

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.

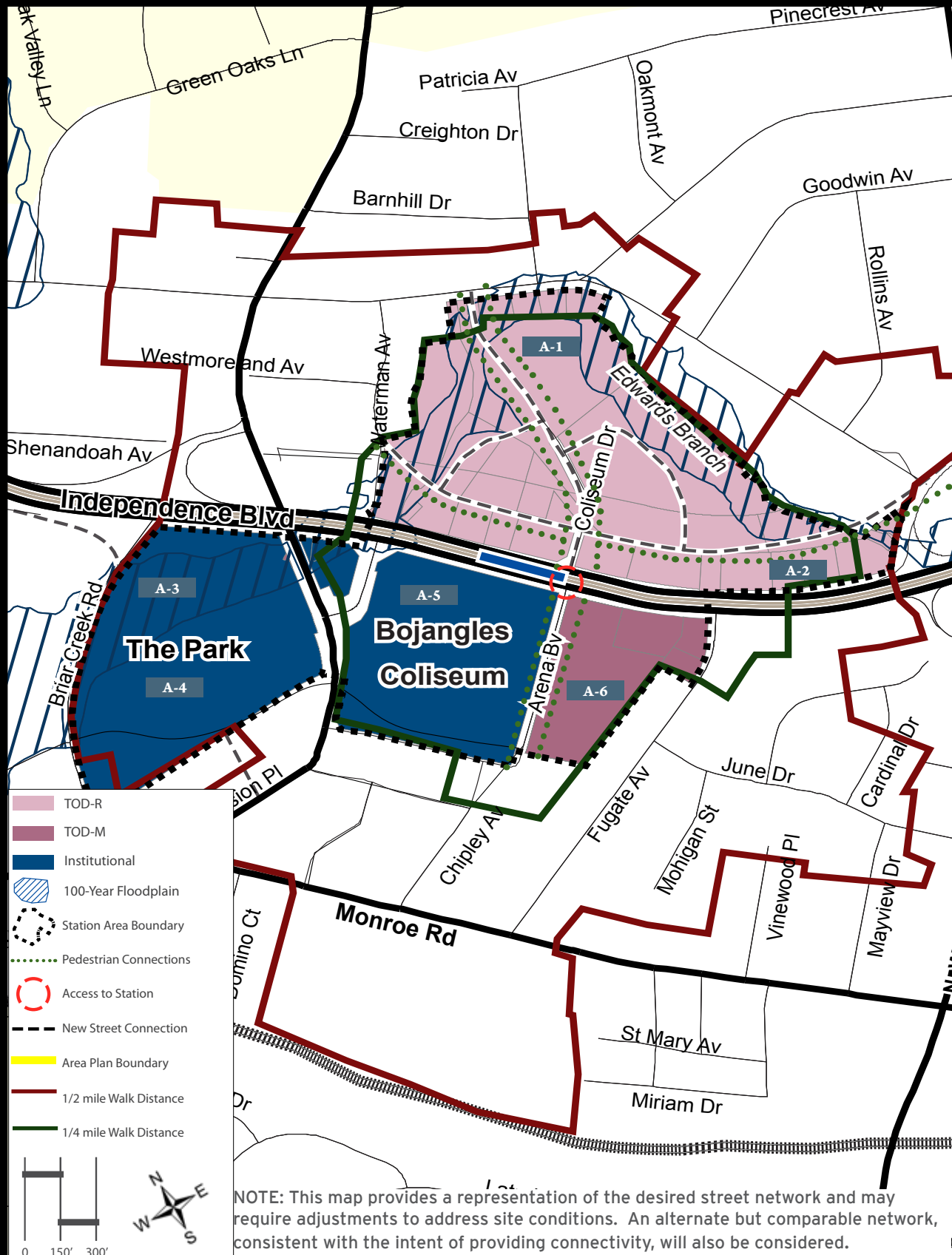
A-3 Provide a greenway connection between Briar Creek and the proposed Edwards' Branch trail using either the Briar Creek Road overpass or the pedestrian bridge that will connect to the transit station.

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.

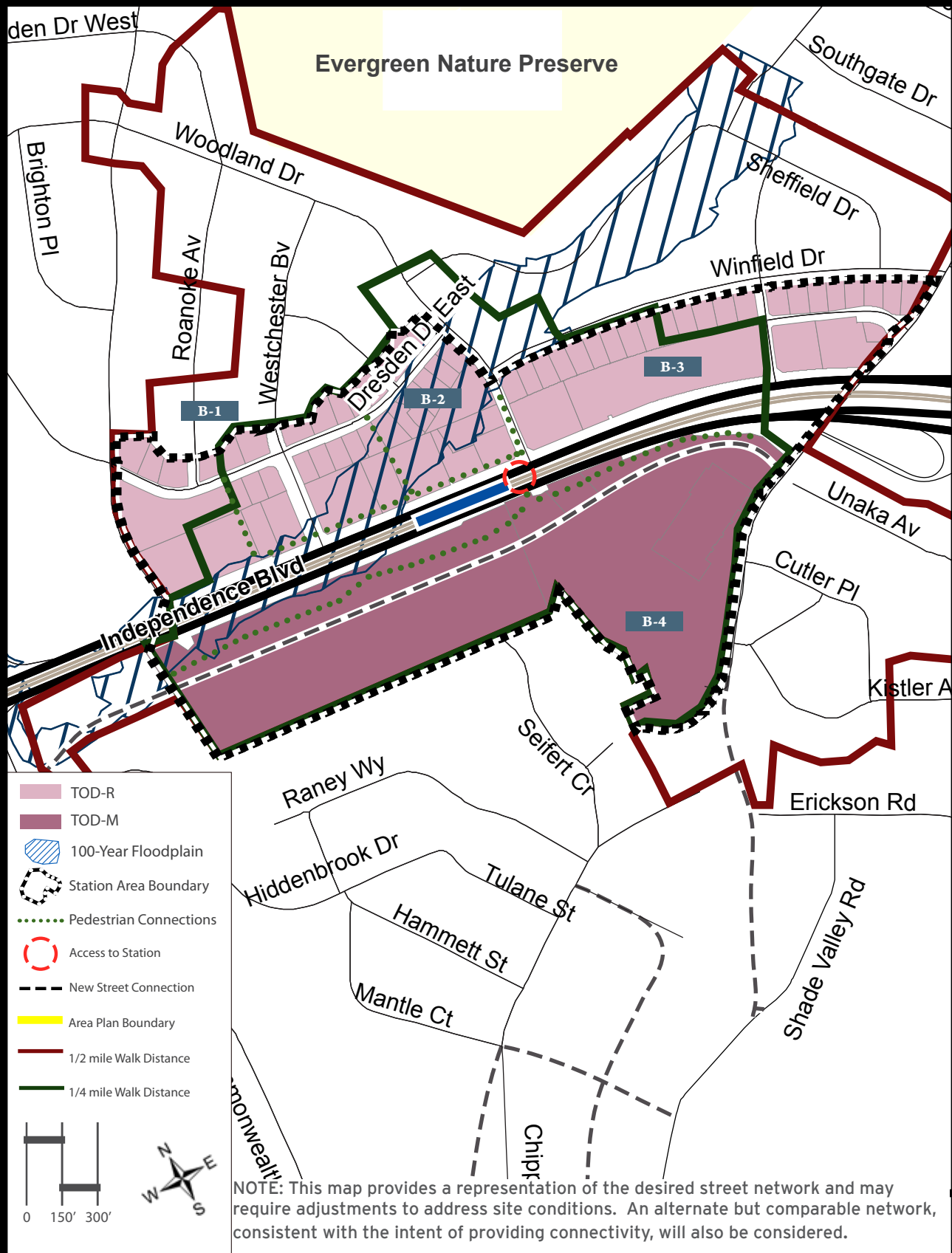
B-2 Edwards Branch to the south of Dresden Drive could potentially be “daylighted,” or brought back to the surface. The daylighted stream could contribute to the regional stormwater network, address potential flooding concerns, and add significant recreational and aesthetic value to the station area. 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.

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.

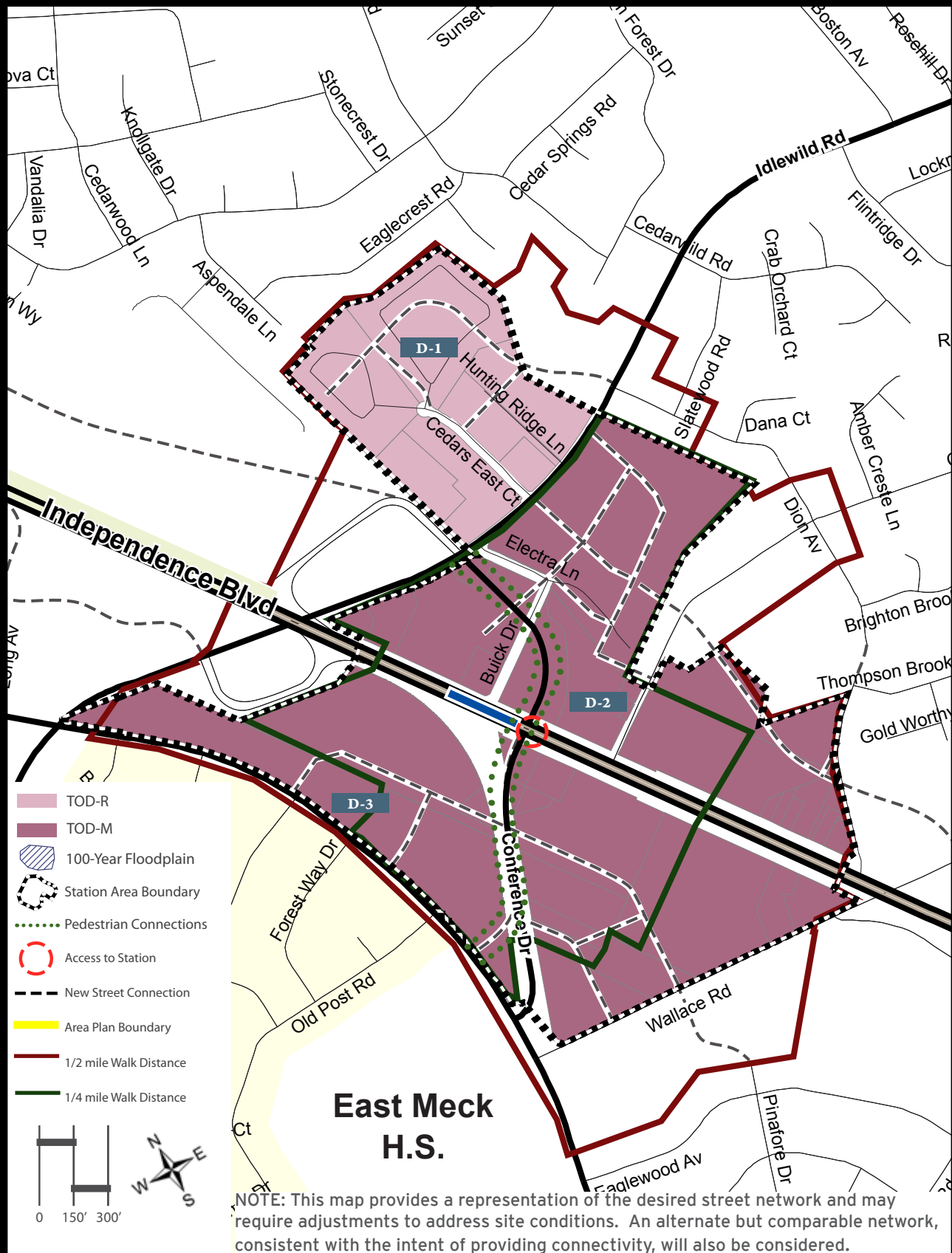
D-2 On the north side of Independence transit-oriented mixed use (TOD-M) is appropriate with improved streetscapes and pedestrian environments along Idlewild Road leading to Conference to facilitate safer and more comfortable access to the station.

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.

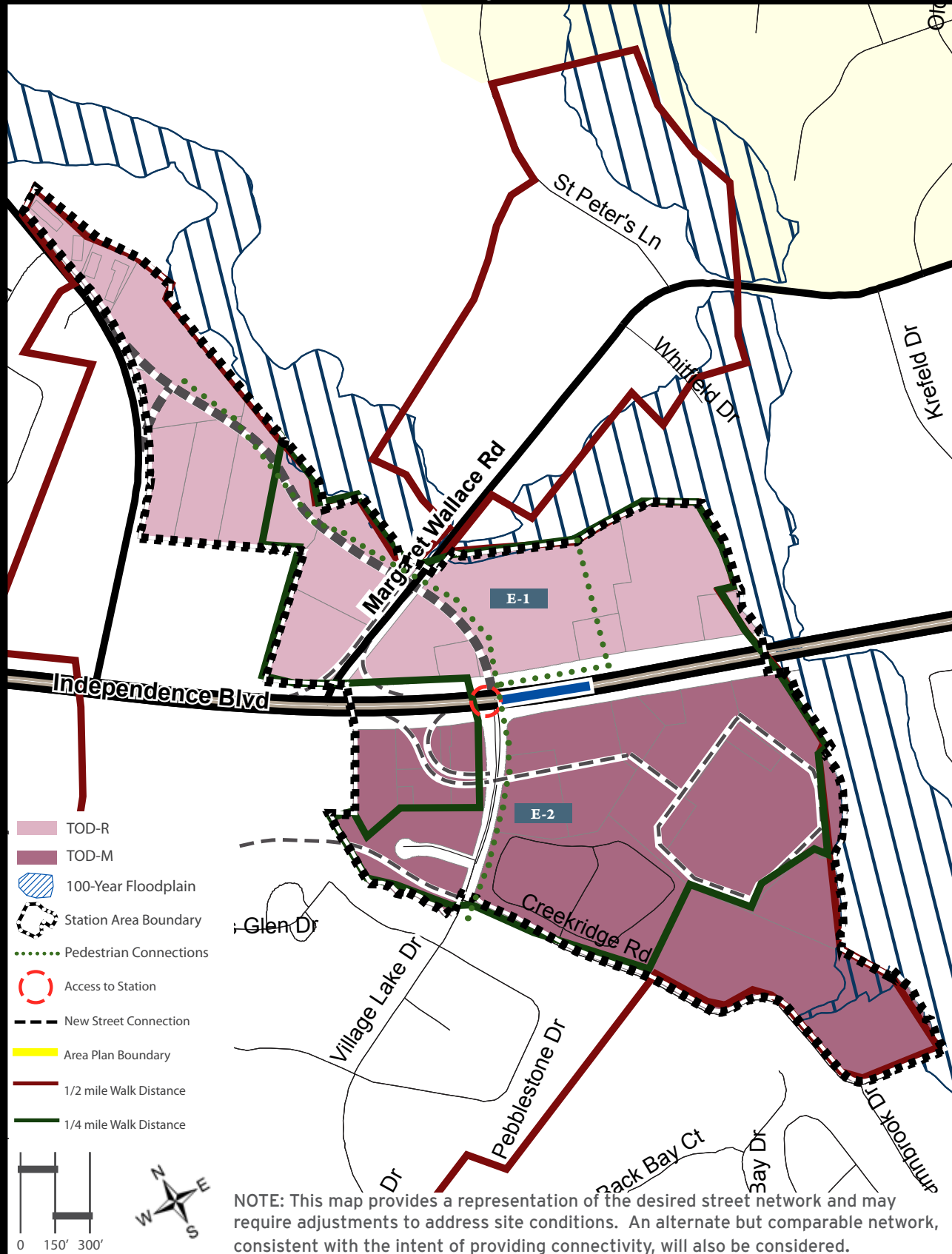
Policies

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

