



INDEPENDENCE BOULEVARD AREA PLAN

Citizen Advisory Group

Meeting #4

April 2, 2009

Presentation

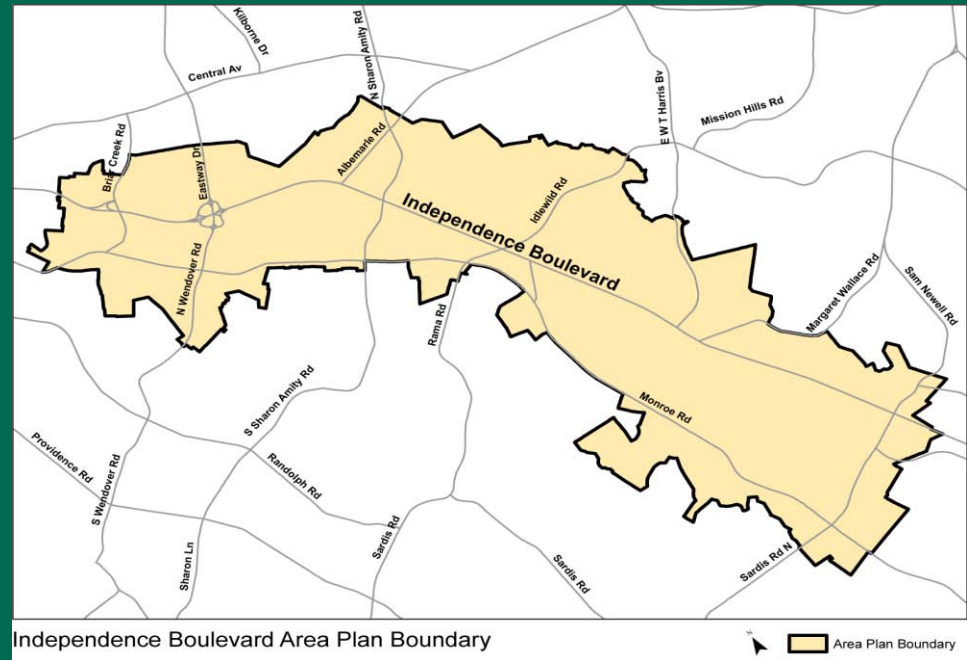
6:10 – 6:50

Breakout Stations

6:50 – 7:20

Wrap Up & Next Steps

7:20 – 7:30





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Plan Development Process to Date

Stakeholder Interviews

May 2008

COMMUNITY VISION WORKSHOP

June 2008

Advisory Group Meeting #1

July 2008

Advisory Group Meeting #2

August 2008

Advisory Group Meeting #3

October 2008

**COMMUNITY REVIEW OF
DRAFT CONCEPTS**

October 2008

Refinement of Draft Concepts

Nov '08 – April '09

Advisory Group Meeting #4

April 2, 2009

Advisory Group Meeting #5

April 30, 2009

Purpose of Tonight's Meeting

Refine the transitional setback

- Need to balance accessibility and viability
- Create a vision for Independence Blvd. that balances redevelopment and surrounding neighborhoods
- Receive feedback from residents and businesses

Review strategies to address existing requirements

- Potential reductions in future right-of-way
- Proposed regulatory changes to implement reductions

WE WANT TO HEAR FROM YOU!



WHAT WE LEARNED



Unsafe for bicycles and pedestrians

Not Enough Trails/Parks

Not Active

Blighted Retail Traffic

Lack of Planning

No Left Turns

Poor Public Transportation

No Close Shopping

Low Property Values

Dangerous Roads

Poor Lighting

Crime

Run-Down
Apartments

Trash

Lost Businesses

Parks & Greenways

Diversity

Stability

Quiet

Places of Worship

Urban Environment

Affordability

Shopping

Trees

Clean

Future

Transportation

Access/Location

Safety/Security

Entertainment

Schools

Growth Potential

History

Visibility

Neighborhoods

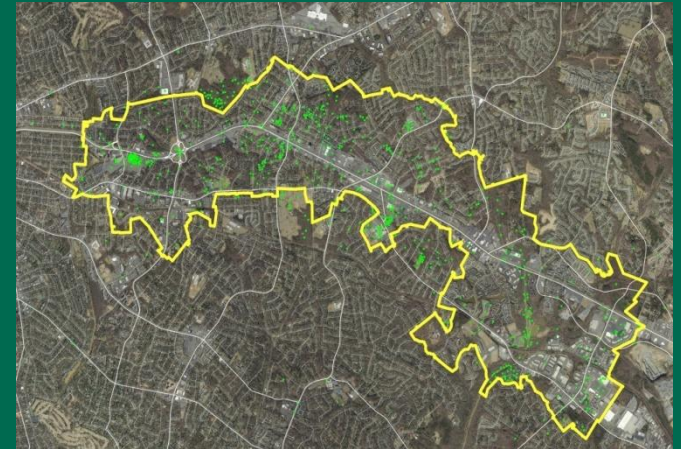
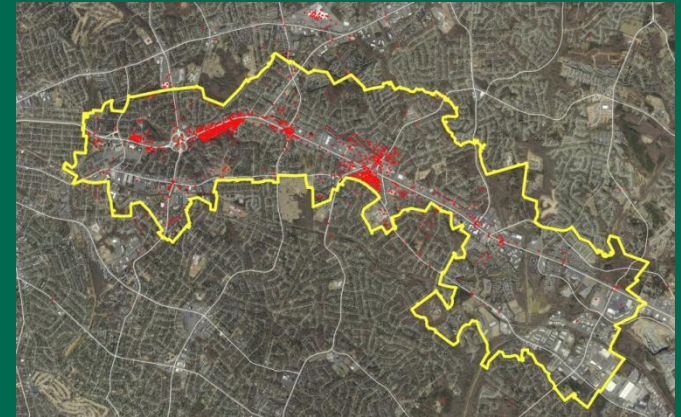
Planning Process

Walkways



Guiding Principles

1. Strengthen and Build Neighborhoods
2. Create Nodes
3. Reclaim and Showcase Natural Systems
4. Orient Toward Monroe and Central
5. Leverage Opportunities
6. Provide Choices
7. Balance Neighborhood, Community, and Regional Needs
8. Define U.S. 74
9. Implement the Plan

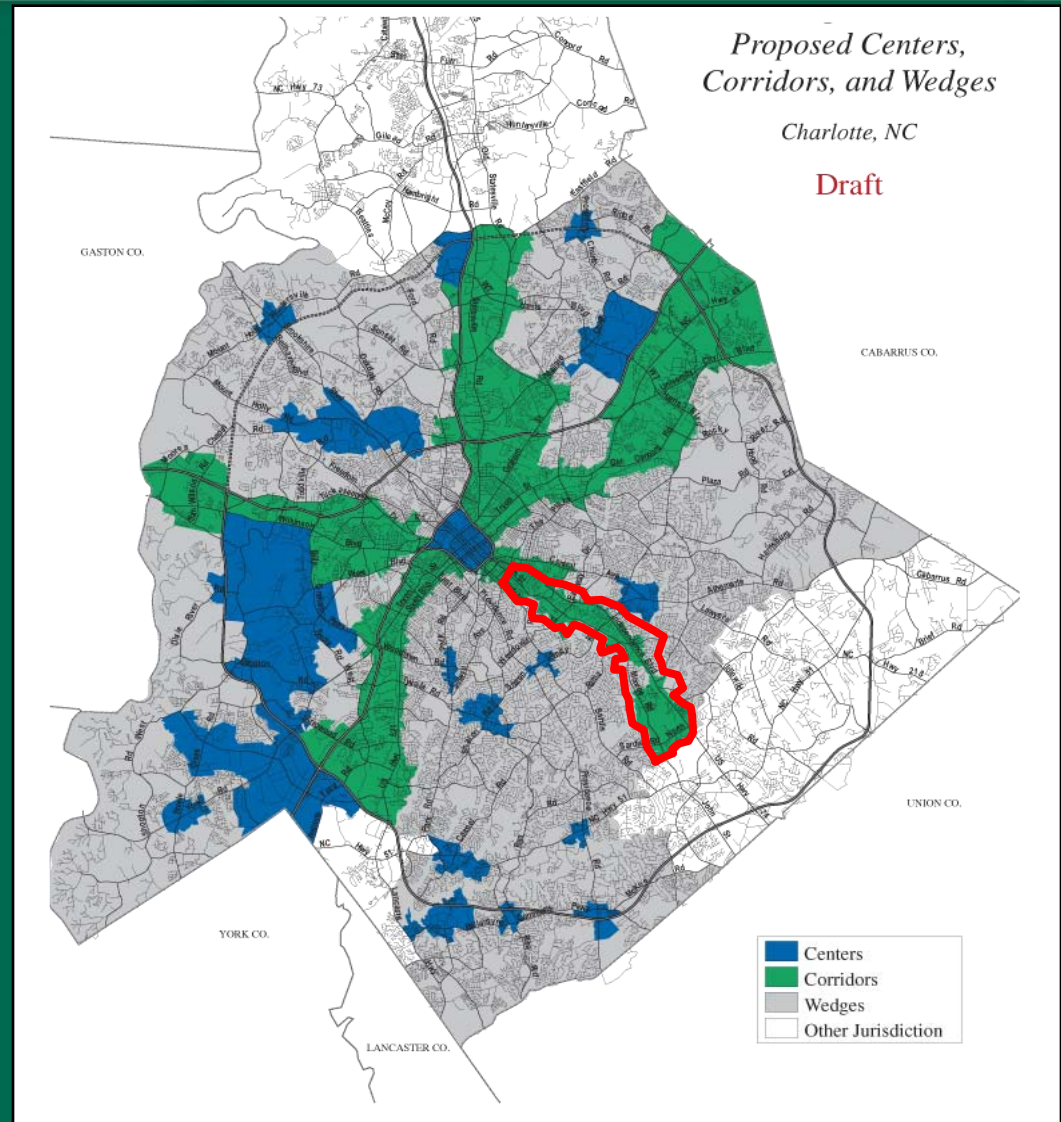




DEVELOPING THE VISION

CC&W Growth Framework

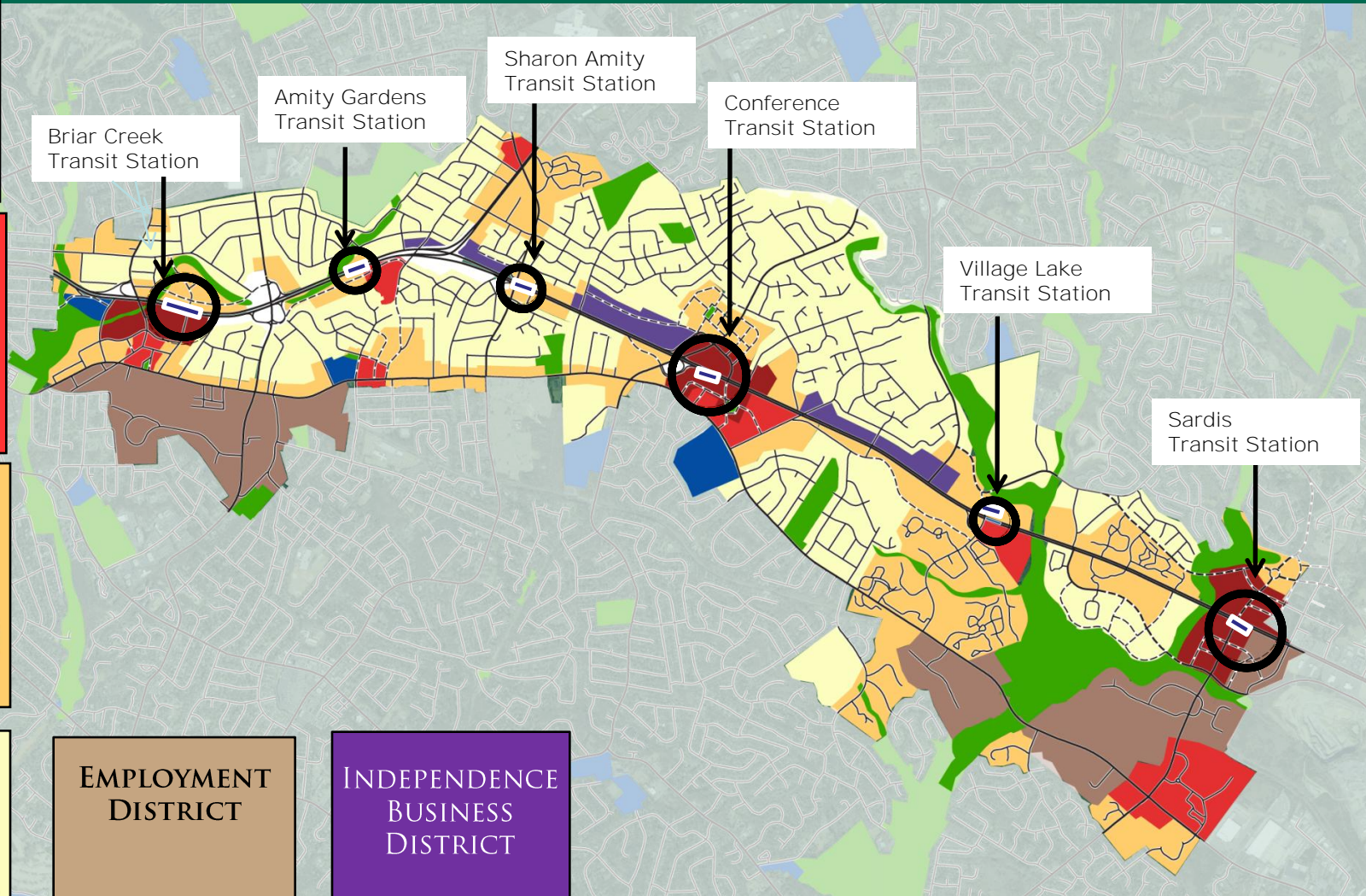
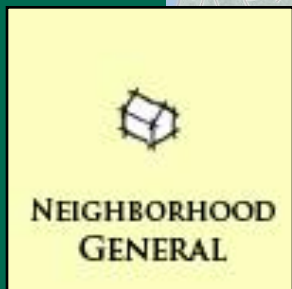
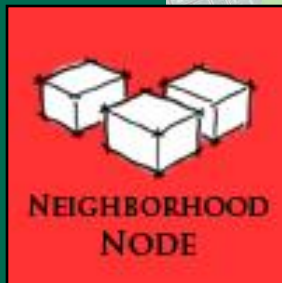
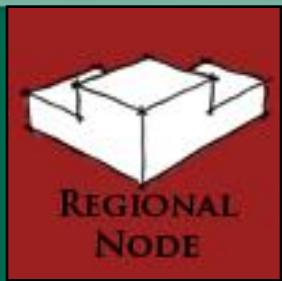
- Provides “starting point” for developing plan recommendations
- Most of plan area within growth corridor
- Edges of plan area within wedges
- Will help refine corridor/wedge boundary



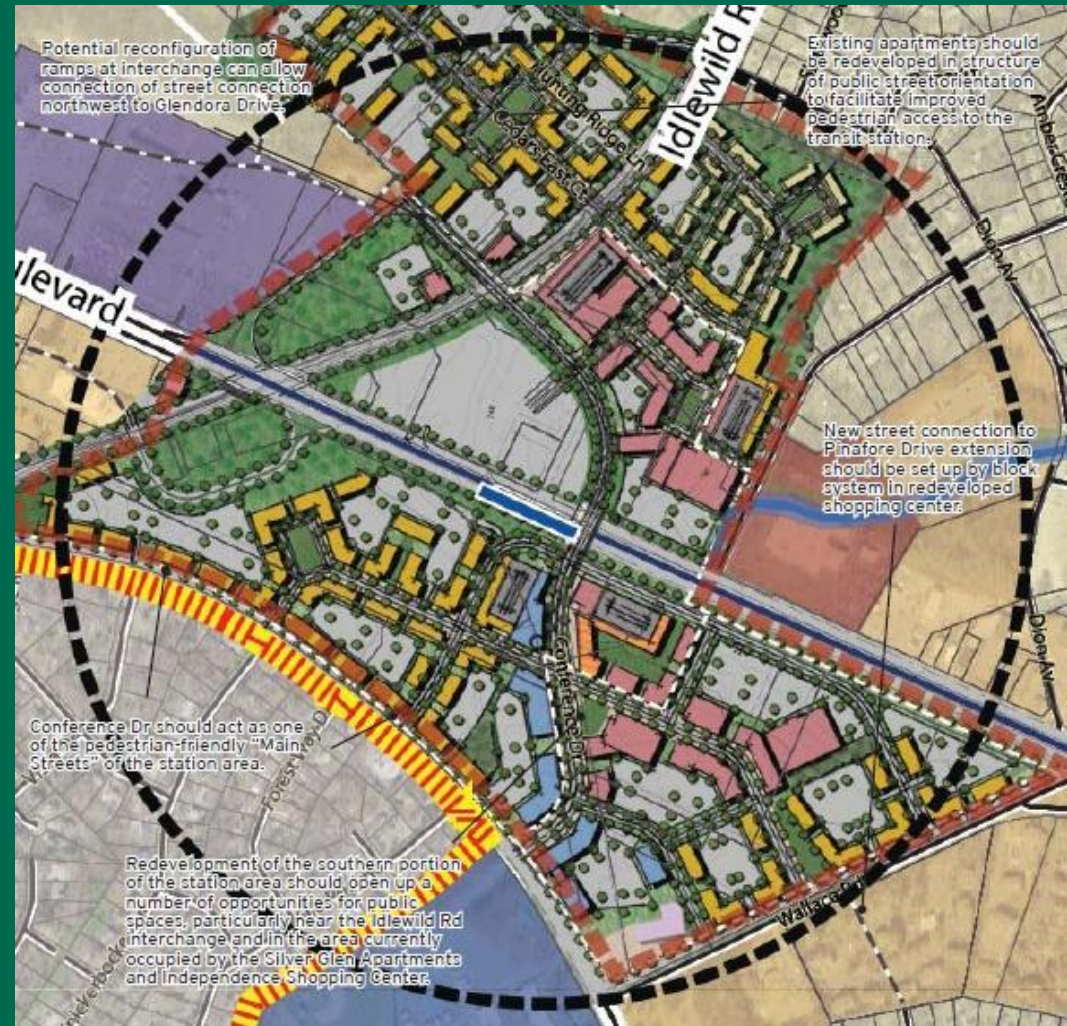
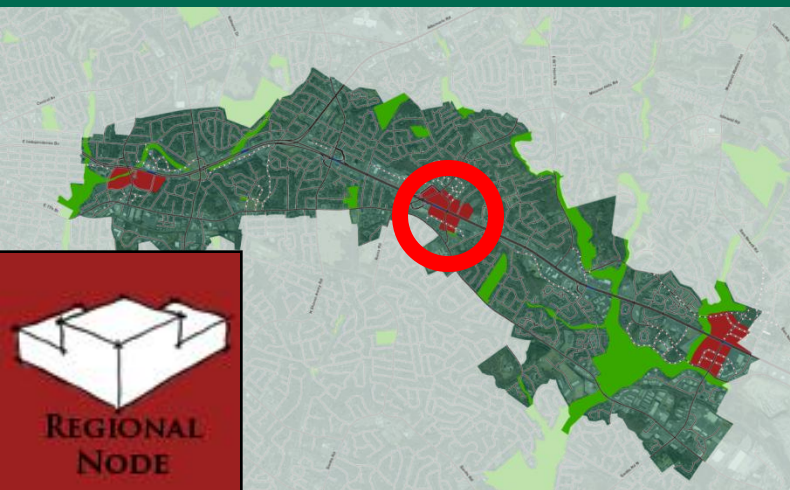


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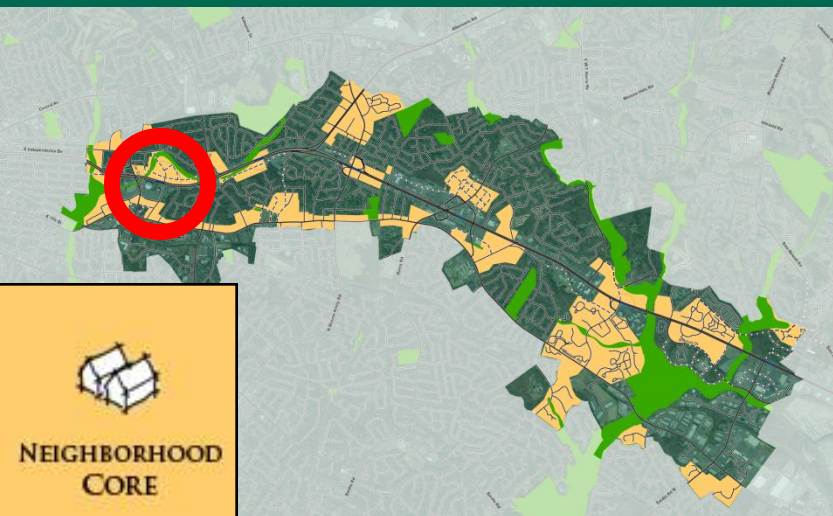
Proposed Character Framework



- Located at major interchanges
- Visibility from US 74
- Motorist access primarily off cross arterials
- Ground-floor retail along new internal streets

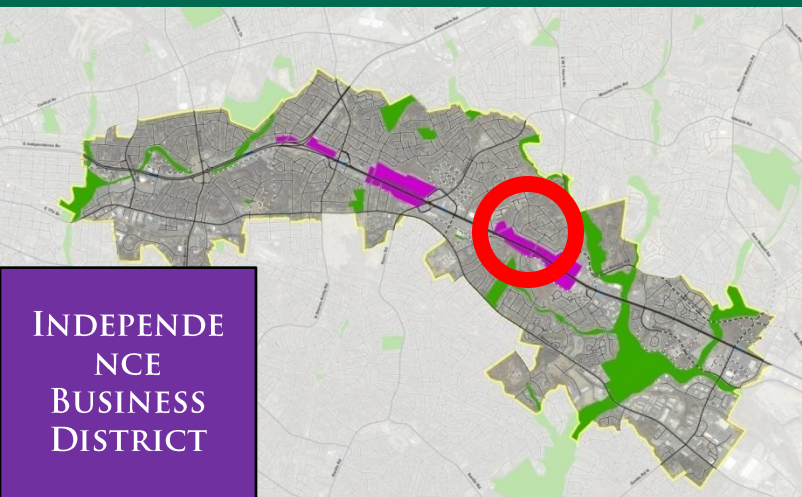


- Located between interchanges
- Located at stations
- Transition area between intense nodes and neighborhoods
- Reverse frontage along US 74
- Access from new local streets (frontage or parallel)



Independence Business Districts

- Located between stations
- Deeper parcels with successful auto-oriented uses
- Motorist access directly off US 74 or new service road



Supporting Street Network





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DEFINING US 74

Importance of Defining US 74

1. Strengthen and Build Neighborhoods

2. Create Nodes

3. Reclaim and Showcase Natural Systems

4. Orient Toward Monroe and Central

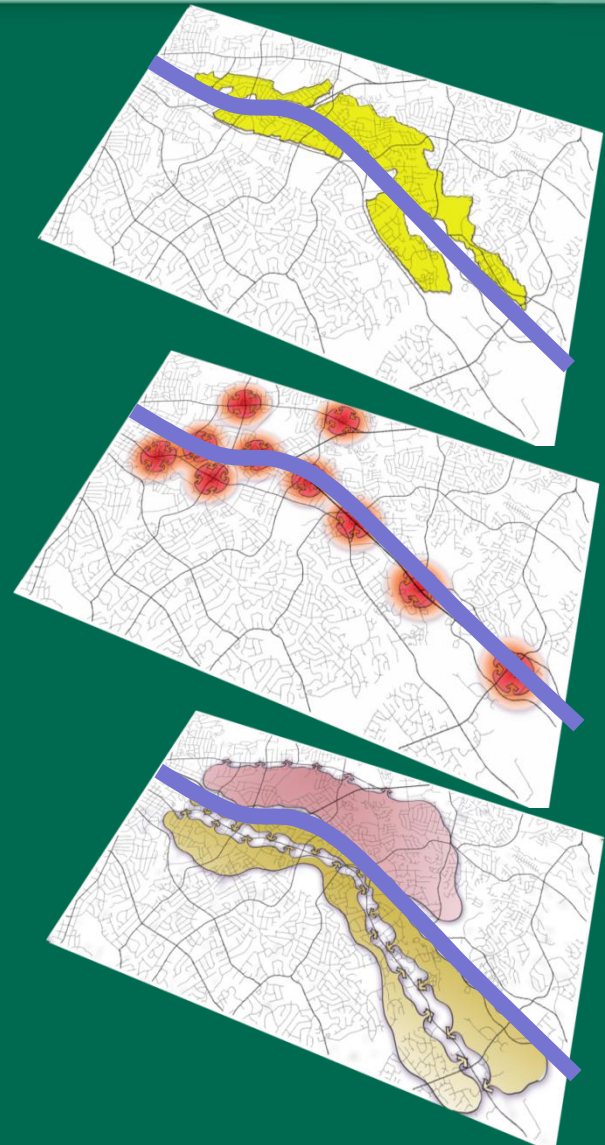
5. Leverage Opportunities

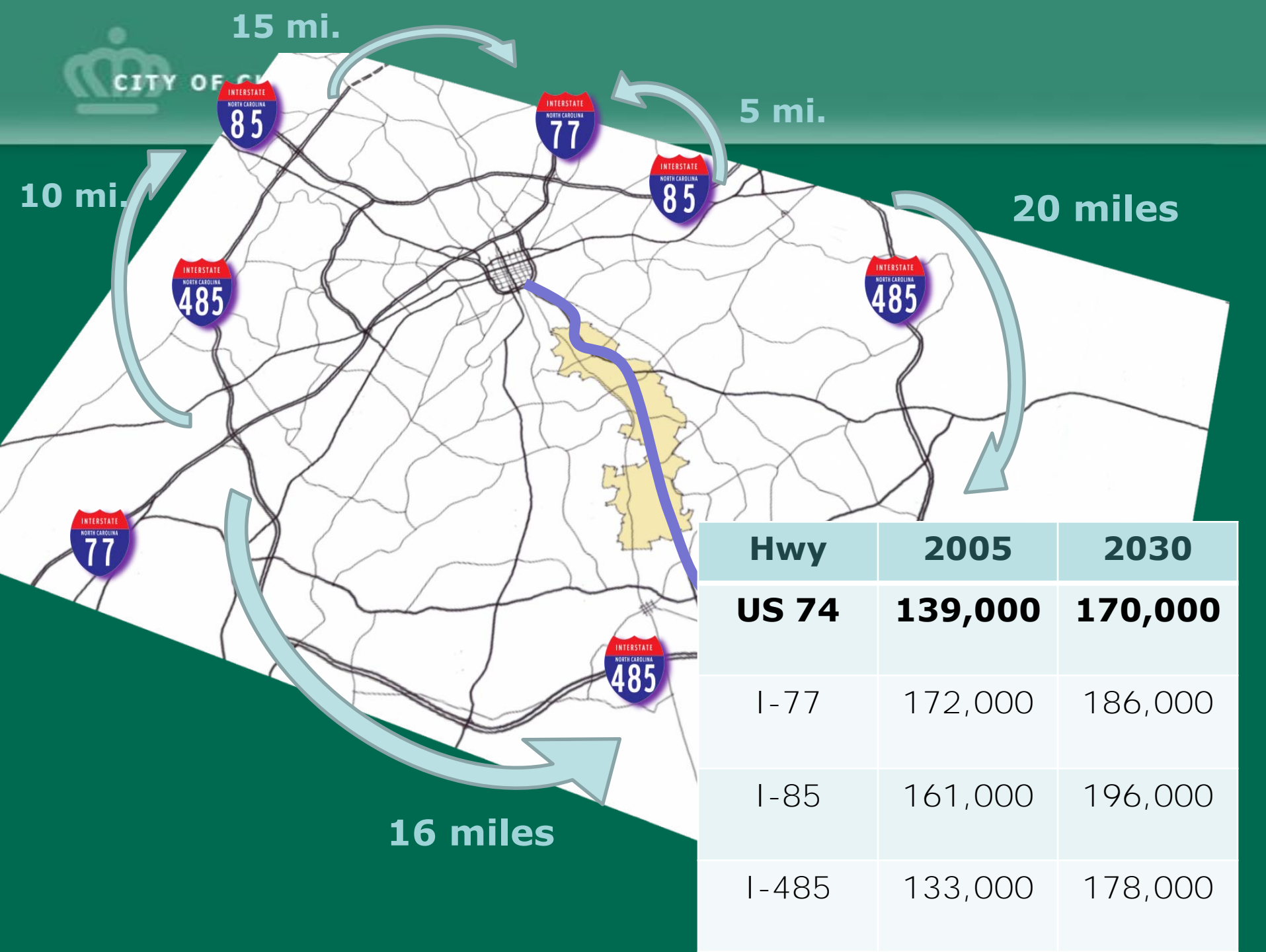
6. Provide Choices

7. Balance Neighborhood, Community, and
Regional Needs

8. Define U.S. 74

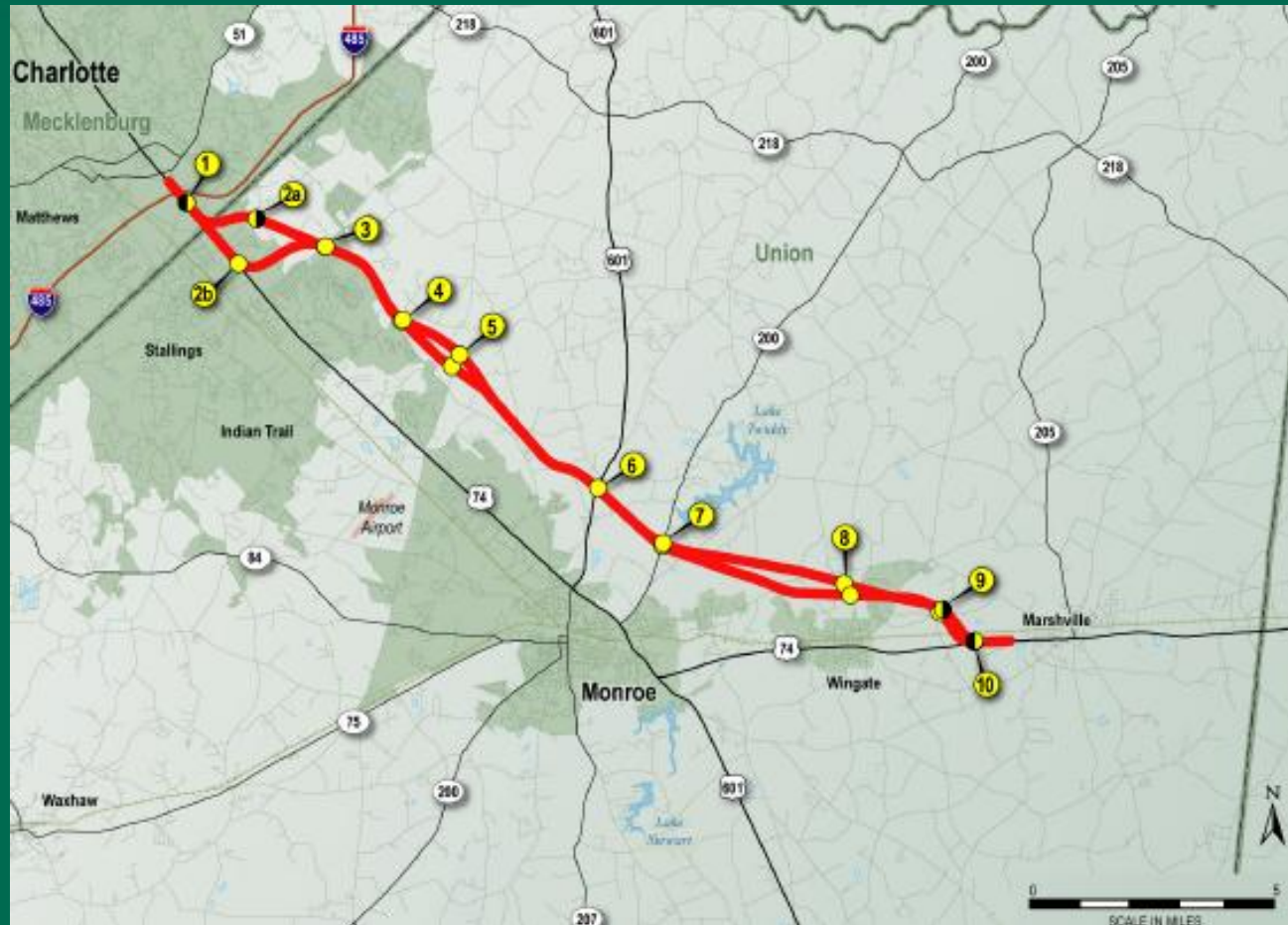
9. Implement the Plan





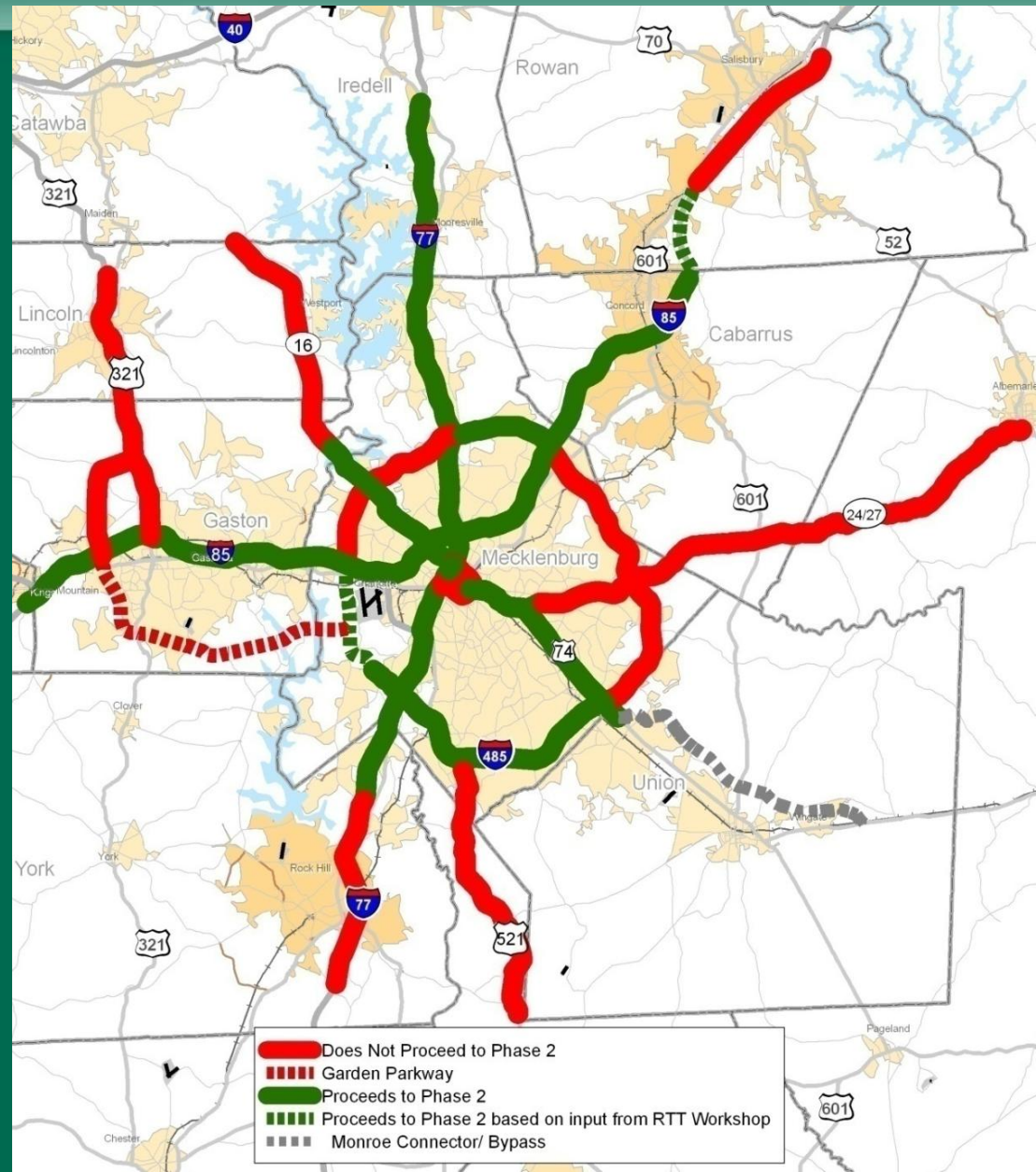
Monroe By-Pass

- 21 miles from I-485 to Marshville
- NC Turnpike Authority expects to build by 2013
- Estimate cost of \$756 million

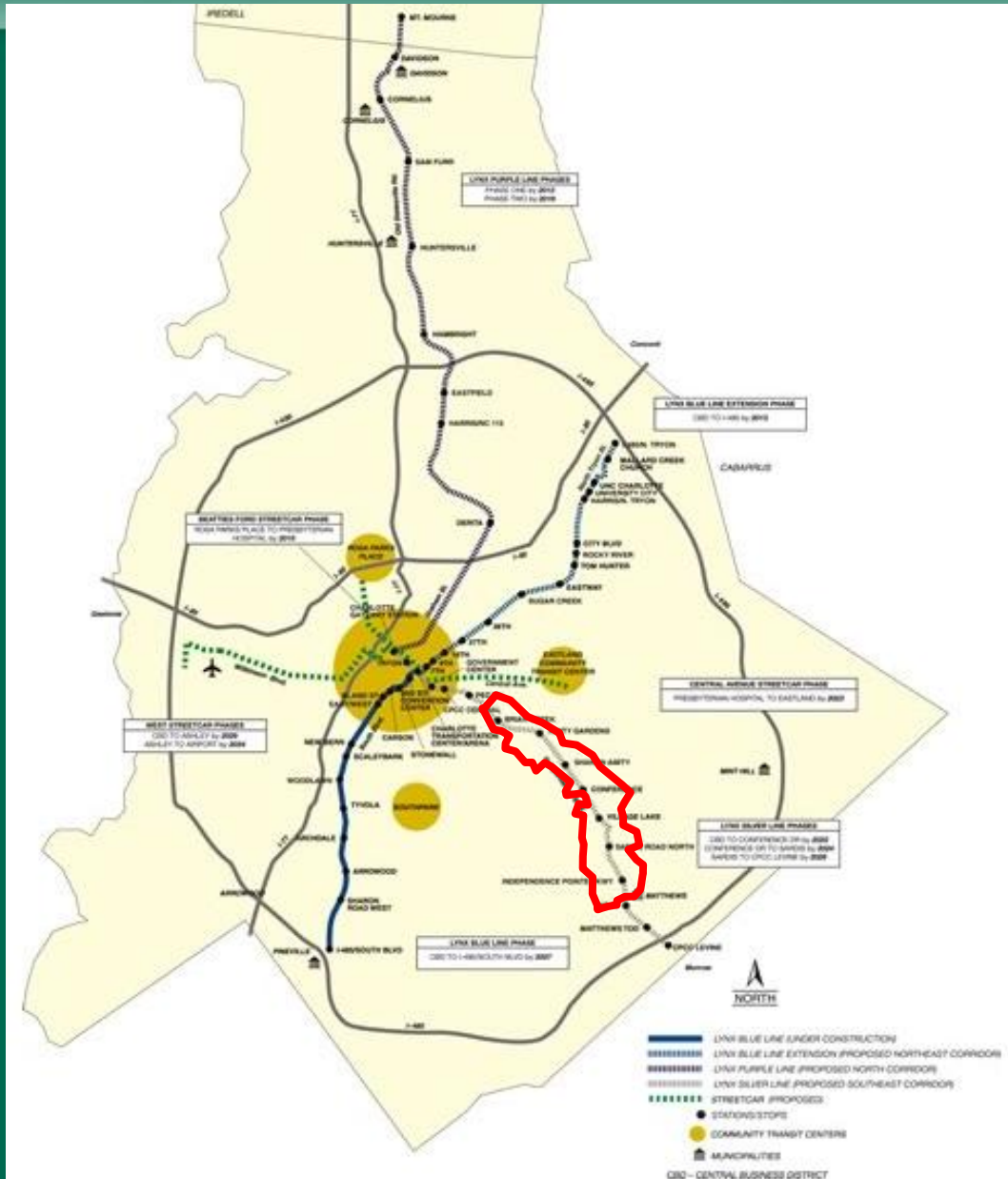


Managed Lanes

- MUMPO-adopted Long Range Transportation Plan includes HOV lanes by 2020
- US 74 advanced to Phase-II of FastLanes Study even with physical constraints
- Initial cost estimates for Independence: \$177 million



-
- BRT**
- LRT**





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PROPOSED CROSS-SECTIONS

Summary of Future Transportation Elements

❖ **Transit**

- BRT or LRT

❖ **Managed Lanes**

- One HOV or HOT lane in each direction

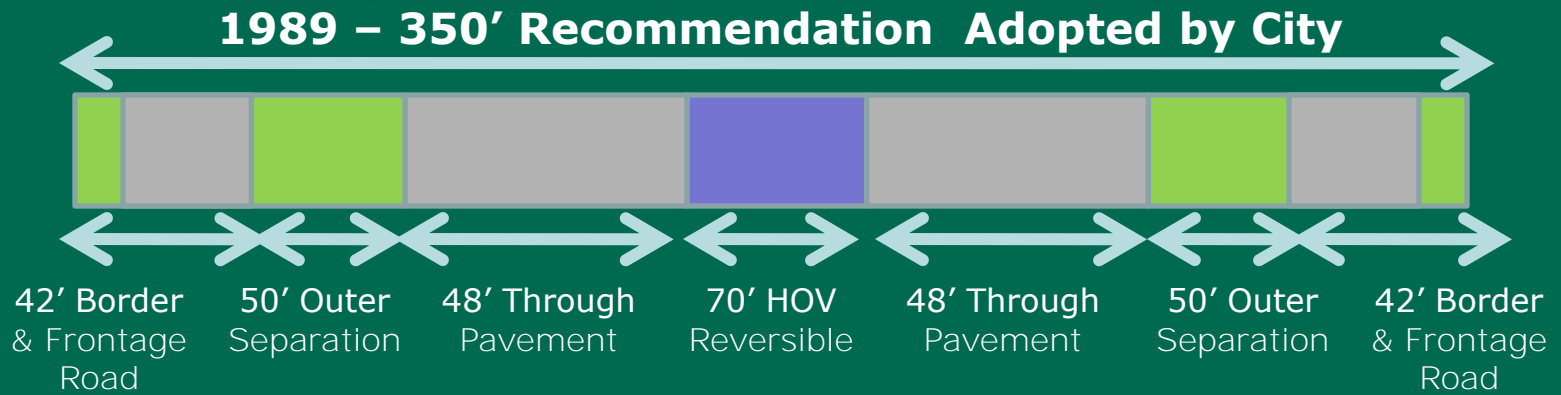
❖ **Freeway Lanes**

- Three general purpose lanes in each direction
- Plus auxiliary lanes between interchanges

❖ **Edges and Access**

- Options with and without retained access

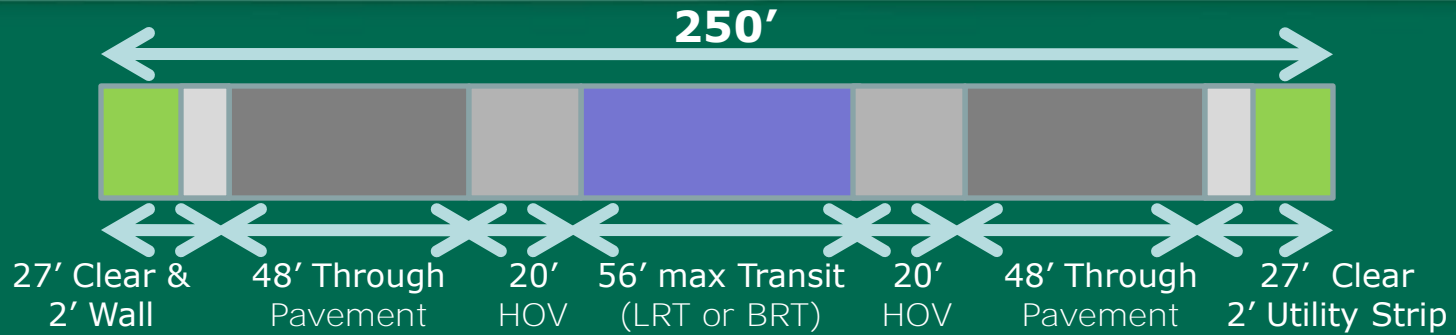
History of 350' for Class I Thoroughfares



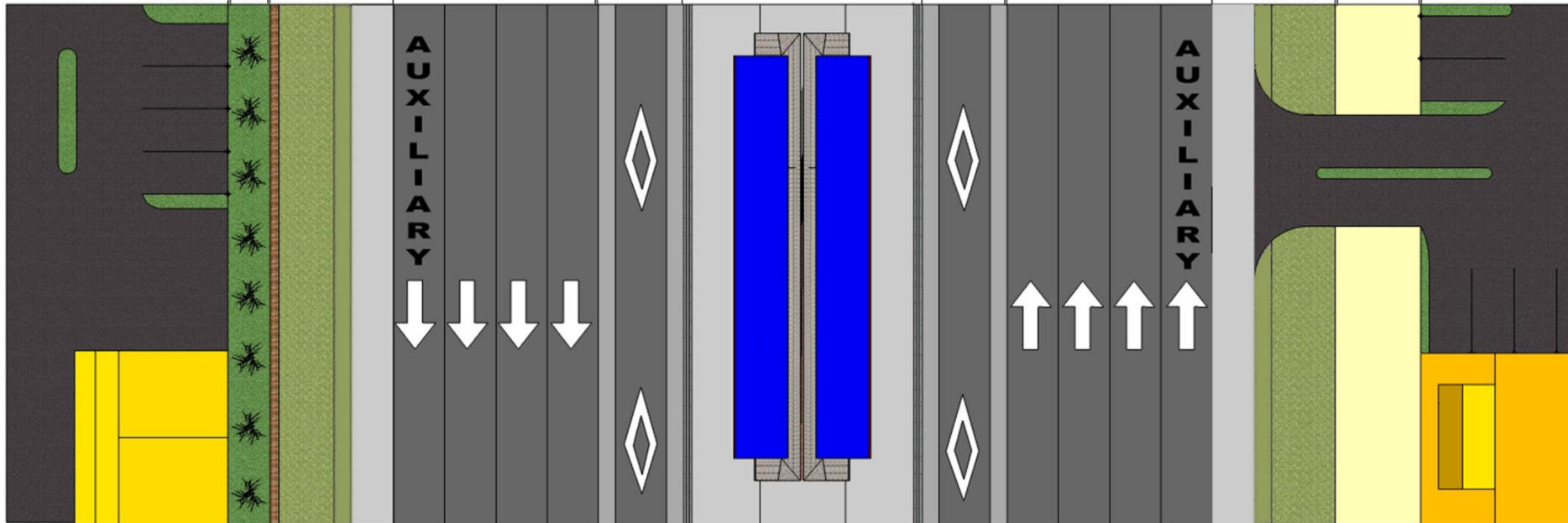


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Potential 250' ROW West of WT Harris



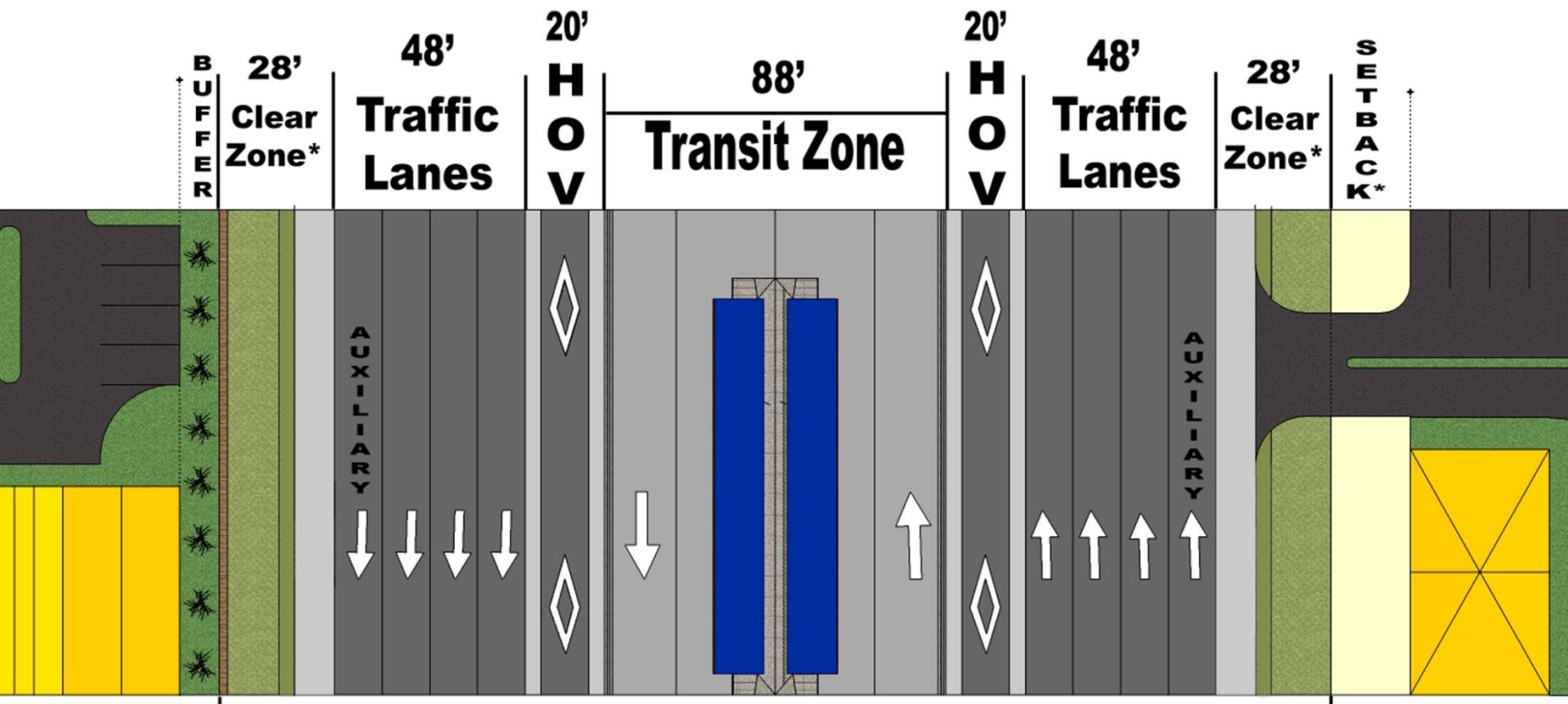
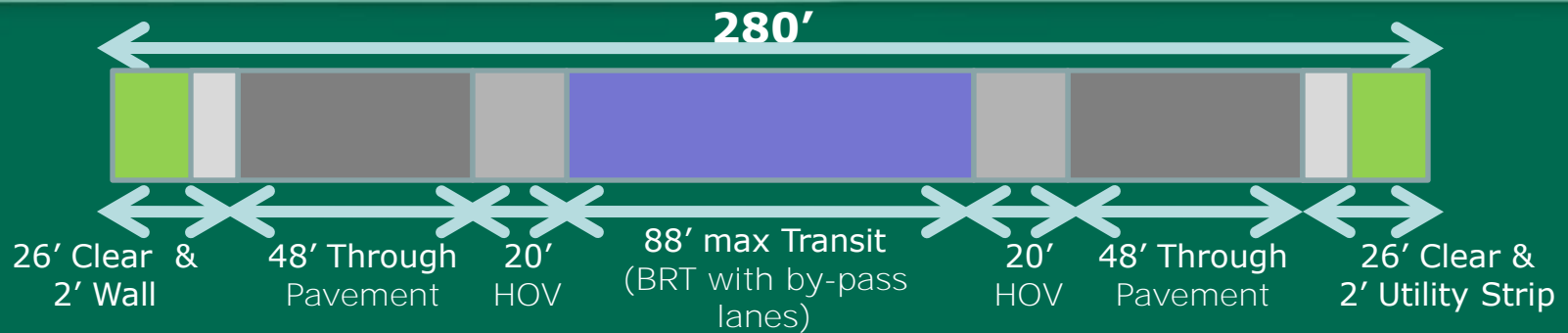
*Setbacks vary based on zoning classification





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Potential 280' ROW East of WT Harris



Comparison of Cross-Sections



Station Dimensions

- 300' x 20' center LRT platforms
- 65' by 20' center BRT platforms
- 100' approach either side of station

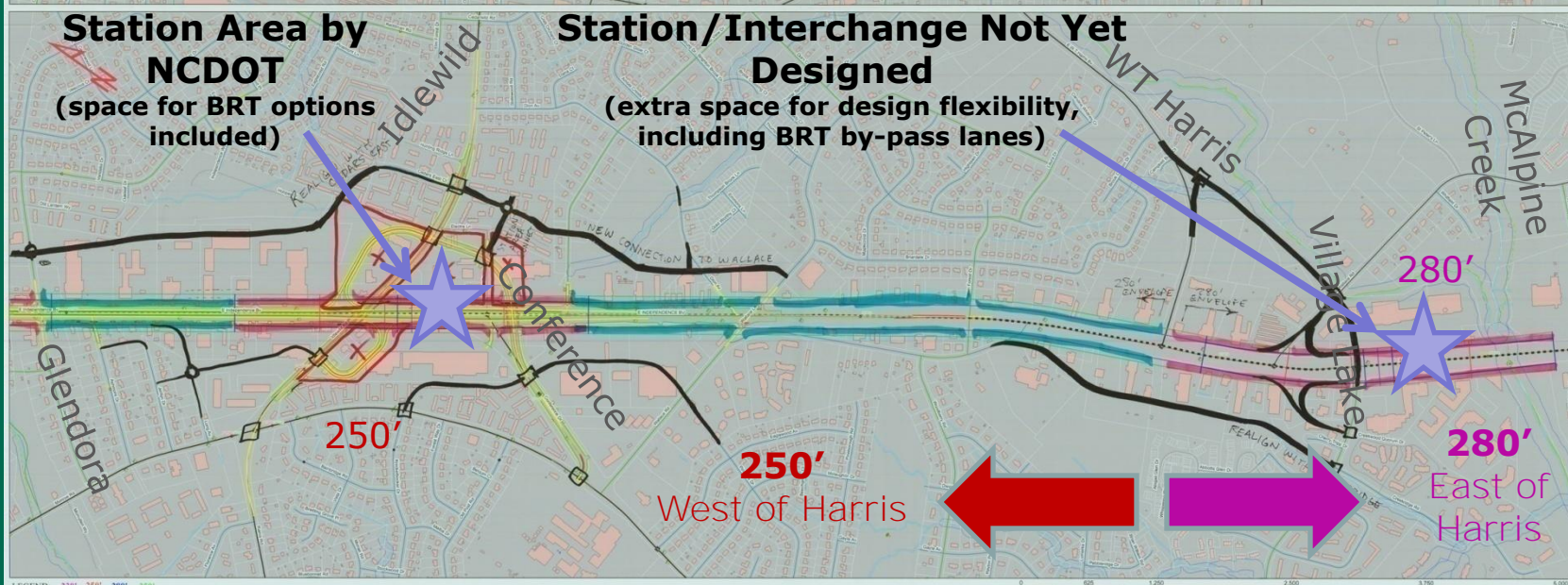
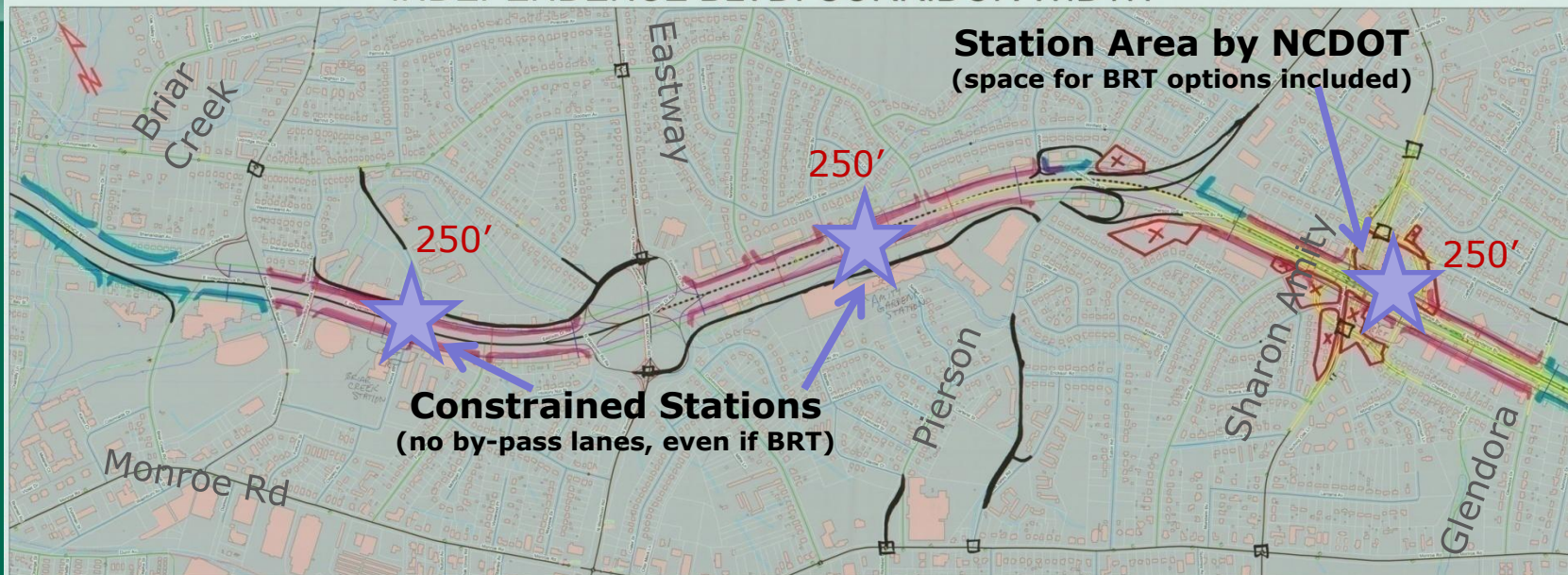
Transitions between Cross-Sections

- 600' taper for LRT to transition between stations
- 1500' taper for BRT to transition between stations



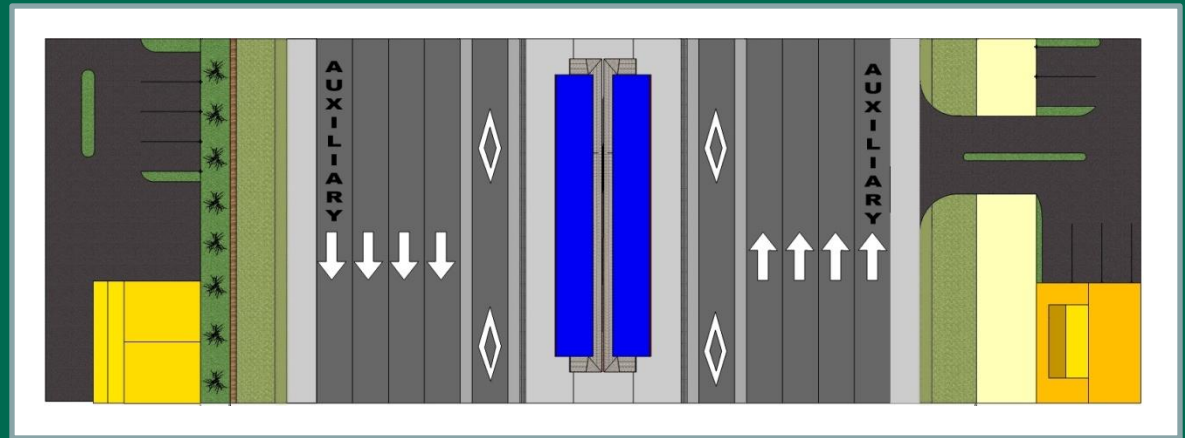
Application of Cross-Sections

INDEPENDENCE BLVD. CORRIDOR WIDTH



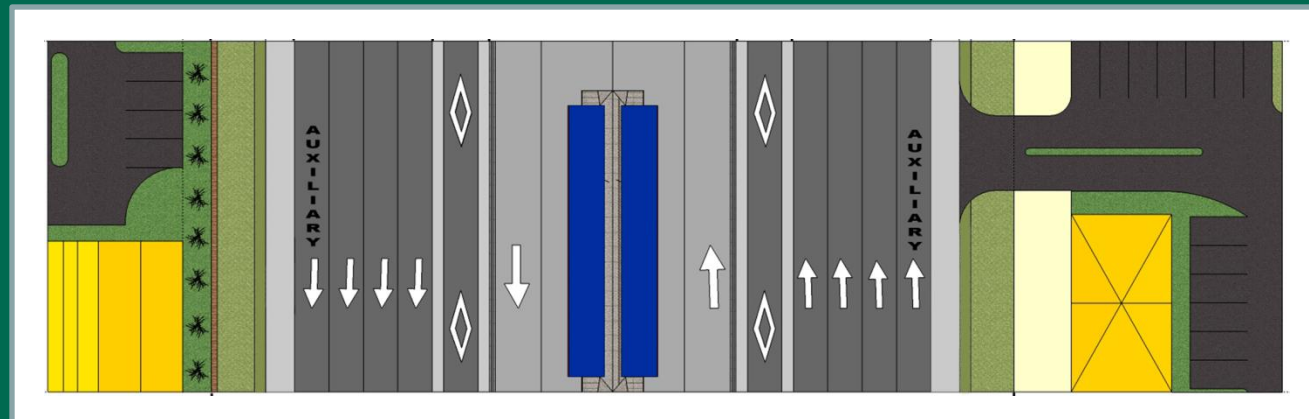
250' West of WT Harris

- Design exceptions needed to address physical constraints
- Stations without bypass lanes (Briar Creek, Amity Gardens)
- Stations areas built by NCDOT with bypass lanes (Sharon Amity, Conference)



280' East of WT Harris

- Design flexibility (beyond committed project)
- Greater potential for station location to shift
- Interchanges not yet designed



Comparison of 350' vs. 250'

Current Envelope - 350'

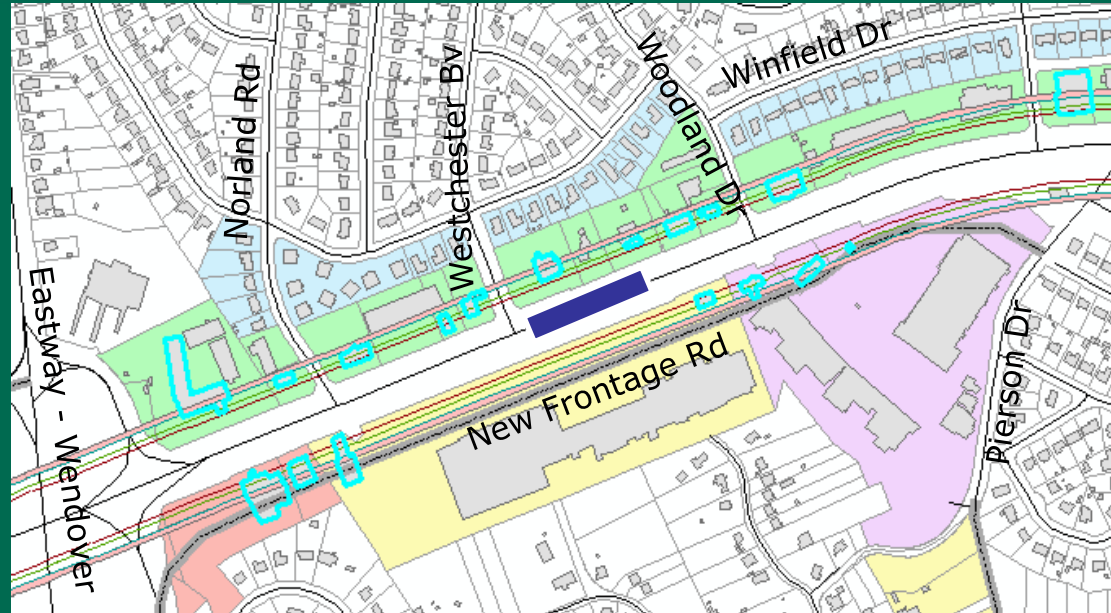
Briar Creek to WT Harris

- 175' off centerline
- 20' min. building setback
- **192** existing buildings within 195' of centerline

Potential Envelope - 250'

Briar Creek to WT Harris

- 125' off centerline
- 20' min. building setback
- **111** existing buildings within 145' of centerline



Comparison of 350' vs. 280'

Current Envelope - 350'

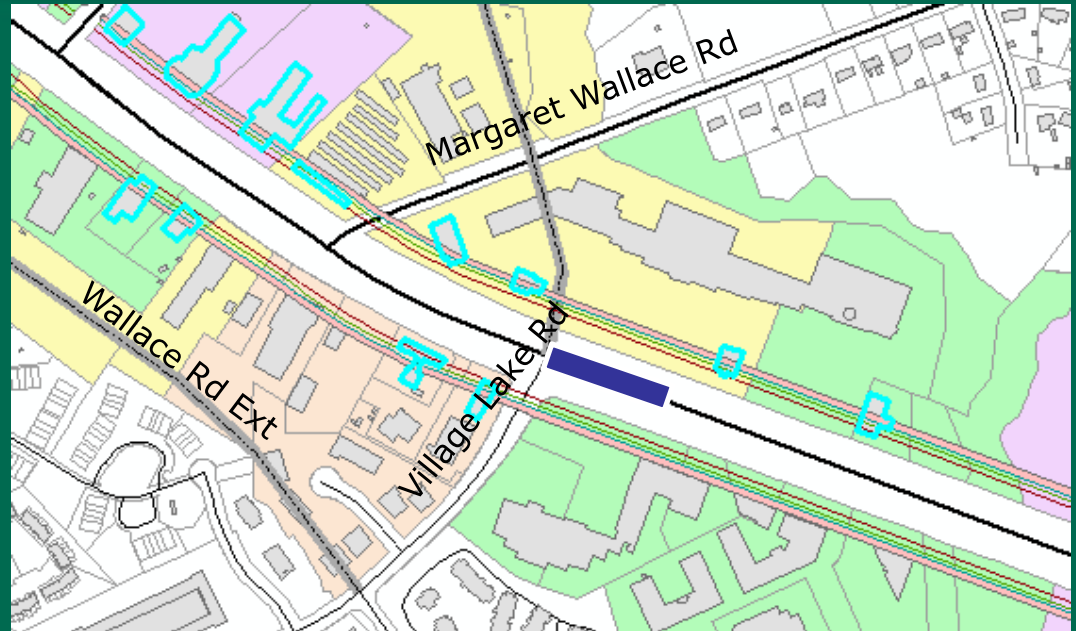
WT Harris to City Limits

- 175' off centerline
- 20' min. building setback
- **13** existing buildings within 195' of centerline

Potential Envelope - 280'

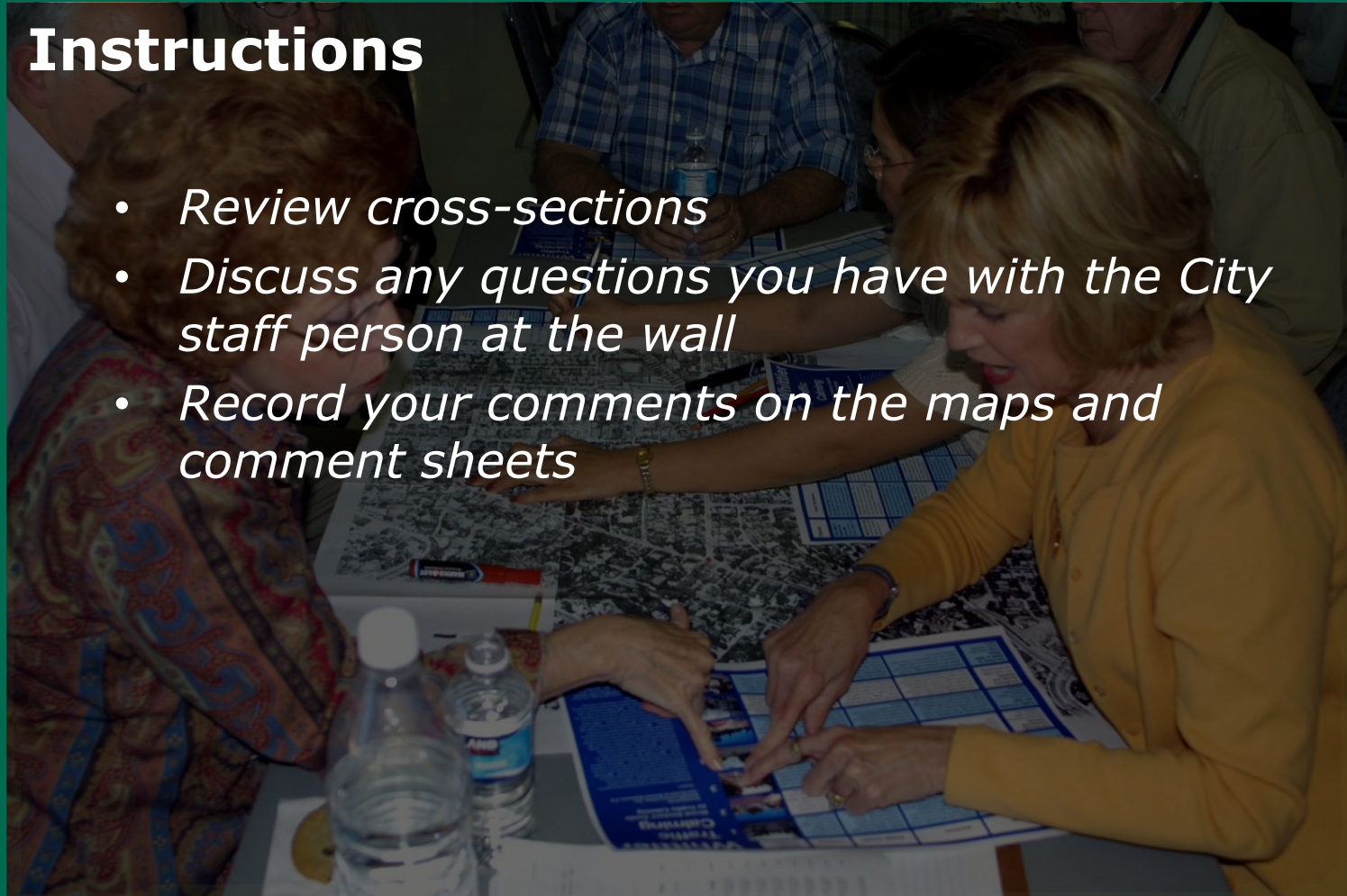
WT Harris to City Limits

- 135' off centerline
- 20' min. building setback
- **13** existing buildings within 155' of centerline



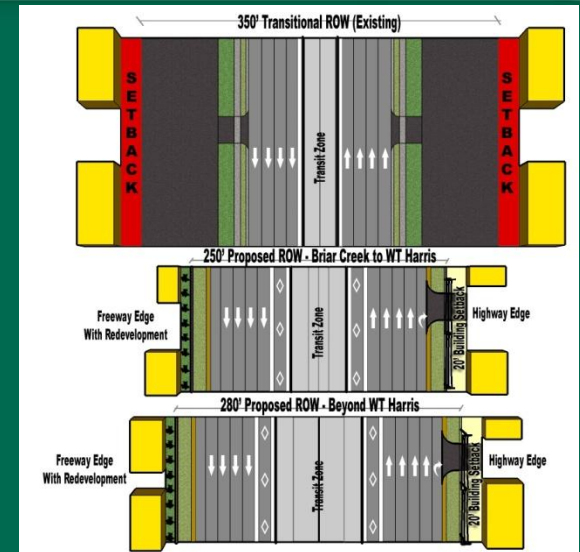
Instructions

- *Review cross-sections*
- *Discuss any questions you have with the City staff person at the wall*
- *Record your comments on the maps and comment sheets*

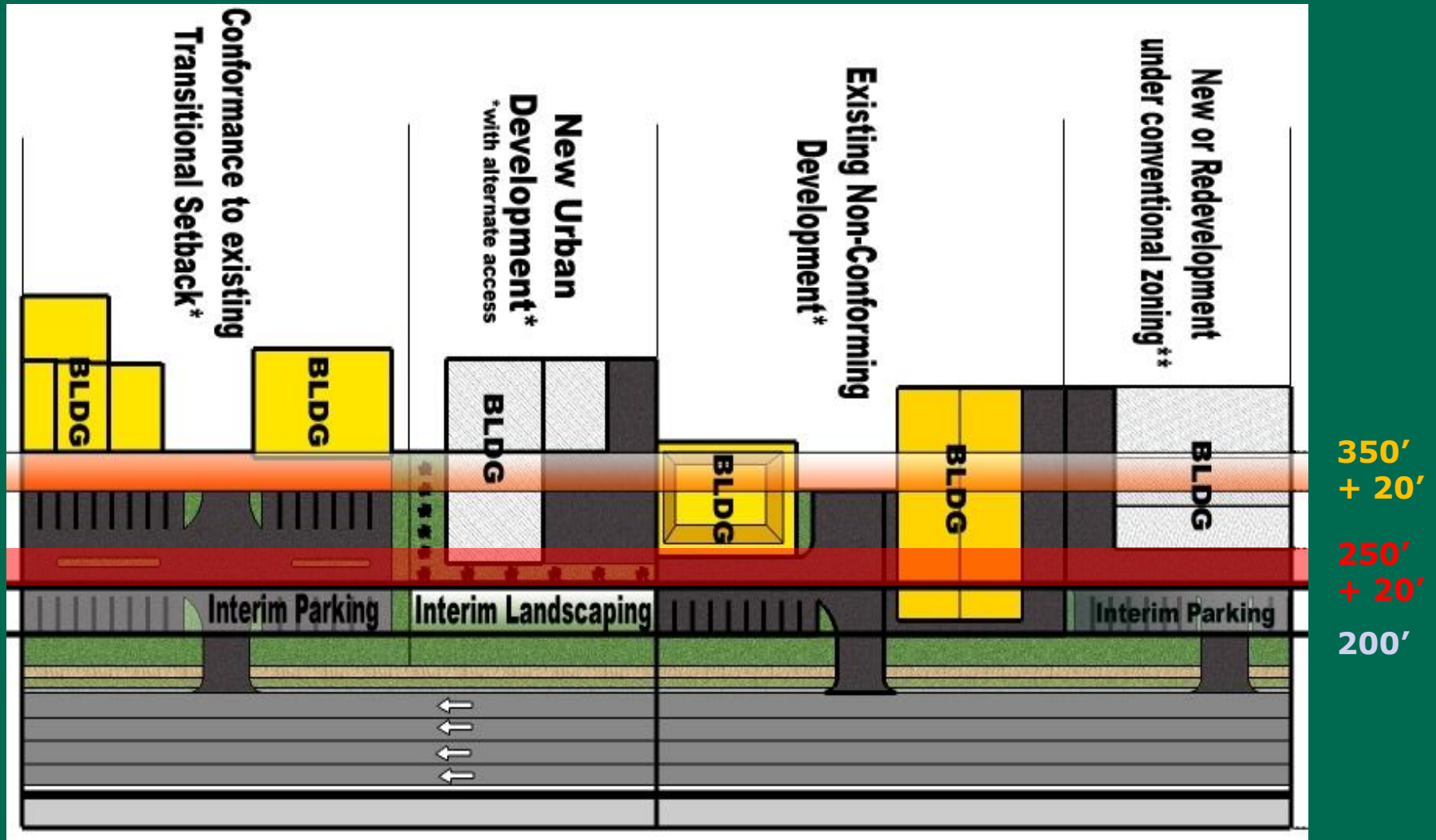


Breakout Stations

- **Plan Views of Future US 74**
 - 250' -vs- 350' aerials
 - 280' -vs- 350' aerials
- **Proposed Future Cross-Sections**
 - 250' Briar Creek to WT Harris
 - 280' WT Harris to City Limits
- **Development Scenarios**
 - Interim Scenarios – Before Transit & HOV
 - Retained Access Options – Existing Zoning
 - Removed Access Options – Rezoning
- **Aesthetic Treatment of Edges**
 - Aesthetic Walls
 - Landscaping



Interim Scenarios for Development





IMPLEMENTATION STRATEGY

- Known issue for businesses and residents
- Staff has identified a preferred cross section
 - Public input to be completed in April – June
- Draft plan complete this summer, adoption will follow
- Text amendment for city wide transitional setback considered on April 20
- We can advance text amendment for Independence separately

Schedule Options for Trans. Setback Text Amendment

April 13th Council to decide between options:

- April Public Hearing and May Decision
- June Public Hearing and July Decision

April 2nd - Citizen Advisory Group Meeting # 4

- Receive citizen input on potential cross-sections
- Share strategy for addressing transitional setback

April 30th - Citizen Advisory Group Meeting # 5

- Share draft plan recommendations and key implementation strategies

June - Public Meeting on Draft Plan

- Receive feedback on draft plan and key implementation strategies

Summer/Fall - Plan Review and Adoption