



CHARLOTTE.

INDEPENDENCE BOULEVARD AREA PLAN

Community Advisory Group – Meeting #3

October 14, 2008

Tonight's Agenda

Introduction **6:00 - 6:05**

Tom Warshauer

Presentation **6:05 - 6:50**

Blake Drury

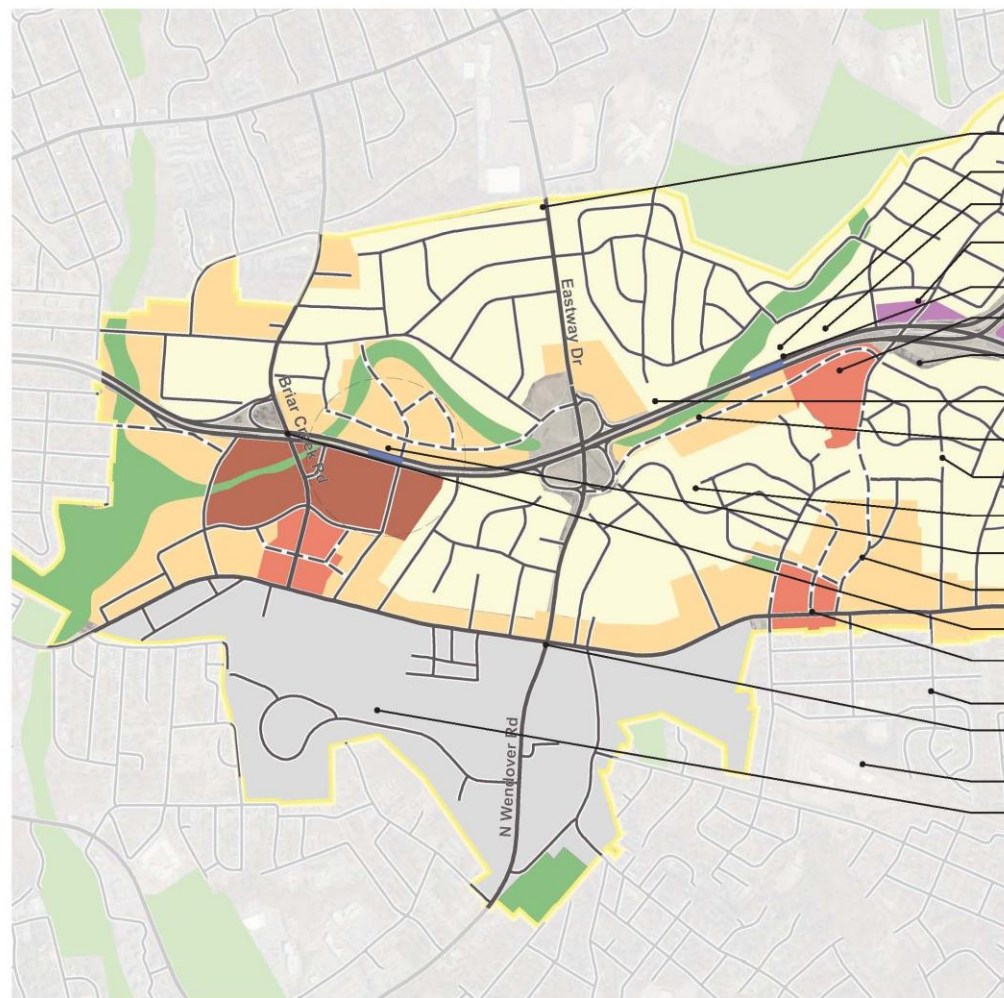
BREAK **6:50 – 7:00**

Group Exercises **7:00 - 7:55**

All

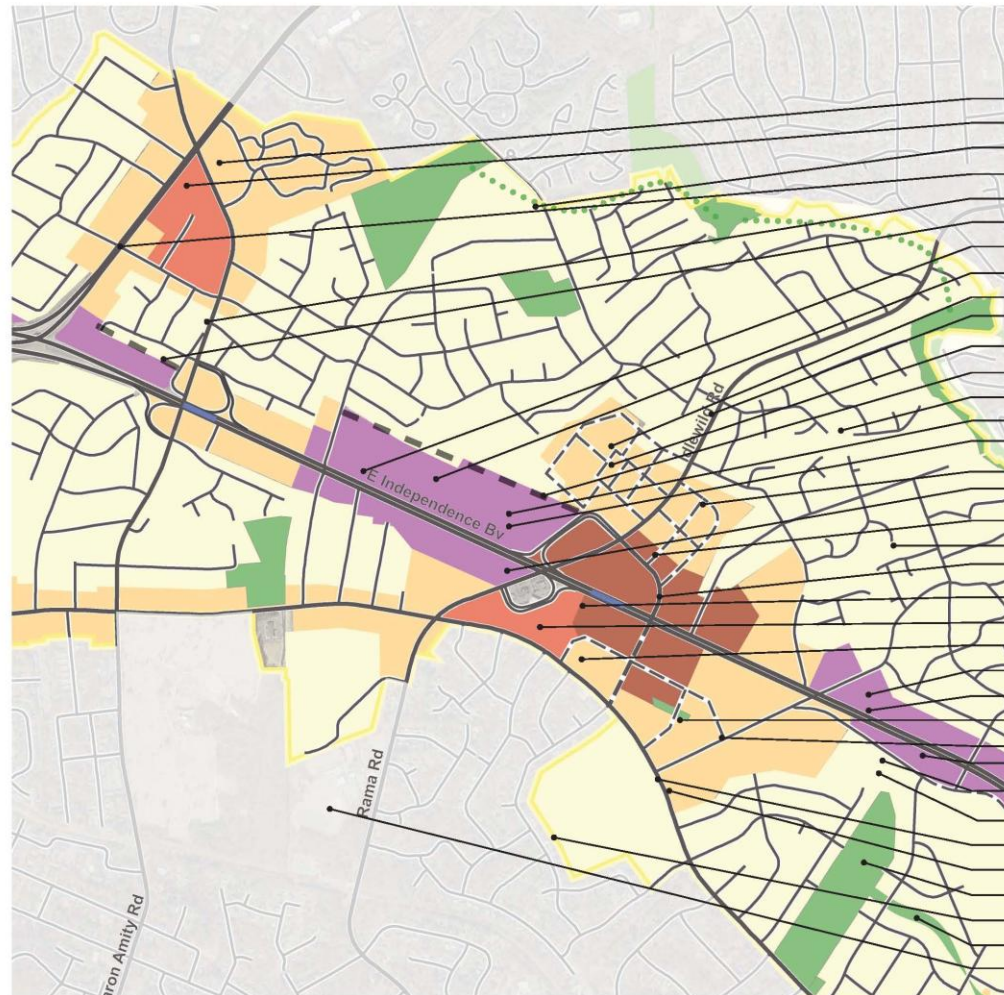
Wrap Up & Next Steps **7:55 – 8:00**

Blake Drury



INDEPENDENCE BOULEVARD AREA PLAN
 Community Advisory Group Comments on Draft Character Area Map
 September 5, 2008
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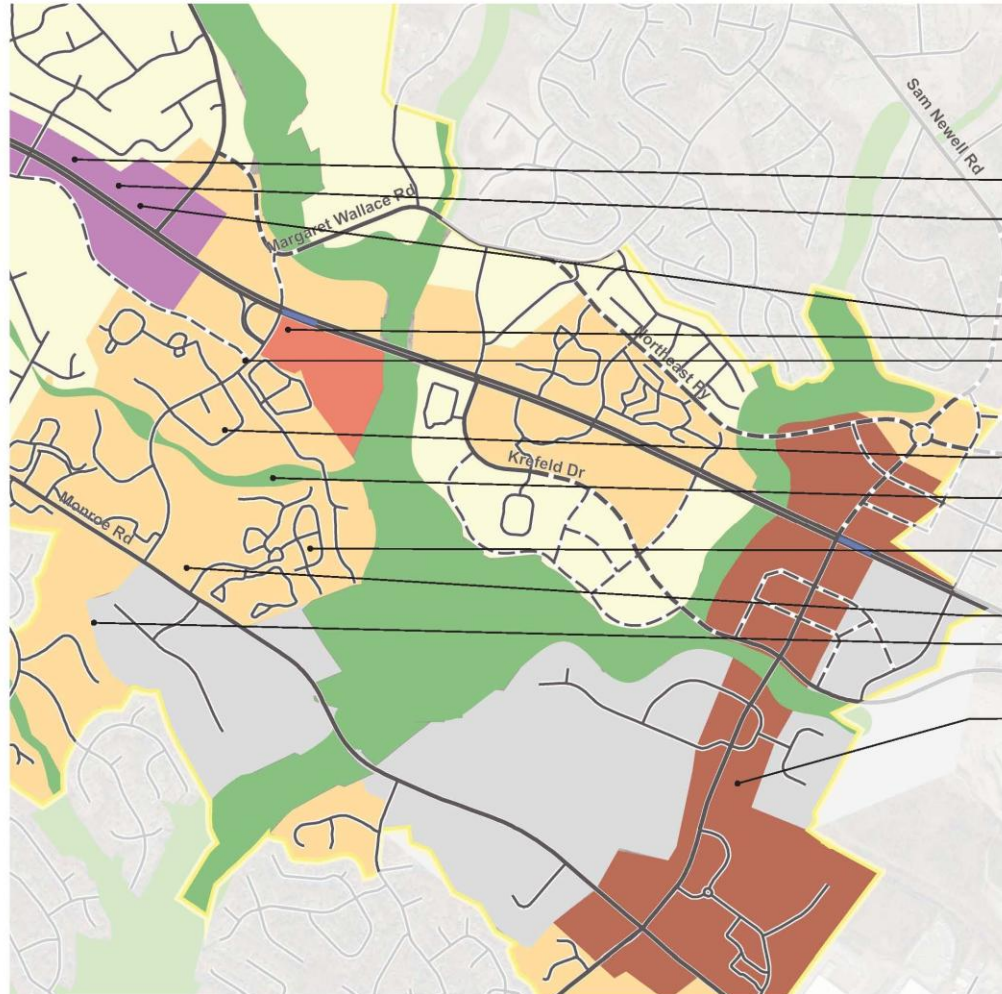
- **Neighborhood Node** Consider adding neighborhood node at this location
- **Character** Consider neighborhood core in this area
- **Barriers** Consider brick walls or sound barriers where neighborhoods are adjacent to Independence; buffer like Elizabeth and Chantilly
- **Highway-Oriented District** Development is ugly and outmoded; convert to transit-oriented development
- **At Transit Station** Need small retail – boutiques, etc., on north side of Independence
- **Coliseum Shopping Center** Change to regional node with improved connectivity and build multi-use town center similar to Birkdale; include pedestrian connections to neighborhood
- **New Street Connection** Provide connection between Eastway and Pierson parallel to Independence
- **Norland Road** No Independence Blvd access is good
- **New Street Connection** Good
- **New Street Connection** Potential street connection
- **New Street Connection** Potential street connection
- **At Transit Station** Locate park or small retail; opportunity for water feature
- **New Street Connection** Cut-throughs will harm neighborhoods
- **Briar Creek Bridge** Add pedestrian walk to bridge
- **Monroe Road** Curbs and sidewalks are not maintained, weeds covering sidewalks, ugly; street cleaning needed, repaving and sidewalk improvements needed
- **Parks** More parks in this area
- **Monroe Road** Why all industrial? Don't want to see all industrial fronting Monroe Road; need more neighborhood node on both sides of Monroe, especially at Wendover; reevaluate the land use of businesses that occupy single family homes
- **Rail Line** Consider using existing rail line for light rail alignment
- **Industrial Area** Potential for Class 'A' office space in this district, supported by residential, mixed-use, quality retail, business, etc...



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- Node Extend node across Sharon Amity
- Node Bad site; no access from northbound Sharon Amity or inbound Albemarle
- Greenway Connect parks in this area with greenways
- Connection Reconnect Pierson across Albemarle
- Character Extend neighborhood core along Sharon Amity
- New Street Connection Incorporate reverse frontage road to support transit-oriented district
- Character Extend neighborhood core along Independence
- Character Change to regional node with townhome and condos and greenway buffer
- Current Blight Condemn and bulldoze awful apartment complexes; make R-4
- Character Extend neighborhood core along major streets leading to transit stations which will support bus service
- Node Redevelop as mixed or multi-use development
- New Street Connection Incorporate reverse frontage road to support transit-oriented district
- Pedestrian Connections Add pedestrian connections between neighborhoods
- Character Make transit-oriented development
- Character No highway-oriented district here; Get rid of car lots; make R-4 other residential (but no apartments)
- Current Blight Condemn and bulldoze Ashley Place apartment complex
- Character Get rid of big box shopping center; need small shops and boutiques; add parks into the mix
- New Connections Yes
- Pedestrian Connections Add pedestrian connections between neighborhoods
- Node Maximize walkability across Independence and strengthen pedestrian connections to neighborhoods
- Node Redevelop shopping center
- Node Location Yes
- Current Blight Bulldoze Castlewood apartment complex
- Character Make transit-oriented development
- Barrier Neighborhood needs sound wall here
- Park Increase park space in node
- New Intersection Traffic circle here
- Character Change to neighborhood core; highway-oriented district here is too narrow to be viable and is an eyesore
- Frontage Road Perhaps the City can purchase dilapidated houses along Wallace Road and move Wallace over a bit away from Independence to make space for neighborhood core development
- Park Expand Mason Wallace Park to Wallace Road and build recreation center
- Traffic Fix situation at these intersections
- Park Add park here in conjunction with East Meck High and library
- Park Make a destination along the greenway
- Pedestrian Connections Add pedestrian connections from neighborhood to East Meck High
- Park Route greenway toward new recreation center, along streets, not through back yards
- Park Add park here



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Community Advisory Group Comments on Draft Character Area Map

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- Character Too much Highway-Oriented District; do not want to see more strip development
- Frontage Road Need new frontage road; but do not connect into adjacent neighborhoods
- Character Should be transit-oriented Class A office space
- Pedestrian Connections Add new and improve existing pedestrian connections
- Traffic Include traffic circle at this location
- Character Need to reduce rental properties in this Core
- Greenways Connect greenways to restaurants and Neighborhood Nodes where possible
- School New school needed for this neighborhood
- Greenways Add this area to greenway network
- New Street Connection Connect street from Neighborhood Core to Ind/Empl District
- Character Regional Node is too large and not cohesive or centralized enough

Other Comments

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Community Advisory Group Comments on Draft Character Area Map

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1. Strengthen and Build Neighborhoods

- Pedestrian walkways and catwalks should connect neighborhoods, businesses
- More pedestrian connections to schools
- Bring substantial connectivity between north and south sides of Independence; do not allow it to become a barrier
- Establish many connections between neighborhoods, to eliminate possibility of single cut-through route
- Minimize all cut-through routes
- Install speed humps and other traffic calming devices
- Do not install speed humps
- Ensure that new development is high-quality
- Reduce Section 8 rentals
- Strengthen code enforcement and crime prevention
- No more highway-oriented commercial
- More housing for 55+ community
- More mixed-use developments
- No bars, check cashing stores, or buy here/pay here car lots
- Need to protect existing ranch home neighborhoods from becoming filled with McMansions or multi-family
- Need to protect neighborhoods from noise of freeway

2. Create Nodes

- No big-box in nodes; need small shops and boutiques
- Prefer to see less highway-oriented districts and strip development (which are ugly and out-moded) and create more nodes
- Nodes should include cultural attractions
- Need to consider having some Regional Nodes sit adjacent to Neighborhood Nodes, with high interconnectivity between them
- Adequate buffering is needed between nodes and Independence Blvd

3. Reclaim and Showcase Natural Systems

- Expand green areas and expand existing parks
- Reclaim Edwards Branch
- The Swim Club (formerly Knights of Columbus Swim & Tennis Club) should be taken over by Parks Dept and made public. Club could be connected to greenways.
- Reconstruct creeks
- Connect parks, waterways/lakes, and greenways with bike and walking trails, as well as streets
- Prevent developers from using loopholes to clear-cut land and remove tree canopies
- Area needs a public gym facility
- Require developers to build greenway system as they develop parcels

4. Orient Towards Monroe & Central

- Monroe Road infrastructure (curbs, sidewalks, etc) needs to be upgraded if it is going to play more prominent role
- Roads need traffic calming
- Multiple street connections from Central to Monroe, across Independence, are needed
- The Plan does not pay enough attention to Monroe and Central

5. Leverage Opportunities

- Create a transit hub at Independence/Pecan/Commonwealth/Central where various transit lines could converge
- Create more entertainment, cultural, and family-oriented amenities
- Relocate businesses before changes on Independence force them out of business
- Create tax-free zones to encourage development in certain areas
- Target better office development
- Coordinate Plan with concrete ideas about what we want future tax base to be
- Locate schools and government facilities in places where we are encouraging development

6. Provide Choices

- Ensure new development is more friendly to pedestrians, bikes, and transit
- Allow left turns on Independence
- Need more bike lanes, sidewalks, pedestrian crossings over Independence
- Need better pedestrian access to greenways
- Limit amount and design of parking facilities associated with transit stops

7. Balance Neighborhood, Community, and Regional Needs

- Need more small-scale retail for local residents; especially on north side of Independence
- Need to focus on improving existing apartment complexes
- Do not allow regional road (Independence) to physically divide northern and southern communities
- Schools should be walkable and available for community uses

8. Define U.S. 74

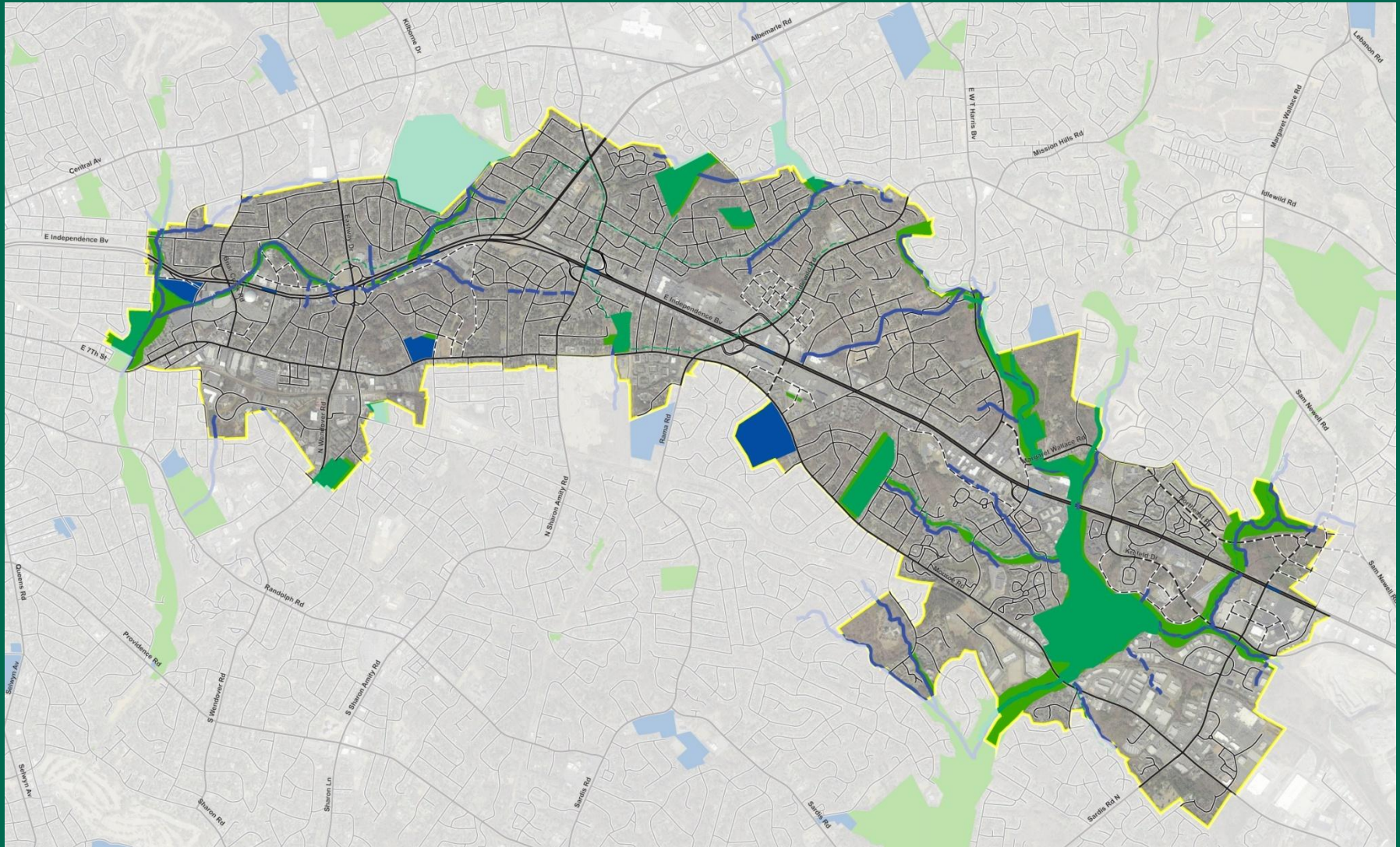
- Strengthen side streets since many businesses cannot survive on Independence
- Put transit line on edges of Independence, not down the middle
- Existing businesses need to maintain their access from U.S. 74
- Plan for frontage roads to serve new Regional Nodes
- Preserve ability to change transit into light rail in the future
- Define noise and light pollution associated with traffic on "new" U.S. 74
- Revitalize Monroe Rd to take over function of serving neighborhood population

9. Implement the Plan

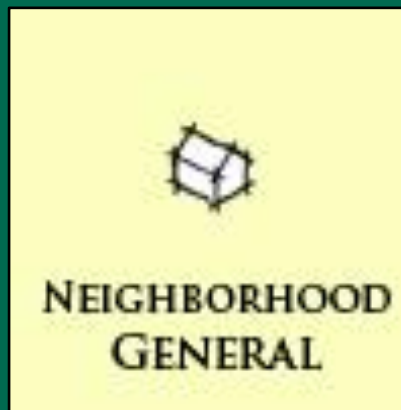
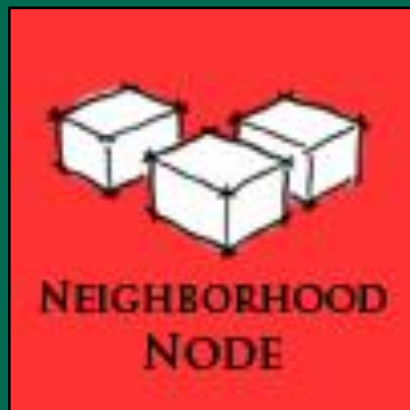
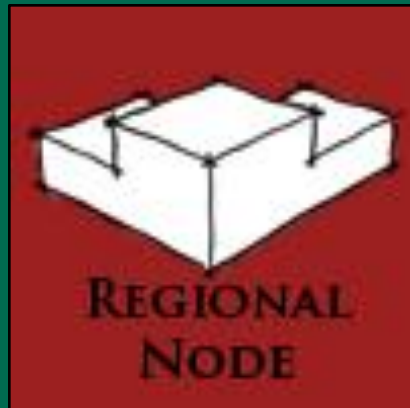
- Now!
- Enforce the upcoming non-residential building code
- Show a mock-up of how a transit station with parking facility, development, etc shown.

General Comments

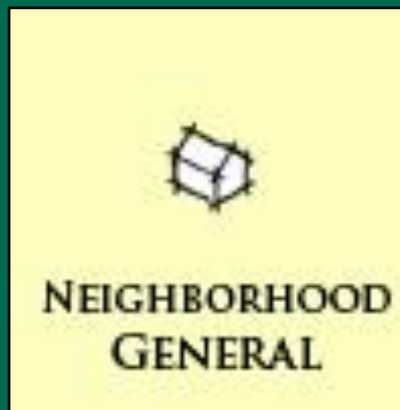
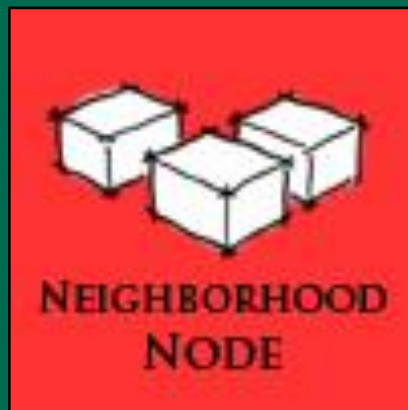
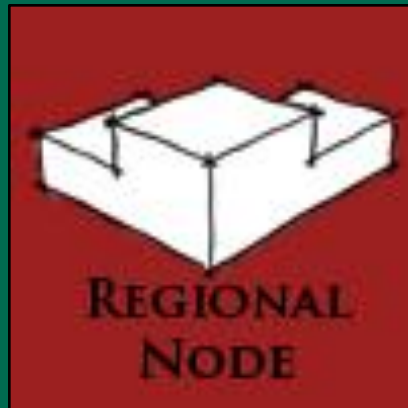
- Need to better understand demographic and population estimates for the area, in order to understand how many nodes, schools, etc are needed
- Light rail needed to attract higher-quality developers
- Consider establishing tax-free zone for arts and culture (like Providence, RI)



Types of Character Areas

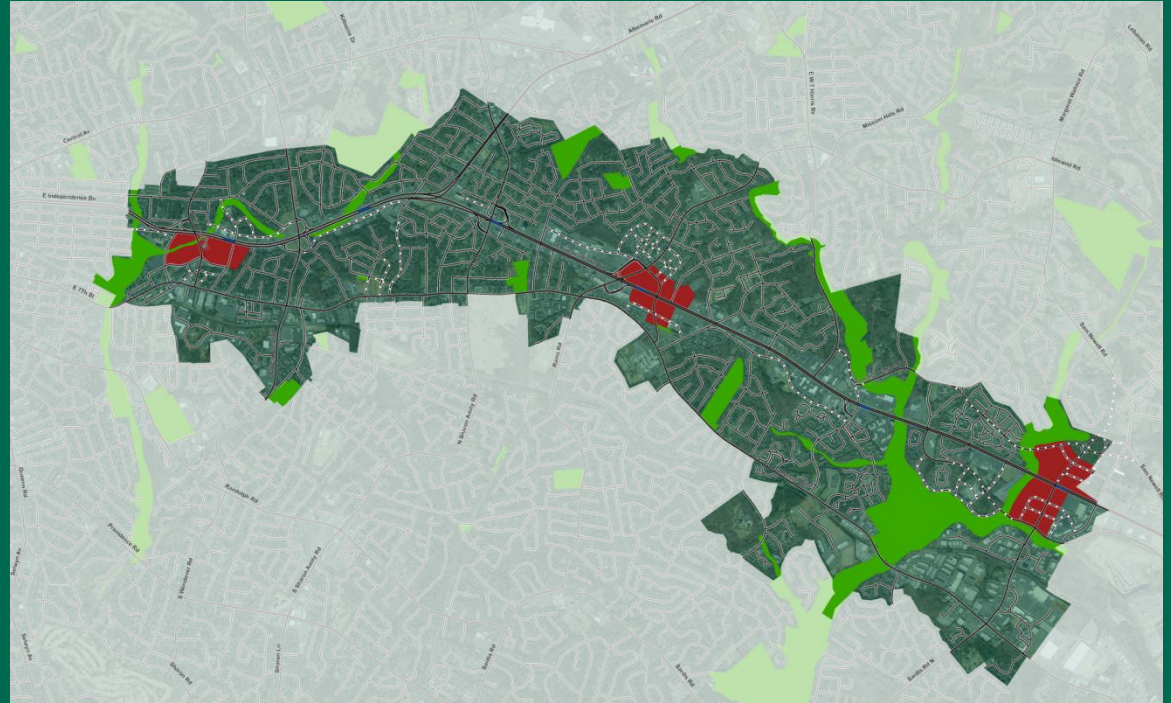


Types of Character Areas



Purpose: Why do we need Regional Nodes?

- Serve regional retail and commercial demands
- Provide higher-density residential in mixed-use settings
- Support transit stations with appropriately intense land uses

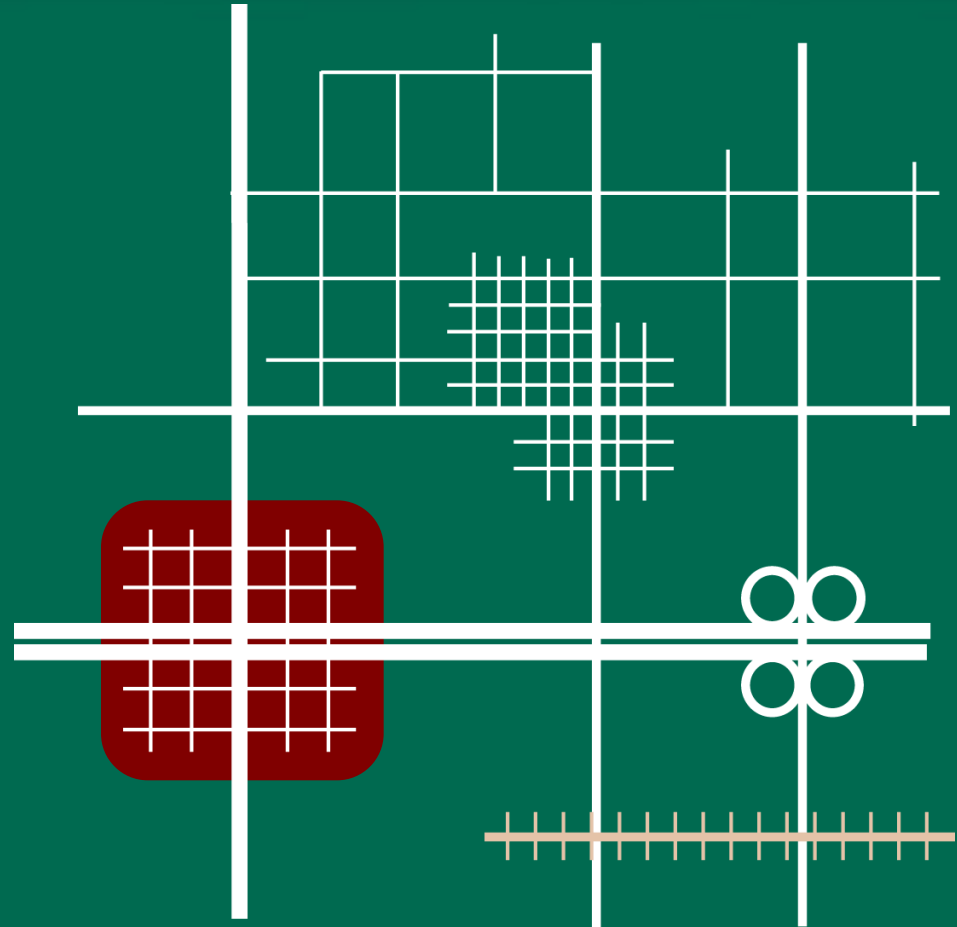


Access and Connectivity

Access from multiple regional roads (i.e. Independence, Sardis, Idlewild)

High level of internal and external connectivity

Oriented towards transit



Character of Use

Mixed- or Multi-Use

Residential, Office,
Retail



Building Types

Mixed-use
Storefront Commercial
Large-Format Retail
Apartment Homes
Townhomes







Regional Node Example Concept

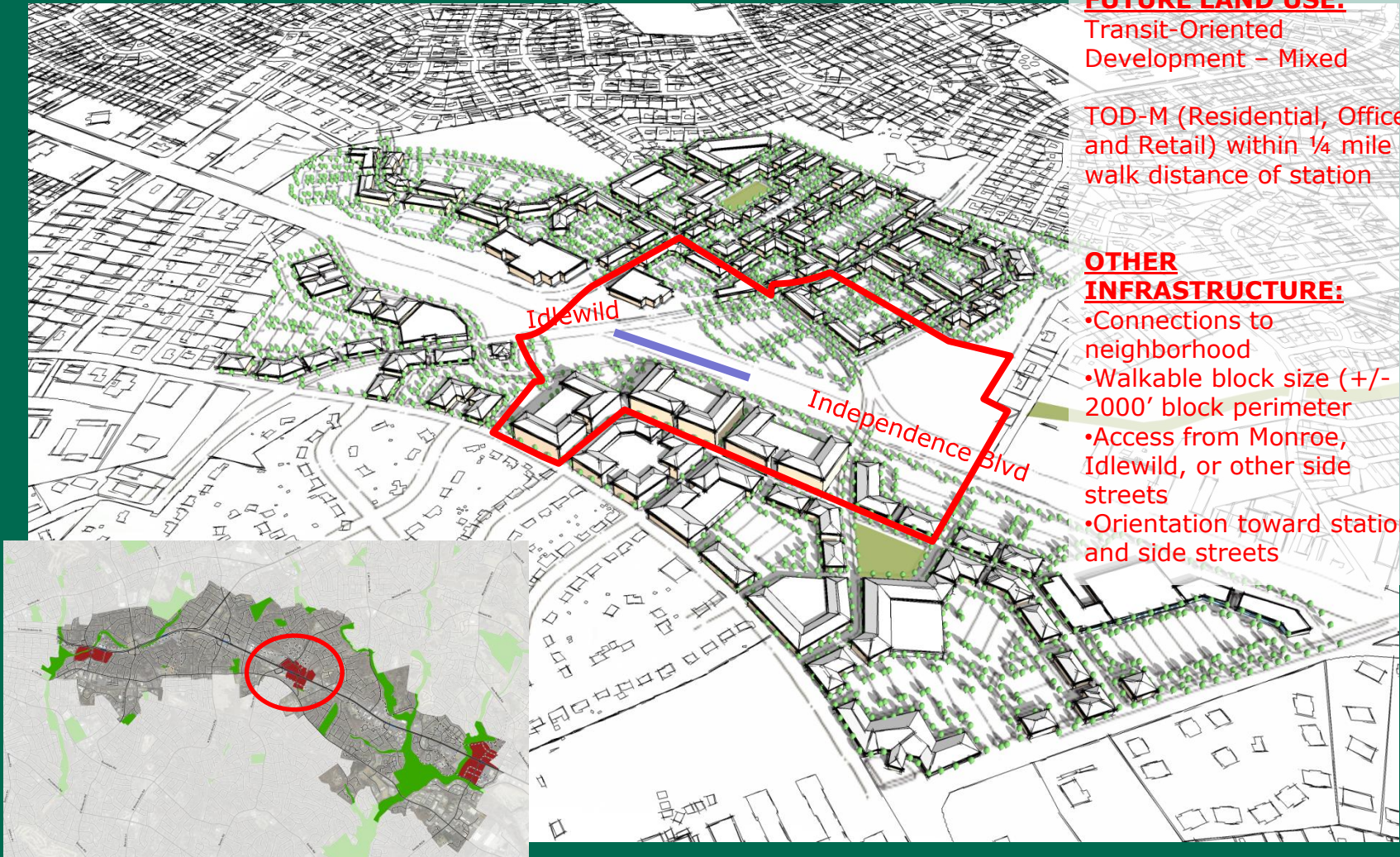
FUTURE LAND USE:

Transit-Oriented
Development - Mixed

TOD-M (Residential, Office,
and Retail) within ¼ mile
walk distance of station

OTHER INFRASTRUCTURE:

- Connections to neighborhood
- Walkable block size (+/- 2000' block perimeter)
- Access from Monroe, Idlewild, or other side streets
- Orientation toward station and side streets



Regional Node Example Concept

FUTURE LAND USE:

Transit-Oriented Development – Mixed TOD-M (Residential, Office, and Retail) within ¼ mile walk distance of station

Residential (up to 22 DU/Ac) and Office outside walk distance of station

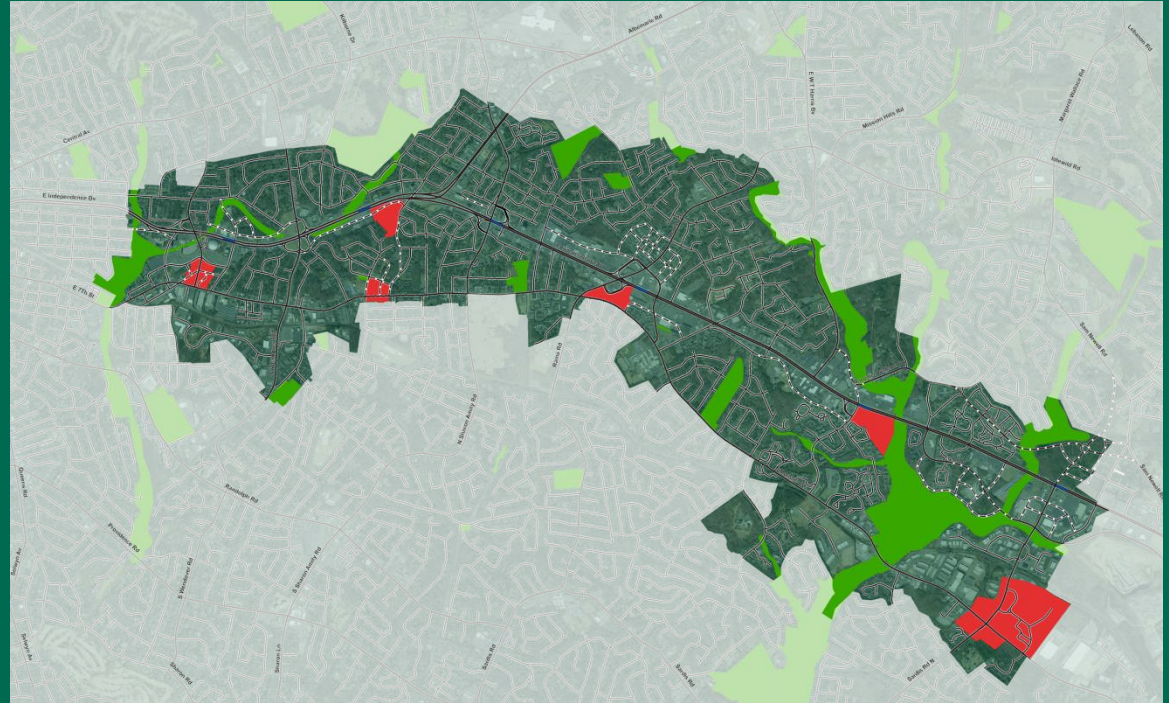
OTHER INFRASTRUCTURE:

- Connections to neighborhood
- Walkable block size (+/- 2000' block perimeter)
- Access from Sardis, or other side streets
- Regional stormwater solution
- Capitalize on creek/greenway amenity
- Orientation toward station and side streets



Purpose: Why do we need Neighborhood Nodes?

- Serve local retail and commercial demands
- Provide neighborhood serving retail, office, and medium-density residential in mixed-use settings

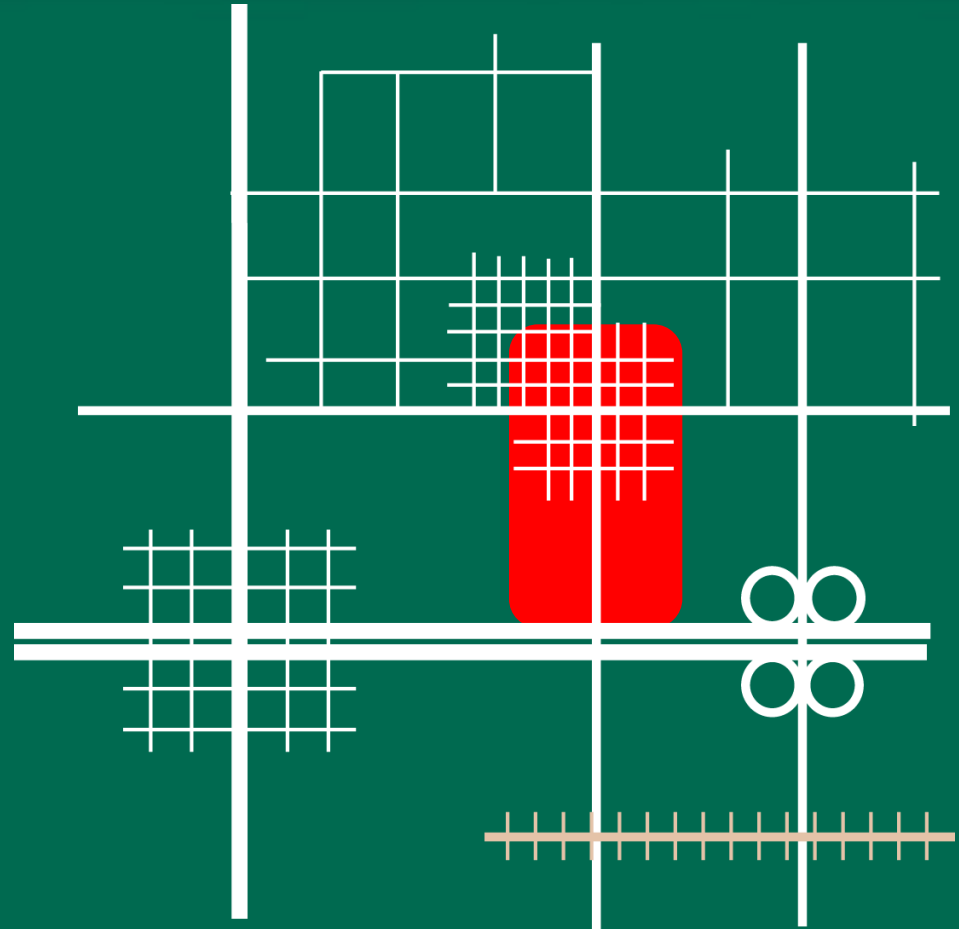


Access and Connectivity

Access from community road (i.e. Idlewild, Eastway)

High level of internal and external connectivity

Oriented towards transit, where applicable



Character of Use

Mixed- or Multi-Use

Residential, Office,
Retail

Building Types

Apartment Homes

Mixed-Use

Storefront Commercial

Townhomes

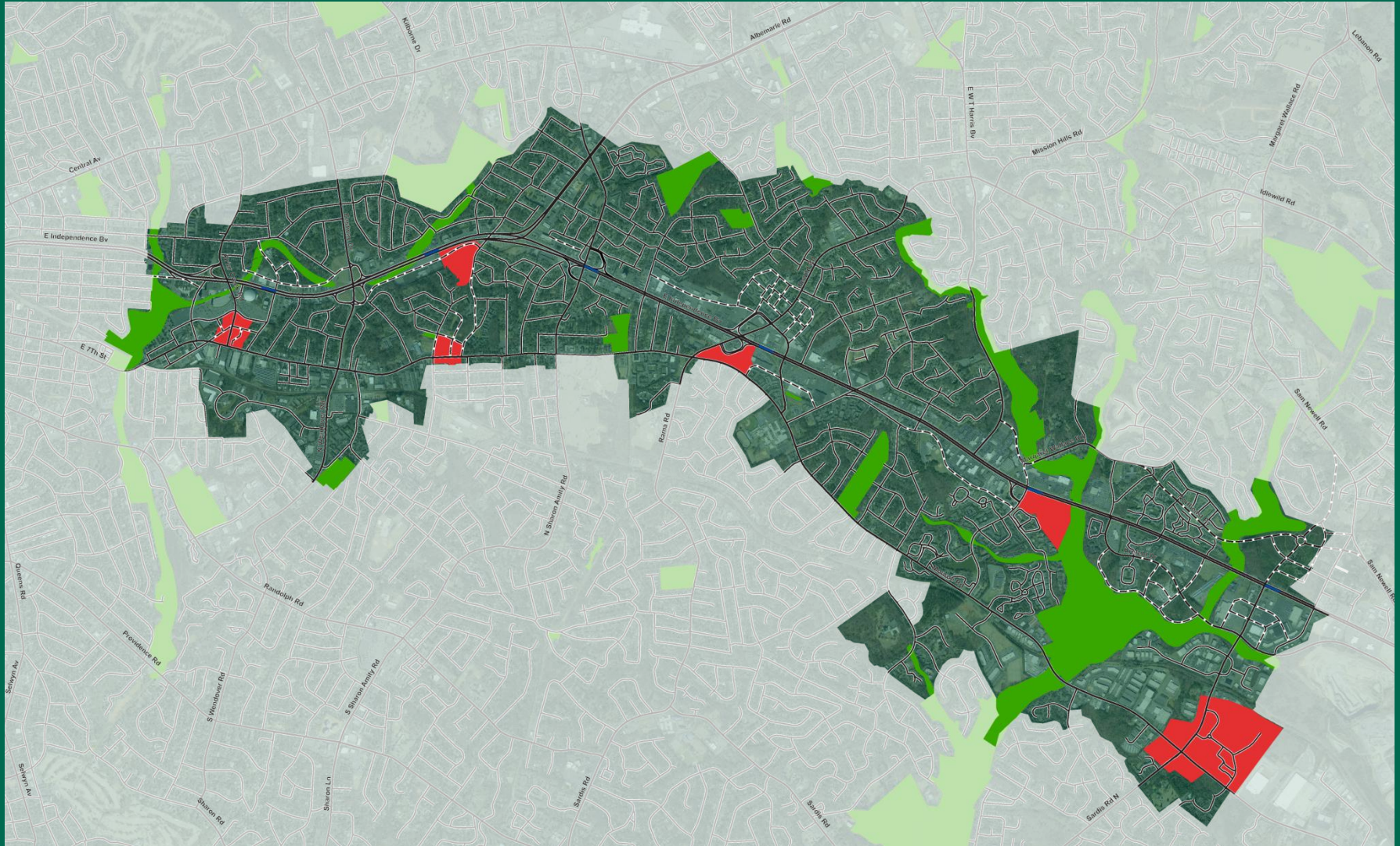


Neighborhood Node

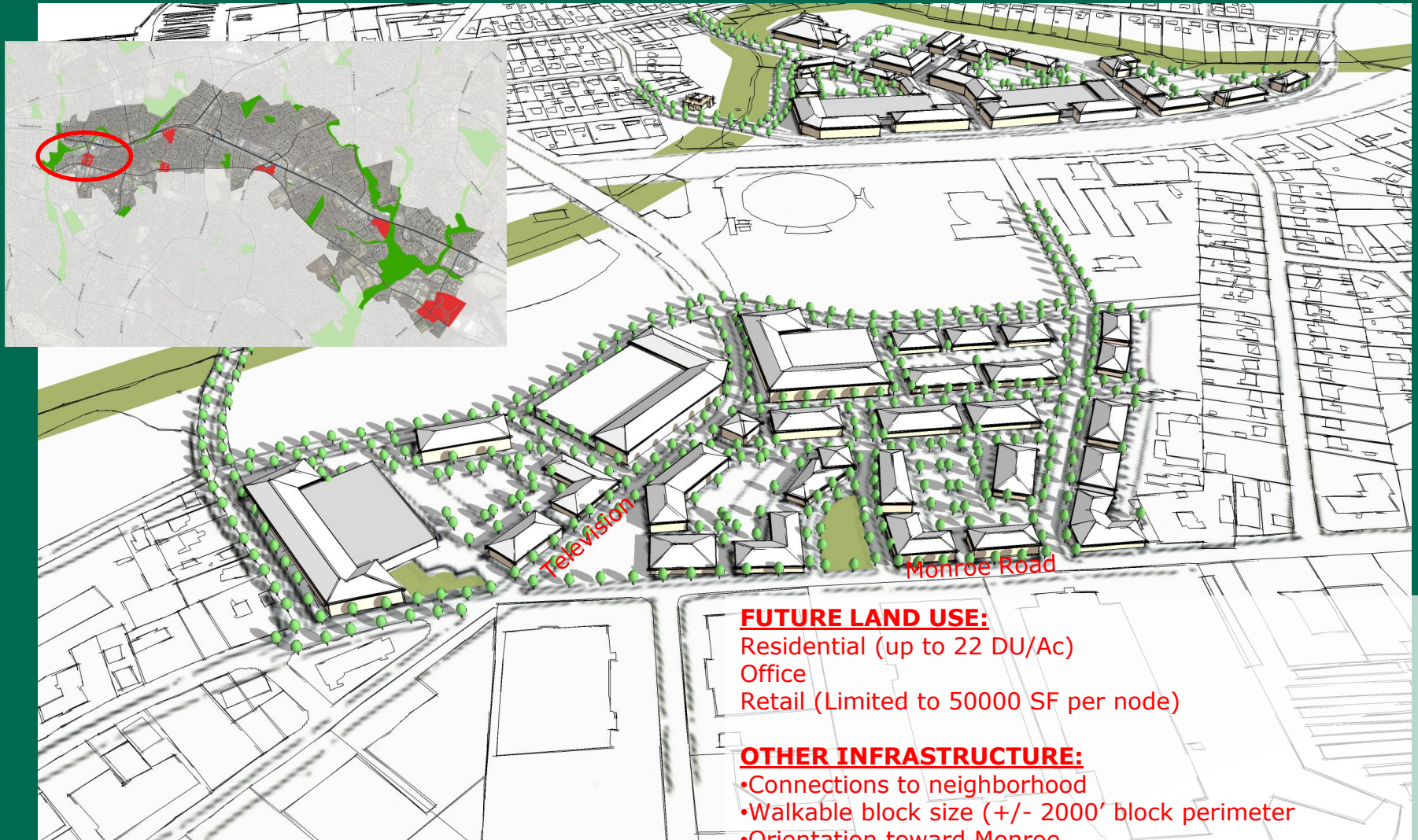




Neighborhood Node



Neighborhood Node Example Concept



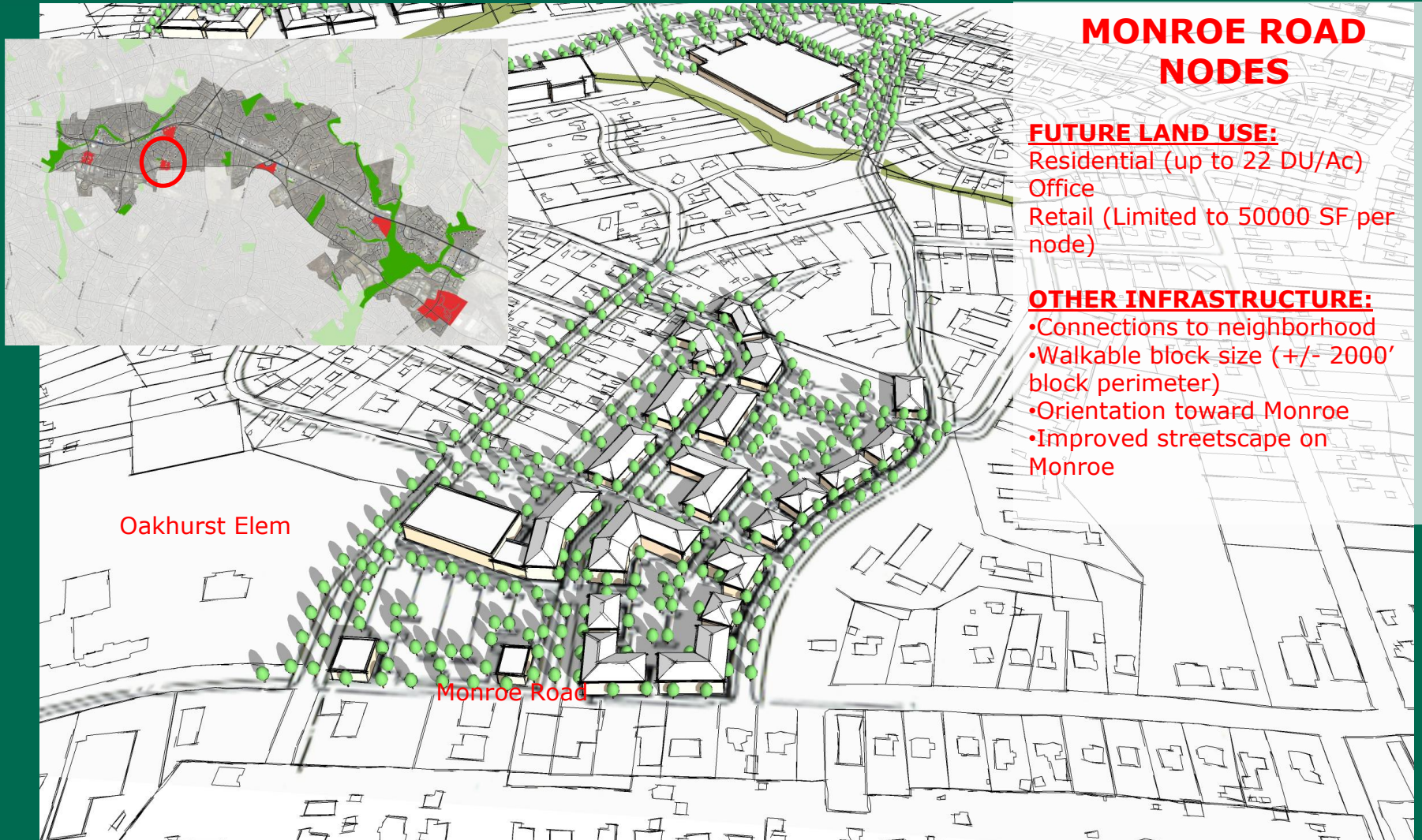
FUTURE LAND USE:

Residential (up to 22 DU/Ac)
Office
Retail (Limited to 50000 SF per node)

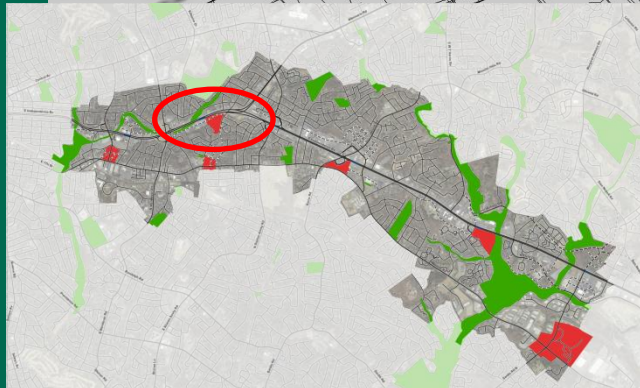
OTHER INFRASTRUCTURE:

- Connections to neighborhood
- Walkable block size (+/- 2000' block perimeter)
- Orientation toward Monroe
- Improved streetscape on Monroe

Neighborhood Node Example Concept



Neighborhood Node Example Concept



FUTURE LAND USE:

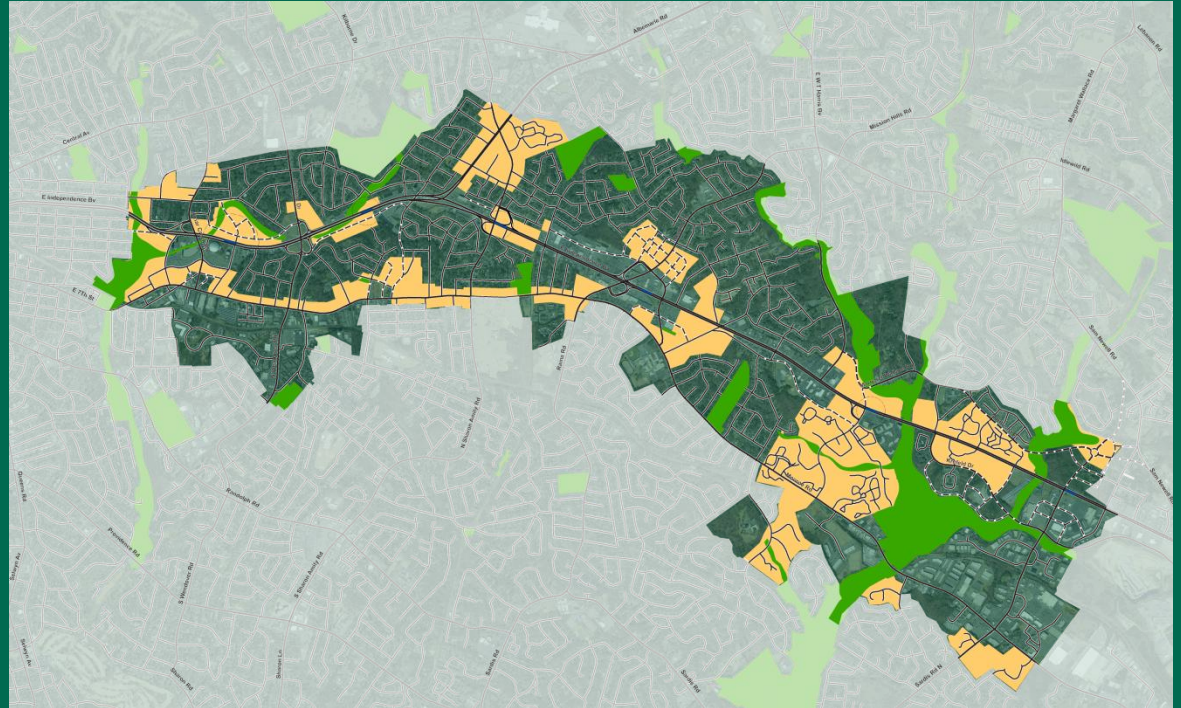
Residential (up to 22 DU/Ac)
Office
Retail (Limited to 200,000 SF per node)

OTHER INFRASTRUCTURE:

- Connections to Monroe
- Frontage road Pierson to west
- Walkable block size (+/- 2000' block perimeter)

Purpose: Why do we need Neighborhood Cores?

- Provide medium-density residential in mixed-use settings
- Serve local, small-scale retail and commercial demands
- Support the amenities and commercial uses in Neighborhood and Regional Nodes

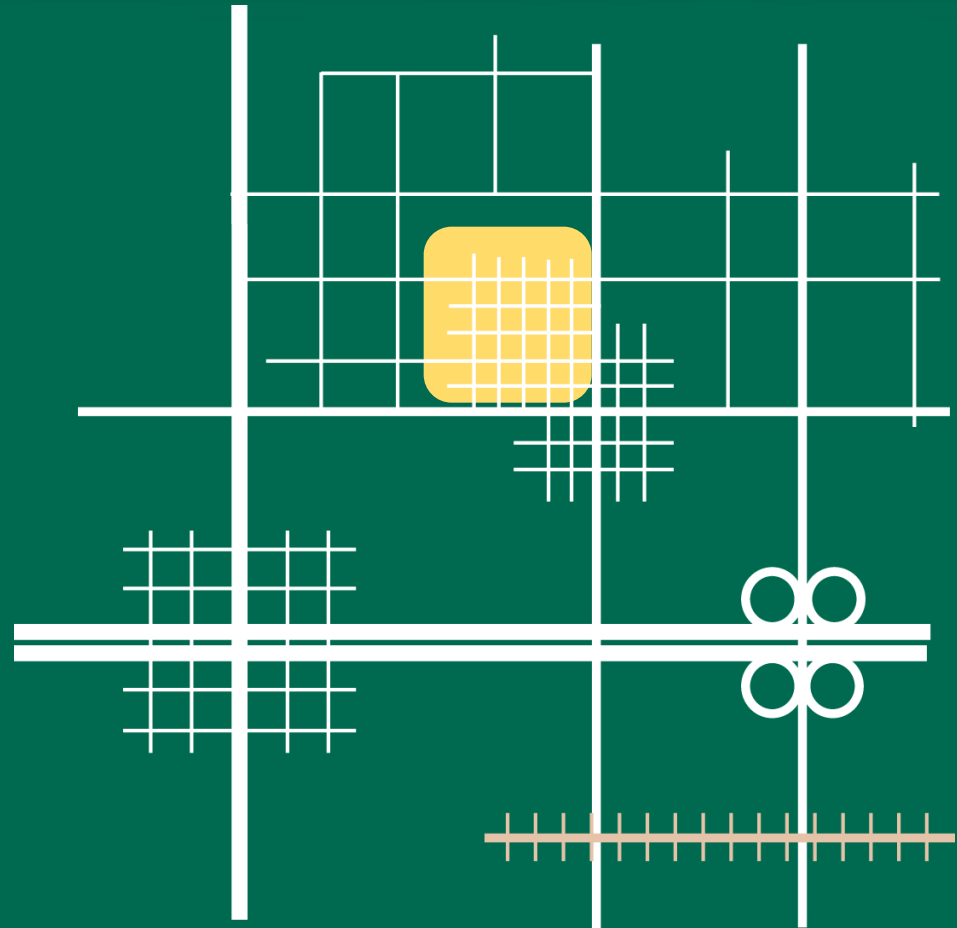


Access and Connectivity

Access from community road (i.e. Idlewild, Eastway)

High level of internal and external connectivity

Oriented towards transit, where applicable



Character of Use

Predominantly residential with some neighborhood-scale services

Building Types

Townhomes

Apartment Homes

Single-family Homes

Mixed-use

Storefront Commercial



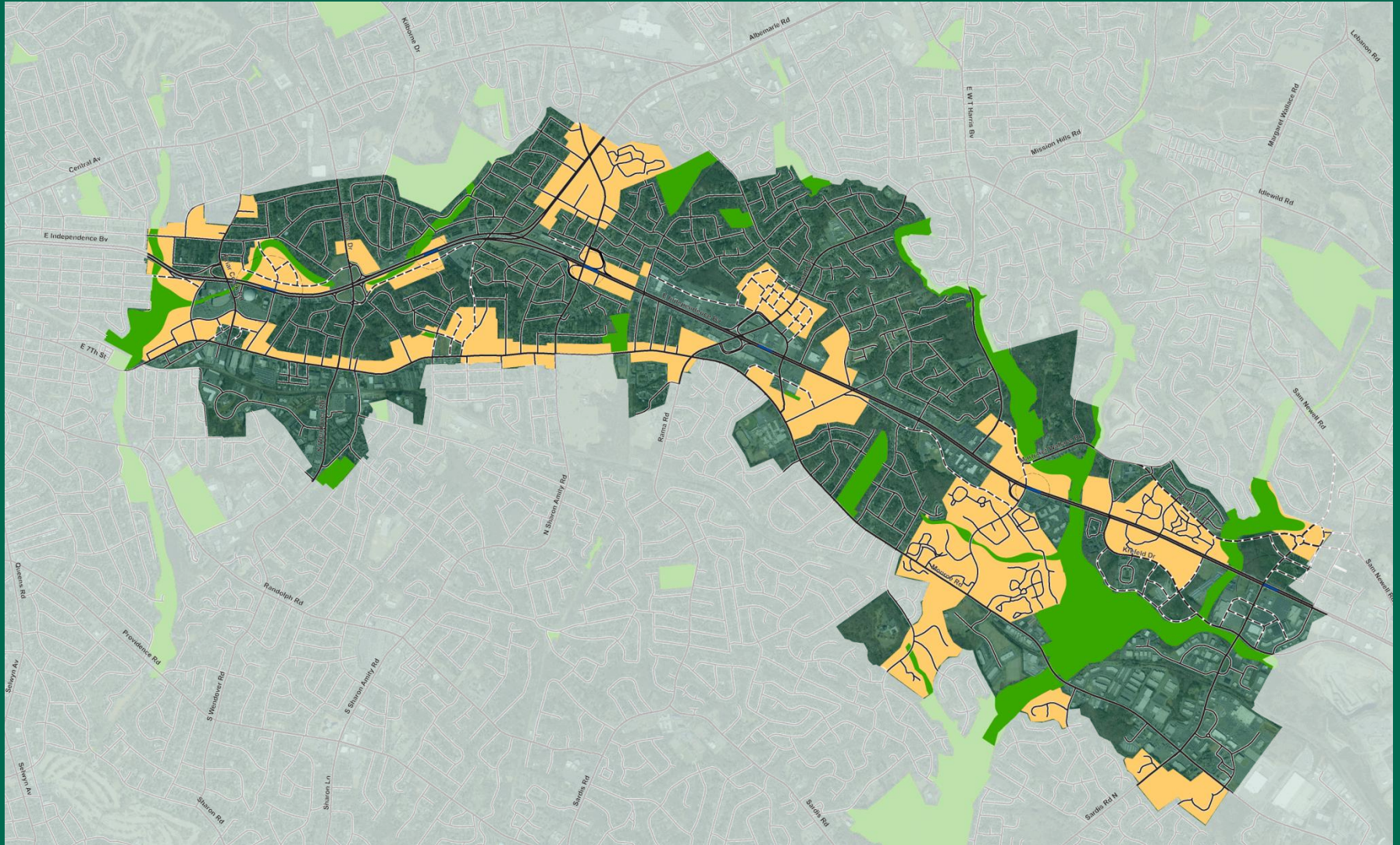
Neighborhood Core





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Neighborhood Core



Neighborhood Core Example Concept

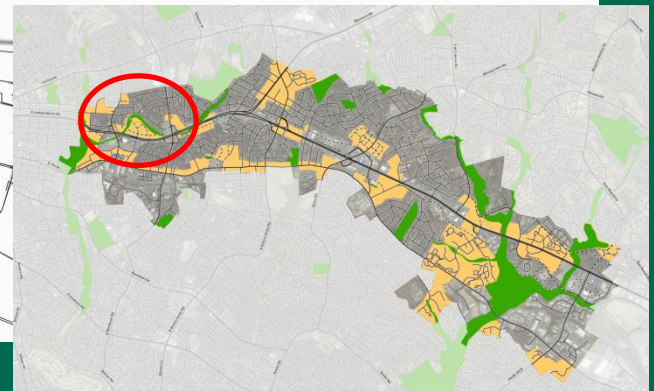


FUTURE LAND USE:

Residential (up to 22 DU/Ac)
Office
Retail (Limited to mixed-use buildings
within 500' of transit station)

OTHER INFRASTRUCTURE:

- Limited connections to neighborhood
- Walkable block size (+/- 2000' block perimeter)
- Orientation toward creek
- Regional stormwater



Neighborhood Core Example Concept

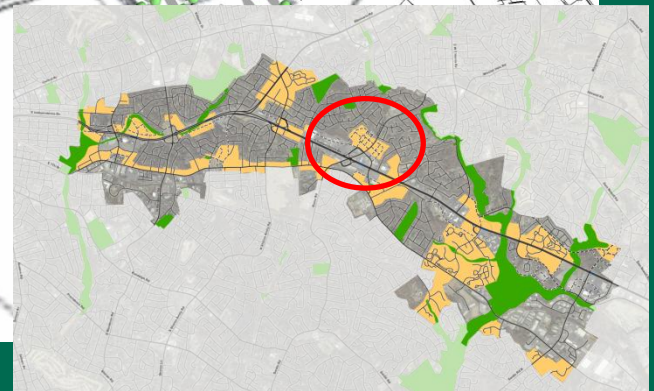


FUTURE LAND USE:

Residential (up to 22 DU/Ac)
Office (Limited to mixed-use buildings
along major streets)

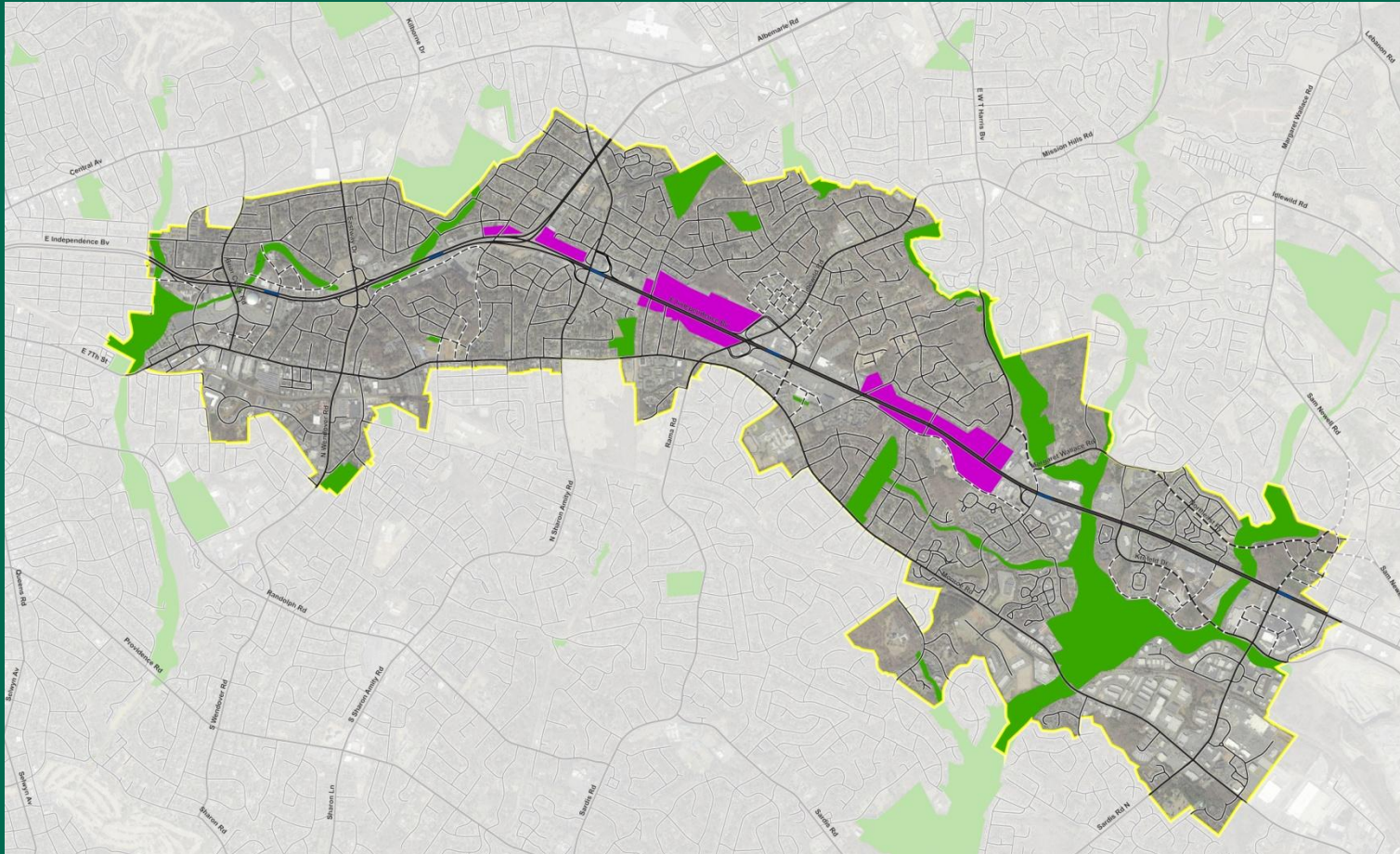
OTHER INFRASTRUCTURE:

- Connections to neighborhood
- Walkable block size (+/- 2000' block perimeter)
- Orientation toward streets and public spaces
- Improved streetscape on Idlewild





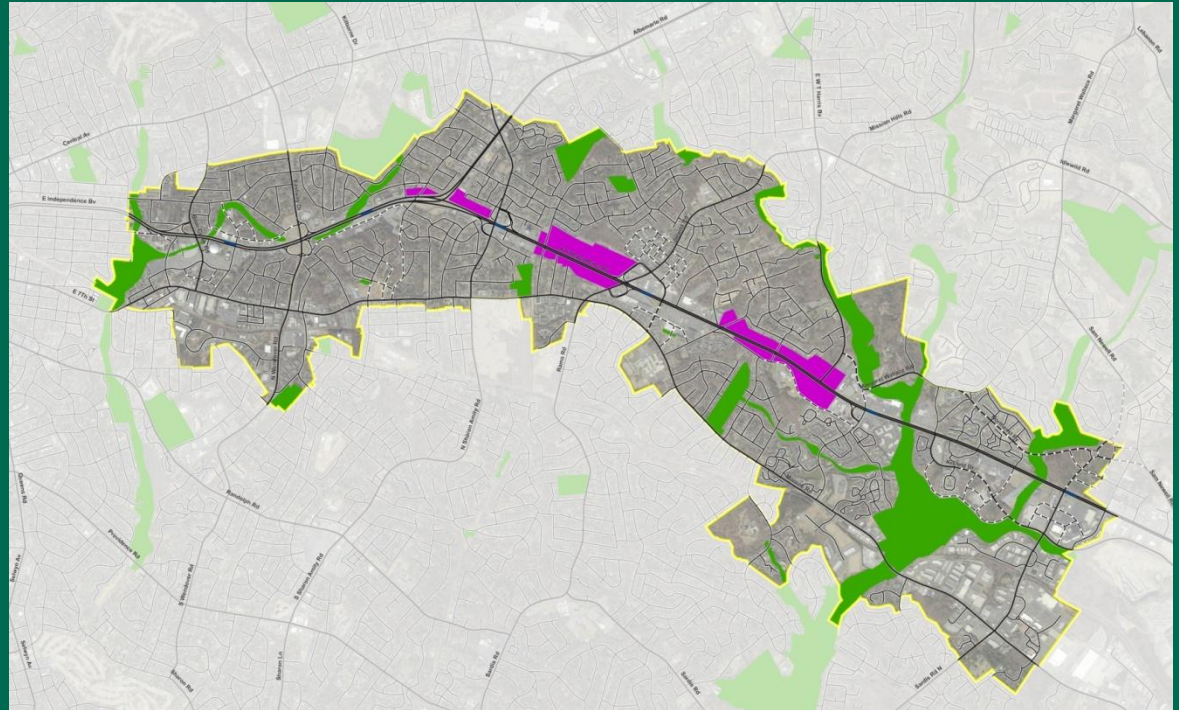
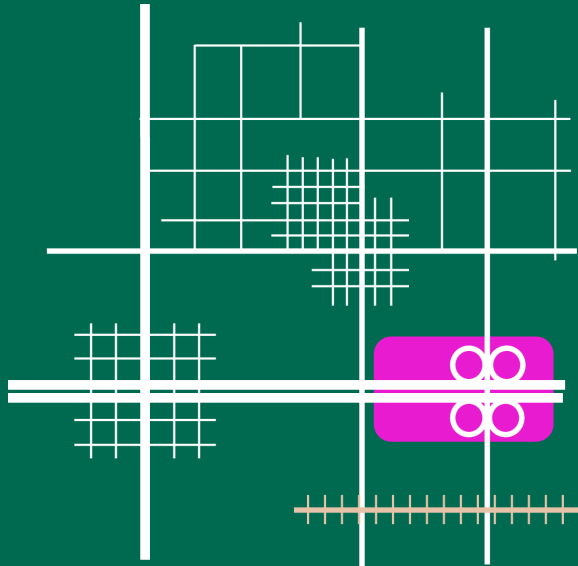
Independence Business District



Independence Business District

Recognizes current larger-scale linear concentrations of uses and provides for their transition to other uses over time

Access from **major regional** roadways





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Independence Business District

Character of Use

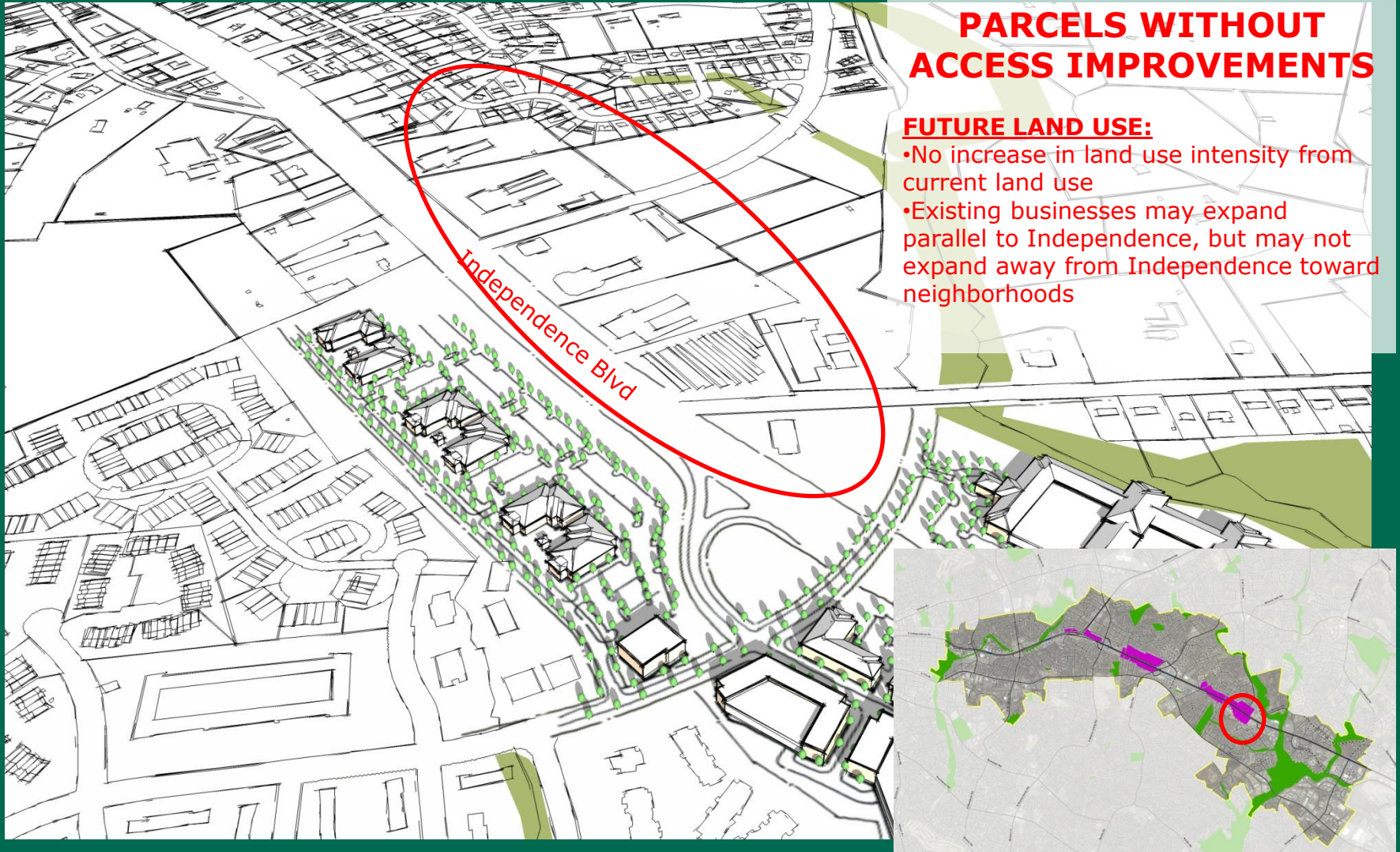
Larger-format commercial and office
uses *without access improvements*
Similar to Neighborhood Core *with
access improvements*

Building Types

Single-Use Retail



Independence Business District Example Concept



Independence Business District Example Concept



PARCELS WITH ACCESS IMPROVEMENTS

FUTURE LAND USE:

Residential (up to 22 DU/Ac)

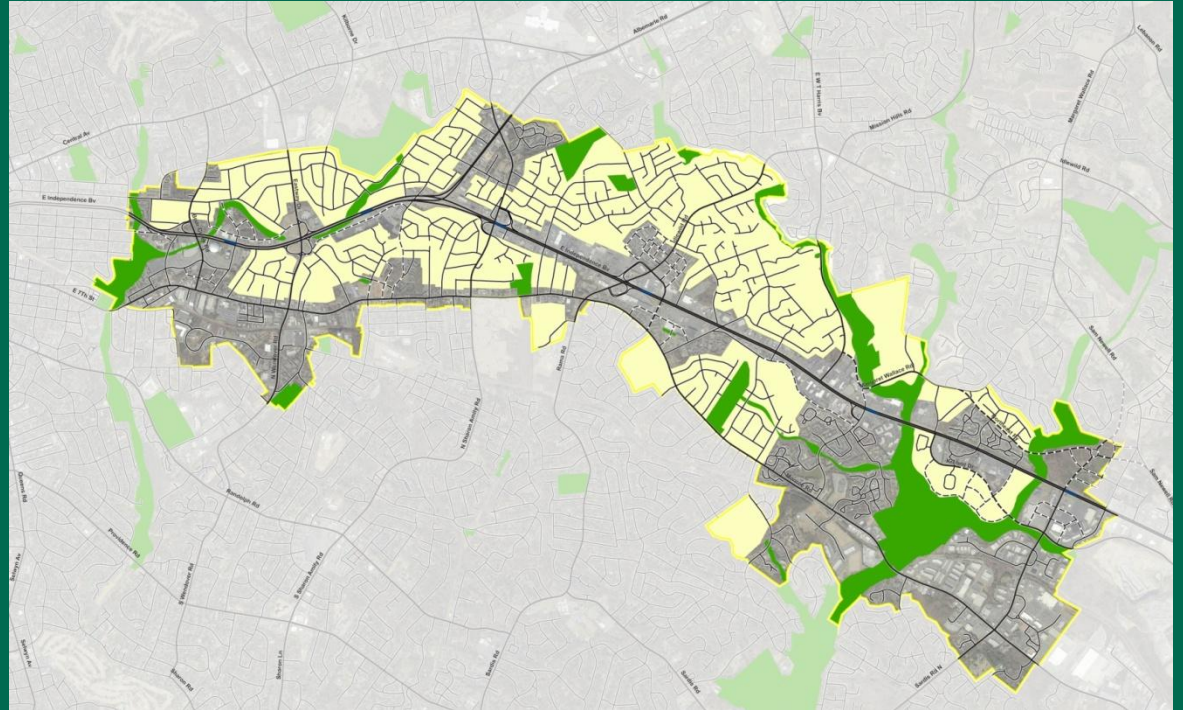
Office

Retail (Limited to 5000 SF/Ac within
mixed use building)



Purpose: Why do we need Neighborhood General?

- Provide low to medium-density residential
- Support the amenities and commercial uses in Neighborhood and Regional Nodes



Neighborhood General

Access and Connectivity

Access from local roads

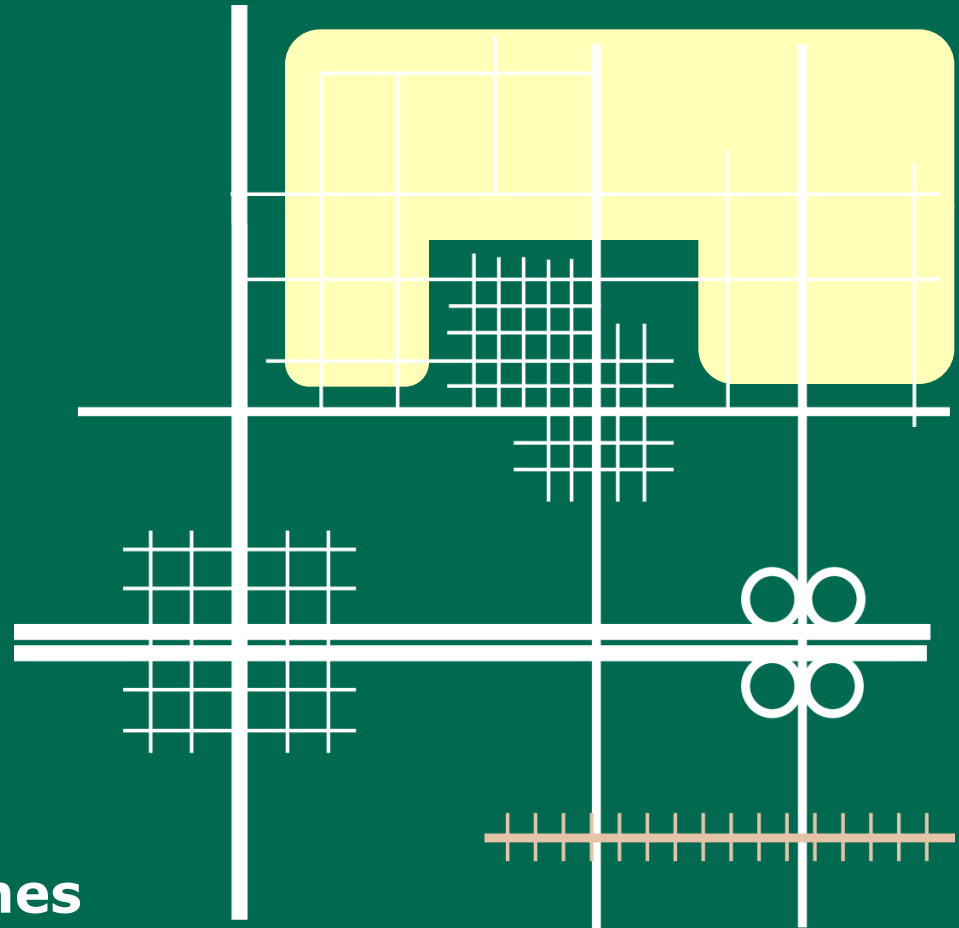
Medium level of internal and external connectivity

Character of Use

Residential (varying densities)

Building Types

Single-family detached homes
Townhomes



Neighborhood General



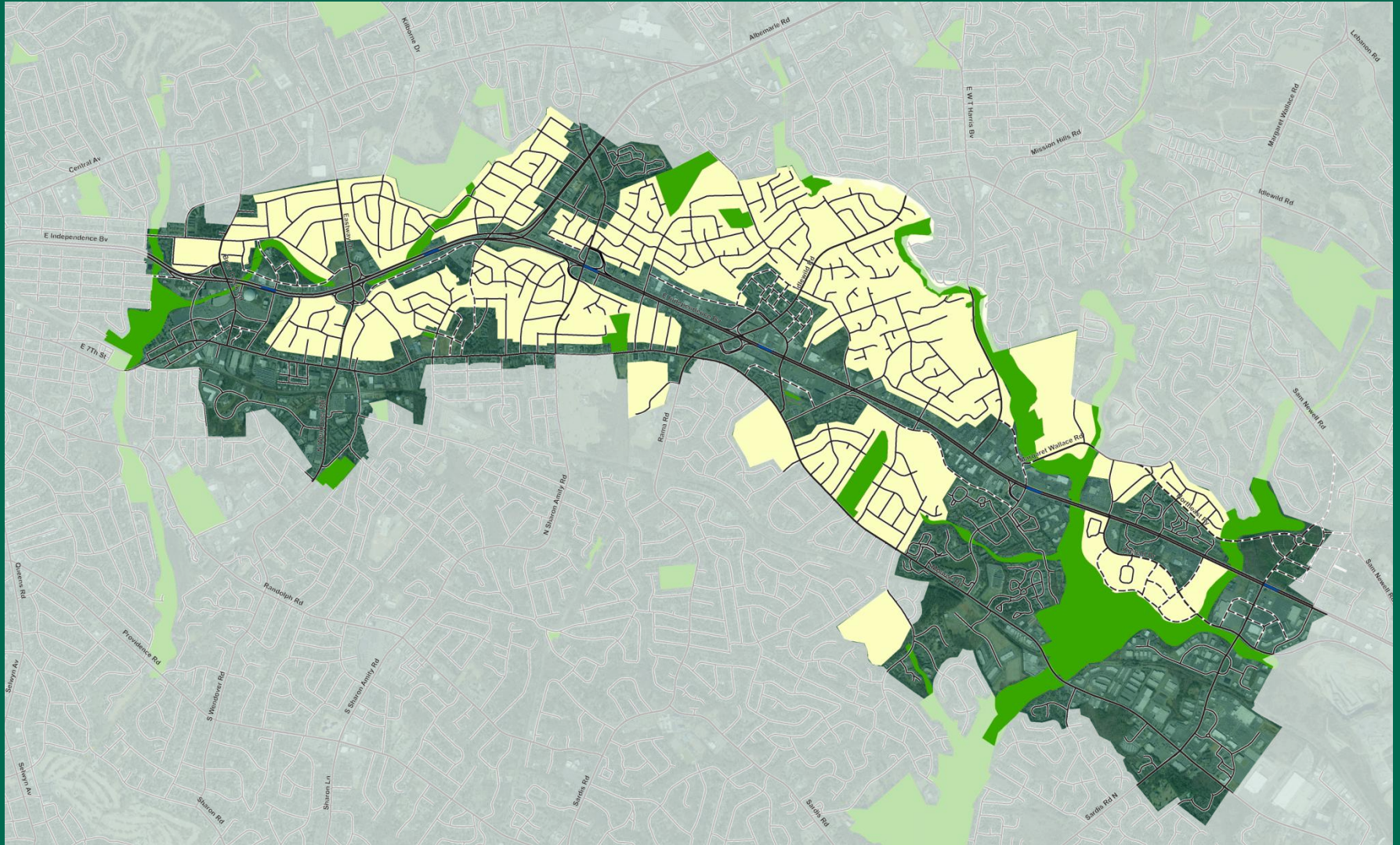
Infrastructure Improvements:

- Focus on complementary infill
- Greenway connections to parks
- Improved connections to Neighborhood Nodes
- Traffic calming





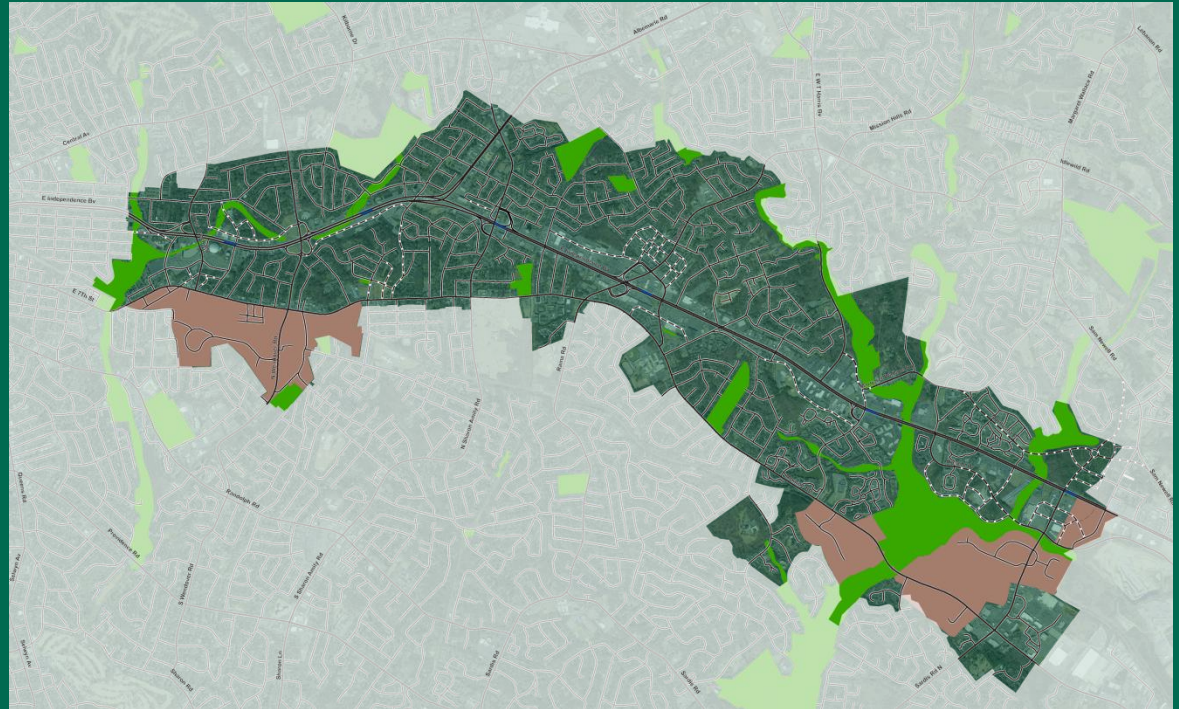
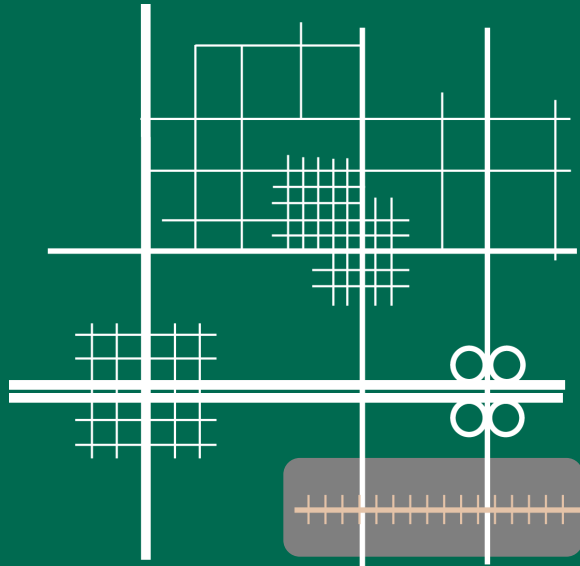
Neighborhood General



Employment District

Employment-oriented districts provide **employment and tax base** for the community.

Need access to **rail and highways**



Character of Use

Single-use office and industrial, with limited supporting retail uses

Building Types

Manufacturing Facilities

Warehouses

Flex Space

Large-Floorplate Offices

Supporting retail



Employment District

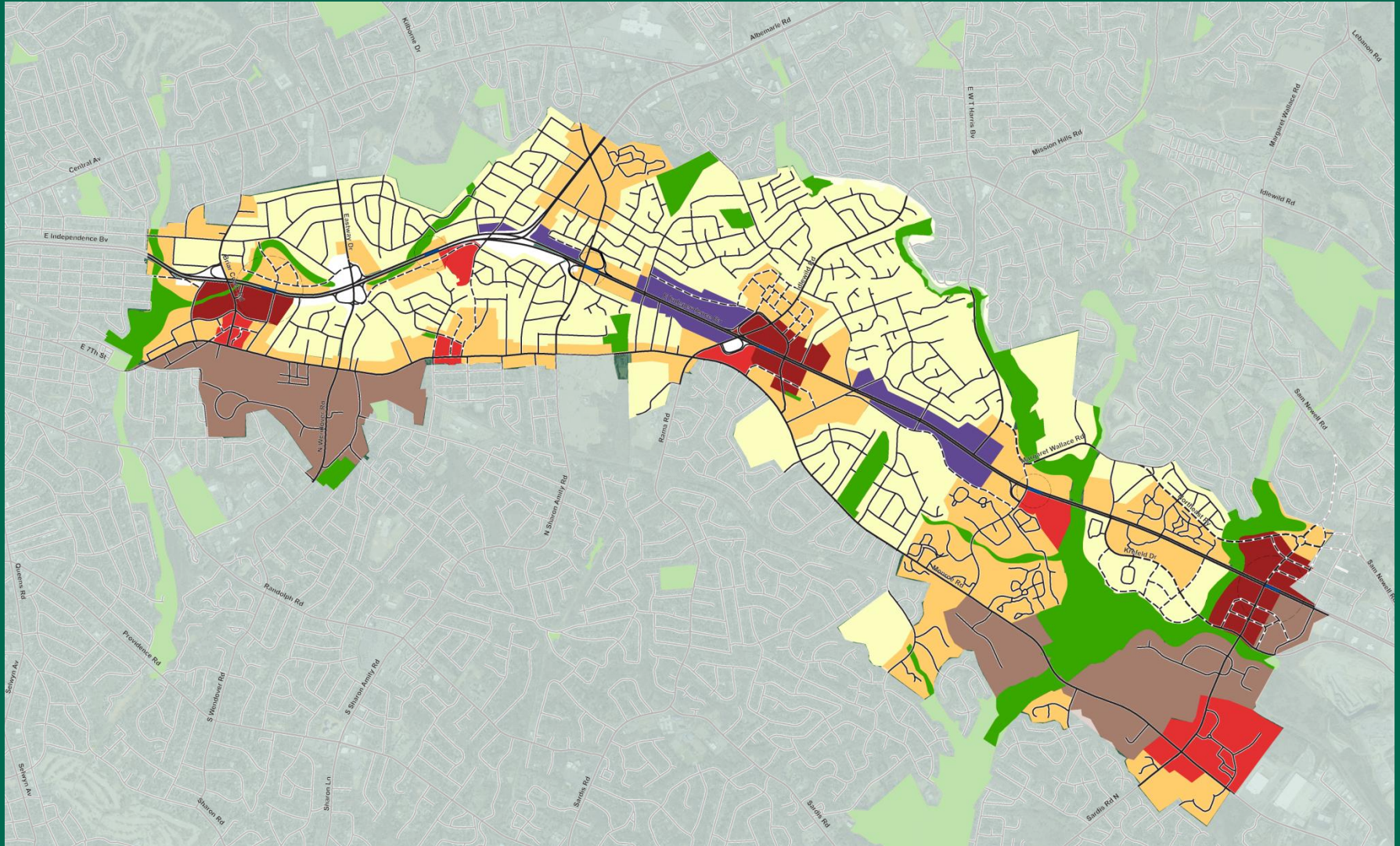






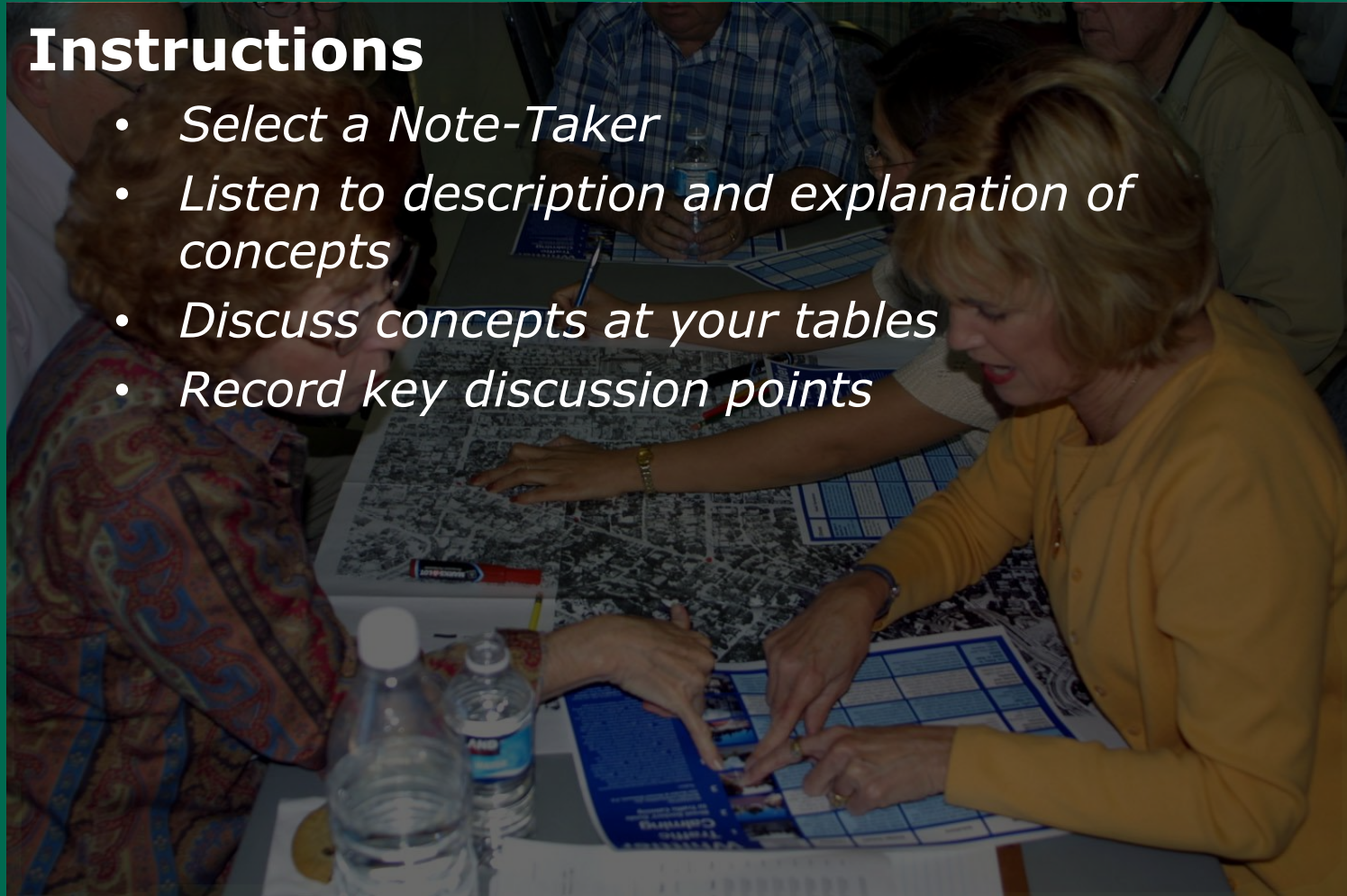
CITY OF CHARLOTTE

Character Framework



Instructions

- *Select a Note-Taker*
- *Listen to description and explanation of concepts*
- *Discuss concepts at your tables*
- *Record key discussion points*



Regional Node Example Concept

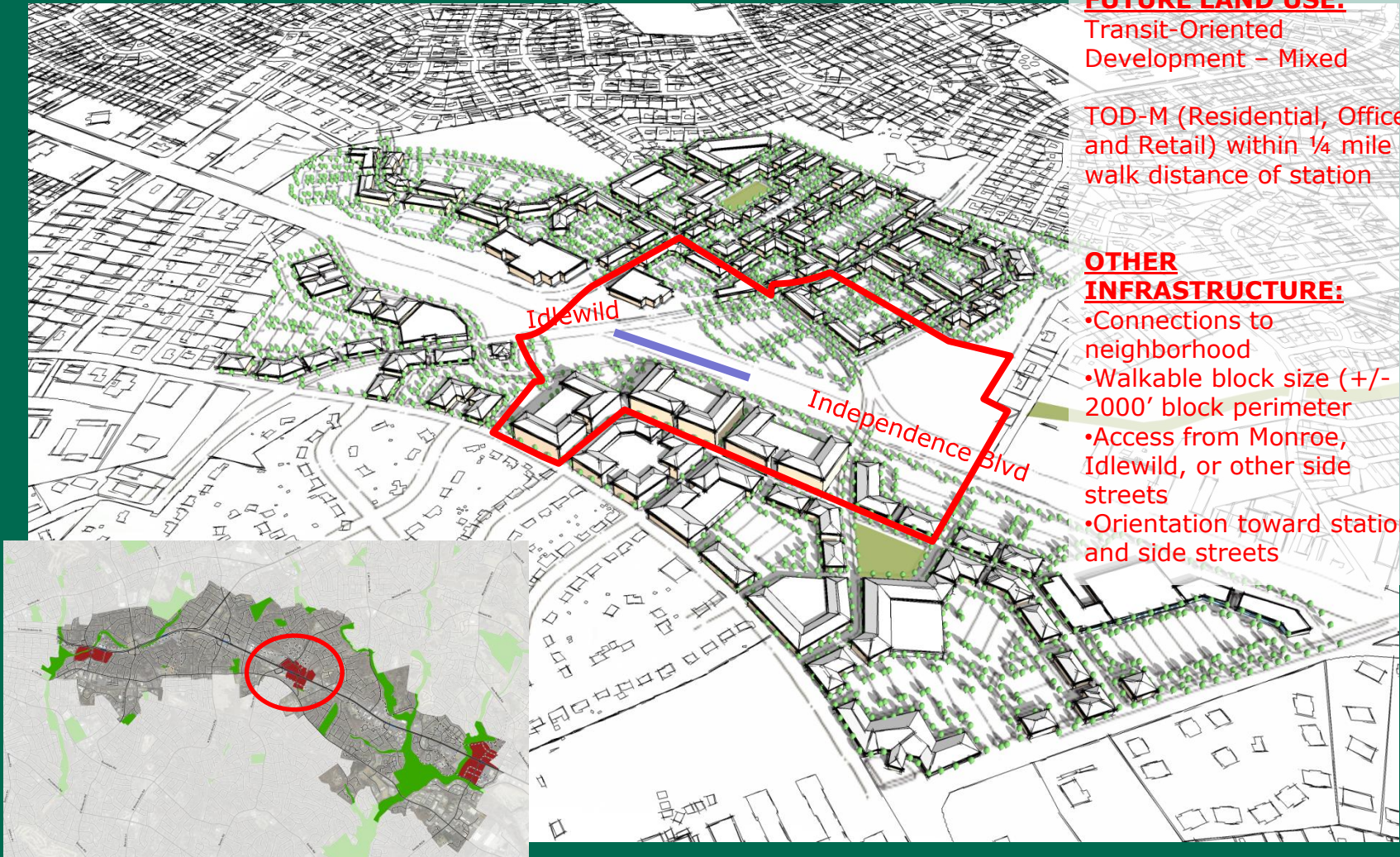
FUTURE LAND USE:

Transit-Oriented
Development - Mixed

TOD-M (Residential, Office,
and Retail) within ¼ mile
walk distance of station

OTHER INFRASTRUCTURE:

- Connections to neighborhood
- Walkable block size (+/- 2000' block perimeter)
- Access from Monroe, Idlewild, or other side streets
- Orientation toward station and side streets



Regional Node Example Concept

FUTURE LAND USE:

Transit-Oriented Development – Mixed TOD-M (Residential, Office, and Retail) within ¼ mile walk distance of station

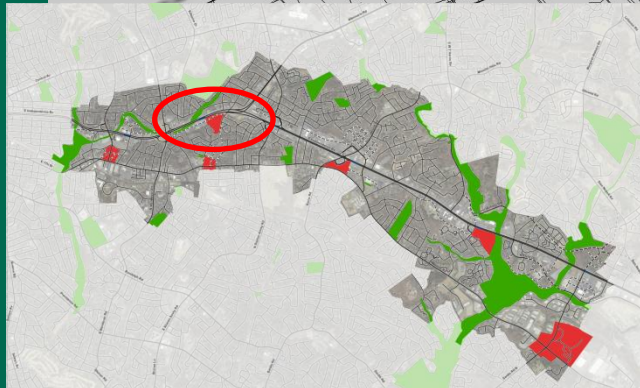
Residential (up to 22 DU/Ac) and Office outside walk distance of station

OTHER INFRASTRUCTURE:

- Connections to neighborhood
- Walkable block size (+/- 2000' block perimeter)
- Access from Sardis, or other side streets
- Regional stormwater solution
- Capitalize on creek/greenway amenity
- Orientation toward station and side streets



Neighborhood Node Example Concept



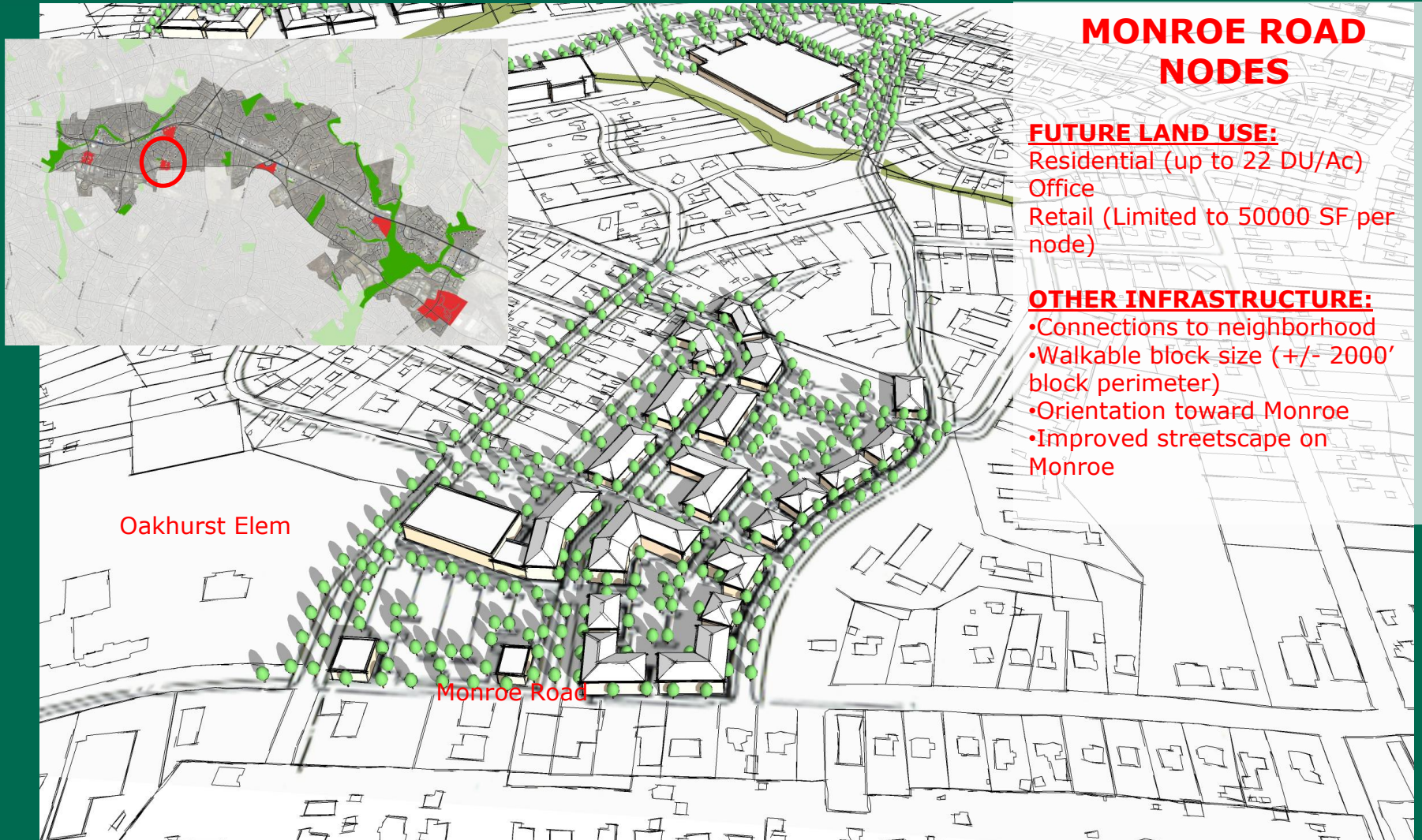
FUTURE LAND USE:

Residential (up to 22 DU/Ac)
Office
Retail (Limited to 200,000 SF per node)

OTHER INFRASTRUCTURE:

- Connections to Monroe
- Frontage road Pierson to west
- Walkable block size (+/- 2000' block perimeter)

Neighborhood Node Example Concept



Neighborhood Core Example Concept

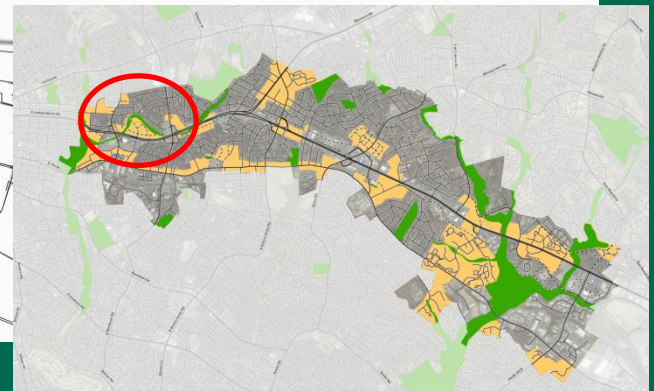


FUTURE LAND USE:

Residential (up to 22 DU/Ac)
Office
Retail (Limited to mixed-use buildings
within 500' of transit station)

OTHER INFRASTRUCTURE:

- Limited connections to neighborhood
- Walkable block size (+/- 2000' block perimeter)
- Orientation toward creek
- Regional stormwater



Neighborhood Core Example Concept

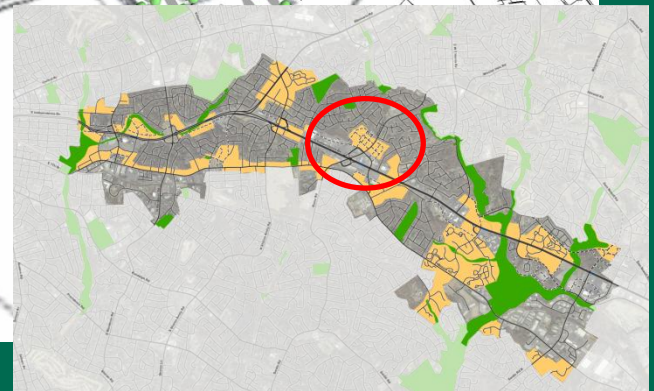


FUTURE LAND USE:

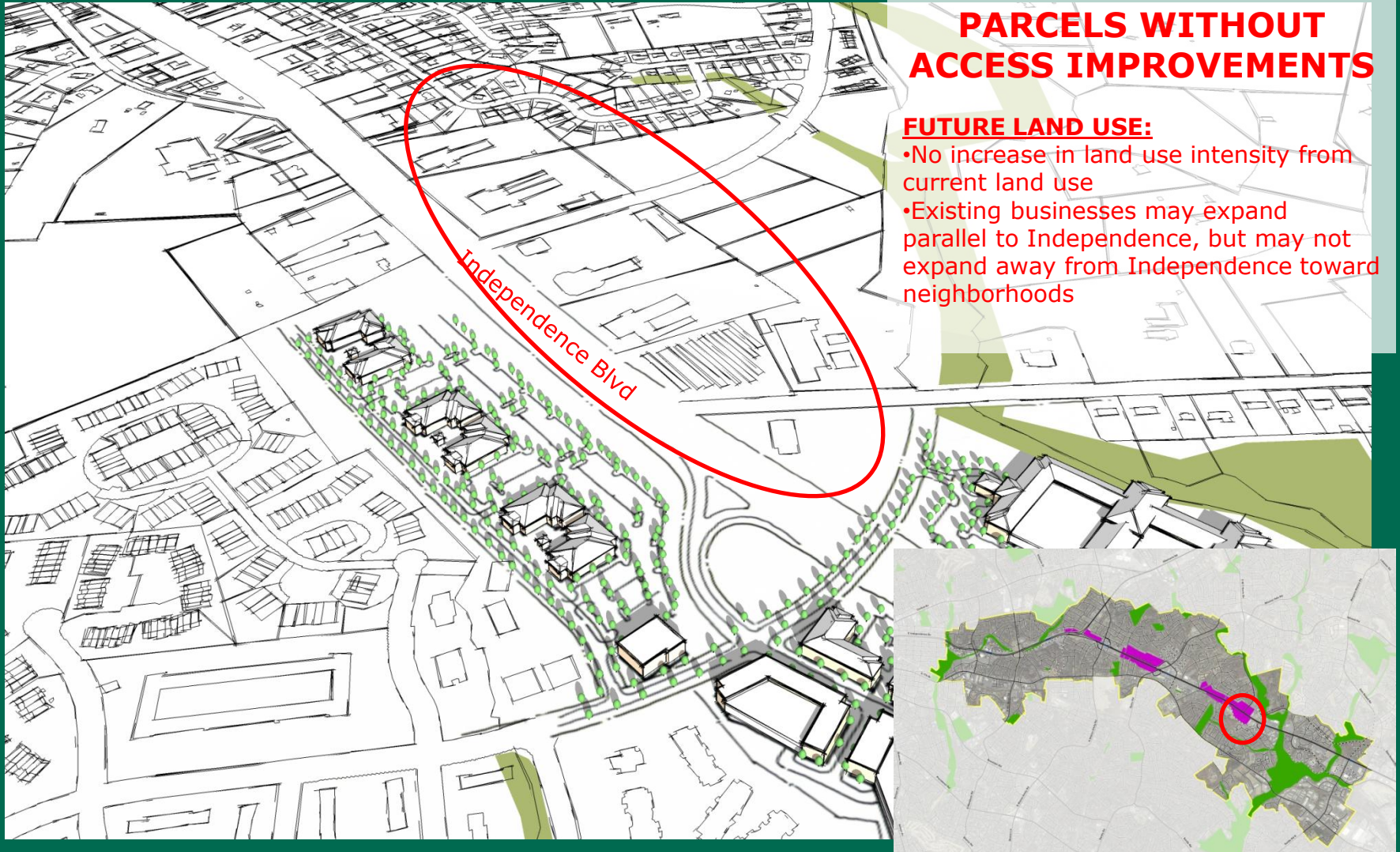
Residential (up to 22 DU/Ac)
Office (Limited to mixed-use buildings
along major streets)

OTHER INFRASTRUCTURE:

- Connections to neighborhood
- Walkable block size (+/- 2000' block perimeter)
- Orientation toward streets and public spaces
- Improved streetscape on Idlewild



Independence Business District Example Concept



Independence Business District Example Concept



PARCELS WITH ACCESS IMPROVEMENTS

FUTURE LAND USE:

Residential (up to 22 DU/Ac)

Office

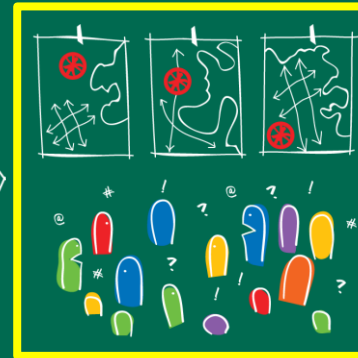
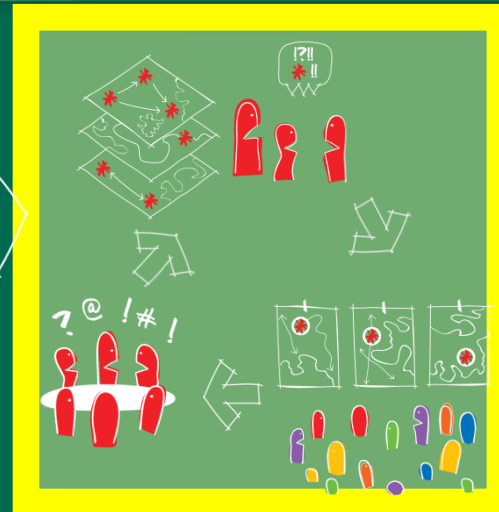
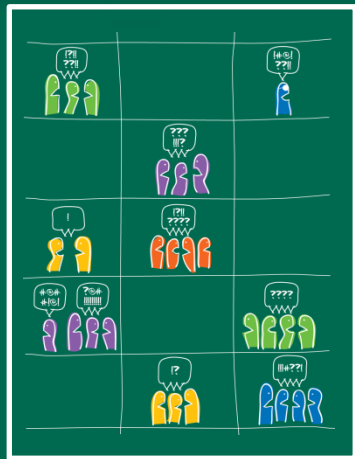
Retail (Limited to 5000 SF/Ac within
mixed use building)



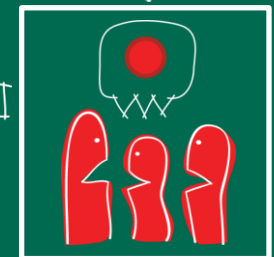
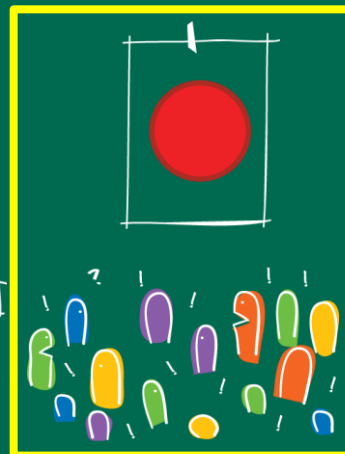
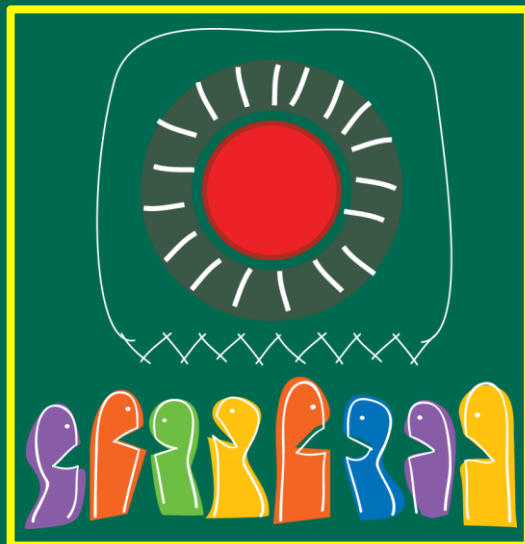


NEXT STEPS

Next Steps



TONIGHT



Next Steps

Stakeholder Interviews	May
COMMUNITY VISION WORKSHOP	June 24
Design Workshops to Develop Alternative Scenarios (Advisory Group Review Meetings)	July 17 – Aug 7
Community Review of Alternative Scenarios	October 28
Preferred Scenario Refinement	Nov – Dec
Community Review of Area Plan Recommendations	Jan '09
Prepare Final Plan	Feb '09
Final Report	Feb '09
Adoption Process	Feb – July '09

Items in YELLOW indicate opportunity for general public involvement and plan review

Follow the process online at:
www.charlotteplanning.org