<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction: Setting the Framework</td>
<td>1</td>
</tr>
<tr>
<td><strong>Part 1 Factors of Influence of Stations</strong></td>
<td></td>
</tr>
<tr>
<td>Community Form</td>
<td>3</td>
</tr>
<tr>
<td>Station Function</td>
<td>4</td>
</tr>
<tr>
<td><strong>Part 2 Developing Station Types</strong></td>
<td></td>
</tr>
<tr>
<td>Mobility Role</td>
<td>5</td>
</tr>
<tr>
<td>Placemaking Role</td>
<td>6</td>
</tr>
<tr>
<td>Land Development Role</td>
<td>6</td>
</tr>
<tr>
<td>Station Types</td>
<td>7</td>
</tr>
<tr>
<td><strong>Part 3 Applying Station Types</strong></td>
<td></td>
</tr>
<tr>
<td>Application of Strategies</td>
<td>8</td>
</tr>
</tbody>
</table>
Transportation infrastructure has always influenced urban form. There is little doubt that highways assist in expanding regions, while transit investment help concentrate regional patterns of development. Yet, when regional transportation systems are planned and designed, their specific roles and impacts on urban form, at any scale, are seldom understood, discussed, or incorporated into the final design.

The Charlotte Area Transit System (CATS) and the Charlotte Mecklenburg Planning Commission (CMPC) understand transit’s relationship to land use and have created transit station types as an urban design framework to integrate CATS’ station location and design responsibilities with CMPC’s station area planning process. There are 64 stations anticipated in CATS’ five corridor Transit System Plan. Together, the land areas influenced by these 64 stations comprise 50 square miles of land, an area larger than the entire City of San Francisco. With such a large area influenced by transit it is imperative that the location design joint development polices, and land development regulations are developed in a way that are supportive of the variety conditions within the greater Charlotte region.

Transit stations serve many purposes. At their very basic level, they are the interface between the rider and the transit system, a place where a passer-by becomes a customer. However, to be successful in integrating into the community, a transit station must serve this function, but also excel at its other responsibilities. In addition to the transportation responsibility, there is a placemaking responsibility, defining how the station responds to its surroundings, creating or adding to the character of the place. The station, depending on its size, has a land development role, maximizing on the placement, size and design of the station to create development over time.

The Station Types are broken into three parts. Part One defines the factors that influence the form and function of the transit stations that will ultimately be built in the Charlotte region. Part Two distills the many possible types of stations into a few general types with similar Characteristics. Finally, Part Three describes the application of each station’s many roles in the context of transit system planning and design, station area planning, and joint use public / private Transit Oriented Development (TOD) opportunities.

The elements of the station that are dealt with in these typologies are intended to be mode-neutral and do not differ by the technology, be it light rail, commuter rail, or bus rapid transit. The difference between modes is in the number and type of stations that make up the system.

It is not the intent of the Station Types to determine detailed design of the station, for example, that a certain type of station has so many parking spaces, busbays, bike lockers, a water fountain, and three benches. Instead, the Station Types deal with bigger picture issues like station location, the relationship between the station and its surroundings, and its role as a place in the community.
The Station Types are a piece of a much larger effort underway to develop a regional rapid transit system for the Charlotte area. Local officials and citizens have been working on these plans for several years. The Centers and Corridors vision, approved in 1994 by the City of Charlotte and Mecklenburg County, was a guide for future land use and development in the region that established five major transit corridors (North, Northeast, Southeast, South, and West) that would be the focus for future development and redevelopment.

1998 saw the completion of the 2025 Integrated Transit/Land Use Plan for Charlotte-Mecklenburg, which was keyed upon the development of a regional rapid transit system that would improve mobility, encourage more compact development, and support the proposed land use initiatives in these growth corridors.

A Major Investment Study (MIS) was conducted for each of the North, Northeast, Southeast, and West corridors. Each MIS was to analyze alternative transit improvements in each corridor and use that information to recommend an overall System Plan that includes an alignment and technology recommendation for each corridor.

The current stage of work involves completing Draft Environmental Impact Statements and station area planning for the North, Northeast, Southeast, and West corridors, which, with the already under construction South corridor, will constitute a system with 28 miles of bus rapid transit, 21 miles of light rail transit, 11 miles of streetcar, and 29 miles of commuter rail, serving 200,000 daily transit riders by 2025.
In Charlotte, the surrounding built form should always be an informing factor in CATS design responses for transit stations. Transit facilities should respect their surroundings and their place in the community fabric rather than disregarding the context and merely becoming an object in the landscape and not adding to the character of a neighborhood. As different contexts demand different design responses, they also demand different planning and development strategies. The effort of public involvement in redevelopment or infill development in one place may not be appropriate in another urban condition. In general, the five main types of urban conditions found along the transit corridors in Charlotte are:

**High Intensity Urban Core**
- Uptown is the most accessible place in the region
- Well-established and connected street pattern
- Densities supportive of transit
- Transit ranges from small local stations to large multi-modal stations
- Strong TOD development market

**Established Urban Neighborhoods & Historic Urban Communities**
- Includes South End, NoDa, Plaza Midwood, Elizabeth, and West Morehead
- Also includes Mooresville, Davidson, Cornelius, and Huntersville
- All have individual character built-up over time
- All feature a connected block system and transit - supportive densities
- TOD development market varies, may need assistance.

**Industrial Communities**
- Important Centers of Employment
- Many have individual character built-up over time
- Generally well connected street network
- Often there are physical barriers to TOD Development
- TOD development market varies, and may need assistance.

**Established Suburban Neighborhoods**
- These areas are well developed, but lack orientation to the public realm
- Access usually comes from a fewer large roads
- Densities tend to be below transit-supportive levels.
- Few pedestrian oriented centers of activity
- TOD development market varies, may need assistance.

**New Suburban Communities and Greenfields**
- Areas are quickly developing near the outermost edge of the transit region
- Connections are limited; but opportunities abound
- Densities are well below transit-supportive levels
- Stations located here will attract riders from a larger area
- No existing pedestrian oriented centers of activity
- TOD development varies, generally strong.
A station's service area influences many things, such as the amount of parking, the number of bus or taxi accommodations, and pedestrian connections. The number and type of stations differs between transit technologies. LRT and BRT systems, which balance long range mobility and local serving access, mainly have 3-mile service area stations, with fewer 1-mile service area and 5-mile service area stations. Commuter rail systems, serving the longer range trip, will typically have fewer stations each serving a larger 5-mile service area, while streetcar systems focus on local access through 1/2-mile service area type stations.

### 1/2 -Mile Service Area
- Stations serve significant destination locations within 1/2 mile.
- Stations can be grouped to provide better service area overlay in the densest of areas.
- Station is designed strictly as a walk-up facility.
- Bus transit serves the destination, not the station.
- Locate near a major destination.

### 1 - Mile Service Area
- Stations serve established communities within a 1-mile radius.
- Stations provide primarily walk-up facilities.
- Stations have supporting bus connections located adjacent to the station, typically on-street.
- Stations need an occasional small park-n-ride.
- Locate near thoroughfare.

### 3 - Mile Service Area
- Stations serve multiple destinations within a 3-mile radius.
- Bus transit and park-n-ride facilities play a prominent role along with walk-up facilities in the station’s design.
- Bus facilities are designed as part of the station.
- Station provides park-and-ride facilities.
- Locate near major thoroughfare

### 5 - Mile Service Area
- Stations serving a multiple destinations within a 5-mile radius.
- Stations feature large park and ride facilities.
- Stations provide bus transfer facilities, and layover facilities for transit operators.
- Located near the end-of-the-line, or near a major thoroughfare with freeway access.
PART TWO - Developing Station Types

The transit station must perform three responsibilities. Above all else, it must perform its Transportation role. Secondarily, but also of great importance, the transit station must provide a placemaking role for its surrounding environment, either fitting into the existing fabric of the community, enhancing to the character of the place, or defining the future quality of the place. Finally, the station, through its location and design, as well as strategic planning has a land development role as a future TOD opportunity. The way that the station performs all three responsibilities are informed by its surrounding built form and the functional services it must provide, as detailed in the previous pages.
**Placemaking Responsibility**

- Station is purely functional and should fit into the existing context. "Place" is established by surrounding fabric.
- Station is a large part of the community, supporting the existing fabric.
- Station helps define the quality existing and future community fabric.
- Station is a focal point and should develop into "place".

**Land Development Responsibility**

- Station itself is a strong development opportunity. Station design and parking layout should be considered a land bank for future CATS joint-use development.
- Station's size and function limits development opportunities. Development of CATS property should be done strategically with public needs in the area. This station type will likely be part of public/private partnership that meets the local area civic and public needs.
- Station's size and function, and location generate strong market opportunity for public and private joint development.
- Station size, function, and location generate strong market opportunity for public and private development.
Developing Station Types

Five Station Types have been established from incorporating how community form and station function combine to meet the three roles of a transit station, these include: Urban, Neighborhood, Community, Regional, and Multi-modal.
Neighborhood Stations

Neighborhood Stations serve established communities up to a 1-mile radius from the station. These stations are primarily walk-up stations with supporting bus connections on-street and an occasional small park-n-ride.

Neighborhood Stations serve established communities, their design needs to fit within the existing community fabric. Station finishes and materials need to match the finishes and material of the surrounding community.

Urban Stations

Urban Stations are walk-up stations which serve existing transit supportive destinations within 1/2-mile, or smaller radius from the station.

Urban stations are walk-up stations with no supporting bus connections, or park-n-ride facilities.

Urban stations are designed to fit within the existing physical community fabric. In many cases, the finishes and materials are high-quality because Uptown Charlotte has high-quality finishes and materials.

Community Stations

Community stations serve multiple destinations within a 3-mile service area. Bus transit and park-n-ride facilities play a prominent role along with walk-up facilities.

Community stations are often located in areas that are not transit supportive. As a result, these stations have a larger responsibility in how they are designed to incent adjacent Transit-Oriented Development (TOD).

Stations may need to have its finishes and materials exceed those of the surrounding community. The Community Station may also need a public space incorporated into its design and have its parking areas designed so that it can evolve into joint land development project in the future.

Regional Stations

Regional Stations are located at the end of the transit line, or near regional roadways. The service area of these stations are greater than 5-miles. Large park-n-ride and bus transfer facilities dominate the station’s design.

Regional Stations are located in, or near, greenfield locations that are not typically transit supportive.

Yet, because of their access and location, these stations are in relatively strong TOD markets and should be considered land banks for future development.

Station finishes and materials need to establish the theme for the community. Station site arrangement should be designed to include a public space and evolve into a future TOD.

Multi-modal Stations

Multi-modal Stations are similar to Regional Stations in that they have service areas in excess of 5-miles.

Multi-modal Stations are located at the confluence of multiple alternative transportation systems, providing the connection between these modes. Station facilities include transfer facilities to other premium transit, bus transit, as well as taxi service.

Multi-modal Stations have strong public and private joint - development opportunities because they are located in existing transit supportive areas with high volumes of transit customers.

Multi-modal Stations need to have a strong civic component and a high quality public realm, including a public space to orient the facility to its surroundings. Station finishes and materials need reinforce the important civic component of the station.
PART Three - Applying the Station Types

Five Transit corridors with 64 stations and a streetcar system will traverse Mecklenburg County. Applying a station types program will assist CATS and CMPC in understanding how each of the 64 stations can effectively serve the future transportation needs of the county while contributing the physical form and character of the areas they serve.

The City of Charlotte, CATS and the local municipalities formed corridors teams through the DEIS process to ensure the implementation of the 2025 Integrated Land Use and Transit Plan.

Through the DEIS process, the each corridor teams will use this Station Types Report to define the Station Types for each corridor. Once the Station Types have been identified, the corridor teams will use this Station Types Report to guide the Station Location Process and the individual Station Area Planning Concepts for every station within each corridor.

The Station Types Report is intended to be a policy document aimed at assisting CATS and CMPC in understanding the roles of each station. They are intended to influence the design of each station and provide the CATS a framework managing station resources for future joint development opportunities once the system is operating.
Summary of Recommended Strategies By Station Type

In Charlotte, the surrounding built form should always be an informing factor in CATS design responses for transit stations. Transit facilities should respect their surroundings and their place in the community fabric rather than disregarding the context and merely becoming an object in the landscape and not adding to the character of a neighborhood. As different contexts demand different design responses, they also demand different planning and development strategies. The effort of public involvement in redevelopment or infill development in one place may not be appropriate in another urban condition. In general, the five main types of urban conditions found along the transit corridors in Charlotte are:

<table>
<thead>
<tr>
<th>Elements</th>
<th>Multi-Modal Stations</th>
<th>Urban Stations</th>
<th>Neighborhood Stations</th>
<th>Community Stations</th>
<th>Regional Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation Responsibility</strong></td>
<td>Multi-modal Stations are located at the confluence of multiple alternative transportation systems, providing the connection between these modes. Station facilities include transfer facilities to other premium transit, bus transit, as well as taxi service.</td>
<td>Station located to ensure that entire service area is easily reached on foot within 5-minutes, used in conjunction with several other stations to achieve highest quality service coverage for urban core. Transfers to other transit modes occur in close proximity to station, no special off-street accommodations should be made.</td>
<td>Facility also sized to serve users from broader area, with majority of access by walk-up and bus or drop-off (kiss &amp; ride), and typically smaller amount of users arriving by car. Transfers to other transit modes occur in close proximity to station.</td>
<td>Facility is sized to serve users from broader area, with majority of access by private vehicle. Transfers to other transit modes are provided on station right-of-way. Some on-street bus connections may continue to occur.</td>
<td>The station’s mobility function is oriented toward the automobile. Bus connections vary in size and function from small to large. All bus facilities are design within the station.</td>
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<td><strong>Placemaking Responsibility</strong></td>
<td>Multi-modal Stations need to have a strong civic component and a high quality public realm, including a public space to orient the facility to its surroundings. Station finishes and materials need reinforce the important civic component of the station.</td>
<td>Station is not creating a place, but serving an already vibrant and functioning urban core. Placemaking at station is done at the detail level consistent with the existing fabric. Joint partnership with a local jurisdiction to include a public space in station development may be appropriate.</td>
<td>Station is sited near existing nodes of activity within older urbanized areas, so it may allow the existing urbanism to expand and grow. Station should be planned give focus to the place it is serving, with more emphasis on associated development than the station itself. Joint partnership with a local jurisdiction to include a public space in station development may be appropriate.</td>
<td>Stations are often sited in areas lacking a sense of place or a quality public realm. The station design will need to establish a quality or standard, often exceeding the quality of the surrounding area. Station should be planned give focus to the place it is serving and inspire more transit oriented development on adjacent properties. Development of a public space should be included in the design of the station.</td>
<td>Station finishes and materials need to establish the theme for the community. Station site arrangement should be designed to include a public space and evolve into a future TOD.</td>
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<td><strong>Land Development Responsibility</strong></td>
<td>Multi-modal Stations have strong joint-development opportunities because they are located in existing transit supportive areas with high volumes of transit customers. Initial joint-development efforts need to focus around civic, or public uses, that are needed in the area. Private joint-development efforts need to first focus on attracting destination land uses, such as office, before attracting origin land uses, like residential.</td>
<td>Station form and architecture should be shaped by architectural and functional context within which it exists. Design of the station elements, such as parking and access areas, should take cues from surrounding development. Since the station footprint is very small and is already located in a vital area, its land development role is limited. Development of CATS property should be done strategically with public needs in the area. This station will likely be part of public/private partnership that meets the local area civic and public needs.</td>
<td>Station’s size and function limits development opportunities. Development of CATS property should be done strategically with public needs in the area. This station will likely be part of public/private partnership that meets the local area civic and public needs.</td>
<td>Regional Stations are located in, or near, greenfield locations that are not typically transit supportive. These stations are in relatively strong TOD markets and should be considered land banks for future development.</td>
<td>The design of these facilities should allow for it to evolve into a TOD joint-development project in the future.</td>
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</tbody>
</table>