

Independence Boulevard Area Plan- Advisory Group Exercise  
October 14, 2008

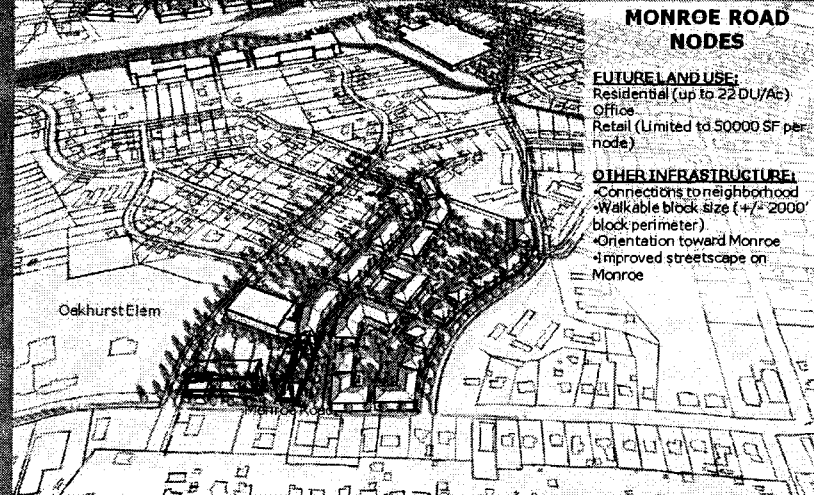
Neighborhood Node  
Example Concept



**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



**MONROE ROAD  
NODES**

**FUTURE LAND USE:**  
Residential (up to 22 DU/Ac)  
Office  
Retail (Limited to 50,000 SF per node)

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

Are the land uses appropriate?

Yes, provide the frontage

Are the land uses appropriate?

Make retail parcels small  
to force unique neighborhood shops.  
\* yes, micro grocery store  
bloom, lowest, health food & market.

Is access and connectivity addressed?

\* Block any access onto Amity Gardens  
from Wallmont - no 24 hour -

Is access and connectivity addressed?

Yes,

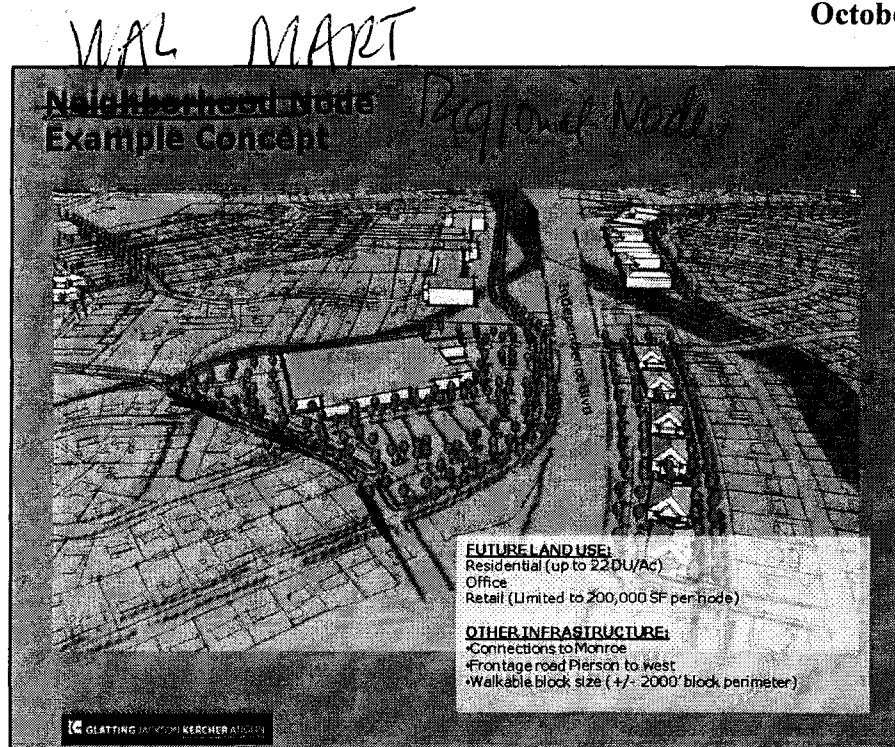
Other opportunities missed?

\* Wallmont must follow Architectural  
\* Will need to provide more visual  
sound & buzzing elements.

Other opportunities missed?

\* Not as many rental units  
\* make sure smaller scale -

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Are the land uses appropriate?

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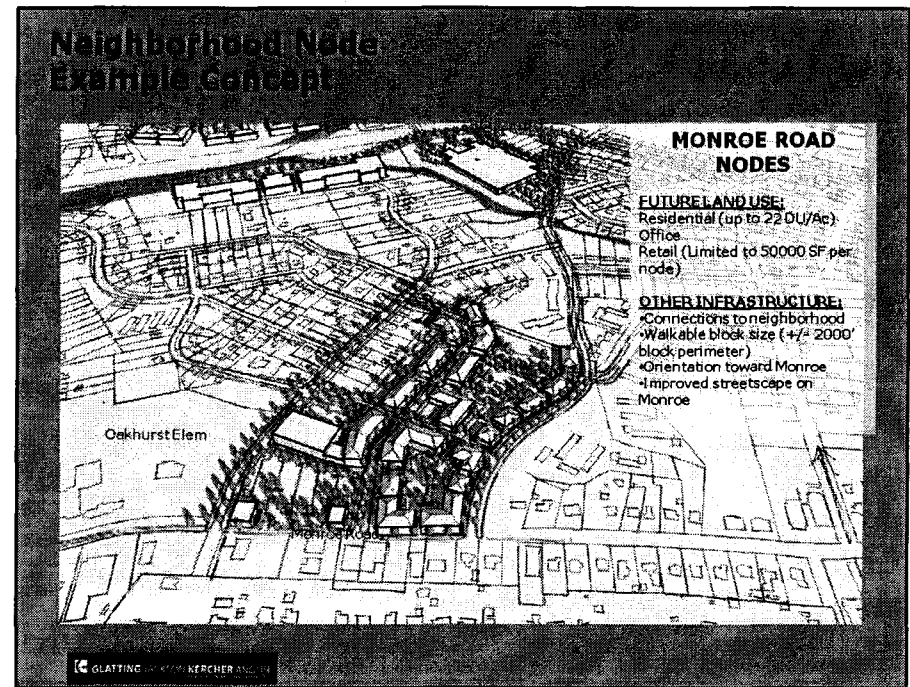
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Is access and connectivity addressed?

*No Access from Pierson to Amity Gardens.  
Neighborhood streets Maintain all dead end  
streets. Must provide Wall, landscaping etc  
along back of Wal-Mart property to protect*

Other opportunities missed?

*residential properties in  
Neighborhoods that back  
to this property*



Are the land uses appropriate?

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Is access and connectivity addressed?

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Other opportunities missed?

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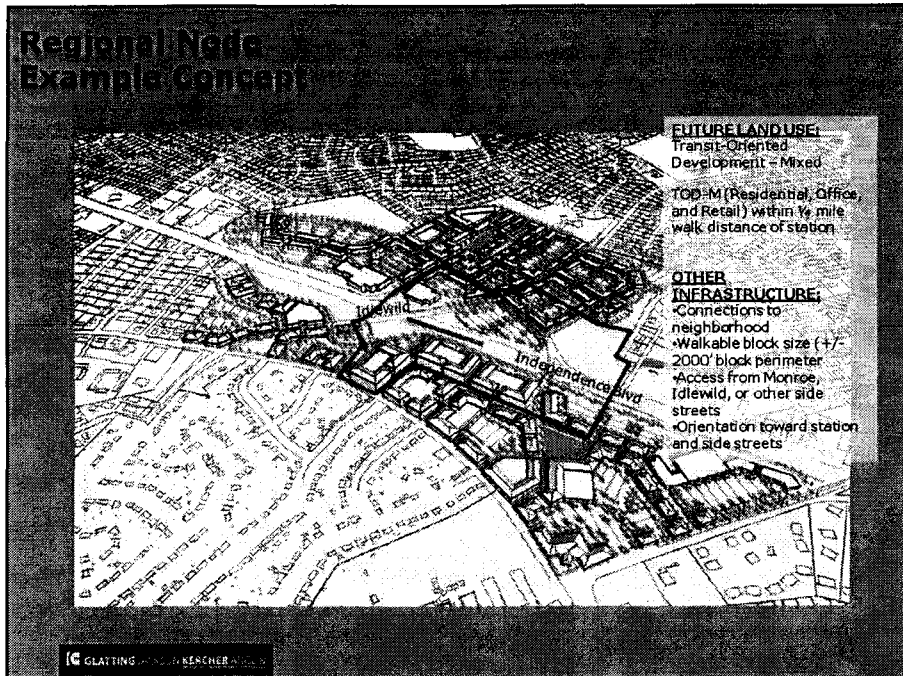
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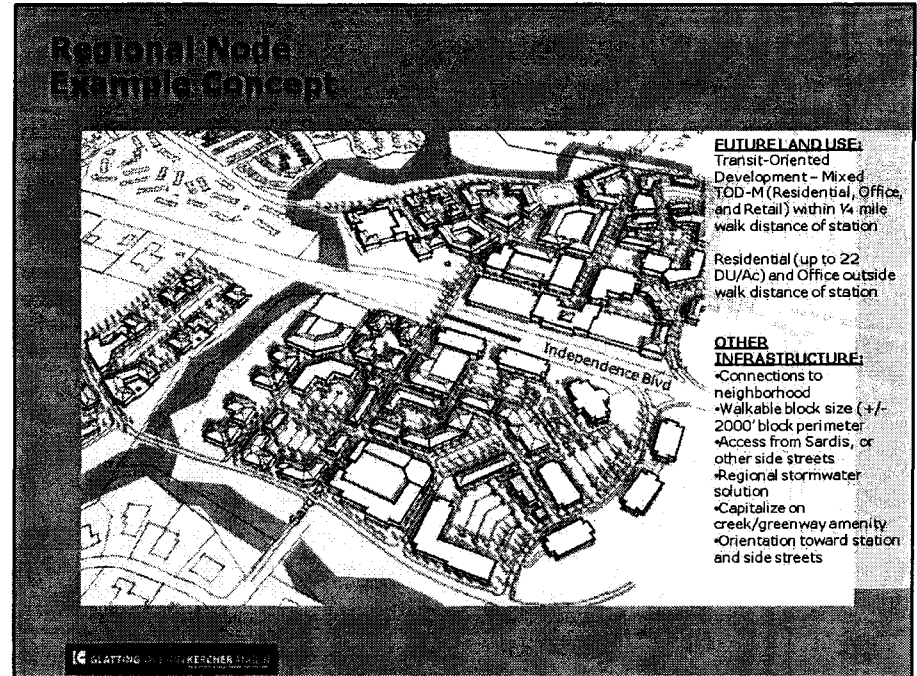
Are the land uses appropriate?

Yes. Land use is appropriate.  
From high density to single family  
homes

Is access and connectivity addressed?

Yes. Both access and connectivity  
are provided from Independence  
to the adjacent neighborhoods.

Other opportunities missed?



Are the land uses appropriate?

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Is access and connectivity addressed?

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Other opportunities missed?

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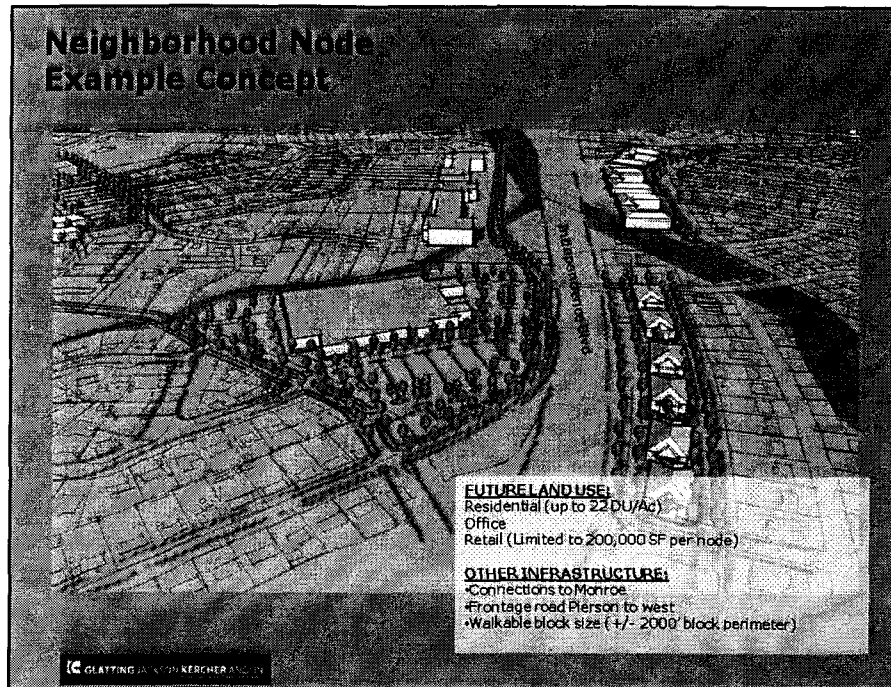
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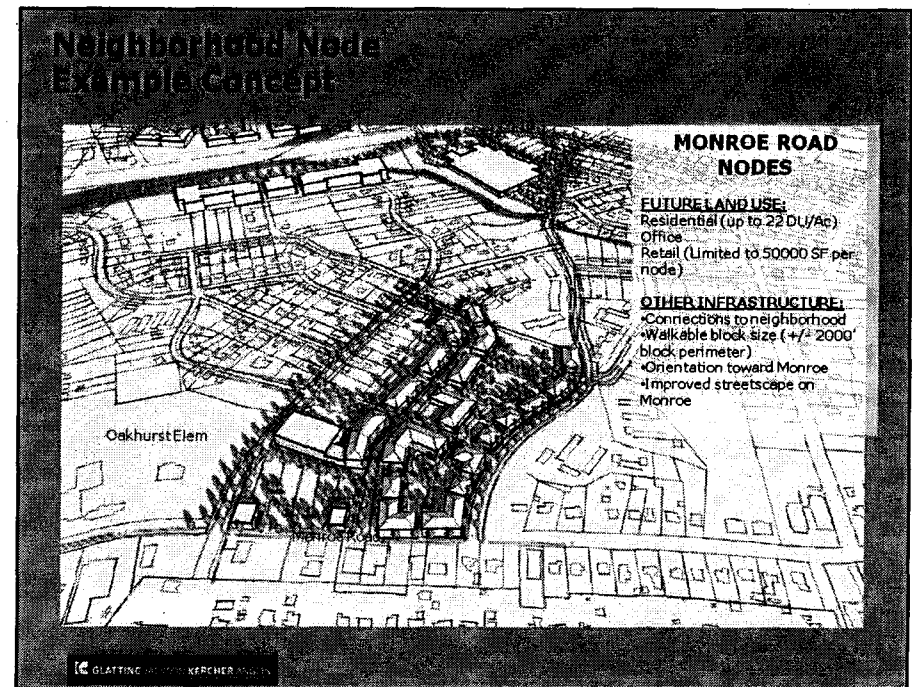
Are the land uses appropriate?

yes

Is access and connectivity addressed?

Address Amity Garden Rd  
concerns regarding buffer, noise,  
etc.

Other opportunities missed?



Are the land uses appropriate?

yes

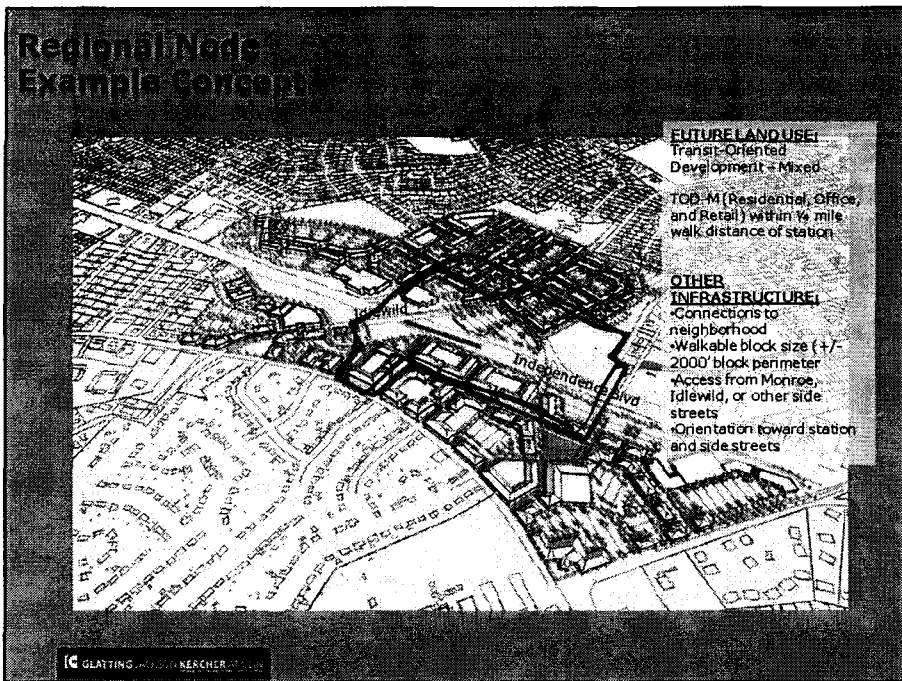
Is access and connectivity addressed?

yes

Other opportunities missed?



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Are the land uses appropriate?

yes

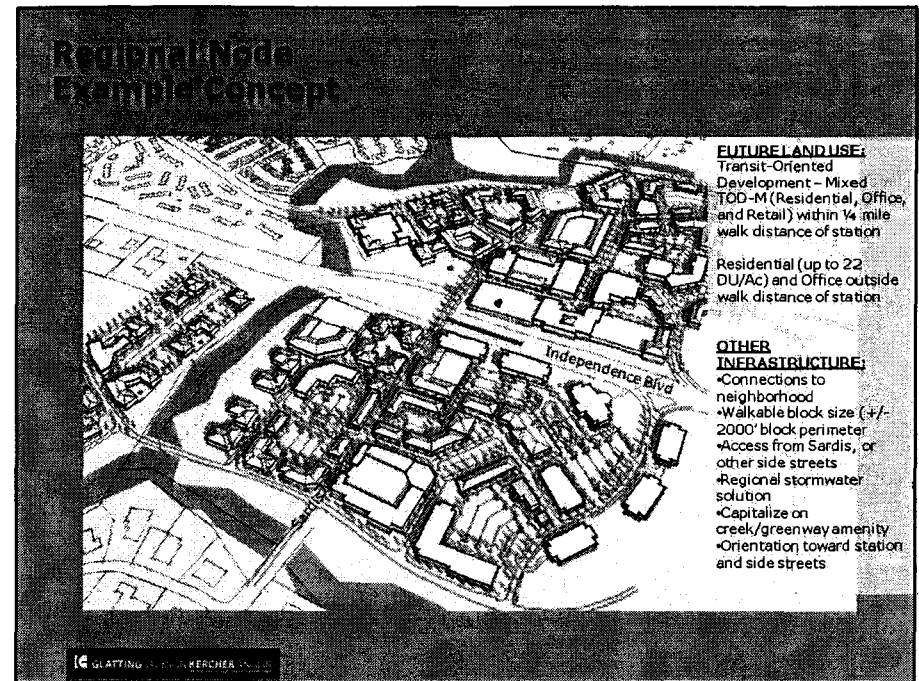
where are transitional setbacks

Is access and connectivity addressed?

access allows redevelopment

Other opportunities missed?

Good start.  
School type in's



Are the land uses appropriate?

yes

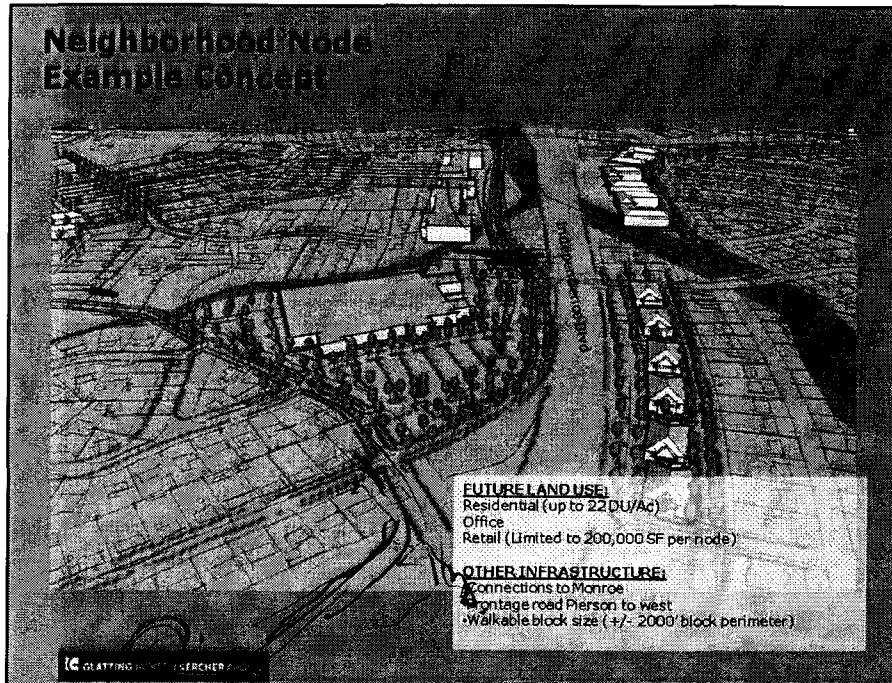
Is access and connectivity addressed?

access allows redevelopment.

Other opportunities missed?

Start w/ Stack Parking

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Are the land uses appropriate?

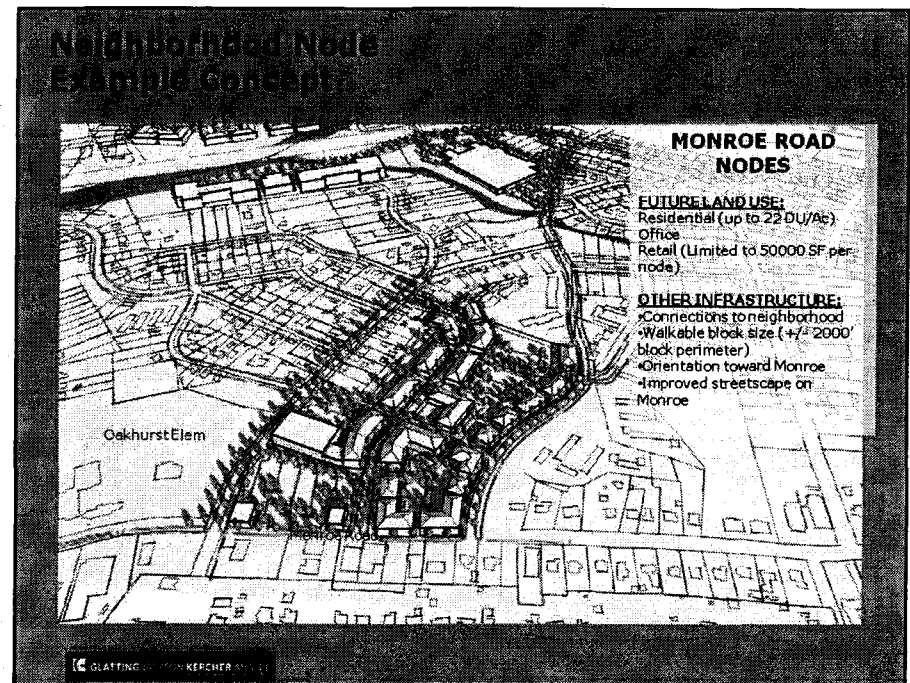
Frontage Road O.K.

Is access and connectivity addressed?

Other Side of  
North side is still messy

Other opportunities missed?

Reserve neighborhood



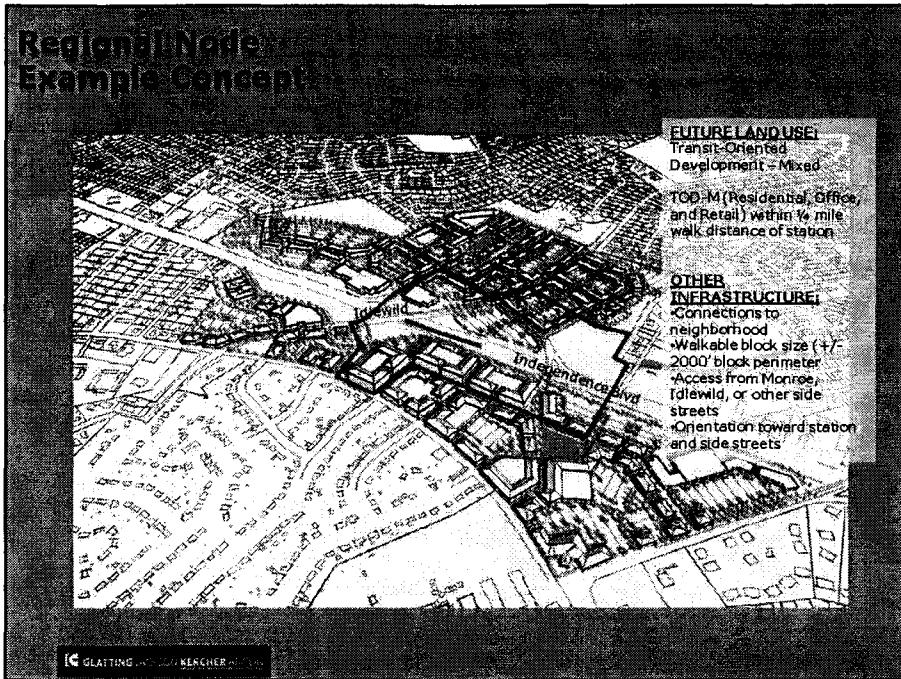
Are the land uses appropriate?

Is access and connectivity addressed?

Connect w west most yes.

Other opportunities missed?

**Independence Boulevard Area Plan- Advisory Group Exercise**  
**October 14, 2008**



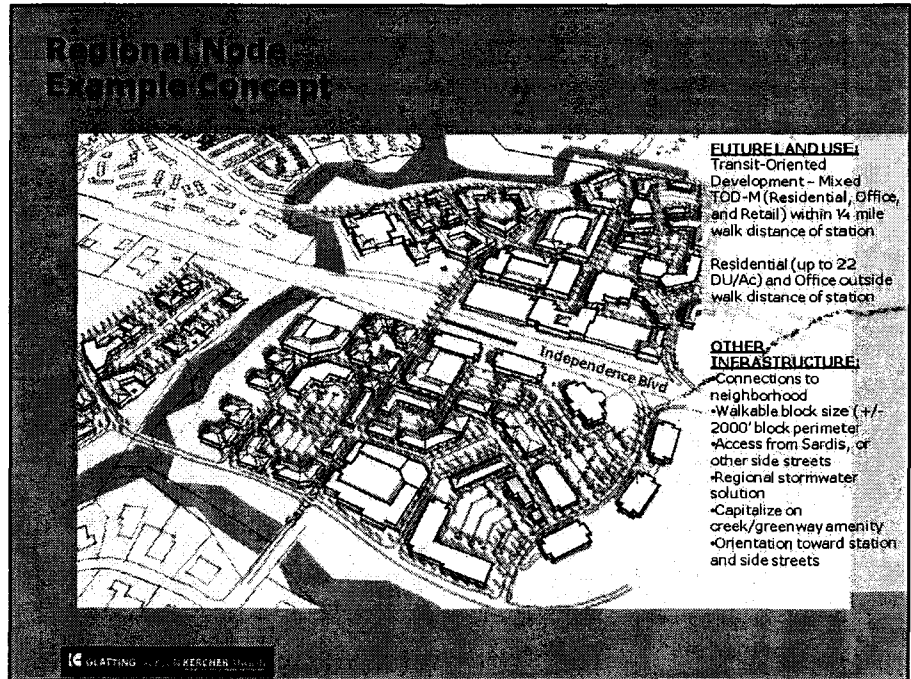
**Are the land uses appropriate?**

*"Orientation toward transit" is defeated by the gulf created by the freeway.*

**Is access and connectivity addressed?**

**Other opportunities missed?**

*Place the transit station on one side of the freeway, so that it can feed directly into a building & feel more pedestrian-oriented*



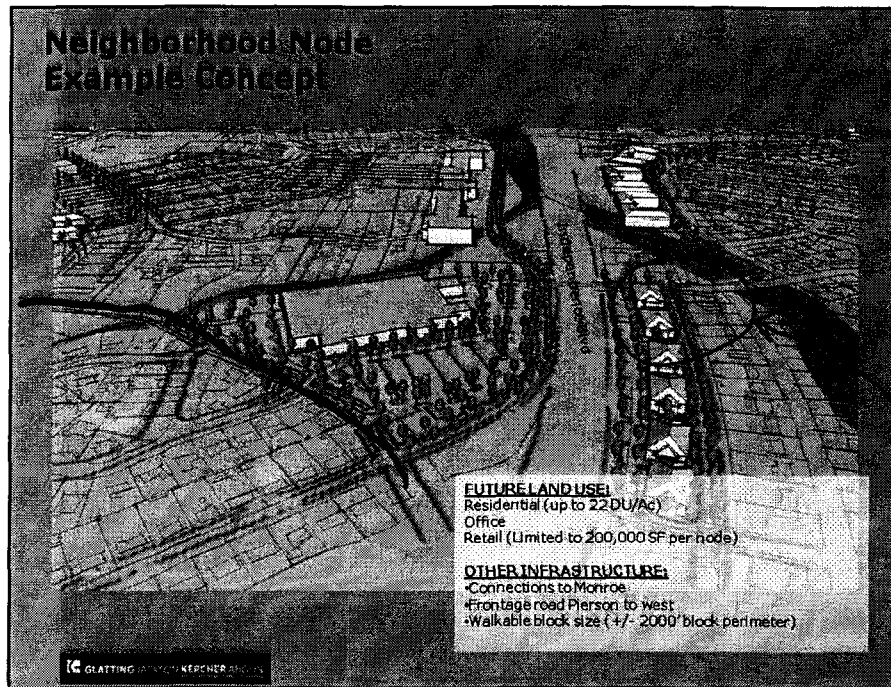
**Are the land uses appropriate?**

**Is access and connectivity addressed?**

**Other opportunities missed?**

*Place the transit station on one side of Independence Freeway, not in the middle*

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Are the land uses appropriate?

There should be more retail around Walmart, which could serve as an anchor.

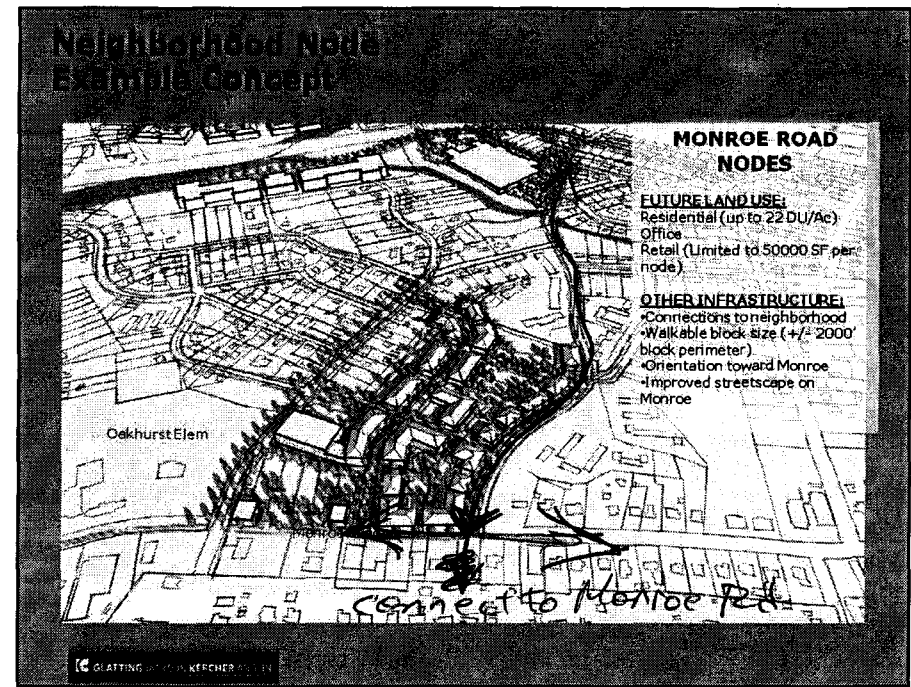
That land use changes should occur } mid-block, not across streets!

Is access and connectivity addressed?

There is inadequate access to Monroe Rd.

Other opportunities missed?

Additional retail buildings between Walmart & residential to transition and act as buffer.



Are the land uses appropriate?

Is access and connectivity addressed?

Other opportunities missed?

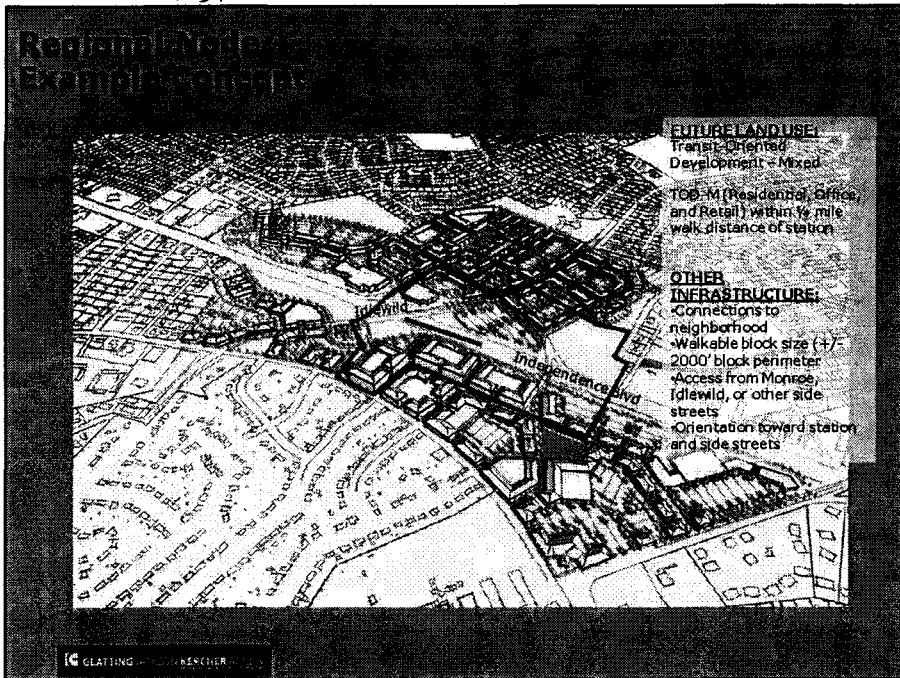


Walkable form.

## Independence Boulevard Area Plan- Advisory Group Exercise

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Residential, office, retail - within 1/4 mile



Are the land uses appropriate?

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Is access and connectivity addressed?

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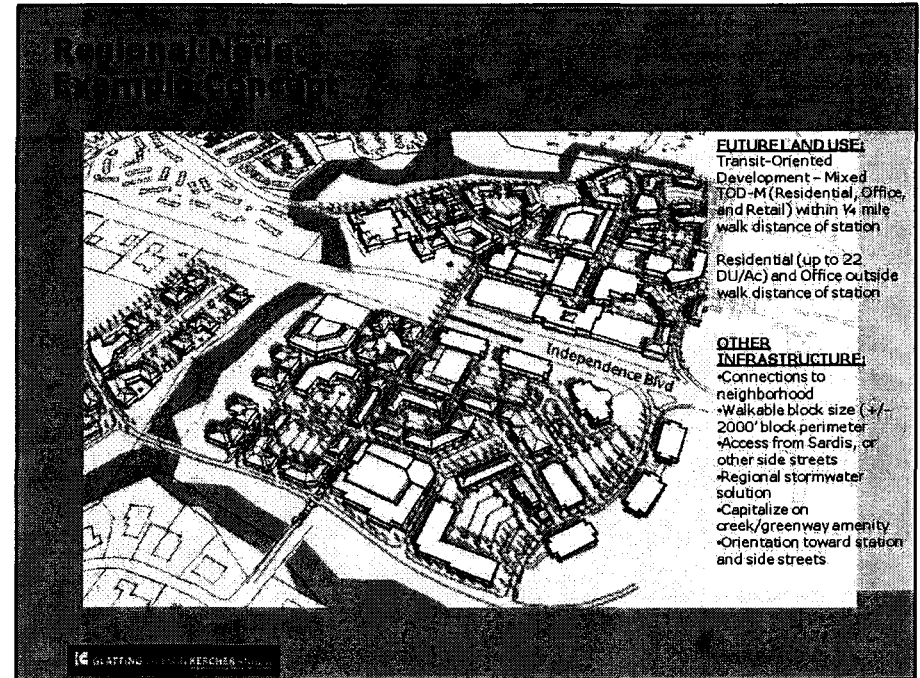
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Other opportunities missed?

Need restaurants - connectivity  
places on overpass at  
transit station -



Are the land uses appropriate?

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Is access and connectivity addressed?

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Other opportunities missed?

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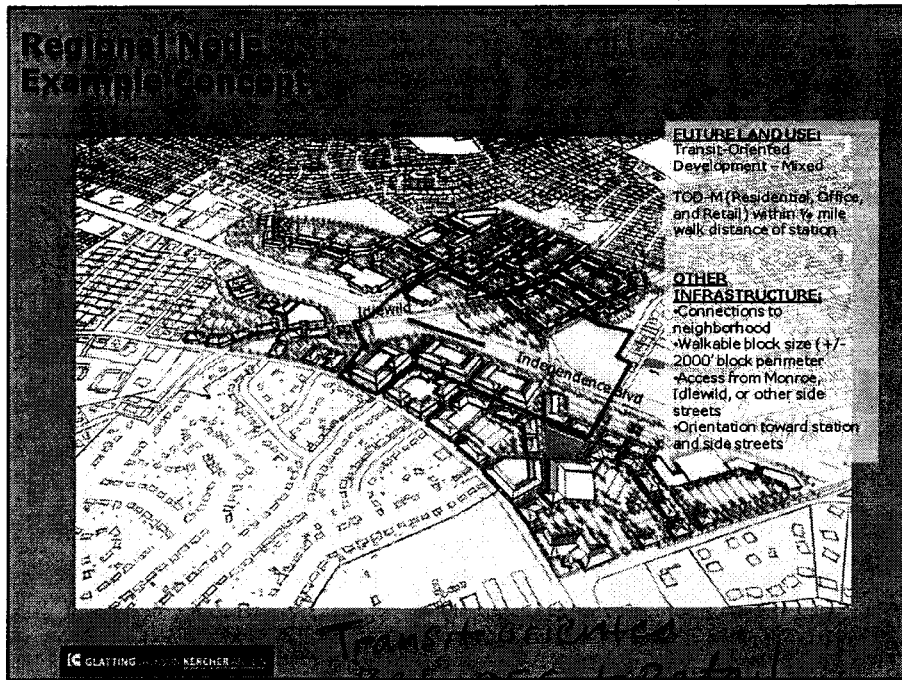
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# Independence Boulevard Area Plan- Advisory Group Exercise

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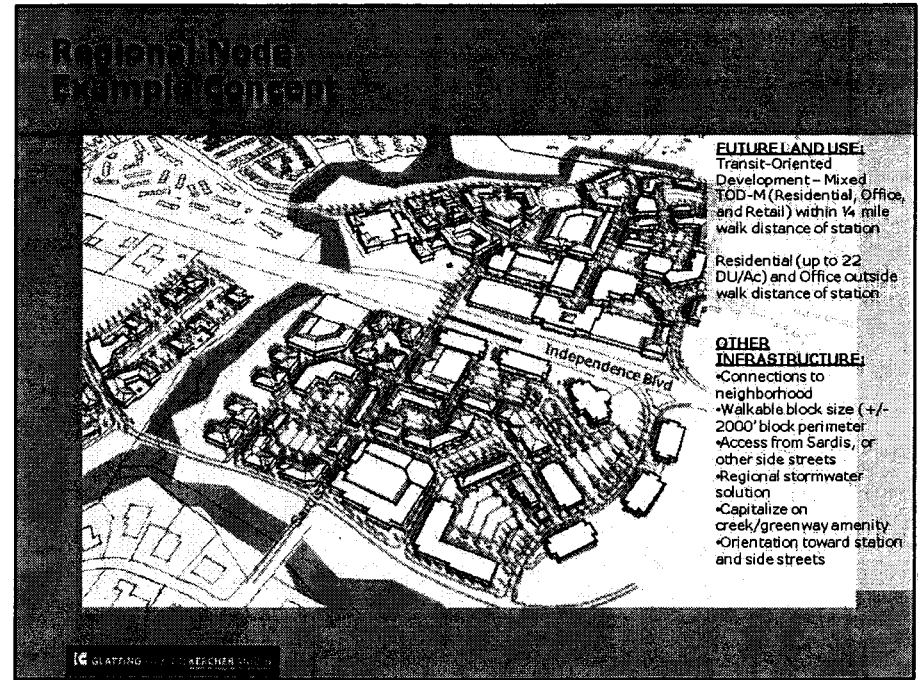


Are the land uses appropriate?

Transit-oriented  
Res, OFC + Retail  
<Walkable Block size>

Is access and connectivity addressed?

Other opportunities missed?



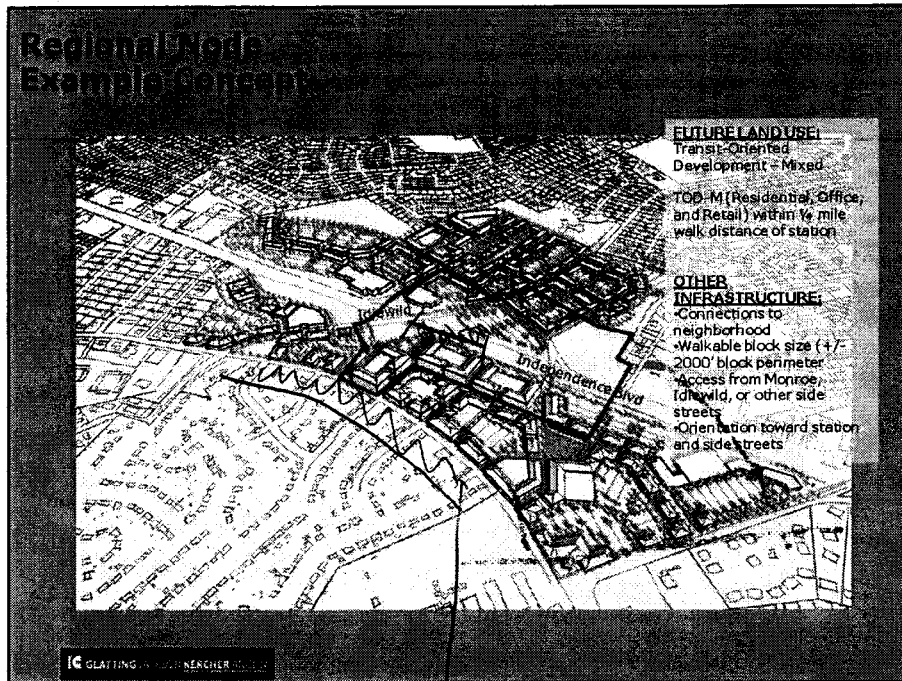
Are the land uses appropriate?

Is access and connectivity addressed?

Other opportunities missed?

# Independence Boulevard Area Plan- Advisory Group Exercise

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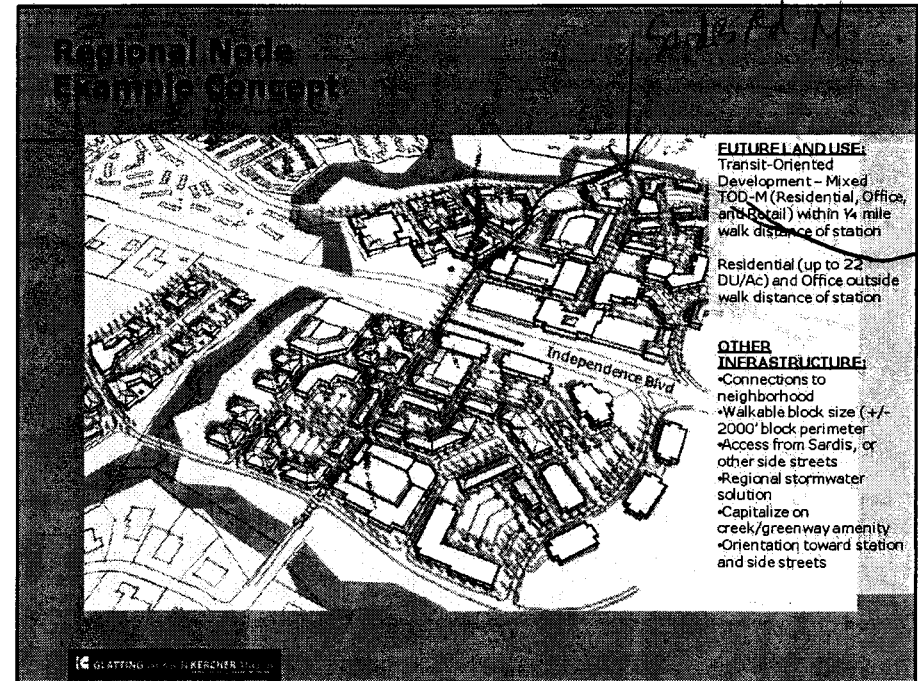
Are the land uses appropriate?

appropriate

The land use seems

Is access and connectivity addressed?

Other opportunities missed?



Are the land uses appropriate?

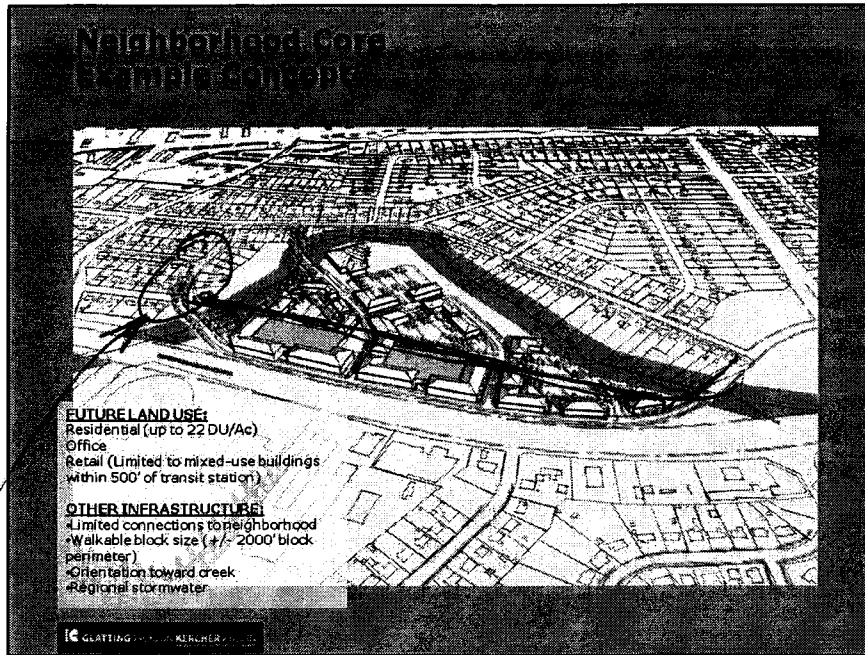
Is access and connectivity addressed?

Other opportunities missed?

to Rice Road?

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Put north  
arrows on these  
maps.



Are the land uses appropriate?

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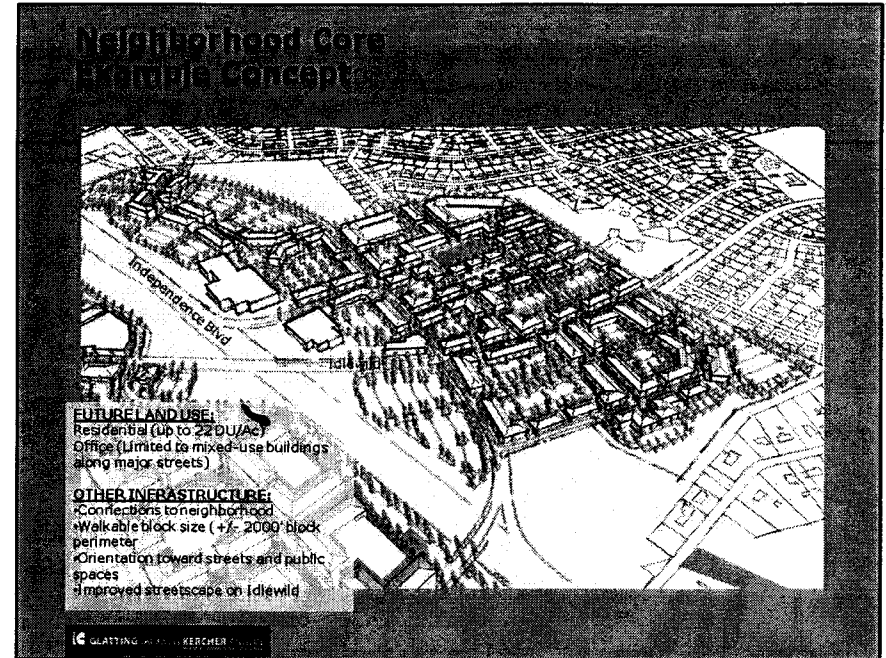
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Is access and connectivity addressed?

This should feed into a main street, not smaller residential street, OR, why not make this frontage road a real street through the middle of this node.

Other opportunities missed?

The transit station should be more integrated w/ the buildings, not stuck in the middle of the highway.



Are the land uses appropriate?

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Is access and connectivity addressed?

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Other opportunities missed?

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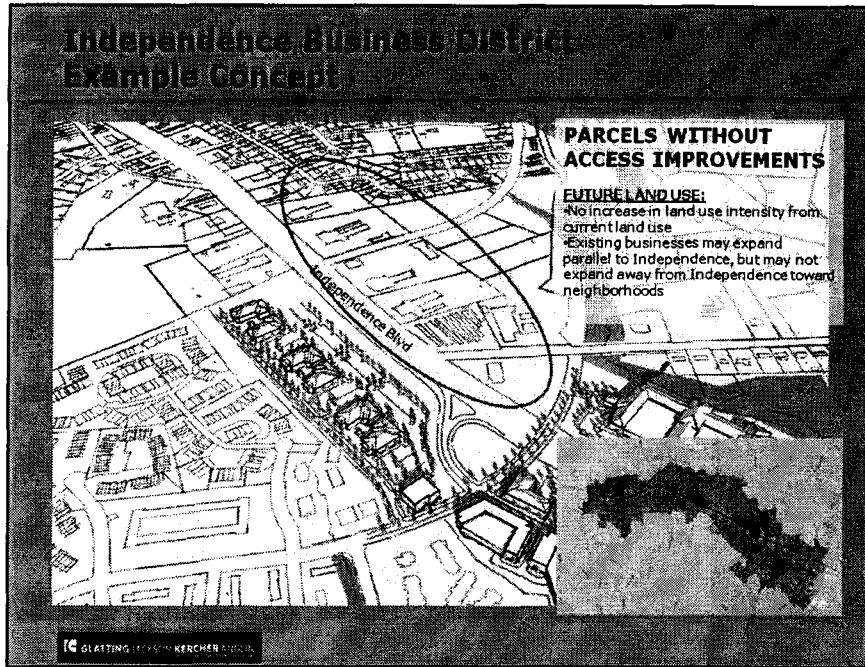
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Are the land uses appropriate?

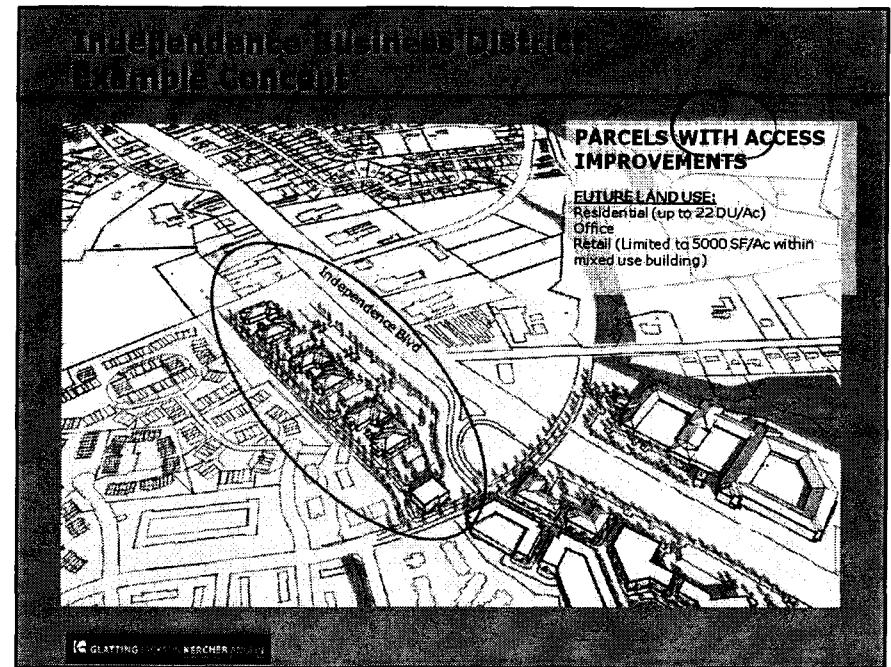
Land use intensity should change mid-block, not across streets.

Is access and connectivity addressed?

No

Other opportunities missed?

Obviously



Are the land uses appropriate?

~~Yes~~

Is access and connectivity addressed?

Hard to tell. These diagrams are too small.

Other opportunities missed?

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Are the land uses appropriate?

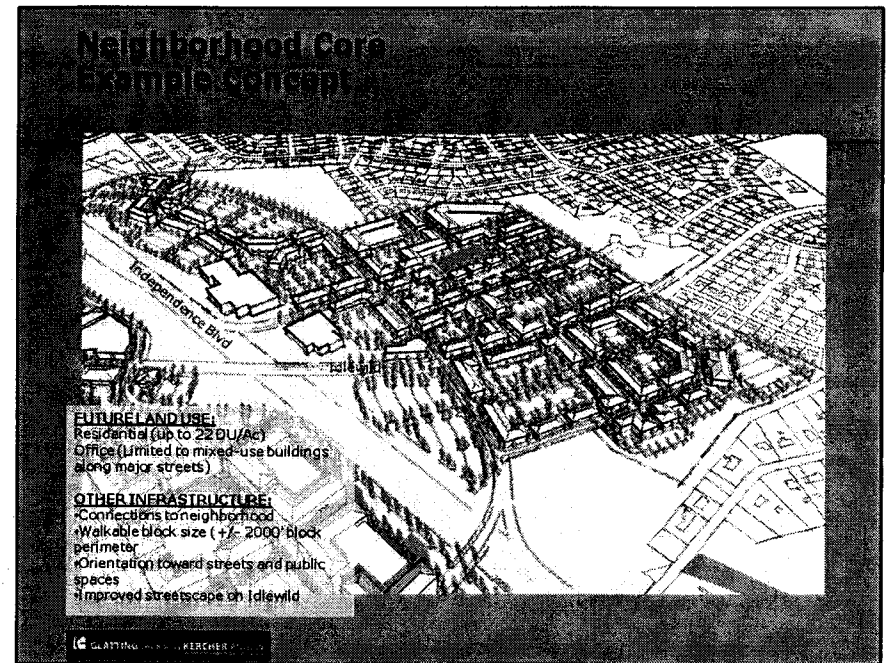
What is impact on Neighborhood

Is access and connectivity addressed?

Interchange @ Briar Creek.

Other opportunities missed?

Good Place for Park, next to transit



Are the land uses appropriate?

yes - good connections

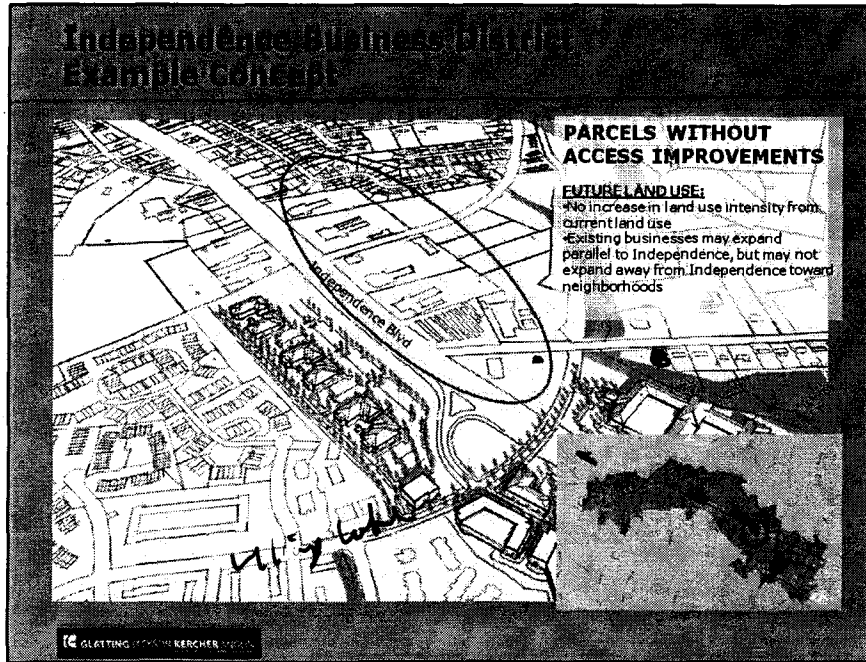
Good Luck,

Is access and connectivity addressed?

Other opportunities missed?

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Sordis



Are the land uses appropriate?

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Is access and connectivity addressed?

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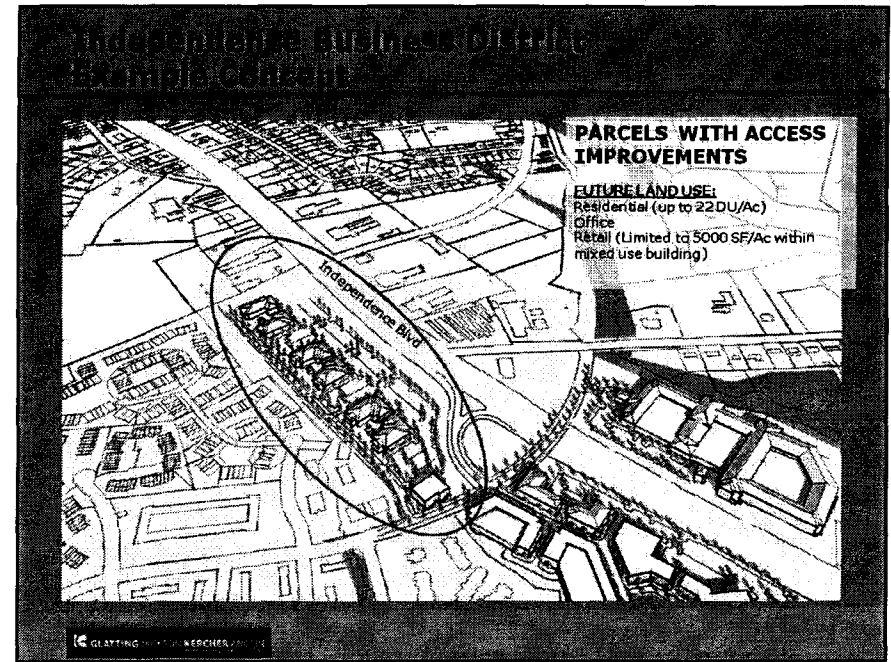
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Other opportunities missed?

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Are the land uses appropriate?

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Is access and connectivity addressed?

good access to Village Lakes

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Other opportunities missed?

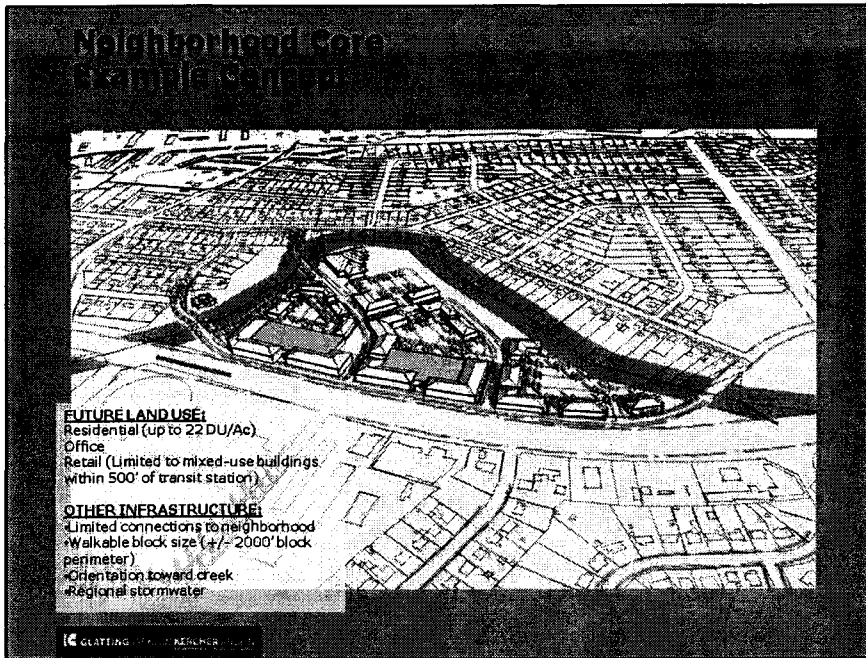
Connect w greenway

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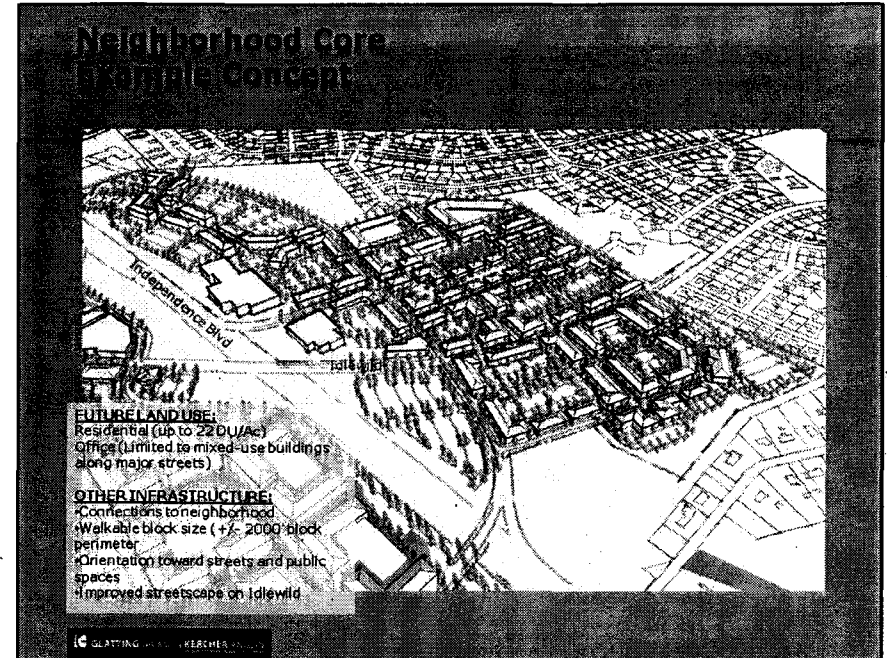
Are the land uses appropriate?

Yes

Is access and connectivity addressed?

Consider impact of access road on Briar Creek traffic. If access road requires additional clearance from Independence what changes are required

Other opportunities missed?



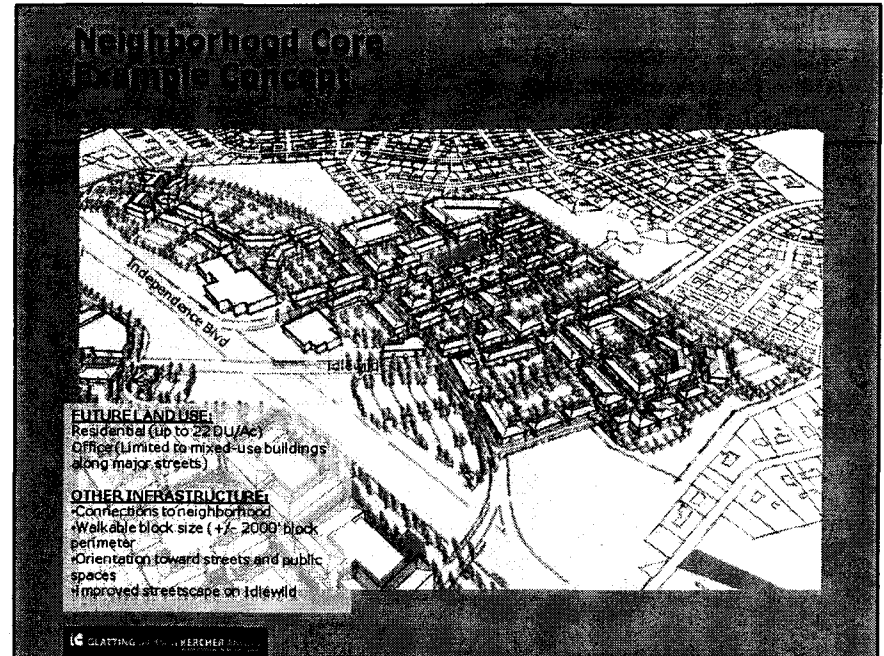
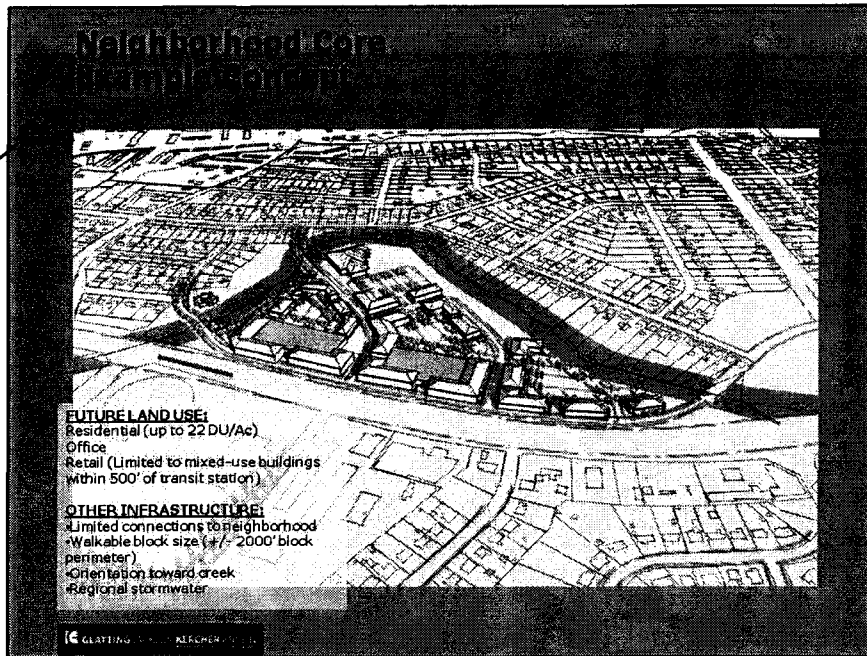
Are the land uses appropriate?

Is access and connectivity addressed?

Other opportunities missed?



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Are the land uses appropriate?

GREENWAY IS GREAT! MOTELS NEED TO BE TAKEN FOR GREENWAY AS SOON AS POSSIBLE TO MAKE OTHER PROPERTIES MORE ATTRACTIVE FOR RESIDENTIAL DEVELOPMENT. AT HIGHER DENSITY (TOD ZONING) SINCE AT TRANSIT STATION!

Are the land uses appropriate?

Is access and connectivity addressed?

VERY DIFFICULT TO HAVE DIRECT ACCESS FROM INDEPENDENCE BLVD - SPEED LIMIT NOW IS 50 MPH (WAS 45 MPH) AND STATE SAID AVE. SPEED IS 60 MPH. RECOMMEND THAT BRIAN CREEK INTERCHANGE BE EXPANDED TO A FULL INTERCHANGE.

Is access and connectivity addressed?

OTHERWISE EXTEND TELEVISION DR. TO COMMONWEALTH TO ENCOURAGE RESIDENTIAL DEVELOPMENT NOW!

Other opportunities missed?

WITH ACCESS ROAD AS PROPOSED FOR WALMART SITE.

**Independence Boulevard Area Plan- Advisory Group Exercise**  
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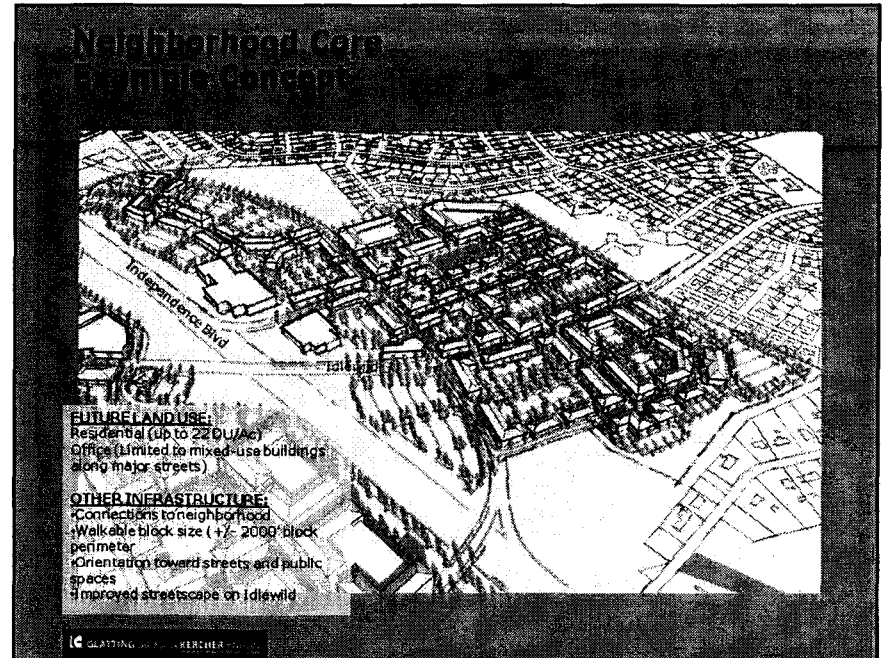
**Are the land uses appropriate?**

*High enough mixed use*

**Is access and connectivity addressed?**

**Other opportunities missed?**

*mixed use, parking areas for people who are not living in the apartment/condos.*



**Are the land uses appropriate?**

**Is access and connectivity addressed?**

**Other opportunities missed?**

## Independence Boulevard Area Plan

### Citizen Advisory Group Meeting

October 14, 2008

Listed below are handwritten comments on the Character Framework for the study area.

#### Regional Node

1. Need restaurants at connectivity & transit points
2. Need attractive and practical walkways – many of them – over Independence
3. Independence @ Conference needs more landscape (green or open space) areas
4. Independence @ Conference must first raise:
  - Idlewild Apartments
  - Ashley Place
  - Castlewood / Silver Oaks
  - Or it will ever work
5. Must incorporate Transit parking into regional nodes

#### Neighborhood Node

1. Concern about traffic – rush hour and overflow – into residential neighborhoods
2. No apartments – already too many in East Charlotte (Owner occupied condos and townhouses are OK)
3. Access road @ Amity Gardens is OK with us
4. Need node North of Independence , especially near / on Sharon Amity / Albemarle Road
5. Gear toward relocating existing business – especially restaurants- there.
6. Need incentives for local small businesses – especially restaurants – to stay in immediate area.

#### Neighborhood Core

1. If R-22 housing, must be limited in size (no mega-housing complexes) and not include apartments (condos and other owner occupied is OK)
2. Need more green / open space worked into plan with such high density
3. R-22 too dense!! Too intense!!
4. No increase in number of apartments (tear down those on Albemarle, Idlewild / Independence first)

#### Independence Business District

1. Between Farmingdale and Idlewild – get rid of the car lots (high crime magnets, ugly streetscape)
2. Build mixed use but do not tie to existing neighborhood – tie instead to Independence (T.O.D)
3. Too much asphalt get rid of car lots (add nothing to neighborhoods)

1. Idlewild
  - Land use satisfactory – Access / Connectivity OK
  - Make sure small shop opportunities are included
2. Sardis North
  - Land Use OK
  - Connectivity OK

#### Neighborhood Node

- Pierson – Wal-Mart OK
  - Don't Know What Is Across Independence
  - Frontage Road Critical
1. Monroe – Woonsocket Site
    - Land Use OK
    - Connectivity Acceptable
  2. Briar Creek
    - OK
  3. Idlewild
    - OK

#### Regional Node

1. We agree that the land uses are appropriate
2. The need of pedestrian access at the Idlewild Road to the support the node from both sides of Independence Boulevard. Like the idea of leveraging the greenways for connectivity at the Sardis Node

#### Frontage Road Concept On independence (Wal-Mart)

- Do not agree with frontage road
- Extend brick wall to protect neighborhood (Amity Gardens)
- No opportunities missed

#### Neighborhood Node

1. Why is the road bending towards Independence Boulevard at Pierson Node? The Monroe Road Node looks good.
2. The multi-family shown on the North Side of Independence, where will the access come from? Need clearer connectivity between North and South side of Independence at Pierson Node
3. No

#### Neighborhood Core

1. The Neighborhood Cove at Briar Cree – instead of rutting road – road frontage next to Independence split the are in two



# Memo

**To:** Garet Johnson, AICP, City of Charlotte  
**From:** David Krug  
**Date:** October 29, 2008  
**Re:** **Independence Boulevard Area Plan – Advisory Group Exercise**  
**Neighborhood Node - Monroe Road Nodes at Chippendale and Shade Valley Roads**

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Noted below are my responses in reference to the above:

Are the land uses appropriate?

Density of Retail needs to be 100,000 sf; grocery anchor would take close to ½ of total Balance and would provide for Retail Services that are badly needed. Many of retailers relocating from Independence Boulevard are restaurant users requiring 6 – 8,000 sf each. Hopefully this density will be enough to allow their inclusion. Why is density restriction needed? Land limitations and zoning should control. Town Center concept requires this square feet at a very minimum. Integration of mixed uses is important. Land use should be broad enough to allow other creative development uses that might not be identifiable today to co exist with named uses, i.e. Storage Centers that architecturally blend, are not traffic intensive, and provide a need for the community.

Is access and connectivity addressed?

Connectivity has been addressed; however it is imperative that any connectivity is not used as a “cut thru” the neighborhood core. This connectivity should be mutually beneficial. Connectivity only benefits neighborhoods if it brings users to their services and not a short cut to other areas. Need more definition of how Chippendale Road, Shade Valley Drive and Pierson Drive are to be modified and how community traffic patterns and traffic counts would affect the Oakhurst community.

Other opportunities missed?

If land use is too specific or restrictive it may preclude yet undetermined creative uses that would benefit the community.