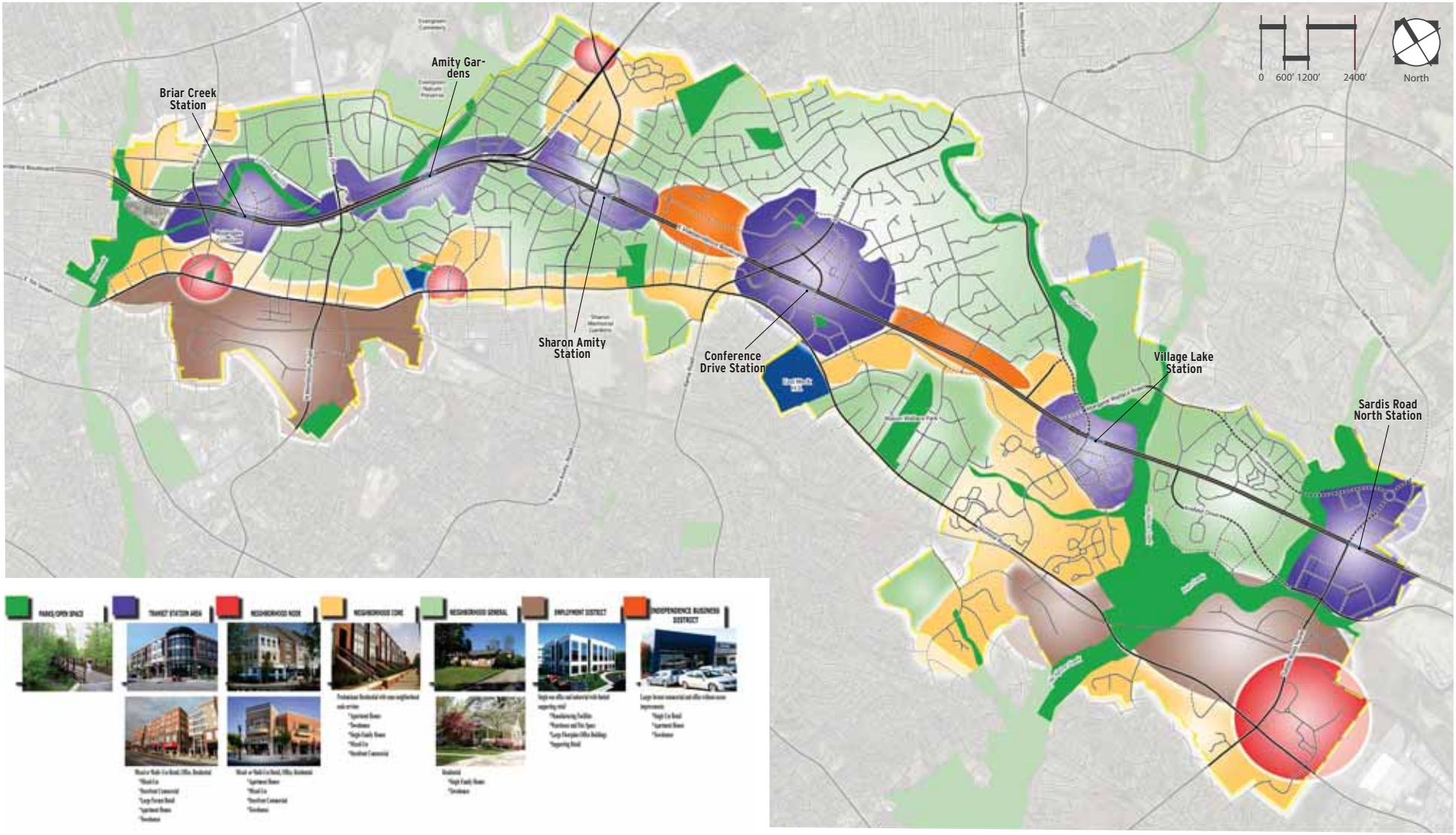
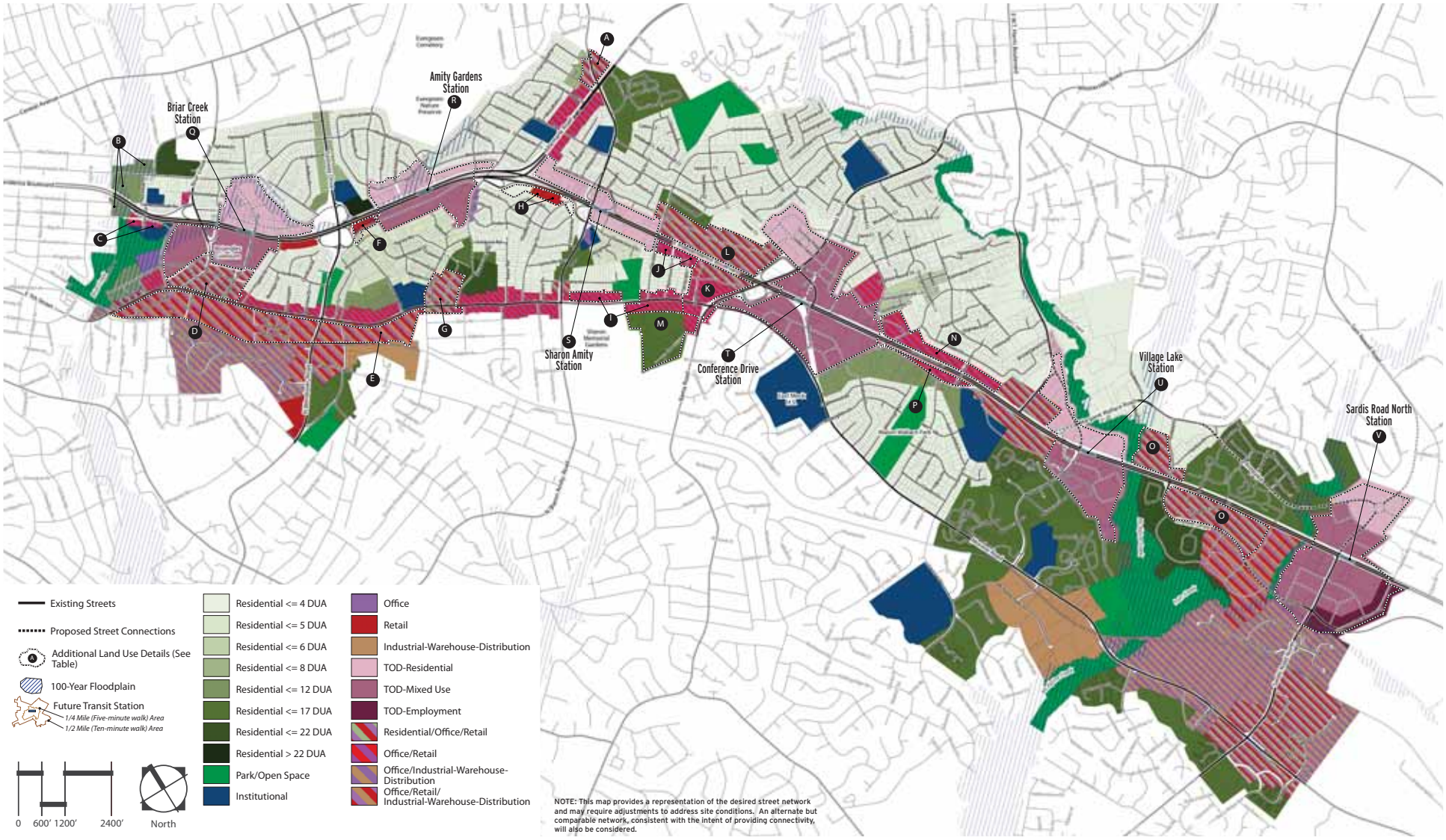
4.30.09 Consultant Draft

Overall Concept Plan



4.30.09 Consultant Draft

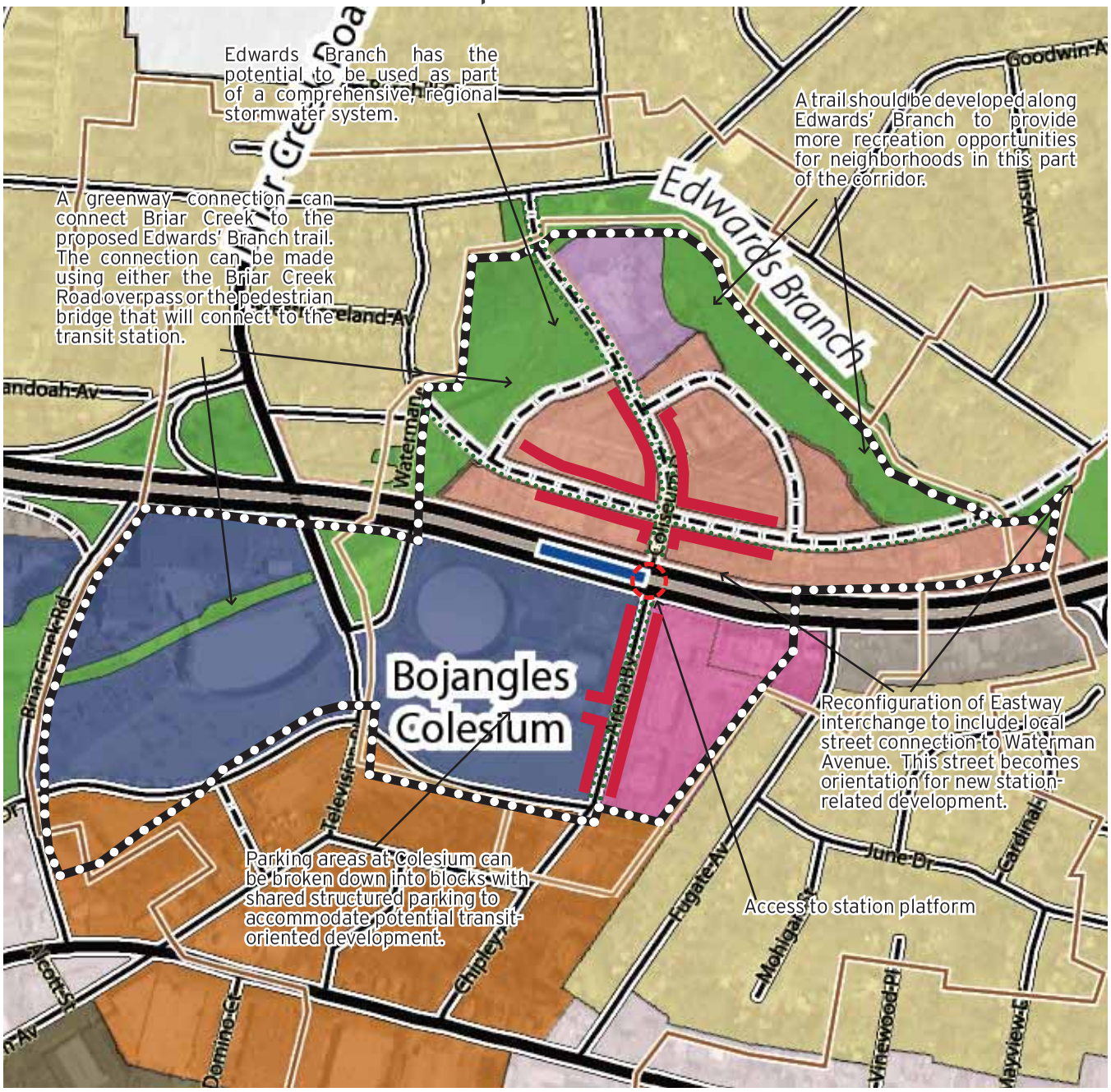
Recommended Future Land Uses



Details of Recommended Future Land Uses

Sub-area	Land Use	Additional Land Use Details
A	Residential, Office, and/or Retail	Vertically integrated mixed-use development is preferred in this location. Retail uses are also appropriate if part of multi-use development. Retail, if provided, is limited to the ground floor. Single-use retail development is not appropriate in this location. Residential densities up to 12 DUA are allowed in single-use projects. Residential densities up to 17 DUA are allowed in multi-use projects. For the residential component of vertically integrated mixed-use developments, the density is determined by area height limitation of 60 feet.
B	Residential up to 17 DUA/ Park and Open Space	Residential densities up to 17 DUA are allowed in single-use projects. A portion of the site (determined at the time of site plan review) must be dedicated to greenway/park and open space.
C	Office and/or Retail	Existing uses may remain. However, as ramp modifications from Independence will create safety issues for driveways on these parcels, the long-term vision for these parcels should be park and/or civic/institutional use accessed from Briar Creek.
D	Residential, Office, and/or Retail	Vertically integrated mixed-use development is preferred in this location. Retail uses are also appropriate if part of multi-use development. Retail, if provided, is limited to the ground floor. Single-use retail development is not appropriate in this location. Residential densities up to 17 DUA are allowed in single-use projects. Residential densities up to 22 DUA are allowed in multi-use projects. For the residential component of vertically integrated mixed-use developments, the density is determined by area height limitation of 60 feet.
E	Office, Industrial, and/or Retail	Retail uses should be located with frontage on Monroe Road, transitioning to industrial uses along the railroad. Residential development, including residential as a component of vertically integrated mixed-use development, may be allowed within 200 feet of Monroe Road with an appropriate site plan. Residential densities up to 17 DUA are allowed in single-use projects. Residential densities up to 22 DUA are allowed in multi-use projects. For the residential component of vertically integrated mixed-use developments, the density is determined by area height limitation of 60 feet.
F	Retail/Park and Open Space	The portion of the floodway of Edwards' Branch should be incorporated into a park and greenway buffer along Independence Boulevard. Retail is allowed outside of the floodway. 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.
G	Residential, Office, and/or Retail	Vertically integrated mixed-use development is preferred in this location. Retail uses are also appropriate if part of multi-use development. Retail, if provided, is limited to the ground floor. Retail should be limited the area within 500 feet of Monroe Road. Single-use retail development is not appropriate in this location. Residential densities up to 12 DUA are allowed in single-use projects. Residential densities up to 17 DUA are allowed in multi-use projects. For the residential component of vertically integrated mixed-use developments, the density is determined by area height limitation of 60 feet. Residential uses should transition to lower densities at back of site consistent with surrounding neighborhood.
H	Retail	Existing uses may remain. However, as interchange modifications at Sharon Amity Road will create safety issues for driveways on these parcels between the Albemarle Road ramps and the Sharon Amity Road ramps, the long-term vision for these parcels should be residential use and accessed from Gwynne Avenue.
I	Office and/or Retail	Vertically integrated mixed-use development is preferred in this location. Retail uses are also appropriate if part of multi-use development. Retail, if provided, is limited to the ground floor. Single-use retail development and residential development will be considered with an appropriate site plan that meets the community design guidelines of this plan. **Revised Access/ Street Network**: Any intensification consistent with this land use vision should be scaled to added network, which should include the addition of streets needed to make create smaller block sizes (+/- 2,000 feet perimeters) that are more pedestrian-friendly and that are oriented towards Monroe Road Cross-access between parcels and access from side streets is encouraged, while access from Monroe should be minimized to create pedestrian-friendly environment.
J	Retail	Existing uses may remain. However, where parcel depths preclude increased development intensity, uses should be converted to residential and oriented away from Independence Boulevard toward the surrounding neighborhood. **Revised Access/ Street Network**: 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 this street to the Long Avenue connection on the south (see Sub-Area J) and Glendora Drive on the north.
K	Residential, Office, and/or Retail	Vertically integrated mixed-use development is preferred in this location. Retail uses are also appropriate if part of multi-use development. Retail, if provided, is limited to the ground floor of areas along Monroe Road and Independence Boulevard. Single use office, and mixed or multi-use developments that include office uses are appropriate in any portion of this area. Single-use retail development and residential development will be considered with an appropriate site plan that meets the community design guidelines of this plan. Residential densities up to 12 DUA are allowed in single-use projects. Residential densities up to 17 DUA are allowed in multi-use projects. For the residential component of vertically integrated mixed-use developments, the density is determined by area height limitation of 60 feet. **Revised Access/ Street Network**: Future 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.
L	Residential, Office, and/or Retail	Single-use retail, office, residential, and mixed or multi-use developments that include office/retail uses are appropriate in any portion of this area. Residential densities up to 12 DUA are allowed in single-use projects. Residential densities up to 17 DUA are allowed in multi-use projects. For the residential component of vertically integrated mixed-use developments, the density is determined by area height limitation of 60 feet. **Revised Access/ Street Network**: Any development proposals that would increase the number of vehicular trips generated by the property must provide alternate site access via new street connections or cross-access. Future network includes a new street from Idlewild Road to Farmingdale Drive. With development of this street, access from Independence Boulevard must be limited to no more than one access per parcel, designed consistent with the cross-section detailed in the Transportation section. Any intensification consistent with this land use vision should be scaled to added network.
M	Residential up to 17 DUA	Specific attention should be paid to development in a pattern of connected streets and blocks that link to Rama Road, Florerice Avenue, and Monroe Road.
N	Office and/or Retail	Any development proposals that would increase the number of vehicular trips generated by the property must provide alternate site access via new street connections or cross-access. Any intensification consistent with this land use vision should be scaled to this added network.
O	Residential, Office, and/or Retail	Single-use retail, office, residential, and mixed or multi-use developments that include office/retail uses are appropriate in any portion of this area. Residential densities up to 12 DUA are allowed in single-use projects. Residential densities up to 17 DUA are allowed in multi-use projects. For the residential component of vertically integrated mixed-use developments, the density is determined by area height limitation of 60 feet. **Revised Access/ Street Network**: 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. Any intensification consistent with this land use vision should be scaled to this added network.
P	Office and/or Retail	Any development proposals that would increase the number of vehicular trips generated by the property must provide alternate site access via Wallace Road rather than Independence Boulevard. Any intensification consistent with this land use vision should be scaled to this added network.
Q to V	TOD-R, TOD-M, and/or TOD-E	See Station Area Plans on the following pages for detailed land use recommendations

Briar Creek Station Area Concept



Station Area Land Uses

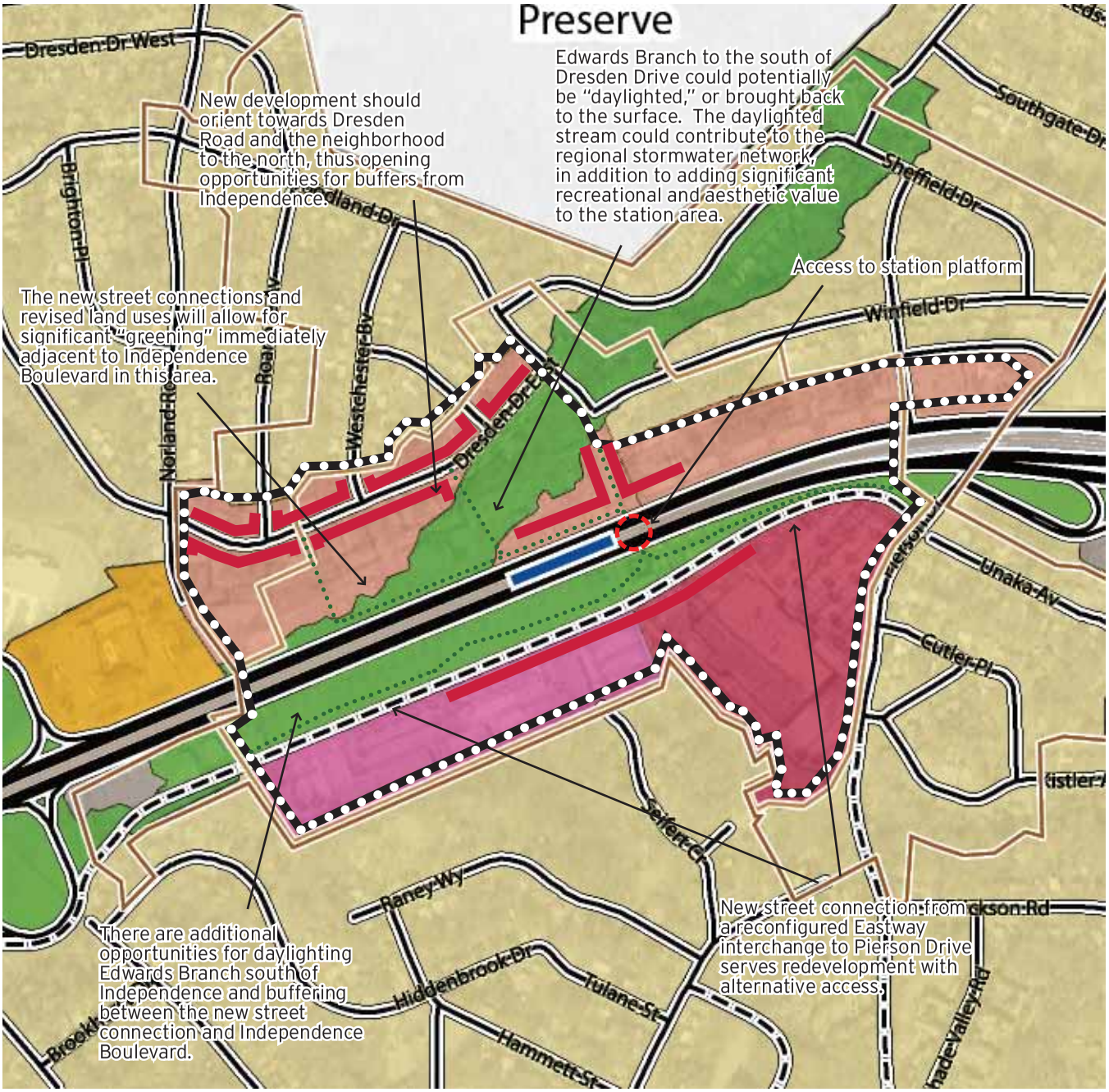
- Residential Mixed-Use
- Office-Oriented Mixed-Use
- Office
- Institutional
- Open Space

- Station Area Boundary
- Pedestrian Connections
- Active Ground Floor Uses
- Future Transit Station
  - *1/4 Mile (Five-minute walk) Area*
  - *1/2 Mile (Ten-minute walk) Area*

0 150′ 300′ 600′

North

Amity Gardens Station Area Concept



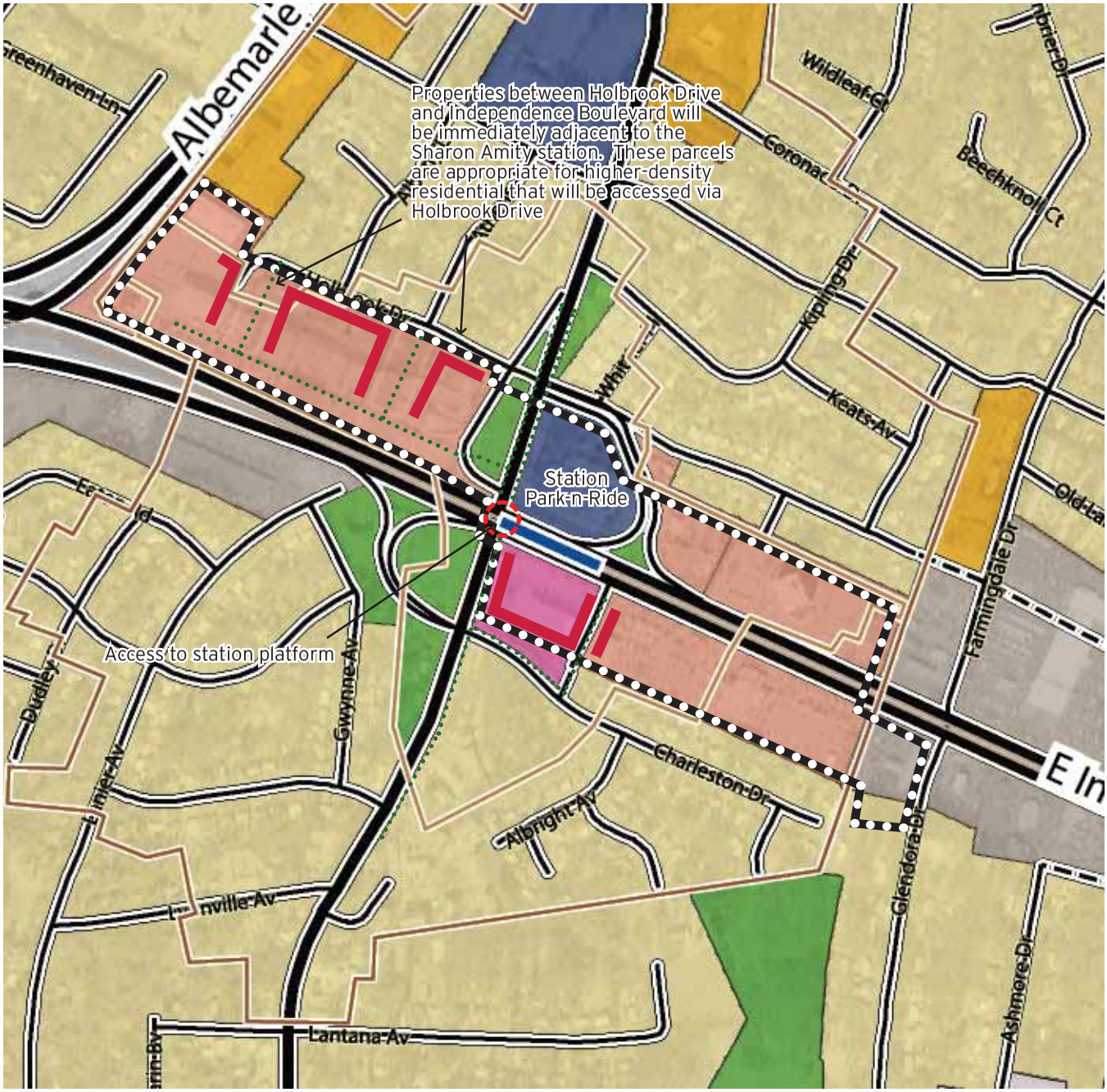
Station Area Land Uses

- Residential Mixed-Use
- Office-Oriented Mixed-Use
- Retail-Oriented Mixed-Use
- Open Space
- Station Area Boundary
- Pedestrian Connections
- Active Ground Floor Uses
- Future Transit Station
  - *1/4 Mile (Five-minute walk) Area*
  - *1/2 Mile (Ten-minute walk) Area*

0 150′ 300′ 600′

North

Sharon Amity Station Area Concept



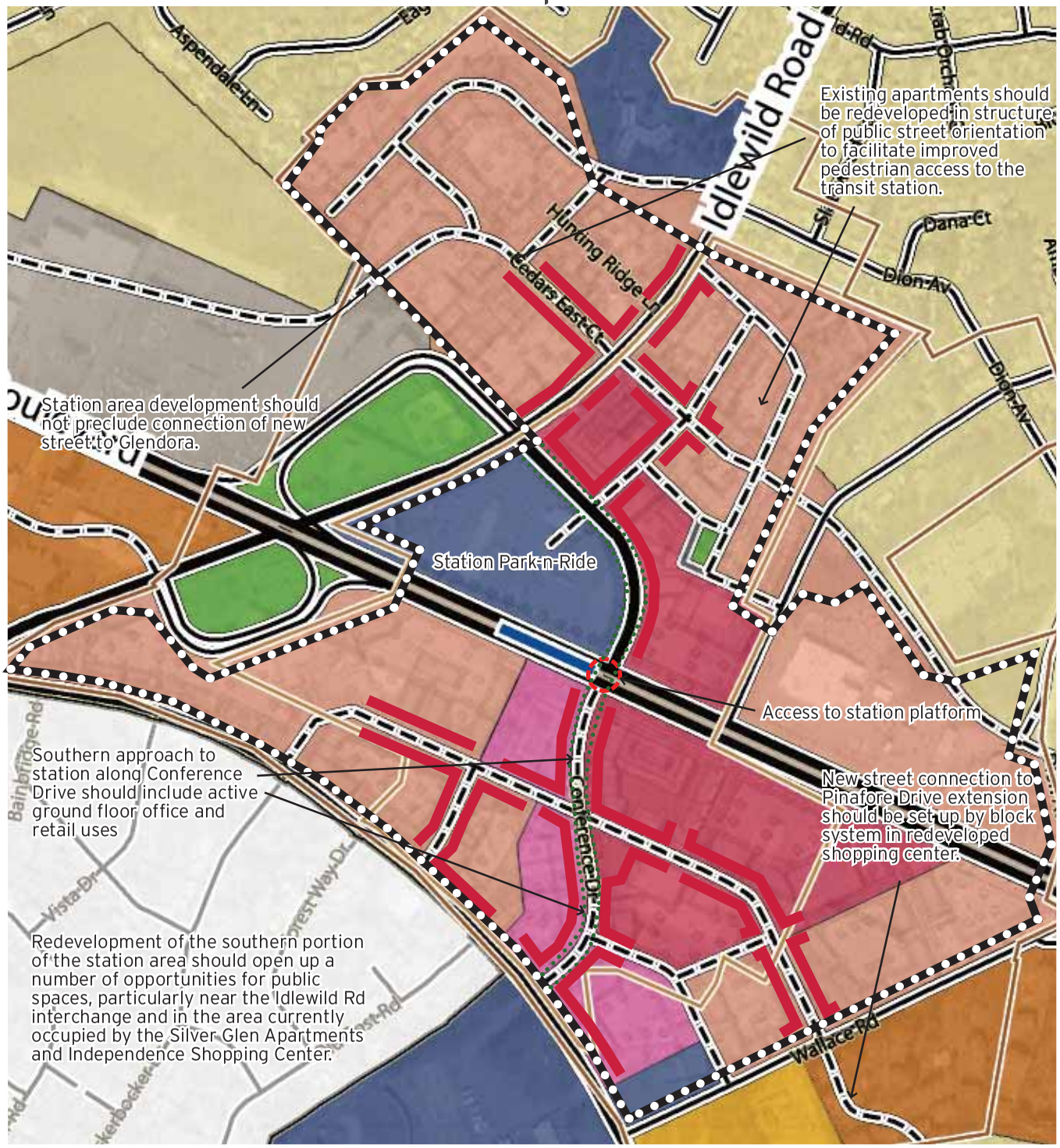
Station Area Land Uses

- Residential Mixed-Use
- Office-Oriented Mixed-Use
- Institutional - Station
- Open Space
- Station Area Boundary
- Pedestrian Connections
- Active Ground Floor Uses
- Future Transit Station
  - *1/4 Mile (Five-minute walk) Area*
  - *1/2 Mile (Ten-minute walk) Area*

0 150′ 300′ 600′

North

Conference Drive Station Area Concept



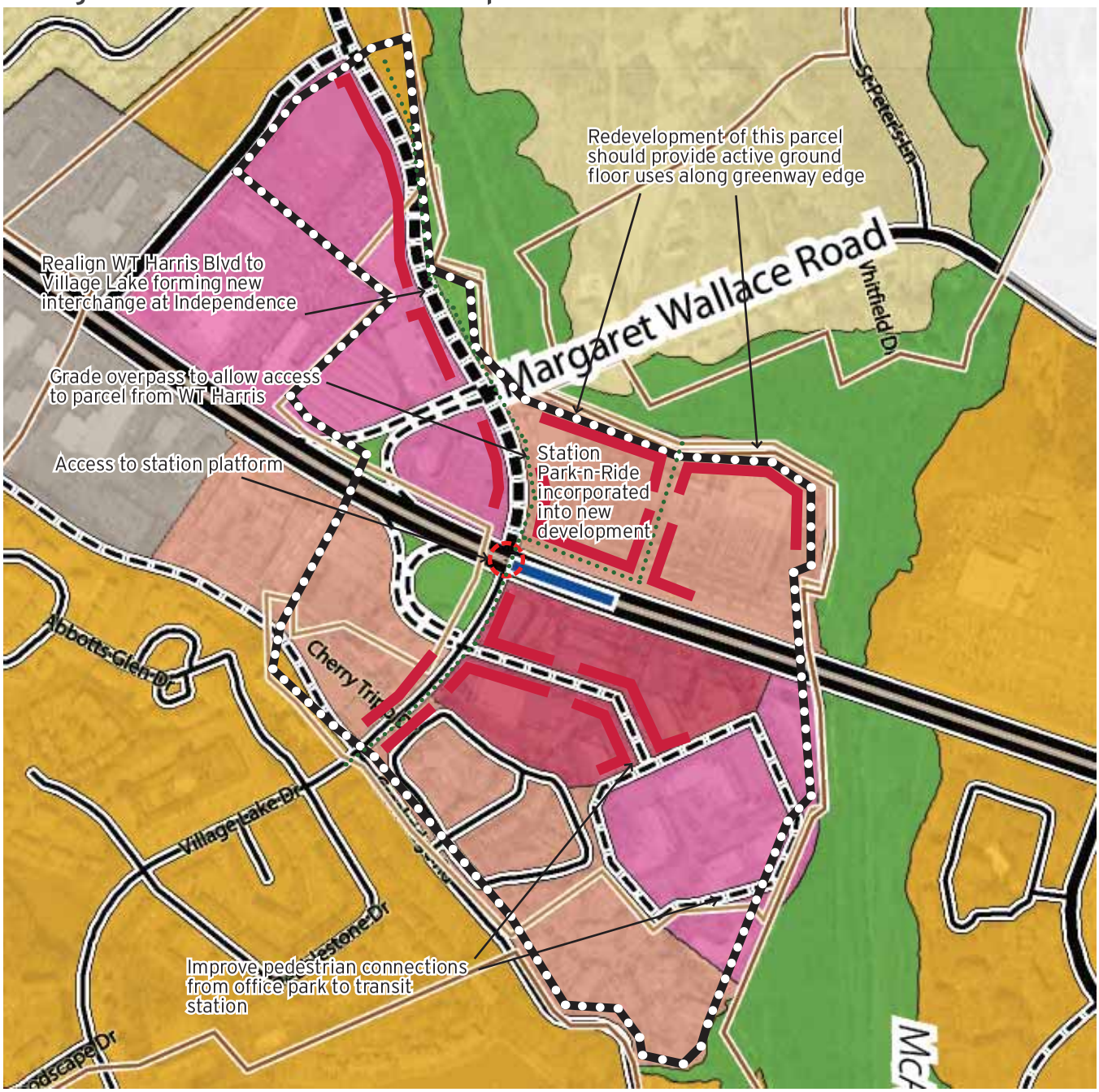
Station Area Land Uses

- Residential Mixed-Use
- Office-Oriented Mixed-Use
- Retail-Oriented Mixed-Use
- Institutional
- Open Space
- Station Area Boundary
- Pedestrian Connections
- Active Ground Floor Uses
- Future Transit Station
  - *1/4 Mile (Five-minute walk) Area*
  - *1/2 Mile (Ten-minute walk) Area*

0 150′ 300′ 600′

North

Village Lake Station Area Concept



Sardis Road North Station Area Concept

Station Area Land Uses

- Residential Mixed-Use
- Office-Oriented Mixed-Use
- Office
- Institutional
- Open Space

- Station Area Boundary
- Pedestrian Connections
- Active Ground Floor Uses
- Future Transit Station
  - *1/4 Mile (Five-minute walk) Area*
  - *1/2 Mile (Ten-minute walk) Area*

0 150′ 300′ 600′

North

Residential Design Policies

Applicability:
SF - Single Family detached
AM - Single Family attached and Multi-Family
SM - All Single Family and Multi-family
- Illustration call-out

Recommendations based on adopted General Development Policies (GDP) in 2003. **Bold text** indicates additional recommendations specific to the Independence Boulevard Area Plan.

		SF	AM	SM	##
Character	Preserve historic or architecturally significant structures.			■	
	Provide pedestrian amenities such as pedestrian scale lighting and street furniture to enhance the pedestrian environment.			■	
	Avoid blank walls of more than 20' along pedestrian circulation areas.			■	
	Provide a variety of housing types (floor plans, exterior treatments and materials, massing, and roof forms).			■	
Building Orientation and Setbacks	Orient buildings to the street or public/common open space and provide pedestrian access to the street. If the development is on a thoroughfare,reverse frontage is acceptable if appropriate screening and pedestrian access to the thoroughfare is provided. For development fronting a thoroughfare, provision of a secondary access point is encouraged.			■	1
	Design residential garages to reduce visual impact from the street.			■	
	Provide public frontage, such as a street or park, along greenways.		■		
	Orient buildings toward greenways and other natural areas when feasible.			■	2
Building Massing, Scale, and Articulation	Blend the scale and set-back of new development with existing development.			■	
	Vary the horizontal and vertical plane of elevations.		■		
	Incorporate human scale details such as covered porches, balconies, overhangs, doors, protruding bays, facade offsets, dormers and windows to visually define streetscape.			■	
	Distinguish ground level design from upper stories through changes in material, volume, or color.		■		
	Porches, if provided, should be a minimum 6' deep and at least half the width of the facade, excluding garages.	■			

		SF	AM	SM	##
Natural Environment	Provide a meaningful amount of useable and accessible open space. In single-family development, this should be common open space and at least half of this should be usable and accessible. (Parking areas and streets are not classified as open space.)	■			3
	Incorporate functional, unique, natural and/or historical elements into the open space.			■	
	Preserve steep slopes along perennial streams or adjacent to significant natural landscape features in site plan submittals.			■	4
	Preserve at least 10% of the multi-family or single-family attached site as "tree save area," consistent with the intent of the residential tree ordinance for single-family development.		■		
	Design open space to create a network of green spaces.			■	
	Use low maintenance native vegetation as much as possible.			■	
	Design with the existing natural terrain.			■	
	Preserve prominent stands of existing trees, wherever possible.			■	
	Create a gradual transition between the open space and the built environment where development adjoins natural areas or other open spaces.			■	
	Incorporate existing trees into public open spaces.			■	5
Parking and Driveways	Provide on-street parking to reduce the size of surface parking lots.		■		
	Provide bicycle parking at appropriate common areas (e.g., playground, swimming pool).			■	
	Locate parking in rear or side of building and screen from public streets.		■		6
	Use shared access driveways and minimize number of driveways along public streets where possible.		■		7
	Provide pedestrian pathways throughout the parking area.		■		

Mixed Apartment/Townhouse Example

		SF	AM	SM	##
Parking and Driveways (Continued)	**Use landscaping to break parking lots into smaller pockets.**		■		
	Locate service areas and dumpsters away from pedestrian areas.		■		8
Connectivity and Accessibility	Provide direct pedestrian and bicycle connections between all abutting or adjacent developments including retail centers and transit stops.			■	
	Provide pedestrian and bicycle connections to parks, greenways, bikeways and trails, including the planned Dixon Branch and Long Creek Greenways.			■	
	Ensure that collector streets align with existing collector streets at thoroughfare intersections, to promote safe crossings for pedestrians, cyclists and automobiles.			■	9
	Design streets considering pedestrian safety and comfort to calm traffic.			■	
	Encourage shared alleys and other forms of access.			■	10
	Design developments around an internal street system with at least one primary street that functions as the vehicular and pedestrian spine of the development;			■	11
	Include parallel parking, street trees and sidewalks on the primary street(s). (Parking should not be located between the curb and buildings along the street.)		■		
	Provide driveways or secondary streets to function as the main connection between parking lots and the primary streets (s).		■		12
	Provide sidewalks on secondary streets, even if they are private streets.			■	
	Provide more than one vehicular entry point for large developments.			■	13

Multi-Family Example

Non-Residential Design Recommendations

Applicability:

RM - Retail-oriented Mixed or Multi-Use Development
RO - Retail and/or office
MU - Mixed Use
IN - Industrial
- Illustration call-out

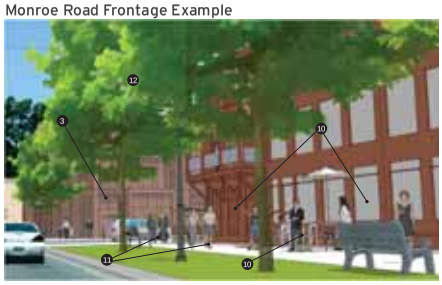
Recommendations based on adopted General Development Policies (GDP) in 2003. **Bold text** indicates additional recommendations specific to the Independence Boulevard Area Plan.

		RM	RO	MU	IN	##
Character	Design access locations to and from the surrounding neighborhood so that their appearance is residential in character or compatible with residential.	■	■	■		
	Discourage tearing down historic or architecturally significant structures.	■	■	■	■	
Building Orientation, Massing, Scale, and Articulation	Orient buildings to the street if they are located on a pedestrian-oriented type street and provide pedestrian access to the street at regular intervals.	■	■	■		1
	Arrange the buildings on the site in an orderly block configuration that enables future expansion and redevelopment (no super blocks).	■	■	■		2
	Create buildings with transparent openings, ornamentation and architectural character. Create entrances that have pedestrian interest.	■	■	■		3
	Break down the mass of the building horizontally and vertically to provide for human scale and visual interest.	■	■	■		4
	Locate dumpsters and service areas away from surrounding residential uses and pedestrian areas.	■	■	■	■	
	Orient buildings toward greenways and other natural features.	■	■	■		
	Provide public frontage, such as a street or park, along greenways.	■	■	■	■	
	Distinguish ground level design from upper stories through changes in material, volume, or color.	■	■	■		5

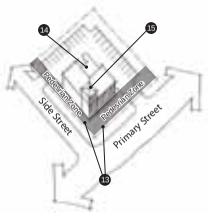
		RM	RO	MU	IN	##
Parking	Design parking lots on a street/block pattern, allowing breaks in larger lots to enable greater vehicular and pedestrian movement. Be sure to provide a pedestrian circulation area in the design of parking lots (for example, include planted medians containing pedestrian pathways).	■	■	■		6
	Keep the amount of parking as close to the minimum as possible, as needed to encourage pedestrian mobility.	■	■	■	■	
	Consider structured parking rather than surface parking to conserve land,minimize impacts on the environment, and accommodate pedestrian circulation.	■	■	■		7
	Consider the use of pervious pavement systems for uses that require peak season parking. This is strongly recommended adjacent to environmentally sensitive areas or where a parking structure is not feasible.	■	■	■	■	8
	Include active uses in parking decks fronting pedestrian circulation areas and residential development.	■	■	■		9
	Provide bicycle parking and storage in appropriate locations.	■	■	■	■	10
	Provide on-street parking along public and private streets when appropriate.	■	■	■		
Connectivity and Accessibility	Establish a central vehicular access from the more auto-oriented street and provide secondary access options from the minor streets.	■	■	■	■	
	Encourage shared driveways and alleys within the development.	■	■	■		
	Minimize the length of internal street blocks and create an organized street pattern.	■	■	■	■	
	Design the internal streets considering pedestrian safety and comfort.	■	■	■		
	Provide an integrated and organized sidewalk system to accommodate ample room for people to circulate, have outdoor dining, and to congregate. Be sure to provide ample space for furnishings such as lighting, receptacles, furniture artwork and trees.	■	■	■		11

		RM	RO	MU	IN	##
Connectivity and Accessibility (Continued)	Connect the site to surrounding land uses with pedestrian and vehicular circulation, landforms, and landscaping. In particular, provide bicycle and pedestrian connections to any nearby parks, greenways, bikeways and trails.	■	■	■		
	Provide a clear wayfinding signage system for both automobiles and pedestrians.	■	■	■	■	
	Provide safe, secure and comfortable waiting facilities if transit access is onsite or adjacent to the site.	■	■	■	■	
Natural Environment	Preserve steep slopes along perennial streams, or adjacent to significant natural landscape features.	■	■	■	■	
	Reserve a meaningful amount of the site for use as common open space. The space needs to be useable and accessible. Integrate the tree canopy, when practical, into the open space.	■	■	■	■	
	Use a bridge rather than a culvert at existing creeks, where possible. Piping creeks should be avoided and channelization should be minimized.	■	■	■	■	
	Retain existing landscaping where possible. Mass clearing is not typically preferable. Existing tree canopy should be preserved where practical.	■	■	■	■	
	Integrate landscaping with seating along facades when possible and, when practical, work to integrate the existing tree canopy into the site design.	■	■	■		12
Freestanding Single Tenant Buildings and Out-Parcels	Where single use buildings are constructed in preferred mixed or multi-use areas indicated by sub-area policies, development must meet the following guidelines:	■	■	■	■	
	Design buildings so they relate to the overall scale, height and configuration of the center.	■	■	■	■	
	If drive-through windows and services are included in interconnected freestanding buildings, they must not compromise pedestrian circulation.	■	■	■		13
	Design to encourage and facilitate pedestrian mobility. Pedestrians should be able to walk comfortably between buildings within the center. The connections should be directly accessible without creating conflicts with automobiles by providing safe pedestrian pathways and crossings.	■	■	■		13
	Design the site so that dumpsters, service areas or auxiliary storage do not interfere with, and are not visible from, the pedestrian circulation area and do not negatively impact surrounding residential areas.	■	■	■		14
	The site layout should be clustered in a village or neighborhood arrangement around shared amenities.	■	■	■		
	Primary entrances should face a public street	■	■	■		15
	Parking lots should be designed to allow for future inter-parcel access	■	■	■		16

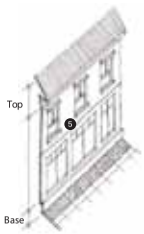
Monroe Road Frontage Example



Corner Outparcel Design Example

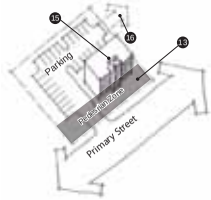


Facade Articulation Example

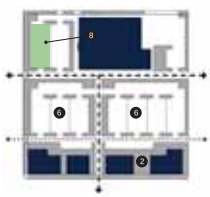


Mixed-Use Station Area Design Example

Outparcel Design Example

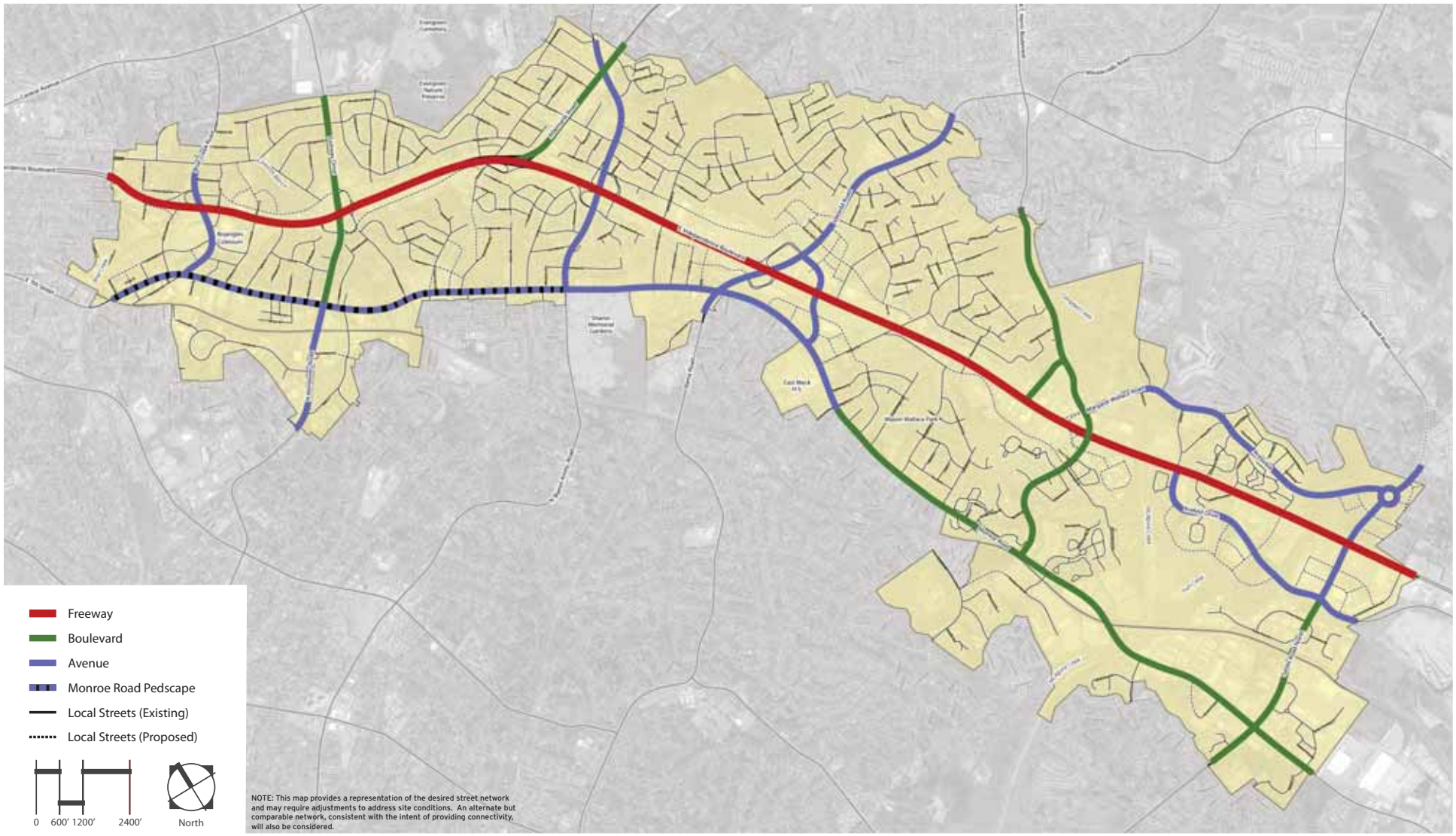


Parking Lot Design Example



4.30.09 Consultant Draft

Proposed Street Classifications



Proposed Street Cross-Sections

Freeway

Buffer	Vehicle Lanes	HOV	Transit Envelope	HOV	Vehicle Lanes	Buffer

250' West of WT Harris, 280' East of WT Harris

Monroe Road Pedscape Section

16' Setback	Pedestrian Zone	Planting Strip or Trees (in grates)	Bike Lane	Vehicle Lanes	Median	Vehicle Lanes	Bike Lane	Planting Strip or Trees (in grates)	Pedestrian Zone	16' Setback
	8' Min	8'	7.5'	22'	10'	22'	7.5'	8'	8' Min	

Boulevard

Pedestrian Zone	Planting Strip	Bike Lane	Vehicle Lanes	Median	Vehicle Lanes	Bike Lane	Planting Strip	Pedestrian Zone
6'	8'	7.5'	22-33'	varies	22-33'	7.5'	8'	6'

Avenue Without Parking

16' Setback	Pedestrian Zone	Planting Strip or Trees (in grates)	Bike Lane	Vehicle Lanes	Bike Lane	Planting Strip or Trees (in grates)	Pedestrian Zone	16' Setback
	8' Minimum	8'	7.5'	33' to 44'	7.5'	8'	8' Minimum	

Avenue With Parking

14' Setback	Pedestrian Zone	Trees (in grates)	Parking/Trees	Bike Lane	Vehicle Lanes	Bike Lane	Parking/Trees	Trees (in grates)	Pedestrian Zone	14' Setback
	8'	6'	7'	6'	33' to 44'	6'	7'	6'	8'	

Local Residential Street

Pedestrian Zone	Planting Strip	Vehicle Lanes and Parking (Yield Flow)	Planting Strip	Pedestrian Zone
6'	8'	27'-Medium or 35'-Wide	8'	6'

Local Commercial Street

14' to 24' Setback	Pedestrian Zone	Trees (in grates)	Parking/Trees	Vehicle Lanes	Parking/Trees	Trees (in grates)	Pedestrian Zone	14' to 24' Setback
	8'	6'	7'	22'	7'	6'	8'	

NOTE: Curb and gutter (2.5') included in dimension of adjacent street element

4.30.09 Consultant Draft

Pedestrian Improvements

Monroe Road Pedscape Section

4.30.09 Consultant Draft

Stream and Stormwater Infrastructure