Presentation Outline

• Describe the *Phase I Study* goals and findings
• Describe the *Phase II Study* goals and scope
• ED & Planning Committee *recommendation*
Phase 1 Study Goals

• Describe the *impacts* of the transitional setback on potential redevelopment along Independence Boulevard

• Understand the *impacts* on parcel access due to changes in Independence roadway design.

• Understand the *market* for retail, office, flex and housing along Independence Boulevard and the Southeast Corridor

• Determine *next steps* to develop land use and infrastructure strategies that will enhance redevelopment potential of properties along the corridor and reduce the negative impacts of roadway conversion
Transitional Setback

• Transitional setback applies to thoroughfares in Charlotte

• Widest category of transitional setback affects Independence Boulevard
  – 350 feet total
    • Actual impact is 50’ – 75’ when already purchased
      NCDOT r.o.w. is taken into consideration
  – Established by City of Charlotte in 1989 to preserve opportunities for freeway and access roads if right in-right out lane proves dangerous
  – Impacts redevelopment through:
    • Minimum lot size
    • Building setback
    • Parking requirements (official minimums)
Study Area

Total Land Area: 6,713 acres

- Single-Family (42%)
- Multi-Family (13%)
- Office (6%)
- Commercial (8%)
- Institutional (6%)
- Industrial (7%)
- No Data (19%)
Phase 1 Study Findings

- *Transitional setbacks aren’t the major issue* holding back redevelopment on Independence
- *Elimination of the setback is not recommended*
- Independence *will not function as it has in the past*
- Redevelopment market is *limited due to access*
- Retail will need *access & orientation to local neighborhood markets*
- Residential can expand *from adjacent neighborhoods*
- In *Phase 2*, more detailed transportation/land use analysis will be used to define area and parcel specific recommendations on access and setback requirements
Define *short, mid and long* term implementation steps

- **Short term**
  - Fund a Phase Two Study (cost estimate $250-350,000)
  - Assist projects that respond to the Phase 1 findings

- **Mid term** (completion of Phase Two)
  - Implement modifications to transitional setbacks
  - Refine City’s Capital Investment Plan (CIP) and MUMPO’s Long-Range Transportation Plan
  - Amend adopted land use maps

- **Long term**
  - Create new access and street network
Fund a *Phase 2* Study that:

- Develops a new *Vision, Land Use and Transportation Plan* incorporating concepts from Phase 1

  - A *Parcel Specific Land Use Plan* from Briarcreek to Conference Drive.
  
  - *Conceptual Plan* from Conference Drive to Sardis Road
  
  - Identification and *cost estimating* for streets and infrastructure needed to implement the plan
  
  - *Involvement of stakeholders and neighborhoods* in the creation of the plan

  - Development response actions were needed

  - Estimated cost: $250,000 - $350,000
Council Action

Approve ED&P recommendation to instruct staff to negotiate a contract for a Phase II Study with Glatting Jackson and bring the contract back to Council for approval.