



Review & Adoption Schedule

PLANNING COMMITTEE September 19, 2017 TRANSPORTATION &
PLANNING COMMITTEE
Review and Refer to City
Council
October 9, 2017

PLANNING COMMITTEE
October 17, 2017

PLANNING COMMITTEE

Public Comment

November 21, 2017

CITY COUNCIL
Public Comment
December 11, 2017

PLANNING COMMITTEE
Plan Recommendation
Vote
TBD

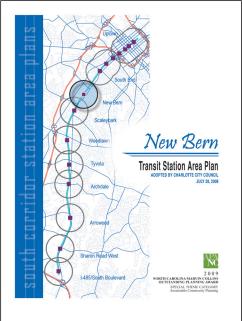
TRANSPORTATION &
PLANNING COMMITTEE
Plan Recommendation
Vote
TBD

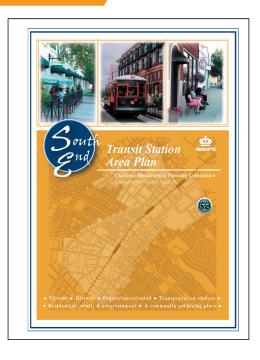
CITY COUNCIL
Vote on Plan
TBD

^{* *}Schedule may change depending on public comment, agenda items, etc.

Review & Adoption







- * South End Vision Plan (New)
 - *South End Station Area Plan (2005) AMENDMENT
 - *New Bern Station Area Plan (2008) AMENDMENT





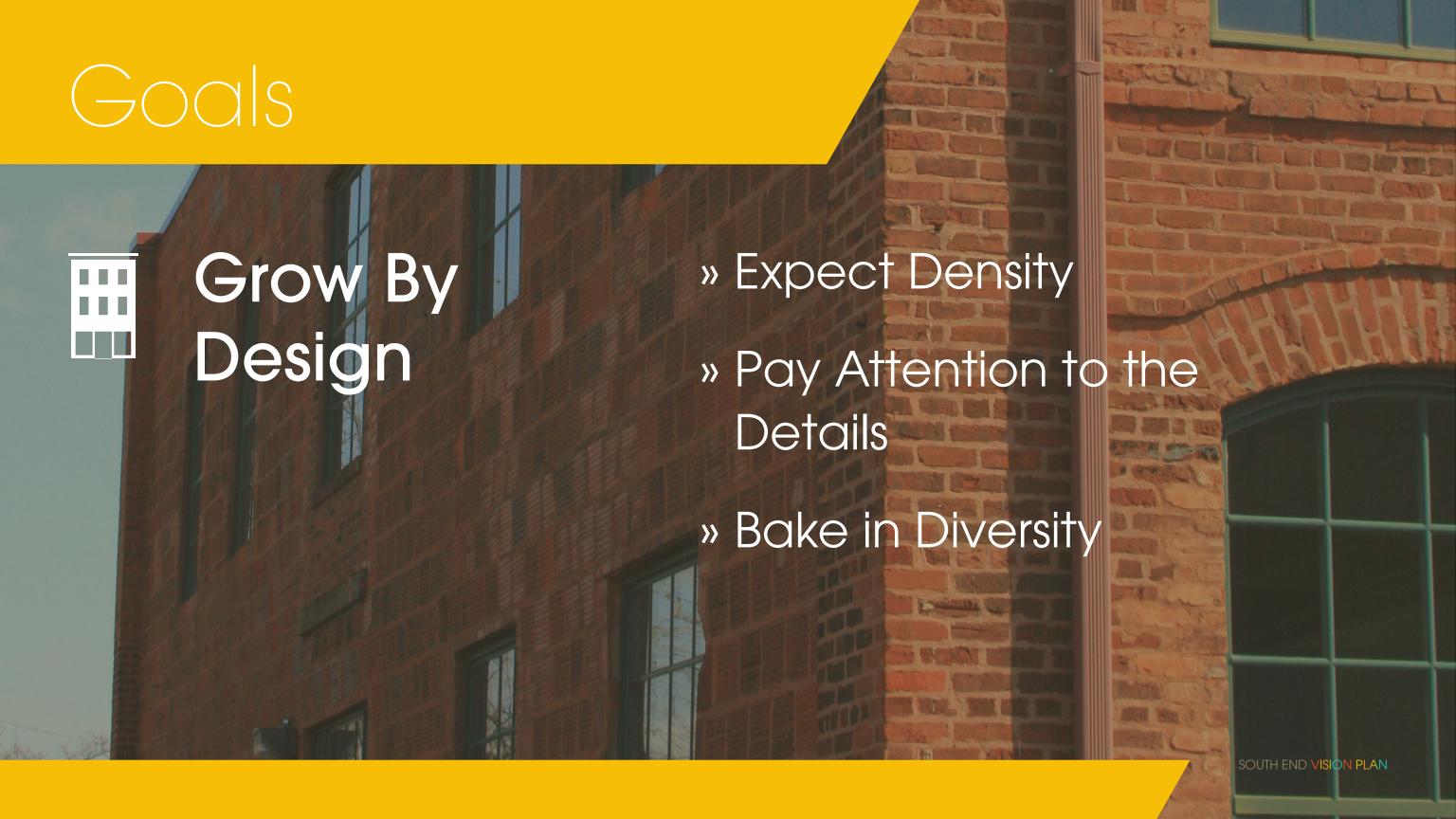
How Did We Get Here?

- * First update since 2005
- *Led by Center City Partners
- *Steering Committee with 20+ Members
- *2 Public Meetings



Vision

South End is a walkable, people-first urban district, supported by vibrant neighborhoods, built on transit, and fueled with energy and innovation from some of Charlotte's most diverse and creative people.









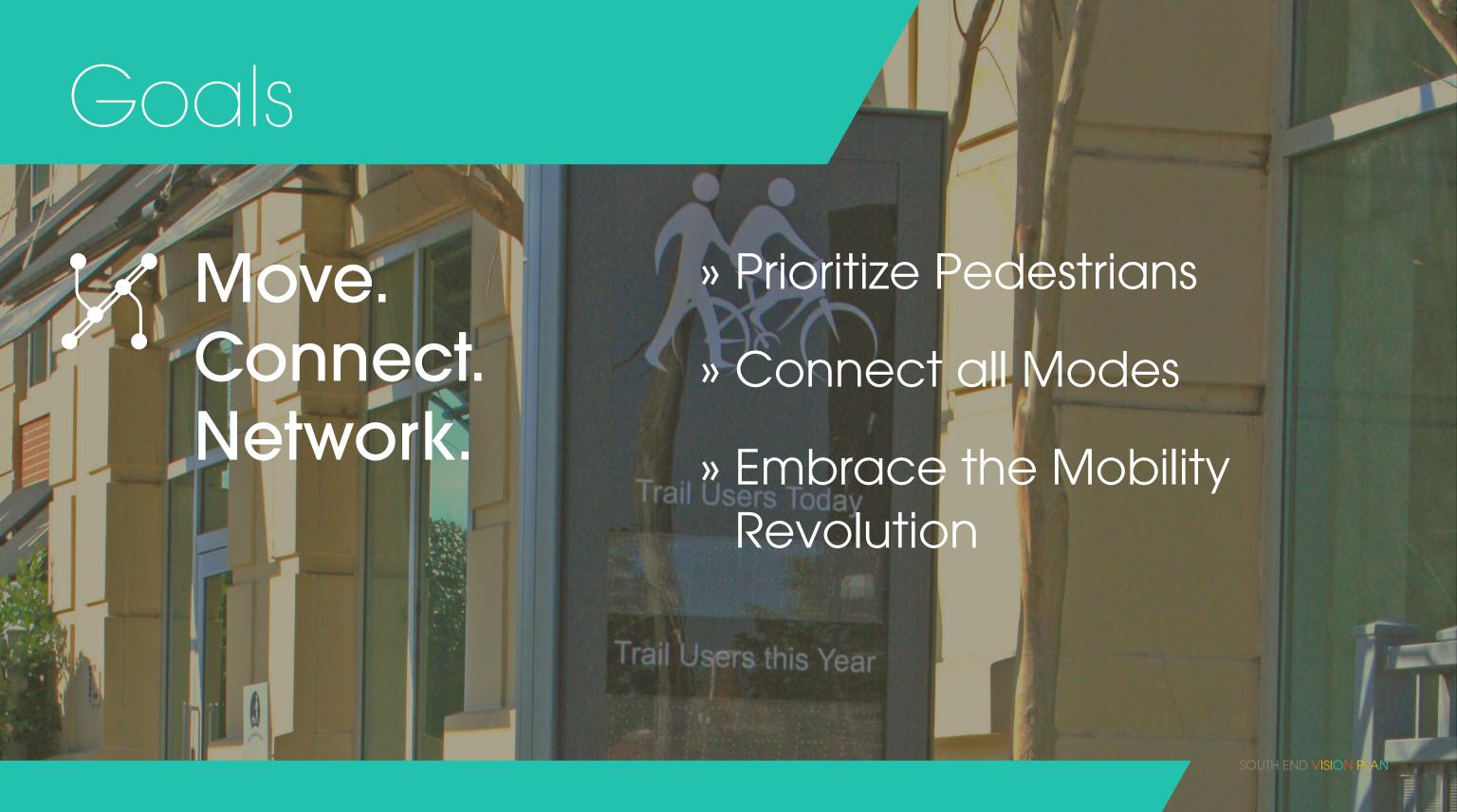
Manage Our Common Resources

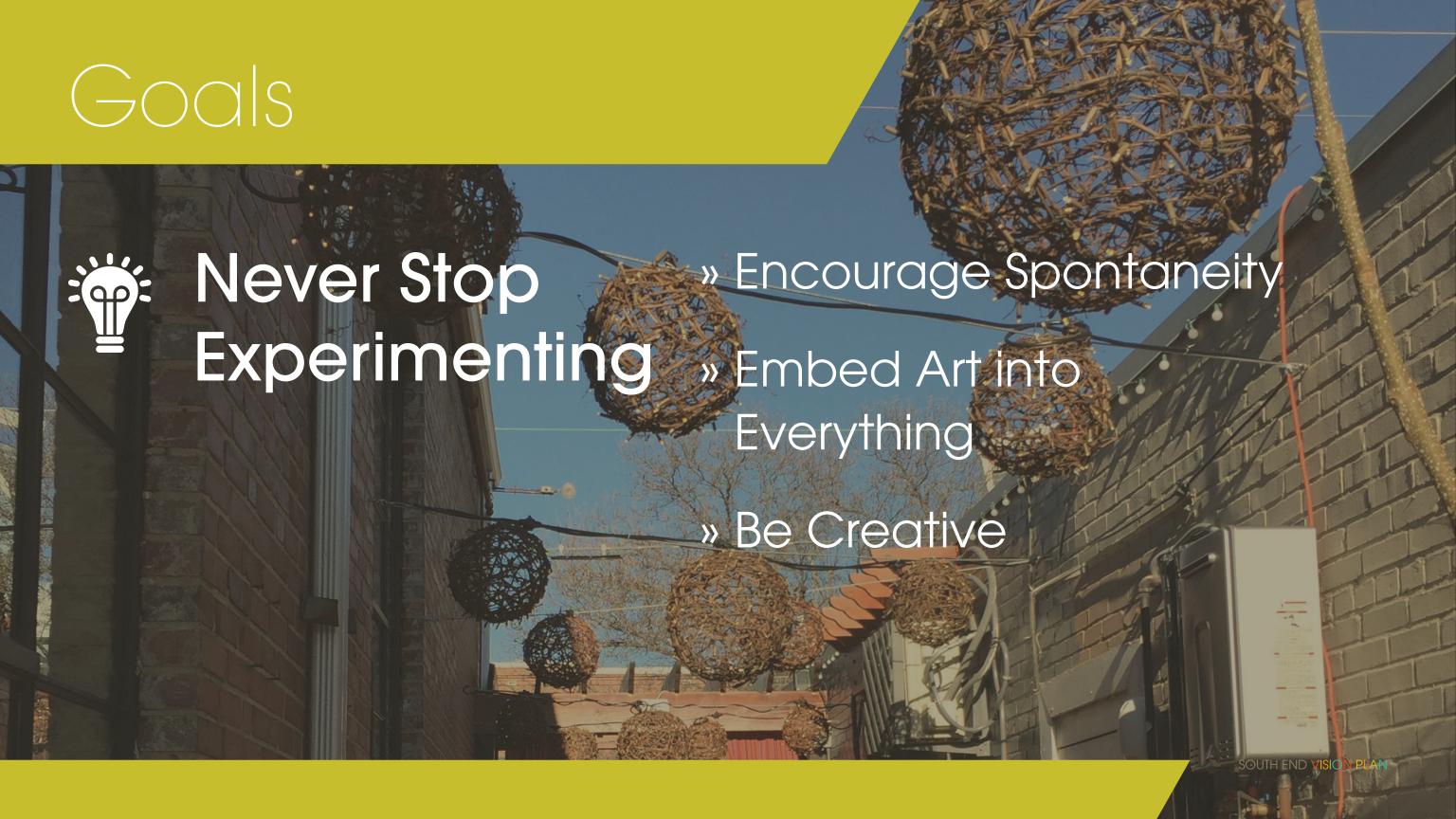
» Organize Parking as a Public Resource

» Fill in the Infrastructure Gaps

Celebrate the District's Unique Flavors







Focus Areas



Top 10 Initiatives



- 1. Continue the development of the Rail Trail
- 2. Finish the conversion of South Boulevard to South End's Main Street
- 3. Implement new regulations to ensure a high quality public realm
- 4. Attract cultural facilities/venues
- 5. Preserve and provide affordable workplaces

- Construct the Wilmore Centennial Park and other green spaces
- 7. Construct a new crossing and transit station near Hawkins/Rampart
- 8. Increase density expectations at station areas
- 9. Manage parking as a district
- 10.Embed art into everything

Design Guidelines

- Prioritize ground floor activity and uses
- Break down the volume of larger buildings
- Require urban streetscape details
- Properly detail residential frontage
- Provide clear and prominent entrances

- Minimize the physical and visual impact of the car
- Treat the Rail-Trail as a Main Street





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