AGENDA

Meeting Type:	Z
Date:	03-19-1990
SUBJECT	

City of Charlotte, City Clerk's Office

CHARLOTTE

Council Agenda

MARCH 19,1990

FILE COPY

CHARLOTTE

Meetings in March '90

THE WEEK OF MARCH 1 - MARCH 3

1	Thursday, 9 00 a m	**CITY COUNCIL OPERATIONS AND PROCEDURES COMMITTEE** - CMGC, Room 270
	Thursday, 12 Noon	**DIVISION OF INSURANCE & RISK MANAGEMENT** - CMGC, 10th Floor Conference Room
2	Friday, 9 00 a m	**CIVIL SERVICE HEARING** - CMGC, Room 118
3-6	Saturday - Tuesday	**NATIONAL LEAGUE OF CITIES CONGRESSIONAL CITIES CONFERENCE** - Washington, DC

THE WEEK OF MARCH 4 - MARCH 10

5	Monday, 12 Noon	**PLANNING COMMISSION/Work Session** - CMGC, 8th Floor Conference Room
6	Tuesday, 4 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Latta Park Equestrian Center Ad Hoc Art Advisory Committee** - Latta Park Visitors' Center, 5225 Sample Road, Huntersville
	Tuesday, 4 00 p m	**PLANNING COMMISSION/Planning Committee** - CMGC, 8th Floor Conference Room
7	Wednesday, 6 30 p m	**YOUTH INVOLVEMENT COUNCIL** - CMGC, Room 118
8	Thursday, 4 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Executive Committee** - Mint Museum, 2730 Randolph Road
	Thursday, 5 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Board Meeting** - Mint Museum, 2730 Randolph Road
	Thursday, 5 00 p m	**COUNCIL/MANAGER DINNER** - Meeting Chamber Conference Room
	Thursday, 6 00 p m	**CITY COUNCIL/Zoning Meeting** - CMGC, Meeting Chamber
	Thursday, 6 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Special Committee** - Mint Museum, 2730 Randolph Road

THE WEEK OF MARCH 11 - MARCH 17

12	Monday, 6 00 p m	**COUNCIL/MANAGER DINNER** - CMGC, Meeting Chamber Conference Room
	Monday, 6 30 p m	**CITIZENS HEARING** - CMGC, Meeting Chamber
	Monday, 7 00 p m	**CITY COUNCIL MEETING** - CMGC, Meeting Chamber
13	Tuesday, 10 00 a m	**POLITICAL CONSOLIDATION COMMITTEE** - CMGC, 15th Floor Conference Room
	Tuesday, 12 Noon	**JOINT CITY COUNCIL/COUNTY COMMISSION/SCHOOL BOARD LUNCHEON** - CMGC, Room 267
	Tuesday, 4 00 p m	**PLANNING COMMISSION/Planning Committee** - CMGC, 8th Floor Conference Room
	Tuesday, 4 00 p m	**AIRPORT ADVISORY COMMITTEE** - Charlotte/Douglas International Airport, Conference Room A
14	Wednesday, 8 00 a m	**CLEAN CITY COMMITTEE** - CMGC, Room 119
	Wednesday, 8 30 a m	**CIVIL SERVICE BOARD** - CMGC, 7th Floor Conference Room
	Wednesday, 10 00 a m	**CIVIL SERVICE HEARING** - CMGC, Room 118

(Continued on Back)

Public Service And Information Department

600 East Fourth Street

Charlotte NC 28202 2861

704/336-2395

THE WEEK OF MARCH 11 - MARCH 17 (Continued)

14	Wednesday, 2 00 p m	**CIVIL SERVICE HEARING** - CMGC, Room 118
15	Thursday, 8 00 a m	**YOUTH INVOLVEMENT COUNCIL** - CMGC, Room 267
	Thursday, 5 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Executive Committee** - CMGC, 8th Floor Conference Room
	Thursday, 7 30 p m	**CHARLOTTE TREE ADVISORY COMMISSION** - CMGC, Room 270
16	Friday, 7 30 a m	**PLANNING LIAISON COMMITTEE** - CMGC, 8th Floor Conference Room
	Friday, 11 30 a m	**CHARLOTTE TREE ADVISORY COMMISSION** - Marshall Park

THE WEEK OF MARCH 18 - MARCH 24

19	Monday, 5 00 p m	**COUNCIL/MANAGER DINNER** - CMGC, Meeting Chamber Conference Room
	Monday, 6 00 p m	**CITY COUNCIL/Zoning Hearings** - CMGC, Meeting Chamber
20	Tuesday, 2 00 p m	**HOUSING AUTHORITY** - 1301 South Boulevard
	Tuesday, 4 00 p m	**PLANNING COMMISSION/Planning Committee** - CMGC, 8th Floor Conference Room
	Tuesday, 6 00 p m	**CHARLOTTE ADVISORY PARKS COMMITTEE** - CMGC, Room 267
21	Wednesday, 7 45 a m	**PRIVATE INDUSTRY COUNCIL** - CMGC, Room 267
	Wednesday, 6 30 p m	**YOUTH INVOLVEMENT COUNCIL** - CMGC, Room 118
	Wednesday, 7 00 p m	**METROPOLITAN PLANNING ORGANIZATION** - CMGC, Room 267
22	Thursday, 4 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Reedy Creek Park Nature Center Ad Hoc Advisory Committee** - CMGC, 8th Floor Conference Room

THE WEEK OF MARCH 25 - MARCH 31

26	Monday, 1 00 p m	**COUNCIL/MANAGER LUNCHEON** - CMGC, Meeting Chamber Conference Room
	Monday, 2 00 p m	**CITIZENS HEARING** - CMGC, Meeting Chamber
	Monday, 2 30 p m	**CITY COUNCIL MEETING** - CMGC, Meeting Chamber
	Monday, 4 00 p m	**PLANNING COMMISSION/Executive Committee** - CMGC, 8th Floor Conference Room
	Monday, 4 30 p m	**PLANNING COMMISSION/Zoning Work Session** - CMGC, 8th Floor Conference Room
27	Tuesday, 2 00 p m	**CITY ZONING BOARD OF ADJUSTMENT** - Hal Marshall Building, 700 North Tryon Street, Building Standards Training Room
	Tuesday, 4 00 p m	**PLANNING COMMISSION/Planning Committee** - CMGC, 8th Floor Conference Room
28	Wednesday, 4 30 p m	**CITIZENS CABLE OVERSIGHT COMMITTEE** - CMGC, Room 119
29	Thursday, 4 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Executive Committee** - Hal Marshall Center, 700 North Tryon Street
	Thursday, 5 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Board Meeting** - Hal Marshall Center, 700 North Tryon Street
	Thursday, 6 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Special Committee** - Hal Marshall Center, 700 North Tryon Street
30	Friday, 9 00 a m	**CHARLOTTE-MECKLENBURG ART COMMISSION/OmniMax Ad Hoc Art Advisory Committee** - CMGC, 8th Floor Conference Room

These organizations will <u>not</u> meet in March
Housing Appeals Board

CHARLOTTE

Mayor Sue Myrick *Mayor Pro Tem Cyndie Patterson*

Stanley M Campbell *Hoyle H Martin*
Daniel G Clodfelter *Roy Mattheus*
Ann Hammond *Ella Butler Scarborough*
Pat McCrory *Richard Vinroot*
Tom Mangum *Lynn M Wheeler*

Council Agenda

Monday, March 19, 1990

5:00 p.m. - Council-Manager Dinner
Meeting Chamber conference Room

6:00 p.m. - ZONING HEARINGS
Meeting Chamber

Invocation by The Reverend Frank Mayes, Covenant Presbyterian Church

ITEM NO.

PUBLIC HEARINGS

1. (90-16) Hearing on Petition No. 90-16 by Spiro Pappas and Bill Dedemadis for a change in zoning from R-9 to I-1 for a 60.4 acre site located on the northeast corner of Beatties Ford Road.

   The Petitioner has requested this hearing be postponed until May 21, 1990.

   Attachment No. 1

2. (90-17) Hearing on Petition No. 90-17 by Wachovia Bank and Trust Company for a change in zoning from I-1 and R-9MF to O-6(CD) for a 1.31 acre site located on the north side of North Tryon Street west of Sugar Creek Road.

   Attachment No. 2

3. (90-18) Hearing on Petition No 90-18 by Silver Convenience Centers of Charlotte for a change in zoning from R-12 to B-1(CD) for a 3.9 acre site located on the southeast corner at the intersection of Tuckaseegee Road and Little Rock Road.

   Attachment No. 3

4. (90-19) Hearing on Petition No. 90-19 by T. Cooper James for a change in zoning form I-1 and O-15(CD) to B-1(CD) for a 5.4 acre site on the south side of Tuckaseegee Road between Browns Avenue and Cheshire Avenue.

Attachment No. 4

5. (90-20) Hearing on Petition No. 90-20 by E. C. Griffith Company and Laurel Eye Associates for a change in zoning from R-12 to O-15(CD) for approximately 46.5 acres on the westerly side of Randolph Road at its intersection with Billingsley Road.

Attachment No. 5

6. (90-21) Hearing on Petition No. 90-21 by Pineville Realty Associates, Inc. for a change in zoning from R-9MF to O-6(CD) and B-1(CD) for a 10.2 acre site located on the east side of Cheshire Road at Nivens Road and extending to Mallard Creek Road.

Attachment No. 6

7. (90-22) Hearing on Petition No. 90-22 by Crescent Resources, Inc. for a change in zoning from R-9 to I-1(CD) for approximately 24.38 acres located on the southwesterly side of Hutchinson-McDonald Road.

Attachment No. 7

8. (90-23) Hearing on Petition No. 90-23 by Marathon Petroleum Company for a change in zoning from R-12 to B-1(CD) for a 1.2 acre site located on the northeasterly corner of Little Rock Road and Tuckaseegee Road.

Attachment No. 8

9. (90-24) Hearing on Petition No. 90-24 by City View Development Corporation for a change in zoning from I-1, I-2 and R-9MF to B-1SCD, I-1(CD) and B-D(CD) for approximately 112 acres located on both sides of Ledwell Street between Freedom Drive and Ashley Road.

Attachment No. 9

10. (90-25) Hearing on Petition No. 90-25 by the Charlotte-Mecklenburg Planning Commission for a text amendment to establish definitions and develop standards for jails and prisons to be allowed in Institutional, Office, Business, Industrial and UMUD Districts pursuant to specific development standards for lot size, yards, fences and lighting, and accessory uses.

Attachment No. 10

BUSINESS AGENDA

11. CONSIDER APPROVING FY 91-95 TRANSPORTATION IMPROVEMENT PROGRAM (TIP).

Background information and T.I.P. document will be sent with the Manager's Memo on Friday, March 16, 1990.

12. CONSIDER ADDING A LOCAL BILL TO THE CITY'S 1990 LEGISLATIVE PROGRAM THAT WOULD TRANSFER PUBLIC HEARING RESPONSIBILITIES FOR ZONING TEXT AND MAP AMENDMENTS TO THE PLANNING COMMISSION.

At the recent Council retreat, a number of Council members expressed strong interest in pursuing the possibility of delegating or transferring public hearing responsibilities for rezoning and text amendments to the Planning Commission. As contemplated, the Planning Commission, through one of its two committees, would hold all legally required public hearings, develop a recommendation, and submit the recommendation to the City Council for decision. In this way, the City Council would retain final authority over text and map amendments, but would make its decision based on the Planning Commission's recommendation and the record of the public hearing, rather than itself conducting the public hearing.

Initially, the City Attorney felt that this delegation of responsibility could be accomplished without seeking a local bill from the General Assembly. However, on the basis of further research, the City Attorney has just concluded that a local bill amending G.S. § 160A-364 would be necessary to achieve this objective.

City Council is requested to decide whether or not to include this item in the 1990 Legislative Program, approved by the City Council at its March 12 meeting or to wait until the 1991 regular session of the General Assembly.

12A Set an executive session for March 26, 1990 at 1:00 pm. Continue evaluation of City Mgr, City Atty & City Clerk

Attachment 3

CHARLOTTE-MECKLENBURG
SURFACE TRANSPORTATION IMPROVEMENT PROGRAM
FY 1991 - FY 1995

DRAFT

PREPARED BY

CHARLOTTE-MECKLENBURG TECHNICAL COORDINATING COMMITTEE

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PURPOSE

In compliance with United States Code: Title 23, Section 105, 134 (a), and 135 (b); Section 3, 4 (a), and 5 of the Urban Mass Transportation Act of 1964 as amended, (49 U.S.C. 1602, 1603 (a), and 1604); and 49 CFR 1.48 (b) and 1.50 (f), this document is providing a Transportation Improvement Program for Charlotte-Mecklenburg for the years 1991-1995. This Transportation Improvements Program (TIP) represents a coordinated planning effort between Mecklenburg County, the City of Charlotte and the Towns of Matthews, Mint Hill, Pineville, Davidson, Cornelius, and Huntersville.

INTRODUCTION

Annually, the Charlotte-Mecklenburg Technical Coordinating Committee (TCC) reviews the previous Charlotte-Mecklenburg Transportation Improvement Program (TIP), the immediate past year implementations, and evaluates the future transportation needs for the Charlotte Urbanized Area. From this, a new Charlotte-Mecklenburg TIP is developed for adoption by the Charlotte-Mecklenburg Metropolitan Planning Organization (MPO), which includes all the five year transportation needs of the Charlotte-Mecklenburg Urban Area. Project description sheets have been included in the TIP to provide information on new projects that have recently surfaced.

Categorization of the projects in the T.I.P. is broken down into two parts: those which are proposed, and those which are scheduled. The scheduled projects are listed in the Triennial Element. Roadway projects are further defined as either System Expansion and Extension, Transportation System Management, and Rehabilitation, Restoration, Reconstruction, and Resurfacing. All transit and pedestrian projects are listed in the Biennial Element.

PROPOSED ROADWAY IMPROVEMENTS

I. SYSTEM EXPANSION AND EXTENSION

FUNDING SOURCE	PRIORITY	PROJECT	ESTIMATED COST(1)	MAP PAGE
FAI	1	I-77 Widening (Northern Outer Belt to Southern Outer Belt)	TBD	20
FAUS	2	Freedom Dr Widening (I-85 to Mt. Holly Rd)	25,000,000-30,000,000	21
FAP	3	York Rd Widening (Tyvola Rd to South Carolina)	20,000,000-25,000,000 (4,8)	21
CITY	4	Fairview Rd Widening (Park Rd to Colony Rd)	5,000,000-7,000,000 (3)	22
CITY	5	Sharon Rd Widening (Sharon View to Sharon Lane)	3,000,000-5,000,000 (3)	22
STATE	6	Westinghouse Blvd Widening and Extension (N.C. 49 to Sugar Creek)	14,000,000-18,000,000	23
CITY	7	Beatties Ford Road Widening LaSalle to I-85	1,500,000-2,500,000 (3)	23
STATE/FAA	8	Airport Entrance Road and Wilkinson Blvd/Airport Connector Interchanges.	TBA	35
CITY	9	Fairview Road Widening (Providence Rd to Carmel Rd)	2,000,000-4,000,000 (3)	24
FAUS	10	Statesville Ave Widening (Newland Rd to Hickory Lane)	5,000,000-8,000,000	24
FAUS	11	Eastway Dr Widening (Sugar Creek Rd to Kilborne Dr)	4,000,000-6,000,000 (3)	25
FAP	12	Woodlawn Rd Widening (I-77 to South Boulevard)	3,000,000-5,000,000 (3)	25
FAUS	13	Statesville Rd Widening (Starita Rd to Keith Dr)	12,000,000-14,000,000 (3)	26
UNCERTAIN	14	Northwest Circumferential (Little Rock Rd to Reames Rd)	40,000,000±	26

FUNDING SOURCE	PRIORITY	PROJECT	ESTIMATED COST(1)	MAP PAGE
UNCERTAIN	15	Vance Rd Extension (Lakeview Rd to Northern Outer Belt)	4,000,000-6,000,000 (3)	27
FAUS	16	Billy Graham Parkway/West Boulevard Interchange	6,000,000-8,000,000	27
CITY	17	Colony Rd Extension (Carmel Rd to Rea Rd)	5,000,000-8,000,000 (5)	28
UNCERTAIN	18	Beatties Ford Road (Capps Hill Mine Rd to Lakeview Rd)	7,000,000-9,000,000 (3)	28
FAP	19	U.S. 74 Collectors (McAlpine Creek to N.C. 51) (2)	N/A	29
CITY	20	Sharon Amity Rd Median (Providence Rd to Addison Dr)	2,000,000-3,000,000 (3)	29
UNCERTAIN	21	Johnston Rd Extension (Porterfield Rd to Southern Outer Belt)	5,000,000-8,000,000 (3)	30
FAU	22	Lawyers Rd Widening (Albemarle Rd to Wilson Grove Rd)	7,000,000-10,000,000 (3)	30
FAP	23	Brookshire Boulevard Widening (I-85 to Hoskins Rd)	2,000,000-3,000,000 (3)	31
FAU	24	NC 115 Widening (Statesville Rd to W.T. Harris Blvd.)	6,000,000-8,000,000 (3)	31
UNCERTAIN	25	Arrowood Rd Extension (York Rd. to Brown-Grier Rd)	12,000,000-16,000,000 (3,6)	32
FAU	26	North Graham St. Widening (Brookshire Freeway to Statesville Avenue)	3,000,000-5,000,000 (3,7)	32
UNCERTAIN	27	Eastern Circumferential (Mallard Creek Church Road to Independence Boulevard)	100,000,000±	33
CITY	28	Hoskins Road Widening (Brookshire Blvd. to Rozelles Ferry Road)	1,000,000-2,000,000 (3)	33
FAP	29	South Boulevard Widening (Woodlawn Rd to Tyvola Rd)	14,000,000-16,000,000 (3)	34

FUNDING SOURCE	PRIORITY	PROJECT	ESTIMATED COST(1)	MAP PAGE
UNCERTAIN	30	Cindy Ln Extension	2,000,000-4,000,000 (5)	34
CITY	31	Seventh Street Widening (Independence Blvd to Laurel Avenue)	2,000,000-4,000,000 (3)	35
		TOTAL ESTIMATED COSTS:	$311,500,000-373,000,000	

(1) All costs are rough and an implementation schedule has not been defined for these projects. Costs should not be used for budgeting. When an anticipated year of funding is determined, the cost estimate shown should be adjusted to allow for inflation and market conditions between the date the estimate was prepared and the date of construction biddings.

(2) Portions of the Collector System will benefit from private development contribution of right-of-way and roadway construction. Estimated costs are in 1989 dollars.

(3) The costs shown are based upon a rough, per mile cost factor formulated without the benefit of a preliminary study of field conditions.

(4) Includes new bridge over Catawba River.

(5) Funding for one-half the cost of these projects has been secured through the public/private account in the City's 1988 Bond Program.

(6) Includes interchange with the Outerbelt.

(7) Includes widening bridge over railroad.

(8) This project provides for the widening of N.C. 49 to four lanes beyond what is currently programmed in the WCTIP.

FAUS - Federal Aid Urban System
FAP - Federal Aid Primary
FAS - Federal Aid Secondary

II. TRANSPORTATION SYSTEM MANAGEMENT

FUNDING SOURCE	PRIORITY	PROJECT	ESTIMATED COST*	MAP PAGE
CITY	1	Randolph Rd/Wendover Rd Intersection	750,000	38
CITY	2	Providence Rd/Sharon Amity Road/Sharon Ln Intersection	750,000	38
CITY	3	Archdale Dr/South Blvd	750,000	38
CITY	4	Fourth St/Kings Dr	750,000	
CITY	5	Third St/McDowell St	750,000	
CITY	6	Central Ave/Kings Dr/7th St	750,000	38
CITY	7	Central Ave/Kilborne Drive/Norland Rd	750,000	38
CITY	8	Randolph Rd/Sardis Rd	750,000	
CITY	9	Lyttleton Dr/Sharon Amity	750,000	38
CITY	10	Providence Rd/Wendover Rd Intersection	750,000	38
CITY	11	Monroe Rd/Sharon Amity	750,000	38
CITY	12	Parkwood Ave/The Plaza	750,000	
CITY	13	Runnymede Ln/Selwyn Ave/ Woodlawn Rd	750,000	38
CITY	14	Eastway Dr/North Tryon St	750,000	38
CITY	15	Briar Creek Rd/Central Ave	750,000	38

*Estimated costs are for budgetary purposes only to illustrate the magnitude of these projects. These projects are currently being funded out of an annual budget of $1.8 million per year.

PROPOSED STUDIES

PRIORITY	PROJECT	ESTIMATED COST	MAP PAGE
1	Harris Blvd West/I-77 Interchange Improvement Study	NA	40
2	Northwest Circumferential EIS (I-85 South to I-77 North)	250,000	40
3	U.S. 29/North Tryon St Improvement Study (11th St to Tom Hunter Rd)	200,000	41
4	East W.T. Harris Blvd/Albemarle (*) Road Interchange		41
5	Preliminary Design Plans for Light Rail Transit Facility between Wilgrove and Tyvola Road	4,000,000	42
6	Feasibility Study for High Occupancy Vehicle Facility along I-77 and I-85 (UNCC corridor)	750,000	42

* Study to be conducted by local transportation staff.

SCHEDULED ROADWAY PROJECTS
TRIENNIAL ELEMENT FY91-93

I. SYSTEM EXPANSION AND EXTENSION

PROJECT	PROGRAM	SCHEDULE PLAN/ EIS	P.E. & DESIGN	ROW	CONST.	ESTIMATED TOTAL COST	MAP PAGE
Interstate:							
I-77/Arrowood Road Interchange	NC TIP	X	X	X	FY91-92	19,314,000	44
I-77 Widening	NC TIP	X	FY91-92	X	FY92-95	35,400,000	44
I-85 Widening	NC TIP	X	FY91-92	X	FY91-94	161,019,000	45
Federal Aid Primary System							
Albemarle Road Widening (Lawyers Rd. to N.C. 51)	NC TIP	X	FY91	FY91	FY91-93	20,959,000	46
Albemarle Road Widening (N.C. 51 to U.S. 601)	NC TIP	FY91	FY91-PY	FY93-96	FY95-PY	18,220,000	46
Brookshire Freeway E.I.S.	CIP	X	NS	NS	NS	150,000	47
N.C. 16 Relocation	NC TIP	X	X	X	FY91-92	29,621,000	47
Eastern Outer Belt (U.S. 74 to I-85N)	NC TIP	X	FY91-PY	FY91-96	FY95-PY	215,950,000	48
Outer Belt (I-85N to I-77S)	NC TIP	FY91	FY91-PY	FY91-PY	FY94-PY	446,745,000	49
Southern Outer Belt (I-77 - U.S. 74)	NC TIP	X	FY91-94	FY91-94	FY91-96	200,321,000	50
N.C. 49/Graham Street Connector	NC TIP	FY91	FY91-94	FY92-94	FY95-PY	40,110,000	51
N.C. 49 (UNCC to Harrisburg)	NC TIP	FY91	FY91-95	FY93-95	FY95-PY	8,560,000	51
U.S. 74 Expressway (Brookshire Freeway to Albemarle Road)	NC TIP	X	FY91-93	FY91-93	FY91-93, PY	85,238,000	52
U.S. 74 Expressway (Albemarle Road to Idlewild Road)	NC TIP	X	FY94-PY	FY96-PY	PY	25,000,000	52
U.S. 74 Expressway (Idlewild Rd to Outer Loop)	Scheduled for feasibility and/or R.O.W. protection only.						
U.S. 521 Relocation (Southern Outer Belt to S.C. State Line)	NC TIP	X	FY91-93	FY91-93	FY93-96	9,016,000	53
N.C. 49 (York Road) Improvements	NC TIP	X	X	X	FY93-94, 96-PY	3,000,000	53

X - Signifies that phase of project completed.
NS - No Schedule
PY - Post FY 1996 as programmed in FY 1990-96 N.C. Transportation Improvement Program.

SCHEDULED ROADWAY PROJECTS
TRIENNIAL ELEMENT FY91-93

I. SYSTEM EXPANSION AND EXTENSION

PROJECT	PROGRAM	SCHEDULE PLAN/ EIS	P.E. & DESIGN	ROW	CONST.	ESTIMATED TOTAL COST	MAP PAGE
Federal Aid Secondary System							
Harris Boulevard West Widening	NC TIP	X	FY91-92	X	FY92-94	12,188,000	54
I-77/Tyvola Road Interchange Reconstruction	NC TIP	FY92-94	FY94-96	FY95-PY	PY	6,000,000	54
I-77/Sam Furr Interchange	NC TIP	X	FY91	FY91	FY91-93	3,100,000	55
N.C. 73 Improvements	NC TIP	X	X	FY91	FY91-94	4,725,000	55
Davidson-Cornelius Bypass	NC TIP	FY90-92	PY92-PY	FY93-96	FY96-PY	16,300,000	56
Federal Aid Urban System							
Beatties Ford Road Widening	CIP	X	X	X	FY91	7,390,000	57
Idlewild Road Widening	CIP	X	X	X	FY92	4,000,000	57
Matthews Bypass	NC TIP	X	X	X	FY90-92, FY96-PY	24,270,000	58
Monroe Road Widening	CIP	X	X	X	FY91	4,000,000	58
N.C. 160 Relocation	CIP	X	X	X	FY91	5,160,000	59
N.C. 51 Widening (PH II - IV)	CIP	X	X	X	FY91	16,300,000	59
East W.T. Harris Blvd Widening	NC TIP	X	X	X	FY91-92	14,270,000	60
Rea Road Extension	NC TIP	FY91-92	FY92-PY	FY95-PY	PY	7,850,000	60
Mallard Creek Road Widening	NC TIP	FY91	FY91-PY	FY92-94	PY	8,700,000	61
Graham Street/Mint Street Relocation	NC TIP	FY92-94	FY94-95	X	FY96-PY	6,850,000	61
Mallard Creek Church Road Widening (I-85 to Mallard Creek Road)	NC TIP	X	X	X	FY91-92	4,080,000	62
Mallard Creek Church Road Widening (I-85 to N.C. 49)	NC TIP	X	X	FY94-95	FY91-92, FY95-96	8,700,000	62
Providence Road Widening	NC TIP	FY91-92	FY92-95	FY94-95	FY95-PY	14,185,000	63

SCHEDULED ROADWAY PROJECTS
TRIENNIAL ELEMENT FY91-93

I. SYSTEM EXPANSION AND EXTENSION

PROJECT	PROGRAM	SCHEDULE PLAN/ EIS	P.E. & DESIGN	ROW	CONST.	ESTIMATED TOTAL COST	MAP PAGE
City System							
Park Road Widening	CIP	X	X	FY91,92	FY91-93	26,000,000*	64
Colony Road Extension (Sharon View to Carmel)	CIP	X	X	X	FY91	3,000,000	65
Rama Road Widening	CIP	X	X	X	FY91	4,890,000	65
Shamrock Drive Widening (Sharon Amity to Eastway Drive)	CIP	X	X	X	FY91,92	10,000,000	66
Westinghouse Boulevard Extension (U.S. 521 to Old Nations Ford Road)	CIP	X	X	FY91	FY91,92	15,200,000	66
Carmel Road Widening	CIP	X	X	FY92	FY93	15,000,000	67
Sardis Road Widening	CIP	X	X	FY91,92	FY92-94	14,000,000	67
Milton Road Widening	CIP	FY92	FY92	FY93	FY94	2,000,000	68
East W.T. Harris Boulevard (Participation in State Road)	CIP	N/A	N/A	X	FY92	700,000	
Albemarle Road (N.C. 24-27) Participation in State Highway Project	CIP	N/A	N/A	N/A	FY91,92	800,000	
South Boulevard/Woodlawn Participation in State Highway Project	CIP	N/A	N/A	N/A	FY93	30,000	
Independence Boulevard High Occupancy Vehicle Lane	CIP	X	X	X	FY91	2,200,000	

Other Projects:
Charlotte Outer-Outer Loop — Scheduled for feasibility study and/or ROW protection.

TOTAL COST: FUNDED PROJECTS 1,608,688,000

* This project includes the widening of Sharon Road West and improvements to the Sharon Road West/South Boulevard intersection.

SCHEDULED ROADWAY PROJECTS
TRIENNIAL ELEMENT FY91-93

II. TRANSPORTATION SYSTEM MANAGEMENT

PROJECT	PROGRAM	IMPLEMENTATION	ESTIMATED COST
Minor Intersection Improvement Program	CIP	ON GOING	500,000/Year
Safer Roads Demonstration Program	CIP/NC TIP	ON GOING	35,000/Year
Minor Roadway Widening	CIP	ON GOING	150,000/Year
Transit Radius Improvements	CIP	ON GOING	50,000/Year
Intersection Improvements:			
1. Providence/Alexander/Rea	CIP	FY91,92	2,200,000
2. South Boulevard/Woodlawn	NC TIP	FY92,93	900,000
3. Central/Eastway	CIP	FY91	796,000
4. Eastway/The Plaza	CIP	FY91	850,000
5. Randolph/Sharon Amity	CIP	FY91	520,000
6. 7th/Caswell/Pecan	CIP	FY91,92	375,000
7. Fairview/Providence/Sardis	CIP	FY91,92	1,800,000
8. Sharon/Quail Hollow	CIP	FY91,92	1,750,000
9. Monroe/Wendover Rd/Eastway Dr	CIP	FY92,93	2,100,000

SCHEDULED ROADWAY PROJECTS
TRIENNIAL ELEMENT FY91-93

III. REHABILITATION, RESTORATION, RECONSTRUCTION, RESURFACING

PROJECT	PROGRAM	IMPLEMENTATION	ESTIMATED COST
I-77 (SR 2140 to SR 2158) Pavement Rehabilitation	NC TIP	FY90	2,875,000
I-85 (Gaston County to Rowan County - Logo Signing)	NC TIP	FY94,95	450,000
I-85/Harris Boulevard Interchange (Light Existing Interchange)	NC TIP	FY91	300,000
Federal Aid Bridge Replacement Program:			
1. Reames Road at Long Creek	NC TIP	FY91,92	322,000
2. Mountainbrook Road at McMullen Creek	NC TIP/CIP	FY91	500,000
3. Elm Lane West at Four Mile Creek	NC TIP	FY89	532,000
4. Sardis Road North at Sardis Branch	NC TIP/CIP	FY89,90	174,000 (1)
5. Quail Hollow Road at McMullen Creek	NC TIP	FY90	745,000
6. N.C. 27 at Catawba River	NC TIP	FY92,93	3,108,000
7. U.S. 29 at Seaboard Railroad	NC TIP	FY91	1,306,000
8. Truelight Church Road at Clear Creek Branch	NC TIP	FY91	317,000
9. Sardis Road North at Sardis Branch	CIP	FY92	492,000
10. Neck Road at McDowell Creek	NC TIP	FY95,96	345,000
11. Grey Road at Rocky River West Branch	NC TIP	FY95,96	635,000
12. Market Street at Norfolk Southern Railroad	NC TIP	FY95,96	455,000
13. Arlington Church Road at Clear Creek	NC TIP	FY94,95	235,000
14. Gorham Drive Bridge Replacement	CIP	FY91	200,000
Railroad Crossing Improvement Program	CIP	ON GOING	65,000/Year
Bridge Replacement Program	CIP	ON GOING	550,000/Year

(1) Does not include intersection work.

PROJECT	IMPLEMENTATION OR CONSTRUCTION	UMT ACT SECTION	UMTA FUNDS REQUESTED FY91	FY92	FY93	TOTAL COST	JUSTIFICATION
New Transit Buses	FY91	3	3,750,000			$5,000,000	See CTS FY90-94 Financial Mgmt Plan, See City FY90-94 C.I.P , p. 217
Radios, Fareboxes, and Spare Components	FY91	3	450,000			600,000	See City FY90-94 C.I.P., p. 216
New Office Equipment	FY91	9	11,000			13,750	See p 13
Replacement of STS Vehicles	FY9	9	384,000			480,000	See City FY90-94 C I P., p. 212
New Maintenance Equipment	FY91	9	72,600			90,750	See p.13
New Radio Equipment	FY91	9	15,600			19,500	See p.14
Replacement Service Vehicles	FY91-93	9	16,000	16,800	17,600	63,000	See City FY90-94 C I.P., p. 213
New Service Equipment	FY91	9	48,000			60,000	See p.14
Card Access Gate at CTS Garage	FY91	9	20,000			25,000	See p.14
Bus Shelters and Benches	FY91-93	9	61,600	61,600	61,600	231,000	See City FY90-94 C.I.P , p. 219*
Replacement Transit Buses	FY91	3	3,750,000			5,000,000	See CTS FY90-94 Financial Mgmt Plan, See City FY90-94 C.I.P., p. 214
Replacement Computer Equipment	FY91	9	40,000			50,000	See p.14
New Mall Shelters	FY91	9	240,000			300,000	See p.14
Audio Passenger Information System	FY92	9		160,000		200,000	See p.15
New Service Vehicles	FY93	9			9,600	12,000	See City FY90-94 C.I.P , p. 215
New Computer Equipment	FY91	9	11,200			14,000	See p.15
New STS Vehicles	FY91	9	182,400			228,000	See City FY90-94 C.I.P., p. 218

* The cost estimate has been updated to $77,000 annually from $54,000.

New Office Equipment

- This project provides for the purchase of an E-Z Data Collection Unit ($2,500), a photocopier ($10,000), and a currency counter ($1,250) for the Charlotte Transit System (CTS).

  The E-Z Data Collection Unit is needed to collect data on overall system patronage as well as by route, time of day, etc. The photocopier is needed at the CTS Administration Building to supplement the present copier which does not collate or perform various other functions. The currency counter is needed to assist Money Room personnel at CTS in counting dollar bills.

New Maintenance Equipment

- This project provides for new maintenance equipment at the CTS garage. The eight items requested are as follows:

  1) Electric powered drivable floor scrubber. The present scrubber is gasoline-powered and not designed to be run indoors. Also, it is twelve years old and completely worn out ($30,000).

  2) Wheel dollys. The present wheel dollys are worn out and undersized ($3,000).

  3) Spare engine cradle for flexible buses. This would speed repair time on complete engine overhauls ($9,000).

  4) 400-pound torque wrench. Presently, one has to be borrowed from other sources for engine repairs ($550).

  5) Four-post portable bus lift. With the additional buses (including the articulated ones) becoming part of the fleet, there will not be enough available lifts to service vehicles efficiently. Also when garage space is limited, the portable lift may be used outdoors, etc. ($35,000).

  6) Electric powered manlift. This is needed to reach overhead reels and lights, etc. ($12,000).

  7) Cylinder head pressure tester ($600).

  8) Magnaflux unit. This unit is needed to check for cracked heads, blocks, etc. ($600).

These items are needed to keep pace with planned CTS expansion.

New Radio Equipment

- This project provides for the purchase of a hand-held radio unit ($2,000) and keyboard terminal for the CTS dispatch area ($17,500). The hand-held unit is needed for the Safety Superintendent as well as for the Transportation and Maintenance divisions as back-up when the regular units are being repaired.

  The keyboard terminal is needed to allow the dispatcher to answer radio calls from buses without leaving the dispatch area. During off-peak hours when the radio is unmanned, dispatchers are required to leave the dispatch area and walk to a console located in an adjacent room. The present situation causes delay of buses and mistakes in the dispatching of work assignments.

New Service Equipment

- This project provides for a heavy-duty tow truck ($60,000) for CTS This tow truck is needed to replace service equipment that was on loan from the City's Motor Transport Division. It would be used to tow disabled CTS buses, service vehicles, etc.

Card Access Gate at CTS Garage

- This project provides for a Card Access Gate ($25,000) at the CTS Garage overflow parking area. It also includes a surveillance camera. In the past, security guards patrolled the area but proved unreliable in securing the grounds The surveillance camera would allow the parking area to be integrated into a comprehensive security plan for the entire CTS complex.

Replacement Computer Equipment

- This project provides for the replacement of the obsolete K-Squared and Altos computer equipment ($50,000). Both are at least four years old. The K-Squared System lacks features which are necessary to provide an accurate analysis of vehicle maintenance status. The Altos System is presently used by CDOT's Rideshare and Information Section to process rideshare, carpool, and vanpool matching. It has limited storage capacity, is slow, and costly to maintain.

New Mall Shelters

- This project provides for additional bus shelters along the Tryon Street Mall to alleviate the congestion which is presently experienced on sidewalks near The Square (the CBD focal point) at overcrowded

transit stops ($300,000). As envisioned, these shelters would be compatible with existing Mall shelters and provide greater seating capacity.

Audio Passenger Information System

- This project would greatly improve information to transit riders in the Uptown area ($200,000). The system would have three major components.

  1. A low-power AM radio broadcast station,

  2. An audio communication system connecting to all Mall shelters, and

  3. A computer-controlled audio information generator.

  The low-power AM radio station would provide up-to-the-minute information on 1) the time each bus is expected to enter the Mall area, 2) special rerouting and detours, 3) upcoming schedule changes, and 4) other information concerning any special operations.

  The audio communication system would provide individual direct audio circuits to each Mall shelter. These circuits could normally feed the AM radio sound to speakers in each shelter. The radio message could be interrupted at anytime to provide special information to any shelter or any grouping of shelters.

  All messages (for both radio and direct audio) would be computer-generated by an operator in the system dispatching facility. The computer voice generator would generate messages from a library of message components stored in memory.

New Computer Equipment

- This project would provide a personal computer for transit planning purposes ($14,000). Presently, there is a shortage of available computers. The additional computer would allow for modeling bus and rail alternatives, and monitoring service areas. It will be attached to the City's mainframe computer and the TIS/TAP modeling software to ensure that new planning efforts will be consistent with past efforts and on-going simulation.

PEDESTRIAN FACILITY IMPROVEMENTS
BIENNIAL ELEMENT FY91-93

PROJECT	PROGRAM	IMPLEMENTATION	TOTAL COST
Elimination of Barriers to the Handicapped	CIP	On Going	36,000/Year
Sidewalk Program	CIP	On Going	1,450,000/Year FY90-94

AMENDMENTS TO FY90-94

Transportation Improvement Program

Amendment	MPO Approval

APPENDICES

PROJECT MAPS AND DESCRIPTIONS

PROPOSED ROADWAY IMPROVEMENTS

APPENDIX A

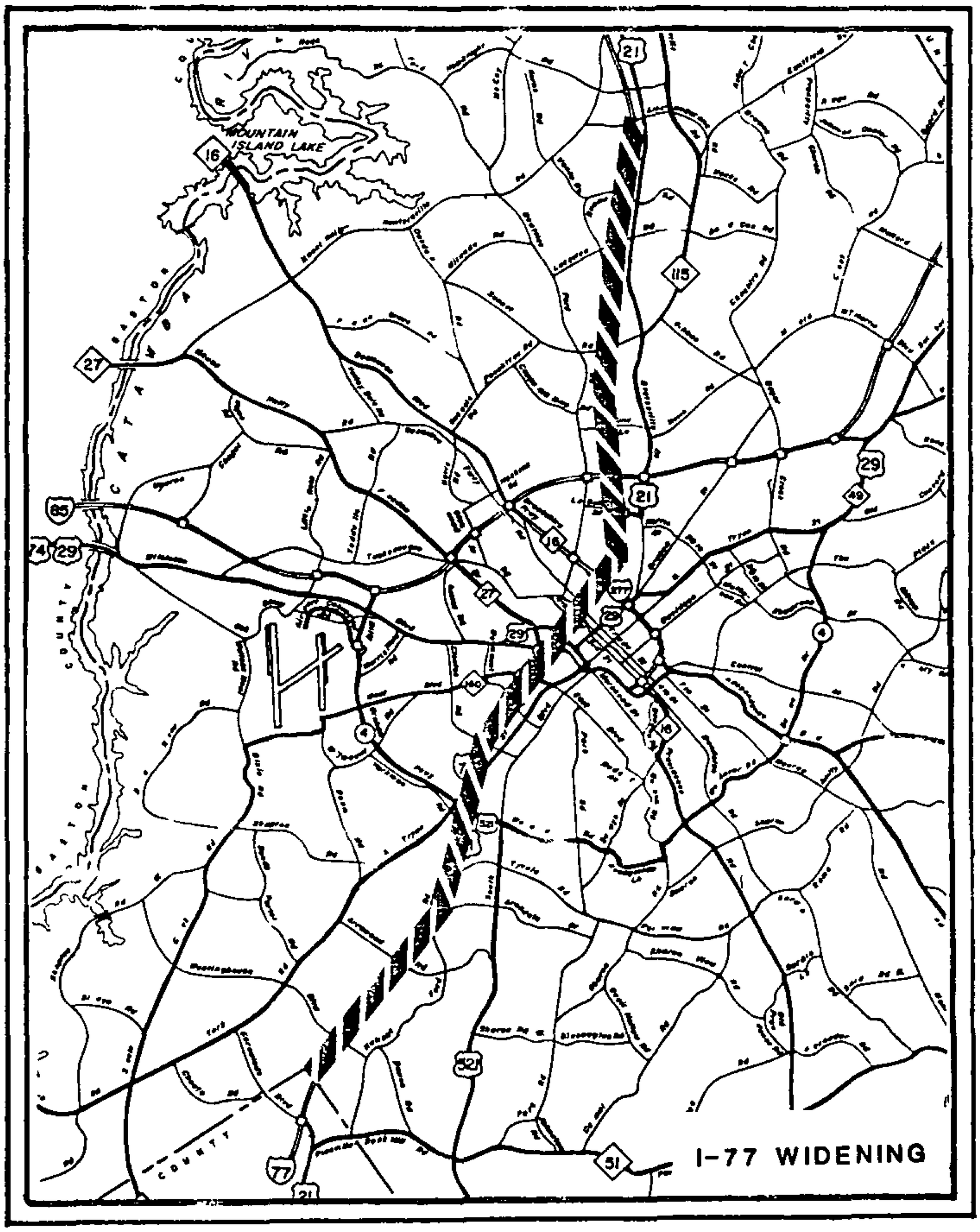
PROPOSED ROADWAY IMPROVEMENTS

APPENDIX A

I-77 Widening (Northern Outer Belt to Southern Outer Belt)

This project provides for the widening of I-77 to six lanes from the Northern Outer Belt to I-85, and to eight lanes from I-85 to the Southern Outer Belt.

Rapid growth in both northern and southern Mecklenburg County will steadily increase volumes all along I-77. Significant congestion on many portions of I-77 are currently being experienced, and the widening of I-77 to six lanes from I-85 south will only temporarily ease congestion on that portion.

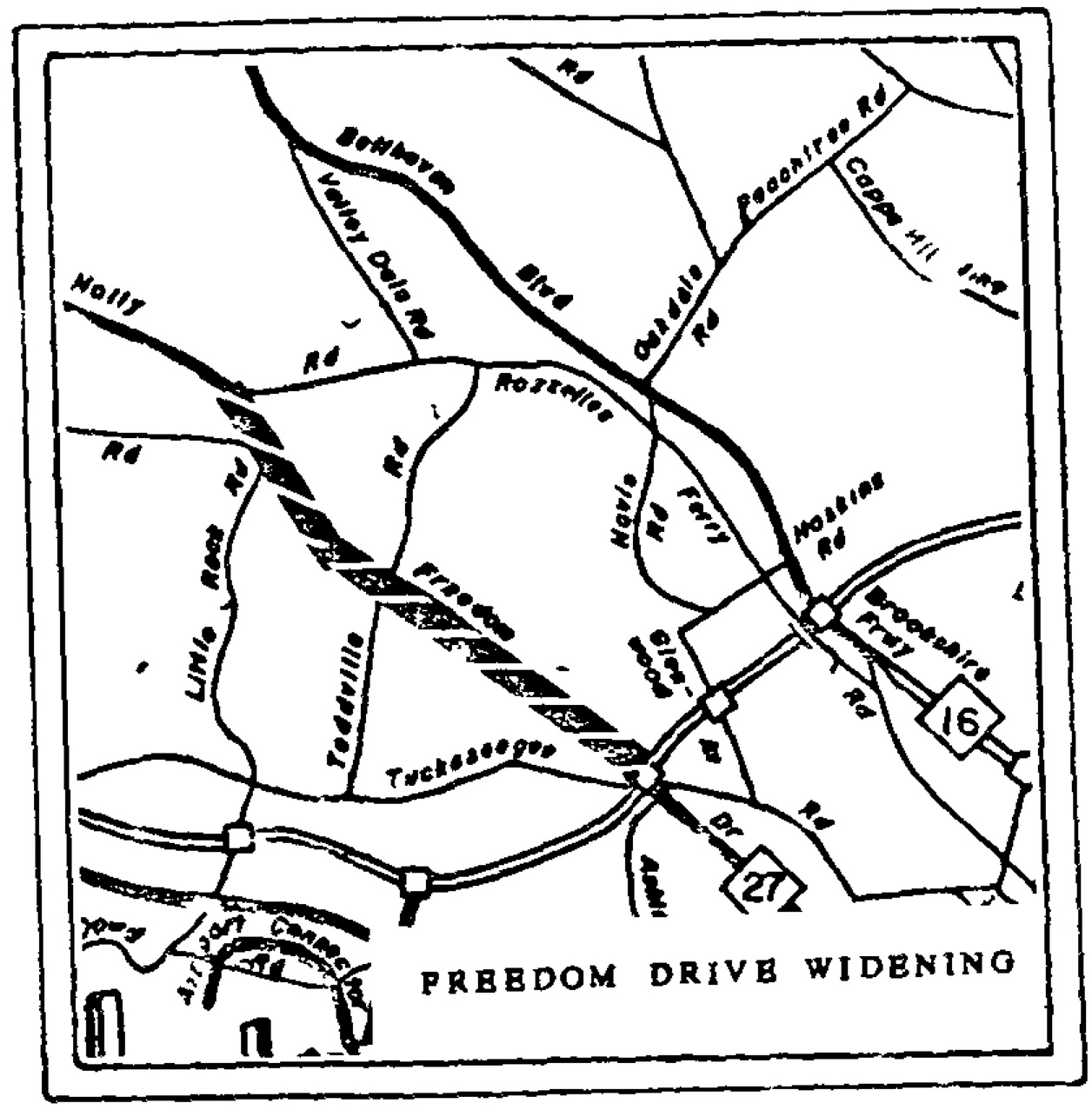


PROJECT

Freedom Drive Widening
(I-85 to Mount Holly Road)

This project provides for the widening of Freedom Drive between I-85 and Mount Holly Road to four lanes.

The need for this project is based on high traffic congestion. The roadway currently handles up to 16,300 vehicles per day and the design capacity of the roadway is approximately 8,000 vehicles per day. Freedom Drive is a major commuter route to Charlotte from Lincoln and Gaston Counties and serves a large populace in the northwestern section of Mecklenburg County. The project is ranked #21 in the 1990 Transportation and Land Development Policy.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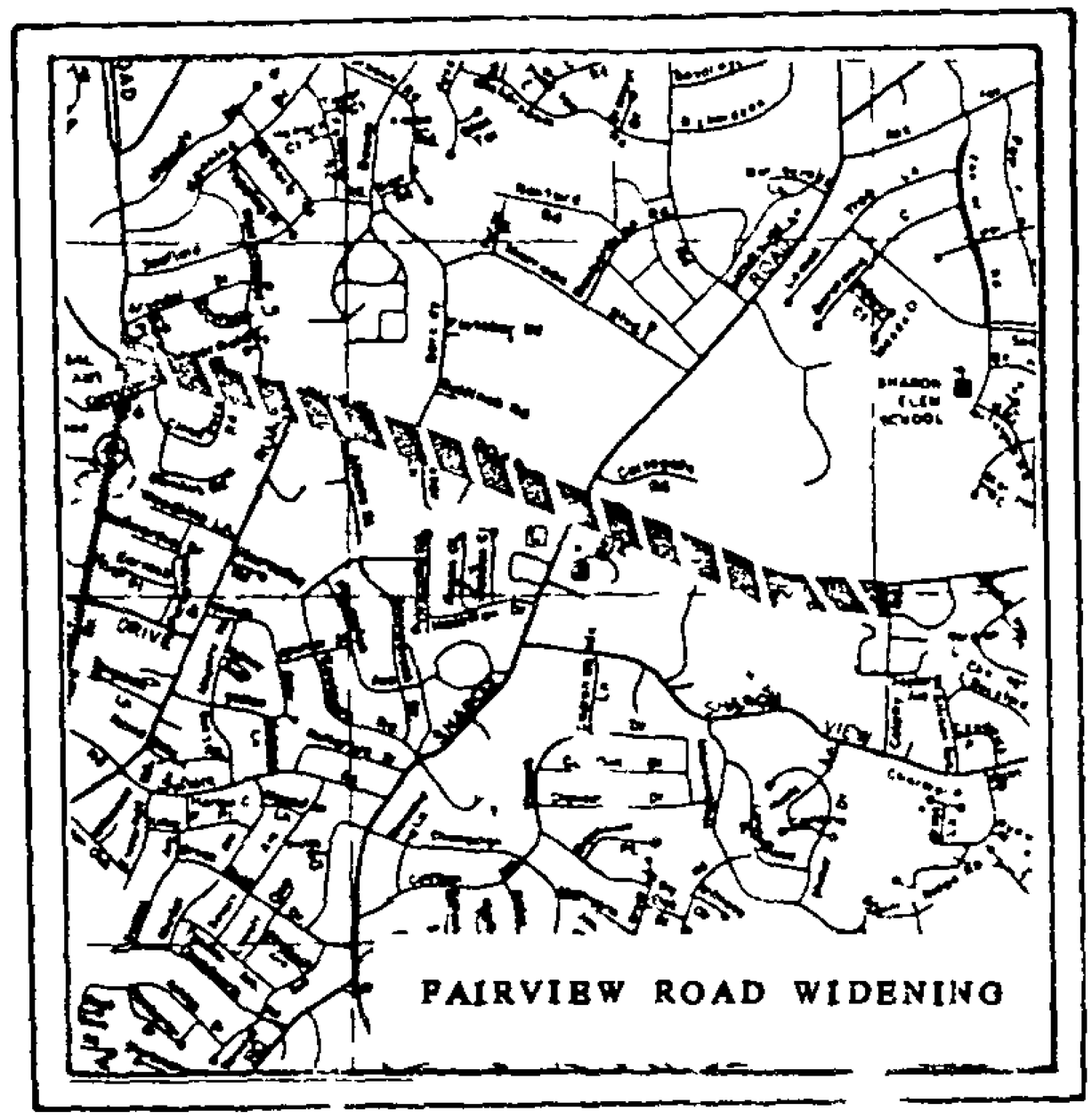
PROJECT

Fairview Road Widening
(Park Road to Colony Road)

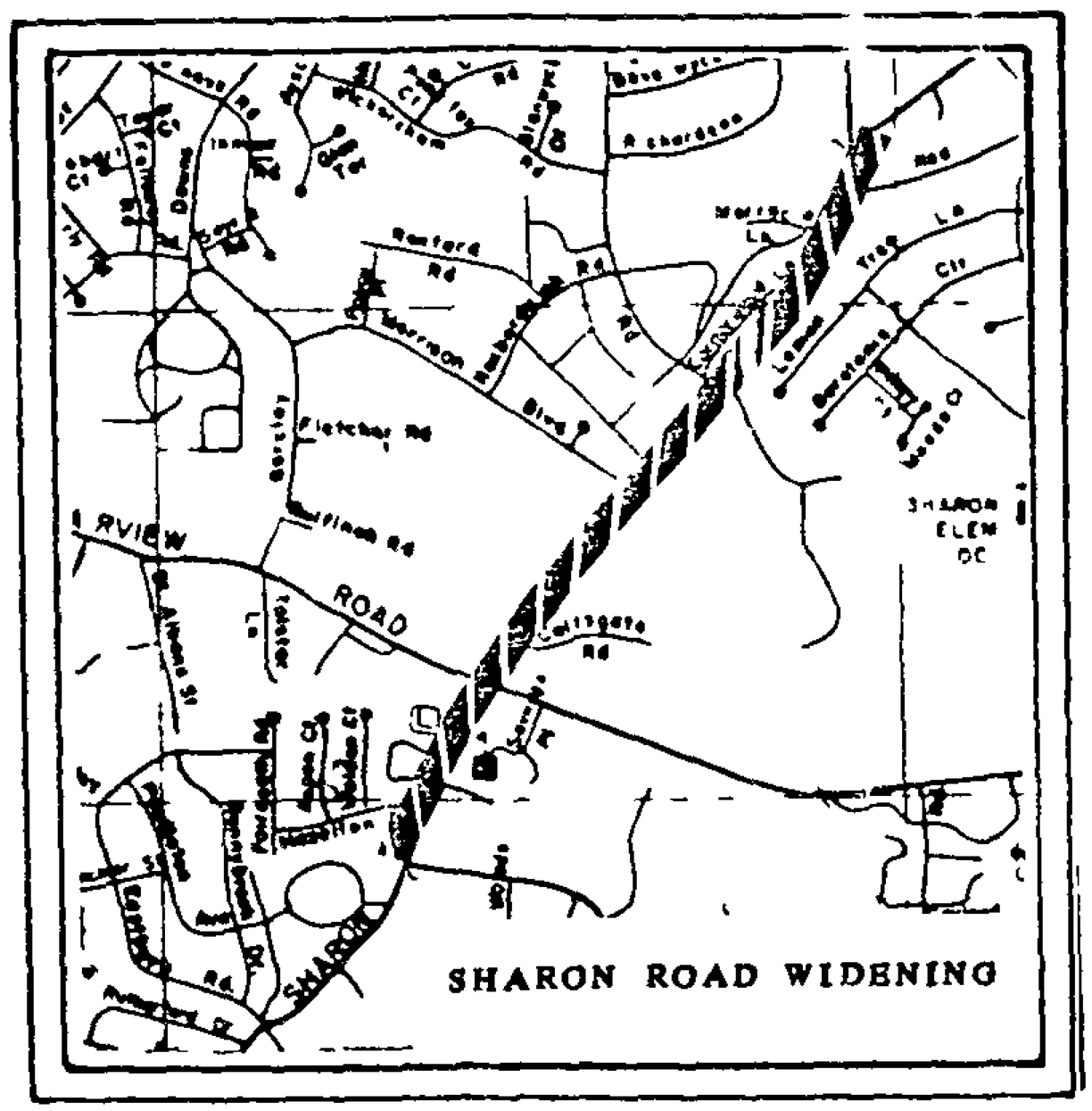
This project provides for the widening of Fairview Road to six lanes from Park Road to Colony Road. The project would relieve severe congestion created by Southpark Mall and the heavy office and commercial development around it.



PROJECT

Sharon Road Widening
(Sharon View to Sharon Lane)

This project provides for the widening of Sharon Road to six lanes from Sharon Lane to Sharon View Road. This widening will relieve congestion in the Southpark area. The land uses along this portion of Sharon Road are predominantly nonresidential.



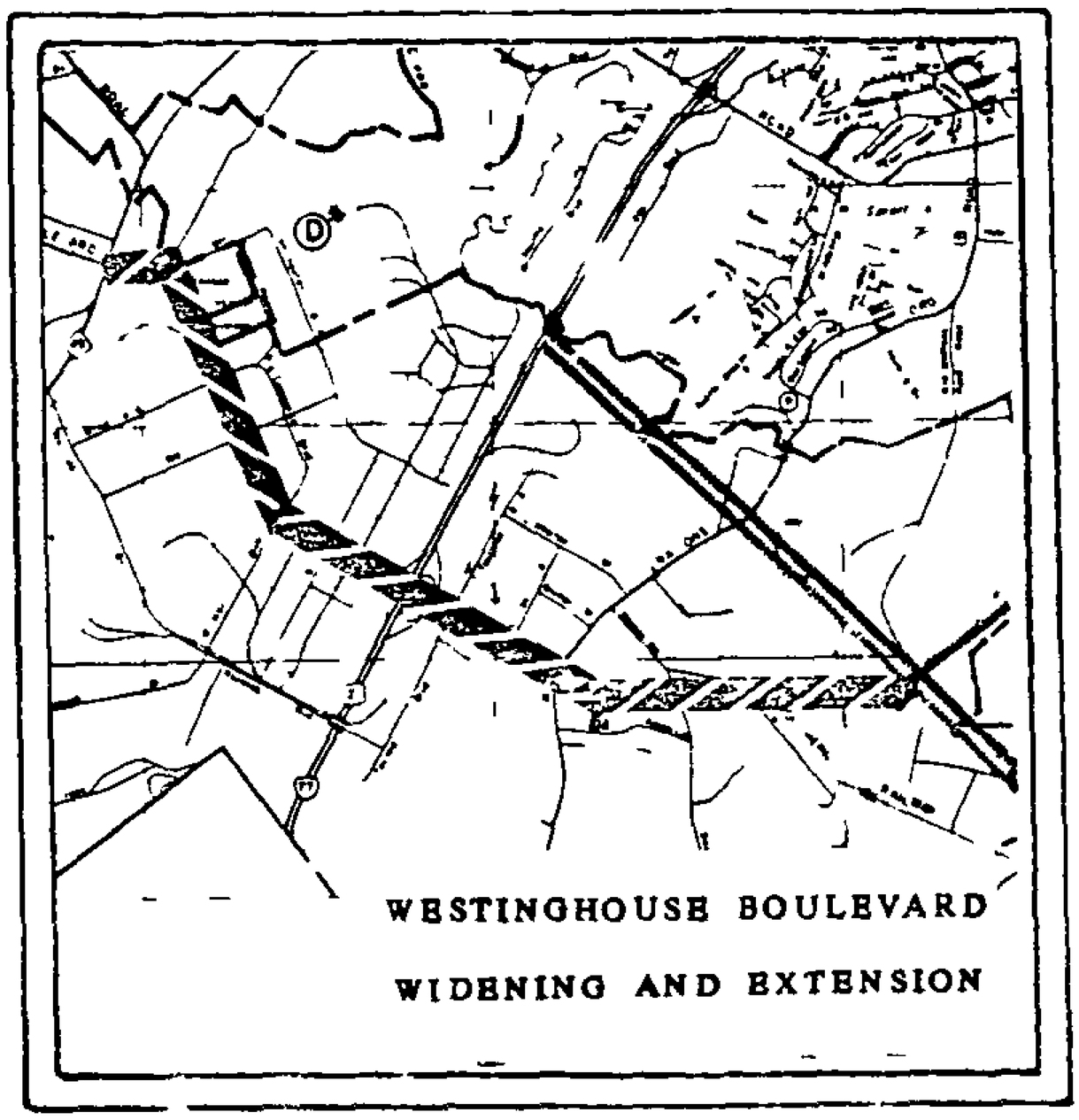
PROJECT

Westinghouse Boulevard
Widening and Extension

This project provides for the widening of Westinghouse Boulevard from N.C. 49 to Nations Ford Road and the extension of Westinghouse Boulevard to the Southern Outer Belt.

This project will improve a congested Westinghouse Boulevard and also provide connectivity to South Boulevard via a new road between the Outer Belt and South Boulevard to be under construction shortly.

This project is ranked #9 in the 1990 Transportation and Land Development Policy.

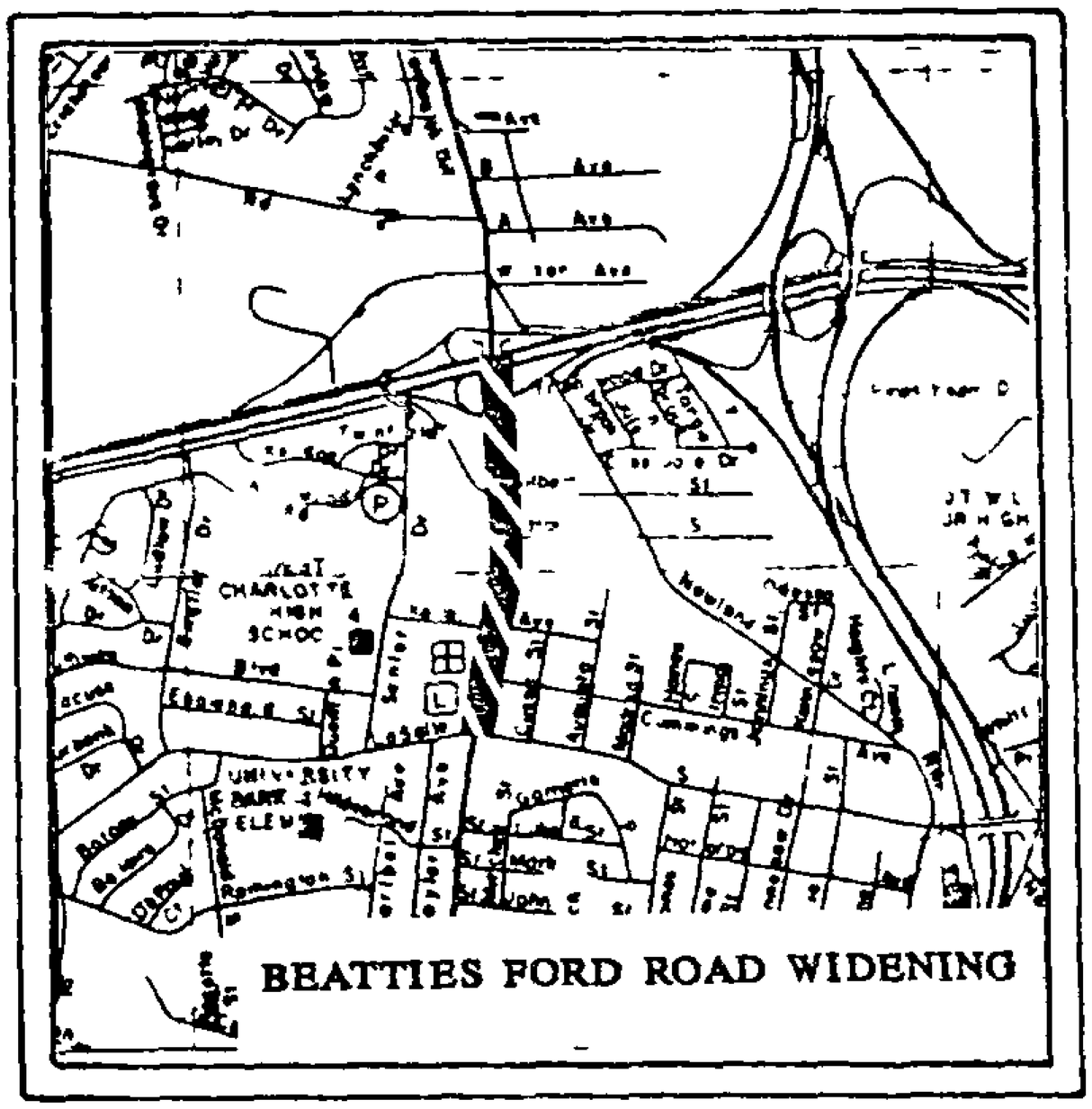


PROJECT

Beatties Ford Road Widening
(LaSalle Street to I-85)

This project provides for the widening of Beatties Ford Road to five lanes from LaSalle Street to I-85.

The need for this project is created by the high frequency of driveways along this portion of Beatties Ford Road and the safety problems they create. Construction of a continuous left-turn lane will reduce accident potential and increase the capacity of Beatties Ford Road.

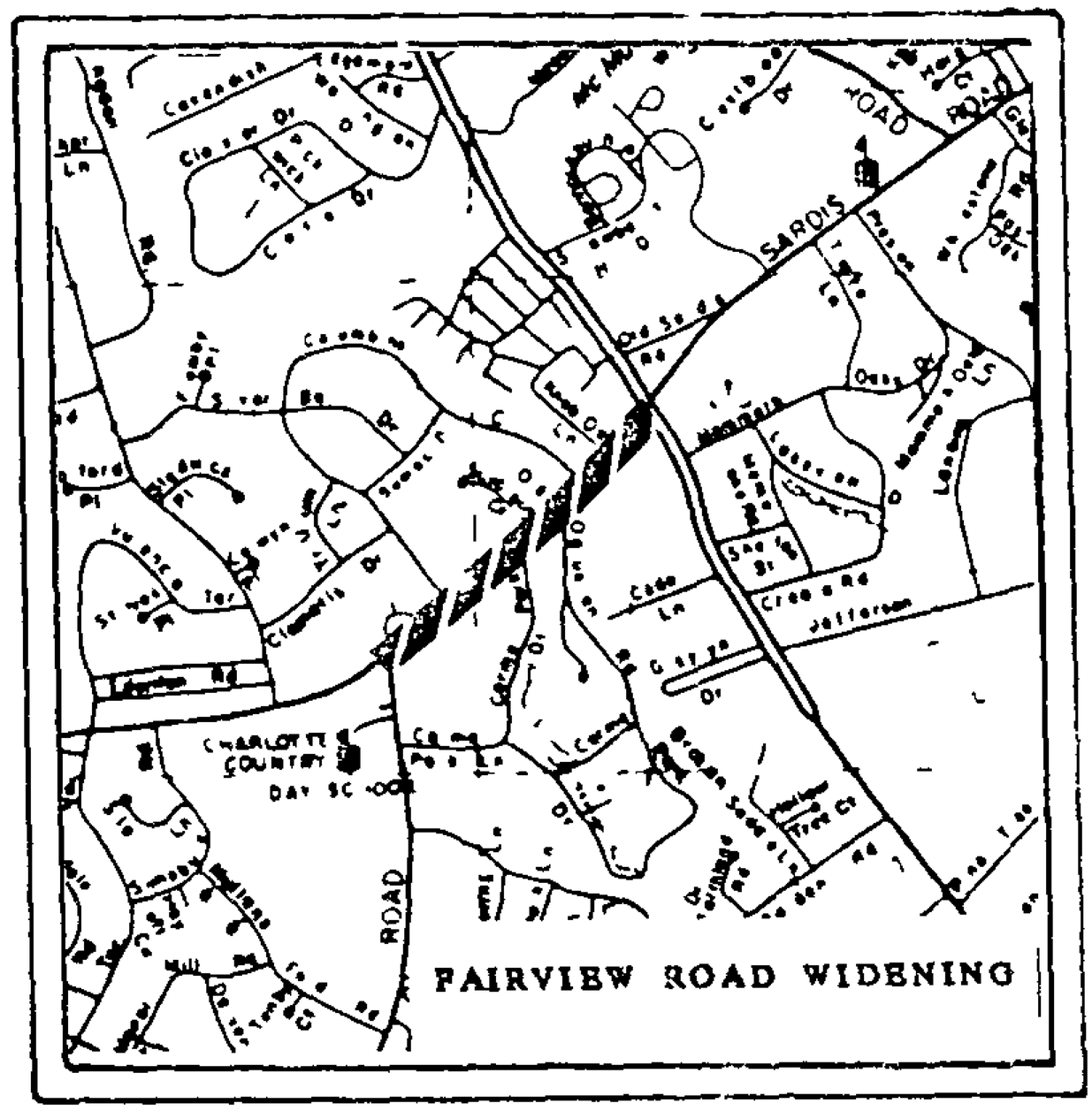


PROJECT

Fairview Road Widening
(Providence Road to Carmel Road)

This project provides for the six-laning of Fairview Road from Providence Road to Carmel Road.

This project will relieve congestion along Fairview Road. This portion of Fairview Road currently carries 38,200 vehicles/day, which exceeds its capacity of 30,000 vehicles/day.

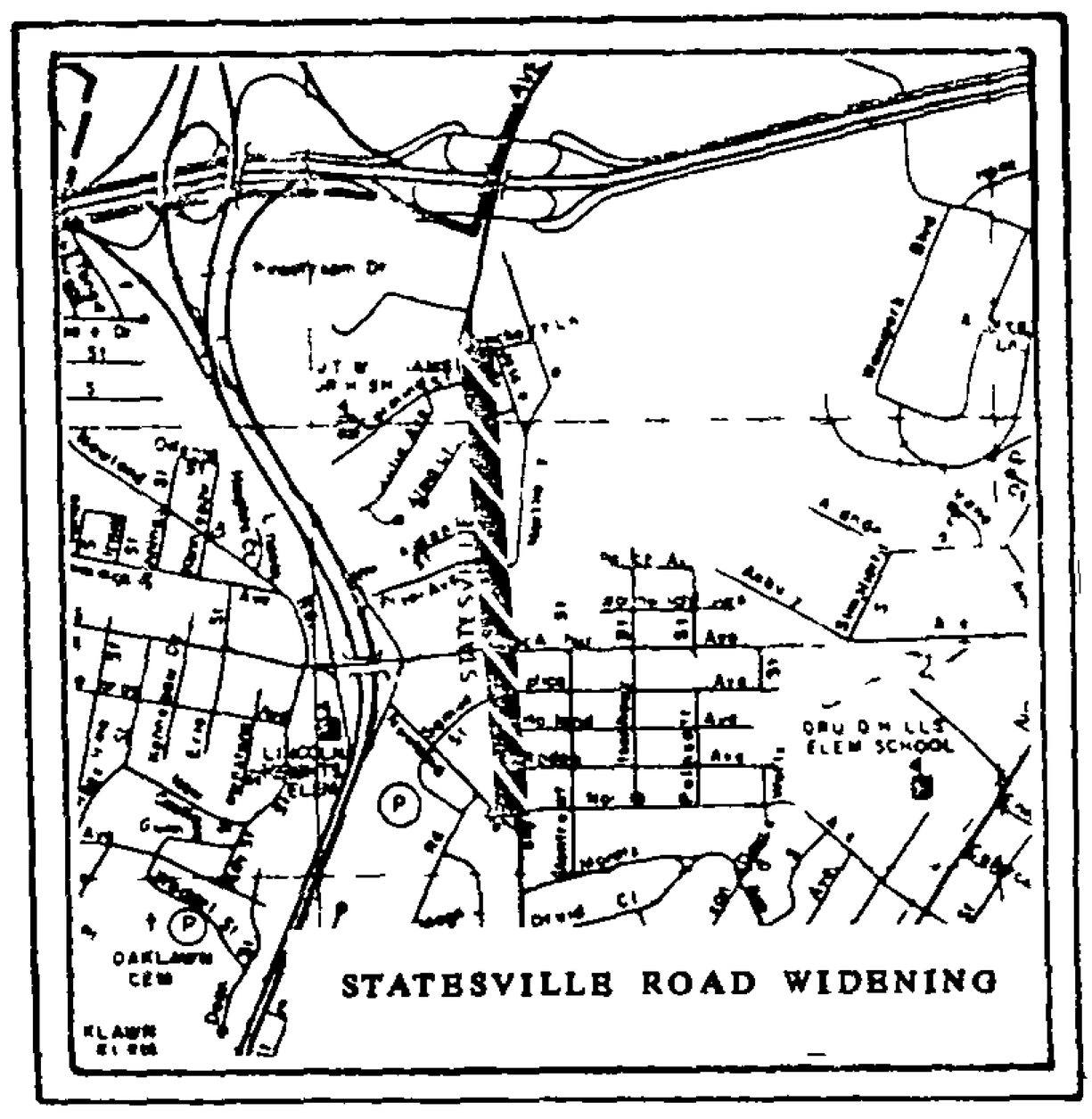


PROJECT

Statesville Avenue
Widening (From Newland Road to Hickory Lane)

This project will widen Statesville Avenue (U.S. 21) to a multi-lane route from Newland Road to Hickory Lane.

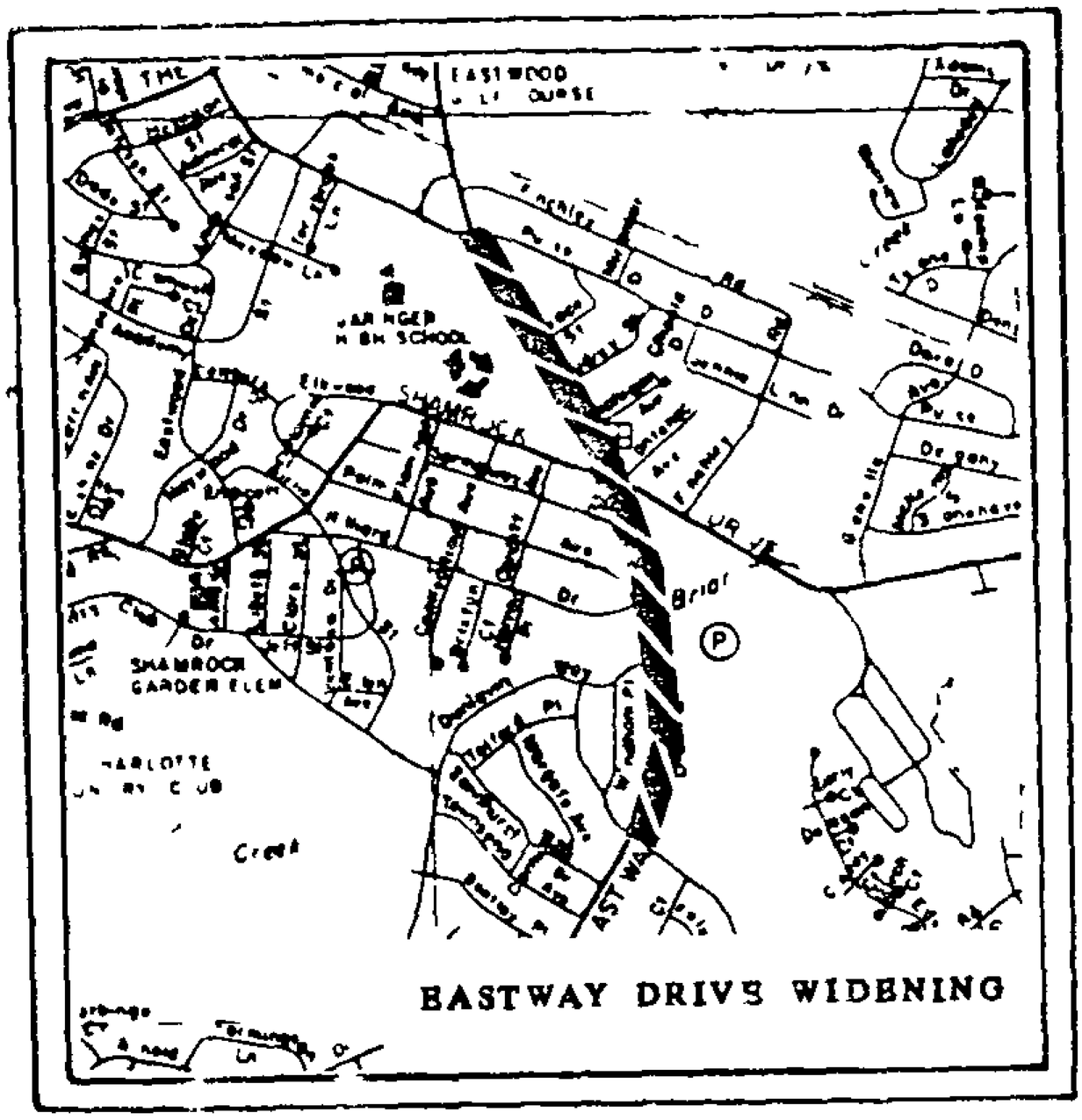
The project is needed to provide better transportation access in the area. Landscaping is a recommended part of the project in order to reduce the impact of road noise on nearby housing and to improve the appearance of the road. Sidewalks are also recommended to improve pedestrian service and safety. This project is ranked #23 in the 1990 Transportation and Land Development Policy.



PROJECT

Eastway Drive Widening
(Sugar Creek Road to Kilborne Drive)

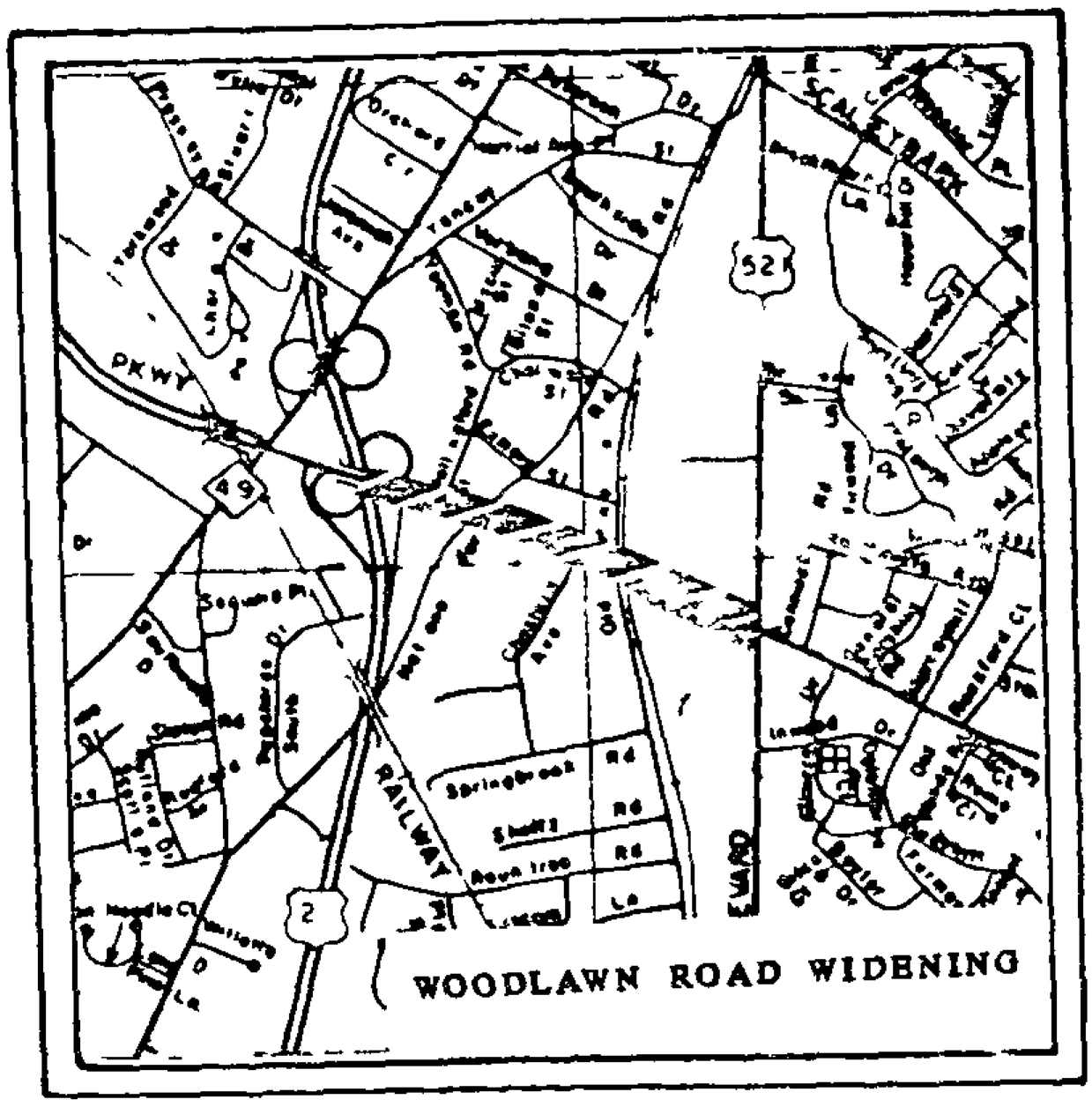
This project provides for the widening of Eastway Drive to 6 lanes from Sugar Creek Road south to Kilborne Drive. This widening will be needed because of the projected volumes of 41,000 vechiles/day in 1997. Those increases are due to the rapid growth in the Northeast and particularly along U.S. 29, (North Tryon Street).



PROJECT

Woodlawn Road Widening
(I-77 to South Boulevard)

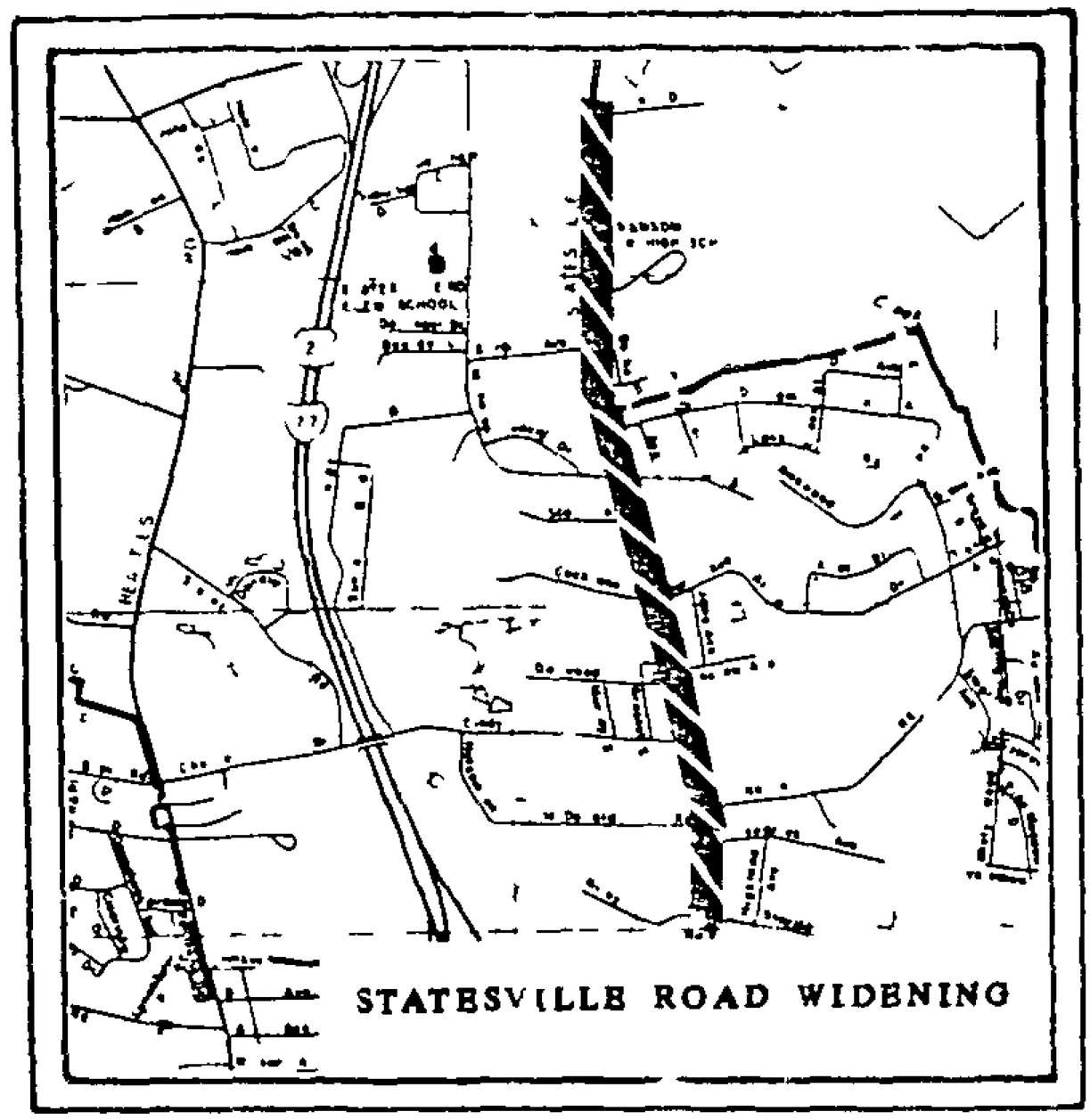
This project provides for the widening of Woodlawn Road to six lanes from I-77 to South Boulevard. This stretch of Woodlawn Road currently carries up to 56,000 vehicles/day and is highly congested. The increasing growth of the airport/coliseum area adds to this congestion.



PROJECT

Statesville Road Widening
(Starita Road to Keith Drive)

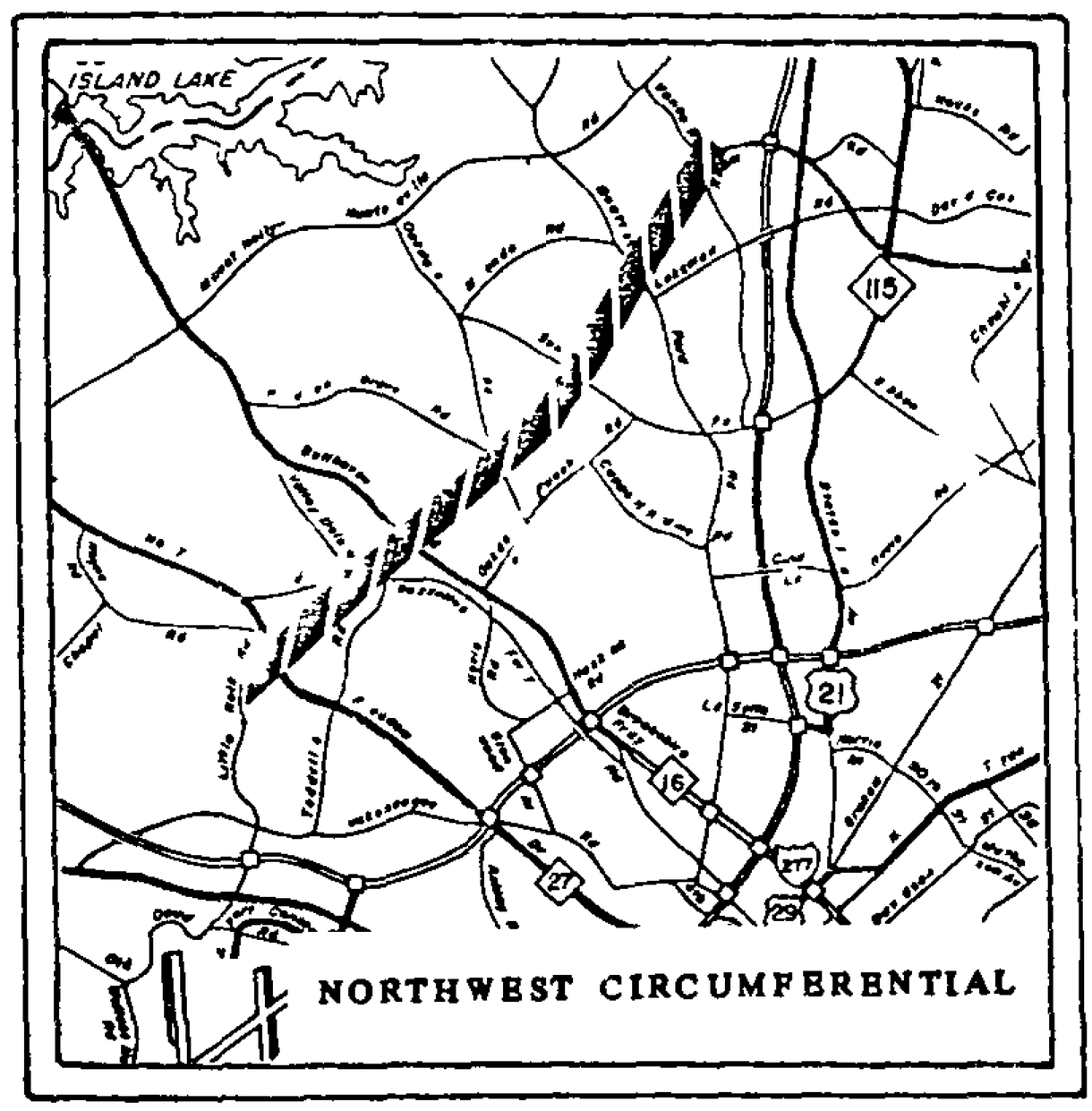
This project provides for the widening of Statesville Road to four lanes from Starita Road to Keith Drive. The need for this project exist due to the projected level of congestion in 1997. Projected traffic volumes of around 17,000 vehicles/day are expected by that time, and a two lane road can only carry around 15,000 vehicles/day.



PROJECT

Northwest Circumferential

This project provides for a new four-lane facility to be constructed which will provide connectivity between I-77 North and the I-85/ Airport Area. This circumferential movement is not currently available in the Northwest area of the city. The Northwest Circumferential will also provide access to those areas which currently have poor access. This project will relieve congestion as well as provide a new major entrance into the Charlotte/Douglas International Airport.

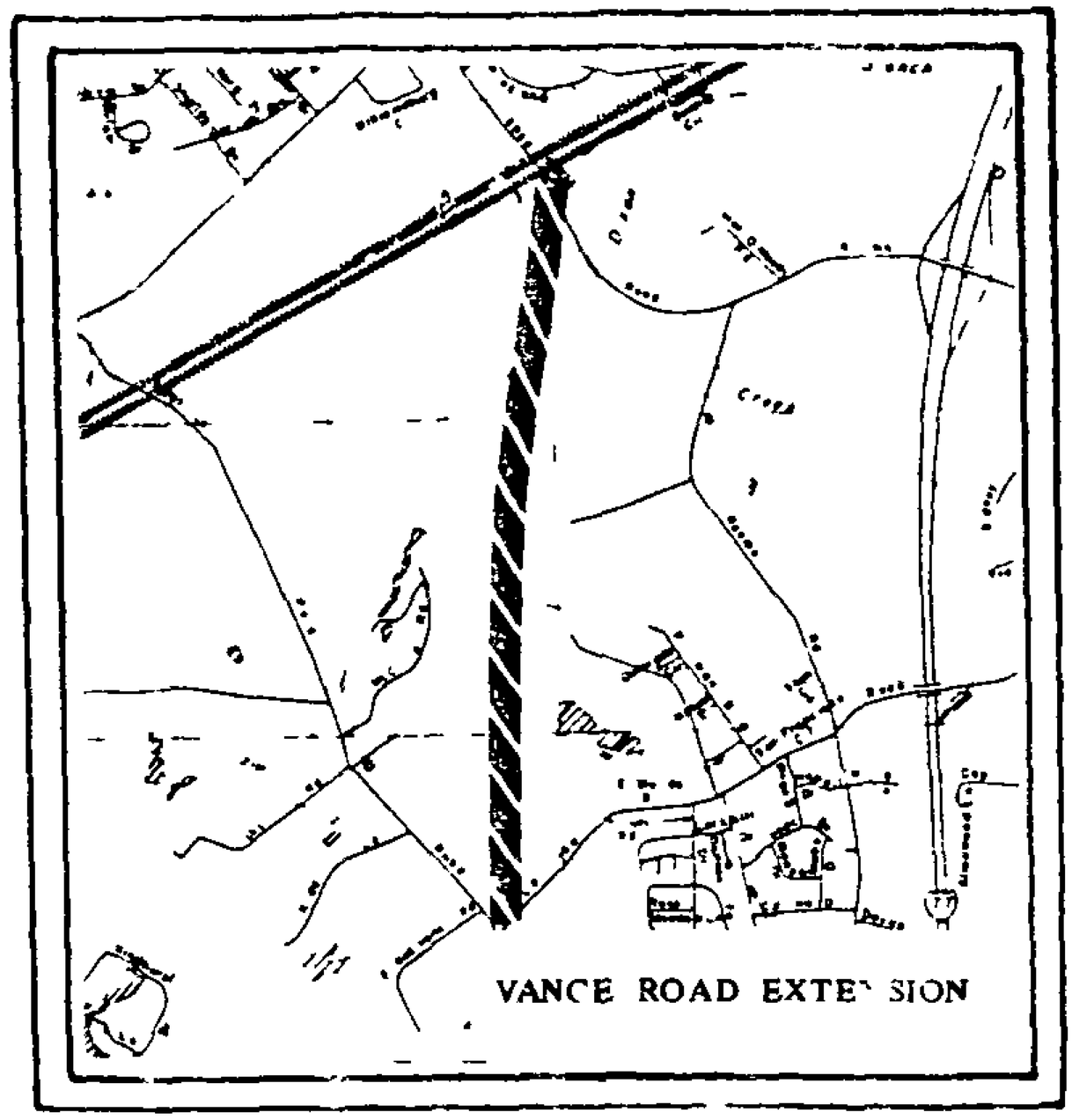


PROJECT

Vance Road Extension
(Beatties Ford Road to Northern Outer Belt)

This project will provide for a new four lane roadway and the widening of a existing portion of Vance Road. The project begins at Beatties Ford Road and extends north meeting up with and using a portion of Vance Road to the point where the Northern Outer Belt will cross.

This project will provide access to proposed developments approximate to the I-77/Harris Boulevard interchange. It will also ease much of the projected congestion caused by these developments. In addition, this project will provide a new north-south movement parallel to Beatties Ford Road. Part of the Beatties Ford Road corridor is a historical area and is recommended to remain lower density residential. Vance Road extension will shoulder a majority of the local traffic in that area.

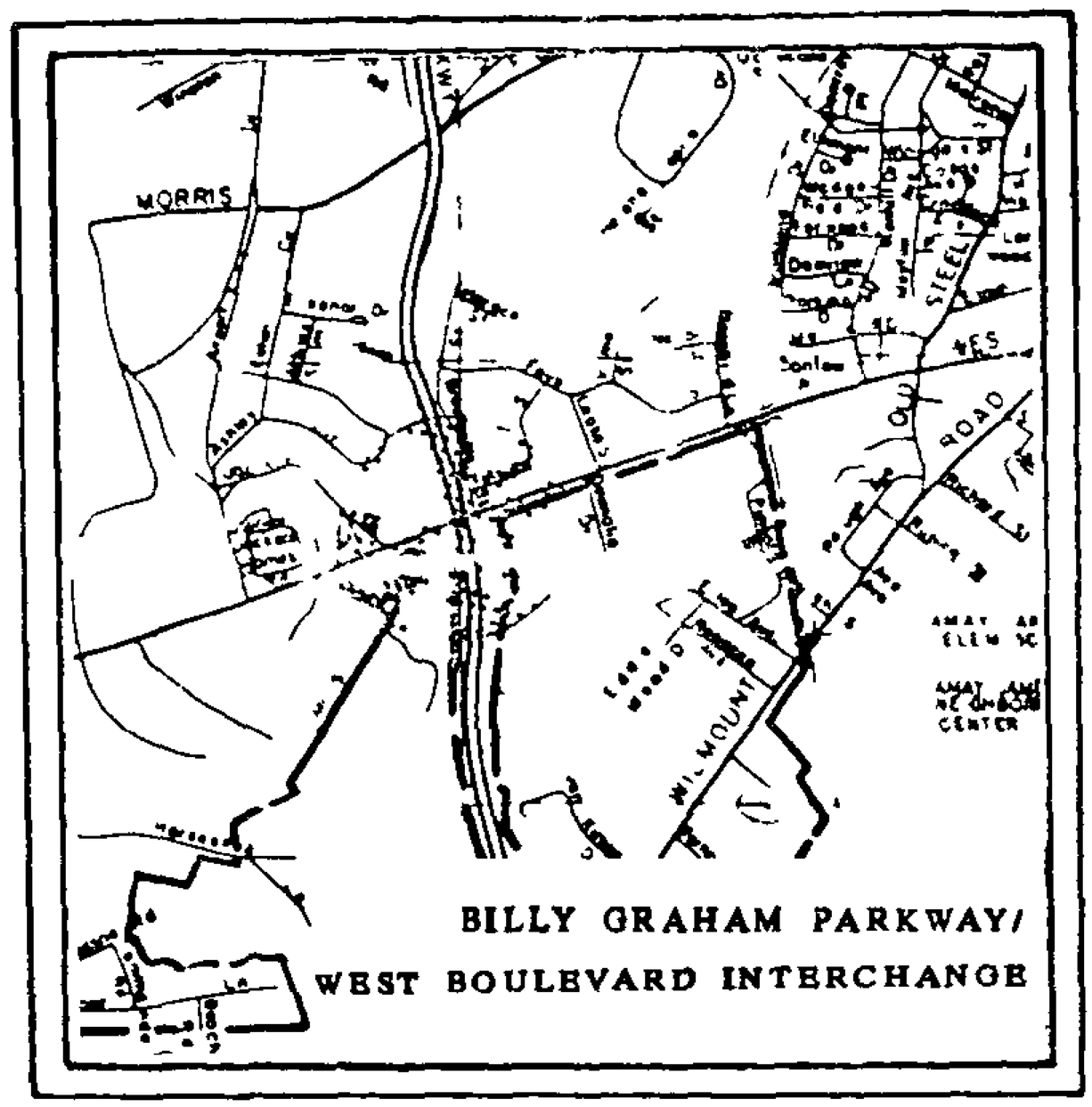


PROJECT

Billy Graham Parkway/West Boulevard Interchange

This project provides for an interchange to be constructed at the current intersection of West Boulevard and the Billy Graham Parkway.

This interchange, coupled with several other improvements, would make the Billy Graham Parkway a limited access freeway from South Tryon Street to I-85. The construction of this interchange would increase capacity thus relieving congestion. It would also increase safety, and provide greater access to the airport and other employment centers in the area.

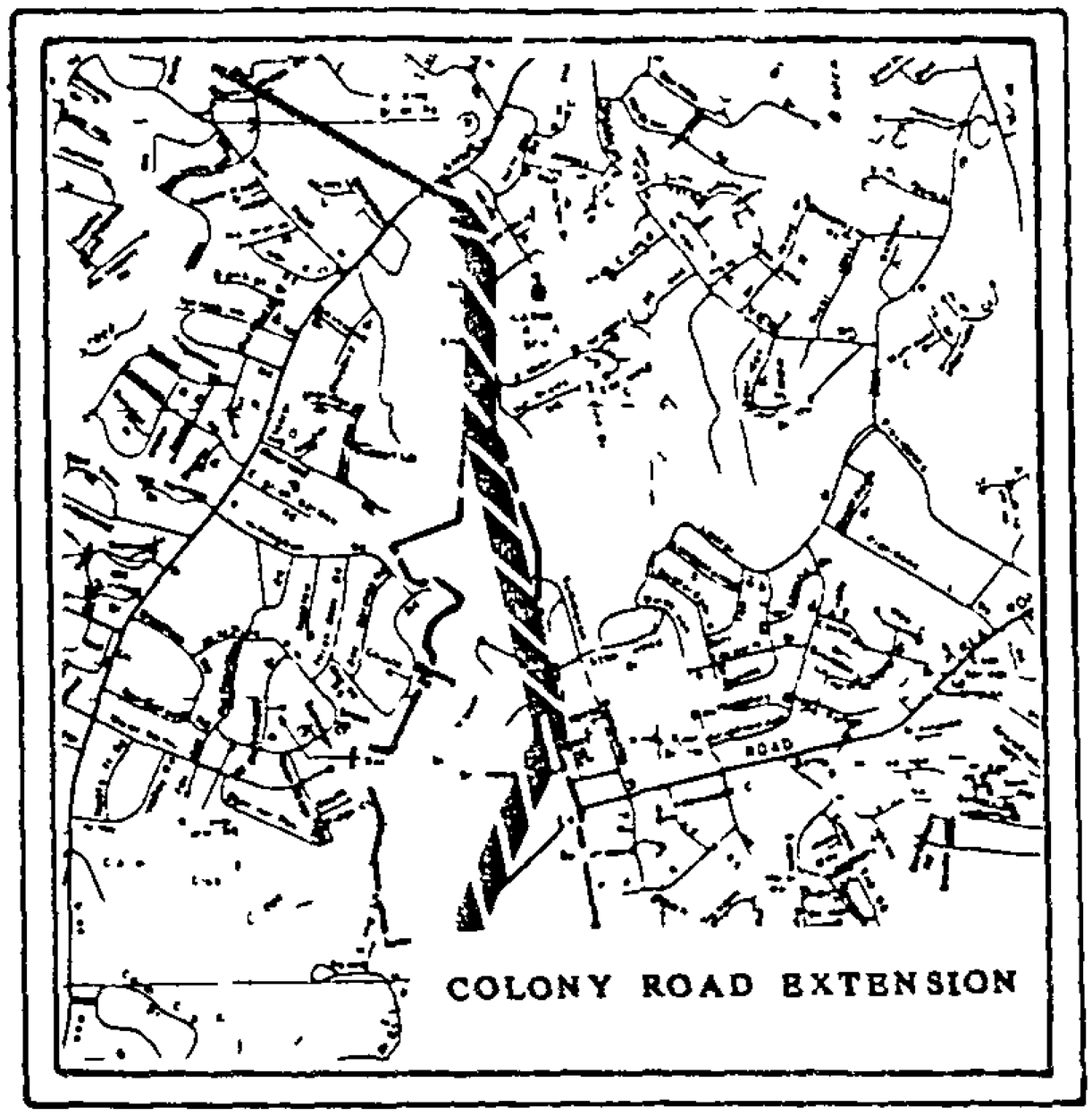


PROJECT

Colony Road Extension
(Carmel Road to Rea Road)

This project provides for the extension of Colony Road from Carmel Road to Rea Road, a distance of 2.0 miles, by constructing a two-lane median divided facility on a new location.

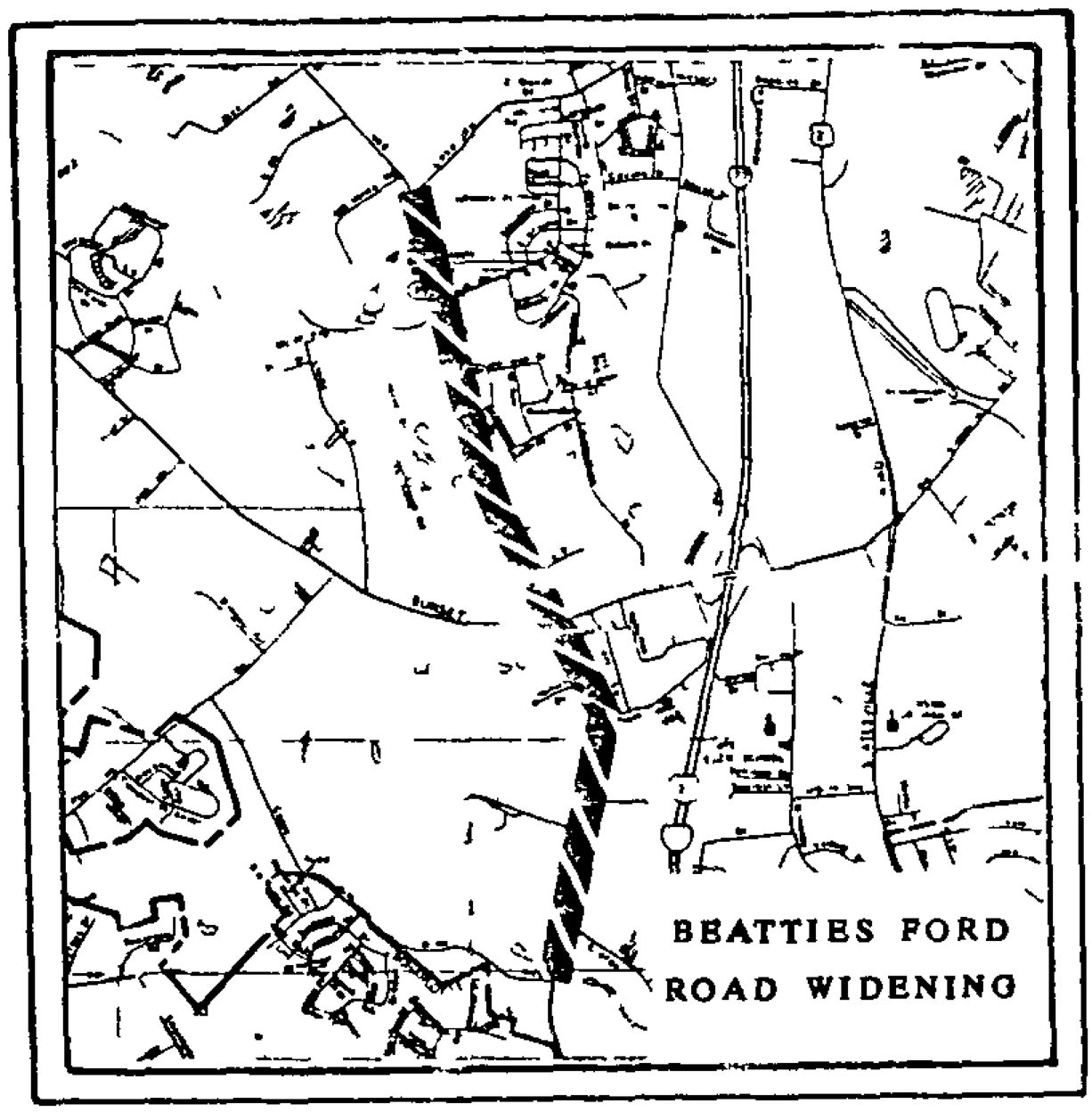
The need for this project is to relieve traffic in the rapidly growing South Charlotte area. The 2005 Generalized Land Plan's projections indicate that the area will continue to grow at a steady pace over the next twenty years, and traffic has already become a problem with the current population level. This project will complete Colony Road from Sharon Road to Rea Road.



PROJECT

Beatties Ford Road
Widening (Capps Hill Mine Road to Lakeview Road)

This project provides for the widening of Beatties Ford Road to four lanes from Capps Hill Mine Road to Lakeview Road. Traffic projections show that Beatties Ford Road will carry up to 15,000 vehicles/ day in 1997, which is at capacity for a 2-lane road. This project will also aid in the redirection of growth policy in Mecklenburg County.

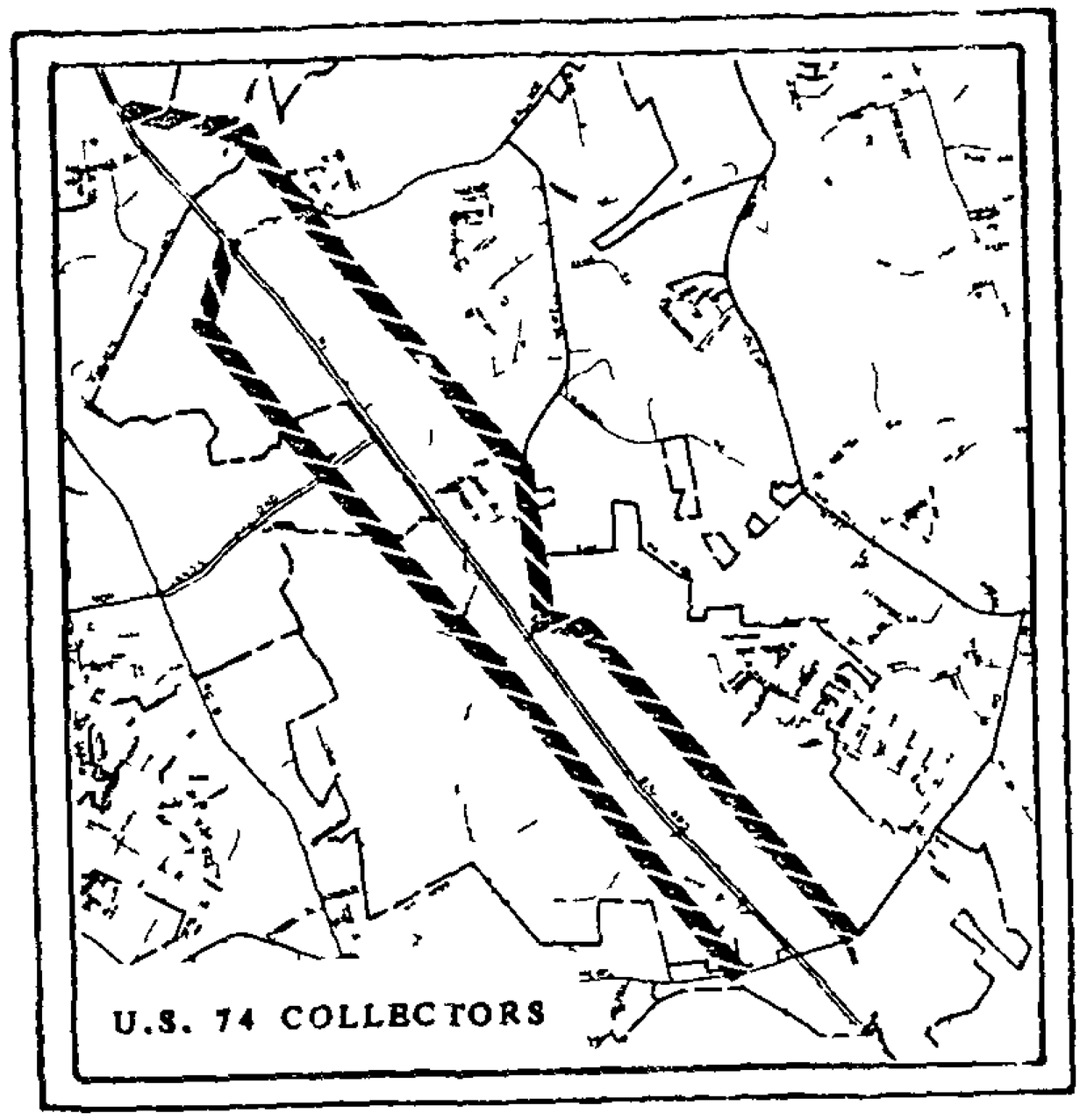


PROJECT

U.S. 74 Collectors
(McAlpine Creek to N.C. 51)

This project will provide for the construction of a parallel roadway system north and south of U.S. 74 between McAlpine Creek and N.C. 51.

U.S. 74 is planned to be converted to a controlled access freeway. The proposed collector system will provide access to properties along U.S. 74, thus causing the conversion of U.S. 74 to a controlled access freeway to have less of an impact and making it less costly. Major portions of these collectors are expected to be funded by private development. This project is ranked #25 in the 1990 Transportation and Land Development Policy.

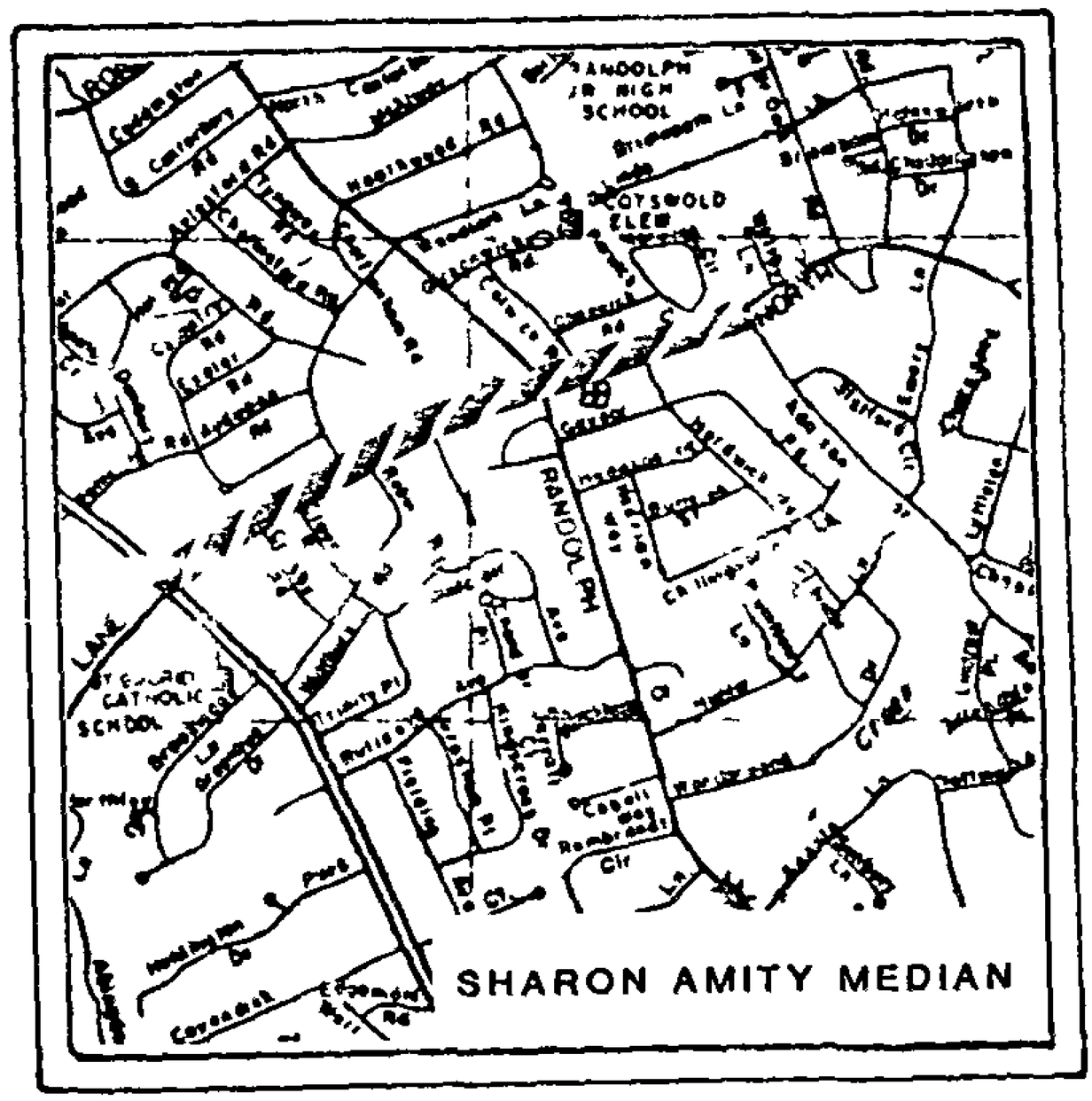


PROJECT

Sharon Amity Medians
(Providence Road to Addison Drive)

This project provides for the addition of medians along Sharon Amity from Providence Road to Addison Drive.

Along this section of Sharon Amity Road there are many driveways from both businesses and homes. Vehicles waiting to turn left into these driveways create congestion and increase the potential for accidents to occur. These medians would only permit left turns at intersections and would provide a separate turn lane. This would allow better traffic flow

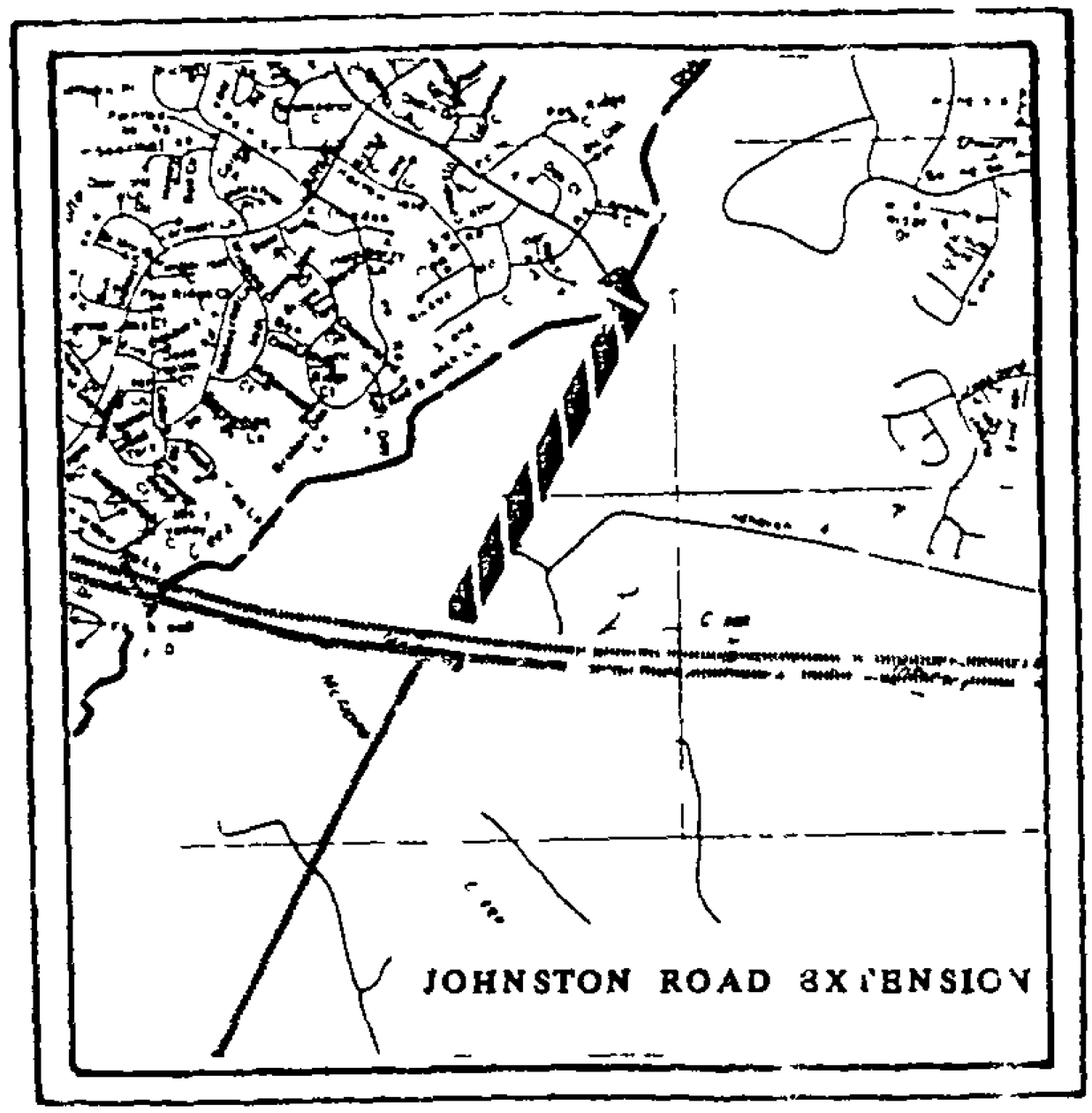


PROJECT

Johnston Road Extension
(Johnston Road to Southern Outer Belt)

This project provides for the extension of Johnston Road from its present terminus, just south of Carmel Road Extension, to the Southern Outer Belt. This project would then connect to the U.S. 521 Relocation project to create a new four-lane roadway.

This project will help relieve congestion through Pineville as well as provide access to properties expected to develop in the near future.

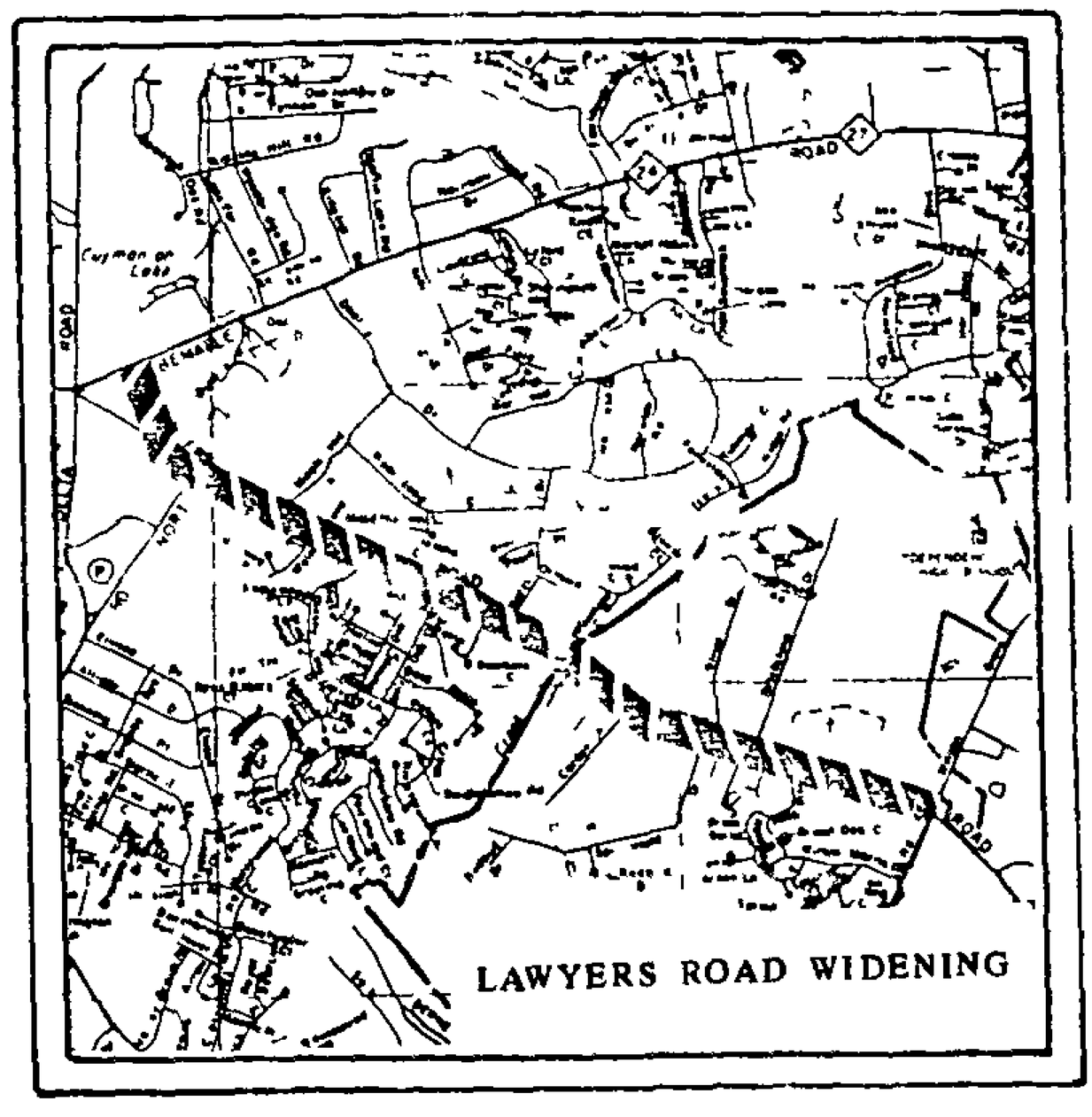


PROJECT

Lawyers Road Widening
(Albemarle Road to Wilson Grove Road)

This project provides for the widening of Lawyers Road from Albemarle Road to Wilson Grove Road. (2.3 miles)

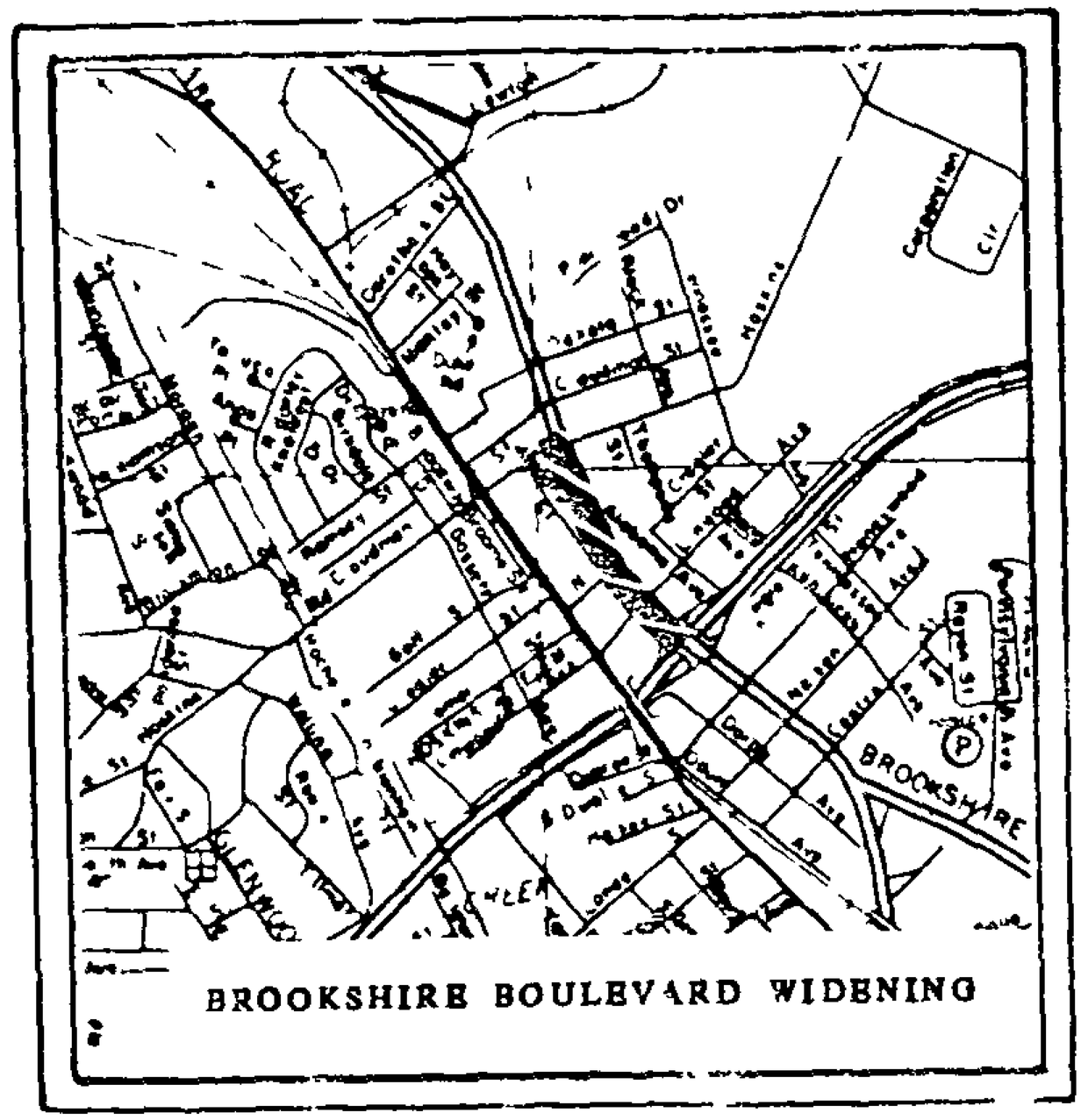
The need for this project is based upon traffic volumes of more than 20,000 vehicles per day. The increasing traffic volume is projected to exceed design capacity within ten years due to increasing levels of growth and development. The project will relieve congestion and should reduce accident potential. The 2005 Generalized Land Plan recommends widening Lawyers Road during the 1991-1995 time frame.



PROJECT

Brookshire Boulevard
Widening (I-85 to Hoskins Road)

This project provides for the widening of Brookshire Boulevard to six lanes from I-85 to Hoskins Road. Congestion is expected to increase through this area as the Northwest District continues to develop. This new growth, combined with an improved interchange at N.C. 16 and I-85, will create a congestion problem. This project also complies with a local redirection of growth policy.

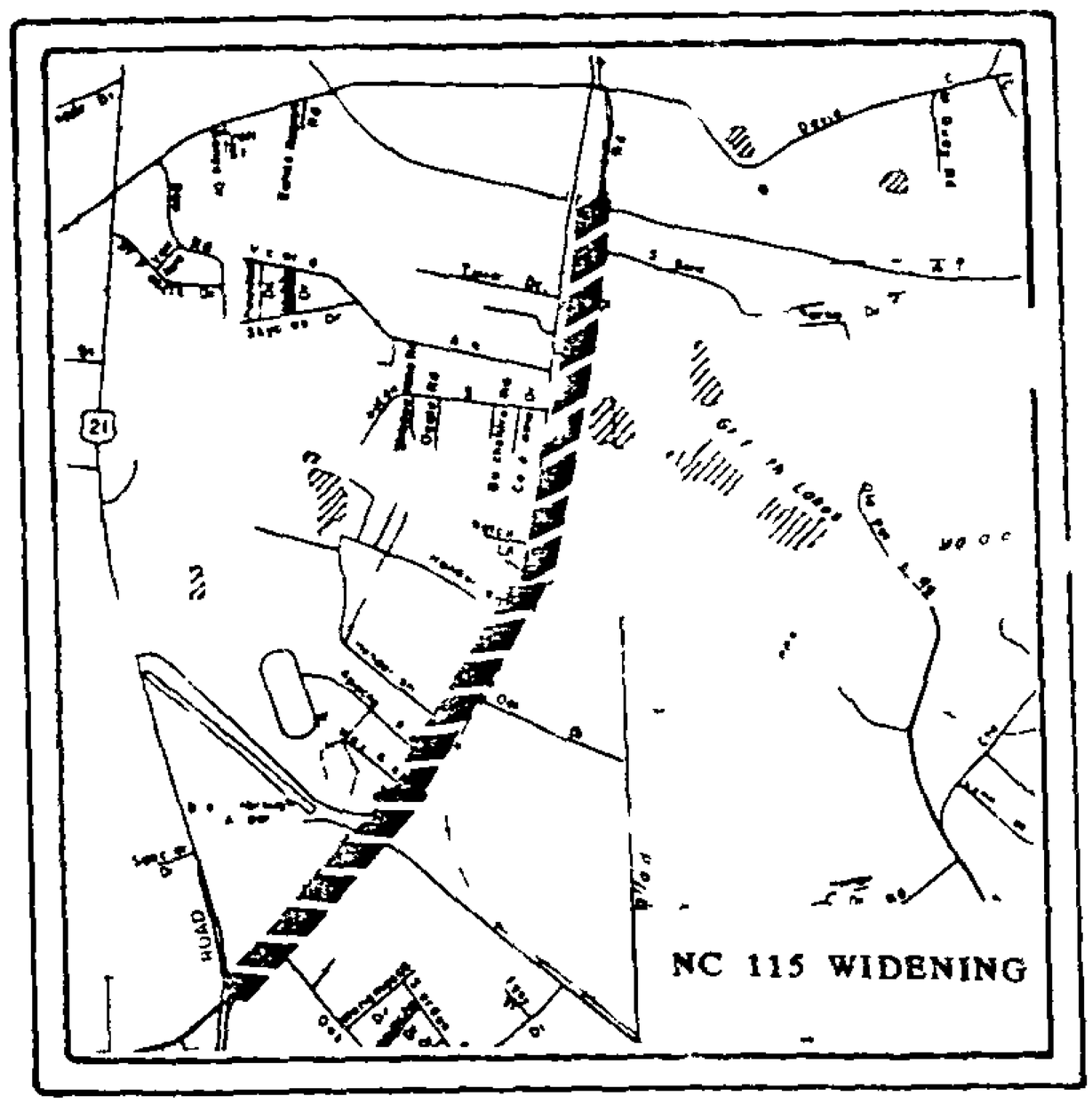


PROJECT

N.C. 115 Widening (Statesville Road to W.T. Harris Boulevard)

This project provides for the widening of N.C. 115 to 4 lanes from Statesville Road to W.T. Harris Boulevard.

The need for this project is based on projected volumes which will exceed design capacity within 10 years. The widneing of N.C. 115 will also provide greater access to employment opportunities both along this portion of roadway and to downtown Charlotte. Finally, the widening of N.C. 115 will aid in the goals of equally distributing growth throughout the county.



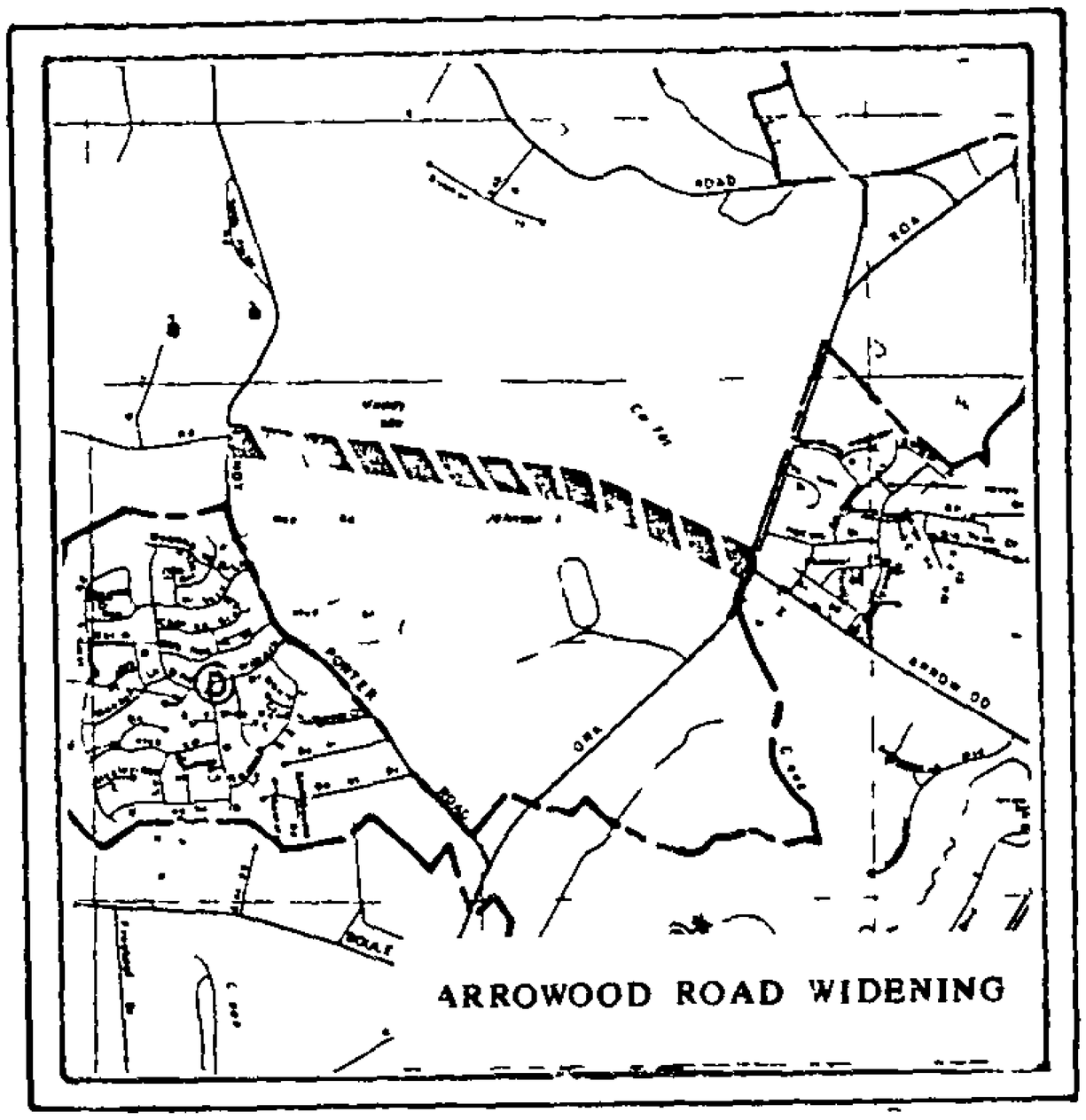
PROJECT

Arrowood Road Extension
(York Road to Brown-Grier Road)

This project provides for the extension of Arrowood Road from its current terminus at York Road to Brown-Grier Road.

The extension of Arrowood Road will provide for greater job access for employment centers along Arrowood Road and in the Arrowood Industrial Park.

Another benefit of this project is that it will relieve congestion along Westinghouse Bouelvard, York Road, and Sandy Porter Road. This extension will provide an alternate route for these thoroughfares as well as provide better access to the area it would serve.

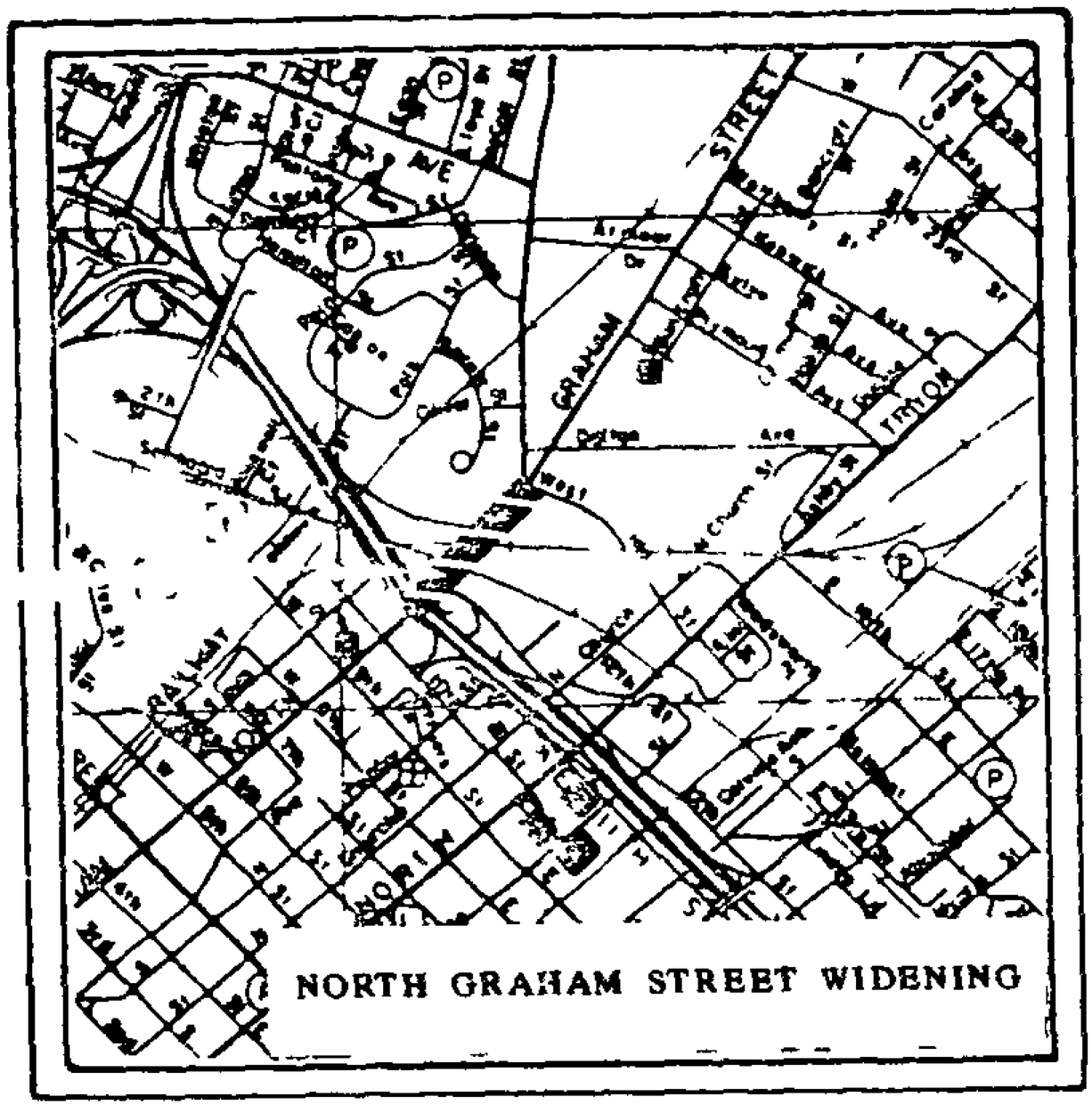


PROJECT

North Graham Street
Widening (Brookshire Freeway to
Statesville Avenue)

This project provides for the widening of North Graham Street to six lanes from the Brookshire Freeway to Statesville Avenue.

This portion of Graham Street is currently congested and volumes are projected to far exceed capacity within 10 years. Graham Street is also a heavily used arterial into downtown Charlotte. Widening this facility would improve access into downtown as well as increase travel safety.



PROJECT

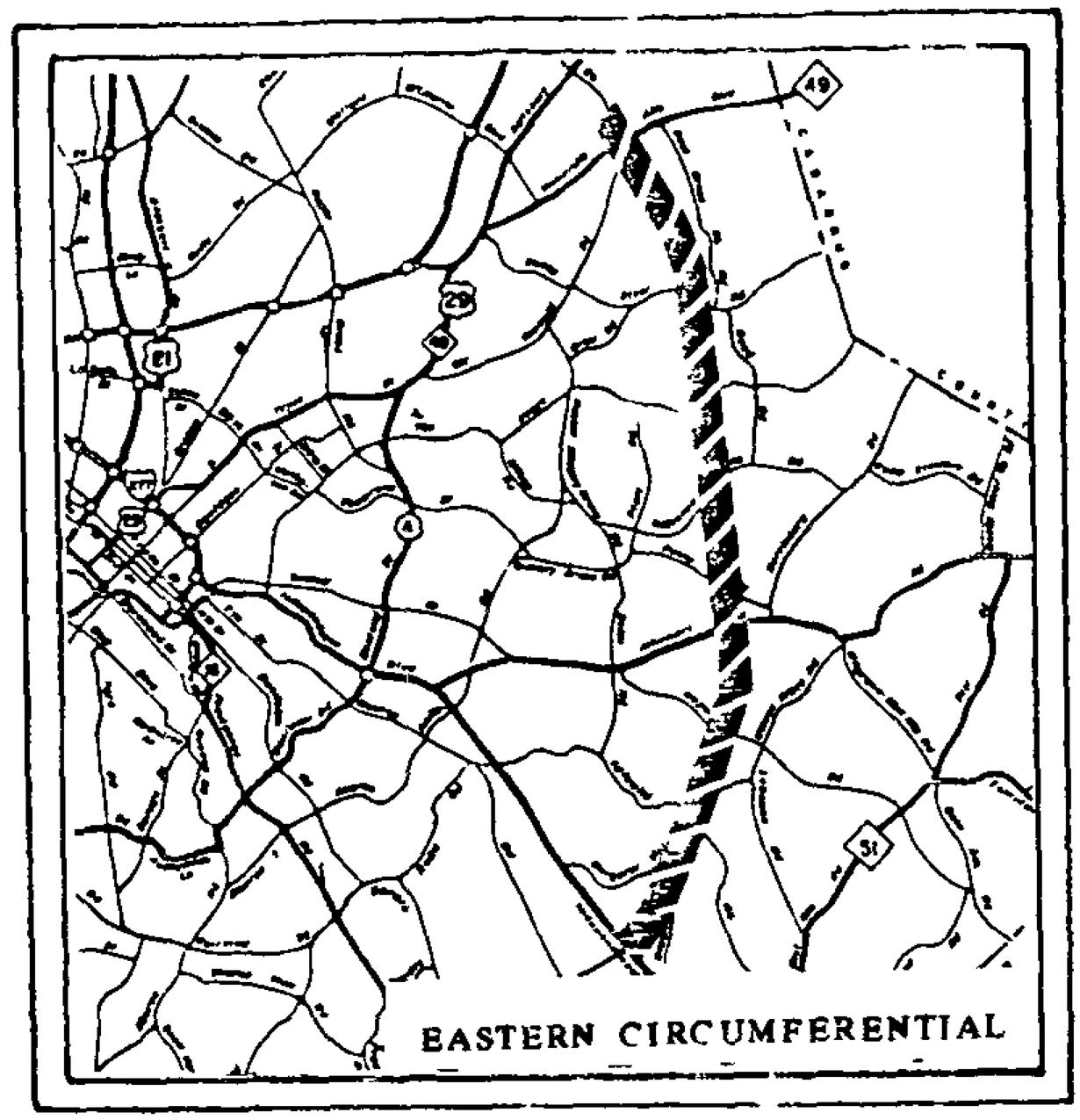
Eastern Circumferential (Mallard Creek Church Road to Independence Boulevard)

This project provides for a four-lane circumferential facility to be constructed on either a new location or using existing roads.

This circumferential is needed to provide better connectivity between the UNCC area and south and east Charlotte.

The need for this facility is created by projected congestion along paralleling facilities which are unable to carry the heavy traffic volumes forseen in the future.

The Eastern Circumferential will also increase accessability, safety, air quality, and energy efficiency.



PROJECT

Hoskins Widening (Brookshire Boulevard to Rozelles Ferry Road)

This project provides for the widening of Hoskins Road to four lanes from Brookshire Boulevard to Rozelles Ferry Road.

The widening of Hoskins Road is needed to relieve congestion. Future volumes are expected to exceed capacity within 10 years. This project will also increase safety, and reduce air pollution, as well as conserve energy.

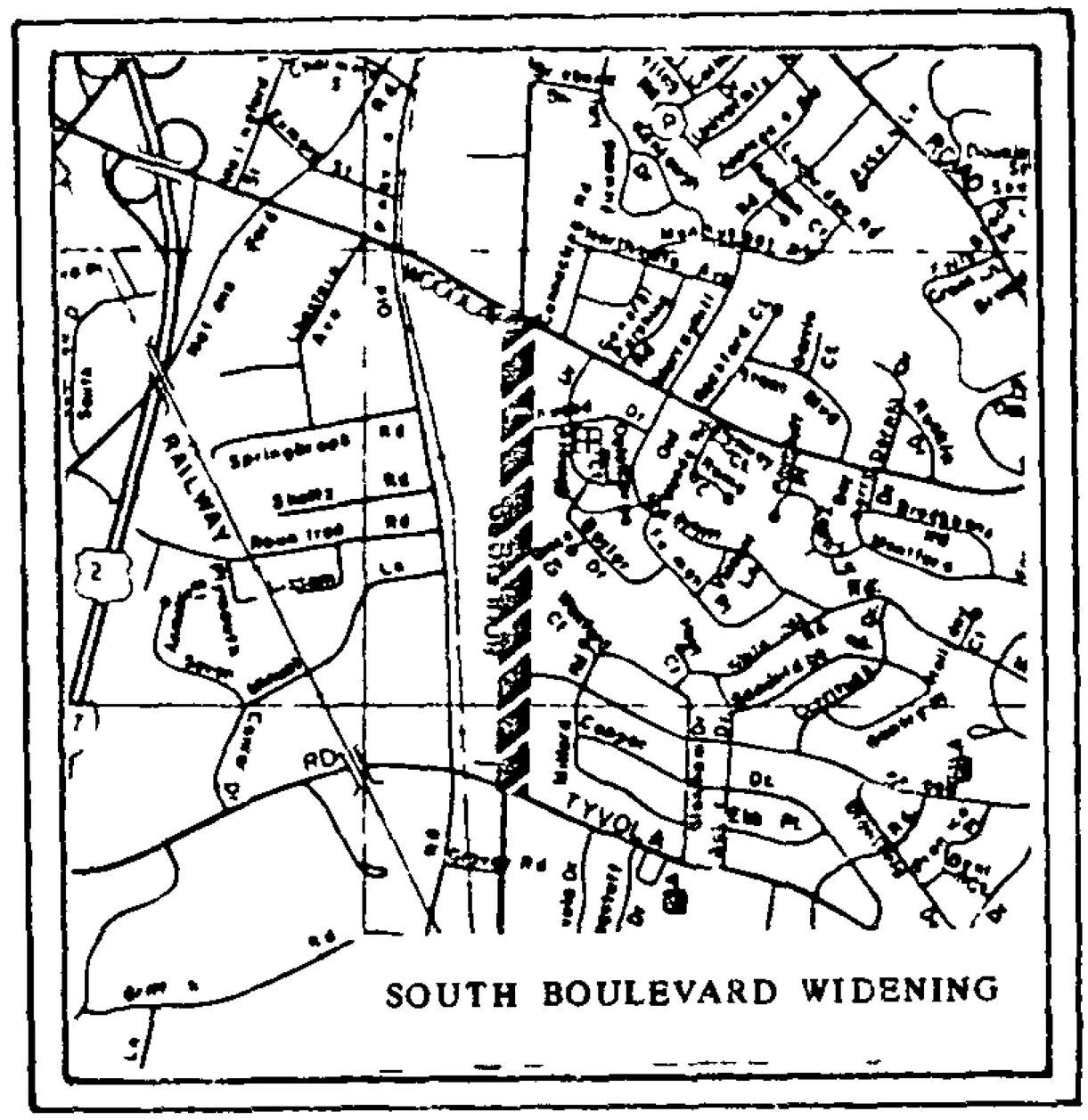
PROJECT

South Boulevard Widening
(Woodlawn Road to Tyvola Road)

This project provides for the widening of South Boulevard to six lanes from Woodlawn Road to Tyvola Road.

Traffic volumes along this portion of South Boulevard are expected to exceed capacity within 10 years. Within the limits of this project, there are currently two high congestion loations and three high accident locations. The widening of South Boulevard will increase safety by reducing the risk of accidents.

This project will also increase job access as well as conserve energy and increase air quality.



SOUTH BOULEVARD WIDENING

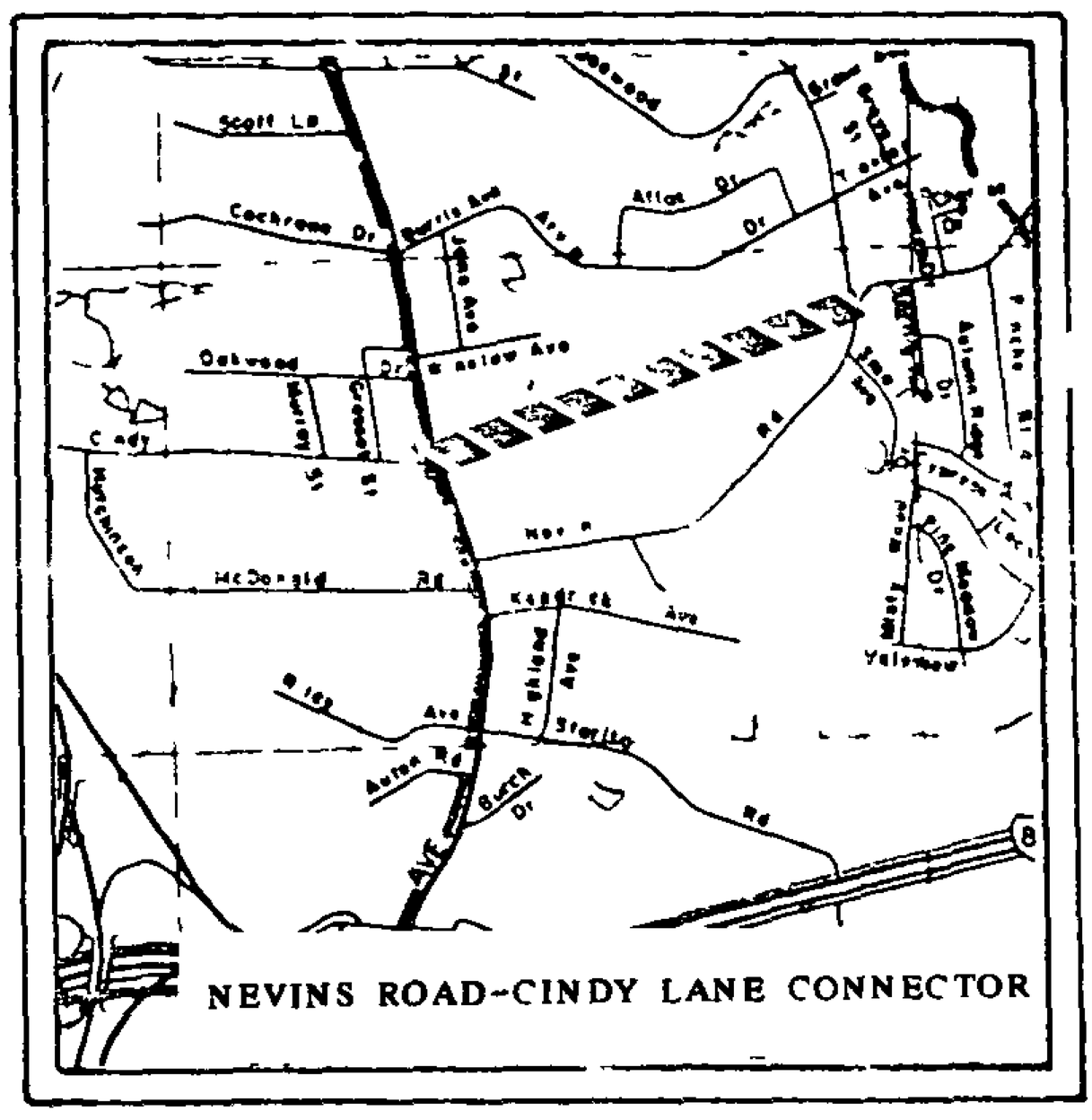
PROJECT

Nevins Road/Cindy Lane
Connector

This project provides for a two lane facility on a location which will link Cindy Lane and Nevins Road. This connector will create a minor circumferential system across the northern section of the city.

Once complete, Nevins Road and Cindy Lane will help relieve projected congestion along I-85 and Statesville Road.

This project also complies with the redirection of growth policy currently being implemented in Mecklenburg County.



NEVINS ROAD-CINDY LANE CONNECTOR

PROJECT

Seventh Street Widening
Independence Boulevard to Laurel Avenue)

This project provides for the widening of Seventh Street to four lanes from Independence Boulevard to Laurel Avenue.

The widening of Seventh Street is needed to prevent future congestion. This portion of Seventh Street will be over capacity within the next 10 years.

Neighborhood congestion will also be relieved by this project. Currently, this portion of Seventh Street is congested and many commuters are using neighborhood streets to get around this congestion.

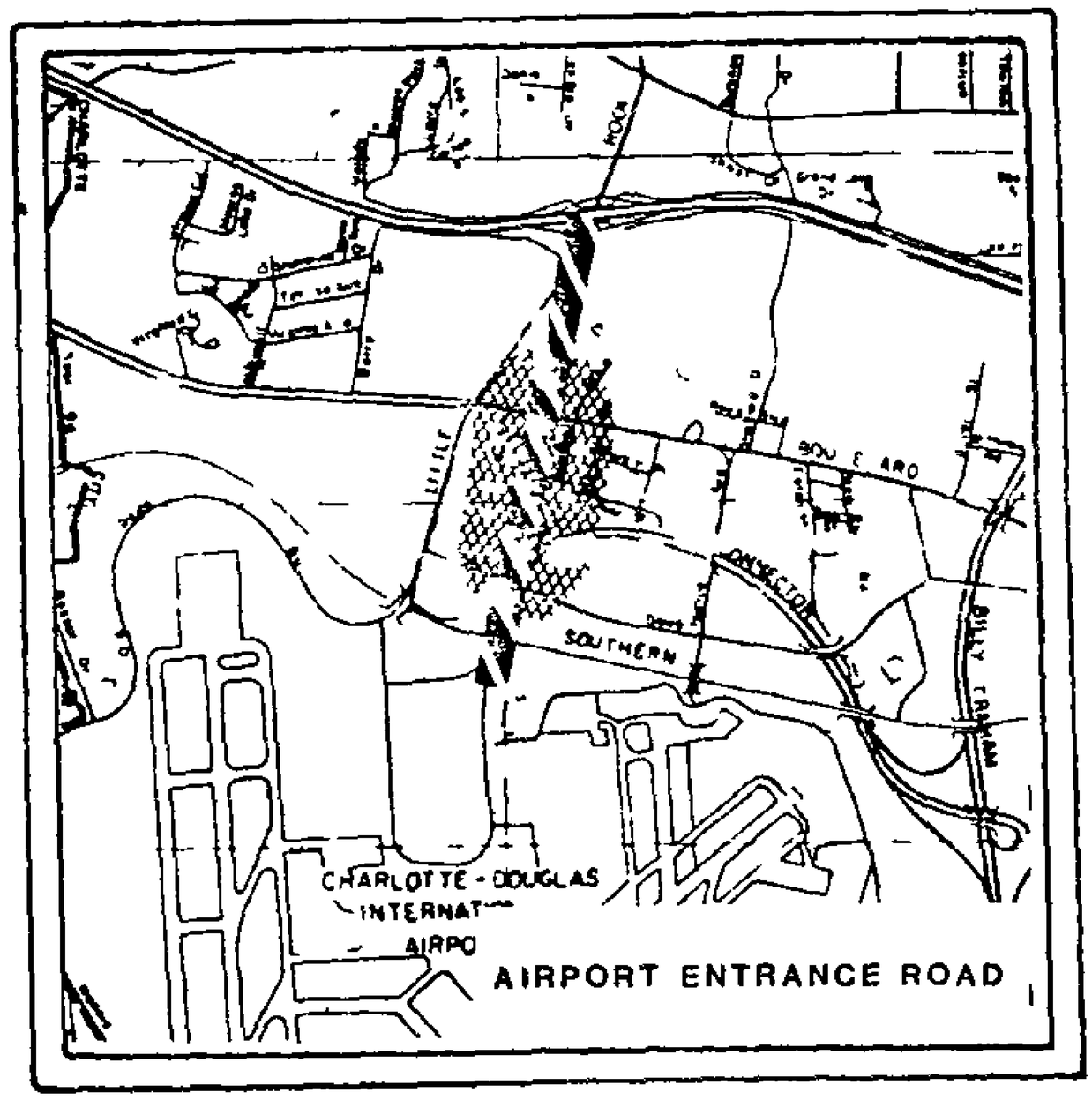
PROJECT

Airport Entrance Road with Wilkinson Blvd/Airport Connector Interchange

This project provides for the construction of a new multi-lane freeway from I-85 to the Charlotte-Douglas International Airport. This project also provides for a large interchange with Wilkinson Boulevard and the Airport Connector from the Billy Graham Parkway.

Construction of this project will create a new direct, route from I-85 to the airport. When completed, the Airport Entrance Road will become part of the Northwest Circumferential which will increase access from Northwest Charlotte to the airport and to South Charlotte.

In addition, this project will provide improved connectivity to Wilkinson Boulevard via a new interchange. This will allow those residents and businesses along the Wilkinson Corridor improved airport access and may stimulate new development.



II. Transportation System Management

APPENDIX B

Intersection Improvements

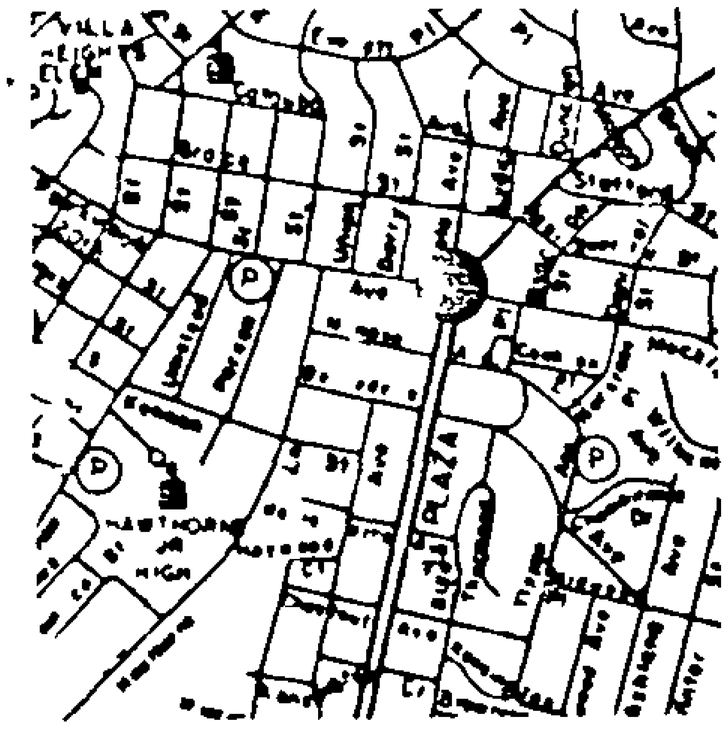
These projects are improvements to intersections hroughout the City of Charlotte. These improvements are needed because of congestion or a high accident occurence at the intersection.

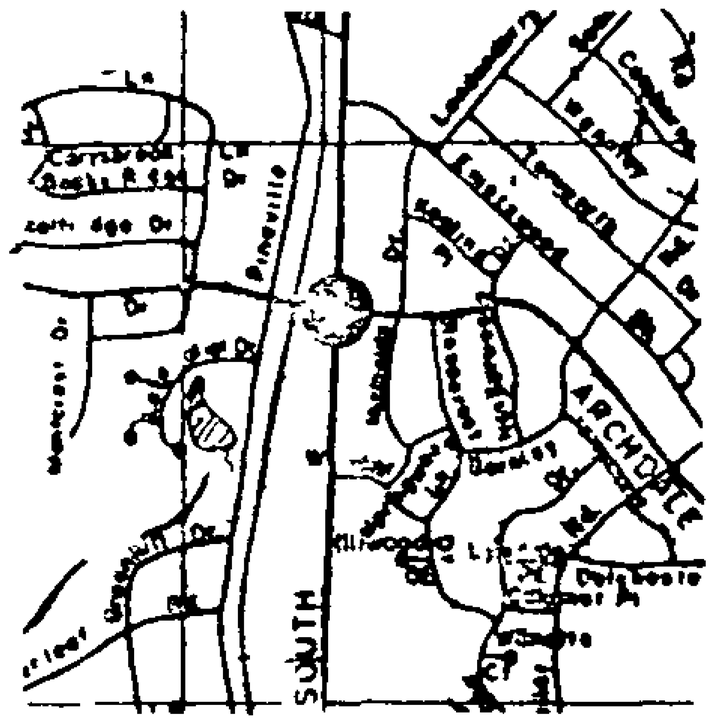
The following intersections are found to be high congestion locations:

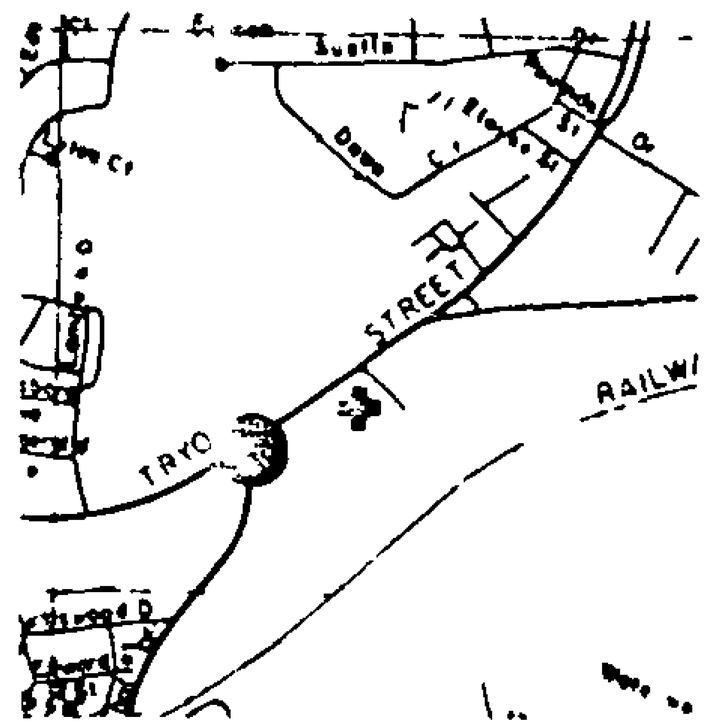
Randolph Road/Sardis Road
Randolph Road/Wendover Road
Archdale Drive/ South Boulevard
Parkwood Road/The Plaza
Providence Road/Sharon Amity Road/Sharon Lane
Central Avenue/Kilborne Drive/Norland Road
Runnymede Lane/Woodlawn Road/Selwyn Avenue
Providence Road/Wendover Road
Monroe Road/Sharon Amity Road
Eastway Drive/North Tryon Street
Seventh Street/Central Avenue/Kings Drive
Fourth Street/Kings Drive
Third Street/McDowell Street

Intersections which have been identified as high accident locations are listed below:

Central Avenue/Kings Drive/7th Street
Archdale Drive/South Boulevard
Lyttleton Drive/Sharon Amity Road
Briar Creek Road/Central Avenue
Providence Road/Sharon Amity Road/Sharon Lane
Monroe Road/Sharon Amity Road
Central Avenue/Kilborne Drive/Norland Road
Randolph Road/Wendover Road
Providence Road/Wendover Road
Fourth Street/Kings Drive
Third Street/McDowell Street


PLAZA


SOUTH
ARCHDALE


STREET
TRYO

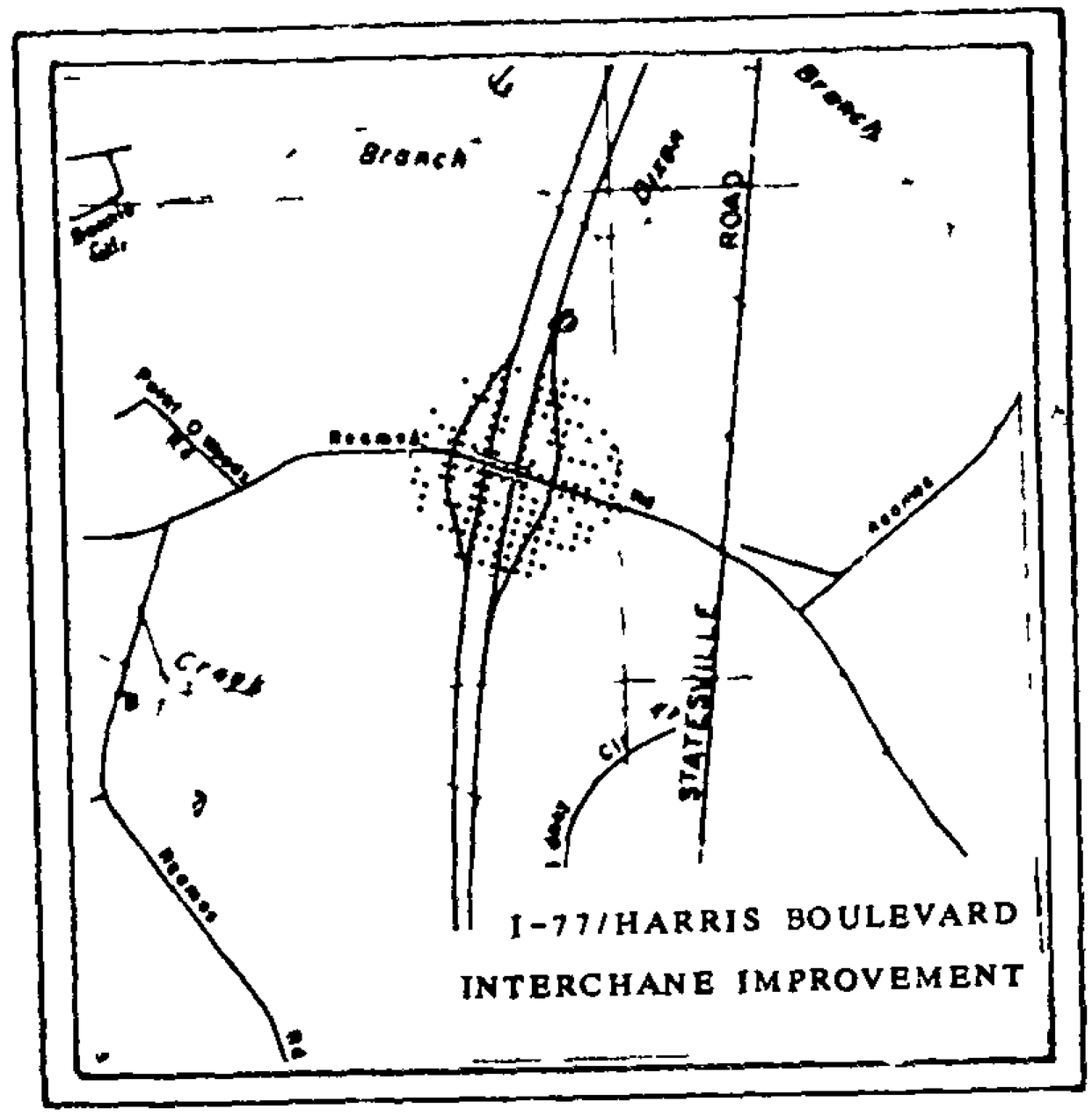
PROJECT

W.T. Harris Boulevard
West/I-77 Interchange Improvement
Study

This study would examine the need for an improved interchange at I-77 and Harris Boulevard, north of Charlotte.

Already proposed at this interchange are a major mixed use center with a regional mall and a large business park.

Projected volumes show that the current interchange will function at unacceptable levels in the by 2005. An improved interchange will provide a higher capacity thus lessening congestions, energy waste, and air pollution.

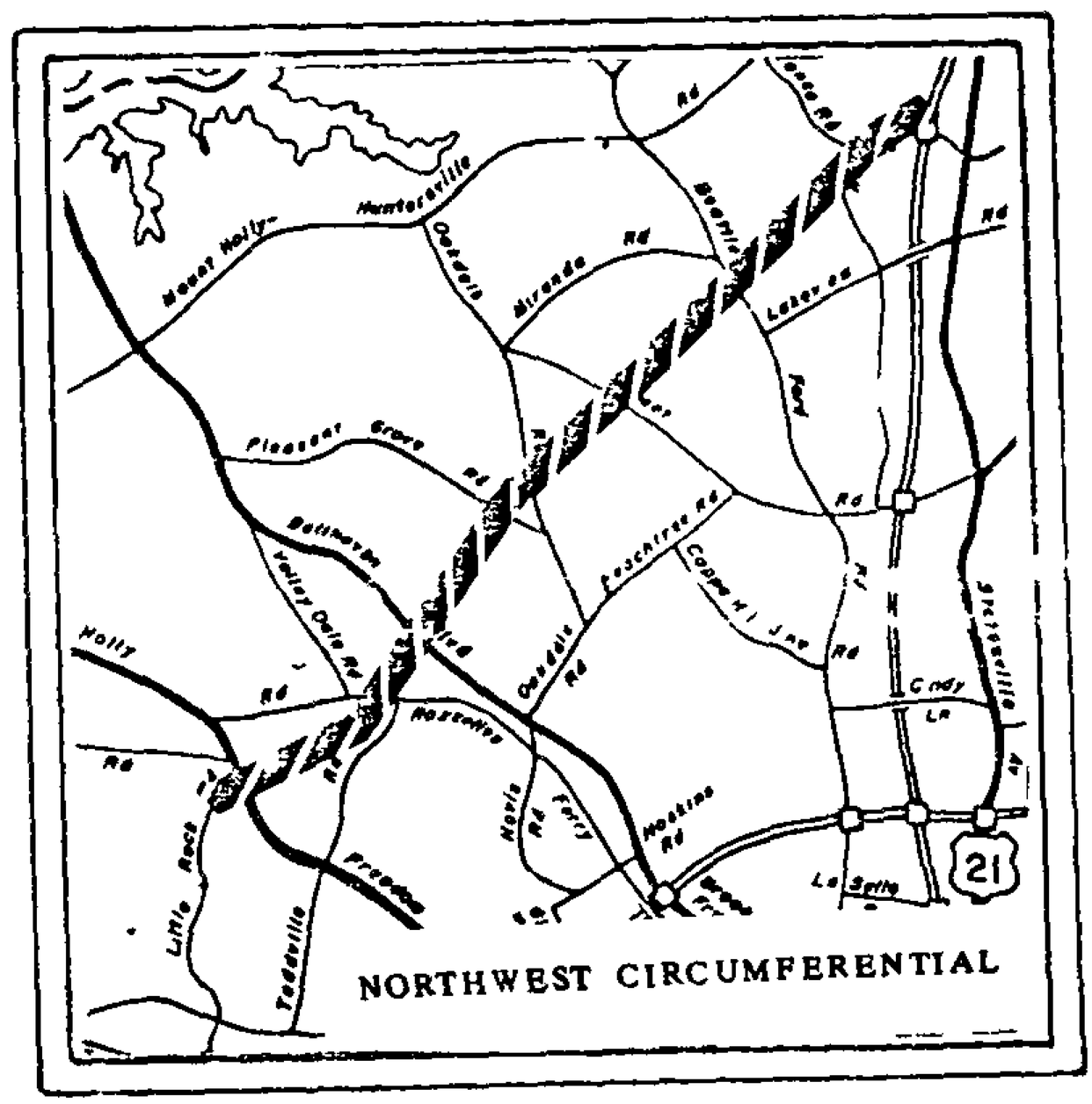


PROJECT

Northwest Circumferential
(I-85 south to I-77 north)

This project provides for a study of the Northwest Circumferential from I-85 at the airport to I-77 at Reames Road/Harris Boulevard.

Thi circumferential movement is not currently available in the Northwest area of the county. The Northwest Circumferential will also provide access to those areas which currently suffer from poor access this project will relieve congestion as well as provide a new major entrance into the Charlotte/Douglas International Airport.

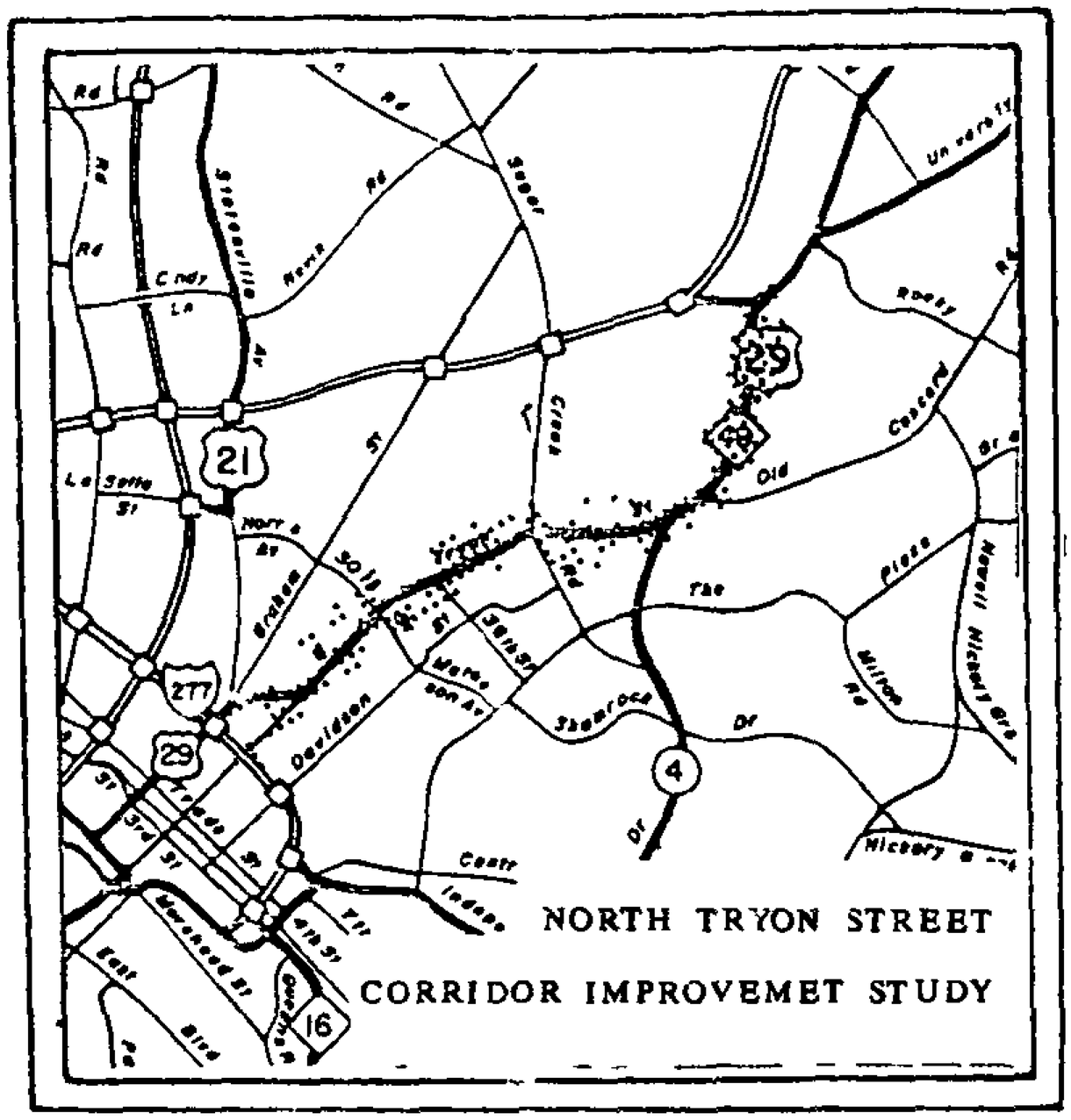


PROJECT

U.S. 29/North Tryon
Street Improvement Study

This proposal is to obtain funds for the necessary planning and environmental studies to develop an improvement project for this corridor and to determine the feasibility for such a project.

Present traffic on Tryon Street is about 44,00 vehicles per day at the maximum point. During peak rush periods, extreme congestion is experienced, especially at 36th Street, Sugar Creek Road and Eastway Drive. A weaving pattern also exist from Eastway Drive to Old Concord Road which allows for driver confusion and a high accident rate.



PROJECT

East W.T. Harris Blvd./
Albemarle Road Interchange

This project provides for a feasibility study to be conducted for upgrading the Albemarle Road/East W.T Harris Blvd. intersection to a grade-separated interchange.

This intersection currently functions at below acceptable service levels and has a volume/capacity of 1 1[illegible]3 in the A M. peak and 1 204 in the P M peak.

Even with the funded improvement to East W.T Harris Blvd , this intersection will operate at below acceptable levels.

A grade-separated interchange would alleviate the congestion as well as reduce an already high accident rate.

Feasibility Study for High Occupancy Vehicle Facility along I-77 and I-85 (UNCC corridor)

This project provides for the preparation of preliminary design plans for the construction of a 17.4-mile starter rail system between Wilgrove and Tyvola Road via Uptown Charlotte.

This project meets the need of developing preliminary plans for implementing a 17.4-mile starter light rail transit system using branch-line rail segments on which joint track usage is possible and railroad cooperation more probable. These lines were recommended as the most promising scenario for initial light rail service in the Transit Corridors Study.

The Albemarle corridor traverses a part of the County where no major radial roadway improvements are planned. Significant amounts of vacant property offer opportunities for coordinating future, high-density land development with rail station locations. The Pineville I segment offers the opportunity to relieve commuting pressures in the corridor north of Tyvola Road.

Feasibility Study for High Occupancy Vehicle Facility along I-77 and I-85 (UNCC corridor)

This project provides for a easibility study of the construction f a high occupancy vehicle facility in the UNCC corridor along I-77 and I-85. This project meets the need of analyzing the physical and operational feasibility of constructing a high occupancy vehicle facility along I-77 and I-85 between Brookshire Freeway and Mallard Creek Church Road.

Implementation of a high occupancy vehicle facility along I-85 could be accomplished fairly easily. The segments requiring further study are the I-77 section and the bus/high occupancy vehicle movements through the I-77/I-85 interchange.

Scheduled Roadway Improvements

APPENDIX D

PROJECT

I-77 Widening (I-85 to South Carolina)

This project provides for the widening of I-77 to six lanes from I-85 to the South Carolina State Line. Severe congestion and safety concerns as well as providing greater accessibility to downtown and other major employments create the need for this widening.

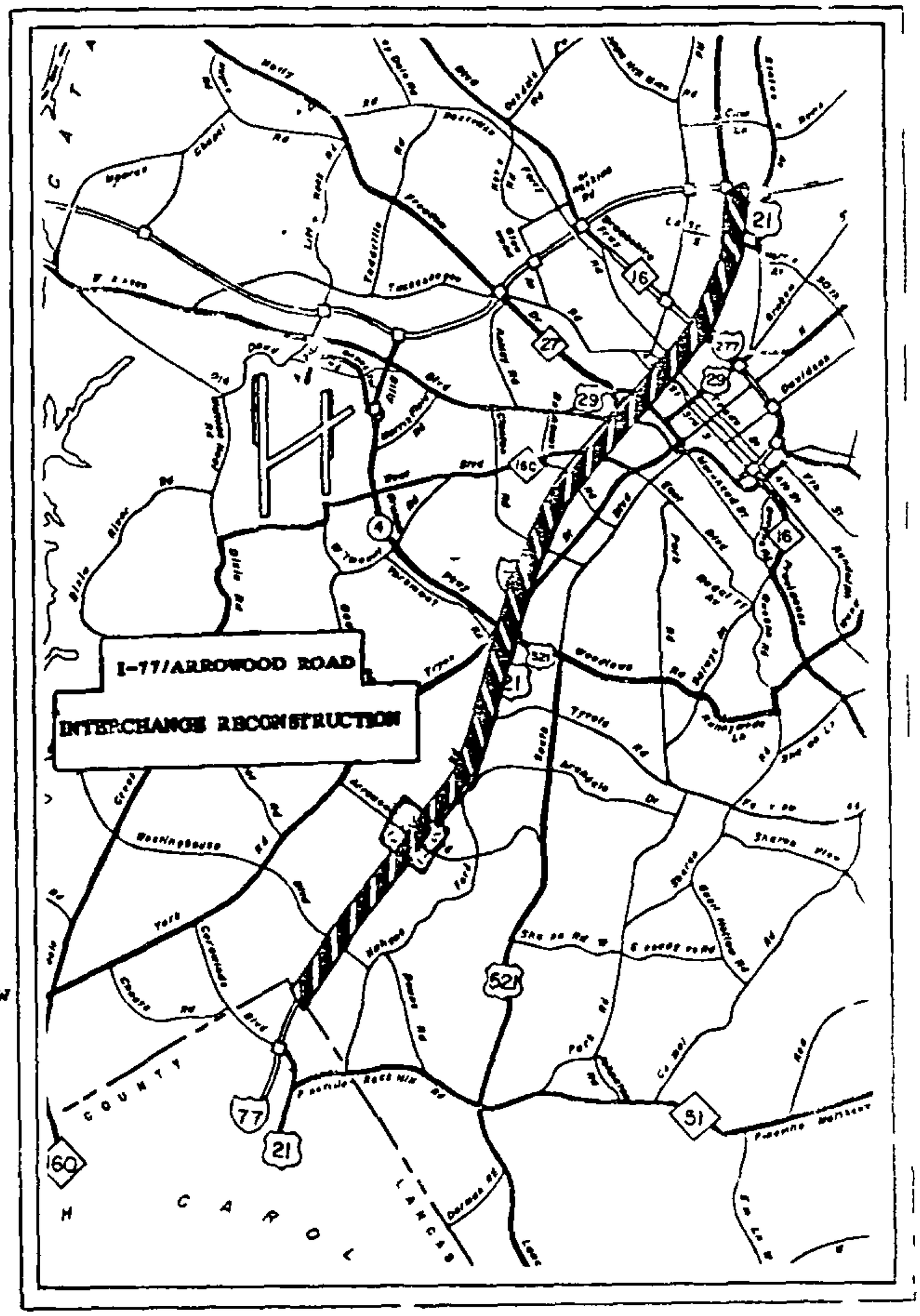
Additional funding may be requested for an HOV facility to run down the median of I-77. This facility would encourage car-pooling and vanpooling, thus reducing the possibilities of future congestion.

PROJECT

I-77/Arrowood Interchange Reconstruction

This project provides for improvements to the existing interchange of I-77 and Arrowood Road.

Increased office development around the interch nge as well as new residential g owth in the Southwest District have created the need for this project.



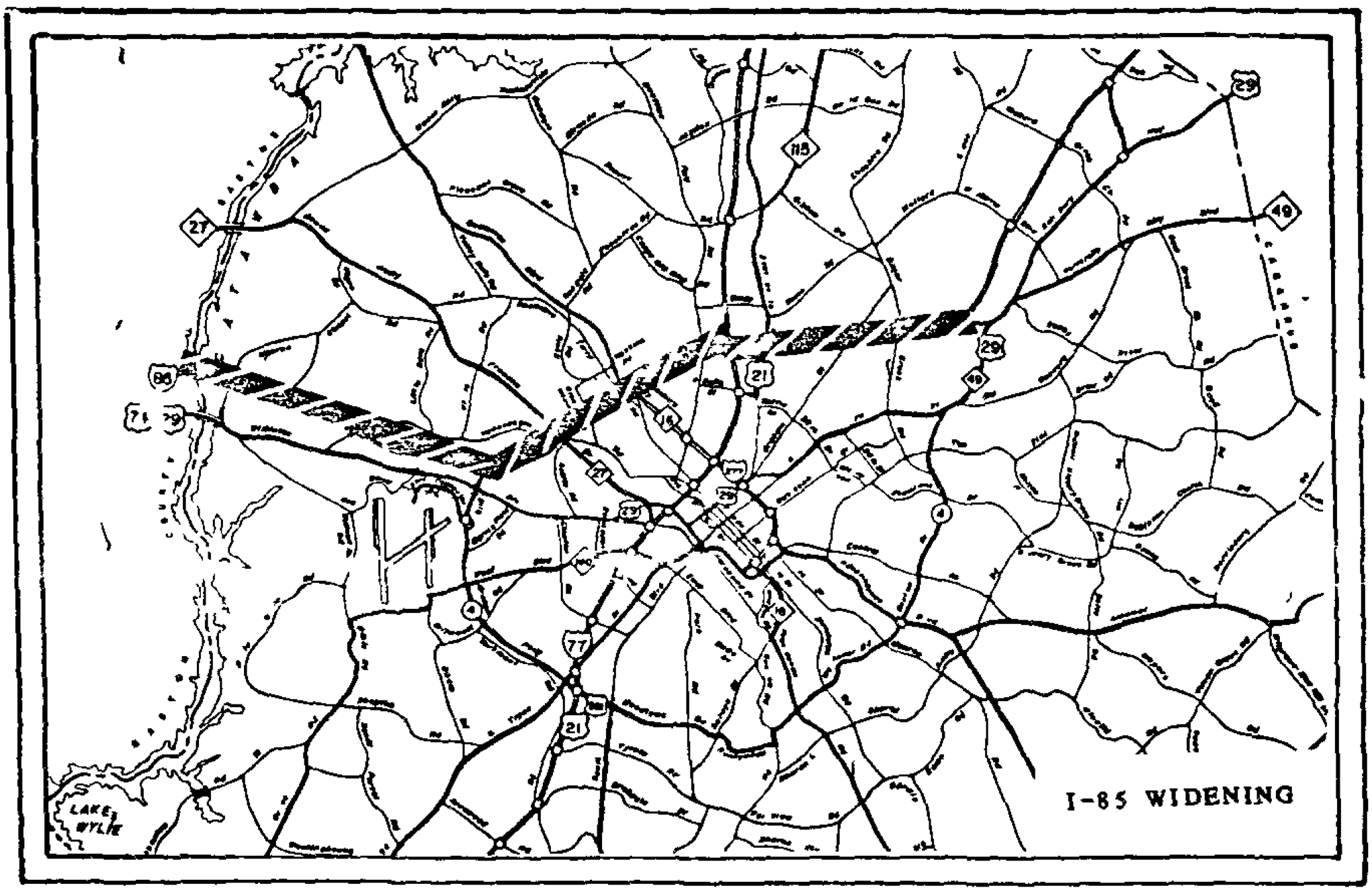
PROJECT

Interstate-85 Widening (Gaston County to U.S. 29)

This project will widen I-85 from four to eight lanes from the Gaston County line to the U.S. 29 connector.

This project is needed to relieve high congestion along this route. Traffic volumes have exceeded design capacity and are projected to increase greatly over the next 10 years. The proposed improvements should also reduce the potential for accidents.

This is a funded project currently under construction. Anticipated completion of the project is FY1994.

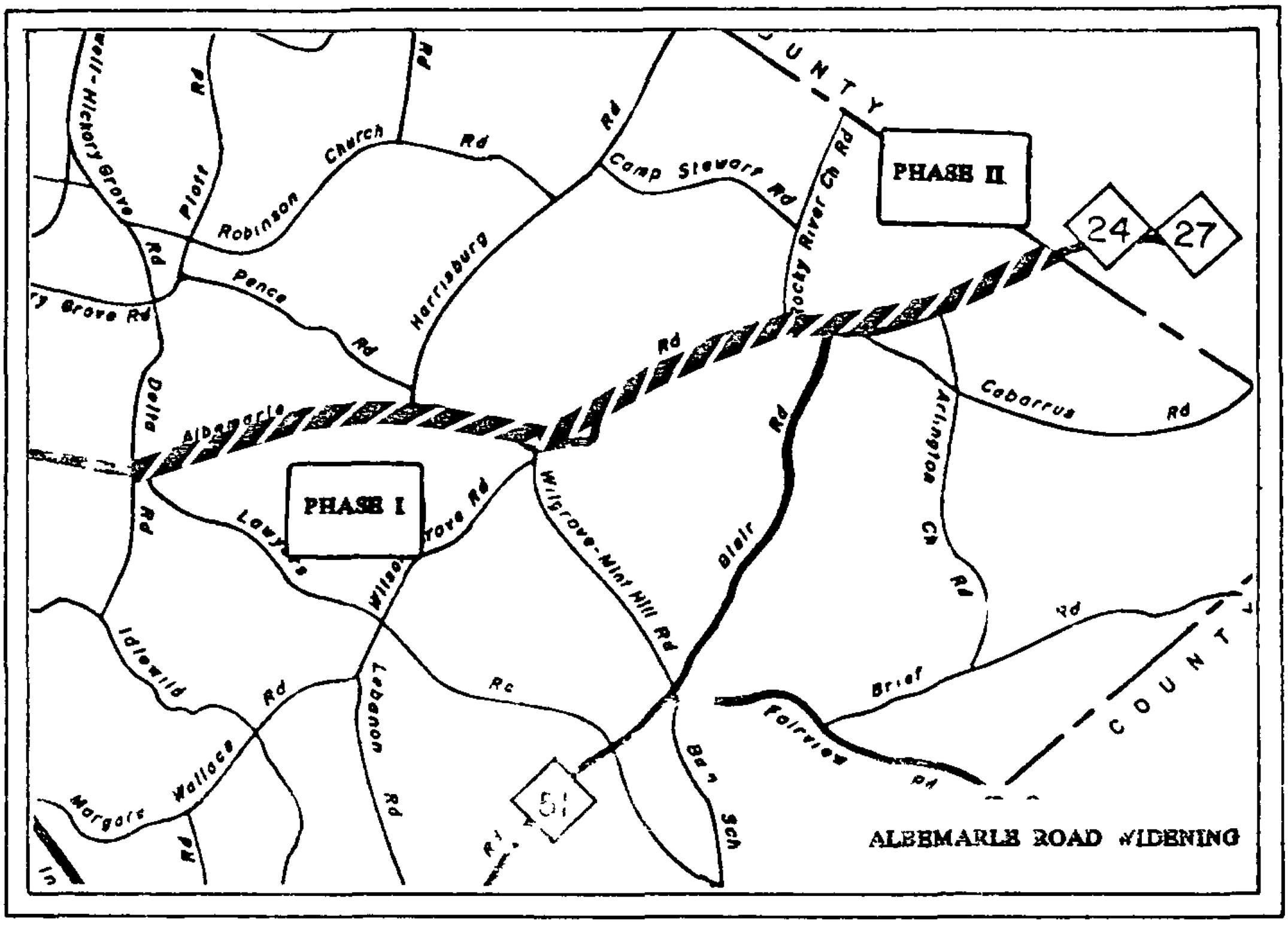


Albemarle Road Widening

These projects provide for the widening of Albemarle Road (N C. 24-27) to four lanes from Lawyers Road to beyond the Mecklenburg County Line.

Phase I of this project is needed to relieve current congestion and lessen accident potential.

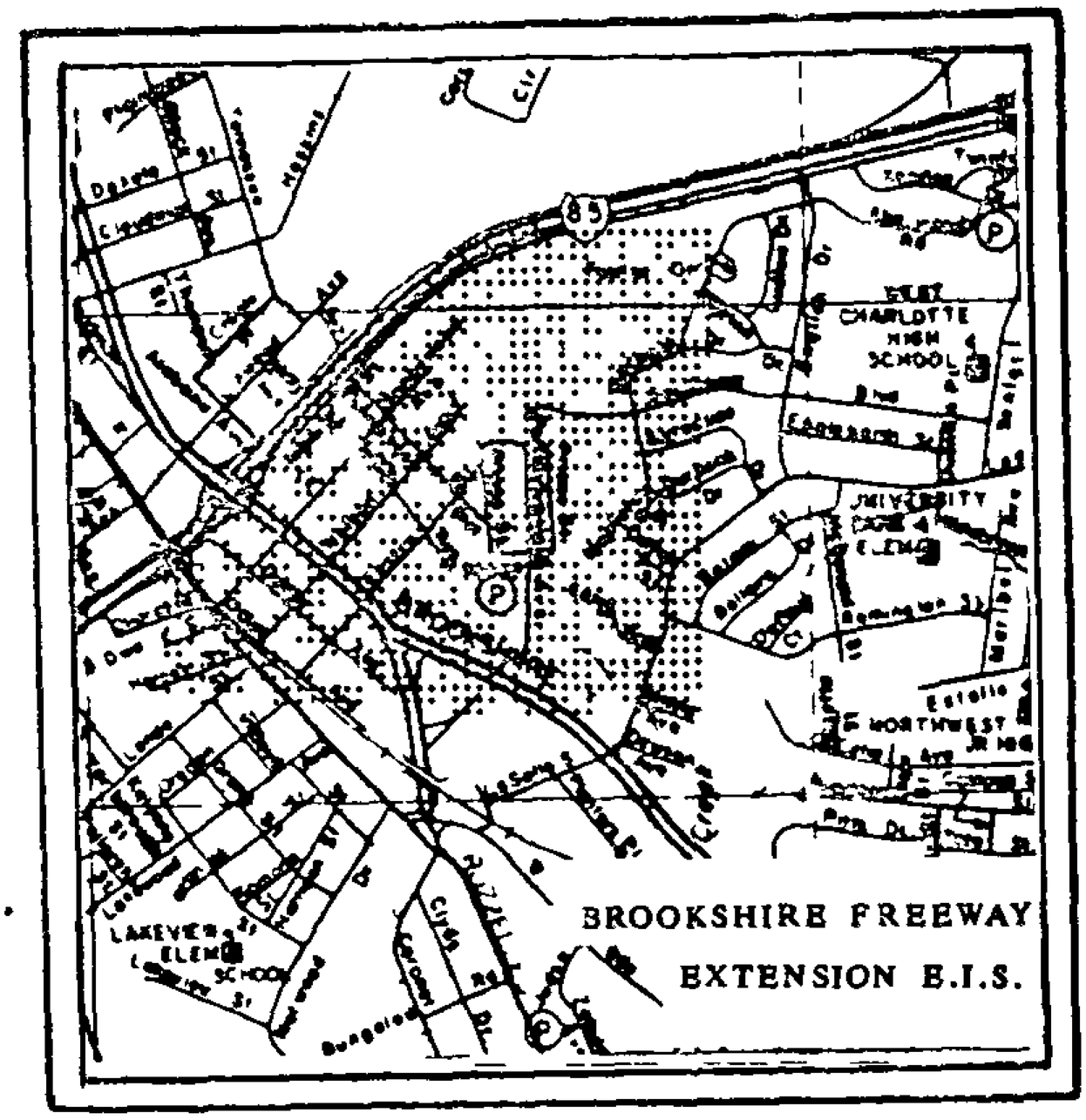
Phase II is needed to support the rapidly growing area north of Albemarle Road as well as stimulate new growth along the corridor



PROJECT

Brookshire Freeway
Extension E.I.S.

This project provides for an Environmental Impact Statement (E.I.S.) to be conducted to study possible alignments for the extension of the Brookshire Freeway. This project will study the extension of the Brookshire Freeway from its terminus, (at Belhaven Boulevard at which point it becomes a full access arterial) to I-85. The E.I.S. will be conducted in FY1990.



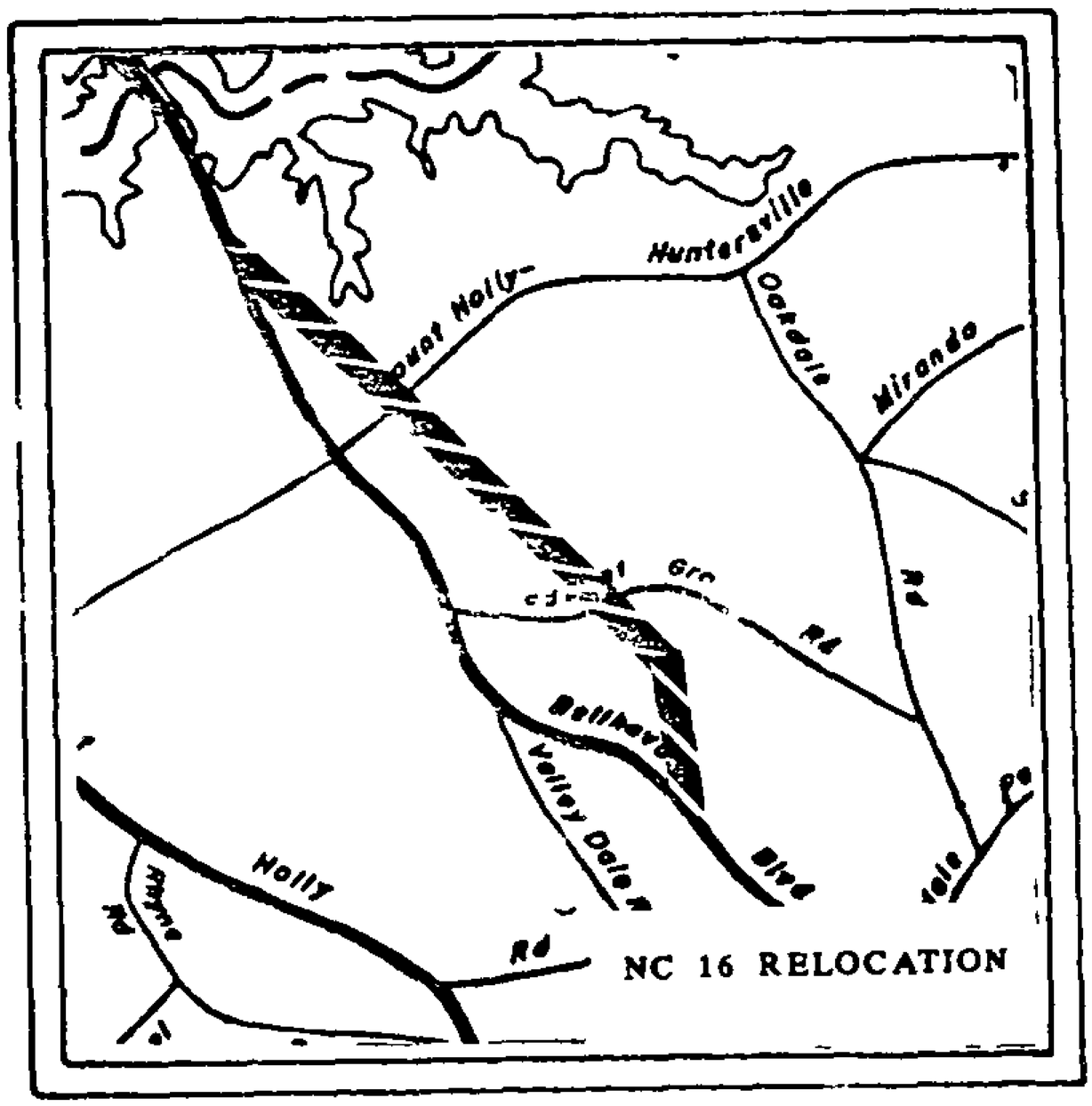
PROJECT

N.C. 16 Relocation

This project provides for the relocation of Highway 16 from near Caldwell Williams Road to the town of Lucia, northwest of Mecklenburg County. The relocation will be a four lane, limited access arterial.

This project will provide better access to the Northwest District as well as relieve expected congestion in the future. These improvements will also aid in spurring growth in this area of the county, thus attempting to redirect growth away from the southeastern area of the county.

Construction should be completed in FY1990.



PROJECT

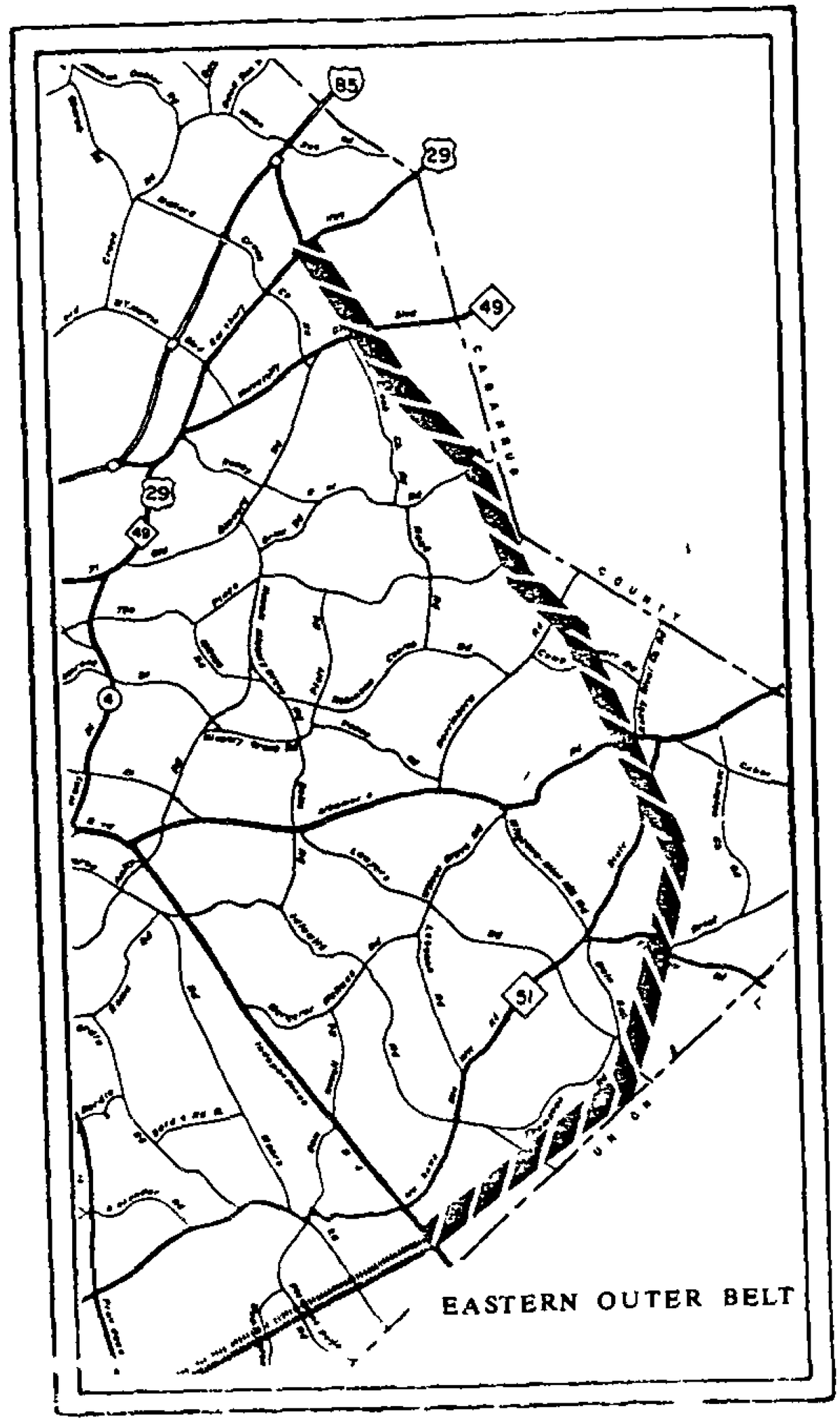
Eastern Outer Belt

This project provides for the construction of a freeway along the eastern side of the county connecting I-85, U.S. 29, N.C. 49, N.C. 24-27, and U.S. 74. This project is part of a larger one creating an outer belt around the city.

The Eastern Outer Belt will carry vehicles from highway to highway quickly. This project will help to alleviate congestion on several heavily travelled thoroughfares. Some of this congestion is caused by vehicles whose origins and destinations are not within the urban area.

This road meets the need by carrying thru traffic around the city and thus lessening the congestion in some areas of the city.

The EIS has been completed for this project with right-of-way acquisition scheduled begin in FY95.



PROJECT

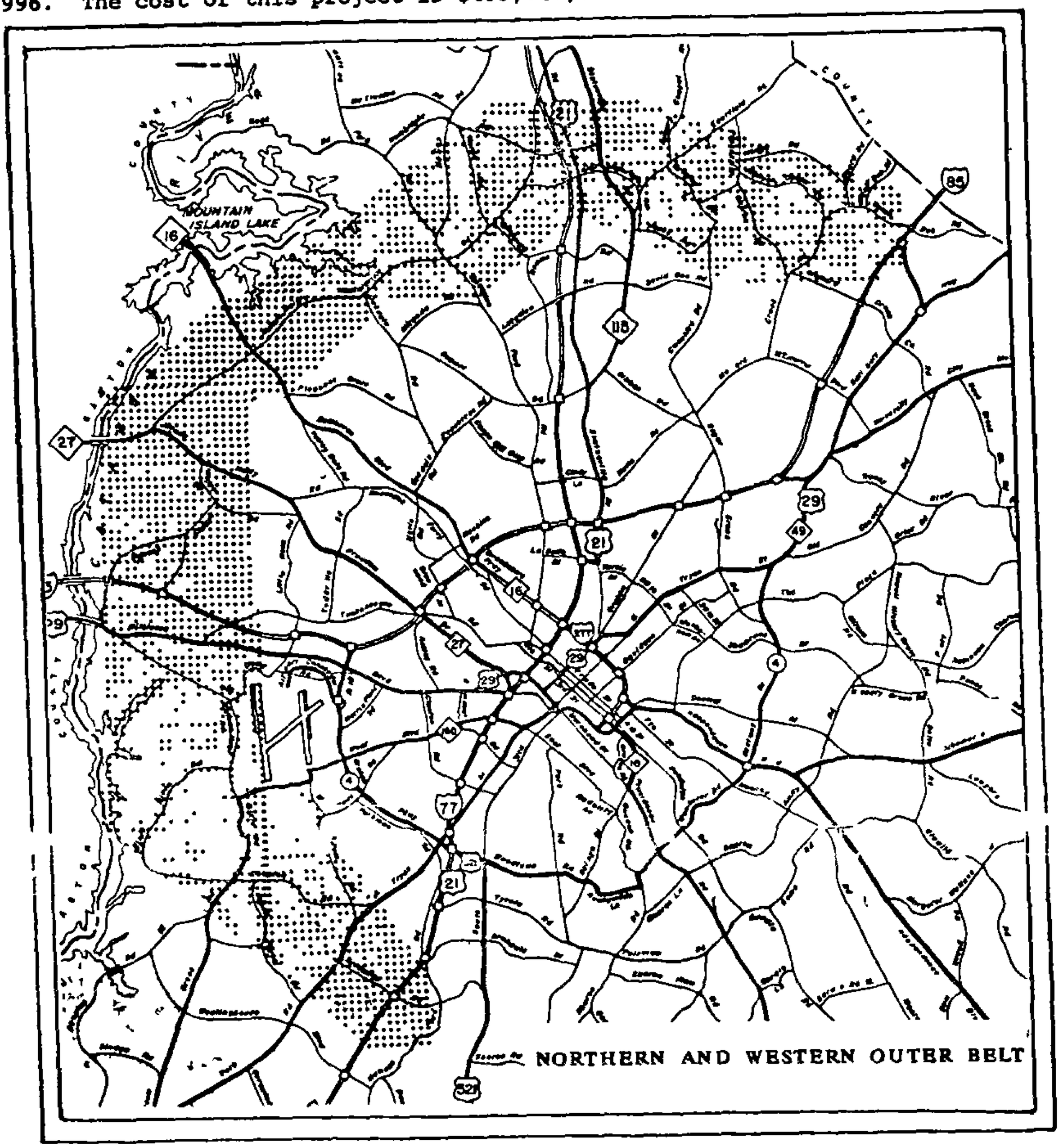
Northern and Western Outer Belt (I-85 North to I-77 South)

This project provides for the development of the Northern and Western portions of an outer belt which, once completed, will encircle the city.

The Northern and Western Outer Belt will provide a high speed, high capacity route for suburb to suburb trips as well as providing a bypass for those trips which have neither a origin nor a destination within the Charlotte area.

Currently an Environmental Impact Statement (E.I.S.) is being conducted to determine the best route to be used. Once this route is chosen, it should be protected from development which may escalate the cost or eliminate a chosen route altogether.

The design, purchasing of right-of-way, and construction are to be conducted af er FY1996. The cost of this project is $435,020,000.



PROJECT

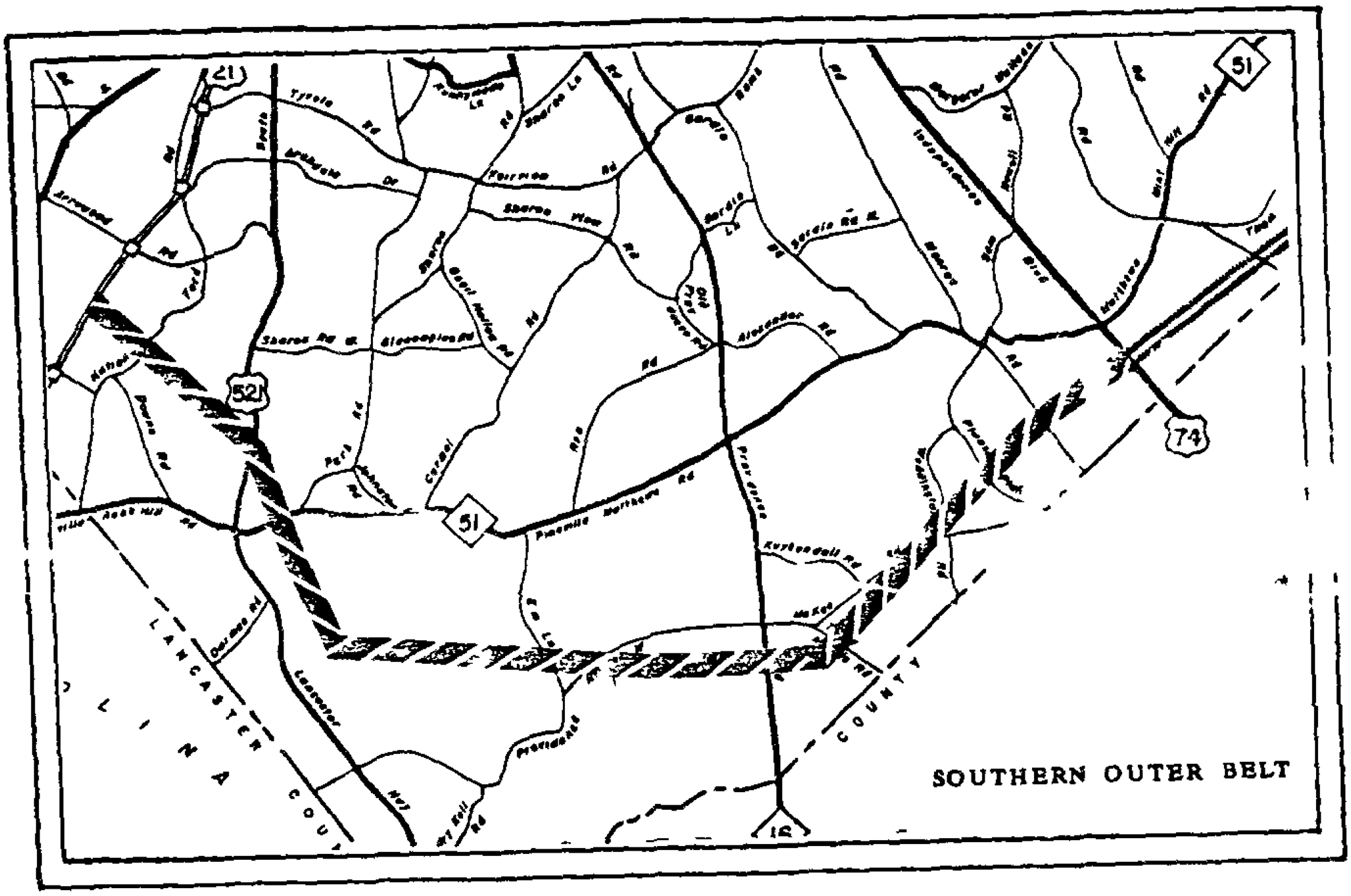
Southern Outer Belt (Includes Pineville By-Pass, South Boulevard Realignment, and I-77 Widening from Nations Ford Road to South Carolina State Line)

This project provides for a new four and six lane freeway to be constructed across the Southern portion of Mecklenburg County. The Southern Outer Belt is the first phase of a freeway loop which will encircle the city.

This project will provide greater access and relieve severe congestion in southern Mecklenburg County. The Southern Outer Belt will also provide for better movement from one highway to another as it crosses I-77, U.S. 521, N.C. 51, N.C. 16, and U.S. 74.

Also included in this project are a realignment of South Boulevard and a six-laning of I-77 from Nations Ford Road to the South Carolina State Line.

The purchasing of right-of-way and construction are currently underway. Both will continue through post 1996.



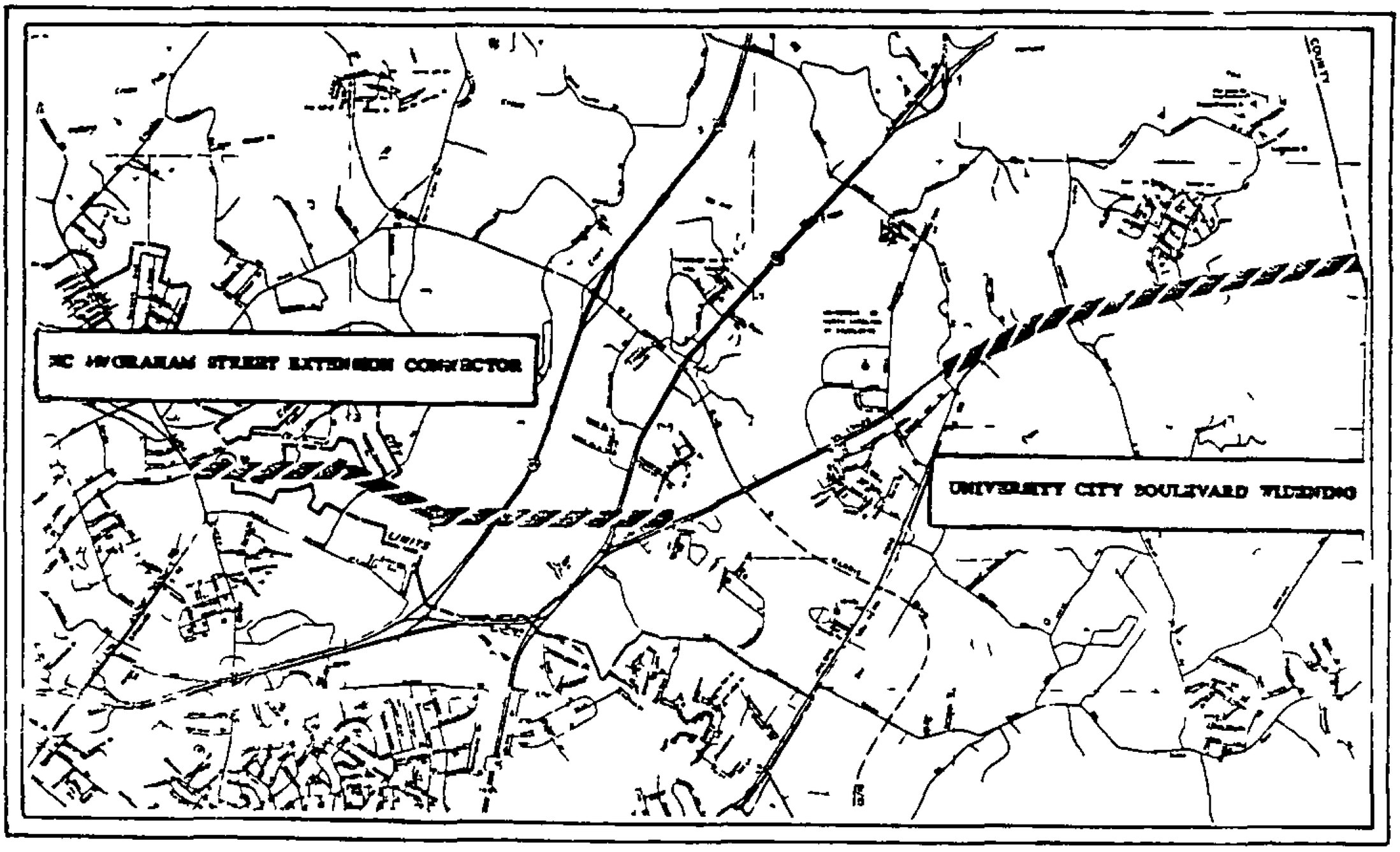
N.C. 49 Widening

This project provides for the widening of N.C. 49 (University City Blvd.) to four lanes from Mallard Creek Church Road to Cabarrus County. Both the Northeast District of Mecklenburg County and Cabarrus County have seen increasing growth over the past several years and this growth is expected to continue well into the next century. 1989 volumes for this portion of N.C. 49 range from 15,000 - 25,000; exceeding its capacity of 12,000.

The widening of N.C. 49 will accommodate the traffic created by this growth.

N.C. 49/Graham Street Extension Connector

This project provides for a new, four-lane connection of N.C. 49 and North Graham Street. This project also provides a new interchange with I-85 and U.S. 29. Severe congestion in the U.S. 29/N.C. 49 weave and lack of connectivity in the area creates the need for this project.

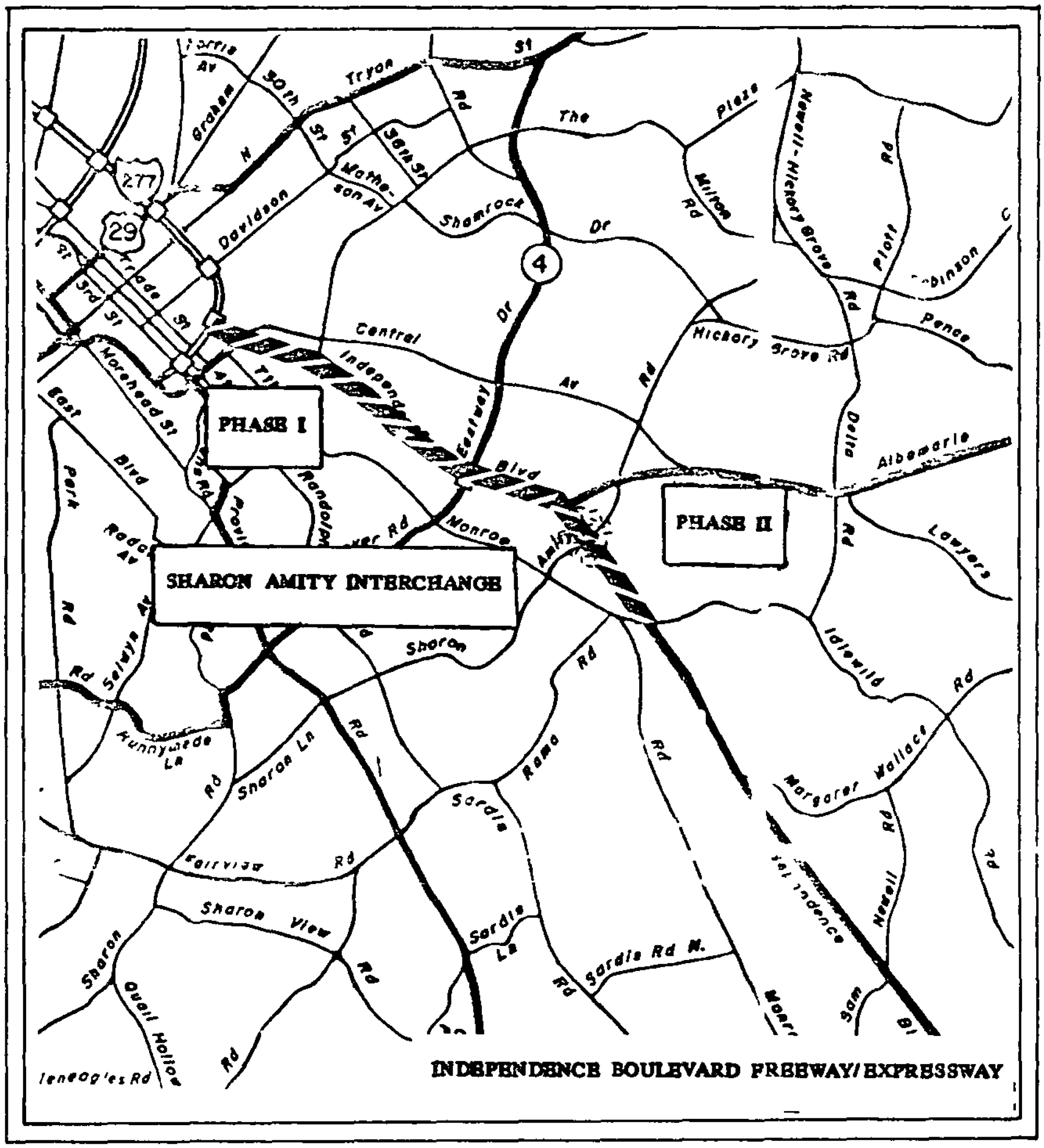


Independence Boulevard (U.S. 74) Freeway/Expressway

This project provides for the conversion of Independence Boulevard (U.S. 74) to a six lane freeway and an eight-lane expressway from downtown to Idlewild Road.

Independence Boulevard has a volume capacity of approximately 43,000 v-hicles/day; yet average volume counts are as high as 85,00 vehicles/day and some counts have been as high as 105,000 vehicles/day.

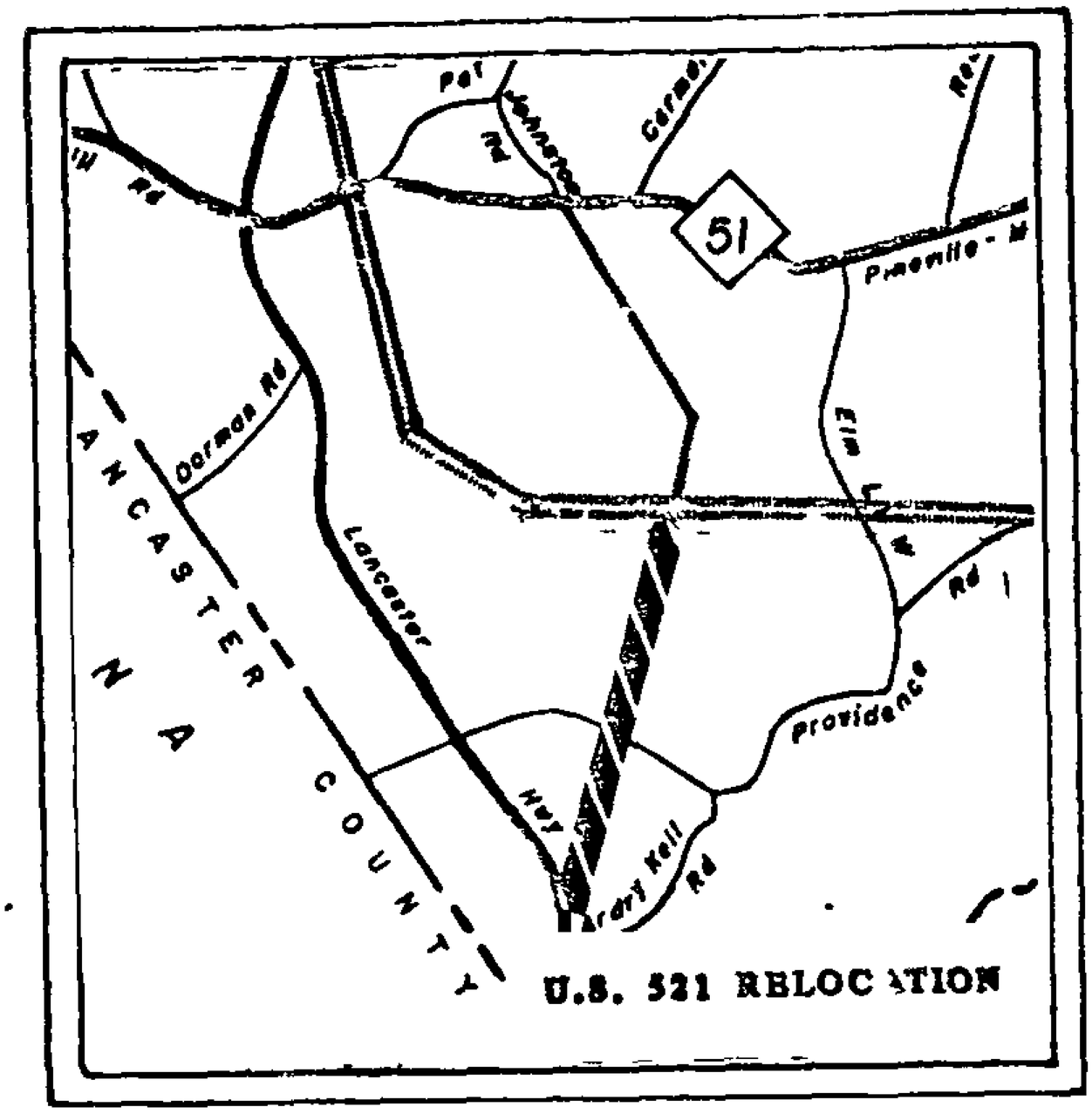
Independence Boulevard (U.S. 74) suffers from severe congestion and high accident rates from downtown all the way to the Union County Line.



PROJECT

U.S. 521 Relocation (Southern Outer Belt to South Carolina State Line)

This project provides for the relocation of U.S. 521 from the Southern Outer Belt to existing U.S. 521 near the state line. This project also provides for an interchange to be constructed at the U.S. 521/Johnston Road connector thus providing greater access to the Southern Outer Belt. The 2005 Generalized Land Plan recommends construction during the 1996-2005 time frame.



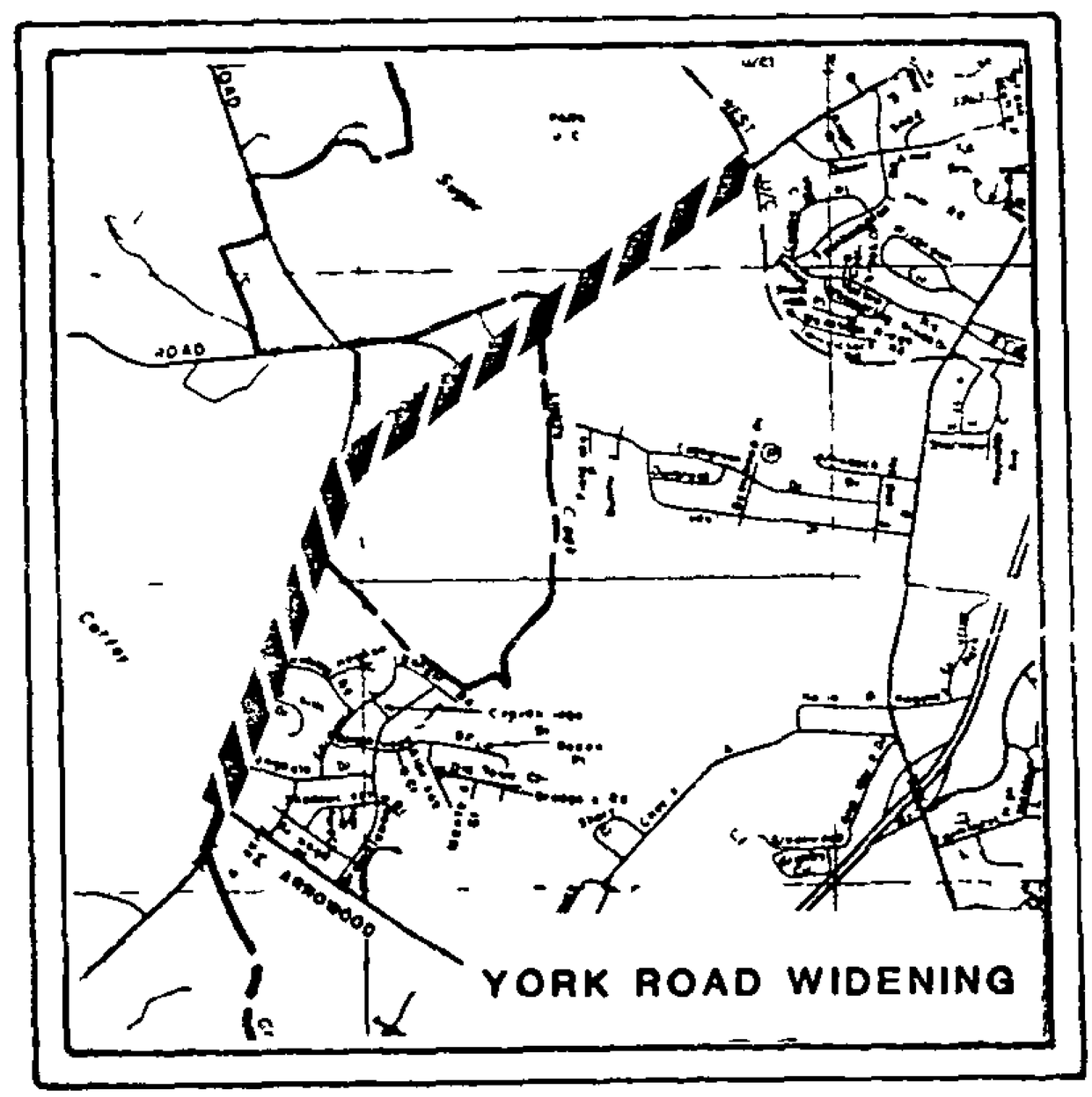
PROJECT

N.C. 49 South

This project provides for additional lanes to be added to N.C. 49 (York Road) from Tyvola Road to Carowinds Blvd.

Portions of York Road are currently over capacity and are expected to worsen over the next 10 years.

York Road provides access from southwest Mecklenburg County to downtown Charlotte and office areas along I-77 and the Billy Graham Parkway.



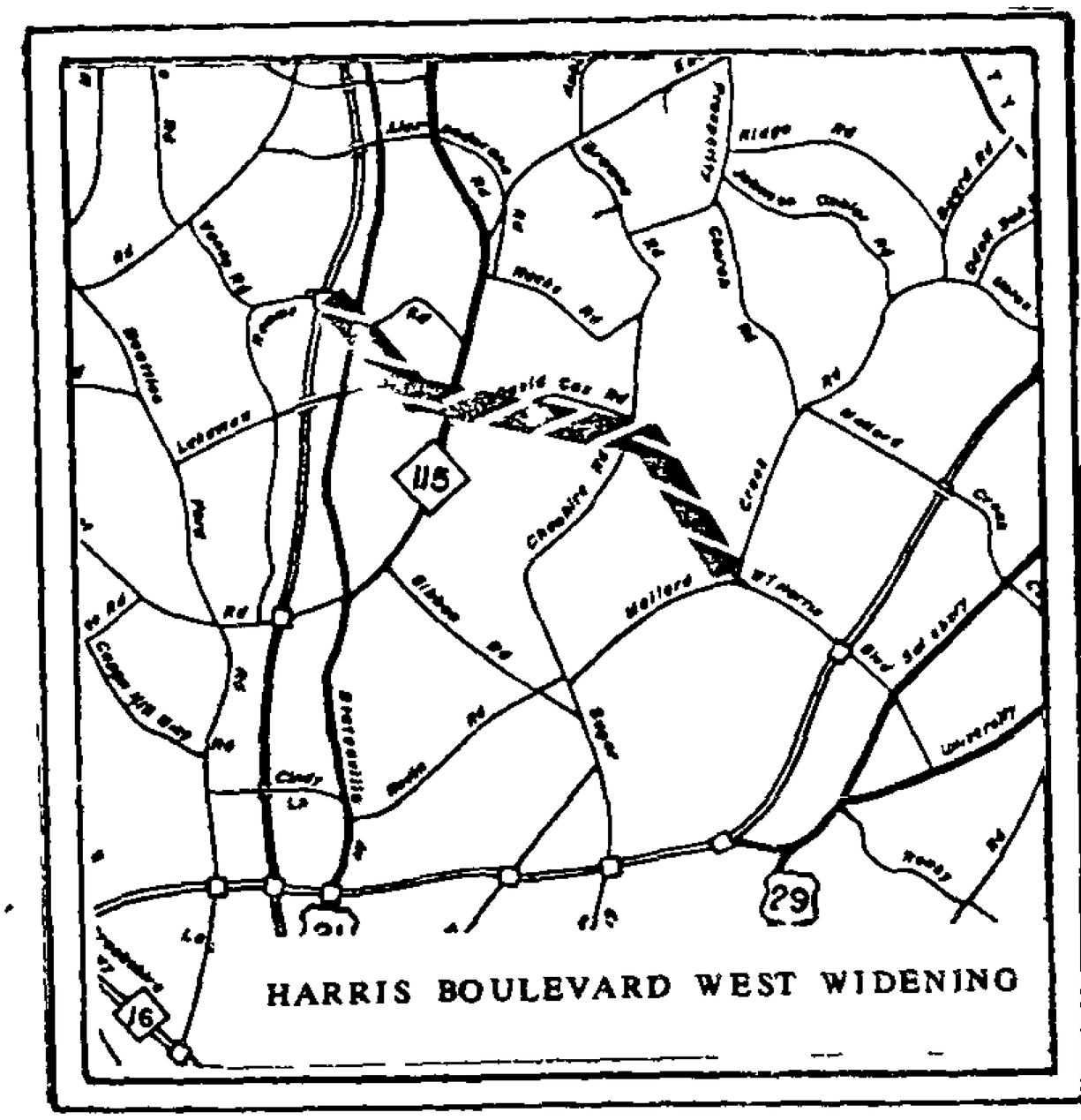
PROJECT

Harris Boulevard West
Widening (From Mallard Creek Road
to I-77)

This project provides for the widening of Harris Boulevard to four lanes from Mallard Creek Road to I-77.

Harris Boulevard is a two lane facility constructed in a four lane right-of-way, extending from Mallard Creek Road to I-77. By widening Harris Boulevard to a four lane facility, traffic congestion will be reduced, which will improve traffic flow and reduce the time vehicles spend idling, thus improving air quality.

Construction is scheduled to begin in FY1991 on this project.



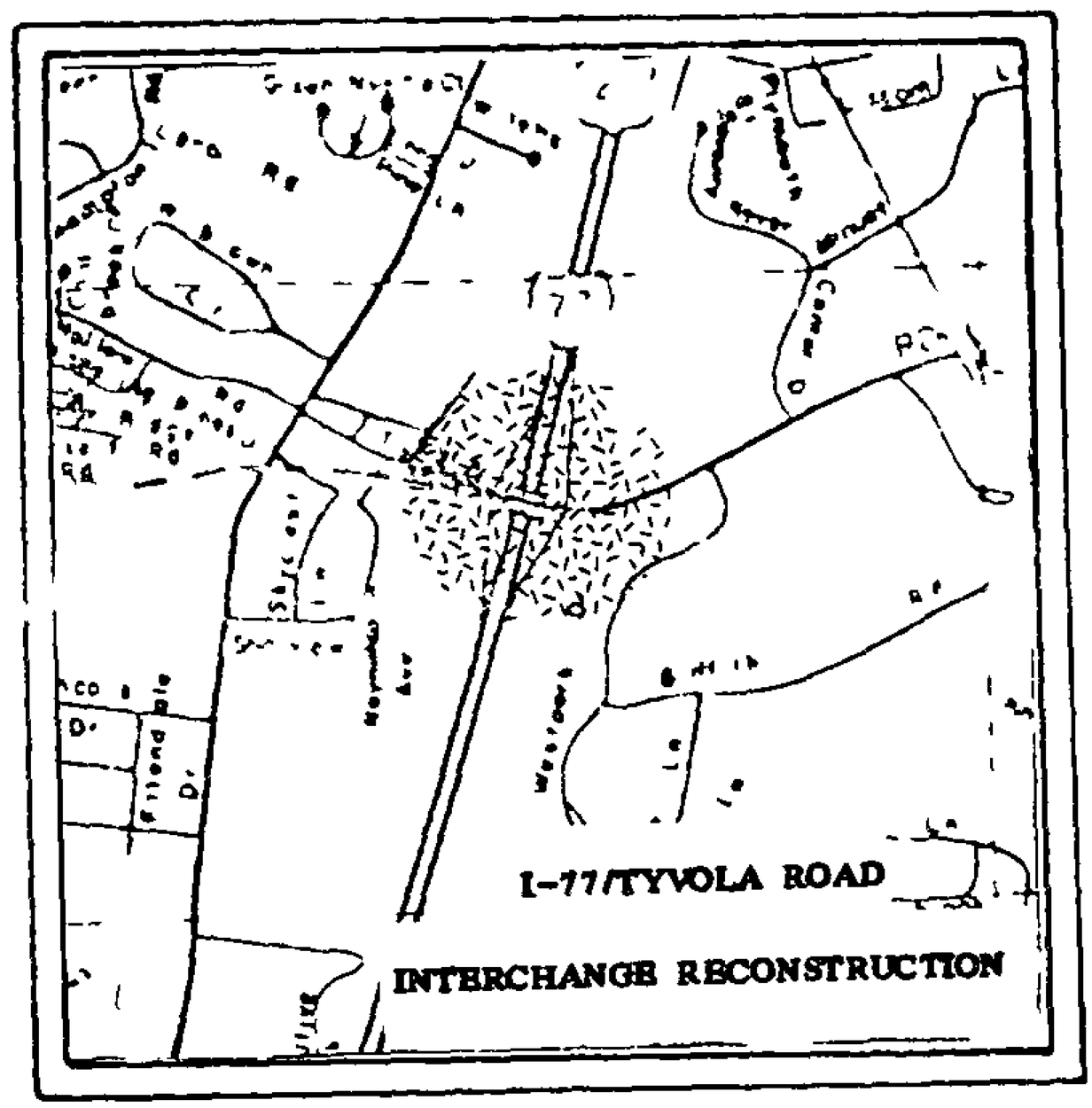
PROJECT

I-77/Tyvola Road
Interchange Improvements

This project provides for improvements to the I-77/Tyvola Road Interchange.

This interchange currently operates at below acceptable levels. During the peak hours, and before large events at the Charlotte Coliseum, traffic backs up along I-77 creating a dangerous situation.

This interchange improvement would also provide a widened Tyvola bridge over I-77. Traffic flow is currently restricted at this bridge due to its narrow width.



N.C. 73 Widening

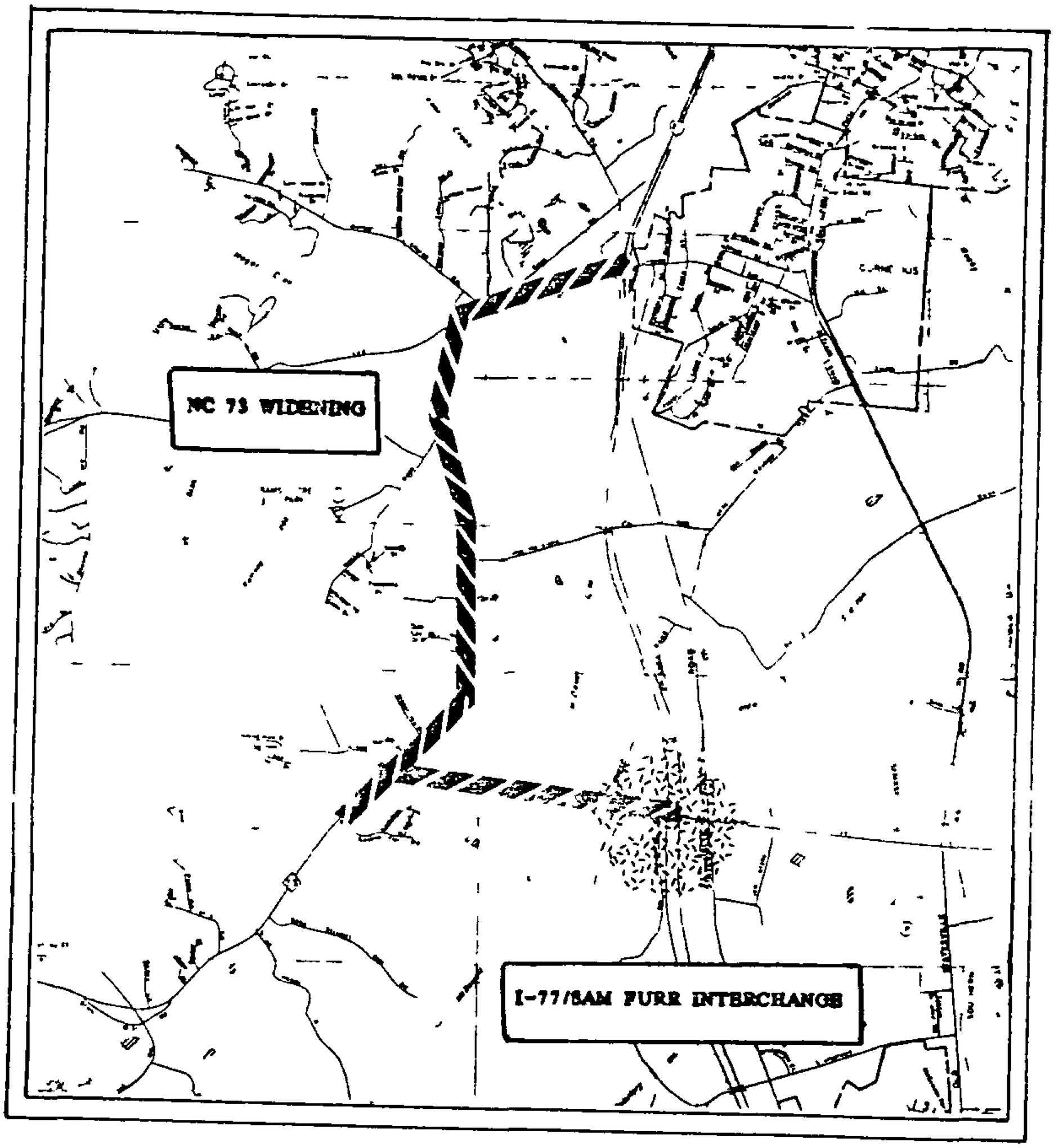
This project will provide for the widening of N.C. 73 to four lanes from I-77 to David Kenny Farm Road.

N.C. 73 suffers from congestion due to the lack of other access to Lake Norman in Mecklenburg County. This area is the third fastest growing area of Mecklenburg County with much of the growth occurring along N.C. 73.

I-77/Sam Furr Interchange

This project provides for a new interchange at I-77 and Sam Furr Road. Also included with this project are improvements to Sam Furr Road.

Once completed, this project will provide new access to Lake Norman, thus relieving severe congestion on N.C. 73 from I-77.

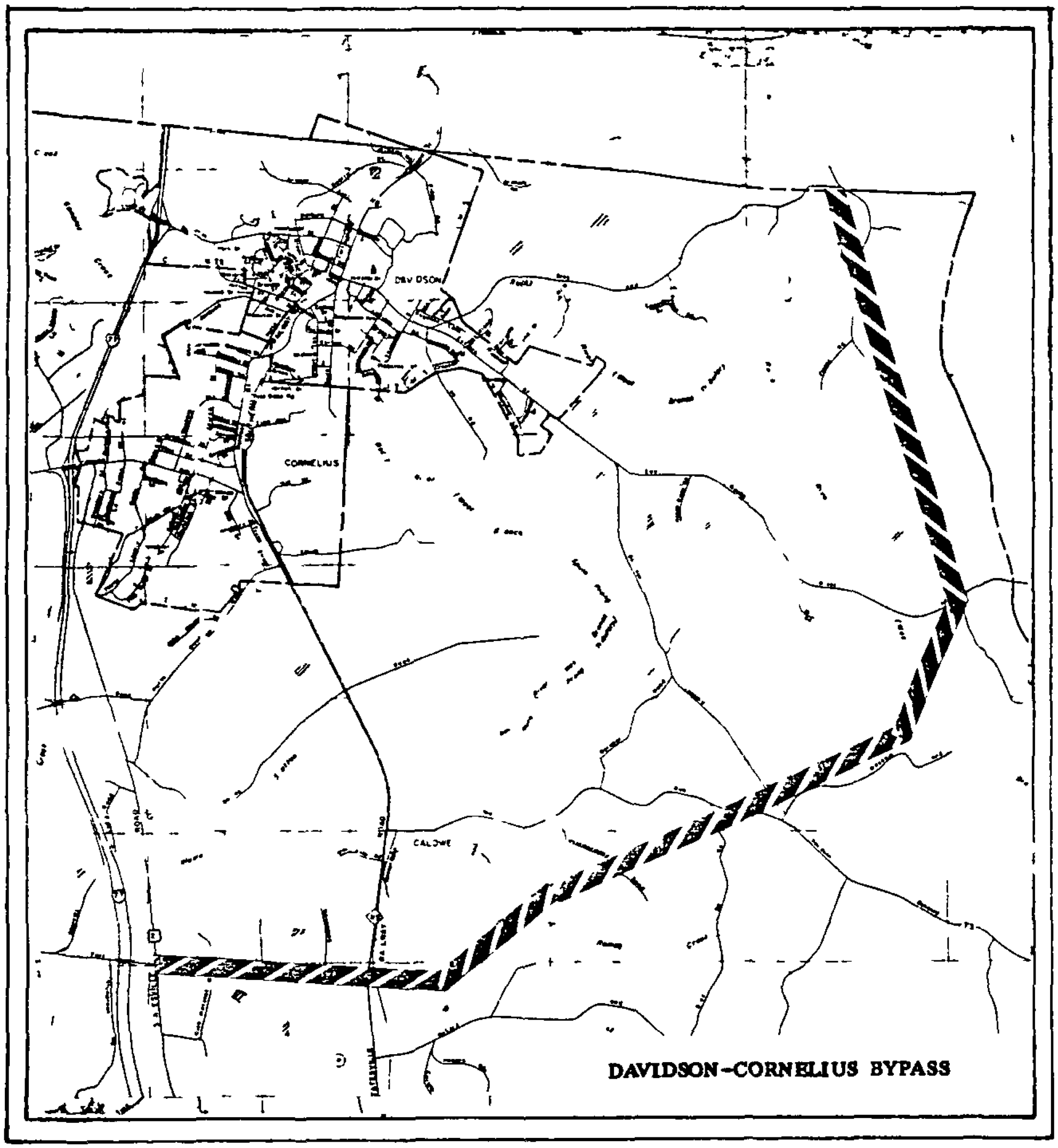


Davidson-Cornelius Bypass

This project provides for a bypass to be constructed to the east of the towns of Davidson and Cornelius in northern Mecklenburg County.

This bypass will use existing roads and new locations. Also provided with this project is a new interchange with I-77 in Iredell County.

This project will relieve congestion experienced in both Davidson and Cornelius.



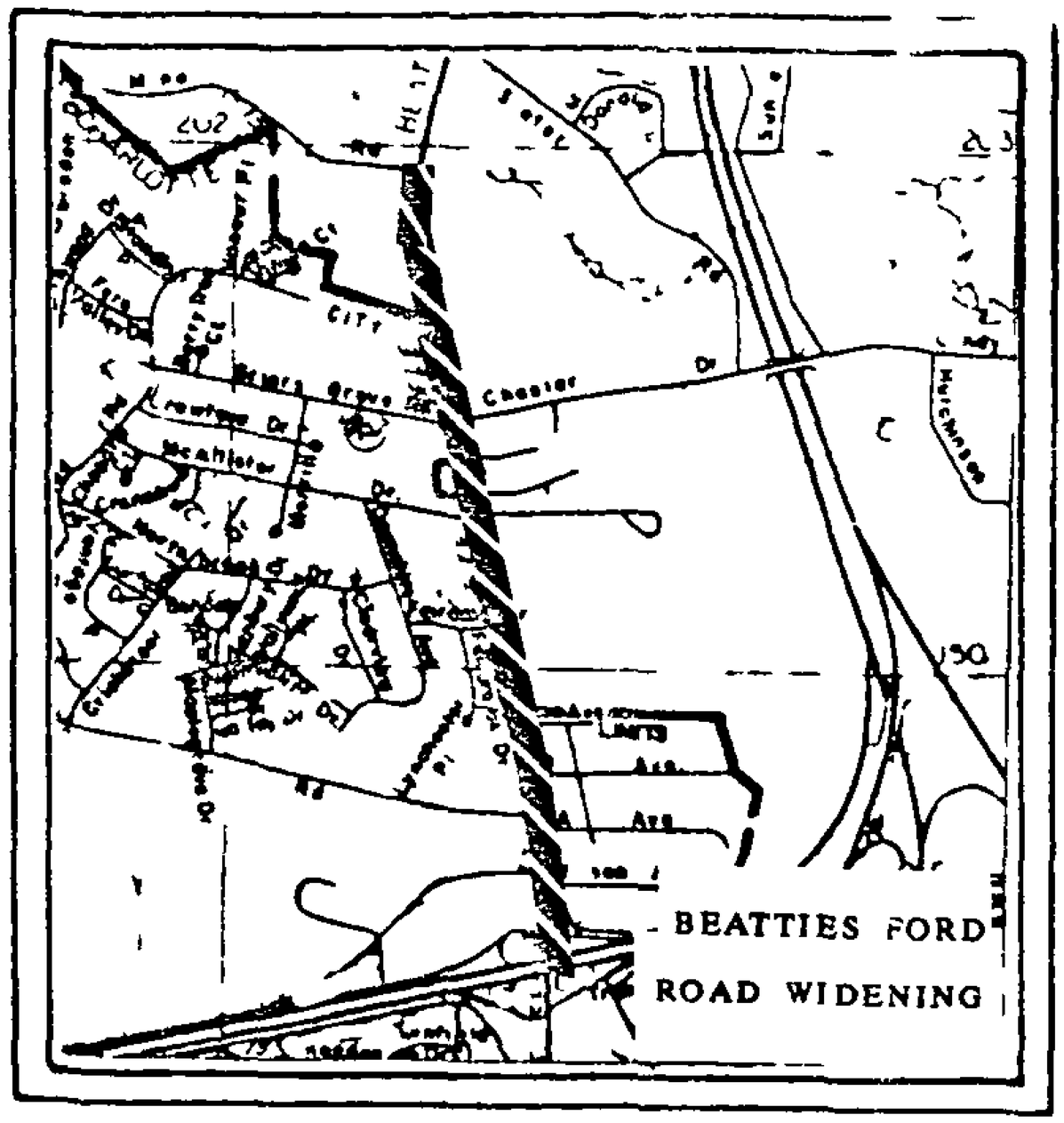
PROJECT

Beatties Ford Road Widening

This project provides for the widening of Beatties Ford Road between I-85 and Capps Hill Mine Road.

The need for this project is based on high traffic congestion and the need to improve access to the northwest area of the County. The traffic volume on this roadway is currently 19,000 vehicles per day, which is in excess of its design capacity of approximately 12,000 vehicles per day.

The project is ranked number 22 in the 1990 Transportation and Land Development Policy. Approved for construction in the 1987 Bond Referendum, the project will begin construction in FY1990.

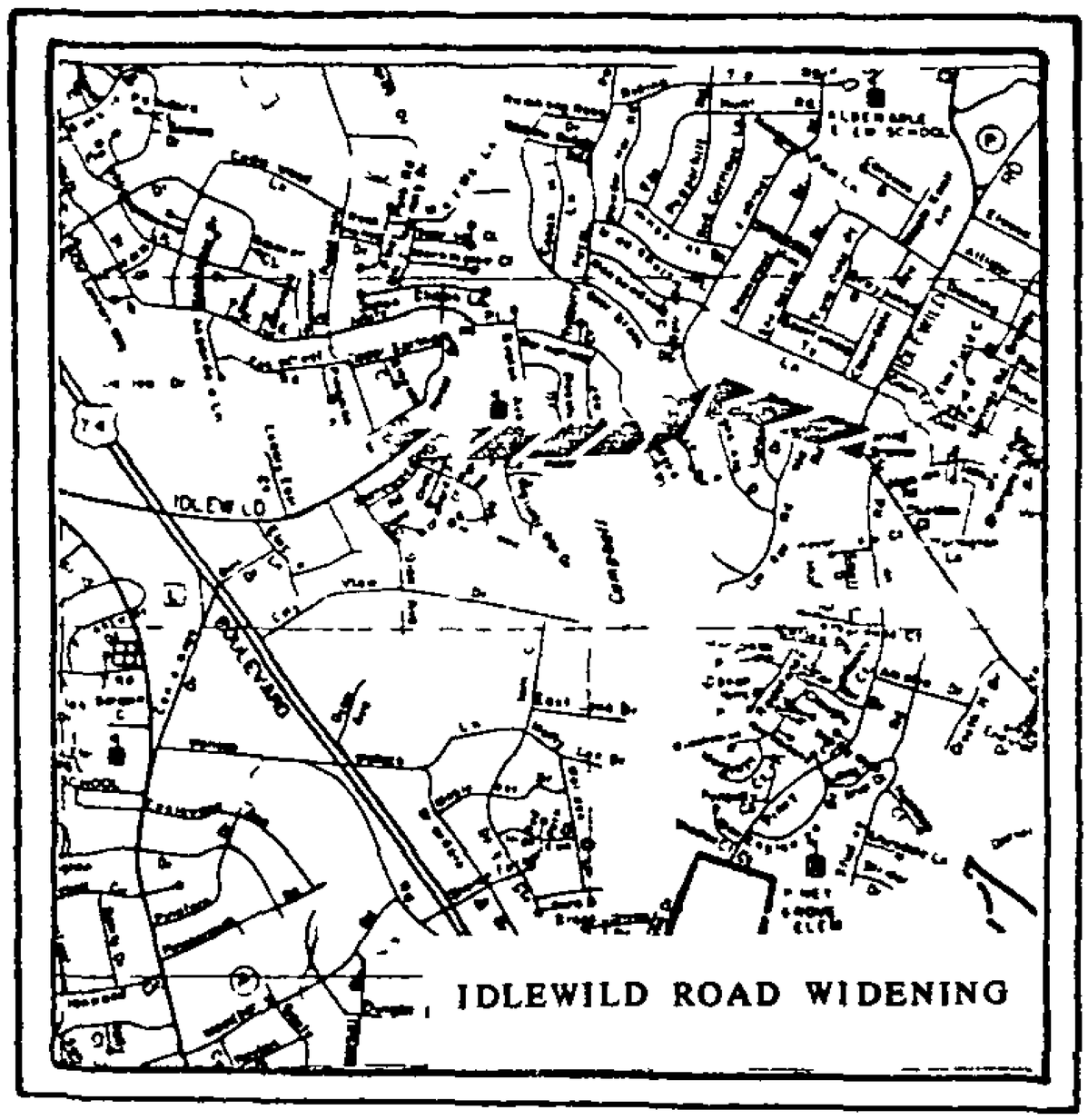


PROJECT

Idlewild Road Widening
(Electra Lane to Idlewild Road North)

This project will provide for the widening of Idlewild Road from Electra Lane to Idlewild Road North to a four lane arterial.

Volumes along this portion of Idlewild Road range from 23,000 to 29,000, far above its current capacity of 12,000 cars/day. This project will relieve that congestion and will thus improve air quality and energy consumption, and reduce accident potential.



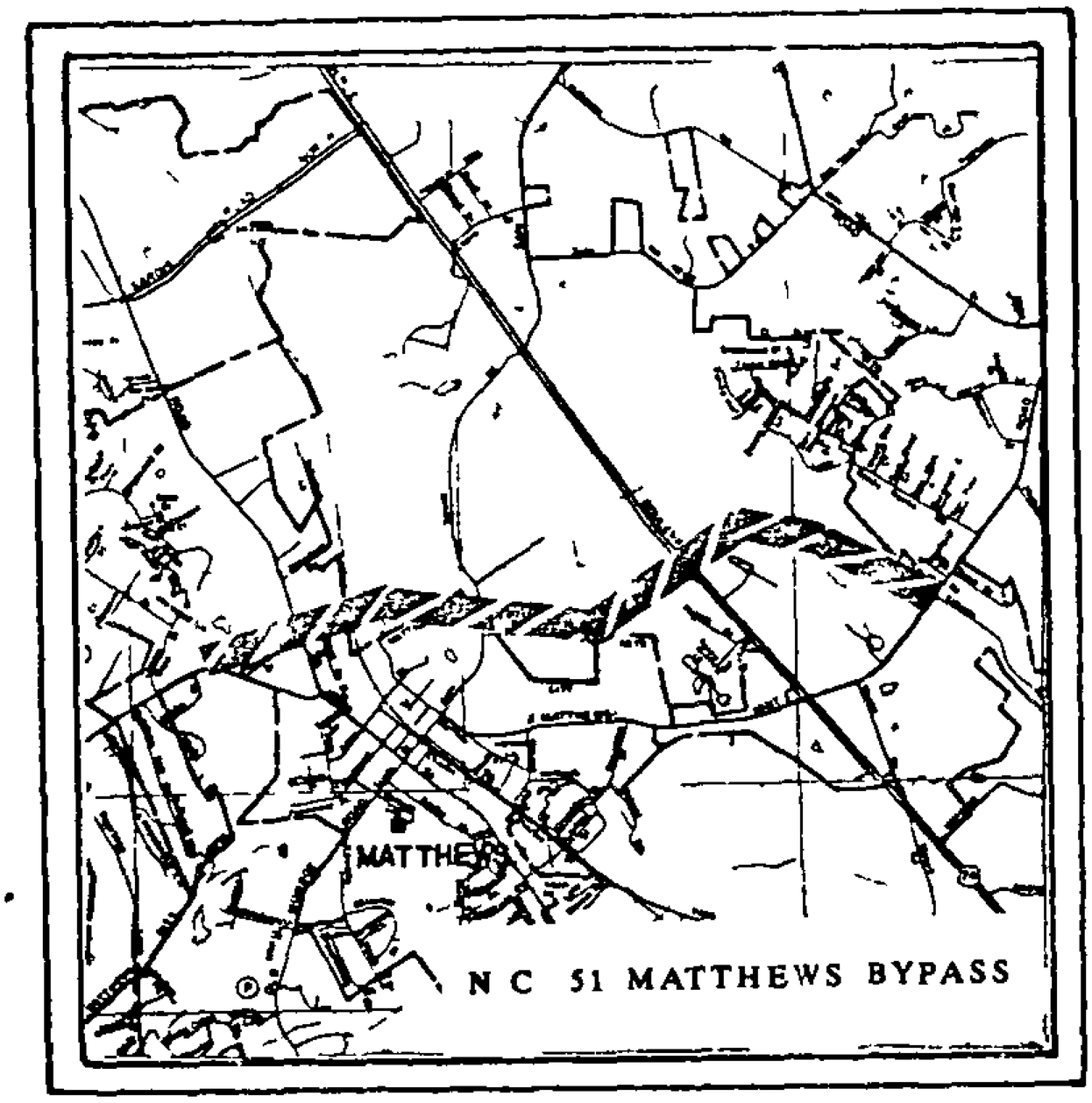
PROJECT

N.C. 51 Matthews Bypass

This project will construct a four lane divided road on a new location (including interchange with U.S. 74), to route traffic around the Town of Matthews.

This project is needed to relieve traffic congestion in rapidly growing south Mecklenburg and in the Town of Matthews. An improved system should reduce the change of accidents and improve air quality due to less vehicle idling time.

This North Carolina Department of Transportation project is scheduled to begin in FY 1990.



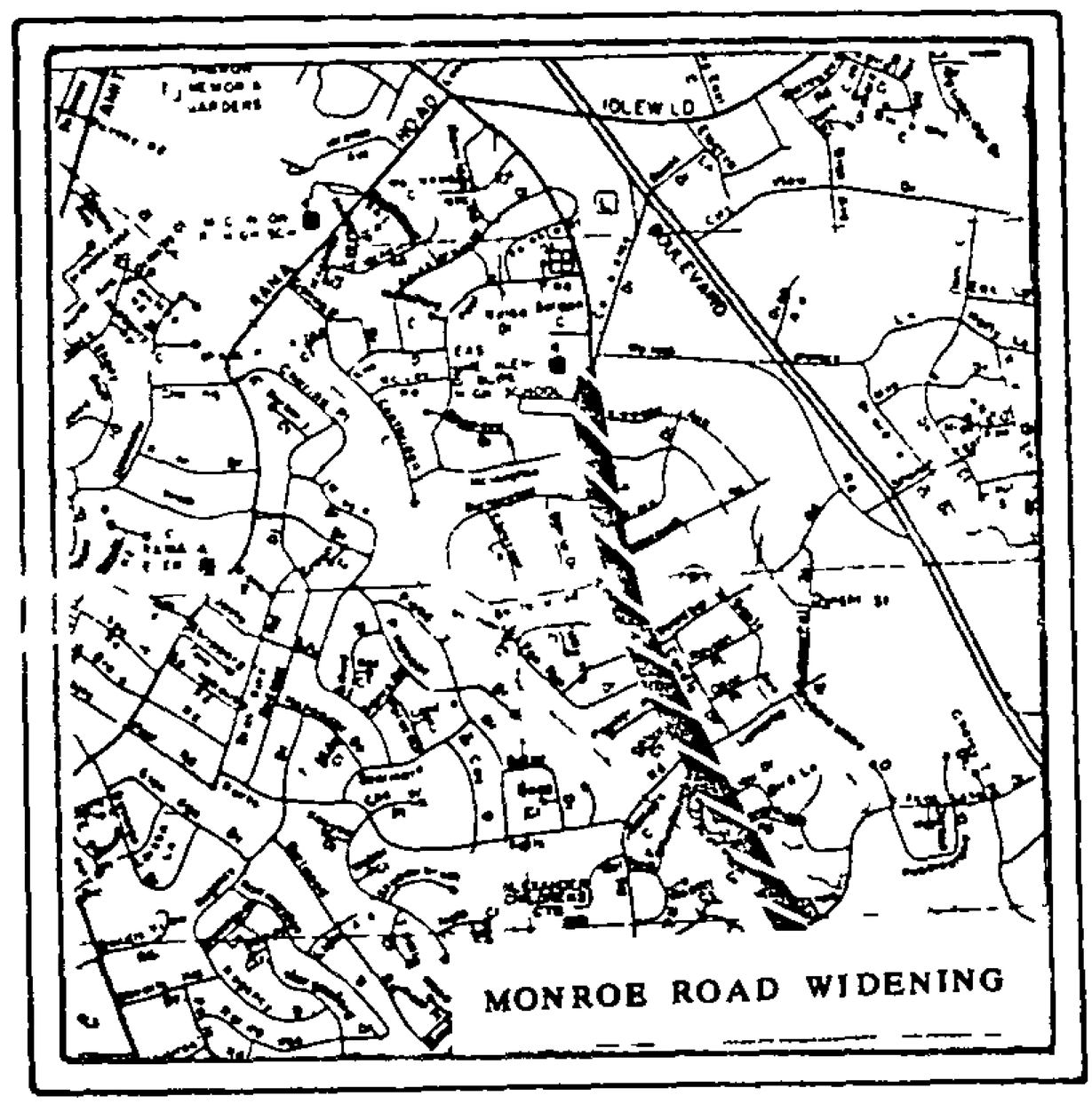
PROJECT

Monroe Road Widening

This project provides for the widening of Monroe Road between Conference Drive and Village Lake Drive.

The need for this project arises out of the current and projected traffic volume, currently 12,000-20,000 vehicles per day. These volumes currently exceed design capacity. Various subdivisions have partially widened the road. Widening the road to 4 lanes will enhance safety, and will improve air quality by decreasing idling time at substandard intersections. This project is ranked #10 in the 1990 Transportation and Land Development Policy.

This project was approved in the 1988 Bond Referendum with construction scheduled to begin in FY 1991.



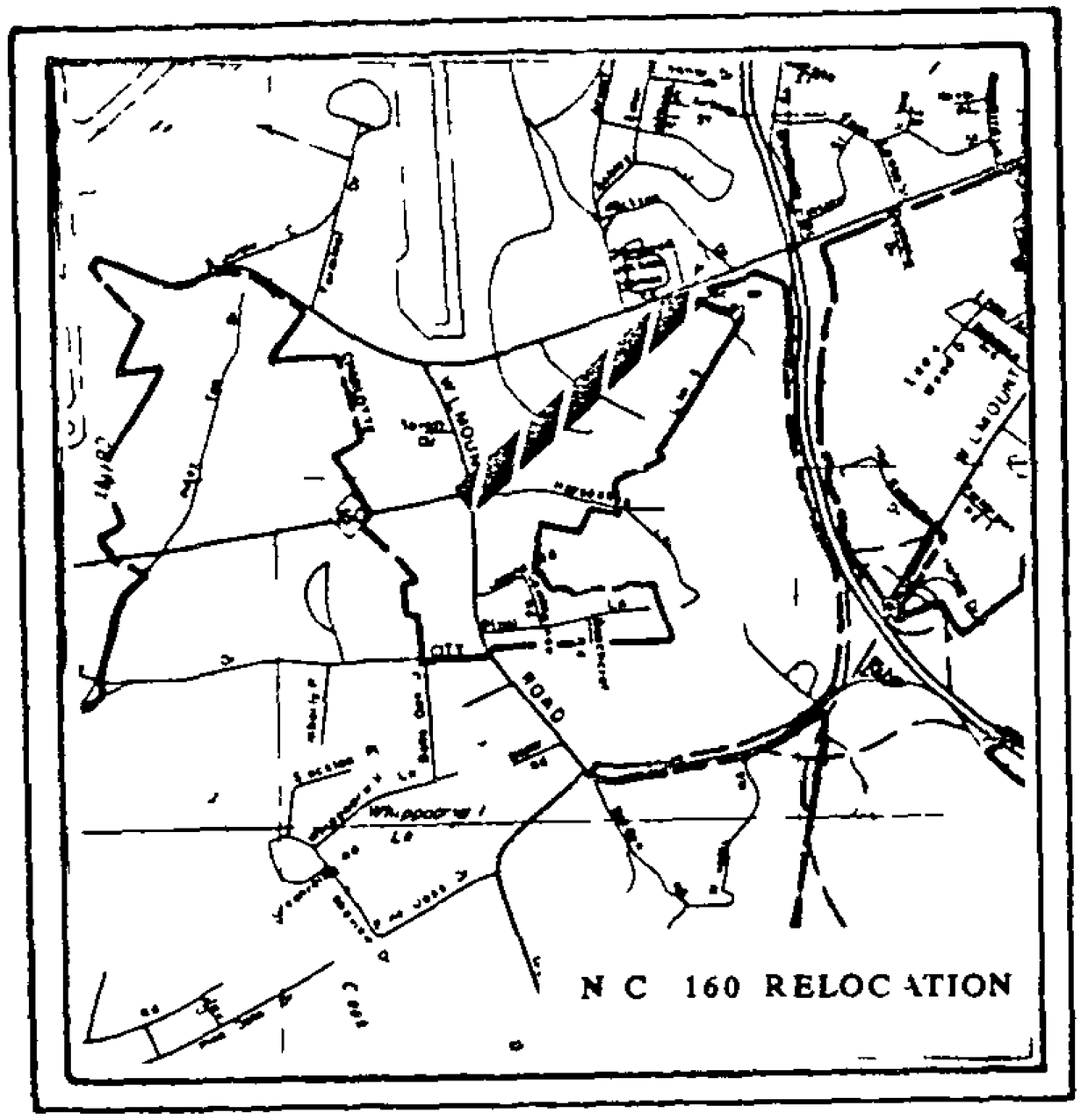
PROJECT

N.C. 160 Relocation

This project will construct a four-lane road on a new location between Wilmont Road and West Boulevard.

The project is needed to provide a better transportation system for West Charlotte and to allow for the extension of Runway 18L 36R at Charlotte/Douglas International Airport. The 2005 Generalized Land Plan advocates infrastructure improvements to the area to encourage a more balanced growth pattern for the county.

Construction of the project is scheduled for FY 1996 in the State's TIP, however the schedule may be accelerated due of the needs of the airport.



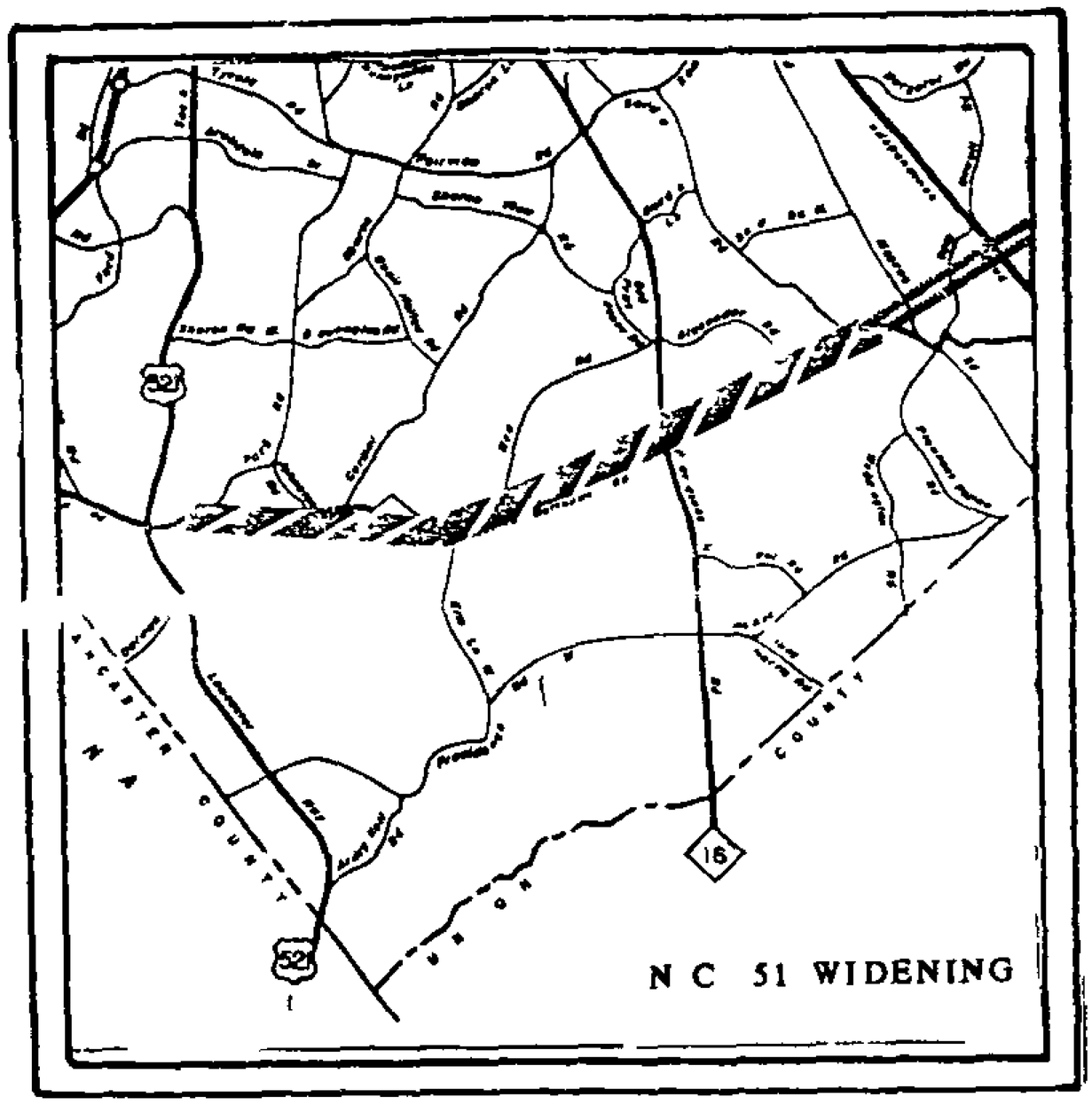
PROJECT

N.C. 51 Widening

This project provides for the widening of N.C. 51 from Pineville to Matthews.

The need for this project is based upon high congestion. Traffic volumes range from 17,000-36,000 vehicles per day on a thoroughfare designed for only 12,000 vehicles per day. A significant portion of the right-of-way for this project was purchased during the reconstruction of N.C. 51. In addition, several intersections already exceeding traffic capacity will be improved in order to increase safety. This project is ranked #19 in the 1990 Transportation and Land Development Policy.

Currently under construction, this will continue through FY 1991.

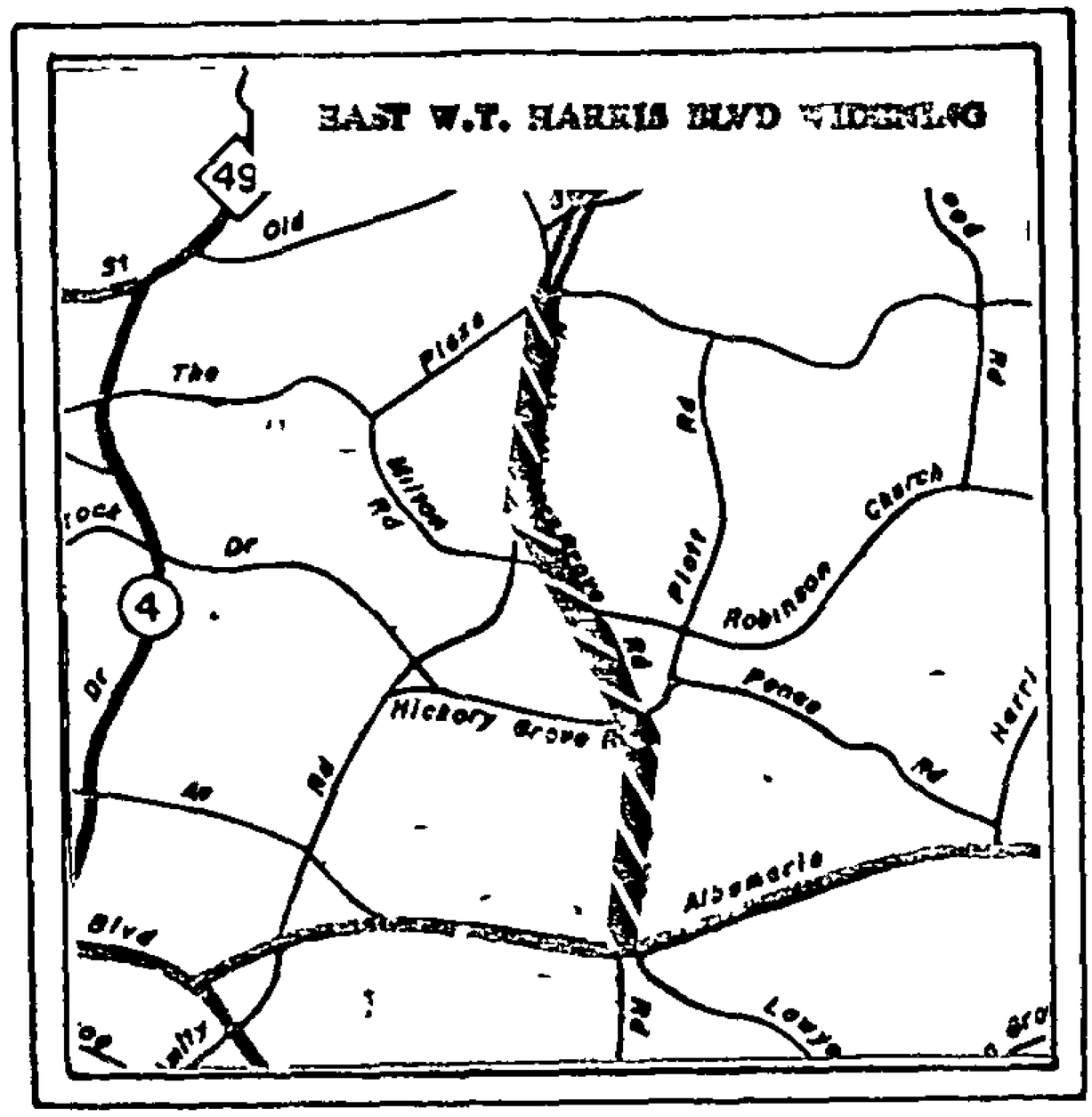


PROJECT

East W.T. Harris Boulevard

This project provides for the widening of East W.T. Harris Boulevard between The Plaza and Albemarle Road. This roadway will be widened to four and six lanes, according to future projections.

East W.T. Harris Boulevard currently carries from 16,000 to 27,000 vehicles/day on a road designed for a capacity of 12,000. This circumferential suffers from severe congestion caused by suburban trips between the eastern and northeastern areas of the city. East W.T. Harris Boulevard act as the major carrier of traffic from the heavily populated east and southeast areas of town to UNCC and the University Research Park.

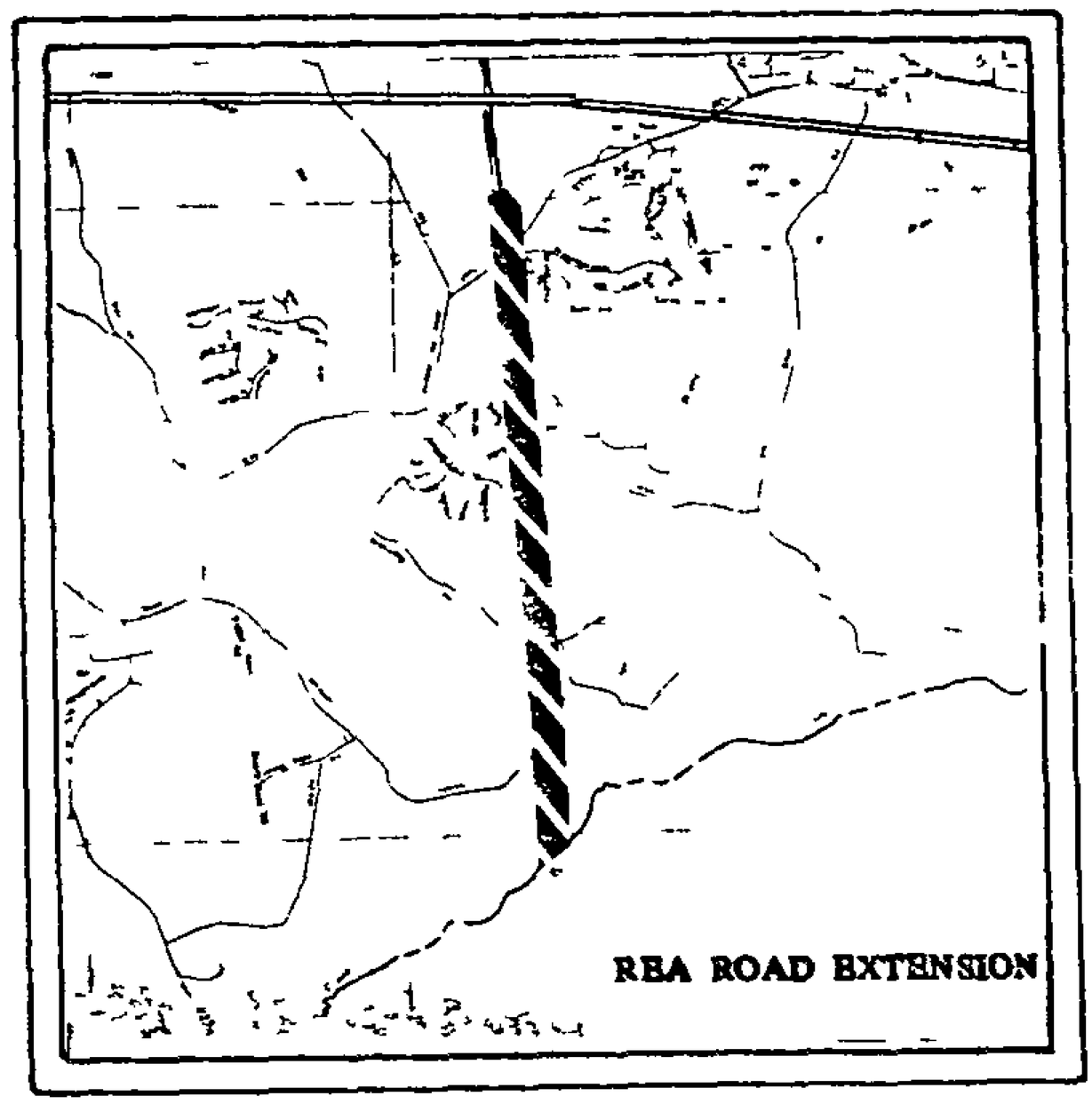


PROJECT

Rea Road Extension
(Southern Outer Belt to Union County)

This project provides for the construction of Rea Road from the Southern Outer Belt into Union County.

This project is needed to provide better access to rapidly developing areas of South Mecklenburg and Union County. Rea Road Extension will also provide an alternative route to

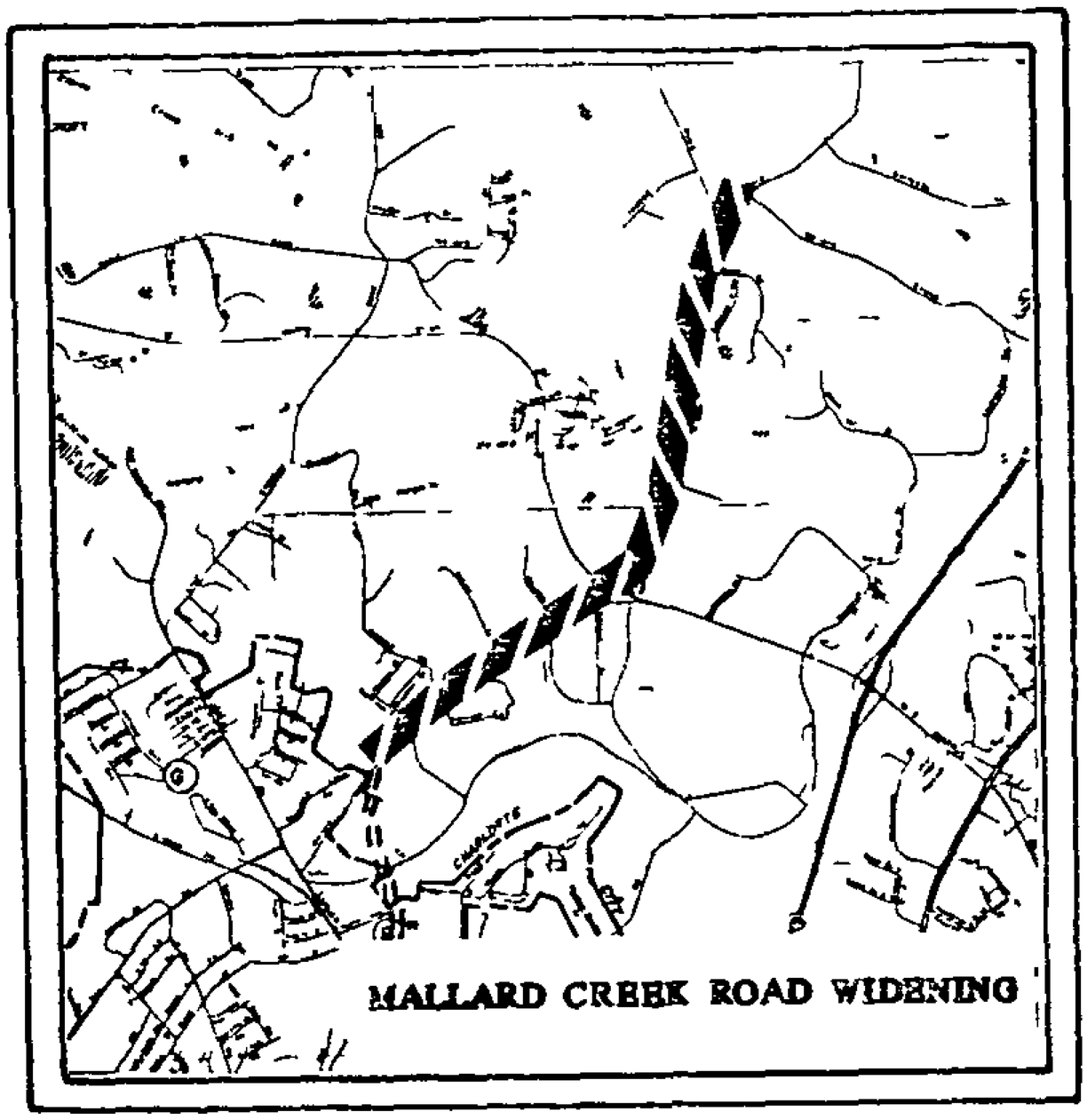


PROJECT

Mallard Creek Road Widening
(Graham Street Extension to
Mallard Creek Church Road)

This project provides for the widening of Mallard Creek Road to four lanes from the proposed Graham Street Extension to Mallard Creek Church Road.

Widening of Mallard Creek Road will increase the capacity of the facility thus avoiding projected congestion. This project will also provide greater access to the growing University Research Park from the Derita, Sugar Creek Road, and Graham Street areas.

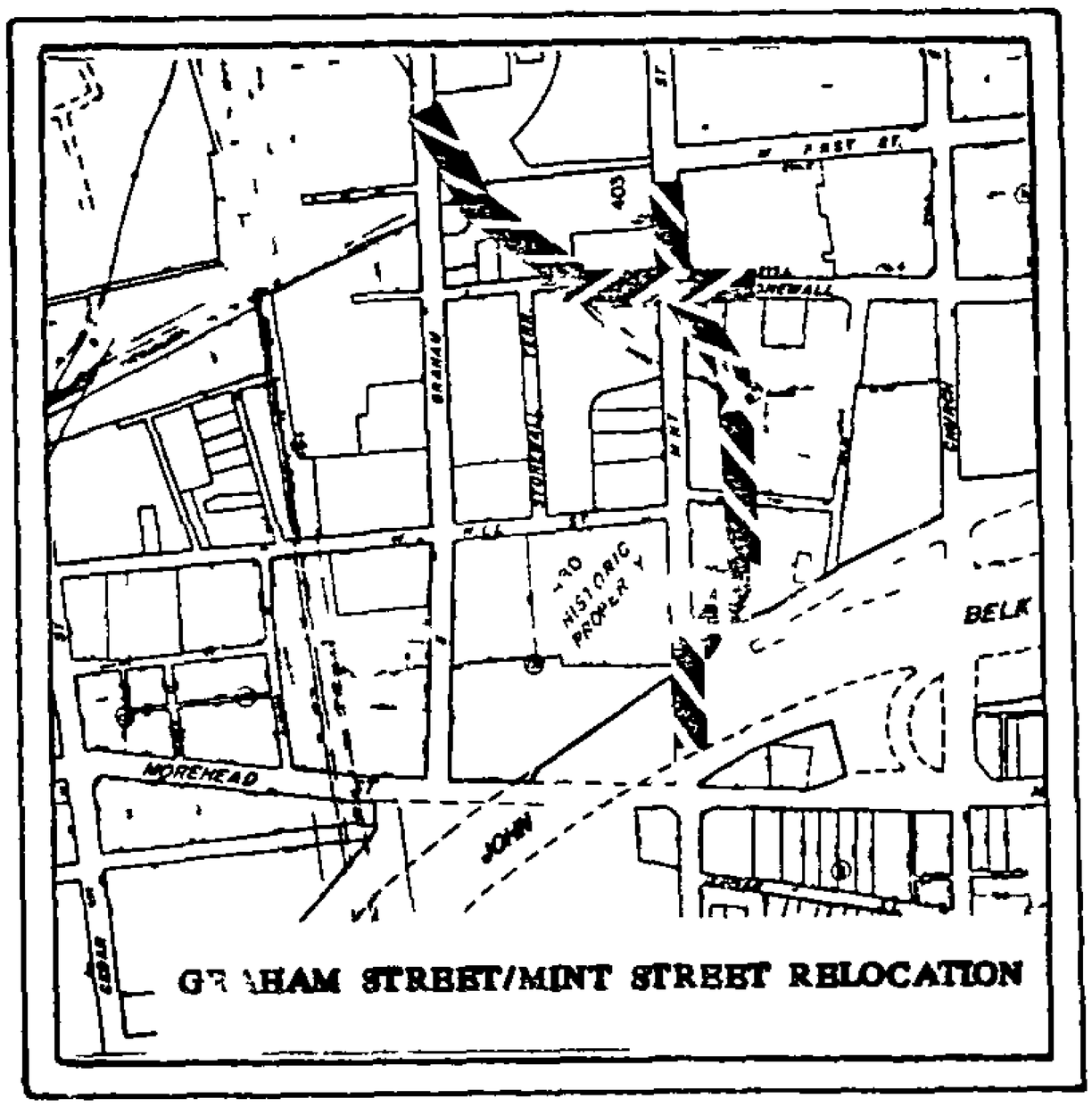


PROJECT

Graham Street/Mint Street
Relocations

This project provides for the relocation of Graham Street and Mint Street around the proposed NFL Stadium.

If Charlotte is awarded an NFL Franchise, and the stadium were to be built downtown, these two streets would need to be slightly moved to accommodate the stadium.

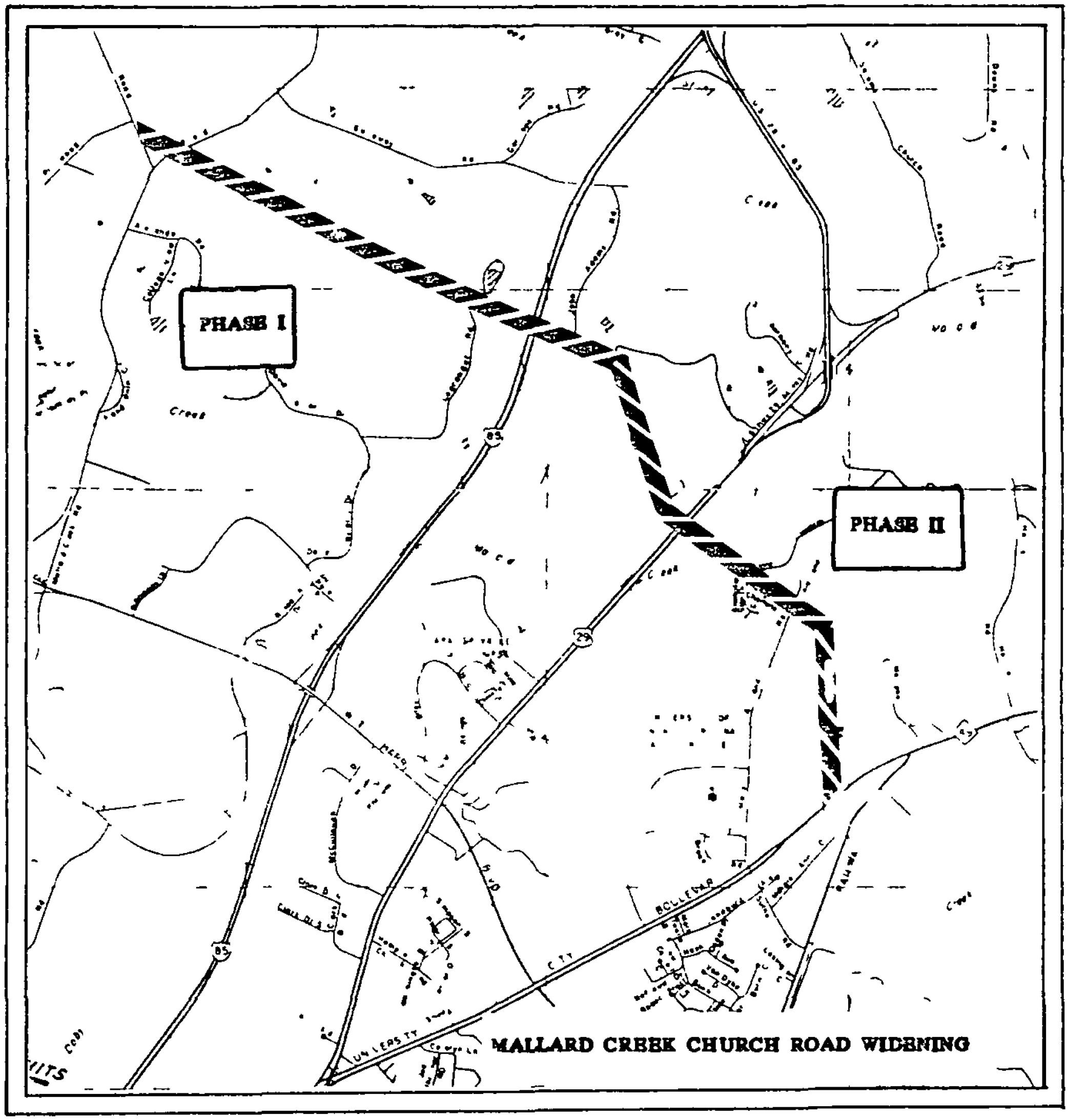


Mallard Creek Church Road Widening (PH. I & II)

These projects provide for the widening of Mallard Creek Church Road to four and five lanes from Mallard Creek Road to N.C. 49.

This corridor is developing as part of the University Research Park west of I-85, and as higher density residential east to N.C. 49.

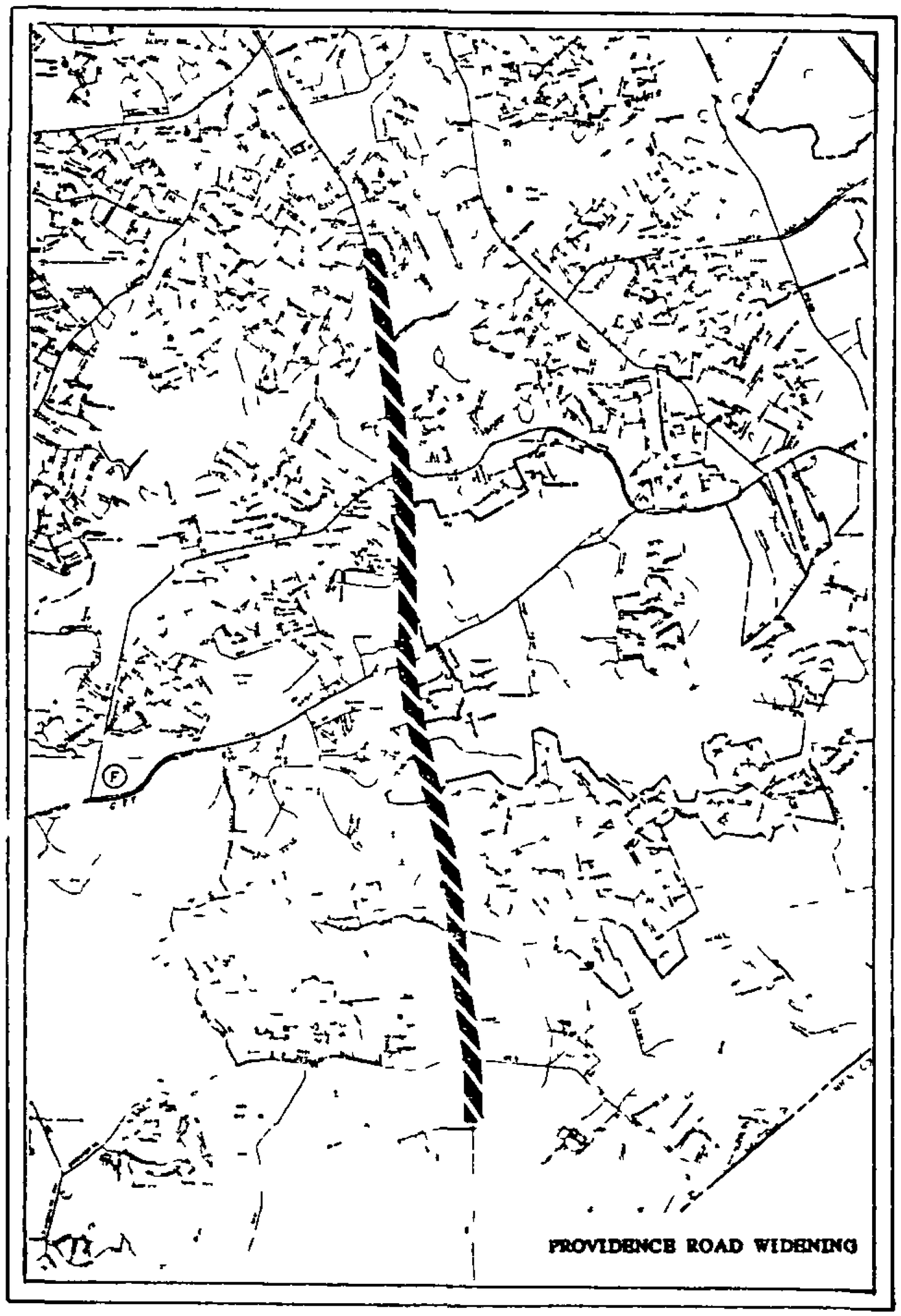
Mallard Creek Church Road will become part of a major circumferential which will eventually extend to Sardis Road in Southeast Charlotte.



Providence Road Widening (International Drive to Southern Outer Belt)

This project will widen Providence Road to four lanes from International Drive to the Southern Outer Belt.

The widening of Providence Road is needed to provide better transportation access for rapidly growing south Charlotte. Traffic volumes now exceed design capacity and are expected to worsen over the next 10 years. This project will relieve congestion and reduce accident potential. Improving traffic flow and reducing the time vehicles spend idling improves air quality and saves energy.



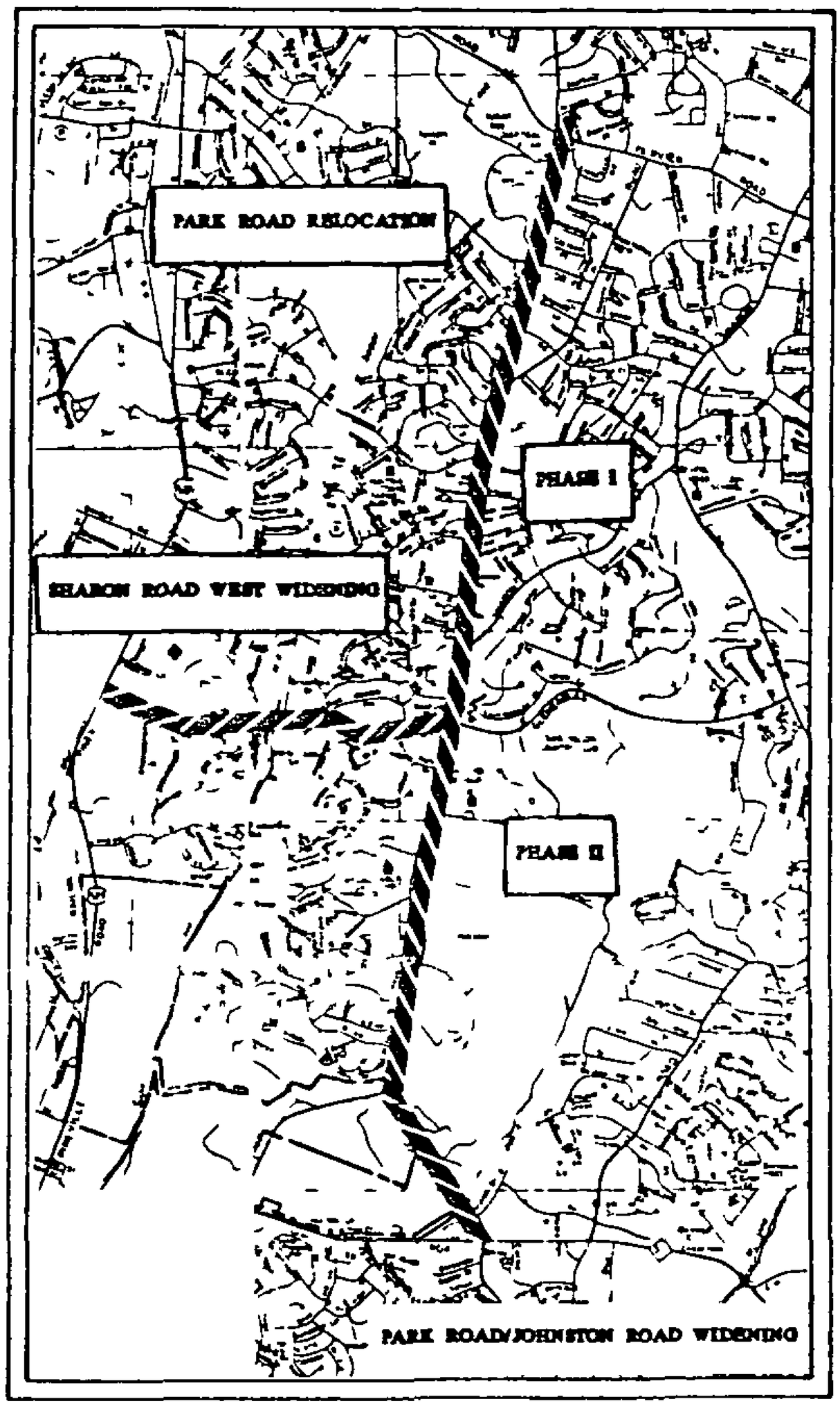
Park Road Realignment, Park Road/Johnston Road Widening, Sharon Road West Widening

These projects provide for the needed improvements to the Park Road/Johnston Road Corridor from Tyvola Road to N.C. 51. Park Road currently carries between 20,000 - 30,000 cars/day on a roadway with a capacity of 12,000 cars/day. Park Road experiences congestion much of the day and completely breaks down during peak hours.

Park Road is currently being realigned to provide a direct, thru-movement between Tyvola Road and Goneaway Road.

From Goneaway Road, Park Road and Johnston Road will be widened to four and six lanes south to N.C. 51.

In addition, this project provides for the widening of Sharon Road West between Park Road and South Boulevard.



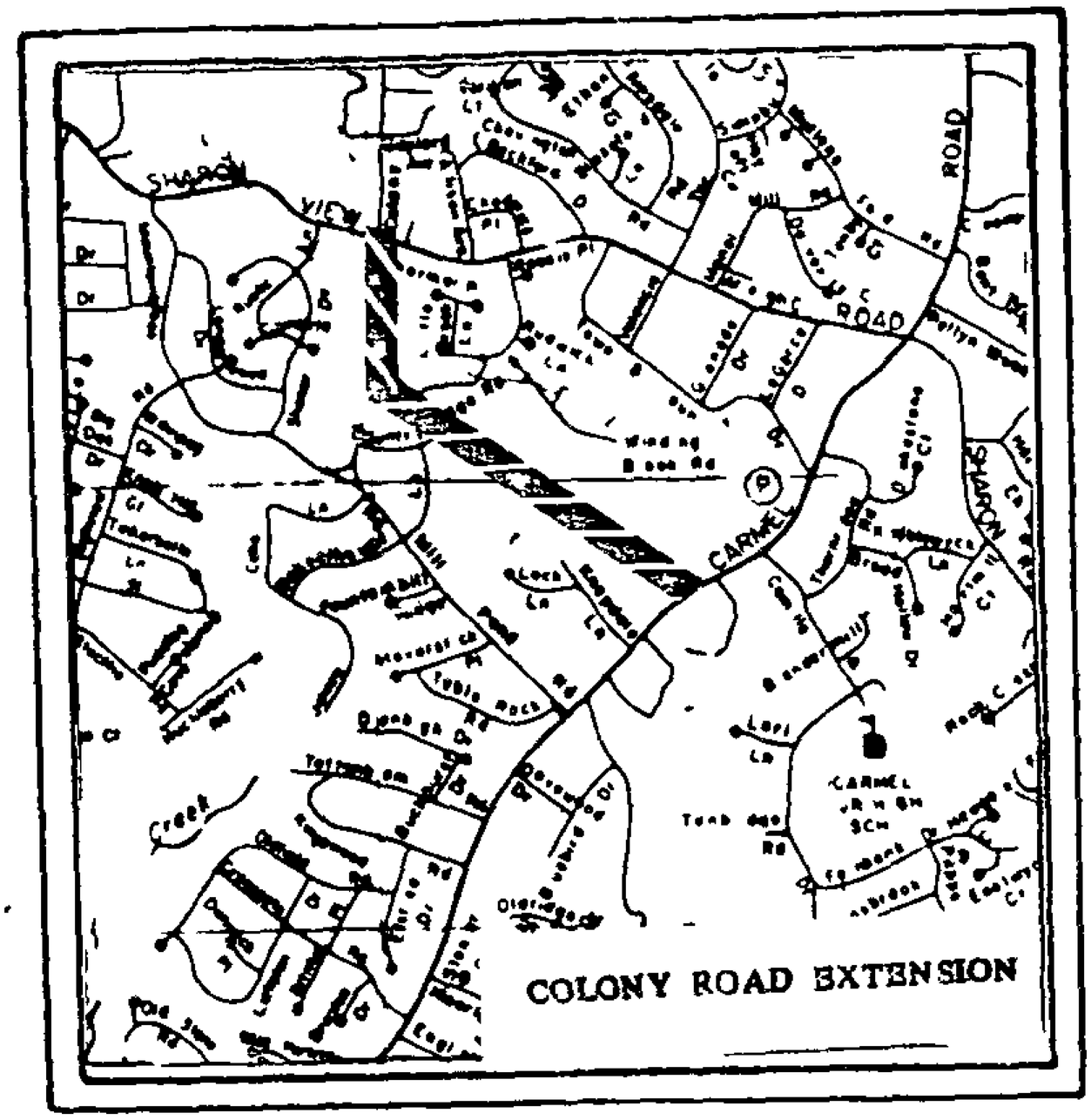
PROJECT

Colony Road Extension
(Sharon View Road to Carmel Road)

This project will extend Colony Road from Sharon View Road to Carmel Road, .6 miles, by construction of a two lane median-divided road in a new location.

This project is needed to relieve traffic congestion in the rapidly growing south Charlotte area. 2005 Generalized Land Plan projections show that the area will continue to grow at a rapid pace over the next twenty years, and traffic has already become a problem with the current population level.

This project was approved in the 1987 construction to begin in FY 1991.

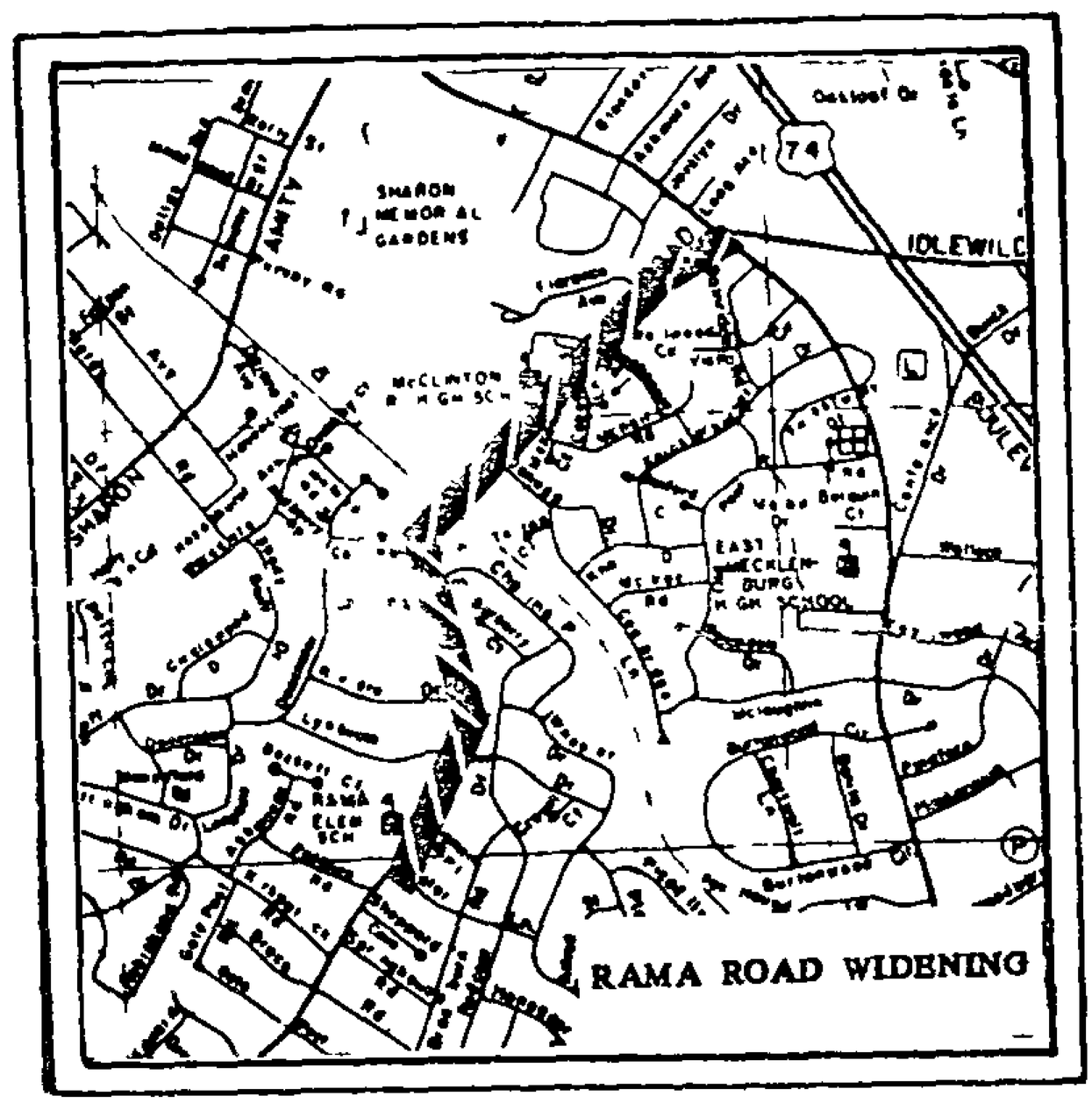


PROJECT

Rama Road Widening

This project provides for the widening of Rama Road to four lanes between Lynbrook Drive and Monroe Road.

The need for this project is based on traffic congestion, roadway system continuity, and an unsafe alignment of the road. Existing traffic volumes on Rama Road exceed 10,000 vehicles per day and the design capacity of the roadway is approximately 8,000 vehicles per day. The roadway widening will complete the circumferential route between I-77 and Independence Boulevard in the southeastern section of Charlotte. This project is ranked number 27 in the 1990 Transportation and Land Development Policy and construction is scheduled for completion in FY 1991.



PROJECT

Shamrock Drive Widening (Eastway Drive to Sharon Amity Road)

This project would widen Shamrock Drive to four lanes from Eastway Drive to Sharon Amity Road (2.0 miles).

The project is needed to relieve traffic congestion. Traffic volumes currently exceed design capacity and will worsen within ten years. Widening the road should also reduce the time vehicles spend idling, which will improve air quality and reduce energy use. An improved facility should also reduce accident potential. This project ranks 32 in the 1990 Transportation and Land Development Policy.

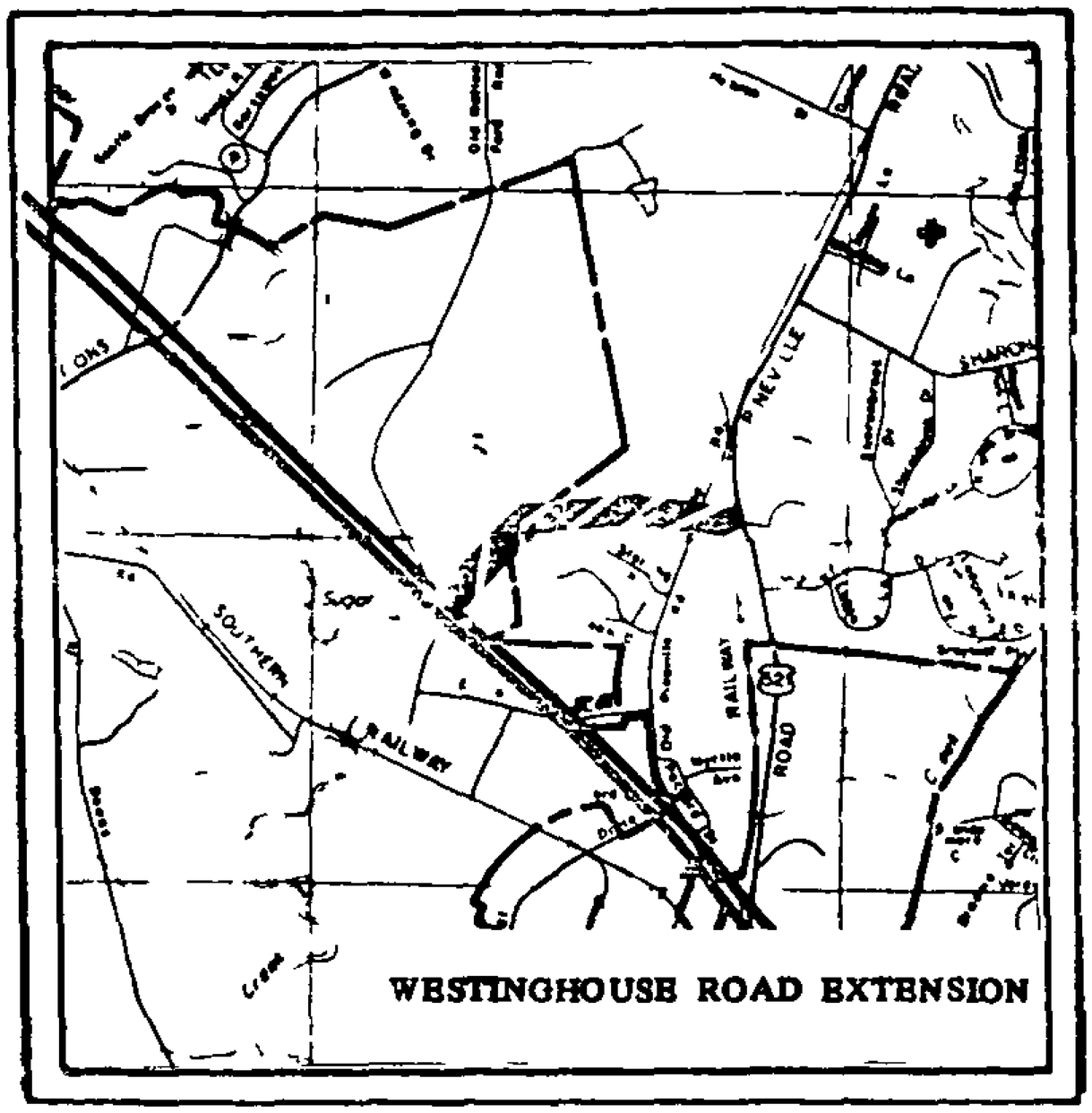
Funding for this project was approved in the 1988 city bond referendum and construction is scheduled to begin in FY 1992.

PROJECT

Westinghouse Boulevard Extension (U.S. 521 to Old Nations Ford Road)

This project provides for the extension of Westinghouse Boulevard from U.S. 521 to Old Nations Ford. This portion of Westinghouse Boulevard will be a four-lane minor thoroughfare with an interchange with the Southern Outer Belt.

This project will provide a higher level of connectivity between the Proposed Industrial Park and South Charlotte than currently exist. Westinghouse Extension will also provide access to those properties which will lose their access when the Southern Outer Belt is completed.

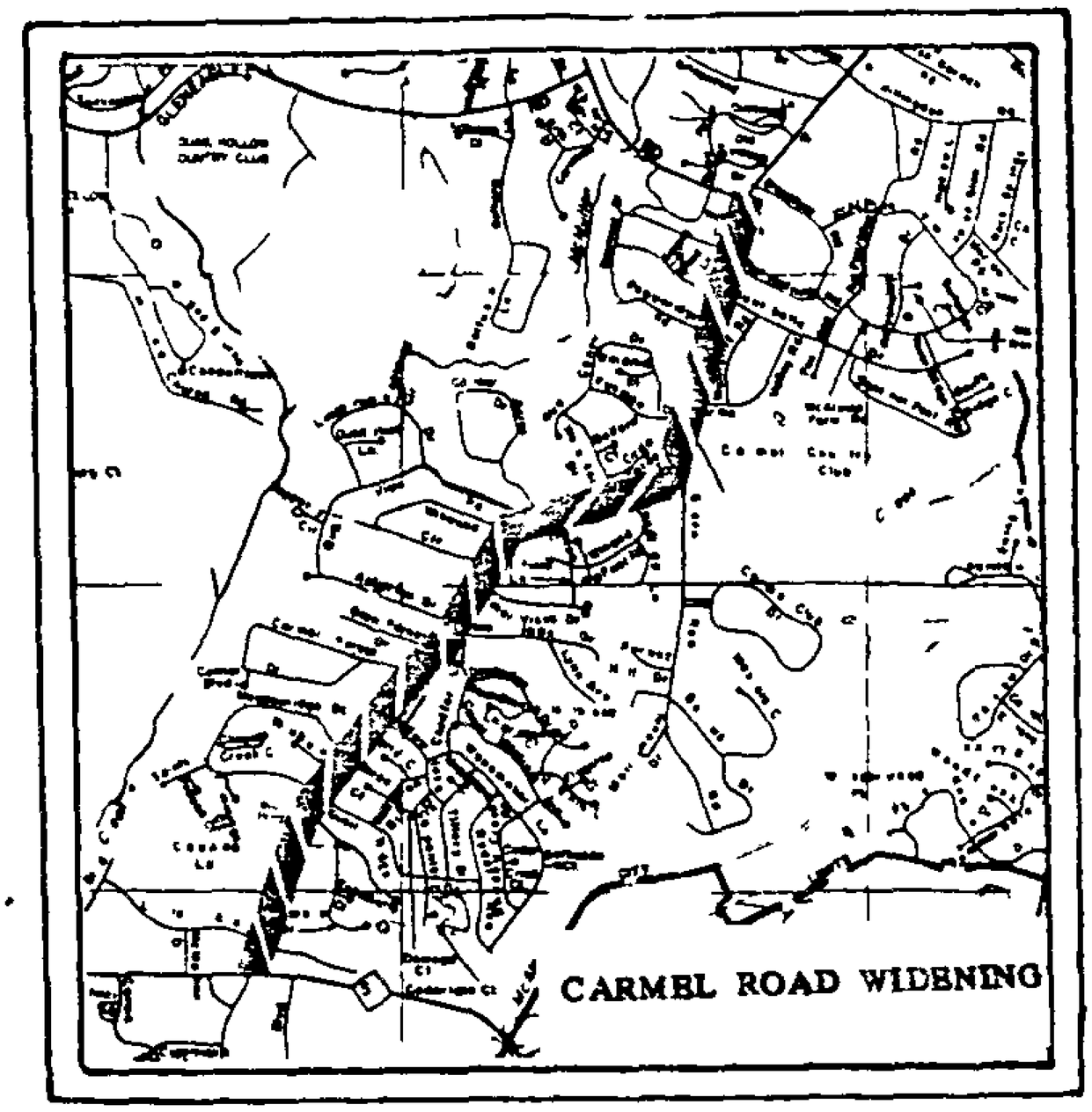


PROJECT

Carmel Road Widening (Quail Hollow Road to N.C. 51)

This project will widen 2.4 miles of Carmel Road to four lanes between N.C. 51 and Quail Hollow Road with turn lanes at major intersections.

This project is needed to help relieve traffic congestion in rapidly growing south Charlotte. Within ten years, traffic volumes will exceed design capacity. The widening of Carmel Road should reduce accident potential and also cut down on the time vehicles spend idling, which will improve air quality and result in energy savings.

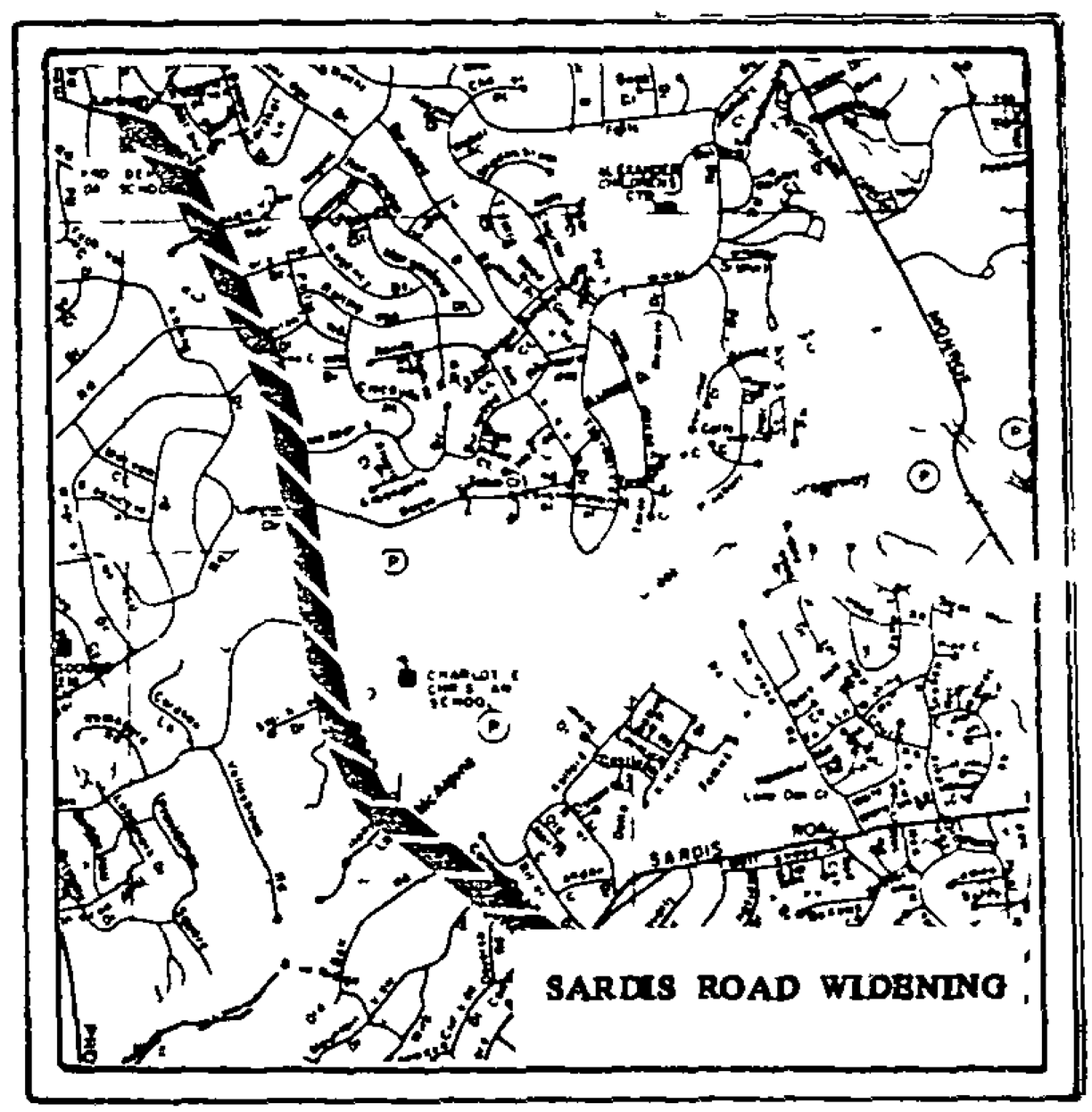


PROJECT

Sardis Road Widening (Rama Road to Sardis Road N.)

This project will widen Sardis Road to four lanes from Rama Road to Sardis Road North, a distance of 2.2 miles.

The project is needed to improve traffic flow and reduce congestion in fast-growing southeast Charlotte. Traffic volumes will exceed design capacity within ten years. An improved facility would reduce accident potential and let the vehicles spend idling, thus improving air quality and saving energy.



PROJECT

Milton Road Widening

This project will widen Milton Road to four lanes from The Plaza to Sharon Amity, a distance of 1.3 miles.

The project is needed to relieve congestion in steadily growing east Charlotte. Traffic volumes will exceed design capacity within ten years. An improved road should reduce accident potential and lessen vehicles idling time, resulting in an improvement in air quality and energy savings.

DECISIONS

13. (89-116) Decision on Petition No. 89-116 by the Charlotte-Mecklenburg Planning Commission for a change in zoning from R-6MF to R-6 (Thomasboro/Hoskins Plan Implementation) for 57.25 acres at the intersection of Browns Avenue and Freedom Drive and extending to Marmion Drive.

A protest petition has been filed and is not sufficient to invoke the 3/4 rule.

The Zoning Committee recommends that the petition be approved.

Attachment No. 13

14. (90-9) Decision on Petition No. 90-9 by Jerry W. Neal for a change in zoning from R-12 to B-1(CD) for a .44 acre site located on the east side of Belhaven Boulevard south of the intersection of McClure Circle and Old Plank Road.

The Zoning Committee recommends that the petition be approved.

Attachment No. 14

15. (90-12) Decision on Petition No. 90-12 by Crosland Land Company for a site Plan Amendment to an existing R-20MF zoning for a 40.52 acre site located off of N. C. Highway 51 on Bevington Place extending to McAlpine Creek (Touchstone Subdivision).

The Zoning Committee recommends that the petition be approved.

Attachment No. 15

16. (90-13) Decision on Petition No. 90-13 by Crosland Land Company for a Site Plan Amendment to an existing B-1(CD) zoning for a 12.74 acre site located off of N. C. Highway 51 on Bevington Place bounded by Baybrook and Carswell Lanes (Touchstone Subdivision).

The Zoning Committee recommends that the petition be approved.

Attachment No. 16

17. (90-14) Decision on Petition No. 90-14 by the City of Charlotte to establish zoning on 1,300 acres of newly annexed properties located in Hornet's Nest Park (R-12), Statesville Road Park (R-12), Reedy Creek Park (R-12), the Old Berryhill School site (R-MH and R-9) and south of the Airport (R-15).

The Zoning Committee recommends that the petition be approved.

Attachment No. 17

18. (90-15) Decision on Petition No. 90-15 by the City of Charlotte to establish zoning on 157.57 acres of newly annexed properties located off of South Boulevard (I-2 and I-2(CD)) (U. S. 521 along both sides of Kings Branch).

The Zoning Committee recommends that the petition be approved.

Attachment No. 18

19. Recommend adoption of Resolution setting public hearings for April 16, 1990, at 6:00 p.m. in the Meeting Chamber, 600 East Fourth Street, on Petition Nos. 90-26 through 90-35 for zoning changes.

SCHEDULE OF MEETINGS
March 19, 1990 - March 24, 1990

Wednesday, March 21, 1990	Metropolitan Planning Organization CMGC - Room 118 7:00 P.M.

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

March 9, 1990

Mayor and City Council:

RE: Petitions to be Heard in March, 1990

Attached you will find appropriate maps and copies of each petition, as well as the Pre-Hearing Staff Analysis, for petitions scheduled for public hearing on Monday, March 19, 1990 at 6:00 o'clock P.M., in the Charlotte-Mecklenburg Government Center, Meeting Chamber, 600 East Fourth Street.

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

Sincerely,

Walter G. Fields, III
Land Development Manager

WGF:mlj

Attachments

600 East Fourth Street • Charlotte, North Carolina 28202 2853 • (704) 336-2205

Pegasus Investments, Inc.

8 Woodlawn Green • Suite 116 • Charlotte NC 28217 • Phone 704 525 1874 • FAX 704 525 1877

March 7, 1990

The Honorable Sue Myrick
Mayor of Charlotte
City of Charlotte
600 East 4th Street
Charlotte, North Carolina 28202

Re Rezoning Petition No 19-16
Beatties Ford Road at Slater Road
Possible Air Quality Permit

Dear Mayor Myrick

We are writing you to ask for your help in postponing a re-zoning meeting The meeting is set for March 19, 1990 and we are requesting a postponement to May ~~19~~ 21, 1990 The reason for this request is that we do not have a site plan developed yet and we are in the process of hiring a landscape architect to develop a proper site plan

Thank you for your understanding and assistance in our request

Very truly yours,

Spiros G Pappas

Bill Dedemadis

SGP c
cc Patricia E King
James Arthur Beard & Wife, Mildred
Alvin S Howard & Wife, Connie F
John Vance Kinley
William Thorney Tullis & Wife, Dorothy
Louisa C McAulay
Zeb M Cook & Wife, Emily E
James L Summerlin & Wife, Johnnie M
Angela Denise McAin
Ellison M Teague & Jack R Smith
Ronald Kenneth Lee
A J Gaddis, Inc
Sarah E Kiser
Martin Marietta Corporation

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No. 90-16

Petitioner: Spiro Pappas and Bill Dedemadis

Location: Approximately 60.4 acres located on the northeast corner of Beatties Ford Road.

Request: Change from R-9 to I-1

BACKGROUND

1. Existing Zoning. The property involved in this request is presently zoned R-9. Most of the surrounding area is also zoned R-9 with a few scattered tracts of O-6, O-9, and B-1 located south of Slater Road.

2. Existing Land Use. The subject property presently contains some single family detached dwellings. To the north of the subject property are scattered single family detached dwellings, a church, and existing nonconforming mobile homes and a commercial use. To the west across Beatties Ford Road is a quarry. To the east, this tract is bordered by I-85 with existing single family beyond the interstate. To the south acre additional single family tracts as well as an existing office and institutional use (YMCA).

3. Public Plans and Policies.

   1. 2005 Plan. The 2005 Plan indicates that residential development should fill in the remaining open land that is interspersed in already developed areas of the northwest and indicates the subject areas as developing residential.

   2. Northwest District Plan. The pending Northwest District Plan recommends single family residential uses for this area. Beatties Ford Road is also recommended for streetscape considerations as a major thoroughfare and gateway highway.

4. Site Plan. No site plan submitted with this petition.

5. School Information. Not applicable.

6. Zoning History (See Attached Map).

Petition No.	Request	Action	Date
1. 75-5(c)	R-9 to Cond. Use (Fraternal Organization)	Approved	05/05/75
2. 75-31(c)	R-9 to B-2	Denied	12/01/75
3. 88-15(c)	Cond. Fraternal Organization to R-9	Approved	04/18/88
4. 89-63	Establish zoning in annexed area	Approved	08/28/89

7. Neighborhood. Not applicable.

REVIEWS

1. Plan Consistency. This petition proposes the rezoning of existing R-9 to I-1. The 2005 Plan and the Northwest District Plan call for this area to remain residentially zoned. Therefore, the proposed zoning is inconsistent with public plans for this area.

2. Technical Consistency.

   1. Pre-Hearing Staff Input. The petitioner met with staff prior to the filing of the application and staff strongly discourage submittal of the application.

   2. Departmental Comments. Due to the conventional nature of this petition, there were few comments from reviewing agencies. The Department of Transportation indicates that the site as presently zoned would generate approximately 2,920-3,796 trips per day. Under the proposed zoning, the site would generate approximately 3,492 trips per day and, therefore, would not have a significant impact on the thoroughfare system.

ISSUES

1. Land Use. This petition seeks rezoning from a single family residential district to an industrial district. Publicly adopted and pending plans recommends that single family residential uses remain for this area. Also, as this petition is for a conventional rezoning with no site plan, there is opportunity to address streetscape concerns along Beatties Ford Road that is also included in the publicly adopted and pending plans. Therefore, this petition is not considered appropriate for approval.

2. Site Plan. There is no site plan which accompanies this petition inasmuch as it is a conventional application rather than a conditional application.

CONCLUSION

This petition raises substantial land use issues and is not considered appropriate for approval. Publicly adopted plans call for the area of the subject property to continue to be used for residential purposes.

*Subject to further refinement following public hearing.

67

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Staff Review Meeting
Tuesday Feb. 6 @ 9:00

Petition No. 90-16
Date Filed January 16, 1990
Received By McGr

OFFICE USE ONLY

Ownership Information

Property Owner SEE ATTACHED LIST

Owner's Address

Date Property Acquired

Tax Parcel Number SEE ATTACHED LIST

Location Of Property (address or description) BEATTIES FORD ROAD AT SLATER ROAD

Description Of Property

Size (Sq Ft -Acres) ~~60.404 Acres~~ Street Frontage (ft.) 1955

Current Land Use ~~RESIDENTIAL~~

Zoning Request

Existing Zoning R-9 Requested Zoning I-1

Purpose of Zoning Change LIGHT INDUSTRIAL DEVELOPMENT

Name Of Agent

Agent's Address

Telephone Number

SPIROS PAPPAS & BILL DEDEMADIS
Name of Petitioner(s)

8 WOODLAWN GREEN, CHARLOTTE, N.C.
Address of Petitioner(s)

704-525-1874
Telephone Number

Signature

SEE ATTACHED LIST
Signature of Property Owner if Other Than Petitioner

PETITIONER Spiros Pappas & Bill Dedemadis

PETITION NO. 90-16 HEARING DATE March 19, 1990

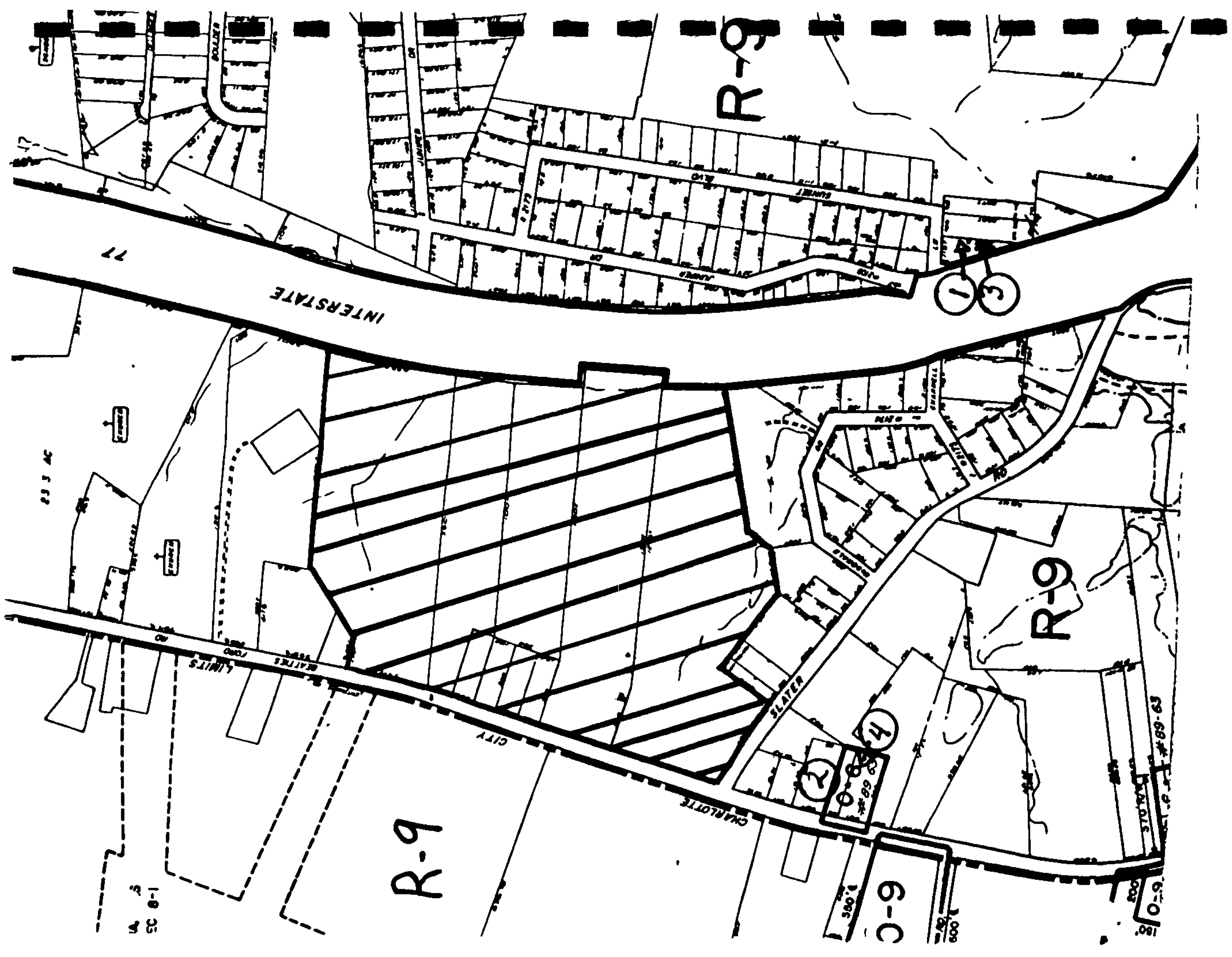
ZONING CLASSIFICATION, EXISTING R-9 REQUESTED I-1

LOCATION Approximately 60.4 acres located on the northeast corner of Beatties Ford Road and Slater Road extending to I-77.

SEE ATTACHED MAP

ZONING MAP NO. 69 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE


R-9
INTERSTATE
77
SUNSET
JUNIPER
ROLLER
CHARLOTTE
CITY
SLATER
R-9
R-9
C-9
C-9
#89-63
STORAGE
1
2
3
4

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No. 90-17

Petitioner: Wachovia Bank and Trust Company

Location: Approximately 1.31 acres located on the north side of North Tryon Street west of Sugar Creek Road.

Request: Change from I-1 and R-9MF to O-6(CD)

BACKGROUND

1. Existing Zoning. The property involved in this request is presently zoned I-1 and R-9MF. On the north side of North Tryon Street, the property to the north and west adjoining this site is zoned I-1 as are additional tracts to the west. On the east side of the petitioned site is R-9MF zoned property and along the rear of these tracts is an R-15MF district. On the south side of North Tryon Street, the predominant zoning districts are I-1 and I-2.

2. Existing Land Use. The subject tracts are presently developed with the existing Wachovia branch bank and a vacant tract acquired from the adjacent church site. Immediately adjoining the vacant tract to the east is the Sugar Creek Presbyterian Church and historic school house site. To the north and west of the petitioned site is an existing K-Mart and various retail uses. To the north of these tracts are vacant residentially zoned tracts with a few developed residential properties. On the south side of North Tryon Street are located numerous existing retail tracts along with a cemetery and a few scattered existing residential properties.

3. Public Plans and Policies.

   1. 2005 Plan. The 2005 Plan recognizes North Tryon Street as an employment corridor and recommends strategies such as streetscape improvements and reinvestment to continue and enhance this land use.

   2. North Tryon Street Corridor Study. The North Tryon Street Corridor Study (adopted May, 1987) recognizes North Tryon Street as a premier gateway to Charlotte-Mecklenburg. The plan recommends "Streetscape" improvements along North Tryon Street including screening and street edge treatments.

4. Site Plan. The site plan which accompanies this petition proposes combining a tract of land zoned R-9MF, purchased from the Sugar with an I-1 tract containing the existing branch bank into one tract as an O-6(CD) district to facilitate the development of a new branch bank. The plan proposes a building area of 5,710 square feet with six drive-thru lanes under a canopy. Access to the site is to be provided through the existing driveway connection to North

Tryon Street. The plan indicates reservation of 25' of undeveloped property for future right-of-way for North Tryon Street and shows a 20' transitional setback. The plan also indicates an 8' planting strip along North Tryon Street as required by the Charlotte Tree Ordinance. A 5' planted strip is provided along the property line adjacent to the residentially zoned existing church site to comply with the minimum screening requirements of the Charlotte Zoning Ordinance. Additional planting strips and landscaping along the other boundaries and North Tryon Street are shown on attached landscaping plan. A tree protection zone is also included on North Tryon Street.

5. School Information. Not applicable.

6. Zoning History (See Attached Map).

Petition No.	Request	Action	Date
1. 64-19	I-1 to R-9MF	Denied	05/04/64
2. 66-36	R-9 to R-9MF	Approved	04/25/66
3. 70-54	R-9MF to B-2 and O-6	Approved	09/28/70
4. 72-15	R-9MF to O-6	Approved	03/27/72
5. 72-24	I-1 to R-9MF	Approved	07/24/72
6. 79-22	O-6 to R-9MF to B-1	Denied	07/02/79
7. 86-27	R-9MF, I-1, & O-6 to R-9 and R-15MF	Approved	04/15/86

7. Neighborhood. This site falls within the area defined as the Sugaw Creek neighborhood.

REVIEWS

1. Plan Consistency. This petition proposes the rezoning of properties to provide for the construction of an expanded branch bank on the site of the existing bank. The 2005 Plan and the North Tryon Street Corridor Study recognize North Tryon Street as an employment corridor. Therefore, the proposed expansion of the branch bank is viewed as consistent with public plans for the area.

2. Technical Consistency.

   1. Pre-Hearing Staff Input. The petitioner met with staff prior to the filing of the application and discussed the proposal. Subsequent to the submittal of the application, staff relayed several site plan comments to the petitioner.

2. Departmental Comments. Comments from reviewing agencies included the need for right-of-way dedication along North Tryon Street consistent with the street classification system and the need for a much more adequate system of buffering along the project edge adjoining the existing residentially zoned church and historic site. The Department of Transportation indicates the site could generate approximately 1,184 trips per day under the proposed zoning which would not have a significant impact on the surrounding thoroughfare system. Charlotte Engineering Department states that a tree survey is required and the 5 foot planting strip along the west side of the property needs to be increased to 7-8 feet minimum to provide 200 square foot/tree.

ISSUES

1. Land Use. This petition raises no land use issues. It proposes a rezoning from industrial and residential districts to a conditional office district to allow for construction of a new and expanded branch bank on the site of the existing bank. Publicly adopted plans recognize this area as an employment corridor. This petition is considered consistent with publicly adopted plans and, therefore, appropriate for approval from a land use standpoint.

2. Site Plan. This petition raises no significant land use issues. The site plan which accompanies this petition proposes the expansion of an existing branch bank site with a new and larger building containing 5,710 square feet and six drive-thru lanes under a canopy. The outstanding site plan issues are the dedication of an additional 25' of right-of-way for North Tryon Street and the need for more adequate buffering and/or screening along the edge adjacent to the residentially zoned church and historic site. The plan proposes a 5' landscape strip along this edge and while it meets the minimum requirements of the zoning ordinance, it is not sufficient to separate the land uses in this case. An opaque wood/brick wall with landscaping would be necessary to properly screen and separate these land uses. Other planting strips also need to be increased in width as stated in departmental comments. Assuming these issues of right-of-way dedication, planting strip width and adequate screening between this site and the adjacent residentially zoned church and historic site can be resolved prior to the ultimate decision, this petition would be considered appropriate for approval from a site plan standpoint.

CONCLUSION

This petition could be considered appropriate for approval if the outstanding site plan issues are resolved prior to the decision.

*Subject to further refinement following public hearing.

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OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 90-17
Date Filed January 16, 1990
Received By [illegible]
OFFICE USE ONLY

Ownership Information

	Parcel #1	Parcel #2
Property Owner	Sugar Creek Presbyterian Church	Wachovia Bank & Trust Company
Owner's Address	101 Sugar Creek Road West Charlotte, N.C. 28213	P.O. Box 3099 Winston-Salem, N.C. 27150
Date Property Acquired	Parcel #1: June 7, 1982	Parcel #2: December 4, 1967 March 31, 1978
Tax Parcel Number	87 01 11 15	87 01 11-13

Location Of Property (address or description) Parcel #1: 4111 North Tryon Street and additional 65' of adjacent lot to the northeast. Parcel #2

Description Of Property

Size (Sq Ft -Acres) Approximately 1.31 acres Street Frontage (ft.) 215.15

Current Land Use Wachovia Branch BAnk & Church grounds.

Zoning Request

Existing Zoning I-1 and R-9MF Requested Zoning O-6CD

Purpose of Zoning Change To construct a new Branch Bank to better serve Wachovia's client base in the Sugar Creek Community.

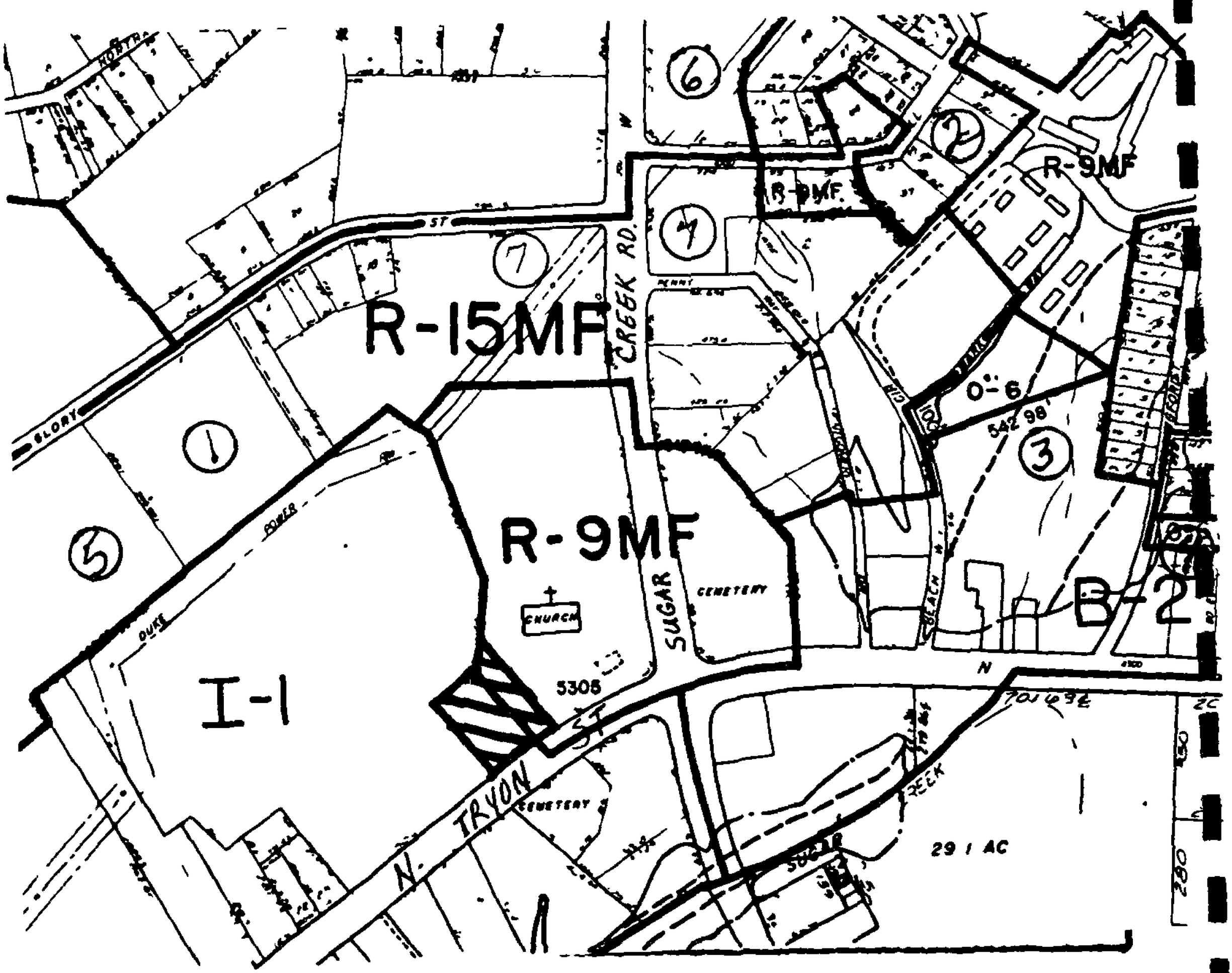
Name Of Agent	Name of Petitioner(s)
C/O Barbara Harkins - Omniarchitecture, P.A.	C/O Bob Evans-Wachovia Bank & Trust C
Agent's Address	Address of Petitioner(s)
101 Independence Center, Charlotte, N.C. 28246	Facilities Dept., MC31067 P.O. Box 3099, Winston-Salem, N.C. 27
Telephone Number	Telephone Number
704-334-5383	919-770-6144
	Robert Evans Signature (Parcel #2)
	Roger S Cordell President Signature of Property Owner If Other Than Petitioner (Parcel #1)

PETITIONER Wachovia Bank & Trust Company

PETITION NO. 90-17 HEARING DATE March 19, 1990

ZONING CLASSIFICATION, EXISTING I-1 & R-9MF REQUESTED O-6(CD)

LOCATION Approximately 1.31 acres located on the north side of North Tryon Street west of Sugar Creek Road.



ZONING MAP NO. 78 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No. 90-18

Petitioner: Silver Convenience Centers of Charlotte

Location: Approximately 3.9 acres on the southeast corner at the intersection of Tuckaseegee Road and Little Rock Road.

Request: Change from R-12 to B-1(CD)

BACKGROUND

1. Existing Zoning. The property involved with this request is presently zoned R-12 as is virtually all of the property to the east, north, and west of the subject site. Properties immediately to the west across Little Rock Road are zoned B-1SCD and properties to the south toward Interstate 85 are zoned for a combination of business categories including B-1(CD), B-2, and BD.

2. Existing Land Use. The property involved with this request is presently undeveloped. Properties directly to the east, north, and west of the subject site are used for a variety of purposes including single family detached housing and institutional uses such as churches and schools. The property directly across Tuckaseegee Road from the subject site as well as properties directly to the east of the site are used for single family housing. Properties directly to the west of the subject site across Little Rock Road and directly to the south are used for a mixture of commercial purposes including a neighborhood convenient shopping center, restaurants, and motels.

3. Public Plans and Policies.

   1. 2005 Plan. The 2005 Plan indicates existing residential land uses and a community commercial center in the area of the subject property. The 2005 strategies include improving Little Rock Road and establishing a park nearby.

   2. Transportation Improvement Program. The Transportation Improvement Program indicates a proposal for a northwest circumferential thoroughfare which will connect Little Rock Road to areas to the north of the subject site and eventually to I-77 at Harris Boulevard.

   3. Northwest District Plan (unadopted). The draft Northwest District Plan recognizes the existing and developing commercial activities along both sides of Little Rock Road from the south side of Tuckaseegee Road to Interstate 85. The plan is very specific in limiting commercial activities to the south side of Tuckaseegee Road in order to preserve existing residential development on the north side of Tuckaseegee Road. The Northwest District Plan also envisions the widening of both

Little Rock Road and Tuckaseegee Road to accommodate four lanes of traffic.

4. Site Plan. The site plan which accompanies this application proposes the development of this tract into two different parcels, one with its orientation and access toward Little Rock Road and the second with its orientation and access to Tuckaseegee Road. The total amount of development proposed for these two parcels is 30,700 square feet. The plan proposes to dedicate 50 feet of right-of-way from the centerline of Little Rock Road and 35 feet of right-of-way from the centerline of Tuckaseegee and proposes to limit the number of access points to two on Little Rock Road and two on Tuckaseegee Road. The plan proposes a 20 foot buffer along the Tuckaseegee Road frontage and a 30 foot buffer on the easterly side of the site adjoining residentially zoned land. As submitted, the site plan does not clearly indicate that this buffer is to be undisturbed and supplemented with additional plantings. In addition, there appears to be a conflict between two of the notes on the plan regarding the distribution of permitted floor area on the two parcels on the site.

5. School Information. Not applicable.

6. Zoning History (See Attached Map).

Petition No.	Request	Action	Date
1. 79-38	R-12 to B-2	Approved	10/08/79
2. 79-40	R-12 to B-2	Approved	10/08/79
3. 81-77	R-12 and B-1SCD to B-1SCD with Site Plan Amendment	Approved	07/19/82
4. 85-50	R-12 to B-1(CD)	Approved	09/16/85

7. Neighborhood. This petition falls within the area defined as the Toddville Road neighborhood.

REVIEWS

1. Plan Consistency. This petition proposes the development of a small tract of land to accommodate retail and neighborhood service type uses. Plans for the area recognize the existing neighborhood commercial center at the intersection of Tuckaseegee Road and Little Rock Road and the highway oriented commercial along both sides of Little Rock Road between the south side of Tuckaseegee Road and Interstate 85. This tract of land is the remaining piece to fill out the neighborhood commercial services for the area. Plans have long indicated the need for commercial service in this area but restrict that to the south side of Tuckaseegee Road. This petition may be considered consistent with publicly adopted plans and policies for the area.

2. Technical Consistency.

1. Pre-Hearing Staff Input. The staff met with agents for the petitioner several times prior to the filing of this application to discuss the proposal. Subsequently, the staff have communicated a number of site plan questions and issue to the petition for resolution.

2. Departmental Comments. Virtually all of the comments submitted by the reviewing departments and agencies have been addressed on the plan. However, several minor issues remain.

The Engineering Department indicated the need to indicate the tree protection zone and to provide a tree survey indicating trees to be preserved on the front portion of the site. The plan indicates compliance with the Tree Ordinance but does not actually indicate a tree protection zone or existing trees on the site. The plan does not specify that the 30 foot buffer on the easterly side of the site is to remain undisturbed. There is substantial vegetation along portions of this buffer area and the petitioner was requested to establish that 30 feet as an undisturbed area. The cross-section for the buffer shown on the plan appears to indicate natural grade. However, a conditional note on the plan indicates that grading may occur in the buffer area thus removing the existing vegetation. The staff believes that vegetation should be remained in place and be supplemented by additional plantings and provide appropriate separation between this use and residentially zoned properties adjacent.

Finally, there are two conditional notes on the plan which appear to conflict in describing the allegation on floor area between the two parcels on the site. All of these matters can be easily addressed by the petitioner prior to a final decision on the case.

ISSUES

1. Land Use. There are no land use issues raised by this petition. It proposes the development of a small parcel of land to accommodate neighborhood, commercial, and service type activity. Properties to the rear of the subject site and adjacent across Little Rock Road are already developed for neighborhood, commercial, and highway commercial type uses. Plans for the area indicate that commercial development should be confined to the south side of Tuckaseegee Road in order to protect existing residential development to the north. From a land use standpoint, this petition may be considered appropriate for approval.

2. Site Plan. There are only minor issues remaining on the site plan which accompany this application. The plan calls for the development of up to 30,700 square feet of retail and office uses on this site with orientation toward Little Rock Road and Tuckaseegee Road. The petitioner has addressed virtually all of the departmental comments regarding right-of-way, screening, etc. but still needs to provide additional information regarding compliance with the Tree Ordinance. In addition, the petitioner should clarify the issue of the 30 foot buffer on the easterly side of the site and resolve the apparent conflict between two of the conditional notes. Assuming that these matters can be adequately addressed, this petition may be considered appropriate for approval.

CONCLUSION

This petition is appropriate for approval. Minor site plan issues should be addressed prior to any final action.

*Subject to further refinement following public hearing.

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OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No. 90-18
Date Filed January 16, 19
Received By
OFFICE USE ONLY

Ownership Information

Property Owner L.R. Associates, C. Edwin Powe, Jr., Sole Owner

Owner's Address 2115 Pinewood Circle
Charlotte, NC 28211

Date Property Acquired January 12, 1982

Deed Reference Deed Book 4500 at Page 811 Tax Parcel Number 061-302-21

Location Of Property (address or description) Southeastern corner of the intersection of Tuckaseegee Road and Little Rock Road

Description Of Property

Size (Sq. Ft.-Acres) 3.918 acres Street Frontage (ft.) Little Rock Rd. frontage: 281.80'± Tuckaseegee Rd. frontage: 541.43'±

Current Land Use Vacant

Zoning Request

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

Purpose of Zoning Change To accommodate development of a neighborhood convenience center, all as envisioned by the Draft Northwest District Plan.

Bailey Patrick, Jr.
Name Of Agent
Perry, Patrick, Farmer & Michaux, P.A.
P. O. Box 35566
Agent's Address
Charlotte, NC 28235
Telephone Number
(704) 372-1120

Silver Convenience Centers of Charlotte, Inc.
Name of Petitioner(s)
P. O. Box 7566
Fredericksburg, VA 22404
Address of Petitioner(s)
(703) 786-1447
Telephone Number
By Joseph E. Barber

Property Owner Address:
2115 Pinewood Circle
Charlotte, NC 28211
(704) 366-6837

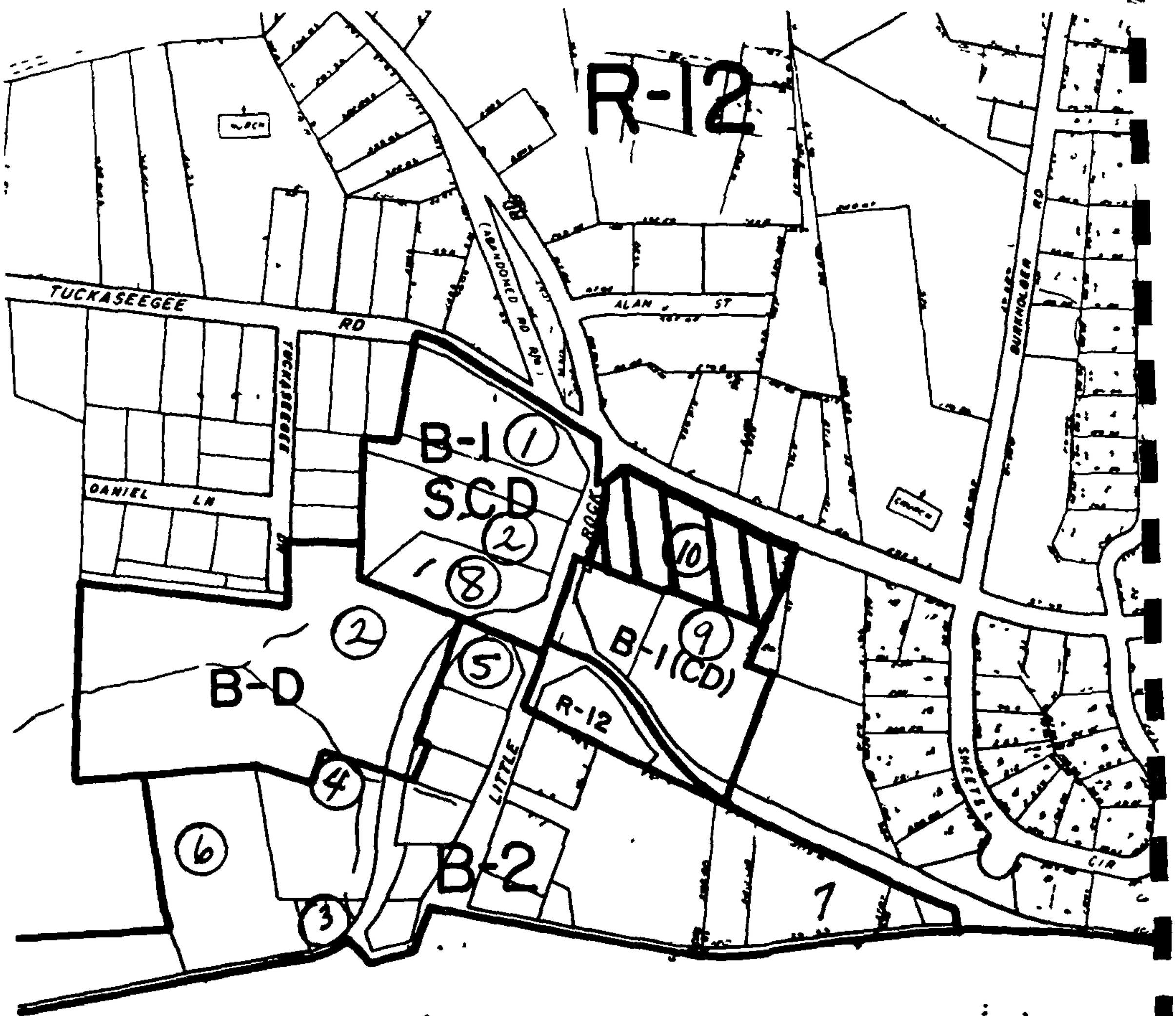
Signature L.R. Associates
C. Edwin Powe, Jr.
Signature of Property Owner and Petitioner C. Edwin Powe, Jr.

PETITIONER Silver Convenience Centers of Charlotte, Inc.

PETITION NO. 90-18 HEARING DATE March 19, 1990

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

LOCATION Approximately 3.9 acres located on the southeast corner of Tuckaseegee Road and Little Rock Road.



ZONING MAP NO. 86 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No. 90-19

Petitioner: T. Cooper James

Location: Approximately 5.4 acres on the south side of Tuckaseegee Road between Browns Avenue and Cheshire Avenue.

Request: Change from I-1 and O-15(CD) to B-1(CD).

BACKGROUND

1. Existing Zoning. The property involved with this request is composed of two zoning categories; I-1 and O-15(CD). The O-15(CD) category is a strip approximately 200 feet deep along Tuckaseegee Road and was the subject of a conditional site plan approved in 1980. The I-1 properties extend from the rear of the O-15(CD) property all the way through to Interstate 85 and comprise a large industrial concentration. Properties directly across the subject site are zoned R-9 and properties nearby along Tuckaseegee Road include both single family, multi-family, and office categories.

2. Existing Land Use. The property involved with this request is developed with a Food Lion grocery store. Properties to the south toward Interstate 85 are used for a variety of heavy commercial and industrial purposes. Properties to the east and west along Tuckaseegee Road are used principally for residential purposes including single family and multi-family housing. In addition, the site is bounded by a church on one side and a day care center on the other.

3. Public Plans and Policies.

   1. 2005 Plan. The 2005 Plan indicates developing employment uses in the area of the subject property. 2005 strategies for the area include improving Freedom Drive and the widening of Interstate 85.

   2. Northwest District Plan (draft). The pending Northwest District Plan, approved by the Charlotte-Mecklenburg Planning Commission in December, 1989 reflects the existing land use on the subject property.

4. Site Plan. The site plan which accompanies this application is basically a depiction of the "as built" conditions of the subject property. The plan allows a 37,500 square foot retail center in the southerly portion of the site and associated parking in the northerly portion of the site along Tuckaseegee Road. The previously approved site plan allows the O-15(CD) area to be used for any purposes permitted in an O-15 district with the exception of industrial parking and establishes a future 60 foot right-of-way

from Tuckaseegee Road to connect eventually to the Interstate 85 Access Road via a street called Gateway Boulevard. The subject property has now been developed with a Food Lion grocery store and associated parking. The purpose of the requested rezoning is to eliminate the zoning ordinance requirement for construction of a 6'8" brick wall along the westerly edge of the O-15(CD) area which adjoins R-9 zoning and to eliminate the proposed Gateway Boulevard Extension. (Zoning Officials permitted construction of a portion of the parking lot within the proposed Gateway Boulevard right-of-way as long as that portion of the parking lot is overflow, not minimum required, parking). The site plan proposes the dedication of 20 feet of additional right-of-way along Tuckaseegee Road and the establishment of screening areas around the perimeter of the site.

5. School Information. Not applicable.

6. Zoning History (See Attached Map).

Petition No.	Request	Action	Date
1. 72-39	R-9 and I-1 to R-9MF	Denied	09/11/72
2. 76-6	R-9 to B-1 and O-15 (Approved O-15)	Approved	06/21/76
3. 79-13	R-9 and I-1 to O-15	Approved	04/30/79
4. 71-87	O-6 to B-2	Approved	11/08/71
5. 80-57	R-9 to O-15(CD)	Approved	01/12/81
6. SUP 81-3	R-9 to Special Use Permit for Fraternal Organization	Approved	12/03/81
7. 82-20	R-9 to B-1	Denied	11/21/83
8. 82-42	R-9 to B-1(CD)	Approved	07/19/87
9. 83-55	R-9 to R-12MF(CD)	Approved	11/21/83
10. 89-40	Cond. Truck Terminal to I-1	Approved	06/19/89

7. Neighborhood. This site falls within the area defined as the Toddville Road community.

REVIEWS

1. Plan Consistency. The 2005 Plan indicates that properties in the area of this site should be used for employment purposes. The establishment of a retail convenience center at this location is consistent with publicly adopted plans and policies for the area and is consistent with the creation of the O-15(CD) portion of this site in 1980.

2. Technical Consistency.

   1. Pre-Hearing Staff Input. There have been extensive discussions between agents for the petitioner, Planning staff, and the Zoning Administrator prior to the filing of this rezoning application. Several months ago, the petitioner requested the staff administratively modify the 0-15(CD) site to remove the proposed public street. However, staff felt that to be beyond the authority of the Planning Director under zoning regulations. Subsequently, a rezoning petition was filed in January, 1989 to delete the proposed street. That petition was later withdrawn after the petitioner obtained a ruling from the Zoning Administrator which allowed overflow, but not minimum required, parking in the future street right-of-way. The petition has now been resubmitted to delete the requirement for construction of a brick wall on a portion of the westerly project edge and to bring the zoning into conformance with the land use on the site by deleting the proposed Gateway Boulevard Extension.

   2. Departmental Comments. Departmental comments indicate that water and sewer are available nearby. Comments from the Charlotte Department of Transportation indicate the need for a left turn lane into the site. CDOT indicates the site could generate 3,211 trips per day under both the existing and the proposed zoning. Comments from both Planning and Parks and Recreation staff indicate the need for better screening/buffering along the creek which runs along the westerly edge of the site. All of the departmental comments have been addressed by the revised site plan.

<u>ISSUES</u>

1. Land Use. There are no land use issues which accompany this application. The 2005 Plan indicates that property in this area should be used for employment type purposes. The petitioner proposes to rezone properties from industrial and office categories to a business category for a single site to be used for retail purposes. The site has already developed with a small retail center. Therefore, from a land use standpoint, this petition is considered appropriate for approval.

2. Site Plan. There are no site plan issues which accompany this petition. The plan simply depicts the subject property as it has now developed. The plan indicates the existing retail center and associated parking and eliminates a proposed right-of-way for the extension of Gateway Boulevard. Subdivision plans for the I-1 property to the south of the subject site call for termination of Gateway Boulevard in the form of a cul-de-sac. Therefore, no purpose is to be served by providing for Gateway Boulevard through

the petitioned property. Additionally, elimination of the zoning ordinance requirement for construction of a brick wall along the portion of the westerly project edge which is zoned office is also reasonable in this case in that the adjoining tract to the west is developed with a church and a parking lot associated with the church. If a wall were to be constructed where it is required under the existing zoning, it would merely separate the Food Lion parking lot from the church parking lot. The revised site plan has addressed all departmental comments and is appropriate for approval.

CONCLUSION

This petition is appropriate for approval.

*Subject to further refinement following public hearing.

86 51

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No. 90-19
Date Filed January 16, 1990
Received By MCM

OFFICE USE ONLY

Ownership Information

Property Owner: T. Cooper James

Owner's Address: Suite 103 Friendly Center, 600 Green Valley Road
Greensboro, NC 27408

Date Property Acquired: April 26, 1989

Deed Reference: 6012-415 Tax Parcel Number: 061-161-02

Location Of Property (address or description)

Southerly side of Tuckaseegee Road between Browns Avenue and Cheshire Avenue

Description Of Property

Size (Sq. Ft.-Acres): 5.48 acres ± Street Frontage (ft.): 377 feet

Current Land Use: Shopping Center

Zoning Request

Existing Zoning: O-15(CD) & I-1 Requested Zoning: B-1(CD)

Purpose of Zoning Change: To bring zoning into conformity with existing land use and eliminate a proposed street through the property

Fred E. Bryant, Planner
Name Of Agent

1850 E. Third Street, Suite 216
Agent's Address

Charlotte, NC 28204

Telephone Number
333-1680

T. Cooper James
Name of Petitioner(s)

Suite 103, Friendly Center
Address of Petitioner(s)
600 Green Valley Road
Greensboro, NC 27408

Telephone Number
(919) 855-5555

T. Cooper James
Signature

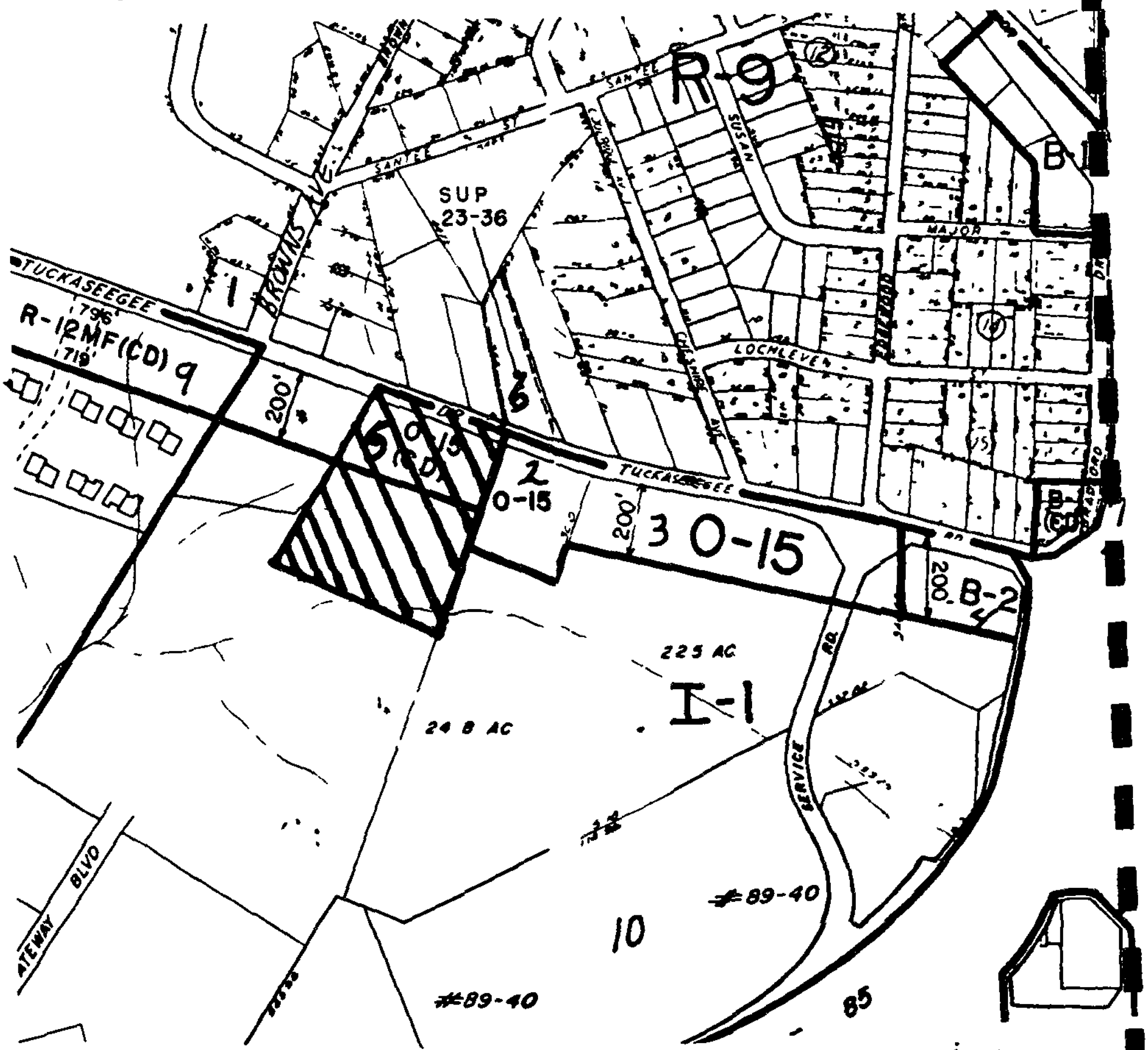
Signature of Property Owner if Other Than Petitioner

PETITIONER T. Cooper James

PETITION NO. 90-19 HEARING DATE March 19, 1990

ZONING CLASSIFICATION, EXISTING O-15(CD)&I-1 REQUESTED B-1(CD)

LOCATION Approximately 5.48 acres located on the southerly side of Tuckaseegee Road between Browns Avenue and Cheshire Avenue.



ZONING MAP NO. 86,87

SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No. 90-20

Petitioner: E. C. Griffith Company and Laurel Eye Associates

Location: Approximately 46.5 acres on the westerly side of Randolph Road at its intersection with Billingsley Road.

Request: Change from R-12 to O-15(CD)

BACKGROUND

1. Existing Zoning. The property involved with this petition is presently zoned R-12 as is the vast majority of property to the west and south of the subject site. Directly adjacent to the site to the north is a tract of land zoned R-6MF and further to the north another vacant parcel is zoned O-6. Across Randolph Road from the subject site is a substantial area zoned O-15 and O-15(CD). In the Grier Heights community to the east can be found zoning for single family and multi-family uses.

2. Existing Land Use. The property involved with this request is presently undeveloped. Properties generally to the west and south are developed for single family detached housing but includes some vacant parcels as well. Properties to the north are largely undeveloped and include private athletic facilities. Properties directly across Randolph Road includes a large public park and a significant concentration of medical and government offices. Additional land in the area of Billingsley Road is zoned for medical offices that are not yet constructed. A significant feature of the subject site is a substantial amount of floodway and floodway fringe area on the property. The floodway cannot be used for any sort of development and the floodway fringe must be filled or other structural methods employed to be used for development.

3. Public Plans and Policies.

   1. 2005 Plan. The 2005 Plan indicates existing residential land uses in the area of the subject property. The 2005 strategies include expansion of the greenway system along Briar Creek.

   2. Transportation Improvements Program. The Transportation Improvements Program identifies the intersection of Randolph Road and Wendover Road as a high congestion high accident location. Intersection improvements are planned for this area.

   3. Central District Plan (unadopted). A portion of the subject site falls within the area covered by the Central District Plan. The draft plan recommends residential land uses for the subject property. Another portion of this site will be

included in the South Mecklenburg Plan which will commence this spring.

4. Site Plan. The site plan which accompanies this application proposes the development of this property for "medical office and professional office space". The plan indicates that the larger parcel (Parcel A) can accommodate up to 300,000 square feet of floor area and the smaller parcel (Parcel B) up to 60,000 square feet of floor area. The plan proposes a single major access point at the intersection of Randolph Road and Billingsley Road and a secondary access point to Parcel B to Randolph Road. The plan indicates that that driveway would accommodate full turning movements except during the peak hours. The plan also indicates a potential access to an adjoining tract to the north owned by one of the petitioners which is proposed to be developed for multi-family housing. Though including a substantial amount of land within the regulatory floodway, the plan does not propose any dedication to the greenway system. In addition, the plan indicates the reservation of 10 feet of additional right-of-way along the entire frontage of the petition and the dedication of that right-of-way only on Parcel B, which is the smaller of the two tracts. The plan indicates a 40 foot building and parking setback along Randolph Road and along the internal streets and establishes a 40 foot undisturbed buffer along the portions of the site which adjoin existing single family detached housing on Meadowbrook Road. The petitioners have agreed to construct a left turn lane at Billingsley Road and to provide for the appropriate signal modifications as requested by CDOT. The plan contains two cross-sections which represent screening relationships with adjoining residential properties. However, the distances on the cross-sections do not comply with the scale on the plan and it is unclear as to the exact building setback proposed on Parcel B. The illustrative site plan proposes a single office building on Parcel B and up to nine individual office buildings on Parcel A.

5. School Information. Not applicable.

6. Zoning History (See Attached Map).

Petition No.	Request	Action	Date
1. 72-7	R-12 to O-15	Approved	03/20/72
2. 72-38	R-9 to O-6	Approved	08-07/72
3. 74-6	R-6MF to O-15	Approved	05/06/74
4. 78-2	R-6MF, B-1, B-2, O-15, I-2 to R-6, R-9MF, O-15, & R-12MF	Approved	02/27/78
5. 83-28	R-6MF and R-12 to O-15(CD)	Approved	09/19/83
6. 84-49	R-6MF to O-15(CD)	Approved	08/20/84
7. 86-80	R-9MF to O-15(CD)	Approved	08/18/86
8. 86-119	R-6MF and O-15(CD) to O-15(CD)	Approved	02/23/87

	& 0-15(CD) Site Plan Amendment		
9. 87-87	R-6MF to 0-15(CD)	Approved	01/18/88
10. 89-26	R-6MF and I-2 to R-9	Approved	04/17/89
11. 89-43	Cond. Recreational to R-12	Approved	06/19/89
12. 89-79	R-6MF to 0-15(CD)	Approved	11/20/89

7. Neighborhood. This petition falls within the area defined as the Wendover neighborhood.

REVIEWS

1. Plan Consistency. This petition proposes the conversion of residentially zoned property to accommodate up to 360,000 square feet of medical and professional offices. Plans for the area call for this property to be used for residential purposes and propose that a substantial portion of the Briar Creek floodway be added to the County's greenway system. Plans do recognize the area along both sides of Billingsley Road east of the site as a concentration of office/employment uses. Inasmuch as this is a nonresidential petition in an area designated for residential use and does not acknowledge the need for land to be added to the greenway system, it is clearly inconsistent with publicly adopted plans and policies for the area.

2. Technical Consistency.

   1. Pre-Hearing Staff Input. The staff met with agents for the property owner many months ago and favorably discussed a residential proposal for the site. More recently, however, the petitioner has proposed a nonresidential future for the property and the staff has discouraged that concept. Subsequent to the filing of the application, the staff has communicated a number of concerns to the petitioner regarding the site plan. The petitioner has prepared a traffic impact analysis which was furnished to the City's Department of Transportation which purports to represent the impact this project will have on the thoroughfare system.

   2. Departmental Comments. The petitioner has responded to a number of departmental comments regarding this petition but others have been left un-addressed.

      The petitioner has amended the plan to deal with more specificity regarding buffers, screening, and some of the details regarding rights-of-way and centerlines along public streets.

      There are, however, a number of areas which the petitioner has not addressed. Eventhough including a substantial amount of regulatory floodplain, the petitioner proposes no

contribution toward the County greenway system. This property is ideally situated for just such a purpose and is directly across from the Mint Museum Park on the other side of Briar Creek. The plan does not indicate the required tree protection zoned along the frontage of Randolph Road which must be observed in compliance with the tree ordinance. Only the smaller of the two property owners has agreed to dedicate the minimum 10 feet of additional right-of-way along Randolph Road. It is somewhat unusual that for a request of this magnitude, the petitioner is not proposing any significant dedication of either right-of-way or floodplain on the revised plan. In addition, the single access point to Parcel B continues to be indicated on the plan as a full turning movement facility even after the Department of Transportation has specifically indicated that that driveway can only be right-in and right-out.

The Department of Transportation has evaluated this proposal in terms of its impact on a local thoroughfare system. In an initial correspondence to the Planning staff on February 12, CDOT indicated that the project could generate approximately 8,283 to 12,301 additional trips per day and notes that that would have a significant impact on the surrounding thoroughfare system. In a revised memorandum dated February 26, the Department of Transportation has lowered the trip generation characteristics of the site to approximately 5,177 trips based on the petitioner's traffic analysis. That traffic analysis, according to the memo, was based on the assumption that 300,000 square of the total 360,000 square feet would be general office rather than medical office. On average, medical office generates substantially more traffic per unit of floor area than general office. In addition, it appears that the petitioner used trip generation factor in the traffic study derived from large office buildings. The ITE study cited by the petitioner's traffic consultant notes that smaller office buildings will generate substantially more traffic than larger office buildings per unit of floor area. If one recalls that the petitioner's 300,000 square feet (Parcel A) is divided roughly between nine buildings, then each building would have approximately 33,000 square feet of floor area. According to the same ITE manual used by the petitioner's traffic engineer, this would translate to trip generation characteristics of roughly doubled that use in the study for large general office uses. If one further assumes that the entire site could be developed for medical office use, then the trip generation figure would increase by roughly 50% again. This would result in a trip generation characteristic of approximately 12,301 trips per day as originally estimated by CDOT rather than the 5,176 trips per day as indicated by the petitioner's traffic analysis. Even

with the much lower number of 5,177 trips per day, CDOT estimates a 14.3% increase in p.m. peak hour traffic and a 5.9% increase in a.m. peak hour traffic. This contradicts the petitioner's traffic impact assertion that the a.m. traffic impact of this site would be greater than the p.m. traffic impact. In conclusion, CDOT indicates that this zoning should not be approved due to the impact of the proposal on the local thoroughfare system, even considering proposed improvements.

For comparison purposes, taking the petitioner's low number, the site could theoretically accommodate between 500 and 700 dwelling units of multi-family housing at gross densities of between 10 and 15 dwelling units per acre or a smaller number of single family housing units at densities of two to eight units per acre. It is worth noting also that while the petitioner used the lower general office trip generation characteristics in doing the traffic analysis, the site plan proposes no limitation with regard to how much of the office space could be used for medical purposes. It could be none, or all.

ISSUES

1. Land Use. This petition raises a significant land use issue. It proposes the conversion of residentially zoned land to accommodate up to 360,000 square feet of medical and professional offices. It includes a substantial amount of floodplain area along Briar Creek and yet proposes no contribution of any portion of this land toward the County's greenway system. Previously adopted plans for this area have indicated a residential future for this property. Draft plans which are under development also propose that this property be used for residential purposes. Public plans have long recognized the Billingsley Road area east of Randolph Road as a location for medical and government offices. Indeed, over the years, the City Council has approved a substantial number of rezonings for office purposes in this immediate area. Not all of that zoning has yet been absorbed by the market as vacant tracts still remained zoned office nearby. In addition, this petition has the potential to have a substantial impact on the local thoroughfare system. Even the best possible numbers developed by the petitioner's consultant indicate a substantial impact on a system where most of the major intersections are already at the failure point, especially during the peak hours. If the public is willing to absorb the additional traffic impact, plans for the area can still be implemented by using the property for residential purposes. Sites of this sort afford excellent infill opportunities and would allow for concentrations of housing with access to transit service as well as employment centers nearby. In addition, although only adjoining a small number of existing

single family homes, this project would have a significant impact on those homes in terms of relationships along the property boundary. From the land use standpoint, this petition is not appropriate for approval.

2. Site Plan. This petition raises a number of site plan issues. Access and building setbacks on Parcel B, right-of-way dedication along Randolph Road, dedication to the greenway system, and no limitation on the usage of the site with regard to medical offices are all unresolved issues. If one accepts the petitioner's representations that the traffic impact would be limited, then one would expect the petitioner to agree to a condition on the plan disallowing medical offices. However, if the plan remains in its present form, then the transportation impacts could be as much as 2-1/2 times greater than represented by the petitioner's traffic analysis. In either case, the impact of this site development on adjoining properties and on the thoroughfare system is substantial. Even if these site plan issues could be adequately addressed, the change in the proposed land use is the paramount concern.

CONCLUSION

This petition is not appropriate for approval. It is inconsistent with plans for the area and will have a significant impact on the local thoroughfare system.

*Subject to further refinement following public hearing.

(4)

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No. 90-20
Date Filed January 16, 1990
Received By MCR
OFFICE USE ONLY

Ownership Information

Property Owner E.C. Griffith Co., Nivens Randolph Road Property

Owner's Address 1914 Brunswick Ave. Char., NC 28207 5535 Park Road Char., NC 28209

Date Property Acquired 12/30/88

Tax Parcel Number 155-141-10 155-141-09

Location Of Property (address or description) the westerly side of Randolph Rd. at the Billingsley Rd. intersection

Description Of Property

Size (Sq. Ft.-Acres) 46.5 acres Street Frontage (ft.) 1355' ± Randolph Rd.

Current Land Use vacant

Zoning Request

Existing Zoning R-12 Requested Zoning O-15(CD)

Purpose of Zoning Change To permit the construction of a medical/professional office park

Robert G. Young/Robert G. Young, Inc.
Name Of Agent

301 S. McDowell St., Suite 1012 Char., NC 28204
Agent's Address

334-9157
Telephone Number

Name of Petitioner(s)
1914 Brunswick Ave., Char. NC 28207
309 S. Laurel Ave., Char., NC 28207
Address of Petitioner(s)

332-7173 372-4380
Telephone Number

Petitioners: E.C. Griffith Co. and
Laurel Eye Associates

Signature

Signature of Property Owner if Other Than Petitioner

PETITIONER E. C. Griffith Company and Laurel Eye Associates

PETITION NO. 90-20 HEARING DATE March 19, 1990

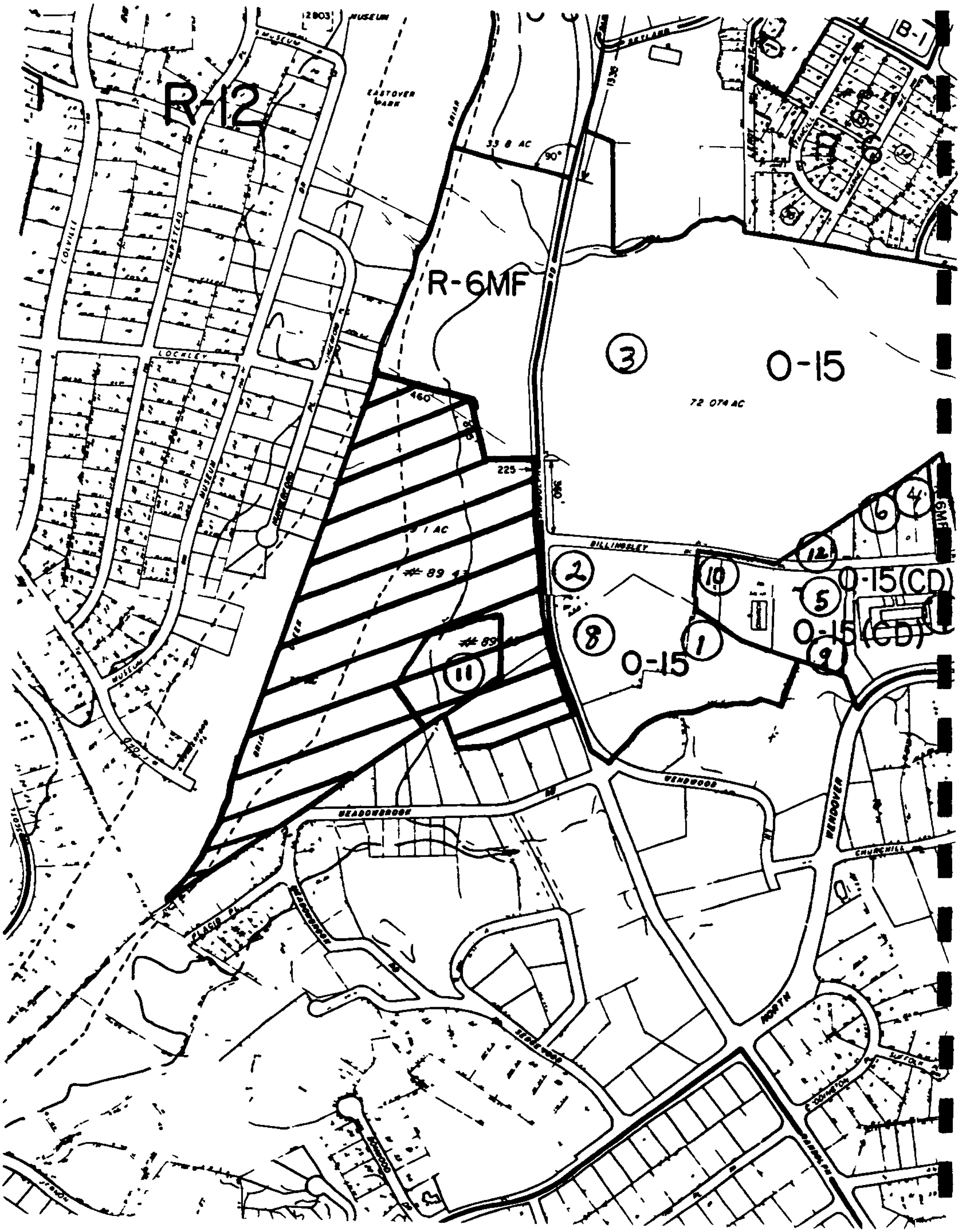
ZONING CLASSIFICATION, EXISTING R-12 REQUESTED O-15(CD)

LOCATION Approximately 46.5 acres located on the westerly side of Randolph Road at the Billingsley Road intersection.

SEE ATTACHED MAP

ZONING MAP NO. 112, 124 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE


R-12
R-6MF
O-15
O-15(CD)
O-15(CD)
O-15
B-1
MUSEUM
EASTOVER PARK
COLVILLE
HEMPSTEAD
LOCKLEY
MUSEUM
BILLINGSLEY
MEADOWBROOK
WENDWOOD
WENDOVER
CHURCHILL
NORTH
PLACID PL
33.8 AC
72.074 AC
460
225
90°
1.1 AC
#89
#89
1320

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No. 90-21

Petitioner: Pineville Realty Associates, Inc.

Location: Approximately 10.2 acres located on the east side of Cheshire Road at Nivens Road and extending to Mallard Creek Road.

Request: Change from R-9MF to O-6(CD) and B-1(CD).

BACKGROUND

1. Existing Zoning. The property involved with this request is presently zoned R-9MF as are properties generally to the north and east. The south of the site are properties zoned for a variety of nonresidential categories including O-6, O-9, B-1, and B-2(CD). Some distance to the north, the zoning pattern changes to that of single family R-9.

2. Existing Land Use. The property involved with this request is mostly undeveloped. There is a small commercial use located along the Mallard Creek frontage and the adjacent tract to the south is used for a neighborhood shopping center. There are several churches in the immediate area of the intersection of Nivens Road and Cheshire Road and a funeral home to the south of the site across Mallard Creek Road. Otherwise, properties in the area are used for single family detached housing, are vacant, or are part of the IBM site connected with the University Research Park.

3. Public Plans and Policies.

   1. 2005 Plan. The 2005 Plan indicates existing and developing residential land uses in the area of the subject property. The 2005 strategies include improvements to Cheshire Road, extension of Nivens Road from Cheshire Road to Mallard Creek Road and points east, and improving Mallard Creek Road.

   2. Transportation Improvements Program. The Transportation Improvements Program calls for the widening of Mallard Creek Road and the realignment to intersect with an extended Nivens Road. The plan also calls for the Graham Street Extension to W. T. Harris Boulevard and possible connection to N.C. 49 to the east.

   3. Derita Small Area Plan (adopted 1985). The Derita Small Area Plan calls for property in this area to be used for residential and park purposes. The plan indicates that properties to the south of Nivens Road Extension should be used for a neighborhood business.

4. Northeast District Plan (unadopted). The Northeast District Plan confirms the recommendations from the Derita Small Area Plan. It recommends multi-family land uses in the area of the subject property. The neighborhood commercial centers are to be located along Cheshire Road as it extends and becomes Sugar Creek Road on properties which already have commercial zoning classifications. The plan recognizes the extension of Nivens Road as the boundary between nonresidential uses to the south and residential uses to the north.

4. Site Plan. The site plan which accompanies this application proposes the development of this parcel for retail and office uses. The plan indicates that the corner of Cheshire Road and Nivens Road Extension on the north side of Nivens Road Extension would be used for a single office use. All of the property on the south side of Nivens Road Extension would be used for a retail center of up to 70,000 square feet of floor area. This retail center would have its orientation and access from Nivens Road Extension but would be furnished with a secondary access from Mallard Creek Road. The petitioner proposes to dedicate the right-of-way necessary to accommodate Nivens Road Extension but does not proposed building the road itself. The petitioner would reserve the right to place temporary driveways within the future Nivens Road right-of-way in order to serve two uses with frontage along Cheshire Road but that temporary access would be removed when the road was completed. The petitioner establishes a 20 foot building and parking setback along the future Nivens Road as well as along Mallard Creek Road to the rear of the center.

5. School Information. Not applicable.

6. Zoning History (See Attached Map).

	Petition No.	Request	Action	Date
1.	68-69	R-9 to O-6 and B-2	Approved	10/28/68
2.	74-25(c)	R-6 to R-15MF	Denied	07/29/74
3.	84-20(c)	R-9MF and R-12 to RE-2	Approved	09/16/85
4.	85-21(c)	R-9MF to B-1	Approved	05/20/85
5.	86-21(c)	B-2, R-9MF to B-2(CD), O-6, and R-9MF	Approved	12/01/86
6.	89-63	Establish zoning on annexed property.	Approved	08/28/89

7. Neighborhood. This property falls within the area defined as the Derita neighborhood.

REVIEWS

1. Plan Consistency. This petition proposes the rezoning of properties to accommodate office and business uses. All of these properties are located to the south of a proposed realignment of Nivens Road. The Derita Small Area Plan previously indicated that Nivens Road should be the boundary line between residential and nonresidential uses but that plan showed the Nivens Road realignment in a different location. Establishing the road in the location shown on the petitioner's site plan has the effect of expanding the amount of land available for commercial uses in conflict with the intent of the original Derita plan. The staff believes that this petition should adhere to the original intent of the Derita Small Area Plan and that this property should be used for residential purposes. Therefore, this petition is not consistent with publicly adopted plans and policies for the area.

2. Technical Consistency.

   1. Pre-Hearing Staff Input. The staff met with agents for the petitioner prior to the filing of the application and discussed the proposal. The staff expressed concern about the realignment of Nivens Road and about the proposal to establish commercial development in an area that had originally been considered for residential development. Subsequently, the staff has communicated a number of detailed comments to the petitioner regarding the site plan. In addition, the petitioner is still in negotiation with City Engineering and DOT regarding the exact alignment and timing of the Nivens Road Extension.

   2. Departmental Comments. There are a number of detailed comments regarding conditional notes and information on the plan which have all been addressed by the petitioner. However, there are substantial issues remaining regarding access to the site. The petitioner does not propose to build Nivens Road. The petitioner's expectation is that the center would not be developed until the road was in place. However, the City's Department of Transportation indicated that the petitioner should either provide a traffic impact study explaining how the center would function in its present configuration without Nivens Road or to commit to construct Nivens Road. In addition, the petitioner was asked to provide additional turning lanes along Cheshire Road at the intersection of Nivens Road as well as additional right-of-way. The petitioner has committed to the additional right-of-way but has not proposed to provide the additional left turn lanes. The access issue is a significant matter which must be resolved prior to any action on this request.

ISSUES

1. Land Use. This petition raises a significant land use issue. The Derita Small Area Plan and the draft Northeast District Plan indicate that nonresidential zoning should be confined to the area south of Nivens Road Extension in areas previously zoned for commercial use. The existing plans show the extension of Nivens Road between Cheshire Road and Mallard Creek Road at a location different than the petitioner shows on the proposed plan. Existing plans call for the area north of Nivens Road to be used for residential purposes and notes that multi-family housing is appropriate. Eventhough the Nivens Road alignment has shifted to the north, the staff believes that the original intent of the plan should be enforced. This site could still accommodate a residential development of multi-family housing in compliance with the previously adopted plans eventhough the road alignment has changed. The staff believes that enough vacant and underdeveloped commercially zoned areas exist in the immediate vicinity to provide for all of the community service needs of this area and that additional commercial zoning at this location is unwarranted. Therefore, from a land use standpoint, this petition is not appropriate for approval.

2. Site Plan. The site plan raises a significant issue with regard to access. The petitioner proposes to dedicate right-of-way for Nivens Road Extension but does not propose to build the road. Yet, Nivens Road Extension provides the principal access to the proposed shopping center. Either the petitioner must submit a traffic impact analysis indicating how the site can be served without Nivens Road or commit to construct Nivens Road. Until this matter is resolved, this petition cannot be considered appropriate for approval.

CONCLUSION

This petition is not appropriate for approval. It raises significant site plan and land use issues.

*Subject to further refinement following public hearing.

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OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No. 90-21
Date Filed January 16, 19
Received By MCM

OFFICE USE ONLY

Ownership Information

Property Owner: William Glenn Dellinger

Owner's Address: 418 Hillcrest Avenue
Charlotte, NC 28206

Date Property Acquired: March 9, 1971

Deed Reference: 3275-459 Tax Parcel Number: 043-012-08

Location Of Property (address or description)

East of Sugar Creek Road and west of Mallard Creek Road, north of their intersections and south of Rockwell Church Road

Description Of Property

Size (Sq. Ft.-Acres): 10.2 acres

Street Frontage (ft.): 278' - Sugar Cre
781' - Mallard C

Current Land Use: Vacant

Zoning Request

Existing Zoning: R-9MF Requested Zoning: O-6(CD) & B-1(C

Purpose of Zoning Change: To permit the development of retail and office space to make reasonable use of property drastically affected by the proposed thoroughfare extension of Nevins Road

Fred E. Bryant, Planner
Name Of Agent

1850 E. Third Street, Suite 216
Agent's Address

Charlotte, NC 28204

Telephone Number
333-1680

Pineville Realty Associates,
Name of Petitioner(s)

P. O. Box 5187
Address of Petitioner(s)

Lake Wylie, SC 29710

Telephone Number
(803) 831-2393

Signature

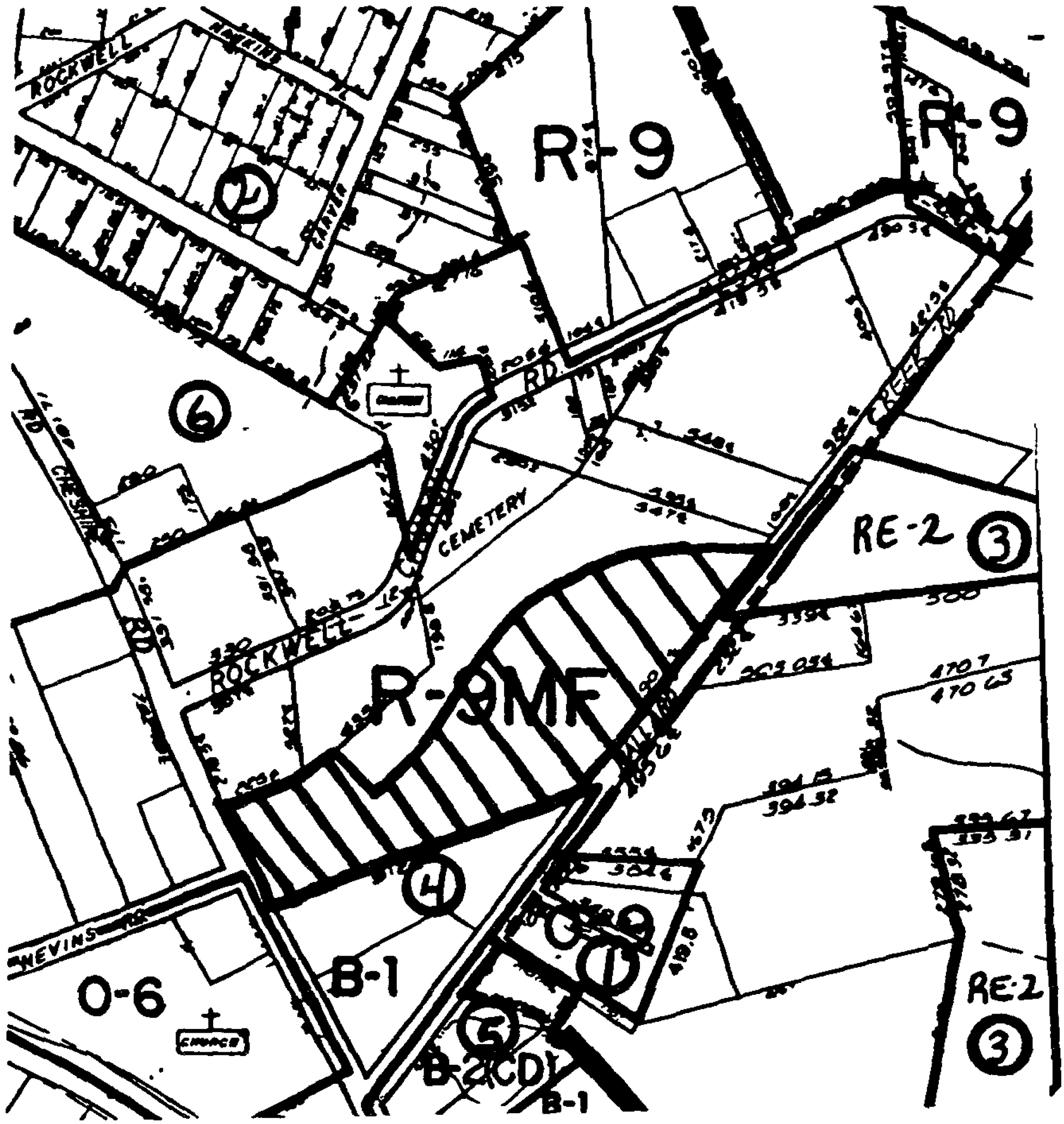
W G Dellinger
Signature of Property Owner if Other Than Petitioner

PETITIONER Pineville Realty Associates, Inc.

PETITION NO. 90-21 HEARING DATE March 19, 1990

ZONING CLASSIFICATION, EXISTING R-9MF REQUESTED O-6(CD) & B-1(CD)

LOCATION Approximately 10.2 acres located on the east side of Cheshire Road at Nevins Road and extending to Mallard Creek Road.



ZONING MAP NO. 59 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No. 90-22

Petitioner: Crescent Resources, Inc.

Location: Approximately 24.38 acres located on the southwesterly side of Hutchinson-McDonald Road.

Request: Change from R-9 to I-1(CD)

BACKGROUND

1. Existing Zoning. The property involved in this request is presently zoned R-9 as is much of the surrounding property. Two exceptions to this are the large tract on the north side of Hutchinson-McDonald Road that was rezoned to I-1(CD) in 1989 by the same petitioner and a large tract to the south, fronting along I-77 that was also rezoned to I-1(CD) in 1989. Other zoning districts in the immediate area include strip B-2, B-2(CD), and B-1 along Statesville Road, a single R-9MF(CD) tract on Cindy Lane and a single O-6 tract on Riley Avenue.

2. Existing Land Use. The property involved in this request is presently undeveloped except for a single family dwelling. Along Statesville Road can be found a mixture of commercial and residential uses ranging from single family detached to a wrecker service. Construction of the office/business/industrial parks approved for the conditional industrial districts has not commenced to date. An existing church site is also located along Hutchinson-McDonald Road.

3. Public Plans and Policies.

   1. 2005 Plan. The 2005 Plan indicates developing employment type land uses in the area of the subject property. 2005 strategies include the improvements to Statesville Road and to Interstate I-77.

   2. Derita Small Area Plan (1985). The Derita Small Area Plan recognizes that employment type uses would be located in the general area of the intersection of I-85 to I-77 and along Statesville Road, however, it calls for residential in this immediate area.

   3. Northeast District Plan (unadopted). The draft Northeast District Plan calls for this property to be used for employment purposes and recognizes changing conditions south of Cindy Lane.

4. Site Plan. The site plan which accompanies this application proposes the development of a mixed use business and industrial park as an extension of the conditional office/business/industrial park approval on the north side of Hutchinson-McDonald Road. Three

building areas are proposed for a total of 336,000 square feet of floor area. Access to the site would be furnished via public and private street connections to Hutchinson-McDonald Road. A 60' public right-of-way is shown to be reserved along the southwest boundary of the site. Required screening is stated to be in conformance with the Charlotte Zoning Ordinance as will any proposed signage. Planting is also proposed to comply with the Charlotte Tree Ordinance.

5. School Information. Not applicable.

6. Zoning History (See Attached Map).

Pet. No.		Request	Action	Date
1.	72-7	R-12 to 0-15	Approved	03/20/72
2.	72-38	R-9 to 0-6	Approved	08/07/72
3.	74-6	R-6MF to 0-15	Approved	05/06/74
4.	78-2	R-6MF, B-1, B-2, 0-15, & I-2 to R-6, R-9MF, 0-15, & R-12MF	Approved	02/27/78
5.	83-28	R-6MF & R-12 to 0-15(CD)	Approved	09/19/83
6.	84-23	0-15(CD) S.P.A.	Approved	05/21/84
7.	86-80	R-6MF to 0-15(CD)	Approved	08/18/86
8.	84-49	R-6MF to 0-15(CD)	Approved	08/20/84
9.	86-119	0-15(CD) & R-6MF to 0-15(CD)	Approved	02/23/87
10.	87-87	R-6MF to 0-15(CD)	Approved	01/19/88
11.	89-43	Cond. Res. to R-12	Approved	06/19/89
12.	89-79	R-6MF to 0-15(CD)	Approved	11/20/89

7. Neighborhood. This property falls with in the area defined as the Derita neighborhood.

REVIEWS

1. Plan Consistency. This project proposes development of a mixed use business and industrial park. The 2005 Plan and the pending Northeast District Plan allow for the development of property in this area for employment type uses as well as multi-family residential uses. Although the Derita Small Area Plan (1985) calls for this area to be used exclusively for multi-family housing, the draft Northeast District Plan shifted the multi-family use to the north side of Cindy Lane and recognizes the changing conditions south of Cindy Lane. Therefore this petition is viewed as consistent with publicly adopted plans and policies for the area.

2. Technical Consistency.

   1. Pre-Hearing Staff Input. The staff met with the petitioner prior to the filing of this application. Subsequently the staff communicated several technical comments to the petitioner.

   2. Departmental Comments. A number of technical comments were transmitted to the petitioner regarding the site plan. Charlotte Department of Transportation indicated that the developer/petitioner must dedicate 175' from centerline of I-77. They also indicated that the sight distance for the proposed intersection of the public street with Hutchinson-McDonald Road does not meet the minimum requirements for intersections. The petitioner must dedicate the additional right-of-way for this improvement. Construction of this improvements needs to be addressed on the site plan in conformance with the Charlotte Subdivision Ordinance. Also, a 60' right-of-way is shown as reserved along the southwest boundary connecting to a landlocked parcel to the south. Dedication of this right-of-way needs to be shown on the plan as well as construction responsibility time to the development of that portion of the site and the development of the adjoining tract. Planning Commission staff also requested a greater setback along the boundary of this site and the adjacent site on Greenwood Avenue, with a note stating that if this adjacent site is rezoned, the increased setback may be reduced to comply with the minimum requirements of the Charlotte Zoning Ordinance. The revised site plan submitted has not addressed all of the above concerns.

ISSUES

1. Land Use. There are no significant land use issues which accompany this application. The property is within the areas recognized by the 2005 Plan and pending Northeast District Plan as appropriate for employment type land uses. Therefore, from a land use standpoint, this petition is appropriate for approval.

2. Site Plan. The site plan submitted with the application contained a number of concerns that were transmitted to the petition. Subsequently a revised site plan was submitted that addressed some of those concerns, however, the few issues of right-of-way dedication and public street construction commitments were not addressed as well as a request for establishment of a greater setback along the adjacent property to the east on Greenwood Avenue, therefore, until these issues are satisfactorily addressed, this petition can not be considered appropriate for approval from a site plan standpoint.

CONCLUSION

This petition is not considered appropriate for approval until remaining site plan issues are satisfactorily addressed.

*Subject to further refinement following public hearing.

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 90-22
Date Filed January 16, 1990
Received By MCM

OFFICE USE ONLY

Ownership Information

Property Owner James H. Lutz and wife Martha Lutz/C. Grier Beam

Owner's Address 2636 Hutchinson-McDonald Rd., Charlotte, NC 28213/Post Office Box 697, Cherryville, NC 28021

Date Property Acquired 3-11-49/9-22-83

Tax Parcel Number 041-061-02/041-061-03

Location Of Property (address or description) Hutchinson-McDonald Road between Cindy Lane and Statesville Road

Description Of Property

Size (Sq Ft.-Acres) 4.38 ac./20.003 ac. Street Frontage (ft.) ±370.'/±830.'

Current Land Use Single family residence/undeveloped

Zoning Request

Existing Zoning R-9 Requested Zoning I-1CD

Purpose of Zoning Change To permit the development of a mixed use business and industrial park.

Name Of Agent
ColeJenest

Agent's Address
417 E. Blvd., Suite 206, Charlotte, NC 28203

Telephone Number
(704) 376-1555

Name of Petitioner(s)
Crescent Resources, Inc.

Address of Petitioner(s)
400 S. Tryon St., Suite 1300, Charlotte, NC 2823

Telephone Number
(704) 372-3012

Signature

* Signature of Property Owner if Other Than Petitioner

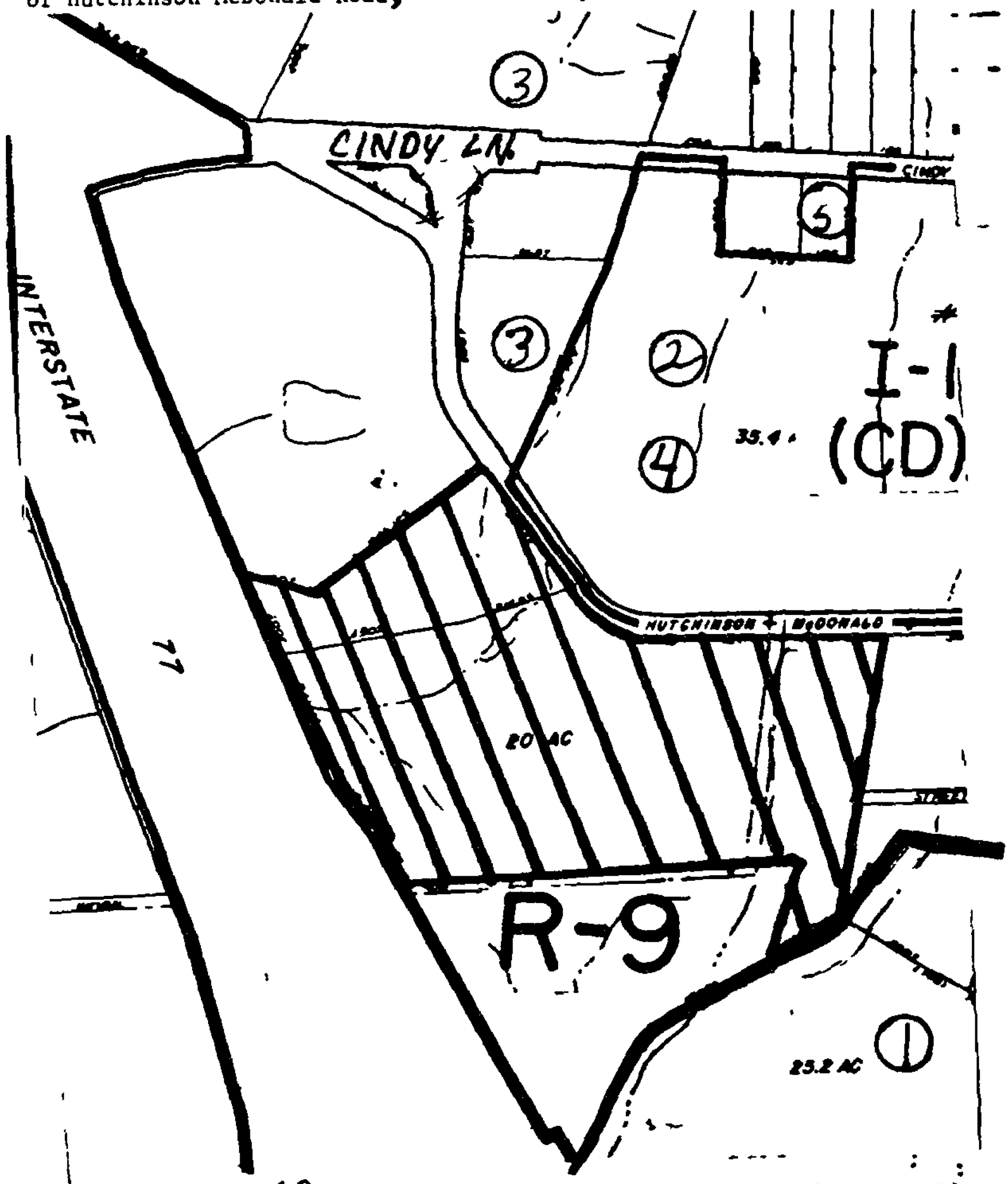
* Don F. Fryar has executed this petition as agent for the property owners pursuant to the attached memorandum agreement.

PETITIONER Crescent Resources, Inc.

PETITION NO. 90-22 HEARING DATE March 19, 1990

ZONING CLASSIFICATION, EXISTING R-9 REQUESTED I-1(CD)

LOCATION Approximately 4.38 acres located on the southwesterly side of Hutchinson-McDonald Road, south of Cindy Lane extending to I-77.



ZONING MAP NO. 69 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No. 90-23

Petitioner: Marathon Petroleum Company

Location: Approximately 1.2 acres located on the northeasterly corner of Little Rock Road and Tuckaseegee Road.

Request: Change from R-12 to B-1(CD)

BACKGROUND

1. Existing Zoning. The property involved with this request is presently zoned R-12 as are other properties located north of Tuckaseegee Road. To the south of the petitioned site along Little Rock Road is a variety of commercial zoning classifications including B-1SCD, B-1(CD), B-D, and B-2. Otherwise, the area is zoned R-12.

2. Existing Land Use. The petitioned property is developed with a single family residence. The land use in the area closely matches the zoning pattern with commercial facilities located south of Tuckaseegee Road along Little Rock Road and single family residential development located elsewhere. The commercial uses along Little Rock Road include a Food Lion, Eckerds, and several restaurants and hotels. North of Tuckaseegee Road, the area is composed of single family homes, a day care center, a school, and churches.

3. Public Plans and Policies.

   1. 2005 Plan. The 2005 Plan indicates existing residential land uses in the area of the subject property. The plan also recognizes the intersection of Little Rock Road and Tuckaseegee Road as a community commercial center. 2005 strategies for the area include improvements to Little Rock Road.

   2. Northwest District Plan (draft). The pending Northwest District Plan, approved by the Charlotte-Mecklenburg Planning Commission in December, 1989, calls for single family residential development at densities of 0-4 dwelling units per acre in the area of the subject property. The plan recognizes the area along Little Rock Road south of Tuckaseegee Road as an existing neighborhood convenience center. The Northwest Plan also recommends widening of Little Rock Road and construction of the Northwest Circumferential Road.

   3. Transportation Improvement Program. The Transportation Improvement Program's listing of proposed roadway improvements includes the Northwest Circumferential which will provide a new four-lane facility providing a connection between I-77 North and the I-85 Airport area.

4. Site Plan. The site plan which accompanies this application proposes development of an approximately 1,717 square foot convenience store and gas pumps. The plan indicates access to the site would be provided by one driveway to Little Rock Road and one driveway to Tuckaseegee Road. Screening adjacent to residentially zoned properties is to be provided by a wood slat fence and trees spaced 35 feet apart on the exterior of the fence. The plan provides for right-of-way dedication and indicates compliance with the Tree Ordinance.

5. School Information. Not applicable.

6. Zoning History (See Attached Map).

Petition No.	Request	Action	Date
1. 65-23	R-12 to B-2	Approved	03/01/65
2. 78-37	R-12 to B-2	Approved	12/17/79
3. 79-38	R-12 to B-2	Approved	10/08/79
4. 79-40	R-12 to B-2	Approved	10/08/79
5. 81-77	R-12 and B-1SCD to B-1SCD with Site Plan Amendment	Approved	07/19/82
6. 85-50	R-12 to B-1(CD)	Approved	09/16/85

7. Neighborhood. This site falls within the area defined as the Toddville Road neighborhood.

REVIEWS

1. Plan Consistency. This petition proposes development of a small convenience store and associated gas pumps in an area in which publicly adopted and pending plans call for continued residential development. Indeed, the subject property is already developed for residential purposes. Conversion of this site to a commercial zoning classification is clearly inconsistent with public plans and policies for this portion of the community.

2. Technical Consistency.

   1. Pre-Hearing Staff Input. The staff met with the petitioner prior to the filing of the application and discouraged its submittal. Subsequent to the filing of the petition, staff relayed a number of comments and concerns regarding the site plan.

   2. Departmental Comments. Comments from CDOT indicate the site could generate approximately 40-52 trips per day as currently zoned. Under the proposed zoning, the site could generate approximately 556-1,530 trips per day. Other comments from the various reviewing agencies included the need for

right-of-way dedication, compliance with the tree ordinance, additional landscaping along the perimeter of the site and erection of a brick wall for screening purposes along the edges adjoining residential zoning. The revised site plan has noted or addressed the departmental comments with the exception of the request for a brick wall. The plan proposes a 6' wood slat fence instead.

ISSUES

1. Land Use. This petition raises a significant land use issue. It proposes the conversion of existing residentially zoned and used land to a commercial category to permit development of a convenience store. Publicly adopted and pending plans and policies for this area have long recognized properties in this area north of Tuckaseegee Road as appropriate for continued residential purposes. The Little Rock Road frontage south of Tuckaseegee Road provides ample retail, restaurant, and other commercial services for the nearby community. Properties located north of Tuckaseegee Road are clearly appropriate for continued residential development. Indeed, the subject property is developed with a single family residence as are the adjoining and nearby properties along all of the north side of Tuckaseegee Road in this area. The 2005 Plan does designate a community commercial center at the intersection of Tuckaseegee and Little Rock Roads. That designation, however, is merely recognizing that the numerous commercial facilities located to the south constitute an existing community commercial center. The designation is not an indication that additional commercial facilities north of Tuckaseegee are appropriate. Therefore, the petition is not appropriate for approval.

2. Site Plan. The site plan which accompanies this application proposes development of an approximately 1,717 square foot convenience store and associated gas pumps. Access to the site is to be provided by driveway connections to Little Rock Road and Tuckaseegee Road. For screening treatment, the plan proposes a wood slat fence with trees 35 feet apart on the exterior of the fence. The petitioner has submitted a site plan which indicates compliance with the minimum standards of the Zoning Ordinance and Tree Ordinance and provides for right-of-way dedication in accordance with the street classification system. However, the proposed use involved with this request adjoining residentially zoned and used properties warrants more screening than would be provided by the proposed wood slat fencing. It is typical for convenience stores to operate 24 hours a day, to be extremely well-lit and to generate substantial traffic. The wood fence would not be able to provide adequate screening of the potentially 24 hour a day vehicular traffic and harsh lighting that would customarily be associated with a convenience store. A solid

masonry or brick wall would provide a more appropriate screening treatment in this situation. Therefore, the site plan which accompanies this application is not considered appropriate for approval as submitted. However, regardless of the specifics of the site plan, the central issue raised by this petition is that of land use.

CONCLUSION

This petition is not appropriate for approval. It raises substantial land use issues and the site plan which accompanies the petition does not provide adequate screening for adjoining residential properties.

*Subject to further refinement following public hearing.

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 90-23

Date Filed January 16, 1990

Received By [illegible]

OFFICE USE ONLY

Ownership Information

Property Owner: Wilbur T. Foushee

Owner s Address: 408 Daleview Road

Charlotte, North Carolina 28214

Date Property Acquired: March 8, 1974

Tax Parcel Number: 059-172-09

Location Of Property (address or description): North easterly corner of Little Rock Road and Tuckaseegee Road

Description Of Property

Size (Sq Ft Acres): 1.2 acres +/-

Street Frontage (ft): 150 LF on Little Rock
180 LF on Tuckaseegee

Current Land Use: Single Family Dwelling

Zoning Request

Existing Zoning: R-12

Requested Zoning: B-1 C.D.

Purpose of Zoning Change: To permit operation of convenience/gasoline sales facility.

Robert G. Young Inc./Robert G. Young
Name Of Agent

301 S. McDowell Street, Ste. 1012
Agent s Address

Charlotte, NC 28204
Telephone Number

(704) 334-9157

Marathon Petroleum Company
Name of Petitioner(s)

539 S. Main Street
Address of Petitioner(s)

Findley, Ohio 45840
Telephone Number

(419) 422-2121

R. Douglas Rogers
Signature

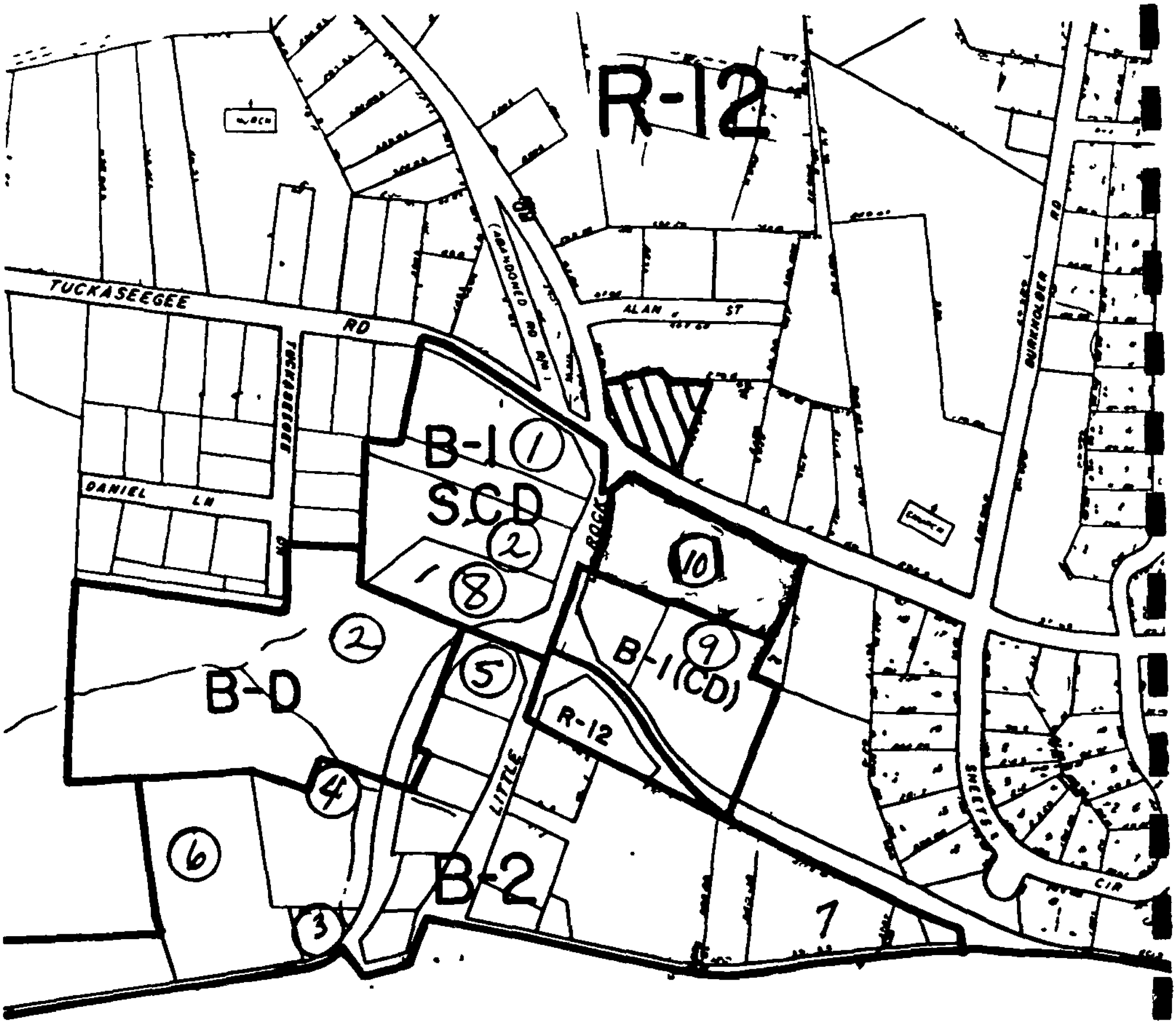
x Wilbur T. Foushee
Signature of Property Owner or Other Than Petitioner

PETITIONER Marathon Petroleum Company

PETITION NO. 90-23 HEARING DATE March 19, 1990

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

LOCATION Approximately 1.2 acres located on the northeasterly corner of Little Rock Road and Tuckaseegee Road.



ZONING MAP NO. 86

SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No. 90-24

Petitioner: City View Development Corporation

Location: Approximately 112 acres located on both sides of Ledwell Street between Freedom Drive and Ashley Road.

Request: Change from I-1, I-2, and R-9MF to B-1SCD, I-1(CD), and B-D(CD).

BACKGROUND

1. Existing Zoning. The property involved with this request is presently composed of three zoning categories. The tract includes approximately 32 acres of land zoned R-9MF, 18 acres of land zoned I-2, and 61 acres of land zoned I-1. Properties generally to the north and south of the subject site are also zoned for industrial purposes. Properties to the south along Freedom Drive are zoned I-1 and B-1SCD and other properties are zoned for a combination of single family and multi-family use. To the west of the site along Ashley Road, properties are also zoned for residential use.

2. Existing Land Use. The property involved with this request is the site of a former drive-in theater but is otherwise undeveloped. Properties generally to the north and east of the subject site with orientation toward Freedom Drive and Interstate 85 are used for a variety of industrial and commercial purposes. Properties generally to the west and south of the subject site are used for a variety of residential purposes including single family, multi-family, and duplex type housing. Just to the west of the subject site on Alleghany Street is a senior high school. The extreme western corner of the site falls under the 65 Ldn contour from runway 5/23. Areas within the 65 Ldn contour are considered appropriate for all types of uses including residential uses.

3. Public Plans and Policies.

   1. 2005 Plan. The 2005 Plan indicates existing residential land uses in the area of the subject property. Property along Freedom Drive is indicated as having existing employment uses. The plan also indicates a community commercial center along Freedom Drive in the area of the subject property and 2005 strategies include a potential light rail station in the area.

   2. Transportation Improvement Program. The Transportation Improvement Program calls for the widening of Freedom Drive from I-85 to Mt. Holly Road to four lanes. The thoroughfare plan indicates a connecting road to Ashley Road and Clanton Road. The thoroughfare plan also indicates a potential connection from Freedom Drive to Ashley Road which is represented by a street included in this petition.

3. Westerly Hills/Ashley Park Small Area Plan (1984). The The Westerly Hills Plan calls for this property to be developed with a mixture of well integrated light industrial, office, commercial, and residential uses. The present zoning mix provides opportunities for all of those to exist.

4. Central District Plan (unadopted). The draft Central District Plan indicates a mixed use center in the vicinity of the subject property including commercial, office, and residential uses.

4. Site Plan. The site plan which accompanies this application proposes a mixed nonresidential development including business, industrial, and distributive business type uses. The plan proposes approximately 28 acres of land to be zoned I-1(CD) to accommodate up to 150,000 square feet of light industrial floor area. A second development area on the plan proposes 29 acres to be zoned for distributing business uses up to 240,000 square feet of total floor area. The third and largest area of the plan is proposed to be rezoned to B-1SCD to accommodate a potential 300,000 square feet of retail and service uses. This represents a total development potential of 690,000 square feet or approximately 6,100 square feet of floor area per acre. The plan calls for a 100 foot undisturbed buffer along the southern boundary of the site where it adjoins residentially zoned properties. The plan further indicates that this buffer will be clearly delineated prior to any grading on the site and that the grading plan will likewise show the buffer area to be protected. In addition, along the B-D portion of the site which extends into residentially zoned properties nearby, the petitioner proposes an additional 40 foot building setback over and above the 100 foot undisturbed buffer and likewise along residentially zoned properties in the I-1(CD) portion of the site an additional 20 foot building setback is provided. The plan indicates that the petitioner will provide a tree survey and planting plan at the time of grading permit application and further agrees to provide left turn lanes on Ashley Road into the new Ledwell Street. The plan indicates that the uses in the I-1(CD) area would be limited to light manufacturing, distribution, and office uses and the uses in the B-D(CD) area would be limited to distribution, office, and warehousing.

5. School Information. Not applicable.

6. Zoning History (See Attached Map).

Petition No.	Request	Action	Date
1. 68-78	R-9MF to B-1	Approved	11/18/68
2. 69-20	I-1 to I-2	Approved	03/17/69
3. 69-89	R-9MF to B-1	Denied	09/22/69

4.	70-49	B-2 to Cond. Amusement	Approved	04/20/70
5.	71-30	Cond. Amusement	Approved	05/03/71

7. Neighborhood. This petition falls within the area defined as the Ashley Park neighborhood.

REVIEWS

1. Plan Consistency. This petition proposes the rezoning of a large tract of land including almost 80 acres of industrially zoned land and 32 acres of multi-family zoned land to accommodate a mixed nonresidential development. Plans for the area have indicated that a mixed development in this location is an appropriate land use. However, those plans have also called for a residential component in any such development. The petition as filed contains no residential component and eliminates existing residentially zoned lands in favor of nonresidential uses. While it is noteworthy that the petitioner is voluntarily reducing the development rights on a substantial portion of this property by eliminating straight-up I-1 and I-2 zoning, it cannot be said that this proposal is entirely consistent with plans for the area because it does not include a residential component. It might be possible for the petitioner to devote a portion of the site to a residential use but as filed the petition is not consistent with publicly adopted plans and policies for the area.

2. Technical Consistency.

   1. Pre-Hearing Staff Input. This proposal has been discussed with the petitioner's agents on several occasions prior to the filing of this application. This request is a substitute for a previously filed case (No. 89-95) which included a portion of this same site. A central issue in the previous case was a desire for the petitioner to include the entire tract so that the overall impacts of the project can be adequately assessed. Subsequent to the filing of the present request, the staff communicated a number of site plan concerns and questions to the petitioner for their consideration.

   2. Departmental Comments. The majority of the departmental comments regarding this plan dealt with minor issues of detail in the conditional notes and in the plan itself with regard to yards, setbacks, and other information. The petitioner has addressed all of those technical details. However, according to a March 8, 1990 memo from the City's Department of Transportation, the petitioner has not yet filed a revised traffic impact study as previously requested. CDOT indicates that the development proposed by this request could generate up to 18,500 vehicle trips per day and has asked the petitioner to furnish information about how those trips will be managed on

the site and on the local thoroughfare system. All of the other transportation related issues proposed by CDOT including the installation of a left turn lane on Ashley Road, dedication of right-of-way on Ashley Road, Ledwell Street, and Freedom have all been addressed by the petitioner.

ISSUES

1. Land Use. This petition proposes a complex land use issue. When viewed in the context of existing plans and policies for the area, it does not comply with those plans in that it does not include a residential component. Indeed, this proposal eliminates residential zoning on a portion of the site. However, plans for the area specifically call for a mixed use development at this location. The petitioner's application does fulfill that objective by providing for a wide variety of uses in three different zoning categories which will create employment opportunities as well as provide for locations for neighborhood retail and other service uses. This represents a substantial improvement over the previous petition which left approximately 80 acres of land zoned straight-up I-1 and I-2 with essentially no limitations on the types and amounts of development which could occur. If this petition did not contain the variety of uses proposed by this plan at the low intensity, then the staff believes that it would not be appropriate for approval. However, the mixture of zoning categories offered by the petitioner lead the staff to conclude that this petition is appropriate for approval.

2. Site Plan. The site plan which accompanies this application raises few issues. The only outstanding concern as of the preparation of this report is the lack of a revised traffic impact study. With regard to the actual plan itself, the petitioner proposes a level of development on the site of just over 6,100 square feet of floor area per acre on the average. This represents a very low intensity development of substantially less floor area than could be placed on the property as presently zoned. The plan indicates a 100 foot undisturbed buffer along the residentially zoned portions of the site and that buffer is composed of mature hardwood trees. In addition, the petitioner proposes additional buildings setbacks in these areas and recognizes that a portion of the site extends into the residential community by providing a 40 foot building setback in addition to the 100 foot undistributed buffer. The petitioner proposes to dedicate the right-of-way for and to construct Ledwell Street through their site which completes a portion of the City's thoroughfare plan. On the whole, this petition as proposed represents an improvement over the zoning categories which presently control the use of this site and assuming that the traffic analysis reveals no substantial problems, then this petition is considered appropriate for approval.

CONCLUSION

This petition is considered appropriate for approval. It represents a trade-off between the elimination of a substantial area of essentially unregulated industrially zoned land in favor of a mixed use nonresidential project, even if that project contains no residential component.

*Subject to further refinement following public hearing.

OFFICIAL REZONING APPLICATION
CITY OF CHARLOTTE

Petition No 90-24
Date Filed January 16, 1990
Received By MCM
OFFICE USE ONLY

Ownership Information

Property Owner City View Development Corp.

Owner s Address 3640 One First Union Center, 301 S. College Street
Charlotte, NC 28202

Date Property Acquired June 27, 1989

Tax Parcel Number 067-142-02 and 067-142-05

Location Of Property (address or description) bounded on the west by Ashley Road, on the east by Freedom Drive and Royston Road, on the north by Freedom Mall and on the south by Marsh Estates

Description Of Property

Size (Sq Ft -Acres) 112.050 acres

Street Frontage (ft) 1,141.88 feet--Ashley Ro
± 150.0 feet--Freedom Drive
± 60.0 feet--Ledwell Street

Current Land Use Vacant--heavily wooded site

Zoning Request

Existing Zoning R-9MF, I-1 and I-2

Requested Zoning I-1(CD), BD(CD) and BIS(CD

Purpose of Zoning Change To permit the development of property as a possible office distribution center, light industrial center and retail center.

Name Of Agent
David H. Jones

Agent s Address
3300 NCNB Plaza
Charlotte, NC 28280

Telephone Number
(704) 331-7481

Name of Petitioner(s)
City View Development Corp.

Address of Petitioner(s)
3640 One First Union Center
Charlotte, NC 28202

Telephone Number
(704) 343-0950

Signature Thomas E. Norman
President

Signature of Property Owner if Other Than Petitioner

PETITIONER City View Development Corporation

PETITION NO. 90-24 HEARING DATE March 19, 1990

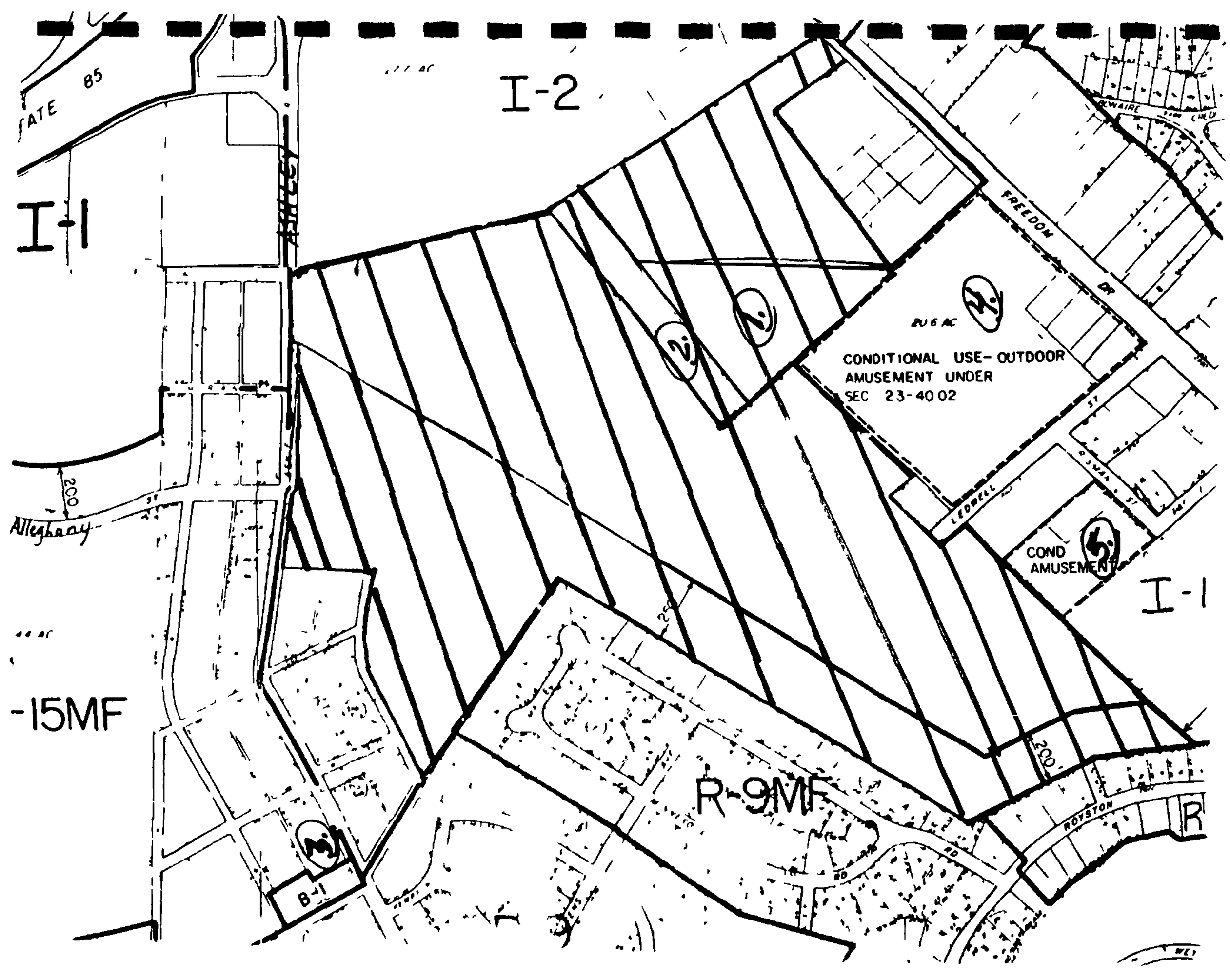
ZONING CLASSIFICATION, EXISTING R-9MF, I-1, & I-2 REQUESTED I-1(CD), BD(CD), & B-1SCD

LOCATION Approximately 112 acres located off Ashley Road across from Alleghany Street extending to Freedom Drive and to the rear of properties along Royston Drive.

SEE ATTACHED MAP

ZONING MAP NO. 87 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE


I-2
I-1
ALLEY
FREEDOM DR
CONDITIONAL USE- OUTDOOR
AMUSEMENT UNDER
SEC 23-4002
COND
AMUSEMENT
I-1
200
Allegheny
-15MF
R-9MF
B-1
ROYSTON
R

PRE-HEARING STAFF ANALYSIS*

Rezoning Petition No. 90-25

Petitioner: Charlotte-Mecklenburg Planning Commission

Request: To specifically include provisions for Jails and Prisons in the zoning ordinance.

BACKGROUND

The Zoning Administrator has interpreted that since jails and prisons are not specifically listed in the zoning ordinance and that there are no appropriate general or inclusive categories, any new jails or prisons are not permitted. This amendment proposes to establish definitions and development standards for jails and prisons. It proposes that these uses be allowed in Institutional, Office, Business, Industrial, and UMUD districts pursuant to specific development standards for lot size, yards, fences and lighting, and accessory uses.

CONCLUSION

The range of districts proposed in this amendment creates the greatest degree of flexibility in the location of such facilities while the development standards are designed to protect adjoining residential properties. This text amendment is recommended for approval.

*Subject to further refinement following public hearing.

ZONING ORDINANCE TEXT AMENDMENT APPLICATION

CITY OF CHARLOTTE

Petition No. 90-25

Date Filed January 16, 1990

Received By MCM

OFFICE USE ONLY

Section No. Various Sections including 1100 Definitions & 3100 Special Requirements for Certain Uses.
(Title)

Purpose of Change:

This amendment proposes to establish definitions and development standards for Jails and Prisons. It proposes that these uses be allowed in Institutional, Office, Business, Industrial, and UMUD districts pursuant to specific development standards for lot size, yards, fences and lighting, and accessory uses. The range of districts creates the greatest degree of flexibility in the location of such facilities while the development standards are designed to protect adjoining residential properties.

Name of Agent

Agent's Address

Telephone Number

Charlotte-Mecklenburg Planning Commissio

Name of Petitioner(s)

600 E. 4th Street/Charlotte, NC 28202-28

Address of Petitioner(s)

Telephone Number

Signature

Petition No. 90-25
Petitioner: Charlotte-Mecklenburg Planning Commission

Revised 2/27/90

ORDINANCE NO. _____

AN ORDINANCE AMENDING APPENDIX A OF THE CITY CODE ZONING ORDINANCE

AN ORDINANCE AMENDING THE CITY CODE WITH RESPECT TO THE ZONING ORDINANCE

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

Section 1. Appendix A, "Zoning" of the City of Charlotte is hereby amended as follows:

1. Amend Section 1102 by adding in the proper alphabetical order the following new definitions.

   Jail. Publicly or privately owned building(s), and all accessory uses and structures, used to confine, house, and supervise persons held in lawful custody including those who are serving terms of imprisonment for violations of criminal laws or who are awaiting trial for alleged violations of criminal laws, but not including temporary holding facilities that are accessory to a police station.

   Prison. Publicly or privately owned building(s), and all accessory uses and structures, used to confine, house, and supervise persons who are serving terms of imprisonment for violation of criminal laws. A prison is distinguished from a jail, in that a prison is considered to be a larger, long term incarceration facility normally operated under the authority or jurisdiction of the State or Federal government.

2. Amend Section 3100 by adding a new Section 3142 as follows:

   3142. Jails and Prisons. Jails and prisons, when allowed by this ordinance in certain districts, must be developed in conformance with the following standards unless otherwise specified by the district regulations.

   1. Minimum Lot Size.

Jails within completely enclosed structures	2 acres
Jails with open exercise yards or other unenclosed facilities	5 acres
Prisons	50 acres

2. Principal uses in the district in which they are located with the following exceptions:

   minimum distance to nearest residentially zoned or residentially used property to:

   1. any portion of the principal structure - 100'

   2. any security fence attendant to the principal use - 50'

   3. any accessory use associated with the principal use - 50'

   No portion of the principal use or any accessory use may exceed 40 feet in height if located within 100 feet of any residentially zoned or residentially used property.

3. Screening. Screening will be provided along the side and rear yards in accordance with the standards of Section 1601. Any such screening must be located outside of any fences or walls along or near the property line. This standard applies when the use adjoins residentially zoned or residentially used properties.

4. Hazardous Fencing Materials. Fencing materials such as barbed wire, razor wire, or electrical fences may not be used when adjacent to residentially zoned or residentially used properties. This standard applies to those fences which are located along or parallel to the property boundary which is nearest to the residential areas. This standard does not apply to fences which are located more than 60 feet from the property line.

5. Security Lighting. All lighting for the facility must be oriented so that direct beams of light shine away from all adjoining properties and into the property so used.

6. Accessory Uses. No detached accessory use may be placed on any property used for a jail or prison facility which could not be located in the district as a principal use.

7. Signs. Signs for a jail or prison facility must conform to the standards of the district in which the use is located.

8. Parking and Loading Standards. Parking and loading facilities for a jail or prison must be provided in accordance with the provisions of Section 2100 and with the following requirements:

parking spaces	1 per employee on the greatest shift plus 1 per each 10 inmates
loading spaces	as needed by the facility

3. Amend Section 3030 (Institutional District) by adding a new use to Section 3033 as follows:

42. Jails and Prisons in accordance with the standards of Section 3142.

4. Amend Section 3040 (Office District) by adding a new use to Section 3043 as follows:

29. Jails and Prisons in accordance with the standards of Section 3142.

5. Amend Section 3053 (UMUD) by adding a new use to 3053.3 as follows:

11. Jails within a completely enclosed building.

6. Amend Section 3060 (Business Districts) by adding a new use to Section 3063 as follows:

32. Jails and Prisons in accordance with the standards of Section 3142.

7. Amend Section 3070 (Industrial Districts) by adding a new use to Section 3073 as follows:

28. Jails and Prisons in accordance with the standards of Section 3142.

Section 2. That this ordinance shall become effective upon 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 _____.

DRAFT

_____
Pat Sharkey, City Clerk

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

March 1, 1990

Mayor Sue Myrick
Members, City Council
Charlotte, North Carolina

Dear Mayor and Council Members:

Attached are recommendations of the Zoning Committee 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 26, 1990.

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 12:00 noon on Monday, March 12, 1990. This will then permit these matters to be placed on your agenda for consideration on Monday, March 19, 1990.

If you have questions or wish to discuss any aspect of these recommendations, please let me know.

Respectfully submitted,

Dr. Timothy Mead
Charlotte-Mecklenburg Planning Commission
Zoning Committee Chairperson

TM:mlj

Attachments

600 East Fourth Street • Charlotte, North Carolina 28202 2853 • (704) 336-2205

DATE: January 22, 1990

PETITION NO.: 89-116

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from R-6MF to R-6 (Thomasboro/Hoskins Plan Implementation).

LOCATION: Approximately 57.25 acres at the intersection of Browns Avenue and Freedom Drive and extending to Marmion Drive.

ACTION: The Zoning Committee recommends that this petition be approved.

VOTE: Yeas: Burns, Lassiter, Latham, Majeed, Mead, and Points.

Nays: None.

(Commissioner Davis was not present when vote was taken.)

REASONS

This petition proposes the elimination of multi-family zoning in favor of single family zoning for these properties. The vast majority of properties covered by the petition are either used for single family purposes or are vacant. Existing multi-family and commercial developments within the subject area have been eliminated from the petition. Therefore, the Zoning Committee recommends that this petition be approved.

STAFF OPINION

The staff agrees with the recommendation of the Zoning Committee.

PETITIONER Charlotte-Mecklenburg Planning Commission

PETITION NO. 89-116 HEARING DATE October 30, 1989

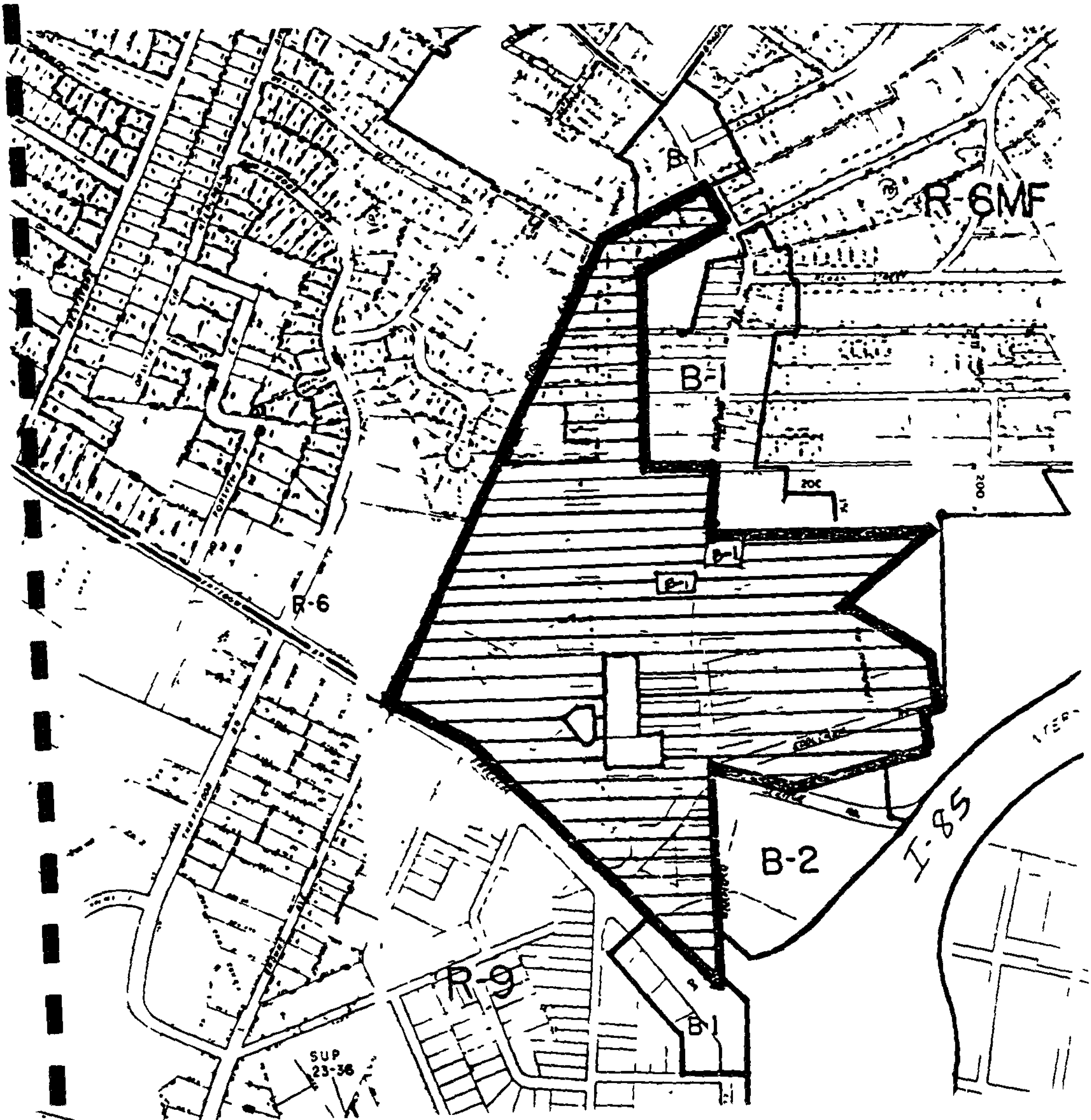
ZONING CLASSIFICATION, EXISTING R-6MF REQUESTED R-6

LOCATION Approximately 57.25 acres at the intersection of Browns Avenue and Freedom Drive extending to Marmion Drive.

SEE ATTACHED MAP

ZONING MAP NO 80 & 87

SCALE 1" = 400'


R-6MF
B-1
B-1
B-1
B-1
B-2
R-6
R-9
I-85
SUP
23-36
200
200

DATE: February 26, 1990

PETITION NO.: 90-9

PETITIONER(S): Jerry W. Neal

REQUEST: Change from R-12 to B-1(CD)

LOCATION: A .44 acre site located on the east side of Belhaven Boulevard south of the intersection of McClure Circle and Old Plank Road.

ACTION: The Zoning Committee recommends that the petition be approved.

VOTE: Yeas: Burns, Davis, Lassiter, Latham, Majeed, Mead, and Points.

Nays: None.

REASONS

This petition proposes a minor expansion of an existing commercial facility. Publicly adopted and pending plans recognize the existing retail center as a neighborhood convenience center providing services for the nearby community. However, the Zoning Committee did discuss the need for more adequate screening along the southerly project edge. The petitioner agreed to amend the plan to incorporate a fence along this edge composed of a combination of wood slats and brick columns. With the addition of this screening treatment, the Zoning Committee recommends approval of the petition.

STAFF OPINION

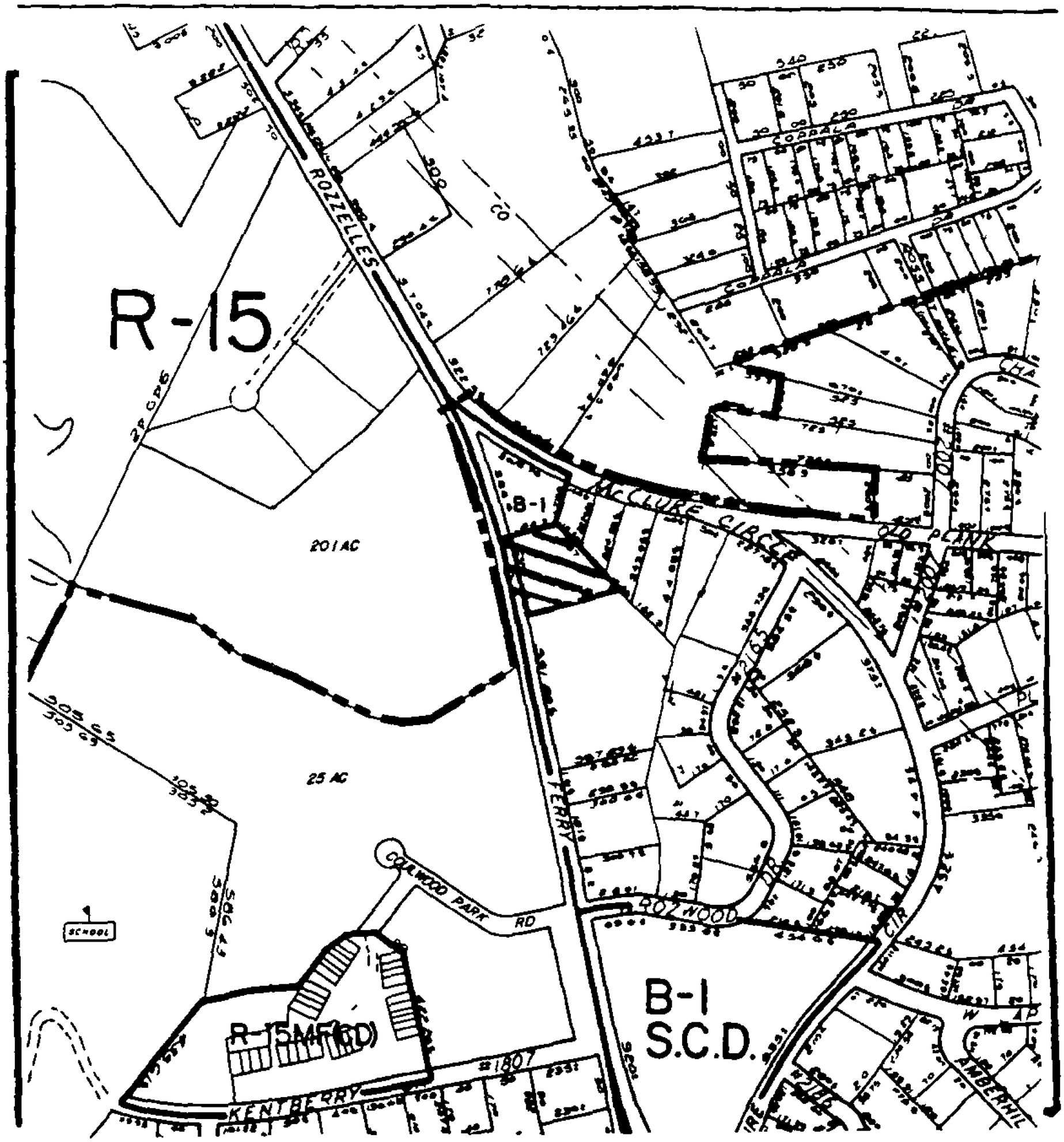
The staff agrees with the recommendation of the Zoning Committee.

PETITIONER Jerry W. Neal

PETITION NO. 90-9 HEARING DATE February 19, 1990

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

LOCATION Approximately .44 acres located on the east side of Rozzelles Ferry Road between McClure Circle.



ZONING MAP NO. 62 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

DATE: February 26, 1990

PETITION NO.: 90-12

PETITIONER(S): Crosland Land Company

REQUEST: Consideration of an R-20MF Site Plan Amendment.

LOCATION: 40.52 acres located off of N.C. Highway 51 on Bevington Place extending to McAlpine Creek (Touchstone Subdivision).

ACTION: The Zoning Committee recommends that the petition be approved.

VOTE: Yeas: Burns, Davis, Lassiter, Latham, Majeed, Mead, and Points.

Nays: None.

REASONS

This proposed site plan amendment seeks the deletion of a conditional note on the originally approved Touchstone site plan which requires a swimming pool and two tennis courts in certain specified areas of the community. Inasmuch as those areas will be developed with single family, rather than multi-family, housing, the Zoning Committee views the petition as appropriate for approval.

STAFF OPINION

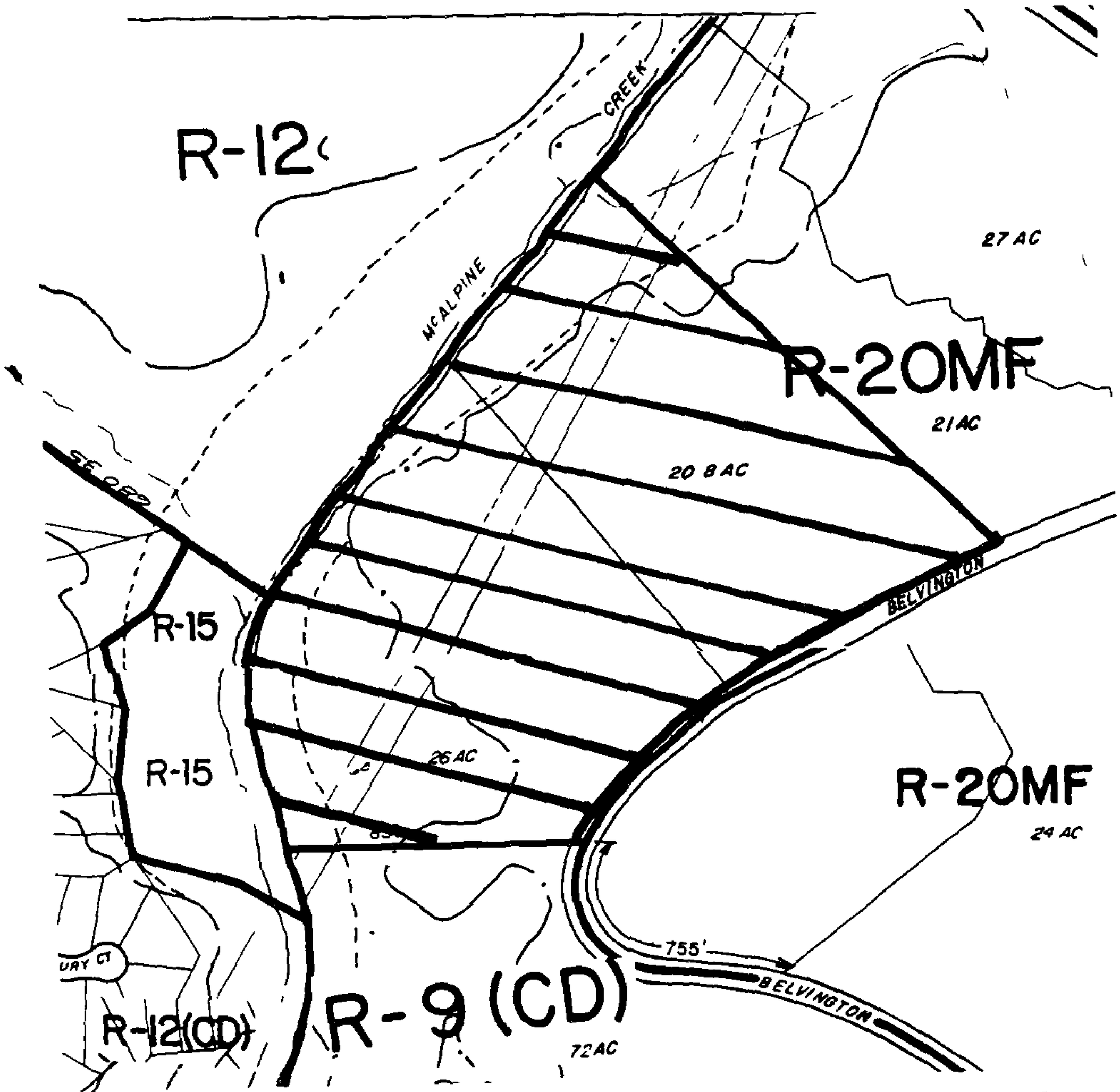
The staff agrees with the recommendation of the Zoning Committee.

PETITIONER Crosland Land Company

PETITION NO. 90-12 HEARING DATE February 19, 1990

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

LOCATION Approximately 40.52 acres off N.C. 51 on Belvington Place extending to McAlpine Creek (Touchstone Subdivision).



ZONING MAP NO. 167 & 176 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

DATE: February 26, 1990

PETITION NO.: 90-13

PETITIONER(S): Touchstone Assoc. Ltd. Partnership

REQUEST: Consideration of a B-1(CD) Site Plan Amendment

LOCATION: Approximately 12.74 acres located south of N.C. 51 on the north side of Bevington Place bounded by Baybrook Lane and Carswell Lane (Touchstone Subdivision).

ACTION: The Zoning Committee recommends that the petition be approved.

VOTE: Yeas: Lassiter, Latham, Majeed, and Points.

Nays: Burns, Davis, and Mead.

REASONS

This request seeks to amend the previously approved Touchstone shopping center site plan. That site plan includes a series of notes and architectural renderings which include a pitched roof design and a plaza area which blend the center with the surrounding residential community. The petitioner seeks to replace that treatment with a combination of flat roofs and mansard roofs atop flat roofs and a reduction of the plaza area. There was substantial discussion among Zoning Committee members about the petition and the history of the petitioned property with regards to previous rezonings and site plan amendments. The Zoning Committee noted that this site was recently granted a substantial increase in square footage as a result of a modification of the South Mecklenburg Interim District Plan's policy on neighborhood shopping centers. That policy modification allowed for neighborhood shopping centers to be increased in size up to 70,000 square feet if the center meets certain performance standards. Those performance standards include attention to exterior building features which are residential in nature such as pitched roofs. There was concern expressed among some Zoning Committee members about the visibility of the roof and the need for additional screening. However, a majority of Zoning Committee members viewed the proposed treatment as comparable to the existing treatment and appropriate for approval. Therefore, the Zoning Committee recommends approval of the petition.

STAFF OPINION

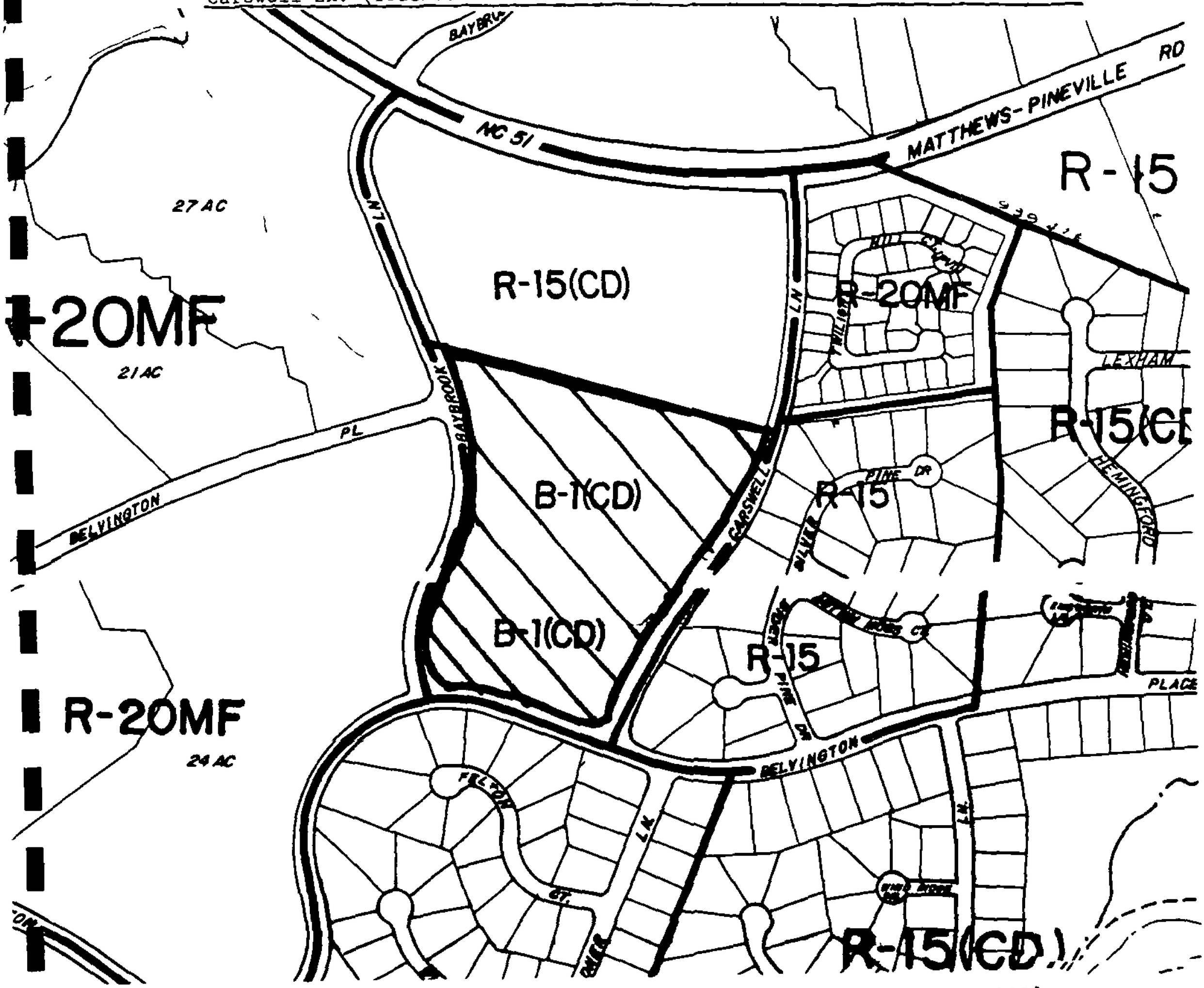
The staff disagrees with the recommendation of the Zoning Committee. The proposed site plan amendments are the petitioner's response to the needs of the potential anchor tenant rather than the needs of the nearby community. Staff believes the proposed amendment will lessen the shopping center's integration with the surrounding neighborhood and constitutes a breach of commitments made to support the expansion of the center.

PETITIONER Touchstone Associated Limited Partnership

PETITION NO. 90-13 **HEARING DATE** February 19, 1990

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

LOCATION Approx. 12.74 acres located south of N.C. 51 (Pineville-Matthews Rd.) on the north side of Bevington Pl. bounded by Baybrook Ln. and Carswell Ln. (Touchstone Subdivision)



ZONING MAP NO. 167 & 176 **SCALE 1" =** 400'

PROPERTY PROPOSED FOR CHANGE

DATE: February 26, 1990

PETITION NO.: 90-14

PETITIONER(S): City of Charlotte

REQUEST: Establish zoning on 1,300 acres of newly annexed properties located in Hornet's Nest Park, Statesville Road Park, Reedy Creek Park, the Old Berryhill School site and south of the airport.

ACTION: The Zoning Committee recommends that the petition be approved.

VOTE: Yeas: Burns, Davis, Lassiter, Latham, Majeed, Mead, and Points.

Nays: None.

REASONS

This petition would establish City zoning on approximately 1,300 acres of newly annexed and City-owned property located in Hornet's Nest Park, Statesville Road Park, Reedy Creek Park, the old Berryhill School site, and south of the Airport. It is common practice for the City of Charlotte to establish zoning on properties in newly annexed areas utilizing the same zoning categories the properties contained when they were under the jurisdiction of Mecklenburg County. Within these five annexation areas, there are two exceptions to this rule. Within Hornet's Nest Park, there is a strip of land located along Beatties Ford Road zoned B-2. This petition proposes to establish the R-12 category on that property in order to bring the entire park under the R-12 district. Within Statesville Road Park, there are a variety of zoning districts established under a 1985 conditional zoning plan which is now meaningless. This petition proposes to establish the R-12 district on the park to bring the property under one single family residential district. Within the remaining three annexation areas, the petition proposes to establish the same districts that are currently being utilized for the properties by Mecklenburg County. The Zoning Committee viewed the request as appropriate and recommends approval of the petition.

STAFF OPINION

The staff agrees with the recommendation of the Zoning Committee.

PETITIONER City of Charlotte

PETITION NO. 90-14 HEARING DATE February 19, 1990

ZONING CLASSIFICATION, EXISTING SEE ATTACHED REQUESTED SEE ATTACHED

LOCATION 1,300 acres including a portion of Hornets Nest Park, Statesville Road Park, Reedy Creek Park, Old Berryhill School, and property south of the airport off of Byrum Drive.

Petition No. 90-14

Existing Zoning: R-15, R-12, R-12(CD), R-9(CD), R-15MF(CD), R-12MF, R-12MF(CD) R-MH, B-1SCD, and B-2.

Change to: Note 1 (Statesville Road Park). Property zoned R-15(CD), R-12, R-12(CD), R-9(CD), R-15MF(CD), R-12MF, and R-12MF(CD) to R-12.

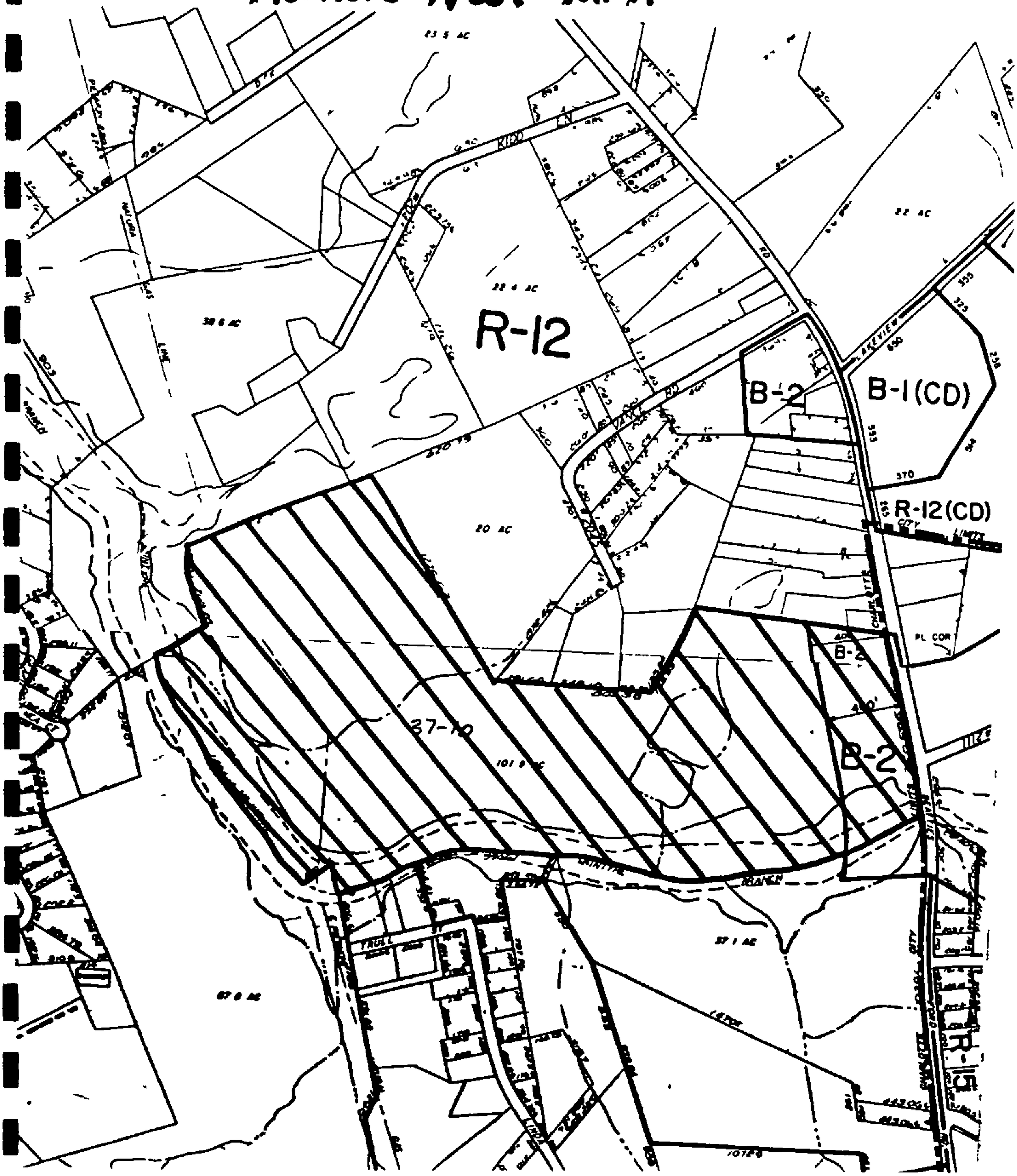
Note 2 (Hornets Nest Park): B-2 to R-12.

SEE ATTACHED MAP

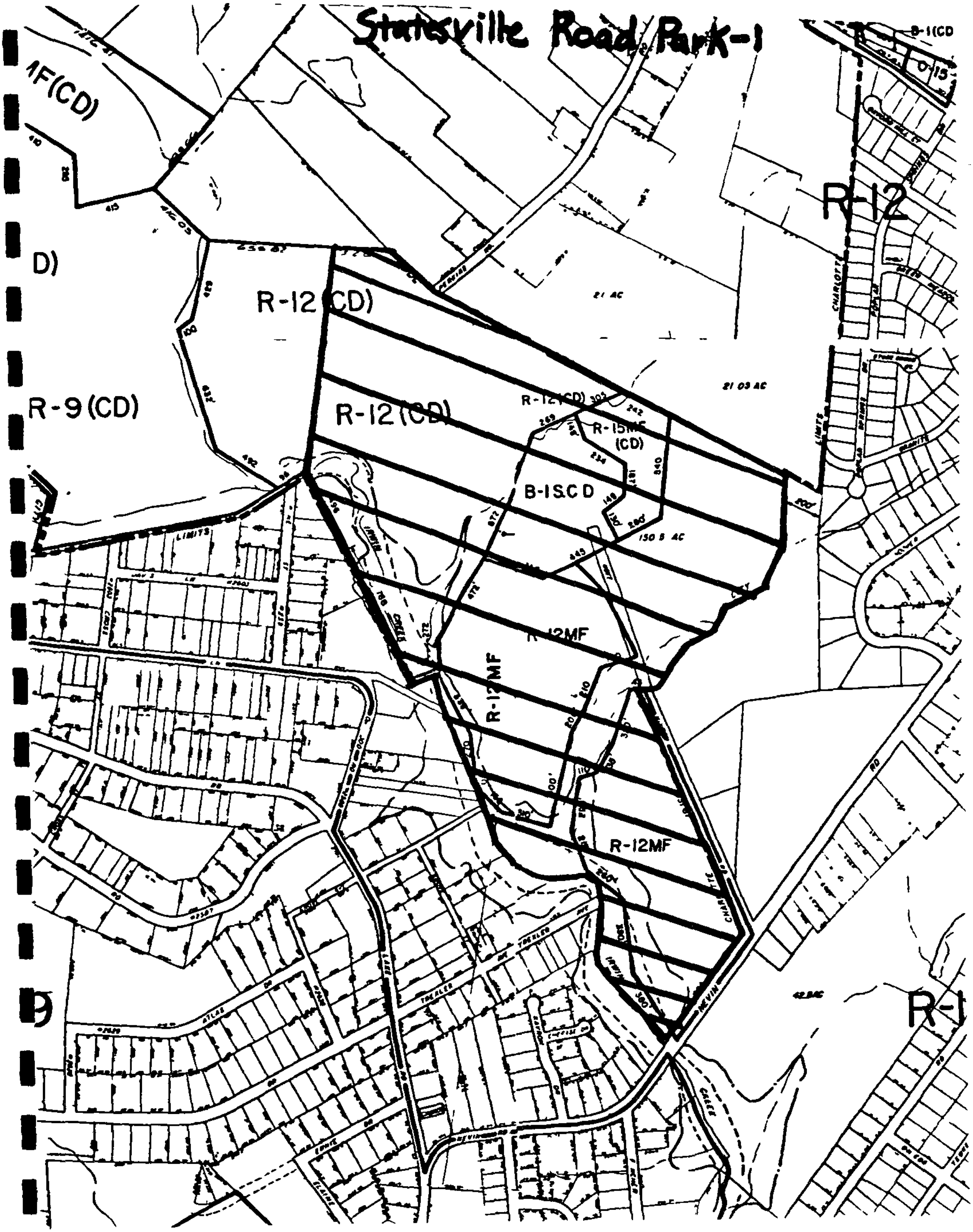
ZONING MAP NO. Several SCALE 1" = 400'

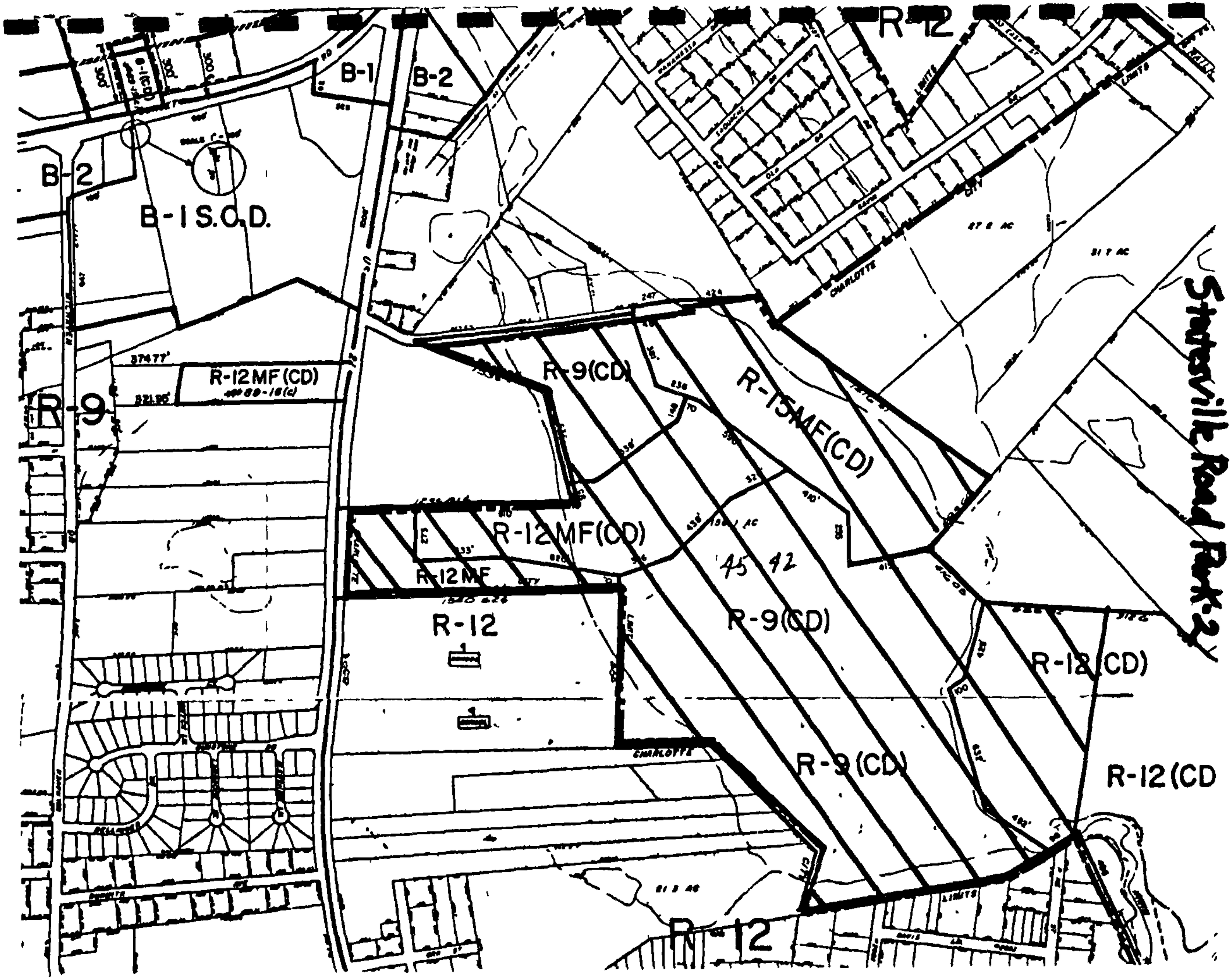
PROPERTY PROPOSED FOR CHANGE

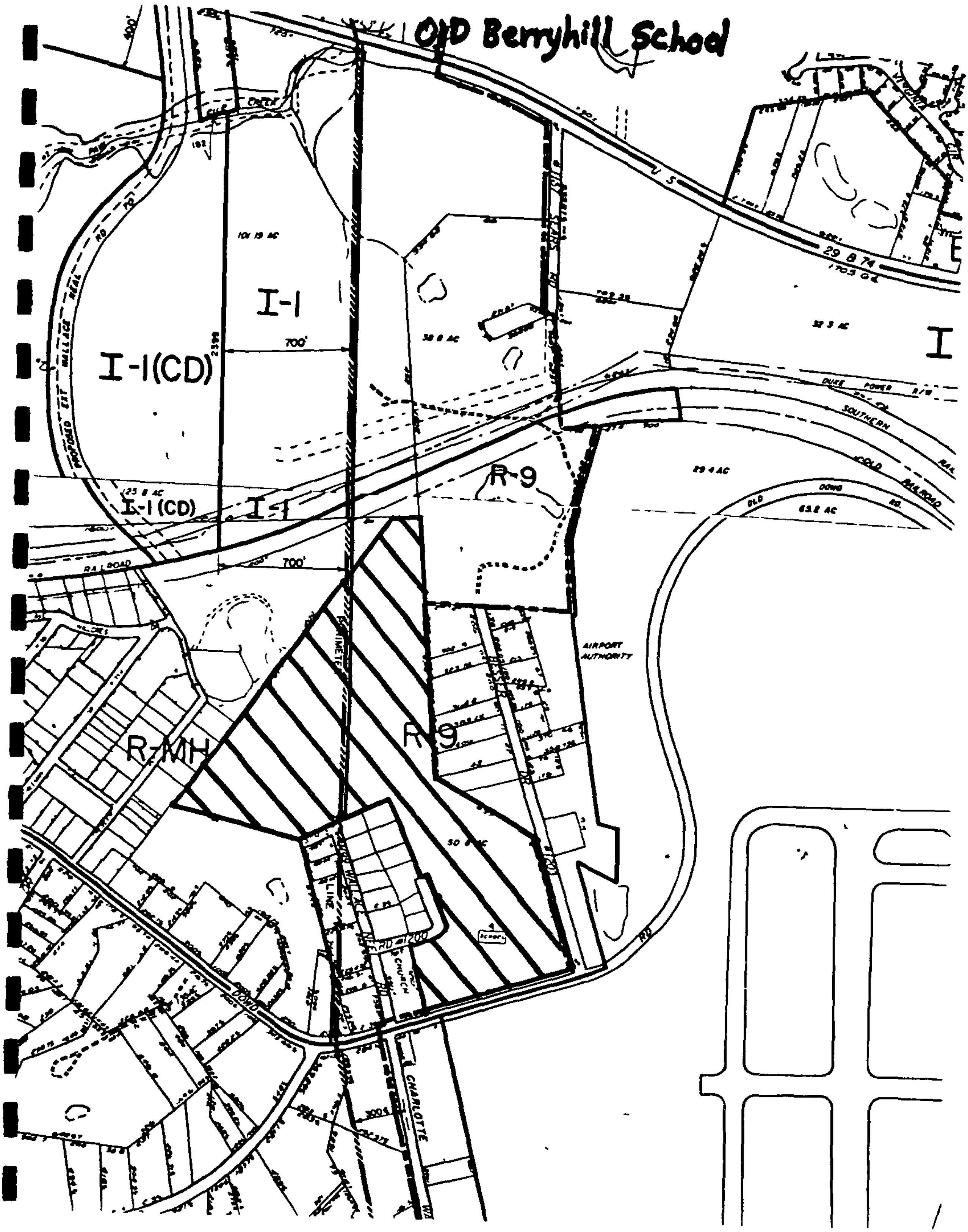
Hornet's Nest Park

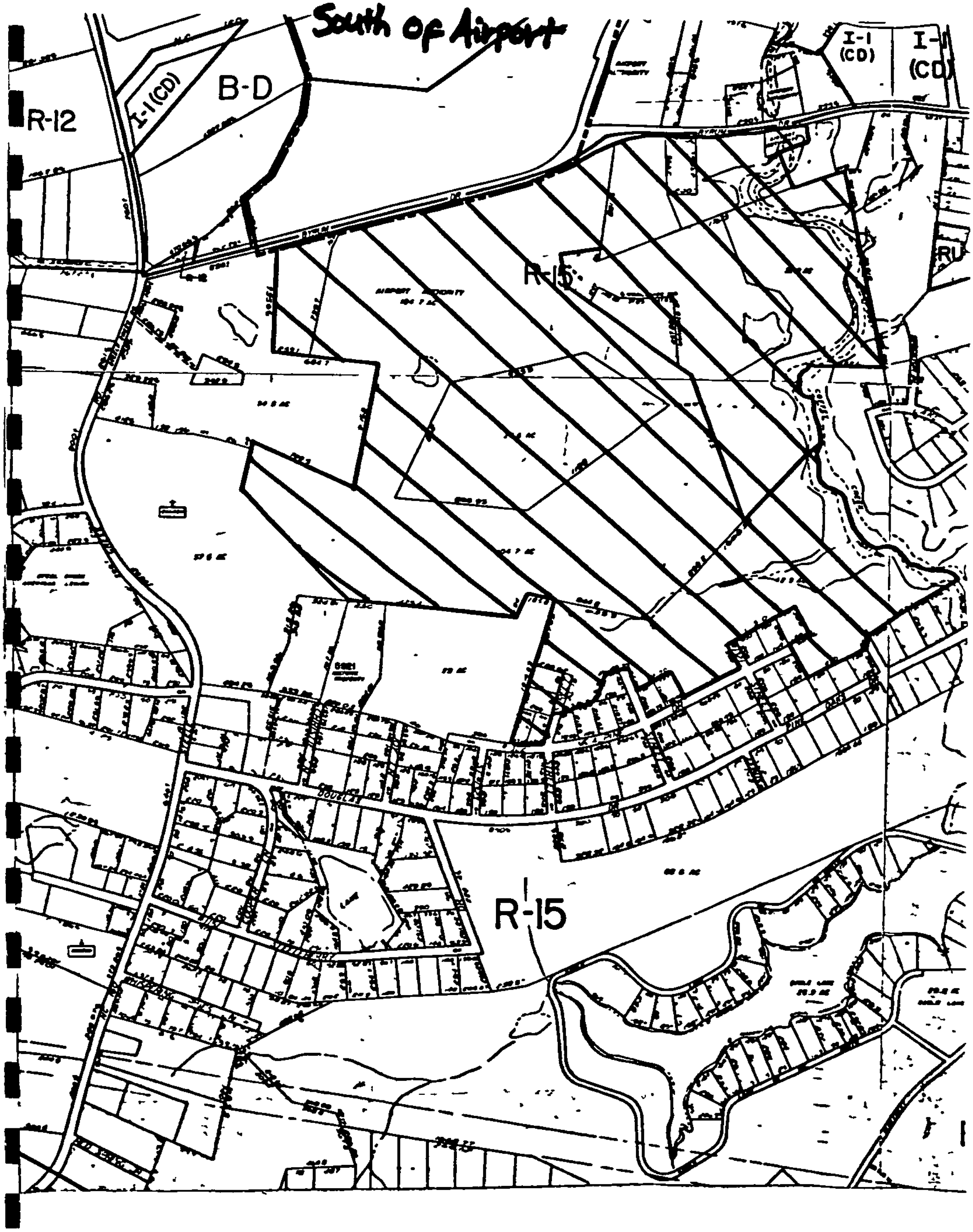


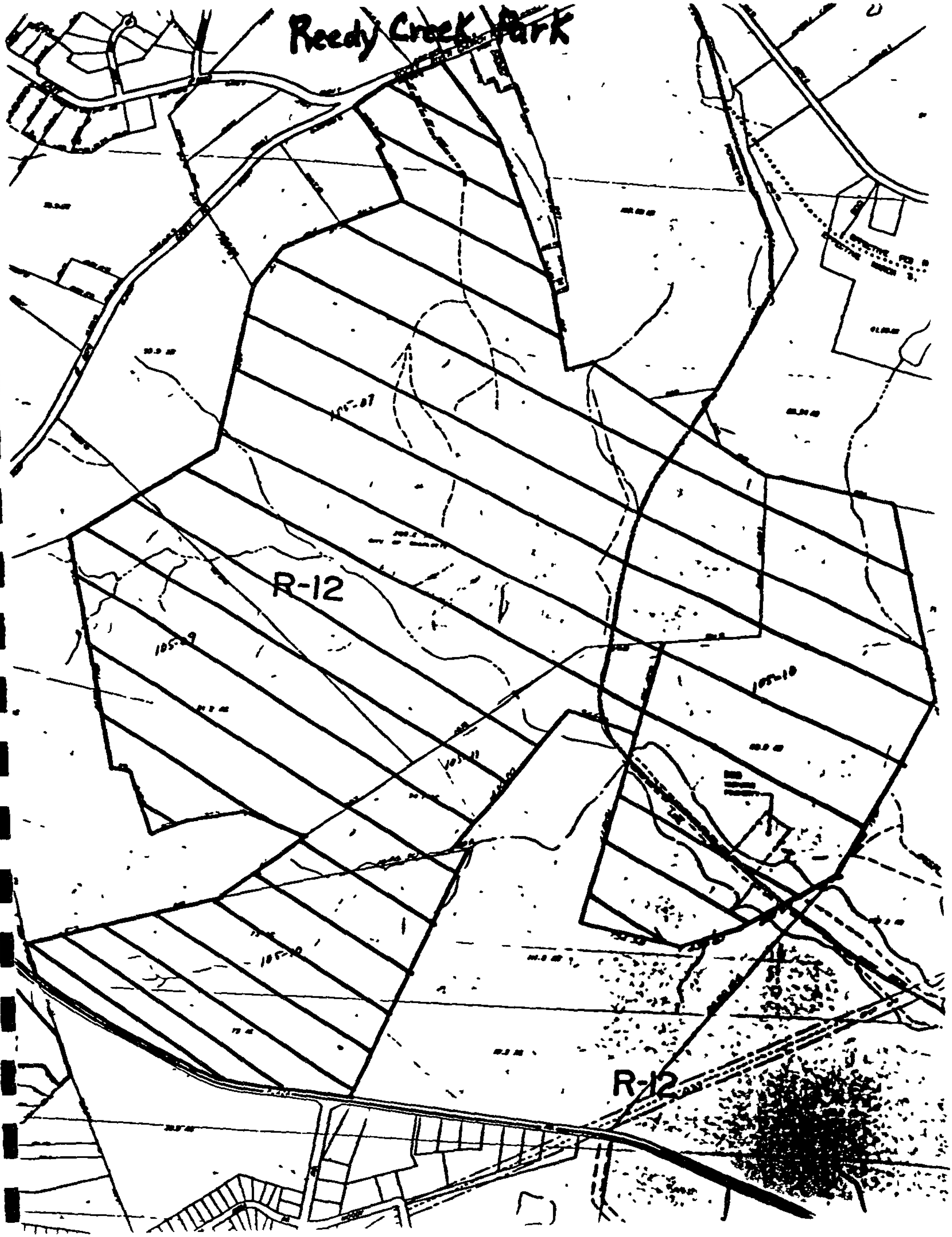
Statesville Road Park-1




R-12
B-1
B-2
B-2
B-1 S.C.D.
R-12MF(CD)
R-9
R-9(CD)
R-15MF(CD)
R-12MF(CD)
R-12MF
R-12
R-9(CD)
R-12(CD)
R-9(CD)
R-12(CD
R-12
CHARLOTTE
Statesville Road Park


OLD Berryhill School
I-1
I-1(CD)
I-1(CD)
I-1
R-9
R-9
R-MH
I
700'
700'
DUKE POWER R/W
SOUTHERN
RAILROAD
AIRPORT AUTHORITY
CHARLOTTE
DOWD
RD


South of Airport
R-12
I-1(CD)
B-D
I-1
(CD)
I-
(CD)
R-15
R-15


Reedy Creek Park
R-12
R-12

DATE: February 26, 1990

PETITION NO.: 90-15

PETITIONER(S): City of Charlotte

REQUEST: Establish zoning on a 157.75 acre, newly annexed site located off of South Boulevard (U.S. 521 along both sides of Kings Branch).

ACTION: The Zoning Committee recommends that the petition be approved.

VOTE: Yeas: Burns, Davis, Lassiter, Latham, Majeed, Mead, and Points.

Nays: None.

REASONS

This petition seeks to establish City zoning jurisdiction on 157.75 acres of newly annexed properties. For the most part, the subject property is the Lance site, though the City is the owner of a small portion of the site. This request seeks to establish City zoning using the same districts as currently exist on the properties under the County's jurisdiction. There are no issues associated with this request and, therefore, the Zoning Committee recommends approval of this petition.

STAFF OPINION

The staff agrees with the recommendation of the Zoning Committee.

PETITIONER City of Charlotte

PETITION NO. 90-15 HEARING DATE February 19, 1990

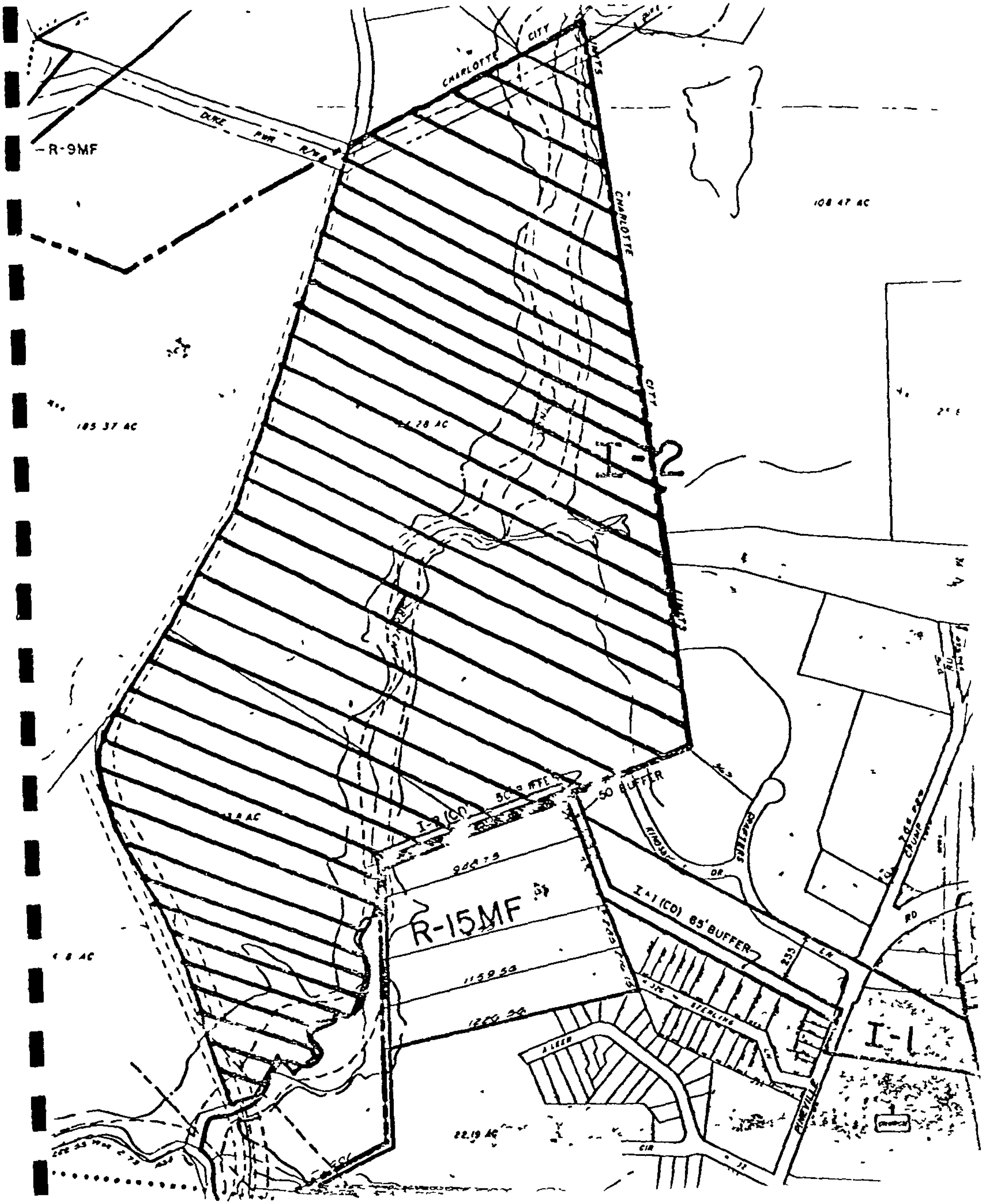
ZONING CLASSIFICATION, EXISTING Establish I-2 & I-2(CD) zoning on property proposed for Annex. REQUESTED

LOCATION Approximately 157.75 acres located off the South Boulevard (Hwy. 521) along both sides of Kings Branch (Lance).

SEE ATTACHED MAP

ZONING MAP NO. 148, 149, 156, 157 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE


R-9MF
DUKE PWR R/W
CHARLOTTE CITY LIMITS
CHARLOTTE CITY LIMITS
108.47 AC
105.37 AC
28 AC
I-2
I-1 (CD)
50' BUFFER
R-15MF
I-1 (CD) 65' BUFFER
STERLING
SLEEP
I-1