Independence Boulevard Area Plan

Public Meeting

May 6, 2010

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Focus on Key Recommendations within Draft Plan

- **Plan Purpose and Development Process**

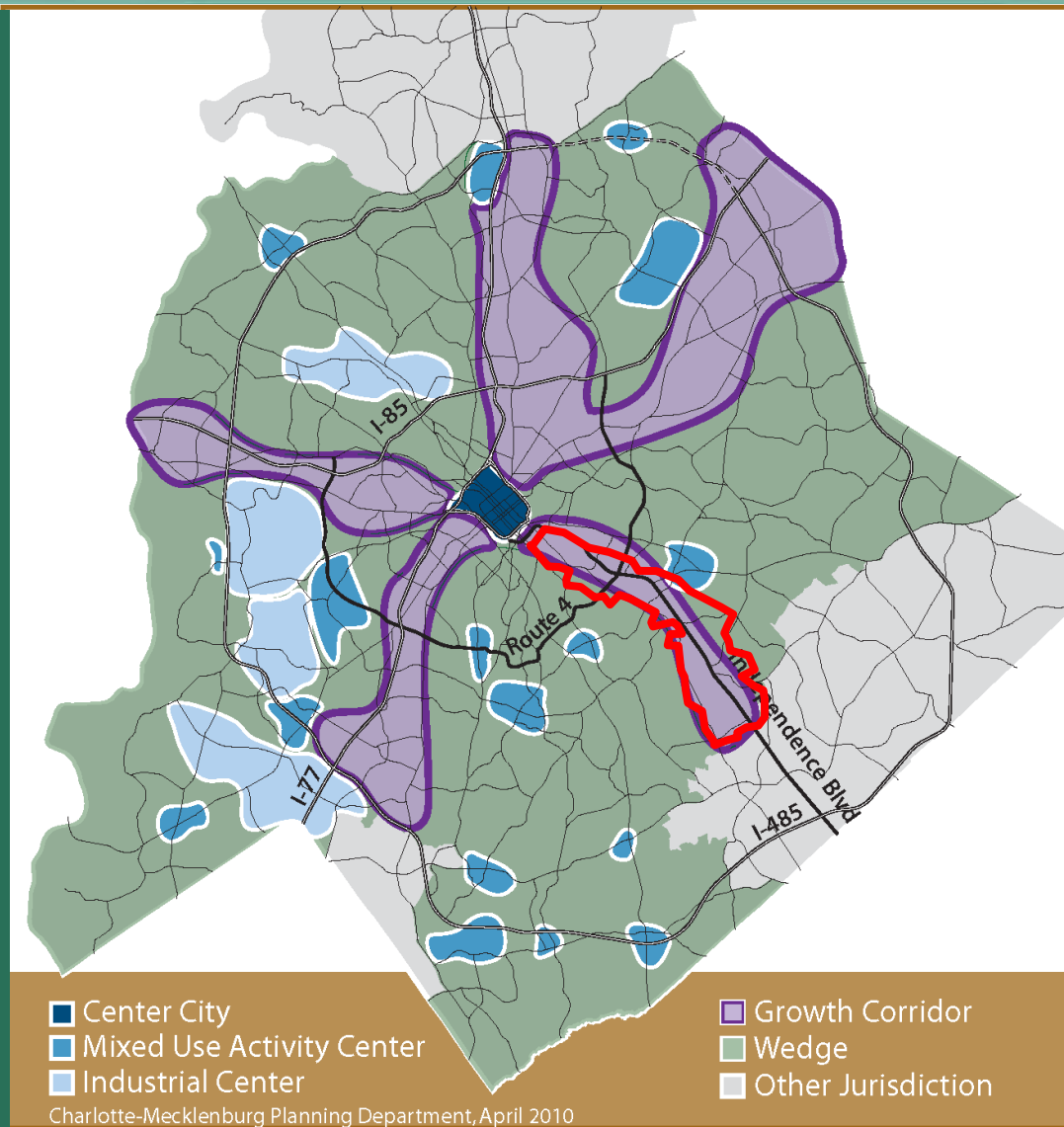- **Draft Plan Policies and Implementation Strategies**

- **Next Steps**

**Document can be found at www.charlotteplanning.org
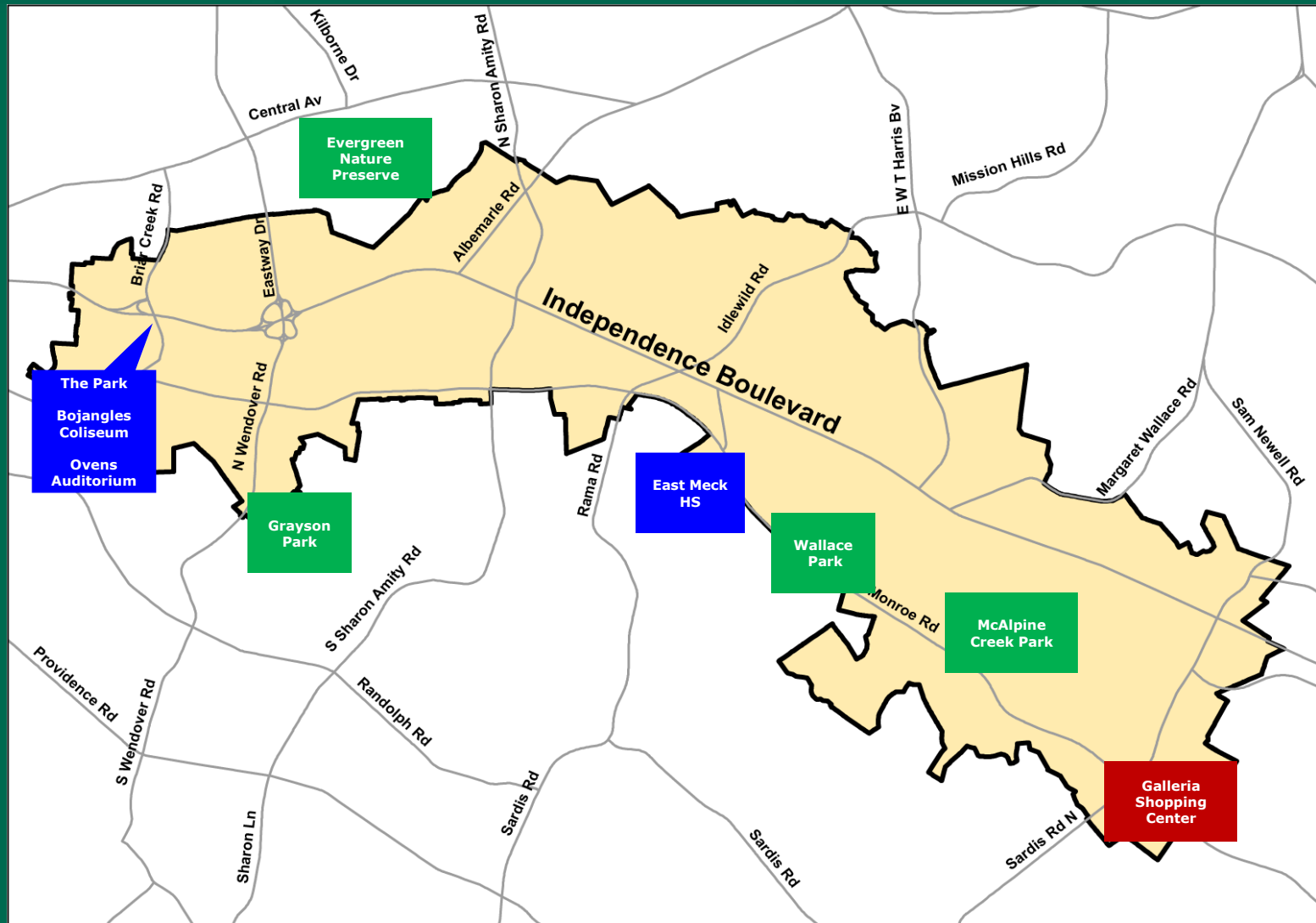or call (704) 336-2205**

PURPOSE OF THE PLAN

Centers, Corridors and Wedges Growth Framework

– Framework provides "starting point" for developing area plan

– Most of plan area is within a growth corridor

– Includes six (6) Transit Station Area Plans

Legend:
- Center City
- Mixed Use Activity Center
- Industrial Center
- Growth Corridor
- Wedge
- Other Jurisdiction

Charlotte-Mecklenburg Planning Department, April 2010

Map labels: I-85, I-77, Route 4, Independence Blvd, I-485

Independence Boulevard Area Plan Boundary

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Phase I Study Complete	**April '07**
Stakeholder Interviews	**May '08**
Public Kick-off Meeting (2)	**June/July '08**
Advisory Group Meetings (5)	**July '08 - April '09**
Refine Draft Concepts/Document	**Nov. '08 – Dec. '09**
Final Public Meeting	**May 6 '10**
Begin Review and Adoption	**May 18 '10**

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Draft Plan Document

Strategic Modifications to TIP Project

Community Workshops

Wal-Mart Development Support

Citizen Advisory Group Workshops & Process Updates

Transitional Setback Revisions

Stakeholder Interviews

Area Plan Development Process

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- Address key land use and transportation issues

- Reverse the trend of disinvestment

- Reinforce existing neighborhoods for continued stability and livability

- Provide guidance for future land use and infrastructure by updating the existing land use plans for this area

- **Assumptions**
  - Plan will be prepared based on existing transit and roadway projects

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- **Framework for Future Growth and Development that Updates the Broader, More General District Plans**

- **Policy Guide For How the Community Should Be Maintained or Changed**

- **Policy Guide for Elected & Appointed Officials in Making Land Use, Zoning, and Capital Investment Decisions**
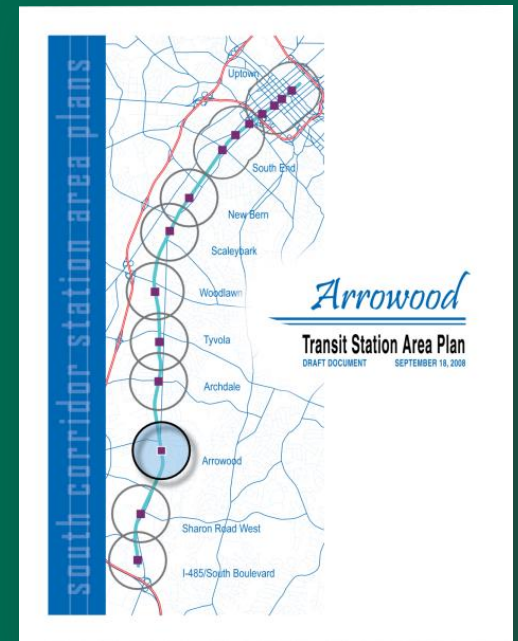
Clarify vision for the area

Identify and provide policies to address development opportunities and issues	*But not . . .*	Create regulations or laws
Identify public and private investments needed to achieve vision	*But not . . .*	Provide funding & implementation means overnight
Possibly recommend zoning changes in appropriate locations	*But not . . .*	Rezone property
Guide more appropriate development	*But not . . .*	Halt development

DEVELOPING A NEW VISION

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
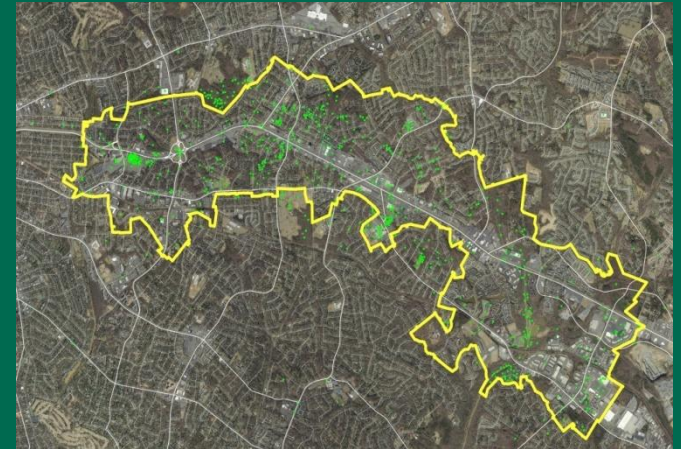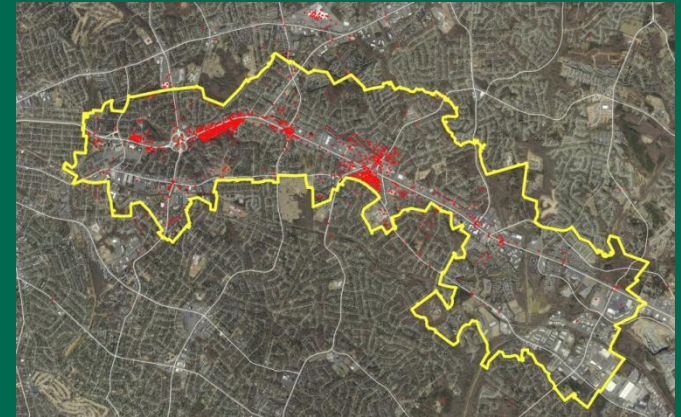
Dangerous Roads

Poor Lighting
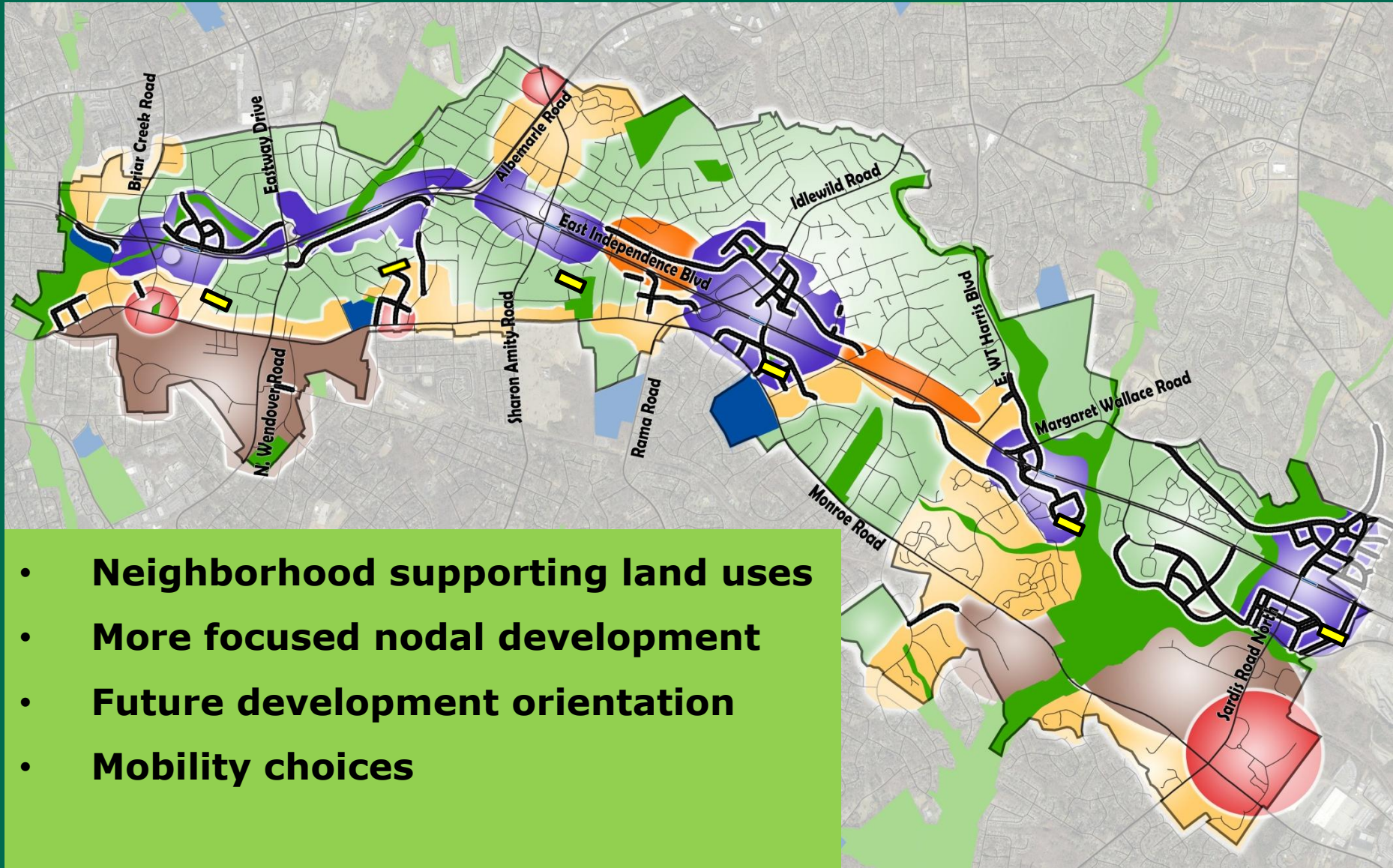
Crime

Run-Down Apartments

Trash

Lost Businesses

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
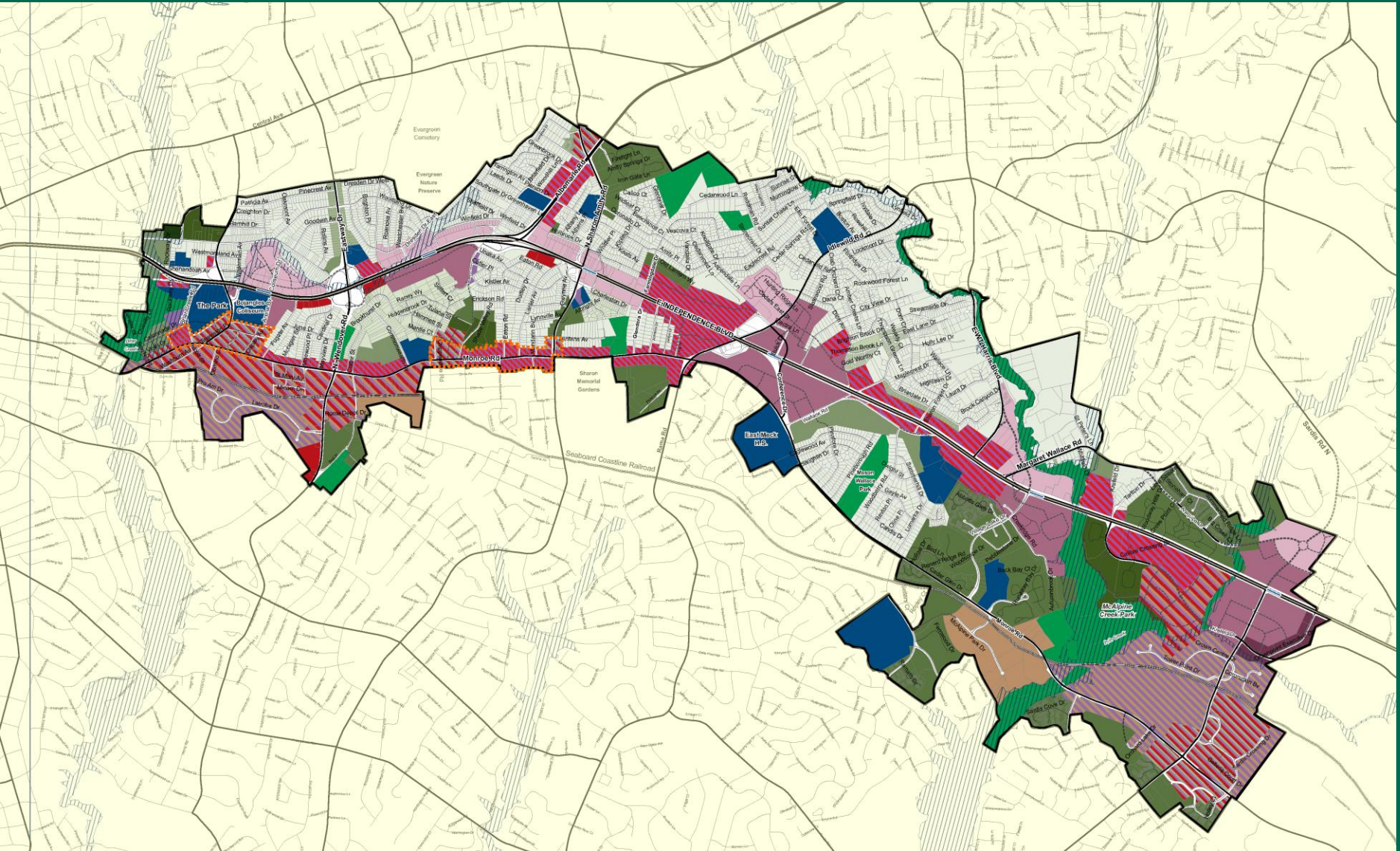8. Define U.S. 74
9. Implement the Plan

- **Neighborhood supporting land uses**
- **More focused nodal development**
- **Future development orientation**
- **Mobility choices**

Residential Design Policies

Applicability:
SF - Single Family detached
AM - Single Family attached and Multi-Family

The following design policie are based on adopted General Development Policies (GDP) in 2003. Bold text indicates additional policies specific to the Independence Boulevard Area Plan.
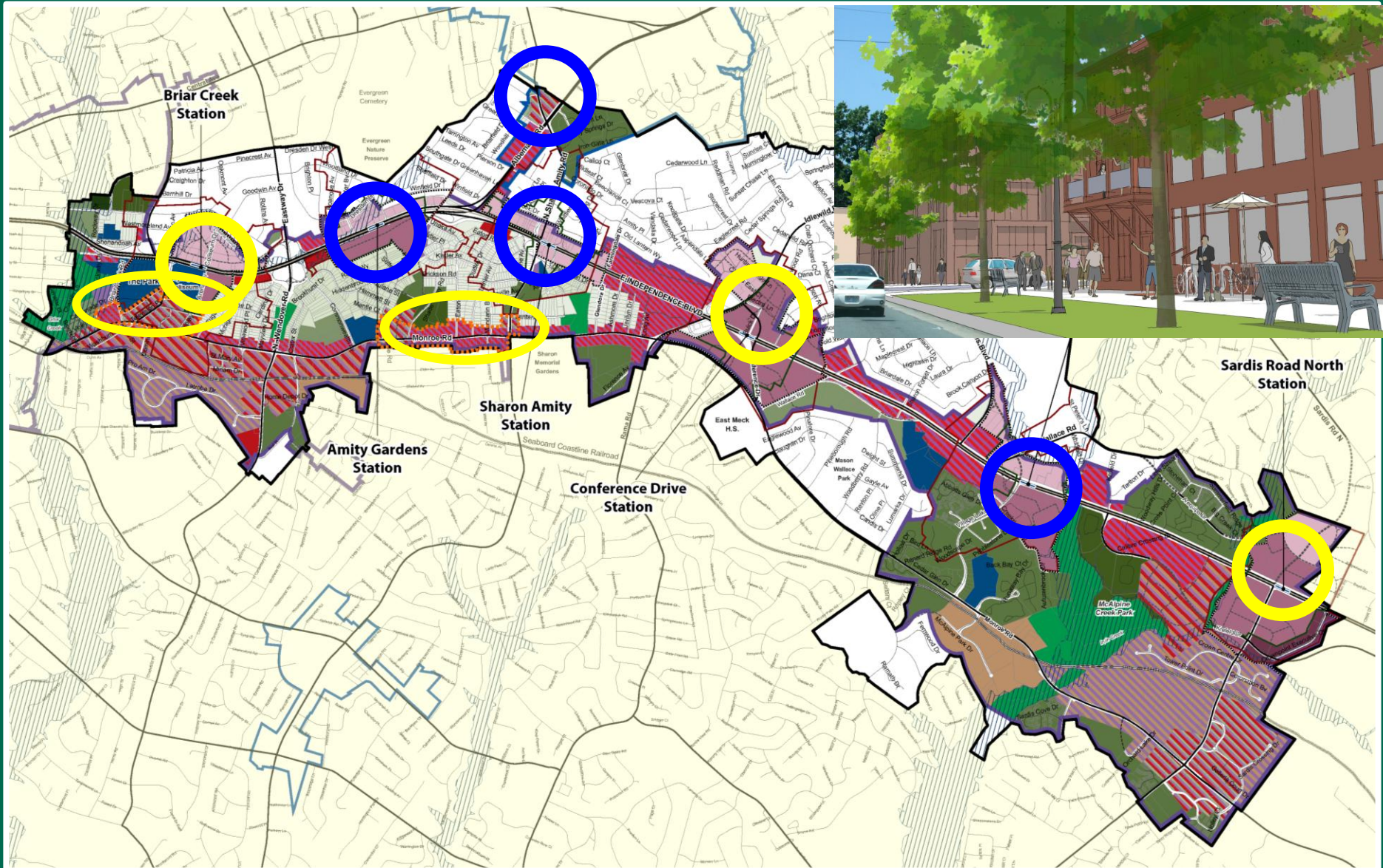
		SF	AM
Building Architecture and Site Design Close attention to building design enhances the community. Design policies do not result in conformity of design, but provide direction for both new and infill development.	Preserve historically or architecturally significant structures.	■	■
	Avoid blank walls along pedestrian circulation areas.	■	■
	Orient building towards street (unless a thoroughfare) or common open space and provide pedestrian access to the street.	■	■
	Blend scale and setbacks of buildings with existing structures.	■	■
	Provide a variety of housing types (floor plans, exterior treatments and materials, massing, and roof forms.)	■	
	Orient buildings toward greenways and other natural areas when feasible.	■	■

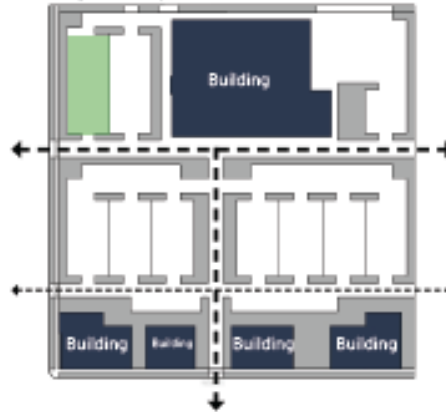Figure 5 - Parking Lot Design with central vehicular access and secondary access option on minor street

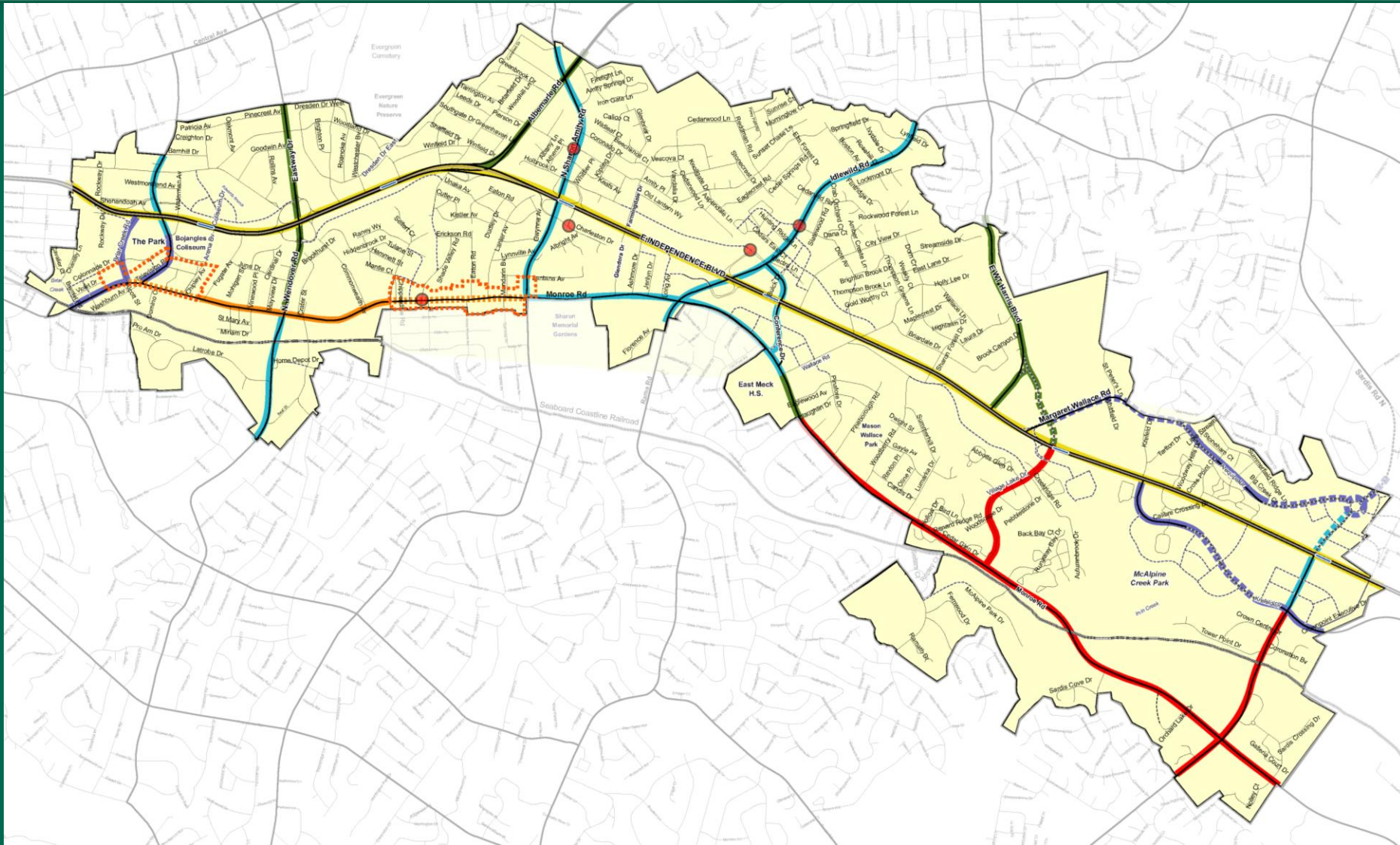Figure 1 - Example of greenways as an amenity to multi-fmaily development

❖ Help ensure that new development complements the existing or desired character of the Community.
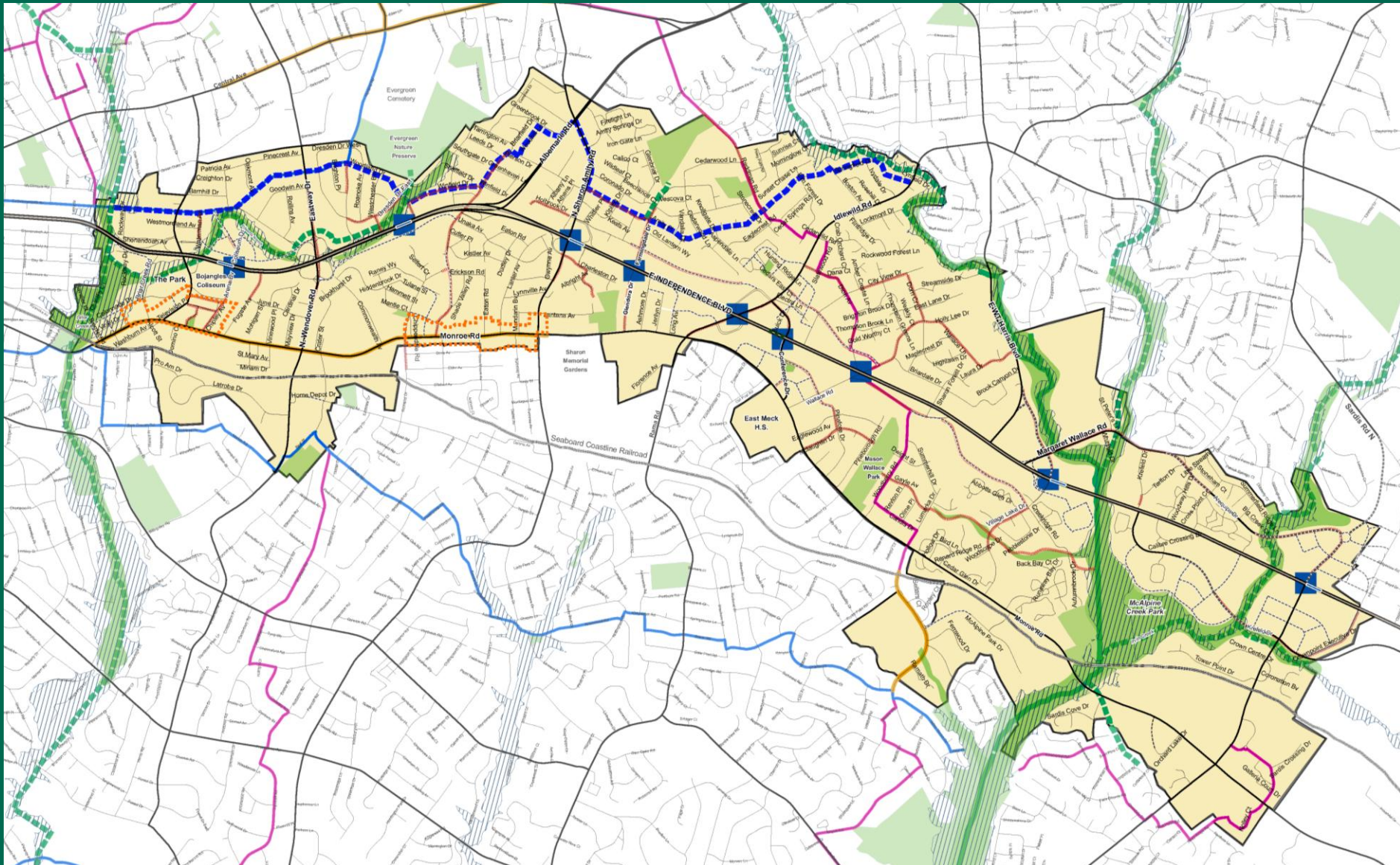
Figure 12 4-lane Avenue (With Parking) Cross-section

Sidewalk	Parking/Trees	Bike Lane	Vehicle Lanes	Bike Lane	Parking/Trees	Sidewalk
6'	*8'	6'	44'	6'	*8'	6'

73' BOC

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

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❖ Ensure that civic infrastructure keeps pace with development.
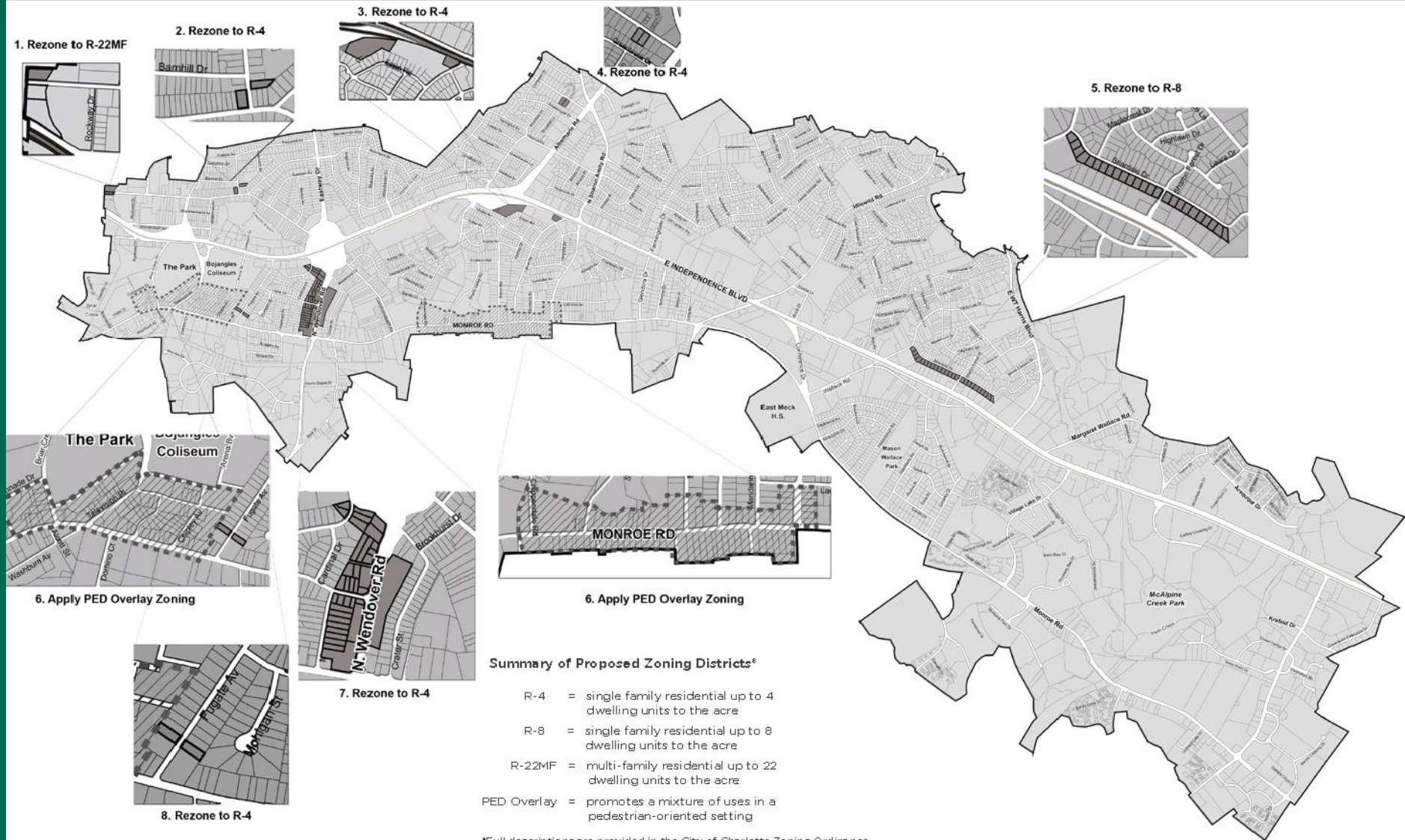
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- Future Development consistent with Plan Vision

- Infrastructure Improvements

- Property Acquisition Program *(identify funding source)*

- PED Overlay District along Monroe Road

- Corrective Rezonings

Proposed Corrective Rezonings

1. Rezone to R-22MF

2. Rezone to R-4

3. Rezone to R-4

4. Rezone to R-4

5. Rezone to R-8

6. Apply PED Overlay Zoning

6. Apply PED Overlay Zoning

7. Rezone to R-4

8. Rezone to R-4

Summary of Proposed Zoning Districts*

R-4 = single family residential up to 4 dwelling units to the acre

R-8 = single family residential up to 8 dwelling units to the acre

R-22MF = multi-family residential up to 22 dwelling units to the acre

PED Overlay = promotes a mixture of uses in a pedestrian-oriented setting

*Full descriptions are provided in the City of Charlotte Zoning Ordinance

PED Along Monroe Road

Before

After

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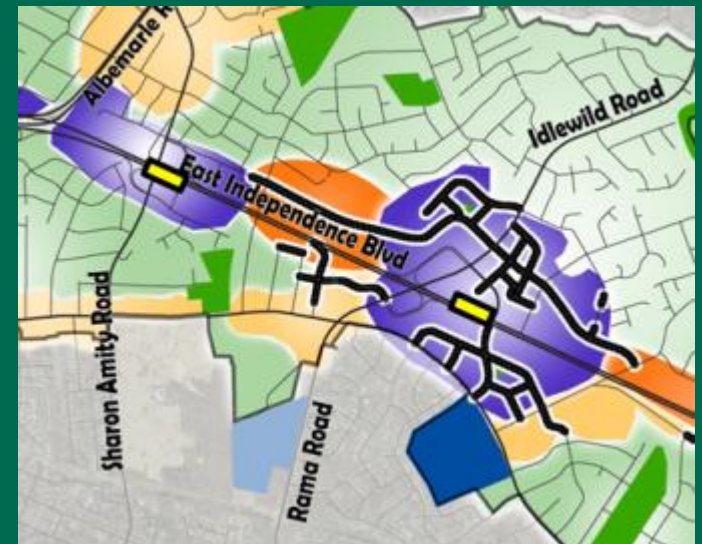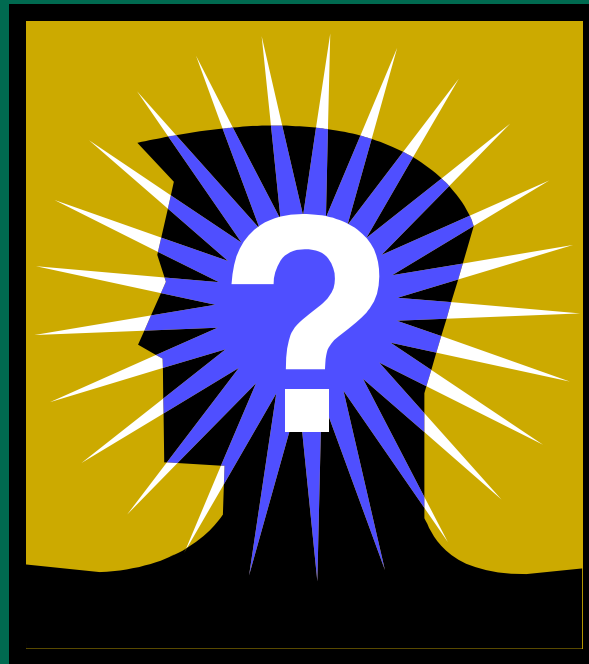

- Planning Committee Public Comment
  May 18, 2010, 5:00pm
  Charlotte-Mecklenburg
  Government Center
  8th Floor - Innovation Station

- City Council Committee Overview
  May 27, 2010 (tentative)

- City Council Public Comment
  June 2010 (tentative)

Questions?

THANK YOU!

www.charlotteplanning.org