

Independence Boulevard Area Plan
Council Economic Development Committee - Recommend Changes to the April 2010 Draft

Updated May 13, 2011

#	Recommendation and Location	Purpose of Change	Current Text, Map or Graphic in Draft Plan	Proposed Revision (BOLD TEXT)
1.	Page iii, First bullet, Transportation	Revise reference to the proposed future right-of-way for Independence Boulevard to reflect the March 21, 2011 text amendment that eliminated the transitional setback along portions of Independence Boulevard.	Independence Boulevard should be developed within a 250 feet envelope west of WT Harris Boulevard and a 280 feet envelope east of WT Harris to the Plan Area boundary.	Independence Boulevard should be developed within a 250 feet envelope east of Sharon Forest Drive to WT Harris Boulevard and a 280 feet envelope east of WT Harris to the Plan Area boundary.
2.	Page iv, Executive Summary, Implementation Strategies , Pages 23 and 75	Add language that encourages City staff to continue working with the Metropolitan Transit Commission (MTC) to develop implementation strategies for rapid transit within the Southeast Growth Corridor. This change responds to citizen and Planning Committee comments.		<p>Page iv, Executive Summary, Key Implementation Strategies: “Working with the Metropolitan Transit Commission to explore implementation strategies to clarify and advance rapid transit in the Southeast Growth Corridor.</p> <p>Add New Policy to Page 23, TSA -1: Continue to support multi-modal transportation infrastructure investments for the Southeast Growth Corridor. The rapid transit plans identified and recommended within the plan area help define the framework for future investments.</p> <p>Add New Implementation Strategy to Page 75, TSA-1: Coordinate transportation planning efforts with the Metropolitan Transit Commission to clarify and advance transit improvements in the Southeast Growth Corridor.</p>

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3.	Pages 50 and 51	Revise Figure 8 - Freeway Cross-section and text describing the proposed future right-of-way for Independence Boulevard to reflect the March 21, 2011 text amendment that eliminated the transitional setback along portions of Independence Boulevard.	<p>Existing Condition: Independence Boulevard in this section has three lanes in each direction and auxiliary lanes in various locations. Rights-of-way vary between locations along the corridor. The adopted right-of-way envelope for the roadway is 250 feet west of WT Harris Boulevard, and 280 feet east of WT Harris Boulevard.</p> <p>Proposed Roadway Facility: Recommended width includes allowance for:</p> <ul style="list-style-type: none"> • Three travel lanes in each direction • HOV lanes on inside of travel lane • Transit facility (BRT/LRT) in median • Additional widening for right turn lane <p>may be required in some circumstances in accordance with CDOT standards.</p> <ul style="list-style-type: none"> • Paved shoulders. <p>Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance within a landscaped buffer.</p>	<p>See Revised Proposed Cross-section for Independence Boulevard - Attachment #1.</p> <p>Existing Conditions: Independence Boulevard in this section has three lanes in each direction and auxiliary lanes in various locations. Rights-of-way vary between locations along the corridor</p> <p>Constrained Section: NCDOT has already converted Independence Boulevard to an expressway west of Albemarle Road and will soon extend this conversion to Sharon Forest Drive. Given these recent and committed highway improvements, no additional right-of-way will be reserved for properties west of Sharon Forest Drive or east of Sharon Forest after NCDOT completes right-of-way acquisition for the next widening project southeast to the Charlotte City limits. However, future transportation projects, such as transit stations and/or managed lanes, may require additional right-of-way acquisition.</p> <p>Future Section: The adopted right-of-way envelope is 250 feet east of Sharon Forest Drive to WT Harris and 280 feet east of WT Harris to the City limits.</p> <p>Proposed Regional Transportation Corridor:</p> <p>Recommended width includes allowance for:</p> <ul style="list-style-type: none"> – Three travel lanes in each direction. – HOV lanes on inside of travel lanes. – Transit facility (BRT/LRT) in median. <p>Additional widening for right turn lanes maybe required in some circumstances in accordance with CDOT standards.</p>

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4.	<i>(continued)</i>	<i>(continued)</i>	<i>(continued)</i>	- Paved shoulders Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance within a landscaped buffer.
5.	Page 45, Map 14	Replace Map 14 with Attachment #2 which includes modifications to the future transportation network. Specific changes to the map are illustrated on the attachment.	Map 14 – Future Transportation Network	Attachment #2 – Future Transportation Network (Specific changes from the original map are noted.)
6.	Page 4	Revise document image and language for Centers, Corridors and Wedges to include recent definitions from the August 2010 updated document.		Add Text that updates definitions for Mixed Use Centers and Corridors.
7.	Pages 14 and 16	Modify Future Land Use Recommendation for Parcel Identification Number 19106121. The land use policy in the current draft has the parcel split with institutional and retail/office land uses. The recommended future land use should be retail/office which is consistent with the existing land use and zoning. This change responds to property owner concerns.		Modify Recommended Future Land Use for Parcel Identification Number 19106121 from retail/office and institutional to retail/office.

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8.	Page 19, LU-5	Add language to encourage use of existing residential structures along Monroe Road to maintain residential character in areas between proposed nodes.		Add Text: Adaptive reuse of existing residential structures is strongly encouraged.
9.	Page 20, LU-9	Add language to specify recommended residential density when retail redevelops.		Add Text: Residential densities up to 8 DUA with townhome type development will be considered appropriate at this location.
10.	Pages 23 and 75	Add language to clarify implementation of the land use vision for the transit oriented development (TOD) vision. Staff will not correctively rezone to TOD at the proposed transit station areas. This change responds to citizen and Planning Committee comments.	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.	Add New Policy to Page 23 TEXT: TSA –2, Zoning districts other than Transit-Oriented Development (TOD) are appropriate to implement the land use vision. Additionally, Transit-Oriented Development (TOD) zoning should only be applied if requested by the property owner. Add New Implementation Strategy to Page 75, TSA -2 Support 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) are appropriate to implement the land use vision, but should stress pedestrian oriented design.

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11.	Pages 25 - 35, Maps 8 – 13	Add language to clarify that the future land use recommendations are for transit-oriented land uses which do not prescribe a specific zoning classification to implement the land use vision. This change responds to citizen and Planning Committee comments.		<p>Add Text: “Land Uses” after each transit-oriented development land use category identified in the future land use map legend. Example: TOD-R Land Uses TOD-M Land Uses</p> <p>ADD TEXT: The recommended future land uses can be achieved in a variety of zoning districts if the development is designed to focus on the pedestrian and the proposal is consistent with the land use, community design, transportation and other policy guidance specified within the document.</p>
12.	Pages 50, 56 and 57- Figure 16	Delete Local Residential Street cross-section reference, graphic and supporting language. This cross-section was initially included to illustrate side street requirements within the proposed PED overlay district. PED side street specifications are provided on Page 59.	<p>Figure 16 – Local Residential Street Cross-section.</p> <p>Local Residential Street Description: Local streets provide access to residential neighborhoods or mixed-use development. The majority of Charlotte’s streets are classified as local streets and are typically built through the land development process.</p> <p>Proposed Curb to Curb: The recommended width for these streets is 27 feet from back of curb to back of curb for streets with moderate levels of traffic. For streets with higher levels of traffic, 35 feet from back of curb to back of curb may be required. The preferred right-of-way width is 50 to 60 feet, depending on the travel lane requirement.</p> <ul style="list-style-type: none"> • One travel lane in each direction shared 	Delete Figure 16 – Local Residential Street cross-section and language on Page 56.

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13.	(continued)	(continued)	<p>with bicyclists.</p> <ul style="list-style-type: none"> • On-street parking on both sides. Curb extensions may be used to narrow street width at intersections and other locations where on street parking is not appropriate. • Widening for left turn lanes onto thoroughfares may be required in accordance with CDOT standards. <p>Proposed Behind the Curb: Minimum building setback is determined by zoning classification. A planting strip and sidewalk is required behind the curblin in accordance with the Urban Street Design Guidelines. The planting strip provides buffer from traffic to pedestrians on the sidewalk, and tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance. The minimum sidewalk width for local residential streets is six feet, unless located within ¼ mile of a transit station, then the minimum sidewalk width is eight feet.</p>	(continued)
14.	Pages 79 and 80	Revise proposed PED Overlay boundary for Area #6 to remove Parcel Identification Number 16110712. This change responds to property owner concerns.	Proposed PED Overlay Map #18 , Area #6	Remove Parcel Identification Number 16110712 from Area #6, Proposed PED Overlay Map #18, Area #6

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15.	Pages 48 and 75	Add language to address the increasing need for local transit within the plan area. This change responds to citizen and Planning Committee comments.		<p>Add New Policy to Page 48, T-27, Encourage expansion of local transit to major nodes of activity. As new nodes result from development, CATS is encouraged to expand service. Additionally, the development community is encouraged to create enhanced stops for expanded transit service, as well as park-and-ride opportunities, within new development projects.</p> <p>Add New Implementation Strategy to Page 75, T-27, Staff will work with CATS to expand transit services and facilities.</p>
16.	Page 23	Add language to address the Urban Land Institute (ULI) recommendations for nodal development along Independence Boulevard. This change responds to citizen and Planning Committee comments.		<p>Add Text: The ULI –Fellowship Panel recently conducted a study that recommended reducing the number of transit stations along Independence Boulevard between Briar Creek and Sardis Road North. The Metropolitan Transit Commission has begun considering those recommendations. In the event that the Metropolitan Transit Commission decides to revise the 2030 Corridor System Plan to reduce the number of transit stations within the plan area, the future land use policies for the stations that are eliminated should include a mixture of retail, office and residential land uses with community design characteristics inherent in transit station area principles which are appropriate for these locations even without rapid transit in place.</p>

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17.	Page 61	Move Map -16, Potential Locations for Regional Stormwater Facilities, to the Implementation Guide (which is not adopted by Council). The change responds to citizen and Planning Committee comments.		Move Map 16 – Potential Locations for Regional Stormwater Facilities to the Implementation Guide to serve as a reference as development occurs in the plan area.
18.	Page 23	Add Text to Transit Station Areas to Clarify Short and Long Term Land Use Vision		<p>Add Text: The Southeast Transit Corridor is not likely to be completed within the next 20 years and much can change during that time, including transit technology. However, these areas are recognized as key development nodes even absent an operational rapid transit line. As such, the mix of uses and community design characteristics inherent in transit-oriented development are appropriate for these locations. The transition to this mix and intensity of uses, as well as the focus on transit supportive design is expected to occur gradually.</p> <p>Until rapid transit plans become more solidified (i.e., mode determined, station locations refined, funding identified), development proposals should facilitate this transition, but not be expected to meet the Transit Station Area Principles (p. 42). Rather, development proposals in this “interim” timeframe should rely on the guidance provided in the Community Design Policies section of this document. In particular, development will likely need to make greater accommodation for vehicular accessibility than is typical in a transit station area.</p>

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18.	<i>(continued)</i>	<i>(continued)</i>	<i>(continued)</i>	<p>Add Text: The land use recommendations for transit station areas may be translated as follows during this “interim” timeframe while rapid transit plans are being refined/defined:</p> <p>TOD-M – Mixed Use (office, retail and/or residential)</p> <p>TOD-R – Predominantly residential, but some non-residential also appropriate</p> <p>TOD-E – Predominantly employment (office, industrial) with some residential and or retail also appropriate.</p>
19.	Pages 24-35	Modify title and supporting text for each proposed transit station area to clarify the short and long term vision for each transit station area.		<p>Add Text: Transit Station/Regional Nodes are located at the most highly-connected locations in the Plan Area, where Independence Boulevard is crossed by major regional access streets with future rapid transit stations. These occur at Briar Creek, Conference Drive and Sardis Road North Transit Station Areas.</p> <p>Transit Station/Regional Nodes should be characterized by a mix of residential and commercial uses re-oriented away from Independence Boulevard towards a regional road corridor (i.e., Briar Creek, Conference, Sardis Road North) or internal street. The transit/regional node maintains its pedestrian scale with connected streets and walkable block sizes even when building footprints are larger. These nodes may also include mixed-use buildings or mixed-use blocks of apartments, townhomes, ground-floor retail and office uses which primarily serve the surrounding</p>

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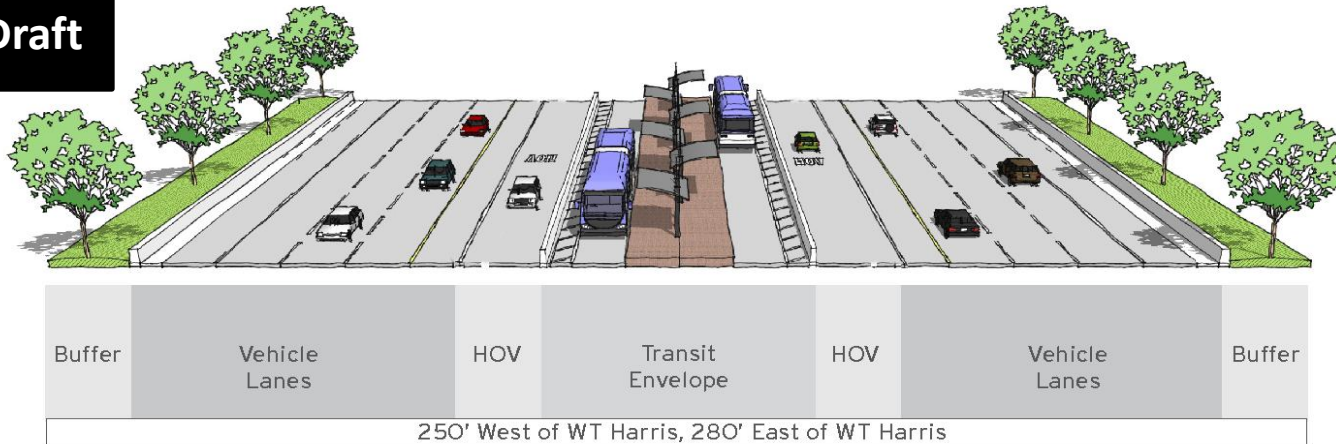
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19.	<i>(continued)</i>	<i>(continued)</i>	<i>(continued)</i>	<p>area with a high level of internal and external connectivity.</p> <p>Transit Station/Neighborhood Nodes are limited to access directly along Independence Boulevard and with very little regional connectivity. These occur at Amity Garden, Sharon Amity and Village Lake Transit Station Areas.</p> <p>Transit Station/Neighborhood Nodes are characterized by predominantly automobile-oriented commercial uses, but are also appropriate for a smaller, local serving uses which should re-orient away from Independence Boulevard and toward a new side street connection. The appropriate uses include a mixture of moderate intensity residential such as apartments or townhomes, and small scale retail and office with a high level of internal and external connectivity. When building footprints are larger, the transit/neighborhood node should maintain its pedestrian scale with connected streets and walkable block sizes.</p>

*General note: In addition, minor graphic, text and typographical changes that do not impact the intent of the plan will be made.

Future Cross-section for Independence Boulevard

Current Draft



Proposed Revision



* Indicates the proposed changes to the *Independence Boulevard Area Plan* to reflect the March 21, 2011 text amendments to eliminate the transitional setback along portions of Independence Boulevard.

Independence Boulevard Area Plan

Proposed Revisions

Independence Boulevard - Future Transportation Network

Map 14

