

South End

Transit Station Area Plan



Charlotte-Mecklenburg Planning Commission
Adopted by City Council June 2005



- ◆ Vibrant ◆ Historic ◆ Pedestrian-oriented ◆ Transportation choices ◆
- ◆ Residential, retail, & entertainment ◆ A community gathering place ◆

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Vision for South End

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.

Introduction

PLAN PURPOSE: By 2006, South End will be home to three light rail transit (LRT) stations and six trolley stops. **The *South End Transit Station Area Plan* provides a vision for the growth and redevelopment of South End, particularly the areas around the future transit stations.** The plan defines development standards and infrastructure recommendations for the area. This plan supercedes the *Central District Plan* and the *South End/Uptown Rail Corridor Plan* as the land use policy document for the South End area.

The *South End Transit Station Area Plan* will be used as:

1. The **governing land use policy document** for the South End area;
2. The **station area plan** for the three future light-rail stations in the district;
3. The **official South End streetscape plan**, which mandates the building setback and streetscape standards for properties zoned Transit Oriented Development (TOD), NS, MUDD, or UMUD; and,
4. As **guidance for public infrastructure investments** that will make the district more transit- and pedestrian-friendly.

PLAN DEVELOPMENT & PROCESS:

The plan effort has included five public meetings. Two of these were public workshops held in conjunction with Charlotte Area Transit System's (CATS) public meetings for the South Transit Corridor. In addition, City staff has had numerous formal and informal meetings, phone calls and other communications with property owners, developers, neighborhood leaders, and other interested stakeholders.

Background/Existing Conditions

PLAN BOUNDARIES: The district is generally defined by Morehead Street and Carson Boulevard on the north; by Mint Street, Summit Avenue, and South Tryon on the west; by Euclid and Cleveland Avenues on the east; and by parcels north of Dunavant Street and Iverson Way on the south.

The properties included are located within a 1/2 mile walk of at least one of the future South End LRT stations. Properties zoned for single family use in the

adjacent Wilmore and Dilworth neighborhoods are not included because the land uses in these areas are *not* recommended to change.

DESCRIPTION OF PLAN AREA:

Today, South End is one of Charlotte's most dynamic real estate markets. Much of the South End momentum stems from its proximity to Uptown and the prospect of new rail service on the corridor. Easy access to Uptown employment concentrations and to attractions such as the Charlotte Convention Center, Bank of America Stadium and other venues has helped spur developer interest and commitment to South End.

Much of the recent infusion of investment capital has occurred under the assumption that, in the long term, both trolley and light rail service will directly serve these properties.

EXISTING LAND USE: **Public right-of-way and industrial uses are the largest categories of land use in the district, comprising more than 40% of all the land area**, although the percentage of industrial uses is decreasing as new mixed used development is replacing industrial uses, especially near the rail line. More than 10% of the land in the area is currently undeveloped. Less than 10% of the land area is used for single family or institutional uses.

EXISTING ZONING: The majority of the area is zoned for industrial, business (retail), mixed use or office, with less than 10% of the land in the district zoned exclusively for residential uses. All of the mixed use zoning represents former industrial or business zoned properties that have been rezoned for mixed use projects in the last 10 years. This change of use reflects a trend in recent years towards more mixed used development and away from industrial uses in the South End area.

Historic District – A small portion of the plan area falls within the Dilworth Local Historic District. Any new development within the Dilworth Local Historic District must meet the Historic District guidelines.

EXISTING LAND USE PLANS: Prior to the adoption of this plan, the Charlotte City Council-adopted *Central District Plan* (1993) and *South End/Uptown Rail Corridor Plan* (1998) – as amended by council-approved rezonings – served as the governing land use policy for the South End area. These plans recommended that the core of South End, especially along the railroad right-of-way, be devoted to mixed use development (*see Map 4*).

Once adopted, the South End Transit Station Area Plan becomes the governing land use policy document for the portion of South End within the plan boundaries.

MARKET RESEARCH & DEVELOPMENT PROJECTIONS: In early 2003, Robert Charles Lessor & Company completed a market study entitled “*Station Area Allocations for New Office Retail and Multifamily Development along the South LRT Line 2000-2025.*” The study’s key finding for South End indicates strong prospects for transit-supportive development in the district: “**Of the LRT stations outside of Uptown, the South End is the strongest location for office, multifamily and retail development, both in the short and longer-term.** This is due to its proximity to Uptown, freeway access, sense of location/character, and other aspects.”

Development Projections — Robert Charles Lessor & Co. project 1.4 million square feet of new office development and 4,400 units of new residential development by 2025 in South End, assuming a proactive role by local government in promoting station-area development (including such things as zoning changes and public infrastructure investment), and a continuation of current economic trends.

TRANSPORTATION SYSTEM: The existing transportation network will provide a strong framework for development and redevelopment that is pedestrian- and transit-friendly.

The district has excellent accessibility due to the number of major and minor roadways and bus transit routes that run through the district. The district also has a relatively good bicycle and pedestrian network due to the number of connecting local streets and the new multi-use trail adjacent to the trolley tracks.

Recent motor vehicle traffic volume counts for major roads in the South End area. These volumes indicate that the existing motor vehicle lanes are adequate to meet the existing and projected demand on South Boulevard and *more* than adequate to meet existing and projected demand on the other major streets in the district.

Current Transit Service — More than 10,000 people per day currently travel to and/or through the South End area on Charlotte Area Transit System (CATS) buses.

Bicycle Facilities — There are currently no specific bicycle facilities in the South End District. However, the grid network of streets in the area provides many bike-friendly routes on low-volume streets. Bicycling

conditions along the major thoroughfares in South End are challenging due to narrow lane widths, high traffic volumes, and high traffic speeds.

Roadway Safety — The intersection of East Boulevard and South Boulevard is on the Charlotte Department of Transportation’s 2004 list of the City’s 194 “high [motor vehicle] accident locations”.

Safety for pedestrians and cyclists is also an issue on the major thoroughfares in South End. **The intersection of South Tryon and West Boulevard had the highest number of reported bicycle and pedestrian crashes of any single location in the district.**

South Corridor Light Rail Project — The South Corridor Light Rail Project, scheduled to begin service in late 2006, is the first step in implementing Charlotte-Mecklenburg’s *2025 Integrated Transit/Land Use Plan*.

There are 15 stations along the South Corridor LRT line, three of which are located in South End: **East/West Boulevard, Rensselaer Avenue** (near the intersection of Camden Road and South Tryon Street) and **Carson Boulevard**. The stations in South End will be walk-up stations and, thus, will not include parking facilities for motor vehicles. As a result, a pedestrian-friendly environment is especially important, particularly within the 1/4 to 1/2 mile walking distance of the future stations.

Existing Pedestrian Facilities and Activity — There are many pedestrian-friendly neighborhood streets that lead into the district, but eventually pedestrians and cyclists must traverse South Tryon or South Boulevard to reach the center of South End. Citizens who participated in the plan development process indicated that **crossing South Boulevard is one of the major issues with the pedestrian environment in the corridor.**

Land Use Recommendations

The land use vision for South End is a **mix of transit-oriented uses at the center of the district** — including residential, office, neighborhood-oriented retail, and civic uses — **with more residentially-focused, transit-oriented development at the edges of the district, where South End abuts the residential areas of the Wilmore and Dilworth neighborhoods.** **Residential and office development** within walking distance of transit stations **are the primary land uses recommended in the plan area.** Local serving retail, cultural, entertainment, and civic uses are recommended to support and enhance the employment and residential uses.

Recommended Densities - Consistent with the *Transit Station Area Principles* and in order to concentrate the most potential riders near stations and services, this plan recommends **minimum residential densities of 20 dwelling units per acre (net) within 1/4 mile walk of transit stations and 15 dwelling units per acre within 1/4 to 1/2 mile walk of stations. Minimum non-residential densities of 0.75 FAR are recommended for development within 1/4 mile walk of transit stations. Minimum 0.5 FAR is recommended for non-residential development in the areas between 1/4 and 1/2 mile walk of stations.**

Retail Development - This plan envisions pedestrian-oriented, neighborhood-serving retail uses be developed in South End to support the residential and office development in South End, Wilmore, and Dilworth. Retail should be developed in the context of mixed or multi-use developments. This plan recommends that retail uses be located at the following nodes or along the following street frontages:

- **Camden Road, which is envisioned to be South End's "main street"**
- **Mint Street** from Summit Avenue to Carson Boulevard
- **West Boulevard at South Tryon Street**
- **Tremont Avenue at South Tryon Street**
- **South Boulevard**
- **East/West Boulevard**
- **Park Avenue** from South Boulevard to South Tryon Street
- **Kingston Avenue**, between South Boulevard and the rail line
- **South Tryon Street**, between Camden Road and Carson Boulevard

Public Space - One of the most significant public spaces in South End is the trail along the trolley/future light rail tracks. Development along the trail should front on this space and be enhanced with plantings, pedestrian amenities, and active uses to make it safe and attractive.

Other possible open space locations include:

- The strip of land between Carson Boulevard and South End Square apartments, which could be improved for passive recreation space.
- A pedestrian plaza leading to the Rensselaer LRT station. This should be built through the LRT project.
- A small park or plaza in the East/West LRT station area, and;
- Along Summit Avenue, where current and future residential and commercial development would benefit from the availability of public open space.

Land Uses for Wilmore and Dilworth - This plan recommends that the land uses and densities for the portion of these neighborhoods outside of the boundaries of the *South End Plan* area remain consistent with the established recommendations in the *Central District*, *East Boulevard Pedscape*, and *Dilworth Small Area* plans or any subsequent plans for these areas.

This plan recommends that a small section of the plan area - six parcels on Westwood Street, off of Cliffwood Place in the Wilmore neighborhood- be redeveloped and/or preserved as a mixture of single family and/or multifamily residential development up to 8 dwelling units per acre.

Transportation Recommendations

The recommendations in this section of the document, combined with the land use recommendations and Transit Oriented Development (TOD) zoning, will provide the primary mechanisms for creating the types of streets and streetscapes that the community envisions for South End.

FUTURE STREET CROSS-SECTIONS (SEE TABLE I):

These cross-sections provide the basis for determining required building setbacks since setbacks are defined in TOD zoning districts as the minimum distance from the back of the future roadway curb to the front of a building.

The cross-sections are designed to accommodate all future road-way users, including pedestrians, cyclists, and motorists. **These cross-sections are *not* plans for immediate road improvements, but are recommended, long-term changes to be considered for implementation once a major portion of the necessary right-of-way is available.**

There are four different categories of street cross-sections defined for the plan area:

- streets with adequate width;
- streets with acceptable width;
- proposed new streets; and,
- streets with new cross-sections.

Streets with Adequate Width: For the majority of the streets in the plan area, which are primarily local streets, **the existing cross-section will not change** and setbacks for any new development will be measured from the existing back-of-curb.

Proposed Cross-sections for Streets with New Cross-Sections (Table I)					
	Street Classification	Existing Volumes (motor vehicles/day)	Existing Width (back-of-curb to back-of-curb)	Proposed Future Width	Proposed Future Cross-section (back-of-curb to back-of-curb)
E. Carson Boulevard	Collector	5000	41 feet	46 feet	2 motor vehicle lanes/center turn lane pedestrian refuge median bike lanes curb & gutter
Lexington Avenue	Local	< 5000	24 feet	35 feet	2 motor vehicle lanes parallel parking curb & gutter
S. Mint Street	Minor T'fare	4300	41 feet	49 feet	2 motor vehicle lanes parallel parking bike lanes curb & gutter
Summit Avenue	Collector	< 5000	35-36 feet	49 feet	2 motor vehicle lanes parallel parking bike lanes curb & gutter
S. Tryon Street	Major T'fare	8,700-14,200	41-47 feet	60 feet	2 motor vehicle lanes/ center turn lane pedestrian refuge median bike lanes parallel parking curb & gutter
East/West Boulevard	Major T'fare	15,000	40-50 feet	53 feet	4 motor vehicle lanes bike lanes curb and gutter parallel parking provided at developer's option
South Blvd.	Major T'fare	30,000-32,000	40-70 feet	65 feet	4 motor vehicle lanes/center turn lane pedestrian refuge bike lanes curb and gutter parallel parking provided at developer's option

Streets with Acceptable Width: Setbacks on these streets will be measured from the existing back of curb. However, if a developer would like to increase the width of these streets in order to ensure future room for on-street, parallel parking on one of *both* sides of the street, the developer would widen at their own expense by recessing the curb on their property's frontage.

Proposed New Streets: Any new public streets that are built in the South End plan area will need to meet the standard cross-section dimension for local streets of 35 feet back of curb to back of curb.

Streets with New Cross-Sections: These streets have proposed future cross-sections that will require widening and possibly additional right-of-way. These

streets are typically higher volume streets that function as thoroughfares, collectors, and/or provide important connections through the district and beyond. (See Table I, page 5)

STREETSCAPE DEVELOPMENT STANDARDS:

This section will define the character and width of the area of the streets behind the curbs, between the buildings and the (existing or future) roadway – the streetscape. (See Map 11)

The streetscape standards presented here outline the required building setbacks, sidewalk widths and street-tree planting area for new development in the plan area. Once adopted, these requirements will apply to new development and major changes to

existing development for all properties in the South End district that are zoned TOD (Transit Oriented Development), MUDD (Mixed Use Development District), UMUD (Urban Mixed Use District), NS (Neighborhood Service), or any other Zoning District that refers to an “adopted streetscape plan” or “station area plan” in its zoning ordinance language.

The setback standards outlined in this section will be measured from the back-of-curb – existing or future, whichever is greater – as determined in the previous section.

Recommended Public Infrastructure Improvements for Station Areas

The following are general recommendations for infrastructure improvements in the public right-of-way that will be the subject of detailed engineering plans and further public input once public funding is secured for their implementation.

NEAR TERM RECOMMENDATIONS (3-5 YEARS):

Recommended Changes to Existing Streets

Sidewalks and Curb Ramps: Streets in the district, especially within $\frac{1}{4}$ - $\frac{1}{2}$ mile walk from the future light rail stations, should eventually have sidewalks on both sides of the street and curb ramps on all corners at intersections.

Bulb-Outs: This plan recommends bulb-outs at intersections in the plan area where full-time on-street parking exists and where there is adequate roadway width to provide this extension of the curb area.

Camden Road Cross-Section: Removing left turn lanes on Camden at East Boulevard and the right turn lane at South Tryon would allow for more on-street parking on Camden Road.

Interim Roadway Changes

The following recommendations for changes to the existing roadway cross-sections are opportunities to increase on-street parking and/or bicycle accommodations on existing streets. **The proposed changes do not require widening existing streets.**

Interim Cross-Section for Summit Avenue: Adding stripes to delineate bike lanes during a scheduled resurfacing project.

Interim Cross-section for Mint Street: Allow on-street parking on both sides of the street or restripe for park-

ing on one side of the street and bike lanes on both sides.

Interim Cross-Section for West Boulevard: This street should be signed to allow on-street parking during off-peak hours.

Interim Cross-Section for South Tryon: Allow off-peak on-street parking. Alternatively, the roadway could be converted to one lane in each direction with a center turn lane and bike lanes.

Interim Cross-section for West Carson Boulevard: Street could be restriped to allow for back-in angled, on-street parking and bike lanes.

Pedestrian Crossings: Crosswalks, Pedestrian Signals, Refuge Islands

Crosswalks: The existing crosswalks at signalized intersections in the district may be enhanced to make them more apparent to drivers and safer for pedestrians.

New Traffic Signals: A traffic signal for pedestrians is recommended at the intersection of Rensselaer and South Boulevard.

Pedestrian Refuge Islands: This plan recommends investigating the feasibility of pedestrian refuge medians at the several locations:

Additional Pedestrian Crossings of the Rail Line: Kingston Avenue and Worthington Avenue both terminate on either side of the rail line. Pedestrian connections across the rail at these locations are recommended.

Pedestrian Zone Signage: Pedestrian zone signage is recommended on the thoroughfares in the South End district to alert motorists that pedestrians are present and to drive with caution.

Other Near Term Recommendations

Speed Limit Reductions: This plan recommends that CDOT and NCDOT lower the speed limit on all streets in the district to 25 or 30 mph.

Pedestrian-Scale Lighting: Pedestrian-scale, decorative lighting should be installed in the public right-of-way, with priority given to areas of highest pedestrian activity.

Multi-Use Trail: This plan concurs with the recommendation of the South Corridor Infrastructure Program (SCIP) that the trail be extended south of Tremont

Avenue along the future light rail line to Scaleybark Road.

Bicycle Parking: This plan recommends that the City of Charlotte install racks for short-term bicycle parking in the public right-of-way in key areas of the district.

Park Avenue Bicycle Route: The signed bicycle route along Park Avenue should be implemented.

Kingston Avenue & Rennselaer Avenue Pedestrian Plaza Areas: This plan recommends that pedestrian plaza areas be established where these streets stub into the rail line.

Street Trees: Street trees should be planted by the City in the public right-of-way where there are opportunities for new or replacement trees.

Public Art: The City of Charlotte should work with the neighborhood organizations, property owners, local residents, business owners, and area arts organizations to determine appropriate locations and designs for public art installations for the corridor.

Benches and Trash Cans: The City also should install public benches and trash cans in appropriate high-pedestrian traffic locations.

LONG-TERM RECOMMENDATIONS (5 YEARS +):

Utility Line Consolidation/Relocation

This plan recommends that utilities be relocated to alleys and/or buried. Priority for moving power lines with City funding should be on the district's most prominent streets.

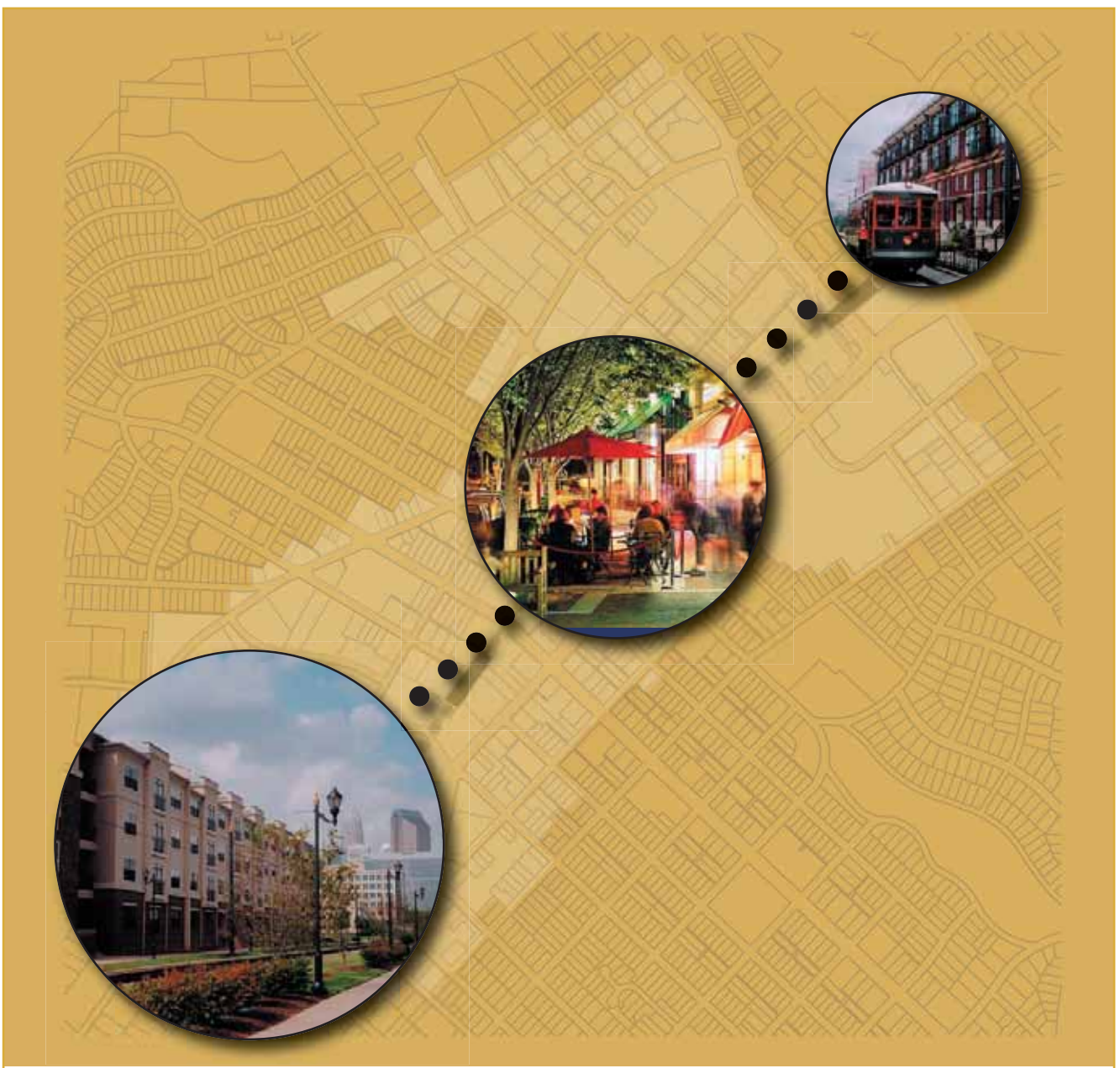
Improved Connectivity

This plan recommends that future street connections be provided to break up large parcels and increase the network of streets in the district.

Parks/Open Space

This plan recommends that the Planning Commission Staff, Historic South End, and other relevant agencies work with the County Park and Recreation Department to develop small urban parks or plazas.

Part I: Concept Plan



Introduction

THE SOUTH END TRANSIT STATION AREA PLAN PURPOSE:

By 2006, South End will be home to three light rail transit (LRT) stations and six trolley stops. **The *South End Transit Station Area Plan* provides a vision for the growth and redevelopment of South End, particularly the areas around the future transit stations.** The plan defines development standards and infrastructure recommendations for the area. This plan supercedes the *Central District Plan* and the *South End/Uptown Rail Corridor Plan* as the land use policy document for the South End area.

This plan calls for the area around the future LRT stations in South End to be developed in a transit- and pedestrian-friendly manner with development that will be of a type, intensity, and form that will complement transit by yielding a greater number of potential riders than other development forms.

The *South End Transit Station Area Plan* will be used as:

1. The **governing land use policy document** for the South End area;
2. The **station area plan** for the three future light-rail stations in the district;
3. The **official South End streetscape plan**, which mandates the building setback and streetscape standards for properties zoned Transit Oriented Development (TOD), NS, MUDD, or UMUD; and,
4. As **guidance for public infrastructure investments** that will make the district more transit- and pedestrian-friendly.

PLAN DEVELOPMENT & PROCESS:

The *Transit Station Area Plan* is the product of over three years of work – beginning in mid-2001 – by area residents, property and business owners, developers, Historic South End board members, elected officials, and an interdepartmental team of City staff representing the Charlotte-Mecklenburg Planning Commission, Charlotte Department of Transportation, Charlotte Area Transit System, Economic Development Division of the Charlotte City Manager's Office, Charlotte-Mecklenburg Police Department, Charlotte Engineering and Property Management, and the Charlotte City Manager's Office.



New development along the rail line in South End



Participants at South End Public Meeting

The plan effort has included five public meetings. Two of these were public workshops held in conjunction with Charlotte Area Transit System's (CATS) public meetings for the South Transit Corridor. In addition, City staff has had numerous formal and informal meetings, phone calls and other communications with property owners, developers, neighborhood leaders, and other interested stakeholders. Staff also participated in a year-long, property owner- and developer-led effort to develop the *Camden Road Vision Plan*, which includes specific recommendations for development of Camden Road. A number of recommendations from that process are included in this plan. (See Appendix for summary of public input and *Camden Road Vision Plan*.)

Background/Existing Conditions

PLAN BOUNDARIES:

Map 1 shows the blocks and parcels that will be subject to the standards and recommendations of this plan. **The district is generally defined by Morehead Street and Carson Boulevard on the north; by Mint Street, Summit Avenue, and South Tryon on the west; by Euclid and Cleveland Avenues on the east; and by parcels north of Dunavant Street and Iverson Way on the south.**

The properties included are located within a 1/2 mile walk of at least one of the future South End LRT stations. Properties zoned for single family use in the adjacent Wilmore and Dilworth neighborhoods are not included because the land uses in these areas are *not* recommended to change.

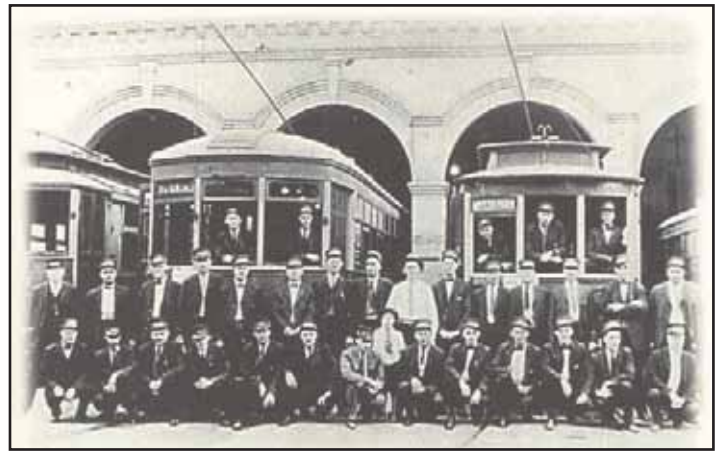
DESCRIPTION OF PLAN AREA:

The South End district is approximately one and a half miles long, less than one mile wide, and comprises almost 400 acres. Uptown and I-277 border the district on its northeastern edge. The historic street-car neighborhoods of Wilmore and Dilworth adjoin the district on the west and east respectively. Mixed commercial and industrial areas, including the revitalizing West Morehead corridor, abut South End on its southern and northern edges.

Because the South End area was developed in the pre-automobile era, it has fundamental elements that contribute to pedestrian scale and orientation, including a well-connected network of streets; grand trees and comfortable sidewalks in the surrounding neighborhoods; short blocks; and a mix of housing,



Camden Road and Rail Line at East Boulevard



Streetcar Motormen in front of Original Trolley Barn

services, institutions, businesses, and industry in a compact setting.

History – The history of South End began with the pedestrian. A Native American footpath between what is now Charlotte and South Carolina originally bisected the South End area. Later, the footpath became Camden Road, which eventually became part of an important trade route that connected Charlotte with Charleston and overseas trade, by way of Camden, South Carolina.

The railroad cemented South End's place in history. In the mid-1800's, Charlotte's first rail corridor ran through South End on its way to Charleston's port.

The railroad brought builders and manufacturers to the “New South” city of Charlotte. In the period around the turn of the 20th century, industrial South End was born with the creation of several new industries such as Atherton Mills and Nebel Hosiery Factory. At the same time, the development of the “streetcar suburbs” of Dilworth and Wilmore furthered South End's importance as a center of employment and commercial opportunity. These neighborhoods were developed with a strong street grid pattern that allowed for easy and direct pedestrian connections to the streetcar line along South Boulevard that provided service to Uptown.

The advent of auto-oriented development in the middle part of the 20th Century coincided with the decline of South End. By the 1960's, residents and businesses began to turn their interest away from South End towards new developments at the city's growing edge. Limited new development occurred in the district during the 1970's and 1980's, and most new development that did occur was designed primarily for automobile access. As history comes full circle, **pedestrians and rail transit have become key factors in the rebirth of South End.** By the 1990's, the district's central

location and historic, pedestrian-oriented urban fabric was attracting new commercial development.

Current Conditions – By the mid- to late-1990's, spurred by the combined impact of restored trolley service and the promise of light rail, as well as approximately 20 million dollars in public infrastructure improvements by the City of Charlotte along the trolley corridor, more than \$250 million in private investment had transformed former textile mills and other industrial land into a critical mass of attractive mixed use, residential and entertainment projects comparable in scale to many developments in Uptown.

Today, South End is one of Charlotte's most dynamic real estate markets. Much of the South End momentum stems from its proximity to Uptown and the prospect of new rail service on the corridor. Easy access to Uptown employment concentrations and to attractions such as the Charlotte Convention Center, Bank of America Stadium and other venues has helped further developer interest and commitment to South End.

Interest in South End revitalization also owes much to the planning for light rail. Currently, the Charlotte trolley runs on the rail line through South End. Trolley service into the Uptown began in mid-2004. Light rail is scheduled to be added to the corridor in late 2006. Trolley and light rail vehicles will share the tracks, providing a connection between South End and Uptown.

The trolley project has given the prospects of future light rail service greater credibility with the development community and most of the existing and new development is consistent with transit-oriented development principles. **Much of the recent infusion of investment capital has occurred under the assumption that, in the long term, both trolley and**



Atherton Mills converted to condos/offices

light rail service will directly serve these properties. In addition to providing a strong economic development catalyst, the trolley will provide supplemental transportation service for the northern end of the LRT corridor.

EXISTING LAND USE:

Map 2 shows the existing land uses in the South End plan area. The table below reveals that **public right-of-way and industrial uses are the largest categories of land use in the district, comprising more than 40% of all the land area**, although the percentage of industrial uses is decreasing as new mixed used development is replacing industrial uses, especially near the rail line. The remainder of the area is comprised of roughly equivalent amounts of land used for retail uses, mixed use, office and multi-family development. More than 10% of the land in the area is currently undeveloped. Less than 10% of the land area is used for single family or institutional uses.

Table 1

Existing Land Use	Acres	% of Area
Industrial	82.0	20.6%
Commercial	56.3	14.1%
Mixed Use	37.8	9.5%
Office	35.9	9.0%
Multi-Family	30.1	7.6%
Single Family	11.3	2.8%
Institutional	14.0	3.5%
Utility	1.4	0.3%
Vacant	42.7	10.7%
Right-of-Way	86.8	21.8%
TOTAL	398.1	100%

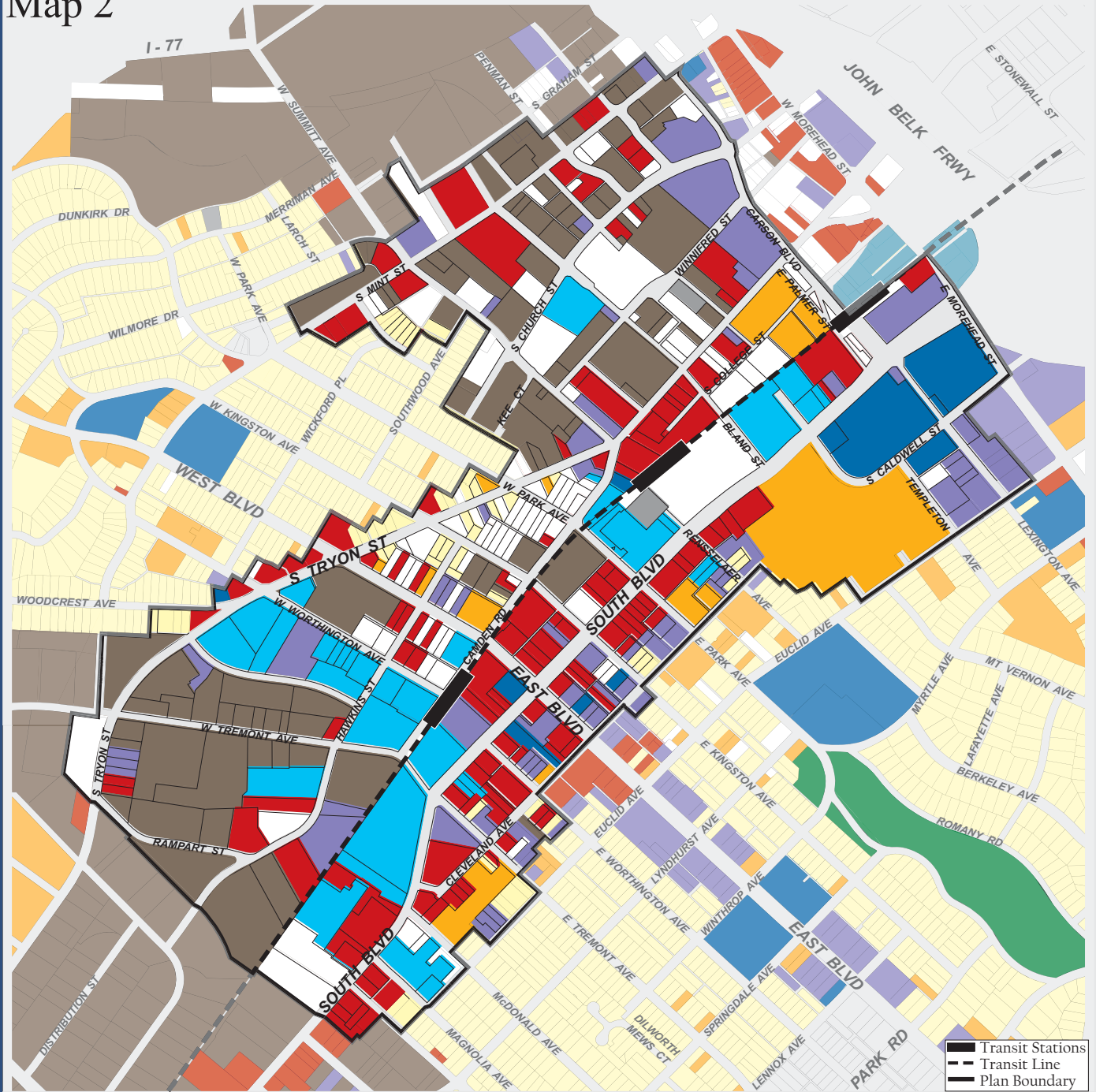


New mixed use development in South End

South End Transit Station Area Plan

Existing Land Use

Map 2



Existing Land Use

- | | | | | |
|---------------|---------------|---------|------------|------------|
| Single Family | Commercial | Office | Industrial | Mixed Use |
| Multi Family | Institutional | Utility | Vacant | Open Space |

- Transit Stations
- Transit Line
- Plan Boundary



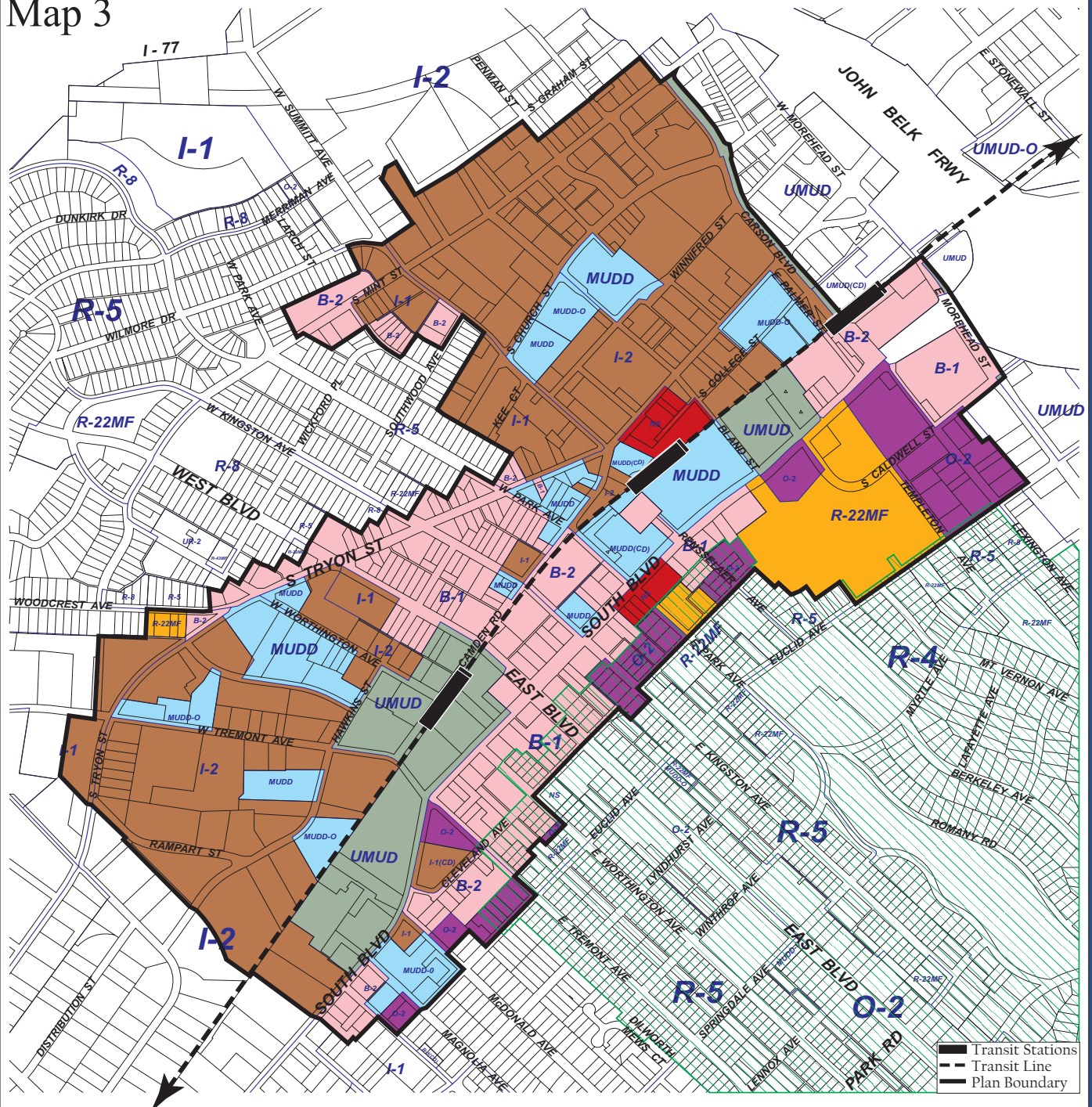
Produced by the Charlotte-Mecklenburg Planning Commission.

Date: October 19, 2004

South End Transit Station Area Plan

Existing Zoning

Map 3



Existing Zoning

- R-22MF
- NS
- I-1, I-1(CD), I-2
- Dilworth Local Historic District
- B-1, B-2
- O-2
- UMUD, UMUD(CD)
- MUDD, MUDD-O, MUDD(CD)



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Date: October 19, 2004

EXISTING ZONING:

Map 3 and Table 2 below show the existing zoning for properties within the South End plan area. The majority of the area is zoned for industrial, business (retail), mixed use or office, with less than 10% of the land in the district zoned exclusively for residential uses. All of the mixed use zoning represents former industrial or business zoned properties that have been rezoned for mixed use projects in the last 10 years. This change of use reflects a trend in recent years towards more mixed used development and away from industrial uses in the South End area.



Another Historic District house in South End Plan area

Table 2

Existing Zoning Districts	Acres	% of Area
Industrial (I-1, I-2)	165.9	41.7%
Business (B-1, B-2)	86.6	21.7%
Mixed Use (MUDD, NS, UMUD)	83.2	20.9%
Office	26.6	6.7%
Multi-Family	32.1	8.1%
Single Family	3.7	0.9%
TOTAL	398.1	100%

EXISTING LAND USE PLANS:

Prior to the adoption of this plan, the Charlotte City Council-adopted *Central District Plan* (1993) and *South End/Uptown Rail Corridor Plan* (1998) – as amended by council-approved rezonings – served as the governing land use policy for the South End area. These plans recommended that the core of South End, especially along the railroad right-of-way, be devoted to mixed use development (see Map 4).

The *Central District Plan* supports the recommendations of the earlier *South Boulevard Special Project Plan* (1987), which established a vision for South End as a **"dynamic, pedestrian-oriented, mixed use center that consists of neighborhood-oriented office, retail, and entertainment establishments and high density housing."**

For the balance of the district, the *Central District Plan* recommends industrial uses at the southern end of the district and west of Winifred Street on the northern end of the district; commercial and residential uses on the east side of South Boulevard; and commercial uses along South Tryon between Park Avenue and West Boulevard.

Reinforcing the recommendations of the *Central District Plan*, the *South End/Uptown Rail Corridor Plan* recommends the following along the rail line:

"A mix of uses, which includes housing, retail, entertainment, and offices, typically in mixed use structures. Wherever possible, older industrial buildings should be converted to allow reuse of the structures. New infill buildings are also appropriate. . . It is anticipated that [existing] industrial facilities [along the corridor] will eventually be replaced with residential, retail and office uses."

Historic District – A small portion of the plan area (see Map 3) falls within the Dilworth Local Historic District. The Historic District is administered through a local overlay zoning district. In this district, the requirements of the Charlotte Historic District Commission and the current edition of the Commission's *Policy and Design Guidelines for Historic District Property Owners, Businesses & Residents* will apply. These guidelines do not deal with issues of land use, but address matters of appropriate architectural design for overall preservation of the historic character of the Dilworth Local Historic District. **Any new development within the Dilworth Local Historic District must meet the Historic District guidelines. The Historic District**

Commission may increase the requirements of the base zoning standards and the development standards in this plan.



Historic District house in S. End

Once adopted, the South End Transit Station Area Plan becomes the governing land use policy document for the portion of South End within the plan boundaries. This plan reinforces the previous policy plan recommendations with some adjustments and refinements to support and further encourage the growth of mixed use and pedestrian- and transit-oriented development in the district. These changes are discussed in the Land Use Recommendation section of this document.

MARKET RESEARCH & DEVELOPMENT PROJECTIONS:

In early 2003, Robert Charles Lessor & Company completed a market study of the future South Corridor light rail station areas entitled “*Station Area Allocations for New Office Retail and Multifamily Development along the South LRT Line 2000-2025.*” The study’s key finding for South End indicates strong prospects for transit-supportive development in the district: **“Of the LRT stations outside of Uptown, the South End is the strongest location for office, multifamily and retail development, both in the short and longer-term.** This is due to its proximity to Uptown, freeway access, sense of location/character, and other aspects.”

The study cited the following factors as catalysts for transit-supportive development in South End:

- 1. Proximity to Dilworth, Uptown, and existing historic fabric in South End:** These elements provide a “sense of place” to “anchor” housing in revitalizing areas like South End.
- 2. Existing “sense of place” in South End enhances redevelopment potential near stations:** In infill locations along Portland, Oregon’s light rail line, most transit-oriented development has been around stations which already feature a sense of place. This is true of South End where some sense of place already exists, defined by historic architecture and a semi-pedestrian orientation.
- 3. South End’s extensive street network and proximity to relatively dense residential areas make for good transit-supportive development:** Areas traditionally rich in high- to moderately-dense residential housing with strong pedestrian connectivity often provide a strong foundation for transit-supportive development.
- 4. South End is already an attractive development location. The prospect of rail transit makes it even better:** Rail stations do not in and of themselves create a sense of place. However, if an area is undergoing a transformation, as is the case in South End, rail

can act as an added bonus and perhaps expand the influence of newly established ‘hot spots’ to adjacent areas, as well as provide opportunities for more urban development catering to buyers who highly value the transit amenity.

Development Projections — Robert Charles Lessor & Co. produced the following projections for *new* office and residential development in South End, assuming a proactive role by local government in promoting station-area development (including such things as zoning changes and public infrastructure investment), and a continuation of current economic trends:

Table 3

Projected New Office Development	
Years	Projection
2000-2005	110,000 sf.
2006-2015	531,000 sf.
2016-2025	750,000 sf.
TOTAL	1,391,000 sf.

Table 4

Projected New RESIDENTIAL Development	
Years	Projection
2000-2005	500 units
2006-2015	3,000 units
2016-2025	900 units
TOTAL	4,400 units

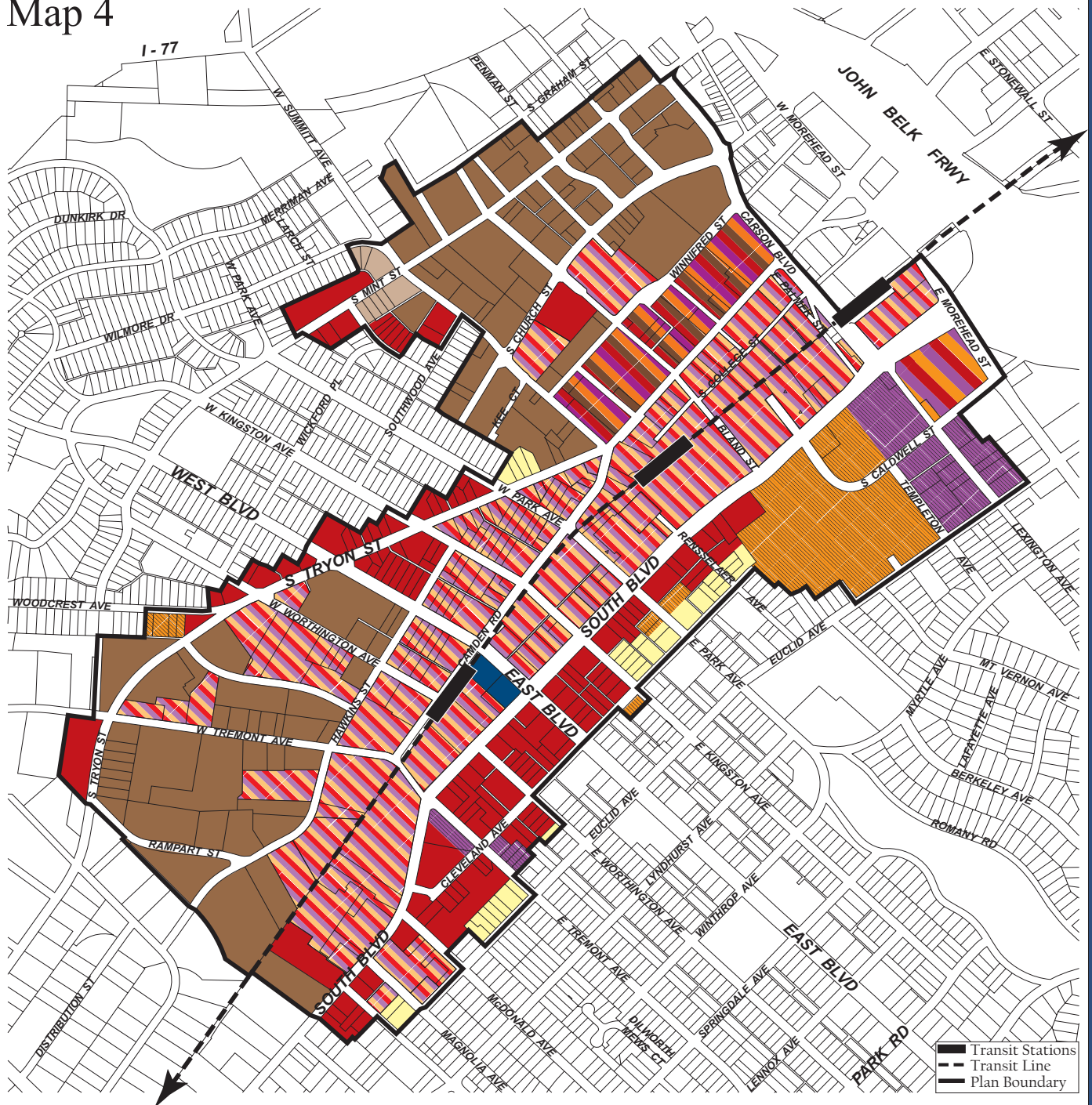


New mixed use building facing the trolley line

South End Transit Station Area Plan

Previously Adopted Future Land Use

Map 4



Proposed Land Use

- | | | |
|------------------------|--------------|--|
| Single Family <= 4 DUA | Multi-Family | Multi-Family > 12/Office/Commercial/Industrial |
| Institutional | Office | Multi-Family > 12/Office/Commercial |
| Industrial | Commercial | Multi-Family/Office/Commercial |
| Industrial - Light | | |



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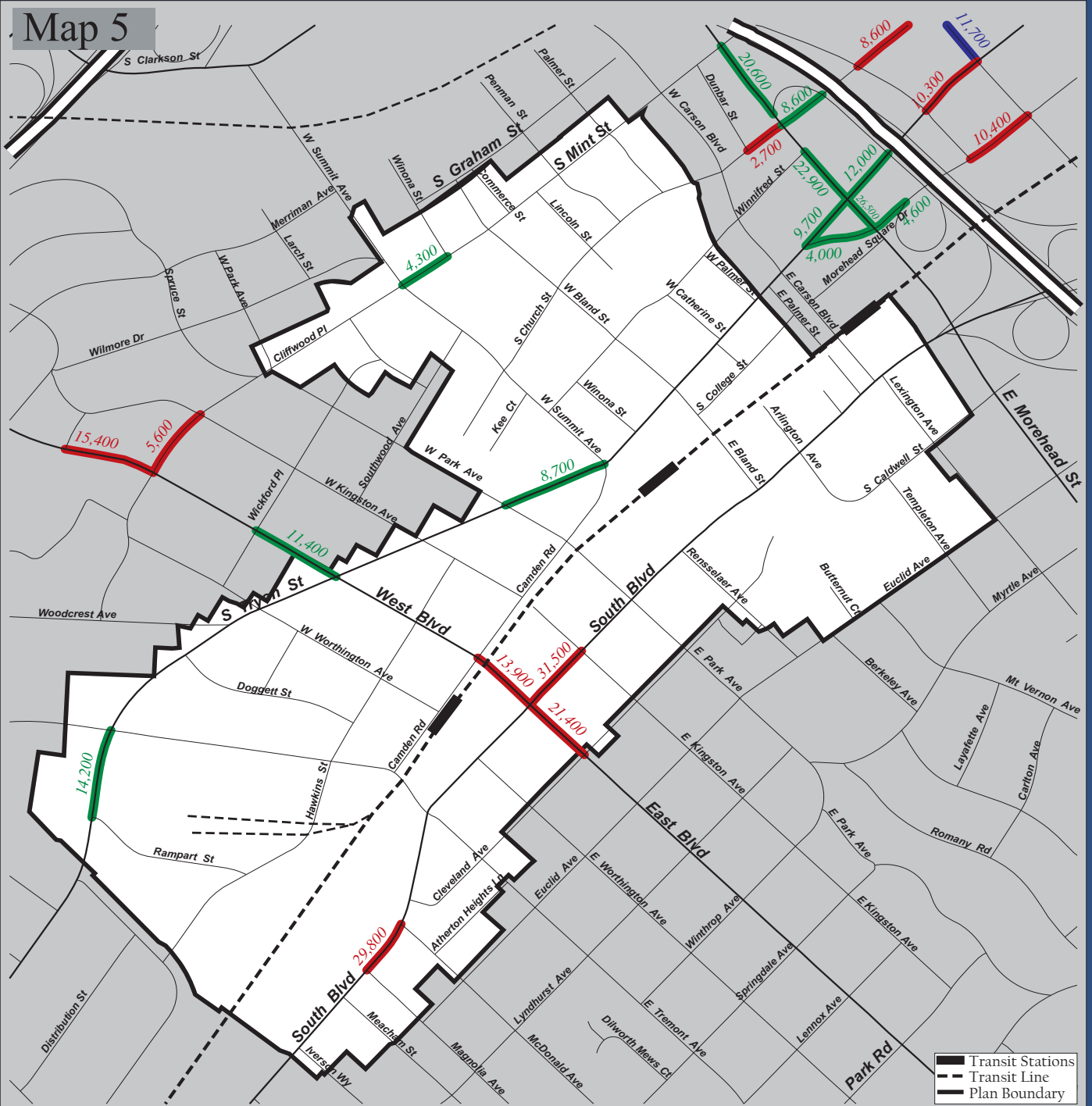


Date: November 11, 2004

South End Transit Station Area Plan

Average Annual Weekday Traffic Volumes

Map 5



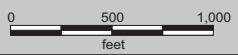
Transit Stations
 Transit Line
 Plan Boundary

Count Location/Year

2000
 2001
 2002



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Date: October 19, 2004

TRANSPORTATION SYSTEM:

The trolley/LRT corridor and the complementary network of streets are defining elements of South End's transportation infrastructure. The district has excellent accessibility due to the number of major roadways and bus transit routes that run through the district. The district also has a relatively good bicycle and pedestrian network due to the number of connecting local streets and the new multi-use trail adjacent to the trolley tracks. **The existing transportation network will provide a strong framework for development and redevelopment that is pedestrian- and transit-friendly.**

Street Network — The South End area benefits from an extensive network of streets, which includes major and minor thoroughfares and a relatively fine-grained network of local streets with short block spacing. This network allows for multiple means of access to proposed LRT and trolley stations and area businesses and residences. The street network also disperses traffic because of the various route choices for motorists, which results in reduced motor vehicle congestion compared to other areas of the city.

There are still opportunities in the district for improved vehicular and pedestrian connections in places where through streets have been severed or blocked or where large blocks could be divided through redevelopment. For example, the Dilworth street grid once traversed the block that is now home to the Charlotte Housing Authority's Strawn Apartments senior housing complex. Also, streets such as Kingston and Worthington are severed by the railroad right of way.

Thoroughfare System — South Boulevard, East/West Boulevard, Morehead Street, and South Tryon Street are the major thoroughfares that serve South End. Major thoroughfares are the primary traffic arteries of an area. Major thoroughfares accommodate large volumes of motor vehicle traffic at moderate speeds and provide access to major commercial, residential and institutional destinations. Major thoroughfares are also often major bus transit routes and provide access for pedestrians and cyclists as well. In transit station areas, accommodations for all transportation modes on these streets will be critical.

Mint Street is the only minor thoroughfare in the South End district. Minor thoroughfares collect traffic from the local collector streets and carry it to the major thoroughfares. Minor thoroughfares are designed to carry moderate amounts of traffic for moderate to short distances and provide access to residential, commercial and institutional destinations.

Motor Vehicle Traffic Volumes — Traffic volumes provide a very basic picture of the current motor vehicle demand for road capacity. Trends show that **automobile traffic volumes tend to grow at a manageable rate of about 1% per year** in the central area of Charlotte.

Map 5 shows recent motor vehicle traffic volume counts for major roads in the South End area. These volumes indicate that the existing motor vehicle lanes are adequate to meet the existing and projected demand on South Boulevard and *more* than adequate to meet existing and projected demand on the other major streets in the district.



E. Kingston Avenue, a pedestrian-friendly local street



South Boulevard, a major thoroughfare

Current Transit Service – More than 10,000 people per day currently travel to and/or through the South End area on Charlotte Area Transit System (CATS) buses. The routes below are the current CATS bus routes that serve South End. (See *Map 5* and *Table 5*)

When light rail service begins in late 2006, these bus routes may be changed or revised to better serve the LRT stations in South End. For example, more frequent bus service along South Boulevard is likely and new feeder buses to service LRT stations will run into the adjacent neighborhoods.

Route 12 South Boulevard - CATS' 4th highest ridership route. Provides service on South Boulevard from Uptown to Carolina Place Mall in Pineville.

Route 24 Windsong Trails - CATS' 6th highest ridership route. Provides service on South Boulevard from Uptown to Tyvola Road and to the Arrowood Industrial Park. The 12 and 24 routes are "interlined" so service along South Boulevard between Tyvola and Uptown is approximately every 10 minutes.

Route 5 Airport - Provides service along Mint/Cliffwood to West Boulevard on its way to the Airport.

Route 10 West Boulevard - CATS' 5th highest ridership route, this service runs on Mint/Cliffwood to West Boulevard.

Route 16 South Tryon Street - CATS' 7th highest ridership route. Provides service on South Tryon between Uptown and Pressley Road.

Route 19 Southpark - CATS' 15th highest-ridership route. Provides service on the northern and eastern edges of the district along Morehead and Euclid.

Table 5

Monthly Ridership on CATS Bus Routes Serving South End (as of May 2002):			
Route:	Route Name:	Monthly Ridership:	Runs Every:
12	South Boulevard	52,656	20 min.
24	Windsong Trails	47,389	30 min.
5	Airport	13,143	Hourly
10	West Boulevard	48,734	10 min.
16	South Tryon Street	45,472	15 min.
19	Southpark	19,000	20 min.
TOTAL		226,392	



Charlotte Area Transit System Bus

Bicycle Facilities – There are currently no specific bicycle facilities in the South End District. However, the eight foot-wide multi-use path along the trolley line from Tremont Avenue to Uptown may be used by cyclists. In addition, the grid network of streets in the area provides many bike-friendly routes on low-volume streets. Bicycling conditions along the major thoroughfares in South End are challenging due to narrow lane widths, high traffic volumes, and high traffic speeds.

The *Charlotte-Mecklenburg Bicycle Transportation Plan* (1999) recommends a signed route for cyclists on Park Avenue, bike lanes on West Boulevard and on Mint Street, and widened outside lanes on South Tryon Street, south of West Boulevard. The plan also recommends that bicycle facilities (bicycle lanes or wide outside lanes) be included in plans for all future road improvements, where possible and appropriate.

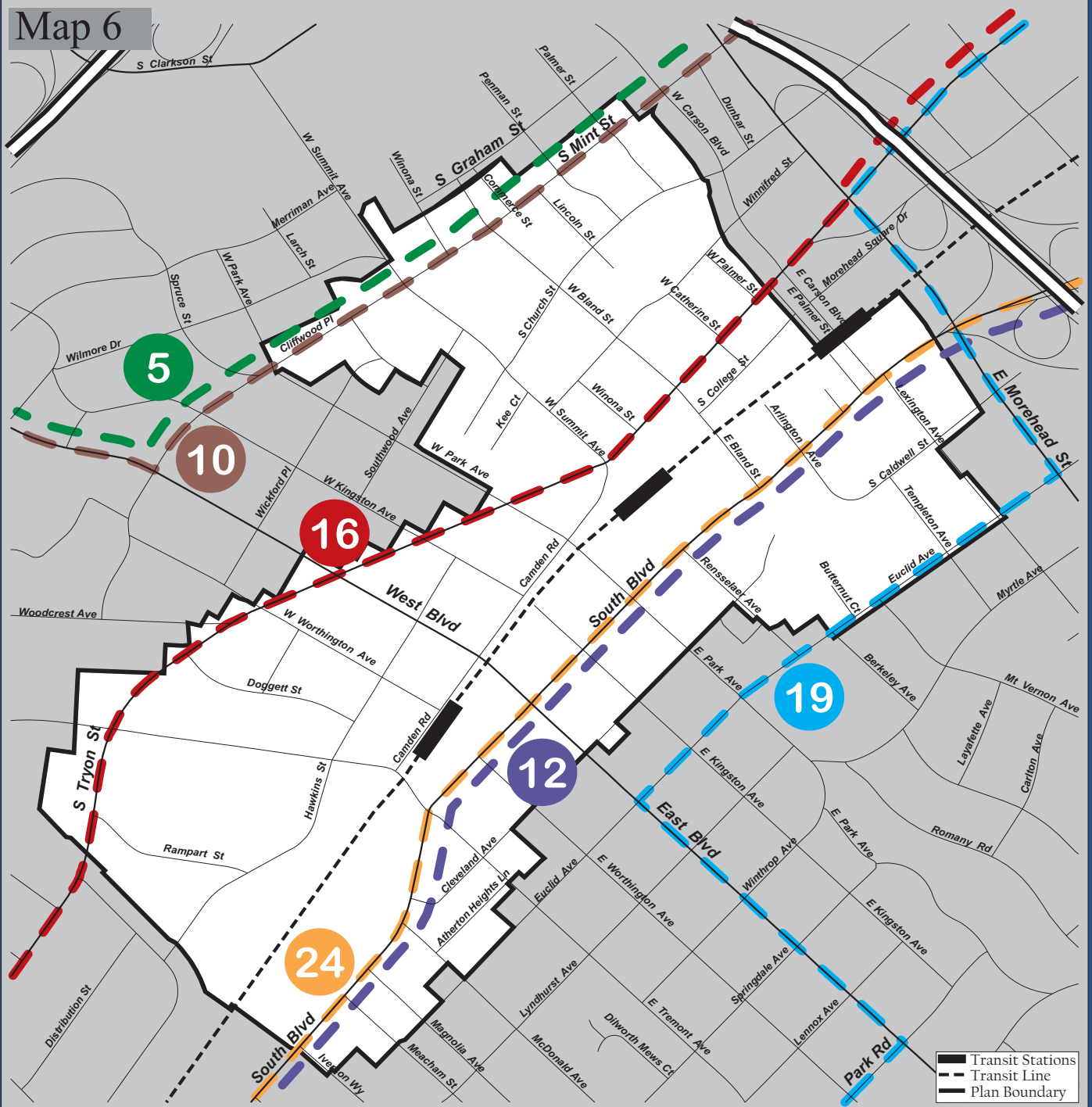
Roadway Safety – The intersection of East Boulevard and South Boulevard is on the Charlotte Department of Transportation's 2004 list of the City's 194 "high [motor vehicle] accident locations", with 84 motor vehicle crashes reported between 2001 and 2003.

Safety for pedestrians and cyclists is also an issue on the major thoroughfares in South End. **The intersection of South Tryon and West Boulevard had the highest number of reported bicycle and pedestrian crashes of any single location in the district**, with a total of five pedestrian and three bicycle crashes involving motor vehicles between 1998 and 2001. There were a total of eleven pedestrian and three bicycle crashes reported in South End along the length of South Tryon and one bicycle and seven pedestrian crashes along South Boulevard during the same period.

South End Transit Station Area Plan

Existing Local Bus Routes

Map 6

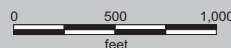


- Bus Routes**
- Route 5
 - Route 10
 - Route 12
 - Route 16
 - Route 19
 - Route 24

— Transit Stations
— Transit Line
— Plan Boundary



Produced by the Charlotte-Mecklenburg Planning Commission.



Date October 19, 2004

South Corridor Light Rail Project — The South Corridor Light Rail Project, scheduled to begin service in late 2006, is the first step in implementing Charlotte-Mecklenburg’s *2025 Integrated Transit/Land Use Plan*, which calls for rapid transit in five major Charlotte transportation corridors. The South Corridor light rail transit (LRT) line will extend approximately 10 miles from Uptown Charlotte to Interstate 485, running along the existing rail corridor that generally parallels South Boulevard. (See *Map 7*)

There are 15 stations along the South Corridor LRT line, three of which are located in South End: **East/West Boulevard**, **Rensselaer Avenue** (near the intersection of Camden Road and South Tryon Street) and **Carson Boulevard**. The stations in South End will be walk-up stations and, thus, will not include parking facilities for motor vehicles. As a result, a pedestrian-friendly environment is especially important, particularly within the 1/4 to 1/2 mile walking distance of the future stations.

Light rail stations on the South Corridor will generally consist of platforms approximately 200 feet long and 15-feet wide. Shelters with seating, trees, water fountains, trash/recycling bins, and ticket vending machines will be included in the station platform design.

The Charlotte Trolley, a vintage trolley service, currently operates in the South End and began operation into Uptown in mid-2004. Trolley stops will be located

at each of the LRT stations and at Tremont Avenue, Park Avenue, and Morehead Street.

Light rail is currently projected to carry 16,000 people per day at service frequencies of 7 minutes in the peak commute hours and 15-20 minutes in the off-peak



Rendering of a typical South Corridor station platform



Rendering of South Corridor light rail transit vehicle

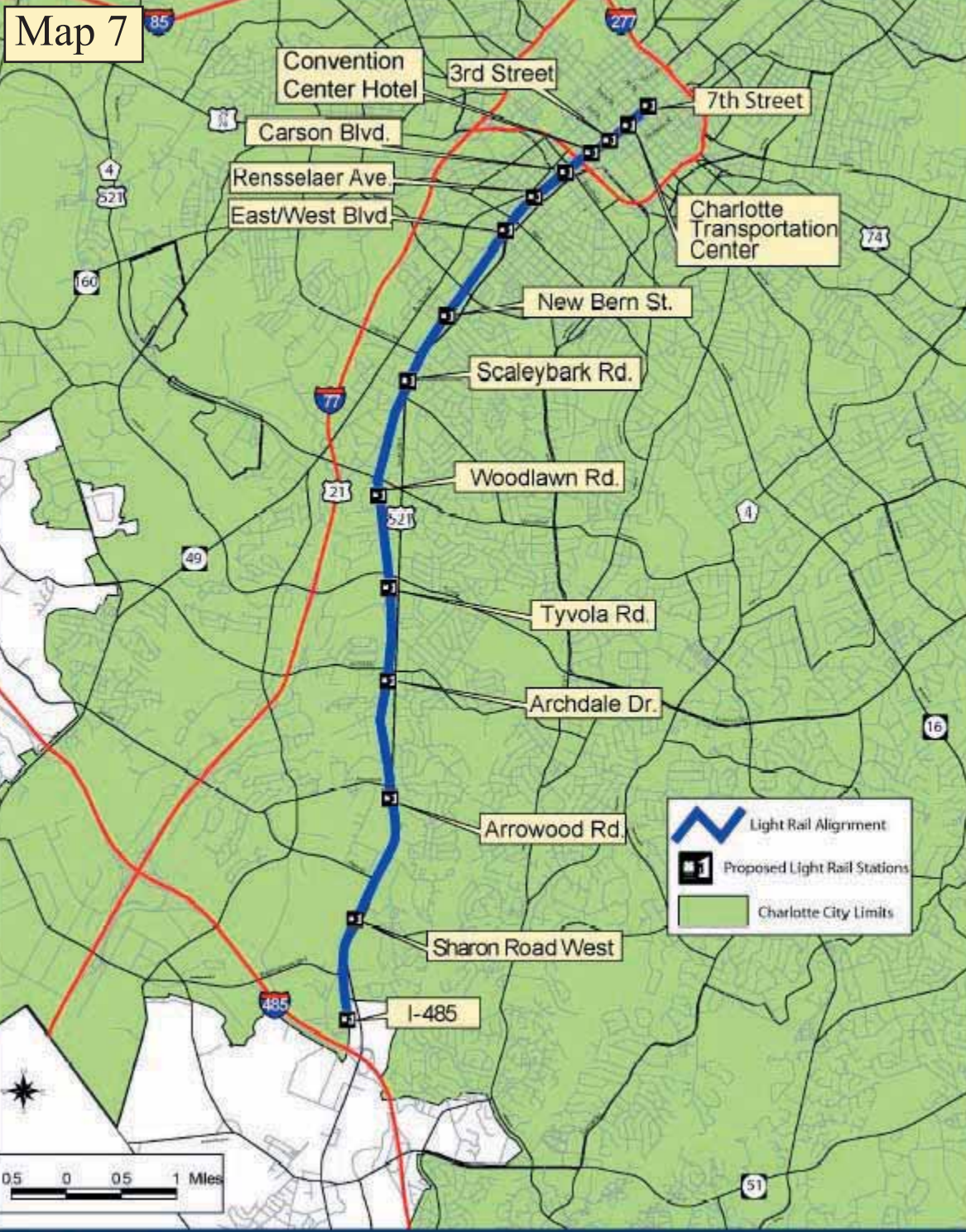
WHAT IS LIGHT RAIL?

- *Light rail transit consists of passenger vehicles propelled by electric motors, with steel wheels rolling on steel rails.*
- *Propulsion power is drawn from an overhead electric wire.*
- *Vehicles can negotiate sharp curves in order to go over city streets.*
- *The electric-powered system is considered quiet and environmentally friendly*
- *Light rail vehicles are able to accelerate and decelerate quickly, which allows for frequent stops along the corridor.*
- *Light rail is well matched to the South Corridor because existing and future development along this corridor requires a rail system that can allow frequent stops.*



Charlotte Trolley in operation in South End

South Corridor Alignment and Station Locations



South Corridor Light Rail Project

Source: Charlotte Area Transit System

Date: August 1, 2002

hours. The LRT service is planned to run from 5:00am until 1:00am daily. Fares will be the same as bus fares. Trolley service between South End and Uptown will provide service every 15 minutes.

Existing Pedestrian Facilities and Activity – South End provides many business, shopping and recreation/entertainment destinations in walking or biking distance from the residents in the district and the surrounding neighborhoods of Wilmore and Dilworth. *Map 8* (at right) shows the ¼ mile walking distances from the future light-rail stations in South End. **A ¼ mile is generally equivalent to the distance that a person can walk in five minutes.**

There are many pedestrian-friendly neighborhood streets that lead into the district, but eventually pedestrians and cyclists must traverse South Tryon or South Boulevard to reach the center of South End. Citizens who participated in the plan development process indicated that **crossing South Boulevard is one of the major issues with the pedestrian environment in the corridor.** This is especially true south of Tremont, where there are no crosswalks, automobile traffic is heavy, speeds are high, and turning movements into driveways are frequent.

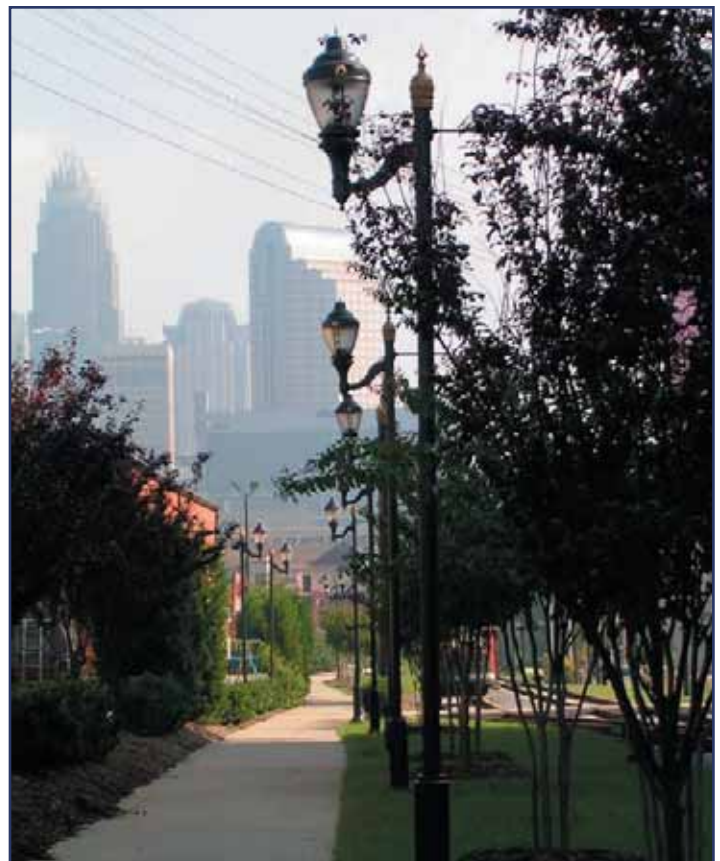
Sidewalks exist on both sides of most streets in the district, although there are still some streets that do not have sidewalks (see *Map 13*). In the mid-1990s, the City implemented improvements to the South Boulevard streetscape. The South Boulevard streetscape project installed new sidewalks, bulb-outs, decorative corner treatments, street trees, and pedestrian lighting in an effort to enhance the appearance and pedestrian-friendliness of South Boulevard between Tremont Avenue and Caldwell Street. Additional new sidewalk was constructed on the south side of Tremont Avenue between Camden Road and Toomey Avenue as part of a 2003 infrastructure project. Bland Street between South Boulevard and South Tryon may receive sidewalk through CDOT's Sidewalk Program within the next few years. Also, as new development occurs in the district, sidewalks will be provided or improved by developers along their street frontages.

Completed in 2003 as part of the Trolley Project, a new pedestrian and bicycle path has been constructed through South End. This path, adjacent to the trolley tracks and future light rail tracks, currently provides a direct pedestrian and bicycle connection from Atherton Mills to Uptown. The City is proposing to extend the path along the light rail line to Clanton through the South Corridor Infrastructure Project (SCIP). The path is designed to be a bicycle and pedestrian connector between the light rail stations.

While South End has a relatively good pedestrian network, there are still several opportunities to improve pedestrian connections in the district, especially along the rail line. A pedestrian connection from Camden Road to South Boulevard is planned to link to the future Rensselaer light rail station. Other pedestrian connections are proposed in the "Recommended Public Infrastructure Improvements" section of this plan.



South Boulevard at East Park Avenue

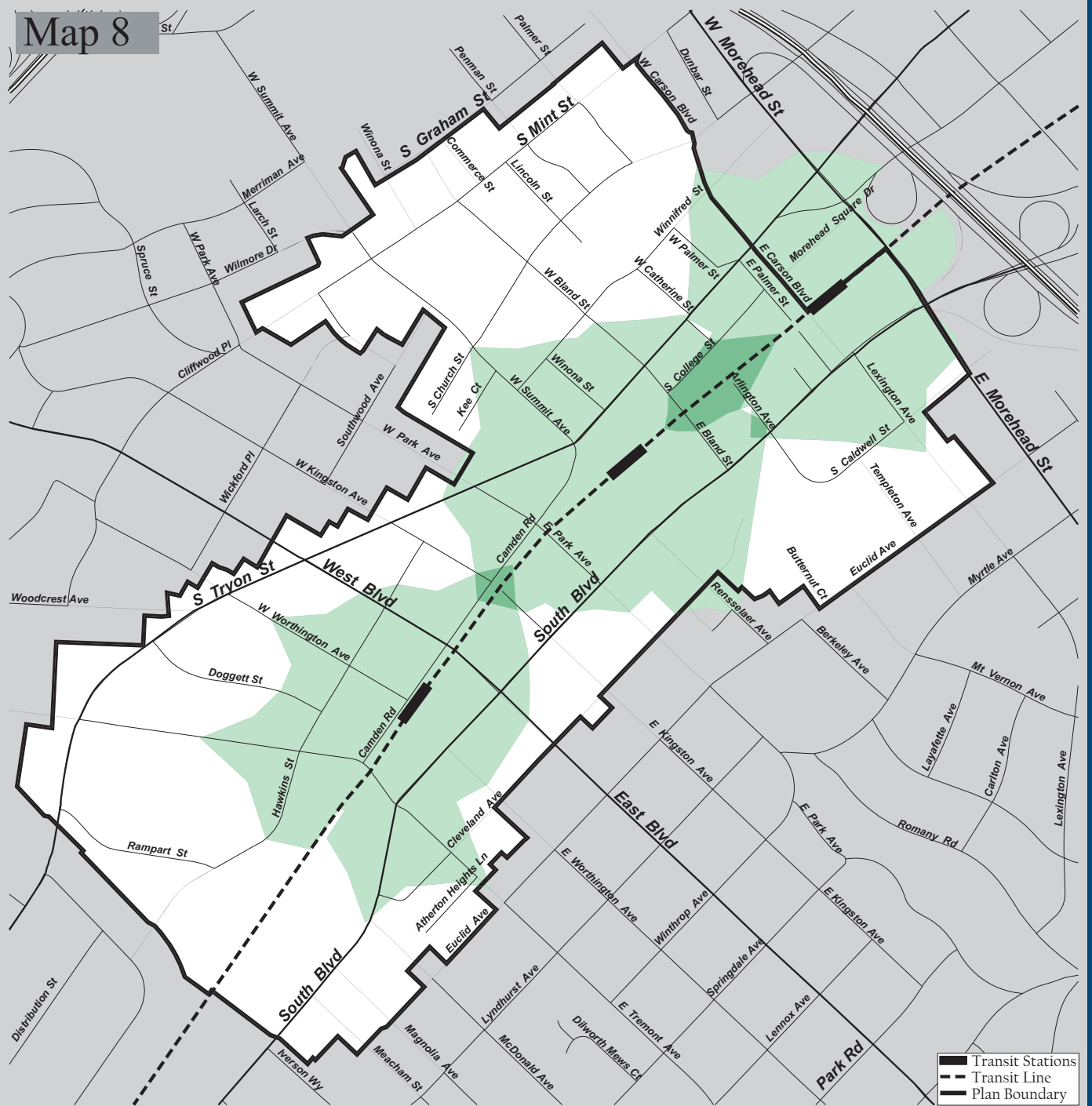


Charlotte Trolley line pedestrian/bike path

South End Transit Station Area Plan

1/4 mile Walking Distance from Rail Stations

Map 8



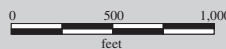
Walking Distance

- 1/4 Mile from One Station
- 1/4 Mile from Two Stations

- Transit Stations
- Transit Line
- Plan Boundary



Produced by the Charlotte-Mecklenburg Planning Commission.



Date: October 19, 2004

Vision for South End

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.



The vision for South End beginning to take shape

- *Maximize the potential for a integrated urban center in contrast to single building, strip development.*

Historic South End Vision Plan (Historic South End, Inc., 1996):

A community that is "compatible with pedestrians, existing historic character, and surrounding neighborhoods. . . (with) a mix of land uses, including residential, offices, retail shops, light industrial and restaurants."

South End/Uptown Rail Corridor Plan - Vision (City Council adopted, 1998):

"The rail corridor will serve as a multi-modal transportation facility, which will eventually include transit, trolley, pedestrian and bicycle activity. . . The rail corridor will be transformed into one of Charlotte's primary community gathering places, where residents and visitors alike come to shop, dine, and stroll. Along the corridor will be housing, retail, entertainment, and office uses, which directly connect to the corridor."

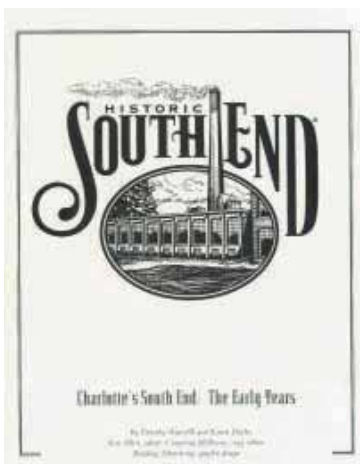
Camden Square Neighborhood Vision Plan (UNCC Community Design Studio, 2002):

"[Camden Square will be] a home for people seeking a vibrant urban neighborhood where style and substance come together in a rich blend of yesterday's history and today's technology."

The vision statement provides the guiding principles for the future development of South End. It is based on public input and vision statements from previous planning efforts, which are listed below:

South Boulevard Special Project Plan Vision (City Council adopted, 1987):

- *Protect investment in existing historic structures.*
- *Create a pedestrian-oriented center.*
- *Stabilize neighborhood edges (Wilmore and Dilworth).*
- *Facilitate better linkages to the Wilmore neighborhood.*



Land Use Recommendations

Charlotte's guiding land use and transportation policies (*Centers and Corridors*, the *2025 Integrated Transit/Land Use Plan*, and the *General Development Policies*) recognize that linking appropriate land use and development patterns with transportation is key to creating a liveable region. The land use vision established by these policies intends to focus higher density residential and employment growth in transit station areas and major activity centers/hubs, where it can best be accommodated by a variety of transportation services and other public facilities.

Transit-oriented development focuses on creating compact neighborhoods with housing, jobs, shopping, community services, and recreational opportunities within easy walking distance – usually defined as up to 1/4 to 1/2 mile, equivalent to a 5 to 10 minute walk – of a transit station. **The goal of transit-oriented land use planning is to transition from an auto-dominated, dispersed, single-use pattern of development to a pattern with a mix of land uses in a compact setting that will support pedestrian and transit activity.** The intent is to create well designed, liveable communities where people can easily get from their home to destinations such the office, grocery store, daycare center, restaurant, dry cleaner, library or park without using a car for every trip.

Charlotte's *Transit Station Area Principles*, adopted by City Council in 2001 as part of the *General Development Policies*, provide direction for developing and redeveloping property around transit stations. These principles focus on *Land Use and Development*, *Mobility*, and *Community Design*:

Land Use and Development – “Concentrate a mix of complementary, well integrated land use within walking distance of the transit station.”

- Provide a range of higher intensity uses including residential, office, service-oriented retail and civic uses that are transit supportive.
- Provide uses that attract/generate pedestrian activity especially at ground level.
- Consider special traffic generators - such as cultural, educational, entertainment, and recreation uses.
- Encourage multi-use (mixture of uses on same site) and mixed use (mixture of uses in same building) developments.
- Preserve and protect existing stable neighborhoods.
- Encourage development of workforce/affordable housing.
- Encourage higher densities for new development, concentrating the highest densities close

to station areas and transitioning to lower densities adjacent to existing single family neighborhoods.

Mobility – “Enhance the existing transportation network to promote good walking, bicycle and transit connections.”

- Minimize large surface parking lots.
- Encourage shared parking facilities.

(Note: Additional “Mobility” principles are discussed in *Transportation Recommendations* section of the plan, which follows.)

Community Design – “Use urban design to enhance the community design of station areas and to make them attractive, safe and convenient places.”

- Locate surface parking to the rear of buildings.
- Design parking structures to include active uses on the ground floor street frontage.
- Screen unsightly elements from the transitway.
- Establish public open spaces that act as development catalysts and serve as focal points around transit stations.
- Orient surrounding buildings onto the open spaces.

Land Use Recommendations for South End – The land use vision for South End is a **mix of transit-oriented uses at the center of the district** – including residential, office, neighborhood-oriented retail, and civic uses – **with more residentially-focused, transit-oriented development at the edges of the district, where South End abuts the residential areas of the Wilmore and Dilworth neighborhoods. Residential and office development within walking distance of transit stations are the primary land uses recommended in the plan area.** Local serving retail, cultural, entertainment, and civic uses are recommended to support and enhance the employment and residential uses.

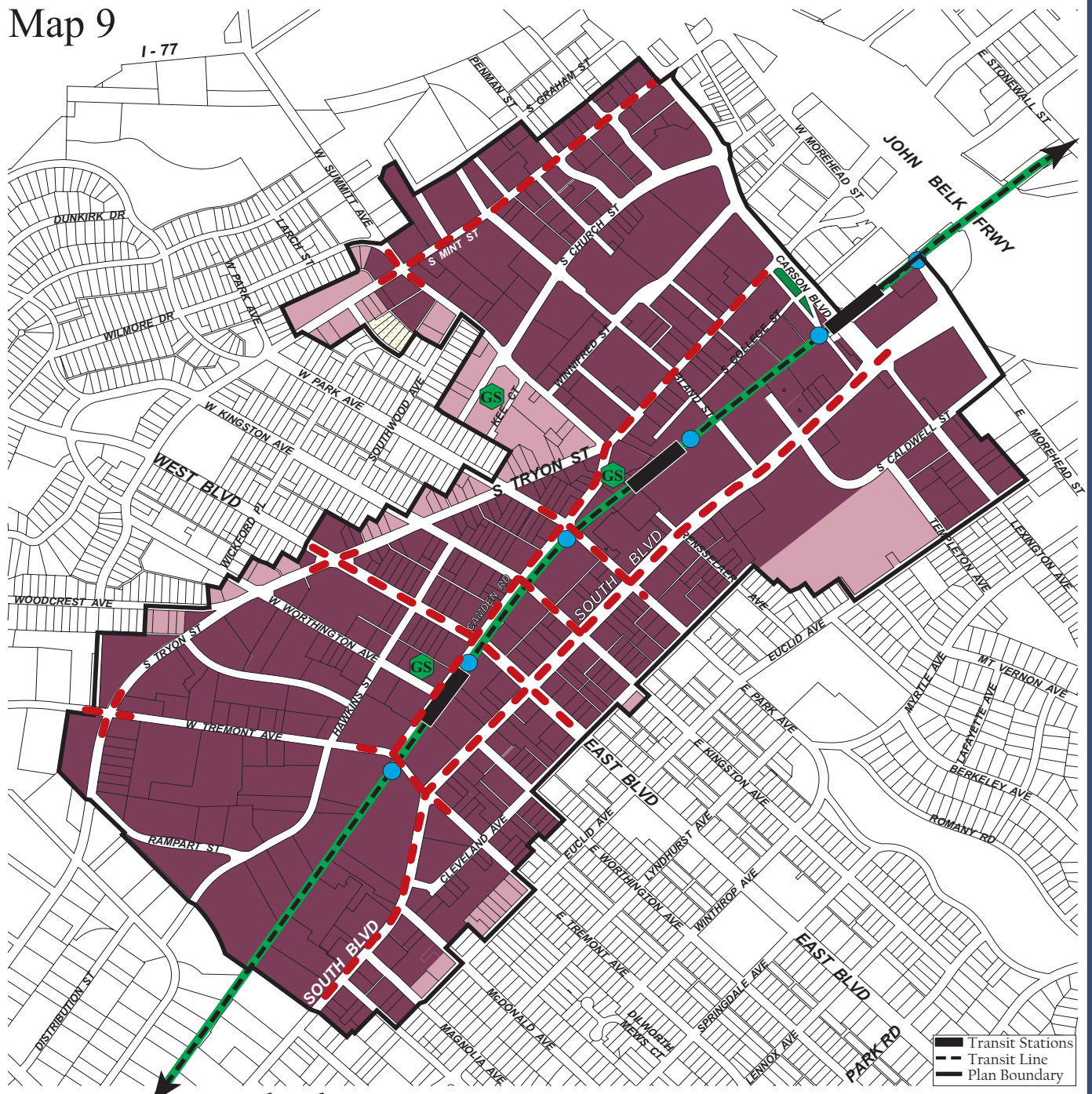
This plan recommends the greatest intensity of development within the 1/4 mile radius of the light rail stations and less intense development further from the stations. The recommended land uses for the *Transit Station Area Plan* area are noted on *Map 9*. Specific recommendations for retail development, public spaces, and for properties in the Wilmore and Dilworth neighborhoods are described on the page that follows the map. Recommendations about development intensities and density are also located on that page.

Recommended Densities – Consistent with the *Transit Station Area Principles* and in order to concentrate the most potential riders near stations and

South End Transit Station Area Plan

Proposed Land Use

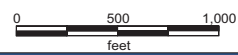
Map 9



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

- Transit Stations
- Transit Line
- Plan Boundary



Produced by the Charlotte-Mecklenburg Planning Commission.

Date: November 11, 2004

services, this plan recommends **minimum residential densities of 20 dwelling units per acre (net) within 1/4 mile walk of transit stations and 15 dwelling units per acre within 1/4 to 1/2 mile walk of stations. Minimum non-residential densities of 0.75 FAR** (Floor Area Ratio, which is the ratio of the total building square footage to the parcel area) are recommended for development **within 1/4 mile walk of transit stations. Minimum 0.5 FAR is recommended for non-residential development in the areas between 1/4 and 1/2 mile walk of stations.** (See *Map 8* for walk distances from stations.)

Retail Development — This plan envisions pedestrian-oriented, neighborhood-serving retail uses be developed in South End to support the residential and office development in South End, Wilmore, and Dilworth. Retail should be developed in the context of mixed or multi-use developments. This plan recommends that retail uses be located at the following nodes or along the following street frontages:

- **Camden Road**, which is envisioned to be South End’s “main street”
- **Mint Street** from Summit Avenue to Carson Boulevard
- **West Boulevard at South Tryon Street**
- **Tremont Avenue at South Tryon Street**
- **South Boulevard**
- **East/West Boulevard**
- **Park Avenue** from South Boulevard to South Tryon Street
- **Kingston Avenue**, between South Boulevard and the rail line
- **South Tryon Street**, between Camden Road and Carson Boulevard

Public Space — Public spaces that can be used for recreation and community events or gatherings are critical components in creating a liveable community in South End and will help catalyze and enhance transit supportive investments in the district. These public spaces may take the form of plazas, parks, trails, or public greenspace.

One of the most significant public spaces in South End is the trail along the trolley/future light rail tracks. The trail is planned to be extended as far as Scaleybark Road along the future light rail right-of-way. Development along the trail should front on this space and be enhanced with plantings, pedestrian amenities, and active uses to make it safe and attractive.

Other possible open space locations include:

- The strip of land between Carson Boulevard and South End Square apartments, which could be improved for passive recreation space.
- A pedestrian plaza leading to the Rensselaer LRT station. This should be built through the LRT project.
- A small park or plaza in the East/West LRT station area, and;
- Along Summit Avenue, where current and future residential and commercial development would benefit from the availability of public open space.

Land Uses for Wilmore and Dilworth — The intent of this plan is that the primarily single family, residential character of the surrounding Wilmore and Dilworth neighborhoods be protected. Despite the fact that portions of these neighborhoods fall within the 1/4 or 1/2 mile walk of the proposed transit stations in South End, **this plan recommends that the land uses and densities for the portion of these neighborhoods outside of the boundaries of the *South End Plan* area remain consistent with the established recommendations in the *Central District*, *East Boulevard Pedscape*, and *Dilworth Small Area* plans or any subsequent plans for these areas.**

This plan recommends that a small section of the plan area - six parcels on Westwood Street, off of Cliffwood Place in the Wilmore neighborhood – be redeveloped and/or preserved as a mixture of single family and/or multifamily residential development up to 8 dwelling units per acre. This portion of the plan area is more appropriate for lower density, residential development since parcels are on the interior of a single-family neighborhood; have frontage on a local, residential street; front other single family residences; and, all but one are currently used as single family residences. These parcels are included in the plan due to their current non-residential zoning.



Mixed-use development in South End

Transportation Recommendations

The transportation vision for South End is a network of facilities that allows for various safe, appealing, and convenient means of access to transit stations and land uses in the transit station areas. To develop compact and higher density development alone is not enough: **individuals and businesses must be able to easily access goods and services in station areas on foot, by bicycle, by bus or shuttle, and/or by motor vehicle.**

At the same time, attractive streetscapes – the public right of way outside of the roadway curbs – are critical to promoting activity in South End. The streetscape is the space where the transportation system and the surrounding land uses come together. The streetscape will be the front door to most South End development, and as such it must be inviting and comfortable. Whereas roadways provide the network for bicycle and motor vehicle travel, the sidewalks and streetscapes are the primary pedestrian space.

The recommendations that follow will define the look and function of the streets in South End. The recommendations in this section of the document, combined with the land use recommendations and Transit Oriented Development (TOD) zoning, will provide the primary mechanisms for creating the types of streets and streetscapes that the community envisions for South End.

This portion of the document is divided into two sections. The first outlines future street cross-sections that relate to the area of the roadway between the curbs. The recommended cross-sections: 1) provide the basis for determining the point from which new buildings will be required to be setback, and; 2) will determine the future character of the streets in terms of number of lanes, bicycle and transit accommodations, and on-street parking provisions. This section will include dimensions for future cross-sections for all streets in the district.

The second part outlines the specific streetscape development standards that will be required of new development in the plan area. These requirements apply to the area between the buildings and the curb -the primary pedestrian area of a street - and include minimum required building setback; sidewalk width; and street tree planting requirements for properties in the plan area zoned Transit Oriented Development (TOD), Mixed Use Development District (MUDD), Uptown Mixed Use Development (UMUD), or Neighborhood Services (NS).

The *Recommended Public Infrastructure Improvements* section outlines specific public infrastructure recommendations that can be undertaken by the City of Charlotte to improve streetscapes and open spaces; enhance bicycle and pedestrian accessibility and safety; and increase on-street parking.

TOD and the other zoning districts mentioned above require that all new development and major improvements to existing development be subject to the streetscape standards in an adopted “streetscape plan” or station area plan. **This plan and the requirements herein serve as the “adopted streetscape plan” and the “station area plan” for the South End district.**

The City Council-adopted *Transit Station Area Principles* (2001) provide policy guidance on transportation elements in station areas. The recommendations in this portion of the plan are based on these principles, which are intended to “enhance the existing transportation network to promote good walking,



Mid-block crosswalk



Outdoor dining encourages pedestrian activity

bicycle and transit connections.” Some of the key principles and the relevant transportation recommendations for South End are listed below. These recommendations are detailed in the two sub-sections of the plan that follow.

Pedestrian and Bicycle System –

1. *Provide an extensive pedestrian system throughout the station area that will minimize walking distances and provide the most direct pedestrian connections to destinations.*
 - Sidewalks will be required on both sides of all streets.
 - A multi-use pedestrian/bicycle trail will provide key north/south pedestrian access along the rail line, connecting South End to Uptown and to station areas south of the district.
2. *Eliminate gaps in the station area pedestrian networks.*
 - New pedestrian crossings of the rail line are proposed at Kingston and Worthington.
3. *Establish pedestrian and bicycle connections between station areas and surrounding neighborhoods.*
 - Bicycle lanes are proposed on all east west streets leading to the South End stations and on all thoroughfares.
 - Improved pedestrian crossings are recommended at all signalized intersections, including key intersections such as South Boulevard and East Boulevard.
 - Additional pedestrian crossings at unsignalized locations – such as near McDonald Avenue and South Boulevard are recommended to allow improved access across thoroughfares and to stations.
4. *Design the pedestrian system to be accessible, safe, and attractive for all users.*
 - Doors and windows should be provided along all street frontages.
 - Accessible ramps are recommended where there are none currently.
5. *Ensure that the pedestrian network will accommodate large groups of pedestrians.*
 - Wider sidewalks are recommended in areas closest to stations and along thoroughfares.
6. *Utilize planting strips/street trees, on-street parking, and/or bicycle lanes to separate pedestrians from vehicles.*
 - Street trees should be provided along all street frontages.

- On-street parking will be allowed or encouraged on all streets in the district. New cross-sections are proposed for some streets to allow on-street parking.

7. *Encourage the provision of bicycle amenities, especially bicycle parking.*

- Bicycle parking is recommended for all new development.
- Bicycle parking should be installed by the City for some existing development and at transit stations.

Street Network –

8. *Design Streets to be multi-modal, with an emphasis on pedestrian and bicycle circulation.*

- All streets will have sidewalks on both sides; bicycle lanes are recommended on major streets as noted above.

9. *Develop an interconnected street network designed around blocks with a maximum length of 400 feet.*

- New streets to divide up large blocks are recommended through redevelopment, especially in large industrial blocks south of Worthington, the Charlotte Housing Authority property between Euclid Avenue and South Boulevard, and between Church and Winnifred Streets.

Streetscape –

10. *Design the streetscape to encourage pedestrian activity.*

- Ground floor retail is encouraged in mixed-use buildings, particularly on the major streets in the district.
- Sidewalks are recommended to be wider on major streets such as South Tryon and Camden Road to allow for sidewalk dining.



Example of cross-section for all road-way users

- Curbed planters are recommended where retail uses are developed to allow for additional sidewalk space.
11. *Include elements such as street trees, pedestrian scale lighting, and benches in streetscape design.*
 - Pedestrian-scale lighting and benches are recommended for installation in areas where sidewalk activity is expected to be greatest, such as near stations, Camden Road and South Boulevard, and at pedestrian crossings of major roadways
 12. *Place utilities underground whenever possible.*
 - Moving or undergrounding utilities is recommended along key streets in South End

FUTURE STREET CROSS-SECTIONS:

Future cross-sections for all streets in the South End district are outlined in this section. **These cross-sections provide the basis for determining required building setbacks** since setbacks are defined in TOD zoning districts as the minimum distance from the back of the future roadway curb to the front of a building. The TOD text states: "The minimum setback will be measured from the back of all existing or future curbs, whichever is greater." (This approach is different from most conventional Charlotte zoning districts - Business, Office, Industrial, Multifamily - where the setback is measured from the back of the *public right-of-way*.)

The cross-sections are designed to accommodate all future road-way users, including pedestrians, cyclists, and motorists. **These cross-sections are *not* plans for immediate road improvements, but are recommended, long-term changes to be considered for implementation once a major portion of the necessary right-of-way is available.** In the meantime, City staff will request funding for minor improvements to the public right-of-way to make streets in the area more pedestrian-, bicycle-, and transit-friendly.

There are four different categories of street cross-sections defined for the plan area:

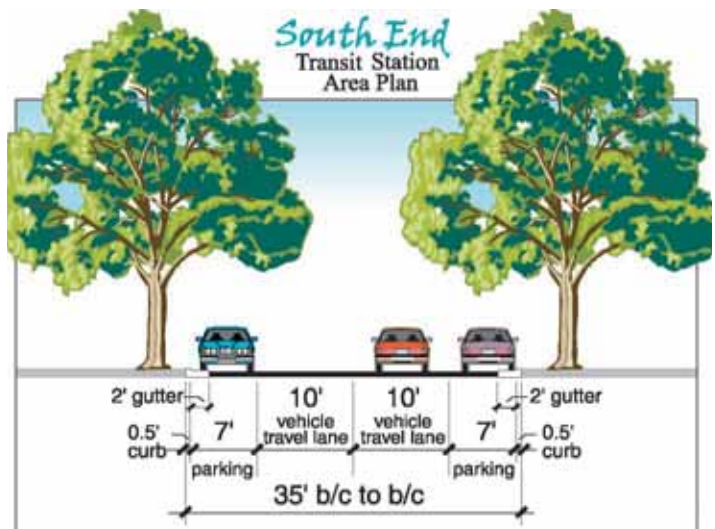
- streets with adequate width;
- streets with acceptable width;
- proposed new streets; and,
- streets with new cross-sections.

These cross-section types are shown on *Map 10* (page 25) and described on the following page.

Streets with Adequate Width:

For the majority of the streets in the plan area, which are primarily local streets, the existing cross-section will not change and setbacks for any new development will be measured from the existing back-of-curb.

Staff has identified a basic minimum cross-section (shown below) of 35 feet from back-of-curb to back-of-curb for local, low-volume streets in the area. This street dimension will accommodate parallel parking on both sides of the street and provide adequate width for one motor vehicle traveling in each direction. *Map 10* shows in green the streets in the South End area that already meet or exceed this dimension. These streets provide basic land use access and connections to thoroughfares in the area, but do not serve large volumes of motor vehicle traffic.



Standard cross-section for local streets



E. Kingston Ave: South End street with "Adequate Width"

South End Transit Station Area Plan






Proposed Street Cross-Sections

Map 10
1-77



Date: October 2004



-  Light Rail Transit (LRT) Station
-  Proposed New Street
-  Streets with Adequate Width (existing curbline to remain)
-  Streets with Acceptable Width (optional widening for on-street parking)
-  New Cross-Section (future cross-section is wider than existing)



Produced by the Charlotte-Mecklenburg Planning Commission.

Streets with Acceptable Width:

The streets shown in yellow are also low volume streets, but ones that do not have adequate width (less than 35 feet from back-of-curb to back-of-curb) for two motor vehicles to pass each other when cars are parked on both sides of the street. These streets function well today, primarily because on-street parking is not fully utilized. If parking on both sides of the street becomes a problem for traffic flow, CDOT may restrict parking to one side of the street only. The City does not propose to widen these streets nor will it require them to be widened as new development occurs. Setbacks on these streets will be measured from the existing back of curb. However, if a developer would like to increase the width of these streets in order to ensure future room for on-street, parallel parking on one of *both* sides of the street, the developer would widen at their own expense by recessing the curb on their property's frontage. In this case, **the setback can be reduced by the width of the recessed curb area, but can not be less than 16 feet.** For example, if the required setback is 20 feet and a developer recesses the curb by three feet to provide additional space for on street parking, the setback would be 17 feet measured from the recessed back-of-curb location.

Proposed New Streets:

Any new public streets that are built in the South End plan area will need to meet the standard cross-section dimension for local streets of 35 feet back of curb to back of curb. *Map 10* shows the location of potential new streets in the area as a **black dashed line**. These are suggestions of where new streets should be built as redevelopment occurs to provide additional development frontage and increased connectivity in the area, but exact alignments would need to be determined when development is proposed.

Streets with New Cross-Sections:

The streets shown in red on *Map 10* have a future curbline that is different from the existing curbline. These streets have proposed future cross-sections that will require widening and possibly additional right-of-way. These streets are typically higher volume streets that function as thoroughfares, collectors, and/or provide important connections through the district and beyond.

New buildings along these streets will be required to setback from the future back-of-curb location defined in this plan. (*Unless otherwise noted, future curb lines are assumed to be measured symmetrically from street centerline.*) Right-of-way required for proposed future cross-sections will be reserved as new development occurs on these streets.

The proposed future cross-sections are not a commitment by the City of Charlotte to widen these streets in the near future, but a means to reserve right-of-way so that new cross-sections outlined in this plan may be accomplished at some time when enough properties on this street have redeveloped and/or the necessary land is available for widening.

The proposed future cross-sections for these streets are outlined on the pages that follow. Interim cross-sections (shown in the *Recommended Streetscape and Pedestrian Improvements* section) are intended to show how the existing cross-section could be modified in the near term to accommodate on-street parking and/or provide bicycle accommodations.



Example of cross-section for all road-way users



Another cross-section for all road-way users

East Carson Boulevard

(South Tryon Street to LRT/Trolley Rail Line)

A future light rail transit station will be located at Carson Boulevard, so accommodations for bicycles, transit vehicles and pedestrian crossing along the street will be important. Existing and recommended future land use for this street is a mixture of transit-oriented office, residential, and retail development. CATS will rebuild a portion of Carson Boulevard (between South Boulevard and the railroad tracks) during the LRT construction project.

Street classification: Collector

Existing volumes: low; 5000 motor vehicles/day

Existing width: 41 feet, back-of-curb to back-of-curb

Existing cross-section:

- One motor vehicle lane in each direction
- Center turn lane
- Curb and gutter

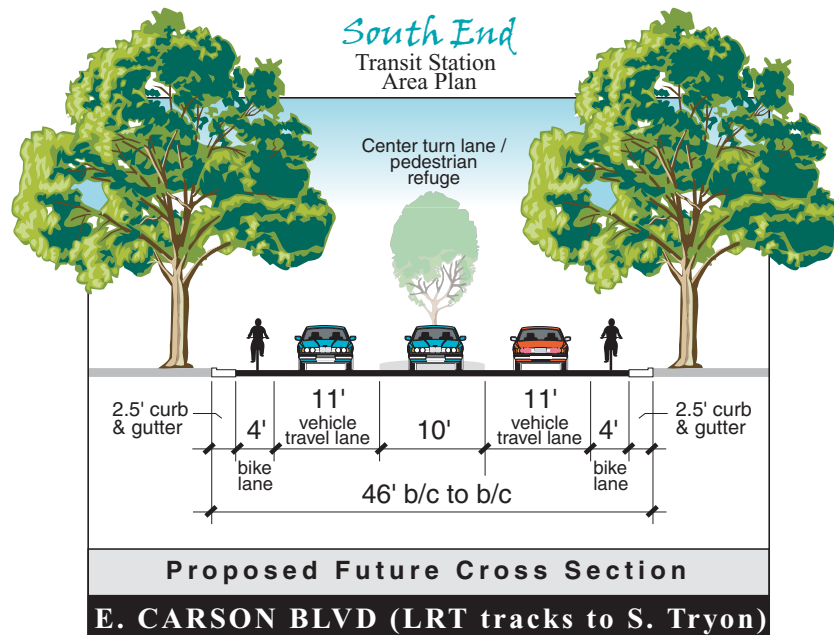
Proposed future width: 46 feet (back-of-curb to back-of-curb)



East Carson Boulevard existing cross-section

Proposed future cross-section (pictured below):

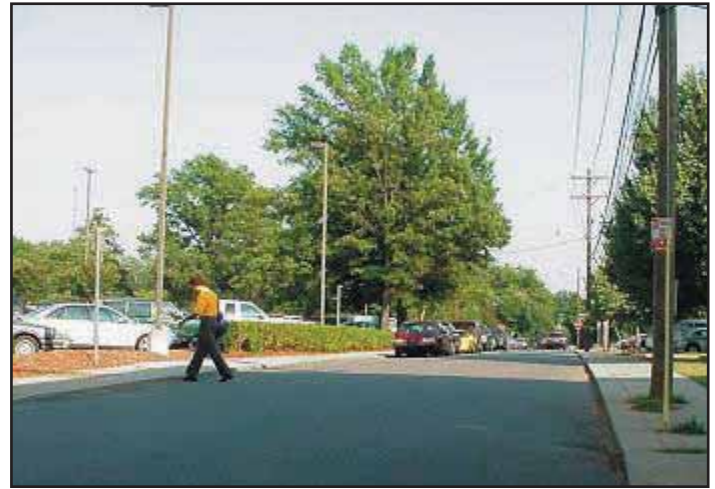
- One motor vehicle lane in each direction
- Center turn lane with intermittent pedestrian refuge islands
- Bike lanes
- Curb and gutter



Lexington Avenue

(South Boulevard to Caldwell Street)

Lexington Avenue is eventually planned to have a through connection across South Boulevard so that pedestrians, cyclists, and motor vehicles can access the future light rail station on Carson Boulevard. However, the current width of Lexington Avenue between South Boulevard and Caldwell Street is not sufficient for two motor vehicles in each direction and on-street parking. Current land uses are institutional uses. Future land uses recommended for this street are a mixture of transit-oriented residential, office and retail development.



Existing cross-section of Lexington Avenue

Street classification: Local

Existing volumes: low; < 5000 motor vehicles/day

Existing width: 24 feet, back-of-curb to back-of-curb

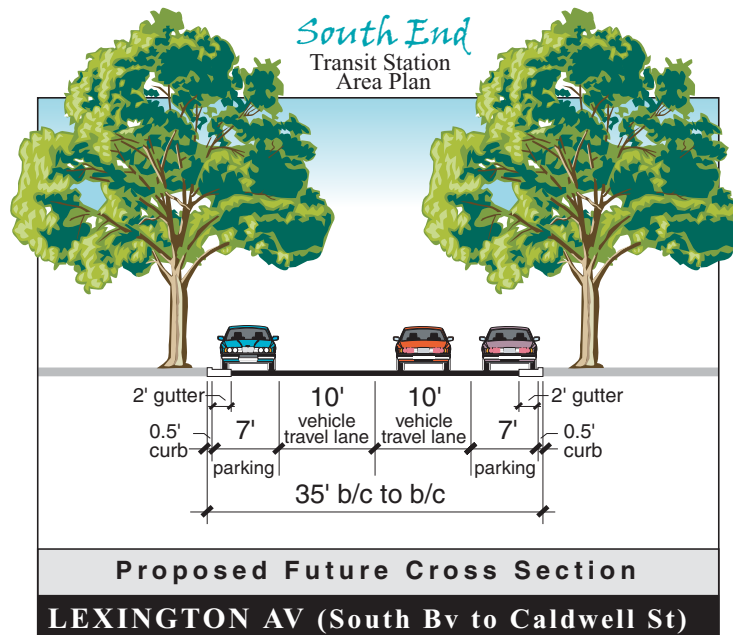
Existing cross-section:

- One motor vehicle lane in each direction
- Parallel parking on one side only
- Curb

Proposed future width: 35 feet, back-of-curb to back-of-curb

Proposed future cross-section (pictured below):

- One motor vehicle lane in each direction
- Parallel parking on both sides of street
- Curb and gutter



South Mint Street

(Carson Boulevard to Summit Avenue)

South Mint Street is a minor thoroughfare that connects Uptown, South End, and the Wilmore neighborhood. The very low current and projected motor vehicle volumes on South Mint do not warrant the existing two lanes in each direction. Bicycle lanes are proposed for this section of road in the *Charlotte-Mecklenburg Bicycle Transportation Plan*. Existing land uses are a mixture of industrial, office and commercial. Future land uses recommended for this street are a mixture of transit-oriented residential, office and retail development.



Existing cross-section of S. Mint Street

Street classification: Minor thoroughfare

Existing volumes: low; 4300 motor vehicles/day

Existing width: 41feet, back-of-curb to back-of-curb

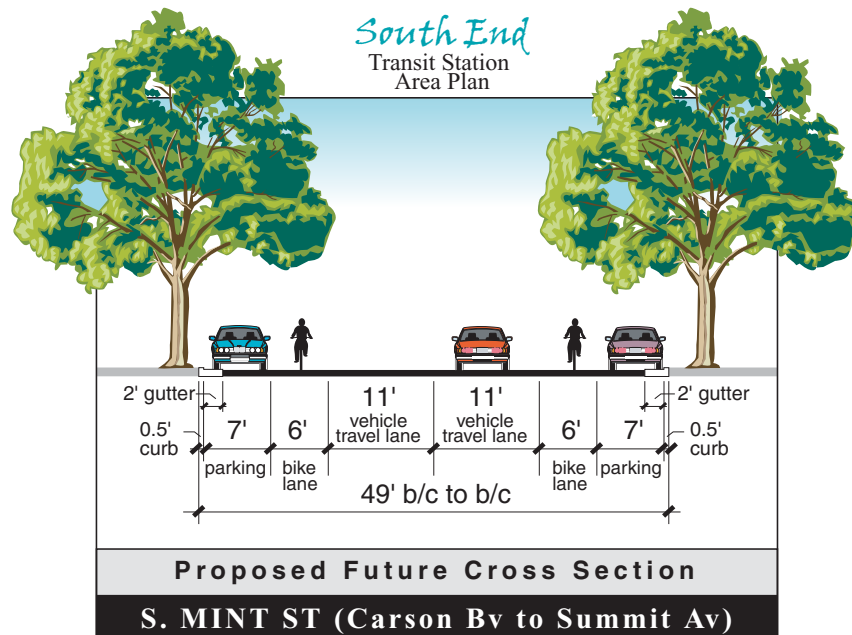
Existing cross-section:

- Two motor vehicle lanes in each direction
- Curb

Proposed future width: 49 feet, back-of-curb to back-of-curb

Proposed future cross-section (pictured below):

- One motor vehicle lane in each direction
- Parallel parking on both sides of street
- Bike lanes
- Curb and gutter



Summit Avenue

(S. Mint Street to S. Tryon Street)

Summit Avenue provides important connections to South End, Wilmore, Uptown, Third Ward, Freedom Drive, and I-77. It is a relatively low volume street with more than adequate width. Summit Avenue is also an important non-thoroughfare bicycle route providing an east-west connection to a future transit station. Existing land uses are mostly industrial or vacant. Future land uses are recommended to be mixed-use and residential transit-supportive development.

Street classification: Collector

Existing volumes: low; < 5000 motor vehicles/day

Existing width: 35-36 feet, back-of-curb to back-of-curb

Existing cross-section:

- One motor vehicle lane in each direction;
- Prohibited on-street parking
- Curb and gutter

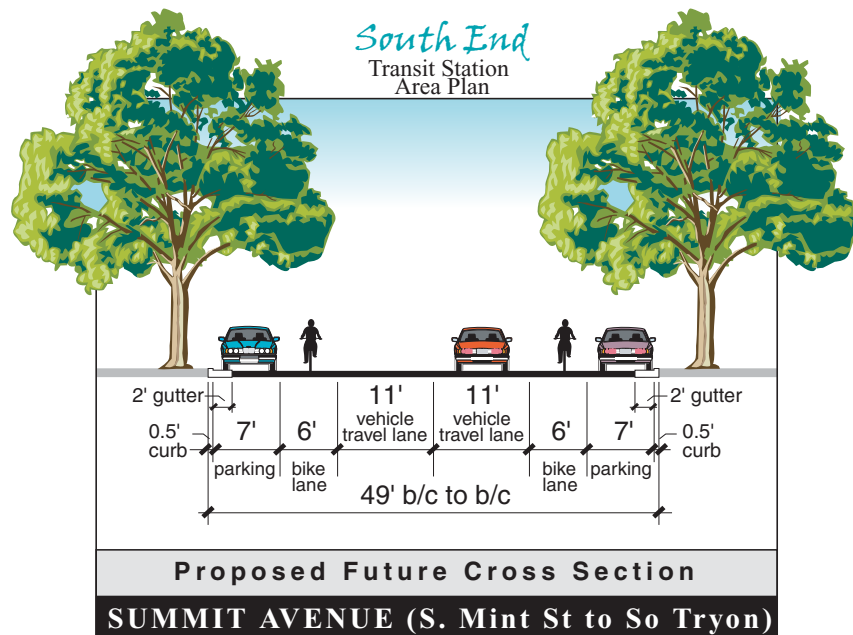
Proposed future width: 49 feet, back-of-curb to back-of-curb



Summit Avenue existing cross-section

Proposed future cross-section (pictured below):

- One motor vehicle lane in each direction
- Parallel parking on both sides of the street
- Bike lanes
- Curb and gutter



South Tryon Street

(Carson Boulevard to Rampart Street)

South Tryon Street is a major thoroughfare (also known as NC Highway 49) that connects South End to Uptown and southwest Charlotte. South Tryon Street is also the street where South End and the Wilmore neighborhood come together. Current and projected motor vehicle traffic volumes on this portion of South Tryon Street do not warrant two lanes in each direction. This section of South Tryon Street parallels the future light rail line and is only one or two blocks away from the future South End light rail stations. The properties along this section of South Tryon Street are recommended to be developed with transit-supportive land uses, including residential, office and some retail. Current land uses are a mixture of low density residential, industrial, office and convenience retail, although some higher density housing has been developed near Carson Boulevard.

Street classification: Major thoroughfare; also NC Highway 49

Existing volumes: 8,700-14,200 motor vehicles/day

Existing width: 41-47 feet, back-of-curb to back-of-curb

Existing cross-section: two vehicle lanes in each direction, with left turn lanes at West Boulevard

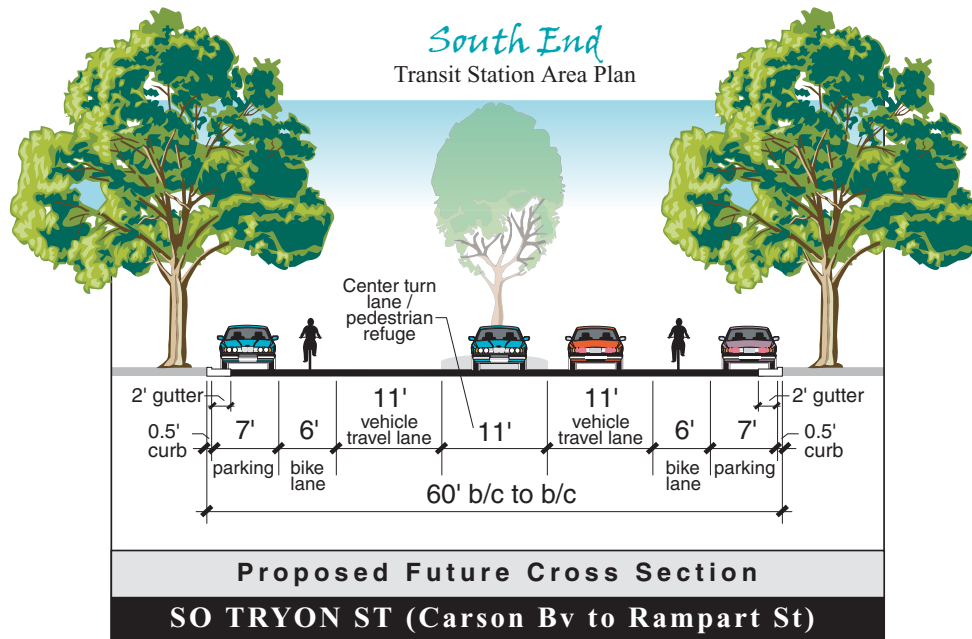


South Tryon Street existing cross-section

Proposed future width: 60 feet, back-of-curb to back-of-curb

Proposed future cross-section (pictured below):

- One motor vehicle lane in each direction
- Center turn lane with intermittent pedestrian refuge islands
- Bike lanes
- Parallel parking on both sides of the street
- Curb and gutter



East/West Boulevard

(Cleveland Avenue to South Tryon Street)

East/West Boulevard is a major thoroughfare that provides the primary street connection to South End from the Wilmore and Dilworth Neighborhoods. A light rail transit station is planned at East Boulevard and Camden Road. Providing roadway access to the station for motorists, cyclists, and transit vehicles will be a priority. Bike lanes are proposed for this section of road in the *Charlotte-Mecklenburg Bicycle Transportation Plan*. Existing land uses are a mixture of retail, office, and residential. The recommended future land use for this street is a mixture of transit-supportive residential, office, and retail development.



West Boulevard existing cross-section

Street classification: Major thoroughfare

Existing volumes: 15,000 motor vehicles/day

Existing roadway width: varies; 40-50 feet, back-of-curb to back-of-curb

Existing cross-section:

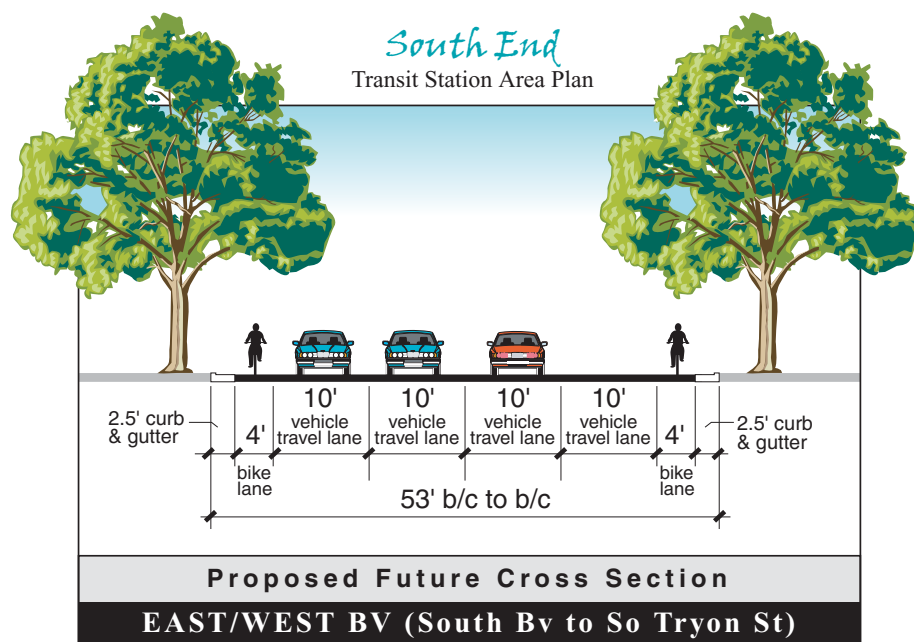
- Two vehicle lanes in each direction, with left turn lanes at South Tryon Street and South Boulevard
- Limited on-street parallel parking

Proposed future width: 53 feet, back-of-curb to back-of-curb

Proposed future cross section (pictured below):

- Two motor vehicle lanes in each direction
- Bike lanes
- Parallel parking can be provided at developer's option in the required building setback area (see required setback for West Boulevard, page 41)
- Curb and gutter

Note: Future back of curb location will vary proximate to intersections in order to provide room for left turn lanes. Location of curbline at these locations will be determined by Charlotte Department of Transportation (CDOT) and Planning Commission staff.



South Boulevard

(Carson Boulevard to Meacham Street)

South Boulevard is the most prominent street in South End. It carries traffic from South Carolina to Uptown. The most significant residential and non-residential development in South End currently fronts South Boulevard. The recommended land use plan proposes that this trend will continue with an intense mixture of transit-oriented residential, office, and retail development occurring along South Boulevard and the rail line.

Street classification: Major Thoroughfare

Existing volumes: heavy; 30,000-32,000 motor vehicles/day

Existing roadway width: varies, 40-70 feet, back-of-curb to back-of-curb

Existing cross-section:

- Four vehicle lanes
- Parallel parking and left turn lane or median north of East Boulevard

Proposed future width: 65 feet, back-of-curb to back-of-curb

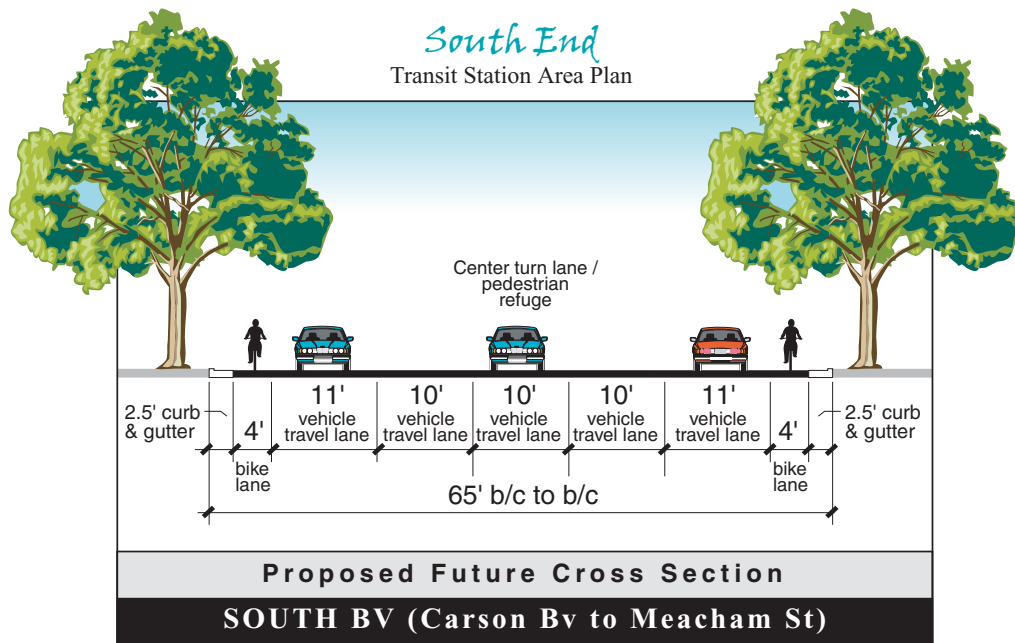


South Boulevard existing cross-section

Proposed future cross-sections (pictured below):

- Two motor vehicle lanes in each direction
- Bike lanes
- Parallel on-street parking can be provided at developer's option in the required building setback area (see required setback for South Boulevard on page 35.)
- Curb and gutter

Note: The location of the proposed future curb line for South Boulevard is shown in the Appendix. The future curblines for this street is NOT symmetrical with regard to the street centerline.



STREETSCAPE DEVELOPMENT STANDARDS:

While the previous section defined the future character and width of the roadways (from back-of-curb to back-of-curb) in South End, **this section will define the character and width of the area of the streets behind the curbs, between the buildings and the (existing or future) roadway – the streetscape.**

The streetscape defines the pedestrian network. Whereas the roadways provide the network for bicycle and motor vehicle travel, the sidewalks and streetscape zone are the primary pedestrian space. Since almost every trip to or from South End will begin and/or end on the sidewalks and since walking will be one of the most efficient means of moving around the district, the quality of the pedestrian network and the streetscape is critical. Much of the quality of the pedestrian network will be determined by the quality and attractiveness of the buildings and activity in and near the buildings along the street frontages. The streetscape will also be defined by the width of the sidewalks, the distance of the sidewalks from adjacent motor vehicle traffic and noise, and by plantings adjacent to the sidewalks.

The streetscape zone is the space that will be used for outdoor dining and other outdoor commercial activity. This area will also provide a primary means of access to all buildings in the district since front doors will be required on street and transitway frontages. As such, **the streetscape will be the front door to most of South End’s development.** The streetscape area will also provide some of the most significant green space in the district since street trees will be required to be planted on all street frontages.

The **streetscape standards presented here outline the required building setbacks, sidewalk widths and street-tree planting area** for new development



Example of a high density residential streetscape

in the plan area. Once adopted, **these requirements will apply to new development and major changes to existing development for all properties in the South End district that are zoned TOD (Transit Oriented Development), MUDD (Mixed Use Development District), UMUD (Urban Mixed Use District), NS (Neighborhood Service), or any other Zoning District that refers to an “adopted streetscape plan” or “station area plan” in its zoning ordinance language.** As such, the requirements in this section supplement the requirements of the Zoning Ordinance and, when referred by the Zoning Ordinance have the same legal/regulatory implications of all other zoning standards.

The streetscape requirements that follow are designed to complement the proposed land uses for each street and the transportation function of the adjacent roadway. There are six different streetscape categories for different sections of the South End area (see *Map 11*). The standards are based on the proposed future land uses, the existing or historic streetscape, the transportation function, and the expected level of pedestrian activity on the street or transitway.

For all new development in the plan area, the setback standards outlined in this section will be measured from the back-of-curb – existing or future, which ever is greater – as determined in the previous section. (For comparison, the current minimum setback allowed under the existing B-1, B-2, I-1, I-2, R-22MF, and O-2 zoning districts is 20 feet from the back of the *public right-of-way*. This typically amounts to a setback of at least 26 feet to 34 feet or more from the back-of-curb. In urban zoning districts such as MUDD or NS, required setbacks are currently 14 feet from the back-of-curb unless otherwise specified by an adopted streetscape plan.)

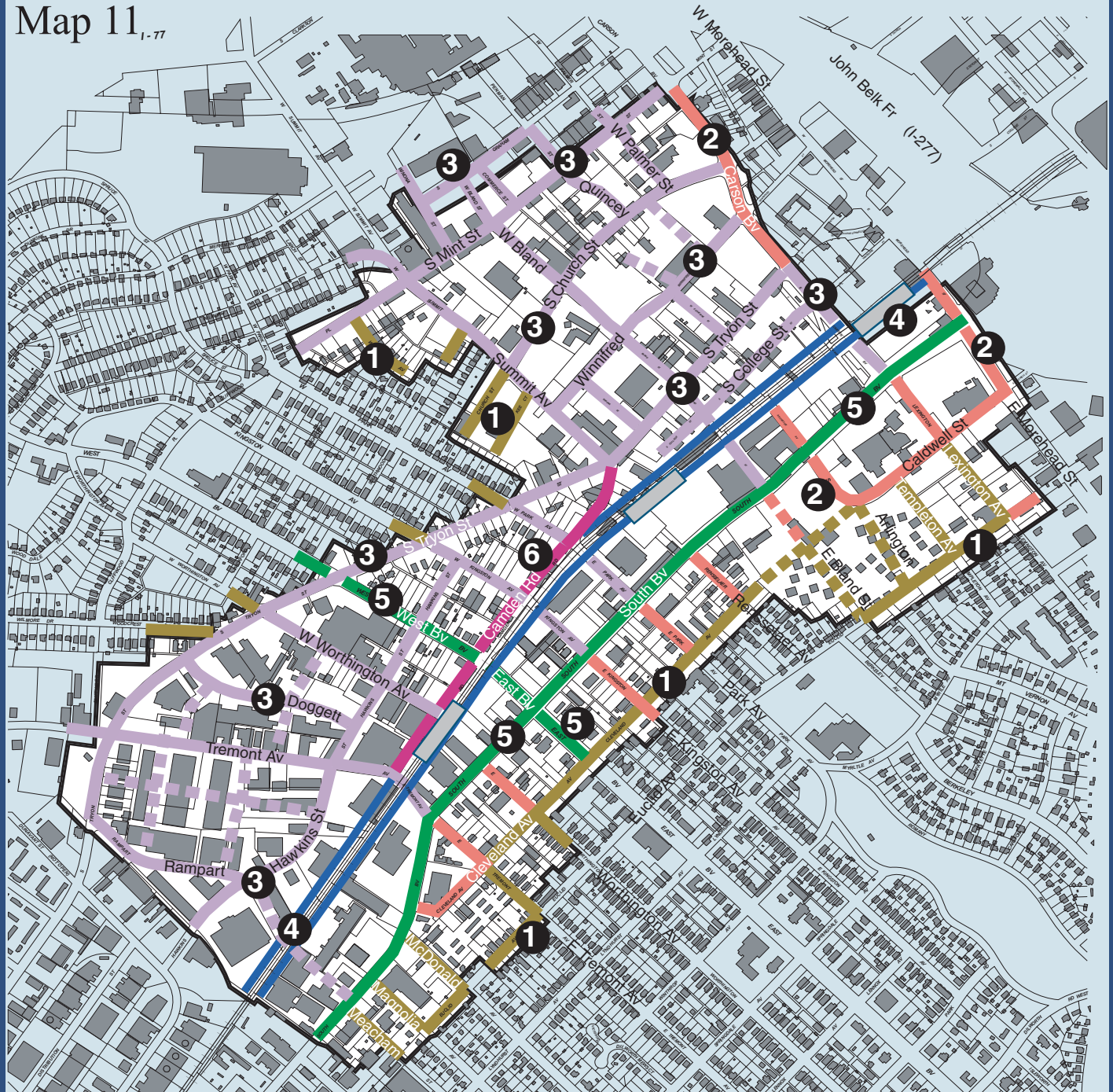


An active streetscape in Athens, GA

South End Transit Station Area Plan

Streetscape Development Standards

Map 11₁₋₇₇



LRT Station

1 Neighborhood Streets

- 20' setback (min)
- 8' planting strip
- 6' sidewalk

2 Transition Streets

- 20' setback (min)
- 8' planting strip
- 8' sidewalk

3 Mixed-Used Streets

- 16' setback (min)
- 8' planting or curbed planters
- 8' sidewalk

4 Rail Corridor Frontage

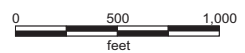
- 35' from centerline of ROW
- 8'-12' sidewalk
- 4' tree grate OR
- 7' curbed planter

5 East/West & South Bv

- 24' setback (min)
- trees in curbed planters
- 16' if on-street pkg
- 8' min. sidewalk

6 Camden Road

- 16' setback (min) 1st floor;
- 14' above ground floor
- trees in curbed planters
- 8' sidewalk



Produced by the Charlotte-Mecklenburg Planning Commission.

Date: October 2004

1 Residential Streets

These streets are at the edges of the South End area and closest to the single-family residential areas of Wilmore and Dilworth. The proposed streetscape standards for this area are designed to reflect those found in these historic neighborhoods. The streetscape requirements are designed with moderate setbacks to approximate the existing setbacks in the area, wide planting strips for large maturing trees, and sidewalk widths to accommodate low to moderate volumes of pedestrian activity.

Existing or proposed land uses: transit-oriented residential or office, with limited retail allowed

Expected pedestrian volumes: light/moderate

Minimum setback: 20 feet from back of curb

Minimum sidewalk width: 6 feet

Tree planting requirements: 8 foot planting strip; large maturing are required trees if no overhead utility lines present.



Streetscape along local street in South End



Example of transitional streetscape

2 Transition Streets

These streets are in areas where land uses are transitioning from lower/moderate density residential uses to more intense transit-oriented development. In these areas the sidewalks are required to be wider to accommodate increased pedestrian volumes.

Land uses: transit-oriented; office and/or residential, with limited ground-floor retail allowed

Expected pedestrian volumes: moderate/high

Minimum setback: 20 feet from back of curb

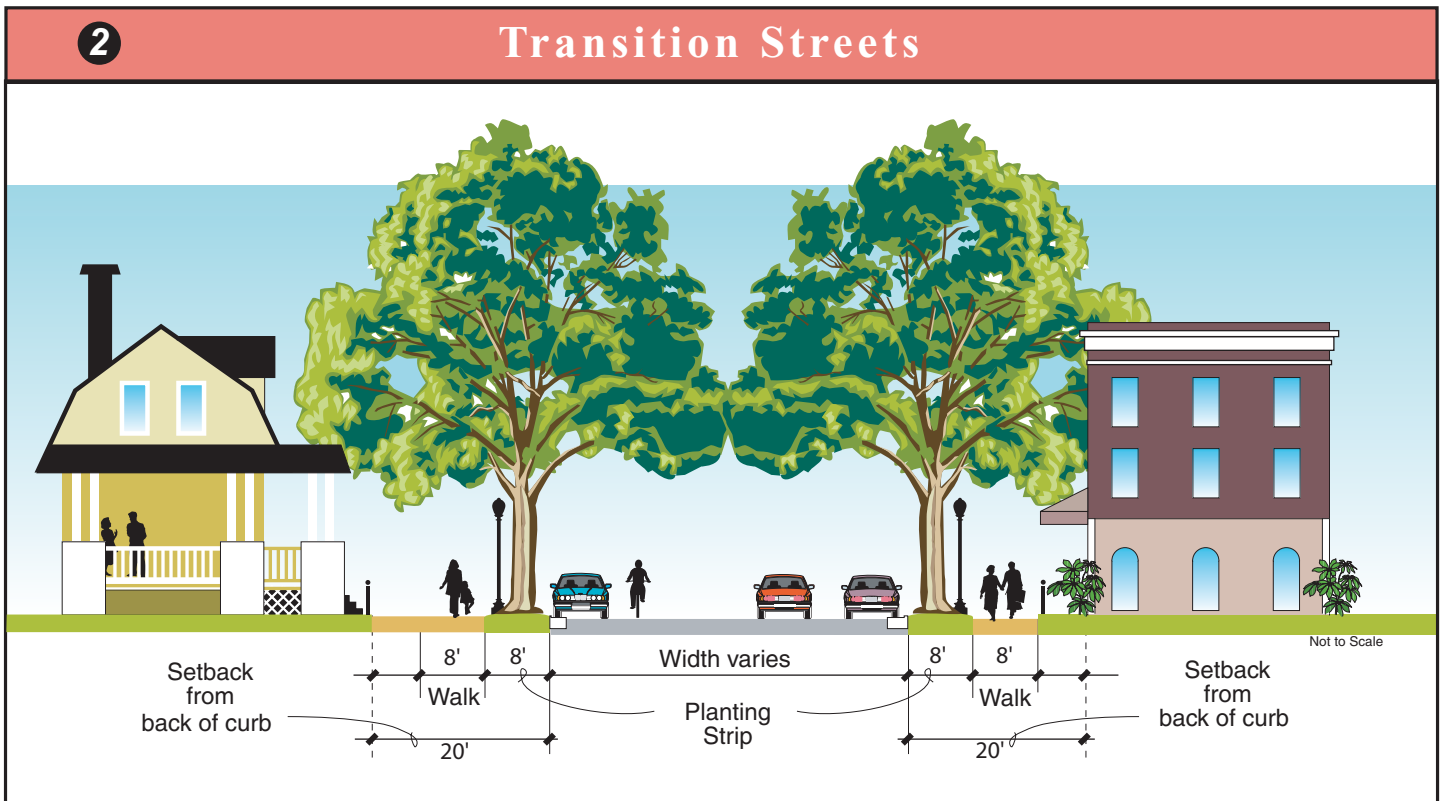
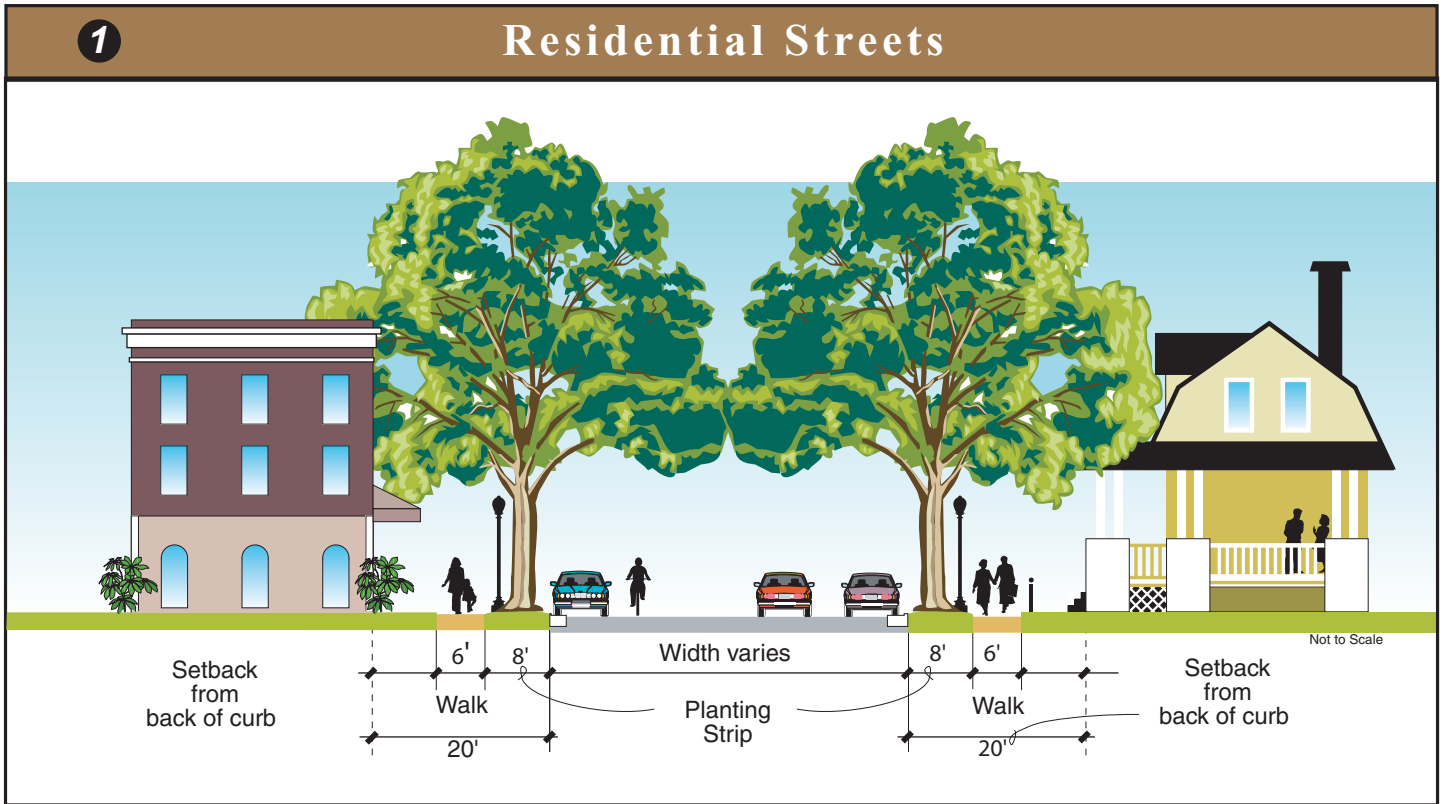
Minimum sidewalk width: 8 feet

Tree planting requirement: 8 foot planting strip; or trees in curbed planters if ground floor retail is included in development proposal.

(See page 40 for example of curbed planter and appendix for curbed planter detail.)



Example of transitional streetscape on 4th St. at JWU



3 Mixed-Use Streets

The streetscape standards for properties along these streets are designed for mixed use, transit-oriented development (primarily employment and residential) that would be built closer to the street than development in more exclusively residential neighborhood areas. These streets are in the areas closest to the future transit stations and/or in areas that are likely to redevelop with office and higher density residential uses. Planting strip widths are designed for large maturing trees. Sidewalk widths are designed for more pedestrian activity and volumes than would be found in lower density residential areas.

Land uses: transit-oriented; office and/or residential with limited ground-floor retail allowed

Expected pedestrian volumes: moderate/high

Minimum setback: 16 feet from back of curb

Minimum sidewalk width: 8 feet

Tree planting requirements: 8 foot planting strip;

4 Rail Corridor Frontage

or, trees in curbed planters if ground floor retail is included in new development.

The streetscape requirements for buildings fronting the future transit-way are based on the recommendations of the *South End/Uptown Rail Corridor Plan* (1998). That plan recommends a generous setback from the centerline of the rail right-of-way and a continuous multi-use path (for pedestrians, cyclists, skaters, joggers, etc.) along the tracks, in addition to an area for trolley and light rail station stops and/or landscaping. 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 rail corridor frontage. Special amenities for pedestrians, such as benches and public plazas are encouraged.

Land uses: transit-oriented; office and/or residential with limited ground-floor retail allowed

Expected pedestrian volumes: high

Minimum setback: 35 feet from rail centerline

Minimum sidewalk width: 8-12 feet

Tree planting requirements: Trees must be planted in a tree grate, with fencing along rail line; OR in a curbed tree planter, with shrubs planted along rail line. (See Appendix for additional planting details.)



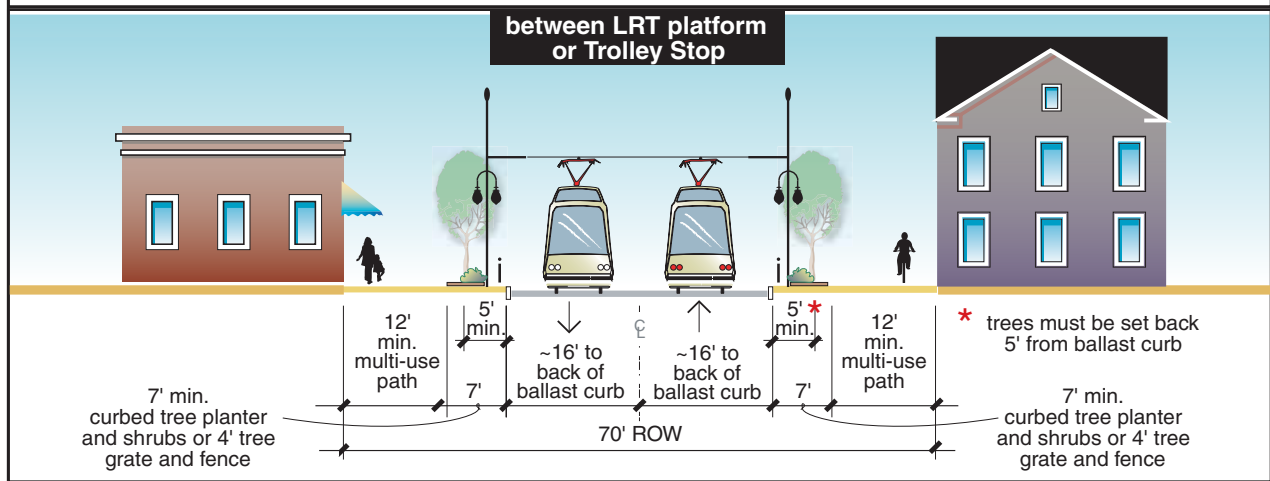
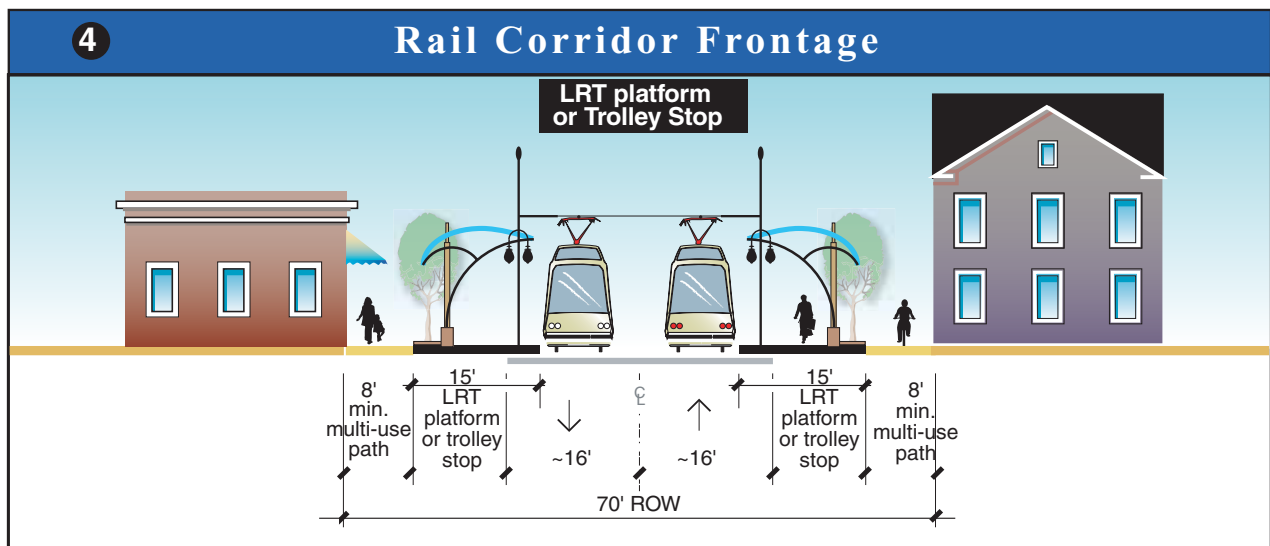
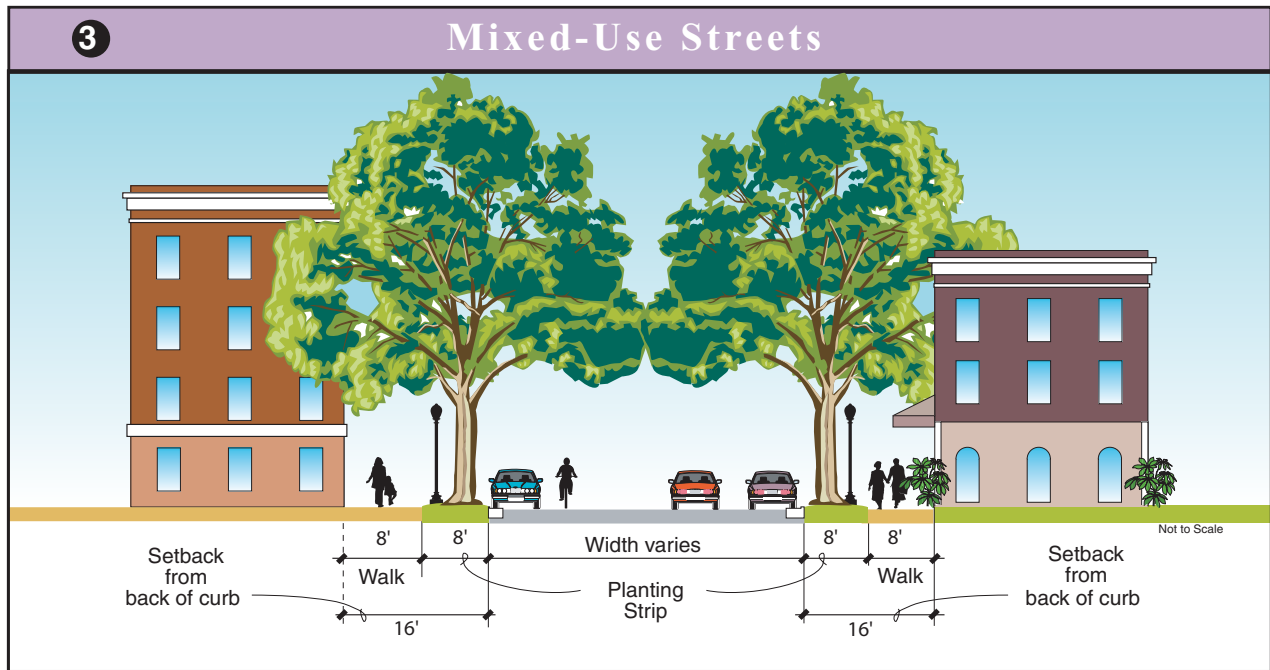
Mixed-use streetscape in Portland, OR transit station area



Mixed-use development fronting Dallas light rail line



Pedestrian Plaza between building and rail line



5 East/West and South Boulevards

The standards for these streets provide wide planting strips for large maturing trees or curbed planters where ground-floor retail is included in new development. Sidewalks are required to be wider in these sections to accommodate the increased pedestrian volumes that are expected moving to and from the future light rail transit station areas and the commercial uses along these streets.

Land uses: transit-oriented; office and/or residential with limited ground-floor retail allowed

Expected pedestrian volumes: moderate to high

Minimum setback: 24 feet from back of curb with no on-street parking; 16 feet with on-street parking

Minimum sidewalk width: 8 feet

Tree planting condition: 8 foot planting strip; or trees in curbed planters if ground floor retail is included in new development. On both streets, existing mature trees should remain, where possible.

extend from the back of curb to the minimum setback line. Developers must make alternative accommodations for required tree planting through such measures as tree planters in curb extensions.

Minimum sidewalk width: 8 feet; additional sidewalk width, recessed building frontage, or patio-type doors are encouraged where sidewalk dining is expected.

Tree planting condition: trees in curbed planters



Example of curbed planters Uptown, along Tryon Street

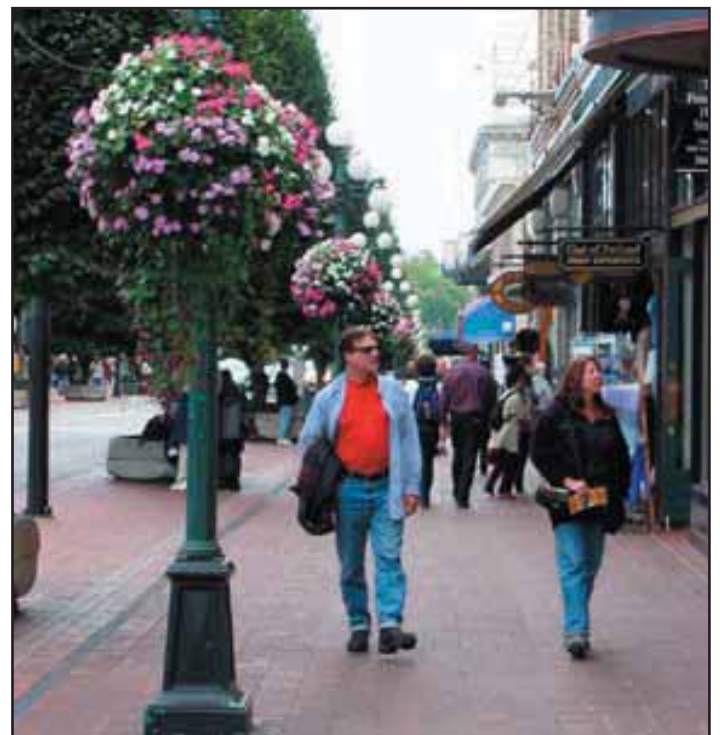
6 Camden Road

Camden Road is envisioned to become the “main street” for the South End district. Streetscape requirements for this street are designed to reflect the feel of the existing development along Camden Road, with many buildings built near the back of sidewalk. Future land uses along this street are expected to be residential and/or office, with ground floor retail along building frontages. Sidewalk widths are designed to be wide enough to accommodate high pedestrian volumes and encourage sidewalk commercial activity. Trees are required to be planted in curbed planters rather than in planting strips to accommodate the pedestrian volumes, on-street parking access, and sidewalk commercial activity that will occur on this street. Building setbacks will be allowed to be closer to the street above the first floor.

Land uses: mixed; ground floor retail encouraged

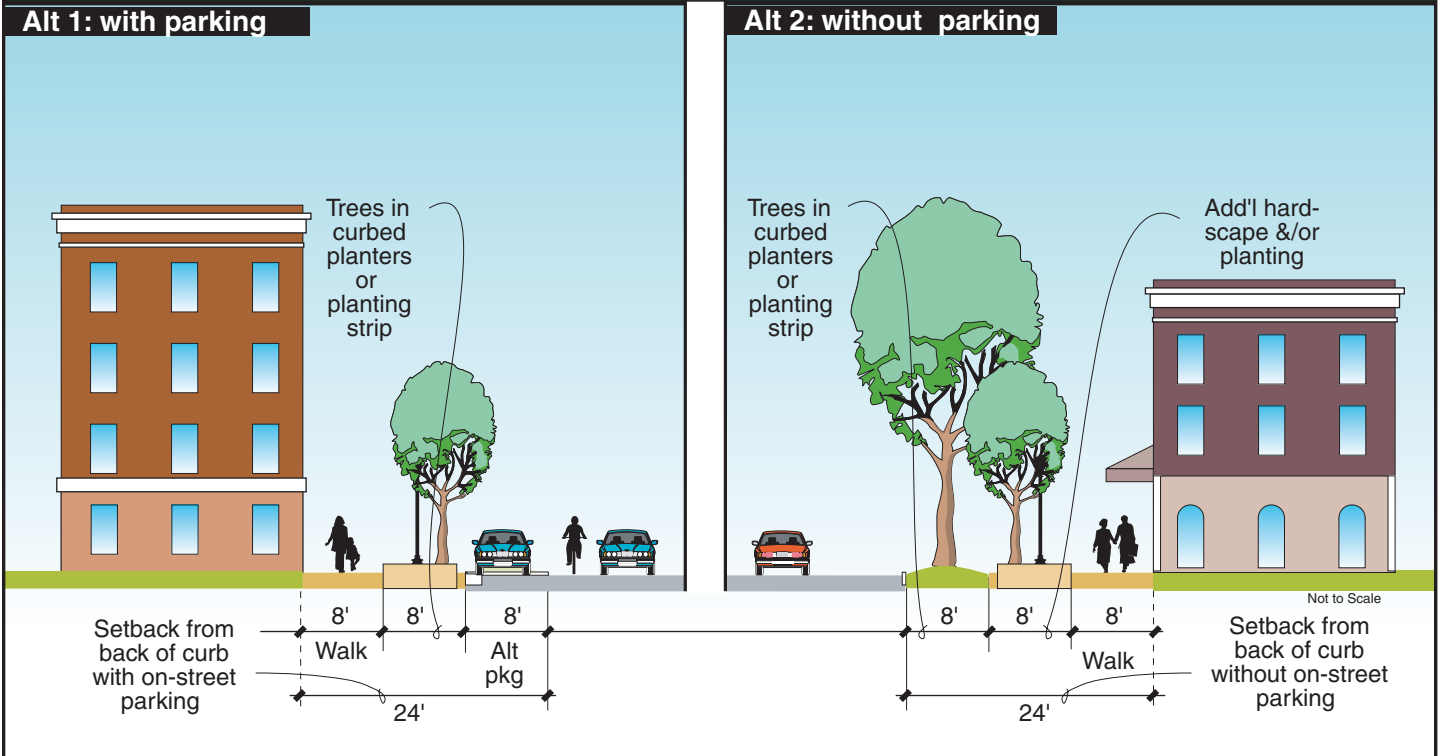
Expected pedestrian volumes: high

Minimum setback: 16 feet from back of curb on ground level; 14’ from back of curb on second story and above. For any new structure on a lot abutting an existing building at a lesser setback, the minimum setback may be reduced to either: 1) the setback of the abutting building, or 2) nine feet from the back of the proposed curb, whichever is greater. This is intended to maintain the continuous building frontage in those blocks where it already exists. The sidewalk is to



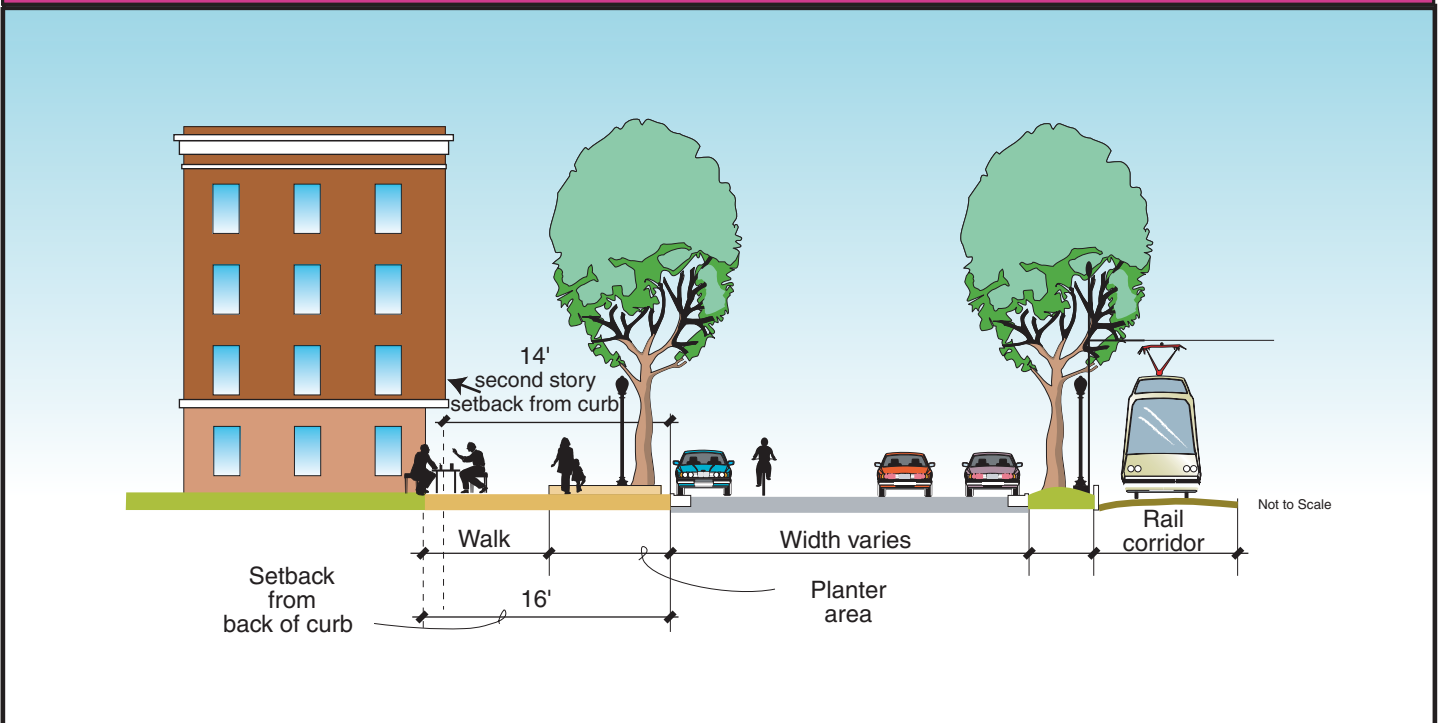
Example of "main street" streetscape

5 East/West Boulevard and South Boulevard (Alt 1 & 2)



6

Camden Road



Recommended Public Infrastructure Improvements for Station Areas

The most significant changes in the South End district will happen incrementally as new development occurs. Developers in the district will reserve right-of-way for new street cross-sections to be constructed, if necessary, and put in place required streetscape elements (sidewalks, planting strips, and street trees) around their developments. Most major changes to streets will not occur for many years. There are minor improvements to the existing public right-of-way, however, that can be undertaken by the City of Charlotte in the meantime to make South End more pedestrian- and transit-friendly. These improvements could be implemented as early as the next two to five years, subject to the availability of public funding.

The following are general recommendations for infrastructure improvements in the public right-of-way that will be the subject of detailed engineering plans and further public input once public funding is secured for their implementation. A map of the recommendations is shown on the following page. (Map 12)

NEAR TERM RECOMMENDATIONS (3-5 YEARS):

Recommended Changes to Existing Streets

Sidewalks and Curb Ramps: Streets in the district, especially within $\frac{1}{4}$ - $\frac{1}{2}$ mile walk from the future light rail stations, should eventually have sidewalks on both sides of the street and curb ramps on all corners at intersections. An inventory of needed sidewalks is shown on Map 13. A more detailed inventory needs to be conducted during the plan implementation phase to determine where sidewalks and curb ramps need to be built, replaced or repaired in the near term. Some sidewalk will be constructed by developers, but some built out areas or areas that will take longer to develop may need new sidewalk or sidewalk replacement constructed by the City in the meantime. **One critical sidewalk need in the near term is on Worthington Avenue between Tryon and Camden to provide pedestrian access east-west to the future LRT station.**

Bulb-Outs: Bulb-outs, also known as curb extensions or neck-downs, are an effective way to reduce the crossing distance and increase visibility and sight distance for pedestrians at intersections. Bulb-outs also provide greater area for sidewalk activity and for pedestrian movement and sight distance at intersec-



Sidewalk paving inset used in South End



Bulb-out along South Boulevard

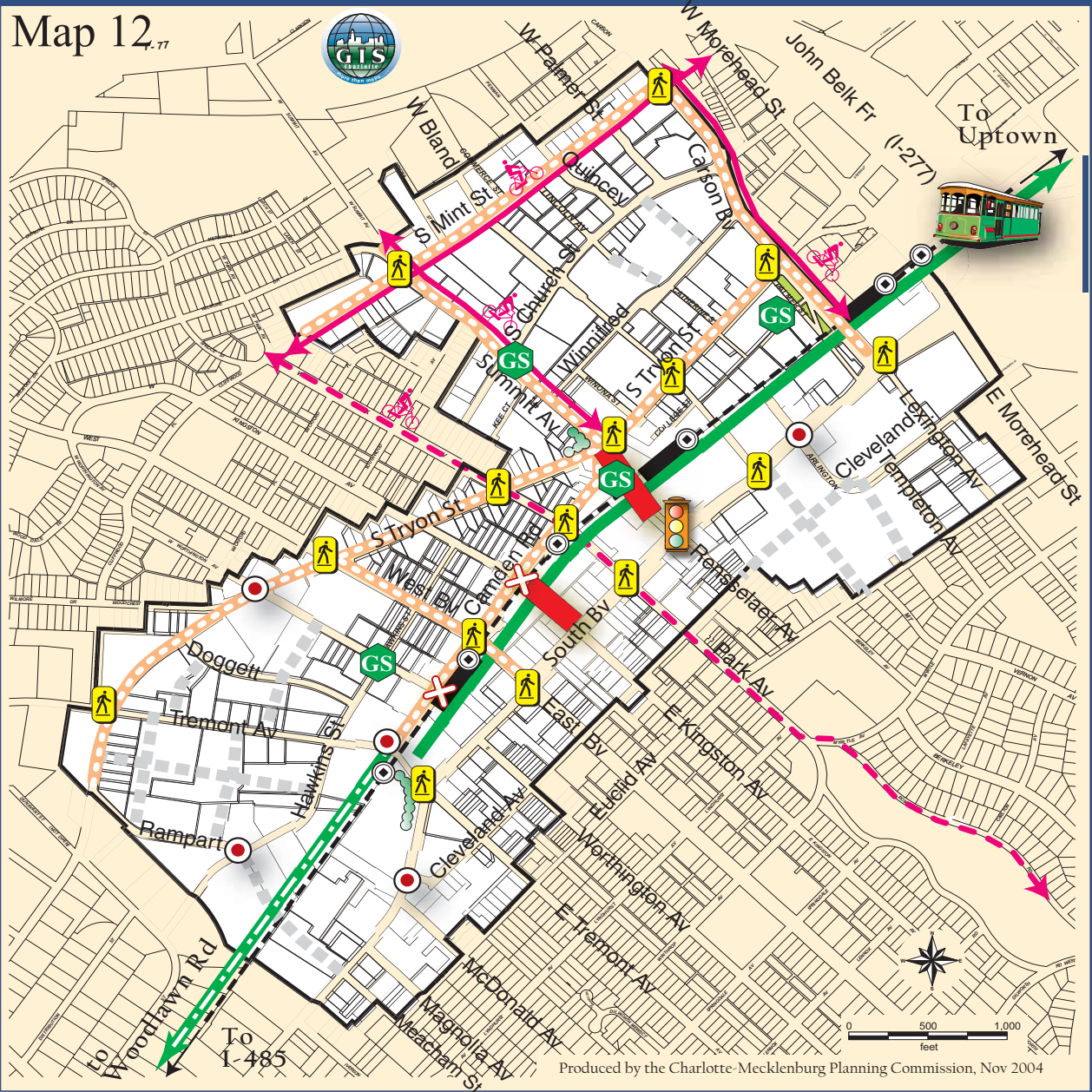
tions. They also demarcate parking areas, increase the landscaped area at intersections, and can provide some measure of traffic calming for vehicles by narrowing the roadway at intersections.

This plan recommends bulb-outs at intersections in the plan area where full-time on-street parking exists and where there is adequate roadway width to provide this extension of the curb area. Bulb-outs in the sections where the street cross-section is to be widened can be constructed at the time when the new roadway section is put in place. Where full-time

South End Transit Station Area Plan

Recommended Public Infrastructure Improvements for Station Areas

Map 12

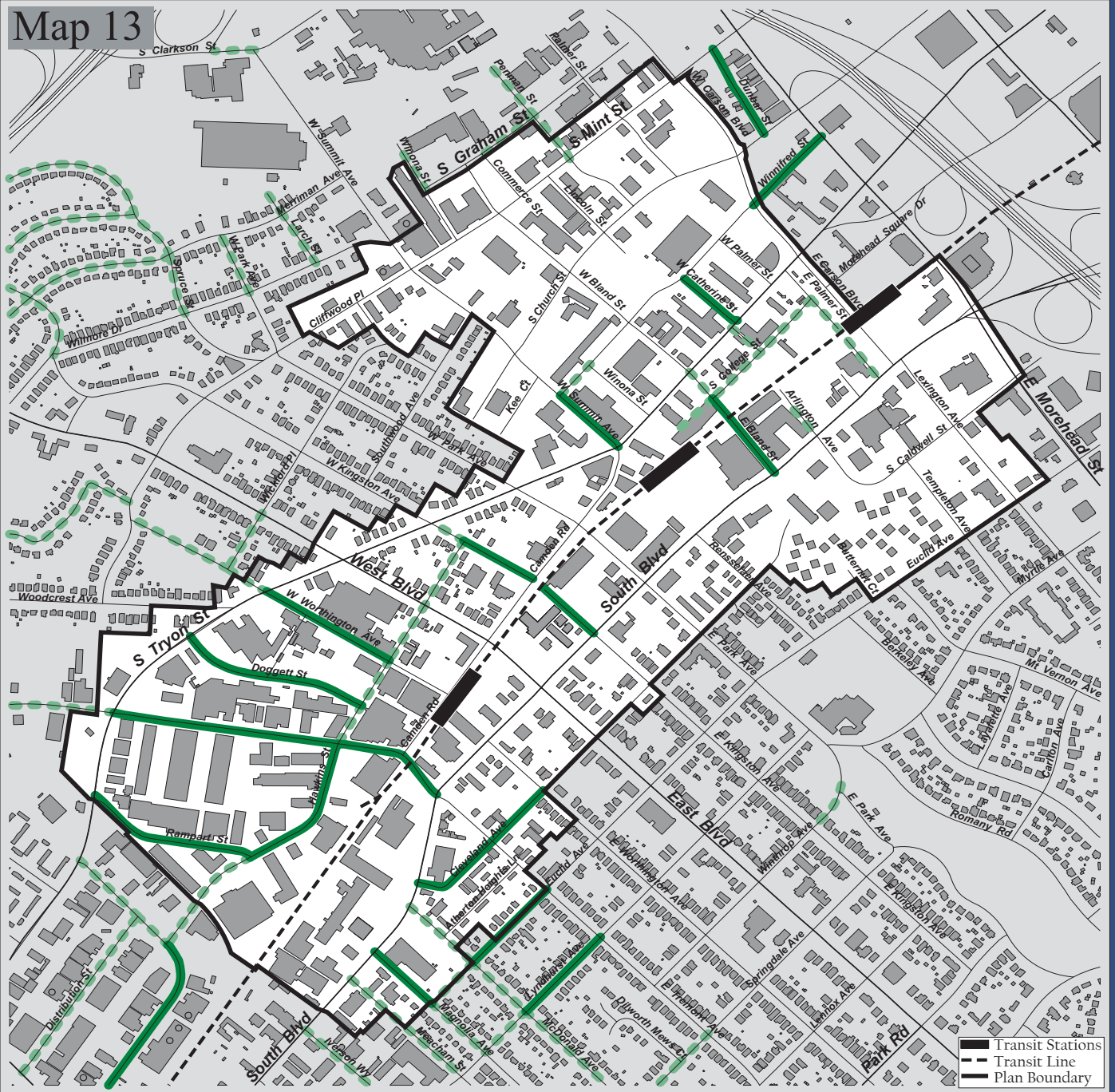


- | | | | | | |
|--|--|--|---|--|---|
| | Plan Area | | Existing Trolley Line | | Proposed Shared Pedestrian/
Vehicle Plaza Area |
| | Proposed Future Streets
(through Redevelopment) | | Proposed CATS
(Charlotte Area Transit System)
Transit Station | | Proposed Areas for Future
Green Space/Open Space |
| | Proposed New Traffic Signal | | Trolley Stop | | Recommended Tree Preservation
Area |
| | Proposed Near-Term
Roadway Changes | | Proposed Pedestrian Crossing
of Rail Line | | Proposed Extension of
Multi-Use Trail |
| | Proposed Area for Pedestrian
Improvements at Signalized
Locations | | Proposed Bicycle Lanes (near term) | | Existing Multi-Use Trail |
| | Proposed Pedestrian Crossing
Enhancement at Non-Signalized
Intersections | | Proposed Signed Bicycle Route | | |

South End Transit Station Area Plan

Missing Sidewalk Inventory

Map 13



- - - - - No Sidewalk
————— Partially Complete

Transit Stations
 Transit Line
 Plan Boundary



Produced by the Charlotte-Mecklenburg Planning Commission.



Date: October 21, 2004

on-street parking already exists and the cross-section is not to be widened, bulb outs can be constructed in the near term, provided funds are available.

Camden Road Cross-Section: Removing left turn lanes on Camden at East Boulevard and the right turn lane at South Tryon would allow for more on-street parking on Camden Road.

Interim Roadway Changes

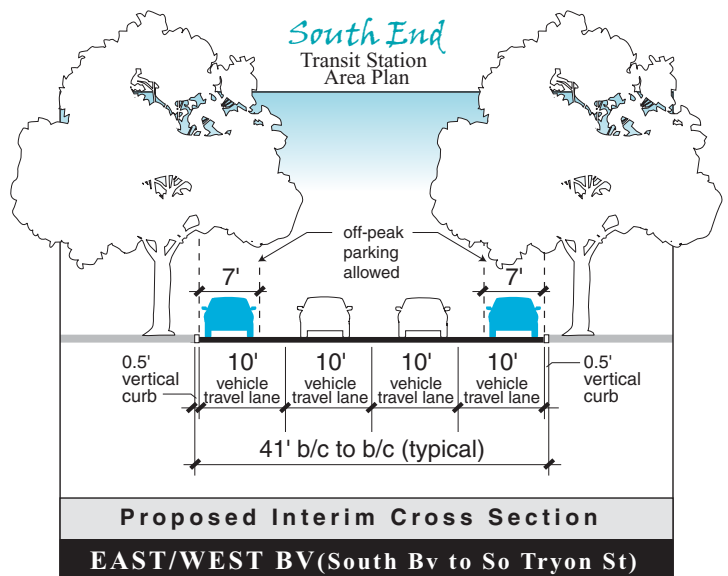
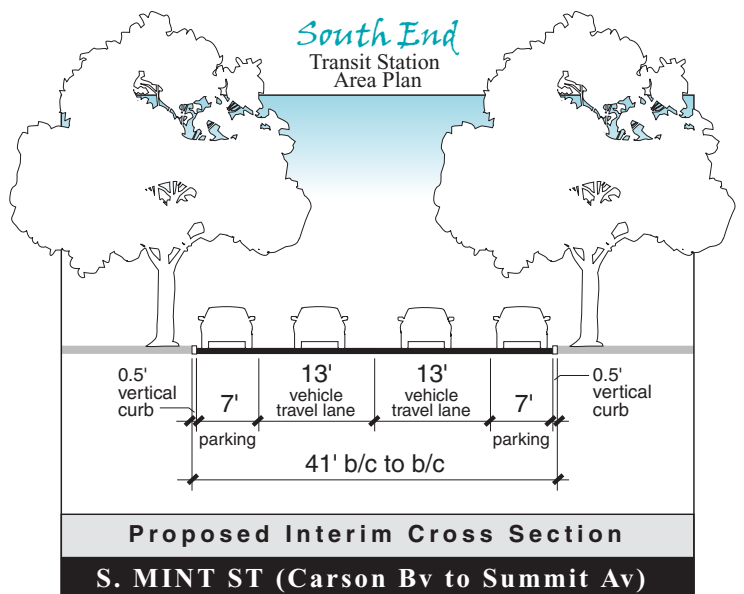
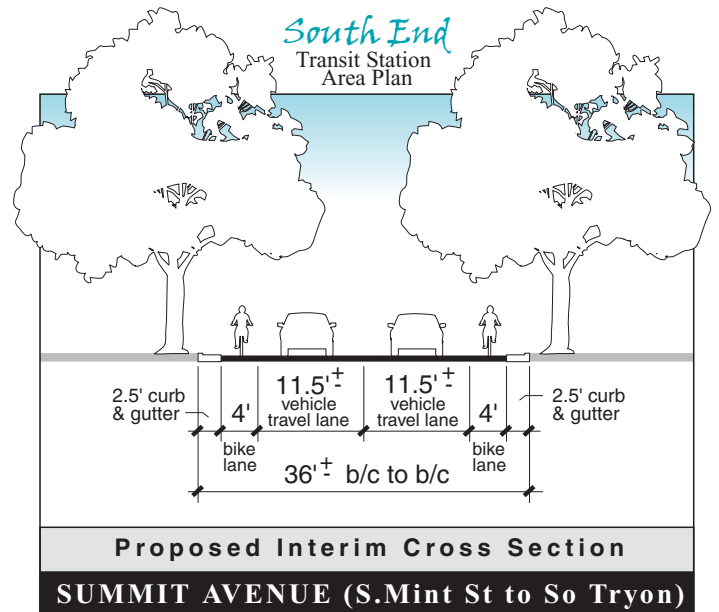
The following recommendations for changes to the existing roadway cross-sections are opportunities to increase on-street parking and/or bicycle accommodations on existing streets. These changes can be accomplished through reallocating and/or restriping the existing pavement width. **The proposed changes do not require widening existing streets.** These recommendations can be implemented as interim measures prior to the implementation of the ultimate future cross-section outlined in the previous section of the plan.

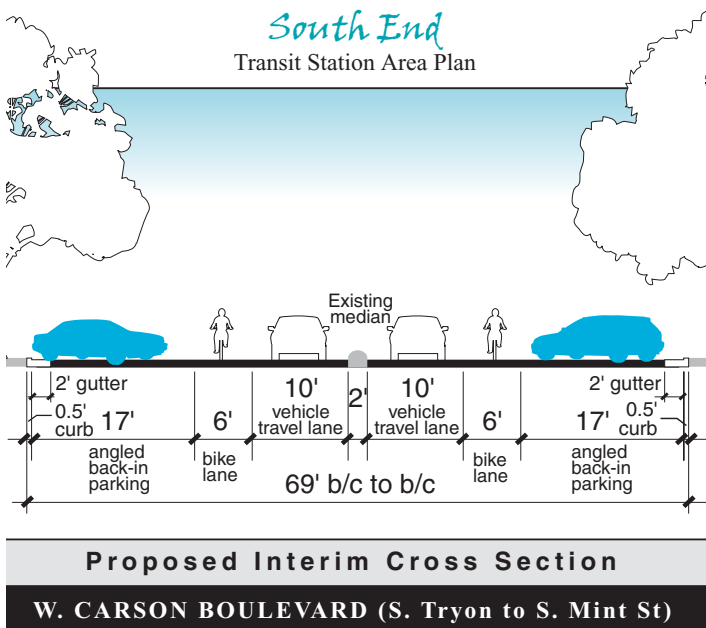
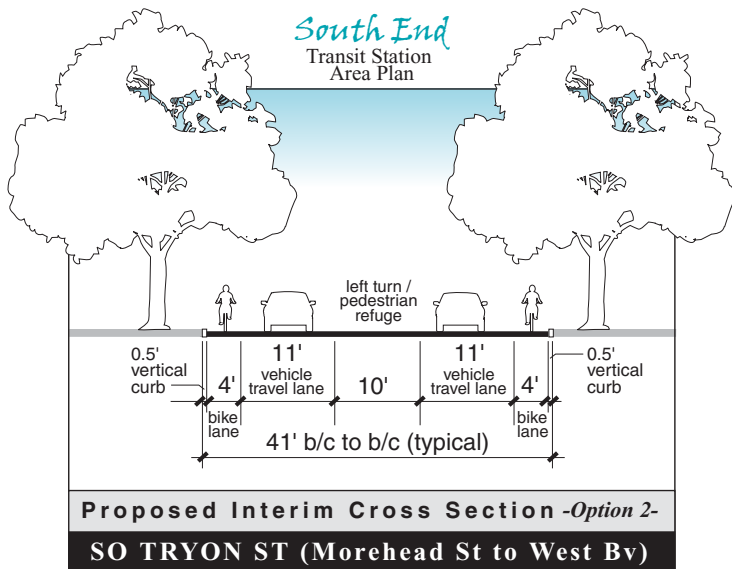
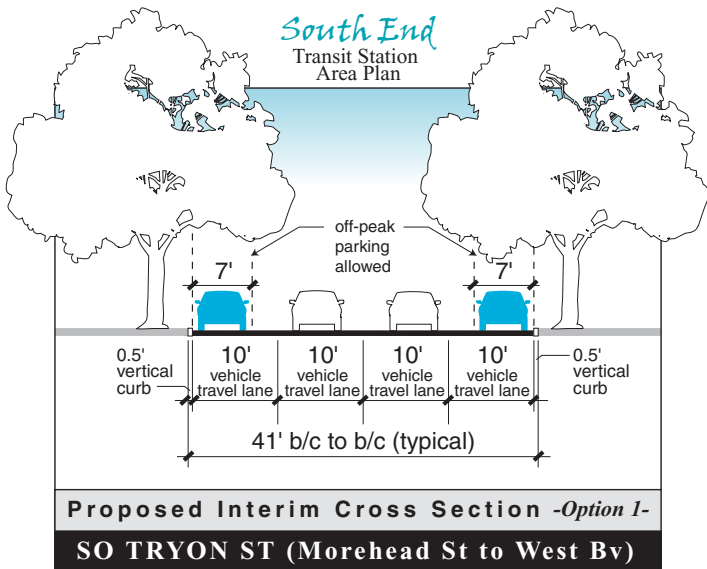
Interim Cross-Section for Summit Avenue (pictured right): Bike lanes are envisioned as part of the ultimate cross-section for Summit Avenue to provide bicycle accommodations to/from the Rensselaer LRT Station. Ideally, this would be accomplished by adding stripes to delineate bike lanes during a scheduled resurfacing project. On-street parking, to complete the ultimate cross-section, would be provided by developers as new development occurs on this street.

Interim Cross-section for Mint Street (pictured right): Traffic volumes on this street are such that it could be signed to allow on-street parking on both sides of the street or restriped for parking on one side of the street and bike lanes on both sides, leaving one motor vehicle travel lane in each direction. Current and projected traffic volumes on Mint Street can be served with one lane in each direction (versus the current two lanes in each direction). A more extensive treatment could involve restriping the street to provide one-lane in each direction and marking parking bays.

Interim Cross-Section for West Boulevard (pictured right): This street should be signed to allow on-street parking during off-peak hours.

Interim Cross-Section for South Tryon (pictured on following page): The current cross-section for South Tryon between Morehead Street and West Boulevard could be converted to allow off-peak on-street parking (Option 1). Alternatively, through restriping, the roadway could be converted to one lane in each direction with a center turn lane and bike lanes (Option 2). These treatments would need to be agreed to by NCDOT (North Carolina Department of Transportation), which maintains this portion of State Highway NC 49.





Interim Cross-section for West Carson Boulevard (pictured below): The existing cross-section of Carson Boulevard is much wider than necessary given existing and projected traffic volumes for the street. (It was originally designed to be a major connection to Independence Boulevard.) Initially, the street could be restriped to allow for back-in angled, on-street parking and bike lanes. A more extensive treatment could involve the construction of a planted median with parallel on-street parking.

Pedestrian Crossings: Crosswalks, Pedestrian Signals, Refuge Islands

Safe and easy crossings of major thoroughfares and the rail line are critical to the success of South End. South End is traversed north and south by two major thoroughfares, South Tryon Street and South Boulevard, and a rail line. Most east-west movement in the district or from surrounding neighborhoods to the district requires crossing one or more of these major streets and/or the rail line. Since the existing trolley line and the parallel multi-use trail, as well as destinations along Camden Road – South End’s “main street” – and the future light rail stations, are between the thoroughfares, most people accessing any of these destinations will have to cross at least one major street.

Formal pedestrian crossings in the South End PED area are currently in place only at signalized intersections. Many of these can be enhanced, while other key pedestrian crossing locations between traffic signals are needed. The paragraphs that follow list specific recommendations for improving pedestrian crossings.

Crosswalks: The existing crosswalks at signalized intersections in the district may be enhanced to make them more apparent to drivers and safer for pedestrians. This can be done by providing enhancements such as:

- high-visibility crosswalk markings
- countdown pedestrian lights
- “no right turn on red” regulations
- “pedestrian zone” signage

These types of enhancements are recommended for consideration at all existing or future signalized intersections in the South End district. CDOT (Charlotte Department of Transportation) and Planning Commission staff will determine what specific treatments are appropriate at each intersection during the implementation phase of this plan.

New Traffic Signals: A traffic signal for pedestrians is recommended at the intersection of Rensselaer and South Boulevard. Pedestrians will cross at this loca-



Example of a high-visibility crosswalk



Example of a pedestrian refuge island



Example of pedestrian-scale lighting

tion to access the future light rail station located at the western end of Rensselaer Drive.

Pedestrian Refuge Islands: Refuge islands between intersections supplement crossings at signalized intersections. They provide one of the safest ways for pedestrians to cross a major street since the pedestrian only has to look for gaps in traffic in one direction at a time. Such crossings are especially important when signalized intersections are 400 or more feet apart and when motor vehicle traffic volumes are high (10,000 motor vehicles/day or greater).

This plan recommends investigating the feasibility of pedestrian refuge medians at the following locations:

- West Worthington Street and South Tryon Street
- South Boulevard (between Bland Street and Carson Boulevard)
- South Boulevard (between Tremont Avenue and Meacham Street)
- South Boulevard (between Bland Street and Park Avenue)

Additional Pedestrian Crossings of the Rail Line: Kingston Avenue and Worthington Avenue both terminate on either side of the rail line. In order to facilitate more east-west movement through the district, to the path long the rail corridor and to Camden Road, pedestrian connections across the rail at these locations are recommended. The southern end of the East/West LRT station will be accessible to pedestrians coming from West Worthington Avenue and from the trolley path. Improvements to allow pedestrian access across the tracks at Kingston Avenue and from the east side of the tracks at Worthington are recommended.

Pedestrian Zone Signage: Pedestrian zone signage is recommended on the thoroughfares in the South End district to alert motorists that pedestrians are present and to drive with caution. This signage will be especially important near pedestrian crossings (noted above) and in the areas with the highest level pedestrian activity including:

- South Boulevard from McDonald Avenue to Carson Boulevard
- South Tryon from Worthington Avenue to Carson Boulevard
- East/West Boulevard from South Boulevard to South Tryon Street
- Carson Boulevard from South Boulevard to South Tryon Street

Other Near Term Recommendations

Speed Limit Reductions: Speed limits on most streets in South End are currently posted at 35 mph. This plan recommends that CDOT and NCDOT lower the speed limit on all streets in the district to 25 or 30 mph since the entire district will be an active pedestrian zone.

Pedestrian-Scale Lighting: Typical streetlights illuminate the roadway, but do not provide adequate lighting for the pedestrian area of the street. Pedestrian-scale lighting is shorter in height than typical streetlights, and is designed to provide lighting for the pedestrian area. Pedestrian-scale, decorative lighting should be installed in the public right-of-way, with priority given to areas of highest pedestrian activity including:

- Camden Road
- South Boulevard (between McDonald Avenue and Carson Boulevard)
- South Tryon Street (between Worthington Avenue and Carson Boulevard)
- Carson Boulevard (between South Boulevard and South Tryon Street)
- Mint Street (between Carson Boulevard and Summit Avenue)
- Summit Avenue (between Mint Street and South Tryon Street)
- Key intersections within the district

Because of the cost of such lighting and because some pedestrian-scale lighting already exists in South End, new installations should be focused first on pedestrian crossing locations, transit stops, and other high-pedestrian traffic locations.

Multi-Use Trail: A multi-use trail for pedestrian, bicycle, and other non-motorized modes (skates, scooters, etc.) has been built along the trolley tracks from Tremont Avenue to Uptown. This plan concurs with the recommendation of the South Corridor Infrastructure Program (SCIP) that the trail be extended south of Tremont Avenue along the future light rail line to Scaleybark Road.

Bicycle Parking: Because of South End's many connections to nearby neighborhoods and the new bicycle/pedestrian trail that traverses the district, many residents can travel to stores, offices, restaurants, and trolley/future light rail stations in South End by bicycle. However, there is currently almost no formal bicycle parking in South End provided for these potential patrons. The City of Charlotte is undertaking a revision to



Bicycle parking rack



Example of a pedestrian plaza area

the Zoning Ordinance that would require bicycle parking in new developments. However, there are many existing businesses that will not redevelop in the near future and will not be required to retrofit bicycle parking on their property, even if a new bicycle parking standards are added to the ordinance.

This plan recommends that, as part of near-term streetscape improvements, the City of Charlotte install racks for short-term bicycle parking in the public right-of-way in key areas of the district, especially at retail and office locations. Bicycle parking in the public right-of-way will be especially useful near those businesses whose doors front on the sidewalk, since cyclists are most likely to park where their bicycles can be seen from their intended destination. For existing buildings with entrances set back from the right-of-way, this plan recommends that the City of Charlotte work with business owners to share the cost of installing bicycle racks in an appropriate location on their private property, outside of the public right-of-way.

Park Avenue Bicycle Route: The signed bicycle route along Park Avenue, which is recommended in the Charlotte-Mecklenburg Bicycle Transportation Plan, should be implemented. This route would provide signed connections to and from Dilworth and Wilmore, as well as to the existing multi-use path, to Latta Park, and to other established bike routes in Dilworth, along bicycle-friendly streets

Kingston Avenue & Rennselaer Avenue Pedestrian Plaza Areas: This plan recommends that pedestrian plaza areas be established where these streets stub into the rail line. CATS will be developing a pedestrian path along Rennselaer Avenue through the South Corridor Light Rail Project. The Kingston Avenue right-of-way on the east side of the rail could be developed in a similar fashion with streetscape elements such as lighting, paving, and landscaping that would create an attractive pedestrian-oriented space that



Public art

could be used for special events, as well as daily outdoor activities such as outdoor dining.

Street Trees: Most new trees in the district will be planted by developers as redevelopment occurs. However, some street trees should be planted by the City in the public right-of-way where there are opportunities for new or replacement trees, especially in areas that are not likely to redevelop in the near term or where City streetscape projects have not planted trees in recent years. For example, Carson Boulevard near the future transit station and to the west would benefit from street tree planting. The City's Division of Landscape Management should identify existing trees that need to be replaced and the locations where new trees can be planted.

Public Art: The City of Charlotte should work with the neighborhood organizations, property owners, local residents, business owners, and area arts organizations to determine appropriate locations and designs for public art installations for the corridor. City policy now requires that one percent of capital projects be spent for public art, so any future capital projects in the district should include funds for public art.

Benches and Trash Cans: The City also should install public benches and trash cans in appropriate high-pedestrian traffic locations. Current City policy is to install trash cans at bus stop locations only.

LONG-TERM RECOMMENDATIONS (5 YEARS +):

Utility Line Consolidation/Relocation: Overhead utility lines are one of the most prominent and unsightly features of the streetscapes in the South End district. Citizens, staff and developers have voiced strong interest in having the utility lines buried and/or moved out of the right-of-way for aesthetic and economic development reasons. Current Duke Power standards require buildings to be built 12-14 feet away from any power line and to be even further away during construction. These requirements result in forcing buildings taller than two stories to be built further away from the back of curb than urban development standards allow (including those in this plan). **This plan recommends that utilities be relocated to alleys and/or buried. Priority for moving power lines with City funding should be on the district's most prominent streets,** where the most intense development is likely to occur and where most activity will be

concentrated: South Boulevard, South Tryon Street, East/West Boulevard, and Camden Road.

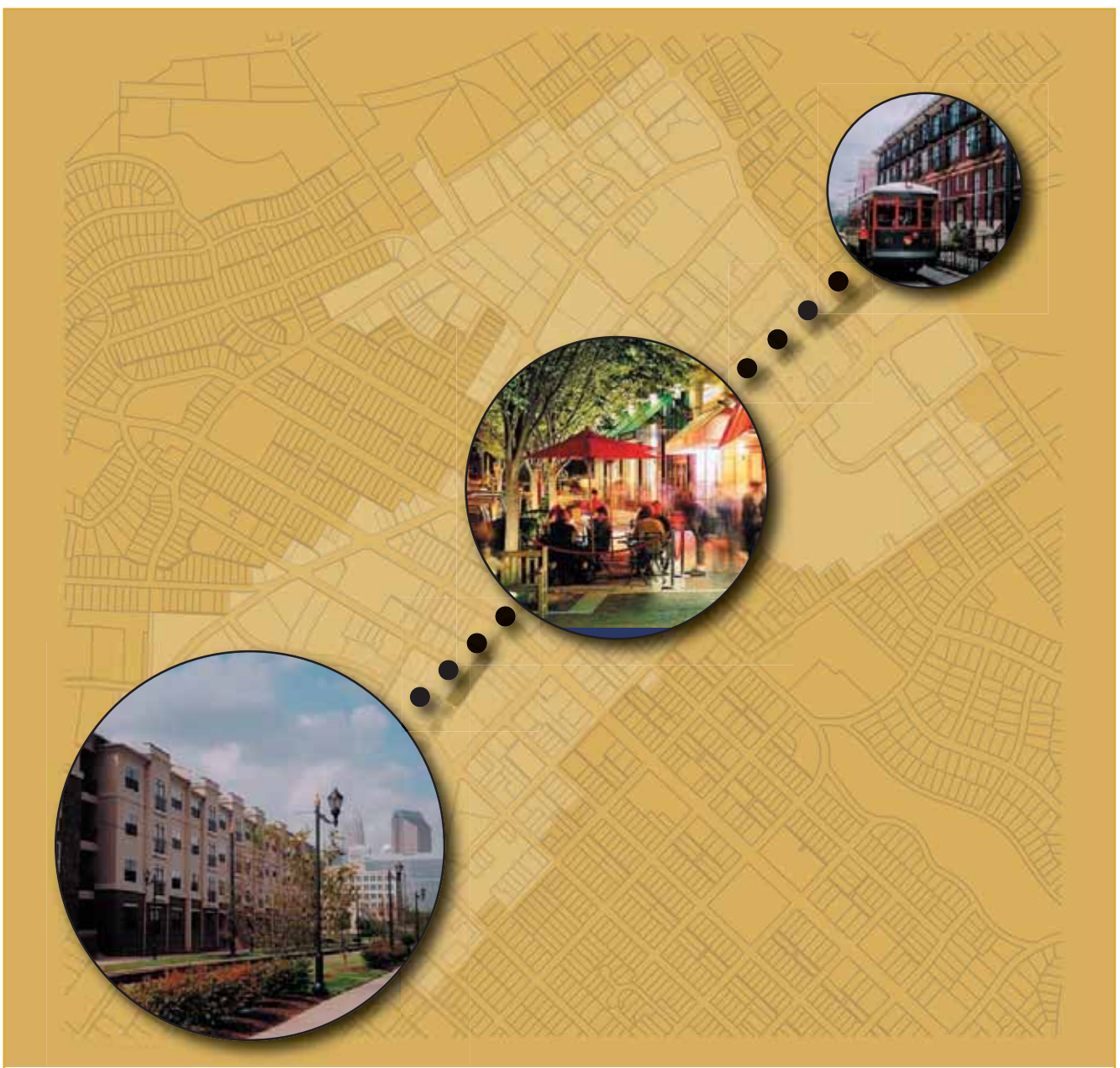
The main obstacle to removing utility lines is cost, which is estimated by Duke Power to be around \$3-4 million per mile along a major thoroughfare. Utility companies may be willing to move overhead utility lines, but will not assume the cost themselves. The Charlotte-Mecklenburg Planning Commission Staff will be studying the potential for relocating or burying utilities in urban areas for economic development purposes. However, at this time there are no budgeted public funds for such efforts.

Improved Connectivity: This plan recommends that future street connections be provided to break up large parcels and increase the network of streets in the district (see Map 10). Such connections will not be possible until redevelopment occurs on properties in the vicinity of the proposed connections and would need to be the subject of an engineering and property ownership study. This recommendation simply provides a policy basis for protecting and/or acquiring future public right-of-way in these locations when redevelopment does occur.

Parks/Open Space: Additional parks and public open space will be critical to the success and livability of South End. Currently, the multi-use trail is the only formal public open space in the district. Additional opportunities for parks are recommended on *Maps 9 and 12*. **This plan recommends that the Planning Commission Staff, Historic South End, and other relevant agencies work with the County Park and Recreation Department to develop small urban parks or plazas in proximity to the locations shown on the Proposed Land Use map (Map 9).** The sliver of land between East Carson Boulevard and the new South End Square development is probably the easiest piece of land to improve for public open space in the near term. Other locations would be identified once funding is secured for development of parks.

In the meantime, the Transit Oriented Development (TOD) zoning district that is recommended to be applied in South End will require private developers to include open space in all new developments over 50,000 square feet. Private developers may also participate in the development of public open spaces that would benefit their developments and surrounding developments.

Part II: Implementing the Vision



Plan Implementation

The work of completely transforming South End into a transit- and pedestrian-friendly district will occur over many years and will require the efforts of local government, private property owners, residents, and developers. The following is an outline of the responsibilities of the public and private sectors for implementing this plan.

PUBLIC SECTOR RESPONSIBILITIES:

The public sector, with input from the local community, will provide the policy framework for development and will construct a number of infrastructure improvements, including construction of the LRT line. Local government will provide some limited investment in streetscape amenities that can be accommodated within the existing right-of-way, as detailed in the previous section. Major public investment in the form of constructing new roadway cross-sections will not occur until significant redevelopment has occurred in the sections of the streets that are recommended for widening.

Transportation Network and Public Infrastructure Improvements

Near term (2-5 years): The recommended streetscape improvements to station areas in the previous section can be implemented by the City of Charlotte pending commitment of capital improvement funding. The Charlotte-Mecklenburg Planning Commission and/or the Charlotte Department of Transportation will be responsible for submitting requests for funding of these projects.

Long term (5-20 years or more): Longer term improvements include projects such as the construction of the future roadway cross-sections for South End, development of public parks/open space, and relocation of utility lines. The construction of the future cross-sections are dependent upon the acquisition of necessary rights-of-way, which will be reserved by developers as new development and redevelopment occurs in accordance with the Plan standards. City staff will work with Historic South End and others to develop funding and development plans for these projects.

Land Use and Community Design

Proposed Corrective Rezoning: The primary mechanism for ensuring the kind of transit-supportive and pedestrian-friendly development envisioned by this plan will be zoning regulations that require such development. To that end, this plan recommends that the

Charlotte-Mecklenburg Planning Commission initiate rezonings to transit-supportive districts for properties in the South End study area. A phased approach to South End rezonings is recommended to allow for closer scrutiny in the rezoning process of impacts on particular parcels.

The rezonings will be initiated in four groups, with the rezoning petition for each group submitted after the City Council has acted upon the requested rezonings in the previous group. The phased recommendations, as shown on Map 14, are:

Groups 1 and 2: These groups include the properties located closest to the proposed station locations, within about ¼ mile. The properties in these groups are recommended for rezoning to TOD-M to be consistent with the transit-supportive land use policy recommended in this plan. Many of the properties in these groups have already transitioned to transit supportive uses.

Group 3: Parcels in the sections labeled Group 3 are recommended for rezoning to TS (Transit Supportive Overlay). The properties in Group 3 are generally further from the proposed transit stations than those in Groups 1 and 2. Because of the number of properties occupied by continuing viable warehouse/distribution and light industrial uses, the TS overlay district is the most appropriate district for this group. With individual property owner concurrence, some properties may be proposed for TOD-M or TOD-R rezoning in accordance with the Proposed Land Use recommendations of this plan.

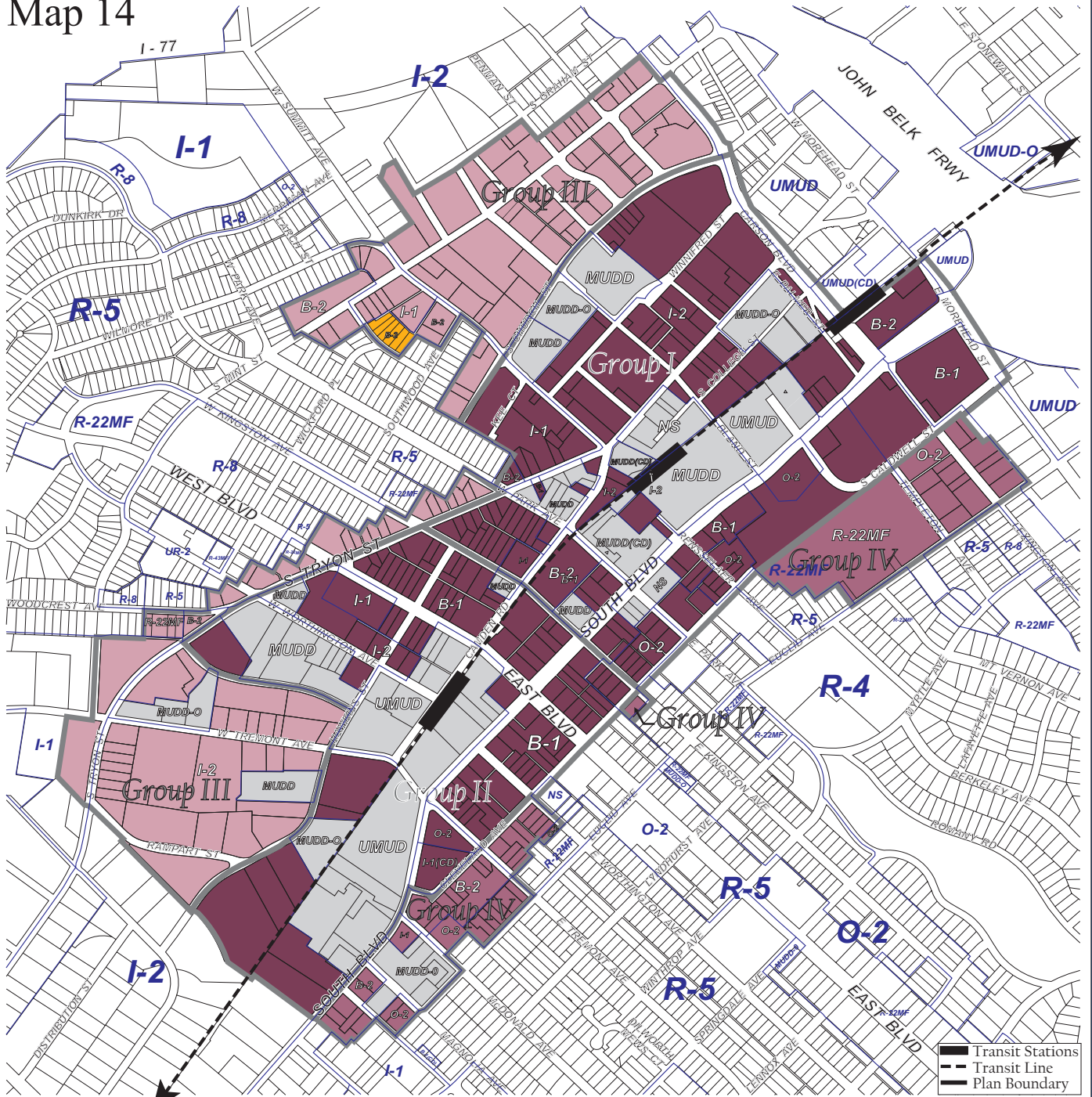
Group 4: Parcels in Group 4 are recommended for rezoning to a transit-supportive zoning classification. These properties generally abut the Dilworth neighborhood. This will be the final group brought in for rezoning, and will receive particular scrutiny to ensure compatibility with neighborhood concerns. This plan does not recommend a specific district to be used for this area. The district will be determined through consultation with property owners and neighborhood representatives.

Exceptions: Properties with existing zoning of certain urban or mixed-use districts are excluded from the recommended rezonings. These include properties zoned UMUD, MUDD, MUDD(CD), MUDD-O, and NS since they: 1) already have a zoning category that supports transit-oriented development; 2) have been rezoned in recent years; and 3) in some cases, have an approved conditional site plan. Rezoning these properties to TOD would create a hardship by requiring the property owners or developers to alter plans already in progress or to reinitiate a conditional rezoning process in

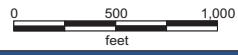
South End Transit Station Area Plan

Proposed Rezoning

Map 14



- Zoning Changes**
- Group I & II: Change to TOD-M (Mixed Use Transit-Oriented Development District)
 - Group III: Change to TS (Transit Supportive Overlay District)
 - Group IV: Change to a transit supportive zoning classification
 - Change to R-8 (Single Family district)
 - No Zoning Change



Date: March 09, 2005

Produced by the Charlotte-Mecklenburg Planning Commission.

order to get approved again for the “optional” development conditions approved in their original rezoning. It should be noted that the streetscape elements of the South End Transit Station Area Plan will still apply to all of these districts unless differing specific standards were part of conditional plan approvals.

A small area along Westwood Avenue in the Wilmore Neighborhood (south of the intersection of Mint Street and Summit Avenue) is not proposed for transit-oriented development because it is on the interior of a single family neighborhood, is currently used mostly for single family residences, fronts other single family residences, and is recommended for single family uses in this and previously adopted land use plans. It is included in this plan because of its proximity to a station area and because of its present nonresidential zoning (B-2; General Business). It is recommended for rezoning to R-8 (residential up to 8 dwelling units per acre) to make its zoning consistent with the land use plan recommendation and its current predominant use. This will be undertaken at the time of the Group 3 application.

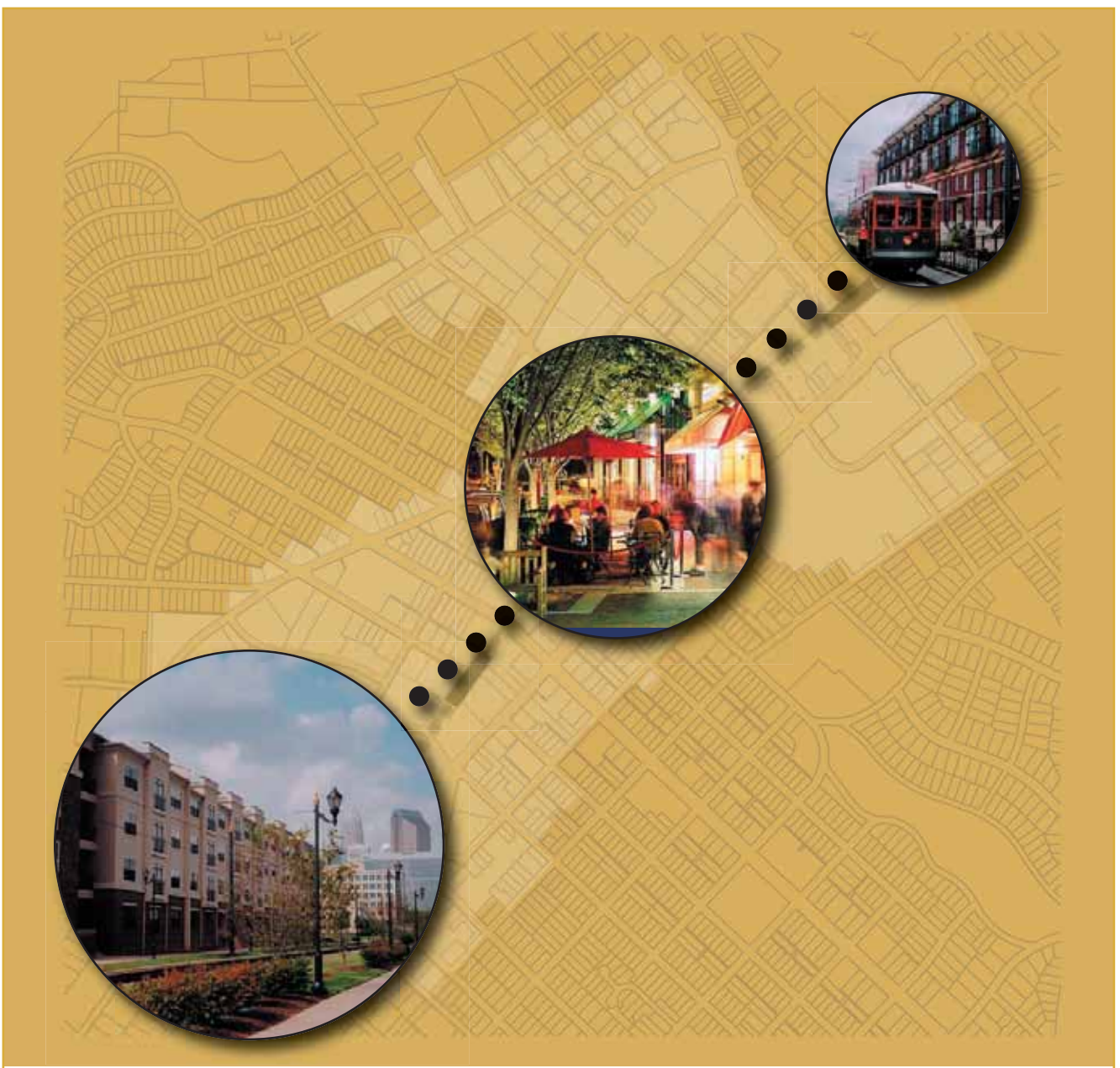
Monitoring/reviewing New Development Plans:

Planning Commission staff and other City/County staff will be responsible for the on-going plan review for new developments within the plan area, as prescribed in the zoning standards and the rezoning process. This responsibility will include ensuring that the standards of zoning districts and this plan are met by developers and property owners.

PRIVATE SECTOR RESPONSIBILITIES:

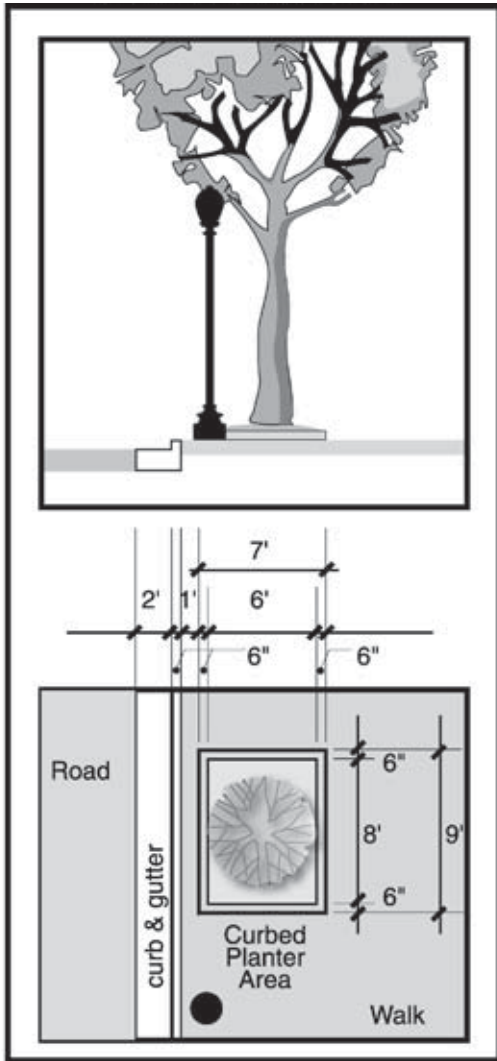
The private sector will be responsible for pedestrian- and transit-friendly development that is consistent with TOD zoning requirements and the development standards of this plan. As soon as the TOD rezoning is approved by the City Council, development under the TOD standards will be required for new development and major renovations on properties zoned for TOD in the plan area.

Part III: Appendix



CURBED TREE PLANTER:

Minimum dimension for curbed tree planters are shown below. The length and width of the planters (especially the length) may be increased for maximum tree health.



HEIGHT LIMITATIONS:

Map 15 shows maximum allowable building heights for the area within the plan boundaries based on the height regulations for TOD zoning. The tallest portions of buildings allowed in the South End PED area will be 120 feet. The maximum heights allowed will step down closer to single family residential zoning.

ADDITIONAL PLANTING REQUIREMENTS FOR RAIL CORRIDOR FRONTAGE:

Trees shall be set back 5 feet from the curbing that edges the track bed (ballast curb). Tree species shall be determined by the Urban Forestry Division of the City's Engineering and Property Management Department. As a barrier and buffer to the rail line, either one of the two following options must be used:

- 1.) A continuous row of evergreen shrubs planted 5 feet on center, minimum of 2-2.5 feet tall at planting and to be maintained at a maximum of 4 feet.
- 2.) Decorative fence to match the existing fence along the rail line in South End.

PROPOSED FUTURE CURB LINE FOR SOUTH BOULEVARD:

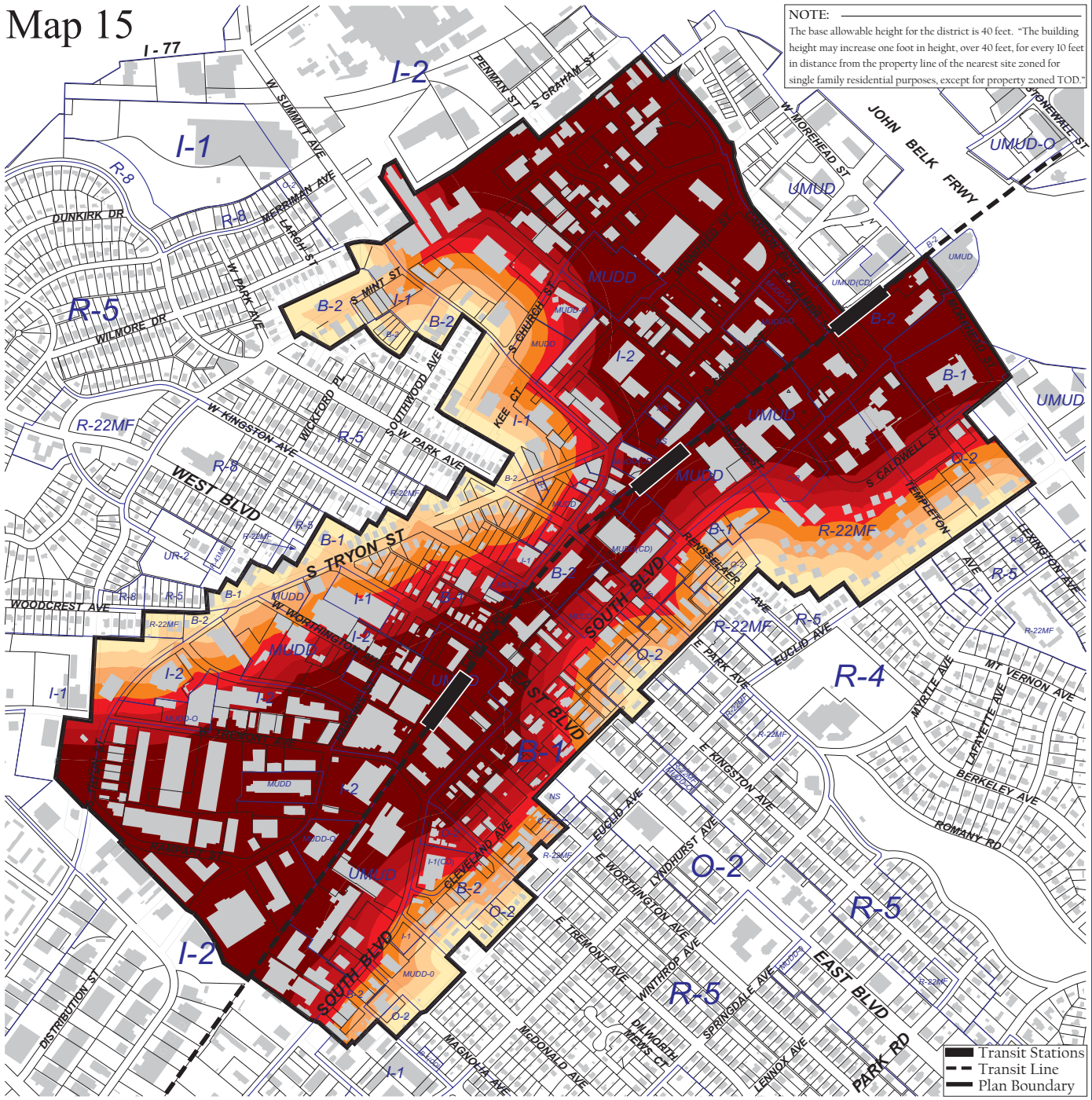
The figures beginning on page 62 show the location of the proposed future curbline for South Boulevard, which is based on the proposed future cross-section for this sheet (see page 33). The future curbline location will be used to determine the setback for new development. It will also be used to reserve right-of-way for the future cross-section.

South End Transit Station Area Plan




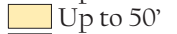





Maximum Allowable Building Height

Map 15

NOTE:
The base allowable height for the district is 40 feet. The building height may increase one foot in height, over 40 feet, for every 10 feet in distance from the property line of the nearest site zoned for single family residential purposes, except for property zoned TOD.



Maximum Building Height Allowed

 Up to 40'	 Up to 70'	 Up to 100'
 Up to 50'	 Up to 80'	 Up to 110'
 Up to 60'	 Up to 90'	 Up to 120'



CAMDEN ROAD STREETSCAPE VISION PLAN

LandDesign
SEPTEMBER 2003

City Initiatives

- Address public accessibility and navigation through the street
- Enhance the quality of the street environment through public art, landscaping, and lighting
- Create a sense of place and identity for the street
- Provide a variety of recreational opportunities for the street users
- Encourage a variety of transportation modes and modes of travel
- Create a sense of community and identity for the street

Private Initiatives

- Create a sense of place and identity for the street through landscaping and lighting
- Enhance the quality of the street environment through public art, landscaping, and lighting
- Create a sense of place and identity for the street
- Provide a variety of recreational opportunities for the street users
- Encourage a variety of transportation modes and modes of travel
- Create a sense of community and identity for the street

Public Input / Recommendations

During the public input process, participants stated that the issues listed below and the recommendation on the map that follows should be addressed in order to make South End a more livable, functional, and pedestrian friendly neighborhood.

General Comments	Camden Road Comments
<ul style="list-style-type: none"> ■ Comments about Pedestrian / Bicycle Improvements: <ul style="list-style-type: none"> ◆ Need more bike / pedestrian facilities throughout ◆ Pedestrian crossings / Median on South Boulevard north of East Boulevard needed ◆ Substantial crossings; more than paint needed ◆ South Tryon pedestrian crossings needed ◆ Pedestrian crossings of rail (at street) needed ◆ Pedestrian crossings of North-South streets critical ■ More mixed use / multi-story buildings - entire South Blvd a la, Cotton Mills ■ Concentrate some efforts on Cliffwood / South Tryon, not just Camden ■ More green space, open space, pocket parks, plazas ■ Incentive for signs scaled to size of building ■ Use pavers on pedestrian refuges vs. plantings ■ Screen substation at Rensselaer ■ Keep some planting strips along South Boulevard ■ Public parking needed 	<ul style="list-style-type: none"> ■ South End's "main street" ■ Shopping street ■ Pedestrian street ■ Construct bulb outs ■ Need powerlines buried, cleaned up ■ Use decorative pavers ■ Require no planting strip; preserve tight, intimate character ■ Need additional code enforcement ■ Need sidewalk repairs ■ Provide electric outlets under sidewalk ■ Increase on-street parking ■ Provide pedestrian lighting ■ Construct speed tables ■ Need intersection improvements ■ Re-evaluate Rensselaer LRT connection to Camden Road

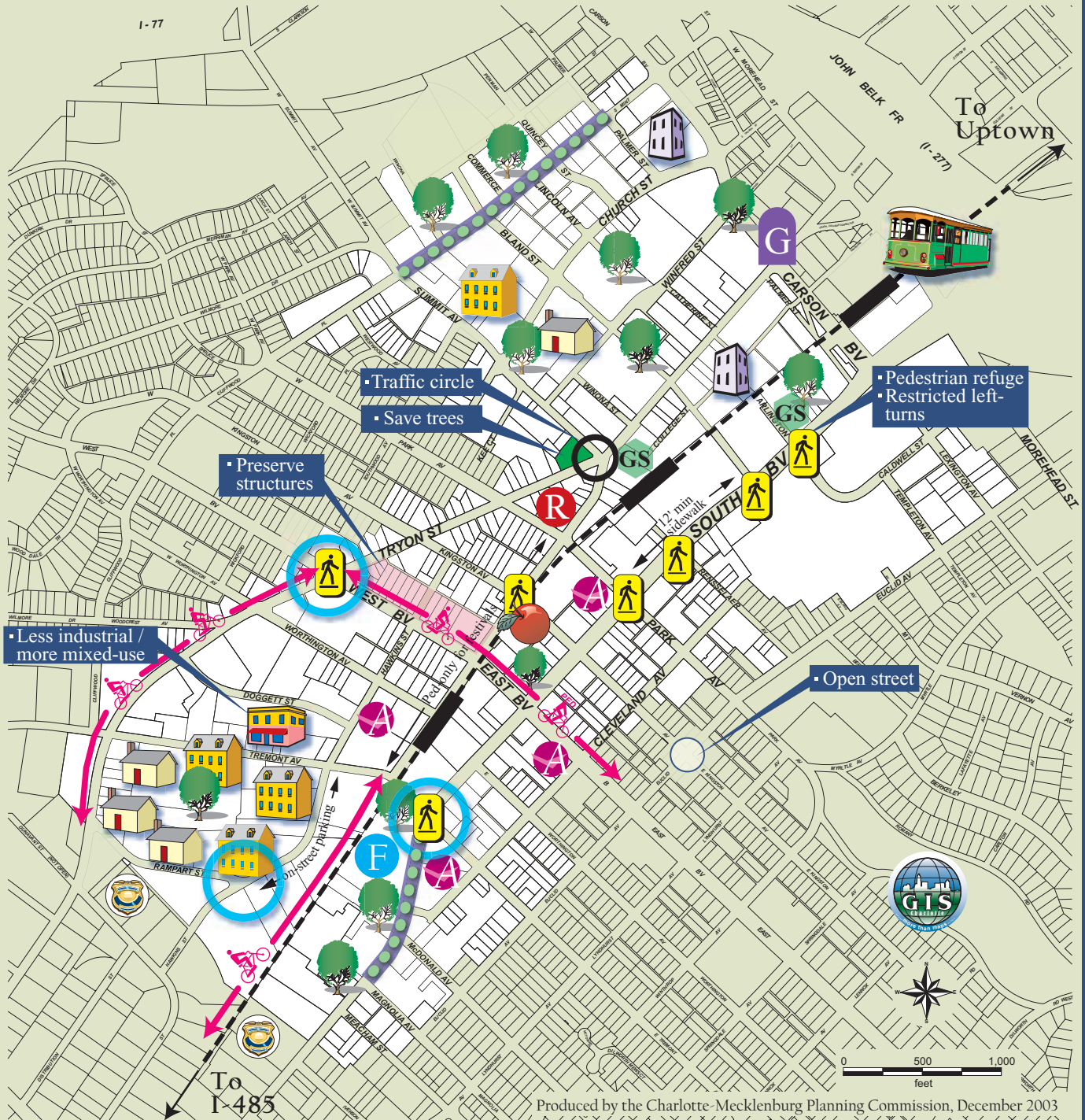
KEY TO MAP SYMBOLS

	Pedestrian crosswalk		Green space / park / plaza		Gateway markers
	Bikeway		Landscaped area / Street trees		Green market
	Bike / Pedestrian improvements		Improve Mint Street & South Boulevard streetscapes		Retail with kiosks and benches
	Intersection improvements		Office development		Fountain
	Traffic circle		Mixed-use development (retail/office with condos/apartments, etc.)		Public art
	Existing trolley line		Multi-family (apartments, townhomes condos, etc.)		Safety / Security needed
	Proposed CATS (Charlotte Area Transit System) transit station		Residential		Preserve existing structures
					Preserve existing trees

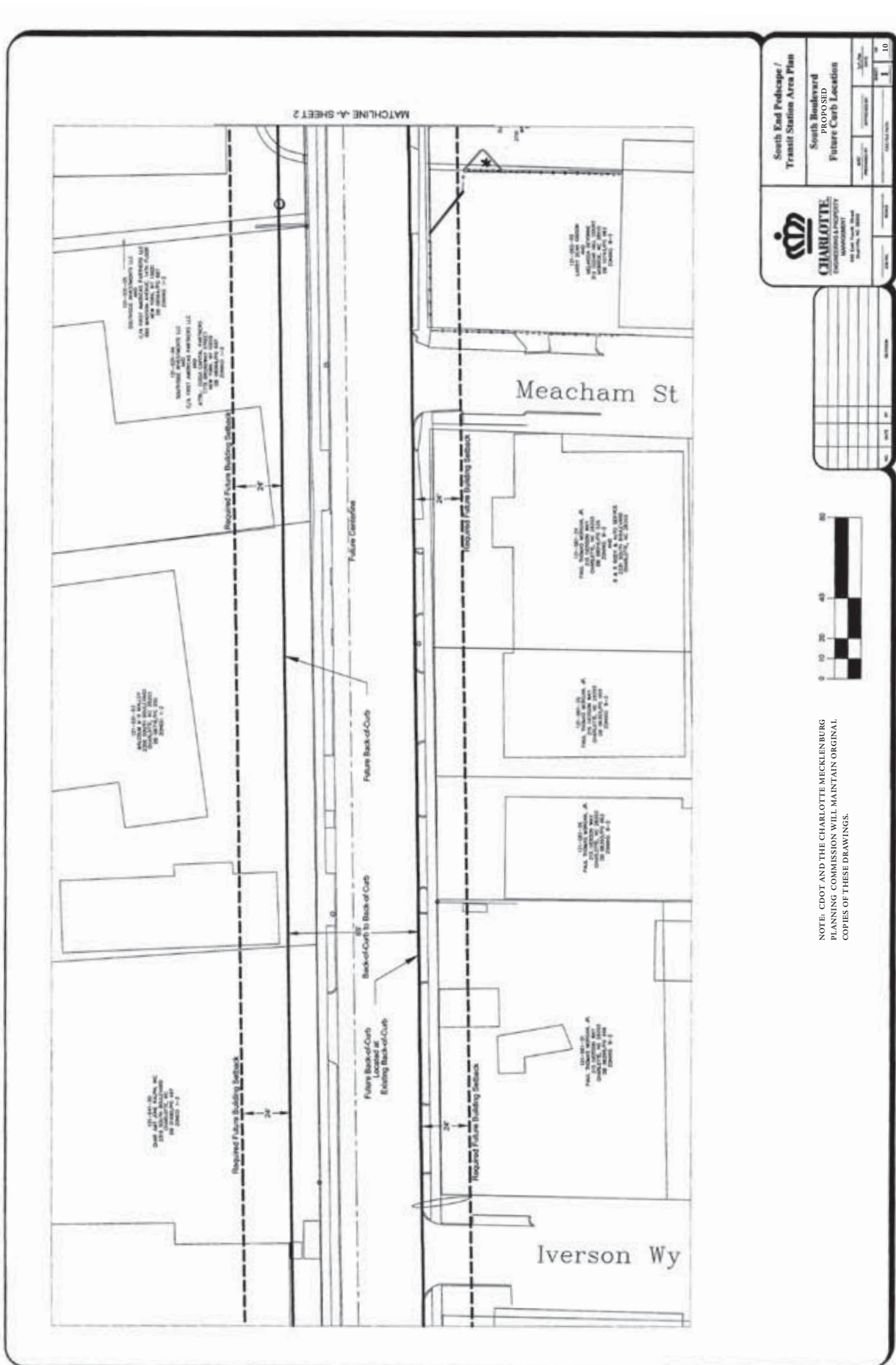
South End Transit Station Area Plan

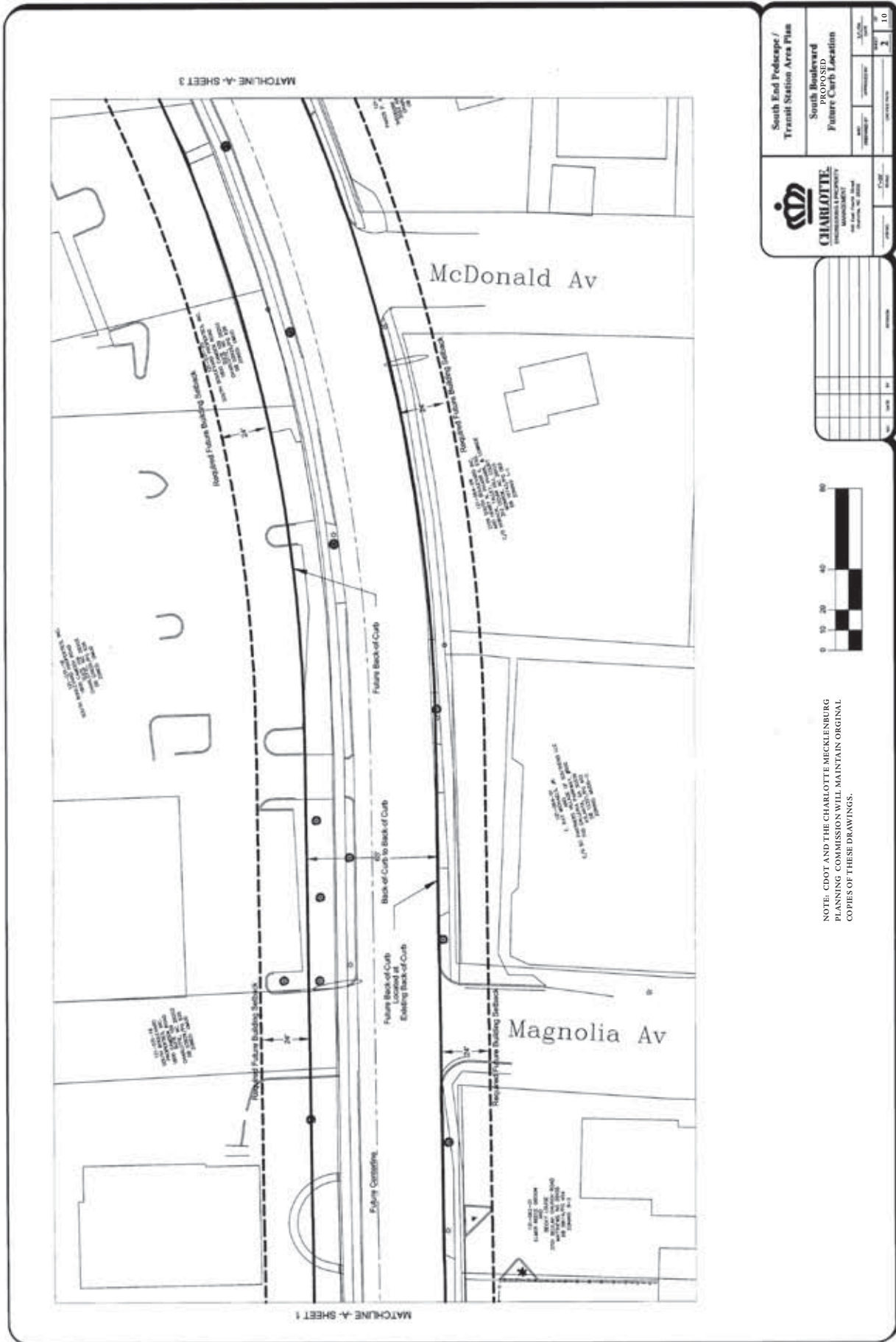
Recommended Improvements from Citizen Meetings

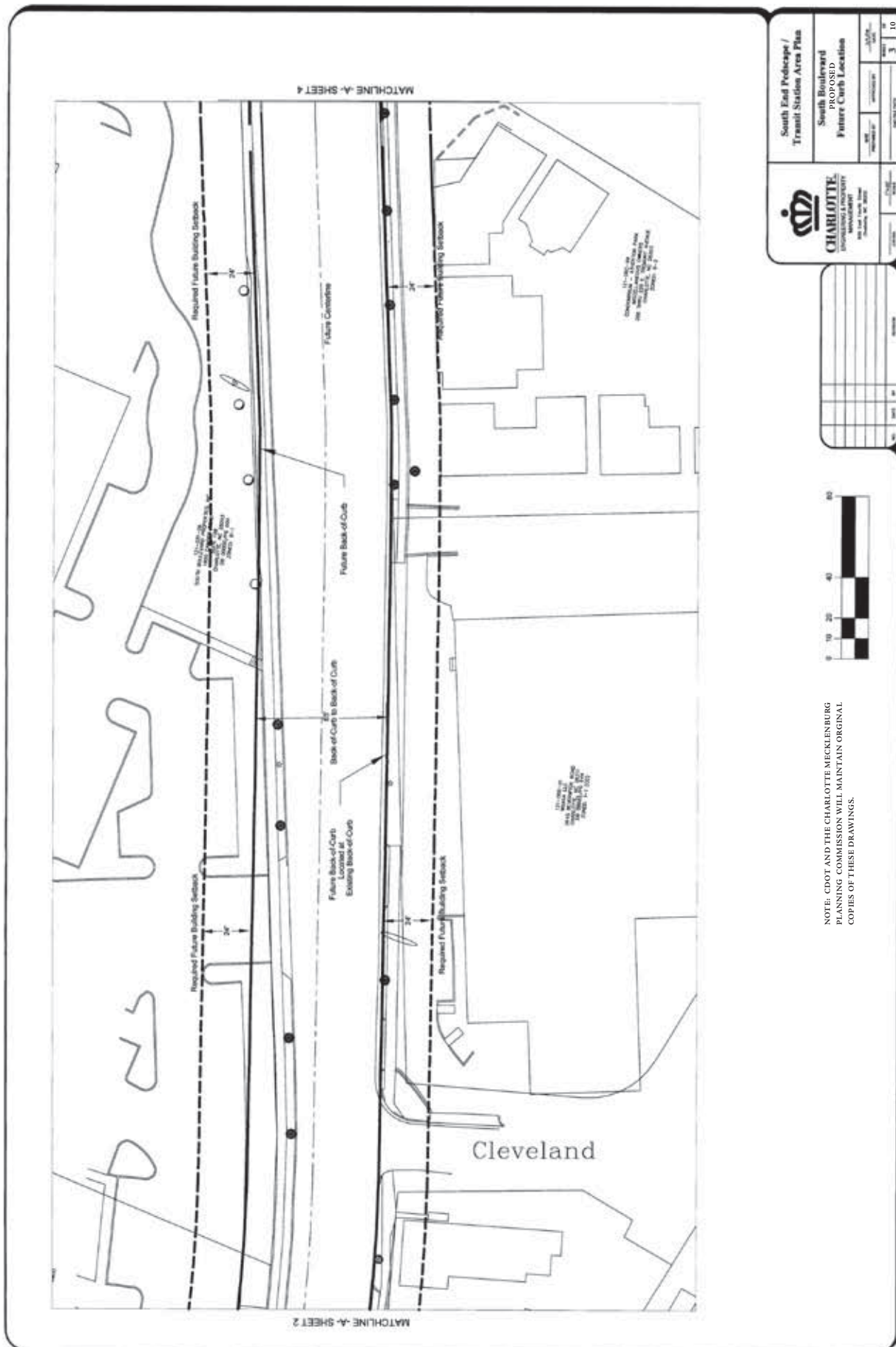
At the first Pedscape Plan public meetings, and in subsequent meetings with business owners, property owners, neighborhood leaders, residents, and other interested parties, stakeholders recommended the following elements be part of a future vision for South End. (See map key at left.)



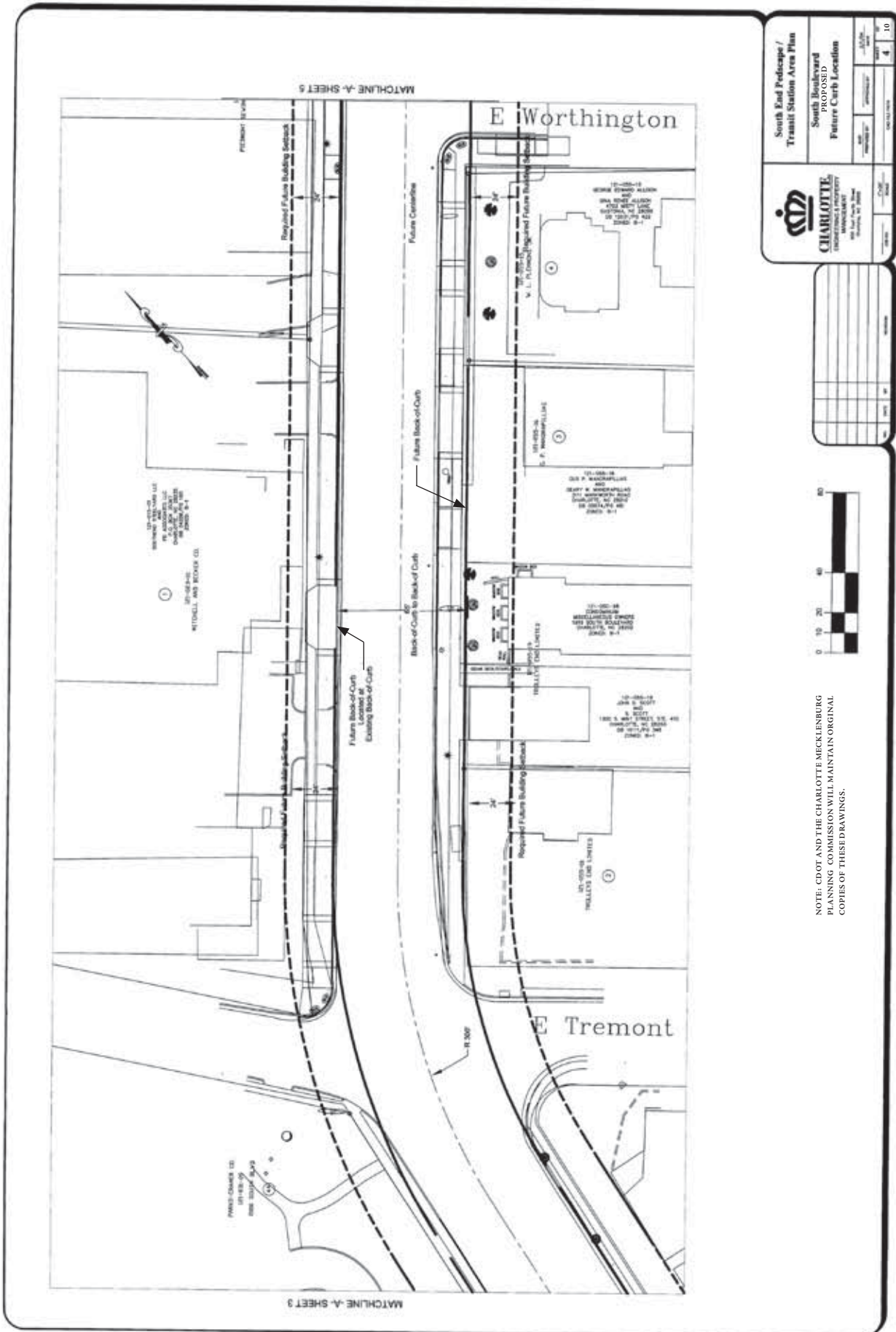
Produced by the Charlotte-Mecklenburg Planning Commission, December 2003





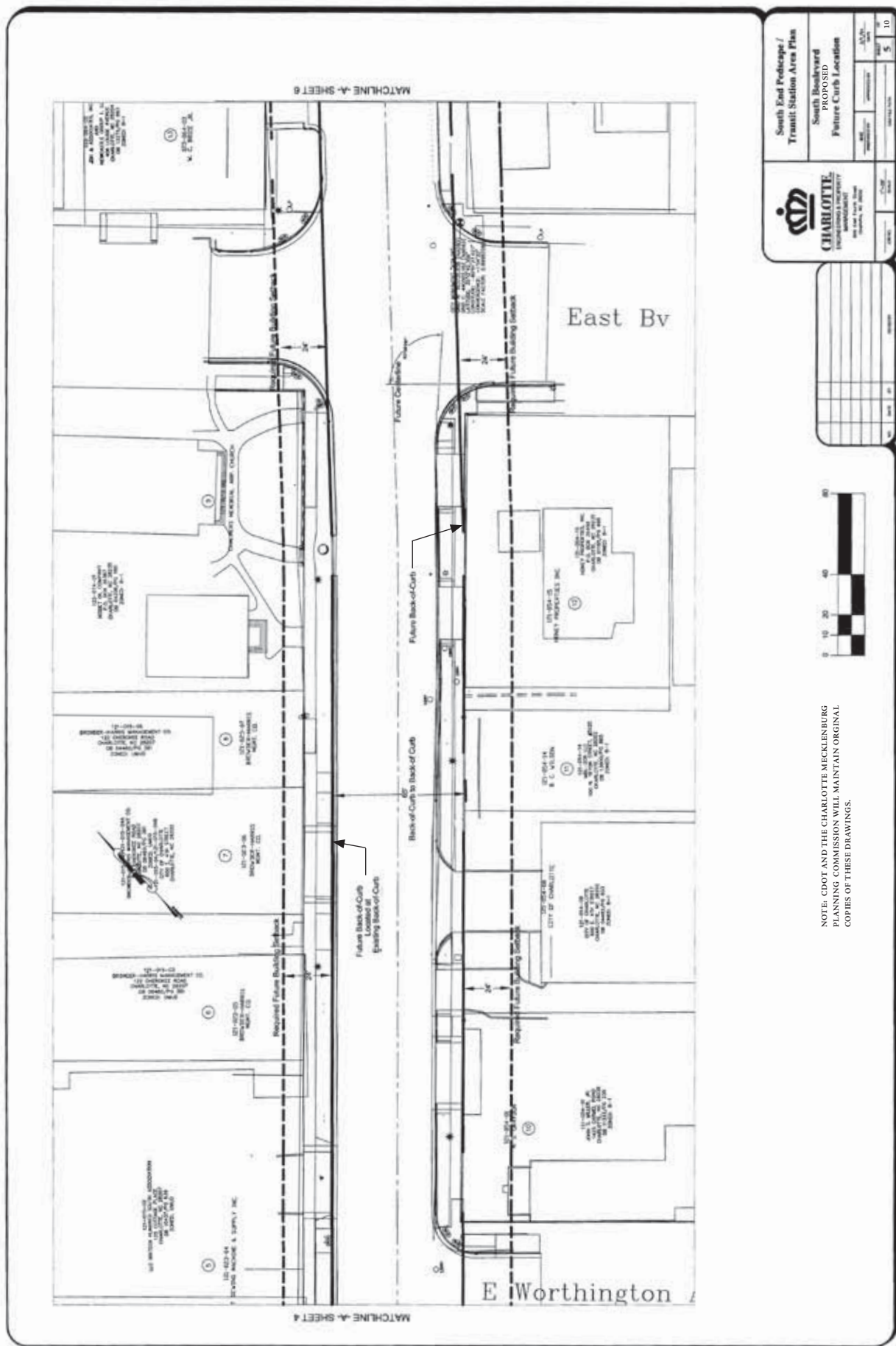


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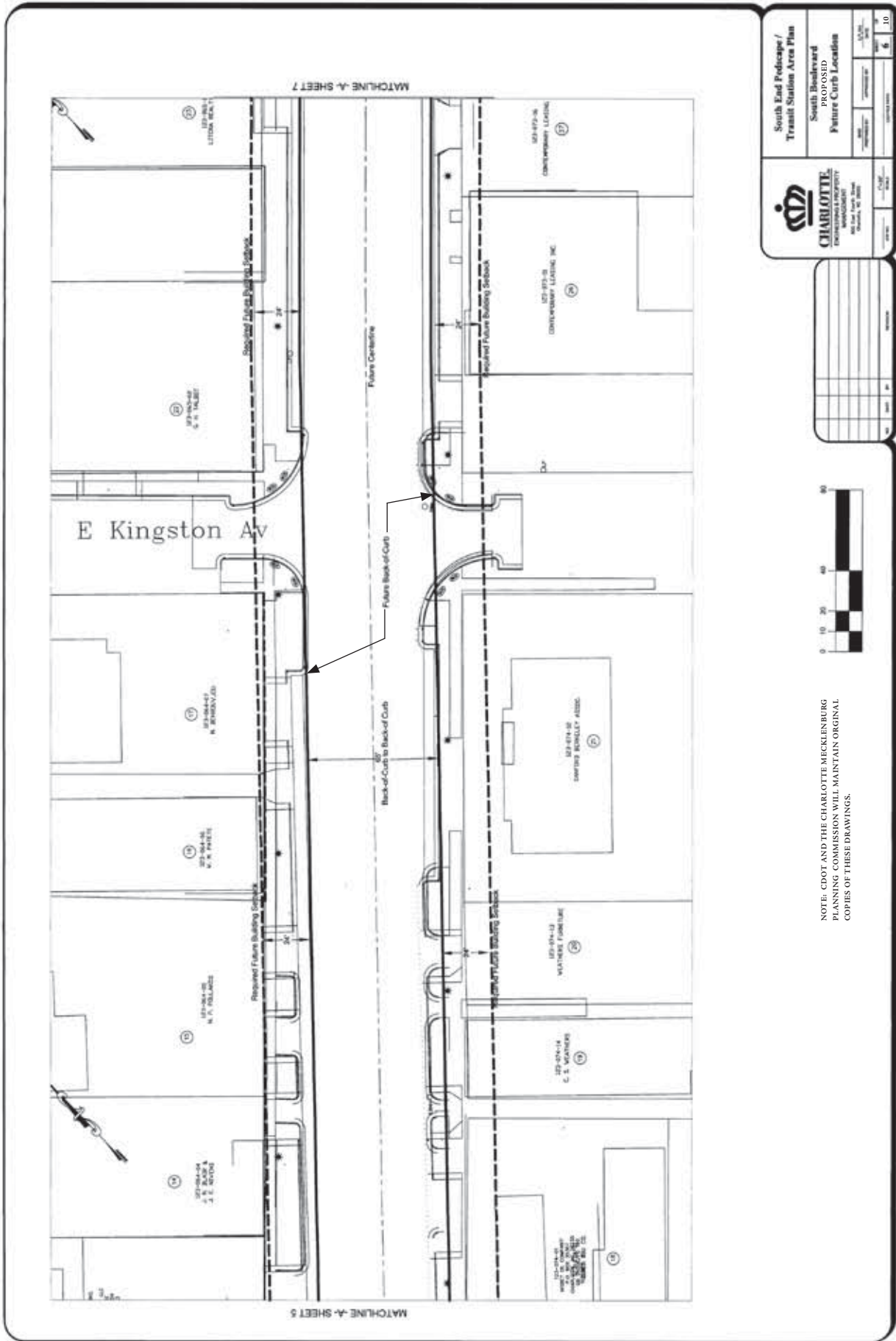


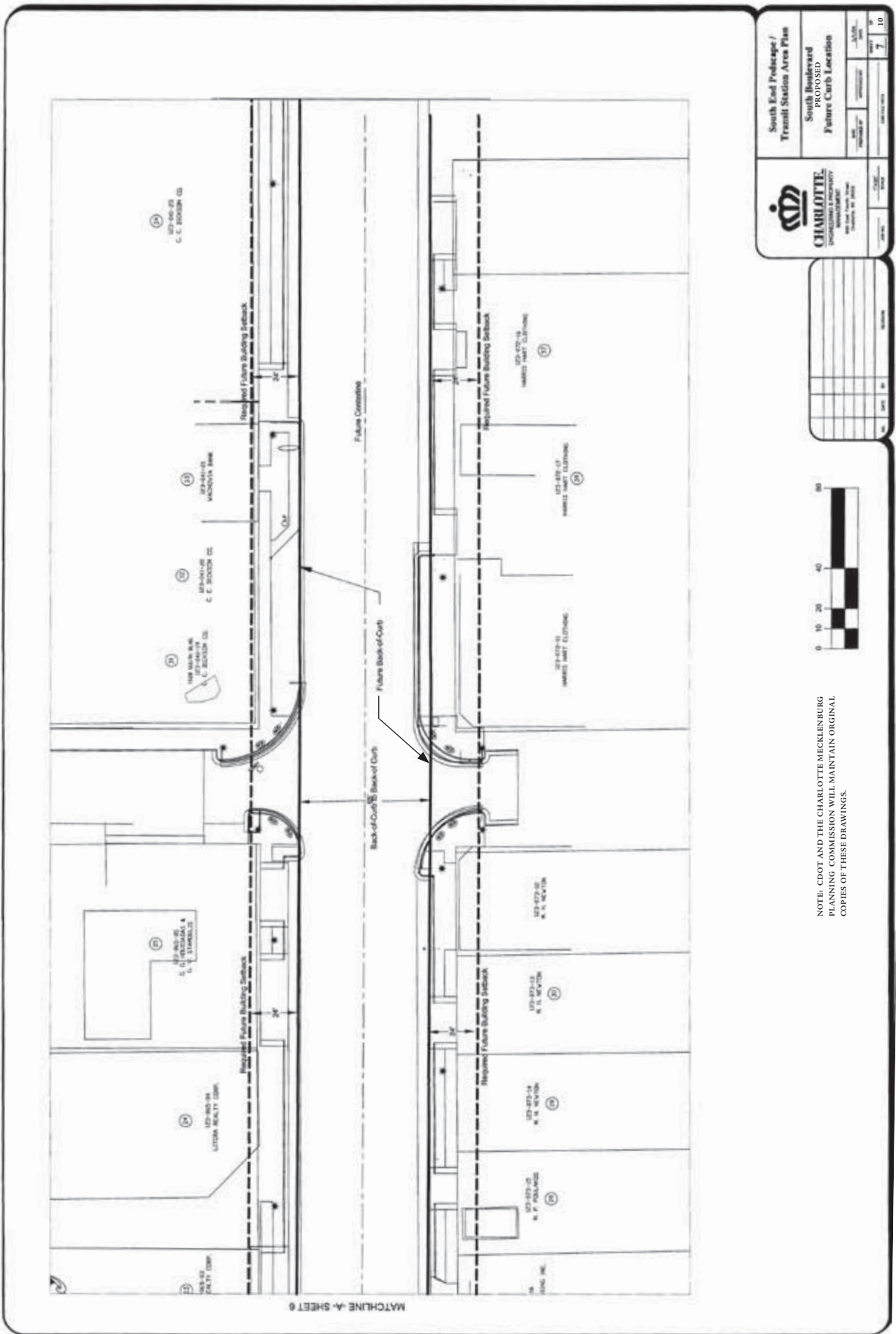
South End Pedicaps / Transit Station Area Plan	
South Boulevard PROPOSED Future Carriage Location	DATE: 10/11/11
SCALE: 1/8" = 1'-0"	SHEET: 4
PROJECT: SOUTH END TRANSIT STATION	DATE: 10/11/11
DESIGNER: CDOT	SCALE: 1/8" = 1'-0"
CHECKED: [Signature]	DATE: 10/11/11
APPROVED: [Signature]	DATE: 10/11/11

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South End Pedestage /
Transit Station Area Plan

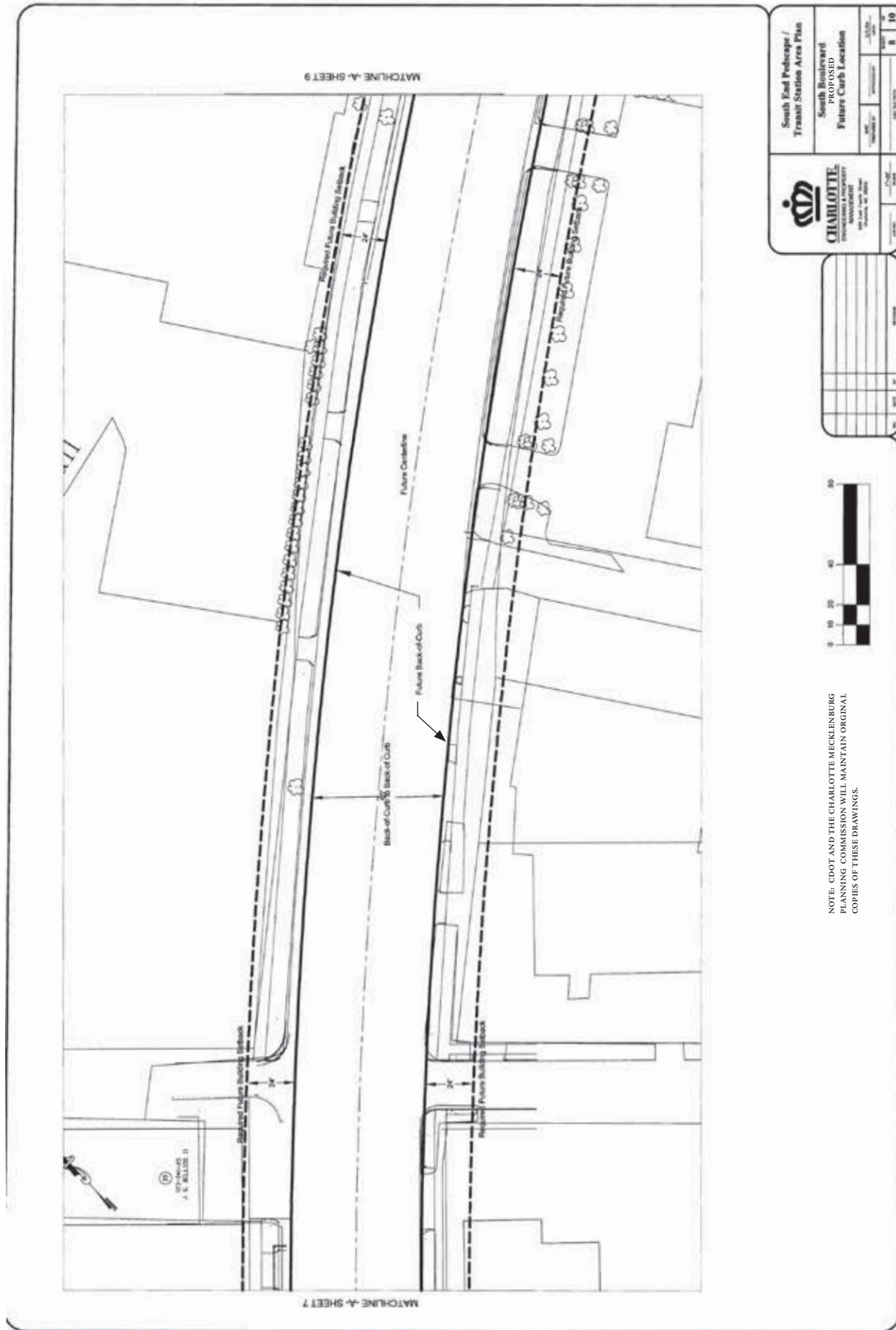
South Boulevard
PROPOSED
Future Curb Location

CHARLOTTE
ENGINEERING & ARCHITECTURE
PLANNING, INC.

DATE	DESCRIPTION	BY	CHKD.
7/1/10	ISSUED FOR PERMIT	J. W.	J. W.



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South End Pedicaps / Transit Station Area Plan	
South Boulevard PROPOSED Future Curb Location	
DATE: 12/15/11	SHEET NO.: 10



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South End Pedicaps / Transit Station Area Plan		DATE	SCALE	SHEET	OF
South Boulevard PROPOSED Future Curb Location		DATE	SCALE	9	10
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