AGENDA

Meeting Type:	B
Date·	09-10-1990
SUBJECT	

City of Charlotte, City Clerk's Office

CHARLOTTE

Council Agenda

September 10, 1990

FILE COPY

CHARLOTTE

Meetings in September '90

THE WEEK OF SEPTEMBER 2 - SEPTEMBER 8

3	Monday	**LABOR DAY** - All City Offices Closed
4	Tuesday, 7 30 a m	**POLITICAL CONSOLIDATION STUDY COMMISSION** - CMGC, Conference Center
	Tuesday, 12 Noon	**PLANNING COMMISSION/Work Session** - CMGC, 8th Floor Conference Room
	Tuesday, 2 00 p m	**PLANNING COMMISSION/Planning Committee** - CMGC, 8th Floor Conference Room
	Tuesday, 5 00 p m	**CITY COUNCIL WORKSHOP** - CMGC, Conference Center
6	Thursday, 5 30 p m	**ADVISORY COMMITTEE ON CMUD POLICES** - CMUD Administration Building, 5100 Brookshire Blvd

THE WEEK OF SEPTEMBER 9 - SEPTEMBER 15

10	Monday, 12 15 p m	**PLANNING COMMISSION/Zoning Committee** - CMGC, Meeting Chamber Conference Room
	Monday, 6 00 p m	**COUNCIL/MANAGER DINNER** CMGC, Meeting Chamber Conference Room
	Monday, 6 30 p m	**CITIZENS HEARING** CMGC, Meeting Chamber (Televised Channel 32)
	Monday, 7 00 p m	**CITY COUNCIL MEETING** - CMGC, Meeting Chamber (Televised Channel 32)
	Monday, 7 30 p m	**HISTORIC LANDMARKS COMMISSION** - 1221 South Caldwell Street
11	Tuesday, 2 30 p m	**HOUSING APPEALS BOARD** - CMGC, 5th Floor Conference Room
	Tuesday, 4 00 p m	**AIRPORT ADVISORY COMMITTEE** Charlotte/Douglas International Airport, Conference Room A
	Tuesday, 6 00 p m	**CHARLOTTE ADVISORY PARKS COMMITTEE/Tour of Aquatic Center with Mecklenburg County Parks & Recreation Commission** - Aquatic Center, Corner of McDowell and Second Street
12	Wednesday, 8 00 a m	**CLEAN CITY COMMITTEE** - CMGC, Room 118
	Wednesday, 8 30 a m	**CIVIL SERVICE BOARD** CMGC, 7th Floor Conference Room
	Wednesday, 4 00 p m	**HISTORIC DISTRICT COMMISSION** CMGC, 8th Floor Conference Room
	Wednesday, 6 00 p m	**YOUTH INVOLVEMENT COUNCIL** - CMGC, Room 118
	Wednesday, 7 00 p m	**PLANNING COMMISSION/Public Information Workshop** - CMGC, Meeting Chamber
13	Thursday, 5 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Executive Committee** - CMGC, 8th Floor Conference Room

(Continued on Back)

Public Service And Information Department

600 East Fourth Street

Charlotte NC 28202 2861

704/336-2395

THE WEEK OF SEPTEMBER 16 - SEPTEMBER 22

17	Monday, 4 00 p m	**PLANNING COMMISSION/Executive Committee** - CMGC, 8th Floor Conference Room
	Monday, 5 00 p m	**COUNCIL/MANAGER DINNER** - CMGC, Meeting Chamber Conference Room
	Monday, 6 00 p m	**CITY COUNCIL/Zoning Hearing** - CMGC, Meeting Chamber
18	Tuesday, 7 30 a m	**POLITICAL CONSOLIDATION STUDY COMMISSION** - CMGC, Conference Center
	Tuesday, 12 Noon	**CITY COUNCIL/COUNTY COMMISSION/SCHOOL BOARD LUNCHEON** - CMGC, Conference Center
	Tuesday, 2 00 p m	**HOUSING AUTHORITY** - 1301 South Boulevard, Administrative Offices
	Tuesday, 4 00 p m	**PLANNING COMMISSION/Planning Committee** - CMGC, 8th Floor Conference Room
19	Wednesday, 7 00 p m	**METROPOLITAN PLANNING ORGANIZATION** - CMGC, Conference Center
20	Thursday, 7 30 p m	**CHARLOTTE TREE ADVISORY COMMISSION** - CMGC, Room 270
21	Friday, 7 30 a m	**PLANNING LIAISON COMMITTEE** - CMGC, 8th Floor Conference Room

THE WEEK OF SEPTEMBER 23 - SEPTEMBER 29

24	Monday, 1 00 p m	**COUNCIL/MANAGER LUNCHEON** - CMGC, Meeting Chamber Conference Room
	Monday, 2 00 p m	**CITIZENS HEARING** - CMGC, Meeting Chamber (Televised Channel 32)
	Monday, 2 30 p m	**CITY COUNCIL MEETING** - CMGC, Meeting Chamber (Televised Channel 32)
	Monday, 4·30 p m	**PLANNING COMMISSION/Zoning Work Session** - CMGC, 8th Floor Conference Room
25	Tuesday, 2 00 p m	**CITY ZONING BOARD OF ADJUSTMENT** - Hal Marshall Building, 700 North Tryon St , Building Standards Training Room
26	Wednesday, 7 45 a m	**PRIVATE INDUSTRY COUNCIL** - CMGC, Rooms 270-271
	Wednesday, 9 00 a m	**CIVIL SERVICE HEARING** - CMGC, Room 118
	Wednesday, 10 30 a m	**AUDITORIUM-COLISEUM-CONVENTION CENTER AUTHORITY** - Charlotte Convention Center, 101 South College Street, VIP-B Room
	Wednesday, 5 00 p m	**COUNCIL/MANAGER DINNER** CMGC, Meeting Chamber Conference Room
	Wednesday, 6 00 p m	**CITY COUNCIL/Public Hearing on Revised Zoning Ordinance** - CMGC, Meeting Chamber
	Wednesday, 6 00 p m	**YOUTH INVOLVEMENT COUNCIL** - CMGC, Room 118
27	Thursday, 4 00 p m	**CHARLOTTE-MECKELNBURG ART COMMISSION/Executive Committee** - CMGC, 8th Floor Conference Room
	Thursday, 5 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION** - CMGC, 8th Floor Conference Room

These organizations will <u>not</u> meet in September

Community Facilities Committee
Specialized Transportation Advisory Committee

September 10, 1990 City Council Agenda
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CHARLOTTE

Mayor Sue Myrick *Mayor Pro Tem Cyndee 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, September 10, 1990

6:00 p.m.	-	Council-Manager dinner
6:30 p.m.	-	Citizens hearing
7:00 p.m.	-	Council meeting

ITEM NO.

1. Invocation by Pastor Nancy B. Rankin of Oakgrove United Methodist Church.

2. Consider approval of minutes of Joint Meeting on August 21, 1990 for decision on East District Plan.

PUBLIC HEARING

3. Conduct four public hearings for voluntary annexation of property owned by the City and adopt four ordinances to extend the corporate limits to include these properties.

Annexation Continuing the policy of annexing adjacent City-owned property, staff initiated a survey of all City-owned property not located within the Charlotte corporate limits. The survey identified the following four areas as containing tracts of City-owned land: Dixie Road, West Boulevard, Paul Brown Boulevard/Byrum Drive and Nannie Price/ Warren Roads. All the areas are contiguous to the City's corporate limits.

A. Conduct a public hearing on the voluntary annexation of property owned by the City on Dixie Road.

B. Conduct a public hearing on the voluntary annexation of property owned by the City on West Boulevard.

C. Conduct a public hearing on the voluntary annexation of property owned by the City on Paul Boulevard/Byrum Drive.

D. Conduct a public hearing on the voluntary annexation of property owned by the City on Nannie Price/Warren Roads.

E. Set the effective date of the annexations as September 10, 1990.

F. Adopt annexations ordinances for each of the annexation areas.

A map is attached.

Clearances These areas are recommended by the Planning staff and the City Attorney's office.

Attachment No. 1

POLICY

4. Consider alternative alignments for the Sardis Road/Weddington Road Connector and direct the City's representative to the Metropolitan Planning Organization (MPO) concerning alignment selection for addition to the Thoroughfare Plan.

This item was deferred at the August 27, 1990 Council meeting and information Council requested is attached. There will be a staff presentation at the Council meeting.

Council Action Council is requested to consider the various alignments for the Sardis Road/Weddington Road Connector and to provide direction for the City's representative to the MPO when a vote is taken on September 19 on adding this roadway to the Thoroughfare Plan. Addition of the roadway to the Thoroughfare Plan is necessary to protect the thoroughfare's right-of-way.

Description of the Connector Road The Sardis Road/Weddington Road Connector:

- is a proposed major thoroughfare intended to provide another continuous radial route from uptown to southeast Mecklenburg County as well as Union County;

- will provide an additional arterial, increasing roadway capacity in this portion of the County; and

- would be constructed within a 100-foot right-of-way.

Most of the proposed thoroughfare is located within Matthews corporate limits. As shown by Attachment 1, the only segment within Charlotte or its sphere of influence is the portion from Weddington Road to the Matthews town limit (shown in red).

Chronology	A chronology of events related to this thoroughfare follows:
1985	County Engineering and the Town of Matthews discuss the need for a Sardis Road/Weddington Road Connector in conjunction with proposed subdivision development. Because roadway right-of-way dedication is tied to a multi-family rezoning request, Matthews does not request addition of the road to the Thoroughfare Plan.
Fall 1987	N.C. 51/Weddington Road Connector is recommended in the South Mecklenburg Interim District Plan. County Engineering begins an analysis of alternative alignments.
November 4, 1987	Public meeting to review alternative alignments developed by County Engineering is attended by approximately 300 citizens. At the meeting, Matthews Mayor Shawn Lemmond suggests a new connector, known as Alignment F, from NC 51 to South Trade Street.
July 20, 1988	The Technical Coordinating Committee (TCC) recommends Alternate E to the Metropolitan Planning Organization (MPO) for addition to the Thoroughfare Plan. The TCC is composed of staff members from the Charlotte Department of Transportation (CDOT), Charlotte-Mecklenburg Planning Commission (CMPC), City Engineering, County Engineering, and the N.C. Department of Transportation. The TCC recognizes Alignment F as a beneficial minor thoroughfare but does not believe that it meets the long-term transportation needs of the area because of Alignment F's failure to connect to Sardis Road.

The MPO considers the TCC's recommendation but adds Alignment F to the Thoroughfare Plan at Matthews' request. The MPO reserves the right to reconsider other alignments in the future as conditions warrant.

Spring 1990

CMPC staff develop new population and employment projections for this portion of the county, which are considerably higher than the estimates used in development of the 2005 Transportation Plan. CDOT staff resimulate projected travel in this corridor. New traffic projections show a need for a direct connection between Sardis and Weddington Roads plus the construction of Alignment F. County Engineering staff begin updating their 1987 alternatives analysis to determine the impacts of adding a Sardis Road/Weddington Road Connector to the Thoroughfare Plan.

June 27, 1990

The TCC again recommends Alternate E to the MPO for addition to the Thoroughfare Plan.
The MPO considers the TCC's recommendation but defers action at Matthews' request. MPO members direct the Matthews delegate to return to the August 15 MPO meeting with a recommendation from the town on Alternates D, E, or G (the alignments which provide a direct connection between Sardis and Weddington Roads). A new alternate is introduced at the MPO meeting by Harry Grimmer, developer of the Sardis Mill subdivision. MPO members request the TCC to compare the impacts of Mr. Grimmer's alignment, named Alternate H, to Alternate E (the recommended alignment).

July 18, 1990

The TCC reviews the impacts of Alternate H, H' (a modification of the alignment suggested by Mr. Grimmer), and G' (a revision of an earlier alignment developed by County Engineering). The TCC continues to favor Alternate E, but would support Alternate H' if the reverse frontage resulting from this alignment is preferable to the affected residents.

August 15, 1990

The MPO postpones action on alignment selection as requested by Matthews. A public meeting is held to discuss the need and possible alignments for the Sardis Road/Weddington Road Connector. The meeting is attended by approximately 500 persons with 40 persons making public comments or asking questions.

The majority of attendees oppose all possible alternates feeling that Alignment F alone is sufficient to handle future traffic volumes. No comments were made concerning any preference for Alternate H'. There is considerable discussion on the connector's impacts on established neighborhoods and why planning for the thoroughfare had not occurred prior to development. County Engineering staff will prepare a summary of the comments made at the public meeting (including written comments that can be submitted until August 25) for review by MPO members.

Impacts — Attachment 2 lists the impacts of each alignment based on recent work by County Engineering.

Alternate E Recommended — The TCC, as well as CDOT and CMPC, recommend Alternate E because:

- It provides a major north-south radial in the corridor bounded by Monroe and Providence Roads. A new thoroughfare is needed in this corridor based on roadway spacing standards. This thoroughfare link clearly has regional significance.

- It is needed for future traffic capacity. Using the new population projections from CMPC (an increase from an estimated 9,000 residents in 1989 to a future population of 25,000 persons), CDOT projects volumes on Alternate E of 20,000 vehicles per day (a four-lane volume). If Alignment F only is constructed, future traffic volumes on this minor thoroughfare would be over 30,000 vehicles daily. This volume would require a six-lane roadway. Traffic bottlenecks would result at the two "T" intersections where Alignment F connects to NC 51 and South Trade Street. When both Alternates E and F are constructed, the volume on Alignment F decreases to 17,000 vehicles per day. Both roadways are needed to accommodate projected travel demand.

- Alternate E (which uses existing Courtney Lane) takes fewer homes (those residences in the right-of-way or houses having an affected setback) than alignments D and H.

H' has slightly lower residential impacts, resulting in TCC's possible acceptance of this alignment based on neighborhood opinion of reverse frontage. At this time the neighborhood residents have not expressed an opinion on H'.

As shown by Attachment 2, Alternate G' impacts the fewest homes. This alignment was not chosen by the TCC because 1) it requires severe topography changes (extensive grading), 2) crosses wetlands (negative impacts on greenways), and 3) crosses additional major tributaries (increasing the number of required culverts or bridges). Construction costs for Alternate G' would be higher than for alignments E or H'.

Attachment No. 2

5. Approval of the East District Plan.

East District Plan

Over the last two years, the Planning staff in cooperation with a study group comprised of eastern neighborhood and business representatives has worked to create the East District Plan.

As part of the planning and approval process, the Planning Commission hosted three public hearings; one held at the beginning of the planning process, and two held this past winter to allow the Planning Committee to hear the public's concerns before approving the plan. The East District Plan was then approved by the Planning Committee on February 13, 1990.

The East District Plan was scheduled for adoption by City Council and County Commission on August 21, 1990. The City Council decision was deferred to the September 10 meeting.

A copy of the plan and policy issues related to the plan are attached.

Clearances Planning Committee.

Attachment No. 3

6. Accept unanimous recommendation of the Council Transportation Committee to maintain the present Charlotte Transit fare structure for the remainder of fiscal year 1991.

Fare Policy

Council approved the FY91 budget for Charlotte Transit without the fare increases recommended in the Five-Year Financial Management Plan adopted by Council on January 9, 1989. To meet the Council-adopted standard of fare box revenues equalling 40% of operating costs, the City Manager recommended fare increases from $.70 to $.80 base fare and $1.00 to $1.10 express fare. The increases were to take effect in September, 1990. Because a delay in the fare adjustment will likely result in Charlotte Transit being unable to meet the farebox recovery standard, Council directed the Transportation Committee to review Charlotte Transit's fare policy in light of transit system goals and long-term system funding.

Transportation Committee

The Charlotte Department of Transportation (CDOT) reviewed four options with the Transportation Committee on July 18. Attachment 1 summarizes the committee's discussion at this meeting. The key issue was the projected deficit in the Transportation Fund by fiscal year 1992 unless additional revenues are identified. The Transportation Fund presently receives $7.50 from the auto privilege tax of $20.00 and 1/2 cent of the sales tax. The remainder of the auto privilege tax is divided as follows: $7.50 to CIP for Intersection Improvements and $5.00 to the General Fund.

The Transportation Committee met again on August 29. Attachment 2 is the summary of this committee meeting.

Recommendation

With three members present, the Transportation Committee unanimously approved a recommendation to maintain the current fare structure for the remainder of this fiscal year, to dedicate the entire $20.00 auto privilege tax to the Transit Fund and to seek legislation to remove the $20.00 cap. The City Manager will bring back to City Council recommendations on replacing the auto tax in the General Fund and CIP Fund. These new revenue recommendations will be presented to Council in spring 1991 as part of the FY92 budget.

Council is requested to maintain the present Charlotte Transit fare structure ($0.70 base fare and $1.00 express fare) for the current fiscal year as recommended by the Transportation Committee.

Clearances: Transportation Committee; Charlotte Department of Transportation; Budget and Evaluation Department

Attachment No. 4

7. Consider the need for and creation of a Transit Advisory Committee.

Transit Advisory Committee: An Ad Hoc Citizens Committee was appointed by Council last fall to review the Request for Proposals for Charlotte Transit management. The committee also was charged with commenting about current transit services.

One of the committee's recommendations was the formation of an ongoing Transit Advisory Committee. The purpose of this advisory committee would be to obtain additional public input and make recommendations for decisions involving Charlotte Transit. An advisory committee could report directly to the City Council or to the City Manager. If the committee reported to the City Manager, the City Manager would consider the committee's recommendations in the development of his recommendations on a particular issue to Couhcil.

Responsibilities: A Transit Advisory Committee could have the following responsibilities:

1. Serves as an initial forum for citizen suggestions and complaints concerning fares, routes, and schedules.

2. Serves as an advocacy group for public transportation services.

3. Reviews staff recommendations on transit service provision (when, where, and how much service is operated) and transit policies.

4. Reviews and makes recommendations on minimum performance standards to be used in monitoring system operation and contractor efforts.

5. Explores emerging issues in public transit (fare payment options, implementation of accessible service by Charlotte Transit, Uptown Shuttle) and works with staff in developing appropriate strategies to address them.

Committee Composition

A six-member committee could be created to represent the following:

A major uptown employer (who also is a member of the Uptown Transportation Council).

A major suburban employer served by Charlotte Transit.

A disabled citizen who uses Charlotte Transit or Special Transportation Service.

A neighborhood organization leader.

A local service passenger.

An express service passenger.

Appointment/Terms of Office

Members of the Transit Advisory Committee could be appointed by the City Council or by the City Manager, with approval by the Council. Members would serve three-year terms, except at the time of the first appointment, two members would serve for one year, two members would serve for two years and the remaining two members would serve the normal three-year period. Thereafter, all appointments would be for the regular three-year term. The chairperson and vice-chairperson would be elected annually by committee members.

Staff Review

CDOT and the Budget and Evaluation Department reviewed the possible functions of the Transit Advisory Committee and recognized that the advisory group would create additional work for CDOT personnel. The two departments have identified ways to accommodate the additional responsibilities for CDOT staff.

Council Action

Council is requested to consider the need for a Transit Advisory Committee. If Council desires to have a Transit Advisory Committee, Council may choose to have it report directly to the Council or to the City Manager.

The City Manager is concerned about the amount of staff time required to support citizen committees due to limited resources. If Council wishes to have a Transit Advisory Committee, the City Manager recommends that its charge include only responsibilities #1, 3 and 4: forum for suggestions/complaints; review of staff recommendations; and review of performance standards. The Manager does not recommend that the committee serve as an advocacy group for transit because such a group can influence the budget process when Council considers City service needs for all citizens.

Clearances

Charlotte Department of Transportation, Budget and Evaluation Department.

8. Review architectural and general policy issues relating to the design of the new convention center.

Council Action

The convention center architect will make a presentation at the Council meeting. City Council is asked to review and approve design constraints and policy issues that will influence the design of the project and its relation to the central business district. Some examples of issues that will be addressed include the configuration of the site, orientation of the building to the street, how the existing railroad through the property should be handled, and pedestrian/bus/trolley service access.

The architect, the FWA Group, has developed a summary of design issues and is contractually obligated to present and discuss these issues with Council prior to beginning conceptual design. Council is requested to review and approve the architect proceeding with these design concepts.

9. A. Recommend adoption of five resolutions stating the intent of the City to consider the annexation of five areas and set a public hearing for November 8, 1990 at 7:00 p.m. in the Meeting Chamber, Charlotte-Mecklenburg Government Center.

B. Recommend adoption of a budget ordinance appropriating funds of $41,000 for the public notification process of the five annexation areas.

Proposed Annexation Areas

Prosperity Church Road/Browne Road, Old Concord Road/I-85, Plott Road, Margaret Wallace/ Independence Boulevard and Beam Road.

On August 28, 1989, City Council adopted resolutions of consideration which delineated the geographical areas under consideration. The Preliminary Annexation Report, a summary of all proposed areas, was presented to City Council on August 27, 1990. The resolution of intent is the next step in the annexation process.

Resolution of Intent

This resolution is required by state annexation statutes and states the intent of the City to consider annexation. The resolution describes the boundaries of the areas under consideration and establishes a date for public hearings on the question of annexation. By statute the date for such public hearings must be at least 45 days and not more than 90 days following passage of the resolutions. The City is also required to notify by first class mail all real property owners located within the area to be annexed and publish two notices in the newspaper. Annexation material published by the Public Service and Information Department will include more information on business privilege licenses and the water and sewer extension policy.

Funding

This action appropriates $41,000 from the General Fund Fund Balance for public notification costs. The Preliminary Annexation Report indicated projected service costs of $8,844,678 and $6,796,527 in the first and second years respectively, offset by projected revenue of $7,691,016 and $9,449,123 in the first and second years of annexation. Capital improvement funds of $2,170,000 are proposed for construction of one fire station. An additional $15,348,207 is estimated for water and sewer service extensions and reconstruction of streets.

A map from the Preliminary Annexation Report is attached.

Clearances Representatives of the City Manager's staff, the City Attorney, Budget and Evaluation, and all affected departments have been involved in various stages of the annexation process.

Attachment No. 5

10. Consider time schedule for October 1, 1990 Council workshop.

The Mayor and members of Council are being invited to the North Carolina Performing Arts Center campaign celebration and annual meeting on Monday, October 1, at 7:00 p.m. The City Council workshop is scheduled for 5:00 p.m. with a review of Economic Development and the draft agenda for the November retreat.

We need to know if Council wants to:

1. Keep the present schedule.

2. Keep the present schedule but end the workshop by 7:00 p.m.

3. Start the Council workshop at 4:00 p.m.

4. Change the workshop date to Tuesday, October 2, 5:00 p.m.

BUSINESS

11. Consider (1) a public private joint venture agreement with McCoy Properties, Inc. for design and construction of a portion of the Wilkinson Boulevard/Billy Graham interchange; (2) amend the FY91-95 Capital Improvement Program; and (3) adopt a budget ordinance for $705,000 as the City's portion of the project cost.

Interchange An interchange at Billy Graham Parkway and Wilkinson Boulevard has been a westside issue for some time. The interchange would encourage access between uptown and the Airport via Wilkinson Boulevard. Various plans have recognized this issue and proposed options. Though the project is eligible for State funding and the Metropolitan Planning Organization (MPO) included the interchange in the proposed Transportation Improvement Program (TIP), NCDOT did not fund the project in last year's final TIP and it is not

known what portion of the interchange, if any, will be included in the new State TIP due out in November.

Private Sector Leveraging Program

Since the 1987 bond referendum, funds have been scheduled in the Capital Improvement Program for development of the thoroughfare system that is under development pressure. The program was established to leverage road improvements that a developer would not ordinarily fund. This aids the developer in terms of providing greater access to the planned development, while providing thoroughfare system improvements above what would minimally be provided by the developer. Past agreements have included N.C. 51/16 intersection, Hebron Street, Westinghouse Boulevard and Colony Road.

Joint Venture

McCoy Properties Inc. (MPI) controls the southwest corner of the proposed Wilkinson/Billy Graham interchange and has proposed that the City work with MPI on a public/private joint venture for construction of this portion of the interchange.

- The project would provide a road opening up MPI's land for development.
- MPI is neither subdividing nor rezoning their land which might otherwise provide the right-of-way dedication to the City.
- The 50/50 guideline for public/private joint ventures will not be satisfied on this project and Council may wish to consider requiring MPI to participate in other project costs to bring the private participation to the 50% level.

NCDOT

After we were approached by the property owner, NCDOT advised us that they were still not interested in funding the project.

Policy Issues

The proposed interchange presents four policy issues for Council to address:

50/50 Participation

1. The funding share proposed by the developer does not meet the 50/50 leveraging required by current Council policy. Exceeding the 50% City share may mean less opportunity for potential future public/private agreements. There are three options:

a. Approve this agreement as an exception.
b. Approve agreement contingent on developer share being increased to 50%.
c. Do not approve agreement.

City Funding of State Project

2. The interchange was included in the local TIP for State consideration but was not funded, and does not appear to be funded this year. Under current City policy, an interchange is not considered an intersection and therefore ineligible for City funding. There are three options:

a. Approve City funding of interchange as an exception to policy.
b. Change the policy to allow City funding of State projects to include interchanges and approve City funding of this project.
c. Do not approve City funding of the interchange.

Road Priorities/ 2005 Plan

3. The 2005 Plan ultimately calls for Wilkinson/ Billy Graham to have ramps on all four corners with appropriate realignment of the roads currently in the area, including severing the connection between Billy Graham and Old Dowd. The interchange project would accelerate implementation of this objective. However, the proposed project is ranked 43 out of 76 road projects in the 2005 Plan, and the project is not included in the 1997 Road Priority List. There are two options:

a. Approve this project as an exception to the established road priority list for 1997 and 2005.
b. Do not approve this project. McCoy could develop the property in conflict with the 2005 plan.

Westside Development

4. Although the City Council does not have a stated policy for westside development, this interchange would be a positive development for the area. There is not unanimity among City departments, however, on whether this project is the highest priority transportation project for the westside.

Costs — Wilkinson Boulevard/Billy Graham Interchange

	City Cost	Developer Cost
Design	$ 75,000	$ 30,000
Land	30,000	325,000
Construction	600,000	-0-
Total	$705,000(67%)	$355,000(33%)

The total cost of the project is estimated at $1,060,000.

Map — A map is attached.

Funding — The Public Private Leveraging Program includes $899,250 in FY91 and $899,250 in FY92. The Colony Road Extension project required an additional $588,000, which left $1.2 million in the program. If this action is approved, the program balance will be $505,500.

Clearances — The McCoy proposal has been reviewed by Engineering, CDOT, Planning and the Airport.

Attachment No. 6

12. Recommend amendment of the loan financial criteria of the Community Development Revolving Loan Fund from a 50/40/10 requirement to one of gap financing as required by HUD.

Revolving Loan Fund — Community Development Revolving Loan Fund

October, 1978 - Community Development Revolving Loan Trust Fund established in the initial amount of $490,000.

July 9, 1984 - Loan program amended to incorporate a 50/40/10 financial mix leveraging requirement and to provide loans to an enlarged economic development assistance area. The financial mix required that 50% of total project cost comes from a bank or financial institution, 40% from the City, and 10% from the borrower.

Revision Required by HUD

Due to a recent change in federal regulations, it is necessary to revise the loan financial mix criteria of the loan program. The revisions will bring the program into compliance with HUD's "necessary and appropriate" regulations which require that only a financial gap be financed by the City loan. HUD, in a recent monitoring visit, determined that the current loan program was "prescriptive" including a certain level of financial assistance to be available. HUD's new regulations require that a financial analysis be made on a case by case basis to determine the financial gap before the amount, interest rate, and terms of loan assistance are established, and the City can only provide the financial gap as determined by analysis regardless of financial matching mix.

A summary comparison of the current and proposed revisions is attached in Exhibit A.

Council Action

Amend the loan financial matching mix criteria of the Community Devêlopment Revolving Loan Fund from a 50/40/10 requirement to one of gap financing determined by a necessary and appropriate analysis as required by HUD.

City staff's goal will be to minimize City's financial participation where feasible. Program emphasis will still concentrate on creating jobs to enhance low-to-moderate income persons' self-sufficiency, and the guidelines will continue to be one job creation for each $15,000 of City money.

The additional provisions of the loan program will remain the same as shown in Exhibit B.

Funding

No new funds are requested by this action. A funding summary is attached as Exhibit C.

Clearances

Community Development Department and City Manager's Office.

Attachment No. 7

13. Consider a request from the Public Library of Charlotte and Mecklenburg County for free parking worth $30,000 in the Cityfair parking deck.

At the August 27, 1990 Council meeting, staff was requested to put this July 23, 1990 agenda item back on the agenda.

Additional Costs of $30,000

The Public Library of Charlotte and Mecklenburg County has requested that the City extend free parking privileges to Library patrons worth $30,000. This request is based on the Library's expenditure of $30,000 for underground obstruction removal and enhanced security lighting to complete Arequipa Park. Attached is a letter from the Director of Libraries.

The park is City-owned and maintained but the construction of the park was not administered by City Engineering. Renovations to the park were financed by a land swap with the County. In the latter stages of park construction, the Library authorized $30,000 in additional expenses above the project budget.

In the case where a City capital project requires additional funding, the procedure is to seek Council approval before expenses above the project budget are authorized. The Library authorized the expenditures to expedite completion of the project.

Options

There are two options recommended for Council to consider:

1. Provide free parking worth $30,000 at the Cityfair parking deck. This option was suggested by the Library. The City would provide free parking to library patrons up to a value of $30,000. This value does not necessarily reduce parking revenue because most of the Library events will be held at night and on weekends.

2. Do not approve the request.

Staff recommends Option No. 1 be approved.

Clearance Budget and Evaluation.

Attachment No. 8

14. Recommend approval of a contract not to exceed $1,400,000.00 with Camp Dresser & McKee to perform a sanitary sewer evaluation/rehabilitation/flow equalization project and adopt a budget ordinance to transfer $300,000 from (Lower Sugar Creek Outfall) to (Sanitary Sewer Rehabilitation).

The Problem: During heavy or sustained rainfall, stormwater runoff infiltrates and flows into the sanitary sewer system through manhole covers, deteriorated manholes and sewer mains, and through improper or unauthorized connections to the sewer system. This infiltration results in overflowing manholes and flow rates exceeding the wastewater treatment plant's capacity. Recent improvements to the McAlpine Creek Wastewater Plant have provided some relief to this situation but will not be adequate to handle heavy rainfalls.

Contract: First phase of a program to eliminate rainfall-related sewer overflows.

Time: Program is expected to take five to seven years for completion.

Method: (1) By repairing the major infiltration sources, and (2) using storage basins to contain peak flows for a short time until the stored wastewater can be treated during lower flow times (flow equalization).

Details: The contract will:

- Identify specific infiltration sources within two areas of the system which are the worst contributors. These two areas contain approximately 80 miles of sewer pipe. Once identified, repairs or rehabilitation measures will be designed. We will address these needs in the next Capital Improvement Program and request Council approval of contracts for repair or rehabilitation in the future.

- Provide for studying the feasibility and conceptual design of a major flow equalization facility at McAlpine Creek Wastewater Treatment Plant utilizing existing basins.

- Provide for study of other restrictions in the system which may contribute to overflows

and for analysis to determine which other areas of the system should be studied on an indepth basis for infiltration source identification.

Possible Extension to Other Areas/ Future Needs

The two study areas mentioned above for intensive infiltration source repair/rehabilitation will serve as a gauge for the program's potential effectiveness. If results from these two areas are positive, similar procedures would need to be applied to approximately 800 additional miles of sewer in the McAlpine basin. CMUD anticipates presentation of this much larger, long term program in next year's CIP. Funding sources would need to be identified at that time. The cost could be as high as $25 million. Additional funding sources may also need to be identified for construction projects resulting from this contract and for continued and additional flow monitoring.

Lower Sugar Creek Outfall

One part of the sewer evaluation contract will determine the need for or scope of the Lower Sugar Creek outfall project. The purpose of the Lower Sugar Creek outfall was to parallel the existing Sugar Creek outfall to accommodate wet weather flows. The sewer evaluation project will investigate alternative solutions to that project potentially eliminating the need for the Lower Sugar outfall project. If this occurs, additional funds proposed for the Lower Sugar Creek project may need to be diverted to construction of the alternative solutions.

Selection Process

Inquiries of interest were mailed to 96 firms from the City's approved list; 29 submitted a letter of interest. The CMUD selection committee chose four of these firms to present detailed proposals. Camp Dresser & McKee is recommended on the basis of their nationwide experience with this type project and the other outstanding qualifications of their firm and individuals assigned to the project. ADS Services, Inc., a firm specializing in sewer flow monitoring which has previously worked for CMUD, will serve as a major sub-consultant to CDM.

Funding

Adoption of the budget ordinance will transfer $300,000 from the Lower Sugar Creek Capital project to the Sewer Evaluation Project.

Clearances

Utility Director.

* * * * * * * * *

The City Attorney advises that agenda items no. 15 through 22 may be considered in one motion. However, any member of Council may request that an item be divided and voted on separately.

* * * * * * * * *

BID LIST

15. Recommend adoption of the bid list as shown. The following contract awards are all low bid and within budget estimate unless otherwise noted. Each project or purchase was authorized in the annual budget.

A. Waddell Street Park Renovations — Engineering

Recommendation: By the City Engineer that the low bid of $66,515.90, as submitted by United Construction, be accepted for award on a unit price basis.

Project Description: This park is located off Beatties Ford Road at Waddell and Russell Streets. Renovations include picnic shelter repairs, new playground equipment, landscaping and related work.

Source of Funding: General Capital Improvement Fund - (Improvement to Existing Parks).

B. Mallard Creek Wastewater Treatment Plant, Phase I Improvements Electrical Work — Charlotte-Mecklenburg Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Port City Electric Company of Mooresville, North Carolina in the amount of $436,500.00 be accepted for award of contract on a lump sum basis.

Project Description: Construction of this project would expand the capacity of the treatment plant from three million gallons per day to six million gallons per day.

Source of Funding: Water and Sewer Capital Improvement Fund - (Mallard Creek Wastewater Treatment Plant Additions).

The following chemicals are used in the treatment of water and wastewater by the Utility Department.

Sources of Funding: Water and Sewer Operating Fund - (Chemicals for Water Treatment); Water and Sewer Operating Fund - (Chemicals for Sewer Treatment).

C. Chemicals, Section 1 — Charlotte-Mecklenburg Utility Department
20 - Tons Aluminum Sulphate, (Ground Alum)

Recommendation: By Purchasing Director and Utility Director that the low bid, Prillaman Chemical Corporation, Suffolk, Virginia, in the amount of $4,976.00, be accepted for award of contract on a unit price basis.

D. Chemicals, Section 2 — Charlotte-Mecklenburg Utility Department
560 - Tons Hydrated Lime, Chemical, Bags

Recommendation: By Purchasing Director and Utility Director that the low bid, Virginia Lime Company, Ripplemead, Virginia, in the amount of $47,320.00, be accepted for award of contract on a unit price basis.

E. Chemicals, Section 3 — Charlotte-Mecklenburg Utility Department
120 - Tons Activated Carbon

Recommendation: By Purchasing Director and Utility Director that the low bid, Acticarb, Dunnellon, Florida, in the amount of $80,838.00, be accepted for award of contract on a unit price basis.

F. Chemicals, Section 4 — Charlotte-Mecklenburg Utility Department
642 - Tons Liquid Chlorine

Recommendation: By Purchasing Director and Utility Director that the low bid, Jones Chemicals, Inc., Charlotte, N. C., in the amount of $198,378.00, be accepted for award of contract on a unit price basis.

G. Chemicals, Section 5 — Charlotte-Mecklenburg
180 - Tons Sodium Silicofluoride — Utility Department

Recommendation: By Purchasing Director and Utility Director that the low bid, Kaiser Aluminum & Chemical Corporation, Mulberry, Florida, in the amount of $67,635.00, be accepted for award of contract on a unit price basis.

H. Chemicals, Section 6 — Charlotte-Mecklenburg
740 - Tons Liquid Hydrogen Peroxide, 70% — Utility Department

Recommendation: By Purchasing Director and Utility Director that the low bid, E. I. DuPont, Wilmington, Delaware, in the amount of $503,200.00, be accepted for award of contract on a unit price basis.

I. Chemicals, Section 7 — Charlotte-Mecklenburg
1,000 - Tons Aluminum Sulphate, (Liquid Alum) — Utility Department

Recommendation: By Purchasing Director and Utility Director that the low bid, Peridot Chemical Company, Inc., Augusta, Georgia, in the amount of $126,400.00, be accepted for award of contract on a unit price basis.

J. Chemicals, Section 8 — Charlotte-Mecklenburg
2,334 - Tons Hydrated Lime, (Chemical, Bulk) — Utility Department

Recommendation: By Purchasing Director and Utility Director that the low bid, Virginia Lime Company, Ripplemead, Virginia, in the amount of $152,293.50, be accepted for award of contract on a unit price basis.

K. Chemicals, Section 9 — Charlotte-Mecklenburg
150 - Tons Sodium Bicarbonate — Utility Department

Recommendation: By Purchasing Director and Utility Director that the low bid, Industrial & Agricultural Chemical, Inc., Red Springs, N. C., in the amount of $39,300.00, be accepted for award of contract on a unit price basis.

CONTRACT

16. Recommend approval of a contract not to exceed $750,000 with Wilbur Smith Associates to design sanitary sewer trunks and water mains for 1991 annexation areas and adopt a budget ordinance to transfer $800,000 from the Water/Sewer Operating Fund Balance to the 1991 Annexation Accounts.

Design Contract	Design sewer trunks and water mains for the following 1991 annexation areas: Prosperity Church Road/Browne Road Old Concord Road/I-85 Plott Road Margaret Wallace Road/Independence Boulevard Beam Road
Selection Process	Thirty-two firms submitted letters of interest; four selected to submit proposals.
Time Frame	Firm will complete design phase within a time period that will permit City's right of way acquisition time requirements for construction.
Construction Services	CMUD reserves the right to negotiate an amendment to the contract for construction services such as preparation of contract documents for bidding, assistance with advertisement and bidding, construction contract administration, and construction inspection.
Funding	Water and Sewer Operating Fund Balance.
Clearances	Utility Director.

17. Recommend approval of a contract with Storage Technology Corporation for the lease of a StorageTek Model 4480 cartridge tape system at a cost of $1,880 per month for 60 months.

Contract	Equipment to replace six IBM reel-type units.
Contractor	Storage Technology Corporation
Lease Term	60 months
Cost	$1,880 per month for 60 months. Monthly maintenance after the first 12 months of use will be $894.00. Total obligation of $112,800.

Present monthly lease cost, including maintenance, is $3,560.00. Because access to a reel unit will be needed from time to time to create or process tapes used by other agencies, the City will occasionally use equipment owned by Mecklenburg County and share the associated maintenance charges of $500.00 per month.

Savings — The net difference in cost between the new cartridge system and the reel system represents an annual savings to the City of $14,160 while the equipment is under warranty, and $3,432 annually thereafter.

Funding — MIS Department Operating Budget.

Clearances — MIS Department.

18. Recommend (1) approval of an agreement with Windswept Partners for $42,257.10, for construction of a median opening at the intersection of NC51 and Windswept Drive; adoption of a budget ordinance, and (3) approval of change order #1 with Propst Construction for 40,057.10.

Median Agreement — On August 6, 1990, CDOT approved a median opening at the intersection on NC51 and Windswept Drive, contingent upon the following:

1. The developer, Windswept Partners, must pay full cost of redesign and construction of the median opening, associated left-turn lanes, and U-turn bay.

2. The work must be constructed as part of the NC51 widening project and must not impact the construction completion date.

An agreement has been executed by Windswept Partners and payment has been made for redesign and construction of the median opening as listed below:

Redesign Fee	$ 2,200.00
NC51 Phase III Change Order #1	40,057.10
Total	$42,257.10

Council Action: Approve the agreement with Windswept Partners, and a corresponding budget ordinance which will provide payment for redesign and construction of a median opening at Windswept Drive. The City will provide construction plans and construction of the median opening through a change order to the construction contract.

Funding: Developer contribution - Windswept Partners.

Clearances: Engineering Department, the City Attorney's Office and the Budget & Evaluation Department have reviewed and approved this agreement.

19. Reaffirm policy on Council minutes.

Present Policy: Minutes of Council meetings are provided as follows:

Regular and zoning meetings - verbatim.

Workshops, special meetings, etc. - executive summaries.

Meetings where no quorum is present - law requires we report only that a meeting is held and the subject.

Tapes of all Council meetings, workshops, etc. are maintained in the Clerk's office for a period of two years, and are available to anyone wishing to listen to them.

Verbatim portions of minutes of workshops, special meetings, etc. are supplied upon request.

Recommendation: The present policy is recommended because supplying verbatim minutes for all meetings would require additional staff in the City Clerk's office.

GRANT APPLICATION

20. Recommend adoption of a resolution authorizing application to the North Carolina Department of Transportation for a grant to fund a feasibility study for an uptown intermodal transportation center and adoption of a budget ordinance to appropriate the funds.

Transportation Center: The Charlotte Department of Transportation (CDOT) and the North Carolina Department of Transportation (NCDOT) wish to hire a consultant to perform a preliminary feasibility study of locating an intermodal transportation center at the site of the present Greyhound terminal on West Trade Street. This facility could house terminals for both intercity rail (AMTRAK) and intercity bus service (Greyhound/Trailways) because the proposed site is adjacent to the Norfolk Southern rail line where AMTRAK operates.

The Study

- The feasibility study will assess the costs of this type of center, determine other uses which could be included in the facility, and analyze public/private joint venture opportunities for transportation center development.
- The study should begin in September and take four to six months to complete.
- The estimated cost of $30,000 will be divided equally between the City and NCDOT.
- A steering committee will be created to work with the consultant throughout the feasibility analysis.

Funding

City/Transit Fund Balance	$15,000
NCDOT	$15,000
Total	$30,000

Clearances: Charlotte Department of Transportation.

APPLICATION FOR SPECIAL OFFICER PERMIT

21. Recommend approval of application for Special Officer Permit to Desmond Sneed Lindsey for use on the premises of Charlotte Douglas International Airport.

PROPERTY TRANSACTIONS

22. Recommend approval of the following property transactions and adoption of the condemnation resolutions.

1. Project: Airport Master Plan Land Acquisition - Wallace Neel Road - Residential Purchase
Owner(s): Kenneth R. & Deeda M. Coffey, husband and wife
Property Address: 7521 Wallace Neel Road, Charlotte, NC
Property to be acquired: .620 ac. (27,007 sq. ft.)
Improvements: 2 bedrooms, 950 sq. ft. ranch home.
Price: $49,500.00
Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Tenants eligible for relocation benefits. Acquisition eligible for Federal Aviation Administration reimbursement.

2. Project: Airport Master Plan Land Acquisition- Wallace Neel Road - Residential Purchase
Owner(s): Kenneth R. & Deeda M. Coffey, husband and wife
Property Address: 3841 Wallace Neel Road, Charlotte, NC
Property to be acquired: .870 ac. (37,897 sq. ft.)
Improvements: 3 bedrooms, 1152 sq. ft. ranch home.
Price: $59,500.00
Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition eligible for Federal Aviation Administration reimbursement.

3. Project: Airport Master Plan Land Acquisition - Wallace Neel Road - Residential Purchase
Owner(s): Lyman E. Summerlin & Marigold E. Summerlin
Property Address: 3800 Wallace Neel Road, Charlotte, NC
Property to be acquired: .440 ac. (19,166 sq. ft.)
Improvements: None - vacant lot
Price: $8,300.00
Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Acquisition eligible for Federal Aviation Administration reimbursement.

4. Project: Airport Master Plan Acquisition - Wallace Neel Road - Residential Purchase
   Owner(s): Max W. & Hannah M. Helsabeck, husband and wife
   Property Address: 7609 Wallace Neel Circle, Charlotte, NC
   Improvements: 3 bedrooms, 1100 sq. ft. ranch home
   Property to be acquired: .505 ac. (21,997 sq. ft.)
   Price: $51,000.00
   Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition eligible for Federal Aviation Administration reimbursement.

5. Project: Airport F.A.R. Part 150 Noise Compatibility Program - Residential Purchase
   Owner(s): Robert L. Winston, incompetent by Guardian Attorney E. G. Connette and wife Gwen A. Winston
   Property Address: 6701 Virginia Circle, Charlotte, NC
   Property to be acquired: .570 ac. (24,829 sq. ft.)
   Improvements: 3 bedrooms, 1852 sq. ft. ranch home.
   Price: $134,425.00
   Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition eligible for Federal Aviation Administration reimbursement. Property purchased under Administrative settlement of Federal guidelines and Court Order approving settlement.

6. Project: Airport Master Plan Land Acquisition - Runway 36R extension.
   Owner(s): Frank J. LaPointe, etux; Belmont Abbey College, Inc., John F. Donaghue, Bishop Roman Catholic Diocese of Charlotte, North Carolina
   Property Address: 3.842 acres West Blvd., Charlotte, NC
   Property to be acquired: 3.842 ac. (167,357 sq. ft.)
   Improvements: None - vacant land
   Price: $306,000.00
   Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Acquisition eligible for Federal Aviation Administration reimbursement.

7. Project: Airport Master Plan Land Acquisition - Wallace Neel Road - Residential Purchase.
   Owner(s): James Anthony Keith and wife Dorothy S. Keith & Mary S. Keith, widow
   Property Address: 3825 Wallace Neel Road, Charlotte, NC
   Property to be acquired: .421 ac. (18,338 sq. ft.)
   Improvements: 3 bedrooms, 1079 sq. ft. ranch home
   Price: $49,700.00

Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition eligible for Federal Aviation Administration reimbursement.

CONDEMNATIONS

1. Project: Providence/Sardis/Fairview Intersection Improvements
   Owner(s): Irene B. Emerson, and any other parties of interest
   Property address: 4429 Providence Road
   Property to be condemned: 1,829.1 sq. ft. (0.042 ac.) fee simple right-of-way, plus 1,516.9 sq. ft. (0.035 ac.) permanent sidewalk easement, 1,140 sq. ft. (0.026 ac.) temporary construction easement.
   Improvements: none
   Price: $4,100.00
   Reason for condemnation: Zoned R-15MF-used as residential. Option accepted signed and approved by City Council on June 11, 1990. Property owner is incompetent and has no acting Power of Attorney. Legal has advised to condemn in the event a family member living with the property owner cannot be appointed Power of Attorney by the time construction startup is scheduled.

2. Project: Park/Johnston Widening Phase II Segment I
   Owner(s): Howard H. Aycock and wife Scotty H. Aycock and any other parties of interest
   Property address: 3138 Shillington Place
   Property to be condemned: 344 sq. ft. (.0079 ac.) plus 2,221 sq. ft. (.0510 ac.) temporary construction easement.
   Improvements: three small trees, wood rail fence, lawn
   Price: $3,850.00
   Reason for condemnation: Owner wants money for brick wall in addition to offer and wants offer raised to match his neighbor. This taking only half of adjoining property and damages even less.

3. Project: Sardis Road Bridge Replacement at Sardis Road
   Owner(s): Charles A. and Mary G. Porter and any other parties of interest
   Property address: 8717 Sardis Road
   Property to be condemned: 3,487 sq. ft. (0.080 ac.) plus 15,683 sq. ft. temporary construction easement (0.360 ac.)
   Improvements: Driveway, rip rap and trees
   Price: $25,000.00
   Reason for condemnation: Zoned R12-residential use. City's offer is $25,000.00. Property owners' attorney counter offered the City in the amount of $48,312.91. The attorney indicated that if the counter offer is not acceptable, condemnation proceedings should begin.

CHARLOTTE

#23

Request for Council Action

I hereby request that

Council act on the

following matter: City Council is requested to approved resolution establishing September 24, 1990 as the date for conducting a public hearing concerning the proposed Convention Center Financing and authorizing staff to take the necessary actions required to secure the financing.

Recommended Department: Finance

This request will be handled according to the following criteria: Back Ground Explanation Source of Funding Clearances Bibliography

Background:
On July 9, 1990 Council authorized staff to proceed with the necessary actions to secure financing for the proposed Convention Center. On August 6, 1990 Council authorized staff to proceed with necessary actions to secure financing for the Convention Center via a lease/purchase method. City staff met with the Local Government commission (LGC) on September 5, 1990 concerning this method of financing. The staff of the LGC requested that the City file its application in time for it to be considered by the Commission at its October 2, 1990 meeting. Authorization for this type financing requires a public hearing with a ten (10) day public notice of the hearing date. Therefore, in order to meet this legal requirement Council needs to act today (September 10, 1990) to call for a public hearing on September 24, 1990.

Explanation of Request:
City Council is requested to approve a resolution establishing September 24, 1990 as the date for conducting a public hearing concerning the proposed Convention Center financing and authorizing staff to take the necessary actions required to secure the financing.

Source of Funding:
Proceeds of the financing.

Clearances:
Finance and Special Counsel

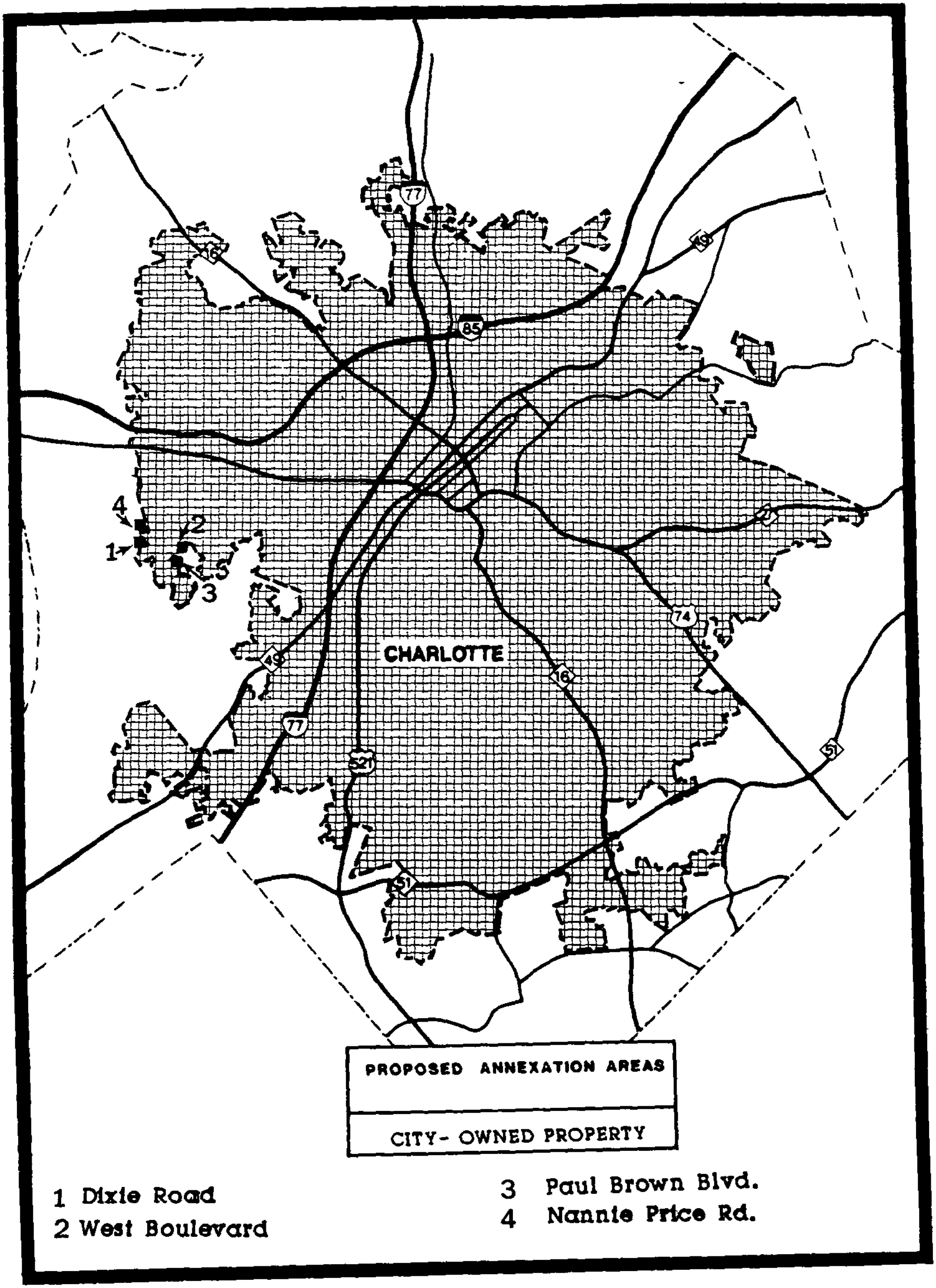
September 7, 1990

September 10, 1990

Could delay project.

W. Carey Odom, City Treasurer

Richard D. Mann
Richard D. Mann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CHARLOTTE
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521
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51
PROPOSED ANNEXATION AREAS
CITY- OWNED PROPERTY
1 Dixie Road
2 West Boulevard
3 Paul Brown Blvd.
4 Nannie Price Rd.

SARDIS ROAD/WEDDINGTON ROAD CONNECTOR
ADDITIONAL INFORMATION

Attached is the following information related to Council's consideration of alternative alignments for the Sardis Road/ Weddington Road Connector (included on the September 10 agenda):

- Attachment 1 is a map of the various alternates.
- A revised Attachment 2 which indicates undeveloped lots in the right-of-way for each alternate. The revised attachment also includes a revision of Alternate E (E') that has been suggested to prevent severance of part of Sardis Plantation from the rest of the subdivision. The alternate does so at the expense of the Glendevon subdivision.
- Attachment 3 summarizes the responses to questions asked by the Town of Matthews on July 25 as prepared by the County Engineering Department.
- Attachment 4 is summary of the public comments received by County Engineering and the Charlotte-Mecklenburg Planning Commission submitted in writing following the August 15 meeting.
- Attachment 5 is a summary of the traffic modeling process conducted by the Charlotte Department of Transportation. The summary provides traffic volume projections for various scenarios with and without the Weddington Road/ Outer Loop interchange and with and without Alignment F.

The following information will be provided to Council on Friday:

- Summary of oral comments made at the August 15 public meeting.
- Current status of the Weddington Road/Southern Outer Loop interchange.

Attachment 2
(Revised)

Sardis Road - Weddington Road Connector Impacts (as of 8/31/90)

Alternate	Color	Residences in R/W	Residences w/ setbacks affected	Residences within 200' of R/W	Needed Culverts or bridges	Length (miles)	Undeveloped lots in right-of-way
D	Yellow Green Orange Blue	20	9	61	7	2.50	18
E	Yellow Blue	10	10	81	4	2.51	21
E'	Yellow Blue Gray Purple	10	11	84	4	2.51	16
G'	Yellow Pink Blue	9	4	68	7	2.47	3
H	Yellow Blue Purple	16	10	92	5	2.59	2
H'	Yellow Blue Purple Magenta	9	10	64	5	2.52	15

Notes: 1. "Residences" include those for which building permits have been issued even though the structure is not completed.

2. Construction has begun on all lots in right-of-way for which building permits have been issued.

Attachment 3

MECKLENBURG COUNTY

Engineering Department

August 31, 1990

Ms. Kathy Abernethy
Mayor Pro-Tem, Town of Matthews
924 Courtney Lane
Matthews, NC 28105

Subject: Sardis-Weddington Connector

Dear Ms. Abernethy:

This letter and attachments are in response to the questions you have raised about the Sardis-Weddington Connector. When you have had the opportunity to review these responses, if you have follow-up questions, please contact me.

Q. Please provide estimated traffic counts for the Sardis-Weddington Connector and the basis for their derivation.

A. Attachment A is a summary from the Charlotte Department of Transportation which describes the traffic modeling process and includes traffic volume projections under four scenarios. The growth projections for population and employment were provided by the Charlotte/Mecklenburg Planning Commission staff. Two comments need to be made about these growth projections. First, the employment projections for the four zones around the intersection of Weddington and McKee show a total of 205 employees. If the shopping center and office park for the northwest corner of the intersection are fully developed by 2010, these figures are probably low. Second, I have in several forums described the volumes as based on a population buildout density of three (3) households per acre. You will note in Table 1 that the population estimates result in a density of one (1) household per acre.

Q. Provide current traffic volumes and theoretical limit for volumes for Sardis Road as it currently exists (2 lanes) and as proposed (4 lanes).

A. Traffic counts taken in 1990 on Sardis Road indicate that the average 24-hour annual weekday traffic (average during the 5 day work week) is approximately 20,800 just east of Rama Road and 9,600 near Morning Dale Road. As a <u>very</u> rough rule of thumb, assuming relatively heavy congestion, the "capacity" of

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a well designed two-lane road is 12,000 and a four-lane road 30,000 vehicles per day. Obviously, "capacity" is a relative term; we are carrying 27,000 vehicles on a two-lane Park Road at South Mecklenburg High School and 45,000 on a four-lane Fairview Road between Park Road and Park South Drive (old Park Road), but no one suggests this is desirable!

Q. Provide traffic counts, theoretical limit, and level of service for the intersections of Sardis Road/Sardis Road North, Sardis Road/Randolph Road, Sardis Road/Providence Road, and Randolph Road/Sharon-Amity Road.

A. The most current intersection counts and calculations of levels of service are shown in Attachment 2. It should be noted that Sardis and Sardis North were counted and analyzed before the installation of the traffic signal and the intersection improvements. Its operation is considerably improved. The intersection of Sardis, Fairview, and Providence is scheduled to go under construction in February 1991 to provide dual left-turn lanes on all approaches and a west bound Providence Road right-turn lane. The intersection of Randolph and Sharon-Amity is scheduled for construction beginning March 1991 to add right-turn lanes and lengthen the left-turn lanes on both Sharon-Amity approaches and add a right-turn lane on the westbound Randolph approach. Both projects should significantly improve these intersections. We are not able to project theoretical limits for the intersections.

Q. Provide the names of all roads built in Charlotte/Mecklenburg in the last ten years which are new roads through neighborhoods, the length of the roads, their classification, and number of houses taken and within 200 feet of the right-of-way.

A. The list below includes some of the roads constructed through or adjacent to neighborhoods during the last fifteen years, their length, and their classification. I do not have access to information on the number of homes taken or in proximity to these projects.

Road	From	To	Class	Length
Tyvola Rd	I-77	N.C. 49	major	1.1 miles
Park Rd	Fairview Rd	Spring Valley Rd	major	1.3 miles
Wendover Rd	Independence Blvd	Sharon Rd	major	3.0 miles
Delta Rd Ext.	Idlewild Rd	Independence Blvd	major	1.6 miles
Parkwood Ave.	Davidson St.	12th Street	major	.8 miles
Fairview Rd	Sharon Rd.	Providence Rd	major	2.2 miles
N.C. 51 Reloc.	Marion Dr.	Sam Newell Rd	major	1.1 miles
Runnymede Ln.	Barclay Downs Rd	Brandywine Rd	major	1.0 miles

Q. Provide the costs of the top two recommendations, including the cost of the Weddington/Outer Belt Interchange and the widening of Sardis Road from N.C. 51 to Sardis Road North.

A. Using a very rough per mile widening cost figure, widening Sardis Road between Sardis Road North and N.C. 51 would cost approximately $5.9 million in 1989 dollars.

Based on other interchange construction projects, the Outer Belt/Weddington Interchange might cost between $5 and $10 million dollars, depending on its design and right-of-way costs.

We are still working on the detailed estimates for E and H.

Q. What will be the posted speed limit on Sardis Road between Rama Road and Sardis Road North once it has been widened?

A. The project is designed to allow (approved by Charlotte City Council) 45 miles per hour.

I have also attached an updated impact sheet which includes new categories of information as requested by the Charlotte City Council and to show an additional home in the right-of-way of H which was pointed out at the public meeting.

Finally, the sheet shows the impacts of modifying the E alignment as it leaves Courtney Lane. The modification suggested prior to and at the public meeting extends E south to contact and use the H alignment. This modification eliminates the problem of severing part of Sardis Plantation from the main part of the subdivision but does so at the expense of hitting the west end of Glendevon. Technical staff believes the modification is worthwhile.

I apologize for the time it has taken to answer your questions. additional questions have been submitted, and when they are

answered, I will furnish you copies of the responses. Also, verbal and written comments from the public meeting are being summarized and will be sent to you when that is complete.

Sincerely,

William S. Coxe,
Assitant Division Manager
Transportation and Technical Services

WSC/bfs

Attachments

cc: Mr. Lee Myers
Mr. Barry Webb
Ms. Wanda Toler
Mr. Bobbie Shields
Mr. Bob Pressley
Mr. Dave Howard

SARDIS/WEDDINGTON CONNECTOR
WRITTEN COMMENTS

The following are the written comments received to date regarding the proposed Sardis/Weddington Connector.

Geoff & Ellen Fugere: 733 Fredericksburg

- No route should be chosen.
- Route H' affects the fewest homes, 17 less than route E.
- "I'll drive the extra miles to get to my destination."

Jay P. Brush: 217 Foxfield Lane

- The real problem is at Sardis/Randolph; why add even more traffic to that intersection.
- Route F acts to split traffic up along both Sardis Road and Monroe Road.
- In the afternoon rush hour, traffic is bad at Randolph/Sardis and tapers off before Highway 51.

Rich Buchanon: 905 Mangionne Drive

- Selected a home in Mallory Manor East because of its safety and distance from thoroughfares.
- The decision on the alignment of this road should have been made before in 1986.
- A group of officials elected by the people should not build a road those people don't want.
- He expects full financial compensation if a route other than F is chosen.
- Why not extend F north to Monroe Road and south to Weddington Road, it is not perfect, but its far better than these other potential routes.

Candace & William Frey: 100 Landsdowne Road

- Traffic is horrible at Randolph Road/Sardis Road dogleg. Why add more traffic to it.
- Even with the widening of Sardis Road, traffic will worsen with this proposed extension.
- This road should have been planned for before homes were built (both along Highway 51 and St. Michaels at Randolph Road).
- Mass transit would be far more reasonable and would impact fewer people and cause less environmental damage.
- Charlotte should not call for a weighted vote on a road decision almost entirely in Matthews' sphere of influence.

Ruth King: 117 Courtney Lane

- Why do we need this road when improvements are already being made to Providence Road, Monroe Road and Independence Boulevard?
- A primary goal of the Planning Retreat was a light rail transit system; why do we need this road?

R. Stephen Mullis, Sr.: 824 Courtney Lane

- This road is for those in southeast Mecklenburg and NW Union County who want to go downtown. There is no benefit for the affected property owners.
- There is no funding and no complete cost analysis has been done.
- The weighted vote is dictatorial and unfair. It shouldn't be used.
- Political axes are being ground This decision shouldn't be made by those with a grudge.

C.J. Coleman: 2121 Coles Circle

- He does not want the Sardis/Weddington Connector ever.
- The population growth of the 70's and 80' won't continue.
- Planning should be done for a Sardis - Tilley Morris - Outer Belt connector.

Chris Griffin: 717 Fredericksburg Road

- Mr. Griffin suggested a route which uses alignment E along Courtney Lane and crosses over to alignment H. He is concerned that crossovers are not considered new alignments but are considered a design detail.
- He also requested access to land use considerations and quality of life information being given to the MPO.

M.P.K. O'Connell: 1245 Holleybank Drive

- Isn't it appropriate for an MPO member who may cast 6 votes to attend this public hearing?

R. James MacLaren: 1135 Holleybank Drive

- Why hasn't the extension of Route F to Monroe Road been studied further.
- A future population density of one DU/acre is overstated.
- Will homes, along E or H lose their driveway access (every 100 feet) if their route is chosen.
- Why hasn't an extension of Alignment A north of Highway 51 been discussed.

John Reed: 348 Lakenheath Road

- What will be done for those residents who are still on wells and septic tanks when construction begins? Who will pay for the solution?

Jenette Hanson: 7708 Sardis Road

- Will the property at Sardis Road/Old Bell Road again be used for a construction easement? A new easement should be found which creates less noise that could be heard by local residents.

Andrew Beary: 113 Linville Drive

- The future analysis of growth and traffic patterns appear correct. If this road is not constructed, the quality of life will decline in this area.
- Using the F route and the H' route is the best option.

Sara Seasholtz: 901 Rhyll Court

- Why is straightening out the Randolph/Sardis dogleg not worth the pain but building the Sardis/Weddington Connector is?
- Appreciation of housing cost into the future needs to be considered.
- Building this connector will only worsen traffic at Sardis/Randolph and destroy Matthews Neighborhoods.

Mike Pizarro: 2400 Cross Country Road

- How will the need for turn lanes affect Providence Plantation homes?
- Are there any commercial centers proposed at Sardis Road and N.C. 51?
- When will construction begin.

William Burch: 2709 Briar Ridge Road

- Who wants this road?
- There needs to be better notification of planned roads.

John Hogewood: 400 Mattridge Drive

- How will I be compensated for lost property value once this road is constructed.
- The traffic problem is from Highway 51 north up Sardis Road. All routes except an extension of F to Monroe Road will only worsen the situation.

Frank Headley: 317 Quill Lane

- All the routes have flaws.
- Compensation should be immediate for all of those affected.
- Use the route which affects the fewest homes.
- Mandate through law that all property owners be notified of thoroughfare proposals.

Anne & David Irvine: 424 Walnut Point Drive

- The City of Charlotte should not have overwhelming power to vote on a road in Matthews.
- Mass transit should be improved instead of more roads constructed.
- The F Route and a connector with Providence Road and Independence Boulevard is sufficient.
- It is poor planning when a neighborhood is built and then a road is constructed through it.

Pete Austin: 204 Courtney Lane

- Address the issue as you heard it discussed; don't build the connector.

Casey Hermans: 740 Weddington Road

- He does not want the road going through his property. If it does, pleas allow him to have some say as to how and where it will go.

Mrs. John W. Cain, Jr.: 441 Lakenheath Lane

- Is it true that even if an alignment is chosen by the MPO, the state can change it later?

Wayne and Sue Plybon: 421 Lakenheath Lane

- Why can't Union County commuters be slightly inconvenienced and travel to Providence or Monroe Roads?
- In 15 years, a lot of commercial development will be built near the Outer Belt and less travel will be needed downtown.
- Other cities with beltways have "spokes" more than 4 miles apart. Why must Charlotte's be 1½ to 2 miles apart?
- Planning for spokes to the Northern Loop should begin now before its too late.
- We oppose all alignments.

Bill T. Vlachos: 125 Sardis Plantation Drive

- Does any of your modeling consider the widening of Providence Road and Monroe Road.

Cecil and Jeannie Hall: 201 Port Royal Drive

- Why build a road which will further overload the Sardis/Randolph intersection.
- This road will destroy our homes and interrupt our family lives.

Robert A. Smith: 445 Courtney Lane

- Once the F Route and the Matthews Bypass are completed, there is only one reason for building this connector - political.

David Stoessel: 516 Eastville Ct.

- This road actually benefits Union County commuters; not Matthews Residents.
- Matthews residents have four alternatives to downtown Charlotte: Providence, Sardis, Monroe, and Independence.

Kathryn Schroder: 120 Lakenheath Lane

- Alignment H' makes traffic islands out of 43 homes on Lakenheath and Courtney Lanes.
- This connector would ruin these neighborhoods and has already put residents through hell.
- Don't ignore the human side of this issue.
- If a route must be chosen, there is an area slightly west of G' that would impact fewer homes.

Robert & Linda Whitehurst: 1217 Holleybank Drive

- The time for planning roads is before neighborhoods are built, not after.
- If a road must be put on the map to prevent development, why not put it through undeveloped land.

Ronald & Kathryn Schroeder: 120 Lakenheath Lane

- Compensation for homeowners won't come for 15 to 20 years.
- New roads should not be placed in people's back yards.
- The computer model shows that of the 38,000 vehicles/day on the F route and the connector, only 2,000 cars would travel up Sardis Road.
- The impact sheets misrepresent the number of homes taken and impacted.

- H' does not go through open fields, it goes through people's back yard.

Texie Shelby: 200 Lakenheath Lane
- Listen to those who are most affected by the connector.
- The facts concerning H' have been misrepresented.

Marilyn Thompson. 319 Lakenheath Lane
- H' runs through back yards; not empty lots.
- Matthews does not want this road.
- It's not fair for Charlotte to have 6 votes and Matthews to have only one.
- Why is this connector so important when NCDOT has no interest in constructing an interchange with the Outer Belt?

R.J. Rogers, Jr.: 532 Courtney Lane
- Decisions as to where thoroughfares should go need to be made before an area has been developed.

David Stoessel: 516 Eastville Ct.
- This road benefits Union County Commuters. Matthews residents have several commuting options.

Jeffrey Clayton: 226 Port Royal Drive
- Connector would add more traffic to Randolph/Sardis dogleg.
- He and his wife built a single story home for their handicapped daughter. These routes may destroy that house. (E, H, H')
- The mistake was made three years ago before Sardis Plantation was built.
- The F Route takes no homes.
- The connector will only load even more traffic on Sardis/Randolph dogleg.
- All other routes may cost ten times what Route F cost.
- Why is this "worth the pain" while fixing Sardis/Randolph isn't?
- Two private schools on Sardis Road have no buses and create huge congestion.
- Monroe Road is the preferred route of choice in the Matthews area.
- The computer model shows the F route being more heavily used than any other route.
- The computer model does not take such factors as pollution, gas costs, mass transit, and other changes in transportation trends into effect.
- Affected property owners will have a cloud over their heads for up to 20 years.
- The path of this road may be changed at the time of the E.I.S.
- Turn lanes needed may take even more homes.
- Cost do not include the inflation rate and rising cost of housing.
- The TCC recommends alignment E, which takes the most homes.
- The H' route (the TCC's alternate) will go through residents back yards impacting children's play habits.
- Only the TCC wants this road.

Kathy Stoessel: 516 Eastville Ct.

- This road is an expensive and destructive way to get Union County commuters into uptown Charlotte.
- Why not widen existing roads like Providence, Monroe, and Independence for commuters?

Peter De Gorter: Ilsemont Place

- Why disrupt so many people when the F Route disrupts so few?
- The citizens of Matthews feel they have enough access to Charlotte with Providence, Monroe, and Independence.

John De Gorter. 3215 Plantation Drive

- The comments made by Matthews residents appear to have fallen on deaf ears.
- Route F disturbs the fewest homes.
- Consider the excessive speed of traffic through this residential area.
- The politicians rule the lives of the people.

Mr. & Mrs. Marvin Chaney, Jr.: 9512 Hunting Ct.

- Although not effected by any routes, they are opposed to all of them.
- Don't let poor planning ruin the lives of thousands.
- They will not trade easier commutes into downtown for a depreciation in property values.
- There are no plans to widen Sardis Road between Sardis Road North and N.C. 51. How can a four-lane connector feed into a two-lane Sardis Road?
- With the widening of Monroe and Providence Roads, and the conversion of Independence Boulevard to a freeway, this connection should not be needed.

Andrew Clark: 730 Fredericksburg Rd.

- Why did the MPO wait 5-7 years after originally discussing option before determining the best route?
- With concerns about the environment and energy conservation, our future transportation needs should center around mass transit.

Sardis-Weddington Connector

Summary of the traffic simulation process.

In June, 1990, the Transportation Coordinating Committee (TCC) asked the Charlotte Department of Transportation to provide computer simulation of future year traffic on four alternatives involving a north-south arterial connecting Sardis Road near N.C. 51 with Weddington Road just north of the proposed I-485 outer loop (see figure 1). This analysis is to assist staff and elected officials to determine if an arterial should be added to the Thoroughfare Plan. This is a technical process examining only traffic implications of changes in land use and the roadway network. Neighborhood impact is not addressed with the simulation.

Roadway alignments and alternatives

The analysis involves: route "F" - a connector between N.C. 51 and Weddington road that is now on the Thoroughfare Plan, an interchange between I-485 and Weddington Road, and the proposed Sardis-Weddington connector. Rather than simulating each of the varied routes proposed for the Sardis-Weddington connector, this analysis uses a basic four-lane road between Weddington and Sardis Road at its intersection with N.C. 51. Because the simulation model does not use terrain or location of individual residences, minor changes in the alignment will not change the volume projections. All four alternatives include route "F" and I-485. The four alternatives are:

1. Including Sardis Weddington Connector and Interchange between I-485 and Weddington Road

2. Including Sardis Weddington Connector Excluding Interchange between I-485 and Weddington Road

3. Excluding Sardis Weddington Connector Including Interchange between I-485 and Weddington Road

4. Excluding Sardis Weddington Connector and Interchange between I-485 and Weddington Road

Population and Employment Projections

The traffic simulation for the area uses a modified version of the socio-economic data for the year 2010. 2010 population, households and employment are used in all areas except that enclosed by Monroe Road, N.C.51, N.C.16, and the County line (see figure 2). Population in these zones is projected to "build out" as shown in table 1. Future employment is fairly light in the area. The majority is concentrated at the intersections of N.C. 51 / N.C. 16 (zone 319) and N.C. 16 and I-485 (zone 326). Employment for 2010 is shown in table 1.

Table 1. Socio-economic projections - Sardis Weddington area

Zone	Acres	1989 Pop	1989 Hsehlds	BUILDOUT (2010) Pop	BUILDOUT (2010) Hsehlds	HH/ Acre	2010 Emplymnt
318	480	589	200	1,333	476	1.0	112
319	1,894	2,808	956	8,313	2,969	1.6	709
320	1,536	1,455	495	3,519	1,257	0.8	10
321	602	125	43	2,093	748	1.2	58
322	698	1,426	491	2,969	1,060	1.5	78
323	499	78	26	793	283	0.6	72
324	1,184	703	239	2,064	737	0.6	65
325	1,107	1,205	410	2,820	1,007	0.9	29
326	1,120	236	80	1,498	535	0.5	712
Area	9,120	8,625	2,940	25,402	9,072	1.0	1,845

Sources:
1989 - Charlotte Mecklenburg Planning Commission - estimates from property tax records.
Buildout - CMPC projections
2010 Employment - CMPC and CDOT.

In simulation, all trips begin and end at the center of zones. This point, known as the zone centroid, is connected to the network through a link that substitutes for the neighborhood street network. To improve assignments in small areas, zones are sub-divided to provide more points for trips to enter and leave the network. The nine CMPC zones are divided into twenty-six smaller zones for this assignment. These are shown in figure 3. These twenty-six zones are connected to the network at points where subdivision streets now connect to thoroughfares or at points where future subdivision streets are likely to connect to thoroughfares. These connectors are shown in figure 4.

Population, households and land area of the twenty-six zones are provided in table 2. The column labeled PCT is the percentage of population and households of the CMPC zone that is contained in the CDOT sub-zone.

Table 2. Socio-economic projections - CDOT zones

CMPC ZONE	CDOT ZONE	PCT	Acres	POP	HH	HH/ Acre
318	318	100%	480	1,333	476	1.0
319	319	50%	710	4,157	1,485	2.1
	488	8%	160	665	238	1.5
	489	8%	186	665	238	1.3
	497	9%	186	748	267	1.4
	498	8%	186	665	238	1.3
	499	8%	160	665	238	1.5
	500	9%	307	748	267	0.9
	TOT		1,894	8,313	2,971	1.6
320	320	12%	237	422	151	0.6
	490	8%	275	282	101	0.4
	492	15%	128	528	189	1.5
	493	20%	224	704	251	1.1
	502	15%	237	528	189	0.8
	503	20%	275	704	251	0.9
	504	10%	160	352	126	0.8
	TOT		1,536	3,520	1,258	0.8
321	321	50%	269	1,047	374	1.4
	494	25%	173	523	187	1.1
	501	25%	160	523	187	1.2
	TOT		602	2,093	748	1.2
322	322	100%	698	2,969	1,060	1.5
323	323	100%	499	793	283	0.6
324	324	40%	371	826	295	0.8
	495	20%	442	413	147	0.3
	496	40%	371	826	295	0.8
	TOT		1,184	2,065	737	0.6
325	325	50%	525	1,410	504	1.0
	491	50%	582	1,410	504	0.9
	TOT		1,107	2,820	1,008	0.9
326	326	100%	1,120	1,498	535	0.5
	TOTAL		9,120	25,404	9,076	1.0

Traffic Simulation Model

The simulation ran on the TRANPLAN simulation package using trip productions and attractions generated by the mainframe program GENCEN. This is the standard CDOT procedure for small area simulation. TRANPLAN is calibrated to 1985 actual volumes and to the mainframe runs for 2005 and 2010 using the TIS/TAP simulation model.

For the Sardis-Weddington runs, the CDOT 816 zones are aggregated to the 440 CMPC zones except in the Sardis-Weddington area where the zones are sub-divided. By aggregating away from the area of interest, the computing time is reduced from five hours to less than one hour per run.

Trip Generation

Daily trips generated in the area of interest are shown in table 3. The columns include home-based work productions and attractions and total productions and attractions. Totals include trip purposes: home-based work, home-based nonwork, non-home-based, truck-and-taxi, and other.

Productions and attractions are the common trip form used in traffic simulation. Productions are similar to trip origins and attractions with trip destinations. The one exception is trips to or from home. If home is at either end of the trip - the home end is always the production. In general, the home-based work productions can be divided in half to determine the number of trips going to work in the morning and the number returning in the evening.

Table 3. Productions and Attractions for Sardis Weddington area

CMPC ZONE	CDOT ZONE	HH	HOME BASED WORK Pro	HOME BASED WORK Attr	TOTAL Pro	TOTAL Attr	Pro/ HH
318	318	476	1,682	331	7,374	5,975	15.5
319	319	1,485	5,266	1,368	22,263	11,185	15.0
	488	238	840	94	3,275	1,026	13.8
	489	238	849	94	3,312	1,026	13.9
	497	267	944	163	3,773	1,435	14.1
	498	238	849	94	3,309	1,026	13.9
	499	238	849	160	3,423	1,344	14.4
	500	267	944	106	3,671	1,155	13.7
	TOT	2,971	10,541	2,079	43,026	18,197	14.5
320	320	151	538	61	2,101	658	13.9
	490	101	356	42	1,390	443	13.8
	492	189	671	75	2,612	816	13.8
	493	251	895	99	3,492	1,085	13.9
	502	189	674	76	2,622	820	13.9
	503	251	888	99	3,461	1,085	13.8
	504	126	448	50	1,747	546	13.9
	TOT	1,258	4,470	502	17,425	5,453	13.9
321	321	374	1,333	183	5,335	2,082	14.3
	494	187	664	110	2,735	1,272	14.6
	501	187	669	74	2,602	808	13.9
	TOT	748	2,666	367	10,672	4,162	14.3
322	322	1,060	3,755	513	15,030	5,843	14.2
323	323	283	999	204	4,229	2,252	14.9
324	324	295	1,047	143	4,117	1,401	14.0
	495	147	522	87	2,076	759	14.1
	496	295	1,049	141	4,129	1,391	14.0
	TOT	737	2,618	371	10,322	3,551	14.0
325	325	504	1,793	217	7,022	2,295	13.9
	491	504	1,791	213	7,011	2,283	13.9
	TOT	1,008	3,584	430	14,033	4,578	13.9
326	326	535	1,896	1,135	9,025	6,649	16.9
	TOTAL	9,076	32,211	5,932	131,136	56,660	14.4

Trips from external stations or cordons at the county line are estimated from counts taken in 1985. A growth rate of two percent per year is applied to the counts. Cordon volumes in the area are shown in table 5. These estimates are lower than those expected by N.C. DOT by the year 2010.

Table 5. Cordon estimates - 2010.

N.C. 16 East	8,700
Tilly Morris Road	3,700
Weddington Road	3,600
Pleasant Plains	3,000
Monroe Road	14,000
Matthews-Indian Trail Rd.	1,000
U.S. 74	44,000

Assignment

The last step in the simulation process is the assignment. Trips are assigned over the network using a capacity restrained assignment. In capacity-restraint, a portion of trips are assigned from each zone over the shortest path between origin and destination. Shortest path is an average of travel time and distance. After the first set is assigned, the shortest paths are re-evaluated with the traffic already assigned. This process is repeated three times using TRANPLAN. Figures 5-8 contain results of the assignments. The volumes shown on these plots should be rounded to the nearest 1,000.

Figure

5. Including Sardis Weddington Connector and
   Interchange between I-485 and Weddington Road

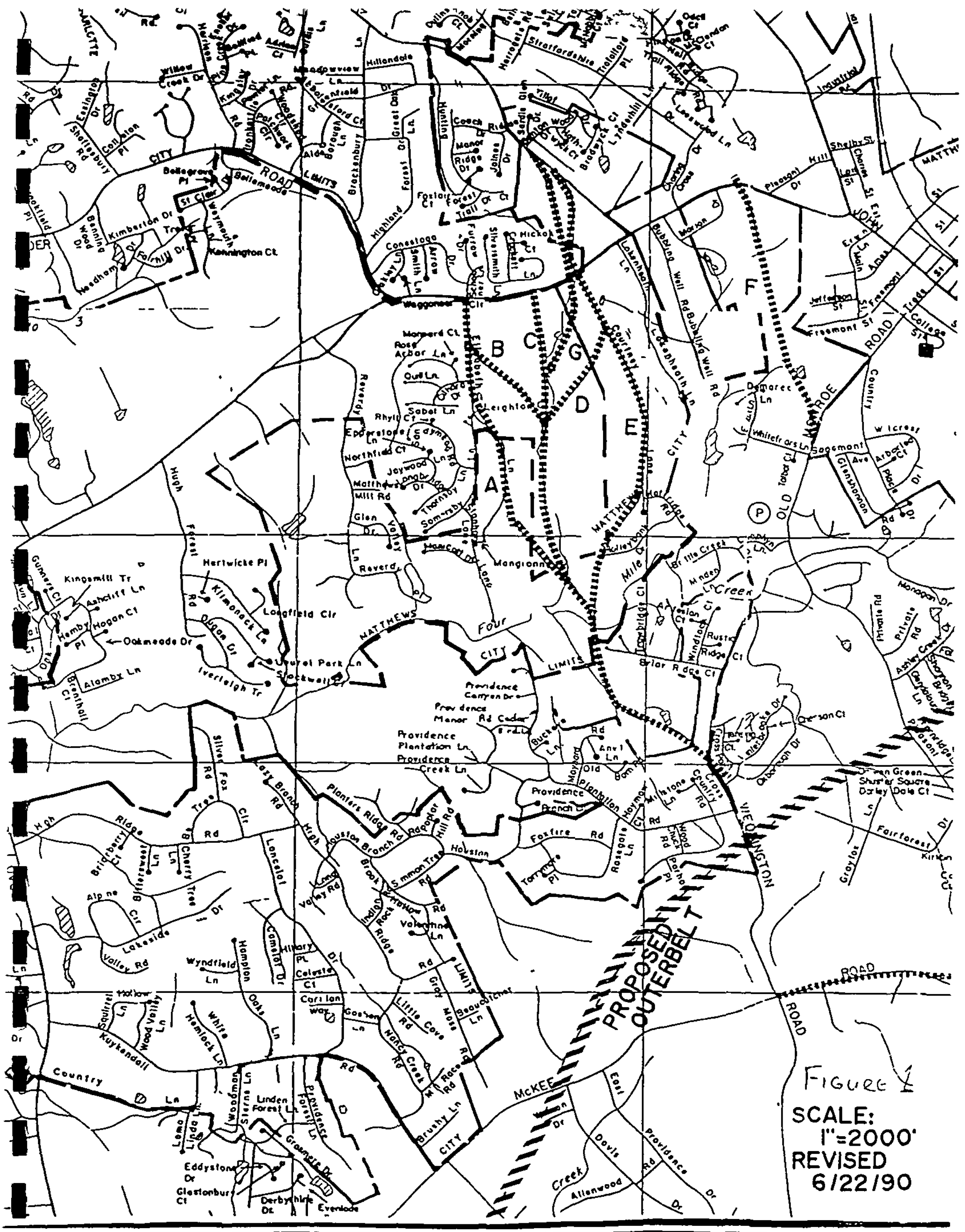
6. Including Sardis Weddington Connector
   Excluding Interchange between I-485 and Weddington Road

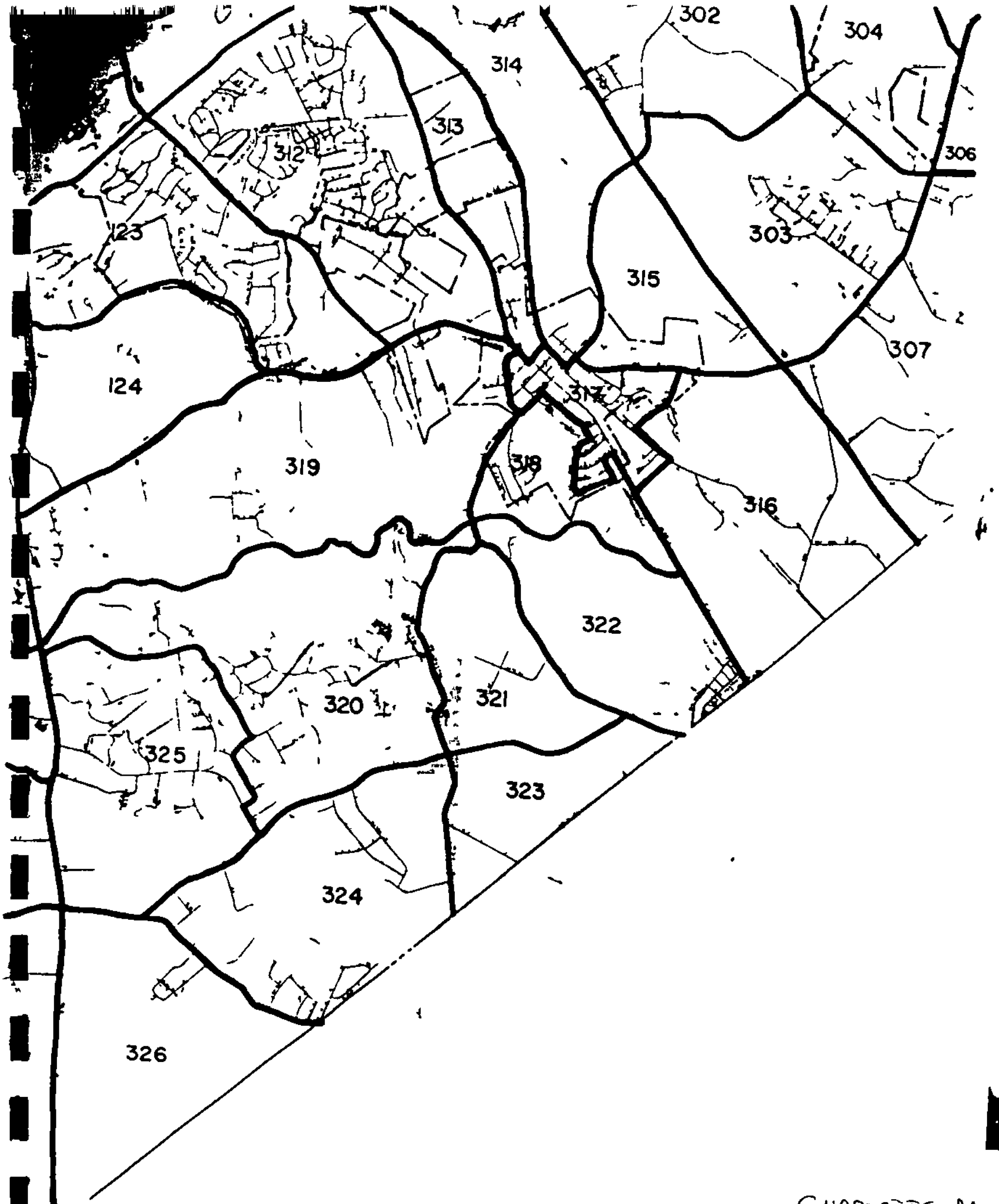
7. Excluding Sardis Weddington Connector
   Including Interchange between I-485 and Weddington Road

8. Excluding Sardis Weddington Connector and
   Interchange between I-485 and Weddington Road

Systems Planning
Charlotte Department of Transportation

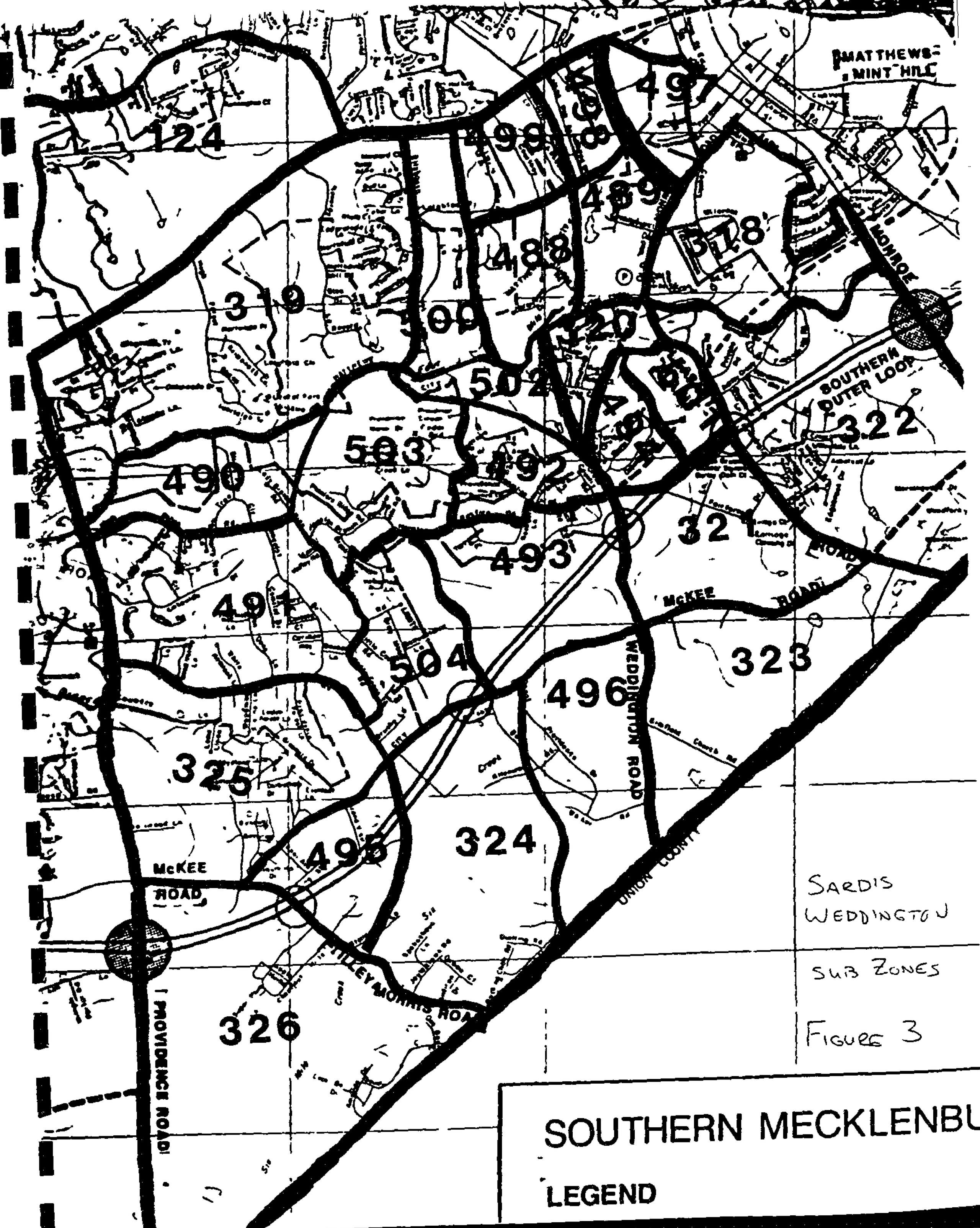
August 3, 1990


PROPOSED OUTERBELT
CITY LIMITS
MATTHEWS
Four Mile Creek
McKEE
Providence Plantation Ln
Providence Creek Ln
Providence Canyon Dr
Providence Manor Rd
Cedar Ridge
Planters Ridge Rd
Houston Branch Rd
Foxfire Rd
Hillandale
Meadowview Ln
Willow Creek Dr
Weggoner
Highland
Brackenbury
Huntington
Stratfordshire
Lyndenhill Ln
Bubbling Well Rd
Lockheath Ln
Courtney
Fremont St
Country Club
Hugh
Forest
Lancelot
Silver Fox Rd
Lazy Branch Rd
Valley Rd
Lakeside
Hampton
Wyndfield Ln
Kuykendall
Woodman
Linden Forest Ln
Eddystone Dr
Glastonbury Ct
Derbyshire Dr
Evenlode
Grassmere Dr
Providence Forest Ln
Brushy Ln
Devils Creek
Allenwood
Providence Dr
Hartwicke Pl
Kilmonack Ln
Longfield Clr
Laurel Park Ln
Stockwell Dr
Ivertleigh Tr
Alamby Ln
Kingsmill Tr
Ashcliff Ln
Hogan Ct
Oakmeade Dr
Hemby Pl
Gumers Ct
Brenthall Ct
Kimberton Dr
Kensington Ct
Weymouth
Bellegrove Pl
Bellemeade
Shelbyville Rd
Easington Dr
Collston Pl
Meadowbrook Ln
Fairhill Dr
Medham Dr
Benning Wood Dr
Coach Ridge
Manor Ridge Dr
Johnes Dr
Foxtail Ct
Forest Trail Ct
Highland Forest Dr
Great Oak Ln
Conestoga Ln
Arrow Dr
Furrow Ln
Silversmith
Nicholas Ct
Monnard Ct
Rose Arbor Ln
Owl Ln
Sabel Ln
Rhyll Ct
Northfield Ct
Joywood Dr
Matthews Mill Rd
Thornby Ln
Somersby Ln
Glen Valley Ln
Reverdy Dr
Mongionna Ln
Hertwicke Pl
Kilmonack Ln
Logan Dr
Four Mile Creek
Minden Ln
Rustic Ridge Ct
Briar Ridge Ct
Windlock Ct
Private Rd
Ashley Creek
Shorton Branch
Gardenbour Ln
Pleasant Hill Dr
Shelby St
Main St
Jefferson St
Fremont St
College St
Country Club Dr
Morton Dr
Buck Ln
Anvil Ln
Old Dam Rd
Maybond Ln
Haymon Ln
Milstone Ln
Cross Country Rd
Wood Chuck Rd
Parhos Pl
Torrence Pl
Rosegate Ln
Valentine Ln
Indian Rock Ridge
Simmon Tree Rd
Hillary Pl
Celestial Ct
Corsican Way
Oaks Ln
Hemlock Ln
White
Squirrel Hollow Ln
Valley View Ln
Little Cove Rd
Nancy Creek Rd
Gray Moss Rd
Beaudichet Ln
Race Rd
Goshen Ln
Lomo Linda
Cherry Tree Ln
Blossomwood Ln
Bridgeberry Cir
Alpine Cir
Cherry Tree Dr
Oakberry Ridge
Hollandale Dr
Oakborough Dr
Linden Oaks Dr
Dawson Ct
Green Green
Shuster Square
Darley Dale Ct
Fairforest Dr
Graylor
Kirkton
Sagemont
Glenshannon Ave
Airport Pl
Whitefriars Ln
Talbot Ct
Wicross
Lakewood Ln
Trail Ridge Rd
Industrial Rd
Hollandale Ln
Stratfordshire Trail
Hartridge Rd
Wileybond Ln
Brittle Creek Ln
Monogan Dr



CHARLOTTE MECKLENBURG
PLANNING COMMISSION
ZONES

FIGURE 2


MATTHEWS-MINT HILL
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McKEE ROAD
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WEDDINGTON ROAD
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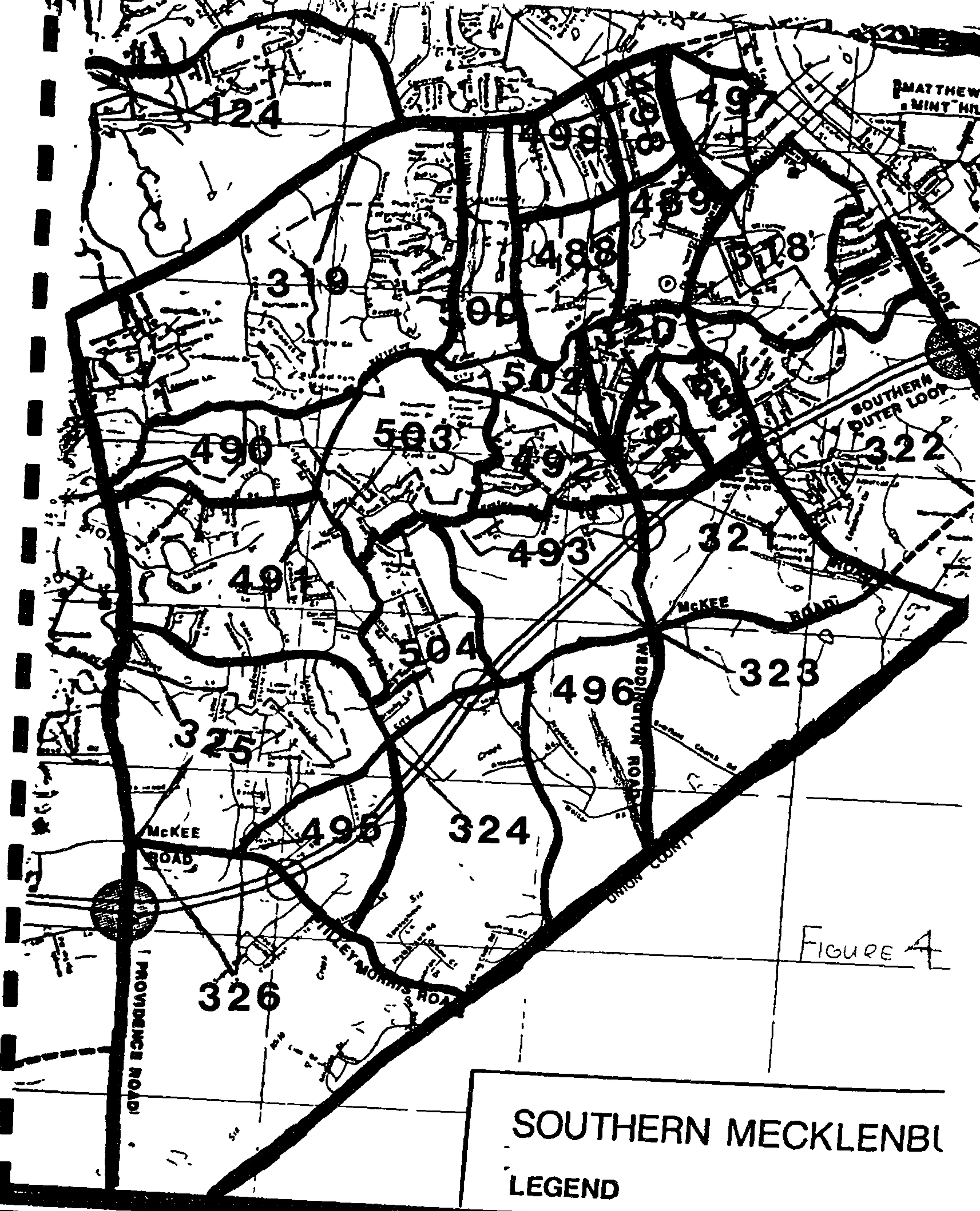
McKEE ROAD
UNION COUNTY
HILEY MORRIS ROAD
326
PROVIDENCE ROAD
MONROE
SOUTHERN OUTER LOOP
SARDIS
WEDDINGTON
SUB ZONES
FIGURE 3
SOUTHERN MECKLENBU
LEGEND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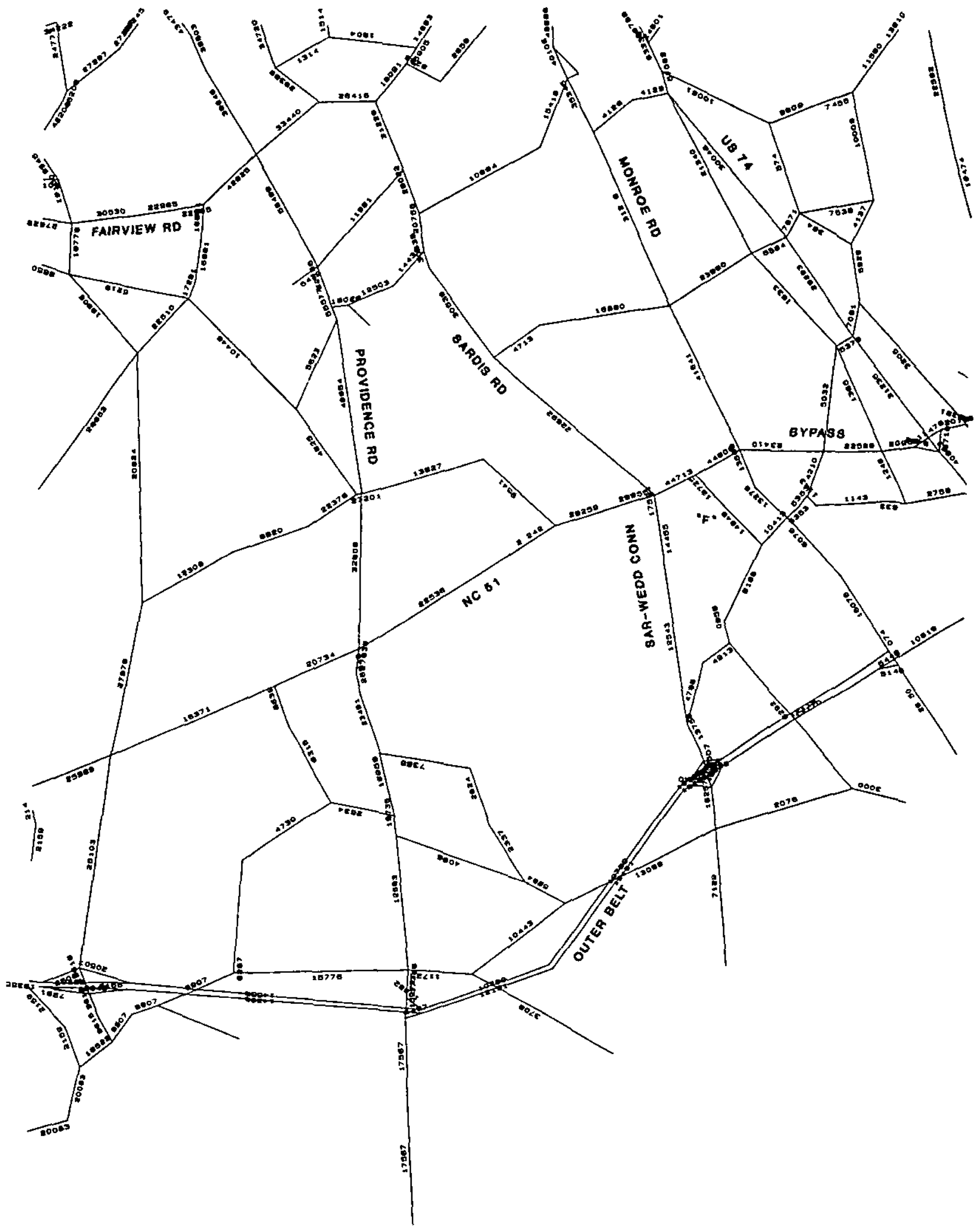
ROAD
McKEE
ROAD
WADDINGTON ROAD
UNION COUNTY
SOUTHERN
OUTER LOOP
PROVIDENCE ROAD
326
HUDLEY MORRIS ROA
SOUTHERN MECKLENBU
LEGEND

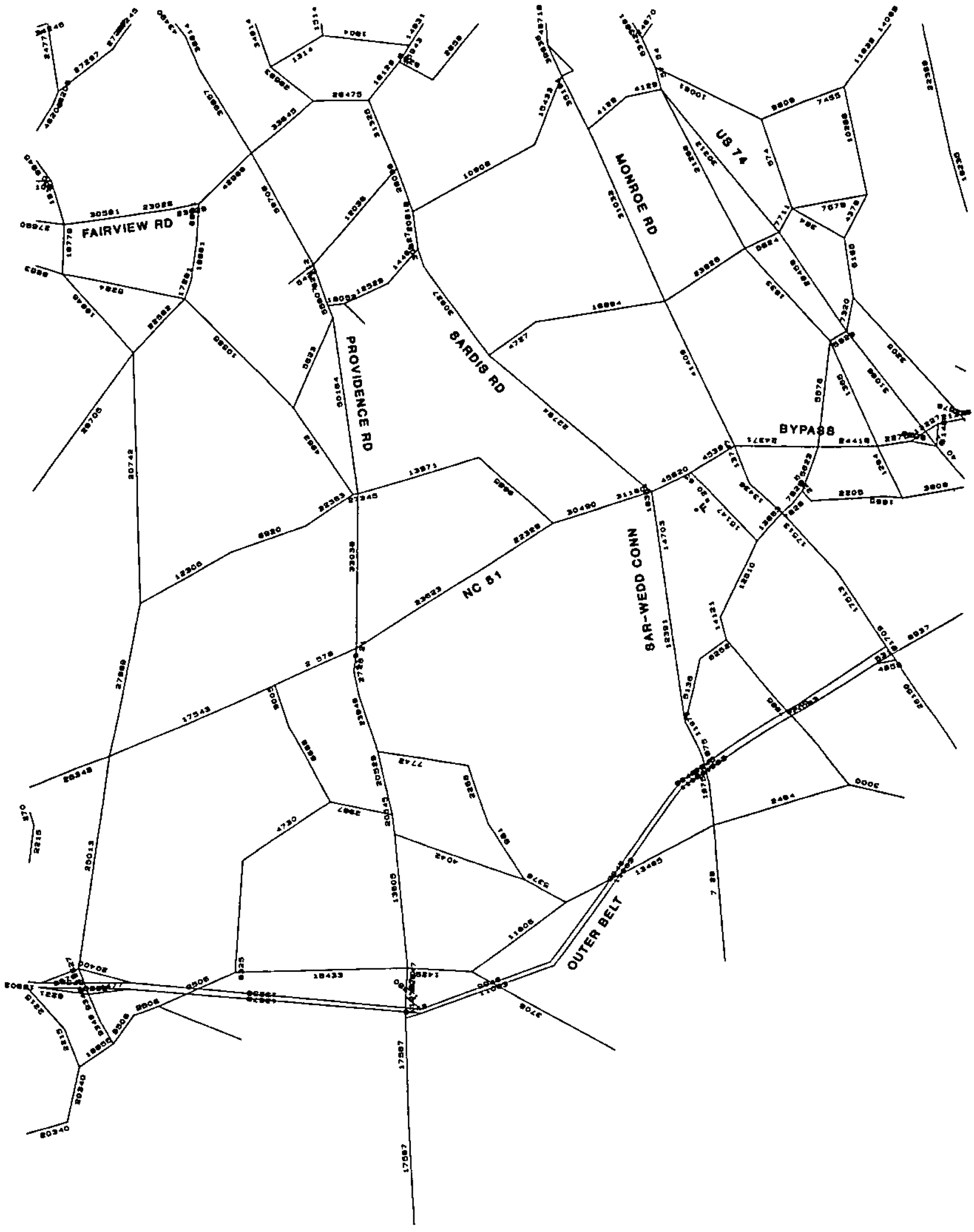
FIGURE 4



TOTAL VOLUMES - 2010 NETWORK WITH F ALIGNMENT
INTERCHANGE AT SOUTHERN OUTER BELT
AND SARDIS-WEDDINGTON CONNECTOR LINK

04SEP90 09 41 49

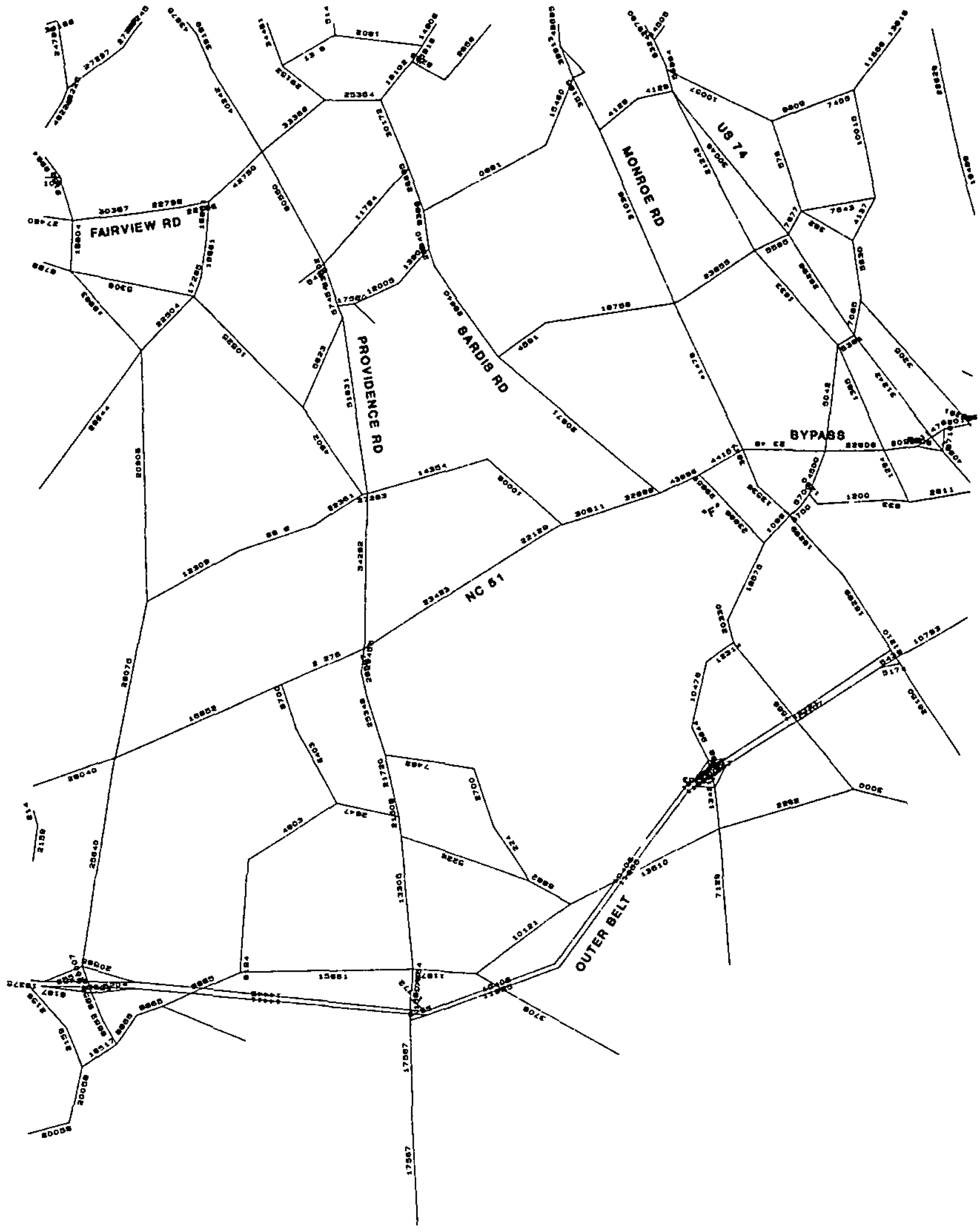
FIG 5



TOTAL VOLUMES - 2010 NETWORK WITH F ALIGNMENT
AND SARDIS-WEDDINGTON CONNECTOR LINK

04SEP90 09 37 51

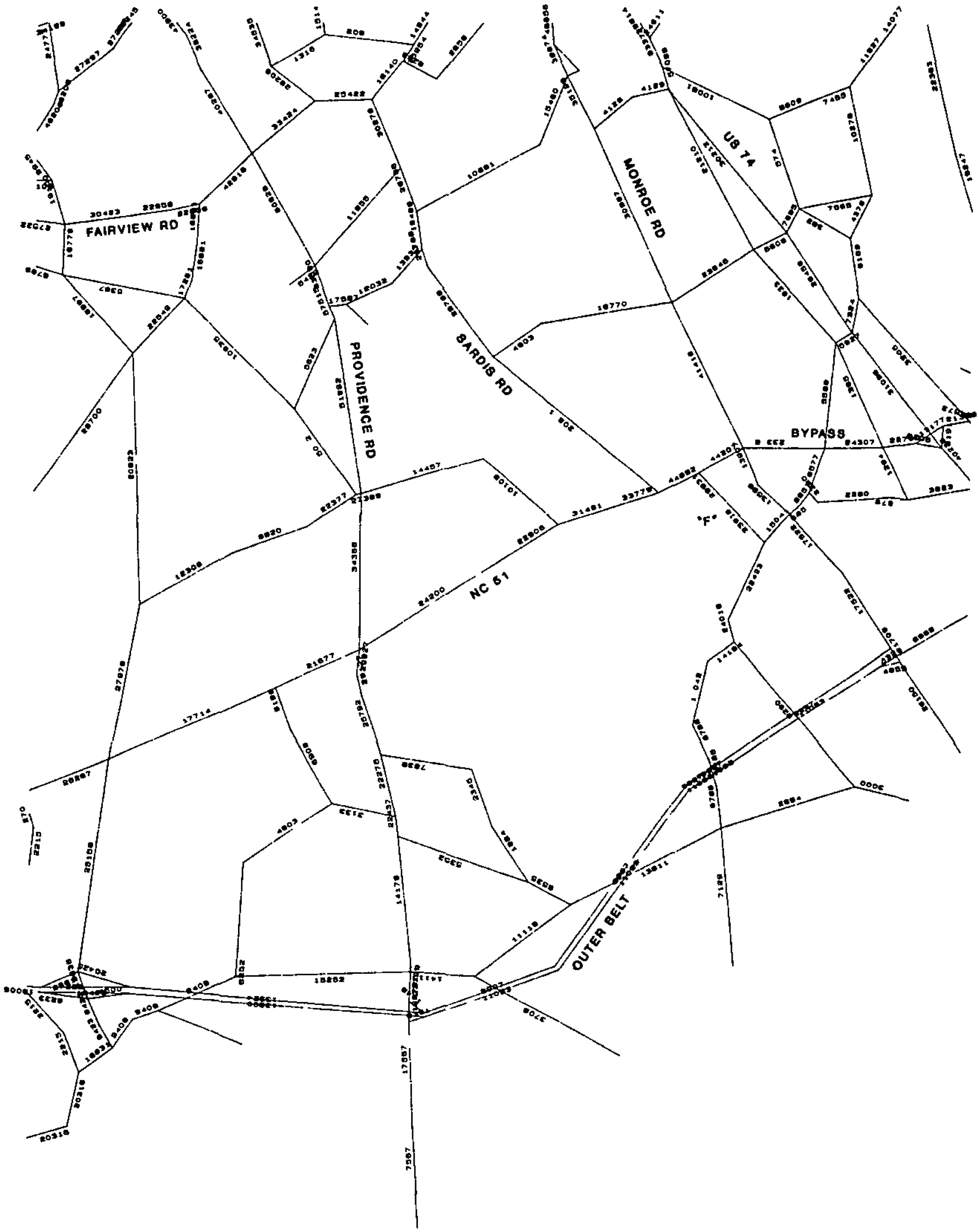
FIG 6



TOTAL VOLUMES - 2010 NETWORK WITH F ALIGNMENT
AND INTERCHANGE AT SOUTHERN OUTER BELT

04SEP90 12 50 34

FIG 7



TOTAL VOLUMES - 2010 NETWORK WITH F ALIGNMENT

04SEP90 11 54 54

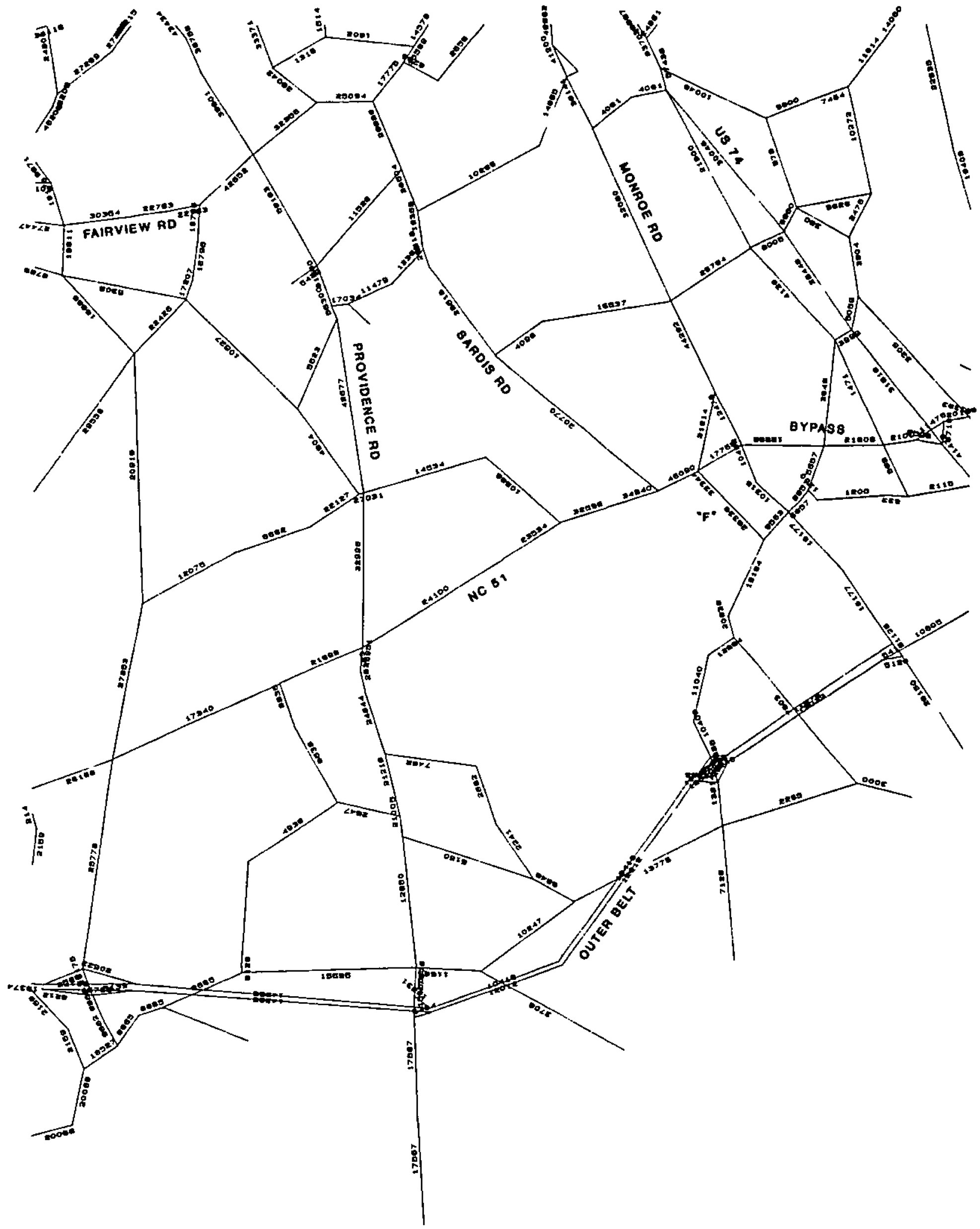
FIG 8

ADDENDUM

At the request of the citizens of Sardis Plantation, two additional alignments were analyzed. The first option adds an extension north from the end of the F alignment to Monroe Road. No Sardis-Weddington connector is included in this scenario.

Figure A-1 shows the total volumes which are forecast for this configuration.

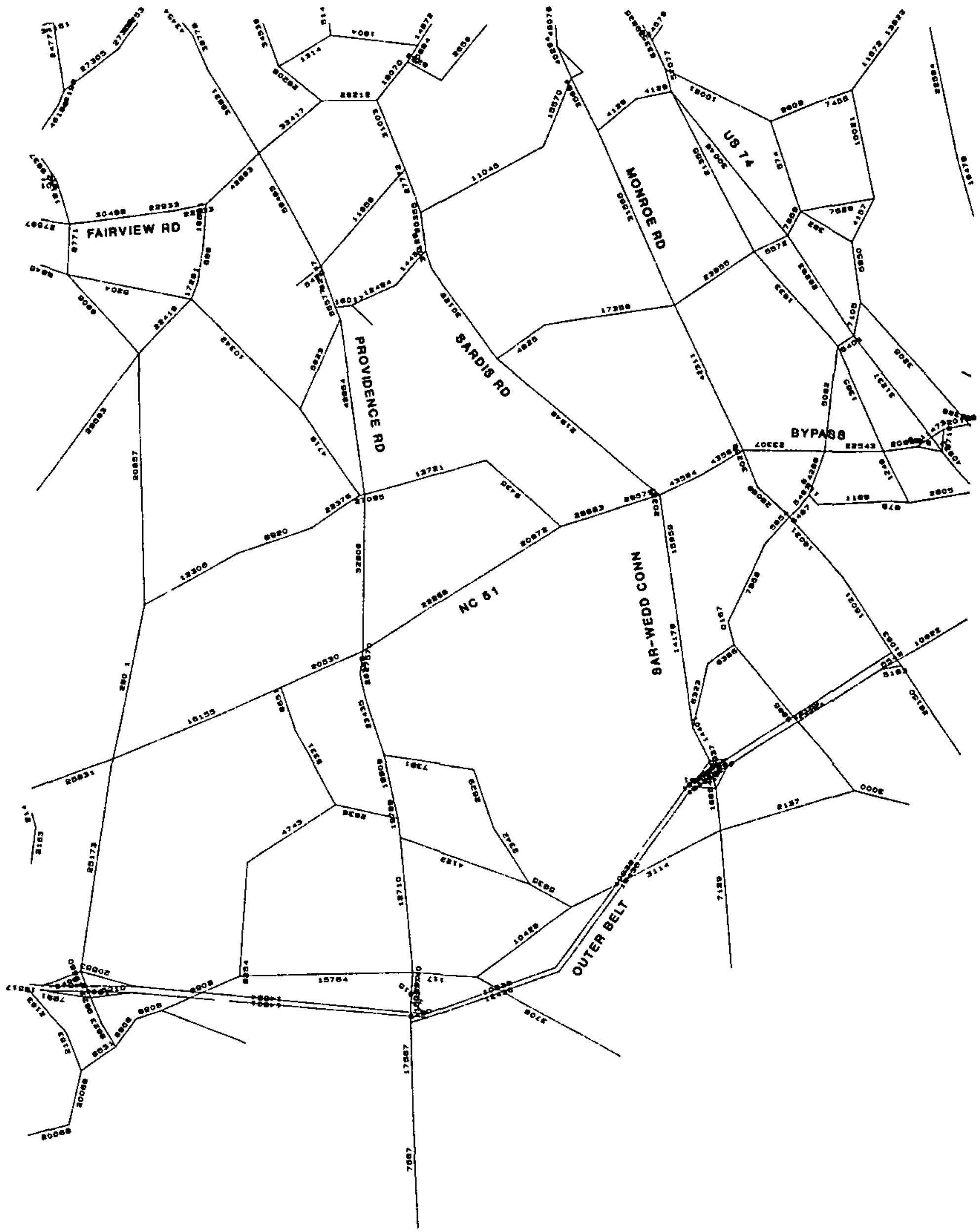
The second option includes a Sardis-Weddington connector, but removes the F alignment entirely. The volumes forecast for this configuration are shown in Figure A-2.



TOTAL VOLUMES - 2010 NETWORK WITH F ALIGNMENT EXTENDED
TO THE NORTH AND INTERCHANGE AT SOUTHERN OUTER BELT
BUT WITHOUT A SARDIS-WEDDINGTON CONNECTOR

04SEP90 11 34 40

FIG A-1



TOTAL VOLUMES 2010 NETWORK WITH NO F ALIGNMENT
BUT WITH SARDIS-WEDDINGTON CONNECTOR AND INTERCHANGE
AT SOUTHERN OUTER BELT

04SEP90 12 03 06

FIG A-2

EAST DISTRICT PLAN

DISCUSSION GUIDE

1. Corrective Rezoning Areas
   - o Multi-Family to Single Family
     - a) Sally Lane
     - b) Finchley/Purser
     - c) Winterfield

   - o B. V. Belk - Eastway
     - Office to high density multi-family

   - o Albemarle Road
     Recommend deferral to Planning and Public Works Committee as part of their discussion on the creation of Zoning Issue Area.

2. Wallace Lane Area (letter attached)

3. Adoption of Plan

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MEMORANDUM

TO: MEMBERS OF THE CITY COUNCIL AND MEMBERS OF THE COUNTY COMMISSION

FROM: BAILEY PATRICK, JR.

DATE: AUGUST 15, 1990

RE: EAST MECKLENBURG DISTRICT PLAN - PROPERTY FRONTING ON WALLACE AVENUE AND THE WESTERN MARGIN OF HARRIS BOULEVARD (FORMERLY DELTA ROAD)

At the Public Hearing on August 13, 1990, I spoke on behalf of Carolyn W. Emery and her neighbors with respect to the most logical future use of their properties.

Based on my review of the proposed Land Use and Transportation Plan which appeared at the end of the printed East Mecklenburg District Plan, it appeared that my clients' properties were being recommended for multi-family use in the future. I discovered, however, upon a review of the large map which was on display at the Public Hearing that the proposed East Mecklenburg District Plan recommends that this property be used for single-family purposes in the future.

A map of the properties involved is enclosed for your review. Currently, the property is zoned R-12.

My clients sincerely believe that the highest and best use of their properties in the future and the use which will most benefit the Community is not single-family development. They have reached this conclusion for the following reasons, among others:

1. The City Council in 1989 approved a Petition to rezone a large tract of property adjoining the rear of our clients' property and fronting on Wallace Road from R-12 to R-20(MF). This development's only access is Harris Boulevard by way of Wallace Avenue. As a consequence, the stage has already been set for higher density residential development along Wallace Avenue

and our clients believe that it is unfair to burden them with the higher density R-20(MF) development without allowing an upgrading in density for their adjoining properties.

2. Our clients' properties have, by way of Wallace Avenue, direct access to Harris Boulevard, a major thoroughfare, and are located but a short distance from its intersection with Albemarle Road, another major thoroughfare.

3. These lots are owned by the heirs of a common ancestor and therefore could readily be assembled into one single tract.

4. The property has been in the Wallace Family for over 100 years and in recent times my clients have witnessed their neighborhood change from one of a rural character to one consisting of a high density urban-like fabric.

5. The lots lie between two large parcels which have already been developed into Apartment Projects (English Village and Delta Crossing).

6. Harris Boulevard is scheduled to be widened to a four-lane highway and Wallace Avenue, the road which serves our clients' lots, has been identified for one of the few median cuts along this portion of Harris Boulevard.

7. The property is in walking distance of a variety of retail services.

8. The East Mecklenburg District Plan's proposed Land Use and Transportation Plan contemplates multi-family uses to the north, south and east of our clients' properties. Given the proposed median cut in Harris Boulevard at Wallace Avenue, the close proximity of the property to the highly developed intersection of Harris Boulevard and Albemarle Road, the R-20(MF) development approved to the rear of our clients' property and the existing apartment projects to the north and south, it really makes no sense to create this small pocket for future single-family development.

9. The Albemarle Junior High and Elementary Schools are situated nearby to the west of Harris Boulevard just south of its intersection with Albemarle Road.

10. When assembled, the area comprised by our clients' lots would be large enough to allow for the creation of a sensitive site plan that provided generous buffers around its perimeters, thereby allowing for proper screening for the adjoining residential uses to the northwest.

11. Wallace Avenue dead ends within the confines of the R-20(MF) property to the rear of my clients' property and therefore multi-family development would pose no threat to the single-family residential development northwest of the site for cut-through traffic.

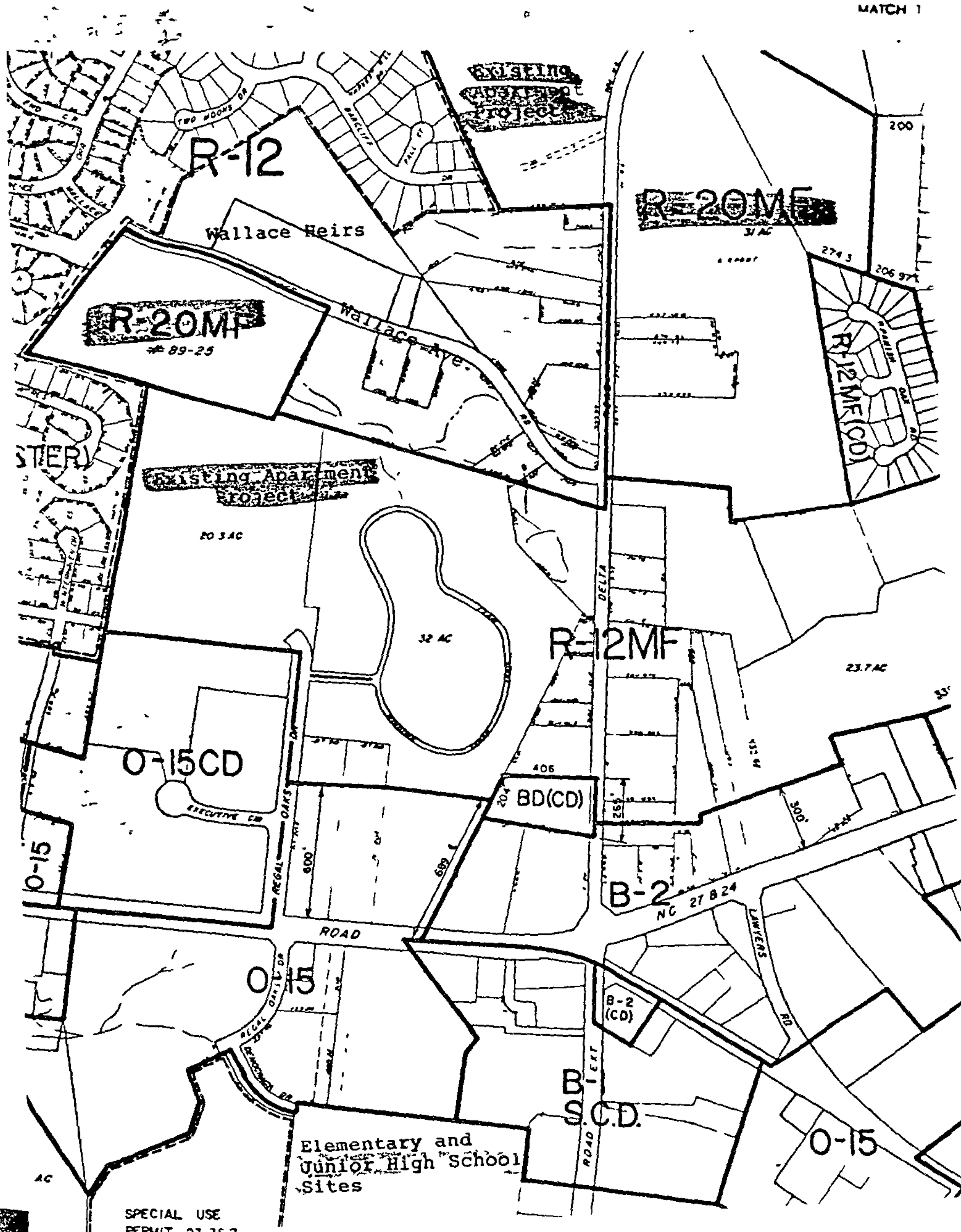
For the foregoing reasons, our clients are most hopeful that you will see fit to modify the East District Land Use Plan so as to change the potential long range use of their properties from single-family to multi-family.

Respectfully submitted this 15th day of August, 1990.

Bailey Patrick, Jr.

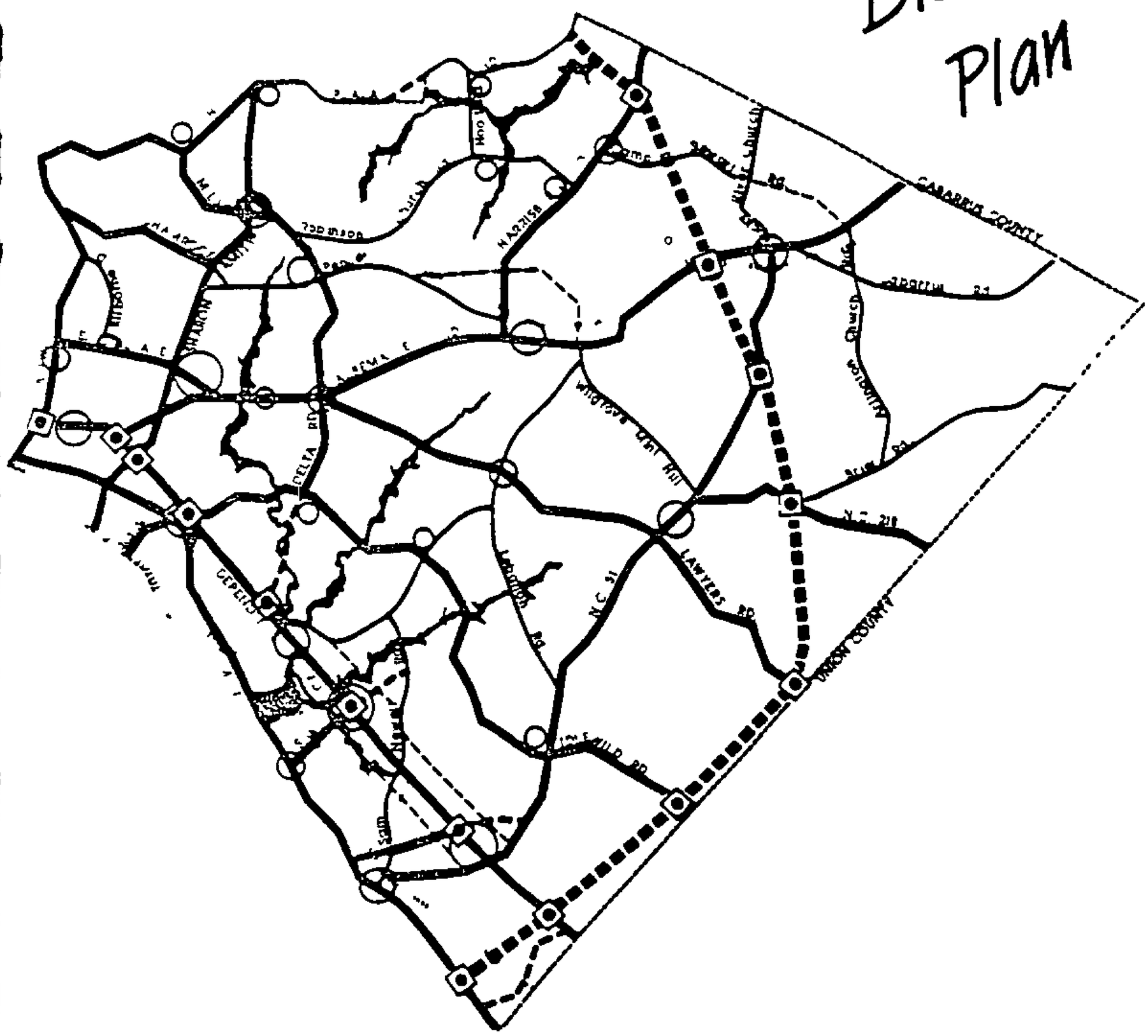
Bailey Patrick, Jr.

cc: Mr. David A. Howard
Ms. Nellie Wallace
Mr. and Mrs. Ken Emery
Ms. Donna Andros
Mr. Tankersly
Mr. Louis Andros
Ms. Doris P. Wallace
Mr. William Whitley, III
Mr. W. A. Johnston
Mr. B. N. Wallace
Mr. E. F. Wallace
Mr. James Gill
Mr. W. O. Wallace


MATCH 1
Existing Apartment Project
R-12
Wallace Heirs
R-20MF
#89-25
Wallace Ave.
R-20MF
R-12MF(CD)
Existing Apartment Project
R-12MF
O-15CD
BD(CD)
B-2
NC 27 B 24
ROAD
O-15
B-2 (CD)
B
S.C.D.
O-15
Elementary and Junior High School Sites
SPECIAL USE
PERMIT

DISTRICT PLAN

East Mecklenburg District Plan



PLAN APPROVED FEBRUARY 13, 1990

EAST DISTRICT PLAN

PREFACE

The East District Plan is a companion document to District Plans General Policies and Recommendations. It applies the general policies to specific planning for the East District. For more detailed information on district planning and direction on various community-wide issues such as density, road improvements, package treatment plants, or streetscape design, refer to the general policy guide.

ACKNOWLEDGEMENT

The Planning Commission acknowledges the valuable contributions made by the East Study Group members. Their ideas, opinions, and desire for a quality community have been a vital component of this plan.

East District Study Group

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William Newman
Ronald Paschal
Pete Perry
Dr. Gary Rassel
Helen Servicky
Dr. Richard Toenjes
Linwood O. Foust
Vicky Fresh
Linda Gordon
Sally Martin
Ruth McCoy
Don McInnis
Sunya McLaughlin

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INTRODUCTION

The East District is generally located south of Plaza Road and east of Eastway Drive and Monroe Road to the county line. *This district, which encompasses approximately 89 square miles, includes portions of the City of Charlotte and the Town of Matthews as well as the entire town of Mint Hill. Approximately half the total study area is within Matthews or Mint Hill's jurisdiction or sphere of influence for annexation.

* The district boundaries differ from those in the 2005 Plan. Parts of the East District were combined with the northeast when the districts were realigned in 1987.

The East District has experienced continuous growth over the past decade. To date it remains the most heavily populated district in the county. Major retail areas have developed along U.S. 74 as have large multi-family complexes. The Albemarle Road and Newell-Hickory Grove Road Corridors have also exploded with new multi-family and commercial development. Package sewage treatment plants have allowed single family subdivisions to occur in the far eastern parts of the county, while wells and septic tanks service the large single family lots preferred by Mint Hill.

Other districts are seeking strategies to stimulate growth; however, growth in the East District is expected to continue at a steady rate. Redirection of growth incentives are not needed. Therefore, the overriding strategy for the east is to accommodate growth.

EXISTING DEVELOPMENT PATTERN: A GENERALIZED OVERVIEW

As expected in a geographic area as large as the East District, the development pattern varies considerably. Mostly older development is found closer into Charlotte, although remnants of older, one time rural communities exist throughout the district. Likewise newer development has not been confined to one area but is prominent throughout the district. The generalized pattern is described below and illustrated on the map on the following page.

- Developed Areas

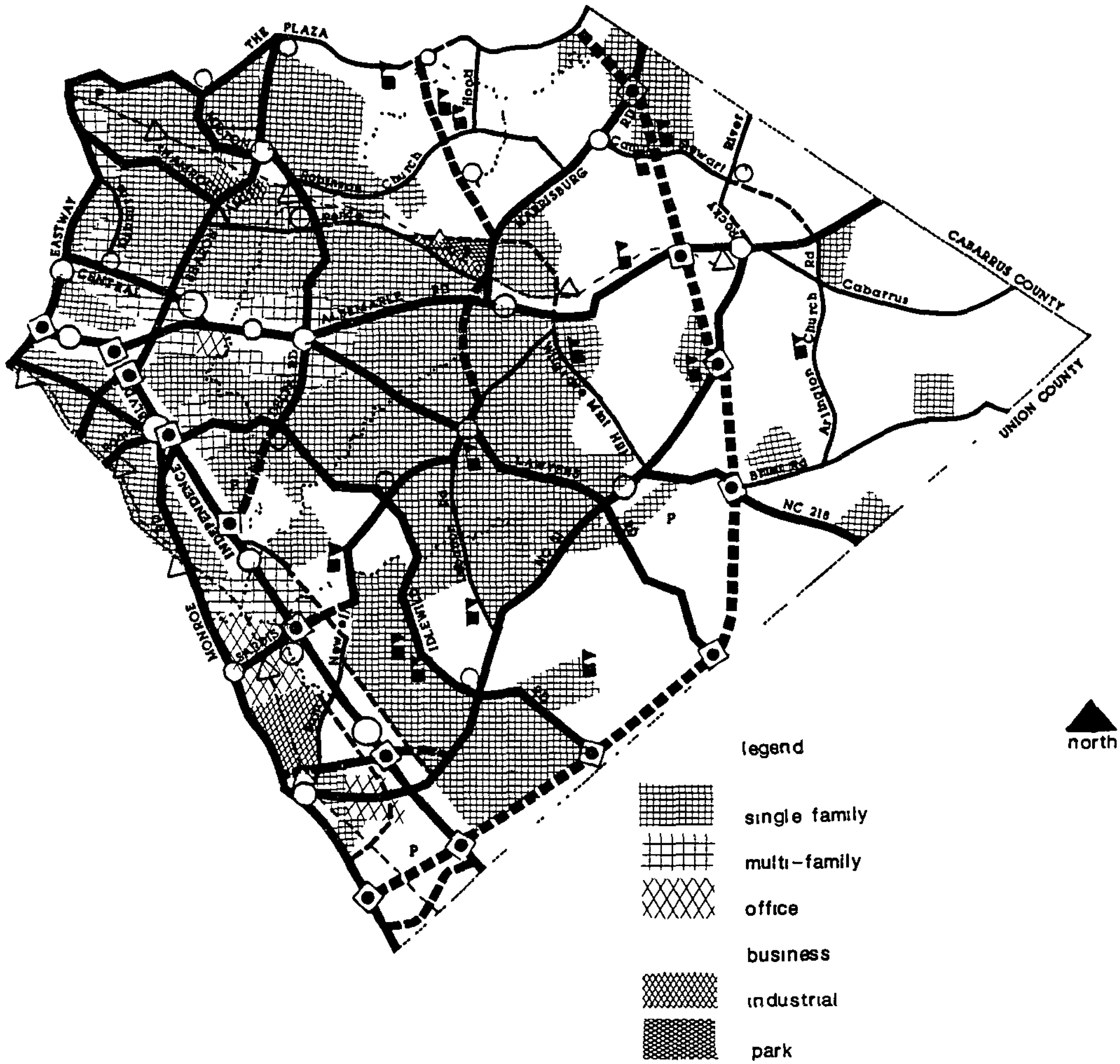
  Among the older neighborhoods in the East District are those near Eastway Drive, including Windsor Park, Shannon Park, Sheffield Park and Oakhurst. These are predominately single family neighborhoods built in the post war era. Other older developments exist in the Hickory Grove and Wilgrove community centers and in the town centers of Matthews and Mint Hill.

  The older employment and commercial areas are found along Independence Boulevard and Central Avenue. More recently, Eastland Mall and surrounding development have created an employment/retail center for the east area. Historically there have not been major nonretail employment opportunities in the East District.

- Developing Areas

  For the past ten years, the East District was second only to the south in the number of authorized residential building permits. However, in 1989 more housing units were approved for construction in the East District than in any other area. The surge of multi-family development which concentrated in the Albemarle Road Corridor and along East Independence Boulevard accounted for 54% of the total housing units permitted in the past ten years.

Existing Generalized Land Use



Single family development has also occurred at a steady pace in the East District. New subdivisions have developed in many areas of the district with concentrations occurring along Newell-Hickory Grove Road, Harrisburg Road, Lawyers Road and in Matthews and Mint Hill.

Matthews has experienced tremendous residential growth with new subdivisions on both sides of Independence Boulevard. Mint Hill also continues to experience steady growth almost exclusively through large lot (1/2 - 1 acre) single family construction. The growth policies of Mint Hill indicate low density development will continue in that area. However, factors such as increasing land costs, availability of public water and sewer, and the outer belt, may influence a change in Mint Hill's policies.

Independence Boulevard continues to develop nonresidentially. Numerous retail centers have recently developed along Independence Boulevard in the Matthews area. New office concentrations are also found between U.S. 74 and Monroe Road in the Matthews area. Other developing employment areas that are smaller in scale are found on Albemarle Road and Newell-Hickory Grove Road.

PROSPECTS FOR GROWTH

As was stated earlier, the East District has been one of the fastest growing areas in Mecklenburg County. Recent submissions of development plans and rezoning proposals indicate development is continuing at a fast pace. Another factor indicating potential for growth is the amount of open land in the area. Forty-five percent of the East District is classified as open land.

As indicated on Table 1, the East District had a population of 102,011 persons in 1988. By 2005, the population is expected to increase 41% to a total of 144,000 persons. Likewise, dwelling units are expected to increase 46% to 63,000 by the year 2005. Employment figures for 1988 indicate 31,159 jobs for the East District. Over 13,500 new job opportunities are projected by 2005; this will be a 43% increase. These increases will be significant and present a challenge for managing growth.

Table 1. Projected Growth*

Population		Dwelling Units		Employment	
1988	2005	1988	2005	1988	2005
102,011	144,000	43,050	63,000	31,159	44,700

* Because the original 2005 Plan boundaries of the East District were changed, the numbers reflected in this plan are different from those used in the 2005 Plan. These new numbers have been adjusted to reflect the change in boundaries.

A Positive Direction

Recognizing the impending growth pressures in the East District, the 2005 Generalized Land Plan focuses upon accommodating growth in the east. The purpose of the East District Plan is to build upon the 2005 Plan vision, policies, and strategies for the east by creating a more specific land use plan based upon a full built out development scenario. It is to be a plan that ensures a positive future.

ISSUES FOR PLANNING IN THE EAST

Many specific issues were identified for the East District early in the planning process in addition to those general issues previously listed in the general policies document. The main issues specific to the east are.

- Location and impact of the proposed Eastern Circumferential
- Changing environment and loss of open space
- Quality residential development and appropriate densities
- Harrisburg Road Landfill
- Preservation of existing neighborhoods
- Lack of employment centers in the East District
- Increased use of package treatment plants
- The need for and effect of road improvements
- Coordination of planning with adjacent counties and small towns
- Interchange development along outer belt
- Light rail transit
- Incompatible zoning
- Air pollution and congestion associated with traffic

GOALS FOR THE EAST DISTRICT

As stated previously, accommodating growth is the overall direction advocated for the East District in the 2005 Plan. General goals that should guide development/redevelopment in the east in the future are·

- To preserve the character of existing neighborhoods.
- To establish a more balanced land use pattern by encouraging additional employment opportunities in the district.

- To focus new commercial development in mixed use centers instead of continuing to strip out the major corridors.

- To encourage a wide range of housing opportunities with an emphasis on quality of development.

- To provide an efficient and acceptable level of public services and facilities to accommodate development, while mitigating the negative impacts of infrastructure construction.

- To foster a livable and attractive community having a distinct identity.

The General Policy Plan for District Plans identifies objectives, policies, and strategies for achieving many of the above goals on a community-wide basis. Specific planning for the East District is included in the following sections of this plan:

- Future Land Use
- Infrastructure
- Livability

ADOPTED PLANS

In past years, several plans have been prepared and adopted for specific areas within the East District. The plans within Charlotte's sphere of influence were evaluated during the district plan process, and few if any changes were recommended as a result. Plans for areas outside Charlotte's sphere of influence were reviewed but not changed because of jurisdictional boundaries. Recommendations of the plans have been folded into the district plan. The adopted plans are briefly described as follows and generally outlined on the map on page 8.

- Albemarle Road Small Area Plan: This plan was adopted in 1981 by City Council. The Eastland Mall area and acreage generally between Albemarle Road and Idlewild Road are included within the plan's boundaries. The main objectives of the plan are preserving and enhancing existing neighborhoods and encouraging new, innovative housing and new employment opportunities.

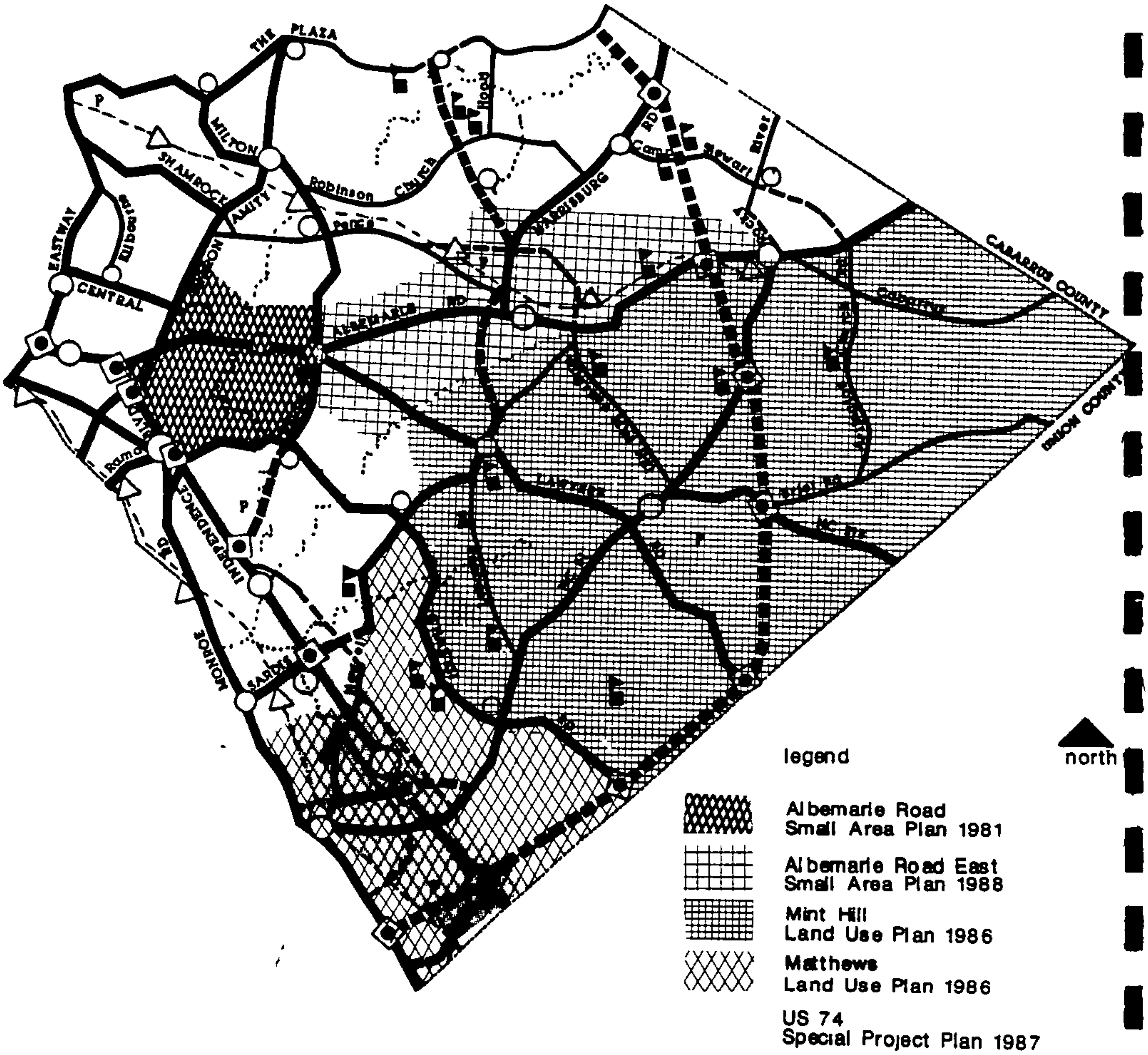
- Albemarle Road East of Delta Road Small Area Plan. In 1989, City Council adopted this plan encompassing an area north and south of Albemarle Road and east of Delta Road. Similar to the plan for the area west of Delta Road, the Albemarle Road East of Delta Plan emphasizes protecting existing neighborhoods and establishing the framework for new quality residential development.

- Matthews Land Use Plan· In 1985, the Town of Matthews contracted with a consulting firm to conduct a market analysis and prepare a future land use plan. The primary goal of the plan is to preserve the single family character of Matthews while targeting areas for nonresidential development.

- Mint Hill Land Use Plan: Mint Hill adopted their land use plan in 1986. The plan seeks to manage growth in a manner that fosters the existing rural and small town characteristics of the community.

- U.S. 74 East Special Project Plan: This plan was adopted in 1987 by Charlotte and Mecklenburg County elected officials. The plan focuses on the area between U.S. 74 and the parallel collector roads and recommends multi-family residential in addition to retail and office uses along the corridor.

Adopted Area Plans



FUTURE LAND USE

In the General Policies for District Plans, general objectives, policies, and criteria for creating a balanced land use pattern have been identified. As part of the East District Plan, the general policies and criteria are reflected on the proposed land use plan. The following summarizes the recommendations depicted on the land use map.

MIXED USE AND COMMERCIAL CENTERS

As described in the general policies plan, four types of mixed use and commercial centers should be located throughout the East District. Existing and proposed centers in the East are described below

Regional Mixed Use Center (2,000,000 sq. ft. retail/office)

The Eastland Mall area in the heart of the district is a regional mixed use center. Over a million square feet of retail development are included in the mall and surrounding shopping centers. A considerable amount of office development is found adjacent to the mall and in the Koger Executive Park on Albemarle Road. Multi-family development is also incorporated into the Eastland area and surrounding environs.

Two additional regional mixed use centers which have partially developed are identified along Independence Boulevard in Matthews and at Conference Drive. The amount of nonresidential development that has been approved along Independence Boulevard exceeds 3 million square feet in retail uses alone. Office and business park development is also emerging in this area.

The aggregate of retail and office uses along the remainder of Independence Boulevard could satisfy the criteria for designation as an additional regional mixed use center. However, for the purposes of this plan, only two regional centers were identified in the areas most concentrated with nonresidential uses.

Because of the large market area of a regional center, a limited number of these centers can be supported within the district. No additional regional centers are proposed for the East District.

Community Mixed Use Centers (1,000,000 sq. ft. retail/office)

Seven existing community centers are identified in the East District. The town centers of Mint Hill and Matthews account for two of these centers. Although the components of the town centers were built independently over time, their combined functions form what this plan defines as community mixed use centers.

Three community mixed use centers are located along Independence Boulevard. On the land use map, these centers are identified in specific locations but actually represent aggregates of nonresidential land uses along Independence Boulevard. The focus of these centers are

found in the Amity Gardens area, at Village Lake Drive, and at Crown Point.

East Town Market and surrounding development at the intersection of Sharon Amity, Milton Road and Newell-Hickory Grove Road also serve as a community mixed use center. Uses in this area include industrial, office, multi-family and retail. Although all the uses associated with a mixed-use center are present at the location, they are not designed so as to promote interaction between the uses at a pedestrian level. The new mixed-use centers proposed for the east should adhere to the design guidelines set forth in the general policies plan. The seventh community sized center exists at the intersection of Albemarle Road and Delta Road.

Two new community sized centers are proposed for the East District. One center is proposed along Albemarle Road, near Harrisburg Road. This center should be primarily retail oriented as recommended in the Albemarle Road East Small Area Plan. Scattered retail uses already exist in this area, however the recommendation for a community sized center is to encourage redevelopment of the land into a unified development.

The second community center is located at Albemarle Road and Highway 51. This center will be located near an interchange with the Eastern Outer Belt and along two major thoroughfares. Rezonings were recently approved for this area for retail and multi-family uses. Additional retail, multi-family and business park uses are recommended for this area.

Neighborhood Mixed Use Centers (250,000 sq. ft. retail/office)

Two centers of this scale currently exist in this district and three additional centers are recommended. Existing centers include one along Albemarle Road at Farm Pond Lane. Another center has recently developed at Hickory Grove Road and Newell-Hickory Grove Road which has potential for expansion.

Three additional neighborhood mixed use centers are recommended for the East. The proposed locations are:

- Lawyers Road and Wilson Grove Road (zoning for additional retail uses at this location is already approved).
- Along Harrisburg Road between Camp Stewart Road and the Outer Belt Interchange.
- Intersection of The Plaza and the Eastern Circumferential.

Neighborhood Convenience Centers (up to 50,000 sq. ft. retail)

Numerous neighborhood convenience centers exist in the East District. The proliferation of these centers along some of the major thoroughfares has created the strip development pattern that is common in the developed areas of the east.

The recently developed centers of this size are located at:

- The Plaza and Newell Hickory Grove Road.
- Idlewild Road and Margaret Wallace Road.
- Idlewild Road and Highway 51.

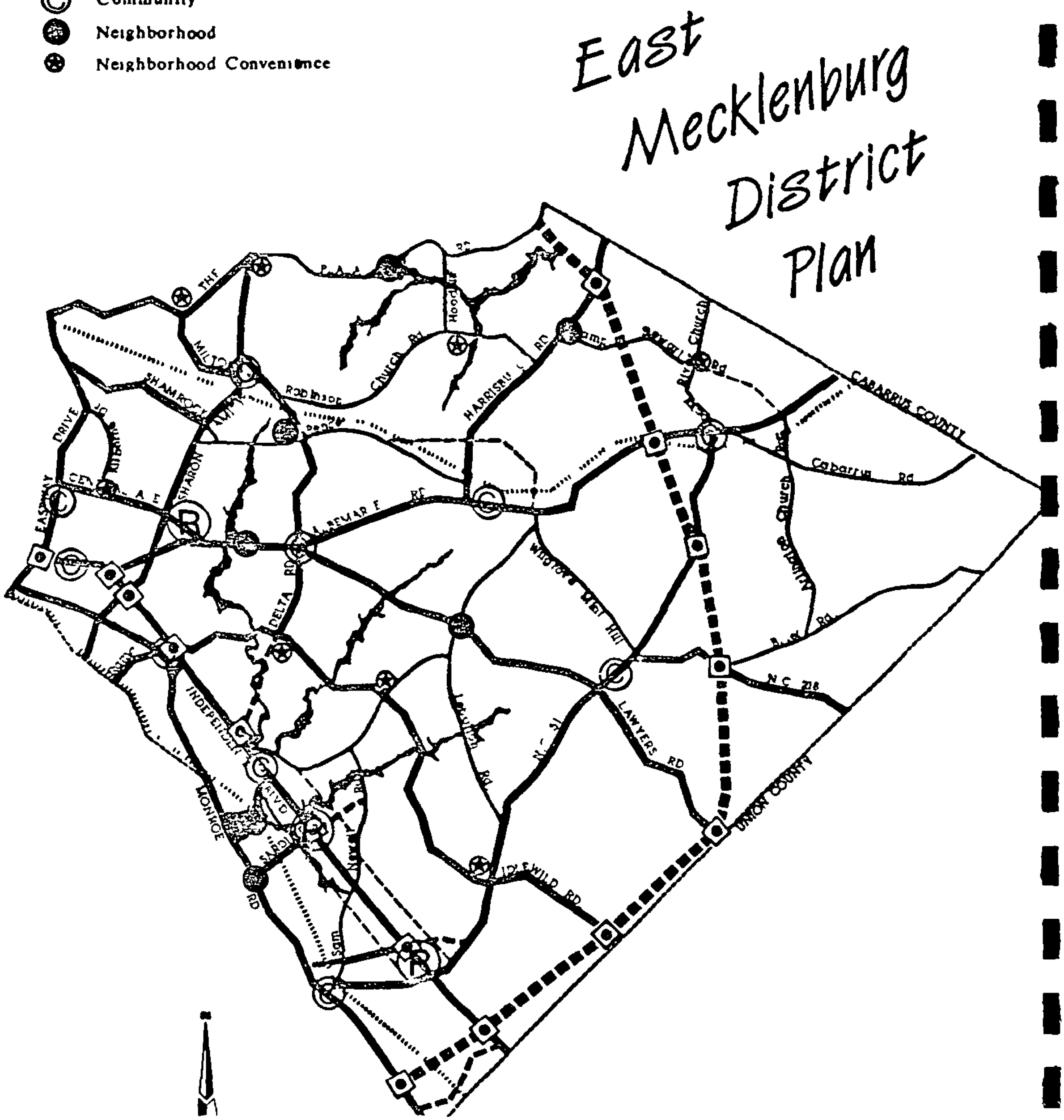
Three additional neighborhood convenience center sites are proposed for the East District to be located at one of the quadrants of the following intersections.

- Robinson Church Road and the Eastern Circumferential.
- Idlewild Road and Delta Road. (Rezoning already approved.)
- Camp Stewart Road and Rocky River Road.

East Mecklenburg District Plan

COMMERCIAL CENTERS

- Regional
- Community
- Neighborhood
- Neighborhood Convenience



EMPLOYMENT GROWTH AND OPPORTUNITIES

One of the primary goals for the East District is to create new quality employment opportunities which would in turn foster the development of quality residential development. An abundance of housing exists in the east, however only a few employment centers can be found. (Employment centers, for the purpose of this discussion, exclude retail uses.)

A description of existing and proposed employment centers follows, and the center locations are illustrated on the proposed land use map.

- Eastland Area and Albemarle Road Corridor: The Koger Executive Center anchors this employment area with over 500,000 square feet of office space with room available for expansion. Additional office space has been approved across Albemarle Road from the Koger Center along Wilora Lake Road. Individual office development exists in this area as well. Any expansion of this employment area should be limited to existing nonresidential zoning.

- Crown Point and Sardis Road North Area: This area is rapidly becoming the largest employment center for the East District. Approved office development associated with Crown Point and a large amount of vacant industrially zoned land to the southeast verify the potential for considerable expansion. A mix of business park, office warehouse and manufacturing uses exist in the area. The jurisdiction of this is divided between Matthews and the City of Charlotte.

- Albemarle Road, Highway 51 and the Eastern Outer Belt Area: The Eastern Outer Belt will form a large triangle of land as it crosses Highway 51 and Albemarle Road. Two points of the geographic triangle will be interchanges of the outer belt with those same roads. The third point of the triangle will be the major intersection of Highway 51 and Albemarle Road; a community mixed use center is proposed at this location.

  With the access provided by the outer belt and the two major thoroughfares, this area is recommended for business park and office development. The majority of this development should coincide with the construction of the outer belt.

  Although currently in Mecklenburg County, this proposed employment area is within Mint Hill's sphere of influence. Rezonings of these properties for development should be conditional in nature and follow the design criteria of the business park zoning district.

RESIDENTIAL FUTURE

The policies and development guidelines for residential growth are explained in detail in the General Policy Plan. The land use map for the East District depicts the application of the generic policies for specific locations. A summary of the proposed residential pattern in the east is as follows:

- LOW DENSITY SINGLE FAMILY AREAS

  The base single family density of 4 dwellings units per acre (d.u.a.) has been designated for the majority of land in the study area. Much of the area reflects subdivisions already approved. As stated in the general policies plan, densities less than 4 d.u.a. are not precluded; in fact, based upon market demand, less dense development may dominate. Establishing a base density of up to 4 d.u.a., however, provides the opportunity for a variety of lot sizes. Neighborhoods that should be protected from intensification of zoning are delineated on the maps as well.

- MEDIUM DENSITY SINGLE FAMILY AREAS

  The density range for this category is from 4-6 d.u.a. There are no designations for this density on the proposed land use map for the East District, as only existing areas are depicted. This does not imply that residential development built at this density will not occur.

- HIGH DENSITY SINGLE FAMILY AND MULTI-FAMILY AREAS

  Thirty five percent (35%) of the existing dwelling units in the East District are multi-family. Existing multi-family areas and sites zoned and appropriate for future multi-family development are shown on the proposed land use map. Specific locations for additional multi-family zoning are identified on the map only. These sites are usually in conjunction with mixed use areas or are for those sites that readily meet the locational criteria defined in the general policies. Additional sites may be appropriate but should be reviewed carefully according to the locational and design criteria established in the general policies.

  In general, multi-family should be dispersed throughout the district at desirable locations.

IMPLEMENTATION TOOLS FOR THE LAND USE PLAN

- Consistent Application of Policies:

  Consistent application and support of the policies of this plan by the Planning Commission and elected officials will be the most significant means of ensuring that the desired land use pattern will evolve. Although some deviations may be necessary at times, they should be kept to a minimum. Changes made in one area may

necessitate changes elsewhere, thus affecting the overall development pattern.

- Coordination with Matthews and Mint Hill:

  Except for the proposed employment center at Albemarle Road and Highway 51, the East District Plan reflects the land use plans of Matthews and Mint Hill. The recently decided location for the Eastern Outer Belt should necessitate the updating of both towns' plans. When these plans are updated, coordination and communication between all jurisdictions will be essential to ensure compatible land uses along contiguous town and city limits.

- Special Project Plan:

  A special project plan is recommended for the Oakhurst area to examine the land use and zoning pattern of that older community. The issues in this small neighborhood are too detailed and specialized for the scope of this district plan; therefore further study is recommended. A suggested study area includes land bounded by Eastway Drive, CSX Railroad, Sharon Amity Road and Independence Boulevard.

- Corrective Rezonings:

  Corrective rezonings are sometimes necessary to remedy zoning conflicts that allow incompatible uses adjacent to each other and accelerate the decline of areas. This tool is also used to promote concepts of a land use plan by prohibiting potential for development that is contrary to the future plan.

  In 1988, the Albemarle Road East Small Area Plan was approved. Several corrective rezonings were recommended in the plan but were deferred by City Council until a decision regarding the location of the Eastern Circumferential was made. The decision has recently been made, however a pending rezoning petition in the area may affect the rezoning recommendations.

  Additional corrective rezonings suggested in the East District Plan are:

  - R-U to a Residential Category: Some land in the outlying areas of the East District is zoned R-U. This allows residential development comparable to the R-15 category. It also allows some rural nonresidential uses. Because the area is becoming more urban, new rural nonresidential uses are not desirable. Therefore, the R-U land should be rezoned to a comparable, exclusive single family district. This recommendation applies to the areas outside Mint Hill's sphere of influence and can be accomplished through the ordinance revision process.

- R-9MF to R-9: Properties along Sally Lane are currently zoned multi-family but have developed with single family homes. The corrective rezoning is recommended to bring the existing zoning in line with the existing and proposed land use.

- R-6MF to R-9: Properties along Winterfield Place are zoned multi-family. These properties have developed with single family homes. The corrective rezoning is recommended to bring the existing zoning in line with existing and proposed land use.

- R-6MF to R-9: Properties along Purser Drive and Finchley Road are currently zoned multi-family yet have developed with single family homes. The corrective rezoning is recommended to bring the existing zoning in line with existing and proposed land use.

- B-1SCD to Site Plan Amendment: Property along Milton Road is currently zoned B-1SCD. There is an existing convenience store on the property with the rest vacant. The site plan amendment is recommended to strengthen edge relationships of the proposed center with adjacent residential uses.

- O-6 to R-6MF. Property along Eastway Drive at Independence Boulevard is currently zoned for office use (O-6). The East District Plan recommends residential uses along this section of Eastway Drive, therefore, the corrective rezoning is recommended to bring existing zoning in conformance with proposed land use. The plan would allow for a multi-family high rise development on this site contingent upon a favorable site plan review through the conditional rezoning process.

- I-1 to B-2: Properties along the north side of Albemarle Road between Harrisburg Road and Wilgrove-Mint Hill Road are currently zoned I-1. The East District Plan recommends retail uses in this area, therefore, the corrective rezoning is recommended to bring existing zoning in conformance with proposed land use and to eliminate the potential for additional industrial uses in that area.

- I-1 to B-2: Properties along the south side of Albemarle Road between Wilgrove-Mint Hill Road and Barfield's Equipment (included) should be rezoned to B-2. The corrective rezoning is being recommended to bring existing zoning in line with proposed land use.

- I-1 to O-6: Properties along the south side of Albemarle Road between Barfield's Equipment and Manchester Lane are currently zoned I-1. The East District Plan recommends that the future land use be office for this frontage along Albemarle Road. The corrective rezonings are recommended to bring existing zoning in line with future land use.

- I-1 to O-6: Properties located at Albemarle Road and Orchard Ridge Road are currently zoned I-1. The East District Plan recommends that the future land use for this area be office. The corrective rezonings are recommended to bring existing zoning in line with future land use.

- B-1 to O-15: Vacant property exists between Dwightware Boulevard and an existing shopping center on the south side of Albemarle Road. The majority of the vacant property is zoned B-1. The East District Plan recommends an office use for this area as a transition to nonresidential land uses further to the west. The corrective rezoning is being recommended to bring existing zoning in line with the future land use.

INFRASTRUCTURE

Infrastructure includes the framework for development in a community. Improvements to roads, sewer outfalls and water lines are discussed in this section.

TRANSPORTATION

- Road Improvements

Over the past few years, transportation has been a high-profile topic in the East District. Rapid growth has caused increased traffic on every arterial. Some of the most congested roads are found within the East and include Independence Boulevard, Albemarle Road, Monroe Road and Newell Hickory Grove Road. Over $125 million dollars have been appropriated for the widening and improvements of these four roads alone.

With few employment opportunities available in the East District, residents must drive longer distances to work. In addition, many commuters from Southern Mecklenburg County commute through the East District to employment concentrations in the northeast. Therefore, the balance for the east has been to improve roads to accommodate traffic but not so much as to encourage additional growth beyond what is expected.

Road improvements currently under construction or funded and soon to be underway include.

- Albemarle Road Widening (Lawyers Road to U.S. 601 Cabarrus County)
- U.S. 74 Freeway/Expressway/Busway (Uptown to Idlewild Road)
- Idlewild Road Widening (Electra Lane to Piney Grove Road)
- Matthews Bypass (N.C. 51)
- East W.T. Harris Boulevard widening formerly Newell Hickory Grove Road Widening and Delta Road Extension (The Plaza to U.S. 74)
- Rama Road Widening
- Shamrock Drive Widening (Eastway to Sharon Amity)
- Milton Road Widening
- Eastern Outer Belt

Many roads that remain unfunded have been identified as needing improvements; these are included in the recently adopted 2005 Transportation Plan and Thoroughfare Plan. A list of these roads and related information are included on Table 2. The list has been endorsed by the Charlotte Department of Transportation and County Engineering.

- Outer Belt and Eastern Circumferential

The location of future roads has also been a hotly debated subject in the East District. The Environmental Impact Statement for the Eastern Outer Belt has recently been completed. The alternatives being

considered varied greatly within the East District. The road's final location would greatly affect land use patterns in the east for years to come. The debate was concluded however, and a decision favoring the eastern most alignment was made. There is no specific schedule for construction for the Eastern Outer Belt at this time, however the project has been funded in the recently approved Highway Trust Fund Law (H399).

When the decision was made to choose the eastern alignment for the outer belt, the need for an additional major circumferential thoroughfare was identified. This new Eastern Circumferential was to be located generally in the corridor that included Back Creek Church Road, Hood Road, Margaret Wallace Road and Sam Newell Road. A locational study for the Eastern Circumferential has been completed. A decision has been made by the MPO to protect rights-of-way for an alignment of the Eastern Circumferential that is shown on the future land use plan.

Light Rail Transit

During the development of the 2005 Transportation Plan, a special study was conducted to evaluate the feasibility of Light Rail Transit (LRT) for Charlotte's future In the East District, two corridors were examined: Norfolk Southern Railway towards Albemarle and the CSX Railway to Matthews.

The highest estimate of LRT patronage projected for 2005 was along the Matthews Rail Corridor. However, these estimates were still lower than those for present ridership on existing rail lines in Sacramento and San Jose, where ridership is considered marginal.

The LRT study found that the Albemarle Corridor along the Norfolk Southern Rail Line was the one route in which LRT service could most readily and cost effectively be developed. Conflicts with freight rail would be minimal and development costs less since this corridor is a secondary rail line for the Norfolk Southern Railroad. In addition, there are further opportunities for new development that would feed the LRT system.

Transit stops and station locations were not included as part of the LRT study. However, there are areas along each line that offer potential for LRT stops. For the Albemarle corridor, locations in the East District may include:

- Shamrock Hills Neighborhood Area
- Hickory Grove Area
- Pence Road/District Park Area
- Wilgrove Area
- Albemarle Road/N.C. 51 proposed Mixed Use Area

Potential LRT stations and stop locations in the East District along the Matthews corridor are·

- Oakhurst
- East Meck H.S. Area
- Village Lake Drive Area
- Crown Point
- Matthews

Other locations for stations may be recommended as planning for the different rail corridors continues.

Intensification of land uses along the LRT corridors is essential to the viability of an LRT system in the future. This is especially true at the LRT station areas to provide the opportunity for a large number of residents to be within walking distance of a station. The General Policy Plan encourages higher densities and more intensive uses along the potential LRT routes.

EAST DISTRICT PLAN

ROADWAY	IMPROVEMENT	PRIVATE/ PUBLIC	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST
Harrisburg Rd (NC 24-27 to Pence Rd Extension	Widening to 4 lanes	0/100	9	Major	6-10	N/A
(Pence Road to County Line)	Widening to 4 lanes	0/100	2 7	Major	11-20	N/A
Independence Collector Roads	Construction of parallel roadway system	50/50	7 4	Minor	0-20	N/A
Eastern Circumferential (US 74 to Mallard Creek Ch Rd)	Construction of 4 lane roadway	15/85	12 7	Major	11-20	115,000,000
Hickory Grove Rd /Pence Rd (Shamrock Dr to Pence Road Ext)	Widening to 4 lanes	10/90	2 8	Minor	11-20	14 000,000
Eastway Dr (Sugar Creek Rd to US 74	Widening to 6 lanes	0/100	3 0	Major	11-20	7,000,000
Matthews Bypass	Construction of 4 lane roadway	30/70	2 7	Major	0-5	12,070,000
Eastern Outerbelt	Construction of 4 and 6 lane roadway	0/100	18 8	Freeway/Expressway	11-20	227,293,000
Pence Rd Extension (Pence to Wilgrove-Mint Hill Rd)	Construction of 2 lane roadway	15/85	2 8	Minor	11-20	N/A
Mission Hills Dr (Idlewild Rd to Lawyers Rd)	Construction of 2 lane	40/60	1 7	Minor	11-20	N/A
US 74 Expressway (Sharon Amity Interchange)	Construction of interchange	0/100	-	Minor	0-5	12,000,000
(Albemarle Rd to Conference Dr)	Upgrade to expressway design	0/100	1 5	Freeway/Expressway	6-10	24 000,000
(Conference Dr to Outerbelt)	Upgrade to expressway and freeway design	0/100	6 1	Freeway/Expressway	11-20	N/A
Newell Hickory Grove Rd (The Plaza to Albemarle Rd)	Widening to 4 and 6 lanes	10/90	4 1	Major	0-5	7,152,000
Delta Rd Extension	Construction of a 4 lane roadway	20/80	1 5	Major	0-5	6,046 000

ROADWAY	IMPROVEMENT	PRIVATE/ PUBLIC	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST
Monroe Rd (Eaglewood Ave to Village Lake Dr	Widening to 4 lanes	0/100	1 3	Major	0-5	4,000,000
(NC 51 to County Line)	Widening to 4 lanes	0/100	2 1	Major	11-20	N/A
Albemarle Road (Delta Rd to NC 51)	Widening to 4 lanes	5/95	5 9	Major	0-5	18,257,000
(NC 51 to County Line)	Widening to 4 lanes	15/85	1 9	Major	6-10	4,500,000
Idlewild Rd (Electra Lane to (Idlewild Rd North)	Widening to 4 lanes	0/100	1 3	Major	0-5	3,400,000
Shamrock Dr (Sharon Amity Rd to Eastway Dr)	Widening to 4 lanes	0/100	2 0	Major	0-5	11,900,000
Milton Road (The Plaza to Sharon Amity Road)	Widening to 4 lanes	0/100	1 3	Major	6-10	8,000,000
Plaza Rd (Barrington Dr to Newell Hickory Grove Rd)	Widening to 4 lanes	0/100	9	Major	6-10	7,000,000
(Newell Hickory Grove Rd to County Line)	Widening to 4 lanes	0/100	4 0	Minor	11-20	N/A
Lawyers Rd						
(Albemarle Rd to Wilson Grove Rd)	Widening to 4' lanes	10/90	2 3	Major	6-10	9,000,000
(Wilson Grove Rd to County Line)	Widening to 4 lanes	10/90	3 5	Major	11-20	9,000,000
McKee Rd Extension (Monroe to U S 74)	Construction of 4 lanes	30/70	1 3	Major	11-20	N/A
N C 51 (Matthews Bypass to Albemarle Rd)	Widening to 4 lanes	0/100	5 0	Major	11-20	N/A
Idlewild Road						
(Idlewild Road North to Margaret Wallace)	Widening to 4 lanes	10/90	1 3	Major	6-10	N/A
(Margaret Wallace to County Line)	Widening to 4 lanes	10/90	4 1	Major	11-20	N/A
Albemarle Road/Delta Road Interchange	Construction of interchange	0/100	N/A	Major	0-5	N/A

WATER AND SEWER SERVICES

Public Projects Planned

As growth continues in the East District, the need for adequate water and sewer facilities becomes greater. This is particularly the case in Matthews and Mint Hill where development is intensifying.

Many of the proposed water line extensions are along Idlewild Road, Lawyers Road, U.S. 74, and N.C. 51 in both Matthews and Mint Hill. These lines will service much of the business and office development and large areas of residential land already developed.

Mint Hill must decide if providing water and sewer services in their jurisdiction can be compatible with their proposed low density land use. Providing these services will trigger pressure upon Mint Hill's leadership to allow for more intensive land uses.

Other water projects include extensions along The Plaza, Robinson Church Road, Hood Road, and Harrisburg Road. A water storage tank will be constructed in the Wilgrove area of Mint Hill.

Sewer projects include providing outfalls to Irvins Creek Basin which will service portions of Independence Boulevard, Idlewild Road, and Lawyers Road.

The Reedy Creek Basin will also be sewered with a waste water treatment plant and several new trunk lines. This will provide sewer opportunities to an area roughly bounded by Harrisburg Road, Pence Road, Newell-Hickory Grove Road, and to north of The Plaza.

The area beyond Harrisburg Road and north of Albemarle Road is one which is difficult to sewer. Two small creek basins, McKee and Caldwell drain this area into Cabarrus County. Due to the expense of sewering these basins by the Charlotte-Mecklenburg Utility Department, coordination with Cabarrus County should be encouraged. Cabarrus County could more easily sewer these basins at a much lower cost.

The following tables list the proposed water and sewer projects in the East District.

Table 3: East District Water Projects

Project	Time Frame (years)	Estimated Cost
o Booster Pump Station at Independence Boulevard and Idlewild Road	0-5	$1,400,000
o 30" water main along Idlewild Road Road from Independence Boulevard to Delta Road Extension	0-5	4,445,500
o 24" water main along Idlewild Road and Margaret Wallace Road.	0-5	3,265,000
o 16" water main along Lawyers Road from Wilson Grove Road to N.C. 51	0-5	782,000
o 16" water main along Lebanon Road from Margaret Wallace Road to N.C. 51	0-5	983,400
o Wilgrove Water Storage Tank	0-5	1,500,000
o 16" water main along N.C. 51 from U.S. 74 to Lebanon Road	0-5	1,173,000
o 24" water main along Sam Newell Road	0-5	885,000
o 16" water main along Wilgrove-Mint Hill Road and N.C. 51	0-5	961,000
o Water main along N.C. 51 from Lebanon Road to Lawyers Road	6-10	1,220,000
o Water main along Plaza Road Extension to Hood Road	6-10	1,335,469
o Water main along Hood Road	6-10	1,350,000
o Water main along Robinson Church Road to Hood Road	6-10	1,334,000
o Water main along Robinson Church Road and Harrisburg Road	6-10	2,414,250

Table 4. East District Sewer Projects

Project	Time Frame (years)	Estimated Cost
o Irvins Creek Outfall - Phase I (Beards Creek to Sam Newell Road)	0-5	850,000
o Irvins Creek Outfall - Phase II (Sam Newell Road to Wilson Grove Road)	0-5	2,842,000
o Irvins Creek Tributary to Lawyers Road	6-10	777,000
o Reedy Creek Waste Water Treatment Plant and Trunk Mains	6-10	19,600,000

LIVABILITY

Livability, although impossible to quantify, encompasses the characteristics which make a community a "better place to live". Those characteristics which enhance livability include the careful design of public infrastructure and private development and the provision of services and amenities needed by the community.

Aspects of the East District that will affect livability include parks and open space, schools, historic resources and streetscapes. The general policy plan includes recommendations for livability that affect the entire community.

PARKS AND OPEN SPACE

To have a balanced land use pattern in the east, public open space should be distributed throughout the district. The open space should take shape as a network of parks and greenways. The Parks Master Plan, adopted by the elected officials in November, 1989, proposes four general classifications of parks throughout the county. These classifications are as follows:

- Nature Preserves
- Community Parks
- District Parks
- Neighborhood Parks

The master plan recommends creating new parks as well as expanding existing ones, expanding the greenway system, providing public golf courses and establishing a system of recreation centers. New parks and recreational facilities proposed in the East District are as follows:

Community Parks

- Boyce Road/McAlpine Creek Greenway Park: These parks, connected by the McAlpine Creek Greenway, will collectively function as a community park. Additional facilities will be added to bring these parks up to Community Park standards.

- Harrisburg Road Park: An additional 200 acres should be purchased adjacent to the existing Harrisburg Road Park. This land should be used to provide a second 18-hole golf course, a mega recreation center and other recreational opportunities. (This location is the Harrisburg Landfill Site.)

District Parks

- Albemarle Road Park: A specific site has not yet been determined for this district park. The Parks Master Plan recommends the park be developed south of Idlewild Road and adjacent to Delta Road Extension, currently under construction. This park should be roughly 150 acres in size.

- Eastway District Park: Over 100 acres should be acquired and developed along Eastway Drive in the Shamrock Drive/The Plaza area. This park will most likely be fragmented into several smaller parks which would collectively function as a district park.

- Matthews Area Park: There is currently a site in Matthews being studied as a candidate for a landfill. Should this site be chosen for a landfill, a district park would be developed after landfill operations have ceased. If this site is not chosen for a landfill, a park could be developed much sooner. In addition, a recreation center should be developed along with the park.

- Mint Hill Area Park: A park of 100 acres or more will be acquired and developed to the east of N.C. 51. This park will provide recreational opportunities for much of Mint Hill and the area to the east.

Neighborhood Parks

The Parks Master Plan provides basic criteria for neighborhood park development. Locations for neighborhood parks are recommended through the district plan or small area plan processes. The following sites are recommended as neighborhood park locations. This list is not exhaustive, other neighborhood park locations will likely be identified as the outlying areas develop.

- Two parks were recommended by the Albemarle Road Small Area Plan. The area included in that plan is heavily developed. Only a few vacant areas remain large enough for a park. Property should be acquired on Reddman Road south of Albemarle Road Road, and along Wilora Lake Road to the north before development precludes a park. One undeveloped property exists along Reddman Road. This property should be purchased quickly before development occurs.

- The Albemarle Road East Plan recommends five neighborhood parks. The East District Plan reiterates those same recommendations and proposes additional parks as well. Recommended neighborhood parks are:

  - Lake Forest Neighborhood Park - This neighborhood park would serve the subdivisions of Lake Forest Hickory Ridge, Martin Lakes, and Holly Hills.

  - Olde Savannah Neighborhood Park - This park should be developed south of Albemarle Road along the proposed Eastern Circumferential. It would serve the Olde Savannah, Marlwood acres, McAlpine Ridge, and Lynton Place Subdivisions.

  - Wilgrove Airport Overlook Park - This park would not only provide the functions of neighborhood park for the Cedarbrook area, but would also offer people a close-up view of smaller airplanes taking off and landing at the Wilgrove Airport. It

would immediately serve those residents in the Lamplighter subdivision, lower Cedar Brook Subdivision, and the Parkton Road area, as well as the Wilgrove area.

- Mixed Use Area Park - This park would be developed adjacent to the mixed use area proposed at the Albemarle Road/Eastern Outer Belt interchange. It would serve the proposed higher density development envisioned there and the Clear Creek, Blair Road, Rocky River Church Road areas.

o A neighborhood park should be developed along Wallace Avenue just off Delta Road. This park could serve both existing multi-family developments and future higher density residential developments along Delta Road. It would also serve the large single family developments between Albemarle Road and Hickory Grove Road

o Next to the Albemarle Road Recreation Center on Idlewild Road North is a vacant parcel of land currently for sale. This land should be purchased for an expansion of the center and the Albemarle Road Park.

o Sharon Amity/Shamrock Area Park· This neighborhood park would serve existing single family development along Shamrock Drive and Sharon Amity as well as newly developing single family and multi-family developments around Sharon Amity and Hickory Grove Road.

Golf Course

The Parks Master Plan also proposes buying the Eastwood Golf Course near Eastway Drive and The Plaza. It would remain a golf course, but would be operated by the Charlotte Parks and Recreation Department.

Greenways

As Mecklenburg County becomes more urban, the need for greenways becomes more evident. These greenways would link parks and provide safe areas for running, exercising, and for quiet walks. A Greenway Master Plan was completed in 1980 and is currently being revised.

The following greenways are proposed for development in the East District:

Reedy Creek Tributary	Reedy Creek Park to County line.
Reedy Creek I	Chapparal Lane to Reedy Creek.
Reedy Creek Tributary II	C.T. Miers Golf Course to Reedy Creek.
McKee Creek	Harrisburg Road Park to County line.
Clear Creek	East of True Light Church Road to County line.
Clear Creek Tributary	Cabarrus Road to Clear Creek.
Cambell Creek	Kimberly Glen Lane to McAlpine Creek.
Briar Creek	Plaza Road to Little Sugar Creek.
McAlpine Creek	Albemarle Road to County line.
Irvin Creek	Wilgrove Mint Hill Road to McAlpine Creek.

Irvin Creek Tributary	Kuck Road to Irving Creek.
Beards Creek	N.C. Hwy. 74 to Irving Creek.
Beards Creek Tributary	Matthews Township Parkway to Beards Creek.
Duck Creek	Brief Road to County line.
Stevens Creek	Hoodridge Lane to Goose Creek.
Stevens Creek Tributary	West of Well Road to Goose Creek.
Goose Creek	Fairview Road to McAlpine Creek.

SCHOOLS

The Charlotte-Mecklenburg School System is now projecting a major increase in enrollment in the next 16 years. So dramatic is this increase, that the school system may need to develop up to 40 new schools. The steady growth of the East District will prompt the need for several new schools within the next 10 years.

Currently there are 8 elementary, 5 Junior High, and 2 Senior High Schools within the East District boundary. Land has been purchased, and development is expected soon for an elementary school along Lebanon Road just south of Lawyers Road in Mint Hill.

The school system projects the need for three additional elementary schools within the next five years. Within the five to ten year period, the need will arise for three more elementary schools and a junior high school.

As the East District is "built out", an additional eleven elementary schools, three junior high schools and one senior high school are expected to be needed. General locations for these new facilities are shown on the proposed land use map. Only the Lebanon Road site has been identified; the other school locations will depend upon where growth occurs, busing to maintain a racial balance, and other factors that the School Board considers

HISTORIC RESOURCES

The following properties in the East District have been declared national register historic structures.

o Hezekiah Alexander House	1774	Shamrock Drive
o N.S. Alexander House	1903	Shamrock Drive
o White Oak	c. 1800	Hood Road
o Heath and Reid General Store	1890	N. Trade St., Matthews

Currently several properties are being studied for designation but are not yet on the National Register. Top priorities for designation are:

Bain-Reid House	c. 1880	W. John St., Matthews
Funderburk House	c. 1900	W. Charles St., Matthews
Harkey House	1887	Moore Road
McLaughlin - Bost House	1891	W. John St., Matthews
Beaver House	1860's	Albemarle Road
Forbis House	c. 1870's	Matthews-Mint Hill Road

House	1870's	Fairview Road
Johnston House	1830's	Camp Stewart Road
Barnum Sustare House	1890's	Idlewild Road
J.C. Wilson House	1890's	Bain School Road
Beaver/Campbell House	Mid 19 cent/c.1900	Brief Road
Hinson Store	Late 19th century	Arlington Church Road

There are many other properties in the East District that have historic qualities. As part of a proposed historic preservation plan, all structures desired for preservation will be identified, priorities set and implementation tools determined. Every attempt should be made to preserve structures through the development process.

STREETSCAPES

The streetscape is composed of many visual and audible components. Pavement, sidewalks, signs, lights, utilities, landscaping, architecture, vehicles, and noise combine to form the street environment. The arrangement of these elements affects the overall image and perception of not only the street itself but also the surrounding area.

In the East District, many of the older thoroughfares are in need of streetscape improvements. This would be done primarily through landscaping with public funds. However, redevelopment, in accordance with the design criteria being proposed in the new zoning ordinance, will also contribute to streetscape improvements.

Older thoroughfare corridors recommended for streetscape improvements are:

- Monroe Road
- Central Avenue
- Eastway Drive

The many road improvement projects proposed for the east side will provide the opportunity for comprehensive streetscape improvements. Albemarle Road, Delta Road Extension, and Newell Hickory Grove Road will all include landscaped medians with new construction. As Independence Boulevard is converted to an expressway/freeway, careful attention to landscaping will be needed to soften the impact of the road. Landscaping lost because of the widening and construction of HOV lanes on roads where medians currently exist should be replaced along the roads' edges.

The Eastern Circumferential will also be a major roadway through the East District. The use of a landscaped median and extensive landscaping along the Eastern Circumferential is recommended. Other programmed road improvements should also include extensive landscaping. More specific policies and strategies for designing attractive streetscapes are included in the General Policies for District Plans.

CONCLUSION

The East District Plan is a guide for decision making regarding land use, development proposals and capital expenditures of public funds. It is a dynamic plan designed to be flexible enough to respond to market conditions.

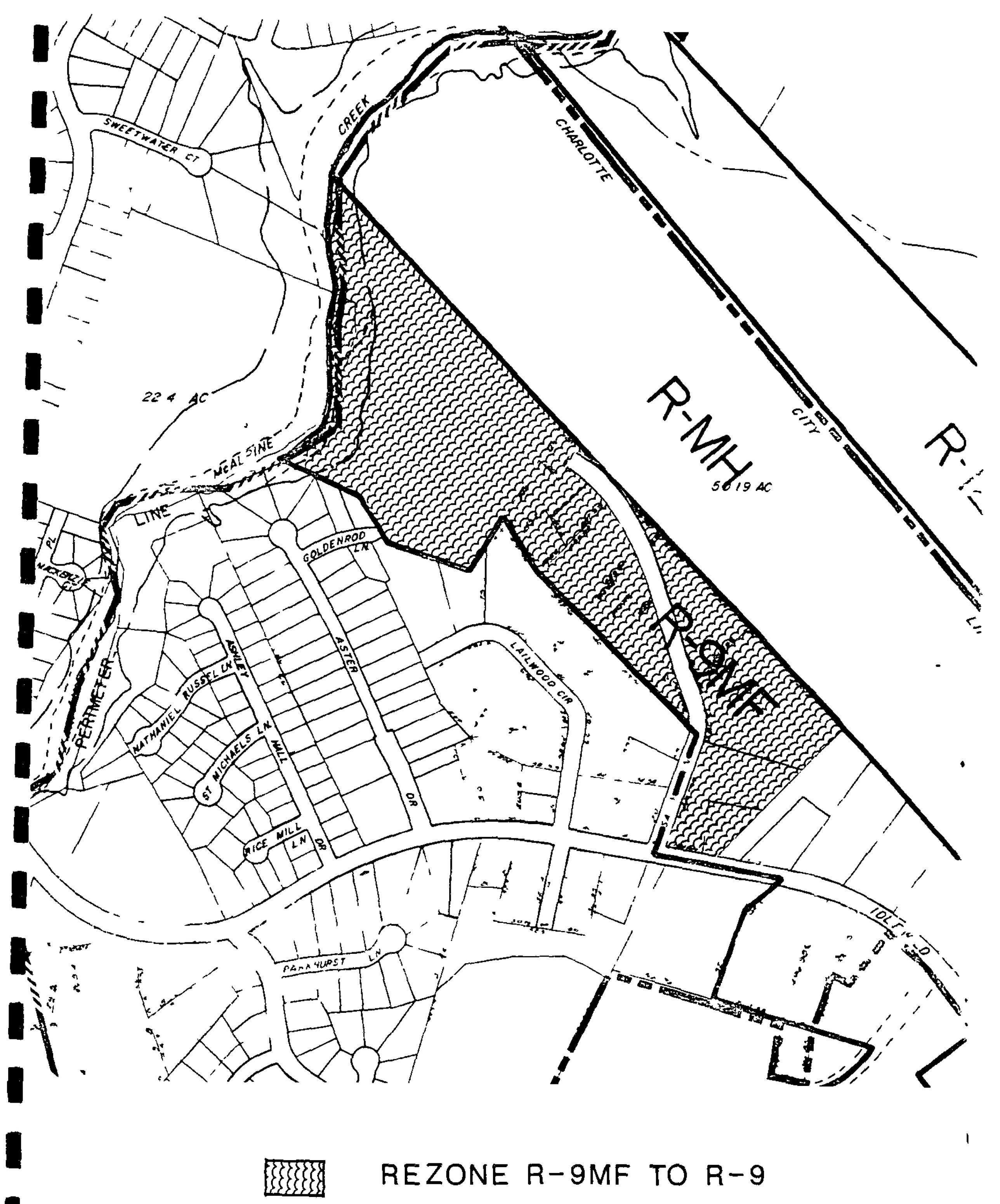
The future land use plan identifies specific areas for intensive residential development and new nonresidential centers. For example, the Community Mixed Use Center at Albemarle Road and the Outer Belt will create new employment opportunities needed on the east side.

Infrastructure needs and plans are also outlined which will provide the basic framework for development in the East District. The location and timing of transportation and utility improvements are key to the proposed land use future.

Parks and open space, attention to streetscape design, the preservation of historic resources, and the location of schools all add to the quality of life enjoyed in the east. These elements are all addressed in the plan to maintain and improve the livability of the East District.

In summary, the East District Plan is designed to give direction to the elected officials, the general public and the development community when land use decisions are made in the future. The key action steps necessary for implementing the plan are:

- Consistently apply land use policies of the plan through rezoning process.
- Initiate recommended rezonings.
- Undertake a special project plan for the Oakhurst neighborhood.
- Review proposed capital improvements for consistency with this and other plans.
- Coordinate land use plans with Mint Hill and Matthews.
- Coordinate with Cabarrus County for a regional sewage treatment plant to serve the eastern most drainage basins.
- Acquire land for parks, including neighborhood parks and greenways in the district.
- Prepare streetscape plans for Monroe Road, Central Avenue, and Eastway Drive.
- Acquire land for schools in vicinities indicated on plan.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ASHLEY
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LAILWOOD CIR
NATHANIEL RUSSEL LN
ST MICHAELS LN
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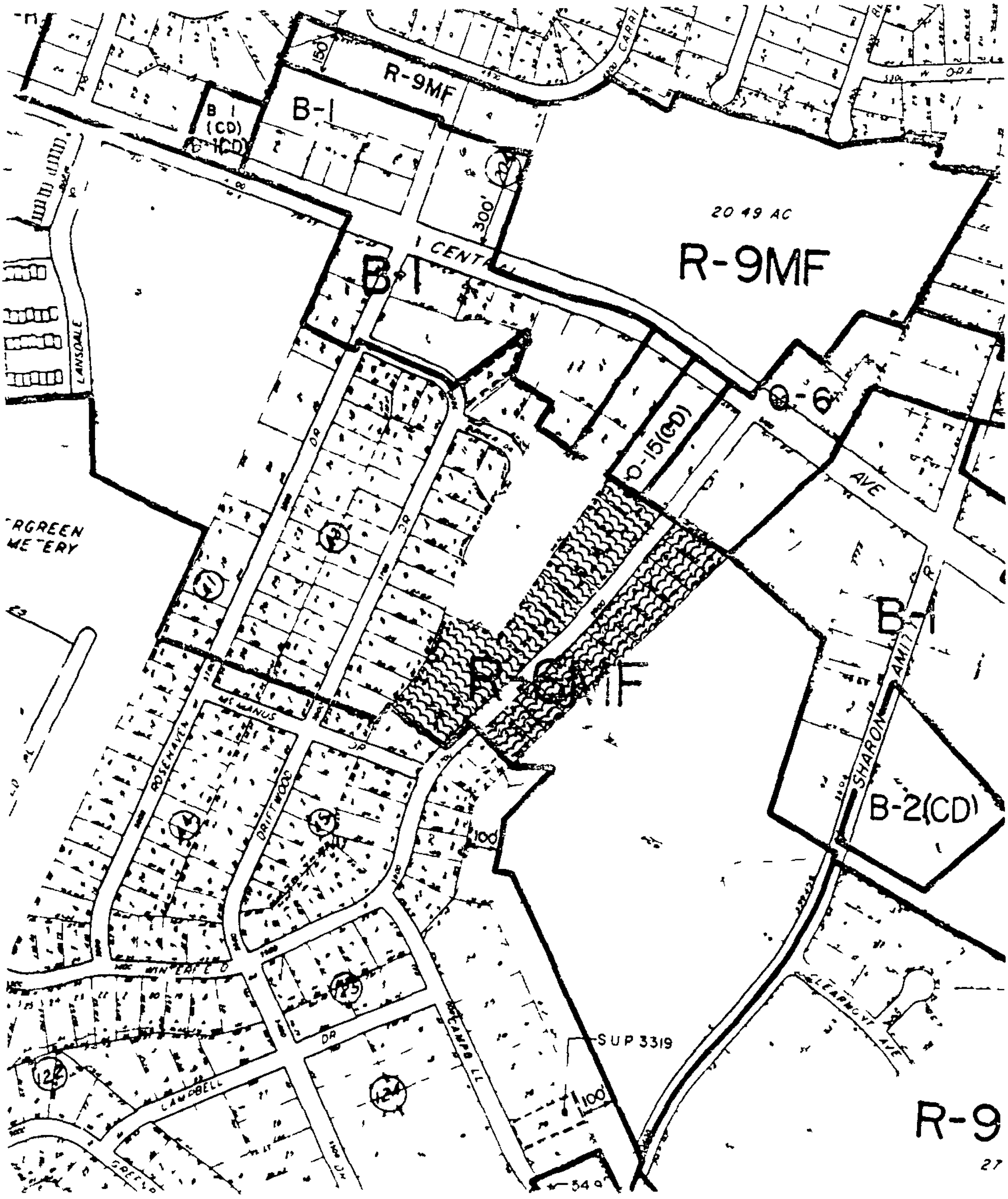
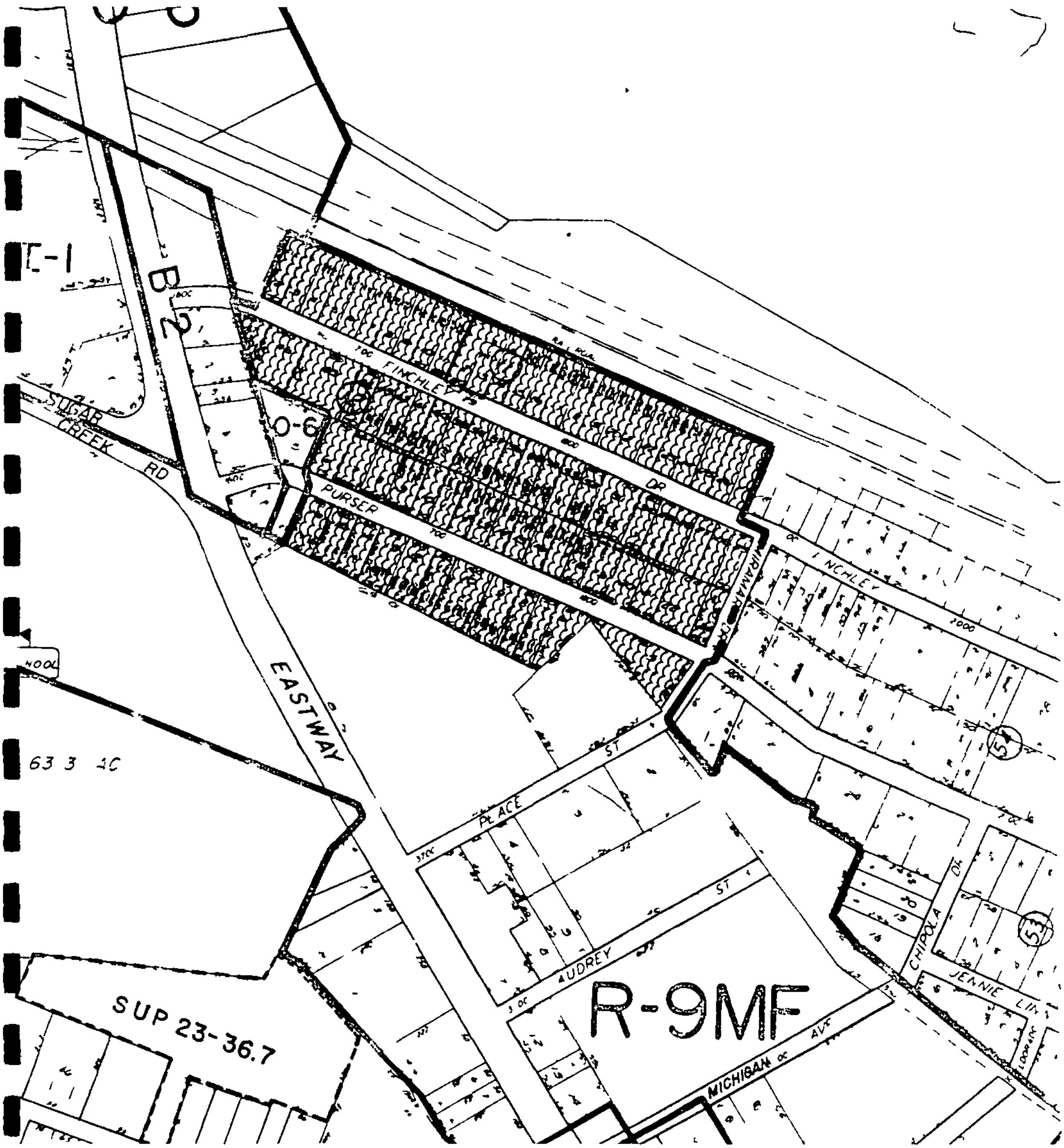
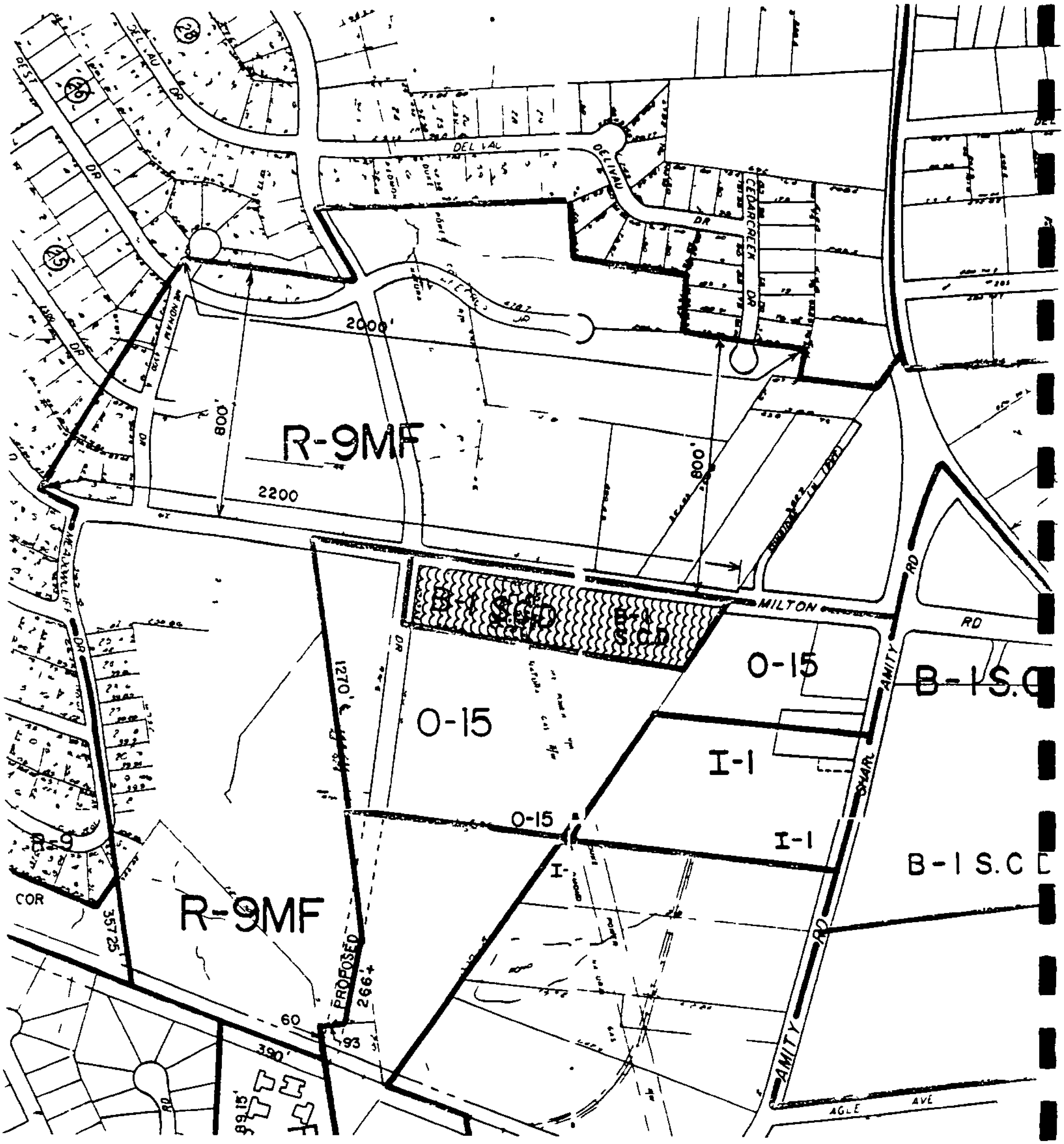
PARAHURST LN
IDLEWOOD
REZONE R-9MF TO R-9

REZONE R-6MF TO R-9

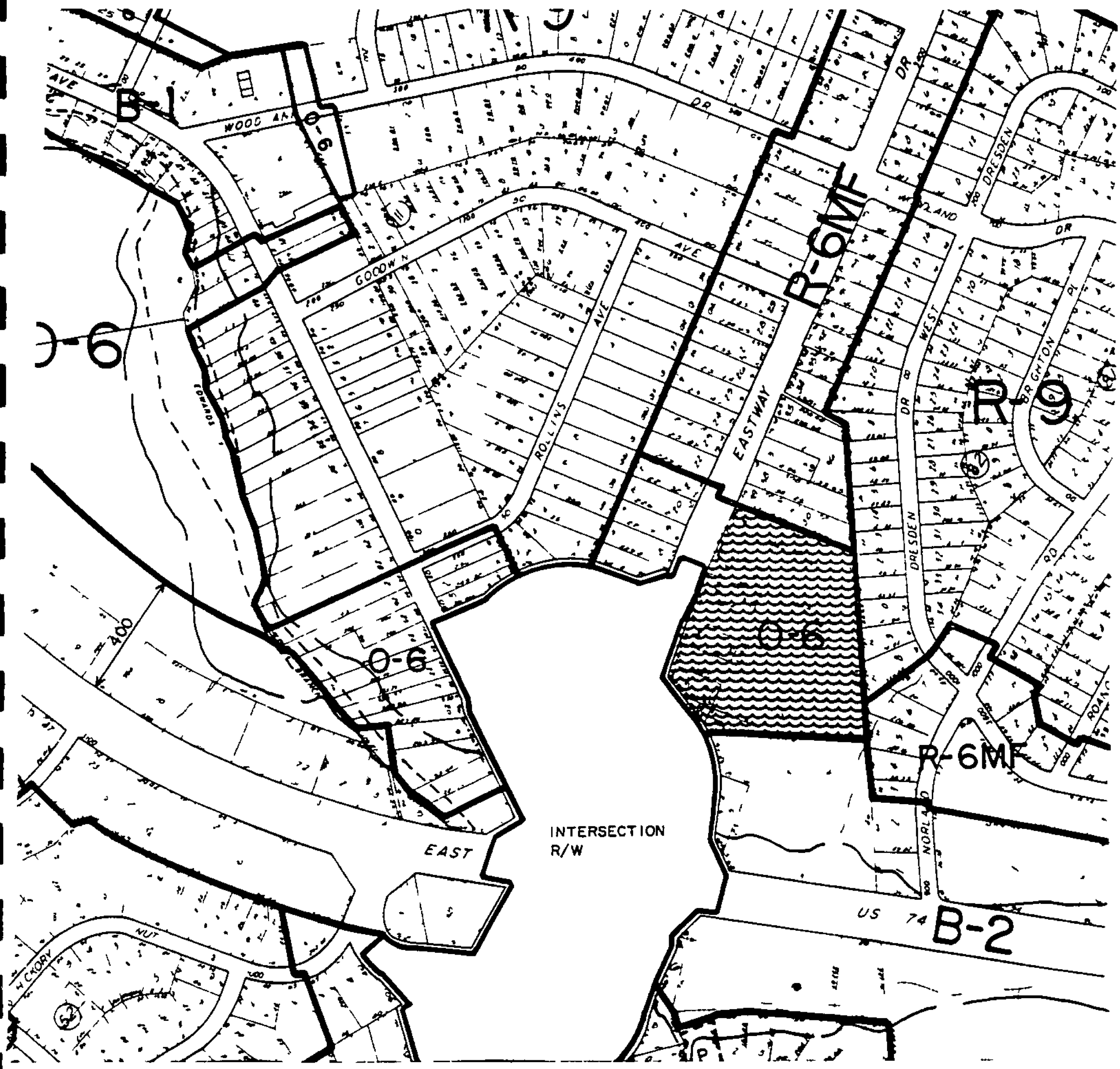


REZONE R-6MF TO R-9

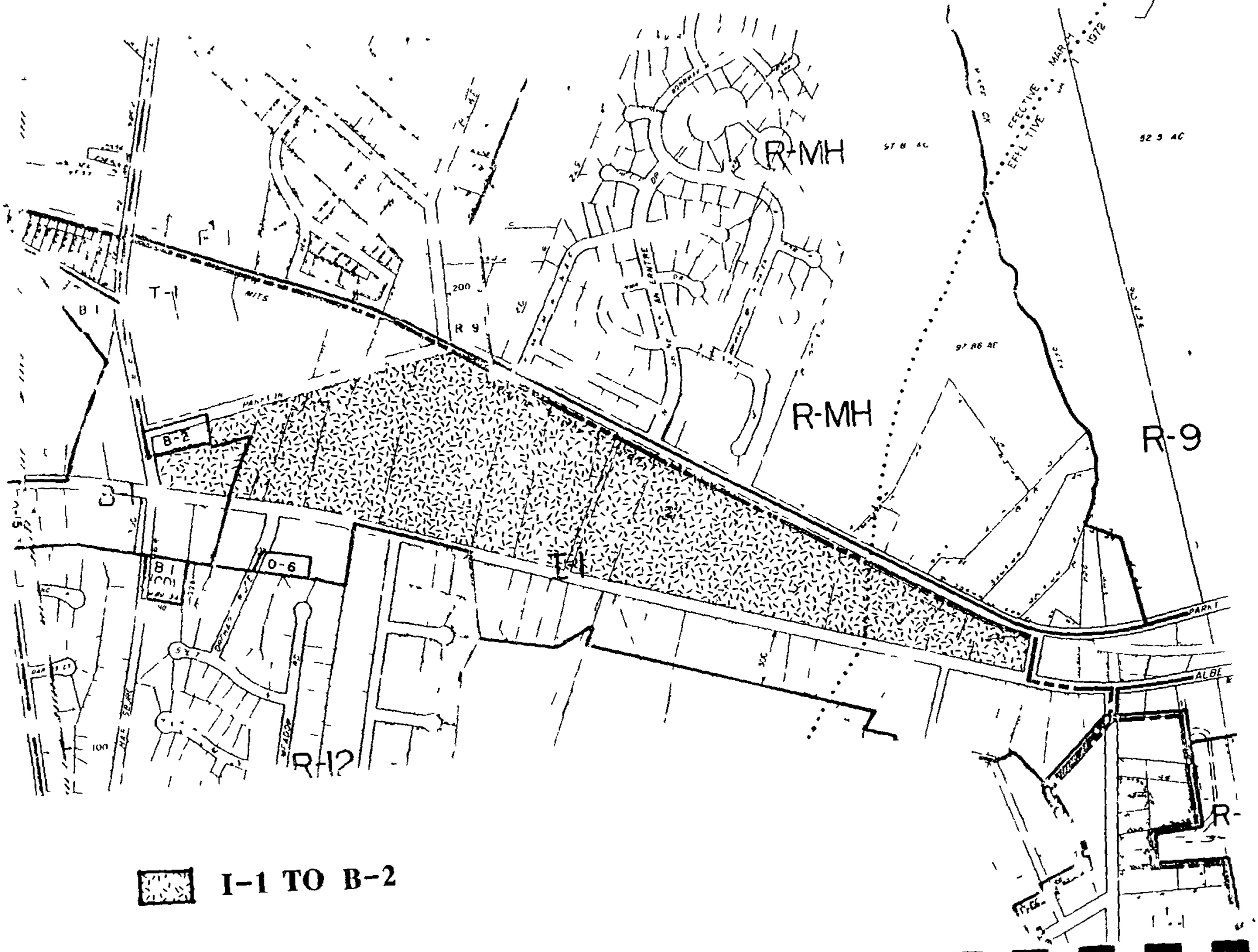




REZONE B-1 S.C.D. TO R-9MF



REZONE O-6 TO R-6MF


R-MH
R-MH
R-9
R-12
B-2
O-6
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EFFECTIVE
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MARCH
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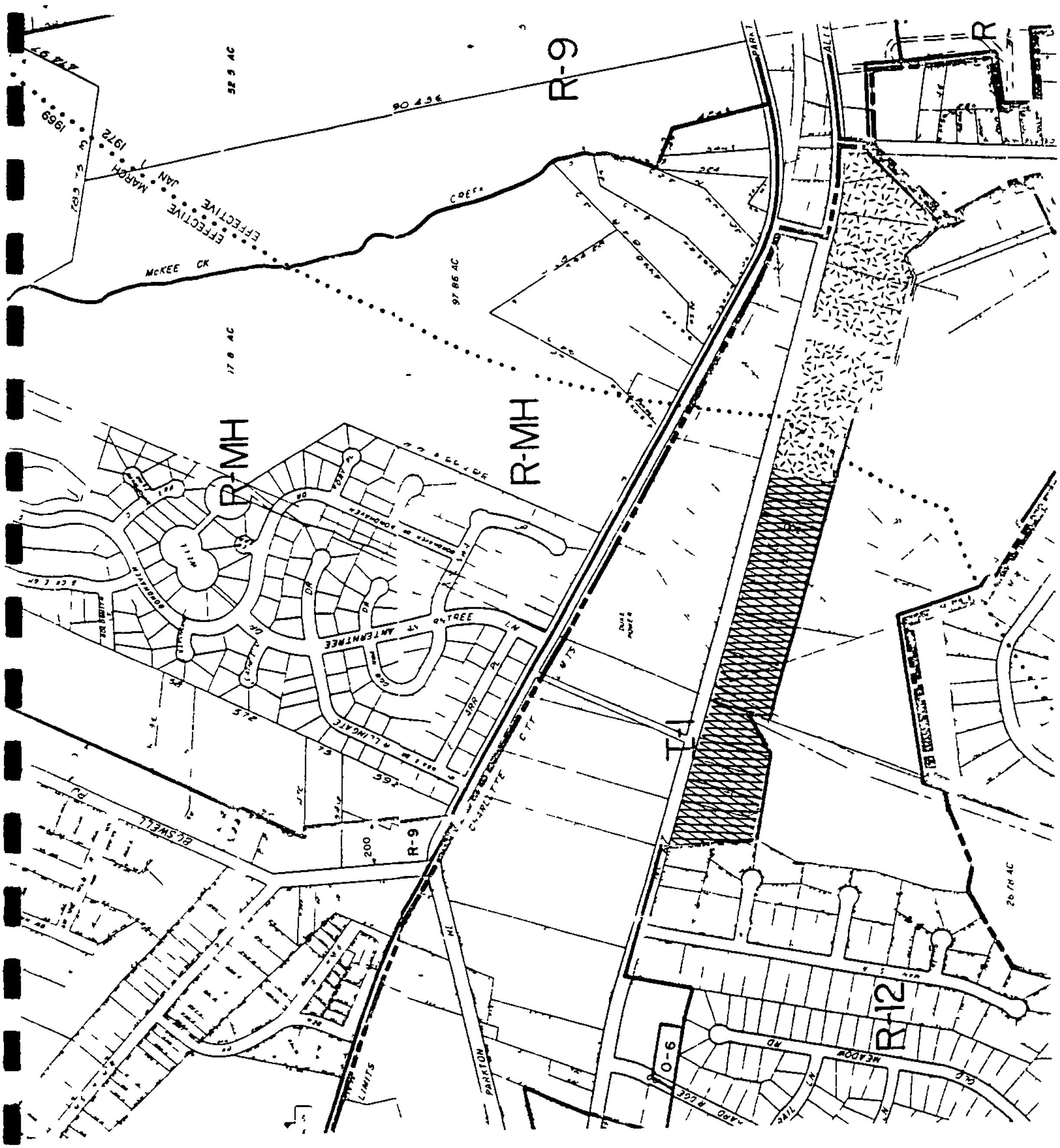
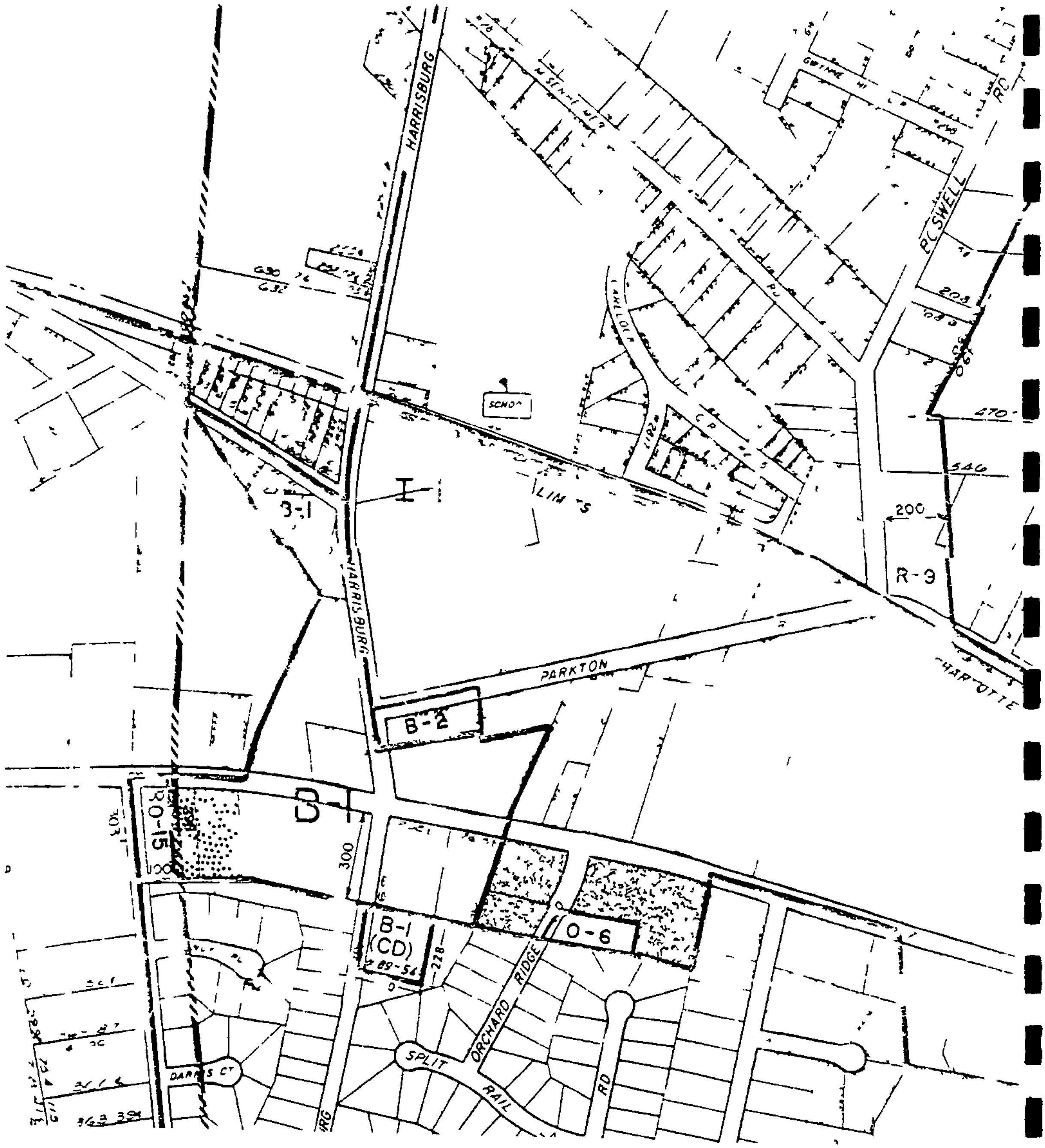
ALBE
I-1 TO B-2



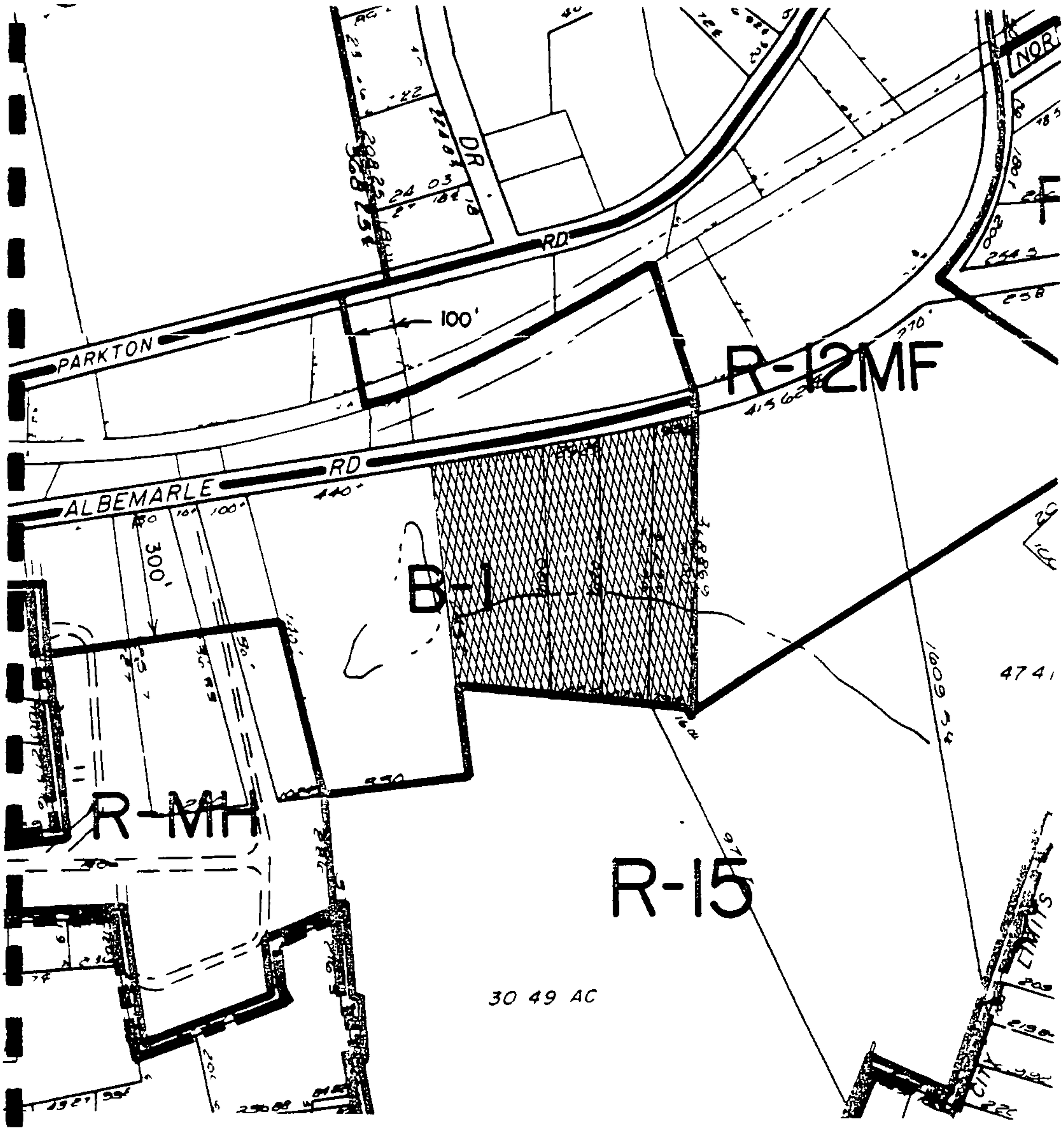
I-1 TO O-6

I-1 TO B-2



I-1 TO O-6

B-1 TO 0-15



REZONE B-1 TO R-12MF

Attachment 1

TRANSPORTATION COMMITTEE
July 18, 1990
EXECUTIVE SUMMARY

The City Council Transportation Committee meet at 5:15 p.m., on July 18, 1990, in room 270-271 of the Charlotte-Mecklenburg Government Center with Chairman Richard Vinroot presiding. Committee members Ann Hammond and Roy Matthews were present. Committee members Stan Campbell and Tom Mangum were absent.

Staff members present were: Bob Pressley, Terry Lathrop, Dave Hines, Lynn Purnell and Bill Finger-CDOT; Wendell White, Pam Syfert, Julie Burch and Darlene Shrum-City Manager's Office

Consideration of Options for Transit Fares and Future Revenue Sources

Discussion: The committee met to review Charlotte Transit System's fare policies and to identify possible revenues sources to avoid a projected shortfall in the Transportation Fund in FY 1992 under any service/fare option.

Terry Lathrop reviewed four scenarios with various transit service levels and fares together with their impacts on the Transportation Fund, which currently has a surplus of $4.7 million. He discussed possible revenue sources identified by the Budget and Finance Departments which could be used to increase public transit funding.

The committee and staff discussed the goals of transit operation and expansion. Interest was expressed in quantifying the benefits of transit expenditures in terms of reduced roadway construction, lowered traffic congestion levels, etc.

Action Taken: The committee decided to meet again after staff has had an opportunity to compile the following information:

1) Opportunities for increased transit ridership as uptown employment grows. Committee members were particularly interested in how transit ridership may increase as traffic volumes on the roadways entering uptown approach capacity.

2) A review of innovative methods for increasing transit usage from other cities, including financial and patronage impacts.

3) Staff suggestions for improving transit services, given no constraints from Council-approved policies. Financial and patronage impacts should be developed as well.

4) Information that can be developed on public transit's benefits for Charlotte.

Meeting adjourned at 6:35 p.m.

Attachment 2

TRANSPORTATION COMMITTEE
August 29, 1990
EXECUTIVE SUMMARY

The City Council Transportation Committee met at 5:15 p.m., on August 29, 1990, in room 270-271 of the Charlotte-Mecklenburg Government Center, with Chairman Richard Vinroot presiding. Committee members Roy Matthews and Tom Mangum were present. Committee members Ann Hammond and Stan Campbell were absent. Council member Dan Clodfelter was also in attendance.

Staff members present were: Bob Pressley, Terry Lathrop, Dave Hines, Lynn Purnell and Bill Finger-CDOT; Nancy Elliott-Budget; Pam Syfert, Julie Burch and Darlene Shrum-City Manager's Office

Mary Gordon and Fred Klein were in attendance representing the Uptown Transportation Council.

Continuation of Consideration of Options for Transit Fares and Future Revenue Sources

Discussion: The committee continued the review of transit fare policy and possible revenue sources from their July 18 meeting. CDOT staff provided information requested by the committee at the July 18 meeting. This included a discussion of the benefits of public transit for Charlotte-Mecklenburg and innovative service and fare actions being taken by other cities to increase transit usage.

There was discussion of a package of service increases and fare changes which may result in a 35-40% increase in ridership for Charlotte Transit. This was developed in response to the committee's request for what staff would recommend given unlimited resources. Four actions were reviewed which were combinations of a service increase in each of the next three years and constant, decreased, or increased fares, and a fifth option which is a package of major service increases and fare reductions developed to increase system usage.

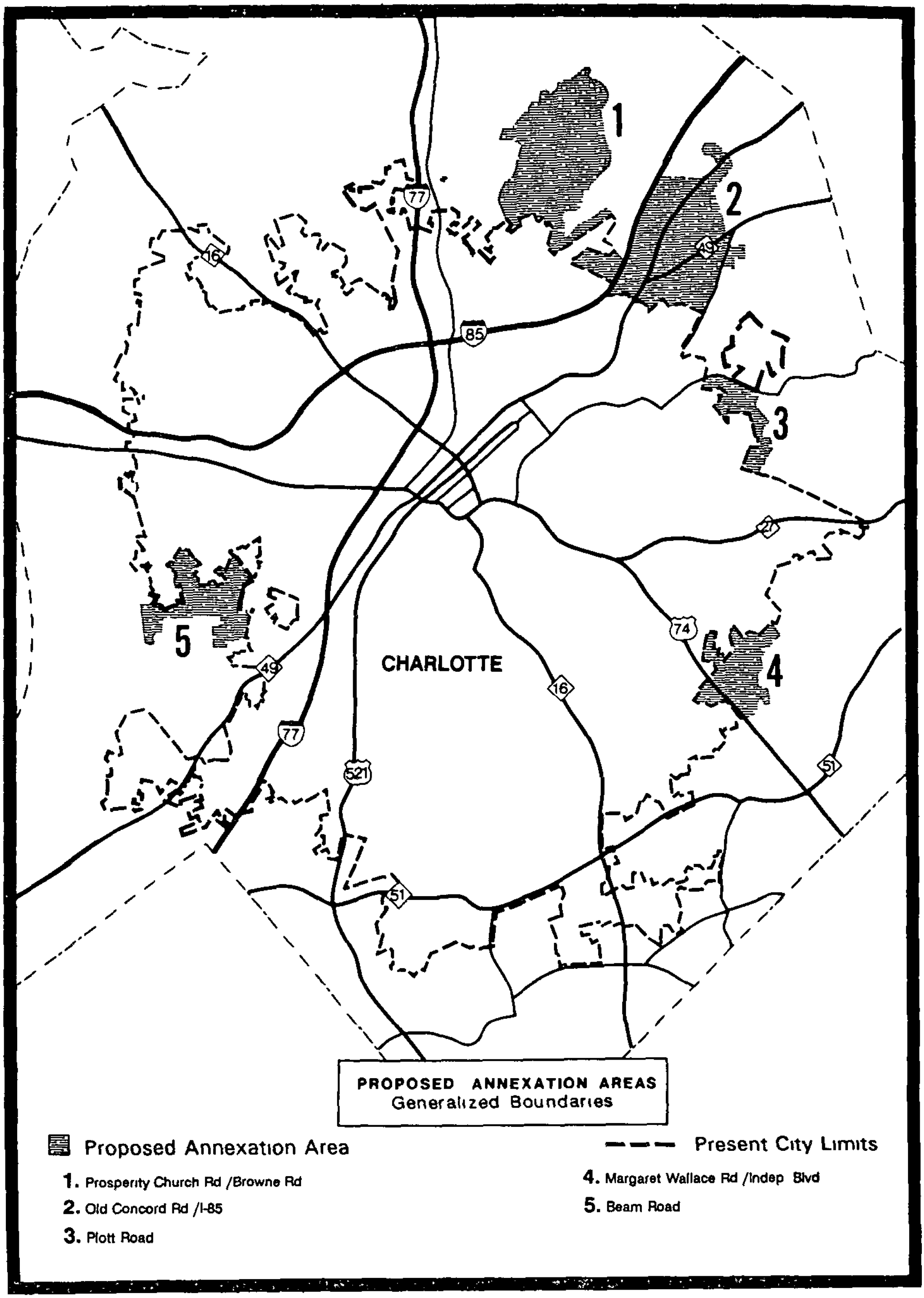
The committee discussed transit's role in Charlotte-Mecklenburg and whether reduced fares during peak hours should be considered if the goal is primarily to reduce rush hour traffic. Staff responded that a peak/off-peak hour fare differential has not been explored because it may be considered inequitable by "captive" riders.

Mary Clayton provided information about programs underway with major uptown employers to increase transit use. These include direct marketing to uptown employees and partial subsidy of monthly transit passes by employers. According to market surveys, uptown employees would like to see a prepaid multi-ride ticket option and additional express service.

The concept of dedicating the entire auto privilege tax to the Transportation Fund was discussed. This would increase transit's share of the annual tax by $12.50 (from $7.50 to the full $20.00). The proposed reallocation would add approximately $12 million to the Transportation Fund for fiscal years 1992-94. The fund also would continue to receive revenue from the sales tax levy of 1/2 cent.

Action Taken: The committee unanimously approved a motion to recommend that City Council maintain the current fare structure ($0.70 base fare and $1.00 express fare) for the remainder of this fiscal year, to dedicate the entire $20.00 auto privilege tax to the Transportation Fund, and to seek legislation to remove the $20.00 cap. These new revenue recommendations will be presented to Council in spring of 1991 as part of the FY92 budget.

Meeting adjourned at 6:55 p.m.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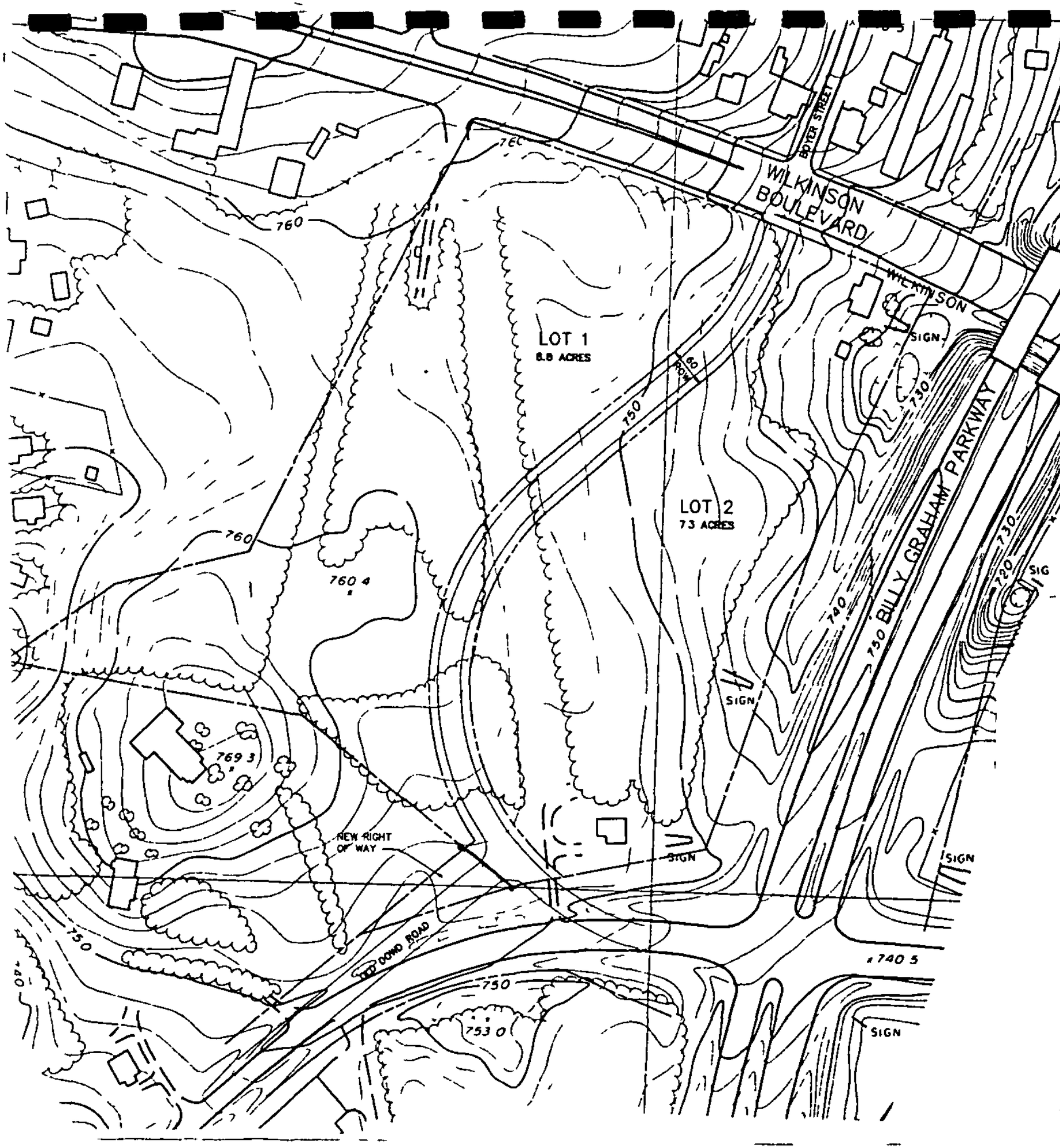
5
CHARLOTTE
77
16
85
49
74
521
51
21
PROPOSED ANNEXATION AREAS
Generalized Boundaries
Proposed Annexation Area
Present City Limits
1. Prosperity Church Rd /Browne Rd
2. Old Concord Rd /I-85
3. Plott Road
4. Margaret Wallace Rd /Indep Blvd
5. Beam Road



NOTES

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WILKINSON BOULEVARD AT BILLY GRAHAM PARKWAY

McCOY DEVELOPMENT CORP

DPR ASSOCIATES, INC.
Landscape Architects
Planners & Engineers

FEBRUARY 22 1989

#89014

ECONOMIC DEVELOPMENT REVOLVING LOAN FUND

A Summary of Major Changes

	CURRENT POLICY	PROPOSED POLICY	REASON FOR PROPOSED CHANGE
1. PURPOSE AND OBJECTIVE	Create jobs for low/mod income persons from the Pocket of Poverty and other designated assistance areas who earn 80% and less of Charlotte area median income	Create jobs for persons who earn 80% and less of Charlotte area median income and persons who: a) are displacees by action of the City Community Development Department, b) are residents in City-owned housing, c) are listed on the Charlotte Housing Authority's Master Waiting List; d) currently live in overcrowded substandard or unaffordable housing	To create new jobs for persons targeted by the City's Housing Policy Plan toward an effort to make them economically self-sufficient and to create jobs for persons who earn 80% and less of Charlotte area median income. Make purpose and objective of the Housing Policy Plan and the loan policy consistent with each other.
2. FINANCIAL MIX	50% from a private lending 40% from the City 10% from the applicant	Prepare "necessary and appropriate analysis to ensure that the amount of assistance to be provided is not excessive taking into account both the actual needs of the business and the extent of public benefit expected to be derived from the project. The "necessary and appropriate" amount must be identified and the City can only provide the financial gap as determined by an analysis.	A "necessary or appropriate" determination is required by CDBG regulations when assistance is provided directly to private for-profit entities. The purpose of this determination is to ensure that the amount of assistance to be provided is not excessive taking into account both the actual needs of the business and the extent of public benefit expected to be derived from the project.

	CURRENT POLICY	PROPOSED POLICY	REASON FOR PROPOSED CHANGE
3. INTEREST RATE	6% on all loans	Debt service payments should balance the maximum return to the public lender with the economic health of the project. Returns to the developer in excess of industry averages should be avoided. The interest rate should equate to the available cash flow.	A "necessary or appropriate" determination is required by CDBG regulations when assistance is provided directly to private for-profit entities. The purpose of this determination is to ensure that the amount of assistance to be provided is not excessive taking into account both the actual needs of the business and the extent of public benefit expected to be derived from the project.
4. TERM OF LOAN	Maximum term is 5 years with some loans having longer amortization periods with balloon payments.	Debt service payments should balance the maximum return to the public lender with the economic health of the project. Returns to the developer in excess of industry averages should be avoided. The loan term should equate to the available cash flow.	A "necessary or appropriate" determination is required by CDBG regulations when assistance is provided directly to private for-profit entities. The purpose of this determination is to ensure that the amount of assistance to be provided is not excessive taking into account both the actual needs of the business and the extent of public benefit expected to be derived from the project.

	CURRENT POLICY	PROPOSED POLICY	REASON FOR PROPOSED CHANGE
5. ELIGIBLE ACTIVITIES	- acquisition of real property for economic development purposes; - acquisition, construction, reconstruction, rehabilitation of commercial or industrial buildings and structures, - purchase and installation of equipment and fixtures which are part of the real estate, - purchase and installation of energy conservation improvements; - working capital or operational funds	1) The acquisition, construction, reconstruction, or installation of commercial or industrial buildings, structures, and other real property, equipment and improvements, including railroad spurs or similar extensions. 2) The provision of assistance to private for-profit businesses including, but not limited to, grants, loans, loan guarantees, interest supplement, technical assistance, and other forms of support for any other activity necessary or appropriate to carry out an economic development project.	No change.

POLICY FOR THE COMMUNITY DEVELOPMENT REVOLVING LOAN FUND ADMINISTRATION

- **PURPOSES OF THE LOAN FUND:**

  This policy is to be used in conjunction with the Community Development Revolving Loan Fund. It sets forth the operating policy of the program to be used by staff working in or supervising those working with the loan program.

  The loan program is intended to assist designated areas to stimulate job development for persons earning 80% and less of Charlotte area median income. It is also intended to assist persons targeted by the City's Housing Policy Plan toward an effort to make them economically self-sufficient.

  To accomplish this objective, loan assistance should be targeted toward loan applications that create or retain at a minimum one new job per $35,000 of City loan assistance.

- **AUTHORITY**

  Responsibility for the administration of the loan fund shall rest with the Community Development Director and a Loan Committee appointed by the City Manager which will administer guidelines necessary for implementation of the loan fund. The Loan Committee will consist of ten members and be appointed by the City Manager.

- **BANK DEPOSITORY**

  Any federal depository designated by the City Treasurer and the Community Development Director.

- **ORGANIZATION**

  Responsibility for the day-to-day operations of the loan fund including application, processing, administering the standard operating procedure, including the collections procedure, shall rest with the Neighborhood Development Division of the Community Development Department. Legal support will be provided by the City Attorney's Office.

- **REPORTING REQUIREMENTS**

  A servicing agent will receive report and remit all monthly collections and loan transactions in an itemized month-end report. This report will give collections, aging and total loans outstanding.

- FINANCIAL REQUIREMENTS OF LOANS

Each loan application that has been determined as eligible for processing by the Community Development Director will be presented to the Loan Committee for approval based on the following criteria:

A. Financial Sources:

Each loan application must meet HUD's regulatory "necessary and appropriate" analysis to ensure that the amount of assistance to be provided is not excessive, taking into account both the actual needs of the business and the extent of public benefit expected to be derived from the project. The "necessary and appropriate" amount must be identified and the City can only provide the financial gap as determined by an analysis.

B. Financial Analysis

Each loan will be evaluated for the following criteria:

1. Financial pro formas on a five-year basis;
2. Expertise of the business operator;
3. Adequacy of collateral;
4. Number and quality jobs created for qualified persons;
5. Quality of credit request and results of police check;
6. Comparison of borrower's investment return compared to recognized industry standards;
7. Determination of the financing gap.

C. Interest Rate and Fees:

Each loan will be analyzed to equate the cash flow to an interest rate. Returns to the applicant in excess of industry standards should be avoided.

An origination fee of 1% of the loan amount will be collected at loan closing.

D. Loan Terms:

Each loan will be analyzed to equate the cash flow to a loan term. Returns to the applicant in excess of industry standards should be avoided.

E. Special Conditions

The Loan Committee may, at its discretion, impose any additional terms or conditions necessary to improve the loan situation or secure the City's financial security.

F. Loan Collections:

A loan collections policy and procedure is attached to provide a guideline for collection City loans.

COMMUNITY DEVELOPMENT DEPARTMENT

LOAN COLLECTION PROCEDURES

The purpose of the loan collection procedures is to provide guidelines for the Community Development Department in implementing the City's objective of achieving the resolution of all delinquent loans with the intent of collecting or writing off 100% of delinquent balances. Foreclosures and any other appropriate legal actions will be used to the extent practicable.

The procedures are outlined as follows:

SECTION 1 - Strategy for Delinquency Resolution

SECTION 2 - Methods of Delinquency Collection

SECTION 3 - Legally Enforced Collection

SECTION 4 - Forgiveness of Delinquency

SECTION 5 - Loan Committee

SECTION 6 - Loan Security

SECTION 7 - Borrower Contacts

SECTION 8 - Credit Reporting

SECTION 1 - STRATEGY FOR DELINQUENCY RESOLUTION

Early steps to avoid delinquency will include the following:

a. When payment is identified as 15 days late, the loan servicing agency will automatically send the borrower an appropriate written notice of reminder.

b. When payment is identified as 30 days late, the staff will visit the borrower. In addition, staff will send the borrower a letter warning that legal action will be initiated in 30 days unless the account is brought current.

c. When payment is identified as over 60 days late, and if no other arrangements/provisions (addressed below in Section 2) have been made, legal collection methods will be initiated.

SECTION 2 - METHOD OF DELINQUENCY COLLECTION

1. Immediate Collection

The preferred arrangement for collecting delinquent loans is for the borrower to make a lump sum payment (by certified check or money order) that includes total delinquent principal and interest, advances, escrow balances and late charges, with the normal monthly principal, interest and escrow payments under the original amortization schedule being resumed immediately.

2. Deferred Collection

Deferred collection agreements may be used to resolve delinquency only after staff has determined such action is necessary and the borrower is not financially able to pay delinquent amount in one lump sum. All delinquency resolution actions, except write-offs, foreclosures and judgments, may be implemented by staff. If it is necessary to execute an extended repayment agreement that grants the borrower (and is approved by the Economic Development Loan Committee) terms beyond 60 days, such an agreement must be executed by the Director. The deferred repayment agreements are not intended to constitute a permanent modification of the loan documents, and each such agreement is binding on the City only so long as the borrower complies with its terms. If the entire delinquent amount is to be paid off in more than one payment, each payment should be applied first to interest due and past due, then to principal, and late charges in that order.

a. Partial Lump Sum Repayment

When the entire delinquent amount cannot be collected in a single payment, a smaller sum may be accepted in conjunction with an extended repayment agreement, discussed below.

b. Extended Repayment Agreements

If the borrower is unable to make any lump sum payment at all or has made partial lump sum payment as described above, an extended repayment agreement should be executed. The purpose of the agreement is to bring the account current by collection of installments on the accumulated delinquency in addition to the original monthly payments as they come due. The goal, of course, is to bring the loan current as quickly as possible (that is, with the largest additional monthly payments the borrower might be expected to make), and always within the original loan term. In the rare case where a delinquency is so large and the remaining term is so short that the borrower cannot reasonably be expected to repay the entire balance due (including interest) within the loan term, but the borrower does appear able to repay within a reasonable time, a longer period may be approved.

c. Balloon Payments

A balloon payment is a lump sum payment bringing the account current at the end of the term. However, such plan must not include extension of the maturity of the loan or compromise of any amount due thereunder. The final payment in this case would be the entire balance due at that time. This plan should be discouraged unless it is reasonable that the borrowers will be able to obtain sufficient funds from some other source when the loan matures, such as inheritance, tax refunds, sale of assets, etc. Repayment plans involving balloon payments shall be approved by the Loan Committee which will advise how the form of extended repayment agreement should be modified to accommodate the balloon payment.

d. Unique Repayment Agreements

Repayment arrangements other than those discussed in this section may appear necessary or desirable, and the staff is encouraged to develop creative solutions for unique problems. However, approval must be obtained before any such plan is implemented.

SECTION 3 - LEGALLY ENFORCED COLLECTION

Legally enforced collection methods should be entered into when all other efforts have failed. Such cases must be presented to the Loan Committee for approval.

a. Deeds-In-Lieu of Foreclosure, Sales, Liquidation of Security

If a satisfactory repayment plan cannot be worked out, the borrower may be approached to sell the property voluntarily, paying off the debt to the City from the sales proceeds, or to offer the City a deed-in-lieu of foreclosure. Normally, it is recommended that the return on the sale of the property exceed all costs associated to pay the loan in full; however, this standard may be waived by the Loan Committee on a case by case basis.

Where a deed-in-lieu of foreclosure is required, Counsel will prepare a deed-in-lieu or approve the deed prepared by the borrower or his/her attorney. Before a deed-in-lieu is accepted, the borrower's title to the property must be verified by updating the title evidence obtained in the course of originating the loan or, if necessary, by obtaining new title evidence. City Counsel shall review the title evidence to assure that the City will obtain good and marketable title through the deed-in-lieu.

b. Foreclosure

When collection efforts on secured loans have not been successful and voluntary sale or deed-in-lieu of foreclosure is not acceptable, or where the interest of the City must be protected as a result of a suit filed by another lienholder, or where the borrower refuses to pay, a recommendation for foreclosure is required. Foreclosure is also required if payments under a workout agreement are not received during the extended period in a timely manner. This recommendation should be based on facts such as the value of the property, the City's lien position, and the loan balance, along with the calculation of its benefit and cost to the City.

When it has been decided to initiate foreclosure or judgment action by the Loan Committee, a letter shall be sent to the borrower informing him/her officially that the City considers the loan defaulted under the terms of the note and/or security instrument. The letter demands full payment of the loan, including all penalty charges, within a specified time period (not later than 30 days), and states the legal consequences of noncompliance such as foreclosure or loss of property.

If full payment is received, the account may be settled with Accounting and removed from the records. If payment is not received, a foreclosure recommendation along with the case

file and proper forms shall be sent to the Loan Committee. If the Loan Committee agrees with the recommendation to foreclose, the account will be referred to the City Attorney. Properties acquired as a result of collection activities under this notice will become the responsibility of the Community Development Department after the property has been transferred to the City. If the Loan Committee does not agree with the staff recommendations, specific direction for follow-up action will be given.

c. Judgment

For unsecured loans, a suit for judgment should be recommended for the same reasons as noted above for foreclosure on secured loans. In recommending judgment, proper forms should accompany the loan file to the Loan Committee.

SECTION 4 - FORGIVENESS OF DELINQUENCY

If it becomes apparent that it is impossible to collect any significant sum from the borrower after considering judicial remedies, the cost of enforced collection, and the exemptions available to the borrower's ability to pay, termination of collection activity (write-off) may be recommended to the Loan Committee enclosing proper forms. It should be noted that a write-off is an internal record keeping action and does not relieve the borrower of his legal obligation to pay his debts. Termination may be recommended in any case when it has been established by these procedures that the borrower cannot be located; the borrower has died; or there is sufficient evidence to prove a claim.

Termination may be recommended when there is an indication of fraud, the presentation of a false claim or misrepresentation on the part of the debtor or any other party having an interest in the property. In such cases, the Director shall report promptly to legal counsel (with a copy to Loan Committee) all relevant information or evidence. Upon receipt of the information, the City Counsel shall promptly investigate the matter and decide either what action to take or return it to C. D. All cases returned to the C. D. office should be resolved in accordance with the procedures set forth in this notice.

SECTION 5 - LOAN COMMITTEE

The Loan Committee shall be comprised of ten persons.

Among the responsibilities of the Loan Committee is to monitor and approve delinquent loan resolution efforts. It may set priorities, provide technical assistance, evaluate progress and make decisions on final legal or loan termination action.

The Neighborhood Development Supervisor will provide the Committee with annual reports on delinquent cases and make recommendations for write-offs and actions requiring legal enforcement.

SECTION 6 - LOAN SECURITY

For secured loans where the City is the senior lienholder, protection of the City's security during the collection effort is required. An annual inspection will be made of the secured property.

If the City has a subordinate lien, the staff will perform a check of local records to informally update title information to determine current loan position and to ascertain property tax status.

SECTION 7 - BORROWER CONTACTS

1. On Site Visits

If the account is 30 days delinquent, the borrower shall be contacted in order to bring the account current or to formalize a repayment agreement or both. An on-site visit is necessary to:

a. Determine the reasons for the borrower's failure to make loan payments;

b. Attempt to collect or develop a satisfactory repayment plan;

c. Develop documentation in the event that the repayment plan is not worked out and legal or administrative action is necessary; and

d. Determine the condition of the property, and evaluate the surrounding area.

The information obtained should be recorded in the loan file. Foreclosure, or other legal action should not be delayed merely because the borrower cannot be located.

2. Cause of Delinquency

The interviewer, in communicating with the borrower, shall make a reasonable effort to determine the root cause of the delinquency. Counseling by an agency other than C. D. may be recommended. However, prompt action must be taken on all accounts. The need for long term counseling or other remedies for the problems of the borrower are not sufficient reasons to hold up disposition of the delinquent account.

In any case, no more than three months after initial borrower contact should elapse prior to delinquency resolution or a

recommendation for legal action or administrative write-offs being made.

3. Borrower Financial Status

For individual borrowers, a schedule of personal assets and liabilities, income and expenses will be obtained and noted in file at the time of application. This information may be supplemented by commercial credit reports or personal financial statements. Note: If an investigative consumer (credit) report is order, the borrower must be given written notice in accordance with the Consumer Credit Protection Act. For investors, project financial data may also be obtained and an audited financial statement or balance sheet and income statement of a corporate borrower may be requested. For all borrowers, this asset and liability information should be checked and analyzed and an initial determination will be made on the ability of the borrower to repay the loan.

SECTION 8 - CREDIT REPORTING

The Community Development Department is a member of the Credit Bureau of Charlotte, Inc. All loan delinquencies and defaults will be reported to the Bureau on a quarterly basis.

REVOLVING LOAN FUND

FINANCIAL SUMMARY
As of 7-31-90

• Appropriations to Date	$2,355,349.39
• $'s on Loans Outstanding	2,059,554.18
• $'s Available for New Loans	$ 295,795.21
• # of Loans Outstanding	44
• Average Principal Recollected Annually	$ 432,000.00
• Average Interest Recollected Annually	*$ 144,000.00

*Goes to CDD Program Income

PLCMC

Public Library of Charlotte & Mecklenburg County

Robert E Cannon
Director
336-2530

Judith K. Sutton
Deputy Director
336-2660

August 14, 1990

Honorable Sue Myrick
City Hall
600 E. 4th Street
Charlotte, NC 28202

Dear Mayor Myrick,

Councilwoman Ella Scarborough asked me to write each member of the Council again to request free public parking in the CityFair parking deck for certain, specific library/community events, in exchange for a $30,000 expense of library (non-county) expenditures on Arequipa park. Councilwoman Scarborough told me she will ask the Council to reconsider this matter at the Council meeting August 27.

I apologize for authorizing two change orders for the construction of Arequipa park without formal approval of the City Manager or the Council. I authorized the work believing that the cost would be much less than it turned out to be. More importantly, I did so to expedite the park project to prepare it as best I could for its re-dedication ceremony held last August, by the Sister Cities Committee and the Mayor of Arequipa, Peru.

Because of my error in approving the change orders, I never considered requesting cash reimbursement for the park overage. I have asked for free public parking at CityFair for a select number of library events. My letter of July 18 (attached) lists the events and the procedure the City and the library have worked out in the past to enable free public parking for special events.

Along with being an adjunct to CityFair's retail shops and restaurants, the CityFair parking deck was built to meet the Main Library's parking code requirements, and its public parking needs. The deck has very low use in the evenings and weekends, good times for public library parking.

The library has never had any funds appropriated to pay for public parking in the CityFair deck. Library staff and Mecklenburg County pay funds to the City to rent 110 parking spaces for staff use only.

I may also be in error asking you to tie together an overage on the park to a CityFair public parking issue. Perhaps the public parking issue stands on its own. I thought the $30,000 we expended on the park might help persuade you to allow some free public parking at CityFair.

I hope you will consider helping the public get a break on CityFair parking for the few events I have indicated. Such an arrangement will benefit and promote both the use of the Main Library and the central city.

Again, I apologize for approving extra work to complete Arequipa park. Even though the project has been difficult throughout, the park finally came out quite well. I am sorry I am asking for your consideration again, but believe I do so for the public good.

Very truly yours,

R Cannon

Robert E. Cannon
Director of Libraries

cc. Councilwoman Ella Scarborough
Wendall White, City Manager

(194-90)

PUBLIC LIBRARY OF CHARLOTTE AND MECKLENBURG COUNTY

SPECIAL EVENTS

PARKING PASSES

Day/Date/Time	Event	# of CityFair Parking Spaces (est.)
Sun , June 17, 1-5 p m	First Anniversary & Book Sale	400
Fri , Aug 3, 9-4 p m	Mecklenburg Region, White House Conf on Libraries Mtg	100+
Wed , Aug 8, 5 30-7 p m	United Way Mtg/Reception	150+
Thur , Aug 2, 9, 16, 23 7-9 p m	Shakespeare Festival	75 each event
Thur , Aug 2, 16, 30 8-9 30 a m (three per month throughout year)	Business Breakfast, Seminars	20 each
Sat , Sep 29, 9-12 p m	Sister Cities Art Reception	200+
All of October, (every day of the week)	Volunteers for Sister City Art Show	1,000 (for the month)
October *or* November Thursday p m	Special Guest Lecturer, "Library History"	200+
Sat , Nov , p m	Book Sale	400
Jan 91, p m	Centennial History Kick-off	300
Feb '91, p m	Black History Event	300+
Feb '91, p m	Friends Appreciation Night	300
Mar '91, p m	Volunteer Appreciation Night	300

Thursdays, Oct , Jan , Mar , Apr , '91	Major Author Series (6 Authors)	200 (each)
Sat , June '91	Second Anniversary (etc)	400+