AGENDA

Meeting Type:	S
Date	06-19-1990
SUBJECT	Northwest District – Providence Interchange Land Use Study Joint City & County

City of Charlotte, City Clerk's Office

6/19/90 12 10 pm

Mayor
Campbell
Clobfelter
Hammond ✓
McCrory ✓
Mangum
Martin ✓
Matthews ✓
Patterson ✓
Scarborough ✓
Vinroot
Whalen

Aubrey
Andrews ✓
Autry ✓
Blackburn ✓
Fiber
Rockwood ✓
Walton ✓

(1) Patterson
Dave Howard
Blackman
Howard
Walton
Howard
Blackman
Howard

Andrews
Howard — page 5 of plan
Matthews
Matthews / Hammond — to approve
Patterson — City usage
Andrews
Howard
Andrews
Howard
Scarborough
Howard
Andrews — repair hsg
Blackmon
Walton
Blackmon
Patterson
Andrews
Howard

(2) Howard — page 6 of plan
Patterson — County property
Howard
Andrews

Blackmon
Andrews
Walton / Andrews — new days
Hammond
Howard
Matthews
Andrews
Patterson
Blackmon
Walton
Howard
Blackmon
Martin Cramton
Blackmon
Cramton
Walton
Cramton
Walton
Cramton
Walton
Cramton
Walton
Cramton

Howard
Blackmon
Walton

(3) (4) Howard — page 9 of plan
Autry — page 11 of plan
Howard
Walter Fields
Jerry Fox
Howard
Fox
Fields
Fox
Howards
Andrews
Walton
Andrews/Walton — do not signal unless
Blackmon

(5) Howard — page 12 of plan
Lockwood
Howard
Andrews

Watton
Lockwood
Matthews
Autry
Hammond
Lockwood
Andrews
Howard
Autry
Andrews
Howard
Watton/Blackmon — deny
Lockwood — 3-2
Autry
Matthews
Lockwood
Cranton
Hammond
Autry
Lockwood/Andrews — bring forward
Autry — eliminate/no
Howard
Andrews/Robinson — approve 3-2

(b) Howard — page 13, of the plan
Andrews
Patterson
Autrey — Could come back to
Howard — smooth family
Andrews
Blackmon
Andrews
Blackmon/Waldon — deny
Andrews
Autrey
Andrews
Lockwood
Howard
Lockwood — fails 3-2
Autrey
Andrews
Howard — R12MF
Andrews/Lockwood — R12MF

(page 4) Ed. Dir. will check passed 41 (Waldon)

(a) Howard — NW NNW — City — On RL — map of the Plan
Matthews — /Hammond — section 1-1 to — R9MF

(7) Howard — Schools / yellow sheet of paper
Patterson — Gen Ed Policy
Martin
Autry
Martin
Autry
Martin
Howard
Autry
Howard
Autry — element of central site hog
Martin — for rehabilitation, low-income
Autry — category, plan school in
Martin — the area
Patterson
Martin
Autry
McCrory
Matthews — just got material
Patterson — discuss at later time with regards
Walton — bring back at time — language was D
Howard — of Pass K
Autry

Patterson
Howard
Guthrie
Patterson
Scarborough / Martin approve VE Plan
Andrews
Andrews / Robinson June 28 luncheon
plan at County luncheon

#2 Patterson Pub Hrg Thursday, July 12
Northwest Det Plan
Public Hearing

#3 Patterson Providence Rd question
Pub Hrg Sept
Howard
Walton
Howard Sept public hrg.
set a date at July meeting
1:40 pm adjourn

AGENDA
CITY COUNCIL/BOARD OF COUNTY COMMISSIONERS

June 19, 1990
12:00 Noon - Room 267

1. Discussion and approval of Northeast District Plan

   a) discussion guide of issues
   b) adoption

2. Northwest District Plan Public Hearing

   - July 12, 1990
     5:00 P. M. - Dinner
     6:00 P. M. - Public Hearing

3. Adoption Process for Providence/Interchange Land Use Study

   - Public Hearing
     - Joint with Northwest
     - Separate Hearing
     - None

   - Adoption
     - July Joint Meeting
     - Special Meeting

4. Next Meeting

July 17	-	Northwest District Plan
	-	Providence Land Use Study
August 21	-	East District Plan

ISSUE	NOTES	STAFF RESPONSE
• Proposed downzonings along U.S. 29 from B-1 to R-12. (#12)	• Owner of Love Salvage and other property owners opposed to the proposed downzoning. • Adjacent property owners support downzoning. • Existing land use: Three businesses, one residence, and one unknown structure.	• Plan recommends rezoning property to R-12 to prevent "stripping out" of U.S. 29. Cty / approve
• Proposed rezoning along N.C. 115 near Hucks Road from I-1 to R-9 and R-12. (#13)	• Property owners feel the land is not suitable for single family family development because of its close proximity to heavy industrial uses. • Existing land use: Three single family homes.	• Plan proposes these properties be used as multi-family in the future. The rezoning to single family will ensure good design and will give developers flexibility to determine density through a privately initiated rezoning. Cty / approve R 12MF
• Proposed future school sites.	• Integration of housing and schools. • Schools near County line. • Longer busing for students.	• Proposed new wording attached.

ISSUE	NOTES	STAFF RESPONSE
• Proposed rezoning of portion of property along Plaza Road from B-1 to O-6. • Declining retail in Hampshire Hills Area. (#5)	• Crosland-Erwin, Inc. opposed staff rezoning. • Residents concerned about declining retail in the area. • Existing land use: Vacant.	• Northeast District Plan recommends rezoning this property to O-6. City / approve
• Proposed rezoning on N.C. 49 from Inst. to R-12MF. (#6)	• Property owners signed petition opposing rezoning. • Current zoning ordinance allows hotels, offices, and banks via a Minor S.U.P. New ordinance would not allow these uses. • Existing land use: Single family residences and vacant properties.	• Plan recommendation remains to rezone from Institutional to R-12MF. County / deny
• Proposed rezoning of B-1, B-2, and Inst. to R-12MF and B-2 to B-1 at U.S. 29 and Mallard Creek Church Road. (#9)	• Welker Oil Company applying for building permits for gas station. • Several property owners are opposed to rezoning. • Existing land use: Driving range, drive in restaurant, single family home.	• Plan recommends rezoning properties to R-12MF and B-1. City / deny
• Proposed downzoning of Mallard Point (Withrow Property) from B-1SCD to R-12MF.	• Property owner opposed to rezoning; says staff supported rezoning to B-1SCD in 1986. • Both staff and the Planning Commission expressed several concerns at the time of the rezoning. • Existing land use: Paradise. Valley Golf Course.	• Northeast Plan recommends a rezoning to R-12MF. This property falls under three year conditional rezoning review at which time it can remain as zoned if progress made, be rezoned to original zoning (Strip B-2 and residential) or go to another category such as recommended R-12MF. City / deny

Changes in Northeast District plan as a result of Planning Commission discussion (only major changes are noted).

1. Page 6 - new issues - bullets 6 & 13.

2. Page 18 - bullet 4 -
   Included Herlockers store in downzoning from B-1 to R-12.

3. Page 19 - bullet 2
   Recommend switch in location of mixed use center from Whithrow site to intersection of 29 and Mallard Creek Church. (Withrow site is eligible for 3 year CD review process).

4. Page 20 - bullet 1
   Changed zoning on property adjacent at Hampshire Hills Shopping Center from multi-family to office and business.

5. Page 20 - bullets 3 & 5
   Zoning changes at Planning Committee level.

POTENTIAL ADDITION TO LANGUAGE IN THE
SCHOOL, SECTION OF DISTRICT PLAN GENERAL POLICIES
low income affordable housing

The district planning process created the opportunity for dialogue to begin on the relationship between long range land use and school planning. The Planning staffs of the Board of Education and Planning Commission combined efforts to assess the need for future schools based upon built out land development plans. Very preliminary locations of future schools have been identified on the district plan land use maps. The locations represent general vicinities where schools may be needed in the future and will be refined as the master plan for schools develops. some consideration should be given to housing for low income families

A critical consideration that will have to be weighed when determining school sites in the future is school integration. As suburbanization occurs further out in the county, the racial balance needed for school integration will be difficult to achieve and consequently, distances travelled by students to meet the requirements of an integrated school system will likely increase. However, the school board needs to openly discuss their policies on school locations and determine a course of action.

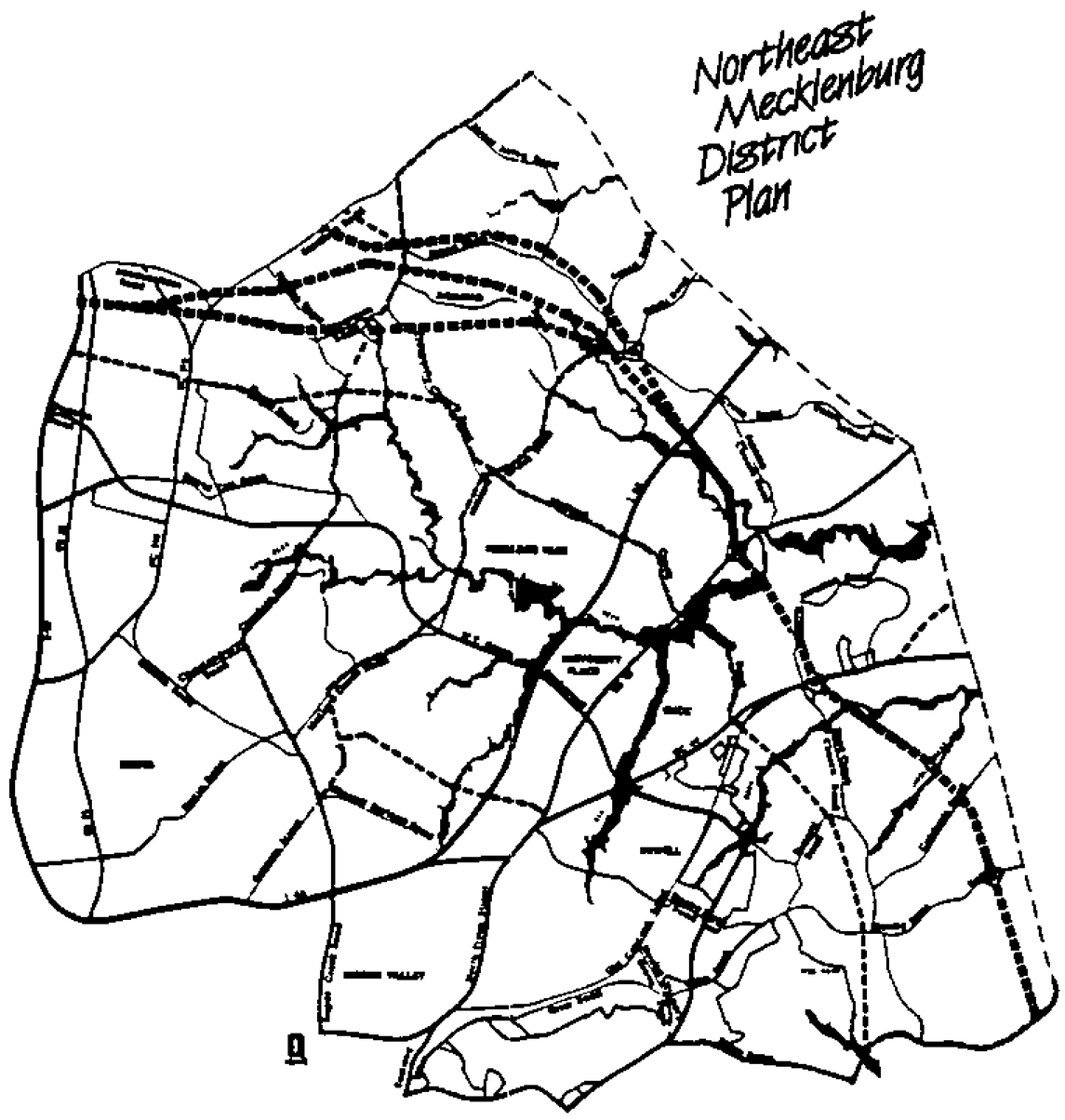
Careful selection of school sites as related to population distribution and demographics is one approach to dealing with the integration issue, but ultimately siting schools will not solve the problem alone. The problem can only be solved through establishing a more integrated community throughout the county. Efforts by the Housing Authority and private developers through the City's Housing Assistance Plan (HAP) must continue to focus on placing subsidized housing in locations that will help bring racial balance to all census tracts in the community.* (As evidenced by the waiting list for publicly assisted housing, the majority of residents are Black.) Additionally, the community must focus on breaking down social and economic barriers that are obstacles to the natural integration of neighborhoods by personal choices people make; promoting higher density development that provides greater affordable housing opportunities will help foster integration.

The housing integration issue and its relationship to schools should be discussed openly in the community and a course of action decided upon to move the community in the direction of a more racially balanced city and county.

* To this extent, the HAPs locational policy should be amended to reflect the two housing developments patterns in the county beyond the city limits

DISTRICT PLANS

NORTHEAST DISTRICT



APPROVED BY CHARLOTTE-MECKLENBURG PLANNING COMMISSION

October 17, 1989

PREFACE

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

ACKNOWLEDGEMENT

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

Northeast District Study Group

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Jody Harpster
Joseph Grier, III
J. Gary Morgan
Sharon Canipe
Laura McClettie
Dr. Bill McCoy
James Webb
Dr. Terrel Rhodes

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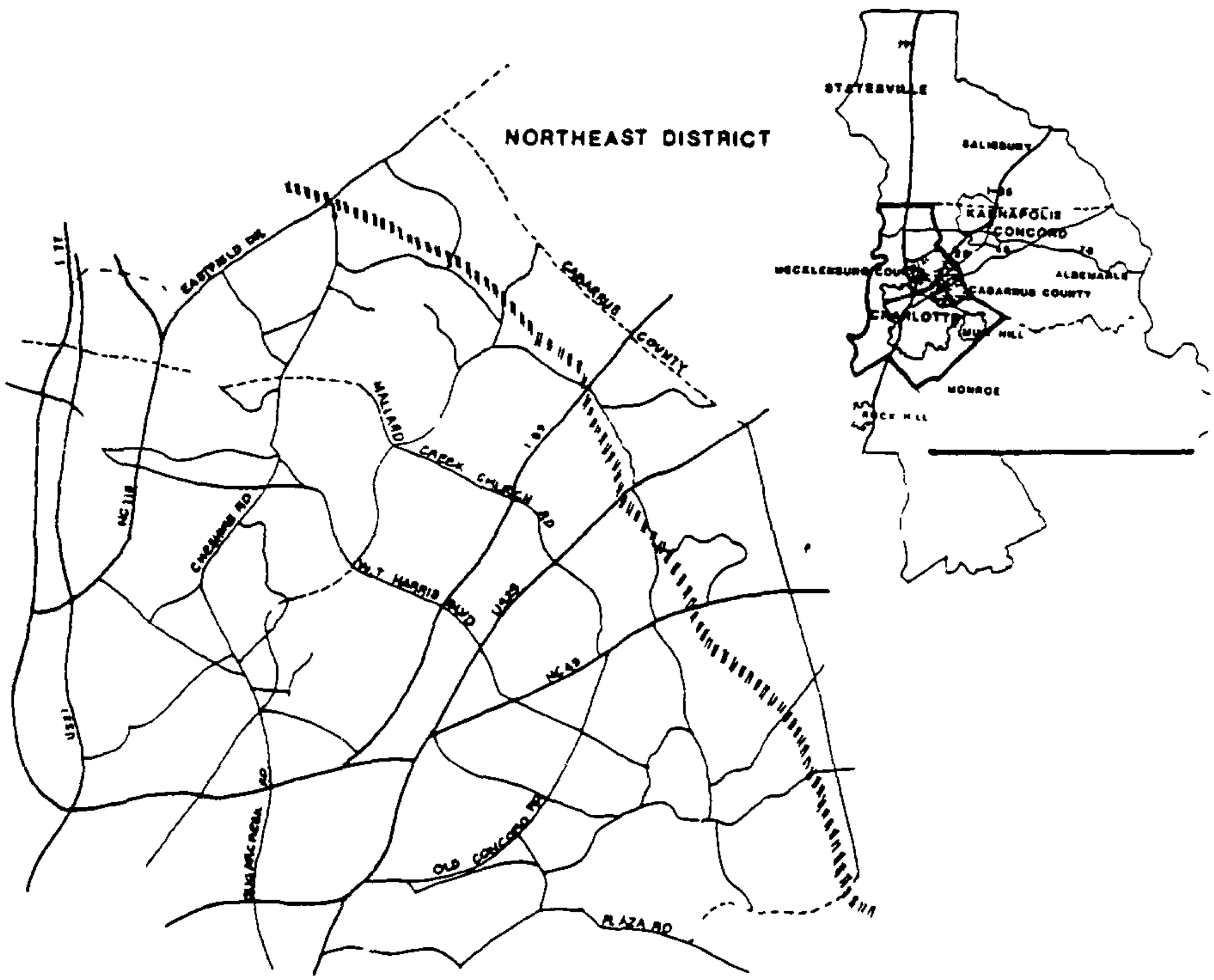
INTRODUCTION

The Northeast District is generally located north of I-85 and Plaza Road, east of I-77, south of Eastfield Road, and west of Cabarrus County*. Approximately 69 square miles of land are contained within the district's boundaries.



* 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 district is one of the fastest growing areas in Mecklenburg County. Changes over the last five to ten years have substantially painted a new picture on the once predominantly rural landscape. Development and expansion of the University Research Park, University Place, and UNCC campus in particular have been driving forces for change. The Northeast District is no longer viewed as a risky market area as it was in the 1970's when plans for the research park/ university area were first announced. To the contrary, proposals for residential and business development have been pouring into the area at a steady, and most recent swift rate.

From a county-wide perspective, the relatively recent burst of development activity in the northeast has been helping somewhat to balance the overall growth that historically has been inundating south and southeast Mecklenburg County. Although other districts in the county have been experiencing recent development interest, none has yet felt the pressures for change as sharply as the northeast.

This plan provides the direction to manage growth in the district. It addresses how and where new development should occur, the infrastructure and services needed to accommodate changes in the development pattern, and quality of life features that should be emphasized in the future.

EXISTING DEVELOPMENT PATTERN: A GENERALIZED OVERVIEW

The development pattern in the Northeast District varies considerably. Older, residential neighborhoods and employment areas are well established in the south and west sections of the district, while newer ones are emerging to the north and east. The generalized pattern is described below and illustrated on the map on page 4.

Developed Areas

In the southwest portion of the district is the Derita community. Derita has the oldest and largest concentration of residences in the northeast. A small rail center during the cotton era, Derita retains the delightful flavor of a small town.

Other well established residential concentrations are in Hidden Valley, the Northeast community north of The Plaza (Hampshire Hills, Bridlewood, Highland Trace), and Newell. Hidden Valley and the Northeast Community are predominantly single-family neighborhoods built in the 1960's and early 70's. Newell, a small rail center in the late 1800's, is formed around a small nucleus of older homes and community buildings along Old Concord Road.

The older employment areas of the Northeast District are, principally located along the district's south and west borders. A mix of individually developed industrial and commercial uses extends along North Tryon and Old Concord Road in the south end of the district, while a substantial number of industrial uses exists along Graham Street and I-85 in the southwest corner. In addition, some existing industrial uses are scattered throughout Derita. The only other concentration of older industrial/ employment uses is between I-77 and N.C. 115. Trucking-oriented industries are located in this area, as well as some light and heavy manufacturing.

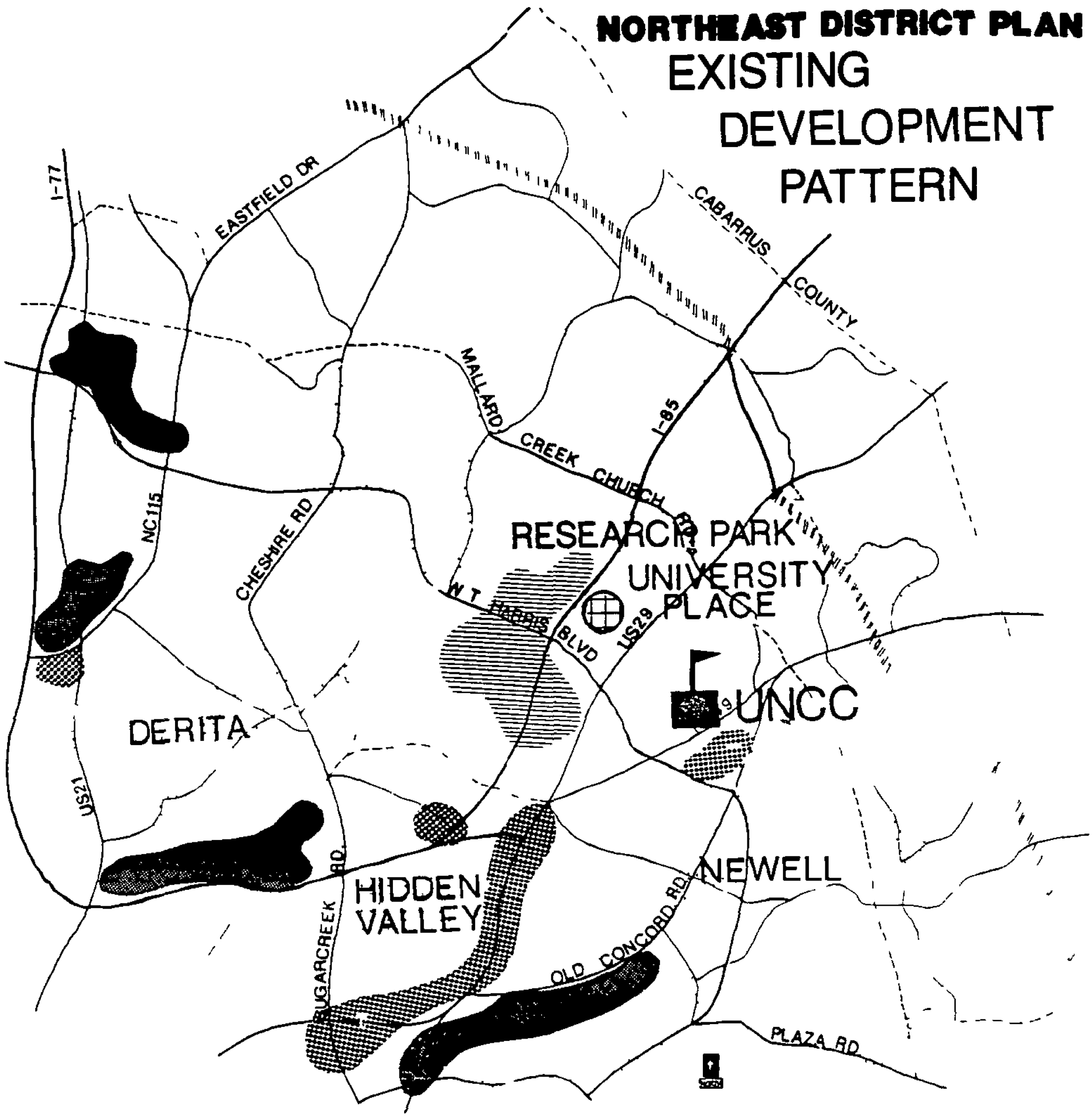
Developing Areas

In the heart of the district are the more recently developed areas of the northeast. The University of North Carolina at Charlotte, having an enrollment of nearly 15,000 students, occupies much of the land between N.C. 49 and U.S. 29. Multi-family and single-family developments have been constructed around the campus. Just west of UNCC is University Place, a major mixed use project that includes a 1.5 million square foot retail and office component and high density residential development. University Place essentially functions as an urban hub for the northeast. It continues to expand.

West of University Place extending to Mallard Creek Road is the University Research Park. Over 2,700 acres of land are zoned for research uses within the park's borders. Characterized by large setbacks and attractive entry ways and architecture, the research

NORTHEAST DISTRICT PLAN

EXISTING DEVELOPMENT PATTERN



RESIDENTIAL

RESEARCH/EMPLOYMENT

COMMERCIAL

INDUSTRIAL/EMPLOYMENT

park helps to establish a very positive image for the northeast. Development proposals for building within the park continue to be approved.

New residential activity generally is occurring within the Mallard Creek basin. A number of new subdivisions and multi-family projects have been approved and built north and south of Harris Boulevard in recent years. Also, residential development continues to expand northeast of the UNCC campus to the county line along N.C. 49. New subdivisions are also being built along Rocky River Road and Hood Road in the eastern edge of the district.

Rural Areas

The remainder of the Northeast District is predominantly rural in nature. A few farms are still in operation, but principally the landscape is dotted with large lot, single family homes.

PROSPECTS FOR GROWTH

Continued growth is definitely on the horizon for the northeast. With major interstates bordering the district, with Harris Boulevard now providing ready east-west access, and with the amount of development activity that is occurring presently in the area, the community can anticipate dramatic changes.

Significant increases in population and numbers of jobs and households are expected in the northeast. In 1987 42,746 people resided in the district, and the population is projected to nearly double by 2005. The number of housing units and jobs will also increase substantially. In 1987 there were 15,923 households in the district, and projections reflect a 118% increase by 2005, or a total of 34,697 households. The greatest increase, however, will be in the number of jobs. In 1985, 14,084 people were employed in the district. Projections indicate the number will climb to 32,560 by 2005, a 131% increase.

TABLE 1. PROJECTED GROWTH*

POPULATION			HOUSEHOLDS			EMPLOYMENT	
1987	1995	2005	1987	1995	2005	1985	2005
42,746	60,038	80,664	15,923	24,103	34,697	14,084	32,560

* Because the original 2005 Plan boundaries of the Northeast District were changed to include a portion of the East District, 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.

ISSUES FOR PLANNING IN THE NORTHEAST

Several issues specific to the Northeast District were identified early in the planning process, in addition to those issues previously listed in the general policy plan. The main issues are:

- Potential for encroachment of non-residential uses in established neighborhoods along I-77, Graham Street, and Old Concord Road, and Sugar Creek Road (Derita).
- Declining retail areas along North Tryon and Eastway Drive north of the Plaza.
- Expansion of the Research Park zoning.
- Need for new employment concentrations offering different employment opportunities from those in the research park.
- Increasing retail/service options for an expanding northeast population.
- Appropriate single family densities.
- Balance between single family and multi-family development.
- Location and impact of the outer belt.
- Existing roads too narrow to accommodate the growth taking place.
- Increased use of package treatment plants.
- Overcrowded schools in district.
- Changing environment and loss of open space.
- Air pollution and congestion associated with increasing traffic.
- District/UNCC relationship.

GOALS FOR THE NORTHEAST DISTRICT

The following are the goals for the Northeast District based upon a vision of an attractive, well planned community in the future:

- To preserve, protect, and enhance the character of existing neighborhoods.
- To establish a balanced urban land use pattern providing a variety of commercial, employment, residential, and open space uses.
- To provide an efficient and acceptable level of public services and facilities.

- To foster a livable and vital community with a distinct identity.

- To provide and encourage opportunities for affordable housing for all segments of the population.

In District Plans: General Policies, objectives, policies, and strategies for dealing with many of the goals on a community-wide basis are identified. Specific planning for the Northeast District is included in the following sections of this plan:

- Land Use Pattern
- Infrastructure
- Livability

PREVIOUSLY ADOPTED PLANS

In the past, several area plans were adopted for portions of the Northeast District. These plans were reviewed as part of the district planning process to determine if the area plans' recommendations should continue to apply, or if changes to the plans are justified. The plans adopted in the northeast are described below:

- Derita Small Area Plan

  Adopted in March, 1985, the Derita Small Area Plan focuses on neighborhood preservation and enhancement, promotion of new residential development, concentrating retail and business activity, and limiting industrial expansion. Numerous corrective rezonings were recommended to resolve land use/zoning conflicts, and subsequently, many of the properties were rezoned. Circumstances have not changed significantly since 1985, and the plan recommendations remain valid. One additional corrective rezoning along Sugar Creek Road is recommended as described later in this plan.

- Newell Special Project Plan

  The Newell Special Project Plan was adopted by elected officials in August, 1986. The policies and strategies of the plan emphasize planned, mixed use development that is sensitive to existing residential areas. Locations for a variety of residential densities and commercial and office uses are recommended, as are design considerations for streetscapes, buffers, and open spaces. With a few minor adjustments, as reflected on the Northeast District plan land use map, the Newell Special Project Plan should be implemented.

- North Tryon Special Project Plan

  North Tryon is viewed as an area in transition. The plan for the area, adopted in 1987, addresses both streetscape and land use issues. The land use recommendations focus on limited commercial development to prevent further stripping out of the corridor and

encroachment into neighborhoods. No changes to the adopted plan are recommended.

- Hemphill Heights/Rockwell Park Special Project Plan

Hemphill Heights and Rockwell Park are older, declining neighborhoods along Cheshire Road. The Hemphill Heights/Rockwell Park Special Project Plan was adopted in 1988. It addresses housing and other neighborhood improvement strategies to stabilize the area and to encourage new development on vacant land. The plan recommendations are still valid with one exception; some of the property was recommended for small lot development (8 units per acre), and through the district planning process, the recommendation was changed to leave the existing zoning in place.

FUTURE LAND USE PATTERN

General objectives, policies, and development criteria for commercial, employment, and residential land uses were discussed in detail in District Plans: General Policies. As part of the Northeast District Plan, the generic or community-wide policies of the general policy document have been applied specifically to the Northeast District. The following are the land use recommendations for the northeast:

MIXED USE AND COMMERCIAL CENTERS

As discussed in the general policies plan, new commercial development in the future should be concentrated in cohesive centers rather than being stripped out along the major corridors in the community. Adequate infrastructure to provide access and sewer and water service is needed to develop centers. Four types of mixed used and commercial centers are planned, approved, or built throughout the Northeast District as described below. The mixed use center symbols on the proposed land use map for the district represent vicinities, not exact locations of future centers. For example, if a center is designated at an intersection, the development may be built on any one of the quadrants.

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

Two regional mixed use centers are in place, but not fully developed in the district. Although not a unified development as envisioned for new centers, the North Tryon Street/Sugar Creek Road/ Eastway Drive area loosely functions as a regional center. The aggregate of retail and limited office space in the area equals that of a regional center. There are a number of shopping complexes and individual businesses spread out linearly along the various thoroughfares in the area. This fragmented pattern is an example of how a regional center should not develop; however, there is an opportunity for improvement. A more unified center can be created building upon the existing development.

Specifically, the North Park Mall and adjacent properties, the North Tryon Mall, and the Eastway Plaza area should intensify. There is considerable underutilized land at these locations. New or remodeled buildings unified through design and oriented towards pedestrians should be pursued. In addition, the overall streetscape image should be improved. The North Tryon Corridor Plan recommends numerous physical improvements including canopy trees, screening for parking lots, sidewalks, curb cut consolidation, and removal of overhead wires. Visual continuity is the objective.

University Place along U.S. 29 and Harris Boulevard is an emerging center. If development to date is an indication of the quality for the entire project, this will be a good example of how a regional center should be designed; it's integrated and pedestrian oriented.

Because of the large market area of a regional center, a limited number of these centers can be supported within the district. The only other

regional-scale center proposed to serve the Northeast District is in the I-77/Reames Road vicinity. A regional mall and office development are planned west of I-77. Although the retail component will principally be in the northwest, the center will essentially serve both districts.

COMMUNITY MIXED USE CENTERS (1,000,000 sq. ft. retail/office)

Currently, no community-sized centers exist in the northeast. However, one such center has been approved for development on the north side of Harris Boulevard just east of Cheshire Road. Locations recommended for additional centers are:

- Eastfield Road/Prosperity Church Road intersection
- Rocky River Road/Outerbelt interchange

NEIGHBORHOOD MIXED USE CENTERS (250,000 sq. ft. retail/office)

Three neighborhood mixed use centers exist in the northeast, and plans have been approved for three additional ones. The town center of Derita, although not a unified development, serves a neighborhood center function. The Derita Small Area Plan recommends improvements to the streetscape and land use relationships in and around the center, and implementation of the plan policies should continue to be pursued.

Town Center is another existing center at Harris Boulevard and N.C. 49 in the UNCC area. It consists of a supermarket, discount department store, smaller retail stores, a movie theatre, bank, and a few restaurants. The center is currently not occupied to its potential capacity.

The third center existing in the northeast is at the intersection of Sunset Road and Highway 115. A supermarket, small shops, and restaurants are located there, as well as a motel and truck stop.

Three new centers have already been approved at the following locations. (A fourth center on the Paradise Valley Golf Course on Hwy. 29 east of University Place was approved in 1986. Because development has not begun on the property, and because from a land use perspective the golf course site is not a good location for a commercial development, the property should be rezoned. This rezoning is discussed in more detail in the corrective rezoning section of this plan.)

- Harris Boulevard just east of N.C. 115
- South side of N.C. 49 near the county line
- Intersection of Browne Road and Dearmon Road

Four additional neighborhood mixed use centers are recommended for the northeast. The proposed locations are:

- Mallard Creek Road Extension at Odell School Road and Outer Belt

- Harris-Houston Road Extension at U.S. Highway 29 and Outer Belt
- Newell Area east of Old Concord Road and south of Harris Boulevard
- Mallard Creek Church Road at U.S. 29

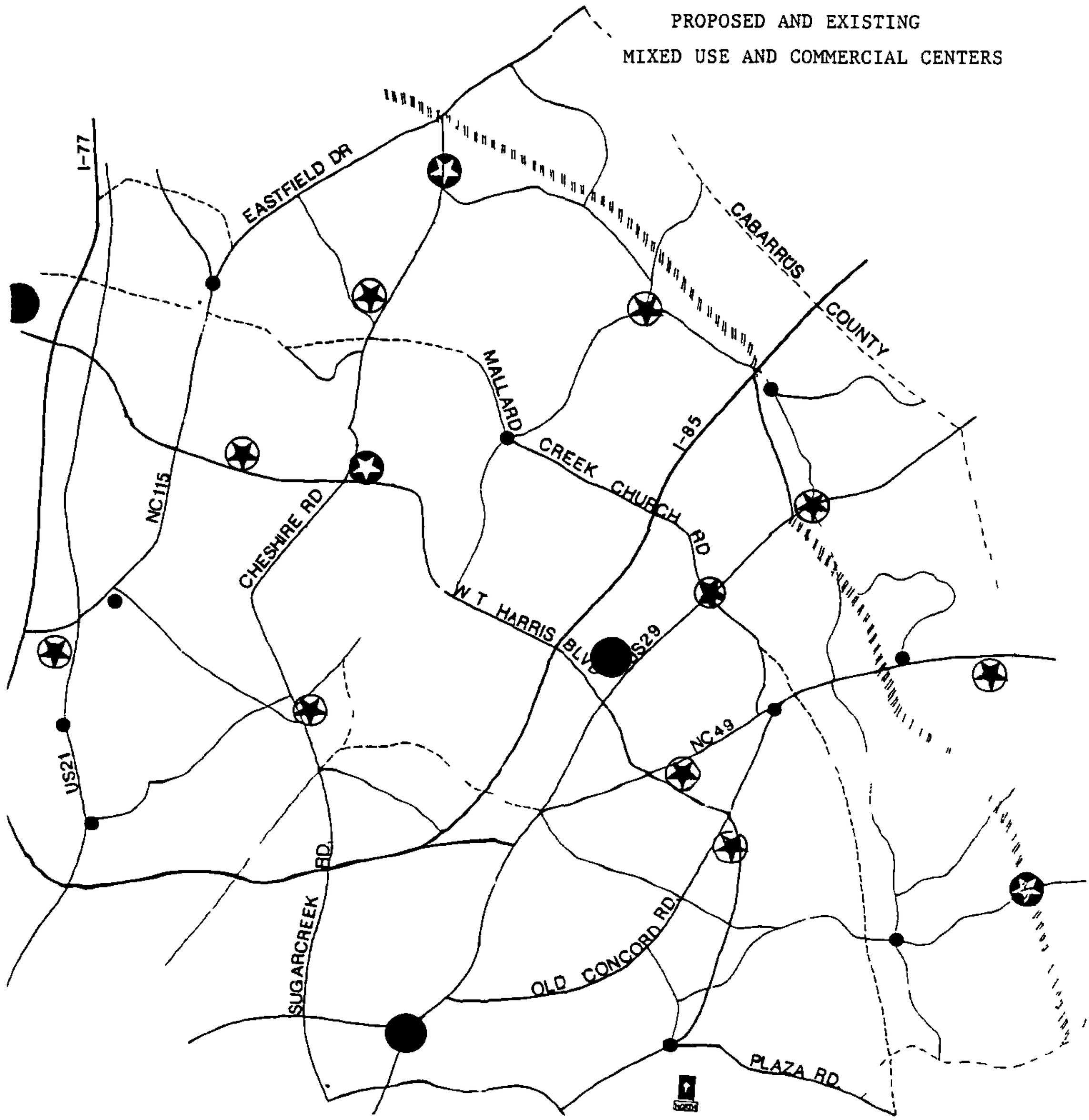
NEIGHBORHOOD CONVENIENCE CENTERS (up to 50,000 sq. ft. retail)

Two neighborhood convenience centers are already developed in the study area. One exists at Old Concord Road and Rocky River Church Road, and the other is at the intersection of Plaza Road and Newell-Hickory Grove Road. Additional neighborhood convenience centers are either approved or recommended for development at one corner of the following intersections:

- Eastfield Road and N.C. 115
- Mallard Creek Road and Union School Road
- N.C. 49 and Harris Houston Road
- Rocky River Road and Back Creek Church Road
- Mallard Creek Road and Mallard Creek Church Road
- Statesville Road and Nevin Road
- U.S. 29 and Old Concord Road

As evidenced in other areas of the county, there will be considerable pressure to rezone land for commercial use in the northeast, particularly at intersections. Commercial rezoning should be limited to those locations identified in this plan.

PROPOSED AND EXISTING
MIXED USE AND COMMERCIAL CENTERS



REGIONAL MIXED USE CENTER

COMMUNITY MIXED USE CENTER

NEIGHBORHOOD MIXED USE CENTER

NEIGHBORHOOD CONVENIENCE CENTER

EMPLOYMENT GROWTH AND OPPORTUNITIES

Providing various employment opportunities within the district is an important objective of this plan. In addition to the office components of the mixed use centers previously described, additional employment locations must be planned. (Employment areas refer to locations where manufacturing, warehousing, office, service, and other similar types of activities can operate. Although retail establishments do provide jobs, they are not classified as predominantly employment uses.)

Several sizable employment concentrations and/or non-residentially zoned land exist in he northeast. Recommendations for expanding these areas or creating new employment locations are described below and illustrated on the proposed land use map.

- I-85 Graham Street Vicinity: This industrially zoned area should be maintained as an industrial core within the limits of the existing zoning.

- I-85/I-77 Interchange Area: The land bounded by the interchange and west of Statesville Avenue north to Hutchison/McDonald Road should develop as a light industrial, office or business park. The future park should be built with a strong emphasis on design quality. The area described above is a prime location at the intersection of the interstates, and it should create a positive gateway image for the northeast and the city as well. From the neighborhood perspective, any development should reflect a design sensitivity in terms of adequate buffers, limited access points, and deterrents to truck traffic onto neighborhood streets. Development should be an enhancement to rather than a detractor from the area. Extending the nonresidential development north to Cindy Lane should be considered if adequate buffers are provided. Otherwise the land between Cindy Lane and McDonald-Hutchison Road should develop with multi-family housing.

- North Tryon Street/Old Concord Road Area: No additional rezoning or intensification for industrial uses should occur in this area.

- North Tryon Street/U.S. 29 Vicinity: Very little development exists in this industrially zoned location. It is, however, a good location for light industrial/office or business park uses and should develop as such.

- Research Park: The research park is a major employment center for the northeast. It also serves a regional function, providing predominantly white collar jobs for national and regional corporations. As previously mentioned, 2,700 acres are zoned for research use. Considering the amount of land available for the various uses and the demand for research type businesses, the plan recommends that the research park boundaries expand north of Mallard Creek Church Road and east of I-85. A rezoning would be required.

- I-77/N.C. 115 Corridor: The land between I-77 and 115 is ideal for industrial or business park use; it has great access via the interstates and is in close proximity to an established rail line as well. Although much of the land is already zoned for industrial use, it is relatively underutilized. This area should be promoted as a prime location for economic development of the manufacturing/ distribution sector of the community. Implied with this recommendation is that the existing neighborhoods including a large mobile home park and small businesses within this industrial target area, will not be viable in the future. The land north of Lakeview Road around the I-77/Reames Road interchange should include a mix of commercial and high density residential uses in addition to employment uses. A portion of this area is contained within a proposed Development Enterprise Area (DEA) that extends into the Northwest District.

RESIDENTIAL FUTURE

The policies and development guidelines for residential growth are explained in detail in District Plans: General Policies. The land use map for the Northeast District depicts the application of the generic policies for specific locations. A summary of the proposed residential pattern in the northeast 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 policy document, 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 an opportunity for a variety of lot sizes. Neighborhoods that should be protected from intensification of zoning are included on the proposed land use maps as well.

- MEDIUM DENSITY SINGLE FAMILY AREAS

  The medium density category ranges from over 4-6 d.u.a. The only designations for this density on the proposed land use map are for existing developments or land already zoned within the density range. The Hemphill Heights/Rockwell Park area is an example of medium density development.

- HIGH DENSITY SINGLE FAMILY AND MULTI-FAMILY AREAS

  The proposed land use map for the district depicts some multi-family locations where land is already developed or appropriately zoned for multi-family. Other future sites are proposed, but are merely representative of sites which obviously meet the review criteria defined in the general policies. Additional sites will be appropriate in accordance with the

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

As stressed in the design criteria in the general policies document, compatibility with adjacent single family housing is important when densities increase and housing types change. The impact of higher density development upon the road system and other public services will be another key for determining higher density development.

General locations meeting the above referenced locational criteria will not have an unlimited capacity for higher density residential development. An upper limit of development will have to be determined on a case-by-case basis.

DEVELOPMENT OF INTERCHANGES AREAS

The character of development adjacent to the interchanges of the interstates and of the proposed outerbelt is important to focus upon. How these interchange areas function and look can have significant impact on the land use development surrounding them. In many instances, an interchange may be a gateway or identifiable entrance to a certain part of the community. It can be an image maker, positive or negative. Because of the value of the highly accessible and visible land at the interchanges, pressure is and will be great to develop the land for nonresidential uses. In some locations nonresidential development may be appropriate; in others, it may not. In general, though, higher density uses are desirable at interchanges because of the traffic control benefits.

The alignment of the proposed outerbelt north of I-85 has not been determined. An environmental impact study (EIS) is underway reviewing several alignments. A decision is not expected until at least the fall of 1989. Consequently, it is difficult to plan specifically for the land uses around the outerbelt interchanges. The Northeast District Plan will be updated to include the outerbelt interchange land uses north of I-85 when the actual alignment is selected. Until such time, no rezonings to higher densities or intensity than indicated on the proposed land use map should be approved.

The proposed land uses in all the other interchange areas are described below:

- I-77/Reames Road: The land surrounding the I-77/Reames Road interchange is at the heart of the employment based development enterprise area (DEA) proposed on both sides of I-77. To capitalize on the high visibility and access at this location, a large corporate office complex, hotel/meeting center, and/or high density residential complex should develop on the quadrants of the interchange. More specific planning will be included in the follow up plan for the DEA.

- I-77/Sunset Road: Highway oriented commercial uses and several trucking firms are located at the I-77/Sunset Road interchange These are expected to remain. Additional non-residential uses are not recommended south of the interchange because of the established residential edge. High density residential development is appropriate for vacant land just south of the interchange so long as adequate buffers adjacent to single-family homes are provided.

- I-77/I-85: Because of the interchange design of the two interstates, no access from the roads to the land around the interchange exists. However, as described earlier in this report, a high quality business, office, or light industrial park is proposed at the northeast quadrant of the interchange of the interstates.

- I-85/Graham Street: For the most part, the interchange at I-85 is developed with commercial and industrial uses. These types of land use are expected to continue in the future.

- I-85/W.T. Harris Blvd.: University Research Park and University Place currently occupy all four sides of the interchange of I-85 and W.T. Harris Boulevard. No changes are recommended.

- I-85/Mallard Creek Church Road: Research Park uses should develop on all four corners of the interchange.

- I-85/Outerbelt: No physical connection will exist between the land and I-85 and the Outerbelt. However, the vacant land near the interchange should develop with high density residential uses on all corners with the exception of the southern quadrant, which should develop as part of the research park.

- Rocky River Church Road/Outerbelt. A community sized commercial center (1,000,000 sq. ft.) is proposed on one or possibly two corners of this interchange. Multi-family and/or high density single-family residential is recommended for the remaining quadrants.

- N.C. 29/Outerbelt. A neighborhood convenience center (50,000 square feet of retail) is proposed on one of the four corners with residential development proposed on the remaining corners of the interchange.

- U.S. 49/Outerbelt: Single-family and/or high density residential development is recommended on all four corners of the interchange. No commercial uses should develop.

IMPLEMENTATION TOOLS FOR THE LAND USE PLAN

- CONSISTENT APPLICATION OF POLICIES:

Consistent application and support of the policies of this plan by the elected officials and Planning Commission will be the most significant means of ensuring that the desired land use pattern will come to fruition. Although some deviations may be necessary at time, they should be kept to a minimum. Changes made in one area may necessitate changes elsewhere, thus affecting the overall development pattern.

- DEVELOPMENT ENTERPRISE AREAS (DEA's):

The 2005 Plan loosely identified three DEA's for the Northeast District. Included are a mixed use DEA in the I-77/Reames Road vicinity which extends into the Northwest District, a mixed use DEA in the Newell area, and a residential DEA in the Mallard Creek Basin. One of the tasks of the district plans is to define the boundaries of the DEA's. The boundaries are indicated on the proposed land use map for the district.

Boundaries for the I-77/Reames Road DEA are basically Alexandriana Road to the north, N.C. 115 to the east, just below Reames Road/Lakeview Road to the south, and across I-77 to the west. (The western most boundary will be defined in the Northwest District Plan.)

The boundaries of the DEA in the Newell area are Old Concord Road to the west, Grier Road and Newell/Hickory Grove Road to the south, and W.T. Harris Boulevard to the east and north. The Newell Small Area Plan defined the planning concepts for this mixed use DEA.

The DEA in the Mallard Creek Basin has been deleted in this plan. The market forces are currently strong in that area, and consequently no public incentives to redirect growth are needed.

- CORRECTIVE REZONINGS:

In some instances in the Northeast District, the existing zoning and the proposed or existing land use on a site conflict. For example, an area may be developed with single family homes, but commercial or multi-family zoning may be in place. The neighborhood is subject to demise if the single family homes begin to turn over. For the past ten years the Planning Commission has sought to rectify the land use/zoning conflicts by corrective rezonings as part of the area planning process.

As part of the district planning process, land use/zoning conflicts have been identified for properties not addressed in adopted area plans have been identified. The general vicinities and brief description of the corrective rezonings recommended are listed below.

- Bingham Park Neighborhood: Bingham Park is a small single family community located north of the railroad track, east of the Northmore Industrial Park on North Tryon, and west of Eastway

Drive. It is zoned R-6MF which would allow multi-family development To protect the neighborhood from intensification and deterioration, the area should be rezoned to R-6. A manufactured housing park on the edge of the neighborhood should not be included in the rezoning.

- I-2 Property at Old Concord Road/N.C. 49 Intersection. Some I-2 zoning exists on the land between Old Concord Road and U.S. 49 as the two roads intersect north of the Newell community. Because of the surrounding residential character of the area, industrial zoning is inappropriate.

  The property should be rezoned to B-1 to create a more compatible land use than industrial uses. Existing industrial uses on the site would be allowed to continue, but not expand.

- I-2 Property on Northwest Corner of Statesville Avenue and I-85: A small property adjacent to Statesville Avenue is the only I-2 zoned land in the I-85/I-77 quadrant. The proposed land use for the entire quadrant between Statesville Avenue and I-85 is for a quality office business, or light industrial park. The I-2 property should be rezoned to O-15 to be consistent with future plans. A conditional I-1 plan may be appropriate for the site.

- I-1 Property along Orr Road: A vacant parcel of industrially zoned land off Orr Road is situated adjacent to multi-family zoning to the west, a neighborhood park to the south, a developing industrial park to the east, and the railroad tracks to the north. There is no frontage of the site onto Orr Road. To address the access problem and to establish a more compatible land use within the neighborhood, the property should be rezoned to R-9MF.

- B-1 Property on U.S. 29, East of Salome Church Road. A strip of commercial zoning fronts upon U.S. 29 east of Salome Church Road. The majority of the land is presently vacant; however, there are a few older businesses in existence. If the land is developed as zoned, strip commercial would occur along U.S. 29, which is not a desired land use pattern. Any new commercial development should be focused in the mixed use centers proposed in this plan. Therefore, all the B-1 zoned land should be rezoned to R-12. The existing businesses may continue to operate but not intensify.

- B-1 Property on north side of Sugar Creek (Derita): A tract of B-1 land on Sugar Creek Road, just south of the intersection of Sugar Creek Road and Mineral Springs Road, is surrounded by residential properties. There already is considerable commercial development in the area, and any new development should be focused in the Derita "town center". Therefore, the land should be rezoned to R-12MF.

- B-2 Property on North side of U.S. 29 Several B-2 zoned properties exist east of the Paradise Valley Golf Course on U.S. 29 and west of Mallard Creek. A drive-in restaurant is

located on one of the parcels, and a driving range on the other. A considerable amount of commercial development already exists or is planned towards Harris Boulevard. If the B-2 property in question is allowed to develop with commercial uses, a "strip" will have evolved, contrary to the objectives of this plan. Therefore, the B-2 property, with the exception of the restaurant parcel, should be rezoned to R-12MF. The restaurant property should be rezoned to B-1 to allow the business to continue, but not intensify.

- B-1, B-2 and Institutional Property near U.S. 29/Mallard Creek Church Road Intersection: Strips of B-1, B-2, and Institutional zoning exist on the north and south sides of U.S. 29 near the intersection of Mallard Creek Church Road. A convenience store has been built on the southeast corner, and the County is developing a park further east. The properties along all other quadrants of the intersection are vacant. Behind the commercial strip zoning, vacant institutional land exists.

  With the exception of the convenience center, all the remaining B-1, B-2 and Institutional zoning should be changed to R-12MF to prevent strip development from occurring. However, a unified neighborhood mixed use center should be considered through the conditional zoning process for either the northwest or southwest corners of the intersection. The remaining multi-family zoning would complement the neighborhood center.

- Paradise Valley Golf Course property fronting on U.S. 29: In 1986, B-1SCD zoning was approved for the golf course property along U.S. 29. A mixed use development was proposed. Staff and the Planning Committee expressed considerable concern at the time of the rezoning for creating another commercial center so close to University Place. Aside from being unnecessarily close to University Place, the center would also create the impetus for extending commercial development northeast to Mallard Creek Church Road.

  A neighborhood mixed use center is proposed on the land use plan at the intersection of Mallard Creek Church Road and U.S. 29, this is a much better location for a center compared to the B-1SCD site adjacent to University Place. Access at the intersection of two major thoroughfares is much better.

  Since building permits have not been issued for the B-1SCD site, the site should be rezoned to R-12MF. Higher densities may also be appropriate in the future on the site.

- Institutional and B-1 zoning along north side of Mallard Creek Church Road east of U.S. 29: A residential future is desired on the north side of Mallard Creek Road east of U.S. 29. A strong residential pattern south of Mallard Creek Church Road has already been established, thus making nonresidential uses allowed in institutional zoning inappropriate for the north side of Mallard Creek Church Road. The property should be rezoned to R-12.

Multi-family zoning, however, may be appropriate through the conditional planning process. An interior B-1 site should also be included in this rezoning.

- O-6 and B-1 property on northwest side of Plaza Road: An existing shopping center (Harris Teeter) is developed on the northeast corner where Milton Road intersects with Plaza Road. A large B-1 lot exists adjacent to the shopping center southwest of Fairmarket Place. The majority of the lot is being developed for a subsidized multi-family housing project. A narrow tract remains between the housing site and Plaza Road. This narrow B-1 strip should be rezoned to office to establish a more compatible relationship with adjacent residential development; however, a conditional rezoning to B-1 that includes a provision for buffers and screening should be considered in the future.

  A multi-family project exists on the northeast corner of Fairmarket Place and Plaza Road. This property should be rezoned from O-6 to R-12MF to reflect the existing land use.

- Institutional zoning east of N.C. 49, south of Harris Boulevard: On the east side of N.C 49 south of Harris Boulevard, a vacant tract zoned institutional exists abutting a greenway to the north and single family zoning to the east and south. The property should be rezoned to R-12MF to create a residential component associated with the mixed use center at N.C. 49 and Harris Boulevard. The rezoning would also prevent stripping out N.C. 49 between Harris Boulevard and the N.C. 49/U.S. 29 intersection with nonresidential uses. It would also complement the mixed use center at N.C. 49 and Harris Boulevard.

- I-1 property on the northern quadrant of Hucks Road and N.C. 115: East and west of the railroad tracks at the N.C. 115 and Hucks Road intersection is I-1 zoned land occupied by a few older single family homes. Industrial development should not extend east of N.C. 115 north of the intersection.

  The land between the rail line and N.C. 115 should be rezoned to R-9, reflective of zoning north of the property, and the land east of the rail line should be rezoned to R-12. Multi-family development on both sides of the tracks may be appropriate through the rezoning process. A commercial center having a light rail transit station may also be appropriate for the land west of the railroad track.

- Statesville Road Park Property: Land owned by the County for developing a park along Statesville Road is zoned R-12MF. The property should be rezoned to R-12. Generally parks in this county are zoned with a single family classification.

- Northeast quadrant of N.C. 49 and W.T. Harris Boulevard: Town Center Shopping Center is located on the northeast corner of the intersection of N.C. 49 and W.T. Harris Boulevard. East of the B-1SCD land (the shopping center), is a vacant tract of land zoned

institutional. The institutional land should be rezoned to R-12MF. Multi-family development adjacent to the shopping center is desired to create a mixed use center. Nonresidential uses should not extend east of N.C. 49 along Harris Boulevard.

- R-U to Residential District: Land in the outlying areas of the northeast is zoned R-U. The R-U district 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 single family residential classification.

INFRASTRUCTURE

TRANSPORTATION

Road Improvements

Interstates I-85 and I-77 border the district, thus providing good regional and county-wide access. U.S. 29, N.C. 49, U.S. 21, and W.T. Harris Boulevard are the major interior roads. Unfortunately, the existing road network is already failing to meet the increasing traffic demands. Most of the roads in the northeast are built to rural standards, meaning they are narrow, two lanes thoroughfares. Many of the roads in the outlying areas are winding as well, which hinders safety and efficiency as the number of trips generated climbs.

Increased traffic volumes in the northeast will result not only from development within the district's borders, but also from neighboring Cabarrus County. New residential development, particularly along that county's western border has flourished in recent years. Studies show that in 1980 there were 700 Cabarrus County residents commuting daily, principally into Mecklenburg County. By 1987, the number of commuters increased to 15,000. As growth continues in Cabarrus County, so will the number of commuters. This growth most certainly will have an impact on the major roads in the northeast.

Several road improvements in the district are currently under construction. These include:

- Widening I-85 from I-77 to W.T. Harris Boulevard.
- Extending Harris Boulevard from Old Concord Road to The Plaza.
- Widening Harris Boulevard from U.S. 29 to I-85.

Other projects that have been funded and are soon to be underway are·

- Widening Mallard Creek Church Road from I-85 to Mallard Creek Road.
- Widening Harris Boulevard from I-77 to Mallard Creek Road.

Future projects needed but not funded have been identified in the recently adopted Thoroughfare Plan for Charlotte-Mecklenburg. The plan categorizes roads into minor and major thoroughfares and freeway/expressways. Based upon future growth needs, the plan is a component of a larger 2005 Transportation Plan scheduled for adoption in fall, 1989. Establishing priorities for constructing the projects will be an additional component of the 2005 Plan.

The table on pages 23 to 27, endorsed by the Charlotte Department of Transportation and County Engineering, lists the current and proposed roadway projects, the type of improvements required, estimated mileage, and this plan's recommended priority level (priority being a timetable for need). The "private" percentage of a roadway denotes an estimated percentage of the project presently bordering undeveloped areas which might be constructed in the future through the private development

process. Once the private percentage is built, the priority assigned to the public portion may fluctuate to allow for an earlier completion of the total project.

Outer Belt

The alignment of the outerbelt north of I-85 has not been selected. As mentioned previously, an environmental impact study is underway to select the most appropriate route for the road. Two main routes and variations of each are being studied. One of the alignments, the southernmost, was shown on the original thoroughfare plan. The 2005 Generalized Land Plan recommended that the outerbelt shift north crossing Eastfield Road near its intersection with Prosperity Church Road. Shifting the outer belt north would allow greater access through north Mecklenburg, thus broadening the service area of the road.

The final alignment will not be determined until at least the fall of 1989. When this occurs, the right-of-way can officially be protected from development. Frontage or service roads adjacent to the outer belt are not recommended.

Light Rail

Included in the transit corridor study explained in the general policies plan are two proposed rail corridors extending into the Northeast District. One connects Uptown Charlotte with the UNCC campus. It follows the existing rail line adjacent to North Tryon and Old Concord Road.

The other transit line considered in the study follows the Graham St./N.C. 115 rail corridor. This line extends into North Mecklenburg and would service the proposed employment concentrations in the I-77/115 corridor as well as the residential areas in the Mallard Creek Basin. Future plans may include a connection between the two lines but a bus system will likely be devised to link the two.

Transit stops or station locations were not included in Charlotte Department of Transportation's preliminary rail corridor study. Generally, stops should occur at one mile increments with stations at further distances apart. Although no specific sites are recommended for stations in the district plan, general vicinities where stations are logical are identified. In the northeast, the locations are:

- North Tryon Mall area
- Proposed Newell Mixed Use Center
- UNCC campus
- Graham Street/North Tryon employment core
- Reames Road/I-115 area

- Eastfield Road/115 area

Other locations may be recommended as the planning for the corridor system advances. Extensions of lines into Cabarrus County should also be considered in the future as part of a regional system.

TABLE 4

NORTHEAST DISTRICT ROADWAY IMPROVEMENTS

ROADWAY	IMPROVEMENT	PRIVATE/PRIVATE PERCENTAGE	MILES	ROAD CLASSIFICATION	TIMEFRAME	ESTIMATED COST
Eastern Outer Belt						
Plaza Road Ext to I-85	4 Lane Divided	0/100	6 5	Freeway-Expressway	10-20 Years	63,000,000
Northern Outer Belt						
I-85 to I-77	4 Lane Divided	0/100	6 7	Freeway-Expressway	20+ Years	65,000,000
I-85						
I-77 to W T Harris Boulevard	6 or 8 Lanes	0/100	14 5	Freeway-Expressway	Under Construction	
I-77						
I-85 to Alexanderana Road	4 to 6 Lanes	0/100	6 7	Freeway-Expressway	20+ Years	14,000,000
Harris Boulevard						
Old Concord to Plaza	New 4 Lane	0/100	2 3	Major	Under Construction	
U S 29 to I-85	2 to 6 Lanes	0/100	7	Major	Under Construction	
I-77 to Mallard Creek	2 to 4 Lanes	0/100	5 0	Major	0-5 Years	16 000 000
At U S 29	Interchange	0/100		Major	10-20 Years	5 000,000
Eastern Circumferential	4 Lanes	?	?	Major	10-20 Years	
Mallard Creek Church Road						
I-85 to N C 49	2 to 4 Lanes	20/80	2 4	Major	0-5 Years	8,000,000
I-85 to Mallard Creek	Improve 2 Lanes	0/100	1 5	Major	6-10 Years	3 000 000
I-85 to Mallard Creek	2 to 4 Lanes	0/100	1 5	Major	10-20 Years	5,000,000
Browne Road						
Curve on Browne Rd /Intersecting Northern Outer Belt to Prosperity Church Road	New 2 Lane	40/60	1 0	Major	10-20 Years	4 000,000
Prosperity Church Road						
Prosperity Rd /Browne Road Connector to Mallard Creek	2 to 4 Lane	30/70	1 1	Major	20+ Years	4,000,000
Prosperity Road/Browne Road Connector	New 2 Lane	50/50	1 0	Major	20+ Years	4,000,000
Statesville Road						
I-85 to Alexanderana Road	2 to 4 Lanes	10/90	6 7	Major	10-20 Years	21 000 000
Sunset to Northern Outer Belt	4 to 6 Lanes	0/100	3 5	Major	20+ Years	11,000,000

The cost estimates are very rough and are based on a cost per mile for each type of road way improvement in 1987 dollars
The mileage figures shown were scaled from existing planning base maps and are approximate

ROADWAY	IMPROVEMENT	PERCENTAGE	MILES	CLASSIFICATION	TIMEFRAME	COST
C 115						
Statesville to Northeast District Line	Improve 2 Lane	10/90	4 6	Major	6-10 Years	7 000,000
Statesville to Harris Boulevard	2 to 4 Lanes	0/100	2 0	Major	10-20 Years	7,000,000
Harris Boulevard to Northern Outer Belt	2 to 4 Lanes	0/100	2 1	Major	10-20 Years	7,000,000
llard Creek						
Harris to Mallard Creek Church Rd	2 to 4 Lanes	0/100	1 8	Major	10-20 Years	6,000,000
S 29						
Sugar Creek to Mallard Creek Church Road	4 to 6 Lanes	30/70	6 1	Major	10-20 Years	24,000,000
Mallard Creek Church Road to County Line	4 to 6 Lanes	0/100	3 0	Major	20+ Years	10,000,000
C 49						
Mallard Creek Church Road to County Line	2 to 4 Lane	0/100	2 5	Major	6-10 Years	9,000,000
rrisburg Bypass	Build 4 Lane	10/90	1 7	Major	20+ Years	6 000,000
keview Road						
U S 21 to Harris Boulevard	Improve 2 lane	0/100	8	Major	10-20 Years	2,000,000
aham Street Extension	Build 4 Lanes	15/85	1 3	Major	6-10 Years	6 000,000
Graham to Harris Boulevard	2 to 4 Lanes		1 0			4,000,000
aham/49 Connector						
I-85 to 49 - 4 lanes	Build 2 Lanes	20/80	1 5	Major	10-20 Years	7 000,000
Graham to I-85 - 2 lanes	4 Lane/W Median		6	Minor	10-20 Years	4 000,000
eshire						
To David Cox	Improve 2 Lanes	40/60	3 1	Major	10-20 Years	5,000,000
To Harris Boulevard	2 to 4 Lanes	40/60	2 6	Major	20+ Years	9,000,000
owne Road						
David Cox Road to Eastfield	Improve 2 Lanes	40/60	2 6	Major-Minor	10-20 Years	4,000,000
stfield Road						
Prosperity Church Road to County Line	2 to 4 Lane	0/100	1 7	Major	20+ Years	6 000,000
stfield Road						
N C 115 to Prosperity Church Rd	Improve 2 Lane	10/90	4 5	Minor	10-20 Years	7,000,000

he cost estimates are very rough and are based on a cost per mile for each type of roadway improvement in 1987 dollars
he mileage figures shown were scaled from existing planning base maps and are approximate

ROADWAY	IMPROVEMENT	PERCENTAGE	MILES	CLASSIFICATION	TIMEFRAME	COST
The Plaza Fair Market to Harris	2 to 4 Lane	20/80	1	Major	6-10 Years	4,000,000
Plaza Road Extension Harris to Eastern Outer Belt	2 to 4 Lanes	20/80	1 5	Major	10-20 Years	5,000,000
Back Creek Church Road Rocky River to 49	Improve 2 Lanes	10/90	2 7	Minor	10-20 Years	5,000,000
Harris Houston Extension End of Harris Houston to N C 29	Build 2 Lanes	30/70	9	Minor	20+ Years	4,000,000
Hood Road Plaza to Rocky River	Improve 2 Lanes	10/90	1 3	Minor	20+ Years	2,000,000
Harris Houston 49 to Harris Houston Extension	Improve 2 Lane	70/80	8	Minor	10-20 Years	2,000,000
Grier and Rocky River Road Harris to County Line	Improve 2 Lane	10/90	4	Minor	20+ Years	6,000,000
Ribbon Road Sugar Creek to Old Statesville	Improve 2 Lane	0/100	2 2	Minor	10-20 Years	4,000,000
Nevin Road Extension Cheshire to Graham Street Ext	Build 2 Lanes	65/35	4	Minor	0-5 Years	2,000,000
Lindy Lane Extension/Nevin Road Statesville to Cheshire	Build 2 Lanes Improve 2 Lanes	65/35	6 1 7	Minor	10-20 Years	7,000,000 3,000,000
Salome Church Road	Improve 2 Lane	0/100	1 2	Minor	20+ Years	2,000 000
Odell School Road Mallard Creek Road to County Line	Improve 2 Lane		1 1	Minor	20+ Years	2,000,000
Alexandriana Road	Bridge Improve 2 Lane	0/100	3	Minor	10-20 Years	5,000,000
Rucks East Extension To Prosperity Church	Build 2 Lanes Improve 2 Lanes	20/80	1 1	Major	20+ Years	4,000,000 1,000,000
Rucks West Extension N C 115 to U S 21	Build 2 Lane	70/30	1 0	Major	10-20 Years	4,000,000
Ridge Road Prosperity Church Road to Mallard Creek Road	Improve 2 Lane	0/100	2 4	Minor	20+ Years	4,000,000
Mallard Creek Road Mallard Creek Church Road to Outer Belt	Improve 2 Lane	0/100	4 9	Major	20+ years	8,000 000

*The cost estimates are very rough and are based on a cost per mile for each type of roadway improvement in 1987 dollars
The mileage figures shown were scaled from existing planning base maps and are approximate

ROADWAY	IMPROVEMENT	PERCENTAGE	MILES	CLASSIFICATION	TIMEFRAME	COST
treet Access Road Eastfield Road to Ridge Road	Improve 2 Lane	50/50		Minor	20+ Years	---
					TOTAL	$438,000,000

The cost estimates are very rough and are based on a cost per mile for each type of roadway improvement in 1987 dollars
The mileage figures shown were scaled from existing planning base maps and are approximate

WATER AND SEWER SERVICES

Public Projects Planned

Water and sewer services are essential elements of land development. In a growing area such as the Northeast District, the demand for services is and will continue to be great. In response to the redirection of the growth policy established in the 2005 Plan and also because of the pressures of development, bond referenda were passed in 1987 and 1988 allocating funds for numerous water and sewer projects including several in the northeast. Coupling the bond money with general revenue sources, the Charlotte-Meckelnburg Utility Department (CMUD) will be constructing several important water and sewer projects in the northeast.

One of the most important sewer projects scheduled in the immediate future is the expansion of the Mallard Creek Wastewater Treatment Plant. It will be enlarged in capacity to meet the demands of growth anticipated in the basin. Also, new sewer lines will be constructed throughout the Mallard Creek Basin east of Mallard Creek Church Road, providing access to public sewer for the majority of the district.

Extension of the Long Creek sewer outfall will bring public sewer opportunities to the area between I-77 and N.C. 115 soon. In doing so, the sewer extension will be a catalyst for the proposed DEA in that vicinity as well as the proposed industrial area south of Reames Road.

The remaining basins in the eastern end of the Northeast District are small and difficult to service. Long range plans indicate that public treatment plants or lift stations will be built for the Back Creek and Reedy Creek Basins; however, because of the basins' small sizes relative to the cost and difficulty of constructing treatment plants, constructing plants in Mecklenburg County may be not the most efficient route to take. The ideal situation would be to coordinate with Cabarrus County for a regional treatment plant(s) servicing the outlying areas of the northeast and the growing areas in western Cabarrus County. This coordination should actively be pursued.

Tables 5 and 6 list the proposed sewer and water projects needed to support the Northeast District land use plan. Although the objective is to provide public service in all basins of the district, service will likely not be accomplished in the next twenty years. Therefore, a priority (timing) of projects is proposed as indicated on the charts.

TABLE 5 NORTHEAST DISTRICT WATER SERVICE NEEDS

WATER MAIN PROJECTS	TIME FRAME (YEARS)	ESTIMATED COST
o 1987 Annexation Areas a. Autumnwood b. Mineral Springs c. Hemphill Heights	0-5	1.89 million
o Along I-85 to North Tryon	0-5	1.6 million
o Along U.S 29, from Carver Boulevard to Mallard Creek Church	0-5	$350,000
o Along W.T Harris Boulevard, from McCullough Drive (near U.S. 29) to N.C. 49	0-5	$308,000
o Along N.C. 49, from Mallard Creek Church Road to County Line	0-5	$790,000
o Along Eastfield Road, from N.C. 115 to Prosperity Church Road	0-5	$1,900
o Along Mallard Creek Church Road, from Mallard Creek Road to Mary Alexander Road (in UNCC area)	0-5	$1,070,000
o Along Cheshire/Browne Road, from Nevin Road to W T. Harris Boulevard	0-5	$702,000
o Along Browne Road, from W.T. Harris Boulevard to Hucks Road	0-5	$342,000
o Along Prosperity Church Road, to Eastfield Road (Phase II)	0-5	$1,050,000
o Along Grier Road and Rocky River Road, to Back Creek Church Road	0-5	$941,900
o Along Old Concord Road, from Rocky River Road to N C. 49	0-5	$884,500
o Along U.S. 29 to County Line	5-10	$1,023,800
o Along Plaza Road Extension to Hood Road	5-10	$1,335,500
o Rocky River Road for loop	5-10	$1,335,500
o Along Back Creek Church Road, from Rocky River Church Road to N.C. 49	5-10	$1,041,900
o Along Browne Road from Hucks Road to Eastfield Road	5-10	
o Plaza Road Extension to County Line	10-20	UNDETERMINED
o Along Eastfield Road to County Line	10-20	UNDETERMINED
o From Prosperity Church Road to U S. 29 via Ridge Road, Mallard Creek Road, and Salome Church Road	10-20	UNDETERMINED
o Along Rocky River Church Road to County Line	10-20	UNDETERMINED
o Along Caldwell Road to County Line	20	UNDETERMINED

TABLE 6: NORTHEAST DISTRICT SEWER SERVICE NEEDS

SEWER FACILITY/MAIN PROJECTS	TIME FRAME (YEARS)	ESTIMATED COST
o 1987 Annexation Areas a. Autumnwood b. Mineral Springs c. Hemphill Heights	0-5	$7.3 million
o Expansion of Mallard Creek Treatment Plan from 3 mgd to 6 mgd.	0-5	$3,000,000
o Long Creek outfall from McIntyre's Branch near Oakdale to N.C. 115 (Phase V)	0-5	$2,100,000
o Dixon Branch Outfall from Long Creek - (CIP) (Phase I)	0-5	$840,000
o Stony Creek Outfall (from Mallard Creek to I-85)	0-5	$1,100,000
o Clarks Creek Outfall	0-5	$600,000
o Back Creek Lift Station Force Main and Outfall	0-5	$4,900,000
o Mallard Creek Outfall along Mallard Creek Tributary I to Browne Road	0-5	$240,000
o Mallard Creek Outfall along Mallard Creek Tributary No. 1A to N.C. 115	0-5	$660,000
o Mallard Creek Tributary Outfall, to Eastfield Road	0-5	$985,000
o Expand Mallard Creek Treatment Plant from 6mgd. to 9 mgd.	5-10	$6,000,000
o Back Creek Tributary, south of McLean Road	5-10	
o Stony Creek Outfall - Phase II	5-10	$1,000,000
o Stony Creek Tributary Outfall to Mallard Creek Church Road	5-10	$816,000
o Stony Creek Outfall - Phase III (from Mallard Creek Road to near Prosperity Church Road)	5-10	$954,000
o Sewer Trunk to Millhaven Drive (from Kennedy Branch Outfall to Millhaven Drive)	5-10	$309,400
o Sewer Trunk to Hatchinson-McDonald	5-10	$309,400
o Back Creek Outfall and Treatment Plant	10-20	$2 million
o Reedy Creek Wastewater Treatment Plant and Outfall	10-20	$19,600,000
o Area beyond Ridge Road	20+	UNDETERMINED
o Fuda Creek Basin	20+	UNDETERMINED

LIVABILITY

The majority of policies and development criteria that focus on a livable community are included in the general policy document. Further discussion of some of the livability elements related specifically to the Northeast District are as follows:

PARKS AND OPEN SPACE

To have a balanced land use pattern in the northeast, public open space should be distributed throughout the district. The open space should take shape as a network of parks and greenways throughout the city and county. A Parks Master Plan for the entire county is scheduled for adoption in Fall, 1989. As described in the general policies document, the park master plan includes planning for four basic types of parks. These include:

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

Recommendations for park development in the Northeast are:

NATURE PRESERVE

- Reedy Creek Nature Preserve: The City currently owns approximately 700 acres for this park's development. Located between Rocky River Road and Plaza Extension, the Reedy Creek Nature Preserve is partially developed with ball fields, a children's play area, and numerous nature trails. Open fields, rustic picnic areas, and a small lake provide great passive recreational opportunities for the northeast and community at large. Work continues on expanding the park facilities. The Park Master Plan recommends that an additional 300 acres be purchased. This will increase the total size to 1,000 acres, the desired minimum for a nature preserve.

COMMUNITY PARKS

- Ranson Jr. High/Joint Park: The County has already begun purchasing land for this park off Statesville Road. The desired size on which to develop it is 300 acres. A botanical garden is being considered and promoted as an attraction of the park.

- Mallard Creek Park: This future park is located west of Mallard Creek Road and north of the Research Park. The County has acquired over half the land needed to develop the park. A public golf course is being considered in the park plans.

DISTRICT PARKS

- Back Creek Park: A specific location has not been identified for this park. Generally, however, the park should be developed north of Rocky River Road and east of Old Concord Road. Although this park would be relatively close to the Reedy Creek Nature Preserve, it serves a different function from the preserve by providing active play fields and courts.

- UNCC Park: To provide active recreational opportunities, a park in the UNCC area is being proposed. No specific location has been decided upon, but land adjacent to the greenway, close to UNCC, and on University property should be pursued for purchase or donation.

- Sugaw Creek Park: The third district park proposed is actually an expansion of the existing recreation center and park on Sugar Creek Road. Optimally, 130-150 acres of additional park land is desired at this location.

NEIGHBORHOOD PARKS

Although the Parks Master Plan describes the criteria for developing neighborhood parks, it does not recommend locations. General locations may be determined through the district planning and/or small area plan processes.

As part of the Hemphill Heights/Rockwell Park Special Project Plan, a neighborhood park is proposed east of Cheshire Road. The Newell Special Project Plan also proposes development of a neighborhood park east of Old Concord Road around the school property.

Other exact locations for neighborhood parks in the district are not identified, as the development pattern is not well established. Some older neighborhoods already have parks. General vicinities where neighborhood parks should be considered are listed below. The list is not exhaustive; other neighborhood park locations may likely be identified as the outlying areas develop.

- Residential area north of Harris Boulevard between Mallard Creek Road, Browne Road, and the proposed Hucks Road extension.

- Residential area north of Ridge Road to the county line.

- Residential area east of I-85 Access Road, south of I-85, and north of U.S. 29.

- Residential area east of Back Creek south of N.C. 49, and north of Rocky River Road.

- Residential area north of Ridge Road.

Other park areas may be identified as the district plan is monitored or through area plans. Every attempt should be made to acquire land through the development process, particularly for large scale projects that would benefit greatly from having a park as a nearby amenity.

GREENWAYS

The Greenway Master Plan was adopted by the County in 1980. An update of the plan will be completed in 1990. Purchase or acquisition of land through the development process has taken place for some of the greenways identified in the master plan.

The greenways identified in the master plan for development in the Northeast District are:

- Mallard Creek Greenway
- Back Creek Greenway
- Reedy Creek Greenway
- Clarks Creek Greenway
- Toby Creek Greenway

Two additional greenway extensions are proposed; however, others may be included as part of the master plan update. The two greenways are:

- Irwin Creek south of Nevins Road south.

- Mallard Creek from Harris Boulevard to the termination of the 100 year floodplain in the vicinity of Hubbard Road.

SCHOOLS

Planning in advance for schools is important. Appropriate land will be hard to find, and the cost of land will climb, making it more difficult for the County to build schools in the future. School planners and land use planners have been working together to determine future school locations.

Currently seven elementary schools and one junior high exist in the Northeast. The most recent addition to the school system - Mallard Creek Elementary - already has more students than the school is designed to accommodate. By 1995, school planners foresee construction of three new elementary schools in addition to expansion of Mallard Creek Elementary. One or two junior highs will also likely be built in the mid 1990's. The long range school plan for a built out land use pattern indicates that at least seven new elementary schools, two high schools, and two junior highs will be needed in the future.

Proposed vicinities for the schools are shown on the land use map for the district. Specific locations have not been determined. A top priority for new schools in the northeast is to locate a school close to UNCC. The relationship between a public school and university could

be a great asset for community education. Developing schools in conjunction with parks and/or greenways is also a top priority.

STREETSCAPES

The appearance of the community depends, to a great extent, on the streetscape images throughout it. In some of the older areas of the northeast, the streetscapes are chaotic in appearance. Little if any landscaping, an abundance of large signs, numerous curb cuts, and continuous stretches of paved parking lots characterize several of the main roads.

Corridors recommended for facelifts in the older sections of the northeast are:

- North Tryon Street, the gateway link between Uptown Charlotte and the UNCC/Research Park vicinity (plan adopted in 1987).
- Statesville Avenue, a significant north/south route passing through the Derita and Nevin communities and leading to the employment center north of Sunset Road.
- Sugar Creek Road, a predominantly residential street with need for improvements in nonresidential segments particular around its intersection with North Tryon and also in and around the Derita town center.

Other streets are obviously in need of change as well; however, narrowing the public agenda for streetscape projects will help the community focus its limited resources for the greatest impact

In the newly developing areas of the district where new roads will be built and existing ones widened, provisions for streetscape amenities should be a matter of course as development takes place along major and minor thoroughfares. The streets that should have the leading priorities for capital expenditure for streetscape improvements are.

- Harris Boulevard/Reames Road: A 50 foot minimum buffer should be established along both sides of this road to create a parkway setting in which existing vegetation would be preserved, landscaping added, sidewalks and/or bikeways constructed, and pedestrian-scale lighting installed.
- Mallard Creek Road
- Hood Road/Back Creek Church Road/Harris Houston Road/Salome Church Road Corridor.
- Plaza Road Extension
- Nevin Road

HISTORIC RESOURCES

As development pushes further into the northeast, historic structures and property will be threatened. It is important to hold on to remnants of the past for future generations to appreciate. Several properties and structures have been identified in the district in a

recent inventory of the entire county A master plan for historic preservation will be completed, and priorities and strategies for saving valuable historic resources will be included in the plan.

Six properties in the Northeast District have already been given National Register historic designation. These include.

Name of Property	Location	Year Built
S.W. & C.S Davis General Store	Bob Beaty Road	1908
Edgewood Farmhouse	Eastfield Road	c. 1853
Hucks Place	Browne Road	c. 1830's
W.T. Alexander House	Mallard Creek Church Road	1799
Newell Rosenwald School	Torrence Grove Rd.	1920's
W.B. Newell House	Old Concord Rd.	1888

Additional historic resources that the Historic Properties Commission has identified and given high priority for historic designation are:

Name of Property	Location	Year Built
Andrew Alexander House	Neal Road	1907
Robert Beaty House	Bob Beaty Road	1914
Cashion House	Old Statesville Rd.	c. 1850s
Cashion/Moore House	Eastfield Road	1880s
P.T. Christenbury House and Store	Statesville Road	1909
Croft Schoolhouse	Bob Beaty Road	1890/1900s
S.W. Davis House	Bob Beaty Road	1903
C.S. Davis House	N.C. 115	1890s
Benjamin Garrison House	Johnson-Oehler	c. 1860s
Dr. J.M. Henderson House	Henderson Road	1850s/1920s
North Derita Poplar Springs	Gibbon Road	1911
Oehler Log House	Jim Oehler Road	c. 1820s
Welch House	Gibbon Road	1907
Back Creek A.R.P. Cemetery	Back Creek Road	graves from 1850
Back Creek Parsonage	Highway 49	
Back Creek Schoolhouse	Highway 49	
J.M. Caldwell House	Caldwell Road	c. 1860
Cochran House	Rocky River Road	c. 1900
Earnhardt-Garrison House	Galloway Road	c. 1860
Mallard Creek Church Cemetery	Mallard Creek Church Road	from 1860s
J.A. Newell House	SR2840 Newell	1919
Pine Hill School	Hood Road	late 19c.
Pope House	Alexanderana Road	1880s

Other significant properties have been identified in the historic properties inventory. The Mallard Creek Community Building and the Rosenwald School on Cheshire Road should be included on the list.

CONCLUSION

The policies and recommendations of this plan support the goals and objectives for the Northeast District. The proposed land use plan provides the framework for balanced urban growth. With major employment concentrations at the research park, in the I-77/N.C. 115 corridor, and along I-85, diverse employment opportunities will be established. The University Place area and other planned mixed use centers will provide focal points from which new residential communities will emerge. Concentrating office and retail establishments with in centers will also deter strip development. In terms of residential growth, the land use plan provides opportunities for a variety of densities and housing types.

The land use plan is a total scheme for the area. As cautioned in the general policies, the plan should be generally followed to ensure the balance is maintained.

The district plan also provides a program for public infrastructure improvements to support the future land development pattern. To implement the district plan, it will be essential to secure funding or land through the development or capital improvements processes. Without a strong commitment to phasing development to coincide with the necessary infrastructure, the Northeast District will likely suffer from the same symptoms of unplanned growth as has South Mecklenburg. With much of the northeast yet to be developed, the opportunity to provide a functional network of services is at hand.

In terms of creating a livable community that has a distinct identity, the Northeast District Plan plan outlines several specific strategies in addition to the overall ones in the general policies plan. Parks and greenways that are developing or planned will provide diverse recreational opportunities. In particular, the Reedy Creek Nature Preserve and the Statesville Road Park, in which a botanical garden is planned, will be unique amenities that will be a draw to the area. An emphasis is also placed upon designing attractive streetscapes along thoroughfares and preserving historic resources. Adoption of a new zoning ordinance having improved development standards will also have a great impact on the quality of development in the northeast.

Concluding, the Northeast District Plan is a road map to the future of the Northeast District. It will be important for the northeast community at large to stay involved in the development of the area and to support the plan as it incrementally becomes a reality.

The significant action steps that should be pursued as a follow up to this plan, in addition to those actions recommended in the general policies guide, are:

- Initiate recommended rezonings.
- Complete more detailed plans for the Reames Road/I-77 DEA.

- Review proposed capital improvements for consistency with this and other plans.

- Prepare streetscape improvement plans for North Tryon Street, Statesville Avenue, and Sugar Creek Road

- Include streetscape improvements with plans for improved or new roads.

- Consistently apply land use policies of the plan through the rezoning process.

APPENDIX:

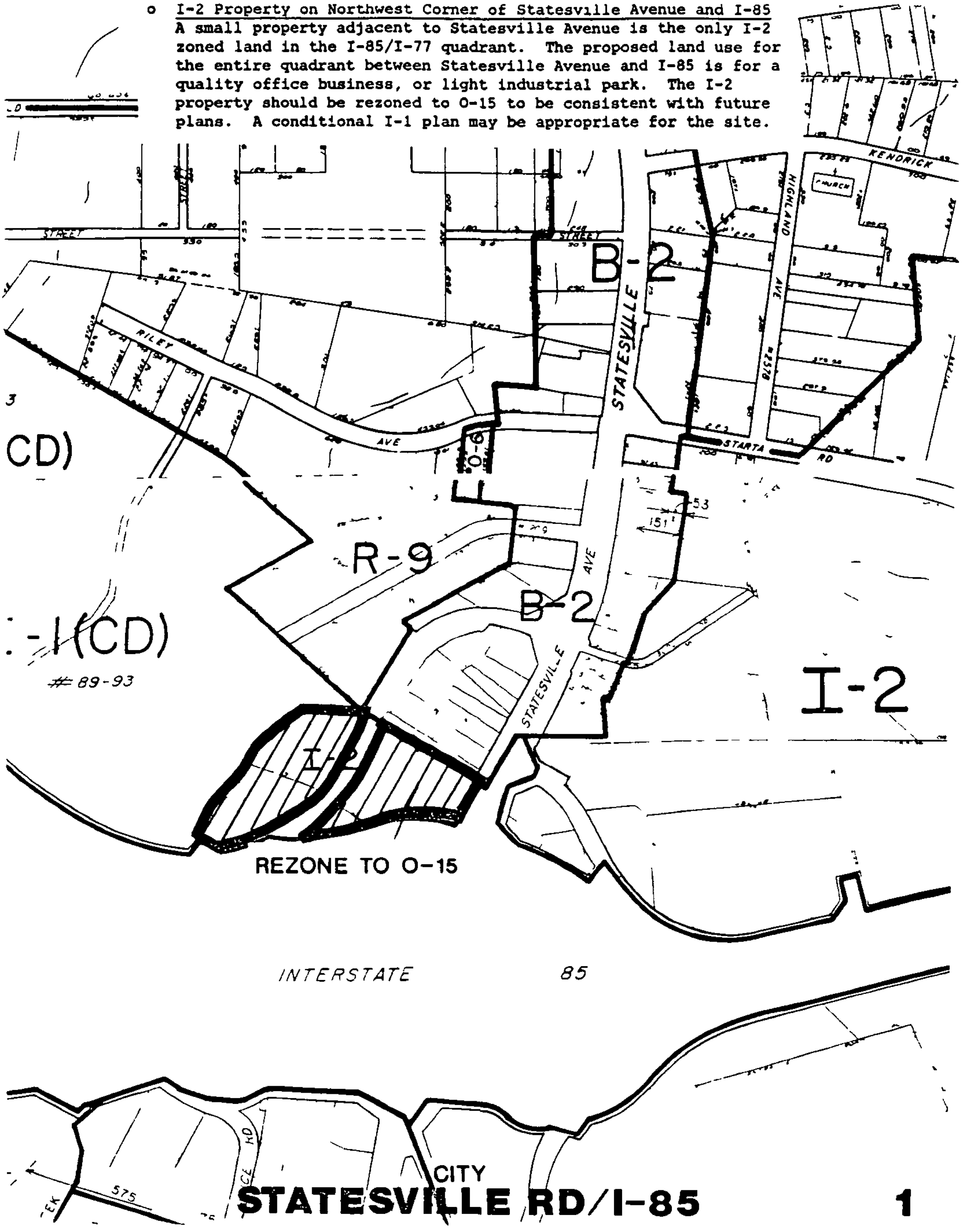
REZONINGS PROPOSED

in the

NORTHEAST DISTRICT PLAN

N O T E : THE REZONINGS NUMBERED 1- 5 ARE WITHIN THE CITY LIMITS. THE REMAINDER, 6 - 13, ARE IN THE COUNTY.

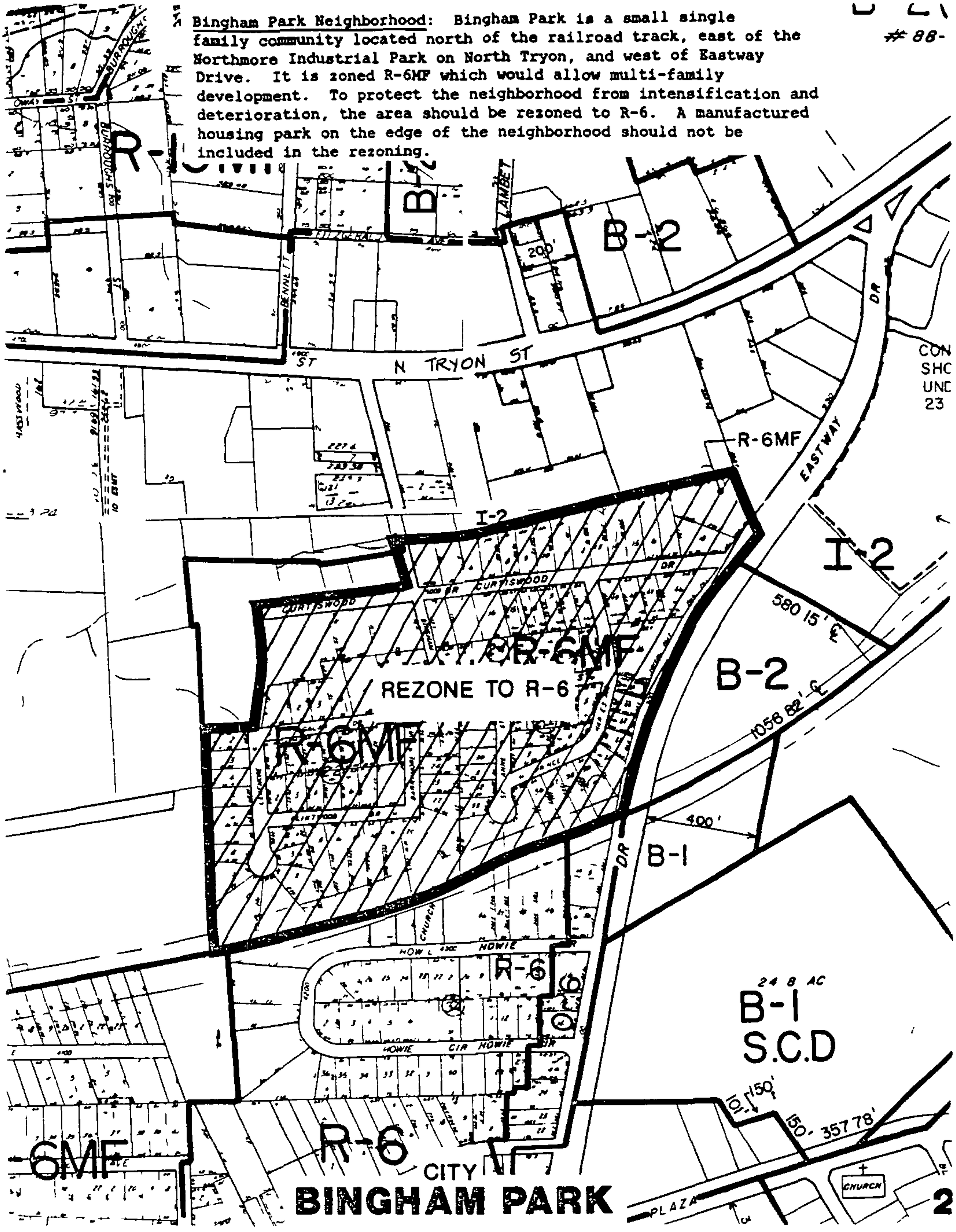
- <u>I-2 Property on Northwest Corner of Statesville Avenue and I-85</u>
  A small property adjacent to Statesville Avenue is the only I-2 zoned land in the I-85/I-77 quadrant. The proposed land use for the entire quadrant between Statesville Avenue and I-85 is for a quality office business, or light industrial park. The I-2 property should be rezoned to O-15 to be consistent with future plans. A conditional I-1 plan may be appropriate for the site.



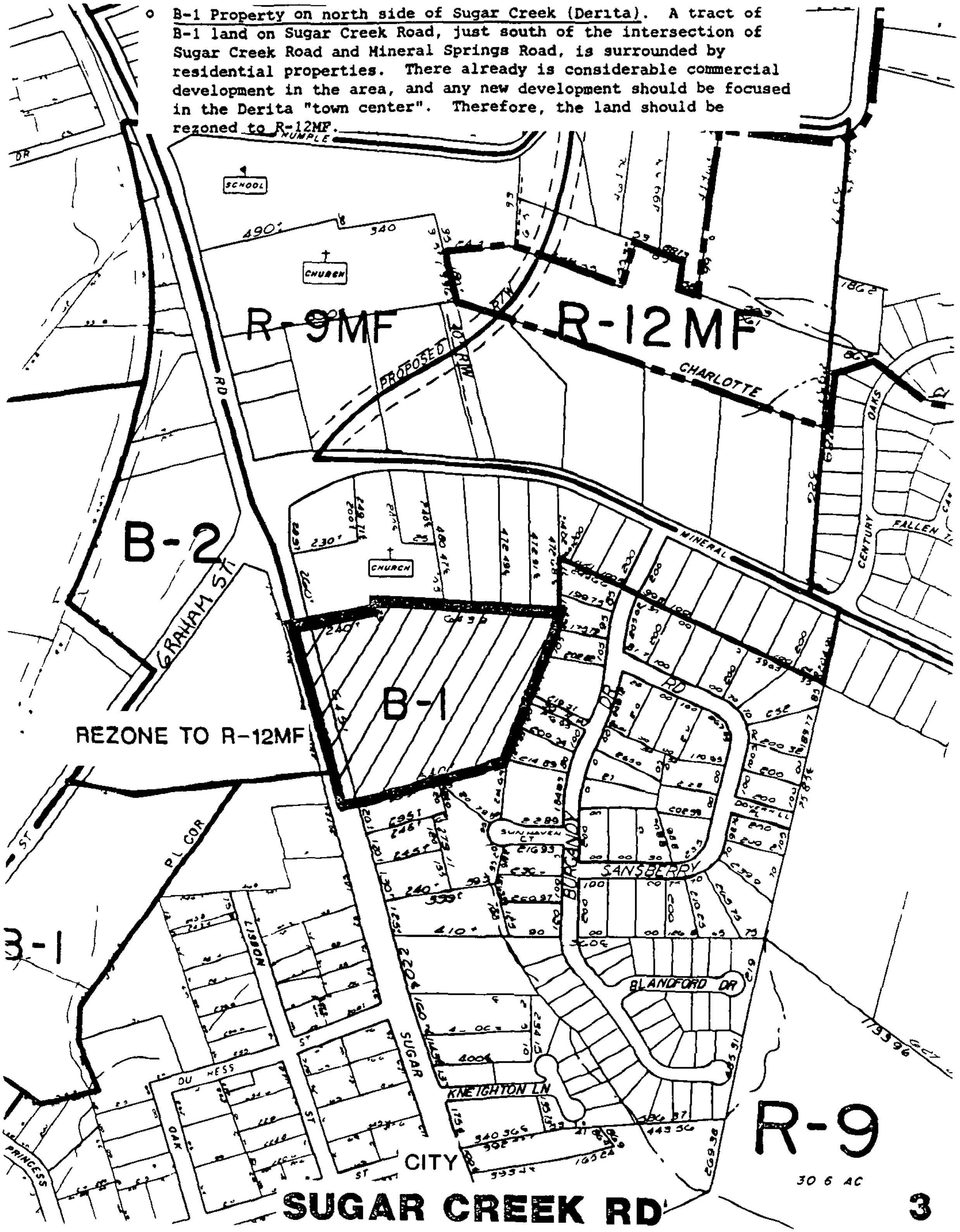
STATESVILLE RD/I-85

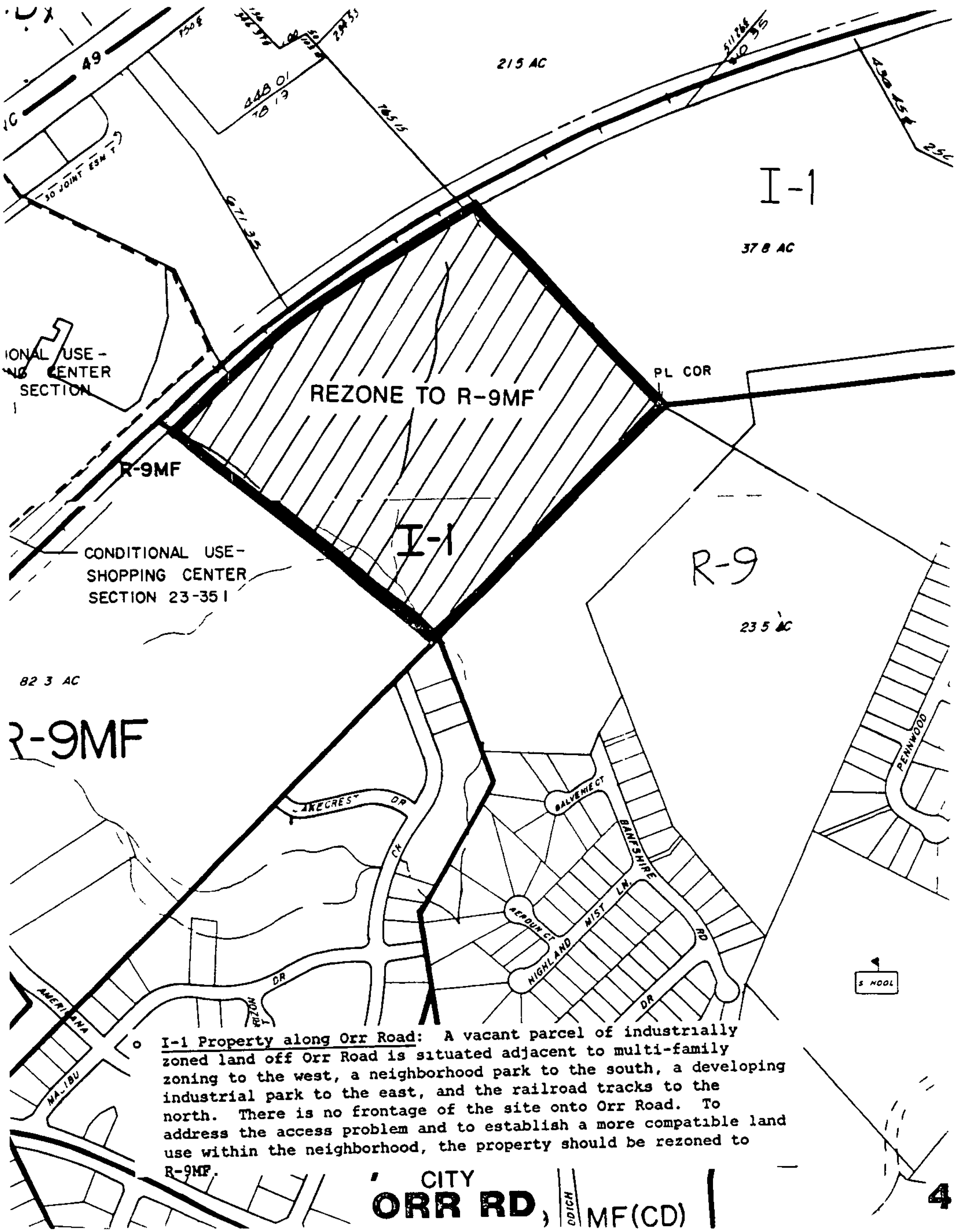
#88-

Bingham Park Neighborhood: Bingham Park is a small single family community located north of the railroad track, east of the Northmore Industrial Park on North Tryon, and west of Eastway Drive. It is zoned R-6MF which would allow multi-family development. To protect the neighborhood from intensification and deterioration, the area should be rezoned to R-6. A manufactured housing park on the edge of the neighborhood should not be included in the rezoning.



- B-1 Property on north side of Sugar Creek (Derita). A tract of B-1 land on Sugar Creek Road, just south of the intersection of Sugar Creek Road and Mineral Springs Road, is surrounded by residential properties. There already is considerable commercial development in the area, and any new development should be focused in the Derita "town center". Therefore, the land should be rezoned to R-12MF.





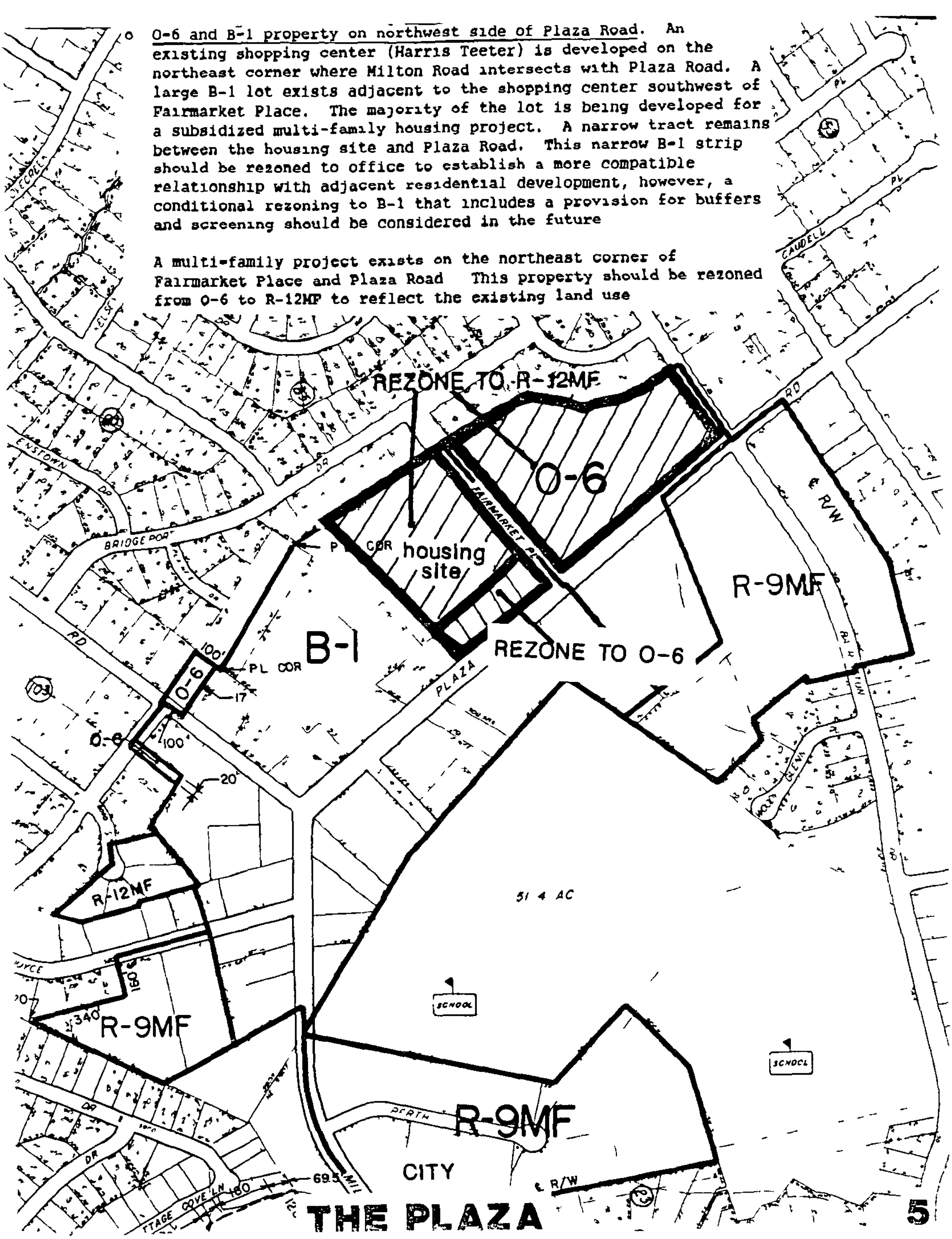
I-1 Property along Orr Road: A vacant parcel of industrially zoned land off Orr Road is situated adjacent to multi-family zoning to the west, a neighborhood park to the south, a developing industrial park to the east, and the railroad tracks to the north. There is no frontage of the site onto Orr Road. To address the access problem and to establish a more compatible land use within the neighborhood, the property should be rezoned to R-9MF.

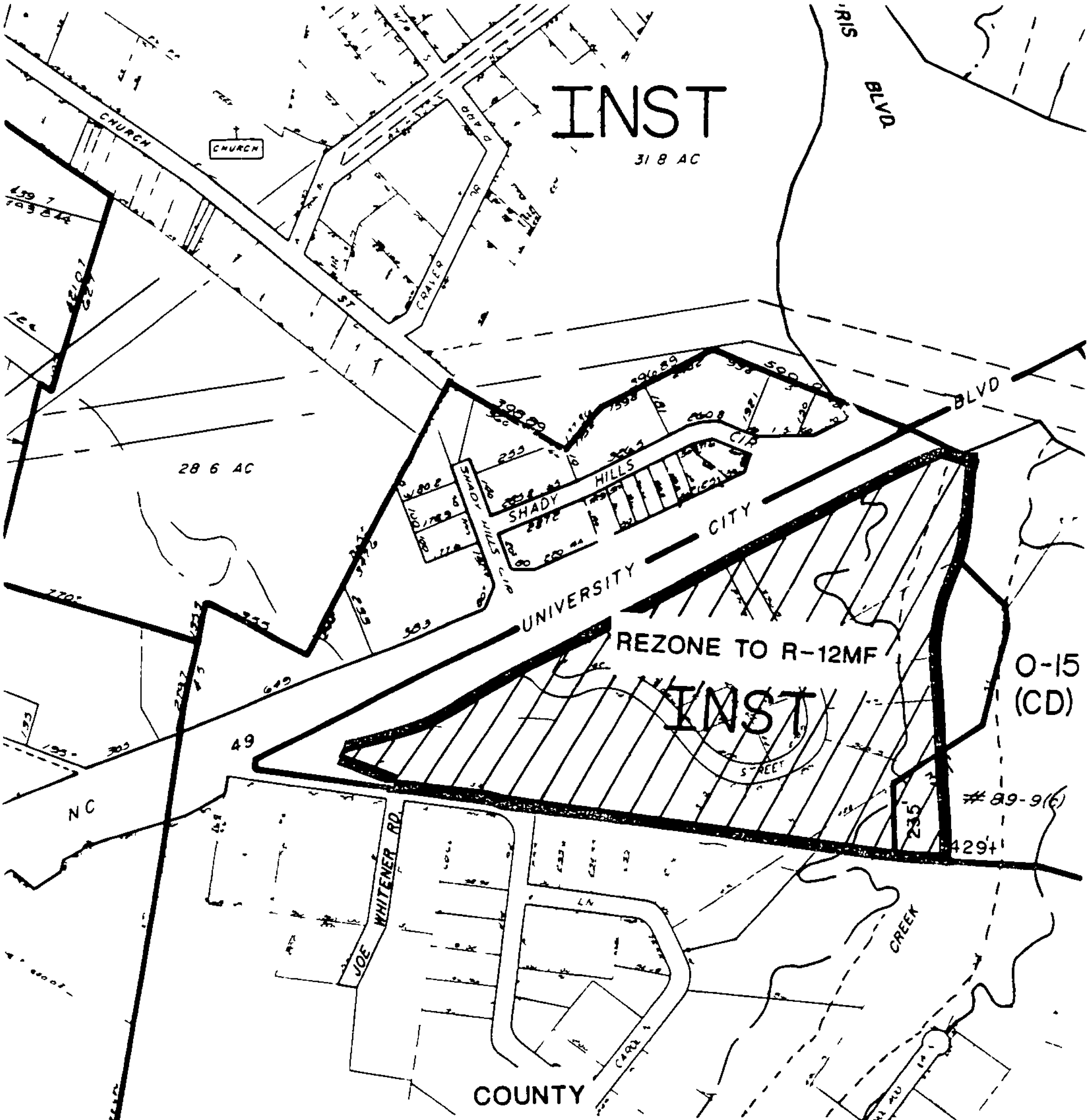
CITY

ORR RD, CDICH MF(CD)

O-6 and B-1 property on northwest side of Plaza Road. An existing shopping center (Harris Teeter) is developed on the northeast corner where Milton Road intersects with Plaza Road. A large B-1 lot exists adjacent to the shopping center southwest of Fairmarket Place. The majority of the lot is being developed for a subsidized multi-family housing project. A narrow tract remains between the housing site and Plaza Road. This narrow B-1 strip should be rezoned to office to establish a more compatible relationship with adjacent residential development, however, a conditional rezoning to B-1 that includes a provision for buffers and screening should be considered in the future

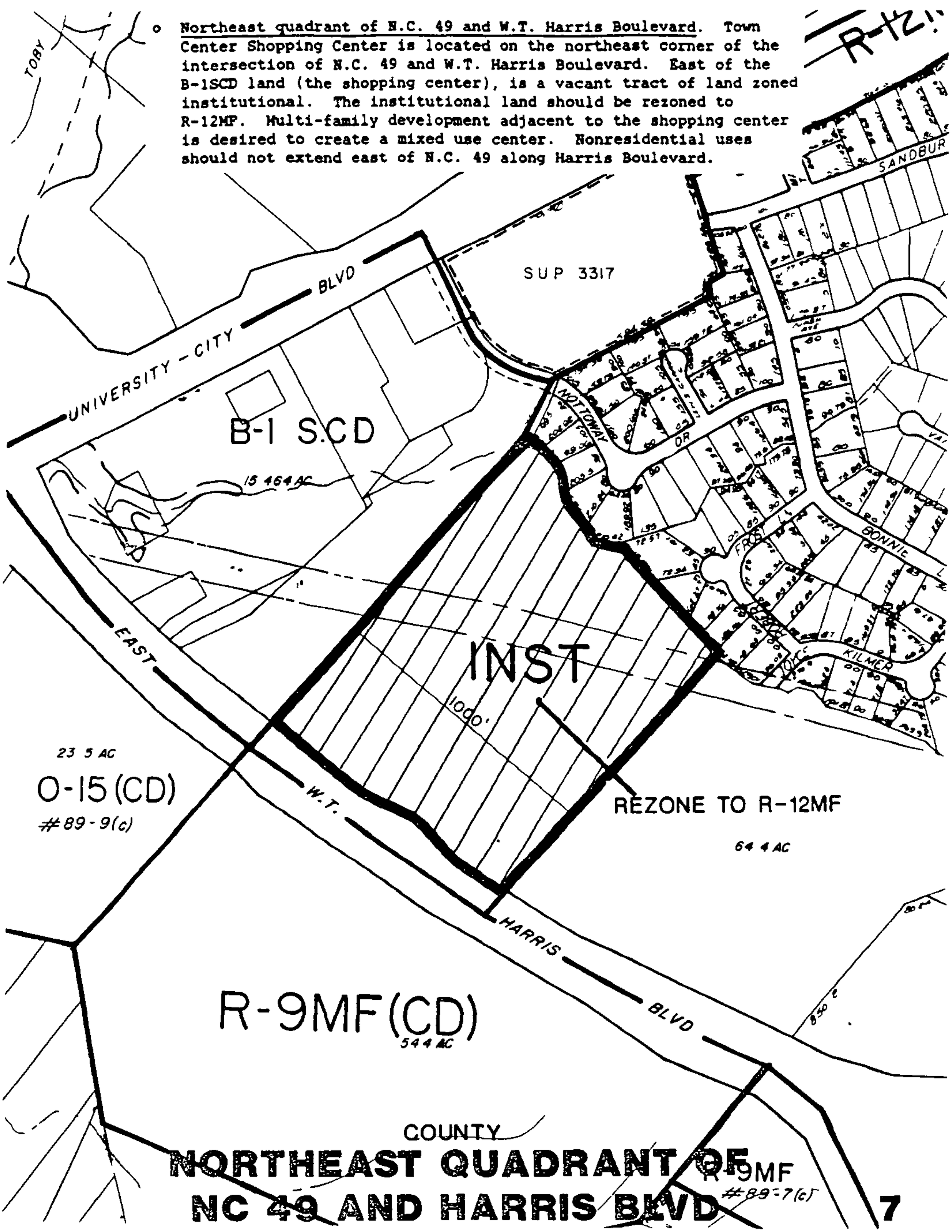
A multi-family project exists on the northeast corner of Fairmarket Place and Plaza Road This property should be rezoned from O-6 to R-12MF to reflect the existing land use





- <u>Institutional zoning east of N.C. 49, south of Harris Boulevard</u>: On the east side of N.C 49 south of Harris Boulevard, a vacant tract zoned institutional exists abutting a greenway to the north and single family zoning to the east and south. The property should be rezoned to R-12MF to create a residential component associated with the mixed use center at N.C. 49 and Harris Boulevard. The rezoning would also prevent stripping out N.C. 49 between Harris Boulevard and the N.C. 49/U.S. 29 intersection with nonresidential uses. It would also complement the mixed use center at N.C. 49 and Harris Boulevard.

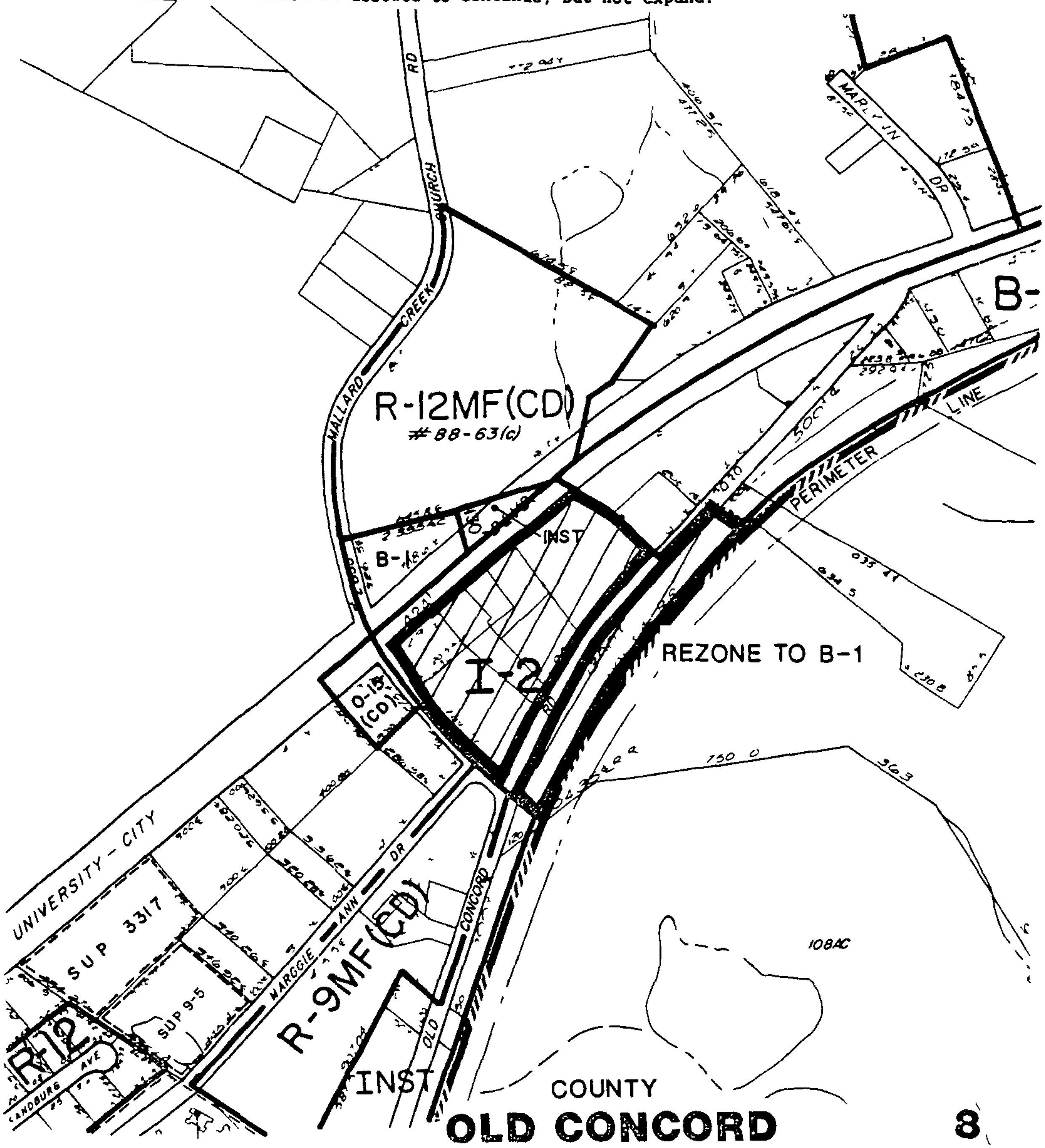
- <u>Northeast quadrant of N.C. 49 and W.T. Harris Boulevard</u>. Town Center Shopping Center is located on the northeast corner of the intersection of N.C. 49 and W.T. Harris Boulevard. East of the B-1SCD land (the shopping center), is a vacant tract of land zoned institutional. The institutional land should be rezoned to R-12MF. Multi-family development adjacent to the shopping center is desired to create a mixed use center. Nonresidential uses should not extend east of N.C. 49 along Harris Boulevard.



NORTHEAST QUADRANT OF NC 49 AND HARRIS BLVD

- <u>I-2 Property at Old Concord Road/N C. 49 Intersection</u> Some I-2 zoning exists on the land between Old Concord Road and U.S. 49 as the two roads intersect north of the Newell community. Because of the surrounding residential character of the area, industrial zoning is inappropriate.

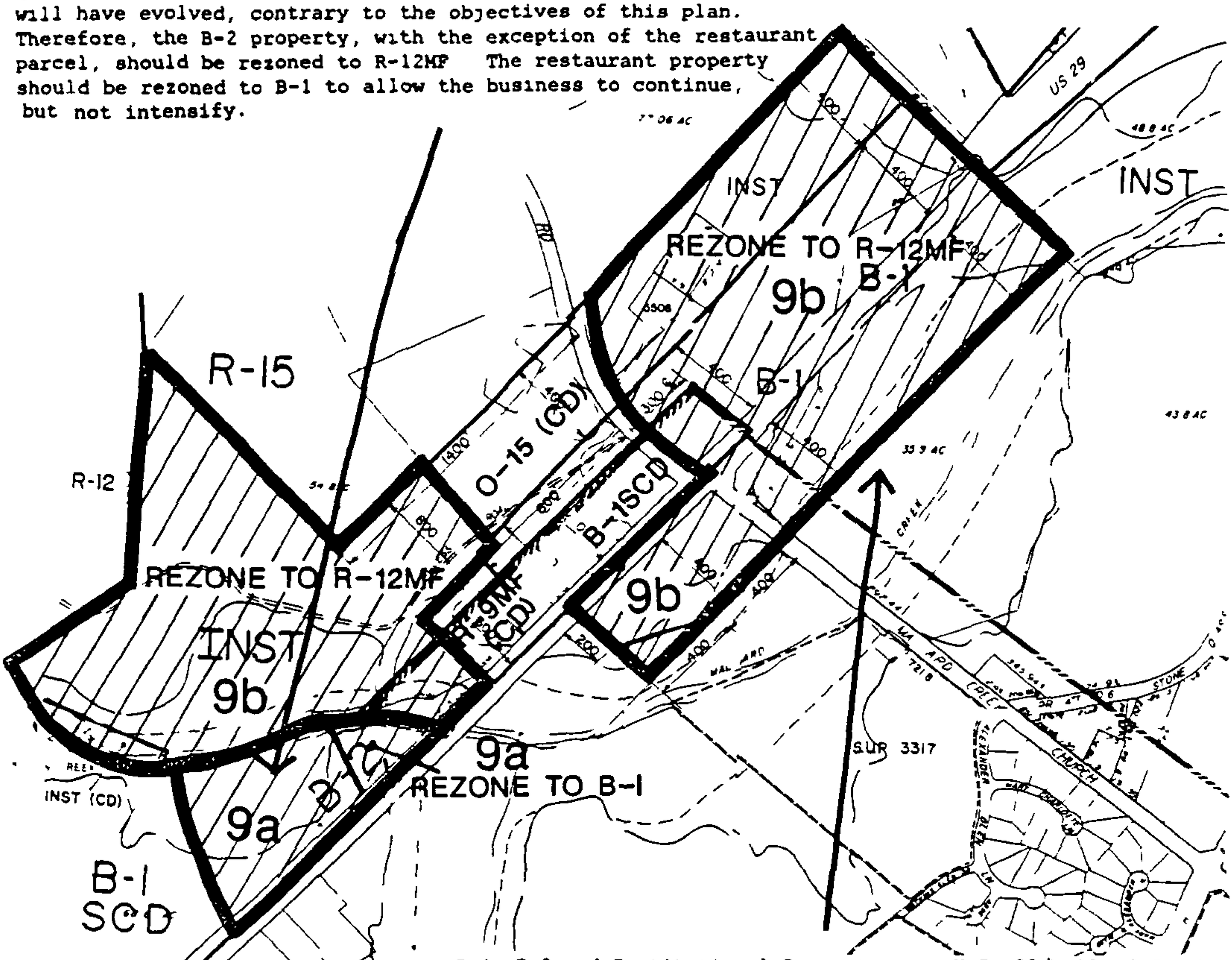
  The property should be rezoned to B-1 to create a more compatible land use than industrial uses. Existing industrial uses on the site would be allowed to continue, but not expand.



OLD CONCORD

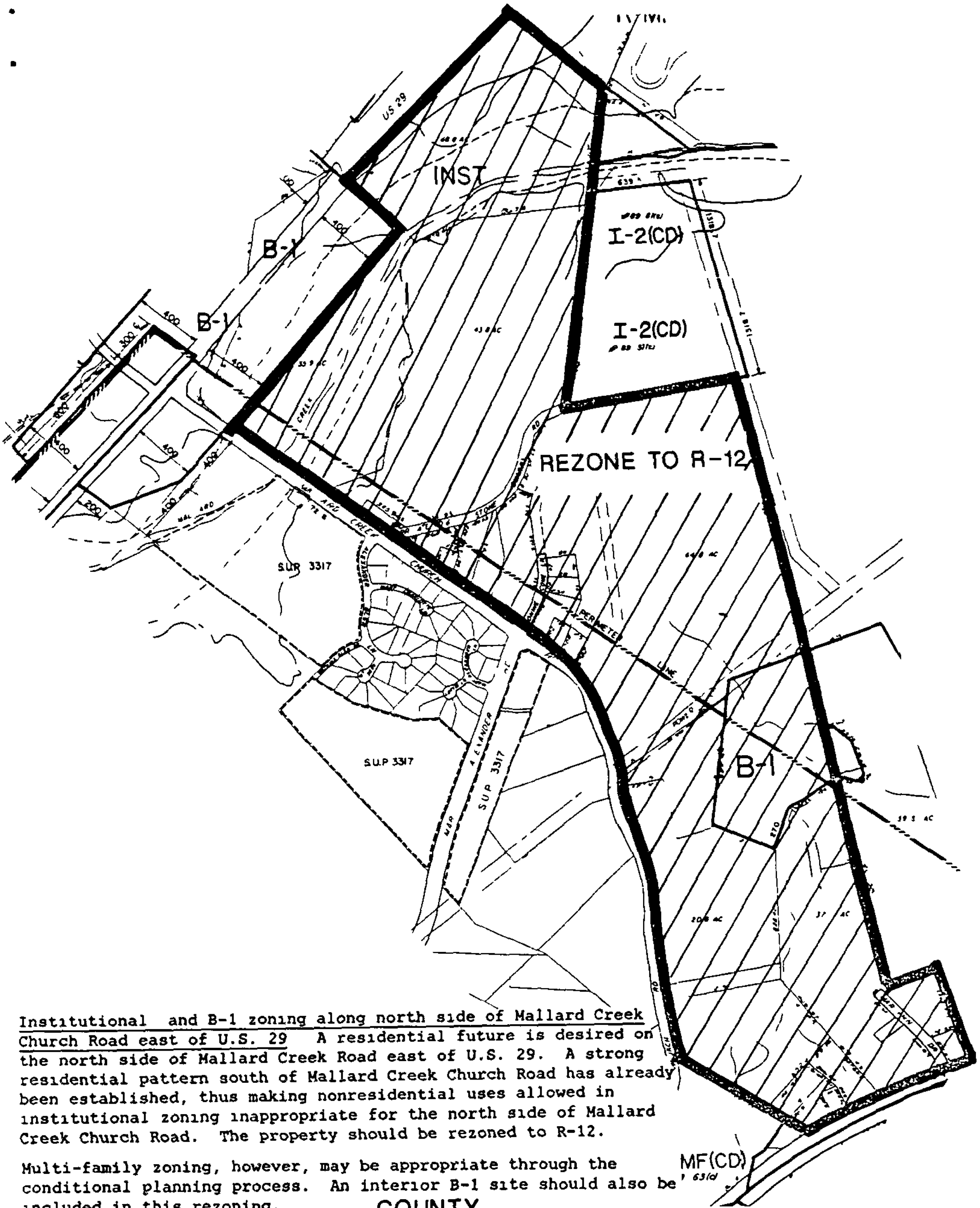
9a

B-2 Property on North side of U S. 29 Several B-2 zoned properties exist east of the Paradise Valley Golf Course on U S 29 and west of Mallard Creek A drive-in restaurant is located on one of the parcels, and a driving range on the other. A considerable amount of commercial development already exists or is planned towards Harris Boulevard. If the B-2 property in question is allowed to develop with commercial uses, a "strip" will have evolved, contrary to the objectives of this plan. Therefore, the B-2 property, with the exception of the restaurant parcel, should be rezoned to R-12MF The restaurant property should be rezoned to B-1 to allow the business to continue, but not intensify.



B-1, B-2 and Institutional Property near U S 29/Mallard Creek Church Road Intersection· Strips of B-1, B-2, and Institutiona. zoning exist on the north and south sides of U S. 29 near the intersection of Mallard Creek Church Road. A convenience store has been built on the southeast corner, and the County is developing a park further east. The properties along all other quadrants of the intersection are vacant. Behind the commercia strip zoning, vacant institutional land exists.

With the exception of the convenience center, all the remaining B-1, B-2 and Institutional zoning should be changed to R-12MF tc prevent strip development from occurring. However, a unified neighborhood mixed use center should be considered through the conditional zoning process for either the northwest or southwes corners of the intersection. The remaining multi-family zoning would complement the neighborhood center.



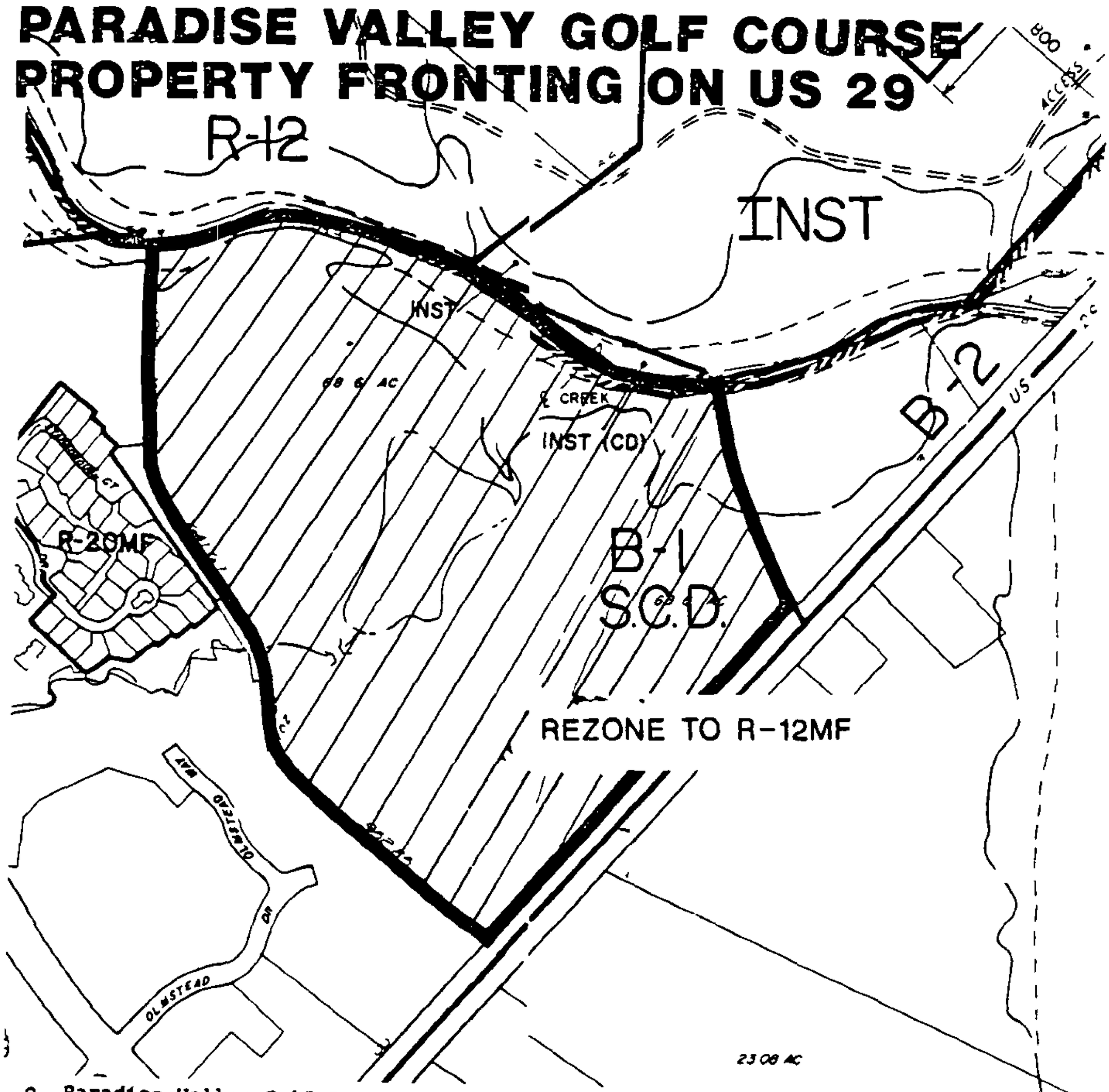
Institutional and B-1 zoning along north side of Mallard Creek Church Road east of U.S. 29 A residential future is desired on the north side of Mallard Creek Road east of U.S. 29. A strong residential pattern south of Mallard Creek Church Road has already been established, thus making nonresidential uses allowed in institutional zoning inappropriate for the north side of Mallard Creek Church Road. The property should be rezoned to R-12.

Multi-family zoning, however, may be appropriate through the conditional planning process. An interior B-1 site should also be included in this rezoning.

COUNTY

MALLARD CREEK CHURCH RD&US 29

PARADISE VALLEY GOLF COURSE PROPERTY FRONTING ON US 29



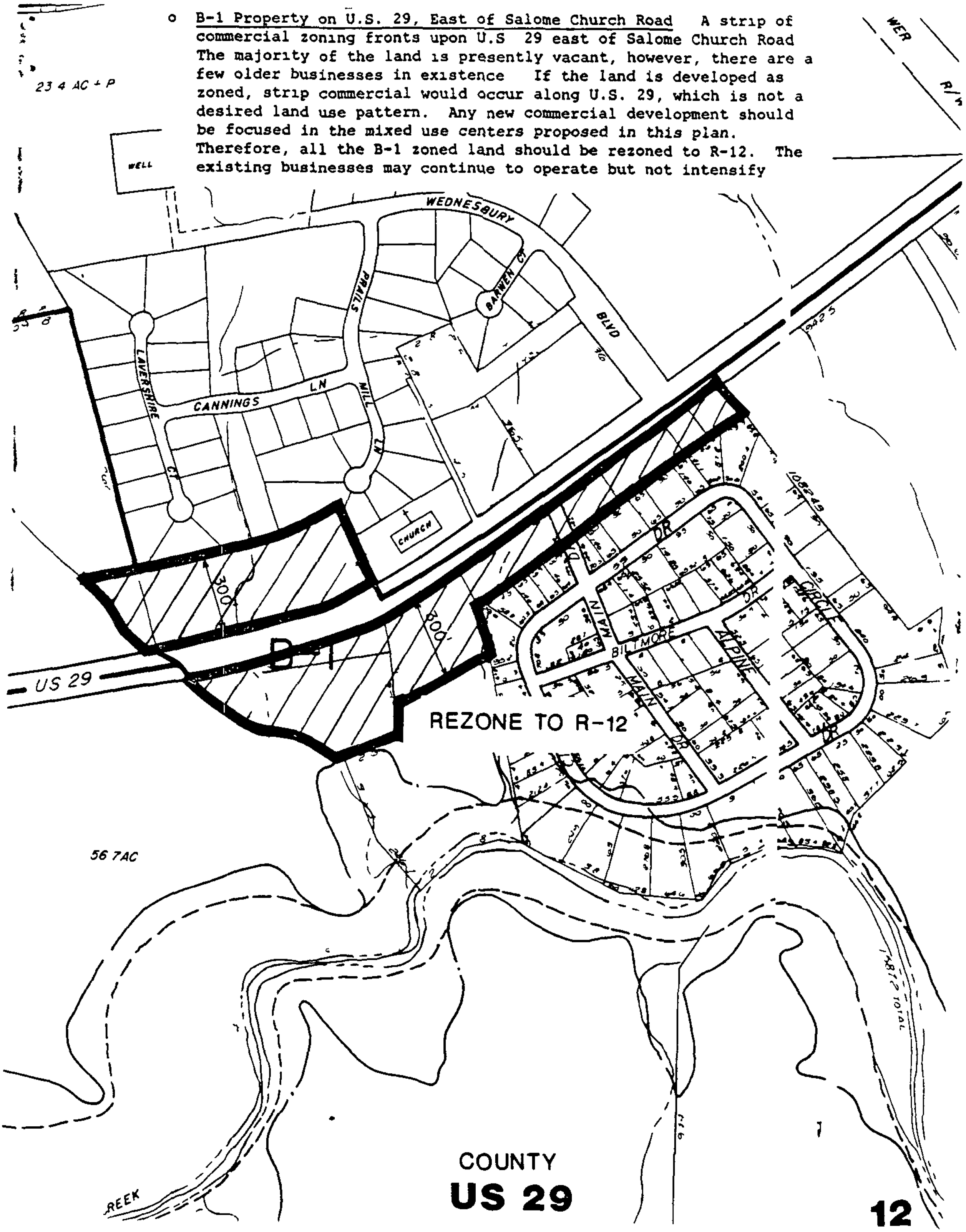
- Paradise Valley Golf Course property fronting on U.S. 29. In 1986, B-1SCD zoning was approved for the golf course property along U.S. 29. A mixed use development was proposed. Staff and the Planning Committee expressed considerable concern at the time of the rezoning for creating another commercial center so close to University Place. Aside from being unnecessarily close to University Place, the center would also create the impetus for extending commercial development northeast to Mallard Creek Church Road.

  A neighborhood mixed use center is proposed on the land use plan at the intersection of Mallard Creek Church Road and U.S. 29; this is a much better location for a center compared to the B-1SCD site adjacent to University Place. Access at the intersection of two major thoroughfares is much better.

  Since building permits have not been issued for the B-1SCD site, the site should be rezoned to R-12MF. Higher densities may also be appropriate in the future on the site.

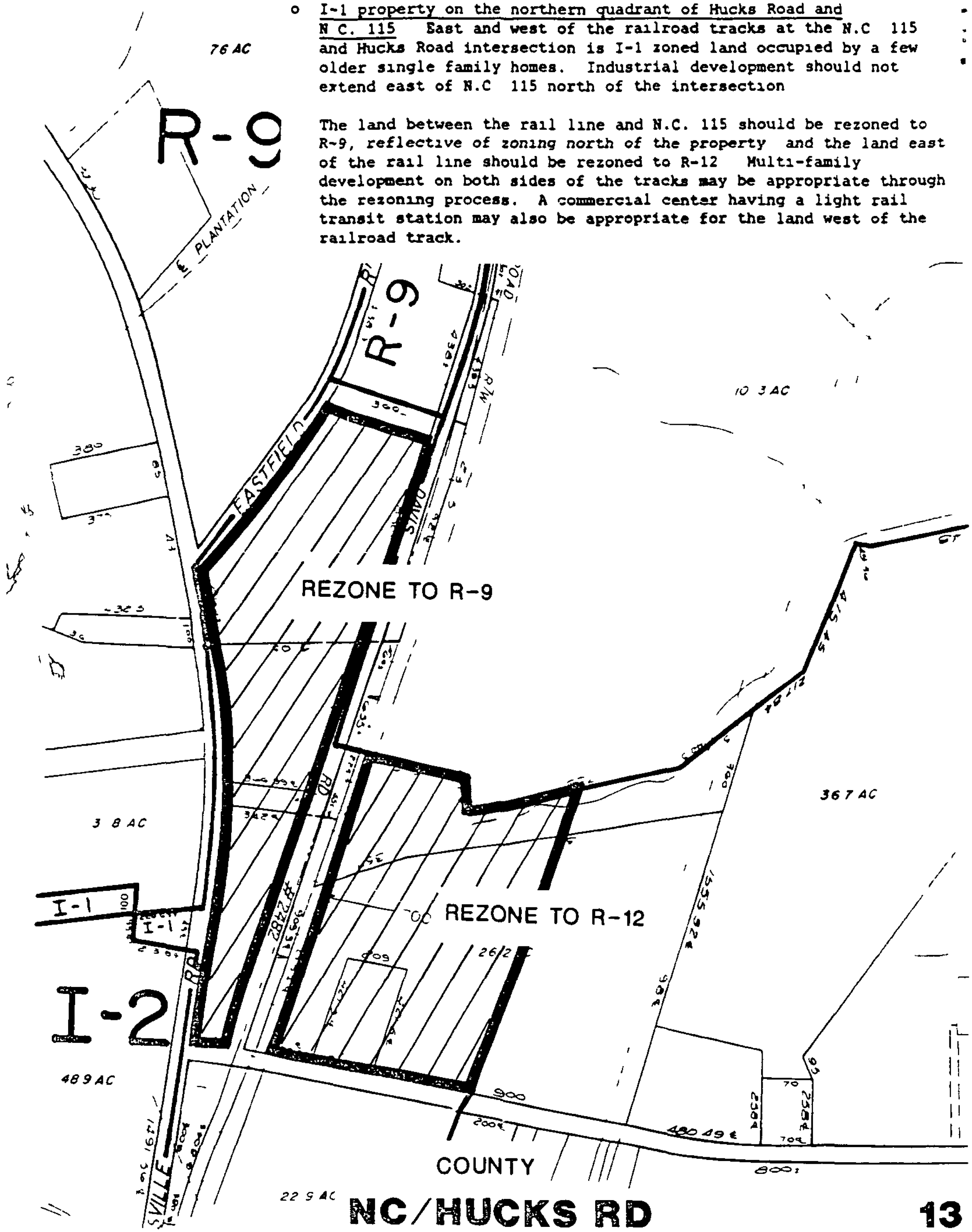
COUNTY

- <u>B-1 Property on U.S. 29, East of Salome Church Road</u> A strip of commercial zoning fronts upon U.S 29 east of Salome Church Road The majority of the land is presently vacant, however, there are a few older businesses in existence If the land is developed as zoned, strip commercial would occur along U.S. 29, which is not a desired land use pattern. Any new commercial development should be focused in the mixed use centers proposed in this plan. Therefore, all the B-1 zoned land should be rezoned to R-12. The existing businesses may continue to operate but not intensify



- <u>I-1 property on the northern quadrant of Hucks Road and N C. 115</u> East and west of the railroad tracks at the N.C 115 and Hucks Road intersection is I-1 zoned land occupied by a few older single family homes. Industrial development should not extend east of N.C 115 north of the intersection

The land between the rail line and N.C. 115 should be rezoned to R-9, reflective of zoning north of the property and the land east of the rail line should be rezoned to R-12 Multi-family development on both sides of the tracks may be appropriate through the rezoning process. A commercial center having a light rail transit station may also be appropriate for the land west of the railroad track.



NC/HUCKS RD

MECKLENBURG COUNTY

Board of County Commissioners

RECEIVED

JUN 15 1990

OFFICE OF CITY CLERK

MEMORANDUM

TO: City Council
Board of Education
Board of County Commissioners

FROM: Carla E. DuPuy

DATE: June 14, 1990

RE: Reminder of June 19th Joint City/County/School Board Meeting

This is to remind you of the City/County/School Board luncheon on June 19 at 12 noon in Room 267 of the Charlotte-Mecklenburg Government Center.

The agenda includes adoption of the Northeast District Plan and description of an adoption process for the Providence Road Land Use Study.

If you have any other matters of interest you would like discussed, please advise me.

CED/1-20.22

cc: Gerald Fox, County Manager
Wendell White, City Manager
Peter Relic, School Superintendent
Carol Gerber, Clerk to the School Board
Pat Sharkey, City Clerk
W. H. Guerrant, City Public Service & Information Director
Janice Page, County Clerk to the Board
Rose Cummings, County Public Service & Information Director

600 East Fourth Street • P O Box 31787 • Charlotte, North Carolina 28231 • (704) 336 2472

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

TO: Mecklenburg Board of County Commissioners
Charlotte City Council

FROM: David A. Howard, Community Planning Manager

DATE: June 13, 1990

RE: Joint City/County Luncheon - June 19, 1990

Attached to this memo is a draft transcript of the Northeast District Plan public hearing, an additional letter received, and a list of changes made to the plan at the Planning Committee level.

We look forward to discussing this plan further with you at the meeting.

DAH:sls

Attachment

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

CHARLOTTE-MECKLENBURG
PLANNING COMMISSION

INTER-OFFICE COMMUNICATION

DATE June 18, 1990

FROM David A. Howard,
Community Planning Manager

TO Carla DuPuy, Chairperson
Members, Board of County Commission

Mayor Sue Myrick
Members, City Council

SUBJECT: Northeast District Plan

Attached to this memo are letters received late Friday and early Monday regarding the Northeast District Plan. New issues raised include the letter from Herrin Oil Company and Norcroft/Sweetwater Neighborhood. The remaining letters deal with information brought forward at the public hearing.

DAH:dmh

Attachments

HERRIN BROS. COAL & ICE COMPANY

Coal • Fuel Oils • Building Supplies

Phones 332 2193 332 6963 P O Box 5291 315 East 36th Street

CHARLOTTE, N C 28225

June 15, 1990

Mr. David A Howard
Charlotte Mecklenburg Planning Commission
600 E. 4th. Street
Charlotte, North Carolina

RE: Northeast Mecklenburg District Plan
Proposed Zoning Change for: 097-131-11A,B,&C

Dear Sir:

I own the vacant parcel of Industrially zoned land along Orr Road as described on page 18. This property has been zoned I-1 for over 26 years. The Planning Commision is considering a proposal to rezone this parcel to R-9MF. I strongly oppose this change in zoning.

This parcel of land backs up to Orr Road and The General Commerce Center. The land lies along the main line of the Norfolk Southern Railroad. This property is certainly not suited for housing with the railroad and industrial property being its bounderies. It is my belief that in the future if access is desirable that Orr Road could be connected with North Davidson Street. This would move heavy downtown traffic to W.T. Harris Blvd.

I sincerely believe that the I-1 zoning of the parcel of land does best suit the land use and transportation plan.

Sincerely yours,

M. L. Herrin

MLH/VLH

MEDLIN & MEDLIN, P.A.
ATTORNEYS AT LAW
43 UNION STREET, SOUTH
CONCORD NORTH CAROLINA 28025

June 14, 1990

WEBSTER S MEDLIN
STEVE L MEDLIN

AREA CODE 704
786 8173

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

Re: Northeast District Plan
Love's Salvage Yard

Gentlemen:

This law office represents Mynor Love, owner of Love's Salvage Yard. His salvage business is located on the south side of U.S. 29, east of Salome Church Road near the Cabarrus County border. The Love family has owned this property for 75 years and has operated the salvage business in excess of 25 years at its present site. The salvage area is completely fenced and screened so as not to be visible from the outside. It does not produce any sort of offensive noise or odor and there have never been complaints from the neighbors. The folks who operate Love's Salvage are good neighbors for the community. This salvage yard does a constant business. There is a demand for this type service. A drawing shown on page 12 of the appendix to the district plans for the northeast district as approved by the Charlotte-Mecklenburg Planning Commission on October 17, 1989 includes the Love property. The Love property is across Highway 29 from the church near the middle of the map. I do not believe this tract, which is presently zoned for business, should be changed to residential. Highway 29 is extremely heavily traveled and is to be widened to a six lane road. It is very doubtful that desirable housing would ever locate that close to a six lane major thoroughfare. The property is greatly suitable for commercial use as presently zoned.

Please understand that the owners of Love's Salvage Yard intend to remain good neighbors in the area as they have in the past. Their salvage yard is well screened and causes no problems in the community. The land is less suitable for housing and is quite acceptable for business as it is presently zoned. My clients ask that you leave the business zoned area under its present zoning classification.

Thank you and with best regards, I remain

Sincerely,

MEDLIN & MEDLIN, P.A.

Webster S. Medlin

Webster S. Medlin

WSM:seb

GCC PARTNERS
320 South Tryon Street
Suite 202
Charlotte, NC 28202

June 15, 1990

Mr. David A. Howard
Charlotte-Mecklenburg Planning Commission
600 East Fourth Street
Charlotte, NC 28202-2853

RE: Northeast District Plan

Dear Mr. Howard:

We have received with interest your letter of May 17, 1990, regarding the final version of the Northeast District Plan. As property owners within the district, we have followed closely the discussions and preliminary drafts of the new land use proposals.

In a general sense, we support strongly the overall district plan, and feel that it establishes excellent criteria for appropriate future land uses. We are concerned, however, about a proposed down-zoning of a property adjacent to our new industrial park. The parcel in question is a portion of the Herrin property, tax parcel # 097-131-11.

According to the Northeast District Plan draft, dated October 17, 1989, the Herrin property now zoned I-1 is recommended to be down-zoned to R-9MF. The plan suggests that there is an access problem with the Herrin property, and that R-9MF will establish a more compatible land use within the neighborhood. GCC Partners would like to establish in the public record our opposition to this proposed rezoning.

The primary concern of the planning staff appears to be road access to the property. As shown on the enclosed site plan, the General Commerce Center now provides a permanent public right-of-way to Orr Road, via General Industrial Road and Industrial Center Circle. At the time our subdivision sketch plan was approved, planning staff required us to extend our roadway system to the Herrin property, specifically to address its access to the Orr Road industrial corridor.

As adjacent property owners, we feel that multi-family development of the Herrin property is clearly an inappropriate land use. The railroad line to the north is the principal artery for Norfolk-Southern, and carries 30 - 40 trains per day, with the usual noise associated with rail transportation. No reasonable owner would want to locate a multi-family development beside this rail line and an industrial park.

Finally, we have had preliminary conversations with Mr. Marshall Herrin about the future development of his property as a second phase of the General Commerce Center. Planning staff has correctly anticipated this logical expansion along the railroad, and has required construction of a roadway system to access the property. This publicly-owned and maintained roadway will be fully dedicated to the City within the next thirty days.

GCC Partners feels that the existing I-1 zoning on the Herrin property should be maintained, and will employ our best efforts to support our position. I welcome the opportunity to discuss this matter with you or your staff in further detail.

Very truly yours,

GCC PARTNERS

Charles E. Ellis, Jr.

Charles E. Ellis, Jr.
General Partner

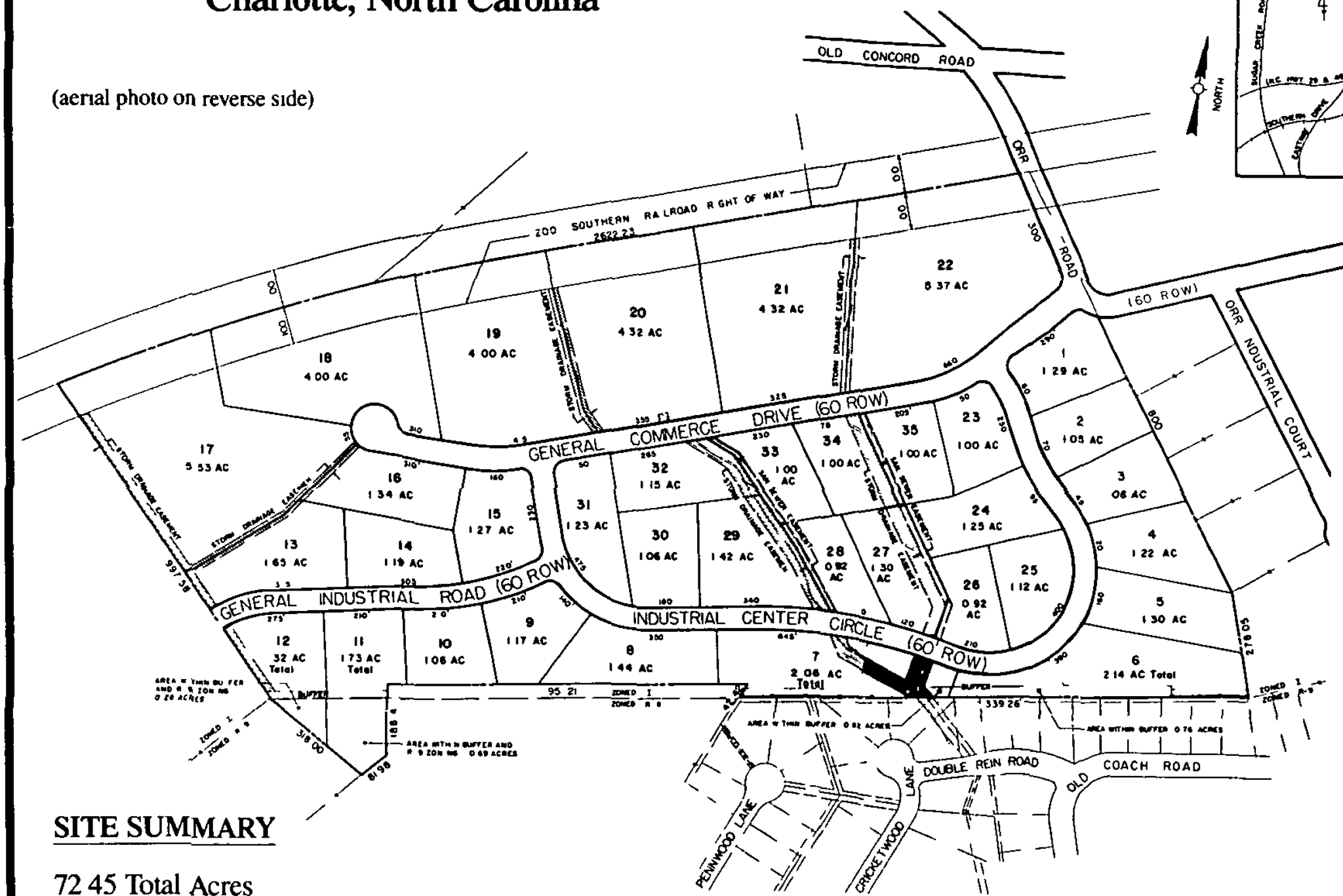
CEE/tgc

Enclosure

GENERAL COMMERCE CENTER

Charlotte, North Carolina

(aerial photo on reverse side)



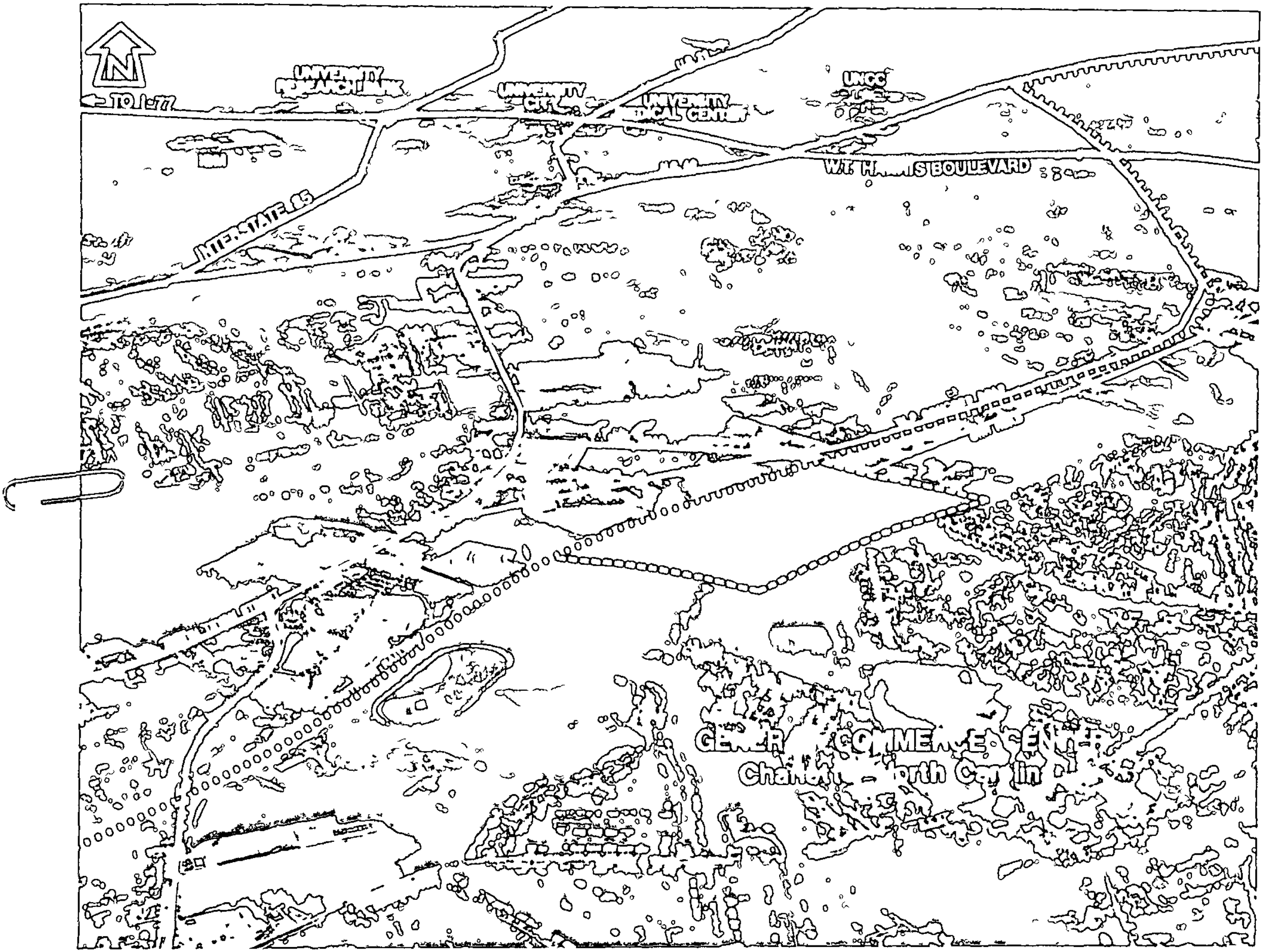
SITE SUMMARY

72 45 Total Acres
I-1, Light Industrial Zoning
Underground Utilities
Rail Service Available
Protective Covenants

Collett & Associates
Commercial Real Estate
320 South Tryon St • Suite 202 • Charlotte, North Carolina 28202 • Phone (704) 376-6523

All information furnished regarding this property was obtained from sources deemed reliable but no warranty or representation is made of the accuracy thereof and the properties are subject to prior sale or lease or withdrawal

Collett & Associates
Commercial Real Estate
320 S Tryon St
Suite 202
Charlotte N C 28202
Charles E Ellis, Jr
(704) 376 6523


N
TO I-77
UNIVERSITY
UNIVERSITY
UNIVERSITY
UNCC
W.T. HARRIS BOULEVARD
INTERSTATE 85
Charlotte - North Carolina

SHIRLEY J. TAYLOR
NORCROFT-SWEETWATER HOMEOWNERS' ASSOCIATION
P.O. Box 560475
Charlotte, NC 28256
(704) 547-8711

June 13, 1990

The Honorable Carla DuPuy
Chair
Mecklenburg County Commission
2601 Sedley Road
Charlotte, NC 28211

Dear Commissioner DuPuy:

I am writing with regard to the most recent final draft of the Northeast District Plan. Congratulations to Dave Howard and the Planning Department staff for their hard, careful, and conscientious work.

One of the mandates of our neighborhood organization is to assure adherence to the Northeast plan once it is finalized. Overall, we are pleased with the results. However, there are two areas, one major in our mind's eye and the other minor we feel need to be reassessed: 1. The area of major concern is the change of the average dwelling unit per acre from two to three to a definite 4 units per acre. 2. The area of minor concern (but certainly not irrelevant) is removing farmland ("rural use") as a viable option "...in this community."

Area 1:

Charlotte has earned a reputation of being a beautiful city - congratulations for the "All American City" award. Much of that arises from the magnificent canopy of trees that shelters its homes. Design of older, then, wonderful places to live and now, prestigious neighborhoods were commissioned by some of this Country's finest park designers and builders. Then, lots and streets were designed to accommodate beautiful plantings, magnificent trees. Over the years, interspersed spacious lots have allowed for residential infilling that has followed the current "lifestyle"/demographic demands - demands unpredictable when the neighborhoods were built - while at the same time maintaining the character of the neighborhood. We want that same opportunity for our neighborhoods (and secretly wish there were more wonderful park builders around today determining our cities fates). The concern was for a wonderful living environment. The focus then was not so much on the "economic" models being stressed in current plans - economics deriving from industrial models which stress "efficiency" and "economies of scale", and which we believe in the long run will

be dysfunctional when applied to total environmental concerns. Even though the statement is made and general criteria given for exceptions to the 4 dua standard, allowing for less dense development, once an average is established, the average tends to become the rule regardless of the environmental risk factors associated with the development. **It is our feeling that the less dense average of 2-3 dua for standard single family residential unit in the long run allows for more flexibility.**

The assumptions used in justifying the higher densities are rooted in the past. We do not believe the report justifies simple extrapolation to the future. We really do not have a handle on the demographic, lifestyle and economic patterns twenty plus years from now. The reports conclusions on the benefits of this base line density can only be regarded as speculative. Enterprise zones are strongly supported, but the assumption that the surrounding neighborhoods become their "company town" is an industrial age rather than an information age and service economy concept.

Economies of scale can obtain, but there is a point at which the economies to the government in the areas of roads, water, sewer, schools which come from high density begin to be lost not only in efficiency and monetary costs, but by the decline in living standards of residents. (By the way, we believe in the concept of a centralized water/sewer entity, but many of us are uncomfortable with the planning, administrative and economic performance of the designated one for the area.)

Certainly through the seventies and eighties, there was an increase in the number of one person families, many of whom like to live in houses rather than apartments or condominiums, and a postponement of childbearing. Recently, however, a nineties version of the extended family living in one dwelling unit is emerging for a variety of reasons, some of them economic, some of them based on a longer "growing up period", some of them based on looking at long term care in different ways. Riding through these decades still has been the overwhelming preference for the detached single family home. Condominiums are still <u>not</u> a hot market here, but in highly desirable neighborhoods, they and apartments are priced by the market out of the reach of those who would make the neighborhood a broader mix of income levels.

Our greatest concern is about the destruction of Mecklenburg's forests which would follow from high density standard development. Replacement is not the only answer. We know much too little about the effect the destruction has on wildlife, more, but not enough about the impact on drainage patterns. Current studies have shown the northeast area to be one of the highest risk areas with regard to ground water pollution potential. How strongly will this be exacerbated by moving to the more dense development?

There must be forces other than development that are in effect to maintain existing trees and foliage. Replacement is costly not only from an "out-of-pocket" perspective, but significantly more

from destruction, and from our incredible lack of knowledge of the long term effects of that destruction. The other evening, you mentioned beef and its relationship to the demise of tropical rain forests. To get an idea of what is happening right here in the USA to our ancient forests in the Northwest, including Alaska, I urge you to get a copy of the May 14, 1990 issue of The New Yorker magazine and read Catherine Caulfield's superb article "The Pacific Forest". Just as we can no longer allow the logging industry to determine the forestation of our Country, we cannot allow developers to determine the forestation of our county.

2. Rural use land zoning protects spaces for future uses - uses not necessarily maintained in the traditional agricultural images of the past, but of imaginative open space uses for the future. Greenspaces and open spaces be they big or small are being demanded by our increasingly urbanized population. If nothing is saved now, through the district plan, it will be much more difficult and expensive in twenty years, when the need will be much greater.

The June 1990 issue of The National Geographic in an article about greenways in the USA states, "Combining the words and the attributes of greenbelt and parkway can take many forms. Chiefly it is linear, linking parks, natural features, or historic sites into a greater whole. Demographics point to greenways as the path of the future." Northeast Mecklenburg County has undeveloped land, much of it still being farmed. Planning ahead as Mr. Olmsted did is all we ask.

Respectfully,

Shirley J. Taylor
President

CC: County Commissioners
Dave Howard

JERRY L. & NANETTE B. ISENHOUR
143 WAXHAWS TRACE
CHAPIN, SC 29036

May 18, 1989

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

Subj: N/E District Draft Plan, Shady Hills Subdivision-Proposed Down Zoning from Institutional to Multi Family

Dear Mr. Howard:

It is with duress we learned of the above subject.

We purchased our property 35 years ago as a retirement investment and have managed to hold it through some lean years, making payments and, at long last, the yearly taxes only.

The current Institutional zoning would allow us to realize this dream to it's fullest as our retirement years are rapidly approaching. To think it could now be "snatched" away is devastating, to say the least.

We feel that you and the Planning Committee should propose, or recommend, a zoning which would most nearly resemble our current zoning.

Thank you for reconsidering this.

Sincerely,

Jerry L. Isenhour, Sr.
Nanette B. Isenhour

cc: Seven Zoning and Planning Commission Members
C. Daniel Watts

May 19, 1989

Mr. David A. Howard
Community Planning Manager
Charlotte Mecklenburg Planning Commision

Re: N/E District Draft Plan
Shady Hills Subdivision
Proposed Down Zoning
From Institutional To Multi Family

Dear Mr. Howard:

It has come to my attention that on May 23, the planning commision is holding a meeting for the purpose of changing the zoning on shady hills property from institutional to multi family. I want to protest this decision. The property adjacent to shady hills is now zoned office, so that Crosland Erwin can build an office park. There was no opposition from the planning commision to this.

I think it is unfair to down zone this property to multi family. Taxes have been paid on this as institutional property for over 20 years. I feel that you and the planning commision should recommend a zoning which most nearly resembles the present zoning. You are zoning the institutional zoned land on the north side of N. C. 49 to multi family office mix, I think it should be so with our institutional land also. Please give this your consideration.

Yours Very Truly

D. Frank Biggers
Administrator For The Estate Of Robert B. Fowlkes

CC: Seven Planners of the Zoning and Planning Commision

\\ \

Rec'd Sept 30, 1999

Dear Mr. Howard

I own a 100 foot lot on N.C. Highway 49 near UNCC, Lt Division The Shady Hills Lot Division. The tax bill account number is 049-251-07.

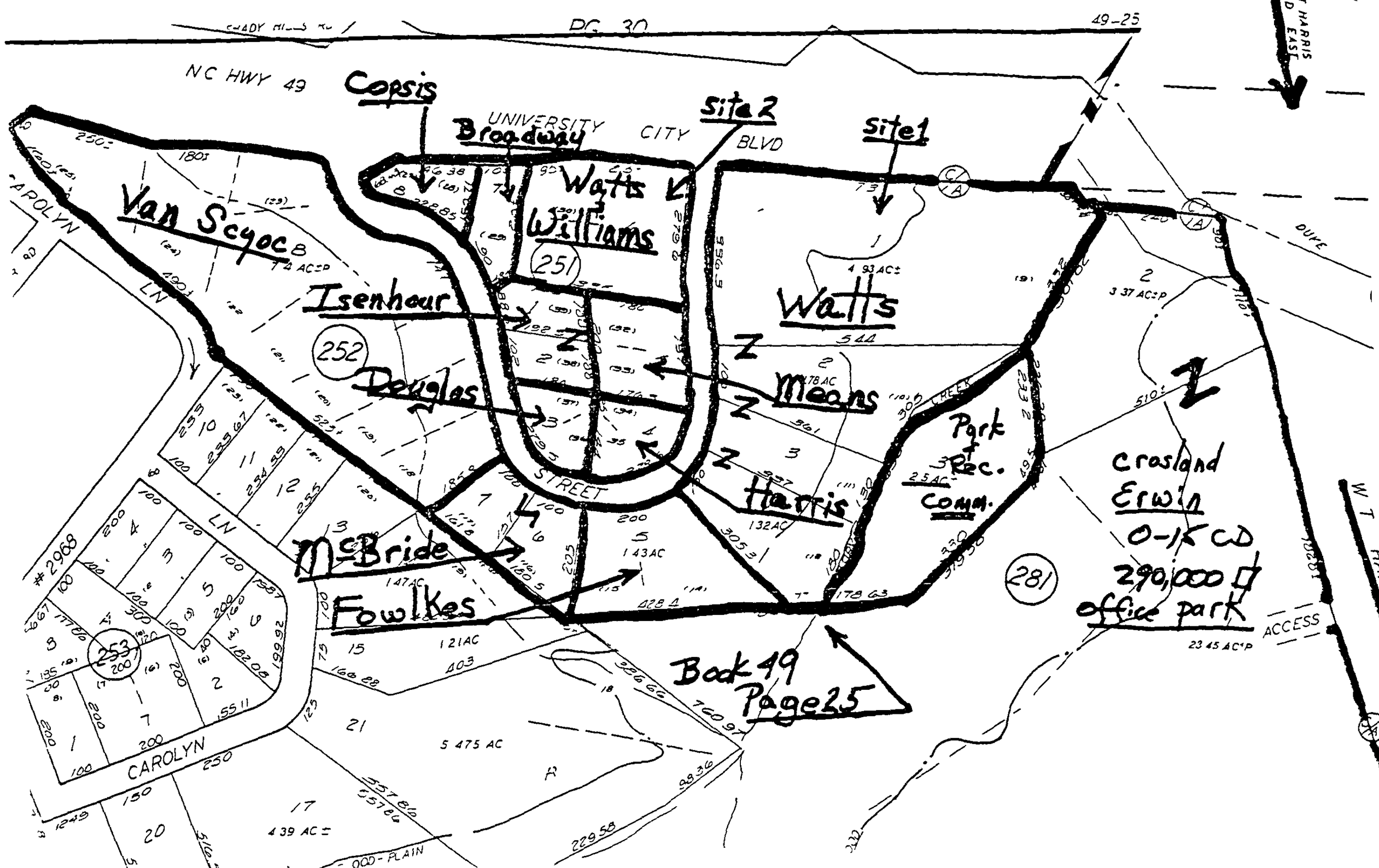
This lot has been in my family since Oct. 1957. My mother and father gave me this lot by deed in June, 1986 for an investment toward my retirement. I am self employed and this property is a major part of my assets.

Danny Watts told me your plan to down zone our property from Institutional to Multi-family in the Northeast District Plan. I protest this down zoning badly!

If you want to change the zoning, make it office, the closest highest use the present Institutional zoning allows.

Sincerely Yours,

Douglas R Gordon


PG. 30
49-25
NC HWY 49
Copsis
Broadway
UNIVERSITY CITY BLVD
Site 2
Site 1
Watts
Williams
(251)
Van Scyoc
Isenhour
(252)
Douglas
Watts
Means
Harris
Park & Rec. Comm.
STREET
McBride
Fowlkes
(281)
Crosland
Erwin
O-I CD
290,000 □
office park
Book 49
Page 25
ACCESS
DUKE
HARRIS EAST
APOLYN LN
CAROLYN LN
#2968
(253)
CREEK
FLOOD-PLAIN

6005 Woodbridge Rd
Charlotte N. C. 28227

Mr. David Howard
The Charlotte Mecklenburg Planning Commission
600 E Fourth St
Charlotte N. C. 28202

Dear Mr. Howard:

I am writing regarding the Northeast District planning.

My wife and I own two connecting lots on the street that was named SHADY HILLS LANE. This property is just off Highway 49 near 29 North.

I have been in this area several times lately and can say that I cannot see any advantage in down-zoning the property to multifamily. In a matter of time all property within this area is going to be experiencing a traffic pattern that is not related to multifamily use.

Institutional and office zones will tend to serve the public in general in a proper manner.

I certainly cannot understand creating a "hemned in" condition for multifamily residences in this area. The area in question on the south side of Highway 49 is too small for family dwellings as it is surrounded by thoroughfares, industrial/commercial properties and would be more like an island dominated by three main highways and commercial properties.

The Commercial/Office zoning would fit better due to the surrounding environment including the University, Shopping Centers and Sub-Divisions that are large enough to be part of a total program and not "left-overs" as this tract would be.

We would appreciate your cooperation in re-considering your decision on this property.

Sincerely,

David L. Douglas

cc. Planning Commission

June 2, 1980

Mr. David Howard
Zoning & Planning Commission Staff
Mecklenburg County Office Bldg.
Charlotte, N. C. 28202-2853

Dear Mr. Howard:

It is our understanding that the Planning Commission is going to downgrade the zoning of our property in the Shady Hills Subdivision on the south side of N. C. 49. We have owned this property for 34 years and have paid taxes on this property all of those years and feel that it is unfair for it to be rezoned as multi-family. If this down zoning goes through we stand to lose a great deal of money. We are very much against this move and do not understand any part of it. We feel that this property has since been zoned as it is now (residential commercial zoning) and we hope that the Planning Commission will be consistent.

Sincerely,

Mr & Mrs William E. Harris

Mr. & Mrs. William E. Harris
3524 Leighton Place
Charlotte, N. C. 28208

Cc: Mr. Douglas C. Burns
Mr. Robert J. Davis, Jr.
Mr. Frank Emory
Mr. Neal R. Hagood
Mr. Joe Roberts
Mrs. Anne W. McClure
Dr. Timothy Sea
Mr. C. Daniel Watts

Gibsonville N C
June 6, 1989

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

Re: N/E District Draft Plan
Shady Hills Subdivision
Proposed down zoning
From Institutional To Multi-family

Dear Sir:

My wife and I own two lots in this Subdivision that we purchased thirty-three years ago. back in 1956 Our home is now in Gibsonville, N C We have just retired and are relying on the value of this property in our retirement years

We fear that the value of our lots will be decreased if zoning is changed from Institutional to Multi-family, and therefore we oppose the proposed change and ask that you please reconsider this matter

Yours truly

S A Means

S A Means
2127 Colony Road
Gibsonville, N C 27249

Copy: Seven Planners of Zoning and Planning Commission

BL - Cy - Mr Daniel C Watts

i a m

August 25, 1989

Mr. Danny Watts
C. Daniel Watts Real Estate
2514 Knollwood Road
Charlotte, NC 28211

Re: Northeast District Plan for Down-Zoning
of Shady Hills Subdivision Property
Located Southside of N.C. Hwy. 49
at W.T. Harris Boulevard

Dear Mr Watts.

I am an owner of property tentatively scheduled for downzoning by the Northeast District Plant, and myself and a number of other property owners have advised our disapproval to David Howard, however, to no avail.

We all believe that Institutional zoning be reserved for specific institutional uses, but we do not wish for our presently institutionally zoned property to be down zoned to multifamily. It would be preferable to zone it to its closest present allowable use as office, and the Mecklenburg County Tax Department has assessed our property for this use for the last 25 years, a use which David is suggesting for all of the other institutionally zoned property, other than state owned, on the North side of N.C Highway 49.

I am enclosing exhibits showing the subject property, letters and other information on the history of how the area has developed.

We understand that this Down Zoning plan will come before you in September, and will appreciate your consideration and recommendations. Thank you very much.

Yours truly,

George Copsis

George Copsis
4710 Emory Lane
Charlotte, NC 28211

Above letter was sent to Douglas Burns, Frank Emory, Don Points, Anne McClure, Dr. Timothy Mead, Sara Spencer, and James Thomasson., and David Howard

SAMUEL S WILLIAMS, P A
ATTORNEY AT LAW

(704) 376 0011

MAILING ADDRESS
POST OFFICE BOX 32635
CHARLOTTE N C 28232 2635

212 NORTH MCDOWELL STREET
SUITE 112 BARRISTER PLACE
CHARLOTTE NORTH CAROLINA 28204

June 15, 1990

RECEIVED
JUN 15 1990
4.30 PM
CHARLOTTE MECKLENBURG
PLANNING COMMISSION

Mecklenburg County Commissioners
Governmental Center
Charlotte, North Carolina

By Hand

Re: Northeast District Plan, Page 20, Second Bullet from the top; Page 6 of the Appendix.

Dear Chairperson and Members of the
Mecklenburg County Commission:

As an owner of county property located on University City Boulevard, indicated as "Site #2, Watts & Williams", on the attachment, I am writing this letter to you requesting that you vote against the Planning Commission recommendation that this site and the immediately adjacent property in the 25 acre triangle be designated multi-family.

I know that it is not often that the recommendation of the Planning Commission is rejected, however, in this case I believe that there is ample reason, and I ask that you hear me out.

The property is currently zoned institutional. The owners of Site #2, as well as all owners in the triangle, including the owners of Site #1, Mr. and Mrs. C. Daniel Watts, desire to develop their property in an office fashion.

We have collectively addressed this desire with the Planning Commission, with the Citizen Involvement Study Group and with the County/City Government Joint Hearing Panel. We have discussed the situation with knowledgeable private planners in the community and it is our belief and theirs that this triangular parcel, fronting as it does on University City Boulevard, is most appropriate for high-calibre office development and zoning.

The problem, as I see it, is that there is an aura of sacrosanctisity that has developed out of the office of David Howard. He is, apparently, the person who conceived of multi-family development of this property. He is the person who presented that concept to the Citizens Study Group. They were the people who rubber stamped the Planning Commission recommendation. Many of those people, it appears, had or have ties with the University which may or may not have created a biased viewpoint on their part, or at least a viewpoint which was and is not open to logical modification.

At the Joint Hearing of the County Commissioners and City Council, earlier this month, which unfortunately was not well attended during the early stages, but at which the question was asked of Mr. Howard as to what extent, if any, the original plan had been modified, by reason of owner input, it became clear that there had been very little, if any, such modification, and certainly there has been none on this tract, even though all of the owners have strenuously objected to the multi-family proposed classification, which is tantamount to a down-zoning.

It causes one to believe that there is some type of Crosland/University favoritism, which exists, either in the community at large or in governmental organizations, and I say that with some degree of reservation and caution.

I have poured over all of the literature that has been produced on District Plans and their general policies and I have lived in the South Park area for almost thirty (30) years. I know, first-hand, that high-calibre office development is highly compatible to existing residential development. My dogs know and appreciate that, too, because there is no better place to take a dog walk than down Rexford Road at 6:00 P.M. after all of the office workers have left the highly manicured grounds with the numerous bradford pears, crepe myrtles, etc. I know that, first hand, from having run over there on the mornings when the streets and sidewalks were too icy for any sane persons to be out driving.

I know that the District Plan general policies states that it makes sense to have community mixed use centers, where medical complexes, low, mid to high-rise corporate offices, banks, or insurance companies, such as located near South Park and Park Road Shopping Center can be developed in high compatibility with commercial shopping centers and residential areas.

The June 9, 1990 letter of Mr. Watts, points out with massive clarity that the 25 total acre parcel of which sites #1 and #2 are a major part, fronts on University City Boulevard for over 2,000 feet, are separated by Carolyn Lane and substantial topographic features from the single-family development existing on Carolyn Lane, and is separated only by Toby Creek from the Crosland-Erwin recently zoned O-15 CD proposed office park, which is contemplated to be accessed in part by an extension of the W. T. Harris Boulevard off-ramp which will actually cross Site #1.

In my opinion, a quality office park development of this 25 acres would constitute maximum streetscaping and provide the University a lead in property which would be compatible with the handsome structures that are now and will be constructed there.

Mr. Watts and I are not late to the game of acquiring properties for future development. He had the vision to see this 25 acre parcel as an office park site in the early seventies, and I would think that you all could now duplicate that vision by saying to Mr. Howard, the Planning Commission and the Citizens Group, that in your collective opinion, as County Commissioners with the knowledge and experience that goes with your office and the power Mecklenburg County Commissioners hold to re-zone this property, that this is and currently remains properly an office site and that the Northeast District Plan recommendation of Multi-Family should be eliminated and office development substituted for it.

Thank you for your time and for your service to this community.

Most sincerely,

SAMUEL S. WILLIAMS, P.A.

Samuel S. Williams

SSW/sw

Charlotte City Council
and Charlotte/Mecklenburg Planning Commission
Attn: David A. Howard, Community Planning Manager

Mr. and Mrs. C. Daniel Watts

C DANIEL WATTS
REAL ESTATE

May 6, 1989

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

Re: N/E District Draft Plan
Shady Hills Subdivision
Proposed down zoning
From Institutional To Multi family

Dear David:

You made a statement April 26, 1989 that "it is not our job to protect the speculator interest of any property owner in this area." This statement was made to the committee on the North East District Draft during the discussion about back zoning some Institutional property my wife and I have owned for 19 years to Multi family in your proposed North East Draft plan.

My wife and I purchased this property in October 1970 with the intent to develop it into a mixed use facility including a hotel, restaurant and high rise apartment complex to enhance and compliment the University City Center multi level 600,000± square feet mall which was to be developed just 600 feet north of this property. This mall, Town Center concept was promoted by the Charlotte-Mecklenburg Planning Commission and John Crosland Company was to build it. Copies of part of this plan dated January, 1969 are included for your review.

The Institutional zoning on our property through certain special use permits would allow us to develop such a project, a project which would make us proud as owners and the University proud as a distinctive landmark as people arrived at the campus from downtown Charlotte via the Highway 49 route.

As you know, Crosland waited another 13 or 14 years before building and with the advent of University Place on the US 29 and I-85 site the entire University City concept shifted to that location. A copy of the University City Property, Inc. (Crosland's) B-1 SCD amendment notice dated July 28, 1980 reducing their plan from 509,000 square feet to 196,000 square feet is also enclosed. This amendment notice went out to adjoining property owners over your signature. It also shows that the developer University City Property, Inc./Crosland had owned their property since 1955.

2514 KNOLLWOOD ROAD CHARLOTTE, NORTH CAROLINA 28211 704/364 6628

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REALTOR

One further article is included, a copy of a newspaper article dated July 8, 1983 with headlines stating Land Clearing under way near UNCC for Town Center Shopping Center. The center plan by this time has been amended to encompass a total of 191,000 square feet, but I draw your attention to the very last paragraph and a quote by Mark Erwin of the development (ownership) company where in he states "Land for Town Center was bought 15 years ago and development plans mapped out then. We just felt the time was right." now.

Dave, would you call University City Properties, Inc., Mark Erwin or John Crosland speculators because they waited over 25 years before starting their project, the Town Center?

It is my contention that you are going too far in proposing our property for residential when we have had the office uses available since 1962 or whenever the Institutional zoning was put on property in this North East area. I feel that you and the Planning Committee should propose (recommend) a zoning which most nearly resembles our present zoning. This would be your proposed Office and Multi-family Mix zoning which is the category you are recommending for all of the Institutional zoned land on the north side of N.C. 49. It should be so with our Institutional land also.

Thank you for reconsidering this as you go to the planners on May 9. If you have any questions of me, please call.

Very truly yours,

C. Daniel Watts

CC: Seven Planners of the Zoning and Planning Commission

enclosures

SAMUEL S. WILLIAMS, P.A.
ATTORNEY AT LAW

(704) 376-0011

112 BARRISTER PLACE
212 NORTH McDOWELL STREET
CHARLOTTE NORTH CAROLINA 28204

MAILING ADDRESS
POST OFFICE BOX 32635
CHARLOTTE N C 28232 2635

April 24, 1989

Mr. Dave Howard
Ms. Carol Morris
Charlotte-Mecklenburg Government
Center
600 East 4th Street
Charlotte, N. C. 28202-2853

Re: Northeast District Plan Draft - Tax Code Parcels 049-251-06 and 049-251-01 through -04.

Dear David and Carol:

Thank you for your very informative presentation of April 18th. As a present property owner of property in the district, I was vitally interested in the concepts and methodology evidenced.

I sensed, at the presentation, a certain inflexibility, however, relative to property lying on both sides of Highway 49 to the west of W. T. Harris Boulevard, both as it currently exists and as it is proposed to be modified. This is the area indicated on the attached composite tax map. Since I have no ownership involvement in the property lying to the north of Highway 49, I will not address it other than to say that it is surprising to me that the existing housing on Shady Hills would override the obvious logic of having that property continue in an institutional, i.e., office or otherwise, direction.

As per enclosures, it was almost seventeen years ago that Mr. Watts and I came into ownership of Lots 30 and 31 of Shady Hills Subdivision. This property was at that time zoned institutional, and is now zoned institutional, the site contains approximately 2 acres, it sits high, off of Highway 49 at the corner of an unopened street, and has sufficient water in the highway right-of-way, and gravity flow sewer, to make it a site which should be developed in an office type zoning.

As importantly, the location of Toby Creek and the subdivision line at the rear, make highly logical, with residential protective buffers, if necessary, the continued development of this property in a fashion which permits the construction and use of office structures.

In other words, there is a natural demarkation line which the zoning ordinance currently follows which should be perpetuated.

The property to the east of this site is proposed by the Planning Commission for an office designation and it does not seem at all improper that the same category be retained on not only this two acre parcel but also the adjacent 8 acres more or less of Mr. Watts which front on Toby Creek and lie immediately to the west of same.

There were a lot of things said at the meeting, valid comments, such as the need to avoid strip development, the need to minimize traffic problems, the need to recognize that there will be continued area growth, much of which is related to water and sewer availability, the fact that major thoroughfares are an incentive to development, the need to create employment opportunities and variety, etc. All of these things are meaningful, but, also meaningful is the fact that this parcel has a lengthy history of being zoned institutional, wherein with minor special use permits, banks, offices, laboratories, research facilities, planned multi-family developments, etc., can be brougnt to fruition. This was the concept of the UNC District Plan, see attached maps Nos. 1 and 2. Now, at this juncture, to arbitrarily and unrealistically propose the elimination of all the office uses, seems exceedingly unfortunate and inappropriate. It is for this reason that I suggest to the recipients of this letter that the entire area indicated in red on the attached tax line map enclosure, Book 49, should remain zoned in institutional flavor, remain zoned in a fashion that will permit banks, offices, labortories/research facilities, planned multi-family developments, suite motel developments, etc.

Thank you for your time; if any of you have any questions, and I hope you will, please feel free to give me a call.

I know the area, I like what is going on, in fact, just a little over five years ago I was involved in a Toby Creek Greenway take, wherein 2.521 acres of my property became available for Greenway use. Such greenway adjacency to the Watts/Williams parcels is highly fitting and an incentive to not only multi-family but also office development.

Most sincerely,

SAMUEL S. WILLIAMS, P.A.

Samuel S. Williams

SSW/sw

cc: Charlotte-Mecklenburg Planning Commission
Northeast Planning District Panel
Mr. and Mrs. C. Daniel Watts
Area Owners

The Gaul Orthopedic Group, P.A.

J. Stuart Gaul, Jr., M.D.
Leon A. Dickerson, Jr., M.D.
David S. Baker, II, M.D.
Robert B. McBride, Jr., M.D.
Thomas H. McCoy, M.D.
Bruce V. Darden, II, M.D.
John S. Gaul, III, M.D.

Barbara B. Watson, FACMGA
Administrator

August 21, 1989

Mr. David A. Howard
Community Planning Manager
Charlotte Mecklenburg Planning Commission
600 E. Fourth Street
Charlotte, N.C. 28202-2853

Dear Mr. Howard:

I am an orthopedic surgeon who practices in the University Northeast portion of Charlotte. I presently own a piece of property in the Shady Hills Subdivision property on the South side of Highway 49 which I purchased for the purposes of building a medical office building. I have been made aware that the property is tentatively scheduled for down zoning by the Northeast district plan.

I am writing this letter to you to ask you to please not down zone this previous area of present institutionally zoned property to multi-family zoning.

Again, I am strongly opposed to this action. I certainly appreciate your attention to this matter.

Yours sincerely,

Robert B. McBride, Jr.

Robert B. McBride, Jr., M.D.

RBM:dkn

cc: Mr. C. Daniel Watts
2514 Knollwood Road
Charlotte, N.C. 28211

2600 East Seventh Street, Post Office Box 35228, Charlotte, North Carolina 28235 (704) 372-9820
101 A Hillcrest Boulevard, Suite 220 A, Charlotte, North Carolina 28213 (704) 594-1552
Fax 704 342-1761

DOUGLAS R. GILL
LAWYER
P O BOX 1373
SOUTHERN PINES, NC 28387

225 N BENNETT STREET

(919) 692-7100

July 12, 1989

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

Re: Proposed modification of zoning of Shady Hills Subdivision

Dear Mr. Howard:

I am the personal representative of the estate of a Charlotte native who owned an interest in property whose zoning would be changed from institutional to multi-family under the proposed northeast district draft plan.

As a representative of the estate of L. Poindexter Watts, and as his friend, I know that he was not a speculator, and a change of this sort would not in any sense be merely something that ought to have been expected to risk.

Instead, it would be a blow to the estate which he built in reasonable reliance that the zoning was appropriate.

It seems to me that the reliance of people like Dexter Watts should be recognized, especially when it would make perfectly good sense to let this property share the same zoning

classification with as nearby property that would continue to permit institutional use. Please reconsider this carefully.

Sincerely,

Douglas R. Gill

DRG:ecb

cc: Mr. Douglas C. Burns
Mr. Robert L. Davis, Jr.
Mr. Frank Emory
Mr. Nasif R. Majeed
Mr. Don Points
Ms. Anne J. McClure
Dr. Timothy Mead

bcc: Danny Watts

SEPT 29, 1989

1416 BURNLEY ROAD
CHARLOTTE, N.C 28210
(704) 553-2590

MR. DAVID A. HOWARD
PLANNING MANAGER
CHARLOTTE-MECKLENBURG PLANNING COMMISSION
600 EAST FOURTH STREET
CHARLOTTE, N.C. 28202-2853

REFERENCE: SHADY HILLS SUBDIVISION, SOUTH SIDE OF N.C. HWY #49 AT HARRIS BLVD, PROPOSED DOWNZONING

DEAR MR. HOWARD,

WE OWN 7 1/2 ACRES OF INSTITUTIONALLY ZONED LAND IN THE SHADY HILLS SUBDIVISION. MR. DANNY WATTS INFORMS US THAT THE NORTH EAST DISTRICT PLAN RECOMMENDS DOWNZONING TO MULTI-FAMILY. WE ARE DEFINITELY OPPOSED TO THIS DOWN ZONING AND SUGGEST THAT AN OFFICE ZONING WOULD BE CLOSEST TO ITS PRESENT CLASSIFICATION. PLEASE RECONSIDER AND RECOMMEND OFFICE ZONING FOR THIS PROPERTY.

SINCERELY,
THOMAS W. & DEBORAH E. VAN SCYOC

Thomas W Van Scyoc
Deborah E Van Scyoc

CC: ALL SEVEN PLANNING COMMISSIONERS &
MR. C. DANIEL WATTS

June 12, 1990

Char-Meck Planning Commission
600 E Trade Street
Charlotte, NC 28202

Dear David A. Howard:

After reading the proposal of rezoning Bingham Park, I, Regina Townsend, 378 Leafmore Drive, Charlotte, NC 28213, phone (704) 598-6567 agree with several of my neighbors to have Bingham Park zoned as a single family housing dwelling.

Thanks,

Regina Townsend

C DANIEL WATTS
REAL ESTATE

June 9, 1990

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

Re: North East District Plan
Page 20, second bullet from the top and
Page 6 of the Appendix
Mecklenburg County, North Carolina

Dear David:

Per your letter of May 17, this is my written objection to the down zoning of our property on University City Boulevard at its intersection with the W. T. Harris Boulevard so that you can copy it and get it to the elected officials. You already have our protest petition signed by every land owner in the Shady Hills Sub Division that will be affected.

In taking your statement for reasons to down zone our property as stated in the plan I offer the facts as I see them here.

1. There is no greenway on the North of our property. There is one parcel of 2.5 acres of land locked property owned by the Park and Recreation Commission abutting our property by 615 linear feet. The remaining 434 linear feet of abutting property is currently zoned O-15 CD and is being developed with 290,000 square feet of two and three story office buildings.

2. Our property (the 25 total acres involved) does abutt single family zoning on the East but not on the South. The South is a point of land and is separated from the single family property by Carolyn Lane, a 60 feet wide street. Our abutting property to the single family property on the East is approximately 822 feet which is separated by a very deep gully. I would like to point out here that the O-15 CD zoning secured in 1989 by the Crosland Erwin Company also abutts this same single family zoned property by approximately 880 lineal feet.

3. In regard to the statement about creating a residential component with the mixed use center on the other side of Harris Boulevard I would like to point out if the North Carolina DOT prevails and they take away from us the needed 60 feet of road ROW fronting 49 and crossing our property leading to Harris Boulevard for that connector road, any residential development access to that Town Center would have to cross that heavily travelled two way traffic access road and then they would have to walk along an extremely busy NC 49 highway shoulder of the road (as there are no side walks along busy 49) for over 1300 feet in order to walk to the shopping center entrance there on 49. This is not a good idea at all. That 64 acres to the rear of the Town Center owned by one family is far more practical for multi-family use than is our 25 acres owned by 12 different property owners.

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COMMERCIAL LISTING EXCHANGE CLE CHARLOTTE BOARD OF REALTORS
REALTOR

4. Our property (the 25 acres) is exactly like the Crosland Erwin property rezoned in 1989 to O-15 CD in that it is a self contained area. Their 26.5 acres is bounded by Harris Boulevard on the north and ours by University City Boulevard on the west. Theirs abutts R-9 MF on the east and R-12 single family on the south while ours abutts O-15 CD on the north and R-12 single family on the east. These two major tracts make up the entire quadrant at that intersection. They are both bounded by physical features which precludes any stripping out of land along Harris Boulevard or University City Boulevard (N. C. Highway 49).

David, due to the topography, the heavily travelled N. C. 49 and the fact that 12 different owners are involved here, it occurs to me that O-15 CD is the appropriate zoning for this property. My individual 8.95 acres should be a high rise something; truly a land mark builging as you have often expressed as being desirable in this area at these major interchanges with the remaining 16± acres developed into an attractive campus style office park setting with individual small office buildings which are owner occupied. This is a real possibility. Most of the other properties there are less than an acre each. We need small individual offices in this north east area and no land is available for such. Not everyone wants to rent space from Crosland Erwin in a 30,000 square foot multi tenant office building.

Based on this reasoning, we respectfully request that you exclude our Shady Hills Sub Division from this North East plan for down zoning.

With the new ordinance coming along I know our zoning will ultimately be changed. If you require our petition for an O-15 CD classification, I will endeavor to get one together. We could get you a foot print preliminary plan and request a very general O-15 CD zoning. There is precedent for this and it is workable.

David, I regret this letter is so long but it is hard to compress 20 years of planning and dreaming into a 3 minute presentation as required by the hearing. The facts as outlined here are very logical and doable in my opinion. Please let me have your thinking on the rezoning petition idea at your earliest convenience. Thanks.

Yours truly,

Danny Watts

C. Daniel Watts