

South End Station Area Overview

South Corridor

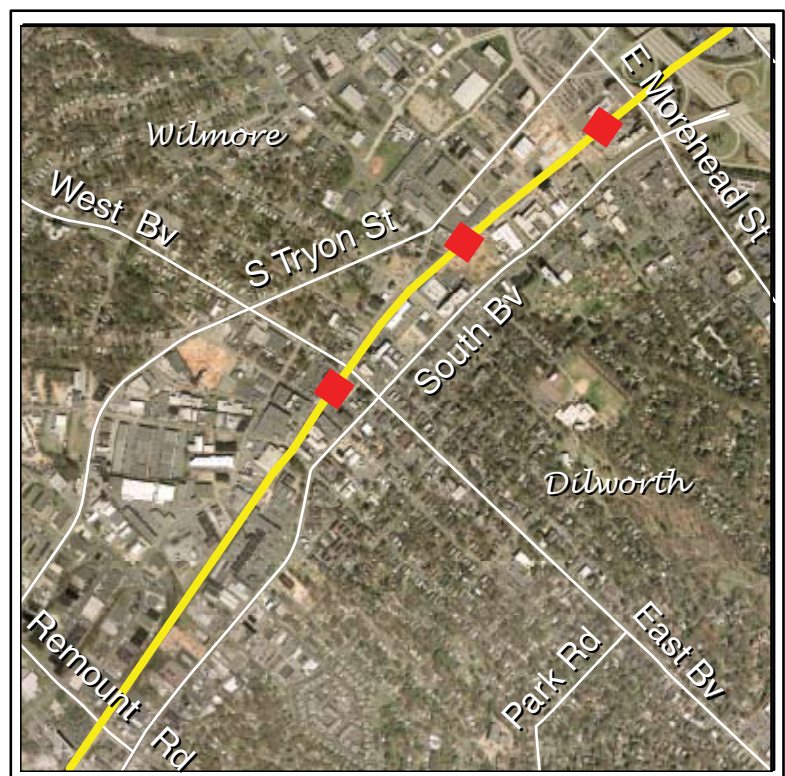
An excerpt from the June 2005 adopted South End Pedscape / Transit Station Area Plan

October 2005



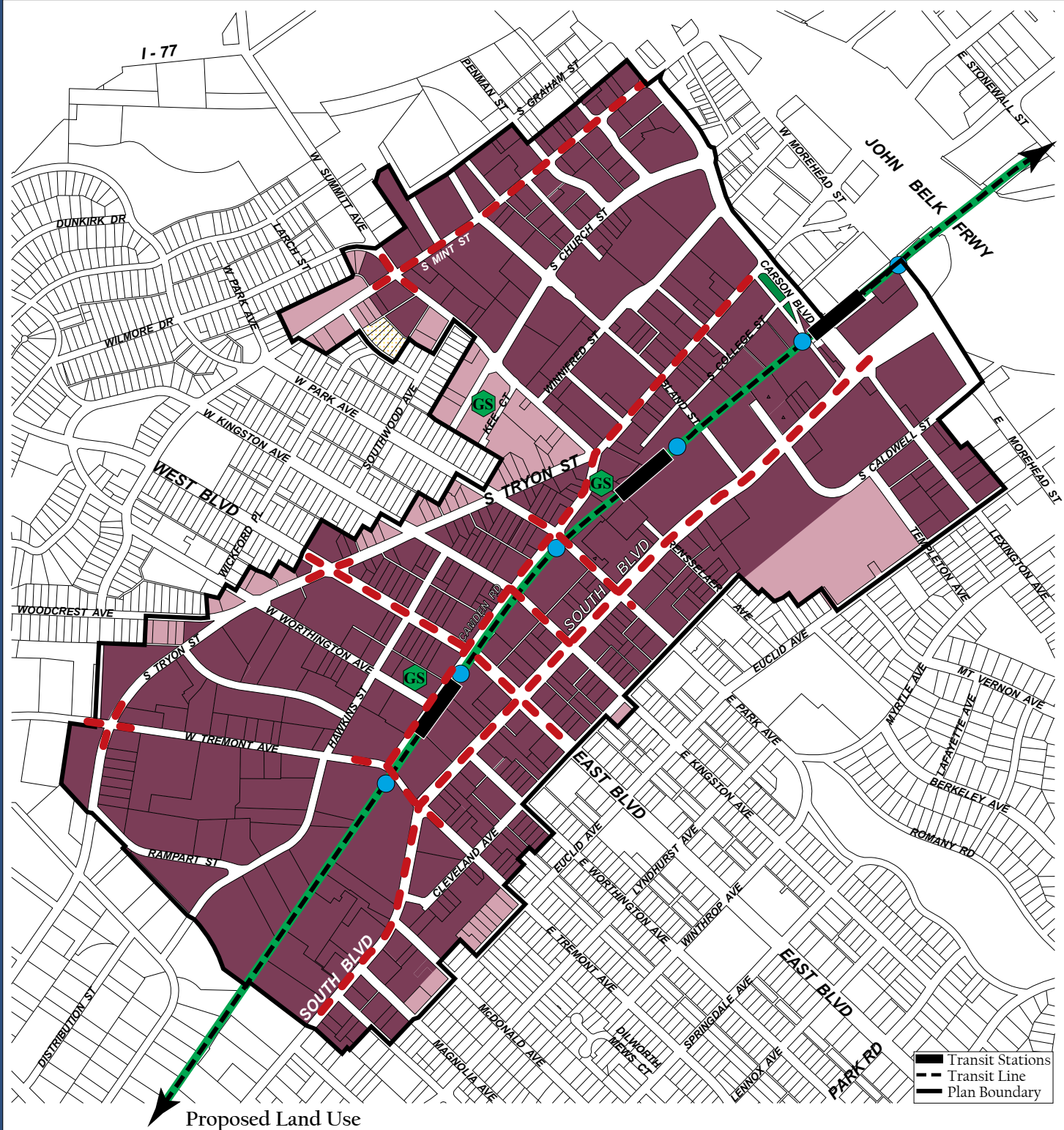
South End Station Highlights

- 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.
- South End is immediately south of the Center City with an existing trolley line linking the two.
- The district has six trolley stops, three of which are also walk up light rail stations: Carson Boulevard, Rensselaer Avenue and East Boulevard.
- Today, the district is one of the most dynamic real estate markets in Charlotte with over \$400 million of private funds invested and over 800,000 square feet of recent development of the area.
- The center of the district, bound by S. Tryon Street and South Boulevard, was Charlotte's original industrial district. Many of these historic buildings are being reused with commercial and residential uses.
- South End is flanked by the historic Dilworth neighborhood to the east of the light rail and Wilmore to the west.
- The proximity to Dilworth, Wilmore, Center City, and the existing historic fabric in the district provides a strong "sense of place" that further enhances redevelopment potential.



South End Pedscape / Transit Station Area Plan

Proposed Land Use



Proposed Land Use

- TSD-R (Residential Transit Supportive Development)
- TSD-M (Mixed Transit Supportive Development)
- Residential <= 8 Dwelling Units Per Acre
- Park / Open Space
- Retail Streets
- Trolley Stops
- Green Space / Plaza



Proposed Land Use

The overall vision for South End is to become a vibrant, historic, pedestrian-oriented urban district focused around a multi-modal transportation corridor that serves pedestrians, bicyclists, bus transit, trolley, light rail, and motorists and is a community gathering place for Wilmore and Dilworth.

Proposed land uses call for a mix of transit oriented uses at the center of the district with more residentially-focused, transit supportive development at the edges of the district where existing residential abuts. Retail, cultural, entertainment and civic uses are recommended in the center of the district, close to light rail.

An existing extensive street network which includes major and minor thoroughfares and a relatively fine-grained network of local streets with short block spacing further promotes the vision and land use for this area. The map to the left identifies properties that are transit supportive.

The Park Avenue Condominiums (back page) are an example of the type of transit oriented development that is expected within South End. This development includes over 90,000 square feet of office and retail facing South Boulevard and Park Avenue and 67 residential units that wrap a parking deck and face the trolley line and Park Ave.

Opportunities

- The area is strategically located just south of Charlotte's Center City.
- Strong historic neighborhoods are located to the east and west of the station areas.
- The existing historic industrial fabric offers a unique character.
- South End stations have a more urban context than many other stations areas.
- The station area has an adequate transportation and infrastructure system upon which to build.
- Extensive redevelopment efforts has already been undertaken in South End.
- Significant investment in infrastructure has already taken place with the trolley line, a pedestrian and bike path, and streetscape improvements.
- An existing municipal services district provides additional resources to South End.
- The South End district provides a strong market for additional housing, neighborhood retail, and employment
- New development embodies Charlotte's goals for transit oriented development.



▲ Ground floor retail addresses the street directly across Camden Road from the future East Boulevard Station.



▲ An existing industrial building was reused as an office and retail building.

Implementation

In order to continue to promote the economic development around the station areas, the City has created ways to continue the contribute. First, the South End Pedscape / Transit Station Area Plan was adopted in June of 2005. This is the first adopted station area plan and as a result will be the first station area to implement the new TOD zoning in upcoming months. In the meantime, 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.



▲ *Park Avenue Condominiums adjacent to the trolley and LRT line. The 67 unit residential complex offers ground floor retail along Park Avenue and also wraps a 4 story parking deck.*



▲ *Kingston Flats, a residential development with ground floor retail, on Camden Road facing the LRT line. Camden Road is intended to become the primary retail street for South End.*

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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