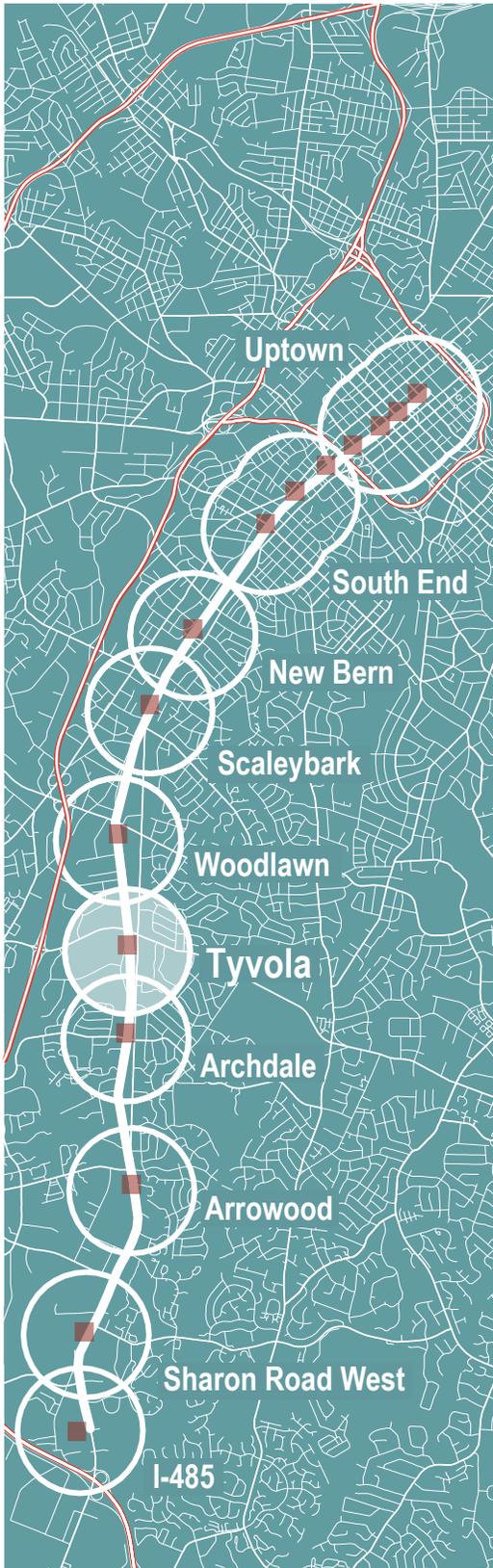


Tyvola Station Area Overview

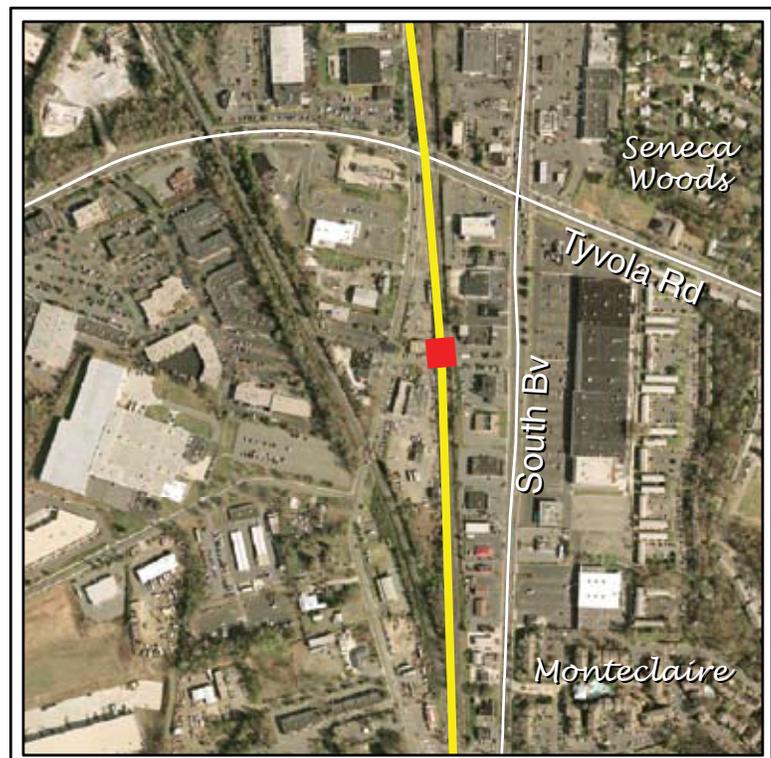
South Corridor

October 2005

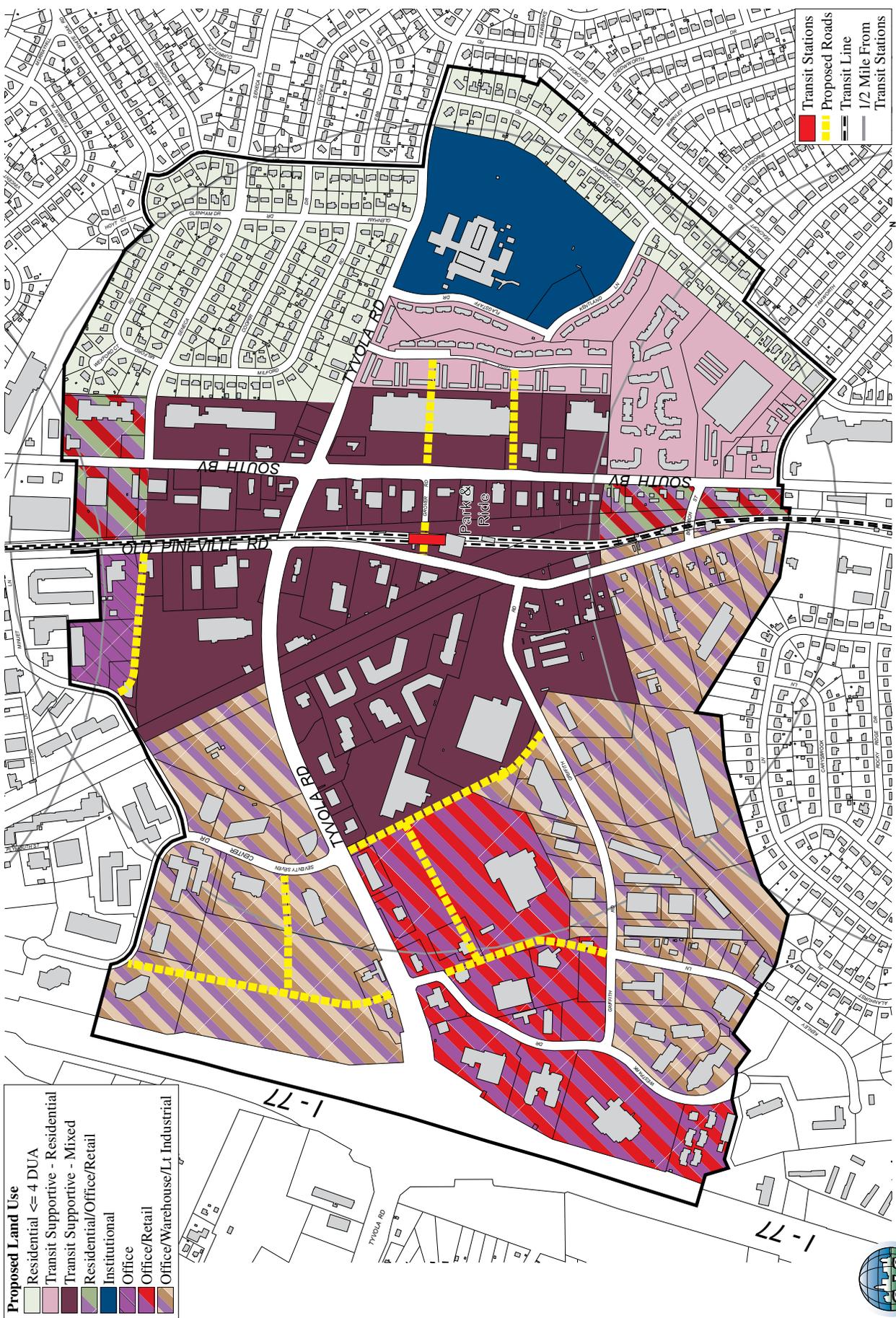


Tyvola Station Highlights

- 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.
- The Tyvola Station is the eleventh in the corridor and is already a major crossroads location with easy access to I-77 via Tyvola Road, a major east/west thoroughfare.
- Tyvola Road provides a direct link to SouthPark Mall to the east and the Coliseum property to the west.
- The Tyvola Station Area includes a significant mix of office, commercial, industrial and residential. The commercial is focused around South Boulevard with industrial to the west and residential to the east. The Seneca Woods and Montclair neighborhoods provide a strong residential edge to the station area's east.
- The station area is bound by I-77 to the west, Londonderry Road to the east, Seneca Place to the north and Emerywood Drive to the south.
- Three strip style shopping centers, located on the east side of South Boulevard, incorporate over 430,000 square feet of retail for the station area. Most of the retail is neighborhood oriented.



Tyvola Station Proposed Land Use - Draft



Proposed Land Use

[Light Green Box]	Residential <= 4 DUA
[Light Purple Box]	Transit Supportive - Residential
[Dark Purple Box]	Transit Supportive - Mixed
[Light Blue Box]	Residential/Office/Retail
[Light Yellow Box]	Institutional
[Light Orange Box]	Office
[Light Green Box]	Office/Retail
[Light Purple Box]	Office/Warehouse/Lt Industrial

[Red Box]	Transit Stations
[Yellow Box]	Proposed Roads
[Dashed Line]	Transit Line
[Dotted Line]	1/2 Mile From Transit Stations



Date: August 31, 2005



Produced by the Charlotte-Mecklenburg Planning Commission.

Proposed Land Use

The overall vision for the area is to transform the area around the station into an employment and residentially based transit village. This area should complement the surrounding residential areas including Monteclaire and Seneca Woods. Properties along South Boulevard, especially near the intersection of Grover Street and South Boulevard (where the station will be located) are expected to be redeveloped over time with residential and office development with ground floor retail. The map to the left shows land uses that support this vision.

The redevelopment of the Tyvola Mall, at the southeast corner of Tyvola Road and South Boulevard, and apartment complexes to the east could create an important transition to the neighborhoods to the east of the station area.

Existing office and retail in the western portion of the station area is expected to stay, due to their proximity to I-77. However in the long-term, intensification of some of the office suites will help to convert the Tyvola Station area into a major office center.

Opportunities

- The Tyvola Road and South Boulevard crossroad has $\frac{3}{4}$ million square feet of office and almost $\frac{1}{2}$ million square feet of retail within the $\frac{1}{2}$ mile radius of the station area.
- Tyvola Road, a major east/west street, and South Boulevard, a major north/south route, provide high visibility, high traffic counts and good regional access.
- The Tyvola Station will be accessible from Old Pineville Road or from South Boulevard via Grover Street.
- Commercial centers have been recently renovated and retenanting, with high occupancy rates.
- Large commercial and low density residential sites along South Boulevard could combine and redevelop as sizeable mixed-use centers.
- Market studies estimate the potential for almost 1 million additional square feet of office in the station area over the next 20 years.



▲ Office/Industrial space along Griffith Road in the western portion of the station area.



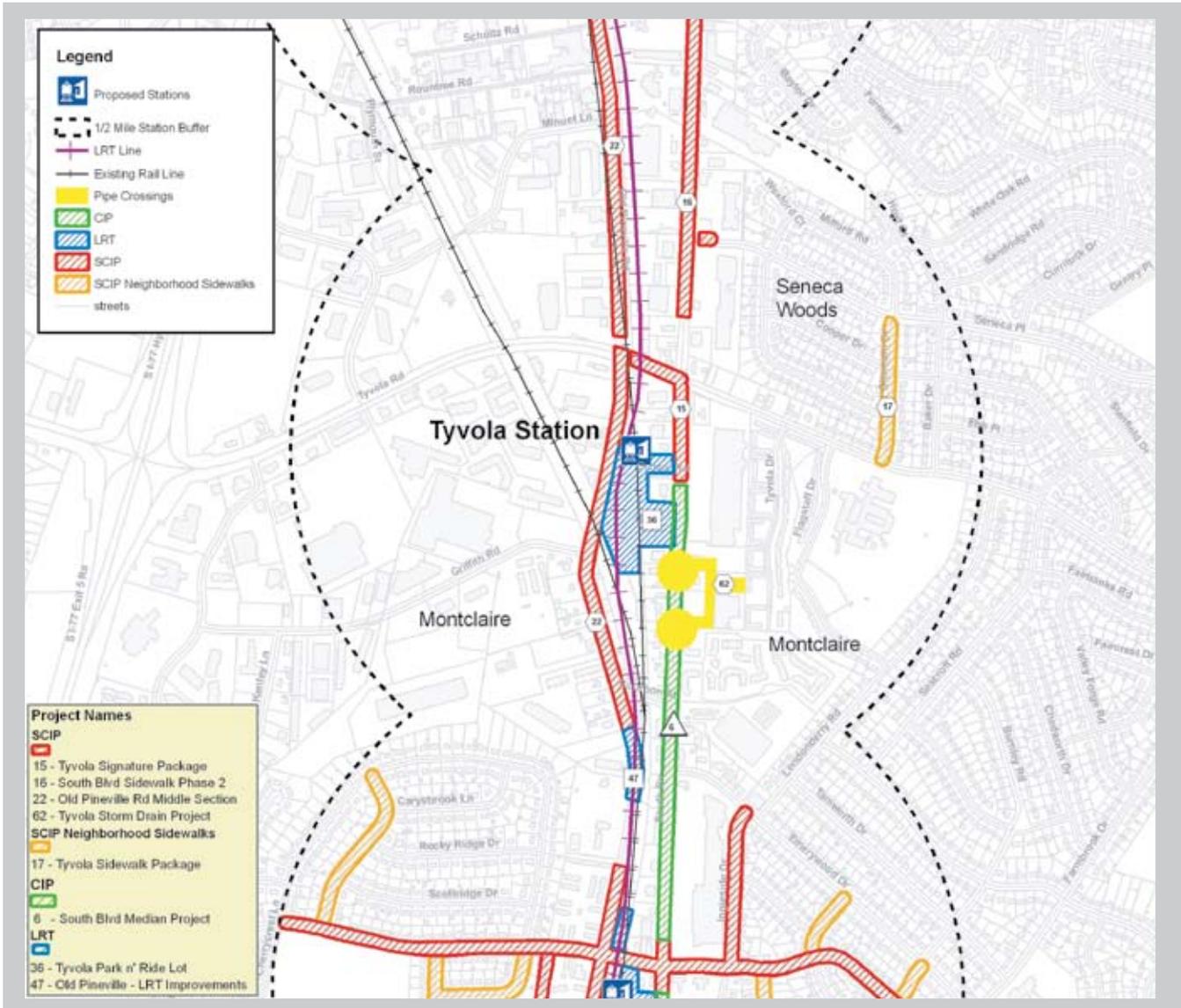
▲ The Vanguard Center Business Park, located on Tyvola just east of I-77, is a strong employment anchor to the western portion of the station area.



▲ The Tyvola Mall shopping center is located directly across South Boulevard from the LRT station and has over 50,000 cars passing the site each day.

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 Woodlawn 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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