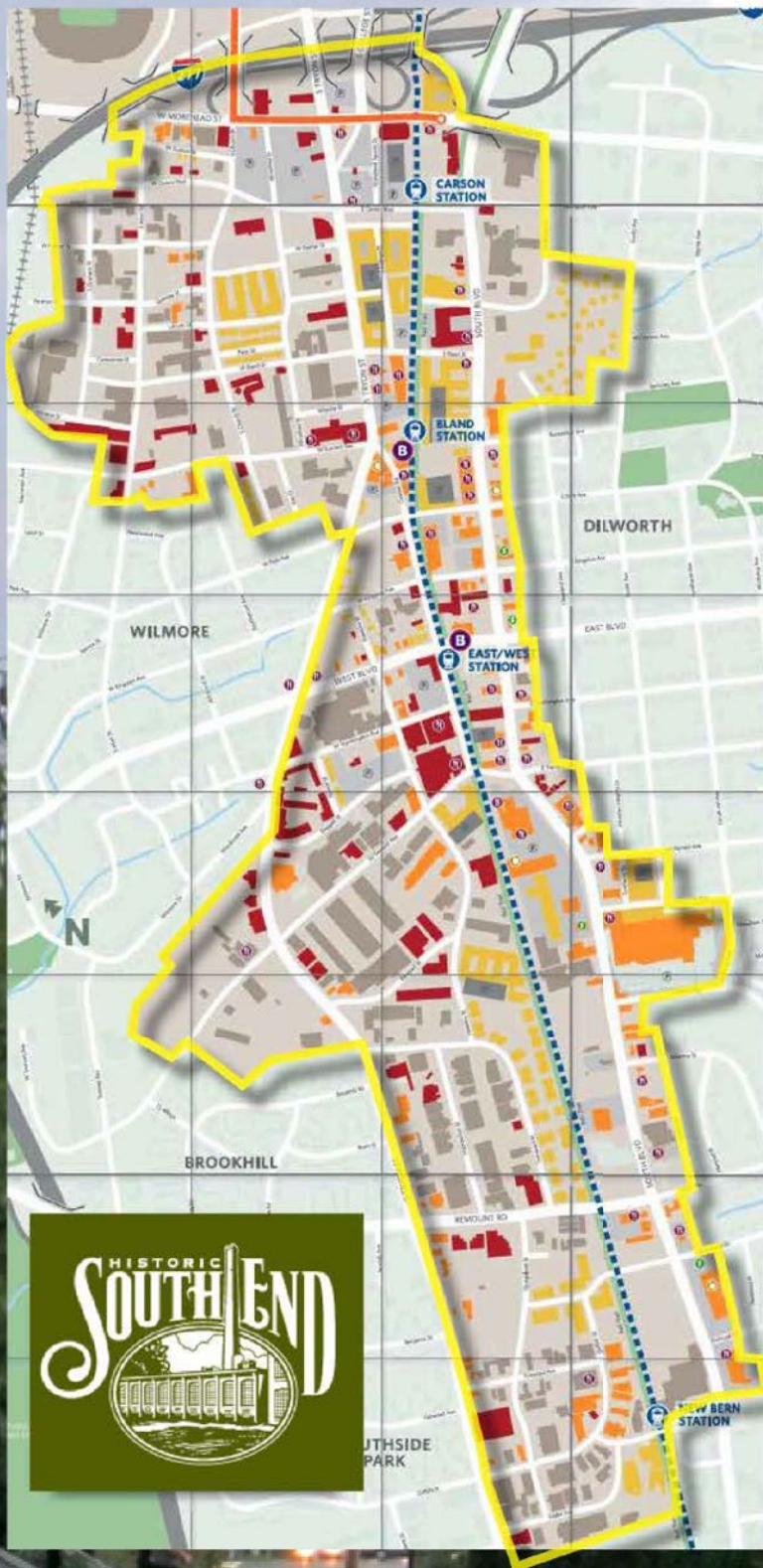


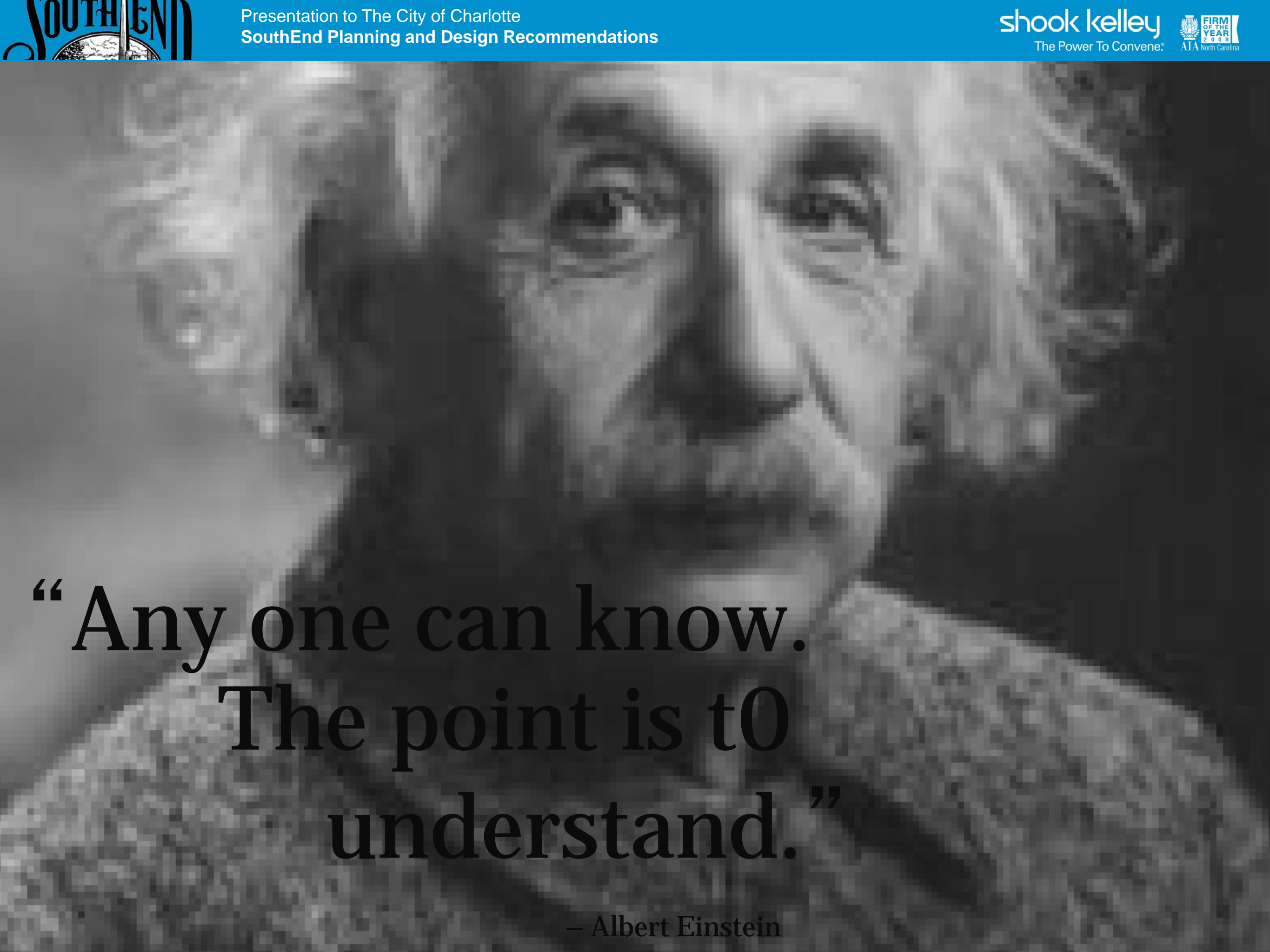


Presentation to
The Charlotte-Mecklenburg
Planning Commission

SouthEnd Planning and Design Recommendations

shook kelley
The Power To Convene.®





“Any one can know.
The point is to
understand.”

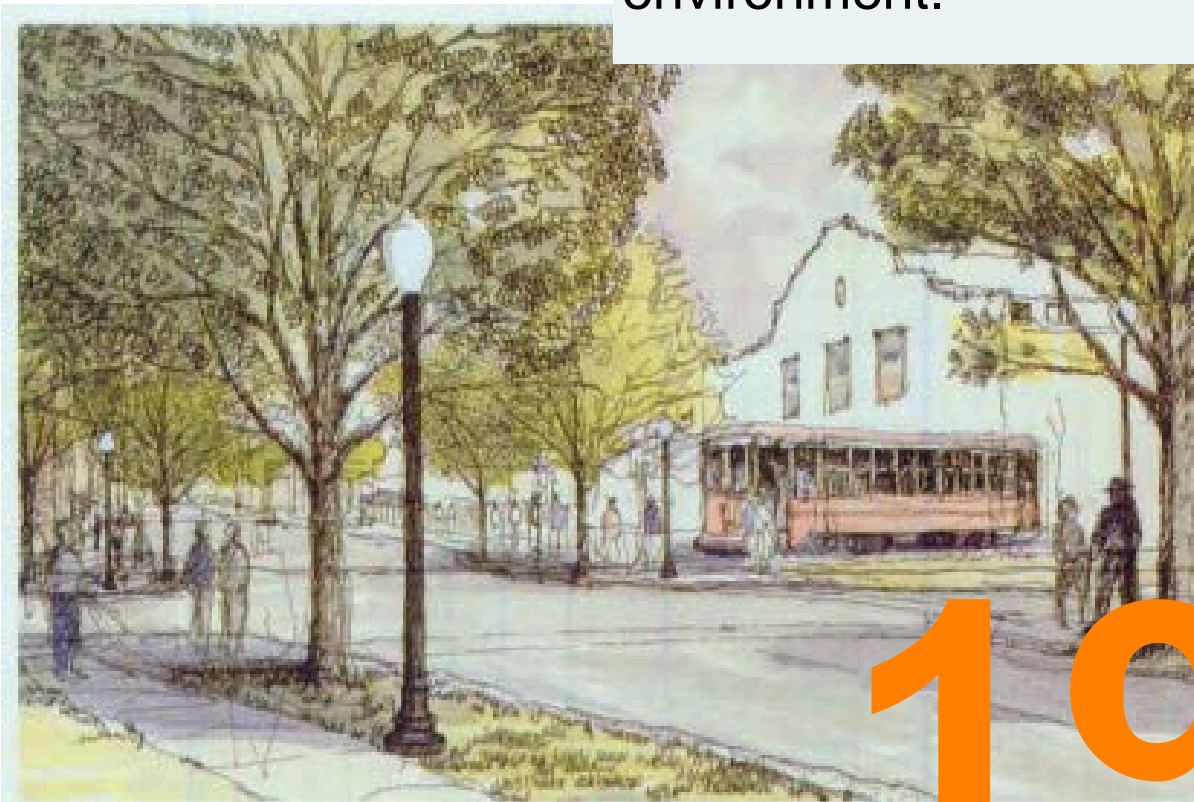
– Albert Einstein

URBAN SCALE DEVELOPMENT

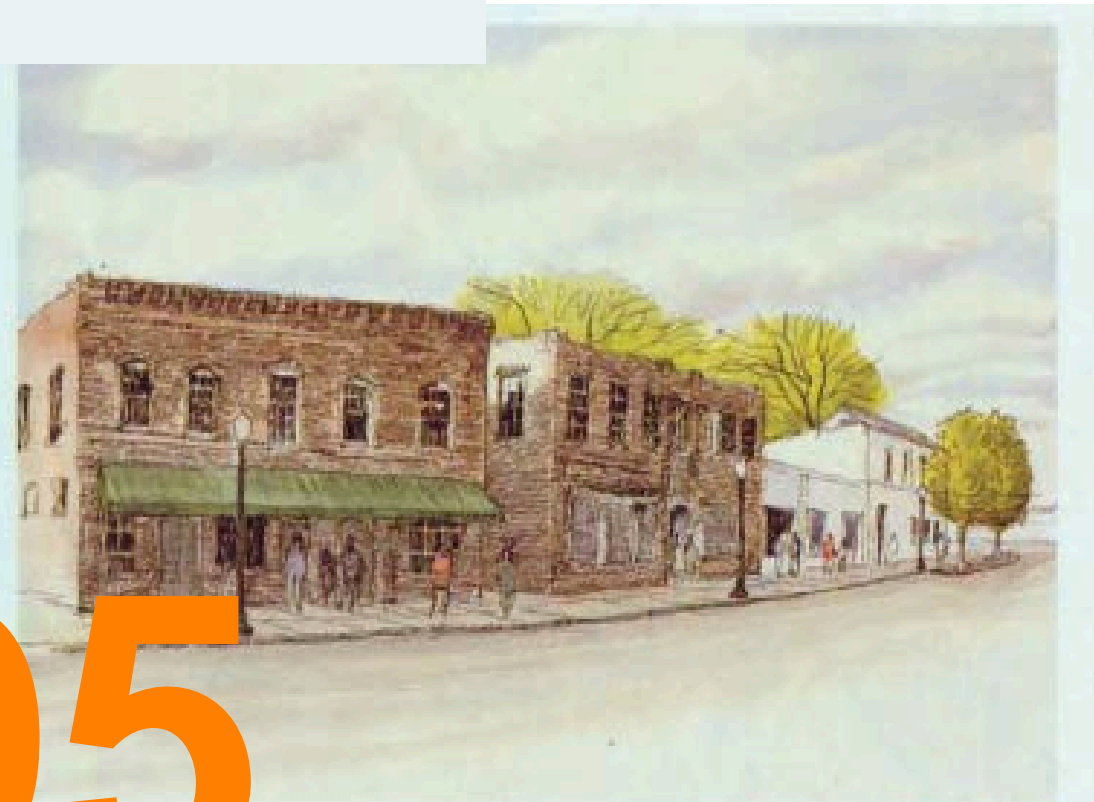
Provide for new urban scale development throughout the corridor that promotes pedestrian activity and is sensitive to the existing historic fabric of the area. Most of the existing zoning in the corridor is suburban in character and precludes the development of an urban, pedestrian oriented environment.

← DO

← DON'T



Park Avenue toward Camden



Camden Road

1995

South Boulevard Corridor Revitalization Plan

Charlotte-Mecklenburg
Planning Commission

South End Development
Corporation

South End Ribbon Cutting and Marker Unveiling

A Vision for the Future

The Vision for South End is to create a lively urban neighborhood with a strong identity that reflects a rich past. The neighborhood will be oriented toward pedestrian activities, while continuing to accommodate vehicular needs. The trolley line will serve as an important transportation link between South End, Uptown and surrounding neighborhoods as well as a focal point for the community. All development will be compatible with pedestrians, existing historic character, and surrounding neighborhoods. There will be a mix of land uses including residential, offices, retail shops, light industrial, and restaurants. South End will be a vibrant neighborhood that not only serves residents, but also attracts visitors throughout the region.

May 1, 1996

Celebrating the
Revitalization of the
Historic South End
Corridor

1996

Shook Design Group, Inc.

“Reflect a Rich Past”

“Development will be Compatible with Pedestrians, Existing Historic Character, and Surrounding Neighborhoods”

“Mix of Land Uses including Residential, Offices, Retail Shops, Light Industrial, and Restaurants”

Development along the rail line will be urban in form, of high quality, and will provide access to the rail line. **A range of development types and uses will be encouraged**, including offices, housing, and retail and entertainment establishments.

An architectural sketch of a street scene. On the left, a tall building with many windows and a fire escape. In the center, a street with a rail line running down it. On the right, a building with a sign that says "CAFE". The sketch is in black lines on a white background.

1998

South End / Uptown Rail Corridor Plan

Street Network

- Design streets to be multi-modal, with emphasis on pedestrian and bicycle circulation.
- Redesign existing street intersections, with a greater emphasis on pedestrian and bicycle crossing.
- Develop an interconnected street network designed around a block system, with blocks a maximum length of 400'.
- Ensure that the pedestrian network will accommodate large groups of pedestrians comfortably.
- Consider new mid-block street crosswalks.
- Incorporated traffic calming into the design of new streets.



Parking

- Reduce parking requirements in station areas and establish parking maximums.
- Minimize large surface parking lots for private development.
- Encourage shared parking facilities.



Building and Site Design

- Design buildings to front on public streets or on open spaces, with windows and doors at street level.
- Locate building entrances to minimize walking distance between the transit station and the buildings.
- Located surface parking to the rear of the buildings.
- Design parking structures to include active uses on the ground floor street frontage.
- Limit building heights to 120', with the tallest and most intensely developed structures located near the transit station.
- Screen unsightly elements, such as dumpsters, loading docks, service entrances, and outdoor storage.
- Take safety and security concerns into account during design.



2001

Transit Station Area Principles

Street Walls

- No blank walls.
- No reflective surfaces on first floor.
- The first floor facade of all buildings, including structured parking facilities, shall be designed to encourage and complement pedestrian-scale, interest, and activity.



Building Entrances & Orientation

- Orient to adjacent streets, required sidewalks, and open space.
- Provide a sense of entry.



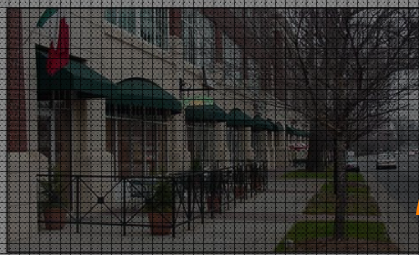
Structured Parking

- Complement pedestrian activity.
- Vehicles screened from street, transit-way, and residential.
- 50% of linear street frontage devoted to active use.



Minimum Setback

- Determined by Station Area Plan. If not specified by Plan then minimum setback is 16'.
- Measured from back of existing/future curbs, whichever is greater. If curb varies, measured from the widest section.



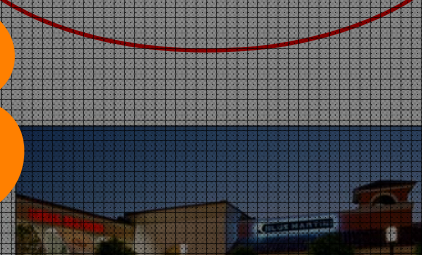
Connectivity and Circulation

- Internal sidewalk network to be provided.
- Sidewalk connections from building to public sidewalk.
- Lighting of pedestrian circulation system required.



Urban Open Space

- Open Space required for buildings with GFA 50,000+sq.ft.
 - 0 - 20,000 sq. ft. site = 1 sq.ft./200 sq. ft.
 - 20,001 - 40,000 sq. ft. site = 1 sq. ft./150 sq. ft.
 - 40,001+ sq. ft. site = 1 sq. ft./100 sq. ft.



2003

Transit Oriented Development (TOD) Zoning

South End is becoming and will be:

- A **vibrant, historic, pedestrian-oriented urban district**, where people work, live, recreate, and shop.
- Focused around a **multi-modal transportation corridor** serving pedestrians, bicyclists, bus transit, trolleys, light rail, and motorists.
- Office, residential, neighborhood-serving retail, entertainment, and civic **development designed to support and be enhanced by rapid transit**. And,
- A **community gathering place** for Wilmore and Dilworth neighborhoods and the rest of Charlotte.

“New Development along the rail corridor should front the transitway and the path with windows and doors and provide connections to the path. Blank walls and parking areas should not be developed along the corridor frontage.”

2005

South End Transit Station Area Plan

- Orient buildings to front on public streets or open spaces.
- Minimize setbacks and locate parking to the rear.
- Provide windows and doors at street level and minimize walking distance to entrances.
- Screen unsightly elements, such as dumpsters, loading docks, service entrances and outdoor storage from the transitway.
- Include active uses on the ground floor of parking structures.
- Include elements such as street trees, pedestrian scale lighting and benches in streetscape design to encourage pedestrian activity.
- Place utilities underground, wherever possible.
- 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.

2008

South Corridor Station Area Plans

Vision

The desired future for the study area is highlighted in the following vision statement:

The New Bern study area will become one of a series of vibrant, high density nodes along the South Corridor. Within its boundaries, there will be three discrete areas:

- **Transit Station Area:** The core of the study area will transform into a pedestrian-oriented, Transit Station Area made distinctive by its unique blend of old renovated warehouses and new urban developments.
- **General Corridor Area:** The area between the Transit Station Area and I-77 will include a range of uses appropriate for a Growth Corridor. Existing light industrial and warehouse uses are expected to remain. Existing multi-family areas may remain or redevelop with higher density housing. This area will be made more attractive and convenient with improved landscaping and site design.
- **Wedge Neighborhood Area:** The charm and residential character of the existing Wedgefield neighborhood will be maintained.

LAND USE AND COMMUNITY DESIGN

“Provide active ground floor non-residential uses, such as retail or office, along New Bern Street and Rail Crossing Lane. To be most accessible to transit users, design these ground floor uses to include clear glass windows and doors, as well as entrances that front on and connect to the sidewalk.”



2008

New Bern Transit Station Area Plan

“Most of the existing zoning in the corridor is suburban in character and precludes the development of an urban, pedestrian oriented environment” – from 1995



Many of the projects in the corridor do not support the vision for South End and preclude the development of an urban, pedestrian oriented environment.

Now we understand



We have always known ... Code for this!



Some projects are NOT TOD projects—
many are MUDD

Elements that are NOT typically shown on
submitted plans or elevations

Utilities are often not included within the
TOD—they are Duke Energy



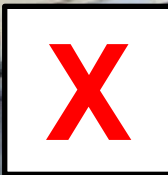
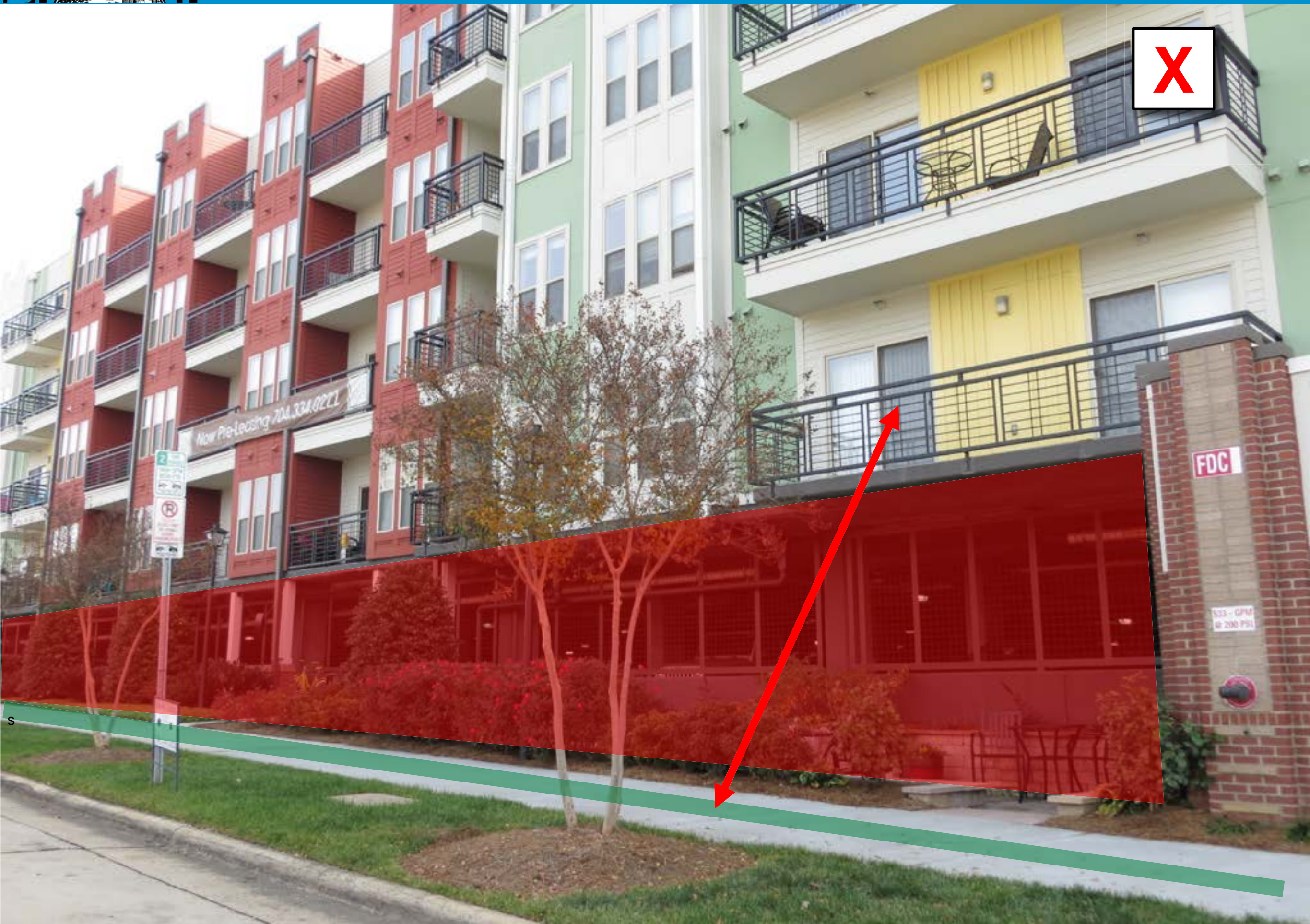
Connect to
the Street







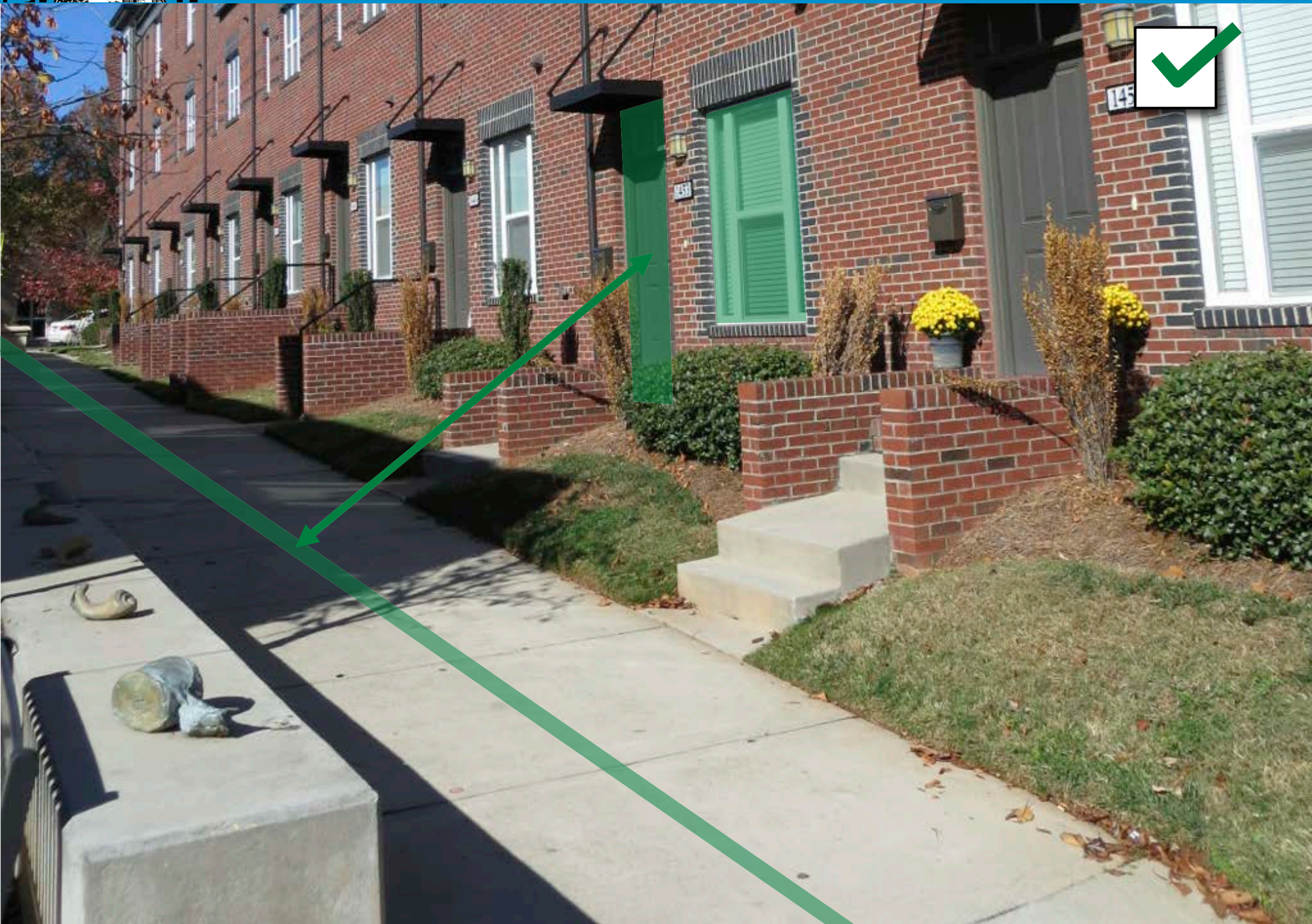


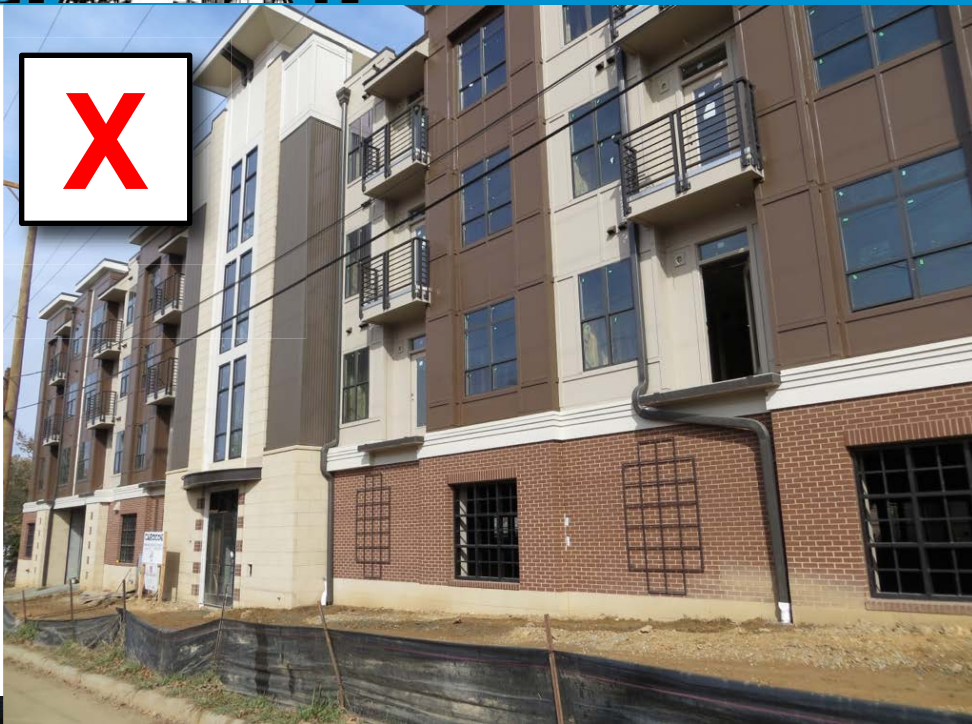


FDC

533 - GPM
42 200 PSI







BUILDING DESIGN

Design buildings to front on public streets, **the rail corridor**, or on open space, with widows and doors at street level **connected to the public realm**.



1

Connect to
the Street





2

**First Floor
 Design**



Ground Floor Materials



Ground Floor Height



Ground Floor Openings





Ground Floor Materials



Ground Floor Height



Ground Floor Openings





Streetscape

Ground Floor Materials



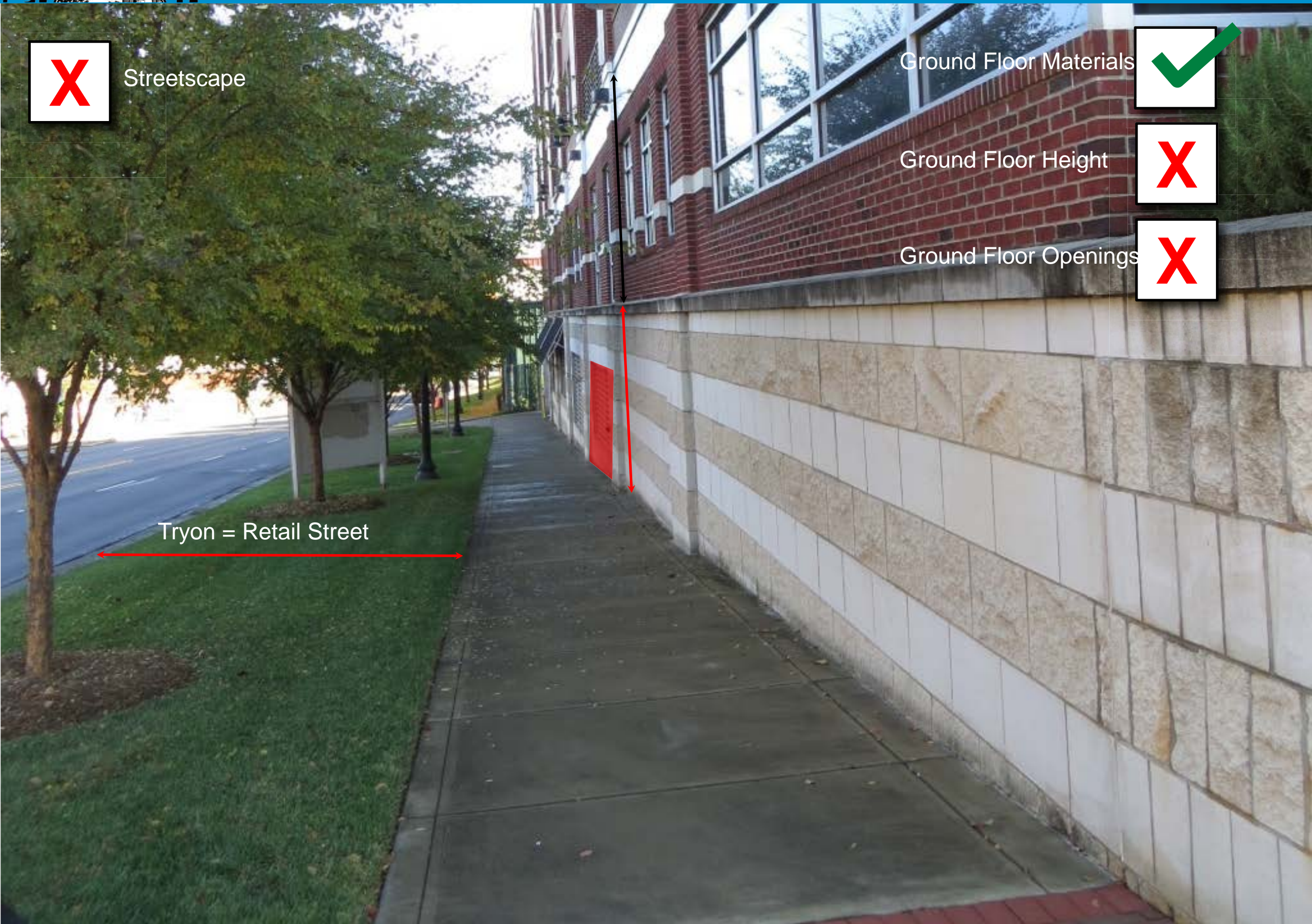
Ground Floor Height

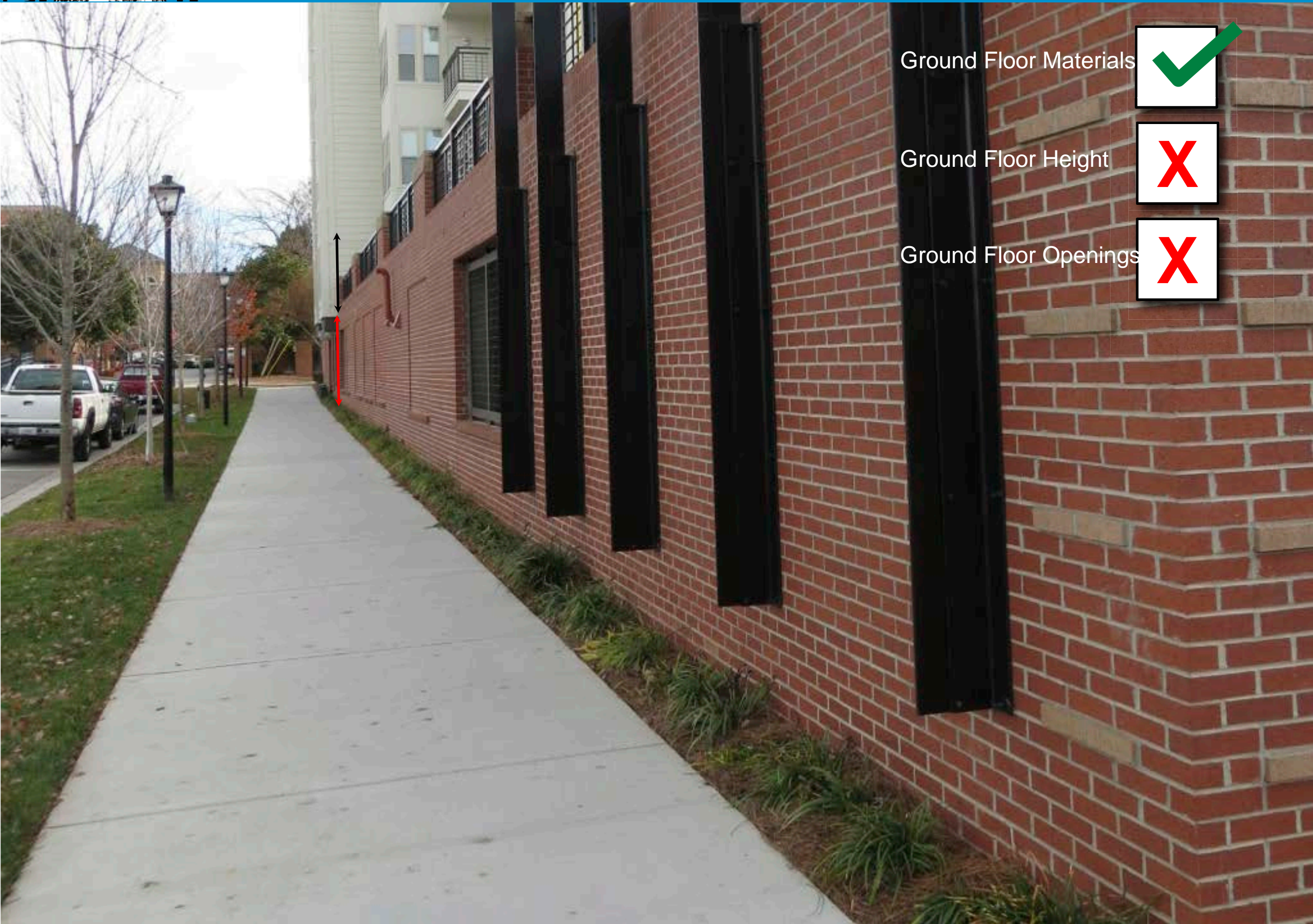


Ground Floor Openings



Tryon = Retail Street





Ground Floor Materials



Ground Floor Height



Ground Floor Openings





Ground Floor Materials

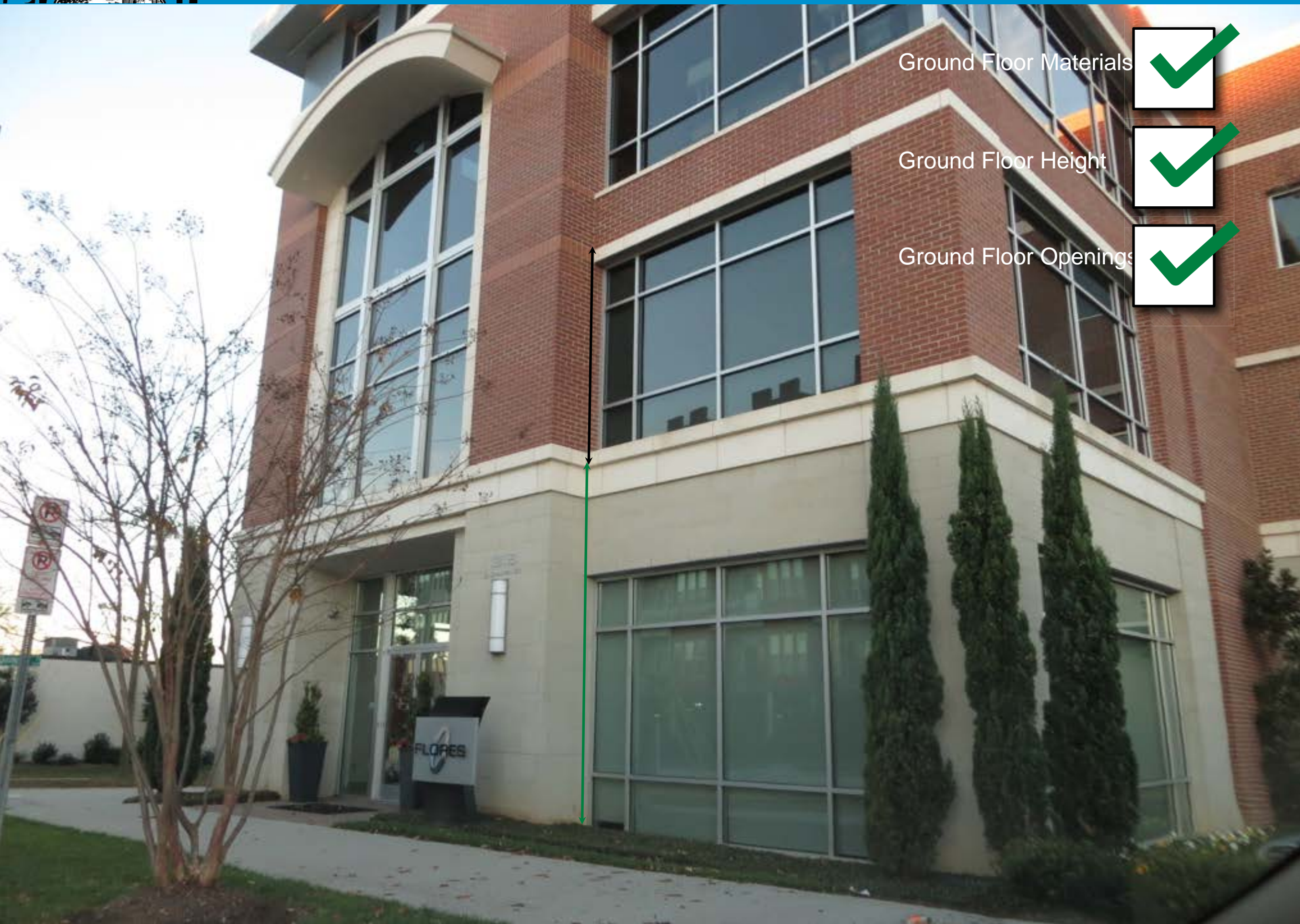


Ground Floor Height



Ground Floor Openings





Ground Floor Materials



Ground Floor Height



Ground Floor Openings





Ground Floor Materials



Ground Floor Height



Ground Floor Openings



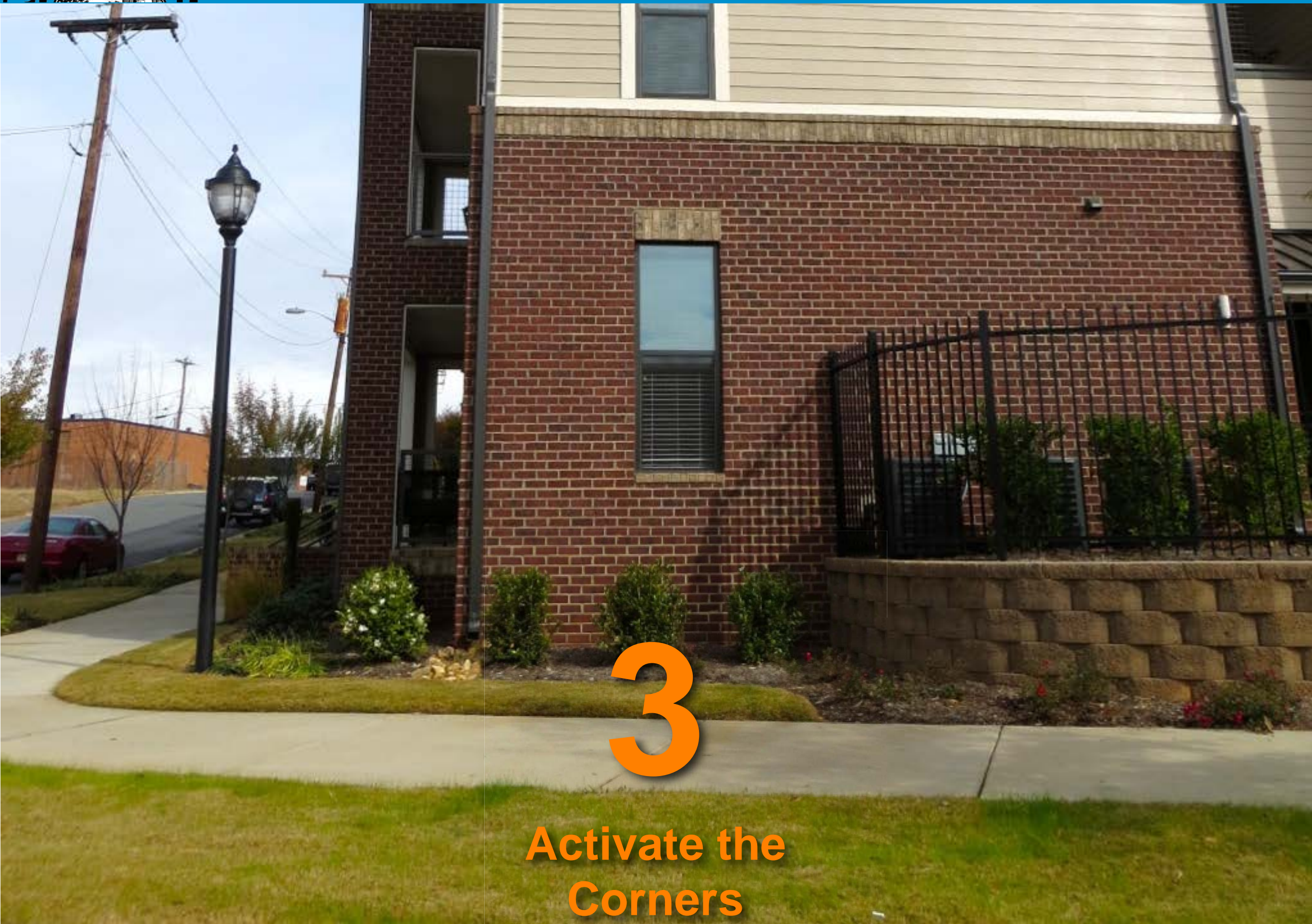
BUILDING DESIGN

Provide taller floor to floor heights and larger openings at the ground floor.



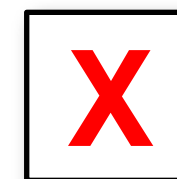
2

First Floor Design



**Activate the
Corners**





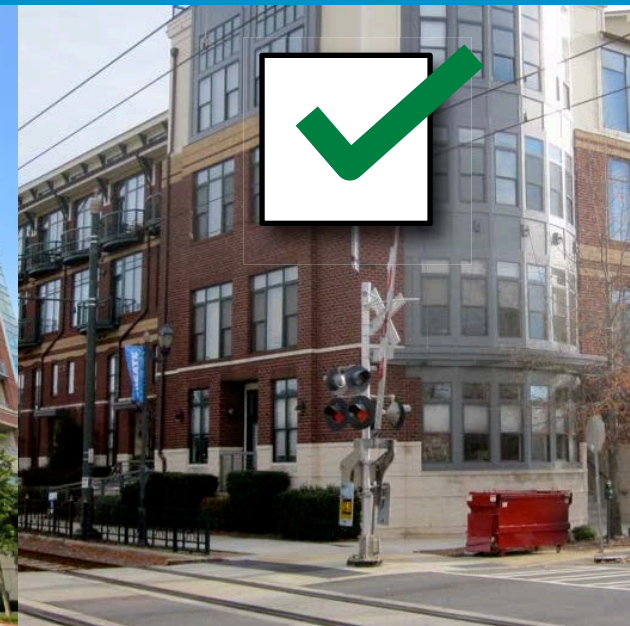


BUILDING DESIGN

Require corners to have active uses and meet first floor Urban Design Standards

3

Activate the Corners





**Street Worthy
Entrances**













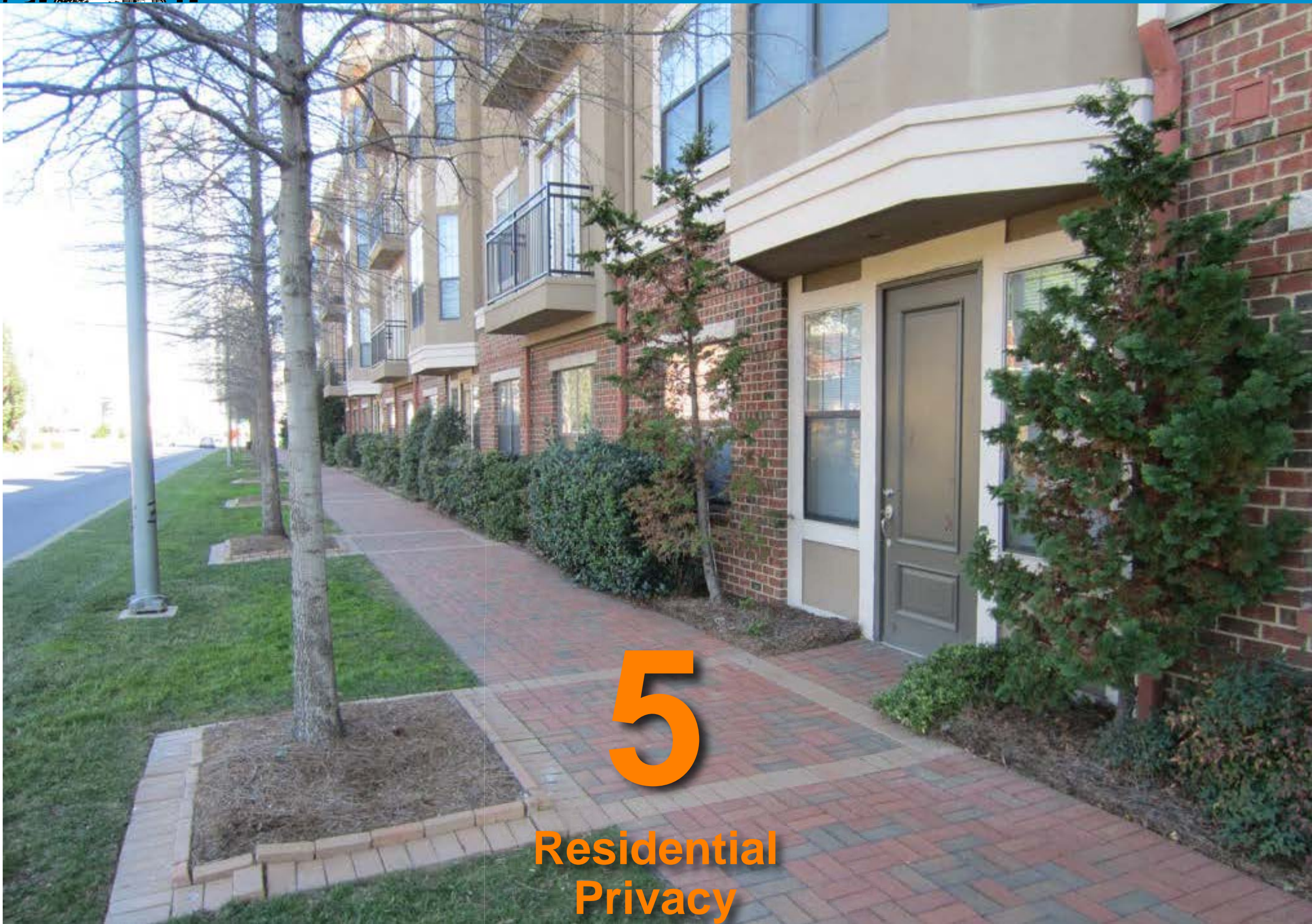
BUILDING DESIGN

Make the entrances
look like entrances



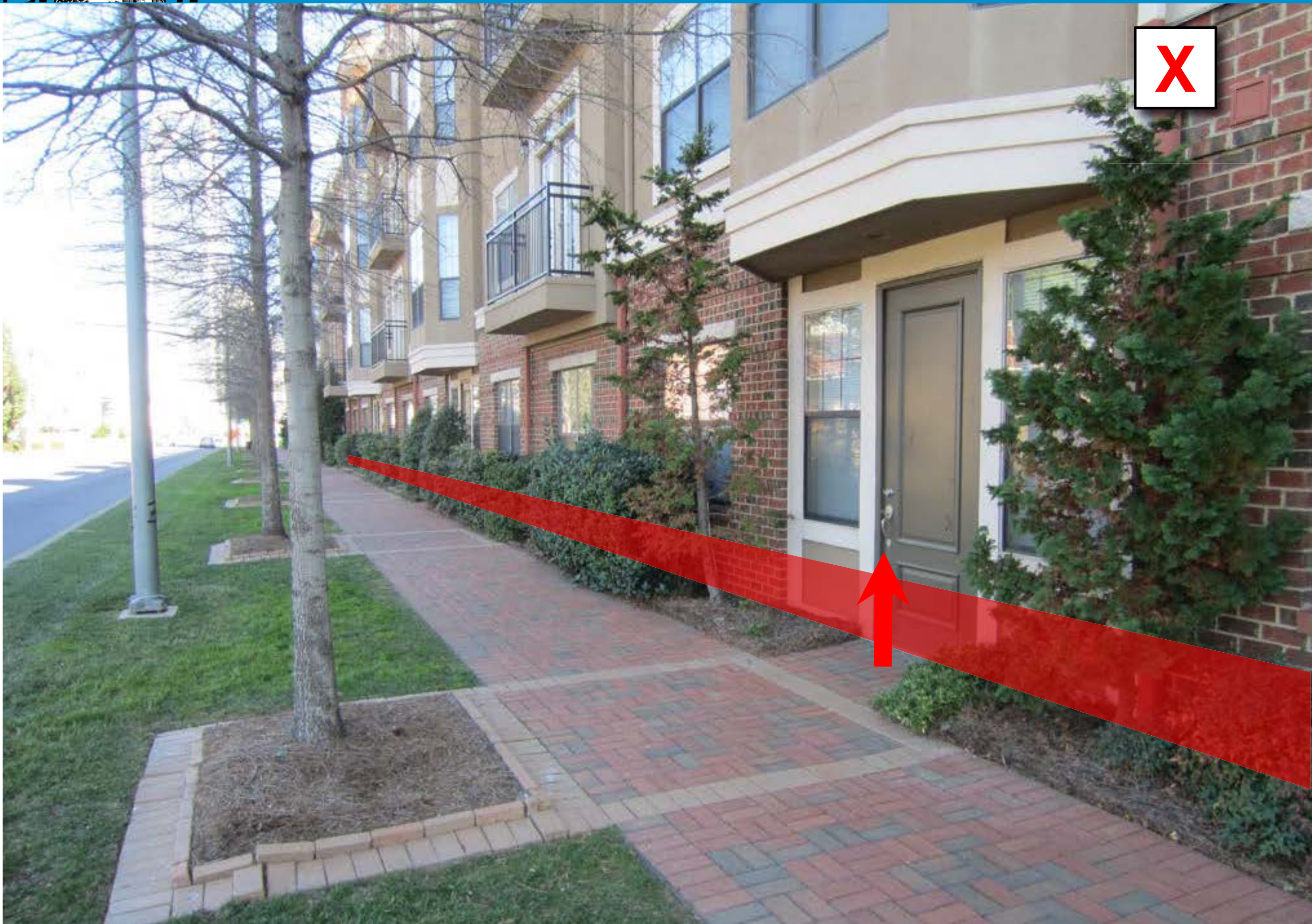
4

Street Worthy Entrances



5

Residential
Privacy















BUILDING DESIGN

Provide taller floor to floor heights and larger openings at the ground floor.



5

Residential Privacy





6

Parking as a
Ground Floor
Use





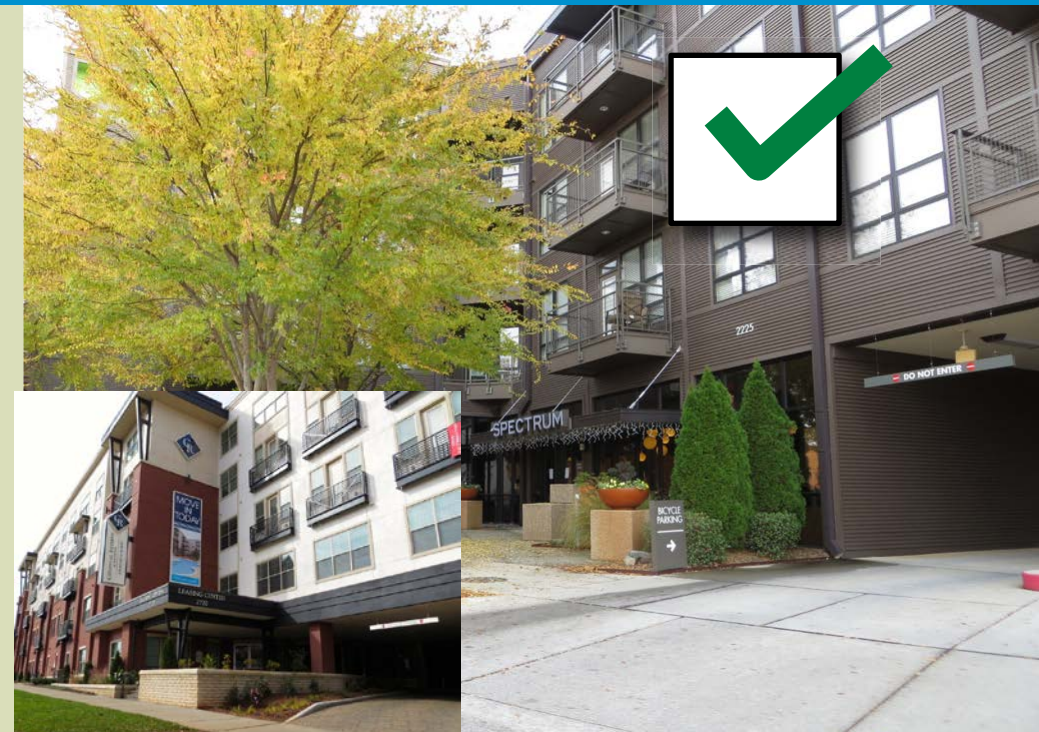






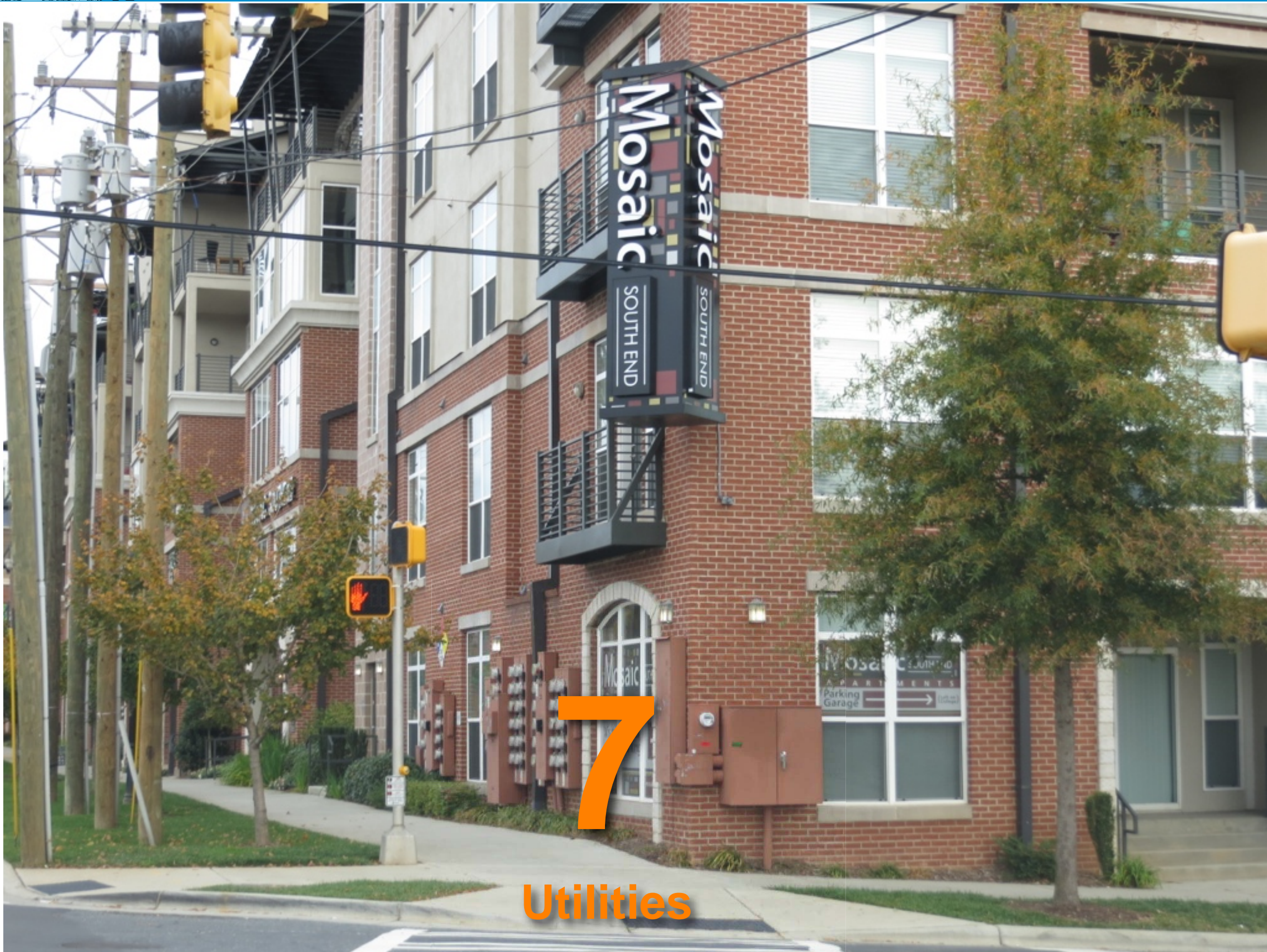
BUILDING DESIGN

Parking as a use fronting a street or the rail corridor was never part of the vision ...

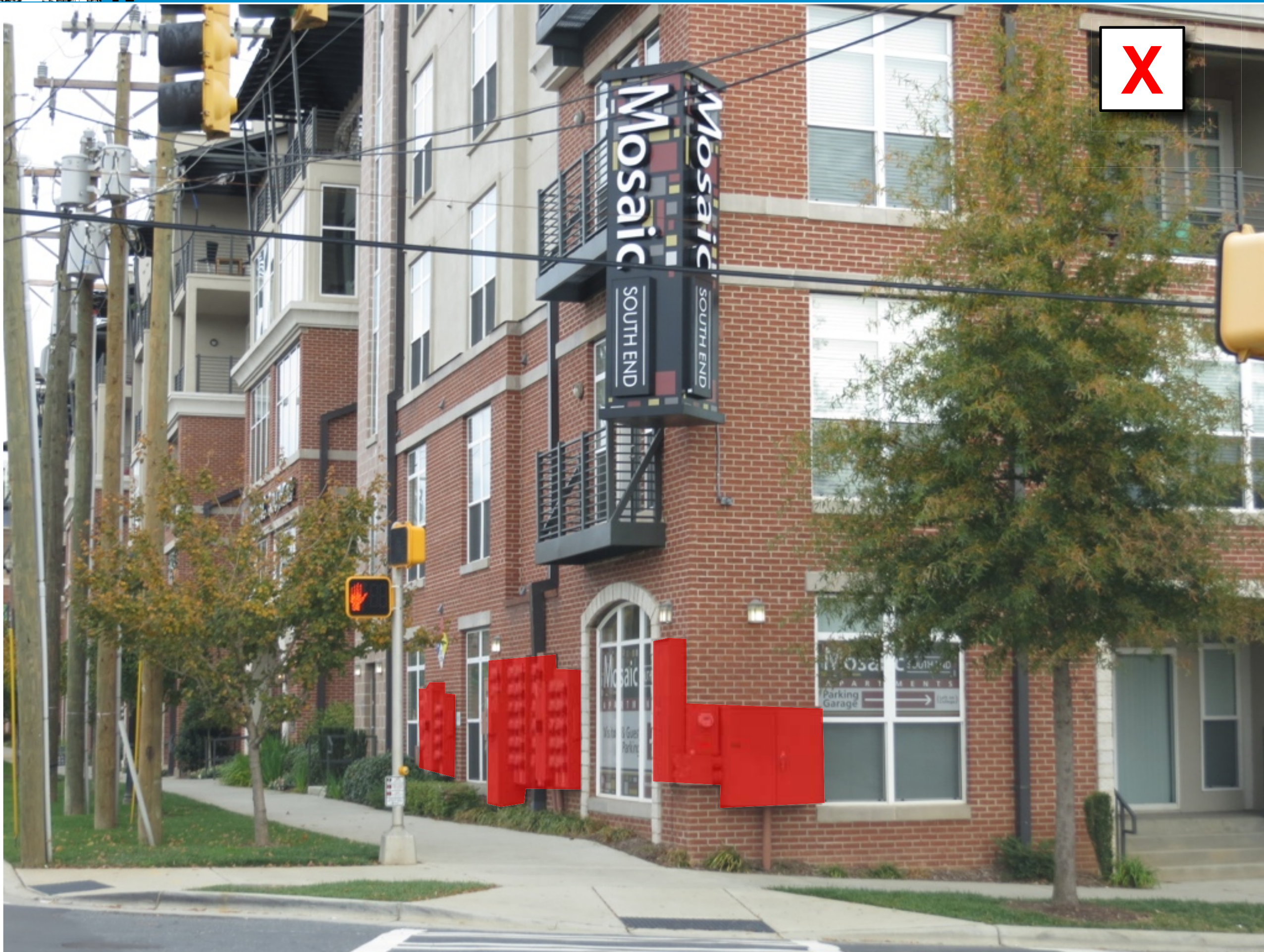


6

Parking as a
Ground Floor
Use



Utilities





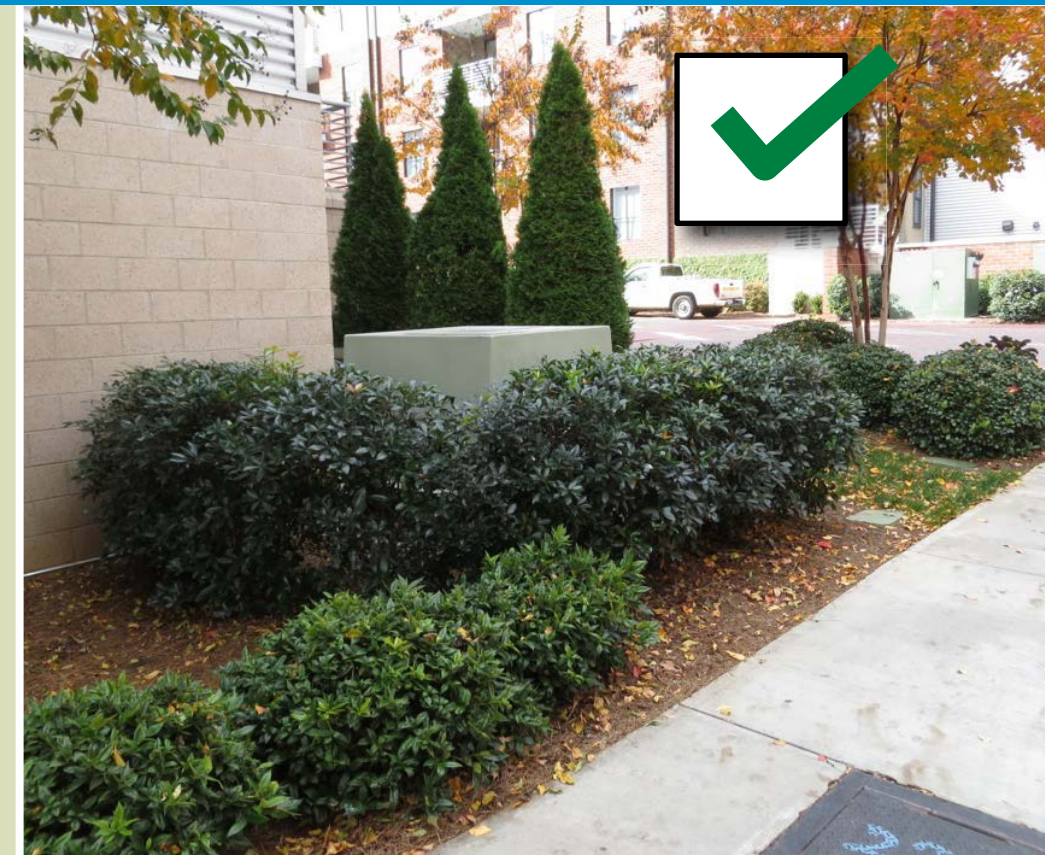






SITE DESIGN

Screen unsightly elements, such as dumpsters, **utilities**, loading docks, service entrances, and outdoor storage. **Restrict unsightly elements at corners facing intersections.**



8

Utilities



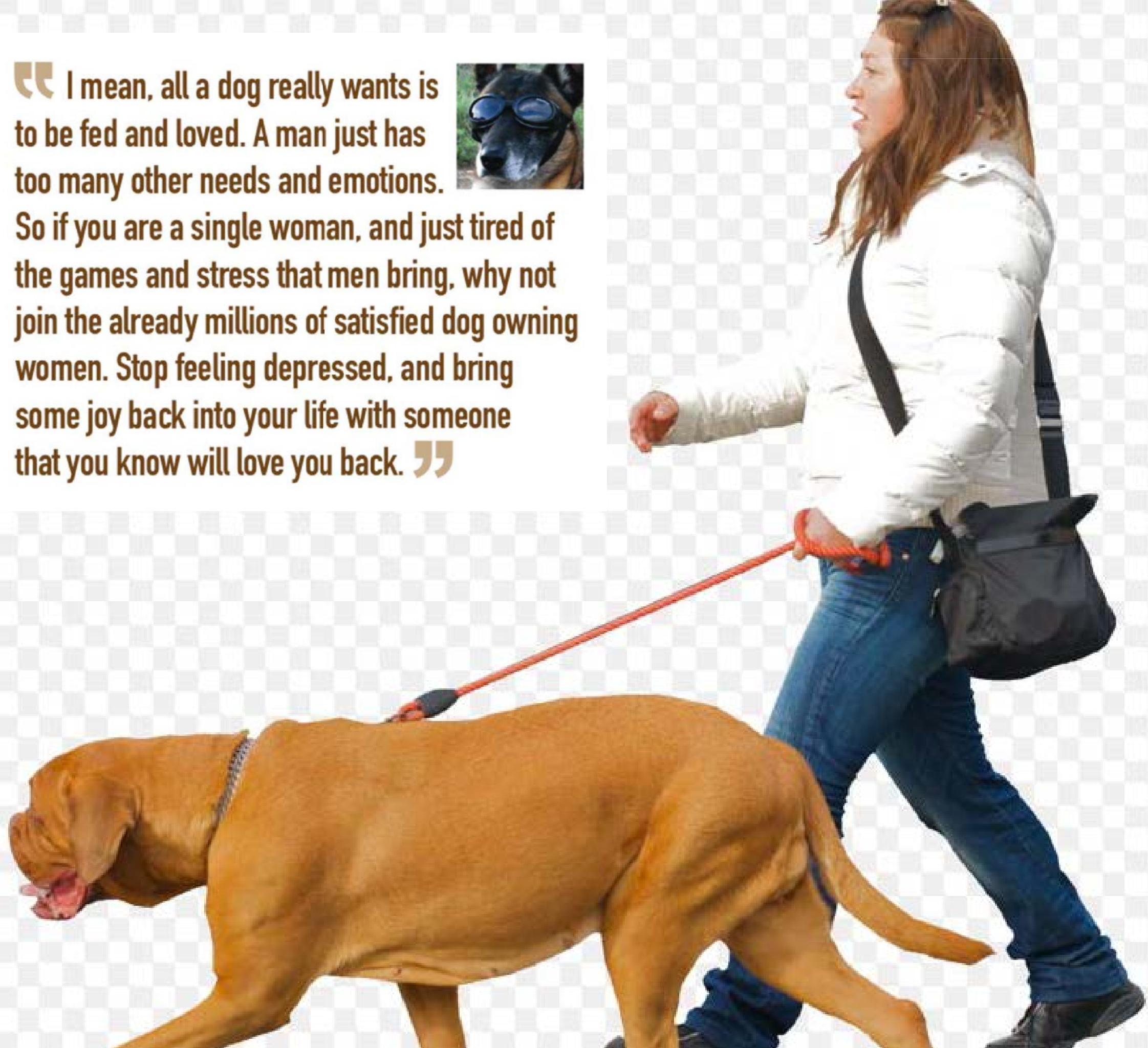
9

Pets

More people are living the single life...



“ I mean, all a dog really wants is to be fed and loved. A man just has too many other needs and emotions. So if you are a single woman, and just tired of the games and stress that men bring, why not join the already millions of satisfied dog owning women. Stop feeling depressed, and bring some joy back into your life with someone that you know will love you back. ”



**ONLY 23% OF AMERICAN “FAMILIES” ARE
NUCLEAR; IN SOME CITIES, LESS THAN
10%**

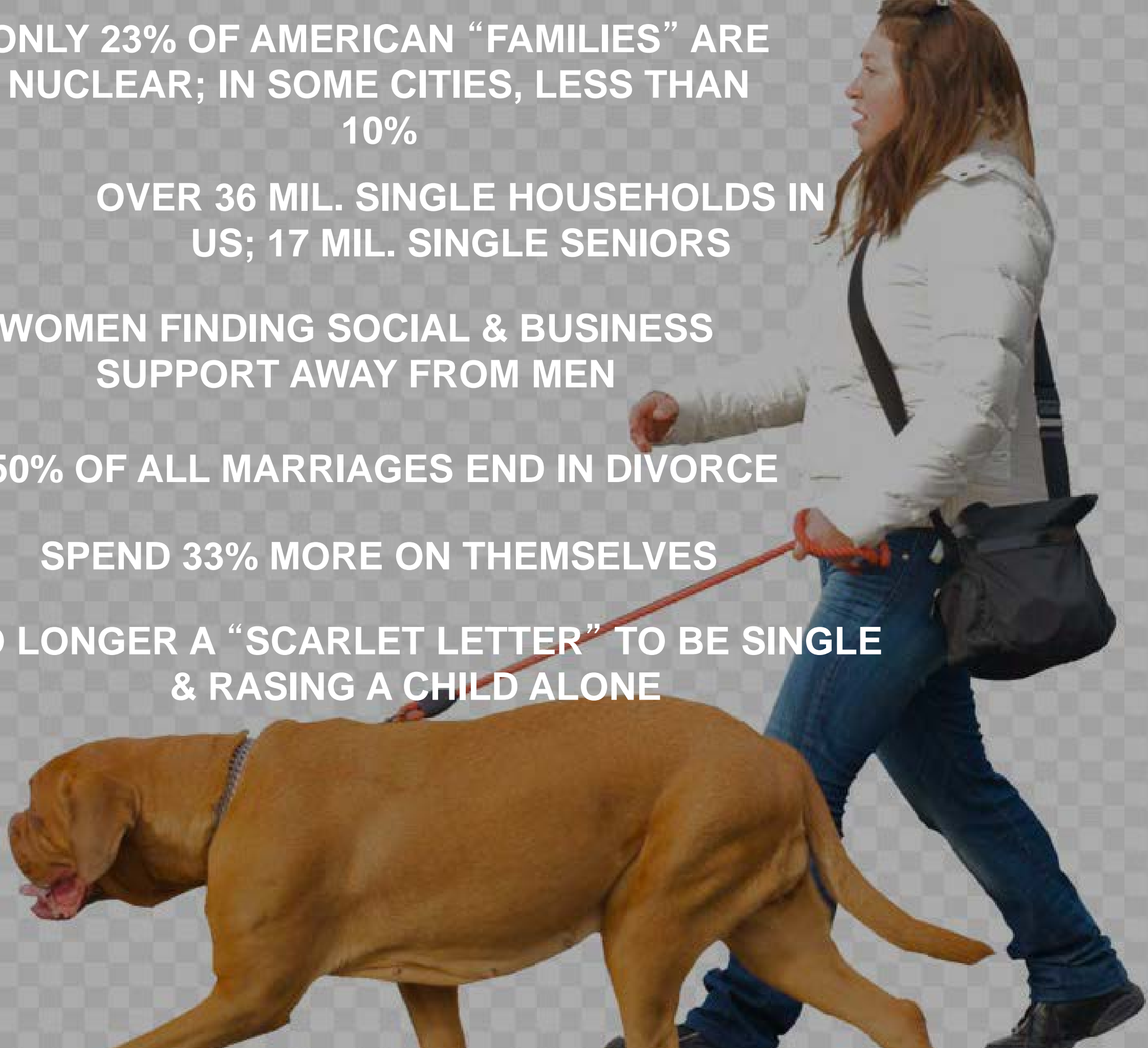
**OVER 36 MIL. SINGLE HOUSEHOLDS IN
US; 17 MIL. SINGLE SENIORS**

**WOMEN FINDING SOCIAL & BUSINESS
SUPPORT AWAY FROM MEN**

50% OF ALL MARRIAGES END IN DIVORCE

SPEND 33% MORE ON THEMSELVES

**NO LONGER A “SCARLET LETTER” TO BE SINGLE
& RASING A CHILD ALONE**





SITE DESIGN

Pet friendly



9

Pets



- Proper Commercial Storefronts—BUT only where appropriate
- Humane & Pleasant Housing Frontages—Where ever housing occurs
- Pleasant Parking Edges—BUT only when necessary

Shaft

Bulkhead

Transom

Shopfront

Base

Ground



Shaft

Frame

Entry

Base

Privacy Zone



