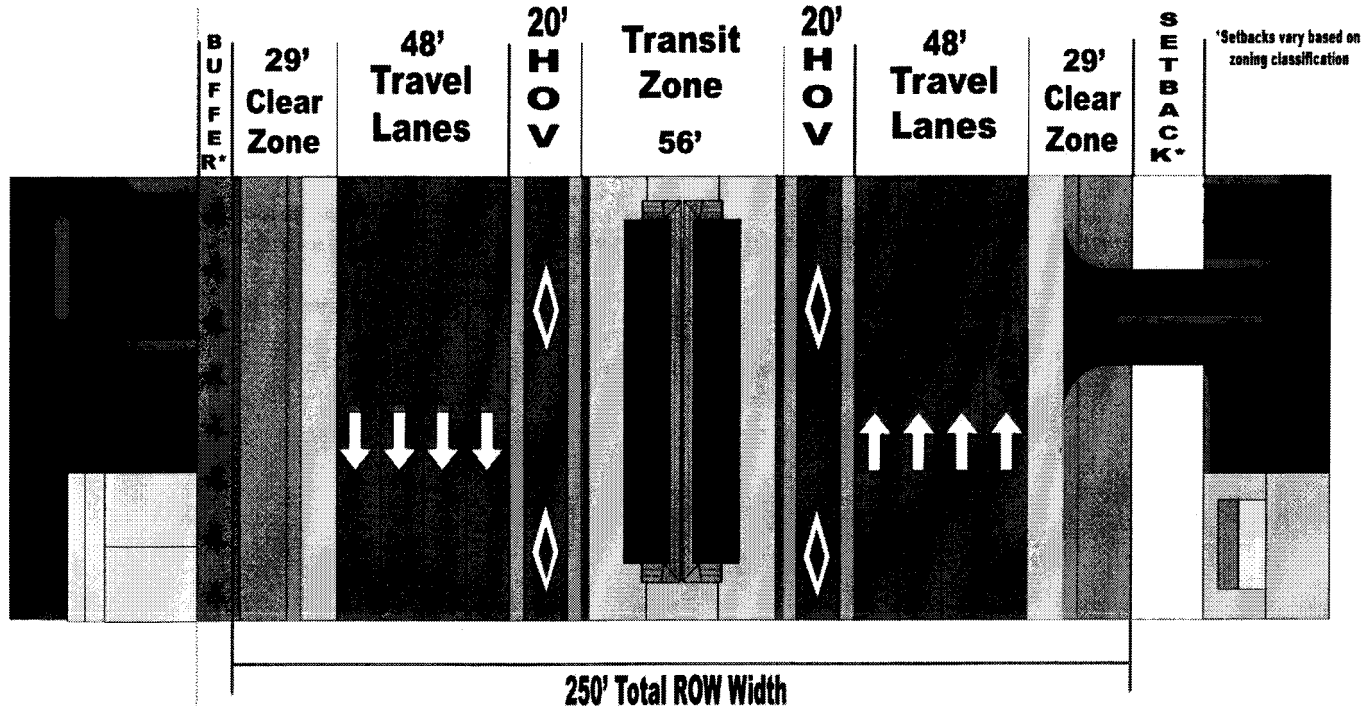


Independence Boulevard Area Plan  
Citizen Advisory Group Comment Sheet  
April 2, 2009

## 250' Proposed Right-of-Way from Briar Creek to Harris



1. Do you think the potential reduction in the proposed right-of-way (ROW) by 100' (existing proposed ROW of 350' to new proposal of 250') will accommodate future transportation needs? Yes ☒ No ☐
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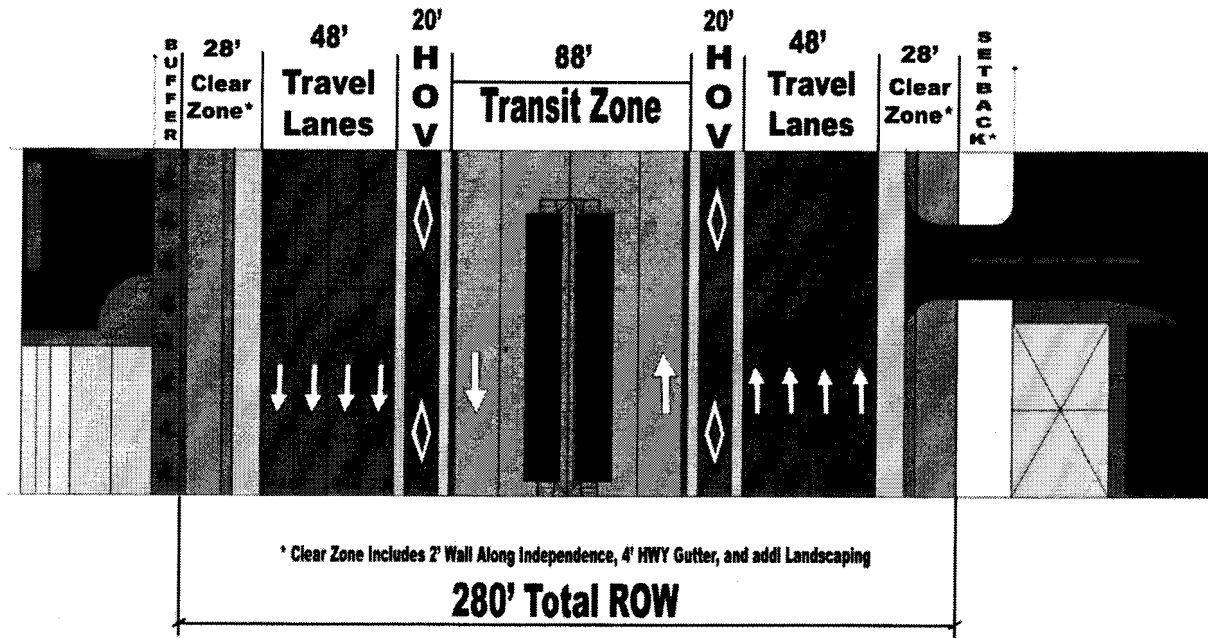
Additional Comments:

*Access still stinks. Without Frontage Road or  
REAL Access, it is all a non-starter*

Independence Boulevard Area Plan  
Citizen Advisory Group Comment Sheet  
April 2, 2009

## 280' Proposed Right-of-Way Beyond Harris Blvd.

\* Setback widths vary based on zoning classifications



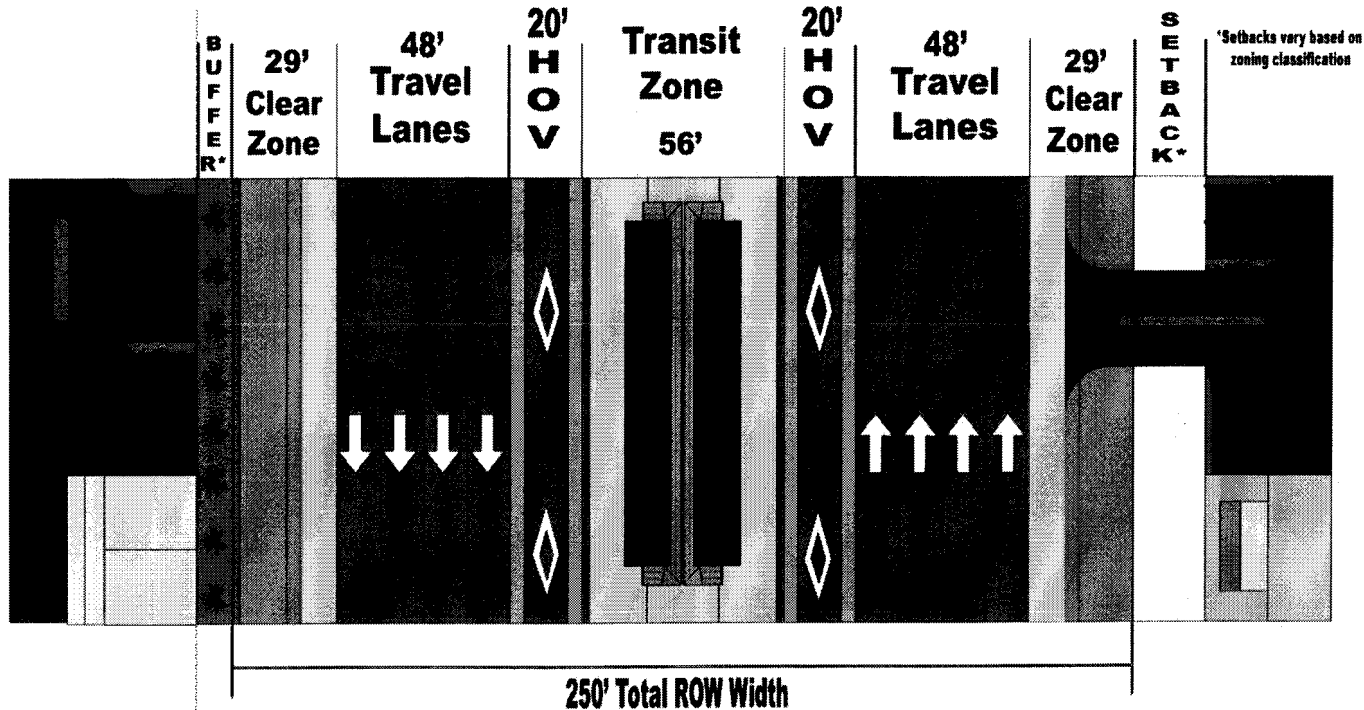
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2. Do you think the potential reduction in the proposed right-of-way (ROW) by 70' (existing proposed ROW of 350' to new proposal of 280') will accommodate future development needs? Yes        No X

Additional Comments:

SAME COMMENT AS ON OTHER SIDE

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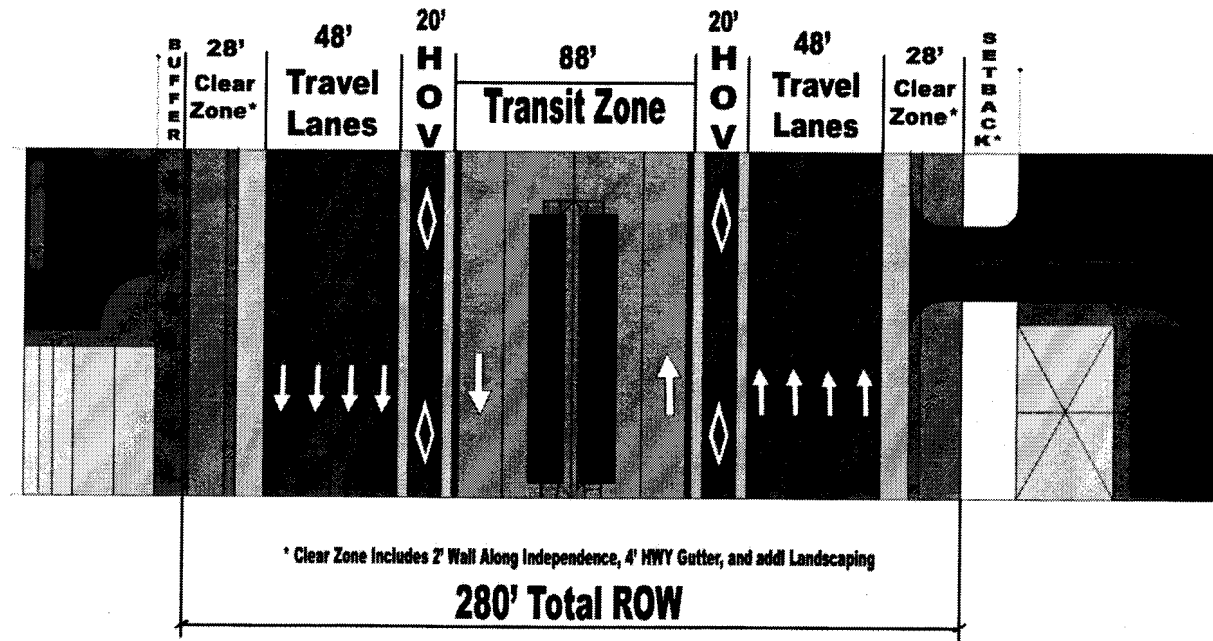
**Additional Comments:**

Please remove Idlewild Apartments, Ashley and SilverOak to promote business people to come in and build. Those apartment buildings are crime ridden.

Independence Boulevard Area Plan  
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April 2, 2009

## 280' Proposed Right-of-Way Beyond Harris Blvd.

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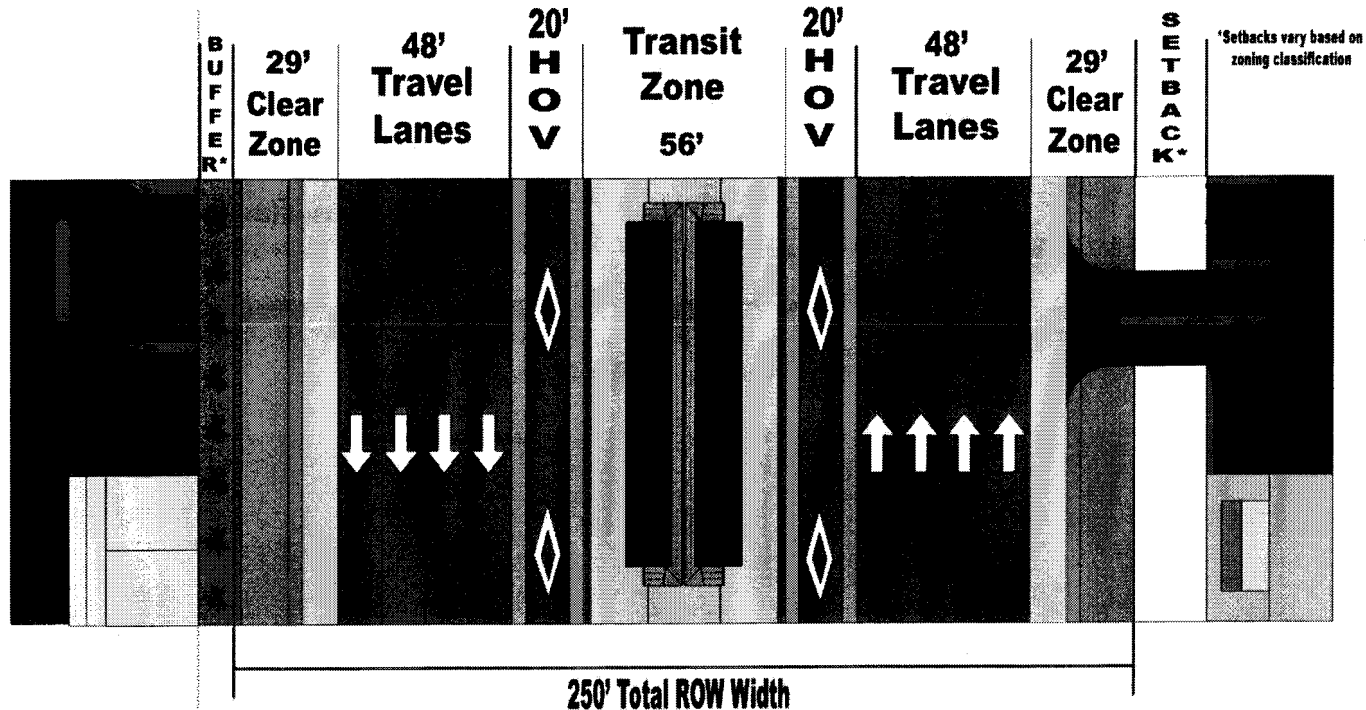
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Additional Comments:

You need to address Amity Gardens and Coliseum Shopping Center immediately!!

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Additional Comments:

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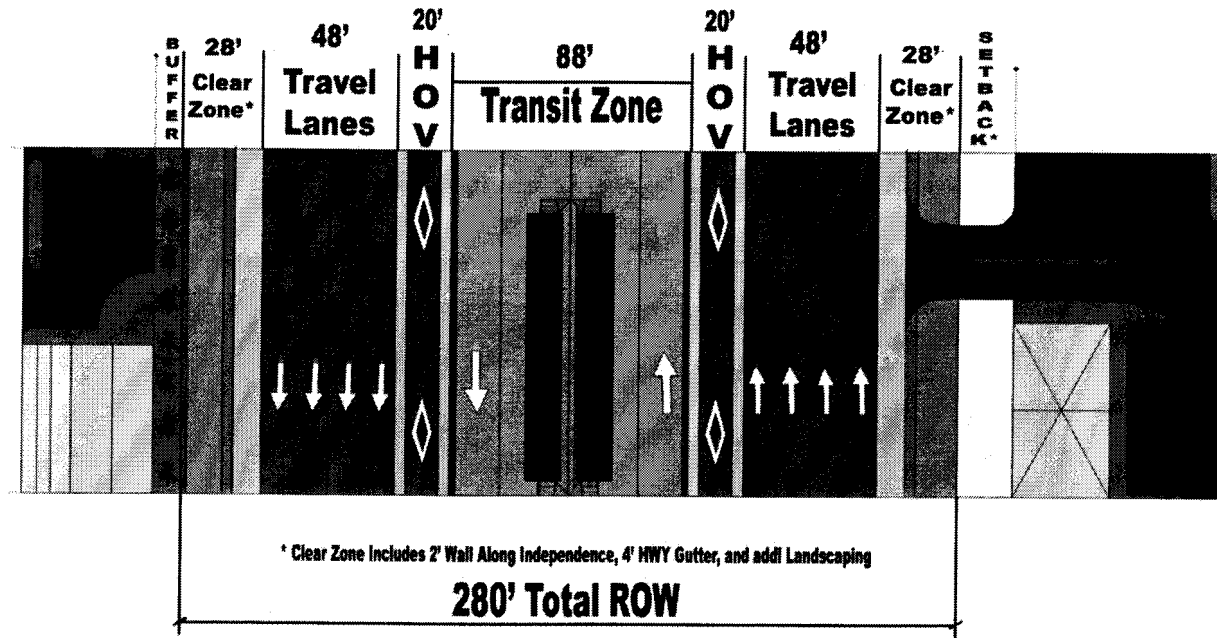
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Turn over to complete comment sheet

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Additional Comments:

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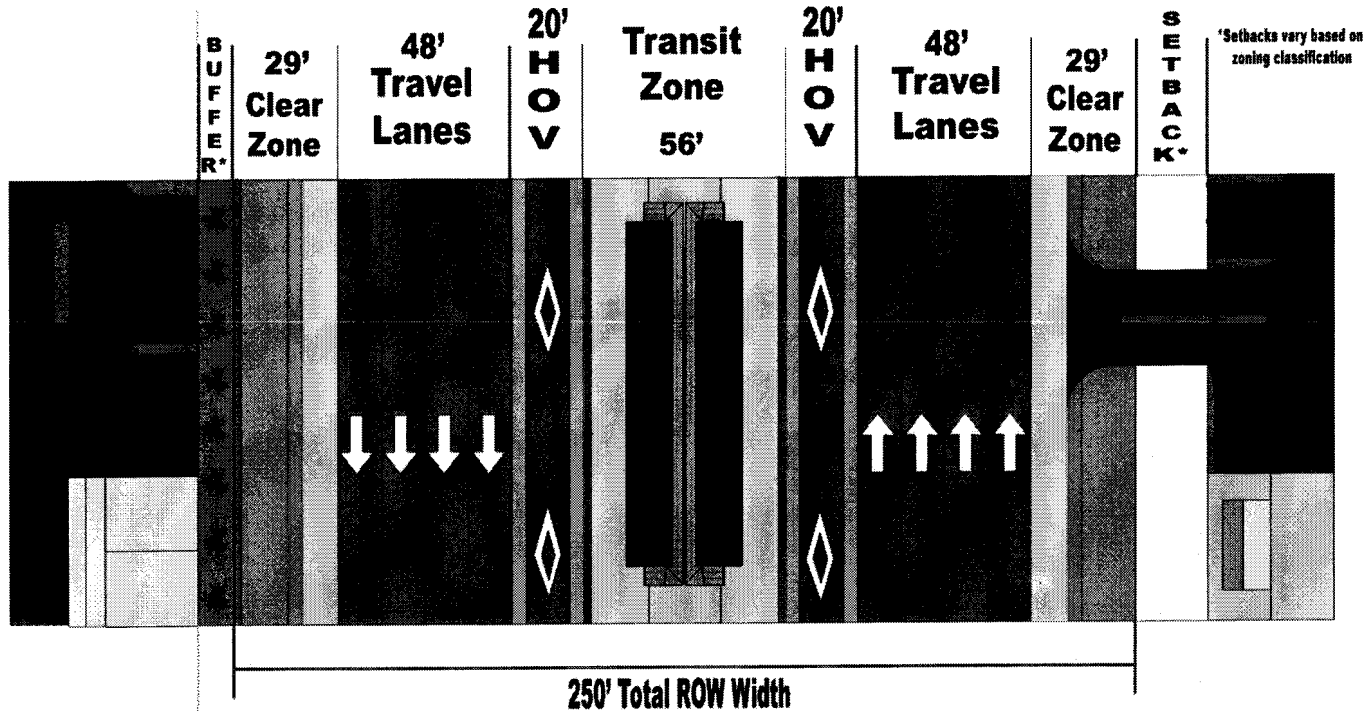
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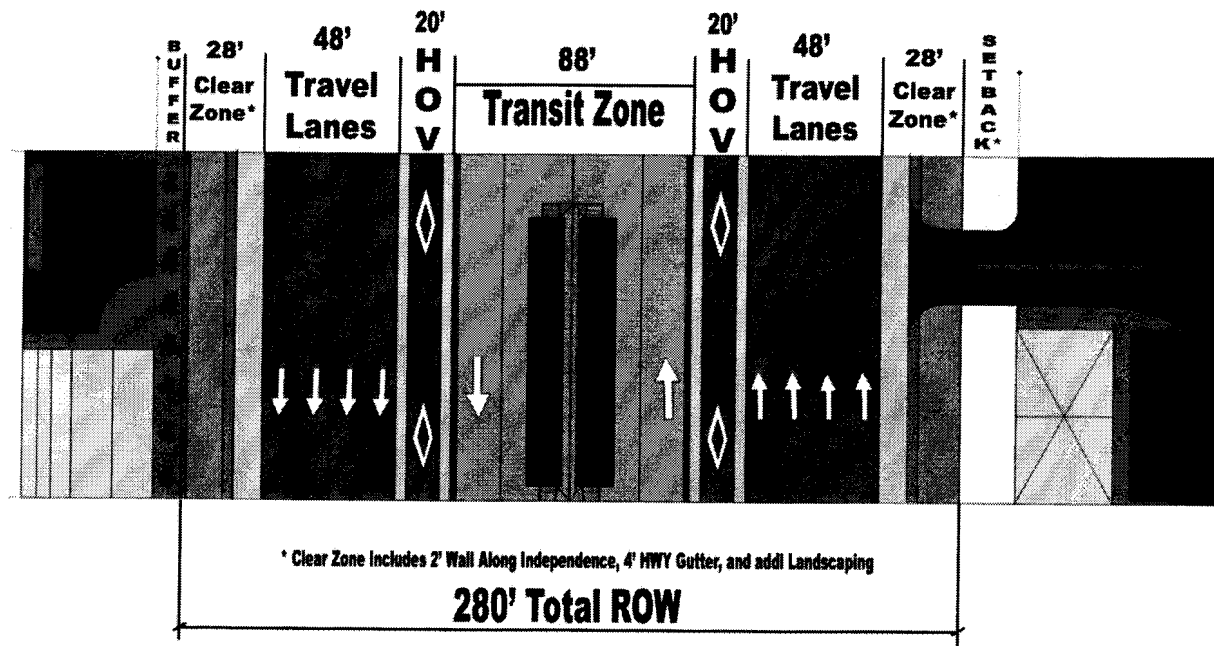
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Additional Comments: I believe you must start this ASAP.  
The Buffer Internal Land for Green B/L Area park

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Additional Comments:

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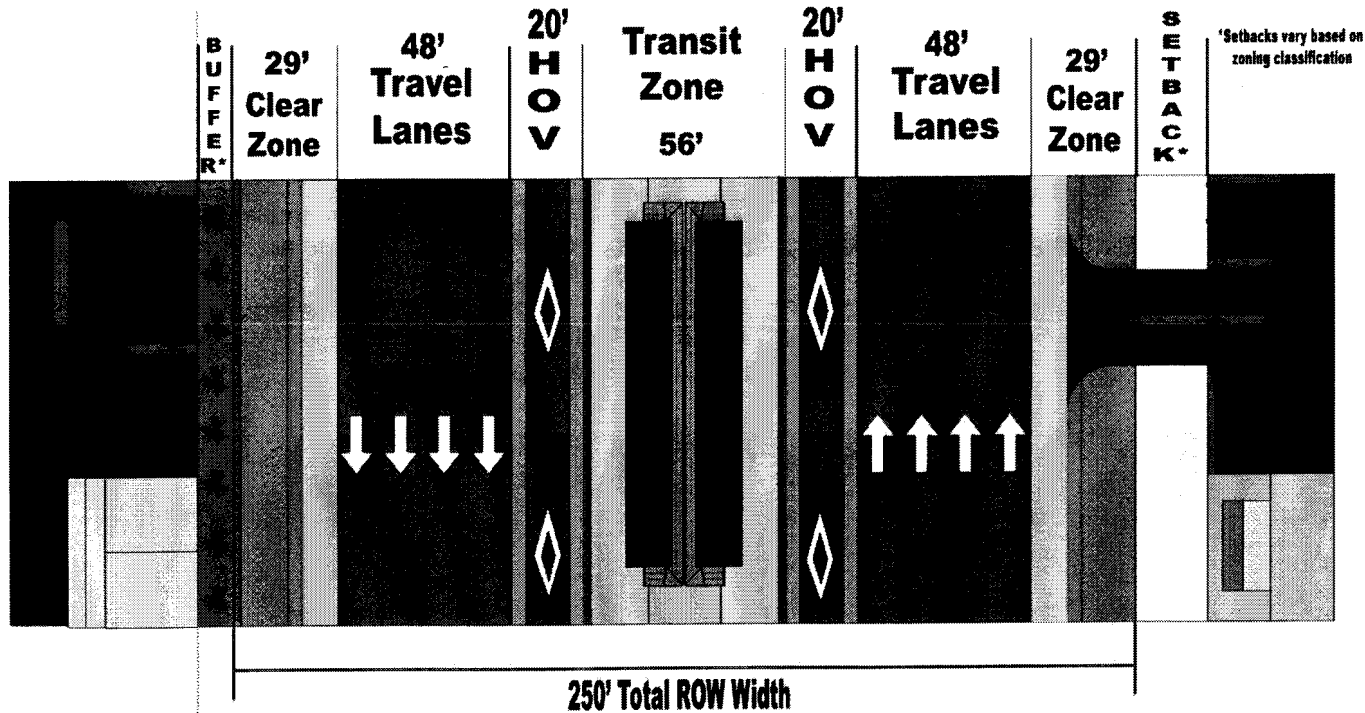


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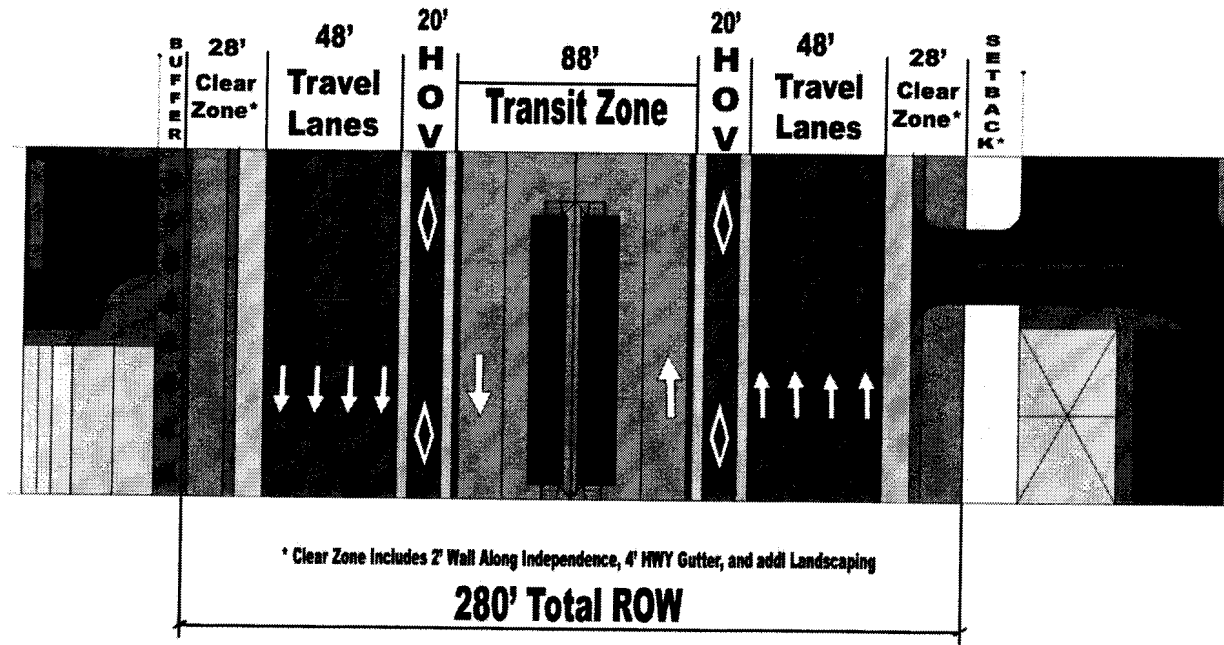
Additional Comments:

Move quickly on Independence -  
Must attract Retail - Remove unsightly, existing  
vacant buildings

Independence Boulevard Area Plan  
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April 2, 2009

## 280' Proposed Right-of-Way Beyond Harris Blvd.

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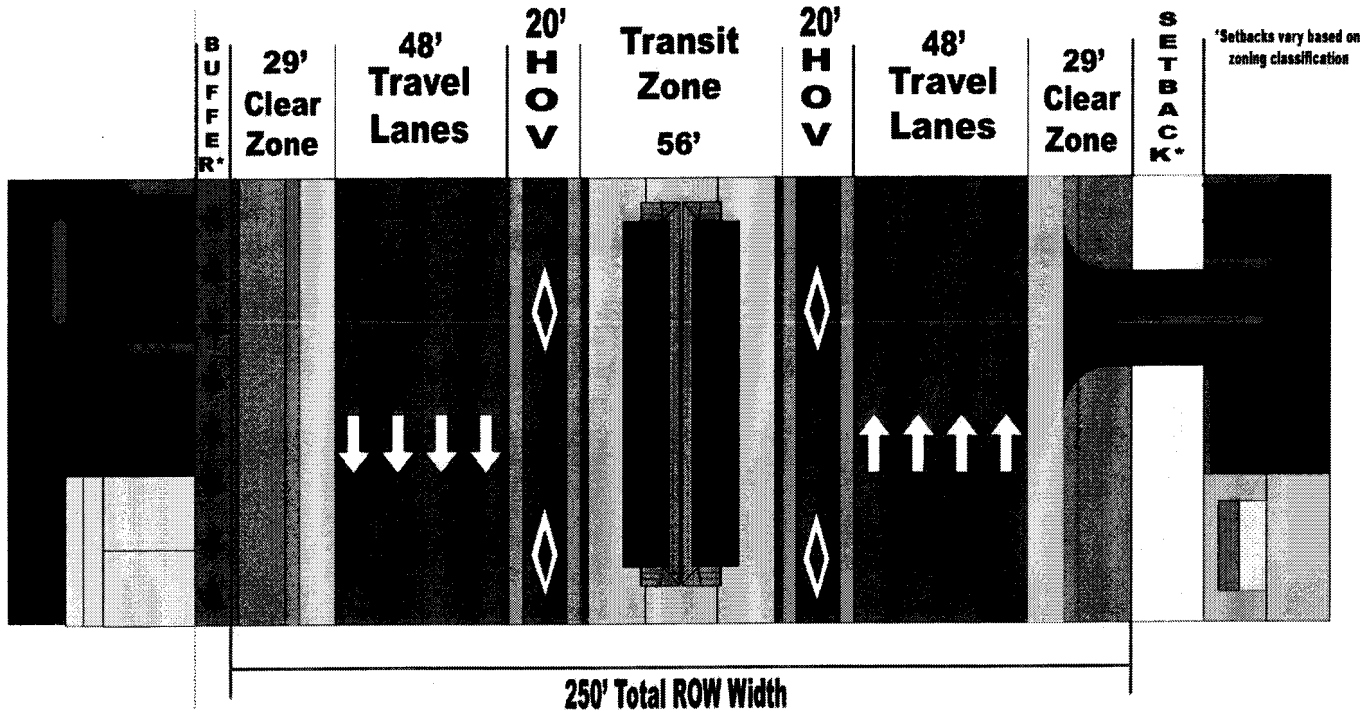
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Additional Comments:

*Same*

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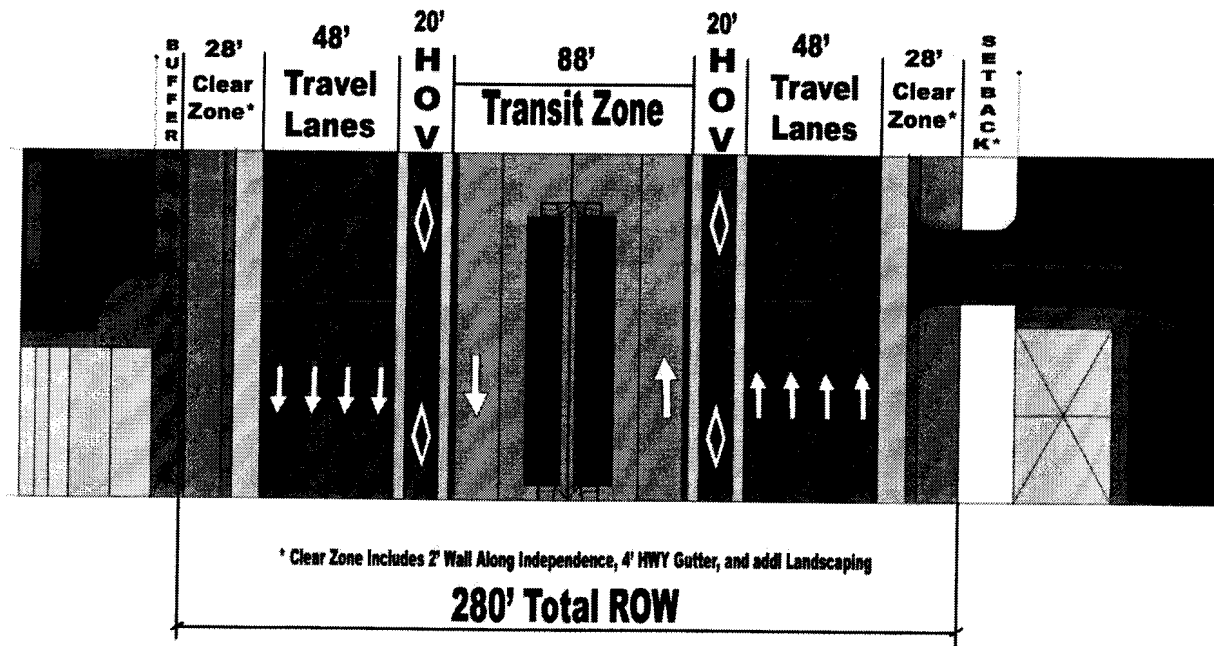
**Additional Comments:**

I HAVE TO AGREE WITH COMMENTS MADE BY THE GROUP  
1ST DO SOMETHING WITH EMPTY BUILDINGS ALONG INDEP.  
BEFORE PROCEEDING WITH THE DEMOLISHING OF THE NEXT  
PHASE

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Additional Comments:

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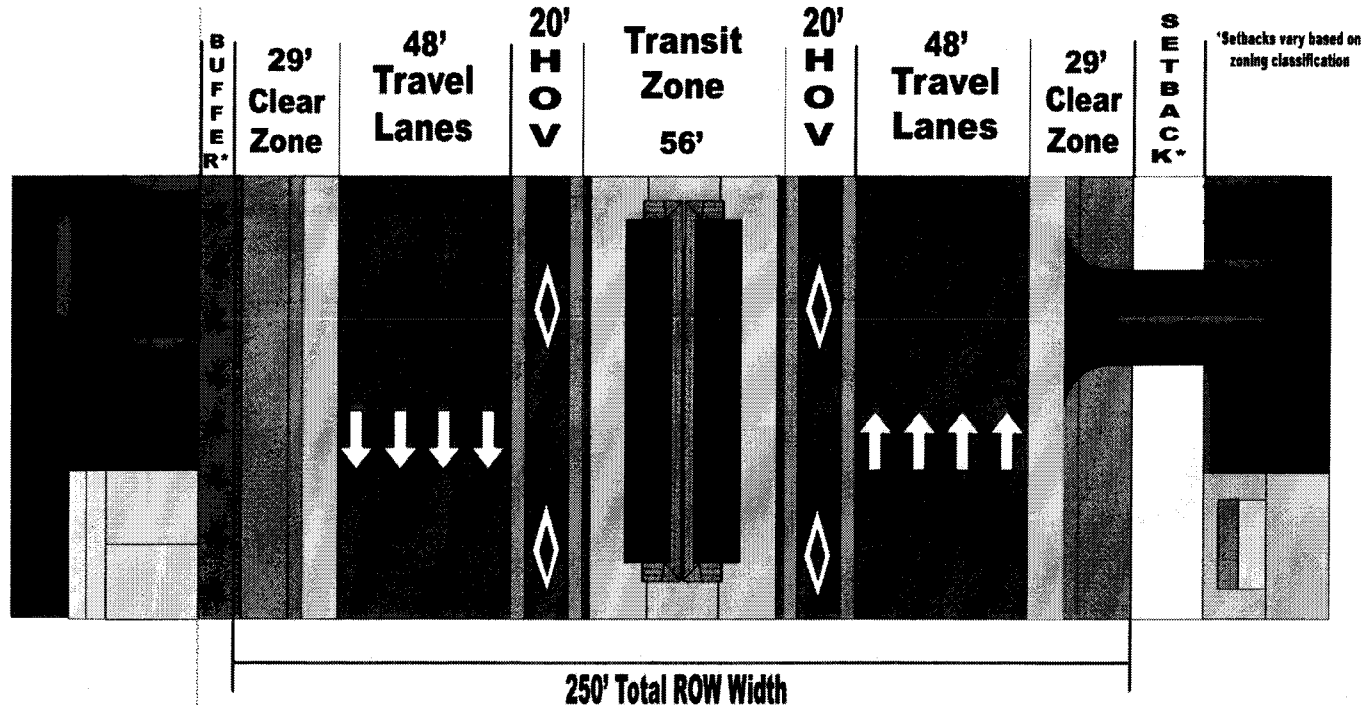
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Additional Comments:

to be determined... it sounds good but I am concerned about developers moving ahead when only BCT is promised. Commit to LRT and let the high quality development that this area needs come in.

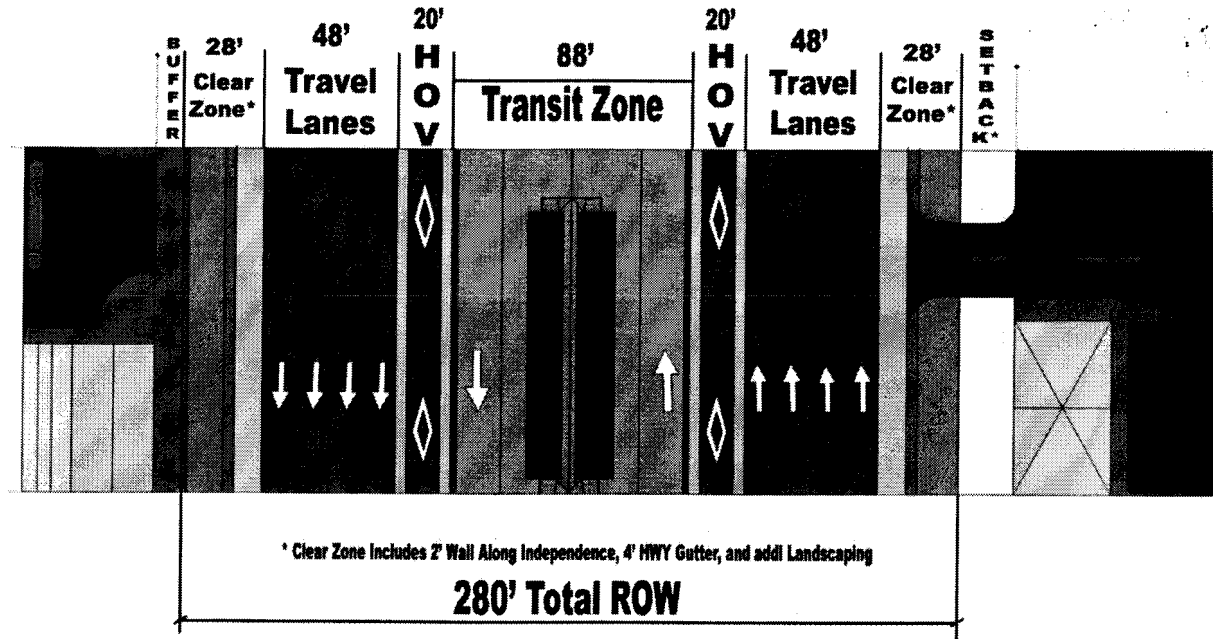
Turn over to complete comment sheet

*[Handwritten notes and signatures in the top left corner]*

**Independence Boulevard Area Plan  
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Additional Comments:

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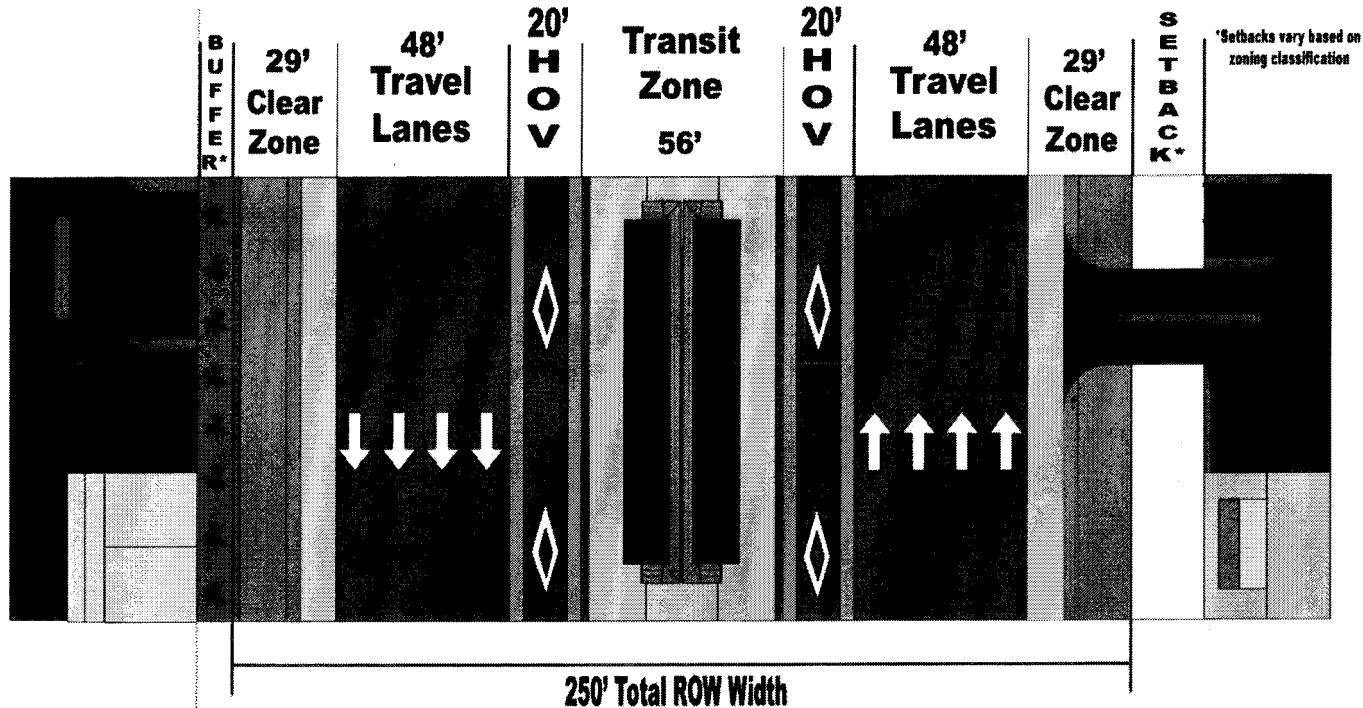
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Additional Comments:

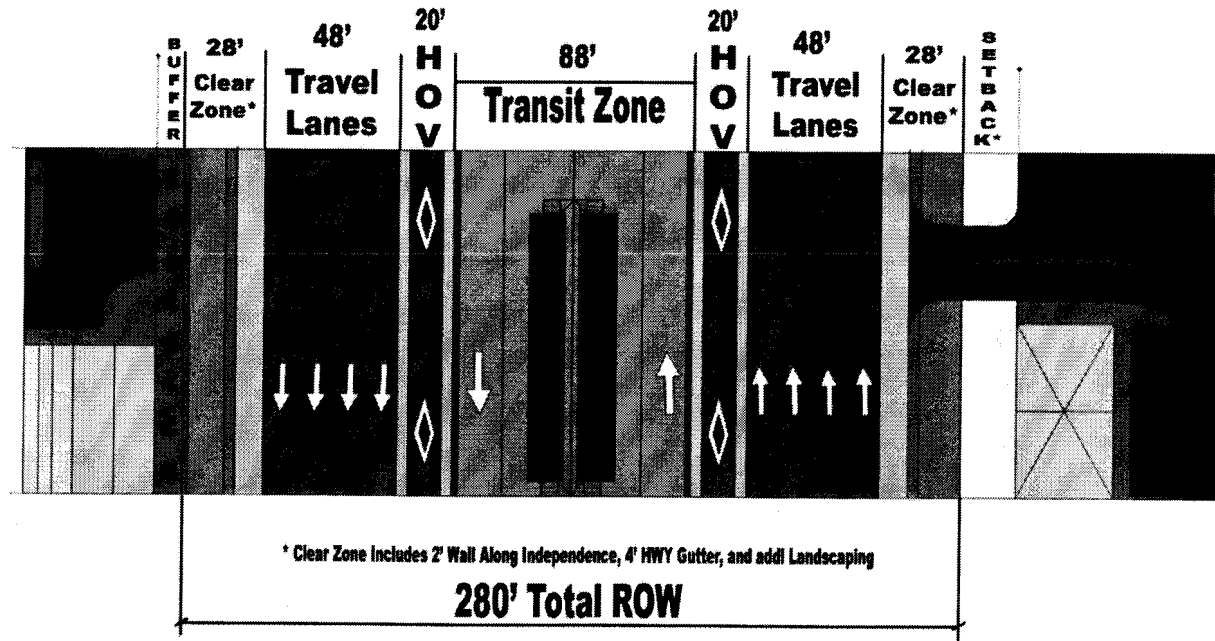
*Buy business & land off on north side of Independence so the businesses can relocate*

Turn over to complete comment sheet

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Additional Comments:

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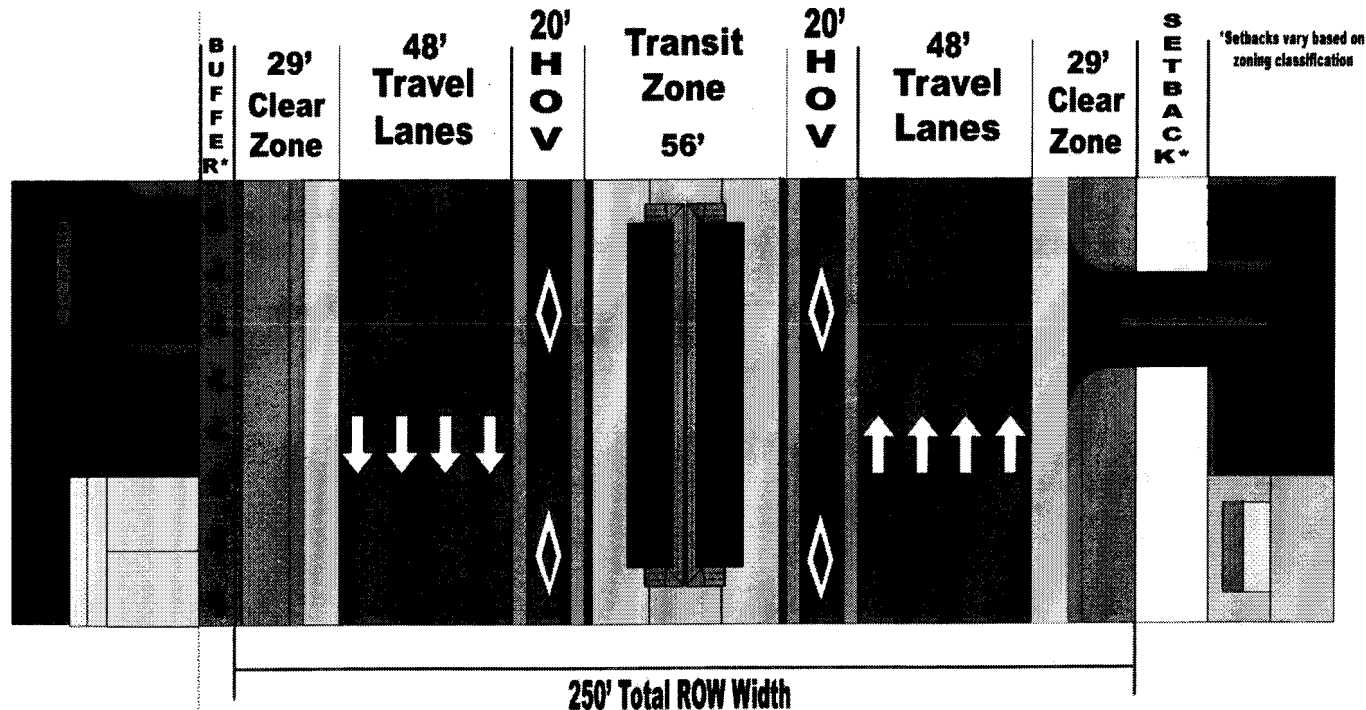


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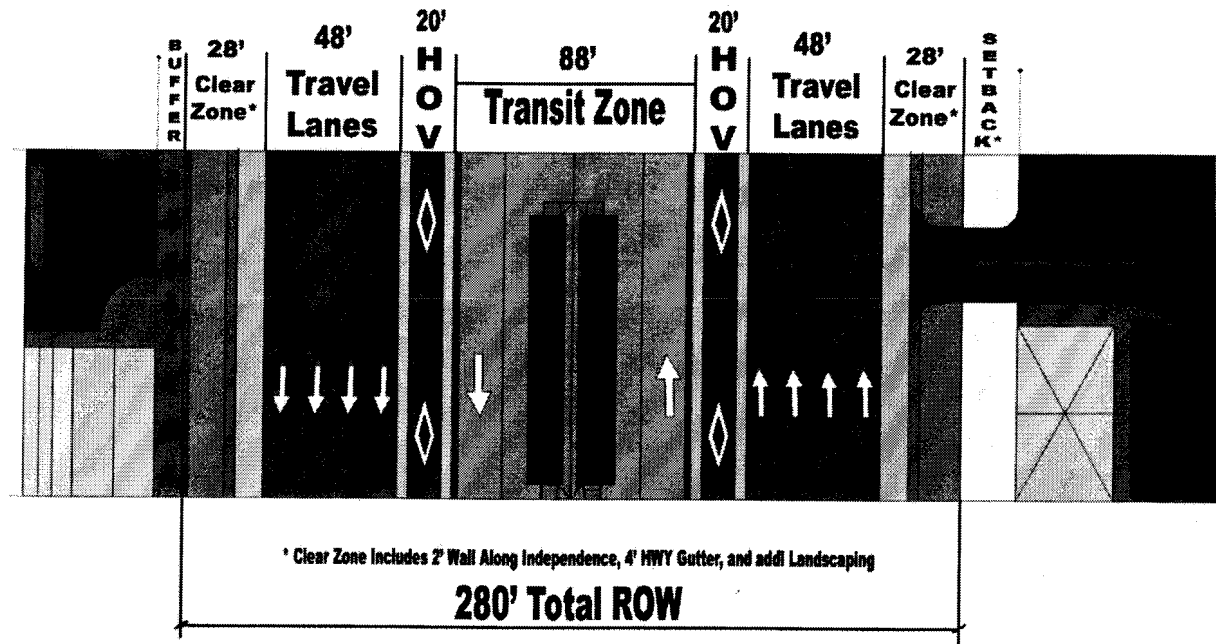
*This helps more but access will always be a problem and the value of the real estate will continue to diminish.*

Turn over to complete comment sheet

Independence Boulevard Area Plan  
Citizen Advisory Group Comment Sheet  
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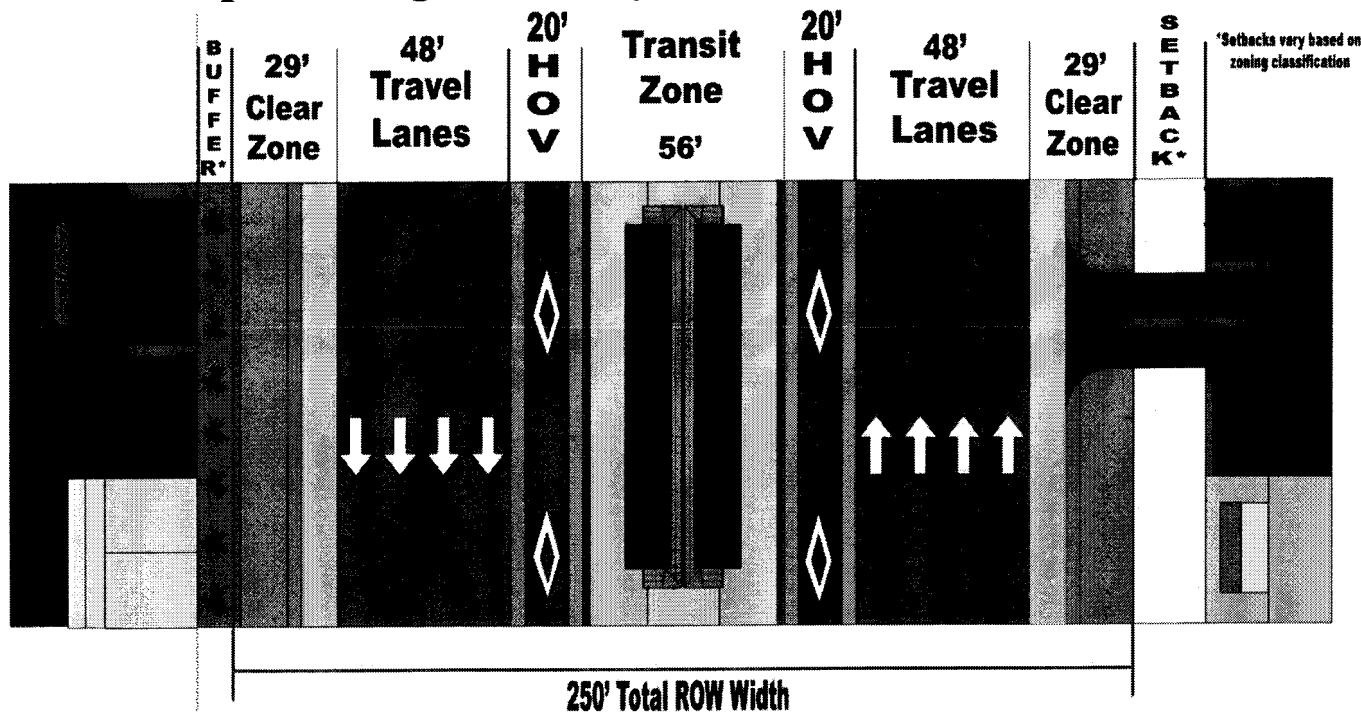
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2. Do you think the potential reduction in the proposed right-of-way (ROW) by 70' (existing proposed ROW of 350' to new proposal of 280') will accommodate future development needs? Yes \_\_\_\_\_ No ✓

Additional Comments:

Access is still an issue for business owners.

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Additional Comments:

*REMOVE THE TRANSITIONAL SETBACK*

*East Charlotte, Needs the Economic Engine of Indep. Restored. Light Rail will foster TRANSIT ORIENTED DEVELOPMENT. WE NEED that Economic Engine.*

*BRT WILL NOT FOSTER TOD. IF Indep. becomes Freeway, then the CONNECTIVITY*

*REQUIRED for TOD WILL NOT EXIST. If the Freeway Concept is Implemented, ALL BUSINESS WILL FAIL. The EAST Quadrant WILL SUFFER.*

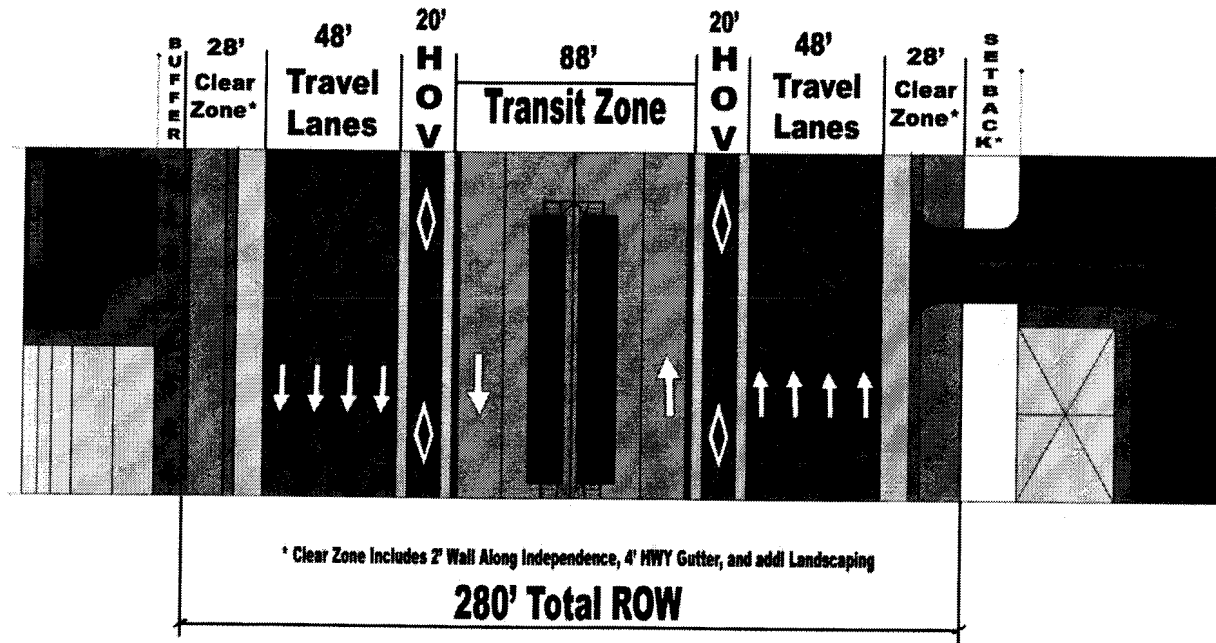
Turn over to complete comment sheet

*Freeways & Interstates are to be NEWLY BUILT, in an area where No Current Thoroughfare exists. To take a Business Corridor/Highway; & slowly convert it to FREEWAY is UNETHICAL & SINISTER.*

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*NO Transitional Setback AT ALL.*

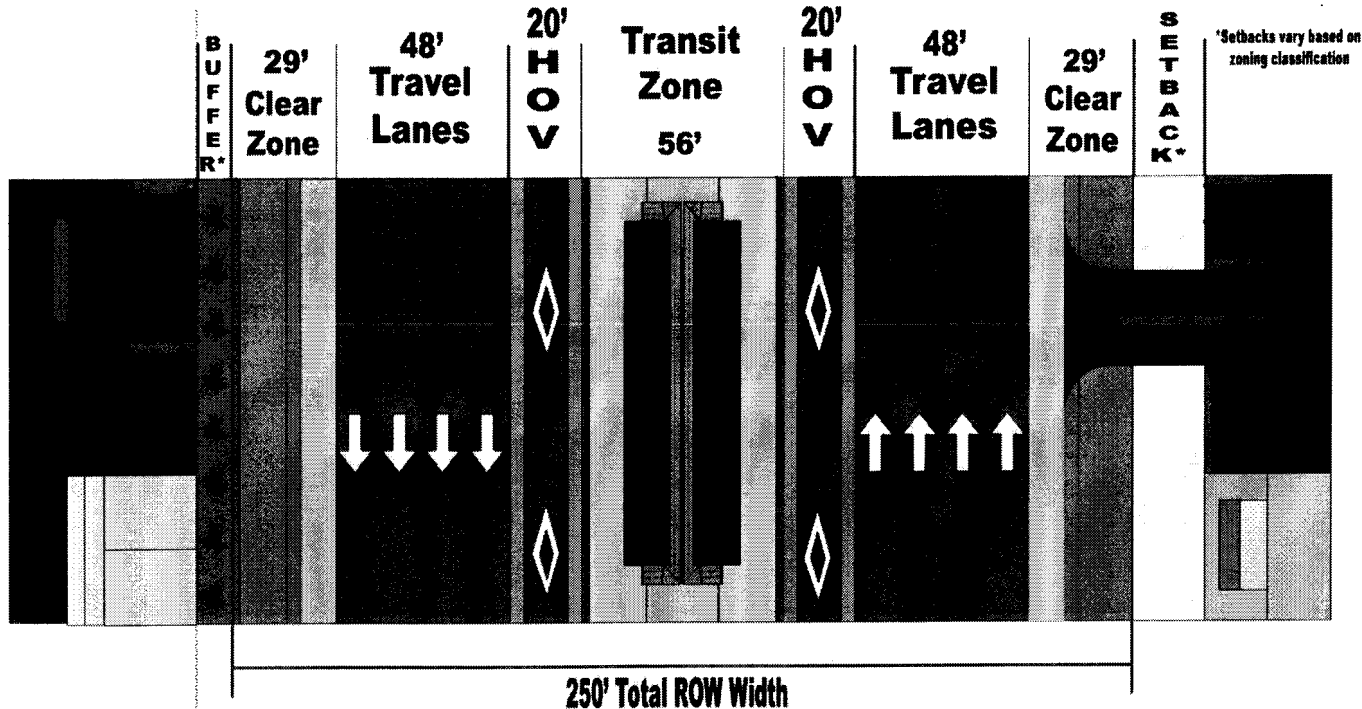
Additional Comments:

*Restore ALL Left Turns that was on Indep. The City of Charlotte CLAIMS that CONNECTIVITY is a PRIORITY. Making Indep. a Freeway VIOLATES this CLAIMED PRIORITY. That is an EXPLICIT EXAMPLE of how EAST CHARLOTTE is NOT Being Included in the Forward Momentum the Rest of the City is Enjoying.*

*SEE: "CONNECTIVITY PLAN"?*

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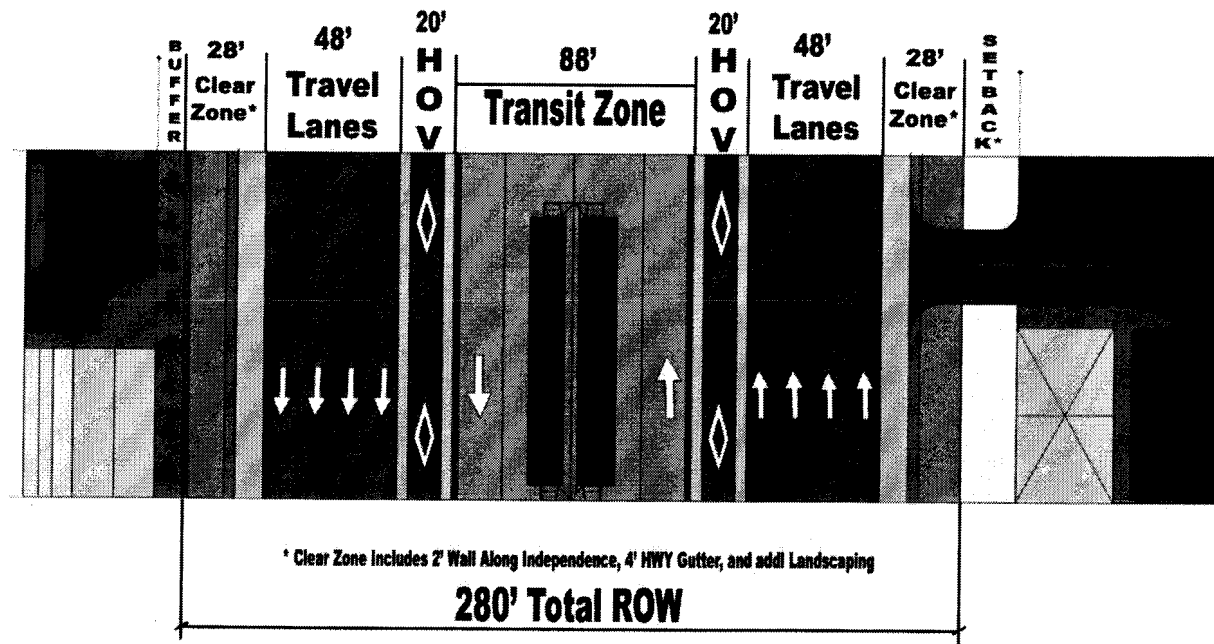
**Additional Comments:**

BUY OUT THE PROPERTY OWNERS FROM BRIAR CREEK TO ALBEMARLE RD.  
ON THE NORTH SIDE. BUILD BUFFER WALL + ADD GRASSY WALL.  
LET CURRENT OPERATING BUSINESSES MOVE TO CENTAL AVE. + MONROE ROAD.

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Additional Comments:

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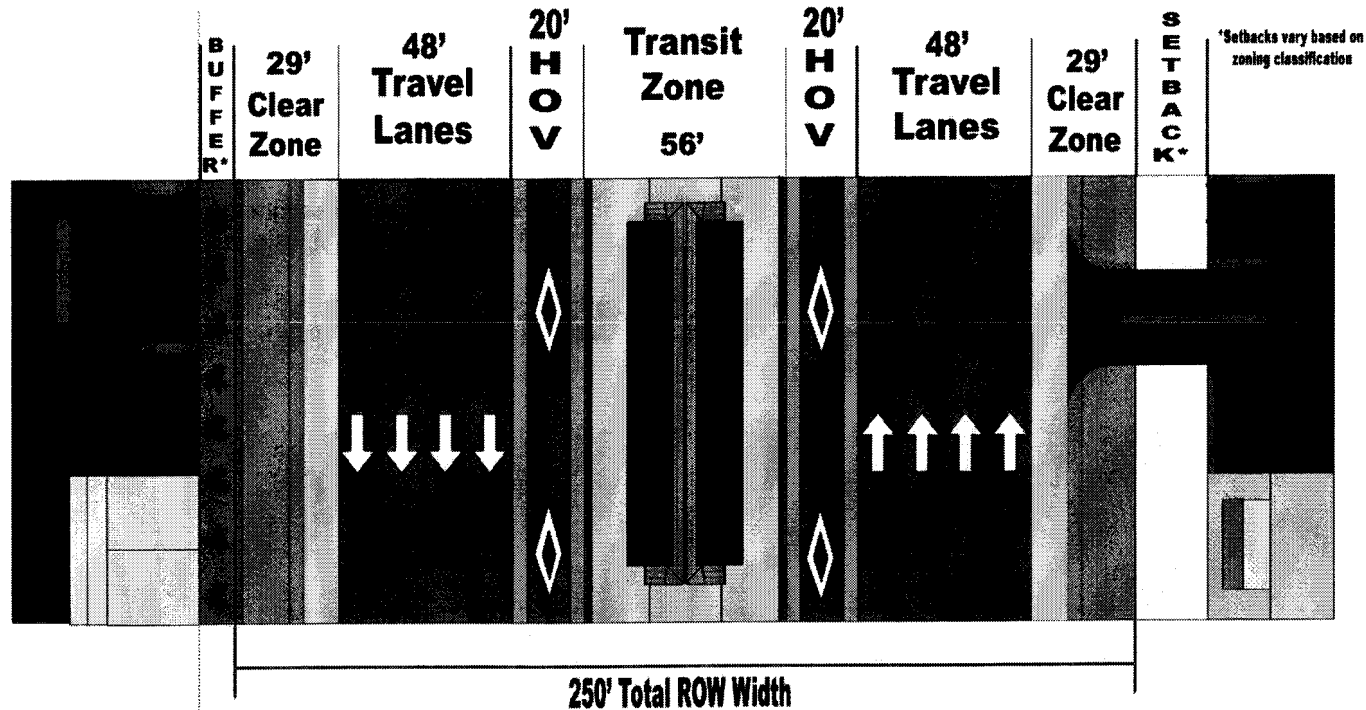
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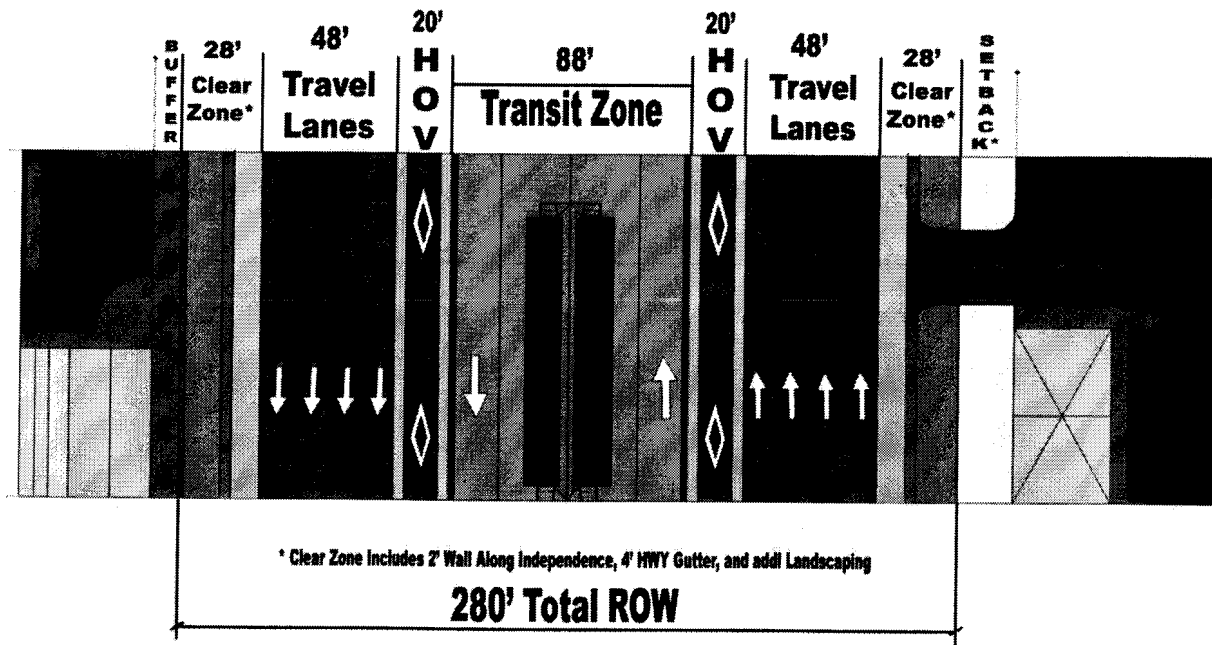
**Additional Comments:**

It is very comforting to see the plan in action. I do agree that the development needs to be staged, and I really wish for the section between Briar Creek - Sharon Amity will become primarily a buffered green way w/ some small business or a recreational facility (like a bowling alley)

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Additional Comments:

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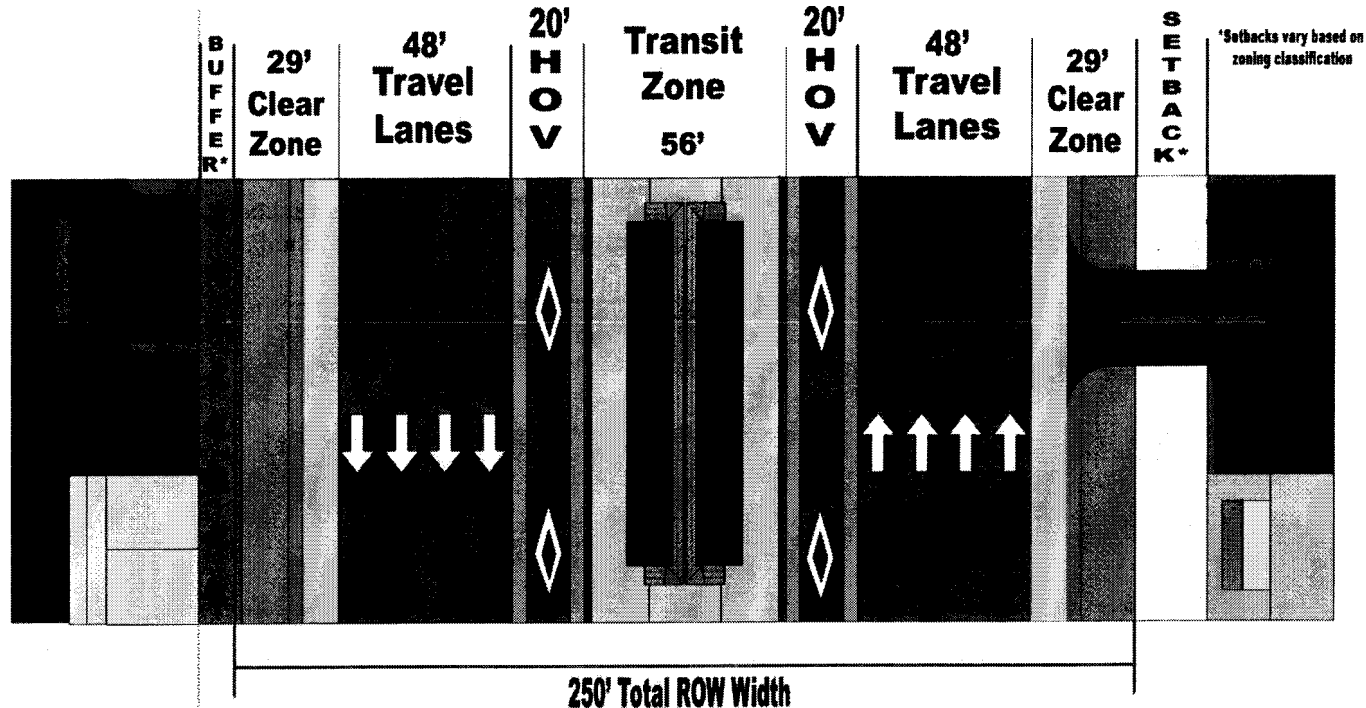


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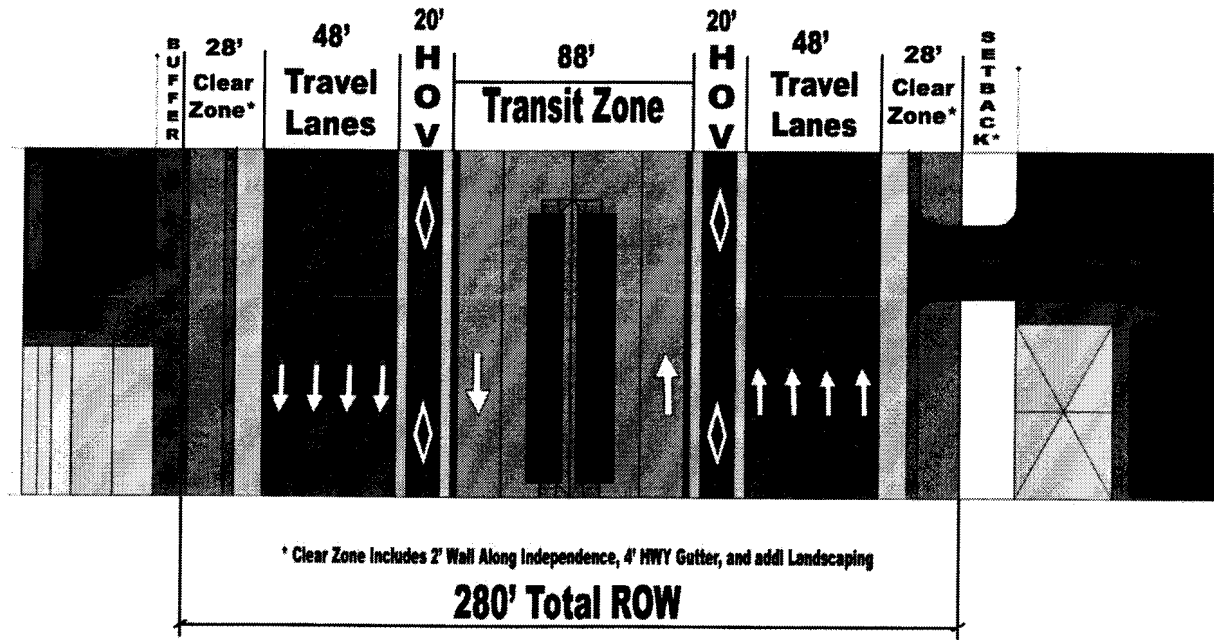
**Additional Comments:**

WHERE POSSIBLE - I.E. OLD COLISEUM SHOPPING CENTER - INCREASE BEYOND THE 250' IN ORDER TO CREATE ADDITIONAL LANDSCAPE/BUFFER AREA THEREBY ADDING VALUE TO PROPERTY

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Additional Comments:

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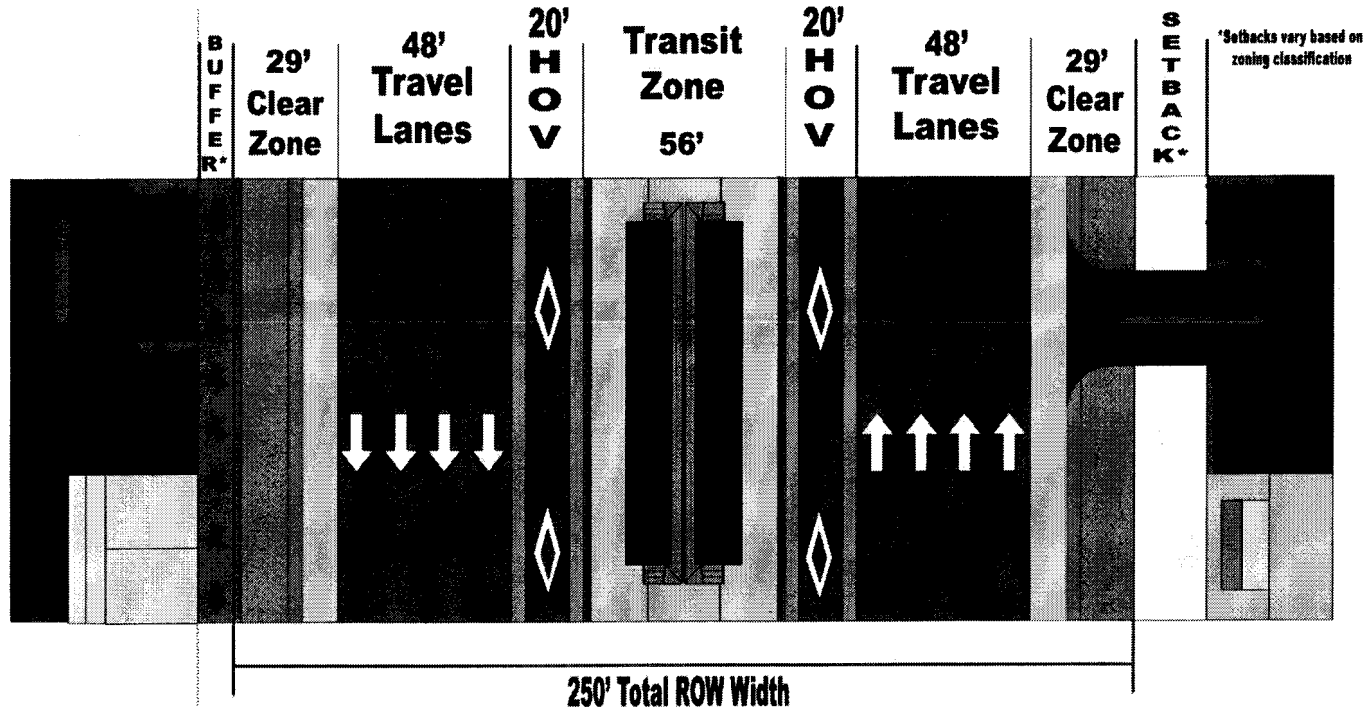
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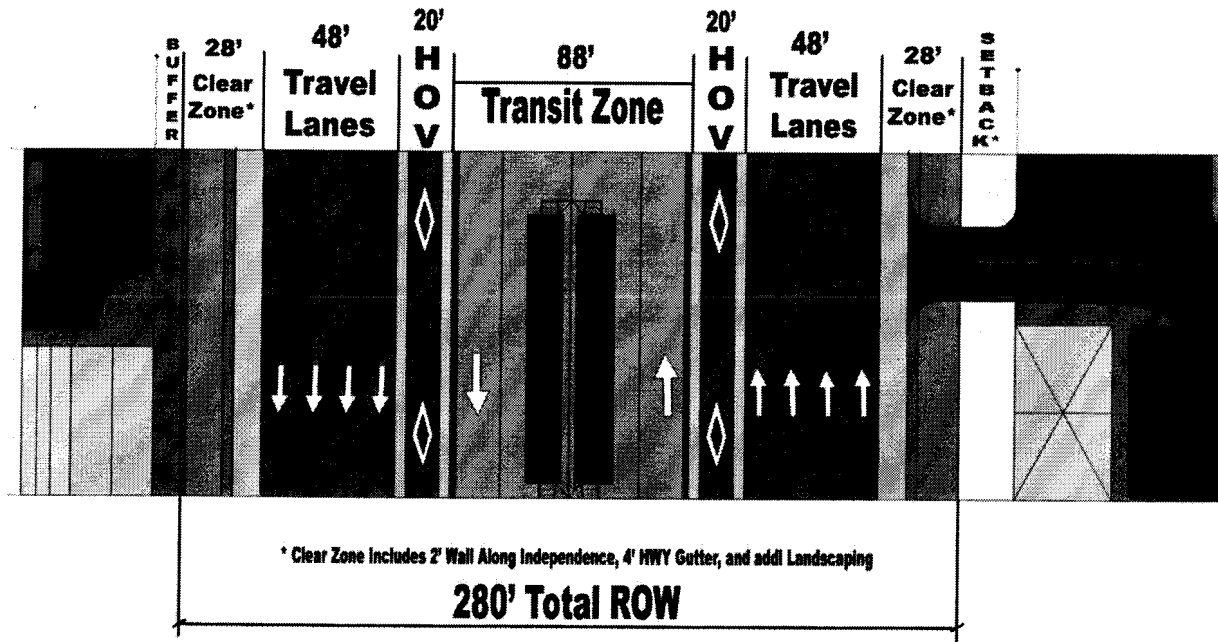
WITH NO LEFT TURNS ALLOWED AND NO  
ROAD CONNECTIONS FROM OTHER STREETS ON  
MANY PROPERTIES, DEVELOPMENT IS NOT POSSIBLE  
OR FEASIBLE!

Turn over to complete comment sheet

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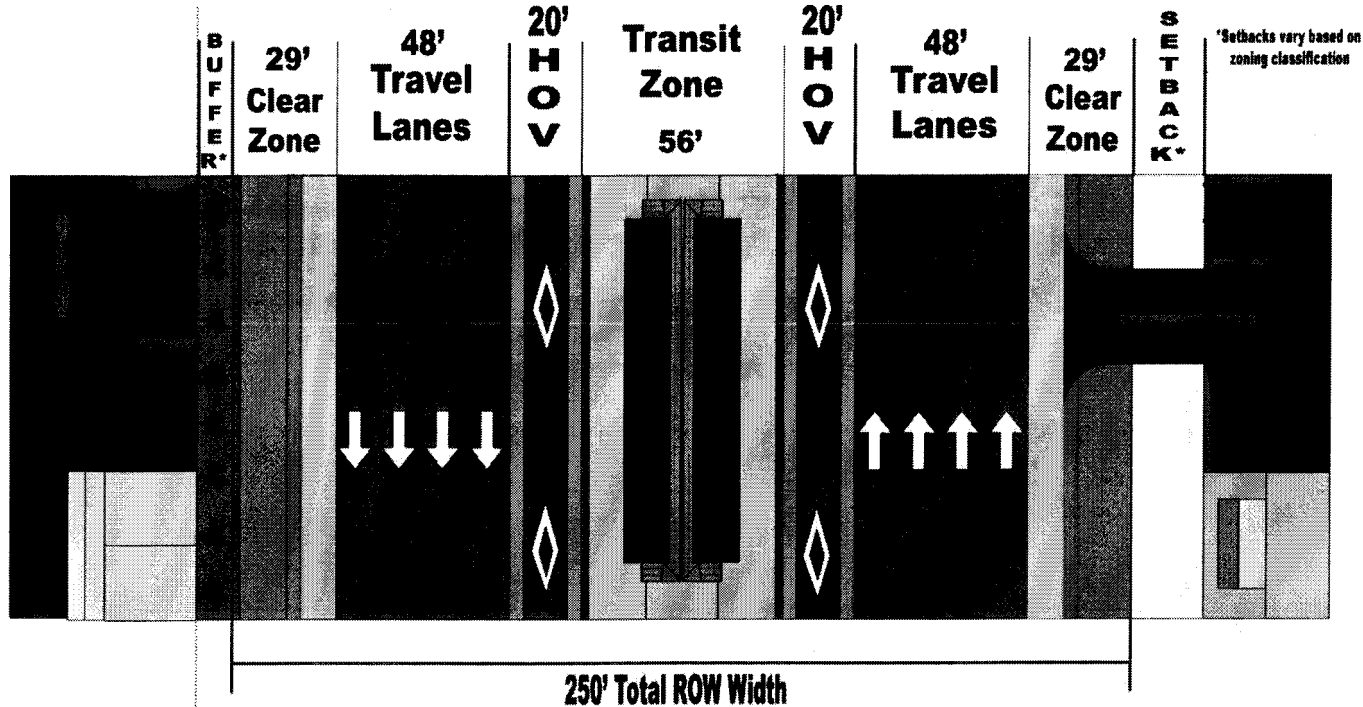
Additional Comments:

SAME AS ON OTHER SIDE.

BUY LAND AND MAKE ROAD A  
FREEWAY AS PROPOSED AND NEEDED<sup>2</sup>  
BY NCDOT

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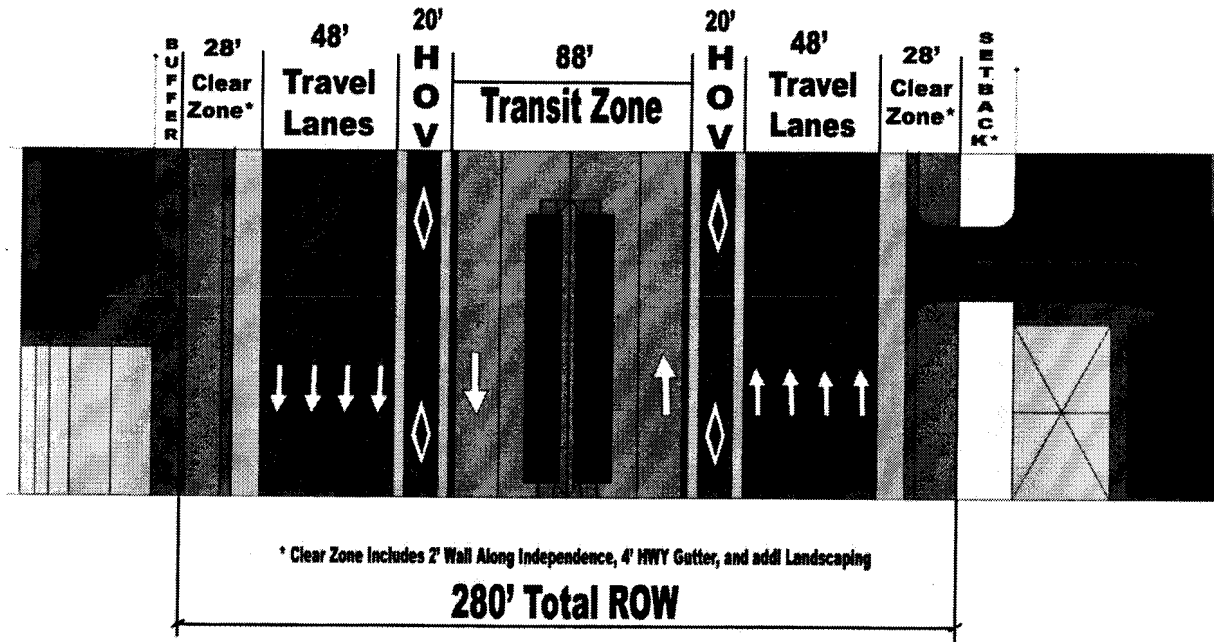
*Removing traffic lights will increase capacity. Increase access from Monticello Central.*  
*Reducing the ROW will encourage more development*  
*Light rail will increase business opportunities.*  
*Don't continue what's been done!*

Turn over to complete comment sheet

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## 280' Proposed Right-of-Way Beyond Harris Blvd.

\* Setback widths vary based on zoning classifications



1. Do you think the potential reduction in the proposed right-of-way (ROW) by 70' (existing proposed ROW of 350' to new proposal of 280') will accommodate future transportation needs? Yes ☒ No ☐
2. Do you think the potential reduction in the proposed right-of-way (ROW) by 70' (existing proposed ROW of 350' to new proposal of 280') will accommodate future development needs? Yes ☒ No ☐

Additional Comments:

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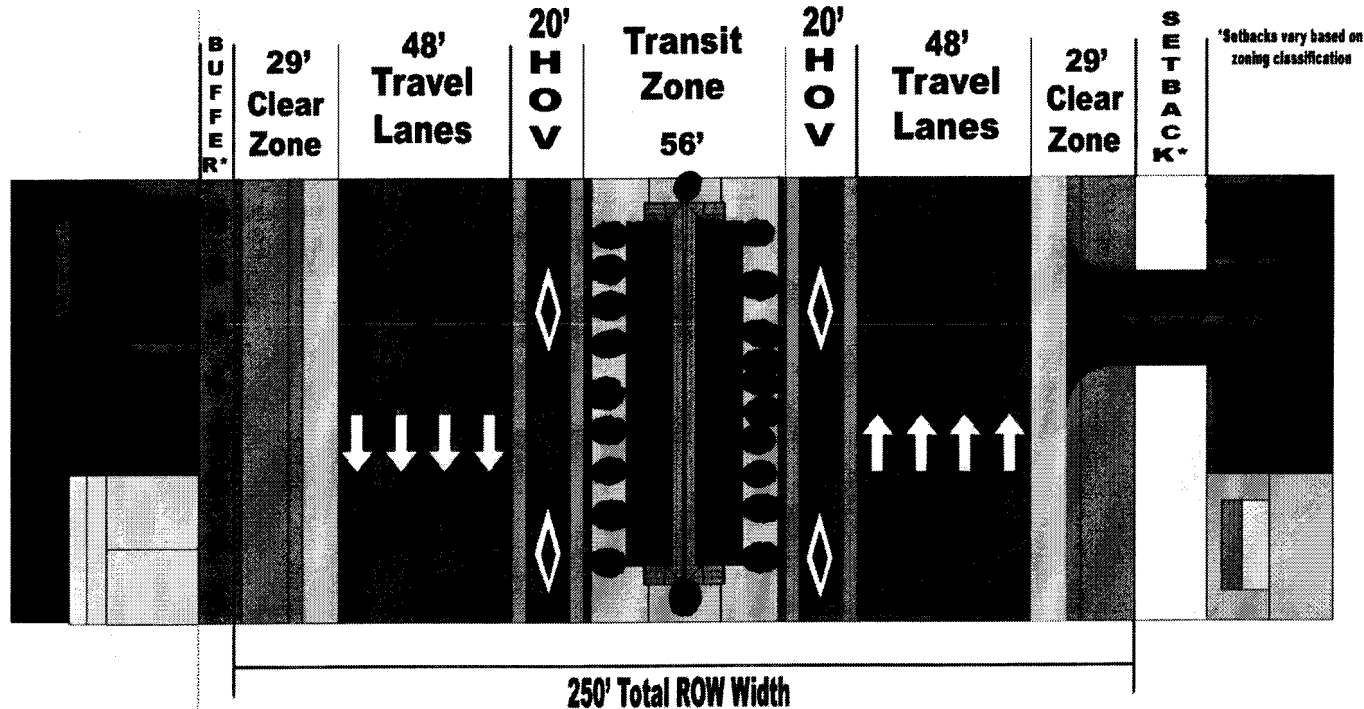
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Independence Boulevard Area Plan  
Citizen Advisory Group Comment Sheet  
April 2, 2009

## 250' Proposed Right-of-Way from Briar Creek to Harris



1. Do you think the potential reduction in the proposed right-of-way (ROW) by 100' (existing proposed ROW of 350' to new proposal of 250') will accommodate future transportation needs? Yes ☒ No ☐
2. Do you think the potential reduction in the proposed right-of-way (ROW) by 100' (existing proposed ROW of 350' to new proposal of 250') will accommodate future development needs? Yes ☐ No ☒

**Additional Comments:**

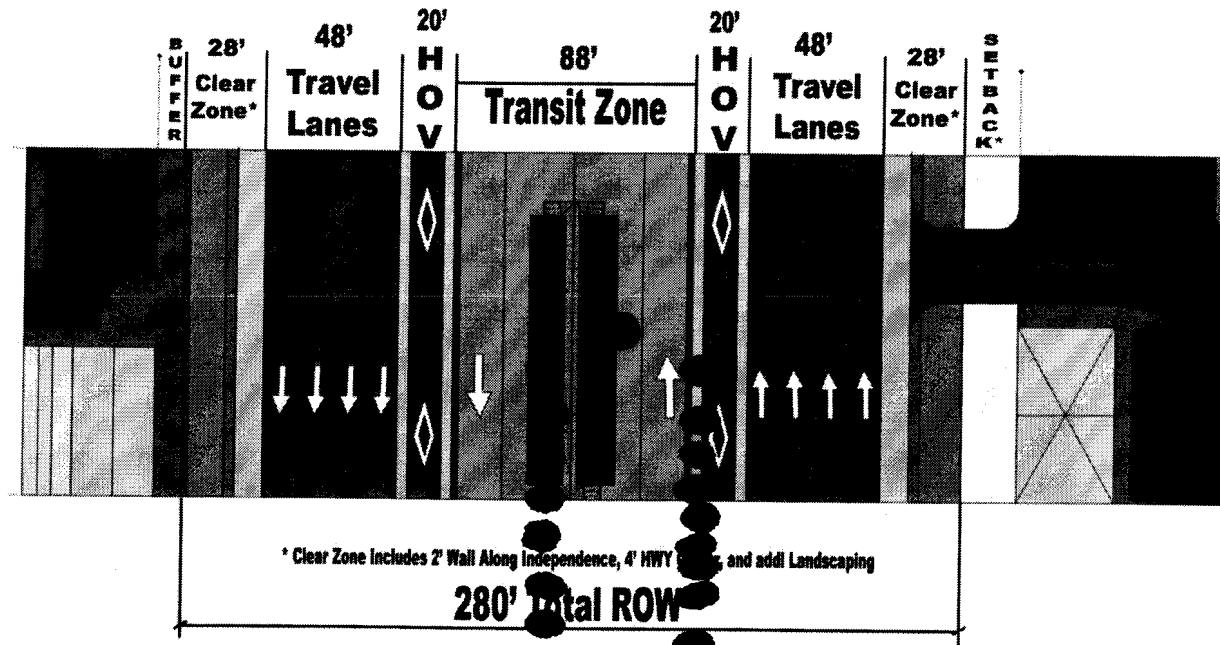
This plan is so far off. There is no way this will get funded in the next 30 years. Obviously if you look at this, it took 30 years to widen to 150 ft + three miles to Sharon Amity. There is no money to buyout undevelopable property. Better to give to community + developers. Reduce ROW 200-225 ft. Still 111 buildings in the setback Elizabeth Ave Condos much closer than this - I-77 carries 170K cars a day w/ 2 lanes in each direction. Indy already wider than that and doesn't carry that much. I-77 is congested but ~~not~~ does not require Mass transit + 6 lanes each direction.

Turn over to complete comment sheet

Independence Boulevard Area Plan  
Citizen Advisory Group Comment Sheet  
April 2, 2009

## 280' Proposed Right-of-Way Beyond Harris Blvd.

\* Setback widths vary based on zoning classifications



1. Do you think the potential reduction in the proposed right-of-way (ROW) by 70' (existing proposed ROW of 350' to new proposal of 280') will accommodate future transportation needs? Yes ☒ No ☐
2. Do you think the potential reduction in the proposed right-of-way (ROW) by 70' (existing proposed ROW of 350' to new proposal of 280') will accommodate future development needs? Yes ☐ No ☒

**Additional Comments:**

There is no money for widening. This section hasn't been widened to 150 yet (nowhere close). Nevermind cleaning up the aftermath of undevelopable property. And now there is a plan to double the width of the road. No way it's going to happen in 30 years. Still all buildings in setback. Reduce setback more 200-225 ft ROW Elizabeth Ave condos much closer. If I-77 already carries future forecast of Independence. 2 Granted @ I-77 is congested, it won't take BRT / LRT HOV etc to fix it, Much less widening needed to carry 170K cars a day