



# **INDEPENDENCE BOULEVARD**

## **Area Plan**



---

## **Part Two:**

## **Implementation Guide**



# Public & Private Sector Responsibilities

Achieving the vision articulated in this plan will occur incrementally over time through the combined efforts of local and state government, private property owners, residents, developers and many others. This Implementation Guide is primarily a staff document that outlines specific steps that can be taken by various public and private entities so that the desired future envisioned in this plan may be realized. These strategies are listed in the table below; the lead responsible agency and tentative time frame is also included. The strategies are numbered sequentially and correspond to the policies discussed in Part One: Concept Plan. This allows staff to track progress of the plan's policies over time.

Some strategies are physical such as the construction of a new interchange at Village Lake Drive or the extension of the Briar Creek Greenway. Others will require changes to existing City policies, regulations and/or practices.

These strategies do not imply a public or private sector commitment. The Charlotte City Council will not be asked to adopt this Implementation Guide; however, many of the strategies in this section will require future action by elected officials and will be presented to them for approval as needed on a case-by-case basis.

Finally, since conditions change over time, staff will update this Implementation Guide to reflect changes and progress.

## Public Sector Responsibilities

The public sector will provide the policy basis (primarily through this plan), the oversight and some infrastructure improvements for the implementation of the plan. However, major changes to the study area will become evident only as private investment begins to fill in the framework that is laid out in the plan. The proposed land use for the study area reflects the community's vision.

## Plan Adoption

The City's Neighborhood and Business Services, Planning and Transportation Departments, in consultation with other City departments, are responsible for preparation of the plan, and for guiding it through the adoption process.

## Proposed Corrective Rezoning

The Planning Department is also responsible for initiating and guiding the rezoning process for Corrective Rezonings recommended in this plan. These recommendations are found on **Map 18**.

The Planning Commission will initiate corrective rezonings to implement the land use vision and recommendations adopted as part of the Concept Plan. Staff-initiated rezonings are most often recommended to:

- Align zoning with existing land use to make future land uses compatible with existing development;
- Align zoning with the currently adopted land use plan; and/or
- Protect environmentally sensitive areas.

The rezoning process will occur only after the completion of the plan and will require additional public input.

### ***Overlay Zoning District***

The PED overlay district is recommended for a portion of the study area along Monroe Road, as shown on **Map 18**. The Planning Department is responsible for initiating and guiding the PED rezoning process.

The PED overlay district superimposes additional or alternative development and urban design standards on the basic underlying zoning. It overrides the varying setbacks of the underlying zoning districts with one set of requirements, thereby requiring new development to be built in a more unifying manner along the street.

The standards in the Transportation section supplement the requirements of the PED zoning district, as well as TOD, MUDD, UR, NS, and other urban zoning districts that may be established. All of these zoning districts refer to streetscape standards for new development and changes to existing development. Within these urban districts, the standards herein define ultimate curb locations, building setback lines, sidewalk width and locations, and tree planting requirements.

### ***Conditional Plan Rezonings***

In portions of the study area, property owners are likely to initiate conditional rezoning plans for major development projects. The Planning Department and other City departments will work actively with applicants to guide these submissions in accordance with the recommendations of this plan and other adopted City policies, and will make recommendations to City Council accordingly.

### ***Public Investments***

This plan's transportation recommendations show a new network of streets that will be needed to efficiently serve the study area. This new network will occur with new development. However, improvements to some of the key pieces of the proposed street network will have to be publicly financed.

Local government will likely provide some investment

in streetscape amenities that can be accommodated within the existing right-of-way. Major public investment in the form of constructing new roadway cross-sections is not likely to occur until design details are in place and funding is available, and until interest in private redevelopment for the area has been demonstrated.

The Charlotte Area Transit System (CATS), in consultation with other City departments, is engaged in planning for a transit system in the Southeast Corridor, extending from the Center City to the Town of Matthews. Currently, a Bus Rapid Transit (BRT) system is proposed to run along Independence Boulevard.

Mecklenburg County's Park and Recreation Department is planning, designing, and constructing a greenway system that will include an extensive system of trails through the plan area. Park and Recreation will continue its efforts to extend the trail system in the near term along Briar Creek, Campbell Creek, and McAlpine Creek. Greenway development is expected to be carried out in concert with private sector redevelopment projects.

## **Private Sector Responsibilities**

A large portion of this plan is dependent on investments by the private sector. It is such private sector action that will bring about change in the area consistent with land use recommendations.

Within the PED overlay area, the private sector will also be responsible for development that is consistent with this plan.

# Implementation Strategies

	Policy	Action Item	Project Type	Lead Agency	Timeframe
Land Use and Community Design	<b>LU-1</b>	Use land use, community design, and other policies within the document to guide and evaluate development proposals and rezoning requests.	Zoning/Planning	Planning	Ongoing
	<b>LU-14</b>				
	<b>LU-4</b> and <b>LU-8</b>	Pursue Pedestrian Overlay District (PED) identified along Monroe Road. LU-8 area should be implemented first and then LU-4 as the responds to TOD. Recommended boundaries are subject to change as implementation occurs. The Community Design chapter shall provide guidance for any parcels omitted from the original PED area.	Zoning/Planning	Planning	Short Term (0-5 Years)
	<b>A</b> — <b>F</b>	Support transit supportive development proposals consistent with the land use, community design, transportation and other policy guidance specified within the document. Zoning Districts other than Transit-Oriented Development (TOD) may be appropriate to implement the land use vision.	Zoning/Planning	Planning	Ongoing
		Pursue identified proposed corrective rezonings in Map 18.	Zoning/Planning	Planning	Short Term (0-5 Years)
		Develop and evaluate a process to purchase parcels where existing or proposed Independence Boulevard road improvements that impact parcel viability.	Property Acquisition	Neighborhood & Business Services	Medium Term (5-10 Years)
Transportation	<b>T-1</b>	Coordinate planning with NCDOT on reconfiguration of Brian Creek road interchange.	Roadway Modification	CDOT	Short Term (0-5 Years)
	<b>T-2</b>	Implement bicycle lanes along Monroe Road from Briar Creek to Sharon Amity Road	Design	CDOT	As Dvlpmt Occurs
	<b>T-3</b>	Coordinate planning with NCDOT on reconfiguration of Eastway interchange.	Roadway Modification	CDOT	Short Term (0-5 Years)
	<b>T-4</b>	Design and construct Shade Valley to Pierson connector.	New Roadway	CDOT, CATS	Short Term (0-5 Years)
	<b>T-5</b>	Realign Chippendale Road/Richland Drive intersection(s) at Monroe Road	Roadway Modification	CDOT	As Dvlpmt Occurs
	<b>T-6</b>	Extend Long Avenue to Independence Boulevard	Roadway Modification	CDOT	Medium Term (5-10 Years)
	<b>T-7</b>	Coordinate planning with NCDOT on extension of Village Lake Drive to WT Harris Boulevard and new interchange with Independence Boulevard.	New Roadway	CDOT, NCDOT, CATS	Long Term (10-15 Years)



	Policy	Action Item	Project Type	Lead Agency	Timeframe
	<b>T-8</b>	Extend Arequipa Drive to Sam Newell Road.	New Roadway	CDOT	Long Term (10-15 Years)
	<b>T-9</b>	Extend Krefeld Drive across Irvin Creek.	New Roadway	CDOT	Long Term (10-15 Years)
	<b>T-10</b>	Coordinate planning with NCDOT on new interchange at Sardis Road North.	Roadway Modification	CDOT, CATS	Short Term (0-5 Years)
	<b>T-11</b>	Begin planning and parcel acquisition for Briar Creek and Campbell Creek greenway extensions.	Greenway Trail	Parks and Recreation	Medium Term (5-10 Years)
	<b>T-12</b>	Plan overland connector route between Campbell Creek and Briar Creek greenways.	Greenway Trail	Parks and Recreation	Medium Term (5-10 Years)
	<b>T-13</b> — <b>T-24</b>	Implement the street cross-sections and amenities provided in the Transportation section of this document through capital projects and new developments	Plan Review and Roadway Modification	CDOT	As Dvlpmnt Occurs
	<b>T-25</b>	Study viability of bridge across Independence Boulevard at Wallace Lane and Farmingdale/Glendora Drives.	New Roadway	CDOT	Medium Term (5-10 Years)
	<b>T-26</b>	Implement the intersection improvements projects in the identified locations on Map	Roadway Modification	CDOT, Planning	Medium Term (5-10 Years)
Infrastructure and Public Facilities/ Services	<b>IF-1</b>	Identify an infrastructure funding sources for implementation.	Budgeting	Neighborhood and Business Services, Planning, CATS, CDOT, Others	Medium Term (5-10 Years)
	<b>IF-2</b>	Consider phasing/timing of private development to coordinate with the provision of critical infrastructure improvements.	Plan Review	Planning, CDOT, CMS, CMU, CATS	Short Term (0-5 Years)
	<b>IF-3</b>	Set up regional stormwater treatment strategy in Amity Gardens and Briar Creek transit station areas to facilitate redevelopment and intensification.	Planning, Engineering	Engineering and Stormwater Services	Medium Term (5-10 Years)
	<b>IF-4</b>	Continually evaluate school capacity as new residential development comes on-line.	Planning	Charlotte-Mecklenburg School District; Planning	As Dvlpmnt Occurs
	<b>IF-5</b>	Coordinate underground infrastructure improvements to occur concurrently with the reconstruction of Monroe Road.	Roadway Modification and Infrastructure	CDOT; Engineering; CMU	Ongoing
	<b>IF-6</b>	As the need arises for new civic infrastructure (such as recreation centers, post offices, etc.) in the plan area, work with applicable agencies and departments to locate these facilities within transit station areas.	Planning	Planning, Economic Development, City Real Estate, CATS	As Dvlpmnt Occurs
	<b>IF-7 and IF-8</b>	Continually evaluate the capacity of the police and fire departments to service the Independence Boulevard plan area as uses intensify and new development comes on-line.	Planning	Charlotte-Mecklenburg Police Department; Planning	As Dvlpmnt Occurs
	<b>IF-9</b>	Identify funding opportunities for the construction of a neighborhood park at 5715 Monroe Road and a community park on Reddman Road.	Budgeting and Parks Development	Parks and Recreation	Short Term (0-5 Years)

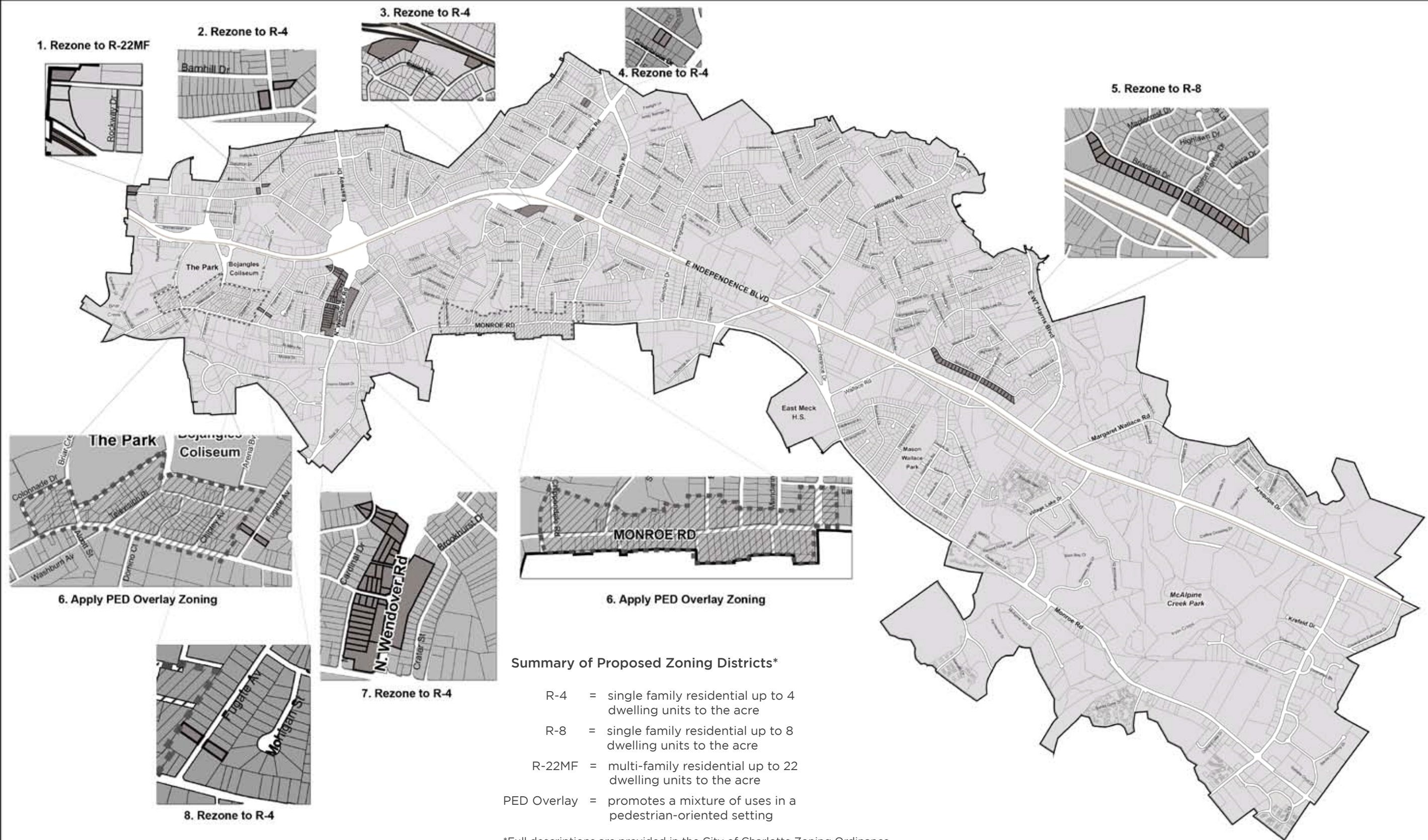
	Policy	Action Item	Project Type	Lead Agency	Timeframe
Natural Environment	NE-1	Initiate conceptual design for stream daylighting of Edwards Branch and buffering along Independence Boulevard.	Design	Engineering	Short Term (0-5 Years)
	NE-2	Begin process of parcel acquisition for flood prone parcels at Edwards Branch along Independence Boulevard.	Property Acquisition	Neighborhood and BuEconomic Development,	Short Term (0-5 Years)
	NE-3	Extend greenway trail along Edwards Branch	Greenway Trail	Parks and Recreation	Medium Term (5-10 Years)
	NE-4 to NE-6	Utilize the land use recommendations provided in the Land Use section of this document to guide and evaluate development proposals (including requests for rezonings)	Zoning	Planning	Ongoing





# Independence Boulevard - Proposed Corrective Rezoning

Map 18



# Corrective Rezoning

Map #	Parcel ID	Location	Recommended Zoning Changes	Existing Land Use	Previously Adopted FLU	Recommended Future Land Use	Non-conforming Uses created?
1	12904155	1.0 acre at the NE corner of Morningside and Commonwealth	O-2 to R-22MF	Residential, density at 20 DUA	Greenway	Residential up to 22 DUA	No
2	12908312; 12908224	0.2 acres near the NE corner of Pinecrest and Commonwealth	B-1 to R-4	Residential, single family home	Single-family up to 4DUA	Residential up to 4DUA	No
3	16103636; 16103644; 16103641	4.0 acres along Independence Blvd.	B-2 to R-4	Vacant	Retail	Retail, Residential up to 4 DUA/Park Open Space	Yes
4	13112319; 13112318	0.5 acres near the SW corner of Driftwood and Albemarle	R-17MF to R-4	Residential, single family home	Multi-family	Residential up to 4DUA	No
5	16511102; 16511103; 16511104; 16511105; 16511106; 16511107; 16511108; 16511109; 16511110; 16511111; 16511112; 16511113; 16511114; 16511115; 16511116; 16514309; 16514310; 16514311; 16514312; 16514313; 16514314; 16514315; 16514316; 16514317	6 acres combined along Briardale Drive	R-17MF to R-8	Residential, duplex/triplex	Single-family up to 4DUA	Residential up to 8DUA	No
6	Various Parcels (Map and Specific Parcels to be inserted)	Monroe Road between Chippendale & Sharon Amity Road; Briar Creek Road & Fugate	Apply PED Overlay to existing zoning districts	Vacant, retail, residential, & office,	Residential, office, retail, & industrial	Retail, office, residential	No

Map #	Parcel ID	Location	Recommended Zoning Changes	Existing Land Use	Previously Adopted FLU	Recommended Future Land Use	Non-conforming Uses created?
7	15906231; 15905105; 15905111; 15905112; 15905113; 15905114; 15905115; 15905116; 15905117; 15905118; 15905119; 15905120; 15905121; 15906302; 15906305; 15906304; 15906310; 15906303; 15906314; 15906315; 15906316; 15906317; 15905332; 15905331; 15906341; 15906352; 15906340; 15906313; 15906318; 15906312; 15906309; 15906306; 15906311	10.1 acres along and abutting Wendover Road, north of Monroe	R-17MF to R-4	Vacant & Residential, single family homes	Single-family up to 4DUA & Multi-family	Residential up to 4DUA & open space	No
8	15905482; 15902613	6 acres combined along Fugate	O-2 to R-4	Residential, single family homes	Single-family up to 4DUA	Residential up to 4 DUA	No



# Catalyst Sites

*Plans contained in this section are for key sites throughout the corridor and are intended to illustrate development outcomes consistent with the policies of this plan.*











Conference Drive Station Area Concept Plan





Typical street edge of three-story mixed use residential above retail or three-story residential transitions between intensity near station and residential neighborhood southeast of Monroe

Multiple new streets connect Monroe to Conference and transit station access

Monroe Road edge with similar treatment as pedscape section









New residential and/or retail development built to edge of sidewalk

Monroe improvements include median, bike lanes, and 8' sidewalk

Incremental commercial redevelopment on south side of Monroe



