AGENDA

Meeting Type:	B
Date.	11-25-1991
SUBJECT	

City of Charlotte, City Clerk's Office

Council Briefing - 11-25-91

NED DUNN, CHAIRMAN MINT BOARD OF TRUSTEES

MARK OKEN, CHAIRMAN ELECT

BRUCE EVANS - NEW DIRECTOR

Mayor	
Campbell	✓
Clodfelter	✓
Hammond	✓
McCrory	✓
Mangum	✓
Martin	✓
Matthews	✓
Patterson	✓
Scarborough	✓
Vinroot	✓
Wheeler	✓

5:30 p.m.

White - Slides - Walk in my Shoes

White

Steger

Ned Dunn - Mint Museum

Mark Oken

Eff 7/1/92 no longer City Dept.

Michael Marsicano, Arts + Science Council

Oken

Wheeler

Oken
Martin
Oken
Martin
Oken

Campbell arrived at 5:45

Martin
Oken
Bruce Evans 38
Oken
Martin
Oken
Clodfelter
Vi Alexander
Patterson
Nasif Majeed
Patterson
Sybert - Watershed Committee
Patterson
Mangum / Clodfelter - Nancy Hoyle Martin
Hammond
Patterson - VOTE Lesser.

Patterson -
Majeed

Ella arrived 5:50

Patterson
Martin
Clodfelter
Campbell
Clodfelter
Patterson
White -
Del Borgsdorf - Conv. Ctr. - Bridge
Patterson
Scarborough
McCrory
Clodfelter
Patterson
White
Hammond -
White
Hammond
White
Hammond
Morgum
Borgsdorf
Morgum
Martin
Borgsdorf
Wheeler

Vernon Came in at 6:19

Scarborough
Patterson
Wheeler
Clodfelter
White
Dave ???
Morgan
Patterson
White
Patterson
White
Hamond / Martin — Mgt. Amt will tally people
& Envelope copy of Project
Come back to Committee 90 days
Scarborough — With definition. — Urban.
McCrory — Travel Budget
Scarborough
McCrory
Campbell
Martin
Campbell
Patterson
McCrory
Martin
McCrory

Wheeler
McCrory
Vinroot
White
McCrory

Adjourned 6:35 pm.

City Council 11/25/91

Mayor ✓
Campbell ✓
Clodfelter ✓
Hammond ✓
McCrory ✓
Mangum ✓
Martin ✓
Matthews ✓
Patterson ✓
Scarborough ✓
Vinroot ✓
Wheeler ✓

6:45 p.m.

Myrick - Youths of Month - Sept., Oct., Nov.
Myrick - CDOT PRESENTATION
Mangum
Ed. McMahan -
Myrick
McMahan
Myrick
Delcie Holstein
Craig Isaac
Paul Sires

Martin
Sires
Martin
Sires
McCrory
Clodfelter
McCrory
Clodfelter
McCrory
Clodfelter
Myrick
Gladys Scott
Myrick
Patterson
Martin
Ellen Snider
Ed McMahan - $28,000 cut
Myrick
Scarborough
Patterson
Syfert with action tonight will be $105,000
Scarborough -
Scarborough/Wheeler - Put it back with Council Contingency - ON AGENDA TONIGHT.
Patterson

McMahon
Patterson
Vinroot
McMahon
Myrick
Martin
Earn Honeycutt
Myrick
Scarborough
Myrick
Lecil Henderson
Hammond
Patterson
Scarborough
Vinroot
Patterson - Bring back answers within 90 days
Hammond
Patterson
Vinroot
Myrick
Hammond
Scarborough
White - You need more information
Myrick

White - Bridge being funded by Conv. Ctr.

Myrick
Morgan
Scarborough
White
Scarborough
White
Scarborough
White
Patterson
McCrory
Henderson
Morgan
Henderson
Myrick
Ruth Ann Lyons
Martin
Lyons

7:52 p.m.

~~7:52 p.m.~~

Myrick
Rev. McArthur Sanders
~~Patterson / Morgan App. Minutes Unan.~~
Myrick
~~Patterson / Scarborough App $28,000 for Crisis Asst.~~

7:52 p.m.

Mynick
Rev. Mc Arthur Sanders
Patterson / Mangum Approve Minutes - Unan.
Mynick
Ed Mc Mahan
Patterson / Scarborough Approve $28,000
for Crisis Assistance from
Council Contingency

Martin
Patterson
Vinroot
Scarborough
Patterson
Vinroot / Martin Subst. defer to 12/9
Scarborough
White

Myrick
SUBST. YES - McCRORY, MARTIN, VINROOT
Main Motion - NO. McCRORY, MARTIN, VINROOT

#3 Mangum / McCrory - Close Hrng. Unan.
Mangum / Hammond Approve - Unan.
Consent - Pull 22-A, 30-W
Mangum / Wheeler Approve rest
Unan.

22-A
Vinroot / Mangum Elaine Roy
Mangum / Vinroot - Approval - Unan.

#30-W
Jerry Hunter
Mangum
Mangum / Martin - Defer for investigation (Unan)

#5 Wheeler / Campbell

No Clodfelter, Hammond, Matthews, Margason

#6 Deny - Scarborough / Margason
Unan.

#7 McCrory / Hammond
Patterson
Unan.
Patterson / Martin Staff write letter
to 3rd Ward Citizens
Unan.

#8 McCrory / Martin - Approve -
Unan.

Margason
McCrory

#9
Clodfelter
Scarborough
Clodfelter
Scarborough
Martin
Clodfelter

Scarborough
Clodfelter
Scarborough / Mangum - approve -
Clodfelter - No

#10 A Mangum / Martin
White

TAPE 2

Scott Ferebee
Don Vintulette - Slides
Myrick
Vintulette
Martin
Ferebee
Martin
White
Myrick
VOTE - Unan.

#10B - Scarborough / Mangum
McCrory
Doug Stafford - Conv. + Vis. Bureau
McCrory
Stafford - Working with Steve Camp
McCrory
White
McCrory

While
McCrory - Wants Manager to look into
a tie-in for Jaficab
Inspector funding.

Stafford
McCrory
Stafford
Patterson
Stafford - Approve with caveat that
Martin
Stafford
Mangum
Scarborough
VOTE - Unan.
Mangum
Ferebee

#11
Vinroot
Martin
Scarborough
Vinroot
Scarborough
Vinroot
Scarborough

White - May
Martin
Mangum
Vinroot
Syfert
Martin
Mangum / Wheeler - Approve - Unan.

#12
Jim Schumacher
Sam Smith
Mangum / Wheeler - Approve - Unan.

#13 Mangum / Clodfelter - Approve - Unan.

#14
Sue Friday
Patterson
Scarborough
Scarborough / Hammond - name Ron Leeper
Vinroot
Campbell
Scarborough
Campbell

Martin
Sub to Campbell / Clodfelter - Pull this item.
Clodfelter - defer to Planning.
Underhill - You delegated to Planning
~~[illegible]~~ Clodfelter
Hammond
Campbell
Martin
Campbell
Myrick
Campbell
Martin
Patterson
Clodfelter
Myrick
NOTE NO Martin / Hammond / Scarborough

#15
Mangum
Mangum / Clodfelter 5 yr INSTALLMENT LOAN @ 6% INTEREST

Mangum
Vinroot
Don Carmichael, Treasurer Spirit Sq. Board of Dir.

Subst.
Vinroot / Wheeler Approve recommendation
Campbell - How different from Cherry? in agenda
White
Campbell
Vi Alexander
McCrory
White
Carmichael
Patterson
McCrory
Vinroot
Patterson
McCrory
Clodfelter
Myrick
VOTE - SUBST. No Clodfelter / McCrory / Morgan

No
MC, CAMP

#16 Clodfelter / Wheeler Approve -
McCrory / Patterson Excuse Vinroot
White - Unan.
Myrick
White
VOTE - Unan.
#17 Morgan / Clodfelter

Unan.

#18

White
Patterson
Scar
Myrick
White
Morgan
McCrory
Boyd Caulle
McCrory
Caulle
McCrory
Caulle
McCrory
Caulle
McCrory
White
McCrory
Caulle
McCrory
Caulle
Scarborough
Caulle
Scarborough
Vinroot

McCrory
Vinroot / Campbell - Approve
No - MANGUM
No - McCRORY

#19 - Wheeler / Mangum - Approve all
Clodfelter
White
McCrory
Vinroot / Mangum Excuse Ella &
Pat from 19-5

Cauble
Clodfelter
Cauble
Clodfelter
Cauble - Absolutely
Underhill
Clodfelter
Underhill
Clodfelter
Robert Sanders - Meet on 12/4
feasibility of mediation
process.

Underhill
Campbell / Wheeler - Excuse McCrory &
Scarborough from 19-3 - Unan.

Underhill
Myrick
Sanders
Wheeler
Underhill
Vinroot / Martin - Go into executive session
Hammond
Wheeler / Campbell Approve 1, 2, 4, 5 - Rescinded
Scarborough
Underhill
Vinroot / Clodfelter - Strike last action
Wheeler / Patterson - Move 1 - Unan.
Wheeler / Mangum Move 2 - Unan.
Wheeler / Campbell Move 4 - Unan.
Wheeler / Mangum Move 5 - Unan.
Underhill Change vote on #18 Cedar St.
McCrory Street
Executive Session
VOTE - Unan.
Recess 10:00
Reconvene 10:10 p.m.

Mangum / Wheeler App 19-3

Vinroot
McCrory
Clodfelter

Adjourn
Morgan / Wheeler
10:15 p.m.

MAYOR'S SCHEDULE
November 25, 1991

6:30 p.m. CITIZENS' HEARING

1. Recognize Youths of the Month for September, October and November; September - Roslyn Renee White and Oai To; October - Dorothy D. Acee and Jeffrey Smith; November - Jerredith Shearin and John Webb.

2. Recognize Bob Pressley and present Urban Traffic Engineering Agency Achievement Award from the Institute of Transportation Engineers.

3. ~~Joe Spencer~~ ED McMAHAN, 528 East Kingston Avenue - Presentation of Tree Advisory Commission Awards.

4. Delcie Holstein, 2807 Forrestal Street, Apt. A. - Reimbursement for medical bills incurred due to injury received while riding a City bus.

5. Craig Isaac, 1234 East 35th Street - Development of Johnston Mill.

6. Paul Sires, 1001 East 35th Street - Development of Johnston Mill.

7. RELINQUISHED HIS TIME TO SIRES
Ben Matzko, 1025 East 35th Street - Development of Johnston Mill.

8. Gladys Scott, 11010 Harrowfield Road - Early Intervention for Children at Risk.

9. Ellen Snider, 7507 Whippoorwill Drive - Airport Buy-out; Airport is negotiating to buy her home.

10. Ed McMahan, 5815 West Park Drive - Crises Assistance.

11 EARN HONEYCUTT, 3333 GRAYMONT DR, 333-8289

(OVER)

7:00 p.m. - CITY COUNCIL MEETING

1. Invocation by the Reverend McArthur Sanders of First Mayfield Memorial Baptist Church.
2. The following requests to speak to agenda items have been received:

(a) Agenda Item No. 4, Consent - 30-W, Paw Creek Parallel Outfall.
(1) Jerry J. Hunter, 2222 Sam Wilson Road - 399-5327.

#12- JIM SCHUMACHER, ENG. - SAM SMITH - CHAIRMAN OF CITIZENS TASK FORCE.

(b) Agenda Item No. 14 - Airport Connector Name - Sue Friday, 8700 Dixie Dr. 392-5019

(c) Agenda Item No. 19-3 - Amendment Environmental design services, HDR.
(1) Mark E. Fogel - P. O. Box 1189, Raleigh, N.C. (919) 833-8852.
(2) Robert Sanders, 101 N. McDowell Street - 331-0500.

✓#12 - LECIL HENDERSON/TONY PRESLEY/MILLER JORDAN
333-1266- TROLLY TASK FORCE

✓#13 RUTH AVA LYONS, 1001 E 35TH ST, 342-3117
RENOVATION OF JOHNSTON MILL

CHARLOTTE

Meetings in November '91

THE WEEK OF NOVEMBER 4- 8

4, Monday

12 00 Noon — **PLANNING COMMISSION/Work Session** - CMGC, 8th Floor Conference Room

5, Tuesday

MUNICIPAL ELECTION, BOND REFERENDA

6, Wednesday

2 00 p m — **CHARLOTTE-MECKLENBURG ART COMMISSION** - CMGC, 8th Floor Conference Room

4 30 p m — **CITIZENS CABLE OVERSIGHT COMMITTEE** - CMGC, 7th Floor Conference Room

7, Thursday,

12 00 noon — **DIV. OF INSURANCE AND RISK MANAGEMENT** CMGC, 10th Floor Conference Room

4 00 p m — **CHARLOTTE-MECKLENBURG ART COMMISSION/Executive Committee** - CMGC, Room 270

4 00 p m — **PLANNING COMMISSION/Planning Committee** - CMGC, 8th Floor Conference Room

5 00 p m — **CHARLOTTE-MECKLENBURG ART COMMISSION AND THE ARTS AND SCIENCE COUNCIL** - CMGC, 8th Floor Conference Room

9, Saturday - 12, Tuesday

NORTH CAROLINA LEAGUE OF MUNICIPALITIES ANNUAL MEETING - Charlotte Convention Center

THE WEEK OF NOVEMBER 11 - 15

11, Monday

VETERANS DAY. All City Offices Closed

7 00 p m — **HISTORIC LANDMARKS COMMISSION** - Commission Office, 1221 S Caldwell Street

12, Tuesday

3 00 p m — **HOUSING APPEALS BOARD** CMGC, 5th Floor Conference Room

4 00 p m — **PLANNING COMMISSION/Planning Committee** CMGC, 8th Floor Conference Room

4 00 p m — **AIRPORT ADVISORY COMMITTEE/Workshop** - Charlotte/Douglas International Airport, Main Terminal, Conference Room A

6 00 p m — **STORM WATER TASK FORCE** CMGC, Conference Center

13, Wednesday

7 30 a m — **CLEAN CITY COMMITTEE** CMGC, Rooms 270-271

8 30 a m — **CIVIL SERVICE BOARD** - CMGC, 7th Floor Conference Room

9 00 a m — **CIVIL SERVICE BOARD/Hearing** - CMGC, Room 118

6 00 p m — **YOUTH INVOLVEMENT COUNCIL** - CMGC, Conference Center

7 00 p m — **CITIZENS CABLE OVERSIGHT COMMITTEE/Public Hearing** - CMGC, Meeting Chamber (Televised Live on Cable Channel 32)

14, Thursday

8 30 a m — **CIVIL SERVICE BOARD/Hearing** - Rooms 270 271

4 00 p m — **HISTORIC DISTRICT COMMISSION** - CMGC, 8th Floor Conference Room

(CONTINUED ON BACK)

Public Service And Information Department

600 East Fourth Street

Charlotte NC 28202 2861

704/336-2395

THE WEEK OF NOVEMBER 18 - 22

18, Monday

3 00 p m **MINOR SPECIAL USE PERMIT HEARING** - 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, Meeting Chamber Conference Room

6 00 p m **CITY COUNCIL MEETING/Zoning Hearings** CMGC, Meeting Chamber

19, Tuesday

2 00 p m **HOUSING AUTHORITY** - Edwin Towers, 201 W 10th Street

3 30 p m **PLANNING COMMISSION/Executive Committee** - CMGC, 8th Floor Conference Room

4 00 p m **PLANNING COMMISSION/Planning Committee** - CMGC, 8th Floor Conference Room

6 00 p m **CHARLOTTE ADVISORY PARKS COMMITTEE** - CMGC, Rooms 270-271

20, Wednesday

7 30 a m **PRIVATE INDUSTRY COUNCIL** - CMGC, Rooms 270-271

7 00 p m **METROPOLITAN PLANNING ORGANIZATION** - CMGC, Conference Center

21, Thursday

4 30 p m **CHARLOTTE TRANSIT ADVISORY COMMITTEE** CMGC, Room 270

5 00 p m **CHARLOTTE-MECKLENBURG ART COMMISSION** CMGC, 8th Floor Conference Room

7 00 p m **CHARLOTTE TREE ADVISORY COMMISSION** - CMGC, Room 270

THE WEEK OF NOVEMBER 25 - 29

25, Monday

9 00 a m **AUDITORIUM-COLISEUM-CONVENTION CENTER AUTHORITY** - Charlotte Convention Center, 101 S College Street, VIP-B

2 00 p m **CMUD ADVISORY COMMITTEE** - Utility Department, 5100 Brookshire Blvd

5 00 p m **COUNCIL/MANAGER DINNER** - CMGC, Conference Center

6 30 p m **CITIZENS HEARING** - CMGC, Meeting Chamber (Televised Live on Cable Channel 32)

7 00 p m **CITY COUNCIL MEETING** - CMGC, Meeting Chamber (Televised Live on Cable Channel 32)

26, Tuesday,

8 30 a m **CIVIL SERVICE BOARD/Hearing** - CMGC, Meeting Chamber Conference Room

1 00 p m **CITY ZONING BOARD OF ADJUSTMENT** - Hal Marshall Bldg , 700 N Tryon St

4 00 p m **PLANNING COMMISSION/Planning Committee** CMGC, 8th Floor Conference Room

27, Wednesday

6 00 p m **YOUTH INVOLVEMENT COUNCIL** - CMGC, Conference Center

28, Thursday

THANKSGIVING DAY All City Offices Closed

These organizations will not meet in November

Advisory Energy Commission
Community Relations Committee
Firemen's Retirement Board
Parade Permit Committee

November 25, 1991 City Council Agenda
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CHARLOTTE

Mayor Sue Myrick | *Mayor Pro Tem Cyndee Patterson*

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

Council Agenda

Monday, November 25, 1991

5:00 p.m.	-	Council-Manager dinner • Mint Museum Reorg. Report • Watershed Protection
6:30 p.m.	-	Citizens Hearing
7:00 p.m.	-	Council Meeting

ITEM NO.

1. Invocation by Rev. McArthur Sanders of First Mayfield Memorial Baptist Church.

2. Consider approval of minutes of October 14 Briefing and Regular Meeting; October 21 Zoning Meeting and October 28 Briefing and Regular Meeting.

Patt | Mangum unan

Crisis Assistance
Patterson | Scarborough
app $28,000 from Council Contingency
Subst Vinroot | Martin defer to 12/9
FAILED 3-8

PUBLIC HEARING

3. A. Conduct a public hearing to obtain the views of citizens regarding a second amendment to the FY92 Community Development Block Grant (CDBG) Final Statement.

Mangum | McCrory close Hrng unan

B. Recommend approval of a second amendment to the CDBG Final Statement of Community Development Objectives and Projected Use of Funds and its filing with HUD for FY92 of $3,751,000, program income of $1,243,523, recaptured federal funds of $33,000, reimbursement of HUD monitoring findings of $254,695 and reprogrammed funds of $1,058,241 for a total of $6,340,459.

Mangum | Hammond approve unan

CDBG

May 13, 1991 - City Council approved the Final Statement of Community Development Objectives and Projected Use of Funds of $5,027,523 which included FY92 Community Development Block Grant funds, program income and recaptured Federal funds.

CD

June 24, 1991 - City Council approved the FY92 operating and capital budgets which made several changes regarding the funding sources for the Community Development Department's activities.

- These funding changes, along with required reimbursements to the CDBG program which were identified by HUD in their annual monitoring review, necessitated an amendment to the FY92 CDBG Final Statement; Council approved the amendment August 26, 1991.

Proposed Second Amendment

The HUD area office has advised that transferring funding of code enforcement from General Fund to CDBG violates the "maintenance of effort" provision of the Federal regulations. Therefore, funding of code enforcement program delivery costs is being deleted from the CDBG Final Statement.

- That portion of the funding for code enforcement will be provided from the Innovative Housing Fund.

- It is proposed that this $500,000 in CDBG funds be transferred to support land acquisition under the Innovative Housing Program and is, in effect, a trade-off of funds.

The final ineligible cost related to Family Housing Services, which was identified by HUD in their annual monitoring review, is $29,005. Therefore, the CDBG program will be reimbursed from the Innovative Housing Fund, and this will increase the total grant by that amount.

Also, a total of $1,058,241 in FY91 CDBG carry-over funds is being reprogrammed adding:

- $777,798 to Selective Rehabilitation

- $28,410 to Acquisition (plus an additional $500,000 from Code Enforcement and $29,005 from the HUD reimbursement)

- $99,838 to Relocation, $7,970 to Home Ownership Down Payment Assistance

- $144,225 to Replacement Housing.

Attached is the original and amended fundings for the CDBG program revenues and expenditures.

Funding: Community Development Block Grant Funds.

Clearances: Budget and Evaluation and Community Development Department.

Staff Resource: Del Borgsdorf

Attachment No. 1

VOTE ON CONSENT ITEMS

Pull 22-A & 30-W
Mangum/Wheeler approve Rest unan.

4. Agenda items 20 through 30 may be considered in one motion except for those items removed from the consent agenda as a result of a Council member making such a request of the City Clerk prior to the meeting.

Staff Resource: Pam Syfert

ZONING

The following items were deferred at the November 18, 1991 meeting.

Ord. #5 #3264 z B-40 p-319

Wheeler/Campbell approve No. Cloadfelter, Hammond, Mangum, Mathews & Mc

City Clerk

5. (91-58) Decision on Petition No. 91-58 by Erwin Properties, Inc. for a change in zoning from O-15(CD) to B-1SCD and a B-1SCD Site Plan Amendment for approximately 26.4 acres located on the westerly side of East W. T. Harris Boulevard south of N.C. 49.

Decision was deferred at the October 21 meetings.

The Zoning Committee deferred action on this petition until November 18, 1991.

Attachment No. 2

6. (91-73) Decision on Petition No. 91-73 by Pi Phi Chapter-Omegas of Charlotte, Inc., for a change in zoning from R-9 to R-9MF(CD) for a 9.89 acre site located on the west side of I-77 south of Hamilton Circle.

Scarborough/Mangum Deny unan. City Clerk

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.

The Zoning Committee deferred action on this petition to November 18.

Attachment No. 3

7. (SUP 91-4) Decision on SUP 91-4 by Richardson Sports Limited Partnership for a Special Use Permit consideration for a stadium in UR-3, I-3, U-I, and UMUD zoning districts, on approximately 33.18 acres bounded by South Cedar Street, West Morehead Street, I-277 and Mint and Graham Streets.

McCrory/Hammond approve unan

Patterson/Martin staff to write letter to 3RD Ward citizens, City will handle parking, Police supervision during games, + clean-up after events. unan. Clerk

The Zoning Committee recommends that the Findings of Fact and Conclusion of Law as set forth in the attached document be adopted and the Special Use Permit be approved.

Attachment No. 4

POLICY

8. Recommend adoption of an ordinance amending Chapter 22 of the City Code entitled Vehicles for Hire and setting an implementation date of February 1, 1992.

Ord. #6 #3265 B-40 p 322

McCrory/Martin unan.

Vehicles for Hire

On October 14 City Council reviewed changes amending Chapter 22 of the City Code entitled Vehicles for Hire. Council referred two proposed amendments to the Operations Committee.

1. The amendment requiring denial of driver's permits to applicants convicted of certain criminal offenses and,

2. The amendment requiring issuance of driver's permits only after all federal, state and local checks have been completed.

Manager

On October 28, City Council reviewed recommendations from the Operations Committee and approved changes for inclusion in the ordinance.

- The Council also asked staff to come back by November 25 with a revised appeals process to be included in the ordinance.

Request

Council is asked to approve the ordinance amending Chapter 22, Article II of the City Code entitled Taxicabs. The ordinance accomplishes the changes set forth at the October 14 Council meeting and the changes as requested at the October 28 meeting.

Criminal Offenses

1. The ordinance creates a rebuttable presumption that the approval of an applicant's application for a driver's permit is not in the public interest where the applicant has committed, been convicted of, pled guilty or no contest to the following:

   Murder
   Voluntary Manslaughter
   Involuntary Manslaughter
   Felony Death by Vehicle
   Felonious Assault and/or Battery
   Rape and other Sex Offenses
   Felonious drug offenses

   Applicants denied permits may continue driving during the appeals process.

Permit

2. The ordinance retains the original language for a probationary permit and a further condition of the probationary period requires the satisfactory passing of the FBI fingerprint check. Applicants with probationary permits may continue driving during the appeals process.

Revised Appeals Process

3. The ordinance amends the appeals process as follows:

   - Authorizes an administrative appeal to be conducted by the chair of the Taxicab Review Board or designee;

   - Provides for scheduling an administrative appeal within 24 hours of notice of appeal.

- Requires holding an administrative hearing within three working days following notice of appeal.

- Requires the chair to render a decision within 24 hours of the hearing.

- Requires that the chair's decision shall consider information including the nature and date of the criminal offense and the applicant's employment history and experience as a driver.

- Authorizes appeals from the chair's decision to the Taxicab Review Board.

Implementation

In order for the requested changes to be implemented, the following actions must be taken:

1. Council must approve the proposed changes in the City Code.

2. Funding for the additional resources required by these changes must be in place on the effective date of these changes. It is clear that these changes cannot be implemented without increasing the staff in the Taxicab Inspector's office. Staff is attempting to identify the needs and possible sources of funding. It is likely Council will have several choices in this matter.

   A. Increase driver's and owner's permit fees, institute fees for taxicab medallions and civil fines for certain violations of the taxicab ordinance.

   B. Use tax revenues to fund additional resources. This could be in the form of transferring current personnel allocations to the Taxicab Inspector's office.

   C. A combination of increasing fees, addition of fines and use of tax revenues.

Increasing permit fees, implementing civil fines and medallion fees will require further amending of the ordinance upon approval by Council.

3. An implementation date must be established by Council, contingent upon the existence of adequate resources in the Taxicab Inspector's Office. Staff recommends a February 1, 1992 effective date. This will enable staff to make further recommendations to Council for the additional funding.

There are a number of remaining issues from the proposals made by the Taxicab Review Board which Council has not addressed. Many of these recommendations will take time to implement; most will require further action by staff and Council. Staff is currently evaluating these recommendations. Some can be implemented without additional resources or action by Council. The appropriate departments will begin this process. It will be necessary to return to Council at some point (after February) for action on other recommendations.

Attached is a summary of the major recommendations of the report, estimated costs for implementation and an approximate timetable for implementation.

Funding: The sources of funding are not yet available. Additional funds will be needed to implement these changes. These sources will be identified and presented to Council prior to the effective date of the ordinance changes.

Clearances: These revisions have been reviewed by the Police Department, Legal Department and the City Manager's Office.

Staff Resource: Don Steger

Attachment No. 5

9. Recommend adoption of the Southwest District Plan as recommended by the Planning and Public Works Committee.

Southwest District Plan

The City Council is being asked to approve the Southwest District Plan (attached) as a comprehensive policy guide to land use and zoning decisions within the Southwest District. The Planning and Public Works Committee recommended approval of the plan with the following amendments:

1. Added a statement to seek legislative authority to require realtors and real estate attorneys to identify noise impacted properties at the time of sale. (Page 34)

2. Added a footnote that any city funding would be decided through the CIP process. (Page 35, Table 6)

3. Added a recommendation that a non-profit development organization be created to foster and oversee airport related development. (Page 45)

4. Recommended change to corrective rezoning #6 from B-2 to B-1 (the plan recommends B-2 to R-15MF). (Page 66)

5. Recommended change to corrective rezoning #22 from:

   a. O-15 to R-9 east of King's Branch.
   b. Keep O-15 zoning in area bound by Farm Hurst, High Meadow and Archdale.
   c. O-15 to R-15MF west of King's Branch (the plan recommends O-15 to R-15MF for all of the properties). (Page 70)

6. Added stronger language recommending the funding of York Road widening. (Page 15)

7. Added to corrective rezoning #28 (R-9MF, BD(CD) and O-15(CD) to Institutional) that if CPCC is unable to complete its purchase of these properties that they be rezoned to R-9. (Page 72)

Scarborough | Mangum
approve 10-1
Clodfelter - No

Planning

8. Recommended that the base single family density be three dwelling units per acre until the Planning Commission can carry out a process to identify those areas suitable for a base density of four dwelling units per acre. (Page 56)

Process The Southwest District Plan was approved on March 19, 1991 by the Planning Committee after a study process that began in November 1988. As with all district plans, a study group appointed by the Planning Commission was involved throughout the planning process. Since the airport is in this district and issues associated with aircraft noise were addressed, the Airport Advisory Committee and the Aviation Director were also involved.

- The study group, Airport Advisory Committee and Aviation Director have all endorsed the plan.

- Two public meetings were held by the Planning Commission during the study process.

- A joint public hearing was also held by the City Council and County Commission regarding the plan on June 13, 1991, at which time the plan was referred to the Planning and Public Works Committee.

- Since that time, the Planning and Public Works Committee met three times to discuss the recommendations of the plan.

Clearances: Planning and Public Works Committee, Planning Committee, Study Group, Airport Advisory Committee.

Staff Resource: Dave Howard

Attachment No. 6

10. The following actions relate to the Convention Center.

A. Recommend approval of the design development documents for the new Convention Center.

The architect will make a short presentation at the Council meeting.

Mayor Martin approve unan.

Convention Center

In August, 1990, City Council awarded contracts for the design and construction management of the new Convention Center to the firm of The FWA Group and the firm of Fluor Daniel, Inc. respectively.

- In September, 1990, the City Manager appointed a Design Review Committee for this project consisting of local citizens and City staff.
- The Design Review Committee meets monthly with the project architect, City staff and other consultants to review the overall design and provide input into the design.

Design Development Documents

The architect has completed the design development documents for the new Convention Center based on the schematic design documents which were approved by Council on January 4, 1991. Renderings are attached.

- These documents, which fix and describe the size and character of the entire project, such as the exterior appearance, floor plans, architectural, structural, mechanical and electrical systems were presented to the Design Review Committee and City staff in September, 1991.
- After review and discussion, the Design Review Committee unanimously recommended approval of the design development documents.

END

Staff Resource: Del Borgsdorf

Attachment No. 7

ITEM NO.

11

#326-X B-40 P-334 Ord #7

Ord. #8 #326-X B-40 P-336

B. Recommend adoption of the necessary agreement, contract amendment and budget ordinances to provide for the FY92 installment payments for the Convention Center project ($9,995,607) and make the distribution of marketing/promotion funds ($1.5 million), to the Auditorium-Coliseum-Convention Center Authority and Charlotte Convention and Visitors Bureau (CCVB).

Scarborough | Mangum approve unan

Convention Center Financing

On June 10, 1991 City Council authorized the sale of Certificates of Participation to finance the Convention Center project. On June 19, 1991 the City sold $167,643,940 Certificates of Participation.

- These certificates require interest only payments during fiscal year 1991-92 on December 1, 1991 and June 1, 1992.

- These installment payments will be made from capitalized interest and investment income from the invested bond proceeds.

Additionally, the underlying forecasts of the additional 3% Occupancy Tax and the new 1% Prepared Food Tax indicated that $1.5 million would be available each year for marketing and promotion of the new facility.

- The Boards of both CCVB and the Authority have requested that these funds be distributed in the following manner.
  - Charlotte Convention and Visitors Bureau-$965,000
  - Auditorium-Coliseum-Convention Center Authority - $535,000

Unanimous

Council Action

Council is requested to take the following actions:

- Approve an amendment to the Charlotte Convention and Visitors Bureau contract for FY92 to provide for the monthly distribution of and accounting for $965,000 (64% of $1.5 million) from the additional 3% Occupancy Tax and the new 1% Prepared Food Tax.

- Approve an agreement with the Auditorium-Coliseum-Convention Center Authority to provide for the monthly distribution of and accounting for $535,000 (36% of 1.5 million) from the additional 3% Occupancy Tax and the new 1% Prepared Food Tax.

- Adopt an ordinance appropriating $1.5 million for marketing/promotion to the Charlotte Convention and Visitors Bureau ($965,000) and the Auditorium-Coliseum-Convention Center Authority ($535,000).

  Attached is a summary of the marketing plan; the complete CCVB business plan is in the Council library.

- Adopt an ordinance to appropriate $9,995,607 for the fiscal year 1991-92 Convention Center installment payment requirement from investment income and proceeds of the Certificates of Participation.

Funding: Additional 3% Occupancy Tax, new 1% Prepared Food Tax and proceeds form the Certificates of Participation.

Clearances: Finance and Budget.

Staff Resource: Del Borgsdorf

Attachment No. 8

11. Recommend approval of the Transportation Committee recommendation to reduce Charlotte Transit express service and to schedule a workshop for further discussion of the need for new revenue sources for public transportation operation.

Transportation Fund: In the September 3, 1991 transit service workshop, City Council directed the Transportation Committee to explore options to address the projected depletion of the Transportation Fund by the end of fiscal year 1993.

Transportation Committee: October 18, 1991 - The Charlotte Department of Transportation staff reviewed Charlotte Transit and Special Transportation Service funding problems with the Transportation Committee.

Mangum / Wheeler approve unan.

CDOT

- At this meeting, the Budget and Evaluation Department discussed the challenge in finding additional revenue for public transportation services. Attachment 1 is a summary of the committee's discussion.

- The Transportation Committee requested information on Charlotte Transit operations and the feasibility of increasing revenues from existing sources or implementing new ones. Attachment 2 is a list of responses to the committee's questions.

November 18, 1991 - The Transportation Committee met again and Charlotte Transit management reviewed the following reductions in express service designed to improve system productivity:

	Annual Savings
• Eliminate Route 41X Pineville Express	$ 63,500
• Eliminate Route 54X Harris Boulevard Express	53,600
• Eliminate reverse direction service on any express trip not carrying 5 passengers	80,000
• Eliminate Route 53X Lawyers Road Express; however, extend Route 40X Albemarle Road Express to Mint Hill four trips daily	80,000
• Eliminate Route 52X Uptown Connection; however, re-route 45X Carmel Road Express to serve riders	59,670
TOTAL	$336,770

Charlotte Transit management also discussed the use of the $336,770 of savings to implement five service improvements postponed from September 1991. Implementation of these five service improvements was deferred due to the uncertainly of long-term transit funding.

Committee Recommendation: The Transportation Committee unanimously recommended:

- implementing all of the service reductions in May 1992; the savings will be used to reduce the projected Transportation Fund shortfall.

- scheduling a workshop with the City Council as soon as possible to discuss the revenue options for public transportation operations.

Staff Resource: Pam Syfert

Attachment No. 9

12. Recommend defer action for 90 days on program policies for the storm water utility, and authorize the consultant to continue work on the rate model in the interim.

Storm Water History: In November, 1990, the U.S. Environmental Protection Agency published rules requiring Charlotte and other cities its size to develop and implement a Storm Water Quality Program by 1993. In order to meet the water quality mandate and provide the other basic storm water services desired for the community, the City Council began development of a comprehensive storm water utility program.

Manzer | Wheeler approve "A" unan.

10/89: City Council adopted the concept of a storm water utility, where storm water services are funded by fees based on each property's contribution to the problem.

10/90: City Council awarded Phase I of a consultant contract to assist staff in completing the first part of the EPA permit application and begin an inventory of the drainage infrastructure.

1/91: City Council approved a process and schedule for completing the EPA permit application and developing a storm water utility program.

3/91: City Council appointed a 20 member citizens task force to work with the staff and consultants in developing the comprehensive storm water management program, and awarded Phase II of the consultant contract.

End

8/91 The Storm Water Task Force reported its progress to City Council.

10/91 The task force completed 16 meetings and 48 hours of discussion with the consultants and staff to reach consensus on a series of policy statements that define specific goals for the City's Storm Water Management Program and specify the method of calculating fees. Attached is a summary of the policies developed through these discussions.

A majority of the task force decided they need more time to further review the information with the stakeholder groups they represent, and decided to defer any final recommendation to City Council for 90 days.

Impact of Delaying Utility Work

The process and schedule set by the City Council was based on implementation of the storm water utility in January, 1993, to coincide with the beginning of the Federally mandated water quality program. In addition, the utility would provide the resources necessary to begin repairs and improvements of drainage problems on private property. The work tasks required in the remaining 13 months to implement utility charges are:

1. Perform a rate study which will determine the monthly charge necessary for the desired program.

2. Conduct public hearings and adopt the final rate.

3. Calculate the charge and establish the accounts for approximately 150,000 ratepayers.

4. Develop a billing mechanism for collecting the utility fees.

5. Mail proposed charges to ratepayers and resolve appeals.

Development of Rate Model

Part of the consultant's work is to develop a rate model which uses the cost of program activities and rate parameters to calculate service charges. In order to stay close to the original schedule approved by City Council, the consultant must continue work on the rate model while the task force finalizes recommendations. This interim work would be based on available data such as the cost of existing storm water services, the preliminary policies developed by the task force, consultants and staff, and the experience of other cities. The work is included in the Phase II contract awarded in March.

Changes to the program policies resulting from task force recommendations and City Council action in 90 days will not invalidate this work, unless City Council abandons the concept of a utility and paying for storm water services on the basis of contribution to the problem. The model will provide the ability to analyze different options when task force recommendations are being considered.

Council Action

A. Recommended: Defer action for 90 days on program policies for the storm water utility, and authorize the consultant to continue work on the rate model in the interim.

B. Alternative: Delay for 90 days the schedule for storm water utility implementation.

Staff Resource: Jim Schumacher

Attachment No. 10

13. Recommend the City Council accept the report of the No Smoking Publicity Committee and ask the Mayor to work with the County Chairman to appoint and charge a new committee as recommended by the No Smoking Publicity Committee.

No Smoking Task Force

In 1989, Mayor Myrick appointed the No Smoking Task Force to study no smoking sections in restaurants. The task force recommended restaurants voluntarily provide no smoking sections.

Publicity

In April 1990, the City Council created the No Smoking Publicity Committee and charged the committee to publicize the need for restaurants to voluntarily provide no smoking sections.

- The committee involved the Charlotte-Mecklenburg Restaurant Association in developing a marketing campaign.
- The campaign began in May 1991 with a goal of 60% participation by May 1992.
- The campaign succeeded with 60.3% (or 501) of the 831 restaurants contacted now have designated no smoking sections for their patrons.
- Of the 330 restaurants not offering no smoking sections, at least 132 were small restaurants with less than 50 seats.

Recommendations

The No Smoking Publicity Committee has made several recommendations to promote and sustain this level of voluntary participation. These recommendations include:

1. Revise the charge of the committee to act as a central information source to ensure that restaurant owners and managers are aware of the voluntary program.

Clodfelter

Morgan/Clodfelter approve Urban

Manager

2. Reconstitute the No Smoking Publicity Committee to include appointments from the County. (The Charlotte-Mecklenburg Restaurant Association was very involved in the marketing campaign and wanted to include all its members. Therefore, with the support of the County Commission, the marketing campaign covered all of Mecklenburg County.)

3. Continue to educate restaurateurs on the value of the program and providing them and the public tips for designing seating patterns to better facilitate no smoking sections.

4. Continue to promote the program both among the public and the restaurateurs.

Funding: The No Smoking Publicity Committee recommends that the reconstituted committee develop a plan and produce a budget for these activities if Council wishes to proceed. The expenses are not expected to be significant since the successful campaign of Spring 1991 cost only $2,000.

See attached letters from Mary Jackson, Chairman, No Smoking Publicity Committee.

Staff Resource: Tom Flynn

Attachment No. 11

14. Consider adoption of a resolution to request the Charlotte-Meckenburg Planning Commission and the North Carolina Department of Transportation to name the "airport connector" road in honor of former Mayor Kenneth R. Harris.

Scarborough/Hammond name for Ron Leeper

Subst Pull and refer to Planning Comm. 8-3 No MARTIN/HAMMOND SCARBOROUGH

Mayor Myrick requests City Council consider adoption of a resolution naming the Airport connector road in honor of former Mayor and Senator Kenneth R. Harris. Approval would then be necessary by the Charlotte-Mecklenburg Planning Commission and the North Carolina Department of Transportation.

Attachments include the resolution, letters, and biographical information on Mr. Harris.

Attachment No. 12

Manager

BUSINESS

15. Recommend extension of Spirit Square's capital project loan repayment schedule for five years.

Manger/Clodfelter approve 5 year installment loan at 6% Subst. Approve as recommended Vinroot/Wheeler 8-3 No: Clodfelter, Manger, McCoy

Spirit Square Renovation

On April 1, 1988, City Council approved a contract with Spirit Square for renovation of the cultural arts facility.

- The City has contributed $2.8 million to the project ($2.7 million in matching funds and $100,000 grant) and, through September 30, 1991, Spirit Square has contributed $2,749,105.
- Outstanding payments due from Spirit Square total $385,195 at September 30, 1991.
- Spirit Square estimates that the outstanding loan balance at December 31, 1991 will be $210,000.
- The contract between the City and Spirit Square requires the balance due on December 31, 1991, and Spirit Square would like for Council to consider options in resolving the indebtedness.

Loan Repayments

Current loan repayments (including interest) are accomplished through Spirit Square's operating budget at the expense of certain operating programs as described below:

- Funding for marketing programs.
- Programming for at-risk students, handicapped persons, senior citizens and minorities.
- Various visual and performing arts workshops.
- Travelling outreach program for the Charlotte-Mecklenburg School System.

Budget

Five Year Loan Extension

It is recommended that Council extend the current loan agreement for five years at no interest with a balloon payment at the end of the period.

Impact: The City would lose the benefit of the funds for a defined period; however, this would only have a minimal impact on the debt model. Spirit Square could begin to offer additional programming while pursuing grants to retire the debt.

The current option is to require Spirit Square to fulfill the current contract.

Impact: Spirit Square has secured lines of credit with local banks. The cost of providing funds to Spirit Square from local banks would exceed the current interest rate charged by the City and further impact Spirit Square programming.

Attached is a letter from Dr. Joseph Golden, President and Chief Executive Officer, Spirit Square, requesting consideration of options on the loan balance.

Clearances: Budget and Evaluation.

Staff Resource: Vi Alexander

Attachment No. 13

Ord. #9 #326P-X B-40-P 337

16. A. Recommend adoption of a budget ordinance appropriating $6,901,728 from Mecklenburg County to be used for the purchase of property for the new law enforcement center site, and (B) recommend approval of two property transactions.

McCrory/Patterson Excuse Vincent unan Clodfelter/Wheeler approve A + B unan

Law Enforcement Center

The Law Enforcement Center site consists of three parcels with a total estimated cost of $7,250,000.

- The two parcels on this agenda represent the majority of the site.

- A subsequent action will be on a future agenda to complete the acquisition.
- The City and County Managers have executed a memorandum of understanding covering the property acquisition only and a parallel action appropriating the County funds will be presented to the Mecklenburg Board of Commissioners.

1. Project: Law Enforcement Center Site, Parcel No. 1
   Owner(s): Pyramid Motor Company
   Property Address: 601 East Trade Street
   Property to be acquired: 41,426 sq.ft. (.95 ac.)
   Improvements: Automobile service garage, asphalt parking lot and overhead lighting.
   Price: $1,988,448.00
   Remarks: The property was formally used as a part of an automobile dealership. Presently it is being used as surface parking. The property is zoned B-2.

   Zoned: B-2 Use: Parking

2. Project: Law Enforcement Center Site, Parcel No. 2
   Owner(s): KHW Investments
   Property Address: 621 East Trade Street
   Property to be acquired: 102,360 sq. ft. (2.35 ac.)
   Improvements: Four-story masonry office building, asphalt parking lot and overhead lighting.
   Price: $4,913,280.00
   Remarks: The property is used as an office complex and adjoining parking. The property is zoned B-2.

   Zoned: B-2 Use: Office Building and Parking

Staff Resource: Del Borgsdorf

17. Recommend Council authorize improvements to the storm drainage system at 1414 East Sugar Creek Road and 1929 Terrybrook Lane, a portion of The Plaza/Shamrock (Petition II) Storm Drainage Repair Project, in accordance with Section 6.101 of the City Charter.

Manager/Clodfelter approve Unan.

Repair Project

On September 24, 1990, City Council approved the Plaza/Shamrock (Petition II) storm drainage repair project. The project is a full petition assessment project with 279 parcels in the 120 acre drainage basin.

The property owners at 1414 East Sugar Creek Road and 1929 Terrybrook Lane have not granted right-of-entry to their properties needed to construct the improvements.

- Without access to their properties, all the improvements proposed by the Plaza/Shamrock petition II storm drainage project cannot be constructed.

- Whether or not right-of-entry to these properties is gained, the property owners will be assessed a share of the costs of other drainage improvements within the drainage basin in accordance with the full petition procedures adopted by City Council.

Council Action

The Engineering Department requests that City Council authorize storm drainage improvements at 1414 E. Sugar Creek Road and 1929 Terrybrook Lane in accordance with Section 6.101 of the City Charter so that none of The Plaza/Shamrock Petition II drainage improvements will have to be deleted.

Funding: Storm Drainage Repair Capital Account.

Clearances: Engineering Department.

Staff Resource: Julie Burch

Eng.

ITEM NO.

Ord. #10 #3769-X B-10 P. 337

Res. #23 3 28 P 394

18. Recommend adoption of a budget ordinance for $58,905 and approval of an agreement and adoption of a resolution authorizing a municipal agreement between the City of Charlotte and the North Carolina Department of Transportation (NCDOT) describing the purchase, ownership, and use of the Cedar Yard.

Vinroot/Campbell Approve 10-1 No-Mangum

Cedar Yard Purchase

The Cedar Yard is a tract located between Cedar Street and I-77 which CSX Transportation (CSXT) has offered to NCDOT. A map of the site is attached.

A chronology of major events related to CSXT's desired sale of the Cedar Yard includes:

Spring 1989 — CSXT files for abandonment of the former Piedmont and Northern rail line which crosses the Cedar Yard.

10/90 — The City requests NCDOT assistance in protecting the rail corridor through purchase of the Cedar Yard. NCDOT indicates that they may provide up to 60 percent of the purchase price.

11/5/90 — During a Light Rail Transit workshop, Council approves staff's recommendation to continue working with NCDOT and CSXT on Cedar Yard purchase.

12/90 — NCDOT's FY 91-97 Transportation Improvement Program includes a State share of 60 percent for the purchase of the Cedar Yard. The acquisition is included under Category I-Critical Needs.

2/22/91 — CSXT offers the Cedar Yard (9.41 acres) to NCDOT for $3.5 million.

10/8/91 — CSXT accepts NCDOT's offer of $1,724,540 ($5.00 per square foot) for approximately 8 acres of the Cedar Yard. Terms include a 30 percent payment upon closing. Payment of the balance of the purchase price is spread over five years with 10 percent interest on the unpaid balance. CSXT also:

1) Grants NCDOT a "first right of refusal" on the Piedmont and Northern rail corridor between Cedar Yard and Mount Holly when the line is abandoned, and

2) Agrees to negotiate joint use of the rail corridor with NCDOT, prior to abandonment, if a need arises for rail passenger operation.

CSXT

11/1/91 The North Carolina Board of Transportation approves NCDOT's purchase of the Cedar Yard, subject to the City's contribution toward acquisition costs.

Agreement Under the municipal agreement, the City will reimburse NCDOT 40 percent of the purchase payments for the Cedar Yard over the next five years. The agreement requires City approval of future sale by NCDOT of any of the property with a repayment of the City's 40 percent share of the principal, interest and any appreciation in value for the portion of the tract which is sold. The agreement permits the City to use the NCDOT-owned Cedar Yard in a manner compatible with the tract's eventual return to rail or other transportation uses.

The City's payments to NCDOT will be according to the following schedule:

Upon Closing	$208,905.00
First Year	146,233.50
Second Year	136,484.60
Third Year	126,735.70
Fourth Year	116,986.80
Fifth Year	107,237.90
TOTAL	$842,583.50

NCDOT's payments to CSXT over this same period will equal $1,263,875.25.

Funding: The budget ordinance transfers $58,905 from the Light Rail Transit Study Capital Account to the Light Rail Transit Right of Way Capital Account. According to a July 24, 1991 memo from Dick Cherry in Washington, the City's matching funds for a light rail alternatives analysis will not be needed until October, 1992. Therefore, a portion of the City's matching funds is available for right of way in FY92.

The total City commitment for the Cedar Yard acquisition is $842,583.50 which is included in the five year Capital Improvement Program.

Clearances: The agreement has been reviewed by CDOT. The agreement and resolution also have been approved by the City Attorney's office. The mandatory referral report was approved on November 19, 1991.

Staff Resource: Boyd Cauble

Attachment No. 14

19. Recommend approval of several NFL stadium related items.

NFL Stadium

On July 23, 1990, City Council approved a development agreement between the City of Charlotte and Richardson Sports concerning the development of the stadium site. Per this agreement, the City is obligated to:

- assemble the necessary land for the stadium and practice fields
- ensure the site is clean environmentally
- relocate a rail spur, and
- provide required parking.

Council Action

City Council approval is requested on the stadium items listed below. A local delegation is preparing to meet with the NFL in early December at which time City officials will present the NFL evidence of completion or agreements to meet our obligations as per the development agreement.

The following have been approved by City Council in concept and are necessary to keep this project on the schedule the City committed to Richardson Sports.

ITEM NO.

Unanimous/Mangum Excused Pat + Ella from 19-5

Campbell/Wheeler Excused Pat + Ella from 19-3

1. Authorize the City Manager to negotiate and execute an operating and lease agreement between the City of Charlotte and Knight Publishing Company to govern the use of the relocated spur track adjacent to the NFL stadium. The City Attorney's Office is the responsible department. Additional information is available in Attachment No. 1.

Wheeler/Patterson unan.

attorney

2. Authorize the City Manager to negotiate and execute an agreement between Norfolk Southern Railway Company, City of Charlotte and Knight Publishing Company to govern the operation of the relocated spur track adjacent to the NFL stadium. The City Attorney's Office is the responsible department. Additional information is available in Attachment No. 2.

Wheeler/Mangum unan.

attorney

3. Approve Amendment No. 2 with HDR Engineering of Charlotte for $90,000 to provide additional environmental design services for the proposed NFL practice field site. The Engineering Department is the responsible department. Additional information is available in Attachment No. 3.

Mangum/Wheeler unan. (Ella + Pat Excused)

Eng

4. Adopt a resolution authorizing the Mayor to execute a supplemental municipal agreement (Project #U-2511) with North Carolina Department of Transportation (NCDOT) for work related to the relocation of Graham Street. CDOT is the responsible department. Additional information is available in Attachment No. 4.

Res #24 B-28 p 396

Wheeler/Campbell unan.

Eng

5. Authorize the City Manager to execute a memorandum of understanding consistent with prior Council direction setting forth the responsibilities of the City and Duke Power Company in connection with the construction of a parking deck. Additional information is available in Attachment No. 5.

Wheeler/Mangum unan (Ella + Pat Excused)

Eng.

Funds: Funds for the amendment are in the project account.

Staff Resource: Boyd Cauble

Attachment No. 15

Pull 22 A & 30-W

CONSENT

Ord. #1 #3260 X B-40 p 313

FUNDING TRANSFER

20. Recommend adoption of a budget ordinance transferring capital funds of $38,000 for a Community Development Minor Repair and Handicapped Modification Program.

Approve Rest Mangum/Wheeler Unan.

Relocation Assistance

The Minor Repair and Handicapped Modification Program was created in 1983 by the City in response to the Harris-Cannon consent order. In the consent order, which has since been satisfied, the City agreed to provide relocation assistance to all persons and families displaced by the City's community development and code enforcement activities.

- The Minor Repair and Handicapped Modification Program provides grants to landlords in amounts up to $500 ($1,500 for handicapped access modifications) per housing unit to offset the cost of its repair when the unit 1) has minor housing code violations; and 2) with repair or modification, would be available to house people on the City's relocation waiting list.

- Until this year, HUD allowed the use of Community Development Block Grant funds for this program.

- The City was informed late in the spring that the program was no longer an eligible activity.

- If the program is to continue, a new funding source is needed.

CD

- Community Development considers the Minor Repair and Handicapped Modification Program to be a valuable and effective tool in their efforts to acquire enough housing units to satisfy relocation needs.

- This is especially true with handicapped units where the costs of the required modifications often discourages landlords from retrofitting more units than the Fair Housing law requires.

Recommendation: City staff recommends that the funds be drawn from an existing Community Development project--the In Rem program. The $38,000 transfer recommended will not meet the program's need but will provide an acceptable budget without significantly impacting the in rem program.

Clearances: The Community Development and Budget and Evaluation Departments.

BUDGET ORDINANCE

Ord. #2 #3261-X B 40 p. 314

21. Recommend adoption of a budget ordinance transferring $64,000 from General Fund Fund Balance to Council Contingency.

Fund Balance: The General Fund Fund Balance for the fiscal year ending June 30, 1991 was $19.462 million, which represents a reserve level of 10.33%. The Local Government Commission recommends a reserve level of 10%.

The recommended ordinance will transfer $64,000, which is the amount in General Fund Fund Balance in excess of 10%, from General Fund Fund Balance to Council Contingency. This action will increase Council Contingency to $105,000 for the remainder of FY92.

Budget

Funding: General Fund Fund Balance.

BID LIST

22. 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.

22-A Vinroot/Mangum Excuse Matthews Mangum/Vinroot approve 22 A unan

A. 145 - Automobiles & Small Trucks Various Depts.

Recommendation: By Acting Purchasing Director and Various Department Heads that the low bid for each item be accepted for award of contract as follows:

Bid Summary:

Harrelson Ford (For 118 vehicles)	Charlotte, N. C.	$1,487,630.00
City Chevrolet (For 18 Vehicles)	Charlotte, N. C.	$ 203,186.00
Metrolina Dodge (For 9 Vehicles)	Charlotte, N. C.	$ 75,998.00

Purchasing

Project Description: These vehicles will be used in a variety of jobs and projects in various departments.

All are low bid recommendations except the two outlined below.

Source of Funding: (113) General Capital Equipment Fund, (22) Water and Sewer Capital Equipment Fund, (2) Public Transportation Capital Improvement Fund, (6) General Fund - (Police and Fire), and (2) Community Development Fund.

---

100 ea. Full sized Police Sedans for Police Department

Recommend award of contract to the second low bidder, Harrelson Ford, in the amount of $1,266,650.00.

- Chevrolet quoted $225.50 per car extra for the specified gas shocks, a maintenance and safety feature.
- The brakes are not as good on the Chevrolet. The Ford stopped 22 feet or 12% better in the Michigan State Police car trials.

- Gas mileage on the Ford is substantially better (18.5 mpg vs. 14.0 mpg) resulting in a savings of $1042.00 per car over its life.

As an additional cost saving measure we will purchase white cars and use vinyl tape instead of paint, saving $700.00 per car.

2 ea. Mini Cargo Van

Recommend award of contract to the second low bidder, Harrelson Ford, in the amount of $28,667.00. The low bidder could not furnish the liftgate type rear door as required by the Police Department for shelter and safety reasons. The low bidder also could not provide the left side spotlight or rear window wipers.

B. Cast Iron Soil Pipe & Fittings — Utility Department

Recommendation: By Purchasing Director and Utility Director that the low bid, Ferguson Enterprises, Inc., Charlotte, N.C., in the amount of $57,217.10, be accepted for the award of contract on a unit price basis.

Project Description: Cast iron soil pipe and fittings are used for sanitary sewer connections for residential and commercial buildings throughout Mecklenburg County.

Source of Funding: Water and Sewer Operating Fund (Wastewater Collection Maintenance and Construction Materials and Supplies).

C. Three (3) Accessible Para Transit Vehicles — Department of Transportation

Recommendation: By Acting Purchasing Director and Director of Department of Transportation that the only bid received, Bus Industries of America, Oriskany, New York, in the amount of $416,400.00 be accepted for award of contract.

Project Description: These wheelchair-accessible paratransit vehicles are replacement vehicles needed to provide transportation service to qualified elderly and handicapped citizens seven days a week between the hours of 6:00 a.m. and midnight.

Over the last few years different types of paratransit vehicles manufactured by different companies have been purchased for Special Transportation. Despite this, the Division continues to have serious problems keeping the necessary number of vehicles operational and on the road. A serious reliability problem on these previously purchased vehicles has been the mechanized wheelchair lift. The buses manufactured by Bus Industries of America provide wheelchair access by way of a ramp that can be operated manually. Although there are other small bus manufacturers, apparently no other builds a bus to accommodate wheelchairs without the use of a mechanized lift.

Bus Industries of America's vehicles are in the same class as the Charlotte Transit buses - heavy duty and built for stop and go travel and long hours of use. They have a life expectancy of 12 years as opposed to the five years on the previously purchased vehicles.

The Urban Mass Transportation Administration (UMTA) has given their approval to this purchase.

Source of Funding: Public Transportation Capital Improvement Fund - (Purchase of Minibuses - 80% Federal, 10% State and 10% City).

D. Construction Equipment — Various Departments

Recommendation: By Purchasing Director and Various Department Heads that the low acceptable bid for each item (attached) be accepted for award of contract as follows:

Bid Summary:

Prime Equipment Co.	Charlotte, N C	$193,393.00
2 Articulate Front Loaders - Utility		
Case Power & Equip.	Charlotte, N C	$111,523.00
Charlotte Ford Tractor	Charlotte, N C	$ 97,909.00

Project Description: These vehicles will be used in a variety of jobs and projects in various departments.

All are low bid recommendations except the one outlined below.

Source of Funding: General Capital Equipment Fund, Water and Sewer Capital Equipment Fund, General Fund - (Street Maintenance - Powell Bill Fund), and Powell Bill Fund - (Street Maintenance).

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1 ea. 4WD Tractor for Utility Dept.

Recommend award of contract to the third low bidder, Charlotte Ford Tractor, in the amount of $15,386.00.

The low bidder did not meet the specification requirement in the area of engine size and PTO horsepower. This tractor operates 100% in rough, wooded and wet terrain. It is used to maintain sewer right of ways. Past experience has shown that a smaller unit can perform the job, but this application results in a much shorter equipment life. We believe the small turbo-charged engine in the low bid unit would not perform for the eight-year expected life of this unit.

The tractor bid by Case is too heavy to move on the trailers and trucks used by the Wastewater Collection Division. This same unit was rejected for that reason two years ago.

E. Water Distribution Project 1991 Annexation Area 5 - Beam Road — Charlotte-Mecklenburg Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Carolina Demolition & Grading of Charlotte, North Carolina in the amount of $127,336.13 be accepted for award of contract on a unit price basis.

Project Description: Construction of this project would extend water service to the Beam Road area and would fulfill the City's legal annexation requirements for extension of water to this area.

Estimated Cost:	$166,270.00	
Low Bid:	127,336.13	
Difference:	$ 38,933.87	(23%)

Source of Funding: Water and Sewer Capital Improvement Fund (1991 Annexation - Beam Road).

F. Sanitary Sewer Construction 1991 Annexation Area 1 - Prosperity Church Road/Browne Road — Charlotte-Mecklenburg Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Sanders Brothers, Incorporated of Charlotte, North Carolina in the amount of $806,242.94 be accepted for award of contract on a unit price basis.

Project Description: Construction of this project would extend sewer service to the Prosperity Church Road/Browne Road area and would fulfill the City's legal annexation requirements for extension of sewer to the Prosperity Church Road/Browne Road area.

Estimated Cost:	$1,157,000.00	
Low Bid:	806,242.94	
Difference:	$ 350,757.06	(30%)

Source of Funding: Water and Sewer Capital Improvement Fund - (1991 Annexation - Prosperity Church Road).

RESOLUTION

Res. #1 B 28 P 328

23. Recommend adoption of a resolution declaring the results of the special bond referendum on November 5, 1991 upon the questions of approving $48,125,000 Sanitary Sewer Bonds, $14,785,000 Water Bonds and $1,200,000 Storm Drainage Bonds.

Margaret Wheeler

Bond Referendum — The City held a General Obligation bond referendum on November 5, 1991 upon the questions of approving $48,125,000 Sanitary Sewer Bonds, $14,785,000 Water Bonds, and $1,200,000 Storm Drainage Bonds.

- State law requires the Mecklenburg County Board of Elections to forward to the City the result of the canvass of the returns of the bond referendum.
- State law further requires that the City Council adopt a resolution declaring the results of the bond referendum.

Attorney

Clearances: Finance Department and Legal Department.

Res. #2 B. 28 p. 360

24. Recommend adoption of a resolution authorizing $475,000 advanced from the Municipal Debt Service Fund (to be reimbursed from a future bond sale) to the General Capital Project Fund for new park development.

New Park Development: On June 24, 1991 City Council adopted the FY92 budget ordinance that included $2 million for new park development (N. C. 51 District Park). On October 28, 1991 Council adopted an ordinance to advance funds to this project to be repaid from the next general obligation bond sale.

In order for the City to reimburse itself from a future tax exempt financing, U. S. Treasury Department proposed regulations require the adoption of a resolution that expresses official intent to reimburse an expenditure that occurs before a financing.

Finance

Council Action: Council is requested to adopt a resolution that declares the City's intent to reimburse $475,000 to the Municipal Debt Service Fund from a future tax exempt financing.

Funding: Future general obligation bond sale.

Clearances: Finance and bond counsel.

TRAFFIC AGREEMENT

Res. #3 B. 28 p. 366

25. Recommend approval of an agreement and adoption of a resolution authorizing a traffic agreement between the City of Charlotte and the North Carolina Department of Transportation (NCDOT) for upgrade/installation of four traffic signals on W. T. Harris Boulevard (SR 2665).

Traffic Signals: The widening of W. T. Harris Boulevard requires the upgrade/installation of traffic signals at the following locations:

- Hickory Grove Road/Pence Road (upgrade existing signal)
- Albemarle Road (upgrade existing signal)
- Plaza Road Extension (upgrade existing signal)
- Sharon Amity Road (new signal, already installed with prior approval of NCDOT)

CDOT

An agreement between the City and NCDOT is required before the City can be reimbursed for the signal work. Under the agreement the City will be responsible to provide and install all required traffic signal equipment.

Funding: The NCDOT will reimburse the City for actual costs up to $61,400 for work performed by the City.

Clearances: The agreements have been reviewed by the CDOT. The agreements and resolutions have also been approved as to form by the City Attorney's office.

SPEED LIMITS

26. Request adoption of an ordinance to lower the speed limit on three neighborhood streets in two neighborhoods from 35 miles per hour to 25 miles per hour.

Ord. #3 # 3263-X B-10 P 315

Speed Limits In accordance with Council's approved policy, three streets in two neighborhoods have had petitions validated and are determined by the engineering study to be appropriate for a 25 miles per hour speed limit. The streets are:

Longleaf Drive	(Pine Valley)
Loblolly Lane	(Pine Valley)
Winding Way Road	(Stoneybrook)

CDOT

STORM DRAINAGE ASSESSMENTS

27. A. Recommend adoption of a resolution approving the final assessment roll for storm drainage repairs at 2412 Columbus Circle.

Res. #4 B 27 P 368

Location of Drainage Problem: 2412 Columbus Circle.

Funding: This project was approved for construction by City Council on January 12, 1987. In 1987, the Storm Drainage Repair Program stated that the City would pay four-fifths of the cost and the involved property owners would share the remaining one-fifth.

Eng.

Improvements Made: Installation of approximately 135 feet of 48-inch pipe and construction of associated drainage structures.

Total Cost of Repairs: $62,006.47 (Estimated Cost $60,000.00)

Involved Property Owners' Cost: According to the program's policy, if the final cost is greater than the estimate, the assessment will be the estimated cost ($12,000.00).

City's Cost: The City pays for all remaining cost of improvements on private property ($50,006.47).

Hearing Requirements: No public hearing was required since all involved property owners signed the petition.

Source of Funds: Storm Drainage Repair Capital Account.

Res. #5 B-28 p-369

B. Recommend adoption of a resolution approving the final assessment roll for storm drainage repairs at 6133 White Feather Lane.

Location of Drainage Problem: 6133 White Feather Lane.

Funding: This project was approved for construction by City Council on January 12, 1987. In 1987, the Storm Drainage Repair Program stated that the City would pay for four-fifths of the cost and the involved property owners would share the remaining one-fifth.

Improvements Made: Installation of approximately 405 feet of various sized pipes and construction of associated drainage structures.

Total Cost of Repairs: $46,435.16 (Estimated Cost $44,000.00).

Involved Property Owners' Cost: According to the program's policy, if the final cost is greater than the estimate, the assessment will be the estimated cost ($8,800.00).

City's Cost: The City pays for all remaining cost of improvements on private property ($37,635.16).

Hearing Requirements: No public hearing was required since all involved property owners signed the petition.

End

Source of Funds: Storm Drainage Repair Capital Account.

Ref. #6 B. 28 P. 320

C. Recommend adoption of a resolution approving the final assessment roll for storm drainage repairs at 1832 and 1838 Northcliff Drive.

Location of Drainage Problem: 1832 and 1838 Northcliff Drive.

Ranking: Moderate Priority

Improvements Made: Installed approximately 40 feet of 30-inch pipe, lined channel with rip-rap and repaired driveway.

Total Cost of Repairs: $21,091.44 (Estimated cost $23,500.00).

Eng

Involved Property Owners' Cost: Because project costs were lower than estimated, the property owner will share in the savings and will only pay $10,545.72.

City's Cost: The City pays for all remaining cost of improvements on private property ($9,391.44).

Hearing Requirements: No public hearing was required since all involved property owners signed the petition.

Funding: Storm Drainage Repair Account. FY91 appropriation was reserved for this project.

Ref. #7 B. 28 P. 321

D. Recommend adoption of a resolution approving the final assessment roll for storm drainage repairs at 3101 Dawnshire Avenue.

Location of Drainage Problem: 3101 Dawnshire Avenue.

Ranking: Moderate Priority

Improvements Made: Installed approximately 60 feet of 30-inch pipe to connect two existing pipes.

Total Cost of Repairs: $20,954.38 (Estimated cost $17,000.00).

Eng

Involved Property Owners' Cost: According to the program's policy, if the final cost is greater than the estimate, the assessment will be the estimated cost ($8,500.00).

City's Cost: The City pays for all remaining cost of improvements on private property ($12,454.38).

Hearing Requirements: No public hearing was required since all involved property owners signed the petition.

Funding: Storm Drainage Repair Account. FY91 appropriation was reserved for this project.

E. Recommend adoption of a resolution approving the final assessment roll for storm drainage repairs at 3243 Landerwood Drive.

Res. #8 B 38 p. 372

Location of Drainage Problem: 3243 and 3233 Landerwood Drive.

Ranking: Moderate Priority

Improvements Made: Reshaped existing channel and installed rip rap on bottom and sides of channel for erosion control and stabilization.

Total Cost of Repairs: $17,964.48 (Estimated cost $11,300.00).

Eng

Involved Property Owners' Cost: According to the program's policy, if the final cost is greater than the estimate, the assessment will be the estimated cost ($5,650.00).

City's Cost: The City pays for all remaining cost of improvements on private property ($12,314.48).

Hearing Requirements: No public hearing was required since all involved property owners signed the petition.

Funding: Storm Drainage Repair Account. FY91 appropriation was reserved for this project.

F. Recommend adoptin of a resolution approving the final assessment roll for storm drainage repairs at 2118, 2119 and 2125 Holly Street.

Res. #9 B-38 p 373

Location of Drainage Problem: 2118, 2119 and 2125 Holly Street.

Ranking: High Priority

Eng

Improvements Made: Installed approximately 250 feet of 18 and 30-inch pipe and associated drainage structures.

Total Cost of Repairs: $40,631.44 (Estimated cost $35,000.00).

Involved Property Owners' Cost: According to the program's policy, if the final cost is greater than the estimate, the assessment will be the estimated cost ($2,800.00).

City's Cost: The City pays for all repairs within the street right-of-way ($21,000.00) and remaining cost of improvements on private property ($19,631.44).

Hearing Requirements: No public hearing was required since all involved property owners signed the petition.

Funding: Storm Drainage Repair Account. FY91 appropriation was reserved for this project.

Res #10 B 38 P 374

G. Recommend adoption of a resolution approving the final assessment roll for storm drainage repairs at 9620 and 9610 Tresanton Drive.

Location of Drainage Problem: 9620 and 9610 Tresanton Drive.

Ranking: Moderate Priority

Improvements Made: Removed existing headwall, constructed a yard inlet, backfill, applied sod stabilizer, and seeded and mulched the disturbed areas.

Total Cost of Repairs: $9,900.00 (Estimated cost $11,000.00)

Involved Property Owners' Cost: Because project costs were lower than estimated, the property owner will share in the savings and will only pay $4,950.00.

City's Cost: The City pays for all remaining cost of improvements on private property ($4,950.00).

Hearing Requirements: No public hearing was required since all involved property owners signed the petition.

Funding: Storm Drainage Repair Capital Account.

TAX REFUND

28. Finance

Recommend adoption of a resolution authorizing the refund of certain taxes assessed through clerical error or illegal levy in the amount of $17,770.14.

Res #11 B-38 P-375

SET PUBLIC HEARING

29. Attorney

Recommend setting a public hearing on December 9, 1991 at 7:00 p.m. in the Meeting Chamber on adoption of an ordinance that would effect required changes to the City's Housing Code.

PROPERTY TRANSACTIONS

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

A. Project: '91 Annexation - Plott Road, Parcel No. 7
Owner(s): Jeffery H. Saunders, Jack H. Saunders and Mildred H. Saunders
Property Address: 7001 Robinson Church Road
Property to be acquired: 11,935.35 sq.ft. (0.274 ac.) Permanent Easement plus Temporary Construction Easement
Improvements: Trees
Price: $13,800.00
Remarks:

Sanitary Sewer (15') Right-of-Way: 795.69 LF @ $1.00/LF	= $	795.69
Severance: Temporary Construction Easement, manholes, damages to remainder	= $	13,004.31
Total		$13,800.00

Zoned: R-15 Use: Residential

RE

B. Project: Sardis Road Widening, Parcel No. 13
Owner(s): Heritage Woods Swim and Racquet Club, Inc.
Property Address: 7824 Sardis Road
Property to be acquired: 70,374 (1.62 ac.) plus 13,013 (.299 ac.) Temporary Construction Easement
Improvements: Fence, sign, relocate 40' light pole, ornamental trees, miscellaneous shrubs, reconstruction of a portion of asphalt tennis court after completion of roadway project.
Price: $42,000.00

RE

Remarks: The area being acquired includes 43,161 sq.ft. (0.99 ac.) of the property owner's remaining interest to existing road right-of-way.

Zoned: R-12 Use: Club/Commercial

C. Project: Sardis Road Widening, Parcel No. 43
Owner(s): Philip G.Curry and wife, Margaret H. Curry
Property Address: 7416 Sardis Road
Property to be acquired: 8,171 sq.ft. (0.187 ac.) fee, plus 3,215 sq.ft. (0.074 ac.) Temporary Construction Easement.
Improvements: Trees
Price: $12,850.00
Remarks: Zoned: R-15 Use: Residential

RE

D. Project: Sardis Road Widening, Parcel No. 59
Owner(s): Robert William Chesney, Cynthia C. Lucus and Steven W. Lucus
Property Address: 7100 Sardis Road
Property to be acquired: 17,673 sq.ft. (.405 ac.) fee, plus 1,995 sq.ft. Temporary Construction Easement
Improvements: Trees and numerous mature shrubs
Price: $23,850.00
Remarks: The area being acquired includes 9,153 sq.ft. (0.210 ac.) of the property owner's remaining interest to existing road right-of-way.

Zoned: R-15 Use: Residential

RE

E. Project: Sardis Road Widening, Parcel No. 68
Owner(s): G. Stephen Jones & wf., Marjorie T. Jones, Claire Jones Pressly & Robert W. Pressly, Marion Jones Massey & Walter P. Massey
Property Address: 6815 Sardis Road, Charlotte, NC 28270
Property to be acquired: 9,182 sq.ft. (0.211 ac.) plus 4,575 sq.ft. (0.105 ac.) of Temporary Construction Easement
Improvements: Trees, shrubs, asphalt drive
Price: $20,900.00
Remarks: The area being acquired includes 2,605 sq.ft. (0.060 ac.) of the property owners remaining interest to existing road right-of-way.

Zoned: R-12 Use: Single/Family/Residential

R.E.

F. Project: Sardis Road Widening, Parcel No. 113
Owner(s): Douglas M. Collings & wf., Thomasine Collings
Property Address: 6326 Sardis Road, Charlotte, NC 28270
Property to be acquired: 3,256 sq.ft. (0.074 ac.) plus 3,427 sq.ft. (0.079 ac.) of Temporary Construction Easement
Improvements: Trees, shrubs, yard, concrete drive
Price: $14,300.00
Remarks: Zoned: R-15 Use: Single/Family/Residential

RE

G. Project: F.A.R. Part 150 Land Acquisition Program - Residential Purchase
Owner(s): J. C. Brookshire
Property Address: 7004 Virginia Circle, Charlotte, N.C. 28214
Property to be acquired: .488 acres
Improvements: 3 bedrooms, 2 bath, ranch
Price: $65,000.00
Remarks: Residential property acquired under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition and relocation costs eligible for Federal Aviation Administration reimbursement.

Aviation

H. Project: F.A.R. Part 150 Land Acquisition Program - Residential Purchase
Owner(s): Clifford E. Jenkins and wife, Helen
Property Address: 4000 Lakeview Drive, Charlotte, NC 28217
Property to be acquired: .971 acres
Improvements: 3 bedrooms, 2 bath, brick ranch
Price: $65,500.00
Remarks: Residential property acquired under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition and relocation costs eligible for Federal Aviation Administration reimbursement.

Aviation

I. Project: F.A.R. Part 150 Land Acquisition Program - Residential Purchase
Owner(s): Connie L. Thornton, Ike C. Thornton, Mary N. Thornton
Property Address: 6516 Shoreline Dr., Charlotte, NC 28214
Property to be acquired: 1.536 acres
Improvements: 3 bedrooms, 2 bath, ranch
Price: $118,000.00
Remarks: Residential property acquired under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition and relocation costs eligible for Federal Aviation Administration reimbursement.

Aviation

J. Project: F.A.R. Part 150 Land Acquisition Program - Residential Purchase
Owner(s): J. C. Brookshire
Property Address: 7009 Virginia Circle, Charlotte, N.C. 28214
Property to be acquired: 1.096acres
Improvements: 3 bedrooms, 2 bath, ranch
Price: $81,000.00
Remarks: Residential property acquired under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition and relocation costs eligible for Federal Aviation Administration reimbursement.

Aviation

Res #12 B 28 P 378

K. Project: Master Plan Land Acquisition
Owner(s): Phillip Sloan Porter & wife, Lucielle
Property Address: .874 on Piney Top Road, Charlotte, NC
Property to be acquired: .874 acres
Improvements: Dwelling
Additional Payment: $12,000.00
Remarks: City Council adopted a resolution authorizing condemnation proceedings for the acquisition on August 28, 1989. Condemnation proceedings were filed on November 14, 1989. After the condemnation, the property appraisal was updated to the date of taking with the new value of $60,000. This is an increase of $12,000.00, and it is recommended that Council approve this increase in price.

Aviation

Res #13
B 28
P. 379

L. Project: Master Plan Land Acquisition
Owner(s): Roy R. Helms & wife, Margaret Reid
Property Address: 2.775 Acres on Piney Top Road
Property to be acquired: 2.775 acres
Improvements: Dwelling
Additional Payment: $22,700.00
Remarks: City Council adopted a resolution authorizing condemnation proceedings for the acquisition on November 14, 1988. Condemnation proceedings were filed on January 13, 1989. After the condemnation, the property appraisal was updated to the date of taking with the new value of $150,000.00. This is an increase of $22,700.00, and it is recommended that Council approve this increase in price.

Aviation

Res #14
B-28
P. 380

M. Project: Master Plan Land Acquisition
Owner(s): Katharine G. Freeman & John Herron
Property Address: 5.256 Acres on Piney Top Road
Property to be acquired: 5.256 acres
Improvements: Dwelling
Additional Payment: $43,300.00
Remarks: City Council adopted a resolution authorizing condemnation proceedings for the acquisition on August 28, 1989. Condemnation proceedings were filed on November 14, 1989. After the condemnation, the property appraisal was updated to the date of taking with the new value of $444,000.00. This is an increase of $43,300.00, and it is recommended that Council approve this increase in price.

Aviation

Res #15
B-28
P 382

N. Project: Master Plan Land Acquisition
Owner(s): Charles M. Freeman, Jr. & wife, Irene
Property Address: .703 Acres on Piney Top Road
Property to be acquired: .703 acres
Improvements: Dwelling
Additional Payment: $1,200.00
Remarks: City Council adopted a resolution authorizing condemnation proceedings for the Acquisition on August 28, 1989. Since the first action, condemnation proceedings were filed on November 14, 1989. After the condemnation, the property appraisal was updated to the date of taking with the new value of $44,200.00. This is an increase of $1,200.00, and it is recommended that Council approve this increase in price.

Aviation

Res #16 B.28 P.383

O. Project: Master Plan Land Acquisition
Owner(s): Gilbert Raymond Cooper & wife, Emily
Property Address: 3.449 Acres on Piney Top Road
Property to be acquired: 3.449 acres
Improvements: Dwelling
Additional Payment: $25,500.00
Remarks: City Council adopted a resolution authorizing condemnation proceedings for the Acquisition on December 12, 1988. Condemnation proceedings were filed on February 16, 1989. After the condemnation, the property appraisal was updated to the date of taking with the new value of $178,500.00. This is an increase of $25,500.00, and it is requested that you approve this increase in price.

Aviation

Res. #17 B.28 P.384

P. Project: Master Plan Land Acquisition
Owner(s): Wilburn Bigham Brown & wife, Cecil John Bruce Brown & Lillian S.
Property Address: 7.703 Acres on Piney Top Road
Property to be acquired: 7.703 acres
Improvements: None
Additional Payment: $13,900.00
Remarks: City Council adopted a resolution authorizing condemnation proceedings for the acquisition on August 28, 1989. Condemnation proceedings were filed on November 14, 1989. After the condemnation, the property appraisal was updated to the date of taking with the new value of $346,500.00. This is an increase of $13,900.00, and it is recommended that Council approve this increase in price.

Aviation

Res. #18 B.28 P.385

Q. Project: Master Plan Land Acquisition
Owner(s): John Bruce Brown & Lillian S.
Property Address: 2.199 acres on Piney Top Road
Property to be acquired: 2.199 acres
Improvements: None
Additional Payment: $5,500.00
Remarks: City Council adopted a resolution authorizing condemnation proceedings for the acquisition on August 28, 1989. Condemnation proceedings were filed on November 14, 1989. After the condemnation, the property appraisal was updated to the date of taking with the new value of $121,500.00. This is an increase of $5,500.00, and it is recommended that Council approve this increase in price.

Aviation

R. Project: F.A.R. Part 150 Land Acquisition
Owner(s): Bill E. Parson and wife, Dalpha F.
Property Address: 7012 Virginia Circle, Charlotte, NC 28214
Property to be acquired: .451 acres
Improvements: 3 bedroom, 2 bath, ranch residence
Purchase Price: $77,000.00
Remarks: Residential property acquired per Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition and Relocation Act 1970. Owners eligible for relocation benefits. Acquisition and relocation costs eligible for Federal Aviation Administration reimbursement.

Aviation

S. Project: F.A.R. Part 150 Land Acquisition
Owner(s):Donald H. Hicks and wife Aletha
Property Address: 3035 Moores Lake Drive
Property to be acquired: .526 Acres
Improvements: 3 bdrm, 2 bath, ranch house
Price: $84,000.00
Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition eligible for Federal Aviation Administration reimbursement.

Aviation

CONDEMNATIONS

Res #19
B 28
P 386

T. Project: Belmont Neighborhood Improvements, Parcel No. 148
Owner(s): Gary H. Watts Realty Company and any other parties of interest
Property address: Vacant lot on Umstead Street
Property to be condemned: 8,328 sq.ft. (0.192 ac.) of Permanent and Temporary Easement
Improvements: None
Price: $1.00
Reason for condemnation:
Total Area: 17,511.12 sq.ft. (0.402 ac.)
Portion to Be Acquired: 2,207 sq.ft. (0.051 ac.) of Permanent Drainage Easement and 6,121 sq.ft. (0.141 ac.) of Temporary Construction Easement
Portion Remaining: 9,183.12

Property owner has refused to return numerous phone calls made to him or respond to any correspondence mailed to his realty company. Condemnation is recommended. Also, the property is under impending seizure by the U. S. Government.
Zoned: R-12 MF Use: Vacant Lot

RE.

Res #20 B 38 P 389

U. Project: Proposed 8" Sanitary Sewer - Fullwood Trace Phase II, Parcel No. 2
Owner(s): Katie P. Wright & Frederick E. Burns and any other parties of interest
Property address: 624 E. Charles Street, Matthews, N.C.
Property to be condemned: 4,336.67 sq.ft. (0.0995 ac.) of Permanent Easement plus Temporary Construction Easement
Improvements: Trees
Price: $1,250.00
Reason for condemnation:

Total Area:	=	66,646.80 sq.ft. (1.53 ac.)
Area to be Acquired:	=	2,647.08 sq.ft. (0.061 ac.)
Temp. Const. Easement:	=	1,689.59 sq.ft. (0.039 ac.)
Area Remaining:	=	63,999.72 sq.ft. (1.469 ac.)

Property owner is served by City water and sewer and has refused to have any additional easements on his property to serve the adjacent subdivision presently under construction. Property owner claims damages occurred to his land and were never corrected by the contractor on a previous sanitary sewer project. Condemnation is requested to avoid project delay.

R.E.

Res #21 B 38 P 390

V. Project: '91 Annexation - Plott Road, Parcel No. 11
Owner(s): Harry D. Watson and any other parties of interest
Property address: 7021 Robinson Church Road
Property to be condemned: 10,688.5 sq.ft. (0.245 acre)
Improvements: None
Price: $1,200.00
Reason for condemnation:

Total Parcel Area:	=	503,553.6 sq.ft.
Permanent Sanitary Sewer (15') Area:	=	6,413.1 sq.ft.
Temporary Construction Easement Area:	=	4,275.4 sq.ft.
Residual Area:	=	492,865.1 sq.ft.

Owner has working relationship with adjacent landowner and will not sign until neighborhood executes an agreement.

Zoned: R-15 Use: Residential

R.E.

Mangum/Martin Defer for further investigation unan.

RE

W. Project: Paw Creek Parallel Outfall, Parcel No. 5
Owner(s): Jerry J. Hunter and any other parties of interest Property address: 26.55 AC Huntlynn Road
Property to be condemned: 15,031.72 sq.ft. (0.345 ac.)
Temporary Construction Easement plus ~~4,500~~ 5163 46 sq.ft. (0.~~103~~ .118 ac.)
Improvements: Trees - Wooded area
Price: $3,500.00
Reason for condemnation: Property owner feels City's offer is too low - made counter offer in the amount of $9,500.00.

Zoned: RMH Use: Mobile Home Park

Res #22 B-28 p 392

X. Project: Paw Creek Outfall, Parcel No. 4
Owner(s): Ralph Herbert Suttle, Jr. and any other parties of interest
Property address: 65.67 AC. Wilkerson Blvd. (7800 Wilkerson)
Property to be condemned: 10,943.43 sq.ft. (0.251 ac.) plus Temporary Construction Easement 10,455 ± sq.ft. (0.240 ac.)
Improvements: Trees - Wooded Area
Price: $5,030.00
Reason for condemnation: Property owner feels City's offer is too low, made counter offer in the amount of $20,000.00.

RE.

Zoned: RMH Use: Mobile Home Park

Original and amended fundings for the CDBG Program Revenues and Expenditures

CD Program Block Grant Revenues	Original	First Amendment	Second Amendment
CDBG	$3,751,000	$3,751,000	$3,751,000
Program Income	1,243,523	1,243,523	1,243,523
Recaptured Federal Funds	33,000	33,000	33,000
Reprogrammed FY91 Funds	-0-	-0-	1,058,241*
CDBG Monitoring Finding Reimbursement			
- Rental of Building Space	-0-	47,921*	47,921
- Belmont Plan Implementation	-0-	177,769*	177,769
- Family Housing Services	-0-	-0-	29,005*
TOTAL PROGRAM REVENUES	$5,027,523	$5,253,213*	$6,340,459*

*Denotes change

CD Program Block Grant Expenditures	Original	First Amendment	Second Amendment
Program Activities			
Selective Residential Rehabilitation Assistance	$1,456,442	$1,456,442	$2,234,240*
Acquisition of Property	466,013	613,306*	1,170,721*
Relocation	373,813	373,813	473,651*
Home Ownership Down Payment Assistance	13,500	13,500	21,470*
Replacement Housing	494,098	494,098	638,323*
Human Service Contracts	538,974	538,974	538,974
-Gethsemane Enrichment($415,149)			
-Bethlehem Center($123,825)			
Housing Counselling	215,154	-0-*	-0-
-Family Housing Services($215,154)			
SUBTOTAL PROGRAM ACTIVITIES	$3,557,994	$3,490,133*	$5,077,379*
Program Delivery			
Code Enforcement	$ -0-	$ 500,000*	$ -0-*
Rehabilitation	435,442	435,142*	435,142
Relocation	364,146	364,146	364,146
Housing and Jobs Development	206,149	-0-*	-0-
SUBTOTAL PROGRAM DELIVERY	$1,005,737	$1,299,288*	$ 799,288*
Program Administration			
Administration	$ 463,792	$ 463,792	$ 463,792
SUBTOTAL PROGRAM ADMINISTRATION	$ 463,792	$ 463,792	$ 463,792
TOTAL PROGRAM EXPENDITURES	$5,027,523	$5,253,213*	$6,340,459*

SECOND AMENDMENT

FINAL STATEMENT

FY92 CDBG APPLICATION

November, 1991

SECOND AMENDMENT
FINAL STATEMENT OF COMMUNITY DEVELOPMENT OBJECTIVES AND PROJECTED USE OF FUNDS

FY92

Community Development Objectives

The primary objective of the Community Development Program is the development of viable urban communities including decent housing, a suitable living environment and expanding economic opportunities, principally for persons earning 80% or less of City's median income. Consistent with this primary national objective, the City Council has adopted the following general objective for the City of Charlotte and the Community Development Program:

"To preserve the City's housing stock and develop new housing resources and employment opportunities for Charlotte's low and moderate income citizens. Program strategies include:

- Preservation of the existing housing stock through code enforcement and housing rehabilitation.

- Expansion of the housing stock and affordable housing opportunities through:

  - new construction of low to moderate income housing,

  - acquisition and rehabilitation of boarded-up dwellings, and

  - low interest loans to assist low and moderate income families displaced by governmental action to purchase or replace homes.

- Promotion of economic development and business expansion to strengthen neighborhoods through the creation of jobs and economic opportunities for low to moderate income persons.

- Stabilizing communities by providing:
  - Housing counselling for families to become homeowners,
  - Pre and post occupancy counselling,
  - Mortgage Default counselling.
  - Tutorial After School Program for lower-income students

In order to accomplish the stated objectives, we anticipate the expenditure of $6,340,459 comprised of FY92 Community Development Block Grant funds ($3,751,000), Program Income ($1,243,523), Recaptured federal funds ($33,000), CDBG Monitoring Finding Reimbursement ($254,695) and reprogrammed FY91 CDBG funds ($1,058,241).

SECOND AMENDMENT

Projected Use of Funds
FY92

It is projected that $5,253,213 from the sources shown below will be used to implement the listed activities to accomplish program objectives:

Block Grant Resources

- FY92 Block Grant Funds	$3,751,000
- Program Income	1,243,523
- Recaptured Federal Funds	33,000
- CDBG Monitoring Finding Reimbursement	
- Rental of Building Space	47,921
- Belmont Plan Implementation	177,769
- Family Housing Services	29,005
- Reprogrammed FY91 CDBG Funds	$1,058,241
TOTAL RESOURCES	$6,340,459

SECOND AMENDMENT

FINAL FY92 BUDGET

Program Activity Budget

Program Activities	Area Served	Original	First Amendment	Second Amendment
• Selective Residential Rehabilitation Assistance (Estimated 89 loans at an average cost of $25,000 per loan.)	Rehabilitation Eligibility Area (City-Wide)	$1,456,442	$1,456,442	$2,234,240
• Acquisition Purchase of houses and/or land to provide housing for low/mod residents	City-Wide	466,013	613,306	1,170,721
• Relocation Financial assistance which includes rental assistance and moving benefits. On-going counselling is provided to the individuals and families displaced by code enforcement and other governmental action (approx. 165 residents will be served)	City-Wide	373,813	373,813	473,651
• Replacement Housing (New Construction) Replacement of existing housing for homeowners remaining as homeowners and whose homes cannot be rehabilitated economically. (11 units)	City-Wide	494,098	494,098	638,323
• Homeownership Down Payment Assistance Housing downpayment, closing costs and monthly housing payments for low/moderate potential homeowners who are purchasing through one of the City's assisted housing development programs. (Approx. 14 residents will be served)	City-Wide	13,500	13,500	21,470

SECOND AMENDMENT

FINAL FY92 BUDGET (Continued)

Program Activities (Continued)	Area Served	Original	First Amendment	Second Amendment
• Housing and Job Development Provide housing and job development and related services to neighborhoods in Charlotte. Administer the Economic Development Revolving Loan Fund, Development and Revitalization Loan Program, and the City's Innovative Housing Program.	City Within a City	Recycled loan funds & local funding	Recycled loan funds & local funding	Same
• Human Services Contracts Tutorial assistance provided for youth from 4-12 years of age. The purpose of the program is to prepare the youth for school and gainful employment. (total 629 clients) -Gethsemane Enrichment Program (445 clients) -Bethlehem Center (184 Clients)	City Within a City	538,974	538,974	538,974
• Housing counselling is contracted with Family Housing Services to provide: - pre-purchase counselling - homeownership counselling - pre- and post-occupancy counselling - Mortgage default counselling	City-Wide	215,154	0	0
. Code Enforcement Code Enforcement services are provided city-wide but are concentrated in 21 census tracts containing 75% of the substandard housing in the city.	City-Wide	0 (See Operating Budget, next page.)	0	0
Total Program Activity Budget		$3,557,994	$3,490,133	$5,077,379

SECOND AMENDMENT

FINAL FY92 BUDGET (Continued)

Operating Budget

Program Delivery	Original	First Amendment	Second Amendment
Code Enforcement	0	$ 500,000	0
Rehabilitation	$ 435,442	$ 435,142	435,142
Relocation	364,146	364,146	364,146
Housing & Jobs Development	206,149	0	0
Total Program Delivery	1,005,737	1,299,288	799,288
Program Administration			
Administration	463,792	463,792	463,792
Total Program Administration	463,792	463,792	463,792
GRAND TOTAL	$5,027,523	$5,253,213	$6,340,459

See attached Description of Community Development Programs.

SECOND AMENDMENT
DESCRIPTION OF COMMUNITY DEVELOPMENT EXPENDITURES

PROGRAM ACTIVITIES

Selective Residential Rehabilitation Program

This activity offers rehabilitation financial assistance to owners of residential structures throughout the City earning 80% or less of median income and not bankable. Federal assistance is repayable through loans or deferred payment loans based on 30% of assisted family income towards principal, interest, taxes and insurance.

Acquisition

This activity offers the purchase of houses and/or land for low/moderate income residents. As feasible housing or land becomes available on the market, it is purchased and in turn made available to house low/moderate income City-wide residents.

Relocation

Assistance provided for individuals and families who are displaced by code enforcement and other governmental action with the goal of permanently removing families from the relocation workload through:

Moving Assistance: Any resident who qualifies to come on the relocation workload as being displaced due to governmental action is entitled to receive an expense and dislocation allowance to cover the cost of moving and any related expenses up to $5,000.

Rental Assistance: Financial assistance will be provided for approximately 42 months to cover increased housing costs for displacees who are tenants. In order to receive the assistance, the replacement unit must meet the City Housing Code. The rental assistance may not exceed $5,250.

Lease Option Rental Assistance: Lease Option Rental Assistance is the local policy adopted by the City Council to allow an additional rental assistance payment of $7,000 for 42 months to enable displacees to afford standard replacement housing. This is in addition to the $5,250 allowed by HUD.

Home Purchase Loan: Tenants on the relocation workload may be assisted in becoming homeowners. After a preliminary assessment of the feasibility of qualifying, clients are referred to the Charlotte Mecklenburg Housing Partnership (CMHP) where they receive priority for a low interest loan. If their income is insufficient to meet the CMHP guidelines, they are referred for a Home Purchase Loan through the Selective Rehabilitation Program.

Replacement Housing

Replacement of existing housing units for homeowners who are remaining as homeowners and whose homes cannot be rehabilitated economically.

Homeownership Down Payment Assistance

This City-wide activity will provide downpayment, closing costs and monthly housing payments assistance to low/moderate income homeowners at an average of $1,500 per homeowner. The families assisted will come through the City's assisted housing developments such as those developed through the Housing Partnership.

Human Service Contracts

These two contracts are designed to provide approximately 629 youth residing in the City Within a City areas with educational, career learning and communicative skills. The purpose is to prepare the students for school and gainful employment.

- Gethsemane Enrichment Program serves approximately 445 low/moderate income youth principally and primarily from the Five Points, Third Ward, Grier Heights, West Boulevard and Belmont areas.

- Bethlehem Center serves approximately 184 low/moderate income youth from the Southside and West Boulevard areas.

PROGRAM DELIVERY

Rehabilitation
Process housing rehabilitation cases (owner-occupied and absentee-owned) through the financial and construction selective rehabilitation process.

Relocation
Relocation assistance includes financial assistance which provides rental assistance and moving benefits for people who are displaced by code enforcement and other governmental actions.

PROGRAM ADMINISTRATION

Administration

Direct Community Development Department activities including coordination, budgeting, personnel, grants application, reporting and plan development.

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

November 19, 1991

Mayor Sue Myrick
Members, City Council
Charlotte, North Carolina

Dear Mayor and Council Members:

Attached are recommendations of the Zoning Committee of the Charlotte-Mecklenburg Planning Commission on petitions which have been heard and referred to the Planning Commission for consideration. The recommendations as reflected herein were arrived at in a meeting of the Planning Commission on November 18, 1991.

According to the adopted rules of procedure, these recommendations will be sent to the interested parties with a time period for the conveyance of any written statement set to elapse 12:00 Noon on Monday, November 25, 1991. This will then permit these matters to be placed on your agenda for consideration on Monday, November 25, 1991.

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

Respectfully submitted,

Anne J. McClure

Anne J. McClure
Charlotte-Mecklenburg Planning Commission
Zoning Committee Chairperson

AJM/cln

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

DATE: November 18, 1991

PETITION NO.: 91-58

PETITIONER(S): Erwin Properties

REQUEST: Change from O-15(CD) to B-1SCD and consideration of a B-1SCD site plan amendment.

LOCATION: Approximately 26 acres located on the westerly side of East W.T. Harris Boulevard south of N.C. 49.

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

VOTE: Yeas: Baucom, Byrne, Fenning and Motley.

Nays: Fenning and Spencer.

NOTE: A substitute motion was made to recommend denial of the petition, rather than to approve. That motion failed with the following vote:

VOTE: Yeas: Fenning, Spencer.

Nays: Baucom, Byrne, McClure and Motley.

REASONS

This petition proposes the amendment of an existing office park plan to convert a portion of the office area to a 110,000 square foot commercial center. Publicly adopted plans and policies in effect for this area have evolved over the recent years with the 2005 Plan indicating residential land uses in the area but with the UNCC District Plan and the Northeast District Plan recognizing the feasibility of office land uses. The petition had previously been deferred in order to allow for the completion of an assessment of commercial land needs in the northeast area. That assessment (see attachment) found that there is an adequate amount of retail/commercial zoned land in the northeast area to satisfy retail needs for the next twenty years. However, the majority of Zoning Committee members viewed the petition as appropriate for approval noting that not all of the commercially zoned land referenced in the study will necessarily be developed for retail purposes. The Zoning Committee viewed the petitioned site's direct access to the surrounding thoroughfare system as advantageous for the planned retail use. It was noted that this petition represents firm development plans with a commitment from a prospective tenant. The Committee also felt that the small amount of retail involved in this petition would not impact existing retail centers located nearby. In addition, Zoning Committee viewed the petitioner's recent modifications to the site plan which better address the project edges and CDOT's traffic concerns as adequate.

Therefore, Zoning Committee recommends that this petition be approved, as modified.

MINORITY OPINION

A minority of Zoning Committee members viewed the request as inappropriate for approval due to the abundance of retail already provided for by existing zoning. It was noted that the public goes through the district planning process for sound reasons and the plans should be followed.

STAFF OPINION

The staff disagrees with the Zoning Committee recommendation. The question of retail needs in this portion of the community was recently discussed by Planning Committee which found the millions of square feet of potential retail in the area as adequate for the foreseeable future and also reaffirmed the Northeast District Plan's specific locations for retail centers. It is very likely that approval of this petition will result in additional requests for commercial zoning nearby.

Northeast Retail Analysis

In the northeast part of the county, two rezoning petitions have been filed requesting retail power centers. Other locations in the northeast for potential power centers have also been suggested by land developers. In light of the many power centers being discussed, this focused analysis of retail uses in the northeast has been done.

The area in question is roughly from I-85, Mallard Creek Church Road over to the outer belt and then down to Newell-Hickory Grove area to the weave areas above Hidden Valley.

The Planning Committee reviewed the study at its November 12 meeting. The Committee discussed in particular the square footage numbers generated by staff. The bottom line of the discussion was that there is enough retail zoning, existing or proposed in this portion of the district, to satisfy the need for at least the next twenty years. When and if additional demand should surface after the commercial sites on the Northeast Plan are absorbed, then we can consider zone changes.

A motion was made to approve the study.

After more discussion, a substitute motion was made to (instead of approving the study per se), reaffirm the decision made by the Planning Committee in approving the Northeast District Plan. This motion carried unanimously.

ATTACHMENT NO. 3

September 23, 1991

Northeast Retail Analysis

In the northeast part of the county, two rezoning petitions have been filed requesting retail power centers. Other locations in the northeast for potential power centers have also been suggested by land developers. In light of the many power centers being discussed, this focused analysis of retail uses in the northeast has been done.

Existing Conditions

Existing retail uses in the northeast are limited at this time. This is not surprising since this is an emerging growth area. Existing retail centers are listed below:

- University City 155,000 SF.
- Town Center 193,000 SF.

Free standing retail uses within the area being studied amount to an additional 64,000 SF of retail space.

Adjacent to the study area is the North Tryon Corridor where several shopping centers exist along with many free standing retail uses.

Existing Zoning

Conditional rezonings for retail uses in this area that are not already built allows an additional 1,450,000 SF. Much of the square footage is located at University City where a mall has been approved.

In addition to the conditional zoning plans approved in the northeast, there exists over 100 acres of properties zoned B-2 at the weave of U.S. 29 and N.C. 49 that are currently vacant. Over 300 acres of vacant I-1 property also exists between I-85 and the weave area. These properties combined could potentially allow 3 million SF of retail uses.

Northeast District Plan

The Northeast District Plan was approved by elected officials in the summer of 1990. The plan identifies the locations for new retail centers in Northeast Mecklenburg County. In the area being considered in this analysis, four (4) retail centers are identified.

University Place is identified as a regional mixed use center which allows approximately 1,000,000 SF of retail uses. Town Center, identified as a neighborhood center, at N.C. 49 and Harris Boulevard, is approved for 220,000 SF of retail uses, most of which is already built. A second neighborhood mixed use center is proposed for the southeast corner of Old Concord Road and Harris Boulevard. A neighborhood mixed use center generally calls for 125,000± SF of retail. A neighborhood convenience center (70,000 SF) is identified at the intersection of Rocky River Road West and Old Concord Road.

Summary of Existing Retail Conditions

As shown on the chart below, there is a potential for 5.4 million square feet of retail development in the area defined by I-85, Mallard Creek Church Road, Old Concord Road and Rocky River Road West. Although all of the industrially zoned land west of the 49/29 weave is not likely to develop as retail, a substantial amount of retail is possible. What is not shown on this chart is the numerous retail uses and retail zoning that exist along North Tryon Street just outside of this area.

		Retail Square Footage	
	Location	Total Existing	Total Potential
A	U.S. 29/Norcom Power Center	0	475,000
B	University Place	155,000	863,000
C	Town Center	193,000	220,000
D	Withrow Property	0	135,000
E	Crescent Resources	0	103,500
F	Old Concord/Harris	0	125,000
G	Old Concord/Rocky River	0	70,000
H	Weave Area/B-2	0	1,000,000
I	Weave Area/I-1	0	2,400,000
	Free standing retail in area	64,000	64,000
	Totals	412,000	5,455,500

1 Based on 10,000 SF/acre for 100 acres of B-2

2 Based on 10,000 SF/acre for 240 acres of I-1

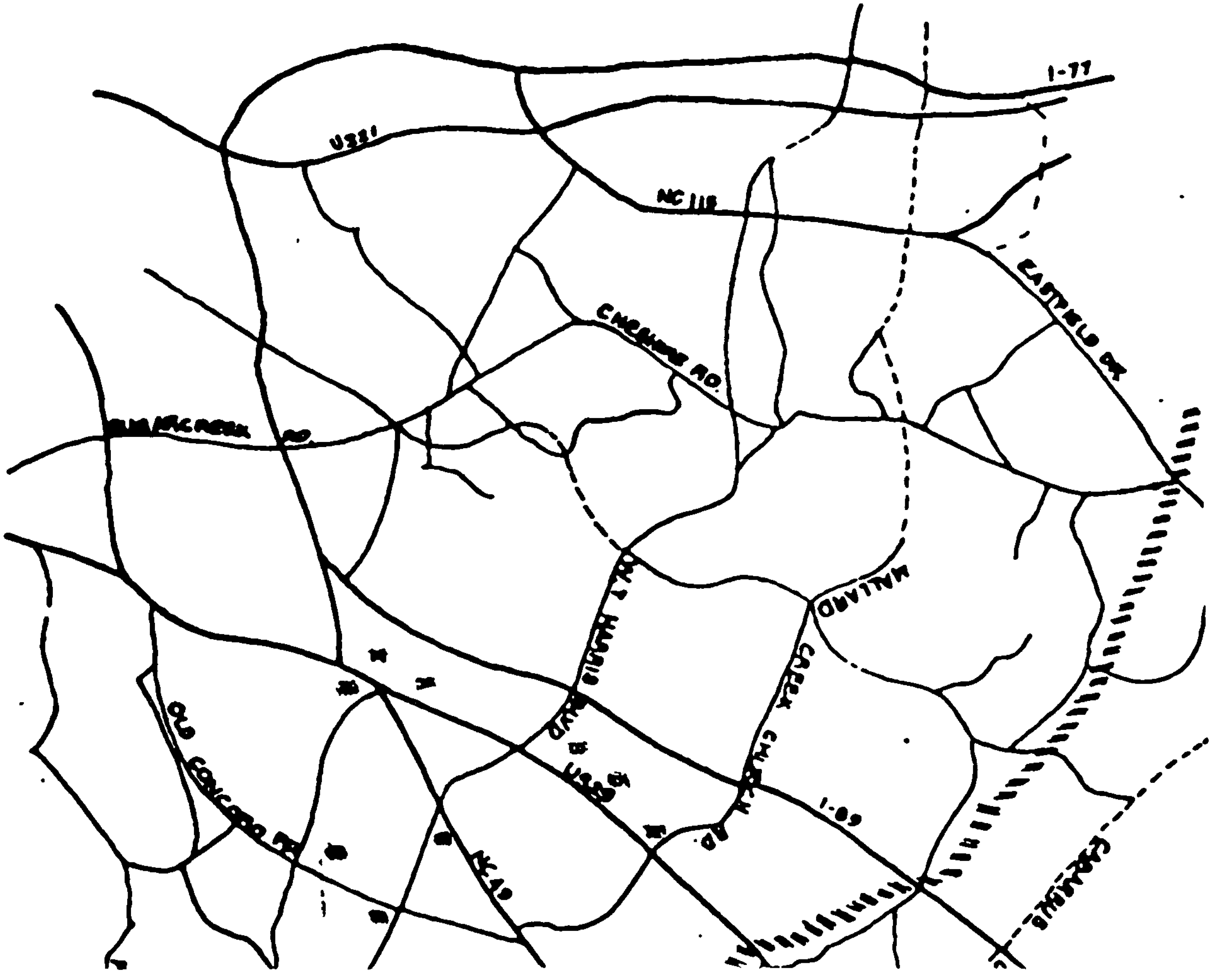
Conclusion

With the potential for over 5.4 million square feet of retail uses in the study area, additional zoning for retail uses is not recommended. This recommendation is based on the following.

- The total potential for retail uses exceeds 5.4 million square feet. This amount of square footage is excessive for the area.

- Adjacent, existing retail areas would suffer from an excessive amount of retail in the area. This would be particularly true along the North Tryon Corridor. An increase in the vacancy of retail space in this area would be damaging to the adjacent residential areas such as Hidden Valley.

- The existing and proposed transportation system cannot support the potential for development in the study area as it is currently zoned. Any increase in retail uses, which have some of the highest traffic generation rates, would only worsen the situation.

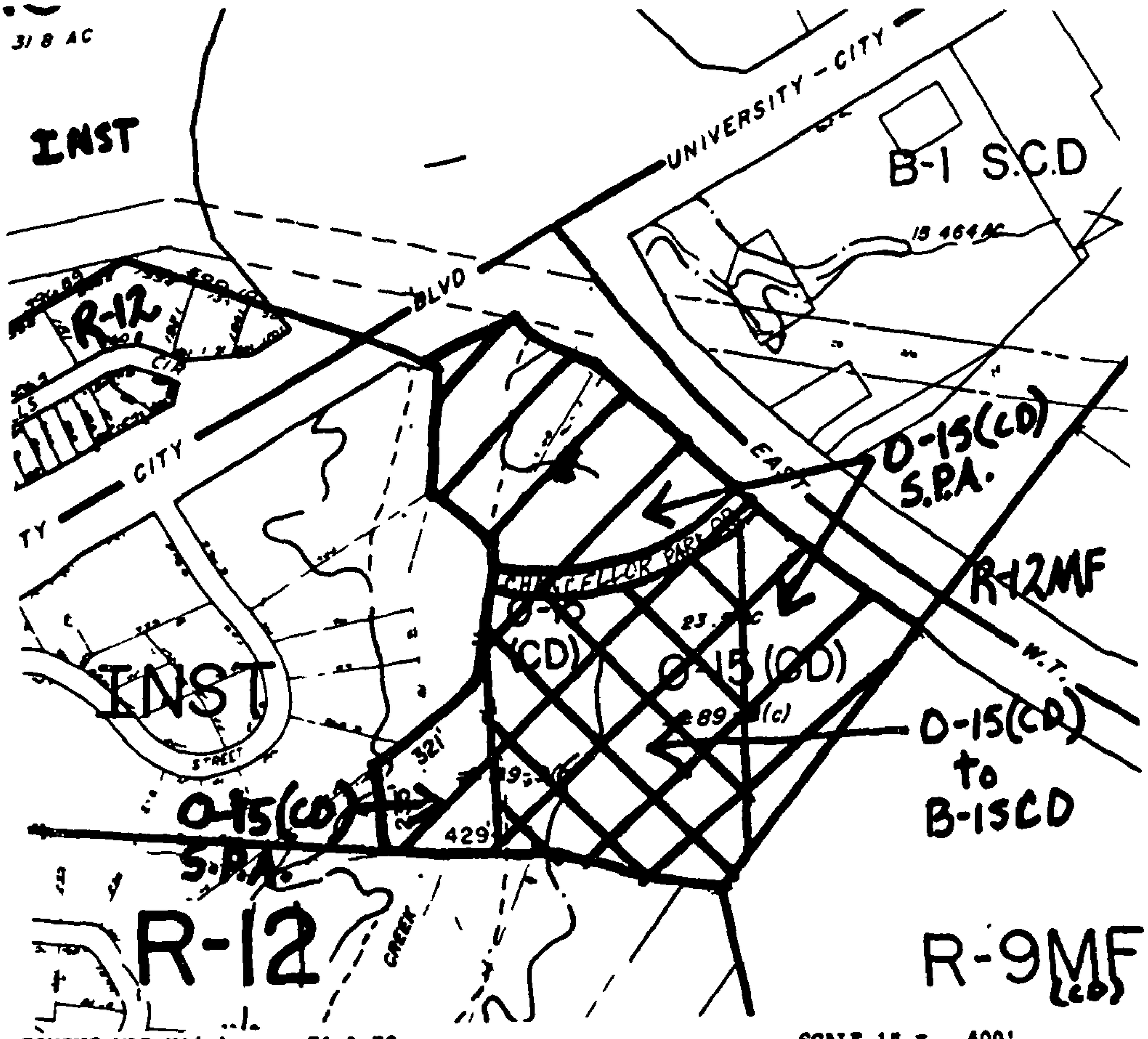

I-77
U331
NC 115
EASTFIELD DR.
CHESHIRE RD.
MALAKO
OLD HARRIS BLVD
CAPEX CHURCH RD.
I-85
OLD CONCORD RD.
NC 49

PETITIONER: Erwin Properties

PETITION NO.: 91-58 HEARING DATE: September 16, 1991

ZONING CLASSIFICATION, EXISTING: O-15(CD) REQUESTED: B-1SCD and O-15(CD)S.P.A.

LOCATION: Approximately 15.64 acres located on the westerly side of East W. T. Harris Boulevard south of University City Boulevard (N.C. 49).



ZONING MAP NO(s).: 71 & 72 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

DATE: October 28, 1991

PETITION NO.: 91-58

PETITIONER(S): Erwin Properties

REQUEST: Change from O-15(CD) to B-1SCD and consideration of a B-1SCD site plan amendment.

LOCATION: Approximately 26 acres located on the westerly side of East W.T. Harris Boulevard south of N.C. 49.

ACTION: The Zoning Committee deferred action on this petition to November 18, 1991.

VOTE: Yeas: Baucom, Fenning, Motley and O'Brien.

Nays: Byrne, McClure and Spencer.

NOTE: A substitute motion was made to recommend denial of the petition, rather than to defer. That motion failed with the following vote:

VOTE: Yeas: Fenning, Spencer.

Nays: Baucom, Byrne, McClure, Motley and O'Brien.

REASONS

This petition proposes the amendment of an existing office park plan to convert a portion of the office area to a commercial center. Publicly adopted plans and policies in effect for this area have evolved over the recent years with the 2005 Plan indicating residential land uses in the area but with the UNCC District Plan and the Northeast District Plan recognizing the feasibility of office land uses. The Planning Committee of the Planning Commission is in the process of evaluating commercial land needs in the northeast district due to the substantial interest in additional retail in the area of the subject property. The Zoning Committee discussed the petition for some time with some members viewing the establishment of additional retail as warranted. However, ultimately, Zoning Committee deferred action on the petition in order to have the benefit of the Planning Committee discussions of northeast retail needs prior to their evaluation of this zoning petition. Therefore, Zoning Committee deferred action to their November 18 work session.

MINORITY OPINION

The petitioner's agent indicated during Zoning Committee's discussion that a delay of the decision on this request presents a problem to the petitioner and a negative Zoning Committee recommendation would actually be preferable to a deferral. A substitute motion was offered to recommend denial of the petition, in lieu of deferral, but the motion failed by a vote of 2-5.

DATE: November 18, 1991

PETITION NO.: 91-73

PETITIONER(S): Pi Phi Chapter-Omegas of Charlotte, Inc.

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

LOCATION: A 9.89 acre site located on the westerly side of I-77 south of Hamilton Circle.

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

VOTE: Yeas: Baucom, Byrne, Fenning, McClure, Motley and Spencer.
Nays: None.

REASONS

This petition requests rezoning from a single family residential district to a conditional multi-family residential category to allow the development of a 16,000 square foot fraternal organization with an outdoor activity area which could include a pool, tennis courts and picnic area.

The petition was deferred at the previous Zoning Committee work session in order to allow time for the petitioner to meet with interested parties from the adjacent neighborhood. The Zoning Committee asked the petitioner's representative for a progress report on any potential resolution of the neighborhood's concerns which include traffic through the neighborhood, noise, outdoor activities and potential rental of the facility for parties. The petitioner indicated a willingness to eliminate the planned outdoor swimming pool to better address noise concerns but also noted that there is still considerable opposition to the proposed rezoning from the neighborhood.

The Zoning Committee viewed the request as inappropriate for approval due to the site's lack of access from a thoroughfare, the potential for the proposed project to negatively impact the neighborhood, and the concern that the project represents an intrusion into the neighborhood. Therefore, Zoning Committee recommends that the petition be denied.

STAFF OPINION

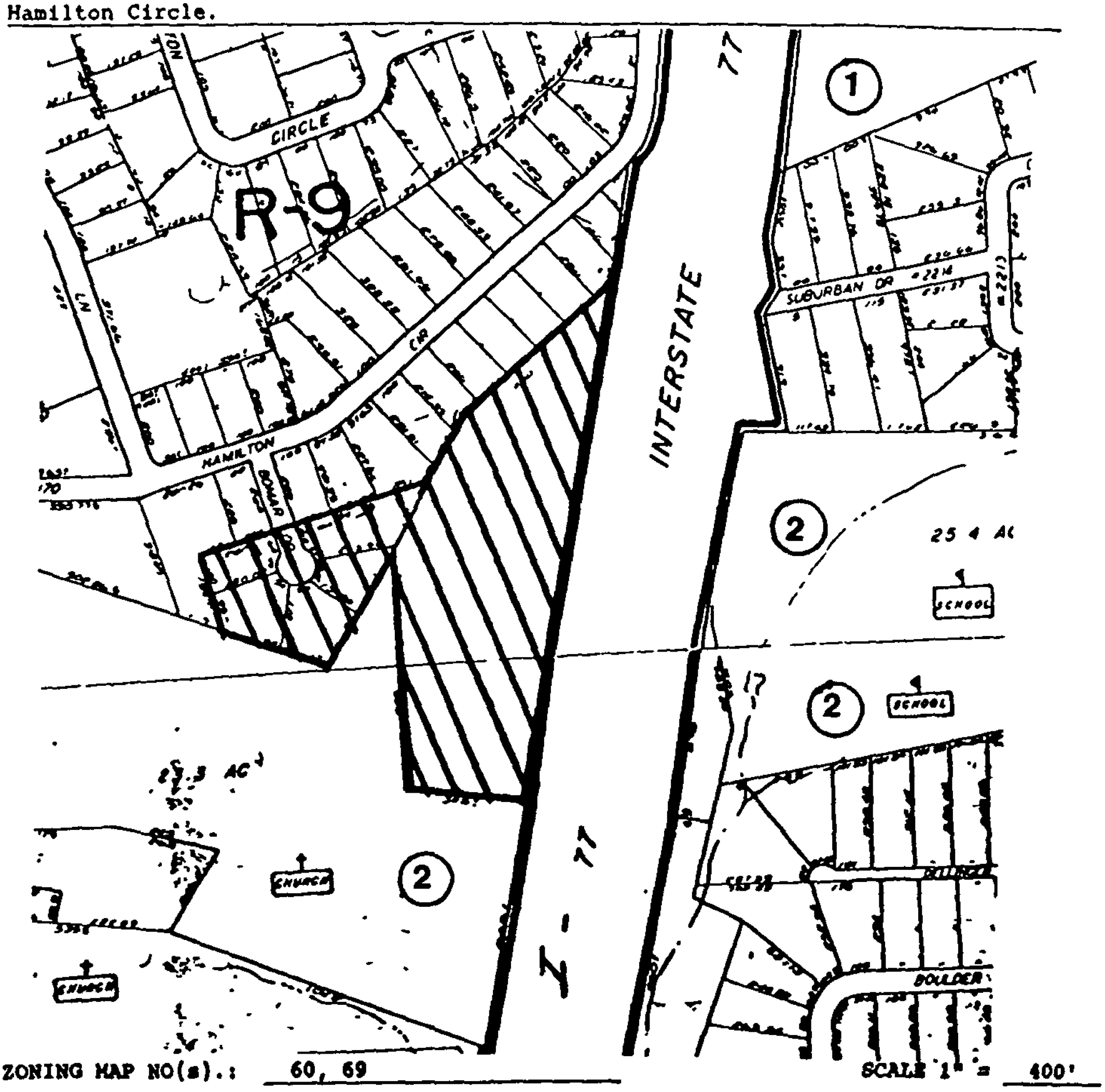
Staff viewed the petition as appropriate for approval contingent upon a more adequate buffer treatment. Staff also preferred vehicular access to the proposed facility through the adjacent church rather than via Hamilton Circle.

PETITIONER: Pi Phi Chapter-Omegas of Charlotte, Inc.

PETITION NO.: 91-73 HEARING DATE: October 21, 1991

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

LOCATION: Approximately 9.89 acres located on the west side of I-77 south of Hamilton Circle.



ZONING MAP NO(s).: 60, 69 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE

DATE: October 28, 1991

PETITION NO.: 91-73

PETITIONER(S): Pi Phi Chapter-Omegas of Charlotte, Inc.

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

LOCATION: A 9.89 acre site located on the west side of I-77 south of Hamilton Circle.

ACTION: The Zoning Committee deferred action on this petition to November 18.

VOTE: Yeas: Byrne, Fenning, O'Brien and Motley.

Nays: Baucom, McClure and Spencer.

REASONS

This petition proposes rezoning from single family residential to a multi-family category to allow the development of a fraternal organization. Several members of the Zoning Committee noted issues that arose at the public hearing on the request and viewed a deferral to allow time for the petitioner to meet with nearby property owners as warranted. Other members viewed a deferral as unnecessary due to the overriding land use issue and noted that a deferral would not change their overall concerns regarding the proposed land use. Ultimately, however, the majority of the Zoning Committee members viewed the deferral as appropriate in order to allow time for the petitioner to meet with the nearby community.

DATE:	October 28, 1991
PETITION NO.:	SUP 91-4
PETITIONER(S):	Richardson Sports Limited Partnership.
REQUEST:	Consider a Special Use Permit for a stadium in a UR-3, I-3, U-I, and UMUD zoning districts.
LOCATION:	Approximately 33.18 acres generally bounded by South Cedar Street, West Morehead Street, I-277, and Mint and Graham Streets.
ACTION:	The Zoning Committee recommends that the Findings of Fact and Conclusion of Law as set forth in the attached document be adopted and that the Special Use Permit be approved.
VOTE: Yeas:	Baucom, Byrne, Fenning, McClure, Motley, O'Brien and Spencer.
Nays:	None.

REASONS

The Zoning Committee discussed this request for a special use permit at length, before recommending it for approval. The members of the Zoning Committee request that City Council take a close look at the concerns listed in the enclosed letter from the residents of Third Ward, particularly items number three and four.

PETITIONER: Richardson Sports Limited Partnership

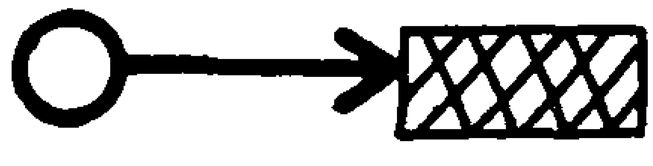
PETITION NO.: SUP 91-4 HEARING DATE:

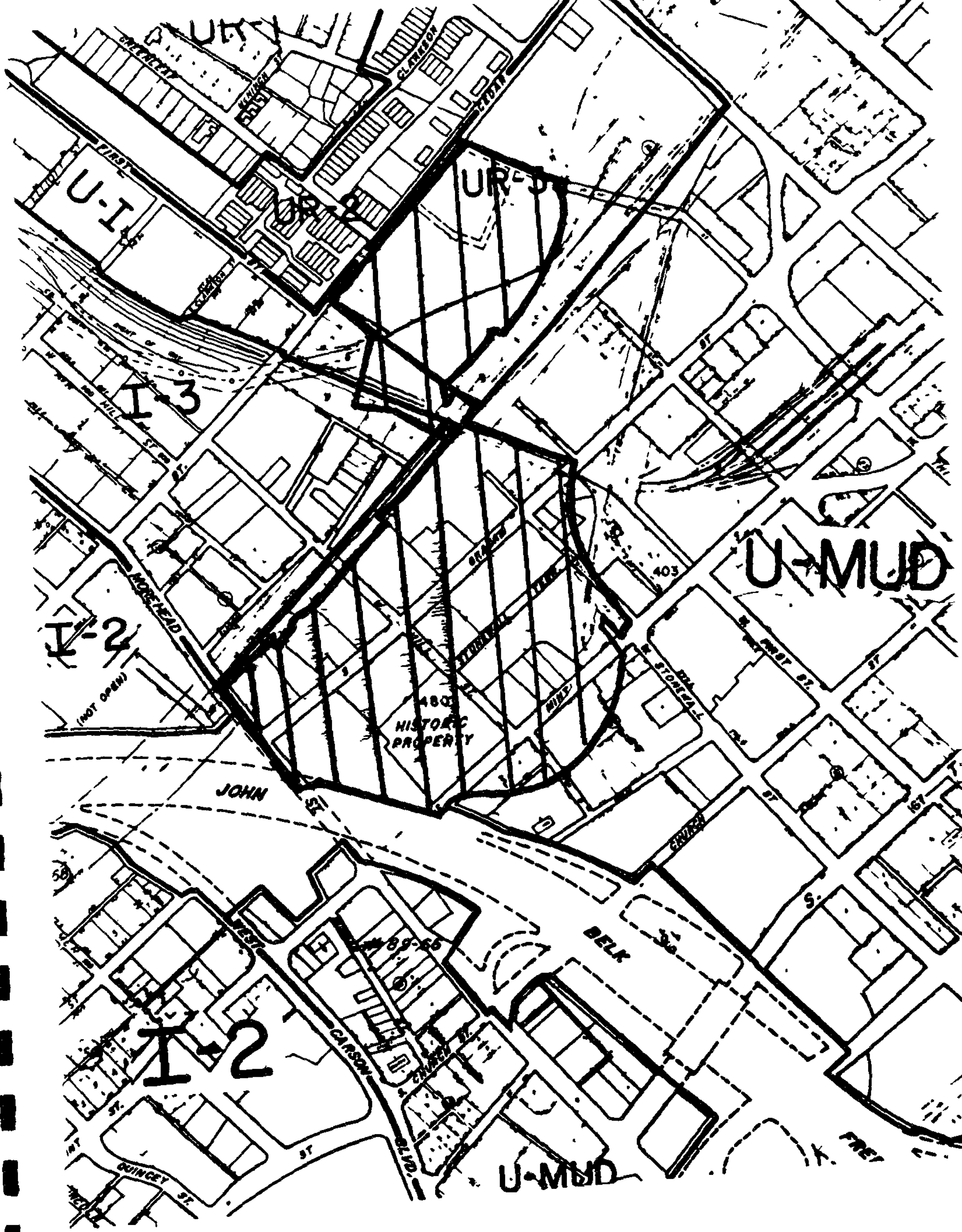
ZONING CLASSIFICATION, EXISTING: I-2, U-I, UMUD & UR-3 REQUESTED: SUP to allow a stadium

LOCATION: Approximately 33.18 acres generally bounded by South Cedar Street, West Morehead Street, I-277, and proposed realigned Mint and Graham Streets.

SEE ATTACHED MAP

ZONING MAP NO(s).: 102 SCALE 1" = 400'

PROPERTY PROPOSED FOR CHANGE 


UR-1
GREENLEAF
CLARKSON
CLYDE
FIRST
U-I
UR-2
UR-D
I-3
MOREHEAD
I-2
(NOT OPEN)
STONEWALL
HIMP
HISTORIC PROPERTY
403
U-MUD
FIRST ST.
JOHN
ST.
CHURCH
BELK
S.
WEST
CARSON
BLVD.
CHURCH ST.
QUINCEY
ST.
U-MUD

STATE OF NORTH CAROLINA

COUNTY OF MECKLENBURG

BEFORE THE CHARLOTTE CITY COUNCIL

IN RE: RICHARDSON SPORTS PETITION NO.: SUP 91-4 MAJOR SPECIAL USE PERMIT FOR A FOOTBALL STADIUM	FINDINGS OF FACT AND CONCLUSIONS OF LAW

THIS CAUSE COMING on to be heard on the 7th day of October, 1991, before the Charlotte City Council and the Charlotte-Mecklenburg Planning Commission upon the petition of Richardson Sports requesting the issuance of a Major Special Use Permit, pursuant to Section 3322 of the City of Charlotte Zoning Ordinance, for a football stadium, and after hearing the testimony offered and the arguments of counsel, the City Council makes the following Findings of Fact and Conclusions of Law:

FINDINGS REGARDING REQUIREMENTS PRESCRIBED FOR APPLICABLE AND SCHEMATIC PLANS

All the necessary technical requirements for submission and consideration of the Major Special Use Permit, including the site plan, have been found to be sufficient. (Fields, p. 11).

FINDINGS REGARDING PRESCRIBED STANDARDS FOR MAJOR SPECIAL USE PERMIT

The following Findings were made from competent, material and substantial evidence presented at the hearing with regard to the nine standards prescribed by Section 3322.3 of the City of Charlotte Zoning Ordinance:

Finding No. 1

"That the perimeter of the parking areas, exclusive of access driveways, will have a planting strip of at least 5 feet in width, and that at least 1 tree 2 inches in caliper for each 25 linear feet or fraction of 25 feet shall be planted."

Facts Indicating Compliance With Finding No. 1

The perimeter of the stadium parking area along the property line at West Morehead Street will have a planting strip in excess of twenty-five feet in width, containing trees and ground planting. The trees in the planting strip will be four inches in caliper, and there will be at least one tree for every twenty-five linear feet of the perimeter. (Wellner, p.20 [Aff. p. 2]).

Finding No. 2

"That parking areas will have interior planting areas amounting to at least 10 percent of the paved area in excess of one acre."

Facts Indicating Compliance With Finding No. 2

The parking area at Morehead Street contains interior planting areas in excess of 20 percent of the paved area. (Wellner, p. 20 [Aff. p.2]).

Finding No. 3

"That access for the development site will be provided from nonresidential streets and shall not require the use of any residential collector or residential local streets."

Facts Indicating Compliance With Finding No. 3

Access points for the parking and service areas of the development site are at West Morehead Street and South Graham Street. (Wellner, p. 20 [Aff. pp.2-3]). West Morehead Street and South Graham Street are Class III Major Arterials (thoroughfares). (Pressley, p.34 [Aff. p.1]). Access to the practice field portion of the site will be primarily from the stadium area across the access easement. (Wellner, p. 20 [Aff. p.3]). Access from South Cedar Street is limited to maintenance and emergency use only. (Wellner, p. 20 [Aff. p.3]).

Finding No. 4

"That the private living areas and associated open spaces of all adjacent residential properties are effectively screened from parking and service areas, as well as from any other portion of the development site which is actively used."

Facts Indicating Compliance With Finding No. 4

The railroad berm, together with existing and planned landscaping, will effectively screen the nearest residential area from the limited parking and service areas located near the stadium. The practice fields will be screened by a new planting strip, a brick pier fence, and the required street planting strip and sidewalk. (Wellner, p. 20 [Aff. pp. 3-4]).

Finding No. 5

"That no direct beams or rays of light from exterior lighting fixtures, signs or vehicles maneuvering on the development site will shine into the private living areas and associated open spaces of adjacent residential properties."

Facts Indicating Compliance With Finding No. 5

The lighting system that illuminates the stadium will be located on light standards on arms along both sides of the field, with highly controlled beams of light that will shine directly onto the field. (Wellner, pp. 29-30). The practice fields will not be illuminated at night. (Wellner, p.29). The average footcandle level of spill light from the site that will fall along Cedar Street will be no more than 0.17 footcandles. This footcandle level is comparable to the footcandle level of light that now falls on the area on a clear night with a full moon. The footcandle level along Cedar Street will be much lower than 0.17 footcandles if trees are planted on the west side of the practice fields, because such trees would cause additional diffusion of the spill light emitted from the site. (Neese, p. 27 [Aff. pp. 2-3], pp.27-28, 31-32.)

Finding No. 6

"That the proposed use will not generate light of such an intensity or brilliance as to cause glare or to impair the vision of drivers."

Facts Indicating Compliance With Finding No. 6

The stadium structure will effectively block glare from being transmitted from the site to the road surfaces of the surrounding roads. (Neese, p. 27 [Aff. p. 3).

Finding No. 7

"That the proposed use will be designated to allow direct access for transit service."

Facts Indicating Compliance With Finding No. 7

The Charlotte Transit System has substantial capacity already in place in the Uptown area, and has the capacity and experience to provide special service for stadium events. In addition, the stadium site will be developed

with designated areas for city buses to drop off and pick up passengers on game days, and the master traffic plan will provide access to these areas. (Pressley, p. 34 [Aff. p. 3]).

Finding No. 8

"That the proposed use will not cause or intensify off-site drainage problems."

Facts Indicating Compliance With Finding No. 8

Properly designed and installed detention systems will be utilized on the development site. No drainage can leave the site on the surface and enter any residential areas, and the rate of flow of water that leaves the site after the development is completed will not be greater than the present rate of flow of water that leaves the site. (Cook, pp.37-40 [Aff. p.2]).

Finding No. 9

"That the proposed use will not be contradictory to the objectives of any approved plan for the area."

Facts Indicating Compliance With Finding No. 9

The most recently adopted public plans that deal with land use in the area in which the development site is located are the West Morehead Special Project Plan, the Third Ward Plan, the Uptown Streetscape Guidelines, and the Center City Charlotte Urban Design Plan. The West Morehead Special Project Plan and the Third Ward Plan allow the proposed use of the development site, and the Center City Charlotte Urban Design Plan specifically calls for the proposed use of the development site. The plans submitted with the Major Special Use Permit application indicate that the proposed use of the development site will comply with all of the pertinent specifications of the Streetscape Guidelines. (Fields, p. 43 [Aff. pp. 1-4]).

From the foregoing Findings of Fact, the City Council makes the following Conclusions of Law:

1. That the perimeter of the parking areas, exclusive of access driveways, will have a planting strip of at least 5 feet in width, and that at least 1 tree 2 inches in caliper for each 25 linear feet or fraction of 25 feet shall be planted.

2. That parking areas will have interior planting areas amounting to at least 10 percent of the paved area in excess on one acre.

3. That access for the development site will be provided from nonresidential streets and shall not require the use of any residential collector or residential local streets.

4. That the private living areas and associated open spaces of all adjacent residential properties are effectively screened from parking and service areas, as well as from any other portion of the development site which is actively used.

5. That no direct beams or rays of light from exterior lighting fixtures, signs or vehicles maneuvering on the development site will shine into the private living areas and associated open spaces of adjacent residential properties.

6. That the proposed use will not generate light of such an intensity or brilliance as to cause glare or to impair the vision of drivers.

7. That the proposed use will be designated to allow direct access for transit service.

8. That the proposed use will not cause or intensify off-site drainage problems.

9. That the proposed use will not be contradictory to the objectives of any approved plan for the area.

Based upon the foregoing Findings of Fact and Conclusions of Law, the request for the Major Special Use Permit sought by the Petitioner is granted.

Entered this _____ day of _____, 1991.

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4173.006

TO: Charlotte City Council
Charlotte Mecklenburg Planning Commission

FROM: Richard M. Thigpen
Representative for Richardson Sports

DATE: October 17, 1991

RE: Major Special Use Permit for NFL Stadium
SUP91-4

On October 7, 1991, a hearing was held before the Charlotte City Council and the Charlotte Mecklenburg Planning Commission with regard to the application for a major Special Use Permit by Richardson Sports. At the hearing, Richardson Sports, the Petitioner, entered its evidence through various qualified witnesses regarding the propriety of a grant of a Special Use Permit for certain property located in uptown Charlotte. Affidavits prepared by the witnesses were submitted as Petitioner's Exhibits Numbers 1 through 6 during the hearing. The testimony of the witnesses through the Affidavits clearly and concisely addressed each of the findings required by the City Code. In addition, each of the witnesses answered questions from Council and Commission members.

Richard Whisnant and Norman Brame appeared at the hearing on behalf of the residents of Third Ward. During the hearing, they addressed certain questions to the witnesses and, at the conclusion of Petitioner's evidence, they made certain remarks pertaining to the concerns of the residents of Third Ward. They have also submitted a Memorandum wherein they reiterate their concerns and request that certain conditions be placed upon the Permit. We were provided with a copy of the memorandum submitted by Mr. Whisnant and have spoken with him regarding its contents. Most of their concerns, such as noise, off-site parking, security and trash removal, are legitimate concerns but are not related to the nine (9) findings set forth in the City Code and, therefore, are not relevant to the issuance of the Permit.

The concerns raised by the citizens of Third Ward which did in some way relate to the findings were more than adequately covered in the testimony of Petitioner's witnesses and the site plan submitted with Petitioner's application. For example, there was extensive competent testimony regarding landscaping, lighting and traffic patterns related to on-site parking - i.e., the only traffic patterns relevant to the Permit. Mr. Fields' testimony discussed the West Morehead Special Project Plan - November, 1985, the Third Ward Plan - June, 1986, the Uptown Streetscape Guidelines - April, 1987, and the Center City Charlotte Urban Design Plans - January, 1990, and concluded that the proposed development by Richardson Sports was not contradictory to any of these plans or guidelines.

In summary, the record clearly shows that there is competent, material and substantial evidence that the nine (9) required findings have been met, thus supporting Petitioner's request for the issuance of a Special Use Permit without any restrictions or conditions. There is no competent or material evidence that would support a denial of the application or the attachment of any conditions. In addition, the concerns of the residents of Third Ward have been addressed by Richardson Sports and the City of Charlotte in the past, and these concerns will continue to be addressed as the project develops. Accordingly, we respectfully request that the Special Use Permit be issued without any conditions or restrictions.

10/17/91
RMT0001_.MEM
4173.006

MEMORANDUM

To: Charlotte City Council and Planning Commission

From. Richard Whisnant and Norman Brame
Residents of Third Ward

Date: October 12, 1991

Re: Stadium Special Use Permit - Request for Conditions on Permit

---

The City Code provides that "in considering an application for a special use permit, the city council or special use permit board will consider, evaluate and may attach reasonable and appropriate conditions to the location, nature and extent of the proposed use and its relation to surrounding property. Charlotte Code § 3307.3 (emphasis added). At the special use permit hearing on the proposed NFL stadium and practice fields (Petition No. SUP 91-4), we presented reasons why the permit should be granted only with conditions attached that would attempt to insure that the stadium development is not antagonistic toward residential neighborhoods--particularly Third Ward--in uptown Charlotte. Council invited us to summarize the conditions we wished to have placed on the permit in a written submission. This responds to that request.

In this memorandum, we briefly review the legal and policy reasons why broad-ranging conditions are appropriate on this special use permit. We then turn to a summary of the conditions we believe are reasonable and necessary. As requested, we are simultaneously submitting this memorandum to counsel for the petitioners, who we understand will respond to any of the listed conditions with which petitioners do not agree.

I. Finding Number 9 requires conditions be placed on the special use permit

In order to issue the special use permit, Council must find as a matter of fact that "the proposed use will not be contradictory to the objectives of any approved plan for the area." At the hearing, petitioner's evidence on this finding consisted of cursory statements that a stadium is a permitted use under the UR-3 zoning classification. In point of fact, the zoning code itself notes the potential for disruption inherent in this stadium: "Stadium and coliseums with a capacity of more than 5,000 seats . . . have the potential of being enormously disruptive to the communities in which they are located. However, such uses may be permitted as major special uses **when properly located and designed so as to diminish these disruptive impacts.**" Charlotte Code § 3____.

Furthermore, the use of the scrapyard property for practice fields, instead of for residential development, is flatly contradictory to the objectives of approved plans for the area. The Planning Commission Mandatory Referral Report No. 90-33, submitted as the neighborhood's exhibit 1, admits as much.

Finally, the City of Charlotte proclaimed Third Ward a redevelopment area in 1976 and placed land controls on development in Third Ward as a matter of public record. In *Land Controls and Restrictions as to Redevelopment, Third Ward Community Development Target Area*, filed with the Register of Deeds in Mecklenburg County in Book 3872, beginning at page 839, the City stated:

> It is vital to the success of this Redevelopment Plan for the nonresidential uses which presently exist or will be redeveloped in the Redevelopment Area to exist in harmony with the nearby residential uses to remain in the Redevelopment Area. For this reason, it is particularly important that all structures, streets, and open spaces of the varying land uses so relate to one another than a harmonious environment serving the needs of all can be created.

Id. at 862. The City went on to prescribe stringent architectural approval requirements and use limitations designed to assure the residential revitalization of Third Ward.

As we stated in our presentation of evidence, we do not believe the stadium and practice fields will be inherently bad or inconsistent with the growth of the residential neighborhood; it all depends on how the stadium development is managed. This is thus an appropriate situation for conditions on the special use permit, to attempt to assure that the stadium development does not undermine or destroy the huge effort we residents and the City have put into the Third Ward redevelopment area.

II. Appropriate concerns to be addressed by conditions on the special use permit

There are essentially no limits on the scope of concerns that can be addressed by conditions to a special use permit. The only requirement is that such conditions be "reasonable and appropriate."

The North Carolina General Statutes provide for local zoning ordinances that may allow cities to "issue special use permits or conditional use permits in the classes of cases or situations and in accordance with the principles, conditions, safeguards and procedures specified therein and **may impose reasonable and appropriate conditions and safeguards upon these permits. Where appropriate, such conditions may include requirements that street and utility rights-of-way be dedicated to the public and that provision be made of recreational space and facilities."** N.C. Gen. Stat. § 160A-381.

With respect to the subject matter of conditions on special use permits, the City Code provides that "Any such conditions may relate to **parking areas and driveways, pedestrian and**

vehicular circulation systems, screening and buffer areas, the timing of development and other matters the city council or special use permit board may find appropriate. . . . Charlotte Code § 3307 3 (emphasis added).

The North Carolina Court of Appeals has held that concerns about the adverse effect of a proposed development on traffic congestion and safety are valid and justify denial of a permit, *Ghidorzi Construction, Inc. v. Town of Chapel Hill*, 80 N.C. 438, 342 S E.2d 545, *cert. denied*, 317 N.C. 703 (1986). It follows with greater force that traffic congestion and safety are valid concerns to be addressed by conditions on the permit.

III. Conditions to be placed on this special use permit

We offer the following as a set of conditions we believe to be reasonable and appropriate in order to assure that stadium development does not create unnecessarily negative impact on residential uses in Third Ward. Note that this list is not a comprehensive list of our concerns about the stadium. There are a number of other issues on which we expect to need and receive the help of Council and staff in integrating the stadium into our neighborhood. Many of those are not addressed here, because the special use permit is not the suitable vehicle for addressing those issues.

A. Parking and traffic

The City Code requires that:

all applications for a special use permit <u>must</u> be accompanied by a site plan drawn to scale which includes <u>at least</u> the following information:

. . . .

.6 Traffic, parking and circulation plan, showing proposed location and arrangement of parking spaces and ingress and egress to adjacent streets.

Charlotte Code § 3304. Although no parking plan is required for uses in the U-MUD district, we are not aware that the practice fields are within the U-MUD district. Code § 2002.17 requires parking plan approval for "indoor and outdoor commercial recreation." It seems, at the least, disingenuous to pretend that this stadium's impact on Third Ward can be evaluated independently of the parking lots being planned for the area west of Morehead Street. Perhaps the most fundamental problem already existing in the Third Ward neighborhood is the dissection of the neighborhood by major traffic arteries, which impede pedestrian uses and quiet residential enjoyment. The stadium and practice fields should not be allowed to exacerbate this problem.

The following conditions should be imposed on the special use permit to address the problems of traffic and parking associated with the stadium and practice fields:

- **No parking associated with stadium uses will be permitted on the west side of the Southern Railroad tracks and north of West Morehead Street.**

- **All surface parking associated with the stadium (including the lots planned for the south side of West Morehead Street) will be built according to U-MUD standards, i.e. will have interior and exterior planting strips and berms and meet all required size restrictions.**

- **Two hours before and after, and during all stadium events, traffic will be blocked from using Cedar Street between 1st and 4th, and the Victoria Street entrance from 4th Street, except for residents of Third Ward and emergency or safety vehicles.[1] Emergency vehicles will be placed within the neighborhood before and after games so that response time is not reduced by traffic to and from stadium parking.**

B. Noise

Reference was made to the noise ordinance and the fact that construction and operation of the stadium would be fully subject to the same. We understand that ordinance to provide the following restrictions, among others, on stadium-related uses: It is unlawful to operate construction machinery, or lawn mowers and other domestic tools out-of-doors, between the hours of 9:00 p.m. and 7:00 a.m., on the practice fields (since they are zoned for residential uses). Code § 15-68(a)(2), (4). There is an apparent conflict between Code § 15-69(a)(1) and (3) regarding stadium usage. The threshold for a noise permit should be the 60/50 dB(A) level of (a)(1) rather than the 65/50 dB(A) level of (a)(3). This determination is important for enforcement of the number of hours restriction in § 15-70(c), allowing a maximum of twenty hours of excess amplification per year at the stadium. In any event, the ordinance prohibits the creation of sounds registering more than 70 dB(A) at the L10 level anywhere within the boundary of the nearest residentially occupied property.

Because the noise ordinance may be amended from time to time and is partly ambiguous as now written, we believe the following condition should be placed on the special use permit:

---

[1]This will likely require the creation of a Third Ward parking district; we ask Council's help in planning and creating such.

- Neither the construction nor use of the stadium or practice fields will result in: (a) operation of construction machinery, lawn mowers or other domestic tools out-of-doors west of the Southern Railroad tracks between the hours of 9:00 p.m. and 7.00 a.m.; (b) sounds registering more than 70 dB(A) at the L10 level anywhere within the boundary of the nearest residentially occupied property; or (c) a violation of the Noise Ordinance, Code § 15-69(a)(1) and/or 15-70(c), as currently written or later amended to a more stringent standard.

C. Security and litter

The games and practices of the team will bring thousands of people to our neighborhood, many of whom could care less about the fact that we view Third Ward as a residential neighborhood. For our security and that of our families, as well as the cleanliness of the neighborhood, the following conditions are important:

- The petitioner shall provide, or shall cause the City to provide, adequate security personnel in the neighborhood during events and practices to deter trespasses and other threats to persons and property in Third Ward.

- The petitioner shall provide, or shall cause the City to provide, adequate receptacles for refuse and garbage and personnel to clean up litter left by observers of practices and stadium events, such that litter in residential neighborhoods and surrounding areas will be removed within twenty four hours.

D. Streetscape

The Planning Commission and staff have already spoken about the importance of the Cedar Street streetscape conforming to Uptown design specifications. The petitioner has indicated its willingness to take these actions, which we believe should accordingly be formalized as permit conditions:

- The boundary of the site along Cedar Street will be developed in full accordance with uptown street design criteria and the drawings submitted in conjunction with the special use permit request, including (a) an eight-foot planting strip with large canopy trees; (b) a six-to-eight foot sidewalk; (c) an interior planting strip around the exterior of the practice fields of large canopy trees or other ornamental trees; (d) understory shrubs or other plantings around the practice fields; (e) a fence

built of brick and ornamental wrought iron around the practice fields; and (e) a path developed, surfaced and maintained for public, pedestrian use around the practice fields.

- Overhead utility lines along Cedar Street must be buried or relocated to the rear of the practice field property.

E. Design and location of structures

No attention has been paid in the special use permit process to the location of maintenance or other ancillary buildings on the practice field property.

The City Code requires that:

> all applications for a special use permit <u>must</u> be accompanied by a site plan drawn to scale which includes <u>at least</u> the following information:
>
> . . . .
>
> .4 Proposed location of <u>all</u> structures, their approximate square area and general exterior dimensions.

Charlotte Code § 3304.

Petitioner should indicate where such structures are intended to be placed and their approximate square area and exterior dimensions. In accordance with the Charlotte Redevelopment Area architectural guidelines for Third Ward, any such structures should be architecturally consistent with the residential buildings already present in the neighborhood and should be suitably screened with plantings. A condition to accomplish this is:

- Any structures located on the practice field property, other than the fields themselves, should be located so far as possible out of sight from Cedar Street, should be screened with suitable foundation plantings or trees, and should be architecturally harmonious with the existing residential buildings in the neighborhood. Furthermore, no structures or plantings will obstruct the view of the uptown skyline from the existing park in Cedar Street Commons adjacent to Cedar Street.

F. Access

Cedar Street is a very narrow street, not designed for heavy traffic or large vehicles. Furthermore, a number of Third Ward residences are located just a few feet away from Cedar Street. It should not be used for access to the stadium or practice fields, either in construction or during use of the facility. A condition to assure this is:

- There shall be no regular vehicular access (by means of curb cuts) to the stadium or practice field property along Cedar Street north of the CSX railroad spur or south of Fourth Street. Access may be allowed for emergency vehicles. Access for construction traffic will be allowed only from Morehead, Fourth Street, or the east side of the Southern Railway (under the railroad tracks).

G. Lighting

Petitioner's presentations at the special use permit hearing regarding lighting should be incorporated as conditions on the permit:

- There will be no lighting on the practice fields, other than pedestrian scale lighting around their perimeter. Pedestrian scale lighting will be provided along Cedar Street and through the walkway under the Southern Railroad overpass connecting the stadium and practice fields.

- Stadium lighting will be designed and executed so that light levels from stadium events in Third Ward residential areas are minimized, and in no event greater than stated in petitioner's affidavits submitted in support of the special use permit.

IV. Summary of conditions

A concise list of the conditions needed follows.

1. No parking associated with stadium uses will be permitted on the west side of the Southern Railroad tracks and north of West Morehead Street.

2. All surface parking associated with the stadium (including the lots planned for the south side of West Morehead Street) will be built according to U-MUD standards,

i.e. will have interior and exterior planting strips and berms and meet all required size restrictions.

3. Two hours before and after, and during all stadium events, traffic will be blocked from using Cedar Street between 1st and 4th, and the Victoria Street entrance from 4th Street, except for residents of Third Ward and emergency or safety vehicles.[2] Emergency vehicles will be placed within the neighborhood before and after games so that response time is not reduced by traffic to and from stadium parking.

4. Neither the construction nor use of the stadium or practice fields will result in: (a) operation of construction machinery, lawn mowers or other domestic tools out-of-doors west of the Southern Railroad tracks between the hours of 9:00 p.m. and 7.00 a.m.; (b) sounds registering more than 70 dB(A) at the L10 level anywhere within the boundary of the nearest residentially occupied property; or (c) a violation of the Noise Ordinance, Code § 15-69(a)(1) and/or 15-70(c), as currently written or later amended to a more stringent standard.

5. The petitioner shall provide, or shall cause the City to provide, adequate security personnel in the neighborhood during events and practices to deter trespasses and other threats to persons and property in Third Ward.

6. The petitioner shall provide, or shall cause the City to provide, adequate receptacles for refuse and garbage and personnel to clean up litter left by observers of practices and stadium events, such that litter in residential neighborhoods and surrounding areas will be removed within twenty four hours.

7. The boundary of the site along Cedar Street will be developed in full accordance with uptown street design criteria and the drawings submitted in conjunction with the special use permit request, including (a) an eight-foot planting strip with large canopy trees; (b) a six-to-eight foot sidewalk; (c) an interior planting strip around the exterior of the practice fields of large canopy trees or other ornamental trees; (d) understory shrubs or other plantings around the practice fields; (e) a fence built of brick and ornamental wrought iron around the practice fields; and (e) a path developed, surfaced and maintained for public, pedestrian use around the practice fields.

---

[2]This will likely require the creation of a Third Ward parking district; we ask Council's help in planning and creating such.

8. Overhead utility lines along Cedar Street must be buried or relocated to the rear of the practice field property.

9. Any structures located on the practice field property, other than the fields themselves, should be located so far as possible out of sight from Cedar Street, should be screened with suitable foundation plantings or trees, and should be architecturally harmonious with the existing residential buildings in the neighborhood. Furthermore, no structures or plantings will obstruct the view of the uptown skyline from the existing park in Cedar Street Commons adjacent to Cedar Street.

10. There shall be no regular vehicular access (by means of curb cuts) to the stadium or practice field property along Cedar Street north of the CSX railroad spur or south of Fourth Street. Access may be allowed for emergency vehicles. Access for construction traffic will be allowed only from Morehead, Fourth Street, or the east side of the Southern Railway (under the railroad tracks).

11. There will be no lighting on the practice fields, other than pedestrian scale lighting around their perimeter. Pedestrian scale lighting will be provided along Cedar Street and through the walkway under the Southern Railroad overpass connecting the stadium and practice fields.

12. Stadium lighting will be designed and executed so that light levels from stadium events in Third Ward residential areas are minimized, and in no event greater than stated in petitioner's affidavits submitted in support of the special use permit.

TAXICAB REVIEW BOARD PROPOSAL
IMPLEMENTATION TIMETABLE

	RECOMMENDATION	ACTION	ACTION DATE	IMPLEMENTATION DATE	ESTIMATED COSTS	FUNDING SOURCE	NOTES
	SECTION 1 DRIVER TRAINING						
1	Implement a driver training course to be completed prior to permit issuance	Council approval	February 92		$22,000 00	City revenues, private funding, grants, in-kind contributions, tuition fees	Local consortium has been formed to develop this course
		Program development by Taxicab Alliance	September 92	October 92			
	SECTION 2· ORDINANCE ENFORCEMENT						
2	Addition of a supervising inspector to the Inspector s Office	City Manager approval Council approval	January 92 January 92	February 92	$30,000 00	C ty revenues, fees, fines	Ordinance changes needed to implement fines and increase fees
3	Additional inspector allocated to the Inspector s Office	City Manager approval Council approval	January 92	February 92	$25,000 00	City revenues, fees, fines	One additional inspector
4	Additional office space for the Inspector s Office						Not now available, new LEC could house additional inspectors
5	Computerized record keeping in the Inspector s Office	Police Department approval Budget/Evaluation approval	January 92	May 92	$3,000 00	City revenues	
6	Police training on the Ordinance and enforcement for recruits and in-service	Police Department approval	January 92	April 92	$15,000 00	Police budget	One hour of training for each officer
7	Police procedure for reporting violations by drivers to the Inspector	Police Department approval	January 92	April 92			Training should occur before implementation
8	Fees increased for drivers permits, operators permits and institution of fees for medallions	Council approval	January 92	February 92			
9	Institution of civil fines for minor violations of the taxicab ordinance	Council approval	January 92	February 92			Could be issued on current City citation form
	SECTION 3· ORDINANCE RECOMMENDATIONS						
10	Revise selected sections of the ordinance to clarify and strengthen those provisions	Staff preparation Council approval	April 92	May 92	Unknown	City revenues, fees, fines	Amendments would need to be reviewed by staff and industry
11	Periodic review of taxicab stands by Inspector and Dept of Transportation	Staff implementation	January 92	February 92			Currently required by the ordinance

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TAXICAB REVIEW BOARD PROPOSAL
IMPLEMENTATION TIMETABLE

	RECOMMENDATION	ACTION	ACTION DATE	IMPLEMENTATION DATE	ESTIMATED COSTS	FUNDING SOURCE	NOTES
12	Dept of Transportation should conduct a yearly review of the industry to determine the number of operating permits required by public necessity and convenience. Recommendations should go to Council for a resolution	Staff implementation Council resolution	January 92	February 92			Currently required by the ordinance, with exception of Council resolution
13	Development of a written examination for drivers to be given prior to drivers permit issuance	Staff implementation	September 92	October 92		City revenues, fees, fines	Examination is currently required by the ordinance, but it is not a written test. This could be developed in conjunction with the driver training program.
14	Rates and charges for taxicab service should be set uniformly for all companies by Council resolution	Council approval	January 92	February 92			

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Preface

This plan is a companion document to District Plan General Policies. It applies the general policies of that plan to specific planning for the Southwest 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.

Originally, the draft of the Southwest District Plan included study group recommendations when they differed from the ones made by the Planning staff. Both sets of recommendations were illustrated in boxes for discussion points. During the adoption process, the Airport Advisory Committee, Planning Committee, Planning staff and Airport staff came to an agreement on land uses within the noise contours. The consensus is now reflected instead of the study group recommendations in the contours. Any additional areas of disagreement are illustrated in boxes. When the district plan is adopted by the elected officials, their decision will determine the policy on issues having divergent opinions.

Acknowledgement

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

Southwest District Study Group

Linda Blackwelder

Richard Baker

Dr. Raleigh Bynum

Bobby Cain

Banks Choate

Wayne Cooper

Peggy Culbertson

Robert B. Dienst

Ed Elam

Sue Friday

Crista Hall

Becky Lewis

Aria Monds

Ellis Nelson

William Young, Sr.

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I. PLAN FOCUS AND VISION

Southwest Mecklenburg is one of the most diverse areas in the County. The district has retained a predominantly rural character while experiencing rapid residential and employment growth in recent years. There are many unique qualities such as Lake Wylie and the Catawba River that make the district an attractive environment for residents. The Southwest District is also very appealing for economic growth. A number of large industrial and office concentrations exist in the district, and Charlotte/Douglas International Airport, located in the northern end of the district, has been a catalyst for much of the recent growth in its vicinity.

The 2005 Generalized Land Plan envisions that at some point in time, Mecklenburg County will be entirely urbanized. This district plan provides the direction for managing growth in the southwest as the district realizes the 2005 Plan vision. There are a number of challenges and opportunities that need to be addressed to ensure that the district fosters a livable environment for residents by providing a variety of housing, employment, shopping, educational, cultural and recreational opportunities. The major issues that face the district and establish a framework for the plan are:

- Location and impact of the Outer Belt
- Lack of public sewer in rural and waterfront areas and the increased use of private treatment plants
- The impact of the airport and related noise on residential development and the educational environment
- Perceived negative image of the Southwest
- Lack of schools and cultural facilities in the district
- The desire to grow but retain a rural character
- The balance between single-family and multi-family development
- Expansion of the existing industrial areas
- Water quality of Lake Wylie and the Catawba River
- Lack of open space and neighborhood parks
- Blighted areas along Wilkinson Boulevard
- The increasing retail opportunities for an expanding population
- Relationship between residential and nonresidential uses
- Quality of housing

In consideration of these issues, the vision for the Southwest District is reflected in the following development goals:

DEVELOPMENT GOALS

- **TO ESTABLISH A BALANCED LAND USE PATTERN OFFERING A DIVERSE MIXTURE OF COMMERCIAL, EMPLOYMENT, RESIDENTIAL, AND OPEN SPACE USES.**

- **TO PRESERVE, PROTECT, AND ENHANCE THE CHARACTER OF EXISTING NEIGHBORHOODS.**

- TO PROVIDE FOR THE CONTINUING POSITIVE ECONOMIC IMPACT OF THE AIRPORT WHILE MITIGATING AIRPORT IMPACTS ON RESIDENTIAL DEVELOPMENT.

- TO ENCOURAGE AND SUPPORT RESIDENTIAL GROWTH IN RURAL AND WATERFRONT AREAS WHILE PROTECTING THE QUALITY OF THE ENVIRONMENT.

- TO PROTECT RESIDENTIAL AREAS FROM ENCROACHING NONRESIDENTIAL USES.

- TO MAINTAIN A BALANCE BETWEEN GROWTH AND INFRASTRUCTURE NEEDS THAT WILL PROVIDE AN EFFICIENT AND ACCEPTABLE LEVEL OF PUBLIC SERVICES AND FACILITIES.

- TO MAINTAIN A BALANCE BETWEEN GROWTH AND ENVIRONMENTAL ISSUES.

The development goals listed above establish a guiding vision for the Southwest District. The following key strategies have been developed to achieve that vision:

KEY STRATEGIES

- PROMOTE PLANNED RESIDENTIAL DEVELOPMENT IN THE DISTRICT BY USING WATER, SEWER AND ROAD IMPROVEMENTS TO SUPPORT DEVELOPMENT POTENTIAL. THE RESIDENTIAL DEVELOPMENT SHOULD BALANCE THE HOUSING NEEDS WITH THE ABUNDANCE OF EMPLOYMENT OPPORTUNITIES ALREADY AVAILABLE IN THE SOUTHWEST.

- ESTABLISH MIXED-USE CENTERS THAT PROMOTE A STRONG IMAGE AND HIGH QUALITY OF LIFE. THESE CENTERS SHOULD EMPHASIZE RESIDENTIAL, RETAIL AND SERVICE COMPONENTS CURRENTLY LACKING IN THE DISTRICT.

- ESTABLISH LAND USE POLICIES FOR AREAS IMPACTED BY CHARLOTTE/ DOUGLAS INTERNATIONAL AIRPORT. THESE POLICIES AND RECOMMENDATIONS SHOULD CONSIDER THE ECONOMIC VITALITY AND COMMUNITY IMPACT OF THE AIRPORT.

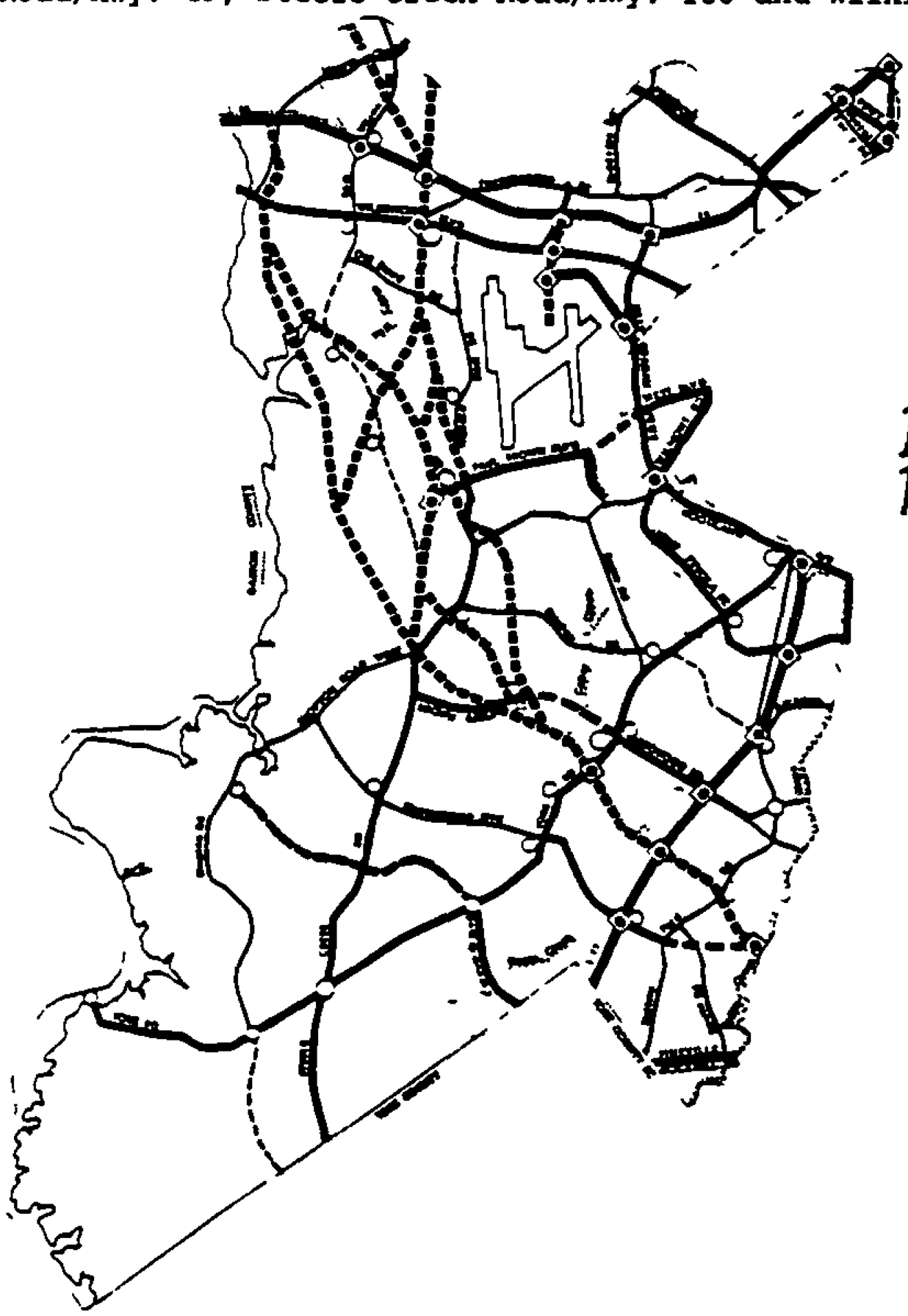
- ESTABLISH ENVIRONMENTAL PLANNING POLICIES TO PROTECT THE WATER QUALITY OF LAKE WYLIE AND CATAWBA RIVER. RECOMMENDATIONS SHOULD CONSIDER MEASURES SUCH AS LOWER DENSITY AND IMPERVIOUS GROUND COVER TO REDUCE THE AMOUNT OF URBAN RUNOFF AND STRICTER REGULATORY CONTROLS ON WASTEWATER DISCHARGE.

- PROMOTE A BALANCE BETWEEN LAND USES AT INTERCHANGES WITH THE COMMUNITY'S LIGHT RAIL TRANSIT FUTURE.

II. THE PLAN AREA

STUDY AREA BOUNDARIES

The Southwest District is located south of I-85, west of the Billy Graham Parkway, Southern Railway and Kings Branch Creek, north of York County, S.C. and east of Gaston County. * Charlotte/Douglas International Airport is a major landmark in the district, and all airport impacted areas, including portions of the northwest and central districts north and south of I-85, are encompassed in the planning boundaries of the Southwest District. Approximately 90 square miles of land are contained within the southwest boundaries. In addition to the interstates and parkway, the main roads that serve the area are York Road/Hwy. 49, Steele Creek Road/Hwy. 160 and Wilkinson Boulevard.



Southwest Mecklenburg District Plan

*The district boundaries differ from those in the 2005 Generalized Land Plan as a result of the district realignments in 1987.

EXISTING DEVELOPMENT PATTERN: A GENERALIZED OVERVIEW

The development pattern in the Southwest District varies considerably from the older, established residential and employment areas in the south and west sections of the district to the newer ones closer into the city. During the 1900's many events occurred which have had impacts on the shape and direction of growth in the southwest. A chronology of these events is as follows:

1904 -	Lake Wylie, 12,000 acre lake created by Duke Power Company
1920 -	Wilkinson Boulevard completed, main link to Gaston County until 1960's when I-85 opened
1950's -	Arrowood Southern Industrial Park started to develop
1954 -	New airport terminal constructed
1975 -	Interstate 77 opened
1981 -	Billy Graham Parkway opened
1982 -	New airport terminal opened
Mid 1980's -	Tyvola Road Extension, Charlotte's New Coliseum, Expansion of Charlotte/Douglas International Airport, Relocation of Royal Insurance to the Arrowood Area

The oldest residential areas include Steele Creek, an 18th century community and one of the first areas settled in Mecklenburg County, and Dixie-Berryhill, a rural community settled by farmers over 200 years ago. Very little residential development occurred elsewhere until the 1940's and 50's when Eagle Lake and Steeleberry Acres were built. Since then residential growth has increasingly accelerated, but not at the pace of other areas in the county. In the 1970's neighborhoods such as Yorkwood, Taragate Farms and Twelve Oaks developed. More recently, a number of subdivisions and multi-family projects have been built and approved principally in the Lake Wylie waterfront and Lower Steele Creek areas.

Older employment areas of the Southwest District are principally located in the Wilkinson Boulevard and Arrowood/Westinghouse areas, both of which have good access to rail and the interstates. The Wilkinson Boulevard area which began to develop in the 1920's, consists of a mix of light and heavy industries and commercial uses developed in somewhat of a "piecemeal" pattern. Since I-85 was constructed in the 1960's, development along Wilkinson Boulevard has stagnated, and the once thriving corridor has declined. Conversely, the Arrowood/ Westinghouse area has continued to grow. It is the county's largest suburban employment concentration having a varied mix of light and heavy industries. A considerable amount of undeveloped acreage exists in the area which presents an opportunity for expansion.

New employment areas have been developing south and southeast of the airport along Beam Road, West Tyvola Road, and Billy Graham Parkway. This development consists of Coffey Creek Business Park, Lakepointe Office and Business Parks and Coliseum Center. Characterized by extensive landscaping and attractive entry ways and architecture, the development helps to establish a very positive image for the southwest.

Commercial development has been somewhat limited in the Southwest District. Wilkinson Boulevard, once a thriving commercial gateway, no longer serves that function. Residents generally must shop outside the district for major services. Several small neighborhood oriented shopping centers have been built, however, in the Nations Ford Road and Steele Creek areas.

Charlotte/Douglas International Airport is the dominant landmark in the district. Approximately 3800 acres of land are controlled by the airport. The impact of the airport on the surrounding area will be discussed later in this document.

PROSPECTS FOR GROWTH

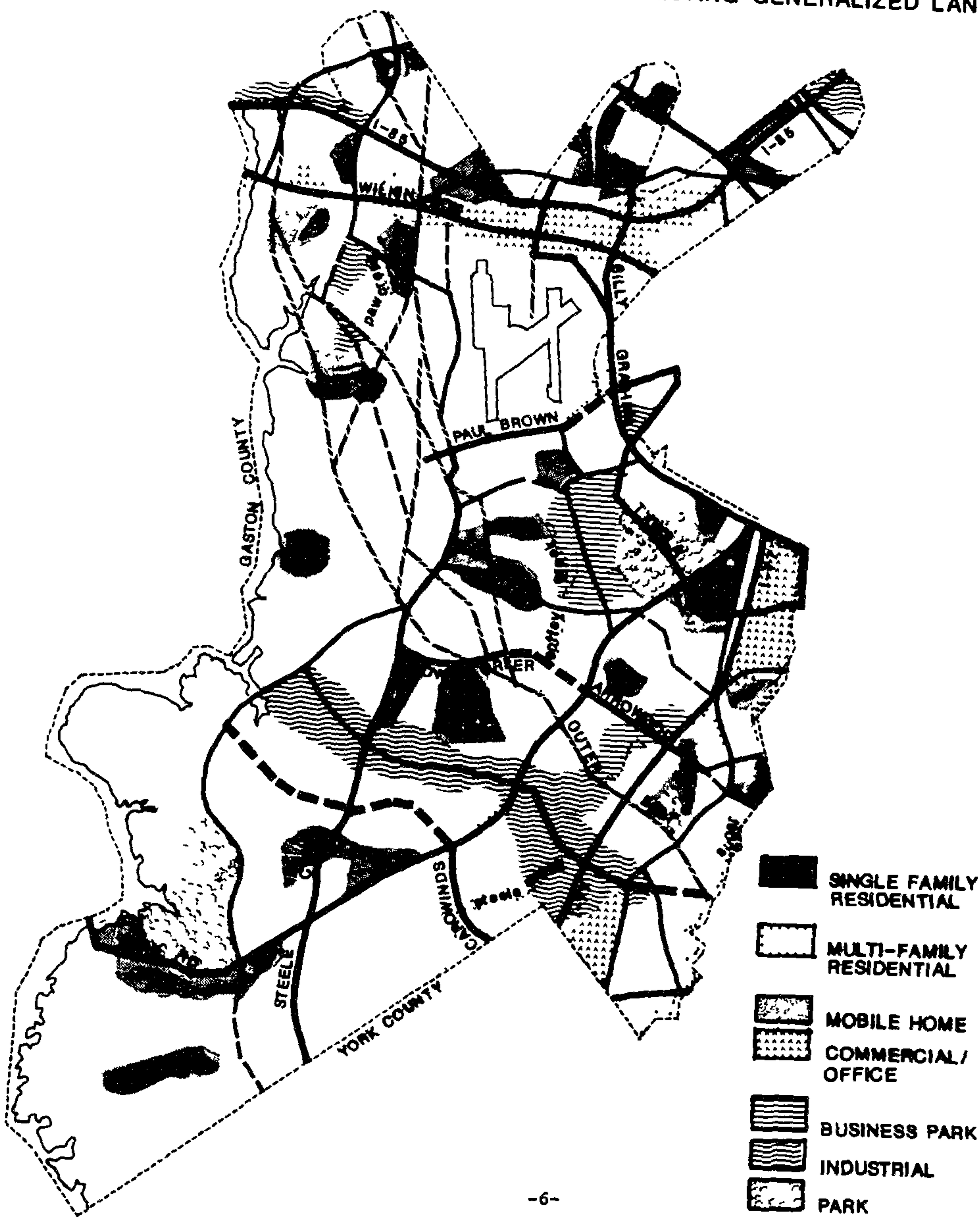
In 1985, 36,563 people lived in the Southwest District. The 2005 Generalized Land Plan projected that by 2005, the population would increase to 47,048. This projection was based upon redirection of growth strategies that would increase population beyond a number that current trends suggest. Forecasts indicate a significant increase in jobs and households as well. A summary of the projections for growth is reflected in the table below:

TABLE 1 PROJECTED GROWTH*

Population			Households			Employment		
1985	1995	2005	1985	1995	2005	1985	1995	2005
36,563	42,041	47,048	13,414	16,495	19,169	41,736	55,238	69,508

*The population projections are based on the 2005 Plan boundaries.

EXISTING GENERALIZED LAND USE



PREVIOUSLY ADOPTED PLANS

Prior to defining planning recommendations for the district, a complete review was necessary of adopted plans for specific areas. Several plans have been adopted and were reviewed as part of the District Planning Process.

Dixie-Berryhill Small Area Plan

The Dixie-Berryhill Small Area Plan was adopted by the elected officials on February 2, 1989. Its main objective was to reinforce the amenities of the community while creating a framework for new development and improvements in the area. The Southwest District Plan reinforces this objective while attempting to mitigate the impacts of the airport. Changes recommended to the adopted plan are noted later in this document in the land use section.

Billy Graham Parkway/Tyvola Road Extension Special Project Plan

In April, 1985, the City Council adopted a plan that addressed an overall land use strategy, streetscape guidelines for the gateway area, performance standards and design guidelines for new development. The plan also focused on a development program for publicly owned lands within the project area boundaries. Changes recommended to the adopted plan are noted later in the land use section of this document.

Charlotte/Douglas International Airport Master Plan Update (Volume IV) (AMP)

The Airport Master Plan Update was adopted by the elected officials on July 27, 1987. Its main objective was to provide guidelines for long-term development which will accommodate future aviation demand, while addressing environmental and socio-economic issues. A working paper on off-airport land use planning was developed as a part of the AMP and suggested land use policies and strategies that promote compatible development. These proposed strategies are outlined with details of implementation and funding responsibilities in the airport section of this district plan.

Federal Aviation Regulation (FAR) Part 150 Program

Federal Aviation Regulation (FAR) Part 150 Program implements the Aviation Safety and Noise Abatement Act of 1979. FAR Part 150 establishes guidelines and procedures for airports to develop Noise Compatibility Programs. The guidelines promote a systematic approach to Noise Compatibility Planning and a uniform assessment of land use compatibility at airports throughout the country. The FAA, under FAR Part 150, attempts to achieve a balance between the reduction of aircraft noise and the removal of incompatible land uses and to have the airports and the surrounding community share the burden of achieving compatibility. On July 27, 1987, the Charlotte City Council approved the recommended Noise Compatibility Program, including noise abatement and land use management actions.

III. BACKGROUND, ANALYSIS, AND RECOMMENDATIONS

The background, analysis, and recommendations for the Southwest District are organized under the following topics:

Infrastructure
Airport
Land Use Pattern
Livability

Infrastructure is an essential element in the development of the Southwest District. Land use recommendations are guided in part by the availability of water/sewer and roads. The airport is another important factor contributing to the overall land use pattern in the southwest. Specific recommendations in the land use section include areas impacted by the airport, commercial centers, employment opportunities and residential growth. The livability section focuses on quality of life services and amenities that promote a healthy environment.

A. INFRASTRUCTURE

WATER AND SEWER SERVICES

PUBLIC PROJECTS PLANNED

Public water and sewer services are essential elements in the development of the Southwest District. Extensions of these services will help provide the framework to attract and accommodate new growth, especially in the rural and waterfront areas. In response to the redirection of growth policy established in the 2005 Plan and also because of the pressures of development, bond referendums were passed in 1987 and 1988 allocating funds for numerous water and sewer projects including several in the Southwest. Coupling the bond money with general revenue sources, the Charlotte-Mecklenburg Utility Department (CMUD) will be constructing several important water and sewer projects in the Southwest in the years to come.

The provision of water service is much easier to provide than sewer. Water lines usually follow major thoroughfares and do not require gravity flow operations. Sewer services on the other hand require gravity flow and therefore are impacted by existing streams and various drainage basins in the district.

The availability of public or private sewer service is a major determinant of urban growth patterns. Without sewer, land can only be developed at lower densities for residential use, since large sites are required to accommodate ground absorption septic systems. The maximum density allowed for residential lots with septic systems in Mecklenburg County is approximately two units per acre. Extending sewer services into undeveloped basins such as the Beaver Dam Creek Area presents the possibility for development at higher densities and minimizes the use of private package treatment plants.

One of the most important sewer projects scheduled in the southwest is the Walker Branch Outfall and Tributary. This project will create development opportunities in the lower Steele Creek area and will serve as a catalyst for the proposed community mixed use center at Hwy. 49 and Steele Creek Road. Residential activity has escalated within the past several years in anticipation of this project, especially along Choate Circle.

The Walker Branch Outfall and Tributary will open a large portion of the district for development. However, sewer service west of Steele Creek Road is still inadequate to meet residential development needs. This portion of Mecklenburg County is unique because the area is bounded by the Catawba River and Lake Wylie. A number of basins that drain into the Catawba River will require different approaches to providing sewer service to the area. The drainage basins are small and contain no major streams or tributaries to accommodate sizeable municipal treatment plants (2-3 million gallons). Because major tributaries do not exist, massive pumping stations or smaller treatment plants will be required to meet growth demands.

The rapid development of the lake front property has intensified the need for CMUD to develop a master plan of applying CMUD's sewer extension and capital improvement programs to serve areas that are part of the natural drainage basins of Lakes Wylie, Mt. Island and Norman. This study will provide a method and procedure of addressing the sewer development needs along the lake areas such as the provision of pumping stations.

CMUD's current position is to operate plants large enough to be economically feasible and efficient. Its policy leaves three options in addition to the use of conventional septic tanks:

- Private package treatment plants to treat and discharge waste in the collective basin.

- Pumping stations to force collected waste out of the basin into a municipal plant that can treat the waste.

- A change in CMUD policy that would allow smaller municipal treatment plants (less than 2 million gallons).

The Southwest District Plan recommends strategically placing pumping stations within identified basins to pump waste into a regional public sewer facility. This strategy offers several advantages:

- It allows the use of a single, unified utility system, public or private, to minimize the use of septic tanks in areas that contain bad soil, have poor topography, are in close proximity to water and present environmental hazards.

- It mitigates the health problems associated with sewage infiltration from older septic systems.

- It protects Lake Wylie and the Catawba River as a drinking source for York County and areas down stream and as a recreational amenity for Mecklenburg, York and Gaston Counties.

- It provides the infrastructure to accommodate development at higher densities.

Five pumping stations are recommended in areas experiencing slow and sparse development. Table 4 depicts the specific locations of the stations with a time frame and priority listing. Projects in the 0-5 year time frame should be placed in CMUD's Capital Improvement Program (CIP) and projects beyond the 5th year in the Capital Needs Assessment.

Tables 2 and 3 list the proposed water and sewer projects needed to support the land use plan. Providing sewer service to untapped basins in the southwest will generate more residential development. Time frames and costs are rough estimates.

TABLE 2: SOUTHWEST DISTRICT WATER SERVICE NEEDS

Water Main Projects	Time Frame (Years)	Estimated Cost
Land acquisition for Lake Wylie Water Plant 20 acres.	0-5	2,000,000
16" water main along N.C. 49 South; from Erwin Road to N.C. 160.	0-5	380,300
12" water main along Sandy Porter Road and Brown Grier Road; from York Road to Brown Grier Road, then along Brown Grier to Steele Creek Road.	0-5	750,000
12" water main along Wilmont Road; from Tyvola Road - Billy Graham Parkway intersection to Old Steele Creek Road, along Old Steele Creek Road to West Boulevard, and then west along West Boulevard to the railroad.	0-5	478,800
12" water main along Shopton Road; from Dixie to Beam Road.	0-5	765,500
16" water main along Sledge Road; from Shopton Road West to Steele Creek Road.	0-5	661,500
16" water main along York Road; from Steele Creek Road to Shopton Road West.	0-5	433,100
16" water main along Steele Creek Road; from York Road (N.C. 49) to Sam Neely Road.	0-5	770,000
16" water main along N.C. 160, Steele Creek Road, and Shopton Road West to Westinghouse Boulevard.	6-10	3,703,700
24" water mains along Nations Ford Road and Westinghouse Boulevard; from Arrowood to York Road.	6-10	3,912,700
16" water main along Shopton Road West to Sledge Road and York Road (N.C. 49).	6-10	1,093,100

Water mains to serve future annexation areas - South of Airport/Shopton Road, Wilkinson Boulevard/I-85.	0-10	6,050,000

TABLE 3: SOUTHWEST DISTRICT SEWER SERVICE NEEDS

Sewer Facility/Main Projects	Time Frame (Years)	Estimated Cost
Sewer Line Relocation for Street Improvements. Future projects include I-77/Arrowood Road Coverleaf.	6-10	6,900,000
* Lower Sugar Creek Outfall parallel gravity outfall appx. 27,000 linear feet.	0-5	2,700,000
Walker Branch Outfall Phase I Sanitary Sewer Outfall	0-5	748,000
Walker Branch Tributary No. 1 Outfall Sewer Trunk Main	0-5	710,600
Steele Creek Outfall Extension Continuation of sewer from Taragate Farms to Brown Grier Road.	0-5	212,900
Polk Ditch Extension; from near N.C. 49 to Steele Creek Road.	0-5	326,400
Walker Branch Outfall to Sam Neely Road construction of gravity sewer.	0-5	600,000
Walker Branch Outfall to Sledge Road Phase II.	6-10	600,000
Big Sugar Creek Lift Station and Outfall.	6-10	3,638,000
Sewer trunks to serve annexation areas including: South of Airport/ Shopton Road and Wilkinson Boulevard/ I-85.		

* The construction of this project is contingent upon the recommendations of the Master Sewer Service Plan for the Lake Areas of Mecklenburg County.

TABLE 4: SOUTHWEST DISTRICT SEWER SERVICE NEEDS

Pumping Stations Recommended	Time Frame (Years)	Priority
Little Paw Creek	0-5	1
Langston Drive/Hwy. 49 Area	0-5	2
Moore's Chapel Road Area	6-10	3
Beaver Dam Creek	6-10	4
McLee Road/Youngblood Road Area	11-20	5

TRANSPORTATION

ROAD IMPROVEMENTS

Interstates I-85 and I-77 border the Southwest District, thus providing good regional and county-wide access. The Billy Graham Parkway, N.C. Hwys. 49 and 160, U.S. 29 and 74, and Tyvola Road are the major interior roads connecting the district to the employment centers and the airport. When road improvements are made and the Outer Belt is built, the Southwest District will have possibly the best transportation network within Charlotte-Mecklenburg.

Narrow two-laned rural roads that exist in the district are becoming inadequate to handle the increasing volumes of local and commuting traffic. The rise in employment opportunities in the Arrowood Industrial Park and the Billy Graham Parkway areas has increased commuter traffic. Studies show that in 1980, 2,700 Gaston County residents and 1,050 York County residents commuted daily into Mecklenburg County. By 1987, these numbers had dramatically increased. The number of Gaston commuters rose to over 15,000, and York County commuters increased to nearly 20,000 in number. Both counties are experiencing increased residential development reinforcing the need for upgrading the existing transportation system to an acceptable level of service.

Several road improvements in the district are currently under construction or have been funded. These include:

- Hebron Street Extension from Nations Ford Road to Arrowood Road.
- I-85 widening to 8 lanes from Beatties Ford Road to Gaston County.
- I-77/Arrowood Interchange construction.
- Westinghouse Boulevard Extension.
- Old Dowd Relocation.
- I-77 widening from John Belk Freeway to Nations Ford Road.
- I-77/Tyvola Road interchange improvements.
- N.C. 160 relocation - Airport Drive to Wilmont Road.
- Terminal Drive Extension - West Boulevard to Byrum Drive.

Table 5 lists the current and proposed roadway projects for the Southwest District, the type of improvements required, estimated mileage, and an estimated priority level (priority being a timetable for need). This information is based upon the 2005 Transportation Plan adopted by elected officials in 1989.

Catawba River Crossing

The Metropolitan Planning Organization of Gaston County has taken the lead in requesting that the State provide funds for a feasibility study for another Catawba River crossing. This district plan supports the feasibility study as recommended by the Charlotte-Mecklenburg Metropolitan Planning Organization. The most appropriate location

seems to be at the Paul Brown Boulevard Extension because of its interchange with the Western Outer Belt. This linkage would also give direct access to existing and proposed employment in the southwest and easy access via West Boulevard to the central city.

Intersection Improvements

Intersections that should be studied for future improvements are:

- Dixie River Road/Shopton Road/Steele Creek Road Intersection
- Youngblood Road/Shopton Road West/York Road Intersection

An offset between the alignments of Shopton Road and Dixie River Road currently exists on Steele Creek Road. The same situation exists on Highway 49 at Youngblood Road and Shopton Road West. (An offset is created when two roads intersect another road from opposite directions without forming a perpendicular intersection.) Improving both intersections will provide a safer traffic pattern and enhance land use opportunities in the area. Disturbance of the historic property at Dixie River Road and Steele Creek Road should be avoided when designing the intersection improvement.

Outer Belt

The Outer Belt alignment south of I-85 has not been finalized, although three preliminary alignments have been determined. Draft Environmental Impact Statements for the alignments are underway and should be completed by summer 1990 with selection of the corridor by fall or winter of 1990. When the alignment is selected, the right-of-way can officially be protected from development.

The Southwest District Plan recommends the eastern most alignment along the western edge of the airport and the alignment directly north of Olympic High School that crosses Steele Creek Road south of Shopton Road (Middle Alignment). The reasons are as follows:

- The alignment will create a definite boundary between the residential and nonresidential uses west of Charlotte/Douglas International Airport.

- The alignment allows for the construction of a new parallel runway, as the airport meets its expansion needs over the next 15-20 years.

- It provides definite boundaries for employment opportunities near the airport perimeter.

- It preserves Steeleberry Acres and Eagle Lake as residential communities.

- It preserves areas to the west for high quality residential development.

- It protects the environment by eliminating concerns over creek and peninsula crossings along Catawba River and Lake Wylie.

The 350 feet of right-of-way of the Western Outer Belt (WOB) should be heavily landscaped and buffered to protect the residential community of Dixie/Berryhill. Implementation of the following design guidelines may require additional right-of-way:

- Establish the Outer Belt as a billboard free overlay district.

- Establish appropriate edge relationships on the eastern side because of the image associated with nonresidential uses.

- Create a heavily landscaped and attractive median.

- Provide a minimum buffer of 100 feet along the section of the Outer Belt between the Paul Brown Boulevard interchange and Wilkinson Boulevard, between the roadway and the western right-of-way. This buffer area should be heavily landscaped and include berms to screen the highway from the Dixie/Berryhill community for image purposes. This would require an "off center" roadway placement to allow maximum distance from the residential land uses along the western side.

- Include maximum landscaping and screening for the section of the Outer Belt between the Paul Brown Boulevard and Shopton Road. Residential land uses occupy both sides of the Outer Belt between these interchanges.

Implementation of the first two guidelines would be the responsibility of the Planning Commission and City/County governments. The remaining guidelines would be implemented through the environmental impact study and design process for the Outer Belt. Joint state and local funding may also be required.

Northwest Circumferential/Airport Connector

During the course of this district planning process, three issues related to accessibility in the vicinity of the airport were raised. They are:

- The need for a circumferential route through the northwest connecting Little Rock Road to Reames Road

- Improving direct access to the airport from I-85 and the region to the west by way of a freeway-type facility

- Construction of an interchange with Wilkinson Boulevard

While all three issues are individually worthy of solution, grouping them together to solve a series of problems will leverage a higher priority for implementation. The Northwest Circumferential, as proposed on the Thoroughfare Plan, will connect I-85 via Little Rock Road. This district plan recommends extending the circumferential

south as a freeway with an interchange at Wilkinson Boulevard to provide access to the airport. For these reasons, the Billy Graham Parkway interchange with Wilkinson Boulevard has a lower priority.

LIGHT RAIL TRANSIT

Light Rail Transit (LRT) is being studied as a possible future transit service in Charlotte-Mecklenburg. A LRT study is currently underway to identify priority corridors based upon land use goals, ridership projections and development potential. Those rail lines identified as candidates for LRT should be protected and higher density development planned around them to assure service in the future. Land use policies and strategies to implement the LRT goals will be developed as part of the 2005 Plan update beginning in January 1991.

Two proposed transit lines are included in the district. One rail corridor under study extends west from the Uptown to Sam Wilson Road and beyond, paralleling Wilkinson Boulevard. The other includes portions of the Pineville Corridor. This corridor, parallel to South Boulevard, would serve the eastern most edge of the Southwest District.

Although no specific sites are recommended for stations in the district plan, general vicinities are identified. In the Southwest, proposed vicinities of transit stations include the following general locations:

- Charlotte-Douglas International Airport
- Old Dowd Road/Outer Belt
- Tyvola Road/South Boulevard

TABLE 5
SOUTHWEST DISTRICT ROADWAY IMPROVEMENTS

ROADWAY	IMPROVEMENT	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST
Hebron Street Extension Phase II (Nations Ford Road Road to Arrowood Road).	Two lane with turn lanes on new location.	.5	Minor Thoroughfare	0-5	3,600,000
Transportation System Management Intersection Improvements Archdale Drive/South Boulevard, Sharon Road West/South Boulevard, South Boulevard/ Sharon Lakes, South Boulevard/ Hebron Street.				0-10	N/A
South Boulevard/Woodlawn Road.	Intersection project.		Major	0-5	800,000
Tyvola Road/Old Steele Creek Road Widening (Billy Graham Parkway to West Boulevard).	Widening to 4 lanes.		Major	6-10	5,000,000
Beam Road Widening (York Road to Wilmont Road).	Widening to 4 lanes.	2.4	Minor	6-10	11,500,000
Shopton Road (N.C. 49 to N.C. 160).	Improve existing 2 lane roadway to thoroughfare standards.	2.7	Minor	6-10	6,500,000
Beam Road/Wilmont Road.	Intersection improvement.		Minor	6-10	N/A
Terminal Drive Extension (West Boulevard to Byrum Drive).	New 4 lane divided.	.8	Minor	0-5	2,500,000

ROADWAY	IMPROVEMENT	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST
Realign Airport Connector.	Realign to improve traffic circulation and flow into the Airport Terminal Area.		Freeway	0-5	44,800,000
Southern Outer Belt. (U.S. 74 to I-77)	Construction of 6 lane freeway.		Freeway	0-10	199,946,000
Westinghouse Boulevard Widening (Granite Street to N.C. 49/York Road) Phase II.	Widening to 4 lanes with turn lanes.	1.5	Major	0-5	9,000,000
*Freedom Drive Widening (I-85 to Mount Holly Road).	Widening to 4 lanes.	3.3	Major	0-5	30,500,000
Interstate 77 Widening (John Belk Freeway to Nations Ford Road).	Widening to 6 lanes.	5.1	Freeway	0-5	35,000,000
Interstate 77 Widening (I-85 to S.C. Line).	Widening to 8 lanes.	13.0	Freeway	6-10	340,000,000
Interstate 85 Widening (Gaston County to U.S. 29).	Widening from 4 to 8 lanes.	15.8	Freeway	0-5	160,995,000
Westinghouse Boulevard Widening and Extension (I-77 to Sugar Creek) Phase III.	New 4 lane roadway from Nations Ford Road to Sugar Creek. Also widening to 4 lanes segment from I-77 to Nations Ford Road.	1.4	Major	0-5	13,000,000
Westinghouse Boulevard Extension Phase I (Sugar Creek to South Boulevard).	Construction of 2 lane roadway.	.9	Minor	0-5	5,900,000

ROADWAY	IMPROVEMENT	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST
Billy Graham Parkway/Wilkinson Boulevard (U.S. 29/74) Interchange.	Convert existing grade separation to an interchange.	0.5	Major	6-10	4,000,000
N.C. 160 Relocation (between Airport Drive and Wilmont Road).	Construction of 4 lane roadway.	1.0	Major	0-5	3,226,000
Wallace Neel Road Extension (Old Dowd Road to Tuckaseegee Road).	New 2 lane.	1.3	Minor	6-10	6,000,000
Billy Graham Parkway/West Boulevard Interchange.	Diamond Interchange.		Major	6-10	7,500,000
York Road (N.C. 49) Widening (Tyvola Road Extension to Hwy. 160).	Widening to 4 lanes.		Major	0-5	
York Road (N.C. 49) widening (Hwy. 160 to State Line).	Widening to 4 lanes.		Major	6-10	
Buster Boyd Bridge Improvements.	Widening to 4 lanes.			6-10	
Airport Entrance Road. (I-85 to Billy Graham Parkway, Interchange with Wilkinson Boulevard).	New freeway to airport terminal.		Freeway	0-5	7,500,000
N.C. 160 Improvements (Paul Brown Boulevard to York Road/N.C. 49).	Improve existing 2 lane roadway to thoroughfare standards and add turn lanes.	6.8	Major	0-5	21,000,000
*Little Rock Road Widening (Tuckaseegee Road to Northwest Circumferential).	Widening to 4 lanes.	2.2	Major	6-10	13,600,000

ROADWAY	IMPROVEMENT	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST
*Western Outer Belt (between I-77 and N.C. 27).	Construction of multi-lane limited access facility.	12.2	Freeway	11-20	180,000,000
Archdale Drive Extension (Shopton Road to Archdale Drive at Kings Branch Creek).	New 2 lane.		Minor	11-20	4,700,000
Carowinds Boulevard Extension (Carowinds Boulevard to Shopton Road West).	New 2 lane.		Major	11-20	12,000,000
Wallace Neel Improvements (Paul Brown Boulevard to Old Dowd Road).	Improve existing 2 lanes to thorough-fare standards.		Minor	6-10	9,000,000
Arrowood Road Extension (N.C. 49 to Sandy Porter Road).	4 lanes.		Major	11-20	17,000,000
Clanton Road Extension (West Boulevard to Wilkinson Boulevard).	2 lanes.		Minor	11-20	3,000,000
Ledwell Street Extension (Ashley Road to Ledwell Street).	2 lanes.		Minor	0-5	2,000,000
Shopton Road West Extension (Hwy. 49 to Gold Hill Road).	New 2 lane.		Minor	11-20	5,300,000
Pine Oaks Extension (Beam Road to N.C. 160).	New 2 lane.		Minor	11-20	3,000,000

* LOCATED NORTH OF I-85.

B. THE AIRPORT

The Charlotte region is one of the nation's major transportation centers and is one of the top ten largest distribution hubs in the United States. Much of this can be attributed to Charlotte/Douglas International Airport. Charlotte's air service far exceeds that normally expected of cities in its population size range. Based on total passenger traffic for 1989, the Airport Operator's Council International ranks Charlotte/Douglas International Airport as 21st in the United States. For 1989, Charlotte/Douglas' total passenger traffic was 15,348,542.

The service provided by the airlines at the airport has resulted in it becoming one of the most important economic catalysts for the Charlotte region. Virtually no other single economic activity provides such far reaching and diverse benefits to the general community. The airport provides advantages not found in other cities of comparable size and provides competition with larger population centers for corporate relocations. Also, because of international air service, foreign firms have been increasing their investment in the Charlotte market.

The airport attracts the type of industry that depends on air travel service. This list includes:

- International, national and regional headquarters for major corporations
- Air Cargo
- Airline Maintenance
- Mail Facilities
- Convention Industry

Charlotte/Douglas International Airport has experienced dynamic growth over the past decade. This is due to economic development of the Charlotte area and to airlines decision to use the airport as a hub for its systems. However, this rapid growth has strained the airport's facilities and has increased the burden of aircraft noise on adjacent neighborhoods.

Specific issues related to the airport and its operations are:

- Future Location of Airport
- Airport Expansion
- Ancillary Facility Needs
- Airport Noise

This section of the district plan elaborates on these basic issues. Specific land use recommendations for noise impacted areas are included in the land use section. Also included in the land use section are recommendations for airport - related or dependent uses for the land surrounding the airport. Recommendations for schools impacted by noise are included in the livability section.

ISSUES

FUTURE LOCATION OF THE AIRPORT

The airport's future at its present location has been an issue discussed among civic and business leaders and citizens in adjacent neighborhoods. Two alternatives exist: The airport would remain at its present location, or it would relocate to a different geographical location. The Southwest District Plan recommends the airport remain at its present location.

Some segments of the community have questioned the airport's present location due to increasing urbanization in close proximity. Although the airport creates noise problems, its location does offer an economic benefit. Businesses and industries that depend on the airport for air service take advantage of the close proximity to major motels, restaurants, cultural facilities and employment areas, pumping dollars back into the local economy. The proximity to Uptown and the population concentration is a major benefit.

If the airport is relocated to an area outside Charlotte, it becomes more of a regional facility and not Charlotte's airport. Economic development that the airport attracts may also relocate placing unfavorable impacts on the local economy. New businesses associated with or that depend on the airport for services would most likely be attracted to the new location. Also, new businesses considering relocation because of services provided by the airport may decide to locate elsewhere. Transportation service would also become an issue requiring linkage to transport people to and from a new location.

The other question relating to relocation is: Who would build a new airport? A single investor could not finance the hundreds of millions of dollars needed. For comparison, a recent price tag of 750 million dollars was placed on a new airport for Austin, Texas while Phase I cost estimates for the new Denver Stapleton Airport were budgeted at $1.5 billion. The new airport for Austin is smaller than Charlotte/Douglas. Proposals have surfaced around the country to build new airports, but the problems encountered are many. After a decision to relocate is made and money secured, it would take 8-10 years to build a new airport. Some form of general aviation would remain in Charlotte.

Effective land use planning and noise mitigation can be a tool in minimizing the impact of aircraft noise while allowing the economy to benefit from the airport's convenient location. This planning tool places Charlotte in a competitive position to keep the airport, and at the same time, fashion it as a compatible neighbor. The costs included in relocating the airport far outweigh the acquisition cost in the noisiest areas. Also, relocation does not resolve the problem but rather transfers the noise to another location. The primary objective is to mitigate, not relocate airport noise.

Based on the cost of relocation, transfer of noise problems, impact on the local economy, and the airport's and USAir's investment in

Charlotte, it is in Charlotte-Mecklenburg's best interest to retain the airport at its present location. This recommendation is also supported by the Airport Master Plan. However, after the year 2005 there is a possibility that the 2005 noise contours illustrated in the Airport Master Plan and this district plan will expand due to the increase in flights. This issue, to be addressed more fully in the update of the Airport Master Plan, should examine the following options in relation to expansion:

- Relocate the entire airport operation. The airport would become more of a regional facility directly affecting the local economy as discussed on the preceding page.

- Relocate additional flights beyond the 2005 projections to another airport or city.

- Limit capacity of the airport. This would also affirm that the airport meets regional economic needs.

- Accommodate additional capacity at the existing facility. This option would increase the noise impact on the community and surrounding neighborhoods.

AIRPORT EXPANSION

Future facility needs are determined by addressing one primary question: How large should the airport be to provide efficient air service? Currently, Charlotte/Douglas International Airport serves as a hub for one major airline - USAir. Of the 476 flights departing daily from Charlotte as of March 1990, USAir claims approximately 447 (94%), including commuter flights. Out of the 476 total, 329 are major airline carriers and 147 commuter flights.

The Charlotte/Douglas International Airport Master Plan Update (Volume IV) advocates that the future capacity of the airport would include a hubbing operation of up to 350 commercial flights. This would be an increase of approximately 40 from USAir's June, 1990 hubbing operation and would require a maximum of 50 gates; currently, there are 30.

In addition to USAir flights, the Airport Master Plan includes 50-75 additional flights from competitive domestic and international airlines in its capacity calculations. In order to complete airline service, additional flights of domestic carriers are needed to maintain competitive airfares. Because of the importance and magnitude of USAir's hub at Charlotte/Douglas International, carriers will be increasingly interested in providing flights that will complement USAir's flight structure.

In summary, Charlotte/Douglas International Airport can accommodate expansion needs under present master planning and airport land acquisition programs. However, without physical expansion capacity can be increased through the use of larger aircraft. Charlotte/Douglas

currently has one of (DC-9, 737, F28) the largest percentage of smaller planes than any other hubbing operation.

It is important to note the Southwest District plan is based on the assumption of maximum capacity/expansion as depicted in the Master Plan Update.

Runway 18L/36R Extension

The Airport Master Plan recommends airfield improvements that include two runway projects and a series of taxiway improvements. The first runway project is a 1,000 foot extension to runway 18L/36R and its parallel taxiways, which will provide an 8,845 foot long runway for takeoffs on both runway ends and for landings on Runway 36R.

The purpose of extending Runway 18L/36R 1,000 feet to the south is to permit simultaneous landings on Runway 36R with departures on Runway 5. This produces two benefits. First, this extension would encourage continued use of Runway 05 for departures during busy periods, which would minimize the growth of aircraft noise in the departure corridor of Runway 36R. This extension would also continue a pattern of runway use that has existed at the airport since 1964 by directing departures over more business and industrialized areas northeast of the airport. Secondly, it would increase the capacity of northerly operations.

New Parallel Runway

To accommodate additional flights and to expand the recommended capacity for the airport, the Airport Master Plan also proposes a new 8,000 foot parallel runway as the second runway project. Studies are currently underway to determine spacing needs of a new runway. The Airport Master Plan endorsed a 1200' separation between the new runway and the existing 10,000' runway. This separation allows adequate spacing for staggered take-offs and landings while providing economic development opportunities between the new runway and the Outer Belt. However, City Council made no decision on the new runway in the adoption of the Airport Master Plan. Council directed the Airport Advisory Committee to make recommendations on the timing of the construction and requested that extensive evaluation and citizen involvement be part of the decision making process. The 2005 noise contours used in this district plan include the new runway at a 1200' separation. Any questioning of the adequate spacing needs to take not only this into account, but also the increase in noise impacted areas north and south of the airport and also to the west in the Dixie-Berryhill Community. While a greater separation will benefit the airport and its operations, more land will be impacted by noise in the community. It is important to keep this balance in order to provide a quality living environment close to good jobs in this portion of Mecklenburg County.

Future Airport Land Needs

Future land needs depicted in the Airport Master Plan include an additional 612 acres. The plan includes 336 acres added in 1986-1990

and 276 acres in 1991-1995; this is based on priorities that generally include land requirements for master plan facilities first, and acquisition of full clear zones and land areas beyond master plan needs second.

Additional land west of Wallace Neel Road, between the Outer Belt and existing airport boundaries, would allow for continued aviation - related development with such uses as an aircraft manufacturing plant or an overhaul base. Airfield - access related business such as cargo, mail facilities and customs would also benefit from accessibility to the runways. Airport facility needs can be met through the year 2005 as identified in the Airport Master Plan.

ANCILLARY FACILITY NEEDS

Outstanding transportation services demand ancillary support services. This is certainly true of Charlotte/Douglas International Airport. Ancillary needs identified in the Airport Master Plan include Crash/Fire/Rescue (CFR) facilities, fuel farm expansion and air cargo development. These uses can be accommodated on the existing airport property and additional acreage recommended for acquisition through the FAR Part 150 Program, Airport Master Plan, economic development block grants, local money or the private sector.

Other ancillary needs include the USAir maintenance facility, proposed hotel and possible reservation center. As stated earlier, the airport can accommodate these and other uses with the land identified in the Airport Master Plan.

AIRPORT NOISE

Airport related noise affects some six to ten million people in the United States. In the effort to resolve these noise problems, hundreds of millions of federal dollars will be expended over the next several years. The problems associated with airport noise will also cause some additional burden on airport users.

Charlotte is certainly not immune to airport noise. Charlotte/Douglas International Airport already impacts a large amount of land within Mecklenburg County. The airport's property alone covers approximately 5 square miles and its noise impacts more than double the area occupied by the airport.

Noise Contours and Zones

Six main noise contours emanate from the airport's six runways as delineated on the map on page 29. Each of the contours, established by requirements of the Federal Aviation Administration (FAA), consists of three levels of noise using actual day-night average sound levels (Ldn's). The Ldn noise contours have been established by the FAA after monitoring noise surrounding the airport. The noise zone having the greatest noise impact is the 75 Ldn; it is closest to the airport. The other noise zones that progressively diminish in noise impact are the 70-75 Ldn and the 65-70 Ldn zones.

The projected Ldn noise contours for 1994 and 2005 are the basis for land use policies proposed for the different Ldn noise zones. The 1994 projections reflect the anticipated noise conditions which would result in 1994 with the projected level of aircraft operations and with the following noise abatement measures in place:

- 1000' extension of Runway 36R
- Reinvestment of maximum use of all runways
- Limited use of the parallel north-south runways between 10:00 and 11:00 p.m.

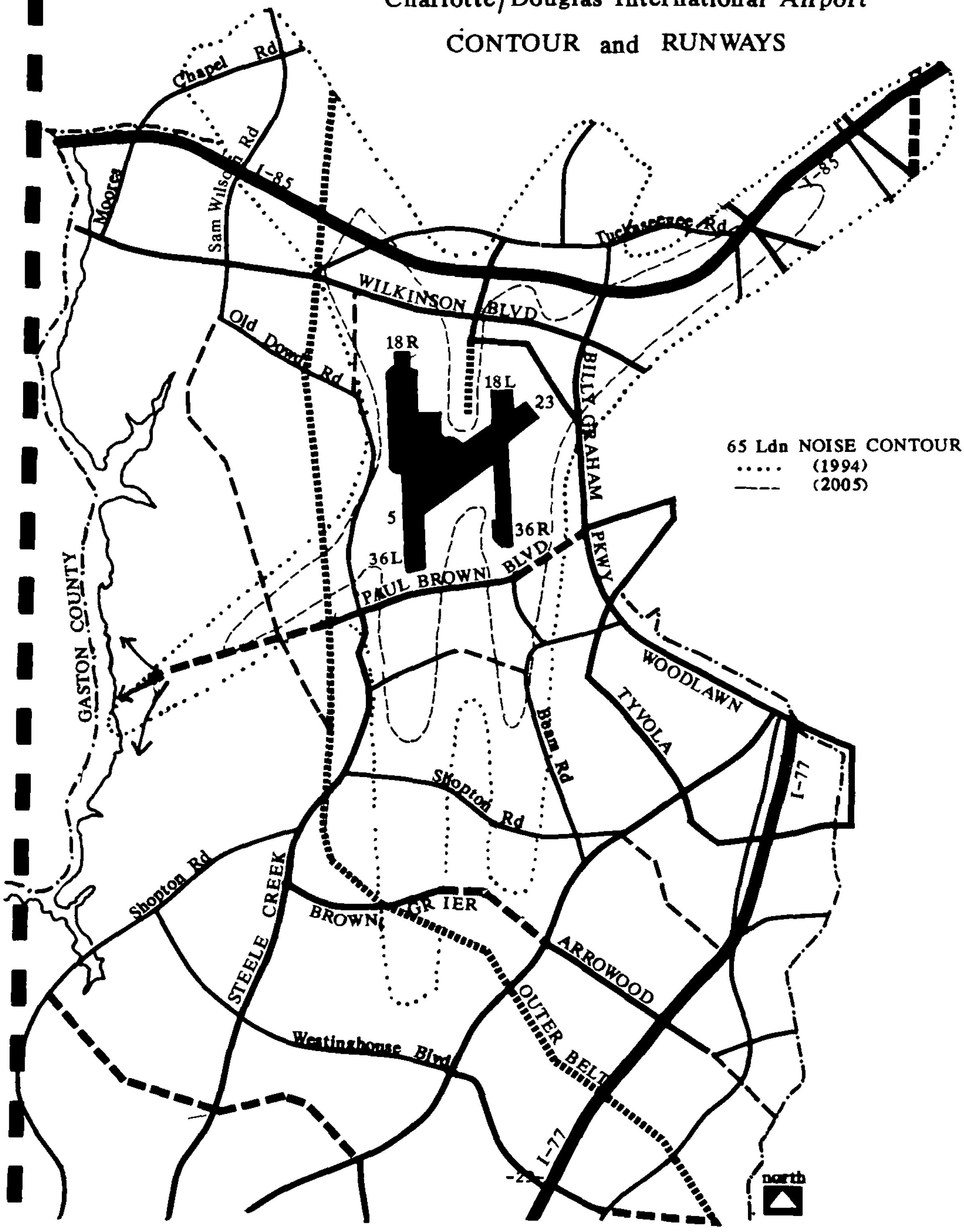
The 2005 contours predict the level of noise in 2005. These contours are computer generated and provide the best information available. Included in the 2005 projections are the new proposed parallel runway, the extension to runway 18L/36R, and improved noise abatement measures. These measures include the increase of Stage III aircraft (quieter planes) using the airport.

Comparison of the 1994 and 2005 contours illustrates a significant decrease in the area impacted by aircraft noise. This information was taken into consideration in developing compatible uses within the noise contours. However, as demonstrated by a comparison between the existing 1989 contours and the 1994 projections, the noise will actually increase slightly in some areas through 1994 before decreasing to the level identified in 2005. USAir's commitment to Stage III aircraft is a major factor in reaching the 2005 goal.

The accuracy of the 2005 projections are crucial in the long term planning of noise impacted areas. This district plan recommends review of the noise contours every two years to determine if the projections are on target. If not, land use policies will need to be modified.

Charlotte/Douglas International Airport

CONTOUR and RUNWAYS



Airport Master Plan Noise Compatibility Strategies

Identifying strategies to address noise within the Ldn noise zones was a major objective of the Airport Master Plan and corresponding working paper. The measures adopted as part of the Airport Master Plan were presented as options to consider during the planning process and not as firm recommendations. They are as follows:

Ldn 75 Noise Zone

1. Acquisition - Acquire property in areas recommended for airport development. Virtually all the area within the 75+ Ldn noise zone should be considered for acquisition if not already developed to a compatible use. It is recommended that the airport eventually be in control of most of the land surrounding the airport to ensure proper land use and airport development.

Ldn 70-75 Noise Zone

1. Purchase Assurance Program - Guarantee the purchase of existing homes in specified areas after the owner has made a bona fide effort to sell the property. Acquired properties would then be converted to compatible uses or insulated and returned to residential use with appropriate easements and restrictions.

2. Noise Insulation of Private Residences - Apply sound insulation techniques to existing residences to achieve a Noise Level Reduction (NLR) of at least 30 dB.

3. Acquiring Developed Property - Acquire property not suitable for sound insulation. The property would then be cleared or converted to compatible uses with appropriate easements and restrictions.

4. Purchasing Avigational Easements - Purchase the right to fly over properties affected by airport noise. Noncompatible land uses are not reduced by this measure but it would be applicable to areas that include a concentration of residential development whereby the neighborhood would remain. This measure is not a remedy for land use concerns but may protect the airport from future litigation.

5. Raising Minimum Building Standards - Require new residential development to meet specified NLR standards. Recommended NLR in this noise zone is 30 dB. Implementation of this measure is through changes in the state/local building codes.

Ldn 65-70 Noise Zone

1. Land Use Planning - Establish land use policies in this district plan detailing specific zoning, density and capital improvement recommendations.

2. Zoning for Compatible Development - To the extent possible, zone to encourage development or redevelopment of land uses compatible with airport noise. The Southwest District Plan is recommending future land use and zoning changes for areas impacted by aircraft noise.

3. Zoning Performance Standards/Raise Minimum Building Standards - Require new residential or other sensitive uses to meet specified Noise Level Reduction (NLR) standards. Recommended NLR in this noise zone is 25 dB and can be implemented through a change in the local/state building codes. This issue will be discussed later in this district plan.

4. Dedication/Purchase of Avigational Easements - Consider requiring dedication of avigational easements through the development process or implement an airport program to purchase the easements. Dedication will require legislative approval to amend the N.C. State General Statutes.

5. Voluntary Farm Land Preservation - Use voluntary farmland preservation as a means to preserve the right to develop on large open spaces within noise impacted areas. However, very little land is devoted to farming that falls within the noise contours. Most of the undeveloped area impacted by airport noise is southwest of the airport but again, there is little in the category of working farms in this area. (Since adoption of the AMP, the County Commission has determined that Farmland Preservation is not a viable land use tool for this community.)

6. Programming Public Improvements - Recommend construction of public improvements where growth is desired and limit public improvements where it is not desirable. This strategy has limited application in the area.

7. Public Information Program - Implement a public information program to make the general public aware of areas impacted by noise in the 65 Ldn and above. This program would be the responsibility of the airport staff.

8. Noise Insulation of Public Buildings - Recommend sound insulation of noise sensitive buildings such as schools. This measure should be applicable to areas in the 65+ Ldn noise zones and to schools outside the 65 Ldn that are interrupted by airport noise.

9. Noise Insulation of Private Structures - Apply sound insulation techniques to existing residences to achieve a NLR of 25dB. The Airport Master Plan and FAR Part 150 targets this program for the 70-75 Ldn noise contour to reduce interior noise levels. This plan supports the measure and recommends that existing homes in the 65-70 Ldn noise contour be included. However, the initial program should be directed towards the 70-75 Ldn.

The Southwest District Plan recommends an additional strategy not part of the Airport Master Plan and FAR Part 150 Program. The strategy is to require the sound insulation of private residences in the 65 Ldn. City Council also recommended that this strategy be pursued in their adoption of the Airport Master Plan in 1987.

To achieve the strategy of raising the minimum building standards for new construction in the 65 and 70 Ldn, changes to the local building code will be needed. Steps that should be taken to amend the code are:

- The elected officials should adopt an official noise contour map approved by the FAA. This map should be on display in public facilities, especially at the airport, Planning Commission and Mecklenburg County Building Standards. Reference to this map should also be made in the Zoning and Subdivision Ordinance. The map should be updated every two years to monitor changes in the noise environment.

- The City of Charlotte and Mecklenburg County should request authority from the N.C. State Building Code Council to allow Charlotte-Mecklenburg to adopt a local code requiring higher building standards in noise impacted areas. These areas would be defined on the official noise contour map.

Implementation of Noise Compatibility Management Strategies

Table 6 on page 35 lists the noise management strategies for the three noise zones using 1994 noise contours as a base. It also includes the number of residential units that will be affected, projected completion dates for implementation, costs, and funding sources for projects. The table is based upon the following assumptions:

- The acquisition process will beginning September 1, 1989 @ 3 per month.

- The 2005 noise projections include the proposed parallel runway.

- Monitoring noise for computer-projected accuracy and updating will occur every 2 years.

- Noise insulation of private residences will occur at a rate of 300 per year.

- Purchase of avigational easements will be part of the noise insulation program.

- Acquisition is first priority, then noise attenuation.

- FAA will approve amendments to the FAR Part 150 Program in order to accomplish strategies.

All costs for implementation of the strategies are based on 1989 dollars. Projected completion dates assume funding is available at time of request and when policy anticipates funding by the FAA and airlines/local, costs are split accordingly - 80% FAA and 20% airlines/local. The local funding is not airport generated money, but local tax dollars instead. There is a possibility because of tight budgets and competition for funds that the FAA may not be involved, especially in the 65 Ldn. Costs would then possibly be shared between the airlines and local tax dollars.

At present, FAA funding for any program in the 65 Ldn is minimal. Federal dollars in the future are expected to become tighter because of budget deficits and the need to provide additional capacity at existing airports and construct new ones. Because of this, Charlotte-Mecklenburg may have to fund the entire program in the 65 Ldn. It is important for the community to realize this upfront and commit to this task if the need arises.

Currently, no statutory authority exists upon which the City can require the dedication of avigational easements. In order to pursue this approach, an amendment to the state law would be necessary. The other option is to implement an aggressive program to purchase the easements. For these reasons, table 6 illustrates a choice of dedication or purchase.

As indicated on Table 6, acquisition of homes identified in the 65, 70 and 75 Ldn contours will be completed in 1997. At that time, the noise insulation program will begin with an estimated completion date of 2005. The remaining strategies - noise insulation of public buildings, raising minimum building standards, and dedication and purchase of avigational easements can be implemented during 1990. However, this is an optimistic schedule and will require more resources just to implement policies within this time frame. Expediting the process earlier than this schedule dictates will require even more resources.

Specific priorities recommended in this district plan for implementing the noise management strategies are as follows: (Some of these will be elaborated on in the land use section of this document.)

<u>Priority</u>

#1 Acquisition of homes within the 1994 75 Ldn contour. This includes portions of Westerly Hills/Wandawood and all of Moores Park, Withrow Road and Whippoorwill Hills.

#2 Application of Building Code Amendment within the 1994 65 & 70 Ldn contour.

#3 FAR Part 150 Acquisition within the 1994 70 Ldn. The acquisition includes Moores Park and Whippoorwill Hills.

#4 Noise insulation of homes within the 1994 70 Ldn.

#5 FAR Part 150 acquisition within the 1994 65 Ldn. The acquisition includes Moores Park and Whippoorwill Hills.

#6 Noise insulation of homes within the 1994 65 Ldn.

By implementing the noise compatibility management strategies within the time frame and priority listing, noise attenuation for the entire area included in the 1994 65 Ldn may not be needed. This is because the 2005 65 Ldn contour decreases to the point that it is within the 1994 70 Ldn in 2005. The only exceptions are areas at the ends of runway 5/23. The crucial element in this scenario is the accuracy of the 2005 noise projections. This is the reason for monitoring the noise contours every 2 years.

Notification of Noise Impacted Areas

The role of local government is important in notifying the general public about noise impacted areas around airports. Several methods have been identified through this district plan. They are:

- Placement of noise contours on zoning base maps
- Placement of noise contours on approved site plans (i.e., subdivision plats, conditional zoning site plans, etc.)
- Use of zoning overlay districts
- Erection of signs in noise impacted areas

The Southwest District Plan recommends that the Planning and Airport Staff should continue researching and identifying the most appropriate points of access by which the public is notified of noise impacts beginning at the 65 Ldn. A report on the solutions or progress shall be submitted to the Airport Advisory Committee by Fall 1991.

TABLE 6

LAND USE MANAGEMENT STRATEGIES

	POLICY	#UNITS	PROJECTED COMPLETION DATE	COSTS	FUNDING SOURCE
75 Ldn	Acquisition	93	1992	$8-10 million Part 150 - $8,370,000	FAA and Airlines
70 Ldn	Neighborhood Buyouts[1] (Acquisition)	104	1995	$9-11 million Part 150 - $9,360,000	FAA and Airlines
	Noise Insulate Private Residences	744	2000	$22,320,000 ($30,000/du)	FAA, Airlines and Local
	Raise Minimum Building Standards	New Construction Only	1990	Administrative	None
	Dedication/Purchase of Avigational Easements	New Construction Only	1990	Administrative (Dedicated) Undetermined (Purchase)	FAA, Airlines and Local
65 Ldn	Neighborhood Buyouts[2] (Acquisition)	76	1997	$6-8 million Part 150 - $6,840,000	FAA, Airlines and Local
	Soundproof Public[4] Buildings	3 Schools	1990	$1,000,000 - 1,500,000	FAA, Airlines and Local
	Raise Minimum Building Standards	New Construction Only	1990	Administrative	None
	Dedication of Avigational Easements	New Construction Only	1990	Administrative	FAA and Local
	Noise Insulate Private[3] Residences	2428	2008	$48,560,000 ($20,000/du)	FAA and Local
	Purchase of Avigational[3] Easements	New Construction Only	1990	Undetermined	FAA and Local

1 Includes Moores Park, Whippoorwill Hills and Westerly Hills/Wandawood
2 Includes Moores Park and Whippoorwill Hills
3 City Council recommended extending this strategy to the 65 Ldn in their adoption of the Airport Master Plan and FAR Part 150 Program If the Southwest District Plan is approved, the Part 150 program approved by the FAA should be amended to include this strategy In addition to noise insulation in the 65 and 70 Ldn, areas outside the 65 Ldn such as Thomasboro-Hoskins and Enderly Park should be included, but coupled with other rehabilitation efforts to bring these structures up to code
4 Some of these schools are outside the 65 Ldn but Planning staff feels noise attenuation is needed to reinforce the learning environment Westerly Hills, Harding and Tuckaseegee

C. LAND USE PATTERN

A balanced land use pattern provides opportunities for a mix of commercial, employment, and residential uses as well as open spaces. The General Development Policies Document, applicable to all seven planning districts, identifies objectives, policies, and development criteria for creating this balanced land use pattern. These generic policies and criteria have guided the land use decisions for the Southwest District Plan. However, there are two additional factors unique to the southwest: watershed protection and the airport and its influence on surrounding land uses.

Environmental studies are currently underway by Mecklenburg County and the State of North Carolina to develop protection requirements for all surface water used as a source for raw drinking water. These studies are explained later in the section on environmental quality. In summary, a system consisting of several classifications is proposed based upon the degree of existing development in the watershed. These classifications also distinguish the types and amount of activities allowed in each watershed.

Several of the land use recommendations of this district plan are based upon the need to protect the watershed of Lake Wylie and Catawba River. When the watershed study is completed and elected officials decide upon a course of action, the district plan recommendations may change, particularly those related to density.

The previous section of this district plan identified issues with the airport and in particular, general policies and strategies for addressing noise and land use compatibility in noise zones. In summary of the strategies, acquisition in the 75 Ldn contour will eliminate noncompatible uses. Additional purchases in the 65 and 70 Ldn contours will prevent fragmenting neighborhoods. Noise insulation of existing residences in the 65 and 70 Ldn will provide compatibility with the airport, while raising the minimum building standards will ensure that new construction is at the same attenuation level as the existing structures.

This land use section identifies specific land use recommendations for noise impacted areas based upon the general strategies in the airport section. * Also included in this section of the document are recommendations for commercial, employment, and residential uses outside the influence of the airport, which covers a considerable amount of land. The land use map for the district illustrates the recommendations.

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* Portions of the Northwest and Central Districts within noise zones are included in the Southwest District Plan.

This draft of the Southwest District Plan reflects a divergence of opinions on land use recommendations between staff, the study group, and the Airport Advisory Committee. The final adopted plan will include only those recommendations approved by the elected officials.

AIRPORT AREA

Land use planning in noise impacted areas is a complex task. There are a number of factors in addition to the airport's needs and economic development issues that present challenges to planning. As evidenced through examination of other airports in the country, the problems and challenges faced with planning in and around Charlotte-Douglas Airport are not unusual. Charlotte is unique, however, because of the airports proximity to uptown, the image problems associated with the west side, the housing needs in the southwest, and the massive industrial development that has already taken place.

COMPATIBLE DEVELOPMENT WITHIN NOISE CONTOURS

The type of development that should occur within noise contours has been the most controversial issue of this district plan. Opinions have varied, particularly on where residential development is appropriate. It is acknowledged that strictly from an airport operational perspective, the ideal policy would restrict any residential development within noise contours; however, from a land development and livability perspective, this would create serious off-airport problems for the following reasons:

- The transportation system cannot support this amount of nonresidential development. Charlotte Department of Transportation (CDOT) projected if all current residential property in the noise contours was rezoned to office/business park development, daily trips would increase from 100,000 to 350,000 and peak hour trips would increase five fold from 10,000 to 50,000. The proposed road system cannot begin to accommodate this much traffic.

- Too much nonresidential development will aggravate an already negative west side image. The west side will continue to be known as an "industrial" district until more quality housing is available for new residents who will become advocates for the area.

- The market cannot absorb this amount of nonresidential development. Once the market is glutted, land prices begin to fall allowing only marginal uses to develop.

- The 2005 noise projections predict smaller contours, thereby reducing the amount of property significantly impacted by aircraft noise.

- The need exists to protect existing residential areas from the encroachment of nonresidential development.

- A considerable amount of nonresidential development and zoning already exists in the southwest district.

As part of the decision making process for determining final policies for development within noise contours, an informal survey of major airports in the United States was conducted. It found that most airports have an acquisition program in effect in the 75 Ldn noise zone. Acoustical treatment programs, including noise insulation and avigational easements, were implemented for residential development in the 65 and 70 Ldn noise contours. However, none of the airports surveyed prohibit residential development in the 65 and 70 Ldn contours.

Discussions with airport planning consultants also confirmed that it is common practice to allow residential development in the 65 Ldn with noise attenuation measures. The Federal Aviation Administration (FAA) even recognizes that where the community determines residential uses are allowed, measures to achieve interior noise level reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes. The Veteran's Administration, Federal Housing Administration and Housing and Urban Development will also agree to finance development using noise attenuation in the 65 and 70 Ldn contours.

The issue of development within flight paths has also been discussed and researched over the course of this plan. Flight paths are contained within noise contours, but are much more narrow than the full contour. Limiting development within flight paths would be difficult to achieve, because the actual widths of flight paths cannot be determined. Without knowing the exact width, it would be nearly impossible to determine limits of land use. Consequently, using noise contours as boundaries for various land uses is more appropriate and legally feasible.

In the future, however, the introduction of microwave technology in the field of aviation would allow determination of flight path widths. Although common use of this technology is 15-20 years away, this district plan recommends that once microwave technology becomes available, the airport should purchase the necessary equipment. This would allow the airport to acquire property or purchase easements within the flights paths in Mecklenburg County. With microwave technology, it will enable aircraft to follow a defined flight path which in turn will minimize impacts on large amounts of property.

POLICIES FOR DEVELOPING IN NOISE ZONES

Based upon the previous discussion and on the Airport Master Plan's noise compatibility management strategies outlined in the airport section, the district plan's policies for developing within noise zones are identified below. It is important that these policies apply equally to all noise contours.

- Ldn 75+ Noise Zone:

  Limit development to compatible land uses such as commercial, industrial, or open spaces in the Ldn 75+ noise zone.

- Ldn 70-75 Noise Zone:

  Allow residential development (single family and multi-family) with noise attenuation measures (identified in airport section) in the Ldn 70-75 noise zone. Nonresidential development should be allowed without attenuation in locations indicated on the land use map.

- Ldn 65-70 Noise Zone:

  Allow residential development using attenuation measures (identified in airport section) for new construction. Nonresidential development should be allowed without attenuation in location indicated on the land use map.

AIRPORT ADVISORY COMMITTEE RECOMMENDATIONS

Specific land use recommendations proposed by staff for each of the six areas defined by the contours have been based on the general policies for noise zones. However, the Airport Advisory Committee and a majority of study group members disagree in part with the recommendations which has resulted in separate recommendations for four of the six contours.

As taken from the minutes of the August 15, 1989 meeting of the Airport Advisory Committee, the following are general recommendations proposed by the committee and differing from staff's recommendations:

- No R-4 zoning within noise contours.
- Protect flight paths from any residential development.
- Seek measures to encourage change in land use from potential residential use.
- Seek measures to strengthen existing residential zoning.

PLAN RECOMMENDATIONS FOR LAND WITHIN NOISE CONTOURS*

1. RUNWAY 23 CONTOUR

   Plan Recommendations:

   - Retain current nonresidential zoning within this contour which would allow development of a mix of light industrial, office and business park uses in addition to existing heavy industrial and commercial development.

* Consult the Southwest District land use map for specific recommendations. The map on page 28 outlines the outer limits of the noise contours.

- Retain the current zoning that allows densities of from 4-6 d.u.a. in established residential areas eligible for purchase assurance and noise attenuation.

- Purchase properties on Withrow Road and a portion of Westerly Hills/Wandawood that are in the 75 Ldn contour. Input from the neighborhood is needed prior to acquisition. The airport should be sensitive not to divide the neighborhood when purchasing only a portion of the residential properties.

- Include areas outside the 65 Ldn such as Thomasboro-Hoskins in the noise insulation program as explained in the airport section.

2. RUNWAY 18L CONTOUR

Plan Recommendations:

- Establish nonresidential land uses - light industrial, office and business park south of I-85 within the runway 18L contour.

- Continue the existing residential development at various densities, including multi-family north of I-85. The intent is to maintain existing neighborhoods and encourage continued residential development north of I-85 with increased building code standards.

- Attenuate existing residential uses.

3. RUNWAY 18R CONTOUR

Plan Recommendations:

- Establish light industrial, office and business park uses in the area east of Sam Wilson Road and south of I-85.

- Promote a mix of residential and nonresidential land uses north of I-85 within the 18R contour. These land uses are contingent on the airport's ability to confine the flight path to an area between the Westmoreland and Wildwood Subdivisions using the I-85 corridor and park area west of Moores Chapel Road as reference points. Light industrial, office and business park uses are recommended in the area bound by I-85, Moores Chapel Road (north of the existing industrial development), Colonial Pipeline right-of-way and the creek that extends to the proposed Outer Belt. This nonresidential land use is also proposed for the property between Paw Creek and the Westerwood Subdivision. Residential development is recommended at various densities (1 and 3 d.u.a.) as a transition from the nonresidential to the existing residential development. The intent is to maintain and protect the existing neighborhoods by confining

the departing aircraft to a corridor between the Westmoreland, Wildwood and Westerwood Subdivisions.

An alternative land use for the area that includes the mobile home park on Moores Chapel Road and the property immediately to the west is R-1. This recommendation is consistent with the policy allowing residential development in the 65 Ldn and would protect the mobile home park from nonresidential uses to the west.

- **Purchase property along Tuckaseegee Road and I-85 for public open space.** The purpose of this recommendation is to prevent nonresidential development on Tuckaseegee Road (currently a residential corridor) and protect the 70 Ldn contour from new residential development. Acquisition of this property would be through the use of General Obligation Bonds, requiring voter approval.

4. **RUNWAY 5 CONTOUR**

Plan Recommendations:

- **Promote commercial and office park development east of the proposed Outer Belt alignment that intersects with Paul Brown Boulevard Extension.** The nonresidential development in this contour is located within the highest noise zone.

- **Promote uses such as an extended greenway system under the flight path, single family (1 and 3 d.u.a.) development and a lake and river access park west of the Outer Belt.**

- **Support residential development along the greenway and Garrison Road at 3 d.u.a. Multi-family development is also recommended for property at the end of Garrison Road.** (The Dixie-Berryhill Small Area Plan is in conflict with this recommendation because of the large amount of multi-family development recommended along the waterfront. Also, this location would not meet the locational criteria established for multi-family in the General Development Policies Document.)

- **Purchase property within the 1994 70 Ldn contour for public open space, namely passive recreation.** The purpose of this recommendation is to protect the 70 Ldn contour from new residential development. Runway 5 is used primarily for nighttime operations. Acquisition of this property would be through the use of General Obligation Bonds, requiring voter approval.

5. **RUNWAY 36L CONTOUR**

Plan Recommendations North of Shopton Road:

- Support the long term viability of Steeleberry Acres and Eagle Lake, two existing neighborhoods, as residential areas and reinforce through the following actions:

    - Downzone properties to conform to lot size (R-1 or R-2).

    - Develop a golf course/recreational use on 200± acres and a greenway along Coffey Creek which would by a natural boundary between the office development and the golf course.

    - Encourage multi-family housing in areas meeting the locational criteria of the General Development Policies Document.

    - Implement strategies such as noise attenuation and purchase assurance.

Plan Recommendations South of Shopton Road: (This area includes the Whitehall rezoning petition in 1985.)

- Purchase property south of Shopton Road for public open space. The purpose of this recommendation is to protect the 70 Ldn contour and flight path from new residential development. Acquisition of this property would be through the use of General Obligation Bonds, requiring voter approval.

- Promote a mix of multi-family and single family development in the area north of Arrowood Road Extension, across from the school campuses on Sandy Porter Road. Single family density should be at a density of 1 d.u.a. Density for the multi-family development will be determined by the locational requirements in the General Development Policies Document.

- Support residential development south of Arrowood Road Extension at 1 d.u.a. within the 36L contour. A small portion of multi-family and office development is recommended in the southeast quadrant of the Outer Belt interchange with Arrowood Road Extension.

6. RUNWAY 36R CONTOUR

Plan Recommendations:

- Support a complete buyout of Whippoorwill Hills neighborhood allowing the area south of Byrum Drive to redevelop with compatible uses such as office and business park development. A large portion of this noise contour is currently developed with nonresidential uses especially along Beam Road.

- Establish a nonresidential land use pattern north of Shopton Road with the exception of property west of Coffey Creek.

The proposed land use south of Shopton Road is residential - single family and multi-family.

- Allow single family development within the 36R contour. The old Whitehall Subdivision is being developed south of Shopton Road leaving only a small amount of undeveloped residential property.

Acquisition of Properties for Open Space Within Noise Contours

Land use recommendations for runways 18R, 36L and 5 include acquisition of approximately 500 acres for open space. While the open space within runway 5 can be used for active recreation, the other areas within runways 18R and 36L are limited to passive recreational uses such as jogging and equestrian trails. Implementation of this land use policy will require voter approved General Obligation Bonds. Current estimates place the total acquisition cost at 12 million dollars; $25,000 per acre. In the event that this policy is not adopted by the elected officials or the bond referendum is defeated, addition study will be needed to determine alternatives.

Neighborhood Buyouts

Land use recommendations for runways 23, 18R and 36R include a complete buyout of the residential neighborhoods of Moores Park, Whippoorwill Hills and Withrow Road. These areas are experiencing high levels of aircraft noise and will continue to in the future with airport expansion. Although these neighborhoods extend outside the 75 Ldn into the 70 and below, there is not a logical stopping point for acquisition because of the changing nature of the noise contours. However, in situations like this, stopping points must be determined on a case by case basis. Other factors such as location and adjacent land uses create an environment more suitable for nonresidential development in these areas. Therefore, the entire neighborhoods should be removed. A small portion of Westerly Hills/Wandawood is located in the 75 Ldn and should be acquired. As stated earlier, input from the neighborhood is needed prior to acquisition. The airport should be conscious not to fragment this neighborhood and others when deciding where acquisition stops and noise attenuation begins.

In addition to noise insulation in the 65 and 70 Ldn in Thomasboro-Hoskins and Enderly Park, an opportunity exists to build on improvements initiated by the airport program. These areas have been neglected over the years and are in need of housing rehabilitation. Efforts to improve the existing housing stock should be coupled with a local housing program to bring these structures up to minimum building code standards. This provides a chance to save local money by supplementing the rehabilitation program with FAA funding. As a result, the preservation of these neighborhoods would continue to provide a good moderate to low income housing stock valuable to the community.

Compatible Development on Airport Property

Through the purchase/acquisition program described in the airport section, land should be purchased by the airport in the areas most impacted by noise adjacent to the airport. Locating community uses that may not be compatible in other areas or that require considerable open space on the airport's property is an opportunity that should be pursued. Reuse of the land for public purpose would make an efficient use of the land and be an opportunity to generate revenues. It would also bring additional public amenities to the west side. However, restrictions may apply to property purchased by the airport with FAA grant money.

Examples of uses that should be considered are:

- Mega Recreation Center as programmed in the Parks Master Plan
- Jogging Trails in Connection With Greenway
- Nature Preserves
- Derby Downs
- Motor Cross (Bicycles and/or Motorcycle)
- Riding Stables
- Cemeteries
- Plant Nursery/Greenhouse
- Animal Shelter Relocation
- Fire Training Facility
- Defensive Driving Pad
- Farm Operations - Grazing and Crop/Tree
- Golf Course
- Athletic Fields

Care should be taken to ensure that development of any of the above uses is an asset to the west side and that necessary screening and separation from adjacent uses are provided.

MIXED USE AND COMMERCIAL CENTERS

Opportunities for a variety of mixed use and commercial centers either exist or are planned in the southwest. The activity and intensity of these centers throughout the district will give structure to the overall land use pattern. Instead of urban sprawl and strip development, these centers will focus development at appropriate locations. Three types of centers are planned throughout the Southwest District as described below:

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

Currently, no regional mixed use centers exist in the southwest. A regional mixed use center will not function in this area for the following reasons:

- The market area is greatly restricted to the west because of the Catawba River and Lake Wylie.

- Competition for the remaining market area is divided among the existing regional centers in the adjacent districts.

A major component of a regional center is its office and service development. With the amount of existing and proposed employment opportunities in the southwest, the market could not support a center of this magnitude. Therefore, several community mixed use centers are proposed to satisfy the retail needs of the district.

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

No community mixed use centers exist in the Southwest District. With an increase in population projected over the next fifteen years, the need for additional commercial opportunities will also rise. Three community mixed use centers are proposed for the southwest district. Locations recommended for these centers are:

- Steele Creek Road (Hwy. 160) / York Road (Hwy. 49) *
- York Road (Hwy. 49) / Outer Belt Interchange
- Wilkinson Boulevard/Outer Belt Interchange

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* The proposed center located at Hwy. 160 and 49 replaces the mixed use Development Enterprise Area (DEA) recommended in the 2005 Plan. The DEA concept anticipated that at least 2,000,000 square feet of nonresidential space would be needed to create a stimulus of development for this location. Modifications were made in the district planning process to reduce the amount of employment/office while maintaining a strong commercial, retail and residential component; the change at the Highway 49/160 intersection resulted from the amount of existing employment opportunities already in the Southwest District.

Specific locations for the nonresidential uses are not shown on the proposed land use map for the center at Highways 49 and 160. However, the most appropriate site for the commercial/retail is at the northwest corner, while the northeast corner is appropriate for neighborhood service oriented offices; the land on the northwest corner is relatively flat and clear of vegetation, requiring less grading and clearing for a major shopping center. Should a development proposal recommend different plans for the various corners of the intersection, the Planning staff would evaluate the situation based upon the specific proposal.

The center located at Highway 49 and the Outer Belt should be comprised of commercial, retail and low intensity office of a residential scale and high density multi-family development. A total of 500,000 sq. ft. of commercial and retail is recommended along Highway 49 between the Outer Belt and Arrowood Road Extension; it should be buffered with less intense offices and multi-family housing.

The third community mixed use center, proposed at Wilkinson Boulevard and the Outer Belt interchange, can be a catalyst for creating new employment opportunities. Development at this center should consist of a mix of commercial, office, light industrial and higher density residential uses. This center is also part of the 2005 Plan employment DEA recommended at Wilkinson Boulevard and I-85.

<u>Neighborhood Mixed Use Center</u> (250,000 sq. ft. retail/office)

Three centers of this scale exist in the southwest. These include Yorkmont Center, located at Billy Graham Parkway and York Road, Southwood Village, located at Nations Ford Road and Arrowood Road, and Forty-nine (49) Crossing, a small center at the intersection of York Road and Carowinds Boulevard. Additional square footage has been approved at the York Road/Carowinds Boulevard intersection.

One additional neighborhood mixed use center is recommended at Paul Brown Boulevard Extension and the Outerbelt Interchange. The Dixie-Berryhill Small Area Plan recommended a mixed-use DEA at this location. Designated DEA's have the potential of becoming new growth areas in the county for residential and/or employment purposes. A mixed-use DEA is comprised of retail employment, service employment, light industrial uses and residential uses. A DEA would not function in Dixie-Berryhill for the following reasons:

- The magnitude of a DEA (500-3000+ acres) would completely dominate the immediate area, overshadowing existing features worth preserving.

- Property ownership in this area is fragmented such that an integrated design necessary for a DEA is difficult.

- The configuration of land recommended for employment uses east of the Outer Belt is long and splintered, further eliminating a focal point for a DEA.

- Extending the employment uses west of the Outer Belt would jeopardize the residential community.

- The residential base in the community can not support the amount of retail associated with a DEA.

- In addition to the Community Mixed Use Center at Wilkinson Boulevard and the Outer Belt, the neighborhood mixed use center is sufficient to serve the needs of the Dixie-Berryhill Community.

<u>Neighborhood Convenience Centers</u> (up to 70,000 sq. ft. retail)

Several neighborhood convenience centers exist in the Southwest District. These centers are located at:

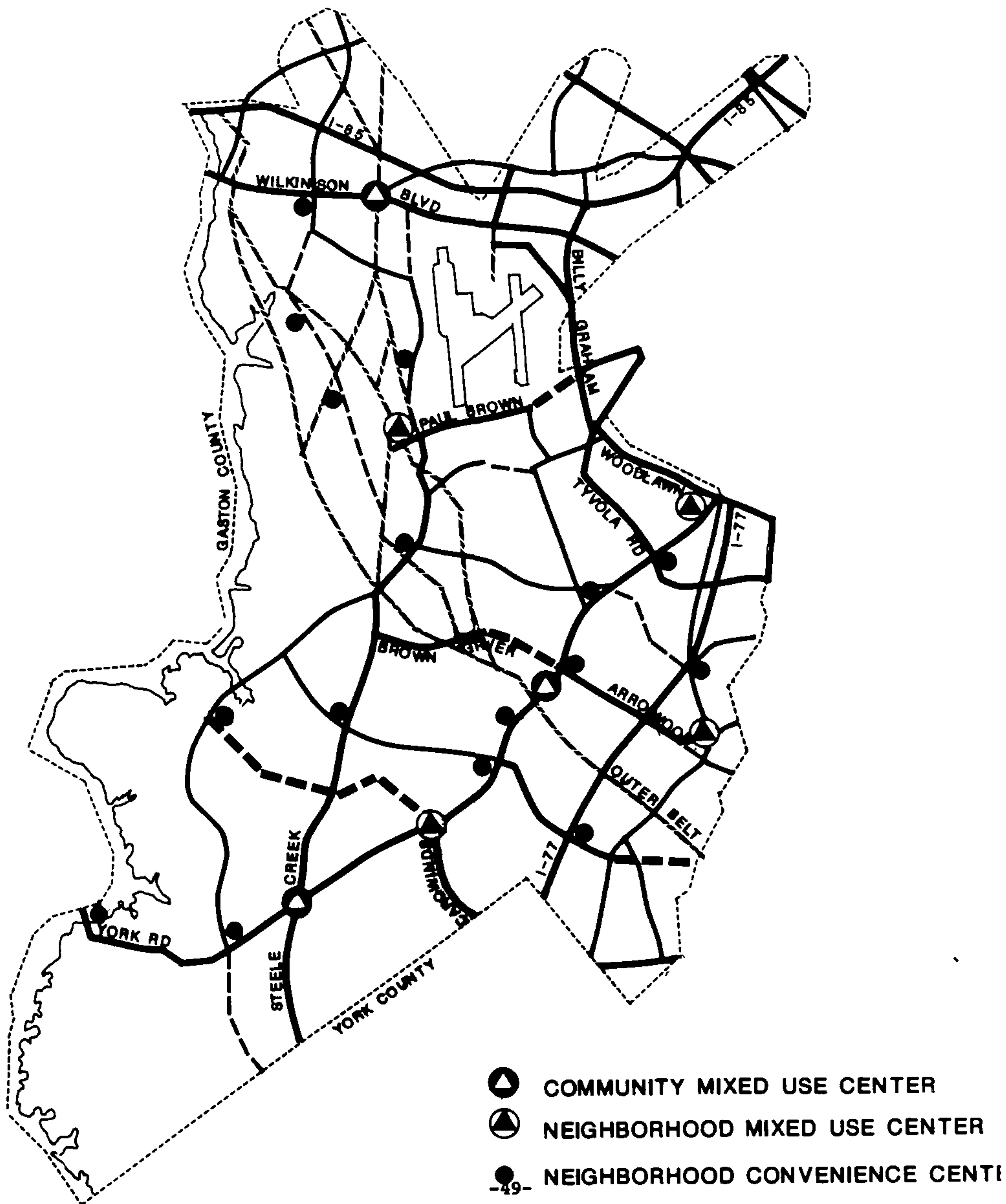
- Nations Ford Road at Archdale Road
- York Road at Shopton Road West
- York Road at Westinghouse Boulevard
- York Road at Sandy Porter Road
- York Road at Arrowood Road
- York Road at Lake Wylie
- Westinghouse Boulevard at I-77
- Wallace Neel Road at Dixie River Road

Additional neighborhood convenience centers are either approved or recommended for development at one corner of the following intersections:

- York Road at West Tyvola Road
- Steele Creek Road at Shopton Road *
- Steele Creek Road at Westinghouse Boulevard
- York Road at Shopton and Beam Road
- Carowinds Boulevard at Shopton Road West
- Dixie River Road at Sadler Road
- Walker's Ferry Road at Mt. Olive Church Road
- Wilkinson Boulevard at Sam Wilson Road

* This center should incorporate the historic buildings into an adaptive-reuse scheme which preserves the historic setting.

PROPOSED AND EXISTING MIXED USE AND COMMERCIAL CENTERS



EMPLOYMENT GROWTH AND OPPORTUNITIES

The existing levels of employment in the Southwest District sustain a viable employment base. Rapid development of industrial locations in the past and more recent business and office park development has created diversity among employment opportunities. Although the Southwest District does not need dramatic increases in employment locations as experienced in other planning districts, there should be opportunities for growth. In addition to the office components of the mixed use centers previously described, additional employment opportunities should be promoted by infilling within and expanding some of the established industrial areas and by creating a few new employment concentrations throughout the district. Recommendations for expanding or infilling within established employment areas are described below and illustrated on the proposed land use map.

- Westinghouse Boulevard Area: Combined with development along Arrowood Road, this area has the largest regional employment base outside the Central City. Opportunities are available for blue collar jobs among the manufacturing and industrial uses. Approximately forty percent of nonresidentially zoned land in this area is undeveloped. Considering the growth potential, the industrial development should be maintained within the limits of the existing zoning. The amount of industrially zoned property is sufficient to meet economic and employment needs of the region. Future development should reflect a design sensitivity in terms of adequate buffers and edge relationships to protect the adjoining residential neighborhoods.

  Two small residential pockets exist on Amon Lane and John Price Road within these industrial boundaries. Because these residential areas are encircled by nonresidential development, they will not be viable for residential areas in the future, thus redeveloping the lots for industrial use is appropriate.

- Arrowood Road: This area, with its large suburban employment concentration, provides predominantly white collar jobs for major corporations. This type of office and business park development should continue within the confines of the existing zoning.

- Billy Graham Parkway/West Tyvola Road Vicinity: This area, bound by York Road, Coffey Creek, West Boulevard and Billy Graham Parkway, is rapidly becoming a prime location for high quality office park development. Recent developments include Coffey Creek Business Park, Lakepoint Office/Business Parks and Parkway Plaza. The land around Billy Graham Parkway and West Tyvola Road is ideal for business park development; it has accessibility via the interstates and parkway and is in close proximity to the airport. However, the efficiency of the transportation system in this area is declining because of the amount of square footage approved for office development. A greenway system along Coffey and Sugar Creeks will provide an attractive amenity when incorporated into the overall design scheme. This area should continue to provide

highly visible office, service and business park development with high design standards and attention to site planning details.

A majority of the land use recommendations in the Billy Graham Parkway/Tyvola Road Extension Special Project Plan remain valid for the Billy Graham Parkway and West Tyvola Road area. However, the following changes to the Billy Graham Parkway Plan are recommended in this district plan:

- The North Carolina State prison facility, located at West Tyvola Road and the Billy Graham Parkway, should redevelop for office/ business park use. The property is valuable for nonresidential development because of adjacent employment uses and good accessibility to the parkway.

- Tyvola Road should be six lanes between Nations Ford Road and South Boulevard. The 2005 Transportation Plan should be amended to include this project.

- The future of the police/fire training facility at its present location is questionable. If the facility is relocated, it could move to available airport-owned land. The use would be compatible with airport operations. The opportunity to relocate the facility is supported by the increasing land values and adjacent nonresidential development.

- A neighborhood center is recommended at Beam/Shopton and York Roads in the original plan. Because of the amount of commercial development proposed elsewhere in the district, the center at Beam/Shopton and York Roads should be downsized to a neighborhood convenience center. The size of the proposed convenience center should range from 50,000 - 70,000 sq. ft. This will be adequate to serve adjacent residential uses. Development of multi-family housing should be at a density from 10-15 dwelling units per acre (d.u.a.).

- Landscaping treatment should extend along Nations Ford Road from I-77 to Sugar Creek.

The Billy Graham Plan also recommended a cap of 3,000,000 square feet of office development in the area. The associated infrastructure was programmed for this maximum square footage. Since plan approval, numerous rezonings have been approved by the City Council and County Commission resulting in potential office/business park development in excess of 13,000,000 square feet. Still, vacant zoned land remains which will increase the square footage even more. Because of the recent rezonings, congestion will always be a problem in the area even with the construction of the Outer Belt. Future land use decisions must take into account the fact that rezoning approvals have already exceeded the maximum square footage used in designing the road system.

- Wilkinson Boulevard/I-85 Corridor: Wilkinson Boulevard was once a thriving gateway corridor providing the main link between Gaston and Mecklenburg Counties. Since I-85 opened in the early '60's, the boulevard has slowly deteriorated with the closing of many businesses that depended upon traffic using Wilkinson. The deterioration has resulted in a hodge-podge of land uses and a streetscape that portrays a negative image. A land use pattern that strengthens Wilkinson as an employment corridor should be encouraged east of the Outer Belt. Light industrial, office and business park development are the types of uses that should locate on the corridor. Included in this area is property recommended for acquisition in the Airport Master Plan and additional properties in the Moore's Park and Withrow Road neighborhoods. Airport related businesses could coexist with the proposed land uses. Continuation of the Wilkinson Boulevard Streetscape Plan is recommended for this area.

- Western Outer Belt: Property extending east of the Outer Belt to the existing airport boundary should also develop as an industrial, office, and/or business park. I-2 uses should be excluded by right but should be considered through the conditional rezoning process with appropriate site plan review. This review should address design issues such as screening and the treatment of outdoor storage and loading dock areas. The proposed land use would accommodate airport expansion (third parallel runway) and provide employment opportunities for airport related businesses and major employers in the airport area.

- Area Immediately South of Airport: This area is contiguous to the airport and is recommended in the Airport Master Plan for acquisition by 1990. The Southwest District Plan recommends heavy industrial development which can accommodate airport expansion needs and related businesses.

- Paul Brown Boulevard/Byrum Drive Area: A crucial ingredient of the Southwest District Plan is the protection of transportation corridors as gateways to the west side. Unless these corridors are protected by creating positive images along them, the district will have difficulty in attracting good quality housing. Paul Brown Boulevard and Byrum Drive need to be preserved as gateways developed with appropriate land uses having setbacks adequate to provide streetscape plantings. These two corridors should project a parkway - type atmosphere. Well designed light industrial and office and business park development is recommended to enhance the area as well as to provide a strong economic base. This type of development will also complement adjacent office development.

- Jackson Homes Area: Bordered by the airport, West Boulevard, Billy Graham Parkway and Morris Field Road, the Jackson Homes area has been protected from nonresidential uses and has survived as a viable neighborhood. Housing is available for low-moderate income levels in a nice community setting. Jackson Park Baptist Church, located nearby, has an active outreach program and the single

family lots maintain a high homeownership ratio, further reinforcing the neighborhood's viability.

The short term use of the Jackson Homes area is residential. However, with the area being isolated from other residential uses and the changing land use patterns south and north of West Boulevard, the more appropriate land use becomes nonresidential - office and business park development. But this use raises issues of a social and economic nature. If the existing residential area is redeveloped without any control or strategy, low-moderate income families could be displaced without affordable replacement housing and a less than quality development would result from a piecemeal pattern. Office and business park type use should develop only if:

- The properties in the area could be sold as a unit, packaging all parcels of land in a unified development, and

- The development plan includes a relocation component whereby the residents were offered affordable housing elsewhere with similar amenities such as public transportation.

RESIDENTIAL FUTURE

Because Charlotte-Mecklenburg will become more urban in the 21st century, a variety of housing types and densities should be provided throughout the community. Appropriate policies and development guidelines identified in the general policy document are based largely on this assumption. The land use map for the Southwest District depicts the application of the generic policies for specific locations. A summary of the proposed residential pattern is as follows:

RECOMMENDATIONS FOR RESIDENTIAL DENSITIES

1. UP TO 1 DWELLING UNIT PER ACRE (d.u.a.)

The General Development Policies Document recommends that the maximum density should be one dwelling unit per acre in areas where environmental protection is necessary, access is very poor, historic qualities prevail, or where a somewhat rural character is desired. These conditions and others exist in the Southwest District that make less intense development more appropriate in certain locations. Recommendations for different areas of the district are as follows:

Lake Wylie and Catawba River

- Establish a maximum density of 1 d.u.a. one-half mile inland from the shoreline, including major coves, as an interim measure until completion of the watershed protection study and classification of existing surface water supplies. (Refer to the environmental quality section for details on

the study) The area recommended for R-1 extends from I-85 south to the South Carolina State Line. Restricting not only nonresidential development but the density of residential development will help protect the water quality of Lake Wylie and Catawba River.

Other reasons for R-1 zoning in the southwest include:

- The lack of public water and sewer
- The need to limit the amount of private package treatment plants discharging into the lake and river
- Protection of the water as a recreational scenic resource

It is recognized that conditions may exist within the R-1 zoning district that would allow clustering of homes while still protecting the environment and water quality. However, the overall density for cluster provisions should not exceed one unit/acre and development may require best management practices or a natural cleansing system for stormwater runoff.

To exceed an overall density of one unit/acre in this environmentally sensitive area, a rezoning would be required. Requests for density zoning changes should be evaluated on a case-by-case basis through the conditional development or planned unit development process. Increased density should be considered based upon the following conditions:

- Availability of public water and sewer
- Cluster provisions that demonstrate a high level of design, preservation of environmental features such as floodplain, steep slopes, or trees and provision of common open space
- Higher standard of treatment for sewer plants discharging into the lake or use of high quality non-point systems (e.g. spray discharge systems) managed by licensed utility operators
- Adequacy of transportation system
- Use of best management practices to slow the velocity of runoff, collect floating material and allow solids to settle leaving the purer water flowing downstream
- Pursuance of a minimum 100 foot vegetative buffer (parking lots included) from water. Development proposals requesting deviation from the minimum 100 foot vegetative buffer requirement will be considered through

administrative subdivision review. Any proposal should contain a 50 foot minimum vegetative buffer measured from the high watermark (Elevation 570.0) and restrictions outlining the engineered and constructive measures that will be taken in order to equal the anticipated performance criteria of the 100 foot vegetative buffer requirement. Strip clearing, grading or development will not be allowed within the 50 foot buffer except as needed for the implementation of appropriate best management practices for water quality protection. The 50 foot buffer will be maintained as a protected area but may allow for the removal of dead or diseased trees, selective clearing to enhance desirable vegetative growth and the installation of devices for erosion, sedimentation and runoff control. Also allowed in the 50 foot buffer is the clearing of pathways to provide access to private and public boat docks, launch ramps and marinas permitted as necessary for normal recreational use. Anticipated performance criteria will be determined by North Carolina's proposed rules for the protection of watersheds. This condition would require amendments to the zoning and subdivision ordinances and will be defined through the watershed study.

- Pursue measures to protect the vegetation around all perennial tributaries (streams).

Development proposals for higher densities must incorporate as many of the above conditions as possible. When provisions support clustering or planned unit development, the project should provide high quality design, diversity of housing types and arrangements, efficient use of the land, preservation of natural features, provision of common open space, and measures to protect surface and groundwater supplies. The latter may include measures similar to the Japanese system that provides a mixture of sand, fine rocks, grass and plant life to purify stormwater runoff. Another measure in protecting surface and groundwater supply is a natural system of ponds and lakes to collect the runoff.

Duke Power Training Facility

The Southwest District Plan supports a residential future for the land occupied by the Duke Power Training Facility on Amos Smith Road, currently zoned institutional - conditional. This property, located in the ½ mile watershed protection area, will become more valuable and attractive for residential development in the future with its water amenity. However, this district plan does not recommend an immediate rezoning of the property. The existing institutional zoning should be allowed to remain. If Duke Power decides to discontinue the existing use, the area should redevelop at a density of 1 d.u.a.

Steeleberry Acres and Eagle Lake

- Support the long term residential future of Steeleberry Acres and Eagle Lake, two existing neighborhoods bound by the airport, Steele Creek Road, Shopton Road, and Coffey Creek, excluding the designated multi-family properties. However, from a land use policy viewpoint, the overall density should not exceed 1 d.u.a. in this area.

  A majority of the existing single family lots in this area are less than one acre. The golf course recommended for the undeveloped properties between the two existing neighborhoods will actually provide a overall density lower than 1 d.u.a. * A lower density would minimize the number of residential homes affected by aircraft noise and reinforce the area as stable and viable residential neighborhoods. Measures to ensure the livability of these areas are discussed in the airport section of this district plan.

2. *Up to 4 D.U.A.*

Lower Steele Creek

- Establish a base density of 3 dwelling units per acre (d.u.a.) in Lower Steele Creek, south of Westinghouse Industrial Area. Lower and higher densities may occur; however, higher densities would require a rezoning. This base density of 3 d.u.a. is appropriate since the area is isolated from what is considered the direct influence of Charlotte's core. The area relates more to York County.

Balance of District

- Staff Recommendation

  Support a density of 4 d.u.a. for the balance of the district. The balance is defined as the areas outside the R-1 zoning district and Lower Steele Creek. (The Dixie-Berryhill Small Area Plan recommended R-15 with multi-family along the lake). As described in the General Development Policies Document, densities less than 4. d.u.a. are not precluded; in fact, based upon market demand, less intense development may dominate. Establishing a base density of 4 d.u.a. provides the opportunity for moderate density housing to be built and for greater flexibility to meet varying housing demands.

* The golf course is described in the Livability Section of this district plan.

Neighborhoods that should be protected from intensification within their own boundaries are identified on the land use map. This residential land use pattern will provide a much needed balance between the employment and residential base of the district. Three distinct areas are affected by this pattern: Dixie-Berryhill, Wilkinson Boulevard/I-85 area and Steele Creek.

The Dixie-Berryhill Community has the opportunity to build on its residential character with development at 1 and 4 d.u.a. Parks, open space and commercial centers are recommended in this district plan to stimulate a stronger residential base. As a result of the existing and proposed transportation network, Dixie-Berryhill is positioned to offer good accessibility to Uptown and major employment areas. Water and sewer improvements will also make the area more attractive for residential development.

The property along Wilkinson Boulevard west of the Outer Belt is recommended for residential development at various densities. The Outer Belt's intersection with Wilkinson Boulevard provides a boundary between the residential and nonresidential uses. Several reasons exist for this residential land use pattern:

- It improves the image and strengthens Wilkinson as a major gateway corridor.

- It eliminates further stripping of Wilkinson Boulevard with marginal business uses.

- It forces employment opportunities to locate closer to the Outer Belt interchange.

- It allows residential development to better utilize the lake as an amenity.

- It supports the community commercial center at Wilkinson Boulevard and the Outer Belt.

The Steele Creek Community, bordered by an intense employment area, has the opportunity to develop a strong residential base. This is evident with the increased rezonings and subdivision approvals in recent years. An important strategy in the plan is to expand the residential core of this area while minimizing the encroachment of industrial uses. The recommend density in this area is 1 and 3 d.u.a. with the potential of higher density, especially in the vicinity of commercial centers.

- <u>Study Group Recommendation</u>

  Establish a base density of 3 d.u.a. for the balance of the district with the exception of the residential areas east of

Highway 49 and a small residential pocket west of Highway 49 bound by Billy Graham Parkway, Renaissance Park and Parkway Plaza Business Park; a base density of 4 d.u.a. is recommended for these two areas.

In areas designated with a base density of 3 d.u.a., higher density single family developments should not be precluded. To build higher density single family housing (4 d.u.a. or greater), however, a rezoning would be required. Request for density zoning changes should be evaluated on a case-by-case basis through the conditional development rezoning process. Considerations for rezoning are as follows:*

- Water and Sewer Services: Water and sewer services should be provided on 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.

- Amenities: Street trees, curb and gutter, sidewalks, and ample right-of-way for on-street parking should generally be provided as they would be for development less than 4 d.u.a. This would exclude the use of private streets.

- Compatibility: The development should blend with adjacent, lower density developments. Special attention and treatment should be given to edge conditions, i.e., buffer and/or transition areas around the perimeter of the proposed development site. However, flexible design standards are appropriate for the interior development of the site. Preservation of existing vegetation in the edge or buffer area is encouraged as well as in the interior of the site. The proposed development should have similar lot widths and setbacks as the adjacent development along the public street frontage and similar yard relationships (rear to side or rear to rear) along exterior boundaries.

- Open Space: 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 space.

* The General Development Policies Document recommends that these considerations for a higher residential density apply to urban development (4 d.u.a. and above). However, the study group also recommends applying them to areas designated with a base density of 3 d.u.a.

3. 4-6 d.u.a.

Designations for this density indicated on the proposed land use map only include areas already developed or zoned at this density and transitional locations surrounding commercial centers. To develop at densities greater than 4, a rezoning would be required. Approval should be based upon conditions stated above.

4. High Density Single Family and Multi-Family Areas

Various multi-family locations where land is already developed or appropriately zoned for multi-family are depicted on the proposed land use map. Other future sites are proposed, but are merely representative of sites which meet the locational criteria defined in the General Development Policies Document. Additional sites will be appropriate in accordance with the locational criteria. In general, multi-family housing should be dispersed throughout the district at desirable locations.

The General Development Policies Document recommends that undeveloped areas designated for 1, 2, 3, or 4 dwelling units per acre in each district plan should be rezoned to allow that intensity. In determining specific rezonings to be initiated, Planning staff will consider existing neighborhoods and subdivisions that should be excluded from upzonings; intensification of zoning is generally not promoted in the established residential areas, and zoning land to allow higher densities would not be appropriate. Through a public participation process that focuses on subareas within districts, those areas not appropriate for upzoning will be determined. Planning staff will meet with planning district committees, other appropriate citizens, Planning Committee and elected officials to review proposed rezonings. After the process is completed for determining where specific rezonings are appropriate, the official rezoning process will begin.

For the purpose of this district plan, areas outside the watershed protection area should develop at a maximum density of 3 or 4 dwelling units per acre as defined in the preceding paragraph.

DEVELOPMENT OF INTERCHANGE AREAS

The development immediately around the interchanges of the interstates and of the proposed Outer Belt is important to mention. The appearance and function of these interchange areas can have significant impact on the land use development surrounding them. In many instances, the interchange is a gateway or identifiable entrance to a certain part of the community. It can be an image maker, positive or negative. Because of the value of the highly accessible and visible land at the interchanges, pressure is and will be great to develop the land for nonresidential uses. In some locations this may be appropriate; in others, it may not. In general, though, higher density uses are desirable at interchanges because of traffic control benefits.

It is important to note that the alignment of the proposed Outer Belt north of Highway 49 (York Road) has not been determined. An Environmental Impact Study (EIS) is underway in which several optional alignments are being reviewed. A decision on the selected corridor is not expected until fall or winter of 1990. Consequently, it is difficult to plan specifically for the land uses around the Outer Belt interchanges. The Southwest District Plan will be updated to include the Outer Belt interchange land uses north of Highway 49 (York Road) when the actual alignment is selected. Until such time, no rezonings to higher densities or intensity other than those indicated on the proposed land use map should be approved unless the rezoning implements the policies of this plan and/or meets the locational criteria for multi-family development.

The proposed land uses in all the other interchange areas are described as follows:

OUTER BELT CORRIDOR

- Westinghouse Boulevard Extension/Outer Belt: This interchange is principally developed with heavy industrial uses. These types of land uses are expected to continue in the future.

- I-77/Outer Belt: Because of the interchange design of these two limited access roads, no vehicular access from the roads to the land around the interchange will exist. However, as described earlier in this document, high quality office and business park development should continue north of Sugar Creek, while heavy industrial development should be confined to the south.

- Highway 49/Outer Belt: A community sized commercial center (1,000,000 sq. ft.) is proposed on the northerly quadrant of this interchange between the Outer Belt and Arrowood Road Extension. Recommended along the frontage of Highway 49 are 500,000 sq. ft. of primarily retail space, buffered with less intense office and multi-family development to the west. The above uses are to be confined to the wedge-shaped area created by the Outer Belt, Highway 49 and Arrowood Road Extension. Because the land area is limited and a mixture of multi-family and office use is desired, 500,000 square feet of office space may not be attainable.

  Multi-family development is recommended for the northwest quadrant of the interchange while industrial uses are recommended to the south and southeast. Development of the center and the multi-family housing should await completion of the Outer Belt and Arrowood Road Extension and the widening of Highway 49 to four lanes in this general vicinity.

- Arrowood Road Extension/Outer Belt: A mixture of single family and multi-family residential development is proposed across from the school campuses on Sandy Porter Road at the Arrowood Road/Outer Belt interchange. Office and multi-family housing associated with the community mixed use center previously

discussed for Highway 49 borders a portion of this interchange. Single family or multi-family residential is recommended for the remaining quadrants.

- Steele Creek Road/Outer Belt: A neighborhood convenience center (70,000 sq. ft.) is proposed on the northwest quadrant of this interchange. Development of this center should include integration of the historic Byrum Store. Multi-family development is proposed for the balance of the northwest corner between Dixie River Road and the interchange. Residential development (single family and multi-family) is recommended for the remaining corners.

- Paul Brown Boulevard Extension/Outer Belt: Located on the perimeter of the noise contour for runway 5, this interchange area provides an opportunity for a mix of proposed land uses. A neighborhood mixed use center (250,000 sq. ft.) is proposed on the northeast corner with commercial and office uses. Also recommended in this area is a mixture of light industrial and office/business park development. Public acquisition of property for open space is recommended on the northeast corner in the 1994 70 Ldn contour. Residential development is recommended in the remaining areas surrounding the interchange.

- Wilkinson Boulevard/Outer Belt: A community mixed use center (1,000,000 sq. ft.) is proposed at this interchange as part of the DEA recommended in the 2005 Plan. Light industrial and office/business park uses are recommended east of the Outer Belt. A commercial and retail component for this center is proposed for the southwest corner between Paw Creek and the interchange. Multi-family and/or high density single-family residential is recommended for the remaining corners.

- I-85/Outer Belt: No physical connection will exist between the land and these two limited access roads. However, the vacant land near the interchange should develop with high density residential uses (multi-family and/or single family) on all corners with the exception of the southeast quadrant, which should develop as light industrial and office/business park.

I-77 CORRIDOR

- I-77/Westinghouse Boulevard: This interchange is located within the region's largest employment base. Heavy industrial uses currently occupy all four sides of the interchange. No changes are recommended.

- I-77/Arrowood Road: As previously discussed, suburban employment opportunities exist at this interchange. Office and business park development should continue within the confines of the existing zoning boundaries without further encroachment into the adjacent residential neighborhoods.

- I-77/Nations Ford Road: This interchange is principally developed with office, commercial and multi-family residential uses. These types of land uses are expected to continue. However, further development of the northwest and southwest quadrants should maintain the existing residential land use.

- I-77/West Tyvola Road: The east side of I-77 and West Tyvola Road is principally built out with office parks, hotels and highway commercial uses. A mixed use development was recently approved for the northwest quadrant, providing employment and housing opportunities. Additional nonresidential development, beyond the existing zoning boundary, is not appropriate for the northwest quadrant. Confining nonresidential uses will help protect the adjacent residential area. Residential uses currently occupy the southwest quadrant and should remain in the future.

- I-77/Woodlawn Road: Existing development at this interchange serves a neighborhood mixed use function. A shopping center with a supermarket, small shops, restaurants and convenience type uses comprise the retail component, while service oriented offices complete the center. Also located at this interchange are three hotel sites. Typical office buildings and parks exist north along I-77. The extreme northern boundaries of this interchange lie within the Central District and are developed with highway business uses. No land use changes are recommended at this interchange.

BILLY GRAHAM PARKWAY CORRIDOR

- Billy Graham Parkway/West Tyvola Road: Office and business park uses have been developing at this interchange and in the immediate vicinity. These types of uses are appropriate for the area and should continue developing in the future. As described earlier in this district plan, in the long term, the prison facility site on the northwest quadrant should be redeveloped as an office and business park.

- Billy Graham Parkway/Airport Connector Road: Light industrial and office/business park development should develop at this interchange which is currently undeveloped.

- Billy Graham Parkway/Wilkinson Boulevard: A combination of light industrial and office/business park development should develop at this interchange. These uses are more appropriate for the area than the existing highway business uses. Withrow, a residential area occupying the northern quadrants of the interchange, is recommended for acquisition through the airport's part 150 program and should redevelop as nonresidential.

- Billy Graham Parkway/I-85: This interchange is principally developed with intense highway service business. Some vacant commercially zoned land remains; further expansion of nonresidential uses to the north is not appropriate. However,

nonresidential uses to the south are compatible with airport operations. Land uses proposed for this area include a combination of light industrial and office/business park development.

OTHER CORRIDORS

- Airport Entrance Road Interchange with I-85, Wilkinson Boulevard and Airport Connector Road: For the most part, development at these three interchanges is of a nonresidential nature. Compatible uses, namely light industrial and office/business park, should develop south in the interchange areas of I-85, Wilkinson Boulevard and Airport Connector Road. These uses may redevelop on properties presently used for residential purposes.

  The land north of the Airport Entrance Road and I-85 interchange is moderately developed for highway services. Build out of parcels currently vacant but zoned for commercial or other nonresidential uses is appropriate, but additional nonresidential zoning is unwarranted. As mentioned earlier in the transportation section, the airport entrance road interchange with Wilkinson Boulevard carries a higher priority, than Billy Graham and Wilkinson Boulevard.

- I-85/Sam Wilson Road: The existing development at this interchange includes industrial and commercial uses on all four corners. These uses are appropriate within the existing zoning boundaries. Additional nonresidential uses are not recommended. Residential development, including multi-family and/or high density single family housing is appropriate for vacant land surrounding the interchange. Residential development will assist in protecting existing stable neighborhoods such as Westmoreland.

IMPLEMENTATION TOOLS FOR THE LAND USE PLAN

- **Consistent Application of Policies:**

  Consistent application and support of the policies of this district plan by the elected officials will be the most significant means of ensuring that the desired land use pattern will evolve. Over time, deviations may be necessary, but they should be kept to a minimum. Changes in one area may require changes elsewhere, thus affecting the overall development pattern.

- **Development Enterprise Areas (DEA's):**

  Previously discussed in the 2005 Plan, Dixie-Berryhill Small Area Plan and earlier in this district plan, DEA's have been recommended at three locations in the Southwest. Included are an Employment DEA in the I-85/Wilkinson Boulevard vicinity, a mixed use DEA at the intersection of Highways 160 and 49, and a mixed use DEA in the Dixie-Berryhill Community. The latter DEA was identified in the Dixie-Berryhill Plan only.

  One of the tasks of the district plans is to define the boundaries of the DEA's. These boundaries are indicated on the proposed land use map. Because of the existing employment opportunities in the district and the redevelopment of areas currently incompatible with airport operations, however, two of the three DEA's proposed in the 2005 Plan have been eliminated. The community mixed use center and adjacent development at Wilkinson Boulevard and the Outer Belt comprise the DEA identified in the 2005 Plan. In the other two areas, less emphasis is placed on employment uses, whereas the commercial, retail and residential components are strengthened. The development concept still exists but in the form of commercial centers.

  As previously noted, a neighborhood mixed use center is recommended in the Dixie-Berryhill Community instead of a mixed use DEA. Because of existing employment opportunities in the Westinghouse Boulevard and Arrowood Road area, the DEA at Highway 160 and 49 was scaled down to a Community Mixed Use Center. Emphasis was placed on strengthening commercial and retail services and residential opportunities for the Steele Creek Community. Descriptions for the proposed land uses in these areas are contained within the sections on Mixed Use/Commercial Centers and Interchange Areas.

- **R-1 Zoning District**

  Properties included in the R-1 zoning district should be evaluated on a case by case basis. A decision should be made at the time of the rezoning to determine which of the three options described below are most appropriate for the individual parcel.

  - rezone to R-1 which may result in non-conforming lots

- rezone as currently developed which may require R-2 zoning
- allow existing zoning to remain

Amendments to this district plan may be required based on recommendations from the watershed study. Possible changes may include actual boundaries of the R-1 zoning designation and additional best management practices to mitigate environmental problems.

- **Recommended Rezonings:**

The Southwest District Plan recommends rezonings needed to implement the land use recommendations of this plan and/or correct currently improper zoning designations. The Planning Commission will initiate the proposed rezonings as described below and identified on maps in Appendix 1.

1) I-2 Property on the southern end of Withers Cove to I-2(CD) An undeveloped section of Westinghouse's property is adjacent to residentially-zoned property. The Southwest District Plan recommends a strong residential future in this area. With the desire to create a good land use relationship between the residential and industrial properties, two options exist:

   1) Rezone the undeveloped portion of the I-2 property to residential.
   2) Create an appropriate buffer to protect the residential properties

   Because of Westinghouse's agreement to provide a buffer for screening and separation, a 75' strip along the southern and southwestern boundary of the I-2 property should be rezoned to I-2(CD).

2) R-R, R-U, R-15 and R-MH properties located within the watershed protection area of Catawba River and Lake Wylie to R-1: To protect the water quality of the river and the lake, a very low residential density is recommended with the use of best management practices to control surface water runoff. As previously stated, this plan supports a policy limiting the density of residential development in this environmentally sensitive area. Therefore to comply with this policy these properties should be rezoned to R-1.

3) I-1 Property on Nations Ford Road north of Sugar Creek to R-9MF: A vacant tract of land, owned by Vulcan Materials and adjacent to the Duke Power right-of-way along Nations Ford Road, is zoned I-1. In order to strengthen and protect the Ramblewood neighborhood from further encroachment of nonresidential uses, this property should be rezoned to R-9MF.

Staff Recommendation:
A residential future for this property is questionable because of the existing and future quarry operations. Therefore, staff recommends retaining the existing I-1 zoning and supports the possibility of expanded industrial uses in this area (including the multi-family property along Nations Ford Road owned by Vulcan) if accompanied by substantial buffers, streetscape and other improvements designed to mitigate negative impacts from industrial uses on residential areas west of Nations Ford Road. These conditions would be achieved through a conditional rezoning.

Planning Committee Recommendation:
Rezone I-1 property to R-9MF.

4) R-20MF Property on Nations Ford Road and Archdale Drive to R-9: A vacant tract exists on the west side of Nations Ford Road; it was rezoned in 1984 for 6.57 multi-family dwelling units/acre. To be more compatible with adjacent properties the tract should be rezoned to R-9, allowing a maximum residential density of approximately 4 units/acre.

5) B-2 Properties on Nations Ford Road at the Intersection of Echodale Drive to B-1: Fronting on Nations Ford Road at the entrance of the Springfield Neighborhood are several B-2 zoned properties. To promote neighborhood business uses instead of general highway oriented business, these properties should be rezoned to B-1.

6) B-2 Property on Nations Ford Road at the Intersection of Glenrock Drive to R-15MF: A vacant B-2 zoned property fronts on Nations Ford Road at the entrance of the Springfield Neighborhood. Multi-family housing is more appropriate than business uses at this location and will provide a better transition between the existing business uses and the single family neighborhood. Additional business as permitted by the existing zoning will continue to adversely affect the neighborhood. Therefore, this property should be rezoned to R-15MF.

7) B-2 Properties on Glenrock Drive at the intersection of Nations Ford Road to R-9: One parcel is vacant, while Mt. Zion Church of God occupies the other at the intersection of Nations Ford Road and Glenrock Drive. Since these properties are surrounded by single family residential uses they should be rezoned to R-9 to ensure a residential future.

8) R-9MF Property on Nations Ford Road across from Marshall Air Drive to R-9: A multi-family zoned tract is located on Nations Ford Road across from Marshall Air Drive. Single family homes and vacant properties occupy this tract of land. The property exists in a predominantly single family residential land use area.

Staff Recommendation:
Rezone multi-family properties to R-9.

Planning Committee Recommendation:
Retain the existing multi-family zoning on these properties.

9) R-12MF(CD), R-12(CD), R-20MF, R-15MF(CD), B-1(CD), R-15(CD) and O-15(CD) Properties near Highway 49 to R-12: As a request of the Whitehall rezoning petition approved in 1985, a number of vacant properties zoned for multi-family, business, and office uses exist off Highway 49; they are also in the vicinity of the Outer Belt and Arrowood Road Extension. A residential land use is desired in this area. All properties should be rezoned to R-12. Any new commercial development should be focused in the center proposed at the Outer Belt and Highway 49. Several reasons exist for a zoning change on these properties:

- No development has occurred since the rezoning (1985).
- There is a need to create a strong residential future between the airport and the Westinghouse Industrial Area.
- A zoning change would provide for the nonresidential uses at more appropriate locations that could better respond to the existing markets and transportation network.
- The Outer Belt alignment indicated on the petition is not being considered in the Environmental Impact Study (EIS) for the final alignment. (The study group does not support this rezoning.)

10) B-1 and I-2 Properties on Shopton Road and Steele Creek Road to R-12, R-15MF, and I-1 (Study Group): Several B-1 and I-2 properties exist along Steele Creek and Shopton Roads. The B-1 properties are currently vacant or developed with single family homes. The I-2 properties are currently developed with residential or industrial uses.

Area A

Plan Recommendation:
Rezone B-1 properties on the northwest corner of Steele Creek and Shopton Roads to R-12. A residential land use is desired on the northwest side of Steele Creek and Dixie River Roads while commercial development should continue on the southwest side of the intersection.

Area B

Plan Recommendation:
Rezone B-1 properties to R-15MF. Continuation of the existing residential land use pattern is desired for this area. Any new commercial development should be focused on the southwest corner of Steele Creek Road and Dixie River Road.

Area C

Plan Recommendation:
Rezone B-1 properties to R-15MF. Continuation of the existing residential land use pattern is desired for this area of Shopton Road.

Area D

Plan Recommendation:
Rezone I-2 properties to R-15MF. Locationally, the property meets the criteria for multi-family development which would be more appropriate with the surrounding residential uses.

Area E

Plan Recommendation:
Rezone the B-1 properties to R-15MF. Continuation of the existing residential land use pattern is desired for this area of Shopton Road.

Area F

Plan Recommendation:
Rezone B-1 properties to R-15MF. A residential land use is desired for this area of Shopton and Steele Creek Roads.

11) B-1(SCD) and B-2(CD) Properties on Highway 49 and Arrowood Road Extension to R-6MF: Several vacant commercial properties, rezoned as part of the Whitehall rezoning petition, are located on Highway 49 north of Arrowood Road Extension. Allowing this area to develop as zoned would encourage strip development and an undesirable land use pattern along Highway 49. Any new commercial development should be focused in the proposed community mixed use center at the Outer Belt interchange with York Road (N.C. 49). The area along Arrowood Road Extension and Highway 49 is ideal for multi-family development which would provide compatibility with the adjacent multi-family zoned properties. Therefore, the B-1 and B-2 properties should be rezoned to R-6MF.

12) <u>O-15 and I-1 Properties on Sam Wilson Road, north of Wilkinson Boulevard to R-12</u>: A strip of O-15 and I-1 zoning exists on the west side of Sam Wilson Road. Although developed with industrial uses, the property is noncompatible with the adjacent residential uses. To establish a more compatible land use within the area and to prevent further encroachment of nonresidential uses, the property should be rezoned to R-12; however, a conditional rezoning to O-15 and I-1 that includes buffers, screening, streetscape improvements and provisions to clean up outdoor storage should be considered in the future.

13) <u>I-1 Property on Sam Wilson Road to R-15MF</u>: A vacant tract of land zoned I-1 exists on the west side of Sam Wilson Road. Multi-family housing is more appropriate than industrial uses at this location and will provide a better transition between the existing industrial uses and adjacent single family zoned property. High density residential development is also needed in this area to support the proposed community mixed use center at the Outer Belt and Wilkinson Boulevard.

<u>Staff Recommendation</u>:
The property should be rezoned to R-15MF.

<u>Planning Committee Recommendation</u>:
The property should be rezoned to B-P (Business-Park).

14) <u>I-1 and I-2 Properties on Old Dowd Road at Paw Creek to R-15MF (Staff) and I-1 (Study Group)</u>: The proposed land use for properties on Old Dowd Road at Paw Creek is multi-family housing. Currently vacant, the properties are well suited for high density residential development in part, because of their close proximity to a proposed community mixed use center at the Outer Belt and Wilkinson Boulevard.

<u>Staff Recommendation</u>:
The properties should be rezoned to R-15MF since multi-family housing will provide an appropriate transition between commercial and single family residential land uses and serve as the residential component of the community mixed use center.

<u>Study Group Recommendation</u>:
The I-1 properties should remain as zoned while the I-2 properties should be rezoned to I-1.

15) <u>I-1 and I-2 Properties on Old Dowd Road at Paw Creek to R-12</u>: Several I-1 and I-2 properties are located on Old Dowd Road in the Dixie-Berryhill community. They are currently vacant or developed with single family homes. Residential land use is appropriate for this area as adjacent properties are also developed with single family homes. A R-12 zoning district is recommended.

16) B-2 Property on Shopton Road West and Westinghouse Boulevard to R-1: A vacant parcel of land located on Shopton Road West is located in an area where single family residential development is the dominant land use. Positioned in the watershed protection area, this vacant property should be rezoned to R-1.

17) R-15 Properties on Steele Creek Road and Douglas Drive vicinity to R-1 or R-2: Several vacant parcels are located in an area north of Shopton Road which includes the residential neighborhoods of Steeleberry Acres and Eagle Lake. To prevent intensification of residential uses in this area, a zoning change to R-1 or R-2 is recommended depending on the lot size. A more detailed explanation for this change is described in the Land Use Section.

18) RU Property on S.J. Lawrence Road to R-15: A single family mobile home lot, occupied and zoned RU, is located on S.J. Lawrence Road off Hamilton Road. An R-15 zoning district is recommended as it is more desirable and compatible with adjacent land uses.

19) RU Property on Hamilton Road to R-15: A parcel of land developed with a single family house is located on Hamilton Road near S.J. Lawrence Road. The property is currently zoned RU. Single family housing is more desirable and compatible with adjacent land uses. Therefore, the property should be rezoned to R-15.

20) R-9MF Properties off Nations Ford Road near Sugar Creek to R-9: The Ramblewood neighborhood, zoned R-9MF, is in the southeastern portion of the district on Nations Ford Road. The area is developed with single family homes at a density appropriate for R-9 zoning; therefore, it should be zoned as such.

21) R-9MF Properties near the intersection of Nations Ford Road and Arrowood Road to R-9: A residential area known as Foxboro, located near the intersection of Nations Ford Road and Arrowood Road, is currently zoned R-9MF; however, it is developed with single family homes at a density appropriate for R-9 zoning and should be zoned accordingly.

22) O-15 Property at Archdale Drive and Kings Branch to R-15MF: Currently several properties south of Archdale Drive are vacant or being developed and used for multi-family housing. This multi-family land use is consistent with the desired developing land use pattern. Therefore, the properties should be rezoned to R-15MF; however, a small portion of property along Archdale Drive and High Meadow Lane should remain O-15. This property relates more to Archdale Drive and the adjacent office and commercial development. The specific boundary between the O-15 and R-15MF will be determined through the rezoning process.

23) O-6 Property on Highway 49 and West Tyvola Road to R-9: A small portion of Renaissance Park is currently zoned O-6 along Highway 49. For consistency with the surrounding area, this property should be rezoned to R-9.

24) I-1 Properties on Highway 49 and the Outer Belt to B-1: Properties along Highway 49 are currently zoned industrial but are partially developed with highway business uses, which are more appropriate uses for this location. Therefore, to prevent intensification of industrial development in this area, these industrially zoned properties should be rezoned to B-1 to conform to the existing land use.

25) RU Properties located in the Western Portion of the Southwest District to an Appropriate Residential Category: A portion of land in the outlying areas of the Southwest District is zoned RU which allows residential development and some rural nonresidential uses. Because Mecklenburg County is becoming more urban, new rural nonresidential uses are not desirable. Therefore, the RU land should be rezoned to a residential category that will implement the policies of this plan.

26) I-1 Properties on Dixie River Road and Mountainview Road, west of the Proposed Outer Belt to R-12: Three I-1 zoned properties in the Dixie River Road area west of the proposed Outer Belt are currently vacant or developed with residential uses. A major land use recommendation of this district plan supports strengthening the residential base of the Dixie-Berryhill Community. Therefore, these properties should be rezoned to R-12. The residential uses in this area should be concentrated west of the proposed Outer Belt while the employment and nonresidential uses should be located east of the proposed Outer Belt in connection with the proposed Neighborhood Mixed Use Center. The final selection of the Outer Belt alignment will determine the rezoning boundaries for these properties. Additonal rezonings in this area may also be identified when the specific alignment within the corridor is selected.

27) I-1 Properties located west of the Proposed Outer Belt, in the vicinity of Dixie River Road to R-12: Three vacant I-1 zoned properties are located in the vicinity of Dixie River Road, west of the proposed Outer Belt. This district plan supports strengthening the residential base of the Dixie-Berryhill Community. Therefore, the properties should be rezoned to R-12. These properties will meet the locational criteria guidelines for multi-family development once the Outer Belt alignment is decided. The final selection of the Outer Belt alignment will determine the rezoning boundaries.

Additional rezonings in this area may also be identified when the specific alignment within the corridor is selected. The

residential uses in this area should be concentrated west of the proposed Outer Belt while the employment and nonresidential uses should be located east of the proposed Outer Belt in connection with the proposed Neighborhood Mixed Use Center. The multi-family development will provide a transition between the Outer Belt and the single family development.

28) <u>R-9MF, B-D(CD) and O-15(CD) properties on Nations Ford Road and West Arrowood Road to Institutional</u>: Several large parcels along Nations Ford Road and West Arrowood Road are currently vacant. These properties are adjacent to the single family neighborhoods known as Ramblewood and Windsong Trail. Central Piedmont Community College is negotiating to purchase these properties for a comprehensive satellite campus. This institutional use is appropriate and would strengthen the residential character of the area. Therefore, an institutional zoning district is recommended.

29) <u>B-1(CD) and B-D(CD) properties on Nations Ford Road and West Arrowood Road to R-15MF</u>: Two parcels along Nations Ford Road and West Arrowood Road are currently vacant. These properties are in the immediate vicinity of established residential neighborhoods. Allowing these parcels to develop with business uses would jeopardize the area's residential stability. Any new commercial development should be focused in the areas currently zoned for nonresidential uses. An R-15MF zoning district is recommended.

30) <u>B-2 properties on Wilkinson Boulevard at the intersection of Old Dowd Road to to B-1</u>: A convenience store with gas exists at the intersection of Wilkinson Boulevard and Old Dowd Road. A major land use recommendation of this district plan supports residential use for the portion of Wilkinson Boulevard surrounding this B-2 property. Therefore, to promote neighborhood business uses instead of general highway oriented business, this property should be rezoned to B-1.

31) <u>I-1, I-1(CD), I-2 and I-2(CD) properties on the north side of Wilkinson Boulevard to R-12</u>: Properties on the north side of Wilkinson Boulevard, from Sam Wilson Road West to the U-Haul property (Mecklenburg County tax parcel 053-151-03), are currently vacant or developed with industrial and commercial uses. A major land use recommendation of this district plan supports a residential future for that portion of Wilkinson Boulevard lying west of Sam Wilson Road. This recommendation supports a policy of redirecting growth (nonresidential) from this portion of Wilkinson Boulevard to areas designated for nonresidential development in runway 18R contour (northwest). An R-12 zoning district is recommended for these properties. Residential land uses will enhance the appearance of the Wilkinson Boulevard corridor. However, a conditional rezoning that includes buffers, screening of outdoor storage and streetscape improvements should be

considered. If all the property owners do not agree to the conditional rezoning, the properties should be rezoned to R-12 to promote long term change in the land uses. Several nonconforming uses would result from this rezoning.

32) <u>I-1, I-1(CD), I-2(CD) and B-2 properties on Wilkinson Boulevard to R-1 and R-12</u>: Properties along this portion of Wilkinson Boulevard are currently vacant or developed with industrial, commercial or residential uses. A major land use recommendation of this district plan supports a residential future for that portion of Wilkinson Boulevard lying west of Sam Wilson Road. This recommendation supports a policy of redirecting growth (nonresidential) from this portion of Wilkinson Boulevard to areas designated for nonresidential development in runway 18R contour (northwest). Part of the property along Wilkinson Boulevard is within the watershed protection area and should be rezoned to R-1. An R-12 zoning district is recommended for the remaining properties. Residential land uses will enhance the appearance of the Wilkinson Boulevard corridor. Several nonconforming uses would result from this rezoning.

D. LIVABILITY

A balanced land use pattern and adequate public services are essential for a livable community. To promote a healthy environment that will continue to be desirable to inhabit, however, additional quality of life services and amenities must be included in the overall development scheme as described below:

PARKS AND OPEN SPACE

The Parks Master Plan, adopted on October 30, 1989 by City/County elected officials proposes five various types of parks throughout the county including:

- Nature Preserves
- Community Parks
- District Parks
- Neighborhood Parks
- Specialty Facilities such as Golf Courses and Water Access Points

The amount of parks and open space recommended in the Southwest District exceeds that of other areas in Mecklenburg County because of three factors:

- The need for additional public lake and river access
- Mitigation of aircraft noise in the contours
- Gateway image into Mecklenburg from Gaston County

Master plan recommendations for park development in the southwest are as follows:

NATURE PRESERVE

- McDowell Nature Preserve: Mecklenburg County currently owns 894 acres for this park's development. Located on Lake Wylie, just north of York Road (Hwy. 49), the McDowell Nature Preserve offers a variety of active and passive recreational opportunities ranging from water activities such as canoeing and paddle boating to playgrounds, campsites and six miles of nature trails. Other popular attractions include an amphitheater, horseshoes, picnic facilities and a nature center. The Park Master Plan recommends that an additional 106 acres be purchased. This will increase the total size to 1,000 acres, the desired minimum for a nature preserve.

COMMUNITY PARKS

- York Road Renaissance Park: Development is complete on Phase I and nearing completion on Phases II and III of the district's only community park. This park, located off West Tyvola Road, provides

recreational opportunities for the southwest and community at large with its 18 hole golf course, lighted softball and soccer fields and tennis courts/center. An amphitheater is proposed for the 472 acre park. Original park plans also included a recreational center; however, the Parks Master Plan recommends a different location in the vicinity of the airport that would serve the larger west side. The master plan also recommends increasing the size of the center.

DISTRICT PARKS

Existing

- Ramblewood Park: Located on Nations Ford Road, Ramblewood Park was intended to serve as a major source of active recreation for the Ramblewood and Windsor Trail communities. However, the park has not been developed or used to its potential. Existing facilities include picnic tables, fitness trail, playgrounds and basketball court. Although the park is 21 acres short of the desired size for district parks (100 acres), the master plan does not recommend purchasing additional acreage. Ramblewood Park is in need of a new design to provide better recreational facilities for its neighbors.

Proposed

- Steele Creek and Lower Steele Creek Parks: To provide active recreational opportunities, two parks are proposed in the Steele Creek area. Although specific locations have not been identified, the first park should be developed east of Steele Creek Road in the Shopton Road area. The second park proposed for the Steele Creek area is recommended east of Steele Creek Road, south of Carowinds Boulevard Extension. The Park Master Plan recommends the acquisition and development of 100+ acres for each park.

- Berryhill Park: Mecklenburg County recently purchased 100 acres in the Dixie-Berryhill Community for a district park. This purchase includes 4,200 feet of Lake Wylie shoreline, ideal for trails or shoreside picnicking. Berryhill Elementary School is nearby on Walker's Ferry Road, which will provide access to the park. The topography of this park lends itself to being a passive, wooded park.

- Gateway Park: A park consisting of 100-150 acres is proposed on the Catawba River, south of Wilkinson Boulevard. This park will serve as a district park for the immediate area, and as a water access park for the entire community. Facilities of this kind are presently not available to the public in West Mecklenburg. Preliminary plans call for a public marina. Development of this park awaits another bond package.

The purpose for purchasing park land along the Catawba River is that it provides an opportunity for creating a large amount of open space from

Mt. Holly to Paw Creek Cove. The Gateway, Berryhill and Catawba River (Northwest District) parks have the following public benefits:

- They are positive image makers for the southwest and northwest districts.

- The undeveloped land for the parks protects the environment from increased runoff as a result of urbanization.

- They provide open space and recreational opportunities.

NEIGHBORHOOD PARKS

The Parks Master Plan does not recommend specific locations for neighborhood parks. This is to be accomplished through public requests, staff identification and the planning process. In addition to the amenities recommended for neighborhood parks, fishing lakes should be included more often.

One neighborhood park, Yorkmont/Springfield, exists in the Southwest District. Although divided by West Tyvola Road, this park provides convenient recreation for the neighborhoods of Yorkmont and Springfield, but is in need of improvements. Additional recreational opportunities should be provided at this site.

As recommended in the Parks Master Plan, the practice of joint-use agreements for schools/parks should continue in areas where land can not be located for neighborhood parks. For instance, the Park Master Plan recommends an expansion of Steele Creek Elementary Park to provide recreational opportunities for the neighborhood of Taragate Farms.

Other exact locations for neighborhood parks in the district are not identified, as the development pattern is not well established. Every attempt should be made to acquire land through the development process, particularly for large scale projects that would benefit greatly from such an amenity.

LAKE AND RIVER ACCESS

McDowell Nature Preserve not only provides passive recreation but offers public access to Lake Wylie. The Parks Master Plan recommends expanding public access by acquiring Copper Head Island adjacent to the park and developing boat launching facilities on the property.

Two additional lake and river access parks are recommended for the southwest. A site south of the Buster Boyd Bridge would provide a boat ramp and park facility. Although it would be relatively close to McDowell Nature Preserve, it allows larger boats access to the southern portion of Lake Wylie which normally would be prohibited because of low clearance beneath the bridge.

The location for the second park is within the Dixie-Berryhill Community. The Dixie-Berryhill Small Area Plan recommends a district park along Lake Wylie in the vicinity of Dixie River Road. The Southwest District Plan reinforces this recommendation but proposes expanding the park across Dixie River Road to join the park with a greenway system along Beaver Dam Creek. This would provide compatibility with airport operations by expanding the park within the noise contours.

Through the conditional rezoning process, Duke Power reserved part of its training facility property as a waterfowl refuge on Paw Creek. Additional sites are appropriate and should be set aside throughout the district for waterfowl refuges.

RECREATION CENTERS

The Parks Master Plan recommends two recreation centers in the southwest:

- A mega recreation center is proposed on city-owned land south of the airport. The desirable size range for this facility is 40,000 - 70,000 square feet. A mega recreation center may include facilities and equipment such as a gymnasium, exercise weight room, rooms for games, dance and arts and crafts, leisure pool, staff offices and bleacher seating.

- A standard recreation center is proposed in the Lower Steele Creek District Park with a desirable size range of 13,000 - 15,000 square feet. A standard center may include facilities such as a gymnasium, rooms for games, meetings and arts and crafts, kitchen, stage and bleacher seating.

GOLF COURSES

The City Parks and Recreation Department currently operates an 18 hole golf course at York Road Renaissance Park. A second course recommended in the Parks Master Plan is adjacent to the McDowell Nature Preserve. Because of noise compatibility with airport operations, a third course is possible south of the airport in the Steeleberry Acres and Eagle Lake Area.

The Crystal Springs Golf Course is located in the extreme southeastern portion of the district. Although only a small section lies within Mecklenburg County, the course provides a much needed source of active recreation. Should the course be placed on the market for sale, the golf course should be purchased by Mecklenburg County Parks and Recreation.

ADDITIONAL DISTRICT AMENITIES

AIRPORT PERIMETER LANDSCAPING

A perimeter landscaping corridor is recommended around the airport's contiguous 10.6 mile property boundary. The corridor, funded through airport operations, will provide open space and be a passive recreation area for airport neighbors. Amenities include a 6 foot meandering sidewalk paved with asphalt, random off-street parking, tree planting and exercise stations at various locations. An overlook is also included in the airport perimeter landscaping plan. Located on Old Dowd Road near the former Berryhill Elementary School site, the overlook will provide the community with an environment to view the airport and its operations.

The proposed land use map conceptually depicts the perimeter landscaping. This district plan supports the concept and reinforces the airport's efforts in making the airport a better neighbor by improving its visual image.

SCENIC RIVER DRIVE

Through the development of residential uses along the lake and river, a scenic drive should be built connecting Wilkinson Boulevard with possibly Paul Brown Boulevard Extension. The purpose would be to provide additional visual access to the natural scenic areas along the water. It should be done through the private development process.

GREENWAYS

In 1980, a Greenways Master Plan was adopted by the county that identified creeks for greenway development. An update is scheduled for completion in 1990. Approximately 42 acres of greenway in the southwest are proposed in this update. Purchase or dedication of land through the development process has taken place for some of the greenways identified in the plan.

The greenways in the southwest included in the original master plan are:

Kings Branch	I-77 to Big Sugar Creek
Steele Creek	Olympic High School to County Line
Coffey Creek	Charlotte Airport to Big Sugar Creek
Irwin Creek	I-77 to Big Sugar Creek
Big Sugar Creek	Billy Graham Parkway to County Line
Paw Creek	North of Freedom Drive to Lake Wylie

Additional creeks and associated tributaries recommended to be added to the greenway system are listed below:

Beaver Dam Creek	East of Dixie River Road to the Catawba River
Beaver Dam Creek Tributary	East of Dixie River Road to Beaver Dam Creek
Polk Ditch	York Road to Walker Branch
Walkers Branch	Steele Creek Road to Steele Creek
Walkers Branch Tributary	West of Steele Creek Road to Walkers Branch
Little Paw Creek	I-85 to Paw Creek

Additional possibilities for greenways include the use of Duke Power and Piedmont Natural Gas utility rights-of-way. Others may be included in the master plan update.

ENVIRONMENTAL QUALITY

One of the primary objectives of land use planning is to protect the region's valuable resources. The impact of growth and development such as residential, industrial and agriculture land use on environmental quality in Charlotte-Mecklenburg is an issue of increasing public concern. The effects of increased population manifest themselves in the environment in several ways. More land is being cleared and graded for development; vegetation is being removed to make way for parking lots; development is causing increased runoff into water resources; and the volume of solid waste and sewage continues to grow. Growth is desirable but it often has negative side effects. Therefore, future growth must evolve in an environmentally sensitive manner.

The waters of the Catawba River and Lake Wylie, although not yet drinking sources for Charlotte, are rapidly experiencing quality degradation. Pollutants contained in discharges or runoff in this sensitive area are causing serious negative impacts on water quality, threatening a future drinking water source and recreational uses. Water quality monitoring data collected by the Mecklenburg County Department of Environmental Protection has revealed poor water quality which can be attributed in part to runoff and discharges from growth in the Lake Wylie watershed. Mt. Holly has moved its drinking water intake off Lake Wylie to Mountain Island Lake due to these water quality concerns. The sources of pollution in Catawba River and Lake Wylie include the dumping of human waste and man-made solids from boats using the water for recreational activity, discharges from numerous private package treatment plants and from smaller creeks that collect waste from upstream urban areas, discharges from malfunctioning public and private plants and malfunctioning septic tanks, industrial waste discharge and agricultural runoff.

Concentrated impervious ground coverage increases the amount of non-point pollutants that enter streams. Therefore, restrictions are needed to regulate this type of runoff. Stream buffering requirements and strict compliance with ground absorption waste water treatment system regulations should be used.

Two environmental studies are now underway that will provide a basis for adopting specific regulations to protect bodies of water such as Catawba River and Lake Wylie. The Lake Wylie Futures Forum, sponsored by Mecklenburg County Board of Commissioners and Mecklenburg County Environmental Protection Commission, is currently developing management goals for Lake Wylie. These goals include water quality, water supply, economic development, intergovernmental cooperation, public health/safety, and recreation. The study will take approximately two years to complete.

The other study, commissioned by the State of North Carolina, calls for mandatory minimum state-wide watershed protection requirements for all surface water supplies used as a source of raw drinking water. To address the concern for the protection of water supply sources, a classification system consisting of four classifications, WS-I, WS-II, WS-III, and WS-IV is proposed. These water supply (WS) classifications are based on the intended use of the water body and the potential for pollution from existing sources located within the drainage area of the waters. The state has until January 1, 1992 to classify all existing surface water supplies. Local governments with authority in water supply watershed (such as Mecklenburg County) must develop watershed protection programs that are at least as stringent as the state rules. These programs will regulate items such as land use and density. The ½ mile watershed protection area recommended by this district plan will be reevaluated once state and local governments classify existing watersheds.

As previously referenced in the water and sewer section, CMUD is also developing a master plan of applying CMUD's sewer extension program to serve areas that are part of the natural drainage basins of Lake Wylie. The scope of service will include facilities planning, innovative and alternate collection systems and environmental studies.

The Southwest District Plan supports the following environmental quality measures:

- **Establish a regional utility system serving Mecklenburg and York Counties.**

- **Impose higher regulations governing discharges of waste water treatment plants - municipal and private. This should include more facility inspections, increased monitoring and the closing of plants not in compliance.**

- **Improve inter-state cooperation for an environmental water quality study of the entire Catawba River Basin.**

- Provide an adequate number of dump stations for boats using Lake Wylie and Catawba River. Appropriate locations would be Duke Power owned access areas and public parks and commercial marinas.

- Establish a multi-jurisdictional unit to provide constant patrolling of Lake Wylie and Catawba River to enforce State and local regulations. The State of North Carolina should pursue the licensing of boat operators to enhance the safety of the boating public. Violators should be required to attend a water safety and education course.

- Use best management practices that provide a natural cleansing system for stormwater and urban runoff. These devices were discussed earlier in the residential future section, but should also apply to nonresidential development such as the Westinghouse Turbine Generator Plant on Wither's Cove.

- Pursue a minimum 100 foot vegetative buffer (parking lots included) from the water. Development proposals requesting deviation from the minimum 100 foot vegetative buffer requirement will be considered through administrative subdivision review. Any proposal should contain a 50 foot minimum vegetative buffer measured from the high watermark (Elevation 570.0) and restrictions outlining the engineered and constructive measures that will be taken in order to equal the anticipated performance criteria of the 100 foot vegetative buffer requirement. Strip clearing, grading or development will not be allowed within the 50 foot buffer except as needed for the implementation of appropriate best management practices for water quality protection. The 50 foot buffer will be maintained as a protected area but may allow for the removal of dead or diseased trees, selective clearing to enhance desirable vegetative growth and the installation of devices for erosion, sedimentation and runoff control. Also allowed in the clearing of pathways to provide access to private and public boat docks, launch ramps and marinas permitted as necessary for normal recreational use. Anticipated performance criteria will be determined by North Carolina's proposed rules for the protection of watersheds.

- Pursue measures to protect the vegetation around all perennial tributaries (streams).

SCHOOLS

New Schools

Planning in advance for new schools is important, especially in an area that encourages the stimulation of residential growth. This holds true for not only physical growth but quality growth. It is incumbent that the school system deal with the quality and equity of educational services on the west side because of its obvious impact on residential development.

The physical facilities are also important. It is imperative that the community plan for school locations and also build quality facilities like Kennedy Junior High. Quality schools will also assist in the stimulation of residential growth on the west side.

Appropriate land for schools will become increasingly harder to find, and the cost of land will climb in the future. The Charlotte-Mecklenburg Board of Education is currently developing a county-wide master plan for new schools through the year 2005.

The Southwest District currently has one high school, one junior high school and three elementary schools. No additions to existing schools are planned before 1995. Considering the intensification of residential development and the redirection of growth policy, school planners estimate that to accommodate long range planning projections in the southwest, one additional senior high, one junior high school, and six more elementary schools will be needed. Periodic review will be made to determine population and future trends.

Specific locations have not been determined for the proposed schools; however, general locations are shown on the proposed land use map for the district.

Noise and it Impacts on Existing Schools

Aircraft noise within an educational environment is a critical and sensitive issue facing most urban areas today. An attempt to resolve this issue must include participation from school and airport officials in determining appropriate measures needed to ensure a proper environment for schools. As stated earlier in this plan, noise insulation of public buildings is a high priority recommended in the 65 Ldn noise zone. Schools in the vicinity of the airport that are interrupted by overflights should be provided with noise insulation on a case by case basis. Potential for FAA participation in the attenuation of these schools also be considered on a case by case basis.

Several westside schools, located in close proximity of the airport, are directly affected by airport noise. They include:

- Harding High School
- Westerly Hills Elementary School
- West Mecklenburg High School
- Olympic High School
- Kennedy Junior High School
- Steele Creek Elementary School
- Tuckaseegee Elementary School
- Wilson Junior High School

The airport is currently working with Charlotte-Mecklenburg school officials to identify schools from the list above that are in need of noise attenuation. Three schools have been identified that would benefit from noise - related improvements: Westerly Hills, Harding and Tuckaseegee. The extent of these improvements depends on the specific

needs of each school. The Southwest District Plan supports this measure and recommends financing through the FAR Part 150 Program or other available airport funds. The plan also recommends the prohibition of mobile classrooms in noise affected areas. Expansion of schools in these areas should be accomplished through standard building practices, not temporary structures. Future school locations should be very sensitive to airport noise issues.

BRANCH LIBRARY

The branch library study of the Public Library of Charlotte and Mecklenburg County recommends against establishing a branch library in the southwest at the present time. This recommendation was based primarily on inadequate population to support a library. However, the library study suggested a re-examination of this area in the mid 1990's to determine if the recent spurt in population growth has continued and whether the total population of the area has reached a threshold level adequate to support a branch library. The Southwest District Plan anticipates the area's population will increase enough to support a facility in the near future. When justified, the library should be located in one of the following areas:

- Neighborhood Commercial Center at Carowinds Boulevard and York Road
- Community Commercial Center at Hwy. 160 and York Road
- Community Commercial Center at Arrowood Road Extension and York Road

STREETSCAPES

The appearance of main transportation corridors can greatly affect the image of a community. Sidewalks, landscaping, signs, utilities and bike trails combine to create appealing landscapes. Unfortunately, because development patterns with little or no sensitivity to design exist in the older areas of the southwest, negative streetscape and gateway images prevail. Where development is well established in the older areas of the district, the task of improving corridors will not be easy, but it should be pursued to strengthen neighborhoods and the general economic stability of the retail and employment uses along the corridors. The task will be much easier in developing areas where no definite land use pattern has been established.

The general strategy of the Southwest District Plan is to focus on the key gateway corridors in the developed areas and to apply across the board policies identified in The General Development Policies Document for streetscape design along major and minor thoroughfares in the newly developing areas of the county; the emphasis should be on the major gateways.

Existing corridors recommended for streetscape improvements in the southwest are:

- Wilkinson Boulevard, from Billy Graham Parkway to the county line; this would be a continuation of the design already planned from Billy Graham Parkway to I-277.

- York Road (Hwy. 49), a significant thoroughfare beginning at the Buster Boyd Bridge and passing through major employment centers of the district.

- Billy Graham Parkway, a major gateway serving as the eastern boundary of the district and providing access to Charlotte/Douglas International Airport; a streetscape plan has been completed for this corridor. Preliminary designs recommend planting large maturing trees along the roadway and a mix of shrubs and trees in the median.

- Steele Creek Road (Hwy. 160), a two lane thoroughfare providing east/west connectivity from Paul Brown Boulevard to York Road (Hwy. 49)

- Dixie River Road, a rural residential road in the Dixie-Berryhill Community; a potential bike trail should be included in the streetscape plan.

- Shopton Road, a predominantly residential street with streetscape needs to reinforce the residential image.

- Nations Ford Road, a two lane thoroughfare providing north/south access in the eastern portion of the district; additional streetscape improvements are recommended from I-77 to Sugar Creek.

- Paul Brown Boulevard, a major gateway to residential development in the western portion of the district. This includes the extension from Steele Creek Road to the Outer Belt and Gaston County.

Other streets are obviously in need of change as well; however, focusing the community's limited resources on major gateways and corridors will provide the district with the greatest visual impact.

In newly developed areas of the district where new roads will be built and existing ones widened, provisions for streetscape amenities should be a matter of course as development takes place along major and minor thoroughfares. The new streets that should have the leading priorities for capital expenditures for streetscape improvements are:

- Arrowood Road, including the extension from York to Steele Creek Road

- Airport Connector Road, from I-85 to Billy Graham Parkway

- West Tyvola Road

- Outer Belt

HISTORIC RESOURCES

The heritage of a community is one of its most valuable assets. The Southwest District is fortunate to have a past that is rich in local history. As development occurs, it is vitally important that the community be aware of and sensitive to preservation issues. Recently a countywide inventory was made of existing properties and structures that have historical significances. Several properties in the southwest listed in this inventory deserve consideration for designation study. A master plan for historic preservation will be completed with priorities and strategies for saving valuable historic resources.

Five properties in the southwest have received National Register historic designation. They are:

Name of Property	Location	Year Built
Cooper Log House	Dixie River Road	1780-90
John Dinkins House	Nations Ford Road	1880
Samuel Neel House	Shopton Road	1810-28
William Grier House	Steele Creek Road	1820's
John Douglas House	Christie Lane	1867

Additional historic resources that the Historic Properties Commission has identified and given high priority for historic designation are:

Name of Property	Location	Year Built
Byrum House	Steele Creek Road	c. 1890's
Cathey House	Dixie Road	
Faires House	South Shopton Road	1905
Freeman House	Dixie Road	1912
John Grier House	Brown-Grier Road	1820's
J.B. Grier House	York Road (N.C. 49)	Late 1890's
Hayes-Byrum Store	Steele Creek Road	Late 1860's
McDowell House	York Road (N.C. 49)	1790's/1843/1912
Steele Creek Manse	Steele Creek Road	1910
Steele Creek Presbyterian Church	Steele Creek Road	1889
Steele Creek Cemetery	Steele Creek Road	From 1763
Whiteside House	South Shopton Road	c. 1840's/1905
Pleasant Hill Cemetery	York Road (N.C. 49)	From 1830's
McClintock Cemetery	Erwin Road	From 1865

IV. CONCLUSION

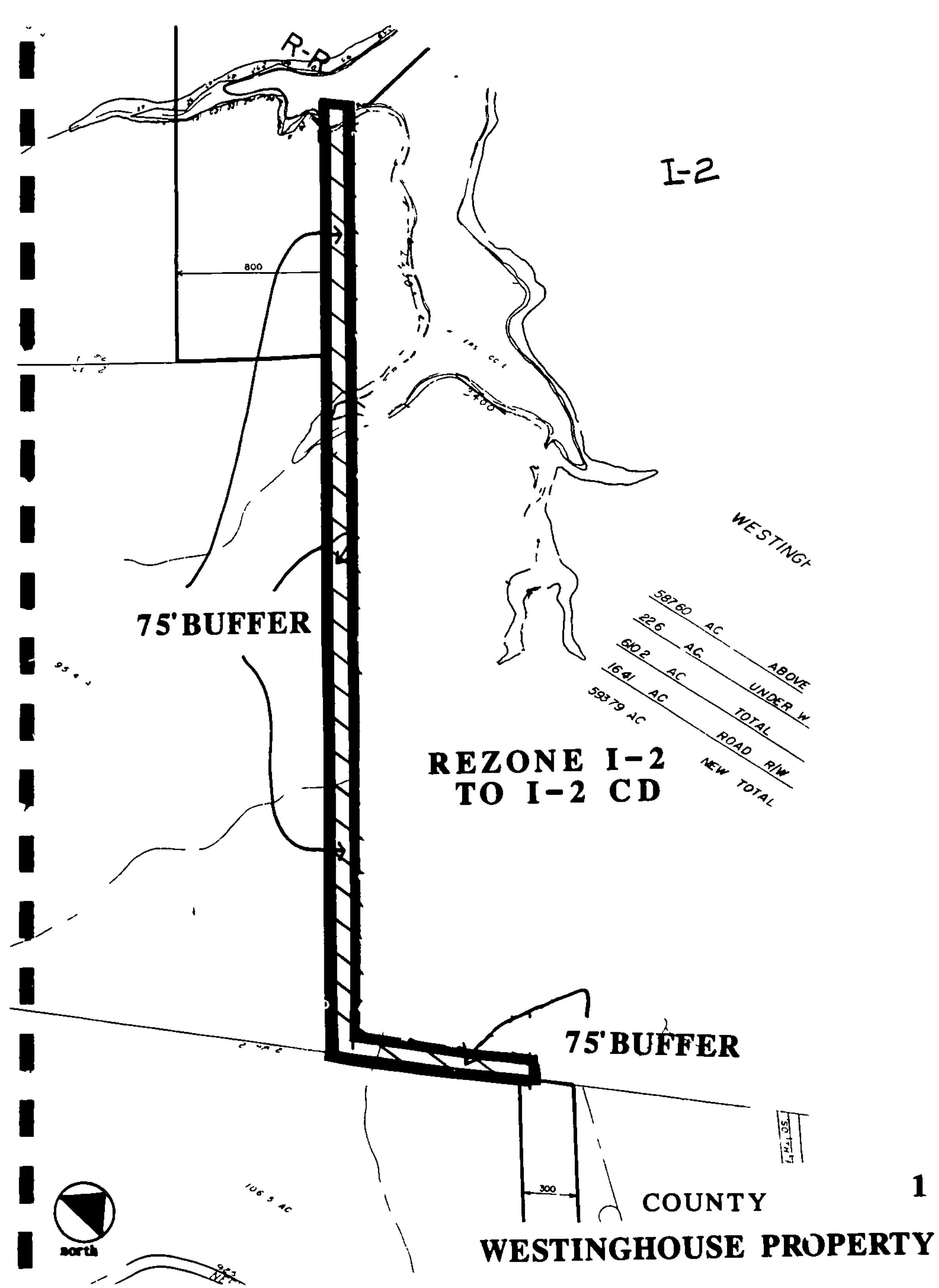
The Southwest District has many opportunities and challenges ahead for it to become an area where a balanced land use pattern offers a variety of high quality commercial, employment, residential and open space uses. To implement the Southwest District Plan, it will be essential to secure funding and/or land for roads, public water and sewer, parks, schools and streetscapes. Because much of the Southwest is undeveloped, there must be a strong commitment to phasing development to coincide with the necessary infrastructure. If not, the area will suffer the consequences of unplanned growth. Fashioning the airport as a compatible neighbor to the community will also be important. Policies and strategies recommended in this district plan will help improve the relationship between the airport and the community and also promote compatible land use development. The Southwest District Plan should serve as a framework to guide elected officials, the public and the development community in implementing the vision set forth in this plan.

APPENDIX:

REZONINGS PROPOSED

in the

SOUTHWEST DISTRICT PLAN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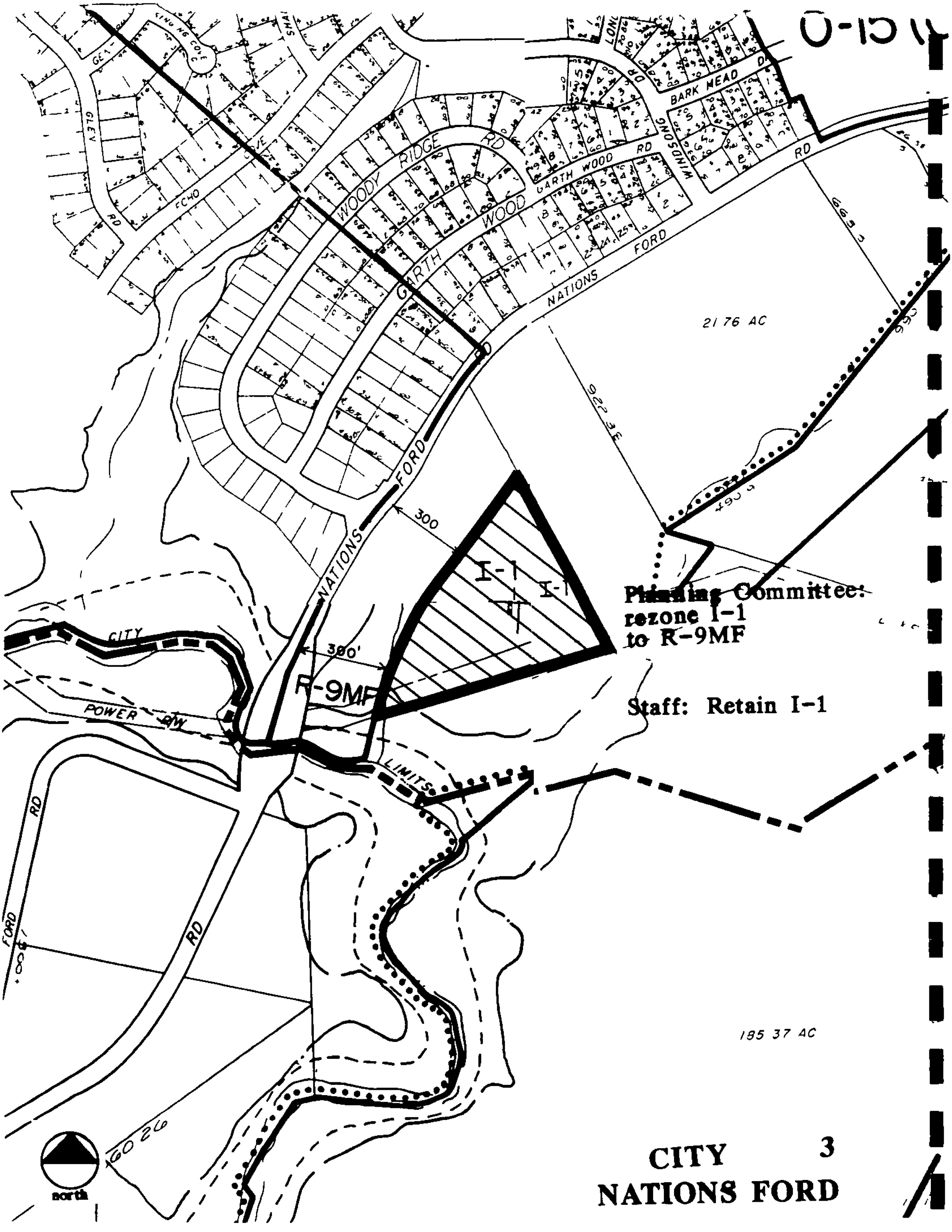

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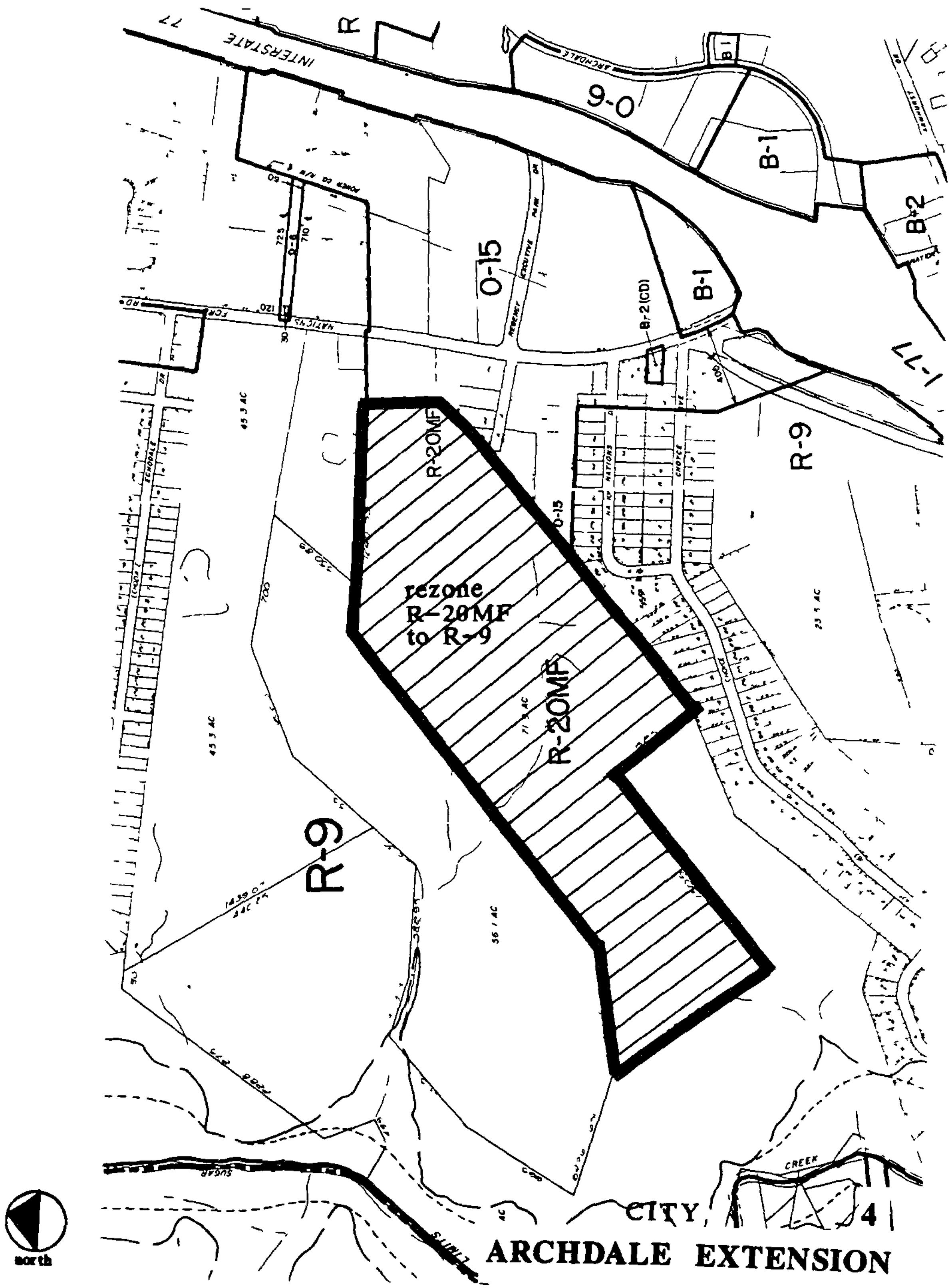
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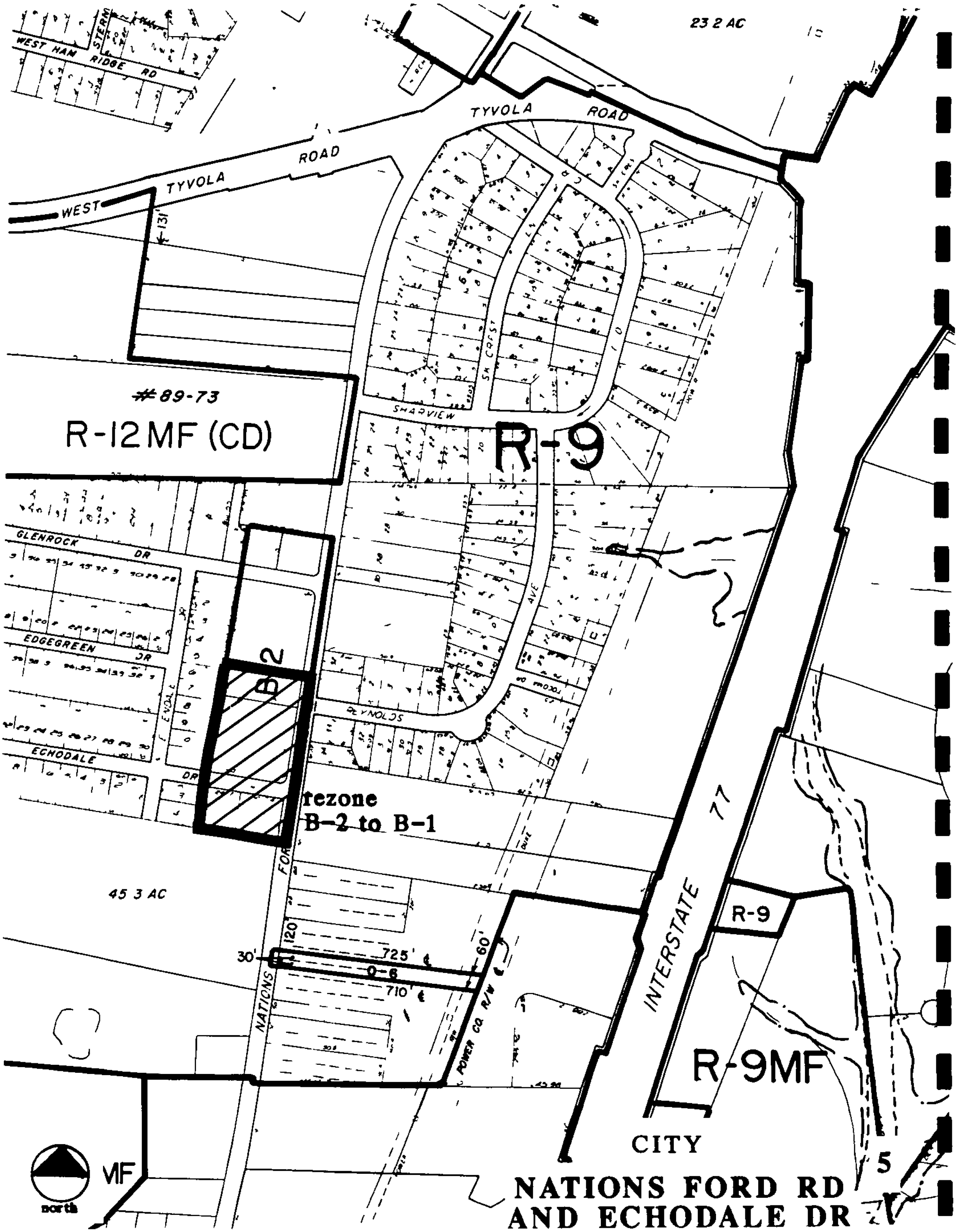
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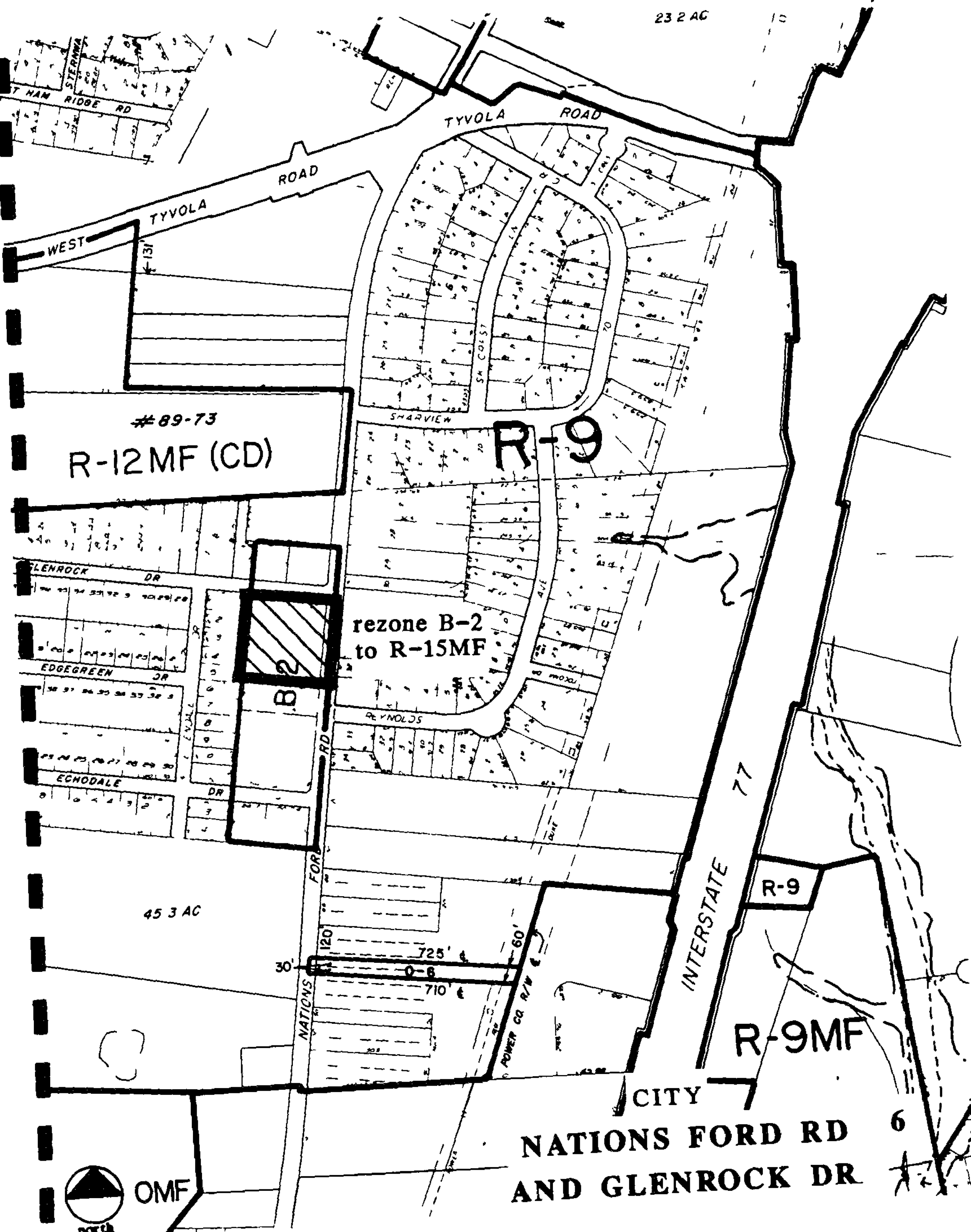
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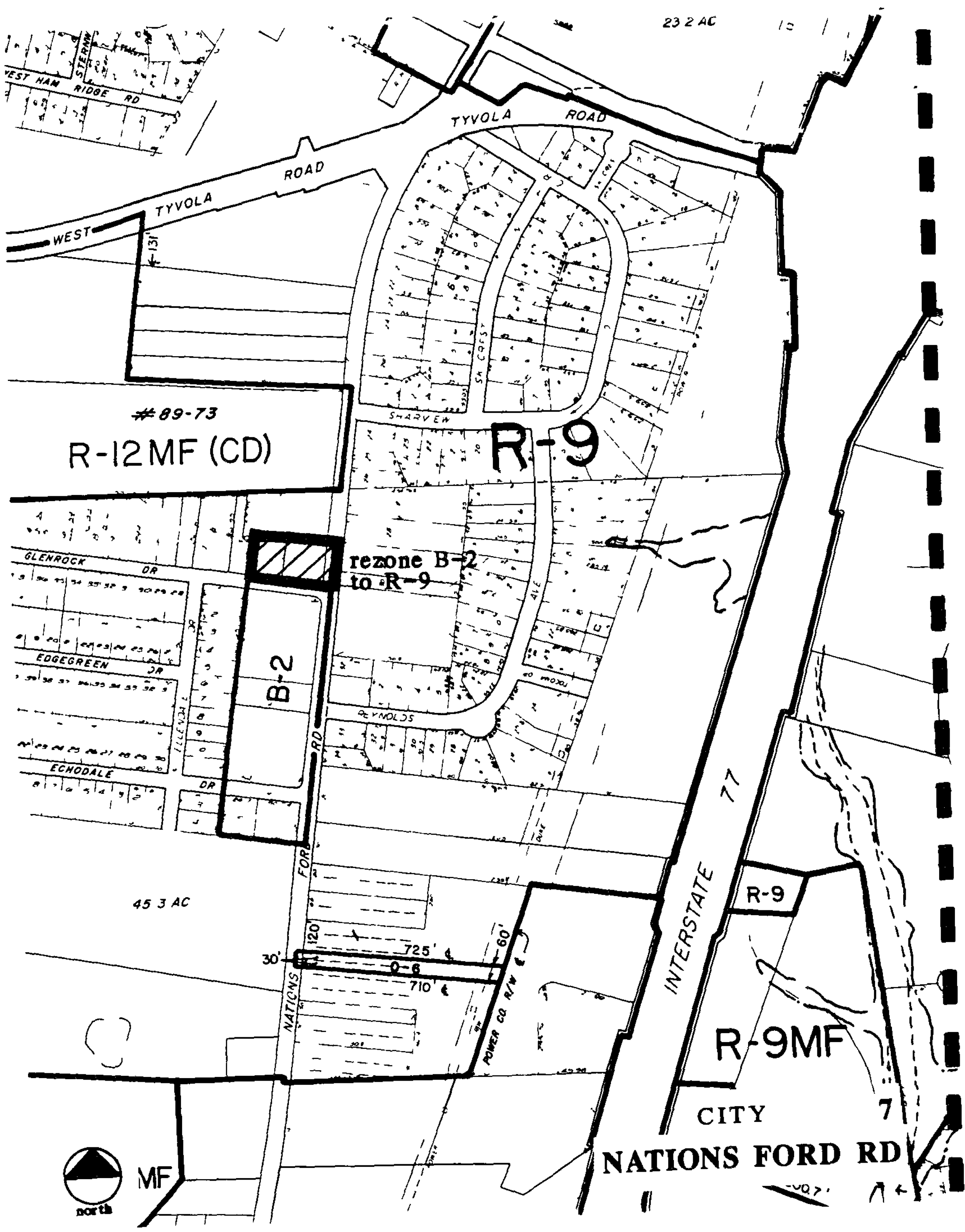
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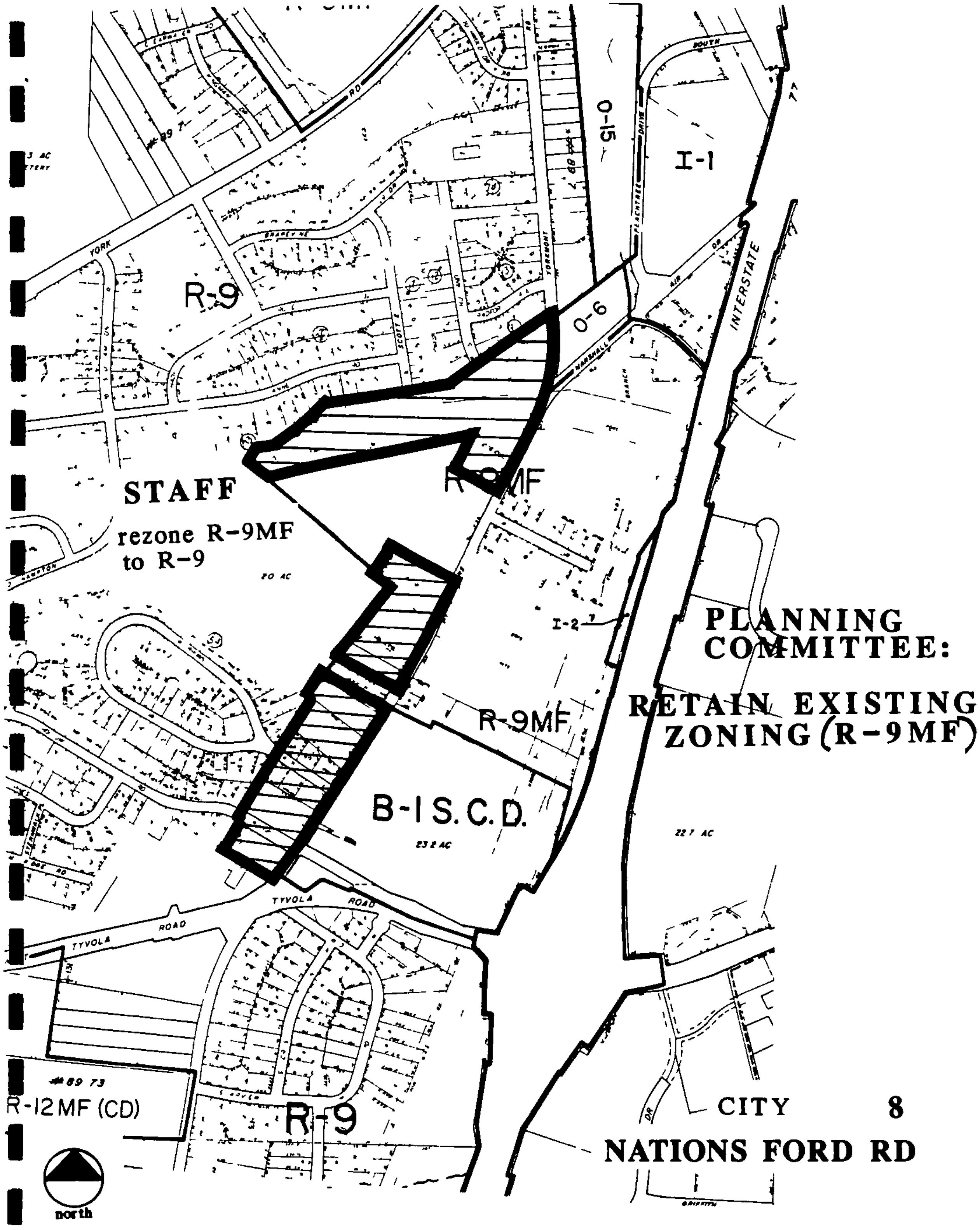
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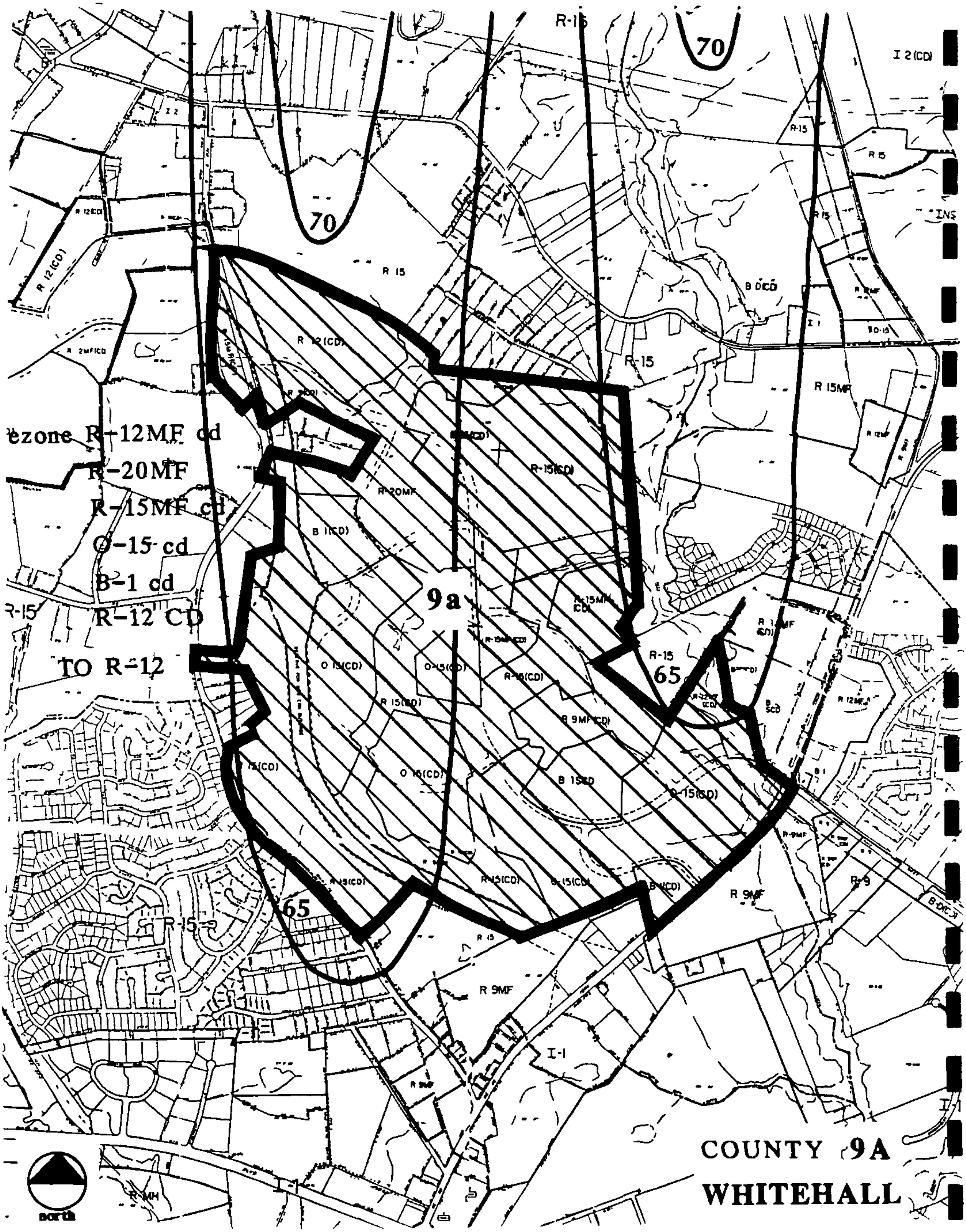
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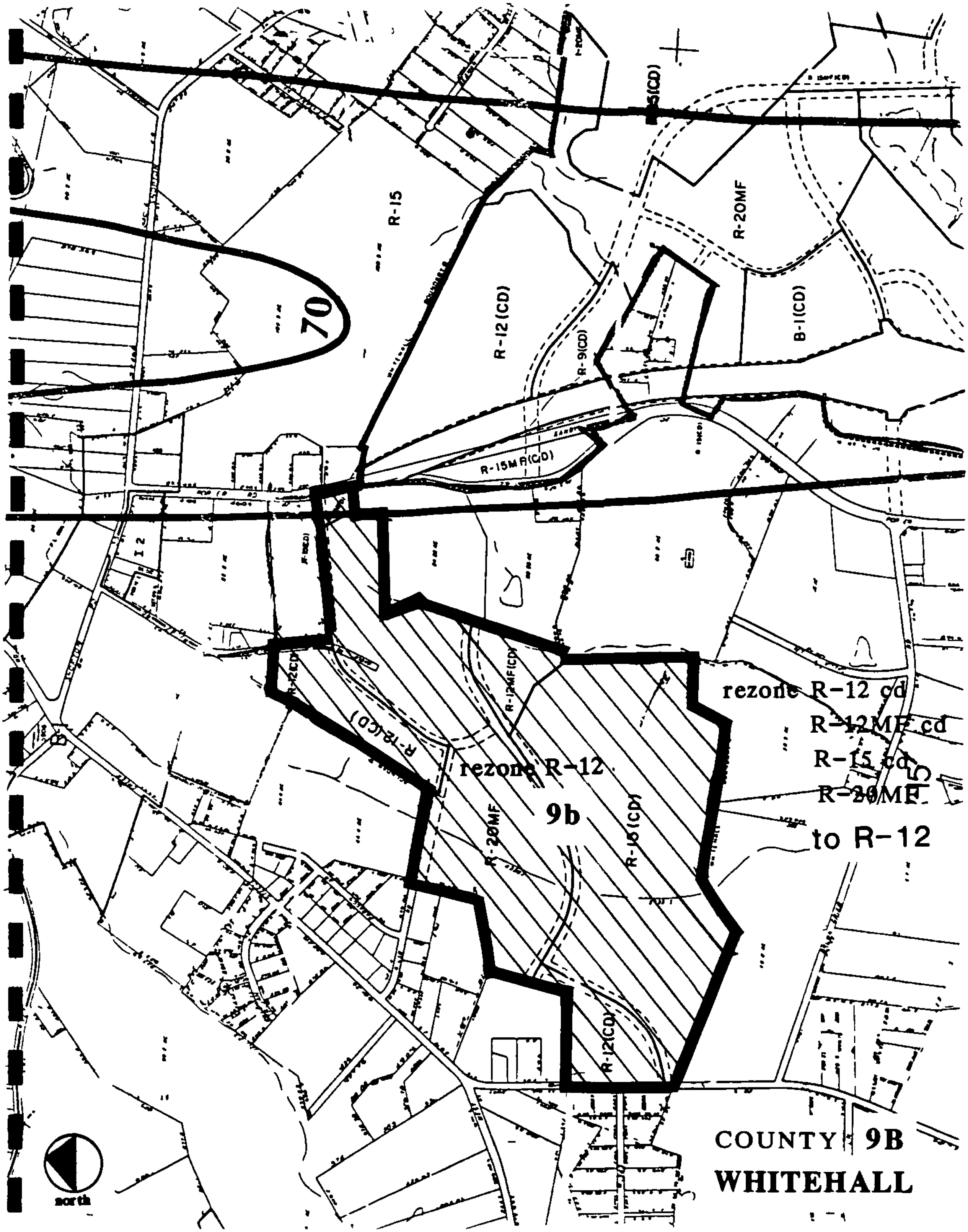
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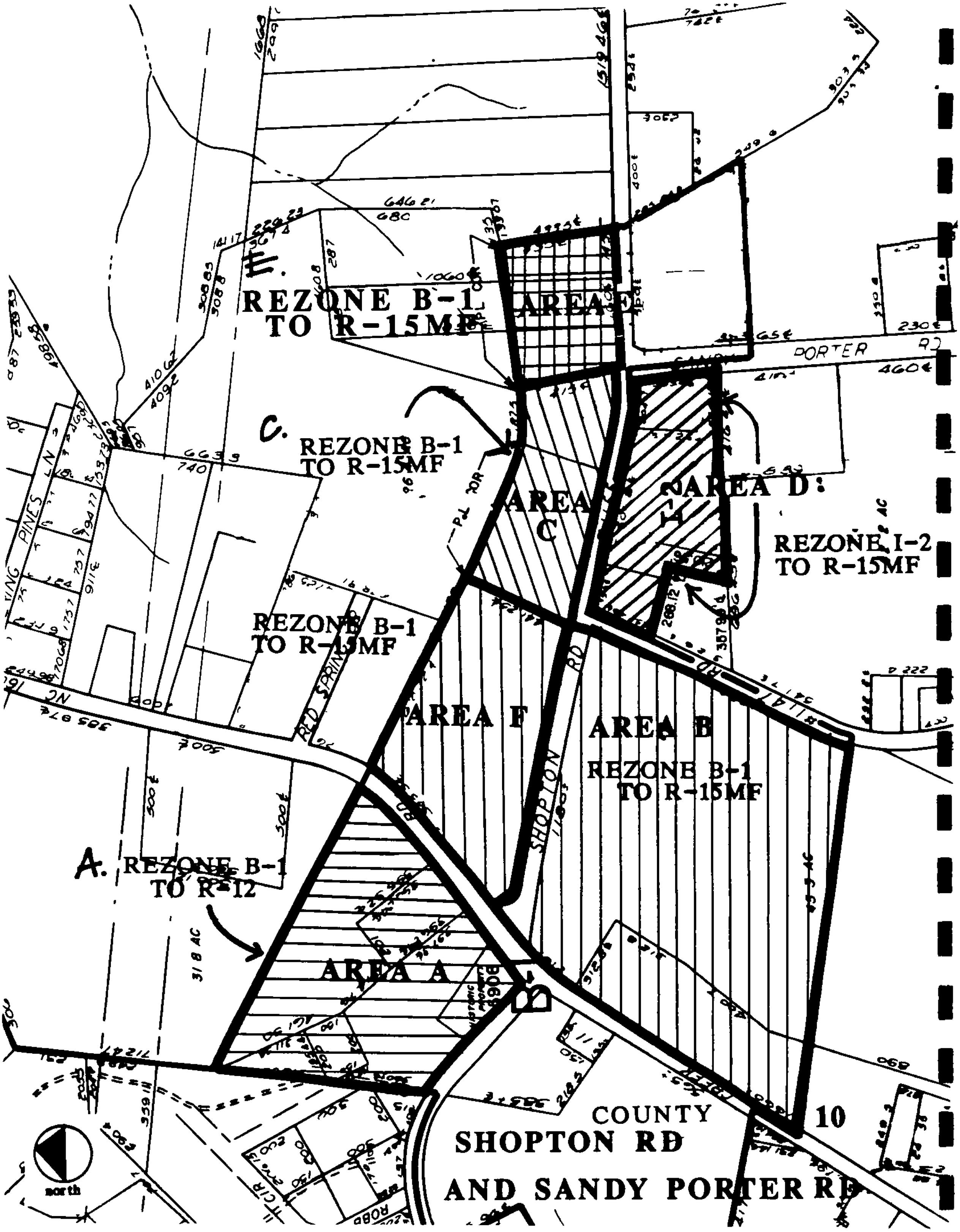
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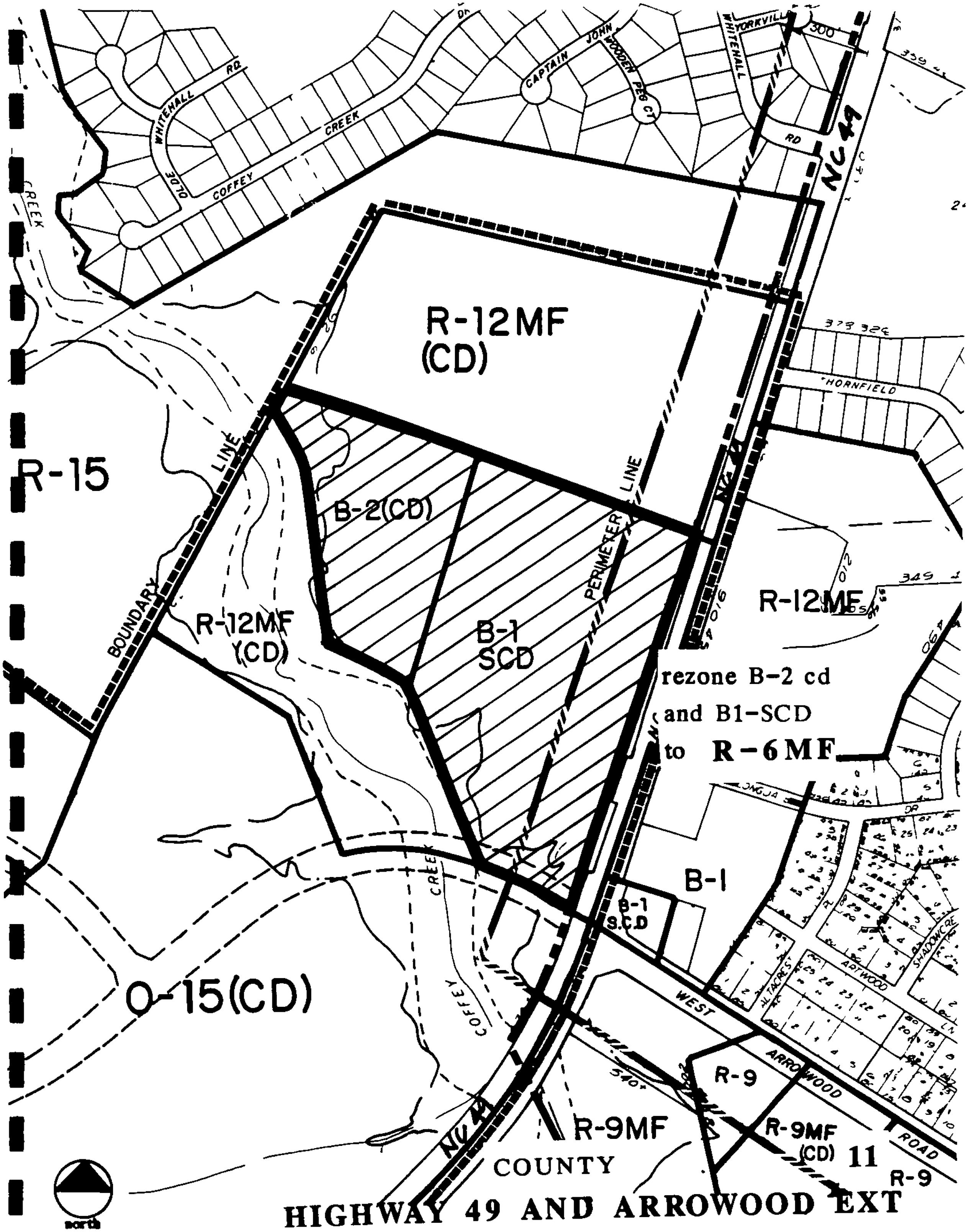
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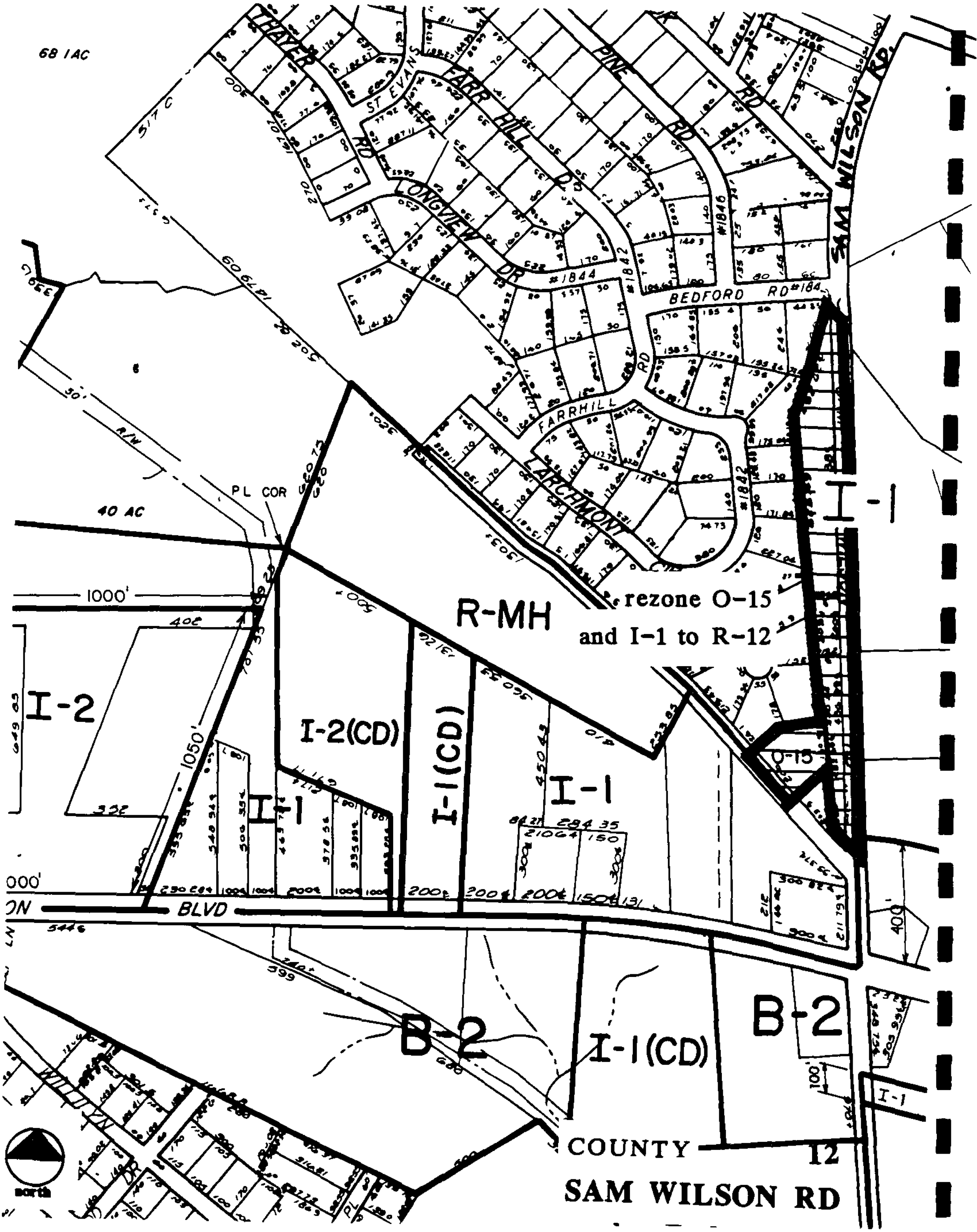
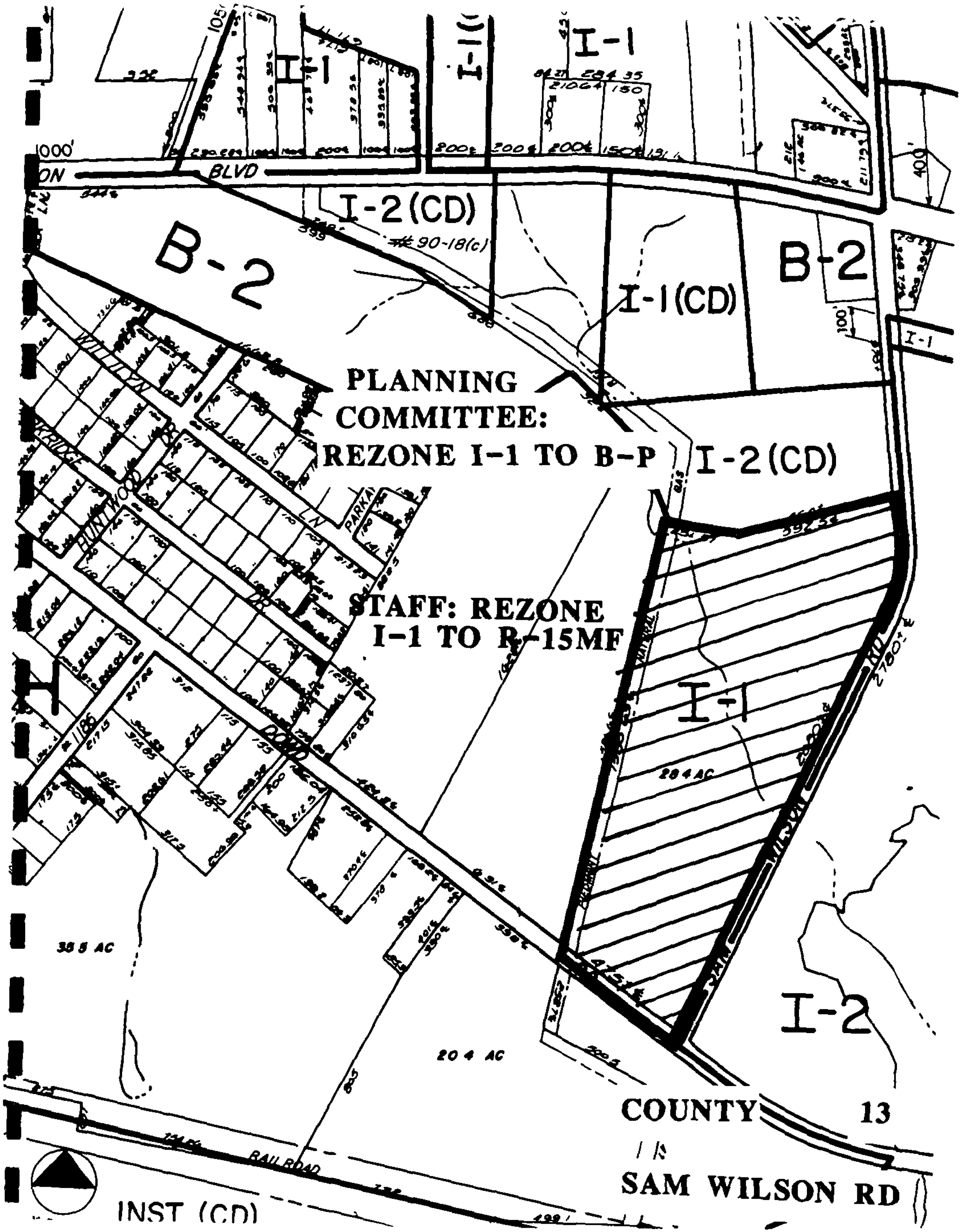
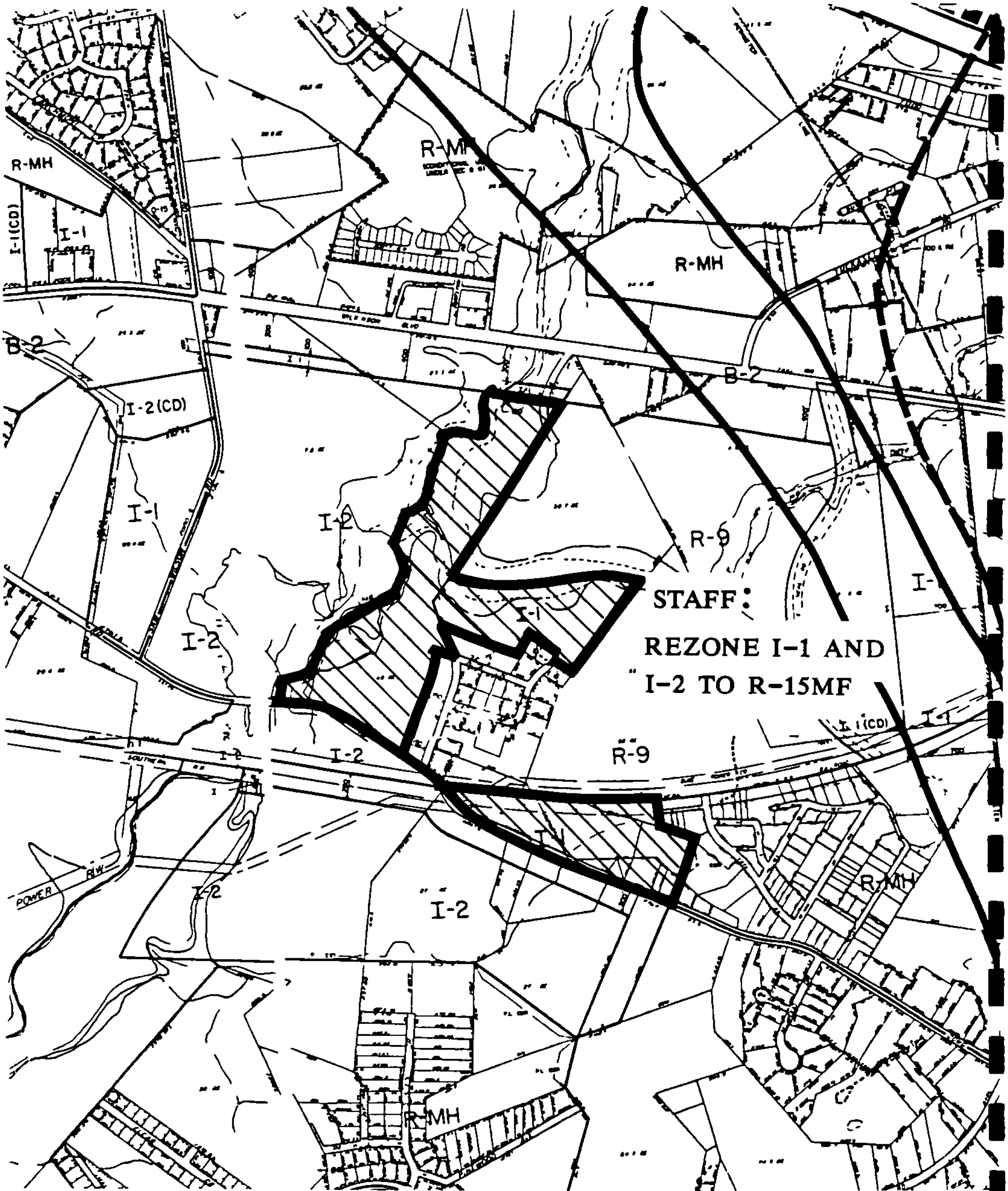
11
north
rezone B-2 cd
and B1-SCD
to R-6MF
HIGHWAY 49 AND ARROWOOD EXT

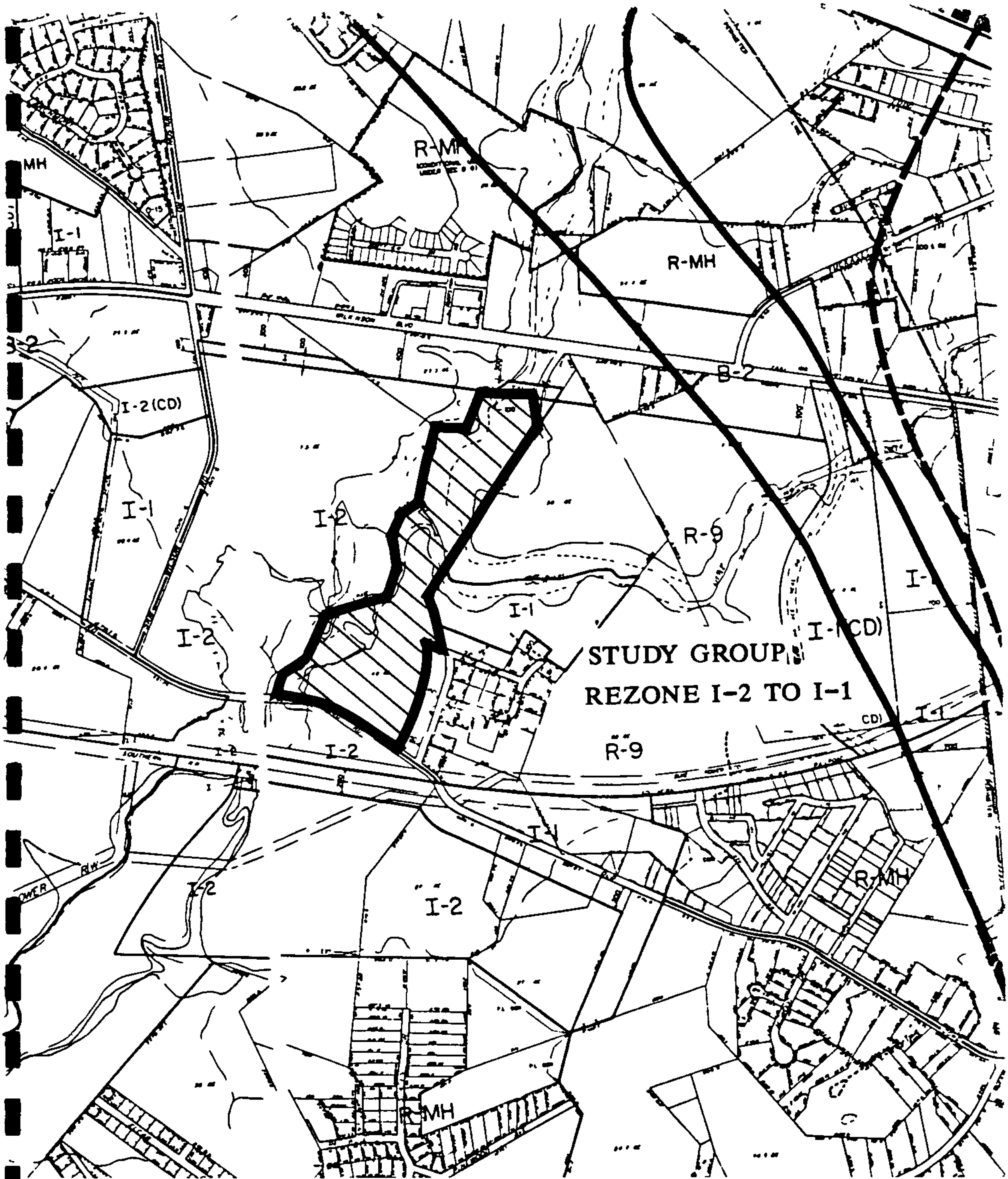

68 IAC
THAYER
ST EVANS
FARR HILL
PINE
RD
LONGVIEW DR
#1844
#1842
#1846
SAM WILSON RD
BEDFORD RD
FARRHILL
LARCHMONT
PL COR
40 AC
1000'
R-MH
rezone O-15
and I-1 to R-12
I-2
I-2(CD)
I-1(CD)
I-1
O-15
BLVD
B-2
COUNTY
12
SAM WILSON RD
north


PLANNING COMMITTEE:
REZONE I-1 TO B-P
STAFF: REZONE I-1 TO R-15MF
I-1
I-2(CD)
B-2
I-1(CD)
I-2
BLVD
90-18(c)
WILDEN
HUNTWOOD
PARKA
POND
RAILROAD
COUNTY 13
SAM WILSON RD
INST (CD)



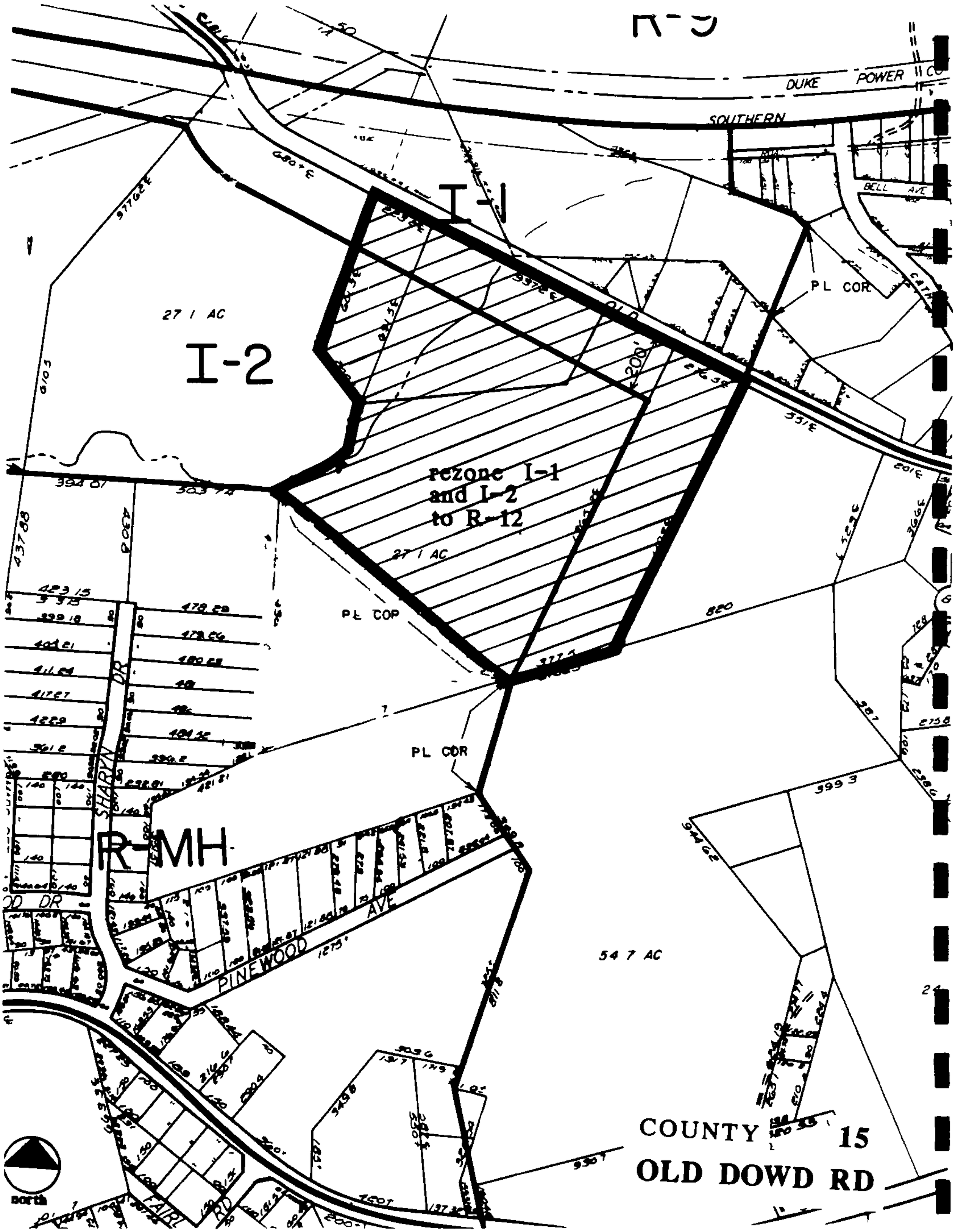
north

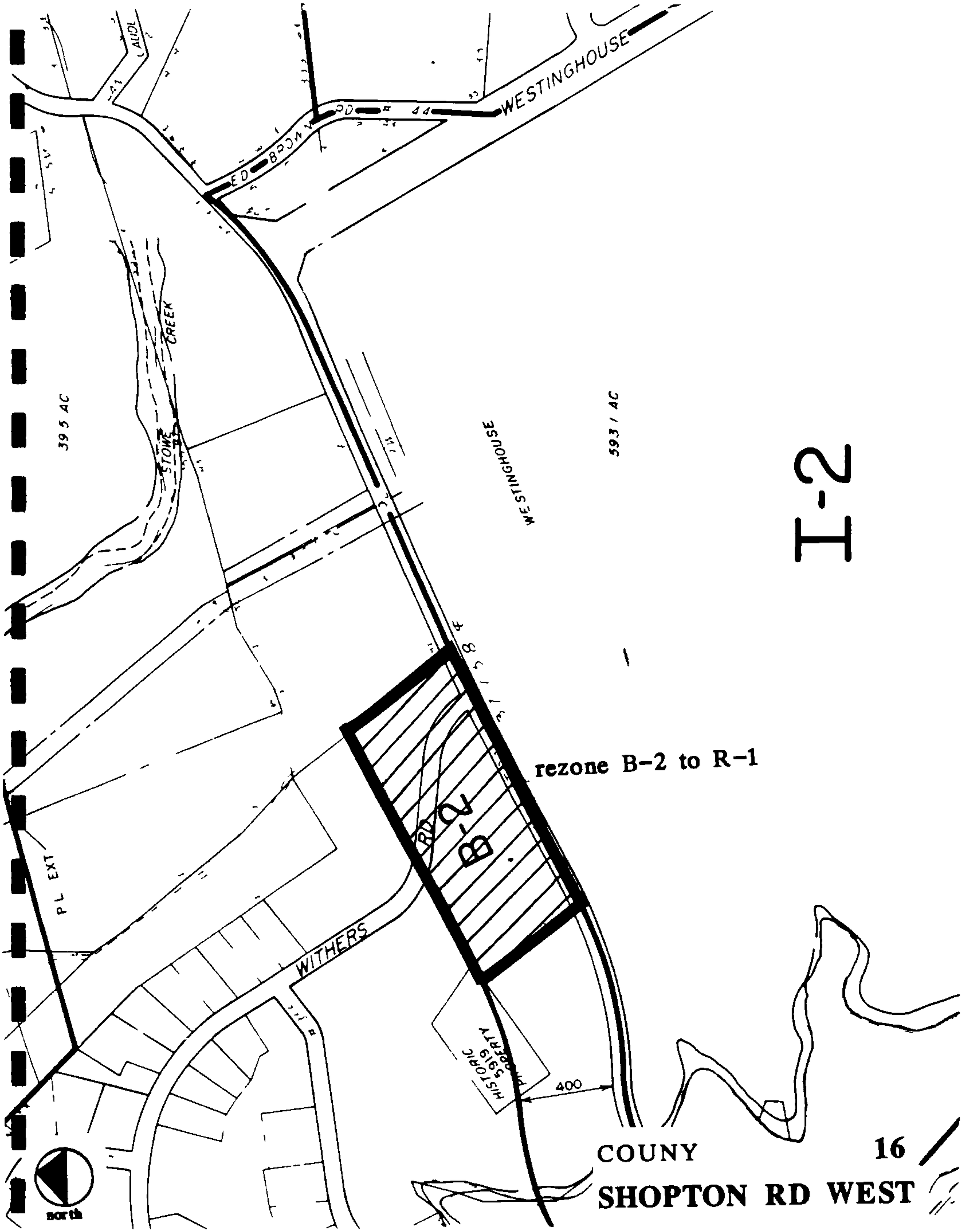
COUNTY 14a
OLD DOWD RD



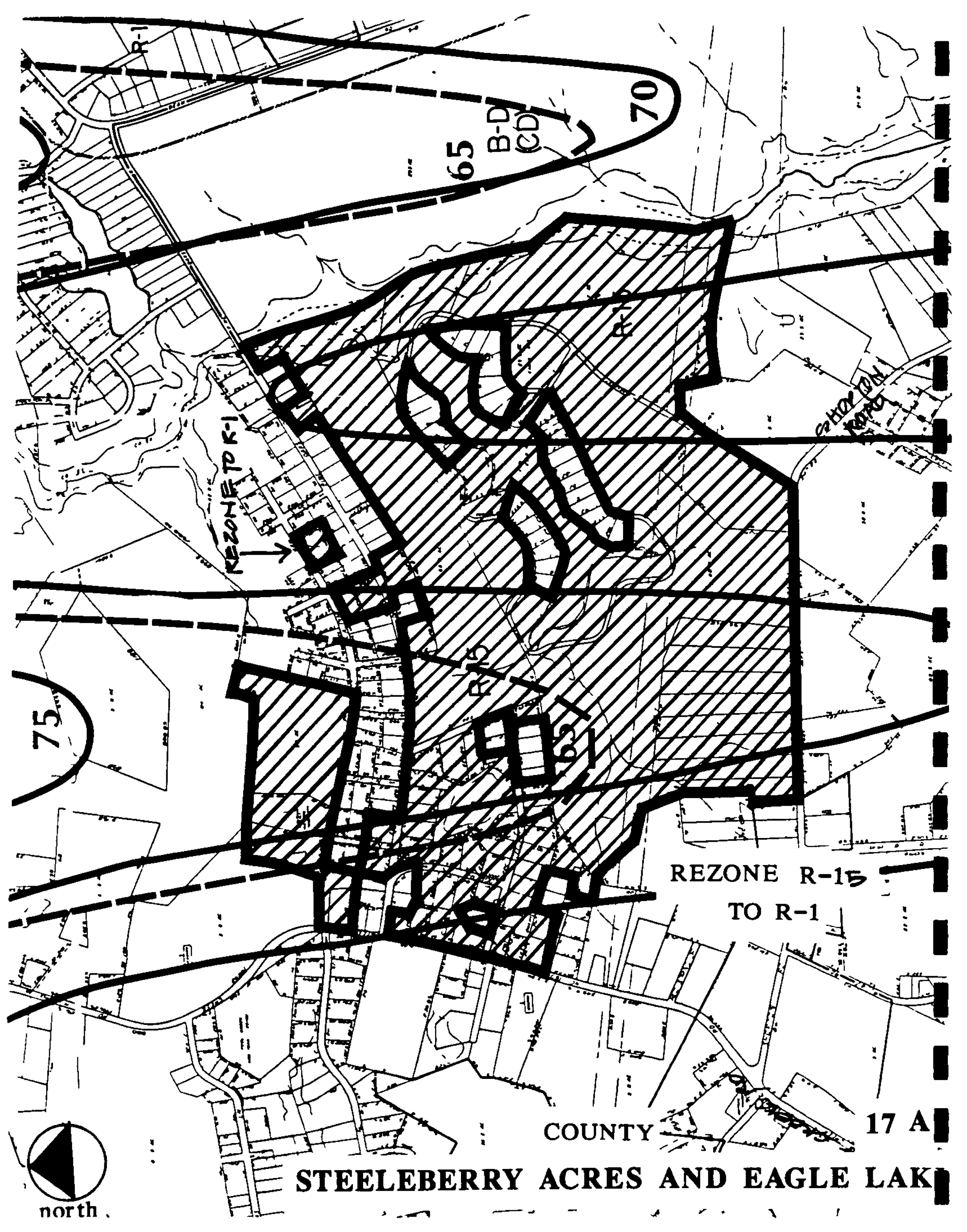
north

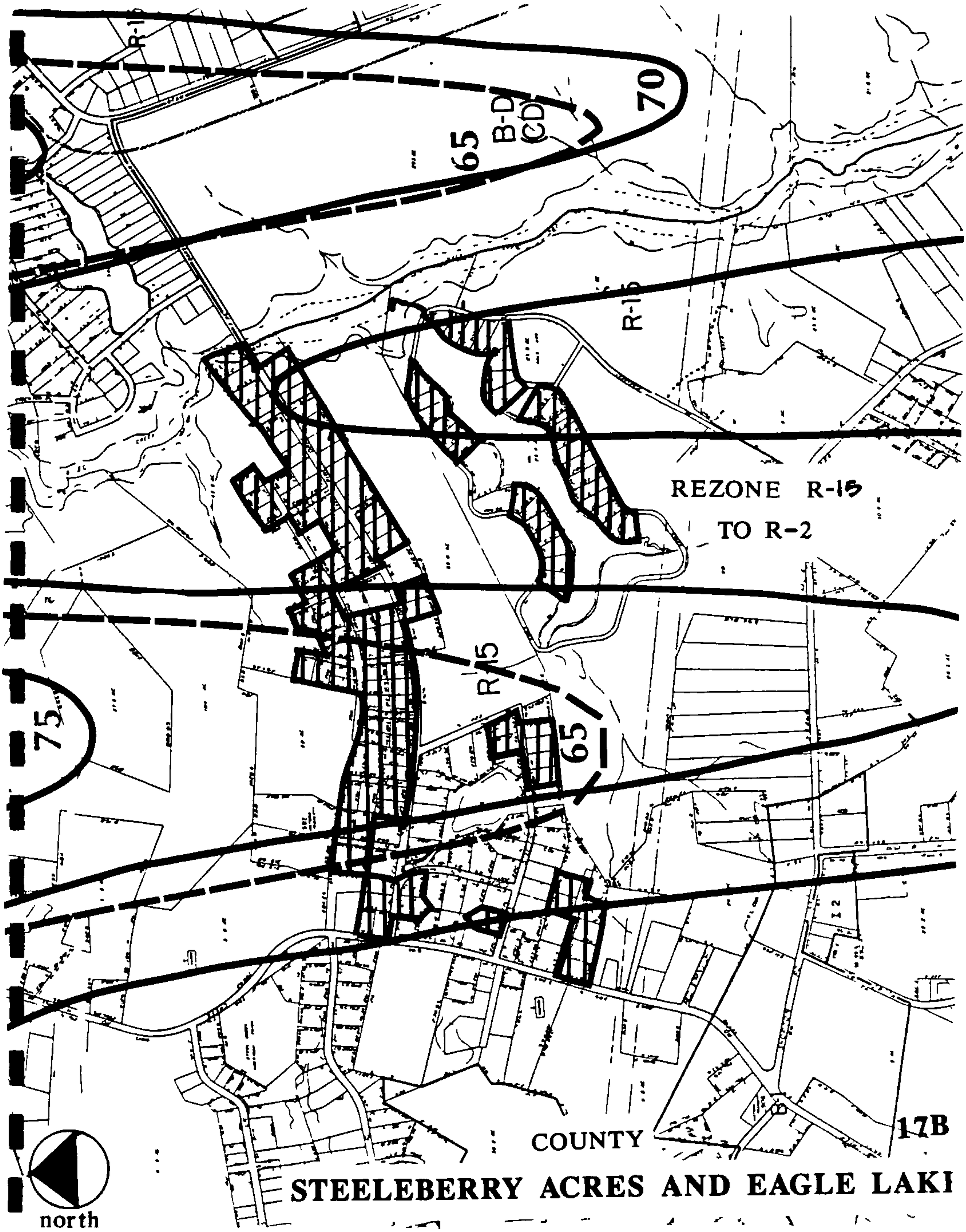
COUNTY 14b
OLD DOWD RD


DUKE POWER CO
SOUTHERN
BELL AVE
I-1
I-2
27 1 AC
PL COR
rezone I-1
and I-2
to R-12
27 1 AC
PL COR
PL COR
R-MH
SHARON DR
PINEWOOD AVE
54 7 AC
COUNTY 15
OLD DOWD RD
NORTH


WESTINGHOUSE
CREEK
STONE
39 5 AC
WESTINGHOUSE
593 / AC
rezone B-2 to R-1
PL EXT
WITHERS
HISTORIC
PROPERTY
400
COUNY
SHOPTON RD WEST
north

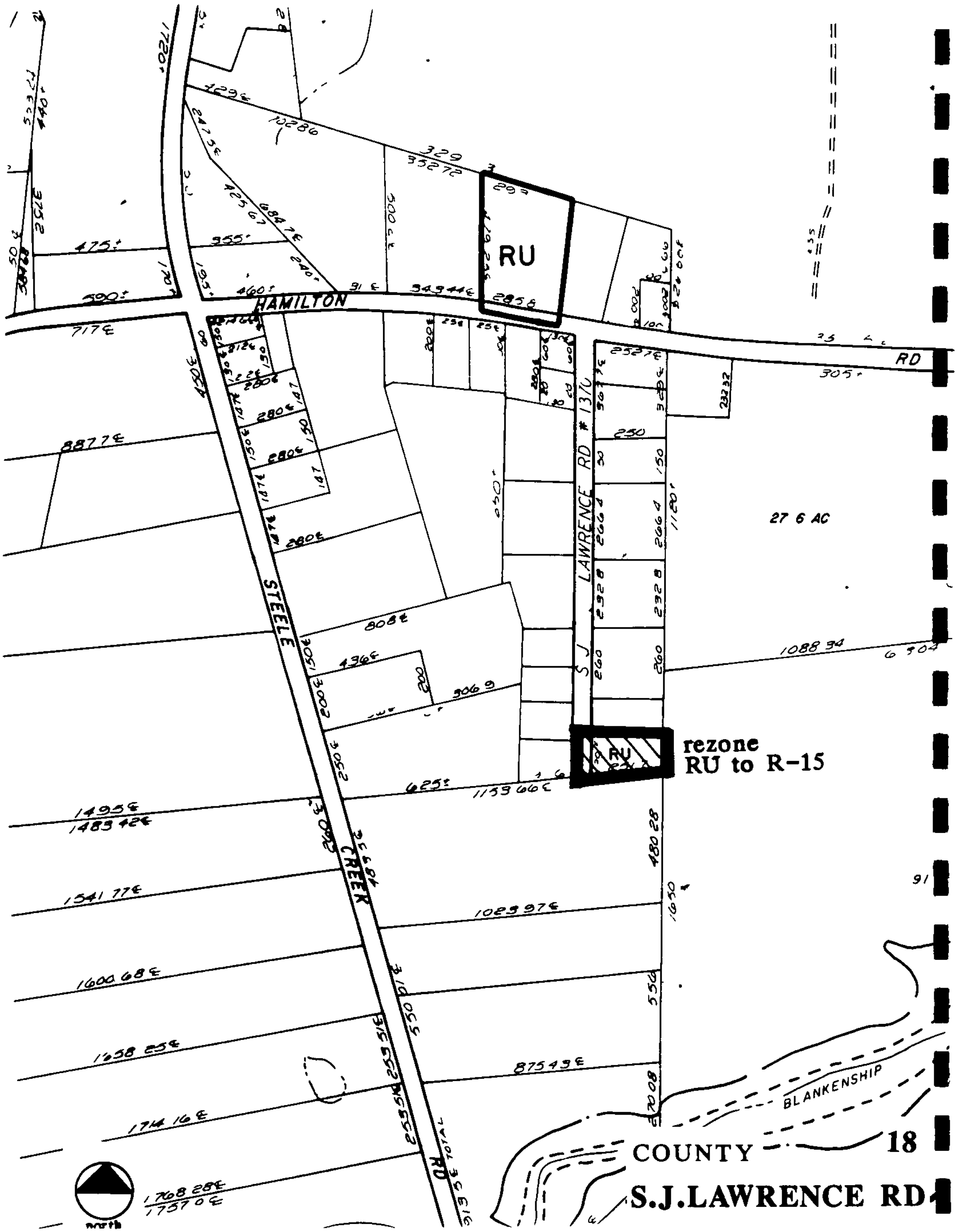
T-2

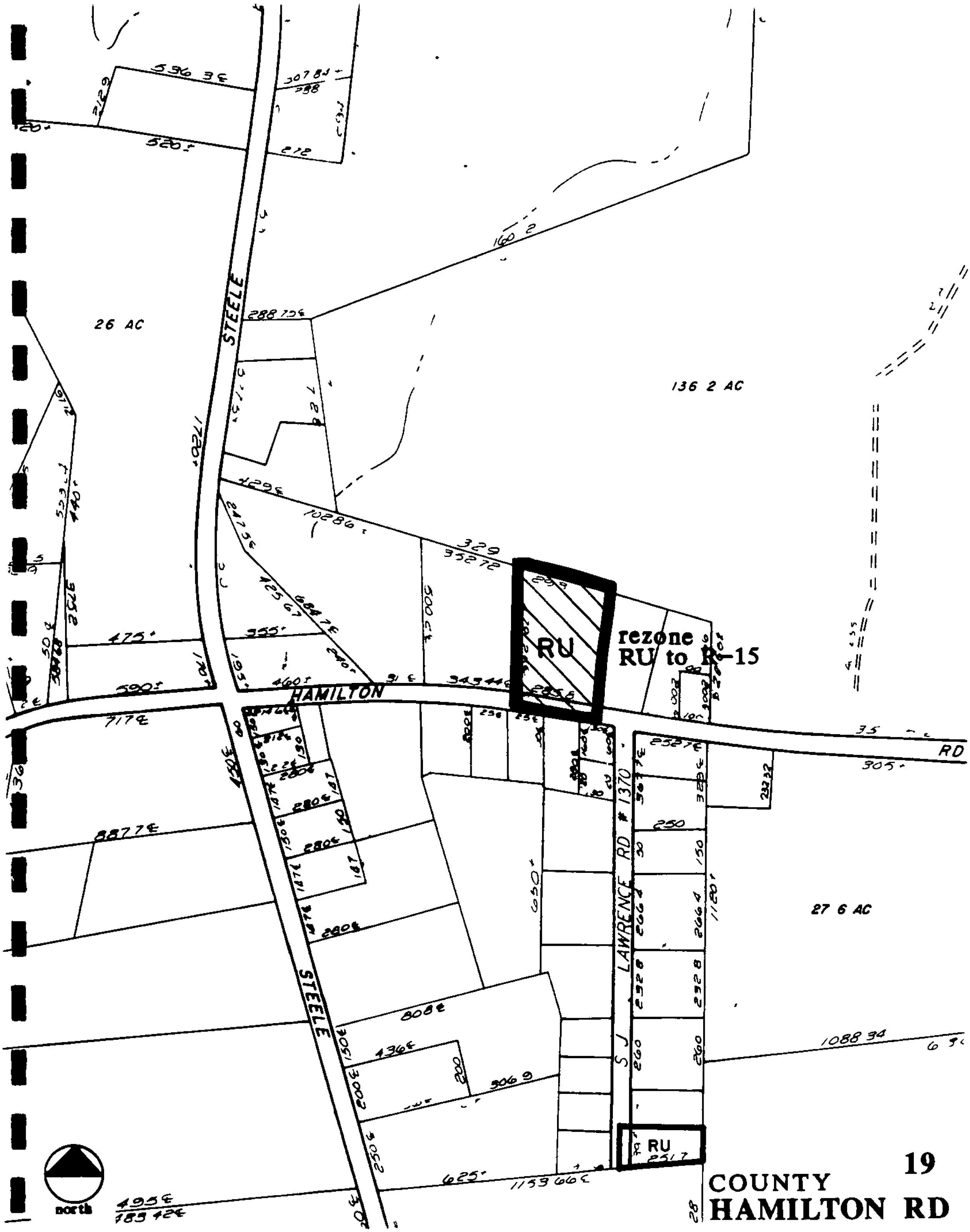

70
65
B-D
CD
REZONE R-1
75
REZONE R-15
TO R-1
COUNTY
17 A
STEELEBERRY ACRES AND EAGLE LAK
north



COUNTY 17B

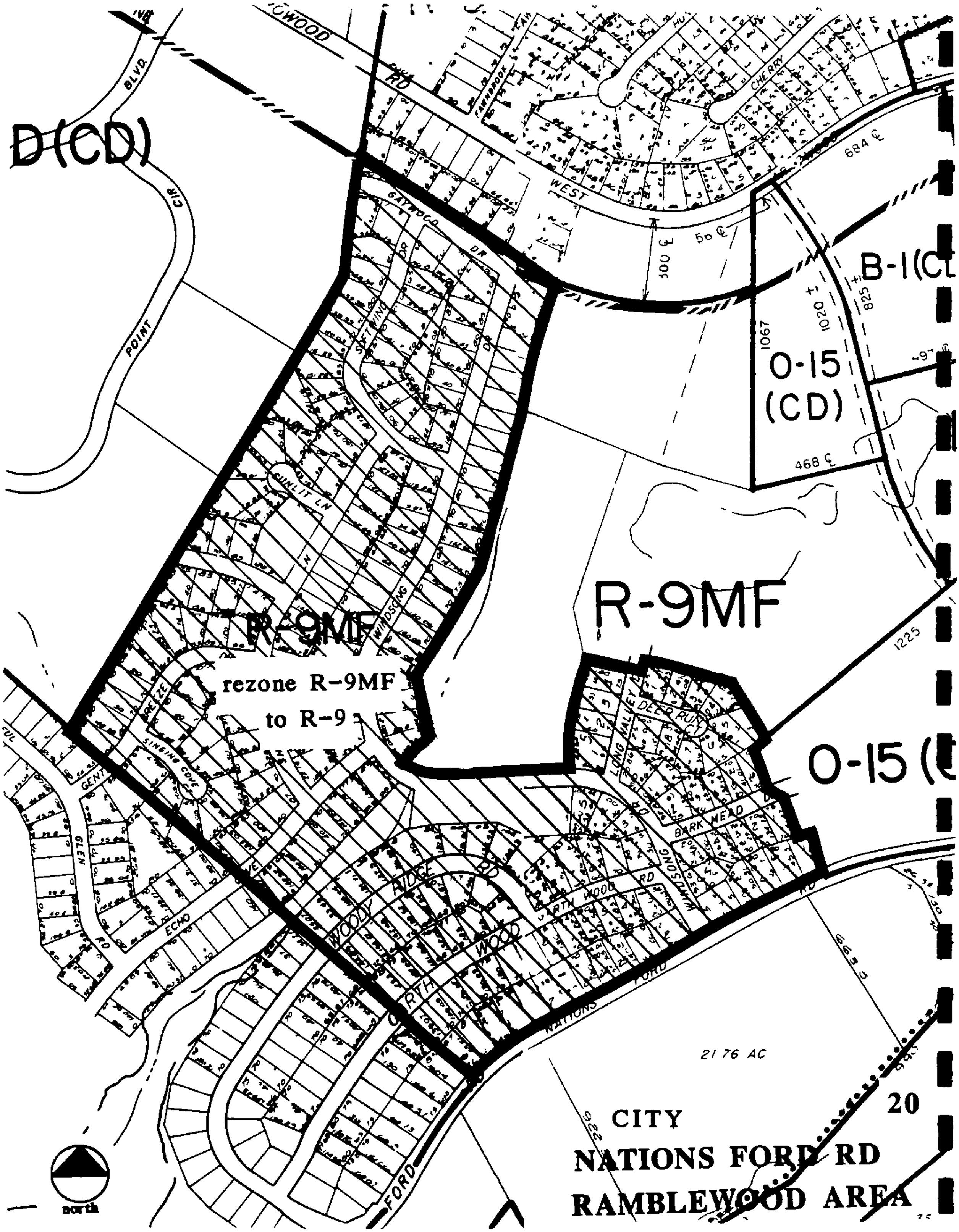
STEELEBERRY ACRES AND EAGLE LAKE

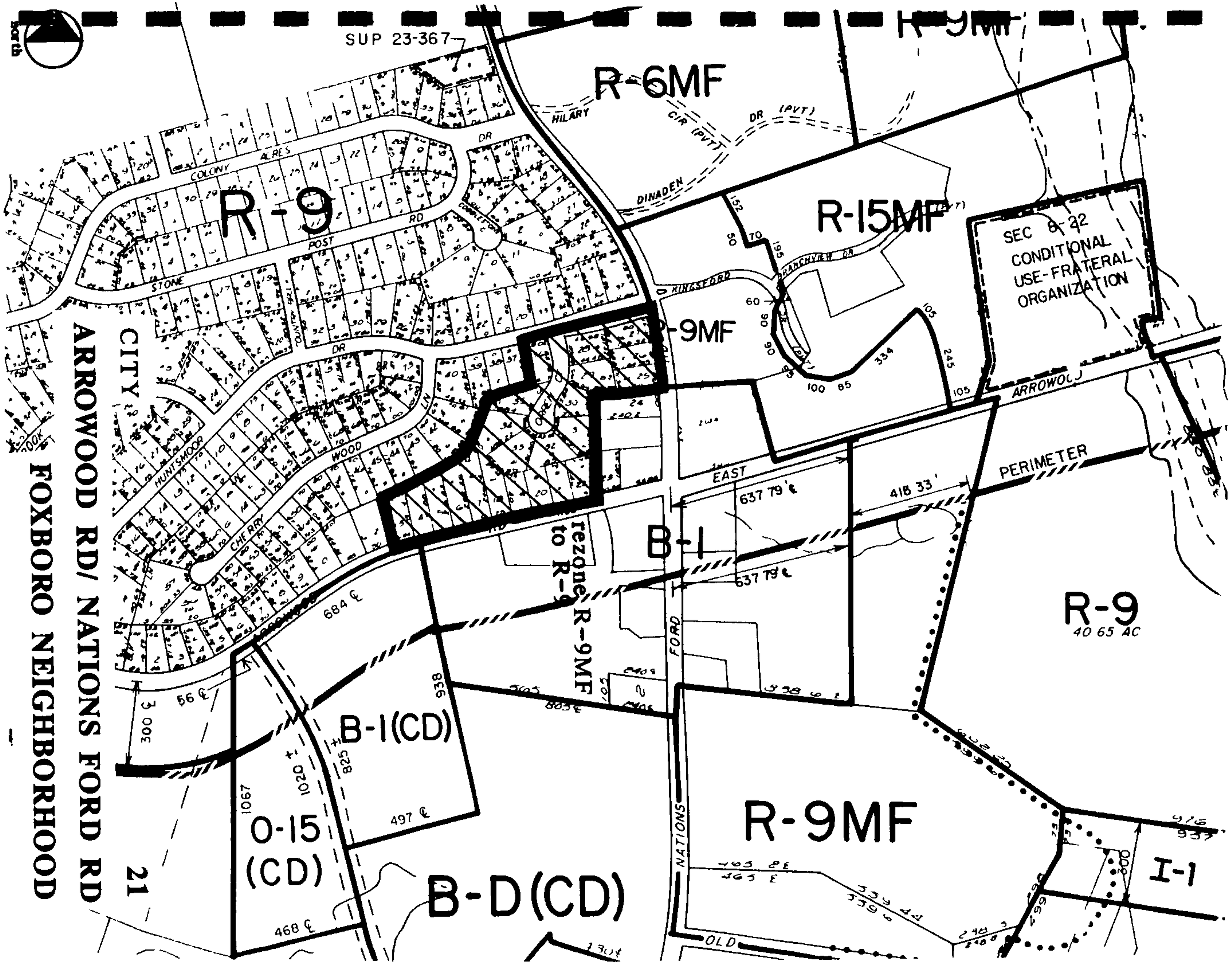

HAMILTON
RD
STEELE
CREEK
RD
LAWRENCE RD # 1370
S J
RU
RU
rezone
RU to R-15
27 6 AC
BLANKENSHIP
COUNTY
S.J.LAWRENCE RD
north

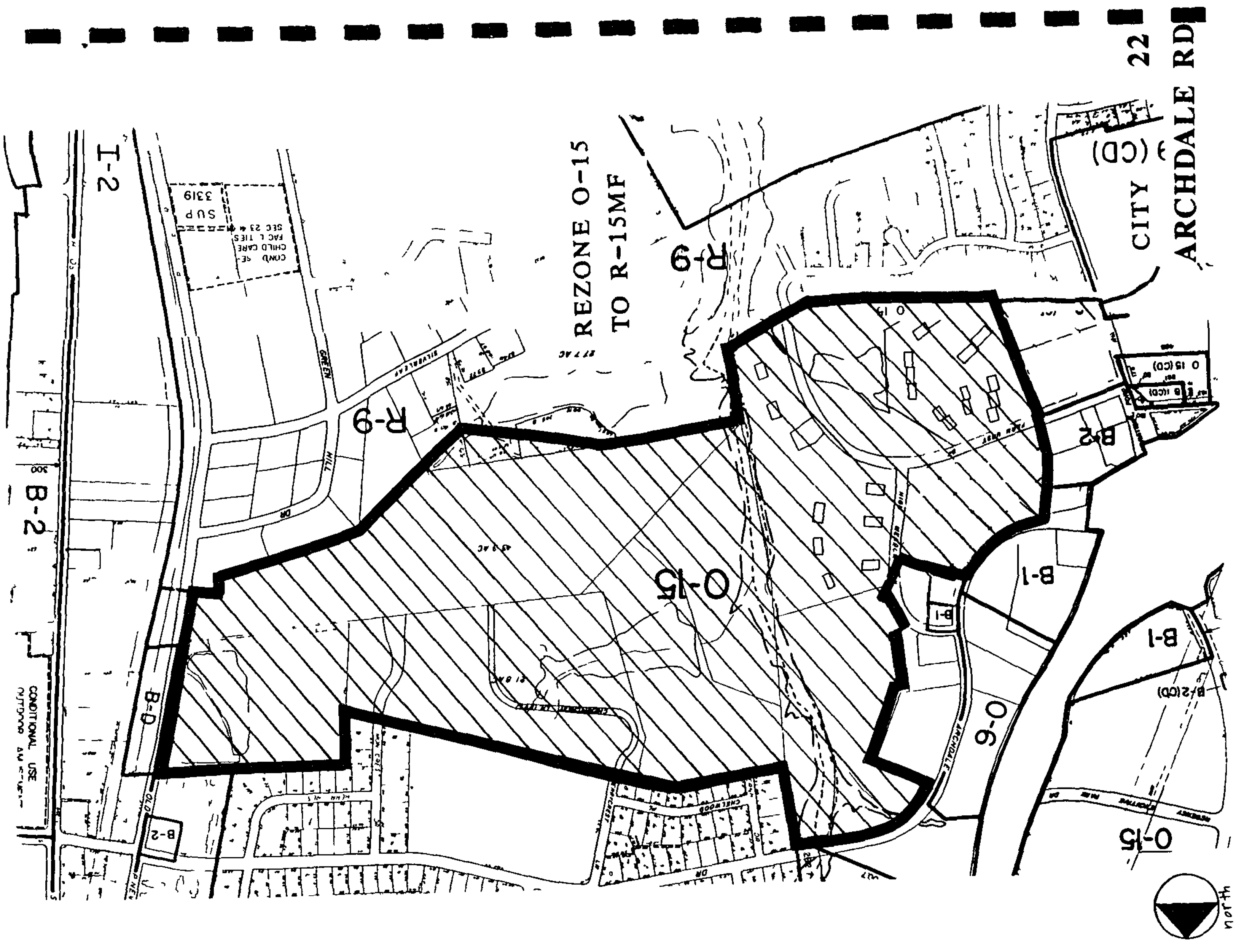


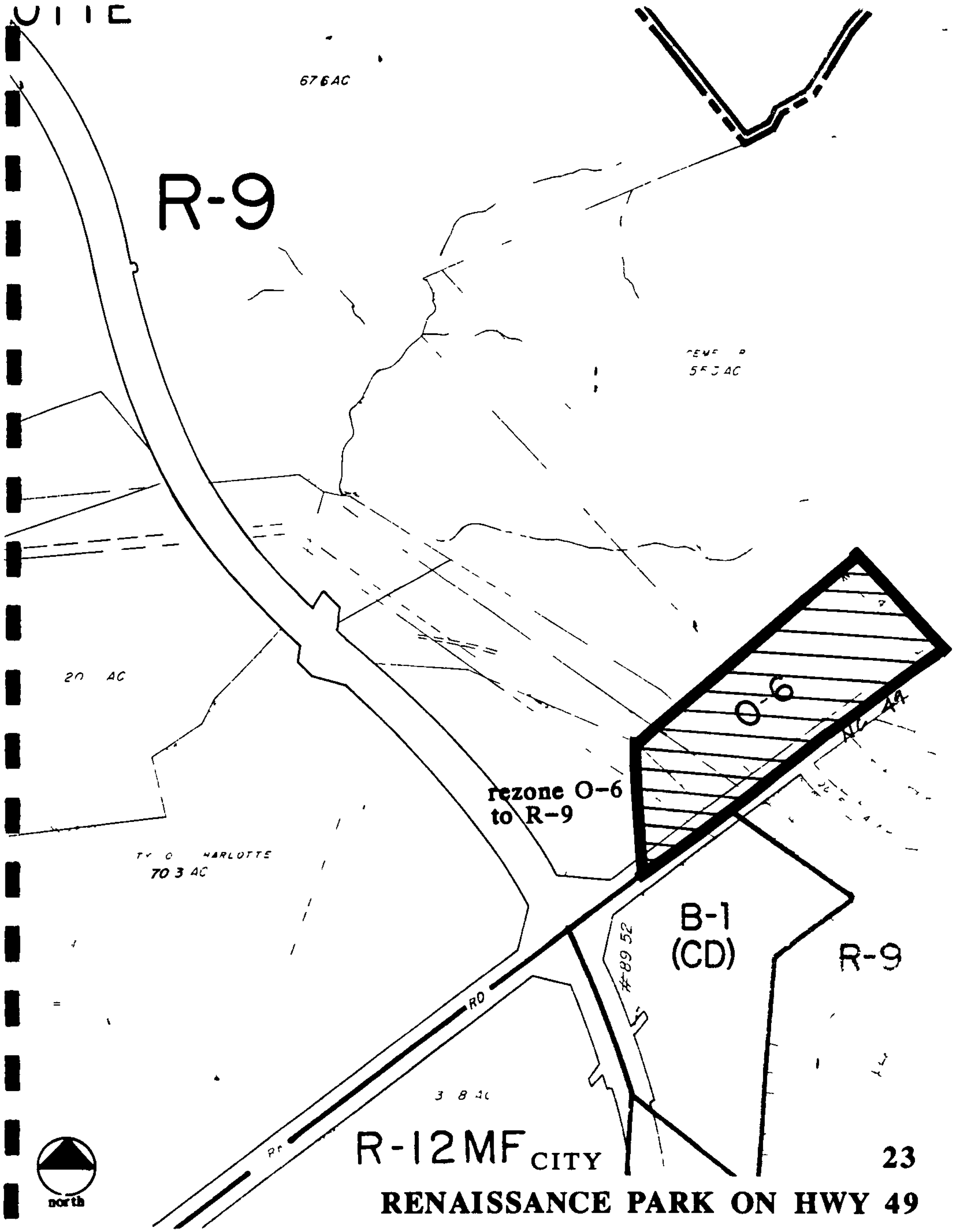
19

COUNTY
HAMILTON RD

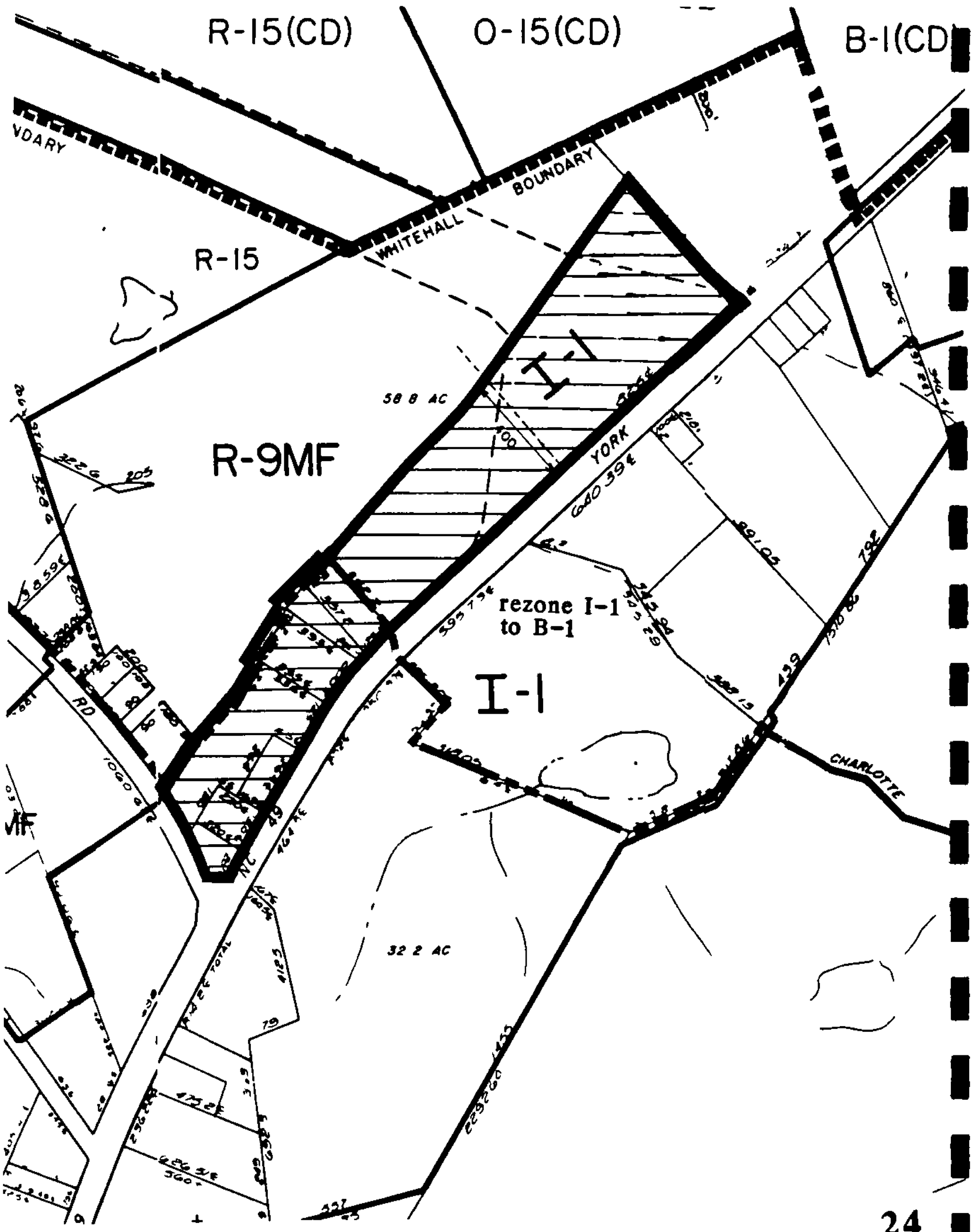

D(CD)
BLVD
CIR
POINT
WOOD
RD
FAIRBROOK
WEST
CHERRY
684 ℄
GAYWOOD
DR
300 ℄
50 ℄
B-1(CD)
1067
1020
825
O-15
(CD)
468 ℄
SUNLIT LN
R-9MF
WINDSONG
R-9MF
1225
rezone R-9MF
to R-9
BREEZE
SINGING COVE
LONG VALLEY
DEER RUN CT
O-15 (CD)
BARK MEAD
GENT
GLEN
ECHO
RD
WOODY RIDGE
WOOD
NORTH WOOD
WINDSONG
RD
NATIONS FORD
663
2176 AC
FORD
922
20
CITY
NATIONS FORD RD
RAMBLEWOOD AREA
north


SUP 23-367
R-6MF
HILARY
CIR (PVT)
DR (PVT)
DINADEN
R-9
COLONY
ACRES
DR
POST
RD
STONE
COUNTRY HILL
R-15MF
KINGSFORD
BRANCHVIEW DR
SEC 8-22
CONDITIONAL
USE-FRATERAL
ORGANIZATION
R-9MF
DR
HUNTSMOOR
WOOD
LN
CHERRY
ARROWOOD
EAST
PERIMETER
B-1
rezone R-9MF to R-9
FORD
R-9
40 65 AC
B-1(CD)
O-15
(CD)
B-D(CD)
NATIONS
R-9MF
I-1
OLD
CITY
ARROWOOD RD/ NATIONS FORD RD
FOXBORO NEIGHBORHOOD
21


22
ARCHDALE RD
CITY
(CD)
REZONE O-15
TO R-15MF
R-9
O-15
B-2
B-1
O-6
B-1
B-2(CD)
O-15
R-9
B-2
B-1
O-15
I-2
B-2
B-0
B-2
CONDITIONAL USE
OUTDOOR AMUSEMENT
SUP
3319
CONDITIONAL USE
FACILITIES
SEC 23
CHILD CARE
GREEN
MILL
OLD
ARCHDALE
CHERWOOD
DR
300
North



RENAISSANCE PARK ON HWY 49

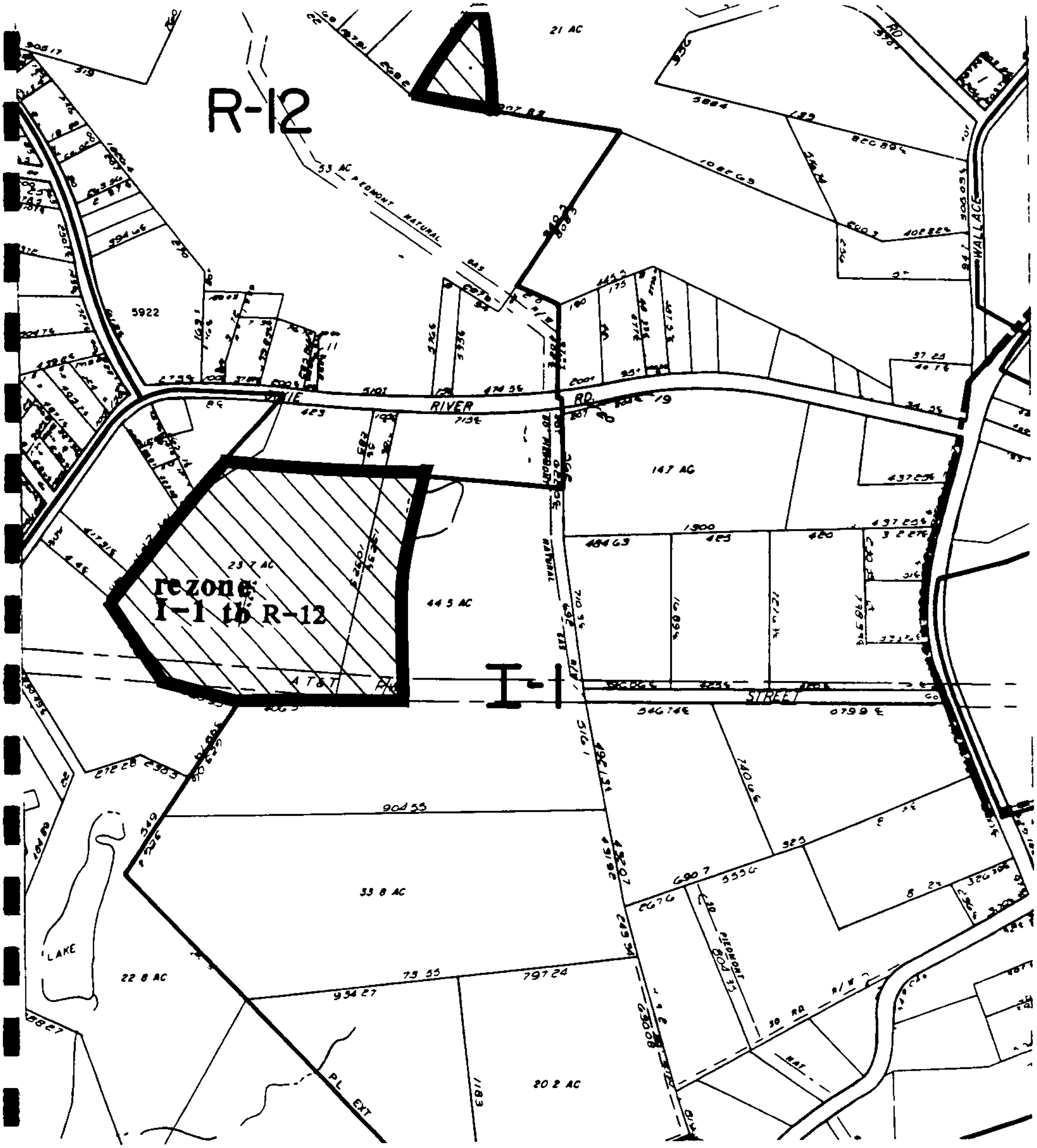


24

COUNTY

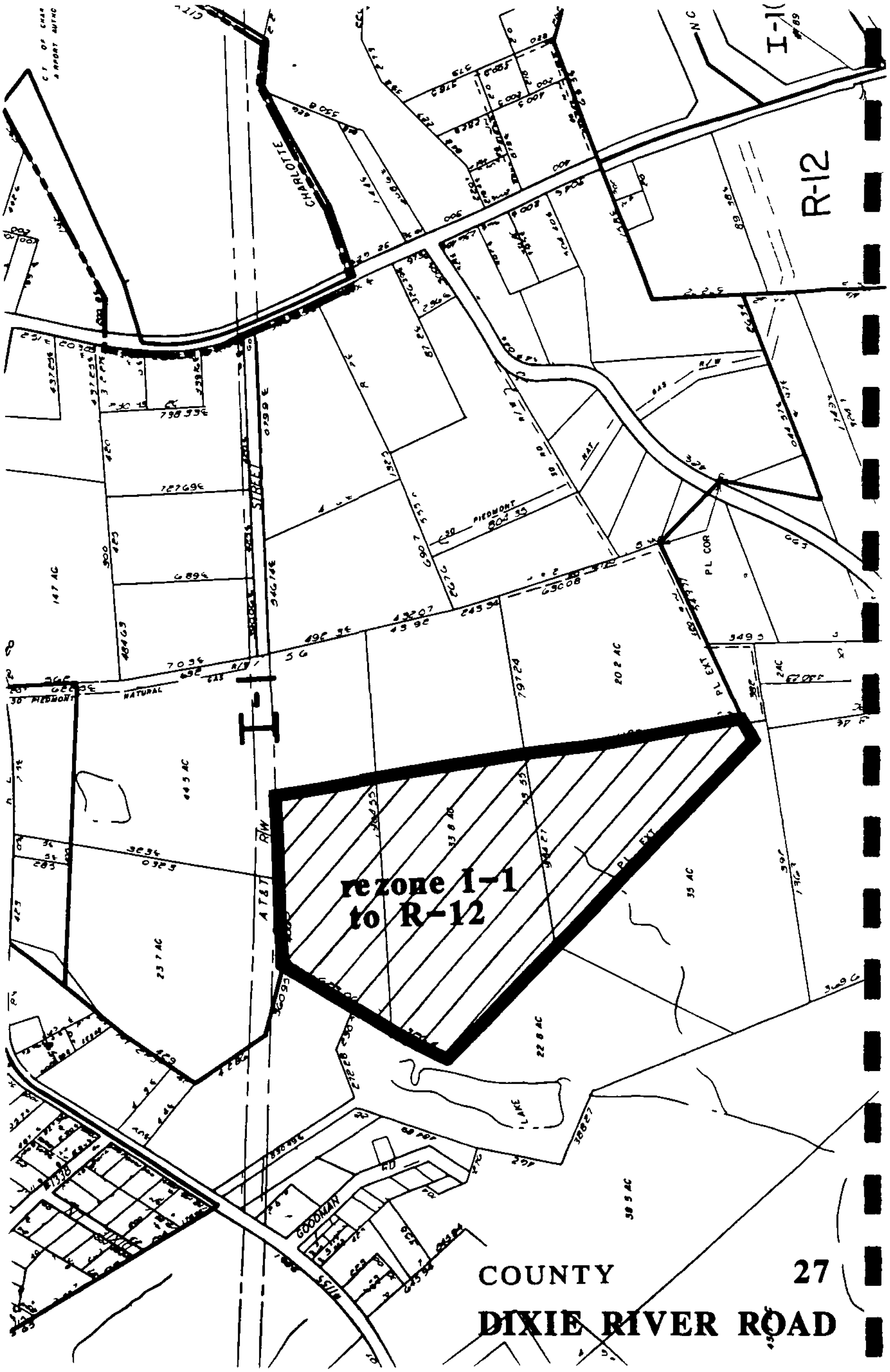
YORK RD NORTH OF SANDY PORTER

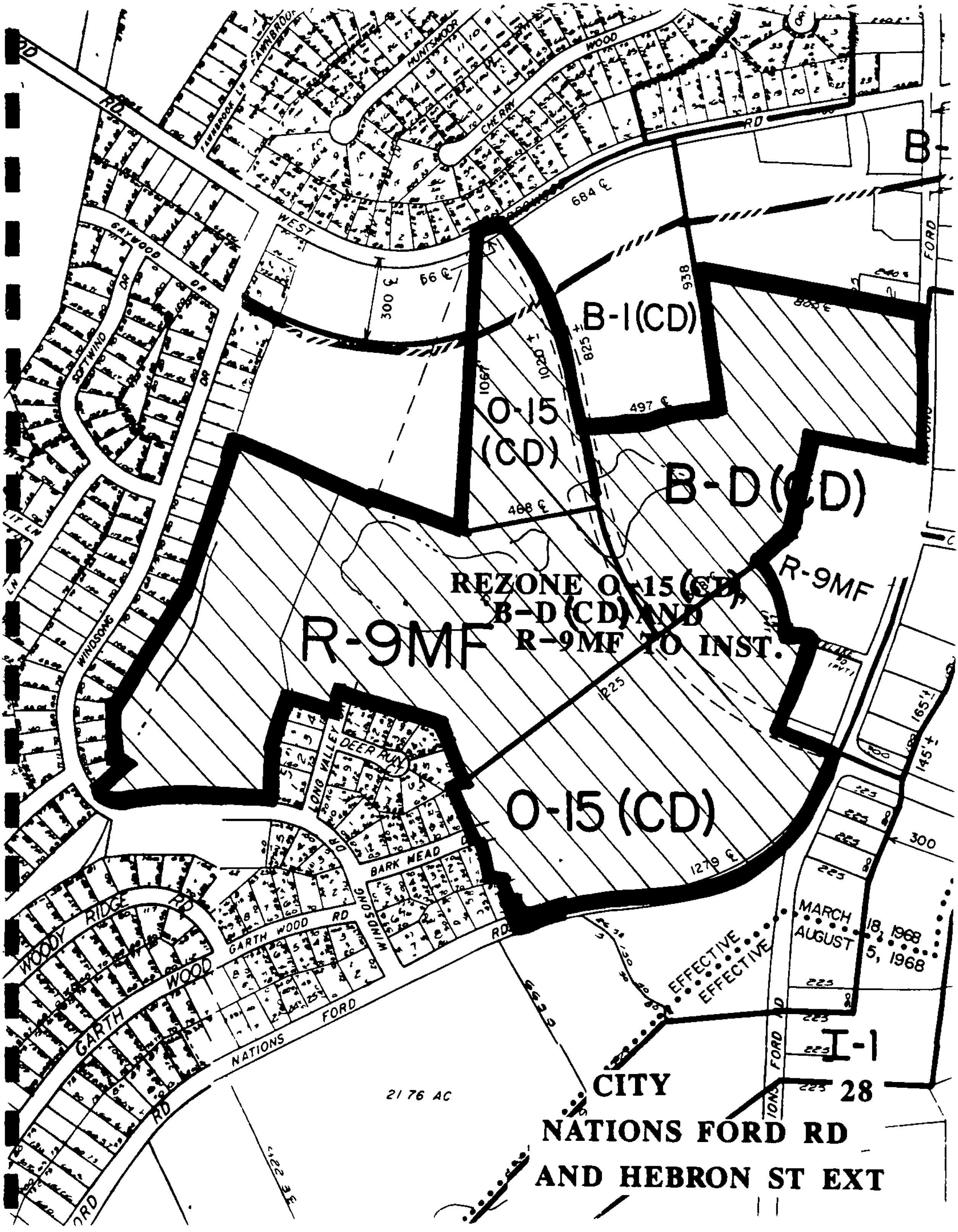
north

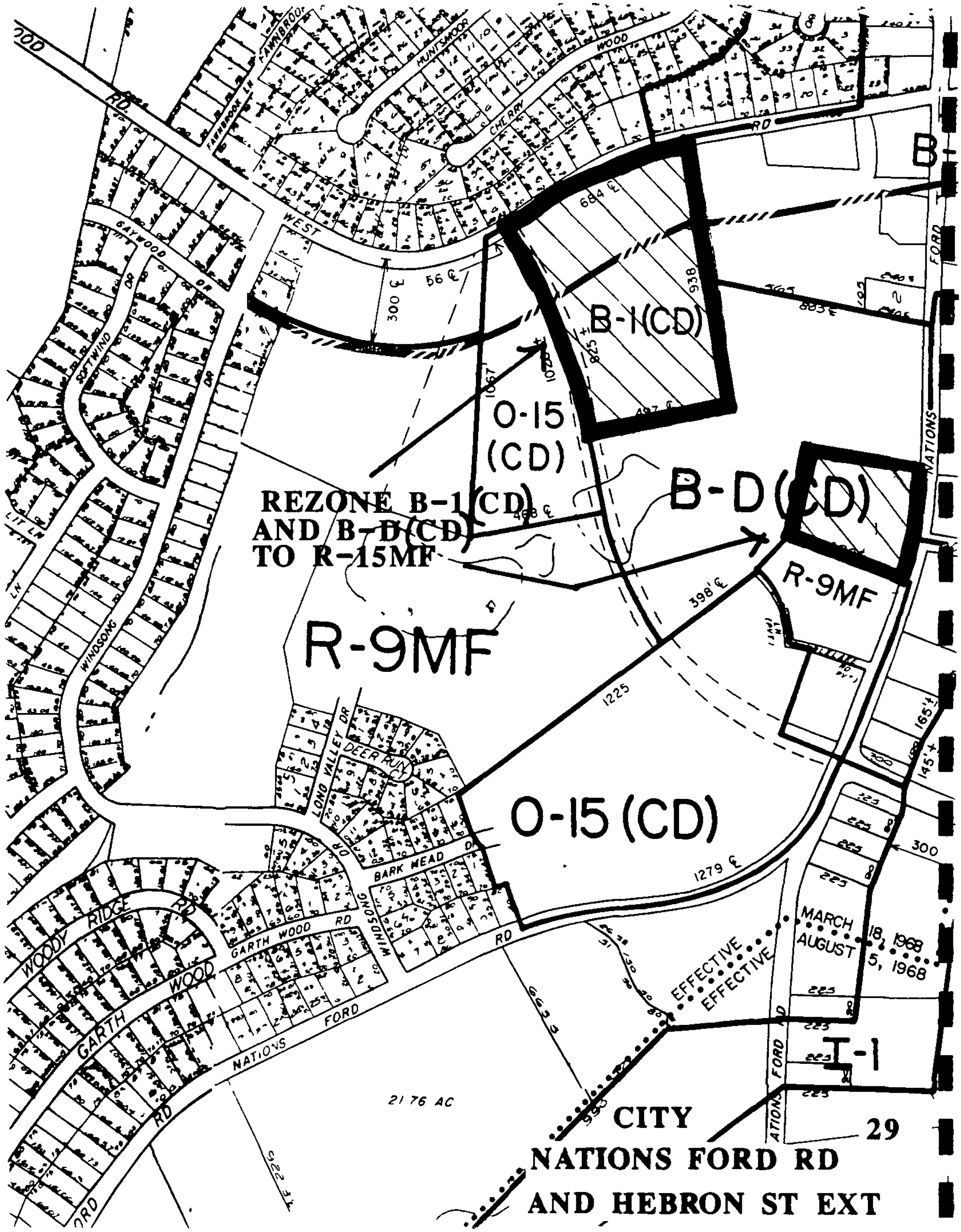


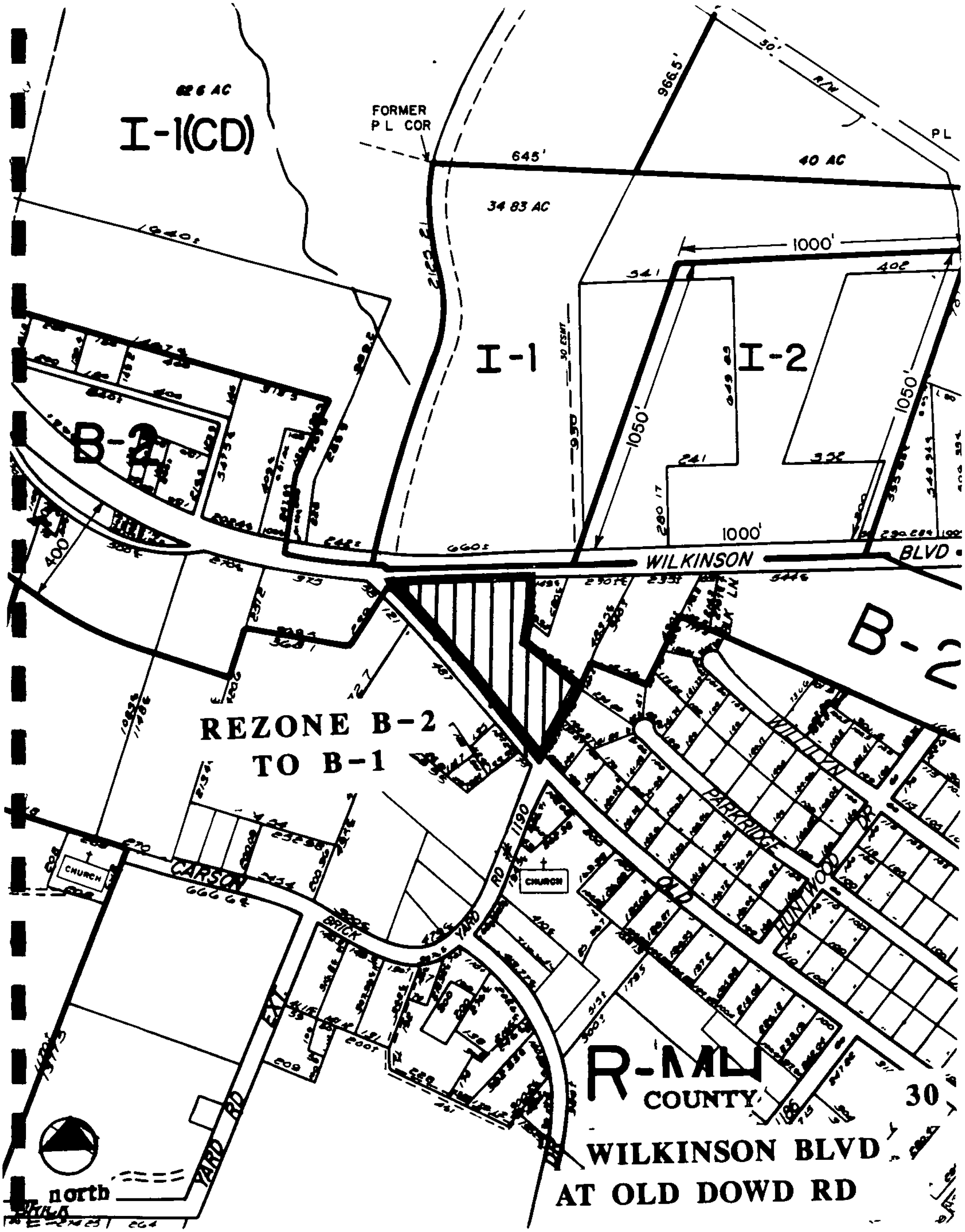
north

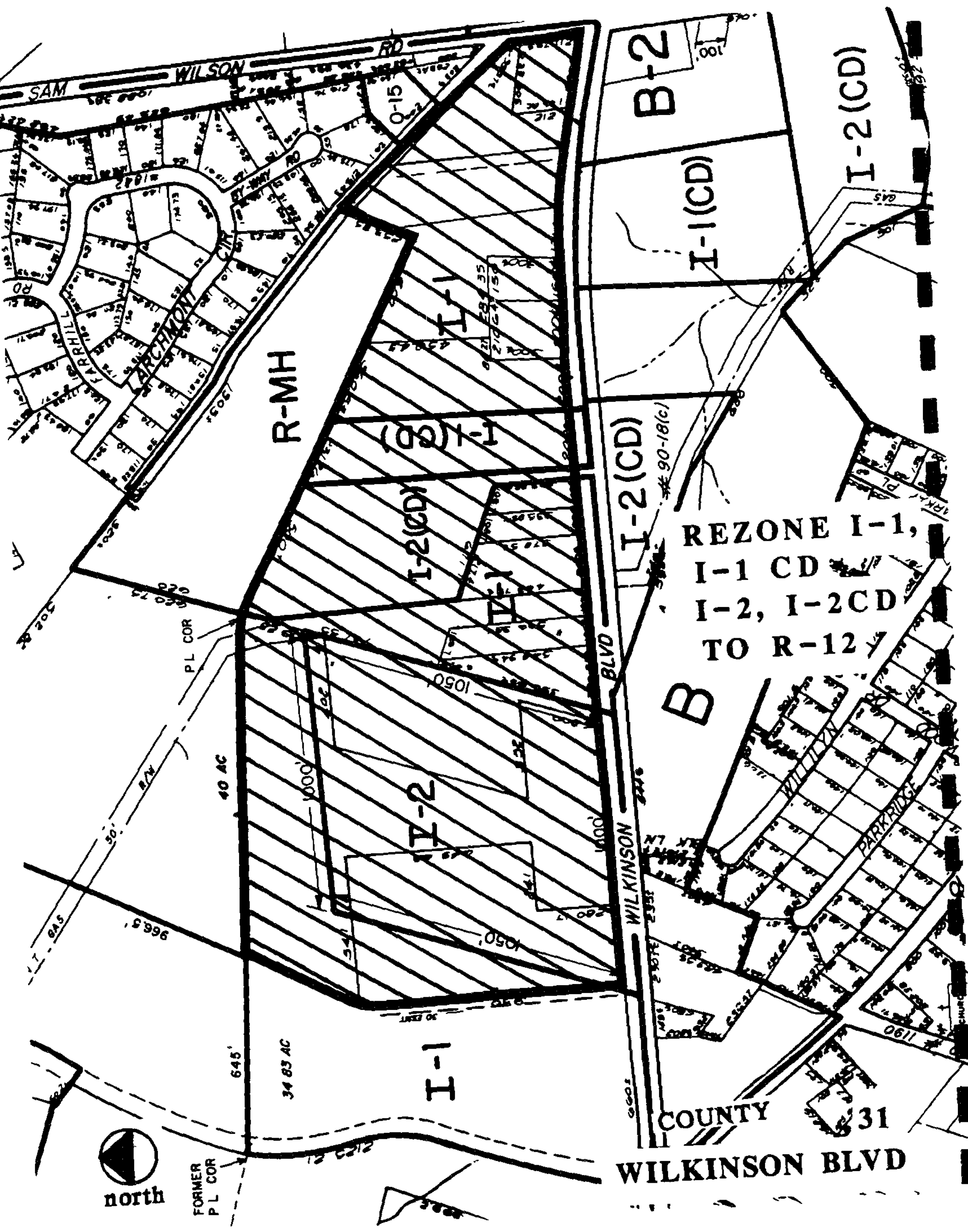
COUNTY 26
DIXIE RIVER RD

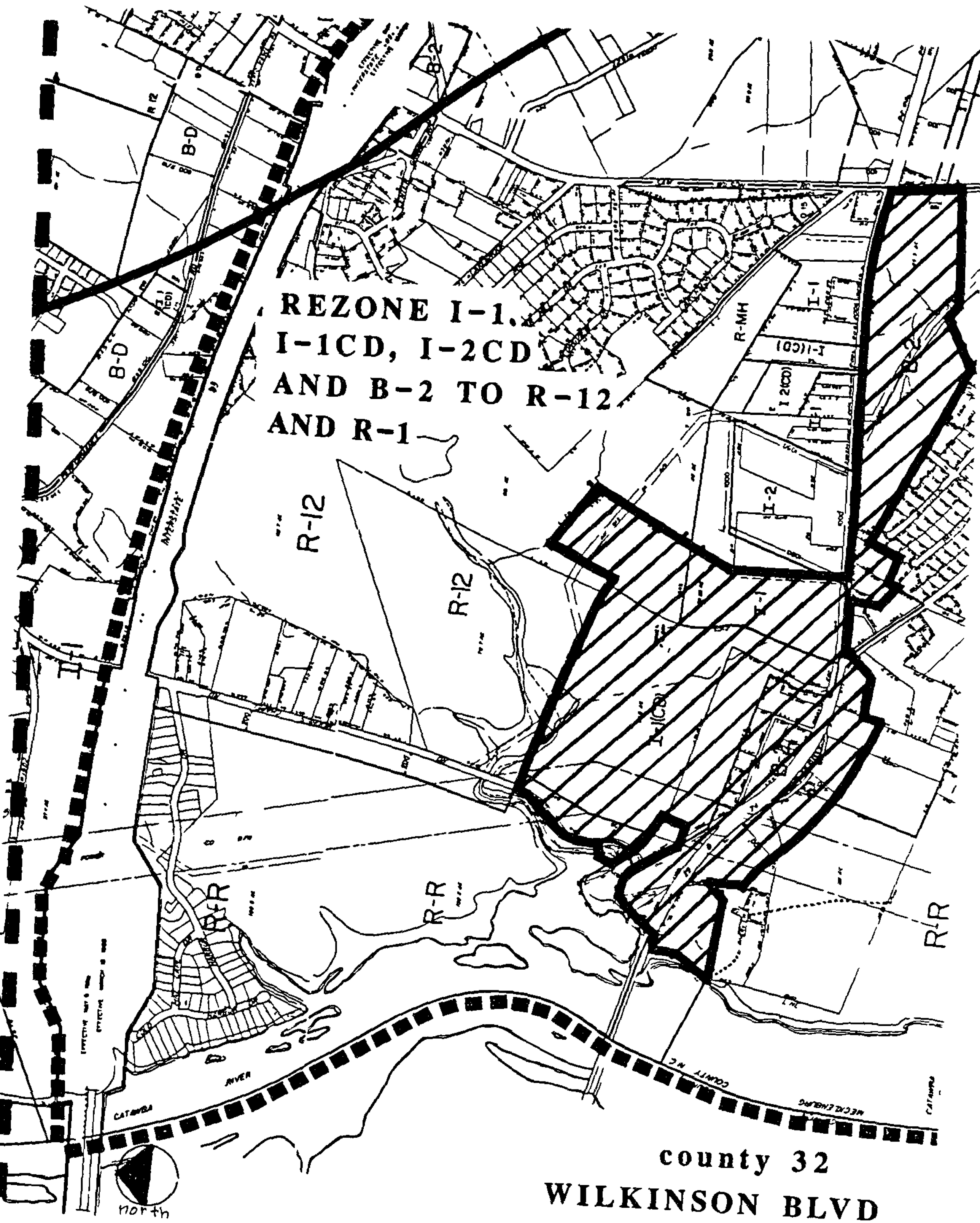

I-1
R-12
CHARLOTTE
STREET
PIEDMONT
NATURAL
A T & T
R/W
PL EXT
PL COR
LAKE
GOODMAN
rezone I-1
to R-12
COUNTY
27
DIXIE RIVER ROAD
north


REZONE O-15 (CD), B-D (CD) AND R-9MF TO INST.
CITY
NATIONS FORD RD
AND HEBRON ST EXT
B-1(CD)
O-15 (CD)
B-D(CD)
R-9MF
O-15 (CD)
I-1
28
EFFECTIVE MARCH 18, 1968
EFFECTIVE AUGUST 5, 1968
WEST
CHERRY WOOD RD
HUNTSMOOR
FAWNBROOK LN
GAYWOOD DR
SOFTWIND DR
WINDSONG
LONG VALLEY
DEER RUN
BARK MEAD
GARTH WOOD RD
WOODY RIDGE RD
NATIONS FORD RD
FORD RD
684 ℄
938
497 ℄
1279 ℄
21 76 AC

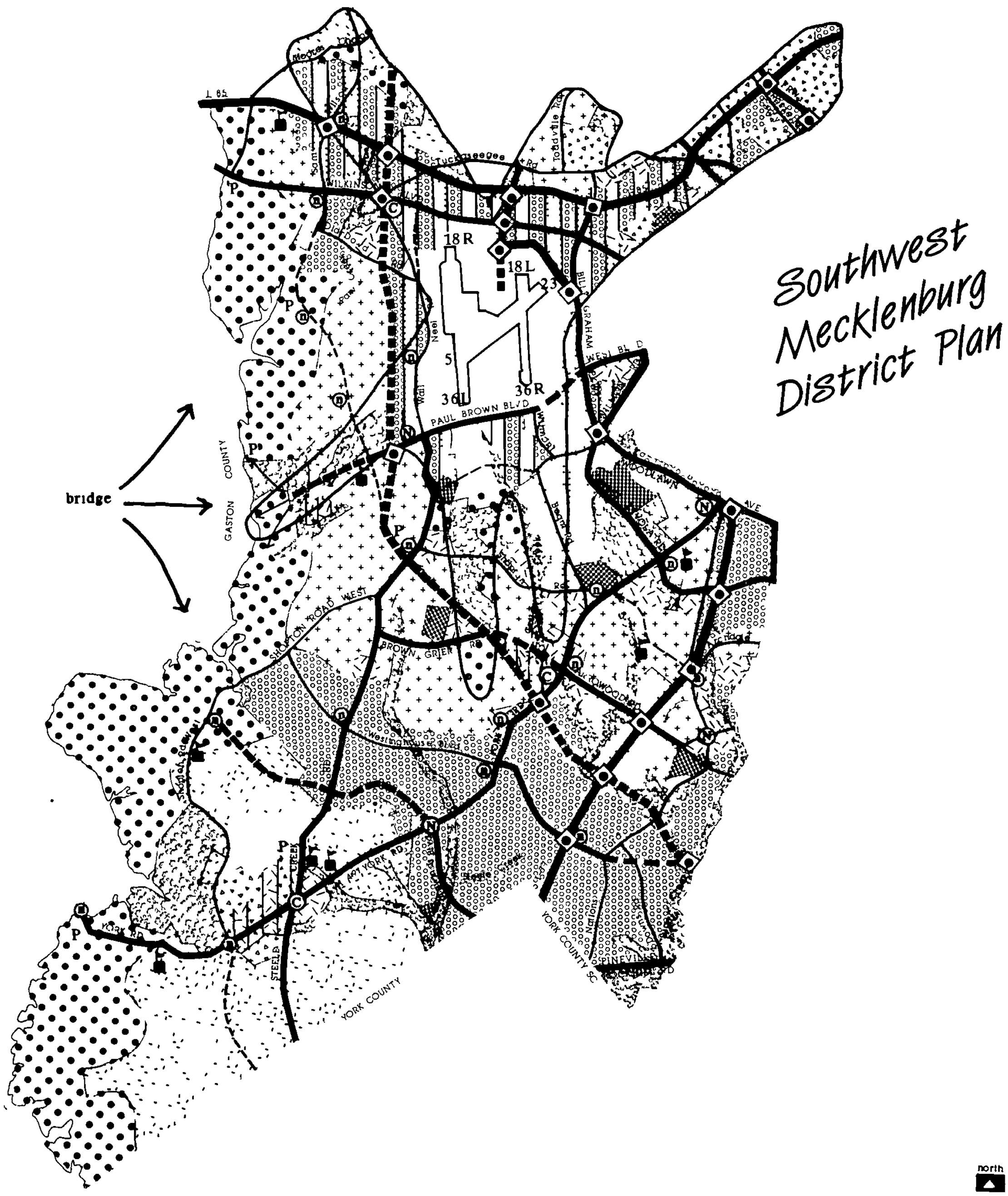

REZONE B-1(CD)
AND B-D(CD)
TO R-15MF
B-1(CD)
O-15
(CD)
B-D(CD)
R-9MF
R-9MF
O-15 (CD)
B
I-1
EFFECTIVE
EFFECTIVE
MARCH 18, 1968
AUGUST 5, 1968
WEST
WOOD
RD
CHERRY
HUNTSMOOR
FAWNBROOK
GAYWOOD
SOFTWIND
WINDSONG
LONG VALLEY DR
DEER RUN CT
BARK MEAD
GARTH WOOD RD
WOODY RIDGE
GARTH WOOD
NATIONS FORD
FORD
NATIONS
21 76 AC
CITY
NATIONS FORD RD
AND HEBRON ST EXT
29


I-1(CD)
FORMER
P L COR
645'
40 AC
34 83 AC
I-1
I-2
B-2
1000'
1050'
WILKINSON
BLVD
B-2
REZONE B-2
TO B-1
CARSON
CHURCH
CHURCH
PARKRIDGE
HUNTWOOD
OLD
YARD RD
BRICK
R-MH
COUNTY
30
WILKINSON BLVD
AT OLD DOWD RD
north


REZONE I-1,
I-1 CD
I-2, I-2CD
TO R-12
SAM WILSON RD
R-MH
(CD) I-1
I-2(CD)
I-2(CD)
I-1(CD)
I-2(CD)
B-2
B
I-1
I-2
I-1
WILKINSON BLVD
COUNTY
WILKINSON BLVD
north
40 AC
34.83 AC
645'
PL COR
FORMER PL COR
90-18(c)
ARCHMONT CIR
FAIRHILL RD
PARKRIDGE


REZONE I-1,
I-1CD, I-2CD
AND B-2 TO R-12
AND R-1
B-D
B-D
B-2
R-12
R-12
R-MH
I-1
I-1(CD)
I-2(CD)
I-2
I-1
I-1
I-1(CD)
B-R
R-R
R-R
RIVER
CATAWBA
COUNTY N.C.
MECKLENBURG
north
county 32
WILKINSON BLVD

●Proposed Land Use and Transportation Plan●



TRANSPORTATION

- outer belt
- existing major thoroughfare
- existing minor thoroughfare
- proposed major thoroughfare
- proposed minor thoroughfares
- interchange opportunities
- 65 Ldn noise contours 1994

AND USE

Striped areas on this map reflect a potential for a mix of uses.

- single family (under 1 du/acre)
- single family (1 2 du/acre)
- single family (1 3 du/acre)
- single family (1 4 du/acre)
- single family (4 6 du/acre)
- multi family
- office
- commercial
- industrial
- institutional
- parks and greenways
- P proposed parks
- vicinity of proposed schools

COMMERCIAL CENTERS

- (R) regional mixed use center
- (C) community mixed use center
- (N) neighborhood mixed use center
- (n) neighborhood convenience

Because of the scale of this map, boundaries for various land uses are not precise. Land use decisions should not be predicated upon this map.

A larger scale map is available at the Planning Commission office.

note: Precise locations of areas to be designated for 4 d.u.a. will be determined through a public process following adoption of the plan.

April 1991

Convention Development Department

Overview:

A number of significant changes in the operation of the convention department will be made in fiscal year 1992. The sales effort will be segmented into two divisions: Convention Center Sales and Conference Sales. To facilitate sales of the new center and be fiscally accountable for these efforts, the Convention Center Sales Division will concentrate solely on large groups that require exhibit space in the new Convention Center. The Conference Sales Division will focus on markets such as small association, national corporate, minority, religious, sports and film.

Fiscal year 1992 objectives of the convention development department include booking 150,000 hotel and motel room nights and increasing national awareness of Charlotte as a meetings destination, a sports center, and as an ideal on-location site for film and video productions.

Strategies include frequent sales trips to key cities, targeted direct mail programs, exhibiting at additional trade shows, and automating the sales effort to provide for a more efficient operation.

CONVENTION CENTER
Joint Sales and Marketing Efforts

Introduction

The Charlotte Convention and Visitors Bureau and the Charlotte Convention Center have jointly marketed Charlotte and the existing convention center since July 1984. With a new, larger more flexible convention center, the two organizations have agreed to expand these joint marketing efforts even further. The mutual direct sales effort will be supported by increased joint marketing and advertising efforts.

In a very few cities, the job of marketing the convention center is assigned exclusively to either the Convention & Visitors Bureau or the Convention Center. In most cities, however, the centers are cooperatively promoted by both organizations.

There are several reasons why this arrangement serves a city best:

Division of Duties - Convention centers are usually better prepared to sell to trade show planners and public consumer show promoters. Convention bureaus usually concentrate their efforts on large, city-wide association conventions. We propose a similar arrangement for Charlotte.

Business Relationships - The Convention Center sales staff's relationship with the Bureau is much like the relationship between the Bureau and convention hotels. The Bureau is responsible for marketing the entire city product whereas the Convention Center staff concentrates mostly on the facility. This allows each organization to put emphasis on what it does best.

Accommodate Planners' Needs - Once a convention or trade show planner is sold on a city, he or she continues to work with the Bureau. However, they begin to work more closely with the hotels and meeting facilities on specific requirements, prices, etc. These negotiations must be conducted with representatives of the hotels and convention center.

Chain of Command - With each organization having specific marketing responsibilities, it avoids confusion as to who has authority over convention center space, services, etc. In many cities where joint marketing efforts are not in place or responsibilities are not clearly defined, disagreement often arises between the Bureau and convention center management. This confuses or alienates planners.

Joint Sales and Marketing Objectives

The primary objective of the Convention Center's joint sales and marketing effort is to ensure the greatest economic impact on the community.

This economic benefit will come from targeting and booking groups and organizations that will provide maximum room night occupancy, insure productive use of the convention center facility and stimulate the related impact throughout the hospitality service industries.

The key criteria in this process will be to balance room night occupancy with effective use of the convention center facility. To this end, convention center booking guidelines have been established that prioritize room and exhibit space usage related to peak and non-peak seasons. The primary target market for the new convention center will be national, international conventions and trade shows which utilize 700 plus peak room nights and 85,000 gross square feet of exhibit space. These bookings will be unrestricted in all seasons. Time restricted bookings will be given to smaller conventions, trade shows and public shows which will allow for multiple bookings and simultaneous events in the center. Convention center occupancy will be maximized by booking smaller shows and events around the larger conventions and trade shows.

Booking Guidelines for the New Convention Center follow.

New Convention Center Booking Guidelines

Peak Seasons: Mid-January thru May; August thru mid-November
Off Peak: June-July, last two weeks in November thru mid-January

Holiday Period: Easter, Fourth of July, Labor Day, Thanksgiving, and Christmas week

1st Priority

- o Large national, international conventions, and trade shows that ulitize 700+ rooms and 85,000 gross square feet
- o unrestricted (they take precedence over everything) in all seasons

2nd Priority

- o Mid-size
- o 350 - 699 rooms and 85,000 gross square feet

peak	3 years out
off season	3 years out

3rd Priority

a. Small to mid-size convention/trade shows using 200 - 350 rooms and 40,000 gross square feet

peak	18 months out
off season	2 years out

b. Public shows using less than 200 rooms and 170,000 square feet

peak	2 years out
off season	2 years out

4th Priority

Public shows using less than 170,000 square feet

all seasons 6 months out

Joint Sales and Marketing Strategies

The primary strategy to achieve the goal of maximum economic benefit will be to conduct a joint sales and marketing effort involving the CCVB and the convention center.

Each organization will develop a "top 500" target list of convention and trade show prospects. These prospects will be selected based on criteria which increases the probability that they may meet in Charlotte or a similar destination.

Additional sales managers and support staff will be needed to generate and work the large number of leads necessary to fill the convention center. Direct sales activities will be increased in the key association cities of Washington, D.C., Chicago and New York. Additional trade shows and industry meetings will be attended by both CCVB and Convention Center sales staffs. Also, a number of promotional events will be co-sponsored by the two organizations.

Undergirding the direct sales efforts will be a joint marketing and promotional program implemented by the CCVB and Convention Center.

II. Sales Strategies

A. Sales and Support Personnel

5 NEW Folic VB

- Expand convention development sales force to 8 and dedicate 4 sales people to the convention center effort. Other than the religious market, no specific market segments will be assigned in the conventon center division.
- Dedicate one and 1/2 sales assistants to the convention center division
- Add a Public Relations Manager to secure publicity for Charlotte and the new center.

B. Implement monthly sales trips to major target cities where the majority of associations are headquartered.

- Washington, DC
- Chicago
- New York

C. Attend major trade shows and industry meetings: American Society of Associaton Executives (ASAE), Greater Washington Society of Association Executives (GWSAE), Professional Convention Management Association (PCMA), DESTINATION SHOWCASE, MEETING WORLD, National Associaton of Exhibition Managers (NAEM), and Religious Conference of Managers Association (RCMA).

D. Co-sponsor promotional events with the Convention Center.

1. Reception/luncheon for association executives promoting the new building:

City	No. of events
Chicago	2
New York	1
Washington, D.C.	3

These will be preceeded by a sales blitz.

2. Groundbreaking Ceremonies/Familiarization Trip.

Tentatively set for March 19-21, 1992, the groundbreaking ceremonies will include a large familiarization trip designed to showcase Charlotte and the new convention center to 200 meeting planners.

E. Develop joint marketing and advertising campaign with the convention center.

F. Develop an incentive program for sales personnel.

G. Develop a community awareness campaign to encourage local members of clubs and organizations to invite their national affiliates to bring their conventions to Charlotte.

III. Convention Services Division

Recognizing the importance that a successful meeting experience plays in rebookings as well as word-of-mouth advertising, the services division will continue to provide top quality assistance with housing, registration, and related services to groups meeting in Charlotte.

Strategies for continued success in this division are:

- Implement the recently organized Charlotte Ambassadors Volunteer Program.
- Promote the Charlotte area via a Charlotte orientation slide show that this division recently developed.
- Distribute promotional literature to groups both prior to and during their conventions.
- Promote attendance to citywide conventions by exhibiting at the prior year's convention.
- Continue to gain knowledge and develop new programs for the services area by attending Association for Convention Operation Management (ACOM), an educational meeting designed for services managers.

MARKETING TACTICS - CCVB

A. Advertising - Convention Markets

1. Creative execution: Develop full page four color ads with attached business reply cards.

2. Media placement:
   Successful Meetings magazine
   - o August '91 - ASAE issue
   - o March '92 - ASAE, Carolinas issue
   - o April '92 - Southeast Directory
   - o May '92 - Trade Show Report

   Meetings and Conventions magazine
   - o March '92 - ASAE issue
   - o June '92 - NAEM issue

3. Merchandising programs in addition to advertising. Trade publications will make available to CCVB their subscriber database information which includes association and corporate prospect leads. These leads will be custom sorted to CCVB specifications. Also, telemarketing services will be made available to the CCVB sales staff.

4. Total circulation - 480,000
   - o Corporate redemption estimate - 960 (.25%)
   - o Corporate qualified leads - 96 (10%)
   - o Association redemption estimate - 240 (.25%)
   - o Association qualified leads - 24 (10%)
   - o Total qualified leads - 120

B. Advertising - Association Markets

1. Full page four color ads with business reply cards throughout except where noted.

2. GWSAE Executive Update
   - o August '91 - ASAE issue
   - o December '91 - ASAE issue
   - o January '92 - Directory
   - o May '92 - Springtime in the Park issue
   - o Merchandising programs - membership mailings

3. RCMA
   - o January '92
   - o March '92
   - o June '92

4. Directories/Magazines - full page B/W ads
   - o NYSAE
     October '91, February '92
   - o CSAE
     January '92, March '92
   - o RCMA Highlights - January '92
   - o RCMA Directory - January '92

5. Association Meeting Magazine
   - o March '92
   - o April '92
   - o June '92

6. ASAE Convention Daily
   - o August '91, March '92
   - o full page 1 color insert

7. Total circulation - 71,000
   - o Total redemption estimate - 178 (.25%)
   - o Total qualified leads - 35 (20%)

C. **Ad Production**

Charlotte Convention Center ads and inserts have been produced in 1991 to introduce the new Charlotte Convention Center and promote Charlotte as a destination. New Convention Center/Charlotte destination creative production will be made available in spring 1992.

- o Convention Center Ad '91
- o ASAE inserts '91/'92
- o Association ads '91
- o Directory ads '91
- o Convention Center Ad '92 - includes concept, design, copy, film and duplication

D. **Direct Marketing Prospects**

1. Trade Association Prospects - 5,000 master list
   ASAE, IACVB, GWSAE, NYSAE, CSAE, RCMA, IACVB, Meeting World, Association Ency., NCACVB, CCVB "Top 500" Files, Media databanks

2. Trade show/Consumer show prospects - 1,000 master list
   Convention Center files, PCMA, NAEM, media databanks

3. Pre-show prospect, pre-event mailers - 8,500 total

Meeting World (500)	RCMA (500)
ASAE Aug. & March (1,000)	Washington Blitz (500)
Halloween FAM (100)	Chicago blitz (500)
NAEM Nov. & May (1,000)	New York blitz (500)
CSAE (500)	GWSAE (500)
IACVB (500)	
Convention Center Groundbreaking (2,000)	

E. **Direct Mail Campaigns**

1. Convention Center brochure mailing - November 1991

2,000	Trade Association Prospects
1,000	Trade Show/Consumer show prospects
2,000	CCVB, Authority and industry use
5,000	Total quantity

2. Pre-show and event mailings - various dates '91/'92
   #10,000 four color mailing
   jacket and envelope
   8,500 inserts, 14 runs
   custom 2 color piece

3. Convention Center Groundbreaking Celebration
   - March '92 Celebration and Spring FAM Expo
   - Invitation and reply cards

4. Convention Center follow-up mailings
   - March '92
   - May '92
   - 3,000 target audience per mailing

5. Convention Center Newsletters
   - January, April '92
   - 2,500 quantity

6. NCACVB direct marketing campaign
   - February '92
   - Washington, D.C. sales blitz piece

7. Total distribution three primary mailings - 11,000
   Total redemption estimate - 440 (4%)
   Total qualified leads - 88 (20%)

F. <u>Collateral</u>

1. Convention Center brochure
   - November '91
   - Charlotte/Convention Center information - floor plans, renderings, area maps, etc.

2. CCVB sales materials
   - Charlotte image brochures, Convention service brochures, Convention shell brochures, Convention and Trade Show calendars

3. Meeting Planner's Guide '91/'92
   - August '91, 10,000 quantity
   - Primary sales and marketing response piece

4. Newsletters
   - January, April '92

G. <u>Support Materials</u>

1. Trade Show Exhibit
   - Convention Center model/Charlotte photography
   - July '92 completion

2. Sales Videotape Production
   - Destination Charlotte/Convention Center
   - 6 - 7 minutes, May '92 completion

3. Specialty Advertising
   - o Premiums, direct mail items, giveaways

I. **Research**

1. Industry Trends Report - secondary research analysis
2. Competing Convention Centers/Bureaus Report
3. CCVB/Kirkland Annual Industry Report

J. **Public Relations**

1. Destination Charlotte/Convention Center joint efforts
2. Newsletters, feature stories, booking updates, fact sheets, media kits, photography
3. Local Convention Center Communications Committee
   - o City of Charlotte, Convention Center, CCVB partnership

MARKETING TACTICS - CHARLOTTE CONVENTION CENTER

A. Advertising - Trade Show Markets

1. Tradeshow Week Newsweekly
   November - June
   Six 2 page ads
   Two inserts

2. Tradeshow Week Exhibit Hall Directory
   July '91

3. Tradeshow Week Data Book
   October '91

4. Tradeshow Week Services Directory
   December '91

5. NAEM Network - ink
   Four inserts
   November, January, March, May '92

6. Expo Magazine
   Three full page ads
   January, March, May '92

7. The Meetings Industry
   September '91

8. Convention South
   October '91

9. ASAE Convention Daily Inserts
   August '91, March '912

10. Directory Listings
    Successful Meetings, Meeting News, Association Management, Who's Who, Association Management, Convention Hall Directory, M & C Gavel, Convention South, Association Management

B. **Direct Marketing**

1. Convention Center brochure mailing
   - November '91
   - 5,000 quantity

2. Follow-up direct mail campaigns
   - January '92
   - April '92
   - June '92

C. **Collateral**

1. Convention Center/Authority Newsletter
   - o January '92
   - o April '92

2. Sales materials
   - o Convention Center shell brochures, sales jackets, specification sheets, rules/regulations, capacity and price sheets, fact sheets

D. **Sales Support Materials**

1. Trade show exhibit
   - o Convention Center model 4' x 4'

2. Sales videotape

E. **Public Relations**

- o Ongoing industry outreach programs and local Charlotte communication

ATTACHMENT 1

TRANSPORTATION COMMITTEE
October 7, 1991
EXECUTIVE SUMMARY

The City Council Transportation Committee met at 12:00 noon, on October 7, 1991, in room 270 of the Charlotte-Mecklenburg Government Center, with Chairman Richard Vinroot presiding. Committee members Ann Hammond, Roy Matthews, and Tom Mangum, were in attendance. Committee member Stan Campbell was absent. Council member Dan Clodfelter was also in attendance.

Staff members present were: Bob Pressley, Terry Lathrop, Lynn Purnell, Bill Finger and David Hines-CDOT; Nancy Elliott-Budget & Evaluation; Pam Syfert, Julie Burch, and Doreen Szymanski-City Manager's Office.

Mary Clayton, Uptown Transportation Council, was also in attendance.

Funding the Transit Deficit

Discussion: Terry Lathrop presented three alternatives for Charlotte Transit to address the projected transit fund shortfall.

(1) Make cuts in CTS so that Transportation Fund balance and revenue cover costs through the end of FY 96. Service cuts would be 35 to 40 percent of FY 92 operation.

(2) Maintain CTS at the same level as FY 92 (current). Total shortfall through FY 96 is $15.2 million.

(3) Increase CTS by 5 percent per year in years FY 93 to FY 96. Total shortfall through FY 96 is $21.6 million.

If Charlotte Transit service is maintained at same level or increased, options for financing service include:

(1) Auto Tax: Transfer last $5 ($1.4 million annually) from General Fund.

(2) Sales Tax: Transfer 1/4 cent ($5.8 million annually) from General Fund.

(3) Property Tax: Increase by 2-1/4 cents ($5.2 million annually). Would require public referendum.

(4) Sales Tax: Transfer 1/4 cent ($5.7 million annually) from Municipal Debt Service Fund. Would deplete debt service fund balance by FY 97.

(5) New Revenue Sources: Implementation of rental car tax or parking space tax would require legislative approval.

The options were discussed. Selection of auto or sales tax transfer to the transit fund will require difficult choices in reducing programs presently in General Fund. Developers and parking operators oppose implementation of a parking space tax. The tax would have to be imposed county-wide. A similar attempt at the State level did not advance out of Senate committee. An example of this revenue source is the land transfer tax. The transit funding dilemma could require a combination of bus service reductions and new revenues such as an auto or sales tax transfer. Improving bus system efficiency sometimes conflicts with other city goals such as reduced commuting in single-occupant vehicles.

Is the current mix of transportation services provided by Charlotte Transit, STS, and Transportation Alternatives the best system for Charlotte-Mecklenburg? Are there opportunities for private employers to take a larger role in financing service delivery?

One way of providing public transportation funding would be setting aside a certain percent of road bond funds for transit capital funding or operations. There are concerns about funding operations from debt service. Many states have assumed a larger role in funding transit operations as Federal financial assistance had declined. There may be a need for an urban coalition in North Carolina to pursue increased State funding.

Action Taken: The Committee had no recommendations; however, additional information was requested from staff:

- Opportunities for reducing Charlotte Transit operating costs
- Percentage of annual operating expenses and percentage of annual ridership represented by express passengers
- Effect on operating deficit of eliminating express and non-productive routes
- Information on 1975 referendum for use of property tax for transit purposes
- Potential revenues from land transfer, parking or rental car taxes
- Possibility of increasing municipal service district tax to fund express service
- Possibility of including a transit set-aside in road bond program

The Committee scheduled another meeting to continue their discussion on October 28.

Meeting adjourned at 1:23 p.m.

FOLLOW-UP INFORMATION
FROM OCTOBER 7, 1991
CITY COUNCIL TRANSPORTATION COMMITTEE

1. Q. **WHAT WAS THE SPECIAL TAX REFERENDUM QUESTION OF APRIL 8, 1975?**

   A. "Shall the City of Charlotte be authorized to levy annually a property tax without restriction as to rate or amount for the purpose of providing funds for the operation and maintenance of the public bus and transportation system in the City of Charlotte?" (Charlotte Observer Legal Advertisement - April 17, 1975).

2. Q. **WHAT WERE THE REFERENDUM RESULTS?**

   A. There were 12,234 votes cast for the proposition and 19,201 votes were cast against the proposition. (Charlotte Observer Legal Advertisement - April 17, 1975).

3. Q. **WHAT HAPPENED TO THE PROPOSALS FOR A RENTAL CAR SURTAX AND A PARKING SPACE TAX IN THE LAST N.C. LEGISLATIVE SESSION?**

   A. The Legislative Study Committee on Public Transportation, chaired by House Speaker Daniel Blue, recommended that three new sources of revenue be considered to support public transportation. Those new sources of revenue were the parking space tax, motor vehicle tax, and rental car surtax. A bill passed the House which would have authorized counties that are the organizers of a regional transportation authority to levy a privilege tax up to 5% on gross receipts of short term leases for passenger vehicles and motorcycles. This bill was opposed in the Senate and a substitute bill was introduced authorizing a regional transportation authority to levy a vehicle registration tax not exceeding $5 per year. This bill, House Bill 80, did pass the Senate and was ratified by the House. The parking space tax was not proposed in the last legislative session. The parking associations began lobbying against this idea immediately. According to Ellis Hankins of the League of Municipalities, the State is interested in the rental car tax as a new State revenue. Mr. Hankins was not optimistic about municipalities receiving approval for either the parking space tax or the rental car tax.

4. Q. **HOW MANY JURISDICTIONS HAVE THE LAND TRANSFER TAX?**

A. Seven counties in eastern North Carolina have the Land Transfer Tax. No city in North Carolina has the Land Transfer Tax. In the last legislative session, several requests for the Land Transfer Tax were not approved. Ellis Hankins (N.C. League of Municipalities) believes this was because of strong opposition from the Realtors and Home Builders Associations.

5. Q. **WHAT ARE THE APPROVED USES OF THE LAND TRANSFER TAX?**

A. In Dare County for the first 12 fiscal years, all proceeds of the land transfer tax must be placed in a special Capital Reserve Fund to be used only for capital expenditures for courts, jails, emergency medical services, libraries, recreation, education, administration, water, sewage, health and social services. Beginning the 13th fiscal year of the land transfer tax, one-third of the net proceeds of the tax are to be shared with the towns in proportion to the amount of ad valorem taxes levied by each town for the preceding fiscal year. (N.C. General Statute Chapter 525, Section 2 (e) - Dare County Land Transfer Tax). According to the League of Municipalities, most of the other counties' legislation was similar, with variations on how revenue is shared with towns.

6. Q. **COULD THE MUNICIPAL SERVICE DISTRICT TAX BE USED TO SUPPORT EXPRESS BUS SERVICE?**

A. The City Attorney says that bus service is not one of the purposes for which the Municipal Services District Tax may be used under the existing N.C. General Statute enabling legislation.

7. Q. **COULD FUTURE ROAD BONDS CONTAIN A SET-ASIDE PERCENTAGE FOR SUBSIDY OF THE BUS SYSTEM?**

A. In the opinion of Henry Underhill, the two questions would have to be listed separately on a referendum. Also, N.C. General Statutes do not allow bond money to be used for operating expenses.

8. Q. BESIDES LEGISLATIVE AUTHORITY, WHAT WOULD BE NECESSARY TO IMPLEMENT A PARKING SPACE TAX?

A. A physical inventory or survey of parking spaces would have to be conducted. Information on the number of parking spaces in the City or County is not available. However, the Charlotte Department of Transportation estimates that there may be as many as 400,000 non-residential parking spaces in Mecklenburg County. Policy decisions to determine who must pay the parking space tax would have to be made. Also, a billing and collection system would have to be designed.

9. Q. WHAT IS THE REVENUE ESTIMATE FOR THE PARKING SPACE TAX FOR UPTOWN CHARLOTTE?

A. Updated information from the Charlotte Uptown Development Corporation indicates that there are 34,000 parking spaces uptown. If you assume a monthly tax rate of $1, then the annual revenue would be $408,000.

10. Q. HOW MUCH MONEY COULD BE SAVED IF NON-PERFORMING ROUTES WERE ELIMINATED?

A. Dave Hines will make a presentation concerning this at the October 28th meeting.

11. Q. HOW DOES EXPRESS SERVICE COMPARE TO REGULAR SERVICE IN COST PER PASSENGER?

A. This information will be included in Dave Hines' presentation on October 28th.

Summary of Preliminary

STORM WATER UTILITY POLICIES

a. The funding of the majority of existing storm water services should be shifted to the revenues of the storm water program.

b. The minimum requirements of the NPDES storm water quality permit should be met and there should be on-going efforts to improve the quality of surface waters through cost effective storm water management practices.

c. The objective of remedial maintenance of the drainage system should be to correct the backlog of repairs within ten years.

d. Cleaning and routine maintenance services should be provided when storm water drainage sytems operate outside acceptable tolerances.

e. City-wide master planning of capital improvements should be completed in five years in preparation for a capital bond issue, while maintaining a minimum level of interim capital improvements based on known high priorities.

f. A public awareness and education program should inform the community on storm water services and activities.

g. Costs of the storm water program should generally be distributed to rate payers on the basis of their contribution to the problem (calculated based on the amount of impervious area on their property).

h. A simplified rate should be used for single family residential properties.

i. The initial service charge rate should remain constant through the first five years of operation.

j. All aspects of the program should be coordinated with Mecklenburg County at the appropriate levels to the end that the City and County storm water management programs will eventually be consolidated.

Loeffler Ketchum Mountjoy
7401 Carmel Executive Park Drive Charlotte NC 28226 (704) 542 8131

October 1, 1991

Mayor Sue Myrick
City of Charlotte
600 East Fourth Street
Charlotte, North Carolina 28202

Dear Sue:

As you are aware from my letter of September 6 (see attachment), the No Smoking Task Force met its charge in the first three months of an annual campaign designed to establish volunteering no-smoking sections in 60 percent of Charlotte-Mecklenburg restaurants.

This achievement is significant and that Charlotte-Mecklenburg is the only municipality in the country with a successful voluntary program.

I also mentioned that I would reconvene the committee and make final recommendations to you by October 1. These recommendations are as follows:

- Maintain the No Smoking Task Force: revise the charge of the task force to act as a central information source to ensure that restaurant owners and managers are aware of the voluntary program. As one task force member put it, "I don't want to have to ask for a non-smoking section, I want to be asked if I prefer one." Invite those task force members who want to stay on to do so and replace those that don't as well as reconstituting the task force to include appointments from the County.

- Task force to continue to work closely with the Charlotte-Mecklenburg Restaurant Association to ensure that new restaurants receive the plaque that informs patrons of a non-smoking section. Salute the 501 restaurants that are participating in the program, and Charlotte-Mecklenburg residents who where instrumental in making this happen by letting their needs be known.

- Task force to continue to educate restaurateurs to the value of this program, and provide them and the public tips for designing seating patterns to better facilitate no-smoking sections.

- Task force to make the Charlotte Chamber's Economic Development staff and the Charlotte Convention and Visitor's Bureau aware of our program as one more positive quality of life attribute to promote about Charlotte.

- Task force to dovetail future public events of the task force with seasonal events sponsored by health-related advocacy groups such as "The Great American Smoke-Out," etc.

In order to achieve these recommendations, we proposed the newly constituted task force to:

- Announce the results of the program with a media event at a restaurant; involve the Charlotte-Mecklenburg Restaurant Association, the heart, lung, cancer associations, and the Charlotte Chamber.

- "Salute" the restaurants and public for having the only successful voluntary program in the country with a public service billboard.

- Make periodic mailings to all local restaurants about the value of the program and especially those who are not participating. Track those to see how many eventually do comply.

- Place information about the program in the CCVB's Dining Guide and in Newcomers' Guides produced by the Chamber, local banks, realtors, etc.

Some level of funding will be necessary to produce the mailing and outdoor board; if you agree with our recommendations, we will develop a bare-bones budget at that time.

We commend you, the Charlotte City Council and the Mecklenburg County Commission for having the foresight and determination to see that Charlotte could have -- without legislation -- a successful voluntary no-smoking program in local restaurants. There is still much work to be done; we look forward to your reaction to the recommendations and an indication of direction for the task force. It's been a truly educational and satisfying experience and and I thank you for having me be a part of it.

Sincerely,

Mary

Mary T. Jackson

hf

attachment

cc: Mayor's No Smoking Task Force Members
Charlotte-Mecklenburg Restaurant Association
Charlotte City Council
Mecklenburg County Commission

Loeffler Ketchum Mountjoy
7401 Carmel Executive Park Drive Charlotte NC 28226 (704) 542 8131

September 6, 1991

Mayor Sue Myrick
City of Charlotte
600 East Fourth Street
Charlotte, North Carolina 28202

Dear Sue:

As chairman of the Mayor's No Smoking Task Force, I am pleased to send you the results of our initial campaign to encourage Charlotte-Mecklenburg restaurants to offer no-smoking sections in their establishments. As you recall, a telephone survey conducted in the summer of 1990 indicated that only 19 percent of area restaurants offered designated no-smoking sections.

The goal of our campaign, which kicked off during Clean Air Week in May of this year, was to achieve a 60 percent compliance by May of 1992. Results of our initial campaign were measured by two tracking systems: a return postcard that was included in the kickoff campaign mailings and a telephone survey conducted in July and August of 1991. These results included:

- Of the 927 restaurants in Charlotte-Mecklenburg, we were able to reach by telephone 831 or 90 percent of local restaurants; 96 restaurants (or 10 percent) were unreachable due to disconnects or no listing yet in the Charlotte phone book.

- Of the 831 restaurants contacted by phone, 501 or 60.3 percent provide designated no-smoking sections for their patrons. This represents an increase of 41.3 percent over our 1990 telephone survey.

- Of the 330 restaurants not offering no-smoking sections, at least 132 were small restaurants with less than 50 seats.

Several positive trends were evident from this research.

Most newly opened restaurants have no-smoking sections. With the high rate of openings and closings of restaurants in this market, this should mean a continuing increase in the percentage of no-smoking sections.

Secondly, most restaurant chains, which tend to be regional or national, have put in no-smoking sections, even though our request is a local initiative.

Thirdly, of the 132 small restaurants that do not offer no-smoking sections, it is interesting to note that in most communities these would not be covered by laws regulating smoking. Conversely, however, many other small restaurants are offering their customers no-smoking sections and some have even declared themselves smoke-free. It seems apparent that our strategy of not limiting the program by size resulted in a larger number offering this accommodation.

My immediate plans for the task force are to reconvene and formulate final recommendations to you. You may expect these by October 1.

I'm very satisfied with the results of our campaign, and thrilled to see so many restaurants truly catering to their clientele. The support of the Charlotte-Mecklenburg Restaurant Association has been instrumental, and their continued support -- which I've already been assured of -- will be critical in the continued and hopefully increasing success of Charlotte's voluntary no-smoking program in restaurants.

Sincerely,

Mary

Mary T. Jackson

pc

cc: Mayor's No Smoking Task Force Members
Charlotte-Mecklenburg Restaurant Association

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHARLOTTE, NORTH CAROLINA TO REQUEST THE CHARLOTTE-MECKLENBURG PLANNING COMMISSION AND THE NORTH CAROLINA BOARD OF TRANSPORTATION TO NAME THE ROAD WHICH CONNECTS THE BILLY GRAHAM PARKWAY TO CHARLOTTE/DOUGLAS INTERNATIONAL AIRPORT(COMMONLY REFERRED TO AS THE AIRPORT CONNECTOR) IN HONOR OF FORMER MAYOR KENNETH R. HARRIS

WHEREAS, the City Council of the City of Charlotte wishes to give recognition to former mayor Kenneth R. Harris; and

WHEREAS, Kenneth R. Harris' years of public service began in 1973 when he was elected to the Charlotte City Council; elected mayor of Charlotte 1977-79; and, 1982-84 served as a member of the North Carolina Senate; and

WHEREAS, during Mr. Harris' tenure as mayor, a $47 million bond referendum was approved by the citizens of Charlotte which funded the majority of the construction of the new airport terminal; and

WHEREAS, Mr. Harris is a retired major with the North Carolina Air National Guard; vice-chairman of the North Carolina State Board of Education; member of the Charlotte-Mecklenburg Criminal Justice Commission; and, is very active in numerous other community and civic activities.

NOW, THEREFORE, be it resolved by the City Council of the City of Charlotte at its regular scheduled meeting of November 25, 1991, that we hereby request the Charlotte-Mecklenburg Planning Commission and the North Carolina Board of Transportation name the Airport Connector road in honor of former mayor Kenneth R. Harris in recognition of his dedication and service to the people of Charlotte, North Carolina.

Approved as to form:

_____
City Attorney

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
P O BOX 25201
RALEIGH 27611-5201

JAMES G MARTIN
GOVERNOR

THOMAS J HARRELSON
SECRETARY

October 9, 1991

The Honorable Sue Myrick
Office of the Mayor
600 East Fourth Street
Charlotte, North Carolina 28202-2839

Dear Mayor ~~Myrick~~: Sue

Thank you for your recent letter requesting the naming of Charlotte Airport Freeway in honor of Kenneth R. Harris, the former Mayor of Charlotte.

It has been the policy of our Board of Transportation to consider names for highway facilities where such requests are officially endorsed by the local governing body that has jurisdiction over the area where the facility is located. We would need a resolution which has been adopted by City Council in order to consider this request.

Thank you for your interest. If I may be of further assistance, please let me know.

Yours truly,

Thomas J. Harrelson

TJH/ac

cc: Jim Nance, Board of Transportation Member
Ernest Barry, Jr., Board of Transportation Member

An Equal Opportunity / Affirmative Action Employer

CHARLOTTE

September 5, 1991

Mr. Thomas J. Harrelson
Secretary of Transportation
State of North Carolina
Division of Motor Vehicles
1100 New Bern Avenue
Raleigh, N.C. 27697-0001

Dear Secretary Harrelson:

I'd like to recommend that you consider naming our Airport Freeway for Kenneth R. Harris, former mayor of Charlotte. This would be a lasting way to thank Ken for his service to our City and to the State. As you know, he serves as a volunteer member of several boards and commissions as stated in the attached biographical information.

Your consideration of this request will be appreciated.

Sincerely,

Sue Myrick

SUE MYRICK

ag

Attachment

Sue Mynck, Mayor
Office of the Mayor 600 East Fourth Street Charlotte, NC 28202-2839 704/336-2244

KENNETH R. HARRIS, CLU

Mr. Harris was born on May 16, 1935, in Statesville, North Carolina. He and his wife, Sally, have nine children, and they reside at 1924 Kensal Court, Charlotte, North Carolina.

Mr. Harris graduated from the University of North Carolina at Charlotte in 1957 with an A.A. degree and later received his B.S. degree in Business Administration, with a major in accounting and finance, from the University of North Carolina at Chapel Hill in 1959. He has also received a graduate certificate, specializing in investments, from the American Institute of Banking.

After working as a trust officer with North Carolina National Bank for ten years, Mr. Harris entered the life insurance business in 1969. He is a former General Agent of the North Carolina Agency for The New England Mutual Life Insurance Company in Charlotte, North Carolina. He is owner of Harris Plans, an insurance and investment firm.

Mr. Harris is very active in community and civic activities. Politically, he was elected to the Charlotte City Council in 1973, was elected Mayor of the City of Charlotte in 1977 and was elected to the North Carolina Senate in 1982. He currently is Vice Chairman of the North Carolina State Board of Education.

Kenneth R. Harris, CLU

1924 Kensal Court
Charlotte, North Carolina 28211

Date of Birth: May 16, 1935
Place of Birth: Statesville, NC

Marital Status: Married, Sarah Trent
Children: Nine

Education:

1954-1957	University of North Carolina at Charlotte, Charlotte, NC; A.A. degree
1957-1959	University of North Carolina at Chapel Hill, Chapel Hill, NC; B.S. degree in Business Administration; Major, accounting and finance

Special Studies:

1962	American Institute of Banking; completed various banking and finance courses; graduate certificate specializing in investments
1963	Manufacturers-Hanover Trust Development Course, New York, NY
1972	Chartered Life Underwriter, American College of Life Underwriters, Bryn Mawr, PA

Experience:

1959-1969	North Carolina National Bank; trust officer; Charlotte, NC
1969-present	Entered life insurance business in 1969; became General Agent for New England Life Insurance Company in North Carolina in 1975; Charlotte, NC Owner in 1985; Harris Plans, an insurance and investment firm; Charlotte, NC

Special Recognitions:

Qualifying and life members of Million Dollar Round Table
New England Life Hall of Fame
New England Life Leaders Association
New England Life General Agents Association
New England Life Vanguard Award
National Management Award

Current
Activities:

Member of Covenant Presbyterian Church, Charlotte, NC
Member of Charlotte Country Club, Charlotte, NC
Member of Charlotte City Club, Charlotte, NC
Appointed to N. C. State Board of Education April 1988, reappointed April 1991
Appointed Vice Chairman of N. C. State Board of Education 1991
Member of Criminal Justice Commission

Former
Activities:

Former board member of Johnson C. Smith University, Charlotte, NC
Former President and board member of Charlotte Athletic Club, Charlotte, NC
Former board member of Charlotte Rotary Club, Charlotte, NC
Former advisory board member of Duke University Medical Center, Durham, NC
Former director, University of North Carolina at Charlotte Foundation, Charlotte, NC
Mayor of the City of Charlotte; 1977-79; Charlotte, NC
Charlotte City Council; 1973-75; Charlotte, NC
Member of North Carolina Senate 1982-84
Education Adviser to Governor Martin
Special Assistant to Governor Martin on insurance matters
Retired Major, N. C. Air National Guard; 1973
Former member of Charlotte Chamber's Special Education Committee

Spirit Square
CENTER FOR THE ARTS

August 29, 1991

O. Wendell White, City Manager
City of Charlotte
600 East Fourth Street
Charlotte, North Carolina 28202

Dear Wendell:

Spirit Square completed its third major - most costly and comprehensive - renovation project in January 1990. The successful completion of this project was made possible through the ongoing and constant support of the City of Charlotte.

Under the terms of the project contract, the City graciously advanced funds to pay Spirit Square's share of the project costs, after all of our available funds were exhausted. The amount advanced by the City as a loan to Spirit Square is $383,500, as of July 31, 1991. By December 31, 1991, the expiration date of the contract, we anticipate reducing that amount to $210,000, through collected pledges and interest expense payments. At that time, we are prepared to pay the City this outstanding balance through a line of credit with four local banks.

With the recent economy downturn, Spirit Square has successfully struggled to meet its obligations and to balance its budget. We have done this by constantly seeking ways to minimize our expenses and maximize our revenues. Payment of a bank loan with the higher interest rate will add an additional burden to our already stretched resources.

We respectfully request that consideration be given to renegotiation of the contract, which would allow restructuring Spirit Square's loan from the City - perhaps spreading out repayment over a period of five years. Or, possibly, to forgiving some part or all of the $210,000.

Thank you for your thoughtful consideration of this request. Any assistance in this regard will be greatly appreciated.

Sincerely,

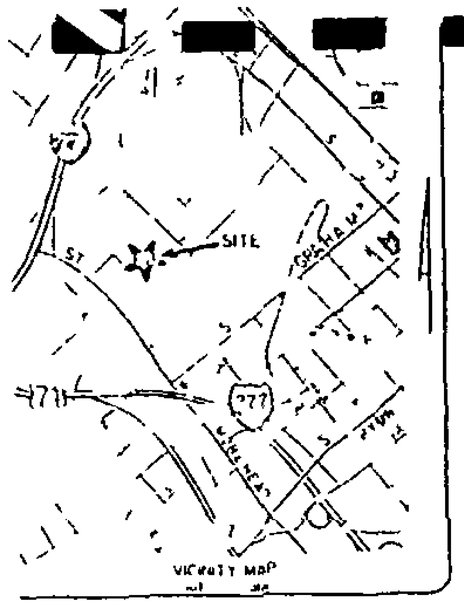
Joseph Golden
President and C.E.O.

C: N. Douglas Hoy, Jr., Treasurer

RECEIVED
SEP 4 1991
OFFICE OF BUDGET AND EVALUATION

345 N College St Charlotte North Carolina 28202 Telephone 704 372 9664 Fax 704 377 9808

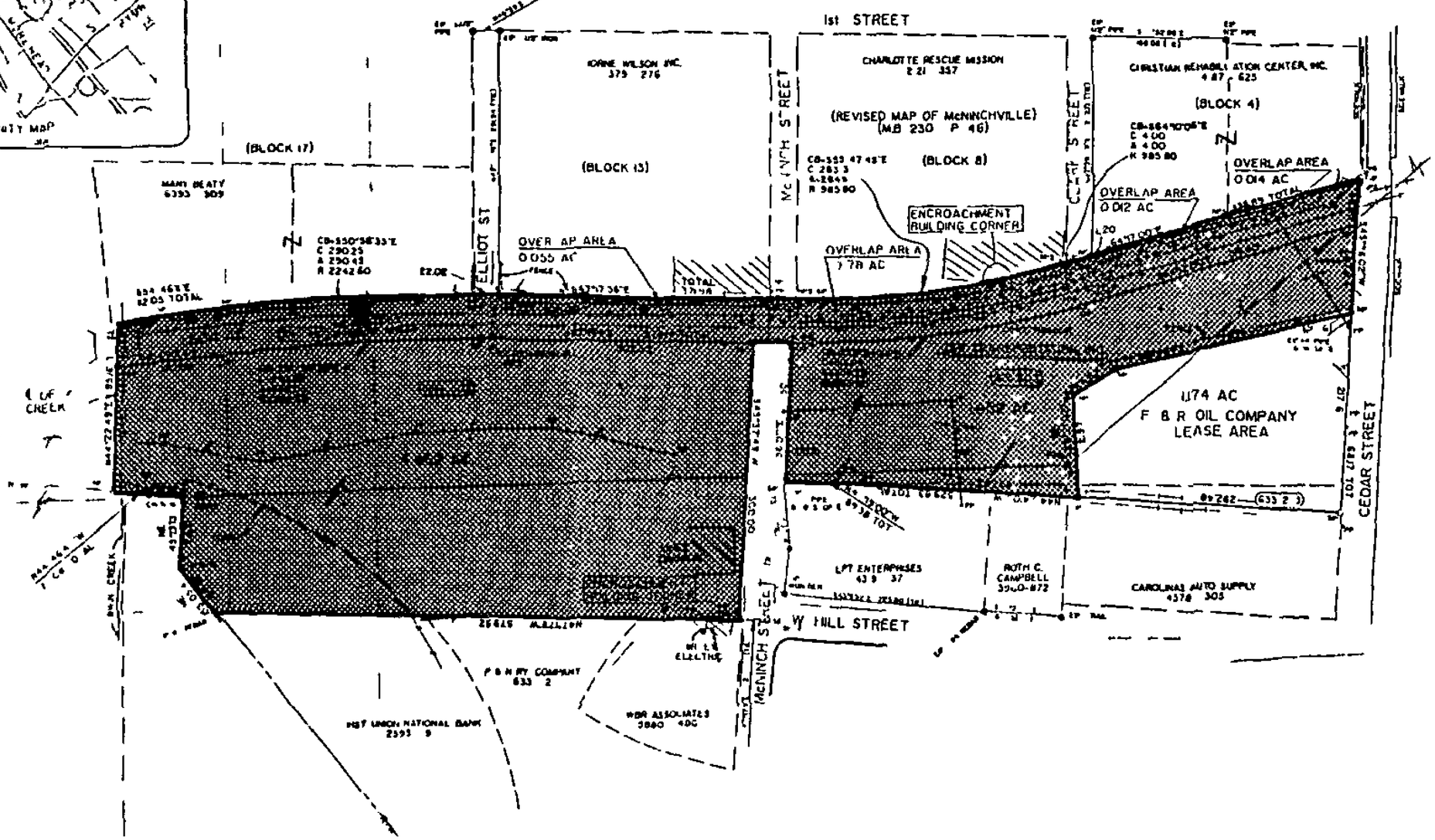
Attachment 1



BASIS OF BEARING IS DEED BOOK 321 PAGE 503.

REFERENCES
1) DEEDS AS SHOWN HEREON
2) MAP TITLED "PIEDMONT AND NORTHERN RAILWAY CO" FURNISHED BY CSX REAL PROPERTY NO I-NCAL-130
3) MAP TITLED "F.A. PROJECT No 77 (38)0" RECORDED IN MAP BOOK PAGE 101
4) MAP TITLED "FAIRRICK DEVELOPMENT CO" RECORDED IN MAP BOOK 976 PAGE 559
5) MAP TITLED "REVISED MAP OF McNINCHVILLE" RECORDED IN MAP BOOK 230 PAGE 46

NOTES
1) TRAVERSE ADJUSTED BY THE COMPASS RULE ADJUSTMENT MET 100
2) AREAS DETERMINED BY COORDINATE COMPUTATIONS
3) ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES
4) PROPERTY SUBJECT TO THE RIGHT OF WAYS OF POWER LINE CROSSING PROPERTY (No Header Found)



LEGEND
- EIP EXISTING IRON PIN (as described)
- SIP SET IRON PIN
- NPS NO PIN SET
- PP POWER POLE & LINE
- ADJACENT PROPERTY OWNERS (by deed or pl
- PROPERTY LINE
- R/W RIGHT OF WAY LINE
- FENCE LINE
- RAILROAD TRACKS
- CM R/W CONCRETE MONUMENT RIGHT OF W

Ref	Bearing	Distance
	N 2 W	92
	N W	0.01
	N W	0.00
	N W	0.00
	N 0 W	0.00
	N 4 W	0.0
	N	
	2 4 W	0
	5 2 W	
	N W	300.10
	N 4	0.9
	4	5.42
	5 5 W	4.4
	N W	5.32
	N 2 N 55	
	N 3 N 35 W	0.4
	N N 55 E	0.7

Ref	Coordinate Bearing	Distance
21	S 64 00	4.45
22	S 6 03 8	5.00
	S 6 4 00	2.68
4	S 4 19 00 E	2.4.80

North Carolina, Cabarrus County
I JANE MILLER a notary public of the county and state aforesaid, certify that [illegible] a registered surveyor personally appeared before me this day and acknowledged the execution of the foregoing instrument.
Witness my hand and official stamp or seal this 7th day of [illegible] 19 91
Notary Public
My Commission Expires

I JOHNNY D VARNEY Certify that this map was drawn from an actual survey made under my supervision, that the error of closure as calculated by latitudes and departures is 1 10,000+, That the boundaries not surveyed are shown as broken lines plotted from information found in DB [illegible] Page [illegible]
And that the magnetic error was [illegible] per turn.
Witness my hand and official seal this 9th day of OCTOBER 19 91
SEAL

SURVEY FOR
CSX REAL PROPERTY
6737 Southpoint Drive South
Suite 100
Jacksonville FL 32216
CHARLOTTE TOWNSHIP MECKLENBURG COUNTY NORTH CAROLINA

DISC B 114
JOB No 91 09 09
DATE 10 04 91
SCALE 1 = 100

FILE CSXPRJ
COMPUTED BY CCB
DRAWN BY JES
CHECKED BY JDV

SCALE IN FEET
0 50 100 200

CONTEC
ENGINEERS - SURVEYORS - PLANNERS

Attachment No. 1

On October 9, 1990, City Council approved a three-way agreement between Duke Power, Knight Publishing, and the City of Charlotte for the relocation of the rail spur due to the NFL Stadium. Duke Power is incurring all costs involved in the relocation of the spur in accordance with this three-way agreement. The City will reimburse Duke Power only if an NFL franchise is awarded to Richardson Sports. The City is required to relocate the rail spur by the development agreement with Richardson Sports.

An Operating and Lease Agreement between the City of Charlotte and Knight Publishing must be executed to govern the use of the relocated spur track. The track will be owned by the City, but used by Knight Publishing in its business. The term of the agreement is for ten years, with possible extensions for additional 10 year terms. Knight Publishing will be responsible for maintaining all of the spur track except for the portion of the relocated South Mint Street right-of-way, which the City will maintain. Knight Publishing will have the non exclusive right to use the track for the purpose of furnishing rail service for transporting and shipping products directly related to its publishing business.

The City and Richardson Sports will have the right to use the track as long as it does not interfere with Knight Publishing's use.

The City's only cost is maintenance of the crossing. This agreement will be reviewed by the City Attorney's Office, CDOT and the Engineering Department.

Attachment No. 2

Norfolk Southern Railway Company will operate industrial track for the purpose of providing Knight Publishing facilities for the receipt and shipment of freight over the lines of the railroad and the City. The railroad lines will connect with the City lines that will be leased to Knight Publishing.

An Agreement between Norfolk Southern, Knight and the City is required to set out the terms which will govern the operation of the track. This agreement will include Norfolk Southern regulations governing the use and operation of the tracks, as well as liabilities of the various parties.

The City's only cost is maintenance of the crossing.

This agreement will be reviewed by the City Attorney's Office, CDOT and the Engineering Department.

Attachment No. 3

- On April 23, 1990, Council approved an agreement with HDR Engineering in the amount of $500,000.00 to provide an environmental assessment of the proposed NFL practice field site. After completing all preliminary investigations, the degree of contamination was greater than originally thought. The scope of work expanded due to this complexity.

- Council approved a contract with Elliot Schwartz for the purchase of a total 13.34 acre tract on April 2, 1990, to be used for the NFL practice field site. The contract commits the City to purchase 5.62 acres of the tract which is environmentally clean. The purchase of the remainder 7.72 acres, which is known to be contaminated, is contingent upon the results of this environmental assessment and the associated remediation costs.

- The contract with Schwartz requires him to reduce the price of the land by any cost of remediation and consultant fees in excess of $1,000,000. The cost of the original contract with HDR plus Amendments will not exceed the $1,000,000 allowance. The cost of the plan plus actual remediation will be well in excess of $1,000,000.

- The original contract provided funds for HDR to prepare a remediation plan in compliance with North Carolina Division of Environmental Management Standards (NCDEM). This included risk assessment, remediation investigation, feasibility studies and remedial design. The remedial design scope of work expanded due to the complexity of the environmental contamination.

- On June 24, 1991, Council approved Amendment No. 1 to provide funds for the following:

  Additional testing and feasibility studies due to the contamination (PCB's) were performed.

  Negotiations with NCDEM and Federal Environmental Protection Agency (EPA) to determine the basis for establishing clean up levels.

- Amendment No. 1 stated that additional amendments will be required for remedial design of Parcel C. Amendment No. 2 will provide funds for the design of environmental remediation of Parcel C, the most contaminated parcel. The scope of work is similar to that experience for Parcel B, and is currently estimated not to exceed $90,000.

- This amendment allows HDR to complete all the design work for the environmental remediation of the practice field site. This will conclude our environmental analysis of the practice field site and will determine the amount of property the City will acquire from Schwartz. Approval of this amendment will keep acquisition of the practice fields on schedule.

- A future contract or amendment will be necessary for overseeing and administration of any environmental remediation the City must do.

- City Council is asked to approve the subject amendment with HDR in order to continue to meet our NFL obligation and remain on schedule. This amendment will increase the contract with HDR to $747,850. Amendment No. 2 will be compensated on an hourly basis. HDR's hourly rates are comparable to the hourly rates generally charged for similar work in this area. Funds for this agreement are available in the project account (Center #472.00, Fund 2010). In accordance with the Memorandum of Understanding between the City and Elliott Schwartz, we have sought property owner approval of this contract. However, approval has not been received to date. The Memorandum of Understanding allows the City to proceed without the property owner's approval in order to meet the schedule.

Attachment No. 3 (continued)

Proposed Purchase of Schwartz Property

Three Parcels (see attached map)

(1) Parcel A -- 5.06 acres (a) (220,623 sq. ft.) = $2.21M (b)
(2) Parcel B -- 3.46 acres (a) (150,671 sq. ft.) = $1.51M (b)
(3) Parcel C -- 4.89 acres (a) (212,984 sq. ft.) = $2.13M (b)

13.41 acres (584,278 sq. ft.) = $5.85M

Remediation Plan and clean up Costs = $1M

If cost to prepare Remediation Plan and cost of clean up for all three parcels exceed $1M:

(1) The City has already bought Parcel A.

(2) Schwartz must reduce purchase price of Parcel B by an amount equal to any sum in excess of $1M. If the amount in excess of $1M exceeds the purchase price of Parcel B ($1.51M), City has right at its option to terminate contract.

(3) In the event City buys Parcel B, and the amount in excess of $1M exceeds purchase price of Parcel C ($2.13M), City has right at its option to terminate contract with respect to the purchase of Parcel C. In the event the excess is less than $2.13M, Schwartz must reduce purchase price of Parcel C by the excess amount or City has right to terminate contract.

Attachment No. 4

City Council previously approved a Municipal Agrement on October 16, 1990 and a Supplemental Municipal Agreement on September 10, 1991 related to the relocation of Graham Street from Second Street to Morehead Street. Upon award of the NFL franchise, the NCDOT is also planning to improve the 5 lane cross section on Morehead Street (between Mint and Church Streets) and make ramp modifications to allow access to eastbound I-277 from eastbound Morehead Street.

Council is requested to adopt a resolution authorizing the Mayor to execute a Supplemental Municipal Agreement with the NCDOT.

- Under the Supplemental Municipal Agreement (Project #U-2511), NCDOT will acquire the right-of-way required to make the improvements to Morehead Street.

- A recent fire has damaged the property and the estimated value of the remaining structure and right-of-way is $150,000.

- If a contract for construction of the football stadium is not awarded within three (3) years from execution of this Agreement, the City will reimburse the NCDOT for all costs incurred in the acquisition of the property.

- NCDOT will also grant to the City a permanent easement to all project rights-of-way for purposes of landscaping and providing any transportation facilities and/or equipment deemed necessary by the City and approved by the Department.

If a stadium construction contract is not awarded within 3 years, the NFL stadium budget (472.00) will have funding available to reimburse the NCDOT for the right-of-way acquisition.

The Supplemental Municipal Agreement has been reviewed and approved by CDOT and the City Engineering Department. The agreement and resolution have also been approved as to form by the City Attorney's Office.

Construction plans for the roadway are on file with the Charlotte Department of Transportation.

Attachment No. 5

The Memorandum provides for:

1. Acquisition of land and construction thereon of an approximately 2,500 space parking deck, the land and improvements to be owned in a proportion to the respective investment made by each party;

2. City contribution of land and improvements at a cost of up to $12,000,000, all or a part of which shall be financed with proceeds of self-liquidating indebtedness;

3. Net parking revenues from parking spaces shall be the property of the respective owner of such spaces;

4. Each of the City and Duke will enter into lease agreements with Richardson Sports for use of the Deck;

5. Design and construction are subject to City approval;

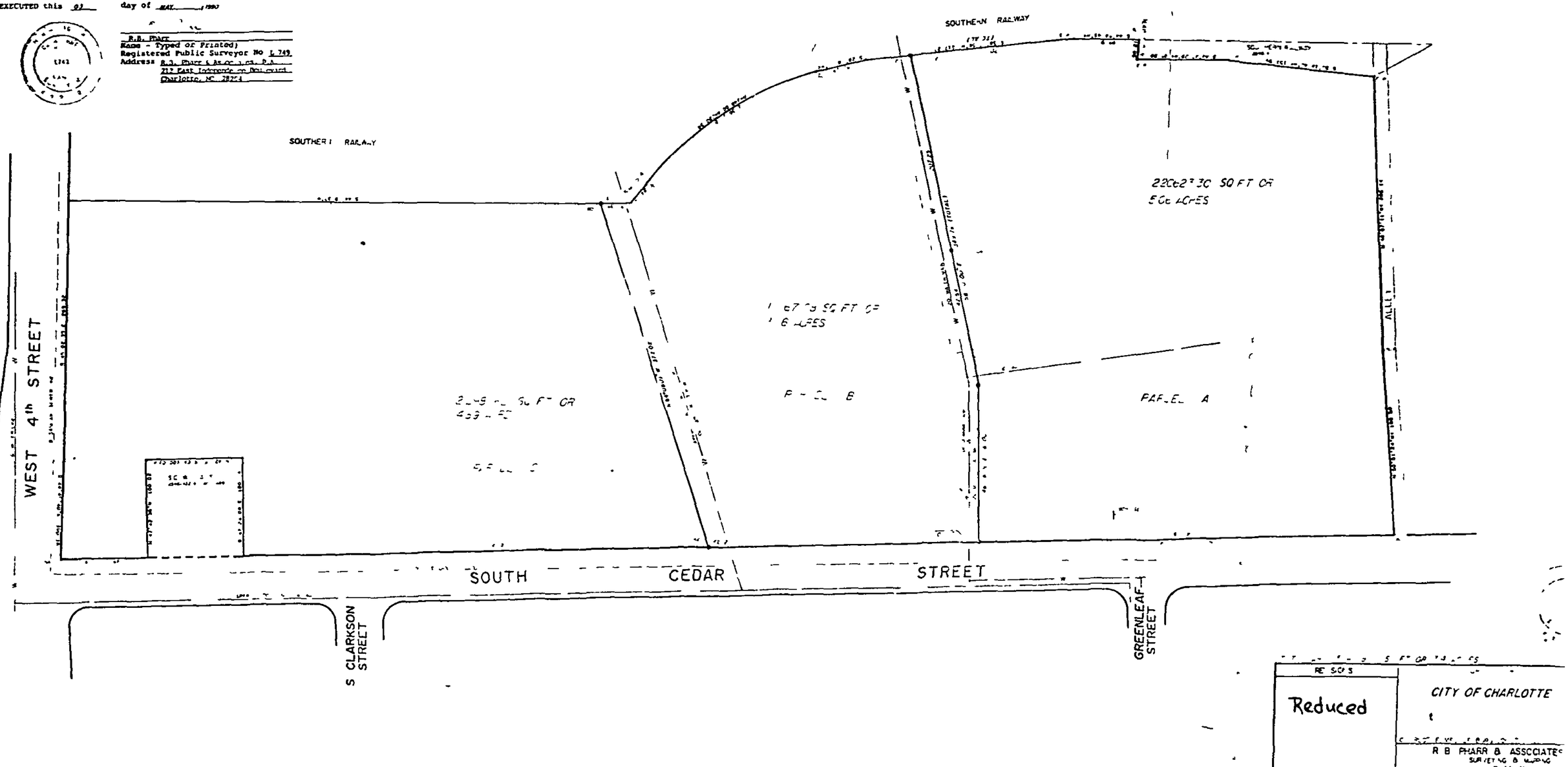
6. No expenditure of City funds until all costs are determined and if total City cost is excess of $12,000,000, the City has the right not to proceed.

TO: CITY OF CHARLOTTE

The undersigned Registered Public Surveyor (the Surveyor) hereby certifies that (a) this plat of survey and the property description set forth hereon are true and correct and prepared from an actual on the ground survey of the real property (the "Property") shown hereon (b) such survey was conducted by the Surveyor, or under his supervision (c) all monuments shown hereon actually exist, and the location size and type of material thereof are correctly shown (d) the title lines and lines of actual possession are the same (e) except as may be shown hereon there are no encroachments onto the Property or on rights of-way or easements appurtenant to the Property or protrusions therefrom there are no visible easements or rights-of-way on the Property and there are no visible discrepancies conflicts shortages in area or boundary line conflicts (f) the size, location and type of any improvements are as shown hereon, and all are located within the boundaries of the Property and set back from the Property lines the distances indicated and do not encroach over or upon any street title or building lines or any right of way or easement on or appurtenant to the Property (g) the Property has adequate access to and from a public roadway (h) all known recorded easements dedicated streets rights-of-way setback lines and areas affected by restrictive covenants have been correctly platted hereon with applicable recording information (i) the location and size of all utilities available to serve the Property are shown hereon (j) the boundaries dimensions total acreage and other details shown hereon are true and correct and (k) except as may be shown hereon the Property is not located in a 100-year flood plain flood prone area or area of special flood hazard as defined by any governmental authority having jurisdiction over the Property and the number of square feet contained within the 100-year flood plain flood-prone area or area of special flood hazard if any is as shown hereon

EXECUTED this 03 day of MAY, 1990

R.B. Pharr
Name - Typed or Printed)
Registered Public Surveyor No L 749
Address R.B. Pharr & Associates, P.A.
212 East Independence Boulevard
Charlotte, NC 28204



MINT
MUSEUM OF ART
2730 RANDOLPH RD.
CHARLOTTE, N.C.
28207
704 • 337 • 2000

November 13, 1991

Mr. Wendell White
City Manager
City of Charlotte
600 East Fourth Street
Charlotte, NC 28202

Dear Mr. White:

Enclosed is the Report to the Charlotte City Council by the Mint Board of Trustees on the Action Plan for the Reorganization of the Mint Museum of Art.

This report has been endorsed by the Board of Directors of the Arts and Science Council.

Accordingly, as we discussed at our last meeting, we are forwarding this report to your office for inclusion on the City Council agenda for the Monday, November 25th meeting.

The Mint Trustees seek City Council's approval of the Reorganization Plan at this November meeting. In summary, the Mint Trustees desire Council support for the following:

- Effective July 1, 1992, the Mint will no longer be a City department.

- The City will retain ownership and fiscal responsibility for the Mint facility.

- The City will include in its annual funding of the Arts & Science Council an amount equal to the 1992 fiscal year non-facilities cost of operating the Mint (estimated at $1.1 million).

  The Mint Museum will annually apply to ASC for this funding, but this grant will not be automatic and the Mint will have to comply with all of ASC's funding criteria.

Our report uses broad Mint operating cost <u>estimates</u> for illustrative purposes. For example, the City's portion of the Mint's real fiscal year 1992 operating cost is estimated at $1.7 million, which includes an estimate of $300,000 for employee

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THE AMERICAN
ASSOCIATION
OF MUSEUMS

benefits which are not reflected in the Mint City budget of approximately $1.4 million. Furthermore, an estimate of facilities operating costs of $600,000 of the total operating cost of $1.7 million is used in the report.

It is important to note that these are cost estimates used to articulate the concept of the Mint reorganization plan. The exact amount of all of the costs to operate the Mint need to be determined and agreed upon among the City staff, the Museum staff and the Trustees before finalizing the dollar amount of the City's annual contribution to the ASC, which will be an amount equal to the total fiscal year 1992 non-facilities operating costs.

The Mint Trustees assume significant additional risk with the implementation of this plan. The Trustees are agreeing to compete annually for these City funds with other arts groups through the ASC's allocation process. Additionally, the Trustees are accepting the responsibility to privately raise sufficient additional funding to offset annual non-facility cost increases and fuel growth for outreach and arts education.

The Mint Trustees have concluded that the increased risks and responsibilities are outweighed by the potential benefits of continued expansion of the Museum's presence in the region. The Reorganization places full responsibility and accountability for Museum operations with the Trustees, thereby optimally positioning the Board to meet future funding challenges and to broaden outreach, education and marketing.

The proposed Plan for the Reorganization of the Mint Museum of Art goes beyond the suggestions of the Cultural Action Plan, and as such constitutes leading edge implementation of its objectives.

If needed, please have your staff contact Marc Oken (386-8676) or me (845-3104) to discuss the details of the Reorganization Plan.

Sincerely,

Edward S. Dunn, Jr.
President

cc: Ms. Viola Alexander
Mr. Don Steger
Mr. Michael Marsicano

Action Plan for Reorganization of the Mint Museum of Art

Report to the Charlotte City Council by the Board of Trustees of the Mint Museum of Art

Based on the Recommendations of the Mint Museum Committee to Evaluate Reorganization

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EXECUTIVE SUMMARY

- In the Spring of 1990, the Mint Museum Trustees held a long-range planning retreat to assess the environmental factors which were impacting the Museum's future.

- As an outgrowth of that retreat, and coincident with the engagement of the Wolf Organization as consultants to the Cultural Action Planning Committee, the Museum initiated a strategic marketing assessment, which ultimately concluded that the Museum had to be more proactive in increasing outreach, new audiences and private funding

- In October, 1990, the Wolf Report echoed the conclusions of the Mint's own study, but also suggested a comprehensive organizational assessment to reevaluate the Museum's relationship with the City. The Cultural Action Planning Committee later made similar recommendations to City Council.

- Importantly, both Wolf and the Cultural Action Planning Committee stressed that changing the Museum's relationship with the City should not be viewed as any opportunity to reduce City financial support for the Museum, because of the difficulty of replacing funding in an increasingly competitive, shrinking market for arts support.

- The Mint Museum Board responded expeditiously to the Wolf Report and implemented a joint trustee/community leadership committee (the Reorganization Committee) to determine whether any changes to the long-standing partnership between the City and the Mint Board would prove mutually beneficial if implemented.

- Beginning in March, 1991, for a six-month period, the Reorganization Committee thoroughly analyzed the Mint's current structure and evaluated alternatives. The Committee's recommended Action Plan proposes a radical change to the Museum's long-standing City relationship coupled with a plan for stabilizing municipal support for the Museum. The Plan has been unanimously endorsed by the Museum's Trustees.

- The critical elements of the Action Plan are:

  - Elimination of City department status on July 1, 1992.

  - Retention by the City of facilities ownership and related financial responsibility (estimated at $600 thousand) - consistent with the Cultural Action Plan.

  - Freezing the City's non-facilities support for the Museum permanently at fiscal year 1992 levels (estimated at $1.1 million) and contributing this amount annually to the Arts and Sciences Council.

- Annual application to ASC for this funding by the Museum, subject to the ASC's normal requirements for annual grants.

- Assumption by the Mint Trustees of the responsibility for annually funding all non-facilities cost increases and Museum growth needs

- The Mint Trustees assume significant additional risk with the implementation of this plan. The Trustees are agreeing to assign a majority of the City's annual funding to ASC, for which they will have to compete annually with other arts groups through the ASC's allocation process. Additionally, the Trustees are accepting the responsibility to privately raise sufficient additional funding to offset annual non-facility cost increases and fuel growth for expansion of outreach and arts education.

- The Mint Trustees have concluded that the increased risks and responsibilities are outweighed by the potential benefits of continued expansion of the Museum's presence in the region. The Reorganization places full responsibility and accountability for Museum operations with the Trustees, thereby optimally positioning the Board to meet future funding challenges and to broaden outreach, education and marketing.

- The proposed Plan for the Reorganization of the Mint Museum of Art goes beyond the suggestions of the Cultural Action Plan, and as such constitutes leading edge implementation of its objectives.

INTRODUCTION

The Mint Museum of Art is undergoing a metamorphosis. Since the expansion of the Mint by the addition of the Dalton wing in 1985, the community and the Museum have been struggling with what its role should be. Just three years ago the Mint was restructured to no longer have administrative responsibility of St. Mary's Chapel and the Hezekiah Alexander homesite This made it possible for the Mint to concentrate on being an art museum, and our name was changed to reflect that. The Mint Museum of Art is now the official name of the Museum

During the past six years, the Mint has had over one million visitors and has contributed significantly to the economic impact of Mecklenburg County. After the blockbuster successes of Ramesses, the Board of Trustees began working to define what the "new Mint" should be. A Trustee retreat was held and long range goals were adopted. About the same time that the City and the Arts & Science Council were working on the Cultural Action Plan, the Board was conducting a thorough marketing analysis to assess its position in the community. The Mint Board of Trustees took seriously the concerns and recommendations concerning the Mint in the Cultural Action Plan. The study of the Mint by certain Mint Trustees and outside community leaders (the Mint Reorganization Committee) thoroughly reviewed not only the Mint's situation, but compared it with other museums in the country

Meanwhile, the Director of the Mint resigned at the end of 1990 and a national search was conducted to hire an experienced museum director who fit the profile to address both the recommendations of the Cultural Action Plan and the vision for the Mint developed by the Board after the strategic marketing analysis. After a nationwide nine-month search, Bruce H. Evans was selected. Bruce becomes the Mint Museum Director on November 1, 1991. His resume is included in the Appendix.

The Board of Trustees has taken a bold step and voted to unanimously accept the recommendations of the Reorganization Committee.

By approving this Action Plan, the Arts and Science Council and the City of Charlotte will help the Museum become more independent while providing the base funding that the Museum requires to reach its full potential to serve the community. The Mint's new role is still evolving, and it must have a budget which will enable it to grow to its full maturity.

The recommendations contained in this report will increase the Mint Trustees' accountability to the community for collections, exhibits, educational programming and fiscal management as well as the Trustees' accountability for funding the budget. When implemented, this plan ensures that the Mint can fulfill its goals of preserving the Museum's art collection which is held in trust for the community, and of expanding its outreach and arts education

BACKGROUND

MINT INTERNAL STUDY

The Mint Board of Trustees held a long range planning retreat in April, 1990 to review and revise its mission statement and long range goals. As the Trustees began to assess the environmental factors which were threatening the Museum's future, the seeds of change were sown

In the summer of 1990, in anticipation of the Cultural Action Planning Committee's work, the Mint Museum Trustees formed a committee chaired by Marc Oken and retained a marketing and public affairs consulting team to do a strategic marketing assessment of the Mint.

The consultants to the Mint Committee conducted over 70 interviews with community leaders to better determine their perception of the Museum. In addition, the committee commissioned a public attitude survey of 463 registered voters.

The community leadership group said they felt generally positive about the Mint, believing it to be an important community cultural asset. They gave the Mint high marks for its physical facility, presentation of exhibits and professional management However, they perceived the Museum to be under-utilized and under-marketed.

Moreover, they described the Mint as still somewhat "elitist." Many were surprised to learn that the Mint is a City department, but at least 75% felt the Mint should continue to receive public funding - "it increases community outreach and marketing." There was also a clear consensus that the Mint should be more involved in educational programming and should gear more of its activities to families and children.

The public attitude survey of registered voters tended to confirm these finds. Moreover, a majority of the voters polled supported City funding for the Mint.

Based on preliminary reports from this strategic marketing assessment, the Mint Trustees and staff began taking proactive steps in the Fall of 1990. As a result, the Mint has made tremendous strides in increasing outreach to broaden constituencies, developing new audiences and creating new development strategies to broaden the base of private contributors. For example:

- The exhibit "That's All Folks" drew over 30,000 people and was geared in subject manner and related programming to families and children.

- Membership has grown to over 3,000, representing 9,000 individuals.

- Collaborative projects with other arts and educational institutions, such as the Public Library, the School System and The Afro-American Cultural Center, have increased.

- The Corporate Patrons program was instituted to encourage exhibit sponsorships, raising over $70,000 in 1990 and raising $120,000 to date in 1991.

- The Mint received a grant from the Arts and Science Council for a regional marketing program to increase participation of residents of the counties adjacent to Mecklenburg.

- The Trustees funded an Assistant Director of Development to free the Director to focus on corporate fundraising, marketing and creation of an endowment

CULTURAL PLANNING COMMITTEE

Coincident with the beginning of the Mint Trustee's self-assessment process in the Spring of 1990, the City of Charlotte and the Arts and Science Council funded a study and created a 15-member Cultural Action Planning Committee, chaired by Pat Phillips, to review progress in the cultural sector (since the mid-1970's cultural action plan); analyze problems and challenges; and make concrete recommendations.

The Committee engaged the Wolf Organization as consultants (Cambridge, Mass.) to conduct community research and work with the Committee to conduct community research and work with the Committee to formulate recommendations for the future cultural development of the community.

In October, 1990, Wolf made its recommendations to the Committee and City Council Sweeping changes in the existing Arts and Science Council, funding and other matters were suggested.

The Mint was only a small part of a much broader Wolf action plan. The report recommended material changes in the public/private relationship enjoyed by the Mint since it became a City department.

On March 4, Pat Phillips presented the Cultural Action Planning Committee's final recommendations to the City Council. The final recommendations regarding the Mint did not significantly depart from those made by Wolf. The Committee urged that "privatization" be evaluated by a combined Community/Trustee Committee, and this suggestion was adopted by the City. This set in motion the reorganization study, the results of which are presented in the report

IMPACT OF THE CULTURAL ACTION PLAN

The Mint Trustees and the Museum staff are proud to be an integral part of Charlotte/Mecklenburg's achievements in cultural development.

The Trustees believe that the recommendations of the Wolf Organization and the Cultural Action Planning Committee will serve as change catalysts which will result in continued cultural gains for the region.

Several of the recommendations of both the Wolf Organization and the Cultural Action Plan included matters directly related to the Mint Museum. Several other recommendations, while not Mint-specific, also impact the Mint.

These Cultural Action Plan recommendations and the Trustees' responses follow.

MINT SPECIFIC RECOMMENDATIONS

1. **The City should gradually modify its public/private relationship arrangement with respect to the Mint Museum, encouraging the institution to carry out more aggressive fundraising and audience development and shifting responsibility for program administration and funding to the private board.**

   - **Over the next five years, the City should gradually shift additional responsibility for staffing and revenue generation to the private Board of the Mint Museum.**

   - **In fiscal year 1992, the compensation (salary and benefits) of the Mint Museum Director, and the supervision of the Director, should be assumed by the private Board. Funding for this position should continue to come from the City, but should be made through the allocation process of the new ASC.**

   - **The City should not completely terminate its departmental relationship with the Mint Museum in the next five years unless it is prepared to provide subsidies which meet 85% of the current direct and indirect costs during that period and help create an endowment for future operations.**

MINT RESPONSE

After careful review of the recommendation, the Committee determined that it was in the best interest of the Mint Museum and the City to terminate departmental status as soon as possible rather than do it gradually. To carry out more aggressive fundraising and to broaden outreach and marketing, the Board of the Mint must have full responsibility for management of the Museum. This shift is timely in light of the fact that the Mint has a new Director coming on board November 1, 1991. The Board and the Director must have the flexibility to work as a team in the development of a long-term mission and strategic plan for the Museum. This would be hampered by having part of the Mint's program staff reporting to the Board and part to the City.

In light of the proposal to eliminate City department status on July 1, 1992, the Reorganization Committee and Trustees did not recommend that the supervision and salary of the new Director be assumed by the Board until that date.

The consultant to the Cultural Planning Committee, Dr. Tom Wolf, made it quite clear that privatization would not result in substantial cost savings for the City. He envisioned that, in the event of privatization within five years, the City would have to continue to subsidize the Mint up to 85% of the total budget (including maintenance of the physical facility). In fact, the proposal for reorganization calls for the Mint Board to assume 67% of the non-facility related cost of operation and over 50% of the total budget by the year 1997, representing a savings to the City compared to the Wolf projections.

2. **By August of 1991, the Mint Museum should have completed a comprehensive organizational assessment and management audit of the Museum which provides detailed cost estimates and a five-year plan to privatize the Mint Museum excluding the physical facility. To accomplish this, the Mint Museum Board should form a committee comprised of 10 members, with no less than 50% of the members representing the community at large and with no at-large member having present or previous relationship with the Mint Museum.**

   - **The study should also provide alternative scenarios including: bringing the Mint Museum into conformance with other cultural institutions in the City; creating a special public/private endowment to ease the burden of privatization; and maintaining a direct City subsidy to administer the institution.**

MINT RESPONSE

The Mint Board moved expeditiously to implement a citizens' committee comprising 50% Mint Trustees and 50% community-at-large representatives to conduct the organization assessment and management audit in lieu of hiring a consultant. The Committee is listed in the Appendix This approach saved the City money and broadened citizen input in the process of determining the Mint's destiny. The committee, which met over a period of six months, reviewed the alternative scenarios and concluded that continued City subsidy through the Arts and Science Council was the most cost-effective and realistic option to facilitate reorganization.

It is estimated that a $15 million endowment would be required to generate $1 million annually, the approximate amount of public operating subsidy required to support the Mint. Because of the endowment level required, this funding alternative was not considered achievable except over a lengthy period of time

Dr. Laurence Miller, who served as the Museum consultant to the Cultural Planning Committee, was brought in to spend a day assessing the Mint's situation and to meet with the Committee. He observed that the Board of Trustees, as guardian of the Mint's collection, holds in trust for the public art valued at more than $40 million He concluded that this was a strong rationale for the City to continue assisting with the Museum's operating budget on a permanent basis. The committee weighed his observations carefully and concluded that the public sector does, in fact, have an obligation to assist with the preservation and exhibition of the art collection which the Board holds in trust. Thus evolved the recommendation that the City's contribution to the operating budget be frozen at its current level, to be re-granted through the Arts and Science Council.

GENERAL RECOMMENDATIONS

3. **A comprehensive program of education in and through the arts should be developed for the region which utilizes the resources of public and private schools, arts organizations, artists, colleges, and public media.**

MINT RESPONSE

Perhaps more than any of Charlotte's cultural organizations, with the exception of Discovery Place, the Mint already has a solid tradition of cooperation and coordination with the school system. The Mint offers each year a range of educational programs which offer something for everyone from preschoolers to senior citizens, and for the most casual or infrequent visitor to the serious collector. For example.

* Student Artist Gallery Exhibitions - seven exhibits of elementary, junior and senior highs

* Family Festivals - three to four a year, some co-sponsored by other organizations

* Children's classes - about 30 Saturday classes are held each year, ages 4-13

* Teacher Institutes - a week-long summer institute for renewal credit draws about 50 area teachers and this fall, a similar Saturday series for teachers from the region began

* Tours - more than 500 a year, of which half are for school students who come each weekday morning

* Docents - 150 adult volunteer guides and interpreters, trained about the Mint's collection, exhibits and touring techniques, receive monthly continuing education sessions

* Lectures, Seminars, Symposia, Adult Courses - acknowledged experts are invited to speak as part of gallery talks, lectures and symposia which accompany each special exhibit. Slide lectures, artist demonstrations, concerts and films also augment exhibits

* Films, Videos, and Slides - about 50 films are screened annually on Sunday afternoons and Tuesday nights, when there are no other public programs scheduled

* Outreach - ten different slide programs are available for loan to teachers or individuals

* Libraries - an extensive reference art library and slide library, consisting of over 8,000 volumes, 125 periodicals and 10,000 slides, serve the Museum staff and the community

Implementation of the reorganization and new staff leadership (Bruce Evans) will enable the Mint to aggressively seek funds from local and national foundations to expand its education programs into the surrounding counties as well as expand offerings in Mecklenburg.

4. **The City and County should continue to underwrite directly the facility-related costs associated with buildings that they own. All other cultural funds should be allocated through the Arts and Science Council.**

MINT RESPONSE

The Mint Museum has been owned by the City since 1936 and has been a department of the City since 1976 The Committee concurred with this recommendation and agreed the City should continue to fund the cost of site maintenance, structural maintenance of buildings and improvements (including maintenance of mechanical systems), most minor improvements, insurance, security and utilities (exclusive of telephone) The financial projections included in this report assume this recommendation will be carried out by the City.

The Mint agrees that its performance should be reviewed and evaluated by the Arts and Science Council through the annual allocations process and is recommending that its City subsidy be channeled through the Council. This oversight by the Arts and Science Council will ensure that the Mint meets the requirements of the new Cultural Plan.

5. **The reorganization of the Arts and Science Council should reflect multi-cultural concerns and priorities.**

MINT RESPONSE

The Board of Trustees has moved in recent years to increase multi-cultural representation on our Board, which now includes 6 minorities. In addition, the staff of the Mint includes minorities in the positions of Assistant to the Curator of Decorative Arts, Administrative Assistant for the Education Department, Chief of Security, Special Events Coordinator, and Head Librarian. Top priority for additional staff has been assigned to the position of Curator of Ethnographic Art which is expected to be filled by a minority

In the past year, the Mint presented exhibits on Chinese paintings, the decorative arts of Ireland and Mexican textiles. Each of these exhibits was accompanied by major educational programs which focused on the culture of the countries and ethnic groups whose arts was being featured.

In the next two years, the Museum will present such culturally diverse exhibits as *The Revered Earth* (which features Aborigine art), *Splendors of the New World* (Hispanic), *Africa Explorers* (20th century African art), and exhibits of North American Indian and Mayan Art.

Because of the high percentage of Afro-Americans who comprise Charlotte's population, 40% of the Committee to Evaluate Reorganization was Afro-American Two of these members, Vanessa Greene and Isaiah Tidwell, serve as Director and President, respectively, of the Afro-American Center.

6. **All future policy and planning for cultural development should take into account a multi-county region surrounding Mecklenburg County.**

MINT RESPONSE

The Mint applied for and received an NEA/ASC grant to conduct a regional marketing program. In 1990-91, the surrounding counties (Cabarrus, Gaston, Lincoln, Union, York and Iredell) will be targeted for increased exposure through advertising. In 1991-92, advertising will continue and a program of community outreach will start Regional art leaders will be invited to the Museum twice during the year to meet the staff and learn about the collections and changing exhibits. Ultimately, the Museum hopes to establish a regional advisory group to work with the staff on an ongoing basis Additional regional leaders will also be added to the Board of Trustees.

The proposed reorganization will enable the Board and the staff to pursue regional programming and fundraising more aggressively, once the Mint is no longer a Charlotte City department. A major priority will be given to establishing relationships with other museums in the region and developing traveling exhibits and ancillary sites

7. **The funding of the recommendations of this cultural plan should be undertaken jointly by the private sector, the City and the County.**

- **Increased revenue earned by cultural groups should be part of the long-term financial growth plan.**

- **The cultural community must more vigorously pursue major gifts as a source of funding for operations and endowment.**

MINT RESPONSE

The Mint projects, as part of the financing of the reorganization, that by the year 1997, it will almost double its earned income from admissions, education fees, memberships and rentals. More significantly, it plans to launch an ambitious campaign to raise $1 million in endowment funds, primarily from individuals, which will generate revenues of $50,000 a year by 1997. In addition, the Mint projects that by the same year it will raise annually $245,000 in grants from national foundations and endowments

These fundraising goals are very aggressive and will require much more involvement of the Board of Trustees than in the past. This level of involvement and sense of fiscal responsibility is possible only if the Board is fully responsible for management of the Museum, as proposed.

THE EVALUATION PROCESS

The Reorganization Committee's approach to its task was thoughtfully organized and comprehensive.

Below is an outline of the process this Committee worked through to reach the conclusions which resulted in the Action Plan endorsed by the Mint Trustees and submitted in this report

We share the details of this process to help both the Arts & Science Council and City Council understand the thoroughness with which this assignment was undertaken

- Phase I (March - April) Familiarization

  The Committee members spent many hours with the Museum staff in comprehensive briefings on the Mint's operations, programming, finances, etc A complete understanding of the Mint was required to appropriately evaluate reorganization and partial privatization.

- Phase II (May) Environmental Assessment

  The Committee retained the services of Laurence Miller, a national museum consultant who could compare and contrast various museum operations around the U.S. This national perspective enabled the Committee to understand potential opportunities and pitfalls for Charlotte. In addition, the Committee studied the relationships of other community arts organizations to the City and County.

- Phase III (June) Research

  During this period, the Committee collected detailed financial data along with other information pertinent to projecting the Mint's outcome under different scenarios, and outlined various options available to the Mint

- Phase IV (July) Evaluation

  Continuing the financial analysis and reviewing all the available research, the Committee moved into its most important stage - evaluating the various options. These options were subjected to careful scrutiny as the Committee considered the ramifications of each scenario from all conceivable perspectives.

- Phase V (August) Action Plan

  Finally, the Committee determined, in their opinion, the most effective and efficient way for the Mint Museum to reorganize itself and undertake the task of partial privatization The Action Plan presented in this document is the synthesis of the Committee's six-month program of work.

ACTION PLAN

ACTION PLAN FOR REORGANIZATION OF THE MINT MUSEUM OF ART

This Action Plan reflects the conclusions of the Mint Museum's Committee to Evaluate Reorganization It has been unanimously adopted by the Museum's Board of Trustees

	Committee Conclusions	Rationale	Action Steps
1	Reorganization of the Mint must occur	Traditional sources of funds, including government, are shrinking, while competition for private support money is significantly greater	• Trustees must commit to an aggressive fundraising effort and establish an endowment to eventually reverse the current ratio of total City and Trustee funding • Trustees commit to fundraising program that covers all non-facility budget increases due to inflation as well as any funds required to support growth
2	Trustees must be vested with both the responsibility and the authority for overall management of the Museum	City should not be in the museum programming business Trustees do not currently have full authority for governance of the Museum	• Eliminate city department status of the Mint • Give the Mint Board of Trustees full responsibility for management of the Museum
3	The Board of Trustees should not be responsible for the cost of maintaining this facility	City funds paid for this facility and the city should not relinquish ownership	• City retains ownership and is financially responsible for all facility maintenance
4	Government funding is critical to the successful transition and ongoing operation of Mint Museum	City has a responsibility to provide funding that will insure the preservation and presentation of the art work held in trust for the public	• City continues funding Mint at 1992 level for non-facilities costs (estimated at $1 1 million) through the ASC as recommended in the Cultural Action Plan • City accrues significant future savings by freezing their participation at the 1992 support level

FINANCIAL EXHIBITS

MINT MUSEUM OF ART
FUNDING SOURCES

(Dollars in thousands)

	Estimated Current Trustee Budget	City Budget	Arts & Sciences Council	Total Mint Budget
Trustee's Current Budget	1,100	---------->		1,100
City Grant of Non-facilities Costs		1,100 --->	1,100 --->	1,100
			Operating	2,200
City Facilities Budget		600	Maintenance	600
	$1,100	$1,700		$2,800

MINT MUSEUM
INCOME PROJECTION FOR 1997
(DETAIL)

(Dollars in thousands)

	FY 1992	FY 1997	
GRANTS			
National Endowments and Foundations	$0	$118	Must do to grow program
Costume	20	20	No guarantee
Young Affiliates	10	10	Too early to project
Arts & Sciences	225	287	Uses 4% historical growth rate
NC Arts Council	100	100	Tough politics now
Auxiliary	105	150	Natural growth
	460	685	
EARNED INCOME			
Admissions	58	120	Moves to norm for our size
Education	17	25	Good potential here
Exhibit Rentals	0	38	Mint must be in this business
Museum Rentals + ABC	80	120	Continued growth
Other	5	10	
	160	313	
ENDOWMENT	0	50	Requires $1M endowment
MEMBERSHIP	310	400	1% of population, now 3600 Therefore, must --> region
CORPORATE SPONSORSHIPS AND MEMBERSHIPS	140	180	Only 4 majors a year, limited potential
OTHER	30	80	5-10 families @ $10,000 a year
	1,100	1,708	
CITY/ASC PASS THROUGH	1,100	1,100	
TOTAL	$2,200	$2,808	

This is a projection of the Mint's 1997 revenue budget. It was developed by an assessment of attainable levels of current and new revenue sources, and includes the pass through to ASC in 1997 of City support.

MINT MUSEUM
INCOME PROJECTION FOR 1997
(SUMMARY)

(Dollars in thousands)

Summary	FY 1992	FY 1997	5 Year Increase	Increase as a % of FY 1992
Grants	$460	$685	$225	
Earned Income	160	313	153	
Endowment	0	50	50	
Membership	310	400	90	
Corporate Sponsorships and Memberships	140	180	40	
Other	30	80	50	
	1,100	1,708	608	55.27%
City/ASC Pass Through	1,100	1,100	0	
Total	$2,200	$2,808	$608	27.64%

The Mint Board must commit to fundraising goals which increase to a level where 1997 revenues are $608 higher than 1992 revenues.

MINT MUSEUM
TEN YEAR PROJECTED BUDGET

(Dollars in thousands)

Year	FY	City/ASC Funding Pass Through	Trustee Base Year Responsibility	Trustee Fundraising Increase Over Base Year	Total Mint Budget
0	1992	$1,100	$1,100		$2,200
1	1993	1,100	1,100	$110	2,310
2	1994	1,100	1,100	226	2,426
3	1995	1,100	1,100	347	2,547
4	1996	1,100	1,100	474	2,674
5	1997	1,100	1,100	608	2,808
6	1998	1,100	1,100	748	2,948
7	1999	1,100	1,100	896	3,096
8	2000	1,100	1,100	1,050	3,250
9	2001	1,100	1,100	1,213	3,413
10	2002	1,100	1,100	1,384	3,584

This schedule demonstrates the Trustee commitment to annual fundraising in the next 10 years.

The 10 year budget is developed by Trending which keys off the 1992 base budget of $2,200 (page 6), and the 1997 projected revenue budget of $2,808 (page 6).

APPENDIX

MINT MUSEUM OF ART
COMMITTEE TO EVALUATE REORGANIZATION

Marc D. Oken, Chairman (T)
Susan Burgess
Stephanie Counts (T)
Thomas Cox, Jr. (T)
Edward S. Dunn, Jr. (T)
Sue Friday
Vanessa Greene
Elisabeth Hair
Isaac Heard
Patty O'H. Norman (T)
David H. Stovall, Jr. (T)
Isaiah Tidwell
Moe Ward (T) (Ex Officio)

(T) Mint Trustee

MINT MUSEUM OF ART
BOARD OF TRUSTEES

Executive Committee

Edward S. Dunn, Jr.	President
Marc D. Oken	President Elect
Marc H. Silverman	Vice President
Brenda E. Noel	Vice President
Ernest H. Barry, Jr.	Vice President
Mrs. Howard A. Counts	Secretary
Robert G. Dinsmore, Jr.	Treasurer
Karen M. Sachsenmaier	Assistant Treasurer
Marion H. Ward	Past President
Mrs James G. Babb	Mint Museum Auxiliary
John C. Fennebresque	At Large Member
Joseph B. C. Kluttz	At Large Member
Pamella G. Patterson	At Large Member
Mrs. C. Scott McLanahan	At Large Member
Thomas Cox, Jr.	Ex Officio Member
Patricia O'H. Norman	Ex Officio Member

Board Members

Vernon T. Anderson, Jr.
Mrs. William O. Bland
John G. P. Boatwright
James T. Bolt, Jr.
Mrs. R. Alfred Brand
Mrs. James L. Calder
Ruth E. Castleberry
Fred E. Dabney, II
John A. Davis, Jr.
Mrs. John Arthur Davis, Jr.
Roddey Dowd, Jr.
K. Eugene Frauenheim
Michael A. Gallis
Steve C. Griffith, Jr.
Sally Ann Hall
Mrs. Eugene C. Hicks, III
Fred W. Klein
Mrs. Edgar Mack
H. Burt Melton
James L. Moore, Jr.
Dr. Paula R. Newsome
Mrs. William A. Nichols
Don Olmstead
Benjamin M Pearce
A. Zachary Smith, III
David H. Stovall, Jr.
Robert Lee Stowe
Isaiah Tidwell
Vivian Williams

CURRICULUM VITAE

Bruce H. Evans
Director, Dayton Art Institute

EDUCATION

Graduate: New York University Institute of Fine Arts, MA (History of Art), 1964 (Thesis topic. *The Watercolors of J. M. W Turner, 1830-1840*, supervised by Dr. H. W. Janson.)

Undergraduate· Amherst College, Amherst, Massachusetts, BA (Art History), 1961 (Thesis topic. *The Relationship of the Style of Henry Fuseli to that of the Sixteenth Century in Italy*, supervised by Dr. Frank A. Trapp.)

Other courses in the field of Business Administration (Accounting, Management, MBO, etc.) taken at Syracuse University, the University of Dayton and Wright State University

ALI-ABA-AAM - Legal Problems in Museum Administration

High School· The Choate School, Wallingford, Connecticut

EMPLOYMENT

1974 - Present	Director, Dayton Art Institute, Dayton, Ohio
1973 - 74	Associate Director
1972 - 73	Assistant Director and Chief Curator
1967 - 72	Chief Curator
1965-67	Curatorial Assistant

EXPERIENCE

Knowledge of and experience in all phases of museum operations, including exhibitions, publications, acquisitions, conservation, education, outreach, public relations, membership development and retention, fiscal management, personnel administration and staff development, grant administration (city, county, state and federal levels), long-range and strategic planning, fundraising (capital, endowment and annual) and capital project management.

The Dayton Art Institute currently employs 50 full and part-time staff members, exclusive of the security force, and maintains an annual budget of $2 5 million.

PROFESSIONAL ASSOCIATIONS

Association of Art Museum Directors Past President and Coordinator of statistical surveys (annual salary and financial surveys). Chairman, Membership Committee. Past positions include Treasurer, Chairman of Museum Operations Committee, Chairman of the Technology Committee.

International Council of Museums (AAM-ICOM). Former Trustee.

American Association of Museums Senior Examiner for accreditation and reaccreditation Member, Energy Committee, 1977-1979. Member, Museum Survey Committee, 1989-90.

Ohio Museums Association. Past President.

Intermuseum Conservative Association Past President.

J. Paul Getty Trust, Conference on data transmission standards, participant, 1984.

National Endowments for the Arts and Humanities; Institute of Museum Services Various grant review panels.

National Conservation Advisory Council. Member, Energy Committee, 1977-1979

White House Conference on Energy Problems and Museums, 1979, participant.

Midwest Museums Conference. Vice President, 1981

Ohio Arts Council. Visual Arts Panel.

Ohio Foundation on the Arts Former Trustee.

Ohio Consortium of Curators, Founder, 1973

Museum Education Policy Committee (Cleveland Conference on Museum Education), 1971. Participant.

COMMUNITY INVOLVEMENT

Montgomery County Regional Arts and Cultural District. President, 1984 - 1990 (a legally defined political jurisdiction empowered to levy taxes to support regional cultural institutions)

Montgomery County Historical Society. Trustee, Patterson Homestead, Member, Preservation Committee.

Great Miami River Corridor Committee. Member, Design Review Committee

City of Dayton Historic Architecture Committee. Former Vice-Chairman.

Dayton Sister Cities Committee. Member

EXHIBITIONS ORGANIZED
(* = Catalogue published)

Oceanic Art from the Dugan Collection, 1985; The Bicycle - Evolution of Design*, 1984; Masterpieces of the South Pacific, 1975; Made in Dayton - the Partial Object as Design*, 1974; The Paintings of Jean-Leon Gerome*, 1972 (Dayton, Minneapolis, Baltimore); Paintings by Edward Edmondson (1830 - 1884)*, 1972 (Dayton, Springfield), The Ferdinand Howald Collection, 1970; Native Crafts of Ecuador, 1969, Nature Carpets by Piero Gilardi, 1968; The Collection of Mr. and Mrs. Anthony Haswell*, 1967; Hendrick Terbrugghen in America*, 1965 (Dayton, Baltimore).

EXHIBITIONS SUPERVISED

Leaves from the Bodhi Tree: The Art of Pala Dynasty India*, 1989-90 (Dayton, Baltimore, Newark, Chicago); Chinese Gold and Silver of the Tang Dynasty in American Collections*, 1984-85 (Dayton, New York, Springfield MA, Birmingham), E Colonna - Art Nouveau Designer*, 1983-84 (Dayton, Montreal, Washington); Sculpture by Robert Murray*, 1979 (Dayton, Columbus); Edward Weston's Gifts to His Sister*, 1978-80 (Dayton, New York, Oakland, Copenhagen); American Expatriot Artists of the late 19th Century*, 1976 (Dayton, Los Angeles, Philadelphia); Early American Painted Tin Ware, 1975; Class Oldenburg: Standing Mitt with Baseball, 1973; Paul Storr Silver in American Collections*, 1972 (Dayton, Indianapolis); Master Drawings by French Artists in Italy*, 1971.

PUBLICATIONS

Dayton Art Institute Bulletin, Numerous articles on objects in the museum's permanent collection. *Museum News* (The Journal of the American Association of Museums). "Closing the Culture Gap (using videodisc technology in museum orientation)," November/December, 1989; "The Museum as Advocate," March/April, 1980, "Up Against the Ivory Tower," May, 1974, numerous book reviews. *Fifty Treasures of the Dayton Art Institute,* 1969. Exhibition catalogues, listed above under Exhibitions. Numerous articles and columns in local magazines and frequent regular appearances on local radio and television.

TRAVEL AND LANGUAGES

Extensive travel throughout the United States, Europe and China Limited travel through Mexico and South America. Reading and limited conversational knowledge of French, German.

PERSONAL

Born November 13, 1939. Rome, New York. Married, two sons.
Home address: 3437 Lenox Drive, Dayton, Ohio 45429
Telephone: (513)299-9455

Extra-curricular interests include hunting, fishing, gardening, carpentry.

THE NEW CHARLOTTE CONVENTION CENTER
JOINT MARKETING BUDGET
CHARLOTTE AUDITORIUM-COLISEUM-CONVENTION CENTER AUTHORITY
CHARLOTTE CONVENTION & VISITORS BUREAU
NOVEMBER 21, 1991
FISCAL YEAR 1992

	AUTHORITY	CCVB	TOTAL
DIRECT SALES			
SALARIES	$176,000	$190,000	$ 366,000
BENEFITS & TAXES	32,214	38,000	70,214
SALES ACTIVITIES	83,496	123,420	206,916
CONVENTION REPRESENTATION SERVICE		75,000	75,000
OFFICE OPERATIONS	61,500	56,000	117,500
AUTOMATION		51,440	51,440
EQUIPMENT PURCHASES		19,675	19,675
OFFICE LEASE	51,000	35,600	86,600
ADVERTISING & PUBLIC RELATIONS			
SALARIES		30,000	30,000
BENEFITS & TAXES		6,000	6,000
ADVERTISING	82,990	177,865	260,855
COLLATERAL	23,000	31,000	54,000
DIRECT MARKETING	6,800	60,000	66,800
TRADE SHOW EXHIBIT	5,000	30,000	35,000
AUDIO VISUAL PRESENTATION	5,000	30,000	35,000
SPECIALTY ADVERTISING		5,000	5,000
RESEARCH		2,000	2,000
PUBLIC RELATIONS	8,000	4,000	12,000
TOTAL	$535,000	$965,000	$1,500,000

Joint Marketing Budget Notes

Direct Sales

Salaries, Benefits & Taxes:

- Convention Center
  Director of Sales--Sharron Campbell
  Sales Managers--Brian Monroe & Amy Ennis
  Also includes a sales assistant and a receptionist.
  The Convention Center will focus on trade and public show sales.

- CCVB:
  Director of Sales--Susan Rapelye
  National Sales Manager--Janie Levinson
  Sales Managers--Susan Royster and additional employee
  Sales Assistant--CCVB will add one new sales assistant.
  The CCVB will focus on convention sales.

  Note: Since the CCVB will be assigning the above employees to the convention center effort exclusively, three sales managers will be hired to assume their responsibilities.

Sales Activities:

This category includes familiarization tours for convention and trade show planners, sales missions, convention bid trips, trade show promotion expenses, memberships in professional organizations, special projects, and use of the International Association of Convention & Visitor Bureau's convention prospect data base.

Convention Representation Service.

Sales representation in Washington, DC, headquarters for the majority of large, national associations.

Office Operations:

Includes telephone and WATS line expenses, postage, subscription costs, office supplies, equipment repairs and maintenance, equipment leases, professional fees, and insurance.

Automation.

Installation of computer hardware and software to manage the convention center sales and service files.

Equipment Purchases:

This category includes desks, chairs, telephones, and other office furniture for additional sales and public relations staff.

Office Lease.

Includes sales and marketing office for new convention center in One First Union Plaza and additional office space for sales people at CCVB.

Advertising and Public Relations

Salaries and Benefits: Public Relations Manager--new employee at CCVB

Advertising:

All trade advertising. CCVB will fund convention-oriented advertising and convention center will fund trade show-related advertising.

Collateral:

All convention center-related printed materials--brochures, newsletters, etc.

Direct Marketing:

Includes direct mail marketing to targeted convention and trade show prospects.

Trade Show Exhibit:

Convention Center and CCVB will jointly fund a new 20' x 20' trade show exhibit which will include a model of the new convention center.

Audio Visual Presentation:

Convention Center and CCVB will jointly fund a new 6 to 8 minute video presentation on the new convention center.

Specialty Advertising:

Premiums used at trade shows and during familiarization tours.

Research:

Basic research on national convention prospects.

Public Relations:

Materials (slides, press kits, etc.) used to secure publicity in national consumer and trade publications.

Gladys Scott, Chair, LWV\CM Education Committee
For the League of Women Voters of Charlotte-Mecklenburg
To the Charlotte City Council
November 25, 1991

I'm here for the League today because we share your commitment to seeing that the children of Charlotte will start school ready to learn Your committing to that first national goal is a commendable acceptance of moral responsibility even though education is not your legal responsibility

For almost two years, the Education Committee of the League of Women Voters of Charlotte Mecklenburg has been studying early intervention and the child at risk In October the League reached a new consensus on the subject, and we're summarizing for you now the parts that we believe most apply to the City Council However we'll appreciate your reading and studying our whole consensus statement

Part of our consensus is a matter of definition We define *INTERVENTION* as taking steps to prevent, correct, or compensate for whatever can put a child at risk We define *AT RISK* as in danger of not becoming educated and not merely in danger of dropping out of school And we say *EDUCATED* is reaching one's potential as an individual human being, as a life long learner, and as a productive member of society We believe *EARLY* is the time when intervention can be most effective We believe *early* is as soon as symptoms in the person or in the environment indicate a danger to the individual That identification may be as early as before birth or as late as high school

All our work rests on a given early intervention is the most productive, cost effective and lasting means of assuring that our children have a full opportunity to become educated Therefore, the League believes that enabling children to become educated to their full potential requires the society's coordinated contribution and not merely the improvement of the efforts of the schools For that reason, we formally support all efforts in the community effectively to coordinate and to deliver the services to combat the societal problems that put children at risk poverty, inadequate health care, children having children inadequate family planning, family crises, crime and violence, drugs, etc We particularly support programs such as SUCCESS BY SIX and the Children's Services Network

The basic call of the League is for universally available, affordable developmentally appropriate early childhood education, including parenting training The League believes that, when defining *affordable early childhood education*, we should look first to the resources of the society and then to the parents in keeping with their ability to pay That definition underlies our support for public schools providing developmentally appropriate care and education for children from birth through eight years of age and encourages us to push for the adoption of optimum rather than minimum standards for all providers of early childhood programs to children not cared for solely by their families

Especially the League hopes to have the Council's cooperation in support of a community wide effort to promote the involvement of parents in the education of their children both at home and at school and from before birth throughout their school lives

11010 Harrowfield Road
Charlotte, NC 28226
542-0297

CONSENSUS
of The League of Women Voters of Charlotte-Mecklenburg on Early Intervention and the Child at Risk

The League of Women Voters of Charlotte-Mecklenburg believes that early intervention is the most productive, cost-effective, and lasting means of assuring that our children have ample opportunity to become educated to their full potential as human beings, as life-long learners, and as productive members of society However, enabling children to become educated requires the society's coordinated contribution and not merely the improvement of the efforts of the schools

COORDINATION OF COMMUNITY SERVICES TO COMBAT SOCIETAL PROBLEMS

POSITION· As consistent with League policies and positions, formally support all efforts in the community effectively to coordinate and to deliver the services to combat the societal problems that put children at risk. poverty, inadequate health care, children having children, inadequate family planning, family crises, crime and violence, drugs, etc.

POSITION: As consistent with League policies and positions, collaborate with all of the other organizations in Charlotte-Mecklenburg sharing a commitment to children and families in order to help to build a consensus in the community about a shared set of priorities in support of such programs as SUCCESS BY 6. (SUCCESS BY 6 is a pilot project of the United Way of Central Carolinas, Inc, intended to assure that children aged 0-6 are adequately prepared by the united efforts of the community to succeed in school by the age of six)

UNIVERSALLY AVAILABLE, AFFORDABLE, DEVELOPMENTALLY APPROPRIATE EARLY CHILDHOOD EDUCATION, INCLUDING PARENTING TRAINING

The selfish interests of the society require that every child have access to developmentally appropriate early childhood education whether at home or in an early childhood program

Poorly educated children grow up to populate our prisons and our mental health institutions, to overload our social service system, and to produce new generations of poorly educated children too often trapped in poverty Therefore, society has an even greater stake in the appropriate developmental education of children than individual parents do and at least as great a stake as parents in the parents' developing effective parenting skills

POSITION When defining *affordable early childhood education*, we should look first to the resources of the society to afford developmentally appropriate care and education and then to the parents in keeping with their ability to pay.

POSITION· Support the strengthening of the family and therefore the community and the society as a whole rather than merely facilitating parents' work or training by calling for·

- Governmental encouragement of parents to provide developmentally appropriate early childhood education at home for their children particularly by offering incentives for the parents who choose to remain at home and provide that kind and quality of care themselves
- Through public schools in cooperation with other organizations, provision of training in parenting skills to assist parents in rearing their children to succeed in school and life
- Adoption of optimal standards for all providers of early childhood programs to children not cared for solely by their families

  [The League recommends the criteria for accreditation of the National Academy of Early Childhood Programs, a division of the National Association for the Education of Young Children]

POSITION: Support state requirements that the public schools·

- Provide developmentally appropriate care and education for children from birth through age eight especially to the children of
  - Children with children who need to remain in school so that they can become financially independent and so that they can rear children to succeed in school and life

- Parents who are trying to complete their education and trying to break for their children the cycle of poverty and perhaps dependence on welfare

- Offer students a sound theoretical and practical background in child development and family life

- Make parenting training universally available to parents without regard to income or other criteria

INTERVENTION FOR CHILDREN WITH LEARNING DISABILITIES (LD)

Learning disabilities are significant deficits in the essential learning processes--attentional, visual or auditory perception, speaking or writing, motor control, reasoning--exhibited by persons with average or higher intelligence No two individuals with learning disabilities have precisely the same combination and severity of problems Authorities estimate that 10-20% of the population has learning disabilities Appropriate education can teach children to compensate for learning disabilities

POSITION. Support early and continuing intervention for children with learning disabilities (LD) with:

- Training of all staff in identification and education of children with learning disabilities

- The earliest possible identification of learning disabilities, including careful consultation with parents who can identify the symptoms of the problems of their individual children with learning disabilities

- A total approach to the treatment of the educational, psychological, medical, and sociological needs of children with learning disabilities in an appropriate setting--mainstreaming or a setting different from that provided for children with other types of disabilities

- Assistance for the families of children with learning disabilities--particularly training for their parents in dealing with their children's particular combination of disabilities

PARENTAL INVOLVEMENT IN EDUCATION

Parents' involvement in the education of their children both at home and in school significantly improves the performance of these children and their schools regardless of the students' backgrounds The evidence is overwhelming programs promoting early parental involvement in the education of their children have resulted in significantly increased intelligence scores and student achievement, fewer retentions, and fewer placements of students in special education Parental involvement is the single most effective--and most cost-effective--means of improving student performance

POSITION Support a community-wide effort to promote parental involvement by establishing programs that.

- Are widely publicized, held in convenient locations and at times convenient for parents and have transportation and childcare provided as needed

- Provide community-wide training in parenting skills

- Establish parenting information centers in schools, libraries, and businesses

- Provide literacy programs that are easily accessible, have efficient referral systems, and encourage participation

- Develop advocacy programs for children, youth, and families who need support

- Encourage employers, including the school system, to provide released time for parents to attend school conferences and special activities

- Establish daycare regulations that require that centers plan for parental involvement and periodic parent conferences

POSITION: Support extensive parental involvement in early childhood education for at-risk students to establish and promote:

- A community-based program providing parent educators to work in homes and lead parent support groups

- Preschool for at-risk four-year-olds that feature training of parents in effective educational involvement, home visits, and required frequent parent-teacher conferences to exchange information

POSITION. Support school policies that promote parents' involvement in their children's education at the school and at home including:

- Leadership at every school to support and promote parental involvement
- A plan for involving every parent regardless of the family situation
- A means for input from every parent in the process of school planning and evaluation
- Identification of a teacher/staff advocate for each student who is comprehensively informed about the student's background, performance, strengths, and needs in order to communicate with parents and to support students
- A minimum of two conferences per year between teachers and parents for all parents through high school
- Notification and involvement of parents promptly when problems arise in performance, attendance, or discipline
- Establishment of cooperative contracts between teachers students, and parents
- Parent-child involvement at home to develop the skills and values necessary for school success
- Provision of adequate staff within each school to provide for parent education, encouragement for parental involvement at school and at home, for developing volunteers, and for connecting families with needed resources
- Provision of space and resources for parent volunteers
- Provision of additional time in the school year to accommodate the above
- Provision in the budget for funds adequate to support programs that enhance parental involvement

DEFINITIONS

INTERVENTION Taking steps to prevent, correct, or compensate for whatever can put a child at risk

EARLY The time when intervention can be most effective *Early* begins before birth or as soon as symptoms in the person or in the environment indicate a danger to the individual That identification may be as late as high school

AT RISK In danger of not becoming educated (not merely in danger of dropping out of school)

EDUCATED Reaching one's potential as an individual human being, as a life-long learner, and as a productive member of society

DEVELOPMENTAL APPROPRIATENESS in early childhood education has two elements

- *Age Appropriateness* Both parents and teachers learn the universally predictable sequences according to which growth and change occur during the first eight years of life, and they apply that knowledge to their preparation of the most appropriate learning environment and to their planning of what children learn and how they help them learn it
- *Individual Appropriateness* Adults responsible for early childhood programs assure
  - That adults who interact with children not only respond to each child's unique individual personality, learning style, and family background but also fit what and how they learn to those characteristics
  - That the learning intended from the interaction between the children's thoughts about and experiences with materials, ideas, and people matches the children's developing abilities and challenges their interests and understanding
  - That child-initiated, child-directed, and adult-supported play is a primary vehicle for children's physical, emotional, social, and cognitive development

AN EARLY CHILDHOOD PROGRAM is any part-day or full-day group program in a center, school, or other facility that serves children from birth through age 8 Every early childhood program has two responsibilities (1) to provide developmentally appropriate care and education to every child who attends it and (2) to respond to the needs of the families of those children

A DEVELOPMENTALLY APPROPRIATE EARLY CHILDHOOD PROGRAM as described by the National Association for the Education of Young Children has three primary elements

I. **Developmental Appropriateness** as typified by

A A curriculum that provides an integrated approach to each child's physical, emotional, social, and cognitive development

B Constant adult supervision typified by responsiveness, alertness to undue stress, positive guidance to help children develop self-control, and respect and acceptance of and comfort for children (regardless of the children's behavior) to help them develop self-esteem

C Acknowledgement by all staff that parents have both the right and the responsibility to share in decisions about their children's care and education demonstrated in encouragement of parent observation and participation in the program and frequent regular contacts with families

D The use not only of developmental assessments or screening devices but also of observations by teachers and parents and other information to identify children who have special needs and/or who are at risk, place all children in keeping with their individual development, adapt curriculum to the developmental needs of individual children, communicate with the children's families, and evaluate the effectiveness of the program

II. **Appropriate qualifications of staff**

NAEYC-RECOMMENDED STAFF QUALIFICATIONS

Level of Professional Responsibility	Title	Training Requirements
Pre-professionals who implement program activities under direct supervision of professional staff	*Early Childhood Teacher Assistant*	High school graduate or equivalent, participation in professional development programs
Professionals who independently implement program activities and who may be responsible for the care and education of a group of children	*Early Childhood Associate Teacher*	CDA credential or associate degree in Early Childhood Education/Child Development
Professionals who are responsible for the care and education of a group of children	*Early Childhood Teacher*	Baccalaureate degree in Early Childhood Education/ Child Development
Professionals who supervise and train staff, design curriculum, and/or administer programs	*Early Childhood Specialist*	Baccalaureate degree in Early Childhood Education/ Child Development and at least three years of full-time teaching experience with young children and/or a graduate degree in ECE/CD

III **Small enough group sizes and sufficient numbers of adults to provide age-appropriate and individualized care and education**

NAEYC-RECOMMENDED CHILD-STAFF RATIOS WITHIN GROUP SIZE

	Group Size									
Age of Children	6	8	10	12	14	16	18	20	22	24
Infants (birth-12 mos)	1 3	1 4								
Toddlers (12 24 mos)	1 3	1 4	1 5	1 4						
Two-year-olds (24-36 mos)		1 4	1 5	1 6						
Two- and three year-olds			1 5	1 6	1 7					
Three year-olds					1 7	1 8	1 9	1 10		
Four year-olds					1 7	1 8	1 9	1 10		
Four and five year-olds					1 7	1 8	1 9	1 10		
Five year-olds					1 7	1 8	1 9	1 10		
Six- to eight year-olds								1 10	1 11	1 12

Founders Frank Coleman Oscar J Cooper Ernest E Just Edgar A Love (Deceased)

Pi Phi Chapter
Omega Psi Phi Fraternity, Inc.

3301 Statesville Avenue
Charlotte North Carolina 28206
(704) 373 1971

November 22, 1991

Ms. Sue Myrick
Mayor
City of Charlotte
CMGC - 600 E. Fourth Street
Charlotte, North Carolina 28202

Re: Petition No: 91-73

Dear Mayor Myrick:

The Zoning Committee voted 5-1 against Petition No. 91-73. This is very unfortunate for our organization, Pi Phi Chapter - Omegas of Charlotte. We were approved by staff for a rezoning request from R-9 to R-9 MF (CD). The project proposed is a beautiful addition to the Hamilton Circle. We met with this group, and agreed to eliminate virtually any plan which they felt was problematic.

It is unfortunate that one of the City Council members tainted the image of our members (a list of some you have) and our organization to the extent that the Hamilton Circle community became unreceptive to discussion or negotiations. It is likewise unfortunate that the zoning commission viewed this as an intrusion. The access affects very few homes when studied carefully. This access issue has been disproportionately represented. We would like other ways to reach this property, but "landlocked" is the state of the land.

The other unfortunate issue is that the majority of council members and zoning commissioners give the impression of not truly understanding that the Omegas of Charlotte is a group of professional men who serve this city and county in every fashion. We welcome the opportunity for each of you (and them) to look at the site and to visit us at our present location. I believe your prelimanary impression or concerns will be dispelled and you will see this is a great group of professionals.

There is no proof that our project in any way "negatively" affects a neighborhood. Quite the contrary, our current facility has uplifted and raised the standard where it exists; and one in the Hamilton Circle area would do likewise - improve the neighborhood.

Founders Frank Coleman Oscar J Cooper Ernest E Just Edgar A Love (Deceased)

Pi Phi Chapter
Omega Psi Phi Fraternity, Inc.

3301 Statesville Avenue
Charlotte North Carolina 28206
(704) 373 1971

Finally, when this petition is studied carefully, there is no technical, no structural, no environmental, or no planning aspects that would prevent approval. The opinions and voting thus far have been purely speculative and emotionally based, especially on issues about our character that are not true at all.

As staff has stated, this petition is appropriate and we agree. Please consider all the issues before voting November 25, 1991. Vote yes and approve Petition 91-73 for a more beautiful and progressive city.

Sincerely,

Melvin T. Pinn, Jr., M.D.,M.P.H.
President

cc: File - Omegas of Charlotte
City Council Members
Planning Commission
Fred Bryant - Planning Consultant

9120 Westminster Dr.
Huntersville, NC 28078
November 25, 1991

The Honorable Sue Myrick
Mayor of Charlotte
Charlotte City Council
Charlotte Planning Commission
600 East Fourth St.
Charlotte, NC 28202

Dear Mayor Myrick, Council Members and Commission Members:

SUBJECT· APPROVAL OF ZONING COMMITTEE'S RECOMMENDATION TO DENY PETITION NO 91-73

I am writing to express my approval of the Zoning Committee's recommendation to deny rezoning petition No 91-73. As you prepare to vote on the above-referenced petition, please consider the following

* The people in this community **do not** want **this facility** in their neighborhood. The dangers from increased traffic, the noise from amplified music and other sources, and the sale of alcoholic beverages in this neighborhood are all unwanted and unwelcome events.

* This neighborhood has been racially integrated for over 15 years. The people here harbor no ill will toward the members of this fraternity, nor are they jealous of the members. They simply do not want this private recreational facility, built in the middle of their neighborhood

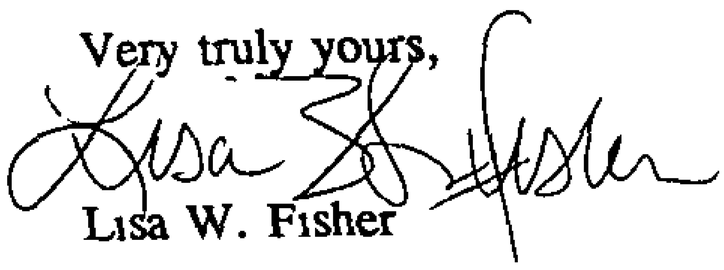
* The Omegas purchased this property in 1989 They did not communicate with the community about their plans for building this facility until the rezoning signs went up in October of 1991--*two years later.*

* The Omegas' actions and words are confusing. Twice--at the Zoning Hearing and Zoning Committee meeting--they asked for deferrals of a decision on this petition, stating their desire to communicate with the community about their plans. Yet, they did not communicate with the community before these meetings on their plan to ask for a deferral.

* While the Omegas are fine, upstanding members of our city, so are the people who live in this neighborhood. It is my understanding that the basis for your decision is to be solely on the facts of the request to rezone this property and not on the personalties of the interested parties

If you approve the construction of this facility in this neighborhood, you will forever changes the lives of the residents of Hamilton Village and surrounding streets The Omegas will be able to go home, away from the traffic and the noise, but the people in this neighborhood will be forced to live with it. I ask that you comply with the recommendation of the Zoning Committee and vote to deny petition 91-73.

Very truly yours,



Lisa W. Fisher

Original & 31 copies
enclosed for
immediate distribution

thanks,
Don Fisher

9120 Westminster Dr.
Huntersville, NC 28078
November 21, 1991

The Honorable Sue Myrick, Mayor of Charlotte
The Charlotte City Council
The Charlotte Planning Commission
600 East Fourth St.
Charlotte, NC 28202-2853

Dear Mayor Myrick, Council Members, and Planning Commission Members:

RE: APPROVAL OF ZONING COMMMITTEE'S RECOMMENDATION TO DENY PETITION 91-73

I am writing to indicate my approval of the Zoning Committee's recommendation to deny rezoning request No. 91-73. I ask that you comply with the Zoning Committee's recommendation and vote to deny this request.

Very truly yours,

Don F. Fisher

Don F. Fisher

9145 Wedgewood Drive
Huntersville, N. C. 28078

November 22, 1991

Honorable Mayor Sue Myrick
Memebers of City Council
Memeber of Planning Commission
Memebers of Zoning Commettee
600 East Fourth Street
Charlotte, N.C . 28202

Re: Petition #91-73 (Bomar Drive off Hamilton Circle)

Your Honor Sue Myrick·
Memebers of City Council:
Memebers of Planning Commission
Memebers of Zoning committee

I would like to add my support to the recommendation given by the zoning committee on the above petition.

This is a family residential community, quiet, intergrated, drug free and crime free neighborhood and I ask for your support in defeting this petition on November 25, 1991.

Sincerely,

Marvin C. Todd

Marvin C. Todd

MCT/t

Speakers 5, 6 & 7

November 25, 1991

My name is Craig Isaac and I am the president of the Historic North Charlotte Neighborhood Association. Our boundaries are along The Plaza to Matheson Avenue down to North Davidson Street to Herrin Avenue. Approximately one half of our neighborhood is on the Historic Registry, including buildings along North Davidson that are historic landmarks.

Our concern, along with the neighborhood churches and YMCA and the Hope Triangle, is the proposed renovation to the historic Johnston and Mecklenburg Mills. The first phase of the project will provide housing for approximately 100 adults and 150 children to be located in the Johnston Mill. As you can see on the attached maps those units are bordered by the main railroad link to the city and two major roads (North Davidson and East 36th Street). This project is to be compared to that of the Hoskins Mill renovation. The tax credit incentives are the same, but the two sites are very different. The Hoskins project has plenty of green space between the building and roads. Our historic buildings are wedged between the roads and railway with mostly asphalt as infill. The proposed daycare is next to the railway, which services the largest truck/train transfer in North Carolina. We assume there won't be any afternoon naps, or undisturbed sleep at night either. The safety of the resident's children is a major concern and is achieved by fencing as much of the site as possible. We do not feel this is a suitable environment for these children. Studies show interior hallways to individual units is detrimental to the development of children, so why are we using the same design solutions that are being bulldozed around the country?

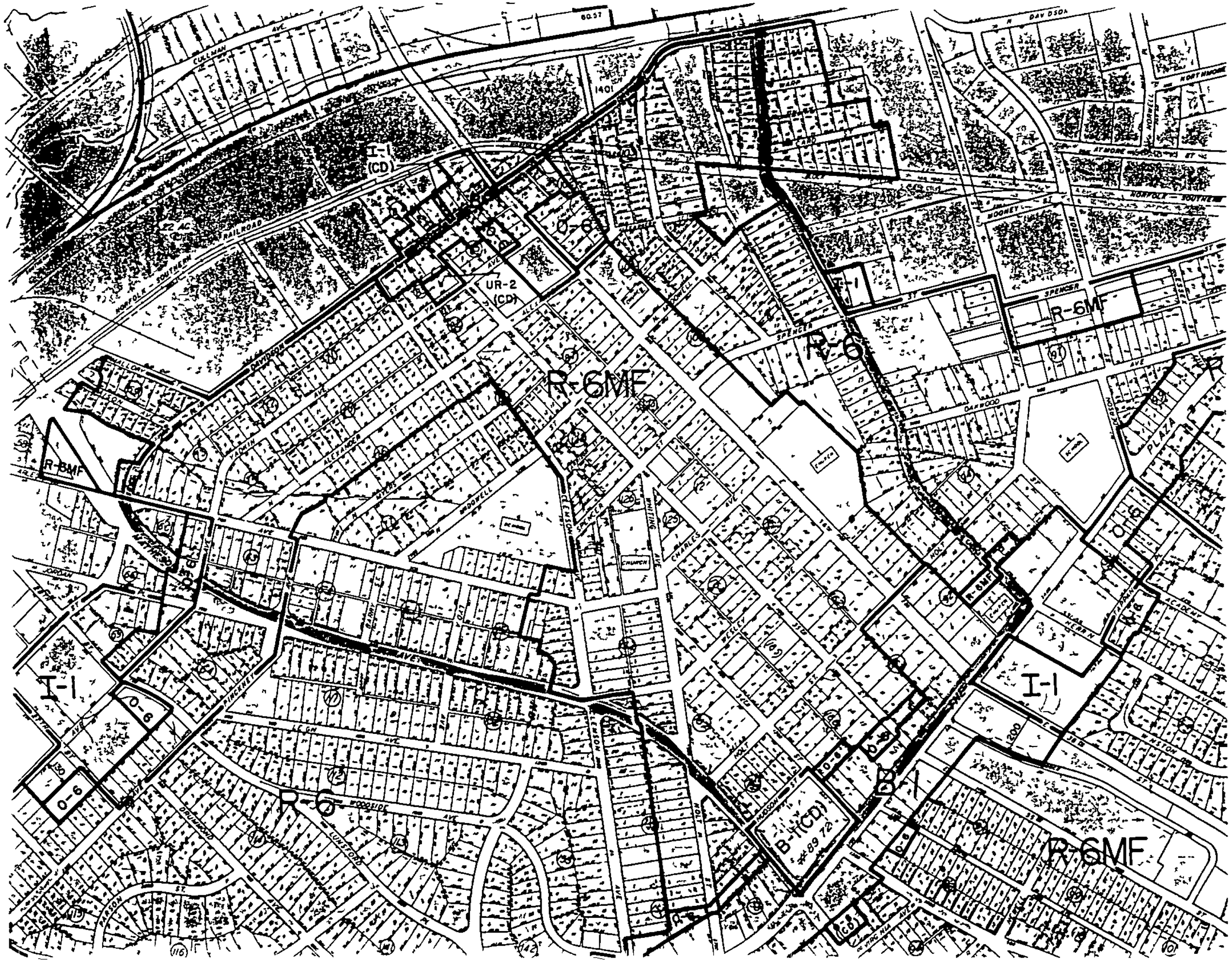
All of the neighborhood churches and the YMCA are already burdened by lack of adequate resources. We feel, along with the Charlotte Housing Partnership, a proposal worth looking at, with the help of the city, would be to renovate and build throughout our existing neighborhood as a means to provide affordable housing. In our boundaries alone are thirty-seven buildable vacant lots and seven boarded up homes. The opportunity exists to provide affordable housing through the same tax credit incentives as The Mill renovation, but maintain the single

family detached housing character of our neighborhood. The Charlotte-Mecklenburg Planning Commission is already in the process of working towards this stabilization by rezoning all of our R6-MF lots to R6 lots.

Why can't we be more creative in our solutions and look at "Homes for the Neighborhood" with daycare facilities in one of our larger homes located on a double or deep lot and let our children grow up in a natural environment. In our conversation with Jim Quinn at the State Housing Finance, they favor our proposal since it could be done for almost half the cost of The Mill's proposal.

No one wants to see these historic buildings abandoned. So why can't we pursue production/office type space at a fraction of the cost of renovating for housing. The history of these mills support the growing Historic North Charlotte business district and may well create jobs for the neighborhood residents. Just think what might happen in the next ten years in historic North Charlotte. We may get our trolley line to the uptown, the mills as production/office may have retail and restaurants,"Homes for the Neighborhood" could be occupant purchased and the quality of neighborhood living may be alive. On the other hand, the mills as housing would remain rental and require additional renovation and more money would be requested of the city.

We are working hard towards a positive image for historic North Charlotte and we request for you to help us to continue this, by reinvestigating the impact of Trenton Properties proposal to the historic Johnston and Mecklenburg Mills. Please withdraw your support for the project so that the State tax credits will not be approved by the November 27 deadline.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RAILROAD
DAVIDSON
ALEXANDER
MYERS
MIDDLEFIELD
WHITING
CHARLES
WESLEY
HOLT
HUDSON
PINCKNEY
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WOODSIDE
LUNSFORD
DRUMMOND
PARSON
SPENCER
OAKWOOD
ACADEMY
WINSTON
KING HIGH
CULLMAN
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ACADEMY
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At the intersection of thirty Sixth Street and N.Davidson Street you will find the tiny business district of an Early 1900,s mill town known as North Charlotte. The Historic North Charlotte Business District is the keystone to bringing new life to an old neighborhood and reviving the business district itself.

This september past, gallery openings drew between 1000 to 1200 gallery crawlers to the North Davidson St Gallery District.
Most of the comments from these individuals went something like, "Gee I Never new this place existed, This is great Charlotte needs an area like this. This is like the Coventry area in Cleveland. What is the neighborhood like. Is it safe out here. Is this the next Plaza Midwood." Etc, mostly positive and everyone excited about what they saw. An old business district, being revived, not torn down, small and friendly.

What started out as a few artists looking for space is developing into a unique and sizable cultural district like nothing charlotte has seen before.

Our neighborhood is low income, working class, economicly, racially and culturally diverse and unique. It holds proud memories of its past and great hopes for it,s future. The business district does not rely on the neighborhood for its customers. Other than gallery crawls the single most active day in our business district is when the post office distributes food stamps.

Slowly the number of people coming to our district during regular business hours has increased but our Business district suffer's greatly from the perception of crime, drugs, poverty and a reputation which has kept the average charlotean at bay.

What effect will the Johnston Mill housing project have on the business district.?

It will not provide needed jobs for our neighborhood. It will not provide any business space nor will it provide business incubation incentives for future jobs.
I believe it will have no effect as a consumer base. It has already had a negative impact as 2 current businesses that had plans of expanding are now taking a wait and see posture.

How Can the business district support the housing project?

There are no services in the business district to support low income housing or housing of any kind. The 36th street business corridor which is closest to the mill is primarily abandoned or used for storage and is owned by one individual who clearly does not maintain his property.

I would like at this time to describe our business district. september five years past to present.

In 1986 there were 34 storefronts, 19 were completely abandoned or were used for marginal storage.
There was no evidence of any recent restoration, building renovation or any new businesses.

Slowly through word of mouth and incentives of economical space the transition began. From 1986 to 1989 there has been a slow and steady arrival of new artists and Businesses. Two years past you would find a jump in new arrivals and this past year the area began to really take off.

We now have out of the 34 storefronts 25 occupied as compared with 15 occupied five years ago.

Our business district profile consists of;

3 bars
2 churches
1 post office
1 fire station
11 misc businesses (as compared with the original five)
8 galleries (as compared with none)
Innovative theatre offices
and over 20 artists studios

It is obvious that the business district in undergoing a very positive transition with out the renovation of the vacant Mills.

These new businesses and activities in, Historic North Charlotte are 95% new businesses and entrepreneurs. Many are struggling to keep the doors open. We are all actively working to bring customers, tourists and new businesses to our district.

The location of low income housing in the Johnston Mill will further stigmatize the business district,s reputation and has already hurt the positive progress that has taken place. The business district does not support the implementation of housing of any kind in a facility that would be better suited for workshop/studio space, office or manufacturing space and leave the possibility of unique retail spaces intact for the future.

Please understand at the current growth rate of our business District we will occupy and renovate every available storefront in Our Small Business District in less than five years. The Johnston and Meclenburgh Mills will provide the Additional space necessary for continued growth, jobs for our neighborhood and an expanding tax base for the City.

The Historic North Charlotte Business District Asks "have you been to our district Lately." I would be happy to meet with you as a group or on an Individual basis to tour the district and further discuss the activities and concerns of our district and neighborhood. This could be coordinated with a monthly neighborhood association meeting if so desired.

The business District asks city council to with draw any further support at the local or state level of the Trenton Properties Mill renovations for housing. The business district would strongly support the City Council perusing as an alternative the, "Homes for our Neighborhood proposal," as described by Craig Isiac.
WE NEED YOU SUPPORT I THANK YOU FOR YOUR TIME.

Chronology of the Historic North Charlotte Business District

In 1986-87 The business district consisted of;
4 bars
3 churches
1 post office
1 firestation
1 boarding house
5 die hard businesses
and the first artist studios

1987-88 saw the addition of;
Callowy Jonson an Moore Architecture firm
4 artists studios

1988-89 the arrival of;
Museum at large
7 artists studios
but we suffered the loss of the 36th st bakery as thelandlord would not fix the roof.

2 years past 1989-90 you would find a jump in new arrivals with
9 artist studios
1 musicians studio
Innovative Theatre offices
2 businesses Mikes Tee,s and Corner Tee's
2 galleries Center of the Earth, and Rococo Fish

This Past Year 1990-91 the area literally explodes with the arrival of;
Communication Alliance
Absinth Gallery
Acanthus Gallery
Friends of Van Gough Artist Guild
Cosmic Coffee House
New Waves of Joy Gallery And Furniture
NEO MYTHOS gallery
Nicholson Pound Architects
Other Architects
and now we have 20 plus artists studios in the area.

CONSTRUCTION EQUIPMENT BID EVALUATION WORK SHEET

Section 1

2 ea. Medium Backhoe/Loaders

	Unit Price	Total Price
Charlotte Ford Tractor	$ 33,412.00	$ 66,824.00
Case Power & Equipment	34,633.00	69,266.00
N. C. Equipment	34,924.00	69,848.00

We recommend award of contract to the low bidder, Charlotte Ford Tractor, in the amount of $66,824.00.

Source of Funding: General Capital Equipment Fund - (Parks and Recreation) - $43,500.

Water and Sewer Capital Equipment Fund - $43,500.

Section 2

1 ea. Small Backhoe/Loader for Utility Dept.

	Unit Price	Total Price
Case Power & Equipment	$ 28,176.00	$ 28,176.00
Rimtrax	29,484.00	29,484.00
Charlotte Ford Tractor	32,339.00	32,339.00

We recommend award of contract to the low bidder, Case Power & Equipment, in the amount of $28,176.00.

Source of Funding: Water and Sewer Capital Equipment Fund - $37,000.

Section 3 Placed informally.

Section 4 Placed informally.

Section 5

1 ea. 72 H.P. Tractor for Parks & Recreation Dept.

	Unit Price	Total Price
Case Power & Equipment	$ 16,950.70	$ 16,950.70
Charlotte Ford Tractor	22,310.00	22,310.00

We recommend award of contract to the low bidder, Case Power & Equipment, in the amount of $16,950.70.

Source of Funding: General Capital Equipment Fund - (Parks & Recreation) - $29,889.

Section 6

1 ea. Boom Mower, Parks & Recreation Dept., for above tractor.

	Unit Price	Total Price
Charlotte Ford Tractor	$ 14,111.00	$ 14,111.00
N. C. Equipment	15,920.00	15,920.00

We recommend award of contract to the low bidder, Charlotte Ford Tractor, in the amount of $14,111.00. The original bid of $12,611.00 was for installation on a Ford tractor; an additional $1,500 will be required for the Case adaptor kit and installation at Charlotte Ford.

Source of Funding: General Capital Equipment Fund - (Parks and Recreation) - $14,111.

Section 7

1 ea. 4WD Tractor for Utility Dept.

	Unit Price	Total Price
Godley Auction	$ 11,800.00	$ 11,800.00
Case Power	13,525.25	13,525.25
Charlotte Ford Tractor	15,386.00	15,386.00

We recommend award of contract to the third low bidder, Charlotte Ford Tractor, in the amount of $15,386.00.

The low bidder did not meet the specification requirement in the area of engine size and PTO horsepower. This tractor operates 100% in rough, wooded and wet terrain. It is used to maintain sewer right of ways. Past experience has shown that a smaller unit can perform the job, but this application results in a much shorter equipment life. We believe the small turbo-charged engine in the low bid unit would not perform for the eight-year expected life of this unit.

The tractor bid by Case is too heavy to move on the trailers and trucks used by the Wastewater Collection Division. This same unit was rejected for that reason two years ago.

Source of Funding: Water and Sewer Capital Equipment Fund - $16,412.

Section 8 Placed informally.

Section 9

2 ea. Articulate Front Loaders for Utility Dept.

	Unit Price	Total Price
Prime Equipment	$ 17,211.59	$ 34,423.18
Braswell Bobcat	19,222.90	38,445.80
Alpha America	28,910.00	57,820.00

We recommend award of the contract to the low bidder, Prime Equipment, in the amount of $34,423.18.

Source of Funding: Water and Sewer Capital Equipment Fund - $40,000.

Section 10

2 ea. 48-52 H.P. Tractors for Parks & Recreation Dept.

	Unit Price	Total Price
Case Power & Equipment	$ 20,742.00	$ 41,484.00
Charlotte Ford	23,711.00	47,422.00
Rimtrax	24,969.00	49,938.00

We recommend award of contract to the low bidder, Case Power & Equipment, in the amount of $41,484.00.

Source of Funding: General Capital Equipment Fund - (Parks and Recreation) - $32,000.

Section 11 To be recommended later.

Section 12 Placed informally.

Section 13 Placed informally.

Section 14

1 ea. Bushhog Mower for Utility Dept.

	Unit Price	Total Price
Charlotte Ford	$ 1,588.00	$ 1,588.00
Godley Auction	1,625.00	1,625.00

We recommend award of contract to the low bidder, Charlotte Ford Tractor, in the amount of $1,588.00

Source of Funding: Water and Sewer Capital Equipment Fund - $1,588.

Section 15

15 ea. Air Compressors with Hammers

	Unit Price	Total Price
Prime Equipment	$ 10,598.00	$158,970.00
Patton's	11,367.00	170,505.00
Mitchell Distributing	11,378.00	170,670.00
E. F. Craven	11,944.00	179,160.00

We recommend award of contract to the low bidder, Prime Equipment, in the amount of $158,970.00.

Source of Funding: Water and Sewer Capital Equipment Fund - $103,950.
General Fund - (Street Maintenance) - $57,750.
Powell Bill Fund - (Street Maintenance) - $11,550.

Section 16

1 ea. 5,000# Rough Terrain Forklift for Utility Dept.

	Unit Price	Total Price
Case Power	$ 24,912.00	$ 24,912.00
Godley Auction	26,300.00	26,300.00
N. C. Equipment	26,474.00	26,474.00
Charlotte Ford	27,790.00	27,790.00
Rimtrax	28,873.00	28,873.00
Prime Equipment	30,217.39	30,217.39
CTE Rental	31,816.80	31,816.80
Mitchell Distributing	38,438.00	38,438.00

We recommend award of contract to the low bidder, Case Power & Equipment, in the amount of $24,912.00.

Source of Funding: Water and Sewer Capital Equipment Fund - $26,700.

Agenda.Itm(Const.Eqp)