



# **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](http://www.charlotteplanning.org)  
or call (704) 336-2205**



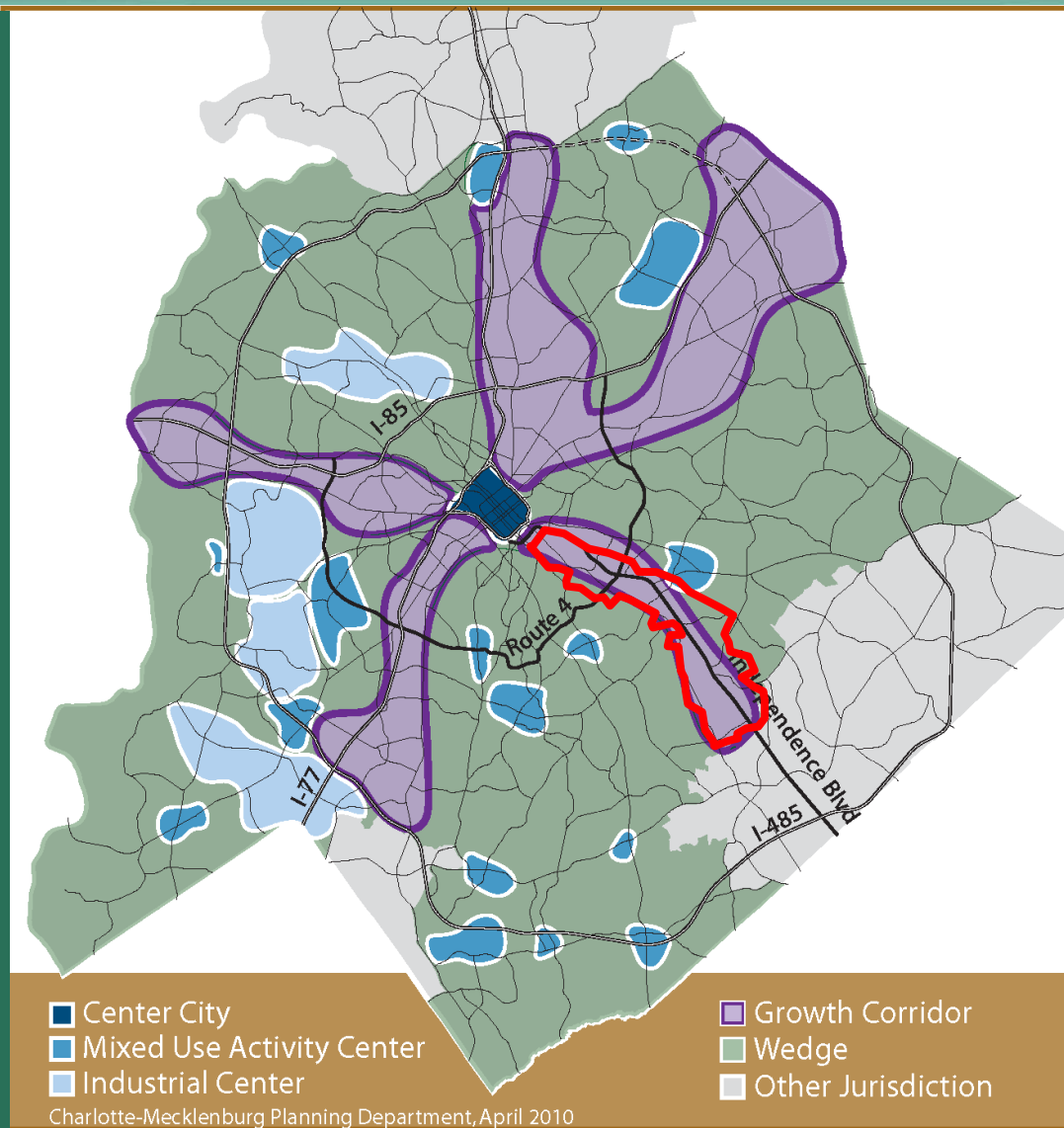
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# PURPOSE OF THE PLAN

## Centers, Corridors and Wedges Growth Framework

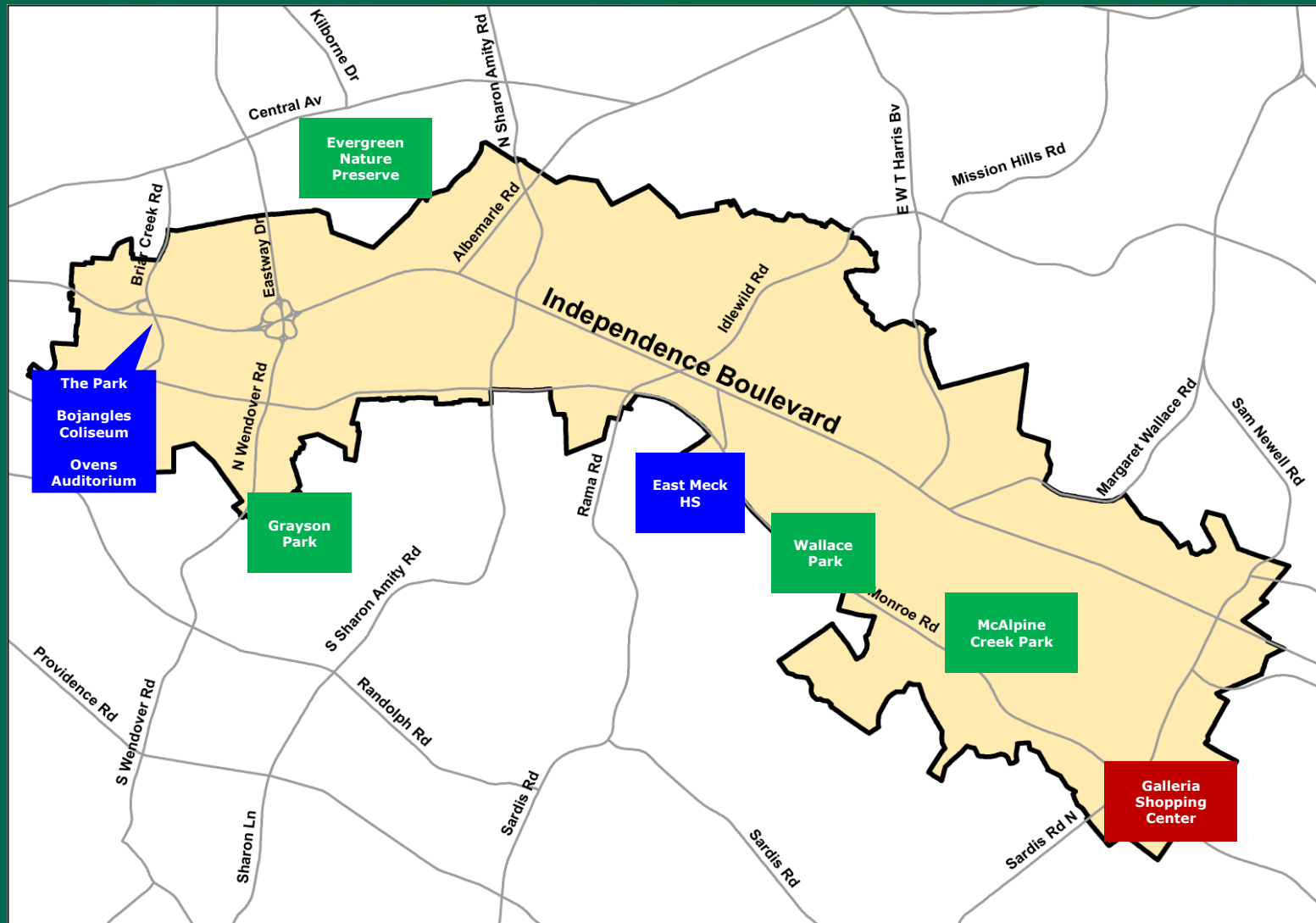
- Framework provides “starting point” for developing area plan
- Most of plan area is within a growth corridor
- Includes six (6) Transit Station Area Plans







# Area Plan Boundary



Independence Boulevard Area Plan Boundary



 Area Plan Boundary

# 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

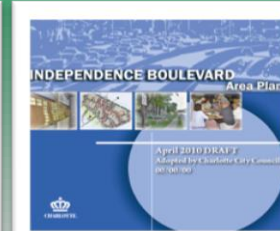
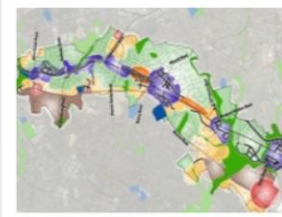
Conclude CAG  
workshops (5 total)  
Begin Refining Draft  
Concepts/Document  
  
CAG Updates: May,  
Sept. & Nov., 2009,  
Jan. & March, 2010

## 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





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## DEVELOPING A NEW VISION



Unsafe for bicycles and pedestrians

Not Enough Trails/Parks

Not Active

# Blighted Retail Traffic

Lack of Planning

No Left Turns

Poor Public Transportation

No Close Shopping

Low Property Values

Dangerous Roads

Poor Lighting

## Crime

Trash

## Run-Down Apartments

## Lost Businesses



# Parks & Greenways

Diversity

Stability

Quiet

Places of Worship

Urban Environment

Affordability

Shopping

Trees

Clean

Future

Transportation

# Access/Location

Safety/Security

Entertainment

Schools

Growth Potential

History

Visibility

# Neighborhoods

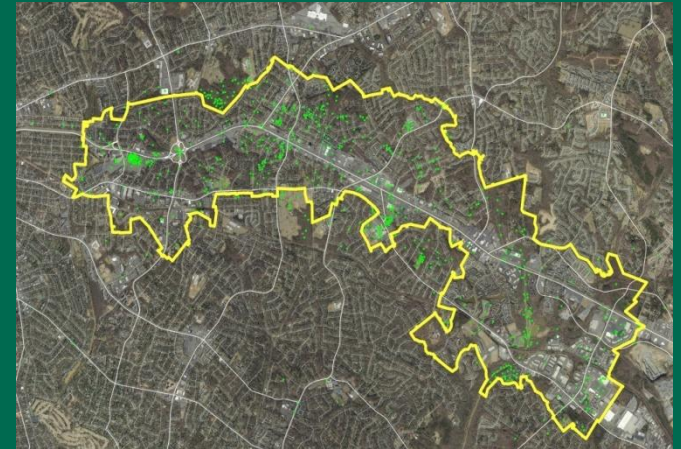
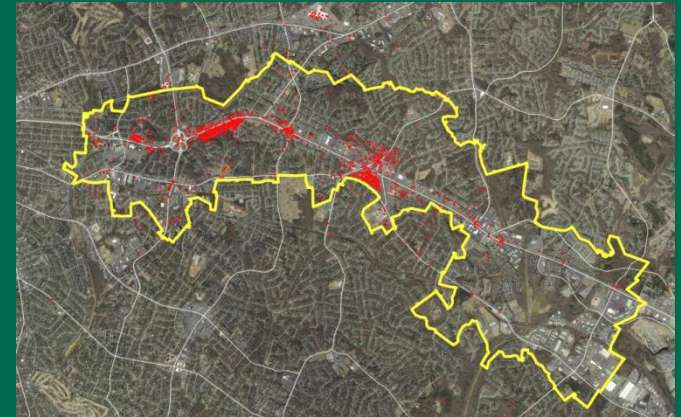
Planning Process

Walkways



# Guiding Principles

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

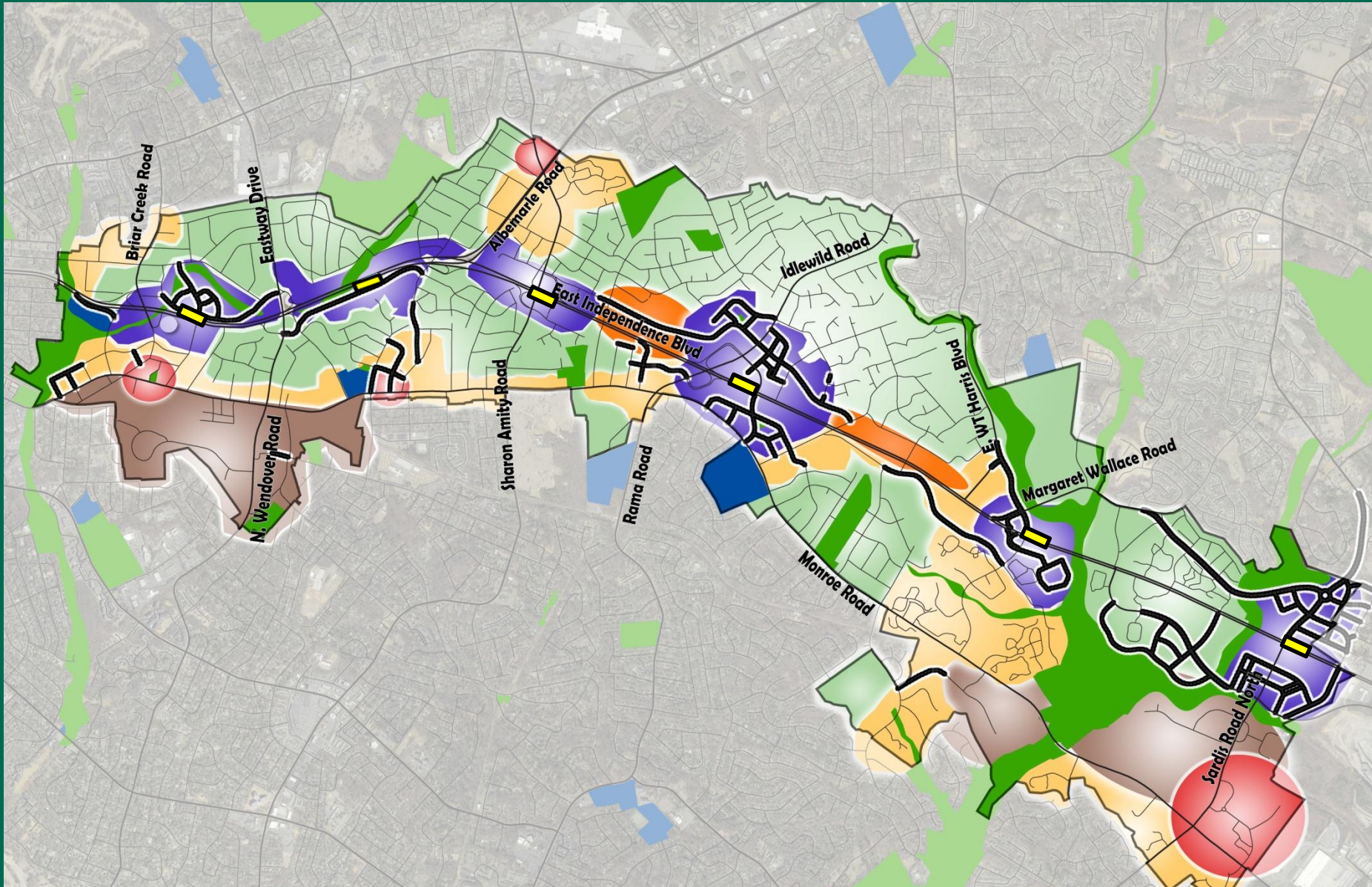






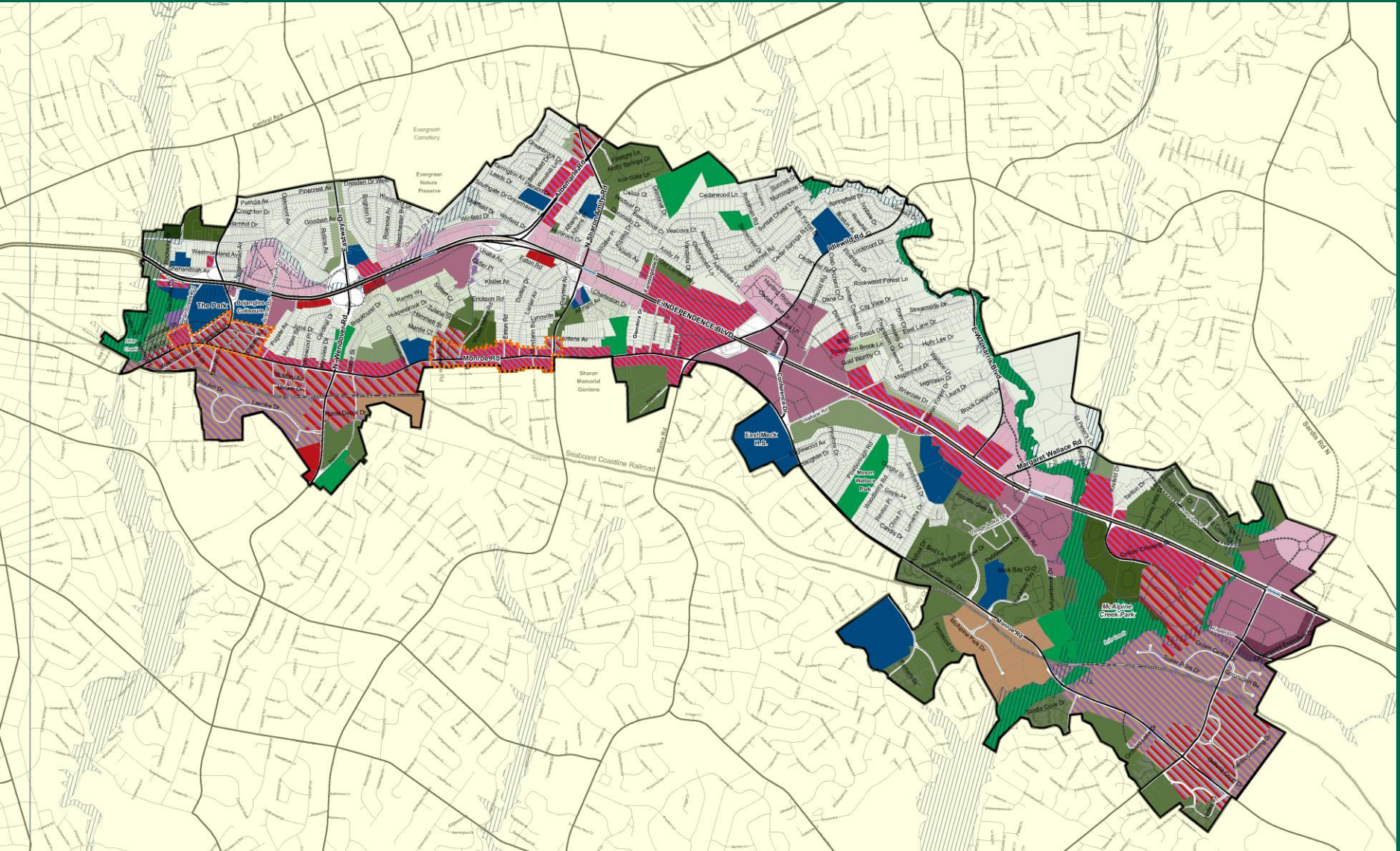
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# Independence Concept Plan





# Recommended Future Land Use







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# Wedge Area

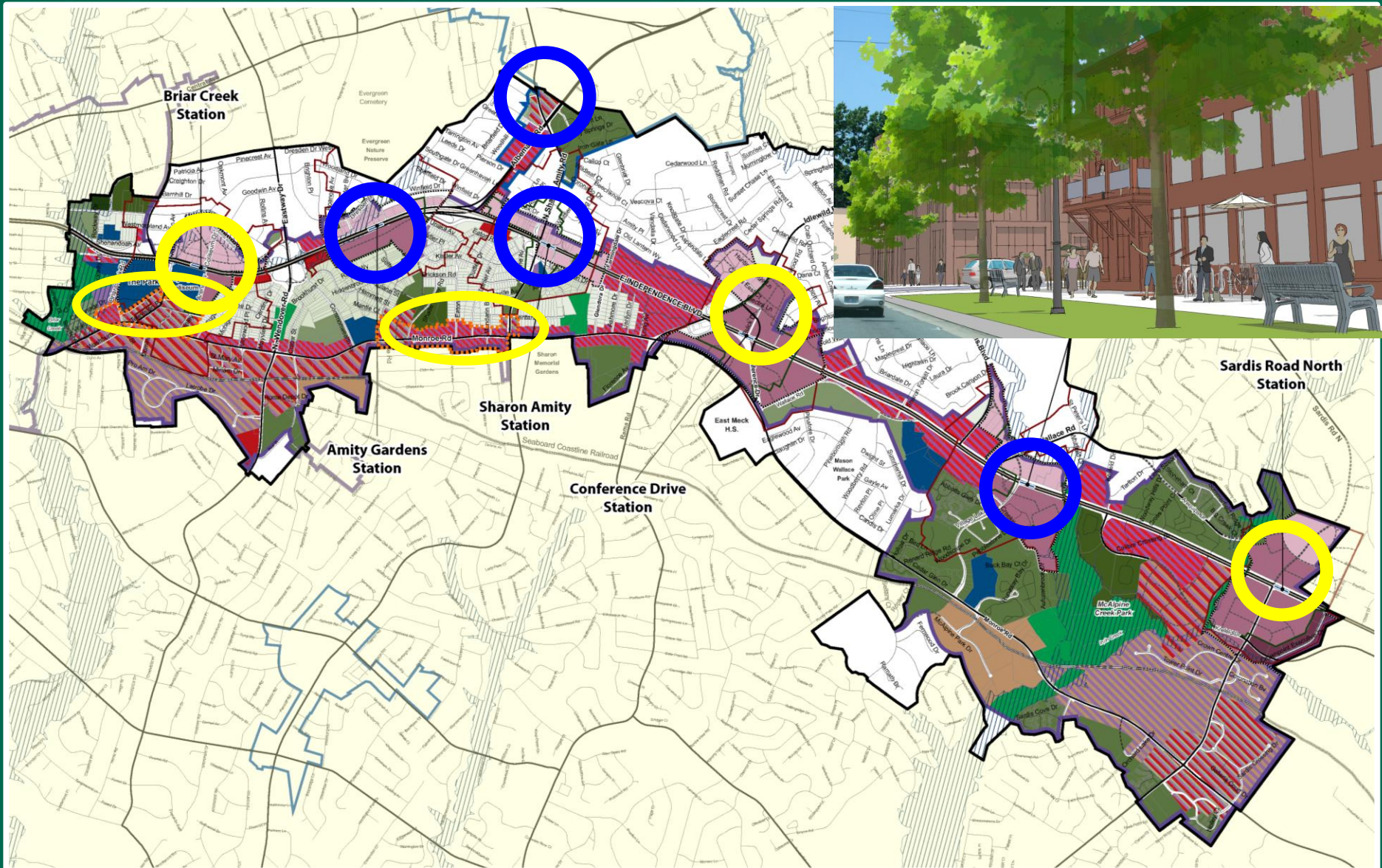






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# Center and Corridor Areas





# Community Design Policies

## Residential Design Policies

### Applicability:

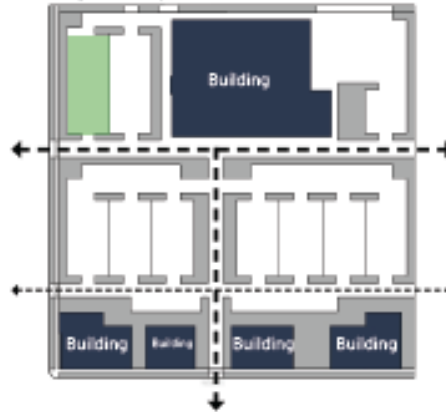
SF - Single Family detached

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.

		SF	AM
<b>Building Architecture and Site Design</b>	Preserve historically or architecturally significant structures.	■	■
	Avoid blank walls along pedestrian circulation areas.	■	■
<b>Close attention to building design enhances the community. Design policies do not result in conformity of design, but provide direction for both new and infill development.</b>	Orient building towards street (unless a thoroughfare) or common open space and provide pedestrian access to the street.	■	■
	Blend scale and setbacks of buildings with existing structures.	■	■
	Provide a variety of housing types (floor plans, exterior treatments and materials, massing, and roof forms.)	■	
	Orient buildings toward greenways and other natural areas when feasible.	■	■

Figure 5 - Parking Lot Design with central vehicular access and secondary access option on minor street



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

Figure 1 - Example of greenways as an amenity to multi-family development

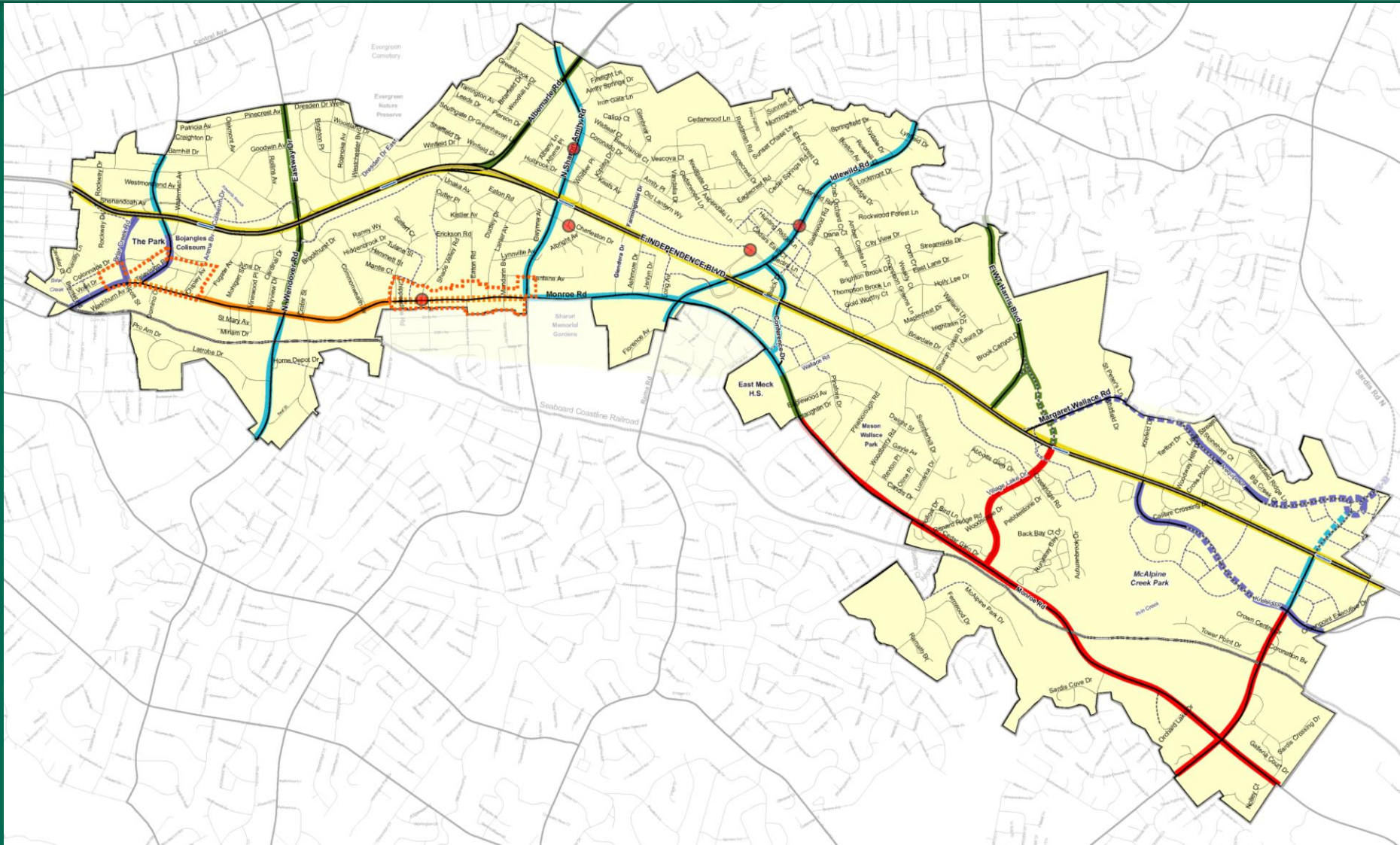






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# Future Transportation Network







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# Pedestrian-Bike-Greenways

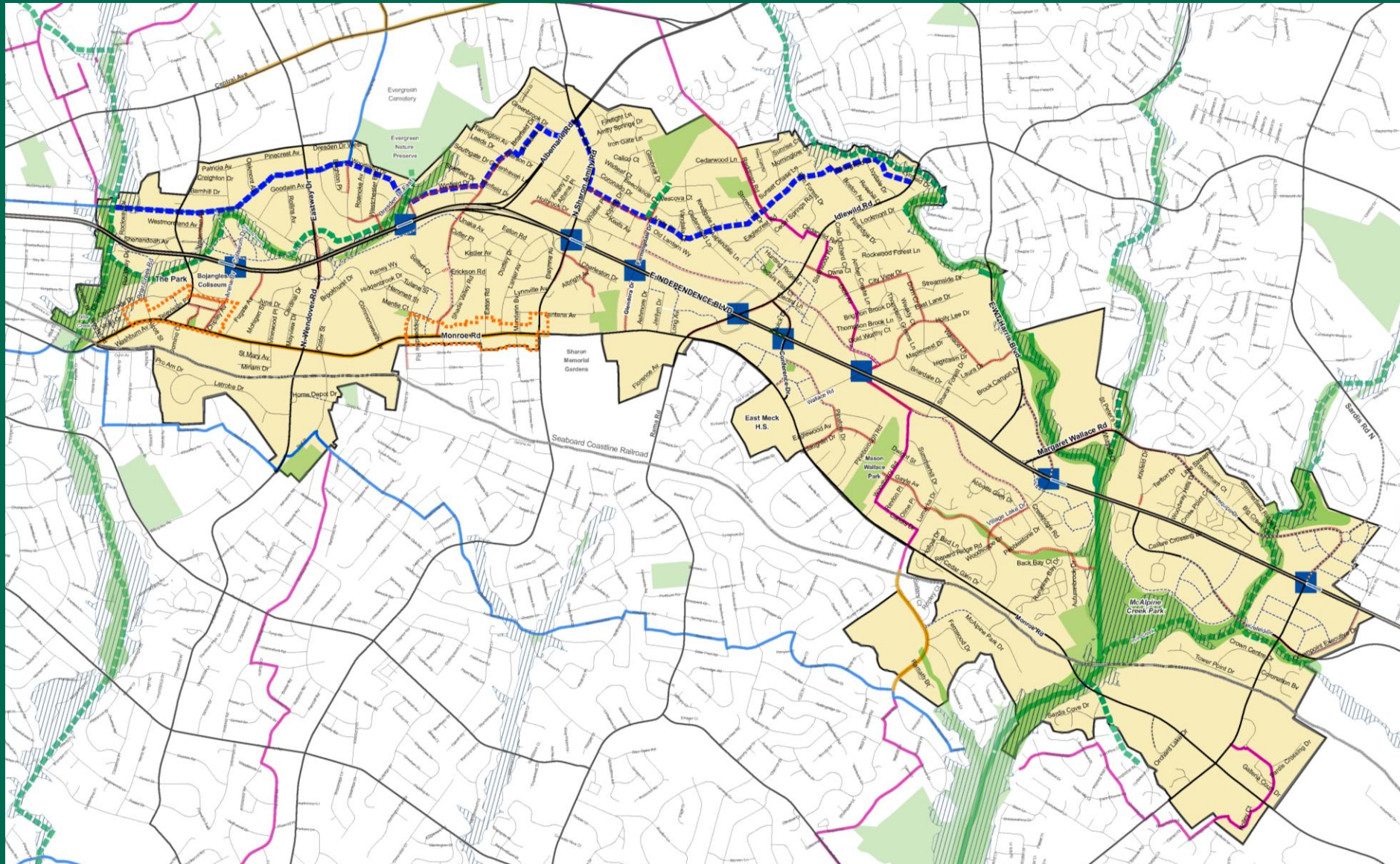






Figure 12 4-lane Avenue (With Parking) Cross-section



Sidewalk	Parking/Trees	Bike Lane	Vehicle Lanes	Bike Lane	Parking/Trees	Sidewalk
6'	*8'	6'	44'	6'	*8'	6'

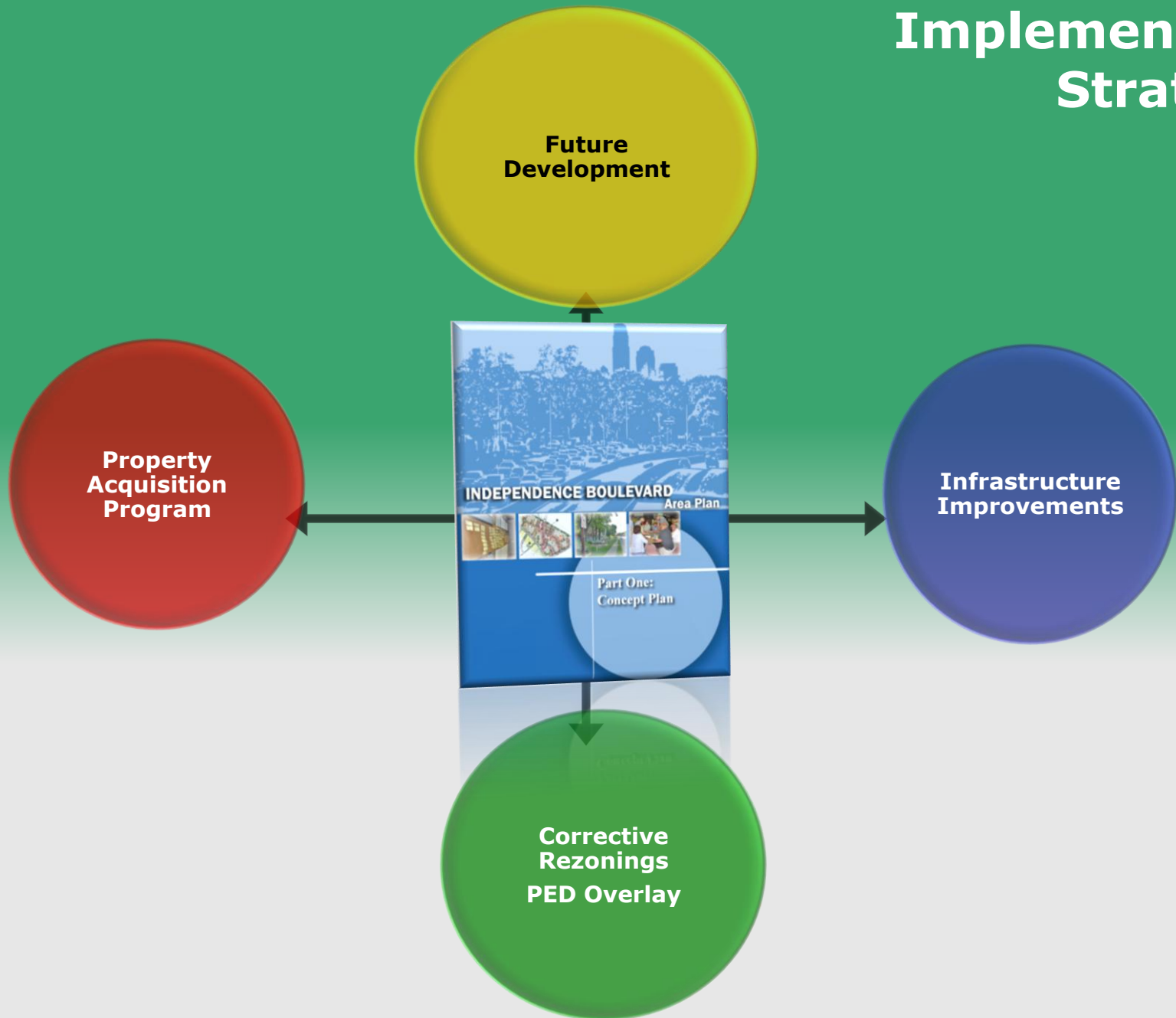
73' BOC

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

- **Infrastructure and Public Facilities**
  - Ensure that civic infrastructure keeps pace with development
- **Natural Environment**
  - Protect and enhance the natural and recreational features.



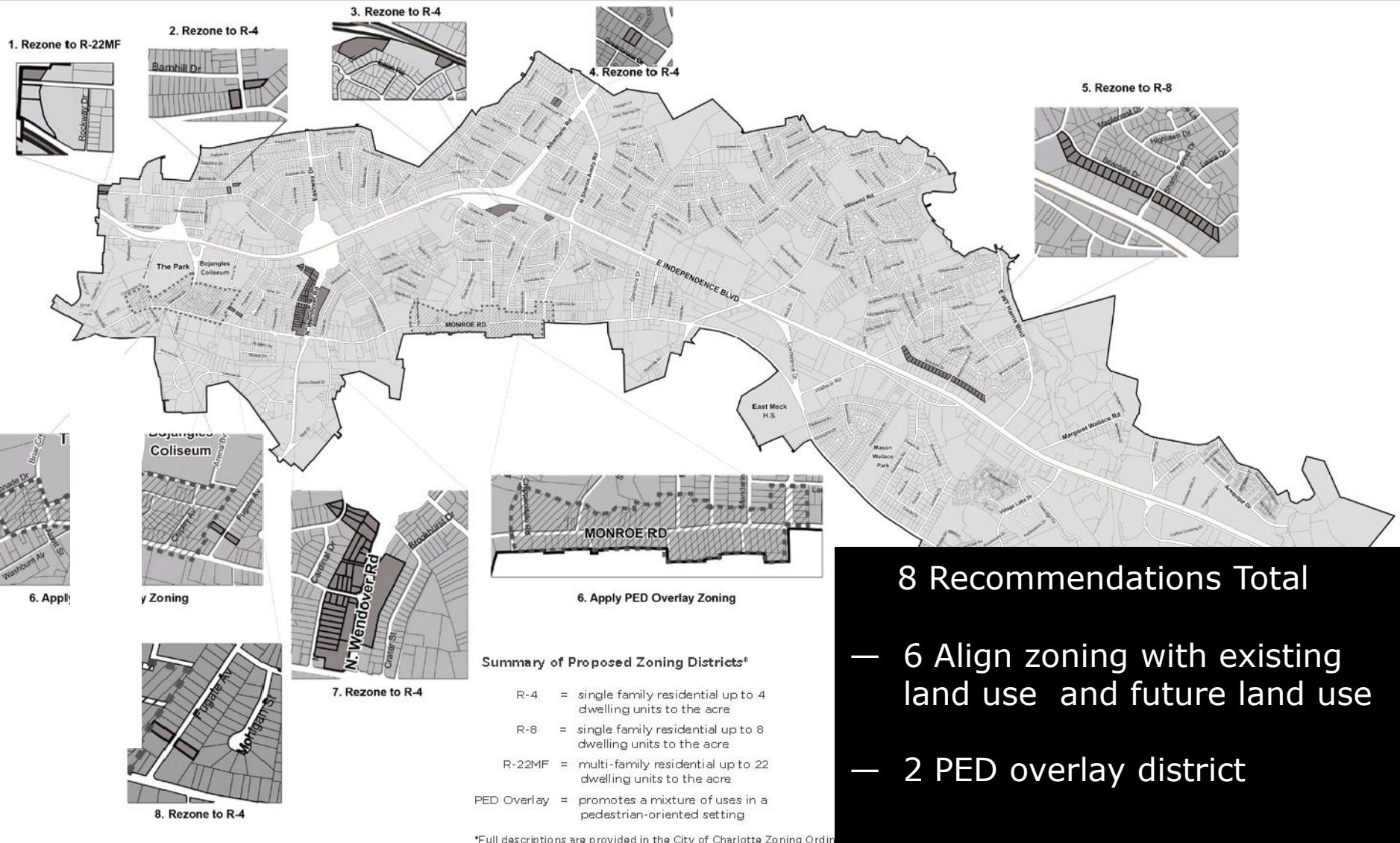
# Implementation Strategies







# Proposed Corrective Rezoning



## 8 Recommendations Total

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

## 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

- 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*







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# Questions?



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# THANK YOU!

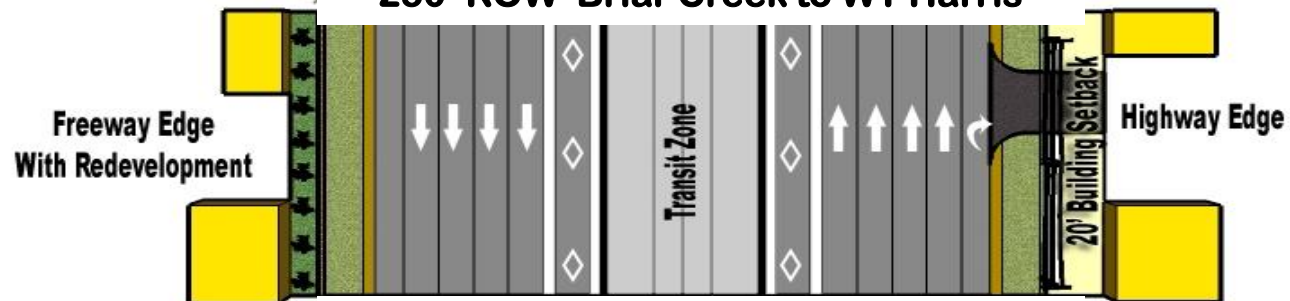
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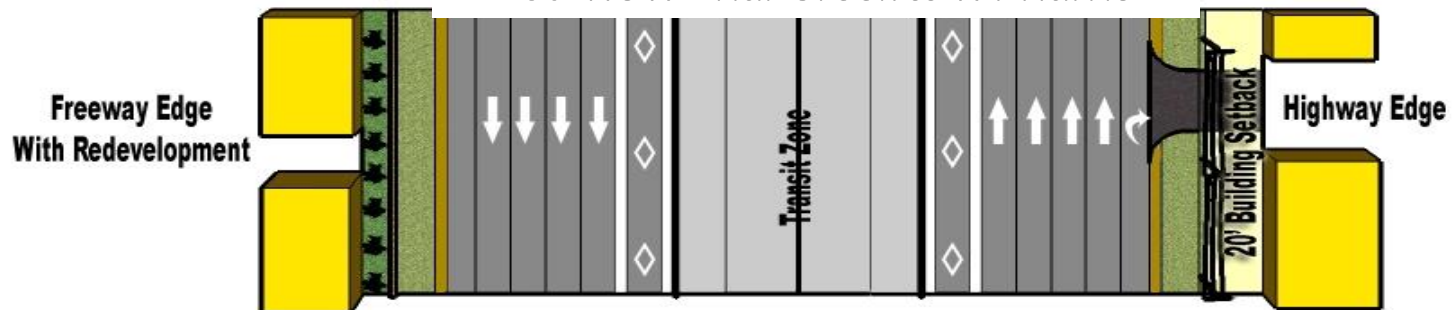
# Transitional Setback Revisions



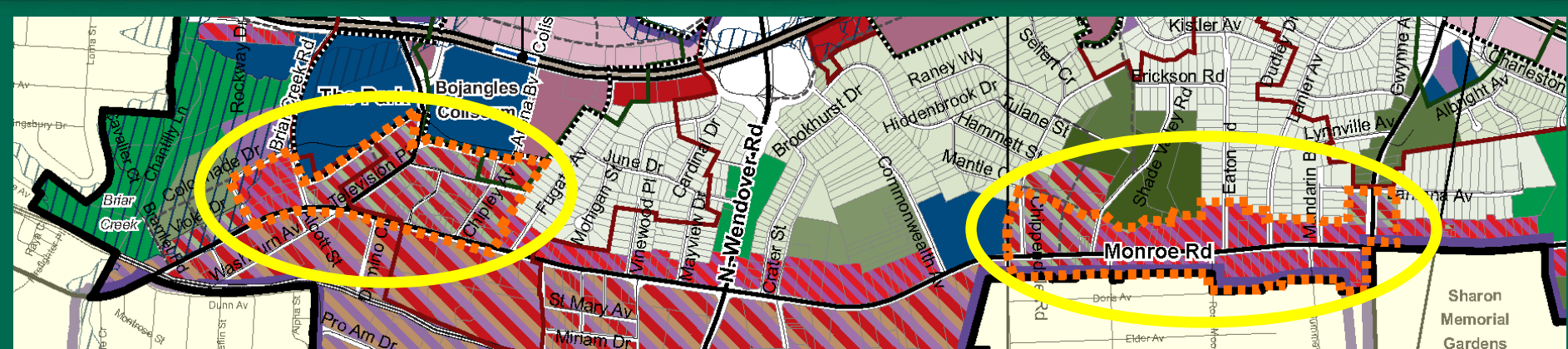
250' ROW Briar Creek to WT Harris



280' ROW Briar Creek to WT Harris



# Monroe Road Pedestrian Improvements

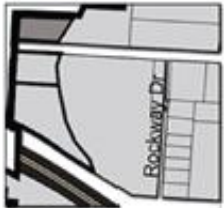




# Proposed Corrective Rezoning Commonwealth/Shenandoah Area



## 1. Rezone to R-22MF

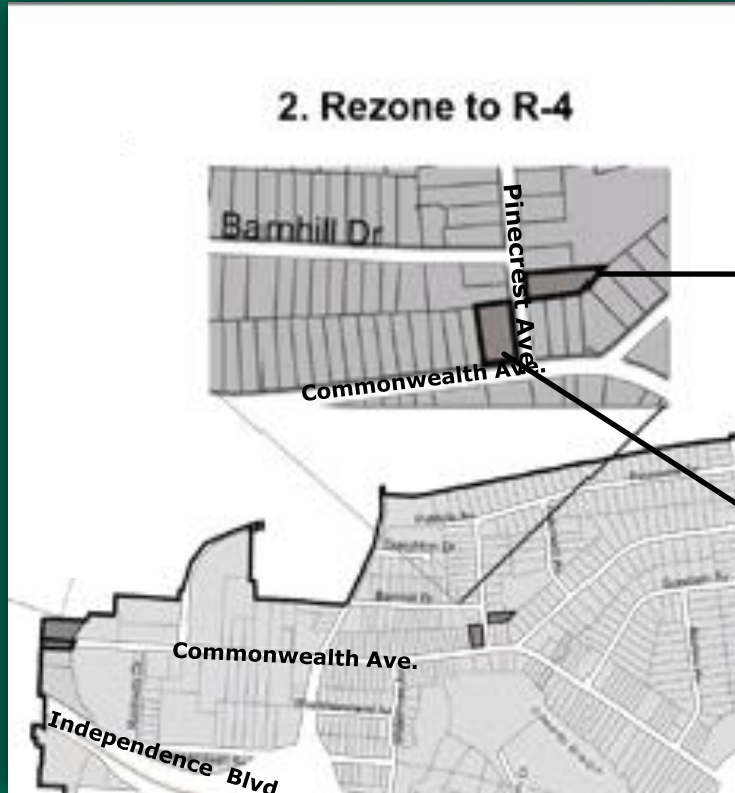


- ❖ Existing zoning O-2 and R-22
- ❖ Align zoning with existing and recommended future land use



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# Proposed Corrective Rezoning Pinecrest/Commonwealth Area



- ❖ Existing zoning O-2 and B-1
- ❖ Align zoning with existing and recommended future land use



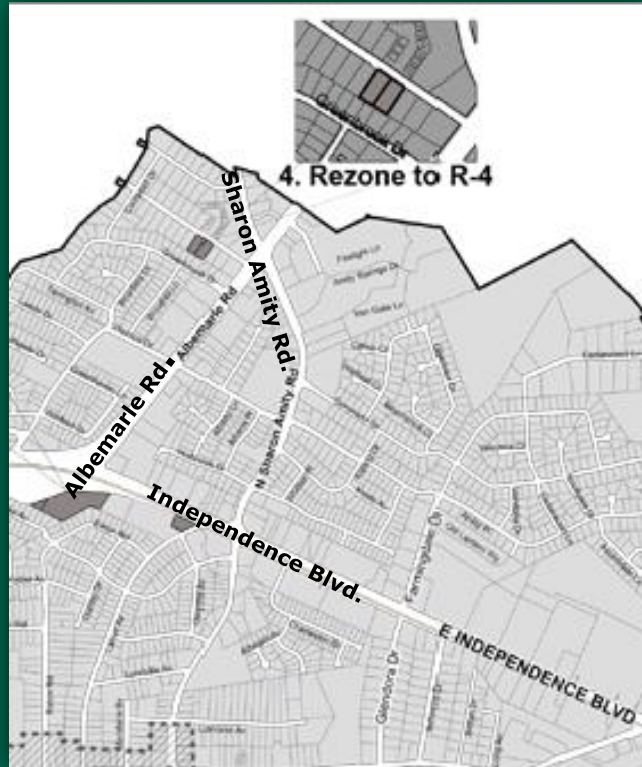
# Proposed Corrective Rezoning June Drive/ Wendover



- ❖ Existing zoning R-17
- ❖ Align zoning with existing and recommended future land use

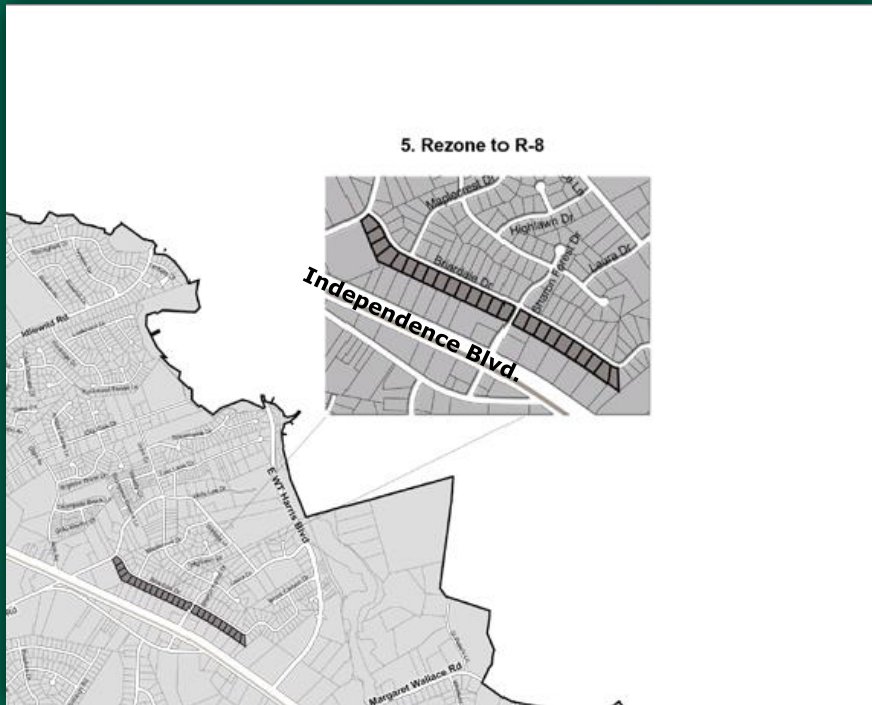


# Proposed Corrective Rezoning Driftwood/Albemarle



- ❖ Existing zoning R-17
- ❖ Align zoning with existing and recommended future land use

# Proposed Corrective Rezoning Briardale Drive/Wallace Road Area



**Existing Single Family Across the Street**

- ❖ Existing zoning R-17
- ❖ Align zoning with existing and recommended future land use

# Proposed Corrective Rezoning Independence/Albemarle Area



- ❖ Existing zoning B-1
- ❖ Align zoning with existing and recommended future land use



# Proposed Corrective Rezoning Fugate/Monroe Road Area



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

