



INDEPENDENCE BOULEVARD AREA PLAN

Citizen Advisory Group

Meeting #5

April 30, 2009

Purpose of Tonight's Meeting

Update on Independence Blvd. Transitional Setback

- Reduction future right-of-way
- Regulatory changes to implement reductions

Review Draft Plan Concepts

- Concept Plan
- Draft Land Use and Transportation Concepts



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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



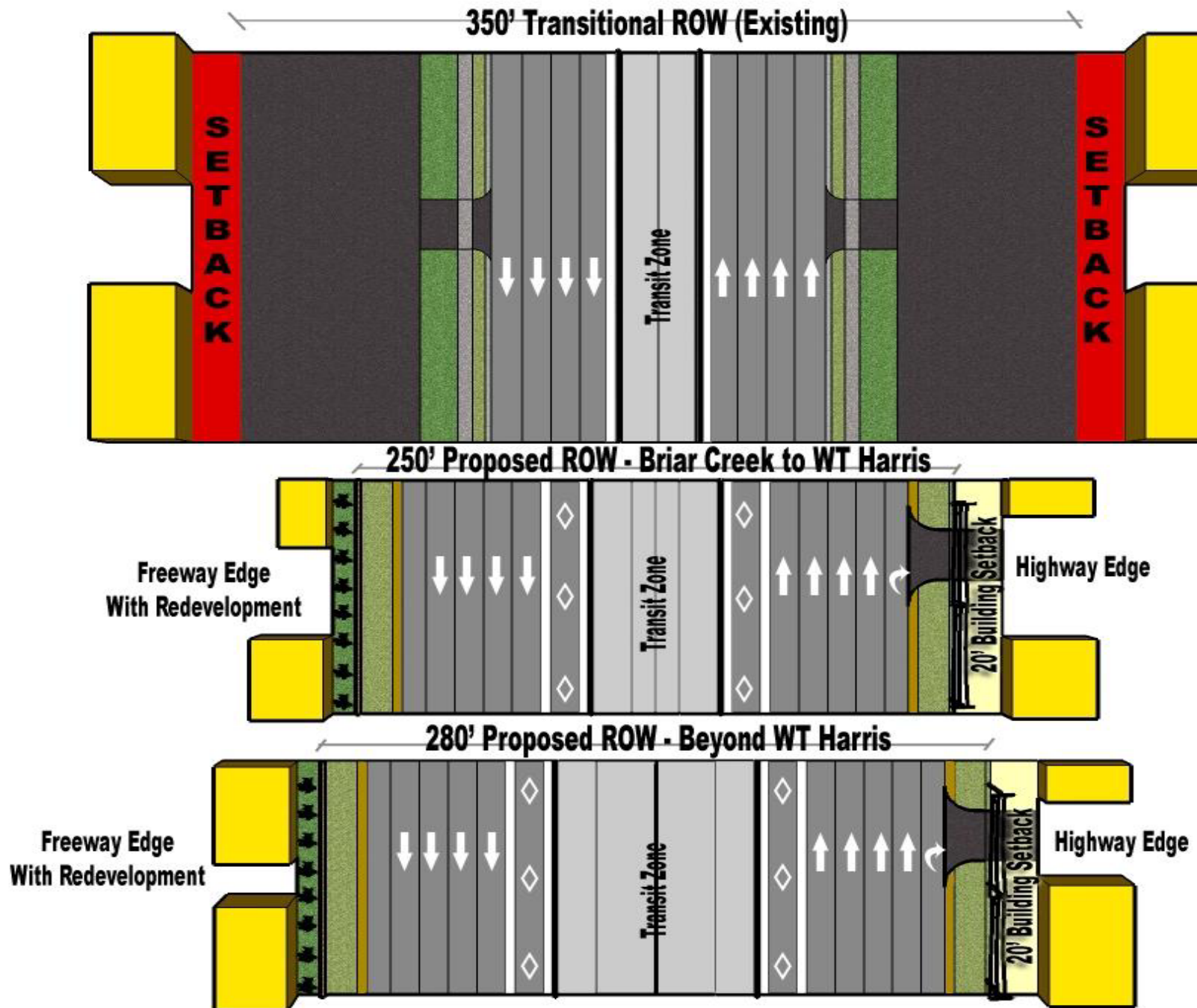
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DEFINING US 74



Comparison of Cross-Sections





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DEVELOPING THE VISION

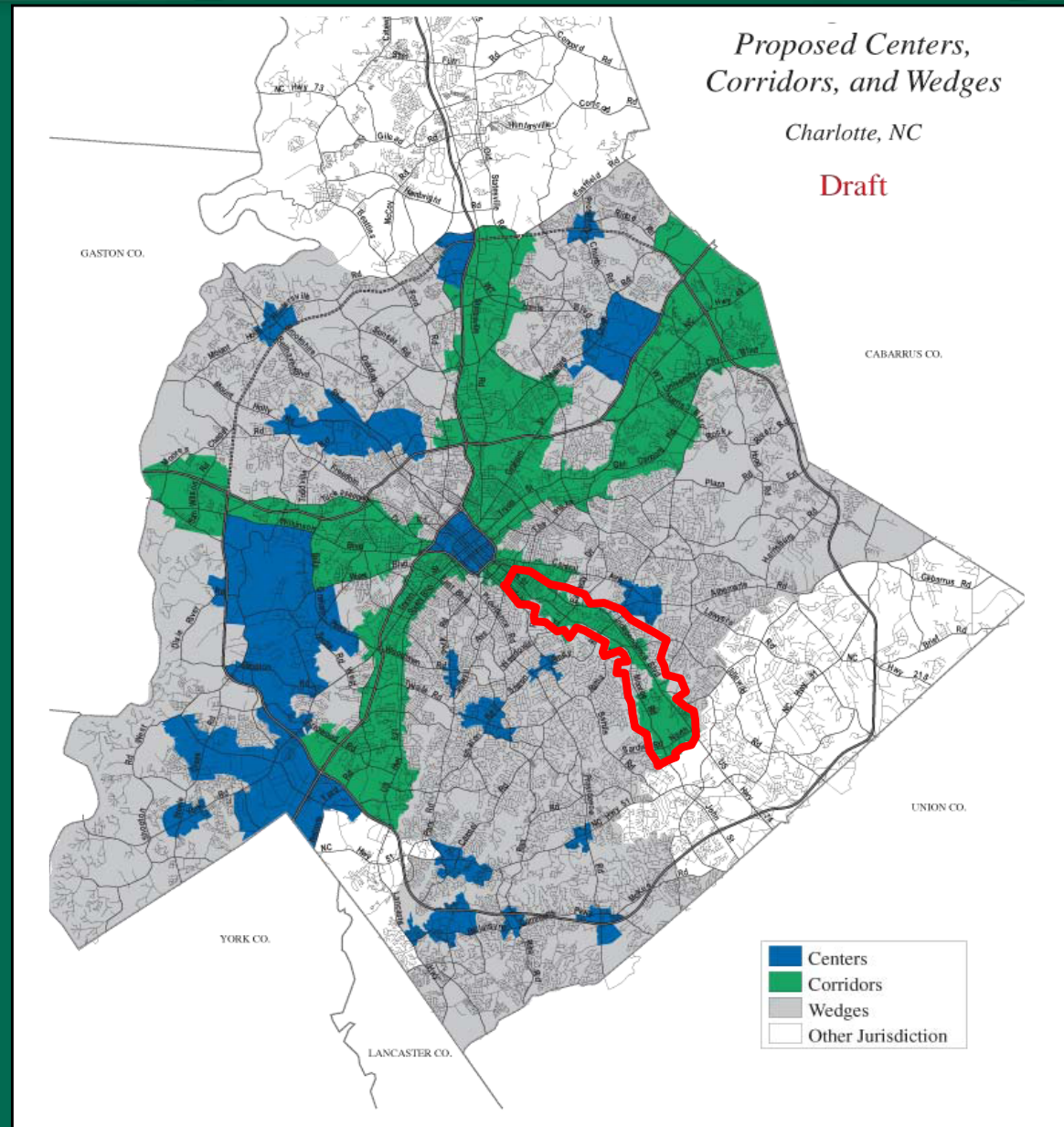
Guiding Principles

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



CC&W Growth Framework

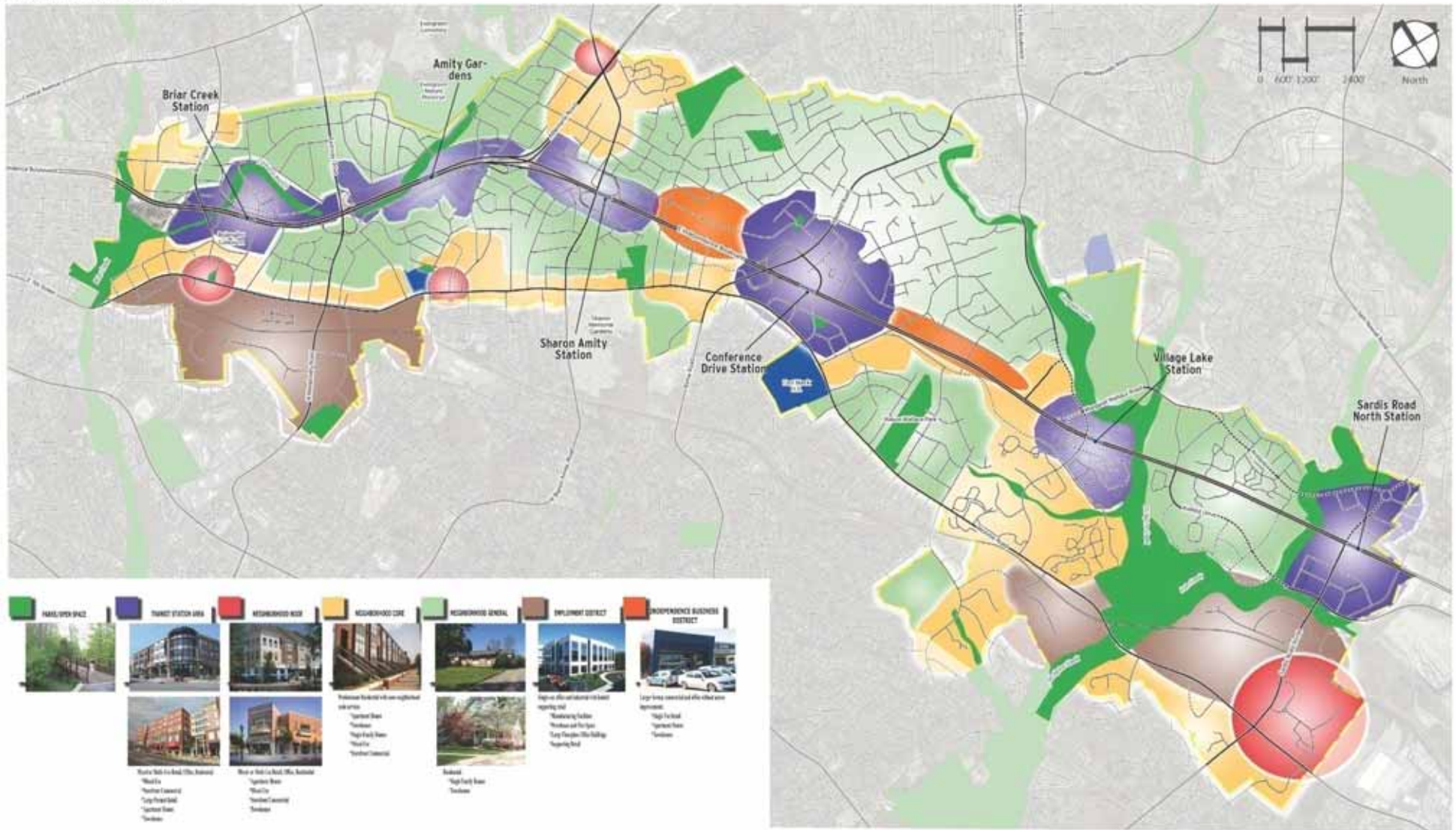
- Provides “starting point” for developing plan recommendations
- Most of plan area within growth corridor
- Edges of plan area within wedges
- Will help refine corridor/wedge boundary





Independence Concept Plan

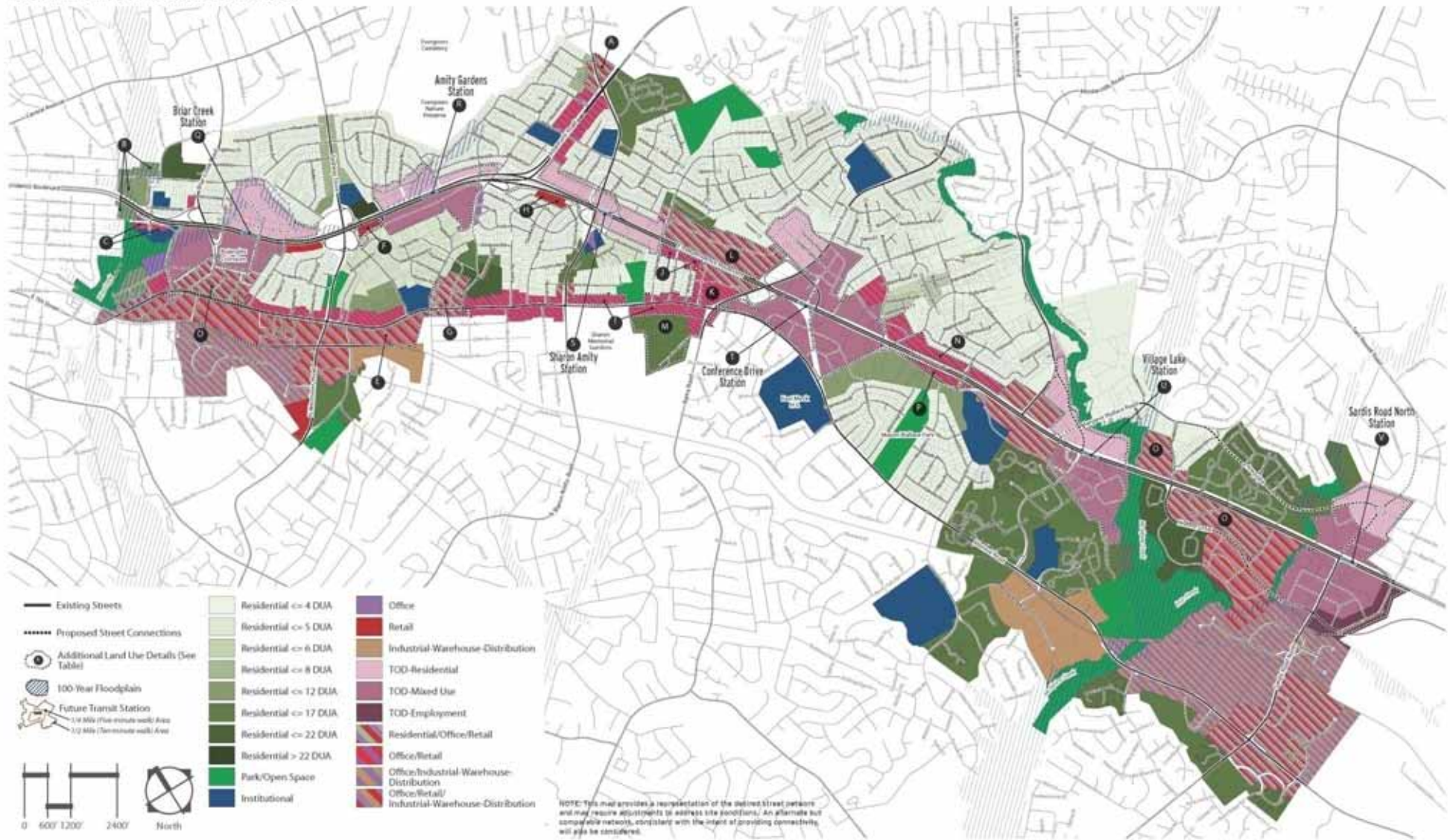
Overall Concept Plan





Recommended Future Land Use

Recommended Future Land Uses



Details of Recommended Future Land Uses

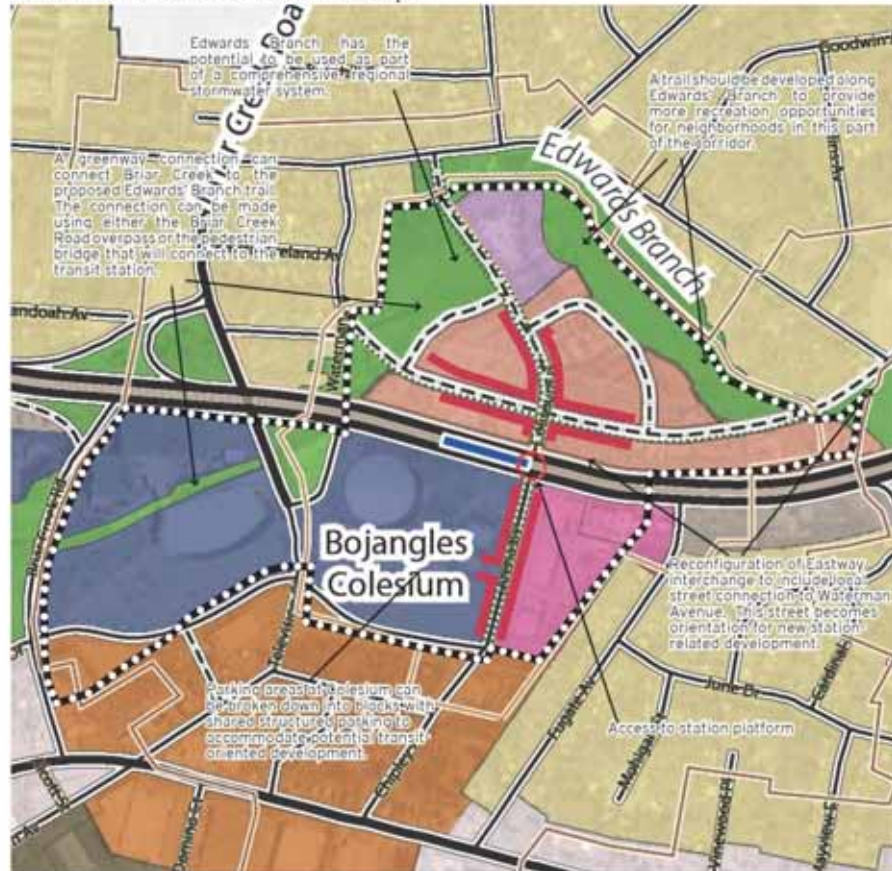
Sub-area	Land Use	Additional Land Use Details
A	Residential, Office, and/or Retail	Vertically integrated mixed-use development is preferred in this location. Retail uses are also appropriate if part of multi-use development. Retail, if provided, is limited to the ground floor. Single-use retail development 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 Birkr 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.

Sub-area	Land Use	Additional Land Use Details
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 Ramo 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

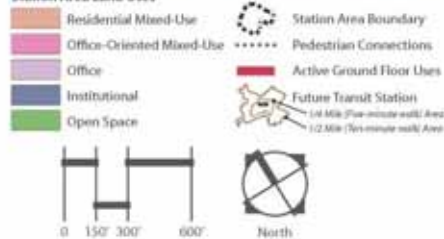


Station Area Concept Plans

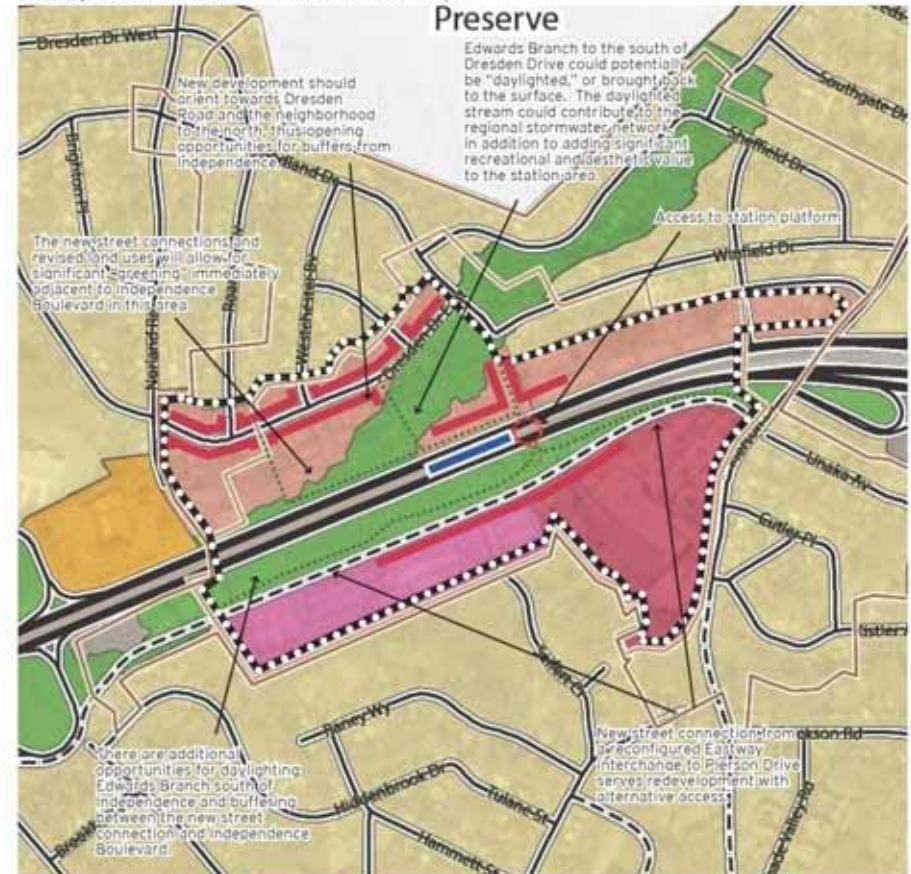
Briar Creek Station Area Concept



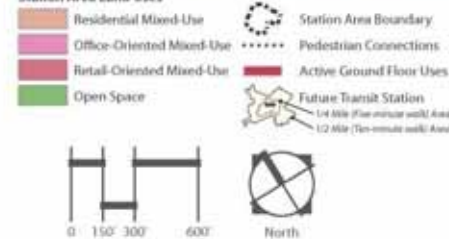
Station Area Land Uses



Amity Gardens Station Area Concept



Station Area Land Uses



North

Station area development should not preclude connection of new street to Glendora

Existing apartments should be redeveloped in structure of public street for orientation to facilitate improved pedestrian access to the transit station

Station Park Ride

Idlewild Road

Conference Drive

Access to station platform

Southern approach to station along Conference Drive should include active ground floor office and retail uses

Redevelopment of the southern portion of the station area should open up a number of opportunities for public spaces, particularly near the Idlewild Rd interchange and in the area currently occupied by the Silver Glen Apartments and Independence Shopping Center

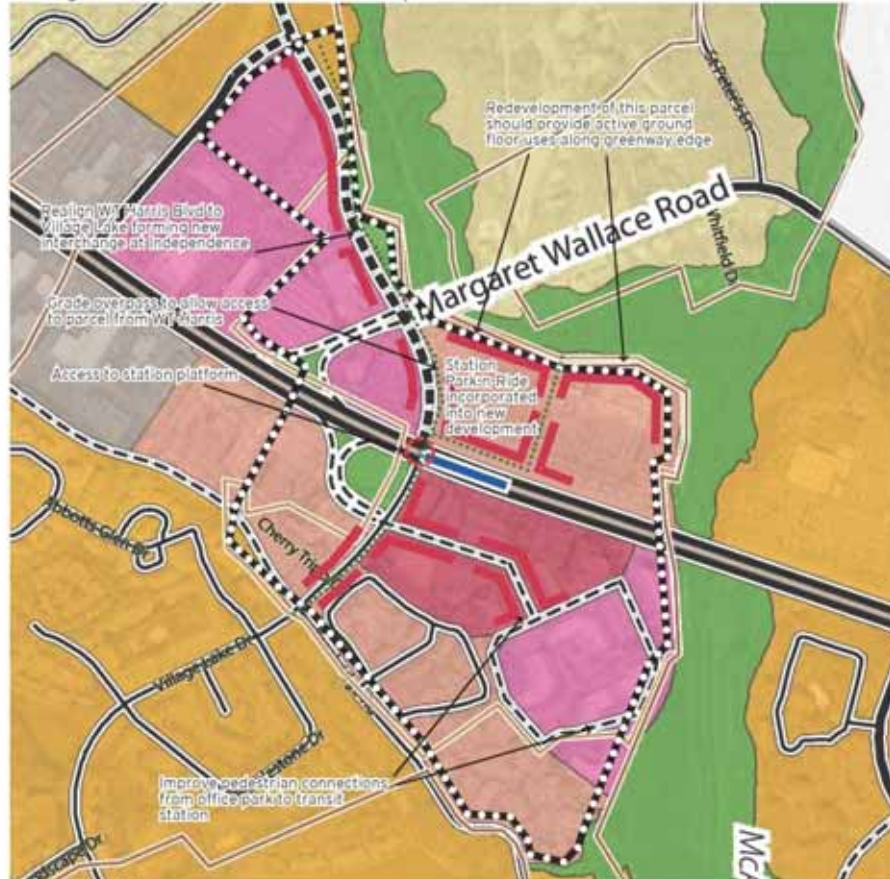
New street connection to station and bike extension should be a multi-block system in a developed shopping center

North

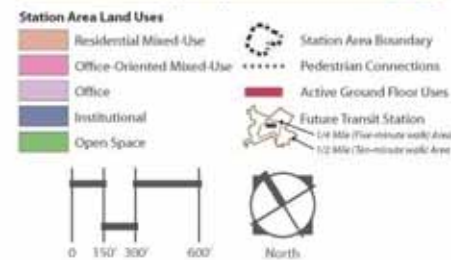


Station Area Concept Plans

Village Lake Station Area Concept

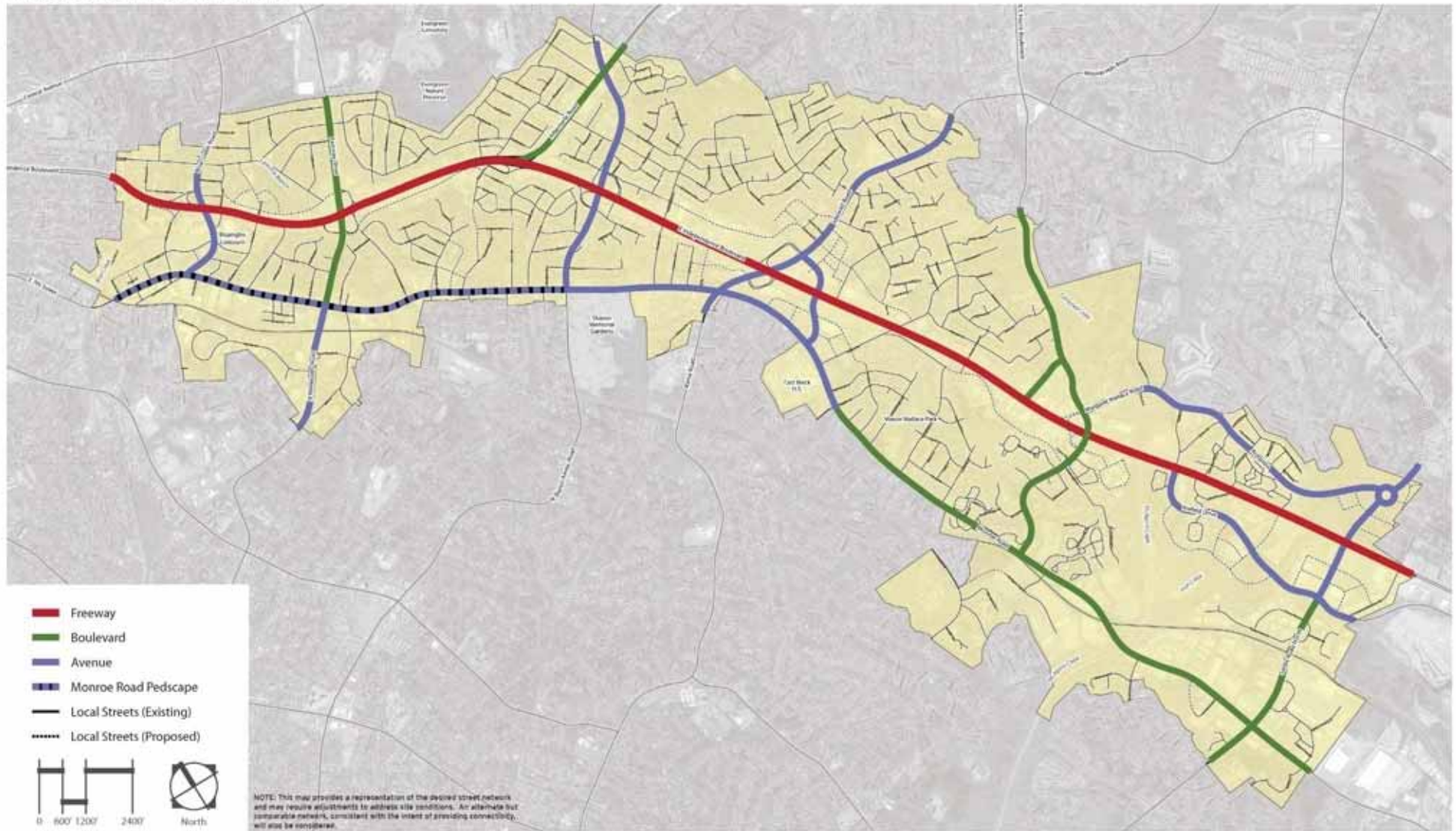


Sardis Road North Station Area Concept



Street Classifications

Proposed Street Classifications





Proposed Street Sections

Proposed Street Cross-Sections

Freeway



Monroe Road Pedscap Section



Boulevard



Avenue Without Parking



Avenue With Parking



Local Residential Street



Local Commercial Street



NOTE: Cars are given 12 ft (3 m) clearance in direction of adjacent travel pattern



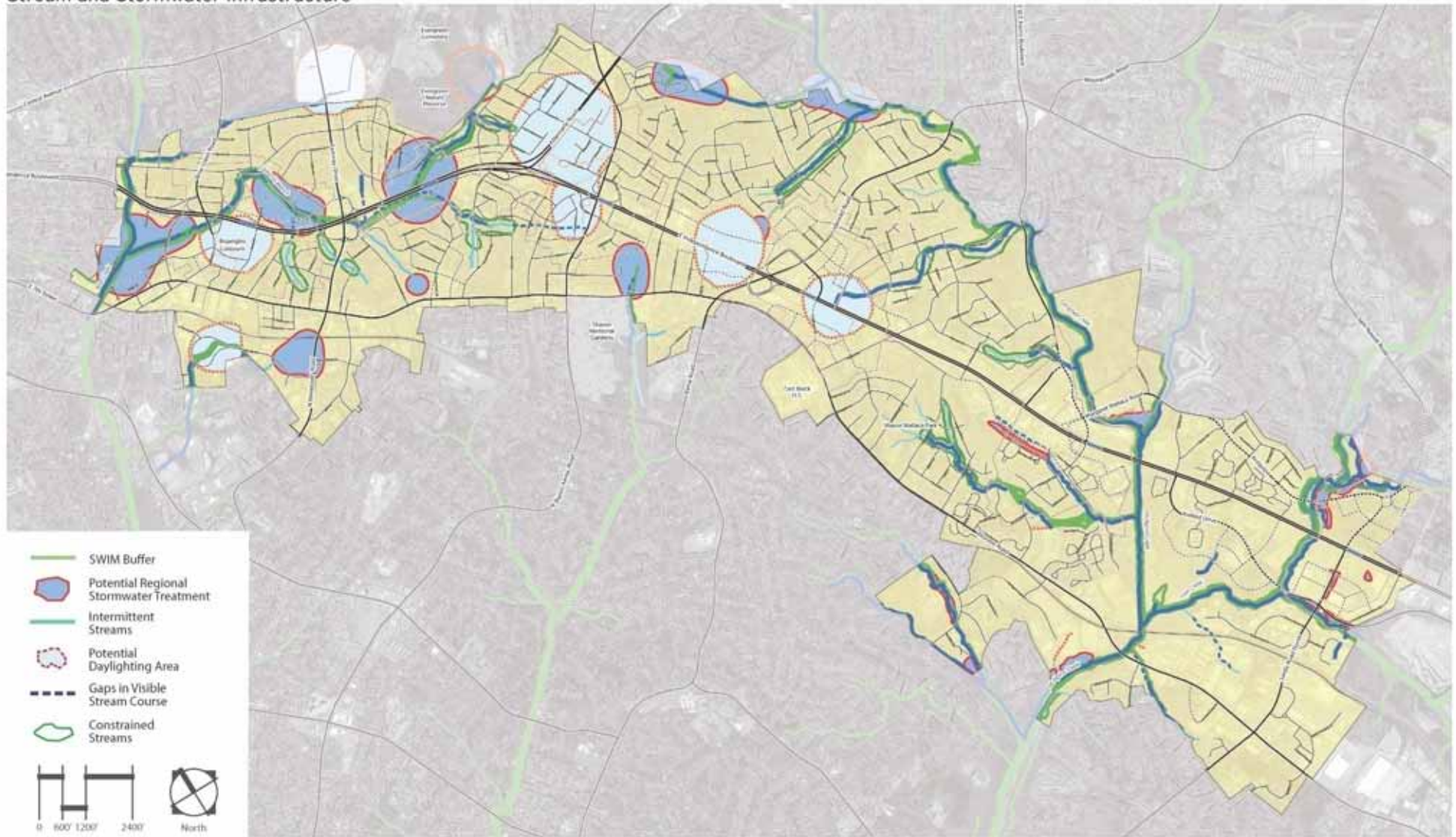
Pedestrian Improvements

Pedestrian Improvements





Stream and Stormwater Infrastructure





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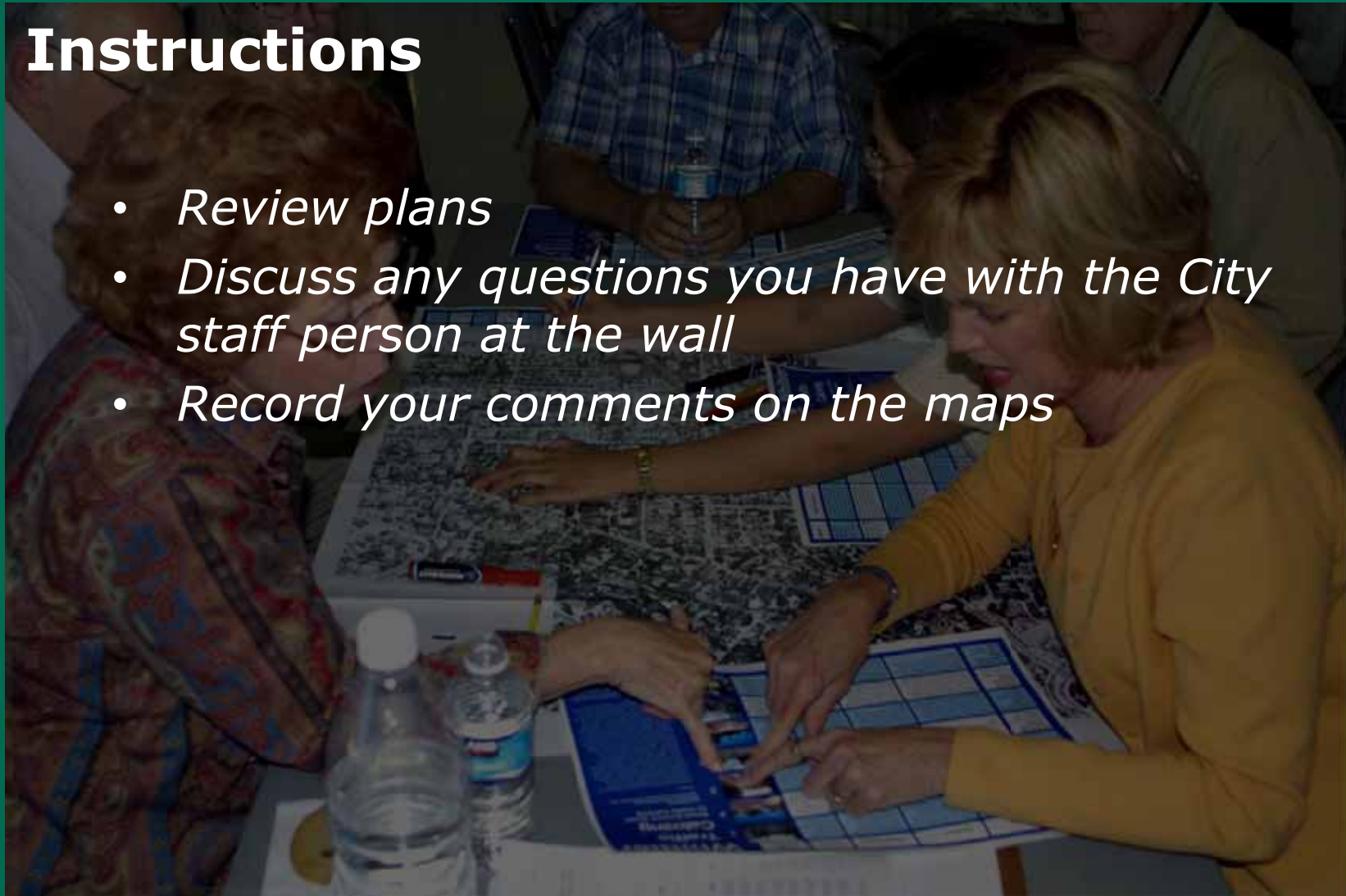


IMPLEMENTATION STRATEGIES

- Adopted Plan becomes Policy guidance for new development and capital investments
- Corrective Rezoning to protect neighborhoods
- Catalyst sites
- Additional street connections
- Pedestrian and bicycle connections
- Improved connections to park/open space amenities

Instructions

- *Review plans*
- *Discuss any questions you have with the City staff person at the wall*
- *Record your comments on the maps*



May/June - Refinement of Draft Plan Document

July - Public Meeting on Draft Plan

- Receive feedback on draft plan and key implementation strategies

Summer/Fall - Plan Review and Adoption