

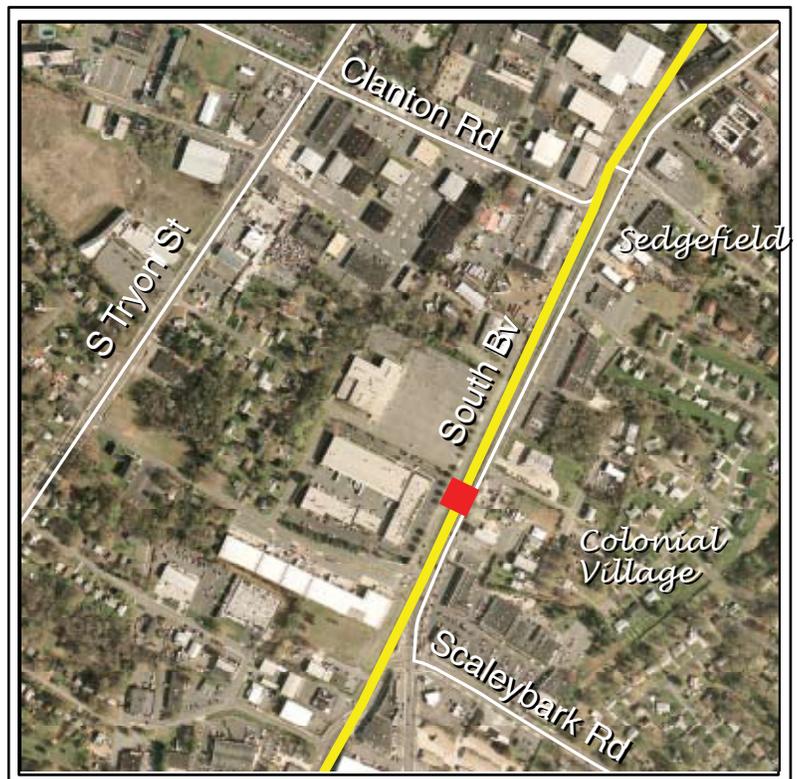
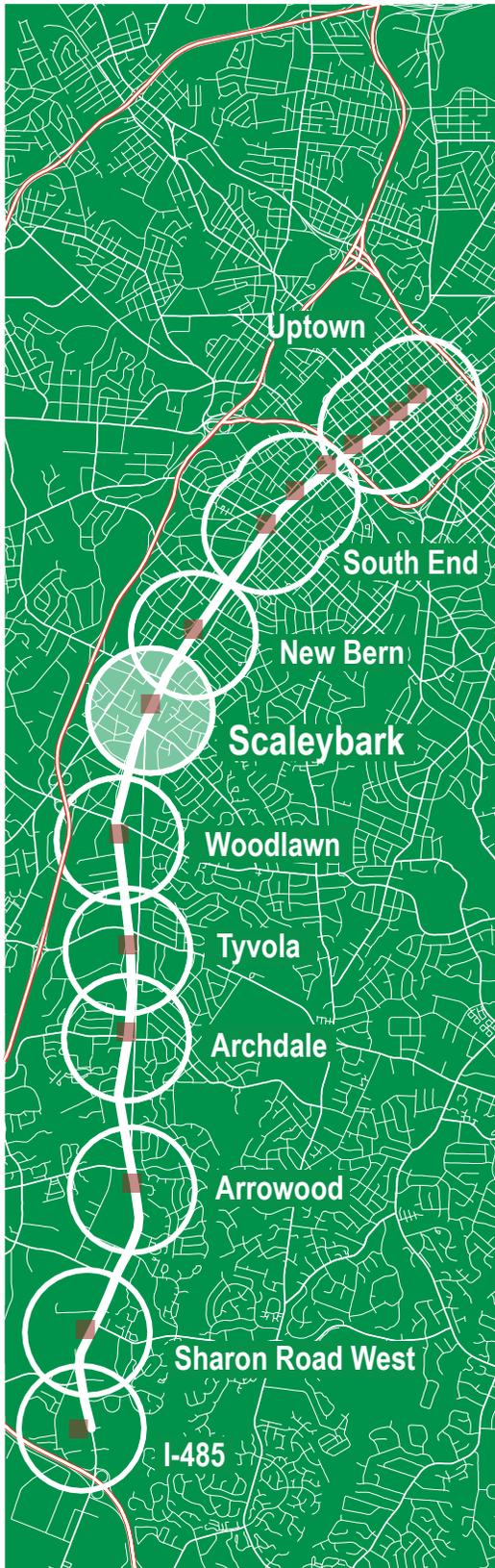
Scaleybank Station Area Overview

South Corridor

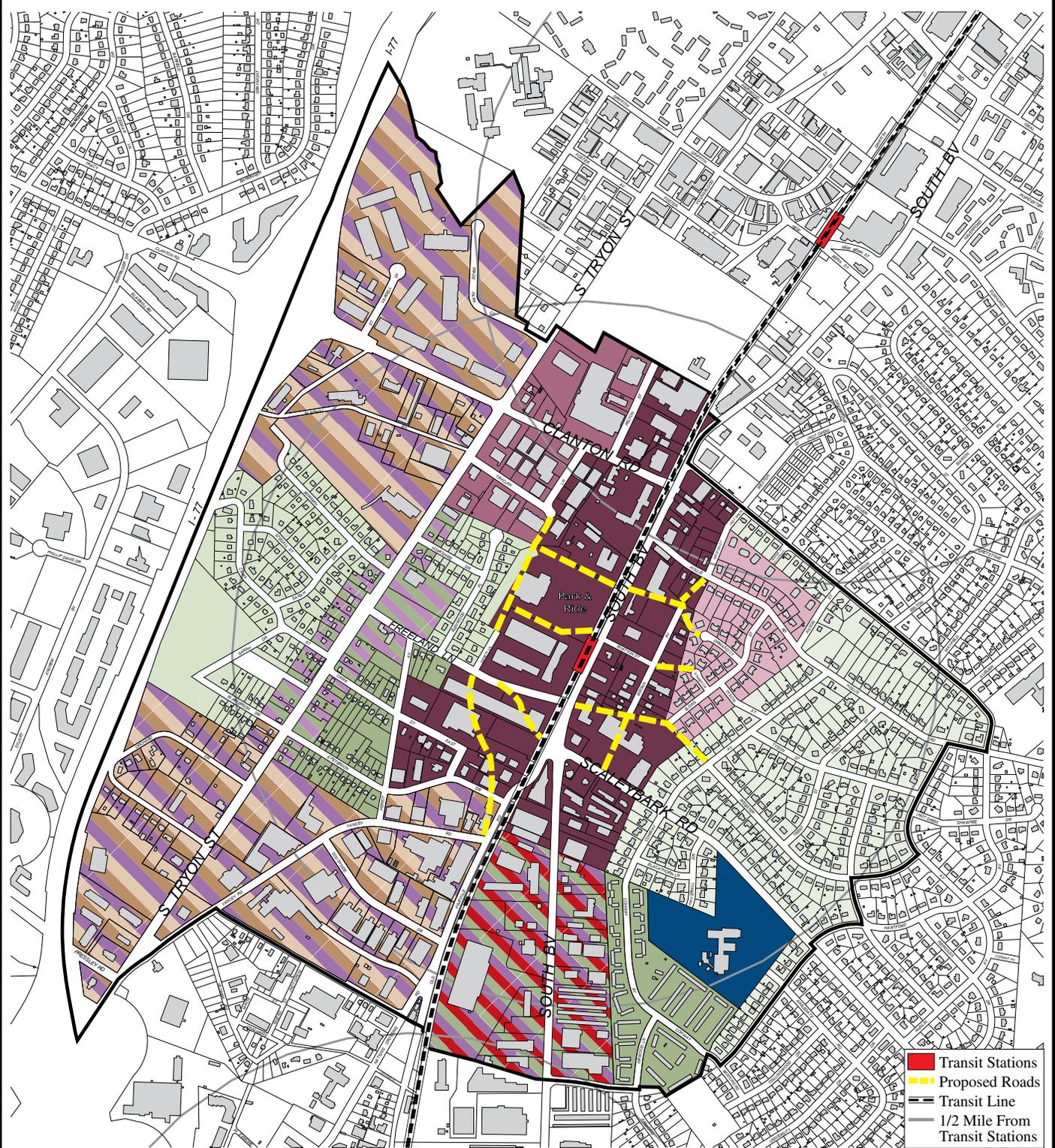
October 2005

Scaleybank Station Highlights

- Charlotte's first light rail line, the South Corridor, is scheduled to open in Spring 2007.
- The 9.6 mile corridor will run from Uptown Charlotte south to I-485, Charlotte's Outer Belt.
- Scaleybank will be the first station that includes a park and ride facility with 315 spaces.
- Unique to the station area, the light rail line will run in a landscaped median flanked by the north and south bound travel lanes of South Boulevard. The station will also be located in the median.
- The Scaleybank station area includes a central corridor of suburban style industrial and commercial land uses located between S. Tryon Street and South Boulevard. The Sedgefield neighborhood lies to the east of South Boulevard, and Colonial Village around Tryon Street.
- More than one-third of the station area is comprised of residential development and one-fourth is industrial.
- Unlike stations to the north, the Scaleybank area has several large industrial and commercial sites that are appropriate for transit oriented development.
- A recent market study stated the Scaleybank Station area is poised for redevelopment as a residentially-oriented mixed-use area, either as an extension of South End revitalization or as its own unique housing core.
- The Scaleybank Station has easy access to I-77 from Clanton Road.



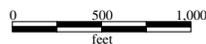
Scaleybark Station Proposed Land Use - Draft



Proposed Land Use

- | | |
|---|--|
|  Residential <= 4 DUA |  Office/Warehouse/Lt Industrial |
|  Residential <= 5 DUA |  Institutional |
|  Residential <= 8DUA |  Transit Supportive - Residential |
|  Residential/Office |  Transit Supportive - Employment |
|  Residential/Office/Retail |  Transit Supportive - Mixed |

-  Transit Stations
-  Proposed Roads
-  Transit Line
-  1/2 Mile From Transit Stations



Proposed Land Use

The overall vision for the Scaleybark area is to transform it into a pedestrian-oriented, mixed-use transit village focused around the reconfigured South Boulevard. Properties along South Boulevard, especially between the intersections of Clanton Road and Scaleybark Road, are expected to be redeveloped over time to residential and office development with ground floor retail.

The map to the left identifies land uses that would support this vision.

The South Boulevard realignment, which will place the south bound lanes to the west of the rail line, is intended to spur transit oriented development by providing direct access to these properties from South Boulevard. The large commercial and industrial sites are appropriate for transit oriented development.

Some of the older industrial and warehousing sites on the east side of South Boulevard are also expected to redevelop over time. However, a number of the existing buildings will remain as commercial uses in the near term.

Opportunities

- Healthy single family neighborhoods flank the eastern and western edge of the station area
- Sedgefield Station, a new multi-family housing development, demonstrates current interest in new development in the station area.
- The new multi-use trail will provide a new connection for cyclists and pedestrians traveling north/south on the corridor.
- The station area has several large parcels and/or contiguous sites with the same owner, making land assembly easier.
- In the core of the station area, some existing industrial land uses have been converted to commercial uses.
- With the realignment of South Boulevard, traffic flow will be improved, vehicle conflicts will be minimized, and vehicular access to the east of the transit line will be improved.
- The park and ride facility will help stimulate development by offering a one acre joint development site as part of the site.
- The station area is poised for growth due to development momentum from South End.



▲ Existing office development at the Scaleybark Road and South Boulevard intersection.



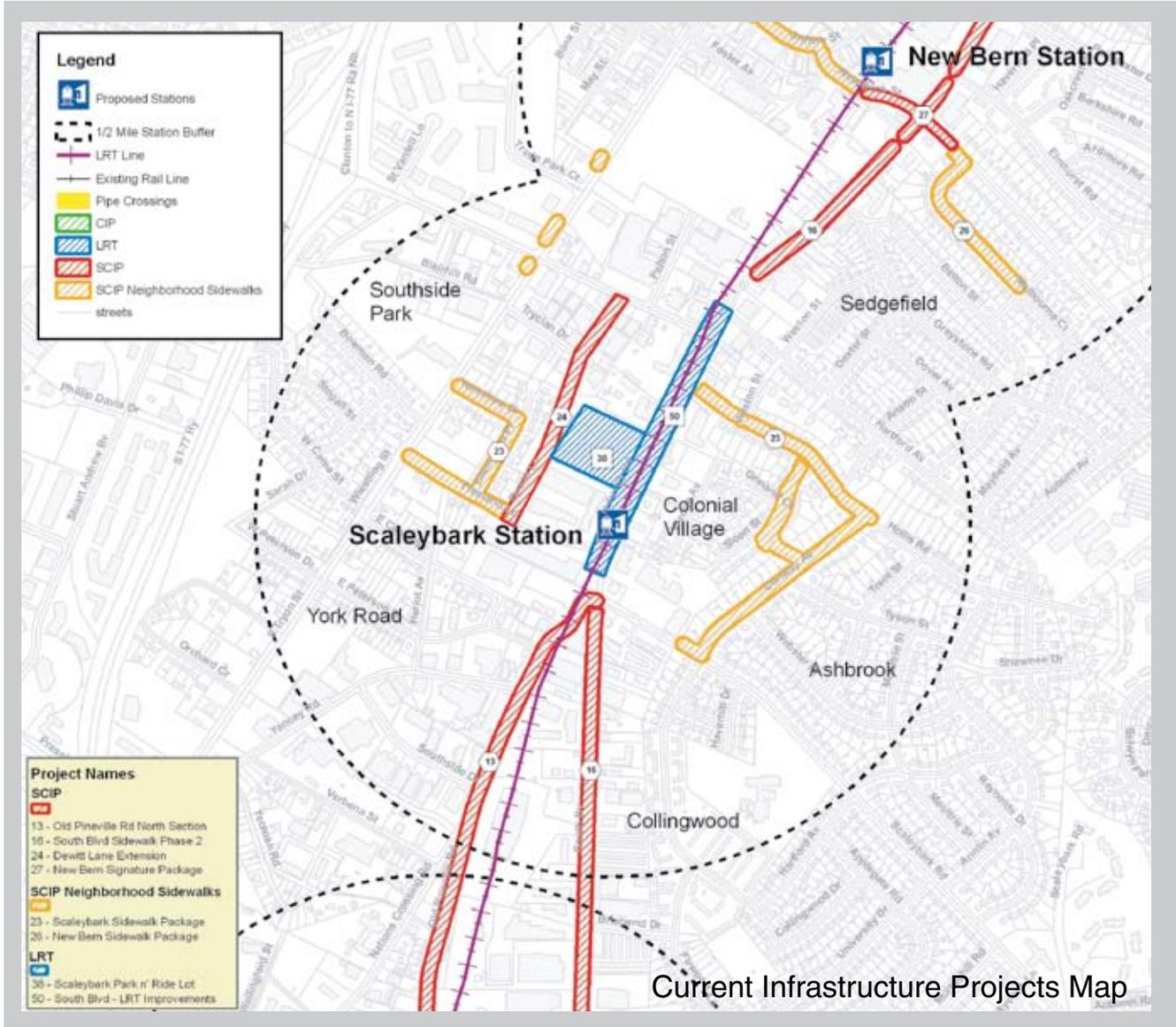
▲ Existing industrial in the center of the station area between South Boulevard and S. Tryon Street.



▲ Healthy residential in the eastern portion of the station area.

Implementation

In order to promote the transit oriented development in the station areas, the City of Charlotte is taking a proactive approach. First, a \$50 million bond for infrastructure improvements in the South Corridor result in improvements beyond the scope of transit construction. The map below illustrates the improvements that are underway in the Scaleybark Station Area. Second, the Charlotte-Mecklenburg Planning Commission is taking a proactive approach to zoning for transit supportive development and will be sponsoring rezonings that will allow transit oriented development. Finally, The City's Economic Development Office is coordinating to assist with development issues such as infrastructure, affordable housing, parking, and facade improvements.



For Further Information on:

Station area planning, zoning, or land use policies

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Development opportunities within the transit corridor

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CATS owned property and right of way encroachments

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