INDEPENDENCE BOULEVARD AREA PLAN

Economic Development Committee Overview

May 25, 2010
Presentation Outline

- Plan Purpose and Development Process
- Draft Plan Policies and Implementation Strategies
- Request Action

Document can be found at www.charlotteplanning.org or call (704) 336-2205
PURPOSE OF THE PLAN
Centers, Corridors and Wedges Growth Framework

- Framework provides "starting point" for developing area plan
- Most of plan area is within a growth corridor
- Includes six (6) Transit Station Area Plans
Area Plan Development Process

**May 2008**
Plan Kick-off Stakeholder Interviews

**June/July 2008**
Plan Process Begins
Public Kick-off meeting
Begin CAG Workshops

**April 2009**
Conclude CAG workshops (5 total)
Begin Refining Draft Concepts/Document
CAG Updates: May, Sept. & Nov., 2009,
Jan. & March, 2010

**May 2010**
Final Public Meeting
Review draft document
Begin Planning Commission
City Council Review

**Summer 2010**
Plan Adopted by City Council

**April 2009**
City Council voted to reduce the Transitional Setback along Independence Boulevard

**May 2009**
City supports redevelopment at Amity Gardens Shopping Center (New Wal-Mart)

**Dec. 2009**
Mayor & State Transportation Secretary Conti direct staff to consider strategic modifications to current TIP
Purpose of the Plan

• Address key land use and transportation issues

• Reverse the trend of disinvestment

• Reinforce existing neighborhoods for continued stability and livability

• Provide guidance for future land use and infrastructure by updating the existing land use plans for this area

• **Assumptions**
  • Plan will be prepared based on existing transit and roadway projects
DEVELOPING A NEW VISION
Community Issues

- Blighted Retail
- Traffic
  - No Left Turns
- Crime
- Trash
- Run-Down Apartments
- Low Property Values
- Dangerous Roads
- Not Enough Trails/Parks
- Lost Businesses
- Poor Public Transportation
- Not Active
- Lack of Planning
- Unsafe for bicycles and pedestrians
- Poor Lighting
- No Close Shopping
- Not Active
- Run-Down
- apartments
- The image shows a blighted retail area with boarded-up storefronts and a lack of activity.
1. Strengthen and Build Neighborhoods
2. Create Nodes
3. Reclaim and Showcase Natural Systems
4. Orient Toward Monroe and Central
5. Leverage Opportunities
6. Provide Choices
7. Balance Neighborhood, Community, and Regional Needs
8. Define U.S. 74
9. Implement the Plan
Independence Concept Plan

Transit Node

Predominantly low to moderate density residential

Neighborhood General

Neighborhood Core

Predominantly residential with some neighborhood-scale services

Predominantly Mixed-or Multi-Use Residential, Office and/or Retail

Neighborhood Node

Independence Business District

Larger-format commercial and office uses (could transition to other uses over time with access improvements)

Employment District

Primarily single-use office and industrial, with some supporting retail uses

Transit Nodes

Predominantly Mixed-or Multi-Use Residential, Office and/or Retail

Conference Station Concept
Community Design Policies

- Help ensure that new development complements the existing or desired character of the Community.

### Residential Design Policies

**Applicability:**
- SF - Single Family detached
- AM - Single Family attached and Multi-Family

The following design policies are based on adopted General Development Policies (GDP) in 2003. Bold text indicates additional policies specific to the Independence Boulevard Area Plan.

<table>
<thead>
<tr>
<th>Building Architecture and Site Design</th>
<th>SF</th>
<th>AM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserve historically or architecturally significant structures.</td>
<td>□ □</td>
<td></td>
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<tr>
<td>Avoid blank walls along pedestrian circulation areas.</td>
<td>□ □</td>
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<tr>
<td>Orient building towards street (unless a thoroughfare or common open space and provide pedestrian access to the street.</td>
<td>□ □</td>
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<tr>
<td>Blend scale and setbacks of buildings with existing structures.</td>
<td>□ □</td>
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<tr>
<td>Provide a variety of housing types (floor plans, exterior treatments and materials, massing, and roof forms.)</td>
<td>□ □</td>
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<tr>
<td>Orient buildings toward greenways and other natural areas when feasible.</td>
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</tbody>
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**Figure 1:** Example of greenways as an amenity to multi-family development

**Figure 5:** Parking Lot Design with central vehicular access and secondary access option on minor street
Future Transportation Network
Figure 12  4-lane Avenue (With Parking) Cross-section

<table>
<thead>
<tr>
<th>Sidewalk</th>
<th>Parking/Trees</th>
<th>Bike Lane</th>
<th>Vehicle Lanes</th>
<th>Parking/Trees</th>
<th>Bike Lane</th>
<th>Sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>6'</td>
<td>*8'</td>
<td>6'</td>
<td>44'</td>
<td>6'</td>
<td>*8'</td>
<td>6'</td>
</tr>
</tbody>
</table>

73' BOC

NOTE: *Curb and gutter (2.5') included in dimension of adjacent street element
Other Policies

• **Infrastructure and Public Facilities**
  — Ensure that civic infrastructure keeps pace with development

• **Natural Environment**
  — Protect and enhance the natural and recreational features.
Implementation Strategies

Future Development

Property Acquisition Program

Infrastructure Improvements

Corrective Rezonings PED Overlay

Program
Proposed Corrective Rezonings

8 Recommendations Total

- 6 Align zoning with existing land use and future land use
- 2 PED overlay district

Summary of Proposed Zoning Districts*

- **R-4** = single family residential up to 4 dwelling units to the acre
- **R-6** = single family residential up to 6 dwelling units to the acre
- **R-22MF** = multi-family residential up to 22 dwelling units to the acre
- **PED Overlay** = promotes a mixture of uses in a pedestrian-oriented setting

*Full descriptions are provided in the City of Charlotte Zoning Ordinance.
Summary of Citizen Concerns

1. Independence Boulevard Transportation Projects
   - Property Acquisition and Access
   - Restore Business Corridor with left turn lanes
   - Light Rail should be grade-separated along corridor

2. Draft Plan Policies (need clarity)
   - Future development and neighborhood access
   - Property owner compensation for restoring piped streams in new development
   - Community design policies appear as architectural regulations
   - Transitional Setback should be eliminated completely
   - Plan does not promote connectivity

3. Implementation Strategies
   - PED Overlay’s impact to existing development
   - Schedule for corrective rezonings
Next Steps

- Planning Committee Tour - June 7
- Planning Committee Recommendation - June 15
- City Council Public Comment - June 28
- ED Committee Recommendation - July 8
- City Council Adoption - July 26
• Recommend that City Council receive public comment on the draft *Independence Boulevard Area Plan*
Questions?
THANK YOU!

www.charlotteplanning.org
Transitional Setback Revisions

350' Transitional ROW (Existing)

250' ROW Briar Creek to WT Harris
- Freeway Edge
- Transitor Toward
- Freeway Edge
- Transitor Toward

280' ROW Briar Creek to WT Harris
- Freeway Edge
- Transitor Toward
- Freeway Edge
- Transitor Toward

CITY OF CHARLOTTE
Monroe Road
Pedestrian Improvements
Proposed Corrective Rezoning
Commonwealth/Shenandoah Area

- Existing zoning O-2 and R-22
- Align zoning with existing and recommended future land use
Proposed Corrective Rezonings
Pinecrest/Commonwealth Area

- Existing zoning O-2 and B-1
- Align zoning with existing and recommended future land use
Proposed Corrective Rezonings
June Drive/ Wendover

- Existing zoning R-17
- Align zoning with existing and recommended future land use
Proposed Corrective Rezonings
Driftwood/Albemarle

- Existing zoning R-17
- Align zoning with existing and recommended future land use
Proposed Corrective Rezonings
Briardale Drive/Wallace Road Area

- Existing zoning R-17
- Align zoning with existing and recommended future land use
Proposed Corrective Rezonings
Independence/Albemarle Area

- Existing zoning B-1
- Align zoning with existing and recommended future land use
Proposed Corrective Rezonings
Fugate/Monroe Road Area

- Existing zoning O-2
- Align zoning with existing and recommended future land use