



# Land Use Policies

The land use policies in this chapter outline the future land use designations for all parcels within the Plan Area (See Map 4). In developing these policies for the Independence Boulevard Plan Area, the Centers, Corridors, and Wedges Growth Framework served as guidance to enhance the relationship between land use and transportation. As a result, land use policies for the Plan Area are divided into three distinct geographies—Activity Center, Growth Corridor, Wedge. Certain locations of the study area have been targeted for more specific land use guidance and have been assigned sub-areas icons illustrated on Maps 5 and 6 with more detailed discussion throughout the text. Each sub-area icon also corresponds to an implementation strategy described in the Implementation Guide.

## **Land Use Goal**

To provide a range of housing, retail, employment, and recreation opportunities while strengthening existing neighborhoods; to encourage the creation of dynamic, compact activity nodes; and to provide a framework for the successful revitalization of properties along Independence Boulevard.

## **Wedge Areas**

Wedges are the large areas between Growth Corridors primarily composed of low-density residential neighborhoods. The Wedges provide a range of housing choices as well as supporting facilities and services. Much of the northern and southern portions of the Plan Area are within a Wedge. These areas are currently developed with and zoned primarily for residential development. These areas should remain

predominantly lower density residential, with limited moderate density housing in strategic locations as shown on Map 5. The plan changes the single-family and multi-family land use categories used in much of the East District Plan to the new land use designations that identify residential uses with an assigned density.

## **Activity Center**

Activity Centers are focal points of economic activity typically planned for concentrations of compact development. They are appropriate locations for significant new growth along with enhancements to the supporting infrastructure. A small portion of the Plan Area lies within an identified Activity Center (Map 6). The corner of Albemarle Road and North Sharon Amity Road falls within the Mixed Use Activity Center that is currently anchored by the Eastland Mall.

**LU-1** The portion of the Activity Center lying within the Independence Boulevard Plan Area, should support the high-intensity, mixed-use future development that is targeted for the broader Eastland Mall Activity Center. This area should be characterized by a high degree of pedestrian-orientation, with small blocks, sidewalks, and other urban design measures to create a friendly and comfortable walking and/or bicycling environment.

Vertically integrated mixed-use development is preferred in this location to complement the future redevelopment of the Eastland Mall Activity Center. This area currently has business, office and residential land uses with little or no interconnectivity. Over time, the area should develop with vertically integrated mixture

of uses with ground floor retail with office and/or residential above. Two or any combination of these uses is appropriate.

However, if vertical integration of uses is not feasible, the area should develop with a horizontally integrated mixed of office, retail and/or residential up to 17 DUA that should be interconnected so that buildings function collectively with common pedestrian connections and open space.

## Growth Corridor

Most of the Plan Area is located within the Southeast Growth Corridor as defined by the *Centers, Corridors and Wedges Growth Framework*. The corridor is oriented around Independence Boulevard (U.S. 74), a major thoroughfare that is in the process of being converted to a hybrid freeway/arterial. The corridor predominately consists of retail uses along Independence, with limited office development and regional entertainment venues. Further from Independence Boulevard, the corridor includes various residential densities and some industrial uses. Policies for the Plan Area within the Growth Corridor are organized in four (4) Growth Corridor subareas:

1. Establish Neighborhoods
2. General Corridor Areas
3. Interchange Areas
4. Transit Station Areas

## Established Neighborhood Areas

Portions of the Growth Corridor include existing residential neighborhoods between Monroe Road, and Central Avenue, north and south of Independence Boulevard. These areas are very similar in character to Wedge areas.

These Established Neighborhoods Areas should remain predominately low density residential with limited moderate density residential as shown on **Map 6**. The character and integrity of these established neighborhoods should be preserved, while increasing their access to green spaces and commercial services through improvements to pedestrian and bicycling facilities, particularly as development occurs.

## General Corridor Area

General Corridor areas are those places within the Growth Corridor boundary that are outside the other types of subareas (Transit Station Areas, Interchange Areas, and Established Neighborhood Areas). Typically the General Corridor is appropriate for a range of moderate intensity uses and has a range of transportation facilities and modes, with specific facilities varying according to location.

**LU-2** Commonwealth Avenue at Briar Creek - Much of this area is located in the 100-year floodplain for Briar Creek with a mixture of retail, office and residential land uses. Upon redevelopment, less intense residential land uses up to 12 DUA is considered appropriate. A portion of the site (determined at the time of site plan review) should be dedicated to greenway/park and open space to improve environmental conditions along the creek and to serve as an amenity to the site.

**LU-3** Independence Boulevard at Rockaway Drive Existing office, retail and institutional land uses may remain, but not intensify in this area. However, as ramp modifications from Independence Boulevard create safety issues for Rockaway Drive, the long-term vision for these parcels should be park and/or civic/institutional uses accessed from Briar Creek Road.

**LU-4** and **LU-8** Monroe Road Nodes - A pedestrian-oriented development district should be created along these sections of Monroe Road. In these areas, Monroe Road is envisioned as a tree-lined avenue with a mixture of neighborhood-oriented development supporting a vibrant pedestrian environment. People should feel comfortable moving along and across Monroe Road by foot, bicycle, on transit, or by private automobile. A Pedestrian Overlay Zoning District is proposed for these areas to help implement the land use and transportation recommendations (See Implementation Guide for specific strategy).

These areas are envisioned to have a higher level of mixed-use development intensity and be heavily pedestrian-oriented. Block sizes should be small, sidewalks should exist on both sides of streets, traffic calming techniques should be use where feasible, and

other urban design guidelines should be implemented to create a friendly and comfortable walking and biking environment.

In Addition to this overall policy for the Monroe Road pedestrian district (LU-4 and LU-8), the following area-specific land use policies, along with the streetscape improvements – including desired setbacks, sidewalks, street trees, medians and pedestrian crossings which are detailed in the transportation section of this document - will be necessary to achieve the preferred pedestrian orientation of the corridor.

**LU-4 Briar Creek, Television Place, Chipley Avenue, Monroe Road - Vertically integrated residential, office, and/ or retail development is preferred in this location to complement the future transit-oriented development at the Briar Creek Transit Station Area and to create a mixed-use node along Monroe Road. Two or any combination of these uses is appropriate.**

However, if vertical integration of uses is not feasible, the area should develop with a horizontally integrated mix of office, retail and/or residential up to 22 DUA that is interconnected so that buildings function collectively with common pedestrian connections and open space.

Drive-through service windows are only allowed for office uses and must be located to the rear of the building, and are limited to no more than four drive-through stations, including lanes servicing Automatic Teller Machines (ATM's).

Due to the close interrelationship between this area and the low density single family portion of the neighborhood, building heights, scale, setbacks, property access, and buffers to the existing homes will be important considerations. Guidance is provided in the Community Design section of this document .

**LU-8 Richland Drive/Chippendale Road to Shade Valley Road - Vertically integrated residential, office, and/ or retail development is preferred in this location to create a neighborhood node at Monroe, Richland and Chippendale Roads. Two or any combination of these uses is appropriate.**

However, if vertical integration of uses is not feasible, the area should develop with a horizontally integrated mix of office, retail and/or residential up to 22 DUA that is interconnected so that buildings function collectively with common pedestrian connections and open space.

Drive-through service windows are only allowed for office uses and must be located to the rear of the building, and are limited to no more than four (4) drive-through stations, including lanes servicing Automatic Teller Machines (ATM's).

Due to the close interrelationship between this area and the low density single family portion of the adjacent neighborhood, building heights, scale, setbacks, property access, and buffers to the existing homes are important considerations. Guidance is provided in the Community Design section of this document .

**LU-5 Monroe Road from Bramlet Road to Rama Road between Pedestrian-Oriented Nodes - The areas between the nodes along Monroe Road should primarily be places of moderate intensity non-residential uses to support the nodes.** For the nodes along Monroe Road to be successful as places of concentrated retail activity, it is necessary to limit the amount of retail development that can occur in the areas between them.

In these areas, retail development is preferred on the ground floor of vertically-integrated mixed-use buildings and may also include moderate-density residential above that is designed to be compatible with surrounding neighborhoods. As these areas begin to redevelop consistent with this land use vision, the pedestrian realm of Monroe Road should be improved through streetscape elements.

Areas between Shade Valley Road to Sharon Amity Road should continue its current land use pattern of office and small retail development. As new development takes place, it should have a small footprint consistent with the house-form development currently in place. Shared driveways and alleys within developments should be encouraged to minimize driveways to help create a more comfortable, safe, and accessible pedestrian network along Monroe Road.

**LU-6** **Parcels along the south side of Independence Boulevard between Eastway Drive and the Amity Gardens Station Area - These areas should transition to park/open space uses.** New transportation connections and urban design standards will help to reintegrate them with the neighborhoods behind them in a compatible manner. Though positioned with Independence Boulevard frontage, this area is not appropriate for high-intensity mixed-use development, nor is it likely to survive as linear commercial properties, given the changing access and visibility that conversion of Independence Boulevard has brought to the area.

A limited amount of retail is allowed. However, retail development should be located outside of the floodway of Edwards' Branch Creek. The remaining portions of this area should be incorporated into a park and greenway buffer along Independence Boulevard. The future network connection of a new frontage road between a modified Eastway Drive interchange and Pierson Drive should be accommodated within the south side of the parcel.

**LU-7** **South side of Monroe Road from Bramlet Road to Richland Drive - The existing industrial land uses are envisioned to remain in this area transitioning to a mixture of office retail and industrial as the area becomes more pedestrian friendly.** Any new retail should be located with frontage on Monroe Road, transitioning to industrial uses along the railroad.

As Monroe Road develops with more neighborhood serving land uses and becomes a more pedestrian-friendly environment, residential may be appropriate to include in the mixture of retail and/or office. Residential densities up to 17 DUA may be appropriate as a single use in multi-use developments. In vertically integrated mixed-use developments, retail should be limited to the ground floor along Monroe Road. Two or any combination of retail, office and/or residential uses is appropriate.

However, if vertical integration of uses is not feasible, the area should develop with a horizontally integrated mixed of office, retail and/or residential that is inter-

connected so that buildings function collectively with common pedestrian connections and open space.

**LU-9** **Parcels along the south side of Independence Boulevard between Pierson Drive ramps and the new Sharon Amity interchange - New transportation connections and urban design standards will help to reintegrate with the neighborhoods behind them in a compatible manner.** Existing uses in this area may remain. However, as interchange modifications at Sharon Amity Road create safety issues for driveways on these parcels between the Pierson Drive ramps and the Sharon Amity Road ramps, the long-term vision for these parcels is residential accessed from Lanier Avenue.

**LU-10** **Parcels along Independence Boulevard between Farmingdale and Idlewild Roads are appropriate for remaining as highway-oriented commercial uses since the current uses require less accessibility.** However, as these areas evolve to include more mixed-uses, alternate access and orientation away from Independence Boulevard will be needed.

Businesses within these areas may continue to operate in their current state. However, to expand (either in acreage or intensity), or to change to a new use that will increase the number of vehicle trips, an alternate form of access, such as a frontage road or new road connections along the rear of the property will be needed. Adjacent property owners in the area are encouraged to jointly plan for alternative access. Potential new connections are outlined in the Transportation section of this document.

If alternate access is provided, vertically integrated retail, office, and/or residential development is preferred in this location. Two or any combination of these uses is appropriate. However, if vertical integration of uses is not feasible, the area should develop with a horizontally integrated mix of office, retail and/or residential up to 17dua that is interconnected so that buildings function collectively with common pedestrian connections and open space.

Due to the close interrelationship between this area and the low density single family portion of the neighborhood, building heights, scale, setbacks, property



access, and buffers to the existing homes will be important considerations. Guidance is provided in the Community Design section of this document.

**LU-11** South side of Independence Boulevard between Glendora Drive and Jerilyn Drive - Existing retail/office uses may remain. However, due to parcel depths, increased development intensity is not recommended. Residential land uses are appropriate and should be integrated with the neighborhood and orient away from Independence Boulevard toward the surrounding neighborhood.

Ashmore Drive and Jerilyn Drive should be disconnected from Independence Boulevard and connected to each other with a new street. Development of parcels in this sub-area should be oriented such that it does not preclude the extension of the proposed new street to the Long Avenue connection on the south and Glendora Drive on the north.

**LU-12** Monroe Road, Long Avenue, Rama Road area Vertically integrated mixed-use development is preferred in this location to complement the future transit-oriented development at the Conference Drive Transit Station Area and to serve as a transition to a mixed-use node along Monroe Road. As the area changes from the existing single-tenant retail, office and residential land uses, it should develop with vertically integrated mixture of uses with ground floor retail with office and/or residential up.

However, if vertical integration of uses is not feasible, the area should develop with a horizontally integrated mix of office, retail and/or residential up to 12 DUA that is interconnected so that buildings function collectively with common pedestrian connections and open space. Building heights should not exceed 60 feet.

Future street network includes a new street connecting Idlewild Road at the outbound US 74 ramp to Long Avenue. Long Avenue should be extended to connect to Independence Boulevard.

**LU-13** Parcels along Independence Boulevard between Wallace Road and Sharon Forest Road are appropriate for remaining as highway-oriented commercial uses since the current uses require less accessibility.

Businesses within these areas may continue to operate in their current state. However, to expand (either in acreage or intensity), or to change to a new use that will increase the number of vehicle trips, an alternate form of access, such as a frontage road or new road connections along the rear of the property will be needed. Adjacent property owners in the area are encouraged to jointly plan for alternative access. Potential new connections are outlined in the Transportation section of this document.

If alternate access is provided, vertically integrated retail and office is development preferred in this location. If vertical integration of uses is not feasible, the area should develop with a horizontally integrated mix of office and/ or retail and that is interconnected so that buildings function collectively with common pedestrian connections and open space.

Due to the close interrelationship between this area and the low density single family portion of the adjacent neighborhood, building heights, scale, setbacks, property access, and buffers to the existing homes will be important considerations. Guidance is provided in the Community Design section of this document.

**LU-14** Parcels between Independence Boulevard and Krefeld Drive- Retail, office and/or residential are appropriate in mixed or multi-use developments.

As the area changes from the existing single-tenant retail, office and residential land uses, it should develop with vertically integrated mixture of uses with ground floor retail with office and/or residential above.

However, if vertical integration of uses is not feasible, the area should develop with a horizontally integrated mix of office, retail and/or residential up to 17 DUA that is interconnected so that buildings function collectively with common pedestrian connections and open space. Building heights should not exceed

60 feet. Residential uses should transition to lower densities approaching the surrounding low density neighborhood.

Any development proposals that would increase the number of vehicular trips generated by the property must provide alternate site access via Krefeld Drive rather than Independence Boulevard.

### *Interchange Areas*

Interchange areas are sub-areas of Growth Corridors within approximately 1/2- mile of full direction expressway interchanges. The design of the future transit facility in the center of Independence Boulevard leads to stations at these interchange areas. Land use recommendations for these areas are provided in the Transit Station Area plans on the following pages.

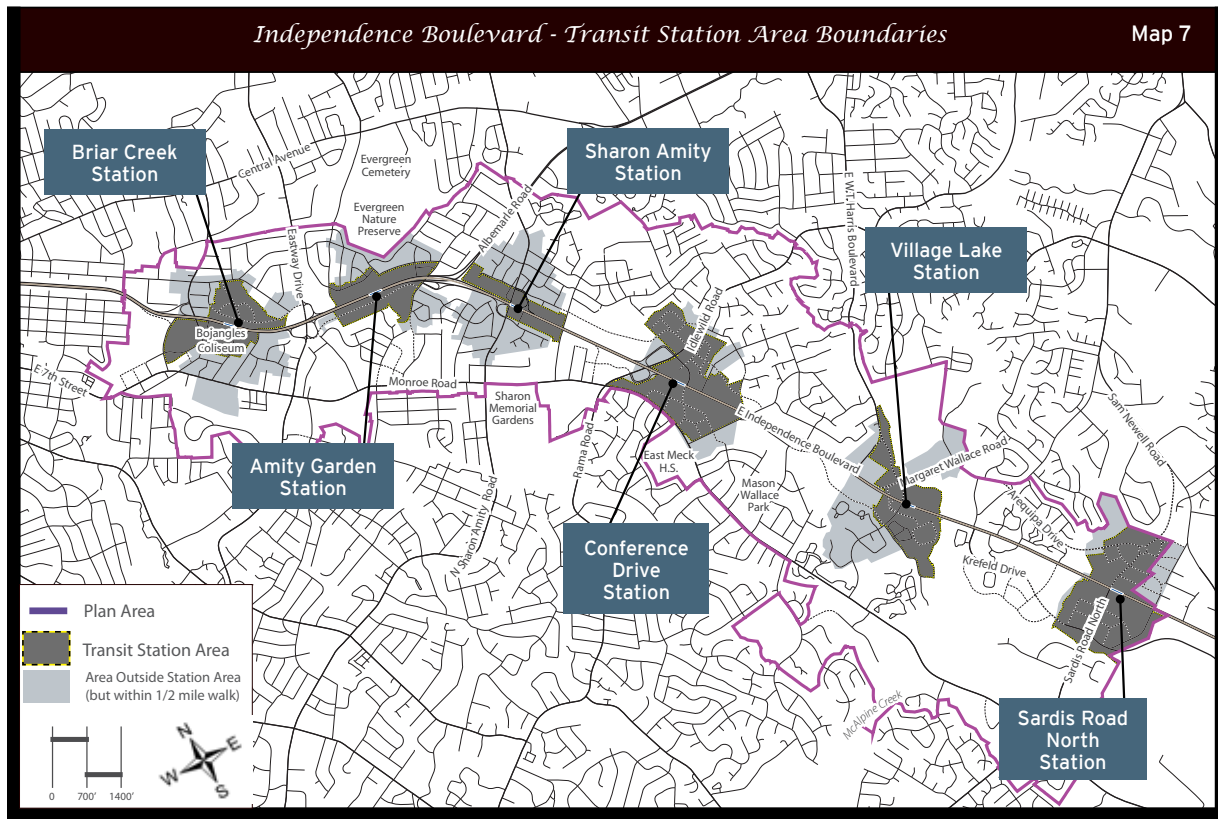
## Transit Station Areas

The Charlotte Area Transit System (CATS) 2030 *Transit Corridor System Plan* includes a Southeast Corridor (the Silver Line) that runs along Independence Boulevard with six proposed stations in the Plan Area: Briar Creek, Amity Gardens, Sharon Amity, Conference Drive, Village Lake, and Sardis Road North. (See Map 7)

The surrounding built form should always be an informing factor in design responses for transit stations and should respect their place in the community fabric rather than disregarding the context and becoming an object in the landscape and not adding to the character of a neighborhood. As different contexts demand different design responses, they also demand different planning and development strategies. Because the Silver Line transit station facilities will be located within a freeway, station area development will be reliant on access and connections from supporting network streets to flourish. The development character of each station area will vary based on its surrounding connections to a greater extent than in other rapid transit station areas in Charlotte. In addition to the recommended future land use policies for each transit station area, the implementation guide provides land development guidance on achieving the transit-oriented development vision.

There are six different stations along the Silver Line, each with slightly different characteristics. These stations have been categorized into three types and are described below:

- **Neighborhood Stations** are primarily walk and bike up stations that serve a 1 mile radius with the support of bus connections. They may include small park-and-ride facilities. They are also designed to fit within the existing community fabric.
- **Community Stations** serve multiple destinations within a 3 mile radius with heavy reliance on bus connections and park-and-ride facilities. They are often located in areas that are not initially transit oriented, but will transform into transit oriented areas over time.
- **Regional Stations** are located at the end of the line or near regional roadways, serving an area of 5 miles or greater with the assistance of bus connections and park-and-ride facilities. Even though they are frequently located in greenfield environments, their access creates a relatively strong potential for transit oriented development.





## A - Briar Creek Station Area Plan

Briar Creek is will be a neighborhood walk up station with a kiss-n-ride and limited or shared parking serving entertainment destinations of Ovens Auditorium, Bojangles Arena and The Park which are all significant regional destinations. The existing civic architecture, entertainment destinations, topography and greenway contribute to a tremendous place-making opportunity.

### Opportunities

- Parking lots of The Park and Bojangles Coliseum are opportunities for infill mixed-use development.
- Potential for greenway connections to Briar and Edwards Branch Creeks.
- Good accessibility for redevelopment of the parcels on the south side of US 74.
- Large land holdings on south side of Independence Boulevard.
- Stable residential neighborhoods surrounding the proposed transit station.

### Issues

- Poor pedestrian environment along Briar Creek Road bridge.
- Floodway is a potential issue for redevelopment of some parcels.
- US 74 creates barrier to connectivity of north-south neighborhood and redevelopment opportunities.
- Street slopes to the southeast hinder connectivity.

## Policies

**A-1** Portions of the station area north of Independence Boulevard should primarily redevelop as moderate-density transit-oriented residential (TOD-R), with limited commercial uses that are incidental to the station. The parcels that currently line Independence Boulevard are too shallow and too narrow to be viable as typical strip commercial uses. Thus, this plan envisions those parcels and the properties behind them (including the Charlotte Housing Authority site) being redeveloped as part of a cohesive and integrated plan.

In addition, a greenway along Edwards' Branch Creek should be developed to provide a natural amenity to new development and to provide more recreation opportunities for neighborhoods in this part of the corridor. Edwards' Branch also has the potential to be used as part of a comprehensive, regional stormwater system.

**A-2** Improve transit oriented development potential by reconfiguring the Eastway interchange to include a local street connection to Waterman Avenue which will become the orientation for new station-related development. Also on the north side, Coliseum Drive should be connected from Waterman Avenue to Commonwealth Avenue, incorporating access to the TV station. These two new connections will provide the access necessary for these properties to successfully redevelop in a transit-oriented manner.

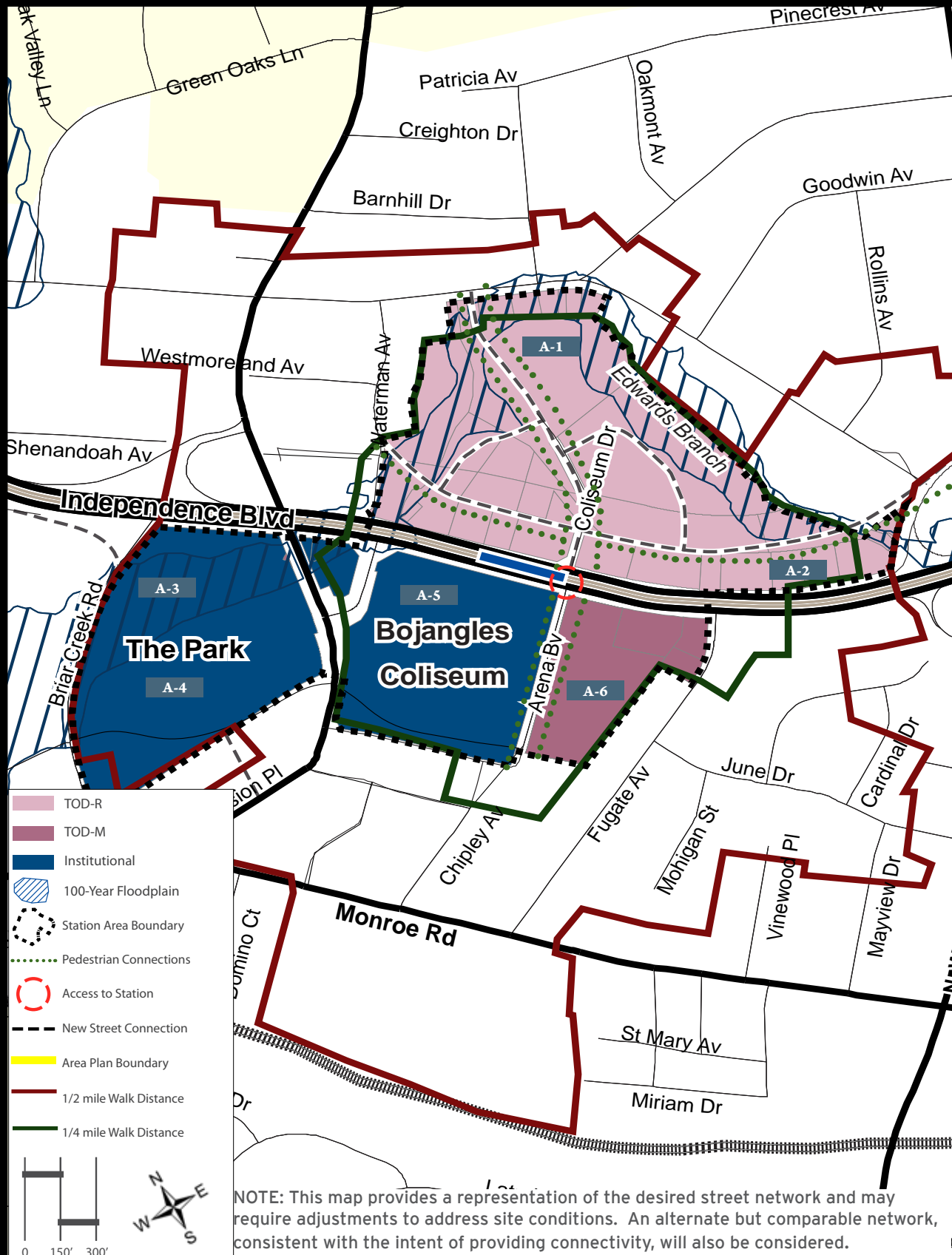
**A-3** Provide a greenway connection between Briar Creek and the proposed Edwards' Branch trail using either the Briar Creek Road overpass or the pedestrian bridge that will connect to the transit station.

**A-4** and **A-5** Institutional uses at The Park and Bojangles Coliseum, should remain, but may incorporate transit-oriented mixed used (TOD-M) over time. Parking areas at the coliseum can be broken down into blocks with shared structured parking to accommodate potential transit-oriented development.

**A-6** The portion of the station area south of Independence Boulevard should focus on transit oriented mixed-use (TOD-M) to the east of Arena Boulevard. These uses will provide an appropriate transition to the existing residential and future pedestrian oriented development to the east. Additionally, the parking demands of these uses, especially office, will complement the parking demands of the entertainment venues, which facilitate an effective shared parking arrangement and can lower the overall area devoted to parking.

# A - Briar Creek Transit Station Area Recommended Future Land Use

Map 8



## B - Amity Gardens Station Area Plan

Amity Gardens station will be a neighborhood walk up station with a planned kiss-n-ride facility on the north side of Independence Boulevard to best serve the existing lower density residential neighborhood. Future development opportunities should primarily be transit oriented residential (TOD-R) uses with some neighborhood serving retail uses.

South of Independence Boulevard, the Amity Gardens station area is appropriate for transit-oriented mixed use (TOD-M) to incorporate more office and retail intensity in the transit station area. The land uses and transportation network in this area need to be revised for these properties to be successful in the future.

### Opportunities

- Redevelopment opportunity south of Independence Boulevard at the vacant commercial properties, primarily at the Coliseum Center and Amity Gardens shopping centers.
- With some additional strategic street connections, the station area could be better served and more accessible from the adjoining neighborhoods.

### Issues

- Poor access and connectivity to properties on south side partly due to steep topography.
- Shallow parcel depths complicate redevelopment.
- Close neighborhood edge - sensitive to redevelopment densities and uses.
- Floodway may limit some redevelopment intensities.
- Potential issue with neighborhood cut through traffic to station/retail.

## Policies

**B-1** Moderate-density transit-oriented residential (TOD-R) uses that have full access from streets other than Independence Boulevard should be the focus of this area. Due to the significantly reduced access and visibility brought by the reconfigured Independence Boulevard, typical strip commercial uses are not likely to be viable in this area.

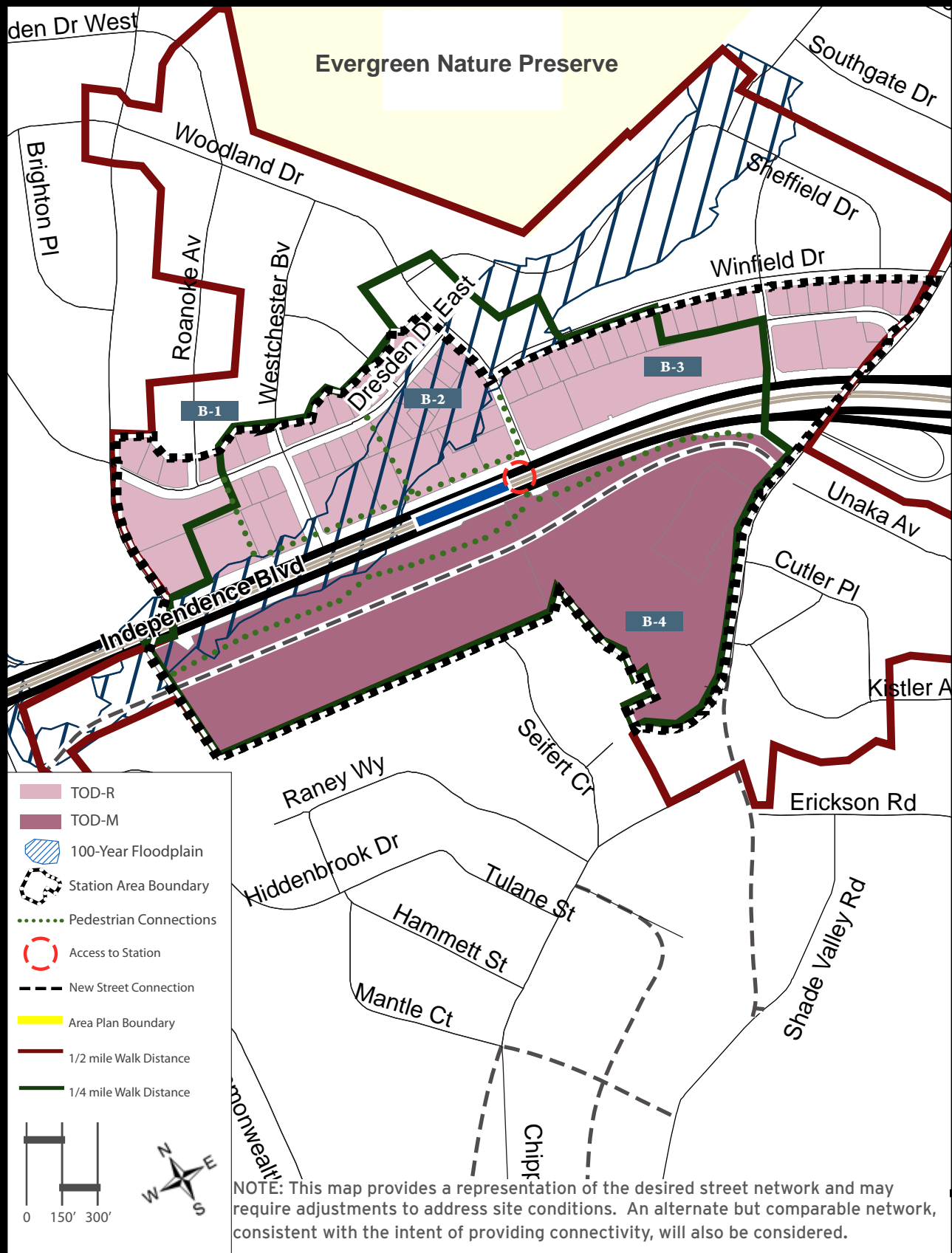
**B-2** Edwards Branch to the south of Dresden Drive could potentially be “daylighted,” or brought back to the surface. The daylighted stream could contribute to the regional stormwater network, address potential flooding concerns, and add significant recreational and aesthetic value to the station area. New “greened areas” should be adjacent to Independence Boulevard could provide for neighborhood stormwater retrofits, buffers from Independence traffic noise, and greenway connections.

**B-3** On the north side of the station area, new transit-oriented residential (TOD-R) development should orient away from Independence and integrate with the existing neighborhoods. These new homes can be accessed via Dresden Drive. Across from Amity Gardens, these new residential properties can be accessed from a frontage road that connects Woodland Drive to Wilshire Place.

**B-4** Large-format retail uses are appropriate for the former Amity Gardens shopping center. New retail should be designed in a way that will allow it to easily transition into transit-oriented mixed use (TOD-M) over time. A new street connection from a reconfigured Eastway interchange to Pierson Drive is needed to ensure that the Coliseum Center parcel can redevelop into a viable use without forcing a reliance on access to Independence Boulevard.

# *B - Amity Gardens Transit Station Area Recommended Future Land Use*

Map 9



## C - Sharon Amity Station Area Plan

Sharon Amity station is a community station with park-n-ride facilities, cross town feeder bus transfer and walk-up. This station is recommended to serve large numbers of potential commuters via Albemarle Road and Sharon Amity Road, and US 74, as well as the concentrations of residential in close proximity.

Sharon Amity stations is appropriate for transit-oriented residential (TOD-R) due to numerous small and shallow parcels and proximity to existing low-density single family neighborhoods. Development opportunities in the Sharon Amity station area are limited in comparison to other stations on the Silver Line. The station is located in an area with established neighborhoods to the north and south. The area with potential for transit-oriented development occupies a relatively small strip of land on either side of Independence Boulevard

Pedestrian access to the station will be via Sharon Amity Road. A park-and-ride lot is planned for the north-east quadrant of the programmed interchange. No new street connections to the existing neighborhoods are envisioned, although pedestrian connections are strongly encouraged.

### Opportunities

- Redevelopment opportunities to include vertically integrated office, retail and residential.
- Improved movement with interchange.

### Issues

- Poor accessibility and shallow parcel depth may be barrier to redevelopment.
- Close neighborhood edge sensitive to redevelopment densities and uses.
- Future highway project will reduce accessibility to commercial properties.

## Policies

**C-1** The strip of properties between Holbrook Drive and Independence Boulevard west of Sharon Amity Drive will be immediately adjacent to the Sharon Amity station. These parcels are appropriate for higher-density transit-oriented residential (TOD-R) that will be accessed via Holbrook Drive. Design of this development must incorporate a scale and massing that reflects a transition between higher densities along Independence Boulevard and single-family residences across Holbrook Drive.

**C-2** Parcels east of the transit station are appropriate for higher-density transit-oriented residential (TOD-R). Access to development parcels is compromised by future ramps to Sharon Amity; therefore, pedestrian accommodations will be limited to Holbrook Drive. Holbrook Drive should be extended to Farmingdale Drive to mitigate the loss of connectivity resulting from future Sharon Amity interchange.

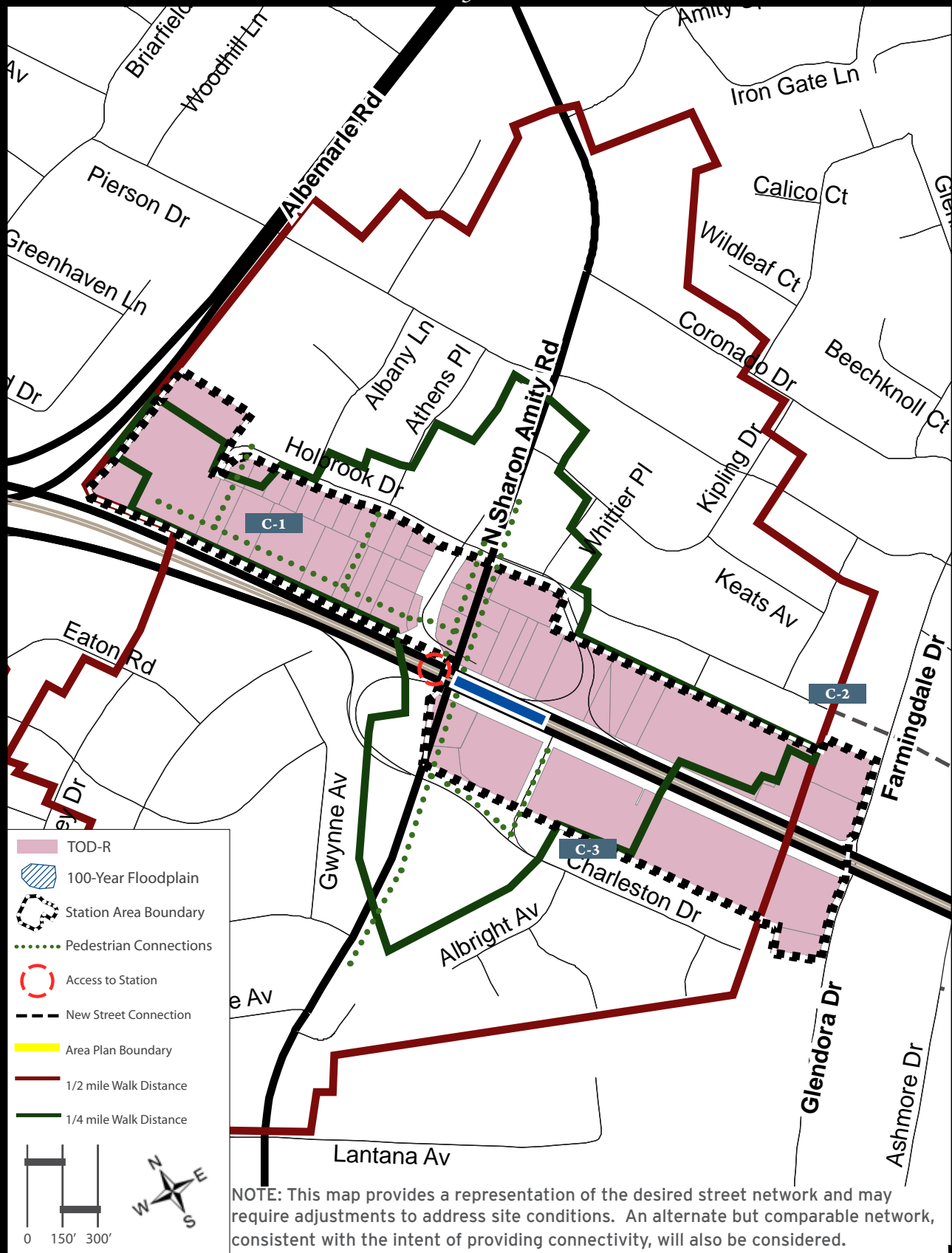
**C-3** South of Independence is appropriate for transit-oriented residential (TOD-R) uses. These development opportunities should focus on creating parallel access to Independence, providing street and pedestrian connections to Sharon Amity Drive and the transit station.

A traffic calming measure, such as a roundabout should be considered to improve accessibility to the proposed TOD and to maintain safe speeds along Charleston Drive.



# C - Sharon Amity Transit Station Area Recommended Future Land Use

Map 10



## D - Conference Drive Station Area Plan

The Conference Drive station area is a community station with park-n-ride facilities, cross town feeder bus transfer and walk-up station access. This station will serve large numbers of potential commuters via Idlewild and Monroe Roads and Independence Boulevard. In addition to the proposed Idlewild Road interchange, an extension of Conference Drive to Idlewild Road is envisioned to enhance north-south connectivity.

Like Briar Creek and Sardis, this station will likely have greater development potential and intensity than other transit station areas. The area's development potential reflects the fact that this location has a number of large parcels, is relatively well-connected to surrounding communities and roadways, and has the other public infrastructure necessary to support a high level of transit-oriented development.

### Opportunities

- Good parcel depths and sizes remain after interchange improvements.
- Conference Drive overpass improves intersection at Idlewild Road and Monroe Road.
- High school and library are good anchors for transit supportive development.
- Upon redevelopment of the large existing multi-family development, connectivity will be improved to neighborhoods to the south.

### Issues

- Poor connectivity to south neighborhoods due to impenetrable Silver Glen Apartments.
- Challenge for comfortable pedestrian environment on Idlewild bridge and interchange.
- Interchange further barrier to effective east-west pedestrian movement along Independence Boulevard.
- Poor east-west parcel network on north side.

## Policies

**D-1** The existing multi-family development west of Idlewild Road is appropriate for moderate-to-high density transit-oriented residential (TOD-R). New developments should be designed to be more compatible with surrounding uses, to include modern amenities and site design, and to have a walkable, interconnected block structure similar to that illustrated on Map 11.

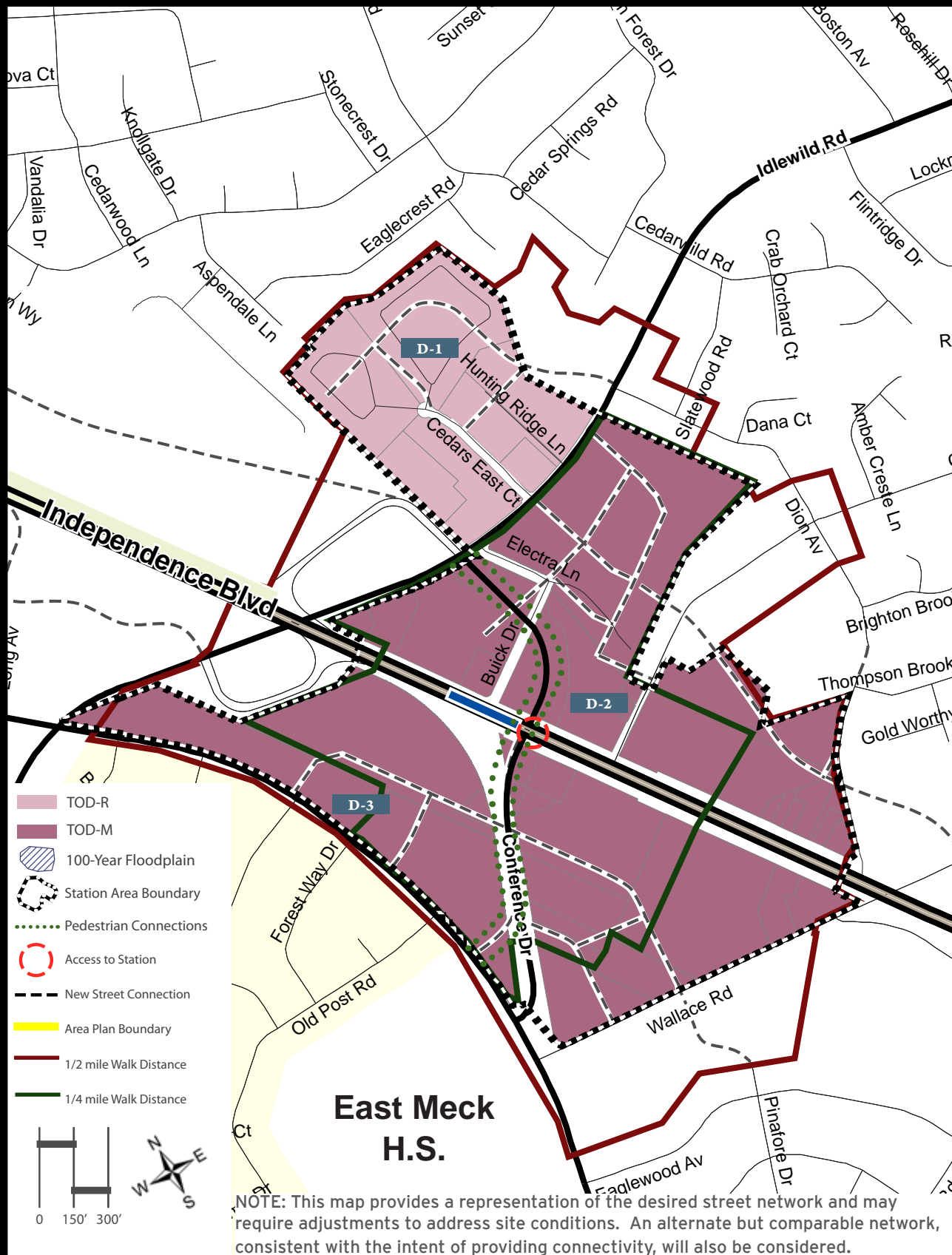
**D-2** On the north side of Independence transit-oriented mixed use (TOD-M) is appropriate with improved streetscapes and pedestrian environments along Idlewild Road leading to Conference to facilitate safer and more comfortable access to the station.

**D-3** On the south side of Independence, the transit-oriented mixed-use (TOD-M) intensity should be oriented between Conference and Wallace, with residential uses located immediately on Wallace as a transition to the apartments to the east. The existing library should be integrated into the fabric of any redevelopment. Residential uses should be the focus to the west of Conference.

Conference Drive should act as one of the pedestrian-friendly access streets of the station area. A new street, parallel to Independence, should be built in the area that is roughly between the Silver Glen Apartments and Independence Shopping Center. This street can connect to Wallace Road, which would set up the potential for future connection to Pinafore Drive through the existing Wallace Road Apartments. Upon redevelopment, the apartments will need to dedicate right-of-way to accommodate interchange ramp modifications to improve accessibility along Conference Drive.

# D - Conference Drive Transit Station Area Recommended Land Use

Map 11



## E - Village Lake Station Area Plan

The Village Lake transit station area is a community station with park-n-ride facilities, cross town feeder bus transfer, and walk-up station pedestrian access via Village Lake Drive. This station is recommended to serve the higher density residential to the south on Village Lake Drive, as well as future redevelopment opportunities on Independence Boulevard.

The Village Lake transit station is appropriate for a moderate intensity transit-oriented mixed use (TOD-M) development. However, the station's close proximity to the Conference and Sardis stations, both of which have characteristics that will permit a higher level of intensity, somewhat lessen the development potential of this area. In addition, this station is in immediate proximity to the car dealerships with little connectivity to the established residential neighborhoods. However, the topographic features and the proposed greenway provide for a tremendous 'place-making' opportunity.

### Opportunities

- Good place-making potential with topography and greenway/creek environment.
- Stable existing residential neighborhoods surrounding opportunity areas.
- Good accessibility to redevelopment parcels.
- WT Harris Boulevard and Village Lake Drive alignment brings focus to station areas.

### Issues

- Traffic demand may make pedestrian environment difficult at WT Harris Boulevard and Margaret Wallace Road.
- Creeks limit vehicular connectivity.

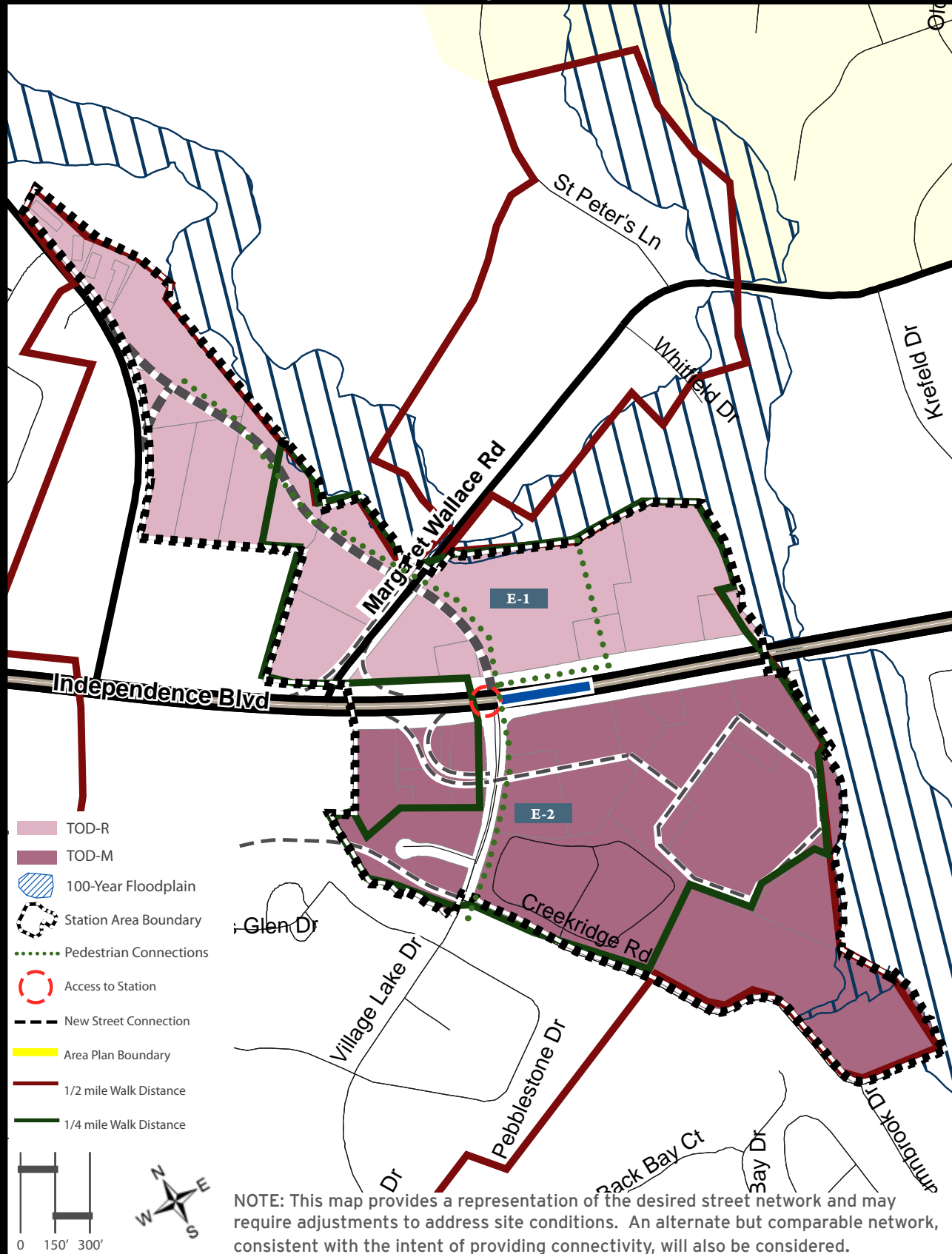
## Policies

**E-1** The transit-oriented development in the northern portion of the station area should be predominantly transit oriented residential (TOD-R) and integrated with the Campbell Creek greenway. WT Harris Boulevard should realign to connect to Village Lake Drive to provide greater connectivity in the area, thus lessening reliance on Independence Boulevard. Margaret Wallace Road should be utilized as part of the new interchange.

**E-2** The southern portion of the transit station area is appropriate for transit-oriented mixed use (TOD-M). Redevelopment of the existing shopping center in the southeast quadrant should have street-front orientation that helps build a stronger pedestrian connection between the Village Lake station and the existing office park. As the southwest quadrant of this station area redevelops, a parallel street to Independence should be built between Village Lake Drive and WT Harris Boulevard (roughly at Creekridge Road). New development should be oriented towards this new street rather than Independence Boulevard.

# E - Village Lake Transit Station Area Recommended Future Land Use

Map 12





## F -Sardis Road North Station Area Plan Policies

Sardis Road North is a regional station with a significant park-n-ride facility, feeder bus transfer and walk-up station access via Sardis Road North. This station is recommended to best serve mid and long term development opportunities on both sides of Independence Boulevard and represents a potentially well-placed regional attraction.

This portion of the Plan Area is currently the least developed, with large undeveloped parcels to the north of Independence. Potential new development will facilitate significant new connections at Arequipa Drive and the extension of Sardis Road North to Sam Newell Road.

### Opportunities

- Arequipa Drive alignment will improve accessibility to large parcels north of Independence Boulevard.
- Potential for ‘place-making’ with natural features near Irvin Creek.
- Good parcel sizes for future integrated development.
- Potential to integrate interchange into existing street fabric.
- City of Charlotte and Town of Matthews to work together on new coordinated development layout for the area, and any street connections within the Matthew’s jurisdiction.

### Issues

- Creeks provides some additional challenges to providing connectivity.

**F-1** The north side of Independence should be primarily residential in character, with retail and office uses focused near the transit station. The intensity of uses should be stepped down approaching the existing residential neighborhoods to the east. The most efficient redevelopment on the north side would require coordination with the Town of Matthews.

**F-2** The majority of the transit station area is appropriate for transit-oriented mixed use (TOD-M). Large vacant parcels north of Independence provide an opportunity to create a transit village. South of Independence, redevelopment of the existing shopping centers should focus on shorter block lengths and street-front orientation that helps build a stronger pedestrian connection between the Village Lake station and the existing office park.

**F-3** On the south side of Independence, transit-oriented office and/or industrial uses with an employment concentration (TOD-E) are appropriate on the east side of station area, adjacent to the Town of Matthews border along Crownpoint Executive Drive .

# F - Sardis Road North Transit Station Area Recommended Future Land Use

Map 13

