AGENDA

Meeting Type:	B
Date:	11-08-1993

City of Charlotte, City Clerk's Office

Dinner Briefing Nov. 1, 1983

Mayor Vanoot ✓ X
Campbell
Clodfelter ✓
Hammond 5:25
McCrory
Majeed ✓ X
Marquis 5:50
Martin ✓ X
Patterson ✓
Reid ✓ X
Scarborough ✓ X
Wheeler ✓ X

5:20 p.m

Mayor
Laura Harmon - South District Plan
(Hammond arrives) 5:25
Clod Peter
Harmon
Clodfelter
Mayor Dinner Recess 5:30
Reconvene 5:40

Mayor

Reid / motion to defer
No Second

Mayor
Outer Loop Construction Schedule

Bill Jinger / DOT
Patterson
Jinger — State's savings $2M
Airport " $1M

Patterson
Jinger
(Morgan arrives)
Hammond
Jinger
Mayor
Martin
Jinger
Martin
Jinger
Martin
Jinger
Martin time table for R/W acquisition
Jinger
Martin
Jinger
Scarborough
Jinger

Mayor
Martin
Finger
Martin
Finger
Mayor
Mangum
Mayor
Finger
Martin - EIS study
Finger
Bob Presley - design hearing?
Finger
Mayor
Coliseum Center Land Swap

White
(Mayor - leave this out - talking about their social calendars)
Larry Rosenstrauch - Current Land & Resources

Scarborough
Rosenstrauch
(slide show)
Mayor
Mangum

Rosenstrauch
Mangum
Rosenstrauch
Majed
Rosenstrauch — possible park uses
Martin
Rosenstrauch
Reid
White
Reid
Rosenstrauch
Reid
Patterson
Hammond
Rosenstrauch
Mayor —
Agenda Notes
Martin
Mayor
White
Mangum
Julie Busch — 5 & 1/2 mile creek basin
Martin
Mayor

Adjourn 6:20

City Council 11/8/93

Mayor ✓
Campbell ✓
Clodfelter ✓
Hammond ✓
McCrory absent
Majeed ✓
Mangum ✓
Martin ✓
Patterson ✓
Reid ✓
Scarborough ✓
Wheeler ✓

6:30 p.m.

Mayor
Invocation - Lynn Wheeler
Thomas Royster
Brenda Morris
Stan McMurray
Stan Campbell
Vinroot
William H. Hart
Scarborough

Hammond - That will be before us on 11/22?
White Yes
~~[illegible]~~ Hammond
Hart
Majeed
White
Jim Plyler - Zoning in General
Mayor
Thomas Ginn
Vinroot
Ginn
Scarborough
Ginn
Vinroot
Campbell
Ginn
Campbell
Underhill
Campbell
Underhill
Scarborough
Martin
Ginn
Martin
Morgan

Campbell
Hammond
Majeed
Reid
Ginn
Vinroot
Scarborough - Wants pictures back to
Mr. Ginn
Vinroot
Underhill
Can Pitt Give him
a copy of appraisal
White
Campbell
White
Vinroot - Withhold vote on this
until we've heard from

7:10

Vinroot

93-67 - 93-106 are protested + one Council-member absent how do people involved feel

Bailey Patrick 93-67 B+C - We'd like a decision

Vinroot 93-106 B

Bailey Patrick - We'd like a decision

Vinroot

#1 Patterson / Wheeler Clse Hrng.

Unan

Whe / Man App

Unan.

#2 Vinroot.

Whe / Man Clse Hrng

Unan.

Whe / Man App.

Unan.

#3 Patt / ~~Scan~~ Man

App. / Unan

4. Consent - Pull 33A + 43B+C - Freeze advised Council low bidder on 28B

Patt / Scan

App. all but 33A + 43B + C Unan.

33A - Reid
Patt. / Wh App. 33A

#43B + C
Pan Davis
Harry Justice
Vinroot
Clod / Hammond App
43 B + C
Unan.

#5 Vinroot
Wheeler
Vinroot
Hal Gardner
Vinroot
Justice
Majeed
Hom / Mangum App.
Scarborough
Wheeler
Mangum
Reid
Clodfelter
VOTE - No Wheeler

McLelland

#6 Vinroot
Wheeler
Majeed / Patterson App. Rec.
Vinroot
Glenda Durell
Vinroot
Reid - Don't understand why we need it.
Durell - Grants program -
Reid - Who controls, who do they report to?
Durell - Private non-profit organization
Reid
Vinroot
Reid
Durell
Clodfelter - We do not want to control this
Majeed
Martin
Reid
Clodfelter
Vinroot
No Campbell, Reid + Wheeler
#7
Vinroot

Malgum / Hammond app Rec.
~~Charles~~ Patterson
Martin
Vinroot
Bailey Patrick - I would like to speak after Dottie + Peter Pappas.
Vinroot -
Dottie Copeland - Please do a traffic analysis at Providence + outer Mult Parcels
Peter Pappas - South Park Area - Barclay Downs, Fairview Beside Rotunda Bldg. for 0-3
Bailey Patrick - 0-3
Vinroot
Clodfelter
Vinroot
Patterson - Makes sense to make Subst. this piece of Patt / Campbell property 0-3
Scarborough
Hammond - want to intensify
Laura Harmon 0-2 TO 0-3 adding 800,000 SQ FT OF ADDITIONAL OFFICE - TRAFFIC
Harmon - It's the traffic
Clodfelter - Consider 0-2 OR 0-3 depending on traffic
Malgum - Can we have a traffic study
Patterson - She can amend my motion to that effect.
Unan.
Morgan
Campbell 5001 S. Blvd.

#8 Vinroot

Patterson

Peter Pappas

Patterson

Pappas

Patt

Clodfelter

Campbell - MUMPO MECK / UNION

Clodfelter

Mangum

Vinroot

Campbell - Is this a weighted vote

Clodfelter / Man 1ST- TCC, 2ND NCDOT + WEIGHTED VOTE

Unan.

Vin

Clodfelter / Scar approval of TCC recommended list of projects

Unan.

#9 Vinroot

Daphne Dwyer - TAPE 2, 7:59 p.m.

D Marsicano

Patterson / Hammond - Approve Rec. with addition that they work with Police Dept. on memorial for LEC + Delete Park + Ride Lots

Reid
White
Reid
White -
Reid
White
Mangum
Majeed
Dwyer - $117,000 from private sector
Majeed
Martin
White - make it subject to our final budget
Martin
White
Patterson
White
Alexander - We already have the budget, + 10% is
Patterson - C
David Garner - Const. next August
Patterson
Dwyer

Patterson - Proviso that if bids are high,
Hammond - OK go back to art people.
Reid - very close on budget -
Could we move these $ to police
Patterson -
Pendergrass - No
Scarborough - Do we have vests for all our police officers?
White
Alexander - They are available
Scarborough -
Reid - Why do we have people
Vinroot
Patterson - approve Conv. art allocation $500,000 to art project
$350,000 2 features already in design
that LEC begin design work on memorial
only if const. bids over budget, would we revisit
delete Park & Ride Lots
VOTE - No - Reid
Scarborough -
Vinroot
Majeed
#10 - Vinroot
Mangum - Explanation
Vinroot
Hammond

Mangum - Need to look at governing rather than campaigning

Man / Whe Refer to or roll into our next discussion on consolidation

Recess 8:35
Reconvene

#11 - 27 Zoning - See attached sheet

#13 Clod
Vin
Clod
Vin
Clod
Hammond
Martin
Clodfelter
Clod / Whe deny
Debra Campbell

Clod
Scar
Patterson
Vir
Sc
Vir

Maj
Debra Campbell
Hammond

#21 Mangum
Debra Campbell
Mangum
Campbell

#93-104
Campbell Clodfelter
Patterson

Mangum
Vir Carol
Scar

Reid - Loan to Family making
$29,000

Patterson

93. Scarborough - Capital Dr.
neighborhood wanted it to stay
multi-family - 22ND

Reid / Whe

Adjourn
9:15

MAYOR'S SCHEDULE
November 8, 1993

6:30 p.m CITIZEN'S HEARING

1. Invocation by Lynn Wheeler

2. Thomas Royster, 1419 Samuel Street, Apt. B, 344-0973 - City Personnel and Crime in the City.

3. Fred E. Bryant, 1850 East Third Street, 333-1686 - Intersection of Dwightware Boulevard and Albemarle Road.

4. Brenda Morris, 9114 Darius Court, 537-3007 - Intersection of Dwightware Boulevard and Albemarle Road.

5. Stan McMurray, 6430 Harrisburg Road, 535-7105 - Intersection of Dwightware Boulevard and Harrisburg Road.

6. William H. Hart, 11818 Mallard Drive, 334-8500 - Bids awarding on trash container.

Jim Plyler
Thomas Benn

7:00 p.m. CITY COUNCIL MEETING

1. The following requests to speak to Agenda Items have been received:

   A. Agenda Item No. 7 - Recommendations on the south District Plan.

      1. Bailey Patrick, 227 West Trade Street - 372-1120
      Peter Pappas, 4201 Congress St

   B. Agenda Item No. 43-B - Gwynne/Lanier Storm Drain

      1. Pam Davis, 5429 Gwynne Avenue - 371-3029
      (2) Wm. Harry Justice

ITEM #5 - Hal Gardner, 3020 Highglen Dr, E

ITEM #6 Glenda Durrell, 6845 Constitution

CHARLOTTE

MEETINGS IN NOVEMBER '93

THE WEEK OF NOVEMBER 1 - 5

1, Monday	
8 00 a m	**PLANNING COMMISSION/Fall Planning Retreat** CMGC 8th Floor Conference Room
2 Tuesday	
2 00 p m	**COMMITTEE OF 100/Staff Task Force** CMGC Conference Center
7 00 p m	**YOUTH INVOLVEMENT COUNCIL** CMGC Conference Center
4 Thursday	
3 00 p m	**COMMITTEE OF 100/Steering Committee** CMGC Conference Center
4 30 p m	**CHARLOTTE MECKLENBURG ART COMMISSION** Arts & Science Council Bldg 214 N Church St

THE WEEK OF NOVEMBER 8 - 12

8 Monday	
9 00 a m	**AUDITORIUM COLISEUM CONVENTION CENTER AUTHORITY** 2940 One First Union Center
3 30 p m	**CITY COUNCIL PUBLIC SERVICES COMMITTEE** CMGC Room 271
5 00 p m	**COUNCIL/MANAGER DINNER CMGC Conference Center**
6 30 p m	**CITIZENS HEARING** CMGC Meeting Chamber (Televised Live on Cablevision 16 and VisionCable 32)
7 00 p m	**CITY COUNCIL MEETING** CMGC Meeting Chamber (Televised Live on Cablevision 16 and VisionCable 32)
7 00 p m	**HISTORIC LANDMARKS COMMISSION** Commission Office 500 N Tryon St Suite 201
9 Tuesday	
7 30 a m	**FIREFIGHTERS RETIREMENT BOARD** 428 E Fourth St Suite 205
12 00 Noon	**PLANNING COMMISSION** CMGC 8th Floor Conference Room
1 30 p m	**HOUSING APPEALS BOARD** CMGC 5th Floor Conference Room
8 00 a m	**AIRPORT ADVISORY COMMITTEE** Charlotte/Douglas International Airport Conference Rooms A&B
10 Wednesday	
8 30 a m	**CIVIL SERVICE BOARD** CMGC 7th Floor Conference Room
3 00 p m	**HISTORIC DISTRICT COMMISSION** CMGC 8th Floor Conference Room
5 30 p m	**CLEAN CITY COMMITTEE\Business Beautification Awards Committee** CMGC Room 270
11 Thursday	
	CITY HOLIDAY Veterans Day All City Offices Closed

THE WEEK OF NOVEMBER 15 - 19

15 Monday	
5 00 p m	**CITY COUNCIL WORKSHOP Disparity Study** CMGC Conference Center
16 Tuesday	
2 00 p m	**HOUSING AUTHORITY** Administrative Offices 1301 South Boulevard
7 00 p m	**YOUTH INVOLVEMENT COUNCIL** CMGC Conference Center
17 Wednesday	
7 45 a m	**PRIVATE INDUSTRY COUNCIL** CMGC Conference Center
7 00 p m	**CITIZENS CABLE OVERSIGHT COMMITTEE/Public Hearing** CMGC Meeting Chamber (Televised live on Cablevision 16 and VisionCable 32)
7 00 p m	**METROPOLITAN PLANNING ORGANIZATION** CMGC Conference Center
19 Friday	
2 00 p m	**CMUD ADVISORY COMMITTEE** Utility Department 5100 Brookshire Blvd
7 00 p m	**TREE COMMISSION** CMGC Room 270

Public Service And Information Department

600 East Fourth Street

Charlotte NC 28202 2861

704/336-2395

(Continued on Back)

MEETINGS IN NOVEMBER '93 (Continued)

THE WEEK OF NOVEMBER 22 - 26

22, Monday	
8 00 a m	**MAYOR'S INTERNATIONAL CABINET** CMGC Conference Center
11 45 a m	**PLANNING COMMISSION/Executive Committee** CMGC 8th Floor Conference Room
4 30 p m	**PLANNING COMMISSION/Zoning Committee** CMGC 8th Floor Conference Room
5 00 p m	**COUNCIL/MANAGER DINNER - CMGC Conference Center**
6 30 p m	**CITIZENS HEARING** CMGC Meeting Chamber (Televised Live on Cablevision 16 and VisionCable 32)
7 00 p m	**CITY COUNCIL MEETING** CMGC Meeting Chamber (Televised Live on Cablevision 16 and VisionCable 32)
25, Thursday	**CITY HOLIDAY** Thanksgiving All City Offices Closed

NOVEMBER 29 - 30

29 Monday 7 00 p m	**CITY COUNCIL MEETING/OATH OF OFFICE CEREMONY** CMGC Meeting Chamber (Teleivsed on Cablevision 16 and Vision Cable 32)
30, Tuesday 1 00 p m	**ZONING BOARD OF ADJUSTMENT** Hal Marshall Center 700 N Tryon St Training/Conference Room

NOTE These organizations do not have meetings scheduled for NOVEMBER:

Advisory Energy Commission
Charlotte Transit Advisory Committee
Community Relations Committee
Div of Insurance & Risk Management
Parade Permit Committee

CHARLOTTE

Mayor Richard Vinroot	*Mayor Pro Tem Ann Hammond*
Stan Campbell	*Hoyle H Martin*
Daniel G Clodfelter	*Cyndee Patterson*
Patrick McCrory	*Don D Reid*
Nasif Rashad Majeed	*Ella Butler Scarborough*
Thomas A Mangum	*Lynn M Wheeler*

Council Agenda

CITY COUNCIL MEETING
Monday, November 8, 1993

5:00 p.m. — **Conference Center**

- South District Plan
- Outer Loop Construction Schedule and Transportation Projects List
- Coliseum Center Tract II - Land Swap

6.30 p.m. — **Meeting Chamber**

- Invocation
- Citizens Hearing

7:00 p.m. — **Formal Business Meeting**

CITY COUNCIL AGENDA
Monday, November 8, 1993
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PUBLIC HEARING

1. **Abandon Carver Drive and Shady Hills Circle; and a Portion of Hampton Church Road and Pharr Street**

Action:

A. **Conduct a Public Hearing to abandon Carver Drive and Shady Hills Circle; and a portion of Hampton Church Road and Pharr Street, and**

B. **Adopt the Resolution to Close.**

Res #1
BB 31
p 304

Staff Resource: Scott Putnam

Explanation of Request: North Carolina General Statute 160A-299 outlines the procedures for permanently closing streets and alleys The Charlotte Department of Transportation has received a petition to abandon public right-of-way and is requesting this Council Action in accordance with NCGS 160A-299

Background:

Petitioner:
Crosland Development Corporation
- Stephen L Vermillion

Location:
- Carver Drive from Hampton Church Road to Pharr Street
- Shady Hills Circle from/to University Boulevard (NC 49)
- Hampton Church Road from 145 feet southeast of Washington Boulevard southeastwardly approximately 450 feet to its end.
- Pharr Street from Washington Boulevard southeastwardly approximately 200 feet to Carver Drive.

Patterson
Clse
Wheeler/Harris
Wheeler/Harris
Morgan
app'd unan.

CDOT

Reason:
To incorporate the right-of-way into adjoining property to construct the Commons at Chancellor Park shopping center development according to plan set forth in Rezoning Petitions 92-67 and 93-35 as approved by the City Council.

Notification:
In accordance with City policy the Charlotte Department of Transportation (CDOT) has sent abandonment petitions to adjoining property owners, neighborhood associations, private utility companies, and City departments for review:

Adjoining property owners-
Mrs William H. Houze - no response

Neighborhood association(s)-
Hampton Park Neighborhood Association - no objection

Private Utility Companies - no objection

City Departments-
Review has identified no apparent reason this closing would:
1. Be contrary to the public interest, or,
2 Deprive any individuals(s) owning property in the vicinity reasonable ingress/egress to his property as outlined in NCGS 160A-299

Attachment 1
Vicinity Map

2. Abandon Portion of E. 15th Street and an Alleyway

Action:

A. Conduct a Public Hearing to abandon a portion of East 15th Street and an Alleyway; and

B. Adopt the Resolution to Close.

Res #2
B-31
P-364

Item No.

Staff Resource: Scott Putnam

Explanation of Request: North Carolina General Statute 160A-299 outlines the procedures for permanently closing streets and alleys. The Charlotte Department of Transportation has received a petition to abandon public right-of-way and is requesting this Council Action in accordance with NCGS 160A-299

Background:

Petitioner:
The Salvation Army/Richard A Wyman

Right-of-Way to be Abandoned:
East 15th Street and an alleyway

Location:
- East 15th Street between Harrill Street and Seigle Avenue
- Alleyway southeast of and parallel to Seigle Avenue from Belmont Avenue to a location approximately 150 feet northeast of East 15th Street.

Reason:
To incorporate the right-of-way into adjoining property to construct athletic fields and provide for security

Notification:
In accordance with City policy the Charlotte Department of Transportation (CDOT) has sent abandonment petitions to adjoining property owners, neighborhood associations, private utility companies, and City departments for review.

Adjoining property owners - no objection
Alltime Factors, Inc
John Potts, Sr

Neighborhood association(s) - no objection
Belmont Neighborhood Strategy Force
Belmont Development Corporation

Wheeler/Martin
Cline
Hong
Unan.
Wheeler/Hammond
Aff.
Unan.

CDOT

Item No.

Private Utility Companies - no objection

City Departments-
Review has identified no apparent reason this closing would:

1 Be contrary to the public interest, or,
2 Deprive any individuals(s) owning property in the vicinity reasonable ingress/egress to his property as outlined in NCGS 160A-299

Attachment 2
Vicinity Map

3. **Approve Minutes of:** **Consider approval of City Council Minutes for:**

- **August 30, 1993 Zoning Meeting**
- **September 9, 13 and 16, 1993 Central District Plan Public Hearings**
- **September 22, 1993 Zoning Meeting**

Patterson / Martin
App. unan.

CONSENT ITEMS

4. **Agenda items 28 through 43 may be considered in one motion except for those items removed from the Consent Agenda as a result of a Councilmember making such a request of the City Clerk prior to the meeting.**

Staff Resource: Julie Burch

POLICY

5. Regionalism Committee Recommendation on Cablevision Expansion

Action. Recommend adoption of the Regionalism Committee's recommendation to require Time Warner Entertainment, L.P., doing business as Cablevision of Charlotte (Cablevision), to expand its system in accordance with Section 5 of its current cable television franchise agreement with the City.

Staff Resource: Julie Burch

Explanation of Request:

Hammond/Mangum Rec. carries app. 9-1 No. Wheeler

Cablevision's 1988 Franchise Agreement with the City contains a provision for a review of the franchise in the sixth year. During the review, the City shall unilaterally determine the necessity to rebuild or expand the system based primarily on the need for additional channels for entertainment and information programming.

The Regionalism Committee recommends that Council implement the provisions under Section 5 of the Franchise Agreement requiring Cablevision to rebuild to 72 channel capacity This action will also extend Cablevision's franchise fifteen (15) years from the completion of the rebuild as per the terms of the 1988 Franchise Agreement. The extension of the Franchise Agreement recognizes the substantial capital investment Cablevision will make to expand the system by 30 channels.

On October 25, 1993, City Council's Regionalism Committee met and voted in favor of this expansion

Background

- Cablevision currently has a capacity of 42 channels, all of which are in use

City Mgr

- The City, Mecklenburg County, Charlotte-Mecklenburg Schools, UNC-Charlotte and Central Piedmont Community College have all identified needs for additional cable television channels to be utilized for internal/external training needs, particularly for public safety employees and teachers. These needs are discussed on the attached "Cablevision Channel Capacity Expansion Fact Sheet".

- Cablevision conducted a customer survey and ninety-three percent of the respondents indicated that they would like to add at least one more channel to the lineup and more than half of the respondents wanted 4 additional channels

- Cable operators in other communities have been advancing their channel capacity beyond what Cablevision currently offers

- The other cable operator currently serving parts of Charlotte and Mecklenburg County already offers a higher channel capacity system and is currently completing a fiber optic rebuild of its physical plant.

Attachment 3
Cablevision Channel Capacity Expansion Fact Sheet

6 Regionalism Committee Recommendation Concerning Charlotte Cablecasting Access Corporation

Action

Recommend adoption of the Regionalism Committee's recommendation to initiate the first stage for creation of a private, non-profit corporation to manage and administer public and educational access cablecasting, specifically:

Mayed/Patterson
aff 7cc
No: Campbell, Reid & Wheeler

A) Allow the Citizens Cable Oversight Committee to draft final by-laws and articles of incorporation for the formation of the Charlotte Cablecasting Access Corporation; and

B) Authorize the City Attorney's Office to assist in the legal issues necessary to complete the by-laws and incorporation proceedings.

Staff Resource: Julie Burch

Explanation of Request: The Citizens Cable Oversight Committee feels there is an immediate and compelling need for permanent, dedicated personnel to manage and administer, in a unified manner, all aspects of public and educational access operations on the City's two cable television systems

The activities required for this management and administration are in the Oversight Committee's opinion, beyond the current scope of either the Oversight Committee or the City's Cable Communications Administrator. The functions of the corporation are discussed in the attached "Charlotte Cablecasting Access Corporation Fact Sheet".

Additionally, there are legal liabilities associated with the city's access channels, including establishing guidelines for channel utilization and operation. Currently, these guidelines are drafted by the cable operator for review and approval by the Oversight Committee which operates as an advisory committee to City Council Therefore, the City could potentially become a party to any litigation which might arise over the utilization or operation of these channels Formation of the proposed corporation would place the responsibility for these channels within the separate corporation

City Mgr.

Numerous other cities, including Austin, Boston, Chicago, Cincinnati, Cleveland, Denver, Milwaukee, St. Louis, and Sacramento, currently have such corporations to, in part, protect them from lawsuits resulting from organizations, such as the ACLU, the Ku Klux Klan, who may sue if they have been denied programming time on access channels. Formation of the proposed corporation would place the legal responsibility for these channels within the separate corporation.

On October 25, 1993, City Council's Regionalism Committee met and approved proceeding with the formation of the Corporation in two stages, the first of which is being recommended for Council action The second stage will be presented at a future City Council meeting and includes.

A) Approval of the final by-laws and articles of incorporation; and
B) Approval of final funding allocation request, and
C) Appointment of Board of Directors for the corporation

The formation of this Corporation would have no effect on the current operation of the Government Access channel which broadcasts City Council and County Commission meetings The Government Access channel would not be included within the responsibilities of the proposed corporation

Background

In 1987 the Citizens Cable Oversight Committee was established with the following scope of responsibilities:

(1) Review the needs of public access users;
(2) Study the need to use a portion of the cable franchise fee for public, education, and government access;
(3) Promote public access

The June 16, 1986, Citizens Advisory Committee on Cable Television's Refranchising Report to City Council indicated that, although the Committee felt that the cable company should continue to operate Charlotte's public access channel, "the door should not be closed on a non-profit access operation should the community support for such an operation materialize "

Attachment 4
Charlotte Cablecasting Access Corporation Fact Sheet

7. Planning Committee Recommendation on the South District Plan

Action: **Recommend adoption of the Planning and Public Works Committee's recommendation to adopt the South District Plan as revised by the Committee.**

Staff Resource: Laura Harmon

Explanation of Request: The South District Plan is the last of the seven district plans to be developed and adopted The Planning and Public Works Committee has reviewed the plan and is forwarding recommendations to the full City Council for final adoption.

Key issues include

- Recommended corrective rezonings. Six rezonings are contested and the Committee's recommendations concerning each of those rezonings are included

- Appropriate land use for the Providence Road/Southern Outer Loop area. The Committee has recommended that City Council direct staff to perform a traffic study in order to determine the impacts that the recommended land use pattern will have on the surrounding area.

Mayor Hammond
app. Rec.

Subst. Patterson/Campbell
Adopt Plan but
Recommend Property beside Rotunda
Bldg O-3. or
Morgan allowed amendment to
his motion to make it O-2 or O-3
depending upon traffic study
urban.

City Mgr.

- The appropriate floor area ratios (FAR's) and zoning categories for the office zoned parcels in the SouthPark area The Committee recommends adoption of FAR's approved by the Planning Commission and found in the draft South District Plan.

Background. The South District Planning process was initiated in November of 1990 and has included input from a citizen's study group and approval by the Planning Committee. In February of this year, the City Council and County Commission held a joint public hearing for the plan Two prior public hearings were held for the South District Study Group and the Planning Committee. The County Commission adopted the plan, with revisions, in July of this year. The City Council Planning Committee has reviewed the plan and is forwarding recommendations to the full Council

Attachment 5
South District Plan
Correspondence Related to the Plan
Recommendations from the Planning and Public Works Committee

8. Outer Loop Construction Schedule and Transportation Projects List

Action:

A. Consider Outer Loop construction scheduling and a transportation projects list for submission by the Mecklenburg/Union Metropolitan Planning Organization (MPO) to the North Carolina Department of Transportation (NCDOT) for updating the State Transportation Improvement Program (STIP), and

B. Direct the City's representative to the MPO on these issues.

Chairman Manoucheri Explained the TCC plan & Direct our MPO representative to recommend the TCC Plan & if exercise the weighted vote. If TCC fails, our 2nd choice is the NCDOT Plan. man.

Staff Resource: Bob Pressley

Item No.

Explanation of Request:

Outer Loop

- At its October 20 meeting, the MPO reviewed 3 alternative schedules for constructing the Outer Loop. Major differences in the 3 alternates are:

Current STIP Schedule

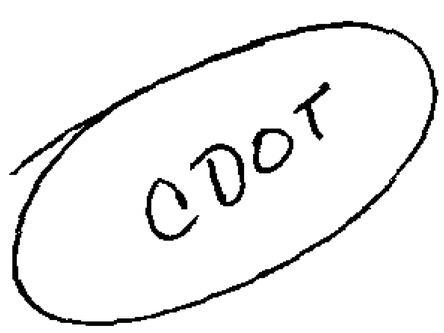
- Acquire right-of-way and begin construction on the Eastern Outer Loop (US 74 to NC 51) during the 1990s
- Purchase right-of-way this decade for Eastern Loop segment from NC 51 to Rocky River Road

New NCDOT Proposal

- NCDOT developed this schedule in October, at MPO's request, in order to accelerate Western Outer Loop construction while not wasting design efforts already completed for Eastern Outer Loop.
- Purchase right-of-way only for Eastern Outer Loop between US 74 and NC 51 during this decade.
- Buy right-of-way and begin construction of Western Outer Loop between NC 49 and NC 160 as soon as possible.
- Begin right-of-way acquisition and construction on the Northwest Outer Loop during this decade.

Technical Coordinating Committee (TCC) Recommendation

- TCC considers Western Outer Loop second priority (after Southern) among Outer Loop segments.
- Purchase right-of-way only for Eastern Outer Loop between US 74 and NC 51 during this decade
- Buy right-of-way and build Western Outer Loop between NC 49 and I-85 South as quickly as possible



Item No.

- Begin work on Northwest Outer Loop after Western loop is finished

The advantages of each alternative are summarized in the attachment.

Projects List

- The MPO also discussed a TCC-recommended list of projects proposed for addition to the STIP. An attachment describes the nine transportation projects to be submitted to the NCDOT for funding.

  - The TCC recommends accelerating US 74 expressway/high occupancy vehicle (HOV) construction between Eastway and Albemarle (#1 roadway project of TCC recommendations) so that benefits of the HOV lane can be realized before the currently programmed completion year of 2003. Extending the US 74 project beyond Sharon Amity (#3 on TCC list) permits the HOV lane entrance to be built at a safer location.

  - South Boulevard/Woodlawn Road intersection improvements (#6 on TCC list), which would improve safety and air quality, were dropped by NCDOT from the STIP in 1990 due to lack of funds.

  - The NCDOT purchase of the Norfolk Southern's unused rail right-of-way between Stonewall and Tremont preserves the corridor while the "Committee of 100" examines light rail transit for the region Also, the South Boulevard Corridor Plan includes construction of a bicycle/pedestrian way along the right-of-way.

Direct MPO Representative

- MPO representative Stan Campbell needs Council direction on these issues prior to an expected November 17 MPO vote.

Background:

- On September 1, 1993, NCDOT requested MPO's throughout North Carolina to submit candidate transportation projects for possible addition to the STIP by January 1, 1994

- The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) grants MPOs more authority in project identification and selection

- NCDOT requested that each MPO submit a unified priority listing of projects for possible State funding

Attachment 6
Outer Loop Schedule under Current NCTIP
Outer Loop Schedule under October NCDOT Proposal
Outer Loop Schedule under TCC Recommendation
Advantages of 3 Outer Loop Alternate Schedules
TCC-Recommended Projects for Addition to STIP

9. Public Art Program

Action: **Recommend the following actions implementing the FY94 and 95 Public Art Program:**

Patterson / Hammond approve as follows:
① approve $500,000 art allocation for Conv. Ctr.
② approve $350,000 for the 2 features already in the design
③ That the Art Commission begin design work for memorial for the LEC, and this item would not be revisited unless the overall construction budget and bids come in over

A. Approve the FY94 and FY95 Public Art Work Program and Program Budget; and

B. Approve Budget Ordinance Appropriating $48,500 from eligible Capital Project Accounts for the Public Art Program administration.

Ord. #3
3736 X
B-45
p-21

Policy: The Public Art Resolution approved by the City Council on May 10, 1993 requires that Council approve the annual work program and budget for the Public Art program.

Staff Resource: Vi Alexander

④ Delete the Park & Ride Lots
B & E.
Reid - No

Item No.

Explanation of Request: The Public Art program will be a cooperative effort with City/County/Private involvement. The following summarizes the City's responsibilities over the next two years.

Work Program: A detailed program and budget description has been prepared by the Public Art Commission and Arts and Science Council (See attachment).

In summary, the work program describes the following capital projects as eligible for the Public Art Program over the next two year period:

Project	FY94 and FY95 Art Allocation
Convention Center	$ 850,000
Park and Ride Lots	3,500
Law Enforcement Center	181,000
Total	$1,034,500

The Commission will also assume responsibility for all on-going public art projects currently authorized (See attachment).

Program Budget: The budget for Public Art Program has two components--Commissioned Art and Art Administration The components are described in detail in the Public Art Resolution (See attachment).

The total budget for commissioned art is $468,375 annually, art administration is $48,500, for FY94

Funding: Eligible capital projects have "up to one percent" of construction costs included in the project budget. All Public Art costs are charged against these allocations. The budget ordinance sets up the accounting mechanism for this charge. Administrative costs will be included in a contract amendment with the Arts and Science Council that will be executed by the Manager

Attachment 7
Public Art Work Program and Budget - FY94 and FY95 (Prepared by the Art Commission and Arts and Science Council)
Summary of Existing Art Projects to be transferred to the Program (June 30, 1993)
Public Art Resolution (adopted May 10, 1993)

10. Four Year Terms for City Council

Action: **Consider Councilmember Mangum's request that City Council change their term of office from two years to four years.**

Explanation of Request:

Mangum/Wheeler
Include in next discussion on consolidation
Unan.

At the last City Council meeting, City Council agreed to consider Councilmembers Mangum's request to change the terms of office from two to four years.

Councilmember Mangum suggests (see attachment) that Council hold a referendum in 1994 on adopting four year staggered terms. He proposes that the four year terms begin in 1995 or 1997.

Options:

A) Change the terms of office from two to four years (see background).

B) Appoint a study group to make recommendations to Council

Background

State law authorizes City Council to change the terms of office of members of the City Council Specifically, G S. § 160A-101(4) provides that members of Council shall serve terms of office of either two or four years. All of the terms need not be of the same length, and all of the terms need not expire in the same year Currently, Charlotte City Council members serve terms of two years.

City Mgr.

State law also sets forth three alternative methods for making a change in the terms of office. These are:

1. Adoption of an ordinance amending the City Charter following notice and public hearing of the proposed Charter amendment.

2. Same as No. 1, except making the Charter amendment effective only if approved by a vote of the people in a referendum.

3. Citizens may initiate a referendum on proposed Charter amendments by submitting a petition bearing the signatures of at least 5,000 registered voters. If such a petition is received, the City Council must call a special election on the question of adopting the proposed Charter amendments.

Any Charter amendment must be approved at least 90 days before the first election of the mayor or council members held thereunder regardless of the method of approval

Attachment 8
Memo from Councilmember Mangum

BUSINESS

11. **Decision on Petition No. 93-67 by Charlotte-Mecklenburg Planning Commission for a change in zoning for the following areas:**

    B. **Properties on the east side of South Boulevard between Scaleybark Road and Woodlawn Road from I-2 to B-2.**

    C. **Several tracts bounded by South Boulevard and Old Pineville Road north of Woodlawn Road from I-2 to B-2.**

    D. **Three areas located on the west side of South Boulevard generally extending from Woodlawn Road to Scaleybark Road from I-2 to I-1.**

Protest petitions have been filed and are sufficient to invoke the 20% rule, requiring affirmative votes of 3/4 of the Mayor and Councilmembers, not excused from voting, in order to rezone the property with regards to areas B, C, D-1 and 2.

The Zoning Committee made the following recommendations:

B. Recommends that this portion of the petition be approved with the exception of the following sites: ICCA, Accent Glass, South Boulevard Business Park, Public Storage, National Store All and Mini-Storage which should remain zoned I-2.

C. Recommends this portion of the petition be approved.

D. Recommends that this portion of the petition be approved with the exception of two properties on the west side of South Boulevard across from the intersection of Briabend and South Boulevard

Attachment 9

12. **Decision on the portion of Petition No. 93-78 by Charlotte-Mecklenburg Planning Commission located in the Cherry Neighborhood along Kings Drive from B-2 to B-1.**

The Zoning Committee recommends that this portion of the petition be approved.

Attachment 10

13. **Decision on Petition No. 93-93 by Charlotte-Mecklenburg Planning Commission for a change in zoning for approximately 49 acres located in the Five Points/Biddleville area generally north of Martin Street, west of North Summit Avenue and the CSX Railroad Tracks, and east of Beatties Ford Road (Johnson C. Smith Campus) from R-22MF to Institutional.**

The Zoning Committee recommends that this petition be approved.

Attachment 11

14. **Decision on Petition No. 93-94 by Charlotte-Mecklenburg Planning Commission for a change in zoning for approximately 13 acres located between West Trade Street and Rozzelles Ferry Road south of Coronet Way and north of Bungalow Road, from I-1 and I-2 to B-2.**

A protest petition has been filed and is not sufficient to invoke the 20% rule

The Zoning Committee recommends that this petition be approved

Attachment 12

15. **Decision on Petition No. 93-95 by Charlotte-Mecklenburg Planning Commission for a change in zoning for approximately 14 acres in the following areas:**

A. **Properties on both sides of Mattoon Street and Crestway Circle between Crestview Drive on the east and Seldon Drive to the west and properties on the south side of Mattoon Street between Crestview Drive to the west and French Drive on the east from R-22MF to R-8.**

B. **Properties fronting on both sides of Crestview Drive north of Mattoon Street and properties on the north side of Mattoon Street between Crestview Drive and French Street from R-22MF to R-5.**

The Zoning Committee recommends that this petition be approved

Attachment 13

16. **Decision on Petition No. 93-96 by Charlotte-Mecklenburg Planning Commission for a change in zoning for approximately 143 acres in the following areas:**

A. In Enderly Park, properties generally bound by Tuckaseegee Road to the south, Parkway Avenue to the west, CSX Railroad tracks to the north, and Berryhill Road to the east from R-22MF and I-2 to R-5.

B. In the Smallwood neighborhood properties generally bounded by Coronet Way and Norwood Drive to the north, Parkway Avenue to the west, Lake Avenue to the south and a Duke Power right-of-way to the east from R-22MF to R-5.

The Zoning Committee recommends that this petition be approved

Attachment 14

17. **Decision on Petition No. 93-97 by Charlotte-Mecklenburg Planning Commission for a change in zoning for approximately 16 acres in the following areas:**

A. In Enderly Park neighborhood along both sides of Fairground Avenue, east of Glenwood Avenue, and west of the CSX Rail Line from I-1 to R-8MF.

B. In Thomasboro area near the southwest corner of Avalon Avenue and Glenwood Drive from B-1 to R-22MF.

C. In Enderly Park, properties fronting on the east side of Tuckaseegee Road generally between Pryor Street and Berryhill Road, and properties on both sides of Tuckaseegee Road between Karendale Avenue and Coker Avenue from B-1 to R-8.

A protest petition has been filed and is sufficient to invoke the 20% rule requiring affirmative votes of 3/4 of the Mayor and Councilmembers not excused from voting, in order to rezone the property, with regards to C-3 only.

The Zoning Committee recommends that this petition be approved excluding three lots near the corner of State Street and Tuckaseegee Road which should remain zoned B-1

Attachment 15

18. Decision on Petition No. 93-98 by Charlotte-Mecklenburg Planning Commission for a change in zoning for the following areas:

A. Properties north of Tuckaseegee Road, generally east of Tennyson Avenue, west of Glenwood Drive and south of Bahama Court from R-22MF to R-5.

B. Properties south of Tuckaseegee Road generally between Coker Avenue to the east and Hazel Street to the west, and properties west of Tuckaseegee Road between Alice Street to the north and Drum Street to the south from R-22MF and O-2 to R-5.

C. Properties east and west of Effingham Street between Tuckaseegee Road and Freedom Drive from R-22MF to R-8.

The Zoning Committee recommends that this petition be approved.

Attachment 16

19. Decision on Petition No. 93-99 by Charlotte-Mecklenburg Planning Commission for a change in zoning for the following areas:

A. The Wesley Heights neighborhood generally north of Freedom Drive, west of I-77, south of Tuckaseegee, and west of Stewart Creek from R-22MF to R-5 and R-22MF to R-8; and a tract west of Wesley Heights and east of Stewart Creek from I-1 to R-8.

B. In Wesley Heights, properties at the south end of Woodruff Place and Walnut Street from O-2 to R-8; properties at the south end of Grandin Road and Summit Avenue from O-2 to R-5; and properties south of Tuckaseegee Road along Grandin Avenue between 4th Street and Westbrook Avenue from O-2 to R-8MF.

The Zoning committee recommends that this petition be approved.

Attachment 17

20. **Decision on Petition No. 93-100 by Charlotte-Mecklenburg Planning Commission for a change in zoning for the following areas:**

A. **In the Seversville and Smallwood neighborhoods, including areas generally south of Roslyn Avenue, west of West Trade Street, north of Tuckaseegee Road and east of Stewart Creek from R-22MF, B-2 and I-1 to R-8.**

B. **Property at the end of Clyde Drive between Coronet Way and Rozzelles Ferry Road from I-1 to R-22MF.**

The Zoning Committee recommends that this petition be approved

Attachment 18

21. **Decision on Petition No. 93-101 by Charlotte-Mecklenburg Planning Commission for a change in zoning for approximately 108 acres in the following areas:**

A. **In Druid Hills generally north of Norris Avenue, east of Statesville Avenue and south of the Statesville Avenue Landfill and Asbury Street from I-2, B-1, O-2 and R-22MF to R-8.**

B. **In Druid Hills generally south of Moretz Avenue, west of Lucena Street, north of Edison Street and east of Rachel Street from R-22MF to R-8.**

C. **Properties in Tryon Hills neighborhood north of Moretz Street, east of Bancroft Street, south of a Duke Power right-of-way, and west of Grimes Street from I-2 to R-5.**

A protest petition has been filed for Area C and is not sufficient

The Zoning Committee recommends that this petition be approved with the exception of several B-1 zoned properties in Area A located along Old Statesville Road and Statesville Avenue south of Norris Avenue and one I-1 zoned lot in Area C located next to the fire station at the corner of Moretz Avenue and Grimes Street

Attachment 19

22. Decision on Petition No. 93-102 by Charlotte-Mecklenburg Planning Commission for a change in zoning for the following areas:

A. In the Genesis Park neighborhood generally north of Oaklawn Avenue, east of I-77, south of Horne Street, and west of Fairview Homes from R-22MF to R-8.

B. Properties west of Statesville Avenue generally between Badger Street to the north and Woodward Avenue to the south from B-2 and R-22MF to R-8.

The Zoning Committee recommends that this petition be approved

Attachment 20

23. Decision on Petition No. 93-103 by Charlotte-Mecklenburg Planning Commission for a change in zoning for approximately 9 acres in the following areas:

A. Properties generally bounded by Statesville Avenue to the east, Oaklawn Avenue to the south and McCall Street to the west and north from B-2 to B-1.

B. A tract on the south east corner of Graham Street and West 24th Street from I-2 to B-1.

The Zoning Committee recommends that this petition be approved

Attachment 21

24. Decision on Petition No. 93-104 by Charlotte-Mecklenburg Planning Commission for a change in zoning for approximately 7 acres in the following areas:

A. Properties in the Tryon Hills neighborhood fronting on the west side of Bancroft Street between West 24th Street and Franklin Avenue from O-2 to R-5.

B. Properties in the Lockwood neighborhood located east of Graham Street between Sylvania Avenue to the north, Bancroft Street to the east and Plymouth Avenue to the south from O-2 to R-8.

The Zoning Committee recommends that this petition be approved

Attachment 22

25. **Decision on Petition No. 93-105 by Charlotte-Mecklenburg Planning Commission for a change in zoning for the following areas:**

A. **Properties fronting North Tryon Street between Craighead Road and Sugar Creek Road from I-1 to B-2.**

B. **Properties at the west end of Ritch Avenue and Bernard Avenue, east of 36th Street from B-1 to R-5.**

C. **Properties fronting the north and south sides of North Tryon Street between Craighead Road and Sugar Creek Road from I-1 to B-2**

The Zoning Committee recommends that this petition be approved.

Attachment 23

26 **Decision on Petition No. 93-106 by Charlotte-Mecklenburg Planning Commission for a change in zoning for approximately 83 acres in the following areas:**

A. **Properties west of West Craighead Road, fronting on the north side of Frew Avenue, and a tract generally west of Drury Lane, north of Frew Avenue, south of Midfield Drive, and east of Sugar Creek Road from O-2 to R-17MF.**

B. **A tract generally between Hilo Drive and Craighead Road, north of North Tryon Street from B-1 to R-12MF.**

A protest petition has been filed and is sufficient to invoke the 20% rule requiring affirmative votes of 3/4 of the Mayor and Councilmembers, not excused from voting, in order to rezone the property, with regard to area B only.

The Zoning Committee recommends that Area A be approved

The Zoning Committee recommends that Area B be denied.

Attachment 24

27. **Decision on Petition No. 93-107 by Charlotte-Mecklenburg Planning Commission for a change in zoning for property located on the northwest corner of Sofley Road and Sugar Creek Road from O-2 to R-4.**

The Zoning Committee recommends that this petition be approved.

Attachment 25

Item No

Pull 33 A, 43B + C also told Council low bidder on 28 B.

CONSENT

The consent portion of the agenda is divided into two sections: Consent I and Consent II.

Consent I consists of routine items that have been approved in the budget, are within the budget estimate, and have met M/WBE criteria.

Consent II consists of items that have also been approved in the budget, but which may require additional explanation.

Patterson/Scarborough Cupp all except 33A + 43B + C Unan.

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.

CONSENT I

28. Various Bids

A. Sewer Main Construction - FY94 Contract D

CMUD

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid of $567,098.25 by Rea Brothers, Inc of Pineville, NC be accepted

MWBE Status:	Amount	% of Project	Proj Goals
MBE	$ 3,500	0 6%	6%
WBE	$20,500	3.6%	3%

B Water Main Construction - 16 Inch Water Main Along Davidson-Concord Road for Pages Pond Subdivision II

CMUD

Recommendation. Director, Charlotte-Mecklenburg Utility Department recommends that the low bid of $129,403 50 by ~~Sanders Brothers, Inc~~ McDANIEL CONSTRUCTION CONTRACTORS- SPINDALE, NC of Spindale, NC be accepted.

MWBE Status.	Amount	% of Project	Proj Goals
MBE	$0	0%	5%
WBE	$129,403.50	100%	3%

DEVELOPMENT IS ALREADY UNDER CONSTRUCTION. 5 YR REIMBURSABLE CONTRACT & WE WILL PAY DEVELOPER BACK OVER 5 YRS. WILL DELAY DEVELOPER

Item No

C. **Freemont Street Sewer Main for Pump Station Elimination** CMUD

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid of $94,884.82 by Rea Brothers, Inc. of Pineville, NC be accepted.

MWBE Status:	Amount	% of Project	Proj Goals
MBE	$0	0	3%
WBE	$2,500	2.6%	4%

D. **Storm Water Maintenance - FY94 Contract C** Public Facilities and Engineering

Recommendation: The City Engineer recommends that the low bid of $210,850 by Blythe Development of Charlotte, NC be accepted Contractor has complied with MWBE Program provision which allows performance of all work with contractor's own forces.

E. **Reid Park Neighborhood Reinvestment** Public Facilities and Engineering

Recommendation: The City Engineer recommends that the low bid of $307,290.50 by United Construction of Charlotte, NC be accepted

MWBE Status·	Amount	% of Project	Proj Goals
MBE	$307,290.50	100%	6%
WBE	0	0	4%

F. **Barringer-Clanton Intersection Improvement and Blandwood Storm Drain Repair** Public Facilities and Engineering

Recommendation: The City Engineer recommends that the low bid of $489,749 86 by Ferebee Corporation of Charlotte, NC be accepted.

MWBE Status·	Amount	% of Project	Proj Goals
MBE	$17,000	4%	6%
WBE	$ 3,000	1%	4%

Item No.

G. **Construction Equipment** — **Various Depts.**

Recommendation: Purchasing Director recommends that the following low bids be accepted:

Carolina Tractor (Backhoe), Charlotte, NC: $71,338
Mitchell Dist. (Air Compressor), Charlotte, NC: $63,250

No known MWBE vendors

Purchasing

29. Resolution of Intent to Abandon Portion of East 19th Street and an Alleyway

Res #3
B-31
p-368

Action:

A. Adopt the Resolution of Intent to abandon a portion of East 19th Street and an Alleyway, and

B. Set a Public Hearing for December 13, 1993

Attachment 26
Vicinity Map

CDOT

30. Refund of Certain Taxes

Res #4
B-31
p-370

Action: **Recommend adoption of a resolution authorizing the refund of certain taxes assessed through clerical or assessor error in the amount of $6,438.12.**

Attachment 27

Finance

31. Speed Limit - Rittenhouse Circle

Ord. #1
p 3734
B 45
p-19

Action: **Adopt an ordinance to lower the speed limit on Rittenhouse Circle from 500 Sardis Road North to 800 Sardis Road North from 35 miles per hour (MPH) to 25 MPH.**

CDOT

Item No.

Ordi #2 13235 6-45 p

32. **Speed Limit - Margaret Wallace Road**

Action: **Adopt an ordinance to lower the speed limit on Margaret Wallace Road from Independence Boulevard to Sam Newell Road to 35 MPH from 45 MPH.**

CDOT

CONSENT II

33. **Various Bids**

A. 14 Automated Refuse Packers (Automated Pickup of Roll Out Garbage Cans).

Patterson Pathelle Dep. Clerk.

Recommendation: The Directors of Solid Waste Services and Purchasing recommend that the low bid of $1,532,720 by Heil/Crane Carrier of Charlotte be accepted.

There are no known MWBE's for this equipment

Explanation: At the October 25th meeting, Jim Beach of White GMC Trucks protested the award of this bid Mr. Beach's objection was based on his understanding that an alternate bid would not be accepted Purchasing Department and Equipment Services staff have verified that at the pre-bid conference it was stated that an alternate bid for the power take off pump would be considered.

Purchasing

Attachment 28

34 **Sanitary Sewer Replacement for Sterling Avenue and Various Aerial Crossing Repairs - Change Order #1 - Sanders Brothers, Inc.**

Action: **Approve Change Order #1 totaling $65,500 to the contract with Sanders Brothers, Incorporated for Sanitary Sewer Replacement to Serve Sterling Avenue and Various Aerial Crossing Repairs.**

Explanation of Request:

This work had not been anticipated Four piers supporting the aerial sewer lines failed after the original contract was approved. Three cross McMullen Creek and one cross Little Sugar Creek

The additional work was necessary to prevent sewer backups and other maintenance problems

Background:

- The Sterling Avenue project was constructed to reduce the frequency of overflows at a residence on Sterling Avenue. The original sewer line was constructed in the 1940's as part of the Myers Park Subdivision development.

- The original contract included repair of five (5) aerial crossings which were identified in the contract. Repair of these aerial crossings eliminated long standing problems of inflow into the creek

CMUD

35. Seversville/Smallwood Neighborhood Reinvestment - Change Order #1 - United Construction Company

Action:

Approve Change Order #1 for $60,873.75 to the contract with United Construction Company for construction of Seversville/Smallwood Neighborhood Reinvestment Project. This action will change the contract amount from $192,413.52 to $253,287.27.

Explanation of Request:

The Planning Commission requested this change order to improve the appearance of the existing retaining walls for the Seversville Community The project limits were also extended in order to take advantage of existing contract unit prices

Background·

In FY 90 City Council approved the Neighborhood Reinvestment Program This program provides for new or reconstructed infrastructure in areas where sub-standard or no infrastructure exists.

Eng.

36. Fourth/Hawthorne/Caswell Intersection Improvement - Change Order #1 - Ferebee Corporation

Action: **Approve Change Order # 1 for $61,411.46 to the contract with Ferebee Corporation for the construction of Fourth/Hawthorne/Caswell Intersection Improvement. This action will change the original contract sum from $580,171.99 to $641,583.45.**

Explanation of Request: This change order will be used to widen Randolph Road to provide a turn lane at the proposed Nalle Clinic. This turn lane is to satisfy an agreement between Presbyterian Hospital and CDOT This allows both parties to take advantage of good contract unit prices for this proposed widening. Funds used in this widening will be reimbursed by Presbyterian Hospital.

Background: In 1984 City Council approved the Intersection Improvements program. CDOT has identified 70 intersections that are operating with traffic volumes that exceed the intersection design capacity and are high accident locations. Improvements to these intersections will result in improved traffic flow, reduced automobile idling time and safer conditions.

Eng.

37. Otis Elevator Maintenance Contract

Action: **Approve a five year agreement in the amount of $64,950 funded annually with Otis Elevator Company for continuous maintenance of the six (6) Otis Elevonic elevators in the Charlotte Mecklenburg Government Center.**

Explanation of Request:

- The City currently has a maintenance agreement with Otis Elevator Company that will expire on November 30, 1993

Eng.

- The new maintenance agreement is for a period of 5 years and includes periodic inspections and routine maintenance

- The agreement allows for a yearly increase based on material and labor cost increases established by the industry. Material cost increases are based on a commodity price index published by the U.S Department of Labor and labor cost increases are based on labor rates established by the International Union of Elevator Contractors.

Fee Justification:

- The maintenance fee for this agreement represents a cost of $.17 per total square feet of building space per year or $902 per elevator per month

- Another uptown building's maintenance fee for comparable equipment represents a cost of $.31 per total square feet per year or $984 per elevator per month.

- According the 1993 Building Owners and Manager's Association (BOMA) Report, the average cost per month per total square feet is $.20.

Background:

- The six CMGC elevators were installed six years ago and have been maintained by Otis since their installation.

- The elevators are computer operated Otis Elevator Company owns and controls the software necessary for the system to be computer driven There are no generic parts that fit Otis elevators for maintenance

- Otis Elevator Company is the sole provider of the maintenance service for their elevators

- Other elevator companies have been contacted regarding a submittal on the maintenance contract for the elevators, however, they declined to submit proposals due to the technology used by the Otis system

- Otis Elevator Company has agreed to waive any price adjustments from their existing contract for a period of one year

- Otis Elevator is currently installing an extensive upgrade of software and equipment hardware under the existing contract.

38. Fire Alarm System for CMGC

Recommendation: The City Engineer recommends that the low bid of $107,212.35 by Simplex Time Recorder Co. of Charlotte, NC be accepted.

Project Description: This is a new system manufactured by a single manufacture with matching component parts. The existing alarm system was installed using different manufacturer components that fail to connect at critical times thus causing frequent false alarms. The Americans with Disabilities Act (ADA) requires significant changes to the system so disabled persons can detect when an alarm is activated.

Summary of Bids:

Simplex Time Recorder Co.	$107,212.35
Fire Safety Equipment Inc	137,600.00
Johnson Controls, Inc.	147,113.00

MWBE Compliance: The Public Facilities and Engineering Department has reviewed contractor's good faith efforts to meet project goals and finds the contractor has complied with the requirements and intent of the MWBE Program.

Eng.

Background:

- The existing fire alarm system, installed during facility construction in 1987, is a mixture of different components which have caused circuit overloads and equipment failures over time.

- Continuous system problems (i.e false alarms, zone modulator and smoke detector failures, blown speaker) have increased during the past year causing both safety problems and work disruption.

- The proposed system is cost effective, single manufactured component system meeting current industry standards and will provide a safe and non-interrupted work environment.

39. New Convention Center Miscellaneous Metal Work - Owen Steel Company Change Order #1

Action: **Approve Change Order #1 to the contract with Owen Steel Company for $710,210 to perform additional miscellaneous metals related to masonry work on the New Convention Center. Upon approval of the Change Order, the contract sum will increase from $3,081,583 to $3,791,793**

Explanation of Request:

ACTUALLY —
CHG ORDER #1 - $687,132 00
CHG ORDER #2 - 23,078 00
$710,210 00
BRJ

- The Masonry package originally included prices for the miscellaneous metals covered by this Change Order The Construction Manager elected to accept a credit for $892,000 from the Masonry package; and negotiated this work with Owen Steel Company instead

- Approval of the Change Order will result in a net savings to the project of $181,790 ($892,000 - $710,210 = $181 790)

Background.

On May 10, 1993, City Council approved the contract with Owen Steel Company in the amount of $2,758,544 for miscellaneous and ornamental metals for all stairs, handrails, grills, louvers and specialty support steel members not incorporated within the base building structural steel contract

Attachment 29
Budget Summary Update

ENG.

40. New Convention Center Baker Concrete Construction, Inc. - Concrete-1 Package Change Order #3

Action: Approve Change Order #3 to the Concrete-1 Package Contract with Baker Concrete Construction, Inc. in the amount of $264,021 to perform additional concrete work on the New Convention Center. The existing contract amount, including Change Order #2, is $3,810,734.62. Upon approval of the Change Order, the contract sum will increase to $4,074,755.62.

Explanation of Request:

- On June 22, 1992, City Council approved award of Concrete-1 package to Baker Concrete. At that time, the construction plans were not complete.
- Change Order #3 reflects costs associated with incorporating negotiated extras for design changes and unforeseen soil conditions.
- The design changes are a result of additions in structural steel per the revised drawings and have been negotiated to a lump sum amount of $207,000.
- Unforeseen bad soil conditions are not a part of the scope of Baker's contract. As these conditions are discovered during excavation, the unsuitable soil was removed and replaced with an economical concrete mat which provides the required strength. The cost of the additional concrete is $57,021.

Background. On June 22, 1992, City Council approved the contract with Baker Construction, Inc in the amount of $3,635,208 for the construction of all concrete perimeter retaining walls, interior column footing, shear walls, columns, and elevated stairway slabs necessary to support the structural steel work with the New Convention Center.

Eng.

41. **New Convention Center Baker Concrete Construction, Inc. - Concrete-2 Package Change Order #1**

Action: Approve Change Order #1 to the Concrete-2 Package Contract with Baker Concrete Construction, Inc. for $130,718 to perform additional concrete work on the New Convention Center. Upon approval of the Change Order, the contract sum will increase from $5,230,356 to $5,361,074.

Explanation of Request:

- The New Convention Center is using the fast track method of construction. It was necessary to bid and award the Concrete package before the plans were complete.
- On January 25, 1993, City Council approved the award of Concrete-2 package to Primesouth, Inc
- With the concurrence of the City, Primesouth assigned the work for this package to Baker Concrete, who was second low bidder on this package. This assignment occurred due to the fact that Primesouth was going out of business and was done at no cost to the City
- This change order incorporates items which were not in the original scope of work for this contract due to the documents not being complete. These items are steel column encasements, transformer pits, and blockouts for HVAC penetrations
- There will be another change order at a future date due to additional drawing changes

Background

On January 25, 1993, City Council approved the contract with Primesouth in the amount of $5,659,980 for concrete work consisting of slab on grade, elevated slabs, stairs, and structural supports for the light rail system.

Res. #5 B 31 P 373

42. Resolution of Intended Reimbursements for Bonds

Action: **Adopt a continuing resolution that authorizes the Finance Director, Deputy Finance Director or the City Treasurer to declare the City's intent to reimburse itself from future bond sales for City funds that are advanced to a capital project.**

Explanation of Request: Adoption of this resolution will allow the Finance Director, Deputy Finance Director or City Treasurer to make this declaration. This action by Council will negate the requirement that Council approve a "resolution of intent to reimburse" each time City funds are loaned to a capital project. However, Council will continue to approve budget ordinances to advance funds

Background Federal Tax Regulations require that the City declare its intent to be reimbursed from future bond sales. Bond Counsel has determined that the declaration of intent to be reimbursed can be delegated to staff. The State of North Carolina and the City of Raleigh follow this procedure.

Finance

43. Property Transactions

Action: **Recommend approval of the following condemnations, resolutions and property agreements.**

Property Agreement:

A. Project: F.A.R Part 150 Land Acquisition
Owner(s): Eloise M. Griffith
Property Address. 4401 McKinley Drive
Property to be acquired: .258 Acres
Improvements: Brick, Ranch, 2 bedroom, 1 bath
Tax Value: $44,580
Purchase Price: $51,000
Remarks Purchase price was determined by an independent appraiser and a review by a second appraiser. Each appraisal takes into consideration specific quality and quantity of the house Residential property is acquired per

Aviation

Federal Guidelines 47 CFR Part 24 of the Uniform Acquisition and Relocation Act 1970 Owners are eligible for relocation benefits Acquisition and relocation costs are eligible for Federal Aviation Administration reimbursement

Condemnations:

Clarfelter / Hammond aff B + C

Eng/R.E.

Res #6 B 31 P 377

B. **Project**: Gwynne/Lanier Storm Drain, Parcel No. 19
Owner(s): Bruce Harrison Justice and any other parties of interest
Property Address: 5347 Buena Vista Avenue
Property to be Condemned. 917 sq ft. (.02 ac.)
Improvements. None
Price: $1
Reason for Condemnation:
Total area: 13,000 sq ft. = (30 ac.)
Permanent Drain Easement 459 sq ft. = (010 ac)
Temporary Const Easement: ~~450~~ 458 sq ft = (.010 ac.)
Area remaining 12,540 sq ft = (.29 ac)
(See Attachment)
Zoned R-4 Use Residential

Tax Code: 161-031-13

Tax Value: N/A

Attachment 30

Eng/R.E.

Res. #7 B-31 P. 379

C ~~B~~ **Project**: Gwynne/Lanier Storm Drain, Parcel No. 21
Owner(s): William H. and Francis W. Justice and any other parties of interest
Property address: 5353 Buena Vista Avenue
Property to be condemned: 1,000 sq ft. (023 ac)
Improvements None
Price $1
Reason for condemnation
Total area: 13,000 sq.ft. = (.30 ac)

Item No.

Permanent Drain Easement. 551 sq ft = (013 ac.)
Temporary Const Easement: 449 sq ft = (010 ac)
Area remaining. 12,449 sq ft. = (285 ac.)
(See Attachment)
Zoned: R-4 Use: Residential

Tax Code: 161-031-14

Tax Value· N/A

ANNOUNCEMENTS

In its meeting on Monday, December 13, 1993, City Council will make nominations to fill vacancies on the following committees

1 AREA FUND BOARD OF DIRECTORS

Three Councilmembers to replace Hoyle Martin, Ella Scarborough and Richard Vinroot whose terms will coincide with their Council terms Each appointee will name a designee to attend the meetings

2 CITIZENS OVERSIGHT FOR CABLE TELEVISION

One appointment to fill an unexpired term beginning immediately and ending June 30, 1995 John Spegal has resigned Six regular two year appointments beginning March 1, 1994 Theautry X Green is eligible and would like to be reappointed Dick Sahlie and David Cayer are eligible, but do not wish to be reappointed Wayne Brown and Melton Moss did not meet attendance requirements John Jennings is not eligible for reappointment

3 FIREMEN'S RELIEF BOARD OF TRUSTEES

One regular two year appointment beginning February, 1994 Robert Cuff is not eligible to be reappointed

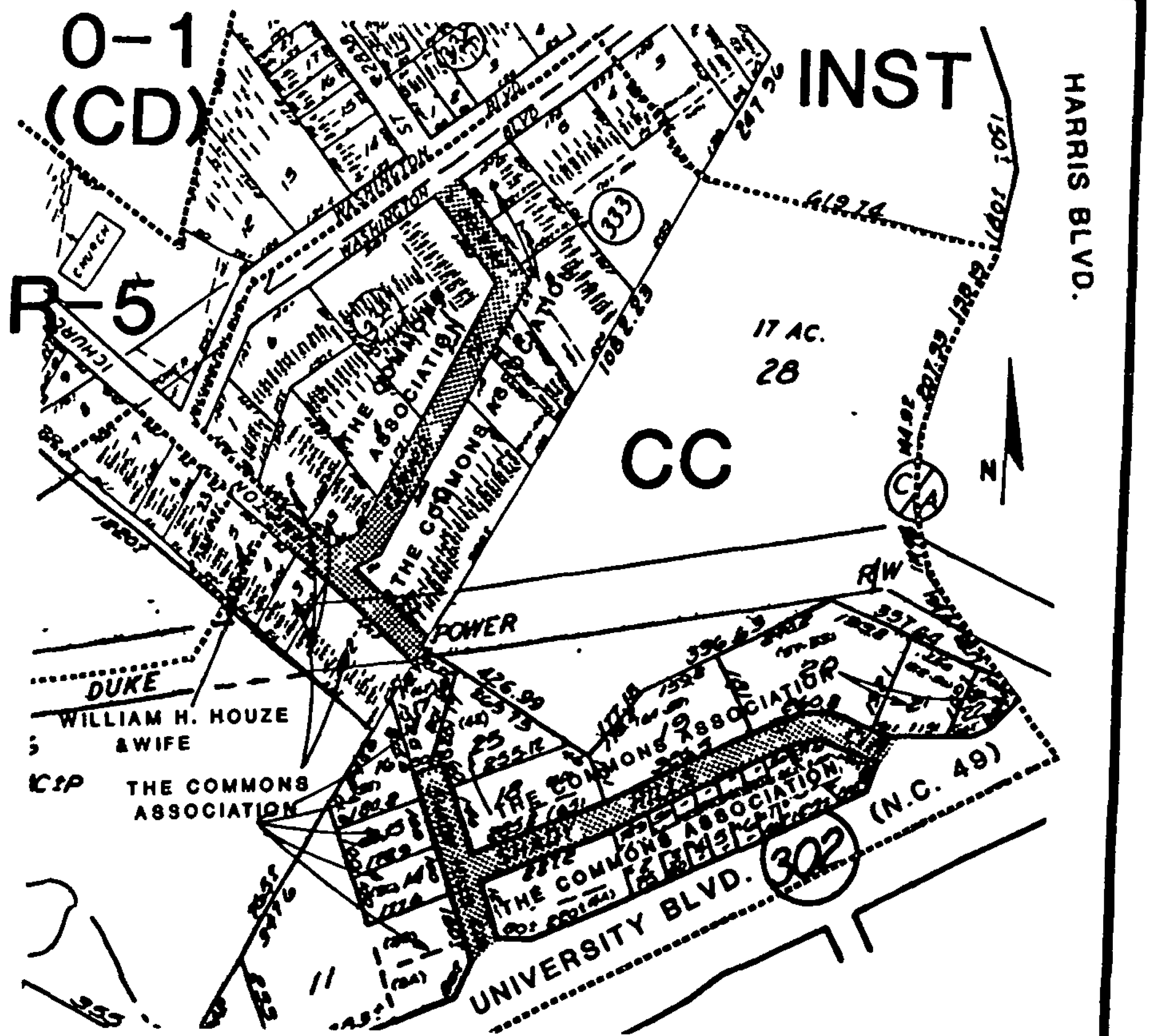
4 TRANSIT ADVISORY COMMITTEE

One appointment beginning February, 1994 for a suburban employer served by Charlotte Transit Samuel Burrow is eligible and would like to be reappointed

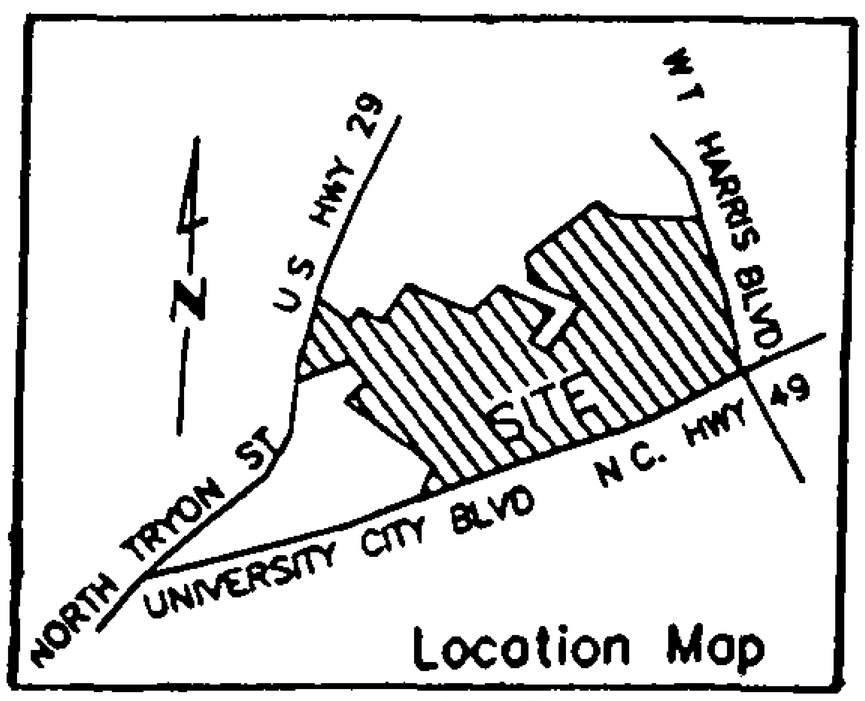
One appointment beginning February, 1994 for a neighborhood organization leader Ervin Woods is eligible and would like to be reappointed

5 ZONING BOARD OF ADJUSTMENT

Two alternate positions on the Zoning Board of Adjustment beginning February, 1994 Don Abernathy is not eligible to be reappointed, James Ewers is eligible and would like to be reappointed



STREETS TO BE CLOSED



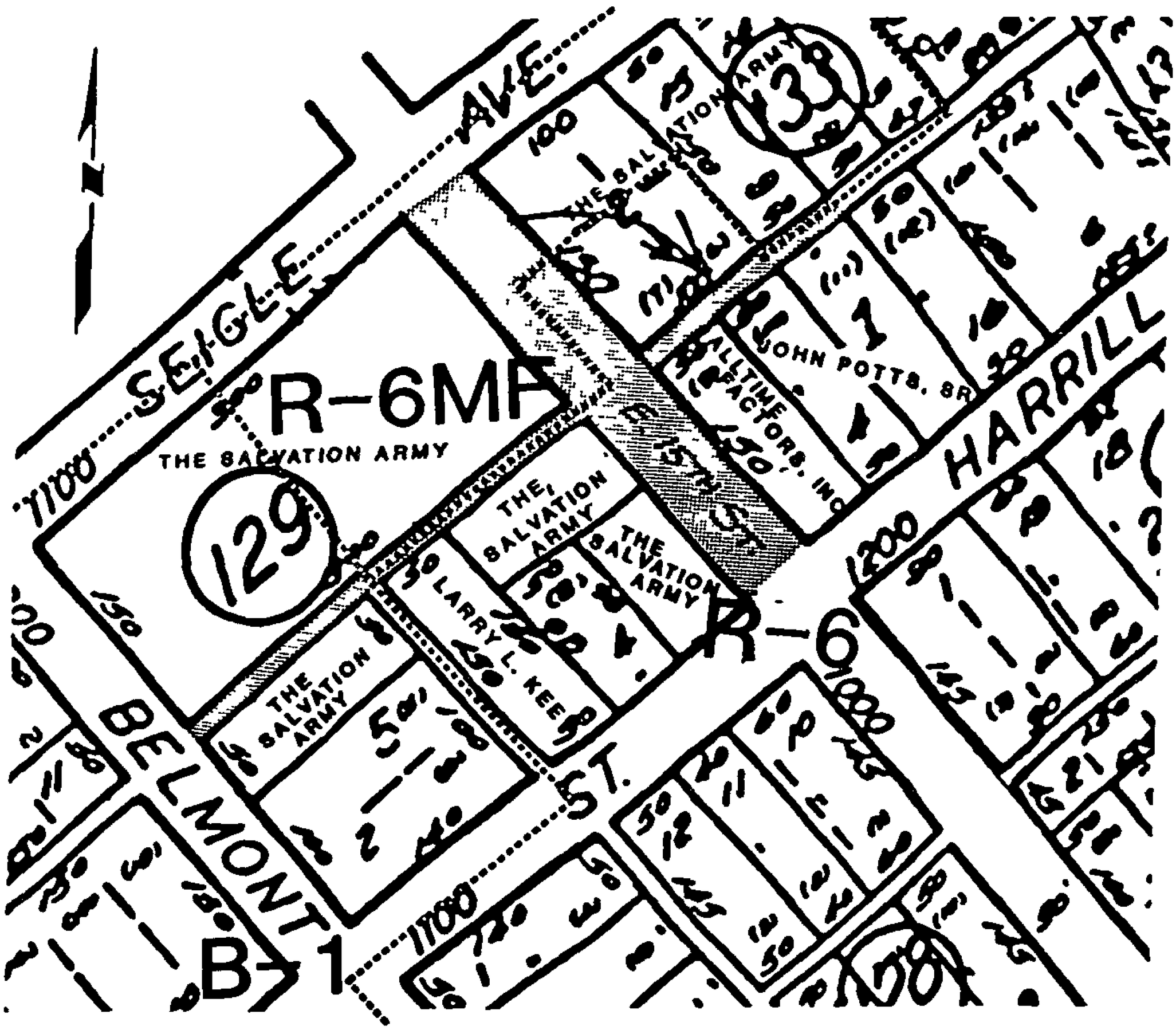
Not To Scale

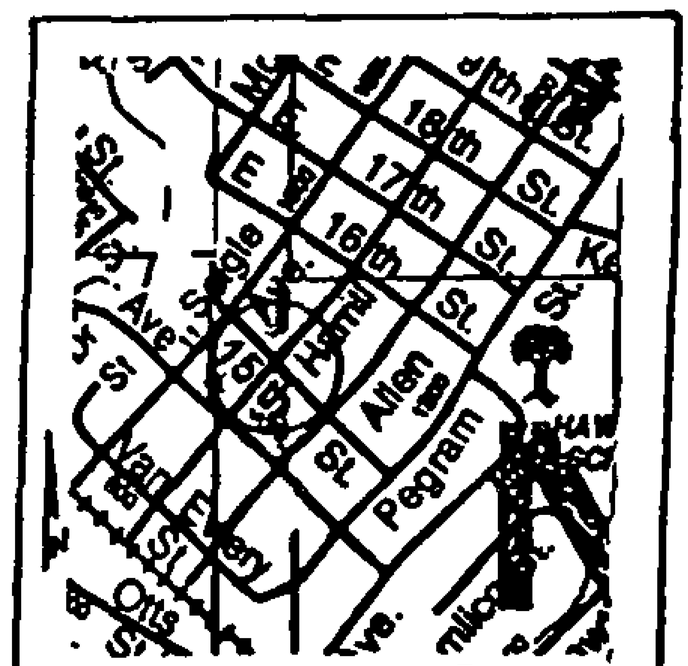
CITY OF CHARLOTTE
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ENGINEERING DIVISION

PROPOSED STREET CLOSING

CARVER DRIVE
AND SHADY HILLS CIRCLE
AND A PORTION OF
HAMPTON CHURCH ROAD
AND PHARR STREET

ROS/PROJECT NO.	FILE NO.





STREET AND ALLEYWAYS TO BE CLOSED

CITY OF CHARLOTTE
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ENGINEERING DIVISION

PROPOSED STREET AND ALLEYWAY CLOSINGS

EAST 15TH STREET AND ALLEYWAYS NORTH AND SOUTH OF 15TH STREET

RQS/PROJECT NO.	FILE NO.

CABLEVISION CHANNEL CAPACITY EXPANSION
FACT SHEET

BACKGROUND:

- Cablevision's 1988 Franchise Agreement contains a provision for a review, during the sixth year, of Cablevision's need to expand it's channel capacity. Sections 3 thru 5 of the franchise read as follows:
  - Section 3. The parties hereto do hereby agree to review this Franchise in the sixth (6th) year of the franchise to discuss channel capacity, access staff, equipment, and consumer service goals beyond fifteen (15) years. During the review, the City shall unilaterally determine the necessity to rebuild or expand the Grantee's system by assessing the following considerations.
    The primary consideration would be:
    a. The need for additional channels for entertainment and information programming.
    The following considerations are secondary to the primary consideration and are of equal importance to each other:
    b. The need for additional public access channels.
    c. The economic and business risks to the Grantee in the event of a rebuild.
    d. The impact upon subscriber rates.
    e. The availability of additional programming.
    f. The consumer compatibility of an expanded system.
    g. The availability of proven in-place technology to build and operate cable systems.
  - Section 4. The franchise herein granted shall be extended for a ten (10)-year period from the completion of a rebuild to sixty (60)-channel capacity, should a rebuild be required as a result of the proceedings under Section 3 above.
  - Section 5. The franchise herein granted shall be extended for a fifteen (15)-year period from the completion of a rebuild to seventy-two (72)-channel capacity should a rebuild be required as a result of the proceedings under Section 3 above.

- Pursuant to it's responsibility to administer the City's cable television franchise agreements, in 1992, the Cable Television & Contracts Division began researching the need for requiring Cablevision's expansion of channel capacity.

- The Division secured input through its own records/files, as well as meetings with the Citizens Cable Oversight Committee, City/County departments, the Charlotte-Mecklenburg Schools, Central Piedmont Community College, UNC-Charlotte, cable television subscribers, Cablevision of Charlotte, the National League of Cities NATOA (National Association of Telecommunications Officers and Advisors) organization, and several cities throughout the country.

- The following facts surfaced during the Division's research:
  - Cablevision current 42-channel capacity is fully utilized, the system has no available channel space for additional programming services. Some programming services currently share a channel.

- Current state-of-the-art allows that cable operators offer a minimum 72-channel capacity.
- Cablevision's current cable system technology does not incorporate interactive television.
- During FY 92, over 35% of the complaints received by the City were related to requests from cable subscribers for Cablevision to add additional programming services to their channel selections.
- Cablevision conducted a customer survey, with an unprecedented 30% response rate, in which 93% indicated they would like at least one (1) additional programming service added, and over 50% indicated the desire for four (4) additional services.
- The other cable operator (Vision Cable), serving parts of Charlotte and Mecklenburg County, already offers many of the additional programming services requested, offers the expanded channel capacity, and is currently rebuilding in fiber optic technology.
- The Charlotte-Mecklenburg Schools are planning to fully integrate video into their future educational and staff training plans. They anticipate the need for as many as six (6) cable educational access channels, some with interactive capability, for their sole utilization in the near future. The school system presently shares the cable system's only public access channel, which is available during daytime hours only.
- Central Piedmont Community College, who currently shares the system's only educational access channel with UNC-Charlotte, has requested a separate channel, with interactive capability, for their own utilization, to provide college credit classes throughout the Charlotte-Mecklenburg area.
- UNC-Charlotte, who currently shares the educational access channel with Central Piedmont Community College, has requested a separate channel, with interactive capability, for their own utilization, to provide college credit classes throughout the Charlotte-Mecklenburg area.
- The Citizens Cable Oversight Committee conducted a survey that confirmed the need for additional educational access channels for utilization by private educational institutions throughout Charlotte-Mecklenburg.
- City and County departments have identified the need for additional training channels in the future. Currently all departments share the cable system's only training channel, which is available for use only during the daytime hours, due to having to share time with another programming service in the evenings.
  - The Police Department has requested at least one (1) separate training channel to communicate operational information with current and future neighborhood police stations, and to train/upgrade patrol personnel.
  - The Fire Department has requested at least one (1) separate training channel to communicate operational information, and train/upgrade fire personnel.
  - The Emergency Medical Department has requested at least one (1) separate training channel to communication operational information, and train/upgrade medic personnel.
  - Human Resources departments, city and county, have requested at least one (1) separate training channel to train/upgrade city/county personnel.
- The CIS Department recently completed a communications needs survey that indicated the extent of data, video and voice communications lines which are currently being utilized in city and county departments, and the need to provide a more cost efficient method of fulfilling these communications needs.

BENEFITS:

- Additional video channel capacity to provide new programming services to cable subscribers.

- Additional video channel capacity to meet future needs of city/county government.

- Cablevision has indicated they plan to rebuild their system to a minimum of 72-channels, and the full potential of the new fiber optic technology for data, voice and video transmission.

- Cablevision and Vision Cable have indicated they plan to interconnect these fiber optic cable systems within Charlotte-Mecklenburg.

- City/County services, including schools, could access this fiber optic backbone network - our own "information superhighway" - for data, voice and video transmissions:
  - Potential cost savings over current "leased line" connectivity;
  - Internal access which could potentially link all public facilities in a communications network;
  - Future potential to interconnect Charlotte-Mecklenburg's "information superhighway" into those being planned on both the state and federal levels.

- Prepared by Cable Television & Contracts Division
  704 - 336-CATV (2288)

CHARLOTTE CABLECASTING ACCESS CORPORATION
FACT SHEET

REASONS FOR FORMATION OF CORPORATION

- The Citizens Cable Oversight Committee recommends that a private, non-profit corporation be created to manage and administer public and educational access cablecasting on the City's two cable television systems.
  - The Committee feels there is an immediate and compelling need for permanent, dedicated personnel to carry out in a unified manner all the required management and administrative activities
  - The Committee feels that these are beyond the current scope of either the Committee or the City's Cable Communications Administrator.

- The Committee feels that in order to effectively utilize cable's unique communications capabilities, additional sources of funding will be required and this can best be accomplished through a private, non-profit access corporation. Therefore, the Committee proposes:
  - Five percent (5%) of the franchise fees received annually - approximately $115,000 - be contributed to the support of the operations of this private, non-profit corporation.
  - Vision Cable's grant money paid to the City for support of future access needs, approximately $ 7,700 in FY92 and $ 22,800 in FY93, as well as Vision's $20,000 annual grant to WTVI for access programming should also become part of the funding for the access corporation.
  - Cablevision's funding for the current operation of public access studio, approximately $85,000 annually, also be added to the access corporation's funding.

PURPOSE OF FORMATION OF CORPORATION

- Manage and administer, in a unified manner, all aspects of public/educational cable television access.

- Promote and develop maximum community involvement and provide a coordinating mechanism through which the community institutions and organizations can effectively share their educational and cultural resources in cable television for cultural, educational, civic, community and other non-profit purposes.

- Encourage and support innovative uses of cable television's unique communications capabilities.

- Seek new sources of funding for cable television access projects.

- Develop and administer a grants program for cable television access.

- Allocate scarce resources in a fair and equitable manner.

- Schedule and/or monitor the use of cable television access channels and facilities.

- Develop and enforce rules and regulations governing cable television access channels utilization.

- Ensure access channels and facilities for all Charlotte residents, groups and institutions, and provide education and training regarding the use of access facilities and channels.

- Permit the community, through the access corporation, to set its own moral standards for public access programming and allow the City to avoid legal problems associated with this issue by turning responsibility for monitoring indecency over to the access corporation.

ACTIONS REQUESTED OF CITY COUNCIL

Stage 1:

- Approve allowing the Citizens Cable Oversight Committee to draft final by-laws and articles of incorporation for the formation of the Charlotte Cablecasting Access Corporation.

- Approve allowing the City Attorney's Office to assist in the legal issues necessary to complete the by-laws and incorporation proceedings.

Step 2:

- Approve the final by-laws and articles of incorporation.

- Approve final funding allocation request, then, approve funding on an annual basis as part of budget process.

- Appoint Board of Directors for Charlotte Cablecasting Access Corporation.

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

TO: Mayor Vinroot and City Council
FROM: Stanley Watkins, Planning Manager Stanley Watkins (upth)
DATE: November 2, 1993
RE: South District Plan adoption

Adoption of the South District Plan is on your November 8 agenda. Staff will provide an overview of the plan and changes proposed by the Planning and Public Works Committee at the dinner meeting for that evening.

Our department has been working on this plan and its review for three years. I strongly recommend that you approve the plan on the 8th subject to the changes made by your Planning and Public Works Committee. Enclosed is relevant information that will assist you in making your decision. The information includes:

- Attachment #1: key facts about plan process
- Attachment #2: key plan issues discussed by the Planning and Public Works Committee including a summary of recommendations made by the Planning and Public Works Committee

We have also included a draft of the South District Plan as recommended by the Planning Commission (draft previously distributed to Council prior to the February, 1993 public hearing) and approved by the County Commission. With the exception of the proposed Planning and Public Works Committee changes, this draft of the plan is the document to be considered for approval.

SDW/LH:sls

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

KEY FACTS ABOUT SOUTH DISTRICT PLAN PROCESS

The South District planning process began in late 1990. A study group, consisting of 16 citizens, helped staff develop the plan

Three public meetings were held on the South District Plan to solicit comments from citizens Approximately **2,000 citizens were invited to attend each public meeting,** including all property owners affected by proposed rezonings

The Planning Commission's Planning Committee reviewed the plan in June of 1992. The group toured the district and, in particular, visited the properties proposed for rezoning that were considered controversial

In February, 1993 the City Council and County Commission held a joint public hearing on the draft South District Plan.

The County Commission adopted the South District Plan on July 12, 1993. The Commission made changes to the Providence Road/Southern Outer Belt area prior to their adoption The updated plan is attached

The City Council's Planning and Public Works Committee has reviewed the plan, and recommends approval of the plan subject to the changes outlined in Attachment 2 Prior to making their recommendations, the committee discussed the pros and cons of each issue

Within three months after the South District Plan is adopted, staff will begin initiating rezonings proposed in the plan **As with all rezonings, public hearings will be held, providing a final opportunity to assess the merits of the rezonings.**

PLANNING AND PUBLIC WORKS COMMITTEE RECOMMENDATIONS CONCERNING OUTSTANDING ISSUES

A. Providence Road/Outer Belt Land Use Study Area

Committee Recommendation:

Amend the South District Plan to require that a full Traffic Analysis be performed for the area surrounding the Providence Road/Southern Outer Loop interchange In addition, the committee recommended that the South District Plan Map be revised to indicate the desire to preserve the Allison Lane neighborhood, which is located in the southwest quadrant of the Outer Loop interchange

Background. In November of 1990, the County Commission adopted a land use plan for the Providence Road/Southern Outer Loop area which is located within the South District Plan study area When the County Commission adopted the South District Plan in July of this year, they made revisions to the plan for the Providence Road/Southern Outer Loop area The revised plan that was adopted by the County Commission will allow 4090-4740 multi-family units in the interchange area The revised version of the plan is included in the appendix of the South District Plan The City Council's Planning and Public Works Committee felt that a traffic analysis should be performed to determine the impact that the proposed land use pattern for the Providence Road/Southern Outer Loop area would have on the area transportation system

B. "Controversial" Corrective Rezonings

Recommendation for Rezoning #11:

Located on the West Side of Carmel Road, south of Carmel Forest Drive

Planning Committee. Rezone from R-15MF(CD) to R-3

Planning and Public Works Committee. Rezone from R-15MF(CD) to R-3

Recommendation for Rezoning #22:

Located on the West Side of Londonderry Road, at Tamworth Drive

Planning Committee. Rezone from O-2 to R-8

Planning and Public Works Committee. Rezone from O-2 to R-8

Recommendation for Rezoning #34:

Located on the East Side of South Boulevard, between Baylor Drive and Milford Drive

Planning Committee. Rezone from B-2 to R-17MF

Planning and Public Works Committee. Rezone from B-2 to B-1

Recommendation for Rezoning #38:

Located along the West Side of South Boulevard, between Minuet Lane and Arrowood Road

Planning Committee. Rezone from I-2 to B-2

Planning and Public Works Committee. Rezone from I-2 to B-2

Recommendation for Rezoning #41:
Located on the West Side of Park Road, South of Mockingbird Lane
Planning Committee. Rezone from O-2/O-6(CD) to R-17MF
Planning and Public Works Committee. Retain Current Zoning

Recommendation for Rezoning #43:
Located on the West Side of Monroe Road, North of Sardis Road North
Planning Committee. Rezone from I-1/I-1(CD) to R-22MF
Planning and Public Works Committee. Rezone from I-1/I-1(CD) to R-22MF

C. **SouthPark FAR's** (pages 15-16 of the plan)
Committee Recommendation: Approve the Planning Committee's Recommended Office Floor Area Ratios
Background. Because of anticipated office development pressures, the draft South District Plan recommends ultimate zoning districts and corresponding Floor Area Ratios for the office zoned land in the SouthPark area Staff has received correspondence from an area property owner suggesting revisions to the recommended zoning/FAR pattern

BACKGROUND FOR RECOMMENDED REZONINGS

RECOMMENDED CORRECTIVE REZONINGS

11 - Rezone from R-15MF(CD) to R-3 (Page B-8)

Location: West side of Carmel Road, south of Carmel Forest Drive.

Objective: 1

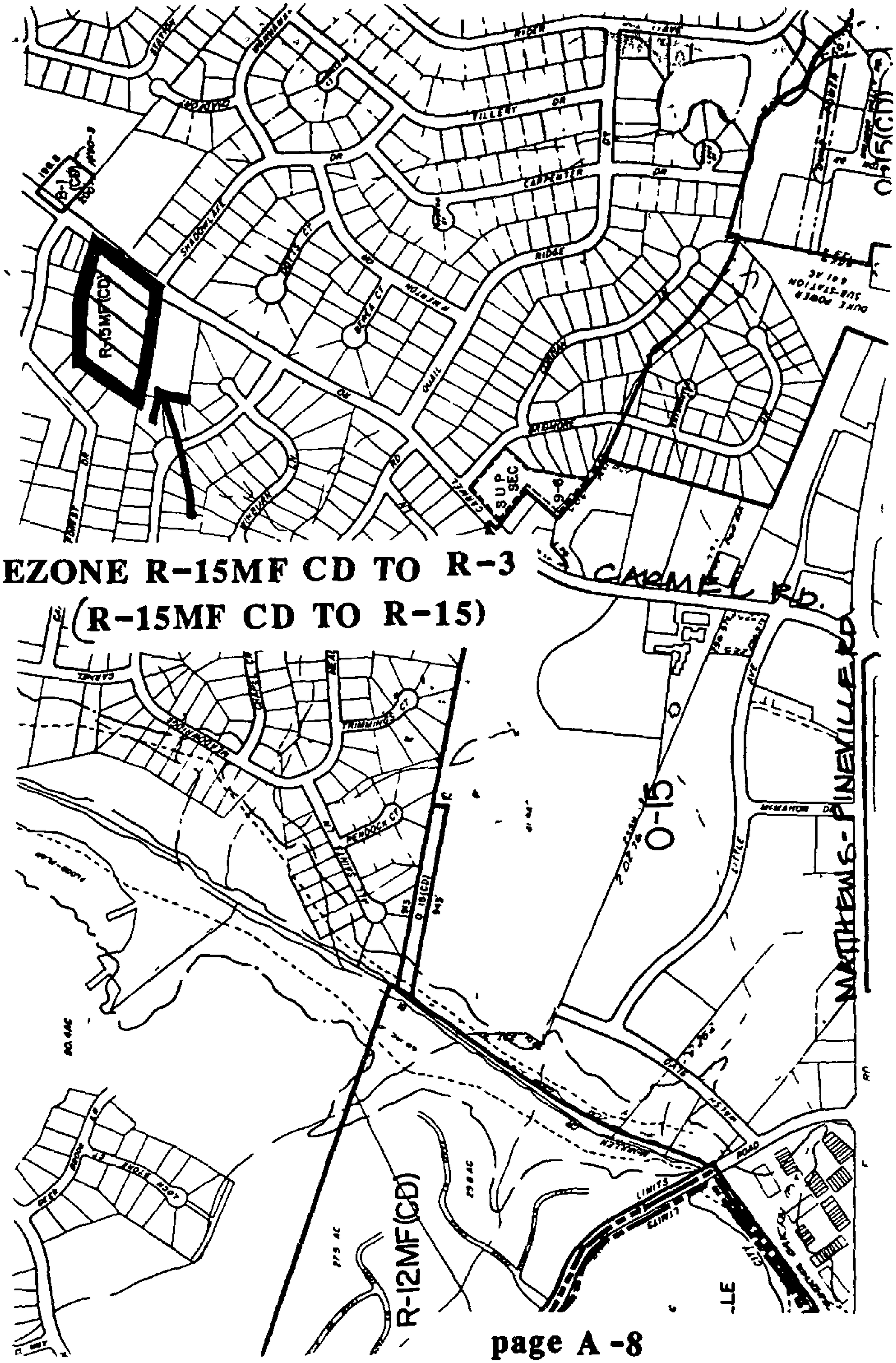
Total Parcels: 1

Nonconforming Uses: None

* Issues:

* Summary of issues raised at public meeting and from telephone calls and letters.

11) REZONE R-15MF CD TO R-3 (R-15MF CD TO R-15)



HARRY GRIMMER & CO., INC.
P O Box 898
MATTHEWS, NORTH CAROLINA 28106

Telephone
704/847 8823
Fax
704/845-9297

February 15, 1993

Charlotte Mecklenburg Planning
Commission
600 E. Fourth Street
Charlotte, NC 28202-2853

Attention. Ms. Laura Harmon, Sr. Community Planner

Subject Public Meeting for South District Plan - February 23, 7 30 pm
Parcel Number 209-291-1

Dear Ms. Harmon

The purpose of this correspondence is to advise that I object to the proposed re-zoning of parcel number 209-291-1 from its present R-15 MF (CD) to a proposed R-3 zoning for several reasons which are as follows

1. The property is more suitable for land use plan for current zoning which was established in 1988 than it is for proposed single-family zoning. It was our intent to proceed with a proposed project under current zoning when the property was re-zoned in 1988. However, market conditions change and are just beginning to return to a condusive posture such that we have several people looking at the need for a project that is similar to the one that would be allowed under current zoning.

2. The proposed widening of Carmel Road will require that all of the additional right of way fronting this property be taken from my property side as currently planned. The conversion to a major arterial road further impacts the property such that it is not suitable for residential use.

3. The completion of the church facility across the street further impacts the property such that it is not suitable for single-family residential use.

4. The completion of the new convenience food store across the street further impacts the property such that it is not marketable for single-family residential use.

5. The size of the property after the taking of the Carmel Road right of way widening reduces the size of the land acreage to the point that the property will not be suitable for single-family use and in fact makes the arguement even stronger for a continuation of the current zoning or a more intensive use rather than a less intensive use.

I will be out of town on a business trip on February 23 and will not be able to attend the public hearing. Therefore, I wanted to take this opportunity to place in writing my concerns so that you would have this information available to you prior to the meeting.

I thank you in advance for your consideration relative to my concerns.

Sincerely,

Harry Grimmer

cc: The Honorable Mayor Richard Vinroot
Charlotte City Council Members

HG.tc

RECOMMENDED CORRECTIVE REZONINGS

22 - Rezone from O-2 to R-8 (Page B-4)

Location: West side of Londonderry Road, at Tamworth Drive.

Objective: 1

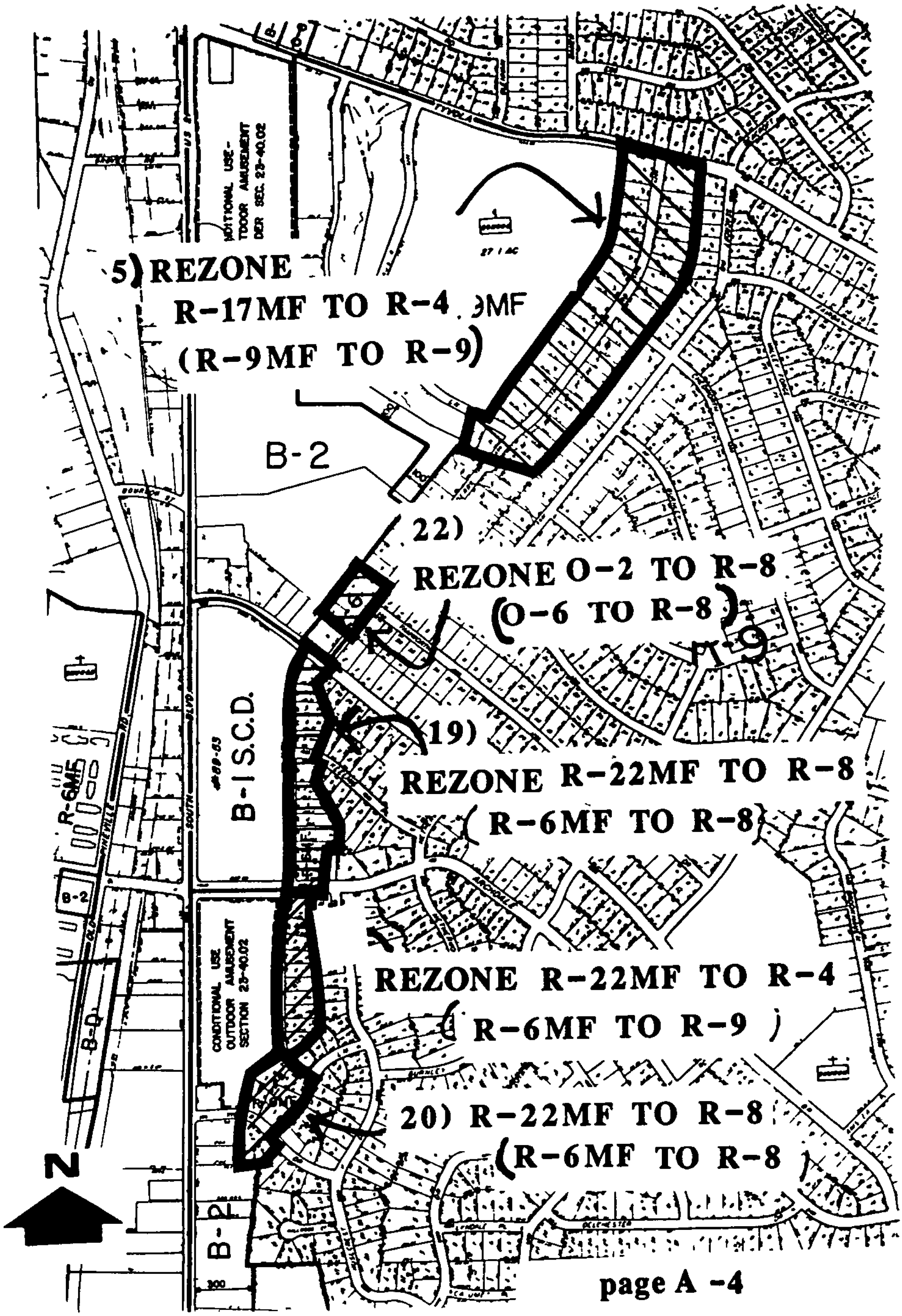
Total Parcels: 4

Nonconforming Uses: None

* Issues:

- Duplexes are no longer viable for residential use because of noise from retail located to the rear of property.

* Summary of issues raised at public meeting and from telephone calls and letters.


5) REZONE
R-17MF TO R-4 (R-9MF
(R-9MF TO R-9)
B-2
22)
REZONE O-2 TO R-8
(O-6 TO R-8)
19)
REZONE R-22MF TO R-8
(R-6MF TO R-8)
REZONE R-22MF TO R-4
(R-6MF TO R-9)
20) R-22MF TO R-8
(R-6MF TO R-8)
B-1 S.C.D.
CONDITIONAL USE
OUTDOOR AMUSEMENT
SECTION 23-40.02
B-2
B-D
R-6MF
N

February 12, 1993

Mayor Richard Vinroot
City Council Members
% Charlotte-Mecklenburg Planning Commission
600 East Fourth Street
Charlotte, North Carolina 28202-2853

Ref: Parcel # 171-141-06, 07, 08 and 09 and the South District Plan

These parcel's have been recommended by the Planning Commission to be rezoned from the present zoning of O-2 to R-8.

At this time, we are renting the properties as residential. However, due to the noise generated at Pace Warehouse from refrigerated trailers and heavy trucks parking in the rear lot, it is impossible to sleep some nights. The noise is worse in summer than winter. When drivers come in late at night and have to wait until the dock opens and their freight can be off-loaded, they park in the back rev up the motors to handle the air conditioner then get up in the sleepers and wait until the dock workers come to work.

Since Pace opened the warehouse, they have added a bakery department and also a meat department. Due to the volume of noise now, I think it will get worse in the future as their business increases and we will not be able to rent as residential. In fact, one of the apartments directly behind the warehouse was vacant for seven months in 1992. Therefore, we request that the zoning remain O-2.

If we are not able to rent the property as residential with O-2 zoning, we can possibly rent as office. This is extremely important to all of the property owners, as we are retired and this property is our retirement income.

Again, we respectfully request that the zoning remain O-2.

Sincerely,

Laurine L. Stokes
Laurine L. Stokes
171-141-08 and 09

Rose D. Doggett
Rose D. Doggett
171-141-07

Robert E. Erwin
Robert E. Erwin
171-141-06

5726 Londonderry Rd.
Charlotte, N.N. 28210
May 3, 1992

Charlotte-Mecklenburg Planning Comm.
600 East Fourth St.
Charlotte, N.C. 28210

Dear Mr. Howard;

I recently received a notice from the Planning Commission that their study groupe had recommended down zoning my property parcel # 171-141-08 and 171-141-09 from 02 Office zoning to 08 single -MF to fit into the South distric Plan.

I do not agree with down zoning in the first place, there is no earthly reason in this particular case, The area is fully developed. There are four duplexes, I own two of them, I have operated a Real Estate office at 5726 Londonderry Rd. for fifteen years, and I am directly behind Pace Warehouse on South Blvd. My property backs up to Pace loading dock. At times the noise is so bad that we are not able to sleep. I have talked with Pace store manager about the heavy Tractor and Trailers coming in after the store closes, The drivers have to leave their motors running for heat or air cond. There is a light just beyond my privacy fence that seperates my property from Pace the drivers pull up there and crawl up in their sleeper and sleep until morning (about 4:AM) someone comes in to unload the trailers. The manager tells me that if the drivers park at the front or sides the police run them off but do not bother them at the back unless someone calls and complains,I did have a light sleeper in that apartment at one time and he had to call the police two to three times a week.

Also when Pace has a Refrigerator Trailer come after hours (about every Sunday night in the summertime) they plug it up on the loading dock until morning now this really rocks the whole street. Not only have I talked to the pace manager I talked to Ella Scarbough and Sue Myrick. The noise quitens down for awhile then its just as bad as ever or worse. I have even threatened to sue pace Warehouse.

I dont think it will be possible to rent these apartments to much longer for residence. I have talked to the Chlt.Meck..Building Insp. Div. and questioned why Pace was allowed to build their loading dock facing residental property.
I hope that you will take this letter into consideration and leave my property zoning as it is.

Sincerely,

Laurine L.Stokes

RECOMMENDED CORRECTIVE REZONINGS

34 - Rezone from B-2 to R-17MF (Page B-16)

Location: East side of South Boulevard, between Baylor Drive and Milford Road.

Objective: 1

Total Parcels: 2

Nonconforming Uses: 1 (Portion of commercial/industrial building.)

* Issues:

- Only access to the property is from South Boulevard through commercial development.
- Proposed rezoning would take in the rear portion of a commercial building.
- Multi-family development to the rear of commercial development would be undesirable.

* Summary of issues raised at public meeting and from telephone calls and letters.

36)

REZONE I-2 TO B-1

NORTHGATE AVE

CONNECTING RD

MANHASSET

PERSHING RD

WOODLAWN

GENERAL

PINE VALLEY RD

I-1

90-31

B-1 S.C.D.

37) REZONE I-1 TO B-2

INWOOD

88-83

34)

REZONE B-2 TO R-17MF

(B-2 TO R-12MF)

BAYLOR DR

MURRAYHILL RD

FURMAN RD

B-2

MINUET LN

MILFORD RD

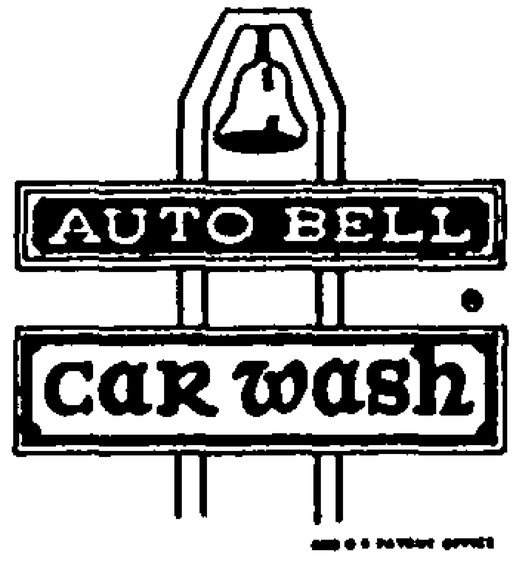
HOYT

SENECA

N

AUTOBELL® CAR WASH, INC.

201 S. Indep. Blvd.
Charlotte, N. C. 28204
704 333-7763



February 11, 1993

Laura Harmon, Senior Community Planner
Charlotte Mecklenburg Planning Commission
Charlotte, NC 28202-2853

Re: South District planned rezoning of 5001 South Blvd.

Dear Ms. Harmon;

I recieved your letter about the public meeting to be held on February 23rd. for comments on the South District plan. I will be unable to attend the meeting since I will be out of town on that day however I would like to present my concerns and objections to the proposed rezoning of my property at 5001 South Blvd. on which I operate Autobell Car Wash and several other businesses.

The South District plan proposes to rezone part of my property from B-2 to R-12 with the line being drawn through the middle of a building which is now being used for B-2 purposes.

If the rezoning takes place, the planning commission will be creating an island of unacessable and unuseable property. This will also lower the value of the property and have adverse effects on adjoining property. One neighbor (George Sanders, Aug. 92) has already complained that the news of the possible rezoning has cost the sale of a home on adjoining property.

If my property is de-valued because of this rezoning and other properties are also effected, won't this result in lower property taxes to the city.

Because of this and other reasons which I have registered in other letters, I am requesting that the property at 5001 South Blvd. not be proposed for rezoning as part of the South District plan.

Thank you for your consideration.

Charles A Howard II

Charles A. Howard II
President

AUTOBELL® CAR WASH, INC.

201 S. Indep. Blvd.
Charlotte, N. C. 28204
704 333-7763

May 4 1992

Charlotte Mecklenburg Planning Board
600 East Fourth St.
Charlotte, NC 28202-2853

Dear Sirs;

My name is Charles Howard and I am President of Autobell Car Wash, Inc. Our property at 5001 South Blvd. (11AC) is recommended for re-zoning as part of the South District Plan from its present B-2 to R-12 MF.

The purpose of this letter is to request that you re-consider the re-zoning of this parcel and leave it as is. My reasons for this request is as follows:

1--- The front half of the property is being used for car wash, warehouse parts distribution, indoor sports faculity and indoor bargin market.

2--- There is no access to the rear of the property except from the front along South Boulevard.

3--- Because of the situation of only being able to access the rear by a long narrow drive accross commercial property, multifamily development of the rear would be difficult or undesireable to protential developers or residents.

4--- The proposed re-zoning line drawn on the South District Plan goes right through an 84000 square foot building, leaving part of the building in B-2 zoning and part of the same building in residential zoning.

Because of these concerns, I respectfully request that you remove the re-zoning proposal for 5001 South Boulevard and leave the current zoning in place.

Thank You

Charles A Howard

Charles A. Howard

36)

REZONE I-2 TO B-1

NORTHGATE AVE

CONNECTING RD

MANHASSET

PERSHING RD

WOODMERE

GENERAL

90-31

B-1 S.C.D.

37) REZONE I-1 TO B-2

5001 South BLVD.
Approx Location of
Building on property

34)

REZONE B-2 TO R-1
(B-2 TO R-12MF)

MINUET LN

CAR WASH

BLDG

B-2

FENCE

MILFORD

SENECA

N

August 15, 1992

Charlotte - Mecklenburg Planning Board
600 E. 4th Street
Charlotte, N.C. 28202

Dear Sir:

This is in connection with future plans for a 11 acre plot of property at 5001 S Boulevard, currently owned by Mr C. Howard and Autobell Corporation.

It is my understanding that your current City-County Southern Plan recommends that this parcel be utilized for multi-family housing. Current zoning is for business.

I live in the residential area which surrounds this property on three sides. I have lived here since 1957 and have constantly strived to have a well maintained and improved home to enjoy in my retirement.

To me, for such plans to be consummated would be severely detrimental to our neighborhood. Traffic at the Tyvola-South Boulevard and Woodlawn-South Boulevard intersections now serves

in the cities top problem areas. Higher density multi-family housing will greatly accentuate the problem.

For those who might say that such housing is mandatory and the load should be borne on a broad basis with most all neighborhoods sharing - I contend that such housing is already reasonably represented with two major complexes within only a few blocks. They are Yorktown and Beacon Hills. A third complex, the Seneca Place - Park Road Project, is less than two miles away.

Quite naturally, as a home owner I become greatly concerned over the possibilities of depressed real estate values as the result of more high-density housing. We have recently had a very real experience in this regard. A person interested in purchasing a home in our immediate neighborhood indicated no further desire after hearing of plans for such housing.

I urge that you reconsider your former thoughts and conclusions pertaining to this property.

Copy to: Council persons
Lynn Wheeler
and
Don Reid

Yours very truly,
George L. Saunders
101 Wexford Dr.

RECOMMENDED CORRECTIVE REZONINGS

38 - Rezone from I-2 to B-2 (Page B-17)

Location: Along the west side of South Boulevard, between Minuet Lane and Arrowood Road.

Objective: 2

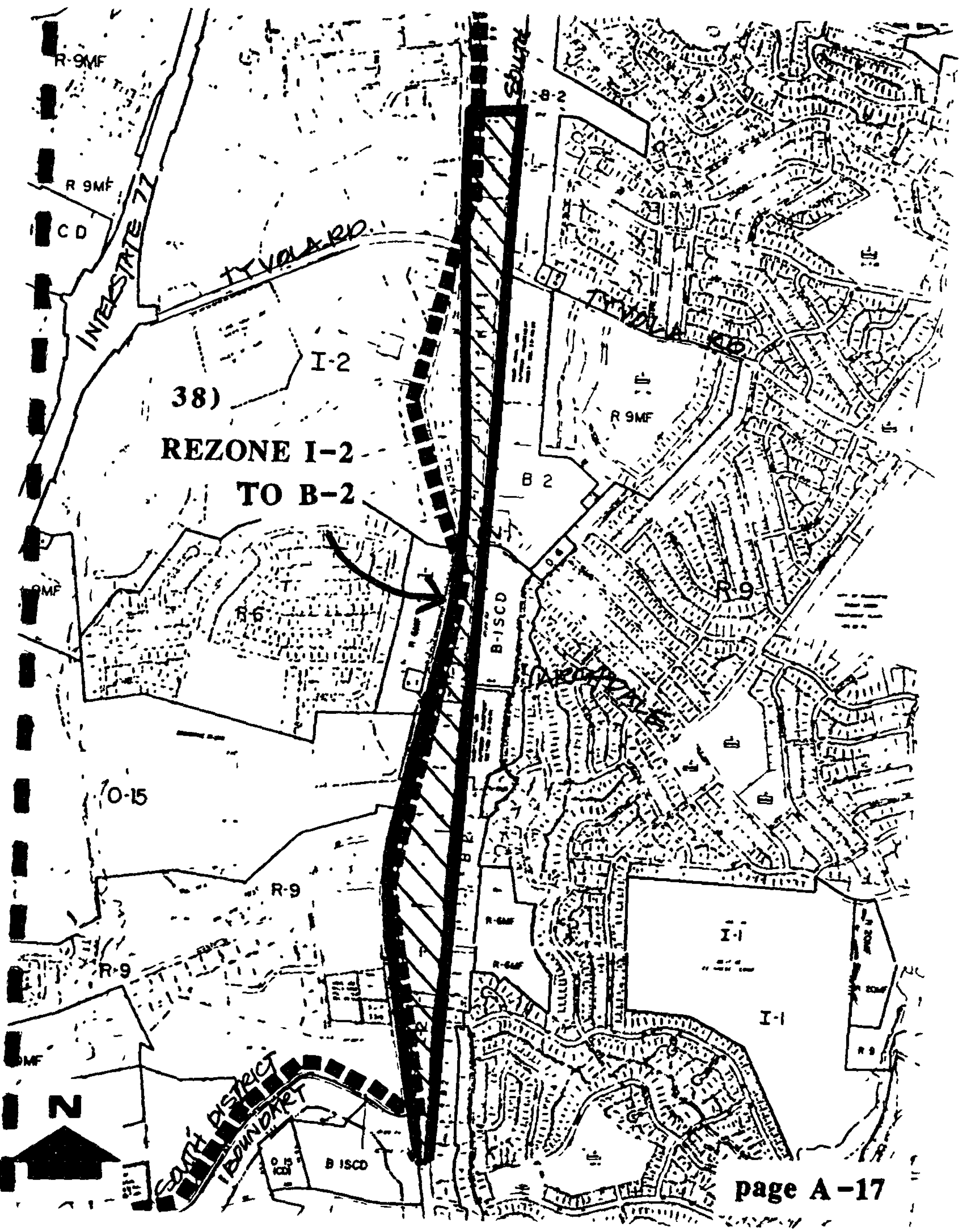
Total Parcels: 58

Nonconforming Uses: 2 (salvage yard, recycling center, manufacturer)

* Issues:

- The proposed rezoning will create nonconforming uses.
- In the southernmost portion of the proposed rezoning, most of existing uses are better suited for I-1 zoning than B-2 zoning.
- B-2 uses would not improve the street appearance along south Boulevard.
- B-2 uses would cause traffic flow in corridor to deteriorate.
- At least one of the structures in the corridor is a leased warehouse building; if the tenant does not renew the lease and the building remains vacant for twelve months, the property owner would lose the right to continue the "only appropriate" use for the existing structure.
- The shallow depth of some properties would make retail development difficult.
- The proposed rezonings would tremendously reduce the uses allowed for these properties.

* Summary of issues raised at public meeting and from telephone calls and letters.


38)
REZONE I-2
TO B-2
I-2
B-2
R-9MF
R 9MF
CD
INTERSTATE 77
TYVOLA RD
R 9MF
B 2
R9
B-1SCD
O-15
R-9
R-9
I-1
I-1
SOUTH DISTRICT BOUNDARY
B 1SCD
N

U-HAUL CO OF NORTH CAROLINA
1224 N TRYON ST • CHARLOTTE NORTH CAROLINA 28206-3256 • (704) 379 1400

October 27, 1993

Mayor Richard Vinroot and City Council
600 East Fourth Street
Charlotte, NC 28202-2853

Re U-Haul Property
5108 South Boulevard

Dear Mayor Vinroot and Ladies and Gentlemen of the City Council

Please consider the following comments regarding the South District Plan.

1. We vigorously oppose the proposed down-zoning of our property from I-2 to business. Our company purchased this site specifically because it is zoned I-2, and that is the zoning we must have to use the property as we are using it and as we intend to continue to use it

2 We have recently spent a considerable amount of money improving the appearance of the site, and, if this zoning is not changed, we plan to continue improving the site.

3. Except for the limited frontage on South Boulevard, the site is bounded by a railroad track, the rear of a Western Auto store, a junk yard, and the rear of "strip" commercial. It seems this is the ideal setting for industrial property

4. I hope you will consider the surrounding property influences on this site and the adverse effects the proposed down-zoning would have on our business, and change the plan to allow our current I-2 zoning to remain.

Sincerely,

K.C. (Max) Stuart
Senior Staff
U-Haul Co of N C

KCS jy5

Moving Made Easier.

LOWE'S

Companies, Inc.
Real Estate

February 23, 1993

Ms Laura Harmon
Senior Community Planner
Charlotte - Mecklenburg Planning Commission
600 East Fourth Street
Charlotte, NC 282022-2853

Re· Long Range Plan for the South District

Dear Ms. Harmon.

While Lowe's has long been proud of its presence in the Charlotte - Mecklenburg Community and supports the efforts of the Planning Commission to continue to make the community a desirable place to live and work, I am writing to express Lowe's opposition to certain portions of the South District Plan (the "Plan") that the Commission intends to submit to the City Council and the County Commission this week

Our opposition to the Plan centers primarily upon the Plan's failure to fully utilize a valuable asset of the South District - existing rail transportation The presence of this rail makes it feasible for adjoining property to be utilized for either industrial or commercial purposes. In order for the property to be used to its fullest extent, regardless of whether such use is industrial or commercial, the ability to have property zoned properly for outdoor storage is extremely important. As a result, Lowe's opposes any plan for the South District which eliminates the current I-2 zoning of property adjacent to existing rail.

If you should have any questions regarding our position, please feel free to contact me directly at the number listed above, or in my absence, please feel free to contact either Brian Robbins (Director of Property Management at (919)651-4557) or Jeff Gray (Corporate Real Estate Counsel at (919)651-4507). I thank you in advance for the Planning Commission's consideration of our position, and I remain

Sincerely yours,

J. W. Davis
Sr. Vice President/Real Estate

am

RECOMMENDED CORRECTIVE REZONINGS

41 - Rezone from O-2/O-6(CD) to R-17MF (Page B-11)

Location: West side of Park Road, south of Mockingbird Lane.

Objective: 3

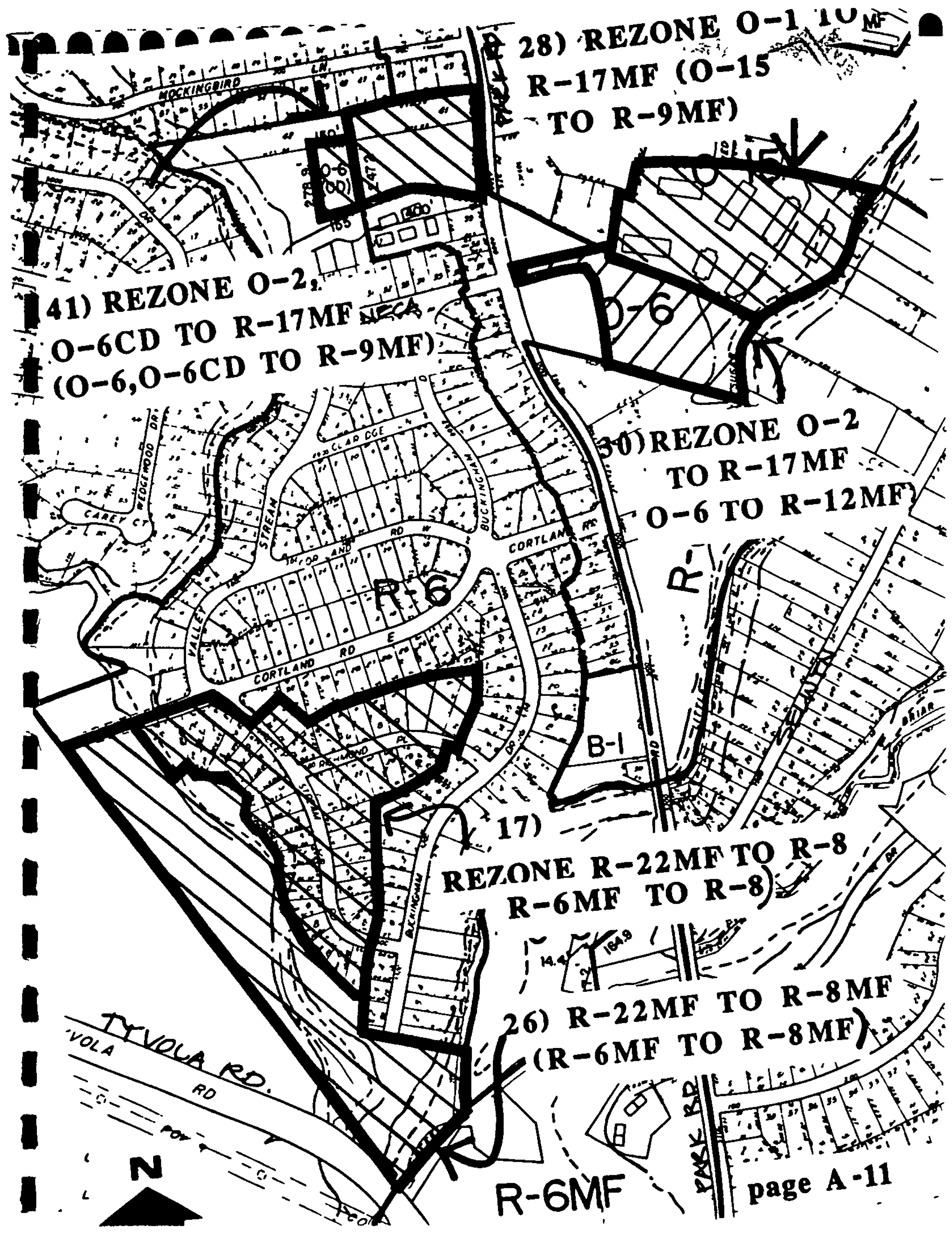
Total Parcels: 2

Nonconforming Uses: 1 (dance studio)

* Issues:

- Property owner has been paying office tax rate for this property.

* Summary of issues raised at public meeting and from telephone calls and letters.


28) REZONE O-1 TO R-17MF (O-15 TO R-9MF)
41) REZONE O-2, O-6CD TO R-17MF (O-6,O-6CD TO R-9MF)
30) REZONE O-2 TO R-17MF O-6 TO R-12MF)
17) REZONE R-22MF TO R-8 R-6MF TO R-8)
26) R-22MF TO R-8MF (R-6MF TO R-8MF)
MOCKINGBIRD LN
O-6
R-6
B-1
R-6MF
CORTLAND RD E
CORTLAND RD
CLAPEDGE
BUCKINGHAM
VALLEY STREAM
CAREY CT
WEDGEWOOD DR
TYVOLA RD
PARK RD
N

City Council
Attention: Laura Harmon, Senior Community Planner
Charlotte - Mecklenburg Planning Commission
600 E 4th Street
Charlotte, NC 28202-2853

To. City Council and County Commission
From. Anneliese and Leonard Clemmer
Re: Zoning 0-6 to R-17MF
Date: February 15, 1993

Our property fronting Park Road has been zoned 0-6 for approximately 35 years The plots #40 and #41 are 384' X 425'. The land is undeveloped, except for our business(Clemmer School of Gymnastics and Dance) and our residence.

This property has currently been appraised and accordingly the down-zoned estimate would be 1/10th the value for taxes. This would be in the best interest of a Developer who can get the land rezoned to their liking and not in our best interest.

We would like his property developed as a Medical Center and have been looking for prospective buyers.

We do not favor a change to R-17MF.

Sincerely,
Leonard Clemmer
Anneliese Clemmer

Anneliese and Leonard Clemmer
4718 Park Road
Charlotte, NC 28209
(704)525-2932

MECKLENBURG COUNTY

Board of County Commissioners
March 9, 1993

Ms. Carol Morris
Planning Coordinator
Charlotte-Mecklenburg Planning Commission
600 East Fourth Street
Charlotte, North Carolina 28202-2853

Re: South District Plan

Dear Carol:

You will recall that at the public hearing on February 23rd, Leonard Clemmer was the first speaker to address the audience and the members of the Commission. He has since telephoned me expressing his concern about the proposed rezoning of property which he owns at 4718 Park Road from O-6 to an R-17MF designation.

In my review of the various maps and other documents related to this plan, as well as my personal knowledge of the physical characteristics of this neighborhood, it would appear that he makes a very valid point with respect to the appropriate use of his property.

I would appreciate your looking into this and letting me have your thoughts on this particular part of the plan and whether or not some consideration should be given for a different zoning classification.

Thank you for your assistance.

With best regards,

Yours very truly,

H. Parks Helms

HPH:ara
cc: Mr. and Mrs. Leonard Clemmer

RECOMMENDED CORRECTIVE REZONINGS

43 - Rezone from I-1/I-1(CD) to R-22MF (Page B-20)

Location: West side of Monroe Road, north of Sardis Road North.

Objective: 3

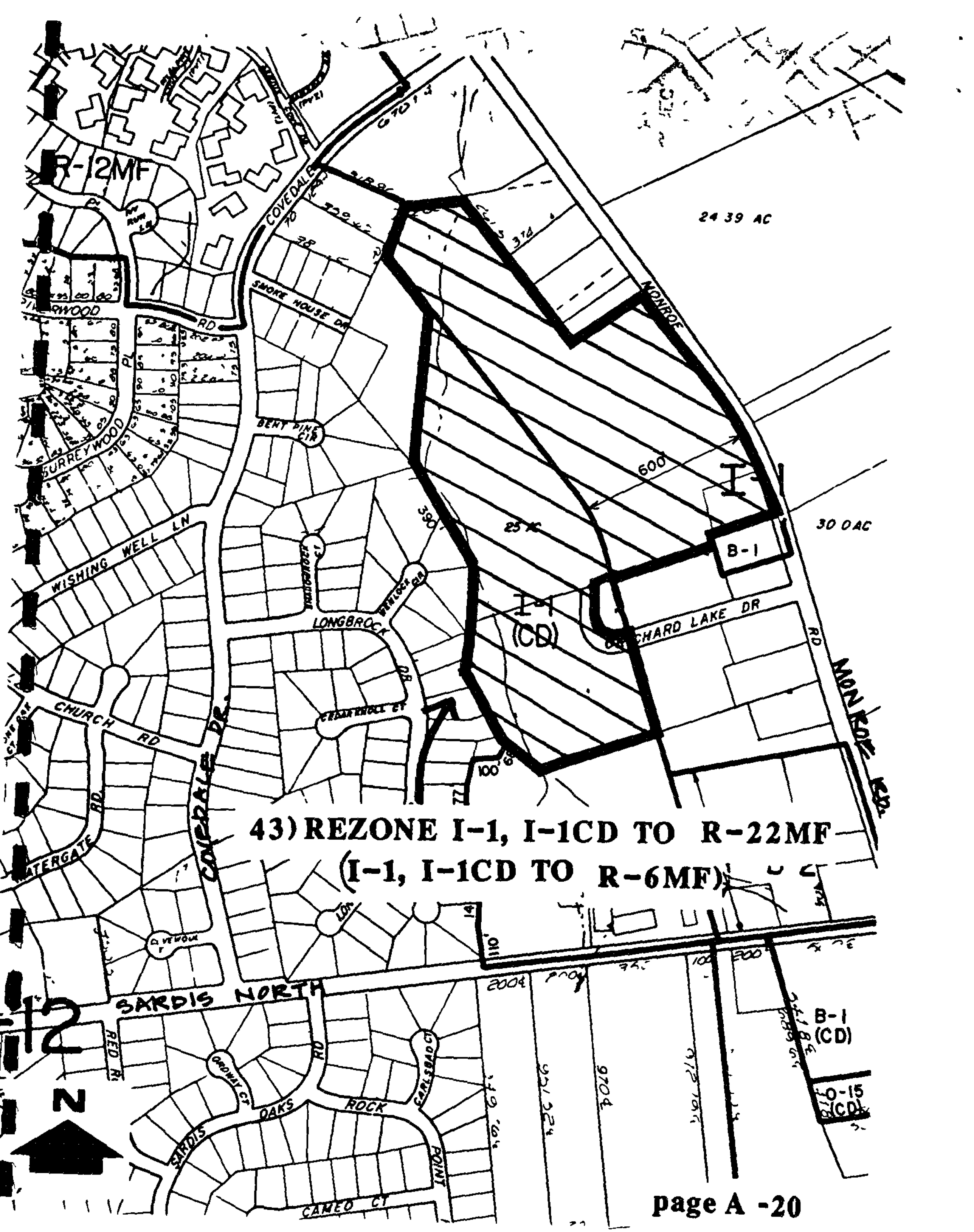
Total Parcels: 3

Nonconforming Uses: None

* Issues:

- Proposed multi-family is not compatible with adjacent commercial uses which front on Monroe Road.

* Summary of issues raised at public meeting and from telephone calls and letters.



43) REZONE I-1, I-1CD TO R-22MF
(I-1, I-1CD TO R-6MF)

James M Alexander Realty, Inc.
Industrial and Commercial Realtors
LEASES SALES DEVELOPMENT INVESTMENTS

April 20, 1992

Mr. David A. Howard
Community Planning Manager
Charlotte-Mecklenburg Planning Commission
600 East Fourth Street
Charlotte, North Carolina 28202-2853

Re: Tax Code #213-139-98
Orchard Lake Drive
Charlotte, NC

Dear Mr. Howard:

This letter is in response to the Planning Commission's long range plan for the South District and in particular, to the recommended rezoning of the above captioned parcel.

This parcel is the remainder portion of a 15 acre tract of land we developed some eight years ago. The tract is cleared and graded. The other portion of the property now contains a bank, a wholesale lighting center and 45,000 square feet of other office and commercial use, all of new construction. It fronts Monroe Road, which is distinctly commercial and industrial. This is an old, well established neighborhood with a healthy and viable occupancy. Your proposed R-22MF rezoning is incompatible and the property undesirable for residential use.

I hereby request that you reconsider this parcel and remove it from the long range plan for the South District thus preserving its I-1/I-1CD zoning.

Sincerely,

James M. Alexander

James M. Alexander
General Partner
Sardis Executive Park

Two CenterSouth • 4400 A Stuart Andrew Blvd • Charlotte, North Carolina 28217 • 704 523 8753 • FAX 704 521 8212

SOUTHPARK CORRESPONDENCE

W.A. HEATH, JR.

6100 FAIRVIEW ROAD SUITE 1152
CHARLOTTE NORTH CAROLINA 28210
704 552-8207

October 13, 1992

Ms Laura A Harmon
Charlotte-Mecklenburg Planning Commission
Government Center
600 E Fourth Street
Charlotte, NC 28202

Dear Laura

I want to express my opinion on part of the South District Plan prior to its adoption by the City Council

As a means of introduction, I was one of the three original partners in the purchase and development of the Carnegie Boulevard property at SouthPark which includes the Hyatt SouthPark and the Rotunda I am no longer involved with this partnership and I currently do not own any real estate which would be affected by the South District Plan I would, however, like to see the Carnegie Boulevard project mature to its full potential as an asset to the city of Charlotte

I have enclosed a map which shows office development districts that I believe would be appropriate for this area unless, or until, someone can show with actual set of schematic plans that a more urban situation would be desirable Carnegie Boulevard and its related infrastructure was planned and constructed to support this approximate overall configuration of development

SouthPark is one of our city's strongest selling points when new companies are being introduced to Charlotte, and the Carnegie Boulevard development is as well planned and executed as anything you will find in the country Give the property owners the flexibility they need to offer the 0-2 and 0-3 environments as shown without having to go back through the rezoning process This will enable them to be much more effective salesmen when introducing a new high-quality prospect to this area and to the city of Charlotte The transition 0-1 districts would continue to honor the existing characteristics and integrity of the adjacent residential neighborhoods

Thank you for your consideration Please see that a copy of this letter is presented to each of the people who will be making final decisions regarding the adoption of a South District Plan

Yours sincerely,

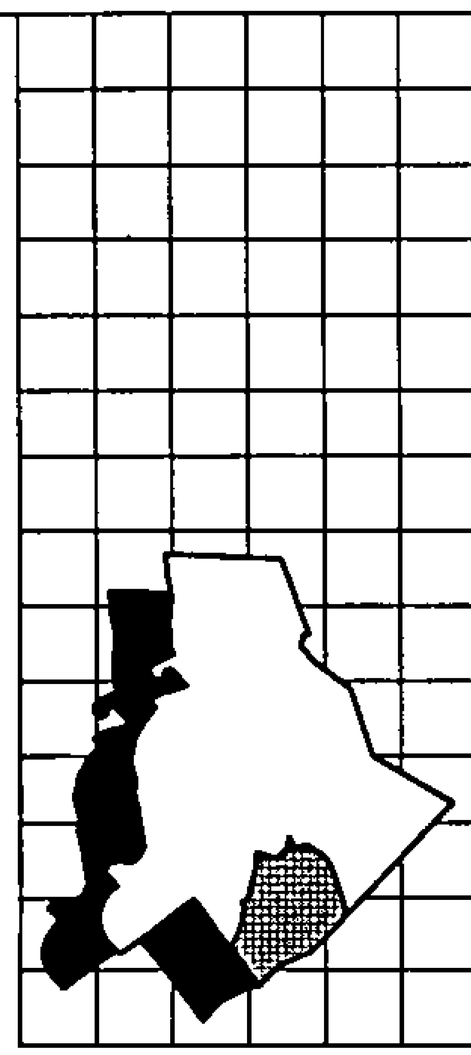
W A Heath Jr.

W A. Heath, Jr.

WA/mr
Enclosure

South

District Plan



Approved by Charlotte-Mecklenburg Planning Commission June 1, 1992

Amended by Charlotte-Mecklenburg Planning Commission July 28, 1992 and September 3, 1992

Adopted by Mecklenburg Board of County Commissioners July 12, 1993

Adoption by Charlotte City Council Pending

Charlotte-Mecklenburg Planning Commission
600 East Fourth Street
Charlotte, North Carolina 28202-2853

704-336-2205

Preface

This plan is a companion document to District Plan General Policies. It applies the general policies of that plan to the South District. For more detailed information on district planning and direction on various community-wide issues such as road improvements, package treatment plants, or streetscape design, refer to the general policy guide.

This document is to be used as a general policy guide for land use decisions in the South District. Acceptance of this plan is not intended to imply approval of any type of zoning amendment before such has been fully considered through a public review and hearing process.

Staff has updated this plan since the September 3, 1992 review by the Planning Commission. These updates were made to reflect the status of planned capital projects. No substantive land use changes have been made to the plan.

Acknowledgement

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

South District Study Group

Marilynn Bowler
Jubal Early
Ray Jones
Anne Little
Peter Pappas
Julius Walthall
Dottie Coplon
Carol Fox
Gene Kube
George Maloomian
Vivian Puryear
Humphrey Cummings
Earl Gullege
Betty Lupton
Luke McCain
R. J. Summers

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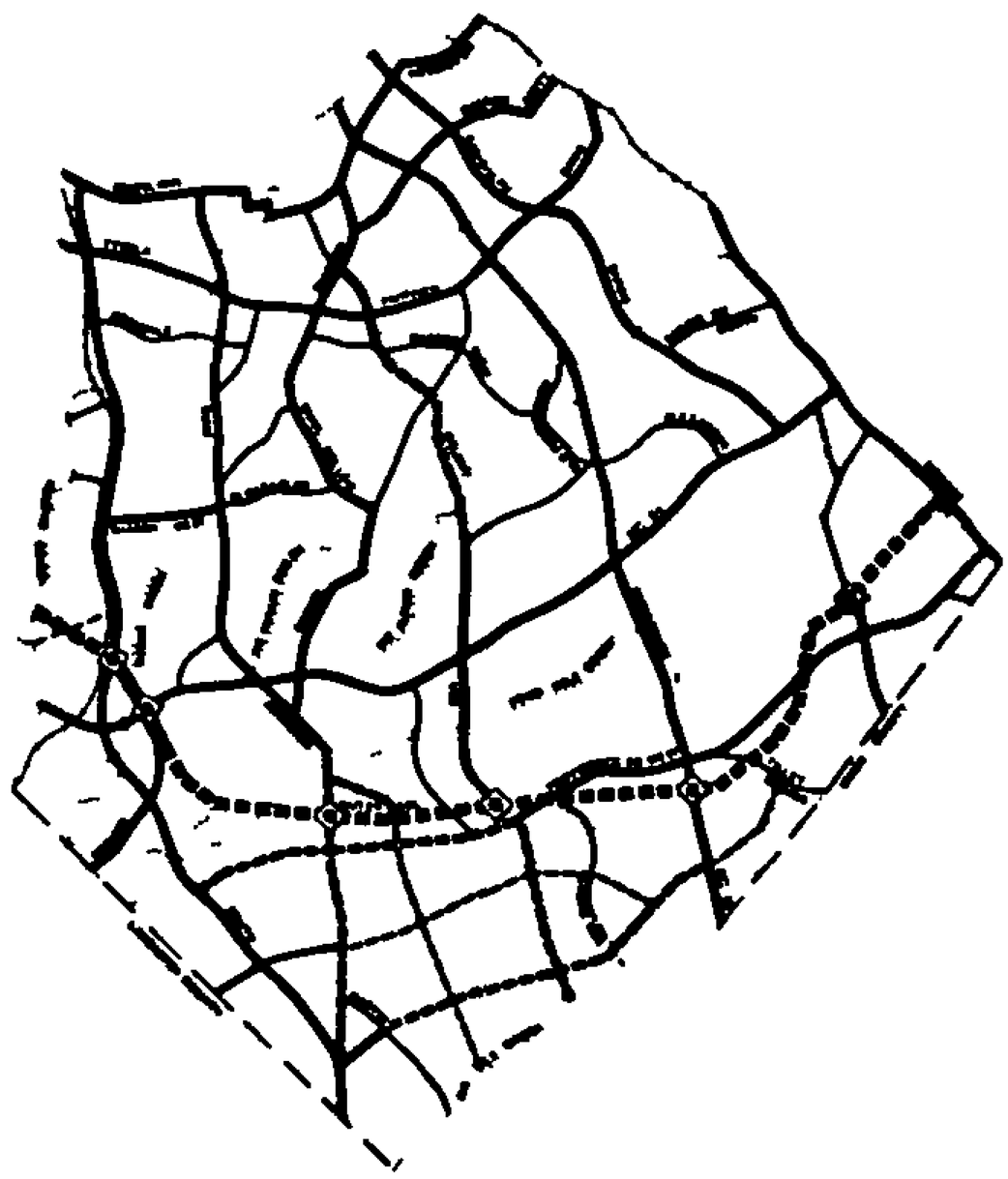
INTRODUCTION - THE SOUTH DISTRICT

The South District has historically absorbed much of the suburban growth in Charlotte-Mecklenburg. The district generally consists of the area located south of Route 4; east of Sugar Creek, Kings Branch, and South Boulevard; and west of Monroe Road and the CSX Railroad*. The area contains approximately 86 square miles including the towns of Matthews and Pineville. However, this district plan does not include land use guidance for property within the sphere of influence for the Town of Matthews or within the town limits of Pineville.

map 1: SOUTH DISTRICT BOUNDARIES



* The district boundaries differ slightly from those in the 2005 Generalized Land Plan which extend to Nations Ford Road on the west and Independence Boulevard on the east. Parts of the original South District, as delineated in the 2005 Plan, were incorporated into the Southwest, East, and Central Districts, and the revised South District boundaries found in this plan include a portion of the original Central District.

CONTEXT FOR PLANNING

The area south of Uptown has been one of the primary locations for new residential development in Charlotte-Mecklenburg since the first suburban developments of Dilworth, Elizabeth, and Myers Park were started around the turn of the century. Throughout the first half of this century, growth continued to push south, and in the late 1950's suburban housing development moved outside of Route 4 and into the South District. Farmland was transformed into new neighborhoods as Charlotteans fulfilled their desires to live in new housing removed from the central city.

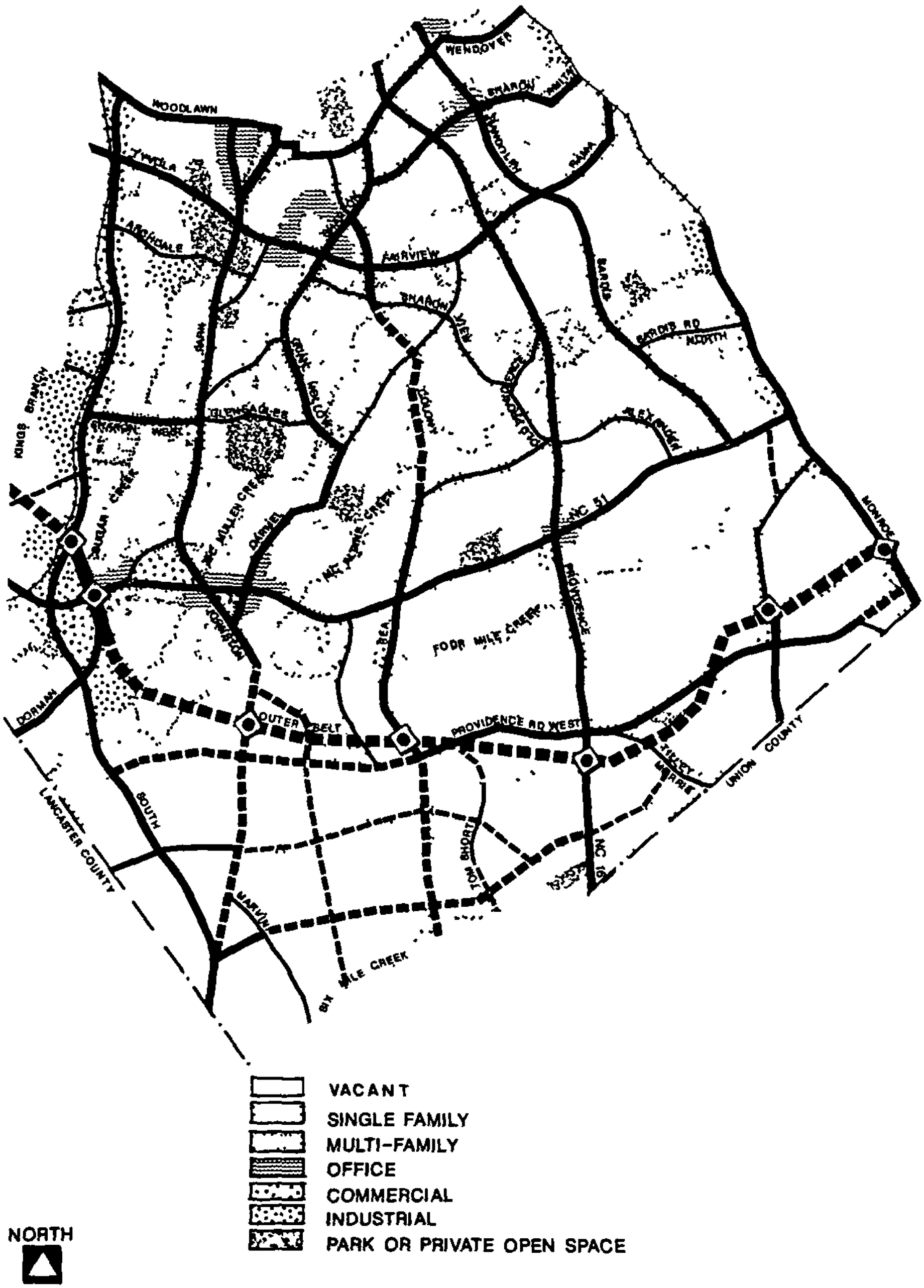
By the mid-1970's, much of the area north of NC Highway 51 was developed and pressure for growth began to occur further south. Most development in the district consisted of low density subdivisions with homes typically built on one-third to one-acre lots, a few neighborhood-serving commercial developments, churches and schools, and a limited amount of multi-family housing. Additionally, SouthPark, the first suburban shopping mall in the Charlotte region, was constructed in 1970. Although single family housing continued to be the dominant type of development in the South District during the 1970's, by the end of the decade a new element was added to the district's growth pattern: office development. The construction of suburban office uses in the South District mirrored a national trend of moving employment locations outside of central cities and closer to the residential areas where many office workers lived.

The 1980's saw further development in the district as growth in Charlotte-Mecklenburg continued and the regional economy remained strong. By the end of the decade, the District contained over 59,000 housing units and 20 million square feet of nonresidential development. The amount of growth that has occurred in the South District is a reflection of the desirability of the area. Between 1980 and 1990, the area added an average of 5,100 new residents each year.

Rapid growth and the desirability of the South District have not come without a cost. In many areas, the rate of growth has outpaced the provision of public facilities necessary to support it. Roads in the district have become congested, especially during commuting hours. Many schools have experienced overcrowding, and new parks to serve area residents are rare.

In addition to the issues related to the high rate of growth, there are problems associated with the low density pattern of development in the South District. The generally homogeneous suburban pattern causes most residents to be dependent upon the automobile for almost all travel. Opportunities for mass transit are limited, because in most areas the level of development will not support it.

MAP 2: SOUTH DISTRICT PLAN
EXISTING LAND USE PATTERN



Additionally, the district generally lacks housing alternatives for those who do not want, or cannot afford, the typical single family home. This issue is especially important because of the large amount of existing and planned office development in the district. Unless a variety of housing types is provided in the future, many of those who work in the district may not be able to find housing that meets their needs and may be forced to travel long distances from outside of the district.

The 2005 Generalized Land Plan and the District Plan General Policies are two policy documents which have dealt with the growth rate and land use pattern issues. The 2005 Plan, recognizing the disparity between the growth rate in the South District and other parts of the county, especially the north side, focused on redirecting growth to other parts of the county. Although this commitment to reorienting development has experienced marked success, population growth in South Mecklenburg has still outpaced the projections in the 2005 Plan, and the area has remained a highly desirable location for new suburban development, both residential and nonresidential. Carolina Place, the first new suburban mall to be built in Charlotte-Mecklenburg since 1975, is located in the South District, and a number of other large office and retail centers are planned for the area.

The District Plan General Policies addresses the development pattern issue by generally describing the pattern desired within Mecklenburg County. In particular, this policy document promotes a tighter land use pattern and a higher by-right base residential density for most new housing development. By promoting a higher base density than currently exists, this document provides a framework for more diverse residential growth in the future. Additionally, this proposed development pattern is expected to improve public facility efficiency and housing affordability. The South District Plan will specifically apply the land use policies outlined in the District Plan General Policies to the southern portion of the county.

PLANNING CHALLENGES

The South District is expected to continue growing until the area is fully developed sometime in the next century. The entire district should have access to public water and sewer service by the end of this decade, thus removing one of the most significant barriers to development of the southernmost portion of the district. Planned road improvements will continue to make the area desirable for development. Construction of the Southern Outer Loop will have an especially significant impact on the district's development pattern because the areas surrounding the interchanges will be sought after for high intensity uses. Development around the interchanges will require careful planning because these highly visible locations will have a major influence on the image of the South District.

As long as the Charlotte-Mecklenburg regional economy continues to grow, development pressures in the South District should remain strong. Large undeveloped tracts in the southernmost part of the district are likely to be developed. Smaller close-in parcels that were originally overlooked will be considered for infill development. Additionally, there may be pressures to redevelop underutilized tracts, especially those proximate to thriving employment and commercial centers.

Table 1 indicates the amount of growth expected between 1990 and 2005. These projections reflect a 38% population increase and a 45% increase in the number of households. In addition, the number of jobs expected to be located in the district by 2005 is almost twice the number found in the district in 1985. These projections update those found in the 2005 Land Plan. They are based upon recent population and employment figures and reflect the redirection of growth outlined in the 2005 Plan.

TABLE 1

SOUTH DISTRICT PROJECTED GROWTH

Year	Population	Households	Employment
1985	NA	NA	29,000
1990	141,711	56,466	NA
2005	195,000	82,000	57,000

Even with a continued effort to redirect growth to other districts, future development in the South District is inevitable. This growth cannot and should not be stopped. However, it can be managed. In order to effectively manage growth, it is first necessary to determine what is desired for

the district. Once this determination is made, it will be possible to direct growth so that it is consistent with that desired future. The primary purpose of this plan is to outline the desired future for the South District and to identify the actions that will be necessary to achieve this vision.

The future vision for the South District is articulated through a series of goals. Each goal is designed to build upon the strengths of the district while working to remedy the area's weaknesses. Listed on the following pages are the goals and strategies which the plan recommends to direct and manage future activity in the South District.

FOCUS FOR THE FUTURE

The goals for the South District are listed below. No single goal is more important than the others. Achieving the district's goals will require a delicate balance between potentially conflicting priorities. In many cases, success in achieving this balance will necessitate considerable compromise between opposing points of interest.

The goals are:

- To preserve, protect, and enhance the character of existing neighborhoods.
- To establish a balanced urban land use pattern which results in a vital and livable community with a distinct identity.
- To develop a land use pattern which increases transportation efficiency, encourages transit use, and decreases automobile dependency.
- To develop an efficient land use pattern which can be served by an acceptable level of public services and facilities.
- To provide an efficient and acceptable level of public facilities and to encourage the timing of new development to coincide with the provision of these facilities.
- To encourage development of a wide range of housing types and densities, thus promoting affordable housing for all segments of the population.
- To promote quality development which protects the district's historic and natural resources.

The following section describes issues related to each goal and summarizes how this plan addresses each goal:

- **To preserve, protect, and enhance the character of existing neighborhoods.** The South District's neighborhoods are probably its greatest asset. The area is known for its well-kept homes and pleasant residential areas. High quality subdivisions continue to be built in the South. One of the most important goals of this plan is the protection of the district's neighborhoods. To achieve this, the plan:

  - Shows, on the proposed land use map, single family neighborhoods. Existing neighborhoods should be preserved and protected. Future development within and adjacent to these areas should be sensitive to existing residential development.

- Recommends corrective rezonings for residential areas which are zoned for a use other than the existing type and density of housing. This action will protect these residential areas from more intense and inappropriate development.

- **To establish a balanced urban land use pattern which results in a vital and livable community with a distinct identity.** It is desirable to have a balanced mix of uses in the district in order to provide area residents with opportunities for housing, shopping, and employment. Further, it is desirable to create unique areas which will act as focal points, thus providing the District with its own identity. To accomplish these objectives this plan:

  - Identifies, on the proposed land use map, locations for a range of land uses. Particular emphasis is given to identifying locations for mixed use centers which can function as focal points for the surrounding community.

  - Describes in the text the desired characteristics for the types of development recommended for the South District.

- **To develop a land use pattern which increases transportation efficiency, encourages transit use, and decreases automobile dependence.** As growth continues, demands on the district's transportation system, especially the roadway system, will increase. While numerous roadway improvements are planned, the public sector probably will not be able to construct a roadway system which will fully accommodate automobile traffic projections for the future. Consequently, it will be beneficial to develop a more efficient land use pattern which will provide alternatives to single occupant automobile travel. In an effort to move toward a more efficient development pattern, this plan:

  - Focuses the most intense uses in mixed use centers which should be designed to support mass transit and encourage pedestrian activity.

  - Locates the highest density residential development near employment opportunities and/or along transit corridors, thus reducing trip lengths and dependence on the private automobile.

- **To develop an efficient land use pattern which can be served by an acceptable level of public services and facilities.** As funding for local government services and facilities becomes increasingly scarce, it will continue to be important to promote an efficient land use pattern which will can be served effectively without putting an undue financial burden on Charlotte-Mecklenburg residents. To

achieve a more efficient land use pattern, this plan:

- Sets the base single family residential density at 3 dwelling units per acre, with the potential to develop at 4 dwelling units if certain conditions are met. An increase in density over current development patterns will reduce the costs associated with the provision of sewer and water infrastructure, as well as public improvements to the South District's transportation system.

- On the proposed land use map, shows the desired land use categories for infill parcels and underutilized parcels appropriate for redevelopment. Development of infill and underdeveloped parcels will allow better utilization of public facilities which are already in place.

- **To provide an acceptable level of public facilities and to encourage the timing of new development to coincide with the provision of these facilities.** During periods of rapid growth, development frequently outpaces the provision of infrastructure needed to support the new growth. To support future growth, this plan:

  - Identifies new public facilities and improvements to existing systems that should be constructed during the next 20 years. Facilities are identified in the plan for the transportation system, water and sewer systems, parks, and greenways. Other types of facilities such as libraries, schools, fire, and police are identified through separate planning processes.

  - Supports phasing of major development projects to ensure that the timing of development and needed infrastructure coincide.

- **To encourage development of a wide range of housing types and densities, thus promoting affordable housing for all segments of the population.** Historically, much of the housing built in the South District has been financially out of reach for many residents of Charlotte-Mecklenburg. As a significant amount of suburban office development has been built in the district, the lack of affordable housing has caused many district workers to travel significant distances from other parts of the county and region, further exacerbating traffic congestion. Additionally, the increase in the elderly population and non-traditional households, such as single person households, indicates a need for alternatives to the typical single family residences found in the South District. In an attempt to improve this situation and to encourage more residential diversity in the district, this plan:

- Identifies some sites which are appropriate for higher density single family and multi-family housing. There are other sites in the district which might also be acceptable for higher density housing, and the multi-family locational criteria found in the District Plan General Policies should be used to evaluate properties not specifically identified for multi-family use on the plan map. New housing built at higher densities has the potential to be more affordable for area employees than the typical new single family detached housing developed in the district.

- Supports the general policies base single family density of three dwelling units per acre for new single family housing developments, with the potential for single family development at four dwelling units per acre if certain conditions are met. This strategy will be increasingly important as available land becomes more scarce and land costs rise.

- **To promote quality development which protects the district's historic and natural resources.** An area's environmental and historic resources can be among its greatest assets. However, if development is not well managed, it can threaten these valuable resources. To encourage their protection, this plan:

  - Identifies greenways and park land which should be acquired and protected.

  - Identifies historic resources which should be considered during the development process.

  - Highlights the need to maintain and improve the district's streetscapes, especially during the road construction and widening process.

  - Encourages concentrated development which can be served more easily by mass transit. This strategy will help to ensure that the area's air quality does not worsen.

ADOPTED PLANS

In the past, several plans have been developed for portions of the South District. Many of the recommendations contained in these plans were carried forward to this district plan. The plans previously developed for the South are described below:

Providence Road/Providence Road West/Southern Outer Belt Interchange Land Use Study

On November 19, 1990, the County Commission adopted a plan which outlines appropriate development for the area surrounding the Providence Road and Outer Loop interchange. This study identifies the specific land uses desired for each quadrant of the interchange and provides transportation guidance for the area. The plan recommendations are still valid and should be used in development decision-making for the area.

SouthPark Analysis

The City Council originally adopted a land use plan for the SouthPark area in 1978. Ten years later the SouthPark Analysis, a review of the original plan, was undertaken in response to strong development pressures in the SouthPark area. This document was adopted by the City Council in July, 1988. The SouthPark Analysis recommended changes to the 1978 plan which would provide for new development in conformance with the regional mixed use center concept proposed in the 2005 Generalized Land Plan. With a few minor adjustments, as shown on the South District proposed land use map, recommendations made in this plan are consistent with the SouthPark Analysis.

South Mecklenburg Interim District Plan

The elected officials adopted the South Mecklenburg Interim District Plan in June, 1987. When this plan was initiated in the summer of 1986, development pressures in the district were strong, and the public officials needed a framework for deciding rezoning petitions. This plan provided the needed land use guidance, as well as capital facilities planning, for the most rapidly developing portion of the district located south of N.C. Highway 51. This plan has served as an interim planning document for that area and will be superseded by the adopted version of the South District Plan.

Sterling Special Project Plan

The elected officials adopted the Sterling Plan in January, 1985. The primary goal of the plan is to maintain the area as a viable neighborhood. The plan outlines a number of steps which should be taken in order to achieve a stable residential community. These steps include transportation and infrastructure improvements, zoning changes, and housing strategies. Most of the recommendations contained in the special project plan remain

valid, and those that have not already been implemented should be considered for implementation.

N. C. Highway 51 Special Project Plan

In October, 1983, the elected officials adopted the N. C. Highway 51 Special Project Plan. The study corridor extends along NC Highway 51 from McAlpine Creek on the west to Sardis Road and the Matthews town limits on the east. The plan proposes the coordination of transportation improvements and land development in the corridor in order to achieve an "urban parkway" character. Most of the transportation recommendations contained in the plan have been implemented.

Land use recommendations for the corridor include mixed density residential development along the corridor, with a 100-foot wide buffer along the highway edges. Retail and office uses are specifically limited to a mixed use center at the Providence Road intersection. For most remaining vacant properties, the land use recommendations should be implemented as described in the plan. However, there are a few properties which this plan recommends for primarily multi-family development, instead of a mix of densities and uses as described in the N.C. Highway 51 plan. These properties are shown on the proposed land use map. In addition, there is a study group minority opinion recommending a neighborhood convenience center at N.C. Highway 51 and Alexander Road.

LAND USE PATTERN

The District Plan General Policies outlines the objectives, policies, and development criteria for three general land use categories - commercial/mixed use centers, employment areas, and residential development. The generic objectives of the general policy document have been applied specifically to the South District to create the proposed land use map. The following summarizes the recommendations shown on the resulting map.

MIXED USE AND COMMERCIAL CENTERS

Four types of mixed use and commercial centers are planned, approved, or built in the South District. These centers concentrate nonresidential development at appropriate locations. The mixed use centers also include a multi-family housing component. In general, the district's centers are designed to discourage urban sprawl and strip development and to provide focal points throughout the district. Placing these concentrated nodes of development in the South District should assist in the creation of a more compact and pedestrian oriented land use pattern which will support a mass transit system.

A description of each center type is included in the General Policies document. It should be noted that certain retail strips in the South District are classified as centers. Although not originally designed as such, the individual uses in these retail strips collectively function as a center.

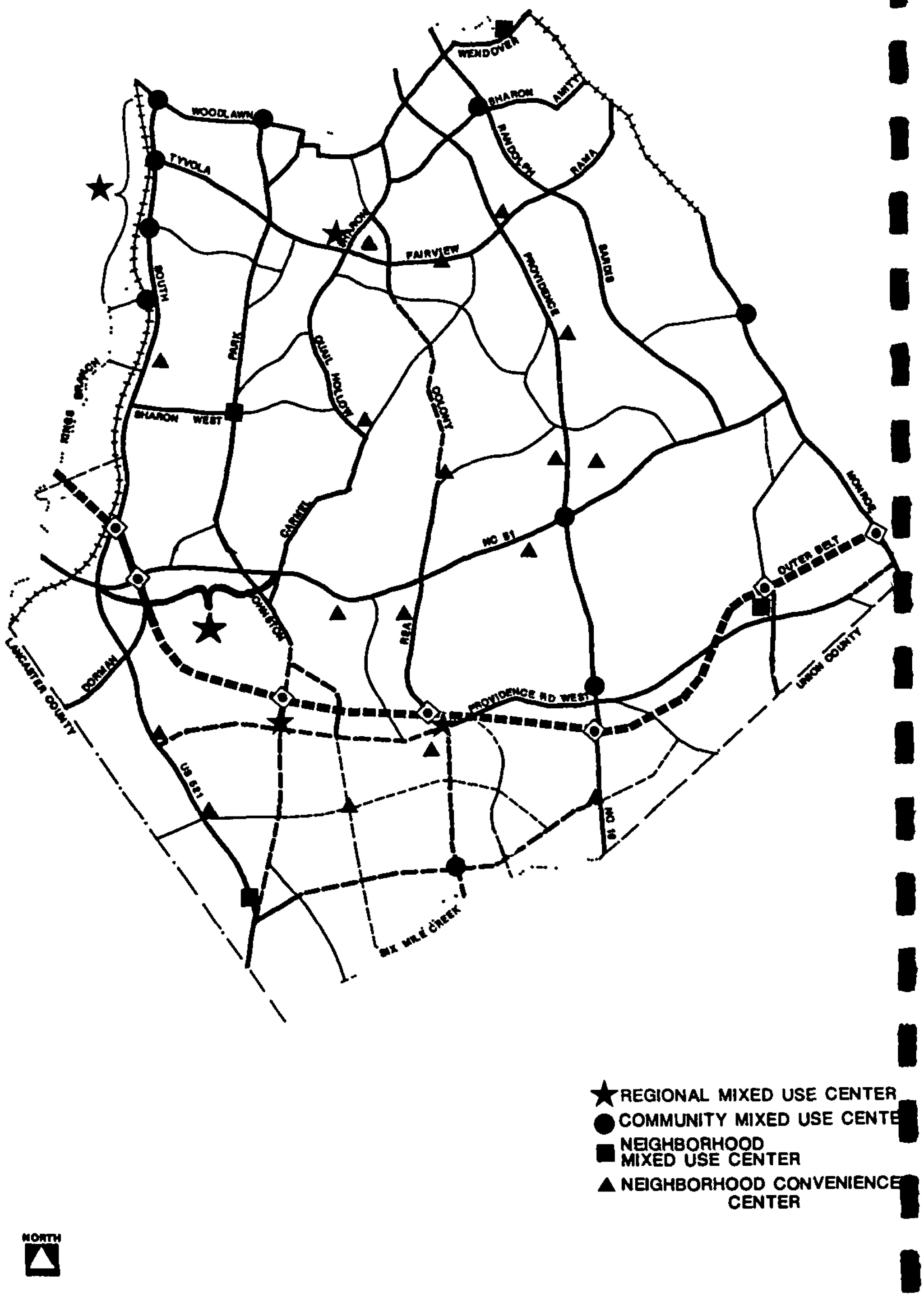
Existing and proposed centers in the South are described below.

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

The South District should eventually contain five regional mixed use centers. Three centers currently exist: SouthPark, the NC 51 Highway Corridor, and the South Boulevard corridor. Two additional regional centers are planned for the future: one at Piper Glen and the other at the Southern Outer Loop and Johnston Road Extension (US Highway 521 Relocation).

- SouthPark - SouthPark is perhaps the best known regional mixed use center in Mecklenburg County. Development first began in this area in the early 1970's when the mall was constructed. The SouthPark area has grown to include over 1.5 million sq. ft. of retail, more than 3.3 million sq. ft. of office space, and four hotels. Additional nonresidential development is planned for the area. Substantial multi-family development is also found at the periphery of the mixed use center.

MAP 3 : SOUTH DISTRICT
MIXED USE AND COMMERCIAL CENTERS



SouthPark is expected to remain a highly desirable location for office development in the South District and in Mecklenburg County. For this reason, it will be necessary to carefully manage growth in the SouthPark area, especially office and retail growth which could negatively impact existing residential neighborhoods. Nonresidential development should occur in accordance with the proposed land use map. However, the small, 1.9-acre parcel planned for multi-family housing which fronts on Fairview Road and is located directly east of Savings Place may be considered for office development if a site plan meeting the following objectives can be developed:

- the development should be consistent with the O-1 zoning district and should be of a residential scale and design;

- the site plan should include substantial buffering to minimize impacts on the existing multi-family development to the south and future development to the east;

- primary access to the property should be from Savings Place; and

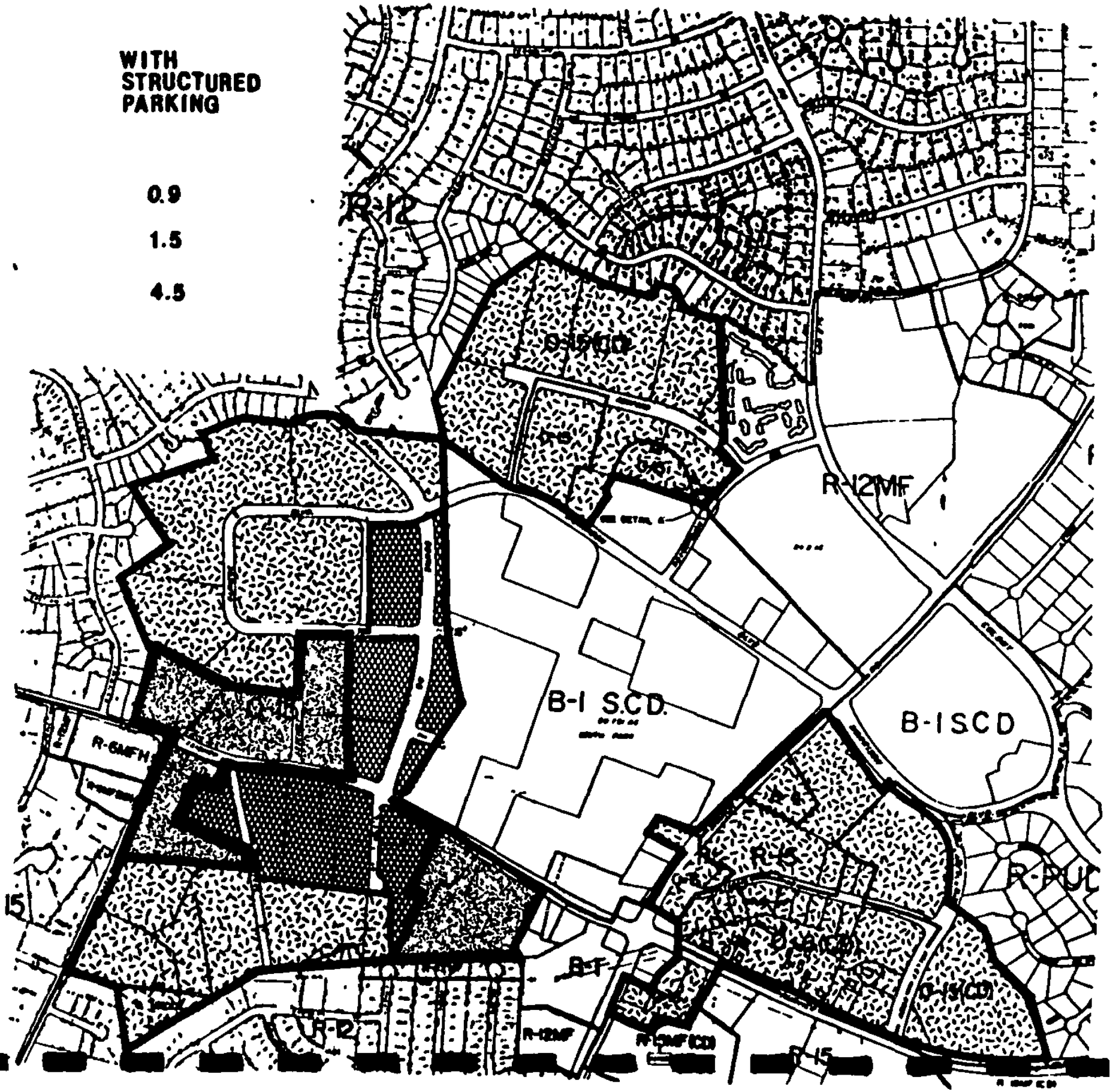
- the site plan should include only the first parcel east of Savings Place. This parcel is bounded by Fairview Road on the north and an existing multi-family complex on the south. Development of the land to the east of this property should be residential.

As the SouthPark area continues to grow, there may be pressures to allow office development which is more intense than typically found in suburban settings. This district plan recognizes some opportunities for office development that has a higher floor area ratio (FAR) than allowed in the O-1 zoning district. Locations which might be considered for O-2 and O-3 zoning are shown on Map 4.

Potential intensification of the SouthPark area reinforces the need to create a more cohesive, pedestrian oriented environment, especially considering the potential for light rail to serve the area. To address the issue, this plan recommends development of a generic urban design manual that focuses on improving the pedestrian environment of areas such as SouthPark and University City, as well as potential transit stations.

MAP 4
RECOMMENDED OFFICE DISTRICTS/INTENSITIES

	MAX. FAR	WITH STRUCTURED PARKING
0-1	0.6	0.9
0-2	1.0	1.5
0-3	3.0	4.5



One final issue which should be considered for the SouthPark area is the preservation of single family areas at the periphery of SouthPark. As the South Park area continues to grow, pressure for nonresidential redevelopment or commercial encroachment may occur in some single family neighborhoods. These pressures should be resisted. In particular, the small Closeburn/Glenkirk neighborhood located south of Fairview Road and west of Park South Drive should be protected to ensure that it remains a viable single family residential area.

To protect the Closeburn/Glenkirk neighborhood, future development should be limited to low density multi-family housing for the properties which front on Park Drive South, between Fairview Road and the power easement north of Archdale Drive. Because some of the properties are unusually configured, a proposal for multi-family rezoning of any properties on Park South Drive should include an exceptional site plan which takes into account the limited depth of some of the properties. The site plan should include any measures necessary to protect the single family character of the Closeburn/Glenkirk neighborhood. Particular emphasis should be given to the potential visual impacts of a multi-family development. Under no circumstances should any property that does not front on Park South Drive be rezoned for multi-family housing.

- NC Highway 51 Corridor - Another existing regional center in the South District is located along NC Highway 51 between Carmel Road and district's western boundary. Much of this area is located within the town limits of Pineville. The NC Highway 51 Corridor was not designed as a unified mixed use area, but instead consists of a series of individual developments which together function as a regional center. Typical uses along NC Highway 51 include individual shopping centers, office buildings, and multi-family complexes. The most notable development in the corridor is the Carolina Place Mall. Other focal points include Carmel Commons Shopping Center located at Carmel Road, McMullen Creek Shopping Center located just west of McMullen Creek, and Park 51 Center located at Park Road.

Although much of the land in this regional center is developed, some property is still vacant. Development of remaining undeveloped parcels should be consistent with the uses shown on the proposed land use map. Most of the vacant land in the corridor is planned for nonresidential uses, but two sizable areas at the periphery of the center are planned for multi-family housing. One tract is located on the south side of NC Highway 51, adjacent to McAlpine Creek, and the other is located on the west side of Carmel Road, north of the existing office concentration. This additional multi-family housing will be especially important because it will complement the existing nonresidential uses in the corridor.

The intensity of future development in the N.C. Highway 51 corridor should be managed carefully in order to minimize area traffic congestion. In general, rezonings for low intensity multi-family and office development should be approved instead of retail development, which will generate significantly more trips than the other uses. In addition, undeveloped property that is zoned already for retail use should be considered for downzoning to low intensity office or multi-family districts. Particular attention should be given to the impacts that new development will have on the N.C. Highway 51/Southern Outer Loop interchange. If excessive development results in a level of traffic that further overloads the interchange, traffic is likely to be forced onto Park Road Extension south of N.C. Highway 51.

- South Boulevard Corridor - The South Boulevard corridor is another regional center which consists of uses that were developed incrementally but together constitute a regional center. South Boulevard is an older highway corridor lined with strip development. Focal points in the corridor include Hechinger Plaza at Woodlawn Road, Tyvola Mall at Tyvola Road, K-Mart Plaza at Archdale Drive, and South Oak Center at Arrowood Road. The predominant use in the corridor is retail, but some industrial uses, utilities, and multi-family housing also exist. Typical retail uses found along South Boulevard include fast food restaurants, automobile dealerships, large discount stores, and other commercial uses either developed individually or located within older shopping centers.

  Although numerous curb cuts, excessive signage, and unscreened parking lots make the corridor rather unsightly, the corridor serves an important function within the South District. South Boulevard is a prime location for businesses that might not be able to afford to locate in more costly retail centers in the interior of the district. The long-term future of the corridor will depend upon whether light rail is developed on the Southern rail line which runs parallel with the South Boulevard corridor. If light rail does become a reality, redevelopment of portions of the corridor may be appropriate and a special project plan will be needed to address land use issues in the corridor. In the meantime, efforts should focus upon improving South Boulevard's appearance through upgrading of the streetscape and existing structures.

- Piper Glen - Zoning is currently in place for a fourth regional center at Piper Glen, south of the Outer Loop interchange with Rea Road. This master-planned center will include over 1,000,000 square feet of retail and 550,000 square feet of office development. Multi-family residential development is also planned. The retail focus of this center will complement the employment-oriented regional center to be located south of the Outer Loop at Johnston Road Extension (US Highway 521 Relocation) and the

residential/office concentration at the Southern Outer Loop and Providence Road. This district plan recommends that Piper Glen's nonresidential development be limited to the properties already appropriately zoned for office and retail use. Additionally, the allowable nonresidential square footage should not be increased above the current zoning.

- Ballantyne - This district plan recommends development of a final regional mixed use center south of the Outer Loop at Johnston Road Extension (US Highway 521 Relocation). Zoning has been approved for a town center with 600,000 square feet of office, 380,000 square feet of retail, a 450 room hotel, and 1848 dwelling units. In addition to the town center, the master planned project will include 3,590,000 square feet of office and related uses, 140,000 square feet of convenience retail, 700 hotel rooms, over 2800 housing units, two school sites, and park land.

  When developed, the center's uses should be fully integrated and pedestrian oriented. Additional office square footage may be considered if light rail or highly innovative techniques are used to minimize transportation impacts. These techniques might include express bus service or a transportation demand management program including components such as flex time, car-pools, and vanpools.

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

Four existing community mixed use centers are located partially or entirely within the South District and two additional community centers are planned for the district. They are:

- Park Road/Woodlawn Road Intersection area, which is partially within the Central District. This center was built around the Park Road Shopping Center located in the Central District. The area within the South District is developed primarily with office and multi-family uses. This district plan recommends multi-family redevelopment of some of the underutilized property on Park Road. No additional land use changes are anticipated for the area, and future retail and office development should be limited to properties which are zoned accordingly.

- Cotswold Mall area, located at Sharon Amity Road and Randolph Road. Similar to the well-established Park Road shopping center, the Cotswold Mall is the focal point for this mixed use area. The remainder of the area is developed with multi-family housing, offices, and free-standing commercial uses.

  It is recommended that the properties located south of Sharon Amity Road, directly across from the shopping center, eventually be redeveloped. At present, most of these sites are sparsely developed with banks and other small office uses on large lots. However, these properties could be

redeveloped with more intense uses, and mid-rise housing would be especially desirable because the properties are convenient to both SouthPark and Uptown, as well as neighborhood-serving retail uses. When a multiple-use zoning district allowing a mix of uses including high density housing is established, that zoning district should be considered for these properties.

- Sardis Road North at Monroe Road, which is also partially located in the East District. Retail development and multi-family housing are found in the portion of the center located in the South District. Nonresidential development should be limited to the properties identified on the proposed land use map. Additional retail and office uses associated with this center are located in the East District.

- Arboretum, which is located at the intersection of Providence Road and N.C. Highway 51. This is the most recent community center to be built in the South District. Its focus is the Arboretum shopping center located southwest of the intersection. This retail center contains 400,000 square feet of retail space with an additional 200,000 square feet planned for the future. Some banks are located in the southeast quadrant of the Providence Road and NC Highway 51 intersection, and additional office uses are planned for this area. Small-scale offices have been built in the northwest quadrant and multi-family housing and one small office have been constructed in the northeast quadrant. The remainder of the northeast quadrant is zoned for the Beverly Crest Planned Unit Development. Remaining vacant land in the northwest quadrant should be developed with multi-family housing which is designed to be sensitive to adjacent single family residences. Nonresidential uses should not be expanded beyond the properties zoned for office use.

Two additional community centers are planned for the South District. These are:

- Landen, which is planned for the intersection of Rea Road Extension and the Lower Mecklenburg Major Circumferential. Zoning has been approved for 250,000 square feet of retail and an office component of 450,000 square feet. No additional nonresidential development should be approved for this community mixed use center. Associated residential development is also included in this master-planned development, and some single family units have been constructed.

- Providence Road and the Southern Outer Loop. The Providence Road/Providence Road West/Southern Outer Belt Land Use Study details appropriate development for this center. (See Appendix C for full study.) Nonresidential uses associated with this center are planned north of the interchange.

Substantial multi-family development is also planned both north and south of the interchange. To date, zoning has been approved for 690,000 sq. ft. of office, 278,000 sq. ft. of retail, a 250-room hotel, and 318 multi-family units north of the interchange.

The Allison Lane neighborhood is located in the southwest quadrant of the Providence Road/Southern Outer Loop interchange. The area is sparsely developed with modest single family homes. This plan supports preservation of these homes if the needed public and private resources are committed to make this a viable neighborhood. However, there are likely to be very strong pressures to redevelop the Allison Lane neighborhood area because of its strategic location adjacent to the Outer Loop.

To preserve the neighborhood, resources should be committed to strengthen the area by constructing needed water and sewer facilities, improving housing quality, and building new infill housing. If the Allison Lane neighborhood cannot withstand development pressures and is not saved, the most appropriate use for the area would be multi-family housing. Redevelopment of this area should not occur on a piecemeal basis, but would require consolidation of all area properties. If redevelopment is desired, the property owners should join together to sell or redevelop their land.

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

There are currently three neighborhood mixed use centers in the South District. These are:

- Quail Corners (Park Road at Sharon Road West);
- Wendover Plaza (Wendover Road, southwest of Latrobe Drive). A significant portion of this center is located within the Central District; and
- Plantation Market (Weddington Road at McKee Road).

One additional neighborhood center is planned for the South District. It should be located at U.S. Highway 521 and Johnston Road Extension (U.S. Highway 521 Relocation).

Neighborhood Convenience Centers (70,000 sq. ft. retail)

Neighborhood convenience centers already exist in the south at the following locations:

- Sharon Lakes (Sharon Lakes Road off of South Boulevard).
- Olde Town Village (Quail Hollow Road at Carmel Road).
- Foxcroft East (Fairview Road, west of Carmel Road).

- Strawberry Hill (Fairview Road at Providence Road).
- Providence Square (off Providence Road at International Drive).
- Touchstone Village (Baybrook Lane, south of NC Highway 51).
- Shops at Piper Glen (Rea Road, south of NC Highway 51).
- Raintree (Raintree Lane, south of NC Highway 51).
- Morrocroft (south of Sharon Road/Colony Road intersection).

Zoning is in place at the following locations where development has not yet occurred:

- Beverly Crest (northeast of Providence Road and NC Highway 51).
- US Highway 521 at Lower Mecklenburg Minor Circumferential.
- Existing Elm Lane West/Providence Road West intersection.
- Candlewyck (west of Providence Road, between Rea Road and NC Highway 51).

While the South District Plan study group process was underway, City Council reaffirmed the neighborhood convenience center zoning at Candlewyck. In light of the decision to retain the Candlewyck zoning, no more retail zoning should be added to the portion of the Providence Road corridor between Fairview Road and N.C. Highway 51.

Locations for future neighborhood convenience centers are recommended as follows:

- US Highway 521 at Providence Road West Extension.
- Community House Extension at Lower Mecklenburg Minor Circumferential.
- Lower Mecklenburg Major Circumferential at Providence Road.
- Colony Road at Rea Road.

EMPLOYMENT GROWTH AND OPPORTUNITIES

The South District has historically been a residential area. Most existing and planned employment uses in the district are components of mixed use centers. However, there are a few major concentrations of industrial uses within the district. Recommendations for each are outlined below:

- Pineville, south of the Southern Outer Loop - A large area north of the town center of Pineville and south of the Southern Outer Loop is planned for industrial development. While some of this area is currently located in unincorporated Mecklenburg County, the entire area is located within the Pineville sphere of influence. A portion of the land is developed with industrial uses and utilities, but much of it remains vacant. The portion within unincorporated Mecklenburg County is zoned I-1 and I-2 and should be developed accordingly.

- South Boulevard Corridor, west of South Boulevard between the Sterling Community and Arrowood Road - Much of this large area is developed with industrial uses, but some vacant land remains. Future development in this area should be consistent with the existing zoning. Industrial development east of South Boulevard should be limited to properties which already are developed with industrial uses.

- Monroe Road, north of McAlpine Creek - The area along Monroe Road, immediately north of McAlpine Creek, is planned for industrial use and is zoned I-1 and I-2. The I-2 property is developed with an industrial use, and the larger I-1 property is being developed with a business/industrial park. Industrial zoning in this area should not be expanded beyond what currently exists.

RESIDENTIAL FUTURE

Policies and development guidelines for residential growth are provided in District Plan General Policies. A summary of the residential categories shown on the proposed land use map for the South District is provided below.

- Low Density Single Family Areas

  The base single family residential density for the South District is three dwelling units per acre (du/ac). The District Plan General Policies includes a planning process where the Planning Commission would determine the appropriate areas for public initiated "up-zonings" to a base density of four du/ac. The purpose of the effort was "to facilitate and encourage a more urban residential pattern in the developing areas of the County". At this time, limited resources and other priorities do not allow the level of effort it would take to complete the planning process as called for in the General Policies document. Therefore, encouraging a more urban residential pattern must be accomplished in a different manner. This plan still recommends higher single family densities for many areas. However, it will take a privately initiated rezoning, based on the following locational criteria to allow housing densities above three du/ac.

Location: Higher single family densities may be particularly appropriate in these locational situations:

- within approximately ½ mile of transit corridors;
- within approximately ½ mile of a commercial and/or employment center or public park;
- where development clustering could preserve environmental features such as floodplain, steep slopes, or trees;
- within a large scale mixed use development in which a variety of housing densities could exist; and
- adjacent to multi-family development.

Water and Sewer: Water and sewer services should be provided by the Charlotte-Mecklenburg Utility Department (CMUD) system. If a private system is used, the service lines should be sized to CMUD standards to allow for a future connection with CMUD's lines.

Open Space: As densities rise, common open space should be provided in the development. Clustering units to create open space amenities is encouraged. Close proximity to public open spaces may mitigate the need for private common open spaces.

Streetscape Amenities: Sidewalks, street trees, curb, gutter, and ample right-of-way for on-street parking should generally be provided.

Compatibility: New development should blend with adjacent single family developments of lesser density. This may necessitate lots on the project edges having densities, yards, and setbacks similar to the existing development as a transition in the streetscape.

Although this district plan recommends that single family residential development have a base density of three du/ac and be allowed up to four du/ac under certain conditions, this does not preclude residential development at lower densities. In fact, depending upon market demand, less dense development may dominate in some areas. Further, existing neighborhoods that are less densely developed should be protected from zoning intensification.

- Medium Density Areas

The medium density residential category ranges from four to eight du/ac. With a few exceptions, the designations for this category on the proposed land use map are existing

medium density developments, typically areas developed with duplexes. However, this does not imply that future residential development cannot be built at densities within this range. Some development within this density range might be desirable because it might provide an affordable option to the typical larger lot single family subdivisions which dominate the South District. Proposals for medium density development will have to be examined on a case-by-case basis.

- High Density Single Family and Multi-Family Areas

  The proposed land use map identifies locations where land is already developed or appropriately zoned for high density single family or multi-family use. Other sites which are desirable for higher density housing rather than nonresidential use are also identified. Additional land not specifically identified on the land use map for higher density housing may still be appropriate if it meets the multi-family locational criteria included in District Plan General Policies.

  In general, multi-family housing should be dispersed throughout the district at appropriate locations. Sites along mass transit corridors and near major mixed use and employment centers are particularly desirable because they have the potential to reduce automobile dependence and shorten commuting distances. General locations meeting the above referenced criteria will not have an unlimited capacity for higher density residential development. An upper limit will have to be determined on a case-by-case basis.

DEVELOPMENT OF INTERCHANGE AREAS

Careful planning of the areas immediately adjacent to Outer Loop interchanges is extremely important. The appearance and function of interchange areas could significantly impact the development surrounding them. In many instances, these interchanges will serve as gateways or identifiable entrances to a certain part of the community. They can be image makers, positive or negative. Because of the value of the highly accessible and visible land at these interchanges, pressure is and will continue to be great to develop the land with nonresidential uses. In some locations nonresidential development may be appropriate; in others, it may not. In general, though, higher density uses are desirable at interchanges because of the superior transportation accessibility to these areas.

The proposed land use pattern for the Outer Loop interchanges in the the South District is described below:

- Southern Outer Loop/South Boulevard - The area surrounding this interchange is planned for industrial use in the

southwest quadrant and retail in the northwest and southeast quadrants.

In the northeast quadrant, there exists a 108-acre parcel which was conditionally zoned in 1987 for a 1,040,000 square foot shopping mall, a hotel, and development of five outparcels. However, no development has occurred on the property, and at this point, development of a shopping mall at this location is unlikely since the Carolina Place Mall has been constructed at the next Outer Loop interchange at N.C. Highway 51. This plan recommends that an alternative scenario be developed for this property. Any alternative created for this property should include a major multi-family component utilizing at least half of the property. If developed, multi-family housing on this property would be consistent with its location adjacent to the Outer Loop interchange and the potential for light rail transit in the South Boulevard corridor. In addition to multi-family, retail development could be located on up to half of the property. Retail development on this site should be designed to serve the adjacent multi-family residents, as well as other area residents.

- Southern Outer Loop/NC Highway 51 - The land surrounding this interchange is located entirely within the town limits of Pineville. The northwest and southwest quadrants are planned for retail use, and the Carolina Place Mall, which is currently 900,000 square feet and will eventually be expanded to 1.3 million square feet, is located in the southwest quadrant. The northeast and southeast quadrants of the interchange are planned for office and retail use, respectively. Mercy South Hospital and associated medical offices have been developed in the northeast quadrant.

- Southern Outer Loop/Johnston Road Extension - Ballantyne, a large employment-oriented regional mixed use center, will be developed south of this interchange. This master-planned development will include a high density mixed-use town center, campus-style office and related uses, multi-family and single family residential, neighborhood-serving retail, and institutional uses. (See page 19 for further discussion about this mixed use center.) This plan also recommends additional multi-family development in the northwest quadrant of the interchange and a mix of office and multi-family in the northeast quadrant.

- Southern Outer Loop/Rea Road Extension - The southern quadrants of this interchange will contain the retail and office components of the retail-oriented mixed use center at Piper Glen. (See page 18 for further discussion about this mixed use center.) The northwest and northeast quadrants of the interchange are planned and zoned for related multi-family development.

- Southern Outer Loop/Providence Road - A community mixed use center with a substantial residential component is planned for this interchange. Retail and office uses are planned north of the interchange. Associated multi-family is also recommended northeast, northwest, and southeast of the interchange. The Allison Lane community exists in the southwest quadrant. If a significant commitment is made to upgrade this area, the single family housing could be preserved. Otherwise, higher density residential uses are appropriate. (See page 20 for further discussion about this mixed use center. Also, see the Providence Road/Providence Road West/Southern Outer Belt Land Use Study included in Appendix C for specific development guidance for this area.)

- Southern Outer Loop/Weddington Road - The current design for the Southern Outer Loop does not include an interchange at Weddington Road, but the Planning Commission staff recommends that one be constructed to reduce the spacing between the adjacent interchanges. (See page 43 for further discussion about this interchange.) A neighborhood mixed use center is planned for the southwest quadrant of this proposed interchange. The retail component of the center currently exists and zoning is in place for office development. The remainder of the southwest quadrant should be developed with multi-family housing. Single family development is indicated for the northwest quadrant which is located in unincorporated Mecklenburg County. The northeast and southeast quadrants are located in the sphere of influence for Matthews, and development guidance for this area should be obtained from the Town of Matthews.

- Southern Outer Loop/Monroe Road - This interchange is located entirely within Matthews' sphere of influence. Development guidance for this area should be obtained from the Town of Matthews.

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.

Development Phasing:

Development proposals requiring a rezoning should be thoroughly reviewed with respect to the ability of the area infrastructure to support the proposed development. If necessary infrastructure is planned but is not in place, major development proposals

should include a phasing component which will ensure that the timing of the development coincides with the provision of needed infrastructure.

Coordination with Matthews and Pineville:

As the South District continues to develop and as plans are updated, coordination and communication between Charlotte-Mecklenburg and the towns of Pineville and Matthews will be essential to ensure compatible land uses along the boundaries of different jurisdictions.

Special Project Plans:

- South Boulevard Corridor Plan - A special project plan for the South Boulevard corridor should be undertaken when the future of light rail along the railroad paralleling South Boulevard is determined. Currently, development along the South Boulevard corridor is typical of strip development along old highways. If light rail is recommended for this corridor, substantial changes to the existing land use pattern would be necessary to support the rail. Even if light rail is not placed in this corridor, it would be desirable to try to improve the cluttered appearance of South Boulevard, and streetscape improvements should be undertaken to achieve this.

- Urban Design Manual for Suburban Centers and Potential Transit Station Areas - As centers such as SouthPark continue to intensify, it will be desirable to encourage development which is better coordinated and more pedestrian oriented. Development of a generic urban design manual is recommended as the first step towards creating a more cohesive, pedestrian oriented environment for SouthPark and other major suburban centers.

Recommended Rezonings:

The South District Plan highlights a number of areas which should be considered for rezoning. Each proposed rezoning should accomplish one or more of the following objectives:

- preserve and/or stabilize neighborhoods;

- improve the image, economic viability and land use compatibility along nonresidential corridors; and

- provide additional opportunities for high density single family or multi-family development.

The Planning Commission will initiate proposed rezonings as described below. Each rezoning description includes the new zoning districts which took effect on January 1, 1992, as well as the old districts. The old districts are shown in parentheses. Maps for the proposed rezonings are included in Appendix A.

- <u>Objective - Preserve and/or Stabilize Neighborhoods</u>

  This is a primary goal of the South District Plan. In order to achieve this goal, the zoning for residentially developed properties should be consistent with the type and density of development on those properties.

  The following areas are zoned for multi-family development but are developed with single family residences, unless otherwise noted. This plan recommends rezoning these properties to an appropriate single family zoning district in order to preserve the existing lower density character and ensure that inappropriate multi-family redevelopment does not occur.

  1) R-17MF Property east of Thermal Road to R-3 (R-12MF to R-12). (Page A-1)

  2) R-17MF Property east and west of Pineburr Road to R-4 (R-12MF to R-9). (Page A-1)

  3) R-17MF Property on Surrywood Place to R-3 (R-12MF to R-12). (Page A-2)

  4) R-12MF(CD) Property in Park Crossing to R-3 (R-12MF(CD) to R-12). (Page A-3)

  5) R-17MF Property south of Tyvola Road on Londonderry Road to R-4 (R-9MF to R-9). (Page A-4)

  6) R-17MF Property on the west side of Walker Road between Nancy Drive and Goshen Place to R-4 (R-9MF to R-9) - This area is developed primarily with single family housing; a few scattered duplexes are also found in the area. (Page A-5)

  7) R-22MF Property on Ingleside Drive to R-4 (R-6MF to R-9). (Page A-4)

  8) R-22MF Property along Woodstream Drive and Starlite Place to R-4 (R-6MF to R-9). (Page A-6)

  9) R-22MF Property north and south of Starvalley Drive to R-4 (R-6MF to R-9). (Page A-6)

  10) R-22MF Area south of NC Highway 51 at Park Road Extension to R-4 (R-6MF to R-9). (Page A-7)

  11) R-15MF (CD) Property on Carmel Road south of Carmel Forest Drive to R-3 (R-15MF(CD) to R-15) - Although this four-acre property was granted conditional multi-family zoning in 1983, no development has occurred on the site. Since this site would not meet multi-family locational criteria, this plan recommends rezoning the

property to R-3 to make its zoning consistent with surrounding properties. (Page A-8)

12) R-15MF PUD property on east side of Providence Road south of McAlpine Creek to R-4 - On some occasions, conditional rezonings are granted but the proposed development is not built. After a time period of at least three years, these properties are re-evaluated. This R-15MF PUD for a retirement community was approved in 1986, but the site has never been developed. Therefore, it is recommended that the property be rezoned to R-4. Any future proposals for multi-family development on this site should be evaluated using the multi-family locational criteria in the District Plan General Policies. (Page A-21)

The following areas are also recommended for rezoning to single family districts.

13) The Danby Subdivision zoned R-MH to R-5 (R-MH to R-6) - This subdivision located off US Highway 521 is zoned for a mobile home park but is developed with single family residences. This area should be rezoned to make the zoning consistent with the existing uses. (Page A-9)

14) I-2 Property on Dorman Road to R-4 (I-2 to R-9) - This vacant parcel is situated between land zoned R-MH and land proposed for R-12MF (R-15MF) zoning. If left unchanged, this property could be developed with an industrial use that could have a negative impact on the residential character planned for the area. If desired in the future, rezoning of this property to R-MH, the zoning found on the adjacent property, should be considered. (Page A-10)

15) B-D(CD) Property on east side of US Highway 521 to R-3 (B-D(CD) to R-15) - Although conditional zoning for business distribution was obtained for this property in 1986, no development has occurred. Rezoning the tract to R-3 is recommended to make the property's zoning consistent with the zoning for surrounding properties. (Page A-10)

The following properties are zoned for multi-family or office use but are developed with duplexes, unless otherwise noted. Rezoning to R-8 is recommended to reflect existing development and to prevent inappropriate intensification.

16) R-22MF Property along Kingfisher Drive, south of Park Road Extension, to R-8 (R-6MF to R-8). (Page A-7)

17) R-22MF Property along Valley Stream Road and Richmond Place to R-8 (R-6MF to R-8) - Although most of this

area is developed with duplexes, there are some single family residences on Valley Stream Road. (Page A-11)

18) R-22MF Property on west side of Woodstream Drive to R-8 (R-6MF to R-8). (Page A-6)

19) R-22MF Property on Ingleside Drive to R-8 (R-6MF to R-8). (Page A-4)

20) R-22MF Property north and south of Wicker Drive to R-8 (R-6MF to R-8) - These properties are developed with duplexes and a single family home. (Page A-4)

21) R-17MF Property around cul-de-sacs of Fairheath Road, Aspen Court, and Walden Court to R-8 (R-12MF to R-8). (Page A-12)

22) O-2 Property on west side of Londonderry Road at Tamworth Drive to R-8 (O-6 to R-8). (Page A-4)

23) R-17MF Property on both sides of Pineburr Road to R-8 (R-12MF to R-8). (Page A-1)

24) R-22MF Property on both sides of Park Vista Circle to R-8 (R-6MF to R-8). (Page A-7)

25) R-22MF Property on west side of Blue Heron Drive to R-8 (R-6MF to R-8). (Page A-7)

The following property is recommended for medium density residential development:

26) R-22MF Property west of Valley Stream Road to R-8MF (R-6MF to R-8MF) - This vacant property is accessed through a single family and duplex area to the east. The recommended rezoning to R-8MF would allow development at up to 8 du/ac, consistent with the density recommended for the adjacent residential property. In addition, the proposed district would permit more site design flexibility than allowed by the R-8 district, thus accommodating this particular site's topography. (Page A-11)

The following areas are zoned for nonresidential development but are developed with multi-family housing.

27) O-1/B-2 Property south of Sharon Lakes Road to R-17MF (O-15/B-2 to R-9MF) - This area is being developed with multi-family housing. The zoning should be changed to R-17MF so the area's land use and zoning will be consistent. (Page A-13)

28) O-1 Property on Hedgemore Drive to R-17MF (O-15 to R-9MF) - An apartment complex is located on this property which is zoned for office use. To make the

existing land use and zoning consistent, the property should be rezoned to R-17MF. (Page A-11)

29) B-2 Property on east side of South Boulevard, south of Tyvola Road (Beacon Hill Apartments) to R-43MF (B-2 to R-6MFH) - An apartment complex exists on this property which is zoned for business use. (Page A-22)

30) O-2 Property on Park Road at Seneca Place to R-17MF (O-6 to R-12MF) - This property is being developed with multi-family housing. The zoning should be changed to make the site's land use and zoning consistent. (Page A-11)

31) O-2 Property on Colwick Road to R-22MF (O-6 to R-6MF) - To make the zoning and land use for this apartment complex consistent, this property should be rezoned to R-22MF. (Page A-14)

The following undeveloped properties are also recommended for rezoning to a multi-family district.

32) O-1 Property on the north side of Sharon Lakes Road to R-17MF (O-15 to R-9MF) - There are two properties on the north side of Sharon Lakes Road which are zoned for office use but are not developed as such. One parcel remains vacant and the other is developed with a church. This plan recommends rezoning these properties to R-17MF to avoid future nonresidential encroachment into the residential area along Sharon Lakes Road. Further, a residential district would be more consistent with the character of the institutional use. (Page A-13)

33) I-1/I-1(CD) Property in Sterling Community, west of China Grove Church Road to R-12MF (I-1/I-1(CD) to R-15MF) - These vacant parcels in the Sterling community are zoned for industrial use. However, they have poor access, and industrial development at this location could have a negative impact on the stability of the adjacent residences. To protect the Sterling neighborhood, this plan recommends rezoning this property to R-12MF. Multi-family development would be more consistent with the desired future for the Sterling community. Efforts to protect Sterling are especially important in light of the recently completed public improvements designed to enhance the community. (Page A-15)

34) B-2 Property east of South Boulevard between Baylor Drive and Milford Road to R-17MF (B-2 to R-12MF) - This long and narrow parcel fronts on South Boulevard and extends into the Madison Park neighborhood. The entire property is zoned for business use1566Xmndt of the rear portion is vacant. Development of the rear section of

this property with a nonresidential use could significantly impact adjacent residences. To minimize potential impacts and to protect adjacent residences, the rear portion of the property is planned for multi-family use and should be rezoned from B-2 to R-17MF. (Page A-16)

35) I-1(CD) Property on west side of US Highway 521 to R-12MF (I-1(CD) to R-15MF) - This vacant parcel is zoned for industrial development. However, this plan recommends rezoning the property to R-12MF. This change will protect the future development of the multi-family zoned tract to the west. (Page A-10)

- <u>Objective - Improve the Image, Economic Viability, and Land Use Compatibility along Nonresidential Corridors</u>

South Boulevard is an older corridor lined with strip commercial. Much of the property in the corridor is zoned for industrial use but little has developed as such. This plan recommends that the following properties along South Boulevard be rezoned for business.

36) I-2 Property on south side of Woodlawn Road at South Boulevard to B-1 - Existing and vacant retail uses are located on this parcel. Rezoning the property to B-1 would correct the inconsistency between the zoning and the existing use, and would be consistent with the large adjacent B-1SCD parcel. (Page A-16)

37) I-1 Property on south side of Woodlawn Road at South Boulevard to B-2 - These three parcels are developed with retail uses. Rezoning them would correct the inconsistency between the zoning and existing uses, and would make their zoning consistent with the zoning for the adjacent B-2 property to the south. (Page A-16)

38) I-2 Property on the west side of South Boulevard, between Minuet Lane and Arrowood Road to B-2 - This area is zoned for industrial use but developed primarily with businesses. This plan recommends changing the zoning for this area to B-2 to correct the inconsistency between the zoning and existing land uses. (Page A-17)

39) I-2 Property on east side of South Boulevard south of Sharon Road West to I-1 - There are some large industrially-zoned parcels on South Boulevard which are either vacant or developed with auto dealerships. Because these properties are adjacent to a residential area, I-1 zoning would be more appropriate than I-2. A large supply of I-2 zoned land remains across South Boulevard, distant from residential development. The property being recommended for rezoning to I-1 also could be an appropriate site for development of a

business park. An application for B-P zoning on this property should be favorably considered. (Page A-18)

40) I-2 Property on west side of U.S. Highway 521 at Dorman Road to B-2 - This parcel is developed with a mower/automobile repair center. Rezoning the property to B-2 would create a better relationship with adjacent residential properties. (Page A-10)

- <u>Objective - Provide Additional Opportunities for High Density Single Family or Multi-Family Development</u>

One of the goals of the South District Plan is to provide opportunities for affordable housing. Rezoning appropriate properties for higher density housing will encourage development of more affordable housing. Another goal of the Plan is to develop a land use pattern which increases transportation efficiency, encourages transit use, and decreases automobile dependency. One way to accomplish this goal is to locate the highest density residential development near employment opportunities or along transit corridors. To accomplish one or more of the above goals, the following properties are recommended for multi-family rezoning.

41) O-2/O-6(CD) Property on west side of Park Road south of Mockingbird Lane to R-17MF (O-6/O-6(CD) to R-9MF) - These parcels are zoned for office development but are currently developed with a dance studio and an older home. Because the properties are large and only sparsely developed, it is likely that they will redevelop in the future. This plan recommends that they be redeveloped with multi-family housing instead of offices. The adjacent vacant property to the west could also be incorporated into a multi-family development plan. Multi-family development at this location would create additional housing near employment opportunities and near transit. Additionally, it would help break up the existing commercial strip which runs from Reese Drive to Little Sugar Creek. (Page A-11)

42) O-1/O-15(CD) Property west of Carmel [illegible] and north of Little Avenue to R-12MF (O-15/O-[illegible] R-15MF) - This vacant property is locat[illegible] iphery of the NC Highway 51 Regional Mi[illegible] 'ost of the center has already de[illegible] l commercial uses. Multi-fam[illegible] at 12 dwelling unit[illegible] the existing office us[illegible] provide a good transiti[illegible] uses and the Sturnbridge neighborh[illegible] . Additional multi-family housing in [illegible] will provide new residential opportuniti[illegible] area workers. A retirement center at a slightly [illegible]gher density might be another option for

On July 28, 1992 the Planning Committee reconsidered this rezoning and subsequently deleted it from the draft plan.

On July 28, 1992 the Planning Committee reconsidered this rezoning and subsequently deleted it from the draft plan.

this pr[illegible] ...ording to a plan th[illegible] ... on the adjacent neighbor[illegible] A-19)

43) I-1/I-1(CD) property on Monroe Road to R-22MF (I-1/I-1(CD) to R-6MF) - This land is zoned for industrial use but remains vacant. Because the property is adjacent to single family residences and additional industrial land is available in the Monroe Road corridor, this plan recommends rezoning the property to multi-family development which can house area workers. (Page A-20)

INFRASTRUCTURE

Moderate growth can be healthy for a community, particularly if it results in a more balanced development pattern. However, the positive aspects of growth are diminished when public facilities and services cannot adequately accommodate development. Providing the necessary public infrastructure is one of the principal goals of the South District Plan. The great expense of providing these facilities, coupled with the reality of limited resources, creates a difficult challenge for the community.

District Plan General Policies identifies strategies for providing transportation, water, and sewer facilities on a community-wide basis. This plan outlines the infrastructure that should be developed in the South District during the next twenty years. The estimated costs for these facilities are in 1990 dollars and will obviously increase over time. It should be noted that the costs are only estimates. Without actual design plans, more accurate figures cannot be projected.

The infrastructure system outlined in this plan is based on the build-out land use pattern specified in the 2005 Generalized Land Plan. In most parts of the South District, the land use pattern proposed in this district plan is consistent with the pattern in the 2005 Plan. As growth occurs, and as the proposed land use pattern becomes a reality, infrastructure needs may change slightly and the infrastructure plans may be adjusted to reflect the amount and location development that actually occurs.

The interrelationship between the district land use pattern and infrastructure system should continue to be an important consideration when making decisions which will impact the development pattern in the South District. As resources available to construct new infrastructure become more scarce, the development of a land use pattern that will effectively utilize the available infrastructure will become increasingly important.

TRANSPORTATION

Within the last decade, growth in much of the South District has outpaced the provision of transportation facilities necessary to support it. In many parts of the district, increased traffic congestion has been the result. This congestion problem has been further exacerbated by the low-density dispersed pattern of development which encourages dependence on the automobile.

As growth in the district continues, traffic congestion is likely to increase, too. The South District Plan advocates a two-fold approach to dealing with the area's mounting traffic congestion problem. The first strategy is expansion of and improvements to the district's transportation system. It is unlikely that a

roadway system alone will be able to accommodate future traffic. Therefore, it will be important to improve the district's transit system as well as its roadways.

The second strategy for dealing with traffic congestion is development of a more efficient land use pattern, which will increase transportation efficiency and decrease automobile dependence. The desired land use pattern for the district is described in the previous chapter, and the following section outlines the recommended transportation system for the district.

Roadways

Although there are no existing interstate roadways within the South District, I-77 which is located just to the west in the Southwest District provides good regional and county-wide access for the western part of the district. Further, the portion of the South District closest to Uptown has a well developed roadway system which provides good access to the central city. Major roadways in the inner part of the district include Providence Road, Monroe Road, South Boulevard, Park Road and Fairview Road. Other roads somewhat further south are Carmel Road, Sardis Road, and NC Highway 51. While most of the roads in the inner portion of the district are built to urban standards, many of the roadways in the area south of NC Highway 51 are still narrow, two-lane roads. Access to this part of the district remains relatively poor.

Efforts to improve the district's transportation system have focused on increasing roadway capacity along and north of NC Highway 51 by widening existing roads. Projects which have helped to accomplish this goal include the widening of Monroe Road between Conference Drive and Village Lakes Drive; the construction of Colony Road from Sharon Road to Fairview Road; the relocation of Park Road between Fairview Road and Park South Drive; the widening of Rama Road from Monroe Road to Rama Road Elementary; and the widening of NC Highway 51 from the Southern Outer Loop in Pineville to the Matthews Bypass. The total cost for these projects was over twenty-seven million dollars.

Projects which are under construction or have been approved for funding include additional road widenings, as well as construction of new roadways in the portion of the district south of NC Highway 51. These projects are:

- Park Road/Johnston Road Widening between Sharon Road and NC Highway 51;
- Carmel Road Widening from Quail Hollow Road to NC Highway 51;
- Sardis Road Widening from Rama Road to Sardis Road North;
- Providence Road Widening from International Drive to the County Line;

- US Highway 521 Relocation (Johnston Road Extension) from the Southern Outer Loop to the State Line;

- Rea Road Extension from the Southern Outer Loop to the County Line; and

- Fairview Road Widening from Park Road to Colony Road/Sharon Road Widening from Sharon Lane to Sharon View Road.

Table 2 lists the current and proposed roadway projects for the South District through the next twenty years. Additionally, the table includes the type of improvements required, estimated mileage, the approximate timeframe for each project, and a cost estimate. The information in the table generally reflects the 2005 Transportation Plan, adopted by the elected officials in 1989, and the County's Thoroughfare Plan, last revised in November of 1990. However, for a few projects the South District Plan does make recommendations which differ from the 2005 Transportation Plan and/or the Thoroughfare Plan, and suggests changing the 2005 Transportation Plan and/or Thoroughfare Plan to be consistent with the plan recommendations. These projects are:

- Elm Lane West

  This roadway should be upgraded to a minor thoroughfare between existing Providence Road West and proposed Providence Road West. (Note: The recommendation was added by the Planning Committee on September 3, 1992.)

- Colony Road

  This minor thoroughfare [illegible] to a major thoroughfare [illegible] y Road will provide [illegible] ire Southern Outer Lo[illegible] ise center. As SouthPar[illegible] Mecklenburg continues [illegible] will become an increasingly important [illegible] will function as a major thoroughfare.

  On September 3, 1992, the Planning Committee reconsidered this recommendation and subsequently deleted it from the draft plan.

- Park Road Extension, South of NC Highway 51

  The extension of Park Road past the Outer Loop to connect with the Carolina Place Parkway and U.S. 521 was discussed at length during the study group process. Both staff and the study group recommended against this extension. However, the Metropolitan Planning Organization has reaffirmed the extension of Park Road to the Carolina Place Parkway. In light of this decision, it will be important to mitigate the impacts that the through traffic will have on the Park Road neighborhoods. Sidewalks and extensive landscaping should be provided on Park Road Extension to buffer existing homes.

TABLE 2
SOUTH DISTRICT ROADWAY IMPROVEMENTS

ROADWAY	IMPROVEMENT	SIGNIFICANT PRIVATE PARTICIPATION	MILES	ROAD CLASSIFICATION	TIMEFRAME*	ESTIMATED COST IN 1990 DOLLARS**
Southern Outer Loop***						
I-77 to Providence Road	Build 4 Lanes	No	16 6	Freeway-Expressway	0-5 Years	245,000,000
Providence Road to U S 74					6-10 Years	
U S 521						
Southern Outer Loop to S C State Line	Relocate 4 Lanes	Yes	3.4	Major	0-5 Years	10,800,000
Park Road/Johnston Road						
Sharon Road to N C 51	2 to 4/6 Lanes,	No	1.5	Major	0-5 Years	32,000,000
Sharon Road West	2 to 4 Lanes		0 5	Major	0-5 Years	
Park Road to South Boulevard						
Carmel Road						
Quail Hollow Road to N C 51	2 to 4 Lanes - Divided	No	2.4	Major	0-5 Years	15,000,000
Sardis Road						
Rama Road to Sardis Road North	2 to 4 Lanes	No	2 2	Major	0-5 Years	14,000,000
Woodlawn Road (U S 521)***						
I-77 to South Boulevard	4 to 6 Lanes	No	0.5	Major	6-10 Years	5,500,000
Rea Road Extension						
Southern Outer Loop to Union County	Build 4 lanes	Yes	3 2	Major	0-5 Years	7,800,000
Providence Road						
Old Providence Road to Union County	2 to 4 Lanes - Divided	No	9.5	Major	0-5 Years	20,900,000
Fairview Road/Sharon Road						
Park Road to Colony Road	4 to 6 Lanes	No	1 2	Major	0-5 Years	6,400,000
Sharon Lane to Sharon View Road						
Colony Road Extension (Phase II)	Build 2 Lanes - Divided	Yes	2.1	Minor	0-5 Years	9,000,000
Carmel Road to Rea Road						
Fairview Road						
Providence Road to Carmel Road	4 to 6 Lanes	No	0.4	Major	6-10 Years	3,000,000

*Base Year is 1991
**Cost does not include funds already spent on project
***Part of Improvement is outside of South District

ROADWAY	IMPROVEMENT	SIGNIFICANT PRIVATE PARTICIPATION	MILES	ROAD CLASSIFICATION	TIMEFRAME*	ESTIMATED COST IN 1990 DOLLARS**
Sharon Amity Road Providence Road to Addison Drive	Build Median	No	0.5	Major	6-10 Years	3,000,000
Johnston Road N C 51 to Porterfield Road	2 to 4 Lanes	No	0.6	Major	6-10 Years	
Johnston Road Extension Porterfield Road to Southern Outer Loop	Build 4 Lanes	No	1 0	Major	6-10 Years	11,000,000
South Boulevard Woodlawn Road to Tyvola Road	4 to 6 Lanes	No	0 6	Major	6-10 Years	15,000,000
Elm Lane N C 51 to existing Providence Rd West	Improve 2 Lanes	No	1.6	Minor	6-10 Years	NA
Marvin Road Major Circumferential to County Line	Improve 2 Lanes	No	1.3	Minor	6-10 Years	NA
Providence Road West N C 16 to U S 521	2 to 4 Lanes, Build 4 Lanes	Yes	5.8	Major	6-10 Years	NA
Community House Extension U S 521 Realignment to Lower Mecklenburg Major Circumferential	Build 2 Lanes, Improve 2 Lanes, Build 4 Lanes	Yes Yes	Not Available	Minor + Major ++	10-15 Years	NA
Park Road Heather Lane to Abbey Place	4 to 6 Lanes	No	0 2	Major	10-15 Years	3,000,000
Woodlawn Road Halstead Drive to Park Road Shopping Center Drive	4 to 6 Lanes	No	0 3	Major	10-15 Years	3,500,000
Rea Road Colony Road Extension to N C 51	2 to 4 Lanes	No	0.9	Major	10-15 Years	NA
Sardis Road Sardis Road North to N.C 51	2 to 4 Lanes	No	1 1	Major	10-15 Years	NA
South Boulevard (U S 521) Tyvola Road to Arrowood Road	4 to 6 Lanes	No	1 2	Major	10-15 Years	NA
South Boulevard (U S 521) Sharon Road West to Westinghouse Boulevard	4 to 6 Lanes	No	0.3	Major	10-15 Years	NA
Johnston Road (Carmel Road to Southern Outer Loop)	4 to 6 Lanes	No	1 6	Major	10-15 Years	NA

*Base Year is 1991
**Cost does not include funds already spent on project
+Lower Mecklenburg Major to Providence Road West
++Providence Road West to U S 521 Realignment

ROADWAY	IMPROVEMENT	SIGNIFICANT PRIVATE PARTICIPATION	MILES	ROAD CLASSIFICATION	TIMEFRAME*	ESTIMATED COST IN 1990 DOLLARS**
Park Road Selwyn Avenue to Tyvola Road	4 to 6 Lanes	No	0 3	Major	10-15 Years	NA
N C 51 U S 521 to South Carolina Line	2 to 4 Lanes	No	1 3	Major	10-15 Years	NA
Providence Road (N C 16) Fairview Road to Rea Road	4 to 6 Lanes	No	1 9	Major	10-15 Years	NA
Lower Mecklenburg Major Circumferential Tilley Morris Road to U.S. 521 Realignment	Build 4 Lanes, 2 to 4 Lanes	Yes	6.4	Major	10-15 Years	NA
Tilley Morris Road McKee Road to County Line	2 to 4 Lanes, Improve 2 Lanes	No	0 8	Minor	10-15 Years	NA
Lower Mecklenburg Minor Circumferential Lower Mecklenburg Major Circumferential to U S. 521	Build 2 Lanes, Improve 2 Lanes	Yes	4.1	Minor	10-15 Years	NA
U.S 521 N C 51 to U S 521 Realignment (Existing 521)	2 to 4 Lanes	No	4 9	Major	16-20 Years	NA
McKee Road*** N C 16 to U S 74	Build 4 Lanes, 2 to 4 Lanes	No	5 9	Major	16-20 Years	NA
Weddington Road Outer Loop to County Line	Build interchange, 2 to 4 Lanes	No	1 5	Major	16-20 Years	NA
Monroe Road Matthews Southern Town Limits (Vinecrest Drive) to County Line	2 to 4 Lanes	No	1 5	Major	16-20 Years	NA
Colony Road Fairview Road to Rea Road	2 to 4 Lanes,	No	3 3	Major	16-20 Years	NA
Tom Short Road Providence Road West to County Line	Build 2 Lanes, Improve 2 Lanes	Yes	2 4	Minor	16-20 Years	NA
Dorman Road Existing U S 521 to Lancaster County, S C	2 to 4 Lanes	No	0 8	Major	20+	Na

*Base Year is 1991
**Cost does not include funds already spent on project
***Part of improvement is outside of South District

In addition, the intensity of future development along N.C. Highway 51 and U.S. 521 should be carefully managed to ensure that the area's traffic congestion is not exacerbated, forcing more traffic onto Park Road Extension. Under no conditions should Park Road Extension be widened to four lanes. Widening of this roadway would seriously impact the existing housing along Park Road Extension.

The South District Plan also recommends careful study and consideration before implementing the widening projects which would increase existing roadways from four to six lanes, as outlined in the 2005 Transportation Plan and shown on Table 2. The 2005 Plan indicates that part or all of Woodlawn Road, Park Road, Sharon Road, Fairview Road, South Boulevard, and Providence Road should be widened to six lanes within the next fifteen years. Because of the potential negative impacts which could result from these widenings, the South District Plan suggests thoroughly considering the following factors:

- Impacts on Adjacent Uses - Potential land use impacts should be evaluated for each widening project. For example, insensitive roadway projects in residentially developed corridors could have a destabilizing effect on existing neighborhoods. Further, a road widening project that passes through a mixed use center could negatively impact the area's pedestrian environment, one of the primary goals for the district's centers.

- Environmental Impacts - In certain areas, road widenings could do irreparable damage to the natural environment. Some widening projects will require the removal of mature trees. In other areas, road widenings might require further disturbance of environmentally sensitive areas such as stream valleys.

- Alternatives to Six-Lane Widenings - In some cases, there will be viable alternatives to the proposed road widenings. Improved transit service might be preferable to the anticipated road widening impacts, or the benefits of the road widening might not justify the cost. These projects should not be entered into blindly, but should be undertaken only after extensive study of expected costs, benefits, potential negative impacts, and alternatives to the project.

Similar to road widenings, intersection improvements in the South District should not be undertaken without full consideration of the above-mentioned factors. Special attention should be paid also to the anticipated impacts of a proposed intersection improvement on other nearby intersections. Will one improvement simply necessitate improving the next intersection or will it significantly improve traffic flow?

Southern Outer Loop

The Outer Loop is a four-lane highway designed to allow high speed circumferential travel around Mecklenburg County. The Outer Loop's alignment in the South District has been set since August of 1981, and the first segment, between NC Highway 51 and US Highway 521, was opened in November of 1990. Although this leg is only one mile long, it has helped to relieve the severe traffic congestion in the Pineville area at the NC Highway 51/US Highway 521 intersection.

The portion of the Outer Loop which will connect US Highway 521 with I-77 is under construction. This segment will further relieve congestion in Pineville by providing a badly needed connection between the NC Highway 51 area and Interstate 77. The remainder of the Southern Outer Loop, between NC Highway 51 and Independence Boulevard, is scheduled for completion by 1998.

- Weddington Road Interchange

  At this time the construction plans for the Southern Outer Loop do not include an interchange at Weddington Road. However, it is likely that in the future an interchange will be needed at Weddington Road.

  The closest interchanges to this location will be at Providence Road, to the west, and Monroe Road, to the east. If an interchange is not provided at Weddington Road, the distance between the Providence Road and Monroe Road interchanges will be almost five miles. An interchange at Weddington Road would reduce the spacing between interchanges and would serve areas both north and south of the Outer Loop, thus lessening the burden on the Providence Road and Monroe Road interchanges. Land should be reserved now for a future interchange at Weddington Road. Otherwise, this opportunity will be lost.

Transit

Although the roadway system recommended for the South District is extensive, it is unlikely that the system will fully accommodate the eventual growth anticipated for the district. Morning and evening rush hours, in particular, are likely to remain periods of congestion. To deal with the area traffic problem, this plan recommends that in the future a more extensive transit system be developed for the South District. Such a system might include buses, light rail transit, high occupancy vehicle (HOV) lanes, or any combination thereof. This plan does not recommend one specific alternative. Instead, it fully supports thoughtful and thorough examination of all possible transit alternatives so that a cost effective alternative to single occupancy automobile travel, especially during rush hour, can be developed and promoted.

The following sections outline the existing transit system and describe the history and status of two potential transit alternatives.

Light Rail Transit (LRT)

LRT was initially considered during the development of the 2005 Transportation Plan. At that time, a special study was conducted to evaluate the feasibility of LRT in Charlotte-Mecklenburg. In the South District, three routes were considered. Two routes were existing commercial rail lines which run along the outer boundaries of the district. The first was the CSX Rail Line which runs between Matthews and Uptown, and the other was the Norfolk Southern Rail Line which runs between Uptown and Pineville. The third corridor in the district, and the only route which did not incorporate an existing commercial rail line, connected SouthPark with Uptown travelling along existing roadways and the Sugar Creek flood plain. The SouthPark line was dropped early in the study because of anticipated environmental impacts.

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

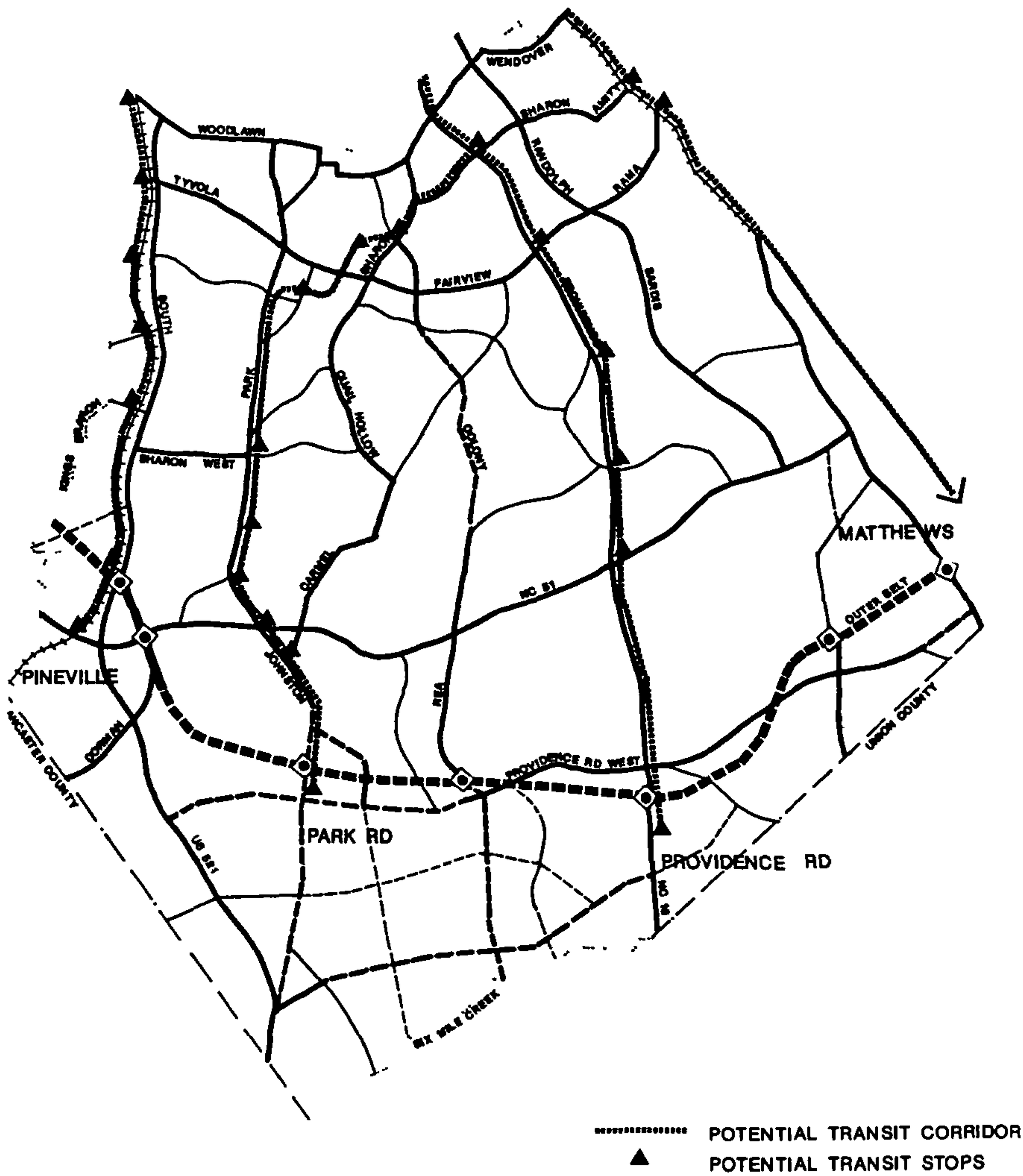
A second LRT study, which considered potential alternatives to existing rail lines, has been completed. This analysis looked at four corridors in the South District. These included the two existing rail corridors from the previous study, as well as two new corridors which would be built in the right-of-way of existing roads. The two new corridors would:

- run along Providence Road through the district to the Southern Outer Loop; and
- run along Providence Road to its intersection with Sharon Road, follow Sharon Road to SouthPark, and then run along Park Drive South, Park Road, and Johnston Road Extension to the Southern Outer Loop.

In addition to estimating 2010 daily ridership, this corridor analysis focused on developing daily ridership figures based on the long-term development potential around possible transit stations. (See Map 5 for potential LRT corridors and stations.)

Using the results of the latest analysis, the four corridors in the South District and four corridors in other parts of the county have been chosen for more intensive study. The results of this third study will be used to develop a recommendation for construction of an initial LRT line in Mecklenburg County.

MAP 5: SOUTH DISTRICT POTENTIAL LIGHT RAIL CORRIDORS



NOTE: PROVIDENCE ROAD AND PARK ROAD CORRIDORS HAVE BEEN THROUGH PRELIMINARY STUDY ONLY.

NORTH

The potential development of one or more LRT lines in the South District has important land use implications. To develop a LRT system that would be economically feasible and to move toward a land use pattern that would support rail, more intense development would have to occur proximate to most LRT stations. For potential stations located in existing residential areas, the desired increase in intensity would have to be balanced with the goal of preserving existing single family neighborhoods. This plan does, in some locations, recommend limited intensification that is consistent with potential LRT lines. If LRT in the South District does become a reality, further land use planning would have to be undertaken to identify additional sites for more intense development that would help support a light rail system. In particular a more compact and pedestrian oriented land use pattern will be needed to support light rail transit in a cost efficient manner.

Bus Service

Much of the South District is currently served by local and express bus routes. (See Map 6 for existing bus routes.) Despite the relatively high level of service in the South District, most potential riders choose to drive instead, and bus ridership remains relatively low.

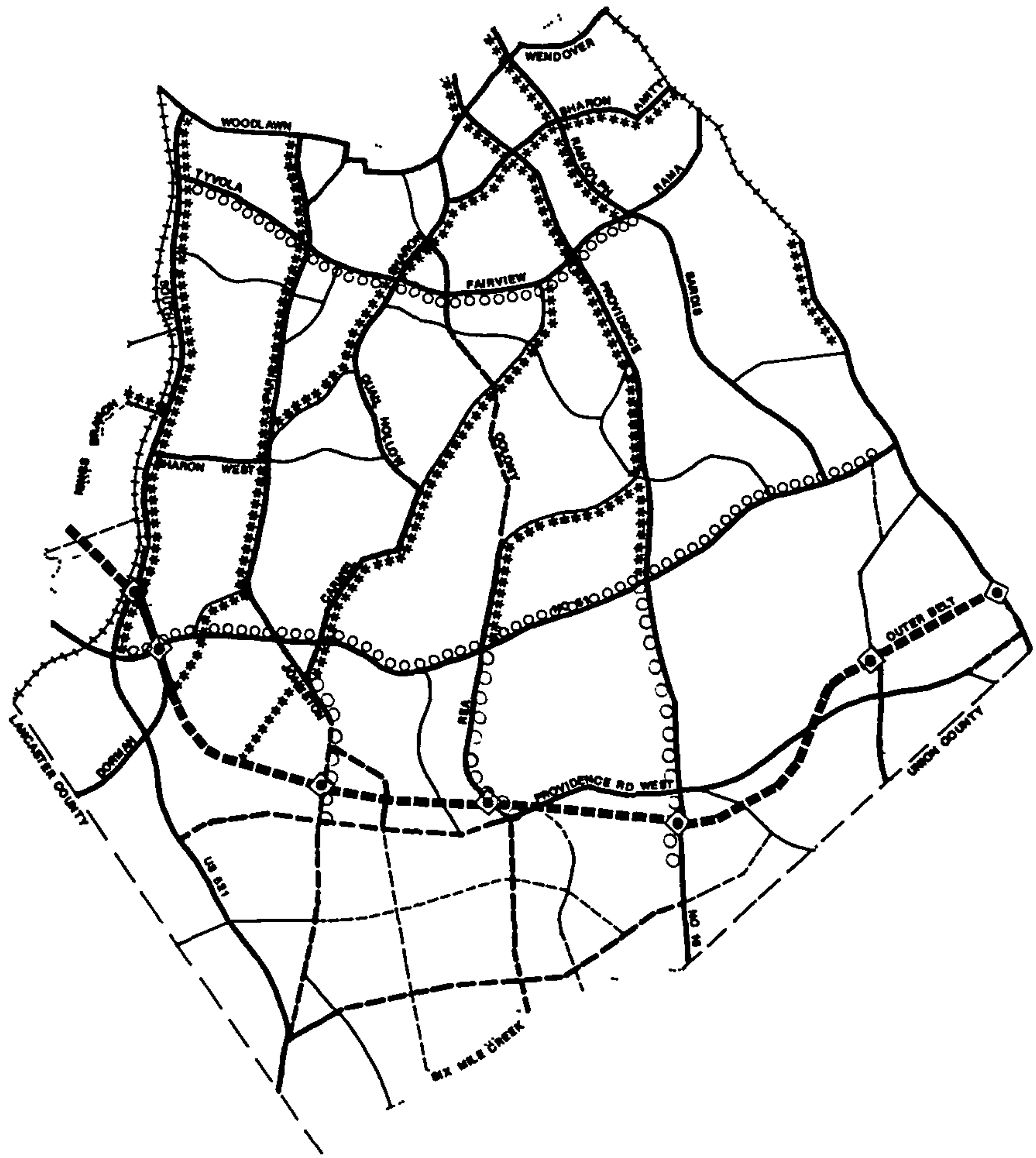
Most existing bus routes are designed to transport district residents to Charlotte's Uptown. However, many district residents do not travel to uptown but instead travel to other locations in this and other suburban districts. In response, the Charlotte Department of Transportation has done a preliminary study of circumferential van service on N.C. Highway 51 between Mint Hill, Matthews, and Pineville. This plan recommends that there be further study of the feasibility of new circumferential transit service on NC Highway 51, and that service on Tyvola/Fairview/ Sardis Road be studied also. To help meet transportation needs, both radial and circumferential transit service will be of utmost importance.

In the future, additional bus service to new and expanding employment-oriented regional centers, such as SouthPark and the proposed center south of the Outer Loop at Johnston Road, should also be considered. The need for such service should take into account any decisions made about constructing light rail transit in the South District.

WATER AND SEWER SERVICE

Water and sewer services are essential elements in the land development process. As the South District further develops, the demand for new water and sewer services will be great. In order to meet anticipated needs, a bond referendum allocating funds for numerous water and sewer projects throughout the County and totalling 137 million dollars was approved in November 1990, and another bond referendum for 63 million dollars was approved in

MAP 6: SOUTH DISTRICT BUS SERVICE



******** EXISTING BUS LINES
oooooooo POTENTIAL BUS LINES

NORTH

NOTE EXISTING BUS LINES ARE SUBJECT TO CHANGE

November 1991. Coupling bond money with general revenue sources, the Charlotte-Mecklenburg Utility Department (CMUD) plans to construct a number of important water and sewer projects in the district.

CMUD Sewer Service

Six sewer projects are planned for the South District during the next ten years: four involve expansions of or improvements to the existing system, while two others will provide new service to portions of the district. One of the most important sewer projects scheduled is the expansion of the McAlpine Creek Wastewater Treatment Plant (WWTP). This project will increase the capacity of the plant from 40 to 60 million gallons per day (MGD). Another major project planned for the McAlpine WWTP is the construction of a composting complex.

Two other changes to the existing sewer system involve construction of parallel lines to existing lines. One parallel line will run between the Sugar Creek WWTP and the McAlpine WWTP. This sewer line will create a bypass for the Sugar Creek plant, which is sometimes overloaded. The other new parallel line will run along Four Mile Creek and will increase capacity in that basin.

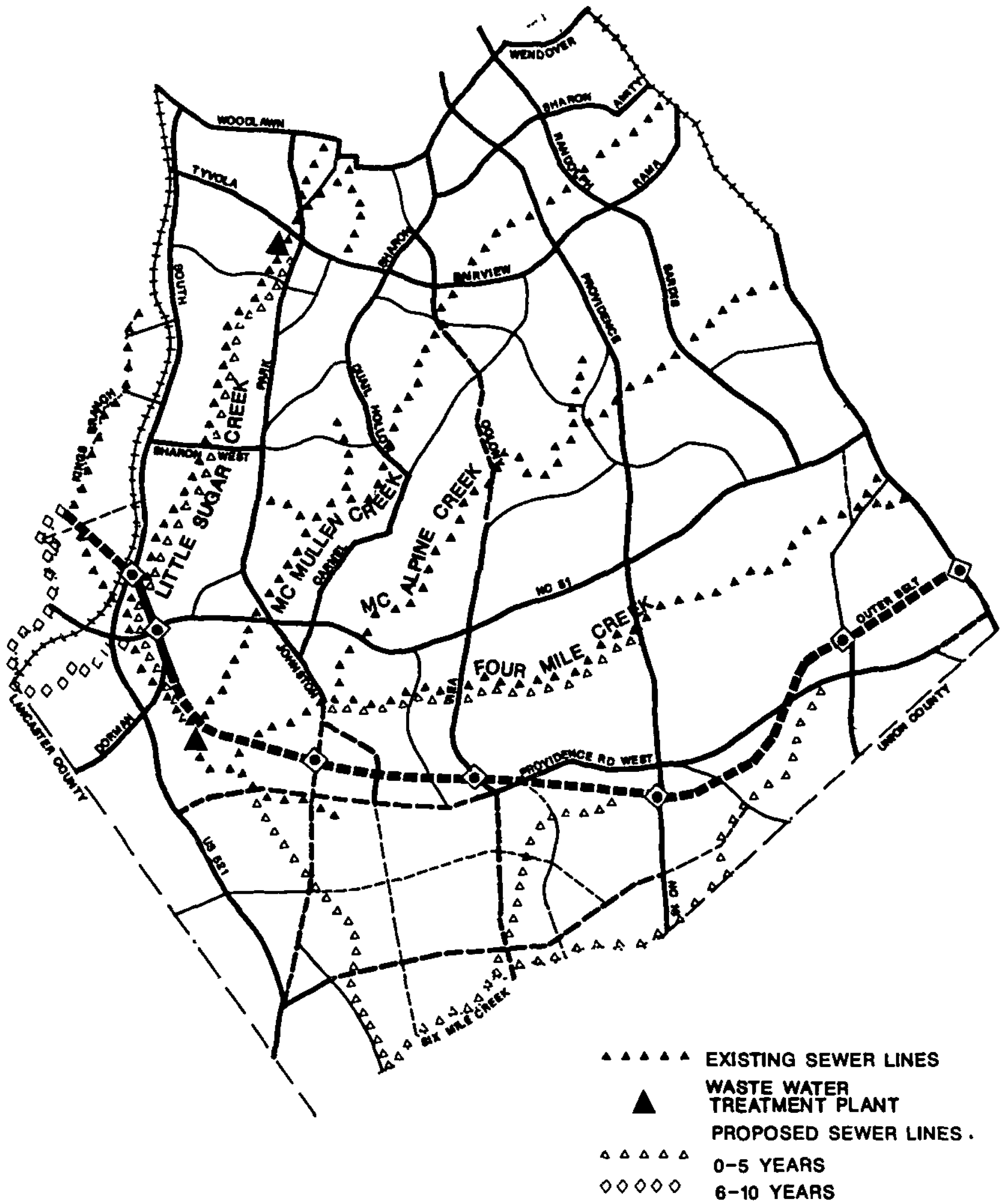
New sewer lines will be constructed in the Six Mile Creek basin and the lower portion of the Sugar Creek watershed. These extensions will provide service to areas which are currently not served by public sewer, and consequently sewer service will be available throughout the majority of the South District. Both of the projects include pump stations and force mains that feed into the McAlpine system, and eventually into the McAlpine Creek WWTP.

In addition to construction projects planned for the South District, CMUD is actively pursuing the development of a regional sewage treatment facility which would serve Mecklenburg County and adjacent jurisdictions. A number of the basins in Mecklenburg County naturally drain into adjacent jurisdictions, and at present, sewage from these watersheds must be pumped to Charlotte-Mecklenburg treatment plants. As the county's existing treatment plants near capacity, it would be desirable to build a downstream regional wastewater treatment facility, instead of pumping sewage to upstream plants with limited possibility of expansion.

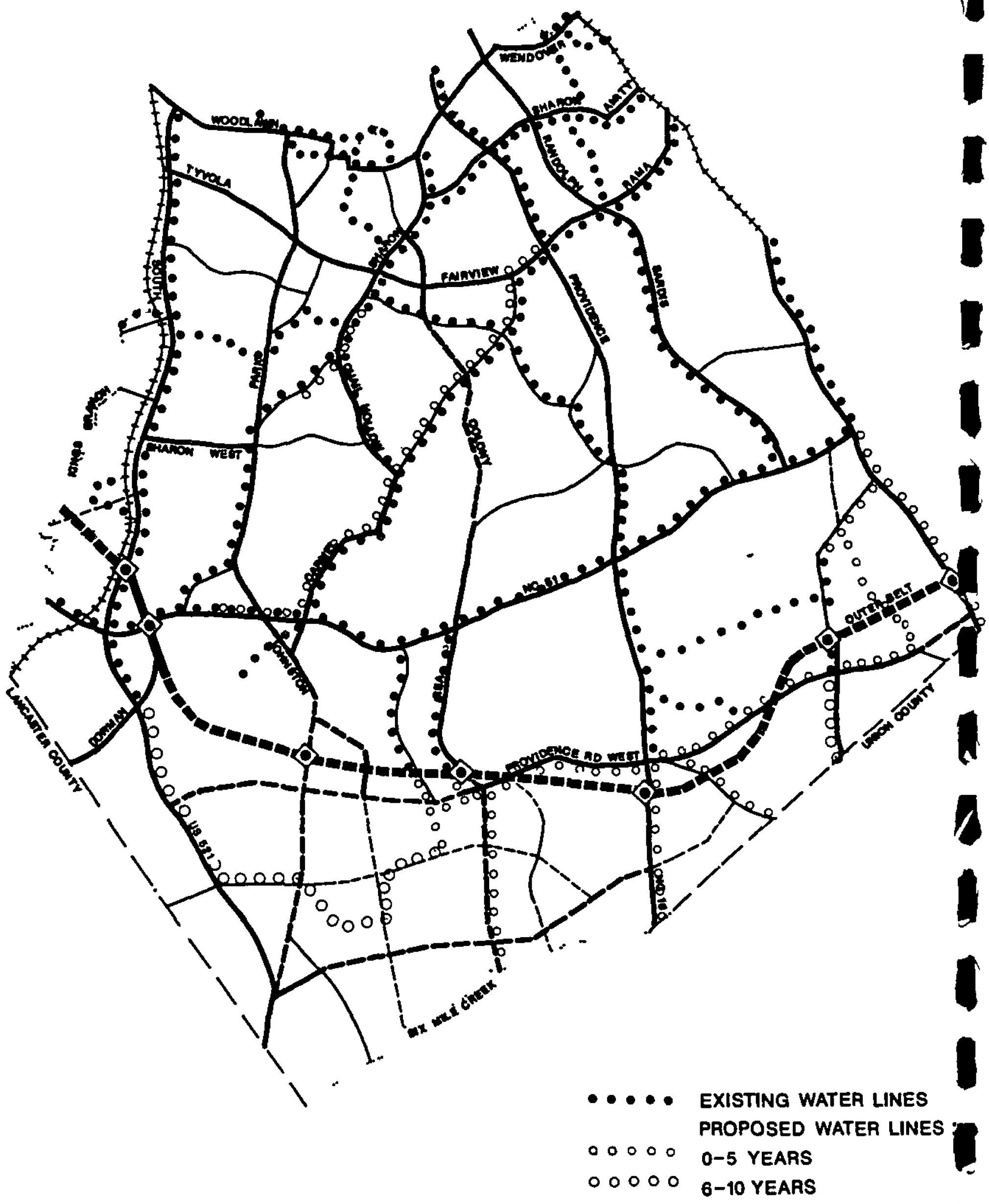
Package Sewage Treatment Plants

The use of private package treatment plants has been an issue in the developing portions of the South District. Since the entire district is scheduled to have main sewer lines within the next 10 years, the use of package plans in the South is strongly discouraged. Instead, it is recommended that new development be timed to coincide with the provision of the appropriate CMUD lines. Areas that are already served by package treatment plans

MAP 7: SOUTH DISTRICT SEWER SYSTEM



MAP 8: SOUTH DISTRICT WATER SYSTEM



NORTH

should be connected into CMUD's system as soon as they can be accommodated. (For further discussion of package treatment plants, see the "Water and Sewer Services" section of the District Plan General Policies document.)

Water Service

A number of water projects are also planned for the South District. Two of these projects will be parallel water lines. One will run along a portion of Sharon Road and the other along Carmel Road. The remainder of the projects will provide public water to the southernmost portion of the district which currently is not served. New lines will run along a number of roads including US Highway 521, Providence Road West, McKee Road, Rea Road Extension, and Weddington Road. When the South District improvements are completed, public water service will be available to the majority of the South District.

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

LANDFILL

Mecklenburg County has purchased a 574-acre site at the southern tip of the county, between Marvin Road and U.S. Highway 521, to be used as a sanitary landfill and surrounding buffer. The actual landfill will encompass approximately 200 acres and will have a solid waste capacity of around 2,800,000 tons. The site's estimated life as a landfill is 10 years. A community park and golf course are recommended for the site after the landfill ceases operation. (Note: County Engineering has indicated that the landfill will not be designed to accommodate a golf course.)

Prior to construction of a landfill on the proposed site, a special use permit will be necessary. This plan recommends that when evaluating the permit for the landfill the following items be considered:

1) The entrance to the landfill should be located on U.S. Highway 521 so that it will have minimal impact on nearby residential areas; and

2) A substantial buffer should surround the landfill such that the operations will have minimal impact adjacent property owners.

If a landfill is not constructed, the entire site should be developed immediately as a community park.

TABLE 3

SOUTH DISTRICT SEWER SERVICE NEEDS

Sewer Facility/Main Projects	Time Frame (Years)	Estimated Cost in 1991 Dollars
McAlpine Creek WWTP Composting Complex	0-5	20,500,000
Six Mile Creek Outfall, Lift Station and Force Main	0-5	8,800,000
McAlpine Creek Wastewater Plant Expansion (60 MGD)	0-5	35,500,000
Four Mile Creek Parallel Outfall	0-5	4,273,000

TABLE 4

SOUTH DISTRICT WATER SERVICE NEEDS

Water Main Projects	Time Frame (Years)	Estimated Cost in 1991 Dollars
Along Carmel Road from Providence Road to N. C. Highway 51	0-5	5,261,000
Along Pleasant Plains Road and McKee Road to Weddington Road	0-5	1,009,000
Along Proposed Rea Road Extension from Outer Loop to County Line	0-5	364,000
Along Tilley Morris Road from McKee Road to County Line	0-5	310,500
Along Monroe Road from center of Matthews to County Line	0-5	443,000
Along N. C. Highway 51 from Blue Heron Road to Carmel Road	0-5	414,000
Along Providence Road West from U. S. 521 to Elm Lane	6-10	1,977,000
Along U. S. 521 from McAlpine Creek Wastewater Treatment Plant to Providence Road West	6-10	1,897,500
Along Old Weddington Road from McKee Road to County Line	6-10	272,700

LIVABILITY

The majority of the policies and development criteria designed to ensure a livable community are included in District Plan General Policies. Further discussion of some of the livability elements related specifically to the South District is found in the following sections.

PARKS AND OPEN SPACE

The South District has experienced significant residential development in the last decade. However, the acquisition and development of new parks and greenways has not kept up with this rapid residential growth. Consequently, many developed sections of the South District lack adequate public open space. To have a balanced land use pattern, a network of parks and greenways will have to be developed throughout the district.

The Parks Master Plan, adopted on October 30, 1989 by City and County elected officials, proposes five types of parks to be developed throughout the county. These are:

- Nature Preserves,
- Community Parks,
- District Parks,
- Neighborhood Parks, and
- Special Facilities such as Golf Courses and Recreation Centers.

In developed portions of the county, acreage/ population ratios were used to determine park needs for each type of facility. In developing or undeveloped sections of the county, service area standards were used to make recommendations for park facilities. Wherever possible, these recommendations should be followed. In some cases, there may not be sufficient vacant acreage at one location to develop fully the type of park that is recommended. If necessary, additional acreage at one or more other locations should be acquired to supplement the primary site.

Specific master plan recommendations for park development in the South District are outlined below.

Nature Preserve

The Parks Master Plan recommends acquisition and development of a 1,000-acre nature preserve in south Mecklenburg County, but land costs and the lack of available acreage in this area make the purchase of a nature preserve site unlikely. A potential solution to this problem is to locate a nature preserve in Union County, Lancaster County, or York County. This facility could be a joint venture with one or more adjacent counties, resulting in a significant savings in land costs.

Community Parks

There is currently one community park in the South District:

- James Boyce/McAlpine Park - James Boyce Park, located off Sardis Road, has recently been combined with a portion of the McAlpine Greenway to create a community park of over 430 acres. This park currently contains ball fields and picnic facilities, and the Parks Master Plan recommends additional facilities be developed at the park.

The Parks Master Plan recommends the eventual development of a second community park in the South District:

- Highway 521 Landfill Site - The County has purchased 574 acres at the Southern tip of the county, between Marvin Road and U.S. Highway 521, for a landfill and a buffer to surround the landfill. A community park should be developed on this site after the landfill operations have ceased.

District Parks

There is one existing district park located in the South:

- Park Road Park - This 125-acre park, located at Tyvola Road and Park Road, has a wide range of active and passive recreation facilities including ballfields, basketball courts, tennis courts, picnic facilities, and a fitness trail. In addition, a small man-made lake is located on the site. The Parks Master Plan recommends enlarging this park by 50 acres, but this addition may not be feasible because there is no available land adjacent to the existing park.

The Parks Master Plan also recommends six new district parks:

- Strawberry Lane Park (Highway 51 - West) - A district park is planned for the 106-acre tract located adjacent to the new junior high school in the southwest quadrant of the Strawberry Lane and NC Highway 51 intersection. This park is expected to contain nature trails, picnic facilities, a playground, and soccer fields. Additionally, joint-use soccer and softball fields to be shared by the park and adjacent school should be developed.

- Southeast District Park (Highway 51 - East) - The County plans to develop an oversized district park on a 254-acre tract located northeast of Tilley Morris Road. When completed, this park will include typical district park facilities such as basketball and tennis courts, picnic areas, playing fields, nature trails, and playgrounds.

- Four Mile Creek Park - The Parks Master Plan identifies a need for a district park near the confluence of McAlpine Creek and Four Mile Creek. A junior high school/district park site is being acquired by the County through the

Ballantyne development process. This site is located on the portion of the Ballantyne property that is south of existing Providence Road West. Acquisition of additional property adjacent to or near this site should be considered if needed to meet park standards.

- South Mecklenburg Park - The Parks Master Plan recommends development of a district park in the general area bounded by South Boulevard, NC Highway 51, Park Road, and Sharon Road West. The County has acquired, in conjunction with the greenway system, a 29-acre tract on the east side of Little Sugar Creek, just south of Sharon Road West. In addition, it is recommended that property on the west side of the creek be purchased. Since these two tracts will not total the 100-acre standard for a district park, more property in the general area should be acquired to supplement the acreage on Little Sugar Creek. Further, the potential for joint-use of the ballfields at South Mecklenburg High School should be explored.

- Randolph Road Park - The Parks Master Plan recommends purchase of at least 100 acres in the Randolph Road corridor north of Wendover Road. Most of this park land would be in the Central District, but it would serve residents of both the Central and South Districts. Currently, County-owned property on the east side of Randolph Road is being used for playing fields. This property should be permanently dedicated for recreational use. Vacant property across Randolph Road on the west side of the street should be considered for purchase to supplement the property being used for park land.

- Fairview Park - The need for a district park in the SouthPark area south of Fairview Road is identified in the Parks Master Plan. That document recommends purchasing 100 or more acres for this park. However, there are not resources available for the purchase of 100 acres in the SouthPark area. This district plan suggests purchase of lesser acreage and more intense land utilization than typically found in a district park.

This district plan also recommends addition of a new district park to the Parks Master Plan to replace some of the park facilities that were planned originally for the proposed Fairview Park. The property located on Providence Road, just south of McAlpine Creek, should be evaluated as a location for the additional district park. This site could provide an ideal location for a park because it is adjacent to a proposed greenway and a school is being considered for a portion of the property. (Note: The recommended property is currently being subdivided for residential development.)

Neighborhood Parks

The Parks Master Plan does not recommend specific locations for neighborhood parks. Instead, this is accomplished through public requests, staff identification and the planning process.

At present, there are only five neighborhood parks which serve the South District even though most of the district is developed with residential uses. These parks are:

- Grayson Park, located on Beal Street at Wendover Road;
- Oakhurst Park, located on Craig Avenue south of Beal Street;
- Carmel Road Park, located on Carmel Road south of Sharon View Road;
- Olde Providence Park, located behind Olde Providence Elementary School on Rea Road; and
- Huntingtowne Farms Park, located adjacent to Little Sugar Creek in the Huntingtowne Farms neighborhood.

Two additional neighborhood parks are planned for the South District. They are:

- McKee Neighborhood Park - A 20-acre site has been purchased in conjunction with the McKee Elementary School. This site should be developed as a Neighborhood Park within the next ten years.
- Big Rock Neighborhood Park - A 14-acre parcel is being acquired in conjunction with the development of the Thornhill neighborhood.

More neighborhood parks will be needed in the South District. As development continues, it will be desirable to acquire neighborhood park sites through the rezoning and subdivision process. Large scale development proposals should include public parks as part of the development plan. Additionally, the Parks Master Plan policy states that the acquisition of land for neighborhood parks should be considered in conjunction with the development of greenways and construction of new schools.

Further, the purchase of private recreation facilities might be considered on a case by case basis if these facilities meet neighborhood park standards and if neighborhood groups are interested in converting them to public parks. However, a decision to purchase should occur only after thorough study. . An existing facility should meet neighborhood park standards, and a cost/benefit analysis should be performed for each potential park to ensure that the purchase of a facility will not create a fiscal burden for the public sector.

Although most parts of the district lack neighborhood parks, special attention should be given to locating parks in the rapidly developing NC Highway 51 corridor, as well as the southernmost portion of the district below NC Highway 51. The Providence Road/Providence Road West/Southern Outer Belt Interchange Land Use Study has already indicated that a number of neighborhood park sites will be needed in that study area to support future high-density residential development.

Recreation Centers

There are two existing recreation centers in the South District. These are:

- Marion Diehl Center, located on Tyvola Road west of Park Road. This center primarily serves senior citizens and special populations; and

- Naomi Drenan Center, located at Grayson Park on Wendover Road.

One additional recreation center is proposed for the district:

- South Mecklenburg "Mega" Recreation Center - The Parks Master Plan recommends that a 40,000 to 70,000-square foot recreation center be built in the South District. This large center would include facilities such as a gymnasium; exercise and weight room; rooms for arts and crafts, meetings, dance, and games; a kitchen; a leisure pool; a nursery; and locker rooms. Although an appropriate location for this center has not been identified, the master plan indicates that typically recreation centers should be located within district or community parks.

Golf Courses

Although there are a number of golf courses in the South District, none are publicly-owned. The Parks Master Plan recommends the purchase or development of two public golf courses in the district:

- Sharon Golf Course - This existing golf course, located at Park Road and Park South Drive, should be acquired, and the feasibility of converting this facility into an 18-hole Par 3 course should be determined. If conversion is not feasible, a district park should be located on this site.

- Highway 521 Landfill - If feasible, a golf course with a minimum of 18 holes should be developed as part of the proposed reuse of the Highway 521 Landfill site as a community park. (Note: County Engineering has indicated that the landfill design will not accommodate a golf course.)

GREENWAYS

The Greenway Master Plan, as described in the general policy document, was adopted by the County in 1980, and an update of this document will be submitted to the combined City/County Parks and Recreation Commissions in July of 1992. Public hearings are anticipated during late 1992. The South District greenways that were identified in the original master plan are:

- Big Sugar Creek and Kings Branch;
- Little Sugar Creek and Briar Creek;
- McMullen Creek;
- McAlpine Creek;
- Four Mile Creek; and
- Six Mile Creek and Flat Branch.

To date, some acreage has been acquired along most of these creeks, and greenway development has been completed along portions of McAlpine and McMullen Creeks. The segment of the McAlpine Creek Greenway between Sardis Road and Monroe Road was developed in 1979. This section includes a trail and boardwalk system. Additionally, the 360-acre McAlpine Greenway Park, located just outside the South District across Monroe Road, has been developed.

A short segment of the McMullen Creek Greenway has been completed between NC Highway 51 and Tifton Road. This greenway will eventually be completed down to McAlpine Creek. When developed, it will include a nature trail, picnic areas, and interpretive nature areas.

The update to the Greenway Master Plan recommends the following:

- The addition of tributaries to Six Mile Creek and Four Mile Creek;
- New trail/bikeway connections in the street rights-of-way of NC Highway 51 between Little Sugar Creek and McAlpine Creek, Providence Road, Sharon Road West/Gleneagles Road, South Boulevard between Arrowood Road and Sharon Road West, Arrowood Road, and Tyvola Road/Fairview Road; and
- A trail north of McAlpine Creek in the Southern Railway right-of-way.

As the greenways proposed for the South District are designed and constructed, provisions for bicycles will be an important consideration. The potential for the greenways system to accommodate cyclists will provide recreational opportunities for

area residents. In some areas, the greenway system might also allow some district residents to commute by bicycle.

HISTORIC RESOURCES

Numerous historic properties are located in the South District. Significant sites and structures in the district have been identified through a county-wide inventory of historic properties. These are listed in Appendix B.

Two properties in the South District have been given National Register historic designation. These are:

Name of Property	Location
Providence Presbyterian Church	10410 Providence Road
Providence Presbyterian Cemetery	across Providence Road from Providence Presbyterian Church

A number of sites have also been designated as Historic Landmarks by the appropriate local jurisdiction. These include:

Name of Property	Location
Isaac Newton Alexander House	off Runnymeade Lane
Morrowcroft	2525 Richardson Drive
John Hunter House	5607 Sardis Road
William Lee House	Sharon View Road
Old Matthews School	South Trade Street, Matthews
Hennigan Place	Tilley Morris Road
James A. Blakeney House	Blakeney Road
J. J. Rone House	Marvin Road

Additional historic resources that the Historic Properties Commission has identified and given high priority for historic landmark designation are:

Name of Property	Location
Yandell House	229 Main Street, Matthews
McKinney Farm and House	7332 Providence Road West
William Ross House	Dick Ross Road

Although many historic properties remain in the South District, some already have been lost. As development continues, special attention should be given to protecting and preserving the remaining historic resources. An historic preservation master plan is currently being prepared for the city and county. When completed, this document will identify preservation priorities, tools for protection and preservation, and funding mechanisms.

SCHOOLS

There are sixteen elementary, six junior high, and three high schools in the South District. Sites for an elementary school and junior high school/district park also are being acquired through the Ballantyne development process. As the residential population in the South District and the county as a whole continues to grow, additional schools will be needed.

Planning in advance for schools will be important, particularly as appropriate sites becomes increasingly scarce and as land costs continue to climb. The School Facilities Master Plan, a Charlotte-Mecklenburg Board of Education document being developed in conjunction with the Planning Commission, will project school needs at least through the year 2000 and will identify general locations for future schools in the South District.

STREETSCAPES

The South District has some of the most attractive streetscapes in the County. It will be important to maintain the positive image created by the district's streetscapes. Special attention should be given to maintaining and improving the district's streetscapes as roadways are widened and new roads are constructed. Additionally, the existing South Boulevard corridor, between Woodlawn Road and the Southern Outer Loop, should be considered for streetscape improvements.

When adopted, the Roadway Development Guidelines should be used as the basis for the design of new streetscapes and streetscape improvements. These guidelines are designed to make streetscapes more attractive and to improve the pedestrian environment. They can be applied to road widenings and construction of new streets, as well as improvements to existing roadways such as South Boulevard.

CONCLUSION

This district plan outlines the desired future for the South District, and it provides land use and capital facilities guidance to be used in the development decision-making process. The document focuses on managing anticipated growth in the district by promoting a balanced land use pattern. The plan map and text identify opportunities for a variety of housing types and densities, as well as appropriate locations for mixed use and commercial centers and employment concentrations.

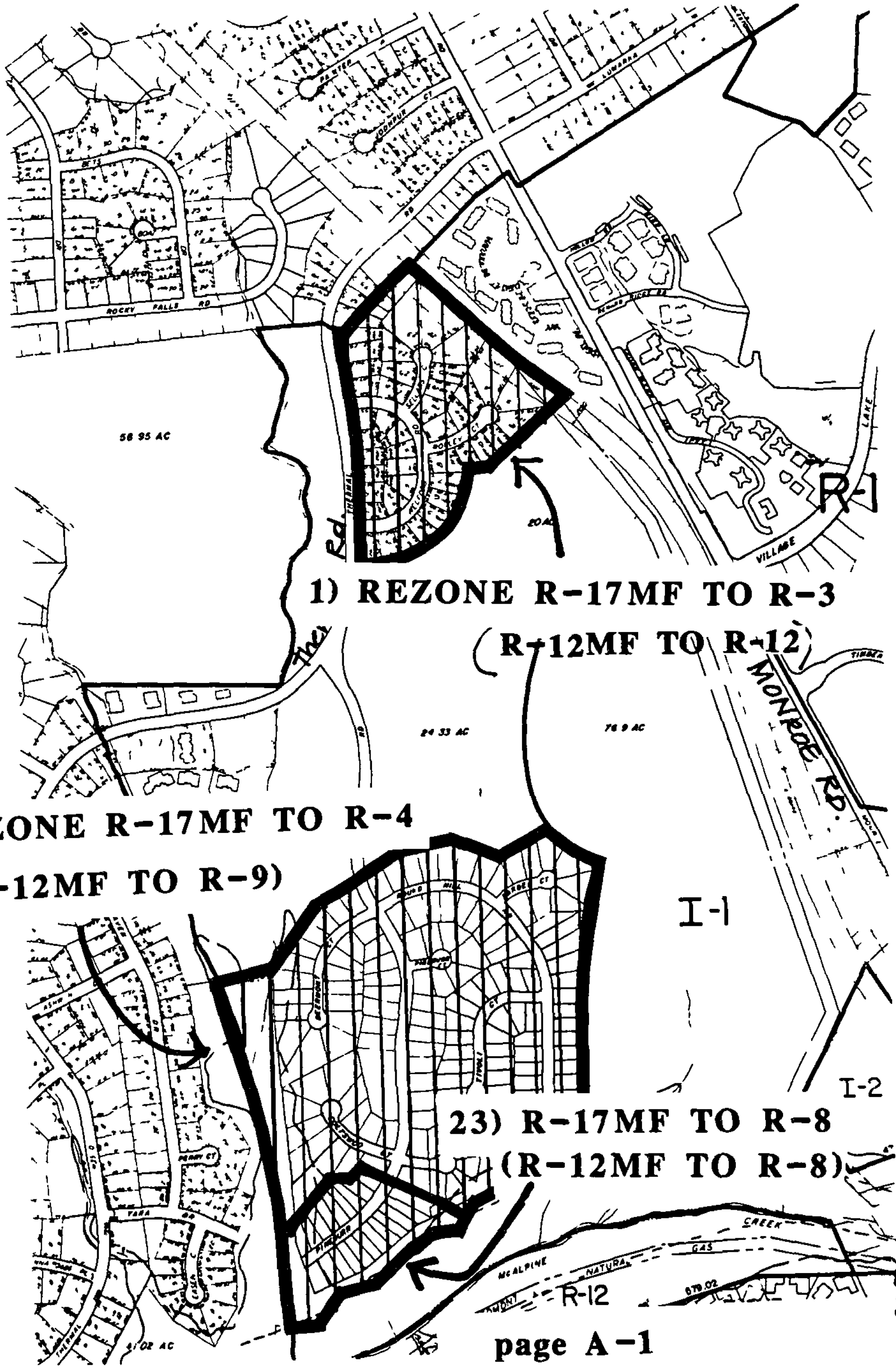
This plan also provides a program for public infrastructure improvements which should be built in the South District during the next twenty years. In addition, it suggests a number of complementary approaches to dealing with the district's traffic congestion. The timely construction of these infrastructure improvements, especially transportation improvements, will be of utmost importance. Additionally, a strong commitment to the phasing of major development projects will be necessary to ensure that future growth does not outpace the provision of necessary infrastructure.

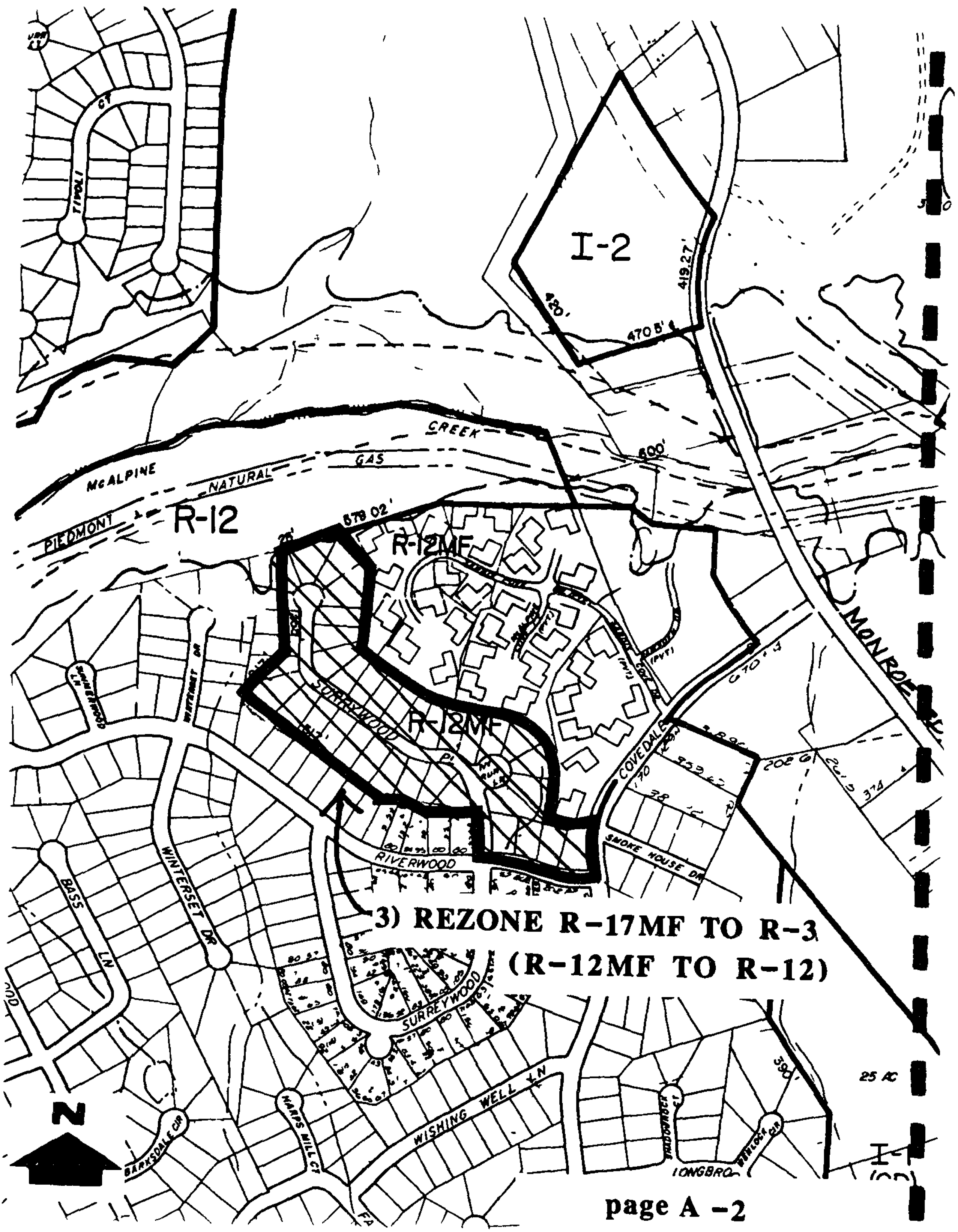
Additional strategies will be needed to maintain a livable community with a high quality of life. This plan identifies parks and greenways which should be acquired, streetscapes that should be improved, and historic resources that should be protected.

The key action steps necessary for implementation of the South District Plan are listed below:

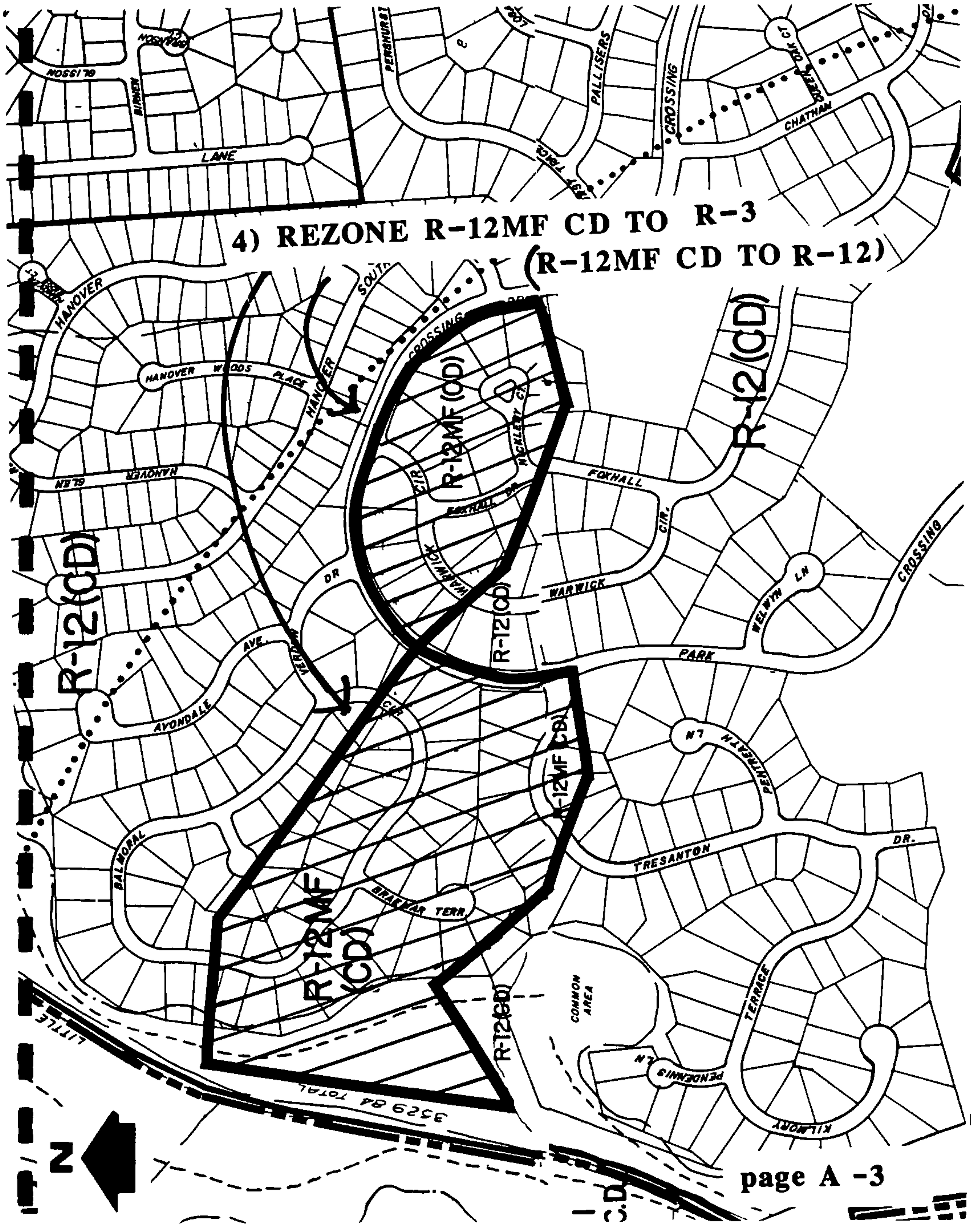
- Consistently apply land use policies in this plan through the rezoning process.
- Coordinate land use plans with Matthews and Pineville.
- Initiate recommended rezonings.
- Review proposed capital improvements for consistency with this and other plans.
- Acquire land for parks and greenways in the district.
- Develop an urban design manual designed to encourage a more cohesive, pedestrian environment for suburban centers such as SouthPark.
- Work with adjacent counties to develop a regional sewage treatment plant.
- Revise the 2005 Transportation Plan and Thoroughfare Plan as outlined in this plan.

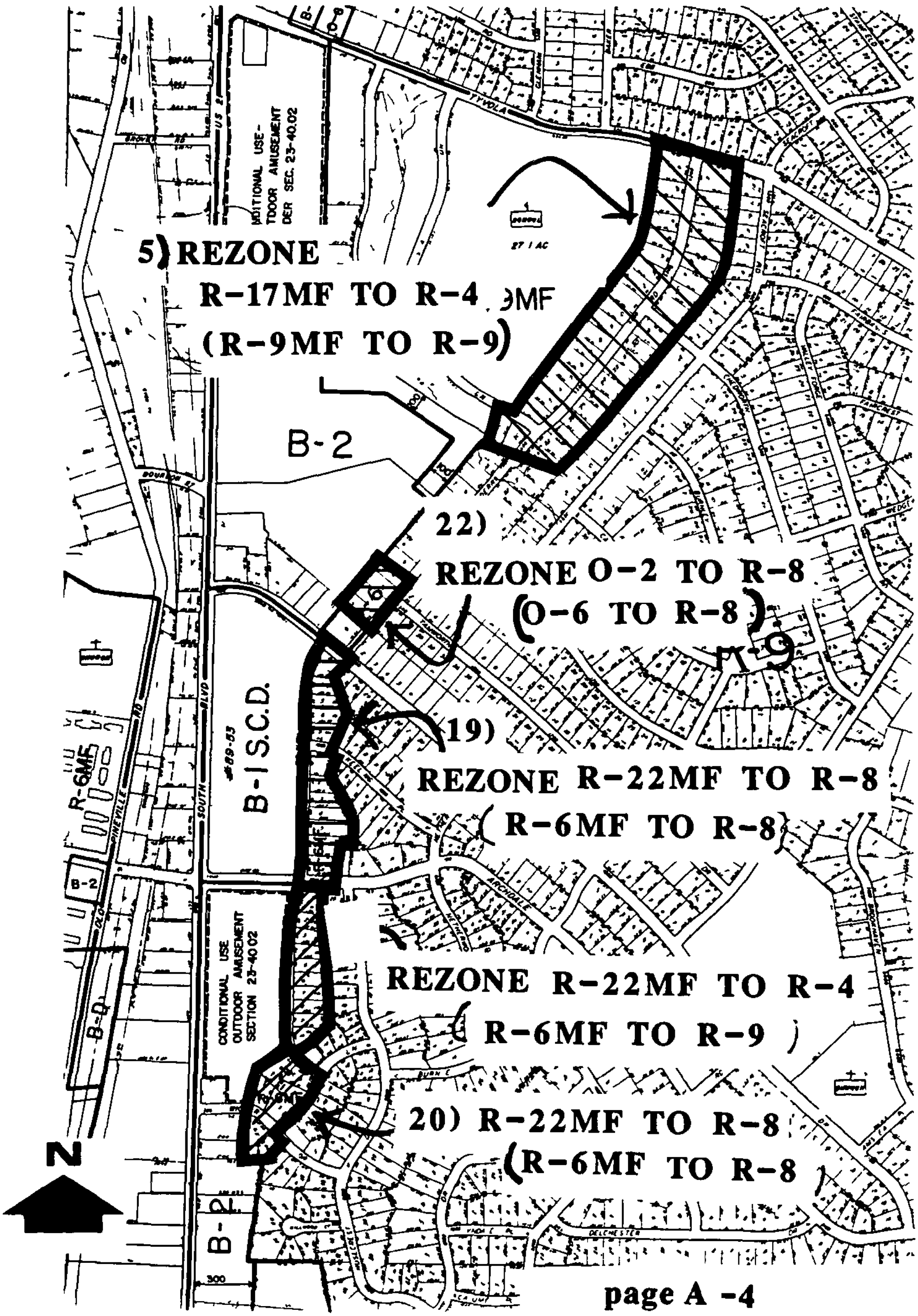
Appendix A

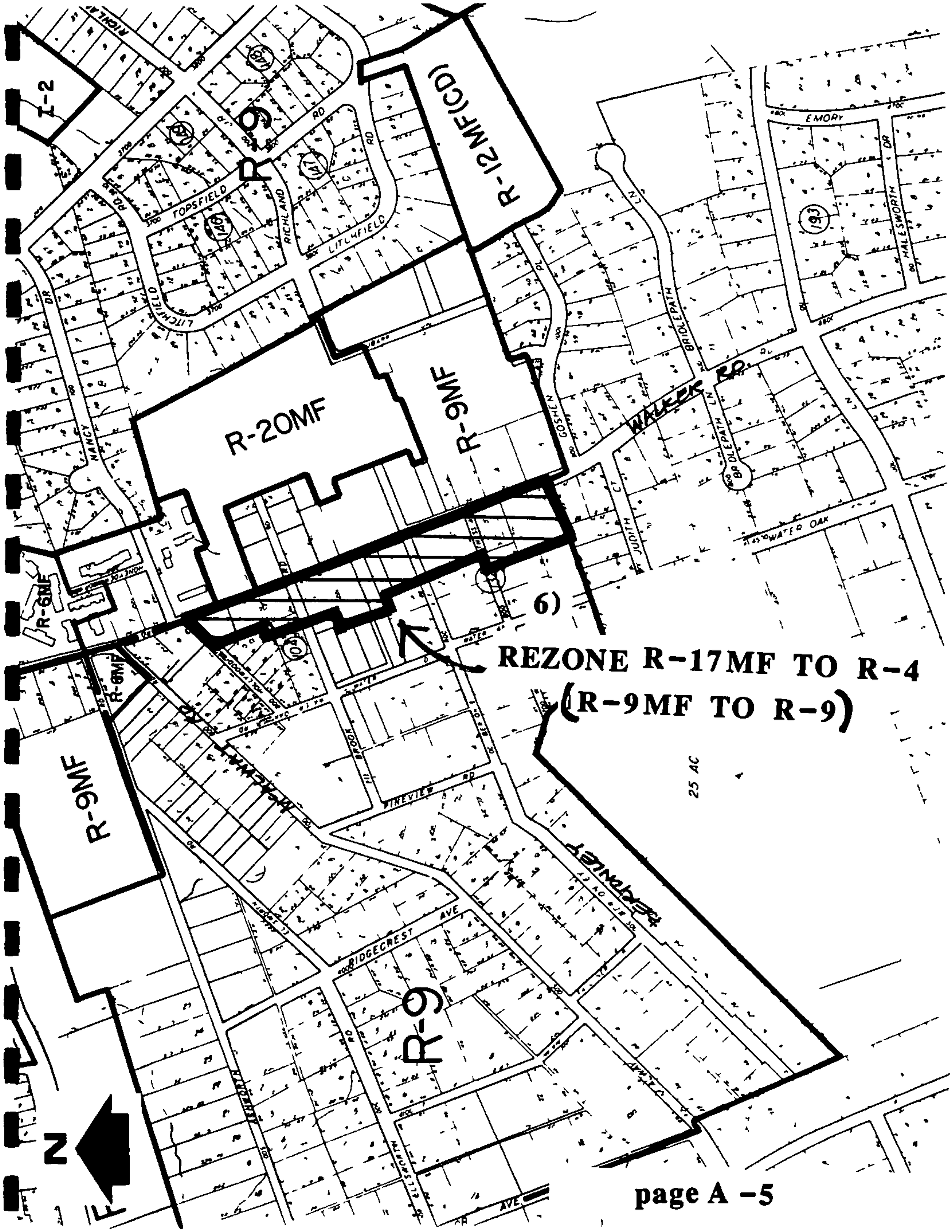

ROCKY FALLS RD
58.95 AC
20 AC
R-1
VILLAGE
LAKE
1) REZONE R-17MF TO R-3
(R-12MF TO R-12)
24.33 AC
74.9 AC
MONROE RD.
I-1
I-2
2) REZONE R-17MF TO R-4
(R-12MF TO R-9)
23) R-17MF TO R-8
(R-12MF TO R-8)
R-12
N

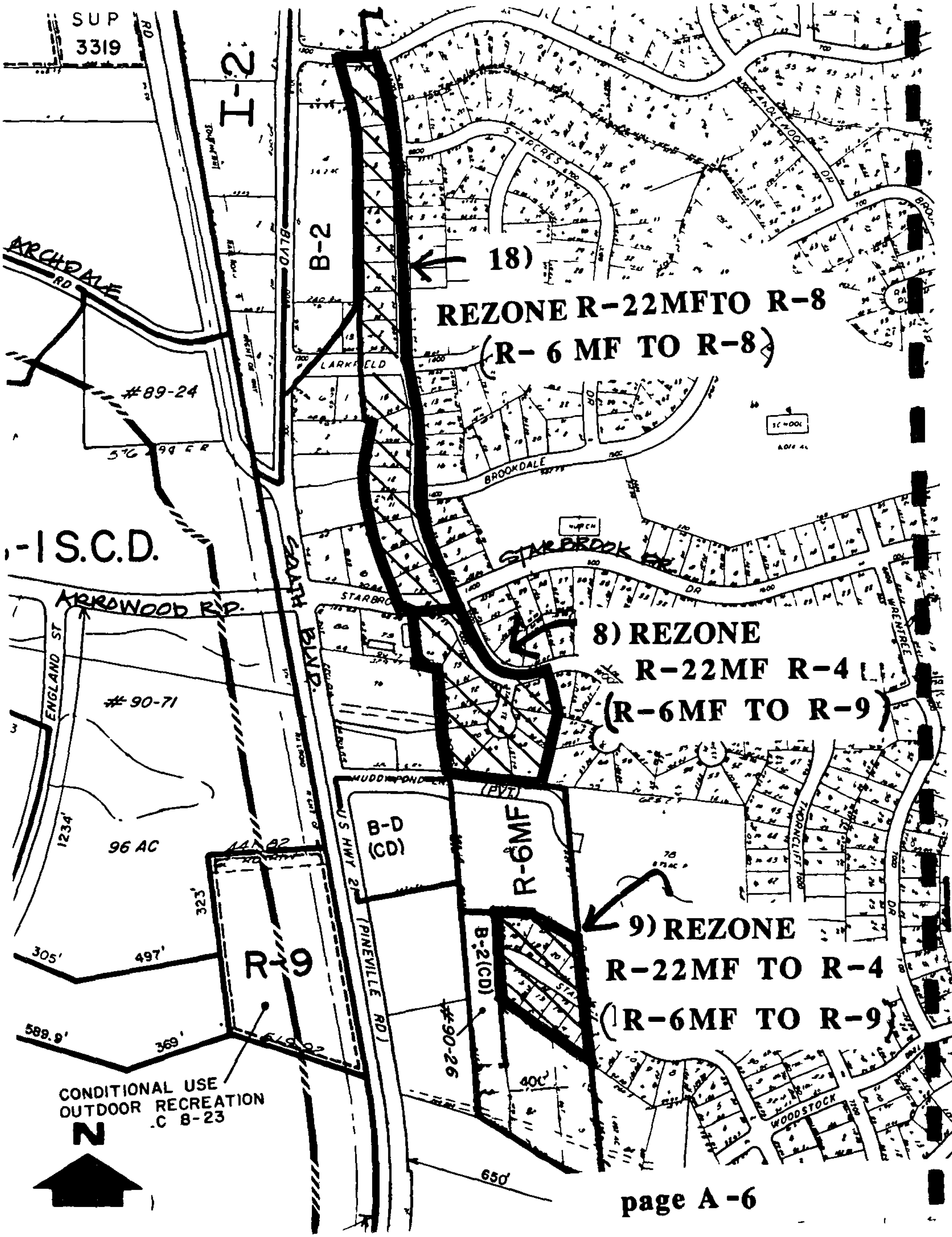


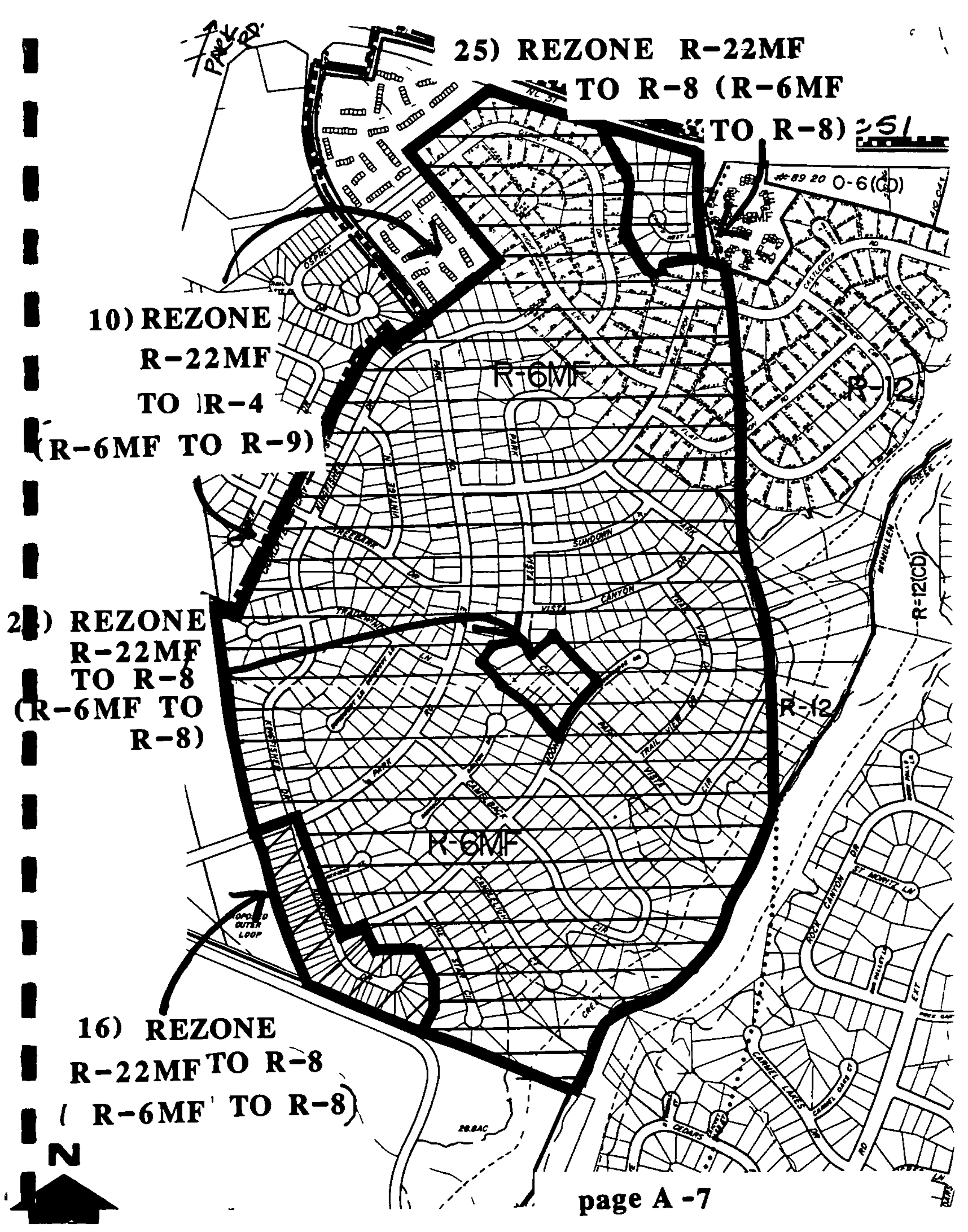
3) REZONE R-17MF TO R-3
(R-12MF TO R-12)


4) REZONE R-12MF CD TO R-3
(R-12MF CD TO R-12)
R-12(CD)
R-12MF (CD)
R-12MF CD
R-12(CD)
COMMON AREA
HANOVER
HANOVER WOODS PLACE
HANOVER GLEN
SOUTH
CROSSING
FOXHALL
WARWICK
WELWYN LN
PARK
AVONDALE
AVE.
BALMORAL
BRAEMAR TERR
TRESANTON
DR.
PENDENNIS LN
TERRACE
KILMORY
LITTLE
3529 gal TOTAL
N

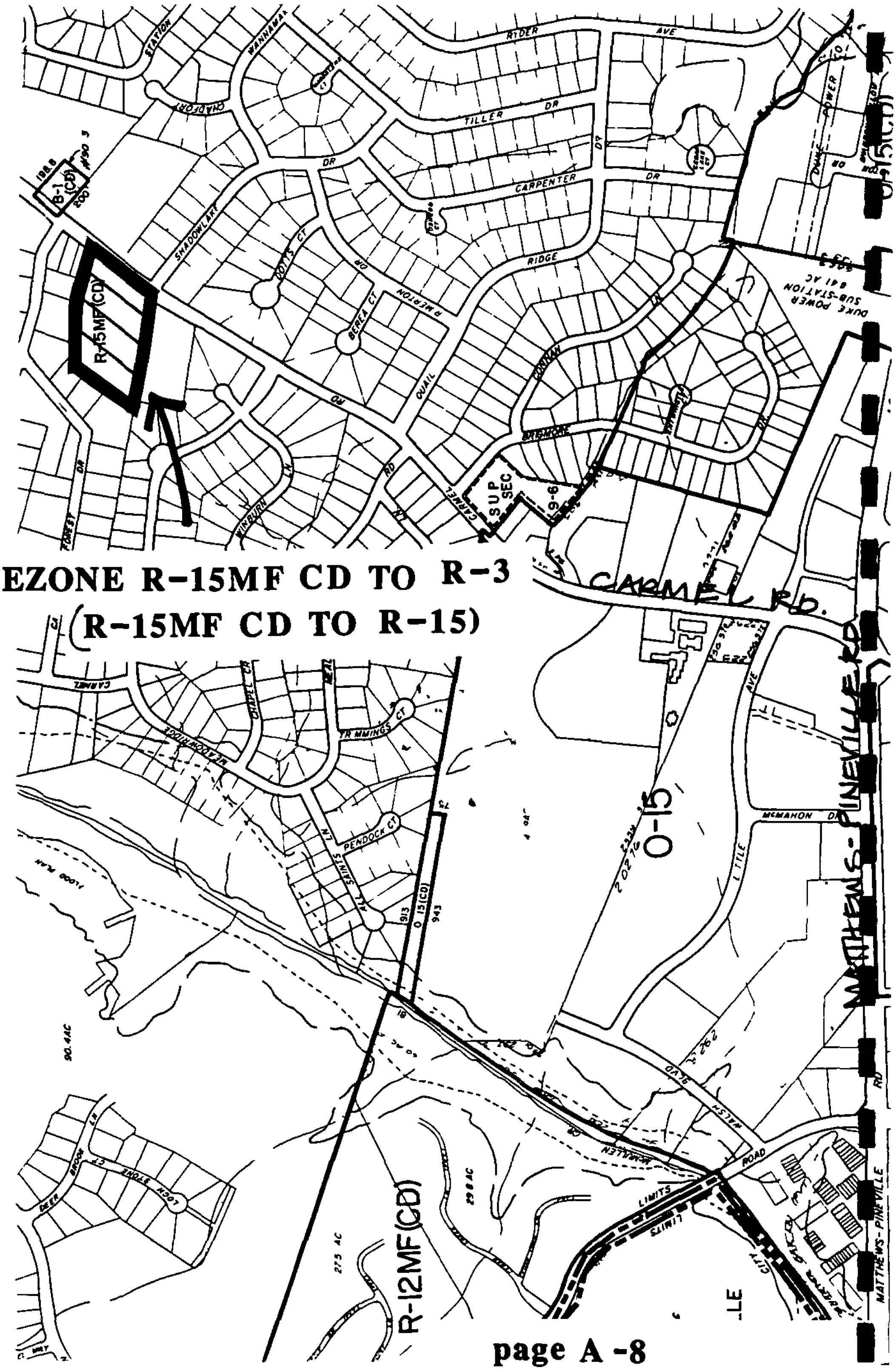

5) REZONE
R-17MF TO R-4
(R-9MF TO R-9)
B-2
22)
REZONE O-2 TO R-8
(O-6 TO R-8)
19)
REZONE R-22MF TO R-8
(R-6MF TO R-8)
REZONE R-22MF TO R-4
(R-6MF TO R-9)
20) R-22MF TO R-8
(R-6MF TO R-8
B-1 S.C.D.
CONDITIONAL USE
OUTDOOR AMUSEMENT
SECTION 23-40.02
N

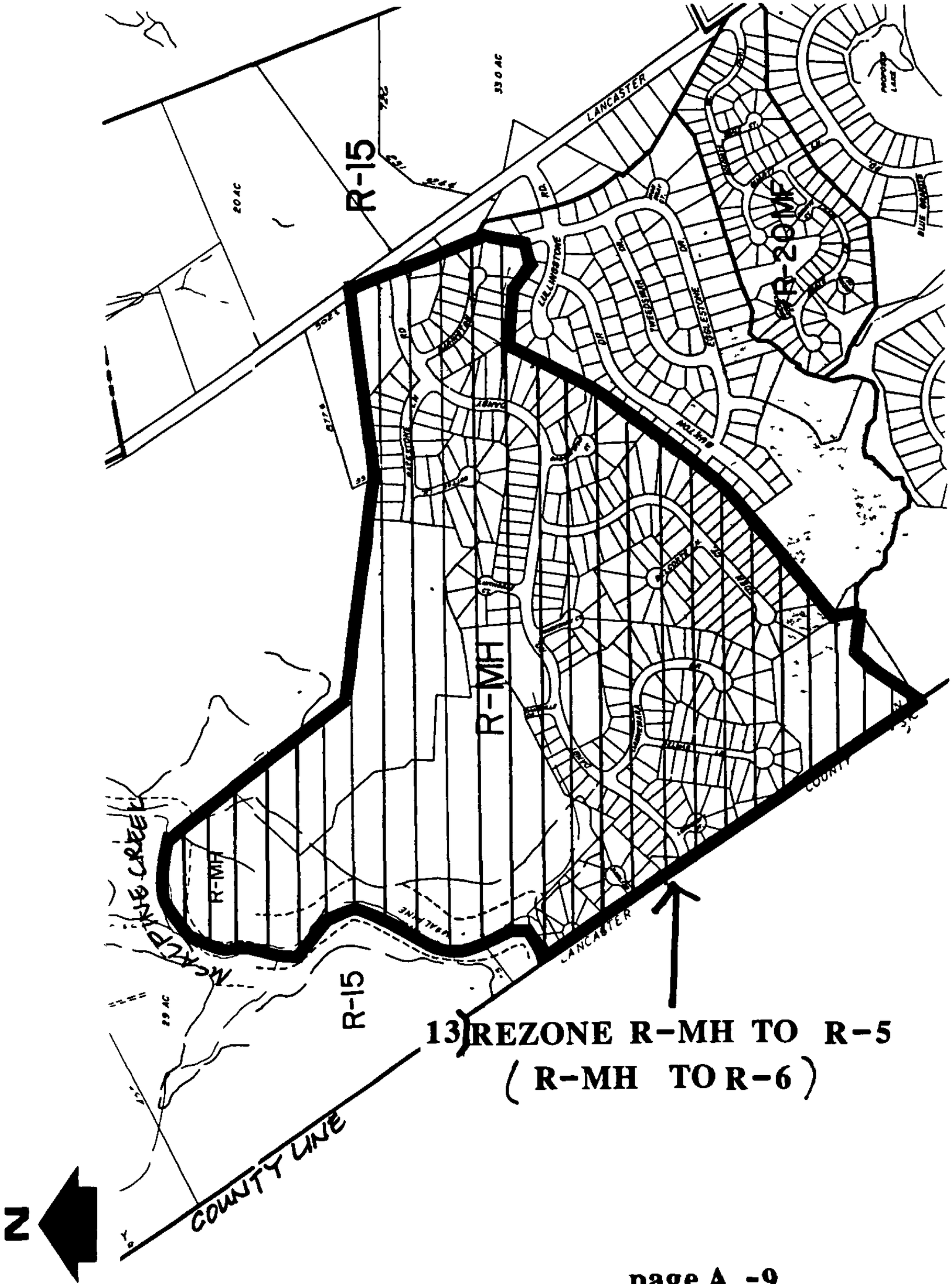

I-2
R-12MF(CD)
R-20MF
R-9MF
R-6MF
R-6MF
R-9MF
R-9
6)
REZONE R-17MF TO R-4
(R-9MF TO R-9)
TOPSFIELD
RICHLAND
LITCHFIELD
NANCY
GOSHEN
BRIDLE PATH
WALKER RD
EMORY
HALESWORTH
WATER OAK
JUDITH
WINEVIEW RD
BRIDGECREST AVE
Avenue
N


SUP 3319
I-2
B-2
ARCHDALE RD
#89-24
LARKFIELD
18)
REZONE R-22MFTO R-8
(R- 6 MF TO R-8)
BROOKDALE
STARBROOK DR
-1 S.C.D.
ARROWOOD RD.
SOUTH BLVD.
8) REZONE
R-22MF R-4
(R-6MF TO R-9)
ENGLAND ST
#90-71
MUDDYPOND LN (PVT)
B-D (CD)
R-6MF
96 AC
US HWY 21 (PINEVILLE RD)
9) REZONE
R-22MF TO R-4
(R-6MF TO R-9)
R-9
B-2(CD)
#90-26
CONDITIONAL USE
OUTDOOR RECREATION
.C 8-23
N
WOODSTOCK

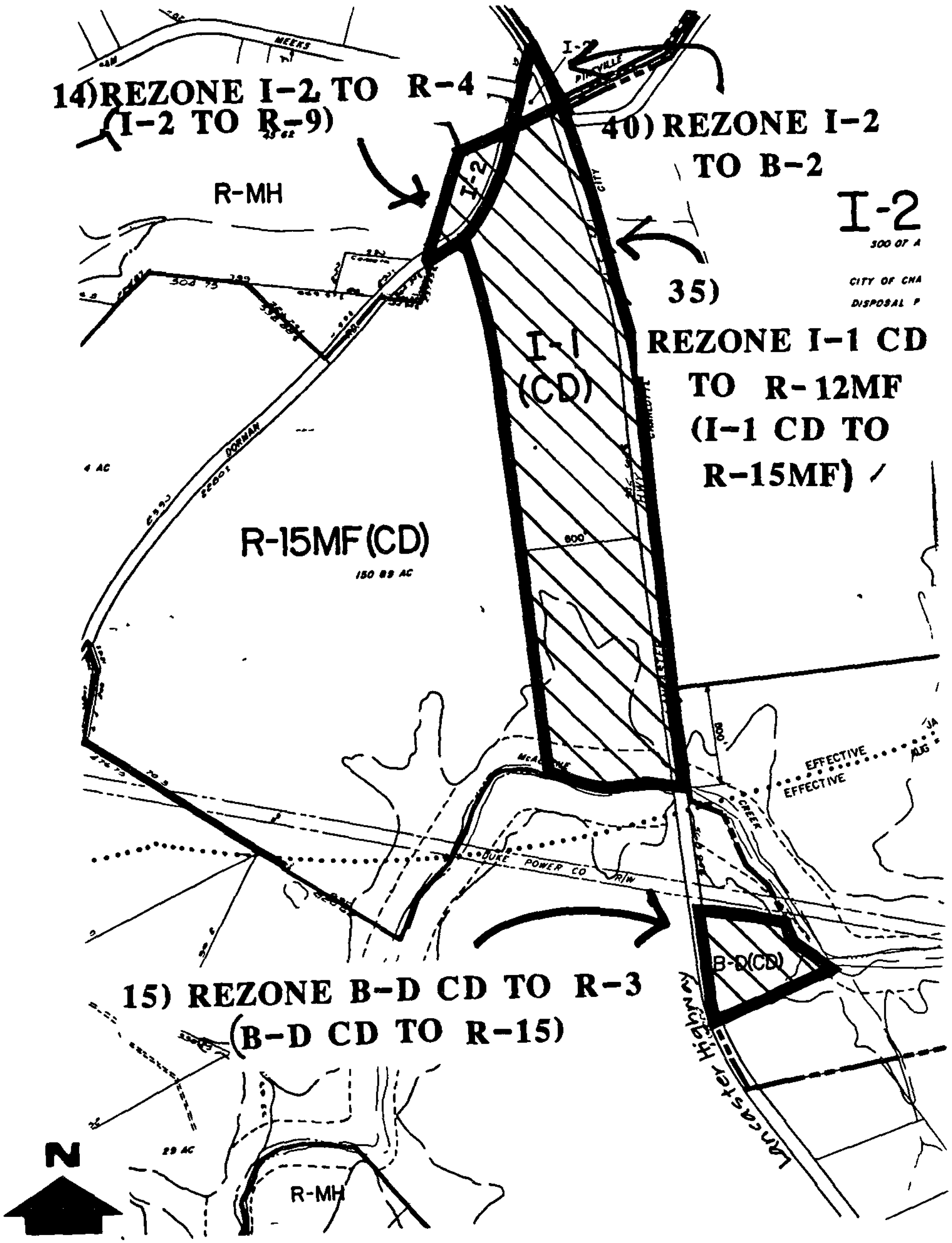

25) REZONE R-22MF
TO R-8 (R-6MF
TO R-8)
10) REZONE
R-22MF
TO R-4
(R-6MF TO R-9)
2) REZONE
R-22MF
TO R-8
(R-6MF TO
R-8)
16) REZONE
R-22MF TO R-8
(R-6MF TO R-8)
R-6MF
R-12
R-12(CD)
R-6MF
R-12
N

11) REZONE R-15MF CD TO R-3 (R-15MF CD TO R-15)

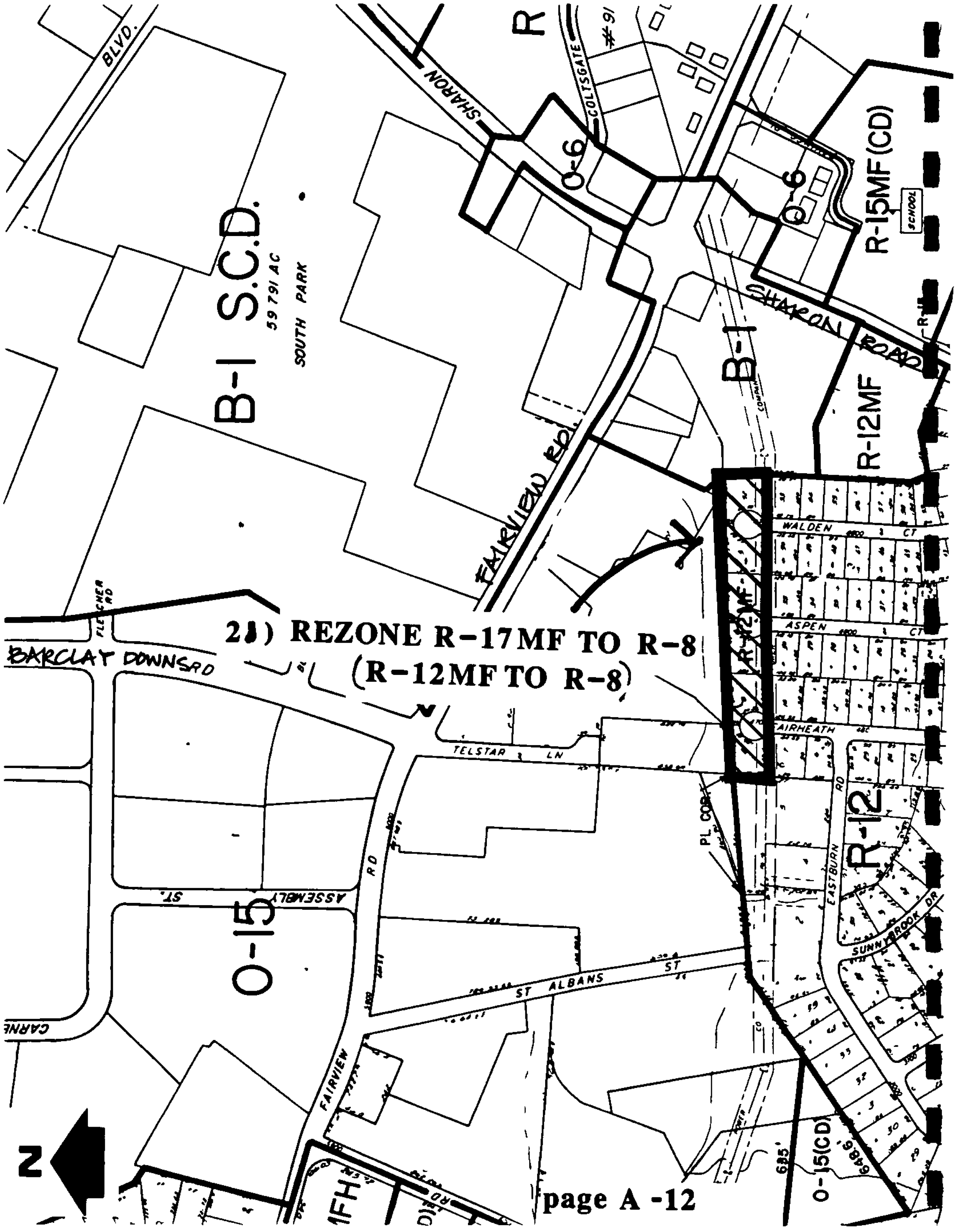


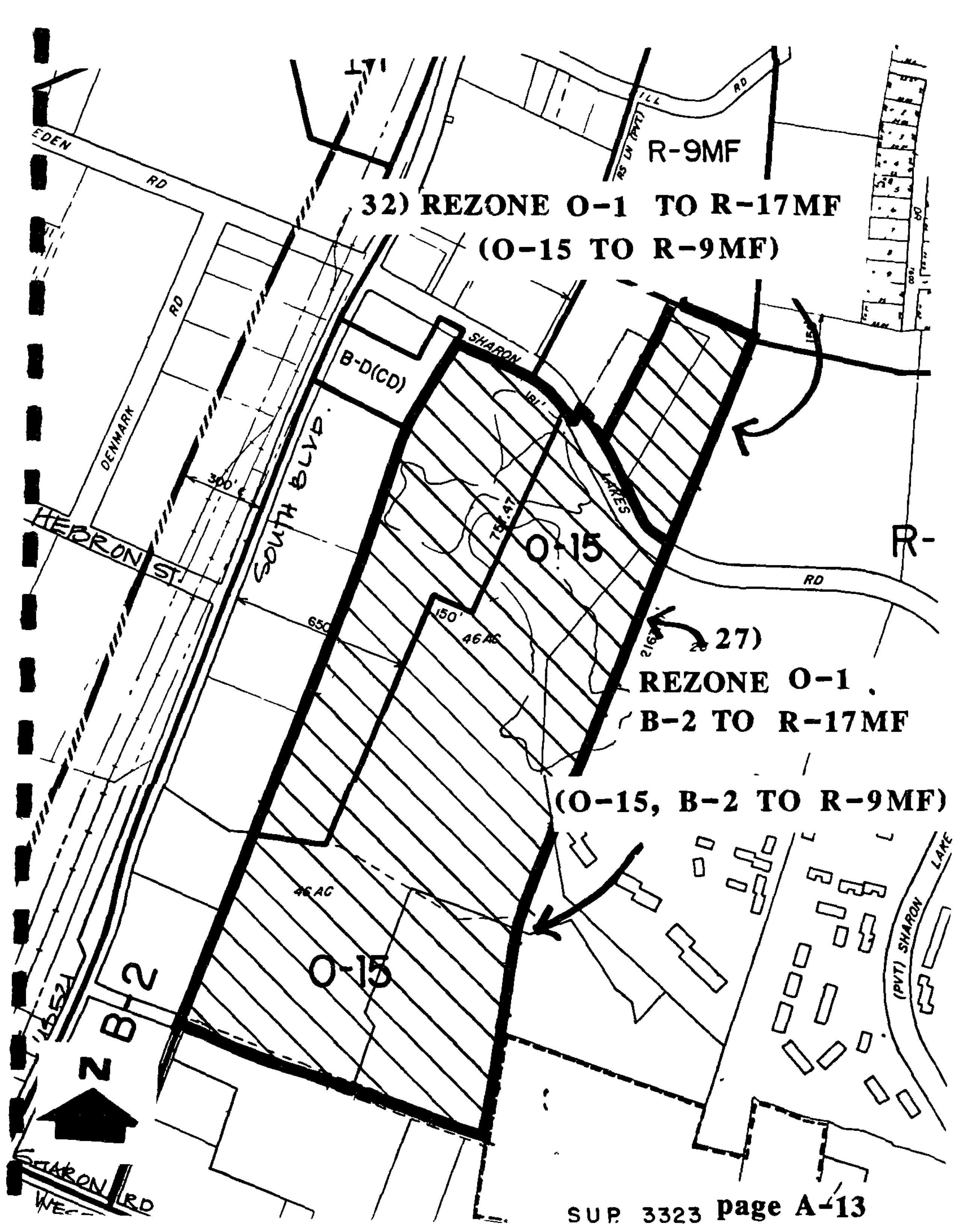


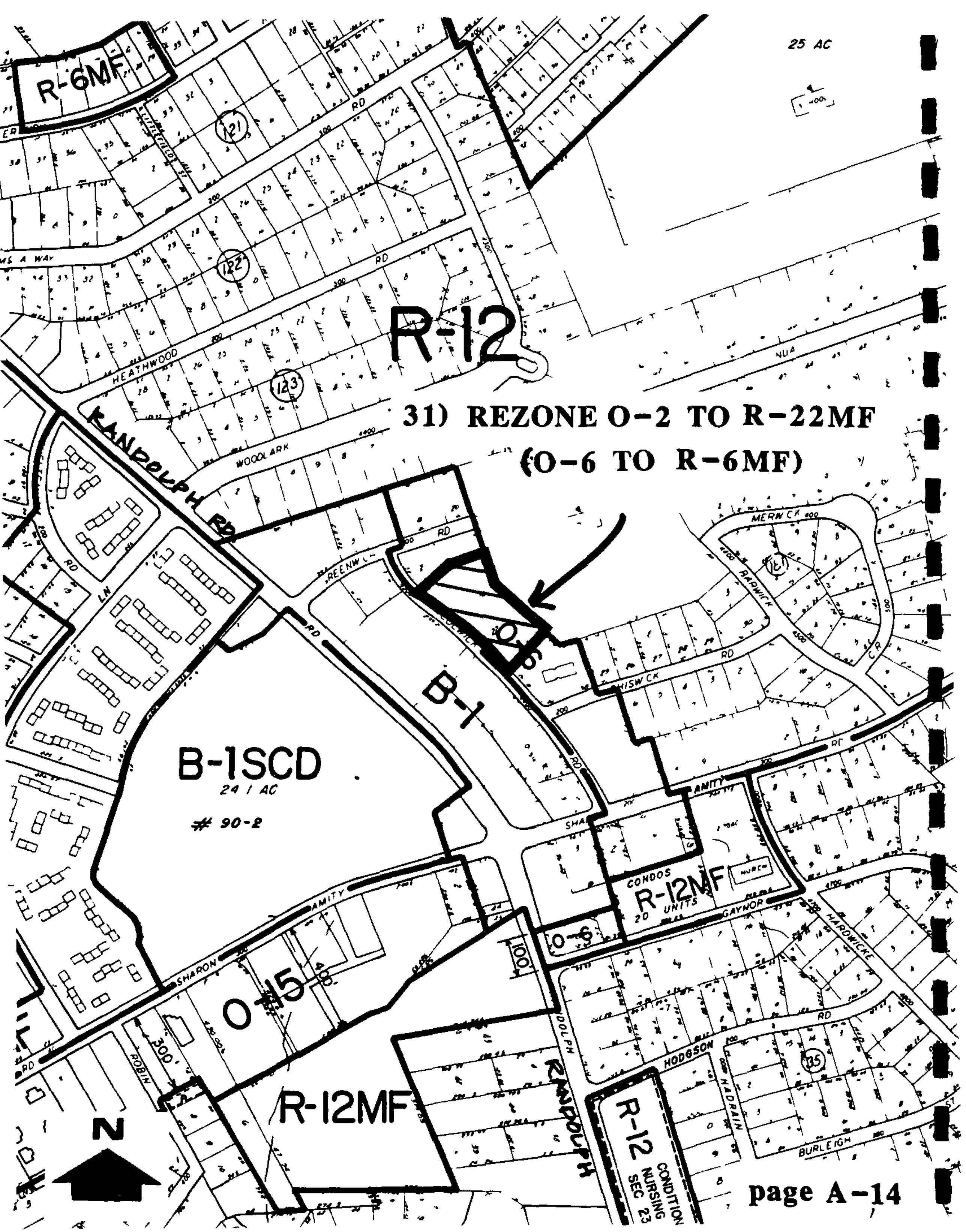
13 REZONE R-MH TO R-5
(R-MH TO R-6)

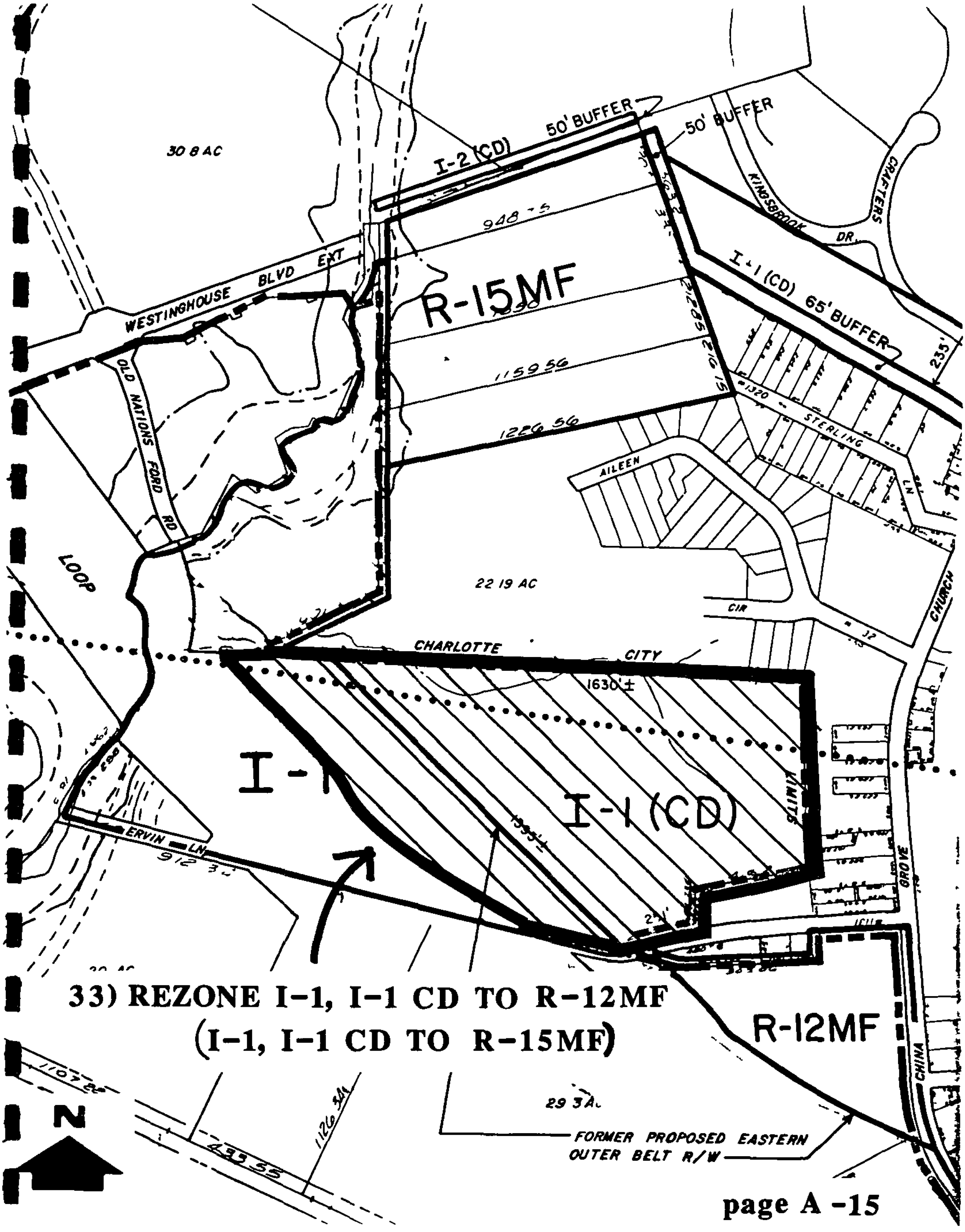

14) REZONE I-2 TO R-4
(I-2 TO R-9)
40) REZONE I-2
TO B-2
R-MH
I-2
35)
REZONE I-1 CD
TO R-12MF
(I-1 CD TO
R-15MF)
I-1
(CD)
R-15MF(CD)
DORMAN
EFFECTIVE
DUKE POWER CO R/W
B-D(CD)
15) REZONE B-D CD TO R-3
(B-D CD TO R-15)
R-MH
N

28) REZONE O-1 TO R-17MF (O-15 TO R-9MF)
41) REZONE O-2, O-6CD TO R-17MF (O-6,O-6CD TO R-9MF)
30) REZONE O-2 TO R-17MF O-6 TO R-12MF)
17) REZONE R-22MF TO R-8 R-6MF TO R-8)
26) R-22MF TO R-8MF (R-6MF TO R-8MF)
MOCKINGBIRD LN
PARK LN RD
O-6 (OD)
O-6
R-6
R-1
B-1
CORTLAND RD E
CORTLAND RD W
CLAPDGE
BUCKINGHAM
VALLEY STREAM
WEDGEWOOD DR
CAREY CT
TYVOLA RD.
PARK RD
R-6MF
N

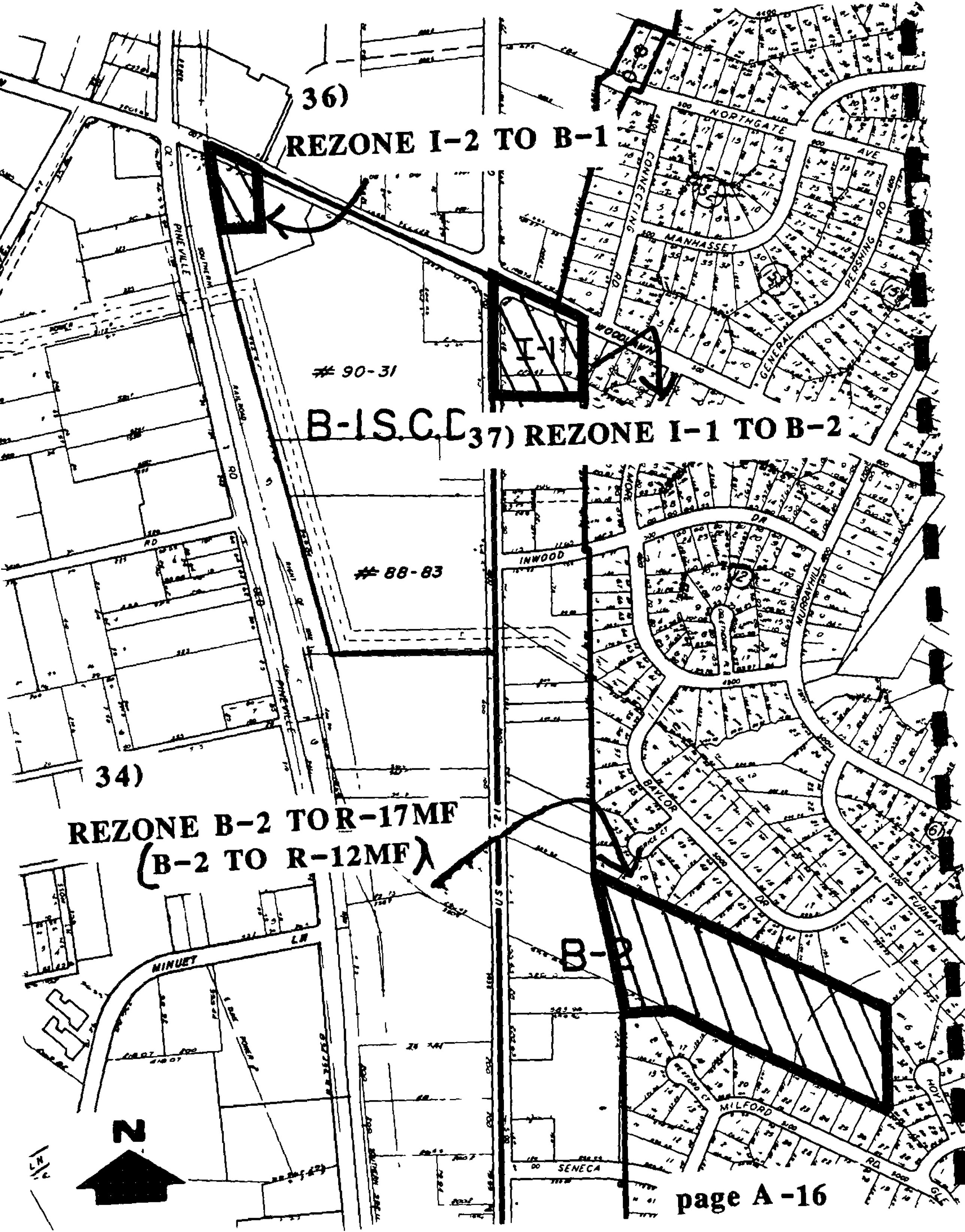

28) REZONE R-17MF TO R-8
(R-12MF TO R-8)
B-1 S.C.D.
59 791 AC
SOUTH PARK
BLVD.
SHARON
COLTSGATE
#91
R
O-6
R-15MF(CD)
SCHOOL
SHARON ROAD
B-1
R-12MF
FAIRVIEW RD.
WALDEN CT
ASPEN CT
FAIRHEATH
TELSTAR LN
BARCLAY DOWNS RD
FLETCHER RD
ASSEMBLY ST.
O-15
FAIRVIEW RD
ST ALBANS ST
PL CORP
EASTBURN RD
SUNNYBROOK DR
O-15(CD)
685'
649.6'
N

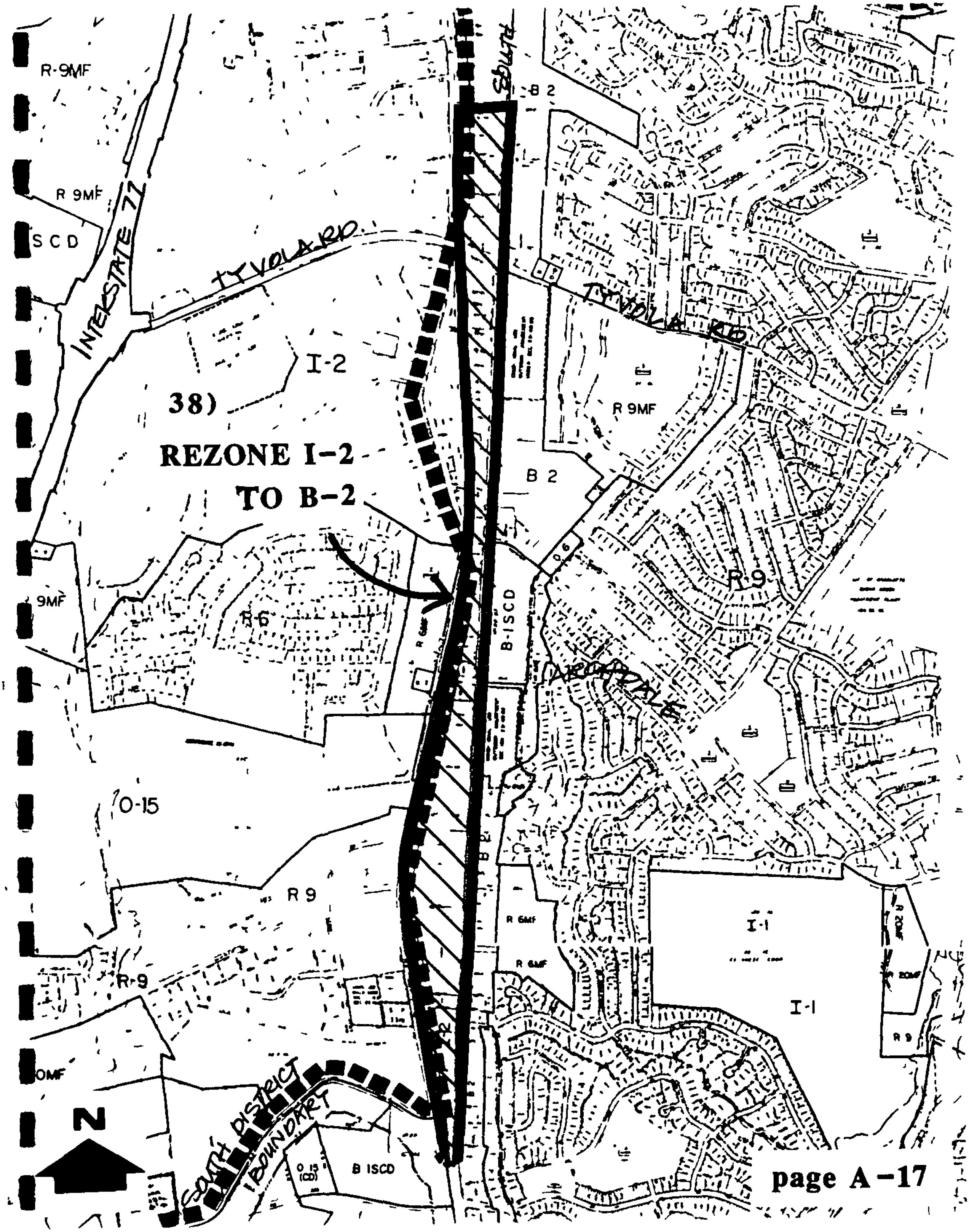

EDEN RD
R-9MF
32) REZONE O-1 TO R-17MF
(O-15 TO R-9MF)
B-D(CD)
SHARON
DENMARK RD
SOUTH BLVD.
HEBRON ST
O-15
R-
RD
27)
REZONE O-1
B-2 TO R-17MF
(O-15, B-2 TO R-9MF)
O-15
B-2
N
SHARON RD
(PVT) SHARON LAKE


R-6MF
25 AC
R-12
HEATHWOOD
RANDOLPH RD
WOODLARK
31) REZONE O-2 TO R-22MF
(O-6 TO R-6MF)
O-6
B-1
B-1SCD
24 1 AC
90-2
AMITY
SHARON
O-15
R-12MF
CONDOS
20 UNITS
R-12MF
O-6
HARDWICKE
HODGSON
R-12
CONDITION
NURSING
SEC 23
BURLEIGH
N

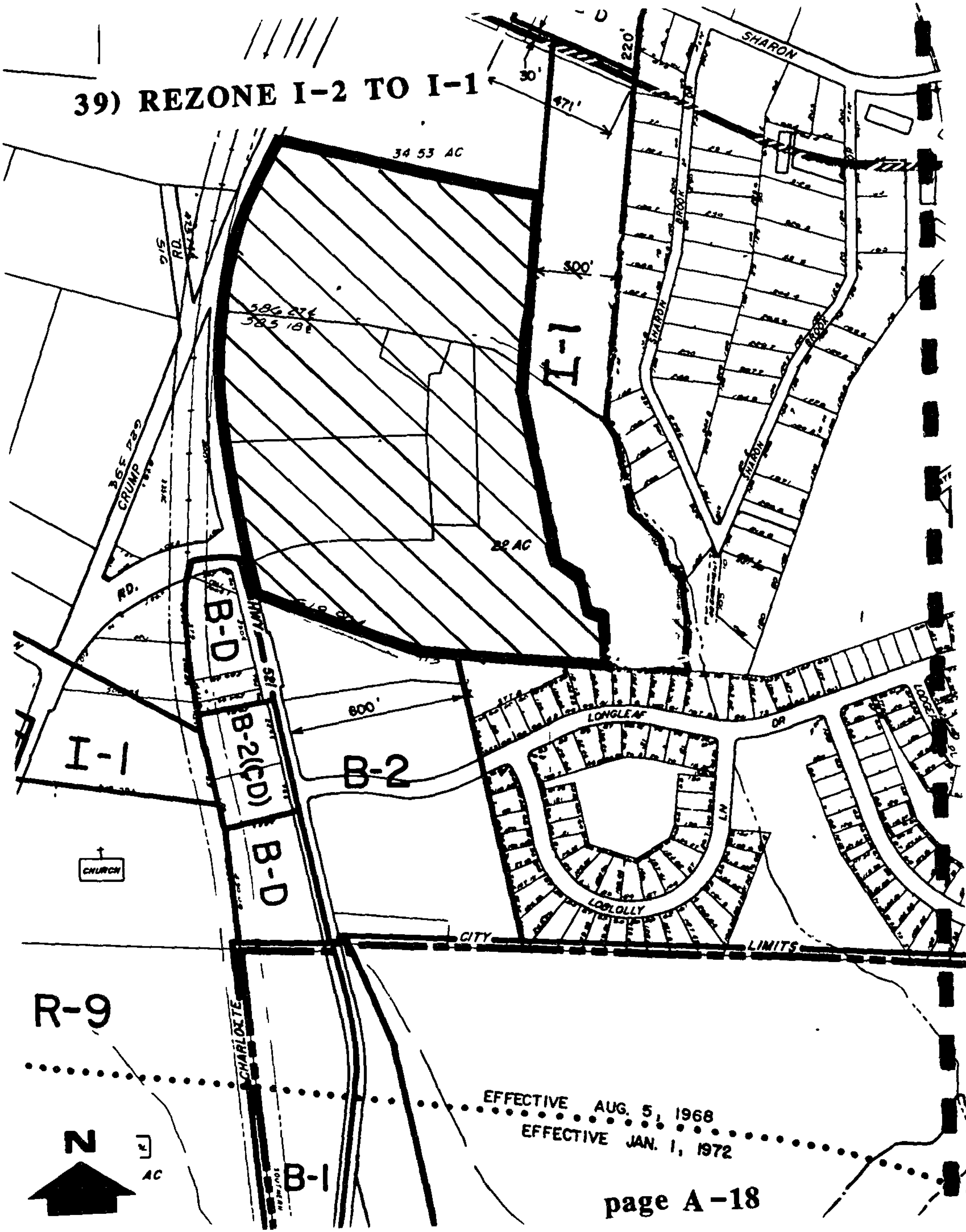


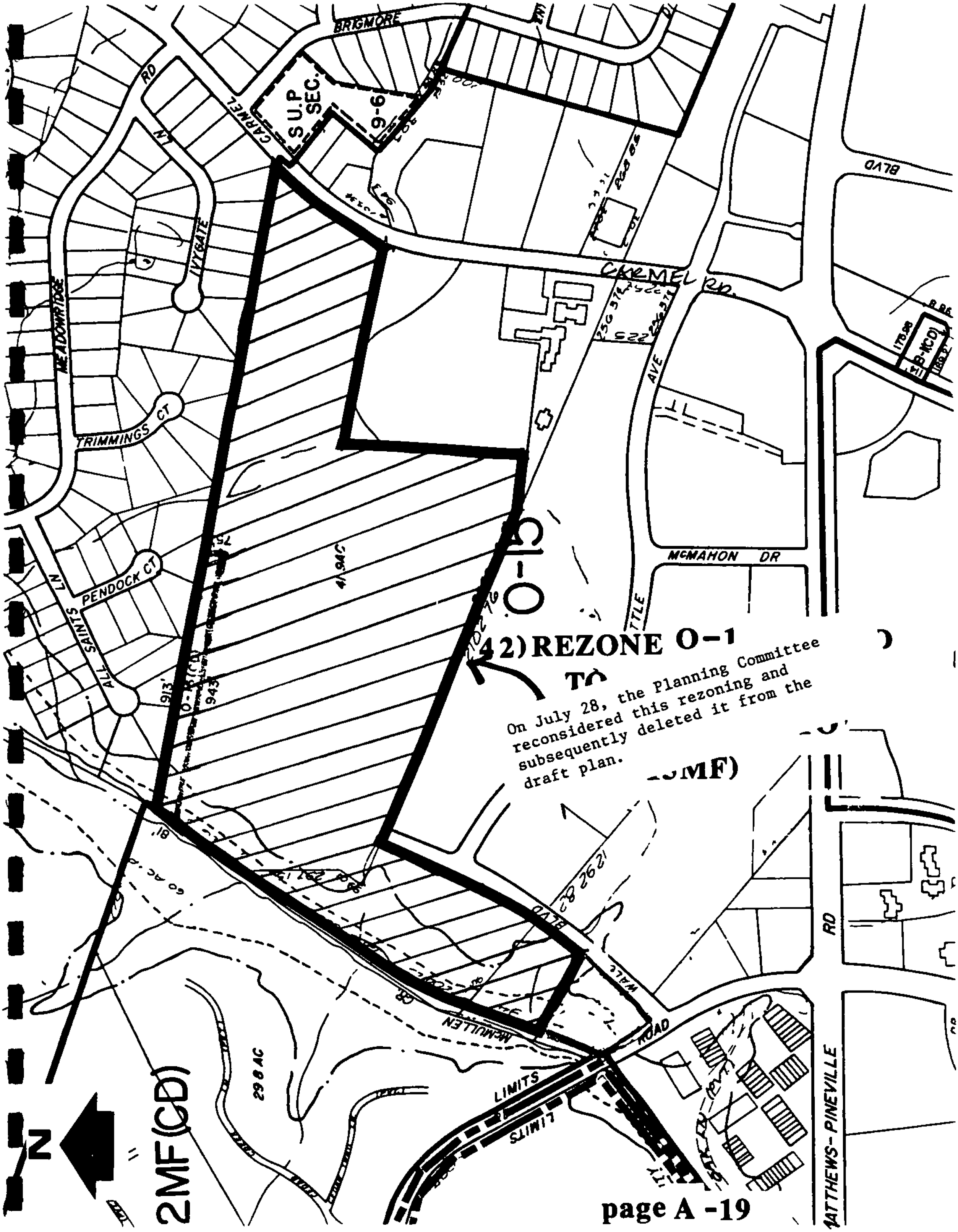
33) REZONE I-1, I-1 CD TO R-12MF (I-1, I-1 CD TO R-15MF)

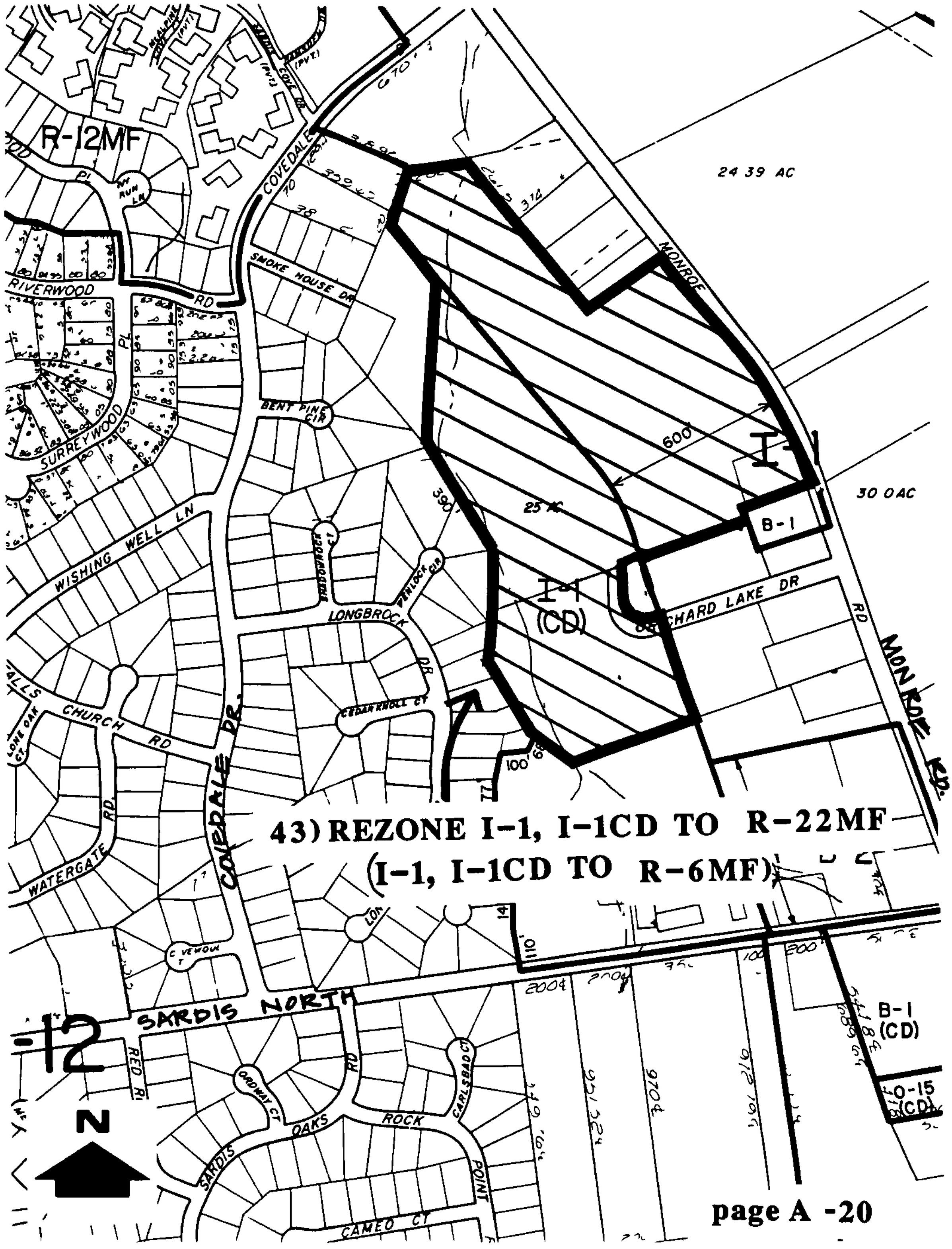

36)
REZONE I-2 TO B-1
NORTHGATE
AVE
CONNECTING
MANHASSET
PERSHING
RD
GENERAL
WOODLAWN
PINE VILLE
RD
90-31
I-1
B-1S.C.D
37) REZONE I-1 TO B-2
INWOOD
DR
MURRAYHILL
88-83
34)
REZONE B-2 TO R-17MF
(B-2 TO R-12MF)
BAYLOR
DR
FURMAN
B-2
MINUET
LN
MILFORD
RD
HOYT
SENECA
N


R-9MF
R 9MF
S C D
INTERSTATE 77
TYVOLA RD
I-2
38)
REZONE I-2
TO B-2
B 2
R 9MF
B 2
R-9
9MF
R-6
B-1SCD
O-15
R 9
R-9
R 6MF
R 6MF
I-1
I-1
R 9
OMF
SOUTH DISTRICT BOUNDARY
N
B ISCD

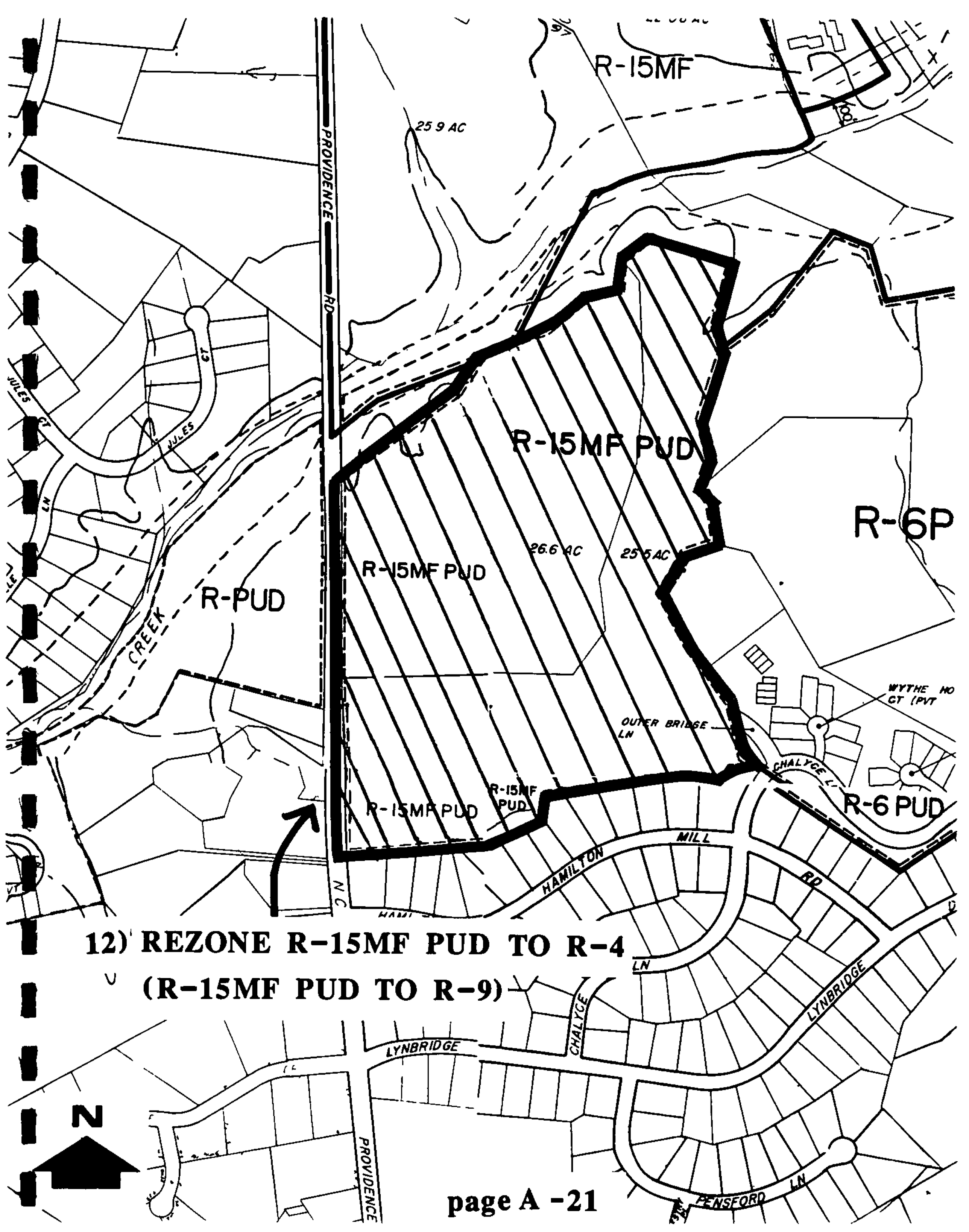
39) REZONE I-2 TO I-1




BRIGMORE
CARMEL
RD
S.U.P
SEC.
9-6
IVYGATE
LN
MEADOWRIDGE
TRIMMINGS CT
PENDOCK CT
SAINTS
LN
ALLA
CARMEL RD.
AVE
BLVD
McMAHON DR
TTLE
42) REZONE O-1
TO
On July 28, the Planning Committee reconsidered this rezoning and subsequently deleted it from the draft plan.
MF)
BLVD
WALL
ROAD
McMULLEN
LIMITS
LIMITS
RD
MATTHEWS- PINEVILLE
2MF(CD)
N

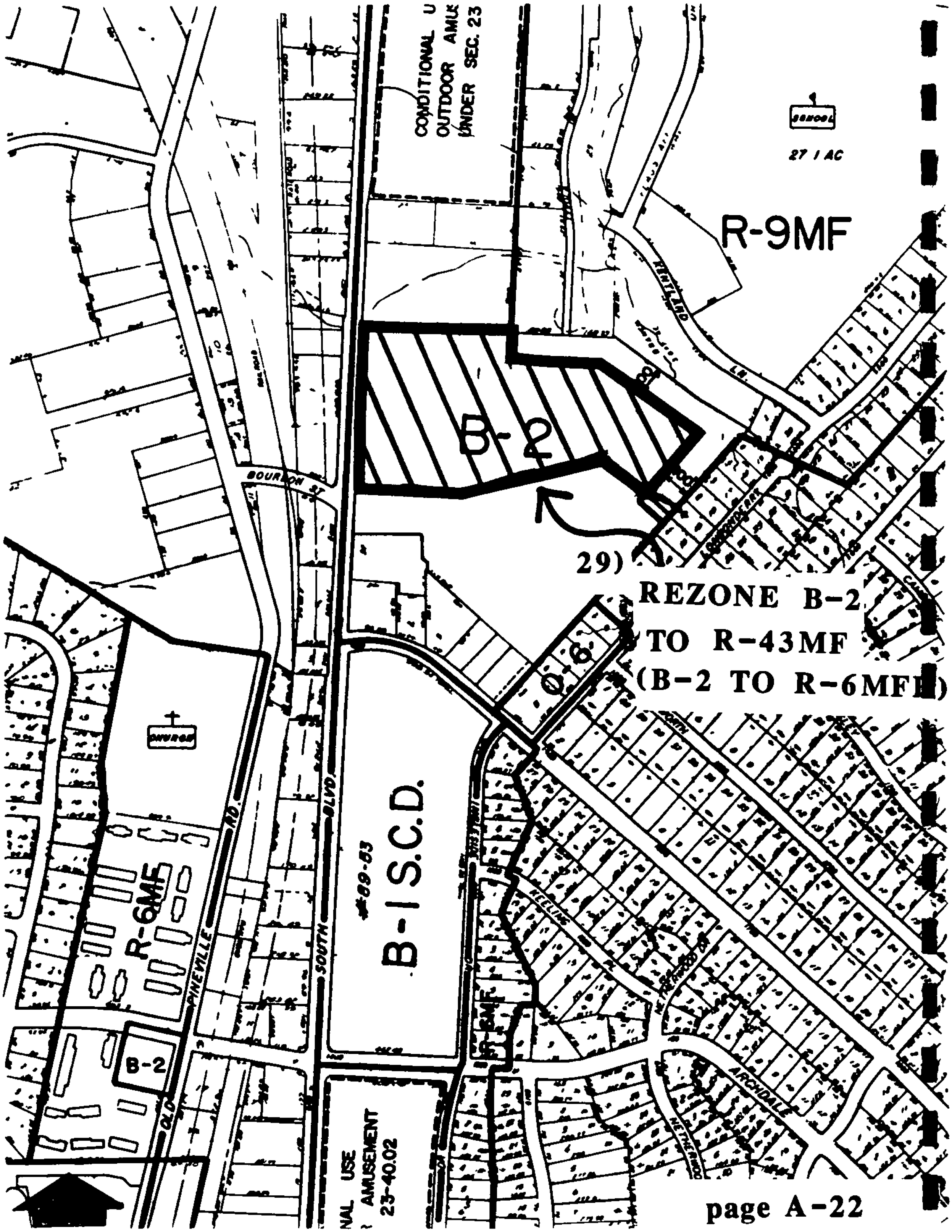


43) REZONE I-1, I-1CD TO R-22MF
(I-1, I-1CD TO R-6MF)



12) REZONE R-15MF PUD TO R-4

(R-15MF PUD TO R-9)


CONDITIONAL USE
OUTDOOR AMUSEMENT
UNDER SEC. 23
SCHOOL
27 1 AC
R-9MF
B-2
BOURBON ST.
29)
REZONE B-2
TO R-43MF
(B-2 TO R-6MF)
CHURCH
R-6MF
PINEVILLE RD.
SOUTH BLVD.
#89-63
B-1 S.C.D.
B-2
CONDITIONAL USE
AMUSEMENT
23-40.02
HEELING
ARCHDALE

Appendix B

SOUTH DISTRICT HISTORIC RESOURCES

National Historic Register

Providence Presbyterian Church and Cemetery	10140 Providence Road

County Landmarks

Isaac Newton Alexander House	off Runnymeade Lane
Morrocroft	2525 Richardson Drive
John Hunter House	5607 Sardis Road
William Lee House	Sharon View Road
Old Matthews School	South Trade Street *
Hennigan Place	Tilley Morris Road
James A. Blakeney House	Blakeney Road
J.J. Rone House	Marvin Road

Surveyed Sites

Bungalow on Randolph Road	Randolph Road
Pegram Haddock-Vickers House	1800 Providence Road
Craig House	1030 N. Sharon Amity
Road	
Wallace Store	Rama Road
Pharr Alexander House	2051 Sharon Lane
Garthwick-Oglukian House	4600 Oglukian Road
Rev. Miller House	Sardis Road/Rama Road
Old Sardis Cemetery	Sardis Road
Store	Park Road
House	Park Road
Sharon Presbyterian Church/Cemetery	5201 Sharon Road
Phillips Outbuilding	off of Sharon View Road
Ellison-Moore House	Carmel Road
Grier-Rea House	Rea Road/Colony Road
Murkland United Presbyterian Church	Old Providence Road
Neil Alexander House	Alexander Road
House	501 W. John Street *
Bain-Reid House	135 W. John Street *
McLaughlin-Bost House	415 W. John Street *
Downs House	Strawberry Lane
House	201 N. Polk Street **
Moric-On-Main	136 Main Street **
House	129 Main Street **
Yandell House	229 Main Street **
The Real Estate Center	Main Street **
Andrews Galleria	312 Main Street **
DeVane and Kandall	314 Main Street **
The Red Geranium	316 Main Street **
Classic Collectibles	318 Main Street **
Wilkerson Hardware	320 Main Street **
T's Billiards	322 Main Street **

Antiques and Carpets	324 Main Street **
Pineville Gun Shop	326 Main Street **
Feed and Seed Store	328 Main Street **
The China Collection	327-329 Main Street **
Yandell Building	333 Main Street **
Dover Mills	Dover Avenue **
Mill Village	Cone Street Area **
Supervisor's House	306 Dover Avenue **
Collins House	402 Dover Avenue **
House	Main Street **
McKinney Farm and House	7332 Providence Road
West	
Kuykendall House	Kuykendall Road
Knox House	McKee Road
House	McKee Road
Morris House	Tom Short Road
Short/Cato House	Tom Short Road
Robinson House	Providence Road West
Community House	Hall Road
McGinn Log House	Providence Road West
House	U.S. Hwy 521
Harrison Church Cemetery	N.C. Hwy 51
Kerr Tenant House	Marvin Road
William Ross House	Dick Ross Road

Known Archeological Sites

Boyce Homestead	Boyce Road
Big Rock Shelter	off Elm Lane West

N.C. Memorial Site

James K. Polk House	U.S. Hwy 521 **

* Matthews
** Pineville

Appendix C

Plan Assumptions for Providence Road/
Southern Outer Belt Interchange
Land Use Study

RETAIL

- 180,000 square feet neighborhood oriented commercial development in northwest quadrant of Providence Road/Providence Road West intersection.

- 100,000 square feet highway service oriented commercial development, which would include appropriate uses such as:

  - auto service garage
  - fast food restaurants
  - gas stations

  in the northwest quadrant of the Providence Road/Southern Outer Belt interchange. A hotel/motel could also be included in this quadrant.

- 70,000 square feet neighborhood convenience center at the intersection of Providence Road/East-West Lower Mecklenburg County major circumferential road. This service center could be east or west of Providence Road. This is approximately 7 to 9 acres.

OFFICE

- Corporate office development in the northwest quadrant of the Providence Road/Southern Outer Belt interchange in the acreage nearest to the actual interchange. Office development of a residential scale could extend west to the Jonesville AME Zion Church.

- Office development of a residential scale east to the Duke Power property in the northeast quadrant of the Providence Road/Southern Outer Belt interchange.

- Ensure that office development at the interchange is designed at a scale that reflects a compatible relationship with existing residential development. A campus type development consisting of ample greenspace and low rise structures (4-6 stories) should be a condition of the rezoning.

MULTI-FAMILY

- Multi-family developed at 10-12 du. ac. graduating to high density single family, 4-6 du. ac., as a transition from commercial to single family residences in the northwest quadrant of the Providence Road/Providence Road West intersection.

- Multi-family developed at 8-10 du. ac. in the northeast quadrant of the Providence Road/Providence Road West intersection.

- For the southwest and southeast quadrants of the Providence Road/Southern Outer Loop Interchange, allow up to 500 units to be developed at densities greater than 12 units per acre to provide the opportunity for higher density housing close to the interchange. Zoning for densities greater than 12 units per acre should be approved on a "first come, first served" basis. When the 500 maximum units have been approved, the remainder of the area should develop at a density no greater than 12 units per acre. The allocation of 500 higher density units assumes a 4-lane cross section for Providence Road; if the road is widened to 6 lanes, the number of higher density units should be reconsidered.

- Multi-family developed at 10-12 du. ac. east of the Duke Power property to Tilley Morris Road in the northeast quadrant of the Providence Road/Outer Belt interchange.

- Multi-family at 10-12 du. ac. west of Jonesville AME Zion Church on the property between Providence Road West and the Southern Outer Belt.

- In accordance with the multi-family locational criteria in the District Plan General Policies, allow some low density (10-12 units per acre) multi-family development in conjunction with the neighborhood convenience center approved at Providence Road and the proposed Lower Mecklenburg County Circumferential. The policy promotes locating higher density housing in close proximity to centers.

- Multi-family development adjacent to Jonesville AME Zion Church should be sensitive to the Church in respect to building design, setback and visibility to Providence Road West.

- Provide meaningful open space in the form of common areas and/or neighborhood parks in multi-family areas. This is more critical as the density increases.

- Encourage the inclusion of multi-family assisted housing within the multi-family development plans.

Coordination of design among the four corners of Providence Road and Providence Road West should occur through the rezoning process to highlight this important intersection. Design elements should include if possible, architectural features, landscaping, sidewalks and focal points.

TRANSPORTATION

- Diamond design for Outer Belt interchange.

- Left in, but no left out on Providence Road for office/commercial in northeast and northwest quadrants of Providence Road/Outer Belt interchange.

- Right-of-Way for the widening of Providence Road and Providence Road West should be dedicated through the conditional rezoning process.

- Lower Mecklenburg County major circumferential will be extended to intersect with Tilley Morris Road.

- Connector roads will be determined through the conditional rezoning process and the subdivision process for properties south of the Outer Belt to the Lower Mecklenburg County Circumferential Road.

- Tom Short Road will not link to Four Mile Creek Road.

- All commercial development will provide a detailed traffic analysis in coordination to all the other proposed development.

- Access from Providence Road for Allison Lane could be north or south of the neighborhood.

- Widening of Providence Road should be sensitive to the historic Providence Presbyterian Church and cemetery. Care should be taken not to compromise the setting and historical features such as significant trees, gravestones and monuments.

- Preserve and enhance the Allison Lane neighborhood by encouraging additional single family development on vacant lots in the neighborhood and by providing needed amenities such as public water and sewer and paved streets. This supports the District Plan General Policies by integrating affordable housing throughout the community and it also supports the public school system's pupil assignment plan.

Phasing of development is expected to be a part of a rezoning petition and will take into consideration the provision of infrastructure.

Pedestrian access to commercial properties should be assured through the rezoning process.

Neighborhood Parks: Neighborhood parks serve the population within a 3/4 to 1 mile radius of them. With safe pedestrian and bike access and intense recreational activities such as field and court games, playground apparatus, and picnicking, neighborhood parks should be a minimum of 15 acres. In developed areas where land is scarce, these parks may be smaller and classified as playgrounds. Recommended Neighborhood Park locations:

- Triangular shaped parcel fronting on Providence Road West adjacent to Jonesville AME Zion Church.

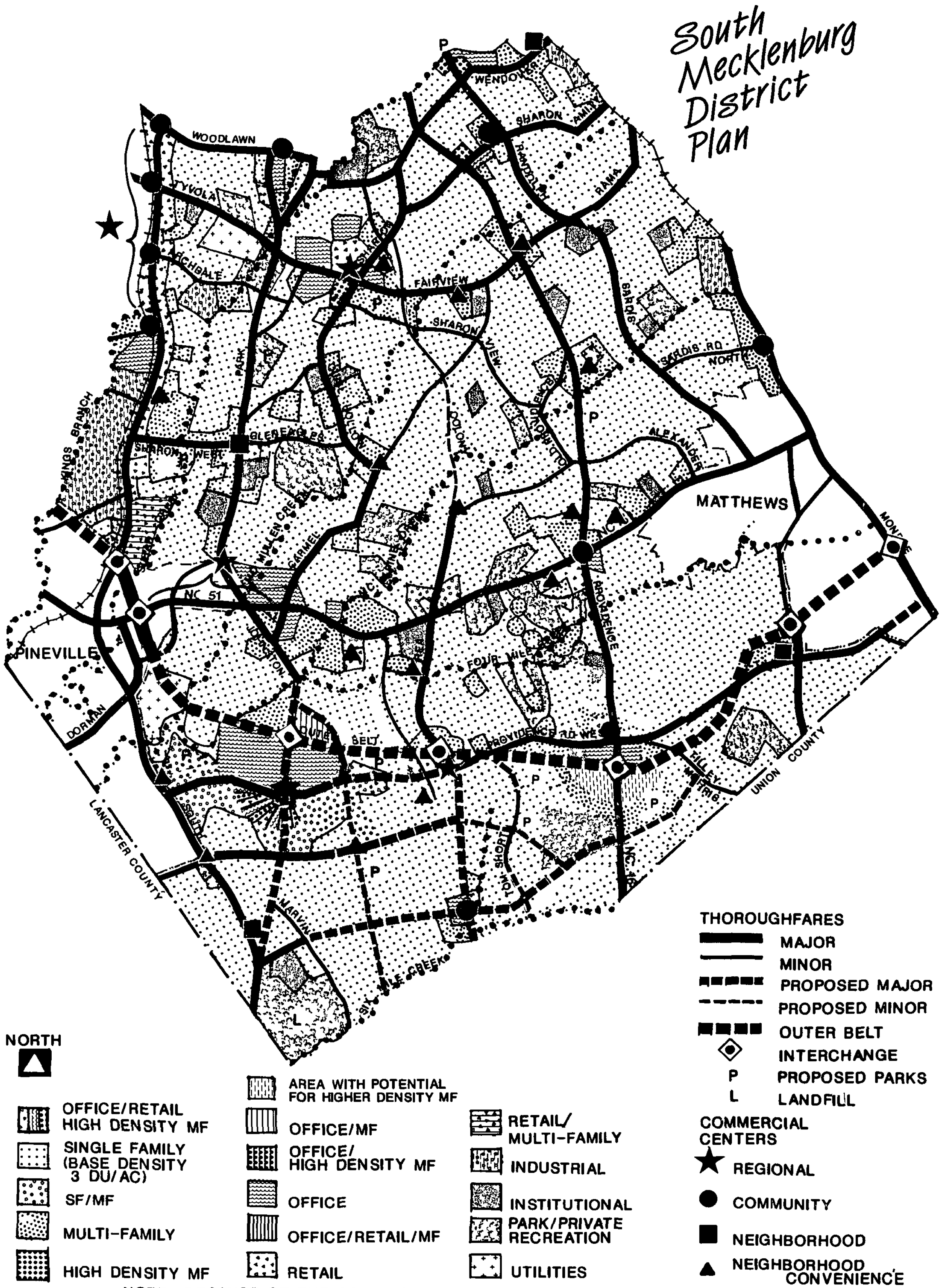
- South of Outer Belt in the southwest quadrant within the multi-family high density and the single family/multi-family area.

- South of Flat Branch Creek and north of the proposed Lower Mecklenburg County Minor Circumferential Road preferably in conjunction with greenway along Flat Branch Creek.

- Southeast quadrant of the Southern Outer Belt west of the Duke Power lines.

Land should be identified for neighborhood parks as development occurs. Neighborhood parks offer the public a convenient source of recreation and are an amenity needed to maintain a high quality of life in the area. Any land identified for parks should be acquired either through dedication, reservation or purchase as part of the rezoning process.

Proposed Land Use and Transportation



NOTE : BECAUSE OF THE SCALE OF THIS MAP , BOUNDARIES ARE NOT PRECISE. LAND USE DECISIONS SHOULD NOT BE PREDICATED UPON THIS MAP. A LARGER SCALE MAP IS AVAILABLE AT THE PLANNING COMMISSION OFFICE.

ADVANTAGES OF OUTER LOOP SCHEDULE UNDER CURRENT NCTIP

- Continues schedule established by order of completion of environmental impact statements, requires no change in project scheduling.
- Connects I-77 (S), NC 16 (E) and US 74 (E) with NC 24/27 (E) first.

ADVANTAGES OF OUTER LOOP SCHEDULE UNDER OCTOBER NCDOT PROPOSAL

- Accelerates construction of Northwest Outer Loop to provide alternate route for incidents occurring at I-77/I-85 interchange.
- Adds roadway capacity to sector of County where parallel circumferential highways are not located.
- Improves access to Charlotte-Douglas Airport from I-77 (N).
- Improves access to Charlotte-Douglas air freight operation from I-77 (S), NC 16 (E) and US 74 (E).
- Constructs southern half Eastern Outer Loop last, which has lowest projected traffic volumes

ADVANTAGES OF OUTER LOOP SCHEDULE UNDER TCC PROPOSAL

- Serves highest projected traffic volumes
- Provides for cost reduction through coordinating construction of Western Outer Loop with airport's project for a third north-south runway.
- Improves access to Charlotte-Douglas Airport from I-77 (S), NC 16 (E) and US 74 (E).
- Provides for longest continuous freeway section by extending already constructed Southern Outer Loop, from NC 49 (S) to I-85 (S).
- Constructs southern half Eastern Outer Loop last, which has lowest projected traffic volumes

Mecklenburg-Union
Technical Coordinating Committee
TIP Recommendations
10/20/93

1 Accelerate Independence Blvd widening *(Eastway to Albemarle)* by **delaying** Mallard Creek Church Road widening to post year
   * The Independence Boulevard Project has been the top local transportation improvement project for many years Two sections of the project have been completed and the third phase between Brookshire Frwy and Briar Creek will begin in 1994 However, funding for the section from Eastway Drive to Albemarle Road is not scheduled to begin until the year 2000
     Mallard Creek Church Road widening, although an important project in the long term, is not a high priority locally and could be delayed until post year

2 Accelerate Old NC 73 widening project by **delaying** NC 73 east widening to Davidson-Concord Road
   * NC 73 between I-77 at exit 28, and Jetton Road is currently carrying **15000** vehicles per day Congestion at exit 28 and along this section of NC 73 call for improvements to the interchange with I-77 and the widening of the road long before improvements are needed along NC 73 east to Davidson-Concord Road

3 Add Independence Blvd/Sharon Amity Interchange *(phase 1 of the Independence Blvd Widening from Albemarle Rd to Idlewild Road)* to the TIP and earmark all STP sub-allocation funds to this project
   * This project is currently the highest priority unfunded project locally The project should include extension of the HOV lane through the interchange also

4 Add reconstruction of I-77/ Woodlawn Road Interchange to the TIP
   * Most interchanges along I-77 south of Uptown are in need of improvement With the I-77/Tyvola Rd interchange already scheduled for improvement, this interchange is the next major reconstruction project needed

5 Add a project to replace 41 Uptown Traffic Signal System controllers on the state system, to the TIP
   * The controllers in the Uptown system are over 20 years old which is beyond their life expectancy In addition, their capacity is limited and do not allow for the addition of pedestrian signals for example The City of Charlotte plans to replace the signal equipment on City maintained streets

6 Add South Blvd/Woodlawn Road Intersection improvement project to the TIP
* This intersection is a high accident and high congestion location and has been a high priority project locally for some time Analysis conducted by CDOT indicate an improvement in air quality as a result of this project

7 Add West Sugar Creek Rd/Harris Blvd West Realignment to the TIP
* The imminent development of land at this location and the opportunity of a public/private project make this an excellent project Without the project at this time, development may prevent the improvement from ever taking place

Note: Projects 1,3,5 and 6 above should be eligible for CMAQ funds, particularly the HOV lane in the US 74 project (#1)

BICYCLE PROJECT

1 Add a bicycle lane along NC 73 between I-77 (exit 28) and Nantz Road
* Provisions for bicycles along NC 73 will allow for bicycle access to Jetton Road Penninsula Park and Ramsey Creek Park on Lake Norman

ENHANCEMENT PROJECT

1 Purchase Norfolk-Southern railroad right-of-way between Stonewall Street and Tremont Avenue
* Purchase of this ROW will allow for the long term protection of this transportation corridor which has been identified as a high priority corridor for Light Rail Transit A short term project for this corridor involves the operation of vintage trolleys on the rails from Uptown to Dilworth In addition, the South Boulevard Corridor Plan calls for a bikeway/pedestrian way to be constructed along this ROW as well

PUBLIC ART PROPOSAL

CITY OF CHARLOTTE

1993-1995

SUBMITTED JOINTLY FOR APPROVAL BY:

PUBLIC ART COMMISSION
ARTS & SCIENCE COUNCIL

PUBLIC ART PROPOSAL
CITY OF CHARLOTTE
1993-1995

The Public Art Commission and the Arts & Science Council request approval by the Charlotte City Council of a two-year public art proposal as outlined below:

I. BACKGROUND

During FY92, the City Council, County Commission and Arts & Science Council appointed a task force chaired by former Mayor Eddie Knox to review our public art program. The task force recommended a restructuring of the Charlotte-Mecklenburg Public Art Commission and an allocation procedure for eligible capital projects.

In February of this year, the City Council adopted a resolution which incorporated most of these recommendations. Specifically, the resolution set forth the following policies:

- Directed the inclusion of Public Art Programs in City and County public construction projects.
- Defined construction projects paid for wholly or in part by the City of Charlotte or Mecklenburg County to construct or remodel any building or public space which are normally visited by the public with the exception of restoration of historic properties.
- Excluded streets, highways or transportation projects.
- Authorized department heads to include in all estimates of construction projects 1% of the construction cost for public art.
- Established a 12-member Public Art Commission to be appointed by the City Council and County Commission from persons nominated by the Public Art Commission and the Arts & Science Council to fill designation slots. (Nominations were presented and approved by the City Council in October, 1993)
- Set forth the responsibilities of the Public Art Commission, including making an annual presentation to City Council and County Commission for projects to be included in the public art program.
- Authorized the use of private money for inclusion in the Public Art Commission's annual budget.
- Stated that City Council and County Commission have final approval of the annual work program and budget without selection responsibilities for commissioned artworks.

- Placed responsibility for the Public Art Commission under the administrative auspices of the Arts & Science Council. City Council approved a minimum $25,000 contribution toward annual administrative costs that would be renegotiated as a part of the annual work plan depending on the size and number of public art projects.

Pursuant to that resolution, the Public Art Commission and the Arts & Science Council have worked with City staff to review the Capital Improvement Program. The following recommendations for a two-year work program and budget are proposed:

II. PROJECTS ELIGIBLE FOR PUBLIC ART, 1993-1995

The following three capital projects will be completed or begun during fiscal years 1994 and 1995 and have been deemed eligible for public art. The Public Art Commission and the Arts & Science Council recommended that the eligible portion of the budgets for these projects be set aside for public art selected and commissioned by the Public Art Commission.

1. New Convention Center

A figure of $850,000 is eligible for public art for the Convention Center. An agreement has been reached among the Convention Center Design Review Committee, Public Art Commission, and staffs of both the City and the Arts & Science Council to divide the figure into two parts.

A total of $350,00 will be used toward capital items in the original "construction" budget that serve as amenities. These items include the exterior fountain, and the entrance pylons. The Public Art Commission will participate in the design of these fixtures.

The balance of $500,000 will be used by the Public Art Commission for the commissioning of artworks.

This agreement represents a true collaboration among all parties that will serve to humanize the Convention Center with important amenities. These amenities will be financed in a fiscally cooperative manner that results in a sharing of limited resources to achieve joint objectives.

The new Convention Center will be visited by nearly one million people annually and thus particularly lends itself to bold and distinctive amenities which will help project a unique image for Charlotte. Both the Convention Center Authority and the Public Art Commission are excited about the unusual opportunity this project offers.

2. Park and Ride Lots

Park and ride lots along transit routes promote system use and reduce congestion. Over 50% of the transit system's express riders use park and ride lots. The eligible set-aside for public art for park and ride lots is $3,500.

3. Law Enforcement Center

A new Law Enforcement Center is needed for consolidated City/County police operations. The need is based on the County's plan to expand the justice system and the City's need for more space for police operations. The eligible set-aside for public art is $181,000.

III. FINANCIAL SUMMARY OF ELIGIBLE PROJECTS, 1993-1995

1. Convention Center	
A. "Construction" works	$ 350,000
B. Artworks	500,000
2. Park and Ride Lots	3,500
3. Law Enforcement Center	181,000
Total Public Art Budget (City)	**$1,034,500**

IV. TWO-YEAR BUDGET, 1993-1995

Implementation of the two largest projects cited above will cross two fiscal years. Therefore, it is appropriate to present a two-year budget for approval. None of the City funds proposed below come from general revenue sources; all City funds come from the Capital Improvement Program. The Arts & Science Council is particularly pleased to offer administrative services for only 9.4% of government funds.

Please note the significant private sector contribution in the budget. At the time the City approved the restructuring of the Public Art Program, only $50,000 in private sector support was proposed. To date, $117,500 in private sector support has been committed to the Public Art Program. The Public Art Commission and Arts & Science Council respectfully submit the attached two-year budget for approval.

PUBLIC ART PROGRAM

BUDGET

	FY 94	FY 95	2-YearTotal
Income			
City of Charlotte			
Commission (90.6%)	$468,375	$468,375	$936,750
Administration (9.4%)	48,500	49,250	97,750
Subtotal	516,875	517,625	1,034,500
Mecklenburg County			
Commission (90.6.%)	326,000	326,000	652,000
Administration (9.4%)	33,700	34,300	68,000
Subtotal	359,700	360,300	720,000
*Private Sector			
*Queens Table	2,500	2,500	5,000
*Foundation for the Carolinas	5,000	0	5,000
*Individual Contributors	7,500	7,500	15,000
*Corporate Contributors	35,000	95,000	130,000
*Subtotal`	50,000	105,000	155,000
Grand Total	**$926,575**	**$982,925**	**$1,909,500**
Expense			
Commissions			
City of Charlotte	$468,375	$468,375	$936,750
Mecklenburg County	326,000	326,000	652,000
Subtotal	794,375	794,375	1,588,750
Administration			
Public Art Director	42,000	44,000	86,000
Administrative Asst/Secretary	20,000	21,000	41,000
Benefits @ 15%	9,000	9,750	18,750
*Personnel Search	2,500	0	2,500
Contracted Services	4,000	3,300	7,300
Office Expenses	4,700	4,000	8,700
Equipment	2,500	1,500	4,000
Subtotal	84,700	83,550	168,250
*Program			
*Public School Materials	7,000	2,000	9,000
*Public School Programs	15,500	18,000	33,500
*Exhibitions/Public Education	15,000	65,000	80,000
*Public Art Master Plan	10,000	20,000	30,000
*Subtotal	47,500	105,000	152,500
Grand Total	**$926,575**	**$982,925**	**$1,909,500**

* Asterisk indicates these income/expense items contributed from the private sector in support of Public Art. To date $117,500 of the $155,000 private sector pledge has been committed - leaving $37,500 to secure by 1995.

Charlotte-Mecklenburg Art Commission
600 East Fourth Street
Charlotte, North Carolina 28202-2853

Project Summary Statement
June 30, 1993

Mecklenburg County Projects:	Art Allocation	Account Balance
Charlotte-Mecklenburg Aquatic Center	$ 54,000	$ 979.00
Courts Renovation/Criminal Courts	48,512	47,889.50
Hal Marshall Center	25,000	2,794.65
Tom Ray Center	3,548	436.00
Latta Park Equestrian Center	3,471	3,470.61
Sharon Regional Public Library	21,000	1,754.88
WTVI	20,150	30.97
County Police Building	2,190	190.00
Community Services Building	18,605	291.78
Mecklenburg County Detox Center	20,000	20,000.00
Department of Social Services and	10,000	
Northwest & Southeast Medical Facilities	25,000	34,923.04
Total Mecklenburg County project dollars	$251,476	
City of Charlotte Projects:		
Charlotte Coliseum	$400,000	$ 1,075.92
Douglas International Airport	117,692	117,692.03
Performing Arts Center	150,000	8,235.46
Police and Fire Academy	2,600	2,266.40
Spirit Square Renovations	46,800	941.43
York Road Renaissance Park	3,660	3,358.95
Animal Shelter Expansion	30,000	30,000.00
Discovery Place's Omnimax	82,000	1,906.47
Reedy Creek Park Nature Center	27,000	962.93

	Art Allocation	Account Balance
City Art Fund Account	_____	689.80
Total City of Charlotte project dollars	$854,752	
Total City of Charlotte/Mecklenburg County project dollars		$1,106,228.00
Total City/County project dollars plus City Art Fund		$1,106,917.80

A RESOLUTION RESTRUCTURING THE CHARLOTTE-MECKLENBURG PUBLIC ART COMMISSION AND AUTHORIZING THE ALLOCATION OF FUNDS FOR PUBLIC ART PROGRAMS

WHEREAS, the Charlotte City Council and the Mecklenburg County Board of Commissioners recognize that cultural heritage and artistic development are vital to the health of Charlotte/Mecklenburg; and

WHEREAS, the character, identity and educational environment of Charlotte and Mecklenburg County have been enhanced by public interest and support of the arts; and

WHEREAS, Public Art Programs contribute to economic development and tourism while humanizing the impact of rapid urbanization; and

WHEREAS, Public Art Programs within and around public buildings add warmth, dignity, beauty, and accessibility to public spaces; and

NOW, THEREFORE, BE IT JOINTLY RESOLVED by the City Council of Charlotte and the Mecklenburg County Board of Commissioners to provide a system of support for Public Art Programs as follows:

Section 1. Purpose.

Charlotte and Mecklenburg County accept a responsibility for expanding the experience and direct participation of citizens in the visual arts. A policy, therefore, is established to direct the inclusion of Public Art Programs in City and County public construction projects as hereinafter defined.

Section 2. Definitions.

a. "Art Commission" shall mean to the Charlotte-Mecklenburg Public Art Commission.

b. "Construction project" means any capital project paid for wholly or in part by the City of Charlotte or Mecklenburg County to construct or remodel any building or public space, such as offices, park buildings, parks, parking facilities, court facilities, schools, recreation centers, or any portion thereof within Mecklenburg County, which are normally visited by the public, with the exception of restoration of historic properties. Construction projects also shall not include street, highway or transportation projects.

c. "Capital Improvement Program" means the City and County's program for advance planning of capital development.

d. "Works of art" includes, but is not limited to, original paintings, sculptures, fountain sculptures, frescoes, mobiles, murals, collages, mosaics, bas-reliefs, tapestries, photographs, drawings, silk screens, etchings, lithographs, and other physical elements of design. The term "works of art" shall not include any reproduction of original art by mechanical means.

e. "Artist" refers to a practitioner in the visual and design arts, generally recognized by critics and his peers as a professional who produces works of art.

f. "Construction Cost" means actual construction cost, excluding engineering, administrative, architectural and legal services; permit fees; as well as indirect and interest costs. It shall also exclude Federal or State funds, if such funds are not permitted to be used for works of art.

Section 3. Funds for Works of Art.

a. All City and County department heads shall include in all estimates of necessary expenditures and all requests for authorization or appropriations for construction projects 1% of the construction cost for works of art. This amount will be based on the construction cost of any such project, as estimated in the Capital Improvement Program for the year in which such estimates or request is made.

b. Funds authorized and/or appropriated pursuant to this section for City or County construction projects but not spent on that project in total or in part may be expended for Public Art Programs in other City or County projects or existing public facilities and spaces which are owned or leased by the City or County, if legally permissible.

c. Such funds shall be provided as above for all public facilities authorized by the County and the City after _____.

Section 4. Public Art Commission Composition and Responsibilities.

Composition. The Art Commission shall have twelve (12) members appointed for three-year terms in the following manner:

Six members shall be nominated by the Arts and Science Council to the Charlotte City Council for review and approval. Six members shall be nominated by the Arts and Science Council to the Mecklenburg Board of County Commissioners for approval. The Chairman of the Public Art Commission shall be elected by the Public Art Commission. The Chairman shall serve by appointment on the ASC Board of Directors.

Terms shall be staggered with terms of four initial appointees for one (1) year; four for two (2) years; and four for three (3) years. Thereafter, all appointments shall be for three years, however, no member shall serve more than two consecutive three-year terms.

The Art Commission may select advisors for a particular project to adjust to the size and complexity of art projects. These advisors shall assist the commission but shall have no vote. A representative from the interested City or County department and the construction

a. The Art Commission shall make periodic reviews of all construction projects authorized by the City Council and Board of County Commissioners. The Art Commission shall determine which construction projects are appropriate for inclusion in the Public Art Program. An annual presentation of all construction projects selected for inclusion in the Public Art Program for the upcoming year shall be made to the City Council and Board of County Commissioners. The City Council and County Commissioners have final approval of the annual work program and budget of the Public Art Commission, as well as the amount of funds (up to 1% of the construction costs) to be spent for works of art.

b. Once a construction project is included in the Public Art Program, the Art Commission shall be responsible for the selection of artists, the commissioning of works of art and/or the purchase of works of art. The use of works of art by local and North Carolina artists should be emphasized. The Art Commission shall be responsible for condition monitoring of artworks; inventory/cataloging; educational programs; promotional activities; technical services to public and private entities; and management of the City/County approved Public Art budget.

c. The Art Commission shall examine annually the condition of works of art selected and make a report to managers of artwork sites. It is the responsibility of site managers to provide for the maintenance of works of art in their routine site maintenance program.

d. The Art Commission may encourage and help obtain additional grants and gifts from outside sources.

Section 5. Placement.

Works of art, selected and implemented pursuant to the provisions of this Resolution and any amendment thereto, may be placed in, on or about City or County construction projects or other City or County-owned, leased or rented property. They may be attached or detached within or about such property and may be either temporary or permanent. City or County officials responsible for the design and construction of such projects shall make appropriate space available for the placement of works of art.

Section 6. Ownership.

All art objects acquired pursuant to this Resolution shall be acquired in the name of the City of Charlotte or Mecklenburg County, and title shall vest in the City of Charlotte or Mecklenburg County.

Section 7. Repeal of Previous Resolution.

The previous Resolution establishing the Charlotte-Mecklenburg Art Commission approved by the City Council on November 23, 1981, and by the County Commission on February 15, 1982 is hereby repealed.

PASSED AND APPROVED on the 14th day of December, 1992 by the City Council; and on the _____ day of _____, 199___ by the County Commission.

Approved as to form:

City Attorney

Approved as to form:

County Attorney

CERTIFICATION

I, Brenda R. Freeze, City Clerk of the City of Charlotte, North Carolina, do hereby certify that the foregoing is a true and exact copy of a Resolution adopted by the City Council of the City of Charlotte, North Carolina, in regular session convened on the 14th day of December, 1992, the reference having been made in Minute Book 100, and recorded in full in Resolution Book 30, at Pages 250-253.

WITNESS my hand and the corporate seal of the City of Charlotte, North Carolina this the 23rd day of December, 1992.

City Clerk

CITY COUNCIL
MEMORANDUM

November 1, 1993

TO: Tom Flynn
Assistant to the City Manager

FROM: Tom Mangum TM
Councilmember

SUBJECT: Four-Year Terms for Council

These are my thoughts and ideas for the Council agenda item: four-year terms; staggered terms; to start in either in 1997 or sooner; with referendum on both to be in 1994.

One thought is for two at-large Councilmembers and districts 1,3,5 & 7, to run for four-year terms, and two at-large and districts 2,4 & 6, to run for two-year terms. After that they would run for four year terms.

The other alternative would be to have all at-large Councilmembers and the Mayor running at one time, and then all districts running at a separate time.

I have also asked Bill Culp to give me some of his thoughts on this, and see if he has any other suggestions. When I get those suggestions, I'll call them in. If you have any questions, please give me a call.

ds

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

October 22, 1993

Mayor Richard Vinroot
Members, City Council
Charlotte, North Carolina

Dear Mayor and Council Members:

Attached are recommendations of the Zoning Committee of the Charlotte-Mecklenburg Planning Commission on petitions which have been heard and referred to the Planning Commission for consideration. The recommendations as reflected herein were arrived at in a meeting of the Planning Commission on September 28, 1993.

According to the adopted rules of procedure, these recommendations will be sent to the interested parties with a time period for the conveyance of any written statement set to elapse 12:00 Noon on November 1, 1993. This will then permit these matters to be placed on your agenda for consideration on November 8, 1993.

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

Respectfully submitted,

John P. Byrne
Charlotte-Mecklenburg Planning Commission
Zoning Committee Chairperson

JPB:mlj

Attachments

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

ZONING COMMITTEE
RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-67

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from I-2 and I-1 to I-1 & B-2 (Central District Plan)

LOCATION: Areas located along and/or adjacent to South Boulevard defined as (B) properties on the east side of South Boulevard between Scaleybark and Woodlawn (from I-2 to B-2), (C) several tracts bounded by South Boulevard and Old Pineville Road, north of Woodlawn Road (from I-2 to B-2), and (D) three areas located on the west side of South Boulevard generally extending from Woodlawn to Scaleybark Road (from I-2 to I-1)

ACTION: The Zoning Committee took action on the three subareas separately

AREA B: The Zoning Committee recommends that this portion of the petition be approved with the exception of the following sites ICCA, Accent Glass, South Boulevard Business Park, Public Storage, National Store All and Mini-Storage which should remain zoned I-2 (See Attached Map)

VOTE: *Yeas* James, Jones, Motley and Whelchel

Nays· Baucom and Byrne

Absent Heard

REASONS

This portion of the petition proposes rezoning properties located on the east side of South Boulevard between Scaleybark Road and Woodlawn Road from a heavy industrial district (I-2) to a general business district (B-2) in accordance with the Central District Plan The petitioned property consists of a variety of general commercial uses such as the South Boulevard Business Park, a glass replacement company, two retail centers, several restaurants, offices, a convenience store, an audio-cassette manufacturer, three mini-warehouses, vacant land and buildings

MINORITY OPINION

The minority opinion supports staff's reexamined proposal for South Boulevard which recommends to rezone properties in this portion of the petition to B-2 as recommended in the plan with the exception of the ICCA property which should be rezoned to I-1 (See attached memo Area B)

MAJORITY OPINION

The majority of the Zoning Committee viewed the proposed general business district as appropriate for the area and recommends approval of this portion of the petition with the exception of the following sites ICCA, Accent Glass, South Boulevard Business Park, Public Storage, National Store All and Mini-Storage which should remain zoned I-2

STAFF OPINION

The Staff agrees with the minority opinion of the Zoning Committee

AREA C: The Zoning Committee recommends that this portion of the petition be approved

VOTE: *Yeas* Baucom, Byrne, James and Whelchel

Nays Jones and Motley.

Absent Heard

REASONS

This portion of the petition proposes rezoning properties on the west side of South Boulevard generally bounded by South Boulevard and Old Pineville Road and north of Woodlawn Street from I-2 to B-2 in accordance with the Central District Plan. The petitioned property consists of a service station, several restaurants, a frame shop, sign shop, copy shop, hotel and mini-storage warehouse.

MINORITY OPINION

The minority opinion could not support the petition because it would create one nonconforming use (mini-warehouse).

MAJORITY OPINION

The majority of Zoning Committee viewed the proposed general business district as appropriate for the area and recommends approval of this portion of the petition

STAFF OPINION

The Staff agrees with the majority opinion of Zoning Committee

AREA D: The Zoning Committee recommends that this portion of the petition be approved with the exception of two properties on the west side of South Boulevard across from the intersection of Briarbend and South Boulevard

VOTE: *Yeas* Byrne, James, Jones, Motley and Whelchel

Nays Baucom

Absent Heard

REASONS

This portion of the petition proposes rezoning three areas located on the west side of South Boulevard generally extending from Woodlawn Road to Scaleybark Road from a heavy industrial district (I-2) to a light industrial district (I-1) in accordance with the Central District Plan The petitioned property consists of retail centers, an auto glass replacement shop, an auto rental agency, lumber company, a bath and kitchen supply shop and several offices

MINORITY OPINION

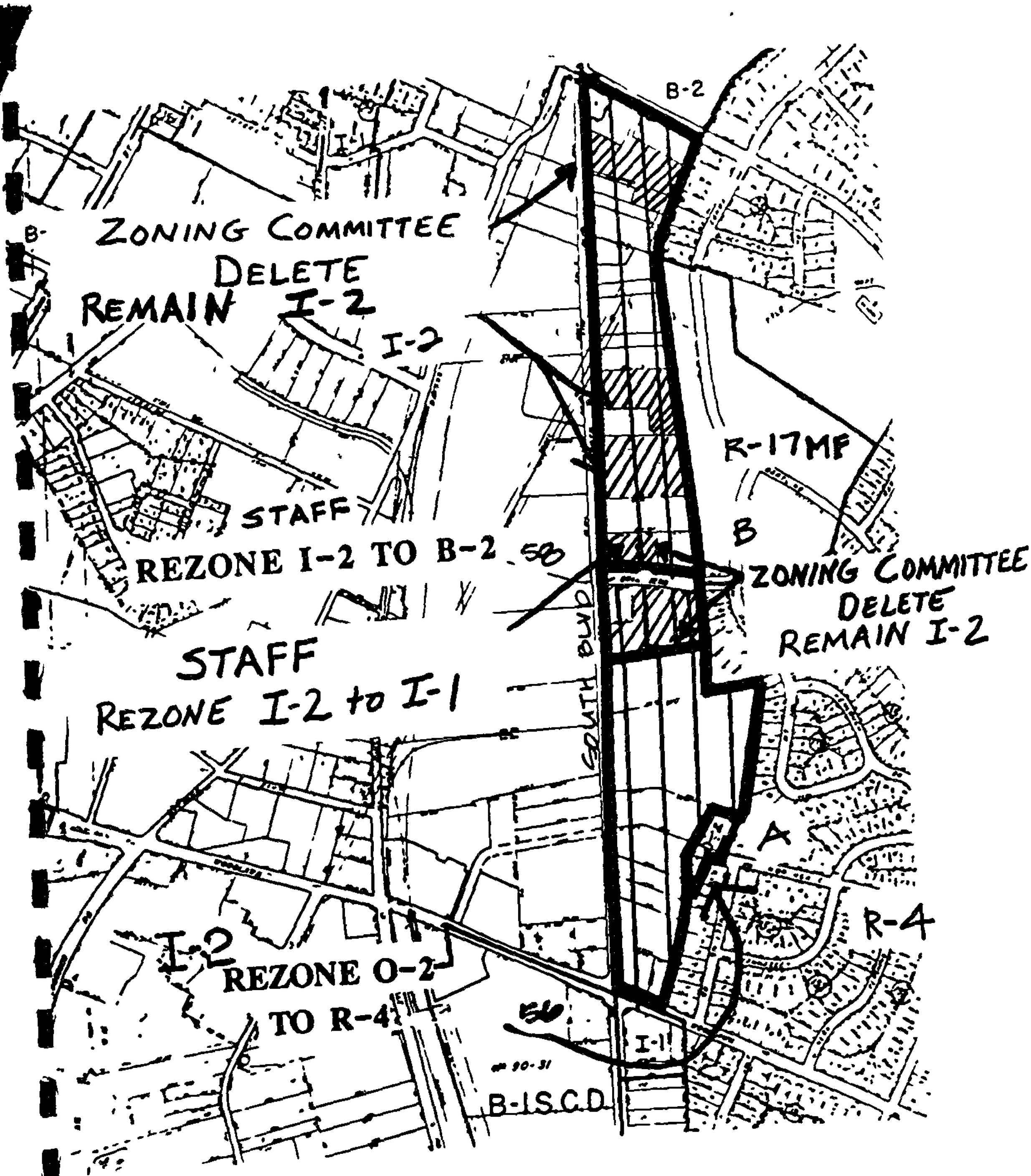
The minority opinion supports the plan's recommendation to rezone all of the properties included in this portion of the petition to I-1

MAJORITY OPINION

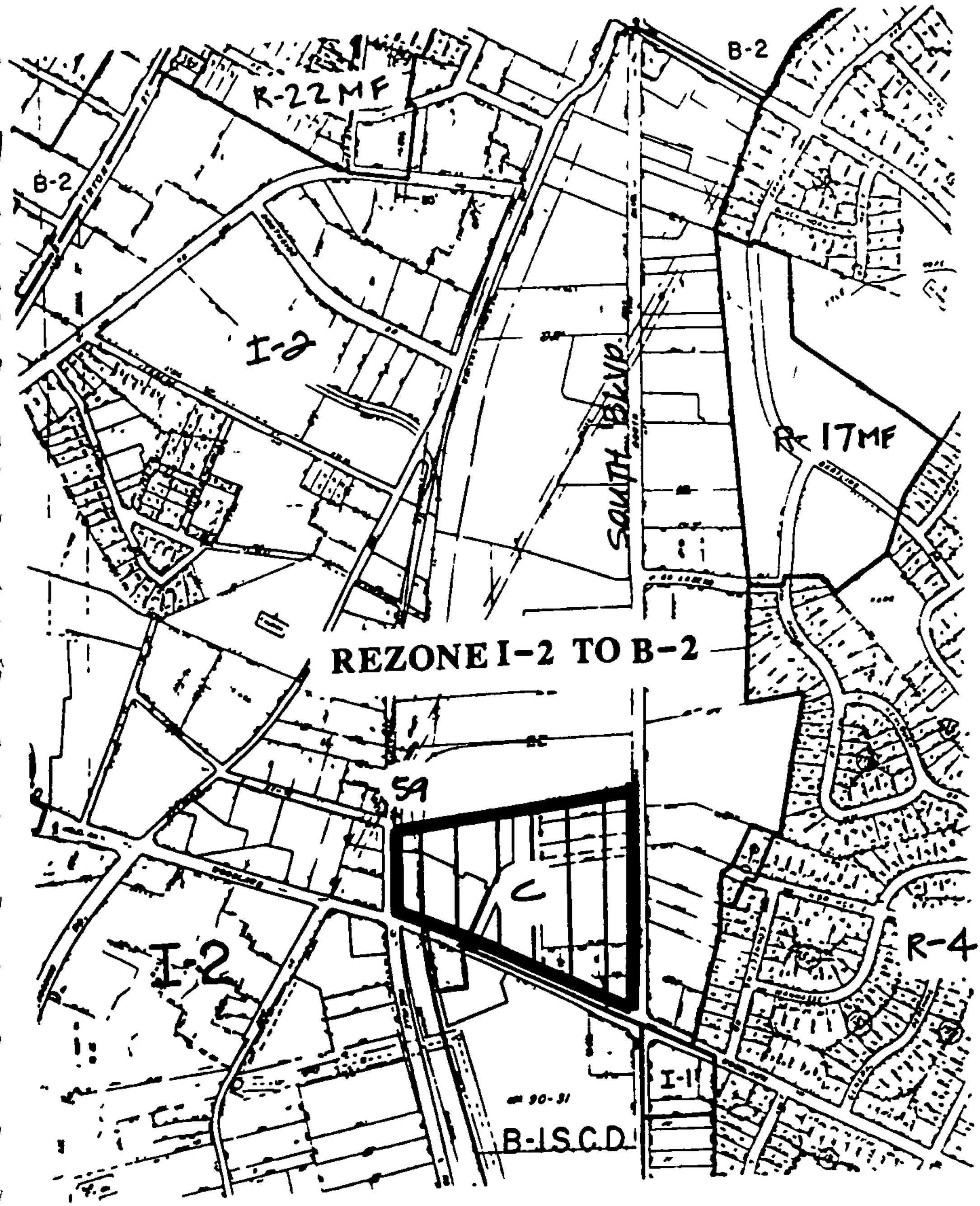
The majority of the Zoning Committee viewed the light industrial district as appropriate for the area and recommends approval of this portion of the petition with the exception of two properties across from the intersection of South Boulevard and Briarbend The properties are surrounded on all sides by I-2 zoning and Zoning Committee recommends that these parcels remain zoned I-2

STAFF OPINION

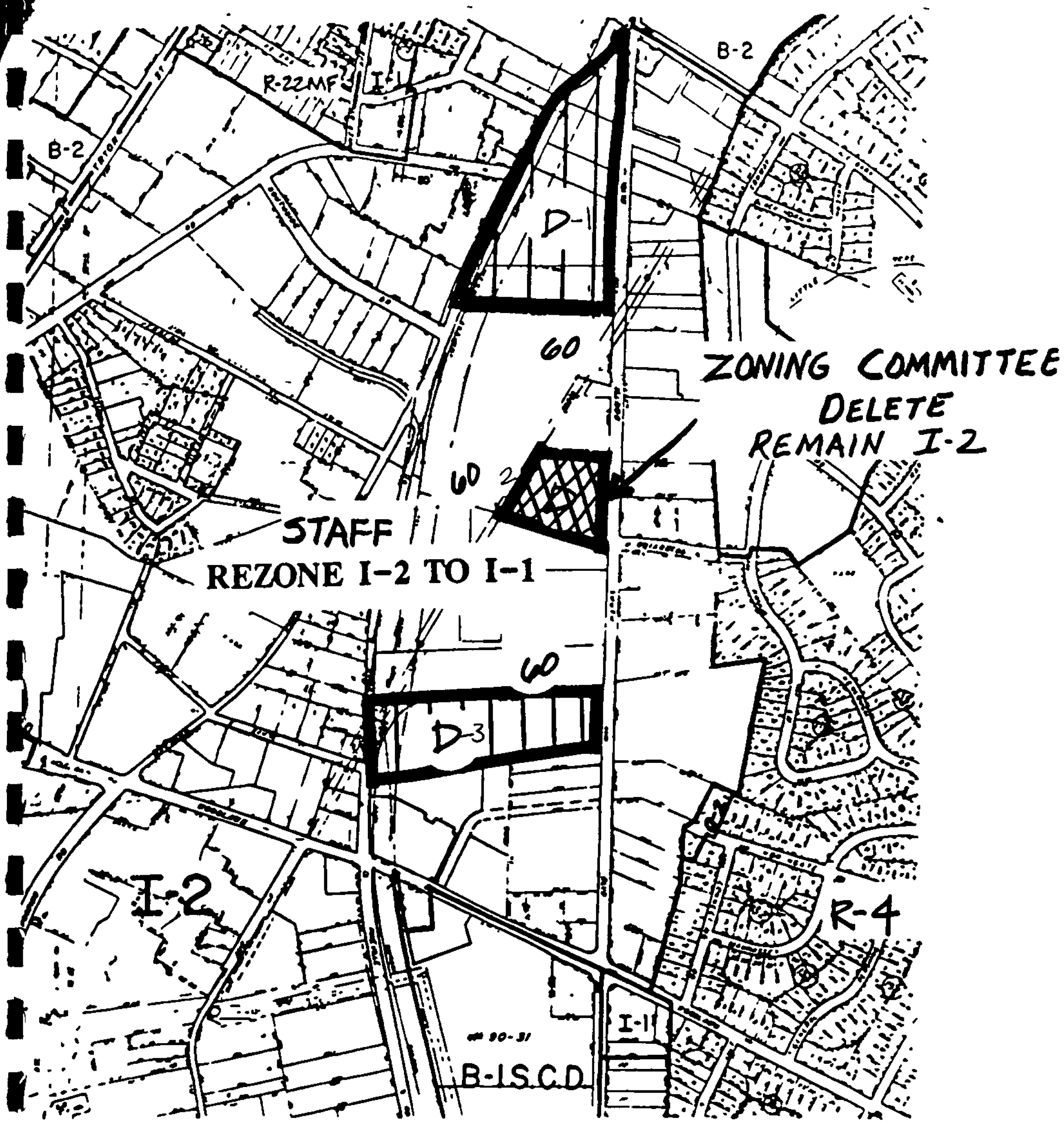
The Staff agrees with the minority opinion of Zoning Committee.



zoning case #
93-67



zoning case #
93-67



zoning case #
93-67

38

CHARLOTTE - MECKLENBURG
PLANNING COMMISSION

INTER - OFFICE COMMUNICATION

DATE: October 22, 1993

TO: Jack Byrne, Chairman
Members of Zoning Committee

FROM: Stanley D. Watkins
Planning Division Manager

SUBJECT: Central District Plan Rezoning Recommendations for South Boulevard (Areas B, C, and D)

At the September 13 meeting of Zoning Committee, you requested staff to reexamine the rezoning recommendations proposed for petition 93-67 (Areas B, C, and D). Staff has reviewed the recommendations and visited several of the sites with Mr. Montieth Womble (zoning inspector for the area). Based upon our research, we offer the following recommendations contained below.

PETITION 93-67

AREA B

Location:

Properties on the east side of South Boulevard between Scaleybark and Woodlawn.

Plan Recommendation:

Rezone from I-2 to B-2

Existing Land Use/Building Types:

The land use in this area consists primarily of a variety of general commercial uses such as the South Boulevard Business Park, a glass replacement company, two retail centers, several restaurants, offices, a convenience store and vacant buildings (the largest being Lionel Toy store). This area also includes four industrial uses (three mini-storage warehouses and an audio cassette assembly plant).

The buildings in this area are primarily free-standing, brick, single story buildings with frontage on South Boulevard. The mini-warehouses however are aluminum prefabricated buildings. The buildings generally range in size from 1,600 square feet to 71,000 square feet (Lionel Toy Store).

Nonconformities Created:

Four nonconforming uses will be created (three mini-storage warehouses and an audio cassette assembly plant).

Staff Proposed Recommendation:

Staff supports the plan recommendation for this area with the exception of the assembly plant (ICCA) located at the intersection of Briarbend and South Boulevard. This property should be rezoned to I-1.

Reasons:

Most of the properties along this portion of South Boulevard are currently used for retail and\or general business. Only three nonconforming uses (mini-warehouses) would be created. Mini warehouses are short term uses and can easily be converted for commercial use. Two of the mini-warehouse sites appear to be fully developed with no room for expansion. Also, most of these properties have good street frontage and are easily accessible.

Although some of the buildings could be used for industrial purposes, they are currently being used for commercial use and would likely be easier to convert to another commercial use rather than an industrial use.

With regards to the ICCA property (audio cassette assembly plant), the zoning inspector determined that this property would be permitted in the I-1 district. This rezoning would accommodate the current use and accomplish objectives of the plan to minimize uses that have outdoor storage and protect the visual quality of the corridor.

<u>AREA C</u>

Location:

Several tracts bounded by South Boulevard and Old Pineville Road north of Woodlawn Road.

Plan Recommendation:

Rezone from I-2 to B-2.

Existing Land Use/Building Types:

The existing land uses in this area include a service station, several restaurants, a frame shop, sign shop, copy shop, hotel, and a min-storage warehouse. The mini-warehouse is the only industrial use in this area.

The buildings are generally located in small retail centers but a few are free standing. All of the properties have relatively good street frontage and are accessible. The buildings range in size from 2,100 square feet to 73,360 (hotel) square feet.

Nonconformities Created:

One nonconforming use a mini-storage warehouse will be created.

Staff Proposed Recommendation:

Staff recommends no change to the plan's recommendation.

Reasons:

Practically all of these properties have good street frontage and are being used for retail and general business. The properties are visible and accessible.

The mini-warehouse is part of a strip center containing a variety of commercial uses. This use could be converted to a commercial use consistent with the other commercial properties in the center.

AREA D

Location:

Three areas located on the west side of South Boulevard generally extending from Woodlawn Road to Scaleybark Road.

Plan Recommendation:

Rezone from I-2 to I-1.

Existing Land Use/Building Types:

The existing uses in this area consists primarily of retail and offfice uses located in small centers. The relatively small number of free standing uses in the area include an auto glass replacement shop, car rental agency, lumber company and a bath and kitchen supply company.

As mentioned, most of the buildings are located in shopping centers and would not easily be converted for industrial use. The buildings range in size from 9,600 square feet to 57,400 square feet.

Nonconformities Created:

None

Staff Proposed Recommendation:

Staff recommends no change to the plan's recommendation.

Reasons:

Staff's draft document that was reviewed by Planning Committee included a recommendation to rezone all the properties on the west side of South Boulevard between Woodlawn and Scaleybark from I-2 to I-1. During the review process, properties were deleted leaving the three areas proposed to be rezoned. These areas should be rezoned in order to provide a break between the heavy industrial uses and zoning that are along the corridor. The proposed rezonings on both sides of South Boulevard will provide a good mixture of general business, light industrial and heavy industrial uses.

Approved 11/3/93

ZONING COMMITTEE RECOMMENDATION

DATE: September 13, 1993

PETITION NO.: 93-78

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from B-2 & O-2 to B-1, O-2 & R-22MF (Cherry Small Area Plan)

LOCATION: Approximately 31 acres located in the Cherry neighborhood along Kings Drive, Independence and Cecil Street between Fox Drive and Henley Street (excluding Midtown Mall property)

ACTION: The Zoning Committee recommended that this petition be approved with the modification that the B-2 property fronting on Independence Boulevard be rezoned to R-8 (See Attached Map)

VOTE: *Yeas:* Baucom, Byrne, Heard, James, Motley, and Whelchel.

Nays: Jones.

REASONS

This petition proposes rezoning several areas along Kings Drive and Independence Boulevard at the edges of the Cherry neighborhood to less intense business and residential classifications.

MAJORITY OPINION

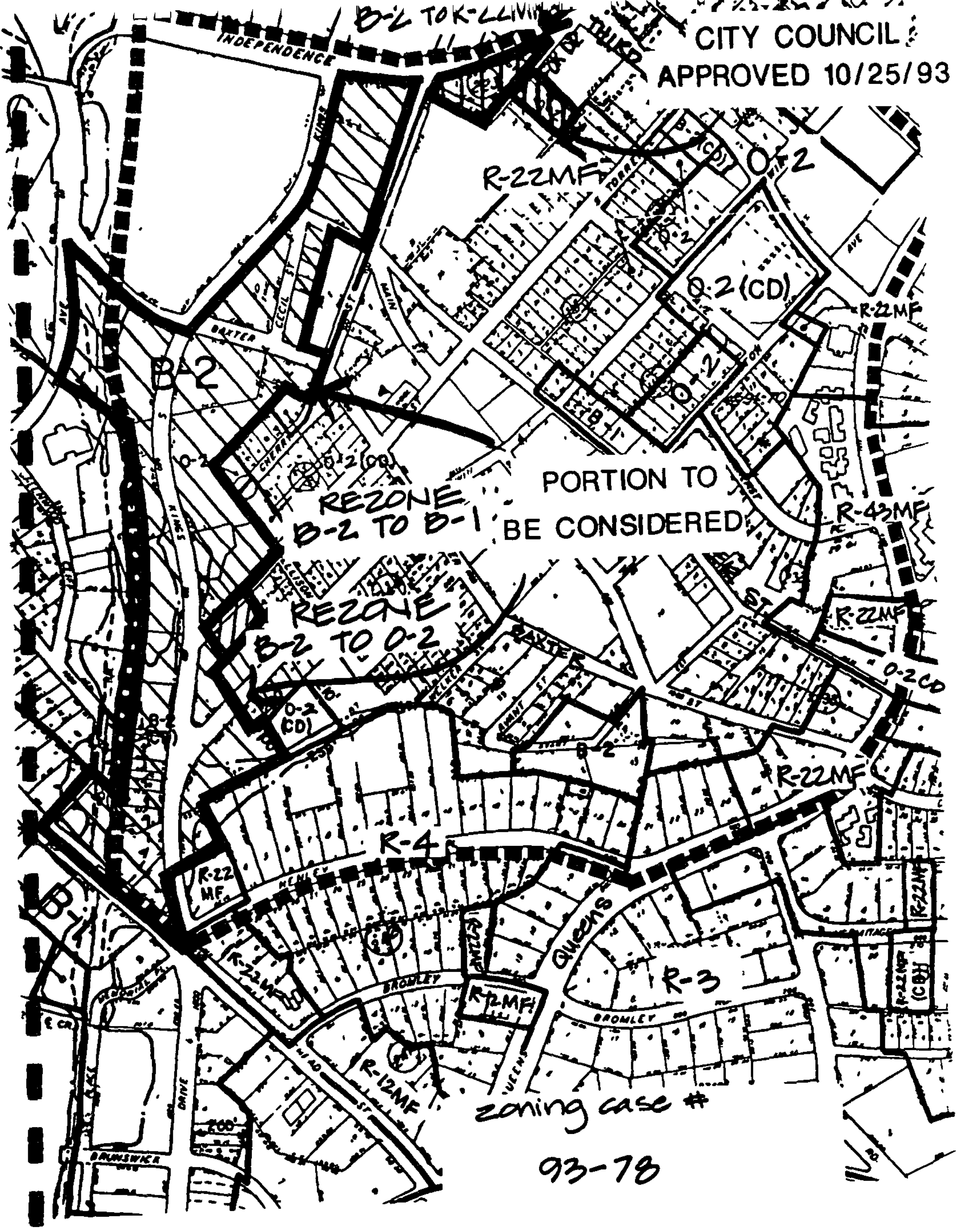
The Zoning Committee viewed the change as appropriate for the area and more compatible with the neighborhood than the existing zoning The Committee's recommendation to change the proposed rezoning of the triangular shaped property fronting Independence Boulevard from B-2 to R-8 instead of R-22MF, as originally proposed in the petition, was based on the opinion that the high density multi-family would be too intense as a transition into the neighborhood. (The Committee recommended that the property owner be notified of the recommended change prior to Council's decision.)

MINORITY OPINION

The minority opinion viewed the low density attached single family classification as inappropriate for Independence Boulevard.

STAFF OPINION

The staff agrees with the recommendation of the Zoning Committee


CITY COUNCIL
APPROVED 10/25/93
B-2 TO K-LLIVING
INDEPENDENCE
R-22MF
O-2
O-2 (CD)
R-22MF
R-43MF
B-2
O-2
B-1
PORTION TO
BE CONSIDERED
REZONE
B-2 TO B-1
REZONE
B-2 TO O-2
R-22MF
O-2 CD
O-2 (CD)
R-22MF
R-4
R-22 MF
R-22MF
R-3
R-12MF
R-12MF
zoning case #
93-78

ZONING COMMITTEE
RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-93

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from R-22MF to Institutional (Central District Plan)

LOCATION: Approximately 49 acres located in the Five Points/Biddleville area generally north of Martin Street, west of North Summit Avenue and the CSX Railroad Tracks, and east of Beatties Ford Road (Johnson C Smith Campus)

ACTION: The Zoning Committee recommends that this petition be approved

VOTE: *Yeas* Baucom, Byrne, Motley, Jones and Whelchel

Nays. None

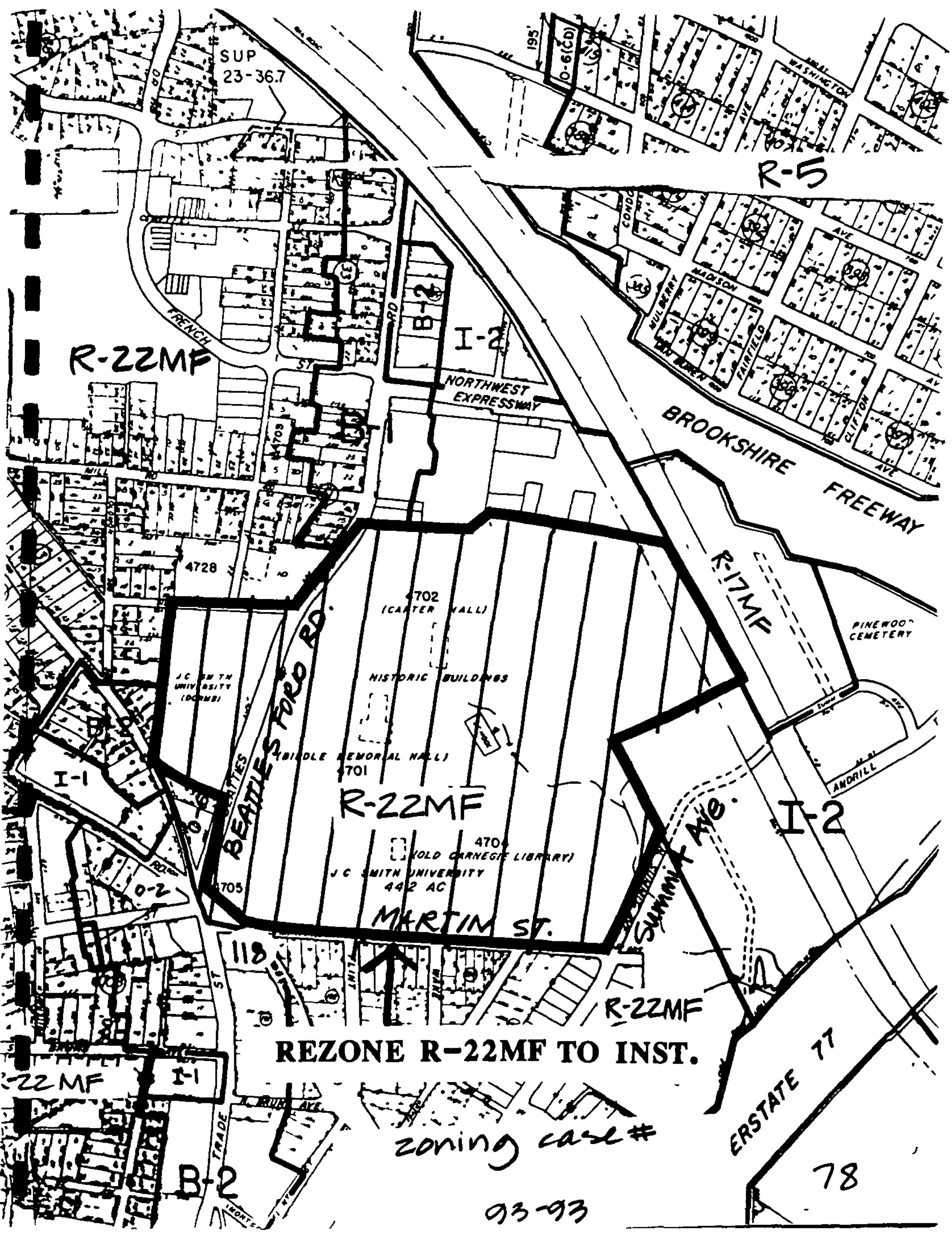
Absent Heard.

REASONS

This petition proposes rezoning properties located in the Five Points/Biddleville area generally north of Martin Street, west of North Summit Avenue and the CSX Railroad Tracks and east of Beatties Ford Road (Johnson C Smith University Campus) from a multi-family district to an institutional district in accordance with the Central District Plan. The petitioned property consists of dormitories, classroom buildings, and other campus facilities The Zoning Committee viewed the proposed institutional district as appropriate for the area and recommends approval of the petition

STAFF OPINION

The Staff agrees with the recommendation of the Zoning Committee


SUP
23-36.7
R-5
R-22MF
I-2
NORTHWEST
EXPRESSWAY
BROOKSHIRE
FREEWAY
R-17MF
PINEWOOD
CEMETERY
4728
4702
(CARTER HALL)
HISTORIC BUILDINGS
(BIDDLE MEMORIAL HALL)
4701
R-22MF
4704
(OLD CARNEGIE LIBRARY)
J C SMITH UNIVERSITY
442 AC
4705
MARTIN ST.
SUMMIT AVE.
I-2
I-1
O-2
118
R-22MF
REZONE R-22MF TO INST.
I-1
B-2
ERSTATE 77
78
zoning case#
93-93

ZONING COMMITTEE
RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-94

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from I-1 & I-2 to B-2 (Central District Plan)

LOCATION: Approximately 13 acres located between West Trade Street and Rozzelles Ferry Road south of Coronet Way and north of Bungalow Road

ACTION: The Zoning Committee recommends that this petition be approved

VOTE: *Yeas* Baucom, Byrne, James, Jones, Motley and Whelchel

Nays None

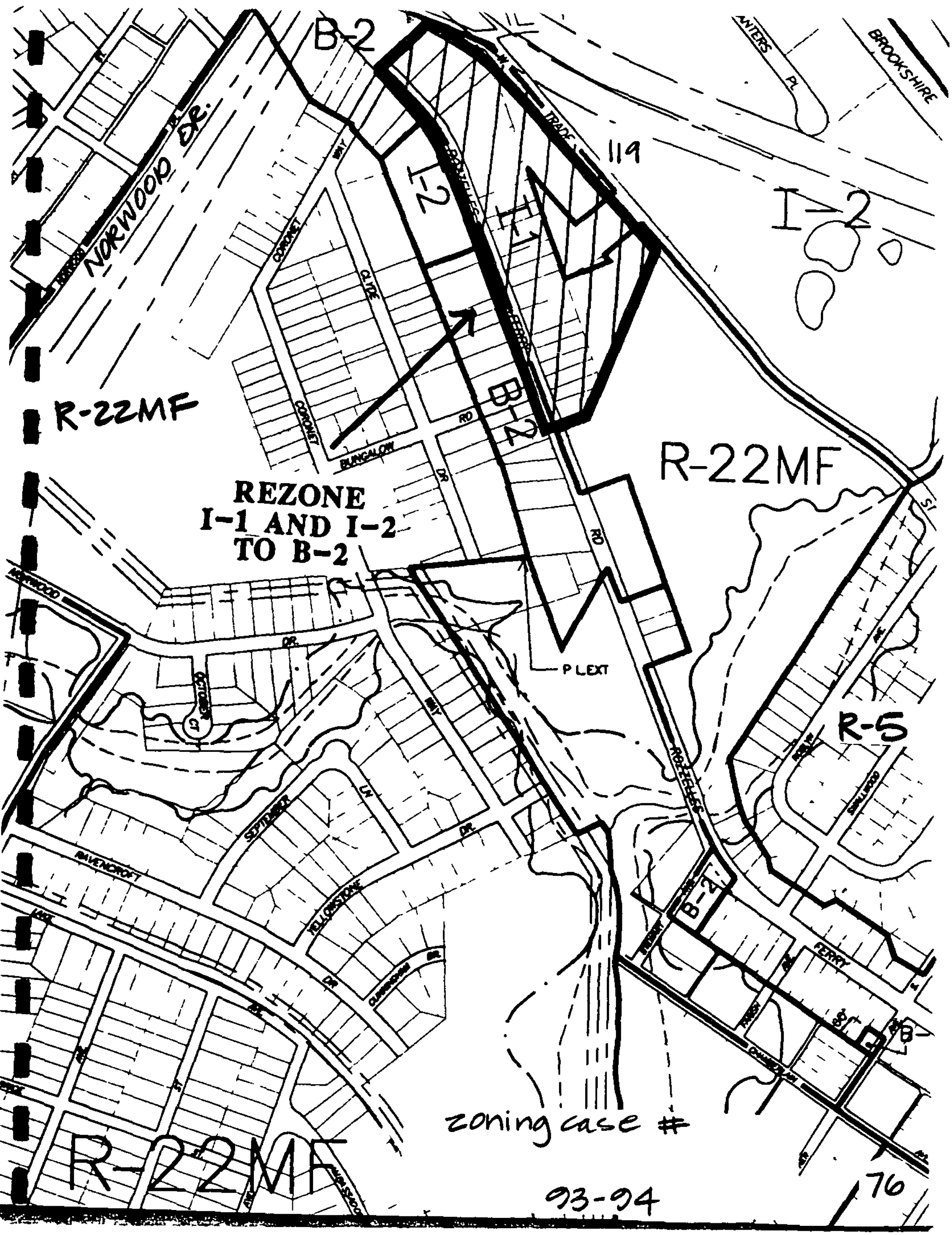
Absent· Heard.

REASONS

This petition proposes to rezone properties between West Trade Street and Rozzelles Ferry Road south of Coronet Way and north of Bungalow Road from I-1 and I-2 to B-2 in accordance with the Central District Plan. The petitioned property consists of general businesses, single family homes, vacant land, and one industrial use (outdoor storage area for metal drums) The Zoning Committee viewed the proposed general business district as appropriate for the area and recommends approval of the petition

STAFF OPINION

The Staff agrees with the recommendation of the Zoning Committee


REZONE
I-1 AND I-2
TO B-2
B-2
I-2
I-1
R-22MF
R-22MF
R-22MF
R-22MF
R-5
B-2
B-2
B-2
119
NORWOOD DR.
BROOKSHIRE
ANTERS PL
TRADE
BOULEVARD
CORONET WAY
CLIFF
CORONET LN
BUNGALOW
RD
DR
RD
P LEXT
SEPTEMBER LN
DR
RAVENCROFT
YELLOWSTONE
DR
CLEARWOOD DR
FERRY
CHURCH
SPRUCE
SPILLWOOD
ROSE
ROSE
ROSE
FERRY
FERRY
FERRY
zoning case #
93-94
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ZONING COMMITTEE
RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-95

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from R-22MF to R-5 & R-8 (Central District Plan)

LOCATION: Approximately 14 acres located (A) on both sides of Mattoon Street and Crestway Circle between Crestview Drive on the east and Seldon Drive to the west and properties on the south side of Mattoon Street between Crestview Drive to the west and French Drive on the east (from R-22MF to R-8), (B) properties fronting on both sides of Crestview Drive north of Mattoon Street and properties on the north side of Mattoon Street between Crestview Drive and French Street (from R-22MF to R-5)

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

VOTE: *Yeas* Baucom, Byrne, James, Jones, Motley and Whelchel

Nays None

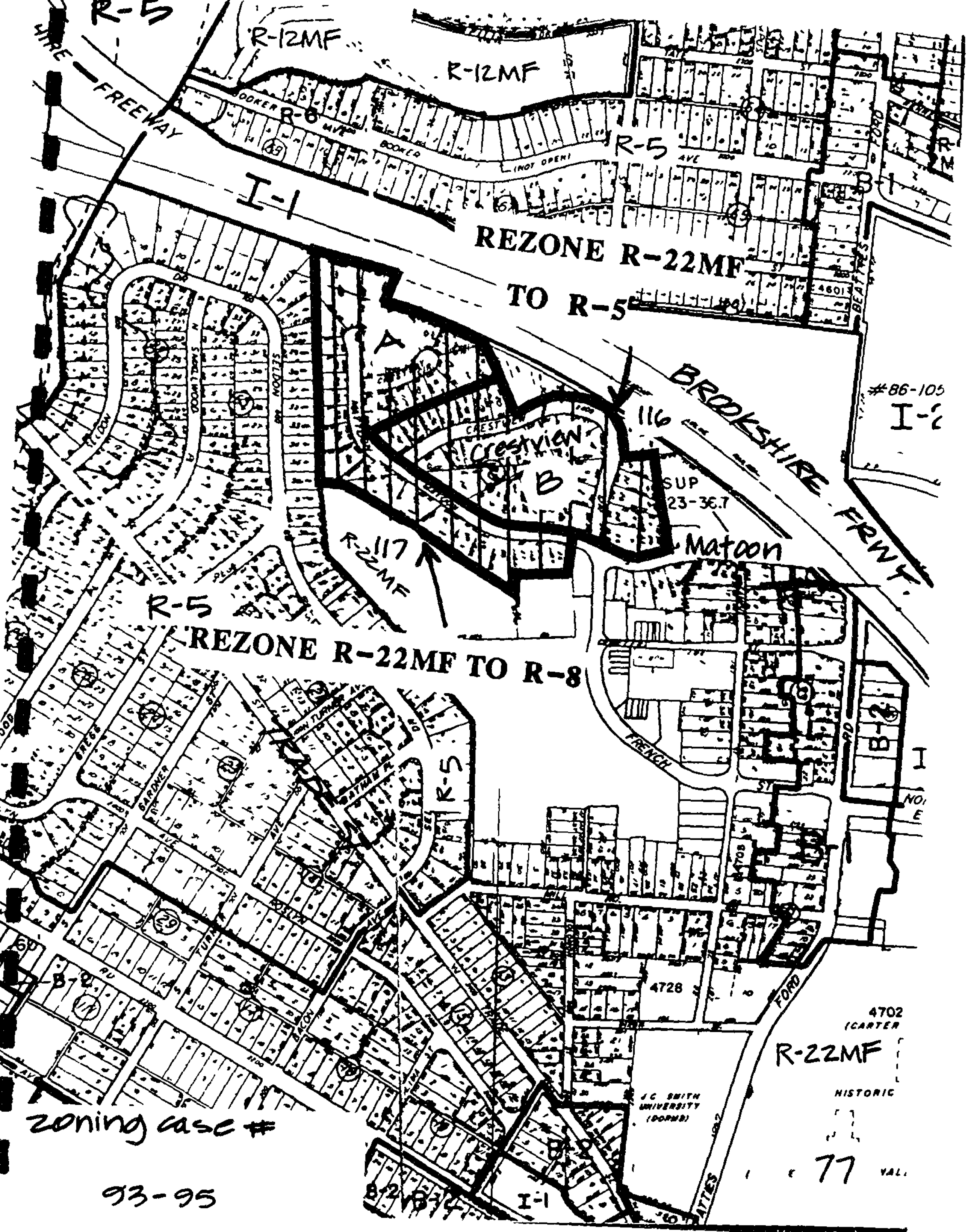
Absent. Heard.

REASONS

This petition proposes rezoning properties located on both sides of Mattoon Street and Crestway Circle between Crestview Drive on the east and Seldon Drive to the west, and properties on the south side of Mattoon Street between Crestview Drive to the west and French Drive on the east, and properties fronting on both side of Crestview Drive north of Mattoon Street and properties on the north side of Mattoon Street between Crestview Drive and French Drive from a multi-family district (R-22MF) to a combination of single family districts (R-8 and R-5) in accordance with the Central District Plan The petitioned property consists of duplexes and single family homes The Zoning Committee viewed the proposed single family residential districts as appropriate for the area and recommends approval of this petition

STAFF OPINION

The Staff agrees with the recommendation of the Zoning Committee


R-5
R-12MF
R-12MF
FREEWAY
R-8
R-5
I-1
REZONE R-22MF
TO R-5
B-1
A
B
Crestview
116
BROOKSHIRE FRWY.
#86-105
SUP
23-36.7
Matoon
117
R-22MF
R-5
REZONE R-22MF TO R-8
R-5
B-2
I-1
4728
4702
(CARTER
R-22MF
HISTORIC
J.C. SMITH
UNIVERSITY
(DORMS)
77
zoning case #
93-95

ZONING COMMITTEE
RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-96

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from R-22MF & I-2 to R-5 (Central District Plan)

LOCATION: Approximately 143 acres located (A) in the Enderly Park neighborhood generally bound by Tuckaseegee Road to the south, Parkway Avenue to the west, CSX Railroad tracks to the north, and Berryhill Road to the east (from R-22MF & I-2 to R-5), and (B) in the Smallwood neighborhood generally bounded by Coronet Way and Norwood Drive to the north, Parkway Avenue to the west, Lake Avenue to the south, and a Duke Power right-of-way to the east (from R-22MF to R-5)

ACTION: The Zoning Committee recommends that this petition be approved

VOTE: *Yeas* Baucom, Byrne, James, Jones, Motley and Whelchel

Nays· None

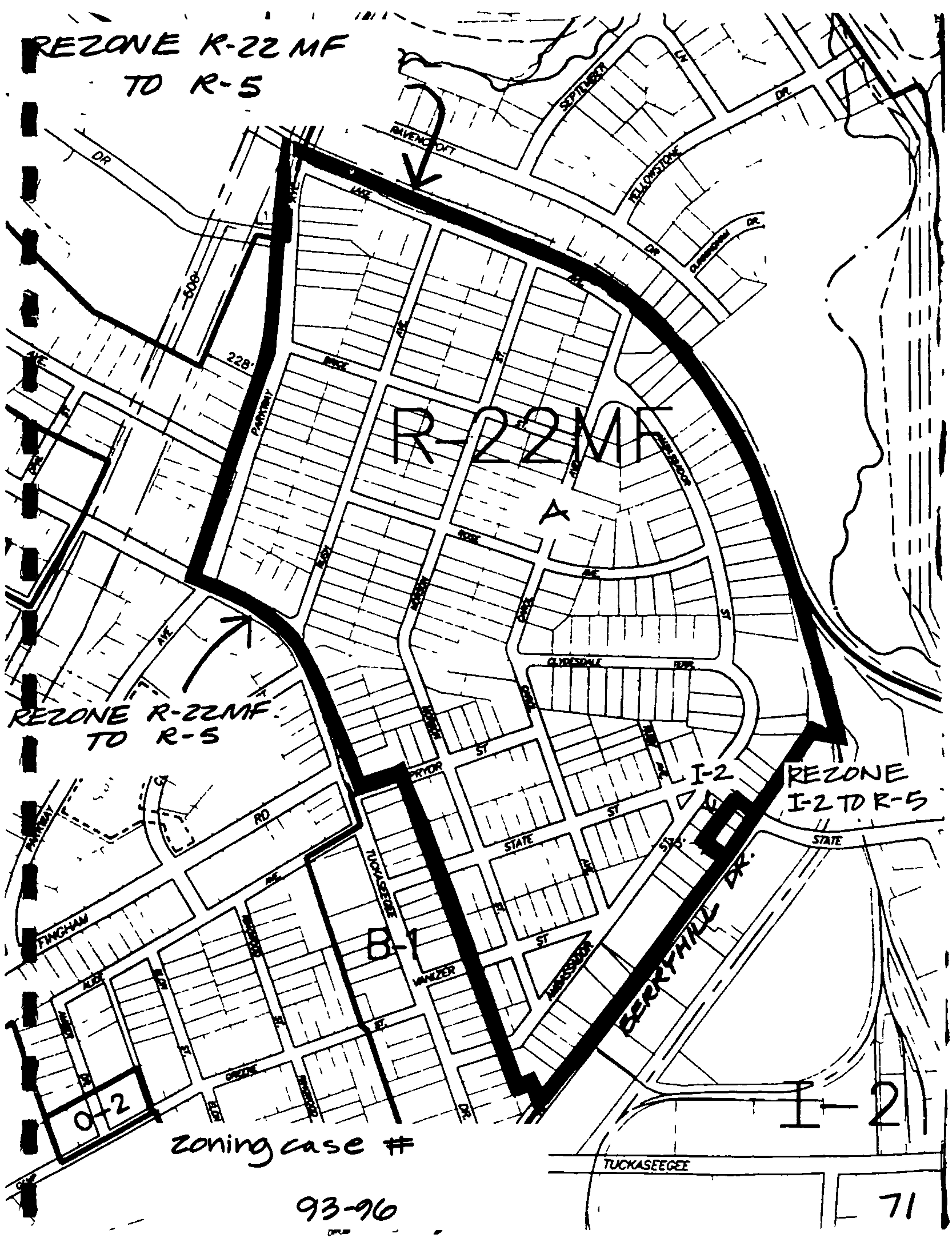
Absent Heard

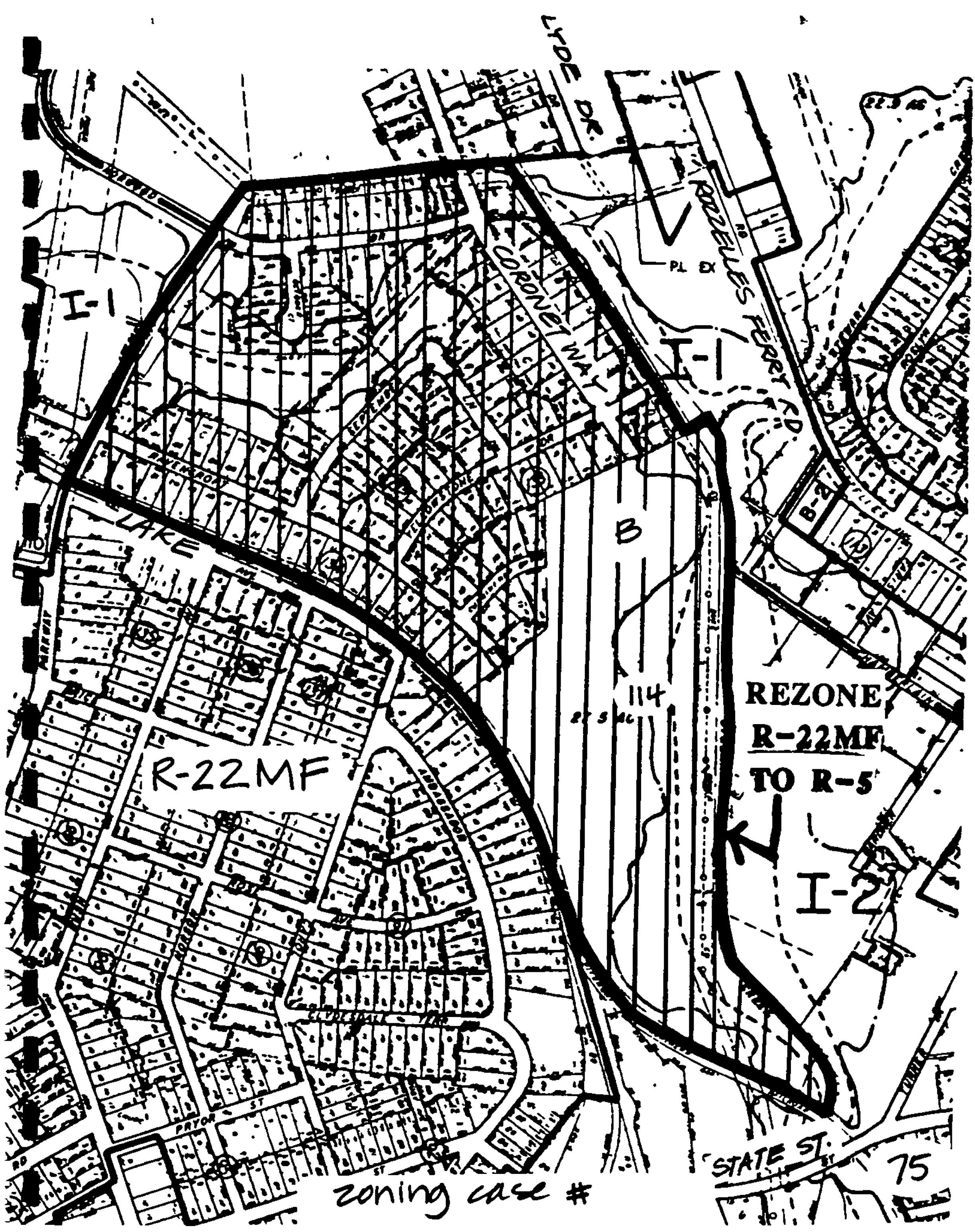
REASONS

This petition proposes to rezone properties located in the Enderly Park neighborhood generally bounded by Tuckaseegee Road to the south, Parkway Avenue to the west, CSX Railroad tracks to the north, and Berryhill Road to the east and in the Smallwood neighborhood generally bounded by Coronet Way and Norwood Drive to the north, Parkway Avenue to the west, Lake Avenue to the south, and a Duke Power right-of-way to the east from a combination of multi-family (R-22MF) and heavy industrial (I-2) districts to a single family district (R-5) based on the Central District Plan The petitioned property consists of single family homes, several duplexes and a park. The Zoning Committee viewed the proposed single family district as appropriate for the area and recommends approval of the petition

STAFF OPINION

The Staff agrees with the recommendation of the Zoning Committee


REZONE R-22 MF
TO R-5
R-22MF
REZONE R-22MF
TO R-5
I-2
REZONE
I-2 TO R-5
B-1
O-2
I-2
RAVENCROFT
SEPTEMBER
LN
DR
YELLOWSTONE
DR
CLARENDON
DR
LAKE
AVE
606'
228'
PARKWAY
ST
OAK
ELM
ROSE
ROSE
ROSE


LYDE DR.
I-1
SPONSEL WAY
I-1
PL EX
ROBELLES FERRY RD
B
LAKE
114
REZONE
R-22MF
TO R-5
R-22MF
I-2
STATE ST.
75
zoning case #

93-96

ZONING COMMITTEE
RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-97

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from I-1 & B-1 to R-8, R-8MF & R-22MF (Central District Plan)

LOCATION: Approximately 16 acres located (A) in Enderly Park neighborhood along both sides of Fairground Avenue, east of Glenwood Avenue, and west of the CSX Rail line (from I-1 to R-8MF), (B) in Thomasboro area near the southwest corner of Avalon Avenue and Glenwood Drive (from B-1 to R-22MF), and (C) in Enderly Park, properties fronting on the east side of Tuckaseegee Road generally between Pryor Street and Berryhill Road, and properties on both sides of Tuckaseegee between Karendale Avenue and Coker Avenue (from B-1 to R-8)

ACTION: The Zoning Committee recommends that this petition be approved excluding three lots near the corner of State Street and Tuckaseegee Road which should remain zoned B-1 (See Attached Map)

VOTE: *Yeas* Baucom, Byrne, James, Jones, Motley and Whelchel

Nays None

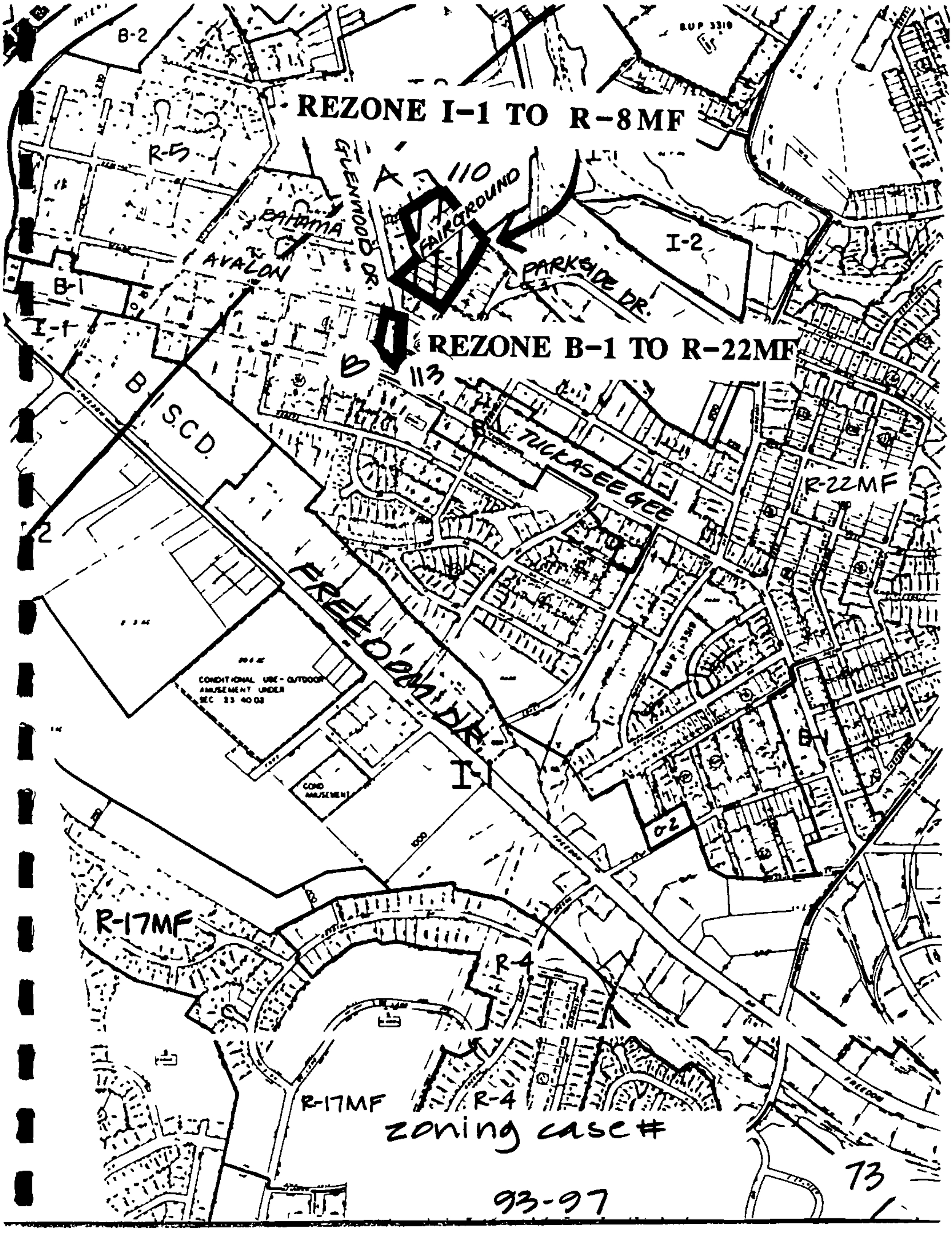
Absent. Heard

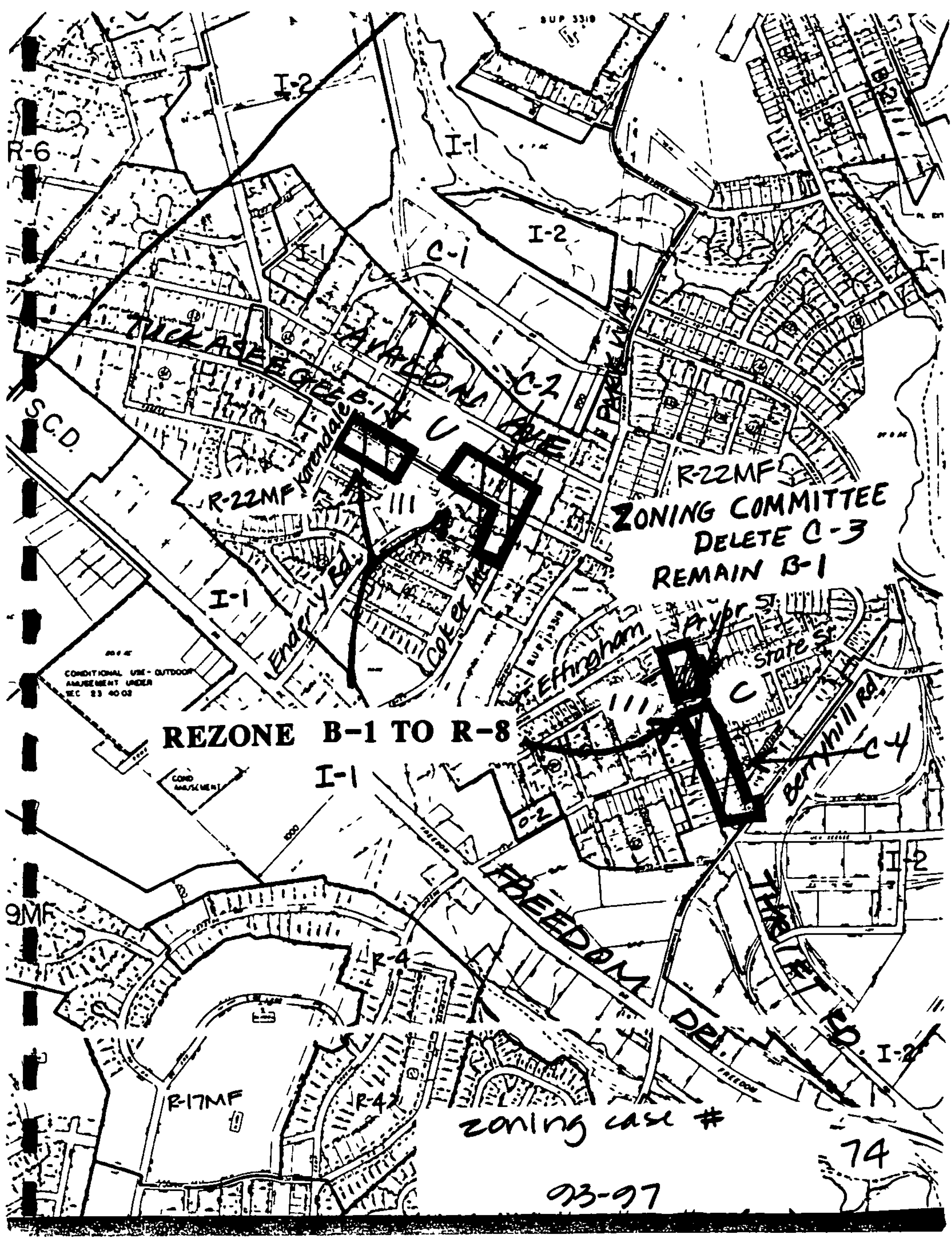
REASONS

This petition proposes rezoning properties located in Enderly Park along both sides of Fairground Avenue, east of Glenwood Avenue, and west of the CSX Rail line, in the Thomasboro area near the southwest corner of Avalon Avenue and Glenwood Drive, and in Enderly Park, properties fronting on the east side of Tuckaseegee Road generally between Pryor Street and Berryhill Road, and properties on both sides of Tuckaseegee between Karendale Avenue and Coker Avenue from a combination of light industrial (I-1) and neighborhood business (B-1) districts to a combination of multi-family (R-22-MF and R-12MF) and single family (R-8) residential districts The petitioned property consists of a combination of single family homes, vacant lots, two industrial uses, apartments and duplexes The Zoning Committee viewed the proposed multi-family and single family residential districts as appropriate for the area and recommends approval of the petition with the exception of three lots located near the corner of State Street and Tuckaseegee that are currently being used as businesses (See Attached Map)

STAFF OPINION

The Staff agrees with the recommendation of the Zoning Committee


REZONE I-1 TO R-8MF
REZONE B-1 TO R-22MF
B-2
R-5
BAHAMA
AVALON
GLENWOOD DR.
FAIRGROUND
PARKSIDE DR.
I-2
B-1
I-1
B
S.C.D.
TUCKASEEGEE
R-22MF
FREEDOM DR.
CONDITIONAL USE - OUTDOOR AMUSEMENT UNDER SEC 23 40.03
COND AMUSEMENT
R-17MF
R-4
R-17MF
R-4
zoning case #
93-97
73


I-2
I-1
I-2
C-1
C-2
C
R-6
SCD
R-22MF
R-22MF
ZONING COMMITTEE
DELETE C-3
REMAIN B-1
I-1
Enderly Rd.
Cobb Ave
Effingham
Fryer St.
State St.
Berryhill Rd.
C-4
CONDITIONAL USE - OUTDOOR AMUSEMENT UNDER SEC 23 40 02
REZONE B-1 TO R-8
I-1
COND AMUSEMENT
O-2
FREEDOM DR.
I-2
9MF
R-4
R-17MF
R-4
I-2
zoning case #
74
93-97

ZONING COMMITTEE RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-98

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from R-22MF & O-2 to R-5 & R-8 (Central District Plan)

LOCATION: Several acres located (A) north of Tuckaseegee Road, generally east of Tennyson Avenue, west of Glenwood Drive, and south of Bahama Court (from R-22MF to R-5); (B) properties south of Tuckaseegee Road generally between Coker Avenue to the east and Hazel Street to the west, and properties west of Tuckaseegee between Alice Street to the north and Drum Street to the south (from R-22MF & O-2 to R-5), and (C) properties east and west of Effingham Street between Tuckaseegee Road and Freedom Drive (from R-22MF to R-8)

ACTION: The Zoning Committee recommends that this petition be approved

VOTE: *Yeas* Baucom, Byrne, James, Jones, Motley and Whelchel

Nays. None

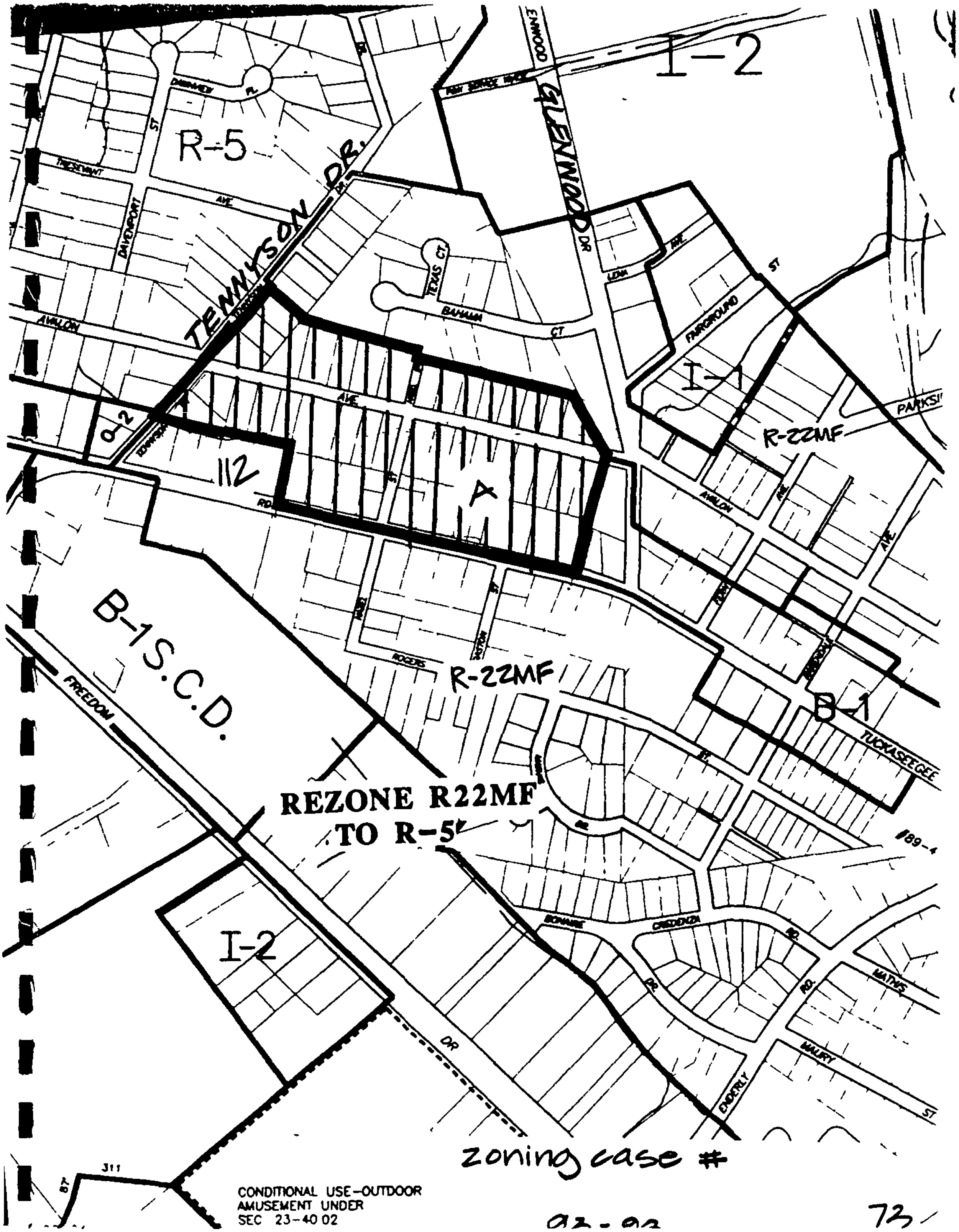
Absent Heard.

REASONS

This petition proposes to rezone properties located north of Tuckaseegee Road, generally east of Tennyson Avenue, west of Glenwood Drive, and south of Bahama Court and properties south of Tuckaseegee Road generally between Coker Avenue to the east and Hazel Street to the west, and properties west of Tuckaseegee between Alice Street to the north and Drum Street to the south, and properties east and west of Effingham Street between Tuckaseegee Road and Freedom Drive from a combination of multi-family (R-22MF) and office (O-2) districts to a combination of single family districts (R-5 and R-8) in accordance with the Central District Plan. The petitioned property consists of single family homes, duplexes, two churches, a park, several vacant lots and a recreation center The Zoning Committee viewed the proposed single family residential districts as appropriate for the area and recommends approval of the petition

STAFF OPINION

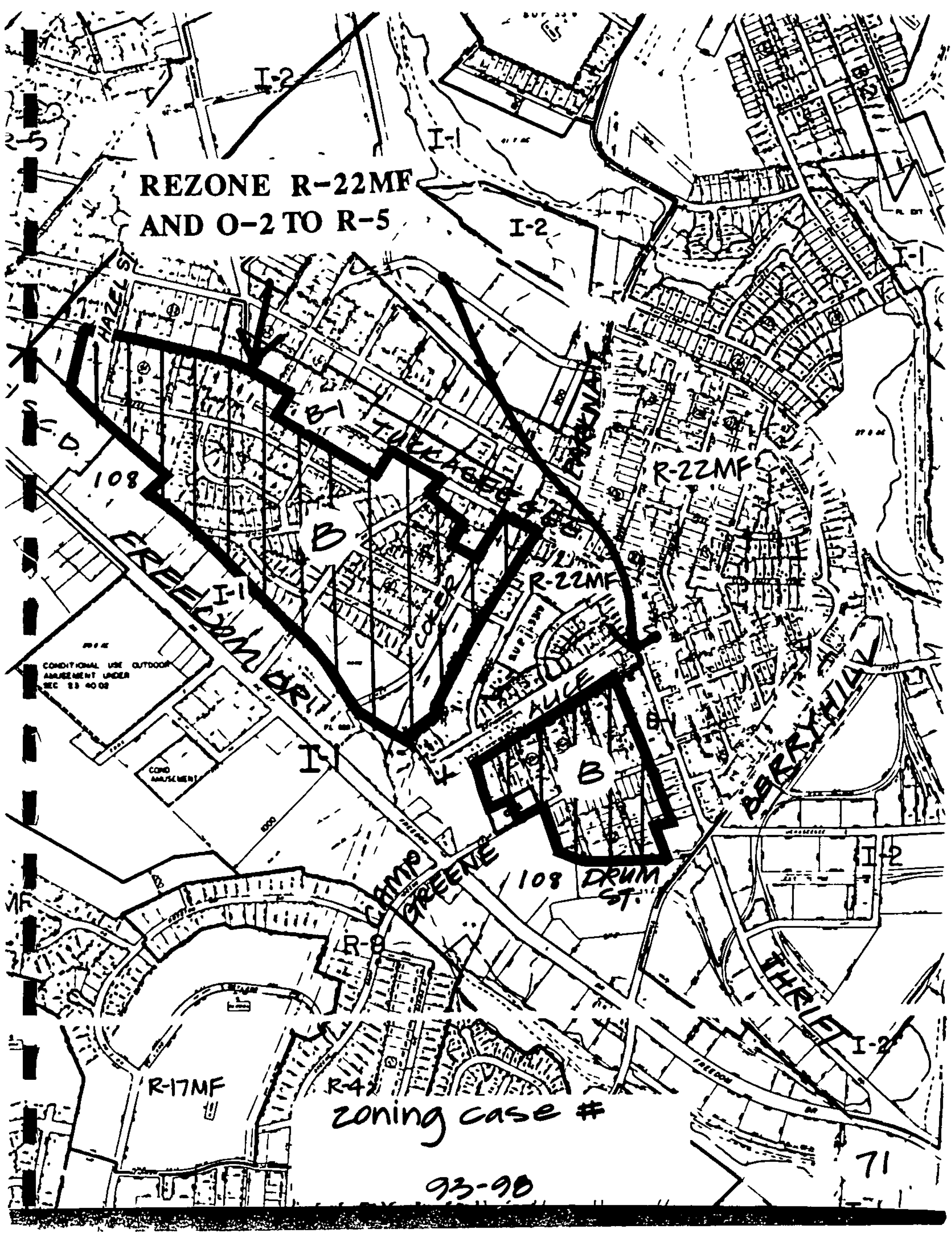
The Staff agrees with the recommendation of the Zoning Committee.

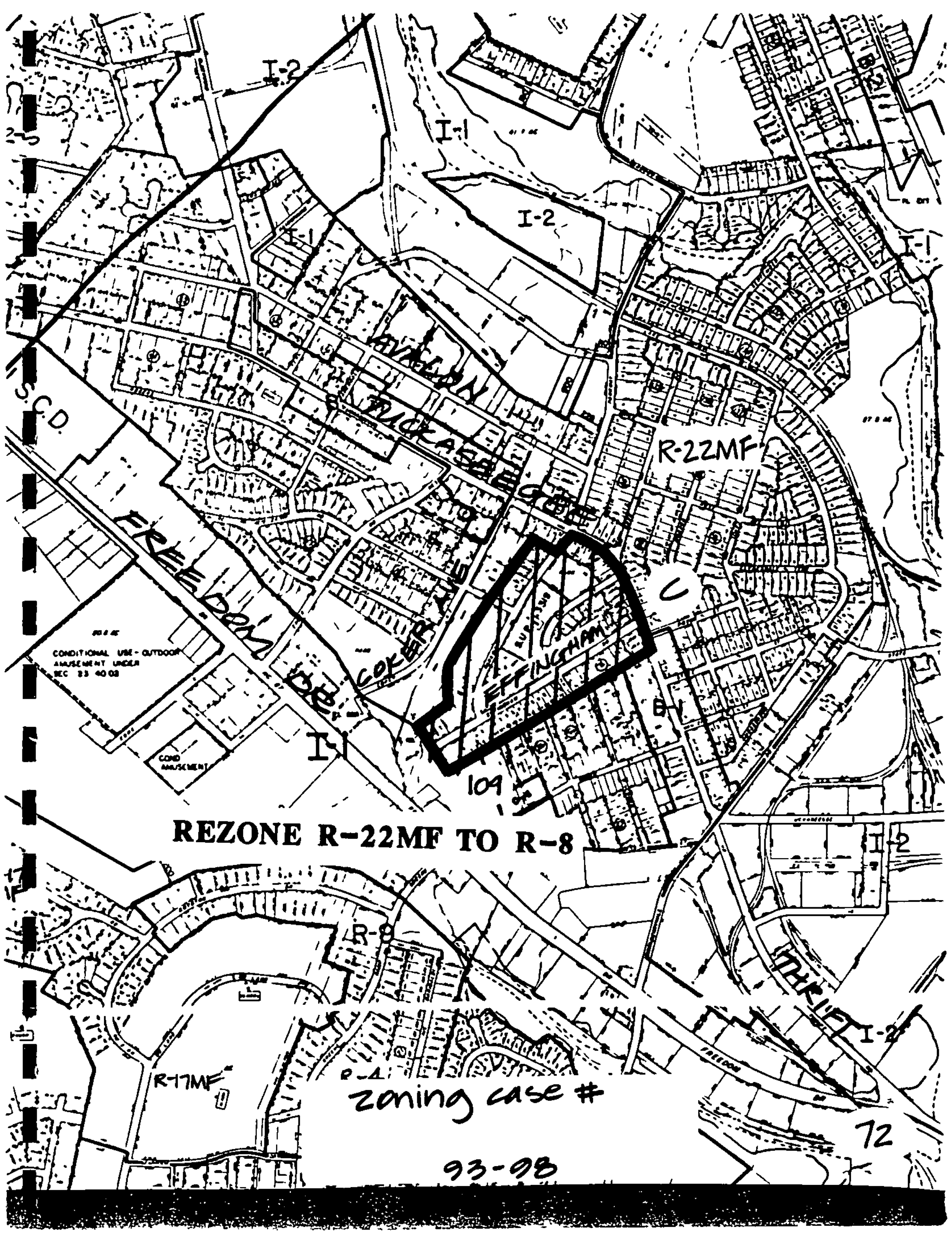


zoning case #

92-92

73


REZONE R-22MF
AND O-2 TO R-5
I-2
I-1
I-2
I-1
HAZEL ST.
B
B
R-22MF
R-22MF
108
FREEDOM DR.
I-1
CONDITIONAL USE OUTDOOR
AMUSEMENT UNDER
SEC 23 40 02
COND
AMUSEMENT
I-1
ALICE
B
BERRYHILL
I-2
108
DRUM
ST.
CAMP
GREENE
R-8
THRIFT
I-2
R-17MF
R-4
zoning case #
93-90
71



REZONE R-22MF TO R-8

zoning case #

ZONING COMMITTEE
RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-99

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from R-22MF, I-1 & O-2 to R-5, R-8 & R-8MF (Central District Plan)

LOCATION: Several acres located in (A) the Wesley Heights neighborhood generally north of Freedom Drive, west of I-77, south of Tuckaseegee, and west of Stewart Creek (R-22MF to R-5 and R-22MF to R-8), and a tract west of Wesley Heights and east of Stewart Creek (from I-1 to R-8), and (B) in Wesley Heights, properties at the south end of Woodruff Place and Walnut Street (from O-2 to R-8), properties at the south end of Grandin Road and Summit Avenue (from O-2 to R-5), and properties south of Tuckaseegee Road along Grandin Avenue between 4th Street and Westbrook Avenue (from O-2 to R-8MF)

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

VOTE: *Yeas:* Baucom, Byrne, James, Jones, Motley and Whelchel

Nays: None.

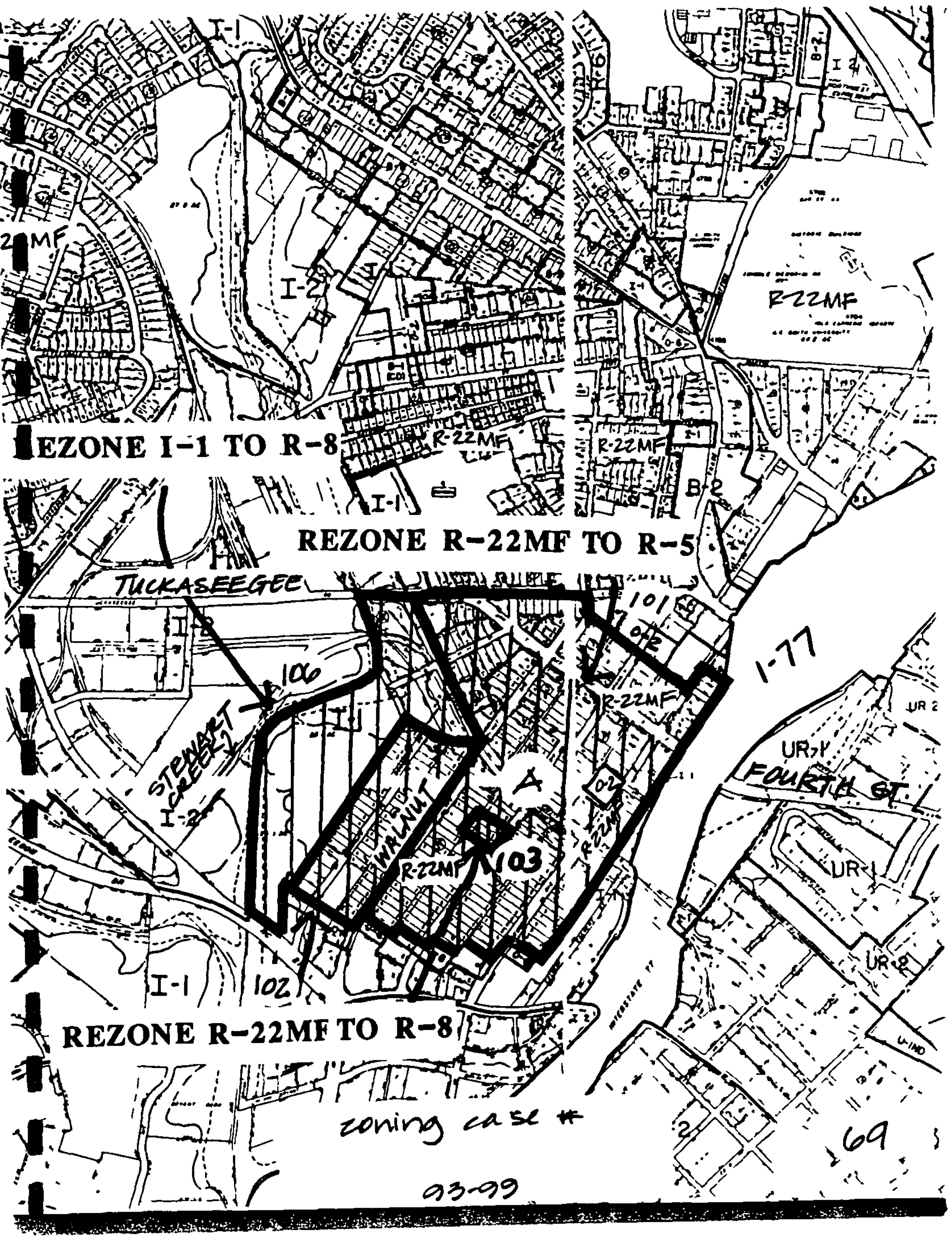
Absent: Heard.

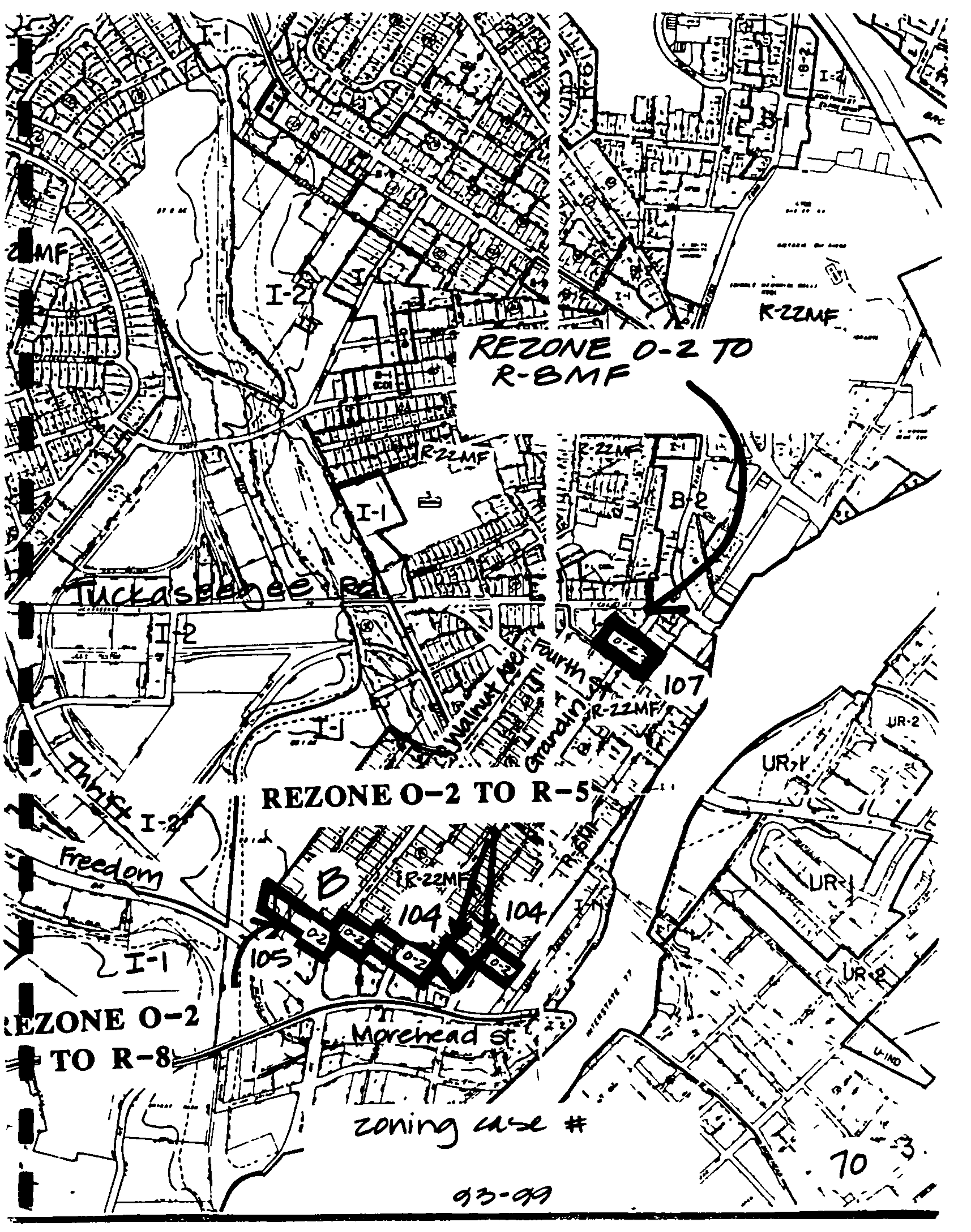
REASONS

This petition proposes rezoning properties located in the Wesley Heights neighborhood generally north of Freedom Drive, west of I-77, south of Tuckaseegee, and west of Stewart Creek, and a tract west of Wesley Heights and east of Stewart Creek; and in Wesley Heights, properties at the south end of Woodruff Place and Walnut Street; properties at the south end of Grandin Road and Summit Avenue; and properties south of Tuckaseegee Road along Grandin Avenue between 4th Street and Westbrook Avenue from a combination of multi-family (R-22MF), industrial (I-1) and office (O-2) districts to a combination of single family (R-5 and R-8) and multi-family (R-8MF) residential districts The petitioned property consists of single family homes, quadraplexes, duplexes, apartments and vacant land The Zoning Committee viewed the proposed single family and multi-family residential districts as appropriate for the area and recommends approval of this petition

STAFF OPINION

The Staff agrees with the recommendation of the Zoning Committee.


REZONE I-1 TO R-8
REZONE R-22MF TO R-5
REZONE R-22MF TO R-8
I-1
I-2
R-22MF
B-2
TUCKASEEGEE
STEWART CREEK
WALNUT
I-77
FOURTH ST.
UR-1
UR-2
101
102
103
106
69
zoning case #
93-99


REZONE O-2 TO R-8MF
REZONE O-2 TO R-5
REZONE O-2 TO R-8
Tuckaseegee Rd
Freedom
Morehead St.
Walnut Ave
Fourth
Franklin
R-22MF
R-5MF
B-2
I-1
I-2
O-2
107
104
105
UR-2
UR-1
UR-R
U-IND
zoning use #
70
93-99

ZONING COMMITTEE
RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-100

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from R-22MF, B-2 & I-1 to R-22MF & R-8 (Central District Plan)

LOCATION: Several acres located in (A) the Seversville and Smallwood neighborhoods, including areas generally south of Roslyn Avenue, west of West Trade Street, north of Tuckaseegee Road, and east of Stewart Creek (from R-22MF, B-2 and I-1 to R-8), (B) property at the end of Clyde Drive between Coronet Way and Rozzelles Ferry Road (from I-1 to R-22MF).

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

VOTE: *Yeas* Baucom, Byrne, James, Jones, Motley and Whelchel

Nays None

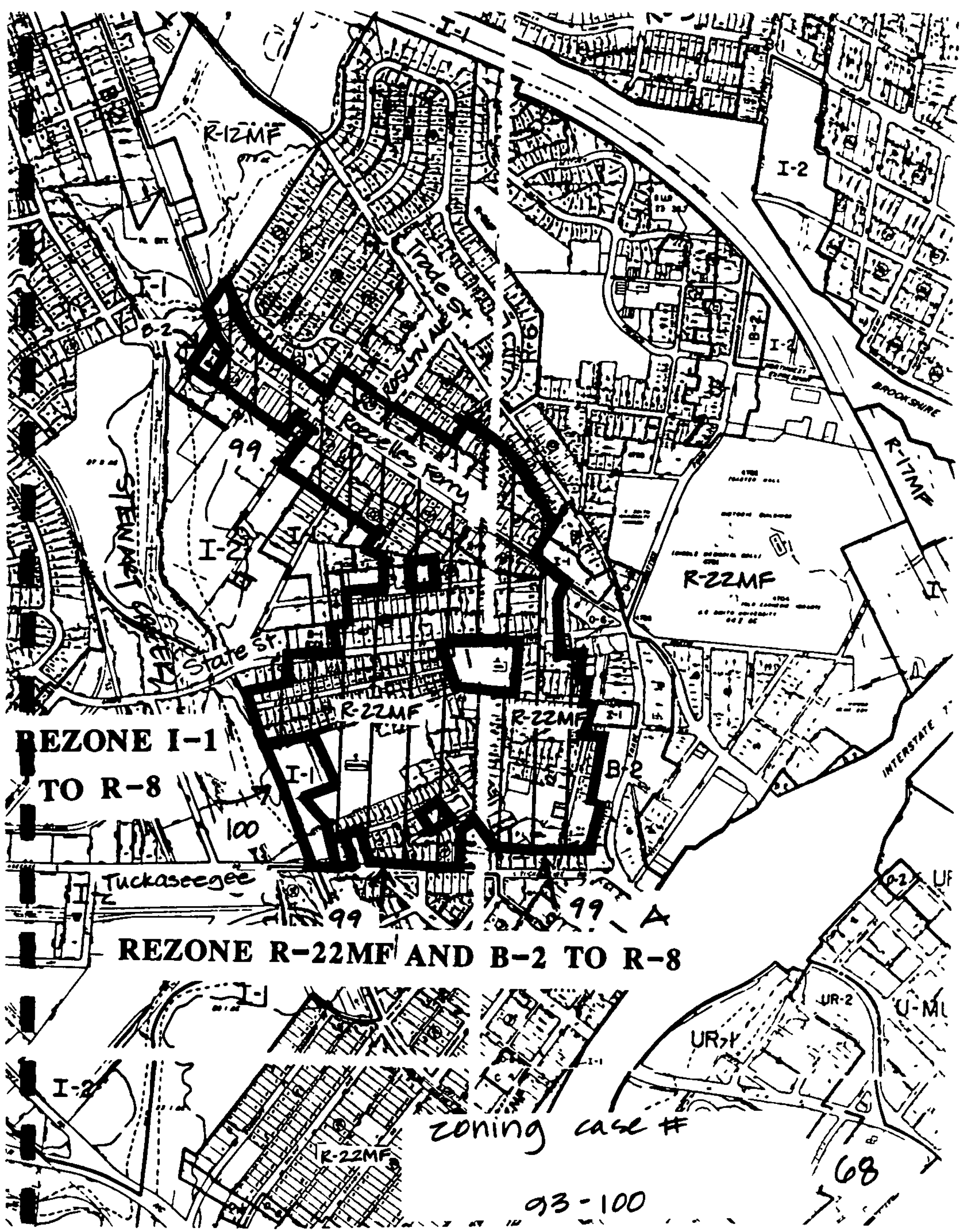
Absent Heard

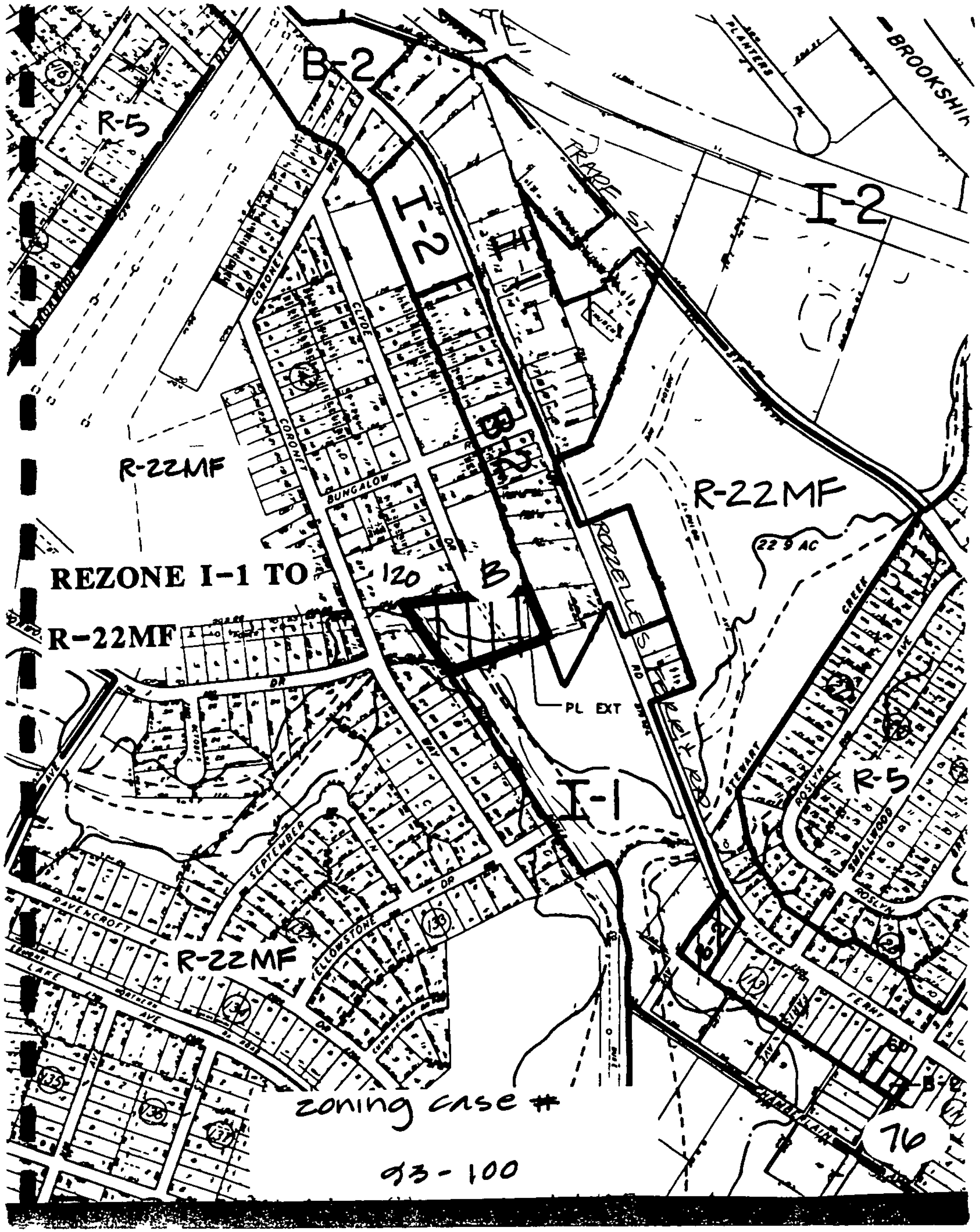
REASONS

This petition proposes rezoning properties located in the Seversville and Smallwood neighborhoods, including areas generally south of Roslyn Avenue, west of West Trade Street, north of Tuckaseegee Road, and east of Stewart Creek, property at the end of Clyde Drive between Coronet Way and Rozzelles Ferry Road from a combination of R-22MF, B-2 and I-1 to R-22MF and R-8 based on the Central District Plan. The petitioned property consists of single family homes, duplexes, vacant land, several churches, and an elementary school. The Zoning Committee viewed the proposed single family and multi-family residential districts as appropriate for the area and recommends that the petition be approved

STAFF OPINION

The Staff agrees with recommendation of the Zoning Committee


I-1
R-12MF
I-2
Trade St.
Rossells Ferry
99
Lawrence St.
State St.
R-22MF
B-2
R-17MF
BROOKSHIRE
INTERSTATE
REZONE I-1
TO R-8
100
Tuckaseegee
REZONE R-22MF AND B-2 TO R-8
UR-2
zoning case #
68
93-100


REZONE I-1 TO
R-22MF
B-2
R-5
I-2
R-22MF
R-22MF
R-22MF
I-1
R-5
PLANTERS
BROOKSHIRE
TRADE ST
CORONET
CLYDE
BUNGALOW
ROZELLE'S
22.9 AC
PL EXT
STEWART
ROSLYN
SWALLWOOD
SEPTEMBER
YELLOWSTONE
RAVENCROFT
LAKE
FERNT
zoning case #
93-100

ZONING COMMITTEE
RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-101

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from I-2, B-1, O-2 & R-22MF to R-8 & R-5

LOCATION: Approximately 108 acres located (A) in Druid Hills generally north of Norris Avenue, east of Statesville Avenue and south of the Statesville Avenue Landfill and Asbury Street (from I-2, B-1, O-2 & R-22MF to R-8), (B) in Druid Hills generally south of Moretz Avenue, west of Lucena Street, north of Edison Street, and east of Rachel Street (from R-22MF to R-8); and (C) properties in Tryon Hills neighborhood north of Moretz Street, east of Bancroft, south of a Duke Power right-of-way, and west of Grimes Street (from I-2 to R-5).

ACTION: The Zoning Committee recommends that this petition be approved with the exception of several B-1 zoned properties in Area A located along Old Statesville Avenue and Statesville Avenue south of Norris Avenue and one I-1 zoned lot in Area C located next to the fire station at the corner of Moretz Avenue and Grimes Street (See Attached Map)

VOTE: *Yeas* Baucom, Byrne, James, Jones, Motley and Whelchel

Nays None.

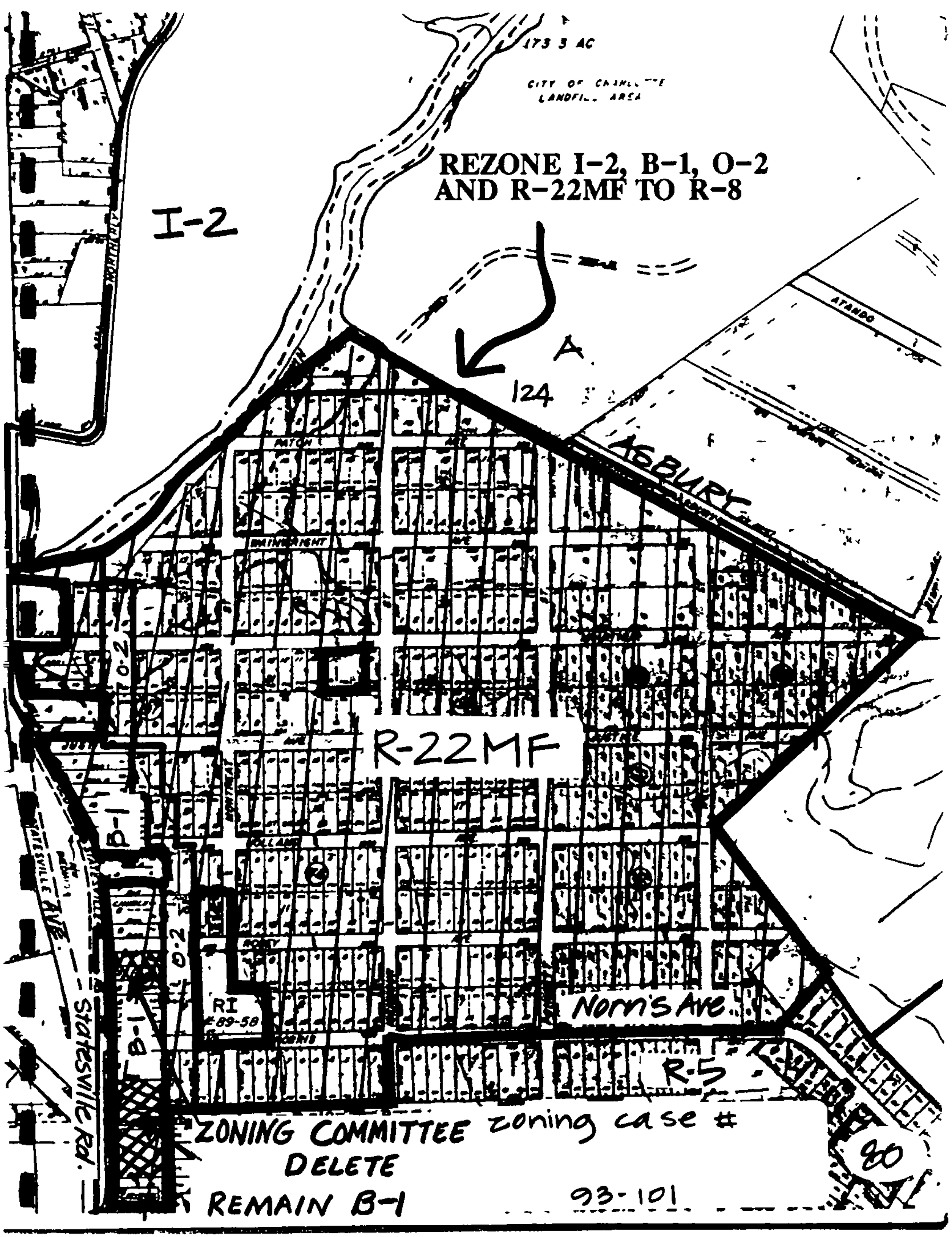
Absent. Heard

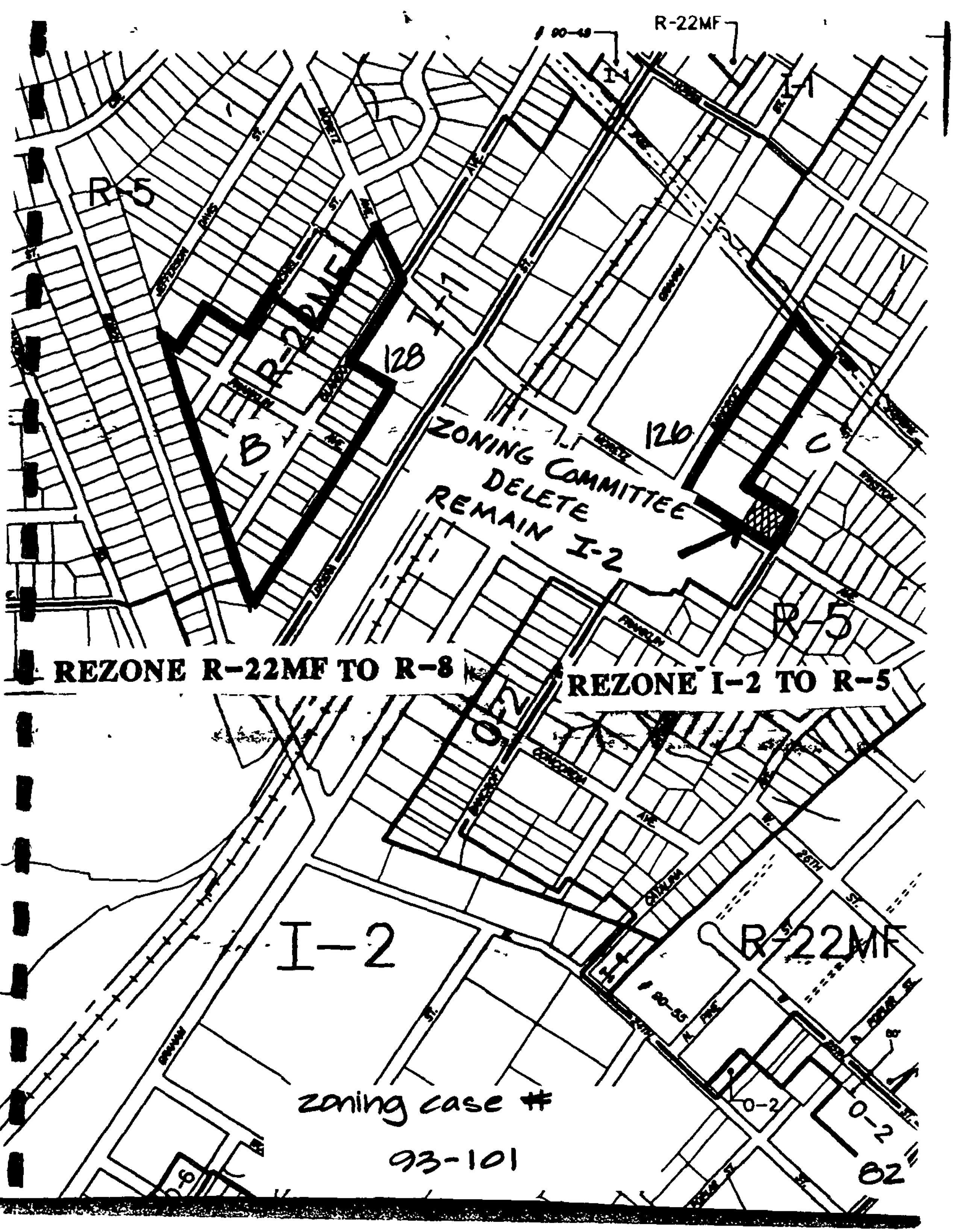
REASONS

This petition proposes rezoning properties located in Druid Hills generally north of Norris Avenue, east of Statesville Avenue and south of the Statesville Avenue Landfill and Asbury Street, in Druid Hills generally south of Moretz Avenue, west of Lucena Street, north of Edison Street, and east of Rachel Street, and properties in Tryon Hills neighborhood north of Moretz Street, east of Bancroft, south of a Duke Power right-of-way, and west of Grimes Street from a combination of I-1, B-1, O-2 and R-22MF to R-8 and R-5 in accordance with the Central District Plan. The petitioned property consists of single family homes, duplexes, quadraplexes, vacant land, a fire station, and one industrial use The Zoning Committee viewed the proposed single family residential districts as appropriate for the area with the exception of several B-1 zoned lots that are currently being used as businesses located along Statesville Avenue in Area A and one I-1 zoned lot that is currently being used for an industrial use located at the corner of Grimes and Moretz Avenue in Area C

STAFF OPINION

The Staff does not disagree with the recommendation of the Zoning Committee


REZONE I-2, B-1, O-2
AND R-22MF TO R-8
173 3 AC
CITY OF CHARLOTTE
LANDFILL AREA
I-2
A.
124
ATANDO
McBURT
PATON
BATTERIGHT
R-22MF
O-2
B-1
O-2
B-1
STATESVILLE AVE.
STATESVILLE Rd.
RI
#89-58
Norm's Ave.
R-5
ZONING COMMITTEE zoning case #
DELETE
REMAIN B-1
93-101
80


R-22MF
R-5
R-22MF
128
ZONING COMMITTEE
DELETE
REMAIN I-2
126
B
C
R-5
REZONE R-22MF TO R-8
REZONE I-2 TO R-5
I-2
R-22MF
zoning case #
93-101
O-2
O-2
82

ZONING COMMITTEE
RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-102

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from R-22MF & B-2 to R-8 (Central District Plan)

LOCATION: Approximately several acres located (A) in the Genesis Park neighborhood generally north of Oaklawn Avenue, east of I-77, south of Horne Street, and west of Fairview Homes (from R-22MF to R-8), and (B) properties west of Statesville Avenue generally between Badger Street to the north and Woodward Avenue to the south (from B-2 & R-22MF to R-8).

ACTION: The Zoning Committee recommends that this petition be approved

VOTE: *Yeas:* Baucom, Byrne, James, Jones, Motley and Whelchel.

Nays: None.

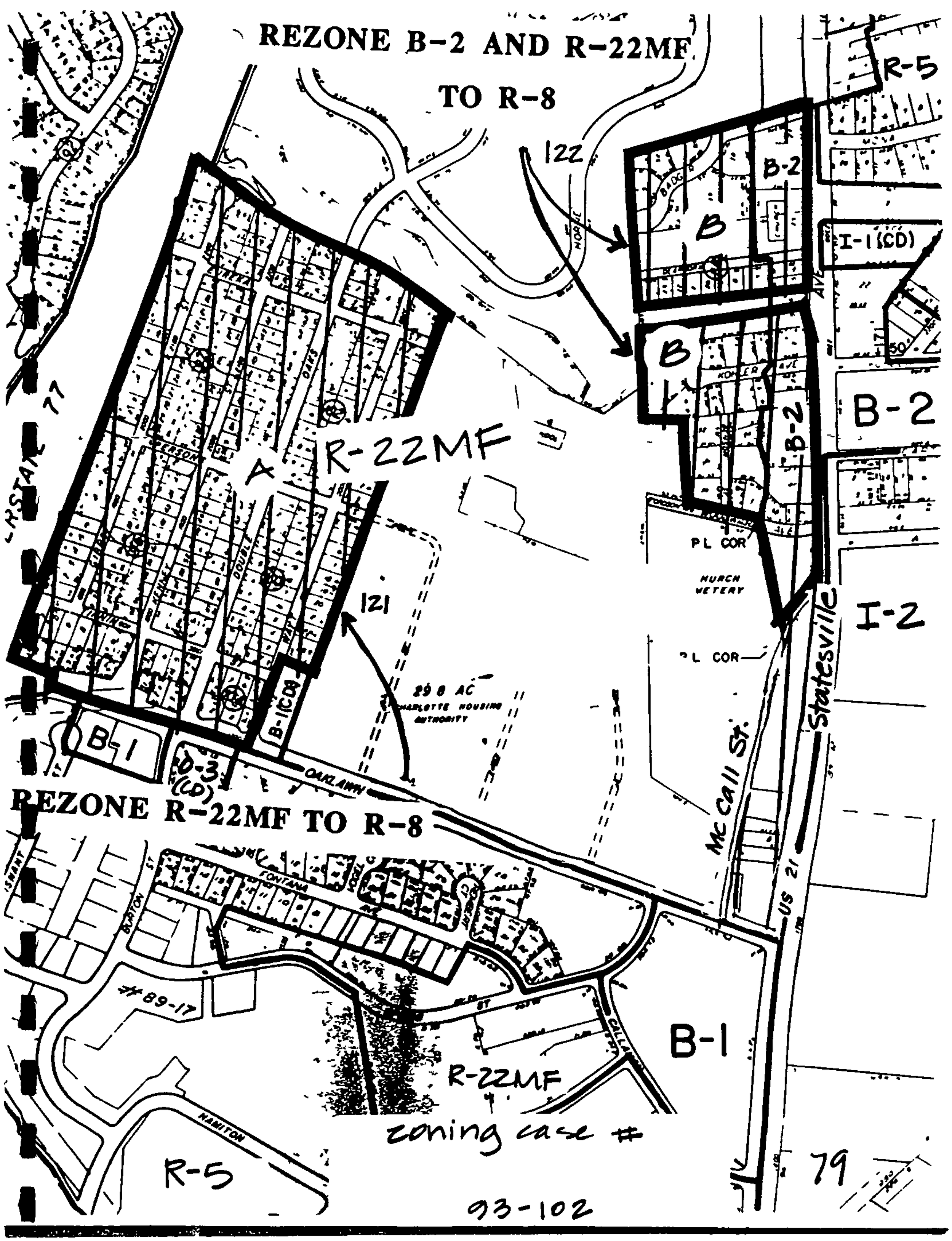
Absent: Heard

REASONS

This petition proposes rezoning properties located in the Genesis Park neighborhood generally north of Oaklawn Avenue, east of I-77, south of Horne Street, and west of Fairview Homes, and properties west of Statesville Avenue generally between Badger Street to the north and Woodward Avenue to the south from a combination of multi-family (R-22MF) and general business (B-2) districts to a single family residential district (R-8) in accordance with the Central District Plan The petitioned property consists of single family homes, duplexes, several churches, two businesses and several vacant lots The Zoning Committee viewed the proposed single family residential district as appropriate for the area and recommends approval of the petition.

STAFF OPINION

The Staff agree with the recommendation of the Zoning Committee.


REZONE B-2 AND R-22MF
TO R-8
122
B-2
B
R-5
I-1(CD)
B
B-2
B-2
R-22MF
A
PL COR
MURCH
VETERY
I-2
121
PL COR
29.8 AC
CHARLOTTE HOUSING
AUTHORITY
B-1(CD)
B-1
O-3
(CD)
OAKLAWN
REZONE R-22MF TO R-8
McCALL ST.
Statesville
US 21
FONTANA
BURTON ST
#89-17
B-1
R-22MF
HAMILTON
zoning case #
R-5
79
93-102

ZONING COMMITTEE RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-103

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from B-2 & I-2 to B-1 (Central District Plan)

LOCATION: Approximately 9 acres defined as (A) properties generally bounded by Statesville Avenue to the east, Oaklawn Avenue to the south and McCall Street to the west and north (from B-2 to B-1); and (B) a tract on the south east corner of Graham Street and west 24th Street (from I-2 to B-1).

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

VOTE: *Yeas* Baucom, Byrne, James, Jones and Whelchel

Nays. None.

Absent· Heard.

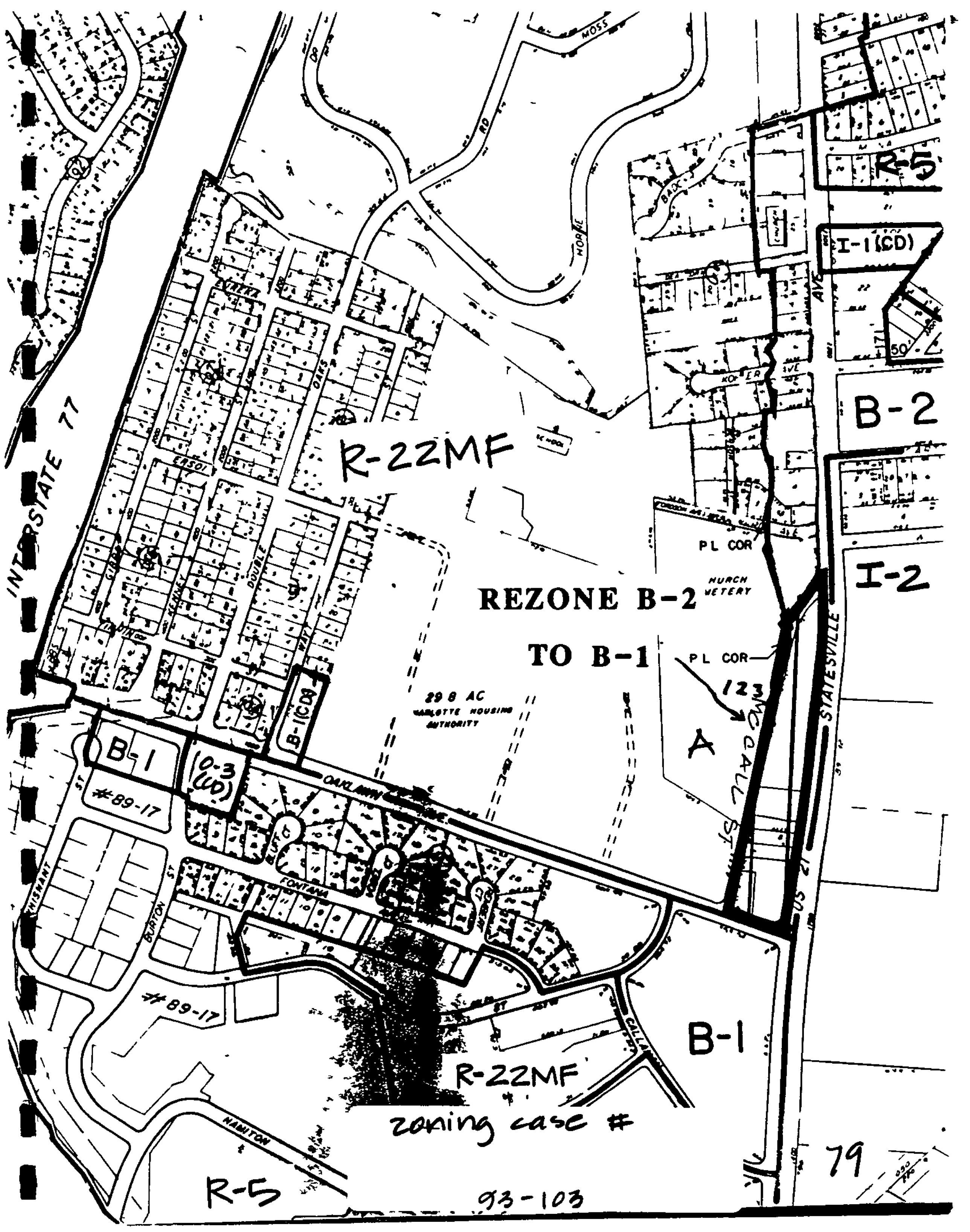
(Motley was excused from the vote due to a conflict of interest).

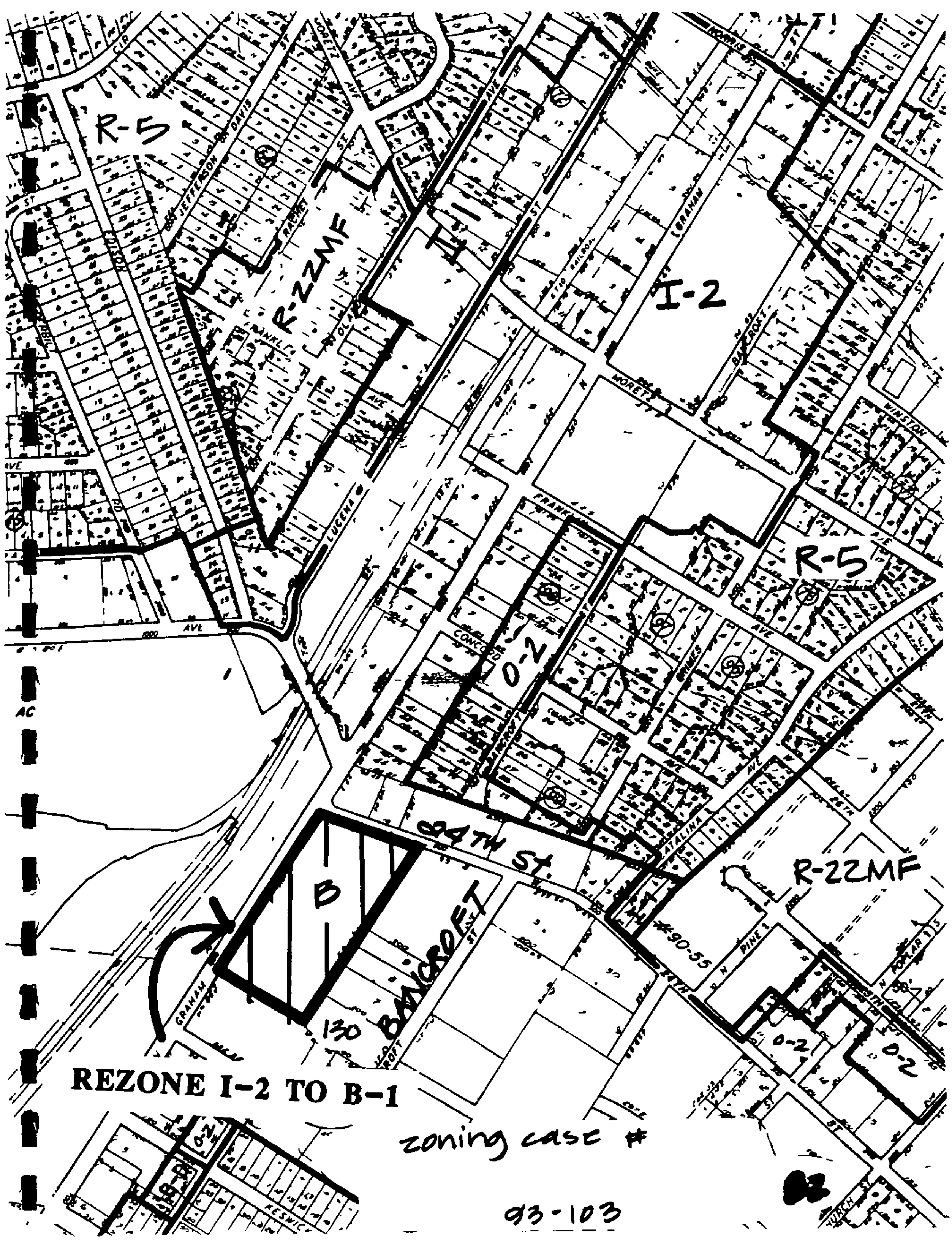
REASONS

This petition proposes to rezone properties generally bounded by Statesville Avenue to the east, Oaklawn Avenue to the south and McCall Street to the west and north; and a tract on the south east corner of Graham Street and west 24th Street from a combination of heavy industrial (I-2) and general business (B-2) districts to a neighborhood business (B-1) district in accordance with the Central District Plan The petitioned property consists of a convenience store, vacant land, a service station and a neighborhood shopping center. The Zoning Committee viewed the proposed neighborhood business district as appropriate for the area and recommends approval of the petition

STAFF OPINION

The Staff agrees with the recommendation of the Zoning Committee.


REZONE B-2
TO B-1
R-22MF
R-22MF
R-5
B-1
B-2
I-2
I-1(CD)
B-1(CD)
O-3 (CD)
INTERSTATE 77
MOSS
MOORE
BAX
OAKS
EASOT
DOUBLE
HENLEY
GIBBS
OAKLAWN
FONTANA
BURTON
HAMILTON
CALLAWAY
STATESVILLE
NC CALL ST
US 21
PL COR
PL COR
29.8 AC
CHARLOTTE HOUSING AUTHORITY
#89-17
#89-17
A
123
79
93-103
zoning case #


R-5
R-22MF
I-2
O-2
B
R-5
O-2
R-22MF
O-2
O-2
90-55
130
84TH ST.
BANCROFT
GRAHAM
MORETZ
FRANKLIN
LUCENA
CONCORD
GRIMES
ATALINA
WINSTON
JEFFERSON DAVIS
REBEL
PARSON
RACHEL
OLAND
ATTO RAILROAD
KESWICK
REZONE I-2 TO B-1
zoning case #
93-103

ZONING COMMITTEE RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-104

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from O-2 to R-5 & R-8 (Central District Plan)

LOCATION: Approximately 7 acres generally defined as (A) properties in the Tryon Hills neighborhood fronting on the west side of Bancroft Street between West 24th Street and Franklin Avenue (from O-2 to R-5), and (B) properties in the Lockwood neighborhood located east of Graham Street between Sylvania Avenue to the north, Bancroft Street to the east & Plymouth Avenue to the south (from O-2 to R-8)

ACTION: The Zoning Committee recommends that this petition be approved

VOTE: *Yeas:* Baucom, Byrne, James, Jones, Motley and Whelchel.

Nays: None.

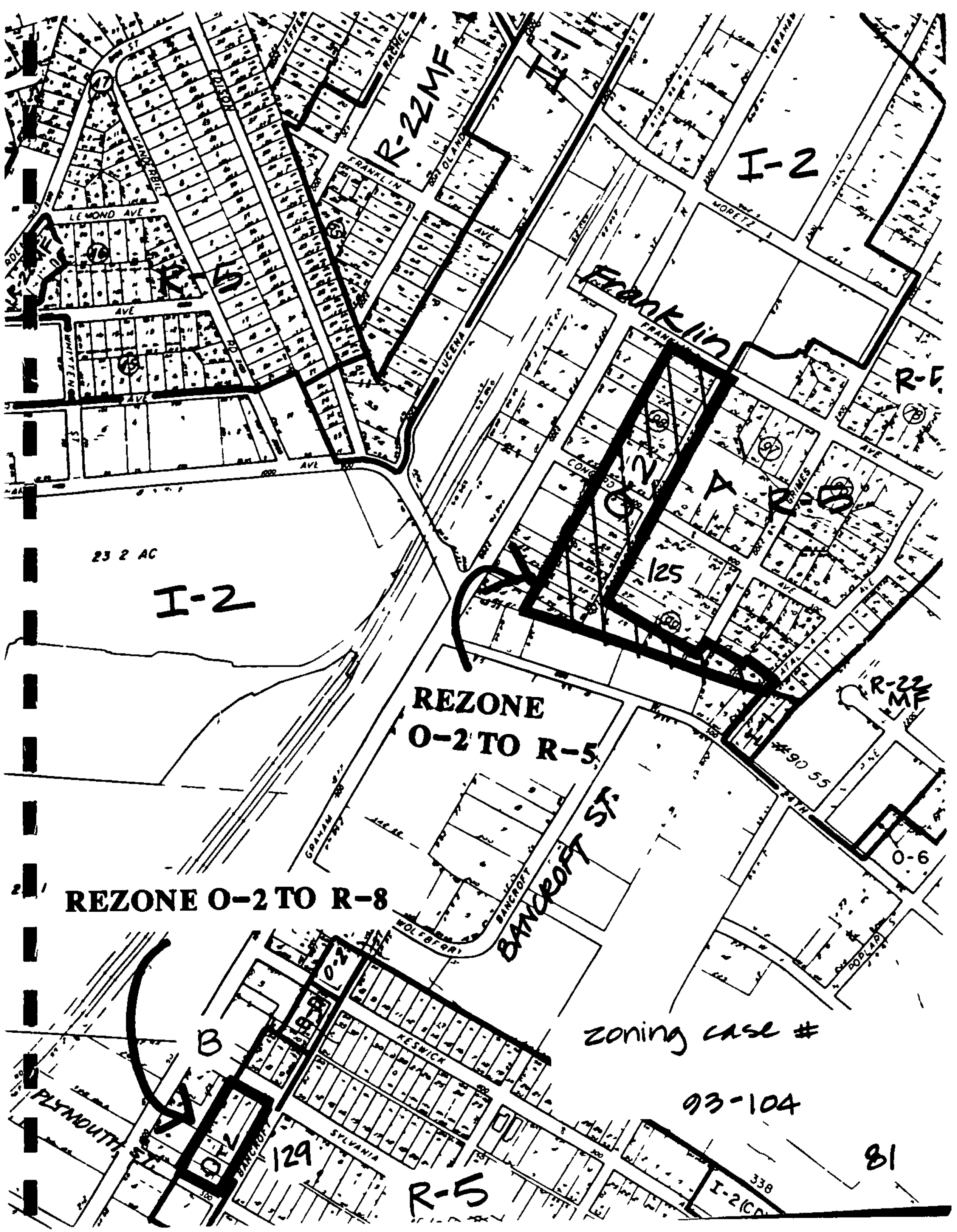
Absent Heard

REASONS

This petition proposes rezoning properties in the Tryon Hills neighborhood generally fronting on the west side of Bancroft Street between West 24th Street and Franklin Avenue, and properties in the Lockwood neighborhood located east of Graham Street between Sylvania Avenue to the north, Bancroft Street to the east & Plymouth Avenue to the south from an office district (O-2) to single family residential districts (R-5 and R-8) in accordance with the Central District Plan The petitioned property consists of single family homes, a parking lot and duplexes The Zoning Committee viewed the proposed single family districts as appropriate for the area and recommends approval of this petition

STAFF OPINION

The Staff agrees with the recommendation of the Zoning Committee


R-22MF
I-2
R-5
Franklin
R-5
A
125
23 2 AC
I-2
REZONE
O-2 TO R-5
R-22 MF
90 55
O-6
REZONE O-2 TO R-8
BANCROFT ST.
B
zoning case #
93-104
129
R-5
81
I-2

ZONING COMMITTEE RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-105

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from I-1 & B-1 to B-2 & R-5 (Central District Plan)

LOCATION: (A) Properties fronting North Tryon Street between Craighead and Sugar Creek (from I-1 to B-2), (B) properties at the west end of Ritch Avenue and Bernard Avenue, east of 36th Street (from B-1 to R-5); and (C) properties fronting the north and south sides of North Tryon Street between Criaghead and Sugar Creek Road (from I-1 to B-2)

ACTION: The Zoning Committee took action on Areas A and C together Area B was considered separately

AREAS A and C: The Zoning Committee recommends that this portion of the petition be approved

VOTE: *Yeas·* Baucom, Byrne, James, Motley and Whelchel

Nays· Jones.

Absent: Heard.

REASONS

This portion of the petition proposes rezoning properties fronting North Tryon Street between Craighead and Sugar Creek and properties fronting the north and south sides of North Tryon Street between Criaghead and Sugar Creek Road from I-1 to B-2 in accordance with the Central District Plan. The petitioned property consists of a combination of single family homes, a variety of commercial uses and vacant lots.

MINORITY OPINION:

The minority opinion believed that the downzoning would create blight on an area that is already losing commercial businesses It was further noted that the City needs to be sensitive to this fragile area so as not to lose the employment opportunities that are in place along the corridor

MAJORITY OPINION:

The majority of Zoning Committee viewed the proposed general business district as appropriate for the area and recommends that this portion of the petition be approved

STAFF OPINION

The Staff agrees with the majority opinion of Zoning Committee

AREA B: The Zoning Committee recommends that this portion of the petition be approved

VOTE: *Yeas:* Baucom, Byrne, James, and Whelchel.

Nays: Jones and Motley

Absent: Heard.

REASONS:

This portion of the petition proposes rezoning properties located at the west end of Ritch Avenue and Benard Avenue, east of 36th Street from B-1 to R-5 in accordance with the Central District Plan. The petitioned property consists of single family homes and vacant lots

MINORITY OPINION:

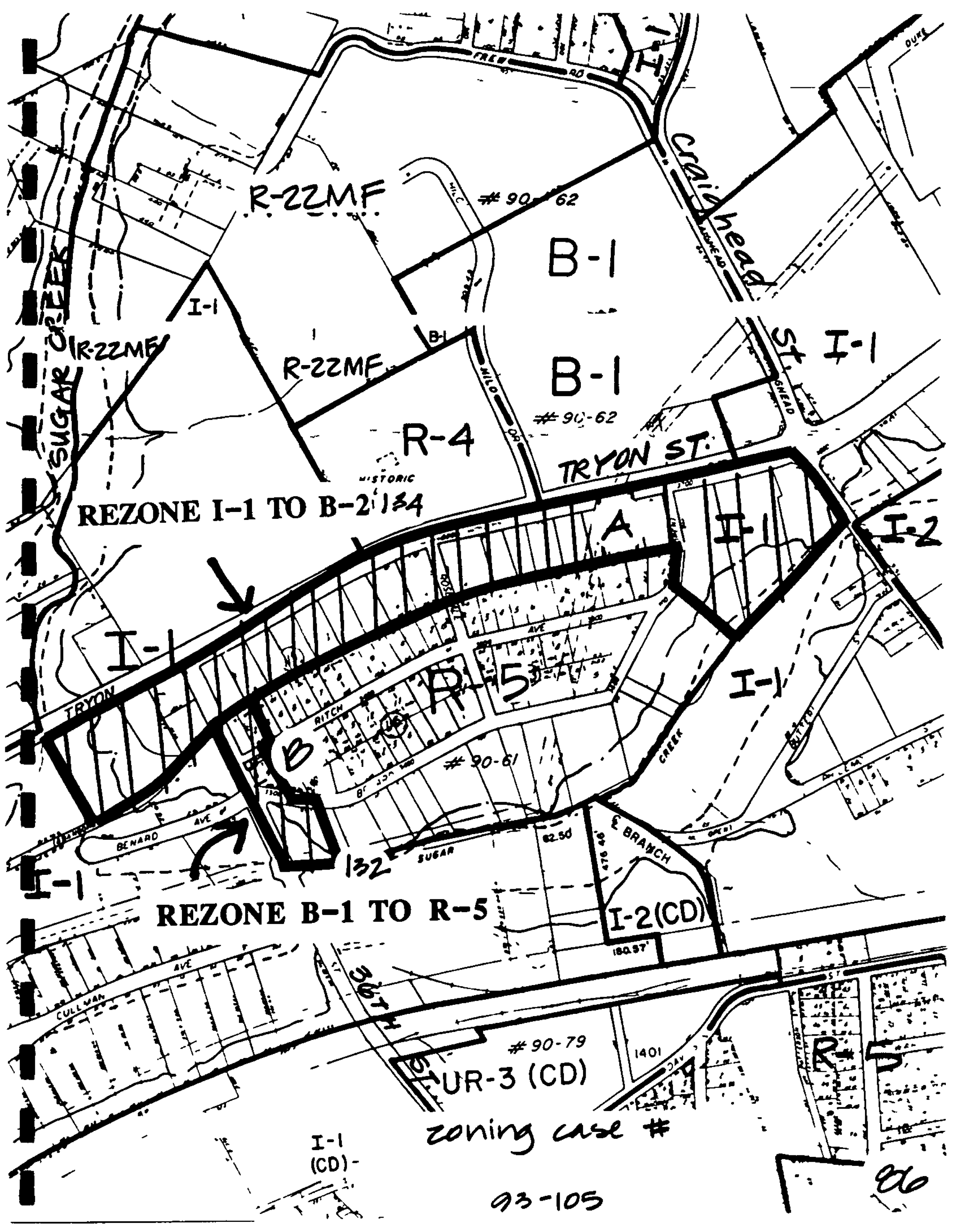
The minority opinion felt that the existing B-1 zoning was appropriate for the area.

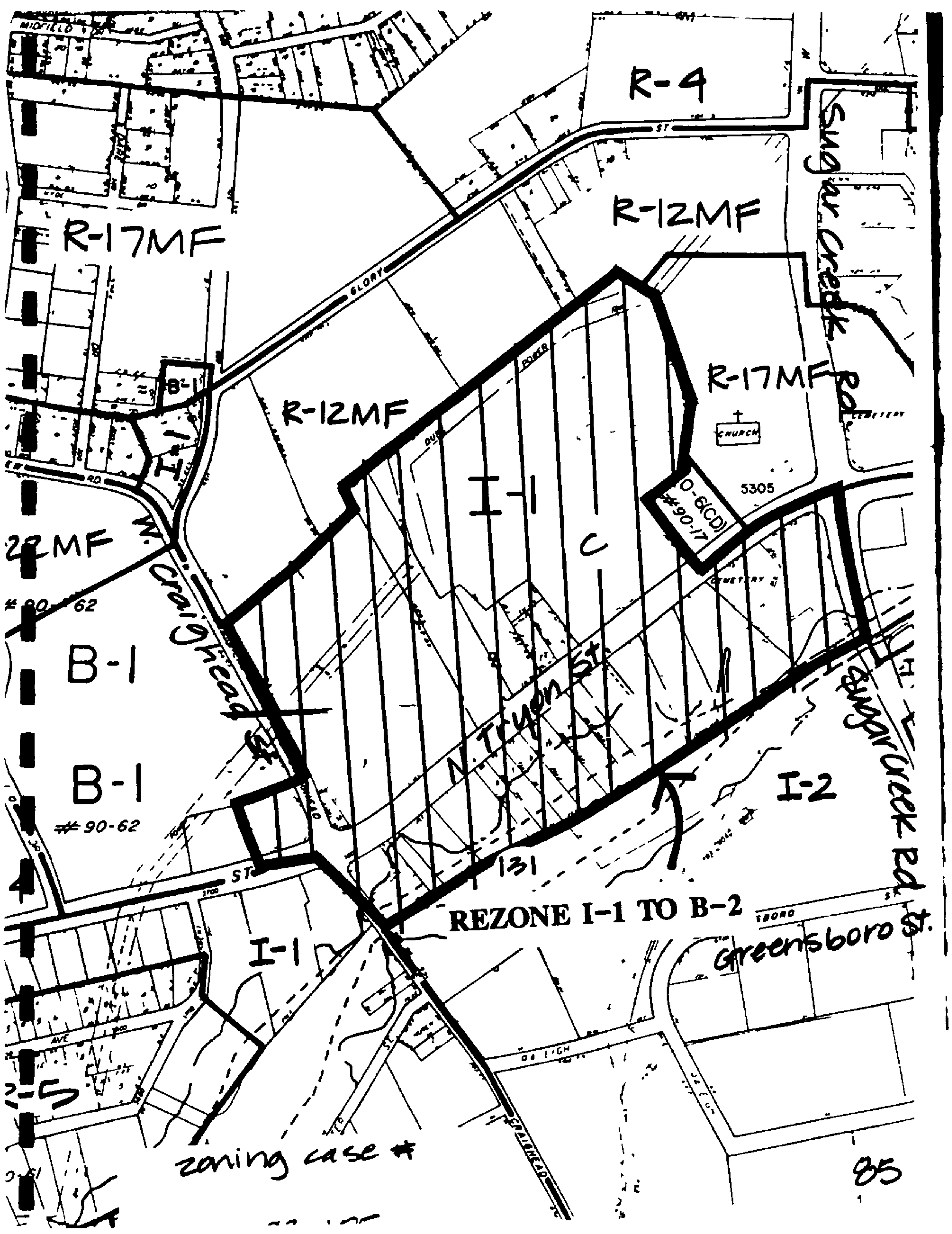
MAJORITY OPINION:

The majority of the Zoning Committee viewed the proposed single family district as appropriate for the area and recommends approval of this portion of the petition.

STAFF OPINION:

The Staff agrees with the majority opinion of the Zoning Committee


R-22MF
#90-62
B-1
Craighead
I-1
R-22MF
B-1
R-22MF
B-1
#90-62
I-1
R-4
TRYON ST.
REZONE I-1 TO B-2
A
I-1
I-2
I-1
R-5
B
#90-61
I-1
132
REZONE B-1 TO R-5
I-2(CD)
#90-79
UR-3 (CD)
1401
R-5
I-1
(CD)
zoning case #
93-105
86


R-4
R-12MF
R-17MF
R-17MF
R-12MF
I-1
C
O-6(CD)
#90-17
5305
CHURCH
CEMETERY
B-1
#90-62
B-1
#90-62
I-2
131
I-1
REZONE I-1 TO B-2
Greensboro St.
Sugar Creek Rd
Sugar Creek
N. Tryon St
W. Craighead St
GLORY
POWER
ST
RD
AVE
GRAIGHEAD
zoning case #
85

ZONING COMMITTEE RECOMMENDATION

DATE: September 28, 1993

PETITION NO.: 93-106

PETITIONER(S): Charlotte-Mecklenburg Planning Commission

REQUEST: Change from O-2 & B-1 to R-17MF & R-12MF (Central District Plan)

LOCATION: Approximately 83 acres located (A) west of West Craighead Street, fronting on the north side of Frew Avenue, and a tract generally west of Drury Lane, north of Frew Avenue, south of Midfield Drive, and east of Sugar Creek (from O-2 to R-17MF); and (B) a tract generally between Hilo Drive and Craighead, north of North Tryon Street (from B-1 to R-12MF).

ACTION: The Zoning Committee took action on the two subareas separately.

AREA A: The Zoning Committee recommends that this portion of the petition be approved.

VOTE: *Yeas* Baucom, Byrne, James, Jones, Motley and Whelchel.

Nays: None.

Absent. Heard.

REASONS

This portion of the petition proposes rezoning properties generally located west of West Craighead Street, fronting on the north side of Frew Avenue, and a tract generally west of Drury Lane, north of Frew Avenue, south of Midfield Drive, and east of Sugar Creek from O-2 to R-17MF in accordance with the Central District Plan The petitioned property is composed of park land, single family homes and duplexes The Zoning Committee viewed the proposed multi-family residential district as appropriate for the area and recommends approval of this portion of the petition.

STAFF OPINION

The Staff agrees with the recommendation of the Zoning Committee

AREA B: The Zoning Committee recommends that this portion of the petition be denied

VOTE: *Yeas* Baucom, Byrne, James, Jones, Motley and Whelchel

Nays None

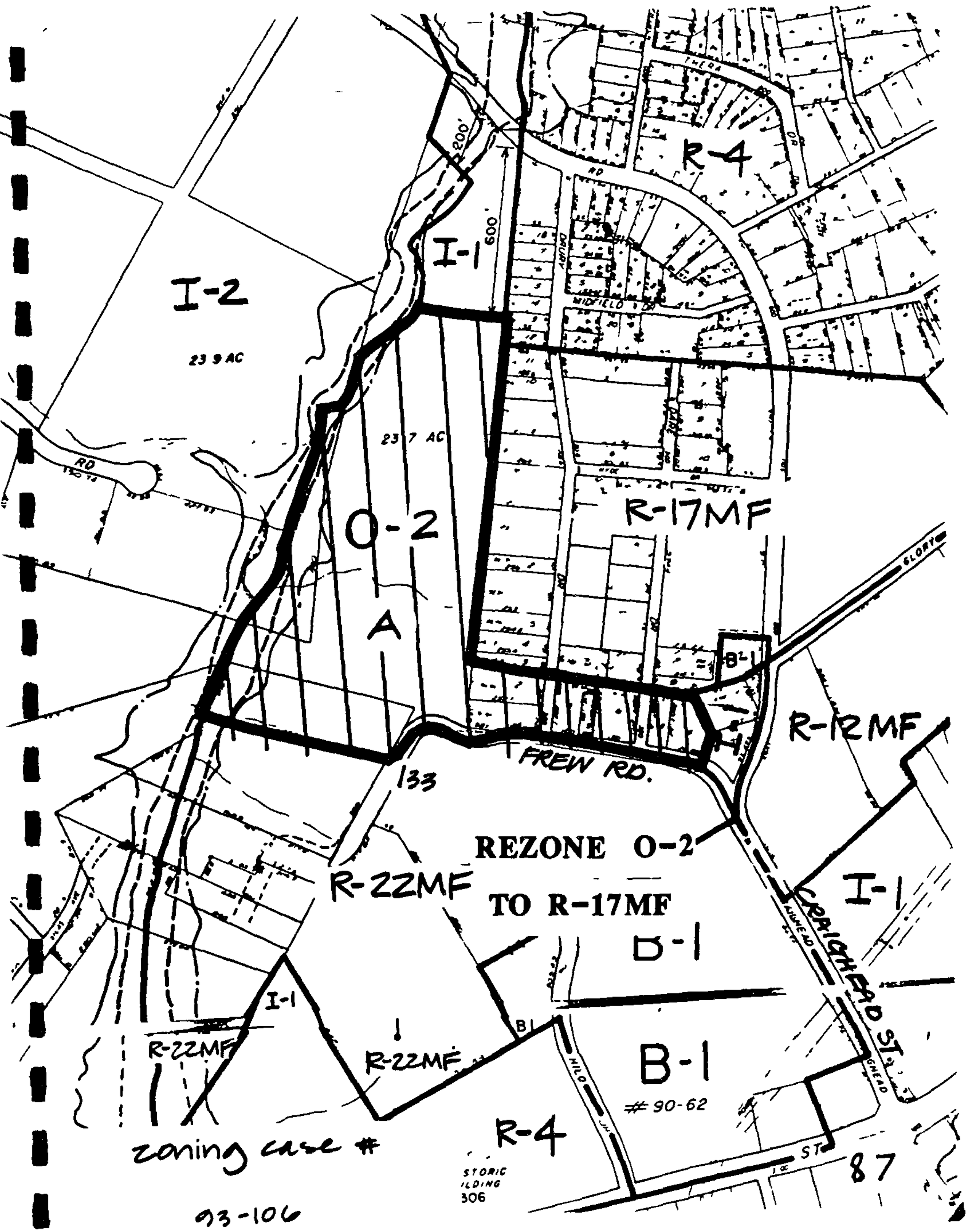
Absent: Heard.

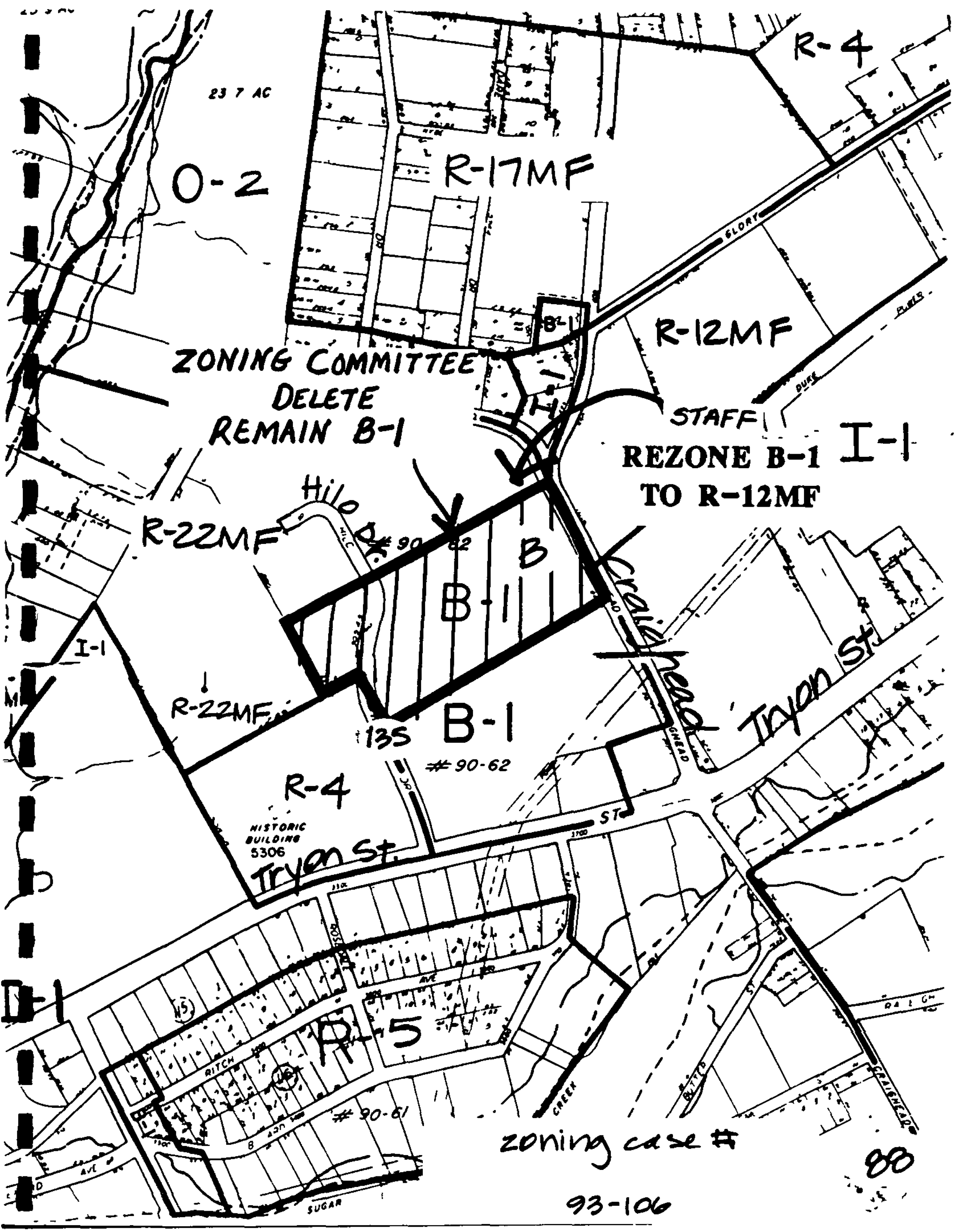
REASONS:

This portion of the petition proposes rezoning a tract of land generally located between Hilo Drive and Craighead, north of North Tryon Street from B-1 to R-12MF in accordance with the Central District Plan. The petitioned property consists of a large vacant tract. The Zoning Committee viewed the area as inappropriate for multi-family use and recommends that this portion of the petition be denied The Committee further noted that the site should be looked at favorably to be rezoned for industrial purposes

STAFF OPINION:

The Staff agrees with the adopted plan's recommendation.


REZONE O-2
TO R-17MF
R-4
R-17MF
I-1
I-2
23 9 AC
23 7 AC
O-2
A
600'
200'
R-22MF
R-22MF
R-22MF
I-1
I-1
B-1
B-1
B-1
#90-62
R-12MF
FREW RD.
133
CRAIGHEAD ST.
R-4
STORIC
ILDING
306
87
zoning case #
93-106


R-4
23 7 AC
O-2
R-17MF
GLORY
B-1
R-12MF
ZONING COMMITTEE
DELETE
REMAIN B-1
STAFF
REZONE B-1
TO R-12MF
I-1
Hilo
R-22MF
90-62
B
B-1
Graiehead
I-1
R-22MF
135
B-1
#90-62
R-4
HISTORIC
BUILDING
5306
Tryon St.
Tryon St
R-5
RITCH
#90-61
SUGAR
zoning case #
93-106
88

ZONING COMMITTEE
RECOMMENDATION

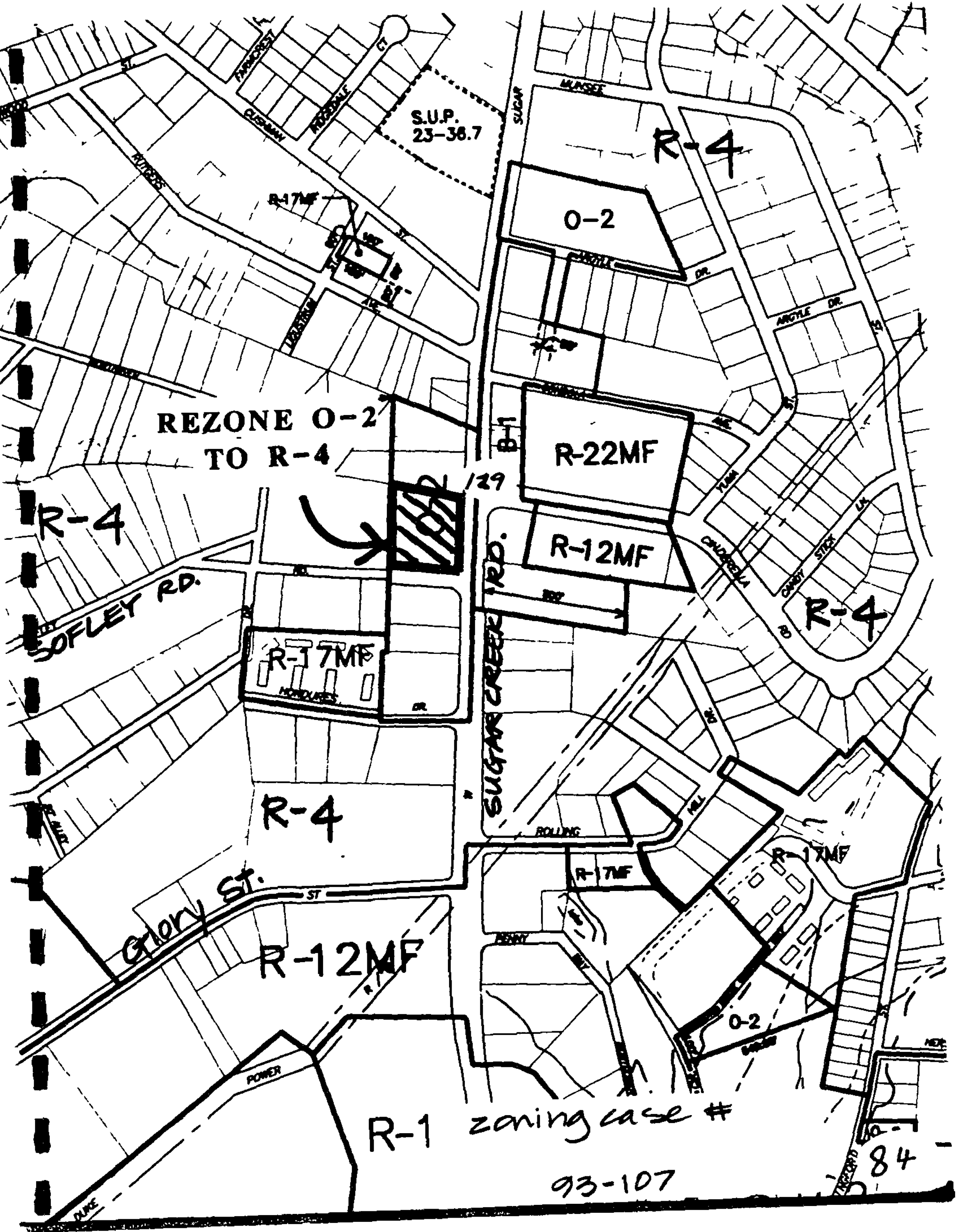
DATE:		September 28, 1993
PETITION NO.:		93-107
PETITIONER(S):		Charlotte-Mecklenburg Planning Commission
REQUEST:		Change from O-2 to R-4 (Central District Plan)
LOCATION:		Property located on the northwest corner of Sofley Road and Sugar Creek Road from O-2 to R-4
ACTION:		The Zoning Committee recommends that this petition be approved
VOTE:	*Yeas:*	Baucom, Byrne, James, Jones, Motley and Whelchel.
	Nays:	None.
	Absent	Heard

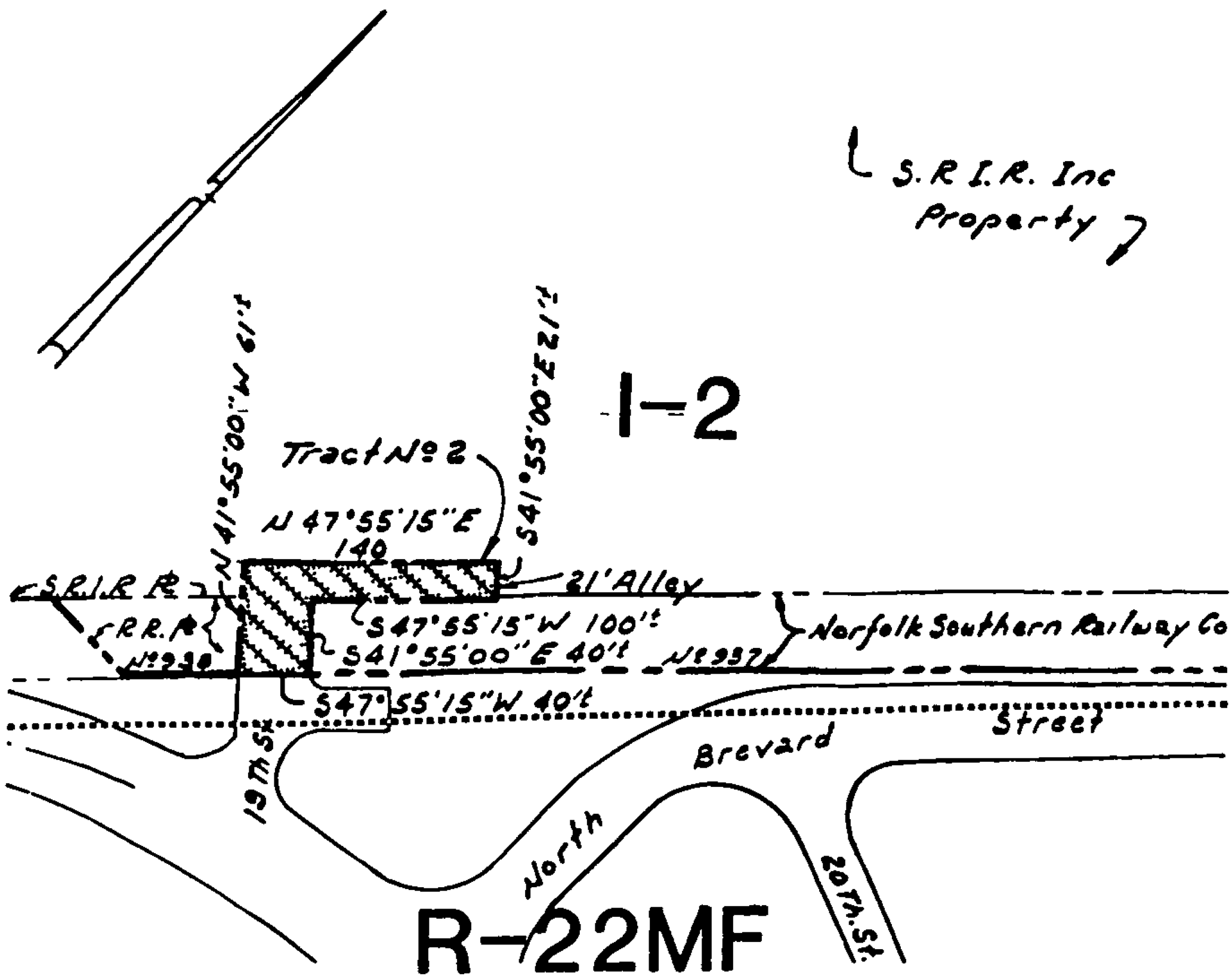
REASONS

This petition proposes rezoning property located on the northwest corner of Sofley Road and Sugar Creek Road from an office district (O-2) to a single family district (R-4) in accordance with the Central District Plan. The petitioned property consists of a single family house The Zoning Committee viewed the proposed single family residential district as appropriate for the area and recommends approval of this petition.

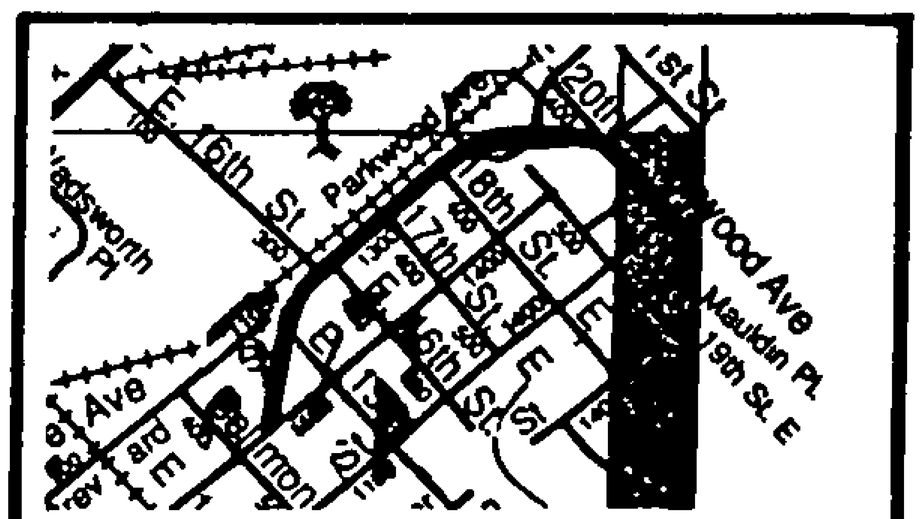
STAFF OPINION

The Staff agrees with the recommendation of the Zoning Committee


S.U.P.
23-38.7
R-4
O-2
R-17MF
REZONE O-2
TO R-4
R-22MF
R-4
R-12MF
SOFLEY RD.
R-17MF
R-4
R-4
SUGAR CREEK RD.
R-17MF
R-17MF
Glory ST.
R-12MF
O-2
R-1
zoning case #
93-107
84



ALLEYWAY TO BE CLOSED



VICINITY MAP

CITY OF CHARLOTTE
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ENGINEERING DIVISION

PROPOSED
ALLEYWAY CLOSING

EAST 19TH STREET
WEST OF
PARKWOOD AVENUE

ROS / PROJECT NO	FILE NO.

TAXPAYERS AND REFUNDS REQUESTED

LESS THAN $100

Name	Amount of Refund
City-County Tax Collector	$ 71.40
Food Lion Store #296	13.53
Cato Corporation The	48.26
Keeter Joe Scott	17.12
Dno Yoshinobo	4.81
Prouty Ralph Preston	62.60
Total	$217.72

TAXPAYERS AND REFUNDS REQUESTED
MORE THAN $100

Name	Amount of Refund
Food Lion Store #411	$ 211.33
Cato Corporation The	444.99
General Electric Capital	189.06
Cato Corporation The	199.98
Hawthorne Charlotte M	116.16
First Citizens Bank	1,956.08
LPZ Ltd Ptnrshp % Stavins	2,944.13
Maurice William D	376.39
Total	$6,438.12

M E M O R A N D U M

Solid Waste Services Dept
Received
NOV 2 1993
City of Charlotte

DATE: November 1, 1993

TO: Wayman J. Pearson
Solid Waste Services

FROM: Bob Turner, Superintendent (x2719)
Equipment Services Division

SUBJECT: Automated Refuse Trucks

As a follow-up to our conversation regarding Mr. Jim Beach's letter of October 26, I want to restate the fact that I believe Mr. Beach is possibly confused.

The issue of a front-mounted hydraulic pump as opposed to the transmission-mounted pump as specified was discussed at the pre-bid conference. It was decided that vendors should bid as specified, and they were welcome to submit an alternate bid with the other pump. The transmission was never an issue, as we had specified the Allison World transmission (MD3560) and still want that transmission.

Fred Stallings in Purchasing conducted the pre-bid conference and can confirm the discussions.

As to adjusting their prices, it would be highly unlikely that they could reduce their price by $2,581.00 for the front mount pump, not to mention the fact that it would destroy the bid process to allow folks to change their price after they have seen everyone else's.

Please call if you have any questions.

RHT:ATJ:bgs
cc: Alex Jernigan
Doug Cheyne

WP/Corres.RHT/Autrefus.bgs

WHITEGMC TRUCKS OF CHARLOTTE

WHITEGMC VOLVO GMC TRUCK

October 26, 1993

Solid Waste Services Dept
Received

OCT 2 9 1993

City of Charlotte

MR. WAYMAN J. PEARSON
DIRECTOR OF SOLID WASTE
600 E. 4th St. 7th Floor
Charlotte, N.C. 28202

Dear Mr. Pearson,

Per your request, I am writing this letter so that you may understand my reason for wanting to defer the decision at the City Council meeting of October 25 concerning the 14 refuse trucks.

During the pre-bid meetings Heil Body and myself asked the question if a different Allison transmission and a front mounted PTO would be acceptable in lieu of the MD3560 and hotshift PTO. We were told this was not acceptable and consequently we quoted strictly to the City of Charlotte specifications.

On October 25, it was brought to our attention that Heil/Crane Carrier was going to be awarded the bid with specifications that we were specifically told could not be quoted. We feel that WHITEGMC Trucks of Charlotte, as well as the other vendors should have an opportunity to adjust our pricing to the same specifications.

I would like to thank you for allowing a two week deferment and your concern that all questions will be answered in a satisfactory manner.

If you should have any other questions concerning this matter, please feel free to call me.

Thank you,

Jim Beach

JB/cam

900 South I-85
Charlotte, North Carolina 28208
(704) 392-7351

CHARLOTTE CONVENTION CENTER
TOTAL PROJECT BUDGET UPDATE

08NOV93

FINAL

CONTRACTS AWARDED TO DATE	A NOVEMBER 1991 ESTIMATE [30% COMPLETE PLANS]	B ESTIMATE PRIOR TO BIDDING	C AWARDED LOW BID	D CONTRACT CHANGE ORDERS TO DATE	E CURRENT SAVINGS/(OVERRUN) FROM 11/91 ESTIMATE [A C D]	F M/WBE PARTICIPATION ACTUAL PERCENTAGES OF CONTRACT MBE	WBE
CONSTRUCTION MANAGER	$7 461 750	$7,461,750	$7,461,750	$0	$0	4%	0%
SITE OFFICE	$99,672	$99,672	$95,304	$1,097	$3,271	28%	2%
SITE DEMOLITION 1	$457,844	$458,945	$219,777	($11 840)	$249,907	5%	5%
TRADE MART DEMOLITION	$1 953,750	$1,953,750	$1,953 875	$389 500	($389,625)	0%	78%
SITE GRADING	$5 105 221	$6 677,370	$5,652 353	$172,704	($719 836)	18%	8%
STRUCTURAL STEEL	$12 182 028	$12,182 028	$10,651 576	$2 278 371	($947,919)	1%	1%
CONCRETE 1	$3 403,300	$3,242,003	$3,635,280	$439 476 (d)	($671,456)	5%	0%
WATERPROOFING	$619 410	$182,307	$184 620	$3 842	$430,949	0%	0%
FIREPROOFING	$916,050	$916,050	$394,490	$0	$521,560	0%	0%
ELEVATORS & ESCALATORS	$2 741 760	$2 741,760	$1 879,940	$0	$1,081,820	1%	2%
PLUMBING	$1 778,939	$1,842,256	$2,783 329 (a)	$0	($1 004 390)	0%	7%
CONTROLS & BUILDING AUTOMATION SYSTEM	$1 588 251	$1 588 251	$1,239 797	$0	$348,454	24%	0%
HVAC	$7 361 006	$7,401 806	$8,766,343 (a)	$0	($1,405 337)	9%	0%
ELECTRICAL	$6 119,081	$8,343 574	$7,892 976 (a)	$37 503	$188,602	2%	0%
CONCRETE 2	$4 492 932	$5 021 293	$5 230 356 (a)	$130 718 (d)	($868 142)	20%	0%
FIRE PROTECTION	$1 185 712	$1 491 087	$1 297 705	$0	($111 993)	0%	0%
KITCHEN & FOOD SERVICE EQUIPMENT	$1 188 347	$1 205 918	$1 133 425	$0	$54 922	5%	0%
MISCELLANEOUS METALS	$1 622 582	$2 608 263	$2 758 544	$710 210 (d)	($1 846 192)	0%	80%
MASONRY	$3 696 323	$5,153,454	$3 081 583 (a)	$97 200	$517 540	11%	86%
PRECAST CONCRETE	$3 425 714	$3,504,403	$2 585 391 (a)	($201 795)	$1 042 118	6%	2%
ROOFING	$1 558 246	$1 481 019	$2 117 112 (a)	$0	($558,866)	0%	0%
STOREFRONT & CURTAINWALL	$2 654 870	$3,242,800	$2,787,290 (a)	$0	($132 420)	0%	0%
AUDIO / VISUAL	$817 392	$1 060,689	$1,006,531 (a)	$0	($189,139)	0%	24%
FINISHES	$6 454 150	$9 218 809	$9 572 700	$825 101	($3 743 651)	12%	0%
OVERHEAD DOORS	$378 460	$599 252	$572 176 (a)	($19 315)	($174 401)	6%	0%
SIGNAGE	$510 000	$487 555	$328,721 (a)	$0	$181,279	0%	0%
SITE DEMOLITION 2	$138 834	$156,281	$149 940	$0	($11,106)	100%	0%
MILLWORK & CABINETS	$713,523	$1,249,024	$630 843 (a)	$0	($117,320)	4%	1%
FINAL SITEWORK	$1,912,162	$2,312,162	$2,477,218 (a)	$0	($565,056)	4%	0%
TOTALS	$84 537 289	$93 883 509	$88 740 945	$4 632 772	($8 836 428)	6%	6%

	ORIGINAL BUDGET (NOV 91)	CURRENT REVISED BUDGET
BID TO DATE	$84 537 289	$88 740 945
CHANGE ORDERS TO DATE (APPROVED)	$0	$4 632 772
CHANGE ORDERS TO DATE (PENDING)	$0	$1 770 683
TO BE AWARDED	$0	$0
PROJECT GENERAL CONDITIONS	$0	$520 000
DESIGN CONTINGENCY	$3 367,711	$0
BUILDING CONSTRUCTION COST	$87 905 000	$95 664 400
LAND COST	$30 170 000	$29 670 000
OTHER PROJECT COSTS	$23 590,000	$17 081 600 (c)
TOTAL PROGRAM BUDGET	$141 665 000	$142 416 000

FOOTNOTES

(a) Negotiated low bid

(b) Not Applicable

(c) Other Project Costs include such items as the Architect s Fee Project Contingency Furniture & Equipment Professional Testing Services City Administration and the Art Fund

(d) Includes Council action item

FILE. STANBUD WK1

REPORT UPDATED: 15-Oct-93

BOC

FLUOR DANIEL INC

BACKGROUND INFORMATION
PROPERTY TRANSACTIONS DEFERRED
FROM THE OCTOBER 25 COUNCIL AGENDA

PROJECT: **GWYNNE/LANIER STORM DRAIN**

OWNERS: **Bruce Justice et al** **Parcel 19**
W. Harry Justice et al **Parcel 21**

Background: Mr. Harry Justice appeared before Council on October 25 to speak against the construction of a storm drain system (pipe) along the property lines of his rental property located at 5353 Buena Vista Avenue and the rental property of his son (Bruce Justice) located at 5347 Buena Vista Avenue. Mr. Justice's comments included the following:

1. Complained about the previous installation of a sanitary sewer line and, in his opinion, poor quality of work. This sewer line was installed on Mr. Justice's property at 119 Shadow Lane.

2. Questioned the decision regarding the location of the proposed storm drain pipe.

Staff Response and Actions:

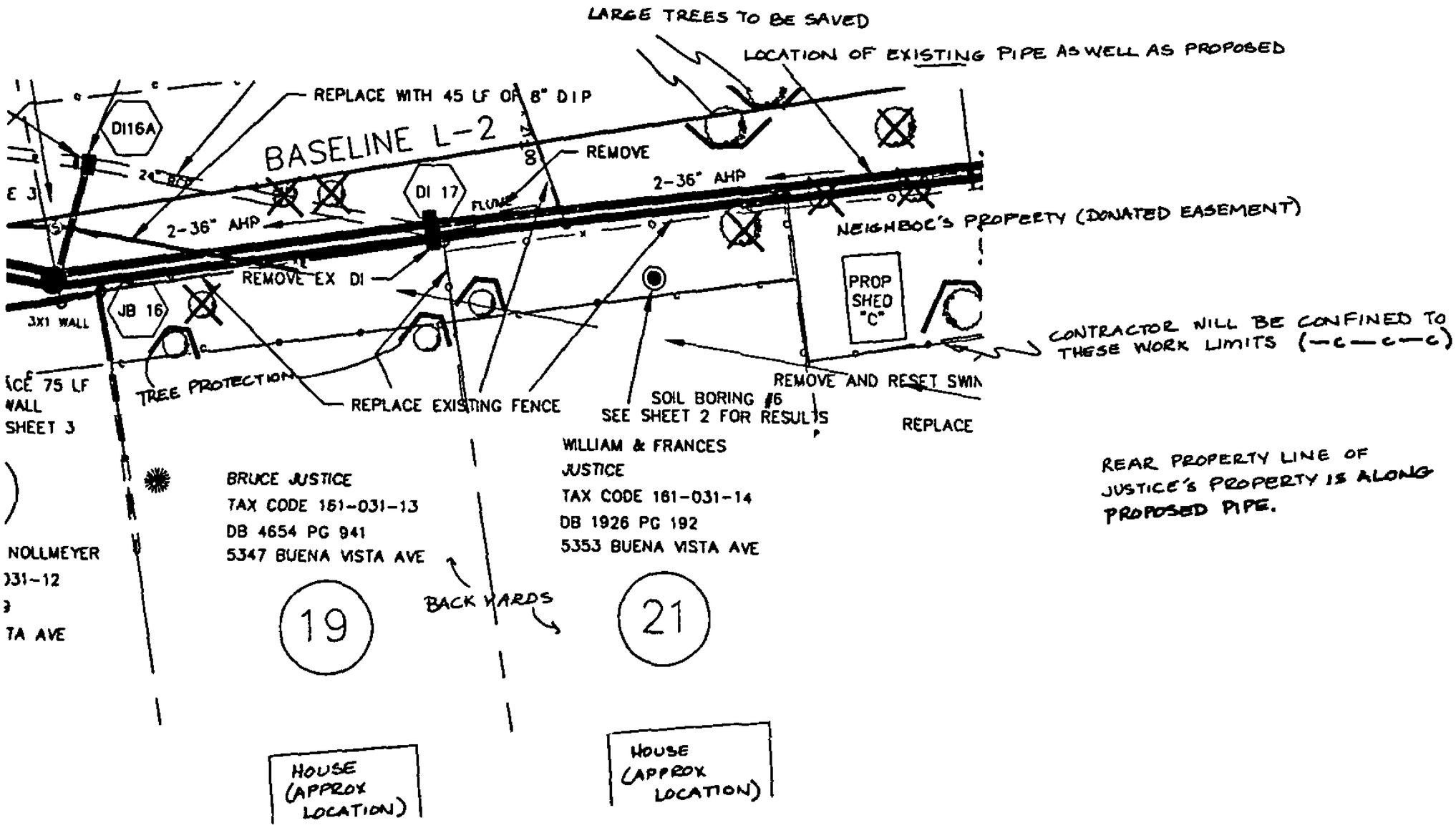
1. CMUD acknowledged additional work was needed on the sanitary sewer easement area. This work was completed on Monday, October 25, 1993. The CMUD foreman stated that Mr. Justice was pleased with the work performed but was aggrevated that the contractor did not do this work in the beginning.

2. The existing storm drainage system in this neighborhood has deteriorated significantly. Sinkholes have developed causing damage to the foundations of some homes. The location of the proposed pipe is consistent with the flow of the water in the area and is along the lowest point of the properties, the rear property lines. This location also attempts to save trees on the properties adjacent to the Justices' rear yards.

   These parcels owned by the Justices are located approximately mid-way the project.

The proposed system would be rendered ineffective, inefficient and would create major flooding downstream if construction is not permitted as designed. Staff has acquired access to the remaining parcels on this project.

GWYNNE/LANIER STORM DRAINAGE PROJECT - PARCELS 19 + 21 (JUSTICE PROPERTY)



REAR PROPERTY LINE OF JUSTICE'S PROPERTY IS ALONG PROPOSED PIPE.

CONSENT I AGENDA ITEM

Council Agenda: November 8, 1993

Project: Sewer Main Construction - FY 94 Contract D - Street Main Extensions

User Dept: CMUD

FUNDING: **Ctr:** Sewer Street Main Extension (633 79) **Fund·** Water/Sewer Cip (2071) **Balance of Funds:** $5,500,000

Description: This project consists of approximately 8,000+ linear feet of 8-inch sewer pipe, 40 four foot manholes, and various other appurtenances to be performed within rights-of-way of the North Carolina Department of Transportation and/or Charlotte Depatrment of Transportation and other public road rights-of-way or 15-foot sanitary sewer right-of-way acquired from individually owned properties with varying temporary construction easements throughout the City of Charlotte

Justification: Construction of these projects will extend sewer service to residences which have been determined to be public health hazards and/or to residences/businesses which have requested connection to the City's sewer system

Advertised: September 18, 1993 **Bids Rcvd:** October 12, 1993 **Bids Expire:** December 12, 1993

Summary of Bids:

Rea Brothers, Incorporated	Pineville, NC	$567,098 25
B R S , Incorporated	Richfield, NC	574,012 38
Dellinger, Incorporated	Monroe, NC	585,887 25
McDaniel Construction Company	Spindale, NC	590,540 75
W M Paris & Associates	Charlotte, NC	640,716 88

MWBE Status	Amount	% of Project	Proj Goals
MBE	$3,500 00	0 6%	6%
WBE	$20,500 00	3 6%	3%

Compliance Yes - The Utility Department has reviewed the Contractor's good faith efforts to meet the project goals and determined that he has complied with the requirements of the MWBE Program The Contractor has met and will exceed the project goal for WBE participation

Program Director Concur: Yes

Est. Cost: $598,290 50 **% Difference** 5 21% **$ Difference** $31,192 25

Consequences If Item Deferred: We would be unable to provide service within the six month period outlined in the extension policy

Recommend Award to Low Bidder: Yes - Rea Brothers, Incorporated

Submitted By: _____ **Approved:** _____

Contact & Phone If Questions Kathy Freeze - 391-5104

CONSENT I AGENDA ITEM

Council Agenda: November 8, 1993

Project: Water Main Construction - 16-Inch Water Main Along Davidson-Concord Road To Serve Pages Pond Subdivision (Phase II) **User Dept:** CMUD

FUNDING· Water/Sewer Construction Fund (7201) $143,495 available as of 19/29/93 (if $135,000 check comes, if not, CMUD will pull)

Description: This project consists of approximately 2493+ linear feet of 16-inch water main, 120+ linear feet of 6-inch water main, 1 fire hydrant and various other appurtenances to be performed within the right of way of Davidson-Concord Road

Justification. Construction of this project will extend water service to the Pages Pond Subdivision located along Davidson-Concord Road The 5-year reimbursable contract is with the Davidson Land Company (effective date of contract January 11, 1993)

Advertised: September 25, 1993 **Bids Rcvd** October 19, 1993 **Bids Expire:** November 19, 1993

Summary of Bids.

McDaniel Construction Contractors	Spindale, NC	$129,403.50
Sanders Brothers, Inc	Charlotte, NC	$133,937.58
Hickory Sand Company	Hickory, NC	$140,678 69
Propst Construction	Concord, NC	$141,645.21
RDR, Inc	Stanfield, NC	$162,138 80
Dellinger, Inc	Monroe, NC	$162,204 12
W M Paris & Associates	Charlotte, NC	$171,807 00
Rea Brothers, Inc	Pineville, NC	$175,916 62
State Utility Contractors	Monroe, NC	$195,499.72

MWBE Status	WBE PRIME CONTRACTOR Amount	% of Project	Proj Goals
MBE	$0	0%	5%
WBE	$129,403.50	100%	3%

Compliance· Yes - The Utility Department has reviewed the Contractor's good faith efforts to meet the project goals and determined that she has complied with the requirements of the MWBE Program **The Contractor has met and will exceed the project goal for WBE participation.**

Program Director Concur. Yes

Est. Cost: $131,918 28 **% Difference** 1 9% **$ Difference** $2,514.78

Consequences If Item Deferred: We would be unable to provide service within the time frame requested by the Applicant, Davidson Land Company

Recommend Award to Low Bidder. Yes - McDaniel Construction Contractors, Inc

Submitted By: _____ **Approved:**_____

Contact & Phone If Questions: Kathy Freeze - 391-5104

CONSENT I AGENDA ITEM

Council Agenda· November 8, 1993

Project Freemont Street Pump Station Elimination **User Dept.** CMUD

FUNDING· Water/Sewer CIP - Pump Station Elimination Program **Fund: 2071**
Ctr 633 60 **Balance of Funds·** $1,071,160 82

Description: This project consists of approximately 1500+ linear feet of 8-inch sanitary sewer trunk main and all additional work required to eliminate an existing sanitary sewer pumping station located on Freemont Street in the Town of Matthews

Justification· This project provides for the elimination of sewer lift stations when they can be replaced by gravity sewer trunk lines This project eliminates the potential of pollution problems when lift stations fail to operate properly and the high cost of operating and maintaining them

Advertised. September 25, 1993 **Bids Rcvd** October 19, 1993 **Bids Expire·** December 19, 1993

Summary of Bids:

Rea Brothers, Incorporated	Pineville, NC	$94,884 82
McDaniel Construction Contractors	Spindale, NC	95,267.69
Dellinger, Incorporated	Monroe, NC	108,289 82
B R S., Incorporated	Richfield, NC	112,603 86
7 Star Construction Company	Rock Hill, SC	113,396 46
W M Paris & Associates	Charlotte, NC	143,374 45

MWBE Status	Amount	% of Project	Proj Goals
MBE	$0	0	3%
WBE	$2,500 00	2 6%	4%

Compliance: Yes - The Utility Department has reviewed the Contractor's good faith efforts to meet the project goals and determined that he has complied with the requirements of the MWBE Program

Program Director Concur: Yes

Est. Cost: $101,785 70 **% Difference** 6.8% **$ Difference** $6,900 88

Consequences If Item Deferred: Bids will be valid until December 19, 1993

Recommend Award to Low Bidder: Yes - Rea Brothers, Incorporated

Submitted By: _____ **Approved:**_____

Contact & Phone If Questions: Kathy Freeze - 391-5104

CONSENT I AGENDA ITEM

Council Agenda: 8 November, 1993

Project. Storm Water Maintenance FY-94 C **User Dept·** Public Facilities & Engineering

FUNDING: Storm Water Capital Project Fund (Storm Water Maintenance - Storm Water Fees) - $1,481,347

Balance of Funds: $1,481,347 as of 8 October, 1993

Description Contract to provide storm water repairs on various projects identified by the Storm Water Division. This is the third of three formal contracts of this type that will be let this fiscal year.

Justification· This contract will be used to provide maintenance and construction capabilities on a project by project basis

Advertised: 6 September, 1993 **Bids Rcvd:** 10 October, 1993
Bids Expire. 9 December, 1993

Summary of Bids·		
	Blythe Development	210,850 00
	Propst Const Co	224,440 00
	United Const Co	225,530 00
	Sherrill & Assoc Const Co	249,432 50

MWBE Status	**Amount**	**% of Project**	**Proj Goals**
MBE	$0	%0	%6
WBE	$0	%0	%3

Compliance: Contractor has complied with M/WBE Program provision which allows performance of all work with contractor's own forces

Program Director Concur: YES

Est. Cost: $212,000 **% Difference** 1% under **$ Difference·** $2,850

Consequences If Item Deferred: Award will be delayed

Recommend Award to Low Bidder: Yes

Submitted By _____
Clark D Readling, City Engineer

Contact & Phone If Questions D F. Hoover, Assistant Contract Officer, 336-3634

ENGBID2.118

CONSENT I AGENDA ITEM

Council Agenda· NOVEMBER 08, 1993

Project. REID PARK NEIGHBORHOOD REINVESTMENT
User Dept: PUBLIC FACILITIES AND ENGINEERING

FUNDING· Ctr: General Capital Improvement Fund (Neighborhood Reinvestment - Pay-As-You-Go) - $5,606,657

Description· This project will provide new storm drainage and curb and gutter on Reid and Ross Avenues in Reid Park Neighborhood

Justification: In FY90 City Council approved the Neighborhood Reinvestment Program which was merged with the Small Area Plan in FY92 This program provides for new or reconstructed infrastructure in areas where sub-standard or no infrastructure exists

Advertised: September 12, 1993
Bids Rcvd: October, 14, 1993 **Bids Expire:** December 13, 1993

Summary of Bids:

UNITED CONSTRUCTION	$307,290 50
SHAW GROUP, LTD	$311,954 72
SHERRILL & ASSOCIATES	$354,165 96
SHOWALTER CONSTRUCTION	$374,000 00
BLYTHE DEVELOPMENT CO	$378,504 78
PROPST CONSTRUCTION CO	$382,430 46
FEREBEE CORP	$382,832 67
CROWDER CONSTRUCTION	$448,958 24

MWBE Status.	Amount	% of Project	Proj Goals
MBE	307,290 50	100%	6%
WBE	0	0	4%

Compliance: Contractor has complied with M/WBE Program provisions which allows performance of all work with contractor's own forces **The low bidder is a certified MBE.**

Program Director Concur: Yes

Est. Cost: $316,000 **% Difference** 3% **$ Difference** $8490

Consequences If Item Deferred: DELAY IN AWARD
Recommend Award to Low Bidder· Yes

Submitted By· _____
C.D. READLING, City Engineer

Contact & Phone If Questions Tom Campbell, 336-3617

ENGBID1 118

CONSENT I AGENDA ITEM

Council Agenda: 08 November, 1993

Project· Barringer - Clanton Intersection Improvement / Blandwood Storm Drain Repair

User Dept. Public Facilities and Engineering

FUNDING. General Capital Improvement Fund (Minor Roadway Improvements - Street Bonds) - $1,550,000 and Storm Water Capital Project Fund (Repairs - Storm Water Fees) - $1,098,000.

FUNDING. Ctr. Blandwood SDRP 358 00 **Fund:** 27 01 **Obj. Code** 35240
Balance of Funds: $1,098,000 as of 17 Sept 1993

Description: This contract contains two projects that are adjacent to each other The Barringer - Clanton Intersection Improvement project will add a northbound right-turn only lane along Barrringer Dr , and a second eastbound through-lane along Clanton Road. The Blandwood Storm Drain Repair project consists of drainage, concrete curb and gutter, asphalt paving and traffic control

Justification. The Barringer - Clanton Intersection Improvement project was identified and prioritized by CDOT as part of the Minor Intersection Improvement program which was approved by City Council in FY84 This program provides "quick fix" improvements to aid in traffic flow and air quality until more permanent solutions such as major road widening can be implemented

In February 1991 the City began receiving complaints about a large pipe failure at 3715 Blandwood Dr It was determined upon further investigation by the City that the entire existing pipe system has deteriorated due to age and insufficient capacity The project was ranked as a "high-priority" by the City's Storm Drain Services Division because of its severity

Construction of the two projects at the same time will reduce disruption to the neighborhood, allow for coordination of traffic control and result in a cost savings by avoiding additional mobilization to the site

Advertised· 26 September, 1993 **Bids Rcvd:** 14 October, 1993

Bids Expire: 13 December, 1993

Summary of Bids:

Ferebee Corporation	$489,749.86
Blythe Development	$491,081.86
Sherrill & Associates	$572,747 18
Crowder Construction	$607,323 41
Dellinger, Inc	$784,375 20

MWBE Status:	Amount	% of Project	Proj Goals
MBE	$17,000.00	4%	6%
WBE	$ 3,000 00	1%	4%

Compliance: Yes

Program Director Concur. Yes

Est. Cost: $480,000 % Difference: 1% $ Difference $9,749.86

Consequences If Item Deferred Delay in award

Recommend Award to Low Bidder· Yes

Submitted By _____
Clark D Readling, City Engineer

Contact & Phone If Questions: Gary J King, Contracts Estimator 336-2047

ENGBID3 118

CONSENT I AGENDA ITEM

Council Agenda: 11/8/93

Project: Construction Equip **User Dept:** Various PURCHASING

FUNDING: Ctr: Fund Obj Code Balance of Funds:

Description· One (1) Class 5 backhoe, Five (5) portable air compressors

Justification. Equipment needed to replace worn, high maintenance, low reliability existing equipment The backhoe bid is one of only two vendors who make this size, the other vendor did not bid The air compressors are the low bid meeting specs

Advertised· 9/22/93 **Bids Rcvd.** 10/14/93 **Bids Expire.** 12/14/93

Summary of Bids:

Carolina Tractor (Backhoe)	Charlotte, NC	$71,338
Mercer (Air compressor)	Charlotte, NC	$53,620
Prime Equip (Air compressor)	Charlotte, NC	$56,740
Mitchell Dist (Air compressor)	Charlotte, NC	$63,250
Hertz Equip (Air compressor)	Charlotte, NC	$72,410

MWBE Status	**Amount**	**% of Project**	**Proj Goals**
MBE			5%
WBE			3%

Compliance· Yes No known MWBE vendors for this equipment

Program Director Concur: Yes

Est. Cost: % Difference $ Difference $
Consequences If Item Deferred Old high maintenance, low reliability equipment will continue to be used and repaired.

Recommend Award to Low Bidder: Yes Lowest <u>responsible</u> bidder.

Submitted By: _____ **Approved** _____
Gregory K. Spearman

Contact & Phone If Questions· J F Stallings, phone 336-5667

CONSENT II AGENDA ITEM

Council Agenda: November 8, 1993

Project: Charlotte Mecklenburg Government Center - Fire Alarm System Installation **User Dept:** Public Facilities & Engineering

FUNDING: Ctr: General Capital Improvement Fund (Building Improvements Pay-As-You-Go) - $966,957

Description: Replacement of the existing system with a new system manufactured by a single manufacture with matching component parts.

Justification: Existing alarm system was installed using different manufacturer components that fail to connect at critical times thus causing frequent false alarms. The Americans with Disabilities Act (ADA) requires significant changes to the system so disabled persons can detect when an alarm is activated.

Advertised: 8/11/93 **Bids Rcvd:** 9/14/93 **Bids Expire:** 11/30/93

Summary of Bids:	Total Contract Amount
Simplex Time Recorder Co.	$107,212.35
Fire Safety Equipment Inc	137,600 00
Johnson Controls, Inc.	147,113.00

MWBE Status:	**Amount**	**% of Project**	**Proj Goals**
MBE	$0	0%	3%
WBE	$0	0%	2%

Compliance: The Public Facilities and Engineering Department has reviewed contractor's good faith efforts to meet project goals and finds the contractor has complied with the requirements and intent of the M/WBE Program.

Program Director Concur: YES

Est. Cost: $99,400 **% Difference** 7.3% **$ Difference:** $7,812.00
Consequences If Item Deferred: Project will be delayed.
Recommend Award to Low Bidder: Yes

Submitted By. _____
C. D Readling, City Engineer

Contact & Phone If Questions: Lucia P. Brown, Ext. 3287

SEE ATTACHED ADDITIONAL INFORMATION SHEET

Background:

- The existing fire alarm system, installed during facility construction in 1987, is a mixture of different components which have caused circuit overloads and equipment failures over time.

- Continuous system problems (i.e. false alarms, zone modulator and smoke detector failures, blown speaker) have increased during the past year causing both safety problems and work disruption.

- The proposed system is cost effective, single manufactured component system meeting current industry standards and will provide a safe and non-interrupted work environment.

ENGBID4 118

CENTRAL DISTRICT PLAN REZONING DECISIONS - PART III

NOVEMBER 8, 1993 COUNCIL AGENDA

Decisions need to be made as follows

11 #93-67

Area B - I-2 to B 2
Protest sufficient to invoke the 3/4 rule

Zoning Committee recommends approval with the exception of the following sites ICCA, Accent Glass, South Boulevard Business Park, Public Storage, National Store-All and Mini-Storage which should remain zoned I-2 Staff recommends that all be rezoned to B-2 with the exception of the ICCA property, which should be I-1

Area C - R-22MF to R-5
Protest sufficient to invoke the 3/4 rule

Zoning Committee recommends approval, staff agrees

Area D-1 - I-2 to I-1
Protest sufficient to invoke the 3/4 rule

Zoning Committee recommends approval, staff agrees

Area D-2 I 2 to I-1
Protest sufficient to invoke the 3/4 rule

Zoning Committee recommends denial, remain I-2, staff recommends I 1

Area D-3 I 2 to I-1

Zoning Committee recommends approval, staff agrees

Ord #
#3737
B 15
p. 22

12 #93-78 B-2 to B-1, AND B-2 to O-2, along Kings Drive

Zoning Committee recommends approval staff agrees

Ord. #5 #3738 B 45 p. 26

Patt 1st Man 3rd Com No-Carried

13 #93-93 R-22MF to Institutional

Zoning Committee recommends approval, staff agrees

Patt 3rd Com Sudet. Clad 1st Rec Deny No Reid

14 #93-94 I-1 & I-2 to B-2
Protest petition filed, but not sufficient

Zoning Committee recommends approval, staff agrees

Ord. #6 #3739 B 45 p. 28

Patt 1st Man App Reid, Car

15 #93-95 Area A - R-22MF to R-8, Area B - R-22MF to R-5

Zoning Committee recommends approval, staff agrees, one motion

Ord. #7 #3740 B 41 p 31

Man 1st Mas 2nd App Zon REC A+B unan

16 #93-96 Area A - R-22MF & I-2 to R-5, Area B - R-22MF to R-5

Zoning Committee recommends approval, staff agrees, one motion

Ord. #8 #3741 B 45 p 34

Man 1st Patt 2nd Rec. A+B unan.

(left & right areas)

17 #93-97 Area A - I-1 to R-8MF, Area B - B-1 to R-22MF, Area C-1, C-2, & C-4 - B-1 to R-8

Zoning Committee recommends approval, staff agrees, one motion

Patt 1st Scar Rec A unan. 2d Mas. all B unan. 1st Patt 2nd Scar app C-1 + C-2 unan. 1st Scar 2nd Patt C-4 app. unan.

#3742 B 45 p 37 A - Ord. #9

#3743 B 45 p 410 B - Ord #10

#3744 B 45 p 43 C-1 + C-2 Ord. #11

#3745 B 45 p 44 C-4 Ord. #12

Area C-3 - B-1 to R-8
Protest sufficient to invoke the 3/4 rule

Zoning Committee recommends approval excluding the three lots on the corner of State Street and Tuckaseegee Road, staff agrees, one motion

Chod Rec. Mot. Ham App excluding the 3 lots - Com | Reid w/he 8-3 FAILS

18 #93-98 Area A - R-22MF to R-5, Area B - R-22MF & O-2 to R 5, Area C - R-22MF to R-8

Zoning Committee recommends approval, staff agrees, one motion

Ord. #13 #3746 B-45 p-49

Mar | App. A+B Patt unan.

19 #93-99 Area A - R-22MF to R-5, R-22MF to R-8, & I-1 to R-8, Area B - O 2 to R 8, O-2 to R-5, & O-2 to R-8MF

Zoning Committee recommends approval, staff agrees, one motion

Ord. #14 #3747 B-45 p-52

Patt | w/he A+B unan.

20 #93-100 Area A - R-22MF, B 2 & I-1 to R-8, Area B - I-1 to R-22MF

Zoning Committee recommends approval, staff agrees

Mar | Reid Defer to 11/22 unan.

21 #93-101 Area A - R-22MF to R-8, Area B - R-22MF to R 8, Area C - I-2 to R-5
Protest submitted for Area C, but not sufficient

Zoning Committee recommends approval with the exception of several B-1 zoned properties in Area A located along Old Statesville Avenue and Statesville Avenue south of Norris Avenue and one I-1 zoned lot in Area C located next to the fire station at the corner of Moretz Avenue and Grimes Street, staff does not disagree

Mar | Dean A unan | w/he B Ham unan. | w/he C Rec. Com Ham App. for unan

A - Ord. # 15 #3748 B-45 p-65
B - Ord # 16 #3749 B-45 p-58
C - Ord # 17 #3750 B-45 p-61

22 #93-102 A+B Area A - R-22MF to R-8, Area B - B-2 & R-22MF to R-8 Ord. #18 13751-2 B-45 p. 64

Zoning Committee recommends approval, staff agrees, one motion

Patt | Whe A+B Zon Rec unan

23 #93-103 A+B Area A - B-2 to B-1, Area B - I-2 to B-1 Ord. #19 #3752 B-45 p 67

Zoning Committee recommends approval, staff agrees, one motion

Patt | Ham Zon. Rec unan

24 #93-104 A+B Area A - O-2 to R-5, Area B - O-2 to R-8 Ord. #20 #3753 B-45 p 70

Zoning Committee recommends approval, staff agrees, one motion

Patt | Whe A+B Rec. Zon app unan.

25 #93-105 Area A - I-1 to B-2, Area B - B-1 to R-5, Area C - I-1 to B-2 Ord. #21 #3754 B-45 p-73

Zoning Committee recommends approval, staff agrees, one motion (Zoning Committee considered Area B separately and voted for approval 4-2)

Ham A, B+C Com Reid 4-2

Sc

No

26 #93-106 A Area A - O-2 to R-17MF Ord. #22 #3755-2 B-45 p-76

Zoning Committee recommends approval, staff agrees, one motion

Patt | Whe Zon Com Rec. No Com, Reid

Area B - B-1 to R 12MF
Protest sufficient to invoke the 3/4 rule

Zoning Committee recommends denial, staff disagrees and supports the adopted Central District Plan which recommends R-12MF, one motion to approve or deny

Com Patt Deny, ~~No~~ Man

27 #93-107 O-2 to R-4

Zoning Committee recommends approval, staff agrees

Ord. # 23
3756-2
B 45
p 79

Pat Parker

Cbd
app
rec.
unan.

CONSENT I AGENDA ITEM

Council Agenda· November 8, 1993

Project· Sewer Main Construction - FY 94 Contract D - Street Main Extensions

User Dept: CMUD

FUNDING: Ctr: Sewer Street Main Extension (633 79) **Fund:** Water/Sewer Cip (2071) **Balance of Funds·** $5,500,000

Description. This project consists of approximately 8,000+ linear feet of 8 inch sewer pipe, 40 four foot manholes, and various other appurtenances to be performed within rights-of-way of the North Carolina Department of Transportation and/or Charlotte Depatrment of Transportation and other public road rights-of-way or 15-foot sanitary sewer right-of-way acquired from individually owned properties with varying temporary construction easements throughout the City of Charlotte

Justification: Construction of these projects will extend sewer service to residences which have been determined to be public health hazards and/or to residences/businesses which have requested connection to the City's sewer system

Advertised: September 18, 1993 **Bids Rcvd:** October 12, 1993 **Bids Expire** December 12, 1993

Summary of Bids:

Rea Brothers, Incorporated	Pineville, NC	$567,098 25
B R S , Incorporated	Richfield, NC	574,012 38
Dellinger, Incorporated	Monroe, NC	585,887 25
McDaniel Construction Company	Spindale, NC	590,540 75
W M Paris & Associates	Charlotte, NC	640,716 88

MWBE Status	Amount	% of Project	Proj Goals
MBE	$3,500 00	0 6%	6%
WBE	$20,500 00	3 6%	3%

Compliance· Yes - The Utility Department has reviewed the Contractor's good faith efforts to meet the project goals and determined that he has complied with the requirements of the MWBE Program The Contractor has met and will exceed the project goal for WBE participation

Program Director Concur: Yes

Est. Cost: $598,290 50 **% Difference** 5 21% **$ Difference** $31,192 25

Consequences If Item Deferred: We would be unable to provide service within the six month period outlined in the extension policy

Recommend Award to Low Bidder: Yes - Rea Brothers, Incorporated

Submitted By. _____ **Approved:**_____

Contact & Phone If Questions: Kathy Freeze - 391-5104

CONSENT I AGENDA ITEM

Council Agenda: November 8, 1993

Project: Water Main Construction - 16-Inch Water Main Along Davidson-Concord Road To Serve Pages Pond Subdivision (Phase II) **User Dept:** CMUD

FUNDING Water/Sewer Construction Fund (7201) $143,495 available as of 19/29/93 (if $135,000 check comes, if not, CMUD will pull)

Description: This project consists of approximately 2493+ linear feet of 16-inch water main, 120+ linear feet of 6-inch water main, 1 fire hydrant and various other appurtenances to be performed within the right of way of Davidson-Concord Road.

Justification· Construction of this project will extend water service to the Pages Pond Subdivision located along Davidson-Concord Road The 5-year reimbursable contract is with the Davidson Land Company (effective date of contract· January 11, 1993)

Advertised· September 25, 1993 **Bids Rcvd:** October 19, 1993 **Bids Expire:** November 19, 1993

Summary of Bids·

McDaniel Construction Contractors	Spindale, NC	$129,403 50
Sanders Brothers, Inc	Charlotte, NC	$133,937 58
Hickory Sand Company	Hickory, NC	$140,678 69
Propst Construction	Concord, NC	$141,645.21
RDR, Inc	Stanfield, NC	$162,138.80
Dellinger, Inc	Monroe, NC	$162,204.12
W M Paris & Associates	Charlotte, NC	$171,807 00
Rea Brothers, Inc	Pineville, NC	$175,916.62
State Utility Contractors	Monroe, NC	$195,499.72

MWBE Status. WBE PRIME CONTRACTOR

	Amount	% of Project	Proj Goals
MBE	$0	0%	5%
WBE	$129,403 50	100%	3%

Compliance· Yes - The Utility Department has reviewed the Contractor's good faith efforts to meet the project goals and determined that she has complied with the requirements of the MWBE Program **The Contractor has met and will exceed the project goal for WBE participation.**

Program Director Concur. Yes

Est. Cost: $131,918 28 **% Difference** 1 9% **$ Difference** $2,514.78

Consequences If Item Deferred: We would be unable to provide service within the time frame requested by the Applicant, Davidson Land Company

Recommend Award to Low Bidder: Yes - McDaniel Construction Contractors, Inc.

Submitted By: _____ **Approved:**_____

Contact & Phone If Questions Kathy Freeze - 391-5104

CONSENT I AGENDA ITEM

Council Agenda. November 8, 1993

Project· Freemont Street Pump Station Elimination **User Dept:** CMUD

FUNDING: Water/Sewer CIP - Pump Station Elimination Program **Fund: 2071**
Ctr 633 60 **Balance of Funds** $1,071,160 82

Description. This project consists of approximately 1500+ linear feet of 8-inch sanitary sewer trunk main and all additional work required to eliminate an existing sanitary sewer pumping station located on Freemont Street in the Town of Matthews

Justification: This project provides for the elimination of sewer lift stations when they can be replaced by gravity sewer trunk lines This project eliminates the potential of pollution problems when lift stations fail to operate properly and the high cost of operating and maintaining them

Advertised· September 25, 1993 **Bids Rcvd·** October 19, 1993 **Bids Expire** December 19, 1993

Summary of Bids.

Rea Brothers, Incorporated	Pineville, NC	$94,884.82
McDaniel Construction Contractors	Spindale, NC	95,267 69
Dellinger, Incorporated	Monroe, NC	108,289 82
B R S., Incorporated	Richfield, NC	112,603 86
7 Star Construction Company	Rock Hill, SC	113,396 46
W M Paris & Associates	Charlotte, NC	143,374 45

MWBE Status	Amount	% of Project	Proj Goals
MBE	$0	0	3%
WBE	$2,500 00	2 6%	4%

Compliance Yes - The Utility Department has reviewed the Contractor's good faith efforts to meet the project goals and determined that he has complied with the requirements of the MWBE Program

Program Director Concur· Yes

Est. Cost: $101,785 70 **% Difference** 6 8% **$ Difference** $6,900 88

Consequences If Item Deferred: Bids will be valid until December 19, 1993.

Recommend Award to Low Bidder: Yes - Rea Brothers, Incorporated

Submitted By: _____ **Approved:** _____

Contact & Phone If Questions: Kathy Freeze - 391-5104

CONSENT I AGENDA ITEM

Council Agenda: 8 November, 1993

Project: Storm Water Maintenance FY-94 C **User Dept:** Public Facilities & Engineering

FUNDING: Storm Water Capital Project Fund (Storm Water Maintenance - Storm Water Fees) - $1,481,347

Balance of Funds: $1,481,347 as of 8 October, 1993

Description Contract to provide storm water repairs on various projects identified by the Storm Water Division. This is the third of three formal contracts of this type that will be let this fiscal year.

Justification This contract will be used to provide maintenance and construction capabilities on a project by project basis

Advertised: 6 September, 1993 **Bids Rcvd:** 10 October, 1993
Bids Expire: 9 December, 1993

Summary of Bids		
	Blythe Development	210,850.00
	Propst Const Co.	224,440 00
	United Const Co	225,530 00
	Sherrill & Assoc Const Co	249,432 50

MWBE Status	**Amount**	**% of Project**	**Proj Goals**
MBE	$0	%0	%6
WBE	$0	%0	%3

Compliance: Contractor has complied with M/WBE Program provision which allows performance of all work with contractor's own forces

Program Director Concur: YES

Est. Cost $212,000 **% Difference** 1% under **$ Difference** $2,850

Consequences If Item Deferred: Award will be delayed

Recommend Award to Low Bidder: Yes

Submitted By _____
Clark D Readling, City Engineer

Contact & Phone If Questions D F Hoover, Assistant Contract Officer, 336-3634.

ENGBID2 118

CONSENT I AGENDA ITEM

Council Agenda· NOVEMBER 08, 1993

Project. REID PARK NEIGHBORHOOD REINVESTMENT
User Dept· PUBLIC FACILITIES AND ENGINEERING

FUNDING· Ctr: General Capital Improvement Fund (Neighborhood Reinvestment - Pay-As-You-Go) - $5,606,657

Description: This project will provide new storm drainage and curb and gutter on Reid and Ross Avenues in Reid Park Neighborhood.

Justification: In FY90 City Council approved the Neighborhood Reinvestment Program which was merged with the Small Area Plan in FY92 This program provides for new or reconstructed infrastructure in areas where sub-standard or no infrastructure exists

Advertised: September 12, 1993
Bids Rcvd October, 14, 1993 **Bids Expire:** December 13, 1993

Summary of Bids:

UNITED CONSTRUCTION	$307,290 50
SHAW GROUP, LTD	$311,954 72
SHERRILL & ASSOCIATES	$354,165 96
SHOWALTER CONSTRUCTION	$374,000 00
BLYTHE DEVELOPMENT CO	$378,504 78
PROPST CONSTRUCTION CO	$382,430 46
FEREBEE CORP	$382,832 67
CROWDER CONSTRUCTION	$448,958 24

MWBE Status	Amount	% of Project	Proj Goals
MBE	307,290 50	100%	6%
WBE	0	0	4%

Compliance: Contractor has complied with M/WBE Program provisions which allows performance of all work with contractor's own forces **The low bidder is a certified MBE.**

Program Director Concur. Yes

Est. Cost $316,000 **% Difference** 3% **$ Difference·** $8490

Consequences If Item Deferred· DELAY IN AWARD
Recommend Award to Low Bidder. Yes

Submitted By: _____
C.D. READLING, City Engineer

Contact & Phone If Questions Tom Campbell, 336-3617

ENGBID1 118

CONSENT I AGENDA ITEM

Council Agenda· 08 November, 1993

Project: Barringer - Clanton Intersection Improvement / Blandwood Storm Drain Repair

User Dept: Public Facilities and Engineering

FUNDING: General Capital Improvement Fund (Minor Roadway Improvements - Street Bonds) - $1,550,000 and Storm Water Capital Project Fund (Repairs - Storm Water Fees) - $1,098,000.

FUNDING: Ctr· Blandwood SDRP 358.00 **Fund:** 27 01 **Obj. Code** 35240
Balance of Funds: $1,098,000 as of 17 Sept 1993

Description: This contract contains two projects that are adjacent to each other The Barringer - Clanton Intersection Improvement project will add a northbound right-turn only lane along Barrringer Dr , and a second eastbound through-lane along Clanton Road The Blandwood Storm Drain Repair project consists of drainage, concrete curb and gutter, asphalt paving and traffic control

Justification. The Barringer - Clanton Intersection Improvement project was identified and prioritized by CDOT as part of the Minor Intersection Improvement program which was approved by City Council in FY84 This program provides "quick fix" improvements to aid in traffic flow and air quality until more permanent solutions such as major road widening can be implemented

In February 1991 the City began receiving complaints about a large pipe failure at 3715 Blandwood Dr It was determined upon further investigation by the City that the entire existing pipe system has deteriorated due to age and insufficient capacity The project was ranked as a "high-priority" by the City's Storm Drain Services Division because of its severity

Construction of the two projects at the same time will reduce disruption to the neighborhood, allow for coordination of traffic control and result in a cost savings by avoiding additional mobilization to the site

Advertised: 26 September, 1993 **Bids Rcvd:** 14 October, 1993

Bids Expire. 13 December, 1993

Summary of Bids:	Ferebee Corporation	$489,749 86
	Blythe Development	$491,081 86
	Sherrill & Associates	$572,747 18
	Crowder Construction	$607,323.41
	Dellinger, Inc.	$784,375 20

MWBE Status	Amount	% of Project	Proj Goals
MBE	$17,000.00	4%	6%
WBE	$ 3,000 00	1%	4%

Compliance: Yes

Program Director Concur: Yes

Est. Cost $480,000 **% Difference:** 1% **$ Difference** $9,749.86

Consequences If Item Deferred: Delay in award

Recommend Award to Low Bidder: Yes

Submitted By _____
Clark D Readling, City Engineer

Contact & Phone If Questions Gary J King, Contracts Estimator 336-2047

ENGBID3.118

CONSENT I AGENDA ITEM

Council Agenda: 11/8/93

Project: Construction Equip **User Dept:** Various PURCHASING

FUNDING: Ctr· Fund: Obj. Code: Balance of Funds:

Description· One (1) Class 5 backhoe, Five (5) portable air compressors

Justification· Equipment needed to replace worn, high maintenance, low reliability existing equipment The backhoe bid is one of only two vendors who make this size, the other vendor did not bid The air compressors are the low bid meeting specs

Advertised: 9/22/93 **Bids Rcvd:** 10/14/93 **Bids Expire:** 12/14/93

Summary of Bids·

Carolina Tractor (Backhoe)	Charlotte, NC	$71,338
Mercer (Air compressor)	Charlotte, NC	$53,620
Prime Equip (Air compressor)	Charlotte, NC	$56,740
Mitchell Dist (Air compressor)	Charlotte, NC	$63,250
Hertz Equip (Air compressor)	Charlotte, NC	$72,410

MWBE Status	Amount	% of Project	Proj Goals
MBE			5%
WBE			3%

Compliance Yes No known MWBE vendors for this equipment.

Program Director Concur: Yes

Est. Cost: % Difference $ Difference: $
Consequences If Item Deferred Old high maintenance, low reliability equipment will continue to be used and repaired.

Recommend Award to Low Bidder Yes Lowest <u>responsible</u> bidder

Submitted By: _____ **Approved·**_____
Gregory K. Spearman

Contact & Phone If Questions: J F Stallings, phone 336-5667

CONSENT II AGENDA ITEM

Council Agenda: November 8, 1993

Project: Charlotte Mecklenburg Government Center - Fire Alarm System Installation **User Dept:** Public Facilities & Engineering

FUNDING: Ctr: General Capital Improvement Fund (Building Improvements Pay-As-You-Go) - $966,957.

Description: Replacement of the existing system with a new system manufactured by a single manufacture with matching component parts.

Justification: Existing alarm system was installed using different manufacturer components that fail to connect at critical times thus causing frequent false alarms The Americans with Disabilities Act (ADA) requires significant changes to the system so disabled persons can detect when an alarm is activated.

Advertised: 8/11/93 **Bids Rcvd:** 9/14/93 **Bids Expire:** 11/30/93

Summary of Bids:	Total Contract Amount
Simplex Time Recorder Co	$107,212 35
Fire Safety Equipment Inc	137,600.00
Johnson Controls, Inc.	147,113.00

MWBE Status·	**Amount**	**% of Project**	**Proj Goals**
MBE	$0	0%	3%
WBE	$0	0%	2%

Compliance: The Public Facilities and Engineering Department has reviewed contractor's good faith efforts to meet project goals and finds the contractor has complied with the requirements and intent of the M/WBE Program.

Program Director Concur: YES

Est. Cost: $99,400 **% Difference** 7 3% **$ Difference:** $7,812 00
Consequences If Item Deferred: Project will be delayed
Recommend Award to Low Bidder: Yes

Submitted By: _____
C. D. Readling, City Engineer

Contact & Phone If Questions: Lucia P. Brown, Ext. 3287

SEE ATTACHED ADDITIONAL INFORMATION SHEET

Background:

- The existing fire alarm system, installed during facility construction in 1987, is a mixture of different components which have caused circuit overloads and equipment failures over time.

- Continuous system problems (i.e. false alarms, zone modulator and smoke detector failures, blown speaker) have increased during the past year causing both safety problems and work disruption.

- The proposed system is cost effective, single manufactured component system meeting current industry standards and will provide a safe and non-interrupted work environment.

REQUEST FOR IMPROVED TRAFFIC MOVEMENT AT ALBEMARLE ROAD AND DWIGHTWARE BOULEVARD

Both the owners of commercial property along the south side of Albemarle Road and the residential neighborhood along and in the vicinity of Dwightware Boulevard jointly request the Charlotte City Council to consider some method of improving the traffic movement at the intersection of Albemarle Road and Dwightware Boulevard. This request is predicated on the following reasons·

1. Upon the widening of Albemarle Road, the recently completed shopping center on the north side received preferential treatment in relation to traffic circulation at the expense of longer and more well established property interests in the vicinity. For example, Dwightware Boulevard, serving a substantial residential area, has been in existence for many years and had always had free movement access to Albemarle Road. Additionally, the owners of commercial property along the south side, were almost totally ignored in their need for convenient and adequate access.

2. Property owners fronting on the south side of Albemarle Road were told as part of the right-of-way negotiation process that they would have a signal installed at Dwightware Boulevard and would not have any restrictions placed on the movement of traffic at that location.

3. A traffic control mechanism has been installed at the Albemarle/Dwightware Intersection which permits left turns into the shopping center and left turns into Dwightware Boulevard from the west. Otherwise, there can be no crossing or left turn movements at that location. This does not recognize the need for westbound movements out of Dwightware Boulevard, nor does it provide for any westbound activity from the commercial property even though that property may have driveway access to Dwightware.

4. While it is recognized that a median control of traffic in mid block must occur, it is requested that consideration be given to a more flexible movement of traffic at the intersection.

5. As evidenced by the attached petition, signed by almost 100 residents south of Albemarle Road, there is a need for a more liberal treatment of traffic movement at this intersection. In fact, it is submitted that some form of signalization would be appropriate and would create a much smoother and more safety conscious traffic movement for not only the residents, but for the shopping center traffic as well.

6. The attached letter from Norcom Commercial Real Estate indicates that Mr. Sam Copsis, the principal owner of commercial property along the south side of Albemarle, has been unable to market his property since the road was widened and the intersection treatment given. As indicated, a number of well known retail entities have been interested in the property, but are not willing to commit to the location because of the limitation of accessibility. It is believed this is unfair treatment of a long-time

NOV 8, 1993
MATERIAL

owner of property in this vicinity and one whose retail and commercial interest predates the shopping center by many, many years. The shopping center, in addition to the Dwightware Intersection location, has full access intersections to both Albemarle Road and Harrisburg Road.

7. The residential neighborhood to the south of Albemarle Road must, at the present time, either find its way eastward to Harrisburg Road and then come through the intersection of Albemarle, or must make a right turn onto Albemarle and go to Harrisburg and make a U-turn in order to move back westward in the direction of the City of Charlotte. Again, this is not only a difficult maneuver to accomplish, but it creates safety conditions that are not warranted especially since the residential interest, as with the Copsis commercial interest, predated the existence of the shopping center.

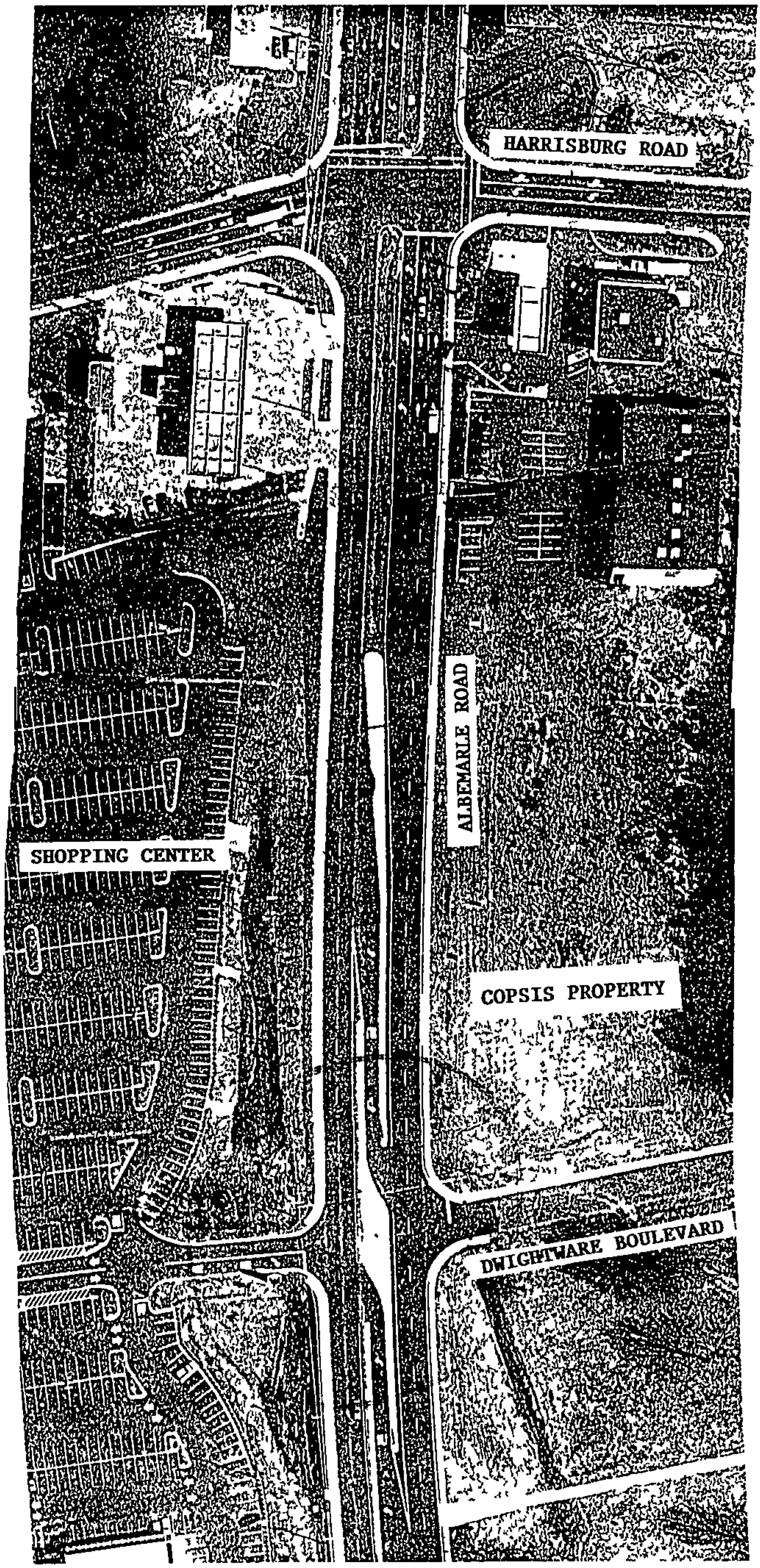
8. The distance separation between Harrisburg Road and Dwightware Boulevard is approximately 850 feet which is roughly the distance of two city blocks in the Uptown Area. This is certainly enough distance to safely create a full movement intersection and, through coordination of timing, could effectively be designed for signalization treatment at Dwightware.

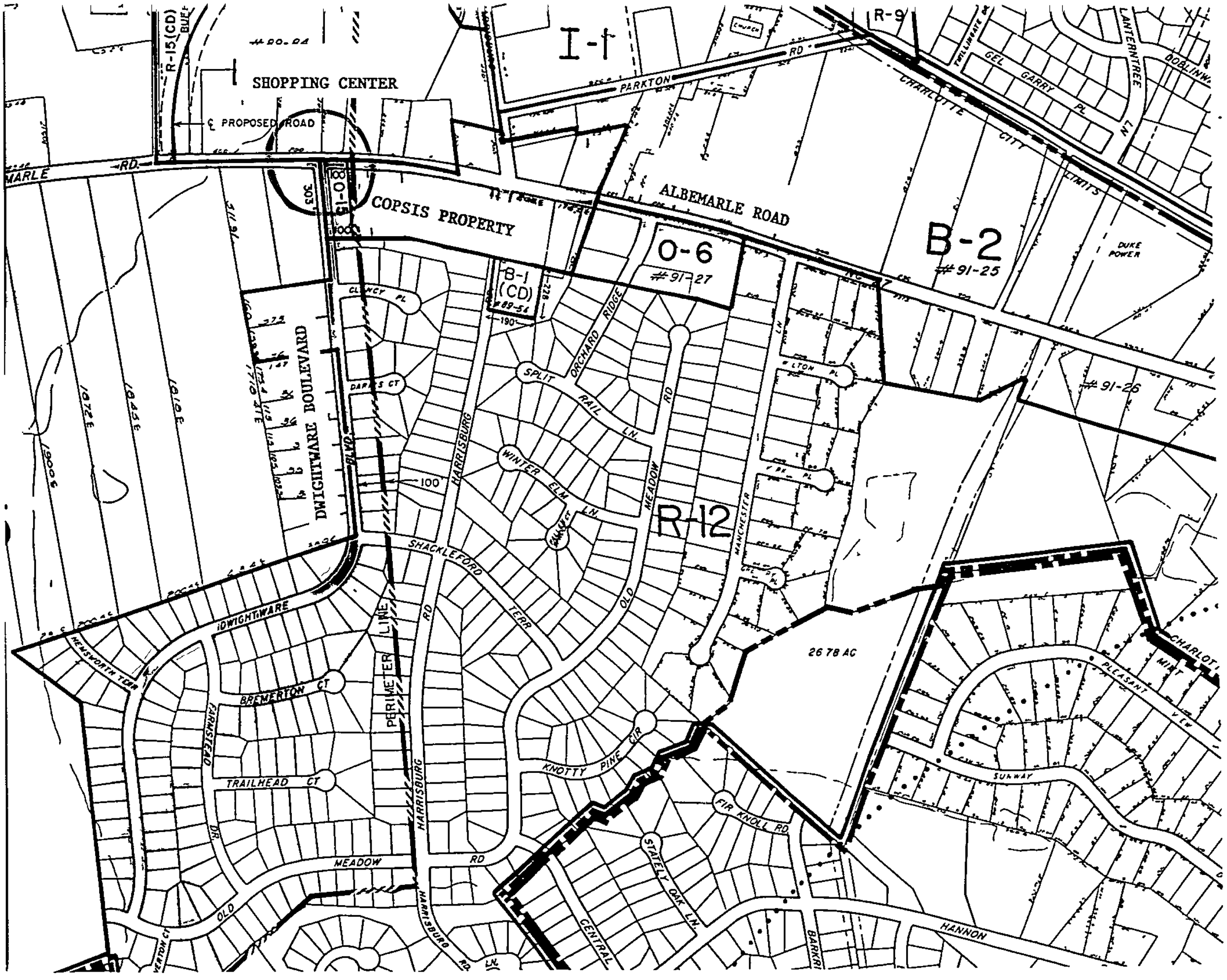
It is respectfully requested on behalf of both a residential neighborhood and commercial property ownership in the vicinity that the Charlotte City Council consider the appropriate method for having the Department of Transportation investigate and give a complete report as to what the potential designs are for the handling of traffic at this location. It is further requested that such report be scheduled for consideration by the City Council at a duly authorized public meeting so that, if necessary, some testimony and presentation may be made concerning the outcome of that study. Representatives of the neighborhood and the commercial interest are present to answer any questions which may arise.

Submitted by:

Fred E. Bryant, AICP

FEB/df


HARRISBURG ROAD
ALBEMARLE ROAD
SHOPPING CENTER
COPSIS PROPERTY
DWIGHTWARE BOULEVARD


SHOPPING CENTER
℄ PROPOSED ROAD
R-15(CD)
BUFF
I-1
PARKTON RD
R-9
CHARLOTTE
CITY LIMITS
GEL GARRY PL
LANTERNTREE LN
DOBLINW
ALBEMARLE RD.
ALBEMARLE ROAD
COPSIS PROPERTY
O-1
O-6
#91-27
B-1 (CD)
#89-56
B-2
#91-25
DUKE POWER
#91-26
CLANCY PL
DARES CT
SPLIT RAIL LN.
ORCHARD RIDGE
WINTER ELM LN.
FALLON CT
HARRISBURG RD
MEADOW RD
MANCHESTER
R-12
DWIGHT WARE BOULEVARD
SHACKLEFORD TERR
OLD
DWIGHT WARE
NEWSWORTH TERR
BREMERTON CT
FARMSTEAD DR.
TRAILHEAD CT
PERIMETER LINE
KNOTTY PINE CIR
26.78 AC
PLEASANT VIEW
MINT
SUNWAY
FIR KNOLL RD
STATELY OAK LN.
CENTRAL
HANNON
BARKR

NORCOM
DEVELOPMENT INC

Commercial Real Estate

MAILING ADDRESS
Post Office Box 32068
Charlotte, NC 28232

STREET ADDRESS
1512 East Fourth Street
Charlotte, NC 28204

TELEPHONE 704/332-4146
TELECOPIER 704/332-9348

August 20, 1993

Mr. Sam Copsis
9306 Albemarle Road
Charlotte, NC 28227

Dear Sam:

As I am sure you are aware by now, Ralph Falls, Randy Boone and I have been diligently marketing your property on the corner of Dwightware Road and Albemarle Road for over the past year. We have been unsuccessful in bringing this property under contract mainly due to our prospect concerns over the concrete median located between your property and the Wal-Mart Center across the street.

The following companies have been presented your property but are not willing to commit to this location since the median limits accessibility entering and exiting your property.

Wendy's Hamburgers
Goodwill Industries
First Citizen's Bank
Chick-Fil-A Restaurant
United Carolina Bank
Burger King
SouthTrust Bank

Although this site is very attractive, we feel that the median issue is detrimental to the marketability of your land. In my opinion, not only is the median a problem to your property, it is also a problem to neighboring residents who cannot turn east onto Albemarle Road. We will continue with our efforts.

Sincerely,

NORCOM Development, Inc.

J. R.

Jefferson R. Dill

JRD:mo

WE THE UNDERSIGNED BEING THE PROPERTY OWNERS IN EASTWOODS NEIGHBORHOOD, HEREBY REQUEST THAT CITY CHARLOTTE COUNCIL CONSIDER AND GRANT APPROVAL, TO PROVIDE AN OPENING FOR FULL TRAFFIC MOVEMENT WITH THE POTENTIAL OF A STOP LIGHT, AT THE INTERSECTION OF ALBEMARLE RD. AND DWIGHTWARE BLVD. FOR SAFTEY AND CONVENIENCE WITH SPECIFIC REASONS OUTLINED ON THE ATTACHED STATEMENT.

NAME	ADDRESS	PHONE#
Mr & Mrs James Pannotti	11200 Tucmeric Ct Charlotte NC	(704) 573 1743
Mr & Mrs C Thompson	6017-109 Lakeforest Rd - Charlotte NC	(704) 531-2591
Ole Swenson	618 N College St Charlotte NC	(704) 336-2772
K Orsillo	618 N College St Charlotte, NC	336-2848
Wes Sykes	Battleground Rd Charlotte	551-9519
Margie Custis	7138 Waring Lane Charlotte NC	536-2675
[illegible]	5704-14 Copper Creek Ct Char NC	532 8454
Rodney Lee Ratliff	9906 Windrift Rd Char. NC	536-4639
John Manne	1016 Manchester Lane	563 1267
Jeff Rice	2040 Winding Cedar Trails	
Randy L Cornell	10701 Timber Creek Ct.	535-9825
Susan B. Cornell	10701 Timber Creek Ct Charlotte, NC.	545 1904
Rhonda Rice	10430 Albemarle Rd #32	568-9997
Margaret Reed	8122 Winterwood Dr	537-5596
Louis H Reed	8122 Winterwood Dr	537-5526
David Robison	9826 Albemarle Rd	545-0803
Ralph Russell	9822 Albemarle Rd	545-0051
Mary Sundstaff	5707 Wilgrove Meadowlake Hills Rd Charlotte	545 5029
Joe Sundstaff	5707 Wilgrove Meadowlake Hills Rd Charlotte NC	545-5029
Joyce Bodnar	5725 Beaton Park Dr	567 2010
Charles Bodnar	5725 Beaton Park Dr	567-2010
Heather Bodnar	5725 Beaton Park Dr	531-0907
Bob Bodnar	5725 Beaton Park Dr.	531-0907

WE THE UNDERSIGNED BEING THE PROPERTY OWNERS IN EASTWOODS NEIGHBORHOOD, HEREBY REQUEST THAT CITY CHARLOTTE COUNCIL CONSIDER AND GRANT APPROVAL, TO PROVIDE AN OPENING FOR FULL TRAFFIC MOVEMENT WITH THE POTENTIAL OF A STOP LIGHT, AT THE INTERSECTION OF ALBEMARLE RD. AND DWIGHTWARE BLVD. FOR SAFTEY AND CONVENIENCE WITH SPECIFIC REASONS OUTLINED ON THE ATTACHED STATEMENT.

NAME	ADDRESS	PHONE#
Tony	6708 Dwightware	
Allen Morris	9114 Darius Ct	537-3007
Charles Downing	6627 Dwightware Blvd	568-5476
Judi Downing	6627 Dwightware Blvd	568-5476
Mildred Bosheas	6623 Dwightware Blvd	536-8027
Floyd R Bosheas	"	"
Robbie C Lee	6619 Dwightware Blvd	536-2572
Connie Alderson	6605 Dwightware Blvd	563-7973
John Alderson Sr	"	" " "
Nanette Dunn	6525 Dwightware Blvd	536-6031
[illegible]		536-3717
Bruce Boatright	6425 Dwightware Blvd	534 2168
Charmaine Puckett	6413 Dwightware Blvd	563-6797
Jeffrey W. Sadlock	6413 Dwightware Blvd.	563-6797
Michele Benler	6407 Dwightware Blvd.	568-7445
John Glover	6404 Dwightware Blvd	531-6628
Sherry Moore	6422 Dwightware Blvd	536-5036
Marion Glassey	9108 Clancy Pl.	536 4195
Paul Caldwell	6425 Harrisburg Rd	536 5654

WE THE UNDERSIGNED BEING THE PROPERTY OWNERS IN EASTWOODS NEIGHBORHOOD, HEREBY REQUEST THAT CITY CHARLOTTE COUNCIL CONSIDER AND GRANT APPROVAL, TO PROVIDE AN OPENING FOR FULL TRAFFIC MOVEMENT WITH THE POTENTIAL OF A STOP LIGHT, AT THE INTERSECTION OF ALBEMARLE RD. AND DWIGHTWARE BLVD. FOR SAFTEY AND CONVENIENCE WITH SPECIFIC REASONS OUTLINED ON THE ATTACHED STATEMENT.

NAME	ADDRESS	PHONE#
FRANK TINO	9620 Fir KNOLL Ct	545-3740
D. KARRAS	9242 ALBEMARLE Rd	567 2333
S. Rope	10301 Parkton Rd	545-7066
Melanie Hayden	14316 Clarine Dr	545-9893
Debbie Coates	1738 Dorbrook Dr	537-6991
Paul Rogers	9255 Harrisburg Rd	568-7629
K. Kaffeeto	6141 Rock Arbor La	545-0450
Peggy Rogers	9101 Albemarle Rd	457-5330
W W Smith	6733 Burkandt Rd	545-6156
R L. Henderson	10619 Albemarle Rd	535-2993
Keith Oakes	6525 Harrisburg Rd	537 8613
Mary E Rope	10301 Parkton Rd.	545-7066
Joyce Carter	7030 Dobbinway Dr.	537 0338
Bill Smallwood	7108 Dobbinway Dr	536 9383
Andrea Lambert	10001 Snowflake Ct	336-3821
Lillie Miller	8512 Viola Drive	537-8336
Ragsdil G. Robson	3500 Mustang Dr	545-5999
Lisa Fox	6701 Durghtware Blvd	
[illegible]	6838 Rockingham	[illegible]
James Parker	845 Immokalee Acres Rd.	
Juanita Fox	6701 Durghtware Blvd	
Dan Fox	6701 Durghtware Blvd.	
Tim Chandler	7259 Point Lake Dr	568-8637

WE THE UNDERSIGNED BEING THE PROPERTY OWNERS IN EASTWOODS NEIGHBORHOOD, HEREBY REQUEST THAT CITY CHARLOTTE COUNCIL CONSIDER AND GRANT APPROVAL, TO PROVIDE AN OPENING FOR FULL TRAFFIC MOVEMENT WITH THE POTENTIAL OF A STOP LIGHT, AT THE INTERSECTION OF ALBEMARLE RD. AND DWIGHTWARE BLVD. FOR SAFTEY AND CONVENIENCE WITH SPECIFIC REASONS OUTLINED ON THE ATTACHED STATEMENT.

NAME	ADDRESS	PHONE#
W. S. Howell	7523 Lancashire Dr	545-5420
E. H. Chapin	10000 Four Mile Crk Rd	846 2540
M. H. Applin	202 Hickory St Locust NC	888-2906
M S Oliver	7301 LANCASHIRE Charlotte	544-2608
Gail Coates	1738 Oakbrook Dr Charlotte	537-6991
Pamela Capsis	9238 Albemarle Rd Charlotte, NC	535-5545
Beth Peterson	9827 Bella Marche Charlotte NC	573 2282
William M. Simpson	7225 Leopard Ln Charlotte, NC	537-2013
Sharon Myerdewy	5630 Macland Dr Char NC 28227	537-4027
Glenn Cramer	7505 Holly Grove Ct Char. 28227	535-9512
Raymond Lamond	8519 Dunbar Dr Char NC 28215	563 2355
[illegible]	8614 Hosmund Ct Char NC 28215	536 9345
Lee C. Starr	5932 Loch Arbor Ln, Char, NC 28227	573 0752
Jackie Fields	5732 Loch Arbor Ln, Char, NC 28227	573 0792
Mrs. M. F. Merritt	8120 E. Manchester Ln "	537-1455
Cathy Haney	8221 Bald Ridge Dr	567-2992
Bernice Williams	7637 Glencannon Ln	536 2330

WE THE UNDERSIGNED BEING THE PROPERTY OWNERS IN EASTWOODS NEIGHBORHOOD, HEREBY REQUEST THAT CITY CHARLOTTE COUNCIL CONSIDER AND GRANT APPROVAL, TO PROVIDE AN OPENING FOR FULL TRAFFIC MOVEMENT WITH THE POTENTIAL OF A STOP LIGHT, AT THE INTERSECTION OF ALBEMARLE RD. AND DWIGHTWARE BLVD. FOR SAFTEY AND CONVENIENCE WITH SPECIFIC REASONS OUTLINED ON THE ATTACHED STATEMENT.

NAME	ADDRESS	PHONE#
Magdalene Sartin	9106 Dawn Ct.	532-7694
Cleveland Young	6630 Dwightware Blvd	537-4941
Sarah A. Wilson	6536 Dwightware Blvd.	568-4606 (Rent)
Cherron Byers	6530 Dwightware Blvd	531-1733
Michael Byers	" " " "	"
John Bass	6524 Dwightware Blvd	563-0498
Joan Dalton	6512 Dwightware Blvd	536-9065
Rachel Elliott	6506 Dwightware Blvd	535-3693
Emma Green	6500 Dwightware Blvd	535-1925
Mrs. Richard Stauch	6416 Dwightware Blvd.	568-6610

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Rock Hill - Charlotte CommuteRide Funding for 1993-94:

$55,000	-	uptown businesses (privately raised; not part of CUDC budget)
15,000	-	City of Charlotte
7,500	-	City of Rock Hill
40,000	-	State of NC
40,000	-	State of SC
$157,500		

Monthly Ridership Figures:	Monthly Cost Figures (Net):
March - 2280	$11,409
April - 2194	11,745
May - 2148	10,699
June - 2335	12,102
July - 2298	10,393
August - 2604	11,896
Sept - 2666	9,831
Oct - 3088	10,618

$ 500,000
TOMORROW 11:00
GRAVESIDE

Citizens Advisory Council To

Latta Equestrian Center

November , 1993

Foundation Proposal

When Latta Plantation Park Equestrian Center was first built in 1984, the only horses seen there were those performing in an occasional horse show, or those brought in for personal riding on the ten (10) miles of trails People wanting to take riding lessons or rent a horse for trail riding were out-of-luck because no horses were available for those purposes Back then, the center was used about 50 days a year

With the exuberance of the local equestrian community and particularly the 4-H groups, the Equestrian Center was built by the Mecklenburg County Parks Department in two phases Phase 1 provided two show rings, parking for exhibitors, and an estimated 70 permanent stalls During Phase 2, public rest rooms, showers, and RV hookups were added, and the number of horse stalls was increased to 194

The first horse show at Latta Equestrian Center was an "Open Show", 4-H sponsored to raise money for various 4-H projects During the first year, the local 4-H Chapter helped publicize the Center and it hosted the 4-H District Horse Show there The children involved in 4-H are an important part of the Center and each year 4-H hosts at least two shows there

The Mecklenburg County Park and Recreation Department privatized the Equestrian Center in the Spring of 1991 It was leased to Rick Hunning and Pat Laxton, and the center began to flourish According to the County records, the last year the center was managed by the Park and Recreation Department (1989-1990), reported revenues were $20,023 In 1991, after Latta Equestrian Center was privatized, revenues jumped to $116,000 in 1992 Records indicated 1993 revenues will exceed $130,000 The number of horse shows increased from 16 in 1990 to 38 in 1993 and various organizations are already contacting the center to book shows for 1994 However, without an enclosed arena, the show season is limited to May through October, and many of the scheduled shows are rained-out

As a major part of Latta Plantation Park the Equestrian Center is operated year round The Center offers daily guided trail rides, hayrides, pony rides for birthday parties, English and Western riding lessons and full boarding services A summer day-camp (June-August) has been very popular Rental of the

facilities for horse shows and rodeos has been the most profitable portion of the operation, with most of the shows benefiting various charities

Since its conception, the Citizens Advisory Council to Latta Equestrian Center has constantly discussed the need to have a covered arena to better serve the equestrian center of Mecklenburg County and surrounding counties and states Visits have been made to other horse centers to collect data on their operations and to ask about the economic impact on the area around these centers Three of the center have a remarkable record

- Western North Carolina Agricultural center at Fletcher, N C which is located just off I-26 between Hendersonville and Ashville
- North Carolina State Fair Horse Complex at Raleigh
- Virginia Horse Center at Lexington, Virginia just 2 5 miles from the intersection of I-18 and I-64

The 1992 Economic Impact Study completed by the Western North Carolina Agricultural Center estimated that around $5 4 million was spent in the Ashville area by exhibitors, spectators, and vendors during livestock events, and that $1 4 million was spent during non-livestock events for a total of $6 8 million

No economic impact data is available from the North Carolina State Fair Horse Complex, but it would seem logical that the amount would be as great, or greater than the Western North Carolina Complex Both facilities are booked almost every week of the year

The Virginia Horse Center economic income report stated that during the fiscal year 1990-1991 the center generated more than $11 million in direct spending within Virginia, including $9 5 million within the Lexington area Their projection for 1994-1995, when the enlarged facility under construction is operational for a full year, is that the total spending will be at least $37 5 million and will provide and estimated $1 4 million in state and local tax revenues

All three of these fine horse centers have a large, enclosed main show arena with seating for approximately 5,000 people There is also a connected covered warm-up arena All main arenas are equipped with a concession area, rest rooms, vendor promenade deck, show offices and staff offices The main areas are heated but are not air conditioned

The Citizens Advisory Council to Latta Equestrian Center believes that in order to meet the needs for quality horse related events in the Metropolitan Region, construction of a covered arena at Latta Equestrian Center is imperative. Because our Center is a part of Latta Plantation Park we

anticipate that our arena will be comparable in quality to the other centers profiled, but we will aim to attract a maximum of 2,500 people at any one time to the event Having this Regional arena right here in Mecklenburg County would assure organizations that their show would go on rain or shine When planning horse shows, sponsors face up-front costs for securing judges, rental of facilities, advertising, and so forth These funds are lost to everyone involved if the show cannot go on

According to information supplied by the North Carolina Cooperative Extension Service, there were 173, 916 horses in our state in 1992 with 9,500 of them being in Mecklenburg County We assume that within our contiguous counties there are at least that many again making close to 20,000 horses within our Region Previous horse shows at Latta have attracted exhibitors from neighboring as well as distant states Today, the Tar Heel horse industry is valued at $350 million annually, providing jobs through the many breeding, training, and boarding stables as well as to the equine related fields such as veterinarians, farriers, feed dealers, tack and equestrian wear stores Many other businesses are also affected such as insurance, truck and trailer dealers, motel and restaurant operations, service stations, florists, and photographers But, the horse business in not all business There are over 7,000 4-H horse projects in our state and untold numbers of pleasure riders We feel that one of the most important factors to remember in all of this is that most of the activities at Latta Equestrian Center, including the shows, are focused around young people and their families Being involved in equestrian activities provides many life lessons including horsemanship, animal husbandry, responsibilities for care and maintenance, respect of the animals as well as other people involved, and engendering huge amounts of self-esteem

As you can see, at Latta Equestrian Center we have the foundation of the product, we just need an enclosed arena This regional facility would serve non-profit organizations such as the Boy Scouts, 4-H and church groups as well as private enterprise It would also provide a place for vendors to sell their horse related products Finally, it would be a great asset to Latta Plantation Park, the surrounding community and the Metropolitan Region

The Advisory Council realizes that public funds are short and that any expansion of the Latta Equestrian Center, out of necessity, is low on the County's priority list **Therefore, we, the Citizens Advisory Council to Latta Equestrian Center ask for your support and your blessings for a proposal we feel is *the answer to our problem. With your permission, we would like to* establish a non-profit, tax exempt Latta Equestrian Center Foundation and Endowment to solicit private contributions, from the equestrian community, to construct a covered arena.** A rough estimate of what we expect to raise is approximately $3,500,000 to begin construction If we have your approval to establish this Foundation, our goal would be to complete our

fund raising campaign and start Construction by May of 1995 We are targeting to begin operations by the beginning of the show season in March of 1996

This venture would be a partnership in the best of the American tradition public and private sectors working together for a unified vision of excellent facilities and activities for breeders, youth participants and spectators alike

Again, we ask for your approval and support for the establishment of the Latta Equestrian Foundation We feel this effort will create a regional facility that will be a great asset to the equestrian community as well as the public

LATTA EQUESTRIAN CENTER
1993 Shows

March 12, 13	Gable Acres & Cedar Ridge Open Hunter Jumper, Hunt Seat, & Western
March 27, 28	Piedmont Paso Fino Show
April 3	4-H Clinic
April 17	St John's Benefit
April 24, 25	NCDCTA Dressage at Latta
April 30 May 1, 2	Knights of Columbus
May 8, 9	Carolina Paint Horse Club
May 15	Mecklenburg 4-H Benefit Show
May 21, 22, 23	NCQHA - District 2 Spring Fling
May 29	Southwest District 4-H Horse Show
June 4,5,6,	South Eastern Quarter Horse Circuit
June 19	Summer Nights at Latta Series Dressage Show Number 1
June 26	CPAHA Open Horse Show
July 2,3	Saddle Bred Horse Show benefiting Cooks Community Presbyterian Church Habitat House
July 24	PHAJ Hunter Jumper Show
July 31	Summer Nights at Latta Dressage Show Number 2

LATTA EQUESTRIAN CENTER
1993 Shows

August 7,8	Summer Celebration, Carolina Paint Horse Club
August 14	Boy Scout Troop 42 Seventh Annual Horse Show
August 21,22	NCDCTA Dressage at Latta
August 27,28,29	Charlotte Summer Open Horse Show
September 11	Summer Nights at Latta Dressage Show Number 3
September 25	CPHA Futurity Horse Show
October 2,3	Southern States Rodeo
October 9 10	Charlotte Classic Hunter, Jumper Fall Show
October 23,24	Progressive Show Jumping

SSI SCHAEFER

SYSTEMS INTERNATIONAL, INC

10021 Westlake Drive
P O Box 7009
Charlotte N C 28241
Phone (704) 588 2150
Fax (704) 588 1862

October 20, 1993

Mr Gregory K Spearman, CPPO
City County Purchasing Director
CMGC Building
600 East Fourth Street
Charlotte, NC 28202

RE: Bid 94.109.11-05

Dear Mr Spearman

Please permit us to direct your attention to Section 5 1 3 1 and to point out some of the inequities in the City of Charlotte's specifications for vacuum, blow or rotationally molded containers with a 120 wall thickness

First and foremost is the fact that a very uneven playing field has been created A 120 wall thickness allows vacuum, blow and rotational molders to produce a product of lesser quality by utilizing far less resin, thereby reducing their manufacturing costs On the other hand, you are asking an injection molder, such as Schaefer Systems who produces a far superior quality product, to provide a container with a minimum wall thickness of 170 and still compete price wise

As a result of this, the non-injection molders who are all located in cities other than Charlotte, N C , will have a tremendous advantage over a local manufacturer such as Schaefer Systems

We cannot help but ask if it is in the best interest of the City of Charlotte to purchase a product of **questionable** quality and to purchase that product from a manufacturer outside of Charlotte?

The City of Charlotte can easily increase the minimum specification for vacuum, blow and rotational molders to at least 150 without risking a no-bid from the above molders and without fear of any legal ramifications The following cities have purchased containers for use in a fully automated system, the option the City of Charlotte seems to favor, with the following specification

City and County of Honolulu, HI	average 175 wall thickness
Chesapeake, Virginia	minimum 40 lbs with 3/16 wall (1875)
Mesa, Arizona	minimum of 170 wall thickness
San Diego, California	minimum of 185 wall thickness

The above cities received competitive bids from all container manufacturers, without taking exception to the wall thickness, without protest and without legal recourse

It is inconceivable that the City of Charlotte would issue a set of specifications that would put a local manufacturer who can provide a quality product at a competitive price, at a disadvantage

We sincerely hope you will reconsider and look forward to an addendum regarding this issue Thank you for the opportunity to respond and for being a part of this bidding process With this I am,

Sincerely,

SSI SCHAEFER SYSTEMS INTERNATIONAL, INC
Waste Technology Division

Michael L Knaub
National Sales Manager

cc Wayman Pearson
Susan Barnhardt
Karin Steward

SSI SCHAEFER

SYSTEMS INTERNATIONAL, INC

10021 Westlake Drive
P O Box 7009
Charlotte N C 28241
Phone (704) 588 2150
Fax (704) 588 1862

November 1, 1993

Mr Gregory Spearman, CPPO
City County Purchasing Director
CMGC Building
600 East Fourth Street
Charlotte, NC 28202

Dear Mr Spearman

I am in receipt of Addendum Number 2, B94 109 11-05 Once again, "It is inconceivable that the City of Charlotte would issue a set of specifications that would put a local manufacturer who can provide a competitive price for a quality product at a disadvantage " The addendum does exactly that!

The City is allowing blow and rotational molders the opportunity to reduce their wall thickness, thus reducing their cost of manufacturing

I would like to know before the bid opening, where and how the City of Charlotte is going to measure wall thickness? I would like to know the number of locations and the areas of measurement

Schaefer Systems can not reduce wall thickness in an injection molding process Without question, you are eliminating a local manufacturer from even bidding

I strongly urge you to reconsider this proprietary set of specifications The result of Addendum Number 2 is devastating to the City of Charlotte

Sincerely,

SSI SCHAEFER SYSTEMS INTERNATIONAL, Inc
Waste Technology Division

Michael L Knaub
National Sales Manager

cc Honorable Mayor Richard Vinroot
Wayman Pearson
Susan Barnhardt
Karin Steward

CHARLOTTE

October 27, 1993

To: All Prospective Rollout Container Bidders

Re: Addendum No. 1 - To Proposal, Specifications & Contract For: Mobile Plastic Roll Out Containers; B94.109.11-05

Please note the following specification changes in the above referenced bid.

ITEM	SPECIFICATION	CHANGE/MODIFICATION
2.6	Multiple Bids	Multiple cart bids will not be accepted, however, the City will accept information on the base cart specification with different accessories.
5.13.1	Manufacturing Design, & Construction	Change the "wall thickness" from 0.120 for vacuum, blown, and rotational mold; and, 0.170 for injection mold to a minimum of 0.150. "Lid thickness" remains the same.
5.1.6	Manufacturing Design & Construction	Change "the empty container must weigh" to "the empty container fully assembled must weigh...".
6.1.5	Warranty	Training and technical assistance will be required by the City for assembled carts, on the alternate bid proposal form attached.
8.1.6	Wheels & Axles	No change.
12.1	Color	Please include sample color swatches with your bid.

CHARLOTTE

November 1, 1993

To. All Prospective Rollout Container Bidders

Re: Addendum No. 2 - To Proposal, Specifications & Contract For Mobile Plastic Roll Out Containers, B94 109 11-05

Please note the following specification changes in the above referenced bid

ITEM	SPECIFICATION	CHANGE/MODIFICATION
5 1 3.1	Manufacturing, Design, & Construction	Change the wall thickness from 0.150 to "container wall thickness shall not be less than 0.120 and have an average thickness of no less than 0 145."
21 1 2	Delivery, Inspection, & Acceptance	All carts must be delivered no later than June 15, 1994

To constitute a complete bid package, you must include a copy of this addendum in your bid response and acknowledge receipt of this addendum in the Bid Proposal Form

As always, we appreciate your interest in doing business with the City/County and hope that you will respond to this bid invitation

Sincerely,

Gregory K. Spearman, CPPO
Purchasing Director

GKS/bma
Attachments
c Wayman Pearson, Solid Waste
Bid file

SSI SCHAEFER

SYSTEMS INTERNATIONAL, INC

10021 Westlake Drive
P O Box 7009
Charlotte N C 28241
Phone (704) 588 2150
Fax (704) 588 1862

November 3, 1993

Mr. Stan Campbell
City of Charlotte
600 East Fourth Street
Charlotte, NC 28202

RE· BID94.109.11-05 (Mobile Refuse Roll Out Containers)

Dear Mr Campbell.

Please permit us to direct your attention to the following correspondence between our office and the Office of Purchasing, City of Charlotte Specifically, 5 13.1 Addendum Number 1 and 5.13.1 Addendum Number 2 Also, my letters dated October 20, 1993 and November 1, 1993

We cannot help but ask if it is in the best interest for the City of Charlotte to proceed to Bid on November 5, 1993 with such an issue still unanswered? Please allow all parties the opportunity to address the issue of wall thickness and return the bid process to a Level Playing Field We strongly feel a meeting is urgently needed

Thank you for the opportunity to respond I am looking forward to your earliest reply With this I am,

Sincerely,

SSI SCHAEFER SYSTEMS INTERNATIONAL, Inc
Waste Technology Division

Michael L. Knaub
National Sales Manager

cc Gregory K. Spearman
Wayman Pearson
Susan Barnhardt
Karin Steward

MICHAEL L KNAUB
National Sales Manager
Waste Technology Division

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