AGENDA

Meeting Type:	S
Date.	08-13-1990
SUBJECT	Public Hearing – East District Plan

City of Charlotte, City Clerk's Office

8/13/90 6:06 pm

Mayor	Ray Pury ✓
Campbell	Andrews ✓
Clodfelter	Autry ✓
Hammond ✓	Bledsoe ✓
McCrory	Kiser ✓
Mangum	Lockwood ✓
Martin ✓	Walton ✓
Matthews ✓	
Patterson ✓	
Scarborough	
Vinroot ✓	
Wheeler	

Cyndie Patterson

Tom Scott — downtown

Bailey Patrick — youth R-12

Matthews

Patrick — (from mp not able to pick up)

Patterson

Clerk — Turnbey - absent

Matthews — Planning

Jo Lesch — 53% white family

Matthews — true

Lesch — 9852 Albemarle Rd

Leonard Ferguson — (page 7)

page 16 / I-0 to 0-6

Sandra B. Ferguson

Patterson

Bill Pump

Autry

Matthews

Lesch — is non conforming industrial

Bill Ford — Charter Properties B-5 (CD)

page 10, 2nd para.

Lesch — rezone to B-2

Ford

Lesch

Ford

Lesch

Meeting adjourned at

6:28 p.m.

PLEASE SIGN IN
TO SPEAK TONIGHT

name	address	phone
Jon Scott	420 E 4th St Suite 204 Charlotte 28202	375-3800
Bailey Patrick	PO Box 35566 28235	372-1120
Renald N Ferguson	9415 Ferguson Rd 28227	545-5565 323-6590
Sandra R. Ferguson CPA	9832 A Albemarle Rd 28227	545-5513
Bill Ford	PO Box 57166 28237	377-4172

HACKNEY'S AIR CONDITIONING
AND HEATING SERVICE
9822 Albemarle Road
Charlotte NC 28227
545 0050

8-13-90

CITY COUNCIL OF CHARLOTTE
COUNTY COMMISIONERS

DEAR SIRS:

WE OWN PROPERTY LOCATED AT 9822 ALBEMARLE ROAD. WE OPERATE A HEATING AND AIR CONDITIONING INSTALLATION AND REPAIR SERVICE. WE'VE BEEN AT THIS LOCATION FOR APPROXIMATELY FOUR YEARS. WE PURCHASED THIS PROPERTY AND PAID A HIGHER PRICE FOR IT BECAUSE OF THE ZONING, AND WE ARE STRONGLY OPPOSED TO THE REZONING AND DOWNGRADING FROM I-1.

THE OWNERS OF THE PROPERTY HAVE ALL CHOSEN THIS AREA BECAUSE OF THE LOCATION AND ZONING, AND HAVE PAID DEARLY FOR IT. THE WIDENING OF ALBEMARLE LEAVES THIS PROPERTY AND ALL PROPERTY ON ALBEMARLE ROAD UNSUITABLE FOR RESIDENTIAL USE. IT SEEMS VERY DISCRIMINITORY THAT YOU WILL ZONE THE CORNER AT WILGROVE INTERSECTION AND AT THE OTHER END AT HARRISBURG ROAD FOR COMMERCIAL.

WE WANT TO VOICE AN EXTREME OPPOSITION. WE ALSO FEEL IT TO BE VERY PECULIAR THAT THIS REZONING KEEPS COMING UP AND LAND OWNERS MEET TIME AFTER TIME TO EXPRESS OUR OPPOSITION TO DEAF EARS. WE WIN A BATTLE, BUT LOSE THE WAR.

WE WOULD LIKE FOR OUR REPRESENTATIVES TO WORK WITH US, NOT AGAINST US, FOR THE FUTURE PROGRESS AND GROWTH OF CHARLOTTE.

SINCERELY,

JOHN D. HACKNEY
(OWNER) HACKNEY HEATING & AIR.

JDH/ks

HACKNEY'S AIR CONDITIONING
AND HEATING SERVICE
9822 Albemarle Road
Charlotte NC 28227
545-0050

8-13-90

CITY COUNCIL OF CHARLOTTE
COUNTY COMMISIONERS

DEAR SIRS:

WE OWN PROPERTY LOCATED AT 9822 ALBEMARLE ROAD. WE OPERATE A HEATING AND AIR CONDITIONING INSTALLATION AND REPAIR SERVICE. WE'VE BEEN AT THIS LOCATION FOR APPROXIMATELY FOUR YEARS. WE PURCHASED THIS PROPERTY AND PAID A HIGHER PRICE FOR IT BECAUSE OF THE ZONING, AND WE ARE STRONGLY OPPOSED TO THE REZONING AND DOWNGRADING FROM I-1.

THE OWNERS OF THE PROPERTY HAVE ALL CHOSEN THIS AREA BECAUSE OF THE LOCATION AND ZONING, AND HAVE PAID DEARLY FOR IT. THE WIDENING OF ALBEMARLE LEAVES THIS PROPERTY AND ALL PROPERTY ON ALBEMARLE ROAD UNSUITABLE FOR RESIDENTIAL USE. IT SEEMS VERY DISCRIMINITORY THAT YOU WILL ZONE THE CORNER AT WILGROVE INTERSECTION AND AT THE OTHER END AT HARRISBURG ROAD FOR COMMERCIAL.

WE WANT TO VOICE AN EXTREME OPPOSITION. WE ALSO FEEL IT TO BE VERY PECULIAR THAT THIS REZONING KEEPS COMING UP AND LAND OWNERS MEET TIME AFTER TIME TO EXPRESS OUR OPPOSITION TO DEAF EARS. WE WIN A BATTLE, BUT LOSE THE WAR.

WE WOULD LIKE FOR OUR REPRESENTATIVES TO WORK WITH US, NOT AGAINST US, FOR THE FUTURE PROGRESS AND GROWTH OF CHARLOTTE.

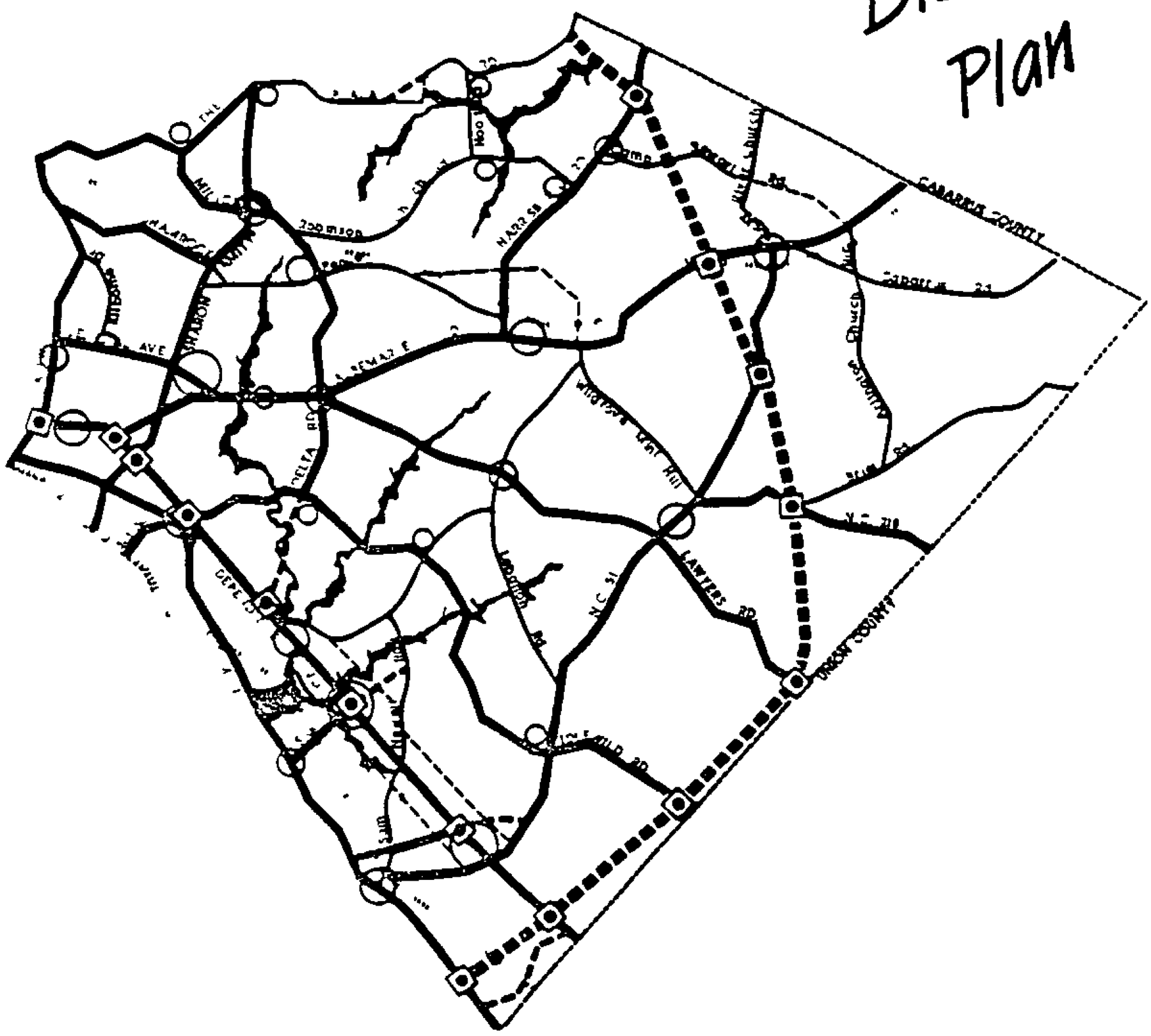
SINCERELY,

JOHN D. HACKNEY
(OWNER) HACKNEY HEATING & AIR.

JDH/ks

DISTRICT PLAN

East Mecklenburg District Plan


CABARRUS COUNTY
UNION COUNTY
LAWYERS RD
NC 51
Lebanon Rd
Wilgrove Mint Hill
Pineville Matthews
Mint Hill
Matthews
Pineville
Indian Trail
Stallings
Weddington
Wesley Chapel
Marvin
Wingate
Unionville
Indian Trail
Fairview
Waxhaw
Marshville
Wingate
Wingate
Marshville
Unionville
Wesley Chapel
Stallings
Indian Trail
Matthews
Mint Hill
Pineville
Matthews
Mint Hill
Pineville
Matthews
Indian Trail
Stallings

EAST DISTRICT PLAN

PREFACE

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

ACKNOWLEDGEMENT

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

East District Study Group

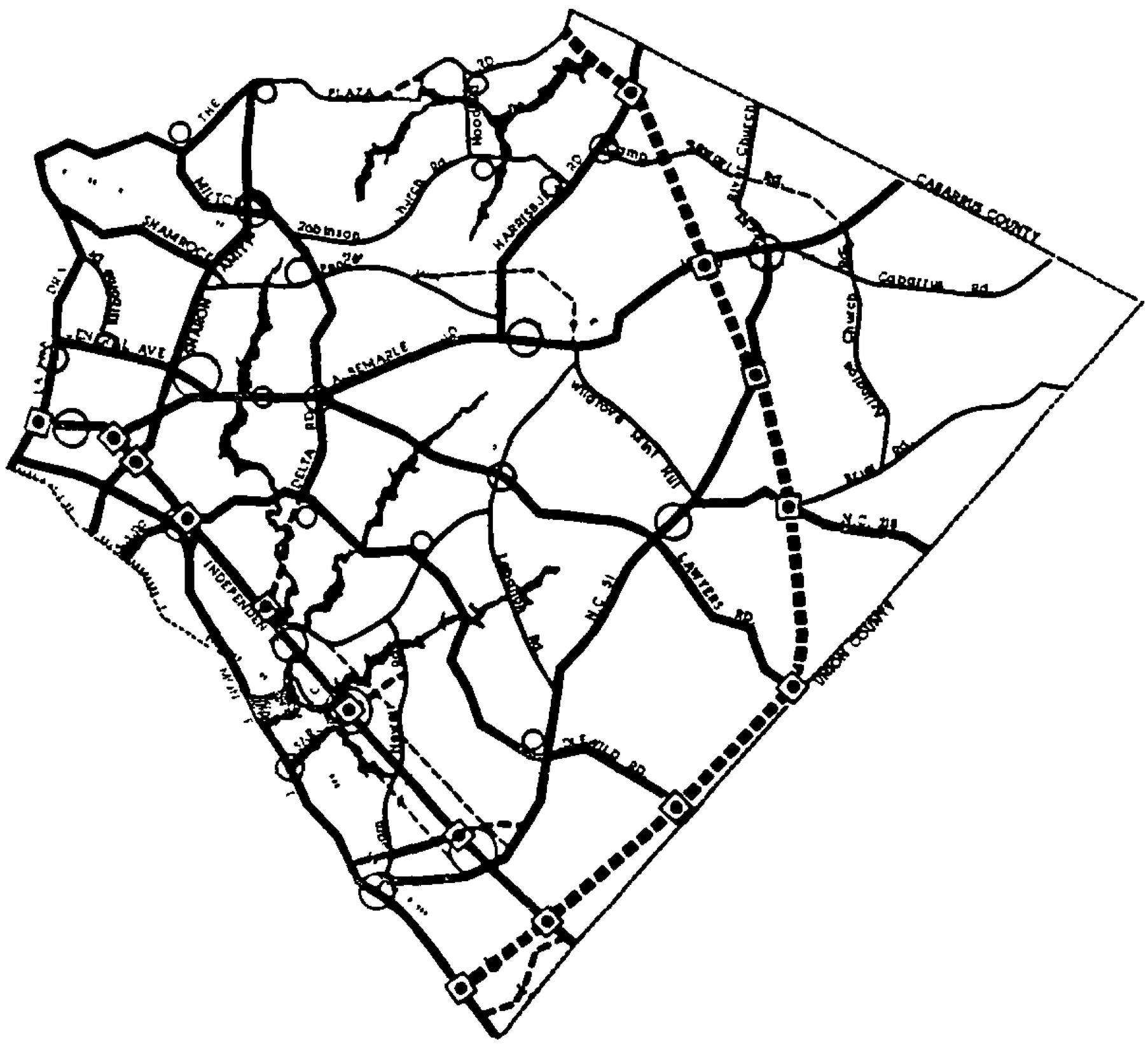
Mark Cramer
William Newman
Ronald Paschal
Pete Perry
Dr. Gary Rassel
Helen Servicky
Dr. Richard Toenjes
Linwood O. Foust
Vicky Fresh
Linda Gordon
Sally Martin
Ruth McCoy
Don McInnis
Sunya McLaughlin

TABLE OF CONTENTS

	Page
Introduction	1
Existing Development Pattern	2
Prospects For Growth	4
Issues	5
Land Use	9
Mixed Use/Commercial Center	9
Employment Growth Opportunities	13
Residential Future	14
Implementation	14
Infrastructure	18
Roads	18
Outer Belt and Eastern Circumferential	18
Light Rail Transit	19
Water/Sewer	23
Livability	25
Parks and Open Space	25
Schools	28
Historic Resources	28
Streetscapes	29
Conclusion	30

INTRODUCTION

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



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

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

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

EXISTING DEVELOPMENT PATTERN: A GENERALIZED OVERVIEW

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

- Developed Areas

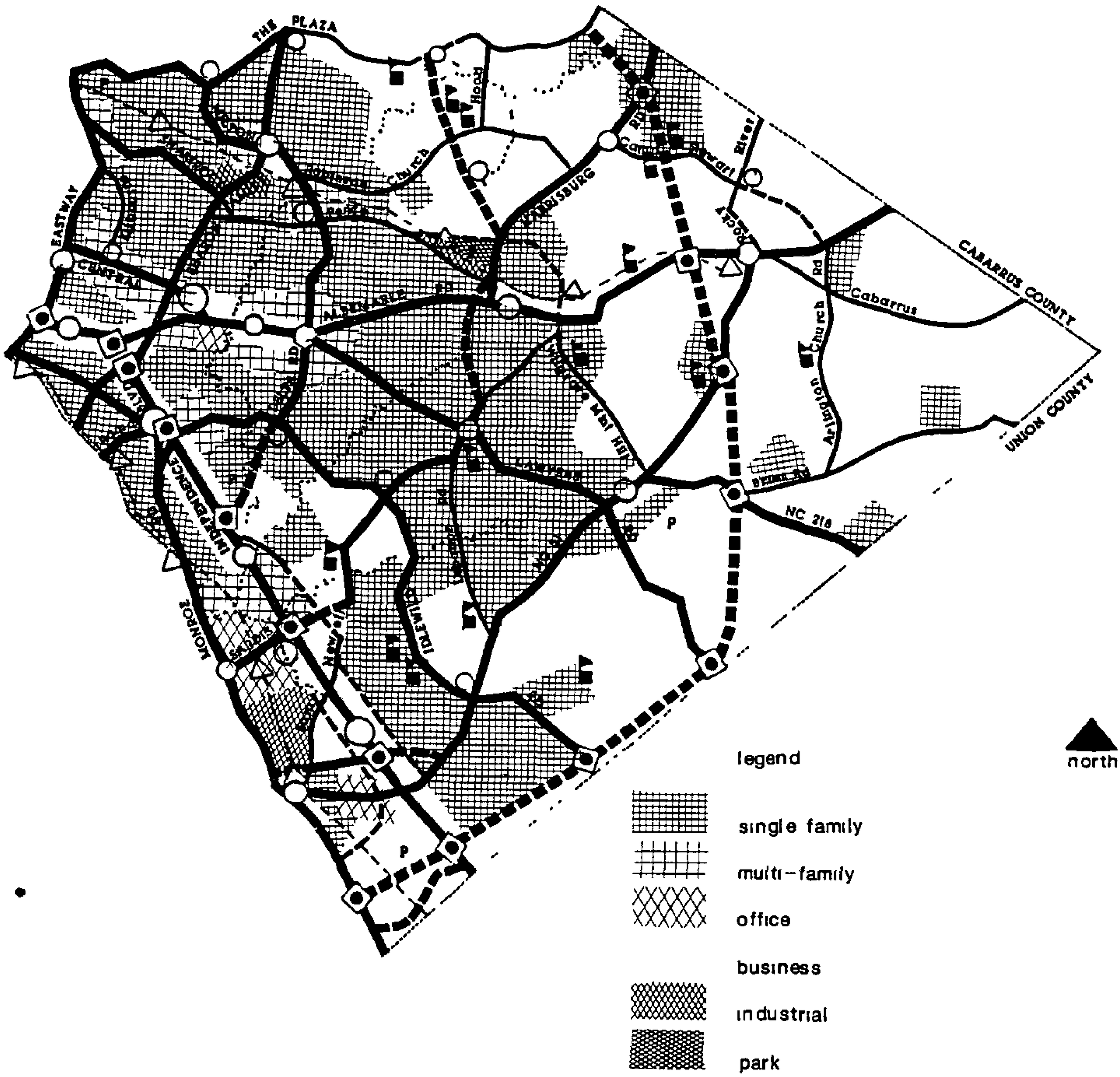
  Among the older neighborhoods in the East District are those near Eastway Drive, including Windsor Park, Shannon Park, Sheffield Park and Oakhurst. These are predominately single family neighborhoods built in the post war era. Other older developments exist in the Hickory Grove and Wilgrove community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

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

- Developing Areas

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

Existing Generalized Land Use



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

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

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

PROSPECTS FOR GROWTH

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

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

Table 1. Projected Growth*

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

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

A Positive Direction

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

ISSUES FOR PLANNING IN THE EAST

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

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

GOALS FOR THE EAST DISTRICT

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

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

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

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

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

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

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

- Future Land Use
- Infrastructure
- Livability

ADOPTED PLANS

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

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

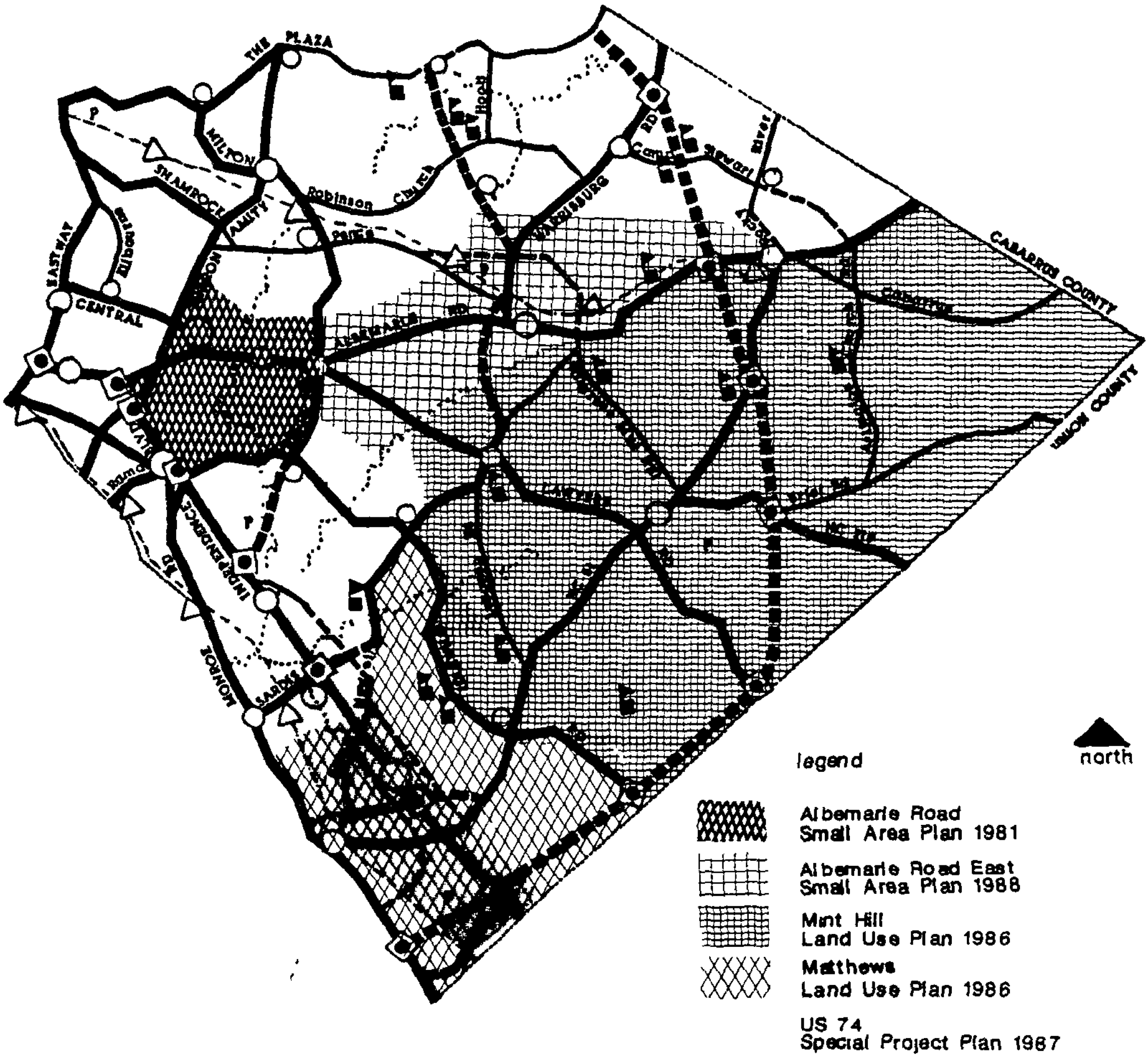
- Albemarle Road East of Delta Road Small Area Plan: In 1989, City Council adopted this plan encompassing an area north and south of Albemarle Road and east of Delta Road. Similar to the plan for the area west of Delta Road, the Albemarle Road East of Delta Plan emphasizes protecting existing neighborhoods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

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

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

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

Adopted Area Plans



FUTURE LAND USE

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

MIXED USE AND COMMERCIAL CENTERS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

<u>Neighborhood Convenience Centers</u> (up to 50,000 sq. ft. retail)

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

The recently developed centers of this size are located at:

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

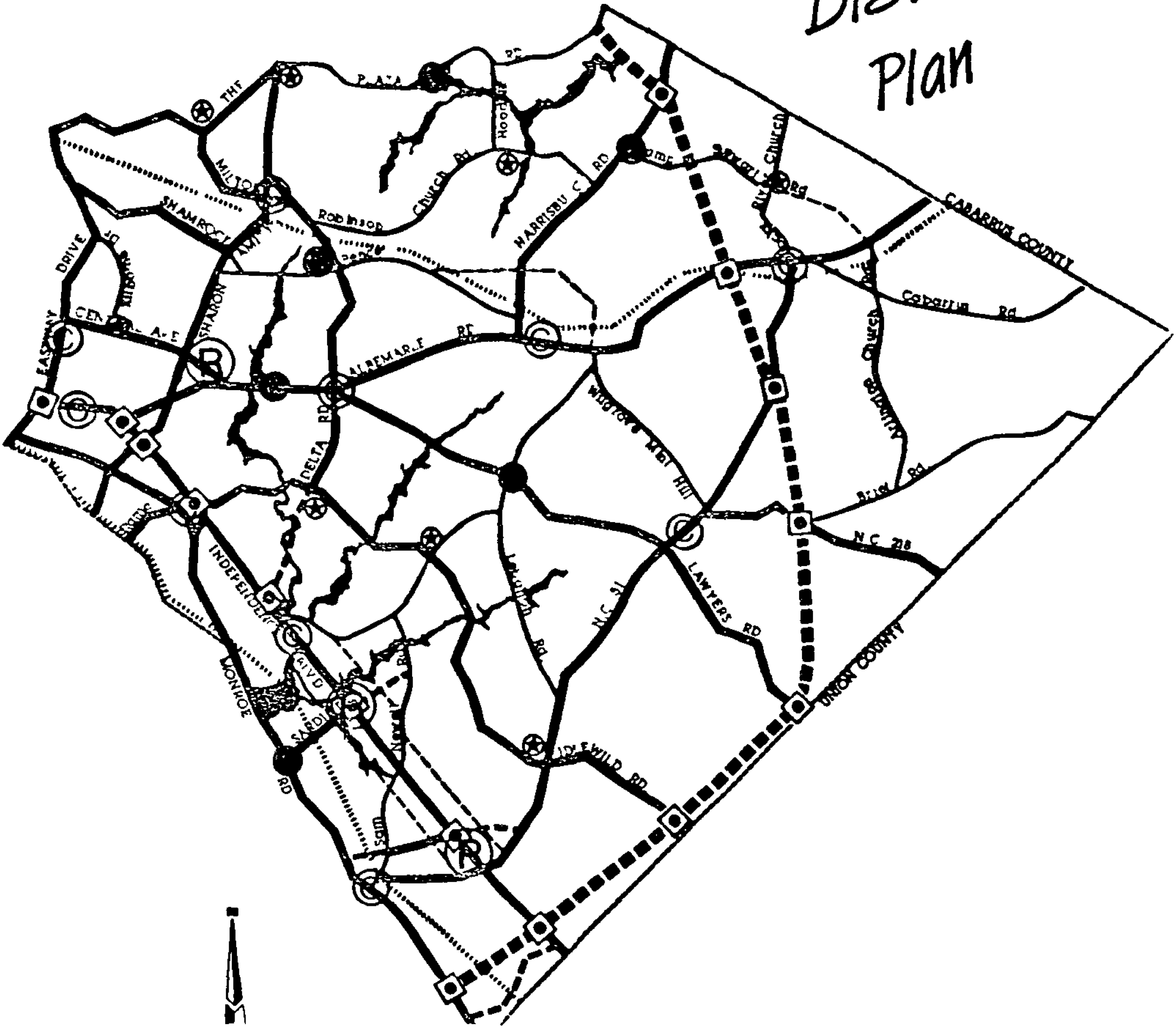
Three additional neighborhood convenience center sites are proposed for the East District to be located at one of the quadrants of the following intersections.

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

East Mecklenburg District Plan

COMMERCIAL CENTERS

- Regional
- Community
- Neighborhood
- Neighborhood Convenience



EMPLOYMENT GROWTH AND OPPORTUNITIES

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

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

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

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

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

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

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

RESIDENTIAL FUTURE

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

- LOW DENSITY SINGLE FAMILY AREAS

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

- MEDIUM DENSITY SINGLE FAMILY AREAS

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

- HIGH DENSITY SINGLE FAMILY AND MULTI-FAMILY AREAS

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

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

IMPLEMENTATION TOOLS FOR THE LAND USE PLAN

- Consistent Application of Policies:

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

necessitate changes elsewhere, thus affecting the overall development pattern.

- Coordination with Matthews and Mint Hill:

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

- Special Project Plan:

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

- Corrective Rezonings:

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

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

  Additional corrective rezonings suggested in the East District Plan are:

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

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

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

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

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

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

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

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

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

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

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

INFRASTRUCTURE

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

TRANSPORTATION

- Road Improvements

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

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

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

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

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

- Outer Belt and Eastern Circumferential

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

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

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

Light Rail Transit

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

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

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

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

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

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

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

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

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

EAST DISTRICT PLAN

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

ROADWAY	IMPROVEMENT	PRIVATE/ PUBLIC	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST
Monroe Rd (Eaglewood Ave to Village Lake Dr	Widening to 4 lanes	0/100	1 3	Major	0-5	4,000,000
(NC 51 to County Line)	Widening to 4 lanes	0/100	2 1	Major	11-20	N/A
Albemarle Road (Delta Rd to NC 51)	Widening to 4 lanes	5/95	5 9	Major	0-5	18,257,000
(NC 51 to County Line)	Widening to 4 lanes	15/85	1 9	Major	6-10	4,500,000
Idlewild Rd (Electra Lane to (Idlewild Rd North)	Widening to 4 lanes	0/100	1 3	Major	0-5	3,400,000
Shamrock Dr (Sharon Amity Rd to Eastway Dr)	Widening to 4 lanes	0/100	2 0	Major	0-5	11,900,000
Milton Road (The Plaza to Sharon Amity Road)	Widening to 4 lanes	0/100	1 3	Major	6-10	8,000,000
Plaza Rd (Barrington Dr to Newell Hickory Grove Rd)	Widening to 4 lanes	0/100	9	Major	6-10	7,000,000
(Newell Hickory Grove Rd to County Line)	Widening to 4 lanes	0/100	4.0	Minor	11-20	N/A
Lawyers Rd						
(Albemarle Rd to Wilson Grove Rd)	Widening to 4 lanes	10/90	2.3	Major	6-10	9,000,000
(Wilson Grove Rd to County Line)	Widening to 4 lanes	10/90	3 5	Major	11-20	9,000,000
McKee Rd Extension (Monroe to U S 74)	Construction of 4 lanes	30/70	1 3	Major	11-20	N/A
N C 51 (Matthews Bypass to Albemarle Rd)	Widening to 4 lanes	0/100	5.0	Major	11-20	N/A
Idlewild Road						
(Idlewild Road North to Margaret Wallace)	Widening to 4 lanes	10/90	1 3	Major	6-10	N/A
(Margaret Wallace to County Line)	Widening to 4 lanes	10/90	4 1	Major	11-20	N/A
Albemarle Road/Delta Road Interchange	Construction of interchange	0/100	N/A	Major	0-5	N/A

WATER AND SEWER SERVICES

Public Projects Planned

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

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

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

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

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

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

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

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

Table 3: East District Water Projects

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

Table 4: East District Sewer Projects

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

LIVABILITY

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

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

PARKS AND OPEN SPACE

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

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

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

Community Parks

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

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

District Parks

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

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

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

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

Neighborhood Parks

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

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

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

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

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

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

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

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

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

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

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

Golf Course

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

Greenways

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

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

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

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

SCHOOLS

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

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

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

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

HISTORIC RESOURCES

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

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

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

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

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

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

STREETSCAPES

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

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

Older thoroughfare corridors recommended for streetscape improvements are:

- Monroe Road
- Central Avenue
- Eastway Drive

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

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

CONCLUSION

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

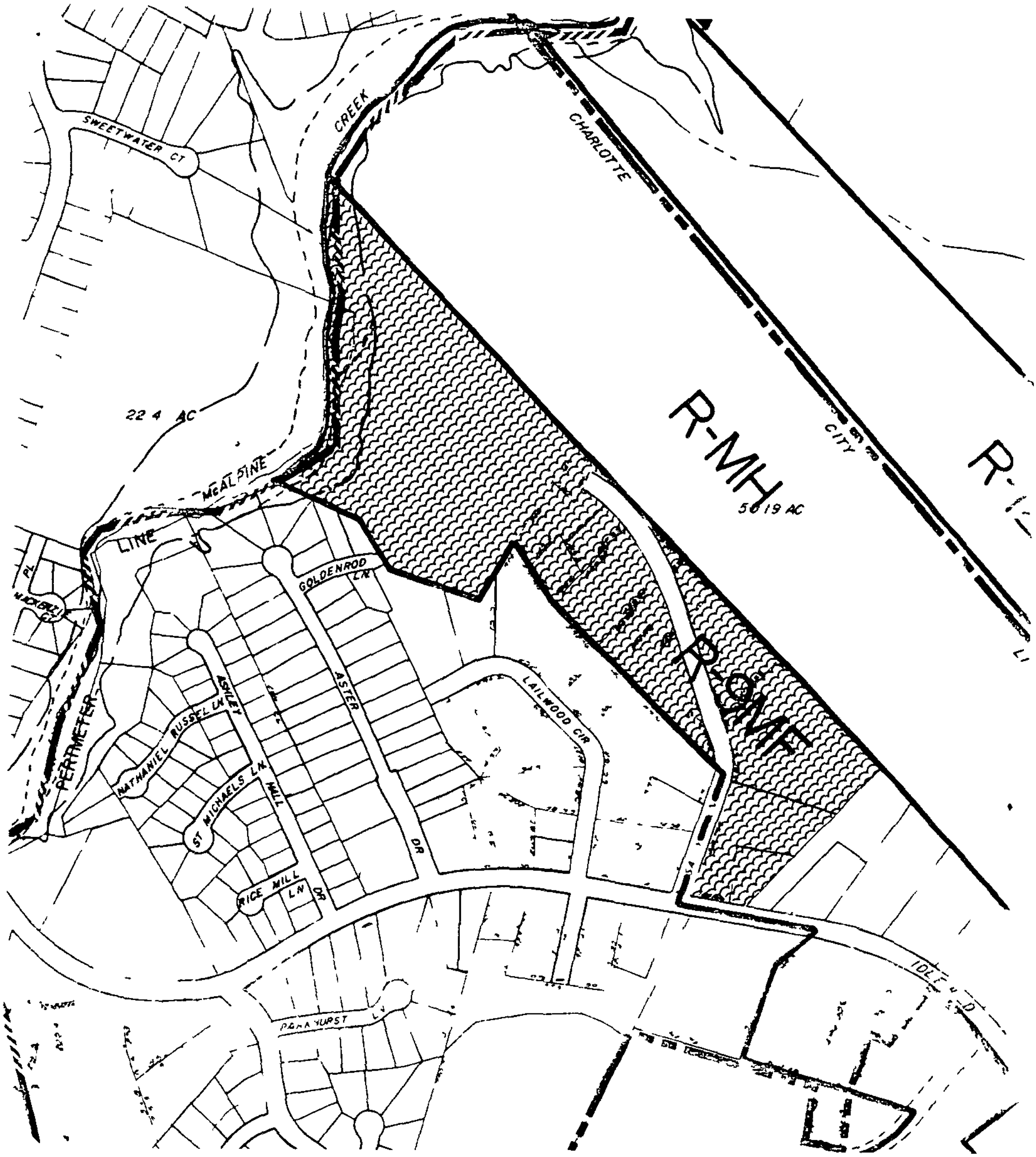
The future land use plan identifies specific areas for intensive residential development and new nonresidential centers. For example, the Community Mixed Use Center at Albemarle Road and the Outer Belt will create new employment opportunities needed on the east side.

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

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

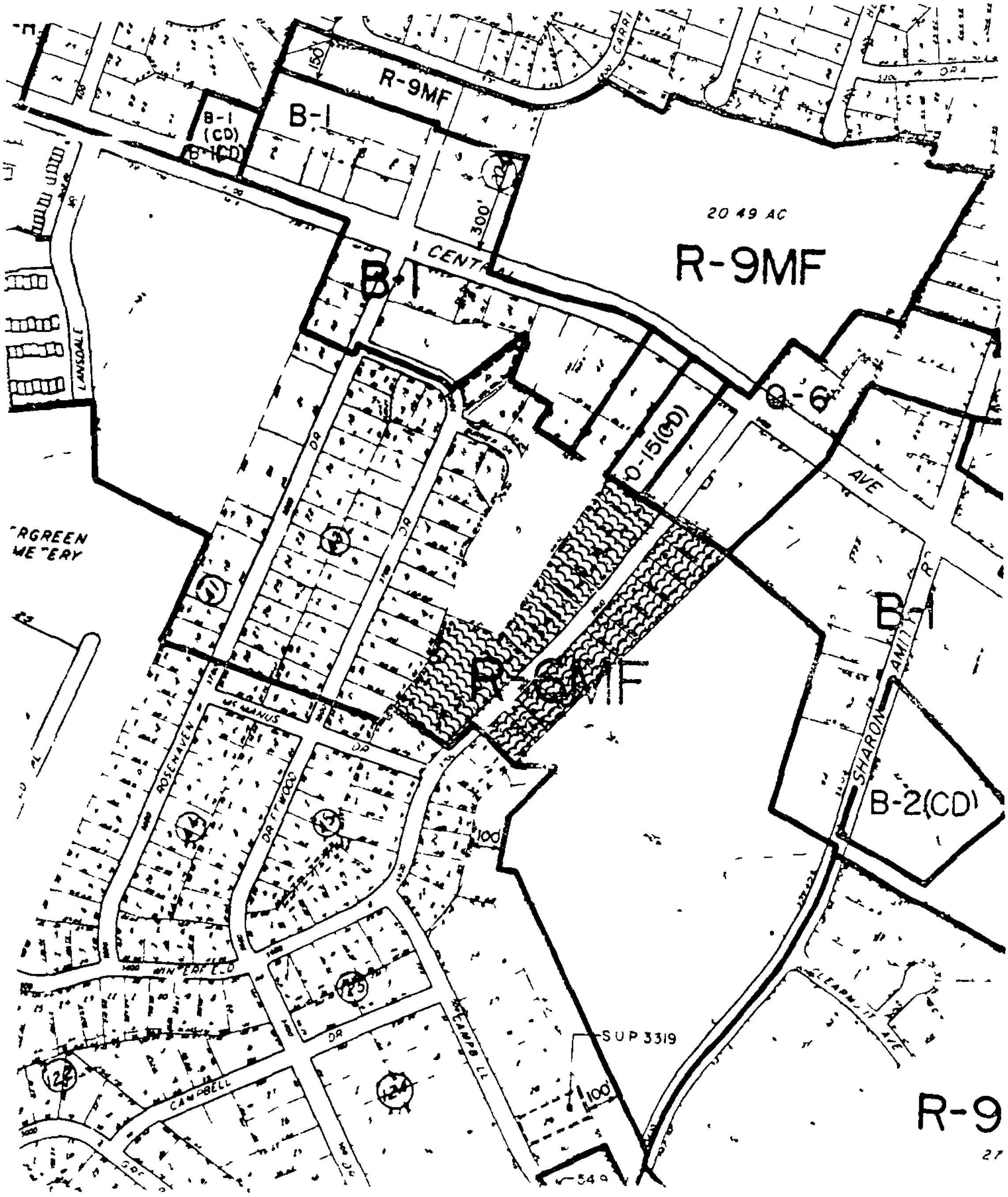
In summary, the East District Plan is designed to give direction to the elected officials, the general public and the development community when land use decisions are made in the future. The key action steps necessary for implementing the plan are:

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

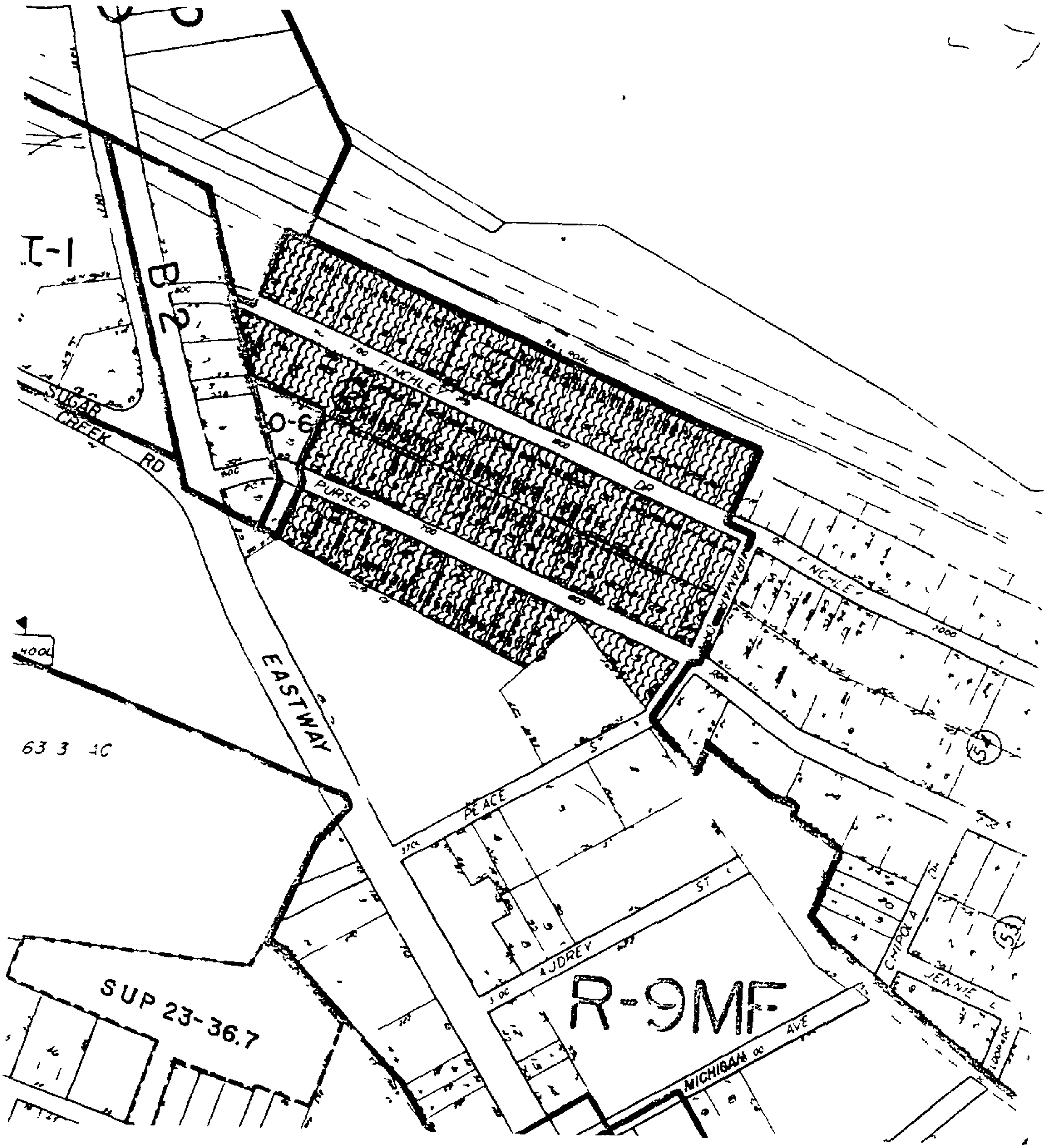


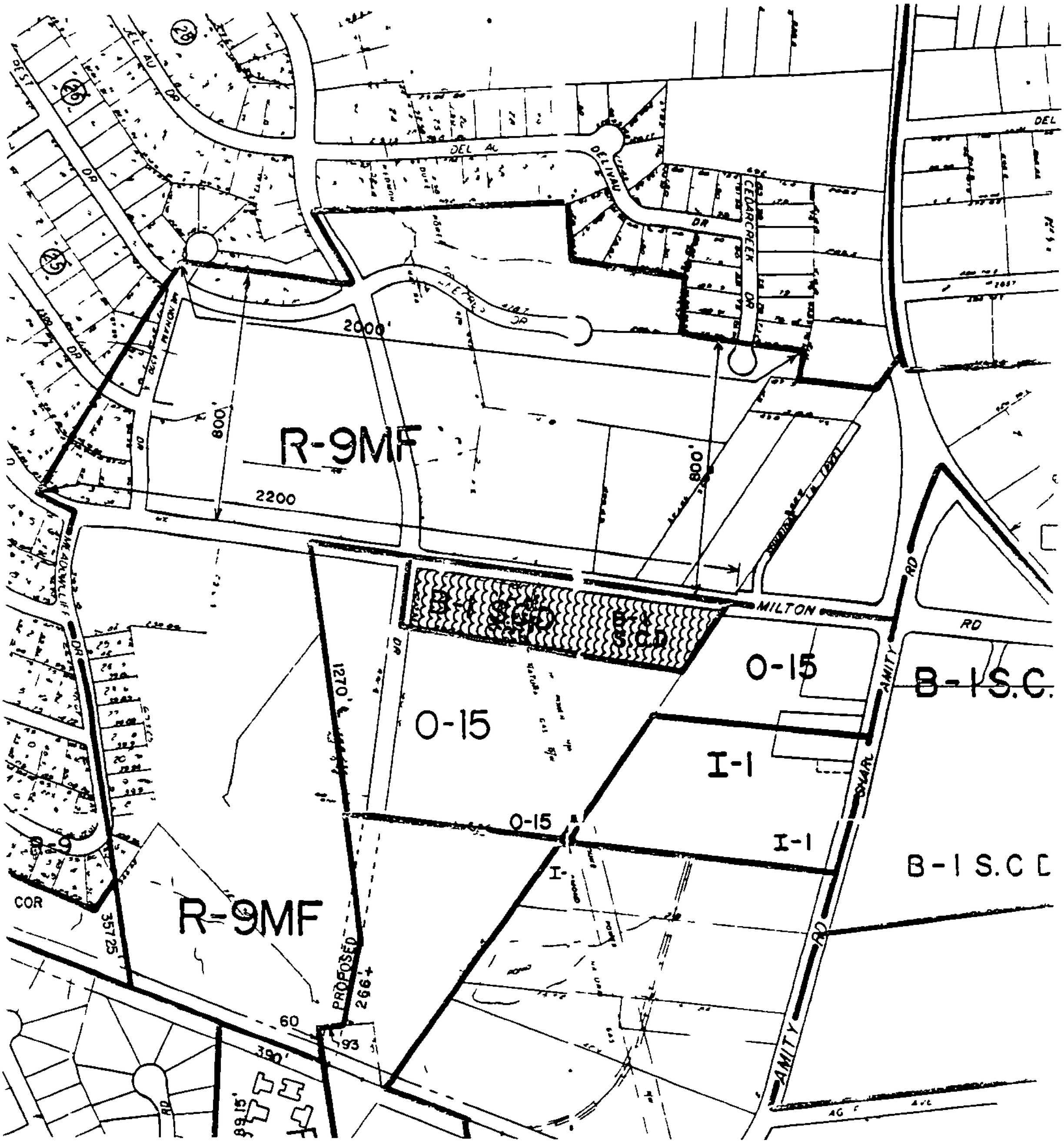
REZONE R-9MF TO R-9

REZONE R-6MF TO R-9

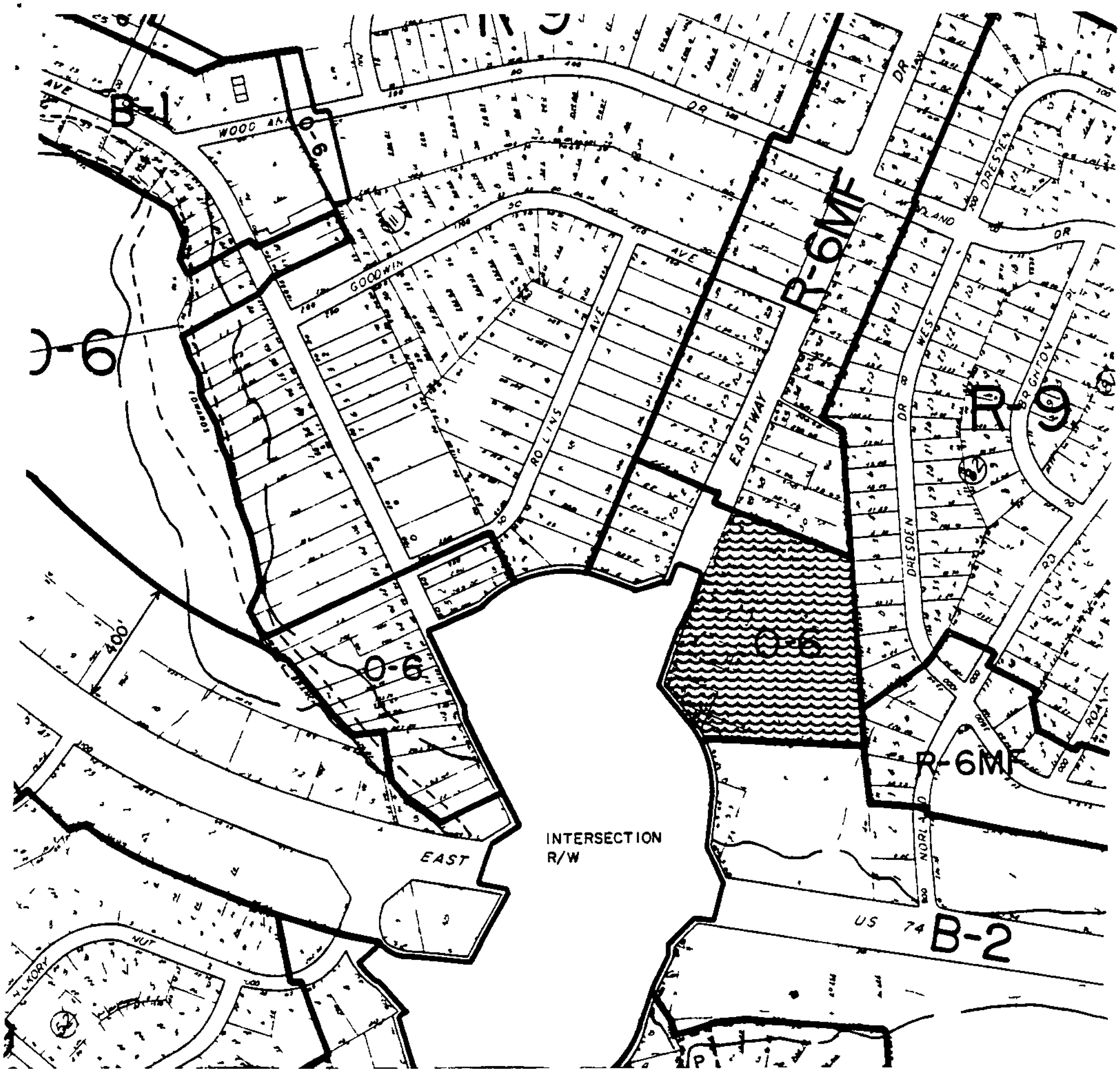


REZONE R-6MF TO R-9

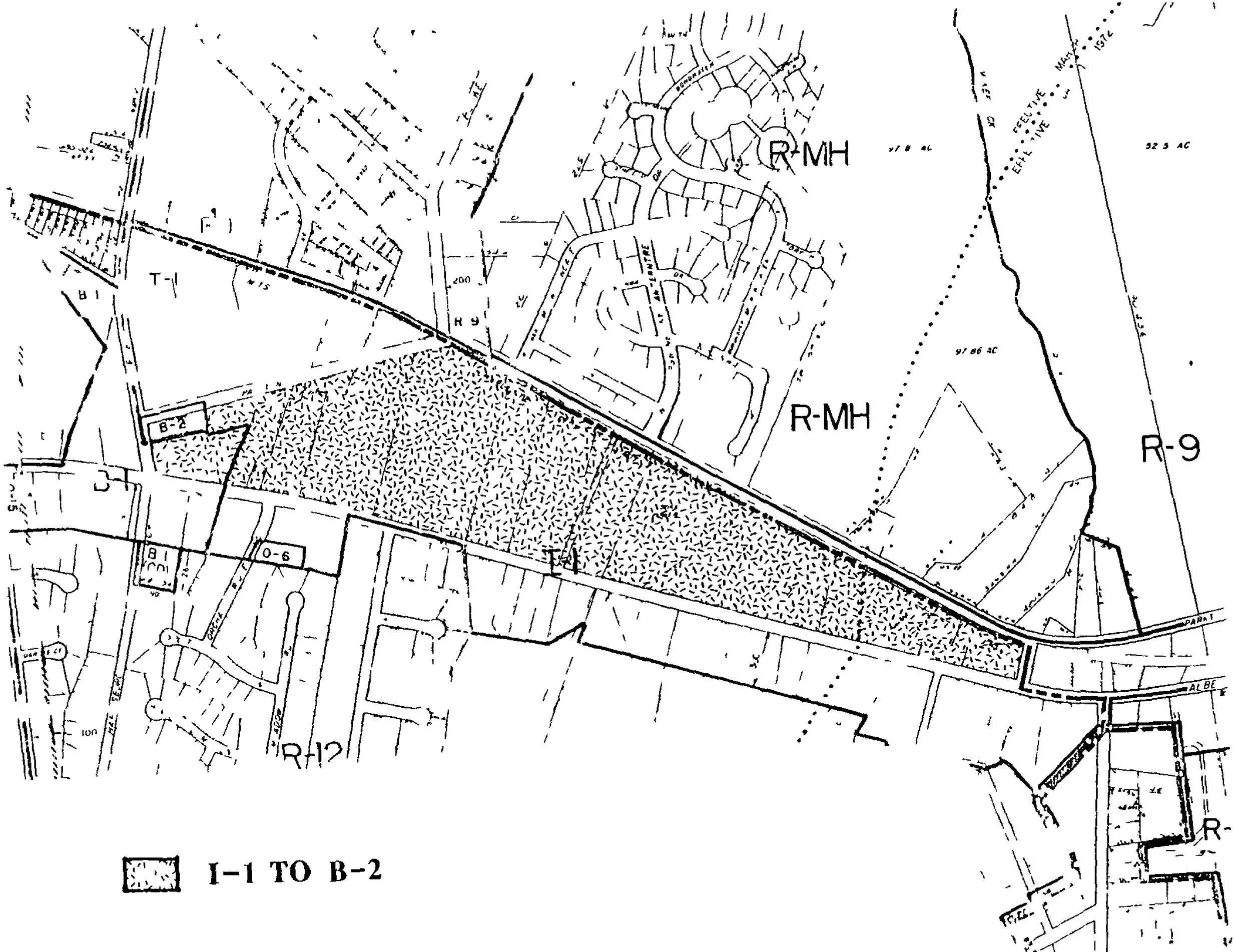


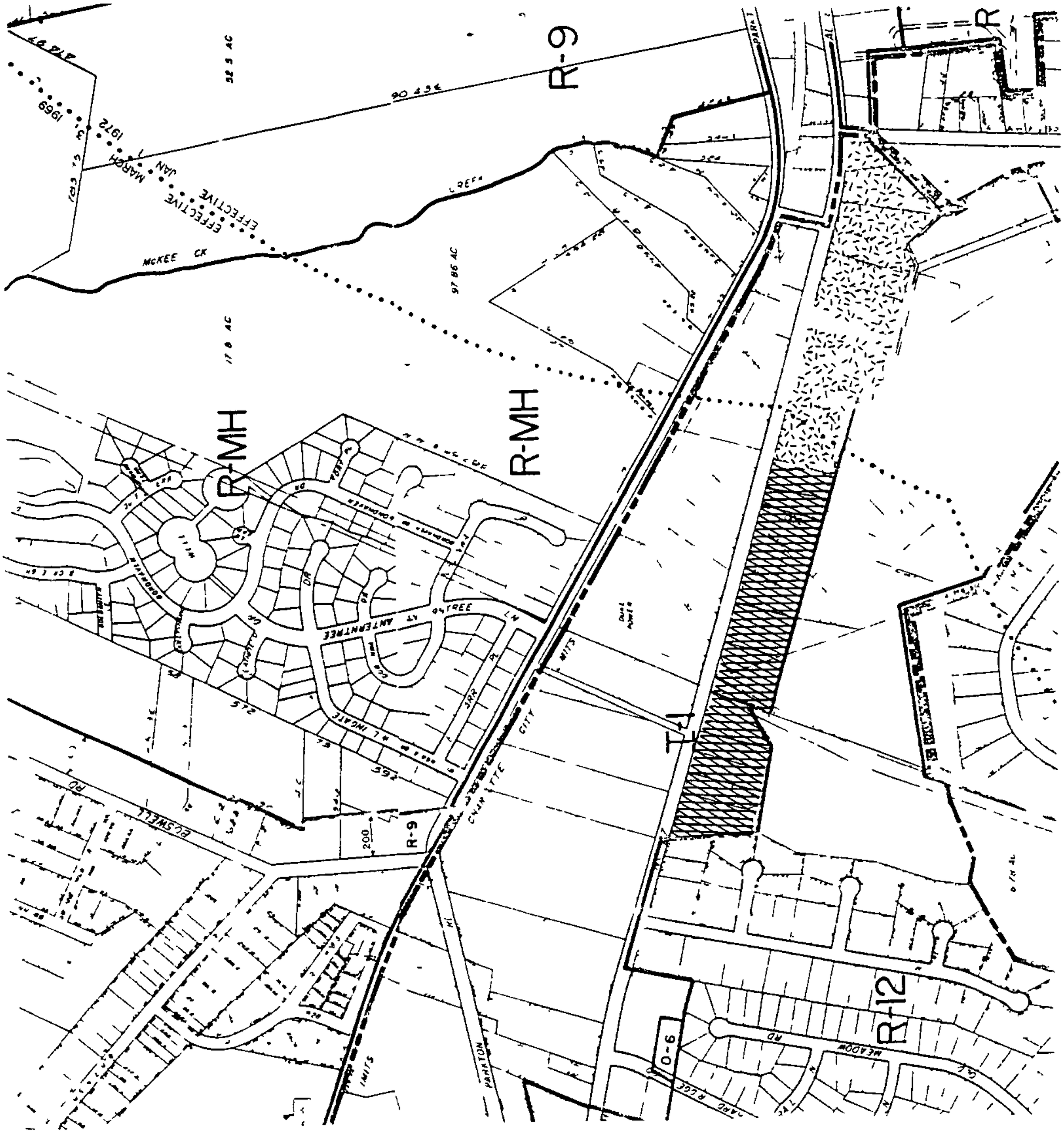


REZONE B-1 S.C.D. TO R-9MF



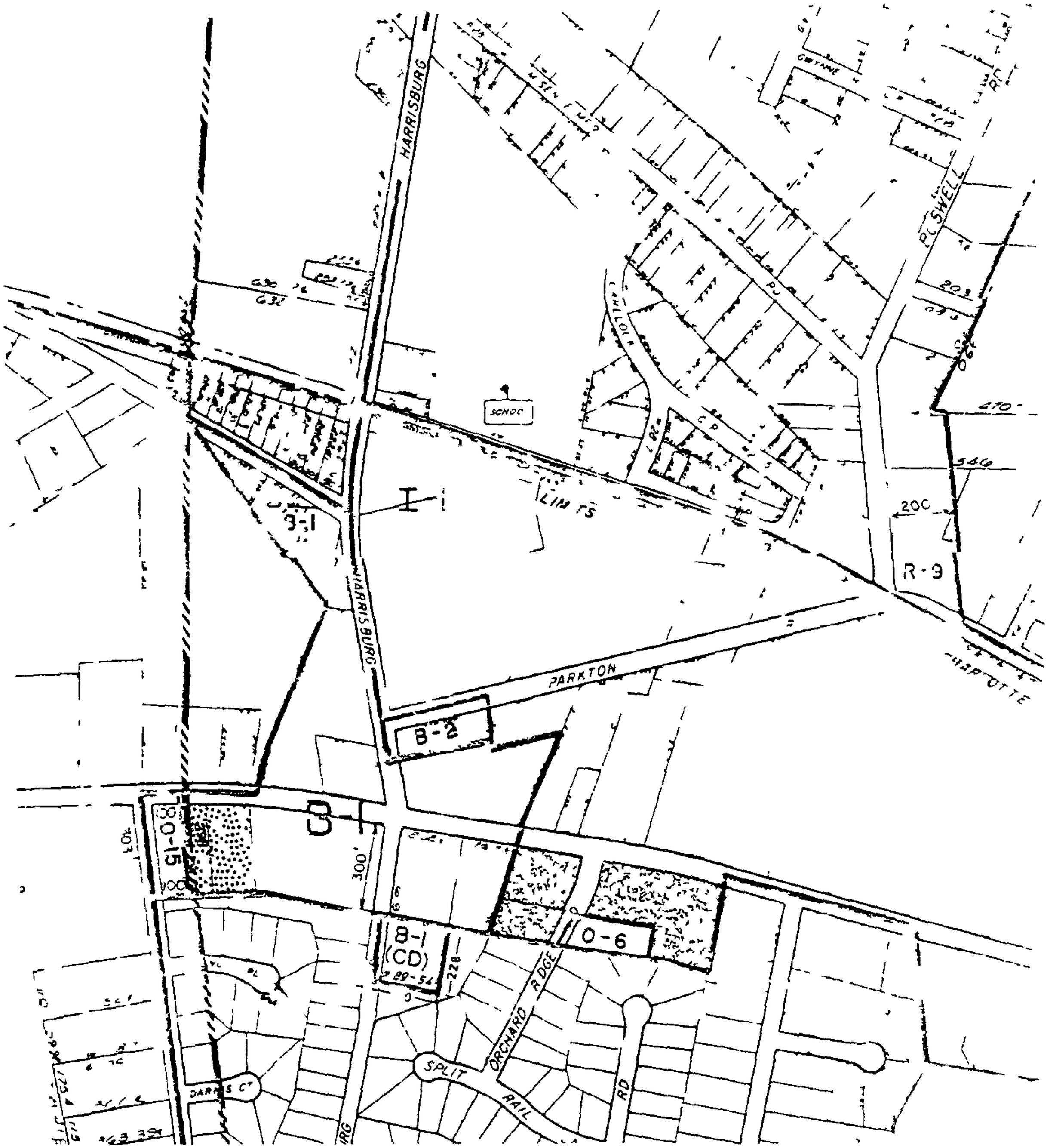
REZONE O-6 TO R-6MF


R-MH
R-MH
R-9
R-12
R-
B-2
O-6
B-1
T-1
R-9
200
100
PARK
ALBE
EFFECTIVE
MAR
1972
92.5 AC
97.86 AC
I-1 TO B-2



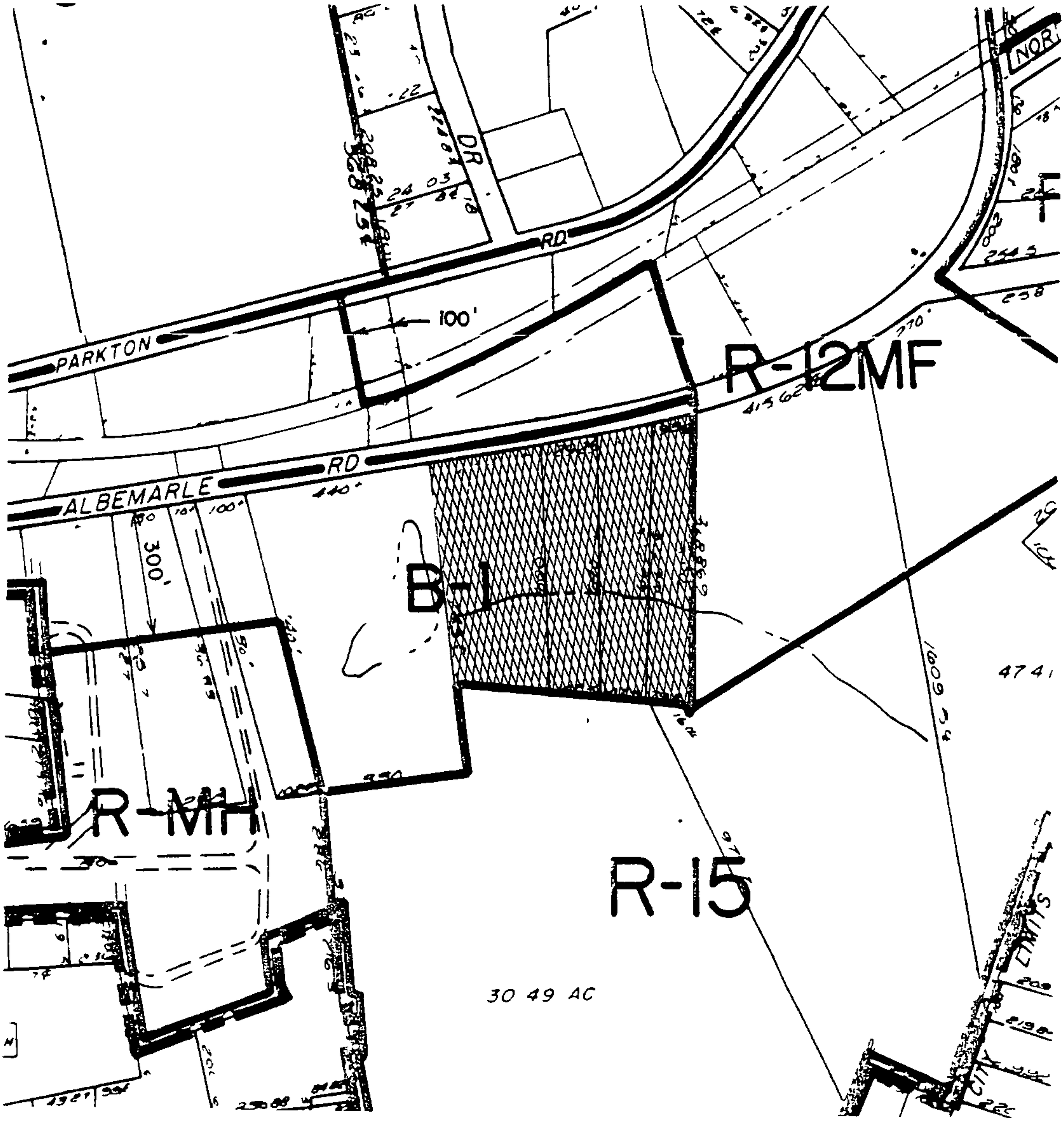
I-1 TO O-6

I-1 TO B-2



I-1 TO O-6

B-1 TO 0-15



REZONE B-1 TO R-12MF