a six-county metropolitan region. Home to over 11,000 residents, Center City is also the corporate location of Bank of America and Duke Energy, as well as over 19 million square feet of office space and 65,670 employees. ② Beyond Center City and the Interstate 277 Loop, the North Corridor passes through one of Charlotte’s major industrial districts served by both Interstate 277 and Interstate 85 (which bisects this district). Beyond this corridor lies the historic community of Derita, one of Charlotte’s original suburbs, where land uses transition to more urban residential and mixed uses. The “town center” of Derita is characterized by a series of older, neighborhood-serving commercial properties.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>EXISTING CORRIDOR AND STATION AREA DEVELOPMENT <i>(continued)</i></p>	<ol style="list-style-type: none"> 3 Past Derita, the corridor traverses a mixture of lower-density uses and vacant properties before it reaches the Harris Station that is flanked by newer highway-oriented commercial and industrial uses, as well as a significantly sized (365 acres) green-field property. 4 The corridor then passes through a heavier industrial district prior to reaching the Eastfield Station just short of where the future Interstate 485 will pass over the corridor. The Eastfield station area represents a significant greenfield opportunity for transit supportive development. 5 Beyond Interstate 485 the corridor passes into Huntersville through greenfields currently being developed with transit supportive uses near the Hambright Station as a transit supportive development. Three public schools, serving a kindergarten through grade 12 population, complement the station area development. 6 The corridor continues through mostly rural residential areas and occasional suburban scale residential development to the Huntersville Station that lies alongside the historic Huntersville downtown that has enjoyed some public/private partnership redevelopment as the result of anticipation of commuter rail service. 7 Beyond the Huntersville station the line passes through lower density mixed use development prior to crossing N.C. 73 (Sam Furr Road) near the Sam Furr Station, which represents another greenfield opportunity to create transit supportive development near the station. The line continues north past playfields in proximity to a public middle school/high school complex, toward the Cornelius station. 8 The Cornelius Station, located alongside downtown Cornelius, is flanked on the east by a mixed use transit supportive community currently under development. Beyond Cornelius, the land passes through older, suburban scale mixed use development to the Davidson Station. 9 The Davidson Station is located immediately west of the historic downtown Davidson area and adjoining the Davidson college campus. While fairly fully developed, the station area offers some infill and redevelopment opportunities. 10 As the line moves into Iredell County toward the Mount Mourne Station, it passes within the proposed Legacy Village mixed use development located south of Fairview Road. This development is strategically located between the Lowe’s corporate campus and Lake Norman Hospital. <p>Due to the age of the Norfolk-Southern “O” line, it travels through several early Mecklenburg County settlements, most notably Derita (within the City of Charlotte) and the historic downtowns of Huntersville, Cornelius and Davidson. These communities envision the advent of commuter rail as a catalyst that can re-focus future economic development in a manner that can be effective in revitalizing these historic communities (and the structures located within them). Far too frequently, land use decisions (particularly in the 1980s and 1990s) were influenced by the availability of economical real estate in proximity to interstate exits lying west of the “O” line, allowing development in these downtown areas to languish behind other parts of the communities.</p>

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
CORRIDOR AND
STATION AREA
DEVELOPMENT
(continued)

The North Corridor has been one of the state’s fastest-growing areas. Charlotte, itself, is now the 17th largest city in the U.S. with a 2010 population of 731,424. Municipalities represented in the North Corridor have experienced robust population growth, as shown in Table I-1, below.

Table I-1: Population Growth of Municipalities Represented in North Corridor

Municipality	Total Population			Change 2000 - 2010	
	1990	2000	2010	Growth	Percent
Charlotte	395,534	540,828	731,424	190,596	35.2%
Cornelius	2,581	11,969	24,866	12,897	107.8%
Davidson	4,046	7,139	10,944	3,805	53.3%
Huntersville	3,014	24,960	46,773	21,813	87.4%
Mooresville	9,317	18,823	32,711	13,888	73.8%
TOTAL	414,492	603,719	846,718	242,999	40.3%

Source: U.S. Census Bureau

With fairly strong economic development activity within proximity to major portions of the North Corridor, the economic downturn notwithstanding, North Corridor stakeholders (government officials, planners, developers, citizens, and institutions) are committed to make the North Corridor’s station areas a major focus of development in this part of the Charlotte region.

The North Corridor has a total population of 217,626, according to the 2010 Census, with 19,512 persons currently living in the transit station areas – the areas within 1/2 mile of the proposed transit boarding points (within 1/4 mile of Gateway Station).

Table I-2: Station Area Summary Data

Station Area	City	Population	Households	Employment
1. Gateway	Charlotte	3,514	1,831	1,926
2. Derita	Charlotte	3,291	1,481	471
3. Harris	Charlotte	1,476	598	1,918
4. Eastfield	Charlotte	691	264	598
5. Hambright	Huntersville	17	4	491
6. Huntersville	Huntersville	2,262	1,025	738
7. Sam Furr	Huntersville	1,488	577	184
8. Cornelius	Cornelius	2,476	1,168	986
9. Davidson	Davidson	3,626	1,029	1,699
10. Mount Mourne	Mooresville	671	348	3,932
TOTAL STATION AREAS		19,512	8,325	12,943

see pages 251-254
for comprehensive
data on each
transit station area
and on the region

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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Center City Charlotte

EXISTING
CORRIDOR AND
STATION AREA
DEVELOPMENT
(continued)

see Attachment 1
for a map of
Center City Charlotte

■ **2. Listing and Description of High Trip Generators**

CENTER CITY CHARLOTTE

The North Corridor Commuter Rail Project (LYNX Red Line) begins in Charlotte’s Center City (also known as Uptown) which is the vibrant heart of the city and the economic engine of the six-county metropolitan region. Currently, there are over 65,670 jobs in the city’s office core and a burgeoning residential population currently at 11,184 people and expected to top 33,000 in the next twenty-five years.

Center City has one station on the North Corridor commuter rail line – **Charlotte Gateway Station**. Center City is the largest trip generator within the North Transit Corridor and continues to experience significant office growth, increasing residential development and continued development of major cultural facilities. There are several major high trip generators in Center City, as described below.

▶ **Employment**

Charlotte is the nation’s largest banking center outside of New York City. America’s largest financial institution (**Bank of America**) is headquartered in Uptown, with **Wells Fargo** (formerly Wachovia) – the nation’s fourth largest – also a major presence in Center City.

Other major Uptown employers include **AT&T**, **Duke Energy** and the main government offices for the **City of Charlotte** and **Mecklenburg County**. The Center City’s 65,670

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
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(continued)

employees represent 6% of the total metropolitan area employment (see the table of *Quantitative Land Use Information* on page 251). The 18.4 million square feet of office space represents about 28% of the total office space in Mecklenburg County, a share that is among the highest of mid-sized cities in the nation. This concentration will increase the ability of commuter rail service to attract passengers.

The economic vitality of Center City is reflected in the **Gateway Village** completed in 2004 by the Bank of America. This new urban mixed-use project spans several blocks on the main West Trade Street corridor near the future multi-modal station and adjacent to the commuter rail’s **Charlotte Gateway Station**.

Gateway Village houses 1.5 million square feet of mid-rise offices and over 1,500 residences, including nearby developments. The \$518 million project was described in 2000 as the largest such private project under construction in the United States at that time.

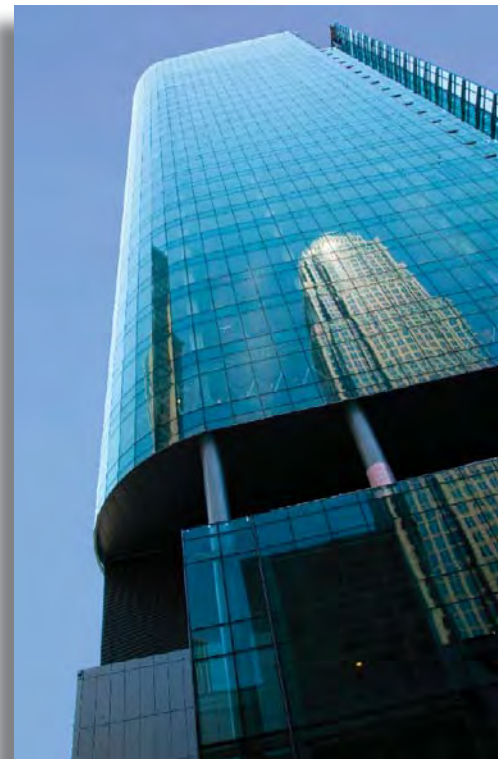
Elsewhere in Center City, the **Bank of America** recently completed construction of a 32-story office tower, encompassing 750,000 square feet, on the corner of College and 5th Streets across from the bank’s 60-story corporate headquarters. Special features make it one of the most environmentally responsible office towers in the southeastern U.S. The project also includes a 17-story Ritz-Carlton hotel adjacent to the office tower.

Wells Fargo (formerly the Wachovia Corporation) recently completed a major mixed use project on a site bound by South Tryon, South Church, First and Stonewall streets in the heart of Center City. The project includes a 46-story tower with 1.5 million square feet of office and retail space whose primary occupant is Duke Energy (*see page 8*).

The overall \$1 billion project also includes several cultural facilities and, eventually, a 42-story condo tower. These cultural facilities consist of the Harvey B. Gantt Center for African-American Arts and Culture, the Bechtler Museum of Modern Art, and the new Mint Museum of Art. The cultural complex also contains the Knight Theater.

The **NASCAR Hall of Fame**, newly built at the corner of Martin Luther King Boulevard and College Street, includes ancillary ballroom/ exhibit space for the adjoining Charlotte Convention center, as well as an office tower.

Other office towers are planned by MassMutual and Novare. The current recession notwithstanding, Uptown Charlotte’s office vacancy



Charlotte is a major financial center. One Bank of America Center (above), completed in 2010, is noted for its environmental construction features.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

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EXISTING
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(continued)



Left: *The 46-story Duke Energy Center (2010), with the new Mint Museum of Art and Bechtler Museum of Modern Art in the foreground.*

Above: *Knight Theater is part of the new Levine Center for the Arts that also includes the Mint and Bechtler museums and the Harvey B. Gantt Center for African-American Arts and Culture.*

rate has customarily been one of the lowest of comparably-sized cities in the country, indicating the Center City’s strong economy. Employment projections for Center City (page 251) anticipate an 80% increase in employment – from 65,670 to 118,289 workers – by 2035.

► **Institutional**

Center City also contains several local, state and federal agencies that attract residents to the area. In addition to City and County government offices, there are federal courts and offices in the **Charles R. Jonas Federal Building and U.S. District Courthouse**. The **Federal Reserve Bank Branch** that serves financial institutions in North and South Carolina is located in Center City, as well.

The new **Mecklenburg County Courthouse** opened in early 2007, and a new Federal Courthouse is in the proposal stage for Center City. A new Children’s Service Center opened in 2003 and a new Metro School is



Mecklenburg County Courthouse

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
CORRIDOR AND
STATION AREA
DEVELOPMENT
(continued)

complete, as well. The Central Post Office and multi-faceted Main Library also draw patrons to the Center City.

The **Mecklenburg County Aquatic Center (MCAC)** is a world class Natatorium located in First Ward. The Aquatic Center includes a 50-meter competition pool, 25-yard therapeutic pool, fitness center and hot tub. The MCAC offers swim lessons, triathlon training, water polo, hosts masters and youth swim teams and junior through elite swim and triathlon competitions.

Johnson and Wales University completed and opened its Charlotte campus in Center City in the fall of 2004 with 1,200 students, exceeding expectations of a first-year class of 885. The university's 2011 enrollment is 2,500 students, and the school has three new dormitories which, combined, house over 1,300 students.

The **University of North Carolina at Charlotte** is constructing a 150,000 square foot Center City academic building to complement its main campus, located approximately eight miles northeast of the Center City, and to enhance its Center City presence. The new building will house the university's Architecture and Business Administration programs, as well as masters programs in the colleges of Information Technology, Health and Human Services, Engineering and Arts and Sciences



Left: *Johnson & Wales University administration building near the LYNX Red Line Gateway Station in Center City*
 Right: *University of North Carolina at Charlotte's new Center City building, opening in 2011*

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

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EXISTING
CORRIDOR AND
STATION AREA
DEVELOPMENT
(continued)



EpiCentre (2008)

► Entertainment

Center City is also a major entertainment and retail destination for the region, with an NFL football stadium (Bank of American Stadium) and an NBA arena (Time Warner Cable Arena) that also hosts professional hockey and concerts, major cultural facilities, and a growing restaurant and nightlife scene.

One recent addition to Center City's nightlife is the "EpiCentre," a \$100 million redevelopment of the site of the City's former convention center (replaced elsewhere by a new facility) as an entertainment venue with movie theaters, restaurants, night clubs, bowling alleys and retail shops. The City contributed sidewalks, streetscape improvements and a platform that connects EpiCentre with the adjoining LYNX Blue Line Light Rail Transit Station that opened in 2007. The EpiCentre project is strategically located in the heart of Center City across the light rail line from the Time Warner Cable Arena.

The largest of all entertainment facilities is the 72,000-seat **Bank of America Stadium**, home to the National Football League's Carolina Panthers and other special events, including bowl games at the collegiate level.

The **Time Warner Cable Arena**, completed in 2005, is home to Charlotte's NBA franchise team – the Charlotte Bobcats – and host to many special events. It also serves as home ice for the Charlotte Checkers American Hockey League team. The 20,500-seat arena also has 8,000 square feet of retail and restaurants on site. The arena sits on a two-square block site alongside the light rail alignment and directly across the street from

Information Requested

Documentation Supporting Land Use Criterion

EXISTING
CORRIDOR AND
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DEVELOPMENT
(continued)



Time Warner Cable Arena, with the Blue Lynx Light Rail Train

the Charlotte Transportation Center, the Charlotte Area Transit System’s hub transfer station.

The Wachovia/Wells Fargo/Duke Energy development (noted on page 6) not only includes an office/retail tower but also features three major museums in the **Levine Center of the Arts**. The new Bechtler Museum of Art houses a special collection, the Mint Museum of Art has moved from a suburban location to the Center City, and the Harvey B.Gantt Center for African-American Arts and Culture has re-located into dramatic new facilities. A 1,200-seat performing arts theater (the Knight Theater) is also part of the campus, which was completed in early 2010.

The new home of the **North Carolina Dance Theatre**, completed at a cost of \$11.5 million in 2010, is located in Center City at 701 North Tryon Street. This 37,000 square foot facility houses – in addition to administrative offices and meeting space – six dance studios and a 200-seat performance venue. Founded in 1970, the N.C. Dance Theatre is the oldest professional ballet company in North Carolina.



North Carolina Dance Theatre (2010)

Another new Center City attraction facility that draws Uptown visitors is the dramatically conceived “**Imagination**” – a collaborative effort of the Public Library of Charlotte and Mecklenburg County and the Children’s Theatre of Charlotte, offering an original approach to education, learning and the arts. It features performance facilities for educational drama experiences (including the 570-seat McColl Family Theatre and the 250-seat Wachovia Playhouse), an early childhood education center, a teen center and a story telling venue. A large, multi-story public space contains interactive exhibits and serves as a public gathering and reception area. The 102,000 square foot facility opened in 2005.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

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EXISTING
CORRIDOR AND
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(continued)

Imaginon joins several other facilities in Uptown’s “**Cultural District**” clustering near North Tryon Street. Overall, Center City hosts literally dozens of cultural facilities (among them are six theaters, six museums and ten galleries). Major attractions, in addition to those already described, are:

- **North Carolina Blumenthal Performing Arts Center**, consisting of the 2,100-seat Belk Theatre, the 4,400-seat Booth Playhouse, and the Stage Door Theater;
- **Spirit Square** (and the 190-seat Duke Energy Theatre)
- **The Levine Museum of the New South**
- **Discovery Place Science Museum** (including the IMAX dome theatre)
- **McColl Center for Visual Arts**

These facilities serve as venues for the region’s major **cultural institutions**, including the Charlotte Symphony Orchestra, Charlotte Philharmonic Orchestra, and Opera Charlotte.



Hotel Sierra (2010)

The past several years have seen the evolution of the **North Carolina Music Factory**, located on Seaboard street in the Fourth Ward, as a multi-venue dining and entertainment destination. Located on former industrial property, the complex currently boasts an outdoor amphitheatre, an indoor concert facility, rehearsal space, ten restaurants, and office space – mostly within refurbished industrial buildings. Residential development is also planned.

A local development group in partnership with the Carolina Theatre Preservation Society plan to redevelop the old **Carolina Theatre** site on North Tryon Street by building 20 condos above the existing historic theater, and restoring the theater into a venue that can host live music events, movies, plays, and charitable events.

Center City has a substantial amount of retail space with developments like Founders’ Hall, which anchors the **Overstreet Mall** of approximately 100 stores and eating establishments. Smaller shopping opportunities, such as Latta Arcade, contribute to Center City’s nearly one million square feet of total commercial space (including the nearly 350,000 square feet in EpiCentre).

► **Tourism**

Center City has 4,214 hotel rooms in 16 hotels. During the year Center City holds special events, such as Red, White and Boom! (Fourth of July), Race Week, Taste of Charlotte, First Night Charlotte (New Year’s Eve) and others. In addition to the entertainment and cultural venues noted above, and the proliferating number of new Uptown restaurants, Center City contains several major trip generators associated with tourism, among them:

The **Charlotte Convention Center** is the largest such facility between Washington, DC and Atlanta, with 850,000 square feet, including 280,000 square feet of exhibit space. In addition, the recently-completed NASCAR Hall of Fame provides another 40,000 square feet of exhibit space adjacent to the convention center. About 800,000 people annually attend conventions, trade



Ritz-Carlton (2009)

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
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(continued)

shows, assemblies, consumer shows and local events at these facilities. The South Corridor LYNX Blue Line runs through the Convention Center, and convention-goers can use light rail to reach other Center City destinations, go to the nearby South End entertainment district or, eventually, travel to other points in Charlotte-Mecklenburg.

The recently-dedicated 150,000 square foot **NASCAR Hall of Fame** is also located in Center City. The Hall of Fame complex contains 50 interactive exhibits as well as a kids' zone. The complex also includes a new convention center ballroom and a 300,000 square foot office tower which is home to NASCAR's licensing office and sports media operations.

► **Residential**

In recent years, Center City has experienced dramatic growth in the development of new housing. With 6,482 housing units added since 1997, Center City now has 11,184 residents.

Much of the new housing starts are in Third and Fourth Wards – neighborhoods that have undergone extensive redevelopment in the past ten to twenty years and are within one-half mile of the North Corridor LYNX Red line's **Charlotte Gateway Station**. The



Gateway Lofts, near the LYNX Red Line Gateway Station

First Ward has also undergone a dramatic transformation (including the development of a significant amount of new housing). The adopted plan for the Second Ward, now occupied primarily by governmental buildings, calls for residential development in that area as well.

The residential boom took on a new character in 2004 with the announcement of two high-rise condominium projects, the 51-story **The Vue** in Fourth Ward, and the 16-story **The Courtside** in First Ward. These projects were noteworthy for literally breaking new ground as Center City's first market-rate high-rise residential towers. Until then, residential projects had consisted of mid-rise buildings of ten or fewer stories.

The Courtside opened in late 2006 after having pre-sold all of its 104 units. While the Vue – located in Fourth Ward within walking distance to numerous restaurants and entertainment venues – nears completion of its 408 dwelling units, a number of

other significant residential projects have either been announced, begun, or completed (and located within walking distance of the **Charlotte Gateway Station** of the North Corridor LYNX Red Line), as detailed in the following pages.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

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EXISTING
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(continued)



The Courtside



The Vue

Projects Completed since 2006

First Ward

- As noted on page 11, **The Courtside** was completed in late 2006, bringing on line 104 condominium units, and the first high-rise project to be constructed in the First Ward.
- **Court 6** – attached to The Courtside, located diagonally across the street from Time Warner Cable Arena - was completed in early 2007. Court 6 has 80 residential units featuring open loft floor plans with skyline views of the city, and also includes two retail parcels.
- Like the high-rise Courtside and Court 6, the recently-completed **Enclave** has been built in Uptown’s First Ward; however, the four-story building is closer in scale to mid-rise neighboring projects. The Enclave’s first phase was a joint venture by the Charlotte Housing Authority with a private developer. It includes 85 condominiums that benefit from a plaza with a skyline view, and a landscaped walkway designed to connect with a later, second phase that could include 191 apartments. The first-phase condos range in size from studios to town-homes and three-bedroom flats.
- Completed in 2010, the 184-unit **Quarterside** loft-style rental apartments are located on East 7th Street, half a block from the Enclave. This new development also offers 18,000 square feet of retail space and 12,000 of office development.
- **Garden District Row** is a total of 11 single-family units that were completed in the First Ward in 2007.

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EXISTING
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(continued)

- **M Street Condos** (67 units) were constructed in 2007 at the corner of East 7th and McDowell Streets. Units feature private garages and courtyards.

Second Ward

- On North Tryon Street in Second Ward is **The Trust**, which includes eight condominium units that transformed the former Home Federal Savings and Loan Building into an upscale condominium complex above two commercial floors.
- Located on the same block as the Hampton Inn and Hilton Garden Inn hotels is **The Tower**, completed in 2010 and consisting of 26 condominium units in a 7-story structure perched atop a parking structure.

Third Ward

- The 27-story **Trademark** condominium tower was built in 2007 at the corner of West Trade and Poplar in the Third Ward of Center City. This prominent development contains a total of 192 dwelling units.
- **230 South Tryon** was completed in 2006, located in the heart of the commercial district in the Third Ward. Rising 13 stories, the project contains 106 luxury condominium units and ground floor commercial space.
- **First Row** (83 units constructed in 2007) was built in Third Ward’s Warehouse District, and represents “warehouse type” condominium design.
- **The Catalyst** is a 27-floor, 462 unit residential tower at South Church Street and Martin Luther King Boulevard



The Trademark



The Catalyst

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

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EXISTING
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(continued)



Ratcliffe on the Green, in Second Ward



The Avenue, in Fourth Ward

- **440 South Church** is a 363,000 square foot residential/office development
- **Twelve Charlotte** consists of 400 condominiums and a 150-room hotel in a 39-floor tower located at South Mint and West Second Streets

Fourth Ward

- The 386-unit, 36-story **The Avenue** condominium development was completed on North Church Street in the Fourth Ward in 2007.
- Nearly complete, the 51-story **Vue** and its 408 condominium units represented, at the time it was proposed in 2006, the most ambitious residential development in the Center City.

Projects Completed 1996-2005

First Ward

■ The Corners	9 units	(2003)
■ Alexander Court	18 units	(2003)
■ Cityview Townes	24 units	(2002)
■ Tenth Street Townhomes	15 units	(2002)
■ Saussy Burbank Homes	33 units	(2001)
■ Skyline Terrace	44 units	(2001)
■ Tivoli	93 units	(2001)

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
CORRIDOR AND
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DEVELOPMENT
(continued)

- The Alexanders on Ninth 14 units (2000)
- The Caldwells on Ninth 32 units (2000)
- Parkside Houses/Townhomes 23 units (2000)
- First Ward Place 285 units (2000)
- Autumn Place (retirement center) 68 units (1999)

Second Ward

- Ratcliffe on The Green 57 units (2002)

Third Ward

- Cedar Hall (Johnson & Wales dorm) 200 units (2003)
- Sycamore Green 190 units (2002)
- Gateway Place 436 units (2001)
- Oak Park 38 units (2000)
- Gateway Lofts 52 units (2000)
- Gateway Plaza 111 units (1999)
- Cedar Crest 8 units (1998)
- Cedar Mill Townhomes 38 units (1997)

Fourth Ward

- City View Towers 145 units (2003)
- 626 North Graham 43 units (2003)
- Fifth and Poplar 304 units (2002)
- Silo Urban Lofts 32 units (2001)
- 715 North Church 89 units (2001)
- Cotton Mills 183 units (2001)
- Settlers Place 22 units (2000)
- Jefferson Square 75 units (2000)



Fifth and Poplar

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
CORRIDOR AND
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(continued)

■ Frederick Place	29 units	(2000)
■ Park Plaza	72 units	(1999)
■ Uptown Place	227 units	(1998)
■ Chapel Watch	36 units	(1998)
■ Ivey's	68 units	(1997)
■ Hanover Place	18 units	(1997)
■ Park Place	20 units	(1997)
■ 400 North Church	88 units	(1996)

Under Construction or Development

Second Ward

- ▶ The Skye – a 22-story 67 unit condominium tower (with a 172-room hotel component and ground floor retail) at the corner of Caldwell and East Third Streets

Fourth Ward

- ▶ Garrison at Graham – 41 condominiums at the corner of North Graham and West 10th Streets

Planned Residential

First Ward

- ▶ Encore – 20-unit tower using air rights above the former Carolina Theatre
- ▶ First Ward urban village – 32-acre development to include 2,150 dwelling units

Second Ward

- ▶ Brooklyn Village – to be developed on current Marshall Park site and to include 695 dwelling units

Third Ward

- ▶ Duke/Wells Fargo Cultural Campus 42-floor tower; 326 units adjoining the Duke Tower/cultural campus development
- ▶ 300 South Tryon – two towers (32 and 14 stories) to consist of 319 residential units (as well as 40,000 square feet of retail and 310,000 square feet of office)

Fourth Ward

- ▶ The Citadin – up to six condominium buildings (two towers reaching 25 floors in height) totaling 450,000 square feet of residential space (424 units) and 20,000 square feet of retail at the corner of West Eighth and Graham Streets.
- ▶ 500 West Trade is proposed to be developed adjacent to the Charlotte Gateway Station and Johnson and Wales University; the project will feature 400 residential units, 30,000 square feet of retail and possibly a second phase featuring office space.
- ▶ Deco One – at the North Carolina Music Factory, planned to contain 139 apartment units in a 6-story building



Encore

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
CORRIDOR AND
STATION AREA
DEVELOPMENT
(continued)

► **Transportation**

As the dominant employment and cultural center for the Charlotte region, Center City contains several transportation facilities that will serve to generate trips and attract users to rail transit.

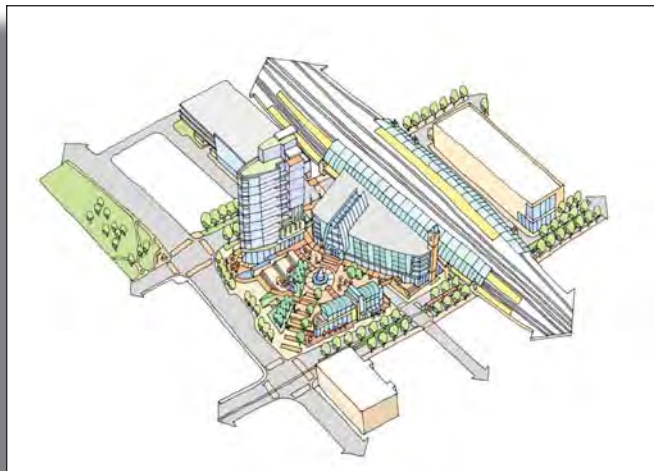
The **Charlotte Transportation Center (CTC)** serves as the main transfer point for the Charlotte Area Transit System (CATS) bus system. In the future, the center will enable transfers between light rail, streetcar, bus rapid transit and the local bus system. (The CTC is also located on the South Corridor/future Northeast Corridor LYNX Blue Line.)



Charlotte Transportation Center in Center City

Most importantly, the Center City area serves as the center of the region’s transportation system, with the region’s five designated transit corridors converging either at the CTC or at the future multi-modal **Charlotte Gateway Station** on West Trade Street. As a result, more people will travel to and through Center City, increasing the importance of the area from a transportation perspective.

The new **Charlotte Gateway Station** multi-modal transit center is proposed for the intersection of West Trade Street and the existing rail line that runs parallel to Cedar Street and Graham Street and behind the Bank of America Stadium. This facility will supplement the Charlotte Transportation Center as a connection to service local transit routes (including inter-city rail, inter-city bus, streetcar, and trolley), and will serve as the southern terminus of the North Corridor LYNX Red Line commuter rail service.



Schematic diagram of Charlotte Gateway Station: the station can serve as a catalyst for development on the block adjoining the station.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
CORRIDOR AND
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(continued)

■ **3. Other Major Trip Generators**

A number of other significant trip generators are located within the corridor, outside the Center City.

▶ **Derita**

The **Derita community** is located about four miles northeast of Center City, alongside the proposed Red Line commuter rail alignment. As one of Charlotte’s earliest suburbs (some properties date from the early 1900s), the area was annexed into Charlotte in the 1970s and has continued to grow and develop since that time. Today, Derita consists of a series of mixed-density residential developments surrounding an aging community commercial district. A notable institutional landmark in Derita is the central headquarters of the AME (African Methodist Episcopal) Zion Church.

The nearby **Metrolina Expo** area, which historically has hosted flea markets, promises a redevelopment that could considerably change the landscape of this area and create a significant new generator. In 2009, a mixed-use sports and entertainment facility (consisting of a raceway, stadium, restaurants and nightclubs, retail and office development) was proposed for development on this 135-acre site immediately west of the North Corridor Red Line near Gibbon Road and N.C. 115 (Old Statesville Road).

▶ **Harris**

Immediately east of the proposed Harris Station lies the proposed transit-oriented **Griffith Lakes** development, consisting of a proposed 270,000 square feet of community-serving retail, 528,000 square feet of office or medical space, and nearly 1,800 residential units in a variety of styles and densities. This development is not yet under construction, awaiting less uncertainty associated with the timing of the LYNX Red Line commuter rail development and corresponding market opportunities.

The area is also the home to **several business parks**, including the Harris, Northwoods, and Davis Lake business parks. Approximately 1.8 miles to the west (near Interstate



77) are the Harris Corners and Perimeter Woods business parks as well as the 1.2 million square foot Northlake Mall and related retail development nearby. Harris Boulevard feeds directly from the **University Research Park** that lies approximately three miles to the east.

Harris Corners

Information Requested	Documentation Supporting Land Use Criterion
<p>EXISTING CORRIDOR AND STATION AREA DEVELOPMENT <i>(continued)</i></p>	<p>► Eastfield</p> <p>West of the Eastfield station location lie several business parks, most notably the Twin Lakes and Metromont parks (collectively occupying about 570 acres), as well as the 300,000 square foot Carrier Corporation manufacturing facility. In terms of development potential, 975 residential units and 35,000 square feet of neighborhood-serving retail are proposed for a 142-acre tract immediately east of the proposed transit station</p> <p>► Hambricht</p> <p>The primary trip generators are three public schools: Alexander Middle (597 students, 31 staff), Blythe Elementary (896 students, 49 staff) and North Mecklenburg High School (1,711 students, 88 staff). Traffic for these schools is concentrated primarily at the morning arrival (7:00 am to 9:00 am) and afternoon departure (2:00 pm to 4:00 pm) times. For these schools, traffic is a combination of buses and private vehicles, with the high school generating student vehicle trips, in addition to those associated with student drop-off and pick-up.</p> <p>► Huntersville</p> <p>Institutional uses represent the greatest trip generators within the Huntersville Station Area. These uses include Town Government offices: Huntersville Town Hall (8,500 square feet), Police Department (8,500 square feet), Fire Department (11,524 square feet – and Huntersville Elementary School (850 students). With the exception of the police and fire uses, the predominant trip generation occurs Monday through Friday.</p> <p>The new Discovery Place Kids children’s museum (25,000 square feet) is located in downtown Huntersville. Since opening in 2010, this facility has seen an average of 15,000 visitors per month. Trip generation for the museum occurs Tuesday through Sunday (closed Monday), with the highest levels occurring on Saturday or Sunday.</p> <p>In addition to these uses, there are several churches within the ½-mile station area that generate traffic. However, unlike the town government uses, the predominant trip generation associated with these uses occurs on the weekends (Sunday).</p> <p>► Sam Furr</p> <p>There are several institutional uses within one-half mile of the transit station that generate measureable levels of traffic, including Children’s Community School (K-3) with 125 students and Phoenix Montessori (K-3) with 100 students. Trips at both schools occur Monday through Friday and consist of passenger vehicle pick-up and drop-offs. Neither school offers bus transportation.</p> <p>► Cornelius</p> <p>Two major employers – Michael Waltrip Racing (225 employees) and Foamex (100 employees) – are outside the half-mile transit station area, but will have access to the station via the Catawba Avenue local circulator bus system.</p>

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
CORRIDOR AND
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(continued)

► **Davidson**

The **town** of Davidson contains several key regional and local destinations that generate significant vehicular and pedestrian traffic. The downtown business district is a regional cultural and shopping destination – approximately 12,000 to 15,000 vehicles per day pass through the downtown. Local hotels and inns report over 40,000 occupants annually, and over 50,000 visitors attend locally-sponsored festivals and cultural events each year.

Davidson College is a nation-wide destination for prospective students, alumni and special event attendees. Thousands of visitors travel to Davidson College each year, in addition to the current student population, staff and faculty. Approximately 1,700 students attend Davidson College, and an additional 820 staff and faculty are employed by the college.

► **Mount Mourne**

The **Lowe’s Corporate Campus** is the prominent trip generator near the proposed Mount Mourne station. Lowe’s currently has 3,500 employees on campus, with an eventual buildout to accommodate 12,000 employees.



Lowe’s Corporate Campus

Legacy Village – the anticipated location for the Mount Mourne LYNX Red Line station – currently contains attached condominium uses, office and retail uses. A hotel is proposed to be located within this development. At build-out, this development is expected to generate over 11,700 daily trips.

Lake Norman Regional Medical Center (930 employees) is also located within one-half mile of the proposed Mount Mourne commuter rail station.

Mount Mourne Center contains significant retail development in the southeast quadrant of U.S. 21 and Medical Park Drive. **Gateway Center** is an extensive mixed use (office and retail) development located on both sides of Gateway Boulevard, west of U.S. 21.

Another mixed use development – **Langtree** – is proposed for south and west of the existing intersection with N.C. 115 and Langtree Road. A consortium of property owners proposes an extensive development of retail, office, and attached residential, with the potential trip generation of approximately 9,000 daily trips. The development consortium will construct the first segment of the East-West Connector between Langtree Road and N.C. 115.

Pine Lake Preparatory School has 1,550 students in twelve grades. Students live in southern Iredell County and northern Mecklenburg County, and there are no school buses to serve the campus.

Information Requested

Documentation Supporting Land Use Criterion

**EXISTING
STATION AREA
DEVELOPMENT
CHARACTER**

- **4. Description of character of existing land use mix and pedestrian environment in corridor and station areas**
- **5. Station area maps with uses and building footprints shown**
- **6. Ground-level or aerial photographs of station areas**

The North Commuter Rail (LYNX Red Line) Transit Corridor extends approximately 25 miles from Uptown Charlotte (Center City) northward through the Mecklenburg towns of Huntersville, Cornelius and Davidson, to the Mount Mourne area of the town of Mooresville in adjoining Iredell County.

The North Corridor has a total of ten transit stations. Beginning in Center City Charlotte, the following are summaries of the existing land use and pedestrian character of those stations, with accompanying maps, illustrations and photographs.

1. CHARLOTTE GATEWAY STATION AREA (Charlotte)



Gateway Station Area on LYNX Red Line



The LYNX Red Line terminates at Charlotte Gateway Station in the heart of Charlotte's Center City, home to 65,670 existing jobs and the potential for more transit supportive development.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

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EXISTING
STATION AREA
DEVELOPMENT
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(continued)

Charlotte Gateway Station Area (continued)



Gateway Village includes mixed use (above), including residences and shops, as well as the Johnson & Wales University campus.

Land Use in the Station Area	
Single Family	1%
Multi-Family	26%
Commercial	4%
Office	15%
Institutional	14%
Industrial	8%
Vacant/Open	32%

Employees or Residents Within 1/4 Mile Walk of Station	
Single Family	0
Multi-Family	3,514
Commercial	861
Office	866
Institutional	187
Industrial	12
TOTAL	5,440

Station Overview

Charlotte’s North Commuter Rail Corridor – the LYNX Red Line – begins at the **Charlotte Gateway Station** in Center City. The station is to be located between West Trade and West Fourth Streets as part of the N.C. Department of Transportation’s proposed inter-city rail/multi-modal station to be developed on the east (Center City) side of the track. The LYNX Red Line station platform will be located on the west side of the tracks, complementing the remainder of the multi-modal station.

- ▶ This multi-modal station is envisioned to be the centerpiece of a proposed multi-use development that will occupy the block bounded by West Fourth, West Trade, South Graham and the railroad. The area is currently characterized by a combination of vacant lots poised for development, newly-constructed and renovated structures along Graham Street, the Johnson & Wales urban college campus and the Gateway Village office and residential complex on the west side of the railroad.
- ▶ The multi-modal station is intended to serve as a transfer point for users of a number of transportation modes. The station will replace the aging Amtrak inter-city passenger station located about 1.5 miles to the north, and is also intended to integrate both North Corridor commuter rail (LYNX Red Line) and streetcar modes, while the possibility of including inter-city bus (Greyhound) is currently under study. Its location immediately adjacent to the southern terminus of the North Corridor commuter rail will facilitate riders of the commuter rail to these other transit modes.

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EXISTING STATION AREA DEVELOPMENT CHARACTER
(continued)

Charlotte Gateway Station Area (continued)

Land Use and Community Design

The development of the Charlotte Gateway Station (and corresponding development of the multi-modal block to which it is adjacent) is expected to serve as a catalyst for development in the vicinity of the railroad, to complement the recently constructed Johnson & Wales University and Gateway Village development to the west.

- ▶ The State of North Carolina holds ownership of approximately 21 acres in the vicinity (including the former James Polk office building), with plans to coordinate offering the property for development as part of the Charlotte Gateway Station.
- ▶ Two blocks east of the proposed station is the landmark Charles Jonas U.S. District Courthouse (*right*), scheduled for replacement with a new facility elsewhere in Center City, creating an opportunity for redevelopment and adaptive reuse of this distinctive property.
- ▶ The 2011 *Charlotte Center City 2020 Vision Plan* envisions a Charlotte Gateway Station on the west side of Graham Street between West Fourth and West Trade streets to serve multiple transportation modes (Greyhound, city bus, Amtrak, streetcar, commuter rail). This facility is prescribed as a catalyst for development of a nearby major employment center and should contain internal retail and restaurant uses. Strong pedestrian linkages from this facility to nearby amenities (including the proposed Charlotte Knights’ baseball stadium and Romare Bearden Park) are suggested.

Street Network and Pedestrian Environment

Given the proposed station’s Center City location, there already is an extensive and interconnected existing street and sidewalk network in place that provides easy access to the Gateway Station.

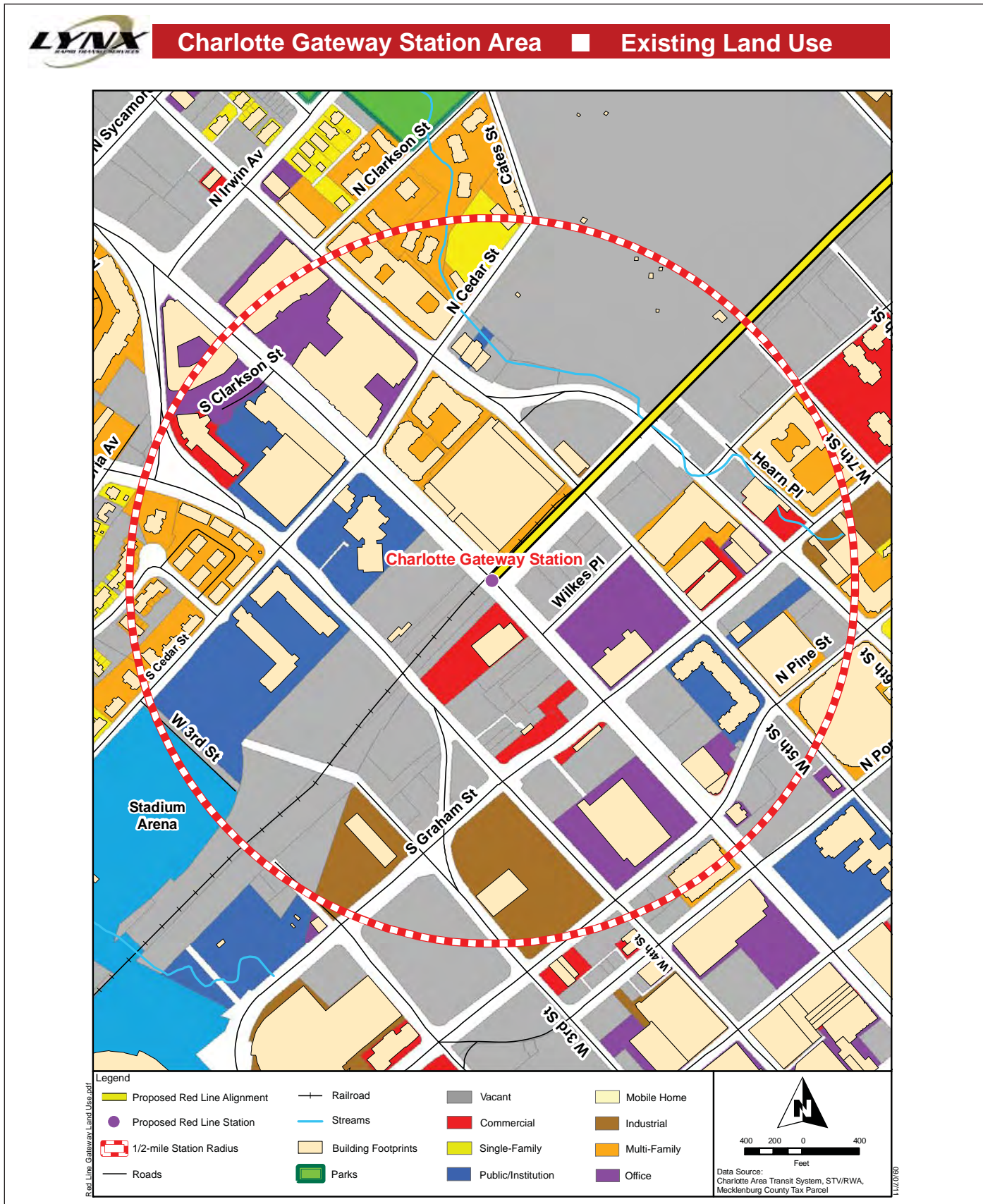


Plans are being made to further explore developing this network by extending West 2nd Street across the railroad, enhancing the pedestrian environment in the railroad underpasses at West Fourth and West Trade Streets

Sidewalks on West Trade Street (left), near the proposed transit station, and an open atrium plaza nearby in Gateway Village (right)

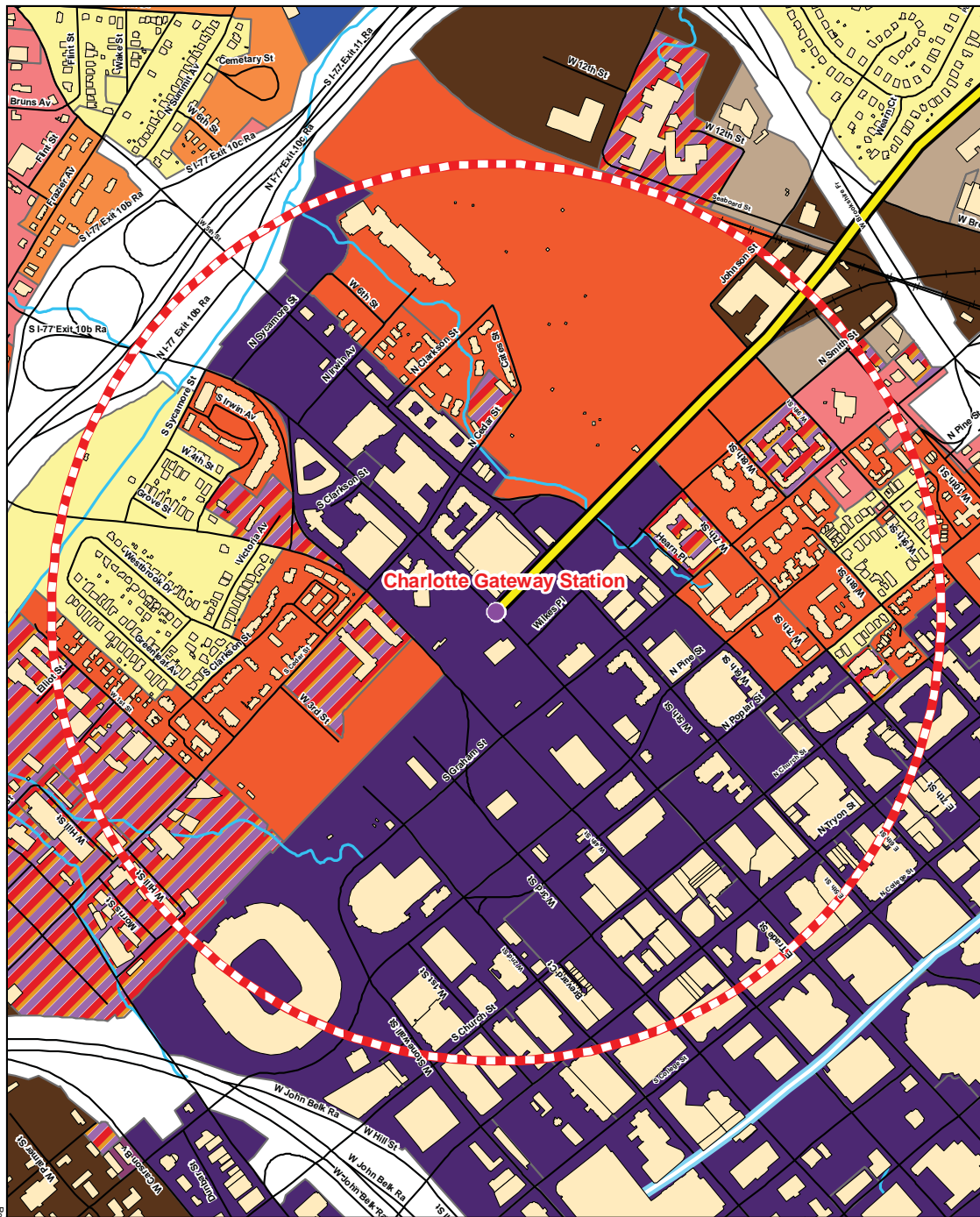
North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

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Charlotte Gateway Station Area ■ Existing Zoning



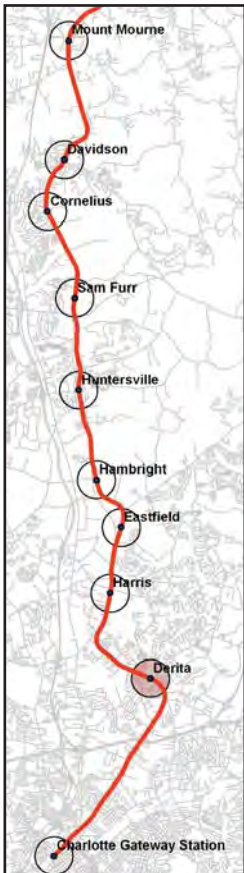
Legend

Proposed Red Line Alignment	Railroad	Multi-Family	Office	Business-Distribution
Proposed Red Line Station	Streams	Urban Residential	Business Park	Light Industrial
1/2-mile Station Radius	Building Footprints	Mixed Use Residential	Business	Heavy Industrial
Lynx Blue Line	Single Family	Research	Commercial Center	Mixed Use
Roads	Manufactured Home	Institutional	Uptown Mixed Use	Transit Oriented

Data Source:
Charlotte Area Transit System,
Charlotte-Mecklenburg Planning Commission

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EXISTING
STATION AREA
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CHARACTER
(continued)



Derita Station Area on LYNX Red Line

2. DERITA STATION AREA (Charlotte)



Land uses around the proposed Derita station are a mixture of old and new residential, commercial and institutional.

Station Overview

Derita is the second station heading north on the LYNX Red Line, and the first station outside Center City. The proposed station – which takes its name from the nearby Derita community – is located near the intersection of Nevin and Gibbon Roads in northeast Charlotte. Despite quite a bit of newer development in the area, Derita retains a substantial amount of historic character in the form of its older homes and business properties and structures.

Land Use and Community Design

The station is proposed to be located just north of the Nevin Road grade crossing. The adjacent property – currently, a combination of vacant land and under-utilized industrial land – would serve as site access, a park-and-ride lot, and for pick-up and drop-off.

The area around the station is characterized by a mix of low to moderate density residential developments and a commercial district whose businesses principally serve the surrounding community.

As the station is proposed for development on the edge of the Derita community, there are several vacant key development tracts north of the station. Many of the homes (mostly single family) in the area represent the original Derita community that dates

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING STATION AREA DEVELOPMENT CHARACTER
(continued)

Land Use in the Station Area	
Single Family	37%
Multi-Family	14%
Commercial	4%
Office	2%
Institutional	9%
Industrial	3%
Vacant/Open	31%

Employees or Residents Within 1/2 Mile Walk of Station	
Single Family	1,382
Multi-Family	1,909
Commercial	223
Office	38
Institutional	87
Industrial	123
TOTAL	3,762

Derita Station Area (continued)

from the early 20th century, while other single and multi-family residential development is relatively newer, reflecting more recent residential investment.

The community’s commercial district is located primarily along West Sugar Creek Road (about a block from and across the tracks from the proposed station location), and is anchored by an aging retail center at the corner of Sugar Creek and Mallard Creek Roads. The station area also contains two prominent institutional properties: the Derita Baptist Church and the AME Zion Renaissance retreat complex.

Levels of community investment are affected by the proximity of the railroad that bisects the station area and currently serves as an active freight rail line with little buffering between the railroad right-of-way and adjoining properties.

Street Network and Pedestrian Environment

Much of the development in the station area has occurred incrementally during the past 100 years and adjoins a pre-existing railroad, resulting in a street/pedestrian network that is neither well-connected nor well-developed. Many of the streets lack sidewalks. The present number of at-grade crossings is insufficient for an urban environment in proximity to a commuter rail station, and most rail crossings are located close to roadway intersections, thereby decreasing efficient traffic flow. To further aggravate the situation, slow-moving freight trains periodically bring already congested traffic to a crawl in the station area.

One major notable shortcoming of the network is the narrow width of West Sugar Creek Road, particularly in the segment between North Graham Street and Mallard Creek Road, where the roadway right-of-way is restricted by building setbacks on the east side and by the railroad on the west. This segment of Sugar Creek therefore lacks sidewalks on both sides (despite the fact that it is the primary thoroughfare serving the area), and it routinely experiences congestion during peak hour traffic times of the day.



Early 20th century residential communities lie within one-half mile of the Derita station location.

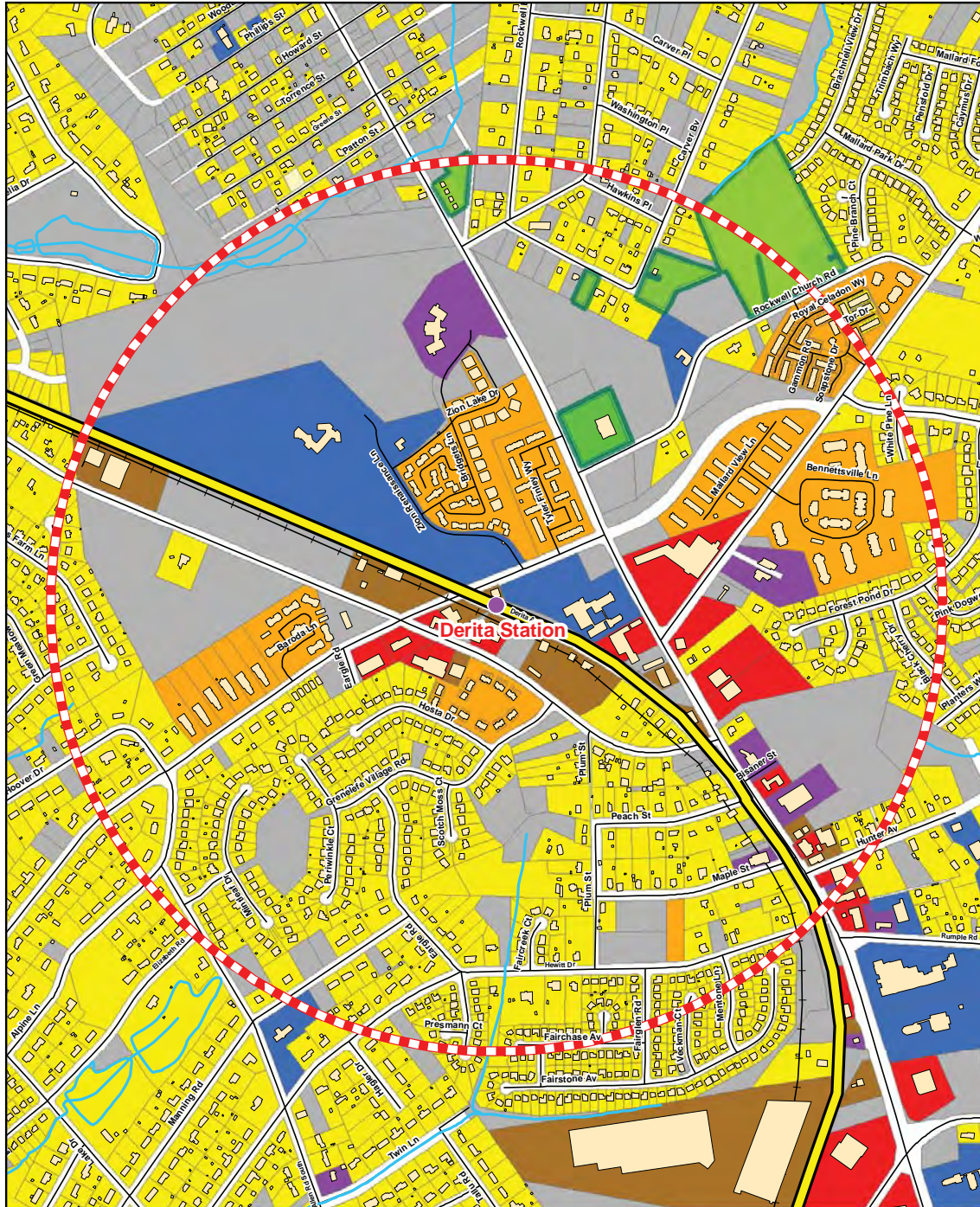
- ▶ As a means of alleviating this situation, the City of Charlotte has initiated planning and design for reconstruction of West Sugar Creek Road, to be coordinated in conjunction with the development of the transit station (and complementary station area improvements).
- ▶ Additionally, the N.C. Department of Transportation proposes to construct a connector between Sugar Creek (at the end of Graham Street) and Mallard Creek Road, to provide a bypass to the most congested portion of Sugar Creek Road, thereby alleviating much of the Sugar Creek congestion.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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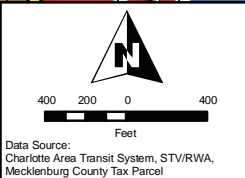


Derita Station Area ■ Existing Land Use



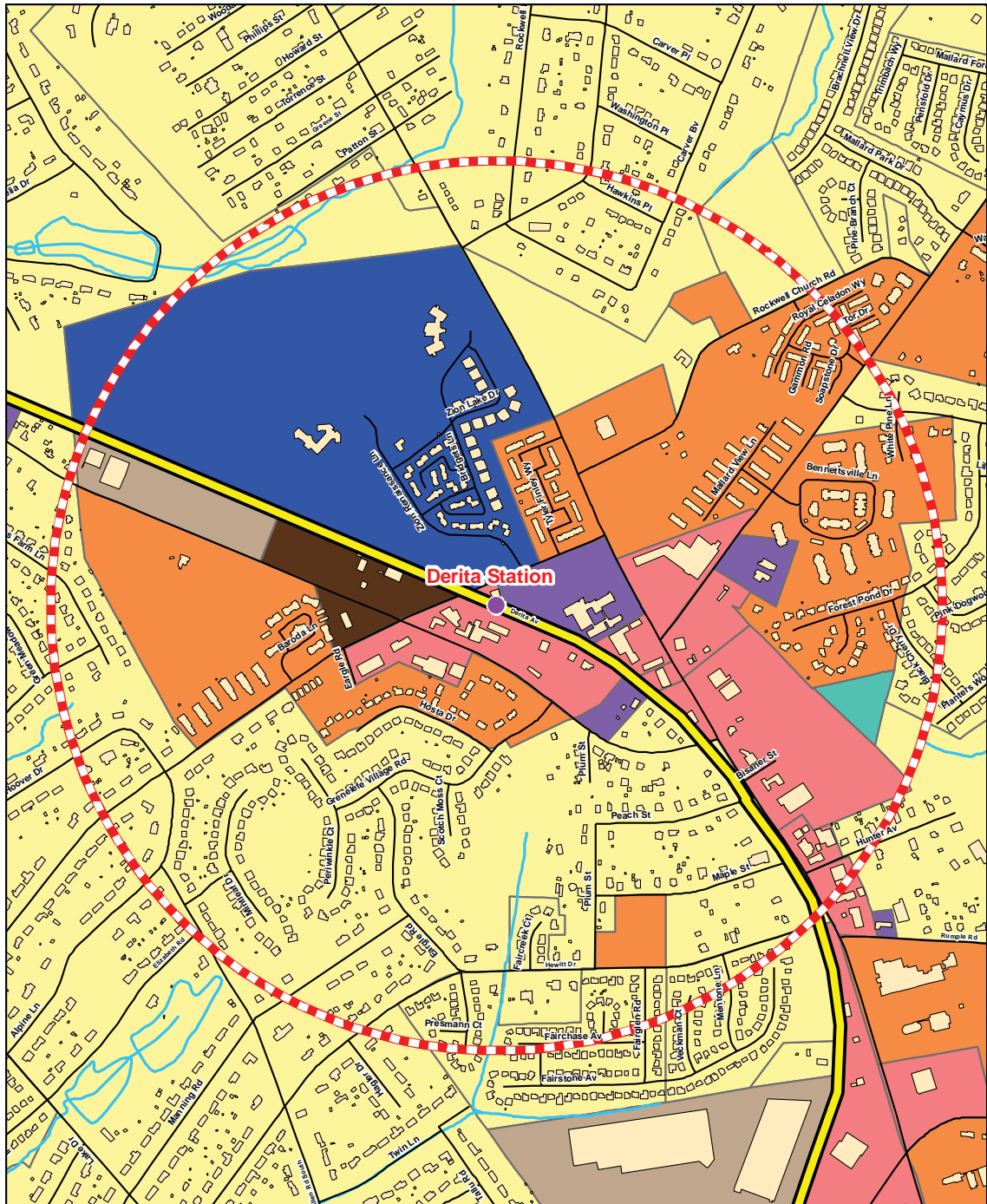
Legend

Proposed Red Line Alignment	Railroad	Vacant	Mobile Home
Proposed Red Line Station	Streams	Commercial	Industrial
1/2-mile Station Radius	Building Footprints	Single-Family	Multi-Family
Roads	Parks	Public/Institution	Office





Derita Station Area ■ **Existing Zoning**

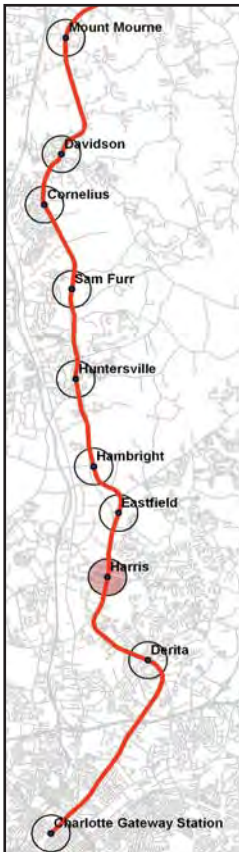


<p>Legend</p> <ul style="list-style-type: none"> Proposed Red Line Alignment Proposed Red Line Station 1/2-mile Station Radius Lynx Blue Line Roads 	<ul style="list-style-type: none"> Railroad Streams Building Footprints Single Family Manufactured Home 	<ul style="list-style-type: none"> Multi-Family Urban Residential Mixed Use Residential Research Institutional 	<ul style="list-style-type: none"> Office Business Park Business Commercial Center Uptown Mixed Use 	<ul style="list-style-type: none"> Business-Distribution Light Industrial Heavy Industrial Mixed Use Transit Oriented
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Data Source:
Charlotte Area Transit System,
Charlotte-Mecklenburg Planning Commission

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER
(continued)



Harris Station Area on LYNX Red Line

3. HARRIS STATION AREA (Charlotte)



Existing industrial development near the proposed Harris Station will co-exist in proximity to transit oriented development planned near the station. This view is westward, with the tracks at the bottom of the photo and the station location to the lower left corner.

Station Overview

The **Harris Station** is proposed for development along the tracks east of N.C. 115 (Old Statesville Road) and south of the rail viaduct over W. T. Harris Boulevard. This location can benefit from strong regional access created by Harris Boulevard and its nearby interchange with Interstate 77. Lacking the strong sense of community that Derita enjoys, it consists of a mix of aging residential, scattered retail and industrial type land uses, as well as a significant amount of vacant land.

The City owns several acres of vacant land between N.C. 115 and the tracks (adjoining the station location) that can be used as a catalyst for private development and/or as a potential location for a park-and-ride lot. Development investment that has occurred in the general vicinity farther to the east and north has not yet spread to the Harris Station area.

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING STATION AREA DEVELOPMENT CHARACTER
(continued)

Land Use in the Station Area	
Single Family	4%
Multi-Family	4%
Commercial	1%
Office	1%
Institutional	0%
Industrial	33%
Vacant/Open	57%

Employees or Residents Within 1/2 Mile Walk of Station	
Single Family	413
Multi-Family	1,063
Commercial	526
Office	188
Institutional	6
Industrial	1,198
TOTAL	3,394

Harris Station Area (continued)

Land Use and Community Design

Nearly all of the land in the station area east of the tracks is vacant, due at least in part to the fact that it has been in family ownership until recently. In 2007, spurred in large measure by the likelihood of the location of a commuter rail station adjoining their property, the owners of this property obtained rezoning for a development scheme on 395 vacant acres to develop a transit oriented development “village” known as Griffith Lakes.

- ▶ The village would consist of 270,000 square feet of community-serving retail, 528,000 square feet of office and medical space, and nearly 1,800 residential units in a variety of styles and densities. The development scheme also contains a well-developed pedestrian network as well as an open space component in order to take advantage of the mature vegetation and lake on the site.

The remainder of the station area is characterized by newer, small-scale industrial concerns oriented along W.T. Harris Boulevard, and older commercial and residential uses to the west of N.C. 115.

Street Network and Pedestrian Environment

The station area’s current transportation network – both street and pedestrian – is significantly limited by three factors: (1) the area is served by two thoroughfares, N.C. 115 and W.T. Harris, that are both median-divided, thereby limiting vehicular access to and from development sites in the area; (2) the only viable rail crossing in the area is the rail viaduct over W.T. Harris; therefore, east-west movement is limited; and (3) elevations between streets and adjoining properties can be significant. Sidewalks exist along the recently-reconstructed N.C. 115, but do not appear to be well-used along the multi-lane road.

Several ways to overcome these obstacles have been explored. One idea is to extend an access roadway from N.C. 115 across the tracks into the development site (in the vicinity of Victoria Avenue). This would extend a roadway between W.T. Harris and the development site through property fronting on Harris, and construct a segment of West Sugar Creek Road to N.C. 115 (as indicated on the Mecklenburg-Union MPO Thoroughfare Plan). In all likelihood, these improvements would be coordinated in conjunction with new development in the area.

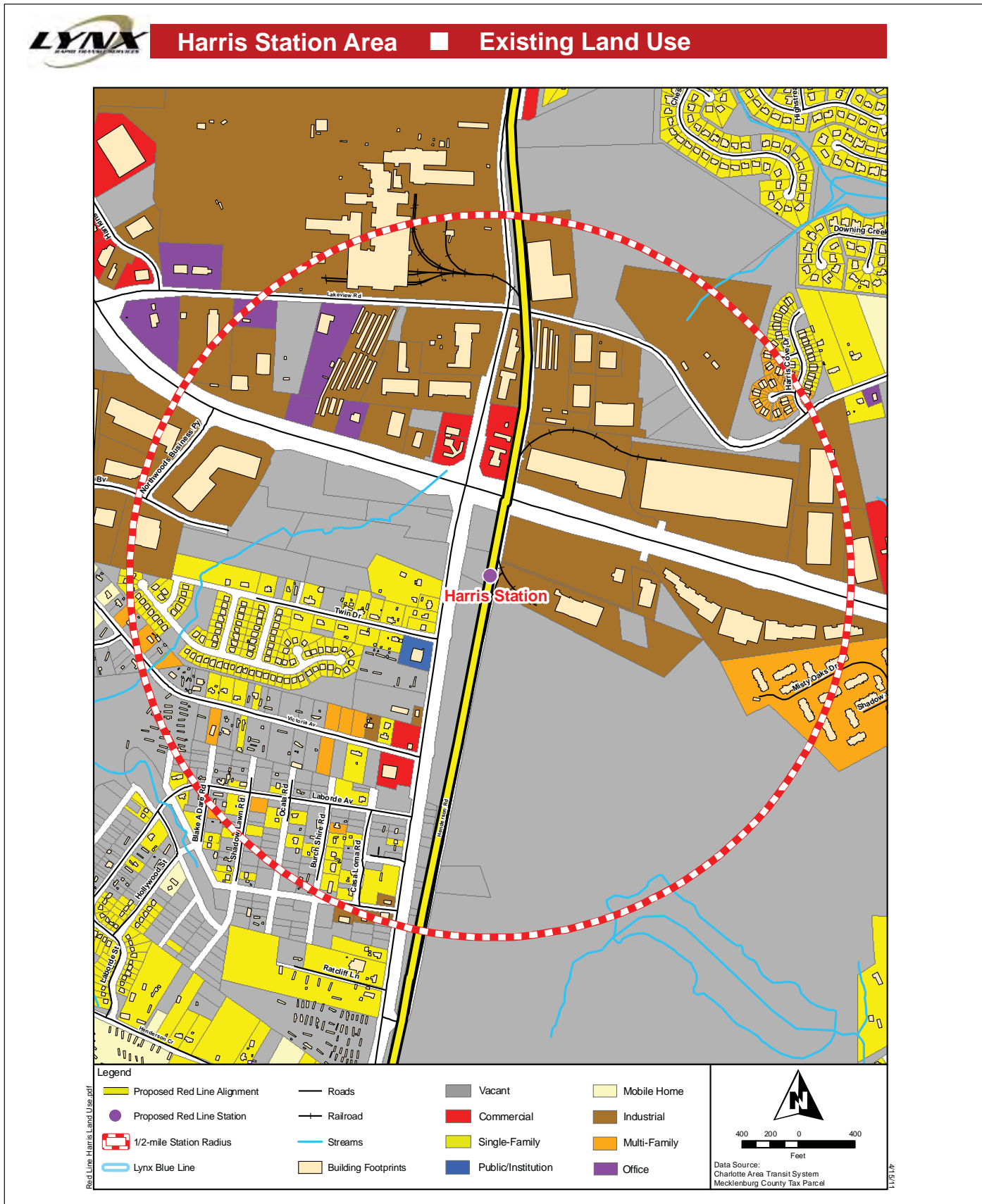
The 395-acre transit oriented development village that has been proposed contains a well-developed street and pedestrian network that proposes to serve the development as well as to link the development to the transit station.

One challenge for development near the proposed station is restricted site accessibility created by median-divided major thoroughfares.



North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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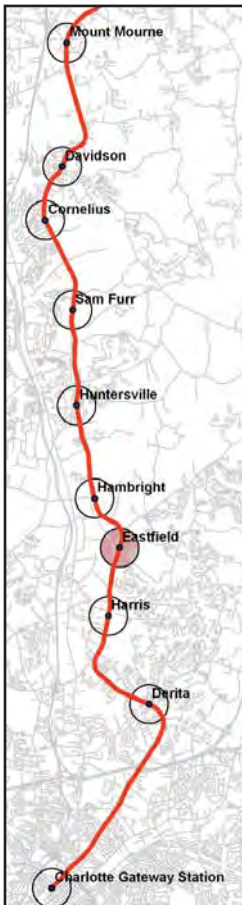




Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER

(continued)



Eastfield Station Area on LYNX Red Line

4. EASTFIELD STATION AREA (Charlotte)



The street network in the vicinity of the Eastfield Station will need to be developed to accommodate the transit oriented development envisioned at that location.

Station Overview

The **Eastfield Station** is the northern-most station in Charlotte’s jurisdiction, and is located near the intersection of N.C. 115 (Old Statesville Road) and Eastfield Road, south of the future Interstate 485 right-of-way.

The character of the Eastfield Station Area reflects the rural, agricultural history of the area. Several large nearby tracts of land are still farmed, and a number of farmhouses can be found situated on large lots. Immediately north of the Eastfield Station site is Independence Hill Baptist Church, a long-standing institutional presence in the area.

One notable landmark is the Alexandriana Homestead site, maintained by Mecklenburg County as a historic site. Reportedly, the Mecklenburg Declaration of Independence was signed on May 20, 1775, in a house once located on this site. Future development in the Eastfield Station Area has the opportunity to preserve and showcase existing historical and cultural resources, such as the Alexandriana Homestead site.

Land Use and Community Design

The *Eastfield Station Area Plan* was adopted in 2008 by Charlotte City Council as part of the *Northlake Area Plan*. In recognition of the area’s significant development potential, the station area plan calls for a land use future consisting of:

Information Requested

Documentation Supporting Land Use Criterion

EXISTING STATION AREA DEVELOPMENT CHARACTER
(continued)

Land Use in the Station Area	
Single Family	19%
Multi-Family	0%
Commercial	1%
Office	0%
Institutional	2%
Industrial	8%
Vacant/Open	70%

Employees or Residents Within 1/2 Mile Walk of Station	
Single Family	691
Multi-Family	0
Commercial	32
Office	50
Institutional	10
Industrial	506
TOTAL	1,289

Eastfield Station Area (continued)

- transit supportive residential east of the station and the rail-road (with limited ground floor retail where appropriate), and
- mixed use development (residential, employment/office, civic, institutional) west of the rail alignment that can take advantage of both convenient access and frontage on N.C. 115 and Eastfield Road, as well as of visibility from the future N.C. 115/I-485 interchange.



Eastfield Station Area build-out, as envisioned in the Eastfield Station Area Plan

In accordance with Charlotte’s adopted *Transit Station Area Principles*, the plan prescribes higher densities closest to the station, with lower development densities toward the periphery of the transit station area.

The plan also calls for development of an ambitious street and pedestrian network, including the linkage of existing and proposed greenway and open space connections to one another, to the transit station itself, and to adjoining communities to the east and to the west.



N.C. 115 at Eastfield Station (looking north), illustrating potential joint TOD, including structured park-and-ride facility

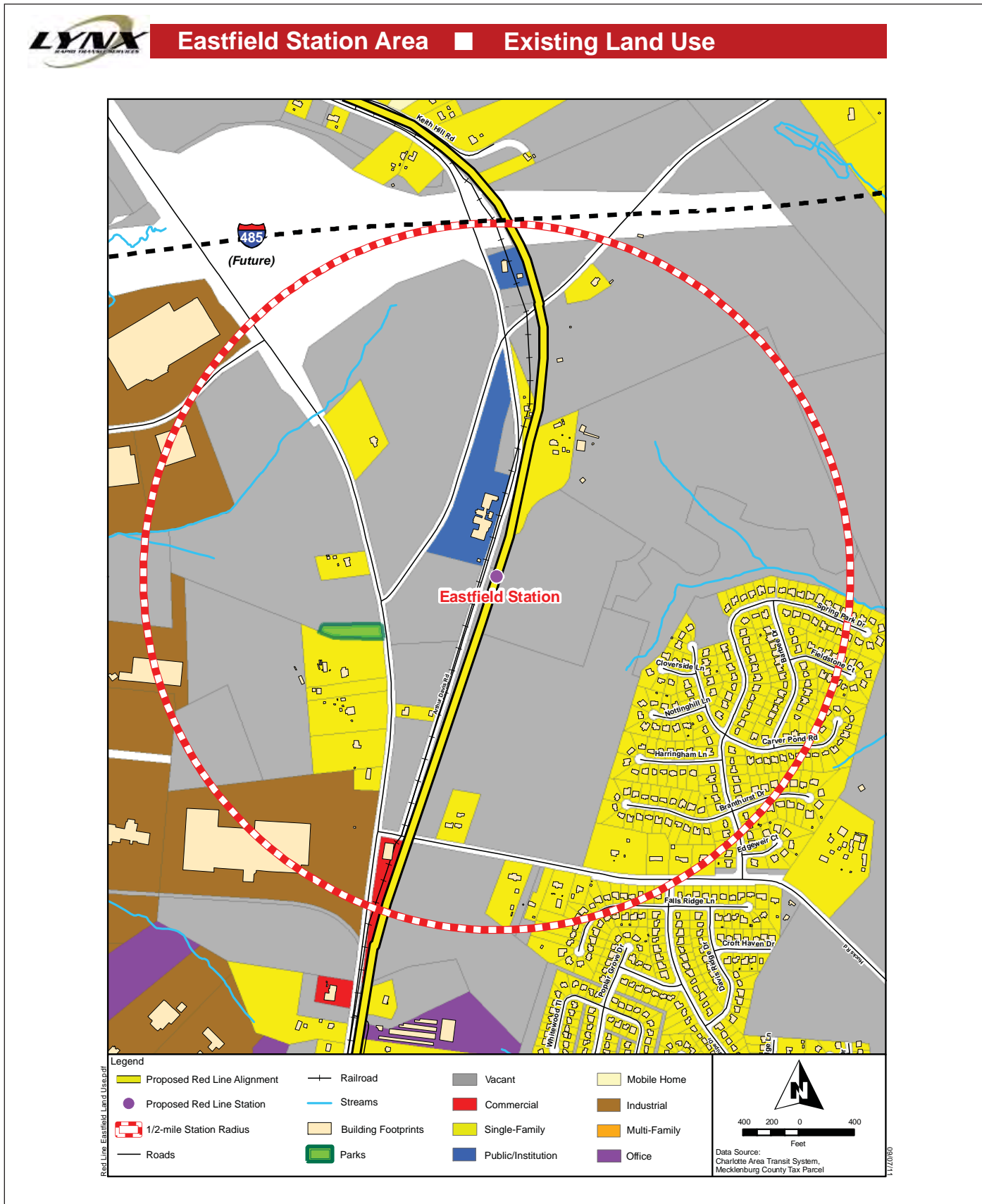
The plan designates the location of a park-and-ride facility which could become a public-private venture. Additional railway grade crossings would also be required to enhance the functionality of the transit station and accompanying park-and-ride facility.

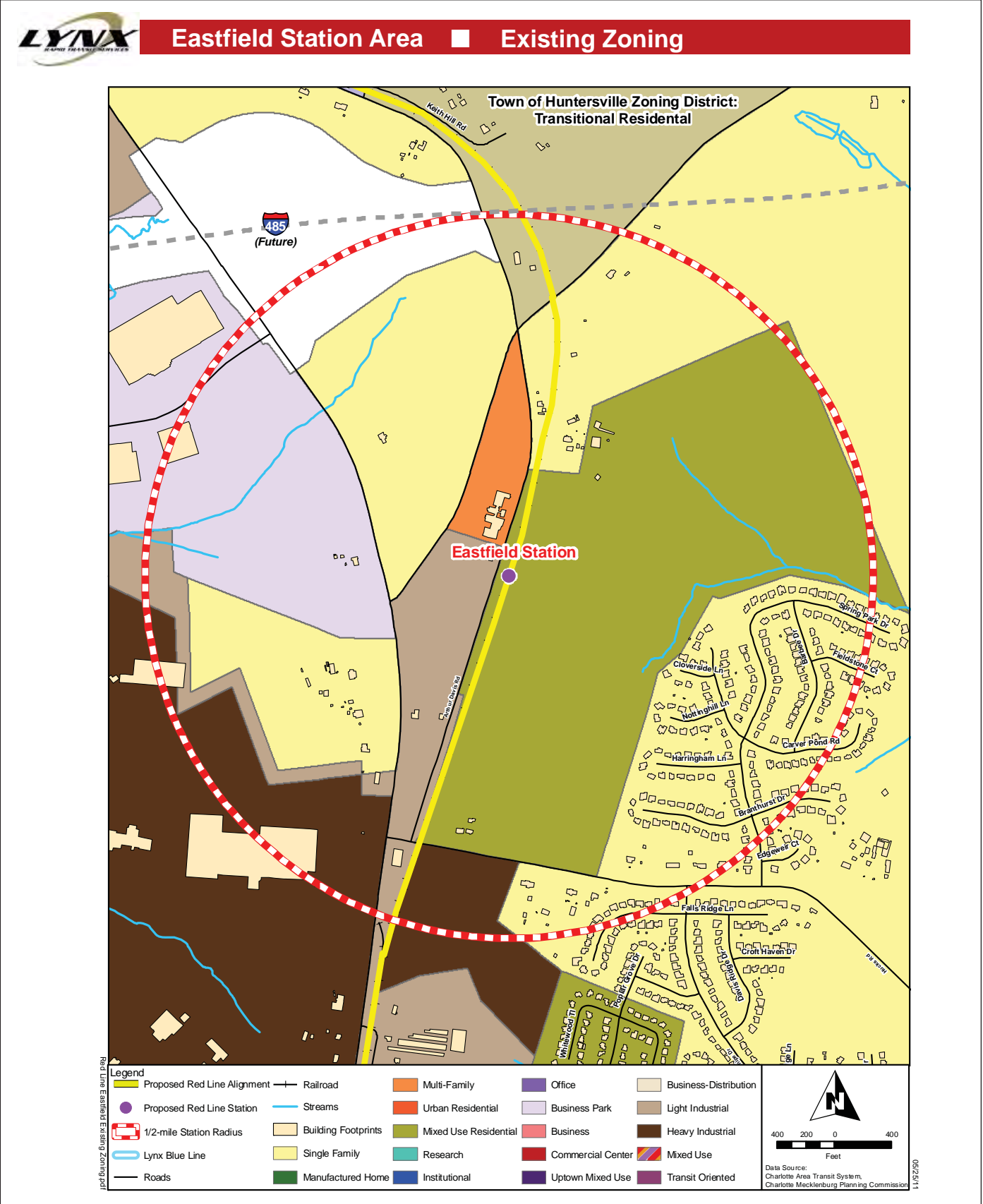
In 2005, a development group obtained approval to develop 142 acres on the east side of the station for a mixed-use high-density development. The “Eastfield Station” development will include 975 residential units in a variety of styles and densities (with highest densities closest to

Eastfield Station Area text continues on page 38

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER
(continued)

Eastfield Station Area (continued from page 35)

the station), complemented by 35,000 square feet of neighborhood-scale retail, that will include a public square that opens to the transit station platform.

Street Network and Pedestrian Environment

The current network consists entirely of several narrow farm-to-market roads that carry more traffic than they are designed to do. Sidewalks are non-existent. The *Eastfield Station Area Plan* acknowledges this as a shortcoming and prescribes the development of a network that would support and complement the future transit-oriented development and a park-and-ride facility.

The western segment of Eastfield Road (at its intersection with N.C. 115) will be shifted northward as part of the work associated with future development of Interstate 485 and the N.C. 115 interchange. This work, in part, should improve the street network in the area by helping to provide regional access to and from the area for future transit riders.

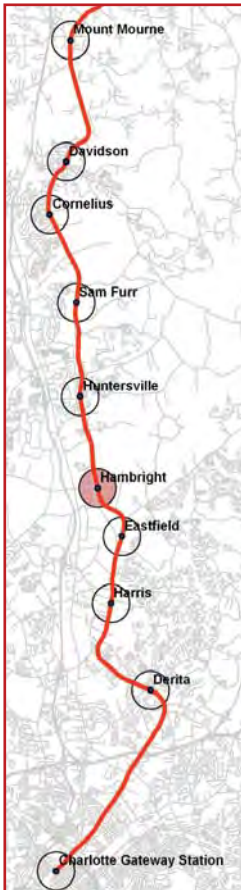


Several greenfields near the transit station represent transit oriented development opportunities (left). Small farms and narrow roads (right) typify existing land uses surrounding the proposed Eastfield Station.

Information Requested

Documentation Supporting Land Use Criterion

EXISTING STATION AREA DEVELOPMENT CHARACTER
(continued)



Hambright Station Area on LYNX Red Line

5. HAMBRIGHT STATION AREA (Huntersville)



The location of the proposed Bryton development with the re-aligned railroad clearly visible running diagonally through the site; to the left is N.C. 115, with schools west of the road.

Station Overview

The **Hambright Station** is the first station north of Charlotte and the first of three stations within the Town of Huntersville. Hambright is envisioned as a regional transit station, given the scale of the project in which it is situated and its proximity to the I-485 interchange with N.C. 115, approximately one-half mile south of the station location.

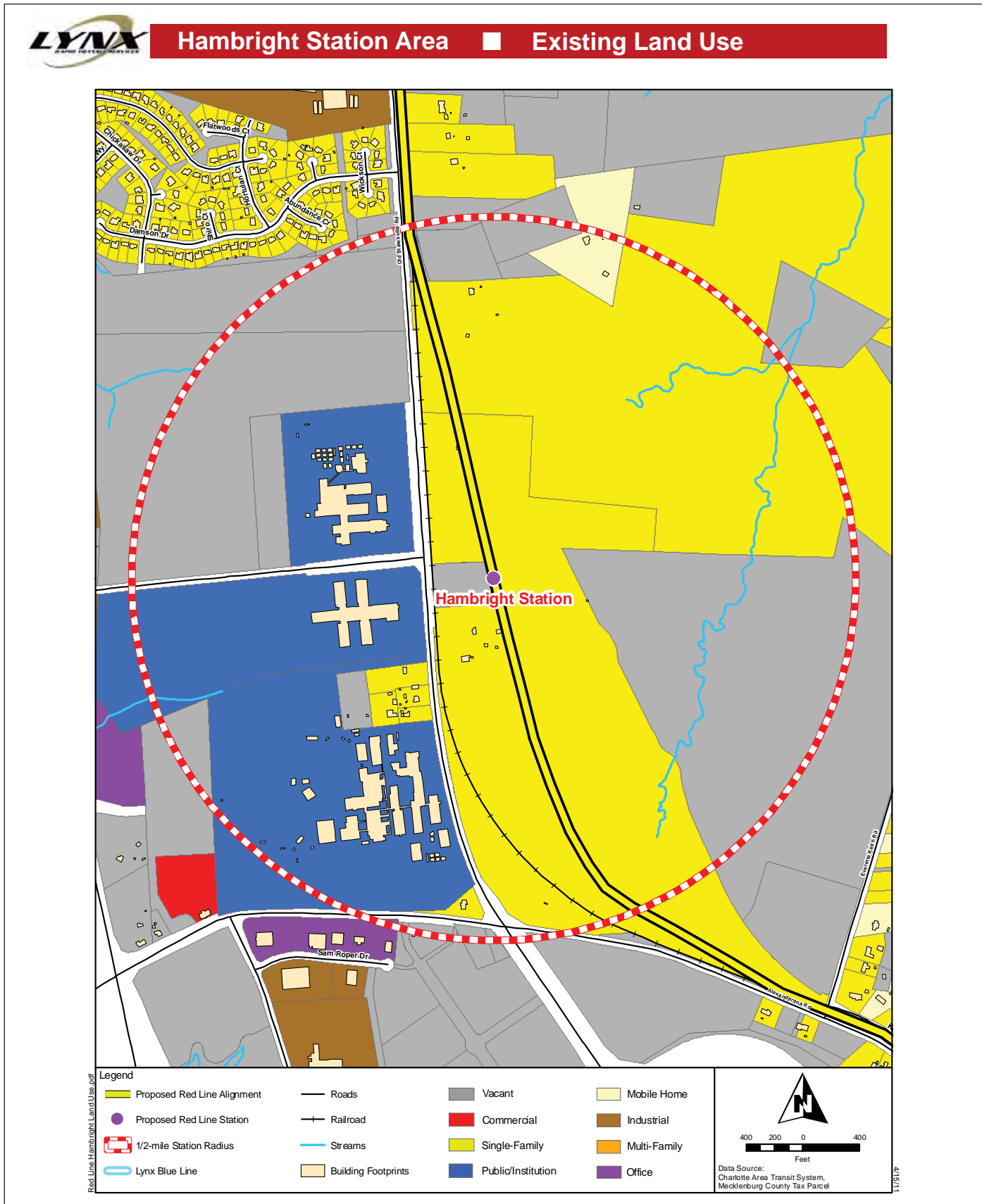
- ▶ The transit station is located within the Bryton development; a 500-acre mixed use transit oriented development (TOD) project located east of N.C. 115 and north of Alexanderana Road. When fully developed, Bryton will include 198 single-family homes and 2,305 multi-family units, as well as 1 million square feet of retail and 1.2 million square feet of flex/office space.

Significant road and infrastructure improvements are planned as part of Bryton, including the recently-compleed relocation of the Norfolk Southern rail line to accommodate the proposed development, and improvements to N.C. 115, Hambright Road and Alexanderana Road, along with the extension of sewer lines to serve the project.

Hambright Station Area text continues on page 42

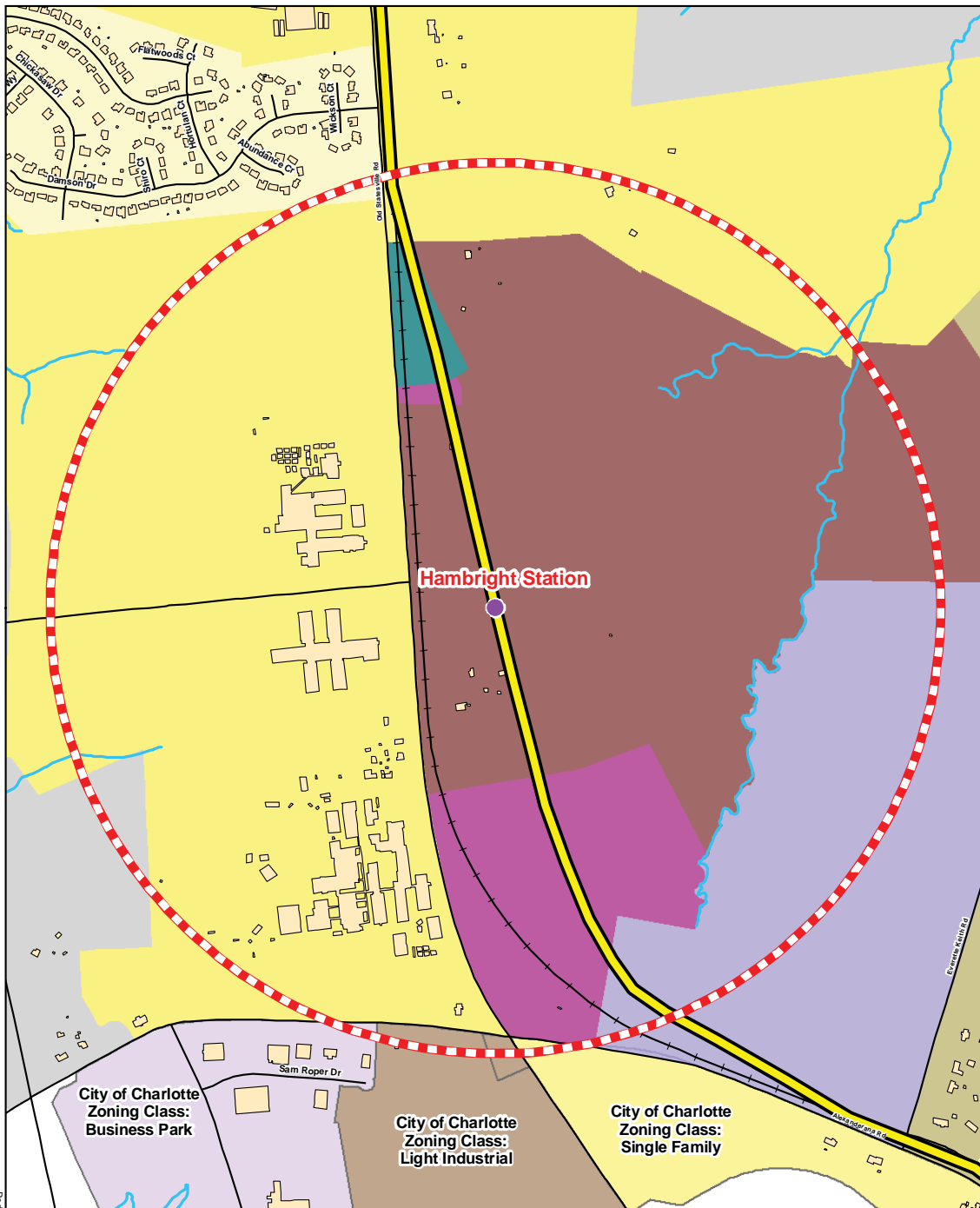
North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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Hambricht Station Area ■ **Existing Zoning**



Legend	
Proposed Red Line Alignment	Railroad
Proposed Red Line Station	Streams
1/2-mile Station Radius	Building Footprints
Lynx Blue Line	Rural
Roads	Transitional Residential
General Residential	Traditional Neighborhood Development Urban
Neighborhood Residential	Transit-Oriented Development Residentially Led
Neighborhood Center	Town Center
Campus Institutional	Highway Commercial
Highway Commercial	Corporate Business
Vehicle Sales	Special Purpose

400 200 0 400 Feet

 Data Source:

 Town of Huntersville,

 Charlotte Area Transit System,

 Charlotte-Mecklenburg Planning Commission

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER

(continued)

Land Use in the Station Area	
Single Family	1%
Multi-Family	1%
Commercial	0%
Office	0%
Institutional	18%
Industrial	0%
Vacant/Open	80%

Employees or Residents Within 1/2 Mile Walk of Station	
Single Family	14
Multi-Family	3
Commercial	14
Office	6
Institutional	470
Industrial	1
TOTAL	508

Hambright Station Area (continued from page 39)

Land Use and Community Design

The Hambright Station Area consists of vacant land that is currently being developed as part of the Bryton TOD project. As part of the development, the previous Rural zoning designation was replaced by the current TOD, Highway Commercial and Corporate Business zoning classifications. Within one-half mile of the station are an elementary school, middle school and high school.

Street Network and Pedestrian Environment

As part of the Bryton development, the existing Norfolk Southern rail line (that will serve as the alignment for the North Corridor LYNX Red Line) has been relocated to the center of the project allowing development to surround the station.

Both vehicular and pedestrian access to the Hambright Station is to be provided by N.C. 115 and Hambright Road. A portion of the infrastructure improvements have been installed and improved.

Although there are no sidewalks or other pedestrian paths in the station area at present, an extensive network – including sidewalks, trails and bike paths – will be installed as part of the Bryton development. Once completed, this network will offer excellent access to and from the Hambright Station.

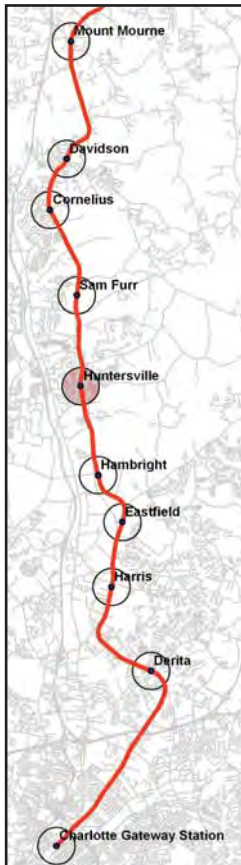


The Bryton development under construction at the Hambright Station will contain a mixture of uses, including a retail component.

Information Requested

Documentation Supporting Land Use Criterion

EXISTING
STATION AREA
DEVELOPMENT
CHARACTER
(continued)



Huntersville Station Area on the LYNX Red Line

6. HUNTERSVILLE STATION AREA



Downtown Huntersville, as seen from the air; the commuter rail alignment is visible in the upper left corner.

Station Overview

The **Huntersville Station** is located in the historic downtown area of Huntersville. It is the second of three transit stations within the town.

Typical of a number of stations along the North Corridor Red Line, the Huntersville Station once served as a station stop for passenger rail service between Charlotte and points north, until the early 1960s.

The proposed station site is located along Main Street, approximately one-quarter mile north of the Town center, on a vacant parcel of land that would serve as a catalyst for redevelopment of the downtown and adjoining property.

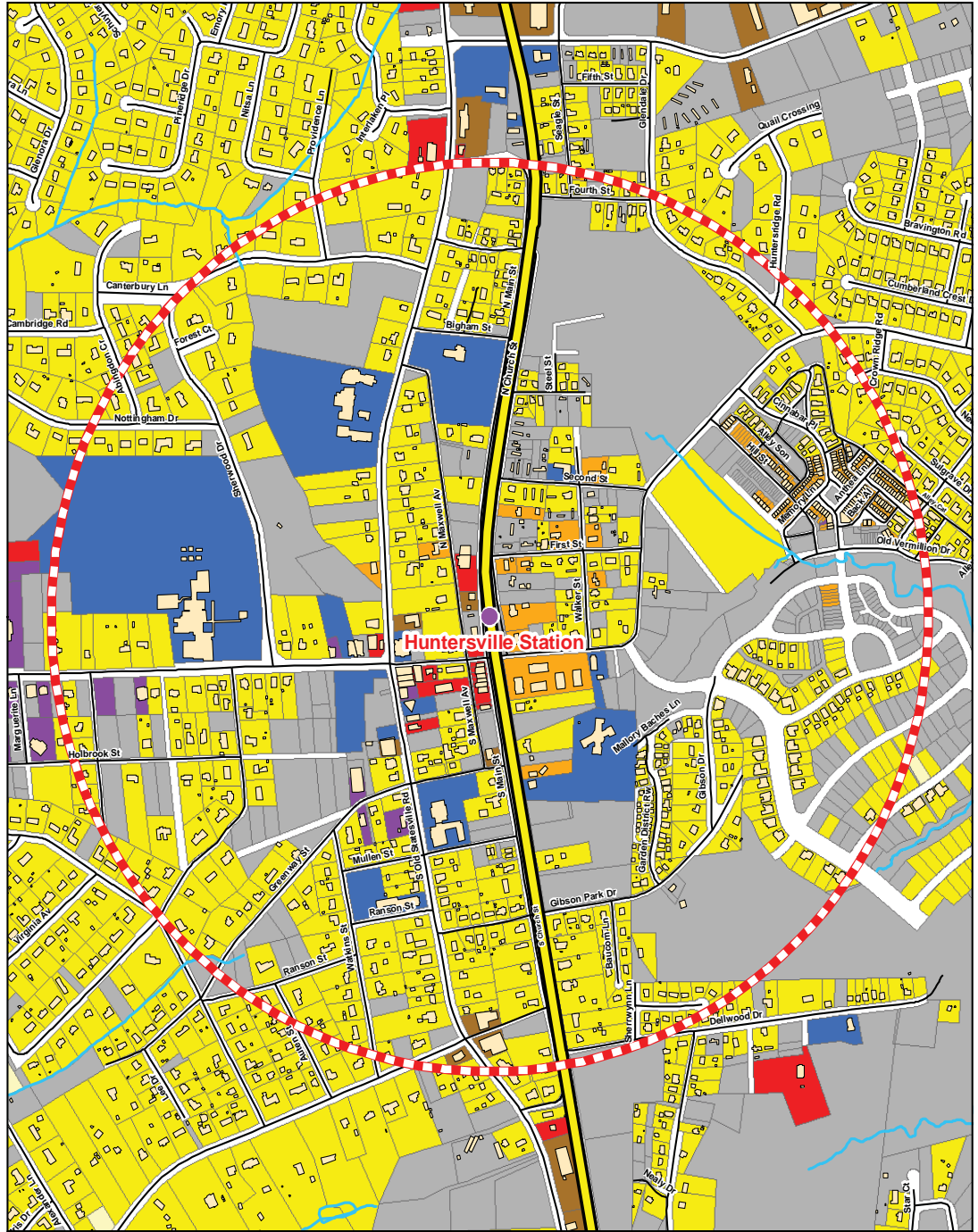
Huntersville Station Area text continues on page 46

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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Huntersville Station Area ■ Existing Land Use



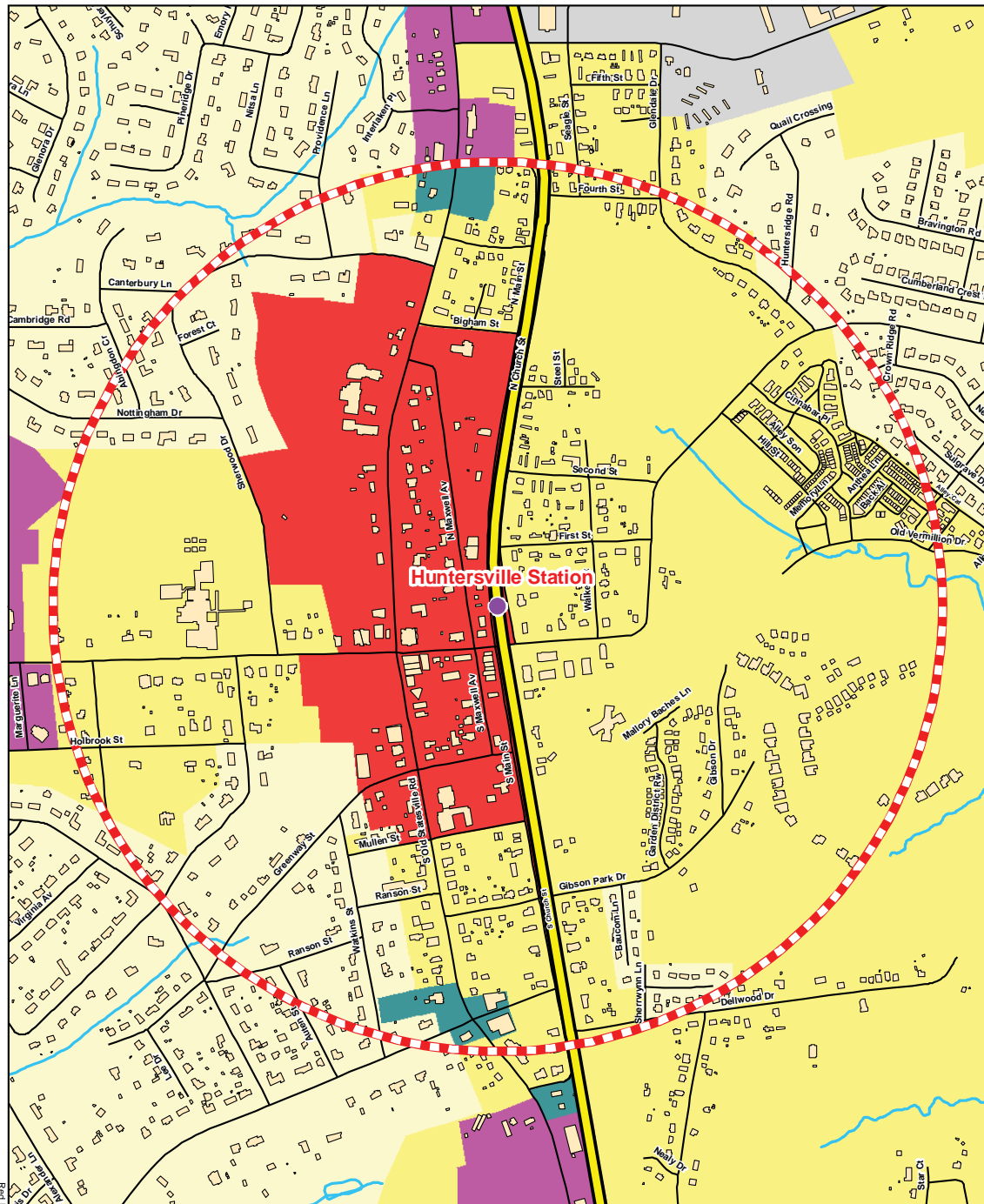
Legend

Proposed Red Line Alignment	Roads	Vacant	Mobile Home
Proposed Red Line Station	Railroad	Commercial	Industrial
1/2-mile Station Radius	Streams	Single-Family	Multi-Family
Lynx Blue Line	Building Footprints	Public/Institution	Office

Data Source: Charlotte Area Transit System, Mecklenburg County Tax Parcel



Huntersville Station Area ■ Existing Zoning



Legend

Proposed Red Line Alignment	Railroad	General Residential	Campus Institutional
Proposed Red Line Station	Streams	Traditional Neighborhood Development Urban	Highway Commercial
1/2-mile Station Radius	Building Footprints	Transit-Oriented Development Residency Led	Corporate Business
Lynx Blue Line	Rural	Town Center	Vehicle Sales
Roads	Transitional Residential	Neighborhood Center	Special Purpose
	Neighborhood Residential		

Data Source:
Charlotte Area Transit System,
Charlotte Mecklenburg Planning Commission

1/15/2015

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER

(continued)

Land Use in the Station Area	
Single Family	47%
Multi-Family	3%
Commercial	1%
Office	1%
Institutional	13%
Industrial	1%
Vacant/Open	34%

Employees or Residents Within 1/2 Mile Walk of Station	
Single Family	1,651
Multi-Family	611
Commercial	391
Office	48
Institutional	239
Industrial	60
TOTAL	3,000

Huntersville Station Area (continued from page 43)



The station area includes the town’s commercial district, as well as many older single family homes.

Land Use and Community Design

Land use within one-half mile of the station site is predominantly single-family older homes built between 1950 and 1990, with governmental office, institutional and commercial uses. A large portion of land area in proximity to the station is currently under-developed, including the Town-owned former Anchor Mill site, a 32-acre parcel located east of the rail line.

The transit station is proposed to be part of an expanded Farmers Market along Main street and will include approximately 125 parking spaces as well as adjoining mixed-use development.

- ▶ In 2010, the Town of Huntersville completed construction of the **Town Center** project (*photo on facing page*). Town Center is located less than one-quarter mile from the proposed transit station. The three-story building is home to the first suburban location of the Charlotte-based Discovery Place museum, as well as Town offices. The Town Center project includes a 297-space parking deck.

Street Network and Pedestrian Environment

Primary access to the Huntersville Station is provided by Main Street, Church Street, Maxwell Street and Huntersville-Concord Road. The station area includes a sidewalk network that provides limited pedestrian accessibility to and from the station.

The reconstruction of Main Street (scheduled for Fiscal Year 2014) will enhance this accessibility, and together with recent improvements associated with the Town Center project and other planned capital improvements in the downtown area, will offer good

Information Requested

Documentation Supporting Land Use Criterion

EXISTING
STATION AREA
DEVELOPMENT
CHARACTER
(continued)

Huntersville Station Area (continued)



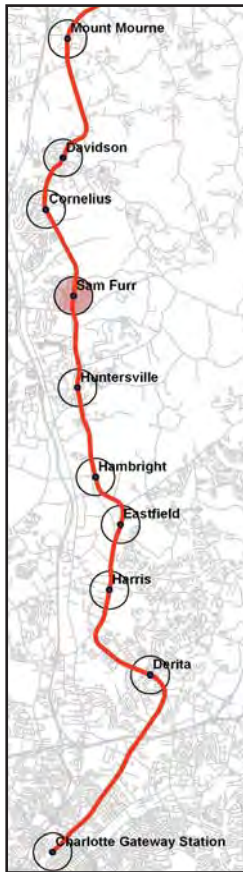
Huntersville’s Town Center, which includes a children’s museum as well as Town offices, was completed in 2010 and is one-quarter mile from the LYNX Red Line station.

pedestrian and bicycle access to the station, downtown and surrounding residential neighborhoods.

The Town is in the process of preparing a “Comprehensive Pedestrian Plan,” which will inventory, assess and prioritize the construction of new sidewalks, including those which will serve the Huntersville Station.

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER
(continued)



Sam Furr Station Area on the LYNX Red Line

7. SAM FURR STATION AREA (Huntersville)



The new 922-home Caldwell Station development is located directly across the road from the proposed LYNX Red Line station.

Station Overview

The proposed **Sam Furr Station** site is located on a vacant parcel approximately one-half mile north of Sam Furr Road (N.C. 73) and east of N.C. 115.

The location of this station capitalizes on Sam Furr Road’s status as an important east-west connector between I-85 to the east and I-77 to the west. The Sam Furr Station is intended to function as a “park-and-ride” station serving the large number of recently completed suburban residential communities in the Towns of Huntersville, Cornelius and Davidson. It will be located in close proximity to the historic “Caldwell Station” platform which served as a station stop for the Norfolk Southern Railroad until passenger service was discontinued in the early 1960s.

Land Use and Community Design

The land use surrounding the Sam Furr Station is characterized by a mix of low-density single family residential properties both east and west of N.C. 115; industrial uses to the north of N.C. 73 and to the east of N.C. 115; and commercial properties at the northwest quadrant of the N.C. 73/ N.C. 115 intersection.



Information Requested	Documentation Supporting Land Use Criterion
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EXISTING STATION AREA DEVELOPMENT CHARACTER
(continued)

Land Use in the Station Area	
Single Family	19%
Multi-Family	2%
Commercial	1%
Office	1%
Institutional	1%
Industrial	15%
Vacant/Open	61%

Employees or Residents Within 1/2 Mile Walk of Station	
Single Family	923
Multi-Family	565
Commercial	55
Office	65
Institutional	29
Industrial	35
TOTAL	1,672

Sam Furr Station Area (continued)

The most prominent existing residential land use within one-half mile of the station site is Caldwell Station, a mixed-use development located west of N.C. 115 and slightly north of the station. Caldwell Station is approved for 378 single-family units (of which 353 are built) and 534 multi-family units (none built to date).

Future plans (not yet approved) call for development of office and retail uses along N.C. 115. The area east of the tracks is currently undeveloped, but was the focus of a recently proposed mixed use Transit Oriented Development project consisting of 1,030 multi-family units, 135,500 square feet of office and 99,500 square feet of commercial space. This development proposal was withdrawn by the developer in July 2010, due to a combination of factors, including a lagging real estate market and the lack of sewer service, as well as the uncertainty surrounding the start of rail service along the North Corridor.

- ▶ The Town of Huntersville has completed a *Station Area Concept Plan* that identifies a number of redevelopment opportunities near the proposed Sam Furr Station site.

Street Network and Pedestrian Environment

The primary road access for this station is N.C.115 (Old Statesville Road), which is envisioned to include at least one crossing of the railroad from N.C. 115 opposite a future entrance to the Caldwell Station development. More access will be created from N.C. 73 by the future “Church Street Extension.” Caldwell Station Road provides another connection to the north.

N.C. 73 (Sam Furr Road) provides an important east-west connection between I-77 (located one mile to the west of N.C. 115) and I-85 (approximately 11 miles to the east). N.C. 115 and N.C. 73 are both classified as “major thoroughfares” in the Mecklenburg-Union MPO Thoroughfare Plan, with the latter scheduled to be widened to four lanes between N.C. 115 and I-77 by late 2011.

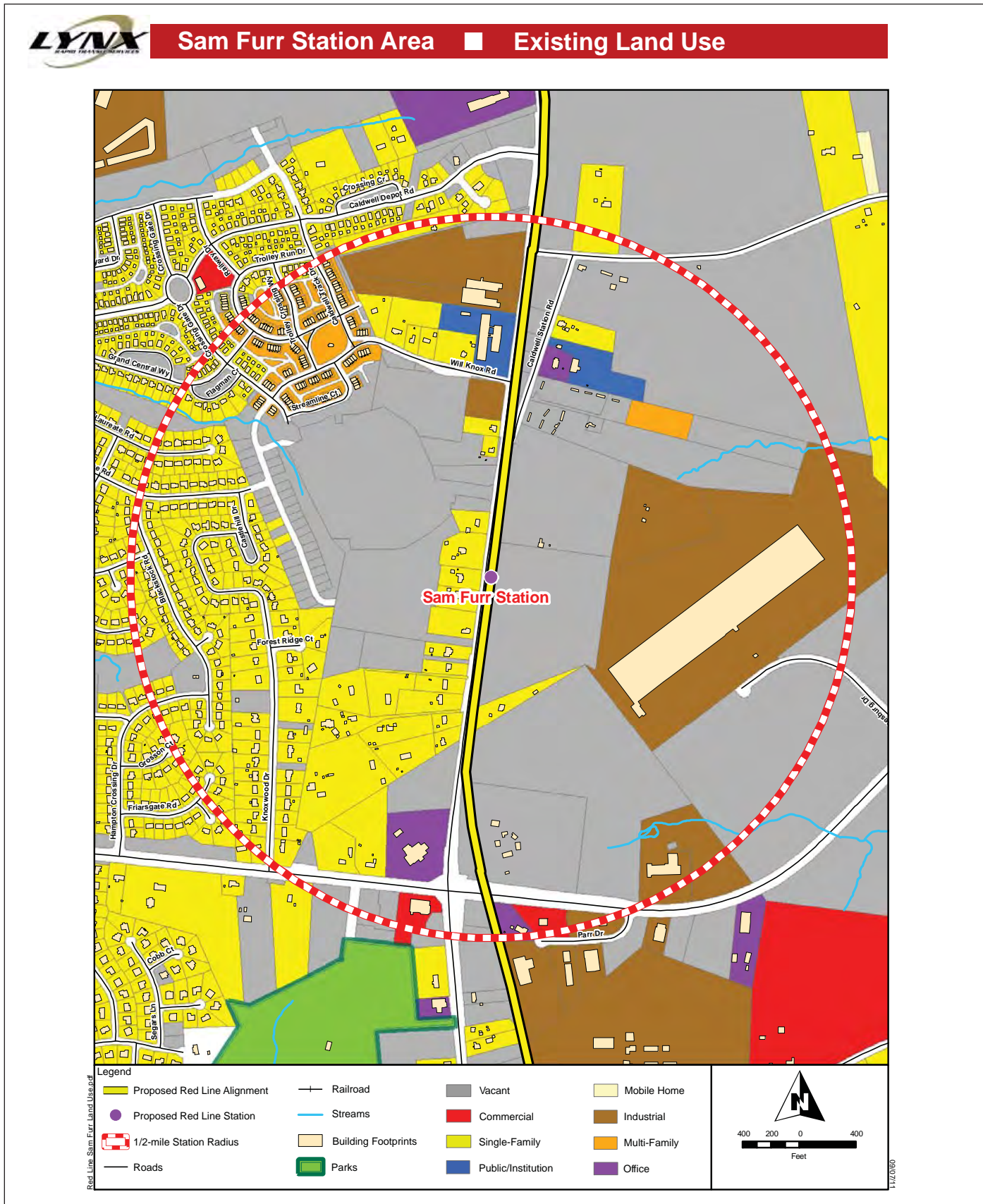


The single and multi-family neighborhoods in Caldwell Station are linked by a network of sidewalks, leading to the LYNX Red Line station across N.C. 115.

As part of this widening, sidewalk and bicycle accommodations will be constructed along N.C. 73, with bicycle accommodations to be installed along N.C. 115 for approximately one-half mile north and south of N.C. 73. Future widening plans for N.C. 115 call for the addition of pedestrian and bicycle accommodations along the entire length of the road. In addition, any development that occurs in proximity to the transit station will include pedestrian and bicycle accommodations to be provided by the developer.

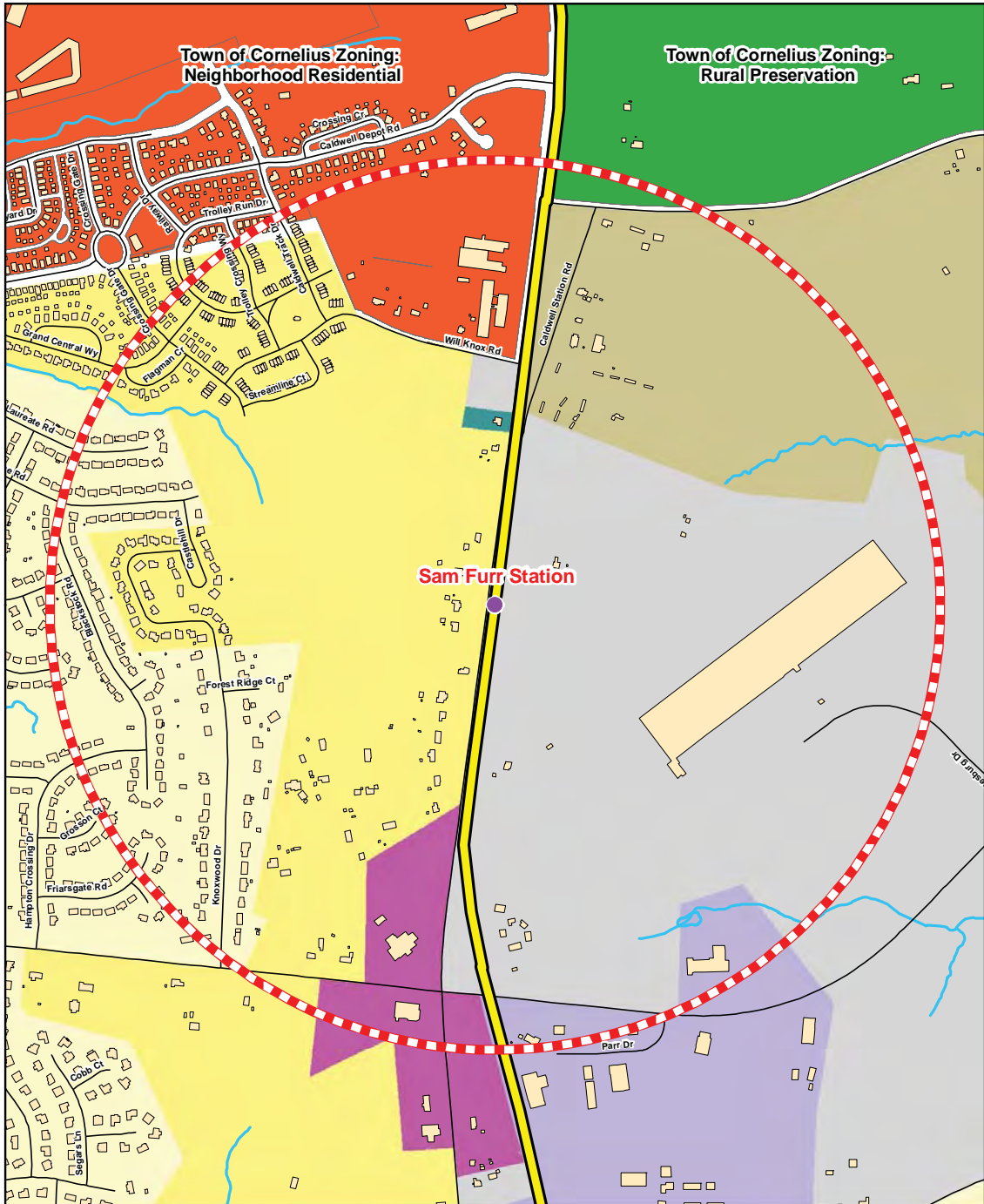
North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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Sam Furr Station Area ■ Existing Zoning

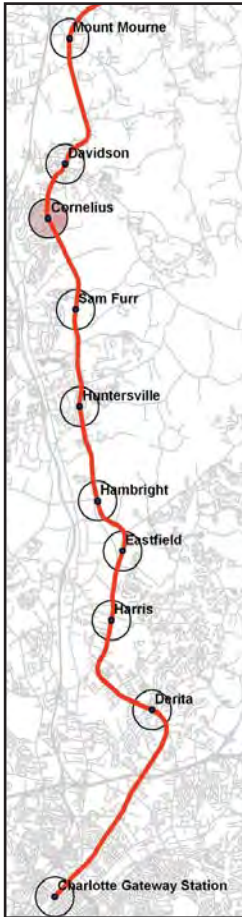


Legend	
Proposed Red Line Alignment	Railroad
Proposed Red Line Station	Streams
1/2-mile Station Radius	Building Footprints
Lynx Blue Line	Rural
Roads	Transitional Residential
General Residential	Traditional Neighborhood Development Urban
Transitional Residential	Transit-Oriented Development Residentially Led
Neighborhood Residential	Town Center
Neighborhood Center	Neighborhood Center
Campus Institutional	Highway Commercial
Corporate Business	Vehicle Sales
Special Purpose	Special Purpose

400 200 0 400
Feet
Data Source: Charlotte Area Transit System, Towns of Huntersville and Cornelius, Charlotte Mecklenburg Planning Commission

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER
(continued)



8. CORNELIUS STATION AREA



These homes are among the first of a projected 951 homes to be built in the 128-acre Antiquity development, adjacent to the site of the Cornelius commuter rail station.

Station Overview

The proposed **Cornelius Station** is located in the core of old downtown Cornelius at the intersection of Main Street (N.C. 115) and Catawba Avenue. A newly constructed



Cornelius Town Hall (left) and nearby live-work units in newly-constructed Cornelius Town Center

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING STATION AREA DEVELOPMENT CHARACTER
(continued)

Cornelius Station Area (continued)

Catawba Avenue rail crossing now gives a direct link between the older downtown area and a large new transit oriented development – known as **Antiquity** – currently under development.

Immediately west of the proposed station location is a mixed use **Town Center** completed in the last decade. The Town Center – which includes the Town Hall, Police Department, live-work units and a grocery store – has acted as the catalyst for revitalizing old downtown Cornelius.

Land Use and Community Design

Land use around the proposed Cornelius transit station is predominantly residential, with limited commercial uses. This residential stock west of the station site consists of mill houses with a unique heritage that has slowly been converting to commercial along the main corridors.



The Antiquity transit oriented development (*above*) – adjacent to the the proposed station site – includes a residential component that effectively enhances the original character of Cornelius by using lots that are substantially smaller to create the higher density that is necessary for a successful transit station.

Antiquity is a 128-acre transit oriented mixed use development. When completely developed, the site will contain approximately 951 resident units, ranging in type from apartments, live/work units, multi-story townhomes, and a variety of styles of single family detached homes.

Approximately 17 acres within Antiquity are designated as a Town Center. The Town Center will contain approximately 56,000 square feet of anchor retail space, and approximately 136,000 square feet of traditional offices and parking decks, all planned around an active pedestrian oriented streetscape which includes 39 acres of park and greenways designed to provide convenient pedestrian access to the Town Center, shops, library, schools and the future LYNX Red Line station.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER
(continued)

Cornelius Station Area (continued)

In addition, Cornelius has Transit Overlay District zoning, and some of the land area within the ½ mile transit overlay is ideal for redevelopment opportunities, including enhanced parking, higher density and mixed use commercial.



The older part of Cornelius (lower half of the 2005 photo on the left), is now connected directly to the new 128-acre Antiquity development (top left). Work on Antiquity is underway in a later photo (right). In 2011, 170 homes are now complete and more are under construction. The proposed LYNX Red Line station site is in the center of the left view.

Street Network and Pedestrian Environment

Cornelius has endorsed connectivity and a strong street grid pattern. In 1996, the Town of Cornelius adopted the current Land Development Code which required connectivity. The Town of Cornelius, in 2000, adopted the *Antiquity Master Plan*.

As part of the Antiquity Plan, the Town constructed a new railroad crossing which extended Catawaba Avenue across the tracks, providing connection to Antiquity through to the Town of Davidson. Major access to the station is strengthened with two rail crossings in close proximity for ease of bus and drop-off patrons.

In 2000, the Town adopted Chapter 7, “Streets, Parking and Lighting” of the *Cornelius Land Development Code*. This section requires interconnections to existing development within proposed developments, and stub connections to undeveloped adjacent properties for future development. Chapter 7 recognizes the need for pedestrian scale design and connectivity, and requires street trees and encourages traffic calming techniques for pedestrian comfort and safety.

Expanded sidewalks are built or proposed along both sides of the public streets in the transit area. As the transit station is built, enhanced pedestrian markings, trees, benches and bicycle racks will be added throughout to complement the pedestrian environment.

Information Requested Documentation Supporting Land Use Criterion

EXISTING STATION AREA DEVELOPMENT CHARACTER
(continued)

Cornelius Station Area (continued)

Land Use in the Station Area	
Single Family	39%
Multi-Family	7%
Commercial	4%
Office	1%
Institutional	9%
Industrial	7%
Vacant/Open	33%



Employees or Residents Within 1/2 Mile Walk of Station	
Single Family	1,486
Multi-Family	990
Commercial	431
Office	246
Institutional	201
Industrial	108
TOTAL	3,462

This segment of Catawba Avenue, in the older part of the Cornelius station area, has sidewalks and bike lanes leading to the LYNX Red Line station site.

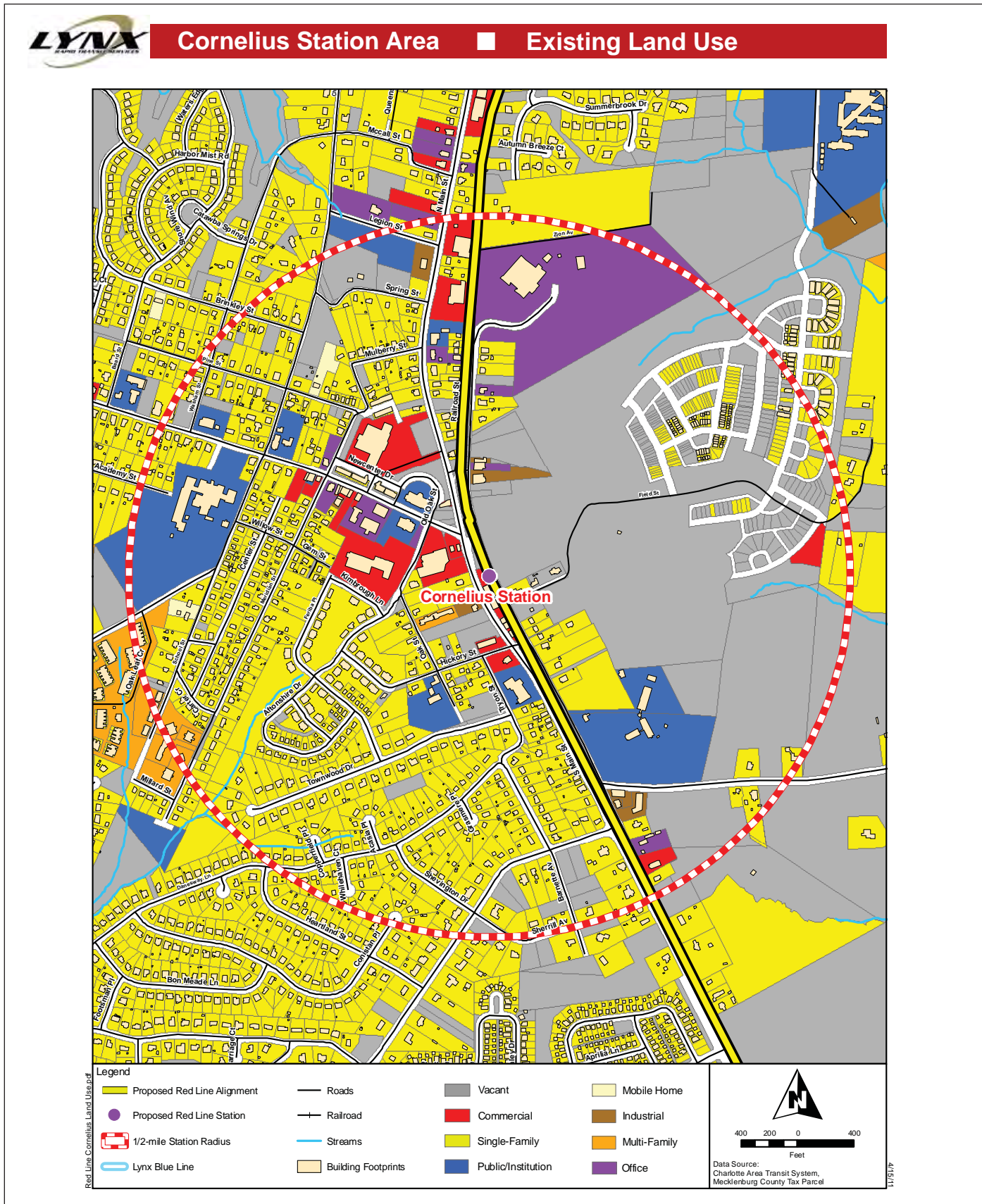
A half-mile linear park in Antiquity includes a greenway network that connects the adjoining Town of Davidson and South Prong Rocky River Greenway with the mixed residential development and commercial component of Antiquity, where the future LYNX Red Line transit station will be located.

Antiquity's street network shows significant connectivity to Davidson Elementary School (top of photo) and South Prong Greenway.



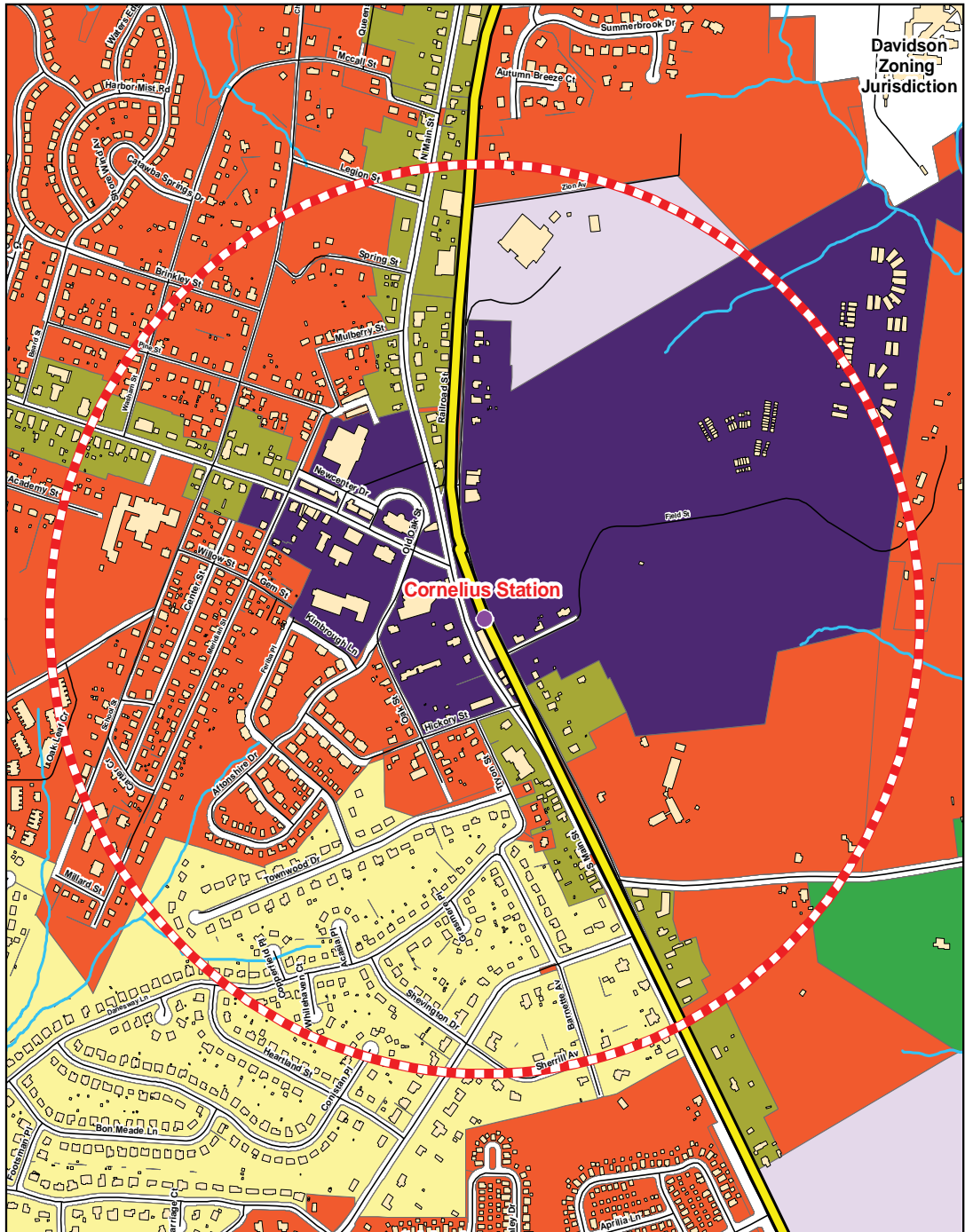
North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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Cornelius Station Area Existing Zoning



Legend

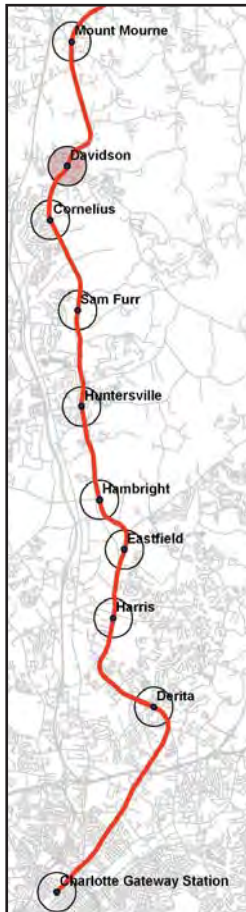
- Proposed Red Line Alignment
- Proposed Red Line Station
- 1/2-mile Station Radius
- Lynx Blue Line
- Roads
- General Residential
- Neighborhood Residential
- Neighborhood Mixed Use
- Business Campus
- Town Center
- Rural Preservation

Scale: 400 200 0 400 Feet

Data Source: Charlotte Area Transit System, Charlotte-Mecklenburg Planning Commission

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER
(continued)



Davidson Station Area on LYNX Red Line

9. DAVIDSON STATION AREA



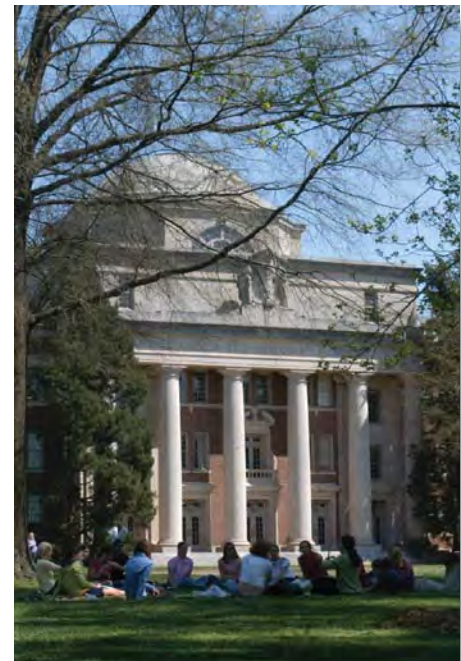
Shoppers are attracted to Davidson’s active downtown.

Station Overview

The LYNX Red Line’s **Davidson Station** is centered within the Town of Davidson Historic District (listed on the National Register of Historic Places) and located one block west of the town’s commercial and civic heart, Main Street (N.C. 115).

To the west of the station lies one of the county’s most intact African-American residential neighborhoods, dating back to the early 20th century. North and west of the station, two prominent former cotton mills reflect on the town’s industrial past and continued re-use as thriving commercial and employment centers. Downtown Davidson’s commercial district forms the eastern and southern edges of the

Davidson College



Information Requested

Documentation Supporting Land Use Criterion

EXISTING
STATION AREA
DEVELOPMENT
CHARACTER
(continued)

Davidson Station Area (continued)

transit area, and well-preserved historic residential neighborhoods surround the downtown. Davidson College, one of the nation’s foremost liberal arts colleges, is two blocks east of the station and downtown area.



Downtown Davidson’s Main Street, one block east of the transit station site, blends its historical small town character and new multi-use development.

Land Use and Community Design

The Davidson Station Area has few substantial vacant parcels, but several building and parking sites have tremendous potential for more intense, mixed-use redevelopment. In 2004, the Town created a *Davidson Station Area Plan* (using a one-quarter mile radius) which identified several key redevelopment sites. The Town’s *Comprehensive Plan* (2010) confirmed the potential of these same sites, plus additional sites, during a lengthy public involvement process. Over 3.6 million square feet of new development or redevelopment opportunities were identified within walking distance of the transit station.

Several assumptions were considered as part of the final development model:

- an average of three-story buildings,
- an average floor to area ratio of .75, relating building space to lot size,
- discounted development potential for new roads, parking and infrastructure needs,
- about 68% of that floor area reserved for residential uses and the balance reserved for commercial (office and retail) uses, and

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER

(continued)

Davidson Station Area (continued)

Land Use in the Station Area	
Single Family	28%
Multi-Family	3%
Commercial	2%
Office	4%
Institutional	43%
Industrial	2%
Vacant/Open	18%

Employees or Residents Within 1/2 Mile Walk of Station	
Single Family	2,611
Multi-Family	1,015
Commercial	500
Office	299
Institutional	861
Industrial	39
TOTAL	5,325



This aerial view of downtown Davidson includes the proposed LYNX Red Line station site in the center right of the photo.

- the preservation of “sacred spaces” defined as the most historic and culturally significant buildings and sites in the downtown area.



The development model projects that of the total redevelopable area, approximately 1.8 million square feet of residential and 900,000 square feet of commercial space could be integrated within the historic downtown fabric to support transit, economic development and community quality of life.

The station area is and will continue to be characterized as the village center, including many churches, schools, retail businesses, government offices, public gathering spaces, and homes.

The town’s lakefront development is just outside the half-mile station area.

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER
(continued)

Davidson Station Area (continued)

Street Network and Pedestrian Environment

The station area street network can best be described as a well-connected system of two-lane, pedestrian and bicycle-friendly streets. Davidson has one of the highest rates of bicycle or pedestrian commuter populations in the region.

Three main roadways pass through the station area: Griffith Street, Concord Road and Main Street (N.C. 115). A fine grain of parallel local streets connects these primary routes and frames the downtown area.



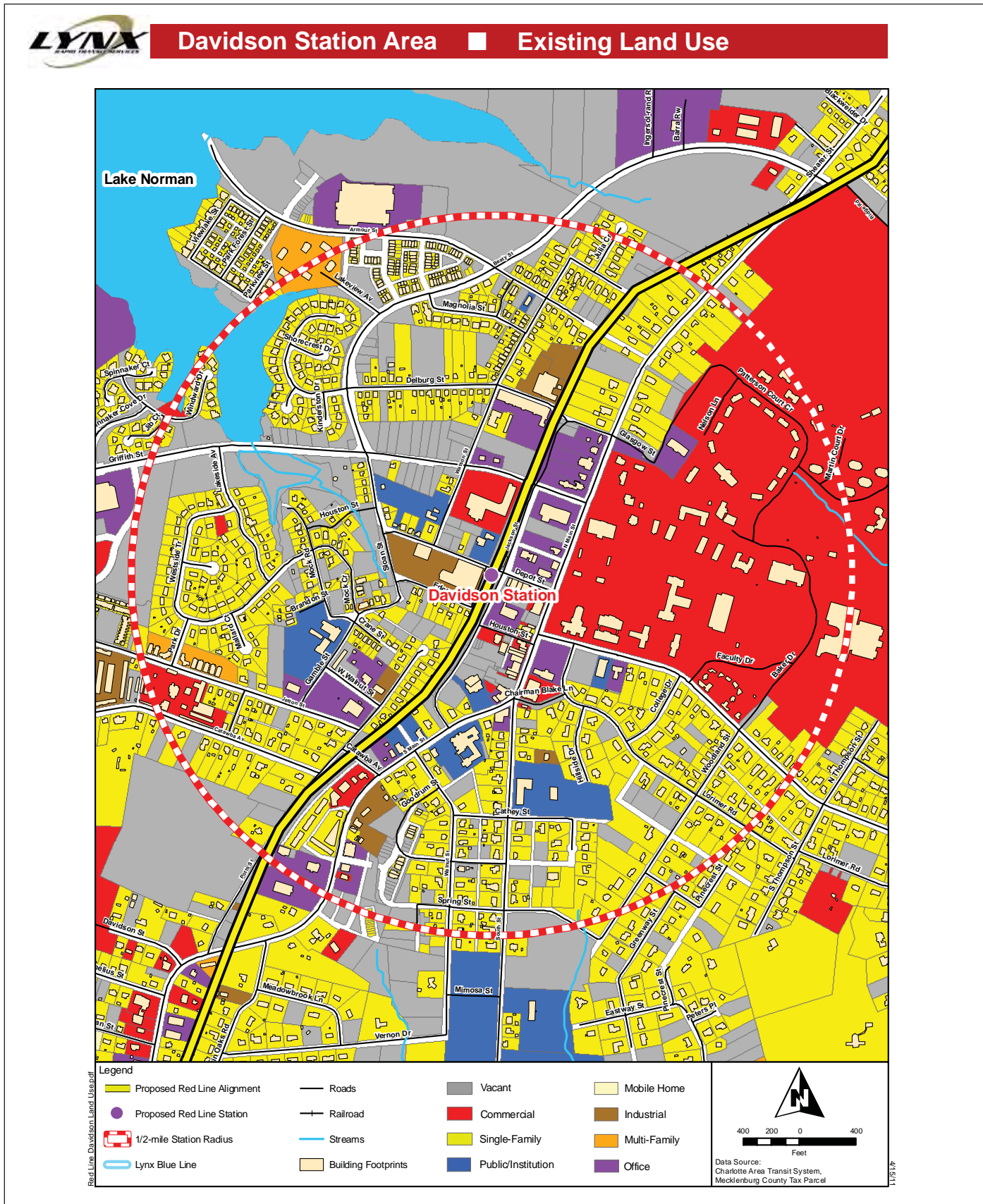
Davidson's downtown streetscape

Griffith Street begins at the interchange with I-77 about one mile west, and uses a series of multi-lane roundabouts to manage over 20,000 cars per day. Griffith Street narrows to a two-lane cross section with bike lanes when it transitions from the interstate commercial district to the smaller-scale residential neighborhoods before it terminates at N.C. 115, which is two lanes throughout the town and generally surrounded by on street parking.

N.C. 115 (Main Street) passes through the downtown area with retail and office buildings set against the public right-of-way. Wide brick sidewalks and street trees line the street through the downtown and transition to typical concrete sidewalks south and north of the downtown core. N.C. 115 intersects with Davidson-Concord Road which is the town's main east-west corridor into the downtown.

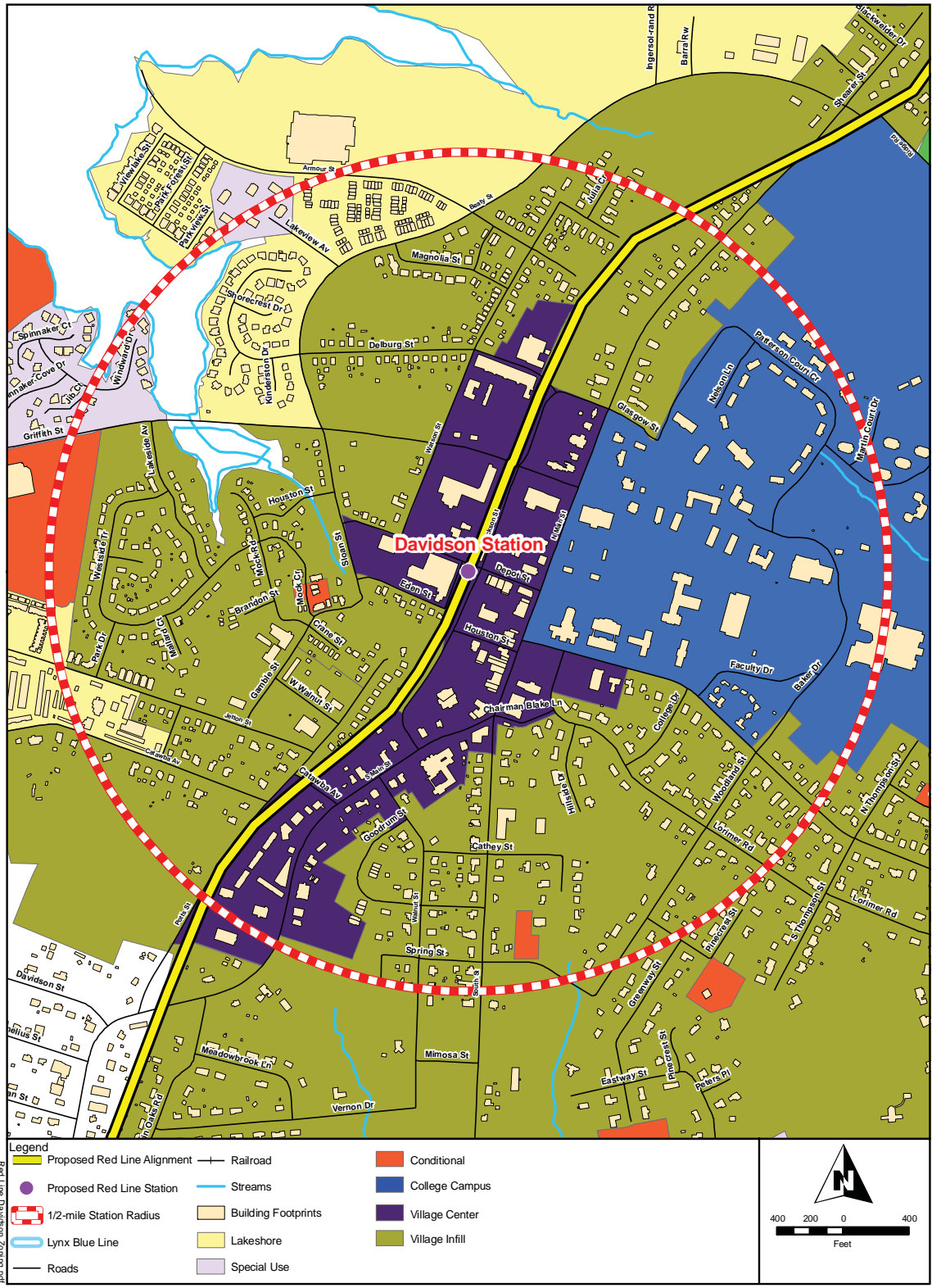
North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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Davidson Station Area ■ **Existing Zoning**



Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER
(continued)



10. MOUNT MOURNE STATION AREA (Mooresville)



The corporate headquarters of Lowe’s Home Improvements, Inc. is located in the Mount Mourne station area.

Station Overview

Mount Mourne Station – the northern terminal station for the proposed North Corridor LYNX Red Line – is located in the Mount Mourne community in southern Iredell County. Historically this southernmost portion of Iredell County has been characterized as a rural greenbelt between Davidson and Mooresville.

Today, the station location is proposed to be located within one-half mile of the Lowe’s Home Improvement Corporate Campus and the Lake Norman Regional Hospital. The surrounding land uses are predominantly office land uses, residential development and several vacant areas that are poised for development.

Land Use and Community Design

Much of the Mount Mourne Station Area is included in the *Mount Mourne Small Area Plan*, adopted in 2006 by the Town of Mooresville. That plan envisions a terminal commuter rail station surrounded by several employment centers interspersed with mixed use development.



Lake Norman Regional Medical Center

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING STATION AREA DEVELOPMENT CHARACTER
(continued)

Mount Mourne Station Area (continued)

Lowe’s Home Improvements, Inc. began relocating its corporate headquarters in 2001 to approximately 200 acres located adjacent to the transit corridor. The Lowe’s Corporate Campus is expected to support 12,000 employees at build-out.



views of Lowe’s Corporate Campus

Also in 2001, the \$41 million Lake Norman Regional Medical Center – a 217-bed hospital and medical campus with over 900 employees – opened on Fairview Road, immediately west of the corridor.

These employment centers – in conjunction with the construction of a new interchange at Interstate 77 and Langtree Road (completed in 2009) – are bringing urbanization to the area. With the emergence of these regional employment centers and the construction of this interchange, the epicenter of anticipated growth has shifted the growth anticipated for this portion of the corridor to the area south and adjacent to Langtree Road as well as at the interchange quadrants.

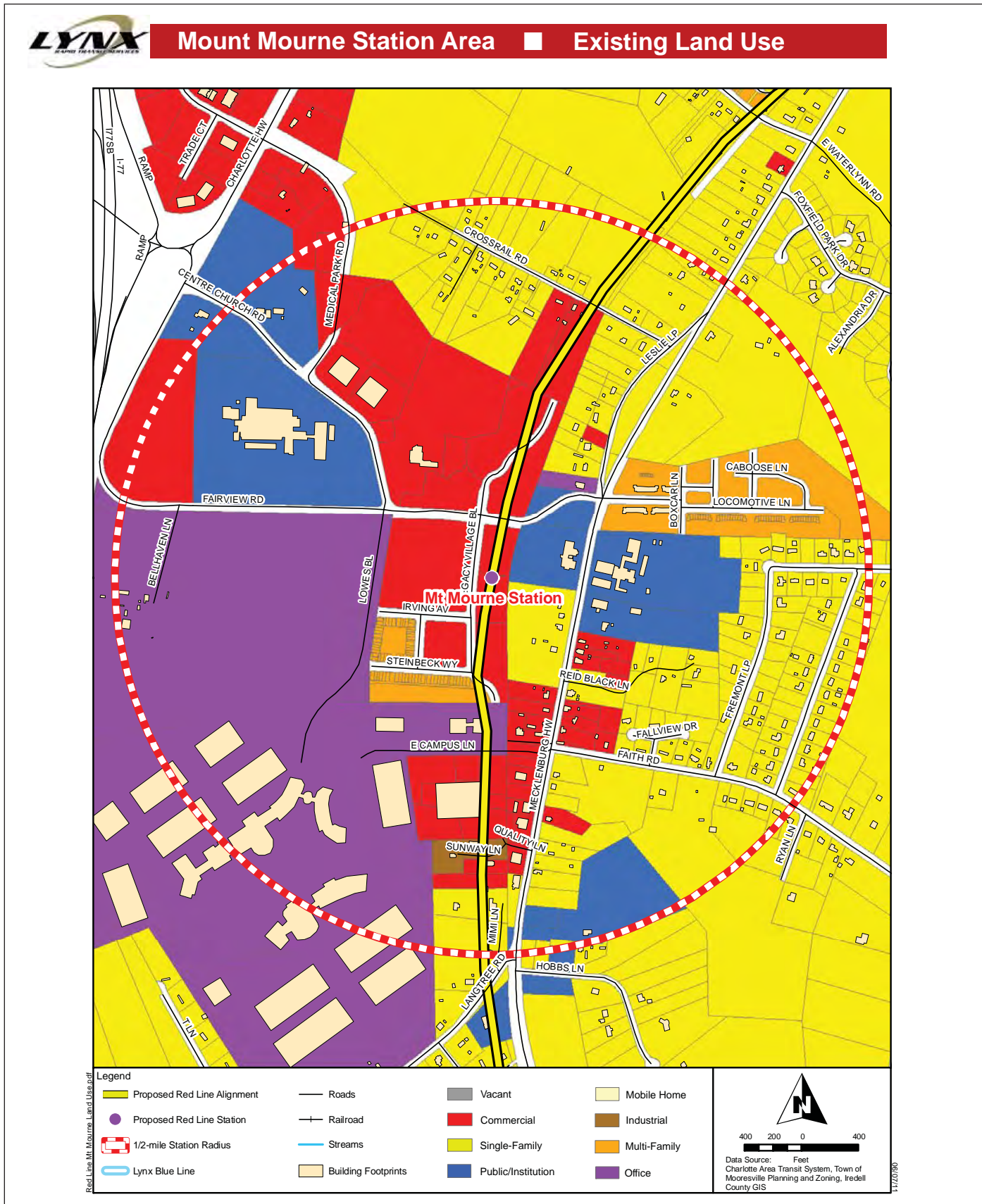
The Mount Mourne LYNX Red Line Station is to be located in the Legacy Village development (*right*), which now has condominiums and will also have office, retail, and a hotel. The Legacy Village development is located immediately north of the Lowe’s Corporate campus and has frontage along Fairview Road. The Lowe’s Corporation has recently purchased the available land along Fairview Road and N.C. 115, which may limit the ability to achieve the densities required for TOD at this location.



Mount Mourne Station Area text continues on page 68

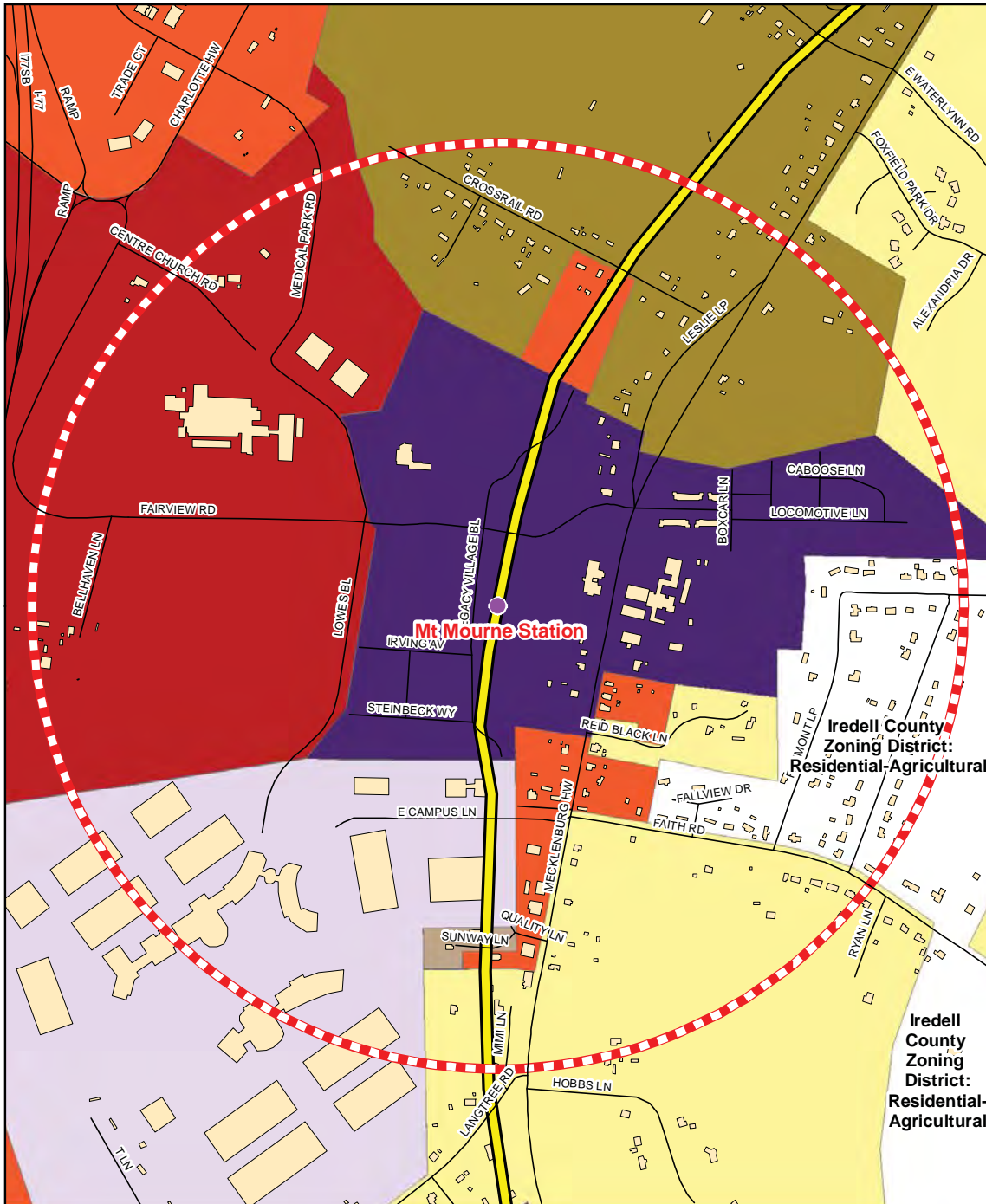
North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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Mount Mourne Station Area ■ **Existing Zoning**



Legend

Proposed Red Line Alignment	Roads	Commercial Mixed Use	Residential (R3)
Proposed Red Line Station	Railroad	General Industrial	Residential Mixed Use
1/2-mile Station Radius	Streams	Neighborhood Mixed Use	Village Center
Lynx Blue Line	Building Footprints	Planned Campus	

400 200 0 400
Feet

Data Source:
Charlotte Area Transit System, Town of
Mooresville Planning and Zoning, Iredell
County GIS

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
STATION AREA
DEVELOPMENT
CHARACTER

(continued)

Land Use in the Station Area	
Single Family	18%
Multi-Family	3%
Commercial	1%
Office	39%
Institutional	16%
Industrial	1%
Vacant/Open	22%

Employees or Residents Within 1/2 Mile Walk of Station	
Single Family	289
Multi-Family	382
Commercial	48
Office	2,922
Institutional	945
Industrial	17
TOTAL	4,603

Mount Mourné Station Area (continued from page 65)

Street Network and Pedestrian Environment

N.C. 115, located immediately adjacent to the Norfolk-Southern rail corridor, historically has served as the farm-to-market road for all the small towns on the LYNX Red Line north of Charlotte. Langtree Road provides a direct connection to the Interstate 77 corridor as does the Williamson Road/U.S. 21 interchange. Lake Norman and Lake Davidson pose physical barriers for surface transportation connectivity.

Most of the thoroughfares providing east-west connectivity terminate at the N.C. 115 corridor. The proposed East-West Connector would extend Langtree Road east to ultimately connect with N.C. 3. This corridor, upon completion, will provide regional connectivity via the N.C. 3 corridor to two regional employment centers and the Interstate 77 and Interstate 85 corridors. The first phase of this thoroughfare extends Langtree Road to an at-grade crossing of the rail corridor and N.C. 115, strategically enhancing access to emerging employment centers of the Mount Mourné area and to the station area vicinity.

Sidewalk infrastructure is limited to roadways more recently constructed to Town of Mooresville street standards. Medical Park Boulevard, Lowes Boulevard and the Legacy Village Development have existing sidewalks. Ultimate street cross sections are designed to accommodate multi-modal transportation alternatives for pedestrians and bicyclists. Recommendations in the adopted Mooresville Pedestrian and Bicycle Plans identify potential projects within the vicinity of the transit station that would enhance the multi-modal element, and provide connectivity to the station and the surrounding land uses.



Condominiums have been constructed at Legacy Village, site of the transit station. Plans call for 280 multi-family homes, as well as 200,000 square feet of office, 100,000 square feet of retail and a 10,000 square foot day care center.

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING STATION AREA PEDESTRIAN FACILITIES, including access for persons with disabilities

■ **7. Station Area Maps identifying pedestrian facilities and access provisions for persons with disabilities**

Pedestrian facility needs in the station areas of the North Corridor LYNX Red Line are identified in a variety of ways, including as part of the Station Area Concepts (completed for a number of North Corridor station areas), or through the Station Area Plan process (that includes a component intended to address infrastructure needs associated with supporting development envisioned in the station areas). Subsequent to completion of transit engineering, infrastructure improvement plans will be developed for each of the ten North Corridor transit station areas. Finally, the 2005 *North Corridor Station Location Refinement Report* conducted an initial examination of pedestrian accessibility opportunities and limitations within each of the North Corridor station areas.

Charlotte

- At **Charlotte Gateway Station** in Center City Charlotte, sidewalks are provided on virtually all streets located within a half-mile walk of the transit station. Curb ramps are typically provided at intersections to allow access for persons with disabilities.
- Many of the communities surrounding the **Derita Station** contain sidewalks, although given the age of the communities, the width and condition of these sidewalks to serve the anticipated needs of these communities upon completion will need to be evaluated and addressed. An important pedestrian gap that will also be addressed as part of station development will be improving the quality and/or number of pedestrian rail crossings in the vicinity of the station. The reconstruction of West Sugar Creek Road (the commercial “Main Street” of Derita) – currently undergoing planning and design – will focus on the pedestrian needs of this community and of future transit riders.
- Most of the pedestrian facilities in the **Harris Station** area are found along Old Statesville Road (N.C. 115) – improved several years ago by the City of Charlotte – and in the residential communities west of N.C. 115 (although the new developments in these communities are more likely to contain sidewalks than the oldest areas developed without sidewalks). The Griffith Lakes development, proposed on 395 acres immediately east of the station, proposes an ambitious pedestrian network that would link components of the development to one another, as well as to open spaces, commercial areas and the transit station itself.
- Sidewalks are uncommon in the **Eastfield Station** area, due to the fact that it is relatively undeveloped, and that the main roadway serving this area (N.C. 115 – Old Statesville Road) at this juncture is a “farm to market road.” The Eastfield Station development, currently in preliminary construction phase immediately east of the station, will contain a network of sidewalks that will link both the development’s residential and commercial components with the station. The *Eastfield Station Area Plan* envisions this street network to provide an important overland connection between a future Mallard Creek greenway to the east and future Dixon Branch greenway to the west. These two greenways – once constructed – will further enhance the inter-connectedness among the station, the station area and the surrounding communities.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>EXISTING STATION AREA PEDESTRIAN FACILITIES, including access for persons with disabilities <i>(continued)</i></p>	<p><u>Huntersville</u></p> <ul style="list-style-type: none"> • At Hambright Station, pedestrian accommodations currently are located west of N.C. 115 on Hambright Road and a portion of Old Statesville Road. However, as part of the Bryton development, an extensive street network – including sidewalks, trails and bike paths – is to be installed. Once completed, this network will offer excellent access to, from and within the site. • At Huntersville Station, primary access is provided by Main Street, Church Street, Maxwell Street and Huntersville-Concord Road. The station area includes a sidewalk network that provides limited pedestrian accessibility to and from the station. The reconstruction of Main Street scheduled for FY 2014 will enhance this accessibility, and together with recent improvements associated with the Town Center project and other planned capital improvements in the downtown, will offer good pedestrian and bicycle access to the station, downtown and surrounding residential neighborhoods. The Town is in the process of preparing a <i>Comprehensive Pedestrian Plan</i>, which will inventory, assess and prioritize the construction of new sidewalks, including those which will serve the Huntersville Station. • At Sam Furr Station, the initial primary road access is N.C. 115. Access to the transit station will include at least one crossing of the railroad from N.C. 115 opposite a future entrance to the Caldwell Station development. N.C. 73 provides an important east-west connection between I-77 and I-85. N.C. 115 and N.C. 73 are both classified as “major” thoroughfares, with the latter scheduled to be widened to four lanes between N.C. 115 and Interstate 77 by December 2011. As part of this widening, sidewalk and bicycle accommodations will be constructed along N.C. 73. Bicycle accommodations will be installed along N.C. 115 for approximately ½ mile north and south of N.C. 73. Future widening plans for N.C. 115 call for the addition of pedestrian and bicycle accommodations along the entire length of the road. In addition, any development that occurs in proximity to the transit station will include pedestrian and bicycle accommodations. <p><u>Cornelius</u></p> <p>Sidewalks are provided on virtually all existing streets within Transit Overlay District and within a half mile of the proposed commuter rail station. The adjoining existing neighborhood street system, which is primarily residential in character, provides a sidewalk on at least one side of each street.</p> <p>Recent capital improvements have provided ADA-compliant access at each crossing along Catawba Avenue, which is the main collector street through the district. Ongoing construction associated with the mixed-use Antiquity Community includes accessible sidewalks and multi-use paths throughout the development. Future plans include extending the multi-use path to a regional greenway.</p> <p>The Town has been awarded a 2010 NCDOT Bicycle and Pedestrian Planning Grant to inventory, analyze and development a comprehensive plan which will identify gaps in connectivity, evaluate challenges with access and develop a prioritization plan for implementation for improvements.</p>

Information Requested	Documentation Supporting Land Use Criterion
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EXISTING STATION AREA PEDESTRIAN FACILITIES, including access for persons with disabilities
(continued)

Davidson

Sidewalks are provided on approximately half of the streets within a half-mile walk of the downtown station location. Where sidewalks exist at intersections, ADA-accessible ramps are typically provided. The downtown Davidson commercial district is well served by generous brick-paver sidewalks, highly visible crosswalks and pedestrian-oriented way-finding signage.

Several pedestrian facilities needs have been identified in conceptual station area plans. The most significant pedestrian need is for sidewalks along Jackson Street south of Depot Street and upgrades to existing sidewalks along South Main Street and Griffith Street. The town has included sidewalk projects on its infrastructure needs list, and the town has a general policy of completing at least one sidewalk project each year where it services a high density of pedestrians.

Mooreville

Sidewalks are generally provided on the developed streets within the Legacy Village development, and along the frontage of Fairview Road. Curb ramps are typically provided at intersections to allow access for persons with disabilities.

There are sidewalks connecting the Legacy Village Development to the Lowe’s Campus (via Lowe’s Boulevard), Lake Norman Regional Hospital (via Centre Church Road) and the offices located along Commerce Pointe Boulevard.

The *Town of Mooreville Pedestrian Plan* requires sidewalks to comply with the Americans with Disabilities Act by mandating the installation of wheelchair ramps at intersections in accordance with state statute: “. . . shall provide wheelchair ramps for the physically handicapped at all intersections where both curb and gutter and sidewalks are provided and at other major points of pedestrian flow.”

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>EXISTING STATION AREA PEDESTRIAN FACILITIES, including access for persons with disabilities <i>(continued)</i></p>	<p>■ <u>8. Documentation of achievement of curb ramp transition plans and milestones required under CFR 35.150(d)(2)</u></p> <p><u>Charlotte</u></p> <p>Charlotte’s Department of Transportation (CDOT) has a four-part program for the review and upgrading of curb ramps:</p> <ol style="list-style-type: none"> (1) The City includes new installation and upgrades of curb ramps on all of its transportation capital projects. (2) The City reviews and replaces existing curb ramps to meet the most current standards on an ongoing basis as part of its regular resurfacing program. (3) The City also takes calls and complaints from citizens on ADA/access issues. These are addressed on an individual basis, and approximately \$60,000 per year is allocated to replace ramps not addressed through resurfacing or capital projects. (4) The City has an ongoing program with Disability Rights & Resources, Charlotte’s advocacy group for people with disabilities. The CDOT Staff meets monthly with the group’s Accessibility Committee. The group identifies transportation related needs, including curb ramps, that can aid the disabled community. <p>Charlotte’s efforts on behalf of the disabled community resulted in a top rating in the American Foundation for the Blind’s 2003 competition, and a finalist rating in the 2002 and 2003 Accessible America Competition by the National Organization on Disability. The City also received the 2004 Institute of Traffic Engineers (ITE) and Partnership for a Walkable America Award for the Accessible Pedestrian Signals Project (Elderly and/or Mobility Impaired Category) and the 2010 US EPA Excellence in Building Healthy Communities for Active Aging Achievement Award for the City’s efforts to support mobility of the elderly population.</p> <p><u>Huntersville</u></p> <p>The Town of Huntersville is committed to pedestrian accessibility in conformance with the Americans with Disabilities Act (ADA) for both existing and new facilities.</p> <p><u>Cornelius</u></p> <p>The Town of Cornelius has a two-part street system: rights-of-way maintained by the North Carolina Department of Transportation (NCDOT) and Town-owned and maintained streets. In either situation any newly constructed NCDOT-maintained street is subject to the most recently adopted NCDOT standard for accessible ramps.</p> <p>Streets and sidewalks which will be maintained by the Town of Cornelius are subject to the requirements set forth in Chapter 7, “Streets, Parking and Lighting” of the <i>Town of Cornelius Land Development Code</i>. In Sec. 7.2.(3), the Code also specifically spells out that the sidewalks shall comply with the Americans with Disabilities Act.</p>

Information Requested	Documentation Supporting Land Use Criterion
<p>EXISTING STATION AREA PEDESTRIAN FACILITIES, including access for persons with disabilities <i>(continued)</i></p>	<p>The Town performs annual inspections of Town-maintained rights-of-way. Street surface and sidewalk conditions are inventoried. In addition, the Town takes calls and complaints from citizens on ADA/access issues. Funds are set aside in the annual CIP budget, and repairs and improvements are made on a case-by-case basis. Grant funding is regularly being sought to enhance the budget and increase the Town’s efforts to improve accessibility and connectivity.</p> <p>NCDOT is responsible for the annual inspection of all NCDOT rights-of-way. NCDOT coordinates repairs and improvements with the Town as they are scheduled.</p> <p><u>Davidson</u></p> <p>As sidewalks are built within public rights of way or within private developments, the Town of Davidson requires that every street crossing be ADA-accessible, including curb ramp transitions and standard crosswalk markings from the Manual on Uniform Traffic Control Devices (MUTCD). The Town of Davidson does not have a formal plan for providing curb ramps other than through the sidewalk improvement construction process.</p> <p><u>Mooreville</u></p> <p>The <i>Town of Mooreville Land Development Design Standards</i> manual specifies – in Section 6.2 (Infrastructure Design Basis) – that where sidewalks and/or greenways intersect any section of curb and gutter, wheel chair ramps are required. The current NCDOT wheelchair ramp standards apply. Approved colors for truncated domes are black, red and yellow.</p>

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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<p style="text-align: center;">EXISTING CORRIDOR AND STATION AREA PARKING SUPPLY</p>	<p>■ <u>9. Existing parking spaces per square footage of commercial development and/or per dwelling unit</u></p> <p><u>Charlotte</u></p> <p>The number of parking spaces per square foot of commercial development, or per dwelling unit, varies greatly by the market conditions of different sections of the corridor.</p> <ul style="list-style-type: none"> • For most commercial uses, the <i>City of Charlotte Zoning Ordinance</i> historically has required between 1 space per 300 square feet and 1 space per 600 square. • For residential uses, the ordinance has required between 1 and 2 spaces per unit. <p>However, it should be noted that TOD zoning has reduced parking minimums plus parking maximums that are comparable to the minimums for other districts.</p> <p>Table I-3: City of Charlotte Parking Requirements for TOD</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #800000; color: white;"> <th style="text-align: left;">Use</th> <th style="text-align: left;">Minimum/Maximum Number of Parking Spaces</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Residential</td> <td>Minimum of one space per dwelling unit for properties on blocks with single family zoning, no parking minimum for all other properties and a maximum of 1.6 parking spaces per dwelling unit.</td> </tr> <tr> <td style="text-align: center;">Office</td> <td>Maximum of one parking space per 300 square feet of office space. Mixed-use developments and multi-use developments of residential and office uses may share parking spaces as per Section 12.203</td> </tr> <tr> <td style="text-align: center;">Restaurants/Nightclubs</td> <td>For all sites within 800 feet of single family zoning, minimum of one parking space per 150 square feet of restaurant/nightclub space. For all other sites, no minimum. Maximum of one space per 75 square feet.</td> </tr> <tr> <td style="text-align: center;">Retail</td> <td>Maximum of one space per 250 square feet.</td> </tr> <tr> <td style="text-align: center;">All Other Non-Residential Uses</td> <td>The maximum number of parking spaces permitted is listed as the minimum amount required in the Table 12.202, per non-residential use.</td> </tr> </tbody> </table> <p>Source: <i>City of Charlotte Zoning Ordinance</i>, Section 12.203 and Table 12.202</p> <p><u>Huntersville / Cornelius / Mooresville</u></p> <p>Table I-4: North Corridor Towns Parking Requirements</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #800000; color: white;"> <th style="text-align: left;">Town</th> <th style="text-align: left;">Parking Requirements</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Huntersville</td> <td> <ul style="list-style-type: none"> • One parking space per 500 square feet for most commercial uses. • Residential parking requirements vary between 1 and 2 spaces per dwelling unit. There is no requirement for civic uses. </td> </tr> </tbody> </table>	Use	Minimum/Maximum Number of Parking Spaces	Residential	Minimum of one space per dwelling unit for properties on blocks with single family zoning, no parking minimum for all other properties and a maximum of 1.6 parking spaces per dwelling unit.	Office	Maximum of one parking space per 300 square feet of office space. Mixed-use developments and multi-use developments of residential and office uses may share parking spaces as per Section 12.203	Restaurants/Nightclubs	For all sites within 800 feet of single family zoning, minimum of one parking space per 150 square feet of restaurant/nightclub space. For all other sites, no minimum. Maximum of one space per 75 square feet.	Retail	Maximum of one space per 250 square feet.	All Other Non-Residential Uses	The maximum number of parking spaces permitted is listed as the minimum amount required in the Table 12.202, per non-residential use.	Town	Parking Requirements	Huntersville	<ul style="list-style-type: none"> • One parking space per 500 square feet for most commercial uses. • Residential parking requirements vary between 1 and 2 spaces per dwelling unit. There is no requirement for civic uses.
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Information Requested	Documentation Supporting Land Use Criterion
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EXISTING
CORRIDOR AND
STATION AREA
PARKING SUPPLY
(continued)

Table I-4 (continued):

Town	Parking Requirements
Cornelius	<p>The number of parking spaces per square foot of commercial development or per dwelling unit varies by the specific use. The Town’s <i>Land Development Code</i> (Section 7.5, Minimum Parking Requirements) provides minimum parking ratios.</p> <ul style="list-style-type: none"> • Commercial uses are required to provide one parking space per 300 square feet. • For residential uses, an apartment typically would be required to provide one parking space per bedroom, while an attached or detached home would require two parking spaces per home. <p>The Town allows for shared parking, on-street parking and off-site parking within 300 feet of the intended use. A combination of these strategies is encouraged within the Transit Overlay District and along the corridor.</p>
Mooresville	<ul style="list-style-type: none"> • For most commercial uses, the <i>Town of Mooresville Zoning Ordinance</i> historically has required between one space per 200 square feet and one space per 400 square feet. • For residential uses, the ordinance requires two spaces per unit. <p>The Mooresville ordinance does have a Transit Station Overlay that is to be applied in addition to any applicable base zoning district or conditional zoning district requirements.</p>

Davidson

An estimated 1,900 public and private parking spaces are available to business owners, patrons and employees. Recent commercial surveys (2008-2009) conducted by the Town estimate a total commercial square footage of 250,000 square feet in the downtown/transit area (an insignificant number of residential units occupy the same parcel as a commercial use in the study area, and are not included in these estimates).

Thus, the downtown/transit area has approximately 1 parking space per 131 square feet of commercial space. These totals do not account for private, off-street parking spaces in single-family residential neighborhoods within the transit area. There are approximately 800 single family or multi-family dwelling units within one-half mile of the proposed transit station. Each residential dwelling unit is required to have at least one off-street parking space.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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<p>EXISTING CORRIDOR AND STATION AREA PARKING SUPPLY <i>(continued)</i></p>	<p>■ <u>10. Parking spaces per employee in the CBD and/or other major employment centers</u></p> <p><u>Charlotte</u></p> <p>A Charlotte Department of Transportation survey in 2006 found 29,222 parking spaces in the Center City (CBD) decks at that time, with an average of 812 spaces per deck.</p> <p>Since 2006, Center City development has resulted in a reduction of surface parking from 37 acres to 29 acres today. In addition, zoning for the Center City was amended in 2001 to disallow new surface parking lots as a principal use.</p> <p><u>Huntersville</u></p> <ul style="list-style-type: none"> ● Hambright Station – currently there is neither commercial square footage nor any associated parking within the half-mile station area. ● Huntersville Station – the Town of Huntersville’s <i>Downtown Parking Study</i> (2006) identified 950 parking spaces within the half-mile station area, of which 163 are public, 421 commercial and 366 for church use. Since 2006, there has been a net increase of approximately 300 public spaces, attributable to the Town Center development. This project features a three-level parking deck of 297 spaces, along with associated surface parking. Excluding parking for church use, there are 884 parking spaces available to serve 311,109 square feet of commercial, institutional and office space in Huntersville’s downtown for an estimated 782 employees within the station area. ● Sam Furr Station – all of the existing parking spaces within the half-mile station area are private. <p><u>Cornelius</u></p> <p>The major employers within the corridor are the Town of Cornelius Town Hall and Police Departments, Cornelius Elementary School, Food Lion Grocery and associated retail within the Town Center area. Based on aerial photography, those uses provide approximately 550 parking spaces within confined parking lots. The existing on-street parking is not included in those numbers. The approximately 300 spaces associated with Town Hall and Food Lion are unassigned and shared among the adjoining uses. These spaces serve approximately 250 to 300 full time employees within the Town Center area.</p> <p>The Town of Cornelius prepared a <i>Transit District Overlay Parking Study</i> in 2008. The study inventoried all properties and land uses in the district, and identified a total of approximately 1,162 parking spaces available in the entire district. These numbers included gravel lots and unmarked spaces along street and small private businesses.</p> <p><u>Davidson</u></p> <p>The downtown area employs approximately 810 full-time and part-time employees, according to a 2010 merchants survey. With 1,900 total parking spaces available, there are</p>
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Information Requested	Documentation Supporting Land Use Criterion
<p>EXISTING CORRIDOR AND STATION AREA PARKING SUPPLY (continued)</p>	<p>approximately 2.3 public and private spaces for every employee in the downtown area. The somewhat larger half-mile transit station area has 1,699 employees, according to the 2010 U.S. Census.</p> <p><u>Mooresville</u></p> <p>The Town of Mooresville does not have an accounting for the amount of parking in the vicinity of the Mount Mourne station.</p> <p>■ <u>11. Land Area within one-half mile of station devoted to parking</u></p> <p><u>Charlotte</u></p> <p>The land area devoted to parking within one-half mile of the proposed transit stations varies by station. With the exception of Center City, almost all parking within transit station areas is on-site parking associated with business or residential development. As redevelopment occurs, the land area devoted to parking is expected to decrease since the new transit-oriented zoning districts reduce the amount of parking to be provided, while encouraging structured (versus surface) parking.</p> <p><u>Huntersville</u></p> <ul style="list-style-type: none"> ● Hambright Station – new parking will be created to serve TOD projects, as well as transit riders. ● Huntersville Station – the station area includes 297 spaces in the downtown municipal parking deck and 163 other public spaces. All other parking is associated with commercial, religious or residential development. The 2006 <i>Downtown Parking Study</i> identified the need for approximately 1,000 additional parking spaces in downtown Huntersville to accommodate future development. However, more than 300 existing parking spaces are located on parcels expected to redevelop. Even with the new municipal parking deck downtown, there will be the need for a significant number of new spaces in the downtown station area. ● Sam Furr Station – new parking will be created to serve TOD projects, as well as transit riders. <p><u>Cornelius</u></p> <p>There is an existing CATS park-and-ride in close proximity to the proposed station location. The Town has identified two tracts of eight to ten acres each which are along the corridor and is actively seeking to partner with CATS to purchase and develop the tracts as park-and-ride lots or parking structures. In addition, several surface parking lots exist within a half-mile of the station location with unassigned parking.</p>

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>EXISTING CORRIDOR AND STATION AREA PARKING SUPPLY <i>(continued)</i></p>	<p><u>Davidson</u></p> <p>The Town of Davidson does not have specific land cover statistics for surface parking. However, assuming that the average parking space requires about 300 square feet (including internal circulation), the downtown/transit area – with 1,900 public and private parking spaces – has approximately 570,000 square feet devoted to surface parking.</p> <p><u> Mooresville</u></p> <p>The land area devoted to parking within the station area is predominantly on-street, parallel parking within the Legacy Village development, as well as existing surface parking lots associated with the offices adjacent to Fairview Road. Parking spaces on the Lowe’s campus – most in structured parking – are restricted from the general public.</p> <p>Mooresville was awarded a federal Congestion Mitigation and Air Quality (CMAQ) grant for a parking lot with 155 spaces that contained footings for a multi-story parking deck. The project was to be completed by June, 2011, but the Town has requested a construction extension from N.C. Department of Transportation.</p> <p>■ <u>12. Average daily parking cost in the CBD and/or other areas</u></p> <p><u>Charlotte</u></p> <p>In 2010, daily parking rates for lots and garages serving the Charlotte Center City range from \$2.50 per day to \$20.00 per day. Costs are expected to increase as existing parking is replaced by Center City construction projects.</p> <p><u>Huntersville</u></p> <p>There is no charge for any public parking within one-half mile of the three Huntersville transit stations. For the municipal parking garage in the Huntersville Station area, parking is to be metered in 2011, with a rate of \$1 per hour, or \$5 per day.</p> <p><u>Cornelius / Davidson / Mooresville</u></p> <p>There are no parking fees in the CBD or transit station areas of these three towns.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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**II-A
GROWTH
MANAGEMENT**

**CONCENTRATION
OF DEVELOPMENT
AROUND
ESTABLISHED
ACTIVITY CENTERS
AND REGIONAL
TRANSIT**

■ **13. REGIONAL PLANS OR POLICIES that promote increased development, infill development and redevelopment in established urban centers and activity centers, and/or limit development away from primary activity centers**

Charlotte

The City of Charlotte and Mecklenburg County are committed to ensuring that the community is positioned to accommodate future growth and development in a manner that is sustainable in the long term. The following policies and initiatives demonstrate this commitment, particularly by their emphasis on encouraging increased development intensity where there is already infrastructure in place or planned that can accommodate it. Of particular importance is that future higher intensity development can be served by alternative transportation, including transit, walking and bicycling.

► **Centers and Corridors**

In 1994, the City of Charlotte and Mecklenburg County endorsed a regional growth strategy entitled “**Centers and Corridors**” (*Attachment 2*), intended to increase development density in five growth corridors which include proposed or under construction fixed guideway transit lines, as well as a number of key nodes or “centers,” as a means of managing growth and reducing sprawl in Mecklenburg County and the greater region.



The recommendation grew out of the work of a regional Committee of 100, representing several counties in the Charlotte region. The North Transit Corridor is located in one of the five high-density corridors identified in their report.

The Centers and Corridors growth strategy laid the foundation for the five transit corridors.

► **Centers, Corridors and Wedges Growth Framework**

The “Centers and Corridors” development framework was originally introduced in 1994 and the **Centers Corridors and Wedges Growth Framework** (adopted in 2010) is the overarching growth policy for Charlotte (*Attachment 3*). This policy document revises the original Centers and Corridors concept by establishing a vision for future growth and development for Charlotte. It does this by identifying three geographic types used to categorize land in Charlotte’s “sphere of influence” – *Activity Centers*, *Growth Corridors*, and *Wedges* – outlining the desired characteristics of each of these geographies.

The policy intends to help guide growth into areas that can best support it, and away from areas that cannot. Thus, much of Charlotte’s future moderate to higher intensity development is targeted within five major Growth Corridors and in designated Activity Centers,

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

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CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT
(continued)

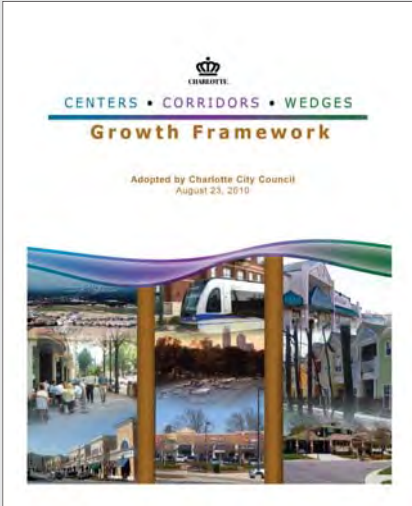
especially Transit Station Areas, consistent with area plans. This will help maximize existing infrastructure and services. Low to moderate density residential and services supporting neighborhoods are targeted for areas between corridors, referred to as Wedges.

Growth Corridors are five elongated areas that stretch from Center City to the edge of Charlotte. They are characterized by the diversity of places they encompass – from historic neighborhoods to vibrant mixed use areas to significant employment and shopping districts – and by the accessibility and connectivity that they provide for these places. There are four distinct sub-areas identified within Growth Corridors – *Transit Station Areas, Interchange Areas, Established Neighborhood Areas* and *General Corridor Areas*.

These areas typically have a high level of accessibility, especially given that Growth Corridors include at least three high capacity transportation facilities – interstate/expressway, major thoroughfares, existing or planning rapid transit and or freight rail line – that run parallel to each other. Some areas within the Growth Corridors, particularly the Transit Station sub-areas, are appropriate locations for significant new growth. These areas will allow the most intense development within all of Charlotte.

Activity Centers are focal points of economic activity, typically with concentrations of compact development. Many existing Activity Centers have the capacity for significant new growth in conjunction with enhancements to the supporting infrastructure.

Wedges are the large areas between Growth Corridors, where residential neighborhoods have developed and continue to grow. The Wedges comprise mainly low density housing, as well as a limited amount of moderate density housing and supporting facilities and services.



► **2025 Integrated Transit / Land Use Plan**

The **2025 Plan** of 1998 (*Attachment 5*) is an extensive technical analysis of the transit and land use concepts articulated by the *Centers and Corridors* vision and the *2015 Plan*. The *2025 Plan* includes general station area land use recommendations and proposes modifications to policies and regulatory tools that can be used to implement the region’s transit and land use vision. A principal objective of the plan, that has shaped subsequent policy, is to target over half of all future higher density housing and office employment to transit corridors. Another recommendation in the plan calls for updating Charlotte’s *General Development Policies*.

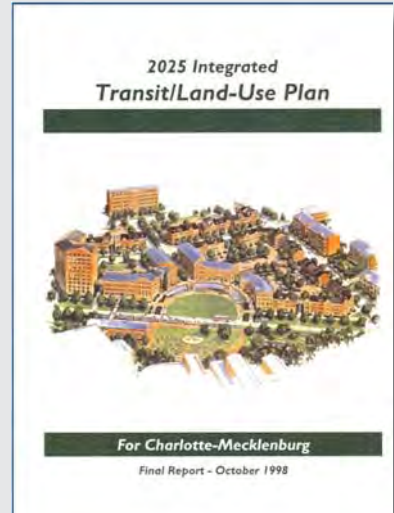
II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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CONCENTRATION
OF DEVELOPMENT
AROUND
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ACTIVITY CENTERS
AND REGIONAL
TRANSIT
(continued)

Several measures have been undertaken subsequent to the **2025 Integrated Transit/Land Use Plan** and in response to these recommendations, notably:

- The City of Charlotte tracks land development patterns in Growth Centers and Activity Corridors. The City's FY 2011 *Transportation Focus Area Plan* contains a target that at least 40% of new single-family and 70% of multi-family housing be located in Activity Centers or Growth Corridors (as opposed to Wedges). Additionally, the Focus Area Plan targets 75% of new office and employment uses to be located within the Activity Centers and Growth Corridors.
- The *General Development Policies* – originally adopted by City Council in 1990 – were updated in 2003 and expanded in 2007. The *General Development Policies* acknowledge Centers, Corridors and Wedges as the community's growth framework. The 2003 update included reaffirmation of the *Transit Station Area Principles*, initially developed in 2001.
- The *Transit Station Area Principles* set the framework for transit-oriented high-density, pedestrian-oriented development; provide the basis for Station Area Plans, as the principles are applied to specific station areas; and provide the basis for the Transit Oriented Development zoning districts.
- Consistent with the *Transit Station Area Principles*, the *Eastfield Station Area Plan* was adopted in 2008, establishing a policy framework for future land use and infrastructure in the Eastfield station area, and Transit Supportive Development zoning districts (TSD) were adopted in 2003 with a Transit Supportive Overlay district adopted in 2005.



► **2030 Transit Corridor System Plan**

The **2030 Transit Corridor System Plan** (*Attachment 6*) is a long-range multi-modal transportation plan that identifies five transportation corridors, a series of Center City improvements, and enhanced bus service and facility improvements throughout the region. The 2030 Plan (adopted in 2010) updates and implements the *2025 Integrated Transit/Land Use Plan*.

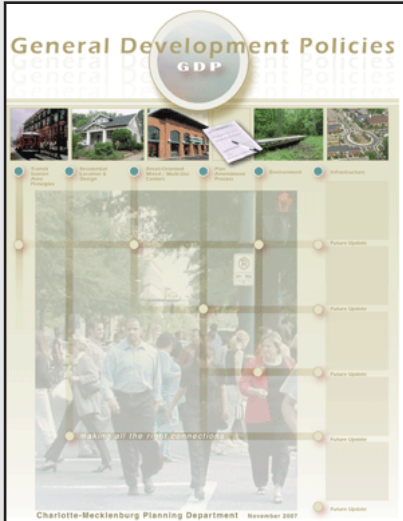
► **General Development Policies**

The **General Development Policies** (GDP) (*Attachment 7*) set forth planning principles for Charlotte-Mecklenburg and are the basis for the development of area-specific plans. The GDP was first adopted in 1990, updated in 2003 and expanded in 2007 (see next page).

Information Requested	Documentation Supporting Land Use Criterion
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CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT
(continued)

- The first element of the **General Development Policies update, *Transit Station Area Principles***, was adopted by the Charlotte City Council in 2001. It focuses on general policies for station area development. The policies allow a much higher density and intensity of development in station areas than many of the existing land use plans for these areas, which typically call for low-rise residential, office, retail or industrial. The *Transit Station Area Principles* are discussed on pages 88-90.
- The subsequent phase of the GDP update (adopted by City Council in 2003) consists of policies for *Residential Location and Design*, focusing on higher density housing, and *Retail-Oriented Mixed/Multi-Use Centers*. This update revises previous policies which allowed the dispersal of higher density housing, and redirects much of this development to areas served by public infrastructure, including local transit and rapid transit. Sites that qualify under the previously adopted GDP for higher density housing might not qualify under the updated GDP or may qualify for a lower density.
- The most recent updates of the GDP (adopted by City Council in 2007) consist of the *Infrastructure* and *Environment* elements that recognize the Centers, Corridors and Wedges Growth Framework acknowledging infrastructure limits and environmental features when making development decisions.



► **Sustainable City Facilities Policy**

In 2009, Charlotte City Council adopted the **Policy for Sustainable City Facilities**. The policy’s intent is to direct City staff to design, construct, and operate sustainable City facilities which meet the functionality and service delivery needs of citizens while minimizing environmental impacts and conserving and protecting resources. The policy’s foundation is City Council’s Environmental Focus Area Plan, whose measures are:

- Increase awareness of the environment as a priority for the community.
- Make wise decisions regarding growth and development that are consistent with adopted plans and policies (including the GDP-Environment) and minimize negative environmental impacts of land use and development.
- Responsibly manage Charlotte’s natural resources including the tree canopy, streams, ponds and wetlands.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT <i>(continued)</i></p>	<ul style="list-style-type: none"> • In support of State of North Carolina and City recycling goals, increase single family and multi-family recycling participation. • Reduce greenhouse gas emissions from City facilities and operations. • Demonstrate environmental sustainability in the management of the City’s vehicle fleet. • Demonstrate environmental sustainability in the design, construction and operation of City facilities. • Implement environmentally-conscious practices in the acquisition and disposition of City resources. • Identify and advance renewable energy projects leveraging City resources. • Increase awareness of the environment as a priority for the City. • Collaborate and participate in public and private sector partnership’s environment and visioning initiatives. • Lead and support efforts to improve Charlotte and regional air quality by promoting long-term reduction inn ozone causing emissions. • Continue a leadership role in regional water resources planning. • Work with partners through the Charlotte Regional Partnership’s Energy Capital Project to attract and grow the clean energy industry sectors in Charlotte. • Improve the regulatory environment by clarifying and enhancing City ordinances that facilitate environmentally and energy sustainable practices. • Take a leadership role in changes to policy at the state and federal level. <p><u>Huntersville</u></p> <p>► 2030 Huntersville Community Plan</p> <p>The Community Plan calls for a land use pattern that focuses higher intensity development and redevelopment within two miles of the I-77/N.C. 115 corridor. Included within this corridor are the three transit stations proposed for Huntersville (Hambright, downtown Huntersville, Sam Furr).</p> <p>The “Transit Oriented Development (TOD)” zoning districts (generally within one-half mile of a transit station) that would accommodate development within these station areas call for minimum residential densities of 15 du/acre, with allowable densities up to 40 du/acre. For non-residential development, minimum floor area ratio (FAR) requirements are .35, with a preferred range from .5 to 1.5. Buildings with a minimum of two-stories are required in the TOD zoning districts. Building height limits are 13 stories in TOD districts, or 4 stories if the property is within a mile of the Town Center District.</p> <p><u>Cornelius</u></p> <p>► Comprehensive Master Plan</p> <p>The Navigate Cornelius Comprehensive Master Plan – now in development with expected completion and adoption in 2011 – identifies plans for infill and redevelopment throughout the community, focusing on the town’s commercial centers.</p>

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Information Requested	Documentation Supporting Land Use Criterion
<p>CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT <i>(continued)</i></p>	<p>► Downtown Block Plan</p> <p>The Town of Cornelius approved the Downtown Block Plan in 2008, which focuses on development and redevelopment of a vital town block in the vicinity of the proposed commuter rail station. Plans include the development of high density housing and additional commercial opportunities.</p> <p><u>Davidson</u></p> <p>► Davidson Planning Ordinance</p> <p>The Davidson Planning Ordinance promotes increased development and density within its urban core in several ways. The ordinance does not require parking and allows for high-density redevelopment for parcels within the downtown business district. Surrounding the downtown, the ordinance requires parking but sets a maximum limit on the amount of surface and total parking that may be provided on site. All planning areas require short-term and long-term bicycle parking for all developments, other than single-family residential subdivisions, in order to reduce vehicle miles traveled and parking demand.</p> <p>The <i>Davidson Planning Ordinance</i> does not have density caps, minimum lot sizes or extensive setback requirements within the downtown or surrounding urban core. New infill must be in context with surrounding development, but it is expected that new development will occupy a larger footprint and include more residential density. Within the urban core, local ordinances mandate complete streets, high levels of street connectivity, and design speeds safe for pedestrians.</p> <p>The <i>Davidson Planning Ordinance</i> restricts growth capacity in the unincorporated rural area with policies requiring clustered lots, significant open space preservation, and limited sewer availability. The town also relies on a limited but well-connected network of rural roads to restrict growth to the urban core.</p> <p>► Davidson Comprehensive Plan</p> <p>Davidson’s Comprehensive Plan recommends that future growth be focused on the urban core in the form of redevelopment and infill. Civic spaces will be enhanced with more public art and community events, additional public services will be built downtown, streets and parking will be improved to provide for multi-modal transportation, and signage will clearly market the mix of commercial uses.</p> <p><u>Mooresville</u></p> <p>► Iredell County 2030 Horizon Plan</p> <p>The Iredell County 2030 Horizon Plan (adopted in 2010) has an economic development strategy to work with local economic development agencies to promote redevelopment of brownfield sites identified by the North Carolina Brownfield Program.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

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<p style="text-align: center;">CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT <i>(continued)</i></p>	<p>▶ Mooresville Comprehensive Economic Development Strategy Report</p> <p>The Mooresville Comprehensive Economic Development Strategy Report (adopted in 2006) recommends the development of high-density residential in addition to retail and commercial developments that have been completed in the last five years.</p> <p>▶ Mount Mourn Small Area Plan (Phase 3)</p> <p>This plan calls for transit oriented development with transit supportive densities, both in terms of employees per acre and residential dwelling unit densities. The focus on employment with two major employers (Lowe’s and Lake Norman Regional Medical Center) will call for some element of station connections via feeder buses.</p>
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North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

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CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT
(continued)

■ **14. REGIONAL PLANS OR POLICIES to concentrate development around major transit facilities**

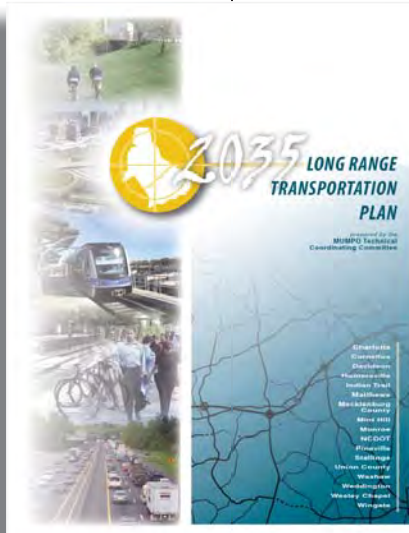
Multi-Jurisdictional

▶ **2035 Long-Range Transportation Plan (LRTP)**

In 2010, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) – including **Charlotte, Cornelius, Davidson** and **Huntersville** – adopted the federally-mandated **2035 Long-Range Transportation Plan**. (MUMPO consists of officials from the elected bodies of Mecklenburg County and its seven municipalities and Union County and seven of its municipalities; the North Carolina Board of Transportation is also represented. Mooresville is in neighboring Iredell County, which is not part of the MUMPO area.)

The LRTP defines policies, programs and projects intended to be completed during the next 25 years and represents the over-arching transportation vision for the Mecklenburg-Union area. One element of the plan is the “Transportation Components” section that includes the transit system corridor plan (with the North Transit Corridor extended from Center City Charlotte northward through Davidson toward Mooresville).

The LRTP will help prioritize projects eligible for state and federal transportation funding, while assisting local governments make their transportation and land use decisions based upon funding availability and community objectives. The plan thereby serves as a policy focus for much of the transportation, transit and land use planning within the North Corridor.



▶ **Transit Station Area Joint Development Principles and Policy Guidelines**

In 2002, the City of **Charlotte**, Mecklenburg County, the Metropolitan Transit Commission and the Towns of **Cornelius, Davidson** and **Huntersville** in northern Mecklenburg and Matthews in southern Mecklenburg adopted **Transit Station Area Joint Development Principles and Policy Guidelines** (*Attachment 8*). These principles were intended to provide a framework for local governments and the Charlotte Area Transit System “to encourage and promote transit supportive development at public transit stations.” These principles have served to guide station area planning efforts since their adoption.

▶ **Mayor’s Transportation Task Force (MTTF)**

The MTTF was formed in December 2007 by the Mayors of the Towns of **Huntersville, Cornelius, Davidson** and **Mooresville** to address regional transportation issues common to all four communities. The MTTF has evolved into the Lake Norman Transportation Commission, which has provided focus to several regional transportation planning projects in the area. The MTTF solicited input from a number of state, local and business experts on topics including regional air quality, road planning and funding, land use, bus transit and the North Corridor line. The final report included a recommendation that

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT <i>(continued)</i></p>	<p>a standing organization be created to address transportation issues in the Lake Norman region.</p> <p>► Lake Norman Transportation Commission (LNTC)</p> <p>Formed as a result of the work of the MTTF, the LNTC is a multi-jurisdictional organization charged with advocating for transportation improvements (including rail) in the Lake Norman area. Since its formation in 2009, the LNTC has worked to advocate for the North Corridor line and to identify funding options.</p> <p>► ULI Advisory Services Panel Report (2010)</p> <p>This 2010 report – a joint undertaking of the Towns of Huntersville, Cornelius, Davidson, Mooresville, the City of Charlotte, Mecklenburg County, CATS and the Lake Norman Transportation Commission – was the product of the efforts of the “Lake Norman Area, Charlotte Urban Land Institute Advisory Service Panel.”</p> <p>The ULI report (<i>Attachment 9</i>) evaluated and made recommendations on a number of issues associated with the economic development and transportation infrastructure for the North Corridor along Interstate 77 and N.C. 115. The panel report included a number of recommendations related to transit oriented development, such as ensuring that transit continues to support the <i>2025 Charlotte-Mecklenburg Integrated Transit/Land Use Plan</i> which established the framework for the current regional transit system that includes the North Corridor rail line.</p> <p>The report also noted “the role of land use in linking infrastructure, housing and sustainability” and the value of TOD as a tool to organize land use, along with providing an impetus for economic development along the North Corridor line.</p> <p><u>Charlotte</u></p> <p>► Transit Station Area Principles</p> <p>The Transit Station Area Principles section of the <i>General Development Policies</i> was adopted by the Charlotte City Council in 2001 (<i>Attachment 10</i>). These principles provide direction for developing and redeveloping properties around rapid transit stations. The policies focus on land use, mobility and community design, and apply to the area within one-half mile walking distance of an identified rapid transit station. The principles:</p> <ul style="list-style-type: none"> • set the framework for high-density, pedestrian-oriented development that will be transit-oriented; • provide the basis for Station Area Plans, as the principles are applied to specific station areas; and • provide the basis for the TOD zoning districts. <p>The unanimous adoption of the <i>Transit Station Area Principles</i> demonstrates the City Council’s strong commitment to transit-oriented development. The following is a brief summary of these principles.</p>

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CONCENTRATION
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AND REGIONAL
TRANSIT

(continued)



**Transit Station
Area Principles**

Adopted by
Charlotte
City Council
November 2001

Transit Station Area Principles

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, service-oriented retail and civic uses that are transit supportive. Such a mix of land uses increases the attractiveness of the area and increases trip options for transit uses.
- ▶ Disallow automobile-oriented uses.
- ▶ Provide uses that attract/generate pedestrian activity, particularly at the ground floor level.
- ▶ Consider special traffic generators – such as cultural, educational, entertainment and recreational uses – to locate either within or adjacent to station areas.
- ▶ Encourage multi-use developments, which include a mixture of uses on the same site. Mixed-use developments, with a mixture of uses with the same buildings, are also encouraged.
- ▶ Encourage a mixture of housing types.
- ▶ Preserve and protect existing stable neighborhoods.
- ▶ Encourage the development of workforce/affordable housing.

Increase Land Use Intensity

- ▶ Encourage higher densities for new development, concentrating the highest densities closest to the transit station and transitioning to lower densities adjacent to existing single family neighborhoods. Not only will this allow the most people to have walking access to transit, it also helps to create a focal point around the station and provides an appropriate transition to the adjacent neighborhoods.
- ▶ In most cases, minimum densities for new residential development within ¼ mile walking distance from a transit station will be 20 dwelling units per acre (net) or greater. Between ¼ and ½ mile walking distance, the typical minimum density will be 15 dwelling units per acre (net) or greater.
- ▶ In most cases, non-residential or mixed-use intensities within the ¼ mile walking distance from a transit station will be at a minimum .75 (net) FAR (floor area ratio) and should yield at least 65 employees per acre. Between ¼ and ½ mile walking distance from a transit station, the non-residential or mixed-use intensities will be at minimum .5 FAR (net) and should yield 50 employees per acre.
- ▶ In some cases, station area plans will recommend lesser intensities or densities for new development. These lesser intensities might be necessary to preserve existing structures, to insure that new development is consistent with the character of existing transit supportive development, to protect existing neighborhoods, or to mitigate traffic impact.

CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT
(continued)

Transit Station Area Principles

Mobility

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



Pedestrian and Bicycle System

- ▶ Provide an extensive pedestrian system throughout the station area that will minimize the walking distances for pedestrians.
- ▶ 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 facilities.

Street Network

- ▶ Within station areas, design streets to be multi-modal, with an emphasis on pedestrian and bicycle circulation and set vehicular levels of service to reflect an emphasis on pedestrians and bicyclists.
- ▶ When necessary, redesign existing street intersections with a greater emphasis on safe and comfortable pedestrian and bicycle crossings.
- ▶ Develop an interconnected street network designed around a block system, with maximum block lengths of 400 feet.
- ▶ Ensure that the pedestrian network will accommodate large groups of pedestrians comfortably, especially within ¼ mile of the station.
- ▶ Consider new mid-block street crosswalks in congested areas where there are long distances between signalized crossings.
- ▶ Incorporate traffic calming into the design of new streets.

Parking

- ▶ Reduce regulatory parking requirements in station areas and establish maximums.
- ▶ Minimize large surface parking lots (greater than two acres) for private development, especially within ¼ mile of the station. Instead of surface lots, well-designed parking decks are preferred.
- ▶ Encourage shared parking facilities.

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CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT
(continued)

Transit Station Area Principles

Community Design

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



Building and 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.
- ▶ Locate building entrances to minimize the walking distance between the transit station and the building.
- ▶ Locate surface parking, with the exception of on-street parking, to the rear of buildings and, where necessary, provide pedestrian paths through surface parking to stations.
- ▶ Design parking structures to include active uses on ground floor street frontage.
- ▶ Typically limit building heights to 120 feet, with the tallest and most intensely developed structures located near the transit stations and buildings adjacent to establish neighborhoods limited to low-rise structures.
- ▶ Screen unsightly elements, such as dumpsters, loading docks, service entrances and outdoor storage from the transitway.
- ▶ 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 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.
- ▶ Orient surrounding buildings onto the open spaces.

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<p>CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT</p> <p><i>(continued)</i></p>	<p><u>Huntersville</u></p> <p>Over the past decade, the Town of Huntersville has been actively engaged in regional and local planning for rail transit and transit oriented development within Mecklenburg County and more particularly along the North Corridor rail line for the three transit stations located within its jurisdictional boundaries.</p> <p>Much of this work has been accomplished through the adoption of transit supportive plans and policies, along with local and regional initiatives designed to advance and implement commuter rail service along the North Corridor. The Town’s transit planning efforts and initiatives are outlined below.</p> <p>► Transit Oriented Development (TOD) Zoning</p> <p>In 1996, the Town of Huntersville adopted a form-based zoning ordinance which included provision for transit oriented development (TOD). In 2002, the Town amended its Zoning Ordinance to include two zoning designations for TOD: TOD-Residential and TOD-Employment.</p> <p>The stated intent of the TOD-R District is: “The transit-oriented residential district is established to support higher density residential communities that include a rich mix of retail, restaurant, service, and small employment uses within a pedestrian village format. Land consuming uses, such as large lot housing and large retail outlets are excluded from this district. The TOD-R may be located on developable and redevelopable parcels generally found within the ½ mile catchment area of designated rapid transit station sites.”</p> <p>The TOD-E District “is established to accommodate general office uses and office support services in a highly pedestrianized setting. General office, characterized by 40 to 70 employees per acre, is the predominant use. Uses that employ relatively few workers, such as warehousing and distribution, are excluded from this district. The TOD-E may be located on developable parcels within the ½ mile catchment area of rapid transit stations.</p> <p>► Huntersville 2030 Community Plan (2003)</p> <p>Huntersville’s <i>2030 Community Plan (Attachment 11)</i> is the long range land use plan guiding development within the Town. The plan addresses future public transportation as follows: “Huntersville must plan for commuter rail or a major new bus transit system connecting the region. Increasing urbanization in Mecklenburg and surrounding counties coupled with air quality concerns and the cost and disruption associated with continual expansion of road capacity will lead to a vastly improved public transit system in the near future. Town officials must continue to participate in local planning and monitor public transit planning at the local, regional and state levels.” The Town is currently updating its Community Plan where the commitment to commuter rail transportation will be reiterated.</p> <p>► Downtown Master Plan (2005)</p> <p>The <i>Downtown Master Plan</i> designated a transit station location, and recommended circulation improvements in the downtown to facilitate improved access to the transit station and to promote transit supportive development and redevelopment within the historic downtown area.</p>

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

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<p>CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT <i>(continued)</i></p>	<p>► Sam Furr Station Concept Plan (2006)</p> <p>The Town, in coordination with CATS, sponsored a public workshop for property owners within the ½ mile station area to provide an update on station area planning efforts and to receive input on a proposed “Station Area Concept Plan” for Sam Furr Station (<i>Attachment 12</i>). Based on the input received, Glatting Jackson prepared a plan to guide future station area development. The purpose of this plan was to identify the station location, transit supportive development opportunities and outline issues to be addressed in order to integrate the future transit station with the surrounding area. This Concept Plan served as the basis for a development proposal submitted in 2008 for TOD at Sam Furr Station and will continue to guide future development initiatives, including transportation improvements within the station area.</p> <p>► Bryton Development (2006)</p> <p>In 2006, the Town of Huntersville granted rezoning approval for a proposed TOD project located east of N.C. 115. This project included the relocation of the Norfolk and Southern rail line to accommodate the proposed development, along with significant road and utility infrastructure investment. Located on approximately 500 acres, at build-out Bryton will consist of 198 single family homes; 2,305 multi-family units; 1 million square feet of retail space and 1.2 million square feet of office/flex space. This approval represents the first rezoning of property for TOD and upon completion would be one of the largest such projects in the U.S. The approval of this project was the reflection of a commitment by the Town to the vision for commuter rail service along the North Corridor rail line.</p> <p>► East Huntersville Area Development Plan Concept Plan (2007)</p> <p>This plan built upon recommendations of Huntersville’s <i>Downtown Master Plan</i>, including recommendations for redevelopment of a significant vacant property within the ½ mile station area. Included in the plan was a proposed mixed-use development on a 30-acre former mill site consistent with the Town’s TOD design principles (e.g. minimum average density of 15 du/acre within ½ mile of transit station).</p> <p>► Huntersville Station Concept Plan (2009)</p> <p>As part of cost estimates for the North Corridor Rail line, CATS – in a joint effort with the Town – developed station area plans for the Huntersville Station (<i>Attachment 13</i>). Initial (Phase 1) plans call for approximately 150 parking spaces to serve the station, together with road and other capital improvements to serve the station. CATS also prepared station plans for this site.</p> <p>► Huntersville 2030 Community Plan (2011)</p> <p>This plan restates the town’s long-standing support for commuter rail, and includes a policy recommendation which advocates implementation of the North Corridor commuter rail line.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

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CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT
(continued)

Cornelius

► Transit District Overlay

The Town of Cornelius has adopted a **Transit District Overlay** as part of the *Land Development Code* (Section 5:14). The intent is to produce compact areas of higher density, mixed use areas that define focal points throughout the community and unify neighborhoods within walking distance of the proposed transit station.

Davidson

The Davidson transit station area is very similar to the urban core of the Town of Davidson, since the future rail station is located in the heart of the downtown business district. Therefore, many of the same plans affecting growth in the urban core also affect growth for the transit area.

► Davidson Planning Ordinance

The majority of the station area is zoned as **Village Center Planning Area (VC)** in the *Davidson Planning Ordinance*. The Ordinance is a form-based code, and the VC area permits a wide-range of uses by right. The first floor of new buildings in the VC must be designed for retail uses, and live-work or mixed use buildings are permitted. All new buildings in the transit area must be multi-level but generally limited to four stories in order to respect the historic character of the downtown.

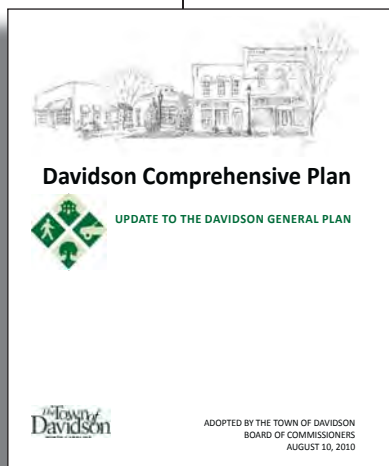
The **Village Core Overlay District** (a smaller sub-set of the VC area) does not require any parking, but development applicants are strongly encouraged to financially contribute toward a future parking deck. All new construction, other than single-family residential structures, must go through an extensive design review process to ensure quality construction, materials and pedestrian-oriented architectural elements.

► Davidson Comprehensive Plan (2010)

Davidson’s transit station area will be defined, in large part, by infill redevelopment on small to mid-sized parcels. The *Davidson Comprehensive Plan (Attachment 14)* cites the downtown as a primary growth target and directs staff to promote development within this well-serviced and walkable area in order to sustain smart growth.

The Comprehensive Plan includes several goals that directly relate to transit-oriented development:

- Maintain the downtown as a high-quality pedestrian environment and civic center.
- Promote public transit as a viable mode of transportation.
- Protect historic downtown buildings and neighborhoods.
- Prioritize infill and mixed-use development within or near already developed areas.



North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

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CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT
(continued)

A number of small area plans have recommended new road connections, pedestrian connections, and bike facilities in the station area:

► **Davidson Town Center Plan (1997)**

This illustrative small area plan showed a potential build-out for mixed use development in the downtown area. The goals of the plan were to reinforce the downtown as the community’s commercial, civic and cultural center; position the downtown to benefit economically from growth; capitalize on opportunities presented by future transit operations; provide a variety of housing opportunities at higher densities; and provide better links across rail line to connect adjacent neighborhoods to downtown.

► **Davidson Downtown Pedestrian and Bicycle Safety Enhancement Plan (2002)**

This plan identifies the greatest needs for improving pedestrian and bicyclist safety in the downtown area. The projects identified included crosswalks and curb extensions at intersections along Main Street (N.C. 115) and Concord Road, as well as lane re-allocation along Concord Road to create a bike lane and on-street parking.

► **Davidson Downtown Action Agenda (2003)**

Consultants used community surveys, market analysis and focus groups to define a vision for downtown Davidson in the year 2008. The report emphasizes the importance of authenticity, diversity, basic convenience and maintenance in the downtown area. The report also suggested that the downtown would be enhanced and made more viable if more restaurants, art galleries, upper floor residences, theater venues and government services were present.



► **Davidson Transit Station Small Area Plan (2005)**

The transit station small area plan (*Attachment 15*) identifies the station platform and parking locations for the LYNX Red Line, and identifies and re-evaluates the infrastructure issues that will affect the station plan and will be affected by the transit system. The plan also outlines options for development within five areas around the proposed station area.

The Davidson Transit Station Small Area Plan recommends physical and zoning developments in the station area.

► **Potts-Sloan-Beaty Street Corridor Land Use Plan (2007)**

The *Potts-Sloan-Beaty Street Corridor Land Use Plan* was developed to guide growth along existing roadways and alleviate traffic congestion through new connections and improved multi-modal access. The plan anticipated the arrival of commuter rail, associated road closings and signalization and transit-oriented development patterns.

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<p>CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT <i>(continued)</i></p>	<p>► Davidson Bicycle Master Plan (2008)</p> <p>Recommendations were made for streets and non-motorized corridors to provide a complete bicycle transportation system in Davidson. NCDOT adopted the plan, which also called for policy and enforcement initiatives. The bicycle master plan includes innovative wayfinding signage, lane markings and programs aimed to increase ridership to and around the transit area.</p> <p>► Tax Increment Financing (2007)</p> <p>The Town of Davidson has also adopted several other capital and fiscal policies and plans. The town adopted a Tax Increment Financing (TIF) ordinance in 2007, establishing a district where the Town plans to use additional property tax revenues to finance several of these important infrastructure improvements. The Town plans to improve, widen or extend approximately 2.2 miles of roads within the transit station area, provide 400 new structured parking spaces and improve several pedestrian crossings in the area.</p> <p><u>Mooreville</u></p> <p>The Town of Mooreville’s plans and policies to concentrate development around major transit facilities include the <i>Mount Mourne and South Iredell Master Plan</i>, as well as the <i>Mount Mourne Small Area Plan</i>.</p> <p>► Mount Mourne Small Area Plan (2001)</p> <p>The <i>Mount Mourne Small Area Plan (Attachment 16)</i> was adopted originally in 1999 following the relocation of the Lake Norman Regional Medical Center to the vicinity, with anticipation of emerging employment centers and transit oriented development near a commuter rail station targeted for Fairview Road, immediately west of the intersection of N.C. 115.</p> <p>In 2001 Lowe’s Home Improvement Corporation announced the relocation of its corporate headquarters to the immediate vicinity within walking distance of the proposed station. Lowe’s is anticipated to locate 12,000 employees at this campus location upon build-out, and has established the largest regional employment center on the rail corridor.</p> <p>The 1999 <i>Mount Mourne Small Area Plan</i> was revised in 2001 to account for the specific campus location and to incorporate anticipated transportation infrastructure improvements associated with enhancing access, particularly the construction of Medical Park Drive to enhance access to the northern campus from I-77 and improvements to the Exit 33 interchange.</p> <p>The plan accounted for the anticipated emergence of more urban, mixed use development, residential and employment uses within immediate proximity to the proposed station location as well as a proposed interchange at Langtree Road and I-77. The plan also denoted a network of thoroughfares along the eastern and western perimeters of the campus that would have strengthened the north-south street network to enhance vehicular movement to and around the employment center and to the proposed transit station.</p>

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT <i>(continued)</i></p>	<p>► Mount Mourne and South Iredell Master Plan</p> <p>In 2006, the Town of Mooresville adopted the <i>Mount Mourne and South Iredell Master Plan</i>, which anticipated a projected build-out of the Lowe’s campus at 12,000 employees and the current campus configuration (with a southern access point off Langtree Road and substantial expansion of the planning horizon to east to Shearer’s Road). This plan accounted for the eastern extension of Langtree Road ultimately to the N.C. 3 corridor. The proposed station area location remained unchanged. Following adoption of the <i>Mount Mourne and South Iredell Master Plan</i>, Lowe’s Home Improvements, Inc. significantly expanded their corporate campus boundaries, substantially reducing the potential for transit oriented development at the proposed station location.</p> <p>In 2011, the Town of Mooresville is proposing to amend the <i>Mount Mourne and South Iredell Master Plan</i> to account for the changing planning horizon around the Lowe’s campus and proposed station site. Staff recommends relocating the station to the East-West Corridor immediately west of the proposed N.C. 115 crossing. This proposed station relocation would support transit oriented development.</p>

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<p style="text-align: center;">CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT</p> <p style="text-align: center;">(continued)</p>	<p>■ <u>15. LOCAL COMPREHENSIVE PLANS OR CAPITAL IMPROVEMENT PLANS that give priority to infill development and/or provide for opportunities of high density redevelopment</u></p> <p><u>Charlotte</u></p> <p>▶ Capital Investment Plan</p> <p>The City of Charlotte <i>Capital Investment Plan</i> (CIP) FY2011-2015 (but updated annually) contains a number of strategies and policies aimed at linking capital investments to the City’s land use goals. The CIP’s “Capital Investment Plan Program Policies” state (in part) the policy to “develop and implement a capital program based on Smart Growth Principles,” including (among others) maintaining land use planning, sustaining effective land use decisions and strengthening neighborhoods.” It also includes the policy to “affirm neighborhoods as a foundation of the community and emphasize a reinvestment program for all neighborhoods.”</p> <p>Recognizing these policies, a wide variety of investment is targeted for infill locations and to serve as catalysts for higher density development. In regard to transit stations, for example, the CIP identifies \$20 million for access improvements (such as intersection improvements, lighting, sidewalks, landscaping, streetscaping, pedestrian safety improvements and other infrastructure) to facilitate access to future transit stations. These improvements should also serve as catalysts for higher-density transit oriented developments in these transit station areas.</p> <p>The CIP also contains projects that attest to the City of Charlotte’s commitment to implementation of the Centers, Corridors and Wedges Growth Framework. Specifically, the CIP includes projects to advance planning, design and development of transit improvement in future transit corridors – including the North Corridor.</p> <p>▶ Centers, Corridors and Wedges Growth Framework</p> <p>The City of Charlotte’s <i>Centers, Corridors and Wedges Growth Framework</i> (Attachment 7), adopted by Charlotte City Council in 2010, provides an overall vision for future growth and development. It does this by identifying three geographic types used to categorize land in Charlotte’s “sphere of influence” – Activity Centers, Growth Corridors and Wedges – and outlining the desired characteristics of each of these geographic areas.</p> <p>Activity Centers are the focal point of economic activity, typically with concentrations of compact development. The future expectation for Activity Centers includes:</p> <ul style="list-style-type: none"> • Further infill development and intensification in Center City; • Infill development, as well as redevelopment of underutilized sites, in existing Mixed Use Centers; • Greater emphasis on a mix of commercial and civic uses and the inclusion of moderate and, in some cases, high density housing in Mixed Use Activity Centers; • Multi-modal transportation system and interconnected network of streets, especially in Center City and Mixed Use Activity Centers;
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North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT <i>(continued)</i></p>	<ul style="list-style-type: none"> • More urban and pedestrian-oriented form of development; • Pedestrian and bicycle facilities throughout the Centers and connecting to adjacent neighborhoods; and • Activity Centers (in addition to Growth Corridors) to be priority areas for enhancements to supporting infrastructure, particularly the transportation network. <p>The City’s five Growth Corridors stretch from Center City to the edge of Charlotte. They are characterized by the diversity of places they encompass – from historic neighborhoods and vibrant mixed-use areas, to significant employment and shopping districts – and by the accessibility and connectivity they provide for these places. The future expectation for Growth Corridors is:</p> <ul style="list-style-type: none"> • Preservation and enhancement of established single family neighborhoods; • Greater emphasis on office, residential and mixed-use development, especially around transit stations; • Additional development of vacant land and redevelopment of vacant land and redevelopment of underutilized properties; • Increased intensity and a more pedestrian form of development in Transit Station Areas; • Multi-modal transportation system with a dense network of interconnected streets; and • Growth Corridors (in addition to Activity Centers) to be priority areas for enhancements to supporting infrastructure, particularly the transportation network. <p>There are four distinct sub-areas identified within Growth Corridors – Transit Station Areas, Interchange Areas, Established Neighborhood Areas and General Corridor Areas. These areas typically have a high level of accessibility, especially given that Growth Corridors include at least three high capacity transportation facilities – an interstate/expressway, major thoroughfares, existing or planning rapid transit and or freight rail line – that run parallel to each other. Some areas within the Growth Corridors, particularly the Transit Station sub-areas, are appropriate locations for significant new growth. These areas will allow the most intense development within all of Charlotte.</p> <p>Transit Station Areas are located within about a ½ mile walking distance of an existing or planned rapid transit station, but generally exclude any established low density neighborhoods within that walking distance. The Transit Station Areas should:</p> <ul style="list-style-type: none"> • be pedestrian-oriented districts designed to include a mixture of complementary moderate to high intensity residential, office, retail/entertainment and civic uses located within easy walking distance of a rapid transit station; • be designed as gathering places for the surrounding community; and • have a dense, interconnected street network with extensive pedestrian facilities. <p>► Charlotte City Council Focus Area Plans</p> <p>The City of Charlotte has selected five key Focus Areas that help maintain the community’s quality of life. These focus areas provide direction to City staff based on guidance</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT <i>(continued)</i></p>	<p>and priorities set by the Mayor and City Council. Focus Areas are reviewed annually for accountability and to ensure they remain reflective of the community’s needs.</p> <p>The City Council’s five <i>Focus Area Plans</i> enable the organization to direct limited resources to the areas deemed most important by City Council. The Focus Areas that are most relevant to transit planning activities are:</p> <ul style="list-style-type: none"> ■ Transportation: This initiative is broadly defined as addressing all issues related to transportation opportunities and challenges, including maximizing public transit; implementing and maintaining roads; adopting and implementing land use policies to support growth and transit goals; and ensuring adequate pedestrian and bicycle connections while meeting stringent federal air quality standards. ■ Economic Development: This initiative involves sustaining prosperity and assuring the opportunity for participation by all residents. It also involves a focus on keeping jobs and the tax base in Charlotte by building and maintaining infrastructure, as well as building a skilled and competitive workforce, to encourage businesses to locate and remain in Charlotte. <p>► Corporate Strategy</p> <p>The City of Charlotte applies its sustainability objectives beyond land use and transportation planning and economic development. The City administration uses these objectives as a component of its corporate strategy, a framework of goals and objectives for all business units (departments). These objectives are implemented through a variety of programs that link to infill and redevelopment activities including;</p> <ul style="list-style-type: none"> ■ Capital Improvement Program. The City’s <i>Capital Investment Plan</i> (CIP) is a five-year infrastructure plan, which matches the City’s highest priority capital needs with a financing schedule. The plan includes investments in neighborhoods, housing, storm water projects, roads, transit, water and sewer projects, the airport, and government facilities. The CIP now has \$20 million for BLE station area infrastructure improvements under the NECI (Northeast Corridor Infrastructure program) to promote higher density redevelopment in these areas. A similar program was very successful in the development of the South Corridor Blue Line. <p>The City also funds the several other programs that facilitate infill and redevelopment:</p> <ul style="list-style-type: none"> ■ Business Corridor Revitalization Strategic Plan: The City of Charlotte recognizes that strong urban business districts not only impact the overall health of our community, but they also strengthen the residential neighborhoods immediately surrounding them, providing employment opportunities together with goods and services to commuters and neighborhood residents alike. A variety of business financial assistance programs that target corridor revitalization are a part of the city’s economic development strategy. ■ Priority Business Corridors: In 2007, with the help of a steering committee comprised of private, business and nonprofit representatives from across the community and from within the Corridors, the Charlotte City Council approved a <i>Business Corri-</i>

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT <i>(continued)</i></p>	<p><i>Corridor Revitalization Strategic Plan</i> and identified five priority business corridors, including half of the BLE alignment along North Tryon Street. There are several financial programs available to these corridors that help with everything from making capital improvements to buildings to assisting with environmental assessments and cleanup.</p> <ul style="list-style-type: none"> ▪ Transit Oriented Development: A component of quality and sustainable corridor revitalization is Transit Oriented Development (TOD). The purpose of TOD is to create compact, walkable communities centered around high quality transportation systems, including a mixture of uses in close proximity including office, residential, retail and civic uses. For example, the LYNX Blue Line along South Boulevard has generated more than \$1.8B of private development. The City has taken an active role in the development of the Scaleybark station area and is anticipated to do the same with select BLE station areas. <p><u>Huntersville</u></p> <ul style="list-style-type: none"> ▶ 2030 Community Plan <p>The Town of Huntersville <i>2030 Community Plan</i> encourages and supports infill development within the downtown, specifically: “Install roads, sidewalks, bikeways, greenways and utility infrastructure necessary to support the development and redevelopment within the downtown . . .” The plan further states: “The town needs to be considering infrastructure needs (i.e. roads, sewer, parking, etc.) at designated transit stops and incorporate any town funded improvements into a capital improvements plan.”</p> <ul style="list-style-type: none"> ▶ 2005 Downtown Master Plan <p>The <i>2005 Downtown Master Plan</i> identified parcels that were “ripe and firm” for development in the downtown and included the following:</p> <ul style="list-style-type: none"> • sensitive redevelopment/infill through design guidelines that maintain the urbanism of the Downtown while permitting new/modern architectural styles; • rezoning of the old mill village (Anchor Mill) to encourage high quality urban infill; • permit and encourage infill development consistent with the <i>Downtown Master Plan</i>. <ul style="list-style-type: none"> ▶ Huntersville Capital Investment Plan <p>In terms of capital improvement plans, the Town has recently completed major intersection improvements – in conjunction with the “Town Center” project in downtown Huntersville – that include road widening, burying of overhead utilities and the installation of traffic control mast arms and pedestrian activated signals.</p> <p>In addition, the CIP includes plans for the reconstruction of Main Street as part of the “Two-Way Pair” project. These improvements will include full reconstruction of Main Street along with the installation of sidewalks, street trees and lighting, as well as benches and other street furniture. Other planned capital improvement projects in close proximity to the downtown station area include an expanded Farmer’s Market and greenway trail system.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

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<p style="text-align: center;">CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT (continued)</p>	<p>► Huntersville Zoning Ordinance</p> <p>The Town’s Zoning Ordinance includes a “Transit Oriented Development (TOD)” classification which requires a minimum 15 dwelling units/acre and a maximum of up to 40 dwelling units/acre. This TOD zoning designation is allowable for all three transit station areas in the town.</p> <p>The “Town Center District” (surrounding the downtown transit station area) provides for revitalization, reuse, and infill development in Huntersville’s traditional town center. A broad array of uses is expected in a pattern which integrates shops, restaurants, services, work places, civic, educational, and religious facilities, and higher density housing in a compact, pedestrian-oriented environment. The district accommodates the higher overall intensity of development required to support a rail transit station.</p> <p><u>Cornelius</u></p> <p>The Navigate <i>Cornelius Comprehensive Master Plan</i> is in the process of the defining future development plans including infill and redevelopment opportunities for the community. The final plan document is expected to be completed in 2011. Adoption by the Cornelius Board of Commissioners and any amendments to the Zoning Ordinance will continue through the year.</p> <p>► Cornelius Capital Investment Plan</p> <p>Each year, the Cornelius CIP contains allocations earmarked for infrastructure installation, property acquisitions and right-of-way improvement for the Town Center and Transit district, as well as for other areas throughout the town in which improved connectivity would provide alternatives to vehicle use. Each budget cycle varies in the dollar amounts set aside for such activities.</p> <p><u>Davidson</u></p> <p>Davidson’s transit station area will be defined, in large part, by infill redevelopment on small to mid-sized parcels. The <i>Davidson Comprehensive Plan</i> cites the downtown as a primary growth target and directs staff to promote development within this well-served and walkable area in order to sustain smart growth. The Comprehensive Plan includes several goals that directly relate to transit-oriented development:</p> <ul style="list-style-type: none"> • Maintain the downtown as a high-quality pedestrian environment and civic center. • Promote public transit as a viable mode of transportation. • Protect historic downtown buildings and neighborhoods. • Prioritize infill and mixed-use development within or near already developed areas. <p>► Davidson Capital Investment Plan</p> <p>Davidson’s FY 2012 <i>Capital Investment Plan</i> (CIP) contains several elements intended to facilitate transit supportive development in the station area:</p> <ul style="list-style-type: none"> • improvements to Roosevelt Wilson Park (landscaping trail enhancements); • installation of way-finding signs for significant destinations in the downtown area and near the station;
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North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>CONCENTRATION OF DEVELOPMENT AROUND ESTABLISHED ACTIVITY CENTERS AND REGIONAL TRANSIT <i>(continued)</i></p>	<ul style="list-style-type: none"> • improvement of pedestrian corridors (including lighting) near the station; • Potts-Sloan connection (in conjunction with State plans) intended to connect Potts and Sloan streets to facilitate north-south travel in the downtown area; and • parking deck (in coordination with federal funding) to accommodate a combination of commuter rail users and business patrons. <p>The Town of Davidson also plans to conduct an economic development strategic plan to identify strategies for growing downtown and, more specifically, the station area.</p> <p><u>Mooreville</u></p> <p>▶ Mooreville Downtown Master Plan</p> <p>A relevant recommendation from the Mooreville <i>Downtown Master Plan</i> involves the focus of growth to replace auto-orientated suburban development with sustainable urban models. Specifically, the plan calls for the redevelopment of suburban format restaurants and shops into urban Main Street buildings. Another recommendation from this plan encourages development of new mixed-use commercial, residential and live-work infill buildings along Church Street within the core of Mooreville’s downtown.</p> <p>▶ Mooreville Comprehensive Land Use Plan</p> <p>The Mooreville <i>Comprehensive Land Use Plan</i> states that activity centers which are primarily commercial in nature should add residential and office uses through horizontal and vertical infill and reuse of existing buildings.</p> <p>▶ Mooreville Capital Investment Plan</p> <p>Mooreville’s <i>Capital Investment Plan</i> includes a sewer outfall station roughly parallel to Langtree Road south of the Mount Mourne Station that will allow the area around the station to develop to transit supportive densities. Construction is anticipated to occur in 2013.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

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LAND CONSERVATION AND MANAGEMENT

- 16. Growth management plans (e.g. growth management areas, urban growth boundaries, agricultural preservation plans, open space preservation plans) with maps

Charlotte

Growth Management

Charlotte’s *Centers, Corridors and Wedges Growth Framework* provides the overall vision for future growth and development. In the early 1990s, the Charlotte City Council recognized that the City’s quality of life in the coming years would be largely dependent upon how the City responded to growth and development. After extensive study and citizen input, the Council endorsed the concept known as *Centers and Corridors* as a tool to guide growth into areas that could support new development or were in need of redevelopment, and away from areas that could not support growth. The original Centers and Corridors concept was a valuable tool, providing an overarching policy basis for critical growth-related initiatives, such as the development of the *2025 Integrated Transit/Land Use Plan* and the subsequent planning for five rapid transit corridors.

The Centers and Corridors concept was updated in 2010 to better reflect changing conditions and resulted in the *Center, Corridors and Wedges Growth Framework*. The Growth Framework refines the vision for future growth and development in Charlotte by identifying three geographic types – Activity Centers, Growth Corridors and Wedges – and outlining the characteristics of each of these geographic areas.

Another growth management tool is Charlotte’s *General Development Policies* (GDP). The GDP, first approved in 1990, were updated and approved by City Council in 2003 and again in 2007. A major thrust of the GDP is to direct development to transit corridors and inner city locations. Specific policies promote the placement of higher density housing and more intense commercial development in the transit station areas and transit corridors, rather than the Wedge areas between the Corridors.

Open Space

Since 1999, Mecklenburg County voters have approved \$255.6 million in bonds to acquire lands for parks, open space and greenways, and another \$250 million for the development of parks and greenways. The objective of the plans and the funding is to create a system of public open space that complements the spatial distribution of housing, employment centers and transportation infrastructure.

Huntersville

The Town of Huntersville has no growth management plans, per se. However, the Town does have an “Adequate Public Facilities Ordinance” which establishes “Level of Service (LOS)” requirements for the provision of police, fire and parks and recreation capital facilities to serve new residential development of more than 20 lots/units, or non-residential development of 10,000 square feet or more.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>LAND CONSERVATION AND MANAGEMENT <i>(continued)</i></p>	<p><u>Cornelius</u></p> <p>Cornelius has a <i>Land Use Plan and Zoning Ordinance</i> that establishes standards for future development. In 2006, the Town of Cornelius adopted a policy, recommended by the Growth Management Committee, that limits residential growth and promotes growth of commercial business to continue to diversify the tax base.</p> <p><u>Davidson</u></p> <p>Davidson’s overall growth management plan is summarized by the <i>Davidson Comprehensive Plan</i> and the <i>Davidson Planning Ordinance</i>. Development in the urban center is encouraged with specific policies, while growth is discouraged in the rural area by limiting development potential to cluster subdivision ordinances, restricting extension of sewer lines into undeveloped rural properties, and requiring substantial open space preservation as part of all new subdivisions in the rural area.</p> <p>The Comprehensive Plan has identified several targets for future development, and the most significant target is for the urban core, the downtown area. For properties outside of the targeted growth areas, local policies will discourage growth by way of ordinances, land purchase and conservation easements</p> <p><u> Mooresville</u></p> <p>A Municipal Growth Boundary Map was developed during preparation of Iredell County’s <i>2030 Comprehensive Plan</i>. The process engaged the respective communities planning staffs and elected officials to determine the ultimate anticipated service extents for each municipality.</p> <p>The plan includes policies to protect rural landscapes through conservation easements, as well as policies on residential standards to avoid land use conflicts in rural conservation areas between working land operations and adjacent land uses. Specific strategies include an overlay district for rural conservation areas to create better transitions between land uses, and rural subdivision models or design standards to provide transitions between residential development and working land operations through site and building orientation and other design techniques.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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LAND
CONSERVATION
AND
MANAGEMENT
(continued)

■ **17. Policies that allow for transfer of development rights from open space or agricultural land to urban areas**

Charlotte

The City of Charlotte has not employed the use of “transfer of development rights” per se. However, a similar result is achieved by both the *General Development Policies* and the *Centers, Corridors and Wedges Growth Framework* which facilitate higher intensity development within Transit Station Areas and other parts of Growth Corridors and Activity Centers. By encouraging more growth in these areas, there is more opportunity to preserve open space in Wedge areas – in effect, transferring perceived development rights from Wedges to Corridors through the emphasis on directing development to the transit corridors.

Davidson

State legislation does not clearly permit transfer of development rights in North Carolina. However, the Davidson Planning Ordinance allows property owners to transfer development rights between properties under common ownership.

Huntersville / Cornelius / Mooresville

These Towns do not have provisions for transfer of development rights from open space to urban areas.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p style="text-align: center;">II-B TRANSIT SUPPORTIVE CORRIDOR POLICIES</p> <p style="text-align: center;">PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT</p>	<p>■ <u>18. Adopted city, county and regional plans and policies, and private sector plans and initiatives, that promote development in the transit corridor and station areas; plans may include general plans, specific plans (sub-area, station area, etc.), redevelopment project plans, or other district plans</u></p> <p><u>Multi-Jurisdictional</u></p> <p>▶ Transit Station Area Joint Development Principles and Policy Guidelines</p> <p>These policies were adopted in 2002 by the City of Charlotte and the northern Mecklenburg Towns of Cornelius, Davidson and Huntersville to encourage and promote transit supportive development at public transit stations (see <i>Attachment 8</i>).</p> <p><u>Charlotte</u></p> <p>▶ Major Policy Plans</p> <p>The Centers, Corridors and Growth Framework and the 2015 Plan provide a policy framework for increasing corridor development. The 2025 Integrated Land Use/Transit Plan further refines the general concepts and applies them to Charlotte’s five rapid transit corridors. The 2025 Plan calls for increasing each transit corridor’s share of overall county-wide projected growth. Station areas are to absorb much of the additional growth directed to the corridors.</p> <p>▶ Station Area Concepts</p> <p><i>Station Area Concepts</i> have been completed for the Derita, Harris, and Eastfield Station Areas in the North Transit Corridor. The Eastfield Station was subsequently covered by the Eastfield Transit Station Area Plan, which was adopted in 2008 as a component of the Northlake Area Plan. Inasmuch as Station Area Plans contain more specific land use and infrastructure recommendations than the Station Area Concepts, and since – unlike the Station Area Concepts – the Station Area Plans are adopted policy, the Station Area Plans supercede the Station Area Concepts once they are adopted. Station Area Plans will be completed for the Derita and Harris station areas in the future.</p> <p>The Station Area Concepts are overview documents intended to serve as the planning step between Charlotte’s adopted Transit Station Area Principles and more detailed future Station Area Plans. Future station area plans will be prepared for the Derita and Harris areas with area stakeholders and will guide the specific land use changes and infrastructure projects necessary to implement transit-supportive development around each station. It should be noted that these station area plans will be:</p> <ul style="list-style-type: none"> • designed to require high density/intensity transit supportive development around transit stations, and • developed with the adopted <i>Transit Station Area Principles</i> as the basis for plan recommendations. <p>The Station Area Plans examine the physical context of the areas within one-half mile (about a ten-minute walk) of the transit stations. Each plan outlines a growth strategy</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

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PLANS AND
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that integrates commuter rail by identifying future development opportunities, reinforcing local community goals, and creating an urban pattern that supports transit use.

These plans call for minimum densities/intensities consistent with the Transit Station Area Principles. The transit-oriented zoning districts (TOD-R, TOD-M) and transit-supportive overlay district (TS) will be used to implement these plans. TOD zoning won't be initially applied to all properties, but will be available as an implementation tool as development opportunities occur. With the exception of properties within established single family neighborhoods within transit station areas, the long-term land use goal is to achieve these minimums:

- within a 1/4 mile walk of the station, residential densities of 20 units per acre and non-residential FARs of 0.75;
- with a 1/2 walk of the station, residential densities of 15 units per acre and non-residential FARs of 0.5; and
- maximum densities determined by building height limits and setback requirements.

The station area planning and subsequent new zoning will substantially increase station area development over the low, suburban level densities that are currently allowed in many of the station areas. The minimum densities will help make these areas more attractive to the development community. City Council's previous adoption of the *Transit Station Area Principles* (2001) is solid evidence of the City's commitment to promoting development in accordance with these principles.

Station Area Concepts for the Derita and Harris station areas are included as *Attachments 17 and 18*, and the *Eastfield Transit Station Area Plan* (part of the Northlake Area Plan is *Attachment 19*. The development potential and scenarios for all North Corridor station areas begins on page 114.

► **Station Area Plans**

The **Eastfield Transit Station Area Plan**, adopted in 2008, covers the area around the northernmost of the stations within the City of Charlotte. The Eastfield Station planning area (encompassed within the Northlake Area Plan) covers an area within approximately one-half mile (about a 10-minute walk) from the proposed Eastfield station located south of I-485 and straddling both sides of Old Statesville Road (N.C. 115).

The plan recommends high density transit supportive development around the station, consistent with the *Transit Station Area Principles*. The primary recommendations of the plan are to:

- Promote a mixture of residential, office and supporting retail uses enhanced with civic and open space uses consistent with the *Transit Station Area Principles*. The area to the west of the transit station should develop with transit oriented mixed uses, including a significant park-and-ride facility and the area to the east of the transit station should develop with transit oriented residential uses.

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Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT <i>(continued)</i></p>	<ul style="list-style-type: none"> • Establish an interconnected grid of streets with short, walkable blocks. • Create a new pedestrian-oriented main street adjacent to the transit station that extends east and west of the rail line, and provides an overland greenway connection. • Connect the planned extensions of two nearby greenways through the station area using a combination of greenway and overland greenway connections and integrate a historic site into a central open space <p>The <i>Eastfield Transit Station Area Plan</i> calls for future development that is consistent with the TOD-M and TOD-R zoning classifications contained within the Charlotte Zoning Ordinance. Specifically:</p> <ul style="list-style-type: none"> ■ TOD-M refers to a mixture of transit oriented development and could include a blend of higher density residential, employment/office, civic, entertainment and institutional uses, as well as a limited amount of retail uses designed to encourage walking, bicycling and transit use. (With the exception of retail, these uses would also be appropriate as a single use within the TOD-M classification.) ■ TOD-R calls for transit oriented residential development and could include higher density residential communities that also accommodate a limited amount of retail, institutional, civic, restaurant, service and office uses designed to encourage walking, bicycling and transit use. <p><u>Huntersville</u></p> <p>Since 2000, the Town of Huntersville has adopted plans and policies that promote development in the transit corridor and station areas, including the following:</p> <ul style="list-style-type: none"> ▶ Downtown Master Plan (Adopted 2005) – this plan called for transit oriented development at the proposed location of a downtown station stop, including an enhanced “Growers Market” along with retail, office and residential uses. ▶ East Huntersville Area Development Plan (Adopted 2007) – reinforced the TOD pattern called for by the <i>Downtown Master Plan</i>, including a proposed mixed-use development on a 30-acre town-owned parcel within one-half mile of the proposed Huntersville Station transit stop. ▶ Hambright Station – in addition to these adopted plans, the Town of Huntersville has approved a TOD plan for Hambright Station which includes the development of 198 single and 2,305 multi-family residential units, and 1 million square feet of retail and 1.2 million square feet of office/flex space. ▶ Sam Furr Station – a development proposal for the Sam Furr Station Area was submitted to the Town for approximately 1,000 multi-family units, 135,500 square feet of office and 99,500 square feet of commercial. While the plan was approved by the Town, the project was withdrawn due to the delay in rail service and poor economic conditions. <p>A summary description of potential development for each of Huntersville’s three transit station areas – Hambright, Huntersville and Sam Furr – begins on page 122.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT <i>(continued)</i></p>	<p><u>Cornelius</u></p> <ul style="list-style-type: none"> ▶ Downtown Block Plan (2008) – encourages redevelopment of the existing area within the half-mile station area to increase density, share parking and create a mix of uses consistent with a Transit Overlay District. The <i>Transit Station Area Principles</i> established a framework for intense development to include initiatives that promotes a mix of uses. The master plan for the Antiquity TOD development in the Cornelius Station Area was approved to support a mix of uses to include higher density residential, mixed commercial, apartments and linked pedestrian ways. <p><u>Davidson</u></p> <ul style="list-style-type: none"> ▶ Comprehensive Plan (2010) – cites the downtown, part of the transit station area, as a primary growth target and directs staff to promote development within this well-serviced and walkable area in order to sustain smart growth. The <i>Comprehensive Plan</i> includes several goals that directly relate to transit-oriented development. ▶ Davidson Town Center Plan (1997) – emphasizes mixed use development in the downtown area, adjacent to the transit station, and positions downtown to capitalize on opportunities presented by future transit operations and provide a variety of housing opportunities at higher densities. ▶ Downtown Pedestrian and Bicycle Safety Enhancement Plan (2002) – identifies the greatest needs for improving pedestrian and bicyclist safety in the downtown area near the transit station. ▶ Downtown Action Agenda (2003) – a consultant used community surveys, market analysis and focus groups to define a vision for downtown Davidson. The report suggested the downtown could be enhanced and made more viable if more restaurants, art galleries, upper floor residences, theater venues, and government services were present. ▶ Potts-Sloan-Beaty Street Corridor Land Use Plan (2007) – anticipates the arrival of commuter rail with associated road closings and signalization, and transit-oriented development patterns. The plan is intended to guide growth along existing roadways and alleviate traffic congestion through new connections and improved multi-modal access. ▶ Davidson Bicycle Master Plan (2008) – approved by NCDOT, the plan includes innovative way-finding signage, lane-markings and programs aimed to increase ridership to and around the transit area. <p><u>Mooreville</u></p> <ul style="list-style-type: none"> ▶ Mooreville Comprehensive Land Use Plan (2007) – emphasizes higher density transit-oriented development in the vicinity of the proposed commuter rail station. Specific to the Mount Mourne area, the CLUP references the Legacy Village development as an “urban center” of retail and office space and attached homes designed around a public park and the prospect of a transit station on the proposed commuter rail line to Charlotte. The plan specifically recommends permitting “the continuing expansion and

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<p>PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT <i>(continued)</i></p>	<p>densification of the existing employment center, high-density residential and mixed-use development” of the Mount Mourne area.</p> <p>► Mount Mourne Small Area Plan Phase 3 (2006) – provides a specific conceptual design of future anticipated development in the area that would complement the Mount Mourne Station (see <i>Attachment 16</i>).</p> <p>A guiding principle is that the Transit Area Mixed Use conceptual design creates a housing and employment center to take advantage of proximity to the transit line, encourages uses that could share and help support the parking and access requirements of the transit station, and helps fill the need for additional office space demand in the area created by the Lowe’s headquarters and the Lake Norman Regional Medical Center.</p> <p>The plan says the area should be developed under the watershed high-density option to encourage a density and compactness near the transit station that maximizes pedestrian movement in the area. Buildings should be urban in form, and two, three or four stories tall. The buildings should be designed for mixed use, with retail uses encouraged on the street level and office or residential uses on the upper floors.</p> <p>Specific design goals call for developing a mixture of retail, office, hotel and residential uses at a density that would make construction of parking decks economically feasible to avoid the creation of large surface parking lots. Furthermore, large areas of open space should be preserved “and enjoyed by the community at large, in the form of village greens, recreation fields, freeway buffers, etc.”</p> <hr/>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

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Potential Station Area Development 

The following pages contain a consultant’s summary of potential development for the corridor as a whole and for each of the ten station areas, as well as illustrative development scenarios for each of the station areas prepared by staff.

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PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

Potential Development in the North Corridor

Summary based on Key Conclusions from
North Line Station Area Value Analysis
Noell Consulting Group, January 2011 (Attachment 20)

- The North Corridor is well-positioned to capture significant residential and commercial growth over the next 25 years, including strong growth within the station areas. In total, station areas along the North Corridor could see nearly 19,000 new residential units, 4.7 million square feet of new office space and 2.6 million square feet of new retail space in the coming 25 years.
- The greatest share of this growth will occur in station areas around and north of Interstate 485, as well as around Charlotte Gateway Station in Center City Charlotte. These northern stations benefit from:
 - either a large greenfield property that is entitled or already under development (Hambright, Cornelius, Mount Mourne);
 - abundant greenfield properties surrounding the station (Eastfield, Sam Furr);
 - a small-town, walkable location that is highly attractive to infill development (Davidson, Cornelius and Huntersville).
- In addition, northern Mecklenburg County is an established growth market that is gaining market share in terms of office and retail demand; features the third highest average new home price in the region; accounts for nearly one in five new homes built in Mecklenburg over the past decade; and is gaining market share in terms of rental apartment demand.

Office

The North Mecklenburg office market has performed well over the last five years, steadily gaining market share and averaging more than 100,000 square feet of absorption annually (speculative space).

Residential

The area has also emerged as one of the region’s strongest housing markets. North Mecklenburg now accounts for nearly 20% of new single family homes and 14% of new attached for-sale homes in the county. It is the region’s epicenter for small lot and TND housing and provides an array of small lot single family, townhouse and condominium products. Further, the existing small towns (Huntersville, Cornelius and Davidson) provide a great environment for higher density lifestyle product.

Retail

North Mecklenburg has added more than 2.6 million square feet in the last decade, a growth rate that outpaces the county as a whole by 3.6 times. This strong growth is expected to continue in the coming years, as retail follows rooftops into the area.

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Table II-1: Station Area Estimated Growth, 2010-2035

Station Area	City	Office SF	Flex Ind SF	Retail SF	Residen- tial Units
1. Gateway	Charlotte	1,488,795	0	127,259	2,024
2. Derita	Charlotte	4,640	0	98,550	612
3. Harris	Charlotte	329,623	102,250	200,768	1,985
4. Eastfield	Charlotte	651,477	128,928	389,715	2,390
5. Hambright	Huntersville	1,346,249	277,250	874,892	3,147
6. Huntersville	Huntersville	99,937	35,350	78,609	1,530
7. Sam Furr	Huntersville	184,949	64,464	133,081	2,039
8. Cornelius	Cornelius	118,665	37,912	147,392	1,730
9. Davidson	Davidson	123,105	15,114	117,913	1,470
10. Mount Mourne	Mooresville	261,019	39,988	365,780	1,422
TOTAL STATION AREAS		4,608,459	701,156	2,533,958	18,387

Source: Noell Consulting Group, *North Line Station Area Value Analysis* (January, 2011)

Station Areas

- ▶ **Charlotte Gateway** (pp. 108-109): represents the strongest development opportunities, with regional access and redevelopment that is feasible and market supported.
- ▶ **Derita** (pp. 110-111): perhaps the most limited development opportunity along the corridor, lacking significant greenfield sites for redevelopment.
- ▶ **Harris** (pp. 112-113): opportunities are most significant for residential development.
- ▶ **Eastfield** (pp. 114-115): strong opportunities, a greenfield location with strong regional access and visibility and where development is largely less expensive to undertake,
- ▶ **Hambright** (pp. 116-117): represents the largest development potential in the northern segment of the corridor, with strong opportunities for office, retail and all types of residential development.
- ▶ **Huntersville** (pp. 118-119): this downtown location can accommodate less development and largely represents an infill opportunity for residential and local-serving office and retail uses.
- ▶ **Sam Furr** (pp. 120-121): among the most undeveloped of the station areas, and will evolve as the most residentially-oriented station area on the northern part of the line.
- ▶ **Cornelius** (pp. 121-122): the ongoing development of Antiquity, as well as other adjacent underutilized properties, creates significant infill development potential; residential infill, including attached and detached for-sale product and some rental apartments, represents the largest opportunity in this station area.
- ▶ **Davidson** (pp. 123-124): has the largest amount of charm and prestige among the North Corridor station areas, particularly for residential development.
- ▶ **Mount Mourne** (pp. 125-126): largely greenfield today, although several projects are entitled that include neighborhood retail, local-serving office, and multi-family residential uses.

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

Developable Property

Estimated Vacant Acres: 24

Estimated Under-Utilized Acres: 26

Estimated Potential Development 2010-2035

Residential
1,884 units
3,129 population
22 total acres

Office
1,488,795 sq. ft.
5,414 employment
3.4 total acres

Retail
118,490 sq. ft.
237 employment
.0 total acres

Source:
Noell Consulting Group (2011)
see Attachment 20

1 Charlotte Gateway Station Area

Potential Development Summary



- ▶ Represents (with Hambricht) the corridor’s strongest growth location.
- ▶ The station area has already seen significant infill/redevelopment in recent years – and that momentum, together with planned public investments, should further solidify the station as a strong urban location.
- ▶ Residential, both mid-rise and high-rise, may be the strongest opportunity.
- ▶ Office development will be focused on Trade Street and around the multi-modal Gateway Station.

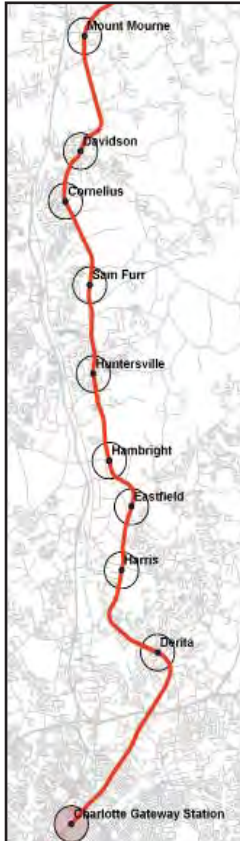
Trends and Conditions

- Area has seen significant growth from residential development, ranging from low-rise product to high-rise.
- Johnson & Wales campus has emerged and grown, with new dormitories being added.
- Office development has been less significant and has been largely limited to the Gateway project.
- Significant portions of the area are being used for existing or planned sporting venues.

Development Opportunities

- Ongoing growth and expansion of the residential base in the area, with Third and Fourth Wards continuing to merge together.
- Addition of new office in the area with the planned multi-modal station office building and potential growth of the Wells Fargo campus to the west.
- Future potential expansion of Johnson & Wales, baseball stadium and cultural amenities.
- Retail in the area will serve the growing neighborhood and potential new sporting venues.

PLANS AND
POLICIES TO
INCREASE
CORRIDOR AND
STATION AREA
DEVELOPMENT
(continued)



Gateway Station Area
on LYNX Red Line

1 Charlotte Gateway Station Area

Potential Development Scenario



Charlotte Gateway Station development scenario

Information Requested	Documentation Supporting Land Use Criterion
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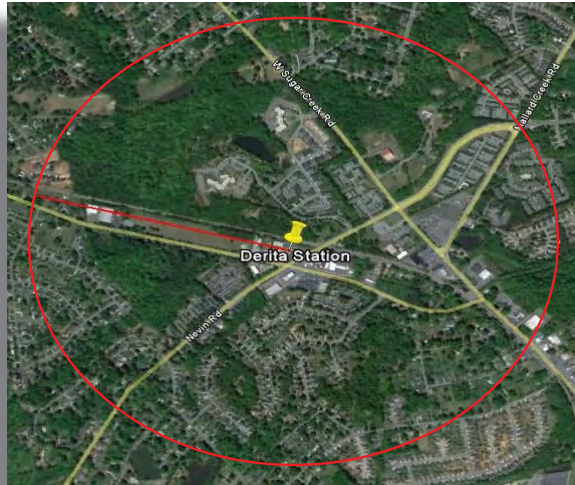
PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

Developable Property
Estimated Vacant Acres: 164
Estimated Under-Utilized Acres: 7

Estimated Potential Development 2010-2035
Residential 612 units 956 population 82.2 total acres
Office 4,640 sq. ft. 17 employment 0.4 total acres
Retail 98,550 sq. ft. 197 employment 9.0 total acres
<i>Source: Noell Consulting Group (2011) see Attachment 20</i>

2 Derita Station Area

Potential Development Summary



- ▶ Residential will be the most significant opportunity and will include a mix of lower-intensity for-sale residential uses (townhouse and detached) and some rental apartments.
- ▶ This area may present the most challenging development opportunity of all stations, limited by regional access, a fragmented road network and the absence of significant greenfield sites for development.
- ▶ Still, the station area does represent a building block for infill development and revitalization of an existing community.

Trends and Conditions

- The station area is quiet today and has seen greenfield development of detached single family communities and some infilling of townhouse product.
- Commercial development in the area has struggled due to the lack of significant “hard corners” and through regional thoroughfares.
- Given the moderate price points seen in the area, residential demand potential may be limited during the next few years.

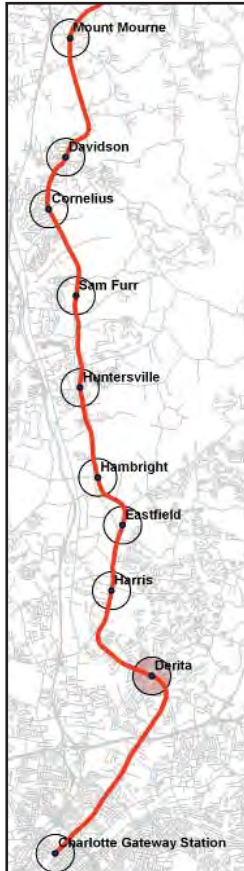
Development Opportunities

- Limited regional access, moderate incomes and a lack of major through thoroughfares tempers demand fairly significantly, although planned thoroughfare improvements promise to improve access.
- Greatest opportunities are for smaller-lot single family homes, townhouses and rental apartments.
- Commercial opportunities should depend on neighborhood-oriented goods and services relying on housing growth to fuel demand.

Information Requested

Documentation Supporting Land Use Criterion

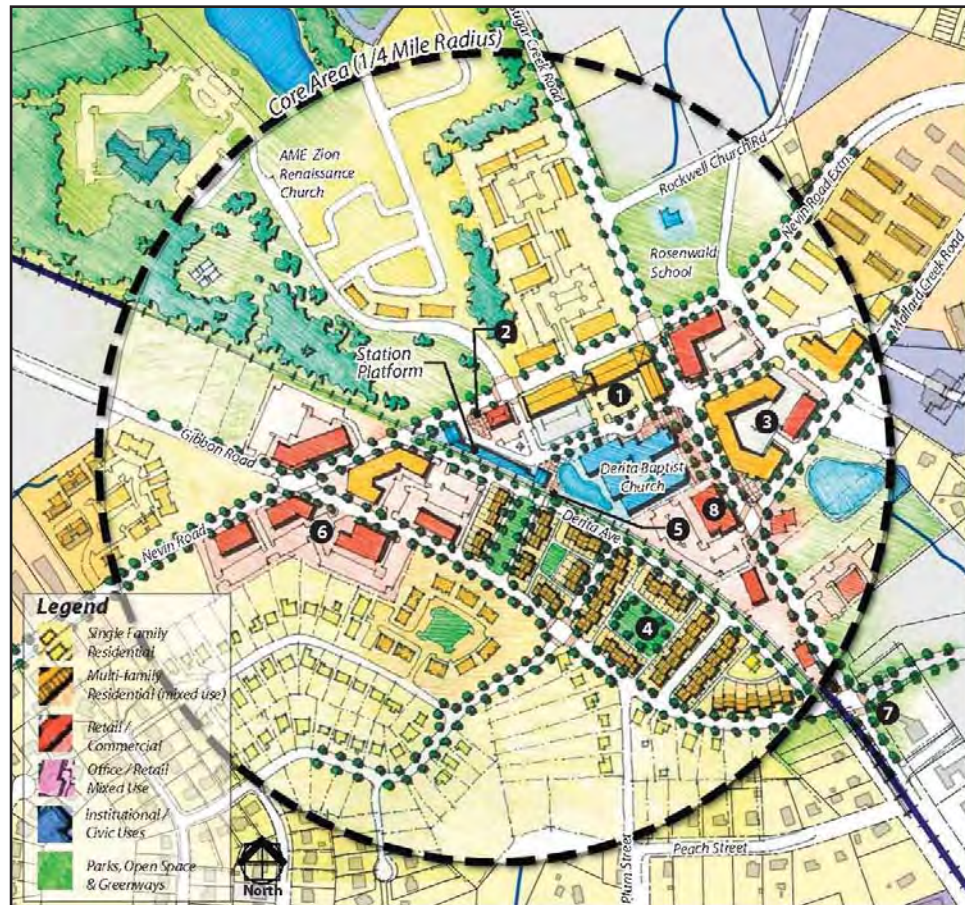
PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)



Derita Station Area on LYNX Red Line

2 Derita Station Area

Potential Development Scenario



This graphic illustrates a potential development scenario for the half-mile area around the station. It shows the intended use, scale and form of potential transit supportive development in the station area. Key concepts:

- 1 Potential joint development opportunity with Derita Baptist Church; proposed multi-family residential/retail development along Nevin Road, with shared station parking between Derita Baptist Church and CATS
- 2 Public Plaza on Nevin Road at station
- 3 Potential redevelopment of Derita Shopping Center into multi-family residential with ground floor retail and new street connections to Nevin and Rockwell Church Roads
- 4 Neighborhood scaled townhome residential development provides new street connections to help connect the neighborhood to the station
- 5 Pedestrian track crossing at station provides needed access to areas west of station
- 6 Neighborhood scaled retail and/or residential at intersection of Gibbon and Nevin Roads
- 7 Realigned Gibbon Road provides ability to extend in the future to open up access to station and facilitate redevelopment across West Sugar Creek Road
- 8 Redeveloped street-fronting retail development along West Sugar Creek Road

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

Developable Property

Estimated Vacant Acres: 127
Estimated Under-Utilized Acres: 381

Estimated Potential Development 2010-2035

Residential
1,985 units
3,286 population
259.7 total acres

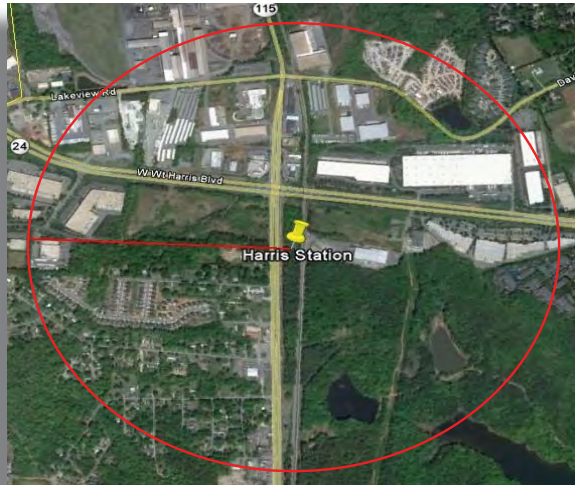
Office
329,623 sq. ft.
1,199 employment
30.3 total acres

Retail
200,768 sq. ft.
402 employment
18.4 total acres

Source:
Noell Consulting Group (2011)
see Attachment 20

3 Harris Station Area

Potential Development Summary



- ▶ Future opportunities will be most significant for residential; office and retail opportunities also exist.
- ▶ The area is proximate to a new mall and new office development, and has a large vacant property, Griffith Lakes, entitled for development.
- ▶ The area is dominated by industrial uses and aging, working class housing that cut it off from more significant development to the west.

Trends and Conditions

- The station area is dominated today by industrial and flex uses, transitioning to residential east along Harris Boulevard and south on N.C. 115.
- To the west, around the I-77 interchange, retail and office development is a stronger play, driven by Northlake mall and greater access and visibility.
- Largest property is the Griffith Lakes property, encompassing most of the southeast quadrant of the interchange. The Griffith Lakes development is on hold, awaiting a stronger economy.

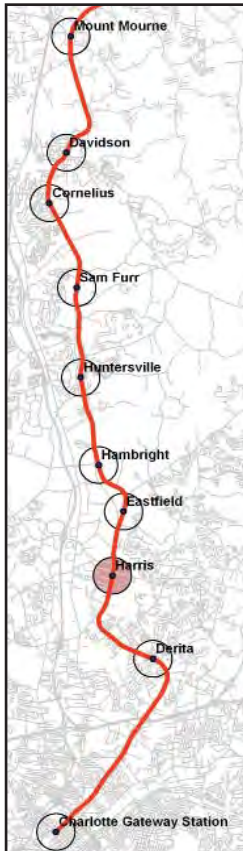
Development Opportunities

- Site visibility and access issues will temper demand for commercial uses in the area, although large property ownership and ability to create value does create potential.
- Residential likely to be relatively affordably priced and consist of a mix of rental apartments, detached single family homes and townhouses.
- In the near-term, flex opportunities exist, particularly along and north of Harris Boulevard.

Information Requested

Documentation Supporting Land Use Criterion

PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)



Harris Station Area on LYNX Red Line

3 Harris Station Area

Potential Development Scenario



This graphic illustrates a potential development scenario for the half-mile area around the station, based on recommendations of the Harris Concept Plan. It shows the intended use, scale and form of potential transit supportive development in the station area. Key concepts:

- ① Plaza and public open space across from station platform
- ② Victoria Street extension across tracks to new development
- ③ Station parking as shared use with new street fronting commercial development
- ④ Existing and redeveloped areas as part of a public open space and a civic amenity
- ⑤ Proposed 3 to 4-story office/retail mixed use development
- ⑥ Apartment and town home residential development
- ⑦ Existing cemetery
- ⑧ Proposed new residential retail mixed use on Old Statesville Road

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

Developable Property

Estimated Vacant Acres: 308
Estimated Under-Utilized Acres: 53

Estimated Potential Development 2010-2035

Residential
2,390 units
3,804 population
297.8 total acres

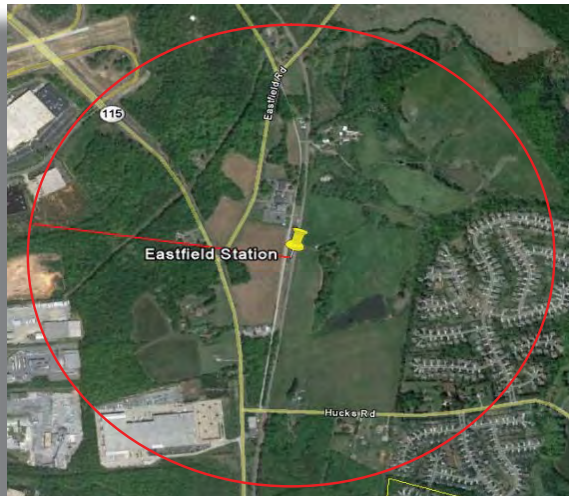
Office
651,477 sq. ft.
2,369 employment
59.8 total acres

Retail
389,715 sq. ft.
779 employment
28.4 total acres

Source:
Noell Consulting Group (2011)
see Attachment 20

4 Eastfield Station Area

Potential Development Summary



- ▶ Eastfield, along with neighboring Hambright, shares the advantage of being highly accessible from I-77, the spine of the office corridor, and is well-positioned to capture demand for regional-serving office uses.
- ▶ Eastfield has strong regional access and visibility, and represents one of the strongest development opportunities, being a greenfield location where development is largely less expensive to undertake.

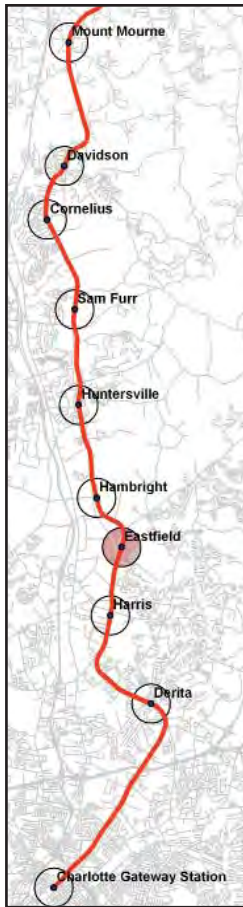
Trends and Conditions

- The area has largely seen industrial and residential development historically.
- The opening of I-485 (one-half mile north of the station) will significantly enhance commercial and some residential opportunities in the area. Several properties are now on the market and being marketed for commercial and mixed use development.
- Gandy Communities owns a large parcel to the east of the station and has plans for a largely residentially-based community on that property; plans are on hold.

Development Opportunities

- The opening of I-485 in the next several years, combined with a recovering economy, should create more opportunities for commercial development.
- Residential development will also increase, driven by the greatly increased regional access the site and area offer, and will include a mix of rental apartments, detached single family and townhouse development.
- Commercial development will be limited largely to the west of the railroad tracks, given access issues created by the tracks, coupled by the fact that the adopted station area plan prescribes mixed use development for the west side of the transit station area.

PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)



Eastfield Station Area on LYNX Red Line

4 Eastfield Station Area

Potential Development Scenario



This graphic illustrates a potential development scenario for the half-mile area around the station, based on recommendations of the Eastfield Station Area Plan. The graphic shows the intended use, scale and form of potential transit supportive development in the station area. Key concepts:

- ① Proposed residential mixed use development by Gandy Properties
- ② Public open space fronting the station
- ③ Residential mixed use development with shared parking
- ④ Main street across tracks connects development and public space, provides access to the station
- ⑤ Town square/public open space fronting Old Statesville Road
- ⑥ Grade crossings on either sides of station platform
- ⑦ Office/retail mixed use development fronting Old Statesville Road

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

Developable Property

Estimated Vacant Acres: 386
Estimated Under-Utilized Acres: 197

Estimated Potential Development 2010-2035

Residential
3,147 units
5,388 population
324 total acres

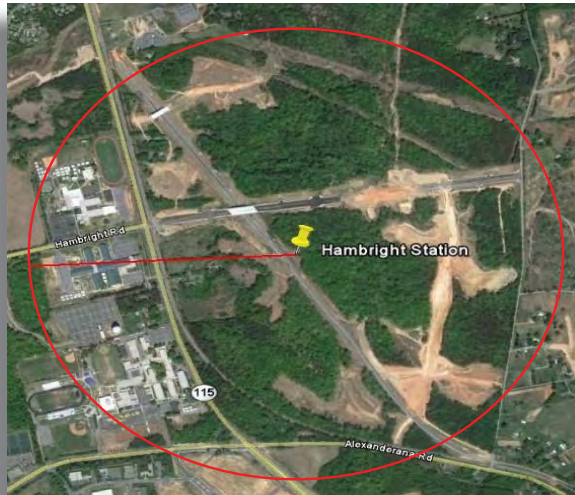
Office
1,346,249 sq. ft.
4,895 employment
123.6 total acres

Retail
874,892 sq. ft.
1,750 employment
80.3 total acres

Source:
Noell Consulting Group (2011)
see Attachment 20

5 Hambright Station Area

Potential Development Summary



- ▶ Hambright clearly represents the largest development potential in the northern segment of the corridor.
- ▶ It represents strong opportunities for office, retail and all types of residential development.
- ▶ The station area’s access to I-485 also makes it highly attractive for flex industrial in eastern portions of the area.

Trends and Conditions

- Development of Bryton infrastructure continues, with the extension of Hambright Road and relocation of railroad tracks nearing completion.
- Bryton takes up almost the entire station area and is approved for several million square feet of commercial space and upwards of 3,000 residential units.
- Three school campuses west of N.C. 115 temper opportunities for development in the area.

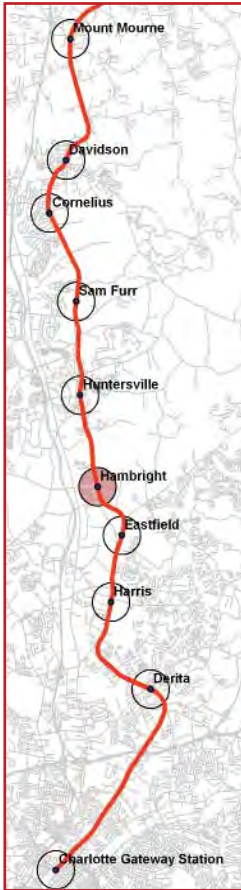
Development Opportunities

- As the recession tapers off and major infrastructure development concludes, Bryton will begin to emerge, likely with retail and rental apartment development initially, then greater diversity of residential and commercial products going forward.
- Long-term plans for commercial appear to exceed the market appetite, but access to I-485 and I-77 will enhance the attractiveness of the location significantly, with the commuter rail station acting as an anchor for development.

Information Requested

Documentation Supporting Land Use Criterion

PLANS AND
POLICIES TO
INCREASE
CORRIDOR AND
STATION AREA
DEVELOPMENT
(continued)



Hambright Station Area
on LYNX Red Line

5 Hambright Station Area

Potential Development Scenario



Hambright Station Development Scenario

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

Developable Property

Estimated Vacant Acres: 267

Estimated Under-Utilized Acres: 44

Estimated Potential Development 2010-2035

Residential
1,530 units
2,610 population
176 total acres

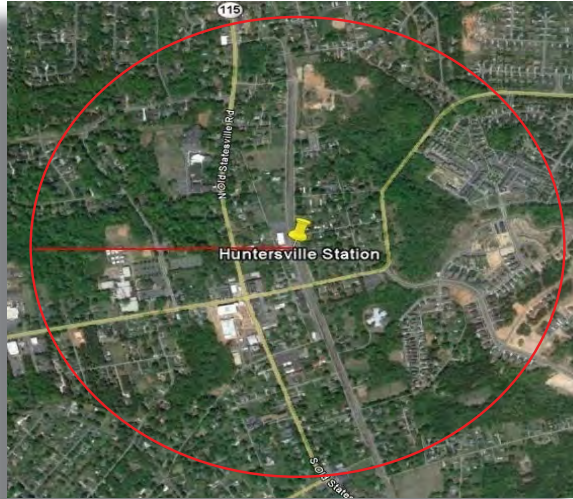
Office
99,937 sq. ft.
363 employment
9.2 total acres

Retail
78,609 sq. ft.
157 employment
7.2 total acres

Source:
Noell Consulting Group (2011)
see Attachment 20

6 Huntersville Station Area

Potential Development Summary



- ▶ This station’s location in the center of Huntersville means it can accommodate less development and largely represents an infill opportunity for residential and local-serving office and retail uses.
- ▶ Key to accommodating future growth will be increasing the connectivity and capacity of station area roads, which is lacking today.

Trends and Conditions

- Development of new downtown mixed-use project including museum is on track and appears to be performing relatively well in the market.
- The Town of Huntersville owns Anchor Mill project and has no active offers on the site, but hopes to see some type of public-private venture on the property.
- Plans are in the works for an improved road network.

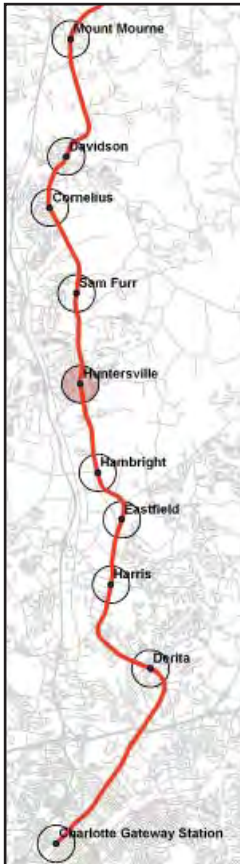
Development Opportunities

- Development will likely be more neighborhood-based, with ongoing TND and smaller lot product being developed east of N.C. 115 and smaller infill occurring throughout the station area.
- Inclusion of areas to the west will likely result in slightly higher captures of commercial development, which will likely be smaller in scale and generally more local-serving.

Information Requested

Documentation Supporting Land Use Criterion

PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)



Huntersville Station Area on the LYNX Red Line

6 Huntersville Station Area

Potential Development Scenario



Huntersville Station Development Scenario

Information Requested	Documentation Supporting Land Use Criterion
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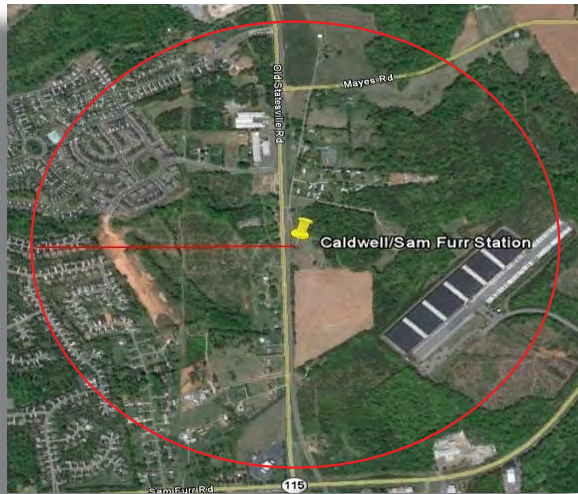
PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

Developable Property
Estimated Vacant Acres: 337
Estimated Under-Utilized Acres: 57

Estimated Potential Development 2010-2035
<p>Residential 2,039 units 3,088 population 284 total acres</p> <p>Office 184,949 sq. ft. 673 employment 17.0 total acres</p> <p>Retail 133,081 sq. ft. 266 employment 12.2 total acres</p> <p><i>Source: Noell Consulting Group (2011) see Attachment 20</i></p>

7 Sam Furr Station Area

Potential Development Summary



- ▶ This station is largely a greenfield site, with potential for both single and multi-family (apartments, townhomes) uses. On the non-residential side, the station area offers good opportunity for office and flex uses, with supporting retail and services.
- ▶ Among the North Mecklenburg station areas, Sam Furr is likely to serve as an important park-and-ride facility, due to its proximity to N.C. 73 (1/4 mile south), I-77 (1 mile west) and I-85 (11 miles east) as well as to major residential and commercial centers in Huntersville, Cornelius and Davidson.

Trends and Conditions

- Current development within the station area is primarily centered in the Caldwell Station TND, located west of N.C.115 across from the proposed station stop. Caldwell Station contains a mix of single and multi-family housing, with additional multi-family development planned.
- The planned extension of sewer service (in 2014) will greatly enhance the station area’s development potential.
- Recent improvements to N.C. 73 and N.C. 115 will enhance the attractiveness of the station area for development, with developer interest likely to peak in conjunction with implementation of commuter rail service along the North Corridor.

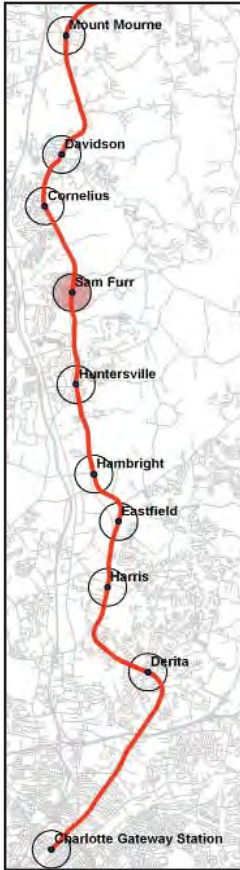
Development Opportunities

- Residential opportunities are most significant in the area, particularly for detached single family, townhouses and possible apartments.
- Higher-density residential opportunities increase closer to Sam Furr road, where opportunities for rental apartment development are strongest.
- Commercial opportunities are likely to include some neighborhood-serving retail and smaller office uses, as well as some flex office development in the near term.
- The proximity of N.C. 73 – a major east/west transportation route – to the Sam Furr Station will enhance the potential for transit oriented development.

Information Requested

Documentation Supporting Land Use Criterion

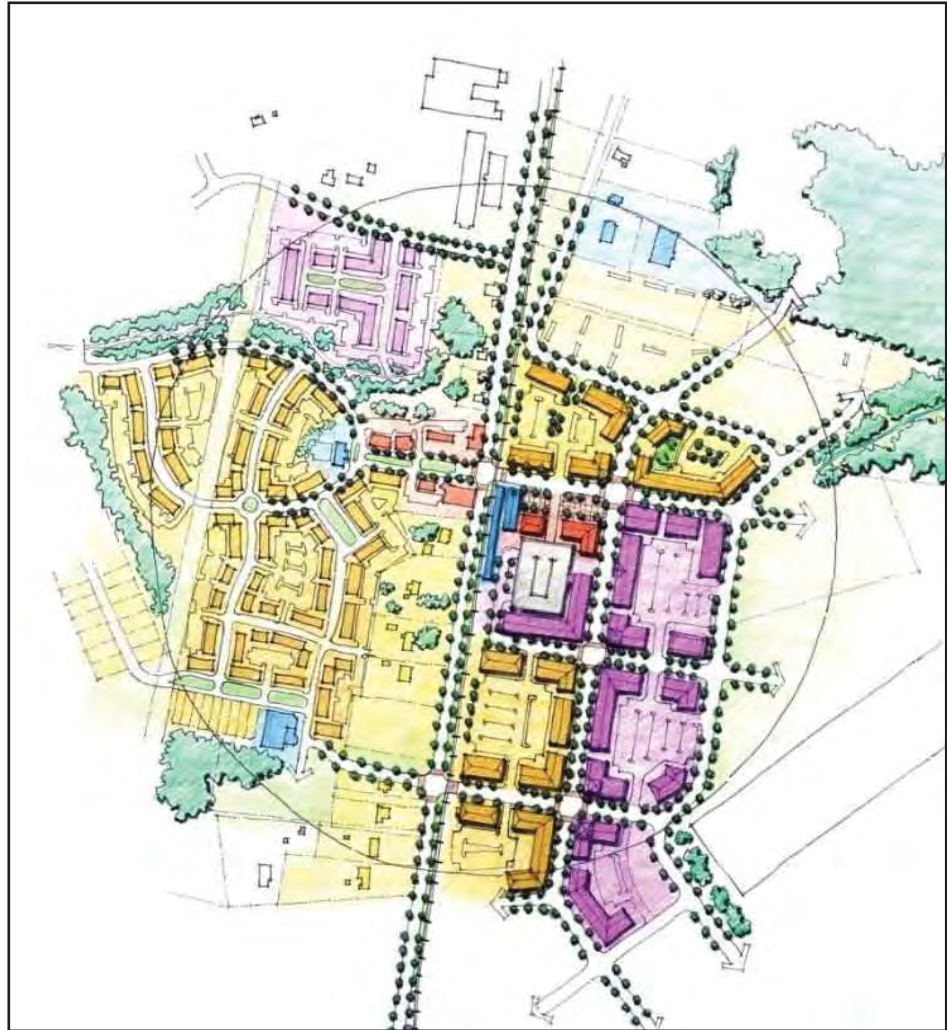
PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)



Sam Furr Station Area on the LYNX Red Line

7 Sam Furr Station Area

Potential Development Scenario



Sam Furr Station Development Scenario

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

Developable Property

Estimated Vacant Acres: 172
Estimated Under-Utilized Acres: 8

Estimated Potential Development 2010-2035

Residential
1,730 units
2,712 population
230.8 total acres

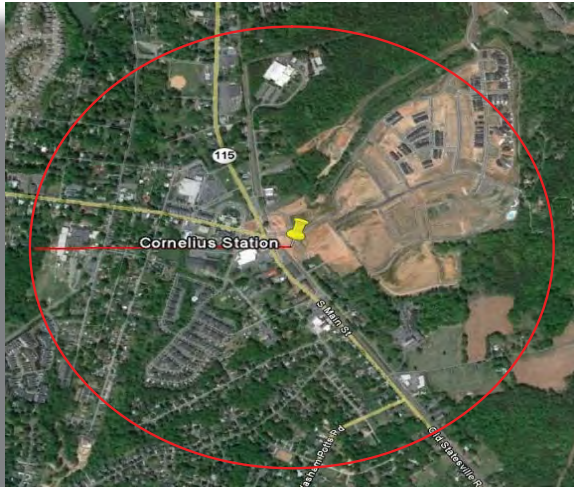
Office
118,665 sq. ft.
432 employment
10.9 total acres

Retail
147,392 sq. ft.
295 employment
13.5 total acres

Source:
Noell Consulting Group (2011)
see Attachment 20

8 Cornelius Station Area

Potential Development Summary



- ▶ The ongoing development of Antiquity, as well as other adjacent underutilized properties east of N.C. 115, creates significant infill development potential.
- ▶ Residential infill (including attached and detached for-sale product and some rental apartments) represents the largest opportunity in this station area, with the character and walkable environment around the station creating opportunities for new local-serving retail and office uses.

Trends and Conditions

- Station area is revitalizing with new Town investments as well as new residential infill.
- Antiquity, a larger TND community with a planned town center, is being developed east of N.C. 115 and includes single family detached, townhouses and planned condos. It includes a fairly significant town center which will include up to 600,000 square feet of retail, office and rental apartments in a walkable format.
- Most development will be infill and redevelopment.

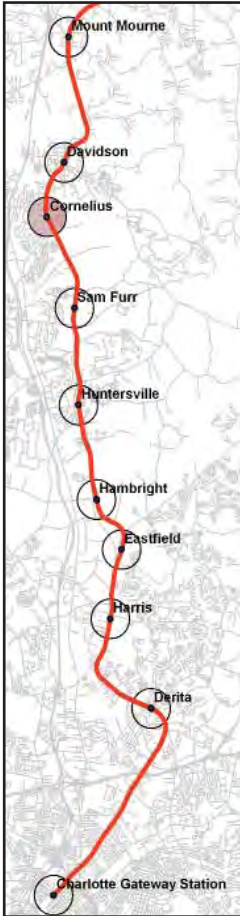
Development Opportunities

- Ongoing development of Antiquity, which will include a mix of residential and commercial uses in a town center format.
- Additional development of properties east of N.C. 115 is also likely in coming years. That development will focus largely on residential uses, given lack of major cross-roads.
- Some infilling around the municipal town center of Cornelius and west along Catawba Avenue is also likely, and will be smaller in scale.

Information Requested

Documentation Supporting Land Use Criterion

PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)



Cornelius Station Area on the LYNX Red Line

8 Cornelius Station Area

Potential Development Scenario



Cornelius Downtown Block Plan

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

Developable Property

Estimated Vacant Acres: 131
Estimated Under-Utilized Acres: 14

Estimated Potential Development 2010-2035

Residential
1,477 units
2,533 population
173.3 total acres

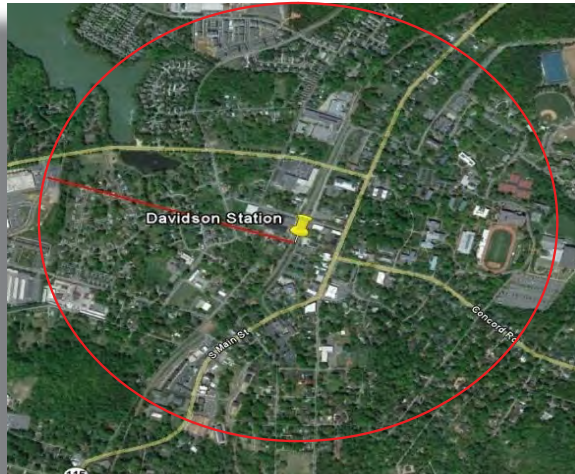
Office
123,105 sq. ft.
448 employment
11.3 total acres

Retail
117,913 sq. ft.
236 employment
10.8 total acres

Source:
Noell Consulting Group (2011)
see Attachment 20

9 Davidson Station Area

Potential Development Summary



- ▶ Davidson has the greatest charm and prestige among the station areas, especially for residential development.
- ▶ The station area’s distance from Interstate 77 and somewhat fragmented street network temper non-residential demand, although opportunities for local-serving retail and office uses exist.
- ▶ Land assembly and feasible redevelopment of infill sites represent the most significant challenges in this station area.

Trends and Conditions

- Station area is highly stable and more developed than most others along the corridor.
- Town is working to direct new development to infill locations, including areas within the half-mile station radius. Most development planned in the station area is smaller in scale today and consists of smaller townhouse, condo and office/retail properties.
- Most significant ongoing development in the greater area is closer to I-77 along Griffith Street, and includes more dense residential, office, lodging and retail uses.

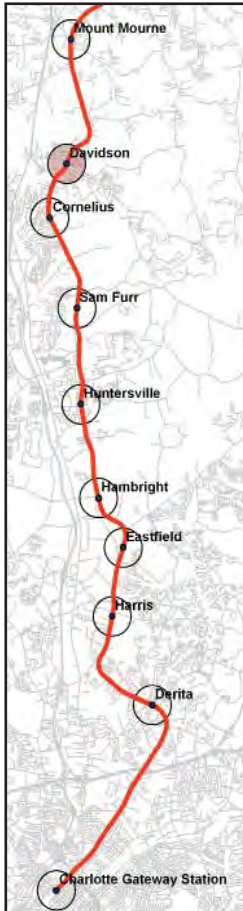
Development Opportunities

- There are strong opportunities for all types of residential, including higher-density condos and rental apartments.
- There are also strong opportunities for smaller office users attracted to the high quality of life and walkability of Davidson.
- Retail in the study area will largely be comprised of mostly smaller, local-serving retailers.

Information Requested

Documentation Supporting Land Use Criterion

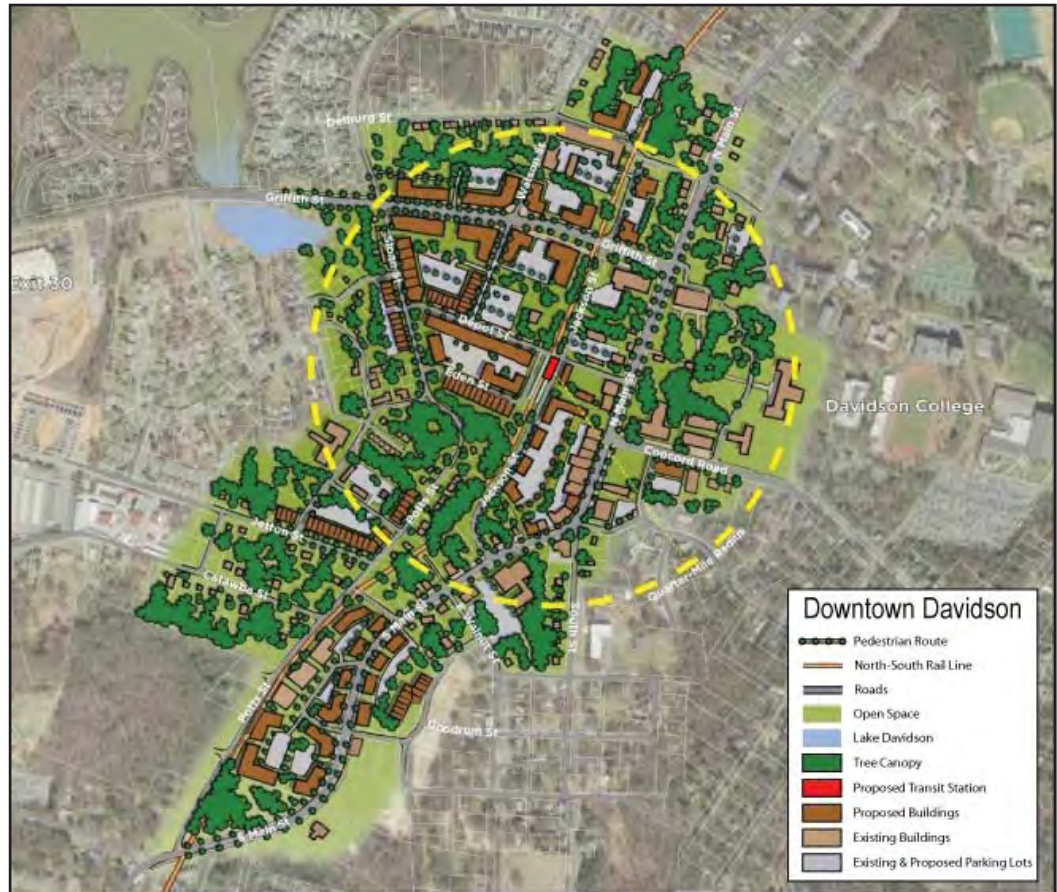
PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)



Davidson Station Area on LYNX Red Line

9 Davidson Station Area

Potential Development Scenario



Davidson Development Scenario

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

Developable Property

Estimated Vacant Acres: 317

Estimated Under-Utilized Acres: 235

Estimated Potential Development 2010-2035

Residential
1,422 units
2,413 population
161.3 total acres

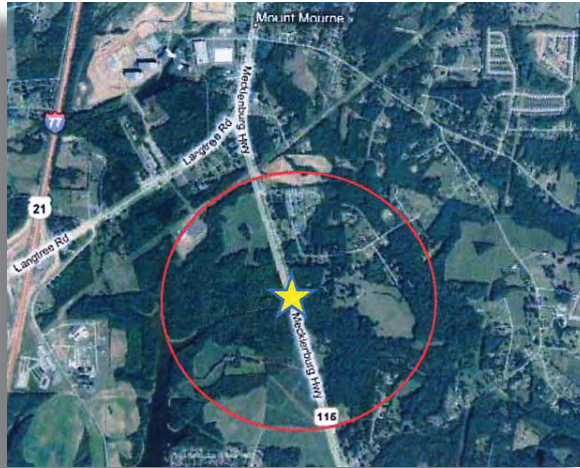
Office
261,019 sq. ft.
949 employment
24.0 total acres

Retail
365,780 sq. ft.
732 employment
33.6 total acres

Source:
Noell Consulting Group (2011)
see Attachment 20

10 Mount Mourne Station Area

Potential Development Summary



- ▶ Mooresville is currently reviewing plans to shift the station location approximately 3/4 mile south of its existing location. Below are the trends, conditions and opportunities for the new proposed site.
- ▶ The station area is largely greenfield today, although several projects are entitled that include neighborhood retail, local-serving office and multi-family residential uses.
- ▶ While lacking a major intersection today, development of much of the station area is tied to the realignment of Langtree Road to N.C. 115, creating much stronger access and commercial opportunities.

Trends and Conditions

- The transit station has shifted one mile to the south, making it more accessible to I-77 and placing it in less-developed areas.
- The Crosland Company owns 125 acres in the station area, including 47 at the station, and is planning retail, apartments and office development on the properties.
- Lowe’s headquarters, while in the half-mile radius and likely to grow from 3,500 to 12,000 employees, is not likely to be physically connected to the station; a future shuttle holds great promise to connect these employees to the transit station.

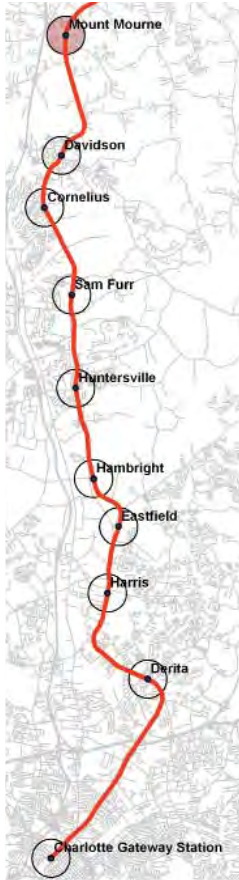
Development Opportunities

- The station area will be more locally based in spite of the presence of Lowe’s, with a mix of neighborhood retail, office and residential.
- Retail development (first phase) and multi-family development is likely in the near term, with single family, townhouse and office development phasing in over time.
- Given lower land costs, some flex development is anticipated in the area.

Information Requested

Documentation Supporting Land Use Criterion

PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)



Mount Mourne Station Area on LYNX Red Line

10 Mount Mourne Station Area

Potential Development Scenario



Transit Area Mixed-Use

Legacy Village transit supportive development

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

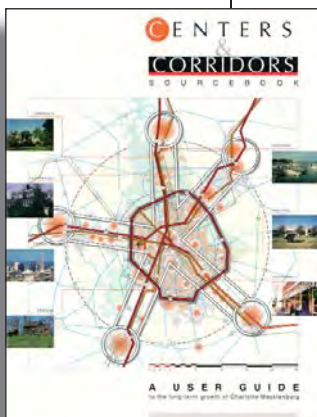
- **19. Examples of transit supportive policies include: general policy statements in support of transit as a principle mode of transportation within the corridor; policies that support and promote the use of transit; policies/plans that provide for high density development within the corridor and station areas; and policies that support changes to zoning within the corridor and station areas**

Charlotte

The City of Charlotte and Mecklenburg County are committed to ensuring that the community is positioned to accommodate future growth and development in a manner that is sustainable in the long term. The following policies and initiatives demonstrate this commitment, particularly by their emphasis on encouraging increased development intensity where there is already infrastructure in place or planned that can accommodate it. Of particular importance is that future higher intensity development can be served by alternative transportation, including transit, walking and bicycling.

▶ **Centers and Corridors**

In 1994, the City of Charlotte and Mecklenburg County endorsed a regional growth strategy entitled “**Centers and Corridors**” (*Attachment 2*), intended to increase development density in five Growth Corridors which include proposed or under construction fixed guideway transit lines, as well as a number of key nodes or Activity Centers, as a means of managing growth and reducing sprawl in Mecklenburg County and the greater region. The North Transit Corridor is located in one of the five Growth Corridors identified in the Centers and Corridors report.



In 2010, City Council adopted the **Centers, Corridors and Wedges Growth Framework** (discussed below and contained in (*Attachment 3*)) as a means of further defining and clarifying the City’s overarching policy for guiding and organizing growth and development. It broadens the original Centers and Corridors concept to include other aspects of growth and development such as public facility needs and environmental concerns (incorporating guidance from the Infrastructure General Development Policy and the Environment General Development Policy, both adopted in 2007). The updated document clarifies the concept of Wedges, as well.

▶ **Centers, Corridors and Wedges Growth Framework**

In 2010, the *Centers Corridors and Wedges Growth Framework* was adopted, updating the original 1990 Centers and Corridors growth strategy (described above). The updated *Centers Corridors and Wedges Growth Framework* provides a vision for how Charlotte should grow and develop to meet the needs of an expanding and changing population. It provides guidance to help achieve this vision by:

- recognizing redevelopment as a key part of accommodating future growth, particularly in Activity Centers and Growth Corridors, with transit stations identified as appropriate for the this more intense development;

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT <i>(continued)</i></p>	<ul style="list-style-type: none"> • supporting a variety of housing choices at appropriate locations; • providing guidance to better match development types and intensities with infrastructure, particularly transit/transportation facilities; and • emphasizing quality design and the importance of environmental considerations; and • encouraging a variety of transportation choices. <p>The <i>Centers Corridors and Wedges Growth Framework</i> is used as the basis for development of more detailed policies, plans and regulations; to give broad guidance for infrastructure investment; and as a tool to evaluate Charlotte’s success in addressing growth and redevelopment issues and maintaining a livable community.</p> <p>► 2025 Integrated Transit / Land Use Plan</p> <p>The <i>2025 Integrated Transit/Land Use Plan</i> of 1998 (<i>Attachment 5</i>) is an extensive technical analysis of the transit and land use concepts articulated by the <i>Centers and Corridors</i> vision. The 2025 Plan includes general station area land use recommendations and proposes modifications to policies and regulatory tools that can be used to implement the region’s transit and land use vision.</p> <p>A principal objective of the plan, that has shaped subsequent policy, is to target over half of all future higher density housing and office employment to transit corridors. Another recommendation in the plan calls for updating Charlotte’s <i>General Development Policies</i>.</p> <p>Several measures have been undertaken subsequent to the 2025 Integrated Transit/Land Use Plan and in response to these recommendations, notably:</p> <ul style="list-style-type: none"> • The City of Charlotte tracks land development patterns in Growth Centers and Activity Corridors. The City’s FY 2011 <i>Transportation Focus Area Plan</i> contains a target that at least 40% of new single-family and 70% of multi-family housing is located in Activity Centers or Growth Corridors (as opposed to within Wedges). Additionally, the Focus Area Plan targets 75% of new office and employment uses to be located within the Activity Centers and Growth Corridors. • The <i>General Development Policies</i> – originally adopted by City Council in 1990 – was updated in 2003 and expanded in 2007. The <i>General Development Policies</i> acknowledge Centers, Corridors and Wedges as the community’s growth framework, and include the <i>Transit Station Area Principles</i>, initially developed in 2001. • The <i>Transit Station Area Principles</i> set the framework for transit supportive high-density, pedestrian-oriented development; provide the basis for Station Area Plans, as the principles are applied to specific station areas and as the foundation of Transit Oriented Development zoning districts. • Consistent with the <i>Transit Station Area Principles</i>, the <i>Eastfield Station Area Plan</i> was adopted in 2008, establishing a policy framework for future land use and infrastructure in the Eastfield station area, and Transit Supportive Development zoning districts (TSD) were adopted in 2003 with a Transit Supportive Overlay district adopted in 2005.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT <i>(continued)</i></p>	<p>► 2030 Transit Corridor System Plan</p> <p>The 2030 Transit Corridor System Plan (<i>Attachment 6</i>) is a long-range multi-modal transportation plan that identifies five transportation corridors, a series of Center City improvements, and enhanced bus service and facility improvements throughout the region. The 2030 Plan (adopted in 2010) updates and implements the <i>2025 Integrated Transit/Land Use Plan</i>.</p> <p>► General Development Policies (GDP)</p> <p>The General Development Policies (GDP) (<i>Attachment 7</i>) set forth planning principles for Charlotte-Mecklenburg and are the basis for the development of area-specific plans. The GDP was first adopted in 1990, updated in 2003 and expanded in 2007.</p> <ul style="list-style-type: none"> • The first element of the General Development Policies update, Transit Station Area Principles, was adopted by the Charlotte City Council in 2001. It focuses on general policies for station area development. The policies encourage a much higher density and intensity of development in station areas than many of the existing land use plans for these areas, which typically call for low-rise residential, office, retail or industrial. The <i>Transit Station Area Principles</i> are discussed on pages 88-90. • A subsequent phase of the GDP update (adopted by City Council in 2003) consists of policies for <i>Residential Location and Design</i>, focusing on higher density housing, and <i>Retail-Oriented Mixed/Multi-Use Centers</i>. This update revises previous policies which allowed the dispersal of higher density housing, and redirects much of this development to areas served by public infrastructure, including local transit and rapid transit. Sites that qualify under the previously adopted GDP for higher density housing might not qualify under the updated GDP or may qualify for a lower density. • The most recent phase of the GDP Update (adopted by City Council in 2007) consist of the <i>Infrastructure</i> and <i>Environment</i> elements, acknowledging infrastructure limits and environmental features when making development decisions. <p>► Station Area Plans</p> <p>The Eastfield Station Area Plan, adopted in 2008, covers the area around the northern-most of the stations on the North Corridor within the City of Charlotte’s sphere of influence. The Eastfield Station planning area (encompassed within the Northlake Area Plan) covers an area within approximately one-half mile (about a ten-minute walk) from the proposed Eastfield Station located south of I-485 and straddling both sides of Old Statesville Road (N.C. 115). The plan recommends high density transit supportive development around the station consistent with the <i>Transit Station Area Principles</i>. The primary recommendations of the plan are to:</p> <ul style="list-style-type: none"> • Promote a mixture of residential, office and supporting retail uses enhanced with civic and open space uses consistent with the <i>Transit Station Area Principles</i>. The area to the west of the transit station should develop with transit-oriented mixed uses, including a significant park-and-ride facility and the area to the east of the transit station should develop with transit-oriented residential uses.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT
(continued)

- Establish an interconnected grid of streets with short, walkable blocks.
- Create a new pedestrian-oriented main street adjacent to the transit station that extends east and west of the rail line, and provides an overland greenway connection.
- Connect the planned extensions of two nearby greenways through the station area using a combination of greenway and overland greenway connections and integrate a historic site into a central open space.



The *Eastfield Station Area Plan* calls for future development that is consistent with the TOD-M and TOD-R zoning classifications contained within the Charlotte Zoning Ordinance. Specifically:

- **TOD-M** refers to a mixture of transit oriented development and could include a blend of higher density residential, employment/office, civic, entertainment and institutional uses, as well as a limited amount of retail uses designed to encourage walking, bicycling and transit use. (With the exception of retail, these uses would also be appropriate as a single use within the TOD-M classification).
- **TOD-R** calls for transit oriented residential development and could include higher density residential communities that also accommodate a limited amount of retail, institutional, civic, restaurant, service and office uses designed to encourage walking, bicycling and transit use.

Eastfield station area build-out, as envisioned by the Eastfield Station Area Plan

► Station Area Concepts

For the two Charlotte stations for which Station Area Plans have not been developed – **Derita** and **Harris** – “Station Area Concepts” have been developed to provide general guidance in land use decision-making until more specific Station Area Plans are developed and adopted.

The Station Area Concepts are overview documents that serve as the planning step between the *Transit Station Area Principles* and more detailed Station Area Plans, that will be prepared in the future with citizen input and will guide specific land use changes and infrastructure projects necessary to implement transit-supportive development in the vicinities of these two stations.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT <i>(continued)</i></p>	<p><u>Huntersville</u></p> <p>The <i>2030 Community Plan</i> vision statement calls for higher intensity development and redevelopment in the targeted locations, including the three proposed station areas in Huntersville, where higher density mixed use development is allowed.</p> <p>The Town of Huntersville’s Zoning Ordinance states that the:</p> <p>“TOD zoning district is established to support higher density residential communities that include a rich mix of retail, restaurant, service, and small employment uses within a pedestrian village format. The TOD-R may be located on developable and re-developable parcels generally found within the ½ mile catchment area of designated rapid transit station sites.”</p> <p><u>Cornelius</u></p> <p>The <i>Cornelius Downtown Block Plan</i> encourages redevelopment of the existing area within the ½ mile transit station area to increase density, share parking and create a mix of uses consistent with a Transit Overlay District. The <i>Transit Station Area Principles</i> established a framework for intense development to include initiatives that promote a mix of uses. The Antiquity master plan was approved to support a mix of uses to include higher density residential, mixed commercial, apartments, and linked pedestrian ways.</p> <p><u>Davidson</u></p> <p>The <i>Davidson Comprehensive Plan</i> (2010) and the several small area plans addressing the downtown and transit area all support transit as a principal mode of transportation. Local land use policies encourage infill development to allow for more residential density within the transit area and more retail and service businesses for downtown residents.</p> <p>The Comprehensive Plan is organized around livability themes, and several goals were created for each theme. Of those, the following have the strongest relevance to transit:</p> <ul style="list-style-type: none"> • Maintain the downtown as a high-quality pedestrian environment and civic center. • Encourage more bicycle and pedestrian travel. • Promote car pooling, vehicle share programs and public transit as viable modes of transportation. • Prioritize infill and mixed-use development within or near already developed areas. <p>Transportation plans addressing the downtown and transit area focus on bringing more transit commuters to the downtown by foot or by bike safely, organizing traffic controls and street connections to maximize vehicular accessibility to the downtown and transit station, and providing an impressive pedestrian environment for commuters at the transit station.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS AND POLICIES TO INCREASE CORRIDOR AND STATION AREA DEVELOPMENT <i>(continued)</i></p>	<p><u>Mooreville</u></p> <p>Mooreville’s adopted <i>Comprehensive Land Use Plan (CLUP)</i> contains this general principle:</p> <p style="padding-left: 40px;">“Higher residential and employment densities are necessary to support transit. Studies recommend a density of 7 to 20 dwellings per acre to sustain significant transit use. Employment densities of 25 to 50 jobs per acre clustered close to the transit stop are recommended to support frequent, high capacity transit.”</p> <p>The CLUP’s Transit Section references several studies (including the <i>2025 Integrated Transit/Land-Use Plan</i>, the <i>2025 Corridor System Plan</i>, and a <i>Major Investment Study</i> conducted by both CATS and the City of Charlotte) that outline strategies to construct commuter rail between downtown Charlotte and several outlying communities, including Mooreville. The North Corridor rail line is intended to provide an alternative to the congested Interstate I-77 corridor for commuters from the northern section of Mecklenburg County to uptown Charlotte.</p> <p>The CLUP also has the following specific policy (ED P11) relevant to transit: “Commuter rail and other forms of transit will be considered as integral component for workforce access to employment centers.”</p> <p>The <i>Mount Mourne Small Area Plan, Phase 3</i> mission statement states, in part, that designs should “integrate future transit corridor plans and surrounding land use patterns.”</p> <p>The master plan legend also indicates: “The commuter rail station is indicated to the west of the existing Norfolk Southern “O Line” with boarding access from the west and east sides of the tracks. This arrangement disperses arriving and departing traffic and allows shared parking with both the Fairview United Methodist Church and the planned new commercial development to the west, on the south side of Fairview Road.”</p> <p>The <i>Mount Mourne Small Area Plan</i> also encourages residential infill development and redevelopment as a mechanism to revitalize existing neighborhoods. An increased housing density and the addition of new street connections and sidewalks are important to the long term success of the village center and transit station.</p> <p>The <i>Mooreville Zoning Ordinance</i> references the Village Center (VC) and Town Center (TC) zoning district, and that high density attached residential use types that are supportive of transit are encouraged.</p>

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS AND POLICIES TO ENHANCE THE TRANSIT-FRIENDLY CHARACTER OF STATION AREA DEVELOPMENT</p>	<p>■ <u>20. Elements of adopted city, county and regional plans and policies that promote a transit-friendly character of corridor and station area development</u></p> <p><u>Charlotte</u></p> <p>The adopted <i>Transit Station Area Principles</i> provide the framework for transit-friendly development around the stations outside the Center City (Uptown) areas. Specifically, these principles call for development that fronts directly on public streets, includes active uses on the ground floor street frontage, and has windows and doors at street level. New automobile-dependent uses, such as car sales lots, are discouraged, and existing uses are encouraged to be upgraded to make them more transit-friendly.</p> <p>In addition to the overarching policy, the <i>Station Area Concepts</i> developed for the Derita and Harris station areas, and the adopted plan for the Eastfield Station Area, further defines the type of transit-friendly development that should be included within that station area.</p> <p>Pedestrian improvements will come as part of new development through the adopted transit-oriented zoning districts; for example, the zoning districts require streetscape and sidewalk improvements along the street frontage of all properties (see <i>Attachment 22</i> for Transit Oriented Development zoning).</p> <p>The City of Charlotte has multiple existing or planned initiatives that are designed to enhance the pedestrian-friendly character of station areas. The City’s Sidewalk Improvement Program, managed by the Charlotte Department of Transportation, incorporates spending an average of \$7.5 million per year for new sidewalks on thoroughfares and non-thoroughfares city-wide (in addition to funding for repair and maintenance). Projects are prioritized based on a point system which includes additional points for locations on or near a transit route.</p> <p>The Charlotte Subdivision Ordinance requires street connections and that sidewalks be constructed on both sides of the street in conjunction with new development or redevelopment. Additionally, road and sidewalk improvements near the BLE stations will be made as part of the Northeast Corridor Infrastructure Program (NECI).</p> <p>To help implement the Urban Street Design Guidelines (USDG) policy, several local ordinances are being updated – the Subdivision Ordinance, the Zoning Ordinance and the Tree Ordinance. The Subdivision Ordinance updates address street types, block lengths, and design elements (planting strips, street trees) and standards to enhance overall connectivity.</p> <p><u>Huntersville</u></p> <p>The Town’s zoning and land use/transportation plans allow for TOD within each of the three proposed station areas. The transit oriented residential district (TOD-R) is established to support higher density residential communities that include a rich mix of retail, restaurant, service, and small employment uses within a pedestrian village format. The</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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<p style="text-align: center;">PLANS AND POLICIES TO ENHANCE THE TRANSIT-FRIENDLY CHARACTER OF STATION AREA DEVELOPMENT</p> <p style="text-align: center;"><i>(continued)</i></p>	<p>transit oriented employment district (TOD-E) is established to accommodate general office uses and office support services in a highly pedestrianized setting. Both TOD districts are intended to establish sufficient residential and employment densities to constitute an origin and destination for purposes of rapid transit service.</p> <p><u>Cornelius</u></p> <p>Elements include high density residential allowances, taller structures, minimum floor area ratios, mixed use buildings and shared parking. Minimum 8-foot wide sidewalks with ADA accessibility are required for pedestrian use when new development occurs. Drive-thru facilities are excluded in this district.</p> <p><u>Davidson</u></p> <p>The <i>Davidson Comprehensive Plan</i> specified several goals for increasing transit-friendly development in the station area. Those goals and a list of suggested action items are:</p> <p style="padding-left: 40px;"><i>Maintain the Downtown as a High-Quality Pedestrian Environment and Civic Center</i></p> <ul style="list-style-type: none"> ● Build new connections, traffic management systems, improved intersections, and bicycle/pedestrian improvements near the transit station. ● Continue to require human-scale, pedestrian-friendly architecture, brick sidewalks, attractive lamp posts and welcoming store fronts. <p style="padding-left: 40px;"><i>Promote Car Pooling, Vehicle Share Programs, and Public Transit as Viable Modes of Transportation</i></p> <ul style="list-style-type: none"> ● Create a transit rider orientation or mentoring program. ● Adopt a local station area plan that includes easy access for pedestrians and bicyclists. ● Improve pedestrian facilities at current bus stops. ● Work with regional leaders to expedite the construction of the North Corridor commuter line. ● Establish land development incentives and policies to encourage higher densities near transit stations. ● Provide sufficient transit parking downtown. ● Provide shuttle routes between the rail station area and other regional destinations. ● Work with the Charlotte Area Transit System (CATS) to maintain affordable public transportation. <p style="padding-left: 40px;"><i>Prioritize Infill and Mixed-Use Development Within or Near Already Developed Areas</i></p> <ul style="list-style-type: none"> ● Continue to allow for limited single-family infill development and redevelopment in the Village Infill Planning Area. ● Consider opportunities for joint use or ownership of underutilized buildings or space. ● Remove barriers to development in the Village Center Planning Area. ● Prepare construction documents and seek funding for a parking deck in the downtown area.
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North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS AND POLICIES TO ENHANCE THE TRANSIT-FRIENDLY CHARACTER OF STATION AREA DEVELOPMENT <i>(continued)</i></p>	<ul style="list-style-type: none"> ● Encourage residential development, especially workforce and rental housing above commercial uses in the Village Center Planning Area. ● Design flexible spaces in the downtown area to accommodate various uses. ● Accommodate generous densities for mixed use development near downtown and the transit station. ● Provide additional mixed use centers close to existing neighborhoods. ● Redevelop vacant or underutilized properties in the downtown. ● Make construction of downtown and surrounding road connections or improvements a top priority. <p><u>Mooreville</u></p> <p>The Mooreville <i>Comprehensive Pedestrian Plan</i> recommends the creation of linkages to future transit operations, including the proposed commuter rail station.</p> <p>The Mooreville <i>Comprehensive Transportation Plan</i> recommends the investigation of potential park-and-ride locations for further study.</p> <p>A general recommendation in the <i>Mount Mourne Small Area Plan, Phase 3</i> is that designs should integrate future transit corridor plans and surrounding land use patterns. A specific recommendation from this plan involves the watershed high density option development to encourage a density near the transit station that maximizes pedestrian movement in the area. In addition, the construction of parking garages in this area is strongly encouraged to achieve the maximum amount of development in the employment center so that the watershed ordinances are not depleted on surface parking lots.</p> <p>The Mooreville <i>Comprehensive Land Use Plan</i> references that employment center land use should be easily accessible by road and transit. Buildings of two to four stories or greater are required to achieve sufficient density to support transit. A network of interconnecting roads, with sidewalks and bikeways, would provide alternatives for employees to walk to lunch or services. Travel from adjacent residential neighborhoods or activity centers should be possible without requiring travel along a major thoroughfare.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO ENHANCE THE TRANSIT-FRIENDLY CHARACTER OF STATION AREA DEVELOPMENT
(continued)

■ **21. Policies to promote mixed use projects**

Charlotte

The Transit Station Areas are identified as a subarea of Growth Corridors in the **Centers, Corridors and Wedges Growth Framework** and are further defined as;

- being pedestrian-oriented districts designed to include a mixture of complementary moderate to high intensity residential, office, retail/entertainment and civic uses located within easy walking distance of a rapid transit station;
- being designed as gathering places for the surrounding community; and
- having a dense, interconnected street network with extensive pedestrian facilities.

The *Eastfield Station Area Plan* calls for “a mix of vibrant land uses in a compact, pedestrian-oriented setting” and “a mixture of residential, office and supporting retail uses enhanced with civic and open space uses”.

Furthermore, the *Transit Station Area Principles* more specifically call for “a range of higher uses, including residential, office, service-oriented and civic uses that are transit-supportive” and “encourage(s) a mixture of uses with (the) same building.”

Area-specific plans – specifically the *Center City 2010 Vision Plan* – also call for a mixture of uses, as do the *Station Area Concepts* for the Derita and Harris station areas. Ultimately, station area plans will be implemented with zoning districts that promote mixed-use development.

Huntersville

Consistent with the adopted *Transit Station Area Joint Development Principles*, the *2030 Huntersville Community Plan* encourages a mixed-use development pattern at key nodes (including transit station areas), ensuring an appropriate mix of residential, commercial and employment uses to maximize land use and transportation efficiencies.

Within the **TOD-E** and **TOD-R** zoning districts, among the permitted building types are “mixed use buildings,” which must contain at least two occupiable stories and at least 50% of the habitable area of the building in residential use. Within a ¼ mile walking distance of the station site, a master subdivision sketch plan may include up to 10,000 square feet of retail/services/commercial/office development for each 250 dwelling units master planned in the ½ mile catchment area.

Cornelius

The Cornelius Zoning Code (Section 5.6.2) allows Mixed Use and Commercial buildings up to 30,000 square feet by right. This Code also allows for buildings greater than three stories in the Transit District Overlay with a Conditional Use Permit. The *Transit Station Area Principles* call for a mix of uses. The *Downtown Block Plan* also encourages mixed use buildings.

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO ENHANCE THE TRANSIT-FRIENDLY CHARACTER OF STATION AREA DEVELOPMENT
(continued)

Davidson

The *Davidson Planning Ordinance* is a form-based, unified development ordinance that focuses on building types and design rather than permitted uses. The **Village Center Planning Area** (the zoning district which encompasses most of the transit area) permits a wide



range of uses by right, including residential, commercial and office. New infill development is encouraged to be “multi-story, multi-use, and transit supportive.”

All building types described by the *Davidson Planning Ordinance* are permitted in the Village Center Planning Area. All mixed-use buildings in the Village Center Planning Area must be at least two stories tall and all elevations visible from the public right-of-way must be approved by the Design Review Board and be compliant with the town’s design regulations.

Stowe’s Corner is a mixed use infill project in downtown Davidson, near the future transit station.

Mooresville

The Mooresville *Comprehensive Land Use Plan* identifies the area of Mount Mourne in the vicinity of the proposed transit station as a “**village center.**” A village center must include a mix of residential and non-residential uses. Nonresidential uses should include retail, office, and institutional uses. Village center zoning should accommodate the service needs of existing regional transit services and provide locations for future local transit stops.

Within the area-specific recommendations of the *Comprehensive Land Use Plan*, a policy recommendation for the Mount Mourne area states that the area encompassing I-77 Exit 33, the future transit station, Lake Norman Regional Medical Center and the proposed Mount Mourne Village Center, should permit the continuing expansion and densification of the existing employment center, high-density residential and mixed-use development.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

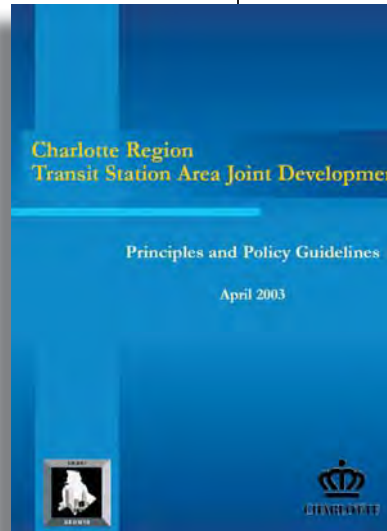
Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO ENHANCE THE TRANSIT-FRIENDLY CHARACTER OF STATION AREA DEVELOPMENT
(continued)

■ 22. Policies to promote housing and transit-oriented retail

Charlotte

The adopted *Transit Station Area Principles* call for a range of uses, including residential, office, service-oriented retail, and civic uses. Specific station area concept plans provide further guidance on the appropriate use for each station. Most station areas have locations deemed to be appropriate for housing. Both existing and proposed transit oriented zoning districts promote high density urban housing in transit station areas.



In addition, an *Affordable Housing Policy* (2001) has been adopted for transit corridors. The City Council appointed an Affordable Housing Strategy Implementation Team to make recommendations for policy improvements. A Housing Trust Fund has been developed, with a reserve for funding affordable housing in transit station areas. Related housing recommendations are included in the *Joint Development Principles and Policy Guidelines* adopted in 2003 by the local governing bodies and the Metropolitan Transit Commission. This document recommends the development of Location Efficient Mortgages for home or condominium buyers near transit stops.

Retail development is also supported in station areas, especially as part of larger mixed-use developments. The *Transit Station Area Principles* recommend that retail development serve the surrounding area. The *Joint Development Principles and Policy Guidelines* also recommend creation of “Marketplace Venues” at or near stations. These retail opportunities may be as simple as kiosks located at the transit station or may be ground floor retail facilities in adjacent transit oriented development projects. The final station area plans will reinforce these policies by highlighting the best locations for housing and transit oriented retail.


Huntersville

The **TOD-Residential District** is intended to support high density residential uses, supported by retail, restaurant, service and small employment uses within a pedestrian village format. Within the TOD-R district, residential uses are permitted by right, along with mixed use buildings (minimum 2 stories) with 50% residential uses. Minimum residential densities for the TOD-R district must average 15 units/acre.

Cornelius

The **Transit District Overlay** encourages higher density and minimum development requirements associated with residential development within one-quarter mile and one-quarter to one-half mile of the transit station. The *Joint Development Principles and Policy Guidelines* also establish the framework for a mix of uses that includes retail, office and service. The Town Center zoning district allows for apartments, commercial, retail, service and mixed use buildings. Live-work units and civic buildings have already been established in this district as a result of these policies.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS AND POLICIES TO ENHANCE THE TRANSIT-FRIENDLY CHARACTER OF STATION AREA DEVELOPMENT</p> <p><i>(continued)</i></p>	<p><i>Live-work units, built as part of the Cornelius Town Center project, are near the future transit station.</i></p>  <p><u>Davidson</u></p> <p>The <i>Davidson Planning Ordinance</i> permits housing both in the Village Center Planning Area (downtown commercial district) and the Village Infill Planning Area (surrounding residential neighborhoods) which collectively form the village core. In the Village Center, land values and vehicular traffic discourage single family detached housing, and the ordinance places a high priority on well-designed and attached housing building types in the downtown area. In the Village Infill, land values also promote more infill development, mostly in the form of compact single family detached units.</p> <p>The <i>Davidson Comprehensive Plan</i> recommends that all infill or redevelopable sites within the downtown area be developed at a moderate intensity with commercial uses exclusively on the first floor and residential units on upper floors. The projected result of this would be an increase of 1200 housing units (a 60% increase) and 880,000 square feet of commercial space (a 78% increase) in the transit area over the next 20 years.</p> <p><u>Mooreville</u></p> <p>The <i>Comprehensive Land Use Plan</i> encourages the inclusion of a diverse mix of housing types and price ranges in every neighborhood. Workforce housing should be included in every residential and mixed-use development in village centers, transitional and urban neighborhoods near the regional activity and employment centers.</p> <p>Another recommendation from this plan is residential infill development, and redevelopment is encouraged to revitalize existing neighborhoods. An increased housing density and the addition of new street connections and sidewalks are important to the long-term success of the village center and transit station.</p> <p>The <i>Mount Mourne Small Area Plan, Phase 3</i> has a guiding principle that states that new mixed housing type residential development provides relatively dense (8-12 units/acre) housing near transit and services for a diverse range of age, family size and income.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND
POLICIES TO
ENHANCE THE
TRANSIT-FRIENDLY
CHARACTER OF
STATION AREA
DEVELOPMENT

(continued)

■ **23. Policies that allow/promote vertical zoning**

Charlotte

The *Transit Station Area Principles* encourage the mixture of uses within one building, either vertically or horizontally. It is the policy of the City of Charlotte to allow vertical mixing of uses in most of the City’s zoning districts. The *Center City 2010 Vision Plan* (including **Charlotte Gateway** station) and the *Eastfield Station Area Plan* support vertical mixing of uses. The Station Area Concepts developed for the **Derita** and **Harris** stations also promote vertical mixing of uses. In addition, the adopted *Joint Development Principles and Policy Guidelines* document calls for City Council to rezone station area properties to transit oriented zoning districts, all of which allow vertical mixing of uses.

Huntersville

The TOD-R and TOD-E districts both allow for a mix of uses. The minimum height requirements for both districts is 26 feet (2 stories) and mixed-use buildings are permitted building types, requiring vertical integration of uses. In addition, the TOD-R district allows for the phasing of development to provide for future vertical intensification. Minimum floor area ratios range from .35 in the TOD-R district to .5 to 1.5 in the TOD-E district.

Cornelius

The *Cornelius Zoning Code* allows Mixed Use and Commercial buildings up to 30,000 square feet by right. It also allows for buildings greater than three stories in the Transit District Overlay with a Conditional Use Permit. The *Transit Station Area Principles* call for a mix of uses. The *Downtown Block Plan* also encourages mixed use buildings. The Town Center Zoning District requires minimum building heights of 26 feet.

Davidson

The *Davidson Planning Ordinance* does not prohibit vertical mixed-use zoning and encourages it in most conditionally approved projects. The Planning Ordinance was one of the first in the county to provide a live-work building type and several developments have taken advantage of this flexibility to provide a successful product.

Mooresville

In the *Mooresville Comprehensive Land Use Plan*, areas classified as Village Center should have residential and be located in vertically integrated mixed-use structures, and attached single family and multi-family buildings. The highest densities should occur within one quarter mile of the center, gradually decreasing in density farther outward. Single family, detached housing should not be permitted within the defined village center, but should be located at the perimeter. The Village Center should require building heights of two to four stores to achieve a human scale. Uses will be vertically integrated, with ground floor retail.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS AND POLICIES TO ENHANCE THE TRANSIT-FRIENDLY CHARACTER OF STATION AREA DEVELOPMENT <i>(continued)</i></p>	<p>■ <u>24. Façade improvement programs</u></p> <p><u>Charlotte</u></p> <p>The City’s Neighborhood and Business Services Department administers the Business Corridor Revitalization program targeted towards a specific geography and designed to revitalize older commercial districts.</p> <p>The Derita Station Area falls within this geography and projects within the station area would be eligible for Façade Improvement, Building Demolition, Security and Energy Efficiency Grants. These matching grants provide up to \$65,000 for various activities that result in redeveloped or improved properties.</p> <p><u>Davidson</u></p> <p>The Charlotte-Mecklenburg Historic Landmarks Commission is the official Certified Local Government agency for the Town of Davidson. The Landmarks Commission has a revolving fund available for locally designated historic properties. The revolving fund can be used to enhance facades or other building improvements.</p> <p><u>Huntersville / Cornelius / Mooresville</u></p> <p>These towns do not have façade improvement programs.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO ENHANCE THE TRANSIT-FRIENDLY CHARACTER OF STATION AREA DEVELOPMENT
(continued)

■ **25. Funds to support transit-oriented plans**

Charlotte

Mecklenburg County has a half-cent sales tax (approved by voter referendum in 1998 and reaffirmed in 2007) committed to support the programs and services of the Charlotte Area Transit System (CATS), including plans for implementation of commuter rail service along the North Corridor LYNX Red Line.

CATS has funded consulting services for the development of transit station area concepts along the North and other corridors. CATS funding also has been provided to pay for staff time for Planning, Transportation, Engineering and Property Management, and Neighborhood and Business Services staff working on transit oriented development policies, transit station area plans, and the development of tools for transit stations, including transit oriented zoning districts and station area infrastructure improvements such as pedestrian enhancements.

Planning Department staff (and consultant resources) have also been committed to developing policy-level station area plans (such as was completed for the Eastfield Station Area and for several station areas along the South Corridor Blue Line) and that commitment will be made for plan development around the Derita and Harris stations as well.

Huntersville

The Town of Huntersville is working closely with the other communities on the North Corridor rail line to establish a funding formula consisting of public (including local) and private revenue necessary to construct and operate the North Corridor rail service.

The Town’s Capital Improvement Plan (CIP) includes funding for the following transit oriented or supportive development: Downtown Farmer’s Market, Downtown Greenway and N.C. 115/Main Street Improvements.

Cornelius

The Town of Cornelius participated with CATS to design potential park-and-ride and station location plans. The Town has adopted a transit oriented neighborhood called Antiquity which is currently under construction and privately funded.

Davidson

Davidson’s five-year CIP will likely include a local match of \$400,000 to go toward a transit commuter parking deck partially funded by the North Carolina Department of Transportation in 2015 (\$2 million dollar funding allocation).

Mooresville

The Town of Mooresville currently does not have funds dedicated to support transit-oriented plans, other than for staff support in North Corridor planning activities.

Information Requested	Documentation Supporting Land Use Criterion
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PLANS AND POLICIES TO ENHANCE THE TRANSIT-FRIENDLY CHARACTER OF STATION AREA DEVELOPMENT
(continued)

■ **26. Private sector plans and initiatives consistent with the public plans and policies listed above**

Multi-Jurisdictional

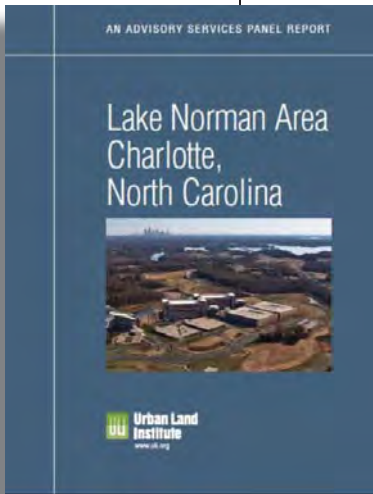
▶ **Lake Norman Transportation Commission (LNTC)**

Formed in 2009 as a result of work undertaken by mayors of **Cornelius, Davidson, Huntersville, and Mooresville**, the Lake Norman Transportation Commission (LNTC) is a multi-jurisdictional organization charged with advocating for transportation improvements (including rail) in the northern Mecklenburg/southern Iredell/Lake Norman area. Since its formation, the LNTC has worked to advocate for the North Corridor line and to identify funding options.

▶ **Urban Land Institute Panel**

As a result of LNTC efforts, an Urban Land Institute (ULI) Advisory Services Panel was convened in 2010. The ULI Panel’s report highlighted the challenges, opportunities and options available for the North Corridor and the Lake Norman area from a transportation perspective. This report – a joint undertaking of the Towns of **Huntersville, Cornelius, Davidson, Mooresville**, the City of **Charlotte, Mecklenburg County, CATS**, and the **LNTC** – evaluated and made recommendations on a number of issues associated with the economic development and transportation infrastructure for the North Corridor along Interstate 77 and N.C. 115.

The panel report included a number of recommendations related to transit oriented development, such as ensuring that transit continues to support the *2025 Charlotte-Mecklenburg Integrated Transit/Land Use Plan* which established the framework for the current regional transit system that includes the North Corridor commuter rail line. The report also noted “the role of land use in linking infrastructure, housing and sustainability” and the value of Transit Oriented Development as a tool to organize land use, along with providing an impetus for economic development along the North Corridor line.



Charlotte

The private sector has initiated numerous transit oriented development projects, notably in the Center City and in the **Harris** and **Eastfield** station areas of the North Corridor. The Center City projects are mixed use, with ground floor retail and office and/or residential also included in the project, while the Harris and Eastfield development proposals are more heavily residential in character with retail and office uses secondary. A number of developers and property owners have created conceptual plans for the **Derita** and **Harris** station areas, seeking to capitalize on opportunities for development of transit-oriented projects. The City of Charlotte’s Neighborhood and Business Services Department, in conjunction with staff from the Charlotte Area Transit System and the Charlotte-Mecklenburg Planning Department, has been meeting with private property owners to discuss transit oriented development opportunities and to understand the interests of property owners and developers.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p style="text-align: center;">PLANS AND POLICIES TO ENHANCE THE TRANSIT-FRIENDLY CHARACTER OF STATION AREA DEVELOPMENT</p> <p style="text-align: center;"><i>(continued)</i></p>	<p><u>Huntersville</u></p> <p>As part of the Hambricht Station development, \$32 million in site improvements were made to provide access to and from the proposed rail station, including new road construction (including utilities), road widening, and relocation of the rail line. The rail line has been relocated to allow development to occur on both sides of the line.</p> <p><u>Cornelius</u></p> <p>Antiquity, a private transit oriented development, has been approved by the Town of Cornelius and is currently under construction. Part of this development includes an area dedicated for use as a transit station for the LYNX Red Line. This development includes a higher density mix of uses and is intended to support the local transit station.</p> <p><u>Davidson</u></p> <p>Several approved site and master plans within the urban core are consistent with locally adopted plans and policies.</p> <ul style="list-style-type: none"> • The recently built Stowe’s Corner mixed-use building, located on Main Street, has limited on-site parking but has accommodated over 21,000 square feet of retail and office uses on a .42 acre site. • Another 15,000 square foot retail and office building, Mooney’s Corner, has been approved across Main Street; parking was neither required nor planned to be built on site. • Over 50 multi-family or attached residential units have been added to the transit area since 2001. Specific projects include Walnut Grove, the Villages at South Main and Davidson Bay. Approximately another 150 attached or higher-density residential units have been approved for the transit area. <p>The Davidson transit area is largely comprised of many small to medium-sized infill and redevelopment opportunities, as opposed to a large-scale transit oriented development. Still, future redevelopment projects are likely to yield over 1,200 new residential units and over 800,000 square feet of additional commercial uses for the transit area. The largest approved mixed-use development in the transit area is Davidson Commons East which includes potentially more than 120,000 square feet of office, retail and residential uses.</p> <p><u>Mooreville</u></p> <p>The Legacy Village development was intended to be a dense, transit oriented development with mixed uses including a significant residential component. However, this development has changed ownership within the past year, and the new owner’s commitment to transit has not been established. A consortium of property owners located generally south and west of the intersection of N.C. 115 and Langtree Road has been willing to increase the density of the proposed development to receive the transit station if the location is shifted.</p>

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS TO IMPROVE PEDESTRIAN FACILITIES, including facilities for persons with disabilities</p>	<p>■ <u>27. Requirements and policies for sidewalks, connected street or walkway networks, and other pedestrian facility development plans for station areas funds to support transit-oriented plans</u></p> <p><u>Charlotte</u></p> <p>Pedestrian improvements will come as part of new development through the adopted transit oriented zoning districts; for example, the zoning districts require streetscape and sidewalk improvements along the street frontage of all properties (see <i>Attachment 22</i>) for Transit Oriented Development zoning).</p> <p>Charlotte has multiple existing or planned initiatives that are designed to enhance the pedestrian-friendly character of station areas. The City’s Sidewalk Improvement Program, managed by the Charlotte Department of Transportation, incorporates an average of \$7.5 million per year for new sidewalks on thoroughfares and non-thoroughfares city-wide (in addition to funding for repair and maintenance). Projects are ranked on a point system, with additional points for locations on a transit route. Furthermore, the <i>Charlotte Subdivision Ordinance</i> requires that sidewalks be constructed on both sides of the street in conjunction with new development or redevelopment.</p> <p>The City of Charlotte has multiple existing or planned initiatives that are designed to enhance the pedestrian-friendly character of station areas. The City’s Sidewalk Improvement Program, managed by the Charlotte Department of Transportation, incorporates spending an average of \$7.5 million per year for new sidewalks on thoroughfares and non-thoroughfares city-wide (in addition to funding for repair and maintenance). Projects are prioritized based on a point system which includes additional points for locations on or near a transit route.</p> <p>The Charlotte Subdivision Ordinance requires street connections and that sidewalks be constructed on both sides of the street in conjunction with new development or redevelopment. Additionally, road and sidewalk improvements near the BLE stations will be made as part of the Northeast Corridor Infrastructure Program (NECI).</p> <p>To help implement the Urban Street Design Guidelines (USDG) policy, several local ordinances are being updated – the Subdivision Ordinance, the Zoning Ordinance and the Tree Ordinance. The Subdivision Ordinance updates address street types, block lengths, and design elements (planting strips, street trees) and standards to enhance overall connectivity.</p> <p><u>Huntersville</u></p> <p>The Town of Huntersville requires the installation of sidewalks in conjunction with all residential and commercial development proposals, along with accommodations for pedestrians and bicyclists. In addition, all developments are required to provide, dedicate or reserve right-of-way for road connections to adjoining properties where there is no such connection and to either reserve, dedicate land or build designated local or county greenway trails.</p>

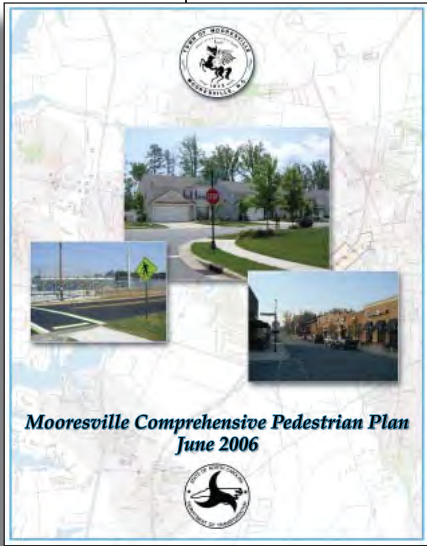
II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS TO IMPROVE PEDESTRIAN FACILITIES, including facilities for persons with disabilities <i>(continued)</i></p>	<p><u>Cornelius</u></p> <p>The <i>Cornelius Land Development Code</i> (Chapter 7) requires sidewalks and amenities to be provided. The Town Center Zoning District requires a minimum of 8-foot wide sidewalks and encourages 10-12 feet width. As development and redevelopment occur the network of connectivity will be completed as a result of the design requirements. The Land Development Code requires connectivity to adjacent parcels, both vehicular and pedestrian. The Antiquity development (within the Cornelius Station Area) has been required to provide greenways throughout the development.</p> <p><u>Davidson</u></p> <p>The <i>Davidson Circulation Plan</i> designated several neighborhood and town-wide connections in the transit area. Where a project proposes to develop or redevelop a property shown on the Circulation Plan to include a local connection, the development must dedicate public right-of-way and build the proposed connection to town standards. The <i>Davidson Planning Ordinance</i> requires that all developments connect to all adjoining properties with appropriately designed neighborhood streets.</p> <p>The most significant road connection in the transit area will be the Potts-Sloan Connector. This connection will allow commuters and residents to use a series of local streets as an alternative to the regularly congested N.C. 115 (Main Street). The entirety of the Potts-Sloan-Beaty corridor has been studied, and specific recommendations have been made for multi-modal access along the route.</p> <p>The <i>Davidson Bicycle Master Plan</i> shows several road improvements as well as proposed off-road greenway connections in the transit area. Where a project proposes to develop a property shown adjacent to or including a proposed bicycle facility, the development must dedicate public right-of-way and build the necessary improvements.</p> <p>Several bicycle facilities are planned for the transit area. Most require re-striping existing roads to include bike lanes or sharrows markings. A number of pedestrian facilities are also planned as part of new developments. The majority of new pedestrian improvements are off-road trails and greenways connecting residential developments to commercial and civic destinations.</p> <p><u>Mooreville</u></p> <p>The construction of sidewalk networks adjacent to the transit station will be the responsibility of the future anticipated development in the area. According to the “Local Ordinance Recommendations” in the <i>Mooreville Comprehensive Pedestrian Plan</i> (2006), the following suggested guidelines should apply to all new developments:</p> <ul style="list-style-type: none"> • New commercial development must be oriented to the pedestrian and include pedestrian walkways. • New residential development must have a grid-like or interconnected curvilinear street pattern with block lengths no more than 660 feet in distance. These block separations may be vehicular roads or 10-12 foot wide non-motorized traffic connections.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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PLANS TO IMPROVE PEDESTRIAN FACILITIES, including facilities for persons with disabilities
(continued)



- Cul-de-sacs will not be permitted unless geographic or other natural barriers exist that make connections unrealistic. A developer may create a cul-de-sac or a close if an acceptable bicycle and pedestrian connection is created with a 10-12 foot wide paved path that is built to standards set forth in this plan for Multi-Use Paths.
- Any new development where there is a pedestrian project mapped from the Comprehensive Pedestrian Plan must include that project to a functioning level according to guidelines. In most cases, exact alignment of the projects is not definite.
- New developments must connect to neighboring developments. Commercial areas must create a vehicular and/or pedestrian connection to adjacent residential communities and provide a future connection option for future developments. New residential communities must connect to existing residential and commercial developments, as well as provide connection possibilities to future adjacent developments. Exemptions may apply if there is a substantial natural or geographical barrier, or if there is an environmental concern with such a connection. New developments should be required to provide connections across natural barriers if they are listed as projects in this plan. The Town may also determine that a connection across a natural barrier is necessary and worth the higher costs to developers.

- All new commercial, residential and mixed-use developments should provide sidewalks on both sides of the street, provide buffering from auto traffic and off-street parking lots, and provide trees that will shade sidewalks. Any frontage road to the development that has no current sidewalk must also receive sidewalks. These sidewalks should also be of adequate width according to the standards set in this plan for future pedestrian growth.

The *Mooresville Zoning Ordinance* requires that sidewalks along streets shall be continuous so as to connect corridor development to adjacent neighborhoods. Pedestrian access, at a minimum, shall be provided at the front of all buildings in the form of a sidewalk connecting the primary building entrance to the public sidewalk.

The Town Public Works Department has a performance goal of constructing at least two miles of new sidewalk annually. The Public Works Department frequently collaborates with transportation planning staff to prioritize projects based on gaps in the existing sidewalk network.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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PLANS TO IMPROVE PEDESTRIAN FACILITIES, including facilities for persons with disabilities
(continued)

■ **28. Capital improvement programs to enhance pedestrian-friendly design in station areas**

Charlotte

Between 2002 and 2010, Charlotte voters approved bond referenda to fund in excess of \$80 million of capital improvements in station areas along Charlotte’s South and North-east LYNX Blue Line transit corridors.



This program has funded new and improved sidewalks, streetscape improvements, pedestrian scale lighting, pedestrian enhancements to signalized intersections, mid-block crossing, and new street connections and walkways to shorten walk trips. A comparable effort in City station areas along the North Corridor is proposed.

A CIP-funded pedestrian pathway runs parallel to the tracks of the LYNX Blue Line through the South Corridor.

Huntersville

The Town will require the installation of pedestrian accessibility improvements as part of infrastructure to be constructed in proximity to proposed transit stations.

Cornelius

Through the 2010 NCDOT Bike/Pedestrian Grant, the Town of Cornelius is undertaking a sidewalk planning study which will ultimately assist in identifying critical gaps in the sidewalk pedestrian network and set priorities for multi-year CIP funding scenarios. Two CIP projects along Zion Street will add curb and gutter and sidewalks from the new Antiquity community south to Smith Road.

Davidson

The Town of Davidson Capital Improvement Plan does not currently include any pedestrian enhancement projects for the transit area.

Mooresville

In the immediate station vicinity, there are existing sidewalks throughout the Legacy Village Development and along Fairview Road. The Town has a federal Congestion Mitigation Air Quality (CMAQ) grant in 2014 to construct bicycle lanes along N.C. 115 between Norman Drive in Mooresville to the Mecklenburg County line. This improvement will help to improve bicycle access and safety in the Mount Mourne area.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS TO IMPROVE PEDESTRIAN FACILITIES, including facilities for persons with disabilities <i>(continued)</i></p>	<p>■ <u>29. Curb ramp transition plans and milestones required under CFR 35.150(d)(2), and other plans for retrofitting existing pedestrian infrastructure to accommodate persons with disabilities in station areas</u></p> <p><u>Charlotte</u></p> <p>The previous sections identify a number of capital programs that make pedestrian improvements in transit station areas. All improvements will meet ADA (Americans with Disabilities Act) requirements. The City’s Department of Transportation reviews and replaces existing curb ramps on an ongoing basis and responds to individual calls and complaints from citizens on access issues. They meet monthly with the Sidewalk Committee of the Advocacy Council for People with Disabilities to identify ramps for replacements; a special fund provides for needed ramp replacements not otherwise budgeted.</p> <p><u>Huntersville</u></p> <p>The Town of Huntersville is committed to providing accessible pedestrian facilities and accommodations throughout its jurisdiction. When installing new or repairing existing facilities and public accommodations, it is the Town’s policy for the facilities and accommodations to conform to the latest edition of the Americans with Disabilities Act (ADA) standards for accessible design.</p> <p><u>Cornelius</u></p> <p>All development is subject to the guidelines set forth in Chapter 7 of the <i>Cornelius Land Development Code</i>. Section 7.2.3 specifically states that all sidewalks shall comply with the Americans with Disabilities Act. The development of the Antiquity community and the extension of Catawba Avenue created additional connectivity within the corridor; it provided enhanced pedestrian facilities and increased crosswalk safety and pedestrian oriented signalization. Inadequacies on existing sidewalks throughout the district are identified through annual inspections, neighborhood organizations and citizen’s reports. Following an inspection, projects are defined, designed, prioritized and constructed by contractors hired by the town. Construction funding may come from grants or CIP funds.</p> <p><u>Davidson</u></p> <p>As sidewalks are built within public rights-of-way or within private developments, the Town of Davidson requires that every street crossing be ADA accessible, including curb ramp transitions and MUTCD standard crosswalk markings. The Town of Davidson does not have a formal plan for providing curb ramps other than through the sidewalk improvement construction process.</p> <p><u> Mooresville</u></p> <p>The Town of Mooresville requires wheelchair ramps where sidewalks or greenways intersect any section of curb and gutter. The Town’s Public Works Department replaces distressed sidewalk and curb ramps on an as-needed basis and responds to individual calls and complaints from citizens on access issues.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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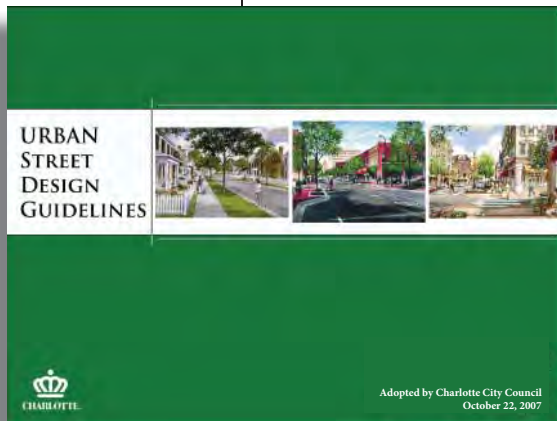
PLANS TO IMPROVE PEDESTRIAN FACILITIES, including facilities for persons with disabilities
(continued)

■ **30. Street design guidelines or manuals addressing pedestrian and transit-oriented street design (lighting, street furniture, sidewalk width, etc.)**

Charlotte

The **Charlotte-Mecklenburg Land Development Standards Manual** provides basic street design guidelines.

In 2007, the Charlotte City Council adopted **Urban Street Design Guidelines (USDG)** intended to provide design guidance in promoting multi-modal travel and in ensuring that the design of streets relates to the land use context in which these streets are located. The USDG (*Attachment 21*) contains a new hierarchy of streets that will be overlaid on the City's existing, and more traditional, street classification.



Five street types have been developed and three of these street types will be used heavily in transit station areas: *avenues, main streets* and *local streets*.

These categories of streets are strongly oriented toward easy pedestrian circulation. Motor vehicle speeds are low. In transit oriented districts and mixed use centers, pedestrian amenities such as street trees, wide sidewalks and pedestrian scale lighting will be emphasized.

In addition, station area plans will specifically address street design for streets within each station area. Plans will provide proposed cross-sections in the TOD portion of each station area, and will identify future curb lines, building setbacks,

sidewalk widths and locations, the location of street trees and pedestrian lighting, future street crossing locations, and street improvements for the pedestrian. In addition, facilities for cyclists, including dedicated bike lanes, will be identified in each of these plans.

Huntersville

Streets should be designed to suit their functions. Streets in Huntersville are to be inviting public spaces and integral components of community design. A hierarchical street network should have a rich variety of types, including bicycle, pedestrian, and transit routes.

All streets should connect to help create a comprehensive network of public areas to allow free movement of automobiles, bicyclists and pedestrians. In order for this street network to be safe for motorists and pedestrians, all design elements must consistently be applied to calm automobile traffic.

The following specifications apply to commercial street design in Huntersville:

- Street trees and sidewalks are required on both sides of public streets located within transit station areas. A minimum 7-foot sidewalk width is required, with a 10-foot width encouraged where tree grates or cutouts are located.

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Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS TO IMPROVE PEDESTRIAN FACILITIES, including facilities for persons with disabilities <i>(continued)</i></p>	<ul style="list-style-type: none"> • On-street parking is recommended where building type and use will generate regular parking use. • Design speeds should not exceed 25-30 miles per hour. <p>The <i>Huntersville 2030 Community Plan</i> calls for the preparation of a road and streetscape plan for the downtown area near the Huntersville Station, which will include recommended street sections, lighting, landscaping and street furniture.</p> <p>For the Hambricht and Sam Furr station areas, street design is to be consistent with the standards found in the TOD zoning district regulations. Streets are to be organized according to a hierarchy based on function, size, capacity, and design speed; streets and rights-of-way are therefore expected to differ in dimension. The proposed hierarchy of streets shall be indicated on the submitted master subdivision sketch plan. Each street type shall be separately detailed. Street types shall include elements that are combined to meet the purposes of neighborhood streets: building placement line, optional utility allocation, sidewalk, planting strip, curb and gutter, optional parallel parking, and travel lane(s). Alternative methods of assembling the required street elements will be considered to allow neighborhood street designs that are most appropriate to setting and use. Proposed routing for private vehicles and feeder buses entering and leaving the station area shall be shown.</p> <p>The Town is preparing a Street Guidelines Manual to provide guidance for this plan. This manual will be consistent with the <i>Transit Station Area Joint Development Principles and Policy Guidelines</i>.</p> <p><u>Cornelius</u></p> <p>The Cornelius Land Development Code, Section 5.14.3(C) General Provisions, requires “development located near designated transit stops shall provide transit facilities that include, at minimum, seating, shelter, trash containers, and appropriate signage in accordance with CATS standards.”</p> <p>In addition, design requirements set out in Chapter 7 for Streets. Parking and Lighting, require sidewalks in the Town Center zoning districts be a minimum of 8 feet wide with widths up to 12 feet being encouraged in front of shops.</p> <p>The <i>Town of Cornelius Transit Infrastructure Needs report</i> for the Mayor’s Transportation Task Force (prepared in 2008) identified sidewalks, connectivity and parking deck needs (<i>see Attachment 31</i>).</p> <p><u>Davidson</u></p> <p>The Davidson Planning Ordinance specifies certain cross-sections for new or improved street connections. The most typical street types to be built in the transit area are the High Density Street or the Town Center Street.</p> <ul style="list-style-type: none"> • The High Density Street requires 9-foot wide travel lanes (no more than one lane in each direction), 9-foot wide parallel parking with curb and gutter on each side of the street, 6 to 7-foot wide planting strips, and 5 to 6-foot wide sidewalks.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>PLANS TO IMPROVE PEDESTRIAN FACILITIES, including facilities for persons with disabilities <i>(continued)</i></p>	<ul style="list-style-type: none"> • The Town Center Street permits up to 10-foot wide travel lanes in each direction, 9-foot wide parallel parking with curb and gutter on each side, and a 16 to 20-foot wide pedestrian area with street tree planting and other amenities. <p>All public streets must have canopy trees planted 30 to 40 feet on center, light fixtures installed consistent with existing fixture types, and short-term bicycle parking installed near main building entrances. Other pedestrian amenities, such as street furniture and signage, must permit sufficient pedestrian clearance.</p> <p><u>Mooreville</u></p> <p>Mooreville’s Town Street Design Guidelines contains the cross-section details for local, collector and arterial streets. This manual also contains parameters for sidewalks and curb ramps. The <i>Town Street Design Guidelines</i> are used as the standard for all new streets within the municipal limits as well as roadways that are to be accepted as town streets must meet these standards. Most often, Mooreville’s street design standards follow NCDOT design guidelines.</p> <p>In the Mooreville Pedestrian Plan, the Town has a minimum sidewalk width of 5 feet, a minimum planting strip width of 6 feet, and requires sidewalks along both sides of the street.</p>

Information Requested	Documentation Supporting Land Use Criterion
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<p>PARKING POLICIES</p>	<ul style="list-style-type: none"> ■ <u>31. Policies to reduce parking requirements or cap parking in station areas</u> ■ <u>32. Policies establishing maximum allowable parking for new development in areas served by transit</u> <p><u>Charlotte</u></p> <p>The Charlotte City Council adopted <i>Transit Station Area Principles (Attachment 10)</i> that calls for reduced parking in station areas, with consideration of parking maximums within one-half mile walking distance of transit stations.</p> <p>These policies have been implemented through transit oriented zoning districts that include parking caps for new development, as shown in the following chart. The TOD zoning districts (adopted in 2003) have parking maximums for all development types, but there are no minimums for most uses.</p> <p>Table II-2: Charlotte Minimum/Maximum Parking Requirements under TOD Zoning</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #800000; color: white;"> <th style="text-align: left; padding: 5px;">Use</th> <th style="text-align: left; padding: 5px;">Minimum/Maximum Number of Parking Spaces</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Residential</td> <td style="padding: 5px;">MINIMUM of 1 space per dwelling unit for properties on blocks with single family zoning, no parking minimum for all other properties MAXIMUM of 1.6 parking spaces per dwelling unit</td> </tr> <tr> <td style="padding: 5px;">Office</td> <td style="padding: 5px;">NO MINIMUM MAXIMUM of one (1) parking space per 300 square feet of office space. Mixed-use developments and multi-use developments of residential and office uses may share parking spaces as per Section 12.203</td> </tr> <tr> <td style="padding: 5px;">Restaurants/Nightclubs</td> <td style="padding: 5px;">MINIMUM for sites within 800 feet of single family zoning, minimum of one (1) parking space per 150 square feet of restaurant/nightclub space; for other sites, no minimum. MAXIMUM of one (1) space per 75 square feet.</td> </tr> <tr> <td style="padding: 5px;">Retail</td> <td style="padding: 5px;">NO MINIMUM MAXIMUM of one (1) space per 250 square feet.</td> </tr> <tr> <td style="padding: 5px;">All Other Non-Residential Uses</td> <td style="padding: 5px;">NO MINIMUM MAXIMUM number of parking spaces permitted is listed as the minimum amount required in the Table 12.202, per non-residential use.</td> </tr> </tbody> </table> <p>Source: <i>City of Charlotte Zoning Ordinance</i>, Section 12.203 and Table 12.202</p> <p>Note: Parking maximums may be exceeded by up to a total of 30% of the maximum under certain circumstances (e.g. if structured parking is available on-site, if shared parking agreement is executed, if access points are shared, if adjoining lots are inter-connected, etc.). See <i>Attachment 22 (TOD Zoning)</i> for further details.</p>	Use	Minimum/Maximum Number of Parking Spaces	Residential	MINIMUM of 1 space per dwelling unit for properties on blocks with single family zoning, no parking minimum for all other properties MAXIMUM of 1.6 parking spaces per dwelling unit	Office	NO MINIMUM MAXIMUM of one (1) parking space per 300 square feet of office space. Mixed-use developments and multi-use developments of residential and office uses may share parking spaces as per Section 12.203	Restaurants/Nightclubs	MINIMUM for sites within 800 feet of single family zoning, minimum of one (1) parking space per 150 square feet of restaurant/nightclub space; for other sites, no minimum. MAXIMUM of one (1) space per 75 square feet.	Retail	NO MINIMUM MAXIMUM of one (1) space per 250 square feet.	All Other Non-Residential Uses	NO MINIMUM MAXIMUM number of parking spaces permitted is listed as the minimum amount required in the Table 12.202, per non-residential use.
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Retail	NO MINIMUM MAXIMUM of one (1) space per 250 square feet.												
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II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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PARKING
POLICIES
(continued)

Huntersville

Within the **TOD-R** (Residential) and **TOD-E** (Employment) districts, the parking requirements are as follows:

Table II-3: Huntersville Minimum/Maximum Parking Requirements Under TOD Zoning

TOD-R	Minimum	Maximum
Efficiency apartment	1 space/unit	2 spaces/unit
One or two bedroom apartment	1 space/unit	2 spaces/unit
Attached townhouse	1 space/unit	2 spaces/unit
Other dwelling units	1 space/unit	2 spaces/unit
TOD-E	Minimum	Maximum
Office/Commercial	1 space/1,000 sq. ft.	1 space/500 sq. ft.
Efficiency apartment	1 space/unit	2 spaces/unit
One or two bedroom apartment	1 space/unit	2 spaces/unit

Note: For civic uses, there are no minimum parking requirements.

Cornelius

The Town of Cornelius has no policy regarding a reduction of parking requirements in the Transit Overlay District. On-street parking can be counted towards satisfying underlying parking code requirements, and shared parking is allowed by contract arrangements among adjoining property owners. Also, developments with different operating times may jointly use the same parking and receive up to half the required space credit for each use. The *Town of Cornelius Transit Infrastructure Needs* report (2008) identified ideal locations for parking decks.

The Town of Cornelius does not establish a maximum cap for parking in any zoning district or in the Transit Overlay District. Minimum Parking ratios are described in Section 7.5, General Parking Requirements, of the *Cornelius Land Development Code*.

Davidson

In the downtown commercial district, the *Davidson Planning Ordinance* does not require any parking for new development. Surrounding the downtown, the ordinance requires parking but sets a maximum limit on the amount of surface and total parking that may be provided on site.

For all planning areas, the Town of Davidson has either no requirements for parking or maximum parking requirements based on land use type (see next page):

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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<p>PARKING POLICIES <i>(continued)</i></p>	<p>Table II-4: Davidson Minimum/Maximum Parking Requirements</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #800000; color: white;"> <th>Use</th> <th>Minimum</th> <th>Maximum</th> </tr> </thead> <tbody> <tr> <td>Single Family Residential</td> <td>1 space/unit</td> <td>2 spaces/unit</td> </tr> <tr> <td>Attached Residential or Multi-Family</td> <td>1 space/unit</td> <td>2 spaces/unit</td> </tr> <tr> <td>Commercial (excluding Retail)</td> <td>2 spaces/1,000 sq. ft.</td> <td>3.5 spaces/1,000 sq. ft.</td> </tr> <tr> <td>Retail</td> <td>2 spaces/1,000 sq. ft.</td> <td>5 spaces/1,000 sq. ft.</td> </tr> <tr> <td>Warehouse and Industrial</td> <td>.25 space/1,000 sq. ft.</td> <td>2 spaces/1,000 sq. ft.</td> </tr> <tr> <td>Civic/Institutional</td> <td>none</td> <td>none</td> </tr> </tbody> </table> <p><u>Mooreville</u></p> <p>Under the <i>Mooreville Zoning Ordinance</i> (Chapter 9.1.4 6A), off-street vehicle parking spaces in Village Center Zoning shall not be provided in an amount exceeding 125 percent of the minimum standards established in Table 9.1.4(2), Minimum Off-Street Parking Standards, except that additional pervious parking spaces may be approved in accordance with Section 9.1.10(8), Alternative Materials.</p> <p>The Town does not have any policies specific to establishing maximum allowable parking for new development in areas served by transit. However, the 125% parking cap would apply to this scenario.</p>	Use	Minimum	Maximum	Single Family Residential	1 space/unit	2 spaces/unit	Attached Residential or Multi-Family	1 space/unit	2 spaces/unit	Commercial (excluding Retail)	2 spaces/1,000 sq. ft.	3.5 spaces/1,000 sq. ft.	Retail	2 spaces/1,000 sq. ft.	5 spaces/1,000 sq. ft.	Warehouse and Industrial	.25 space/1,000 sq. ft.	2 spaces/1,000 sq. ft.	Civic/Institutional	none	none
Use	Minimum	Maximum																				
Single Family Residential	1 space/unit	2 spaces/unit																				
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Civic/Institutional	none	none																				

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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PARKING
POLICIES
(continued)

■ **33. Shared parking allowances**

Charlotte

The *City of Charlotte Zoning Ordinance* allows the joint use of up to 50% of required parking spaces for two or more uses located on the same or adjacent parcels, if the hours of operation do not substantially overlap.

Huntersville

Shared parking is generally encouraged in Huntersville, including the provision of parallel parking where appropriate.

Within a TOD-R district, religious institutions without shared parking, schools and neighborhood recreation facilities, should be located within one-quarter and one-half mile of the station site. Without regard to station proximity, day care centers and religious institutions with shared parking provisions that meet the size provisions of the TOD-R are permitted.

Cornelius

The *Cornelius Land Development Code* allows for shared parking with certain conditions. Section 7.5.4, Shared Parking, provides for a maximum of 50% credit for required spaces when adjacent uses operating times do not overlap and by contractual agreement between owners. On-street parking is also encouraged and counts to the minimum parking requirements.

Davidson

The *Davidson Planning Ordinance* permits developers to count up to 50% of their required parking as on-site parking, either as on-street public spaces or nearby privately owned parking lots. If the developer wishes to count off-site parking spaces toward minimum requirements, the property owner of the off-site lot must agree to share spaces.

Mooresville

Under the *Mooresville Zoning Ordinance* (Section 9.1.10 2), the Town allows shared parking spaces within 500 linear feet of the architectural front of all uses served, unless remote parking shuttle bus service is provided.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>PARKING POLICIES <i>(continued)</i></p>	<ul style="list-style-type: none">■ <u>34. Mandatory minimum cost for parking in areas served by transit</u>■ <u>35. Parking taxes</u> <p><u>Charlotte / Huntersville / Cornelius / Davidson / Mooresville</u></p> <p>The five jurisdictions on the North Corridor do not currently mandate minimum costs for parking in areas served by transit, nor do the jurisdictions impose taxes for parking in the transit area. Instead, they are using other tools (such as parking maximums) to manage parking.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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II-C
SUPPORTIVE
ZONING
REGULATIONS
NEAR TRANSIT
STATIONS

ZONING
ORDINANCES
THAT SUPPORT
INCREASED
DEVELOPMENT
DENSITY IN
TRANSIT
STATION AREAS

■ **36. Ordinances and maps describing existing zoning (allowable uses and densities)**

Charlotte

In 2003, the Charlotte City Council adopted three new zoning districts that are designed specifically for transit station areas. Charlotte’s **Transit Oriented Zoning Districts** (*Attachment 22*) consist of the following features:

- *minimum residential density* of 20 units per acre within ¼ mile walking distance of the transit station, and 15 units per acre between ¼ and ½ mile walking distance of the station; and
- *minimum floor area ratio* of 0.75 within ¼ mile walking distance of the transit station, and 0.50 between ¼ and ½ mile walking distance of the station.

A fourth district, the **Transit Supportive Overlay District** (*Attachment 23*), was approved by the Charlotte City Council in 2005. This district is designed to be applied in transitional areas where the market for transit oriented development is not fully developed. The overlay district includes:

- *minimum residential density* of 12 units per acre where a station area plan has been adopted, or a minimum of 10 units where no plan has yet been adopted; and
- *minimum floor area ratio* is not less than 0.50 where a station area plan has been adopted, or a minimum FAR of 0.35 where no plan has been adopted.

The **City of Charlotte Zoning Ordinance** includes a wide range of zoning districts. They vary from high intensity, transit supportive districts to lower density districts of a more suburban character. As an implementation strategy for the station area plans, the lower intensity suburban districts in station areas are expected to be rezoned to more appropriate transit supportive zoning districts.

In addition to the TOD zoning districts, several other transit supportive zoning districts are currently being used:

- ▶ The **Uptown Mixed Use District (UMUD)** (*Attachment 24*) is the most intense of Charlotte’s zoning districts and is applied primarily in the Uptown area. The main purpose of this district is “to strengthen the high density core of the central city.” This district has no maximum floor area ratio (FAR) or height, allows a range of transit supportive uses, and has resulted in the construction of numerous mid-rise and high-rise structures. All of the properties located along the portion of the North Corridor that runs through Center City are zoned UMUD.
- ▶ The **Mixed Use Development District (MUDD)** (*Attachment 25*) is another transit supportive district that is similar to UMUD. As with UMUD, the MUDD district has no FAR limitation and permits a range of transit oriented uses. Building heights are limited to 120 feet. MUDD has an Optional provision (referred to as “MUDD-Optional” or **MUDD-O**) that allows greater design flexibility and allows for new development concepts or innovative designs that might not be allowable under the straight MUDD standards. One particular development proposal in the Harris Station Area has been rezoned to MUDD-O.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>ZONING ORDINANCES THAT SUPPORT INCREASED DEVELOPMENT DENSITY IN TRANSIT STATION AREAS <i>(continued)</i></p>	<ul style="list-style-type: none"> ▶ The Mixed Use Districts (MX-1, MX-2 and MX-3) (<i>Attachment 26</i>) are conditional districts that allow for the development of planned communities with a mixture of housing types and compatible non-residential uses in proximity to one another – while requiring high quality design, innovative building arrangements and open space requirements. The MX districts are intended to be used on larger (greater than 10 acre) sites intended to be primarily residential in nature. The MX zoning classifications have been used by developers in the Charlotte portion of the North Corridor pursuing transit oriented development – specifically, a major (136-acre) development adjoining the Eastfield station plans to develop under the MX-3 classification. ▶ The Pedestrian Overlay District (PED) (<i>Attachment 27</i>) is designed to allow a mixture of transit-supportive uses developed in a pedestrian-friendly manner. The development standards for this district allow a significant increase over the amount of development that is feasible under the more suburban zoning districts. For example, there is no maximum FAR for this district and, under certain conditions, building heights can be up to 100 feet. <p><u>Huntersville</u></p> <p>Hambright Station</p> <p>Existing zoning for the Hambright Station area includes the following:</p> <ul style="list-style-type: none"> • Transit Oriented Development – Residential (TOD-R) – residential uses allowed at densities up to 40 du/acre; retail, service and small employment uses within a pedestrian village format. • Highway Commercial – auto dependent (commercial, civic, religious, educational, wholesale) uses. • Special Purpose – variety of non-residential uses that may constitute health or safety hazards, have greater impacts on the environment or diminish the use and enjoyment of nearby properties by generation of noise, fumes/odors, glare, commercial traffic or similar nuisances (e.g. lumber mills, heavy manufacturing, power generation plants, mini-warehouses). • Neighborhood Center – shops, services, small work places, civic and residential buildings central to a neighborhood or grouping of neighborhoods and within walking distance of dwellings. <p>Huntersville Station</p> <ul style="list-style-type: none"> • Town Center – Allowable uses include shops, restaurants, services, work places, civic, educational and religious facilities and higher density housing in a compact, pedestrian oriented environment. No density limits exist in the Town Center district; however, the aggregate number of dwelling units contained in attached houses, apartment buildings and mixed use buildings shall not exceed 30% of the total number of units in a project, except within one-quarter mile of a transit station where this figure is not limited. • Neighborhood Residential – Residential (single family, multi-family, rooming and boarding houses, bed and breakfasts) infill development surrounding the town center.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p style="text-align: center;">ZONING ORDINANCES THAT SUPPORT INCREASED DEVELOPMENT DENSITY IN TRANSIT STATION AREAS <i>(continued)</i></p>	<p>No density limits exist in the Neighborhood Center district; however, the aggregate number of dwelling units contained in attached houses, apartment buildings and mixed use buildings shall not exceed 30% of total number of units in a project, except within ¼ mile of transit station where this figure is not limited.</p> <ul style="list-style-type: none"> • General Residential – This district covers already existing or approved conventional subdivisions. Uses permitted by right include single family dwellings (minimum lot size of 20,000 square feet), cemeteries, religious institutions, government buildings, neighborhood and outdoor recreation, parks, schools and transit shelters. • Neighborhood Center - Shops, services, small work places, civic and residential buildings central to a neighborhood or grouping of neighborhoods and within walking distance of dwellings. No density limits exist in the Neighborhood Center district. However, the aggregate number of dwelling units contained in attached houses, apartment buildings and mixed use buildings shall not exceed 30% of total number of units in a project, except within one-quarter mile of a transit station where this figure is not limited. <p>Sam Furr Station</p> <ul style="list-style-type: none"> • Corporate Business – Uses allowed include offices, distributive businesses, labs and research facilities, light manufacturing and assembly, government buildings, warehouses, wholesale sales and vocational and technical schools, essential services, hotel and motels. • Transitional Residential – Uses allowed include single family detached homes, boarding and rooming houses (for up to 2 roomers), bed and breakfast inns, cemeteries, religious institutions, government buildings, neighborhood and outdoor recreation, parks, schools and transit shelters, plant nurseries, riding academies and commercial stables. Lot sizes average ¾ acres, with a minimum of 20% open space. • Special Purpose – Variety of non-residential uses that may constitute health or safety hazards, have greater impacts on the environment or diminish the use and enjoyment of nearby properties by generation of noise, fumes/odors, glare, commercial traffic or similar nuisances (e.g. lumber mills, heavy manufacturing, power generation plants, mini-warehouses). • Neighborhood Residential – Residential (single family, multi-family, rooming and boarding houses, bed and breakfasts) infill development surrounding the town center. No density limits exist in the Neighborhood Center district; however, the aggregate number of dwelling units contained in attached houses, apartment buildings and mixed use buildings shall not exceed 30% of the total number of units in a project, except within one-quarter mile of a transit station where this figure is not limited. • General Residential – This district covers already existing or approved conventional subdivisions. Uses permitted by right include single family dwellings (minimum lot size of 20,000 square feet), cemeteries, religious institutions, government buildings, neighborhood and outdoor recreation, parks, schools and transit shelters. • Highway Commercial – Auto dependent (commercial, civic, religious, educational, wholesale, multi-family, single family) uses.

Information Requested	Documentation Supporting Land Use Criterion
<p>ZONING ORDINANCES THAT SUPPORT INCREASED DEVELOPMENT DENSITY IN TRANSIT STATION AREAS <i>(continued)</i></p>	<p><u>Cornelius</u></p> <p>The <i>Cornelius Land Development Code</i> provides several sections which regulate development uses and establish density parameters within the transit corridor.</p> <ul style="list-style-type: none"> • Town Center (TC) is coded to encourage the redevelopment and expansion of the traditional Town Center. This center is intended to serve as the civic, cultural and governmental hub of activity for the entire Cornelius community. • Neighborhood Mixed Use (NMX) is coded to provide for both commercial and limited scale residential activities along existing mixed use corridors. While single family development is allowed in the NMX district, opportunities for more intense residential developments are found in the TD-O district. • Transit District–Overlay (TD-O) and Corridor Overlay are intended to provide compact areas of high density mixed use development which will enhance the corridor and protect and minimize private grade crossing while enhancing and encouraging pedestrian activities and access to transit. • Architectural Requirements intend to serve as a visual definition of the architectural building requirements. Key architectural elements of building type, frontage, heights and setbacks are all components regulated under Chapter 4 of the Land Development Code. <p><u>Davidson</u></p> <p>The <i>Davidson Planning Ordinance</i> (adopted in 2001) governs all land use, transportation, open space, and urban design decisions involved in the development process. Section 4 identifies permitted uses, and Section 9 describes design standards such as setbacks, building height and architectural detail.</p> <p>The Village Center and Village Infill Planning Areas compose the majority of the half-mile transit area. Within the Village Center Planning Area, all uses are permitted with the exception of heavy industrial and warehouse storage. Buildings are generally capped at 4 stories in height, but there are no density limits. Within the Village Infill Planning Area, residential and civic uses are permitted. Buildings must be scaled proportionate to surrounding development and respect existing streetscape setbacks, but there are no density limits or minimum lot sizes.</p> <p><u>Mooresville</u></p> <p>The Mooresville Zoning Ordinance has a placeholder for a Transit Station Overlay District.</p> <p>Within the Zoning Ordinance, Town Center and Village Center zoning specifies that new development within these jurisdictions is encouraged to be multi-story with vertically integrated mixed uses composed of street level non-residential and upper-story residential uses. High density attached residential use types that are supportive of transit are encouraged.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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ZONING ORDINANCES THAT SUPPORT INCREASED DEVELOPMENT DENSITY IN TRANSIT STATION AREAS
(continued)

■ **37. Recent changes to zoning ordinances to allow or encourage development with transit-supportive densities and uses**

Charlotte

The **Charlotte City Council** adopted three new transit supportive zoning districts designed specifically for transit station areas in 2003 and a fourth district in 2005. These text amendments were based on the **Transit Station Area Principles**, adopted by City Council in 2001 (see *Attachment 10*). This document provided direction to staff in developing the Transit Oriented Development and Transit Supportive text amendments. The principles included:

- define transit-supportive uses;
- stress the importance of a concentrated mix of complementary, well-integrated land uses within walking distances of the transit stations;
- encourage minimum higher densities and minimum floor area ratios;
- address the need for an integrated pedestrian, bicycle, and street network;
- encourage reduced parking requirements;
- stress the need to use urban design to enhance the community identity of station areas and to make them attractive, safe, and convenient places through building; and site design, streetscape elements, and open space.

In addition, the **Transit Station Area Joint Development Principles and Policy Guidelines** were adopted by local governing bodies and the Metropolitan Transit Commission in 2003 (*Attachment 8*). This document provided another framework in drafting the Zoning Text Amendments. Like the *Transit Station Area Principles*, this document encourages and promotes transit supportive development at transit stations. Specifically, it outlines the specific programs, strategies, and tools that can be used to implement the Principles and the Station Area Concepts and Plans.

One of the key strategies in this document is the proactive rezoning of station areas to the appropriate TOD zoning district or the TS overlay district. The specific districts will be determined by the station area plan recommendations.

Both documents were the springboard for development of the **Transit Oriented Development (TOD) Zoning Districts**. For all new development in any TOD zoning district, 21 transit supportive uses are allowed by right, 14 other uses are allowed under prescribed conditions, and a number of accessory uses are allowed by right. TOD includes three base zoning districts, summarized below:

► **Transit Oriented Development – Residential (TOD-R)**

The TOD-R district is established to support high-density residential communities that also accommodate a limited amount of retail, institutional, civic, restaurant, service, and small employment uses. Densities range from a minimum of 20 dwellings per acre within ¼ mile walking distance from a transit station, to a minimum of 15 dwellings per acre between ¼ to ½ mile walking distance from a transit station. The approved station area concept or plan will classify parcels according to whether they

Note: For all new development in any TOD zoning district, 21 transit-supportive uses are allowed by right, 14 other uses are allowed under prescribed conditions, and a number of accessory uses are allowed by right.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>ZONING ORDINANCES THAT SUPPORT INCREASED DEVELOPMENT DENSITY IN TRANSIT STATION AREAS <i>(continued)</i></p>	<p>are within the ¼ or ¼ to ½ mile walking distance. A limited amount of commercial development is also allowed.</p> <p>▶ Transit Oriented Development – Employment (TOD-E) The TOD-E district is established to accommodate primarily high intensity office uses or office support services in a pedestrian-oriented setting. High intensity office uses and office support services require a minimum FAR of .75 within ¼ mile walking distance from a transit station, or a minimum FAR of .5 between ¼ mile to ½ mile walking distance from a transit station. Employment uses are required to comprise a minimum of 60% of the new development. A limited amount of residential and/or retail development is also allowed.</p> <p>▶ Transit Oriented Development – Mixed Use (TOD-M) The TOD-M district is established to support a blend of high-density residential, high intensity employment/office, civic, entertainment, and institutional uses, as well as a limited amount of retail uses in a pedestrian friendly area. Again, high intensity office uses, office support services, civic, entertainment, and institutional uses require a minimum FAR of .75 within ¼ mile walking distance from a transit station, or a minimum FAR of .5 between ¼ mile to ½ mile walking distance from a transit station. This district allows maximum flexibility. Projects can include high density residential, office, or a mixture. In addition, a limited amount of retail development, typically 20% of the total development gross square footage, is allowed.</p> <p>In response to concern expressed over the type of TOD development that was occurring under the adopted TOD zoning districts adjoining single family residential districts, City Council in 2009 adopted several changes to the TOD regulations to protect the character of the adjoining residential areas. Changes were made to setbacks, screening, the location of loading areas and architectural details that will provide better transition between TOD and adjacent residential areas.</p> <p><u>Huntersville</u></p> <p>In 2002, the Town of Huntersville adopted TOD zoning for areas located within one-half mile of designated rapid transit stations within its planning jurisdiction. While this action did not “pre-zone” these transit station areas, it signaled the town’s intention to support such zoning in conjunction with the anticipated start of commuter rail service along the North Corridor.</p> <p>In 2006, the Town of Huntersville approved a TOD project for the Hambright Station Area. That project, Bryton – consisting of 198 single family homes, 2,305 multi-family units, 1 million square feet of retail and 1.2 million square feet of flex/office space on approximately 500 acres – necessitated the adoption of TOD-R zoning for 193 acres of the project, as well as other rezoning to facilitate this development.</p> <p>In 2007, the Town of Huntersville adopted a requirement that all buildings within the Town Center (TC) zoning district be a minimum of two stories high. As the TC district surrounds the proposed Huntersville Station transit stop, this zoning change will encourage greater density and intensity of uses in proximity to the North Corridor rail line.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p style="text-align: center;">ZONING ORDINANCES THAT SUPPORT INCREASED DEVELOPMENT DENSITY IN TRANSIT STATION AREAS <i>(continued)</i></p>	<p><u>Cornelius</u></p> <p>The Town of Cornelius adopted and incorporated into the Land Development Code (Section 5.14) a Transit District Overlay (TDO) in 1998. The TDO section was revised in 2003 and 2006. The amendments were intended “to produce compact areas of higher density, mixed-use development areas that define focal points throughout the community and unify surrounding neighborhoods within walking distance of a proposed transit station.” These ordinances established Permitted Uses, General Provisions and Minimum Development Requirements.</p> <p><u>Davidson</u></p> <p>The <i>Davidson Planning Ordinance</i> has not been significantly revised since 2001, especially in the Village Center Planning Area which encompasses the majority of the half-mile transit district, but the ordinance is strongly supportive of increased density and redevelopment within the transit area.</p> <p><u>Mooreville</u></p> <p>The <i>Town of Mooreville Zoning Ordinance</i>, although not recently modified, does include provisions for transit-oriented development within the vicinity of transit stations through its Town Center and Village Center zoning.</p>

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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ZONING ORDINANCES THAT SUPPORT INCREASED DEVELOPMENT DENSITY IN TRANSIT STATION AREAS
(continued)

■ **38. Transit overlay zoning**

Charlotte

▶ **Transit Supportive Overlay District (TS)**

The TS district is established to promote a transit supportive form of development in transitional areas where the market for “pure” transit oriented development is not fully developed. This district will overlay on existing zoning categories and will allow many of the uses allowed in the underlying zoning districts. However, development will be required to be of an urban form, with buildings brought to the street to facilitate pedestrian access. The minimum residential density is 12 units per acre where a station area plan has been adopted, or a minimum of 10 units where no plan has yet been adopted. The minimum floor area ratio is 0.50 where a station area plan has been adopted, and 0.35 where no plan has yet been adopted.

Huntersville

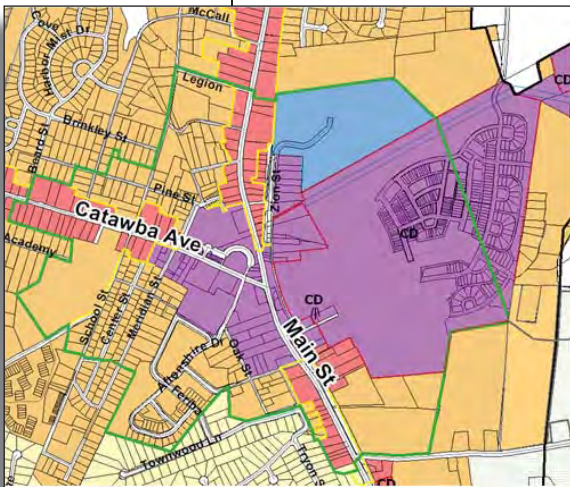
The Town of Huntersville adopted **TOD zoning** in 2002. This zoning designation is not an “overlay” district but a “standing” district which would replace the zoning in place at the time that development occurs.

Cornelius

The **Transit District Overlay** encourages higher density and minimum development requirements associated with residential development within one-quarter to one-half mile of the transit station.

Zoning Code Section 5.6.2 allows mixed use and commercial buildings up to 30,000 square feet by right. This code section also allows for building greater than three stories in the TDO with a Conditional Use Permit.

Cornelius Transit District Overlay



Davidson

The Town of Davidson currently does not have Transit Overlay zoning.

Mooresville

The *Town of Mooresville Zoning Ordinance* has a placeholder for a future Transit Station Overlay District.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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ZONING
ORDINANCES
THAT SUPPORT
INCREASED
DEVELOPMENT
DENSITY IN
TRANSIT
STATION AREAS
(continued)

■ **39. Zoning incentives for increased development in station areas (density bonuses, housing fund subsidies, regulation relaxation, expedited zoning review, etc.)**

Multi-Jurisdictional

The **Transit Station Area Joint Development Principles and Policy Guidelines**, adopted in 2003 (*Attachment 8*) outline the public and private sector partnerships and strategies that will be used to implement station area plans. The document includes a recommendation that an expedited zoning review for transit supportive development in station areas be implemented.

Charlotte

In 2007, Charlotte City Council adopted the **Post Construction Controls Ordinance (PCCO)** in recognition of the need to impose more stringent storm water runoff restrictions upon new development as a means of enhancing surface water quality and of avoiding the storm water conveyance system from being over-taxed. Typical mitigation measures (known as Best Management Practices or BMPs) required by the PCCO include on-site storm water detention with metered run-off. As a means of encouraging development within designated transit station areas, the PCCO is not applied to proposed development in these areas. There are comparable special provisions for Charlotte’s distressed business corridors with a goal of similarly encouraging redevelopment.

As described previously under the *Transit Station Area Principles (Attachment 10)*, the new **TOD zoning districts and the TS district** developed for transit station areas include minimum densities and intensities instead of maximums. The amount of allowed development will be limited only by required building setbacks and height limits. The new transit zoning districts will result in significant relaxation of existing density limitations.

Since the adoption of the *Transit Station Area Joint Development Principles and Policy Guidelines*, the City of Charlotte has initiated a process to route all properties zoned TOD or TS through a coordinated interdepartmental review process designed to provide all development comments at one time, instead of department by department, thus reducing conflicts and time for review. When application for TOD or TS is made by a private entity, the Charlotte-Mecklenburg Planning Department will assume responsibility for applicant status (including waiving the re-zoning fee).

Huntersville

Within the Town of Huntersville’s **TOD-R** district, densities of up to 40 units per acre are allowed. Under the Town’s Transportation Impact Analysis (TIA) Ordinance, higher levels of congestion are permitted – Level of Service (LOS) “E” within the **TOD-R and TOD-E** districts.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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ZONING ORDINANCES THAT SUPPORT INCREASED DEVELOPMENT DENSITY IN TRANSIT STATION AREAS
(continued)

Cornelius

Zoning Code Section 5.6.2, *Town Center Permitted Uses*, allows mixed use and commercial buildings up to 30,000 square feet by right. The **Town Center** zoning district requires minimum building heights of 26 feet. The *Downtown Block Plan* also encourages mixed use buildings. Section 5.14.4, *Transit District Overlay (TDO) Minimum Development Requirements* provide for increased floor area ratios and higher dwelling units per acre for the entire Transit Development area.

Table II-5: Cornelius Transit District Overlay

Location/Size	Residential		Non-Residential	
	Min. DU/Acre	Max. DU/Acre	Min. F.A.R.	Min F.A.R.
Within 1/4 Mile				
2 Acres or More	16 du/acre	20 du/acre	0.70 FAR	1.20 FAR
Less Than 2 Acres	12 du/acre	16 du/acre	0.50 FAR	1.00 FAR
Within 1/2 Mile				
2 Acres of More	12 du/acre	16 du/acre	0.50 FAR	1.00 FAR
Less Than 2 Acres	8 du/acre	12 du/acre	0.30 FAR	0.60 FAR

Davidson

The majority of the Davidson Station Area is zoned as **Village Center Planning Area (VC)** in the *Davidson Planning Ordinance*. All new buildings in the transit area are generally limited to four stories in height, but there are no density caps for residential or commercial development. The **Village Core Overlay District** (a smaller sub-set of the VC area) does not require any parking, but development applicants are strongly encouraged to financially contribute toward a future parking deck.

Mooresville

Within the **Village Center** zoning classification in Mooresville, attached residential uses are permitted at a maximum density of 16 units per acre, except that densities of up to 18 units per acre may be permitted with a Conditional Zoning District Classification (Section 2.3.2 of the Zoning Ordinance). Individual non-residential uses exceeding 60,000 square feet may only be permitted through a Conditional Use Permit.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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<p style="text-align: center;">ZONING ORDINANCES that enhance the transit-oriented character of station area development and pedestrian access</p>	<p>■ <u>40. Zoning regulations that allow mixed use development</u></p> <p><u>Charlotte</u></p> <p>Most of Charlotte’s urban zoning districts allow mixed-use development – TOD, TS, MUDD, UMUD, and PED. Multi-use development is also permitted.</p> <p>The <i>Charlotte Zoning Ordinance</i> defines mixed-use developments as any development that includes at least two of the following uses in the same building: office, institutional, civic, residential, and retail/service uses in a pedestrian-oriented, compact, mixed-use setting. Multi-use development is defined as any horizontally integrated development that includes at least two of the following uses: office, institutional, civic, residential, retail/ service uses in separate but abutting buildings, and located on one tract of land.</p> <p>The UMUD, MUDD and TOD districts allow and encourage office, retail, residential and civic uses in mixed-use buildings. The PED and TS districts are overlay districts that permit the transit-supportive uses allowed in the underlying zoning districts and encourage mixed-use development.</p> <p><u>Huntersville</u></p> <p>Two zoning districts in the Town of Huntersville permit transit oriented development: TOD–Residential and TOD-Employment.</p> <p>The TOD-R district is intended to support higher density residential communities that include a rich mix of retail, restaurant, service, and small employment uses within a pedestrian village format. The minimum density in the TOD-R district is 15 units, with a maximum of 40 units. Building heights of 13 stories are permitted, except within 1 mile of a Town Center (TC) district, where the maximum allowed height is four (4) stories, or 46 feet in height, whichever is greater.</p> <p>TOD-E is intended to accommodate general office uses and office support services in a highly pedestrianized setting. In the TOD-E district, a maximum building height of 7 stories, or 80 feet, whichever is greater, is permitted. A minimum Floor Area Ratio (FAR) of .35 is permitted, with a preferred FAR of between .5 and 1.5</p> <p>.</p> <p><u>Cornelius</u></p> <p>Both the Neighborhood Mixed Use and Town Center zoning districts allow for mixed use development by right. These districts are the principal districts that make up the area surrounding the proposed Cornelius transit station.</p> <p><u>Davidson</u></p> <p>All planning areas in the Davidson zoning jurisdiction permit mixed-use development. In the transit area, all uses are permitted except for heavy industrial or warehouses.</p>
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Information Requested	Documentation Supporting Land Use Criterion
<p>ZONING ORDINANCES that enhance the transit-oriented character of station area development and pedestrian access <i>(continued)</i></p>	<p>In the Village Center Planning Area, commercial storefront and live-work buildings are permitted. In the surrounding Village Infill Planning Area, residential and civic/institutional buildings are permitted.</p> <p><u>Mooreville</u></p> <p>Most of Mooreville’s zoning districts allow mixed use development – Residential Mixed Use (RMX), Neighborhood Mixed Use (NMX), Corridor Mixed Use (CMX), Village Center (RMX) and Town Center (RMX).</p> <p>The <i>Town of Mooreville Zoning Ordinance</i> defines mixed use as a single structure or tract of land containing more than one type of use, where the different types of uses are in close proximity, planned as a unified complementary whole, and functionally integrated to the use of shared vehicular and pedestrian access and parking areas.</p> <p>The Mooreville Zoning Ordinance also has a Mixed Use Overlay District that is intended to preserve the residential character of buildings converting from residential to limited office uses. This district is proposed to create a walkable, livable, diverse, accessible, and attractive neighborhood by enabling economic growth, maintaining aesthetics, and softening the transition between residential and office uses.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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ZONING ORDINANCES that enhance the transit-oriented character of station area development and pedestrian access
(continued)

■ **41. Zoning regulations addressing placement of building footprints, pedestrian facilities, facade treatments, etc.**

Charlotte

The **TOD, MUDD, UMUD, PED** and **TS** zoning districts are designed to support urban forms of development. Minimal setbacks allow buildings to directly front the street. The **UMUD** and **MUDD** districts have 12-foot and 14-foot setbacks from the curb, respectively. **TS** zoning requires a 16-foot setback. The setback requirements for areas zoned **PED** and **TOD** are to be determined by approved streetscape plans and depend on the geography in which they are located; however, in transit station areas building setbacks will be minimal, while providing enough room for wide sidewalks and street trees.

In the **MUDD, PED, TOD** and **TS** zoning districts, **parking** must be located to the side or rear of buildings and cannot be located between the building and the street. This is required so that pedestrians do not have to walk through parking lots to reach their destination.

The **urban design standards in the UMUD, MUDD, PED, TOD** and **TS** zoning districts are designed to encourage development that is inviting to pedestrians. Long expanses of blank walls (over 20 continuous feet, without architectural interest) are prohibited, and clear glass windows are required along at least 50% of all commercial, civic, and institutional buildings. The first floor facade of all buildings, including structured parking facilities, is to be designed to encourage and complement pedestrian scale, interest and activity. Design elements are required on facades to animate and enliven the streetscape. Elements may include ornamentation, molding, rustication, string courses, belt courses, changes in material or color, and architectural lighting. Or, design elements may be incorporated in the site design: works of art, fountains and pools, street furniture, stoops, landscaping and garden areas, and display areas. No reflective surfaces are permitted on the street level façade.

In addition, **building entrances** opening to the street are required in **PED, TOD** and **TS** districts. In the **TOD** zoning districts, at least one or more operable entrances per building are required when a lot abuts a public street, public open space or a transit station, when a building face is within 100 feet of a public right-of-way, and when a building face is within 100 feet of a light rail transit station platform or loading area. Such entrances are required to be distinguishable from the rest of the building to provide a sense of entry and to add variety to the streetscape. On corner lots, buildings may provide one main entrance oriented to the corner or facing either of the streets.

Connectivity and circulation standards are contained within the **TOD** and **TS** zoning provisions. Uses in these districts are to be integrated with the surrounding community, easily accessible and have a good internal circulation system for a variety of travel modes. The pedestrian sidewalk system should provide internal sidewalk connections in addition to the sidewalk requirements along street frontages, and external connections from the building(s) to adjacent transit facilities, bicycle facilities, multi-use trails, parks, and greenways. In addition, the on-site pedestrian circulation system should be lighted

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>ZONING ORDINANCES that enhance the transit-oriented character of station area development and pedestrian access <i>(continued)</i></p>	<p>to a level where employees, residents, and customers can safely use the system at night. Bicycle parking and storage facilities are also required.</p> <p>Urban open space is required in the TOD and TS zoning districts for all new development on lots greater than 20,000 square feet. Such developments must provide useable open space according to the type of use, lot size, and gross square footage of building floor area. One square foot of open space is required per either 100 square feet of gross floor area or 200 square feet of lot area, whichever is greater. The open space may be either public (for non-residential uses) or private (for residential uses) with differing location requirements for each. Urban open space must be out-of-doors and improved with seating, plantings, and other amenities. Floor Area Ratio credits are allowed when open space is available to the public.</p> <p><u>Huntersville</u></p> <p>Within the TOD-R and TOD-E districts, along existing streets, new buildings are to respect the general spacing of structures, building mass and scale, and street frontage relationships of existing buildings. New buildings which adhere to the scale, massing, volume, spacing and setback of existing buildings along fronting streets exhibit demonstrable compatibility. New buildings which exceed the scale and volume of existing buildings may demonstrate compatibility by varying the massing of buildings to reduce perceived scale and volume, and integrate larger buildings with pre-existing smaller buildings. Every building is required to front on a street, square, or other urban open space. Consistent build-to lines are to be established along all streets and urban open space frontages. Pedestrian accommodations are to be provided for all development within the TOD-R and TOD-E districts,</p> <p>Architectural standards require that building types be sympathetic to the historic architectural vocabulary of the area in their massing and external materials. Building elevations fronting or visible from public streets shall be clad with masonry, wood, vinyl siding, stucco, or similar material. Metal paneling may not comprise a street fronting building face. The front elevations facing the street, and the overall massing should communicate an emphasis on the human scale and the pedestrian environment. Street level windows should be untinted. Where two wall materials are combined horizontally, the heavier material should be below. All rooftop equipment should be enclosed in a building material that matches the structure or is visibly compatible with the structure.</p> <p><u>Cornelius</u></p> <p>The <i>Cornelius Land Development Code</i> requires that all buildings front a public street and provide a useable front entrance to the building from the right-of-way/sidewalk. Section 3.2.i specifically states: “All lots shall front upon a street built in accordance with Chapter 7. Generally, all buildings shall front directly upon a street in a manner that creates a public space that is conducive to pedestrian use. With the provision of lane or alley access, lots may front upon a close or a square, but shall be of sufficient design to allow for the provision of emergency services.”</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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<p style="text-align: center;">ZONING ORDINANCES that enhance the transit-oriented character of station area development and pedestrian access <i>(continued)</i></p>	<p>The Land Development Code (Chapter 7) requires sidewalks and amenities be provided. The Town Center Zoning District requires a minimum of 8-foot wide sidewalks and encourages 10-12 feet width. As development and redevelopment occur the network of connectivity will be completed as a result of the design requirements. The Code further requires connectivity to adjacent parcels, both vehicular and pedestrian. The Antiquity development (within the Cornelius Station Area) has been required to provide greenways throughout the development.</p> <p><u>Davidson</u></p> <p>The <i>Davidson Planning Ordinance</i> (Section 9) describes setback requirements and floor to area ratios for residential properties in the transit area. The Village Center Planning area requires a zero-foot front setback and allows a zero-foot side and rear setback. The Village Infill Planning Area permits unlimited density if appropriate setback requirements are met.</p> <p>Section 11 of the Ordinance describes required pedestrian and bicycle facilities. All new developments are required to include sidewalks on both sides of the street and appropriate bicycle facilities.</p> <p>Section 9 describes required architectural features for all building types. All buildings, other than single family detached homes, must obtain approval by the Design Review Board.</p> <p><u> Mooresville</u></p> <p>The <i>Town of Mooresville Zoning Ordinance</i> allows a front/corner side minimum setback of 10 feet in Village Center zoning and 0-15 feet in Town Center Zoning.</p> <p>The zoning ordinance requires that developments containing structures using the Commercial/Retail Building Form shall comply with the following pedestrian standards:</p> <ul style="list-style-type: none"> • Continuous internal pedestrian walkways shall be provided to connect off-street surface parking areas with primary building entrances. • At least one internal pedestrian walkway with a minimum width of five feet shall be provided from the on-site pedestrian network to the public sidewalk system. In the case of corner lots, a connection shall be made to the sidewalk of both streets. • All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low-maintenance surface materials such as pavers, bricks, or scored/stamped concrete or asphalt to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. • Internal pedestrian walkways are encouraged to connect with planned or existing private trail systems with a contiguous development. <p>Surface off-street parking lots shall not abut street intersections of arterial or collector streets, or occupy portions of lots that terminate street vistas. The location of surface off-street parking lots shall be in accordance with Building Form Standards (Chapter 6).</p>
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North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>ZONING ORDINANCES that enhance the transit-oriented character of station area development and pedestrian access <i>(continued)</i></p>	<p>The primary street side facade of a building should not consist of an unarticulated blank wall or an unbroken series of garage doors. Building facades shall be varied and articulated in accordance with the appropriate standards in Chapter 6, Building Form Standards, to provide visual interest to pedestrians. Porches, bays, and balconies are encouraged. Structures using the Workplace Building Form are to provide full pedestrian access across the front facade in the form of a sidewalk at least six to eight feet wide.</p> <p>Development composed of multiple buildings totaling 100,000 square feet or more and using the Commercial/Retail Building Form are to be configured to break up the site into a series of smaller “blocks” defined by on-site streets, vehicle accessways, pedestrian walkways, or other circulation routes.</p> <p>For pedestrian circulation, off-street surface parking lots of 36 or more spaces are to include pedestrian corridors through parking areas and sidewalks along building facades to accommodate safe pedestrian travel. Pedestrian corridors should be demarcated by painting, material changes, or differing heights where they cross vehicular travelways.</p> <p>Except for development in the Town Center District, fully separated pedestrian pathways are to be provided in surface parking lots with 250 or more spaces. In addition, pedestrian pathways should:</p> <ul style="list-style-type: none"> • be located within planted landscaping strips located a minimum of every 130 feet, or every four parking rows; • be paved with asphalt, cement, or other comparable material; • be of contrasting color or materials when crossing drive aisles; • be at least three feet in width when located within planting strips, and ten feet in width when crossing drive aisles; • terminate at drive aisle edges; • be positively drained; and • provide safe and efficient pedestrian access to the use they serve.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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ZONING ORDINANCES that enhance the transit-oriented character of station area development and pedestrian access
(continued)

■ 42. Architectural design guidelines and mechanisms for implementation and/or enforcement of these guidelines

Charlotte

The **TOD and TS zoning districts** require that the **base of buildings** exceeding five stories in height provide architectural design so that the first three floors above street grade are distinguished from the remainder of the building with an emphasis on design elements that will enhance the pedestrian environment. Such elements can include cornices, belt courses, string courses, rustication, corbelling, molding, ornamentation, changes in material or color, recessing, architectural lighting, and other sculpturing of the base. In addition, the design of the building façade is to pay attention to the appearance both during the day and at night. Special attention is also given to the design of windows in the base. Band windows are discouraged. Recessed windows and the use of arches, pediments, mullions, and other treatments are encouraged.

In TOD and the TS district, the **top treatment of buildings** is also important. All rooftop mechanical equipment on buildings over 60 feet in height are required to be screened from public view from below by parapet walls or similar architectural treatments. Buildings under 60 feet in height must screen all rooftop mechanical equipment from public view from above or below (based on the type of mechanical equipment utilized) by integrating it into the building and roof design.

In addition to the issues discussed above, the UMUD, MUDD, PED, TOD and TS zoning districts contain additional requirements for **development at the pedestrian level**. These include standards for building canopies, arcades, and balconies, signage requirements, and requirements for the design of parking decks. All of these standards are designed to help provide a pedestrian friendly environment.

Applicants who are planning any development or redevelopment within a UMUD, MUDD, PED, TOD or TS area are required to meet with the staffs of the Charlotte-Mecklenburg Planning Department, Charlotte Engineering and Property Management Department, and Charlotte Department of Transportation at two points in the design process: (1) during the conceptual design process in order that the staff may offer input into urban design objectives, and (2) during the design development stage to ensure that the plans meet the desired objectives and the minimum standards for each district. Building permits cannot be issued until the Planning Department staff approves the proposal as being in conformance with the zoning ordinance.

Huntersville

The TOD-R and TOD-E district regulations include detailed architectural standards designed to ensure the compatibility of new buildings with existing development, with an emphasis on human scale and the pedestrian environment. Detailed plans, including elevations, are required as part of development plan submittal packages and are reviewed by planning staff to ensure consistency with the applicable standards.

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Information Requested	Documentation Supporting Land Use Criterion
<p>ZONING ORDINANCES that enhance the transit-oriented character of station area development and pedestrian access <i>(continued)</i></p>	<p><u>Cornelius</u></p> <p>Chapter 4 of the <i>Cornelius Land Development Code</i> specifies architectural restrictions to all buildings and uses in the Town. The Cornelius Town Board of Commissioners adopted design guidelines east of Interstate 77 to integrate the older (turn of the 20th Century) buildings and neighborhoods.</p> <p>Additionally, the Town utilizes a citizen advisory board – known as the Architecture Review Board (ARB) – for all commercial and residential development on the east side of Interstate 77 and all new residential developments. The transit station area falls under the purview of the Architectural Review Board.</p> <p><u>Davidson</u></p> <p>Section 9 of the <i>Davidson Planning Ordinance</i> describes design requirements for all buildings. All new buildings, except for single family detached homes, must obtain approval from the Design Review Board (DRB). The DRB references the design standards when making a determination.</p> <p>For properties located in the local historic district (the core commercial district of the downtown), all building improvements must obtain a Certificate of Appropriateness from the local Historic Preservation Commission. Section 7 of the Planning Ordinance describes the development review process.</p> <p><u>Mooreville</u></p> <p>Flat or low-pitched roofs with parapet walls are encouraged on structures using the Shopfront Building Form on lots within the TND-C, TC, and VC Districts.</p> <p>Developments on arterial streets with multiple structures using the Workplace Building Form should be configured in a manner that breaks the site into a series of smaller “blocks” defined by on-site streets, vehicle accessways, pedestrian walkways, or other circulation routes. Specifically,</p> <p>Orientation</p> <ul style="list-style-type: none"> • In cases where a structure using the Workplace Building Form includes office uses along the front façade, such offices shall front the primary street. • In no instance shall a gasoline or fuel sales use associated with a structure using the Workplace Building Form be located adjacent to a street intersection. • Developments on arterial streets with multiple structures using the Workplace Building Form shall be configured in a manner that breaks the site into a series of smaller “blocks” defined by on-site streets, vehicle accessways, pedestrian walkways, or other circulation routes. <p>Architectural Fronts</p> <p>Structures using the Workplace Building Form shall have clearly defined, highly visible architectural fronts that include at least two of the following design features:</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>ZONING ORDINANCES that enhance the transit-oriented character of station area development and pedestrian access <i>(continued)</i></p>	<ul style="list-style-type: none"> • canopies/porticos above the entrance; • roof overhangs above the entrance; • entry recesses/projections; • raised corniced parapets above the entrance; • gabled roof forms or arches above the entrance; or • architectural details, such as tile work and moldings, integrated into the building structure and above or directly adjacent to the entrance. <p>Minimum Height</p> <ul style="list-style-type: none"> • A structure using the Workplace Building Form may be one story in height only when: <ul style="list-style-type: none"> ▪ it is located on a lot fronting an arterial street outside of the Town Center or Village Center Districts; or ▪ no off-street parking is provided between the primary façade and the street it faces. • In no instance shall the building height exceed two stories or 35 feet in height when located within 100 feet of existing single family detached dwellings. <p>Materials</p> <ul style="list-style-type: none"> • All exterior walls on a structure using the Workplace Building Form visible from a street shall be brick, cast concrete, stucco, float finish, EIFS, stone, marble, or other materials similar in appearance and durability. Decorative concrete masonry unit and EIFS may be used as an accent material only. • Pitched roofs serving a structure using the Workplace Building Form shall be clad in wood shingles, standing seam metal, corrugated metal, slate, diamond tab asphalt shingles or similar material. <p>Facades</p> <p>Buildings shall be constructed (through the use of materials, design elements, or architectural details) to emphasize the proportion of height to width so that building facades are vertically oriented.</p> <p>Base and Top</p> <p>Structures using the Workplace Building Form shall be configured with a clearly-recognizable base, middle, and top configured in accordance with the following standards:</p> <ul style="list-style-type: none"> • Building bases shall incorporate one or more of the following features: <ul style="list-style-type: none"> ▪ thicker walls, ledges, or sills; ▪ integrally-textured materials such as stone or other masonry; ▪ integrally-colored and patterned materials such as smooth-finished stone or tile; or ▪ lighter or darker colored materials, mullions, or panels. • Building tops shall include two or more of the following features: <ul style="list-style-type: none"> ▪ three-dimensional cornice treatments with integrally-textured materials such as stone or other masonry or differently colored materials; ▪ sloping roof with overhangs and brackets;

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<p>ZONING ORDINANCES that enhance the transit-oriented character of station area development and pedestrian access <i>(continued)</i></p>	<ul style="list-style-type: none"> ▪ stepped parapets; or ▪ aligned openings and articulations. <p>Glazing</p> <ul style="list-style-type: none"> • At least 40 percent of the width of street level frontage shall be occupied by windows or doorways. • All street-level windows shall be visually permeable. • Windows shall be set to the inside of the building face wall. <p>Roofs</p> <ul style="list-style-type: none"> • All rooftop equipment associated with a structure using the Workplace Building Form shall be screened from view from all streets. • Skylights shall be flat (non-bubble).

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

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**ZONING
ALLOWANCES
FOR REDUCED
PARKING**

■ **43. Residential and commercial parking requirements (minimums and/or maximums) in station areas under existing zoning**

Charlotte

Charlotte’s urban zoning districts require substantially less parking than the suburban districts. UMUD, MUDD and PED require a minimum of 1 space per residential unit, while the suburban districts typically require a minimum of 1.5 spaces per unit. The TOD district has no minimum parking requirement and has a maximum of 1.6 spaces per unit. The TS district has a maximum of 2 spaces per unit.

Parking for non-residential uses is also greatly reduced. For example, MUDD requires a minimum of 1 space per 600 square feet of non-residential space, while business and office districts require a minimum of 1 space per 250 square feet of retail and a minimum of 1 space per 300 square feet of office. For most commercial uses, the TOD district has no parking minimum and the maximum parking allowed for office uses is 1 space per 300 square feet.

Huntersville

Within the **TOD-R** (Residential) and **TOD-E** (Employment) districts, the parking requirements are as follows:

Table II-6: Huntersville Station Area Parking Requirements

TOD-R	Minimum	Maximum
Efficiency apartment	1 space/unit	2 spaces/unit
One or two bedroom apartment	1 space/unit	2 spaces/unit
Attached townhouse	1 space/unit	2 spaces/unit
Other dwelling units	1 space/unit	2 spaces/unit
TOD-E	Minimum	Maximum
Office/Commercial	1 space/1,000 sq. ft.	1 space/500 sq. ft.
Efficiency apartment	1 space/unit	2 spaces/unit
One or two bedroom apartment	1 space/unit	2 spaces/unit

In addition, for civic uses, there are no minimum parking requirements.

Cornelius

Minimum parking ratios are outlined in the Town’s Land Development Code (Section 7.5.1, Minimum Parking Ratios). All square footage is in leasable square feet. Parking requirements may be satisfied using on-street parking in front of buildings or public lots within 300 feet of the primary entrance. Common uses within the transit district may include the following parking ratios:

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Information Requested	Documentation Supporting Land Use Criterion
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ZONING ALLOWANCES FOR REDUCED PARKING
(continued)

Table II-7: Cornelius Station Area Parking Requirements

Common Uses within Transit District	Parking Ratios
Residential - Apartments	1/bedroom
Residential - Attached and Detached Homes	2/home
Commercial (Retail and Office)	1/300 sq. ft.
Medical Offices	1/250 sq. ft.
Restaurants	1/3 seats
Inns, Hotels and Motels	1/room

Other uses may be found in the above referenced section (7.5.1.) or may be determined by the zoning administrator.

Davidson

For all planning areas, the Town of Davidson has either no requirements for parking or maximum parking requirements based on land use type:

Table II-8: Davidson Station Area Parking Requirements

Use	Parking Ratios
Single Family Residential	1 (min) to 2 (max) space per dwelling unit
Attached Residential or Multi-Family	1 (min) to 2 (max) space per dwelling unit
Commercial (excluding Retail)	2 spaces per 1,000 sq. ft. of commercial use (min) to 3.5 spaces per 1,000 sq. ft (max)
Retail	2 spaces per 1,000 sq. ft. of commercial use (min) to 5 spaces per 1,000 sq. ft. (max)

Mooresville

The *Town of Mooresville Zoning Ordinance* does not have a provision for parking minimums or maximums within the vicinity of transit station areas.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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ZONING
ALLOWANCES
FOR REDUCED
PARKING
(continued)

■ **44. Zoning ordinances providing reduced parking requirements for development near transit stations**

Charlotte

The zoning districts that will be used around transit stations all provide for a significant reduction in parking below the typical standards in Charlotte-Mecklenburg.

The TOD district has no minimum parking requirement for residential use and has a maximum of 1.6 spaces per unit. For most commercial uses, the TOD district has no parking minimum and the maximum parking allowed for office uses is 1 space per 300 square feet, while the maximum parking for retail uses is 1 space per 250 square feet. Restaurants and nightclubs in TOD require a minimum of 1 space per 150 square feet of restaurant/night club space, but no more than 1 space per 75 square feet of building area. This minimum/maximum is included to prevent the spillover of restaurant/night-club parking into adjacent residential areas. Parking maximums may be exceeded up to a total of 30% of the maximum under certain circumstances. The TS district requirement for commercial uses is 1 space per 225 square feet.

Huntersville

Shared parking is generally encouraged in Huntersville, including the provision of parallel parking where appropriate. Within a TOD-R district, religious institutions without shared parking, schools and neighborhood recreation facilities, should be located within ¼ and ½ mile of the station site. Without regard to station proximity, day care centers and religious institutions with shared parking provisions that meet the size provisions of the TOD-R are permitted.

Cornelius

The *Cornelius Land Development Code's* Section 7.5.4, Shared Parking, allows for shared off-street parking between two uses by contractual agreement between property owners. Development operating on different hours may realize a maximum reduction of one-half of the parking space required if the uses operate on non-conflicting hours; for example, a church and an adjoining office building where the office operates week days from 8 a.m. to 6 p.m. and the church has evening and Sunday services.

Davidson

No developments within the Village Core Overlay District have to provide parking. The *Davidson Planning Ordinance* permits developers to count up to 50% of their required parking as on-site parking, either as on-street public spaces or nearby privately owned parking lots. If the developer requests to count off-site parking spaces toward minimum requirements, the property owner of the off-site lot must agree to share spaces.

Mooresville

The *Town of Mooresville Zoning Ordinance* does not have a provision for reduced parking requirements near transit stations.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p style="text-align: center;">II-D TOOLS TO IMPLEMENT LAND USE POLICIES</p> <p style="text-align: center;">OUTREACH TO GOVERNMENT AGENCIES AND THE COMMUNITY IN SUPPORT OF LAND USE PLANNING</p>	<p>■ <u>45. Promotion and outreach activities by the transit agency, local jurisdictions, and/or regional agencies in support of station area planning, growth management, and transit-oriented development</u></p> <p><u>Multi-Jurisdictional</u></p> <p>▶ Charlotte Area Transit System (CATS)</p> <p>Residents in Charlotte-Mecklenburg have a key role in the decisions shaping what transportation systems and services will be part of their communities. The Charlotte Area Transit System (CATS) has used a number of techniques to ensure public input is incorporated in the decision-making process. The Charlotte-Mecklenburg Planning Department has also made extensive public involvement a long-standing standard practice in land use planning. Local citizens expect to be involved in shaping these important decisions.</p> <p>Indeed, in 1998 the voters of Mecklenburg County gave a solid 58 percent majority to passage of a referendum supporting the imposition of a local half-cent sales tax dedicated to transit. In 2007, voters again voted affirmatively to retain the local half-cent transit sales tax, increasing the majority to 70 percent. CATS views the citizen as the transit consumer who can help identify public values and needs, gather information, and help build consensus on programs as the new rapid transit system is developed and expanded.</p> <p>CATS has a special commitment to assuring that underserved people are included in the public involvement process. Often, this segment of the population is least likely to participate. It is important that these residents are aware of proposals that can benefit them or their neighborhoods. Efforts to involve all stakeholders in defining transit and land use issues in the North Corridor are guided by these goals:goals:</p> <ul style="list-style-type: none"> Goal 1: Inform/educate the public in a factual and objective manner about the transit/land use plan and its associated opportunities and challenges for the North Corridor commuter rail project. Goal 2: Proactively seek the participation and views of the community so that transit/land use improvements reflect the needs of the community. Goal 3: Incorporate public feedback and input at all levels of the decision-making process. Goal 4: Ensure that all public involvement activities identify and address the needs of area minority and low-income populations along the North Corridor alignment. <p>See <i>Attachment 28</i> for a sampling of public involvement materials used in the North Corridor project over the years.</p> <p>▶ Red Line Task Force</p> <p>In 2010 – at the request of the mayors of Huntersville, Cornelius and Davidson – the Metropolitan Transit Commission (MTC) formed the “Red Line Task Force” to reassess the North Corridor commuter rail project, with the intention of identifying a strategy for</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>OUTREACH TO GOVERNMENT AGENCIES AND THE COMMUNITY IN SUPPORT OF LAND USE PLANNING <i>(continued)</i></p>	<p>how best to advance the North Corridor. The Task Force, which now includes the City of Charlotte and Town of Mooresville, is working toward a recommendation on a funding strategy for implementation of the North Corridor.</p> <p><u>Charlotte</u></p> <p>Complementing these efforts – and providing policy context for both transportation and land use decision making in Charlotte – is the process used in the 2010 development of the <i>Centers Corridors & Wedges Growth Framework</i>. The Growth Framework serves to guide future development and investment in Charlotte by identifying five corridors (within which Charlotte’s five transit corridors lie) and activity centers, and by identifying the desired characteristics for each of the geographies.</p> <p>Development of the <i>Centers, Corridors and Wedges Growth Framework</i> policy document involved engagement of an in-house technical team, as well as a 45-member Citizen Advisory Group that weighed in at critical junctures during the development process. The draft was also subject to review by the Charlotte-Mecklenburg Planning Commission as well as a public hearing in front of City Council prior to its adoption.</p> <p><u>Huntersville / Cornelius / Davidson / Mooresville</u></p> <p>The communities on the North Corridor Red Line frequently collaborate on land use studies and form multiple inter-jurisdictional agencies to address transportation planning, growth management and economic development.</p> <p>► Mayors Transportation Task Force (MTTF)</p> <p>In 2008, the Mayors of Huntersville, Cornelius, Davidson and Mooresville joined together to form the “Mayors Transportation Task Force” to address regional transportation issues common to all four communities. The final report of the MTTF recommended the formation of an organization to deal with transit-related issues, including serving as a primary point of contact with the Charlotte Area Transit System (CATS) for financing and implementation of service for the North Corridor commuter rail line.</p> <p>► Lake Norman Transportation Commission (LNTC)</p> <p>Also in 2008, the four communities created through inter-local agreement the “Lake Norman Transportation Commission.” The LNTC is charged with advocating for significant transportation investment in the area, including commuter rail. In 2009, the LNTC – in partnership with the City of Charlotte and several regional employers – worked with the Urban Land Institute to study the viability of the North Main Line for commuter rail.</p> <p>► Lake Norman Economic Development Commission (LNEDC)</p> <p>The Economic Development Commission is another jointly-funded organization serving the northern Mecklenburg County towns of Huntersville, Cornelius and Davidson. The LNEDC works with existing businesses along the proposed commuter rail corridor to expand their capacity and recruits new industries to the Huntersville Commerce Station Business Park and other industrial/office sites near or within the rail corridor.</p>

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>OUTREACH TO GOVERNMENT AGENCIES AND THE COMMUNITY IN SUPPORT OF LAND USE PLANNING <i>(continued)</i></p>	<p>In addition to these standing organizations, CATS currently markets the Village Rider local circulator bus routes that serve the Huntersville, Cornelius and Davidson areas in northern Mecklenburg County.</p> <p>As an example of specific public involvement in rail corridor planning, the Town of Davidson facilitated a four-day charrette in 2004 to develop its station area plan. During the charette – and since, during several following development initiatives and public meetings – the public has clearly stated the need and support for public transit, including bus and rail service.</p> <p>A stakeholder committee formed for the ongoing downtown parking study in Davidson has recognized the need for transit and is considering ways to park commuter traffic as well as patrons to nearby businesses. Local merchants, employees, and business patrons were asked to comment on modes of travel, parking availability and purpose of trips downtown as part of the parking study. The study revealed that approximately 26% of trips to the downtown area are made on foot, by bike, or via ride-share/transit. This information supports the finding that residents would fully support expanded transit services such as commuter rail.</p> <p>In Mooreville, the public involvement processes in the development of the <i>Mount Mourne Small Area Plan</i> and the <i>Comprehensive Transportation Plan</i> included the concept of a commuter rail transit station in the area.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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OUTREACH TO GOVERNMENT AGENCIES AND THE COMMUNITY IN SUPPORT OF LAND USE PLANNING
(continued)

■ **46. Inter-local agreements, resolutions or letters of endorsement from other government agencies in support of coordinating land use planning with transit investment**

Multi-Jurisdictional

▶ **Charlotte Area Transit System (CATS)**

The Charlotte Area Transit System was created in 1999 pursuant to an Inter-Local Agreement between the **City of Charlotte, Mecklenburg County and the six towns in Mecklenburg County** to develop and operate a regional transportation system for the area. CATS is a department of the City of Charlotte that works closely with the City and County managers, staff of the Charlotte-Mecklenburg Planning Department, other City departments, public officials and staffs from the six towns in Mecklenburg County, and representatives of jurisdictions outside of Mecklenburg County.

▶ **Joint Development Principles and Policies**

During the period between 2003 and 2005 the City of **Charlotte** and the Towns of **Huntersville, Cornelius** and **Davidson** (along with the Town of Matthews) all adopted **Transit Station Area Joint Development Principles and Policies** to further guide the coordination of land use planning, station area development and transit.

▶ **Public Involvement Plan**

Outreach to government agencies and the community regarding the North Corridor Commuter Rail Project is outlined in the corridor’s **Public Involvement Plan** (see *Attachment 29*). The plan reflects the City of Charlotte’s well-established history of conducting proactive outreach programs in the community to achieve public awareness and interaction throughout the entire project development process.

Previous public involvement efforts related to the North Corridor were linked to the development of the *2025 Integrated Transit/Land Use Plan* (1998) and the Major Investment Study (2002). The *2025 Plan*, developed by the City of Charlotte and Mecklenburg County in conjunction with the six incorporated towns in the county, provided a foundation of effective public involvement strategies and techniques that could be used in future project development phases.

▶ **Lake Norman Transportation Commission**

The Lake Norman Transportation Commission (LNTC) was formed in 2008 by Inter-local Agreement involving the Towns of Huntersville, Cornelius, Davidson and Mooresville. The inter-local agreement mandates that the organization advocate for commuter rail along the North Corridor (see *Attachment 30* for the LNTC Inter-Local Agreement). The agreement specifically gives planning staff of the Towns approval to collaborate among themselves and with the City of Charlotte on land use plans and a financing strategy to advance commuter rail transit in the Norfolk Southern Corridor.

See *Attachment 31* for resolutions and letters of endorsement

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>OUTREACH TO GOVERNMENT AGENCIES AND THE COMMUNITY IN SUPPORT OF LAND USE PLANNING <i>(continued)</i></p>	<p>■ <u>47. Actions of other groups, including Chambers of Commerce, professional development groups, citizen coalitions, as well as the private/commercial sector, in support of transit-oriented development practices</u></p> <p><u>Multi-Jurisdictional</u></p> <p>Several groups have been engaged to review and give input on station area concepts along the North Corridor, on proposed transit zoning districts and on implementation strategies for transit supportive development:</p> <p>► Urban Land Institute (ULI) Advisory Services Panel Report</p> <p>The 2010 ULI report – a joint undertaking of the Towns of Huntersville, Cornelius, Davidson, and Mooresville, the City of Charlotte, Mecklenburg County, Charlotte Area Transit System and the Lake Norman Transportation Commission – evaluated and made recommendations on a number of issues associated with the economic development and transportation infrastructure for the North Corridor along Interstate 77 and N.C. Route 115. Some 30 businesses provided financial or in-kind service in support of the ULI study.</p> <p>The ULI panel report (<i>Attachment 9</i>) included a number of recommendations related to transit oriented development, such as ensuring that transit continues to support the <i>2025 Charlotte-Mecklenburg Integrated Transit/Land Use Plan</i> (1998) which established the framework for the current regional transit system that includes the North Corridor rail line. The report also noted “the role of land use in linking infrastructure, housing and sustainability” and the value of transit-oriented development as a tool to organize land use, along with providing an impetus for economic development along the North Corridor line.</p> <p>► Lake Norman Transportation Commission</p> <p>The Lake Norman Transportation Commission (LNTC) – formed in 2009 as a result of the work of the mayors of the Towns of Huntersville, Cornelius, Davidson, and Mooresville to address regional transportation issues common to all four communities – is a multi-jurisdictional organization charged with advocating for transportation improvements (including commuter rail) in the north Mecklenburg-Lake Norman area. Since its inception, the group has worked to raise the profile of transportation issues (including commuter rail) and to advocate for new approaches for funding of transportation solutions – and has taken up the LYNX Red Line commuter rail project as a top priority.</p> <p><u>Charlotte</u></p> <p>While the public sector is primarily responsible for provision of transit facilities and for development policies and regulations along the corridors, the success of transit oriented development concepts rests primarily with the private sector’s willingness to undertake such development. For that reason, the participation of the private sector in transit planning is critical.</p> <p>Efforts are ongoing to engage representatives of the development and business community in dialogue about transit supportive development. Discussions have been held with representatives of the local ULI District Council, Charlotte Chamber Land Use Commit-</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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OUTREACH TO GOVERNMENT AGENCIES AND THE COMMUNITY IN SUPPORT OF LAND USE PLANNING
(continued)

tee, Charlotte Apartment Association, and Minority Membership of the Charlotte Chamber.

As an example, a **Transportation Summit** is held every year in conjunction with the Charlotte Chamber, with a substantial part of that Summit devoted to a discussion of transit plans and transit-oriented development.

Furthermore, during public discussion of the (then) proposed *Transit Station Area Principles*, prior to their adoption, a business and development committee was designated to review and give input.

Huntersville / Cornelius / Davidson / Mooresville

In addition to the multi-jurisdictional efforts described on the previous page, there are other local examples among the towns of private and commercial sector support of transit-oriented development practices:

- Most notably in **Huntersville**, a total of approximately \$32 million in infrastructure investments were proposed to support the proposed **Bryton TOD project**. A development agreement was signed between the Town of Huntersville, Mecklenburg County and AAC to ensure the installation of these improvements, which include road widening, new road construction and relocation of the existing Norfolk and Southern rail line to facilitate the proposed development and associated TOD.
- The Town of **Mooresville** has collaborated with the Mooresville-South Iredell Chamber of Commerce, Mooresville Economic Development Corporation, Lowe’s Companies and development interests in the area to advance the concept of a commuter rail station in Mount Mourne. This **consortium** has reserved and promoted a transit station site with guidance from the *Mount Mourne Small Area Plan*.
- The **Village Rider** is a local circulator bus service – with routes serving the **Huntersville, Cornelius** and **Davidson** areas – that provides alternative access and mobility to those individuals who rely on alternative modes of transit.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>OUTREACH TO GOVERNMENT AGENCIES AND THE COMMUNITY IN SUPPORT OF LAND USE PLANNING <i>(continued)</i></p>	<p>■ <u>48. Public outreach materials and brochures</u></p> <p><u>Charlotte</u></p> <p>CATS has used a number of techniques to ensure public involvement and incorporation of public input into the decision-making process. See <i>Attachment 28</i> for a sampling of public involvement materials used on this project.</p> <p><u>Huntersville</u></p> <p>The Town is committed to public involvement in rail corridor transit planning efforts. Attached are the following public involvement materials (<i>see Attachment 32</i>):</p> <ul style="list-style-type: none"> • Public Workshop Notice for Sam Furr Transit Station Area Plan • Public Invitation to Mayor’s Transit Summit <p><u>Cornelius</u></p> <p>Cornelius Town Hall maintains brochures and promotional material in the main lobby and Planning Department lobby. These materials are produced by CATS.</p> <p><u>Davidson</u></p> <p>For every development project and long-range planning initiative, the Town of Davidson invites members of the public to participate in an open, hands-on design process. Development projects require letters to be sent to all property owners with one-quarter to one-half mile of a proposed development project. The Town sends broad communication via email, website postings, and local media to all citizens and interested stakeholders advertising the time and date for design charrettes. Long-term planning initiatives follow a similar process, sending letters to affected property owners and inviting the broader community to participate in initial concept-building discussions and throughout the approval process.</p> <p>Because of the size of the small town and a well-connected network of neighborhoods and civic organizations, the Town of Davidson rarely finds it necessary to produce public involvement promotional materials specific to a project. Davidson residents are generally eager to participate in planning projects. The most recent specific public outreach campaign was to engage residents during the <i>Davidson Comprehensive Plan</i>. The following attachments were used to recruit participants:</p> <ul style="list-style-type: none"> • Comprehensive Plan Flyer • Comprehensive Plan Study Group Application • “What is a Comprehensive Plan?” Fact Sheet <p><u> Mooresville</u></p> <p>The <i>Mount Mourne Small Area Plan</i> is available on www.ci.mooreville.nc.us (under the “Planning Department” tab).</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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REGULATORY AND FINANCIAL INCENTIVES TO PROMOTE TRANSIT-SUPPORTIVE DEVELOPMENT

■ 49. Regulatory incentives (e.g. density bonuses, streamlined processing of development applications) for developments near transit

Charlotte

In 2003, the Charlotte City Council, Mecklenburg Board of County Commissioners, Metropolitan Transit Committee, and Charlotte Mecklenburg Board of Education passed the **Transit Station Area Joint Development Principles and Policy Guidelines**. The principles provide a framework for local government to promote transit supportive development around rapid transit stations. The Joint Development Principles and Policies outline a comprehensive approach to implementing transit oriented development in station areas.

The document further outlines a range of regulatory incentives to be applied to the transit station areas. A key component of Charlotte’s regulatory strategy is **public sector sponsorship of changes to transit oriented zoning** (including waiving rezoning application fees) to allow – and ensure – that transit oriented development occurs around stations. Changing the zoning around stations in advance of development proposals will eliminate the need for a developer to engage in a lengthy and costly rezoning process, if they plan to construct a transit supportive project. In addition to zoning, other regulations (transportation, planning, engineering, building) will be reviewed and amended to facilitate transit supportive development.

Streamlining the permitting process for transit supportive development is another of the strategies identified in this document. Properties zoned TOD or TS are routed through a coordinated interdepartmental review process designed to provide all the development comments at one time, instead of department by department, thus reducing conflicts and time for review. Specifically, the Charlotte-Mecklenburg Planning Department becomes the petitioner for re-zonings for TOD or TS zoning submitted by private developers, and re-zoning application fees are waived.

Huntersville

The Town of Huntersville zoning regulations allow up to 40 dwelling units per acre for projects located within a **TOD-R** zoning district. In addition, for the TOD-R district, any non-residential use that exceeds the maximum square foot limits may be permitted with the issuance of a Special Use Permit. New buildings within the TOD-R district may be up to 13 stories, representing the greatest height allowed in the Town. For the **TOD-E** zoning district, new buildings may be up to 7 stories.

Cornelius

The Town of Cornelius does not provide any development or regulator incentives for development within the transit corridor.

Davidson

The **Village Core Overlay District** (a smaller sub-set of the Village Center area) does not require any parking, but development applicants are strongly encouraged to financially contribute toward a future parking deck.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>REGULATORY AND FINANCIAL INCENTIVES TO PROMOTE TRANSIT-SUPPORTIVE DEVELOPMENT <i>(continued)</i></p>	<p><u>Mooreville</u></p> <p>The Town’s adopted policy documents are “transit-friendly” and not “transit-supportive.” The lack of a dedicated funding source and political commitment has forestalled a revision of the Town’s policy documents to shift the focus from policy documents to regulatory documents to include a Transit Station Overlay. Currently, the area in the vicinity of the pro-posed commuter rail station is zoned Village Center, which allows for higher densities, mixed uses, and is supportive of transit</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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REGULATORY AND FINANCIAL INCENTIVES TO PROMOTE TRANSIT-SUPPORTIVE DEVELOPMENT

(continued)

■ **50. Zoning requirements for traffic mitigation (e.g. fees and in-kind contributions) and citations of how such requirements can be waived or reduced for locations near transit stations**

Charlotte

The Charlotte Department of Transportation (CDOT) currently requires that a traffic analysis be performed for significant new developments and, if warranted, that traffic system improvements be made to mitigate impacts from new development. In an effort to foster development near transit station areas and in activity centers and balance transportation opportunities for all users, CDOT has implemented flexible traffic impact study requirements and mitigation measures on a case by case basis.

Huntersville

Under the Town’s *Traffic Impact Analysis* (TIA) ordinance, a lower level of service (LOS) – i.e. “higher congestion” – is permitted in the TOD-R and TOD-E zoning districts. This lower level of service will result in a reduction in the mitigation required to achieve this LOS for TOD projects.

Cornelius

The Town of Cornelius does not waive requirements for traffic impact analysis or traffic mitigation. If improvements to the right-of-way are required as part of a development the cost of such improvements is borne by the developer.

Davidson

Only residential developments must prepare a *Traffic Impact Analysis* (TIA) in Davidson’s planning jurisdiction. Therefore, a commercial development is not subject to improving intersection capacity or other traffic considerations. Every development is expected to connect to adjoining land uses or properties via public streets. During the development review process, the town may waive in-kind contributions or commit to funding infrastructure needs in order to support well-designed, mixed-use development.

Mooresville

The Mooresville zoning ordinance requires traffic mitigation for anticipated development. More specifically, the Town’s *Transportation Impact Analysis Manual* requires that a TIA be completed for anticipated developments that are projected to generate more than 100 trips in either AM or PM peak hours and/or 500 daily trips.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>REGULATORY AND FINANCIAL INCENTIVES TO PROMOTE TRANSIT-SUPPORTIVE DEVELOPMENT <i>(continued)</i></p>	<p>■ <u>51. Programs that promote or provide incentives for transit-oriented development such as tax increment financing zones, tax abatement programs, and transit-oriented loan support programs</u></p> <p><u>Multi-Jurisdictional</u></p> <p>The <i>Transit Station Area Joint Development Principles and Policy Guidelines</i> identify a variety of financial incentive programs that can be used in Charlotte to support transit oriented development.</p> <ul style="list-style-type: none"> ▶ One particular strategy identified is “project development financing.” A North Carolina statewide vote in 2004, resulted in the creation of state enabling legislation to allow a “tax increment financing” approach to incenting new development by making project development financing available to be used for infrastructure in conjunction with development of transit station areas. This tool is available for use in any of the communities through which the North Corridor LYNX Red Line passes. ▶ The Joint Development Principles and Policies also call for possible financing of construction of parking decks, in lieu of surface parking, in association with private development. This approach will reduce the cost of providing the structured parking desired in conjunction with station area development. Bonds could either be certificates of participation, special obligation bonds, or project development financing bonds. This tool is available for use in any of the communities through which the North Corridor LYNX Red Line passes. <p><u>Charlotte</u></p> <p>The joint policies also recommended the expansion of the existing Infrastructure Grant Program and Brownfields Program to transit station areas. The Infrastructure Grant pays for infrastructure improvements required on a site or directly adjacent to that site. The Brownfields Program assists with environmental remediation. This activity could be funded under Business Corridor Revitalization; however, as a prerequisite, the Charlotte City Council would need to approve expansion of the eligible geographies to include transit station areas.</p> <p><u>Huntersville</u></p> <p>The Town of Huntersville has an approved infrastructure financing arrangement that can serve as a model for future public/private partnerships for financing TOD projects at the Huntersville station areas, as well as for construction of the rail line and stations along the North Corridor.</p> <ul style="list-style-type: none"> ▶ A 2006 agreement between the Town, County and private developer to dedicate tax revenue generated by the Bryton TOD project will generate \$32 million in road improvements in proximity to this project. This agreement is classified as “Synthetic Tax Increment Financing (TIF),” in which the collateral for repayment of the debt issued to construct the required improvements is provided by the project development.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>REGULATORY AND FINANCIAL INCENTIVES TO PROMOTE TRANSIT-SUPPORTIVE DEVELOPMENT <i>(continued)</i></p>	<p><u>Cornelius</u></p> <p>The Town of Cornelius does not currently provide tax increment financing, tax abatement programs or transit oriented loan support programs.</p> <p><u>Davidson</u></p> <p>The Town of Davidson adopted a Tax Increment Financing (TIF) ordinance in 2007, establishing a district where the Town plans to use additional property tax revenues to finance several important infrastructure improvements.</p> <ul style="list-style-type: none"> ▶ The Town plans to improve, widen or extend approximately 2.2 miles of roads within the transit station area, provide 400 new structured parking spaces, and improve several pedestrian crossings in the area. <p>The Town was designated as a North Carolina Main Street community in 2008. The N.C. Main Street program affords businesses in the main street district (same as the local Municipal Service District and including the entire downtown business district) technical and financial assistance with marketing and façade improvements.</p> <p><u>Mooreville</u></p> <p>The Town of Mooreville does not have a financial incentive program in place.</p>

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>REGULATORY AND FINANCIAL INCENTIVES TO PROMOTE TRANSIT-SUPPORTIVE DEVELOPMENT <i>(continued)</i></p>	<p>■ <u>52. Other economic development and revitalization strategies for station areas or within the corridor</u></p> <p><u>Multi-Jurisdictional</u></p> <p>The 2010 Urban Land Institute (ULI) Advisory Services Panel Report, entitled <i>Lake Norman Area, Charlotte North Carolina – Strategy for Economic Growth</i>, contained a number of recommendations for development along the North Corridor LYNX Red Line; among these recommendations:</p> <ul style="list-style-type: none"> • Understand and develop the potential for transit oriented development (TOD). • Consider using a combination of tax increment financing and special assessment districts in the four towns as a means to “ante up” matching funds to accelerate federal and state funding of the commuter rail line. • Engage with Charlotte and Mecklenburg County regarding the positive economic development that is possible in the Lake Norman area with and without the commuter rail. <p><u>Charlotte</u></p> <p>The Transit Station Area Concepts provide an economic development framework for station areas, and the <i>Joint Development Principles and Policy Guidelines</i> outline the revitalization strategies to realize each station area’s vision. Revitalization strategies recommended in the <i>Joint Development Principles and Policy Guidelines</i> include:</p> <ul style="list-style-type: none"> • the use of Municipal Service Districts to provide increased public services in station areas; • the construction of public facilities such as libraries and recreation centers to make the areas more attractive for economic development; and • the construction of needed retail facilities at or near the station to provide retail services in underserved neighborhoods. <p><u>Cornelius</u></p> <p>The Town of Cornelius has a Transit Infrastructure Needs Assessment – UNC Charlotte Infrastructure Needs Assessment for Proposed Cornelius Town Station (2009) – that identifies critical infrastructure needs that will be necessary to support commuter transit service (see <i>Attachment 33</i>).</p> <p>The Town also has on its Capital Improvements Project list two upgrades to Zion Street. Zion Street serves the Transit station area, parallel to the Norfolk South Rail Road line (the proposed commuter rail line). The projects are in two phases:</p> <ul style="list-style-type: none"> • Phase one will improve Zion Street from Antiquity to just south of the Hickory street rail crossing. This phase will raise the grade of Zion Street to allow for a smoother and safer rail crossing. This construction should coincide with the rail improvements at Hickory Street and the opening of the Catawba Avenue crossing in early FY 2011 with a cost of \$170,000.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested

Documentation Supporting Land Use Criterion

REGULATORY
AND FINANCIAL
INCENTIVES TO
PROMOTE
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DEVELOPMENT
(continued)

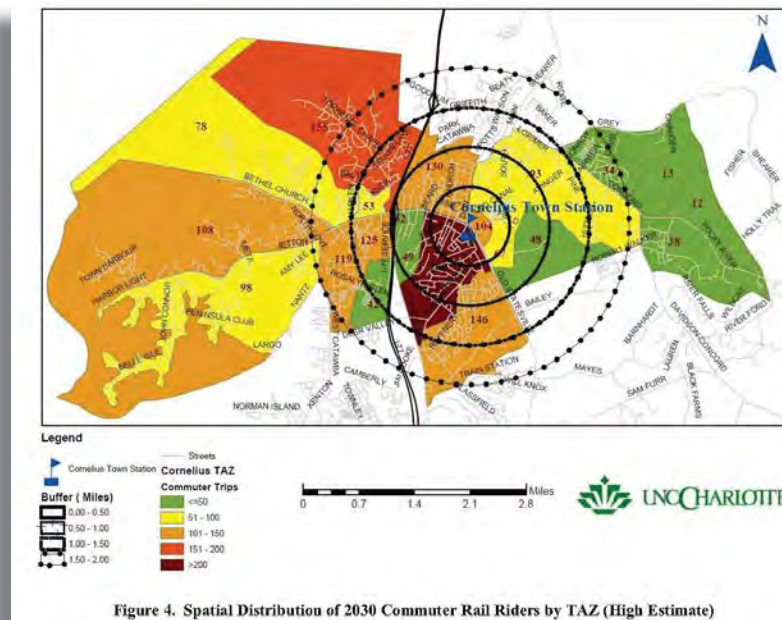


Figure 4. Spatial Distribution of 2030 Commuter Rail Riders by TAZ (High Estimate)

Town of Cornelius Transit Infrastructure Needs Assessment, prepared by UNC Charlotte

- Phase two will improve Zion Street from Hickory Street to just south of Smith Road. This phase will add 30 on-street parking spaces and improve the intersection of Smith and Zion once the rail crossing is removed. This construction will begin in early FY 2013 and with a cost of \$252,000.

Davidson

In 2010, the Town of Davidson has established an **Economic Development Department** with staff focused on recruiting, facilitating and maintaining mixed-use development within the station area. Over \$200,000 of the Town of Davidson's annual budget is devoted to economic development efforts.

The Economic Development manager is responsible for assisting developers within primary growth targets – such as the downtown/transit area – to navigate the development process as quickly as possible. The Downtown Manager is responsible for retail business retention, marketing the downtown, organizing civic events in the downtown, and coordinating local efforts with the N.C. Department of Commerce Main Street Division.

Mooresville

The Town of Mooresville currently does not have economic development and revitalization strategies for station areas. Implementation of this concept has been delayed with the uncertainty of funding and lack of political approval.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>EFFORTS TO ENGAGE THE DEVELOPMENT COMMUNITY IN STATION AREA PLANNING AND TRANSIT SUPPORTIVE DEVELOPMENT</p>	<p>■ <u>53. Outreach, education and involvement activities targeted at the development community (including developers, property owners, and financial institutions)</u></p> <p><u>Multi-Jurisdictional</u></p> <p>The 2010 ULI Panel Report on the North Corridor (<i>Attachment 9</i>) represented a significant effort to engage and involve the development community in planning for transit oriented development along the North Corridor rail line.</p> <p>More than 100 stakeholders, residents, business leaders and community organizations participated in this panel. Specifically, interviews were conducted with developers and property owners within the station areas along the North Corridor rail line, asking them to assess the potential for development in conjunction with the North Corridor – specifically, how they are adjusting to new economic realities, readiness to invest in off-site public infrastructure improvements, and dependency on transit to realize full development potential. As noted in the panel report’s analysis for five proposed projects along the North Corridor, the potential for economic impact is greater with TOD projects than without.</p> <p>On an ongoing basis, the Lake Norman Economic Development Commission targets industrial and office developers who might be interested in locating near the LYNX Red Line.</p> <p><u>Charlotte</u></p> <p>In addition to general meetings on transit supportive development and station area plans, staff has held developer and property owner meetings about potential transit supportive developments at several North Corridor station areas. City staff – including representatives from the City Manager’s Office, CATS, the Charlotte Department of Transportation and the Planning Department – will continue to take a proactive approach with the development community, especially with respect to potential transit supportive developments.</p> <p>Members of the development community – specifically those with interest in properties or with development proposals in proximity to North Corridor stations – have been engaged at key points in the North Corridor development process. Specific issues that were discussed included:</p> <ul style="list-style-type: none"> • Station and platform locations: issues surrounding the location and number of at-grade crossings (and funding alternatives) and potential park and ride facility locations. • Development market “absorbtion” rates and phasing possibilities that might maximize success of development. • Potential infrastructure funding opportunities associated with tax increment financing (TIF) applied to new transit oriented developments. <p><u>Huntersville</u></p> <p>The development community has been invited to participate in several transit planning efforts, including the <i>Downtown Master Plan</i> (2005), the <i>East Huntersville Area Development Plan</i> (2007), and the <i>Sam Furr Station Area Plan</i> effort.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>EFFORTS TO ENGAGE THE DEVELOPMENT COMMUNITY IN STATION AREA PLANNING AND TRANSIT SUPPORTIVE DEVELOPMENT</p> <p><i>(continued)</i></p>	<p><u>Cornelius</u></p> <p>A 2010 charrette led by CATS staff and consultants was held for the Cornelius Transit Station and included developers of the nearby Antiquity Transit Oriented Development.</p>

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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EFFORTS TO ENGAGE THE DEVELOPMENT COMMUNITY IN STATION AREA PLANNING AND TRANSIT SUPPORTIVE DEVELOPMENT
(continued)

■ **54. Transit-oriented market studies**

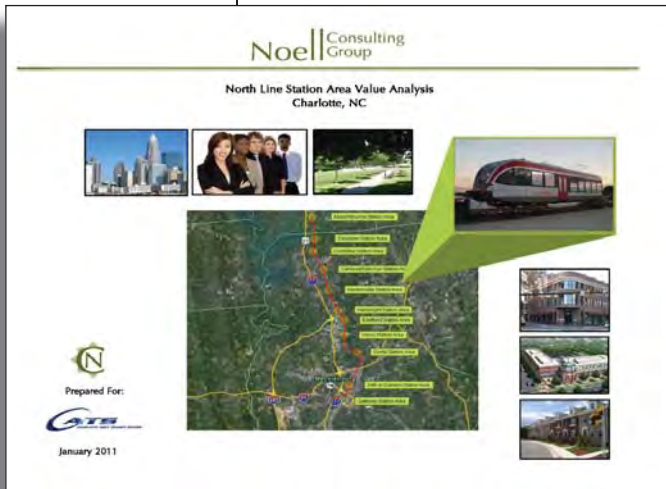
Multi-Jurisdictional

► **North Line Station Area Value Analysis**

The initial market assessment performed during the North Corridor MIS phase was updated in 2005 by an extensive market analysis performed by Robert Charles Lesser & Co., LLC. The resulting **Charlotte North Corridor TOD Station Analysis** covers the ten station areas currently under discussion between the Gateway Station (in Center City Charlotte) and Mt. Mourne Station (in Iredell County). (The Lesser report also covered two additional stations in Mooresville north of Mt. Mourne that still could be considered for development in future phases of the North Corridor LYNX Red Line.)

The market analysis process included meetings with local development representatives, analysis of extensive background information and on-site field visits. The resulting study compared market potential for the ten stations, identified development opportunities at these stations, targeted locations for development, projected timing of transit oriented development at each station and recommended strategies to incent transit oriented development at the stations. In addition, the study provided TOD growth projections for these stations.

In 2009, the Charlotte Area Transit System contracted with the Noell Consulting Group (whose principal conducted much of the work in the 2005 Lesser report) to update many of the estimates and calculations contained in the Lesser report based upon updated assumptions and changed conditions. In late 2010, the City contracted with the Noell Group to again refresh the content of this product, resulting in the **North Line Station Area Value Analysis** (see Attachment 20 and also see pages 112-132 for a corridor summary as well as summaries of the individual station areas).



- These transit-oriented market studies will provide the basis for updates to the transit station area concepts, and can guide future decisions with regard to phasing, future land use, funding options and a host of related issues.
- In addition, development projections were used as input for transportation modeling to assess future infrastructure needs.
- The results of the market study will also be used by the City to determine how to most effectively target public involvement in incenting transit oriented development.

► **Real Estate and Economic Development Overview**

As part of the ULI Panel Report (page 199), a consultant prepared a **Real Estate and Economic Development Overview** for North Mecklenburg and South Iredell Counties (see Attachment 34). This 2010 report – intended to provide a market assessment for the ULI

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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EFFORTS TO ENGAGE THE DEVELOPMENT COMMUNITY IN STATION AREA PLANNING AND TRANSIT SUPPORTIVE DEVELOPMENT
(continued)

panel – included a “Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis.” The analysis included several Strengths and Opportunities that would enhance the viability of the North Corridor rail line, including:

- proximity and access to Charlotte;
- growth in skilled labor force over last decade;
- proactive approach to economic development by the three Mecklenburg towns (Huntersville, Cornelius, Davidson) and the City of Charlotte; and
- North Corridor commuter rail could serve employees traveling in both directions,

Davidson

In 2010, the Town of Davidson worked with a consultant to create a **Strategic Marketing and Development Plan** with special emphasis on the downtown and transit areas. The study anticipates that commuter rail will improve visibility in the downtown and increase opportunities for retail and office development. The town has begun implementing the plan by launching a new brand, studying parking needs in the downtown, and creating a match-grant program for small business marketing.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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<p>EFFORTS TO ENGAGE THE DEVELOPMENT COMMUNITY IN STATION AREA PLANNING AND TRANSIT SUPPORTIVE DEVELOPMENT <i>(continued)</i></p>	<p>■ <u>55. Joint development programs and proposals</u></p> <p><u>Multi-Jurisdictional</u></p> <p>The Transit Station Area Joint Development Principles and Policy Guidelines, adopted in 2003, outlines a joint development program. In addition to the incentive programs described previously, the document recommends disposition of excess property purchased with transit funds. The policy states that this property should be used for transit supportive development, consistent with the station area plans. In addition, as the transit oriented development market matures, the possibility of eventually converting CATS surface parking facilities to transit oriented development that incorporates the CATS parking needs is recommended.</p> <p><u>Charlotte</u></p> <p>The Charlotte-Mecklenburg Planning Department convenes the Joint Use Task Force, formed in 1994 by a Joint Resolution between City and County governments (and other partners) to act as a clearinghouse for information and dialogue pertaining to collaborative development among public sector infrastructure providers. This group (and the staff from two dozen City, County, and Town departments that participate) routinely examines proposed capital investments (and corresponding real estate transactions) with an eye toward identifying collaborative opportunities and reducing obstacles to collaboration.</p> <p><u>Huntersville</u></p> <p>As noted previously, the Town of Huntersville has partnered with Mecklenburg County and a private developer to fund construction of infrastructure improvements associated with a TOD project at the Hambright Station.</p> <p>The Town owns a 32-acre parcel within ½ mile of the Huntersville Station and anticipates working with a private partner on development of the site, along with infrastructure improvements, for TOD at this location.</p> <p>The Town also supported the extension of sewer to the proposed Sam Furr Station site to facilitate a proposed TOD project for that location.</p> <p>Additionally, as part of the Lake Norman Economic Development Corporation (LNEDC), the Town of Huntersville works closely with the Town of Cornelius and Davidson on economic development, including rail transit initiatives.</p> <p><u>Cornelius</u></p> <p>In preparation for commuter transit, a <i>Traffic Separation Study</i> was prepared in 2001 for the Norfolk Southern ‘O’ Line.</p> <p>The Town of Cornelius contributed funds in conjunction with the developer’s financing to extend Catawba Avenue as a new street connection across the railroad tracks toward the Antiquity TOD development within a quarter mile of the Cornelius Station. The new crossing required the closing of two existing railroad crossings and safety enhancements</p>
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II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
<p>EFFORTS TO ENGAGE THE DEVELOPMENT COMMUNITY IN STATION AREA PLANNING AND TRANSIT SUPPORTIVE DEVELOPMENT <i>(continued)</i></p>	<p>to the Hickory Street crossing, include crossing gates and lights, and pedestrian accommodations. The enhanced crossings are within one-quarter mile of the proposed station location.</p> <p><u>Davidson</u></p> <p>The Town of Davidson currently has no joint development programs or proposals.</p> <p><u>Mooreville</u></p> <p>The Town of Mooreville is working with the Charlotte Area Transit System to construct the future Mount Mourne Transit Station and a park-and-ride lot.</p>

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>EFFORTS TO ENGAGE THE DEVELOPMENT COMMUNITY IN STATION AREA PLANNING AND TRANSIT SUPPORTIVE DEVELOPMENT <i>(continued)</i></p>	<p>■ <u>56. Letters of endorsement or other indicators of support from the local development community</u></p> <p>As part of the ULI Panel Report for the North Corridor, representatives of 30 businesses provided financial resources, along with information and counsel, during the course of the Panel’s public input and information gathering process (see <i>Attachment 35</i> for a list of the businesses).</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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<p>PUBLIC INVOLVEMENT IN CORRIDOR AND STATION AREA PLANNING</p>	<p>■ <u>57. Description of public involvement process, including corridor and station area land use planning activities</u></p> <p><u>Multi-Jurisdictional</u></p> <p>The Charlotte Area Transit System’s “North Corridor Team” primarily has used both large-scale and small-scale public meetings to seek input from the public throughout the planning and design phases of the project. In addition to public and neighborhood meetings held by CATS, the Charlotte-Mecklenburg Planning Department staff has also met with and received comment from stakeholders numerous times in the last several years, most notably in 2007 during development of the <i>Eastfield Transit Station Area Plan</i>.</p> <p>These meetings are in addition to CATS’ and the Planning Department’s other forms of communication and input – including project newsletters, websites, media coverage, research studies and surveys, and project advisory groups utilized by CATS and by the Planning Department.</p> <p>Objectives of the CATS public involvement process are:</p> <ul style="list-style-type: none"> • Increase the level of awareness in the North Corridor by designing a series of publications/materials that serve to educate citizens and stakeholder groups on progress of transit system development and on transit and/or land use issues. • Cultivate relationships with stakeholders, community contacts (including media) that afford support of the transit/land use development effort and that provide opportunities for educating citizens and disseminating information. • Maintain opportunities for citizens to provide feedback and input throughout the planning and design of the North Corridor Project; also, monitor the feedback and input that is received. • Maintain a continual flow of information to elected officials and governing bodies. • Create multiple opportunities for public participation in the North Corridor in all steps of the decision-making process and at varying levels of involvement. • Increase awareness of transit/land use issues and plan development among traditionally underserved populations. <p>See <i>Attachment 29</i> for a copy of the North Corridor Public Involvement Plan, and <i>Attachment 28</i> for an updated sampling of public involvement materials used in this project.</p> <p><u>Charlotte</u></p> <p>The Charlotte-Mecklenburg Planning Department uses a robust public involvement process as part of its station area planning process, as exemplified by the Eastfield Station Area plan development (part of the 2008 <i>Northlake Area Plan</i>). In that process:</p> <ul style="list-style-type: none"> ▶ A public kick-off meeting was held (to which owners of all properties and neighborhood associations within the study area were invited), followed by a three-day workshop and four-day design charrette.
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North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>PUBLIC INVOLVEMENT IN CORRIDOR AND STATION AREA PLANNING (continued)</p>	<ul style="list-style-type: none"> ▶ Additionally, a citizens advisory group (consisting of 25 community members) worked with an inter-departmental team of City and County staff to develop the plan. ▶ The work was complemented by the efforts of a community planning and urban design firm and a real estate and market advisory services firm. ▶ The process included a presentation of plan recommendations at a public meeting, followed by presentations to (and recommendations from) the Charlotte-Mecklenburg Planning Commission and Charlotte City Council’s Economic Development and Planning Committee. ▶ Prior to adoption, the Charlotte City Council held a public hearing in order to obtain additional public input. <p>The area planning processes are chronicled on the Planning Department’s website (www.charlotteplanning.org) both during the process, and upon plan adoption.</p> <p><u>Huntersville</u></p> <p>The Town of Huntersville involved the public in its 2006 public charrette for the Sam Furr Station Area.</p> <p>In addition, as part of the 2005 <i>Downtown Master Plan</i> process, the public had opportunity to provide input on both the location of the downtown Huntersville Station as well as land use in proximity to the station. In 2007, public input was also received as part of preparation of the <i>East Huntersville Area Development Plan</i>, which included recommended land use for that downtown station area.</p> <p><u>Cornelius</u></p> <p>Public workshops for the residents of Cornelius and a separate workshop specifically for the elected officials of Cornelius were held in 2004 regarding planning and implementation of the LYNX Red Line.</p> <p>In 2008 the Town Board of Commissioners approved the street layout and location of parking facilities in the mixed use/commercial portion of Antiquity TOD, including the proposed station area. This approval was part of a rezoning application by the Antiquity developer, that included public hearings and review at citizen advisory boards.</p> <p>In FY 2009 the Town, CATS, and the developers of the Antiquity TOD held a public charrette for station plan development. The input from this charrette was used in the engineered drawings for the Red Line.</p> <p>Long range planning efforts, including the <i>Downtown Block Plan</i> and <i>Navigate Cornelius</i>, have included public involvement while addressing transit issues such as the LYNX Red Line. The <i>Downtown Block Plan</i> identifies future development criteria for the blocks adjacent to the proposed transit station. Community workshops with neighboring property owners were held for this plan. Additional meetings were held with actual property owners to determine willingness to develop property in a manner that would support commuter rail and downtown development.</p>

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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PUBLIC INVOLVEMENT IN CORRIDOR AND STATION AREA PLANNING
(continued)

Additional public involvement is ongoing with regard to the *Navigate Cornelius Comprehensive Master Plan* relating to corridor and station area planning.

Davidson

In each planning area and for every development project, the Town of Davidson hosts a design charrette for residents and other stakeholders to voice opinions and suggestions. Section 7 of the *Davidson Planning Ordinance* explains the public input process for developments. Depending on the size of the property and the nature of the proposed development, the charrette can last only a few hours or several days. During small area plan projects, such as the 2004 **Davidson Station Area Plan**, the town engages citizens through stakeholder committees, design charrettes, and public meetings.

Mooresville

The development of the **Mount Mourne Small Area Plan** in 2006 included a significant public involvement process which focused on transit oriented development in the vicinity of the proposed station location.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>PUBLIC INVOLVEMENT IN CORRIDOR AND STATION AREA PLANNING <i>(continued)</i></p>	<p>■ <u>58. Description of the level of participation in land use planning activities and support for these activities by the general public and community groups</u></p> <p><u>Multi-Jurisdictional</u></p> <p>The Charlotte Area Transit System has experienced a great deal of participation by and support from its various constituents – including corridor residents, community groups, local developers, elected officials and the citizens of Mecklenburg County.</p> <p>Interested members of the community seem to have a comprehensive understanding of the North Corridor commuter rail project, not only in relation to commuter rail transit but also in relation to land use and economic development implications. This knowledge is often demonstrated by the types of questions people ask and the extensive input that the CATS North Corridor Team has received during the course of the project. Meetings are generally well-attended, interest is high, and feedback is always gathered. The staff, in turn, incorporates that feedback into the decision-making process so that when future meetings are held, staff can communicate to the public how their input was considered, thus giving integrity to the public involvement process.</p> <p><u>Charlotte</u></p> <p>With regard to the level of public involvement in the land development review process, the major developments proposed for the City transit station areas have involved the need to re-zone the properties, necessitating the proposals to be presented to the communities in the vicinity of the proposed developments, and a public hearing conducted by City Council prior to the re-zoning decision. The land development proposals – as submitted (and revised) by the petitioners – are viewable by the public on the Planning Department website at www.charlotteplanning.org.</p> <p><u>Huntersville</u></p> <p>The Town of Huntersville has provided the opportunity for public input and involvement as part of the preparation of land use plans that address transit station areas:</p> <ul style="list-style-type: none"> • Hambright Station: A number of public hearings were held on the proposed Bryton TOD project (where the proposed station is to be built), with input by approximately 50 individuals. • Huntersville Station: Public participation occurred as part of the preparation of the <i>Downtown Master Plan</i>; approximately 100 individuals attended meetings over a three-day period and provided input. • Sam Furr Station: Approximately 20 property owners attended a one-day planning charrette with Huntersville Town planning staff, CATS and consultants to provide input on the proposed Sam Furr Station, which resulted in the preparation of the <i>Sam Furr Road Station Area Concept Plan</i>.

II. TRANSIT SUPPORTIVE PLANS AND POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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PUBLIC INVOLVEMENT IN CORRIDOR AND STATION AREA PLANNING
(continued)

Cornelius

The level of participation regarding station area and corridor planning is high. Throughout the years, there have been many opportunities to become engaged and the public continues to participate in this activity. The Town is currently experiencing unprecedented involvement in developing a Comprehensive Plan which focuses on future land use and transportation issues that will affect all aspects of the Town. In particular, one focus will be developing land use scenarios in the commuter rail station area.

Davidson

The Town of Davidson has big expectations for public participation in every land use decision. For each development charrette or land use plan stakeholder committee, dozens to hundreds of residents actively participate in the process. The Town Board of Commissioners strongly considers the comments of charrette participants while reviewing development proposals. The Davidson Planning Board as well as other citizen advisory boards are invited to provide recommendations to the Town Board of Commissioners to better inform their decisions.

Mooreville

The development of the *Mount Mourne Small Area Plan* in 2006 included a significant public involvement process which focused on transit oriented development in the vicinity of the proposed station location.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>PUBLIC INVOLVEMENT IN CORRIDOR AND STATION AREA PLANNING <i>(continued)</i></p>	<p>■ <u>59. Public outreach materials and brochures</u></p> <p><u>Multi-Jurisdictional</u></p> <p>See <i>Attachment 28</i> for a sampling of public outreach and involvement materials and brochures used in the North Corridor. The Charlotte Area Transit System and the City of Charlotte have used a number of techniques to ensure public involvement and the incorporation of public input into the decision-making process.</p>

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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**III-A
PERFORMANCE
OF LAND USE
POLICIES**

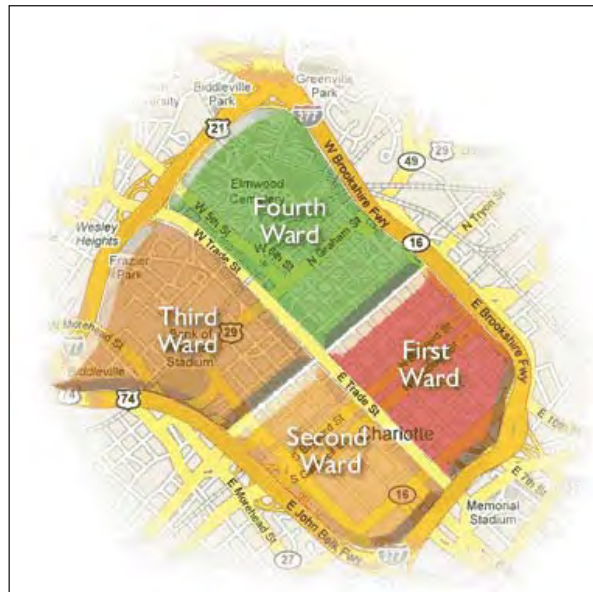
**DEMONSTRATED
CASES OF
DEVELOPMENTS
AFFECTED BY
TRANSIT
SUPPORTIVE
POLICIES**

- **60. Documentation of projects that recently have been built consistent with transit oriented design principles (higher density, orientation toward street, provision of pedestrian access from transit, etc.)**
- **61. Documentation of projects that incorporate a mix of uses or increased amounts of housing**

Charlotte

Center City

Charlotte’s Center City, or Uptown, historically has developed (and continues to develop) with transit supportive uses. Center City is divided into four quadrants – First, Second, Third, and Fourth Wards – each



having evolved with its own unique character. In addition to their conventional downtown office and commercial functions, three of the four wards have experienced substantial residential development in recent years.

Second Ward functions as the government district, but a mixed-use neighborhood master plan was put forth by a developer group in 2002 that calls for establishing a residential neighborhood, and some multi-family high-rise residential development has been completed on the Second Ward’s periphery.

First Ward

The dramatic change in First Ward in recent years is a remarkable story of inner city revitalization. In 1993, the Charlotte Housing Authority received a \$41 million Hope VI grant from the US Department of Housing and Urban Development in order to redevelop the 409-unit former Earle Village public housing project. A 1997 concept plan formed the basis for subsequent development in First Ward.

Today, First Ward is a striking new community of apartments, single family homes and condominiums, within an easy stroll of the Center City office towers. Furthermore, it is a mixed-income community, with a significant number of its residents receiving housing assistance while living alongside persons who pay market rates for their residences.

The First Ward is also home to the **Spirit Square Arts Center** and **Levine Museum of the New South**. The **Bank of America** recently completed a 32-story, 750,000 square foot

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
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Developers have vied to build projects in revitalized First Ward. These different types of projects face each other across Alexander Street, south of Eleventh Street.

DEMONSTRATED
CASES OF
DEVELOPMENTS
AFFECTED BY
TRANSIT
SUPPORTIVE
POLICIES

(continued)

office tower in First Ward, across the street from its corporate headquarters; a newly-opened 17-story Ritz-Carlton Hotel is also part of the project. The **University of North Carolina at Charlotte** is nearing completion on a 150,000 square foot academic and office building for its Center City campus on a site in First Ward.

First Ward also continues to experience major development bringing new entertainment venues to the district. Anchoring the current wave is the new **Time Warner Cable Arena** on East Trade Street, completed in October 2005. The \$265 million venue is home to the **NBA Bobcats** franchise and to the AHL Checkers hockey team, and also hosts a variety of concerts and family events. Time Warner Cable Arena is also scheduled to serve as the primary venue for the **Democratic National Convention** to be held in Charlotte in 2012. Another attraction in First Ward is the **Imaginon Children’s Learning Center** (that also houses the new **Childrens Theatre** of Charlotte).

First Ward has also become increasingly popular as a residential address:

- In 2006, the 104 condominium unit **The Courtside** development was completed, representing the first high-rise project (15 stories) to be constructed in the First Ward.
- **Court 6** – attached to The Courtside and located diagonally across the street from Time Warner Cable Arena – was completed in early 2007. Court 6 consists of 80 residential units, featuring open loft floor plans with skyline views of the city, and also includes two retail spaces.
- The recently-completed **Enclave** is closer in scale to mid-rise neighboring projects. The Enclave’s first phase was a joint venture between the Charlotte Housing Authority and a private developer. It consists of 85 condominiums that benefit from a plaza with a skyline view, and a landscaped walkway designed to connect with a later, second phase that could include 191 apartments. The first-phase condos range in size from studios to town-homes and three-bedroom flats.

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES

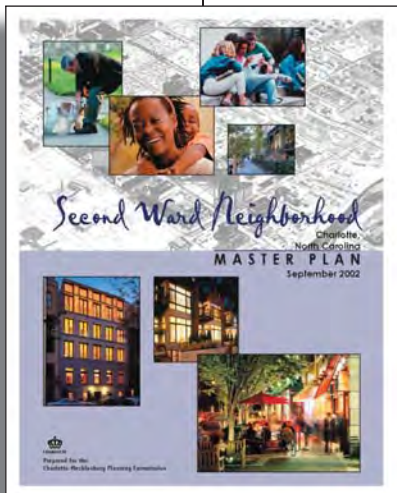
Information Requested	Documentation Supporting Land Use Criterion
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DEMONSTRATED CASES OF DEVELOPMENTS AFFECTED BY TRANSIT SUPPORTIVE POLICIES
(continued)

- Completed in 2010, the 184-unit **Quarterside** loft-style rental apartments are located on East 7th Street in the First Ward, half a block from the Enclave. This new development also offers 18,000 square feet of retail space and 12,000 of office development.
- **Garden District Row** is a total of 11 single-family units that were completed in the First Ward in 2007.
- **M Street Condos** (67 units) were constructed in 2007 at the corner of East 7th and McDowell Streets. Units feature private garages and courtyards.

Second Ward

Once a bustling residential area, Second Ward has not had any real housing since urban renewal took place in the 1960s. Now known as the “**government district**,” this quadrant is home to City, County and Charlotte-Mecklenburg Schools offices, the Mecklenburg County Courthouse, the Law Enforcement Center, the Charlotte branch of the Federal Reserve Bank, the Charlotte Convention Center, Marshall Park, the Mecklenburg Aquatic Center, the NASCAR Hall of Fame, First Baptist Church and the Charlotte Transportation Center.



However, the Second Ward is poised for change. In 2001, the **Center City 2010 Vision Plan** recommended creating new housing in the area to weave the 11-block area into the fabric of the Center City neighborhoods.

Consequently, the **Second Ward Neighborhood Master Plan** was prepared and adopted in 2002. The long-range plan calls for relocating some of the institutional buildings and reconfiguring the street grid, breaking up the superblocks into smaller and varying block sizes. These steps will create a “new urban fabric” that could eventually include neighborhood stores and services and a multi-story high school campus.

Additionally, the 2011 **Charlotte Center City 2020 Vision Plan** identified a four-block area around the Charlotte Transportation Center as one of six focus areas in Center City demonstrating potential change. This area – bounded by Trade, Caldwell and Third Streets and the LYNX Blue Line – is prescribed to contain a new transportation center, employment center/tower, civic plaza, mixture of residences and hotels, and a signature street connection (Brevard Street) linking and unifying this area with the adjoining Convention Center and Time Warner Cable Arena.

Notable projects recently completed in Second Ward include:

- **NASCAR Hall of Fame** opened in 2009 and contains a ballroom annex to the adjoining Convention Center as well as a 300,000 square foot office tower that is home to NASCAR’s licensing office and sports media operations.
- **EpiCentre** is a 265,000 square foot entertainment complex in the heart of Center City. The complex features movie theaters, restaurants, shops and a hotel.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>DEMONSTRATED CASES OF DEVELOPMENTS AFFECTED BY TRANSIT SUPPORTIVE POLICIES <i>(continued)</i></p>	<ul style="list-style-type: none"> • Westin Convention Center Hotel has a design that incorporates a light rail stop (the South Corridor LYNX Blue Line light rail actually runs through the nearby Convention Center). It opened in April, 2003, and includes 700 hotel rooms, 53,000 square feet of meeting space, and a 1,650-space parking garage designed to support an additional future office tower. • Hilton Garden Inn and Hampton Inn Hotels includes 181 rooms in one 14-story building and 149 rooms in an 11-story building. The adjoining hotels have a 340-space parking deck and 6,000 square feet of retail, with future plans for the addition of 20,000 square feet of office space. <p>While the Second Ward is primarily a district of government buildings and office towers, the following residential development projects have been completed in recent years:</p> <ul style="list-style-type: none"> • The Ratcliffe opened in 2002, with 57 upscale condominiums in a 10-story building fronting South Tryon Street. It includes a popular street-level park built over an underground garage • The Trust, also on South Tryon Street in Second Ward, includes eight condominium units that transformed the former Home Federal Savings and Loan Building into an upscale condominium complex above two commercial floors. • The Tower, located in the same block as the Hilton Garden and Hampton Inn hotels, was completed in 2010 and consists of 26 condominium units in a seven-story structure perched atop a parking structure. <p>Third Ward</p> <p>From a land use perspective, Third Ward may be the most diverse of the four Center City quadrants. In addition to high rise office and supporting retail development it includes the Bank of America football stadium, home to the NFL Carolina Panthers, and surrounding entertainment facilities. North and west of the stadium is a neighborhood of single family homes, apartments and condominiums, reinvigorated in the early 1980s with new investment and construction.</p> <p>Anchoring the west end of Third Ward is Bank of America’s 1.5 million square foot mixed-use complex called Gateway Village, combining office, residential, shops, restaurants and a park. Nearby Johnson & Wales University opened in the fall of 2003 and is already expanding its campus.</p> <p>The Wachovia/Wells Fargo development, containing the 46-story Duke Energy Tower (containing 1.5 million square feet) with future plans for a 42-story condominium tower on South Tryon Street. The mixed use project also includes ground-level retail, the 1,200 seat Knight Theater, the Bechtler Museum of Modern Art, the Mint Museum of Art and the Harvey B. Gantt Center for African-American Arts and Culture – all part of a Levine Center for the Arts. The project, whose first phases were completed in 2010, is in close proximity to the Charlotte Convention Center and Bank of America NFL Stadium.</p>

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Other plans for the Third Ward include the new **Charlotte Gateway Station**, a multi-modal Station (serving the North Transit Corridor, as well as local bus and inter-city trains and buses) and Mecklenburg County Park and Recreation’s plans for an urban park (to be named the Romare Bearden Park in memory of a late Charlotte artist) in the district.

Multiple residential developments have also been completed in Third Ward (several with retail components) that include:


- **Skybox** – 13 residential units and 10 commercial units, located on West Hill Street.
- **Cedar Hall** – 200 dormitory dwelling units for Johnson and Wales University, constructed on West Trade Street.
- **Gateway Plaza** – 111 dwelling units on 1.1 acres at 718 West Trade Street, with 8,400 square feet of retail space.
- **Gateway Place, Phase I** – 232 units on 2.59 acres at West Fifth and Clarkson Streets.
- **Gateway Place, Phase II** – 45 units on 0.37 acres, at 705 West Fifth Street with 1,290 square feet of retail.
- **Gateway Place, Phase III** – 164 units on 1.06 acres, at 120 North Cedar Street with 3,933 square feet of retail.
- **Gateway Lofts** – 52 units on 0.32 acres at 702 West Trade Street, with 8,589 square feet of retail.
- **Cedar Mill Townhomes** – 38 units located at the corner of West Fourth and Cedar Streets.



440 South Church Street

- **Cedar Crest** – 8 units, located on South Cedar Street.
- **Oak Park** – 38 units, constructed on West First Street.
- **Sycamore Green** – 190 units on West Trade Street.
- **Trademark** – a 27-story condominium tower with 192 units, at the corner of West Trade and Poplar Streets.
- **Gateway 230 South Tryon** – a 13-story condominium tower with 106 units, located in the heart of the commercial district in Third Ward.
- **First Row** – 83 units, constructed in Third Ward’s Warehouse District on West First Street.
- **Twelve Charlotte** – 400 condominiums and a 150-room hotel in a 39-story tower at South Mint and West Second Streets.
- **440 South Church** – a 363,000 square feet residential and office development.
- **The Catalyst** – a 462-unit, 27-story residential tower at South Church Street and Martin Luther King Boulevard.

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<p>DEMONSTRATED CASES OF DEVELOPMENTS AFFECTED BY TRANSIT SUPPORTIVE POLICIES</p> <p><i>(continued)</i></p>	 <p><i>400 North Church in Fourth Ward</i></p> <hr/> <h3>Fourth Ward</h3> <p>Outside the Center City office core, this predominantly residential neighborhood blends restored 19th-century homes with newer construction designed for historic compatibility. It is home to over 3,000 people, dozens of Victorian homes, the McColl Center for Visual Art and the North Carolina Dance Theatre’s new Patricia McBride and Jean-Pierre Bonnefoux Center for Dance.</p> <p>Along the edge of the neighborhood is the North Tryon arts and entertainment district, as well as pricey new condominiums. Recent projects have combined offices, retail and restaurants on the Tryon Street side, with residential uses oriented toward the Church Street side.</p> <p>Fourth Ward stands as an example of successful public-private partnerships over the years. In the 1970s, the North Carolina National Bank (predecessor of Bank of America), neighborhood activists, and City government set out to restore properties in the declining inner city area as an urban in-town neighborhood. Fourth Ward’s prosperity today testifies to the success of this strategy.</p> <p>Residential projects, including high rise condominium towers, are becoming prominent on the skyline of Charlotte. Recently completed Fourth Ward projects involving residential use include:</p> <ul style="list-style-type: none">• The Avenue, a 36-story, 386 unit condominium development, was completed on North Church Street in the Fourth Ward in 2007.• 701 North Church consists of nine residential townhomes on three floors.

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- **The Vue** is a 51-story, 408 unit condominium building nearing completion; when first proposed in 2006, it was represented as the most ambitious residential development in the Center City.
- **400 North Church Street** has 88 units on 1.11 acres, developed in conjunction with the Transamerica Building.
- **Uptown Place** includes 227 units on 2.52 acres on Graham Street, with 8,050 square feet of retail and a 315-space parking garage.
- **Frederick Place** has 29 units on 0.57 acres at 515 North Church Street with 41 parking spaces. The restoration of this older building won a local historic preservation award in 2003.



Jefferson Square



Settlers Place

- **Jefferson Square** (above) has 75 condominium units located in a 6-story building (with 154 parking spaces) on 1.19 acres, at North Church and West Seventh Streets in Fourth Ward.
- **Fifth and Poplar** has 305 units, with a Harris Teeter Express Supermarket at the street level.
- **715 North Church** has 89 condominium units with street-level office and retail components, and a rooftop terrace.
- **Silo Urban Lofts** includes 32 condominium loft-style units, located on West Tenth Street, with ground floor retail/commercial space.
- **Settlers Place** has 22 units on 0.39 acres, with 37 parking spaces at North Church and Sixth. The project involved restoration of the former North Carolina Medical College building along with construction of a new 5-story building.

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<p>DEMONSTRATED CASES OF DEVELOPMENTS AFFECTED BY TRANSIT SUPPORTIVE POLICIES <i>(continued)</i></p>	<ul style="list-style-type: none"> • Cotton Mills includes 180 units on 1.49 acres on North Graham at West Fifth and West Sixth Streets, with 2,392 square feet of retail and 381 parking spaces. • Chapel Watch has 36 units on 0.57 acres at the Odell Building, North Tryon and West Ninth Streets. <p>New residential developments continue to be announced and built throughout the four Wards of Center City. Since 1996, in excess of 5,000 new residential units have been added in the Center City, with additional units either under construction or in the planning stages.</p> <p>Mixed Use Development</p> <p>Most of the projects completed within the Center City of Charlotte (within proximity of the Charlotte Gateway Station) contain a mixture of uses incorporating residential, commercial and retail elements within a single structure or development. A typical representation of those projects is portrayed in Table III-1, below.</p> <p>Table III-1: Selected Mixed Use Developments (Charlotte)</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #800000; color: white;"> <th>PROJECT</th> <th>HOUSING UNITS</th> <th>RETAIL/OFFICE sq. ft.</th> </tr> </thead> <tbody> <tr><td>Court 6</td><td>80</td><td>20,000</td></tr> <tr><td>Quarterside</td><td>184</td><td>40,000</td></tr> <tr><td>The Trust</td><td>8</td><td>24,000</td></tr> <tr><td>Gateway Plaza</td><td>111</td><td>8,400</td></tr> <tr><td>Gateway Place Phase II</td><td>45</td><td>1,290</td></tr> <tr><td>Gateway Place Phase III</td><td>164</td><td>3,933</td></tr> <tr><td>Gateway Lofts</td><td>52</td><td>8,589</td></tr> <tr><td>Uptown Place</td><td>227</td><td>8,050</td></tr> <tr><td>Fifth and Poplar</td><td>305</td><td>27,500</td></tr> <tr><td>Cotton Mills</td><td>180</td><td>2,392</td></tr> <tr style="background-color: #cccccc;"> <td>TOTAL</td> <td>1,356</td> <td>144,154</td> </tr> </tbody> </table> <p>In addition, most of the proposed developments in proposed station areas have changed in terms of their intensities and mixture of uses as a result of the changes to policies and regulations. Many new projects are multi-story and propose development intensity greater than the previous background zoning would have permitted.</p>	PROJECT	HOUSING UNITS	RETAIL/OFFICE sq. ft.	Court 6	80	20,000	Quarterside	184	40,000	The Trust	8	24,000	Gateway Plaza	111	8,400	Gateway Place Phase II	45	1,290	Gateway Place Phase III	164	3,933	Gateway Lofts	52	8,589	Uptown Place	227	8,050	Fifth and Poplar	305	27,500	Cotton Mills	180	2,392	TOTAL	1,356	144,154
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Huntersville

There are several recent projects approved in the Town of Huntersville that are consistent with TOD design principles.

Hambright Station

- The **Bryton development** includes a total of 2,305 multi-family housing units within one-half mile of the proposed station. While none of the units are completed at this time, an initial phase (consisting of 400 apartments) is currently under review by Huntersville town staff. Additionally, the proposed development includes 1 million square feet of commercial development, and 1.2 million square feet of office/flex development as well. There are also proposed civic uses within walking distance of the proposed transit station. Bryton includes accommodations for pedestrians as well as bicyclists, through a well-connected network of sidewalks, trails and bike lanes/ways. The anticipated build-out is ten years for the residential and commercial components and 15 years for the office/flex element of the Bryton plan.

Huntersville Station

In the downtown Huntersville area, the Town adopted the *East Huntersville Small Area Plan* in 2007. The plan includes a mixed use development/redevelopment plan for approximately 500 multi-family units and 150 single-family units, along with 100,000 square feet of office and commercial uses.

Sam Furr Station

At the Sam Furr Station, the Town worked closely with a consulting firm in the preparation of a “Station Area Plan” (adopted by the Huntersville town board in 2006) for the area adjacent to the station. This plan includes multi-family housing units, office and commercial uses.

In addition, this station is intended to serve as a park-and-ride facility, with significant parking accommodations. Immediately west of the station is the proposed **Caldwell Station** apartments, which includes 530 multi-family units that will have direct walking access to the station.

Cornelius

- New development within the Transit District Overlay includes **Antiquity** – a mixed use planned community will include a commuter rail station, commercial and retail space, and 951 multi-family and single family attached and detached housing units.

Development of the Antiquity Community required various right-of-way improvements. Those improvements include construction of a new signalized at grade railroad crossing and the closure of two unprotected at grade crossings at Smith and Railroad streets within the TDO. In addition, the town is currently making improvements to Zion Street and Hickory Street in an effort to better accommodate vehicular and pedestrian traffic.

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Davidson

All of the following projects are either mixed use or increase the amount of housing within the half-mile transit area in Davidson.

- **Walnut Grove** is a high density residential development within one-quarter mile of the future Davidson transit station. Twenty detached residential units have been approved for the 2.1 acre site, including three affordable housing units. A regional greenway project connects to the site, and significant trees have been preserved as part of the plan. All units are oriented toward public streets with no or little front setback.
- **Stowe’s Corner** is a three-story mixed use infill project in the heart of downtown Davidson and within one-quarter mile of the future transit station. The 21,000+ square foot building has a first floor restaurant use and upper floor office uses on the 0.42 acre site. Limited parking is provided on the site (27 spaces), which encourages restaurant patrons to walk from other downtown destinations.
- **Davidson Commons** is a mixed use retail and office shopping center within a half-mile of the transit station site. The project contains a full-scale grocery store, restaurants, professional offices, business services and retail stores within the 110,000 square foot, two-story shopping center on 5 ½ acres. All buildings face a public street and parking is located to the rear of buildings or vegetated screening. The shopping center is adjacent to a charter school, other commercial uses and residential development.

Mooresville



Transit Area Mixed-Use

Proposed green at Legacy Village

- **Legacy Village** contains condominium uses (81 out of a planned 280 have been constructed to date), and is proposed to contain 200,000 square feet of office, 100,000 square feet of retail, and a 10,000 square foot day care facility (already constructed) when built out. A hotel is also proposed to be located within this development. There is no proposed timeframe for build-out.

Currently, this development is the anticipated location for the **Mount Mourne Station** on the LYNX Red Line. The Legacy Village mixed use development does contain residential development that is greater in quantity and density than would have been allowed if the station was not being planned in the vicinity.

- **Langtree** is an extensive mixed-use development, containing retail, office and attached residential, that is proposed south and west of the intersection of N.C. 115 and Langtree Road. The development consortium controls a total buildable area of 40.93 acres and the project is expected to include 199,000 square feet of retail, 54,000 square feet of office, and 309 multi-family dwellings. The consortium will also construct the first segment of the East-West Connector between Langtree Road and N.C. 115.

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STATION AREA DEVELOPMENT PROPOSALS AND STATUS

■ 62. Description and plans for new development, including joint development proposals, with size, types of uses and expected dates of start of construction and completion

The North Corridor commuter rail project continues to experience significant interest in transit supportive development throughout the corridor, based on conversations held between City staff and developers as well as by the development proposals and applications submitted to date. Interest has been particularly strong in “greenfield” areas such as can be found around the **Eastfield** (Charlotte), **Hambright** (Huntersville) and **Mount Mourne** (Mooresville) stations.

Charlotte

Charlotte Gateway Station

One significant initiative that has been in the planning stages for a number of years is the **Gateway Station** itself. Planned to be multi-modal (serving multiple modes of travel), it will be a stop not only for the LYNX Red Line commuter rail, but will also serve local and regional bus service as well as inter-city bus and train service. It is estimated that such a facility could accommodate as many as 500,000 passengers in 2015.

- The proposed **Gateway Station** provides a locational opportunity for the Charlotte Area Transit System and the N.C. Department of Transportation Rail Division (which has assembled 36 nearby acres for station and right-of-way improvements as well as for other related development) to partner on a mixed use project that would include (in addition to the station) approximately 100,000 square feet of a combination of retail and office space located in a mixed use tower. Mecklenburg County has also committed to construction of a nearby park that would provide a public amenity to complement the new station.
- **The Citadin** is a planned mixed use project adjoining the Center City Gateway Station. It is to be constructed at 500 West Trade Street and contain 400 apartment units with a retail component oriented toward Trade Street.



Proposed development at 500 West Trade, adjoining the Charlotte Gateway Station

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<p>STATION AREA' DEVELOPMENT PROPOSALS AND STATUS <i>(continued)</i></p>	<ul style="list-style-type: none"> ■ The 32-acre First Ward Urban Village will be anchored by the 150,000 square foot University of North Carolina at Charlotte Center City campus building nearing completion on East Ninth at North Brevard Streets. This facility, scheduled for completion in late 2011, will house the university’s Center City operations as well as their Architecture and Business Administration departments. Beyond the UNCC facility, the Urban Village is proposed to contain 2 million square feet of office space, 282,000 square feet of retail, 2,150 dwelling units, and a three-acre park, all designed in a mixed use urban setting. ■ The EpiCentre is a major project in the heart of Center City whose first phase was completed in 2007. It is the private redevelopment of Charlotte’s old Convention Center site. The City and County have jointly funded infrastructure improvements on the periphery of the site, including sidewalks and a connecting platform to the LYNX Blue Line light rail station. The first phase of the project (complete) consists of 260,000 square feet of retail – including movie theaters, bowling alleys, and a 175-room hotel – and 60,000 square feet of office, with future phases to include a 53-story residential tower. ■ The Duke Energy Tower/Levine Center of the Arts project was completed in 2010. Full build-out of this mixed-use project includes construction of a 42-story condominium tower that is still in the planning stage. ■ The 440 South Church project, just completed, consists of a 363,000 square foot of- fice/retail tower that is designed to include four restaurants. ■ The Catalyst development, just completed at the corner of Church Street and Martin Luther King Boulevard, is a 27-story tower containing a total of 462 dwelling units as well as 20,000 square feet of retail space. ■ The proposed Brooklyn Village development – so named after the 1960s era neighborhood that was demolished under Urban Renewal to make way for a portion of the present-day Government District – is proposed for the block currently occupied by Marshall Park and the old Charlotte-Mecklenbug Schools Education Center. This proposed development will consist of 411 condominiums and 284 apartments (some to be affordable), 180,000 squre feet of office and 40,000 square feet of retail space, all designed and developed in a mixed-use urban fashion around a public park. ■ The Twelve development, scheduled for construction at the corner of South Mint and West Second Streets, will consist of a 39-story tower occupied by 400 condominium units and a 150-room suites-style hotel. ■ The 300 South Tryon project will consist of towers of 32 and 14 stories with 319 units, 310,000 square feet of office space, and 40,000 square feet of retail develop- ment. ■ The Skye condominium tower, now under construction at the corner of East Third and Caldwell Streets, will rise 22 stories, and will contain 67 residential units, a 172- room hotel, and 2,600 square feet of ground-floor retail space.

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Artist's rendering of potential Second Ward development in Brooklyn Village

- A local development group – in partnership with the Carolina Theatre Preservation Society – plan a development dubbed **The Encore**, proposed to redevelop the old Carolina Theatre site on North Tryon Street by building 20 condos above the existing historic theater, and restoring the theater into a venue that can host live music events, movies, plays and charitable events.

Derita Station

The area around the Derita Station is a neighborhood commercial center typical of an older suburban area. While most of the land is developed, the prospect of a rail station has the potential of serving as a catalyst for residential, commercial and mixed use redevelopment of key parcels in the station area.

There have been no firm redevelopment proposals put forth to date, due at least in part to the relative absence of “shovel-ready” sites in the station area and the challenges associated with obtaining site control. However, interest in redeveloping properties such as the nearby former big-box supermarket is likely to increase as the commuter rail gets closer to reality.

Harris Station

While the location of the Harris Station lies in proximity to the intersection of two state roads – N.C. 115 (Old Statesville Road) and W.T. Harris Boulevard – and to a considerable amount of commercial development, a large (395-acre) tract to the east is vacant. A

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

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<p>STATION AREA' DEVELOPMENT PROPOSALS AND STATUS <i>(continued)</i></p>	<p>lack of site accessibility, coupled with topographical site issues, have combined to make this parcel relatively unattractive for development. However, the prospect of a commuter rail station alongside this tract created the impetus for the site's owner to propose development of a mixed use transit oriented development "village" containing 271,500 square feet of retail, 528,000 square feet of office, and 1,788 dwelling units in a range of styles and densities, with the most intense development located closest to the station. Ground has not yet been broken for this development, which is proposed to also contain 150 acres of open space.</p> <p>Eastfield Station</p> <p>The only truly "greenfield" station area within Charlotte's jurisdiction, the Eastfield Station Area has drawn the greatest degree of interest and attention from prospective transit oriented development among the Charlotte North Corridor stations.</p> <ul style="list-style-type: none"> ■ In 2005 the Gandy development group obtained zoning approval to develop a TOD-style village on 146 acres on the east side of the tracks and immediately adjacent to the proposed transit station. <p>The proposed development is to consist of a mix of nearly 1,000 multi-family and single family (small lot) residential units constructed in a walkable environment, coupled with a 30,000 square foot retail development adjoining the station that is intended to serve both community residents as well as commuters. Preliminary engineering work and subdivision platting are currently underway.</p> <p>There are approximately 175 acres of additional vacant and developable land in this station area for which development interest has periodically been shown; however, to date no firm development proposals have been put forth.</p> <p><u>Huntersville</u></p> <ul style="list-style-type: none"> ■ In October, 2006, the Town of Huntersville granted rezoning approval for a proposed TOD project located east of N.C. 115. This project – called Bryton – included the relocation of the Norfolk and Southern rail line in 2010 to accommodate the proposed development, along with significant road and utility infrastructure investment. At build-out in 2025, Bryton (located on approximately 500 acres) will consist of 198 single family homes, 2,305 multi-family units, 1 million square feet of retail space and 1.2 million square feet of office/flex space. This approval represents the first rezoning of property for TOD and upon completion would be one of the largest such projects in the United States. <p><u>Cornelius</u></p> <p>The Town of Cornelius has solicited proposals for the redevelopment of town-owned property at the intersection of Catawba Avenue and N.C. 115 (Main Street). The proposal would result in a joint venture with the Town and a design/build team which would construct a multi-use building. CATS is currently participating in planning efforts with the</p>

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Town in order to identify and acquire properties for the construction of a park-and-ride lot and commuter rail station.

Davidson

- **Mooney’s Corner** is a proposed and permitted 4-story mixed-use office and retail building to be built within the downtown commercial district in early 2011. This 17,000 square-foot building will house restaurant, retail and office uses on the .2 acre site. No parking will be provided on-site, but the developer has agreed to a payment-in-lieu toward a future commuter rail/downtown parking deck within walking distance of the property. The building faces and is set against Main Street; the building will join existing historic structures.

Mooreville

- **Legacy Village**, which has constructed 81 condominiums to date, as well as a 10,000 square foot day care center, anticipates an additional 199 condominiums, 200,000 square feet of general office and 100,000 square feet of retail space. Construction began in 2007 and the completion of this project is unknown at this time given the current economic climate.
- The **Langtree** Development Consortium has a total buildable area of 40.93 acres, and is anticipated to include 199,000 square feet of retail, 54,000 square feet of office, and 309 multi-family dwelling units. The *Mooreville Tribune* reported in February, 2011, that the development company anticipates beginning phase one of the project by July, 2011, with “300 apartment units, retail shops, restaurants and waterfront views.”

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<p>III-B POTENTIAL IMPACT OF TRANSIT PROJECT ON REGIONAL LAND USE</p> <p>ADAPTABILITY OF STATION AREA LAND FOR DEVELOPMENT</p>	<p>■ <u>63. Description or inventory of land near transit stations that is vacant or available for redevelopment, and the amount of development anticipated for these parcels</u></p> <p>Table III-2: North Corridor – Inventory of Land for Development</p> <table border="1"> <thead> <tr> <th>Station Area</th> <th>City</th> <th>Proposed Transit Supportive Development (acres)</th> <th>Redevelopment Anticipated by 2035 (acres)</th> </tr> </thead> <tbody> <tr> <td>1. Gateway</td> <td>Charlotte</td> <td>50</td> <td>25.3</td> </tr> <tr> <td>2. Derita</td> <td>Charlotte</td> <td>171</td> <td>91.7</td> </tr> <tr> <td>3. Harris</td> <td>Charlotte</td> <td>508</td> <td>316.3</td> </tr> <tr> <td>4. Eastfield</td> <td>Charlotte</td> <td>361</td> <td>395.5</td> </tr> <tr> <td>5. Hambright</td> <td>Huntersville</td> <td>583</td> <td>547.8</td> </tr> <tr> <td>6. Huntersville</td> <td>Huntersville</td> <td>311</td> <td>195.7</td> </tr> <tr> <td>7. Sam Furr</td> <td>Huntersville</td> <td>394</td> <td>318.0</td> </tr> <tr> <td>8. Cornelius</td> <td>Cornelius</td> <td>180</td> <td>258.4</td> </tr> <tr> <td>9. Davidson</td> <td>Davidson</td> <td>145</td> <td>196.7</td> </tr> <tr> <td>10. Mount Mourne</td> <td>Mooreville</td> <td>552</td> <td>221.3</td> </tr> <tr> <td>Total</td> <td></td> <td>2,703</td> <td>2,566.7</td> </tr> </tbody> </table> <p>Source: Noell Consulting Group: <i>North Line Station Area Value Analysis</i> (2011)</p> <p><u>Charlotte</u></p> <p>There is a significant amount of land throughout the North Corridor that may be available and suitable for redevelopment. In the Center City portion of the corridor, there remain a number of parcels available for new development, despite the recent surge in Center City development activity. Most of these parcels are currently being used for surface parking.</p> <p>■ Charlotte Gateway Station</p> <p>In the vicinity of the Center City Gateway Station, the N.C. Department of Transportation owns a considerable amount of developable or redevelopable land that is intended to be strategically made available in coordination with the development of the inter-city component of the multi-modal Gateway station (scheduled to replace the aging inter-city passenger facility on North Tryon Street). There is an estimated 50 acres of land that is potentially available for future transit supportive development, with an estimated 25.3 acres that will be developed by 2035.</p> <p>■ Derita Station</p> <p>The Derita Station Area has significant potential for the station development to serve as a catalyst for redevelopment of portions of the station area, particularly some of the aging and obsolete community commercial properties. The station’s location also provides some development opportunities between the track and Gibbon Road. At the Derita station, an estimated 171 acres is potentially available for future transit supportive development, while 91.7 acres is estimated to be developed by the year 2035.</p>	Station Area	City	Proposed Transit Supportive Development (acres)	Redevelopment Anticipated by 2035 (acres)	1. Gateway	Charlotte	50	25.3	2. Derita	Charlotte	171	91.7	3. Harris	Charlotte	508	316.3	4. Eastfield	Charlotte	361	395.5	5. Hambright	Huntersville	583	547.8	6. Huntersville	Huntersville	311	195.7	7. Sam Furr	Huntersville	394	318.0	8. Cornelius	Cornelius	180	258.4	9. Davidson	Davidson	145	196.7	10. Mount Mourne	Mooreville	552	221.3	Total		2,703	2,566.7
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ADAPTABILITY OF STATION AREA LAND FOR DEVELOPMENT
(continued)

■ **Harris Station**

Development of the Harris Station could serve to support a combination of new development – particularly on a large single tract to the east of the tracks – and redevelopment of existing commercial and industrial uses along both W.T. Harris Boulevard and N.C. 115 (Old Statesville Road) that may not benefit from the location in proximity to the commuter rail station, thereby making way for transit oriented development. There are 508 acres that could be made available for transit supportive development around the Harris station while it is estimated that 316.3 acres will develop in that manner by the year 2035.

■ **Eastfield Station**

Of the stations located within Charlotte’s annexation “Sphere of Influence,” the Eastfield Station may hold greatest promise to affirmatively influence land use, inasmuch as the proposed station is located in a largely undeveloped area. There are a total of 361 acres that are potentially available to be developed with future transit-supportive development while an estimated 395.5 acres are anticipated to be developed by the year 2035 (the significant development potential at this location and the potential for redevelopment of currently developed acreage account for the redevelopment acreage exceeding the currently available development acreage).

Huntersville

There is a significant amount of land available for development and/or redevelopment within one-half mile of the three station areas proposed along the North Corridor LYNX Red Line within the Town of Huntersville. Much of this acreage represents “greenfield” development, with the balance consisting of land which is suitable for redevelopment.

■ **Hambright Station**

There are approximately 385 acres of currently vacant property located within the half-mile station area surrounding Hambright station and available for development. Several of the properties within this half-mile area are existing single-family homes which are expected to be demolished for redevelopment. Of the total existing vacant acreage, approximately 358 acres lies within the boundaries of the Bryton TOD development, which is expected to reach full build-out by 2025. It is anticipated that the remaining acreage within the half-mile transit station area will also be substantially redeveloped by 2025.

■ **Huntersville Station**

Approximately 100 acres within the half-mile Huntersville Station Area are currently vacant and suitable for either development, or redevelopment. The greatest development potential is for property located northeast of the proposed station stop, north of Huntersville-Concord Road and east of Church Street. The largest single parcel within this area is the former Anchor Mill property, a 30-acre parcel that has been identified for TOD as part of several long range plans, including most recently the *East Huntersville Area Development Plan*. Development of the Anchor Mill site and redevelopment of the area south of Anchor Mill is anticipated to occur by 2025 in conjunction with the start of commuter rail service.

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>ADAPTABILITY OF STATION AREA LAND FOR DEVELOPMENT <i>(continued)</i></p>	<p>■ Sam Furr Station Approximately 198 acres located within the Sam Furr Station area are vacant and available for development and redevelopment. The area located immediately adjacent to the proposed station stop (east of N.C. 115) is anticipated to develop by 2025, in conjunction with the proposed start of commuter rail service. The area west of N.C. 115 is also anticipated to reach full build-out by 2025.</p> <p><u>Cornelius</u></p> <p>■ Cornelius Station The Cornelius Centennial Transportation Plan, the Transit District Overlay (TD-O) and the Antiquity community set the parameters for development along the LYNX Red Line commuter rail corridor. The planned development will consist of more than 1000 residential dwelling units, 105,000 square feet of commercial space and 215,000 square feet of office space.</p> <p><u>Davidson</u></p> <p>■ Davidson Station A number of properties within one-half mile of the future transit station were identified as part of the <i>Davidson Transit Station Area Plan (Attachment 15)</i> and 2010 <i>Davidson Comprehensive Plan</i> for infill or redevelopment. The station area has few substantial vacant parcels, but several building sites have tremendous potential for more intense, mixed use redevelopment. Over 3.6 million square feet of new development or redevelopment opportunities were identified within a walking distance of the transit station. Several assumptions were considered as part of the final development model:</p> <ul style="list-style-type: none"> • an average of 3-story buildings; • an average floor-to-area ratio of .75 relating building space to lot size; • discounted development potential for new roads; • parking and infrastructure need; • about 68% of that floor area reserved for residential uses and the balance reserved for commercial (office and retail) uses; and • the preservation of “sacred spaces” – defined as the most historic and culturally significant buildings and sites in the downtown area. <p>The development model projects that of the total redevelopable area, approximately 1.8 million square feet of residential and 900,000 square feet of commercial space could be integrated within the historic downtown fabric to support transit, economic development and community quality of life.</p> <p><u>Mooreville</u></p> <p>■ Mount Mourne Station According to the <i>Mount Mourne Small Area Plan</i>, adopted in 2006, new high density mixed use development is proposed for the area around and between the Lowe’s corporate campus and the Lake Norman Regional Medical Center. This plan (see <i>Attach-</i></p>

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<p>ADAPTABILITY OF STATION AREA LAND FOR DEVELOPMENT <i>(continued)</i></p>	<p><i>ment 16)</i> envisions the continuing expansion and densification of the existing employment center, including the following specific recommendations:</p> <ul style="list-style-type: none">• watershed high density option development to encourage a density near the transit station that maximizes pedestrian movement in the area;• urban form of two, three and four story mixed-use buildings, with retail uses encouraged on the street level and office or residential uses on the upper floors;• residential Infill Development and redevelopment is encouraged to revitalize existing neighborhoods; and• new mixed housing type residential development, currently planned provides relatively dense (8-12 units per acre) housing

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ADAPTABILITY OF
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■ 64. Projected timeline for development of station area properties

Table III-3: North Corridor – New Development Projected by 2035

Station Area	City	Multi-Family (Units)	Office (Sq. Ft.)	Retail (Sq. Ft.)
1. Gateway	Charlotte	2,023	1,488,795	118,490
2. Derita	Charlotte	291	4,640	98,550
3. Harris	Charlotte	954	329,623	200,768
4. Eastfield	Charlotte	1,277	651,477	389,715
5. Hambright	Huntersville	2,146	1,346,249	874,892
6. Huntersville	Huntersville	898	99,937	78,609
7. Sam Furr	Huntersville	932	184,949	133,081
8. Cornelius	Cornelius	859	118,665	147,392
9. Davidson	Davidson	859	123,105	117,913
10. Mount Mourne	Mooreville	857	261,019	365,780
Total		11,096	4,608,459	2,525,190

Source: Noell Consulting Group: *North Line Station Area Value Analysis* (2011)

Multi-Jurisdictional

Table III-3 (above) indicates the projected timeline for development of the station areas in addition to the Center City. By 2035, these ten stations are projected to have over 11,000 new housing units, over 4.6 million square feet of new office, and over 2.5 million square feet of new retail. This new development will be required, once the sites are rezoned, to be developed in a transit-friendly form.

Charlotte

The Griffith Lakes proposed development (**Harris Station**) and the Eastfield Station proposal (**Eastfield Station**) are both awaiting more favorable economic conditions in order to get underway. Neither development has a timeline, but given absorption trends represented in Table III-3 (above), likely build-out is in the 15-year range.

Huntersville

- **Hambright Station:** The Bryton development has a projected buildout of 10-15 years (2020-25).
- **Huntersville Station:** Development in the Huntersville Station Area is projected to occur gradually over the next 25 years (to 2035).
- **Sam Furr Station:** Development is projected to occur over the next 10-15 years, in conjunction with the start of service along the North Corridor LYNX Red Line.

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<p>ADAPTABILITY OF STATION AREA LAND FOR DEVELOPMENT <i>(continued)</i></p>	<p><u>Cornelius</u></p> <p>The development in the Cornelius Station area will be market driven, but the present construction downturn and market conditions complicate timeline projections. However, it is anticipated that development efforts within the Transit District Overlay will continue for the next 10 years.</p> <p><u>Davidson</u></p> <p>The Town of Davidson is actively working with the owner of a three-acre site adjacent to the future commuter rail station to develop a plan and secure grants for historic mill rehabilitation, brownfields clean-up and public parking.</p> <p>None of the vacant or redevelopable sites located within the Davidson Station Area, other than those already built-out or permitted, have submitted for or received master plan approval. Consequently, the timeline of redevelopment is unknown.</p> <p><u> Mooresville</u></p> <p>Construction began at Legacy Village in 2007, but at this time there is no estimate of the build-out date. The Langtree development anticipates beginning phase one construction in 2011, with no firm build-out timetable.</p>

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ADAPTABILITY OF STATION AREA LAND FOR DEVELOPMENT
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■ **65. Amount of development allowed at station area build-out, compared to existing amount of development**

Table III-4: North Corridor – Existing Development

Station Area	City	Non-Residential Sq. Ft.	SF and MF Residential Units
1. Gateway	Charlotte	4,023,898	1,739
2. Derita	Charlotte	448,785	1,295
3. Harris	Charlotte	2,205,232	500
4. Eastfield	Charlotte	822,953	225
5. Hambright	Huntersville	481,093	12
6. Huntersville	Huntersville	529,710	700
7. Sam Furr	Huntersville	596,934	394
8. Cornelius	Cornelius	531,224	841
9. Davidson	Davidson	2,032,726	854
10. Mount Mourne	Mooreville	na	na
Total (Mecklenburg County)		11,672,555	6,860

Note: data for 2009, based on parcels that intersect with half-mile station buffers, except Gateway (quarter-mile buffer)
 Note: data not available from Iredell County for Mount Mourne
 Source: Charlotte-Mecklenburg Planning Department

Multi-Jurisdictional

Table III-4 (above) shows the existing non-residential and residential development in the LYNX Red Line’s nine station areas within Mecklenburg County. Once Transit Oriented Development (TOD) zoning is applied in these areas, minimum densities of at least 0.75 FAR or 20 dwelling units per acre within one-quarter mile of a station, or 0.5 FAR or 15 dwelling units per acre in the area between one-quarter and one-half mile of a station, will be envisioned for all new development. This is substantially greater than the existing intensity of most development in these station areas.

Huntersville

The following are projections for new development between 2010 and 2035 in Huntersville’s three transit station areas.

Table III-5: Huntersville Station Area Development Projections (2035)

Station Area	Residential	Office (sf)	Retail (sf)	Flex (sf)
5. Hambright	3,147 units	1,346,249	874,892	277,250
6. Huntersville	1,530 units	99,937	78,609	35,250
7. Sam Furr	2,039 units	184,949	133,081	64,464
Total	6,716 units	1,631,135	1,793,982	377,964

Source: Noell Consulting Group: *North Line Station Area Value Analysis* (2011)

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Cornelius

The Cornelius Transit District Overlay encourages higher density for development within the transit corridor. Permitted uses in the underlying zoning districts will benefit from higher unit density for those residential parcels in the overlay district.

Davidson

The town currently has approximately 3.5 million square feet of built development – commercial, residential and civic – within one-half mile of the future transit station. The *Davidson Comprehensive Plan* anticipates that build-out for the transit area will double the existing amount of built development over the next 20 to 25 years.

Additional development is projected to include 3.6 million square feet of commercial, retail, residential and civic uses. In most cases, this redevelopment will occur on vacant or vastly underutilized sites, leaving the town’s most historic structures in place.

Mooreville

The Langtree Development is not yet constructed. The Legacy Village Development currently has 81 out of 280 condominiums constructed, as well as the day care facility; 200,000 square feet of general office, and 100,000 square feet of retail space has not yet been constructed. There is no timeframe for the build-out of this development.

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<p>CORRIDOR ECONOMIC DEVELOPMENT</p>	<p>■ <u>66. Regional and corridor economic conditions and growth projections</u></p> <p><u>Multi-Jurisdictional</u></p> <p>The Base Year 2010 U.S. Census data for the Mecklenburg County metropolitan area (see the table on <i>Quantitative Land Use Information</i>, beginning on page 251) modeled network and zonal structure, which actually includes some areas outside the county. The total population is 2,174,353. Data has been disaggregated for the five designated transit corridors, the five “wedges” that separate the corridors, and the Center City.</p> <ul style="list-style-type: none"> ▶ Population of the North Transit Corridor is 217,626 persons in 190.7 square miles. The corridor represents 35% of the county land area. At 1,141 persons per square mile, the corridor is less dense than the county-wide figure of 1,684 persons per square mile. ▶ Multi-Family dwellings comprise 33% of household units in the North Corridor, slightly below the Mecklenburg County average of 40%. ▶ Employment of 100,273 in the North Corridor represents 9.5% of the metropolitan area total of 1,054,740 employees. The county-wide employment for the 2010 base year is 532,603. At 526 employees per square mile, the North Corridor employment density is comparable to the county average of 9.7%, although less than Center City’s concentration of 31,271 employees per square mile. ▶ Population and Employment Projections for Mecklenburg County indicate growth will remain strong, with approximately 529,804 net new jobs and 425,450 additional people added to the county between 2010 and 2035. ▶ Growth Policies are designed to capture a significant share of this growth in the five designated transit corridors. Specifically, capture targets in the transit corridors are: 75% of new office growth, and 70% of new multi-family growth. <p>The Noell Group 2011 corridor market study (see pages 106-126 and <i>Attachment 20</i>) indicates:</p> <p style="padding-left: 40px;"><i>The station areas of the North Corridor could absorb significant increases in population and employment if the City and North Corridor towns continue to take a proactive approach in attracting transit oriented development to station areas.</i></p> <p><u>Charlotte</u></p> <p>The City of Charlotte’s population has increased 35% since 2000 to 731,424 in 2010 – and by 85% (from 395,534) since 1990. The projected 2035 population of Charlotte is 1,003,995, or a 37% increase over 2010.</p> <p><u>Huntersville</u></p> <ul style="list-style-type: none"> ▶ Population Projections – Huntersville’s 2010 census population is 46,773 – a dramatic 87.4% increase since 2000. Projections by the Charlotte-Mecklenburg Planning
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Department indicate Huntersville is expected to grow to 109,087 persons by 2035, an increase of 133% for Huntersville by 2035.

- ▶ **Employment Projections** – 2010 Census figures place Huntersville’s total employment at 20,484, with employment estimated to reach 49,480 by 2035.

Cornelius

The population of Cornelius doubled in the last ten years, increasing from 11,969 in 2000 to 24,866 persons in 2010, a decade growth rate of 108%. Projections prepared as part of Navigate Cornelius comprehensive planning process suggest Cornelius will grow at least 2.5% annually to an estimated population of 33,760 by 2020. The current level of available permitted housing sites would be adequate to support this growth.

Long range projections prepared by the Charlotte-Mecklenburg Planning Department place the population of Cornelius at 45,100 by 2035, an 81% increase over the town’s 2010 population. Employment in Cornelius is expected to more than double by 2035, reaching 19,930 employees, an increase of 112% over the 2010 number of employees.

Assessing market potential for industrial and office space in Cornelius is difficult for several reasons. Much of the development activity in office space has clustered outside of Cornelius at the Harris Boulevard and Huntersville exits on Interstate 77. Cornelius does not have large format speculative office or industrial space on par with locations to the south toward Charlotte. Moreover, the glut of space in the I-77 corridor place it in a position to have a slower recovery, further hampering speculative construction in Cornelius for the foreseeable future.

Based on market analysis and the assumptions that Cornelius’ share of the retail trade will remain constant over the next 10 years and population growth remain approximately 2% per year, Cornelius could support an average of an additional 215,000 square feet of retail space by 2020. Major categories would include food stores, general merchandise and specialty retail. It is unlikely that major shopping goods stores will locate in Cornelius because those store types are going to continue to cluster near the super-regional centers of Birkdale and Northlake Mall along Interstate 77.

Davidson

Davidson’s population increased 53% in the last decade, growing from 7,139 in 2000 to 10,944 residents in 2010. Projections prepared by the Charlotte-Mecklenburg Planning Department place Davidson’s 2035 population at 22,586, a 106% increase over 2010. The town’s employment base should also more than double during the next 25 years, growing 109% to 9,789 employees in 2035.

Land values are extremely favorable for redevelopment along the LYNX Red Line in Davidson. Properties have good access to local and regional streets, all properties are within walking distance of the historic downtown, and a high-income residential market is within close reach.

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<p>CORRIDOR ECONOMIC DEVELOPMENT <i>(continued)</i></p>	<p>The Town of Davidson has made it a top priority to recruit, foster and support economic development. An economic development department has been created to support existing and future business. The Town has committed funding to market local business, development properties and business incubators in the transit area.</p> <p><u>Mooreville</u></p> <p>Mooreville has already exhibited strong population growth, having grown from 18,823 in 2000 to 27,953 persons in 2010, a 49% increase during that time period.</p> <p>Mooreville is expected to gain of over 65,000 residents between 2000 and 2025, according to a 2004 study for the Town of Mooreville. Specifically, the census block groups for the Mount Mourne area are expected to gain over 1,600 households and approximately 4,100 residents between 2000 and 2025. The study further indicates that the census block groups for the Mount Mourne area are anticipated to gain over 6,500 office employment positions between 2006 and 2025.</p> <p>It is anticipated that the North Corridor LYNX Red Line will terminate in Mount Mourne near the Lowes' corporate campus. Lowe's currently has approximately 3,500 employees and is projected to have 12,000 employees at build-out (timeframe unknown).</p>

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES

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■ **67. Development market trends in existing corridors and station areas (for areas with existing transit)**



In the South Transit Corridor, the LYNX Blue Line has generated nearly 1,200 new residential units in the last five years, including these at the Bland Street station.

Charlotte

Charlotte launched its first rapid transit rail line in 2007 with the introduction of the 9.6-mile LYNX Blue Line in the city's South Transit Corridor. Since that time, a number of developments have been either completed or are currently under construction in the LYNX Blue Line station areas, representing:

- ▶ 3,550 dwelling units in 16 projects,
- ▶ 218,014 square feet of office space in seven projects, and
- ▶ 218,361 square feet of retail development in nine projects.

Additionally, a number of new projects have been announced or proposed in those same station areas, representing:

- ▶ 3,248 proposed dwelling units in 13 projects,
- ▶ 301,300 square feet of proposed office development in eight projects, and
- ▶ 426,300 square feet of proposed retail development in ten projects.

This activity – despite the effects of the recession that have been felt in Charlotte as elsewhere – demonstrates that there is a strong and sustained level of interest in developing and occupying higher-density, transit supportive development when the prospect of the development of rapid transit infrastructure exists.

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Information Requested	Documentation Supporting Land Use Criterion
<p>CORRIDOR ECONOMIC DEVELOPMENT <i>(continued)</i></p>	<p><u>Huntersville / Cornelius / Davidson / Mooresville</u></p> <p>Charlotte has the only rapid transit line currently in operation (the LYNX Blue Line in the South Corridor), but projects noted in this report for North Corridor station areas are indicative of expectations for transit corridors and concentrated mixed use development based upon:</p> <ul style="list-style-type: none">• experience during the past three years in development trends in the South Corridor;• extensive interaction with numerous development interests during the past decade along the entire North Corridor; and• established plans, policies and expectations among North Corridor jurisdictions with regard to transit oriented and transit supportive development in proximity to transit stations.

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■ **68. Demonstrated market support for higher-density and transit/pedestrian oriented development**

Multi-Jurisdictional

The 2010 **ULI Advisory Services Panel Report** for the Lake Norman Area (*Attachment 9*) noted that “The panel believes that the study area is well positioned for significant economic growth.” Furthermore, “Supporting a denser, mixed-use development approach for the TOD locations around the commuter rail stops will be an important step in luring new economic development to the Lake Norman area.”

Charlotte

As referenced in previous sections, there are increasing higher density residential and mixed use development projects proposed in both the Harris and Eastfield station areas, as well as at nearly every station in the northern towns on the North Corridor LYNX Red Line. *This development (both proposed and “on the ground”) has been almost exclusively higher density, mixed use and pedestrian/transit oriented.*

Additionally, the demonstrated success of the numerous transit supportive developments in place along the LYNX Blue Line (South Corridor) provides firm demonstration of both public acceptance and popularity as well as interest and ability of members of the development community doing business in the Charlotte area.

The intense residential and mixed use development in Center City in recent years, described on pages 213-220, also reflects the market for high density residential living in proximity to working, entertainment and shopping opportunities.

Huntersville

Market support for higher density and transit/pedestrian oriented development has been demonstrated at each of the three proposed stations in Huntersville:

- **At Hambricht Station**, the Bryton TOD project would represent one of the largest such projects in the U.S., consisting of over 2,000 units of multi-family housing, along with 1 million square feet of retail space and 1.2 million square feet of office/flex space. A well developed pedestrian network within the half-mile station area will allow for easy access to the transit station. To date, significant site development has already occurred to facilitate the Bryton TOD, including relocation of the rail line along with road and bridge construction.
- As part of the preparation of long-range development/redevelopment plans for the **Huntersville Station** area, both property owners and developers expressed strong interest in TOD, in conjunction with the proposed start of commuter rail service on the North Corridor. In particular, the Town has received a number of inquiries about the availability of the Town-owned Anchor Mill property (in close proximity to the downtown Huntersville station).

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>CORRIDOR ECONOMIC DEVELOPMENT <i>(continued)</i></p>	<ul style="list-style-type: none"> ■ At Sam Furr Station, there has also been strong market interest in development of the area. In 2009, the Town reviewed plans for a proposed TOD project that consisted of approximately 1,000 multi-family housing units, 135,500 square feet of office and 99,500 square feet of commercial space. Due to a delay in commuter rail and sewer service to the site, the developer withdrew his proposal. However, with the planned extension of sewer line service to the Sam Furr Station area, it is anticipated that developer interest will continue to be strong as plans for the North Corridor advance. <p><u>Cornelius</u></p> <p>The majority of new building permits for single family attached and single family detached housing have been issued for construction in the Antiquity planned community, adjacent to the Cornelius Station. Permits within the Transit District Overlay and Antiquity total 56 compared, with 84 permits issued through out Cornelius.</p> <p><u>Davidson</u></p> <p>Nearly every redevelopment or vacant parcel in the Davidson Station area has received significant attention through small area plans or development proposals, signaling a strong interest to direct significant commercial and residential density to the Davidson market. Retail and office spaces in the transit area have a high occupancy rate, also indicating a sustaining interest in economic development near the downtown and transit area.</p> <p>The Town of Davidson requires that all development be transit and pedestrian oriented by way of the design of streets, buildings, parking and open spaces. The Town has said through its Comprehensive Plan that between one-third and one-half of all future population growth will be directed to its transit station area, creating dense and walkable mixed-use residential and retail environments. A number of residential developments have already been approved for the transit area, and additional multi-family development is proposed for redevelopment sites.</p> <p><u>Mooreville</u></p> <p>Both the Legacy Village Development and the Langtree Development Consortium – in proximity to the Mount Mourn Station – will contain higher density residential and pedestrian oriented mixed use development, with commercial and retail components.</p>

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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CORRIDOR
ECONOMIC
DEVELOPMENT
(continued)

■ **69. Locations of major employment centers in the region, and expected growth in these centers**

Charlotte

Charlotte-Mecklenburg’s Centers, Corridors and Wedges Growth Framework identifies the Center City (Uptown Charlotte) as the center of the region, with five corridors of activity extending outward. These growth corridors are designated as Charlotte’s transit corridors. The North Corridor is proximate to or intersects with important “growth centers” or nodes, as described below.

Center City is the business, employment and cultural center of the region, as noted. The North Corridor will connect with other corridors in the Center City. There are 65,670 persons employed within the Center City in 2010, with estimated growth in employment to 118,289 by 2035.

As the LYNX Red Line leaves the Center City, it traverses a major industrial zone stretching three miles along North Graham Street. While there are no stations proposed at this time, the potential for revitalization of this old industrial corridor (that currently contains in excess of 13,400 employees) is envisioned by many, having been recently dubbed “the Applied Innovation Corridor.”

Traveling farther from Center City, the LYNX Red Line passes the **Derita Station**, whose vicinity is presently characterized by residential and neighborhood-scale development rather than by significant employment centers.

A fairly significant employment node can be found in the general vicinity of the **Harris Station**, including businesses located fronting in Harris Boulevard and N.C. 115 (Old Statesville Road). Slightly to the west (approximately a mile distant) are the Harris Corners and Perimeter Woods business parks adjoining Exit 18 of Interstate 77. Estimated employment within one-half mile of the **Harris Station** is 1,918.

A fairly significant employment center can be found to the west of the **Eastfield Station Area** in the form of the Twin Lakes and Metromont Business Parks. Immediately to the west across Interstate 77 from Metromont is located the Northlake Mall. Collectively, these developments account for an estimated 1,641 employees. Given the amount of developable acreage in this area – coupled with the prospect of economic development that is likely upon the 2014 completion of the final leg of Interstate 485 (which currently terminates at N.C. 115) – employment in this area holds promise to increase significantly in the future.

Huntersville

Within the Town of Huntersville, the major employment centers are focused at the two Interstate 77 interchanges – Exit 23 (Gilead Road) and Exit 25 (Sam Furr Road).

At Exit 23, employment is focused in the Park Huntersville, an office campus that includes over 2,000 employees, as well as Presbyterian Hospital with better than 600

North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>CORRIDOR ECONOMIC DEVELOPMENT <i>(continued)</i></p>	<p>employees, along with adjacent commercial retail within the Rosedale and Torrence Shopping centers.</p> <p>At Exit 25, employment is predominantly associated with the Northcross and Birkdale Village shopping centers, as well as office and flex type employment adjoining these centers.</p> <p><u>Cornelius</u></p> <p>Major employment centers occur outside the Cornelius station area. Major employers within the Cornelius Transit District Overlay consist of an elementary school (Cornelius Elementary), the Town of Cornelius (town hall and police station) and nearby retail operations. The level of employment is anticipated to remain constant and grow at a rate commensurate with overall town population growth.</p> <p><u>Davidson</u></p> <p>Major employers in Davidson include Davidson College (employs approximately 900), and Ingersoll Rand (employs approximately 1,200). Both major employers are within walking distance of a future commuter rail station or a bus stop. Each employer has projected stable and steady employment growth for the next 20 years.</p> <p>Employment growth in Davidson is strongly linked to retail growth in shopping centers, public and private education, support for Lowe’s corporate campus two miles north of the town, and professional business services.</p> <p><u> Mooresville</u></p> <p>The Lowe’s corporate campus is the prominent trip generator near the proposed station with 3,500 employees currently on campus, and an eventual build-out of 12,000 employees. The Lake Normal Regional Medical Center (930 employees) is also located within one-half mile of the proposed Mount Mourne Station.</p>

III. PERFORMANCE AND IMPACTS OF LAND USE POLICIES

Information Requested	Documentation Supporting Land Use Criterion
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CORRIDOR
ECONOMIC
DEVELOPMENT
(continued)

■ **70. Projected population, employment and growth rates in corridor or station areas, compared to region**

See the Quantitative Land Use Information table, beginning on page 253, for projected population, employment and growth rates.

IV. OTHER LAND USE CONSIDERATIONS

Information Requested	Documentation Supporting Land Use Criterion
<p>OTHER UNIDENTIFIED OR UNUSUAL CIRCUMSTANCES, CONDITIONS, OR CONSTRAINTS under which the transit agency operates and which influence local and regional land use policies, plans and implementation</p>	<p>■ <u>Regional Transit Plan</u></p> <p>The North Corridor LYNX Red Line commuter rail project is part of an overall regional vision. The efficient coordination of all transit services in Center City Charlotte is highlighted in the <i>Center City 2020 Vision Plan</i> (2011). In 2006, the Metropolitan Transit Commission adopted a <i>2030 Transit System Plan</i>. This updated, long-range plan consists of:</p> <ul style="list-style-type: none"> ▶ multiple rapid transit improvements in five corridors; ▶ a series of Center City improvements; and ▶ bus service and facility improvements throughout the region. <p>Once complete, the rapid transit system is envisioned to consist of 25 miles of commuter rail, 19 miles of light rail, 16 miles of streetcar, 14 miles of bus rapid transit and an expanded network of buses and other transit services.</p> <p>■ <u>Multi-Jurisdictional Transportation/Land Use Integration</u></p> <p>The City of Charlotte and other towns in Mecklenburg County (as well as the Town of Mooresville in Iredell County) have made a strong commitment to the integration of land use and transportation planning. This integration is emphasized all the way from broad policy formulation to plan implementation.</p> <p>As such, it is more than just developing a new plan or a new zoning district. Integration of transit and land use begins by looking comprehensively at the broad policy level, then applying policy to specific transit station areas, moving to develop station area plans and, finally, developing strategy for implementing those plans.</p> <p>This commitment is evidenced by the extensive coordination among staff of the Charlotte Area Transit System (CATS) and the Charlotte-Mecklenburg Planning Department and other City of Charlotte departments such as Transportation (CDOT) and Neighborhood and Business Services, as well as staff from the adjoining Towns, most notably Matthews, Huntersville, Cornelius, Davidson and Mooresville.</p> <p>As a City department, many of CATS staff are physically located in the Charlotte-Mecklenburg Government Center, which also houses the Planning Department, Transportation and Engineering Departments, as well as the Charlotte City Manager's Office. The proximate location of these agencies and organizational structure within the City of Charlotte government fosters inter-departmental communication and involvement in transit and land use planning.</p> <p>Moreover, the relationships that have been developed between the City of Charlotte and its departments and their counterparts in the adjoining Towns is a valued resource that fosters cooperation and collaborative planning, particularly pertaining to issues of regional importance such as transit and land use integration. There is keen recognition among all parties that the type of collaboration that is demonstrated in the area of transit planning will pay dividends to all communities in the region in other areas such as improving air quality, creating and maintaining sustainable communities, and improving economic opportunities for our citizens.</p>

IV. OTHER LAND USE CONSIDERATIONS

Information Requested	Documentation Supporting Land Use Criterion
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<p>OTHER UNIDENTIFIED OR UNUSUAL CIRCUMSTANCES, CONDITIONS, OR CONSTRAINTS under which the transit agency operates and which influence local and regional land use policies, plans and implementation</p>	<p>Project meetings for the North Corridor are held on a regular basis and involve staff from CATS, Planning, Engineering, Neighborhood and Business Services, the North Corridor Towns and CDOT. On a periodic basis, the agency heads of these departments meet with North Corridor staff and consultants to discuss transit and land use planning.</p> <p>■ <u>Feeder Bus Connections</u></p> <p>Serving other hubs outside the corridor will be an important factor in further planning for the North Corridor Commuter Rail Project. Some major employment centers – such as the Northlake Mall – may not be located along the rail line or within reasonable walking distance of a station, but can be linked easily to the corridor through special feeder bus service. To make such feeder service more efficient, it will be necessary to work with developers of mixed-use hubs to make them more transit-friendly. Special efforts were made in connection with the design and circulation at the NorthLake Mall, and the result is a design that easily accommodates bus transit.</p> <p>■ <u>Interstate</u></p> <p>The final leg of Interstate 485 (Charlotte’s “Outer Loop”) is currently under design, with completion anticipated in 2014. This final segment includes an interchange at N.C. 115, approximately one-half mile north of the Eastfield Station. The east/west segment of the new highway serves as a suitable feeder to the north/south LYNX Red Line, thereby increasing the convenience and accessibility of the Eastfield Station (and public transit) to prospective commuter train patrons.</p> <p>■ <u>Greenways</u></p> <p>A number of unusual or unique conditions can serve to positively influence the effectiveness of the transit stations and, correspondingly, the success of the North Corridor LYNX Red Line.</p> <p>Greenways are a specific example. Mecklenburg County’s greenway system takes advantage of opportunities afforded by the numerous creeks and streams crossing the county. Some of these streams (and potential future greenways) pass in proximity to the Derita, Harris and Eastfield transit stations. Greenways provide an important community amenity within transit station areas, but also provide an important pedestrian and bicycle network that can enhance accessibility between the stations and surrounding communities, thereby encouraging transit ridership; in particular:</p> <ul style="list-style-type: none"> • A future extension to the Mallard Creek greenway will pass near the Derita Station, providing enhanced access to residential neighborhoods and to northeast Mecklenburg. • A future Long Creek greenway will be developed near the Harris Station, thereby improving access to employment centers west of the station.
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North Corridor Commuter Rail Project – LYNX Red Line (Charlotte Region)

Information Requested	Documentation Supporting Land Use Criterion
<p>OTHER UNIDENTIFIED OR UNUSUAL CIRCUMSTANCES, CONDITIONS, OR CONSTRAINTS under which the transit agency operates and which influence local and regional land use policies, plans and implementation</p>	<ul style="list-style-type: none"> • A Dixon Creek greenway will connect the Eastfield Station with employment centers west of the station, and can also integrate the historic Alexanderana Homestead site in the Eastfield station area). • Another future Mallard Creek greenway extension can better connect the Eastfield Station to residential communities, a community park and two public schools to the east of the station. <p>These future greenways appear in the Mecklenburg County Park and Recreation Department’s <i>Greenway Master Plan</i>.</p> <p>■ <u>Huntersville</u></p> <p>Town of Huntersville has embraced transit station area planning since adoption of the <i>Joint Development Principles and Policy Guidelines</i> in 2003. The Town also has TOD zoning which can be utilized to promote transit station area development in proximity to each of the three designated transit station stops in Huntersville.</p> <p>In addition, Huntersville has supported and continues to promote transportation system and infrastructure improvements at and adjacent to each of the designated station areas within its jurisdiction. To date, the Town has approved a development proposal for the Hambright Station area, and adopted or endorsed station area plans for the Huntersville and Sam Furr station stops and is supportive of additional development activity within these station areas in conjunction with the planned implementation of the North Corridor rail line.</p> <p>■ <u>Davidson</u></p> <p>There are two very important redevelopment opportunities in the transit area. The first is the reuse of historic buildings (the vast majority of the transit area is listed on the National Register for Historic Places) as office, retail and residential. There are plenty of infill opportunities surrounding and within these historic properties, and the Town of Davidson ensures compatibility of design within the historic context. North Carolina and the federal government provide a combined 30-40% potential tax credit opportunity to historic rehabilitation and construction projects in the Davidson Historic District.</p> <p>The property closest to the future transit station is a three-acre brownfield site, formerly hosting an asbestos mill following a long history as a cotton mill. The site is heavily contaminated, but the asbestos is contained in the soil. Studies have been done to determine the extent of the contamination, and there has been significant interest by the development community to re-use the site and/or buildings for transit oriented development. The Town of Davidson will likely play a significant role in obtaining EPA Brownfields clean-up grants in order to facilitate redevelopment of the property.</p>

QUANTITATIVE LAND USE INFORMATION

North Corridor Commuter Rail Project – LYNX Red Line Extension (Charlotte Region)

Metropolitan Area, Central Business District and North Corridor			
	Base Year 2010	Forecast Year 2035	Growth (Pct.)
Metropolitan Area			
Total Population	2,174,353	3,424,496	57%
Total Employment	1,054,740	1,883,870	79%
Central Business District			
Total Population	11,184	33,360	198%
Total Employment	65,670	118,289	80%
Employment Pct. of Metro Area	6%	6%	
CBD Land Area (Square Miles)	2.1	2.1	
Population Density (Per Square Mile)	5,326	15,886	198%
Employment Density (Per Square Mile)	31,271	56,328	80%
North Corridor (excludes Charlotte CBD)			
Total Population	217,626	359,442	65%
Total Employment	100,273	224,398	124%
Population Percent of Metro Area	10%	10%	
Employment Percent of Metro Area	10%	12%	
Corridor Land Area (Square Miles)	190.7	190.7	
Population Density (Per Square Mile)	1,141	1,885	65%
Employment Density (Per Square Mile)	526	1,177	1%

Population and Employment Data for North Corridor (1/2 Mile Radius)			
TOTAL ALL STATION AREAS	2010	2035	Growth (Pct.)
Housing Units	8,325	26,541	219%
Population	19,512	49,431	153%
Employment	12,943	35,687	176%
Land Area (Square Miles)	7.26	7.26	
Housing Unit Density (Per Square Mile)	1,147	3,656	219%
Population Density (Per Square Mile)	2,688	6,809	153%
Employment Density (Per Square Mile)	1,783	4,916	176%
Charlotte Gateway Station (1/4 Mile Radius)	2010	2035	Growth (Pct.)
Housing Units	1,831	3,715	103%
Population	3,514	6,643	89%
Employment	1,926	7,577	293%
Land Area (Square Miles)	0.196	0.196	
Housing Unit Density (Per Square Mile)	9,342	18,954	103%
Population Density (Per Square Mile)	17,929	33,893	89%
Employment Density (Per Square Mile)	9,827	38,658	293%

North Corridor Commuter Rail Project - LYNX Red Line (Charlotte Region)

Population and Employment Data for North Corridor (1/2 Mile Radius)			
Derita			
	2010	2035	Growth (Pct.)
Housing Units	1,481	2,093	41%
Population	3,291	4,247	29%
Employment	471	685	45%
Land Area (Square Miles)	0.785	0.785	
Housing Unit Density (Per Square Mile)	1,887	2,666	41%
Population Density (Per Square Mile)	4,192	5,410	29%
Employment Density (Per Square Mile)	600	873	45%
Harris			
	2010	2035	Growth (Pct.)
Housing Units	598	2,583	332%
Population	1,476	4,762	223%
Employment	1,918	3,654	91%
Land Area (Square Miles)	0.785	0.785	
Housing Unit Density (Per Square Mile)	762	3,290	332%
Population Density (Per Square Mile)	1,880	6,066	223%
Employment Density (Per Square Mile)	2,443	4,655	91%
Eastfield			
	2010	2035	Growth (Pct.)
Housing Units	264	2,654	905%
Population	691	4,495	551%
Employment	598	3,918	555%
Land Area (Square Miles)	0.785	0.785	
Housing Unit Density (Per Square Mile)	336	3,381	905%
Population Density (Per Square Mile)	880	5,726	551%
Employment Density (Per Square Mile)	762	4,991	555%
Hambright			
	2010	2035	Growth (Pct.)
Housing Units	4	3,151	78,675%
Population	17	5,405	31,694%
Employment	491	7,506	1,429%
Land Area (Square Miles)	0.785	0.785	
Housing Unit Density (Per Square Mile)	5	4,014	78,675%
Population Density (Per Square Mile)	22	6,885	31,694%
Employment Density (Per Square Mile)	625	9,562	1,429%

QUANTITATIVE LAND USE INFORMATION

Population and Employment Data for North Corridor (1/2 Mile Radius)			
Huntersville			
	2010	2035	Growth (Pct.)
Housing Units	1,025	2,555	149%
Population	2,262	4,872	115%
Employment	738	1,306	77%
Land Area (Square Miles)	0.785	0.785	
Housing Unit Density (Per Square Mile)	1,306	3,255	149%
Population Density (Per Square Mile)	2,882	6,206	115%
Employment Density (Per Square Mile)	940	1,664	77%
Sam Furr			
	2010	2035	Growth (Pct.)
Housing Units	577	2,616	353%
Population	1,488	4,576	208%
Employment	184	1,209	557%
Land Area (Square Miles)	0.785	0.785	
Housing Unit Density (Per Square Mile)	735	3,332	353%
Population Density (Per Square Mile)	1,896	5,829	208%
Employment Density (Per Square Mile)	234	1,540	557%
Cornelius			
	2010	2035	Growth (Pct.)
Housing Units	1,168	2,898	148%
Population	2,476	5,188	110%
Employment	986	1,763	79%
Land Area (Square Miles)	0.785	0.785	
Housing Unit Density (Per Square Mile)	1,488	3,692	148%
Population Density (Per Square Mile)	3,154	6,609	110%
Employment Density (Per Square Mile)	1,256	2,246	79%
Davidson			
	2010	2035	Growth (Pct.)
Housing Units	1,029	2,506	144%
Population	3,626	6,159	70%
Employment	1,699	2,403	41%
Land Area (Square Miles)	0.785	0.785	
Housing Unit Density (Per Square Mile)	1,311	3,192	144%
Population Density (Per Square Mile)	4,619	7,846	70%
Employment Density (Per Square Mile)	2,164	3,051	41%

North Corridor Commuter Rail Project - LYNX Red Line (Charlotte Region)

Population and Employment Data for North Corridor (1/2 Mile Radius)			
Mount Mournne	2010	2035	Growth (Pct.)
Housing Units	348	1,770	409%
Population	671	3,084	360%
Employment	3,932	5,666	44%
Land Area (Square Miles)	0.785	0.785	
Housing Unit Density (Per Square Mile)	443	2,255	409%
Population Density (Per Square Mile)	855	3,929	360%
Employment Density (Per Square Mile)	5,009	7,218	44%

Sources:

Housing Units and Population: *Census 2010*

Employment: *InfoGroup (2010)*

Station Areas: *Noell Consulting Group (December 2010)*

Metropolitan Area, CBD and Corridor: *Metrolina Regional Model*