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8

H. C. BISSELL & ASSOCIATES, INC.
6230 FAIRVIEW ROAD
CHARLOTTE, NORTH CAROLINA 28210

June 29, 1971

AREA CODE 704
PHONE: 366-9841

Mr. Fred Bryant,
Director of Current Planning
Charlotte-Mecklenburg Planning Board
East Trade Street
Charlotte, North Carolina 28202

RE: MORRISON BOULEVARD - ZONED B1SCD

Dear Mr. Bryant:


In view of the expensive development of the Woodlawn Road and I-77 area for motel purposes, a change in outlook for the Morrison Boulevard area has necessitated revision of the area formerly considered aptly located for a vicinity motel.

Revision of Drawing #2-A-11, dated 4-25-70, as revised 6-10-70 following evaluation thereof by your Department, has proved advisable for accomodation of a major oil company's car care center at the north-west corner of Morrison Boulevard and Sharon Road as shown on the plan revised 6-28-71. Necessarily, the adjacent area has been modified from the earlier contemplated motel site to a modest sized office type structure with shops and stores likely in a portion, if not all, of the ground floor. Contemplated partial basement is to be for mechanical equipment and storage facilities for tenants.

Your approval of the revision dated 6-28-71 is respectfully requested. Four blueline prints of the revised drawing were hand delivered to your office the early afternoon of June 29, 1971.

Very truly yours,

H. C. BISSELL & ASSOCIATES, INC.


By J. J. Delaney
Agents for J. J. and A. M. Harris

JJD:enl
cc: Mr. B. I. Boyle
Mr. H. C. Bissell

ZONING HEARING

May 24, 1965

Concerning

Rezoning of 132 + Acres

Located at

**Fairview Road & Sharon Road
Charlotte, N. C.**

From

A Combination of

B-1, O-6, O-15 and R-12

To

B-1 SHOPPING CENTER DISTRICT

per

**Section 23-35 of the Charlotte Zoning Ordinance Chapter 23
of the Code of the City of Charlotte, as amended**

Presentation of Supplementary Data

for

The Honorable Mayor

and

The Assembly of Councillors

**of the City of Charlotte, with the Charlotte Mecklenburg Planning
Commission, in joint session, the twenty-fourth day of May, 1965**

**Jackson Engineering Corporation
for**

Morrocroft Farms

May 24th, 1965

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1- SITE LOCATION

The aerial photograph, included as Illustration "B", furnishes an excellent means of visualizing the undeveloped nature of the site. Also, groupings of homes and business establishments may be seen beyond the boundaries of the site while the large scale blowup of the general area, exhibited at the hearing, lends emphasis to the present status of the site and its nearby vicinity.

The site is bounded on the east by Sharon Road, a four lane highway, along a distance of sixteen hundred, thirty-six feet of frontage; Fairview Road, the southerly boundary, also a four lane adjacent highway, has seventeen hundred, twenty-five front feet abutting the site. The westerly boundary is contiguous with the easterly line of the property of U. S. Steel Corporation and Carnegie Steel Company Pension Funds (leased to Celanese Corporation of America) for a total length of twenty-five hundred, fifteen feet, with the boundary lying just easterly of the margin of Barclay Downs Drive at varying minor distances. The northerly boundary is contiguous to the property of James J. Harris (Morrocroft Farms) for a distance of twelve hundred, forty-eight feet and with the line of the C. E. Moore Estate two thousand, sixty-four feet. Chart "A" presents a map of survey of the site made in April, 1965.

Excluded from the site are two small parcels, i. e., (1) at the northwest corner of Fairview Road and Sharon Road approximately 150' x 150', presently zoned B-1, owned by Tremarco Corporation and operated as a Gulf Oil Company service station, and (2) a parcel fronting Sharon Road for a distance of about 430 feet containing 2-1/2 acres, more or less, owned by the Sammonds family, presently zoned O-6, used in part for one family residential occupancy and in part for non-conforming veterinary purposes; the latter usage existed prior to enactment of Ordinance #68 in January, 1962.

In small areas adjacent to the Gulf Oil Company site a portion of the land is now zoned B-1; westerly of the Sammond's property, in a minor triangular portion, existing zoning of classification O-6 now applies, most of the area is presently zoned O-15 and R-12.

For orientation to existing street patterns, Illustration "C" is presented as a "Vicinity Map" which relates the site to arterial type access-ways and nearby well established subdivisions.

Illustration "D" presents the existing Zoning Designations as shown on the official zoning map #27 of the Charlotte-Mecklenburg Planning Commission.

2 - SITE CHARACTERISTICS

The 132 acre site is mostly open land used until recently for grazing of cattle. It is presently relegated to agricultural husbandry of feed crops for consumption elsewhere. Some scattered trees exist, the major groupings are principally along natural drainage courses, including a twenty-five foot wide easement granted by the owners to the City of Charlotte several years ago for placement, within an existing drainage channel, of a 24 inch sewage outfall line, which, by gravity, conducts sanitary sewage wastes from the Sharonview Road lift station to the Briar Creek main collector line leading to the City Sewage Treatment plant at Tyvola Road.

Within the site itself there are no structures designed for human use and occupancy.

The entire area is surrounded by fencing or natural growth hedge formerly used as a cattle stop.

The land is comparatively level to rolling with slope toward the north and west, generally away from both Sharon Road and Fairview Road.

3 - EXISTING SERVICES AVAILABLE TO THE SITE

- a. Through a natural draw falling generally in a northwesterly direction from near the intersection of Fairview and Sharon Roads, the City of Charlotte in 1960 installed a 24" gravity outfall sanitary sewage line as an accessory to the lift station located at McMullen Creek and Sharonview Road.

This gravity outfall line, via the numerous manholes provided due to the frequent changes in direction within site boundaries, can provide adequate and ample capacity for removal of sanitary sewage wastes collected by site contained lines connected to the system, subject to acceptance of the wastes by City authorities having jurisdiction.

Sharon Road northerly of the outfall line (165 feet or so north of Fairview Road) lacks sanitary sewer collector lines, as does Barclay Downs Drive from Sayre Road southerly.

Fairview Road is without gravity sewer collector lines but does contain a pressure line to permit wastes from Sharonview Road areas to flow counter to grade; it has no utility for the proposed site.

- b. There are no water lines within the site which furnish city water. Along the northerly side of Fairview Road from the

westerly margin of the site extending easterly for approximately 1150 feet, there is an 8" cast iron water main installed in late 1963 which is dead-ended just beyond the entrance to J. P. Stevens Company office building located on the southerly side of Fairview Road; this supply line was installed without cost to the City of Charlotte.

Sharon Road does not have a city water service line in the frontage of the site under consideration. Barclay Downs Drive along its nearby frontage to the site also has no water service line.

Some of the gaps in water line distribution are scheduled to be closed as the City of Charlotte constructs large size feeder mains to a planned elevated water tank of 1,000,000 gallons capacity to be located near Sharon Presbyterian Church (approximately 1 mile south of Fairview and Sharon Roads on Sharon Road) in the 1966/67 program of municipal public works.

Sufficient potable water for normal construction activities on the site and early facilities developed may be obtained initially from the existing 8" water main along Fairview Road.

c. Electric power characteristics of the general vicinity are,

or will be of sufficient capacity for high and low voltage requirements of the proposed center; electrical distribution facilities are such as to provide in-put from at least two major feed sources.

- d. Natural gas distribution is available in the general area via high pressure mains and local low pressure distribution network to meet customer demand; these lines are already in place adjacent to the site.

4 - PROPOSED USAGE OF LAND AREA

A Planned Regional Shopping Center is envisaged - provided with internal enclosed, all weather, air-conditioned malls, three major merchant generators of department store class, each occupying in excess of 100,000 square feet, having complementary retailing facilities offering full line merchandising of a convenience nature as well as broad gauge shoppers goods, and numerous minor retailing outlets, plus corollary service supplementation in personal care, financing, restaurants and functional supplies for household, automobile, sports and apparel needs. Together with selective office, administrative, recreational and assembly facilities, the contemplated program will provide a well-knit and rounded offering of superior beneficial services, goods and conveniences to the public-at-large of the greater Metropolitan area of Charlotte.

Overall general accommodations under roof are expected to total about 760,000 square feet of floor area for retailing purposes, with added provision of ancillary office accommodations to follow as is required to meet developing needs.

Contemplated off-street parking is planned for easy ingress, stowage and ready egress of some six thousand automobiles.

Internal vehicular and pedestrian circulation, landscaping, delivery facilities and protection of the people within the complex are planned to take full advantage not only of technological progress but to be in keeping with sound architectural treatment that there may be created a handsome and attractive merchandising, business facility meeting modern needs and providing a splendid civic asset which is confidentially expected to be an outstandingly prominent and distinctive feature of the Charlotte Metropolitan Region.

Especially designed access and egress lanes for vehicles will be provided as part of efforts to make convenience, ease of vehicular maneuvering and safety of the public paramount in the planning, development and construction of the proposed merchantile enclave.

The enclosed photographic reproduction of the architect's concept, Illustration "E", and the schematic layout Chart "F", indicate the basic study and planning outlook for the site.

The individual photographs following the site photo show clearly the high plane of structural harmony with outstanding architecture exacted in other locations by one of the principal merchants concerned with this program.

While a finite schedule of completion has not yet been prepared, present views hold to an opening date for this proposed Regional Shopping Center in August, 1968.

Contemplated expenditures for creation of the complex of structures, services and facilities on the proposed site are estimated, at this stage, to involve \$17,000,000.

Representatives of the merchants who are the proponents of the center have presented at the hearing their outlooks regarding the stature and character of the facilities they plan to bring into being as a further service to the thousands of residents within the regional reaches of Charlotte's trading area.

5

5 - REGIONAL ASPECTS - POPULATION, ROAD PATTERN AND TRAVEL TIME

- a. Charlotte's geographic and economic position within the Piedmont Crescent is such that there has been substantially reflected in its economy the basically essential nature of economic inter-action resulting from the American way of doing business. The same influences will continue to mirror these reflections on a constantly wider scope as the Piedmont growth characteristics accelerate. For each production worker in a new or revamped industry, it is considered that about four service personnel come into economic action in a regional sense. For instance, the family of the production worker will require or stimulate activity in such diverse fields as schools, banks, stores, utilities, personal care specialists (barber, beauty parlor, cosmetician) medical, dental, legal, accounting professions, publishing, wholesalers, transportation, real estate, municipal, county and state services, and a host of minor functional supplies and work. In the ocean of economic inter-play, a new worker in the Piedmont may be likened to the effect on the surface of a quiet pond when a stone is dropped into the water - the ever widening ripples on the surface spread for an amazing distance, taking in more and more area from the point of immersion.

Charlotte has grown and expanded greatly since World War II, the Piedmont Crescent has likewise changed and developed astoundingly. Not only by local growth of the City and County does Charlotte press forward as an increasingly dynamic Metropolitan focal point of the Southeast, but upon and by the activation of new industries, the acceleration of neighborhood services and the increased buying power of the residents of the Piedmont does Charlotte's Regional Stature gain prominence and recognition for it in the National economy.

Roadway net works and individually controlled transportation by personal car permit the people of Mecklenburg County and those of the Regional Area to come and go considerable distances and with freedom of choice as to locale of "buying disposition" of spendable funds. The more attractive, the greater the convenience and the broader the range of services, goods and facilities to be had in places equipped to meet the demands of the buying public, so much more will the public find its way to a center so designed.

To stay abreast of fast moving Regional growth, it has been determined that a Regional Shopping Center is necessary in the Charlotte area, with its location as nearly astride the trend of City growth southerly of Independence Square as practicable.

The site at Fairview and Sharon Roads lends itself to the purpose: viz,

1. The land is in one ownership and the vagaries of assembling a sufficiently large site are avoided.
2. The location is in the heart of south-ward moving growth of Charlotte.
3. It is in the approximate center of higher income families.
4. It is framed by roadways having four lanes for traffic.

Essential auxiliary lanes for turning movements can be arranged through use of land bordering the rights-of-way margins.

5. The pattern of circulation between high volume Interstate and Expressway channels has been planned and programmed for consonance with anticipated continuing growth.
6. The controlled type of land usage for office and business purposes nearby has established a high quality business atmosphere by the stature of organizations accommodated, i. e., Celanese Corporation of American, Eastern Airlines, J. P. Stevens Company, Blythe Brothers Company, Southern Bell Telephone & Telegraph Company, banking institutions and neighborhood Sharon Shopping Center.
7. The dimensional requirements of the zoning ordinance can be met in all respects through use of the site for the proposed complex.

- b. Potential population and area to be served by the proposed center:

In the examination of the effect of a large scale Regional Shopping Center, it is logical to evaluate the City and County aspect as one phase and the Regional impact as another. The combination of both phases is the measure of influence population-wise.

Chart "G" has been prepared for the County geographical area with four rough "quadrants" stemming from Independence Square within the City. From the 1960 Federal Census and through recourse to local forecasts of 1965 population, there is shown within each quadrant the successive population increases estimated to be effective in the years 1965, 1970 and 1980. The total of the figures for 1965 ties in to show a growth contrast of 315,000 people with the 272,000 reported for the County in the 1960 census, an advance of 43,000 people in the five year period. For 1970 a projected total of 355,000 conservatively allows an additional 40,000 people from '65 to '70. For the period 1970 to 1980, the increase in overall County population is estimated to be 144,000 to a total of 499,000 people.

Of this population as forecast, those expected to be served by the proposed Regional Shopping Center have been shown within the quadrant areas as follows:

	<u>Range 1965-1970</u>	<u>Estimated 1980</u>
Northeast Section	15,000 - 19,000	26,900
Southeast Section	30,000 - 35,000	52,800
Southwest Section	28,300 - 35,200	35,200
Northwest Section	<u>18,000</u> - <u>22,400</u>	<u>18,200</u>
Totals	91,300 112,100	133,100

Chart "H" shows the Regional trade area outside of Mecklenburg County. While there are undoubtedly fringe influences at greater distances from Charlotte, this presentation has been limited to the ten counties of North Carolina having easy access to and surrounding Mecklenburg, plus four nearby South Carolina counties:

	<u>Range 1965 - 1970</u>	<u>Estimated in 1980</u>
Anson N. C.	400 400	400
Union "	2,300 2,500	2,600
Stanly "	400 400	500
Cabarrus "	3,600 3,700	4,000
Rowan "	800 900	1,000
Iredell "	1,300 1,400	1,600
Catawba "	3,200 3,400	4,100
Lincoln "	300 300	300
Gaston "	1,400 1,500	1,700
Cleveland "	1,300 1,400	1,600
York S. C.	5,700 6,200	6,600
Chester "	1,200 1,200	1,100
Lancaster "	2,000 2,000	2,100
Chesterfield "	<u>1,300</u> <u>1,200</u>	<u>1,100</u>
Totals	25,200 26,500	28,700

Combined totals, estimated population served:

	<u>Range 1965 - 1970</u>		<u>Estimated 1980</u>
Mecklenburg	91,300	112,100	133,100
Other Counties	<u>25,200</u>	<u>26,500</u>	<u>28,700</u>
	116,500	138,600	161,800

These estimates have been prepared on a conservative basis with thoughtful regard for the influence of competitive centers and the introduction of road patterns not now foreseen. As the area delineated on Chart "H" continues to attract new industries and local growth, the population served by the Proposed Regional Shopping Center could well be substantially increased from Mecklenburg sources and from the greater Metropolitan Regional Area.

- c. The influence of existing and proposed road patterns will have great importance to the proposed center. Chart "I" presents an outline of the network of present roads in solid black and those planned, proposed or under construction, as dotted lines. The present pattern to Fairview and Sharon Roads is largely oriented north and south. The planned circumferential designation for Fairview will provide east-west access to and from the North-South Expressway to Route 74 (Independence Blvd.) via Carmel and Rama Roads to the East and Tyvola Road toward

the West. Other arterial North-South Roadways proposed and the inner and outer circumferential access-ways will, as developed with growth, have the effect of making the proposed center more readily accessible in shorter time than the present road pattern permits.

The Isotropic Driving Distances shown on Chart "I." are related to the existing pattern of roads. The central shaded area delimits sections reached in driving time of two minutes or less. The white area between shadings represents parts of the neighborhood which can be reached within two to five minutes driving time. The outer shaded area covers those portions of the City and the County reached via five to ten minutes driving time.

The entire Isotropic Pattern is contained within a radius of five miles from Sharon and Fairview Roads. The ten mile radius is shown to encompass nearly all of the southern portion of Mecklenburg County, certainly the most populous part of it, and that which is credited with having perhaps two-thirds of gross income of the county entity.

6 - CONCLUSION

From the viewpoints of the proponents of the Center, the proposed use of the described land area is economically and practically desirable.

Based on this submission, its exhibits and comments, and the oral views presented at the public hearing, the Charlotte-Mecklenburg Planning Commission and the City Council of the City of Charlotte are each respectfully requested to approve the submitted site for zoning designation of B-1 Shopping Center District.

7 - REFERENCE MATERIAL & SOURCES

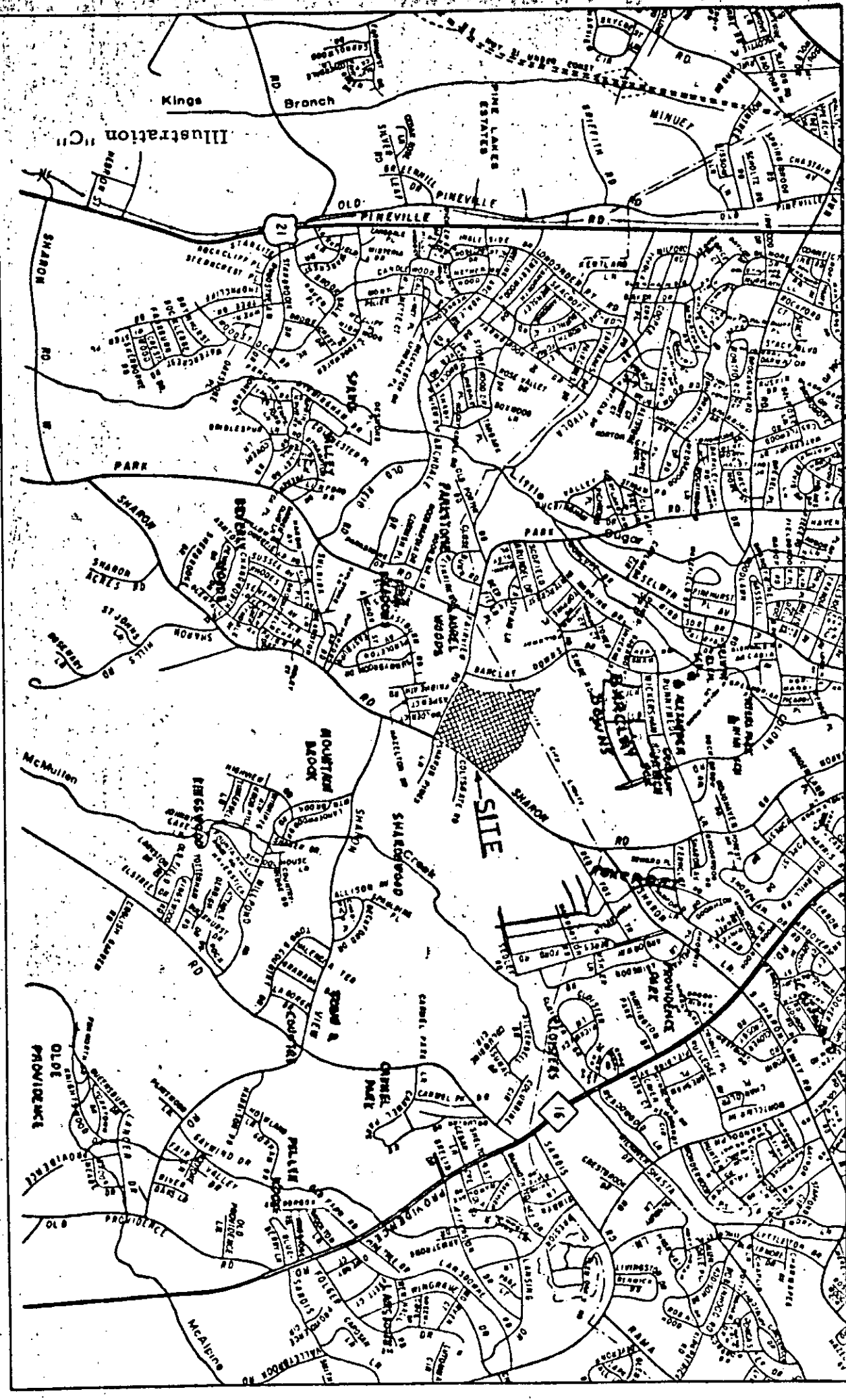
For more minute data and comprehensive picture of the economic aspect of Charlotte's growth and estimated future status in the years to 1980, the report prepared in January, 1964, by Hammer & Associates is recommended for thorough reading.

The Master Highway Transportation Plan - Charlotte Metropolitan Area, by Wilbur Smith & Associates, 1960, is a valid and helpful analysis of patterns of road net works to be needed, planned and programmed. Some aspects of the Smith report are already being realized.

The U. S. Census Reports, 1960, provide the basic figures of population from which projections have been extended.

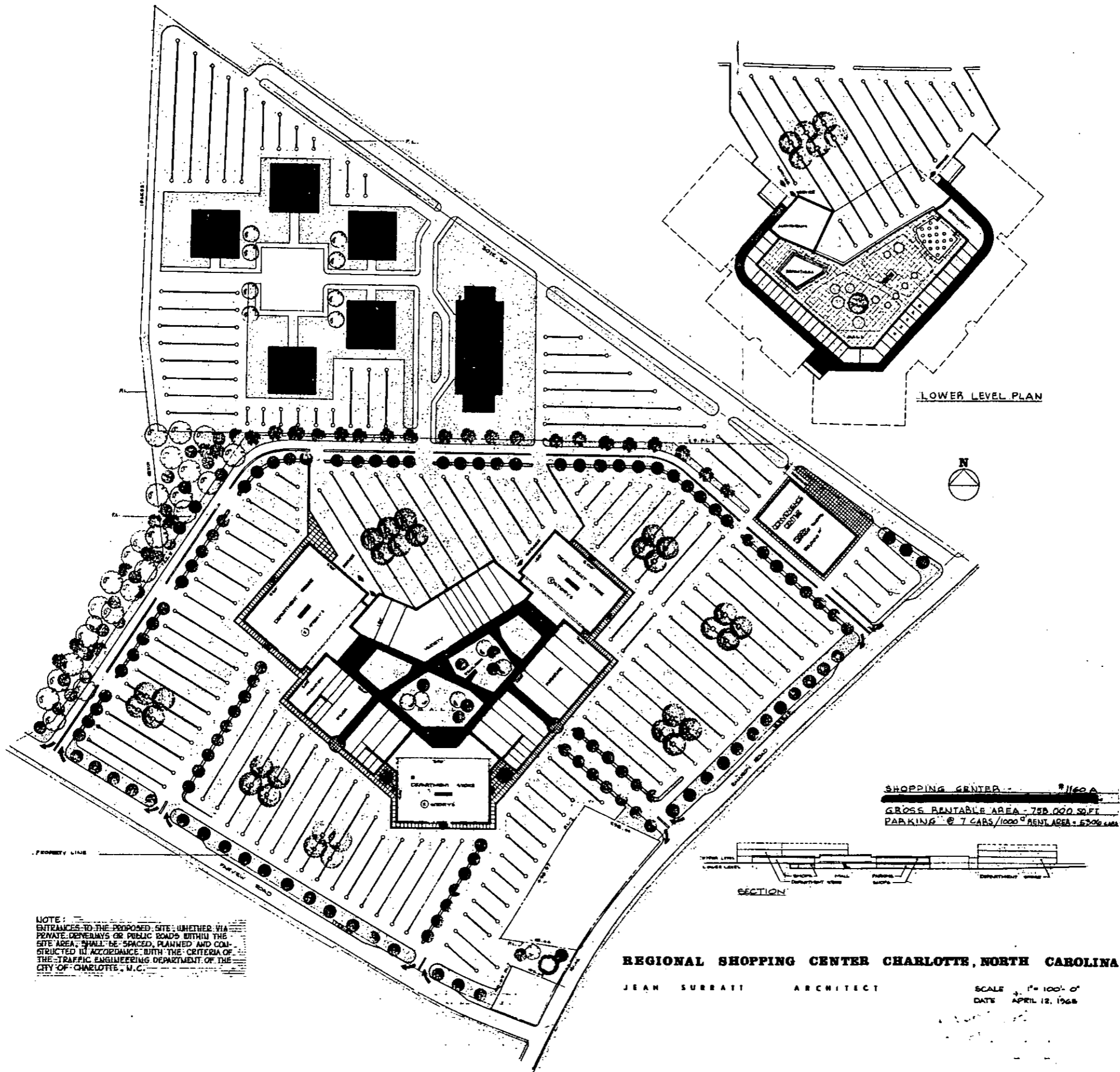
Local information on trends and movements of growth have been provided by representatives of the Southern Bell Telephone Company, Piedmont Natural Gas Company, Duke Power Company, and the Charlotte Chamber of Commerce statistical compilations.

Zoning Appeal
J. E. Co. /Morrocroft Farms
5-24-65



VICINITY MAP

Illustration "C"



NOTE:
 ENTRANCES TO THE PROPOSED SITE, WHETHER VIA
 PRIVATE DRIVEWAYS OR PUBLIC ROADS WITHIN THE
 SITE AREA, SHALL BE SPACED, PLANNED AND CON-
 STRUCTED IN ACCORDANCE WITH THE CRITERIA OF
 THE TRAFFIC ENGINEERING DEPARTMENT OF THE
 CITY OF CHARLOTTE, N.C.

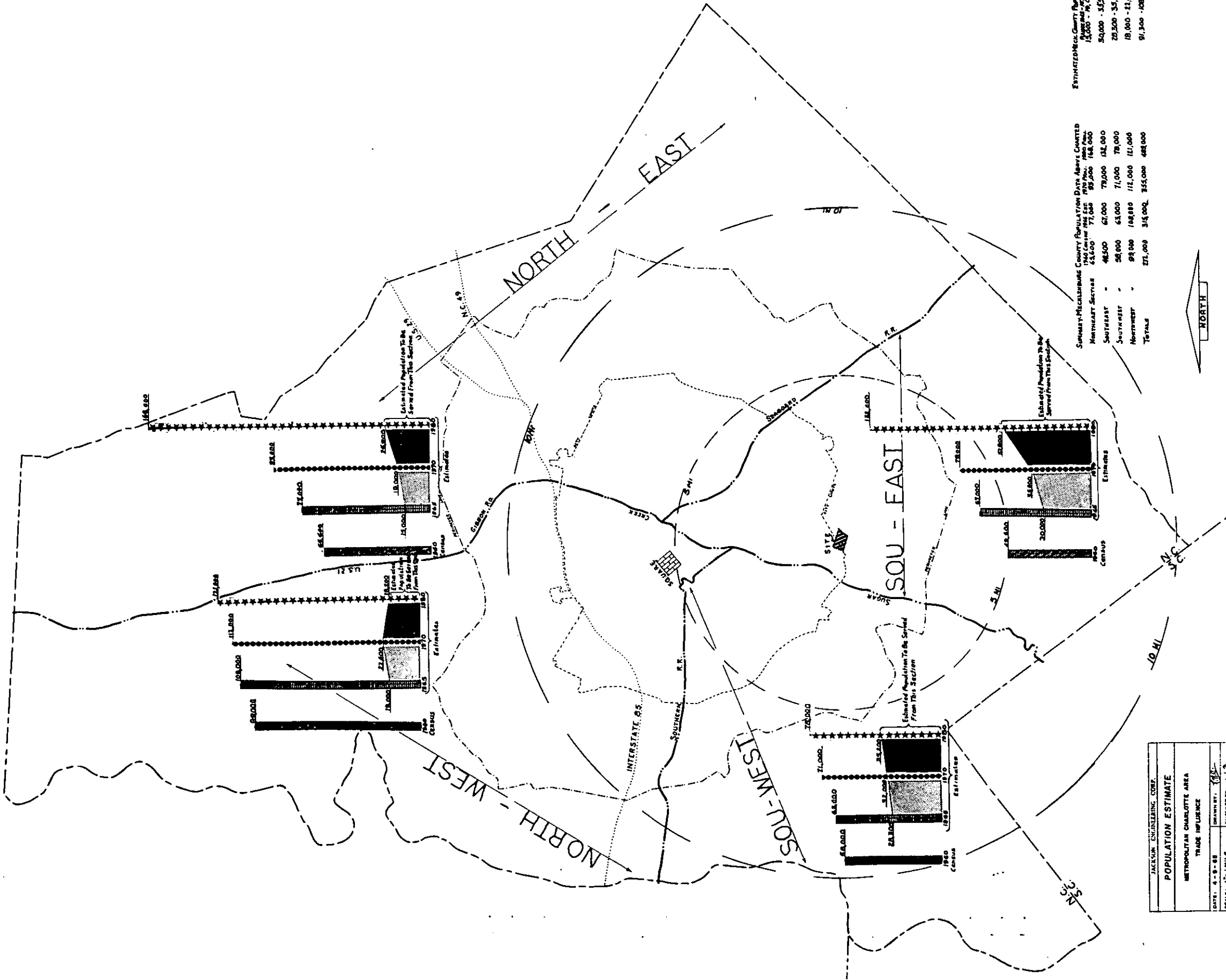
SHOPPING CENTER - \$1160 A
 GROSS RENTABLE AREA - 750,000 SQ. FT.
 PARKING @ 7 CARS/1000 RENT AREA = 5300 CARS

REGIONAL SHOPPING CENTER CHARLOTTE, NORTH CAROLINA

JEAN SURREAU ARCHITECT

SCALE 1" = 100'-0"
 DATE APRIL 12, 1968

Chart "F"
Zoning Appeal
J. E. Co. /Morrocroft Farms
5-24-65



JACKSON ENGINEERING CORP.	
POPULATION ESTIMATE	
METROPOLITAN CHARLOTTE AREA	
TRADE INFLUENCE	
DATE: 4-9-68	DRAWN BY: J.S.
SCALE: 1" = 1 MILE	CHECKED BY: J.J.P.
SHEET: 1 OF 1	DRAWING NO.

SUMMARY-MICHAELBARE COUNTY POPULATION DATA ABOVE CHARTED

1960 Census	77,000	1970 Pop. Est.	100,000
1970 Census	63,600	1970 Pop. Est.	85,000
NORTHEAST SECTION	48,500	79,000	132,000
SOUTHWEST	56,000	71,000	79,000
NORTHEAST	99,000	108,000	112,000
TOTALS	271,000	315,000	355,000

ESTIMATED MICHAELBARE COUNTY POPULATION TO BE SERVED BY FACILITY

1960 Census	13,000	1970 Pop. Est.	17,000
1970 Census	10,000	1970 Pop. Est.	14,000
1970 Census	50,000	53,500	53,800
1970 Census	20,500	35,100	35,800
1970 Census	18,000	21,400	18,200
TOTALS	91,500	108,000	113,400



Chart "G"
Zoning Appeal
J. E. Co. /Morrocroft Farms
5-24-65

Chart "H"
Zoning Appeal
J. E. Co. /Morrocroft Farms
5-24-65



SHARON ROAD & FAIRVIEW ROAD
 JACKSON ENGINEERING CORP.
 MECKLENBURG COUNTY
**ROAD PATTERNS
 AND ISOTROPIC DRIVING DISTANCES**
 DATE: 4-20-85 DRAWN BY: DJF
 SCALE: 1" = 1/4 MI. CHECKED BY:
 SHEET: 1 OF 1 DRAWING NO.



Chart I
Zoning Appeal
J. E. Co. /Morrocroft Farms
5-24-65

Received 6/9/88

EXXON COMPANY, U.S.A.

5601 77 CENTER DRIVE • SUITE 200 • CHARLOTTE, NORTH CAROLINA 28210-2730
MAILING ADDRESS: POST OFFICE BOX 30451 • CHARLOTTE, NORTH CAROLINA 28230-0451

MARKETING DEPARTMENT
CHARLOTTE AREA

June 7, 1988

Mr. Keith McVain
Charlotte-Mecklenburg Government Center
600 East 4th Street
Charlotte, North Carolina 28202-7853

Dear Mr. McVain:

RE: Exxon Location 4-7213
Sharon Road and Morrison Boulevard
Charlotte, North Carolina

As per our telephone conversation today, here is the sketch showing where we propose to put this storage trailer.

Your early review and comments would be greatly appreciated. If you have any questions, please call me at 529-4261.

Yours truly,

Craig Summey
Craig Summey
Construction & Maintenance Engineer

WCS/dtr
Enclosure
1264Y

Spoke with walter Fields and Dick A. they felt that the addition of storage steel anywhere on site ~~would~~ could not be done administratively. -But we need to be done through a site plan amendment.

May 4, 1981

Mr. Dick Hauersperger
Charlotte-Mecklenburg Planning Commission
301 South McDowell Street
Charlotte, North Carolina 28204

Re: The Pavilion Signage

Dear Mr. Hauersperger:

Please find enclosed the revised drawings of the detached sign for The Pavilion project on Morrison Boulevard, per your meeting with Mr. Phil Joyce of Graphicon, Inc. We are submitting the enclosed copies which note the revised design of the sign, but has not affected the location as originally specified.

If you have any questions, please call.

Sincerely,

DESIGN/JOE SONDERMAN, INC.



Tim Gilland
Vice President

TG/hm

Enclosure

All plan

Pl. Comm.

**CHARLOTTE-MECKLENBURG
PLANNING COMMISSION**

INTER-OFFICE COMMUNICATION

DATE: January 21, 1981

Fred E. Bryant

TO: Dale Long
City Zoning Administrator

FROM: Fred E. Bryant
Assistant Planning Director

SUBJECT: Sign, Morrison Boulevard B-1SCD Plan

Attached is a plan showing a different detached sign and it's location for the shopping area at 6631 Morrison Boulevard which I am administratively approving as part of the B-1SCD plan approved by City Council May 13, 1974.

FEB/gmj

cc: Mr. Tim Gilland
Design/Joe Sonderman Inc.
1209 Kenilworth Avenue
Charlotte, N. C. 28204

see plan

*Phil Joyce
Greplunion
P.O. 11402
Greensboro, N.C.*

27409

** THIS HAS BEEN REPLACED BY A REVISED PLAN*

APPROVED BY FRED BRYANT 2/29/81

Zoning file

**CHARLOTTE-MECKLENBURG
PLANNING COMMISSION**

INTER-OFFICE COMMUNICATION

DATE: April 29, 1981

MRC

TO: Mr. Dale Long,
City Zoning Administrator

FROM: Martin R. Granton, Jr.,
Planning Director

SUBJECT: - Sign, Morrison Boulevard, B-1 SCD Plan -

Attached is a revised plan showing a modification of the design of the detached sign at 6631 Morrison Boulevard which I am administratively approving as part of the B-1 SCD plan approved by City Council May 13, 1974. The sign will be in the same location as previously approved under the memo to you from Fred E. Bryant, dated January 21, 1981.

MRC/jr:mc

cc: Mr. Tim Gilland
Design/Joe Sanderman, Inc.
1209 Kenilworth Avenue
Charlotte, N. C. 28204

cc: Mr. Phil Joyce
Graphicon
P. O. Box 11402
Greensboro, N. C. 27409

All plan

March 6, 1968

present location with two driveways located as shown on your drawing, we would have to limit all vehicle movements to right turns in and right turns out with a barrier median down the center of Fairview Road. We will however, approve the proposed operation suggested on our drawing CSC - 1 - 68 or some similar design.

2) Drawing CSC - 2 - 68

Sharon Road Entrance

Our design is similar to the one proposed on your drawing except that we have moved the parallel roadways closer together to provide better control at the intersection with Sharon Road. We would recommend that serious consideration be given to a similar change within the parking area from the frontage road back to the interior low speed circulation roadway. We anticipate serious difficulties if the present separation is maintained. So serious in fact, that interior circulation could become non-existent during peak periods.

3) Drawing CSC - 3 - 68

Un-named Street Entrance

You will note that our changes provide for storage of approximately one hundred-fifty feet free from vehicles maneuvering within the parking area. This would permit easier entrance to the parking facilities with a minimum back up into the un-named street.

You will note that we have provided acceleration and deceleration lanes for some of the entrances. Where shown, we would prefer that these lanes be at least one hundred and fifty feet long with two hundred and fifty feet of transition. Our suggested designs are not intended to be construction plans, so all dimensions are not shown since some variation may be made. You will note especially that we have not specified the turn radii on the entrances, but we would like for you to hold your final radii to something no greater than those shown as indicated by the scale.

If we can be of further help, please let us know.

Sincerely,

B. A. Corbett, Jr.
Assistant Traffic Engineer

BAC:lh

Att: Three

CC. Mr. Fred Bryant
Mr. L. C. Cheek

March 6, 1968

Mr. John D. Edwards, Jr.
Traffic Planning Associates
730 Peachtree Building N. E.
Atlanta, Georgia 30308

Dear John:

We have carefully reviewed the proposed connections from the parking areas to abutting city streets as shown on the plan of the Charlotte Shopping Center. As previously discussed, we have found it necessary to make some changes in three of these proposed connections. These are shown on the attached drawings.

In order to better explain these, you should know that we have shown all streets to the width they are planned. These include Fairview Road at seven twelve foot lanes with a four foot divider and two foot gutters. Sharon Road, Barclay Downs Drive and the proposed un-named street at five twelve foot lanes, a four foot divider and two foot gutters. We have attempted to utilize your original plans where possible, and made only minor changes except for the driveway serving the T. B. A. Store. These are further explained as follows:

1) Drawing CSC - 1 - 68

Entrances to T. B. A. Store

As originally proposed, the two driveways are completely unacceptable due to the associated problems. With both of these open to two-way traffic, it would have been impossible to adequately control entering traffic, especially left turn movements off Fairview Road. There was no provision for storage within the lot for vehicles attempting to enter Fairview, without interference from vehicles circulating and maneuvering within the lot. In our opinion, the proposed T. B. A. Store is located in such a manner that vehicles moving in and out of the service bays would considerably hamper the movement of vehicles into and out of the adjacent parking areas. We would suggest a careful review of this with consideration being given to the complete separation of T. B. A. customers from vehicles attempting to enter or leave the parking areas. Should your client desire to maintain the T. B. A. building in its

J. V. PROPERTIES

Room 105

• 6230 Fairview Road

• Charlotte, N. C. 28210

• 704/366-7613

October 31, 1969

Mr. Fred Bryant
Charlotte Mecklenburg Planning Commission
Equity Building
701 East Trade Street
Charlotte, North Carolina

See plan

Re: SouthPark
Charlotte, North Carolina
Revision Of Shopping Center
Layout

Dear Mr. Bryant:

Enclosed are four (4) copies of Drawing SA-3 and SA-4 prepared by Toombs, Amisano and Wells, Architects revised October 7, 1969. In order to obtain more efficient traffic patterns and add to customer convenience at SouthPark we have made a few minor changes in the parking layout and in the over all center layout. You will note on the enclosed drawings that the Convenience Center has been shifted slightly to the east and that Sears' TBA has been shifted slightly to the west. You will also note that the parking areas around the Convenience Center have changed as well as the parking area southwest of the Sears' building. The drive-in entrances near Sears' TBA have changed in accordance with a discussion which representatives of Sears have had with Charlotte Traffic Engineering Department. One other item which has been added to the drawings is a future drive-in bank facilities near the Convenience Center. Please note also that the Sears' building is larger than previously shown.

Please review these drawings and approve them as the latest SouthPark layout. If you have any questions concerning the layout, I will be glad to discuss them with you. We appreciate the cooperation we have received from your department and are looking forward to prompt approval of our revised layout.

Very truly yours,

R. J. Williams

R. T. Williams
Project Representative

RTW:ln

cc: Messrs. John T. Fielder, Joe H. Robinson, John B. Gesbocker and John T. Davis
Developers of SouthPark