AGENDA

Meeting Type:	Z
Date·	03-16-1987
SUBJECT	

City of Charlotte, City Clerk's Office

CHARLOTTE

Council Agenda March 16, 1987

FILE COPY

CHARLOTTE

Meetings in March '87

MARCH 1 - MARCH 7

2	Monday, 8 00 a m.	AIRPORT ADVISORY COMMITTEE - Charlotte/Douglas International Airport, Conference Room A
	Monday, 7 30 p.m	PLANNING COMMISSION/Planning Committee(District Workshop) - Hickory Grove Baptist Church, 6050 Hickory Grove Rd., Fellowship Hall
3	Tuesday, 4 00 p.m.	PLANNING COMMISSION/Executive Committee - Cameron-Brown Bldg , 1st Floor Conference Room
	Tuesday, 5 00 p.m.	PLANNING COMMISSION/Planning Committee - Cameron-Brown Bldg , 1st Floor Conference Room
	Tuesday, 6 00 p m	CHARLOTTE ADVISORY PARKS COMMITTEE - Park Operations, 701 Tuckaseegee Rd.
4	Wednesday, 4 00 p.m.	PUBLIC HEARING ON BUSINESS LICENSE TAX - City Hall, Council Chamber
	Wednesday, 7 30 p m	PLANNING COMMISSION/Planning Committee(District Workshop) - Cornelius Elementary School, 21126 Catawba Ave , Cornelius
5	Thursday, 4 00 p m	CITY COUNCIL WORKSHOP/Airport Master Plan - City Hall Annex, Training Ctr

MARCH 8 - MARCH 14

9	Monday, 12 Noon	PLANNING COMMISSION (Work Session) - Cameron-Brown Bldg , 1st Floor Conference Room
	Monday, 5 00 p.m.	COUNCIL/MANAGER DINNER - West Mecklenburg High School, 7400 Tuckaseegee Rd
	Monday, 7 00 p m	CITIZENS HEARING - West Mecklenburg High School, 7400 Tuckaseegee Rd.
	Monday, 7 30 p.m	CITY COUNCIL MEETING - West Mecklenburg High School, 7400 Tuckaseegee Rd
	Monday, 7 30 p m.	PLANNING COMMISSION/Planning Committee (District Workshop) - Quail Hollow Jr High, 2901 Smithfield Church Rd , Multi-Purpose Room
	Monday, 7 30 p.m	HISTORIC PROPERTIES COMMISSION - 1221 South Caldwell St , Commission Office
10	Tuesday, 4 00 p m.	HISTORIC DISTRICT COMMISSION - Edwin Towers, Conference Room
11	Wednesday, 7 45 a m	PRIVATE INDUSTRY COUNCIL - Chamber of Commerce, 129 West Trade Street
	Wednesday, 8 30 a m.	CIVIL SERVICE BOARD - City Hall, 3rd Floor Conference Room
	Wednesday, 4 00 p m	CITY COUNCIL WORKSHOP (Billboard Restrictions) - City Hall Annex, Training Center
	Wednesday, 6 30 p m	YOUTH INVOLVEMENT COUNCIL - City Hall, Council Chamber
12	Thursday, 7 00 p m	PUBLIC HEARING ON TRANSPORTATION FOR THE DISADVANTAGED - City Hall, Council Chamber
	Thursday, 7 30 p m	PLANNING COMMISSION/Planning Committee (District Workshop) - First Baptist Church West, 1801 Oaklawn Ave , Fellowship Hall
13	Friday, 7 30 a m	PLANNING COMMISSION/Planning Liaison Committee - Cameron-Brown Bldg , 1st Floor Conference Room
	Friday, 2 00 p m	TECHNICAL COORDINATING COMMITTEE - City Hall Annex, Dept of Transportation Conference Room

(Continued on Back)

Public Service And Information Department

600 East Trade Street

Charlotte NC 28202

MARCH 15 - MARCH 21

16	Monday, 10 30 a.m	AUDITORIUM-COLISEUM-CONVENTION CENTER AUTHORITY - Charlotte Convention Center, VIP Lounge
	Monday, 5 00 p.m.	COUNCIL/MANAGER DINNER - Education Center, Rooms 237-239
	Monday, 6 00 p m.	CITY COUNCIL MEETING (Zoning Hearings) - Education Center, Board Room
17	Tuesday, 2 00 p.m.	HOUSING AUTHORITY - Administrative Offices, 1301 South Boulevard
	Tuesday, 5 00 p.m.	PLANNING COMMISSION/Planning Committee - Cameron-Brown Bldg , 1st Floor Conference Room
18	Wednesday, 7 00 p.m.	METROPOLITAN PLANNING ORGANIZATION - City Hall Annex, Dept of Transportation Conference Room
19	Thursday, 8 00 a.m.	CLEAN CITY COMMITTEE - Cameron-Brown Bldg., 5th Floor Conference Room
	Thursday, 4 00 p m.	PLANNING COMMISSION (Deferred Rezoning) - Cameron-Brown Bldg., 1st Floor Conference Room
	Thursday, 7 30 p.m.	CHARLOTTE TREE COMMISSION - Park Operations, 701 Tuckaseegee Road
21	Saturday, 8 00 a m	PLANNING COMMISSION RETREAT - Adams Mark Hotel

MARCH 22 - MARCH 28

23	Monday, 12 Noon	COUNCIL/MANAGER LUNCHEON - City Hall, Training Center
	Monday, 2 00 p.m.	CITIZENS HEARING - City Hall, Council Chamber
	Monday, 3 00 p m.	CITY COUNCIL MEETING - City Hall, Council Chamber
24	Tuesday, 3 00 p.m.	COMMUNITY FACILITIES COMMITTEE - Charlotte/Mecklenburg Utility Dept , 5100 Brookshire Blvd.
	Tuesday, 4 00 p.m	FY88-92 CAPITAL IMPROVEMENT PROGRAM WORKSHOP - City Hall Annex, Training Center
	Tuesday, 4 30 p.m.	MUNICIPAL INFORMATION ADVISORY BOARD - Cameron-Brown Bldg., 3rd Floor Conference Room
25	Wednesday, 4 00 p.m	FY88-92 CAPITAL IMPROVEMENT PROGRAM WORKSHOP - City Hall Annex, Training Center
	Wednesday, 4 30 p.m	COMMUNITY RELATIONS COMMITTEE - Covenant Presbyterian Church, 1000 E Morehead St
	Wednesday, 6 30 p.m	YOUTH INVOLVEMENT COUNCIL - City Hall, Council Chamber
26	Thursday, 4 00 p m	FY88-92 CAPITAL IMPROVEMENT PROGRAM WORKSHOP - City Hall Annex, Training Center

MARCH 29 - MARCH 31

30	Monday, 5 00 p m.	COUNCIL/MANAGER DINNER - Education Center, Rooms 237-239
	Monday, 6 00 p m.	PUBLIC HEARING ON ELIZABETH SMALL AREA PLAN - Education Center, Board Room

These organizations will <u>not</u> meet during March:

Advisory Board for Citizens with Disabilities
Advisory Energy Commission
Housing Appeals Board
Insurance & Risk Management Agency
Parade Permit Committee
Specialized Transportation Advisory Committee

CHARLOTTE

Mayor Harvey B. Gantt | Mayor Pro Tem Al Rousso

Charles S. Dannelly | Cyndee Patterson
Gloria Fenning | Pamella G. Patterson
Ann Hammond | Minette Conrad Trosch
Ron Leeper | Richard Vinroot
Roy Matthews | Velva W. Woollen

Council Agenda

Monday, March 16, 1987

4:30 p.m. - Dinner
Rooms 237 and 239, Education Center
Uptown Streetscape Special Project Plan
South Boulevard Special Project Plan
U.S. 74 Special Project Plan (City Portion)
Status report on Ordinance Revision Process.

6:00 p.m. - ZONING HEARINGS
Board Room, Education Center

ITEM NO.

1. Invocation by Dr. William P. Wood of First Presbyterian Church.

PUBLIC HEARINGS

2. Hearing on Petition No. 87-1 by the Charlotte-Mecklenburg Planning Commission for a change in zoning from UR-C, I-3 and U-IND to UR-3 for an 8.69 acre site located east of South Cedar Street and south of West 4th Street Extension.

   Attachment No. 1-A

3. Hearing on Petition No. 87-11 by the Charlotte-Mecklenburg Planning Commission for a change in zoning from R-6MF to R-15MF for a ±30 acre site located east of Beatties Ford Road and south of Holly Street in the vicinity of Custer Street and LaSalle Street.

   Attachment No. 1-B

4. Hearing on Petition No. 87-12 by the Charlotte-Mecklenburg Planning Commission for a change in zoning from R-6MF to R-9MF for six parcels located on the northwest, southwest, and southeast corners of the intersection of Keller Avenue and Custer Street.

   Attachment No. 1-C

5. Hearing on Petition No. 87-14 by Lowe's Companies, Inc. for a change in zoning from R-6MF to I-1 for a .15 acre site located at 3200 Freedom Drive, south of the intersection of Tuckaseegee Road and Tennyson Drive and north of Freedom Drive.

   Attachment No. 1-D

6. Hearing on Petition No. 87-15 by the Charlotte-Mecklenburg Planning Commission for a change in zoning from R-6MF to R-12MF for a 6.5 acre tract located west of Beatties Ford Road and north of Keller Avenue.

   Attachment No. 1-E

7. Hearing on Petition No. 87-16 by the Charlotte-Mecklenburg Planning Commission for a change in zoning from O-6 to R-12MF for a 1.5 acre site located between Beatties Ford Road and Newland Road in the area of Gilbert and Holly Streets.

   Attachment No. 1-F

8. Hearing on Petition No. 87-17 by the Charlotte-Mecklenburg Planning Commission for a change in zoning from R-6MF and B-1(CD) to O-6 for a 1.42 acre site located south of I-85 and west of Beatties Ford Road along I-85 Service Road.

   Attachment No. 1-G

9. Hearing on Petition No. 87-18 by the Charlotte-Mecklenburg Planning Commission for a change in zoning from B-1(CD) to R-12MF for an approximately 3/4 acre parcel east of Senior Drive and south of I-85 along the I-85 Service Road.

   Attachment No. 1-H

10. Hearing on Petition No. 87-19 by Zaremba Charlotte Associates for a change in zoning from B-2 and R-9 to B-1SCD for a 26.1 acre site located on the southeast corner of Independence Boulevard and Margaret Wallace Road.

Attachment No. 1-I

11. Hearing on Petition No. 87-20 by Synco, Inc. for a Site Plan Amendment to an existing R-20MF zoning for a 10.9 acre site located east of Walker Road in the area of Millbrook Road and Richland Drive.

Attachment No. 1-J

12. Hearing on Petition No. 87-21 by Hunt and Associates for a change in zoning from R-9 to R-9MF(CD) for a 2.7 acre site located on the northwest corner of North Sharon Amity Road and Wilora Lake Road.

Attachment No. 1-K

13. Hearing on Petition No. 87-22 by Mercier B. Leeper for a change in zoning from R-6 to R-6MF(CD) for a .631 acre site located at 3905 Plainview Road, the southwest corner of the intersection of Plainview Road and Tennyson Drive.

Attachment No. 1-L

14. Hearing on Petition No. 87-23 by Central Church of God for a change in zoning from R-6MF to R-I for an 8.31 acre site located at 3001 Kilborne Drive between Elkin Lane and Havenwood Road.

Attachment No. 1-M

15. Hearing on Petition No. 87-24 by Hillcrest Foods for a Site Plan Amendment to an existing B-1(CD) zoning for a .44 acre site located on the southwest corner of Nations Ford Road and Greenwood Drive.

Attachment No. 1-N

16. Hearing on Petition No. FLOOD 87-1 by the Charlotte-Mecklenburg Planning commission for a text amendment to the Floodway Regulations to bring the City Ordinance into conformance with changes in Federal Regulations.

Attachment No. 2

BUSINESS AGENDA

17. Consider issuance of a Floodway Special Use Permit (FSUP 87-1) that would allow construction of a garage adjacent to Briar Creek at Hungerford Place.

The Planning Commission recommends that this request be approved.

Attachment No. 3

18. Consider approval of the Uptown Streetscape Special Project Plan as a policy to implement landscaping and urban design features in the uptown area within the inner loop.

Attachment No. 4

19. Consider approval of the city portion of U. S. 74 Special Project Plan as a policy to guild land use and zoning decisions.

Attachment No. 5

20. Consider approval of the South Boulevard Special Project Plan as a guide for future land use and development in the South Boulevard corridor in the Dilworth neighborhood.

Attachment No. 6

POLICY AGENDA

21. Decision on Petition No. 86-28 by the Charlotte-Mecklenburg Planning commission for a change in zoning from R-9MF to R-9 and R-12MF for a 76 acre site located along Lambeth Drive and north of North Tryon Street.

A protest petition has been filed and found sufficient to invoke the 3/4 rule, requiring affirmative votes of 3/4 of the Mayor and Councilmembers, not excused from voting, in order to rezone the property.

The Planning Commission recommends that the petition be denied.

Attachment No. 7-O

22. Decision on Petition No. 87-2 by the Charlotte-Mecklenburg Planning Commission for a change in zoning from B-1 and O-6 to R-12MF for a 1 acre site located south of I-85, east of Beatties Ford Road and west of Newland Road.

A protest petition has been filed and found sufficient to invoke the 3/4 rule, requiring affirmative votes of 3/4 of the Mayor and Councilmembers, not excused from voting, in order to rezone the property.

The Planning commission recommends that the petition be approved.

Attachment No. 7-P

23. Recommend adoption of a resolution calling for public hearings on Wednesday, April 22, 1987, at 6:00 p.m. in the Board Room of the Education Center, on Petition Nos. 87-39 through 87-48 for zoning changes.

SCHEDULE OF MEETINGS
March 16 - 20, 1987

Monday, March 16	COUNCIL/PLANNING COMMISSION DINNER Rooms 237-239, Education Center	5 00 p. m.
	ZONING HEARINGS and DECISIONS Board Room	6 00 p. m.
Wednesday, March 18	METROPOLITAN PLANNING ORGANIZATION DOT Conference Room, City Hall Annex	7 00 p. m.

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

February 19, 1987

Mayor and City Council·

RE: Rezoning Petitions to be Heard in March, 1987

Attached you will find appropriate maps and copies of each petition, for rezoning petitions scheduled for public hearing on March 16, 1987 at 6.00 o'clock P M , Fourth Floor, Education Center, 701 East Second Street

This material is intended to provide background information concerning the requests and the area in which the properties are located

Sincerely,

Robert G. Young
Land Development Manager

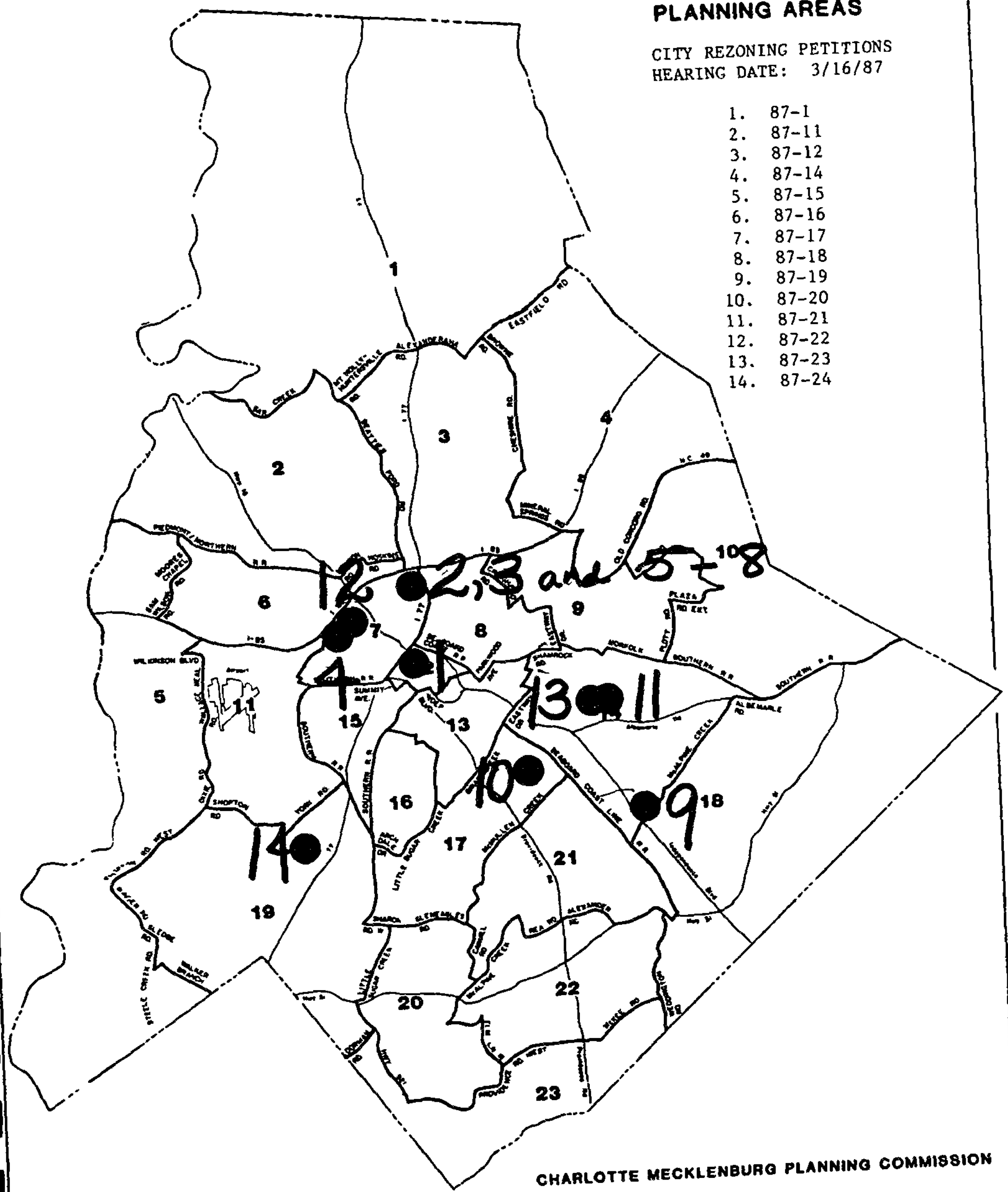
Attachments

Cameron Brown Building • 301 South McDowell Street • Charlotte, North Carolina 28204 • (704) 336-2205

PLANNING AREAS

CITY REZONING PETITIONS
HEARING DATE: 3/16/87

1. 87-1
2. 87-11
3. 87-12
4. 87-14
5. 87-15
6. 87-16
7. 87-17
8. 87-18
9. 87-19
10. 87-20
11. 87-21
12. 87-22
13. 87-23
14. 87-24



CHARLOTTE MECKLENBURG PLANNING COMMISSION

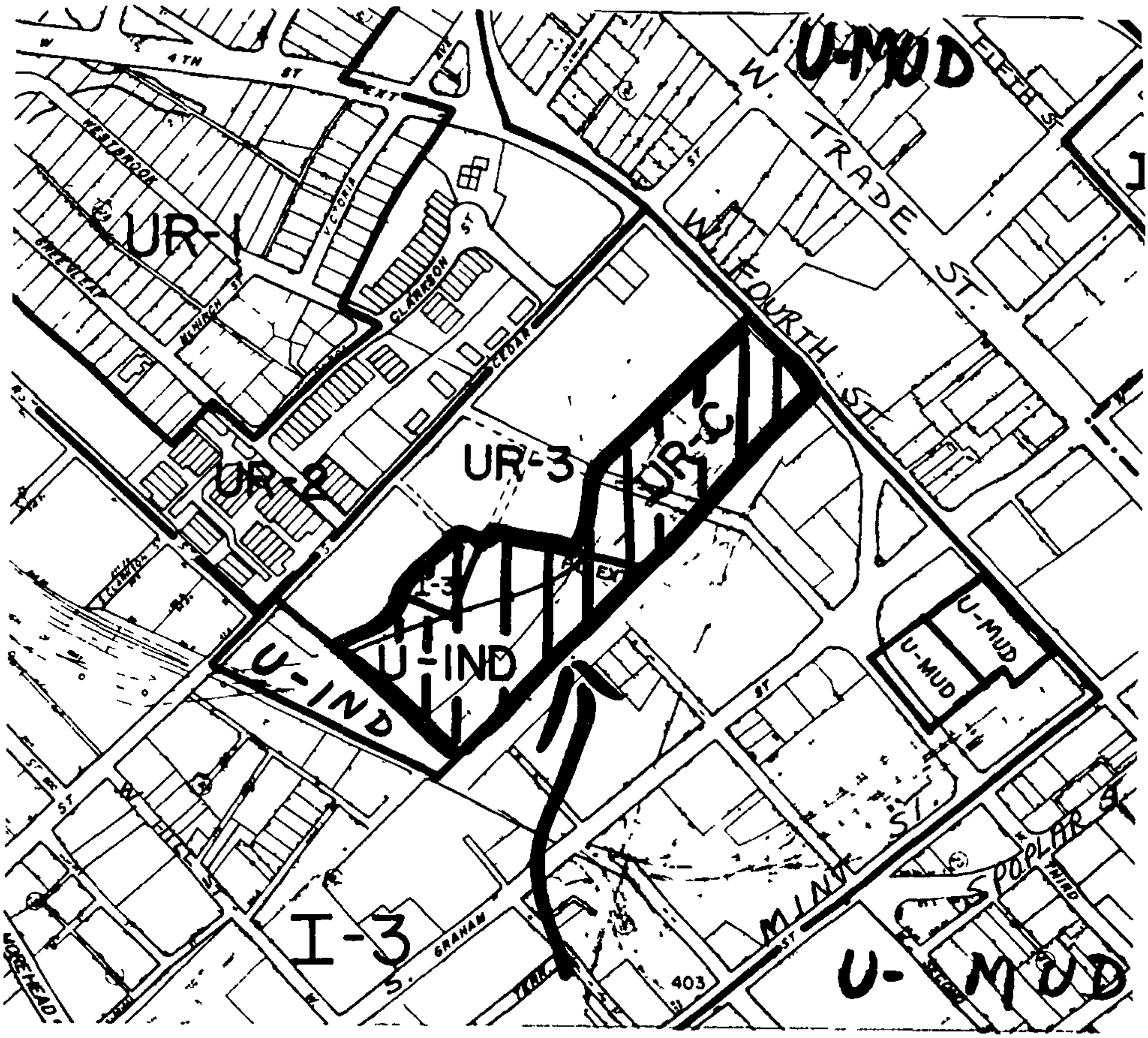
April 1983

PETITIONER Charlotte-Mecklenburg Planning Commission

PETITION NO. 87-1 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING UR-C, I-3 U-IND REQUESTED UR-3

LOCATION An 8.69 acre site located east of South Cedar Street and south of West Fourth Street Extension



ZONING MAP NO. 88 and 102 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No. 87-1
Date Filed 12-1-86
Received By LS
OFFICE USE ONLY

Ownership Information

Property Owner: See Attached List

Owner's Address: See Attached List

Date Property Acquired: N/A

Deed Reference: See Attached List Tax Parcel Number: See Attached List

Location Of Property (address or description)

The properties are located east of South Cedar Street and South of West 4th Street Extension

Description Of Property

Size (Sq Ft.-Acres): an estimated 8.690 acres Street Frontage (ft.)

Current Land Use: vacant

Zoning Request

Existing Zoning: UR-C, I-3, U-IND Requested Zoning: UR-3

Purpose of zoning change: To comply with the adopted Third Ward Plan

Name of Agent

Agent's Address

Telephone Number

Name of Petitioner(s): Charlotte-Mecklenburg Planning Commission

Address of Petitioner(s): 301 South McDowell Street

Telephone Number: 336-2205

Signature

Signature of Property Owner if Other Than Petitioner

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No 87-1

Petitioner	Charlotte-Mecklenburg Planning Commission
Location	An 8 69 acre site east of South Cedar Street and south of West Fourth Street Extension
Request	Change from U-IND, UR-C and I-3 to UR-3

ISSUES

1 Third Ward Development Goals. How does this request relate to overall development goals for the Third Ward area?

2 Likely Benefits of Zone Change If this zoning request were to be approved, what likely benefits could be expected?

BACKGROUND·

1 Existing Zoning The parcels involved in this request are currently zoned I-3, U-IND and UR-C. The adjoining areas south and east of the site are zoned I-3 and U-IND North of the site, the predominate zoning pattern is U-MUD Adjacent to the site along Cedar Street is an area of UR-3 zoning Other areas nearby are zoned other urban residential districts.

2 Existing Land Use. The subject property is currently vacant, but was used at one time for a scrapyard and other industrial uses. The property surrounding the site is developed with a variety of uses including the Duke Power Company and other office and commercial uses and associated parking lots The areas north and west of the site along Cedar and West Fourth Street are currently undeveloped Other land uses in the area include some industrial development southwest of the site The Clarkson Place, Clarkson Green and Cedar Commons residential developments are also located nearby along Cedar Street.

3. Third Ward Plan The site is located within the boundaries of the Third Ward Plan The plan recommends the rezoning to facilitate infill development that is consistent with the established character of the area The future development of the tract could include both residential and non-residential uses.

4 Third Ward Redevelopment Plan The rezoning of the subject property to UR-3 was recommended in the November 22, 1982 amendment to the redevelopment plan, and therefore is in conformance with the plan

5. Central Area Plan The Central Area Plan proposes that the subject property be developed as a public park or plaza.

GENERAL FINDINGS

1 2005 Plan The 2005 Plan indicates existing employment land uses in the area of the subject property The plan recommends working with the CUDC in devising a strategy for the development of the former scrapyard site, which is the largest undeveloped tract uptown The 2005 Plan includes the subject property in a development enterprise area in which a high intensity district of offices, shops and housing is encouraged

2 Pre-Hearing Staff Input. The petitioner in this case is the Charlotte-Mecklenburg Planning Commission Staff advised the Commission of the desirability to rezone the property to UR-3 in conformance with adopted plans for the Third Ward area

3 Pre-Hearing Departmental Comments (Summary)

Due to the fact that this petition is not conditional in nature, most departments had no comment However, the Charlotte Department of Transportation did indicate that the current and proposed zoning could generate approximately the same number of trips per day, and would therefore have little impact on the street system.

4 Neighborhood Context The property lies within the boundaries of the Third Ward neighborhood

DETAILED FINDINGS:

1 This rezoning request involves an 8 69 acre site east of South Cedar Street and south of West Fourth Street Extension The current zoning is U-IND, I-3 and UR-C and the petition seeks UR-3

2 The property is presently adjacent to UR-3 zoning Other urban residential districts are located nearby

3 The U-IND, I-3 and UR-C districts would allow a multitude of industrial and commercial uses that are not in keeping with the urban residential character that is developing in Third Ward

4 The rezoning to UR-3 is compatible with and recommended in several publicly adopted plans, including the Third Ward Plan, the Third Ward Redevelopment Plan and the 2005 Plan

5 It is believed that the zoning change will benefit the area. The zone change will be compatible with area zoning patterns in that it will represent an extension of an existing UR-3 area The rezoning will allow for infill development that will be consistent with the established objectives and goals for Third Ward.

6. This rezoning is seen as a positive step for the Third Ward area Based upon the above reasons, this petition is encouraged for approval.

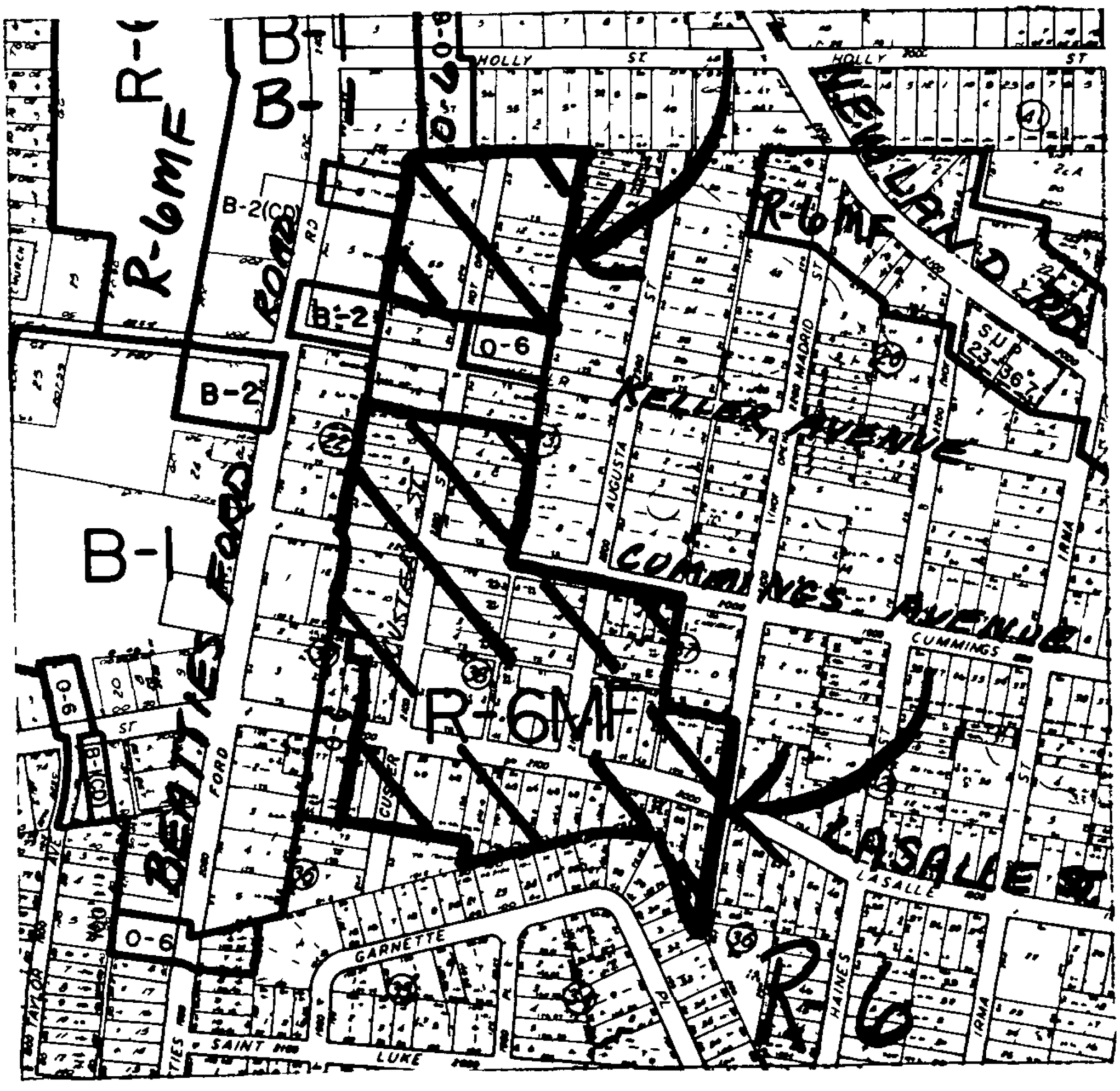
*Subject to further refinement following public hearing

PETITIONER Charlotte-Mecklenburg Planning Commission

PETITION NO. 87-11 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-6MF REQUESTED R-15MF

LOCATION Approximately 30 acres located east of Beatties Ford Road and South of Holly Street in the vinicity of Custer Street.



ZONING MAP NO. 79 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 87-11
Date Filed 1/2/87
Received By LS
OFFICE USE ONLY

Ownership Information

Property Owner: See attached list

Owner s Address: See attached list

Date Property Acquired: N/A

Deed Reference: See attached list

Tax Parcel Number: See attached list

Location Of Property (address or description)

The area south of Holly Street to south of LaSalle Street (vicinity of Custer Street) with the exception of the four corners at Keller Avenue and Custer Street.

Description Of Property

Size (Sq Ft -Acres): ± 30 acres

Street Frontage (ft)

Current Land Use: vacant, single family, multi-family and duplex

Zoning Request

Existing Zoning: R-6MF

Requested Zoning: R-15MF

Purpose of zoning change: to comply with the Beatties Ford Community Small Area Plan

Name of Agent

Agent s Address

Telephone Number

Name of Petitioner(s): Charlotte Mecklenburg Planning Commission

Address of Petitioner(s): 301 South McDowell Street

Telephone Number: 336-2205

Signature

Signature of Property Owner if Other Than Petitioner

BEATTIES FORD SMALL AREA REZONINGS

PRE-HEARING STAFF ANALYSIS

Petition No 87-11

This petition is sponsored by the Charlotte-Mecklenburg Planning Commission and involves approximately 30 acres of land located east of Beatties Ford Road and south of Holly Street in the vicinity of Custer Street and LaSalle Avenue The current zoning is R-6MF and the petition seeks R-15MF zoning The property is located in the Lincoln Heights neighborhood The Beatties Ford Road Small Area Plan recognizes that Lincoln Heights is a predominantly single family neighborhood which should be maintained and protected from adverse land use and zoning changes The plan recommends the subject rezoning to reduce the allowable density in the area

Other areas of the neighborhood nearby are already zoned R-6 for single family development In addition, there have also been some other proposals and/or changes which have resulted in single family zoning as well To the west is Beatties Ford Road and land use along that street are principally non-residential in nature Beatties Ford Road provides the major corridor in the area and services for the neighborhoods

Properties located within the petition are residential in nature including single family, duplex and multi-family development There are also a few vacant parcels. Rezoning the property would not create any non-conforming land uses Approval of the petition would implement the goal of the small area plan for this area

Petition No 87-12

This petition is sponsored by the Charlotte-Mecklenburg Planning Commission and comprises six (6) parcels located on the northwest, southwest and southeast corners of the intersection of Keller Avenue and Custer Street The current zoning is R-6MF and R-9MF is being requested in the petition

The property involved is developed with a couple of small apartment projects and a duplex as well as a single family structure A couple of parcels are also undeveloped On the northeast corner of Keller Avenue and Custer is a small medical clinic whereas along Beatties Ford Road is a variety of commercial and highway oriented businesses Throughout the rest of the remainder of the Lincoln Heights neighborhood is a mixture of single family, duplex and apartment development

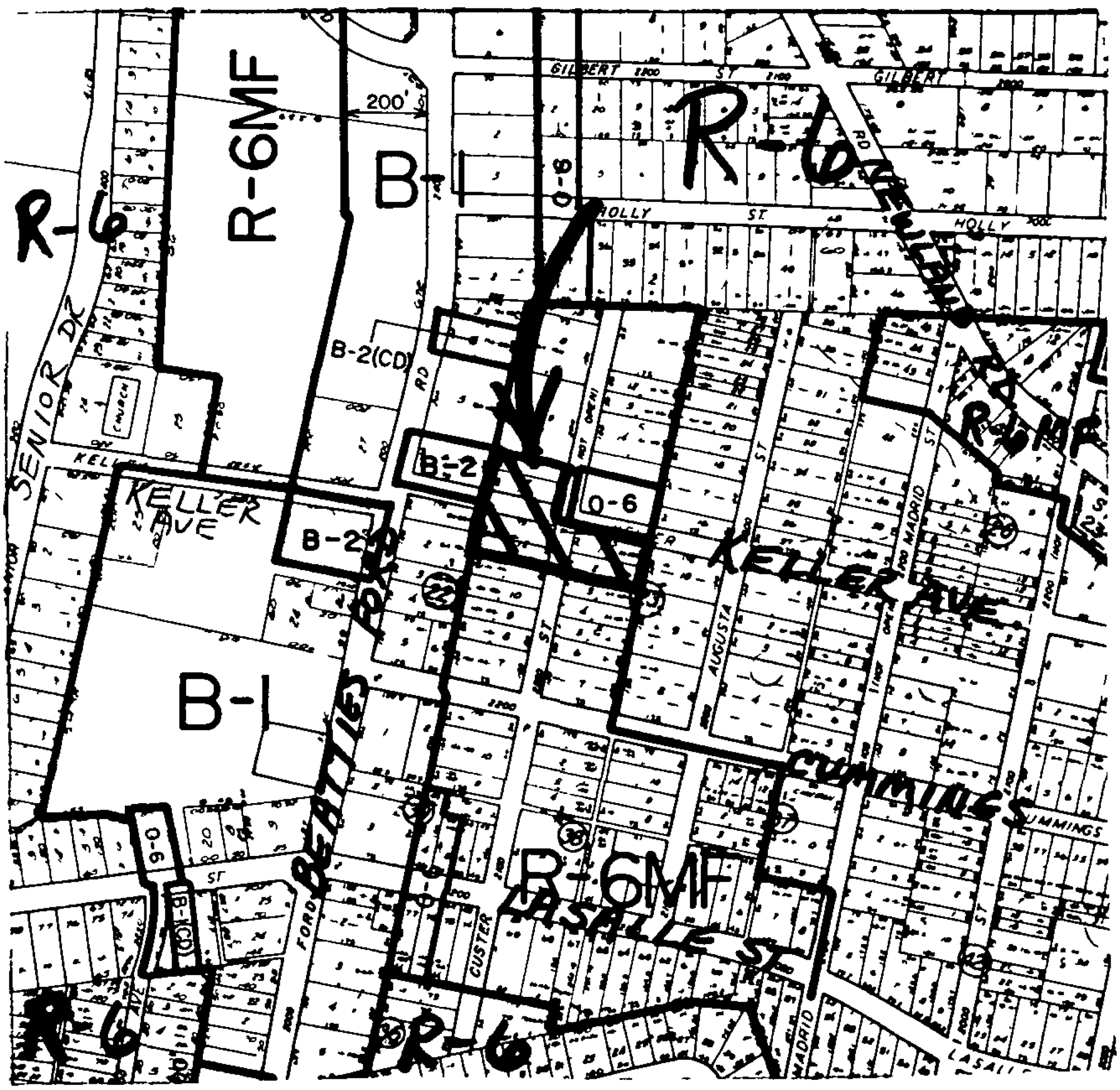
The Beatties Ford Road Small Area Plan recognizes the neighborhood as one principally dominated by single family development The neighborhood should be maintained and protected and the zoning request as seen is a means to do that Approval of the request will implement the small area plan goal for the area Unlike Petition 87-11 where the request seeks R-15MF, it is believed that R-9MF is more appropriate here due to the existence of the office zoning and the medical clinic as well as the relationship of the property to Beatties Ford Road

PETITIONER Charlotte-Mecklenburg Planning Commission

PETITION NO. 87-12 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-6MF REQUESTED R-9MF

LOCATION Six parcels located on the northwest, southwest and southeast corners of the intersection of Keller Avenue and Custer Street.



ZONING MAP NO. 79 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 87-12
Date Filed 1/2/87
Received By LS
OFFICE USE ONLY

Ownership Information

Property Owner See attached list

Owner s Address See attached list

Date Property Acquired N/A

Deed Reference See attached list Tax Parcel Number See attached list

Location Of Property (address or description) The two parcels at the northwest; southwest; and southeast corners of the intersection of Keller Avenue and Custer Street

Description Of Property

Size (Sq Ft -Acres) .70 acres Street Frontage (ft)

Current Land Use single family, duplex, multi-family and vacant

Zoning Request

Existing Zoning R-6MF Requested Zoning R-9MF

Purpose of zoning change To comply with the Beatties Ford Community Small Area Plan

Name of Agent

Agent s Address

Telephone Number

Charlotte-Mecklenburg Planning Commission
Name of Petitioner(s)

301 South McDowell Street
Address of Petitioner(s)

336-2205
Telephone Number

Signature

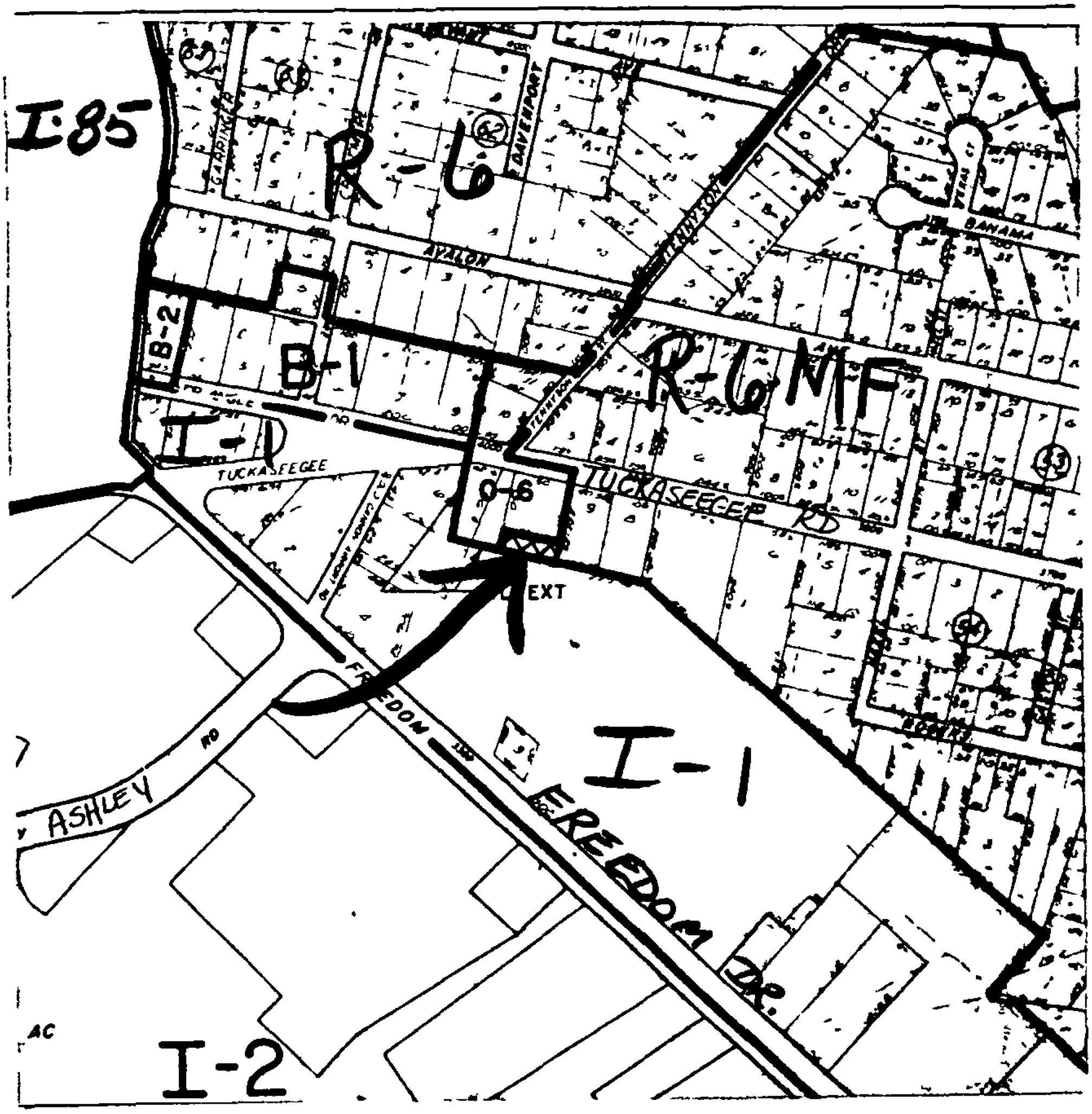
Signature of Property Owner if Other Than Petitioner

PETITIONER Lowe's Comapnies, Inc.

PETITION NO. 87-14 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-6MF REQUESTED I-1

LOCATION A .15 acre site located south of the intersection of Tuckaseegee Road and Tennyson Street and north of Freedom Drive



ZONING MAP NO. 87 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 87-14
Date Filed 1/2/87
Received By LA
OFFICE USE ONLY

wnership Information

perty Owner Charlotte Freedom Mart, Ltd

ner's Address C/O Lat Purser and Associates, Inc
230 South Tryon St. , Suite 240 - Charlotte, North Carolina

e Property Acquired August 5, 1981

ed Reference Book 876, page 34

Tax Parcel Number Part of 065-036-10 ~~065-036-12~~

ocation Of Property (address or description) 3200 Freedom Drive,
City of Charlotte, Mecklenburg County, North Carolina

escription Of Property

e (Sq. Ft.-Acres) 0.15

Street Frontage (ft.)

rrent Land Use Shopping Center

oning Request

isting Zoning R-6MF

Requested Zoning I-1

rpose of zoning change The purpose of rezoning this parcel is to create the availability of a small strip of land for additional parking and complete the rezoning of the shopping center site

Douglas A. Morris
ame of Agent

Box 1111, N. Wilkesboro, NC 28656
gent's Address

(919) 651-4413
elephone Number

Lowe's Companies, Inc.
Name of Petitioner(s)

same
Address of Petitioner(s)

same
Telephone Number

Signature

R. Friedland

Signature of Property Owner if Other Than Petitioner

Richard Friedland
Managing General Partner
Charlotte Freedom Mart, Ltd.

PRE-HEARING STAFF ANALYSIS

Rezoning Petition No 87-14

Petitioner Lowe's Companies, Inc

Location A 15 acre site south of the intsection of Tuckaseegee Road at Tennyson Drive and north of Freedom Drive

Request Change from R-6MF to I-1

ISSUES

1 Present Use of Property How is this property presently being used and how does that relate to the existing zoning pattern?

2 Proposed Zoning Change How does this request, therefore, relate to the existing zoning and land use pattern? Given the unusual configuration, would the approval be compatible with area patterns?

BACKGROUND

1 Existing Zoning The subject property is presently zoned R-6MF Property lying immediately south is zoned I-1 and this I-1 district extends along the northerly side of Freedom Drive to the intersection of I-85 Across Freedom Drive is an area of I-2 zoning Immediately north of the site is an area of O-6 which extends to Tuckaseegee Road at Tennyson Drive To the west of that lies B-1 zoning Otherwise the immediate pattern is that of R-6 and R-6MF including land lying immediately east of the site extending along and near Tuckaseegee Road

2 Existing Land Use The property is presently paved with no improvements and being used some or all of the time for parking purposes The site adjoins the rear of a financial institution as well as the rear of a large building which is located in a shopping center on Freedom Drive The property adjoining this to the east is developed with a single family residence and other single family homes are located along Tuckaseegee Road. To the west along Tuckaseegee and Triangle Drive is a mixture of office and business uses Other commercial uses and shopping centers are located on Freedom Drive

3 School Information Not applicable

4 Zoning History (See Attached Map) There have been three prior rezoning requests in the area of the subject property The attached map indicates the location of the prior requests Case #1 involved a request for a rezoning from B-1 to B-2 for a lot on Triangle Drive that was approved by Council March 1, 1971 Case #2 involved a rezoning from R-6MF to O-6 for a .5 acre parcel on the south side of Tuckaseegee Road east of the intersection of Tennyson Drive and Tuckaseegee Road. The rezoning was approved by Council March 6, 1979 Case #3 involved a rezoning request from R-6 to

B-2 for an 11,446 square foot site on Avalon Avenue just east of I-85 Council denied the request August 18, 1986

GENERAL FINDINGS

1 2005 Plan The 2005 Plan indicates a community commercial center in the area of the subject property Strategies for the area include the widening of I-85 The site is outside the boundaries of the Westerly Hills-Ashley Park Small Area Plan but that plan does propose that vacant parcels along Freedom Drive be developed with a mixture of well integrated light industrial, office, commercial and residential uses

2 Transportation Improvement Program The TIP schedules the widening of Freedom Drive to a multi-lane facility from I-85 to Mt Holly Road for FY 86-90 The TIP also schedules the widening of I-85 from NC 273 to the US 29/NC 49 connector from four lanes to eight lanes This project is presently under construction

3 Pre-Hearing Staff Input Staff met with the petitioner about this proposal and generally concurred with the idea of non-residential zoning for the site

4 Pre-Hearing Departmental Comments (Summary).

Due to the fact that the site is not conditional in nature, detailed comments from most departments are not included.

5 Neighborhood Context The site is located in the Enderly Park neighborhood

DETAILED FINDINGS

1 This site involves a very small piece of property which is presently zoned R-6MF The site is sandwiched between an O-6 site on Tuckaseegee Road and I-1 zoning which is oriented to Freedom Drive The petitioner is requesting I-1 zoning for the site

2 The petitioner states that the purpose of the rezoning is to create the availability of a small strip of land for additional parking so as to complete the rezoning of the adjoining shopping center site.

3 The site is actually paved and apparently being used for parking This despite the fact that the property is zoned R-6MF, which should restrict it from any sort of commercial parking or usage

4 The property is long and narrow, approximately 40 feet wide, and lies between two non-residential uses It is also part of a larger parking and circulation pattern for the shopping center and adjoining out-parcel properties. The rezoning of this property to a non-residential classification is certainly logical given this setting

5. The continued use of this property for R-6MF is illogical given its size and shape and existing status

6 The approval of this petition would result in a very minor change to the zoning pattern in the area and for all practical purposes no land use change to the existing setting Therefore, no real change to the environment is foreseen and no impacts Approval of the petition would require that the eastern most end of the site which adjoins R-6MF zoning would be required to have some form of screening

7 Based upon the above circumstances, the petition is encouraged for approval

*Subject to further refinement following public hearing

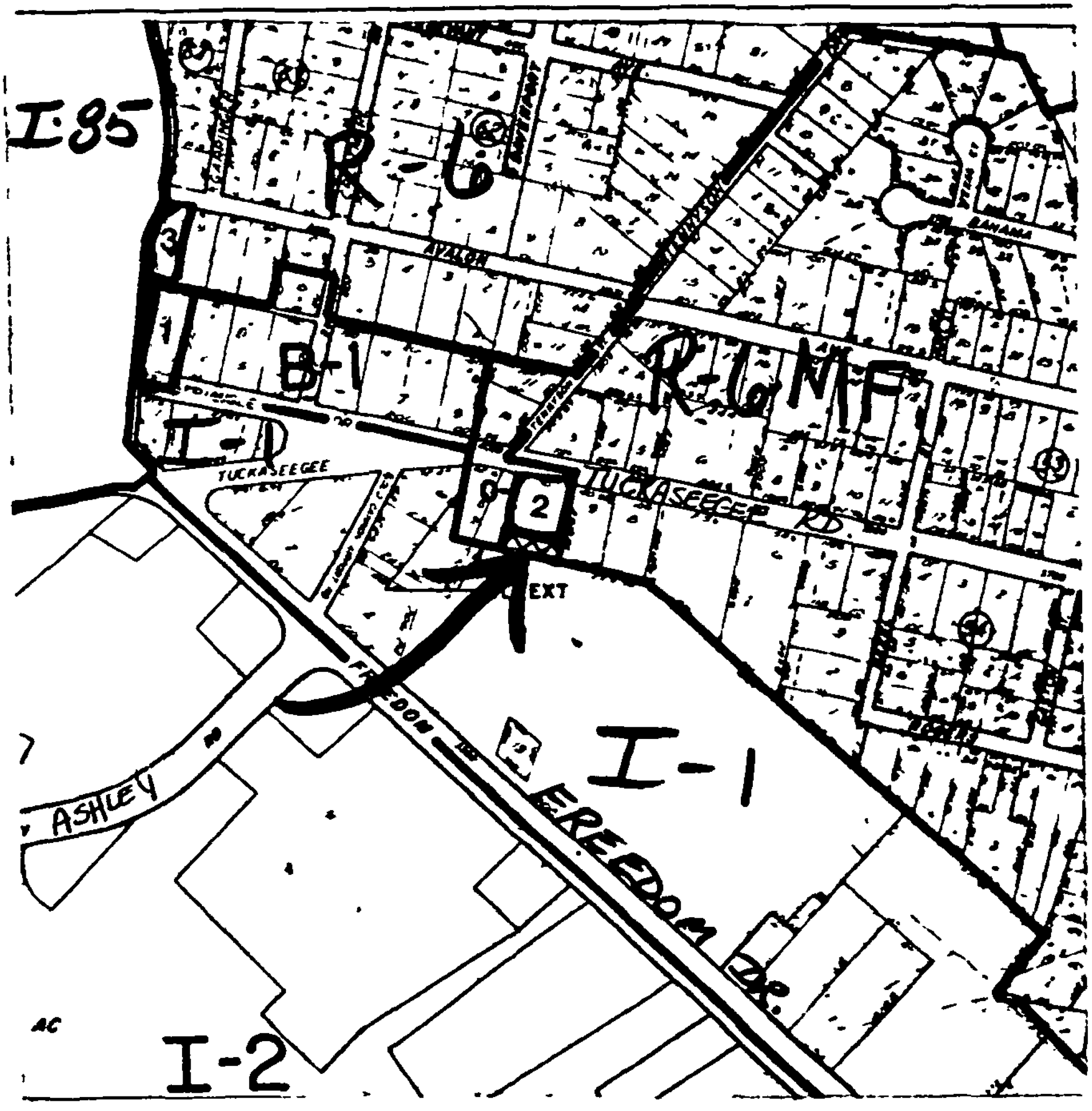
ZONING HISTORY

PETITIONER Lowe's Comapnies, Inc.

PETITION NO. 87-14 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-6MF REQUESTED I-1

LOCATION A .15 acre site located south of the intersection of Tuckaseegee Road and Tennyson Street and north of Freedom Drive



ZONING MAP NO. 87 SCALE 1" = 400'

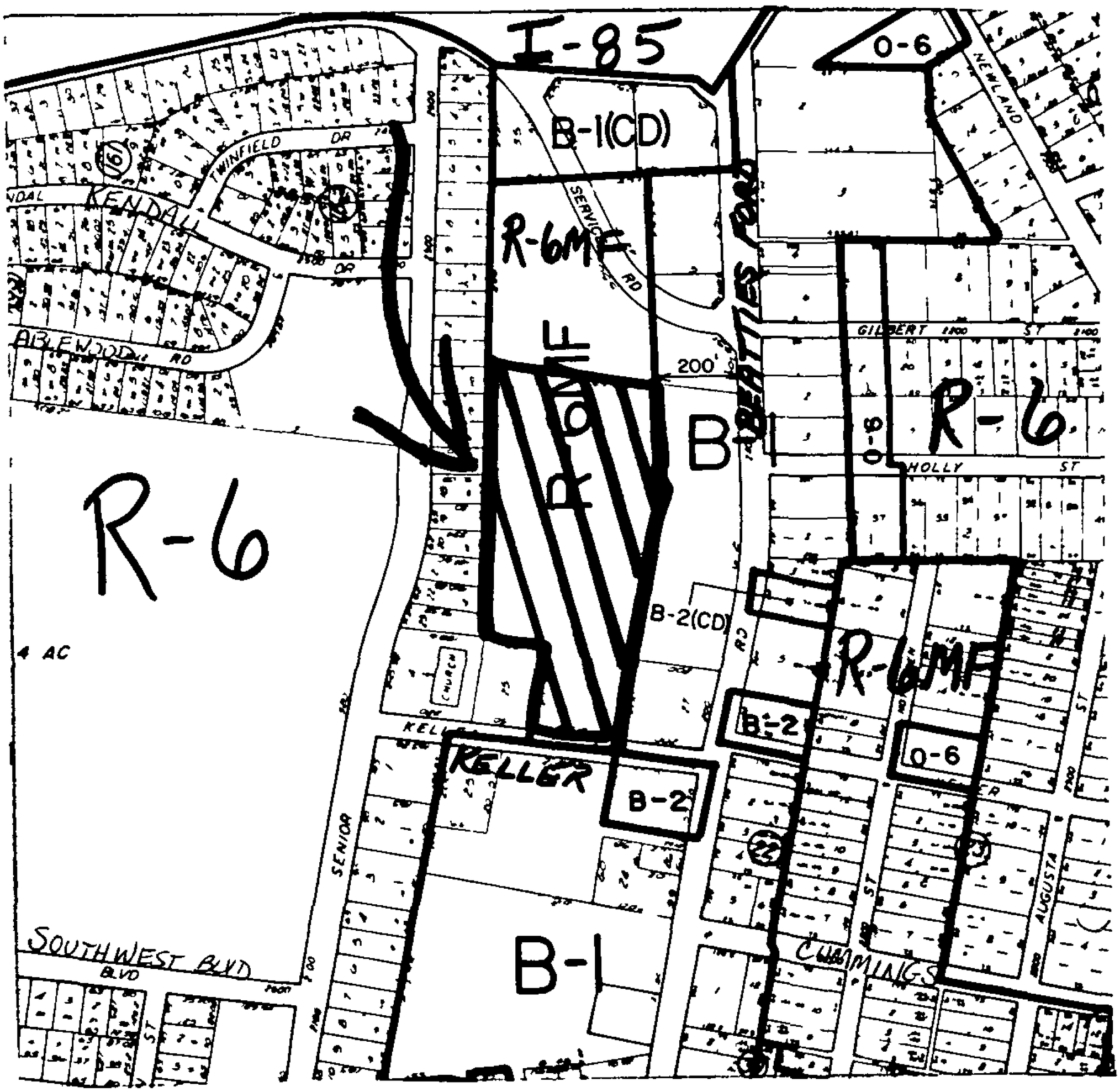
PROPERTY PROPOSED FOR CHANGE

PETITIONER Charlotte-Mecklenburg Planning Commission

PETITION NO. 87-15 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-6MF REQUESTED R-12MF

LOCATION An approximately 6.5 acre site located west of Beatties Ford Road and north of Keller Avenue



ZONING MAP NO. 79 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 87-15
Date Filed 2-2-87
Received By
OFFICE USE ONLY

Ownership Information

Property Owner United House of Prayer for All People

Owner s Address c/o 1665 N. Portal Drive

Washington, DC 20012

Date Property Acquired N/A

Deed Reference See attached list Tax Parcel Number See attached list

Location Of Property (address or description) 6.5 acre tract north of Keller Avenue

and west of Beatties Ford Road

Description Of Property

Size (Sq Ft -Acres) ± 6.5 acres Street Frontage (ft)

Current Land Use Institutional

Zoning Request

Existing Zoning R-6MF Requested Zoning R-12MF

Purpose of zoning change to comply with the Beatties Ford Community Small Area Plan

Name of Agent

Agent s Address

Telephone Number

Charlotte-Mecklenburg Planning Commission
Name of Petitioner(s)

301 South McDowell Street
Address of Petitioner(s)

Commission
336-2205
Telephone Number

Signature

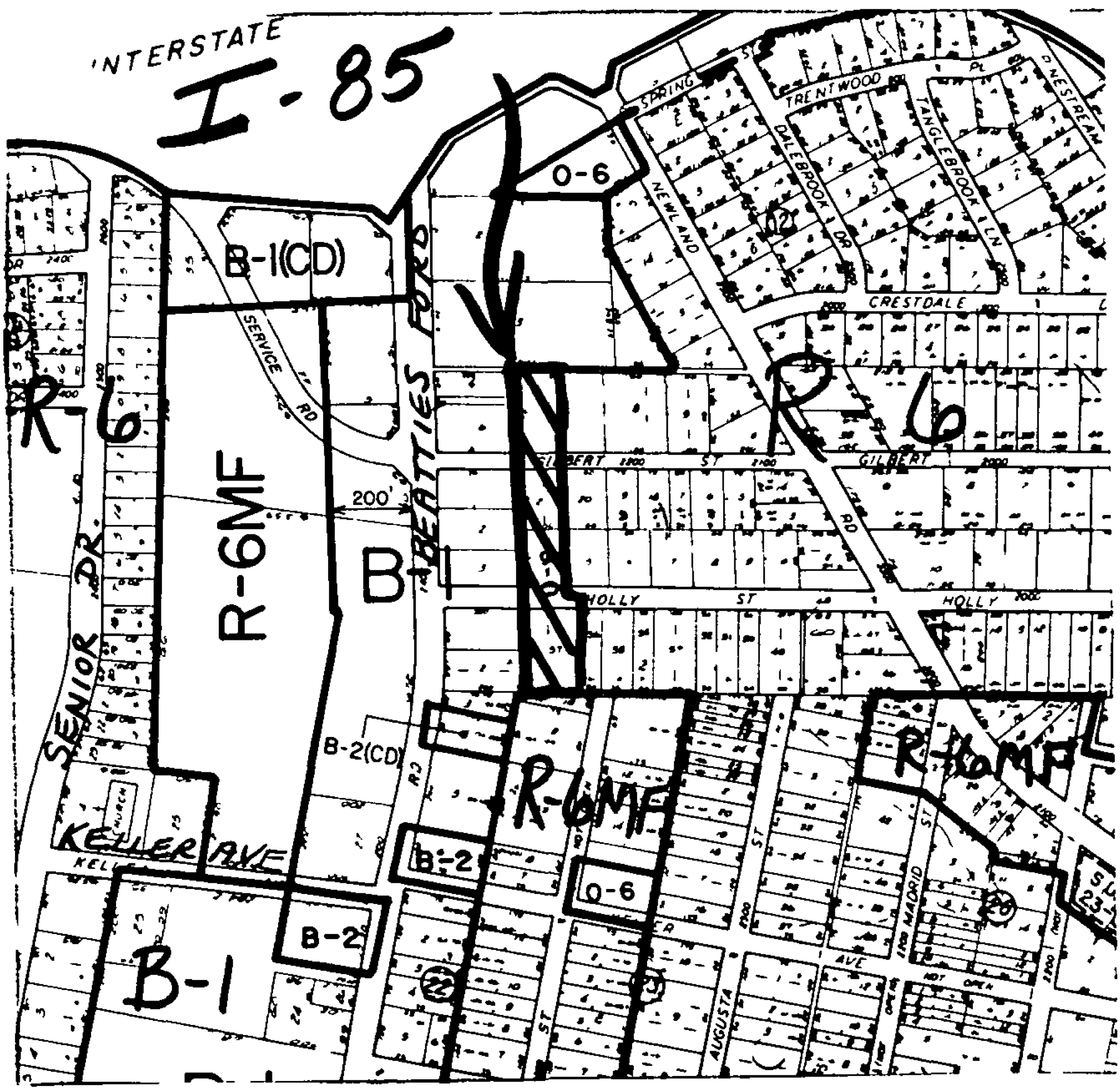
Signature of Property Owner if Other Than Petitioner

PETITIONER Charlotte-Mecklenburg Planning Commission

PETITION NO. 87-16 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING O-6 REQUESTED R-12MF

LOCATION A 1½ acre site located between Beatties Ford Road and Newland Rd. in the area of Gilbert Street and Holly Street



ZONING MAP NO. 79 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 87-16
Date Filed 2-2-87
Received By JS
OFFICE USE ONLY

Ownership Information

Property Owner: See attached list

Owner's Address: See attached list

Date Property Acquired: N/A

Deed Reference: See attached list

Tax Parcel Number: See attached list

Location Of Property (address or description)

The buffer zone parallel to Beatties Ford Road (Holly and Gilbert Street area)

Description Of Property

Size (Sq Ft -Acres): 1½ acres

Street Frontage (ft):

Current Land Use: Single Family, Multi-Family, Duplex and Vacant

Zoning Request

Existing Zoning: 0-6

Requested Zoning: R-12MF

Purpose of zoning change: To comply with the Beatties Ford Community Small Area Plan

Name of Agent

Agent s Address

Telephone Number

Name of Petitioner(s): Charlotte-Mecklenburg Planning Commission

Address of Petitioner(s): 301 South McDowell Street

Telephone Number: 336-2205

Signature

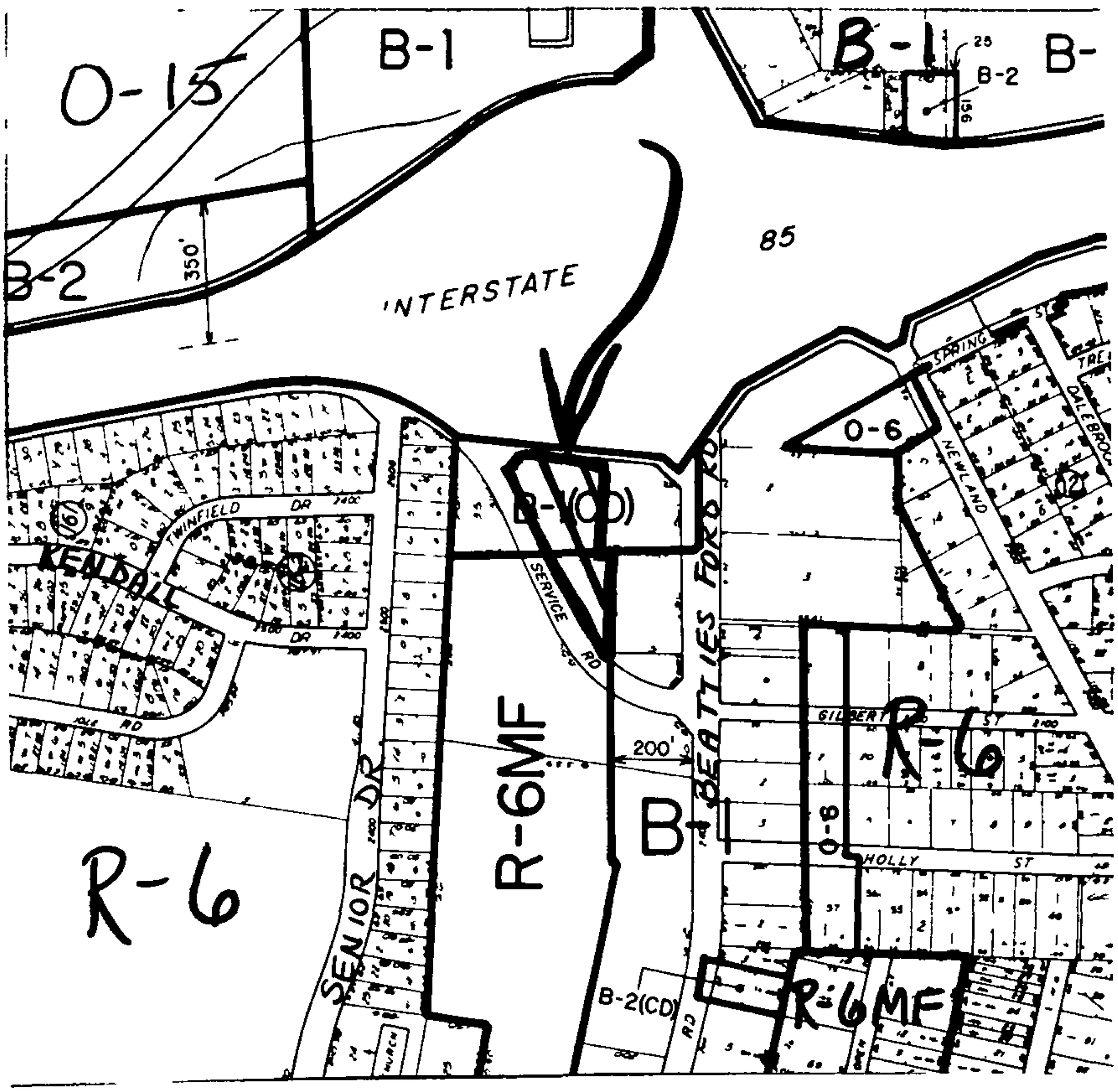
Signature of Property Owner if Other Than Petitioner

PETITIONER Charlotte-Mecklenburg Planning Commission

PETITION NO. 87-17 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-6MF & B-1(CD) REQUESTED O-6

LOCATION A 1.42 acre site located south of I-85 and west of Beatties Ford Road along the I-85 Service Road



ZONING MAP NO. 79 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 87-17
Date Filed 2-2-87
Received By
OFFICE USE ONLY

Ownership Information

Property Owner See attached list

Owner s Address See attached lsit

Date Property Acquired N/A

Deed Reference See attached list Tax Parcel Number See attached list

Location Of Property (address or description) The two vacant parcels to the north of the I-85 Service Road

Description Of Property

Size (Sq Ft -Acres) 1.42 acres Street Frontage (ft)

Current Land Use vacant

Zoning Request

Existing Zoning R-6MF and to B-1(CD) Requested Zoning O-6

Purpose of zoning change To comply with the Beatties Ford Community Small Area Plan

Name of Agent

Agent s Address

Telephone Number

Charlotte-Mecklenburg Planning Commission
Name of Petitioner(s)

301 South McDowell Street
Address of Petitioner(s)

336-2205
Telephone Number

Signature

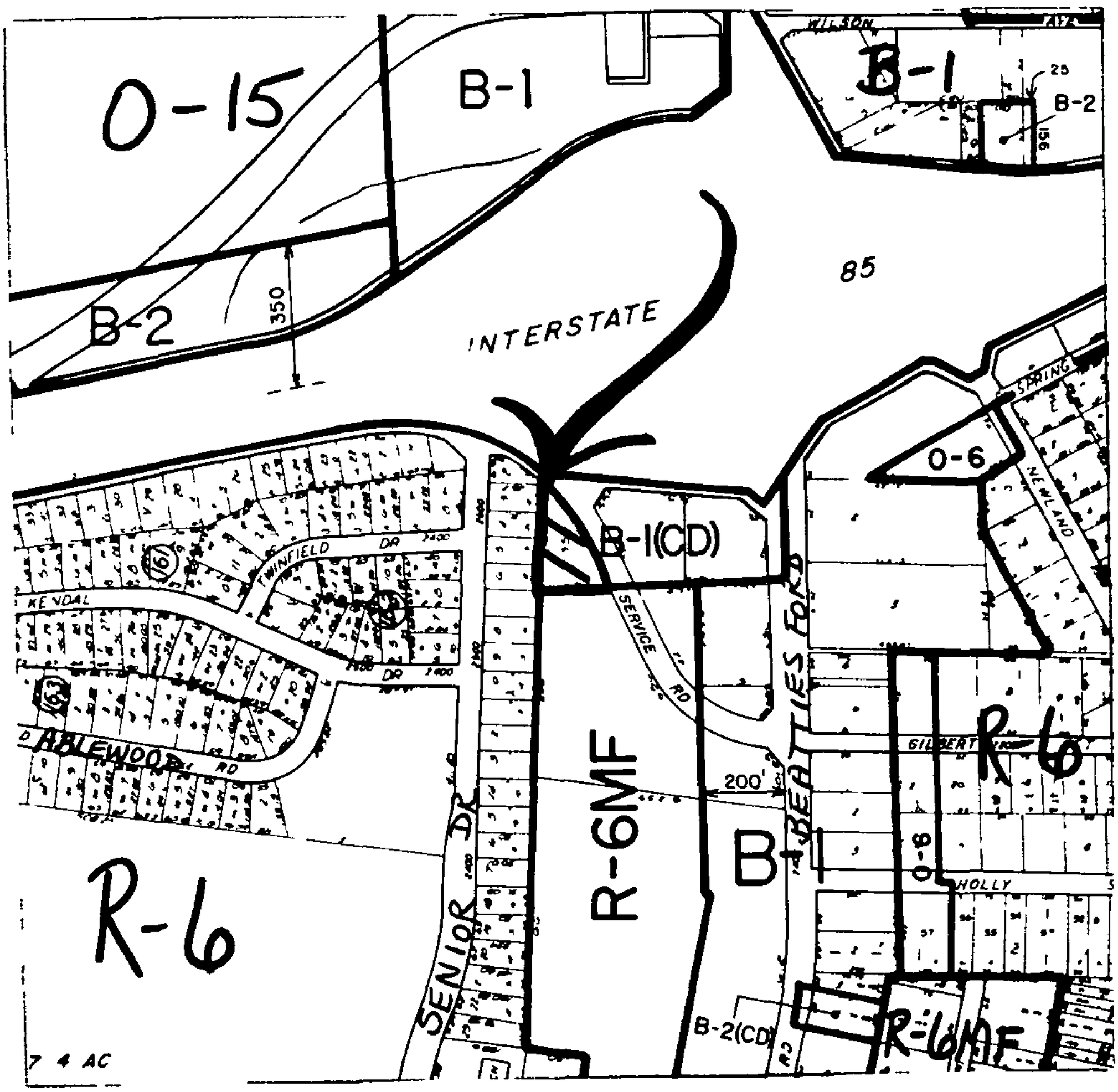
Signature of Property Owner if Other Than Petitioner

PETITIONER Charlotte-Mecklenburg Planning Commission

PETITION NO. 87-18 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING B-1(CD) REQUESTED R-12MF

LOCATION An approximately 3/4 acre parcel east of Senior Drive and South of I-85 along the I-85 Service Road



ZONING MAP NO. 79 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 87-18
Date Filed 2-2-87
Received By JS
OFFICE USE ONLY

Ownership Information

Property Owner R. W. & Thelmetia Byrum & Edna Johnson

Owner s Address 6426 Heatherbrook Avenue
Charlotte, NC 28213

Date Property Acquired N/A

Deed Reference See attached list Tax Parcel Number See attached list

Location Of Property (address or description) The vacant parcel located south of and contiguous to the I-85 Service Road

Description Of Property

Size (Sq Ft -Acres) Approximately 3/4 acre Street Frontage (ft)

Current Land Use Vacant

Zoning Request

Existing Zoning B-1(CD) Requested Zoning R-12MF

Purpose of zoning change To comply with the Beatties Ford Community Small Area Plan

Name of Agent

Agent s Address

Telephone Number

Charlotte-Mecklenburg Planning Community
Name of Petitioner(s)

301 South McDowell Street
Address of Petitioner(s)

336-2205
Telephone Number

Signature

Signature of Property Owner if Other Than Petitioner

BEATTIES FORD ROAD SMALL AREA PLAN REZONINGS

PRE-HEARING STAFF ANALYSIS

Petition No. 87-15

This petition is sponsored by the Charlotte-Mecklenburg Planning Commission and involves a site approximately 6 5 acres is size located west of Beatties Ford Road and north of Keller Avenue. The site is presently zoned R-6MF and the petition is requesting R-12MF.

Existing zoning patterns in the area indicate an adjoining R-6MF area to the north of the site whereas south across Keller Avenue is an area of B-1 zoning. To the east property is also zoned for commercial purposes along Beatties Ford Road. To the west single family homes adjoin the site which front on Senior Drive and all of that area is zoned R-6. The property is used as a parking lot for the House of Prayer Church. The University Park Baptist Church also adjoins a portion of the site. That church is located at the intersection of Senior/Keller. Parking for the church there is located across Keller Avenue between an NCNB branch bank and a fire station. Various commercial and personal service uses are located along Beatties Ford Road. West Charlotte High School is nearby to the west on Senior Drive whereas single family homes dominate streets in the vicinity. Further to the east across Beatties Ford Road the residential pattern is a mixture of single family and various multi-family uses.

This petition represents a zoning recommendation contained in the small area plan. The plan recognizes that University Park is a stable single family neighborhood which should be maintained and protected. Approval of the change will not create any non-conforming use associated with the parking lot/church. In the event that the property would ever be redeveloped for residential purposes, the petition would lessen the allowed density from the current R-6MF which is about 21 units per acre to about 14 units per acre allowed under R-12MF.

Petition No. 87-16

This petition involves a small tract, about 1.5 acres, between Beatties Ford Road and Newland Road in the area of Gilbert Street and Holly Street. The Planning Commission is sponsoring this petition and the request seeks a change from O-6 to R-12MF.

The properties involved in this request are residentially developed and include a mixture of single family, duplex, and multi-family development Properties immediately west which front on Beatties Ford Road are commercially developed, but those to the east are developed with residential uses. Existing zoning patterns indicate that those properties along Beatties Ford Road are generally B-1 whereas parcels in the neighborhood to the east are zoned R-6 and R-6MF.

This proposal complies with the small area plan recommendation Although the properties are currently zoned O-6 and intended, from a zoning perspective, to provide a transition between B-1 and R-6, they are nonetheless used used for residential purposes. The R-12MF category will be more in line with neighborhood preservation as well as recognize the residential character of the uses. No non-conforming use will be created

Petition No. 87-17

This petition involves 1.4 acres south of I-85 and west of Beatties Ford Road along the I-85 Service Road. The area is zoned R-6MF and B-1(CD) and the petition is seeking O-6. The petition is sponsored by the Charlotte-Mecklenburg Planning Commission and is included as a recommendation in the Beatties Ford Road Small Area Plan. The site is located between I-85 and the I-85 Service Road. Property to the east is zoned B-1 and property across the Service Road is zoned a combination of R-6MF along with a small portion also zoned B-1(CD). Residential areas are zoned R-6. North of the site along I-85 is a combination of B-1, O-15 and B-2.

The portion of the site which is zoned B-1(CD) is part of a petition which was approved in 1980. The site is approved for a fast food restaurant along the Beatties Ford Road frontage. That restaurant has been built in accordance with the plan. The westerly half of the site, with frontage on the Service Road, remains undeveloped although there is a driveway across a portion of the site which connects to the fast food restaurant. It should be noted that the petition does not include the fast food restaurant, but only the portion which is undeveloped.

The Beatties Ford Road Small Area Plan recognizes the area of the subject property as a "new growth" commercial area Rezoning the property to O-6 will provide a transition between the business properties on Beatties Ford Road and residential areas across from the Service Road.

Petition No 87-18

This petition involves approximately 3/4 of an acre east of Senior Drive and south of I-85 along the I-85 Service Road. It is presently zoned B-1(CD) and the petition seeks R-12MF. The petition is sponsored by the Charlotte-Mecklenburg Planning Commission as part of a recommendation contained in the Beatties Ford Road Small Area Plan.

The site is presently governed by a 1980 conditioned plan which also took into account property across the Service Road extending to Beatties Ford Road. This particular portion of the site, however, is not approved for any sort of use whatsoever A Burger King Restaurant has been developed according to the plan with frontage on Beatties Ford Road and other commercial and personal service uses generally extend along both sides of Beatties Ford Road. Other property adjoining the site immediately to the south is vacant and further south of that is the House of Prayer Church and parking lot which extends to Keller Avenue. Along the site's westerly boundary are four (4) single family homes which

represent a string of homes along Senior Drive The site also joins the I-85 right-of-way. In terms of the zoning pattern, the site is across B-1(CD) land which is recommended for O-6 in the previous petition Land to the south is zoned R-6MF and not subject to any change R-6 areas are located generally along and near Senior Drive whereas B-1 property is located along Beatties Ford Road.

Rezoning this site to R-12MF will provide for residential multi-family development between single family areas along Senior Drive and non-residential development across the I-85 Service Road extending to Beatties Ford Road.

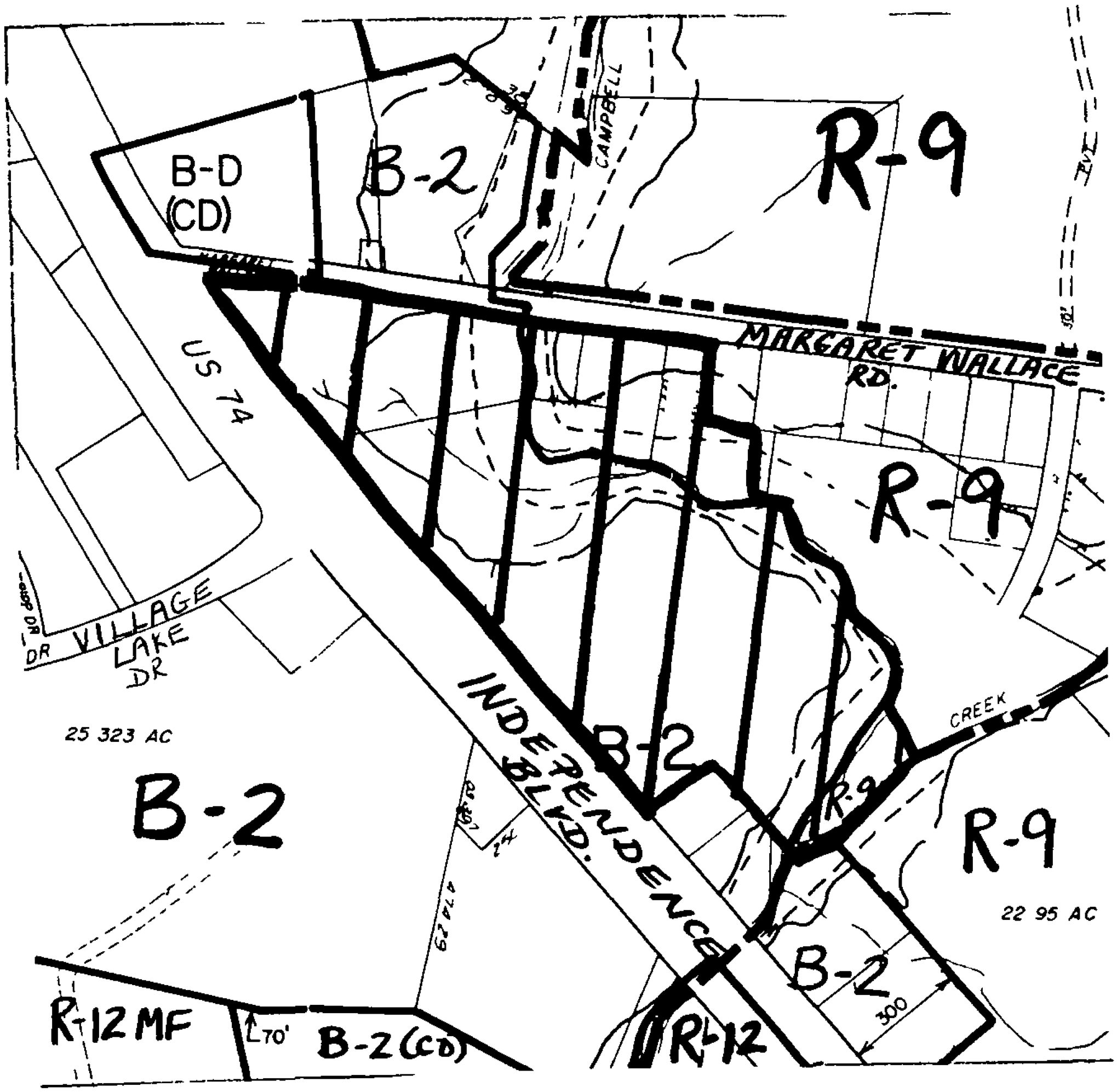
It should be noted that land between this petition and Petition 87-15, which is also proposed for R-12MF, will not be the subject of a rezoning petition. That land will remain zoned R-6MF, but has been recently approved for a multi-family development at R-9MF densities. It was agreed that if such a plan could be reviewed and approved by staff at that density then the development would be okay and in line with area plan objectives

PETITIONER Zaremba Charlotte Associates

PETITION NO. 87-19 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING B-2 & R-9 REQUESTED B-1SCD

LOCATION 26.1 acres on the southeast corner of Independence Boulevard and Margaret Wallace Road



ZONING MAP NO. 137 and 138 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 87-19
Date Filed 2-2-87
Received By [illegible]
OFFICE USE ONLY

Ownership Information (See attached Schedule #1)

Property Owner

Owner s Address

Date Property Acquired

Deed Reference Tax Parcel Number

Location Of Property (address or description) Southeast corner of Margaret Wallace Road and Independence Boulevard (U S 74)

Description Of Property

Size (Sq Ft -Acres) 26.1 acres entire site (approx. 1.8 acres to remain R-9) Street Frontage (ft) 506 on Margaret Wallace Rd. 1,671 on U S 74

Current Land Use Vacant and residential

Zoning Request

Existing Zoning B-2 (parcels C and D) [lettered parcels are R-9 (parcels A and B) identified on Schedule #1] Requested Zoning B-1(SCD) ~~and R-9(CD)~~ as shown on Exhibit A and the Site Plan

Purpose of zoning change

To allow construction of a shopping center

MOORE & VAN ALLEN
Name of Agent

3000 NCNB Plaza, Charlotte, NC 28280
Agent s Address

(704) 331-1000
Telephone Number

ZAREMBA CHARLOTTE ASSOCIATES
Name of Petitioner(s)

Suite 140
5881 Glenridge Drive
Address of Petitioner(s)

Atlanta, GA 30328
(404) 843-2842
Telephone Number

R Brandy L Weis
Signature

See attached consent forms
Signature of Property Owner If Other Than Petitioner

SCHEDULE 1

TAX PARCEL NUMBER	OWNER	ADDRESS	DATE ACQUIRED	DEED REFERENCE BOOK	PAGE
A 165-161-16	Zaremba Charlotte Associates	Suite 140	December 31, 1986	5392	755
-17		5881 Glenridge Drive	"	5396	819
-18		Atlanta, Georgia 30328	"	5396	819
B 165-161-15	John D and Mary H Bailey	2234 Margaret Wallace Rd Matthews, NC 28105	June 30, 1982	4552	583
C. 165-161-21	A M Oelrich	P O. Box 1169 Sanford, NC 27330	January 12, 1984	4773	871
D 165-161-19	(25%) Estate of Pearl W. McManus (25%) George W. McManus, Jr , and wife Margaret M McManus (25%) Ella K Dunn (12 5%) R Kenneth McManus and wife, Sue R. McManus (12.5%) Ronald W. McManus and wife, Katharine C. McManus	c/o George W. McManus,Jr 124 Braeburn Road Charlotte, NC 28211	November 27, 1978	4132	305

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No 87-19

Petitioner. Zaremba Charlotte Associates

Location: A 26.1 acre site on the southeasterly corner of Independence Boulevard and Margaret Wallace Road

Request: Change from B-2 and R-9 to B-1SCD.

ISSUES:

1. Land Use Relationship Considering the fact that this property is already zoned for a maximum shopping center size of 100,000 square feet, what impacts should be considered when evaluating the request's desire to increase the shopping center size, including such things as increased traffic, intensity of development, relocation of Campbell Creek and relationship to residential areas to the rear?

2. Independence Corridor/Land Use. How does the rezoning request compare to other land uses along Independence Boulevard and the future land use potential in the area?

3. Site Plan. What aspects of the conditional site plan are important to evaluate?

4. Traffic Considerations. What traffic impacts should also be kept in mind as well, as this petition is considered?

BACKGROUND:

1 Existing Zoning. The subject property is principally zoned B-2, but also includes some R-9 zoning as well Areas along Independence Boulevard are generally zoned the B-2 classification Other residential areas nearby are zoned R-9 to the east of the site along with some multi-family areas nearby along Village Lake Drive, which is opposite the site

2. Existing Land Use. The property is principally undeveloped although there are about four single family structures on the property which front on the Margaret Wallace Road portion of the site. Other single family structures are located along other portions of Margaret Wallace in the area, too Commercial development is concentrated all along Independence Boulevard including a mini storage facility at the intersection of Margaret Wallace and Independence along with an auto repair facility to the rear with frontage on Margaret Wallace. The Thompson Orphanage operates a facility to the east of the site and a couple of churches are located on Margaret Wallace to the east as well. The Quorum Business Park is located across Independence Boulevard from the site at McAlpine Creek

3 Site Plan The conditional site plan proposes a shopping center for the property which would contain a grand total of 215,800 square feet. The main building would contain 195,450 square feet and the remaining square footage would be contained in four (4) detached parcels. The site is accessed from both Margaret Wallace Road and Independence Boulevard. The plan also includes approximately 4.5 acres which is being dedicated to Mecklenburg County for greenway purposes along Campbell Creek. In addition, the developer will be constructing several improvements to Independence Boulevard and Margaret Wallace Road.

4. Floodway Special Use Permit. The petitioner is also pursuing a Floodway Special Use Permit in conjunction with this project. A portion of Campbell Creek will be realigned and in so doing adjust the floodway district. The floodway permit has been reviewed by staff and Planning Commission for a recommendation, but the Planning Commission has initially deferred action on the Floodway Special Use Permit pending more detail review of the project in conjunction with the rezoning hearing and, especially, some environmental concerns associated with the realignment of the creek.

5. School Information. Not applicable.

6. Zoning History (See Attached Map). There have been eight (8) prior rezonings in the immediate area of the subject property. The attached map indicates the locations of those cases. All eight of those were approved. Cases #1, 2 and 5 all involved property located along the easterly side of Independence Boulevard south of McAlpine Creek and each involved a change from R-9 to B-2. Case #3 involved a rezoning from R-9 to B-2, as well, for the area north of Margaret Wallace Road and west of Campbell Creek Cases #4 and 8 involved land located west of Independence Boulevard and north of Village Lake Drive. Case #4 was a change from B-2 to I-1(CD) while Case #8 reverted the area back to B-2. Case #6 was a 1982 rezoning from B-2 to B-D(CD) for the area on the northeast corner of Margaret Wallace Road and Independence Boulevard. Case #7 was a 1985 rezoning from R-12MF to B-2(CD).

GENERAL FINDINGS.

1 2005 Plan The 2005 Plan indicates existing employment land uses in the area of the subject property. Strategies for the area include the extension of the County Greenway System along Campbell Creek and McAlpine Creek, the widening of Independence Boulevard, the Delta Road Extension, the provision of a system of collector streets parallel to Independence Boulevard and the extension of water lines along Independence Boulevard.

2. Transportation Improvement Program. The TIP includes the widening of Independence Boulevard to six lanes from the existing six lanes to NC 51. The scope of the project may be expanded to an expressway design as a result of the US 74 East collector street proposal. The TIP also includes the Delta Road Extension which would be a four lane median divided roadway between Idlewild Road and Independence Boulevard, which will be located just north of the site in question. This project is scheduled for construction in FY87 and FY88.

3 Pre-Hearing Staff Input Staff has met with the petitioner on several occasions including meetings prior to the submission of the application Staff has generally encouraged the request, but always has cautioned that the final evaluation will depend upon the quality and design of the site plan Since the property is already zoned for a shopping center, it has been staff's opinion that the issues here generally revolves around design and design impacts.

4. Pre-Hearing Departmental Comments (Summary).

1. Fire Department. The Fire Department recommends the installation of a fire sprinkler system and hydrants must be provided so that the most remote point of any building is not more than 500 feet from a hydrant.

2. C-DOT. The site as currently zoned could generate 4,800 to 4,900 trips per day while under the proposed rezoning could generate 12,000 to 17,000 trips per day. This represents a significant impact on the surrounding thoroughfare system. C-DOT recommends that no decision for approval be made until they have had an opportunity to review a detailed traffic impact study. C-DOT also recommends several improvements to Independence Boulevard and Margaret Wallace Road.

3 Engineering No comments except those normally associated with the securing of development permits.

4 C-MUD. Water and sewer are available to service the site.

5 Building Standards. No comments except to indicate that not enough parking spaces are shown on the plan.

5 Neighborhood Context. This site is located in the Sharon Forest neighborhood.

DETAILED FINDINGS·

1. This petition involves a 26.1 acre site on the southwest corner of Independence Boulevard and Margaret Wallace Road The property is zoned B-2 and R-9 and the petitioner is seeking B-1SCD

2. The petitioner proposes a shopping center for the property that would total approximately 215,000 square feet. (For further details regarding the site plan refer to Background #3.)

3 The property is generally oriented to Independence Boulevard though some access to Margaret Wallace is also provided Historically, Independence Boulevard has been one of the major retail/shopping corridors in the city. Indeed this site as presently zoned could support a shopping center up to 100,000 square feet However, the need to go over 100,000 in terms of square footage requires the B-1SCD district. Thus, the use of the site has long been anticipated to be some form of retail or shopping and the

case here involves more a question of impact and design as opposed to zoning and land use

4 This request also involves the securing of a Floodway Special Use Permit due to the fact that Campbell Creek is being realigned. As in the case of the zone change City Council will ultimately determine that, but as of this point the Planning Commission has deferred action on that special use permit request.

5. In evaluating this request staff has focused on the design and impacts of the center. As far as impacts are concerned there are obviously the questions of traffic and traffic impacts. C-DOT has cautioned that the center will create an impact to the surrounding street system and needs the opportunity to review a detailed traffic analysis report. It is understood that the petitioner and C-DOT officials are continuing to discuss this and the petitioner may be able to respond to C-DOT concerns.

6. As far as the design is concerned staff has principally focused on two issues. The first deals with an increased emphasis on interior parking landscaping and the second involves the detached or outparcel buildings It is believed that while a shopping center in excess of 100,000 square feet can be appropriately located here, the fact that so much of the site is used for building and parking concerns staff. This is especially true in regards to the outparcels. Staff believes that it is absolutely vital that the outparcels be removed from the site in order to provide for greater flexibility to increase the areas of open space and landscaping opportunities. As noted above, parking is already tight and perhaps deficient and the removal of the detached parcels will enable the center to be "opened up" for greater attention to landscaping and less attention to buildings and asphalt parking.

7 Other elements of the site plan are judged to be acceptable and desirable, particularly the 4.5 acres devoted to open space to be dedicated along Campbell Creek to the rear of the center. The plan, through that open space buffer and other screening devices, provides for a reasonable relationship to adjoining residentially zoned and developed properties Even though staff does not like the idea of the detached parcels, notes on the plan restrict signage for those buildings to be monument type as opposed to pylon and a note will further insure that these buildings will be architecturally compatible with the main center. Again, though, it is emphasized that those buildings should be deleted from the plan.

8. It is staff's belief that the property can and should be used for commercial purposes. It is important that a quality design be achieved through this rezoning process and while the petitioner has striven to comply with several staff suggestions the issue of the outparcels remains an apparent area of disagreement. In other rezonings staff has also attempted to restrict outparcels because they usually detract esthetically from the shopping center and the streetscape and, further, usually are high traffic generators such as fast food restaurants and financial institutions. As a "new generation" shopping center, this plan should reflect a higher degree of design sensitivity than past efforts and accordingly staff will not

recommend this change unless the site plan shows that sensitivity to landscaping and the deletion of unwanted outparcels

*Subject to further refinement following public hearing.

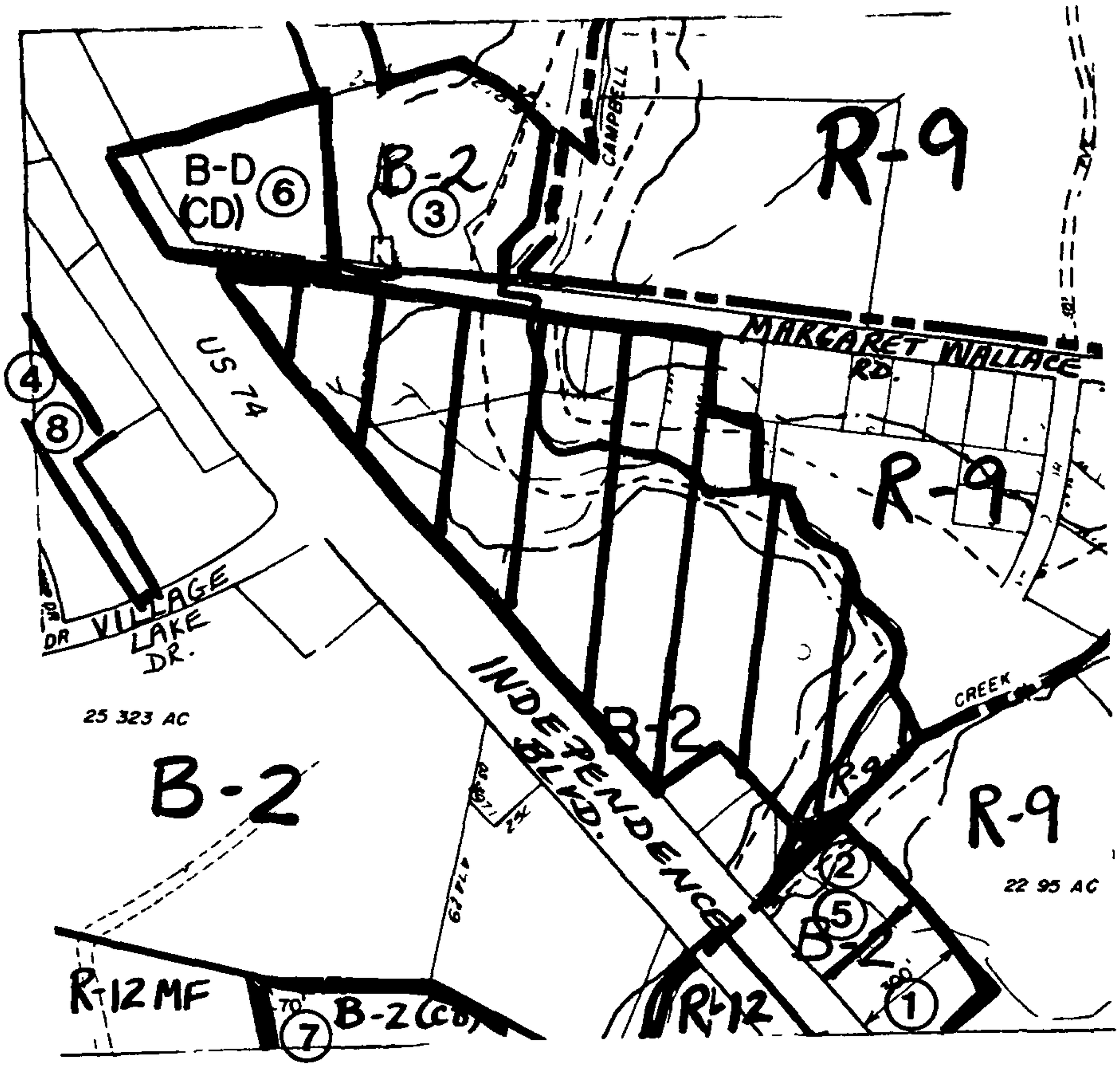
ZONING HISTORY

PETITIONER Zaremba Charlotte Associates

PETITION NO. 87-19 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING B-2 & R-9 REQUESTED B-1SCD

LOCATION 26.1 acres on the southeast corner of Independence Boulevard and Margaret Wallace Road



ZONING MAP NO. 137 and 138 SCALE 1" = 400'

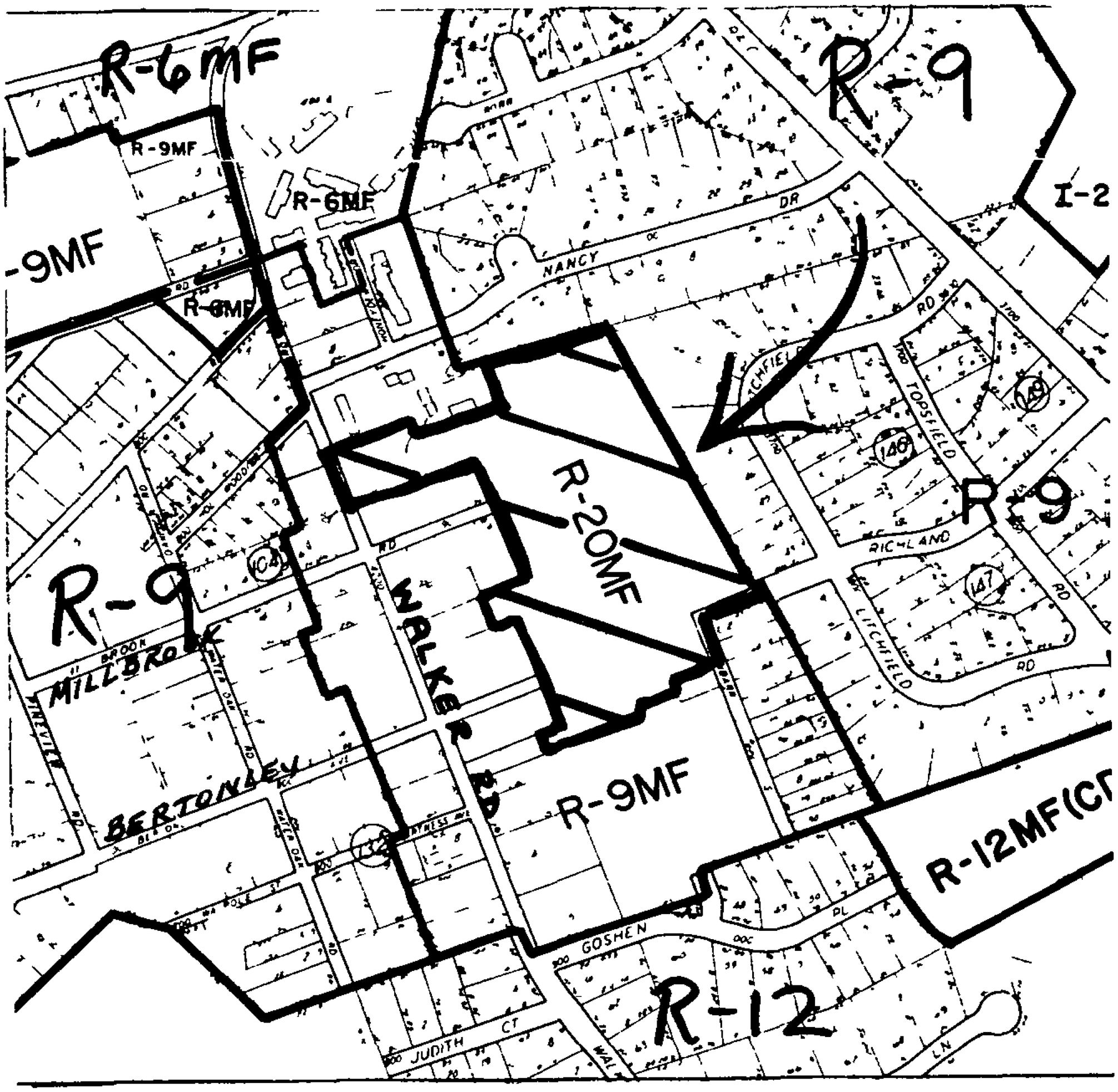
PROPERTY PROPOSED FOR CHANGE

PETITIONER SYNCO, Inc.

PETITION NO. 87-20 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-20MF REQUESTED R-20MF Site Plan Amendment

LOCATION A 10.047 acre site located east of Walker Road in the area of Millbrook Road and Bertonley Avenue.



ZONING MAP NO. 124 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 87-20
Date Filed 2-2-87
Received By [illegible]
OFFICE USE ONLY

Ownership Information

Property Owner SYNCO, INC.

Owner s Address One Tryon Center, Suite 900
Charlotte, NC 28284

Date Property Acquired October 5, 1973

Deed Reference 3625-132 Tax Parcel Number 157-145-23

Location Of Property (address or description) Northeast of Walker Road at end of Millbrook Road and Richland Drive

Description Of Property

Size (Sq Ft -Acres) 10.9 acres ± Street Frontage (ft) 150' on Walker Rd

Current Land Use Vacant

Zoning Request

Existing Zoning R-20MF(Innovative) Requested Zoning R-20MF(Site Plan Amendment)

Purpose of zoning change To allow an existing innovation housing plan (unused) to be replaced with a workable attached housing development

Fred E. Bryant, Planner
Name of Agent

1850 E. Third St., Charlotte, NC 28204
Agent s Address

333-1680
Telephone Number

SYNCO, INC.
Name of Petitioner(s)

One Tryon Center, Suite 900,
Address of Petitioner(s)
Charlotte, NC 28284
376-9500
Telephone Number

[illegible]
Signature

Signature of Property Owner if Other Than Petitioner

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No 87-20

Petitioner: Synco, Inc.

Location. A 10.047 acre site located east of Walker Road in the area of Millbrook Road and Bertonley Avenue.

Request: Change from R-20MF to R-20MF Site Plan Amendment.

ISSUES:

1. Zoning/Land Use Patterns. If approved, how would this petition relate to existing zoning and land development patterns in the area?

2. Site Plan. What aspects of the conditional site plan are important to evaluate? What further detail regarding the plan is important to achieve?

3. Existing Plan Versus Proposed Plan Amendment. How does the request to modify the existing site plan compare to the original goals and objectives for this property?

BACKGROUND.

1. Existing Zoning The subject property is presently zoned R-20MF. Property generally surrounding the site is zoned R-9MF, with the exception of R-9 zoning along the eastern and a portion of the northern boundaries. Moving north along Walker Road toward McAlway is a mixture of R-6MF and R-9MF Other areas nearby are zoned for single family purposes

2. Existing Land Use. The subject property is undeveloped at this time. A mixture of single family and multi-family development surrounds the site. To the north and west of the site, the Walker Woods and Hathaway House multi-family projects adjoin the subject property. A single family subdivision is adjacent to the site along the rear of the property to the east Single family homes and duplexes front along Walker Road nearby Other multi-family development is located along McAlway Road.

3. Existing Site Plan The existing site plan currently approved for the property proposes a R-20MF innovative development, with a total of 41 detached units utilizing a private street system The site plan calls for existing perimeter foliage to remain. The overall density for the project is 3 76 units per acre One access point off Walker Road is also indicated

4. Site Plan. The conditional site plan proposes an attached multi-family development with a total of 85 units. The overall density is 8 5 units per acre Two access points are shown to Walker Road The plan indicates a 40 foot setback surrounding the site.

5 Zoning History (See Attached Map) There have been six (6) prior rezoning requests in the area Case #1 involved the area northeast of Nancy Drive and Walker Road from R-9 and R-9MF to R-6MF in 1964 Cases #2 and #4 were both located to the west of Walker Road. In 1965, Case #2 was rezoned from R-9 to R-6MF and Case #4 was rezoned from R-9 to R-9MF in 1967. Cases #3 and #5 were located on the southeast corner of Goshen Place and Walker Road Both were requests to rezone from R-12 to R-9MF and were denied by City Council The final case involved the subject property. That petition was a request from R-9MF to R-20MF (Innovative). This was approved by Council in 1981.

6. School Information.

School	Capacity	Enrollment
Cotswold K-3	468	390
Billingsville 4-6	572	289
Randolph Jr. High	1,100	905
West Charlotte Sr. High	1,535	1,667

7. Existing Approved Site Plan. The existing site plan currently in effect for the property proposes a total of 41 detached cluster units at an overall density of 3.76 units per acre. One drive off Walker Road is indicated.

GENERAL FINDINGS:

1. 2005 Plan. The 2005 Plan indicates existing residential land uses in the area of the subject property. No specific strategies are indicated for the area.

2. Pre-Hearing Staff Input. Staff met with the petitioner prior to the submission of the application. Staff explained that a good site plan would be the ultimate determinate as to whether the proposed change would be appropriate.

3. Pre-Hearing Departmental Comments (Summary).

1. Fire Department No comment.

2. C-MUD. Water and sewer service is available to the site.

3 C-DOT. Under the current site plan, this site could generate 450-500 trips per day. Under the proposed change, this site could generate 900-1000 trips per day. Although the trips generated could increase 100 percent, they will not significantly impact the surrounding thoroughfare system.

4. Building Standards. Questions were raised concerning parking requirements, height of buildings and building separation.

5 Engineering Engineering provided their usual comments regarding normal development permits Engineering also indicated that an additional five (5) feet of right-of-way on Walker Road was necessary.

4. Neighborhood Context This site is located in the Cotswold neighborhood.

DETAILED FINDINGS

1. This site involves a 10.047 acre site located on the east side of Walker Road near Millbrook Road and Bertonley Avenue Current zoning on the site is R-20MF, and the petitioner is seeking a site plan amendment.

2. The new plan proposes a total of 85 multi-family units, at an overall density of 8.5 units per acre. With two access points off Walker Road. (For further site plan details refer to Background #3.)

3. The existing site plan governing the site is approved for 41 detached units and one access point off Walker Road. The plan represents one of the early innovative single family plans allowed under the R-20MF district.

4. Although this plan is higher in density than the existing one, the proposal here is nonetheless less dense than the surrounding multi-family development, and far less dense than would have been permitted under the original R-9MF zoning that existed historically on the site.

5. Much of the surrounding land use is a mixture of single family and multi-family development, so the request would be compatible from a zoning and land use standpoint.

6. However, questions and concerns regarding the site plan do exist For example, the treatment and depth of the buffer area, height of buildings and access to the site need to be addressed The proposed 40 foot buffer area is inadequate, particularly to the rear of the site adjoining a single family subdivision. This should be increased to provide a better relationship. In addition, one access point involves the opening of Bertonley Avenue, which currently dead ends into the site Staff questions the desirability of opening this street Additional right-of-way (5 feet) is also needed along Walker Road.

7 Although this request is compatible from a land use and density perspective, more detail is needed The existing site plan for the site is a detailed one, with detached units proposed, while the proposed site plan is a very general plan for attached multi-family units.

8 Until the above issues are addressed, and more information and detail are provided, staff is unable to offer a firm recommendation at this time.

*Subject to further refinement following public hearing

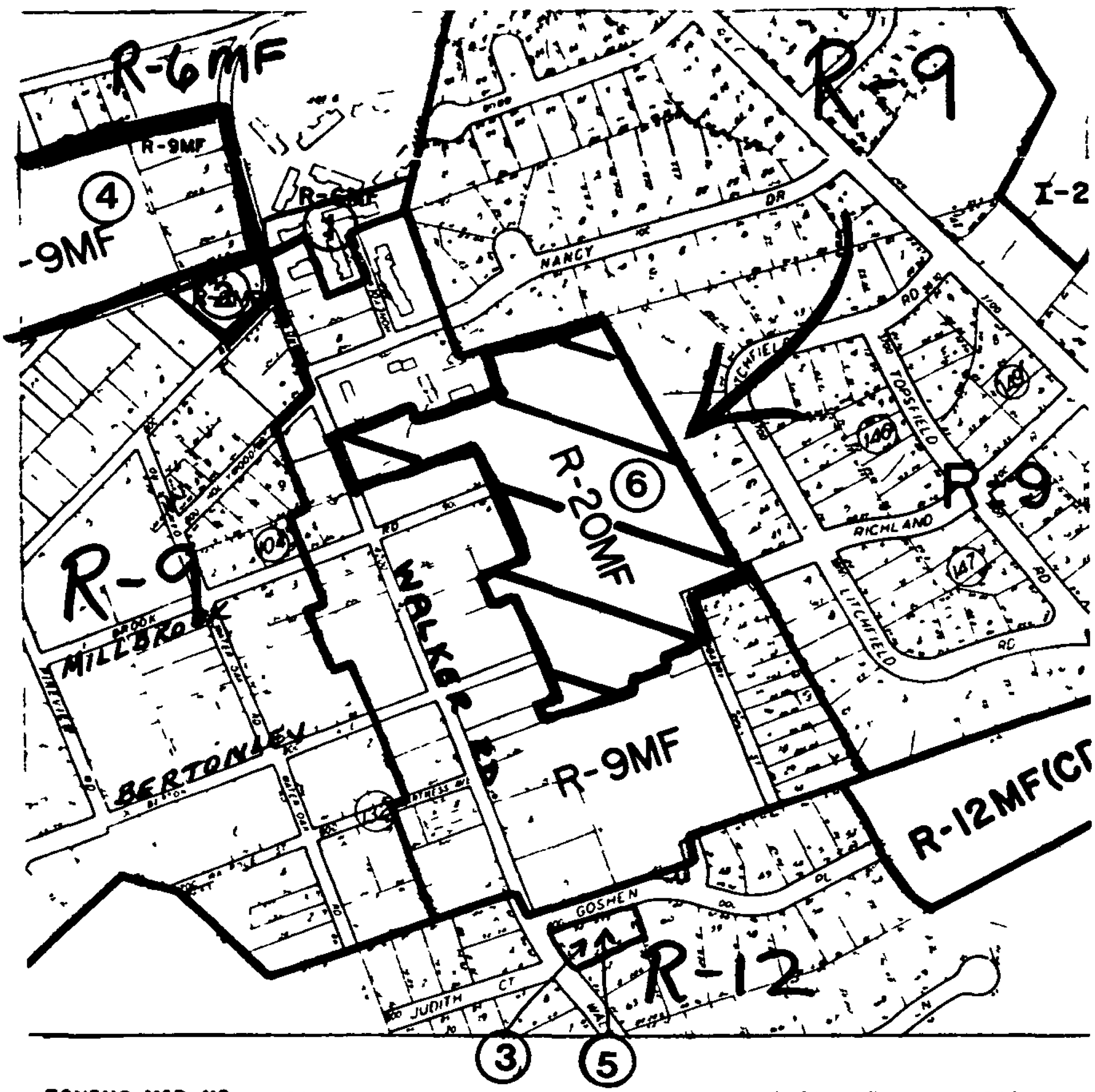
ZONING HISTORY

PETITIONER SYNCO, Inc.

PETITION NO. 87-20 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-20MF REQUESTED R-20MF Site Plan Amendment

LOCATION A 10.047 acre site located east of Walker Road in the area of Millbrook Road and Bertonley Avenue.



ZONING MAP NO. 124 SCALE 1" = 400'

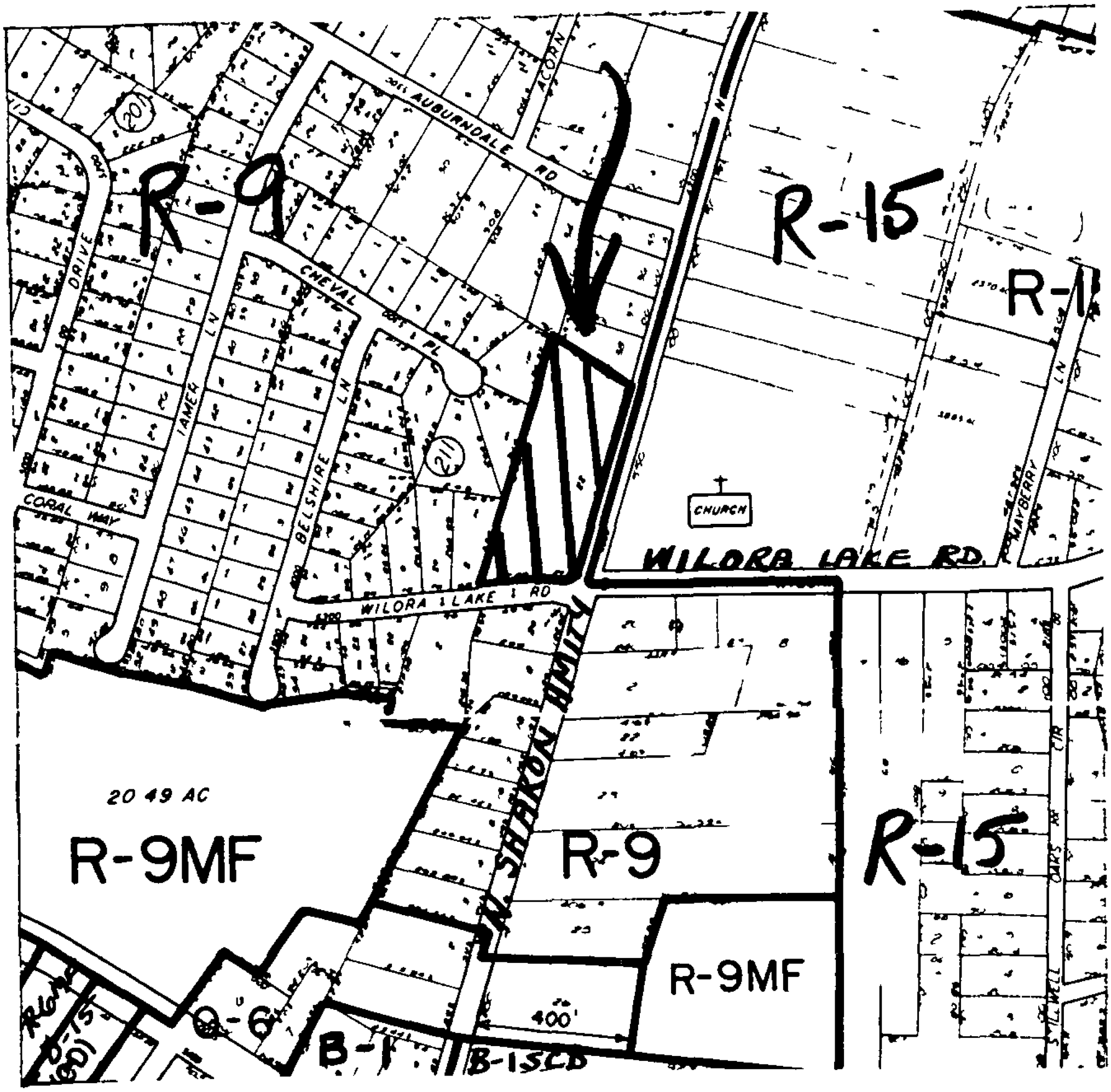
PROPERTY PROPOSED FOR CHANGE

PETITIONER Hunt and Associates

PETITION NO. 87-21 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-9 REQUESTED R-9MF(CD)

LOCATION A 2.7 acre parcel located on the northwest corner of North Sharon Amity Road and Wilora Lake Road



ZONING MAP NO. 100 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 87 21
Date Filed 2 2-87
Received By
OFFICE USE ONLY

Ownership Information

Property Owner Mary D. Ford

Owner s Address 4511 Twin Oaks Place
Charlotte, NC 28212

Date Property Acquired July 12, 1967

Deed Reference 2873-558 Tax Parcel Number 101-211-22

Location Of Property (address or description) West side of Sharon Amity Road north of Wilora Lake Road

Description Of Property

Size (Sq Ft -Acres) 2.7 acres ± Street Frontage (ft) 494' on Sharon Amity Rd

Current Land Use Vacant

Zoning Request

Existing Zoning R-9 Requested Zoning R-9MF(CD)

Purpose of zoning change To allow the construction of an intermediate elderly care facility.

Fred E. Bryant, Planner
Name of Agent
1850 E. Third St., Charlotte, NC
Agent s Address
333-1680
Telephone Number

Hunt and Associates
Name of Petitioner(s)
23 Moore St., Bristol, VA 24201
Address of Petitioner(s)
(703) 669-8000
Telephone Number

Signature
Mary D. Ford
Signature of Property Owner if Other Than Petitioner

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No 87-21

Petitioner: Hunt and Associates

Location: A 2.7 acre parcel on the northwest corner of North Sharon Amity Road and Wilora Lake Road

Request: Change from R-9 to R-9MF(CD).

ISSUES.

1. Proposed Use/Site Plan What is the proposed use of the property in this case and what conditions relating to it should be evaluated as part of the conditional site plan?

2. Relationship to Adjoining Single Family Areas. How does the site plan relate and provide for the protection of adjoining single family homes?

3. Appropriateness of Use. Considering the property's size and location, what advantages can be gained by the development of the site as proposed, including such issues as traffic, relationship to nearby personal service and convenience shopping, elderly/nursing care needs, etc?

BACKGROUND:

1. Existing Zoning. This petition involves land which is presently zoned R-9. R-9 zoning surrounds the site on three sides and is located generally in the immediate vicinity on the westerly side of North Sharon Amity along with a small area to the south of the site. Across from the site the pattern changes to R-15 single family Multi-family zoning lies somewhat south on both sides of North Sharon Amity in the form of R-9MF zoning, whereas a heavy concentration of B-1 and B-1SCD zoning is generally along Central Avenue

2. Existing Land Use. The subject property is vacant The site adjoins four single family homes and other single family homes are located in the neighborhood. There is a church located directly across North Sharon Amity from the site. The Glen Hollow Aprarments are nearby along with a wide array of small businesses, restaurants, personal service uses, etc The dominant land use feature nearby is the Eastland Mall

3 Site Plan. The conditional site plan proposes an intermediate elderly care facility The project would be a single, one-story building with access both from Sharon Amity and Wilora Lake Road. The facility would house a maximum of 84 residents and a total of 34 parking spaces is being provided. To the rear where the site adjoins residential uses, a brick wall is shown along that portion which is the side yard of an adjoining residence and then changes to a wood fence along the remaining rear and northerly boundary of the site

4 School Information Not applicable

5. Zoning History (See Attached Map) There have been ten (10) prior rezoning requests in the area of the subject property. The attached map indicates their locations. The area directly across from the subject property (Case #8 on map) was the subject itself of a neighborhood sponsored downzoning from R-9 and R-12 to R-15. Council approved the request in 1981. The area indicated as Case #4, which lies to the southwest of the subject property, was petitioned for a change from R-9 to R-9MF and was approved in part in 1971. The other area rezonings lie to the south of the proposed rezoning site toward Central Avenue. Case #1 involved a rezoning from R-6MF to O-6 on the southerly side of Central Avenue that was approved in 1964. Case #2 was a 1966 rezoning of an area north of Central Avenue and east of Sharon Amity Road from R-9 to R-9MF. Case #3 was a 1968 rezoning of the northeasterly corner of Central Avenue and North Sharon Amity Road from B-1, O-6 and R-9MF to B-1SCD. (Case #9 was a B-1SCD Site Plan Amendment for the same area.) Cases #5, 6 and 7 are all located on the northwest corner of North Sharon Amity and Central. Case #5 was a 1975 rezoning from R-9 to O-6. Case #6 involved a request to rezone from O-6 to B-1. That was denied in 1976. Case #7 was a 1980 rezoning from R-9MF to O-6. Case #10 was a 1985 rezoning from R-6MF to O-15(CD).

GENERAL FINDINGS·

1. 2005 Plan. The 2005 Plan indicates existing residential land uses in the area of the subject property No specific strategies are identified The site is located just outside the boundaries of the Albemarle Road Small Area Plan.

2. Transportation Improvement Plan. The TIP includes the recently completed improvements to the Central Avenue/Sharon Amity intersection.

3. Pre-Hearing Staff Input. Staff discussed this matter prior to the submission of the application. Staff generally encouraged the use for the site, feeling that it was an appropriate development for this property. Staff, however, did reserve final judgement pending a review of the conditional site plan

4 Pre-Hearing Departmental Comments (Summary).

   1 Engineering Department The usual comments regarding development permits were offered along with a request for an additional 14 feet of right-of-way along Sharon Amity.

   2. C-DOT. The site could generate 150 to 170 trips per day as currently zoned, while under the proposed zoning could generate 210 to 220 trips per day. These trips would not have a significant impact on the surrounding thoroughfare system. An additional 14 feet of right-of-way is requested along Sharon Amity Several technical comments are observed concerning the circulation pattern and driveway design.

3 Building Standards. No comments

4 C-MUD Water and sewer service is available to service the property.

5. Fire Department. The Fire Department highly recommends the installation of a fire sprinkler system throughout the building.

5 Neighborhood Context. The property is located in the Robinhood Woods/ Windsor Park neighborhood.

DETAILED FINDINGS:

1. This request involves property at the northwest corner of Sharon Amity Road and Wilora Lake Road. The site is 2.7 acres in size and the petitioner is seeking a change from R-9 to R-9MF(CD) Despite the multi-family request, the petitioner is seeking an intermediate elderly care facility which requires the multi-family zoning.

2. The petitioner has filed a conditional site plan. (For further details refer to Background #3.)

3 The site is apparently a leftover piece of property which was unsubdivided and not built as part of the surrounding pattern of single family homes. As configured, the property could support about eight (8) single family lots However, it is questionable as to whether or not single family development of the site, given today's circumstances, is reasonable to expect. With frontage on a major thoroughfare, coupled with the intense non-residential development nearby, it does seem that some other alternative residential/institutional use should be considered

4 In this case, the use is considered one of those appropriate for consideration. The structure is a single-story building and would house a population that would rely minimally on traffic facilities. Once again, given the site's location, that is an important and positive element of this plan

5. Further, there is clearly a need, and a growing need at that, for housing and health care opportunities such as the one offered by this petition The property's proximity to a number of support activities makes the proposal a further enhancement for consideration for the property

6. Therefore, one of the key questions to evaluate in this case involves the details of the conditional site plan As mentioned just above, the height of the building is a single-story which will compliment existing single family uses Being somewhat of an institutional/residential use, the site will also compliment the institutional use, which is a church directly across the street Further, the site plan offers protection for adjoining residential properties with the combination of a brick and fence treatment. However, in this case staff would observe that the brick treatment should be more extensive than shown, especially where the storage and dumpster areas are located. That area also represents the side yard of an adjoining residence which on the other end is afforded a brick wall. The plan currently shows a fence in the area, but a brick wall would be more

permanent and provide a greater separation both aesthetically as well as for sound barrier purposes As noted by C-DOT, the plan might also be improved by changing some circulation arrangements. With minor changes, therefore, staff would feel that the site plan is appropriate.

7. Considering all of the above circumstances, this proposal is considered an excellent alternative use for the property from the existing zoning. The property can be developed in such a way as to compliment and be a good neighbor to the area while at the same time providing needed housing and care for a special and growing segment of the population. The proposal is particularly attractive from a traffic point of view. Based upon these reasons, staff would encourage the request for approval.

*Subject to further refinement following public hearing.

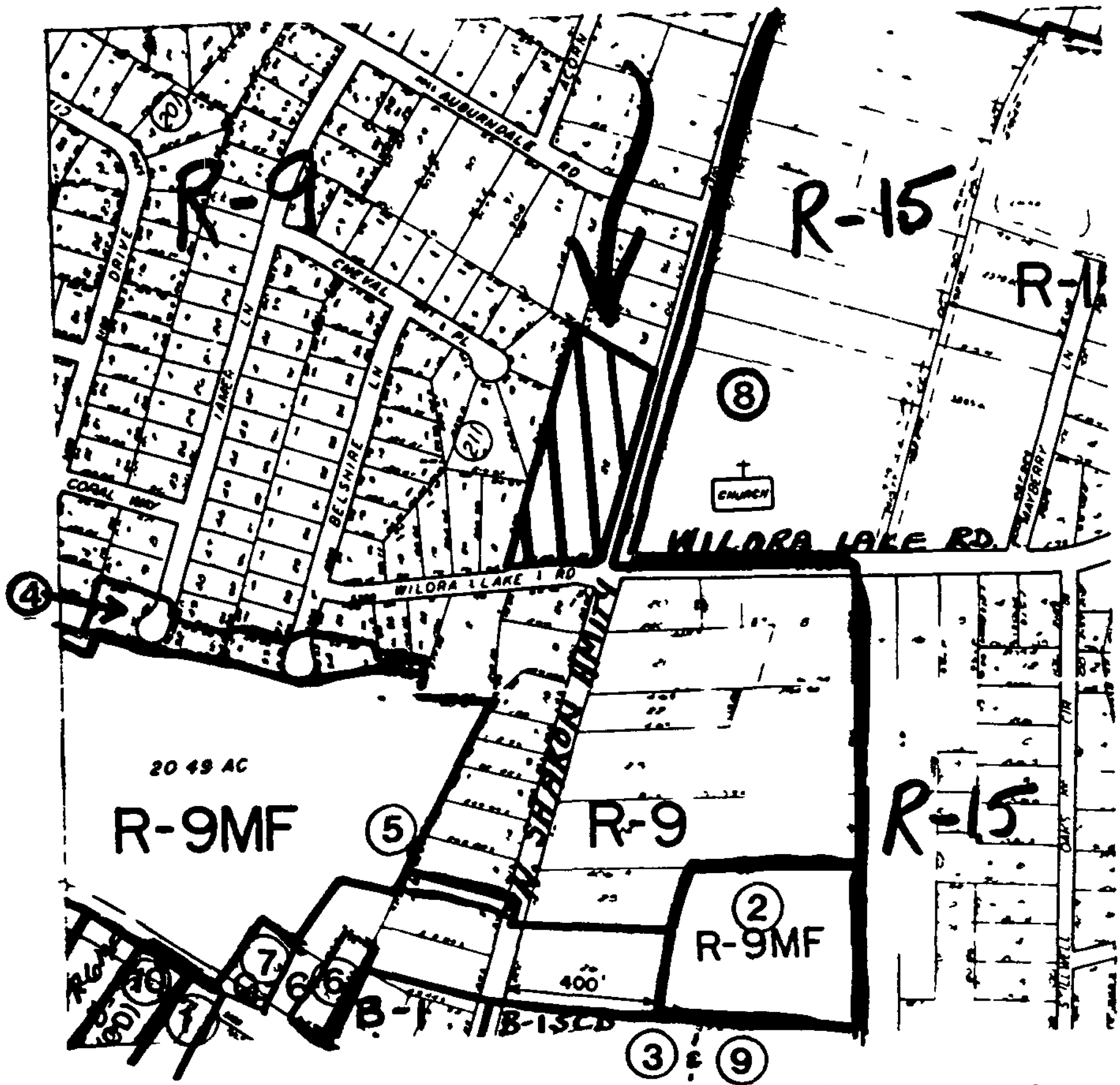
ZONING HISTORY

PETITIONER Hunt and Associates

PETITION NO. 87-21 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-9 REQUESTED R-9MF(CD)

LOCATION A 2.7 acre parcel located on the northwest corner of North Sharon Amity Road and Wilora Lake Road



ZONING MAP NO. 100 SCALE 1" = 400'

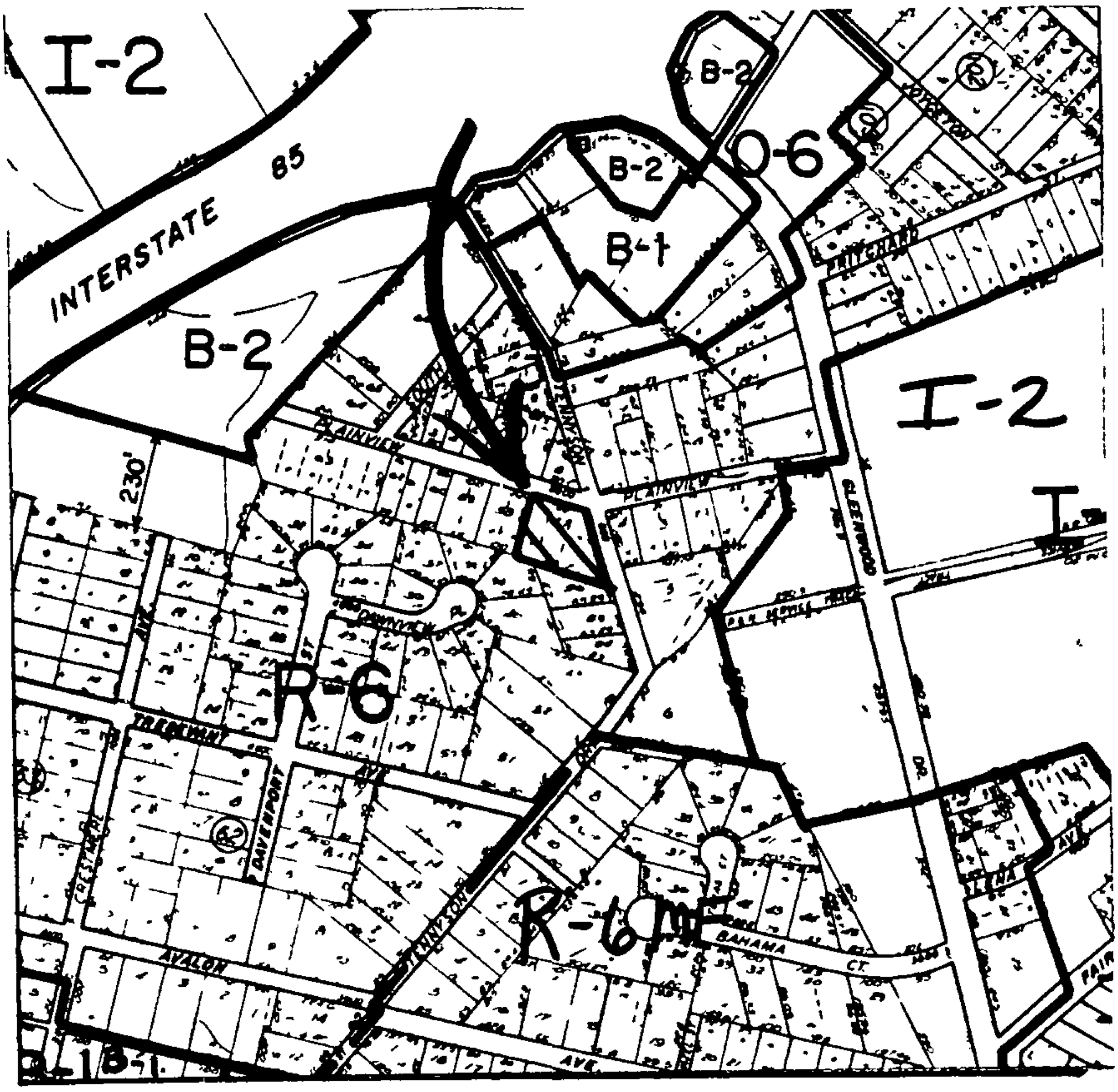
PROPERTY PROPOSED FOR CHANGE

PETITIONER Mercier B. Leeper

PETITION NO 87-22 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-6 REQUESTED R-6MF(CD)

LOCATION A .631 acre site located on the southwest corner of the intersection of Plainview Road and Tennyson Drive



ZONING MAP NO. 87 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No. 87-22
Date Filed 2-2-87
Received By LA
OFFICE USE ONLY

Ownership Information

Property Owner Gary L Stikeleather

Owner's Address 6640 Pawnee Drive
Charlotte, NC 28214

Date Property Acquired To be acquired by David & Mercier Leeper

Deed Reference Book 5285 page 556 Tax Parcel Number 065-073-57

Location Of Property (address or description) 3905 Plainview Road
Charlotte, NC 28208

Description Of Property

Size (Sq Ft.-Acres) 27485.02 sq ft. total area / 0.631 Acres Street Frontage (ft.) 20'

Current Land Use Single family / residential

Zoning Request

Existing Zoning R-6 Requested Zoning R-6MF (CD)

Purpose of zoning change SITE PLAN for Daycare center

Gary L Stikeleather
Name of Agent

6640 Pawnee Dr. Char NC
Agent's Address

(704) 394-7877
Telephone Number

Mercier B Leeper
Name of Petitioner(s)

3308 Cricketeer Dr
Address of Petitioner(s)

(704) 399-3344
Telephone Number

Signature

Gary L Stikeleather
Signature of Property Owner if Other Than Petitioner

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No 87-22

Petitioner: Mercier B Leeper

Location: A .631 acre site located on the southwest corner of the intersection of Plainview Road and Tennyson Drive.

Request: Change from R-6 to R-6MF(CD).

ISSUES:

1. Zoning/Land Use Patterns If approved, how would this petition relate to existing zoning and land development patterns in the area?

2. Site Plan What conditions of the site plan are important to evaluate, particularly in the context of adjoining properties?

3. Neighborhood Impacts. What neighborhood impacts, if any, can be identified regarding the zone change request?

BACKGROUND:

1 Existing Zoning The subject property is presently zoned R-6. The property adjoining and surrounding the property is also zoned R-6. An area of R-6MF zoning exists south of the site A mixture of 0-6 and business zoning exists north of the site near I-85 and Glenwood Drive There is also an area of I-2 zoning along a portion of Glenwood Drive

2. Existing Land Use The petitioned property has a single family dwelling on it. Most of the general area surrounding the site is developed for single family use Some business uses including a restaurant and motel exist at Glenwood Drive and I-85 nearby Along a portion of Glenwood Drive east of the site, are located several heavy industrial uses including Ashland Chemical Company and Taylor Salt and Chemicals, Inc

3. Site Plan The conditional site plan proposes a day care center utilizing an existing single family residence on the site. A fenced area to the rear of the site is indicated Parking will be located adjacent to the structure, with a 20 foot setback from the property

4 Zoning History (See Attached Map). There have been 13 prior rezoning requests in the area of the subject property as indicated on the attached map. Case #1 involved a request from R-6MF to I-2 for an area east of Glenwood Drive along Lena Avenue, and was denied in 1964 Other cases involved the area south of I-85 between Tennyson and Glenwood Drive In 1964, a request from R-6 to B-1 was denied Case #3 was rezoned from R-6 to B-1 and 0-6 in 1964 Case #5 was a change from 0-6 to B-1, and Case #6 from R-6 and 0-6 to 0-6 and B-1, approved in 1965 Case #9 was changed from 0-6 and R-6 to B-1 and 0-6 in 1968. In 1969 two (2) rezonings (#10

and #11) were approved from R-6 to O-6 and R-6MF to B-1 Case #12 involved a change from B-1 to B-2 in 1970. A rezoning from O-6 to B-1 and B-2 (Case #13) was approved in 1971. Cases #4, #7 and #8 involved rezonings southeast of the intersection of Glenwood Drive and I-85. In 1965 Cases #4 and #7 were both changes from R-6 to B-2. Case #8 was approved in 1968 from R-6 to O-6.

5. School Information. Not applicable.

GENERAL FINDINGS:

1. 2005 Plan. The 2005 Plan indicates existing residential land uses in the area. Strategies for the area include the widening of I-85.

2. Thomasboro/Hoskins Small Area Plan. The site is within the scope of the Thomasboro/Hoskins Plan which is currently underway. That plan will recognize the area as a viable single family neighborhood and will not recommend the introduction of non-single family zoning

3. Transportation Improvement Program The TIP schedules the widening of I-85 from NC 273 to the US 29/49 Connector from four lanes to eight lanes The project is currently under construction.

4. Pre-Hearing Staff Input. Staff provided assistance regarding the preparation of the application.

5 Pre-Hearing Departmental Comments (Summary)

   1. Fire Department. No comment

   2. C-MUD. Water and sewer service is available to the site.

   3. Building Standards. Building Standards indicated that information regarding the number of children and employees proposed and signage was necessary to adequately review the plan

   4. C-DOT. Driveway width must be 26 feet wide minimum, and the parking area must meet minimum standards of 17 feet stall depth and 23 feet aisle width Adequate sight distance must be maintained C-DOT also requested the proposed number of children at the facility to determine trip generation.

   5. Engineering. Engineering provided their usual comments regarding normal development permits.

6 Neighborhood Context. The site is located in the Thomasboro/Hoskins neighborhood. Staff has received several calls and inquiries regarding the petition.

DETAILED FINDINGS

1 This petition involves a .631 acre site located on the southwest corner of Plainview Road and Tennyson Drive The current zoning is R-6 and the petitioner is seeking R-6MF(CD).

2. The petitioner has filed a conditional site plan which proposes a day care center for the site. (For further details refer to Background #3.)

3. Recently, there have been text changes to the zoning ordinance concerning certain institutional uses which are located in residential districts, including day care centers. Prior to the change, these uses were permitted in single family zoning districts with a Minor Special Use Permit. Currently day care centers must at least be zoned a multi-family classification in order to be permitted The petitioner is requesting R-6MF(CD) in response to this requirement

4. The site is located in the Thomasboro/Hoskins neighborhood. The residential area surrounding the site is characterized by older, modest but well maintained homes, which represent good housing stock.

5. This site is not located on a thoroughfare, but on a minor residential street, and the potential exists for traffic impacts, particularly cut through traffic from I-85. Calls from the neighborhood indicate this is already a problem in the area, and concern was expressed about an increase in traffic.

6 Also, the site plan is lacking in detail. There is no provision for screening the site from adjoining properties, particularly the parking lot Vital information necessary for review including the number of children and employees proposed is missing from the plan.

7 This request is viewed as having a possible negative influence on the neighborhood Staff questions the validity of this use in the middle of a residential neighborhood, with no orientation to a thoroughfare It's location will tend to draw traffic into the neighborhood and is, therefore, not a very good location

8 In addition, the proposed Thomasboro/Hoskins Small Area Plan does not recommend the introduction of non-single family zoning in the area, and calls for the stability of the neighborhood to be maintained

9 Based upon the above circumstances, this petition is not encouraged for approval, as it is contrary to overall neighborhood preservation goals

*Subject to further refinement following public hearing

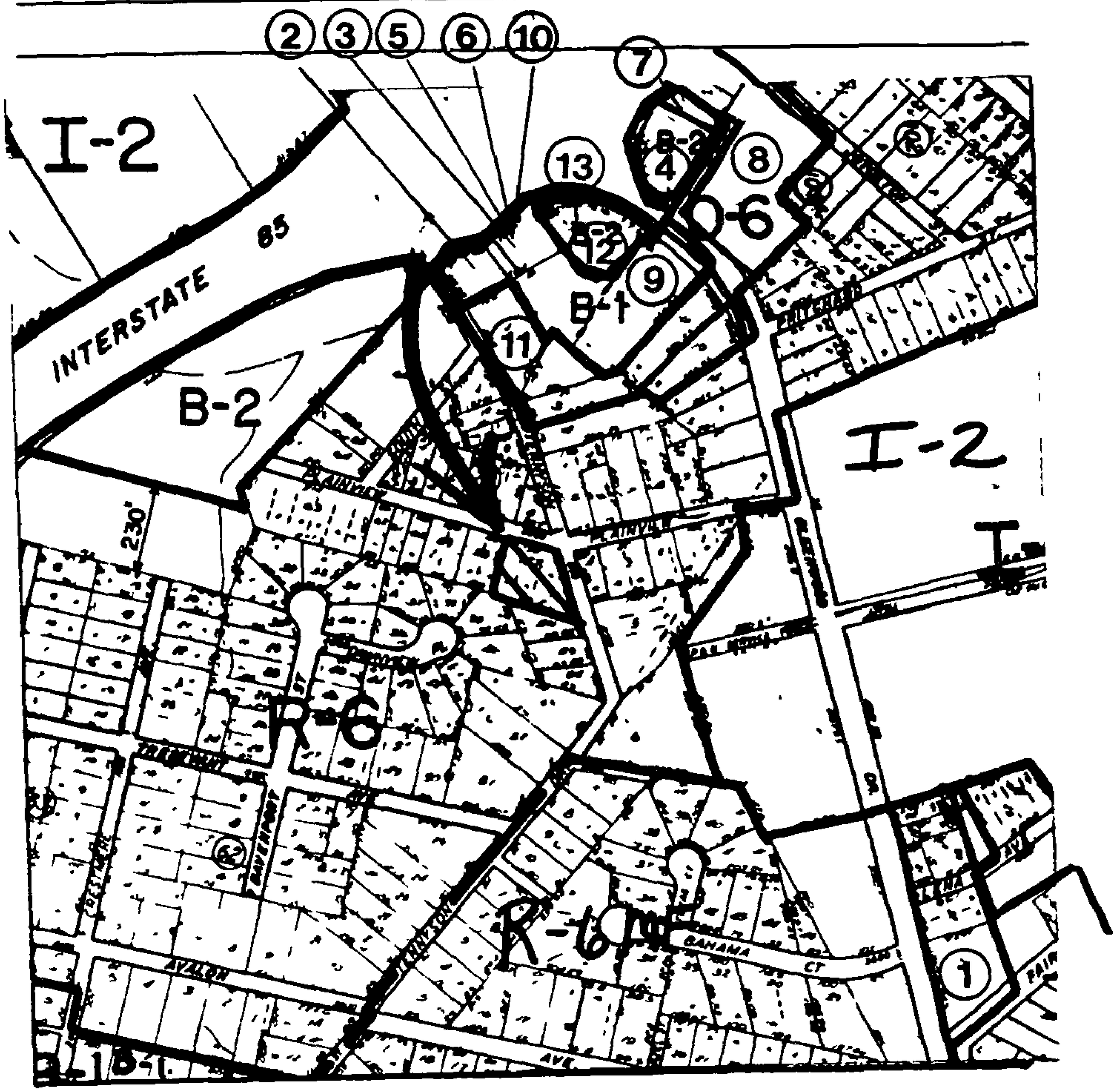
ZONING HISTORY

PETITIONER Mercier B. Leeper

PETITION NO. 87-22 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-6 REQUESTED R-6MF(CD)

LOCATION A .631 acre site located on the southwest corner of the intersection of Plainview Road and Tennyson Drive



ZONING MAP NO. 87 SCALE 1" = 400'

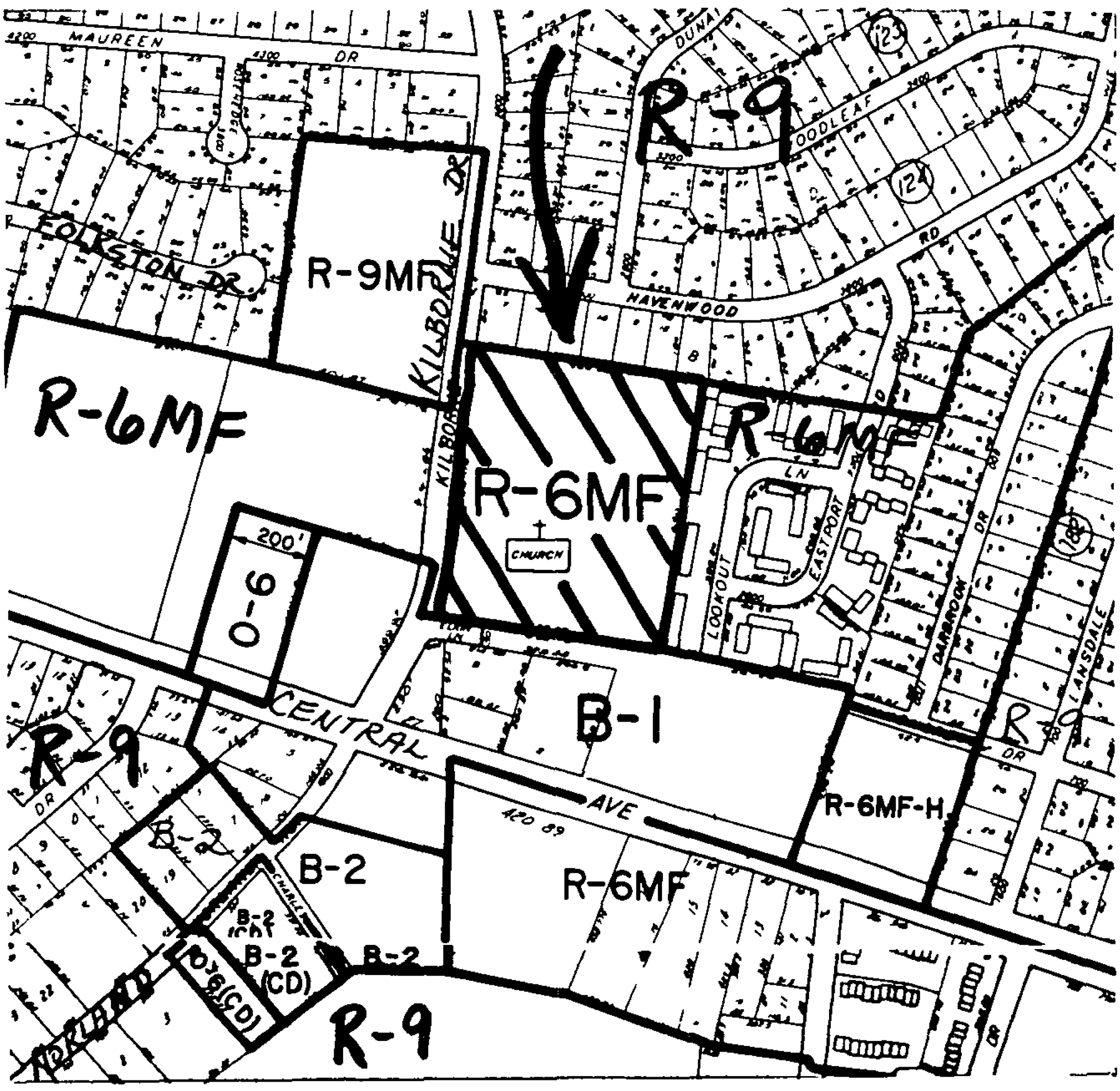
PROPERTY PROPOSED FOR CHANGE

PETITIONER Central Church of God

PETITION NO. 87-23 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-6MF REQUESTED R-I

LOCATION An 8.31 acre site located east of Kilborne Drive between Elkin Lane and Havenwood Road



ZONING MAP NO. 100 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No. 87-23
Date Filed 2-2-87
Received By [illegible]
OFFICE USE ONLY

Ownership Information

Property Owner CENTRAL CHURCH OF GOD

Owner s Address 3001 KILBORNE DRIVE
CHARLOTTE, NC

Date Property Acquired 12/6/77

Deed Reference 4012-905 Tax Parcel Number 101-181-18

Location Of Property (address or description) 3001 KILBORNE DRIVE

Description Of Property

Size (Sq Ft.-Acres) 361,794.8 sq. ft. 8.31 AC± Street Frontage (ft.) 666.06 KILBORNE 527.29 ELKIN ST.

Current Land Use CHURCH

Zoning Request

Existing Zoning R-6 MF Requested Zoning Institutional Residential

Purpose of zoning change CONSTRUCT NEW SANCTUARY
SEATING FOR 1893.

COMMERCIAL BUILDERS
Name of Agent

1515 MOCKINGBIRD LN, Suite 414 Charlotte
Agent s Address

(704) 525-9770
Telephone Number

Bill Cashy

CENTRAL CHURCH OF GOD
Name of Petitioner(s)

3001 KILBORNE DRIVE
Address of Petitioner(s)

535-5837
Telephone Number

H. Foran Purrington
Signature

Signature of Property Owner if Other Than Petitioner

PRE-HEARING STAFF ANALYSIS

Rezoning Petition No 87-23

Petitioner: Central Church of God

Location. An 8.3 acre site east of Kilborne Drive between Elkin Lane and Havenwood Road.

Request: Change from R-6MF to R-I.

ISSUES:

1. Site Plan What aspects of the conditional site plan are important to evaluate?

2. Relationship to Neighborhood How does the expansion of this church relate to the adjoining neighborhood?

BACKGROUND:

1 Existing Zoning The subject property is presently zoned R-6MF Land immediately to the east is likewise zoned as is a portion bordering the site to the west across Kilborne South of the site property oriented to Central Avenue is zoned B-1 Across Central Avenue is another area of R-6MF zoning whereas other residential areas in the general vicinity are zoned R-9 There are also a couple of smaller areas in the vicinity zoned 0-6 and R-6MFH

2. Existing Land Use. The property is developed with a church Adjoining the site to the east is a multi-family complex Other multi-family developments exist across the site on Kilborne as well as Central Avenue. The Kilborne/Central intersection presently has a number of small businesses in one neighborhood shopping center Throughout the general vicinity is a solid pattern of single family development including a number of lots which adjoin the site along its northerly boundary

3 Site Plan The conditional site plan proposes a new sanctuary building for the existing church on the property The existing church occupies slightly over 29,000 square feet of space and the new sanctuary will total slightly over 33,000 square feet of space Total seating capacity in the new sanctuary will be 1,893 Access to the property is gained from both Kilborne Drive as well as a relocated entrance on Elkin Lane The site will have 506 parking spaces The new sanctuary will be located near the intersection of Kilborne Drive and Elkin Lane Finally, screening and buffering areas are shown around the site

4. School Information Not applicable

5 Zoning History (See Attached Map) There have been 12 prior rezoning requests in the area of the subject property The attached map indicates

the locations of those prior requests Cases 1, 4, 5, 6, 7, 8, 9 and 11 are all located along Norland south of Central Avenue Case #1 was a 1965 rezoning from R-9 to O-6. Case #4 was a 1969 request to rezone from O-6 to B-2 that was denied. Case #5 also involved a request to rezone from O-6 to B-2. That request was approved in 1970. Case #6 was a 1974 rezoning from B-1 to B-2 Case #7 was a 1976 rezoning from R-9 to B-2 Cases 8, 9, and 11 involved land to the east of Norland and south of Central Avenue. Case #8 was a 1978 rezoning from R-9 and O-6 to B-2(CD). Case #9 was a 1980 request to rezone from R-9 to B-2 that was denied. Case #11 was a 1984 B-2(CD) Site Plan Amendment and a rezoning from R-9 to O-6(CD) Case #2 was a 1965 rezoning from R-6MF to B-1 Case #3 was another 1965 rezoning. That involved a change from R-9 to R-9MF. Cases 10 and 12 both involved corner lots at Lansdale and Central. Case #10 was a 1983 petition to change from R-9 to O-15 Case #12 was a 1986 petition to rezone from R-9 to O-6(CD). Both petitions were denied.

GENERAL FINDINGS:

1 2005 Plan. The 2005 Plan indicates existing residential land uses in the area of the subject property. No specific strategies are recommended for the area. The basic theme for the East Mecklenburg area is to conserve the established residential areas while accommodating strong growth pressures.

2. Transportation Improvement Program The TIP includes a recently completed project which involved improvements to the intersection of Central Avenue and Sharon Amity

3 Pre-Hearing Staff Input Staff met with the petitioner prior to the submission of the application Staff offered advice and comments to the petitioner as to the technical requirements and generally encouraged the request pending review of the conditional site plan

4. Pre-Hearing Departmental Comments (Summary)

1 Engineering Department. The usual comments associated with development permits along with a request for an additional five (5) feet of right-of-way along Kilborne Drive

2. C-DOT. The site could generate 1,200 to 1,600 trips per day as currently zoned No accurate trip generation figures are available for the site under the proposed zoning, although it is estimated the church would generate a peak of 1,000 or so trips An additional five feet of right-of-way is requested along Kilborne Drive

3 Building Standards No comments except to question the amount of required internal landscaping in the parking lot, which is a minimum of 10 percent. The department also notes an error on the plan which calls for parking in the setback, which is not allowed by the R-I district.

4. C-MUD Water and sewer are available to service the site

5 Fire Department The Fire Department recommends a fire sprinkler system be installed and fire hydrants must be provided within 500 feet of the building.

5. Neighborhood Context. The site is located in the area defined as Robinhood Woods/Windsor Park.

DETAILED FINDINGS·

1. This petition involves an 8.3 acre site located along Kilborne Drive between Elkin Lane and Havenwood Drive The site is presently zoned R-6MF but is developed with a church. The church is seeking the R-I (Residential-Institutional) district in order to allow the construction of a new sanctuary which will seat over 1,800 people

2. The petitioner has filed a site plan which outlines the conditions of the expansion. (For further details refer to Background #3.)

3 The petitioner had the option of the rezoning as proposed or submitting for a major special use permit The petitioner has chosen the rezoning route to pursue this matter.

4 The church has existed on this site for a number of years Before that the site was a drive-in movie theatre The expansion of the church will provide the means for the continued service to the community. The church is seen as a good neighbor for the area and its expansion can compliment the surrounding neighborhood

5. The new sanctuary is located at the intersection of Elkin and Kilborne, which is away from the nearby single family areas. The building is closest to areas developed for non-residential purposes along with multi-family areas and a vacant area near Central and Kilborne The location here has the least impact on surrounding residential areas. The site plan is generally considered appropriate although staff has noted a few design and technical problems The plan does show some parking in the required setback which is not allowed and there does not seem to be the required amount of landscaping in the parking lot The petitioner will need to address these issues If these and a few other minor details can be addressed, then staff would have no problems with the site plan

6 The area in general continues to experience growth This petition will enable an existing church to expand and continue its ministry to the neighborhood Details of the site plan are judged to be acceptable and the proposed expansion is therefore encouraged

*Subject to further refinement following public hearing

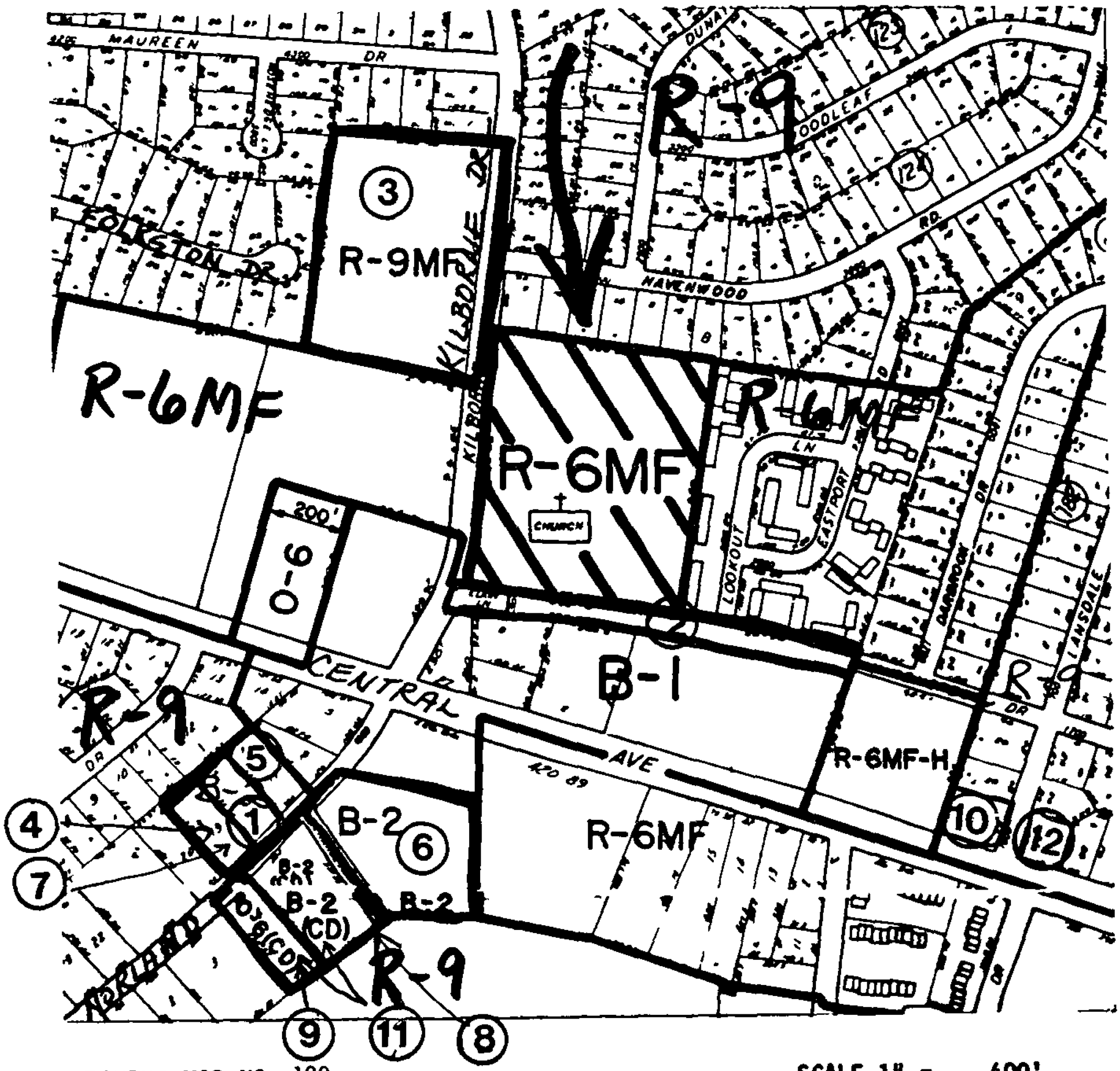
ZONING HISTORY

PETITIONER Central Church of God

PETITION NO. 87-23 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING R-6MF REQUESTED R-I

LOCATION An 8.31 acre site located east of Kilborne Drive between Elkin Lane and Havenwood Road



ZONING MAP NO. 100 SCALE 1" = 400'

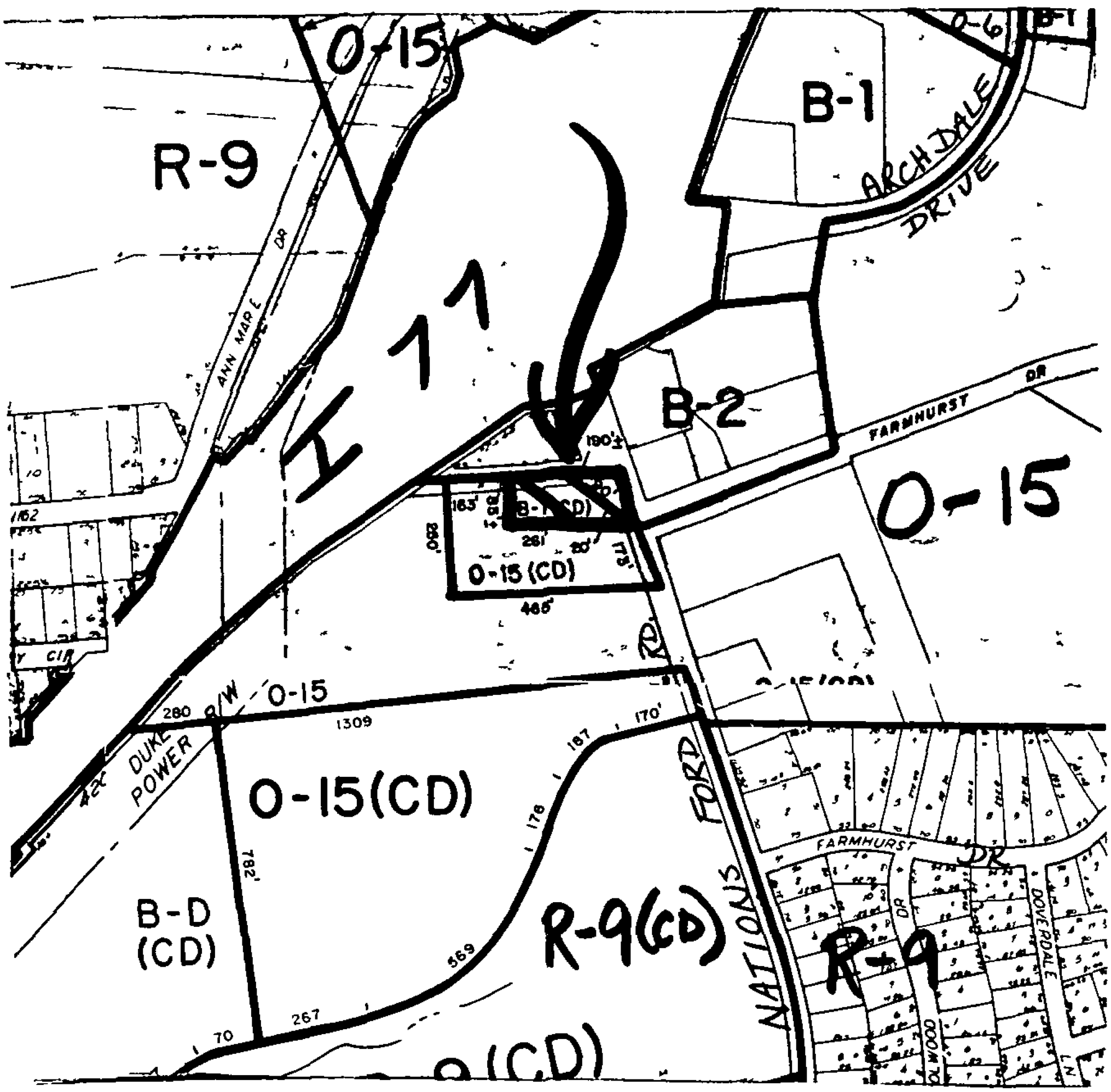
PROPERTY PROPOSED FOR CHANGE

PETITIONER Hillcrest Foods

PETITION NO. 87-24 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING B-1(CD) REQUESTED B-1(CD) Site Plan Amendment

LOCATION A .44 acre site located on the southwest corner of Nations Ford Rd. and Greenwood Drive



ZONING MAP NO. 134 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 87-24
Date Filed 2-2-87
Received By [illegible]
OFFICE USE ONLY

Ownership Information

Property Owner: LaQuinta Motor Inns, Inc.

Owner s Address: P. O. Box 32064
San Antonio, TX 78216

Date Property Acquired: March 1, 1985

Deed Reference: 4978-972 Tax Parcel Number: part of 167-141-03

Location Of Property (address or description)

Southwest corner of Nations Ford Road and Greenwood Drive

Description Of Property

Size (Sq Ft -Acres): .44 acres ± Street Frontage (ft): 85'± on Nations Ford Road

Current Land Use: Motel and Restaurant

Zoning Request

Existing Zoning: B-1(CD) Requested Zoning: B-1(CD) Site Plan Amendment

Purpose of zoning change: To allow the location of one detached sign for the restaurant (not to exceed 70 square feet and located on the Greenwood Drive side of the building)

Fred E. Bryant, Planner
Name of Agent

1850 E. Third St., Charlotte, NC 28204
Agent s Address

333-1680
Telephone Number

Hillcrest Foods
Name of Petitioner(s)

345 Sawmill Drive, Swaunee, GA 30174
Address of Petitioner(s)

(404) 932-1137
Telephone Number

Charles T. Bell, Regional Mgr. Hillcrest Foods, Inc.
Signature

Signature of Property Owner if Other Than Petitioner

PRE-HEARING STAFF ANALYSIS

Rezoning Petition No 87-24

Petitioner: Hillcrest Foods

Location: A 44 acre site on the southwest coner of Nations Ford Road and Greenwood Drive

Request: Change from B-1(CD) to a B-1(CD) Site Plan Amendment.

ISSUES:

1 Plan Amendment What is the plan amendment in this case and does it represent a continuation of the original goals and objectives of the existing conditional plan?

BACKGROUND

1. Existing Zoning The subject property is presently zoned B-1(CD) It is surrounded on two sides by property zoned 0-15(CD). Other portions of the site relate to existing B-2 zoning which is generally oriented to the I-77 and Nations Ford Road interchange. There is also some B-1 zoning nearby along Archdale Drive Other office districts, both 0-15 and 0-15(CD), along with a B-D(CD) district are in the vicinity, also. Residential areas nearby are generally R-9

2 Existing Land Use. The subject property is developed with a Waffle House Restaurant Across Greenwood Drive from the site is a gasoline/convenience store. A Hardee's fast food restaurant is across the street and also under development is a new hotel across the street Adjoining the site is a small office building and the La Quinta Motel Further south are residential areas, both single family as well as multi-family Other land to the southwest is vacant generally although there is a Red Roof Inn which adjoins the I-77 right-of-way just to the west of the site Nations Ford Elementary School is somewhat further south of the site.

3 Existing Site Plan The existing site plan is approved for a hotel and restaurant The part that is under consideration of this petition, however, deals solely with the restaurant Conditions of that allow for the restaurant with access to Greenwood Drive as well as Nations Ford Road and the retention of some existing trees near the intersection Although the property is zoned B-1(CD), there is also a note which conditions signage to be in conformance with standard regulations for signs in the 0-15 district

4 Plan Amendment The only change proposed for the plan with regards to the restaurant is in regards to the issue of signs The plan amendment would allow that the B-1(CD) site have a maximum sign of 60 square feet to be located on a building and one detached sign not to exceed 69 square feet, which will be located on the Greenwood Drive side of the building

5 School Information. Not applicable

6. Zoning History (See Attached Map). There has been eight (8) rezoning requests in the area of the subject property The attached map indicates their locations. Cases #1, 2 and 3 were all O-15 to B-2 rezonings in the area south of Archdale Drive and I-77 Case #4 was a 1971 O-15 to O-6 and B-1 rezoning for the area south of Archdale and I-77 Case #5 involved a request to rezone from O-15 to B-1 on the southeast corner of Farmhurst Drive and Nations Ford Road. The request was denied in 1979. Cases #6 and 7 involved the area to the southeast of I-77. Case #6 was a 1981 rezoning from R-9 to O-15 and Case #7 was a 1985 rezoning from R-9 to B-D(CD), O-15(CD) and R-9(CD). Case #8, which includes the subject property, involved a 1985 rezoning from O-15 to O-15(CD) and B-1(CD) for the area on the southwest corner of Nations Ford Road and Greenwood Drive.

GENERAL FINDINGS·

1. 2005 Plan. The 2005 Plan indicates existing employment land uses for the site. Strategies include the widening of I-77.

2. Transportation Improvement Program. The TIP schedules the I-77/Arrowood Road interchange for improvements to begin in FY88.

3. Pre-Hearing Staff Input. The petitioner met with staff prior to the submission of the application to discuss the plan amendment Staff was generally noncommittal at the time of discussion as to the merits of the request

4. Pre-Hearing Departmental Comments (Summary).

   1. C-DOT. No impact to the area would result by the change.

   2. Building Standards. No comment

   3. Fire Department No comment.

   4 C-MUD Water and sewer are available to service the property.

   5. Engineering. No comment.

5 Neighborhood Context This site is located in the Colony Acres neighborhood.

DETAILED FINDINGS

1 This petition involves a .44 acre site located on the southwesterly corner of Nations Ford Road and Greenwood Drive It is presently zoned B-1(CD) and is approved for and developed with a restaurant (Waffle House)

2 The petition seeks the amendment of the existing conditions of approval of this site and specifically asks that new conditions regarding signage be approved

3 Under the current plan the site is restricted to signage restrictions of the 0-15 district, even though the site is zoned B-1(CD) It should be noted that this petition was mildly controversial before from staff's perspective due to the potential neighborhood impact, particularly to the streetscape. Although staff did finally recommend approval after some site plan adjustments one of the considerations which was offered by the petitioner at that time was the signage restriction, which staff felt very good about

4. Under the restriction the petitioner is allowed signage which would be attached to the building and could also have a detached sign so long as it did not exceed 50 square feet. B-1 zoning would allow signage on the building also and a detached sign that could be as large as 100 square feet.

5. In this case the petitioner is asking that the restaurant be allowed a building sign of 60 square feet and a detached sign of up to 69 square feet which would be located on the Greenwood Drive side of the building Although there is no height restriction indicated on the site plan, it is presumed that the detached sign would be a pylon sign so that it could attract passing motorists along I-77.

6 This site and the adjoining motel have been developed in accordance with the conditions of the site plan The site retains some of the existing significant trees which were called for and in general the site is attractive both from the appearance of architecture as well as the streetscape appearance

7 On the face of it this seems to be a rather minor change to the site plan, but staff is not encouraging the plan amendment The property was only recently rezoned and the development took place with a full knowledge of the existing conditions at the time Apparently the restaurant is attempting to attract more business due to its proximity to I-77 and wants the strict sign conditions lessened, which in staff's opinion would be to the detriment of the site and to the area

8 At least one other petition in the area has also involved a question of signage as well That involved a motel below the site along Archdale between the street and I-77 That petition was denied

9 From an overall planning and aesthetic point of view, this request obviously represents a move in the wrong direction This condition, along with some of the other conditions, was important to staff in recommending approval in the first place, which was a change from staff's earlier objections to the zone change Staff would reiterate concerns on behalf of the area and the neighborhood and would not encourage the change in signage conditions It could also open up the question of other sign related projects existing or in the future as well.

*Subject to further refinement following public hearing

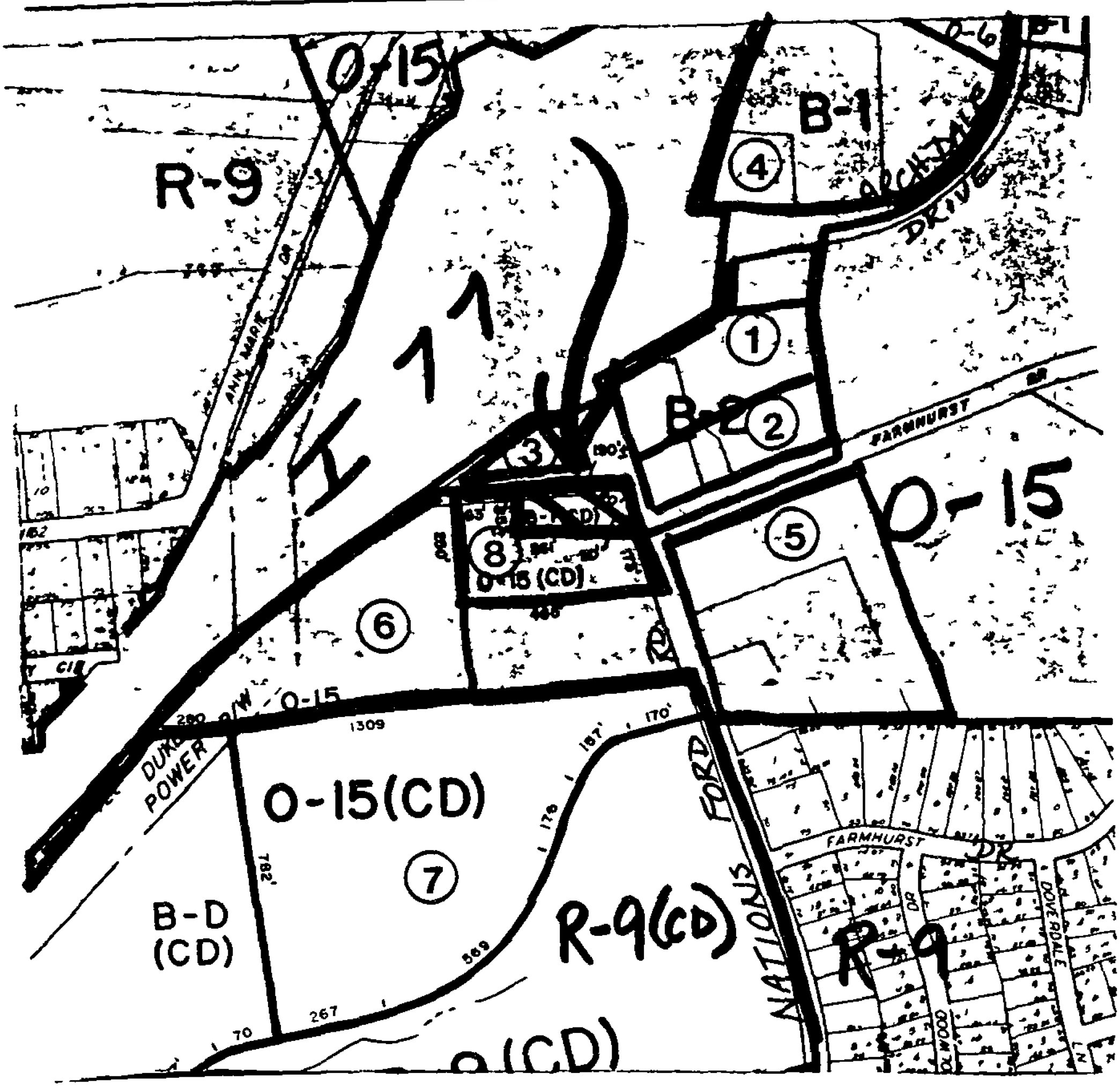
ZONING HISTORY

PETITIONER Hillcrest Foods

PETITION NO. 87-24 HEARING DATE 3/16/87

ZONING CLASSIFICATION, EXISTING B-1(CD) REQUESTED B-1(CD) Site Plan Amendment

LOCATION A .44 acre site located on the southwest corner of Nations Ford Rd. and Greenwood Drive



ZONING MAP NO. 134

SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

February 26, 1987

Mayor and City Council

RE Floodway Text Amendment to be Heard in March, 1987

Attached you will find a copy of the text amendment scheduled for public hearing on March 16, 1987 at 6:00 P M , Fourth Floor, Education Center, 701 East Second Street.

Sincerely,

Bob Young (WL-S)

Robert G Young
Land Development Manager

Attachment

Cameron Brown Building • 301 South McDowell Street • Charlotte, North Carolina 28204 • (704) 336-2205

FLOODWAY ORDINANCE
TEXT AMENDMENT APPLICATION
CITY OF CHARLOTTE

Petition No FLOOD 87-1

Date Filed

Received By

OFFICE USE ONLY

Chapter: 9, Charlotte City Code Floodway Regulations
(Title)

Purpose of Change To bring City Ordinance into conformance with changes in Federal Regulations. These changes are necessary for the city to continue to be certified under the Flood Insurance Program.

Name of Agent

Agent's Address

Telephone Number

Charlotte-Mecklenburg Planning Commission
Name of Petitioner(s)

301 S. McDowell St., Charlotte 28204
Address of Petitioner(s)

336-2205
Telephone Number

Signature

ORDINANCE NO _____

AN ORDINANCE AMENDING CHAPTER 9
OF THE CITY CODE - FLOODWAY REGULATIONS

AN ORDINANCE AMENDING THE CITY CODE
WITH RESPECT TO THE FLOODWAY REGULATIONS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHARLOTTE·

Section 9. Chapter 9, "Floodway Regulations" of the Code of the City of Charlotte is hereby amended as follows·

1 Amend Chapter 9 by deleting the following existing language "special use permit" and "special permit" and substituting the following new language "Floodway Permit" throughout the ordinance.

2 Amend Section 9-5 by adding the following new language to the existing language (please note definitions are in alphabetical order).

Manufactured Home - a structure transportable in one or more sections, which is built on a permanent foundation when connected to the required utilities This includes park trailers, travel trailers and other similar vehicles placed on a site greater than 180 consecutive days.

Manufactured Home Park or Subdivision - a parcel or contiguous parcels of land divided into two or more manufactured home lots for rent or sale

Mean Sea Level - the National Geodetic Vertical Datum (NGVD) of 1929, or other datum, to which base flood elevations shown on the Flood Insurance Rate Maps for the City of Charlotte are referenced

3 Amend Section 9-5 by deleting the existing language "mobile homes" and substituting the following new language "manufactured homes" (in the last definition "structure").

4 Amend Section 9-45(5)(a) by deleting the existing language and substituting the following new language

a Anchorage to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy

5 Amend Section 9-45(5)(k) by deleting the existing language and substituting the following new language

k Location of electrical, heating, ventilation, plumbing, and air conditioning equipment, installed electrical appliances, and other service facilities at or above the regulatory flood protection elevation, or the design of this equipment to prevent water from entering or accumulating within the components during flooding conditions.

6 Amend Section 9-75(2)(d) by deleting the existing language and substituting the following new language

New structures (including prefabricated buildings and manufactured homes) and substantial improvements shall be designed or modified and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hudrodynamic and hydrostatic loads, including the effects of buoyancy, and shall be constructed with flood resistant materials and methods

7. Amend Section 9-75(2)(e) by deleting the existing language and substituting the following new language.

Electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities shall be constructed at or above the regulatory flood protection elevation or designed so as to prevent water from entering or accumulating within the components during flooding conditions

8 Amend Section 9-75(2) by adding the following new language after the (e) with the letter "f".

f Fully enclosed areas below the lowest floor of a structure that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exist of floodwaters Designs for meeting the requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum requirements: A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided The bottom of all openings shall be no higher than one foot above grade Openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters

9 Amend Section 9-92(1)(b) by adding the following new language after the existing language "flotation"

"collapse"

and also by adding the following new language after the existing language

This includes electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities designed so as to prevent water from entering or accumulating within the components during flooding conditions Fully enclosed areas below the lowest floor of a structure that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters Designs for meeting this requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum requirements A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided The bottom of all openings shall be no higher than one foot above grade Opening may

be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters

10 Amend Section 9-92(1)(d) by adding the following new language after the existing language "flotation"

"collapse"

and also by adding the following new language after the existing language.

Fully enclosed areas below the lowest floor of a structure that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum requirements· A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided The bottom of all openings shall be no higher than one foot above grade Openings may be equipped with screens, louvers, valves or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.

11. Amend Section 9-92(2)(a) by deleting the existing language in the last sentence "Heating and electrical equipment" and substituting the following new language

Electrical, hearing, ventilation, plumbing, and air conditioning equipment and other service facilities installed below flood protection elevation shall be flood proofed. Also by deleting the existing language, the last word, "flood proofed" and substituting the following new language

"designed so as to prevent water from entering or accumulating within the components during flooding conditions "

Also by adding the following new language at the end of the paragraph.

Fully enclosed areas below the lowest floor of a structure that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of flood waters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum requirements A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided. The bottom of all openings shall be no higher than one foot above grade Openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters

12. Amend Section 9-92(2)(b) by deleting the existing language "mobile home" and substituting the following new language "manufactured home"

Also by deleting the existing language "stands or lots are elevated" and substituting the following new language

A permanent foundation elevates the lowest floor of each manufactured home

Also amend by adding the following language at the end of the paragraph

Ground anchors for tie downs shall be provided Tie downs shall be provided as follows·

(i) Over-the-top ties are required at each of the four corners of the manufactured home, with one additional tie per side at an intermediate location, for manufactured homes less than 50 feet long Two additional ties per side are required for manufactured homes more than 50 feet long

(ii) Frame ties are required in conjunction with each over-the-top tie

(iii) All components of the anchoring must be capable of carrying a force of 4,800 pounds

13 Amend Section 9-93 by deleting the existing language "and lateral movement" and substituting the following new language

collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy

Also amend by adding the following new language at the end of the paragraph

This includes electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities designed so as to prevent water from entering or accumulating within the components during flooding conditions

Section 2. That this ordinance shall become effective upon its adoption

Approved as to form

_____

City Attorney

Read, approved and adopted by the City Council of the City of Charlotte, North Carolina, in regular session convened on the _____ day of _____, 19____, the reference having been made in Minute Book _____, and recorded in full in Ordinance Book _____, at page _____

_____
Pat Sharkey, City Clerk

CITY OF CHARLOTTE

ENGINEERING DEPARTMENT

INTER-OFFICE COMMUNICATION

DATE January 29, 1987

TO Ms. Melony McCullough
Planning Commission

FROM J. G. Humphrey
Asst. City Engineer

SUBJECT Petition 87-1 Floodway Special Use Permit
535 Hungerford Place

The Engineering Department has conducted a review of the subject petition for a floodway special use permit. Our review is based on a plan prepared by Richard B. Brooks, RLS 2689, dated November 29, 1986. This plan establishes the Flood Encroachment Line for Briar Creek on the property at 535 Hungerford Place. The proposed construction of a garage in the Briar Creek Encroachment Area will not perceptibly reduce the capacity of the floodway or increase flood heights during the regulatory flood (100 year). This is due in part to the extraordinary width of the floodplain at this location. Approval of this permit may set a precedent for other encroachments where the floodplain is not so wide.

kf
cc: Jim Schumacher
Jane Suggs

RECEIVED
JAN 30 1987
CHARLOTTE MECKLENBURG
PLANNING COMMISSION

MECKLENBURG COUNTY
Park and Recreation Department

RECEIVED
FEB 3 1987
CHARLOTTE MECKLENBURG
PLANNING COMMISSION

TO: Melony C. McCullough
Planning Commission

FROM: Nancy M. Brunnemer
Greenway Planner

NMB

DATE: January 29, 1987

RE: Floodway Special Use Request #87-1
Briar Creek at Hungerford Place

The above request to fill floodway district would not impact future plans for greenway along Briar Creek.

NMB/jdc

Copy To: R. Wayne Weston, Director

1200 Blythe Boulevard • Charlotte, North Carolina 28203 • (704) 336-3854

ZONING PLAN REVIEW SHEET

PROJECT NAME Petition #87-1 PARCEL NO. 155-151-12 DATE REC'D 1-8-87

LOCATION 535 Hungerford Rd ARCH/ENGR. _____ REG. # _____

OWNER'S NAME HCA Helen Adams PHONE _____ G.C. _____ LIC. NO _____

CONSTRUCTION TYPE I ☐ II ☐ III ☐ IV ☐ V ☐ VI ☐

OCCUPANCY CLASS A ☐ B ☐ E ☐ H ☐ F ☐ I ☐ M ☐ R ☐ S ☐

PLANS APPROVED . . . . . ☒
PLANS APPROVED AS NOTED, PENDING FIELD CORRECTION ☐
PLANS DISAPPROVED; SUBMIT REVISED PLANS. . . . . ☐

NO. STORIES ____ SQ. FOOTAGE _____ PARCEL ZONING R-12 CORNER LOT: YES ☐ NO ☐

	ITEM	APRVD	NOT APRVD		ITEM	APRVD	NOT APRVD
1	PERMITTED USE SECT.	✓		16	PARALLEL CONDITIONAL USE SECT.	N/A	
2	SETBACK SECT.	✓		17	PLANNED MULTI-FAMILY SECT.		
3	SIDEYARD SECT.	✓		18	SHOPPING CTR. DIST. (BISCD) SECT		
4	REAR YARD SECT.	✓		19	NONCONFORMANING USE SECT.		
5	LOT AREA SECT.	✓		20	ZONING BD. OF ADJUST. RULING SECT		
6	LOT WIDTH SECT.	✓		21	SUBDIVISION PLAT SECT.		
7	BUILDING SEPARATION SECT.	✓		22	MOBILE HOME PARK # SPACES ____ SECT		
8	PARKING - # SPACES _____ SECT.			23	HISTORIC DISTRICT COMM. APPROVAL 4th WARD		
9	STREET ABUTMENT SECT.	✓		24	HISTORIC DISTRICT APPROVAL DILWORTH		
10	LOCATION OF ACCESSORY BLDG. SECT.	✓		25			
11	HEIGHT LIMIT SECT.	✓		26			
12	SCREENING SECT.	N/A		27			
13	SIGNS SECT.	N/A		28			
14	CONDITIONAL USE SECT.	N/A		29			
15	SPECIAL USE PERMIT GRANTED SECT.			30			

RECEIVED
JAN 20 1987
CHARLOTTE MECKLENBURG
PLANNING COMMISSION

THIS PORTION OF THE ABOVE PROJECT HAS BEEN REVIEWED. QUESTIONS PERTAINING TO ITEMS ON THIS SHEET SHOULD BE DIRECTED TO THE REVIEWER LISTED BELOW. YOUR PROMPT RESPONSE WILL EXPEDITE THIS REVIEW AND THE PROCESSING OF PERMITS FOR THIS PROJECT.

RECEIVED
JAN 29 1987
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Planning Commission

SITE PLAN PREVIOUSLY APPROVED: YES ☐ NO ☐ DATE: _____

FLOODWAY: YES ☒ NO ☐ FLOOR ELEVATION: _____

REMARKS: _____

Robert L. Brown 1-26-87
REVIEWER DATE
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8-11
rev. 5/79

#4

CHARLOTTE UPTOWN STREETSCAPES

A proposal for the enrichment of the pedestrian environment

DRAFT

March 1987

Charlotte-Mecklenburg Planning Commission

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background

Streetscape plans for Uptown Charlotte were originally called for in the RTKL Charlotte Central Area Plan adopted in 1980. The Plan proposed a streetscape program that was designed

1) To establish minimum building setback lines intended to provide adequate sidewalk capacity in built up areas and to further the objectives of the urban open space plan.

2) To establish "build-to" lines in the Tryon Street Corridor to maintain a coherent unified urban streetscape and to provide emphasis to important urban open spaces.

3) Provide a coordinated landscape program for the major streets in the central area.

4) To provide a system for creating pedestrian amenities such as comfortable walking surfaces, shelter and shade from street trees and locations for street furniture.

The plan went on to illustrate prototype streetscapes for the Tryon Street Transit Mall and Trade Street Boulevard, both of which have been implemented. The plan also illustrated prototypes for College and Graham Streets as well as the Government Center. However, these were the only uptown streets where streetscape types were recommended and there is a need to expand on this and to develop a comprehesive streetscape plan for all streets in the uptown area.

The Urban Mixed Use District (U-MUD) zoning ordinance adopted in 1984 contains language regarding streetscape design standards. Section 3053 6 1 refers to an "Approved Streetscape Plan" which is a "... document approved by City Council which may include maps, illustrations and written descriptions which define the relationships between the component elements that make up the street environment including the space between buildings and streets, paving, signage, trees and street furniture " This section of the ordinance also states that all buildings and uses developed in the U-MUD district, except renovated and rehabilitated buildings, must conform to the approved streetscape plan.

Taking this a step further, it was decided that the approved streetscape plan should apply not only to streets in the U-MUD district, but to all streets in the uptown area as defined by the inner freeway loop.

purpose

The purpose of this plan is to provide a guide to both the public and private sector in the development of streetscapes in the uptown area. When approved, this document will become the approved streetscape plan for Uptown Charlotte.

It is important to note that this plan has been developed with extensive input from the Charlotte Park and Recreation Department who have the responsibility for the maintenance of trees and landscaping in the public right-of-way. When approved, this plan will become the master tree planting plan for uptown which will serve as a guide for all tree planting activities both by the public and private sectors.

objectives

- The principal objectives of the plan are to promote the development of a comfortable pedestrian environment and to establish continuity within the various uptown districts. The pattern of tree plantings, sidewalk types and paving materials must extend throughout the district to which it is applied in order to achieve the greatest degree of identity. An uptown that consists of several unique districts is a more imageable uptown, one that gives the pedestrian a greater sense of place and a higher degree of familiarity.

  This plan should be viewed as an overall concept for accomplishing these objectives and is not to be considered as a detailed design recommendation. The precise details in terms of specific sidewalk, planting strip and roadway widths will be determined as development activity occurs

UPTOWN STREETSCAPES

district delineation

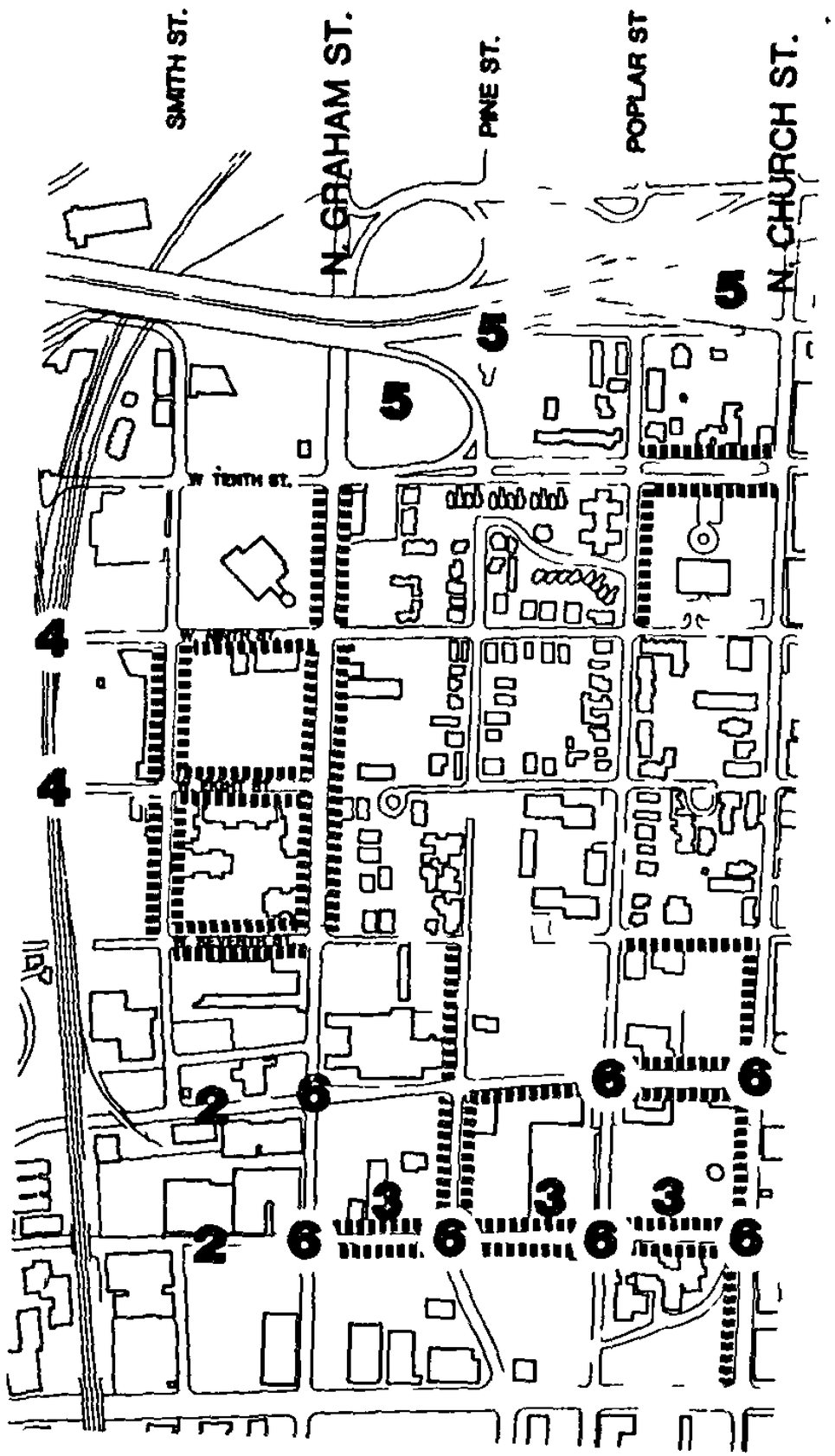
overview

Fourth Ward is one of Charlotte's most unique neighborhoods. Bound by North Church Street, West Trade Street, the Southern Railroad and Brookshire Freeway it was one of Charlotte's first neighborhoods. But like the rest of Charlotte's uptown neighborhoods it fell into a state of decay and disrepair through the years as residents moved to new suburban locations. By the mid 70's, the interior of Fourth Ward consisted primarily of a few deteriorating houses and an abundance of vacant land where houses had been demolished.

It was at this time that a land use plan was prepared by Charlotte-Mecklenburg Planning Commission staff and a low-interest loan program was implemented with several local banks participating. As a further incentive for new development, the City installed brick sidewalks, granite curbs, pedestrian scale lighting and street trees In addition, Fourth Ward was declared Charlotte's first historic district.

As a result of all these actions, a total of nearly 500 new condominiums and apartments have been built and an additional 75 units have been provided through the renovation or adaptive reuse of older buildings. In addition to residential uses, Fourth Ward has a mixture of commercial, industrial, residential and institutional uses, several of which have historical significance, such as First Presbyterian Church and Speizman Industries, the former Charlotte Cotton Mill.

North Graham Street, which bisects Fourth Ward from north to south, transitions from industrial uses where it crosses Fifth and Sixth Streets to a residential environment between Seventh and Ninth Streets. However, Graham Street is cluttered with overhead utilities, billboards and unscreened parking lots which will need to be dealt with if it is to function as a cohesive street which unifies the two halves of this district.



1 Extend 4th Ward Streetscape (brick sidewalks, pedestrian scale lighting, granite curbs, red maples) as indicated

2 Remove on-street parking and provide 5'-6' sidewalks and planting strips on West 5th, West 6th between North Graham and Southern Railroad.

3 Reduce excessive pavement and provide wider, (8'-10') sidewalks on West 5th Street between North Church and North Graham.

4 Improve pedestrian access to cemetery at West 8th and West 9th Streets.

5 Provide naturalized plantings of evergreen and deciduous trees to buffer and screen 4th Ward from Brookshire Freeway.

6 Improve pedestrian crossings.

7 Bury all overhead utilities.

brick sidewalks

FOURTH WARD
recommendations

1 Extend the Fourth Ward streetscape (brick sidewalks, pedestrian scale street lights, granite curbs, red maples) along the following streets

- North Graham Street from West 5th Street to West 10th Street
- West 7th and West 8th Streets from North Graham Street to Smith Street
- Smith Street from West 7th Street to West 9th Street
- West 5th Street from North Church Street to North Graham Street
- West 6th Street from North Church Street to North Poplar Street
- West 10th Street from North Church Street to North Poplar Street
- East side of North Poplar Street from West 10th Street to West 9th Street
- West side of North Church Street from West 7th Street to Trade Street
- South side of West 6th Street from North Poplar Street to North Pine Street
- North Pine Street from West 5th Street to West 7th Street
- South side of West 7th Street from North Church Street to North Poplar Street

2 This would expand the existing core area of the neighborhood to include areas where existing development occurs, and where new development is expected Where land is currently undeveloped it is proposed that developers share the expense when the property is developed Where development already exists such as West 5th Street at First Presbyterian Church and Settlers Cemetery, it is expected that the City would bear the cost.

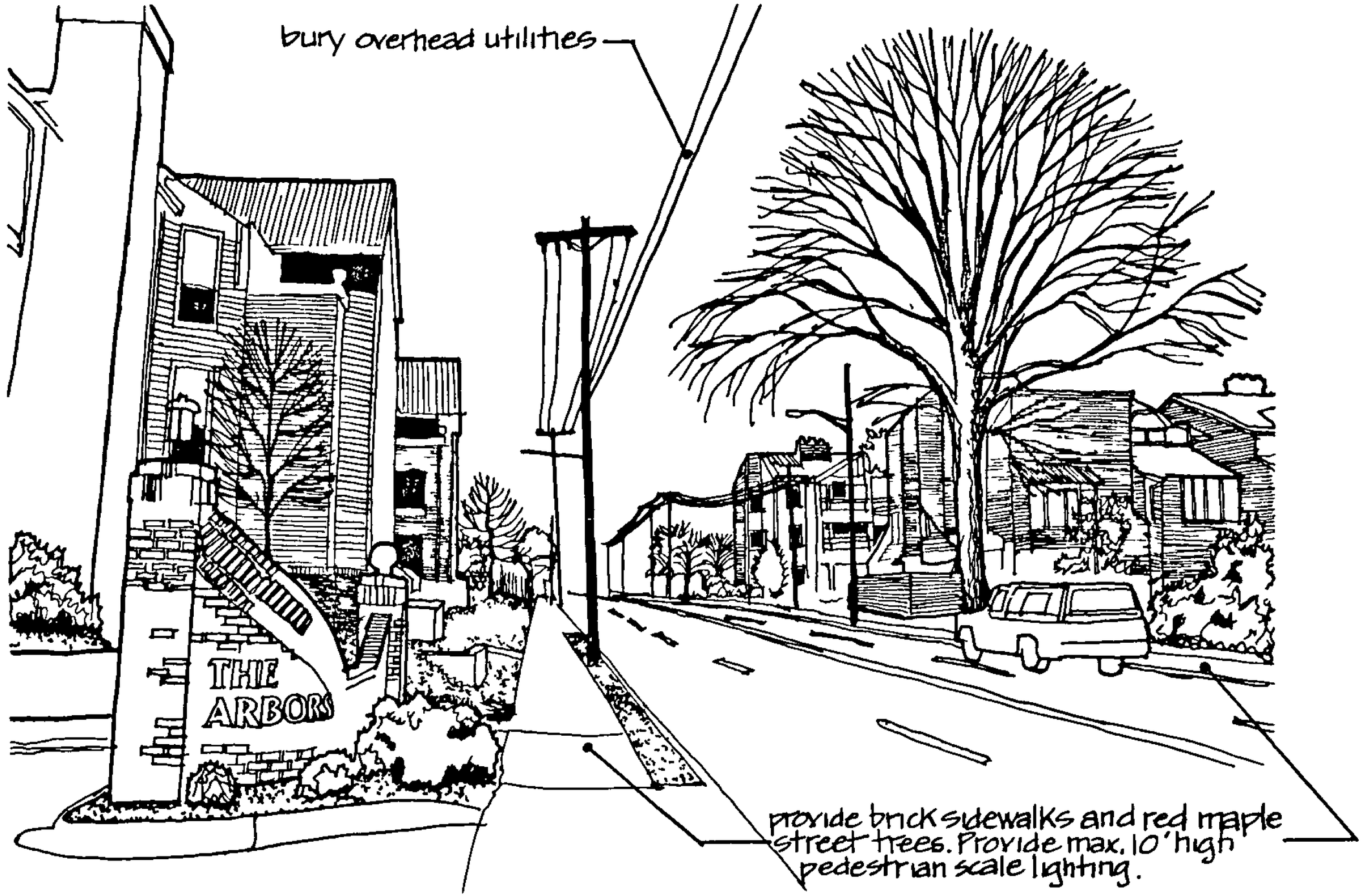
3 Remove on-street parking and reduce excessive pavement width to a standard two lane cross-section on West 5th and West 6th Streets between North Graham Street and the Southern Railroad. Provide 5' - 6' sidewalks with 5' - 6' tree lawns planted with red maples. This will promote greater connectivity between Fourth Ward and Third Ward by improving pedestrian access

4 On West 5th Street between North Church Street and North Graham Street, reduce excessive pavement to a standard two-lane cross-section to allow wider, brick sidewalks with granite curb, pedestrian scale street lights (8' - 10' high) and red maple street trees. Widening the sidewalk from the current 5' - 6' to 8' - 10' would greatly enhance the pedestrian environment on this street, particularly on the section bordered by the historic First Presbyterian Church and Settlers Cemetery.

5 Promote the use of Elmwood-Pinewood Cemetery by improving pedestrian access at West 8th and West 9th Streets across the Southern Railroad. This would also improve circulation between Third and Fourth Wards by using the cemetery as a pedestrian linkage

6 Provide naturalized plantings of evergreen and deciduous trees along Brookshire Freeway and within the Graham Street interchange to buffer and screen the neighborhood from the freeway.

7 Bury all overhead utilities. Overhead utilities exist along several streets in 4th Ward and are particularly unsightly along Graham Street Much of the utilities were placed underground in the neighborhood core when brick sidewalks were installed, and this practice should be continued.



N. GRAHAM ST. LOOKING NORTH BETWEEN 7TH & 8TH STS.
EXISTING

FOURTH WARD

PROPOSED

FOURTH WARD

overview

Bound by the Southern Railroad, the abandoned Piedmont-Northern Railroad, I-77, and Pinewood-Elmwood Cemetery, this district was at one time predominantly residential. However, through the years there has been an intrusion of office and commercial uses in the West Trade Street Corridor between West 5th and West 4th Streets Many of these uses have a blighted appearance and along with overhead utilities and billboards give this district a negative appearance and separate the residential areas into 2 areas, one north of West 5th Street, the other south of West 4th Street.

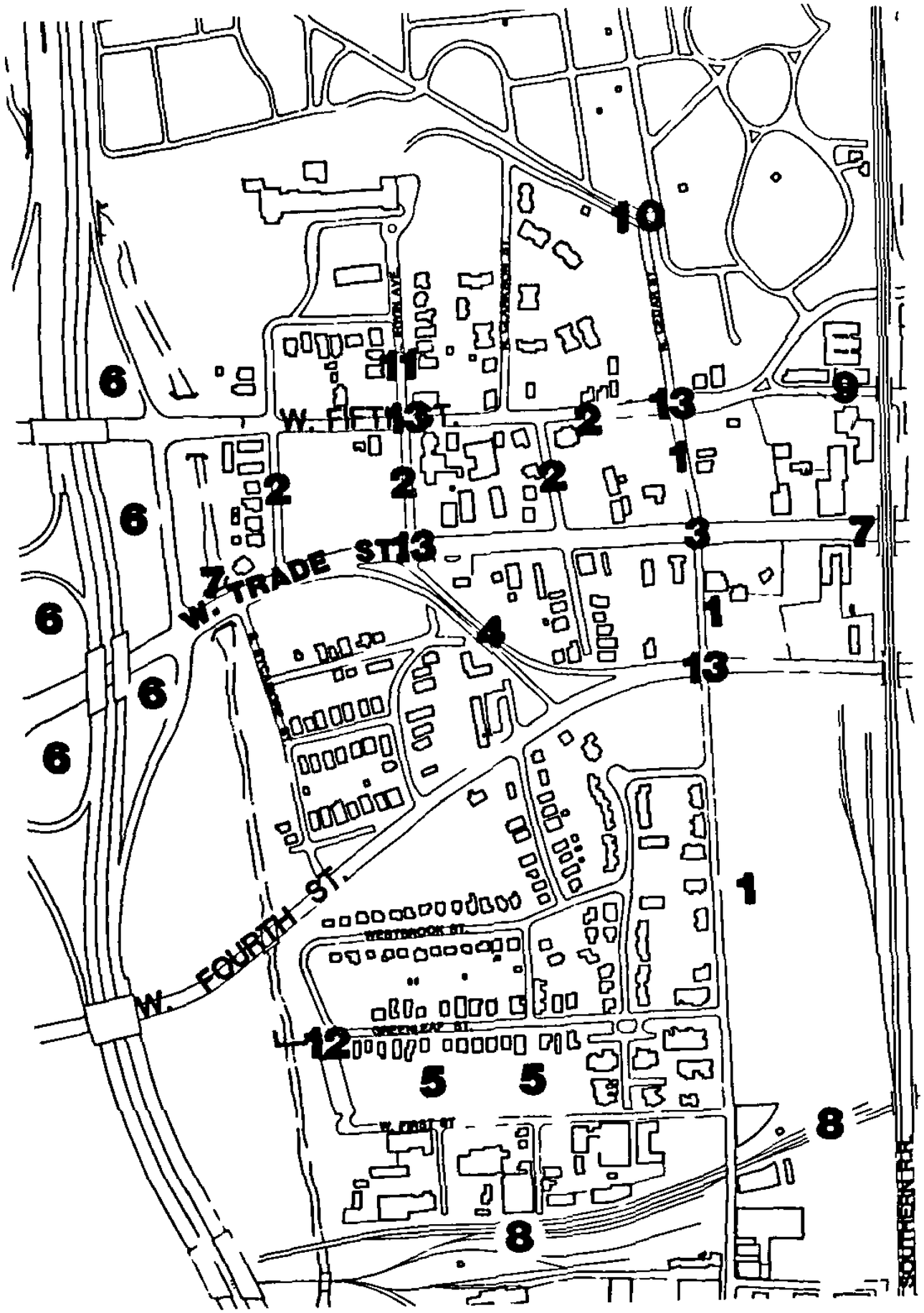
In the mid 70's a plan was prepared for the Third Ward neighborhood by the Charlotte Community Development Department that addressed the decline in the quality of housing, the poor infrastructure and the existence of several incompatible uses in residential areas.

Out of this plan came an extensive program for the rehabilitation of houses, new sidewalks and road improvements, as well as improvements to Frazier Park at the western boundary of the neighborhood. Several dilapidated structures were cleared which provided land for new housing. The most obstrusive use in the neighborhood, the scrap metal salvage yard east of Cedar Street was finally relocated in 1984, freeing up this tract for new residential development.

Around 1980, a low-interest loan program was put into place resulting in the construction of more than 100 condominiums south of West 4th Street and several more north of West 5th Street.

In 1985, West Trade Street underwent an extensive face lift that included an extensive planting of large maturing trees in tree lawns and in a wide median that will hopefully be a catalyst for new development in the West Trade Street Corridor. Indeed, a major new development, the NCNB/ATT gateway project has already begun construction. Other development is anticipated in the near future on other parcels including those owned by the City, the CUDC and the 13 acre former scrap yard site east of Cedar Street.

Because of the prospect for new development it is important to have in place a streetscape plan, that when implemented through development activity can help in re-establishing cohesiveness in this neighborhood.



1 Develop a consistent streetscape throughout Cedar Street consisting of 6'-8' sidewalks and planting strips w/Northern Red Oaks.

2 Provide minimum 6' sidewalks and planting strips with Northern Red Oaks throughout West Trade Corridor.

3 Emphasize West Trade/Cedar Street intersection with special plantings, paved crosswalks and pedestrian signals.

4 Soften the adverse impact of Trade/4th Connector with additional plantings.

5 Provide pedestrian connections between Greenleaf Avenue and West 1st Street.

6 Provide mass plantings of Evergreen and Deciduous Trees to buffer and screen I-77.

7 Develop a gateway portal

8 Utilize the abandoned Piedmont-Northern Railroad Corridor as a Pedestrian Greenway.

9 Extend proposed West 5th Street Streetscape under Southern Railroad Bridge into 4th Ward.

10 Improve pedestrian acess to cemetery at North Cedar Street.

11 Improve pedestrian access to Irwin Avenue School from other portions of 3rd Ward

12 Provide driveway from Frazier Park parking lot to Greenleaf Avenue.

13 Improve pedestrian crossings.

14 Bury all overhead utilities.

THIRD WARD

recommendations

1 Develop a consistent streetscape along North and South Cedar Streets consisting of 6 '- 8' sidewalks, 6' - 8' planting strips planted with northern red oaks and pedestrian scale lighting This should help to unify the two separated residential areas and create a comfortable pedestrian environment along this principal north-south street. The exception to this cross-section is the west side of Cedar Street from West 1st Street to West 4th Street where existing development precludes the opportunity to provide a planting strip For this section the recommendation is to widen the sidewalk to 8' and provide pedestrian scale lighting In addition, the overhead utility lines along Cedar Street should be placed underground.

2 Bury utilities and plant northern red oaks in 6' wide planting strips with a minimum 6' wide sidewalk along the following streets.

- West 5th Street between Southern Railroad and I-77
- North Clarkson Street between West Trade and West 5th Street
- North Irwin Avenue between West Trade and West 5th Street
- North Sycamore Street between West Trade and West 5th Street

These streets comprise the heart of the West Trade Street district which is anticipated to undergo major redevelopment in the near future. The recommended streetscape will give a consistency to development in this area.

3 Emphasize intersection of West Trade and Cedar Street as the main intersection in Third Ward with special plantings, paved crosswalks and pedestrian signals Historically this intersection has been the major node in Third Ward.

4 Soften the adverse impact of the Trade/4th Street Connector with natural plantings of pines, flowering trees and shrubs. Double the number of red maples currently planted in the sidewalks along the connector.

5 Provide pedestrian connections between Greenleaf Avenue and West 1st Street. West 1st Street contains several acres of vacant residentially zoned land, but has no connection to the Third Ward neighborhood since Elliott and McNinch Streets were closed several years ago Re-establishing pedestrian connections along the old locations

of Elliott and McNinch Streets will help link this area to the neighborhood, and help promote development of this city-owned land.

6 Provide mass plantings of evergreen and deciduous trees along I-77 and within the West Trade Street and West 5th Street interchanges to buffer the neighborhood from the freeway This was a recommendation of the West Trade Street Design Charrette of July, 1984.

7 Develop a gateway portal to the Urban Core at the Southern Railroad overpass at West Trade Street. The design should reflect the Mediterranean revival style of architecture that once existed at the old gateway at West Trade and Mint Street. This was also a recommendation of the charrette

8 Utilize the abandoned Piedmont-Northern railroad corridor as a pedestrian greenway that would connect Third Ward to the Urban Core. Currently the elevated Southern Railroad line poses a barrier between Third Ward and the Urban Core. Developing this rail corridor into an attractive landscaped, lighted pedestrian walkway will greatly improve accessibility.

9 Extend the proposed West 5th Street streetscape (6' sidewalk, 6' planting strip) under the Southern Railroad into Fourth Ward to help establish continuity between the 2 neighborhoods.

10 Improve pedestrian circulation between Third and Fourth Wards through Elmwood-Pinewood Cemetery by improving access to the cemetery at North Cedar Street in Third Ward, and West 8th Street and West 9th Street in Fourth Ward. This will also help to promote the use of the cemetery as an urban open space.

11 Improve pedestrian access to Irvin Avenue School from other portions of 3rd Ward. Because of the major thoroughfares that separate Irwin Avenue school from the remainder of 3rd Ward,pedestrian access to this school can be hazardous. Improvements to the intersections of Irwin and West 5th and Irwin and West Trade that include crosswalks and pedestrian signals will greatly improve the situation.

12 Provide a driveway that connects Frazier Park parking lot to Greenleaf Avenue The Frazier Park parking lot can only be reached

by West 1st Street and, as a result, is seldom used. Providing a driveway connection to Greenleaf Avenue will improve access and open up the lot to more usage.

13 Improve pedestrian crosswalks by implementing a program of installing special paving or painting patterns to designate the pedestrian crossing zone. In addition, luminated crosswalk signals should be installed to regulate safe walk intervals. All curb crossings must be cut for handicapped accessibility.

14 Bury all overhead utilities Many of the streets in Third Ward have above ground utilities incuding a major transmission line along Cedar Street. This not only has a negative appearance but also precludes the planting of the desired large canopy trees whose branches would grow into the lines As development/redevelopment occurs, thse lines should be placed underground.

S. CEDAR ST. LOOKING SOUTH AT CEDAR ST. COMMONS
EXISTING

THIRD WARD

PROPOSED

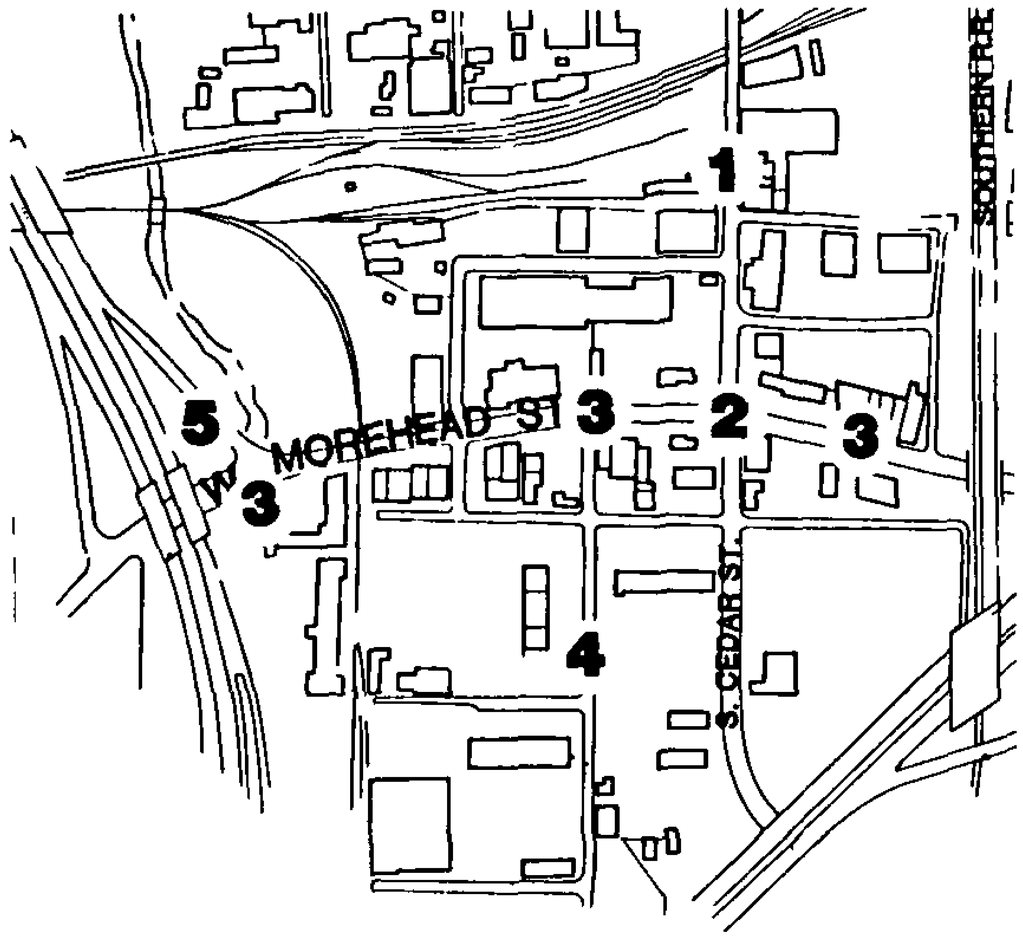
THIRD WARD

overview

West Morehead is bound by the Southern Railroad line, I-277, I-77 and the abandoned Piedmont-Northern Railroad. West Morehead is the only industrial district in the uptown area containing a wide variety of light to heavy industrial uses as well as many automobile services.

While some buildings have a unique character and offer significant reuse potential the overall image of the district is a blighted one. Overhead utilities, billboards, unscreened parking lots, lack of any street trees and deteriorating buildings contribute to the negative appearance particularly along West Morehead Street which is a major gateway to uptown. Except for South Cedar and South Clarkson Streets, the remainder of the streets in this district are principally "working streets" serving mainly as industrial access.

In 1986, a redevelopment plan was prepared for West Morehead which enabled a low-interest loan program to take place for the purpose of renovating old industrial buildings. Some renovation activity is already taking place on South Cedar Street and the implementation of streetscape recommendations will hopefully be an incentive for more renovations as well as new development.



1 Reduce excessive pavement width on South Cedar Street and provide 6' sidewalks and 8' planting strips with Willow Oaks. Bury overhead utilities.

2 Provide special landscaping, crosswalks, and pedestrian signals at West Morehead/South Cedar Street intersection.

3 Enhance West Morehead Street as a gateway with special landscaping at I-77 overpass, and by providing 6' sidewalks and planting strips with Willow Oaks along West Morehead Street. Bury overhead utilities.

4 Provide a minimum of 5' sidewalks and planting strips along South Clarkson Street from West Morehead Street to I-277.

5 Provide naturalized plantings of Evergreen and Deciduous Trees to buffer and screen West Morehead from I-77.

WEST MOREHEAD

recommendations

1 Reduce excessive pavement width on South Cedar Street to a standard two-lane cross-section and provide 6' sidewalks, and 8' planting strip planted with willow oaks This type of streetscape will soften the industrial appearance of the area and promote better pedestrian circulation between West Morehead and Third Ward Bury or relocate the overhead utility lines along this street.

2 Provide landscaping treatment, special crosswalk patterns and pedestrian signals at the intersection of West Morehead and Cedar Street Currently this intersection has a very harsh appearance with paved parking on three of the four corners. Providing landscaping at these corners will soften the appearance.

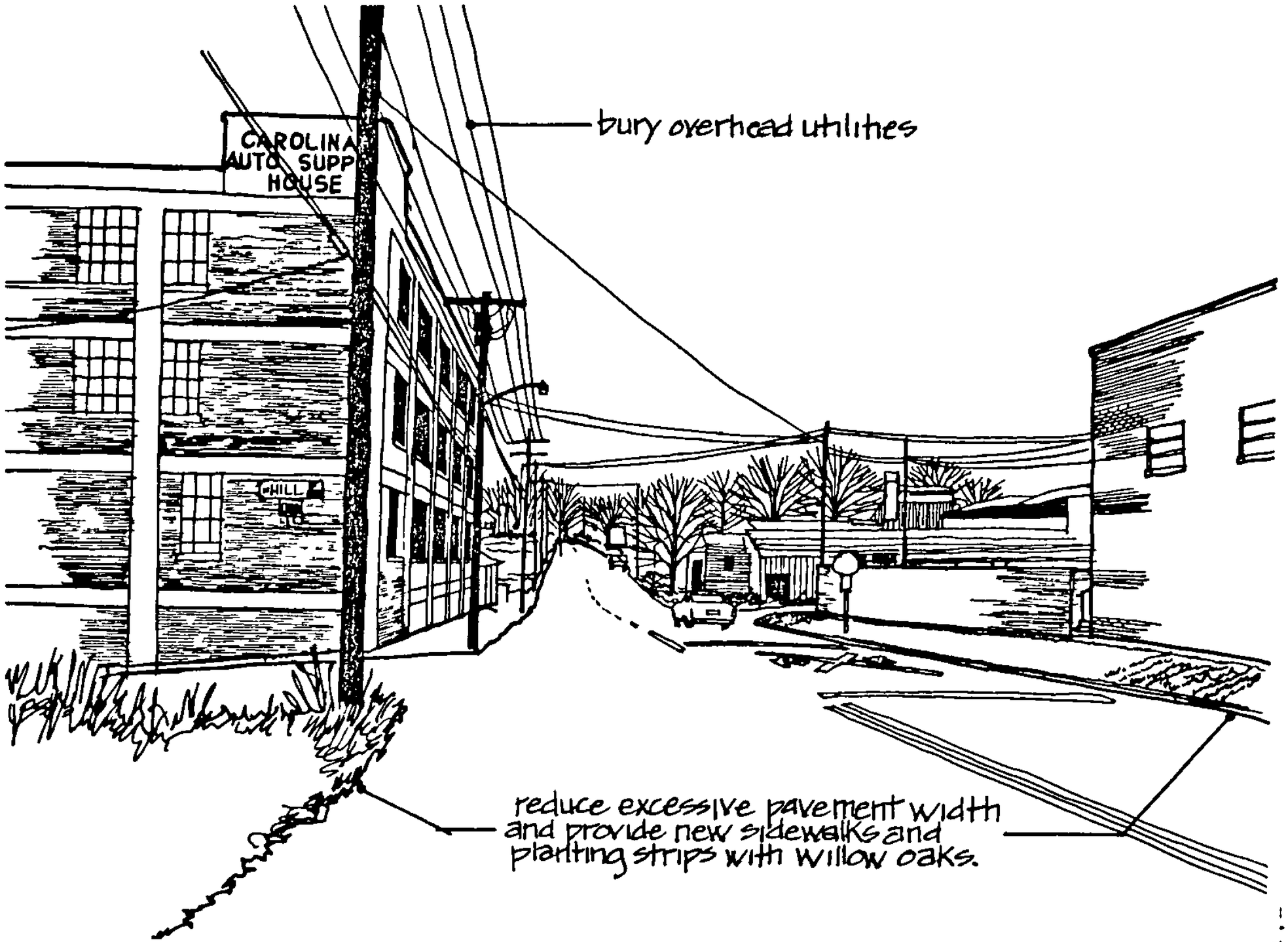
3 Enhance the gateway aspect of West Morehead Street by providing landscaping treatment at the I-77 overpass and by providing a streetscape consisting of 6' sidewalks and 6' planting strips planted with willow oaks West Morehead Street is a major gateway to uptown from the west but currently conveys a very harsh image with the overhead utilities, billboards, unscreened parking in the front yards and no street trees. A landscaping treatment at the I-77 overpass will give an initial positive impact to motorists Providing planting strips with willow oaks along West Morehead Street will soften the harsh industrial appearance of the area and make the streetscape more consistent with the existing East Morehead Street streetscape It is imperative that the overhead utilities be buried or relocated away from the street

4 Provide a streetscape consisting of a minimum of 5' sidewalks and planting strips along South Clarkson Street from West Morehad Street to I-277.

5 Provide naturalized plantings of evergreen and deciduous trees along I-77 to screen and buffer West Morehead.

WEST MOREHEAD

recommendations



S. CEDAR ST. LOOKING NORTH @ W. HILL ST.- EXISTING

WEST MOREHEAD

PROPOSED

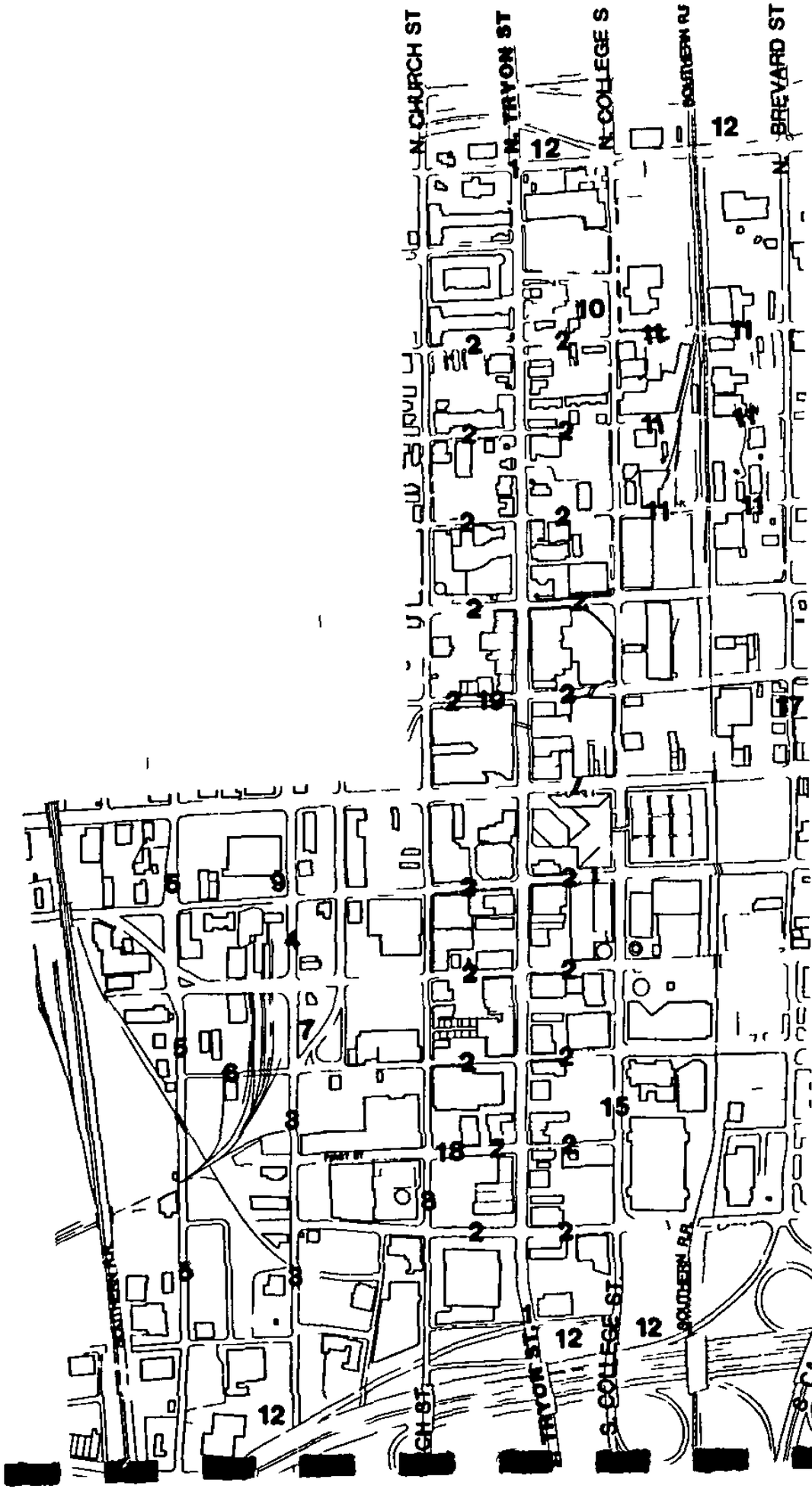
WEST MOREHEAD

overview

The urban core is a unique mixed use district providing the vibrant stimulus to Uptown Charlotte. Bound by Brookshire Freeway, North Church Street, West Trade Street, Southern Railroad, I-277 and North Brevard Street, the district is composed of a potpourri of architectual building styles, office and commercial uses, and streetscape images. The over 58,000 daily employees working here have created the need for a high quality working and recreating environment. In addition, to the current demand, expected future development will add to these needs for reassuring exciting, safe, and viable streetscaped corridors.

The Urban Core is actually composed of several subdistricts that have a character of their own: North Tyon Street which is the hub of the retail and cultural activity uptown; North College Street which contains remnants of the old Cotton Square warehouse district, and where significant new development is occuring in with City Fair and the Apparel Mart; South Tryon/South College Street which is the center of financial activities not only for the city but for the entire region; South Church Street, where the bulk of Duke Power's operations are centered and where the scale of many buildings enhances the pedestrian activity on this street; and the South Mint/South Graham Street area which consists primarily of surface parking and scattered industrial areas. The streetscape recommendations for the urban core will attempt to weave these areas together.

The Transit Mall, completed in 1985, is positive evidence of what can be accomplished at street level. Since its opening, the mall has become the image spine for Uptown. As development on adjacent streets continues to occur, the opportunity for expanding the mall concepts to these streets is becoming readily apparent Ultimately, the fragmented infrastructure will begin solidifying into a common identifiable network of interrelating elements. Improving the streetscape perception is an important tool in tying the urban fabric together



1 Extend Transit Mall to I-77 and Brookshire Freeway

2 Provide special paving and lighting on 1st blocks East and West of Tryon Street

3 Provide minimum 8' sidewalks and 6' planting strips along South Mint Street from I-277 to West 2nd Street

4 Remove on-street parking and provide minimum 10' sidewalks and 6'-8 planting strips along South Mint Street from West 2nd Street to West Trade Street

5 Provide minimum 6' sidewalks and 6' planting strips on South Graham Street

6 Provide minimum 8' sidewalks and 6' planting strips along West 2nd Street from South Mint to South Graham

7 Establish landmark focal point on triangular parcel formed by Mint, Poplar and 3rd

8 Provide canopy trees (Zelkova) along South Church Street

9 Establish pocket park at historical marker at West 4th and South Mint

10 Establish pocket park at North College and East 9th Street

11 Provide minimum 6' sidewalks and planting strips along East 7th , East 8th, East 9th between College and Brevard

12 Provide naturalized plantings of evergreen and deciduous Trees along Brookshire Freeway and I-277

13 Screen existing surface parking lots

14 Improve pedestrian crossings

15 Provide canopy trees (Sawtooth Oak) throughout length of College Street

16 Reinforce pedestrian space by providing pedestrian amenities throughout district

17 Provide pedestrian amenities along North Brevard Street from East Trade to East 5th Streets

18 Remove on-street parking and provide 8'-10' sidewalks and planting strips along West 1st street between Church and Tryon Streets

19 Reduce the excessive pavement and widen sidewalks on West 5th Street between North Tryon and North Church Streets

20 Bury all overhead utilities

URBAN CORE
recommendations

1 Extend the transit mall with the same vocabulary of streetscape elements south to I-277 and north to Eleventh Street This will extend the mall to the limits of the uptown area as defined by the inner freeway loop.

2 Provide special paving patterns on the first blocks east and west of transit mall The paving should consist of materials of similar composition and color to that used on the transit mall. The use of Laurel Oaks, an evergreen tree, will further distinguish this corridor

3 Provide minimum 8' sidewalks and 6' planting strips planted with Green Ash along South Mint Street from I-277 to West 2nd Street. This will provide a comfortable pedestrian environment in this area which is expected to redevelop as the high density office/commercial development expands to the west.

4 Remove on-street parking, reduce excessive pavement width, and provide minimum 10' sidewalks and 6'-8' planting strips along South Mint Street from West 2nd Street to West Trade Street. Roadway widths in this section greatly exceed city standards. Reducing pavement width to standard cross-sections (3 lanes between West Trade and West 3rd, 2 lanes between West 3rd Street and West 2nd) will provide room for widened sidewalks and planting strips. Green Ash, a large-maturing tree is proposed along all of Mint Street.

5 Improve the image of South Graham Street by providing minimum 6' sidewalks and planting strips with large maturing trees (River Birch) from West Morehead Street to West Trade Street and by burying overhead utilities. Currently this street has a very negative appearance with overhead utilities, billboards, unscreened parking lots and broken sidewalks

6 Provide minimum 8' sidewalks and 6' planting strips along West 2nd Street between South Graham and South Mint Street. Improve roadway to a standard 2-lane cross-section to improve circulation between Graham and Mint Streets.

7 Develop the parcel formed by the intersection of West 3rd Street, Poplar Street, and Mint Street as a focal point with the use of a

creative architectural element or innovative planting scheme. This is a triangular shaped parcel that comes to a point where South Mint and South Poplar Streets split offering a unique opportunity for establishing a landmark

8 Provide canopy trees (Zelkova) along South Church Street to help scale down the Duke Power building and Wachovia parking deck as well as provide shade and greenery along this intensely pedestrian street.

9 Establish pocket park at intersection of West 4th and South Mint Streets Currently there is a historical marker and open space on this portion of the Federal Courthouse property The abundant pedestrian traffic in this area could benefit from benches and attractive landscaping

10 Establish pocket park on vacant parcel along North College Street between East 9th and Phifer Streets This is the last wooded parcel in the Urban Core and would provide an excellent amenity if developed as a passive park This was a recommendation of the 2005 Plan.

11 Provide minimum 6' sidewalks and planting strips along East 7th, East 8th, and East 9th Streets, between North College and North Brevard Streets. This will help to provide comfortable pedestrian circulation between First Ward and the Urban Core

12 Provide naturalized plantings of evergreen and deciduous trees along Brookshire Freeway and I-277 This will help to screen and buffer the Urban Core from the freeway

13 Screen existing surface parking lots with minimum 3' high walls or fences or plant materials. New parking lots will have to be screend per U-MUD requirements, however, there are many existing unscreened parking lots in the Urban Core that have an unsightly appearance.

14 Improve pedestrian crosswalks by implementing a program of installing special paving or painting patterns to designate the pedestrian crossing zone In addition, luminated crosswalk signals should be installed to provide regualted safe walk intervals Curbs at crossing points need to be cut or formed to allow handicapped accessibility.

15 Provide canopy trees (Sawtooth Oak) the entire length of College Street to establish consistency along this major thoroughfare. The provision of shade trees will greatly enhance this intensely pedestrian street

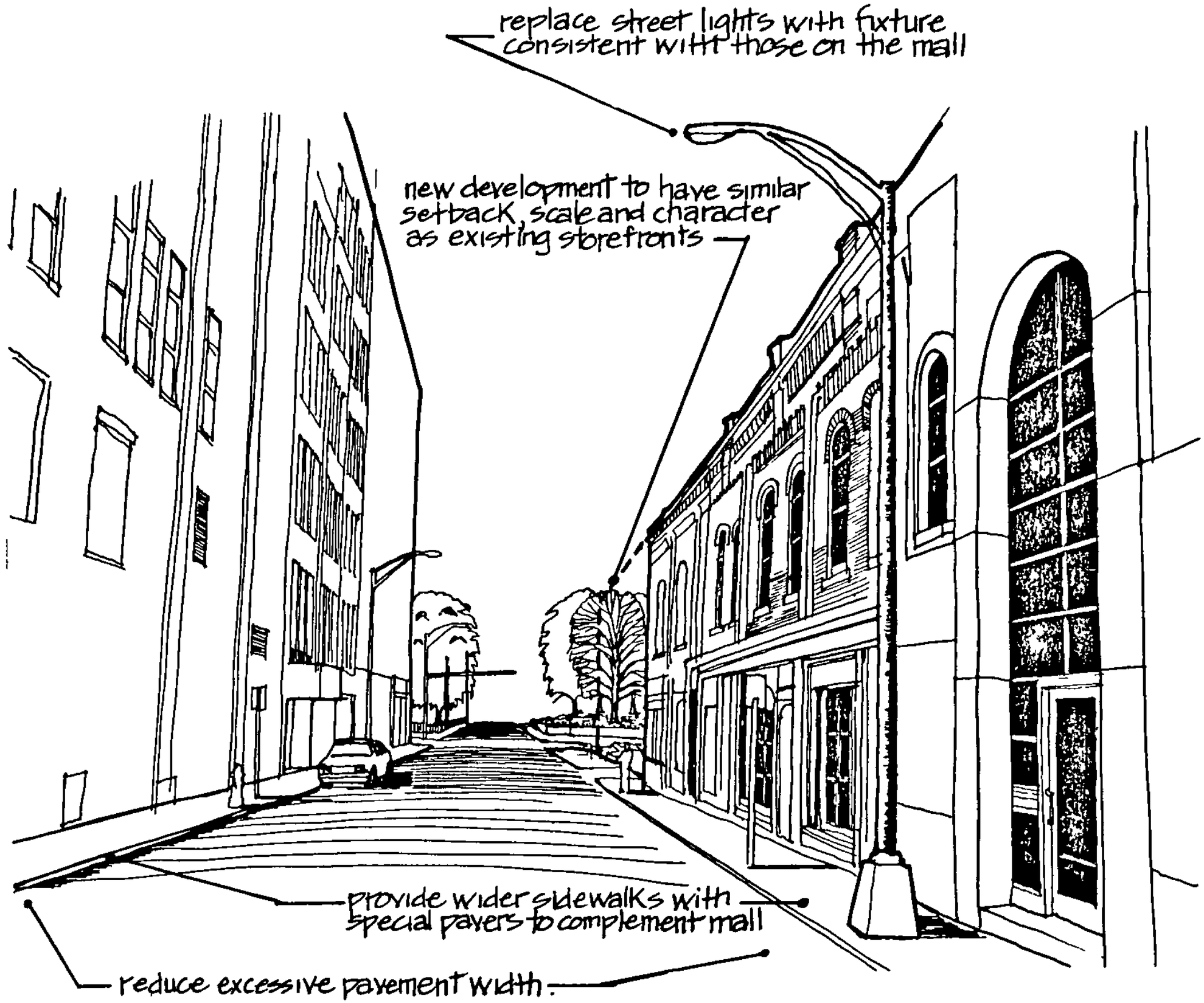
16 In addition to street trees, reinforce pedestrian space by providing pedestrian amenities such as benches, trash cans, bus shelters, pedestrian scale lighting and phone kiosks.

17 Provide special paving, pedestrian scale lighting, signage and other theme streetscape elements along North Brevard Street between East Trade and East 5th Streets This block contains several unique commerical buildings, some of which are currently undergoing renovation. Provision of these streetscape elements will enhance these buildings and serve as an incentive for future renovations and infill development The reuse of thse buildings was a recommendation of the Lane-Frenchman First Ward Plan.

18 Remove on-street parking and provide 8'-10' sidewalks and planting strips along West 1st. Street between Church and Tryon Streets. Eliminating extra pavement while still maintaining the 2 lanes of traffic will provide an opportunity for wide planting strips which will be beneficial to the growth of large canopy trees (laurel oak).

19 Reduce excessive pavement width and widen sidewalks on West 5th Street between North Tryon and North Church Streets. This one block section of West 5th Street contains a delightful collection of renovated office and commercial buildings. In an effort to enhance the pedestrian quality of this street it is recommended that the street be narrowed to a standard 2-lane width to accomodate wider sidewalks with special pavers and street lights that are consistent with those on the mall.

20 Bury all overhead utilities While most of this has been done throughout the Urban Core, there are still some streets where the utilities remain. To enhance the image of uptown it is important that they be placed underground

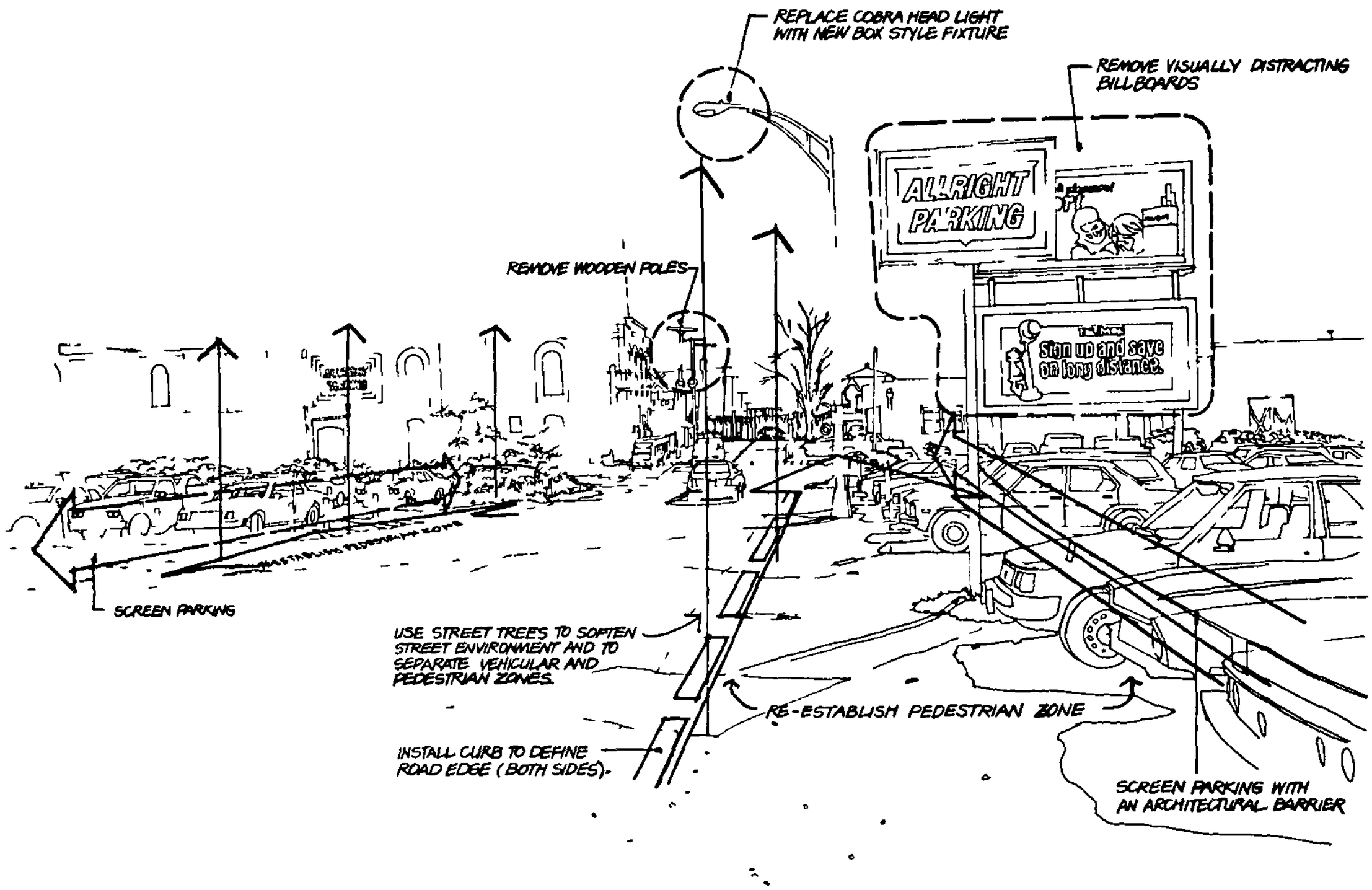


W. FIFTH ST. BETWEEN N. TRYON & N CHURCH - EXISTING

URBAN CORE

PROPOSED

URBAN CORE

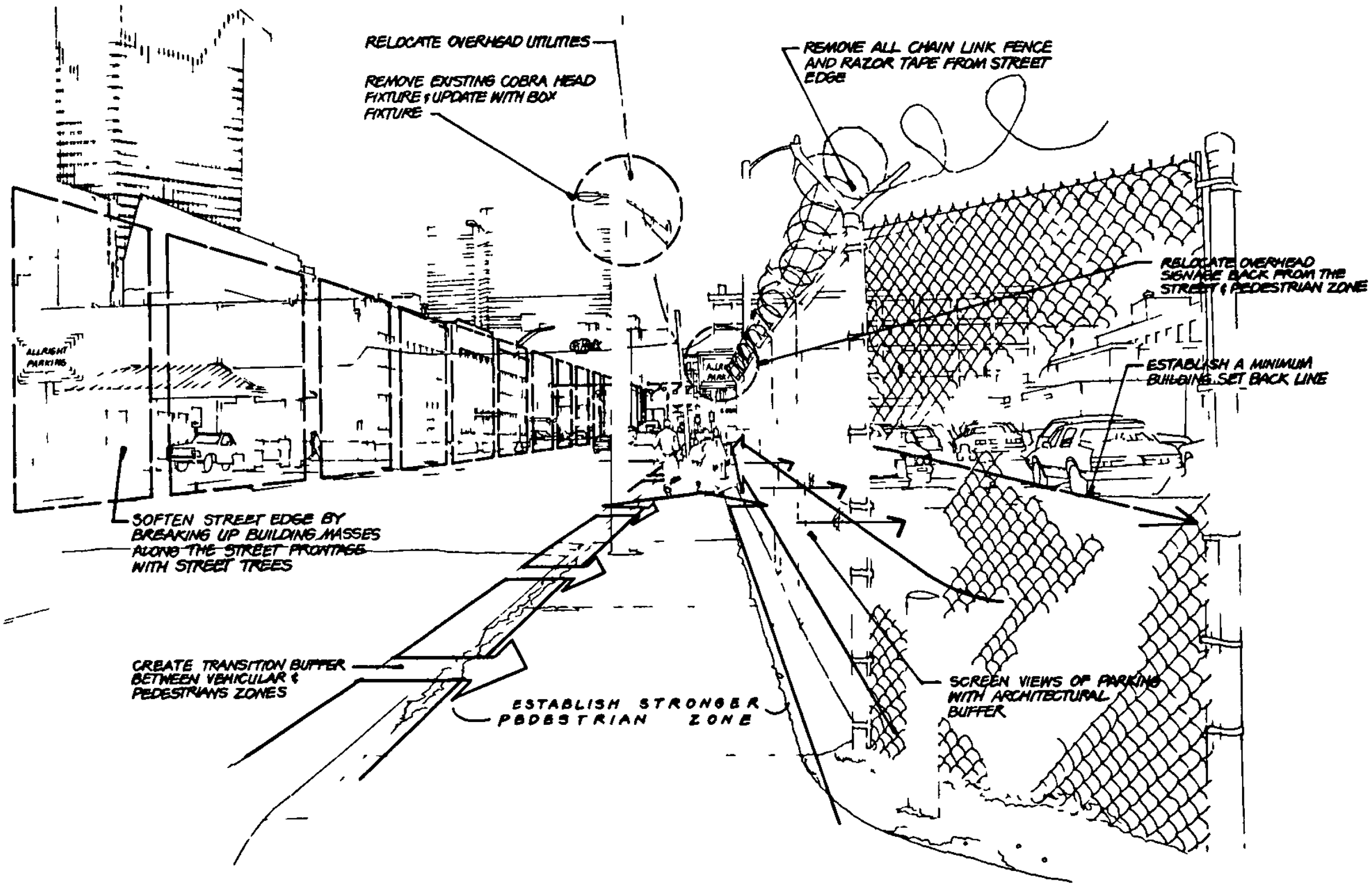


E. 7TH ST. LOOKING EAST AT SOUTHERN R.R.
EXISTING

URBAN CORE

PROPOSED

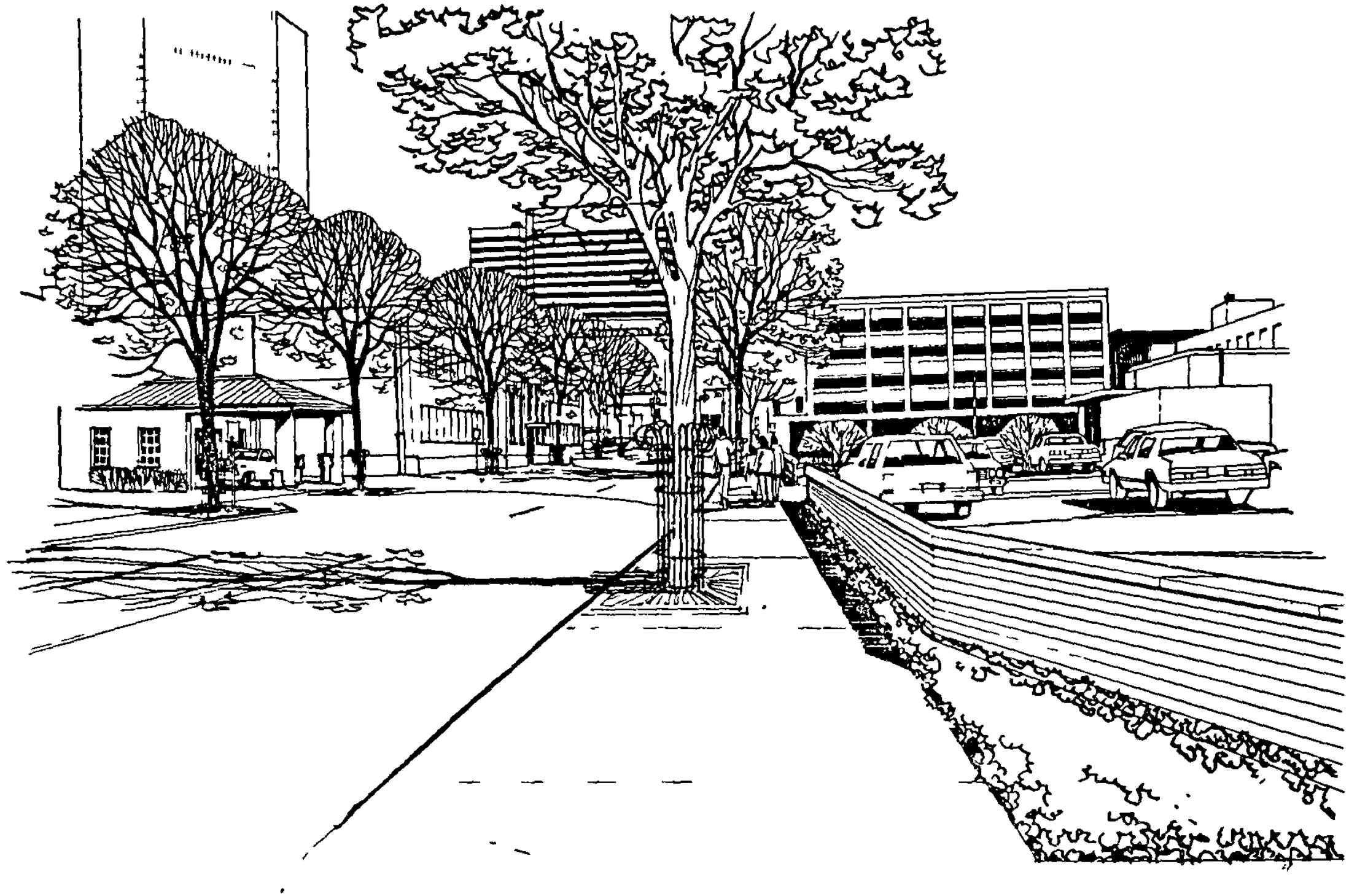
URBAN CORE



E. 5TH ST. LOOKING WEST TOWARDS N. COLLEGE ST.

EXISTING

URBAN CORE



PROPOSED

URBAN CORE

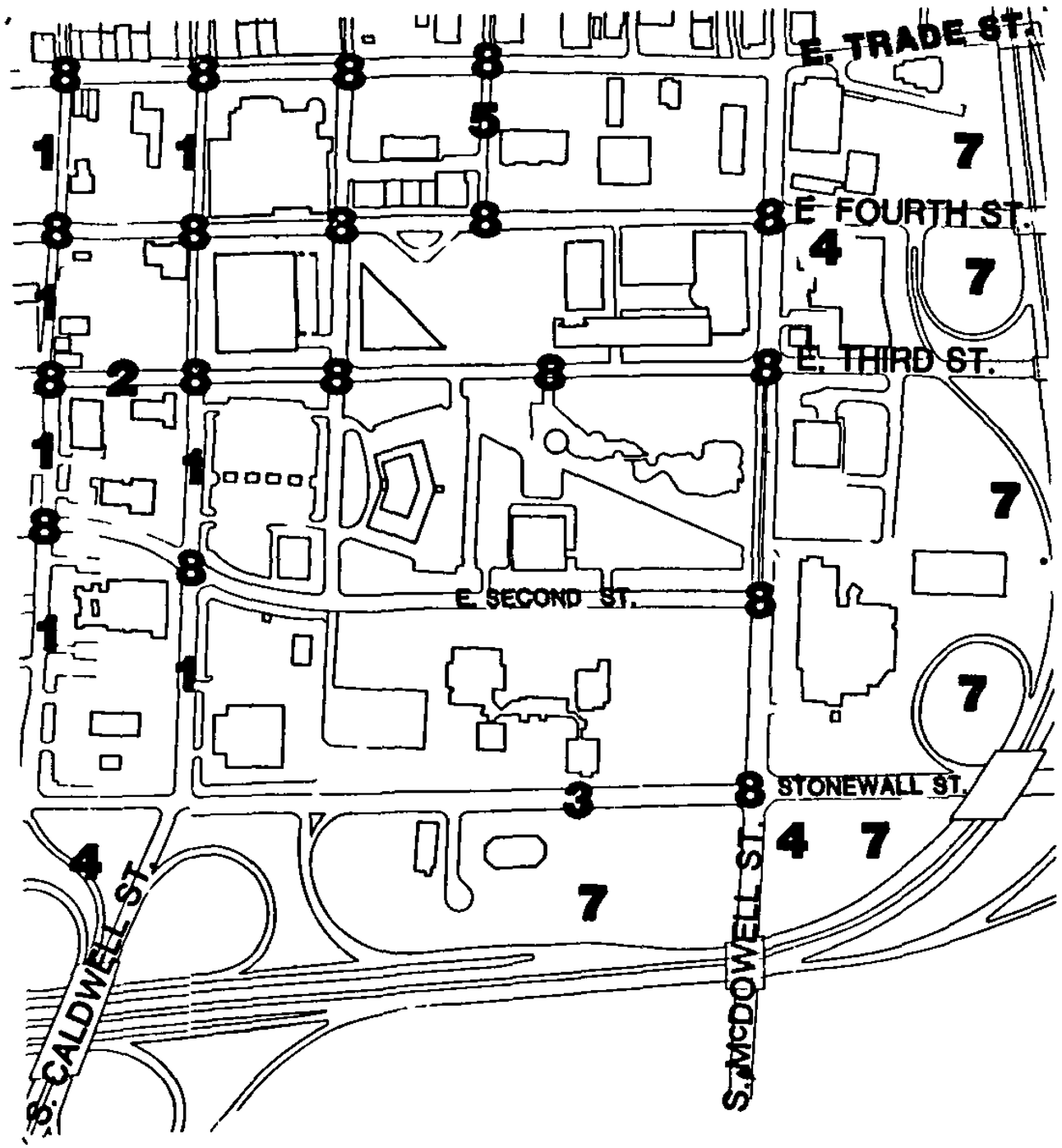
overview

The Governmental Center is bound by I-277, South Brevard Street and East Trade Street. This district is dominated by governmental uses including the City-County Office Building, the Mecklenburg County Courthouse, and the Charlotte-Mecklenburg Board of Education. Marshall Park is the focal point of development in this district and provides valuable urban open space.

The Governmental Center as we know it today has its origins dating back to 1927 when the first governmental center concept began taking form with the completion of City Hall, County Court House, police, health and fire department buildings all centralized in one area. This new philosophy of a "government center" was described in a 1927 publication which stated "The entire plant of the municipality has been set down in a park-like area surrounded by trees and shrubbery, it being easily one of the show places of the South".[1]

As a result of urban renewal activities in the late 60's the Brooklyn neighborhood was cleared to begin implementing a 60 acre government center master plan. The fundamental concepts of this plan called for "organizing governmental functions into designated centers of activity, separating vehicular and pedestrian traffic, concealing parking facilities, and establishing a park setting for the entire area".[2]

In 1975, a third study was undertaken highlighting the issues leading up to the Government Center, reducing the area to 26 acres but maintaining the park like image initially described in 1927. Instrumental to this plan and providing a basis for this streetscape endeavor was the recommendation for maintaining the Governmental Center's park-plaza system. This open space system reinforces the pedestrian and down plays the automobile's presence The following streetscape recommendations are congruent to this design philosophy by strenghtening the pedestrian environment.



1 Continue the existing streetscape pattern of red maples in planting strips.

2 Extend pattern of double row of Red Maples along East 3rd Street.

3 Construct a planted median along Independence Boulevard (Stonewall Street) from I-277 to South Caldwell Street

4 Establish gateway zones at following intersections. East 4th and McDowell Streets, McDowell Street and Independence Boulevard (Stonewall Street) and Caldwell Street and I-277.

5 Provide pedestrian linkage between Governmental Center and First Ward through closing of Alexander Street.

6 Establish linear park on south side of East Trade Street from McDowell Street to Southern Railroad

7 Provide natural plantings of Evergreen and Deciduous Trees along I-277 to act as a screen and buffer.

8 Improve pedestrian crossings.

9 Bury all overhead utilities.

GOVERNMENTAL CENTER

recommendations

1 Continue the existing streetscape pattern of red maples in planting strips. This pattern should be continued to achieve unity throughout the Governmental Center

2 Continue the existing pattern of a double row of red maples westward along East 3rd Street. Currently a double row of red maples exist from McDowell Street to Alexander Street and will be extended along the new City Hall Extension of this double row to the Urban Core will provide a comfortable, shaded pedestrian connection between the Governmental Center and the Urban Core.

3 Construct a planted median on Independence Boulevard from I-277 to South Caldwell Street. With the completion of I-277 the traffic on Independence Boulevard (to be renamed Stonewall Street) will be greatly reduced to the point that the current 6 lane roadway can be reduced to 4 lanes. The image of this street could be greatly improved by providing a wide tree-filled median along with burying the overhead utilities.

4 Establish gateway zones at South McDowell and East 4th Streets, South McDowell and Independence, and South Caldwell at I-277. Gateway zones are those areas where motorists enter the uptown area. Enhancement of these zones with attractive landscaping can have a positive impact.

5 Provide a pedestrian linkage from the Governmental Center to First Ward by closing Alexander Street. Create an ambiance with site furnishings and plant material which will promote the corridor as a pedestrian linkage.

6 Establish linear park on South side of East Trade Street from South McDowell Street to the Southern Railroad. This concept, from the RTKL Central Area Plan, would continue the park setting of the front lawns of City Hall and Courthouse Annex westward along East Trade Street to link the Governmental Center to the square To continue this concept, building setbacks of 50' to allow for the linear park are recommended

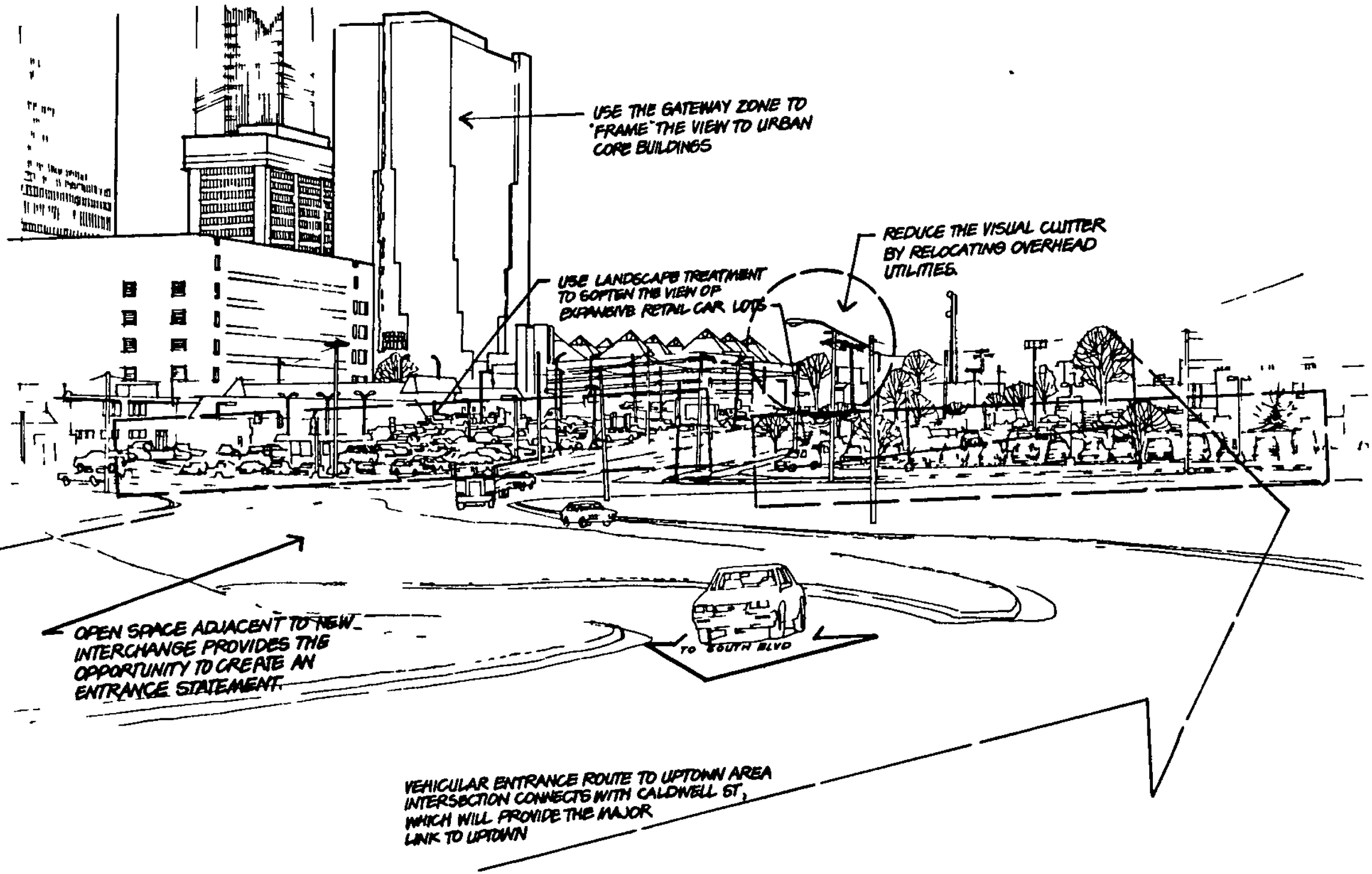
GOVERNMENTAL CENTER

recommendations

7 Provide natural plantings consisting of both evergreen and decidious plant materials along I-277 The function of the plants will be to buffer adjacent land uses from freeway traffic, provide visual separation of traffic lanes and enhance the gateway image points.

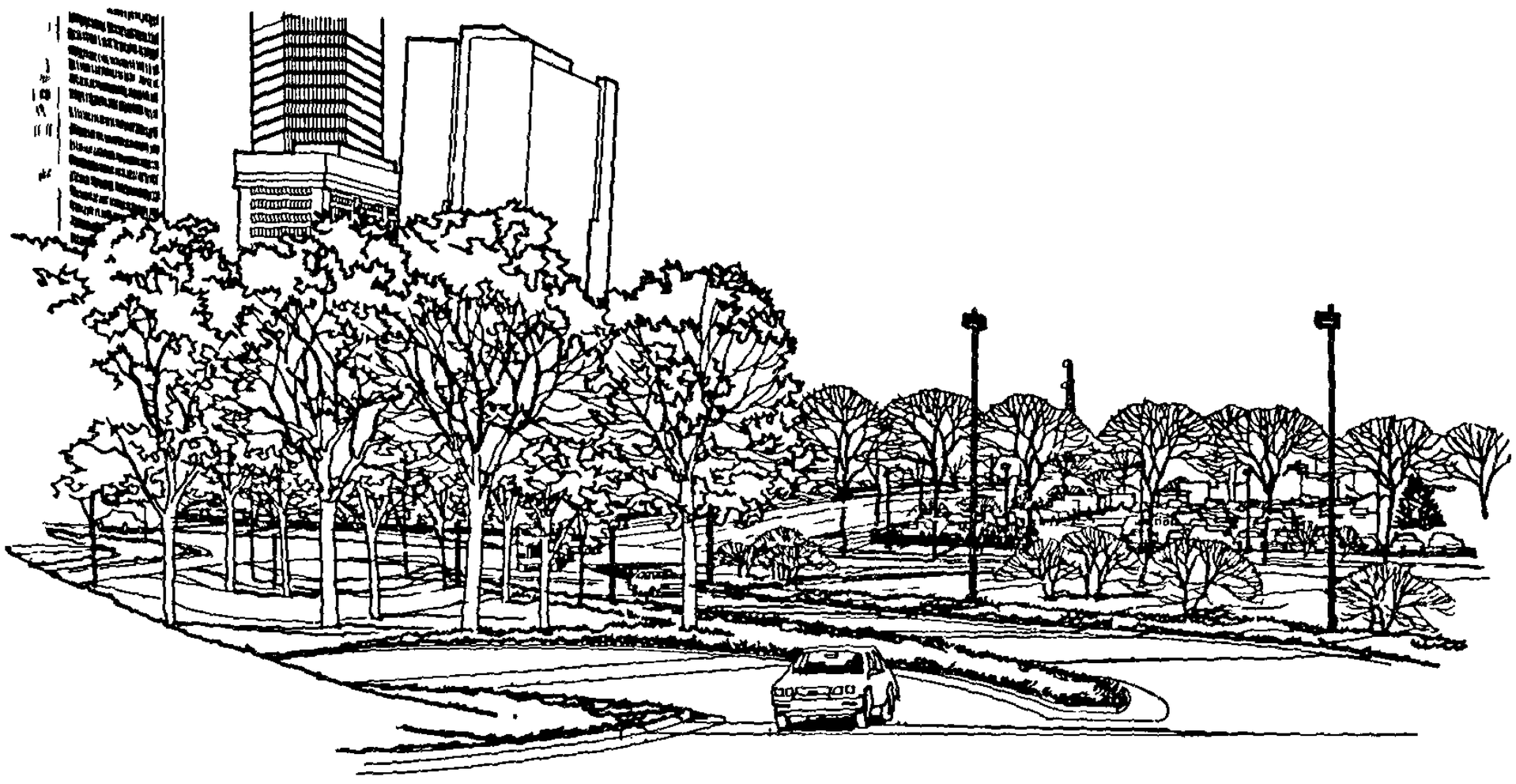
8 Improve pedestrian crosswalks by implementing a program of installing special paving or painting patterns to designate the pedestrian crossing zone. In addition, luminated crosswalk signals should be installed to regulate safe walk intervals All curb crossings must be cut for handicapped accessibility.

9 Bury all overhead utilites. Although much of the overhead utilities were placed underground as part of urban renewal activity, some lines still exist along Independence Boulevard, South Brevard Street, East 4th Street and East Trade Street.



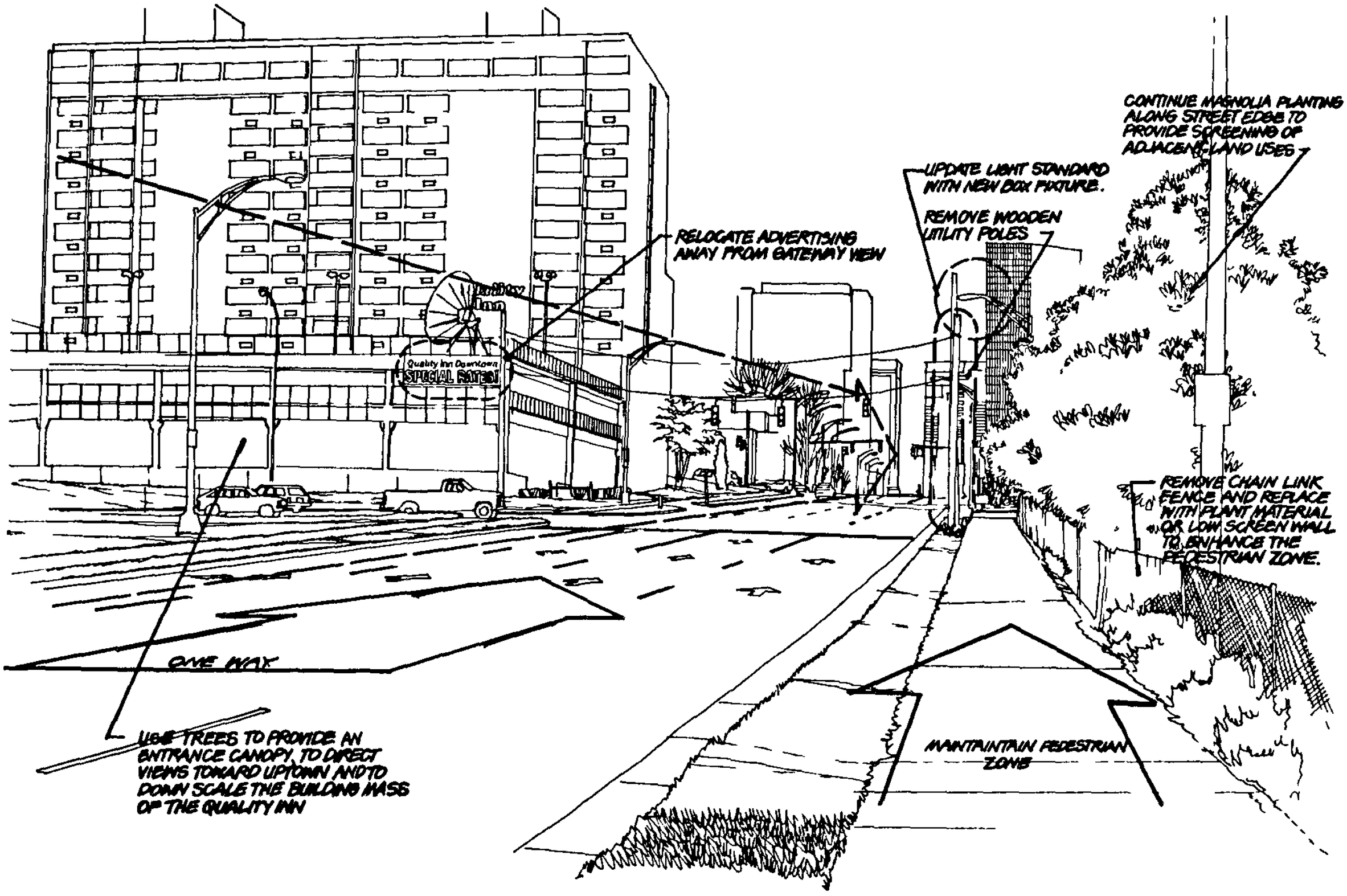
S. BREVARD ST. LOOKING NORTH AT I-277
EXISTING

GOVERNMENTAL CENTER



PROPOSED

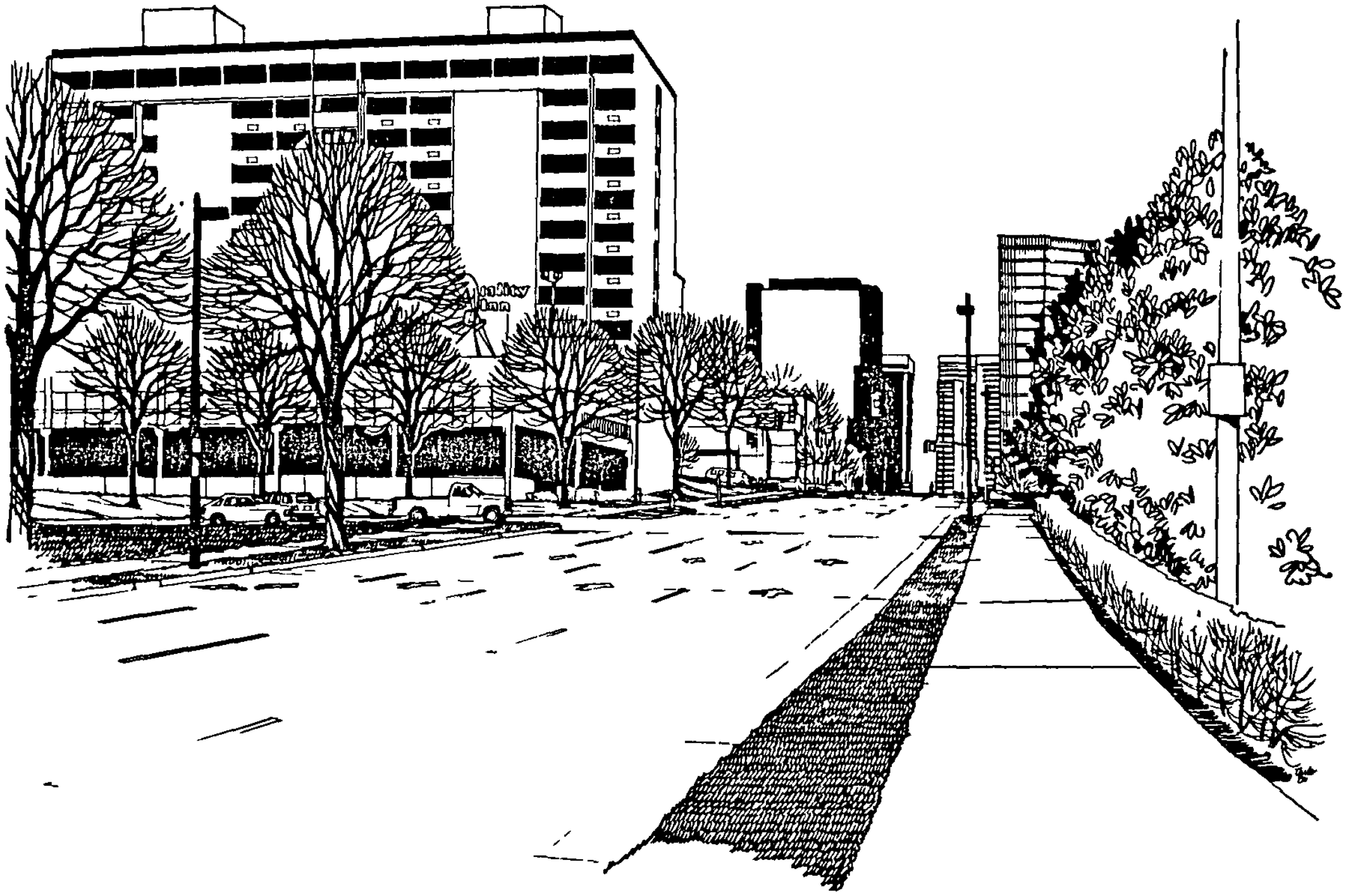
GOVERNMENTAL CENTER



E. 4TH ST. LOOKING WEST TOWARDS McDOWELL ST.

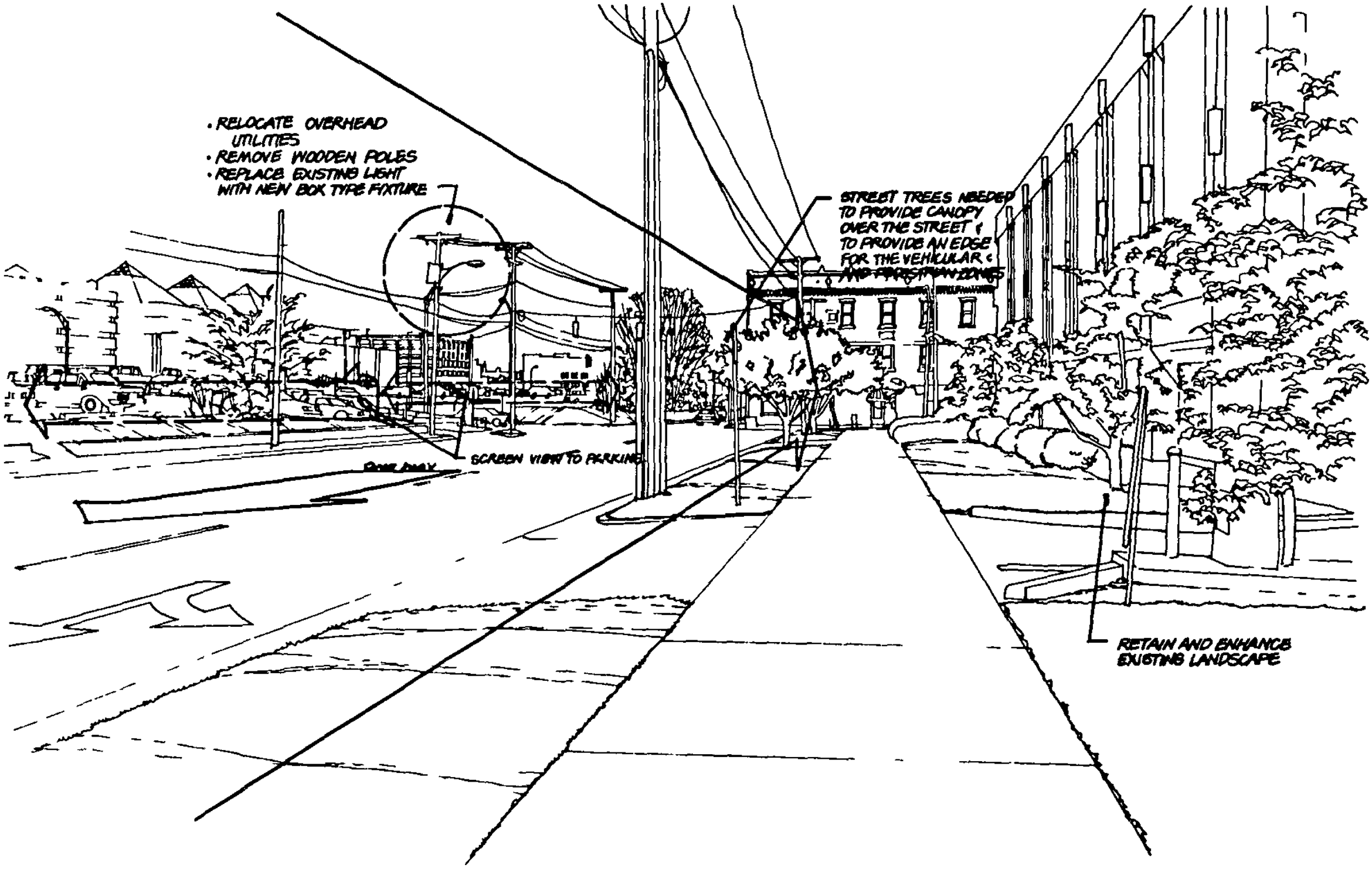
EXISTING

GOVERNMENTAL CENTER



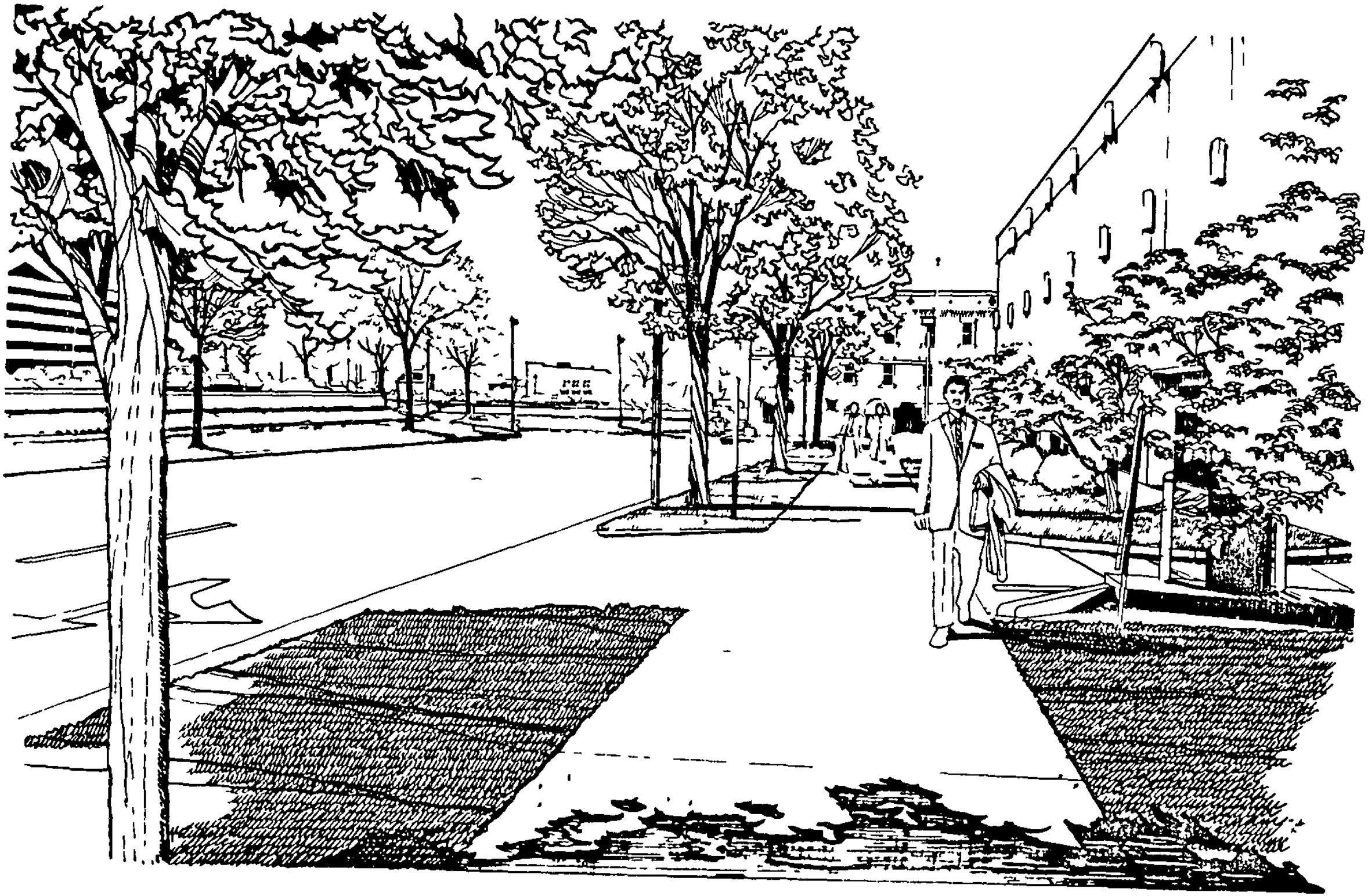
PROPOSED

GOVERNMENTAL CENTER



S. BREVARD ST. LOOKING NORTH TOWARDS E. 3RD ST.
EXISTING

GOVERNMENTAL CENTER



PROPOSED

GOVERNMENTAL CENTER

overview

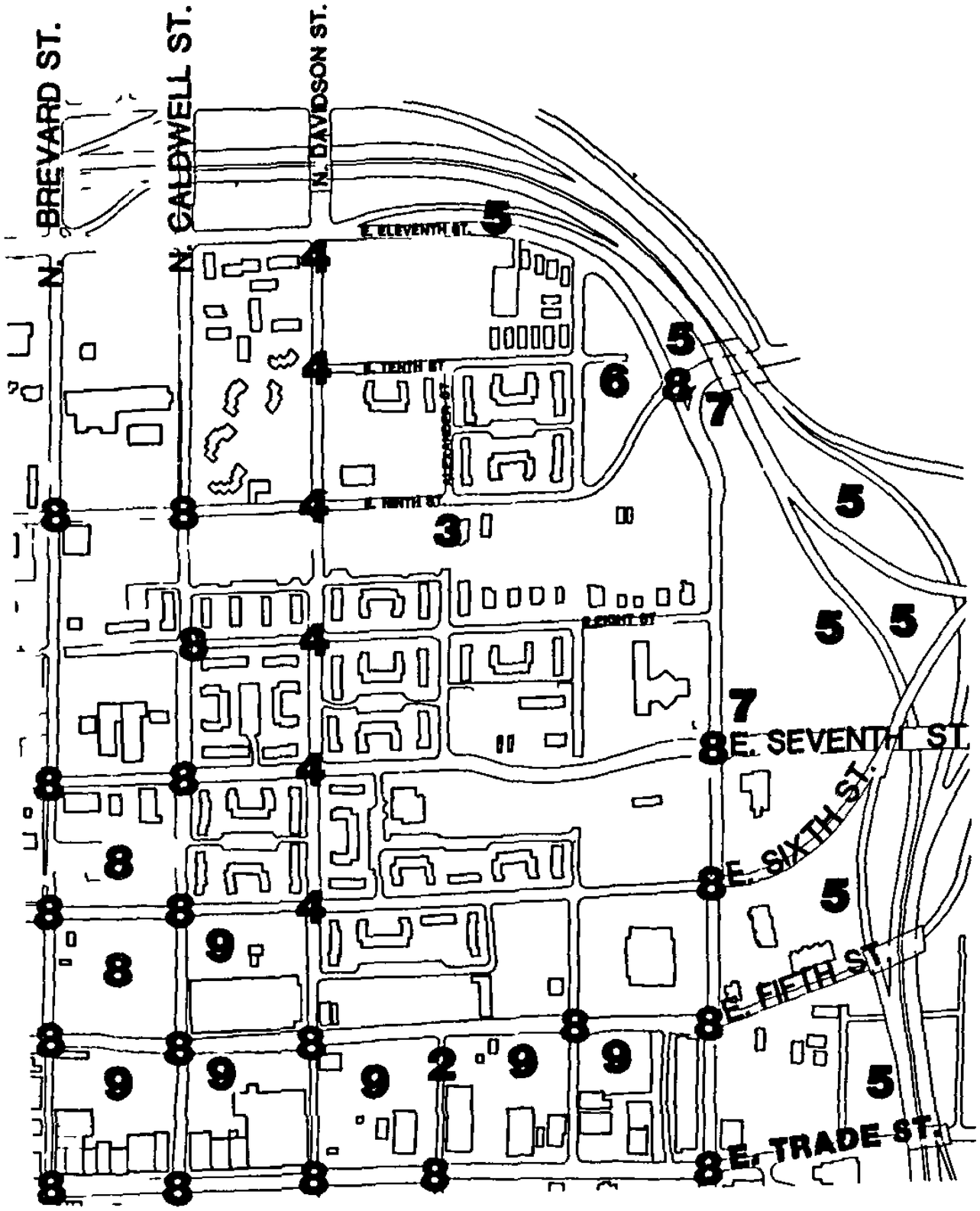
First Ward is bound by the Brookshire Freeway, East Trade Street and North Brevard Street At one time First Ward was one of the most thriving neighborhoods uptown. A mixture of housing styles ranging from bungalow to mansion provided housing for all races of people. Over a period of time, however, the quality of the housing deteriorated to the point that in the late 60's much of First Ward was demolished through urban renewal.

Today, First Ward is dominated by the 413 unit public housing project, Earle Village. Several vacant parcels still remain as a result of urban renewal activity and it is hoped that market rate housing can be built there in the near future.

First Ward School and the Afro-American Cultural Center are two of the most significant uses in this neighborhood and will serve as catalysts that will promote the re-establishment of this once thriving neighborhood.

The edges of the district contain a variety of office, commercial, industrial and institutional uses. Several large unscreened surface parking lots also exist in these edges which have a negative appearance and have a tendency to isolate First Ward from the Urban Core.

Possibly the most significant problem facing First Ward today is the presence of 6 major thoroughfares which carry heavy volumes of traffic through the neighborhood and impede efforts to establish a cohesive neighborhood. This problem was addressed in the Lane-Frenchman First Ward plan which stressed that a balance needs to be achieved between the convenience of motorists who travel through the neighborhood and the quality of life of First Ward residents. The streetscape recommendations for the First Ward will hopefully soften the impact of the thoroughfares but the basic problem of auto/pedestrian conflict will still need to be addressed.



1 Establish a pattern of canopy trees (Shumard Red Oak) in minimum 5' planting strips throughout First Ward.

2 Create a pedestrian linkage between First Ward and the Governmental Center through the closing of Alexander Street

3 Create a pedestrian connection between East 9th Street and East 10th Streets where Alexander Street deadends.

4 Provide landscaped "neakdowns" along Davidson Street intersections between East 5th and East 11th Streets.

5 Provide naturalized plantings of Evergreen and Deciduous Trees to screen and buffer First Ward from Brookshire Freeway

6 Provide pedestrian linkage between First Ward Piedmont Courts.

7. Enhance Uptown Gateways where McDowell Street intersects with East 7th Street and 10th Street Extension.

8 Improve pedestrian crossings.

9 Provide screening of existing parking lots, with walls, solid fences, or landscaping.

10 Bury all overhead utilities.

FIRST WARD

recommendations

1 Establish a pattern of canopy trees (Shumard Red Oak) in minimum 5' planting strips The use of a consistent streetscape throughout FIrst Ward will help to create a much-needed identity in this district The use of a large canopy tree such as Shumard Red Oak will aid in the creation of viable residential environment.

2 Create a pedestrian spine linking Earle Village to the Government Center. This should occur as a result of closing Alexander Street from First Ward Park to Marshall Park and providing pedestrian amenities such as trees, comfortable seating, special paving, lighting, trash cans and flowering shrubs.

3 Create a pedestrian connection between East 9th and East 10th Streets where Alexander Street dead-ends Many years ago Alexander Street was closed in this area, however many pedestrians continue to walk across the now vacant land where the road once was. In order to maintain that access future development of this property should maintain a pedestrian easement in this area.

4 Provide landscaped neakdowns along Davidson Street where it intersects with 5th, 6th, 7th, 8th and 9th Streets Davidson Street is a wide, 4 lane street that is the principal north-south street in the neighborhood. Low traffic volumes preclude the need for 4 lanes so there is an opportunity to provide a more residentially oriented street with widened neckdowns at intersections and on-street parking while maintaining 2 lanes of traffic. This was a recommendation of the Lane-Frenchman First Ward Plan

5 Provide naturalized plantings of evergreen and deciduous trees along the Brookshire Freeway to screen and buffer the neighborhood and provide a visual separation between traffic lanes

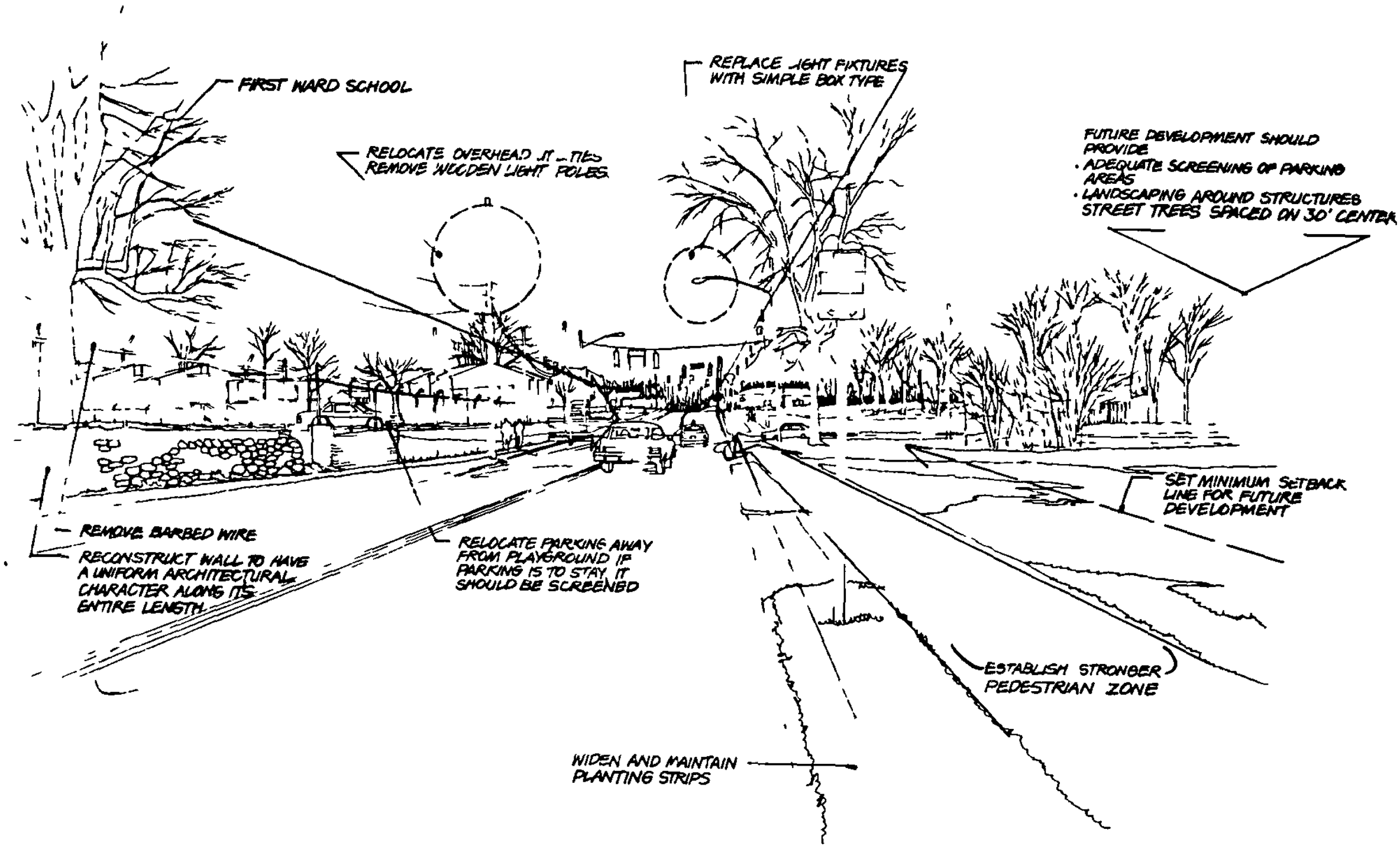
6 Provide pedestrian linkage between First Ward and Piedmont Courts. In an effort to promote better pedestrian connectivity between these two areas a walkway is proposed through the vacant parcel bound by 10th Street Extension, North Tyon Street and East 11th Street. A worn footpath already exists on this parcel, indicating heavy pedestrian traffic.

7 - Enhance uptown gateways where McDowell Street intersects with East 7th Street and the 10th Street Extension Enhancing these areas through special landscpaing can crate a positive first impression for motorists entering the uptown area.

8 Improve pedestrian crossings with special paving or painting with pedestrian signals and handicapped access Several major thoroughfares cut through this neighborhood posing a hazard to pedestrians. Improving these crossings as described will help to lessen this hazard.

9 Provide screening of existing parking lots with walls, solid fences or landscaping. Many parcels on the fringes of First Ward are devoted to surface parking creating a negative appearance. Screening of these lots will help minimize this.

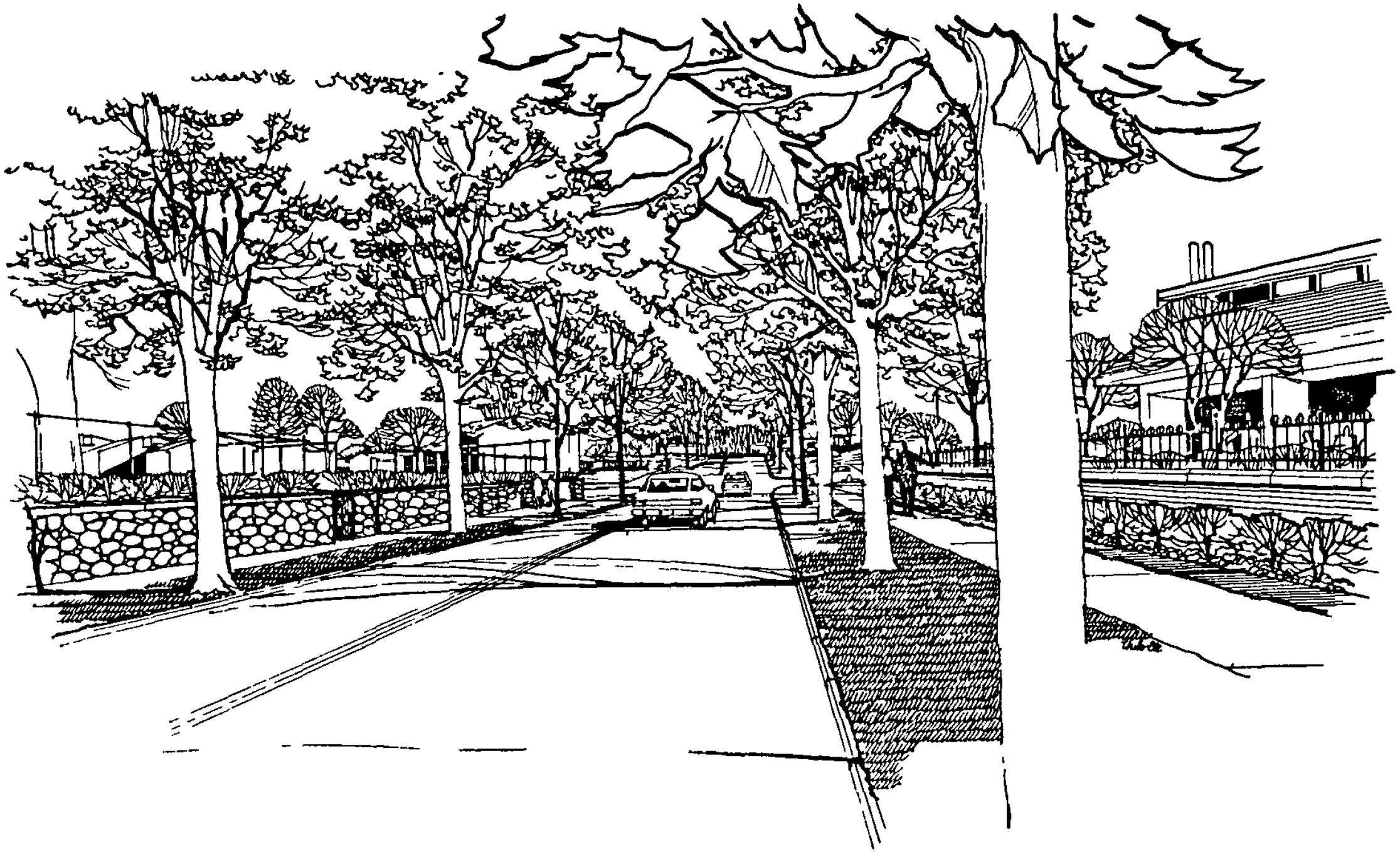
Bury all overhead utilities Nearby all streets in First Ward have overhead utilities which not only have a negative appearance but preclude the growth of large canopy trees because of potential interference with the lines. Placing these utilities underground would have a dramatic affect on the appearance of First Ward.



E. 9TH ST. LOOKING EAST AT FIRST WARD SCHOOL

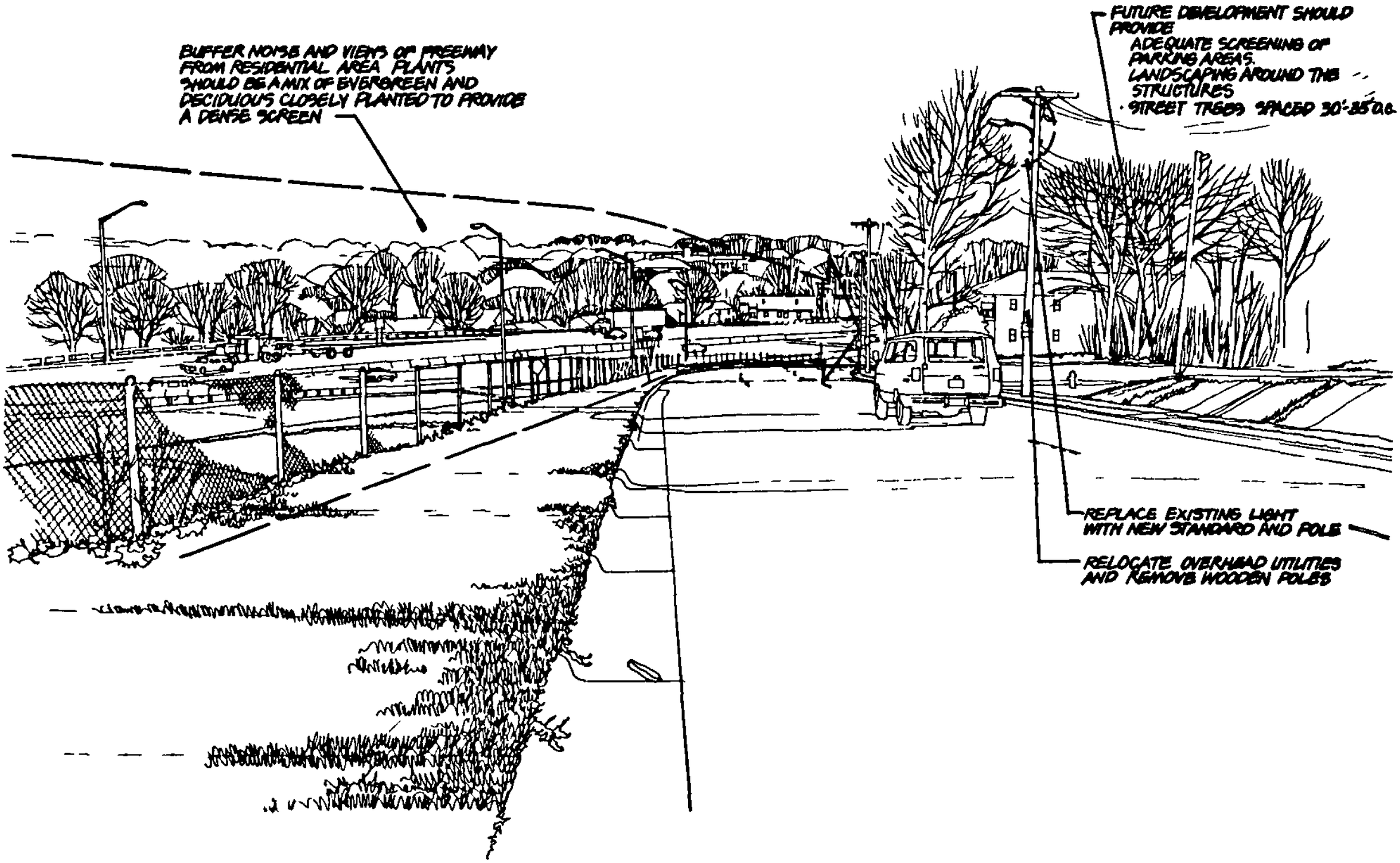
EXISTING

FIRST WARD



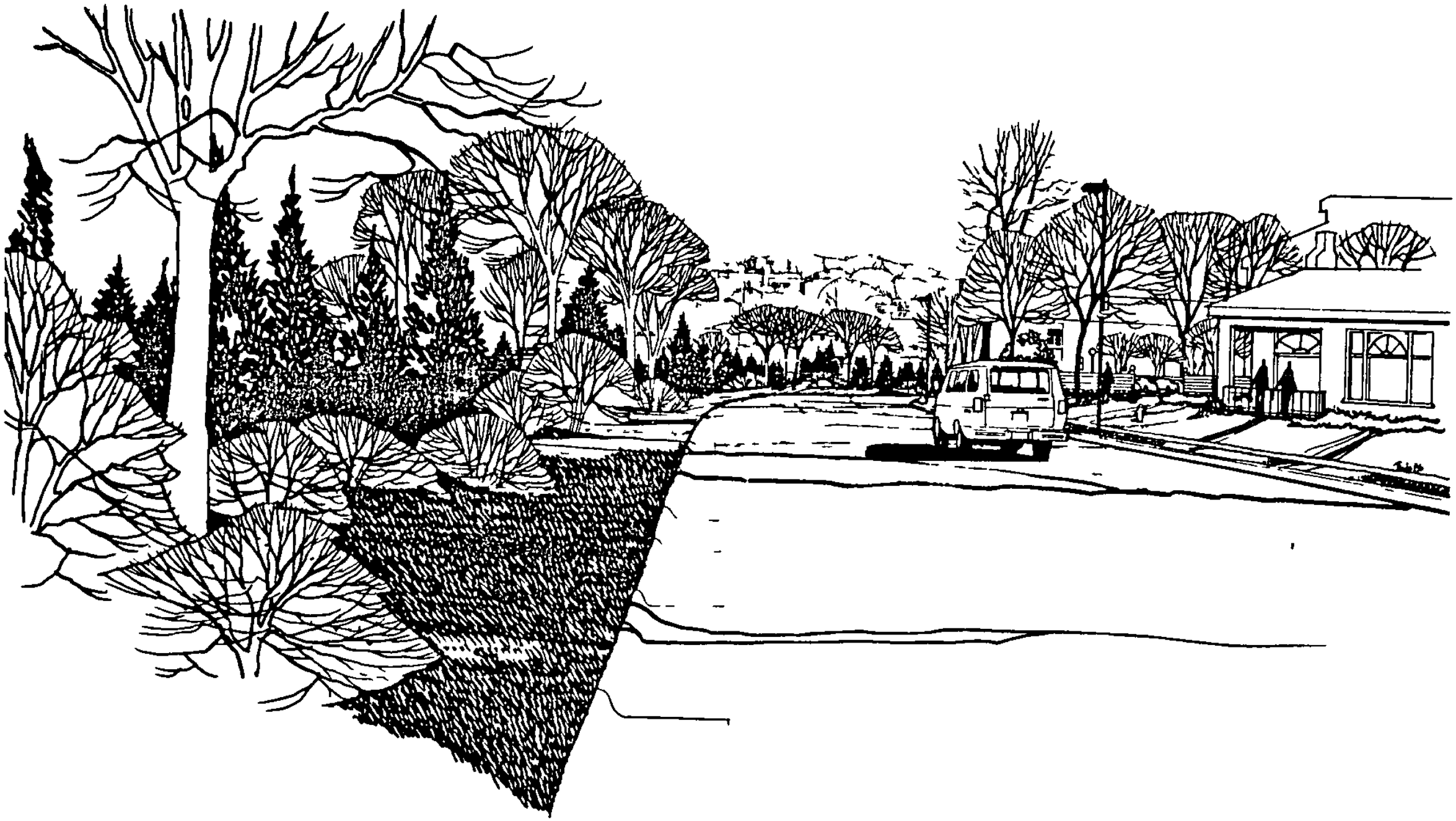
PROPOSED

FIRST WARD



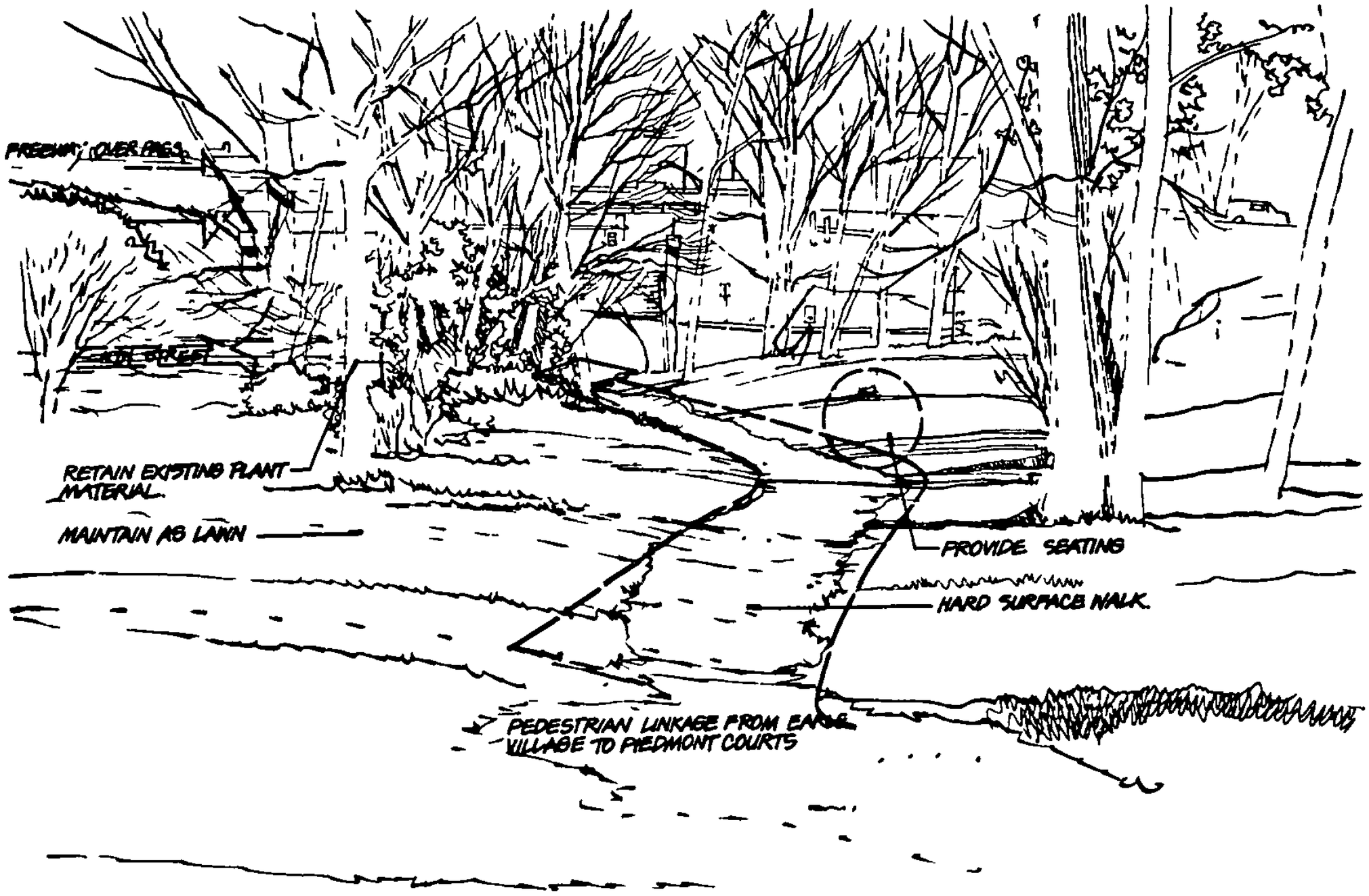
E. 11TH ST. EAST OF DAVIDSON ST.
EXISTING

FIRST WARD



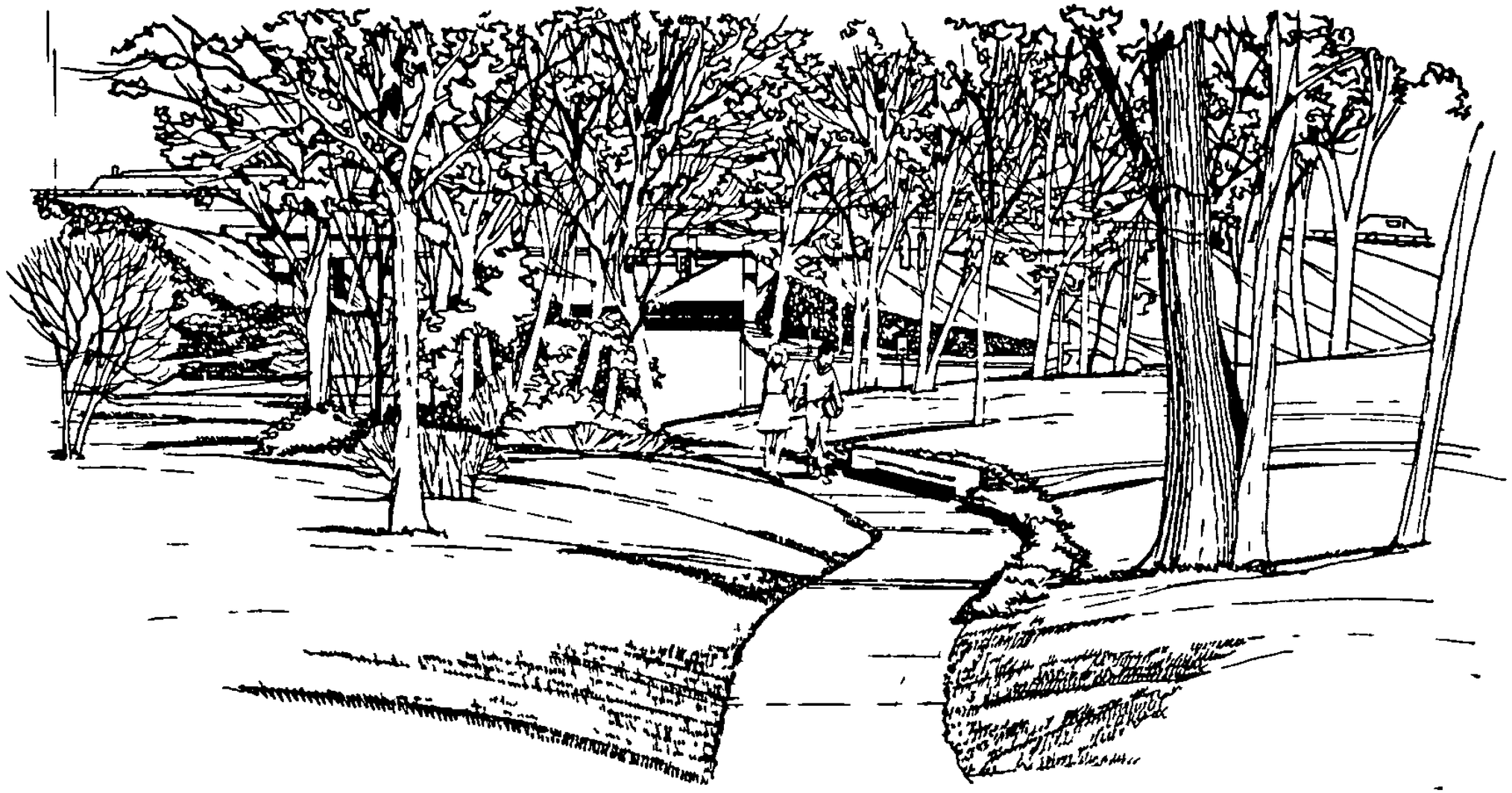
PROPOSED

FIRST WARD



VACANT PARCEL AT H MYERS, E. 11TH & 10TH ST. EXT.
EXISTING

FIRST WARD



PROPOSED

FIRST WARD

The following recommendations apply throughout the uptown area:

Bury Overhead Utilities - Although many overhead utilities uptown have already been placed underground, there are many other areas where they still exist, particularly in the residential areas. Not only are the overhead utilities unsightly, but their low wires preclude the planting of large canopy trees underneath. If the uptown area is to achieve its maximum potential in terms of aesthetic quality, it is essential that the overhead utilities be placed underground.

Improve Pedestrian Crossings - Inherent in any large urban area are heavy traffic volumes. Also, inherent are large numbers of pedestrians. In an effort to minimize the conflict between the two, safe efficient pedestrian crossings are proposed at principal intersections throughout the uptown area. These crossings would consist of clearly defined crosswalks with a special paving or painting pattern, pedestrian signals of the type that exist at some intersections in the urban core, and handicapped accessible curbs.

Buffer And Screen Adjacent Land Uses From I-77, I-277 And The Brookshire Freeway - To minimize the impacts of the inner-loop freeway an "urban forest" is proposed. This forest would consist of natural plantings of both evergreen and deciduous trees and shrubs that in addition to screening and buffering, the freeway would soften its impact by planting between travel lanes where room is available. Accent plantings of flowering trees would provide interest to motorists. These plantings would be coordinated with NCDOT.

Delineate Appropriate Setbacks On Vacant Land And Land Where Redevelopment Is Anticipated - As detailed plans are prepared for the various uptown districts it will be important to establish building setbacks that are consistent with the urban design objectives for that area.

Refit Existing Metal Poles With Box Type Light Standard - Over a period of time the existing "cobra head" light standards should be replaced with a less conspicuous box type standard. Existing wooden poles should be replaced with metal poles and relocated a minimum of 4' from the face of the curb.

implementation

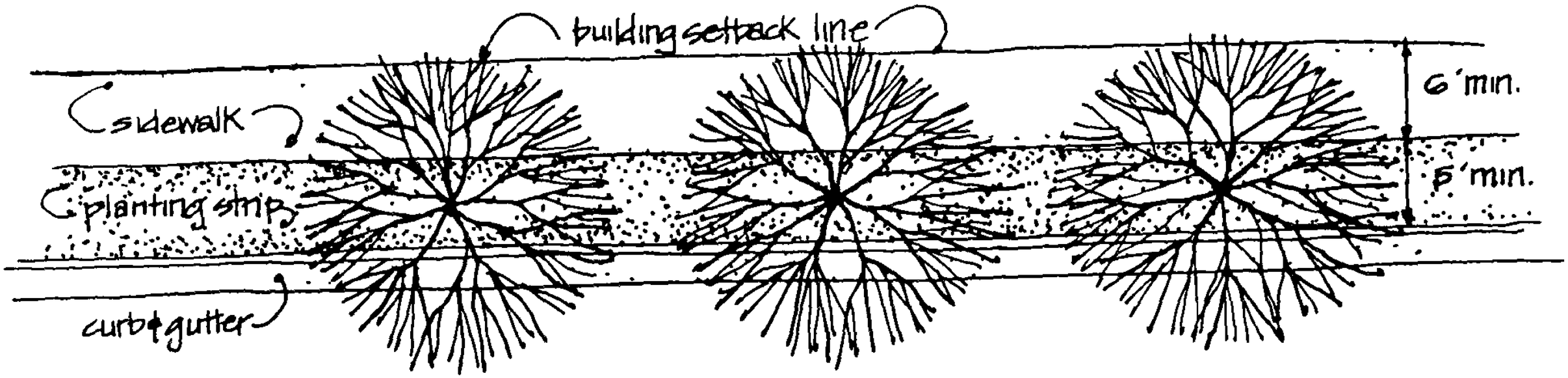
The streetscape recommendations will be implemented in one of the following ways.

- for those areas currently zoned UMUD and for future UMUD expansion areas streetscape recommendations will be implemented through the development process according to the approved streetscape plan provision of the UMUD ordinance.

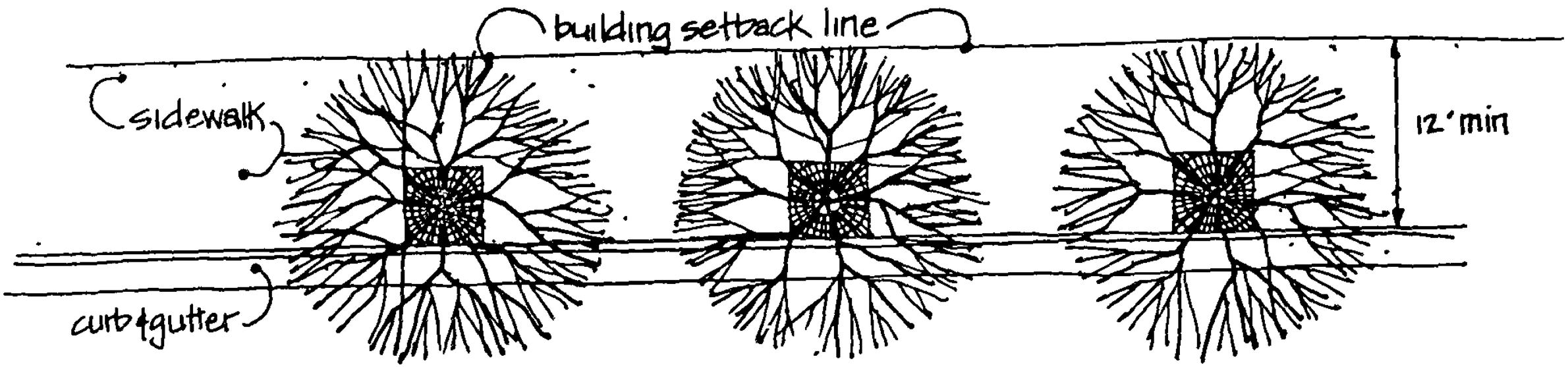
- recommendations for areas within the UR (urban residential) districts are expected to be implemented by amending the UR zoning ordinance to make the recommendations a requirement of new development.

- any remaining areas uptown will be addressed as part of the Central Area Plan update to be done in FY 88.

- recommendations that are anticipated to be done by the public sector will occur through the 10 Year Capital Needs and 5 Year CIP process



STREET TREES PLANTED IN PLANTING STRIP



STREET TREES PLANTED IN 5' SQUARE TREE GRATES

basic streetscape types

UPTOWN STREETSCAPES

U.S. 74
Special Project Plan

CHARLOTTE-MECKLENBURG PLANNING COMMISSION

DECEMBER 1986

APPROVED BY PLANNING COMMISSION
December 2, 1986

U S 74 SPECIAL PROJECT PLAN
PLAN SUMMARY

INTRODUCTION

Because land between McAlpine Creek and N C 51 along Independence Boulevard is relatively undeveloped, the opportunity to design for a compatible relationship between the roadway and adjacent land uses is still available Development pressures in this area, along with the long term need to improve U S 74 to a freeway/expressway, dictated the need to establish a framework for transportation and land use in this corridor

PLAN OBJECTIVES

Local political bodies and staff have become increasingly concerned that "strip" commercial development would continue out Independence Boulevard This development pattern would only proliferate the problems along U S 74 and ultimately lead to enormous public expenditure when the boulevard is converted into a freeway This is evidenced by the cost and disruption currently estimated for improving Independence Boulevard from I-277 to Albemarle Road

In response to this concern a concept was developed whereby access to properties in the U S 74 corridor would be via a parallel collector street system Land use would orient toward the collector roads so that Independence Boulevard would function free of friction from driveways and traffic signals The

eventual need to convert U S 74 to a freeway/expressway would therefore be less costly

To complete the collector street system idea, a guide for proper land use and development guidelines is necessary This special project consolidates the concepts for the transportation system and land development to provide such a guide

PLAN PROPOSALS

Transportation Recommendations

One of the central objectives of this report is providing for the retro-fitting of Independence Boulevard to a freeway/expressway Following are recommendations targeted towards achieving that objective as well as other transportation improvements that will be necessary to serve the area as it develops

1 Continue to plan for a freeway/expressway for Independence Boulevard to the Outer Belt

2 Implement the collector street system requiring 80' right-of-way and construction of necessary lanes through the development process

Implementation of the Collector Street System would be accomplished primarily through the development process Dedication of the necessary right-of-way as well as construction of the road should be required as subdivision and development activity takes place All development

should orient its access to the Collector System and have only temporary access to U S 74 until the collector roads are operational

A document should also be signed by the developer agreeing to abandon their access rights to U S 74 when the road is converted to a freeway/expressway and the Collector Street System is in place Successful implementation of this concept depends on the commitment by Matthews, Mecklenburg County and Charlotte, to secure right-of-way and ensure construction of the roads Scrutiny of new driveway permits along U S 74 is also a necessary ingredient involving the North Carolina Department of Transporation

3 Require streetscape treatment along the collector roads that includes internal site relationships as well as street edge treatment Specifically

A Create a planting area between the curb and sidewalk where large, maturing trees should be located

B Locate parking in side or rear of properties

C Locate loading zones and service entrances to the rear of property

D Consolidate driveways along the road to limit curb cuts

E Screen parking lots

F Preserve existing trees between U S 74 and adjacent development

4 Support the timely construction of the Matthews Bypass including an interchange with U S 74

The Matthews Bypass will serve many functions for the area Primarily, it will help to relieve peak hour congestion in the Matthews town center by providing a better link between U S 74 and N C. 51. It will also open much of the land in the area for development because of the access and visibility it will provide The Matthews Bypass, coupled with the Sardis Road North Extension, will greatly contribute to the east-west circumferential thoroughfare needs in the area

5 Amend the proposed alignment of the Sardis Boulevard North extension to connect U S 74 directly to Sam Newell Road Evaluate a further extension to N. C 51 with a possible interchange with the eastern outer belt through the 2005 Transportation Planning Process

The current Thoroughfare Plan shows a minor thoroughfare connection between U S 74 and Margaret Wallace Road as an extension of Sardis Road North With the addition of the Collector Street System, these two minor thoroughfares would be very close in proximity An alternative alignment may be to connect Sardis Road North directly to Sam Newell Road The alternative alignment will be beneficial in reinforcing the proposed land use plan for the area and should be considered for a Thoroughfare Plan amendment as soon as possible An extension beyond Sam Newell Road to N C 51 should also be evaluated which would include an interchange with the Eastern Outer Belt

Land Use Policies

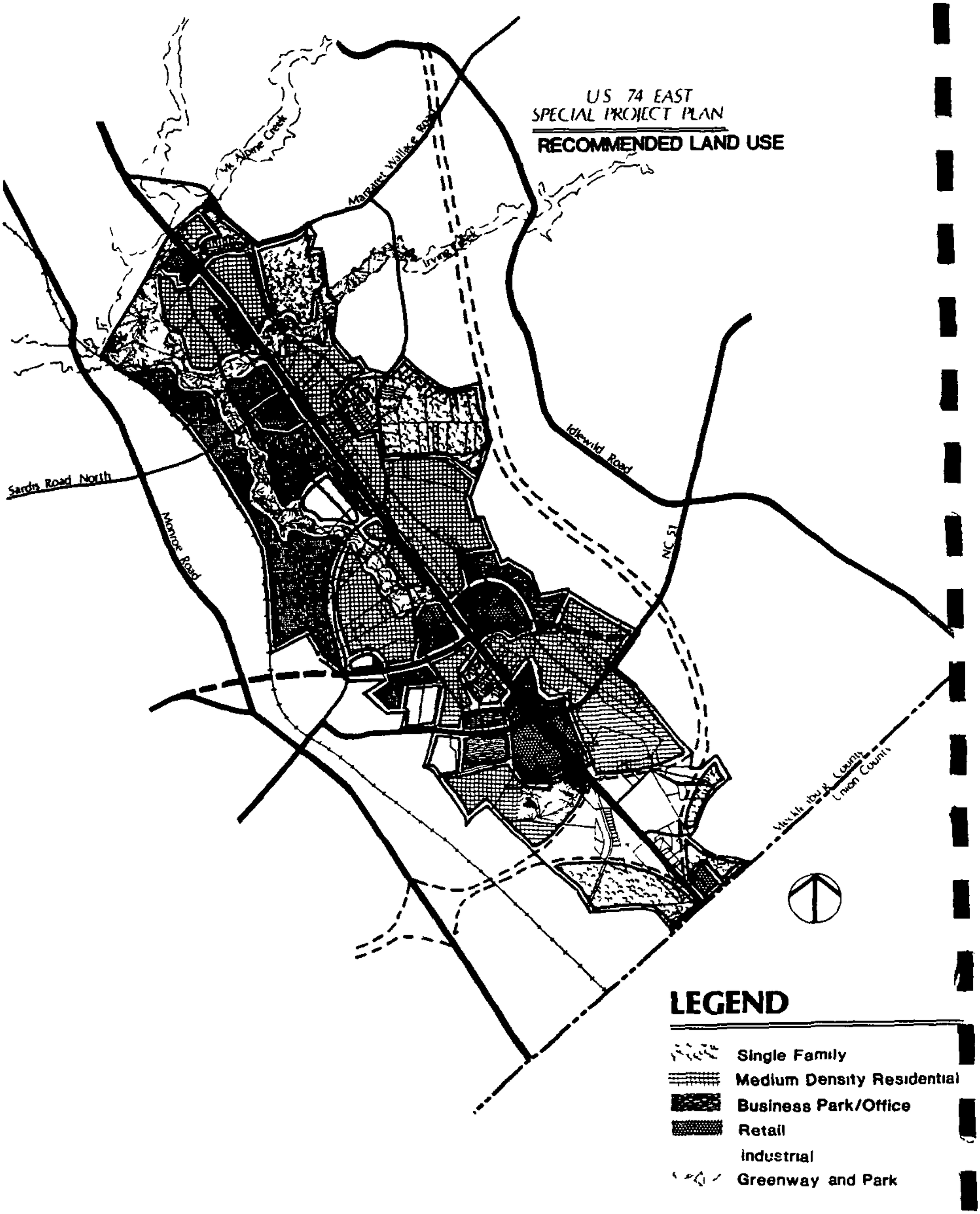
The basic goal for land use in the study corridor is to provide for a variety of development types that compliment the objectives of the transportation system in the area Specific objectives for land use are

1 Consolidate commercial and business uses in order to avoid strip commercial development along U. S 74
2 Provide for a variety of residential opportunities throughout the study area
3 Provide for employment centers and housing opportunities that are close in proximity to each other yet buffered from each other
4 Create a land use pattern that is optimal for the area while being an incentive to achieve the transportation system goals that have been set forth

Residential Recommendations

SINGLE FAMILY

A large majority of the study are is currently zoned for single family development Allowable densities range from 2-4 units per acre under the existing single family zoning districts in the area This plan calls for much of this land to remain for future single family use The area designated for single


US 74 EAST
SPECIAL PROJECT PLAN
RECOMMENDED LAND USE
Mt. Alpine Creek
Margaret Wallace Road
Idlewild Road
NC 51
Sandis Road North
Monroe Road
Mecklenburg County
Union County
LEGEND
Single Family
Medium Density Residential
Business Park/Office
Retail
Industrial
Greenway and Park

family fall into three categories The following categories define the single family areas proposed as policy for the corridor.

1 Maintain single family land use in areas where existing single family neighborhoods exist to protect and strengthen those neighborhoods with like development
2 Allow for single family development in areas that are adjacent to established neighborhoods to strengthen those single family areas
3 Maintain large lot, single family development in areas that will not be serviced by public water and sewer during the planning period (These areas should be reevaluated as water and sewer facilities are proposed

MEDIUM DENSITY RESIDENTIAL

Opportunities should exist for medium density development based on design and locational criteria The medium density residential category is designed to provide a variety of housing choices in this corridor The existing and proposed thoroughfare systems in this corridor provide a good location for some medium density development Policy for allowing medium density residential development should consider maximum overall density of 6 units per acre when included as a part of a large residentail development proposal A split of 50% single family and 50% multi-family is recommended Individual multi-family development proposals should be targeted at 8 units per acre unless a higher density is warranted by an exceptional site design

Higher density residential development would be considered within the medium density residential areas under certain conditions Locational criteria for higher density residential development should be based on many factors These criteria include

A The site must have access to public utilities

B Consider higher density on property with exceptional site features including steep topography or parcel shape or size

C Consider higher density when the site is located with access to a thoroughfare or located at major intersections where larger setbacks and heavy buffers can be provided

D Consider higher density development when located adjacent to non-residential zoned or developed land, provided that adequate screening for separation from non residential is included in the design

Retail Recommendations

Intense pressure exists and will continue to exist for strip commercial development particularly along U S 74 and as the collector system evolves This type of retail development is synonymous with U S 74 both to the east and west of the study area The large amount of undeveloped land in this area provides the opportunity to effectively control and limit strip commercial development through the implementation of the Collector Street System and through proper land development decisions

Policy proposals for retail development include

1 Consolidate retail development at approved locations and limit additional major retail areas

2 Limit retail concentration at N C 51 and U S 74 to existing development

3 Consider the following corrective rezonings to bring the zoning pattern in alignment with the goals of this plan

A Rezone from General Business (B-2) to Multi-Family (R-15MF) properties on the north side of U S 74 between McAlpine Creek and Tarleton Drive

B Rezone from General Business (B-2) to Office (O-15) the properties on the north side of U S 74 at Hayden Way and Claire Drive

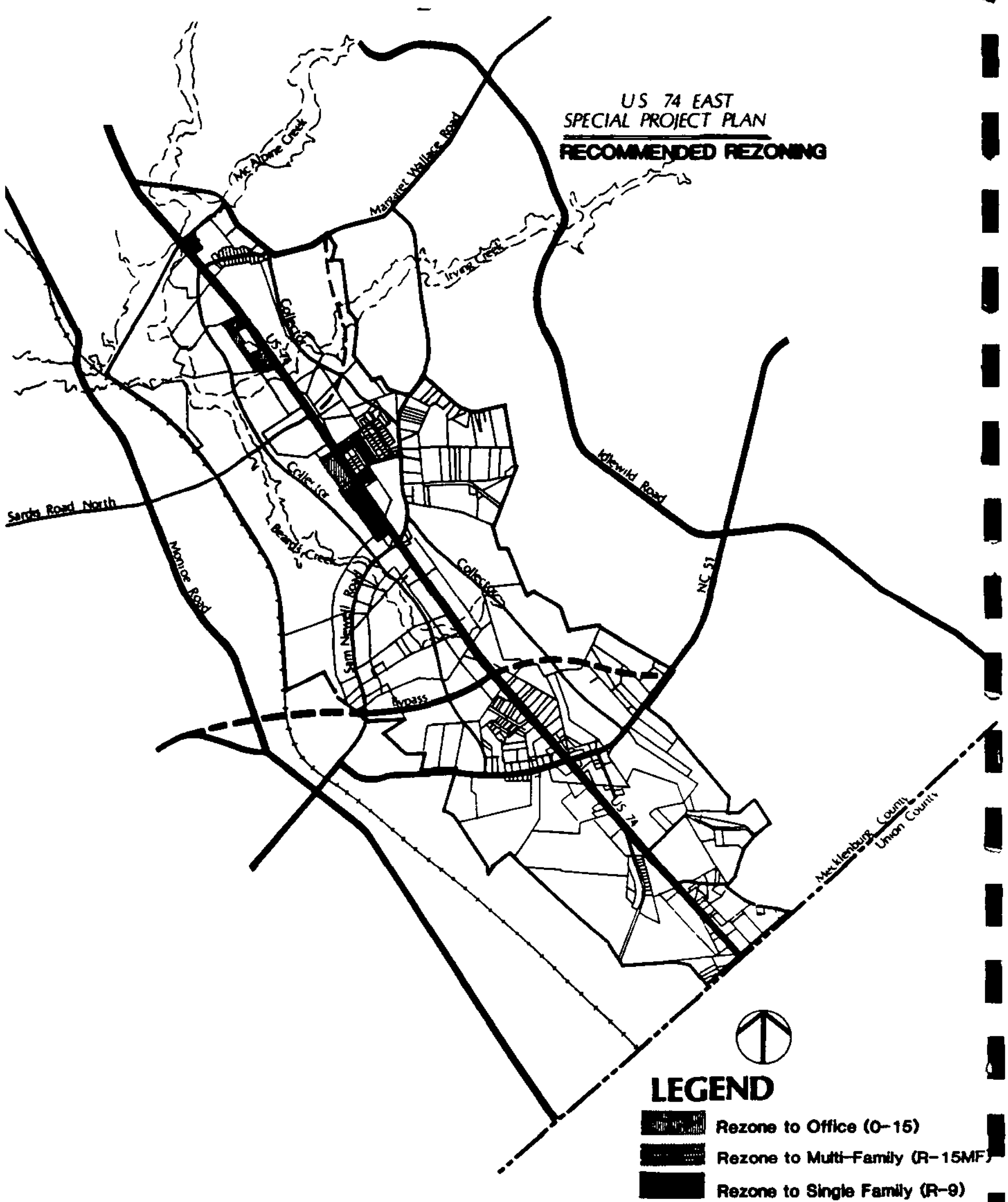
C Rezone from General Business (B-2) to Office (O-15) vacant property on the south side of U S 74 adjacent to Stegall Trucking Company

D Rezone from General Business (B-2) to Office (O-15) the Tracy Trigg Recreational Vehicle Company

E Rezone from Distributive Business (B-D) to Office (O-15) vacant properties adjacent to Tracy Trigg

F Amend the I-2CD plan for Stegall Trucking to add a 100' buffer along the eastern property line

G Rezone from Multi-Family (R-9MF) to Single Family (R-9) properties located between Hayden Way, Boyd Drive, Claire Drive and Scenic Drive


US 74 EAST
SPECIAL PROJECT PLAN
RECOMMENDED REZONING
McAlpine Creek
Margaret Wallace Road
Ivey Creek
Collector
US 74
Idlewild Road
Sardis Road North
Monroe Road
Beards Creek
Sam Newell Road
Bypass
NC 51
Mecklenburg County
Union County
LEGEND
Rezone to Office (O-15)
Rezone to Multi-Family (R-15MF)
Rezone to Single Family (R-9)

Office Recommendations

Establishing locations for employment opportunities is consistent with the land use goals for this area This allows for a variety of development in the corridor and provides for employment and housing in close proximity to each other Two general locations in the study area are highly suitable for the new business park zoning district This district is intended to provide for a mixture of employment uses of varying types in a single, coordinated development

One area where the business park district would apply is the land surrounding the Crown Point Development at U S 74 and Sardis Boulevard North The other major location for the business park district is found between Beards Creek, Sam Newell Road and the Seaboard Railroad The land is currently zoned I-1 and R-15MF

In summary, the office/business park recommendations are

1 Recognize the opportunities for business park development in the study area to provide for employment and high quality design
2 Allow for other office development in areas to provide a transition from industrial and commercial uses as shown on the proposed land use map

Industrial Recommendations

Few industrial developments exist in the study area This plan calls for those uses to remain with the exception of Stegall Trucking in the northern portion

of the study area Additional light industrial uses may be allowed, but only through the conditional rezoning process that would require extensive screening and buffering of the site. Light industrial development should be limited in the corridor as this plan calls for the non-residential development to be primarily office and business

Parks and Greenways Recommendations

Recommendations to support recreational amenities and open space in the study area include

1 Implement proposed Greenways for McAlpine, Beard's and Irving creeks as called for in the Greenway Master Plan

2 Develop a community size park on the proposed landfill site after its use If a landfill is not allowed at that location then the land should be retained for park use and development of the park could be accelerated

Utility Recommendations

Sanitary Sewer Projects include outfalls in Beard's Creek and Irving Creek The Beard's Creek Outfall extends from Irving Creek to Matthews and will be under construction this fiscal year The Irving Creek Outfall extends from McAlpine Creek to Mint Hill

This plan recognizes these utility improvements and supports their implementation as needed

CONCLUSION

The need to convert Independence Boulevard to a freeway is resulting in enormous impacts to existing homes and businesses along the boulevard today Eventually, the freeway/expressway design will be continued at least to the Outer Belt in Mecklenburg County If the guides presented in this plan are followed, the transition to a freeway will be accomplished with little impact and less cost to the public As a result, development in this corridor would not be adversely affected by the transportation improvements that will be necessary

#6

SOUTH BOULEVARD
Special Project Plan

NOVEMBER 1986

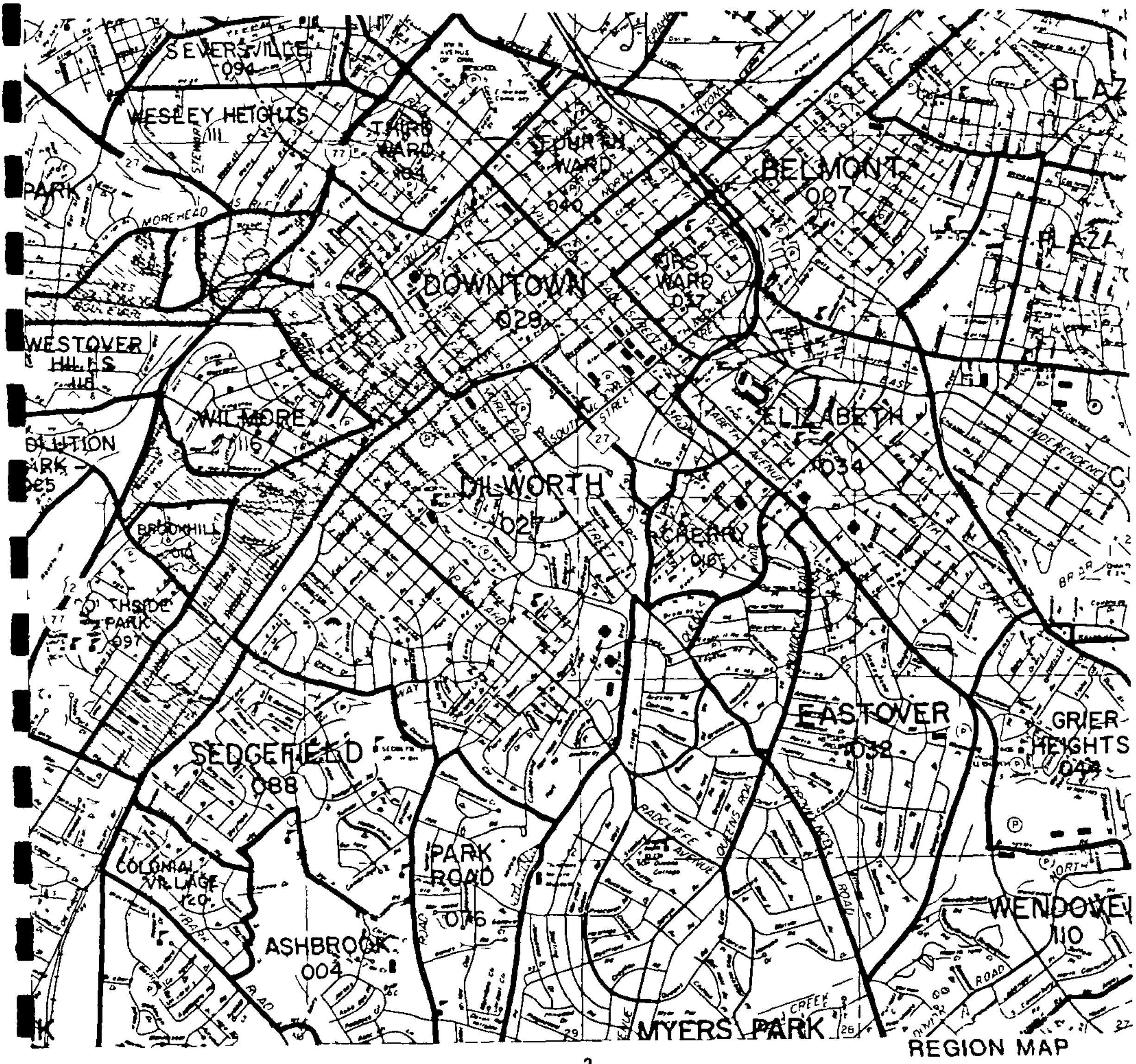
CHARLOTTE-MECKLENBURG PLANNING COMMISSION

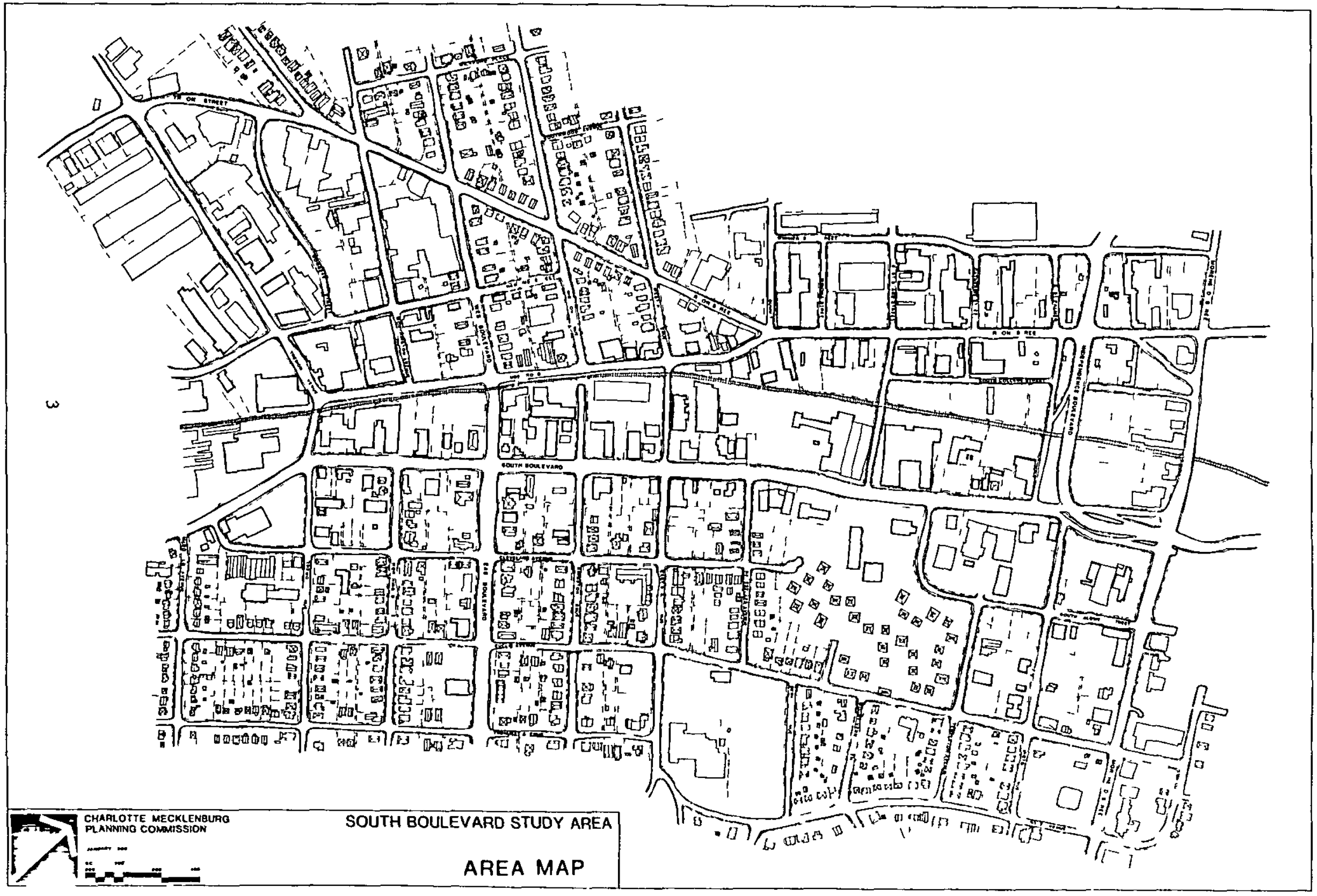
SOUTH BOULEVARD SPECIAL PROJECT PLAN

November, 1986

INTRODUCTION

In 1983 the Dilworth Community Development Association (DCDA) commissioned the Boston Firm of Lane, Frenchman and Associats (LFA) to study the potential for commercial development along sections of South Boulevard and Park Road within the Dilworth neighborhood The consultants presented the "Dilworth Urban Design Plan" in May of 1984 to the DCDA A six block area along South Boulevard became the focus of the urban design plan generated by LFA




CHARLOTTE MECKLENBURG
PLANNING COMMISSION
SOUTH BOULEVARD STUDY AREA
AREA MAP

CHARLOTTE-MECKLENBURG PLANNING COMMISSION STAFF RECOMMENDATIONS SUMMARY

The Charlotte-Mecklenburg Planning Commission (CMPC) staff reviews the analysis and the recommendations made by the consultants, Lane, Frenchman and Associates Staff analysis provides the Charlotte-Mecklenburg Planning Commission with comments and additonal recommendations

Staff recommendations, summarized below, represent the issues that the staff feels need to be further addressed in the Dilworth Urban Design Plan

RECOMMENDATIONS CREATE A NEIGHBORHOOD CENTER

- Adopt a zoning classification that regulates land uses to neighborhood focused commercial activities Until the new zoning ordinance is developed rezone the appropriate areas B-1, neighborhood commercial

- Through public and private efforts, develop open spaces that reinforce the concept of "place" for all ages and groups

- Maintain a pedestrian orientation throughout the center that considers pedestrian movement, safety, handicap accessibility and amenities

- Develop the neighborhood center with the potentials for a trolley station or a light rail transit system

RECOMMENDATIONS LINK WILMORE AND DILWORTH NEIGHBORHOODS

- Extend Wilmore's neighborhood boundaries to include the triangular area bound by South Tryon, West Boulevard and Camden Road

- Eliminate the nonresidential uses within this triangular area

- Improve the railroads right-of-way by landscaping and providing pedestrian access across the railroad tracks at Kingston Avenue

- Develop Kingston Avenue as the linkage route to all of the Wilmore neighorhood Streetscape improvements need to be made to reinforce this connection

- Implement streetscape improvements along Camden Road to improve the relationship between the residential area and the neighborhood center Evaluate reducing through-traffic on Camden Road as nonresidential uses are phased out of the triangular area

RECOMMENDATION: DEVELOP MIXED USE CENTER

- Rezone portions of the corridor as outlined on the rezoning map to a mixed-use classificaiton after this classification is developed through the zoning rewrite process. This designation promotes integrated residential/office/retail centers similar to the Urban Residential/Commercial (UR/C) classification. A Mixed-Use District should have particular emphasis on:

  - setbacks. matching established setbacks of area

  - parking. accomodating shared parking facilities off-site

  - parking numbers reduction for neighborhood orientation

  - development: review of development, including site and building

- Develop a streetscape plan for Cleveland Avenue, South Tryon Street and Camden Road that reinforces the role these arteries have as edges between the residential communities and the mixed use.

RECOMMENDATIONS: MONITOR DESIGN AND DEVELOPMENT

- Determine the appropriate historic designation for the area which would promote the reuse of historically significant buildings This designation would generate awareness of historic merits and create financial incentives for reuse of these buildings

- Create design guidelines and a development standards handbook for commercial buildings within the neighborhood center to guide developers and designers.

- Develop an overlay zoning classification that mandates the implementation of the design standards which will assure sensitive and compatible restoration and new development. Standards provide guidance for.

  - building material selection

  - scale and mass, cornice line continuation

  - display windows and entryways

  - sign sizes, types and location

  - removal or restriction of billboards

  - streetscape components

  - landscaping criteria for parking lot screening

  - screening criteria for service areas

RECOMMENDATIONS GENERATE NEW IMAGE

- Implement the South Boulevard Streetscape plan between Tremont Avenue and Morehead Street which:

  - Landscapes the median on South Boulevard, the new right-of-way areas of Carson Street, and the widened South Boulevard resulting from the rerouting of Independence Boulevard.

  - Improves the right-of-way areas along South Boulevard to include tree planting, new ground cover and sidewalk improvements.

  - Developes a planted median, new cross walks and streetscape improvements for South Boulevard in the neighborhood center, (Rensselaer Avenue to East Boulevard).

- Remove overhead wires and excessive signs and poles.

- Revitalize existing buildings with facade improvements.

- Eliminate front yard parking, and screen all existing and future parking lots with a landscape or architectural screen as specified in the design standards

RECOMMENDATIONS IMPLEMENT PLAN

- Develop a non-profit development corporation with staff to oversee programs and guide development in the area.

- Extend the South Boulevard Redevelopment Area's boundries to include the triangular area betweeen Wilmore and the proposed neighborhood center for eligibility to obtain residential restoration funds in that area

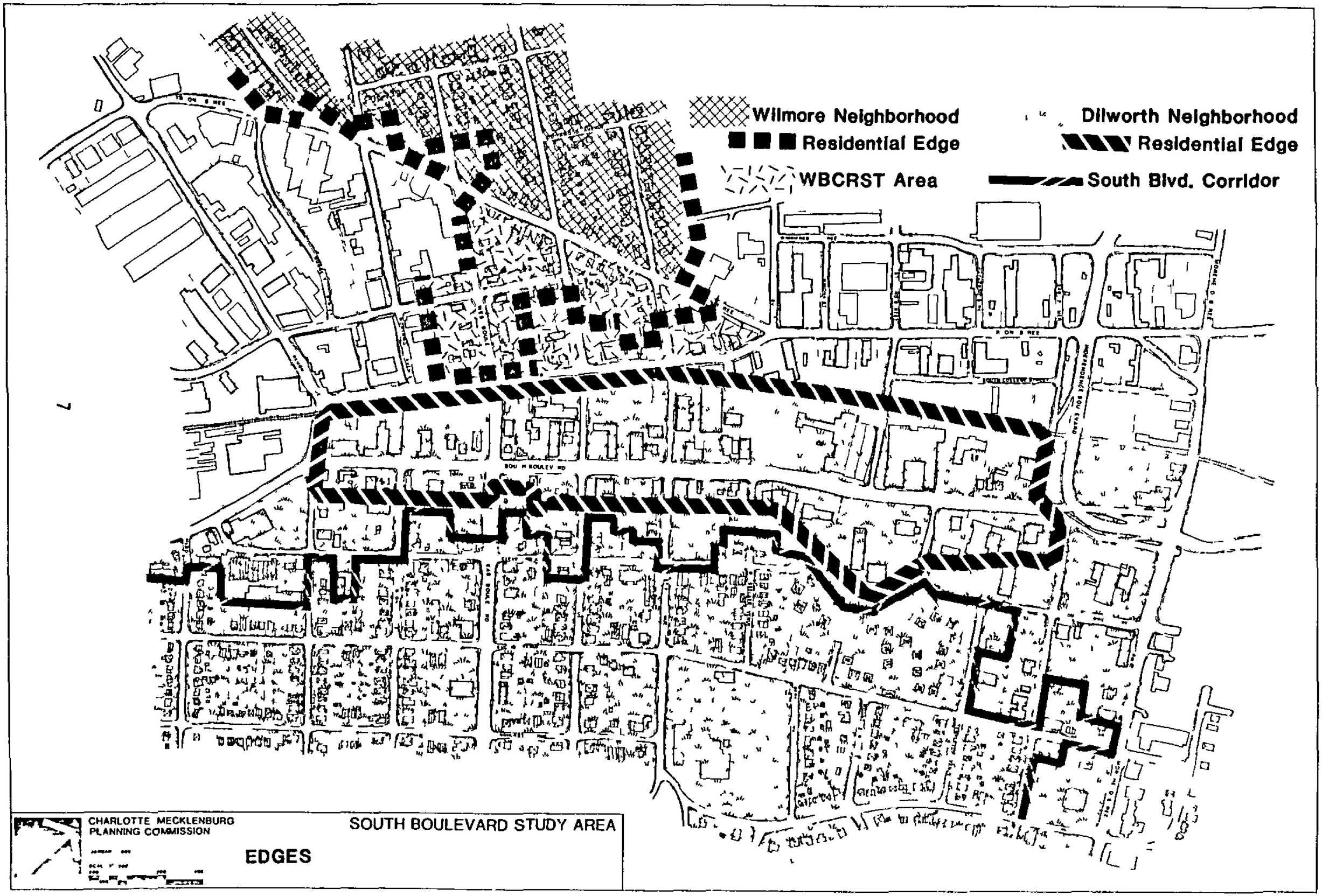
- Extend Neighborhood Housing Services (NHS) programs to include the triangular area between Wilmore and the proposed neighborhood center for eligibility to obtain residential restoraton funds in that area

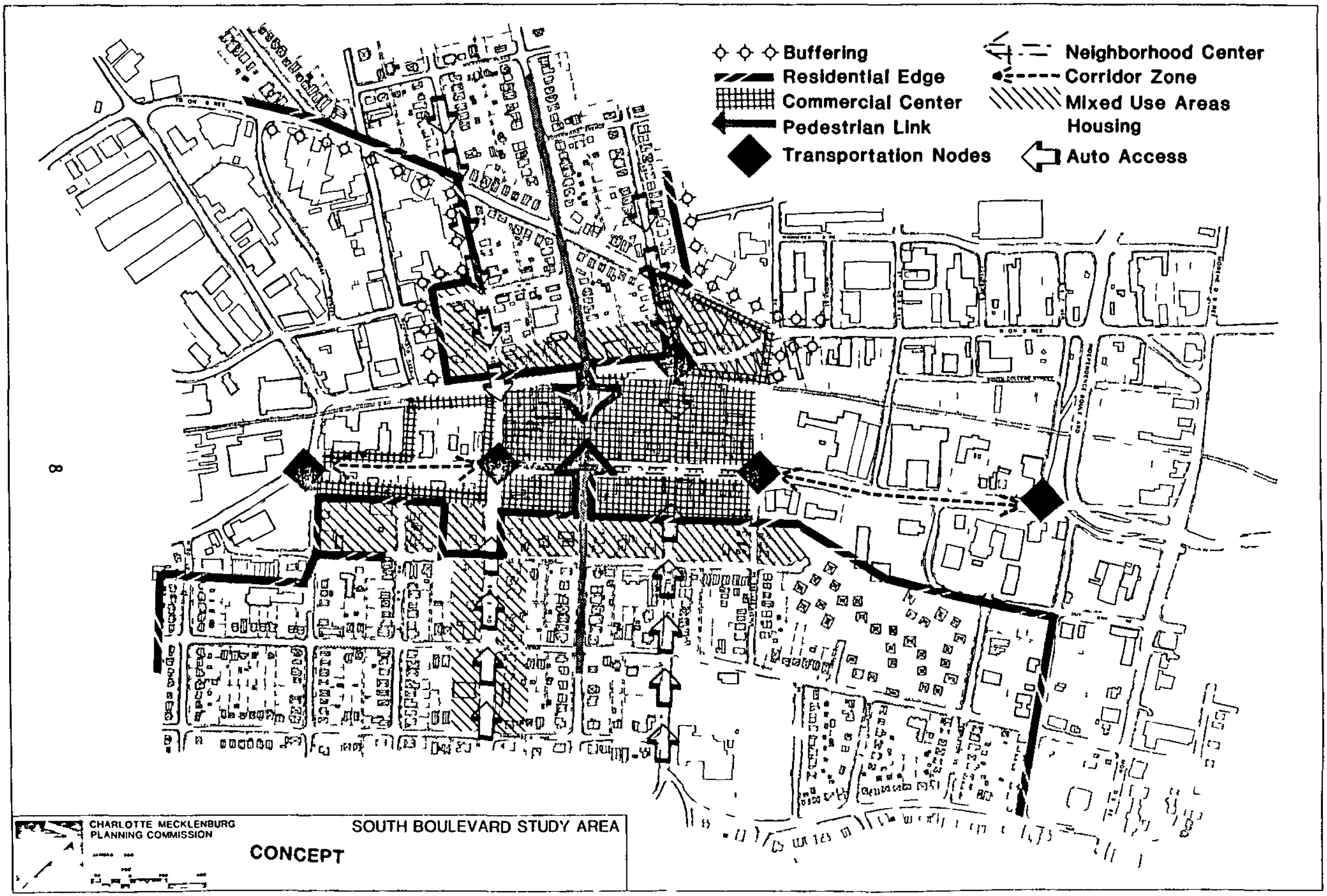
- Align public improvements with capital improvement funds.

- Promote the use of historic tax credits to preserve and restore existing historic structures.

RECOMMENDATIONS REZONINGS

- See rezoning section of maps.


Wilmore Neighborhood
Residential Edge
WBCRST Area
Dilworth Neighborhood
Residential Edge
South Blvd. Corridor
CHARLOTTE MECKLENBURG
PLANNING COMMISSION
SOUTH BOULEVARD STUDY AREA
EDGES


Buffering
Residential Edge
Commercial Center
Pedestrian Link
Transportation Nodes
Neighborhood Center
Corridor Zone
Mixed Use Areas
Housing
Auto Access
CHARLOTTE MECKLENBURG
PLANNING COMMISSION
SOUTH BOULEVARD STUDY AREA
CONCEPT

OBJECTIVE Create a neighborhood center that is a "place" providing commercial, social and entertainment activities oriented to the Dilworth and Wilmore communties.

Charlotte-Mecklenburg Planning Commission staff recommends the development of a neighborhood center in the blocks between East Boulevard and Rensselaer Avenue (figure 2) This area presently has a concentration of retail and office uses The vision for a neighborhood center includes establishing retail uses that serve the needs of the immediate area, not the region The kinds of businesses that should be included

General Merchandise Stores small department stores and variety stores

Food Stores small grocery store, bakery, eating and drinking places

Apparel and Accessory Stores men's, women's and children's clothing and shoe stores

Furniture, Home Furnishings, and Equipment furniture, home furnishings, household appliance, radio, television, and music stores

Drug Store Pharmacy and general merchandise

Miscellaneous Retail Stores Sporting goods, bicycle shop, florist, book, camera, jewelry and hobby stores

Other important activities need to address the social and entertainment functions The generation of public open space that creates gathering places for people is very critical Areas are needed for both large and small assemblies Private entertainment and social ammenities are also important to establishing an identity for this neighborhood center

A movie theatre, playhouse or dinner theatre are examples of entertainment activities that are very compatible with the neighborhood center concept An elderly center is an example of a social gathering activity for the entire community

Regardless of the retail use of the activity chosen the center should provide services for the Wilmore and Dilworth neighborhoods

RECOMMENDATIONS

- Adopt a zoning classification that regulates land uses to neighborhood focused commericial activities Until the new zoning ordinance is developed rezone the appropriate areas B-1, neighborhood commercial

- Through public and private efforts, develop open spaces that reinforce the concept of "place" for all ages and groups

- Maintain a pedestrian orientation throughout the center that considers pedestrian movement, safety, handicap accessibility and amenities

- Develop the neighborhood center with the potentials for a trolley station or a light rail transit system.

OBJECTIVE Eliminate physical and psychological barriers that prevent the integration of the neighborhood center with the two residential communities

Wilmore neighborhood has established the west side of South Tryon Street as its eastern boundary An area exists between the proposed neighborhood center and the Wilmore neighborhood that is critical to linking the residential community to commercial and social activities

West Boulevard, Camden Road and South Tryon Street are the perimeter streets that surround this triangular area (page 7) The majority of land uses and structures are residential, many of which were built before 1940 This area has the potential of becoming a residential link between the neighborhood center and the Wilmore neighborhood

Industrial, business and warehouse uses presently have a psychological and physical impact on the area These existing non-residential buildings are poorly developed with no sensitivity to the small wood framed residential structures Reestablishing residential uses and restoring the existing residential fabric is a high priority for this triangular area

The neighborhood center/Dilworth edge is not fragmented with inappropriate uses The primary land use along this edge is office with a majority of these offices located in older residential structures The staff does not support the reuse of residential structures for office uses but, the transition between the neighborhood center and the residential community along Cleveland is enhanced sensitive development

RECOMMENDATIONS

- Extend Wilmore's neighborhood boundaries to include the triangular area bound by South Tryon, West Boulevard and Camden Road

- Eliminate the nonresidential uses within this triangular area

- Improve the railroads right-of-way by landscaping and providing pedestrian access across the railroad tracks at Kingston Avenue

- Develop Kingston Avenue as the linkage route to all of the WIlmore neighborhood Streetscape improvements need to be made to reinforce this connection

- Implement streetscape improvements along Camden Road to improve the relationship between the residential area and the neighborhood center

  Evaluate reducing through traffic on Camden Road as nonresidential uses are phased out of the triangular area

OBJECTIVE Integrate residential and commercial activities throughout the neighborhood center and edges. Promote the development of mixed-use buildings that have ground floor retail activities with upper level residential or office uses

There is a great deal of dissimilarity between the existing land uses and the current zoning. The discrepancy is a result of a changing South Boulevard that has been a residential boulevard, an industrial center and a collection of business and retail facilities. Eliminating land use conflicts and inappropriate zoning is essential to restore harmony and compatibility between South Boulevard and its surroundings.

Staff believes that the neighborhood center should be patterned after an urban center, not a strip development or a suburban shopping center. A center focused on integrated activities promotes mixed use building development, not single use. Residential, office and retail are the three land uses that are appropriate for integrated center with additional uses including recreational, cultural and public. Residential uses bring stability and around the clock presence to the center.

A common denominator for all the uses is people. Developing an integrated center means more than having goods and services for the general public It involves an approach that focuses on people's movement, socialization, and environment.

RECOMMENDATION:

- Rezone portions of the corridor as outlined on the rezoning map to a mixed-use classification after this classification is developed through the zoning rewrite process. This designation promotes integrated residential/office/retail centers similar to the Urban Residential/Commercial (UR/C) classification A Mixed-Use District should have particular emphasis on:

    - setbacks: matching established setbacks of area

    - parking· accomodating shared parking facilities off-site

    - parking: numbers reduction for neighborhood orientation

    - development: review of development, including site and building

- Develop a streetscape plan for Cleveland Avenue, South Tryon Street and Camden Road that reinforces the role these arteries have as edges between the residential communities and the integrated center.

OBJECTIVE Preserve the historical structures and the unique residential fabric in this area by redeveloping historically significant buildings and revitalizing the existing housing stock

The Charlotte-Mecklenburg Planning Commission staff recommends the revitalization of historic structures that exist in the South Boulevard corridor Many of these buildings are industrial-related architecture, important because of their contribution to the area

These buildings as a group represent an opportunity to stabilize the area and serve as a catalyst for the neighborhood center Preserving this integrity should be a primary objective for this area A local conservation district or a national historic district are two options that need continued evaluation

Preserving the existing buildings also means assuring design compatibility of all new development within the area Design and development standards are needed to address the physical design issues and to establish minimum asethetic standards

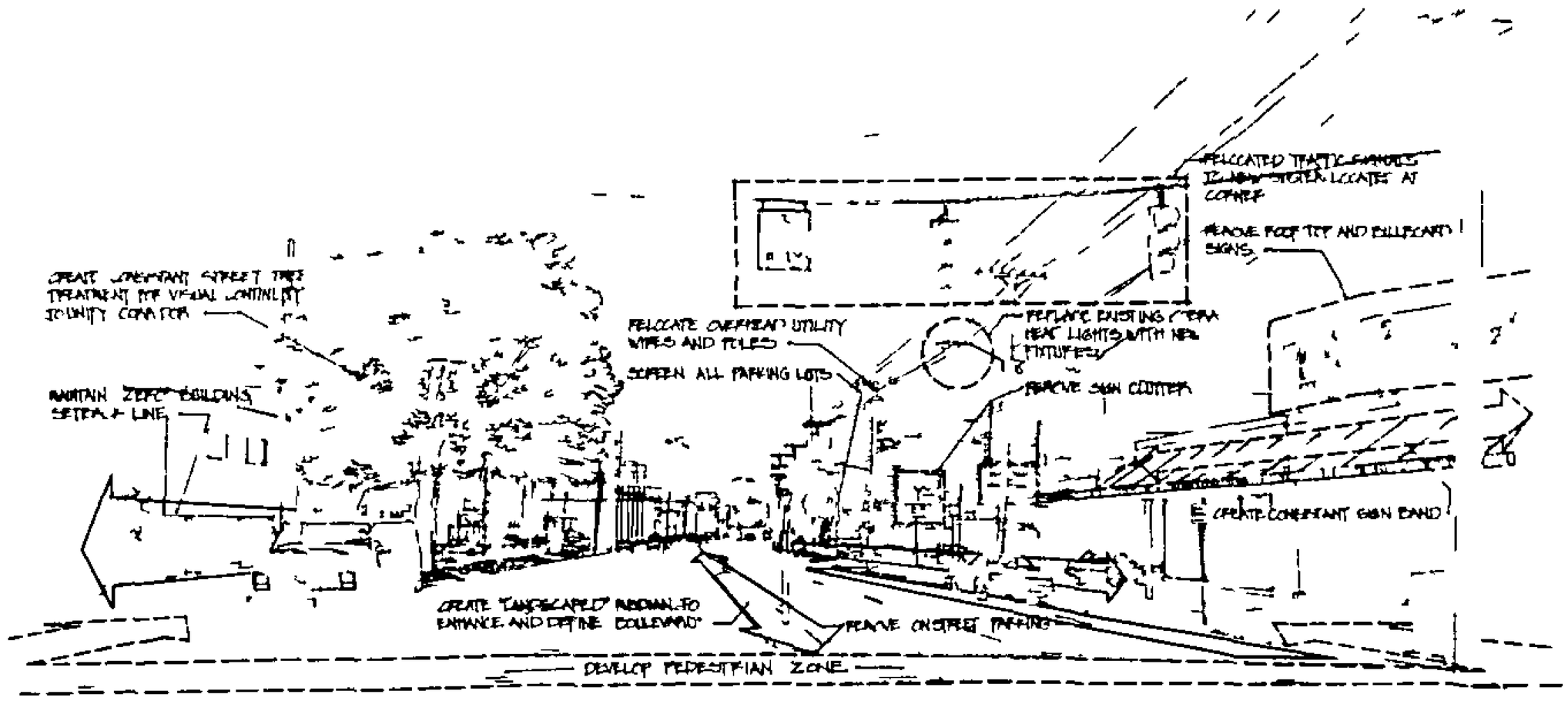
RECOMMENDATIONS

- Determine the appropriate historic designation for the area which would promote the reuse of historically significant buildings This designation would generate awareness of historic merits and create financial incentives for reuse of these buildings

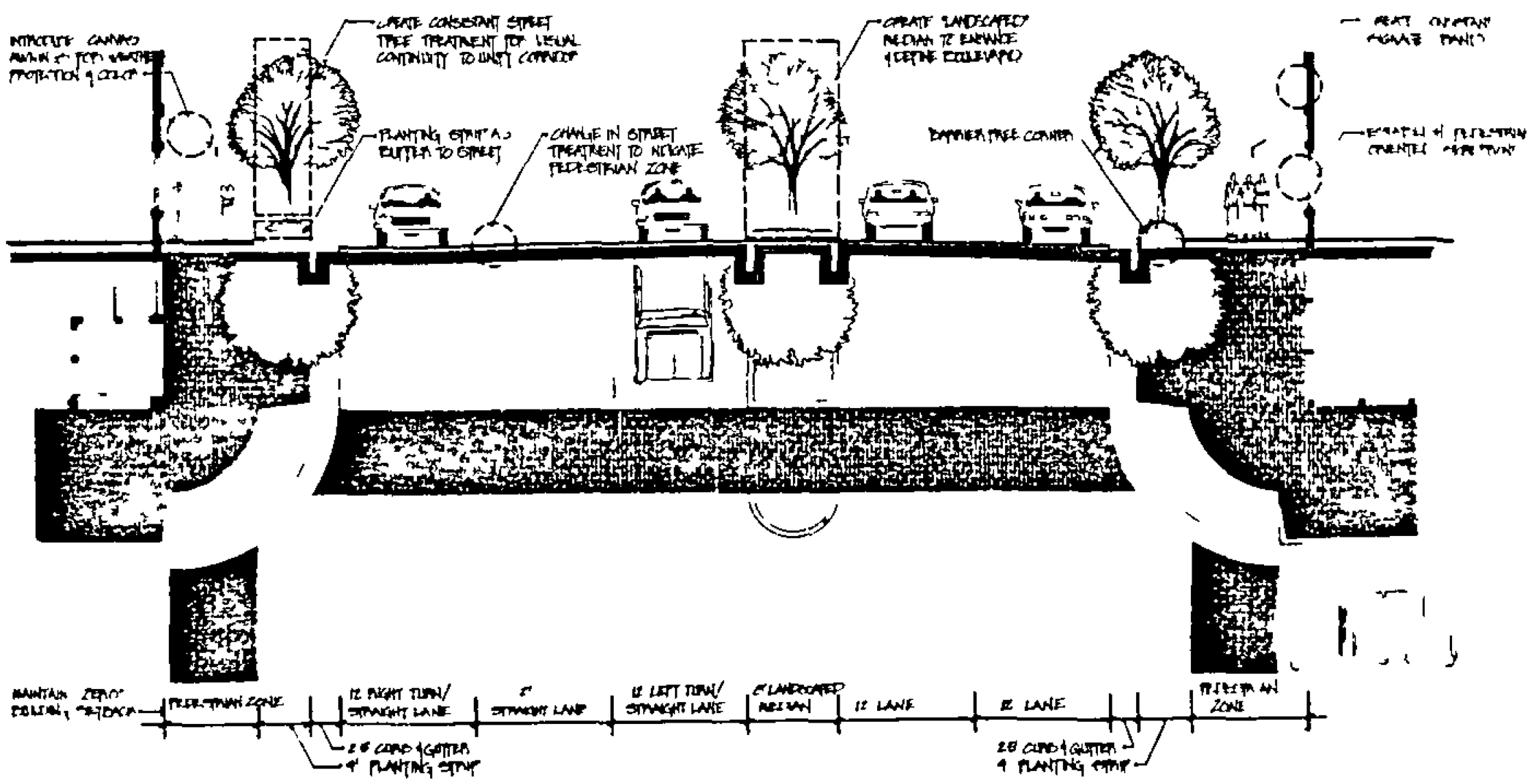
- Create design guidelines and a development standards handbook for commercial buildings within the neighborhood center to guide developers and designers

- Develop an overlay zoning classification that mandates the implementation of the design standards which will assure sensitive and compatible restoration and new development Standards provide guidance for

  - building material selection
  - scale and mass, cornice line continuation
  - display windows and entryways
  - sign sizes, types and location
  - streetscape components
  - landscaping criteria for parking lot screening
  - screening criteria for service areas



EXISTING SOUTH BOULEVARD



PROPOSED SOUTH BOULEVARD SECTION AND INTERSECTION PLAN

OBJECTIVE Generate a new image for South Boulevard

South Boulevard is a thoroughfare that is an important artery for traffic Presently this road is cluttered and very unattractive. As the new highway improvements are made at the intersection of Morehead and South Boulevard a new gateway will be formed The planned improvements to South Boulevard include a 12' median starting around Caldwell Street and proceeding under Morehead on South Boulevard These public improvements need to be properly landscaped and improved to create a strong entryway to the corridor area

An equally important area is at the intersection of Tremont and South Boulevard South Boulevard's orientation change at this crossroads creates a natural transition area at the other end of this segment of the corridor, Morehead to Tremont

Within this segment are three subareas of concern, each one is important to the image of South Boulevard The streetscape plan identifies a concept for median development, turn lanes, tree planting, building setbacks, front yard usage, and parking screening and location

RECOMMENDATIONS

- Implement the South Boulevard Streetscape plan between Tremont Avenue and Morehead Street which
  - Landscapes the median on South Boulevard, the new right-of-way areas of Carson Street, and the widened South Boulevard resulting from the rerouting of Independence Boulevard
  - Improves the right-of-way areas along South Boulevard to include tree planting, new ground cover and sidewalk improvements
  - Developes a planted median, new cross walks and streetscape improvements for South Boulevard in the neighborhood center, (Rensselaer Avenue to East Boulevard)
- Remove overhead wires and excessive signs and poles
- Revitalize existing buildings with facade improvements
- Eliminate front yard parking, and screen all existing and future parking lots with a landscape or architectural screen as specified in the design standards

OBJECTIVE· Develop a strategy for implementing the plan.

The success of South Boulevard's transition from an old decaying industrial corridor to a vibrant neighborhood commercial center will be dependent on many factors The City can not implement this plan without a great deal of private sector investment.

Existing incentives offered by the Redevelopment Program and Neighborhood Housing Services can not be the only source of redevelopment funds Additional programs and incentives must be created

The biggest role is the promotion of a "revitalized South Boulevard". A planned method of creating interest and investment into the area must be started to accomplish the objectives A collective group of property owners, neighborhood representatives, business leaders and City officials should be organized for this task.

RECOMMENDATIONS

- Develop a non-profit development corporation with staff to oversee programs and guide development in the area

- Extend the South Boulevard Redevelopment Area's boundries to include the triangular area betweeen Wilmore and the proposed neighborhood center for eligibility to obtain residential restoration funds in that area

- Extend Neighborhood Housing Services (NHS) programs to include the triangular area between Wilmore and the proposed neighborhood center for eligibility to obtain residential restoraton funds in that area

- Align public improvements with capital improvement funds

- Promote the use of historic tax credits to preserve and restore existing historic structures.

OBJECTIVE Rezone a South Boulevard Corridor area to support the concept of a neighborhood center

Present zoning for the South Boulevard area is not reflective of existing land or proposed land uses for a revitalized South Boulevard and its surrounding neighborhoods The rezoning emphasis is on implementing a neighborhood center, protecting an existing residential stock and eliminating land use conflicts

A zoning ordinance rewrite is underway which may produce two changes that would be beneficial to the South Boulevard area if adopted a mixed-use district designation that accomodates the desire to create mixed-use projects such as commercial and residential within the same building and an overlay district that would include design and development standards that can be applied to unique areas such as the neighborhood center and the corridor

RECOMMENDATIONS

RESIDENTIAL REZONINGS (See Residential Rezoning Map, page 19)

Office (O-6) to Single Family Residential (R-9)

Several existing residential areas are presently rezoned as office districts Each of these areas is part of neighborhood edges that need to be stabilized Existing residential uses and structures within these office zoned areas should be protected from further deterioration

Kingston, East Park and Rensslaer Avenues east of the proposed neighborhood center, have five areas where residential uses should be rezoned to single family This residential designation would protect existing residential structures and stabilize this Dilworth edge

Seven areas that are presently occupied by residential uses and are residential structures along the Wilmore neighborhood edge also need stabilization and housing stock preservation

McDonald, Tremont, Worthington and Euclid Avenues have five areas where residential uses should be rezoned to single family

Multi-family (R-6MF) to Single Family (R-9)

Three areas west of Euclid Avenue have a multi-family classification, but the present land use is single family residential. The multi-family designation is inappropriate for these single family uses These existing structures need to be protected from demolition or fragmentation

Business (B1) to Single Family

Wilmore's Tryon Street edge is predominately residential between West Park avenue and Doggett Street The homes located there need protection from inappropriate development that business district designation would allow This west side of Wilmore should be rezoned to residential as indicated on the rezoning map

A second critical area is within the triangular area bound by Camden Road, South Tryon and West Boulevard Residential uses and structures, located within that area, are critical to the stabilization of Wilmore's edge and future linking with the neighborhood center This area should be rezoned to residential as indicated on the rezoning map

Industrial (I-1) to Multi-Family (R-6MF)

A large portion of the Dilworth residential edge has been neglected and has suffered from proximity to the industrial uses that once were prominent along South Boulevard Cleveland Avenue has two areas where residential structures and uses have survived despite inappropriate zoning and land use conflicts These two areas, across from each other at Worthington's intersection with Cleveland, should be rezoned to multi-family This intersection will serve as a good transition area for the residential uses

Industrial (I-1) to Single Family (R-9)

A large industrial zoned residential area is located along West Boulevard between Hawkins Street and Camden Road The area has residential structures that need preserving as well as some additional residential uses that will solidify this triangular area as a link for the Wilmore neighborhood and the neighborhood center

An area along Rensselaer Avenue part of the Dilworth edge has a residential structure and a vacant lot zoned industrial Stabilization of the edge, preservation of existing structures, and protection of the residential edge is important for Dilworth

NON-RESIDENTIAL REZONINGS

Industrial (I-1, I-2) to Business (B-2)

Several industrial zoned areas along South Boulevard have transformed into commercial uses Three of these areas are located at the south end of the corridor between Tremont Avenue and McDonald Avenue Rezoning should be implemented to conform the zoning designation and the existing use

The north end of the corridor has two areas presently zoned industrial that should be rezoned B-2 to accomodate existing and future businesses in this section of South Boulevard

Industrial (I-1) to Neighborhood Business (B-1)

Nine areas in the South Boulevard corridor are zoned industrial yet the predominant use is business These areas are also in the proposed neighborhood center or part of its peripheral influence As indicated on the rezoning map, these areas should be rezoned to B-1 to support and stabilize the area as a neighborhood center

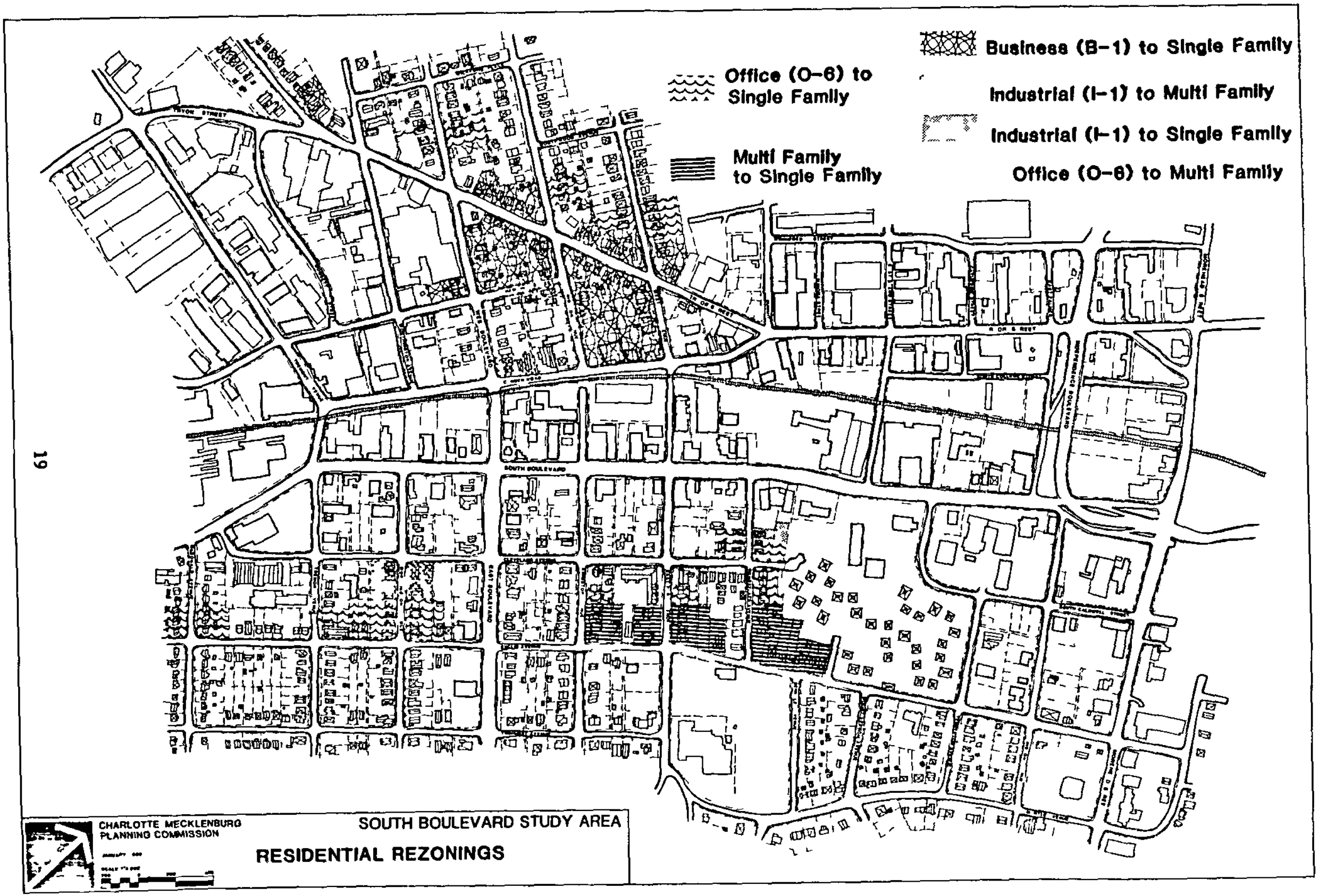
Industrial (I-1) to Office (0-6)

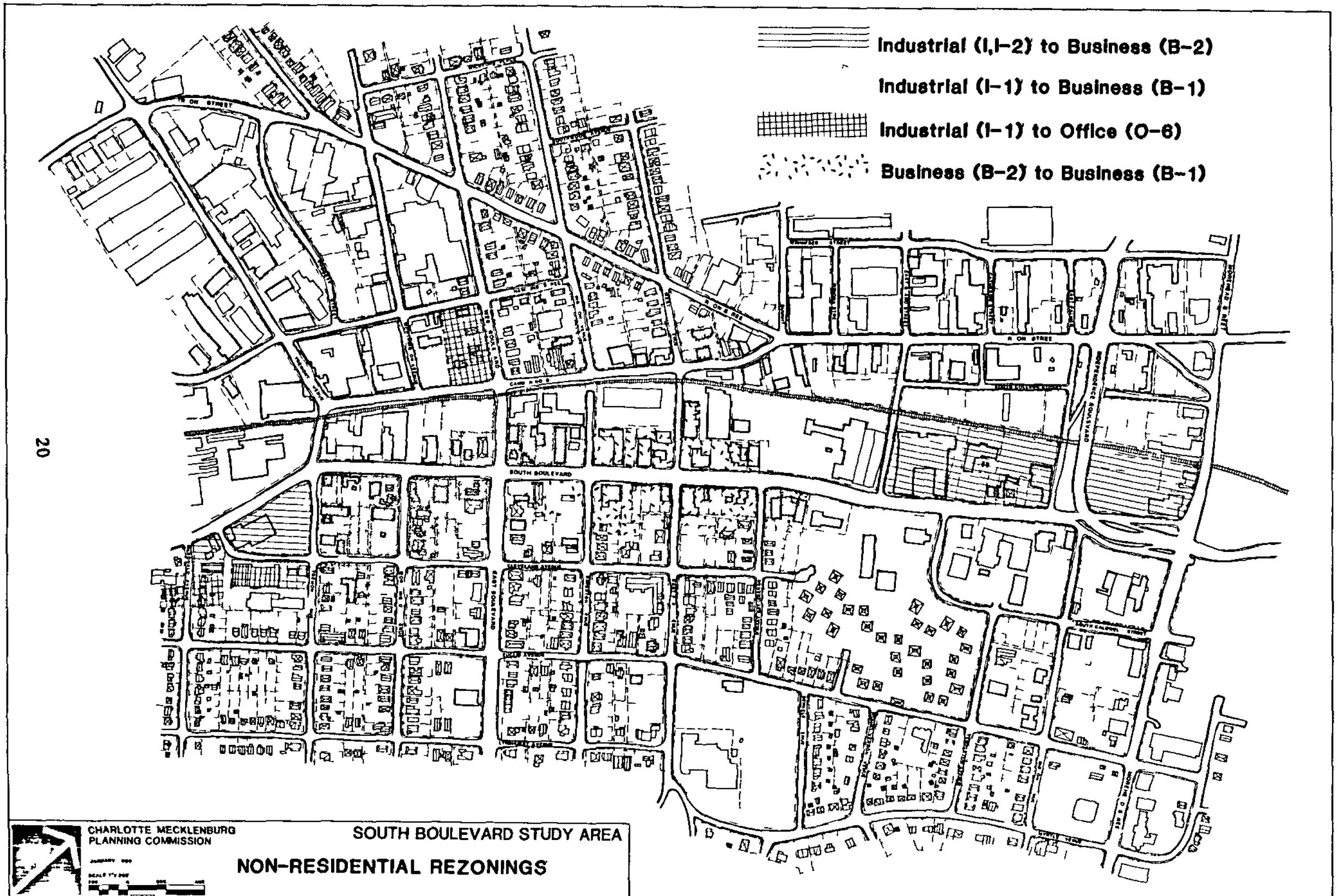
Four areas are presently zoned industrial with no industrial uses present These areas are primarily transition areas between other uses that are residential or business These four areas, indicated on the rezoning map, should be rezoned to office to support existing uses and future development

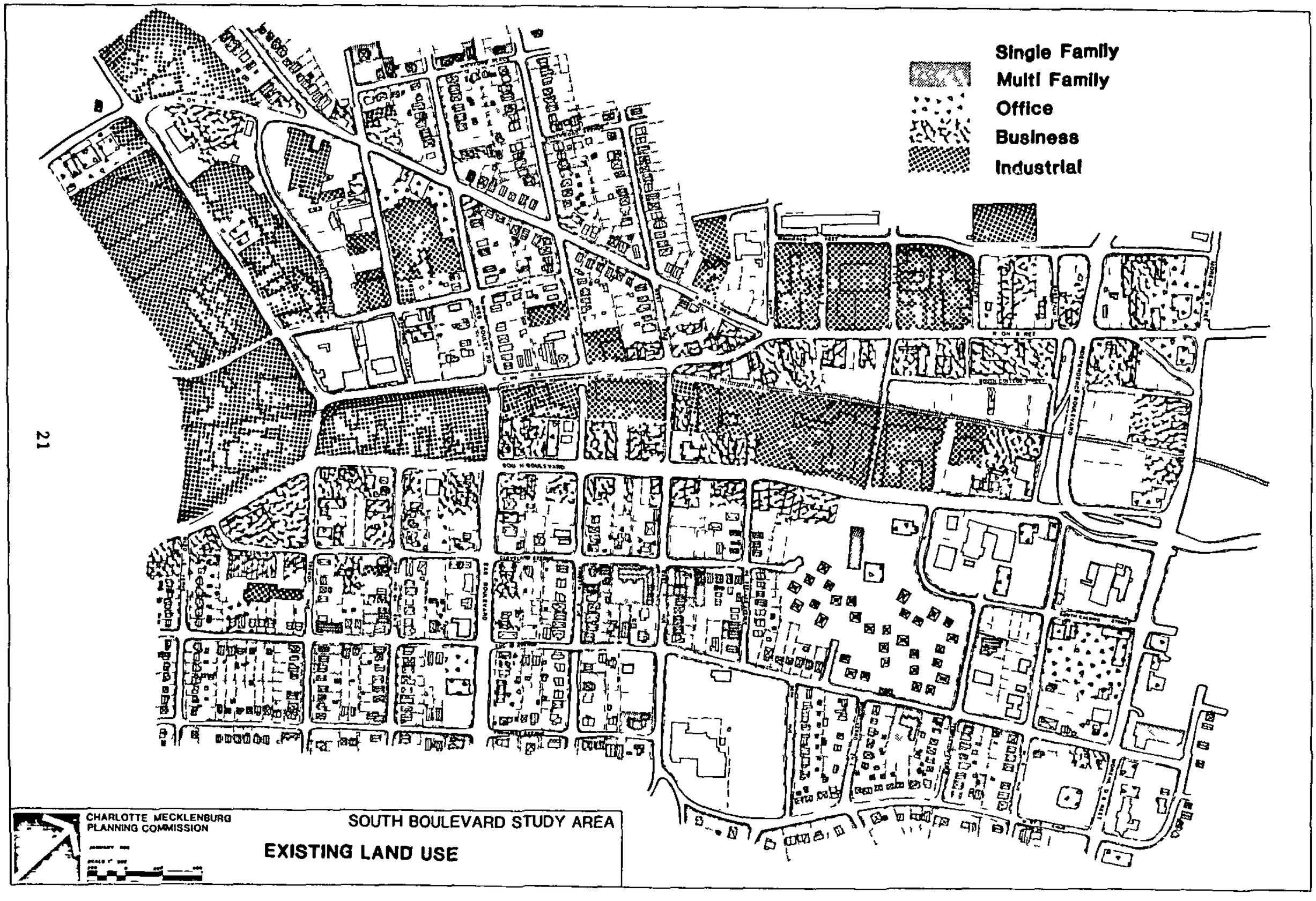
Business (B-2) to Neighborhood Business (B-1)

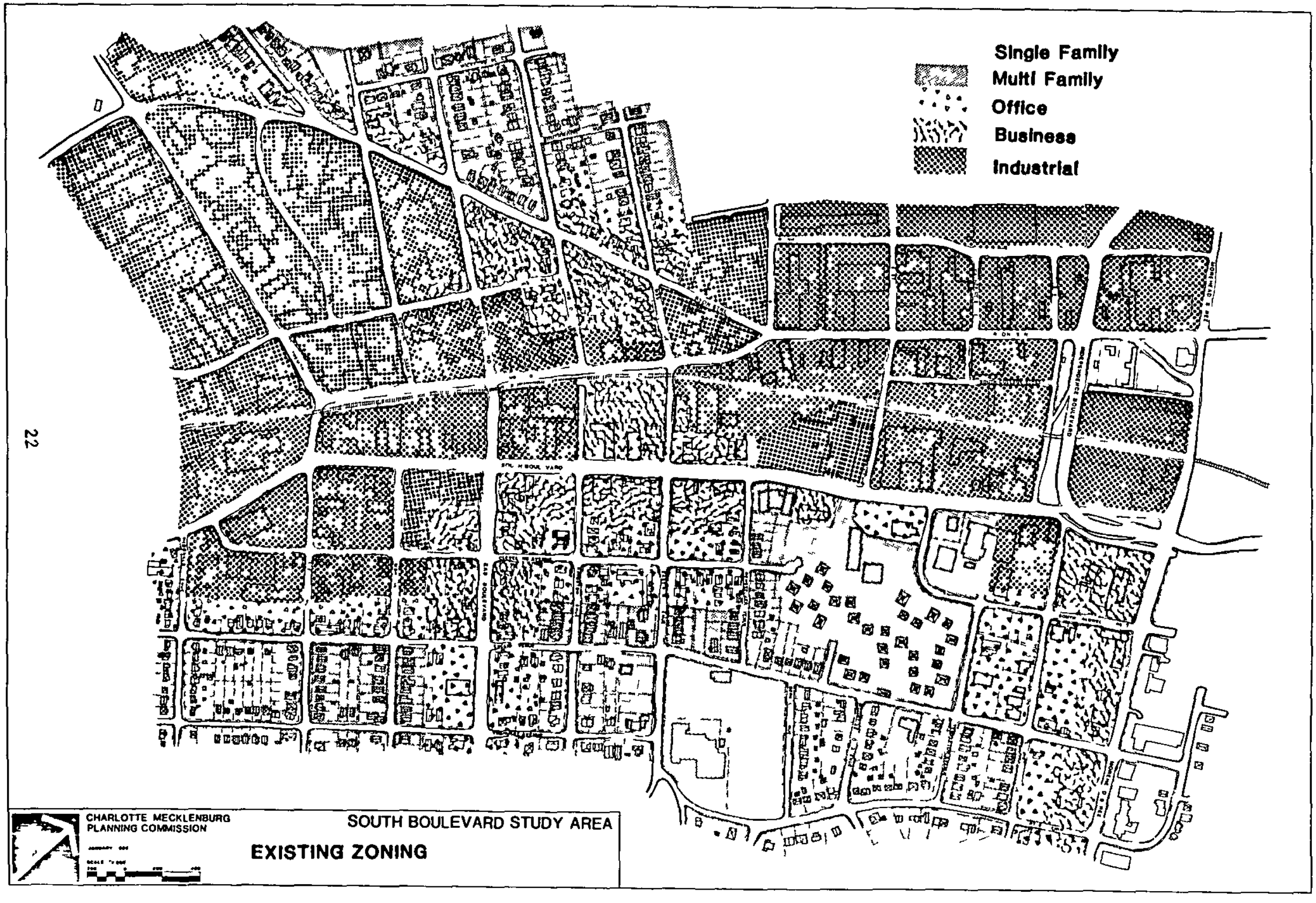
The area designated for neighborhood uses is primarily zoned B-2 which allows uses that are conflicting to the concept of a neighborhood center Five areas are indicated on the rezoning map which should be rezoned to B-1 to reinforce the proposed neighborhood center

These areas are proposed as part of the mixed-use center If the zoning rewrite process produces a mixed-use designation, these areas should be considered for that designation


Office (O-6) to Single Family
Multi Family to Single Family
Business (B-1) to Single Family
Industrial (I-1) to Multi Family
Industrial (I-1) to Single Family
Office (O-6) to Multi Family
CHARLOTTE MECKLENBURG PLANNING COMMISSION
SOUTH BOULEVARD STUDY AREA
RESIDENTIAL REZONINGS


Industrial (I,I-2) to Business (B-2)
Industrial (I-1) to Business (B-1)
Industrial (I-1) to Office (O-6)
Business (B-2) to Business (B-1)
SOUTH BOULEVARD
CHARLOTTE MECKLENBURG
PLANNING COMMISSION
SOUTH BOULEVARD STUDY AREA
NON-RESIDENTIAL REZONINGS


Single Family
Multi Family
Office
Business
Industrial
CHARLOTTE MECKLENBURG
PLANNING COMMISSION
SOUTH BOULEVARD STUDY AREA
EXISTING LAND USE


Single Family
Multi Family
Office
Business
Industrial
CHARLOTTE MECKLENBURG
PLANNING COMMISSION
SOUTH BOULEVARD STUDY AREA
EXISTING ZONING

STAFF REVIEW CONCLUSIONS

The recommendations that have been suggested by staff are meant as additional recommendations to the Lane, Frenchman Study Staff is in full support of development of a South Boulevard Neighborhood Center Major concerns have been expressed by staff deal with

- Who the center will serve
- Protection and investment in existing historic structures
- Creation of a pedestrian oriented center
- Stabilization of neighborhood edges
- Better linking the Wilmore neighborhood
- Maximizing the potential for an integrated urban center in contrast to single building strip development or shopping centers
- Creating design and development standards to assure compatible infill, rather than design themes

Several ongoing projects need to begin as recommended by the staff including the overlay zoning, rezoning, creation of a historic conservation district and the streetscape study.

The Development Corporation should hire a staff, move to a storefront office and begin promoting and coordinating the development of a neighborhood center As an existing redevelopment area, financial incentives exist today that need to be taken advantage of before they are lost.

An urban design plan that includes the Wilmore neighborhood, Dilworth neighborhood and South Boulevard Redevelopment Area would be helpful in establishing streetscape amenities, design standards, neighborhood links and scenarios for the edge and transition areas

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

February 27, 1987

Mayor Harvey Gantt
Members, City Council
Charlotte, North Carolina

Dear Mayor and Council Members

Attached are recommendations of the Charlotte-Mecklenburg Planning Commission on petitions which have been heard and referred to the Planning Commission for consideration The recommendations as reflected herein were arrived at in a meeting of the Planning Commission on February 19, 1987.

According to the adopted rules of procedure, these recommendations will be sent to the interested parties with a time period for the conveyance of any written statement set to elapse on March 9, 1987 This will then permit these matters to be placed on your agenda for consideration on March 16, 1987

If you have any questions or wish to discuss any aspect of these recommendations, please let me know

Respectfully submitted,

Robert G Young
Land Development Manager

RGY oj

Attachments

Cameron Brown Building • 301 South McDowell Street • Charlotte North Carolina 28204 • (704) 336-2205

DATE February 19, 1987

PETITION NO 86-28

PETITIONER(S) Charlotte-Mecklenburg Planning Commission

REQUEST Change from R-9MF to R-9 and R-12MF

LOCATION An approximately 76 acre site located along Lambeth Drive and north of North Tryon Street

ACTION The Planning Commission recommends that the petition be denied

VOTE Yeas Curry, Emory, Griffin, Lassiter, Lewis and Mead

Nays Wheeler

REASONS

The land area in this petition comprises approximately 76 acres and is located off of Lambeth Drive just north of North Tryon Street The present zoning is R-9MF and the petition is requesting R-9 and R-12MF The petition is sponsored by the Charlotte-Mecklenburg Planning Commission as part of the North Tryon/I-85 Residential Corridor Special Study

Practically all of the property in this area is vacant though one parcel on Lambeth Drive is developed with a small mobile home park Property just to the south of the site with frontage along Tryon Street is generally used for commercial purposes whereas areas around other sides of the site are more generally oriented to residential uses

The area of the petition which is proposed for change to R-9 represents one of the largest areas of vacant property in the area Two sides are adjacent to single family developments Portions of this area also abut Tryon Forest Apartments and a small mobile home park At this point access to this property would be via Lambeth Drive and there is also a stub street called Bilmark Avenue which is part of the Hidden Valley Subdivision

The Planning Commission had deferred this matter several times during the last year Originally the property owner sought the deferrals in order to prepare a conditional site plan and, in fact, several agents for the property owner met with staff on several occasions to discuss a plan However, in the end the property owner was unable to develop a plan At that point the property owner simply argued that the zone change would create a tremendous economic hardship and the change, therefore, should not be granted

Following all these delays, Planning Commission decided to finally agree with the property owner Planning Commission felt that indeed an undue hardship was

being placed on the property owner The property owner has no plans, but was being forced to market the property and encountering difficulties Rezoning makes no sense and would make the property even more difficult to use and market

Planning Commission further felt the property had a natural relationship to Eastway Drive and North Tryon Street A big buffer separated the property from the Hidden Valley neighborhood A connection to the neighborhood would be undesirable

One Commission member also commented that the property owner's protest of the downzoning was reason enough for denying the change

Based upon the above reasons, the Planning Commission voted to recommend that the petition be denied

Minority Opinion
The minority opinion expressed the viewpoint that the project plan's recommendation should be adopted

Staff Opinion
The staff disagreed with Planning Commission The property is located in a special project plan which recommends the change The amount of development allowed under current zoning would cause problems at the intersection of Lambeth and North Tryon as well as impact traffic volumes in the Hidden Valley neighborhood In order to lessen some of the possible traffic impacts and also provide a suitable land use relationship for the area it is the small area plan's recommendation that this portion be rezoned to R-9

The remaining area within this petition is a proposed change from R-9MF to R-12MF It lies immediately south of the area described just above This area of the petition creates an opportunity to provide transitional land uses from businesses along North Tryon to the proposed single family described just above Therefore, multi-family development is appropriate at densities up to those allowed in the R-12MF district A reduction in the total units allowed for this area is based on general objectives to reduce housing densities and probable impacts to the street network system Rezoning would meet these objectives and have a positive effect

PETITIONER CHARLOTTE-MECKLENBURG PLANNING COMMISSION

PETITION NO. 86-28 HEARING DATE 03/17/86

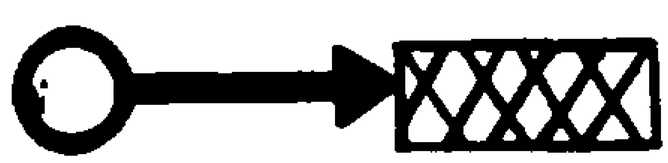
ZONING CLASSIFICATION, EXISTING R-9MF REQUESTED R-9 and R-12MF

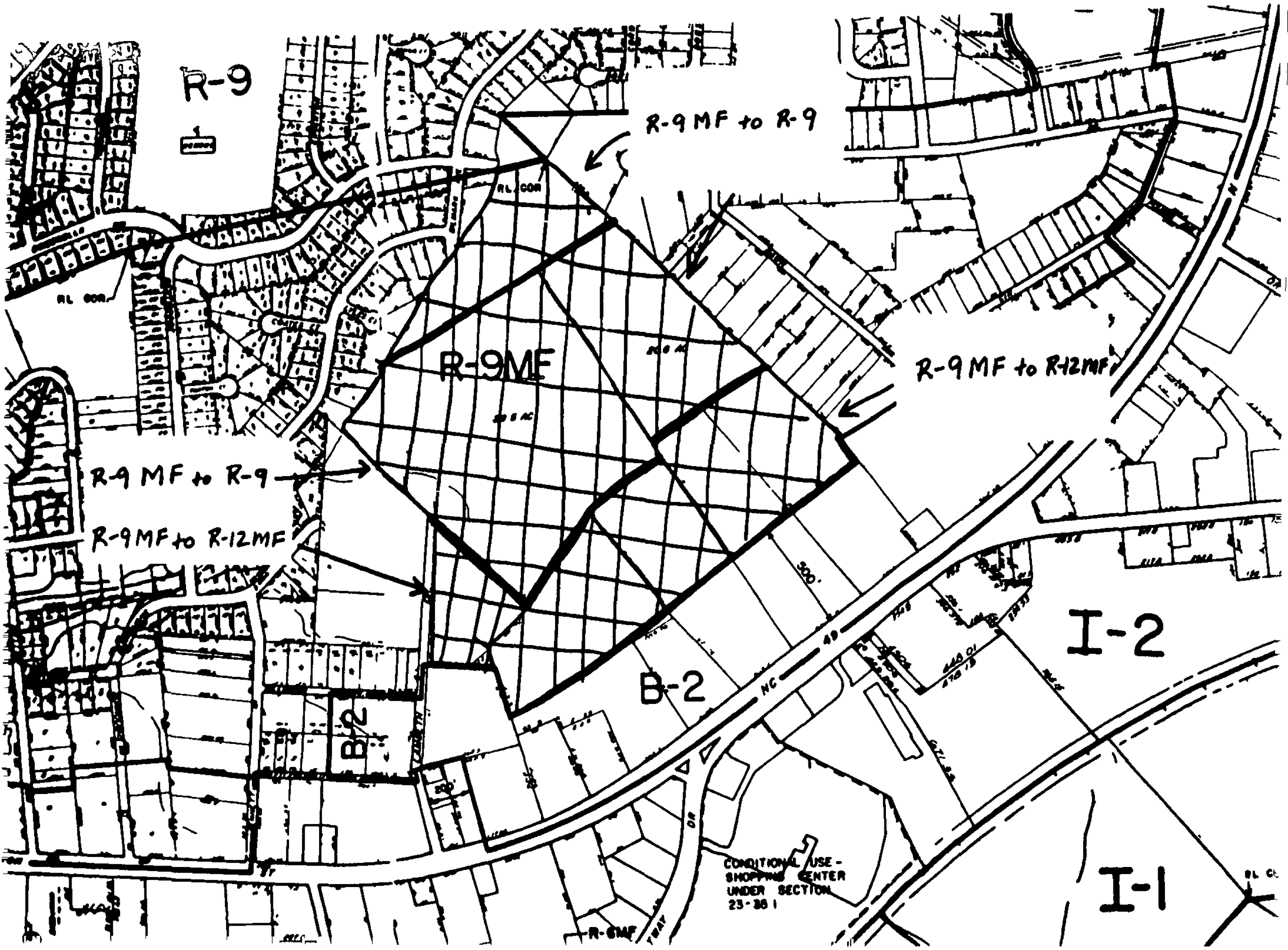
LOCATION 76 acre site located along Lambeth Drive and north of N. Tryon St

SEE ATTACHED MAP SHEET

ZONING MAP NO. 77, 78 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE




R-9
R-9 MF to R-9
R-9MF
R-9 MF to R-12MF
R-9 MF to R-9
R-9 MF to R-12MF
B-2
B-2
I-2
I-1
NC 49
CONDITIONAL USE - SHOPPING CENTER UNDER SECTION 23-38 I
R-6MF

DATE	February 19, 1987
PETITION NO	86-57
PETITIONER(S)	NCF Financial Corporation and Myers Park Homeowners Association
REQUEST	Change from R-9MF to R-6MF(CD)
LOCATION	A 35,004 square foot parcel located at the corner of Queens Road and Hopedale Avenue It should be noted that Rezoning Petition 86-57 was originated by the Myers Park Homeowners Association and included the proposal to rezone the parcel at the corner of Queens Road and Hopedale Avenue from R-6MF to R-12 Subsequently, NCF Financial Corporation submitted an alternative proposal to rezone the parcel to R-6MF(CD)
ACTION	The Planning Commission deferred action pending further study

DATE February 19, 1987

PETITION NO 87-2

PETITIONER(S) Charlotte-Mecklenburg Planning Commission

REQUEST Change from B-1 and 0-6 to R-12MF

LOCATION A one (1) acre site located south of I-85, east of Beatties Ford Road and west of Newland Road

ACTION The Planning Commission recommends that the petition be approved

VOTE Yeas Emory, Lewis, Mead and Wheeler

Nays Curry, Griffin and Lassiter

REASONS

This petition is sponsored by the Charlotte-Mecklenburg Planning Commission and involves approximately one (1) acre of land immediately south of I-85, east of Beatties Ford Road and west of Newland Road The current zoning is B-1 and 0-6 and the petition is seeking R-12MF

The property is contiguous to B-1 zoning which is oriented to Beatties Ford Road Across Newland from the site at the intersection of Spring Street is another strip of B-1 zoning, which has also been the subject of another Beatties Ford Road petition seeking to change that area to R-6 Other areas of the Dalebrook neighborhood are already zoned R-6

The petitioned property is undeveloped land although there is a driveway connection from the rear of the adjoining Texaco Service Station which fronts on Beatties Ford Road which crosses through this land and exits on Newland Road Rezoning the property from the current classifications would restrict the development of this property to multi-family residential, but it is uncertain what effect the change would have on the driveway connection across the property to the Texaco Station The driveway is barricaded now by way of a gate and fence and may not be used any longer However, if that driveway does serve as some function for the business use then it may be possible that future development of this property under the proposed R-12MF might have to recognize that driveway

The proposed R-12MF would provide for residential development of this property which is considered more compatible with the residential environment that it is oriented to Approval of this would implement the objective contained in the Beatties Ford Road Small Area Plan The R-12MF district would allow density at approximately 14 5 dwelling units per acre

Planning Commission discussed several issues in this case Members cited the opposition of the property owner and the adjoining church along with the economic hardship associated with this change as sufficient reasons to deny the change

Arguments in favor of the change generally focused on the fact that much time and effort had already been spent on the small area plan Planning Commission and City Council had previously approved the small area plan and its recommendation to approve this change and, thus, the plan's recommendation should be supported

A motion to deny the request was moved, but failed 3-4 A subsequent motion to approve the petition then passed 4-3

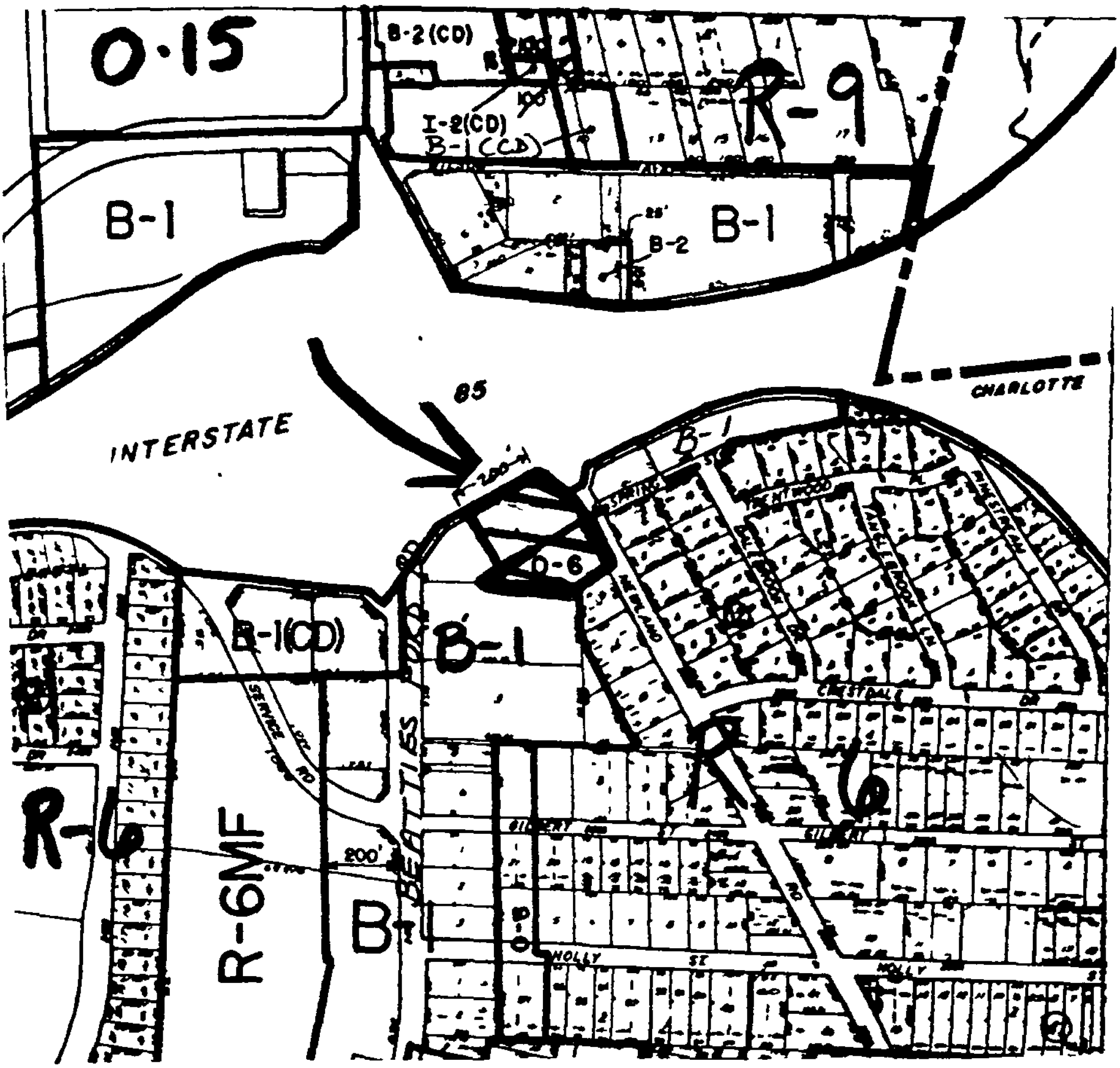
Staff Opinion
The staff agreed with Planning Commission

PETITIONER Charlotte-Mecklenburg Planning Commission

PETITION NO 87-2 HEARING DATE 1-20-87

ZONING CLASSIFICATION, EXISTING B-1 and O-6 REQUESTED R-12MF

LOCATION Approximately one acre located south of Interstate 85, east of Beatties Ford Road, and west of Newland Road



ZONING MAP NO. 79 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

MASTER TREE PLANTING PLAN