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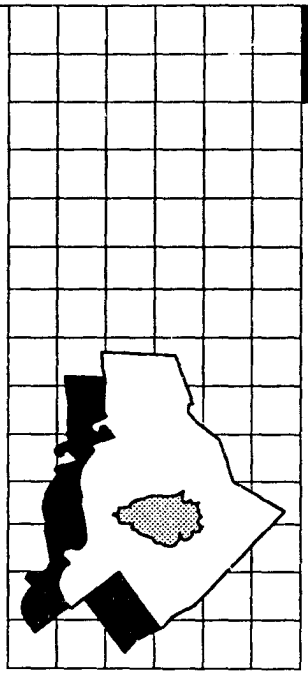
Central

District Plan



Adopted by City Council

January 1993

TABLE OF CONTENTS

PREFACE

The Central District Plan is a companion document to District Plans: General Policies and Recommendations. It applies the general policies more specifically to the Central District. For more information particularly on housing and economic development, refer to the general policy guide.

Acceptance of this plan is not intended to imply approval of any type of zoning amendment before such matters have been fully considered through a public hearing and review process, nor does it mean automatic inclusion of any capital improvement projects in the next budget cycle. These improvements will only be funded through the existing capital improvement program and are recommended for inclusion on a priority basis, weighed against all capital needs identified through the budgetary process.

ACKNOWLEDGEMENT

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

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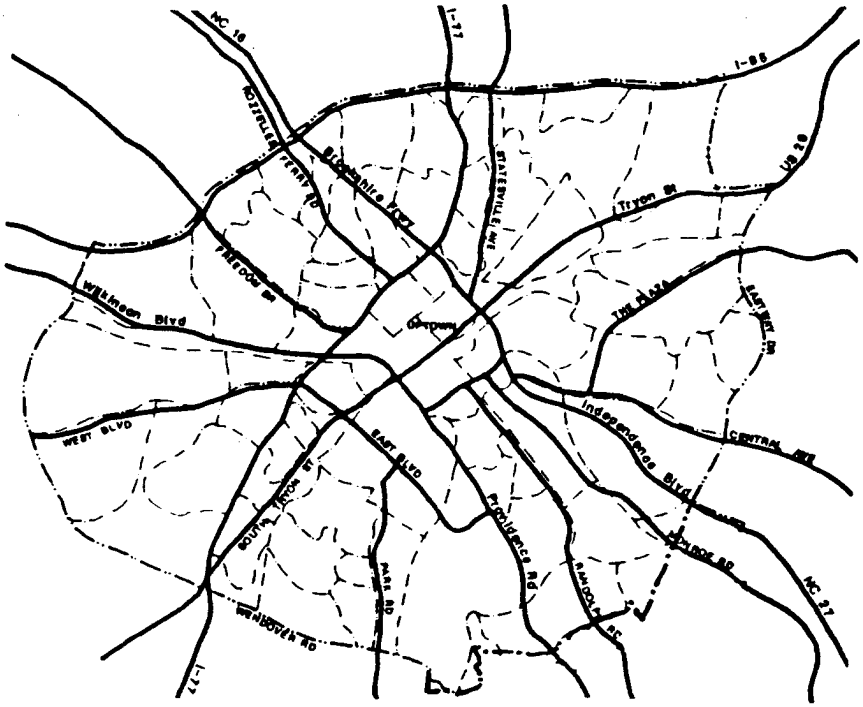
WHY PLAN?

Much of Charlotte-Mecklenburg's growth in the past decade has been oriented toward new development in the outlying areas of the county. Although this outward growth is promoted and expected to continue, the community's attention is refocusing on the older central district of the city. The Central District is the area generally bound by Route 4 to the east, south, and west and I-85 to the north, excluding the uptown area. *



Of all the planning districts in the county, the Central District is the most unique and diverse. With the amount of growth occurring farther out in the county and in the region, the district, in effect, has become a city-within-a-city. Approximately 123,200 people, or 31% of the city's population, reside in diverse and contrasting social, economic, and physical situations within the district. Additionally, over 133,000 job opportunities exist there. ** If the Central District was, in fact, a city in and of itself, it would be the fifth largest city in North Carolina.

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* The 2005 Generalized Land Plan originally included Uptown in the boundaries of the Central District; however, because Uptown is distinct from the rest of the community, it has since been recognized as a separate entity for planning purposes. In January 1990, City Council adopted the Center City Charlotte Urban Design Plan, a plan for Uptown's future. Additionally, all of the Central District is included within the City-Within-A-City boundaries.

** The population and employment figures are based upon the Charlotte Planning Commission's 1990 preliminary projections.

At the onset of a new decade and the nearing of a new century, this inner city area is at a turning point. Because of the growth occurring in the region and the expectations for an increasingly urban community, the district has numerous opportunities for positive change. But as the community becomes more urban, our Central District is experiencing social, physical, and economic problems similar to those of other inner city areas throughout the country. Unless greater attention is paid to the dynamics occurring within the district and the course we are on as a community, the Central District may never realize its potential, and ultimately may follow the path of other troubled inner city areas. This would have tremendous impact on the rest of the city, the county, and the region.

In the last several decades, planning efforts have been devoted to specific neighborhoods within the district, but no comprehensive, district-wide vision or direction has been established. This Central District Plan is a vehicle through which the community can assess the strengths and weaknesses of the district and identify the challenges and opportunities that are before us. It is essentially a road map that will guide our decisions as we move forward into a new era of urbanization.

PLAN FOCUS AND VISION

The Central District Plan departs from the type of plans prepared for the other districts in the county, which principally center on development opportunities on vacant land. Since the majority of the Central District is already developed, this district plan stems from an inventory of what is good about the district and should be preserved; what is wrong and needs to be corrected; what is threatening and needs to be prevented; what is inviting and needs to be encouraged; and what is missing and needs to be provided.

Based upon the above questions, the outstanding strengths and weaknesses of the Central District have been identified to help narrow the scope of this plan. They are as follows:

STRENGTHS

- charming neighborhoods with tree lined streets;
- diverse housing, shopping, and employment choices;
- proximity to Uptown which is increasingly transitioning into a dynamic urban center that provides a strong job base to support transit opportunities;
- considerable amount of redevelopable land on the fringe of Uptown;
- good accessibility via interstates, radial thoroughfares, and rail;
- increasing presence as a hub of medical facilities;

- opportunities for higher education through Central Piedmont Community College, one of the top community colleges in the country, Queens College, Johnson C. Smith University, and other local business colleges;

- cultural, entertainment, and recreational facilities such as the Mint Museum, Ovens Auditorium, Independence Arena, and Freedom Park;

- unique historic resources; and

- diversity in people, i.e. ethnicity, income, culture, etc.

WEAKNESSES

- the ever-increasing amount of unemployment, crime, high school dropouts, teen pregnancy, and other social ills;

- the physical conditions of some of the fragile or declining neighborhoods, which are some of the worst in the city;

- declining industrial areas that are no longer competitive with newer suburban locations;

- the relatively low density development pattern that does not strongly support a mass transit system;

- underdevelopment of commercial areas has limited shopping opportunities in some parts of the district;

- gateway corridors that consist of disorganized and often marginal land uses and poor streetscape images; and

- aging and inadequate infrastructure, schools, and parks.

Considering the strengths and weaknesses, the plan focuses on three broad planning themes that essentially shape the vision for the district:

- o maintaining and enhancing the physical integrity of the district;
- o promoting economic opportunity; and
- o fostering greater human self-sufficiency.

The district's physical integrity, i.e. the land use relationships, housing, infrastructure, parks and open space, and overall appearance, is the principal focus of this district plan; however, it would be remiss not to recognize how strongly social and economic conditions are manifested in the physical environment and how important the human aspect of planning is. Lessons of the past have taught us that attempts to "cure" the physical ailments of the community are short lived without equal attention to the human possibilities.

By far the Central District exceeds any other area in the county or region with its social needs and problems. For example:

- In 1990, the drop out rate for students in grades 7-12 who lived in the Central District was three times the drop out rate for the rest of the city and county. Twelve out of every 100 secondary students dropped out of school in the Central District.

- Of the 6,909 violent crimes reported within Charlotte's city limits from January to September 1990, 4,801 crimes, or 69.6%, were reported within the Central District.

These and other statistics pointing increasingly to high rates of unemployment, teen pregnancies, infant mortality, and other social/economic indicators threaten the livability of the Central District, and ultimately, the livability of the entire community. Maintaining a healthy, vital urban core is essential to the long term economic viability of Charlotte-Mecklenburg.

The Central District Plan does not attempt to go beyond the realm or expertise of land use planning to establish specific policies and strategies for social and economic change. * Progress in achieving the physical development goals or vision, however, will be dramatically affected by the progress made in addressing social and economic problems, in particular problems associated with the high percentages of an inadequately educated work force and crime.

The community's efforts to tackle the social and economic problems in the Central District must be stepped up to complement the physical plan and its implementation. City Council, County Commission, and the School Board should work together to develop a comprehensive, holistic approach to dealing with the problems most concentrated in the Central District. The problems will only compound as the city grows unless potent action is taken in the near future.

CHALLENGES AND OPPORTUNITIES

We are faced with a number of challenges and opportunities in the Central District. While the challenges, in fact, may be difficult, they are not insurmountable, and should not overshadow the many positive qualities that give the district its distinct character and vitality. Opportunities for sustaining and enhancing a dynamic central district of the city are abundant.

The critical actions we must take to maintain and enhance the district's physical integrity, to promote economic opportunity, and to foster greater human self-sufficiency are outlined below in the following goal and objective statements from which the more specific policies and recommendations of this plan emanate:

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* The City's City-Within-A-City effort is linking the physical, social, and economic dimensions.

- **WE MUST PRESERVE THE CHARACTER AND QUALITY OF NEIGHBORHOODS THAT ARE CURRENTLY STABLE. TO DO SO, IT IS ESSENTIAL THAT WE:**

  - Make every effort to preserve the existing housing stock, except in locations where higher density infill housing is appropriate (along corridors, as part of mixed use centers, adjacent to urban parks, etc.);

  - Encourage sensitively designed and pedestrian oriented redevelopment of older neighborhood commercial areas;

  - Prevent incompatible nonresidential development from encroaching into these areas;

  - Preserve the unique historical and architectural quality of these neighborhoods;

  - Ensure that the existing infrastructure (streets, water and sewer pipes, sidewalks, etc.) is maintained and upgraded where needed; and

  - Improve livability in deteriorated neighborhoods or neighborhoods in transition so that the problems experienced in these troubled areas do not seep into the stable areas;

- **WE MUST STABILIZE THE NEIGHBORHOODS THAT HAVE DETERIORATED OR ARE IN A TRANSITIONAL STATE. TO DO SO, IT IS ESSENTIAL THAT WE:**

  - Decrease the number of high school drop outs and provide more and better job training opportunities for residents of these neighborhoods;

  - Improve the employability of high school graduates in relationship to employment opportunities;

  - Reduce the amount of crime in the district so that people feel secure in their living environments;

  - Upgrade the existing housing stock and create new affordable housing opportunities in these areas;

  - Provide more opportunities for home ownership, thus getting people to take greater ownership of their neighborhoods;

  - Pursue more creative ventures and incentives for the development/redevelopment of marginal commercial and employment areas within or on the periphery of these neighborhoods;

  - Provide infrastructure where it is currently inadequate; and

  - Provide the necessary social and physical services (day care, health care, trash collection, street maintenance, etc.) that will support positive and sustaining changes.

- **WE MUST MAINTAIN A STRONG AND DIVERSE EMPLOYMENT AND RETAIL BASE IN THE CENTRAL DISTRICT. TO DO SO, IT IS ESSENTIAL THAT WE:**

  - Pursue transit options that make employment areas in the district more accessible to the entire community so that inner city employment locations can effectively compete with more suburban locations;

  - Actively market and provide incentives for the redevelopment of older industrial areas and the urban fringe between Uptown and the ring neighborhoods;

  - Improve the quality and size of the labor force that resides in the district as an attraction for new industries;

  - Encourage development/redevelopment of well designed, pedestrian-oriented neighborhood and community mixed use centers to provide residents and the business community with a variety of retail and small business opportunities; and

  - Provide the opportunity for the medical community to expand and remain in the Central District, while preserving the integrity of adjacent residential areas.

- **WE MUST PROMOTE AND PROVIDE OPPORTUNITIES FOR MORE URBAN SCALE INFILL DEVELOPMENT THAT WILL: COMPLEMENT THE URBAN DEVELOPMENT IN UPTOWN; SUPPORT TRANSIT OPTIONS THAT WILL REDUCE DEPENDENCY ON THE AUTOMOBILE; AND OFFER GREATER DIVERSITY OF CHOICES FOR HOUSING, SHOPPING, EMPLOYMENT, AND ENTERTAINMENT/RECREATION. TO DO SO, IT IS ESSENTIAL THAT WE:**

  - Provide the necessary zoning tools that will allow creative design and mixes of uses for compact, pedestrian oriented urban-scale development;

  - Provide economic incentives and marketing ventures that will encourage urban scale projects and small business ventures in appropriate infill locations; and

  - Address social problems in the district, particularly crime, to instill a sense of security and confidence in the district's future for attracting investment;

- **WE MUST MAINTAIN AND ENHANCE THE DISTRICT'S OVERALL APPEARANCE AND PUBLIC FACILITIES AND AMENITIES THAT ARE SO IMPORTANT TO THE DISTRICT'S DISTINCT URBAN CHARACTER. TO DO SO, IT WILL BE ESSENTIAL TO:**

  - Maintain the existing tree canopy throughout the district;

  - Improve the appearance and image of the major gateways that traverse the district;

- Provide additional sidewalks and encourage pedestrian-oriented development and design;

- Retain and upgrade the existing schools and school facilities in the district;

- Improve maintenance and upgrade existing parks;

- Seek out opportunities for new urban open spaces on vacant land and along creeks; and

- Maintain and upgrade cultural and entertainment facilities such as Ovens Auditorium and Independence Arena as special attractions in the district.

PREVIOUS PLANNING

A significant amount of planning has already been done in the Central District. During the past decade, 23 area plans have been adopted by elected officials for specific geographic areas within the district. The plans concentrate on conserving neighborhoods, defining land use patterns, resolving land use/zoning conflicts, and examining physical features such as roads, sidewalks, housing, parks, and streetscapes.

Each of the adopted plans has been reviewed as part of the district planning process to determine if changes or additions to the original plans are in order. If changes are approved in the district plan, the adopted area plan in effect will be amended with the change. These changes are identified in the district plan recommendations. If changes to an adopted plan are not recommended, the original plan stands as adopted and is essentially endorsed as part of the district plan.

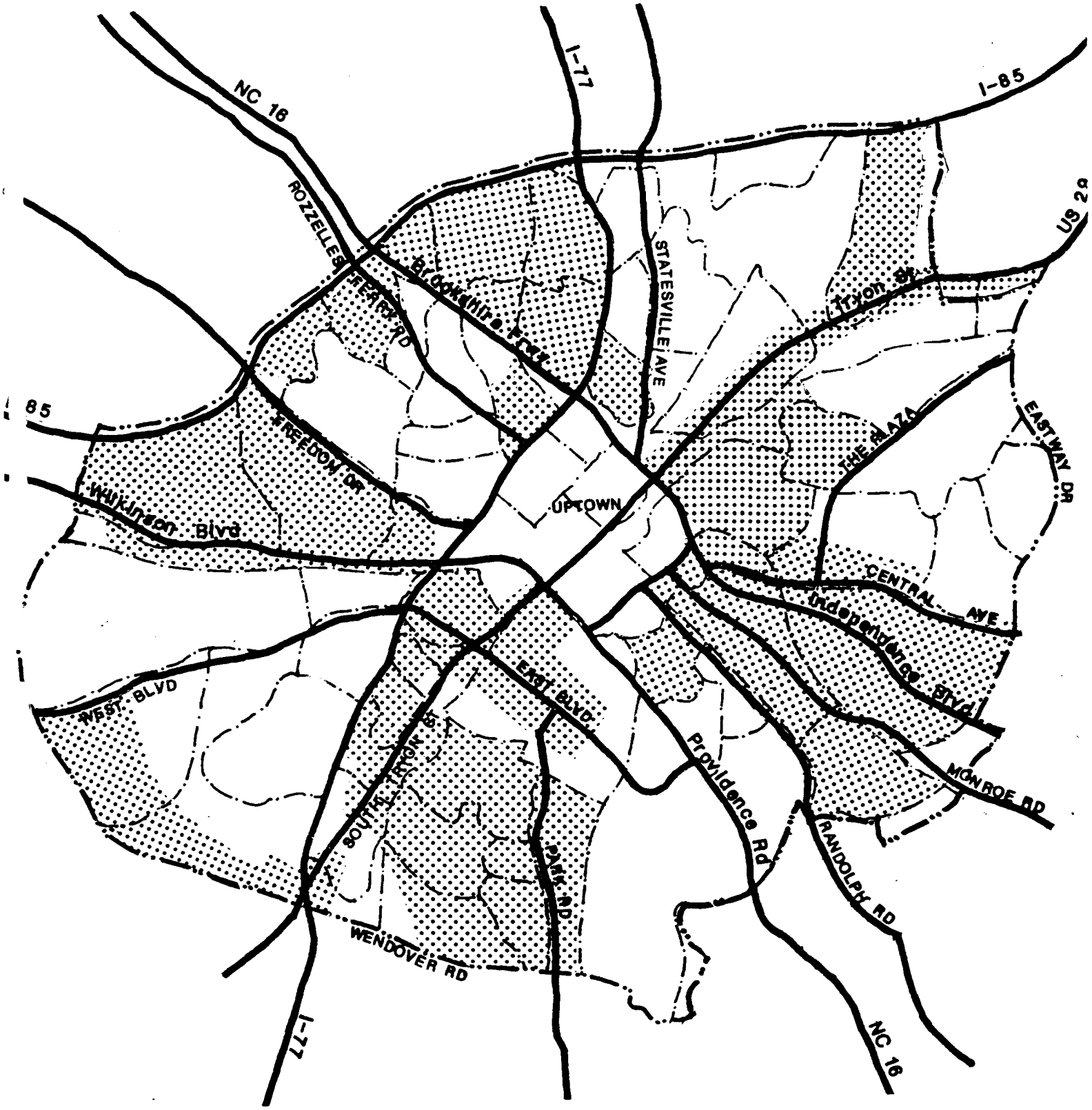
This plan also endorses some rezoning recommendations from adopted plans that for various reasons were not approved by Council. The rezonings are resubmitted if conditions have not drastically changed since the original plan was adopted and if the proposed rezonings are needed to implement land use recommendations proposed in the district plan.

Area plans adopted in the Central District are listed below with their adoption dates. Plans recommended for changes or additions as part of this district plan are identified with an asterisk(*).

1. Airport Master Plan (5/87)
2. Beatties Ford Road Small Area Plan (11/85)
3. Belmont Special Project Plan (9/87)
4. Biddle Village (Project Catalyst) (5/88)
5. Billy Graham Special Project Plan (5/85)
6. Chantilly-Commonwealth Small Area Plan (11/87)
7. Dilworth Small Area Plan (9/82)*
8. Elizabeth Small Area Plan (11/85)*
9. Greenville Special Project Plan (11/85)

10. Grier Heights (5/88) *
11. North Tryon Corridor Special Project Plan (7/87)
12. North Tryon I-85 Special Project Plan (6/85)
13. Optimist Park Special Project Plan (7/83)
14. Park-Marsh Road Small Area Plan (4/83)*
15. Park Road Streetscape Plan (5/84)*
16. Plaza/Central (5/81)
17. Plaza/Central Special Project Plan (11/87)
18. South Boulevard Urban Design Plan (2/87)
19. Southside Park Special Project Plan (5/88)
20. Thomasboro Hoskins Special Project Plan (10/88)*
21. West Morehead Special Project Plan (10/87)
22. Westerly Hills/Ashley Park Small Area Plan (4/84)*
23. Wilkinson Boulevard Special Project Plan (5/86)

ADOPTED AREA PLANS



REALIZING THE VISION:
ISSUES, POLICIES, AND STRATEGIES

To accomplish the Central District's broad vision, a number of key issues must be addressed, issues that relate directly or indirectly to the preservation, revitalization, and redevelopment of the district. These issues include:

- land use and zoning conflicts
- intensification of zoning within neighborhoods
- compatible infill housing
- deteriorating housing conditions
- mixed use center development/redevelopment
- commercial corridor revitalization
- industrial area redevelopment
- impacts of road widenings, new roads, and the street classification system
- light rail potential
- aging infrastructure
- inadequate infrastructure
- aging and closed schools
- aging and inadequate parks and public open space
- importance of street trees
- potential loss of historic and/or architecturally significant structures
- community awareness/education

Descriptions of the issues and general policies and planning strategies responding to each issue follow.

1. LAND USE AND ZONING CONFLICTS

Zoning not suited to the circumstance poses one of the greatest threats to the physical integrity of the Central District. Much of the current zoning in the district was established in the 1960's. Fortunately, the majority of these earlier zoning decisions were sound, but some were not. Through the years, the existing zoning has allowed numerous properties throughout the district to develop to the detriment of neighborhoods and the image of the major corridors that traverse the central city.

For example, whole single family neighborhoods are zoned R-22MF (formerly R-6MF), which is the most intensive multi-family district. Consequently, homes have been razed and apartment buildings constructed in the middle of the single family areas. This new construction has resulted in a break in the character and visual scale of the single family neighborhoods; building setbacks for multi-family development differ from single family setbacks, parking lots are necessary, buffers are not adequate to blend the various housing types, and architectural style and scale are often incompatible with that of existing housing. The situation described above is more prevalent in lower income neighborhoods that are already fragile or in transition.

Another area in which the zoning has created problems is on the edges of neighborhoods. Nonresidential zoning has allowed offices and businesses to encroach into residential areas, thus weakening the neighborhoods' edges. Decay in neighborhoods generally begins on the edges and seeps into the interior. There are countless locations where this problem has occurred in the district and numerous opportunities for similar situations to occur in the future because of the existing zoning.

Zoning problems are also prevalent along many of the nonresidential corridors in the district. In numerous instances, the existing zoning will permit much more intensive land use than actually exists or is desirable for a corridor. For example, Freedom Mall on Freedom Drive, clearly a business use, is currently zoned I-2, which would allow heavy industrial uses. Encouraging attractive redevelopment along the major corridors has been a planning and urban design focus in recent years. Ensuring that appropriate land uses develop along these corridors is as important as planting trees or employing other design techniques for improving the corridor's image.

Policy: Zoning and land use conflicts should be resolved to ensure that more intense development than proposed on the district plan land use map does not occur.

Publicly initiated rezonings create some of the greatest controversy planners, Planning Commission, and elected officials must confront. It is not an easy task. However, zoning is one of the only legal tools available to communities to ensure that land development appropriately in the best interest of the community at large. Allowing zoning districts designated in the early 1960's before land use plans were adopted for Charlotte to remain without adjustments, threatens the long term stability and growth of the city.

Strategy: In the last decade, many of the zoning problems in the Central District have been corrected through the area plan process; however, numerous problems remain. The Central District Plan provides the opportunity to rectify some of the zoning decisions made decades ago. Although there may be a few areas that need closer evaluation, the Central District Plan identifies the majority of remaining properties that should be considered for a zone change. (In the document, the zoning district classifications from the new zoning ordinance are written first, with the old ordinance classification following in parentheses.) These proposed rezonings generally fall under one of four categories relating to important objectives of the plan. These include:

- rezonings that will help preserve and/or stabilize neighborhoods;
- rezonings that will help improve the image, economic viability, and land use compatibility along nonresidential corridors;

- o rezonings that will help maintain and provide for quality development within existing employment areas; and

- o rezonings that promote urban-scale redevelopment.

Recommendations for specific rezonings in the district that respond to the above objectives were based upon a number of criteria that were consistently applied to the entire district. The criteria are as follows:

Neighborhood Preservation and/or Stabilization

- o Properties zoned for multi-family development and located within the interior of single family neighborhoods should be rezoned to a single family classification to reflect the existing development pattern and to prevent redevelopment/ development that would disrupt the established scale and character of the neighborhood.

- o With the exception of duplex lots, properties developed with multi-family buildings should generally not be included within petitions for rezoning neighborhoods from a multi-family to a single family district.

- o Multi-family or nonresidentially zoned property located on the vulnerable edges of neighborhoods where single family housing currently exists should generally be rezoned to a single family zoning category to prevent encroachment of uses that would alter the neighborhood character and introduce the potential for further encroachment in the neighborhood.

- o Properties considered for rezoning along roads planned for widening should be evaluated to determine the viability of the future land use after the road is widened. If it is likely that the rezoning will limit the use of the property so as to result in a marginal use after the widening, the rezoning should not be pursued.

- o Office or business zoned properties on the edges of neighborhoods that consist of single family structures that clearly have been converted to nonresidential uses, should generally not be included within a rezoning petition to a single family district.

- o Portions of neighborhoods that currently have a sizable mix of single family houses, duplexes, triplexes, and/or quadraplexes and are zoned for high density multi-family development should be considered for the R-8 zoning district provided in the new zoning ordinance to reflect the existing use and to prevent intensification.

- o Properties developed with multi-family housing but zoned for office use should generally be rezoned to a multi-family

zoning category to reflect the actual use of the land and to prevent nonresidential uses in a residential environment.

Improving the image and economic viability of nonresidential corridors

- Commercially developed properties along corridors that are zoned for industrial uses should be rezoned to a business category to reflect the actual use and to limit redevelopment to commercial uses.

- Industrial uses that would become nonconforming as a result of a rezoning should be evaluated on a case by case basis. In general, areas where a number of adjacent industrial uses exist should be excluded from a rezoning to business use; however, where only a few nonconforming uses would be created, a rezoning should be strongly considered for preserving the integrity of the long term land use vision for the corridor.

- Business zoning along corridors that abut neighborhoods should generally be oriented toward neighborhood uses. Consequently, neighborhood commercial corridors currently zoned B-2 should be rezoned to B-1 if the current uses are predominantly neighborhood uses and/or if the redevelopment potential for the corridor is great.

- Nonconforming uses that would be created by a rezoning from B-2 to B-1 should be considered on a case-by-case basis. Where a zone change would create long stretches of nonconforming uses along a corridor, the zone change should generally not be pursued.

Maintaining and providing for quality development within employment areas

- Existing employment areas where the zoning allows more intense development than the majority of existing uses, should be rezoned to reflect the existing land use and to prevent more intense development that would alter the character of the areas. This is particularly the case for employment areas adjacent to neighborhoods. Nonconforming uses should be evaluated on a case-by-case basis.

Promoting urban-scale development

- Areas identified in the district plan for redevelopment should be considered for a zone change to encourage redevelopment in accordance with the proposed land use plan for the area. This should be done on a case-by-case basis considering the number of nonconforming uses that would be created, the development constraints that would be imposed with a new zoning district, and the market forces in place in an area.

2. INTENSIFICATION OF ZONING WITHIN NEIGHBORHOODS

Numerous rezonings have been approved within established single family neighborhoods. Many of these rezonings have resulted in single family homes being razed and new higher density housing being built. Although infill housing can be designed compatibly within a neighborhood, the character of a neighborhood street often changes when existing homes are destroyed or vacant tracts of land between single family homes are developed as a result of a rezoning to higher densities. As development interest mounts in the Central District, the pressure for more redevelopment within neighborhoods will as well. Consequently, the existing housing stock and neighborhood character are threatened.

> Policy: Intensification of zoning within established residential areas should generally not occur.
>
> Planning Strategy: Locations appropriate for infill development on the edges of neighborhoods are identified on the maps in accordance with the strategy described in number 3 below.

3. COMPATIBLE INFILL HOUSING

The need and desire for higher infill housing on vacant or underutilized properties in the Central District is increasing as close-in land becomes more valuable. Some areas within the interior of neighborhoods are totally inappropriate for high density infill housing; in these situations, housing of compatible scale and design should be built, including low incoming housing.

In other areas such as the fringe areas between Uptown and the neighborhoods and along some of the corridors, higher density housing is most appropriate and desirable. Unless higher density infill sites and types of development are identified early on, unplanned and perhaps incompatible development may occur, or opportunities for quality infill may be lost.

> Policy: Promote design compatibility and architectural variety with low income infill housing in the interior of neighborhoods to preserve the existing neighborhood character.
>
> Strategy: The City should work with various low income housing providers and local architects to pursue the above policy.
>
> Policy: Provide and promote opportunities for higher density infill housing in appropriate locations throughout the district.
>
> Planning Strategy: Infill opportunities are identified on the district plan land use map. In some areas where large scale infill is recommended, more specific planning should be accomplished through subsequent area plans; the need for additional planning is identified in this plan. In addition, as proposed in the General Policies document, staff should complete a design manual for higher density development that addresses

compatibility of infill housing. The design manual will be used as a guide for designing and reviewing infill projects.

4. DETERIORATING HOUSING CONDITIONS

Some of the worst housing conditions in the region exist in the more fragile neighborhoods of the Central District. In the past several decades, millions of dollars have been allocated through various housing programs for repairing substandard homes and building new homes for low-moderate income residents. Unfortunately, the need continues and will increase in the future.

Providing decent, affordable housing is a basic necessity for improving the lives of many of the district's residents and for improving the overall environment of the fragile and declining neighborhoods. This should be a top priority for planning.

An entire section of District Plan General Policies is devoted to low and moderate income housing. Numerous policies and strategies that should be applied to the Central District are included in that document. Neighborhoods in need of housing improvements have been identified in previously adopted area plans and/or in the subarea analysis of this district plan in the following chapter of this plan.

In addition to the policies and strategies of the general policies, the following should be pursued.

> Policy: Code enforcement and repair and new construction loan programs should be targeted in neighborhoods or portions of neighborhoods to coincide with other neighborhood improvement programs, eg. Neighborhood Reinvestment projects, employment and training efforts, crime prevention initiatives. Concentrating and combining resources will have a much more significant impact on turning whole neighborhoods around than would dispersed, piece-meal approaches.
>
> Planning Strategy: Planning and Community Development staffs should establish priority locations for stepped up housing code enforcement and other housing programs considering other public resources allocated for fragile neighborhoods.

5. MIXED USE CENTERS DEVELOPMENT/REDEVELOPMENT

Concentrations or "centers" of commercial activity exist throughout the Central District. Offices and multi-family housing are generally in the vicinity. Although generally not cohesive, planned centers per se, these concentrations essentially function as centers. In certain locations, the market is strong and the centers are active. In other places, businesses are marginal and the overall image is poor.

As portions of the Central District redevelop, the opportunity to redesign some of the existing fragmented centers of activity will surface. The opportunity also exists to create new urban scaled centers that integrate retail, office, and high density multi-family

housing; the urban fringe area is an ideal location for these new urban centers.

Policy: Support redevelopment and development of pedestrian scale mixed use centers through economic and zoning incentives.

Planning Strategies:

- Implement the Neighborhood Service District provided in the new zoning ordinance to provide design flexibility for mixed use centers. An amendment to the ordinance should be made to allow application of the district through public or third party initiation of rezoning; as the ordinance stands, only property owners can initiate a rezoning to the district, which will severely limit its use.

- The community's economic development agencies and proponents should become more actively involved in promoting redevelopment of mixed use centers, particularly those centers in declining areas of the district.

- The City, in conjunction with the various agencies and business organizations dealing with economic development issues in the community should coordinate an economic development plan for the city. This plan should focus, in part, on policies and implementation tools for revitalizing commercial centers and corridors in the Central District. Economic incentives such as loan subsidies or tax increment financing to encourage developers to invest in urban mixed use center development should be evaluated. Special state enabling legislation will be needed to use some of these incentives. (The scope of this plan is defined more specifically in the District Plan General Development Policies.)

6. COMMERCIAL CORRIDOR REDEVELOPMENT

Commercial establishments and service oriented offices are generally located adjacent to or in the immediate vicinity of the major corridors in the Central District. A disorganized strip development pattern predominates on many of the corridors. Some commercial corridors are economically strong while others are not. Vacancies and marginal businesses exist in a number of areas. This is cause, in part, by the amount of commercial development taking place in outlying areas. Rezoning requests for centers in suburban locations continue to be approved. These new centers compete with older established centers in the inner city. While suburban centers are flourishing, commercial areas in the Central District continue to decline.

Because of the strip development pattern, the corridors, many of which function as gateways into Uptown, have poor visual images. This compounds marketing problems as well as affects adjacent neighborhoods and the overall attractiveness of the community. As older businesses age and redevelopment occurs, the opportunity exists to create more attractive pedestrian oriented commercial corridors that relate better

to adjacent neighborhoods and present better gateway images overall. Also as redevelopment occurs, pressure to expand commercial development into areas currently developed residentially will likely surface. Before inappropriate or unplanned redevelopment or further decline occurs, careful evaluation and planning for commercial corridors in the district should be undertaken.

Streetscape and land use plans have been prepared for several corridors in the district and funds have been allocated through the City's Corridor Improvement Fund for five specific gateways: Wilkinson Boulevard (improvements underway), South Boulevard from Morehead Street to Ideal Way, North Tryon Street, Central Avenue in the Plaza/Central area, and West Trade/Beatties Ford Road. Problems on other corridors, however, have not yet been addressed.

Policy: Continue to focus limited public resources on critical areas along major corridors, and through the development process, improve the appearance and economic viability of corridors.

Planning Strategies:

- Planning and engineering staffs should complete specific design plans for the five corridors and set priorities for implementation .

- Planning staff should complete a "generic" design manual for streetscape improvements along corridors that includes guidelines for setbacks, driveway curb cuts, planting strips, tree planting, parking lot design and landscaping, sidewalks, and signs. The design manual should apply to corridors on which design improvements should be made through the development process. Corridors in need of improvements are identified in the subarea recommendations.

- The City should continue to work with utility companies to gain cooperation for placing utilities along major corridors in the Central district underground or relocating them so that streetscapes can be improved.

- Planning staff should evaluate and design a corridor overlay district that would place additional design requirements and flexibility relating to building setbacks, curb cuts, planting strips, signs, and utilities, on nonresidential and mixed use corridors. This would be the principal tool for implementing streetscape plans and the generic design manual.

- The Economic Development Department should focus on and coordinate economic revitalization of business areas along corridors. In particular, the City should work with business owners and residents to develop non-design related revitalization strategies.

- Before approving requests for new centers in suburban locations, City Council and Planning Commission should

seriously consider the potential impact(s) of new centers on commercial areas in the Central District.

7. INDUSTRIAL AREA REDEVELOPMENT

Declining or "no growth" industrial areas exist in the Central District. As aging industrial areas decline and buildings become obsolete, valuable jobs in the district may be lost, the economic diversity of the city and district may be threatened, and visual decay may become more pronounced than it is already. There have been redevelopment efforts in some locations such as the West Morehead area, but unless efforts continue elsewhere, the older industrial areas will be in jeopardy as newer industrial areas develop farther out in Mecklenburg County and in adjacent counties.

Policy: The City should more actively promote revitalization and marketing of the older industrial areas of the Central District.

Planning Strategies:

- The streetscape images of major gateways within industrial areas should be improved. These gateways are identified later in this plan.

- The economic development plan proposed on page 16 should address revitalization and promotion of older industrial areas in the Central District. Job training opportunities should also be addressed in the plan.

- The City should provide needed technical and financial assistance to existing businesses and new businesses interested in locating in the Central District.

8. IMPACTS OF ROAD WIDENINGS, NEW ROADS, AND THE STREET CLASSIFICATION SYSTEM

Because of increasing traffic volumes on some of the major corridors in the Central District, road widenings will likely occur. New roads are also planned. Funding for some of the improvements has already been allocated. When roads are widened or new roads built, the potential impact upon adjacent neighborhoods and nonresidential areas will, in most cases, be significant. Typically, building setbacks in the Central District are short. Expanding the right-of-way of a street may result in the loss of structures, mature canopy trees, open space, and other features that establish a street's identity. In some instances the viability of uses continuing after a road widening project has been completed will be questioned. These problems are particularly evident when intersection improvements are completed because of the need for additional right and left turn lanes and where four-lane roads are widened to six-lanes.

Conflicts with existing setbacks and streetscape character are not only evident when a road widening is actually planned. They also occur

along roads that are merely designated as major thoroughfares. When a road is designated as a major thoroughfare, a minimum proposed right-of-way (R-O-W) width is required: 100 feet for major thoroughfares and 150 feet for commercial thoroughfares. This applies to existing and proposed roads throughout the county.

In the Central District, the proposed minimum right-of-way width of major thoroughfares typically far exceeds the existing right-of-way. The problem is that building setbacks are measured from the proposed right-of-way rather than from the existing right-of-way. Consequently, development or redevelopment of properties fronting a major thoroughfare are subject to setback requirements not likely consistent with existing adjacent development. This is known as transitional setbacks. For example, in the Plaza-Central area along Central Avenue the existing buildings are located close to the road edge. If a developers were to build on a infill sites, they would be required to locate buildings much farther back on the site than buildings surrounding them, therefore, the urban scale would begin to erode, and the corridor would become more suburban in character. Over time, this could have a dramatic effect on the Central District and plans for urban scale redevelopment.

Policies:

- Social and economic costs should be taken into account with the implementation of any roadway widening project. Road widening projects should be paired with a strategy to ensure the viability and livability of the adjacent land use or to eliminate land use conflicts. This could be accomplished through appropriate zoning designation or by public purchase of the adjacent properties to be maintained as a parkway or assembled for redevelopment where economically feasible.

- Greater flexibility should be given to transitional setback requirements that results in a change in character along thoroughfares in the Central District. The future right-of-way (ROW) requirements of roadways should be determined by the adopted streetscape plan for that corridor. Where there is no adopted streetscape plan, decisions should be made on a case-by-case basis.

Planning Strategies:

- Planning staff should conduct a land use analysis for all road corridors proposed to be widened to six lanes. The purpose of the studies should be:

  - to assess the impact of the proposed widening on the adjacent land use;
  - to determine the viability of the current use remaining; and
  - to recommend a future streetscape and land use future for the corridor. Considerations should include property acquisition and streetscape improvements. For example, in some instances on a residential thoroughfare where a residential future is not feasible or desirable,

property along both sides of a widened street could be purchased to create an urban parkway. Or in some cases, property acquisition could be pursued so that properties can be assembled for compatible redevelopment.

Where appropriate, the corridor overlay district described on page 17 should be applied to some of these widened corridors.

- The City should advocate higher design standards for State road building projects. CDOT should reconsider the ROW standards for thoroughfares as they apply to the Central area. ROW requirements should be tailored to respond to an identified streetscape plan. In particular, the requirements of 150' ROW for commercial arterials should be reevaluated.

- Planning staff and CDOT should develop criteria for evaluating right-of-way reductions for thoroughfares case-by-case. Reduction of lane widths and taper and storage lengths for turn lanes should be included in the criteria. Also, the 2'6" curb and gutter standard should be eliminated or reduced.

- The City and/or State should provide landscaped medians and planting areas on the edges of intersections as a top priority when intersection improvements are made. This will help scale down an otherwise barren "sea of asphalt". Generally the State will not provide landscaping or only a minimum of landscaping. Consequently, the City realistically will have to bear the responsibility for significant landscaping improvements.

9. POTENTIAL LOSS OF PEDESTRIAN SCALE

Perhaps one of the most notable characteristics of many Central District neighborhoods is their strong pedestrian orientation. The following elements contribute to this:

- diversity and close proximity of land uses
- minimal building setbacks
- variety of architectural styles with a high percentage of early 20th century buildings
- feeling of enclosure created by the minimal distance between buildings on opposite sides of narrow thoroughfares
- mature tree canopies.

All of these elements help to establish that elusive "sense of place", a memorable place that has a strong image. Walking is the preference of many Central District residents because of this texture and diversity.

Unfortunately, the pedestrian-oriented character of the Central District is threatened, principally by changes occurring to accommodate automobiles. Widening roads and intersections to "standard" widths

that are suburban in scale is the greatest threat. Increased road widths often require demolition of existing buildings, or places the roads so close to the buildings that the structures' viability is seriously affected. These widenings also result in the loss of mature trees and general loss of a more intimate streetscape character.

Widening at intersections creates the most problems for pedestrians. Where once a pedestrian had a distance of forty or fifty feet to cross at an intersection, the new "improved" intersection creates a crossing distance of seventy to one-hundred twenty feet, depending on the number of turn lanes that are added. For many pedestrians, particularly the elderly and handicapped, intersections become a barrier, confining them to one side of the road. In effect, a widened thoroughfare through a Central District neighborhood has the potential to completely divide the neighborhood into separate parts.

Another issue is the width of driveway cuts. The minimum width of a driveway cut for nonresidential uses is 26 feet. This expanse of pavement disrupts the pedestrian scale of inner-city streets. It results in the loss of mature trees and in green space along road edges. As often is the case in the Central District, properties along thoroughfares have narrow frontages; when one or two driveways are provided for each parcel, the cumulative effect is "asphalt row", an uninviting environment for pedestrians.

Policies:

- **Proposals to widen any Central District thoroughfare should be weighed against the impact on the pedestrian, and the potential loss of pedestrian oriented development and amenities.**

  Two alternatives should be evaluated with any road widening proposal:

  1) no widening - The function and character of some neighborhoods is so great an asset to the city that absolutely no road or intersection widening should be done.

  2) minimal widening as discussed in number 8 (previous issue).

- **As properties develop/redevelop along thoroughfares in the Central District, minimum disruption of a street's pedestrian character and orientation should occur. The pedestrian streetscape should be enhanced.**

Strategies:

- **Pursue the strategies identified in number 8.**

- **The Charlotte Department of Transportation (CDOT) should evaluate traffic speeds near intersections where pedestrian traffic is considerable. Lower speeds may reduce the threat to pedestrians.**

- o CDOT should consider reducing the 26 foot minimum driveway cut width requirement for Central District thoroughfares, and ordinances and/or development policies should be made more flexible to allow consolidation of driveway cuts for adjacent properties.

10. LIGHT RAIL TRANSIT POTENTIAL

Of all the planning districts in the county, the Central District would be most affected with the construction of a light rail system. All potential rail corridors evaluated in the recent Transit Corridor Study pass through the Central District. Table 2 below identifies the corridors in that study.

TABLE 2
POTENTIAL LIGHTRAIL SYSTEM

ROUTE SEGMENT	LENGTH (MILES)	DESCRIPTION	OPERATING CHARACTERISTIC
Albemarle	10.1	Norfolk Southern Rwy. - 30th St. to Wilgrove	Secondary
Downtown I	1.1	Norfolk Southern Rwy. - 30th St. to Brookshire Frwy.	Mainline
Downtown II	1.8	Norfolk Southern Rwy. - Brookshire Frwy. to Park Ave.	Secondary
Pineville I	4.4	Norfolk Southern Rwy. - Park Avenue to Tyvola Road	Secondary
Pineville II	5.2	Norfolk Southern Rwy. - Tyvola Road to Pineville (N.C. 51)	Mainline
Airport	8.2	Norfolk Southern Rwy. - 2nd St. to Sam Wilson Road	Mainline
UNCC	8.0	Norfolk Southern Rwy. - 30th St. to UNCC and I-85	Mainline
Matthews	10.5	CSX Transportation - Norfolk Southern RR (Uptown) to Matthews (Trade Street)	Mainline
Northwest	7.6	CSX Transportation (formerly Piedmont and Northern Rwy) - Cedar St. to City Limits (Mt. Holly Rd.)	Secondary

In addition to the corridors identified in the study, alternatives to using existing rail rights-of-way are being considered so that light rail could penetrate heavily populated areas that are not in close proximity to existing rail lines. Two such alternatives oriented

toward South Mecklenburg include using rights-of-way along the following roads:

- o Providence Road Corridor
- o Scott/Kenilworth/Park Road Corridor

When a light rail system is built, the land use surrounding the corridors and particularly adjacent to transit stations may be greatly affected. As stated in the District Plan General Policies document, higher densities and greater intensity development will be needed to support a system. Also, transit stations or stops will be needed at approximately one mile intervals. Because of the number of corridors in the Central District, numerous stations/stops would be needed. Since the Central District is principally developed, the construction of new rail lines and stations would bring considerable changes, some negative and some positive. However, as seen in other communities, a light rail line can be constructed within an existing neighborhood without adverse changes to the neighborhood.

Policy: Light rail should be seriously pursued as a transportation option, and alternative routes should be evaluated.

Strategy: Planning staff should complete work on a project to determine land use relationships, needs, and impacts along the proposed rail corridors. When this study is completed, elected officials should then decide to pursue or not pursue a light rail system so that land use and transportation plans can be adjusted and implemented accordingly.

11. AGING INFRASTRUCTURE

The Central District's aging infrastructure - water and sewer lines, streets, bridges, curbs and gutters, sidewalks, etc. - will increasingly become a problem in the future. As evidenced already, replacement and repair is inevitable, and the cost is increasing. If the older infrastructure is not maintained and replaced where necessary, the quality of life of the district, in particular its health and safety, will be jeopardized. The City currently has repair and replacement programs in effect to deal with the numerous problems, but greater attention to infrastructure will be needed in the future.

Policy: Continue to provide resources for repairing and replacing aging infrastructure as a preventative measure before problems arise.

Planning Strategy:

- o Appropriate City staff should complete inventories of existing water and sewer lines, streets, bridges, curbs and gutters, storm drainage problems, and sidewalks to determine where improvements are needed. Priorities should then be established and cost estimates projected with priority given to older areas of the City.

12. INADEQUATE INFRASTRUCTURE

Sidewalks, curbs, gutters, and storm drains are simply lacking in some of the neighborhoods in the Central District. This is particularly true in some of the more fragile areas in which housing and other neighborhood improvements are needed. A number of area plans adopted for neighborhoods in the district have identified infrastructure needs, and through the Area Plan Capital Fund, several projects have been constructed. As the more detailed area plans are completed, however, the list of infrastructure needs lengthens.

In 1989, City Council approved the Neighborhood Reinvestment Fund as another source of funding for infrastructure improvements/additions in fragile neighborhoods or stable neighborhoods that need attention so they do not become fragile. To date, four neighborhoods in the Central District have been placed on a priority list to receive funds which total 8 million dollars. These include: Belmont, Capitol Drive, Druid Hills, and Seversville/Smallwood.

Money allocated through both the Neighborhood Reinvestment and Area Plan Capital Funds will slowly fill in infrastructure gaps, neighborhood by neighborhood. At some point in time, infrastructure in all parts of the Central District will be adequate if the commitment to resources continues.

Policy: Provide the necessary resources to ensure that all areas of the Central District have adequate infrastructure.

Planning Strategy:

- City staff should continue to identify infrastructure needs through area plans and through comprehensive inventories of existing infrastructure; priorities should then be set. The Central District Plan identifies where additional area plans are needed to address neighborhood improvements including infrastructure needs. Because of the level of detail of the district plan specific needs are not identified.

- City Council should allocate additional funds for the Neighborhood Reinvestment Program to address needs in other inner city neighborhoods.

13. AGING AND CLOSED SCHOOLS

A total of 45 schools exists in the Central District. A shift in population in the county due to suburbanization has resulted in the closing of several schools in the district in the past decades. Several of the closed schools have been reopened for school administrative offices; a few remain vacant. Also, because of the age of structures in the district, many of the functioning schools are in need of physical improvements and/or possible expansion.

As new schools are built farther out in the community, the closing of more schools in the Central District will become a greater issue. Schools, however, have been integral components of many of the Central

District's neighborhoods for years, and the loss of a functioning school would affect important neighborhood assets.

Policy: Continue to work with the Board of Education to support maintaining and keeping schools open within the Central District. *

Planning Strategy:

- Adopt a School Master Plan for Charlotte-Mecklenburg. The staffs of the Planning Commission, Board of Education, and other City and County departments should work closely together to identify the following in the plan related to Central District schools:
  - schools that have expansion potential;
  - potential reuse of vacant schools considering joint use by various City and County agencies and other uses that are an asset to neighborhoods such as elderly housing; and
  - landscaping additions to improve the grounds of schools.

14. AGING AND INADEQUATE PARKS AND PUBLIC OPEN SPACES

Fifty-two parks totalling 733 acres are located within the Central District. Freedom Park and Revolution/Clanton Park, both district parks, are the largest. Most of the other parks serve a neighborhood function and are within walking distance of the areas served.

Although there are a number of attractive and well used parks in the district, the overall system is lacking in the following ways:

- Because the Central District is principally developed, there is a lack of suitable vacant land for park development and expansion;
- The open space system is not connected, eg. through greenways, bike paths, etc;
- Because of high maintenance costs, a number of neighborhood play lots that once provided close-by neighborhood recreational opportunities have closed;
- Many parks do not have adequate or well maintained recreational and play equipment;
- The overall maintenance of parks is poor; and
- The perception/reality exists that some parks in the Central District are not safe from criminal activity.

* The Board of Education is responsible for establishing and implementing major policies such as the use of magnet and midpoint schools.

Problems associated with park maintenance and redevelopment are principally a result of not having adequate funding and personnel to address the needs of the district's older parks.

In October, 1989, City Council adopted the Park Master Plan. It recommends that an Urban Park District system be devised for the Central District, the intent of which is to establish a network of smaller parks that will collectively function as district parks. Also, an update of the County's Greenway Master Plan is in progress, and a spring, 1991 adoption is expected. The Greenway Master Plan will evaluate the Central District's four main greenways - Stewart Creek, Sugar Creek, Briar Creek, and Little Sugar Creek - and identify development opportunities and constraints along the creeks.

For the Central District to become a fully diverse and inviting environment, as the vision for the district implies, greater attention must be devoted to providing ample and well maintained parks throughout the district. To some in the community, having and maintaining parks and open space may appear as a low priority when measured against other needs; however, in the long run, the quality of life in the community will hinge on such public amenities as the county more fully develops. Parks, open space, and trees are among the very essential qualities that attract people and businesses to Charlotte.

Policy: Support an interconnected, diverse, and well maintained system of parks and greenways in the district. *

Strategies:

- In accordance with the Park Master Plan, and because land available for parks is limited, the City should create an urban park district system that incorporates a network of smaller parks that function collectively as larger district parks. The facilities needed for parks within such a system are identified in the appendix of this district plan.

- Provide additional funds for acquiring land for expanding parks and develop and provide additional funding for a maintenance and improvement program for parks located within Route 4. The program should identify landscaping, recreational equipment, and maintenance needs and should establish a schedule for implementation. Improvements to existing recreation centers should also be included. The appendix of this plan identifies basic park deficiencies within the district.

- Prepare and adopt a Central District Open Space Plan that considers the following:

    - linking open spaces such as parks, cemeteries, and greenways throughout the Central District and Uptown;

* The Park Master Plan identifies more specific policies.

- o sensitive treatment of the flood plain and creek banks (The District Plan General Policies document identifies policies and strategies for protecting the flood plain and creeks. Erosion control is also discussed.);

- o establishing an interconnected system of walks and/or trails for pedestrians, bicyclists, and joggers that takes advantage of rights-of-way, utility easements, and abandoned railroad rights-of-way;

- o creating attractive vest pocket or gateway parks or open spaces at entrances to neighborhoods, in redeveloped commercial centers, or in locations where "left over" space may be available in the public right-of-way; and

- o integrating art into parks and plazas.

15. IMPORTANCE OF STREET TREES

One of the Central District's most recognized assets is its tree lined streets. The trees are closely identified with the district's and city's image and character. Appearance of the community contributes significantly to Charlotte-Mecklenburg's economic growth. Devoting resources to preserving and enhancing the Central District's tree cover is a wise investment for the city.

Many of the large, beautiful trees are exhibiting signs of aging. Also, some trees have died and others have been ravaged by recent storms. Still others have been insensitively pruned by utility companies. Although trees in the Central District appear plentiful today, the loss of trees in the future may be devastating to the Central District's character. The City has a tree replacement and planting program in effect, but it is not a comprehensive approach. In addition, there are some areas of the district that are lacking trees.

Policy: Support an active tree replacement, planting, and maintenance program for street trees in the Central District.

Strategies:

- o Planning and the Park and Recreation Department staffs should complete a master tree planting plan for major thoroughfares in the city. The plan should identify:
  - where new street trees should be planted;
  - the types of trees that should be planted;
  - priorities for planting trees;
  - tree planting guidelines for medians of roads; and
  - standards for planting along reverse frontages of roads.

- o The City should allocate additional resources for an ongoing tree planting and maintenance program that extends beyond the major thoroughfares. The City Arborist should identify needs and priorities.

- o A planting and pruning policy should be agreed upon and followed by anyone pruning trees within the public rights-of-way. City officials should work with utility companies to devise more sensitive approaches to pruning trees in the right-of- way. As evidenced in other cities where large scale pruning occurs by utility companies, it is not always necessary to disfigure the natural shape of a tree for overhead wires and trees to coexist.

- o The City should promote greater private sector initiatives for tree planting and preservation projects. The private sector benefits from the economic value derived from an aesthetically pleasing environment.

16. PRESERVING HISTORIC AND ARCHITECTURALLY SIGNIFICANT STRUCTURES

Historic and/or architecturally significant structures and neighborhoods are irreplaceable and invaluable assets that contribute to the unique and luring character of the Central District. A number of structures have received historic designation, and only one neighborhood in the Central District - a portion of Dilworth - has been nationally and locally designated as an historic district. Myers Park, North Charlotte and Elizabeth have been recognized as national register districts. Other neighborhoods are being evaluated for potential designation. Unless protection of the district's valuable historic and neighborhood architectural qualities is actively pursued, the community may lose some of its irreplaceable character.

Policy: More aggressively pursue measures to protect historic resources in the Central District.

Planning Strategy:

- o As identified in the General Policies document, a comprehensive historic preservation plan should be completed for the city and county. Among other pursuits, the plan should:

  - o Identify neighborhoods that may be eligible and appropriate for historic district designation;

  - o Establish priorities and resource needs; and

  - o Examine the use of a conservation district for areas that should be preserved but do not qualify or may not be appropriate for historic designation. If the preservation plan promotes the use of conservation districts, it should define the goals for the district, identify neighborhoods that should be considered as conservation districts, and set the parameters for the district. The plan should also identify a process for the adoption of a conservation district at the state and local level.

17. COMMUNITY AWARENESS/EDUCATION

City staff attends or facilitates numerous meetings in neighborhoods throughout the city, in particular within the Central District. It is apparent from citizens' comments that residents are generally not aware of City programs or policies that could assist individual residents or an entire neighborhood. Some neighborhoods are well organized and are familiar with programs, but many of the more fragile neighborhoods are not. The simple lack of knowledge or understanding is an obstacle to neighborhood improvement.

Currently, individual departments meet with neighborhood groups when asked. For example, when a neighborhood is interested in starting a crime watch program, organizing a clean up day, learning about low interest housing loans or how to repair sidewalks and drainage problems, it will contact the related department for a representative to speak with the group. This system can work well with very organized neighborhoods who know about the programs, but it overlooks other areas where the needs may be greatest. Another issue is that whenever a group of residents convene with staff, a variety of issues and questions surface beyond the expertise of the staff person present.

Policy: Support a proactive, comprehensive public information program oriented towards neighborhoods and their basic needs.

Strategies:

- The City should train several staff members as information specialists knowledgeable of various city programs and policies who would be responsible for organizing and facilitating neighborhood information meetings within neighborhoods to provide information on a range of topics. These information specialists could then be government contacts for directing citizens to departments where more specialized assistance could be obtained. This should be pursued on a trial basis to determine the program's effectiveness.

- City and County Departments having programs that may benefit a neighborhood - Community Development, Community Improvement, Employment and Training, Police, Charlotte Department of Transportation (CDOT), County Social Services Department - should take the lead in approaching neighborhoods where need is apparent rather than waiting to be asked. In turn, this may be a catalyst for neighborhoods to become better organized for dealing with some of the problems facing them.

ANALYSIS OF THE DISTRICT AND SPECIFIC PLAN RECOMMENDATIONS

Thus far in this plan, broad planning concepts and their general application to the Central District have been discussed. This section of the plan focuses on specific application of the vision and policies. It includes an analysis of the entire district and identifies specific planning recommendations. Although the majority of these recommendations are oriented toward achieving the physical integrity goals and objectives of the district, they also directly or indirectly relate to the goals for greater economic opportunity and human self-sufficiency.

The analysis and recommendations are divided into three main subtopics:

I. Improving Livability in Fragile Neighborhoods
II. Preserving Stable Neighborhoods
III. Creating Opportunities for Infill Development and Redevelopment.

Under the first two topics above, all neighborhoods in the Central District are distinguished as either fragile or stable and grouped accordingly. Fragile neighborhoods are those areas that are struggling or are particularly vulnerable because of housing conditions, overall appearance, social and economic dynamics, land use relationships, infrastructure needs, external influences, and/or similar factors. The degree to which these areas are considered fragile varies; one neighborhood may have a multitude of problems, while another may be well on its way to stability or only beginning to exhibit signs of deterioration. The lack of home ownership and high percentages of absentee landlords are often characteristics of fragile neighborhoods.

Stable neighborhoods, on the other hand, are those areas in which overall housing and neighborhood conditions are good and where the likelihood of sustaining their stability is strong. As with fragile neighborhoods, a variety of areas in the Central District are considered stable, ranging from exclusive upper income to solid working class neighborhoods. In a number of instances, neighborhoods considered stable may have edges that are threatened because of external influences such as proximity to incompatible and marginal nonresidential development or to fragile residential areas. These threatened edges are also identified in the neighborhood analysis.

The purpose of distinguishing neighborhoods according to their overall condition is to draw attention to the varying needs of the areas and to identify appropriate actions to either stabilize fragile neighborhoods or to ensure that the currently stable areas remain stable. In general, fragile neighborhoods will require some type of intervention to prevent further decline and to help bring bout positive changes, or they may simply need close observation to ensure that recent rebuilding efforts are sustained. Preservation and/or enhancement of the existing quality of life or livability, including strengthening edges that may

be threatened, is the principal strategy for stable neighborhoods. Specific recommendations are identified for each neighborhood.

The third topic in this section of the plan discusses and identifies opportunities for infill development and redevelopment. Opportunities and strategies for commercial and mixed use centers, commercial corridors, higher density housing, and employment areas are grouped under this topic. Impacts of proposed new or widened roads are also identified as a form of redevelopment.

Because of the complexity and diversity of the Central District, the analysis and recommendations have been segmented into five geographic subareas as defined below and delineated on the map on the following page.

Sub-Area 1: area between Southern Railroad tracks and Randolph Road

Sub-Area 2: area between Randolph Road and South Boulevard

Sub-Area 3: area between South Boulevard and Freedom Drive

Sub-Area 4: area between Freedom Drive and I-77

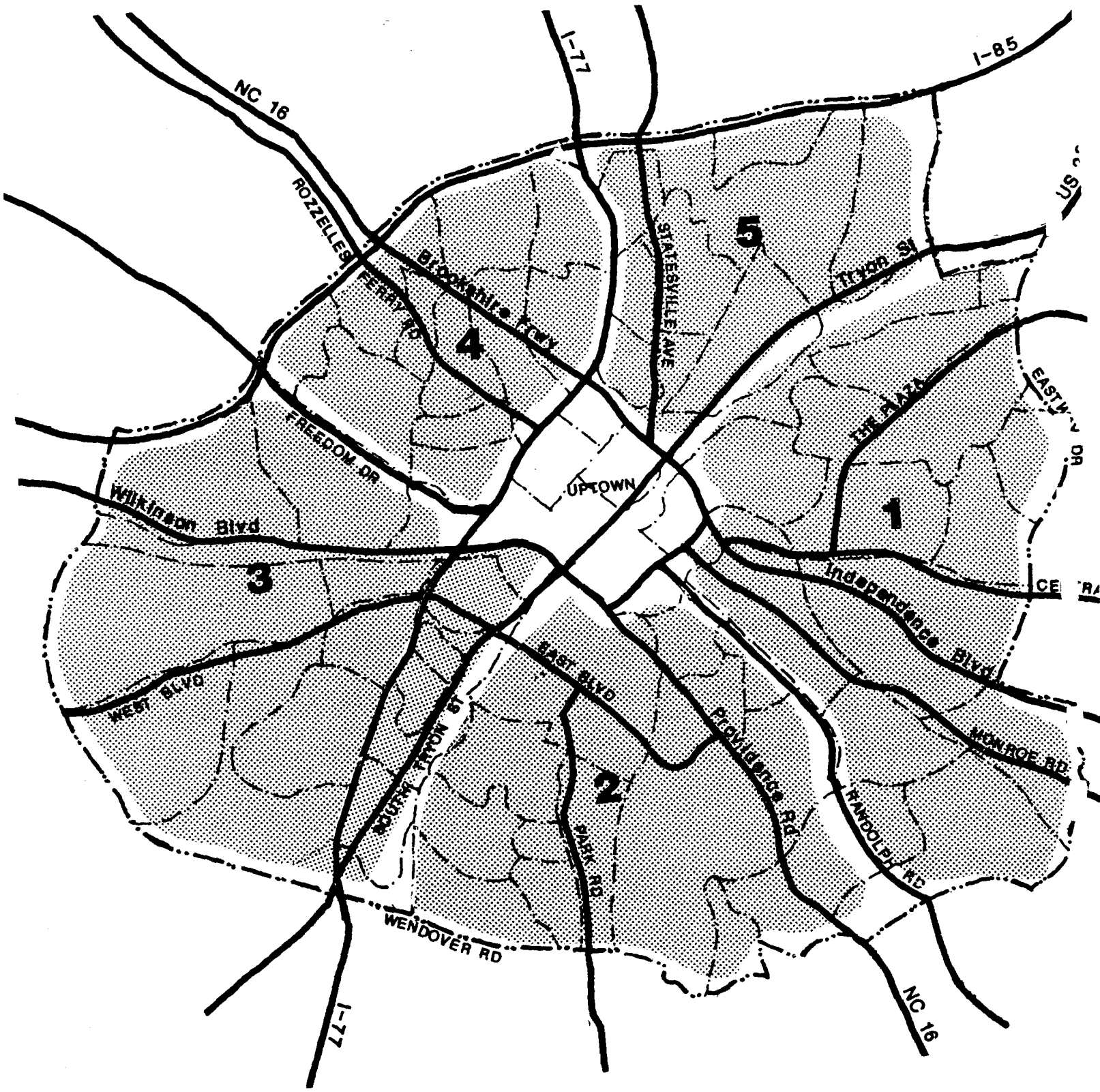
Sub-Area 5: area between I-77 and Seaboard Railroad Tracks

In a few instances, a common issue overlaps two subareas. For example, Randolph Road straddles subareas 1 and 2. To minimize redundancy and to comprehensively assess the corridor, Randolph Road is primarily included in the discussion of subarea 1.

Large scale land use maps, available at the Planning Commission office, depict the future land use recommendations of each subarea. Summary lists of infrastructure and proposed rezonings are included in the appendix of this document. *

* Following each proposed rezoning in the text of this plan is a rezoning number and map number that corresponds to the list and maps of rezonings in the appendix. Also, zoning classifications of the new and old zoning ordinance are provided throughout the text.

SUB AREAS


I-85
I-77
NC 16
ROZZELLES FERRY RD
Brookshire Fwy
STATESVILLE AVE
Trogon St
FREEDOM DR
UPTOWN
THE PLAZA
Wilkinson Blvd
Independence Blvd
WEST BLVD
EAST BLVD
SOUTH TRYON ST
Providence Rd
MONROE RD
RANDOLPH RD
PARK RD
WENDOVER RD
I-77
NC 16
5
4
1
3
2
north
Central District Plan Bound
neighborhood boundaries

SUBAREA 1

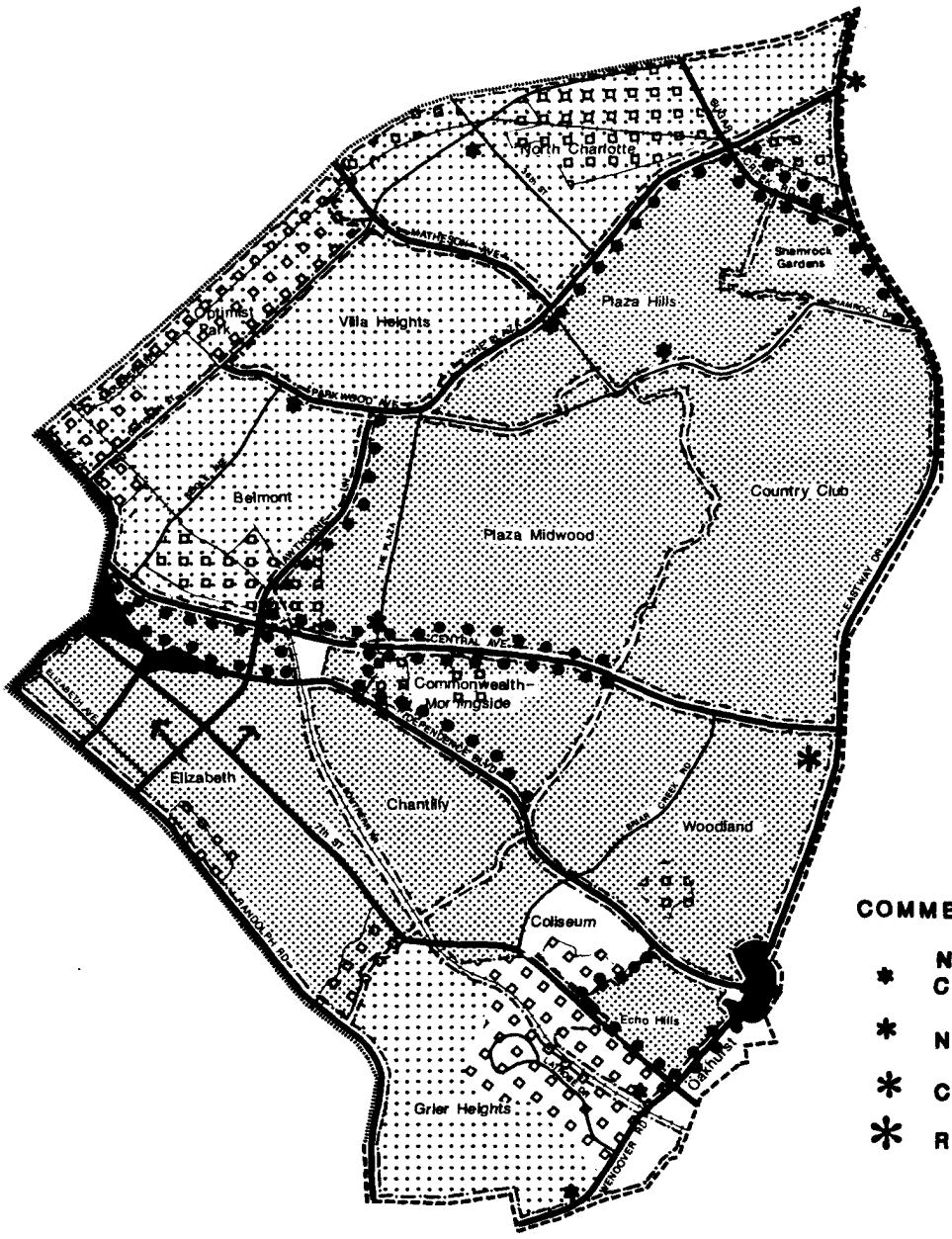
Subarea 1 is one of the most diverse sections of the Central District. The majority of land within the subarea's boundaries is devoted to fourteen predominantly single family neighborhoods. Some of the most unique and desirable inner city housing exists in these areas, as does some of the most marginal housing. Scattered and concentrated areas of multi-family housing exist throughout.

Several landmarks or institutions contributing to the area's identity also consume large portions of land within Subarea 1. Presbyterian and Mercy Hospitals in Elizabeth cover several blocks in the neighborhood as does Central Piedmont Community College (CPCC) on the edge of Elizabeth. The other major landmarks unique to the area are concentrated along the south side of Independence Boulevard, east of Briar Creek Road. These include the Old Coliseum, Ovens Auditorium, and the Merchandise Mart.

Integrated within or on the edges of the residential areas are a variety of commercial, office, institutional, and industrial uses. The majority of commercial and office activity occurs along the major east-west corridors that cross subarea 1. The corridors include Central Avenue, Independence Boulevard, Monroe Street/7th Street, and Randolph Road, which are some of the most heavily travelled thoroughfares in the county. There are other commercial areas, generally small scale and oriented to neighborhood conveniences, that are located throughout the neighborhoods.

Industrial uses are principally concentrated in three areas: the Hawthorne Street/Central Avenue vicinity; the corridor surrounding the Norfolk Southern Rail tracks along the western boundary of the subarea; and the Monroe Road/Latrobe Street area.

Veterans Park, Independence Park, Cordelia Park, Midwood Park Fireman's Park and the Rose Garden Park are the significant public parks in subarea 1. Creeks that flow through the area are Briar Creek and Little Sugar Creek.


North Charlotte
Shamrock Gardens
Villa Heights
Plaza Hills
Belmont
Country Club
Plaza Midwood
Commonwealth-Morningside
Elizabeth
Chantilly
Woodland
Coliseum
Echo Hills
Grier Heights
COMMERCIAL CENTERS :
NEIGHBORHOOD CONVENIENCE
NEIGHBORHOOD
COMMUNITY
REGIONAL
THREATENED EDGE
STABLE NEIGHBORHOO
FRAGILE NEIGHBORHOO
EMPLOYMENT
north
Central District Plan boundary
Sub-Area boundary
neighborhhod boundary

SUB AREA 1

ISSUES, OPPORTUNITIES, AND RECOMMENDATIONS FOR ACTION

I. IMPROVING LIVABILITY IN FRAGILE NEIGHBORHOODS

Belmont, Optimist Park, Villa Heights, and North Charlotte, all former mill communities, and Grier Heights are fragile neighborhoods that have had or continue to have problems associated with poor housing conditions, industrial encroachment, inadequate infrastructure, land use and zoning conflicts, and social problems such as high crime and unemployment rates. Each of these neighborhoods received housing and neighborhood assistance in the 1970s. Unfortunately, there is much more work to be done. In recent years, some progress has been made to reverse decline, but continued efforts are needed. Several of these neighborhoods may have the potential for historic designation. They will be evaluated during the Preservation Plan process.

Belmont

Until recently, the worst housing and neighborhood conditions in the city existed in Belmont. Industrial uses north of Central Avenue around Hawthorne Street slowly encroached into the neighborhood aggravating an already delicate housing situation. However, in 1987 an area plan was adopted for Belmont, the overriding goals of which were to stabilize the neighborhood and to create desirable living conditions for its residents. Rezonings to correct bad zoning situations, housing strategies, and capital improvements were recommended in the plan. The rezonings have been implemented and a task force has been appointed to follow through on the plan's other recommendations.

Since the plan was adopted, several positive steps have been taken to improve living conditions in Belmont. The City has allocated additional resources to deal with crime, housing code enforcement, community improvement, and employment and training issues. City funds have also been rendered for housing rehabilitation, while Habitat for Humanity has moved into the neighborhood building numerous new homes.

In addition to the above, City Council recently approved Belmont as a neighborhood eligible for the Neighborhood Reinvestment Program Funds. This program will help fund neighborhood infrastructure and other amenities such as the construction and repair of sidewalks, curbs, gutters, storm drains, and the installation of street trees and street lights. This program will help implement the recommendations of the Belmont Plan and complement the efforts of Habitat for Humanity, the City, and the Belmont Task Force.

Recommendation:

- **Follow through with the Belmont Task Force's agenda for bringing about positive changes for Belmont. It will be most important to limit the nonresidential uses in the neighborhood in accordance with the Belmont Special Project Plan.**

- **Evaluate Belmont as a potential historic or conservation district.**

Optimist Park

Optimist Park to the west of Belmont also has had housing and image problems in the past. It too has industrial uses at its residential edge. This neighborhood, however, has been on an upward climb in recent years to a point of near stability. An area plan was adopted for the neighborhood in 1985, and much of the plan has been implemented. Corrective rezonings have been approved by Council, and Area Plan Capital funding has been devoted to capital improvements such as sidewalks, curbs, and gutters. Also, an intense effort by Habitat for Humanity has resulted in numerous new homes being built in the neighborhood. Habitat has been so successful in the neighborhood that the organization has exhausted the number of buildable vacant lots.

Recommendation:

- **Closely monitor conditions in Optimist Park to ensure the progress that has resulted since the special project plan was adopted is sustained, including the efforts of Habitat for Humanities. Continuing strict code enforcement, preventing further industrial encroachment, and maintaining support for the neighborhood organization that has played such an important role in the neighborhood's progress are the key factors that need to be monitored.**

V[illegible] Heights

[illegible]ion of Villa Heights, north of Belmont and Parkwood Avenue, has [illegible] the same conditions as Belmont. Most of the housing and [illegible]ructure inadequacies exist immediately north of Parkwood [illegible] North of Catawba Street, however, the neighborhood changes [illegible] in character; the residential area and housing conditions are [illegible] stable and attractive than in the lower end of the [illegible]od. Cordelia Park and industrial uses along Davidson Street [illegible]western edge of Villa Heights, and a somewhat marginal [illegible]trip along The Plaza borders the neighborhood to the east.

The im[illegible]
and poo[illegible]The Plaza corridor, the potential for strip development, main is[illegible]relationships with the industries to the west are the south of Villa Heights in addition to neighborhood problems [illegible]a Street.

Reco[illegible]on:

- Adopt [illegible]housi[illegible]l project plan for Villa Heights that focuses on reside[illegible]g, and infrastructure needs particularly in the propose[illegible]a between Parkwood Avenue and Catawba Street. [illegible]gs are identified in the Villa Heights Plan.

North Charlo[illegible]

Matheson Aven[illegible]
mill communit[illegible]es Villa Heights from North Charlotte, the final other mill nei[illegible]a 1. North Charlotte is more diverse than the extend from Ma[illegible] Its residential areas, which essentially vary from locat[illegible]ue and west of Plaza Road to Eastway Drive, others have det[illegible]tion. Some areas are quite stable while [illegible]ndustrial expansion has caused some of the

deterioration. One of the largest concentrations of industrial uses in the Central District exists on the edge of North Charlotte principally north of 36th Street along Davidson Street.

A once thriving commercial district exists around the Davidson Street/36th Street intersection. A few businesses remain open, but most of the structures are vacant. This area presents an opportunity for revitalization. There are also some strip neighborhood commercial uses along Sugar Creek Road, The Plaza, and Eastway Drive.

Because of the history of the mills, the vacant mill structures and some of the surrounding homes in North Charlotte are being considered for some type of historic designation. The possibilities range from historic designation of individual structures to establishing a local historic district for a portion of the neighborhood. Parts of North Charlotte have already been designated as a National Register Historic District.

Recommendation:

- **Complete and adopt an urban design and land use plan for the 36th Street/Davidson Street area of North Charlotte. The plan should create a vision for a revitalized commercial district and mill area around Davidson Street and 36th Street; it should also identify historic preservation opportunities within the area.**

- **Maintain the existing land use pattern in North Charlotte, and pursue the following rezonings to ensure compatible development occurs in the future:**

  - **Rezone the area bound by The Plaza, the Southern Rail tracks, Eastway Drive, and Sugar Creek from R-22MF/(R-6MF) to R-5/(R-6) to preserve the single family character and housing stock in the neighborhood. (No. 1/Map 1 in appendix)**

  - **Rezone the single family properties east of Davidson Street, south of East 37th Street, west of Hudson Street and north of Charles Avenue from R-22MF/(R-6MF) and O-2/(O-6) to R-5/(R-6). This area is developed primarily with single family homes and a rezoning is needed to reflect the existing development. There are a few multi-family properties within this area that should be excluded from the rezoning. (No. 2/Map 2)**

- **Evaluate a portion of North Charlotte as a local historic or conservation district.**

- **Monitor housing conditions in the neighborhood to ensure that neighborhood conditions do not deteriorate.**

Grier Heights

Grier Heights, located between Randolph Road, Wendover Road, Briar Creek, and the CSX Rail tracks is a small neighborhood plagued in the past by poor housing conditions, zoning/land use conflicts, and the

pressure and impact of nonresidential development at its edges: industrial development to the north off Latrobe Drive, commercial and office development along Wendover Road, and office development along Randolph Road.

In the 1970's, Grier Heights was a recipient of Community Development funds for housing and neighborhood improvements. Although conditions improved considerably, problems have persisted. A special project plan was adopted in 1988 again addressing neighborhood conditions, in particular housing deficiencies and zoning and land use conflicts. Several corrective rezonings subsequently were approved, efforts are underway to attract new housing, and rehabilitation assistance continues to be devoted to the area.

Recommendation:

- Continue to implement the Grier Heights Special Project Plan, focusing on strict code enforcement and encouragement of new housing on vacant lots. Maintaining the existing zoning along Randolph and Wendover Roads, despite inevitable pressures for change, will be essential for preserving the neighborhood's edges.

II. PRESERVING STABLE NEIGHBORHOODS

Overall, the majority of neighborhoods in subarea 1 are considered stable. These include: Elizabeth, Chantilly, Commonwealth, Morningside, Plaza Midwood, Country Club, Shamrock Gardens, Plaza Hills, Woodlands, and Echo Hills. A brief assessment of the stable neighborhoods and issues, opportunities, and recommendations related to their preservation follow.

Elizabeth

Elizabeth is the largest and most diverse neighborhood in subarea 1. In addition to charming tree-lined residential areas, several landmarks or institutions - Presbyterian and Mercy Hospitals and Central Piedmont Community College (CPCC) - are located within and on the edge of the neighborhood.

Presbyterian and Mercy Hospitals in the Hawthorne Street/Caswell Street area have expanded through the years and have precipitated changes in Elizabeth. Because of the proximity to the hospitals, a number of medical clinics and offices have been built along Randolph Road, the southern boundary of Elizabeth. With the exception of some homes in the Dotger Road area, which may be a good location for higher density infill development, the Randolph Road corridor has been developed with nonresidential uses. Collectively, the hospitals and related medical clinics and offices generate a tremendous number of jobs in the community; however, future expansion of these types of uses into the residential areas would have a detrimental effect on Elizabeth.

Central Piedmont Community College on the edge of Elizabeth dominates the block between Kings Drive and Independence Boulevard. This multi-building institution continues to expand and be a focal point of

activity. Memorial Stadium is also in this vicinity. Since I-277 opened and relieved the heavy traffic volumes along Independence Boulevard, the physical barrier between the college/stadium area and the rest of the Elizabeth neighborhood has been considerably diminished.

Seventh Street is considered Elizabeth's "mainstreet" on which numerous shops and offices are located. As will be discussed later, the potential widening of 7th Street threatens the pedestrian-oriented character of the street. Independence Boulevard and Central Avenue are other commercial corridors within or on the edge of the neighborhood. Reconstruction of Independence Boulevard will bring changes.

In 1985 the Elizabeth Small Area Plan was adopted to address many of the land use and design issues confronting Elizabeth. Several needed corrective rezonings were subsequently implemented to resolve some land use and zoning conflicts that jeopardized the neighborhood; however, additional rezonings are needed. Capital improvements including street trees and enhancements to Independence Park have been funded. Also, the neighborhood or a portion of it is being considered for local historic conservation district designation. A section of Elizabeth has already been designated as a National Historic District.

Recommendation:

- o Continue to implement the recommendations of the Elizabeth Small Area Plan which established a land use and zoning future for the neighborhood.

- o As part of the proposed Midtown Plan described on page 45, pursue the creation of a new multiple mixed use district for the 7th Street, Bartow Court, Caswell, and 5th Street area. Because of the amenity of Independence Park, proximity to Uptown, CPCC, and the hospitals, this area has great possibilities of being redeveloped as a unique pedestrian scale district including residential, commercial and office uses; mixed use developments (a mixture of uses within the same structure) are envisioned as part of this district. Mid to high rise buildings would also be appropriate in certain locations.

  The Midtown Plan will create a design vision for the area. In addition to the vision, a zoning district that will complement the vision should be developed. The new district should address but not be limited to the following issues:

  - amount of residential versus nonresidential
  - freestanding nonresidential uses
  - parking restrictions
  - incentives for encouraging residential development

- o Consider the Pecan/Caswell/7th Street area for designation as a Neighborhood Service District, a new district proposed in the revised zoning ordinance. This district is oriented toward a mix

of neighborhood scale retail and service activities and residential units.

- o **Rezone the properties fronting East 7th Street extending from Clarice Avenue to Ridgeway Avenue, with the exception of the parking lot on the corner of the two streets, from O-2/(O-6) to R-22MF/(R-6MF) to prevent further expansion of nonresidential uses into the neighborhood and to reflect the existing land use. (No. 3/Map 3)**

- o **Rezone O-2 properties on the north side of 7th Street east of Laurel Avenue to R-22MF. (No. 4/Map 3)**

- o **Rezone the property on the northeast corner of 7th Street and Clement Avenue from B-1 to R-5 to reflect the existing use; the structure is oriented toward Clement Avenue. (No. 5/Map 3)**

- o **Continue to pursue local historic district and/or conservation district status for Elizabeth.**

Plaza Midwood

Like Elizabeth, Plaza Midwood is a former streetcar trolley "suburb" that has unique qualities and features setting it apart from other areas in the Central District. The Plaza, a long well landscaped boulevard, is the neighborhood's spine. Homes in the neighborhood range from large architecturally and historically significant structures along The Plaza to smaller bungalows on the neighborhood's interior. The residential area west of The Plaza is not as stable as the area east of it; the edge closest to Belmont is somewhat marginal in character and needs to be monitored for any further deterioration.

The business area that fronts Central Avenue at the southern end of the neighborhood is recognized as the commercial "center" for Plaza Midwood and the other surrounding neighborhoods. When Plaza Midwood was a major trolley stop, the commercial area thrived. Although activity remains to a degree the commercial area in general has stagnated; however, plans are in the works to redevelop the area. The Plaza/Central area will be discussed in more detail later in this plan.

Recommendations:

- o **Maintain the existing land use and zoning pattern within Plaza Midwood with the following exceptions:** (Several proposed rezonings for Central Avenue properties are included on page 51 under the Central Avenue Corridor. The rezonings identified below are for residential areas in Plaza-Midwood.)

  - **Rezone a vacant tract of land off Belvedere Avenue in the interior of the neighborhood from R-17MF/(R-9MF) to R-4/(R-9). The land is entirely surrounded by single family homes and has access from an interior neighborhood street; therefore, multi-family housing developed as zoned is not appropriate for the site. (No. 6/Map 4)**

- Rezone property bound by Club and Truman Street, Rollins Street and Kensington Drive from R-22MF/(R-6MF) to R-8 to reflect the existing development pattern consisting of duplexes and single family homes and to prevent intensification. (No. 7/Map 4)

- Rezone O-2/(O-6) zoned properties along Thomas Avenue that are currently used as parking lots to R-22MF to (R-6MF). This will prevent nonresidential encroachment into the neighborhood and will reflect the existing development pattern. (No. 8/Map 5)

- Rezone property bound by Clement Avenue, Thomas Avenue, Hamorton Place, and School Street from R-22MF/(R-6MF) to R-8. This rezoning will reflect the existing land use consisting of duplexes and single family homes. Larger multi-family structures within this proposed rezoning area should not be included within the rezoning. (No. 9/Map 5)

o Continue to evaluate a portion of Plaza-Midwood for historic or conservation district designation.

Country Club, Shamrock Gardens, and Plaza Hills

Abutting Plaza Midwood to the north or east are the Country Club, Shamrock Gardens, and Plaza Hills neighborhoods. These predominantly single family neighborhoods were built after WWII. The housing styles are similar, although there are variations on sizes and price ranges. Several concentrations of multi-family housing exist in the Arnold Drive/Eastway Drive area between Country Club and Shamrock Gardens and north of Shamrock Drive in Plaza Hills.

Pressure for extending strip development along Central Avenue, The Plaza, and Eastway Drive will likely increase in the future. This would be detrimental to the neighborhoods that abut the corridors, and nonresidential rezonings should not occur; however, there are opportunities for higher density residential development along Central Avenue and along Eastway Drive north of Shamrock Drive.

Recommendations:

o Maintain the existing land use pattern in these neighborhoods; however, favorably consider conditional rezonings for multi-family development on large parcels of land fronting Central Avenue. Good edge relationships with adjacent single family homes should be a condition of approval.

o Rezone the following properties in Shamrock Gardens to reflect the existing residential pattern and to prevent further nonresidential development that will erode the residential edges.

- Eastway Golf Course (East District) on the southwest corner of Eastway Drive and The Plaza from O-2/(O-6) to R-4/(R-9). (No. 10/Map 6)

- Properties fronting Townsend Avenue and Bentley Place between Eastway Drive and Dunlavin Way and property fronting Eastway Drive between Bentley and Kilborne from R-22MF/(R-6MF) to R-4/(R-9). (No. 11/Map 7)

- Properties on both sides of Springway Avenue between Eastway Drive and Cardiff Avenue from R-17MF/(R-9MF) to R-4/(R-9) to prevent intensification or encroachment of multi-family development into a single family neighborhood. (No. 12/Map 8)

o Rezone property on the northeast corner of Kilborne Drive and Eastway Drive from O-2/(O-6) to R-17MF/(R-9MF) to reflect how the land is currently developed. (East District Plan) (No. 13/Map 7)

o Rezone the following areas in Plaza Hills from R-22MF/(R-6MF) to R-5/(R-6) to prevent intensification within the single family neighborhood:

- Area bound by Herrin Avenue, 36th Street, Byrnes Street and Tappan Place. (No. 14/Map 9)

- Area bound by 35th Street, Indiana Street, Virginia Avenue and Ford Road, excluding larger apartment complexes in the area. (No. 15/Map 9)

o Rezone properties fronting on Academy Street south of Meadow Lane from R-22MF/(R-6MF) to R-8. A number of duplexes exist in this area. The R-8 zoning will allow duplexes, but will prevent greater intensification of residential development. (No. 16/Map 1)

Chantilly, Commonwealth & Morningside Neighborhoods

These neighborhoods are all similar in character. Small houses on relatively small lots are typical on streets lined with mature canopy trees. Strip commercial uses flank the neighborhoods along Central Avenue and Independence Boulevard, although changes will occur along Independence when the road is widened. The Plaza/Central commercial "center" provides retail services for the neighborhoods.

Encroachment of nonresidential uses into the interior of the neighborhoods has created problems, especially for Commonwealth and Morningside, which are sandwiched between Independence and Central Avenue. In 1986 a small area plan was adopted for these neighborhoods focusing on preserving and enhancing the neighborhood character. Several rezonings, in particular along Central Avenue, have been adopted since the plan was approved. The Central Avenue rezonings limited nonresidential encroachment into the residential area and limited zoning along Central Avenue to neighborhood businesses or office uses.

Recommendation:

o Continue to implement the Chantilly/Commonwealth Small Area Plan and initiate the rezoning from B-2 to B-1 described on page 51 (Central Avenue Corridor) for the properties east and west of Iris

Drive on the south side of Central Avenue. This is consistent with action taken for the rest of the Central Avenue frontage properties that abut the Commonwealth neighborhood. The intent is to ensure a neighborhood commercial future for Central Avenue versus a general business future that could include uses potentially incompatible with the adjacent residential areas.

Woodlands

The Woodlands neighborhood east of Briar Creek, south of Central Avenue, and north of Independence Boulevard has a varying residential pattern. Briar Creek Road essentially divides Woodlands; a number of multi-family developments exist west of the road, while a predominantly single family area has developed east of it. Commonwealth Avenue is the major east-west thoroughfare in the interior of the neighborhood.

Woodlands abuts the Independence Boulevard commercial development, principally motels and restaurants across from the old coliseum. Eastway Plaza Shopping Center and surrounding stores collectively function as a community commercial center on the northeastern edge of the neighborhood. Most of the property fronting Central Avenue in this neighborhood has been developed with a mix of single family and multi-family housing. This frontage property provides a good opportunity for infill multi-family development. Further encroachment of nonresidential uses into the neighborhood off any of the corridors that abut woodlands should be prevented.

Recommendations:

- Rezone the following lots from O-2/(O-6) to R-4/(R-9) to reflect current land use. The lots are developed with single family homes and should remain in single family use.
  - Along Commonwealth Avenue between Waterman Avenue and Pinecrest (No. 17/Map 10)
  - Along Commonwealth Avenue between Rollins Street and Eastway (No. 18/Map 10)
  - State-owned land at the Eastway/Independence Boulevard intersection (No. 19/Map 10)
  - Along Commonwealth Avenue between Woodland and Goodwin Avenue (No. 20/Map 10)
- Rezone the O-2/(O-6) and B-1 properties along Woodland Avenue between Commonwealth Avenue and Oakmont to R-4/(R-9MF). (No. 21/Map 11)
- Rezone several residential lots located along Commonwealth Avenue and Woodland Drive from B-1 to R-4/(R-9) to prevent possible encroachment of business uses into a predominantly residential area. (No. 22/Map 11)

- o Rezone two apartment complexes that are currently zoned O-2/(O-6) to R-9MF. One of the apartment complexes is located at the intersection of Pinecrest and Barnhill. The second one is Clairmont Public Housing development located off Independence Boulevard. These sites should be rezoned to prevent them from being converted to nonresidential uses. (No. 23/Map 12)

Echo Hills and Oakhurst

Echo Hills is an attractive neighborhood east of the old coliseum between Independence Boulevard and Monroe Road. The Central District's boundaries also include a small portion of Oakhurst to the east of Echo Hills. Although conditions further east in Oakhurst (in the East District Plan) have deteriorated, the homes closest to Echo Hills and Eastway Drive are in fairly stable condition.

The main issue confronting these neighborhoods is the potential expansion of commercial or office uses along Eastway Drive and Monroe Road. Several homes have already been converted for nonresidential use. The scheduled widening of Eastway Drive is also an issue that may affect the neighborhoods stability; this will be discussed later in this plan.

Recommendation:

- o Maintain the existing land use and zoning pattern with the following exception:
  - Rezone from O-2/(O-6) to R-4/(R-9) lots fronting on Crater Street. The lots are developed with single family homes and/or vacant. The zoning change will reflect current or desired land use and prevent further encroachment of nonresidential development into a single family neighborhood. (No. 24/Map 13)

III. OPPORTUNITIES FOR INFILL DEVELOPMENT AND REDEVELOPMENT

A. MIXED USE CENTERS

Midtown Area

A large urban fringe area extends along I-277 from U.S. 74 to South Boulevard. It includes portions of 7th Street, the hospital area, and the area around and including CPCC in subarea 1, and Midtown Square and properties north and south of Morehead Street in subarea 2. The map on page 43 depicts the general boundaries of the area designated in this district plan as Midtown.

This urban fringe is prime for redevelopment, linking the high-rise urban scale development of Uptown with the ring neighborhoods of the Central District. It provides the opportunity to assemble underutilized or vacant land to create a dynamic, pedestrian-oriented mixture of uses, including mid-rise offices, specialty retail

businesses and entertainment establishments, and mid and/or high rise housing.

Numerous opportunities for redevelopment exist in the portion of Midtown in subarea 1. Since traffic has diminished drastically on Independence Boulevard with the construction of I-277, the nature of the corridor has changed. A number of businesses have closed and buildings are vacant. There are also some vacant or underutilized properties between I-277 and Independence Boulevard. Potential reuse of Memorial Stadium also presents some redevelopment opportunities.

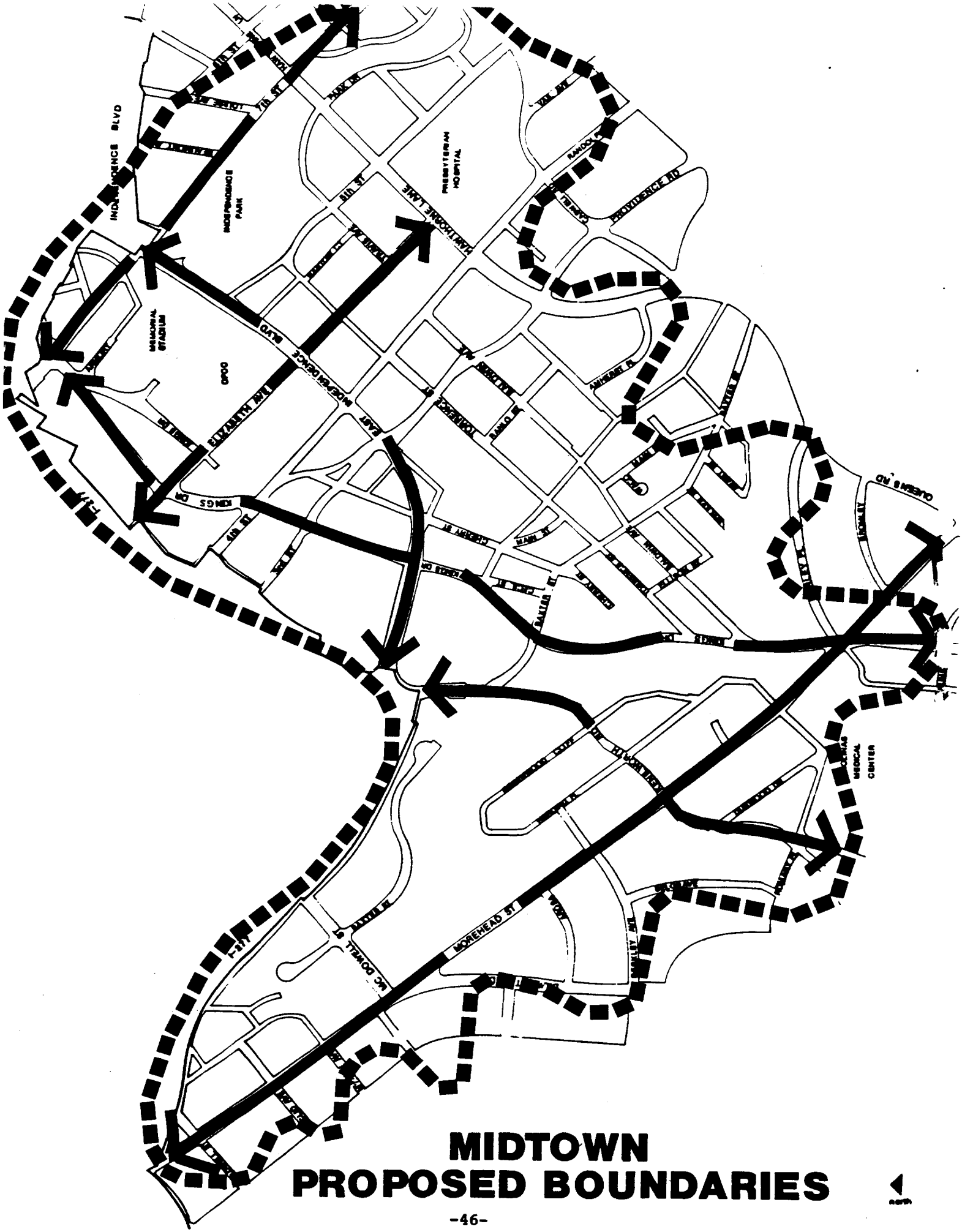
As part of any redevelopment plan for the area, pavement width on Independence Boulevard should be reduced, and the street should be transformed into an attractive, tree-lined boulevard with a landscaped median; this in and of itself would dramatically alter the character of the area. It is also envisioned that Sugar Creek would become an attractive pedestrian amenity. (The vision for the portion of Midtown within the subarea 2 boundaries is described in the analysis of that subarea.)

Recommendation:

- **Prepare and adopt an urban design and land use plan for the Midtown area that addresses the following in subarea 1:**
  - redevelopment of vacant and underused properties
  - expansion of CPCC
  - reuse of Memorial Stadium
  - streetscape design of Independence Boulevard and other streets in the area
  - linkages to Uptown and to the Elizabeth neighborhood
  - potential use of Sugar Creek

Old Coliseum Area

The future of the Old Coliseum area, essentially extending from Independence Boulevard to Monroe Road and from Briar Creek to Fugate Street, is somewhat questionable. Since the Old Coliseum closed in 1988, businesses along Independence Boulevard that catered to the crowds drawn to the events at the coliseum have suffered considerably. The widening of Independence Boulevard from Eastway Drive to Briar Creek Road has unfortunately compounded problems for the businesses. In the meantime, Ovens Auditorium and the Merchandise Mart continue to attract crowds to their events.



MIDTOWN
PROPOSED BOUNDARIES

Behind the old coliseum and Merchandise Mart along Monroe Road, a mixture of development has occurred. To the west of Briar Creek Road and the Merchandise Mart, several large apartment complexes have been built. The beginning of an old commercial office strip that fronts Monroe Road is also in this block. East of Briar Creek Road behind the coliseum and the other facilities, the commercial strip continues. A small residential area is wedged between the facilities' parking lots and Monroe Road. The entire residential area west of Fugate Drive in this vicinity is in marginal condition. It has a high percentage of renter occupied units, and viability of the area remaining as a neighborhood is diminishing. The entire area between the apartment complexes to the eastern edge of the marginal residential area has good redevelopment potential.

In 1989 the Planning Commission evaluated the Old Coliseum to determine the best use for the site. The conclusion reached was that the building should be retained as a facility for small events. This would not only take advantage of an existing structure, it may also help to reverse the decline of businesses surrounding the coliseum. A market study and physical analysis of the facility was subsequently completed, concluding that converting the structure into a small event facility is feasible. *

Recommendations:

- **Promote redevelopment of the business strip along Independence Boulevard for office use if the businesses continue to decline. Offices will not be as dependent upon access as would the businesses.**

- **Improve the streetscape image of the Old Coliseum area focusing on linking Ovens Auditorium, the Coliseum site, and the Merchandise Mart. Design features that should be considered in a streetscape and grounds plan for the area are:**

  - **Parking lots and structures should have their edges softened by trees and other plant materials to establish positive streetscape and design appeal. This should be done in conformance with the City Ordinance.**

  - **Interior parking lot landscaping and walkways should be added to parking lots.**

  - **Parking decks should be constructed in lieu of expanding surface parking.**

  - **Auto and pedestrian conflicts should be reduced, particularly near building entrances.**

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* At the time of this printing of the plan, efforts were underway to reopen the old coliseum.

- Attractive and functional plazas should be created as entranceways for Ovens Auditorium and the Old Coliseum if it is reused.

- Loading and service areas should be screened.

- A comprehensive signage system for circulation and identification should be artfully designed and provided.

- Power poles should be removed and transformers should be relocated underground or at the rear of the property.

- The entrance drive to Ovens Auditorium should be improved.

- Dense plantings of evergreens and flowers should be provided at the intersection of Briar Creek Road with U.S. 74 and at the U.S. 74/Eastway Drive intersection.

o **Support a mixed use future for the area behind the old coliseum along Monroe Road, including the following specific recommendations:**

  - **Expand multi-family development east and west of the existing multi-family complex between Briar Creek and Briar Creek Road.** Office development may be appropriate in the block bound by Monroe Road, Colonade Drive, and Briar Creek Road.

    To ensure that the block develops as envisioned, the current I-2, B-1, and O-2/(O-6) properties in the block, should be rezoned to R-22MF/(R-6MF). Much of this property is currently occupied by a multi-family complex. A conditional office rezoning may be considered for the area east and south of Colonade Drive. (No. 25/Map 14)

  - **Rezone the I-2 zoned parcel on the northside of Monroe Road west of Bramlett Street to I-1.** I-1 zoning will attract uses that are compatible with the adjacent multi-family complex. (No. 26/Map 14)

  - **Establish an integrated mixed use center between Washburn Avenue and Fugate Avenue** that should consist of commercial, office, and multi-family components. The various components should be unified through design. The current B-2, O-2/(O-6), and R-22MF/(R-6MF) zoning should remain intact; however, subject to a conditional rezoning the property could be rezoned to a classification that would implement the land use vision of a mixed use development. This area may be appropriate as a Neighborhood Service District proposed in the revised zoning ordinance.

  - **Promote office development on the land between Colonade Road, Washburn Avenue, and the Merchandise Mart parking area.** To ensure an office future, B-2 and B-1 zoned properties should be rezoned to O-2/(O-6), with the exception of B-1 properties

directly fronting Monroe Road, which should remain B-1. (No. 27/Map 15)

Rezone the I-2 zoned land from Colonade Drive to Washburn Avenue on the south side of Monroe Road to B-1 to reflect the existing uses. (No. 28/Map 14)

- Consider applying the proposed corridor overlay zone to Monroe Road.

Plaza/Central Area

The Plaza Central Area provides a great opportunity for revitalizing a lagging commercial district. It was the focus of a special project plan, adopted by City Council in 1987, that creates a vision of revitalizing the Plaza Central area as a pedestrian scale mixed use center. As envisioned, the center would include several of the existing commercial and industrial structures and new commercial and office space that architecturally complements the existing architectural styles. Mid-rise housing is also a part of the vision. An urban design plan addressing specific streetscape improvements for the area was completed in 1990, and funding for a portion of the improvements is available through the City's Corridor Improvement Fund.

Redevelopment of the Plaza Central area will greatly enhance the Plaza Midwood, Commonwealth, and Belmont neighborhoods and set the tone for redevelopment elsewhere along Central Avenue.

Recommendation:

- Continue support of the Plaza Central Plan and provide financial incentives and marketing strategies for attracting developers to the area.

- Implement the specific streetscape plans for the area as a catalyst for redevelopment. The Central Avenue corridor in this area is eligible for Corridor Improvement Funds.

- Rezone the business district in accordance with the recommendations for the Central Avenue Corridor on page 50. This core area would be appropriate for the neighborhood service district provided in the new zoning ordinance; however this new district would have to be initiated by the property owners.

Eastway Drive/Central Avenue Area

Offices and businesses around the intersection of Eastway Drive and Central Avenue collectively function as a community mixed use center. The "center" straddles the Central and East Districts. Very little if any design cohesiveness exists in the area, although recent aesthetic changes to Eastway Plaza Shopping Center have improved the area's appearance. Recent rezonings along Eastway Drive have expanded commercial zoning, and pressure will likely increase for additional expansions; however, further expansion would jeopardize the edges of adjacent neighborhoods.

Recommendation:

- Limit redevelopment and expansion of nonresidential space to properties currently zoned for nonresidential use.

B. COMMERCIAL/MIXED USE CORRIDORS

Central Avenue

A number of redevelopment opportunities exist along Central Avenue beyond the limits of the Plaza/Central and Eastway Drive commercial centers. Many of the existing businesses have aged and redevelopment is likely in the years ahead. Central Avenue is envisioned as a neighborhood-oriented commercial corridor where nonresidential zoning currently exists. There are also some opportunities for multi-family infill development in the blocks between Eastcrest Drive and Carolyn Drive; several single family homes on large lots exist along that stretch of the road currently zoned multi-family.

Recommendation:

- To support the vision of the Central Avenue corridor as a neighborhood-oriented commercial corridor, the following rezonings should be pursued:

  - Rezone from B-2 to B-1 properties fronting Central Avenue from Briar Creek to Nandina Street on the corridor's north side, and from the B-1 property west of Lyon Court to Veterans Park on the south side. This is consistent with action taken on the south side of Central Avenue as a result of the Chantilly/Commonwealth Small Area Plan. (No. 29/Map 16)

  - Considering rezoning the core area of the Plaza/Central Business District in the Plaza/Central Special Project Plan from B-2 to the neighborhood services district; however this district should be amended to expand the list of permitted uses. (area extends from Nandina Street to the railroad track)

  - Rezone B-2 properties fronting the north and south sides of Central Avenue 10th Street to the Brookshire Freeway to B-1. (No. 32/Map 17)

Monroe Road (north side)

The north side of Monroe Road east of Fugate Drive is principally a commercial strip of a general business nature. Most of the businesses are oriented to the community rather than being oriented towards the Echo Hills neighborhood abutting the corridor.

Recommendation:

- o Implement rezonings discussed previously for Echo Hills to restrict expansion of nonresidential zoning into the neighborhood. Otherwise, the corridor should redevelop with general business uses in the future.

- o Improve the streetscape appearance of Monroe Road (north and south sides) through the application of the corridor overlay zone. (Refer to page 17 of this plan.)

The Plaza

The Plaza Road commercial area consists of a strip of retail uses interspersed with single family homes and a few industrial uses. It does not present a positive gateway image for the neighborhoods, nor is it an attractive gateway into the heart of the city. This corridor has the potential of being a much more attractive and economically successful business area in the future, but it will be important to maintain the residential character where it currently exists. Many of the properties fronting the corridor and on the neighborhood edges are zoned nonresidentially but developed residentially.

Recommendation:

- o Prepare and adopt a special project plan for The Plaza from Parkwood Road to Eastway Drive focusing on the following:

  - inappropriate zoning at the neighborhoods' edges
  - the types of uses appropriate along the corridor
  - the streetscape image
  - economic development strategies

C. EMPLOYMENT AREAS

In addition to the office development/redevelopment potential within existing or proposed mixed use centers, the following employment development opportunities exist:

Expansion of Hospitals

Presbyterian and Mercy Hospitals have expanded considerably through the years. Most recently several commercial buildings in Elizabeth have been demolished to accommodate space for parking lots. A new hospital building is nearing completion on Caswell Street. To serve the growing population, the hospitals indicate a need to expand further.

It is recognized that the hospitals will likely need to expand, but it will be important that any further growth be sensitive to the surrounding residential areas. Further encroachment into the neighborhoods will erode the residential character.

Recommendation:

- Limit expansion of either hospital or any related medical offices to land already zoned nonresidentially. No further rezonings should be approved in the residential areas of Elizabeth and Myers Park in Subarea 2. Any expansion of the hospitals or related offices should occur through redevelopment west of Hawthorne Street. There are considerable opportunities for infill and/or redevelopment along Elizabeth Avenue and Fourth Street. Office or hospital development in this vicinity would complement the urban mixed use development envisioned in the CPCC/Midtown area. Every attempt should be made, however, to preserve any existing structures that have historic and/or architectural significance for Elizabeth.

Industrial Development

There are ample opportunities for redeveloping or intensifying industrial development within areas already developed as such. Recommendations for expansion or limitations for expansion are as follows:

Recommendations:

Sugar Creek and 36th Street Area (between Spencer Street and railroad tracks)

- Continue to develop/redevelop with industrial uses within the limits of existing zoning. A marginal residential area within the industrial zoned area will likely not remain in the long term.

North Davidson/Brevard Street Area

- Redevelop with office and/or industrial uses. The North Davidson/Brevard Street Area currently has a number of vacant lots and structures. The industrial area should expand in the vicinity of North Brevard Street and Belmont Avenue and on the west side of Belmont Avenue at its intersection with Alexander Street. (Optimist Park Special Project Plan)

Seigle/Hawthorne Street Area

- Confine industrial expansion to existing industrially zoned areas. (Belmont Special Project Plan)

Monroe Road/Latrobe Street Area

- Further develop with industrial uses within the limits of existing zoning.

- Continue to encourage business/office/light industrial uses along Latrobe Drive and Pro Am Drive in the Arnold Palmer Business

Park. To ensure that the area continues to develop with office/light industrial uses.

- Rezone business properties that front on Wendover Road between Latrobe Drive and the rail line from I-2 to B-1 to reflect existing commercial center. (No. 32/Map 18)

- Rezone properties along Latrobe Drive and Pro Am Drive from I-2 to I-1. This property is a part of the Arnold Palmer Business Park. Most of the uses in the area are office, and/or light industrial uses and do not need the heavy industrial zoning. There are a few industrial uses on the northside of Pro Am Drive that would require I-2 zoning. These properties should not be rezoned. (No. 33/Map 18)

IMPACTS OF ROADS WIDENINGS/NEW ROADS ON SUBAREA 1

Reconstruction of Independence Boulevard

After years of planning, Independence Boulevard has been funded for widening. It will be reconstructed as a freeway having limited access from Briar Creek Road to I-277. The only interchanges will be at Briar Creek Road and at I-277. Elizabeth and the other neighborhoods that abut Independence will be severed from the freeway. Bridges to link the areas north and south of Independence will be constructed only at Pecan and Hawthorne Streets. This will have an advantage to the neighborhoods in that existing cut through traffic should diminish considerably.

The State's design of the freeway west of Briar Creek Road will result in the loss of existing frontage properties on the south side of U.S. 74 principally between Morningside Drive and I-277. Right-of-way needs will also require the elimination of properties and structures on portions of the north side of U.S. 74 between Briar Creek Road and Morningside Drive and between Pecan Avenue and I-277. The City has agreed to purchase land not needed for the actual road alignment on the north and south sides of road to provide an adequate buffer between the freeway and the abutting neighborhoods.

To date, specific plans have not been designed for treatment of the buffer strips on the north and south sides of the freeway. Neighborhoods that abut the freeway will be much more visible and have increased traffic noise once the freeway is designed. Establishing a functional and attractive buffer between the neighborhoods and the road will be important for preserving the character and stability of the neighborhoods in the future as well as for the appearance of a major gateway leading into Uptown.

Recommendation:

- The City should design a plan and secure funding for a buffer along the north and south sides of Independence Boulevard that

will adequately protect the neighborhoods. The following elements should be considered in the buffer design:

- Walls, Fences, and/or Berms: To help deflect noise and to visually screen the homes in the neighborhood from the road, one or a combination of the above vertical design features should be constructed along the entire length of the buffer.

- Landscaping: A mix of evergreen, canopy, and understory trees with evergreen and deciduous shrubs should be planted throughout the buffer, particularly in conjunction with berms if used. It will be essential to the streetscape appearance that the monotony of a fence or wall be broken by grouping plant material at intervals. Because of the width of the buffer, the opportunity also exists to establish a row or double row of canopy trees along the buffer frontage; this would create a dramatic and attractive gateway impression into Uptown.

- Bikepath: The State normally does not allow pedestrian or bike access in the right-of-way of limited access roads; however, because of the width of the buffer, the opportunity may exist for the City to construct bikepaths along the north and south sides that buffer to link the eventual bikepath along Briar Creek Greenway to the Elizabeth neighborhood where on-street bike paths are designated.

- Bridge Design: The State should continue to work with the City, Planning Commission staff, and neighborhood residents on design plans for the two bridges that will be built at Hawthorne Lane and Pecan Avenue. Both bridges will provide an important link and/or gateway to the business areas in Elizabeth, Plaza Midwood and Chantilly. As such, it is crucial that the design of the bridges be sensitively done to accentuate the business areas and to blend in with the historic character of the neighborhoods.

7th Street

The potential conflict between 7th Street's dual function as a major arterial and as a neighborhood spine looms over the Elizabeth neighborhood. The road was not constructed to accommodate heavy volumes of traffic from Laurel Avenue to Independence Boulevard. Consequently, it may have to be widened in the future which would likely result in the loss of trees and the pedestrian, neighborhood scale.

On a trial basis reversible lanes have been established for use during peak traffic periods. Widening 7th Street to a standard four lane road is included on the State Transportation Improvements Program (TIP) list with the caveat that the project may be deleted if the reversible lane coupled with U.S. 74 improvements mitigate the need for an additional lane.

The Elizabeth Small Area Plan supported maintaining 7th Street at its present width; however, recognizing that a widening may be inevitable, the plan proposed that street trees be planted farther back from the existing street edge to establish a new tree canopy along 7th Street for when and if the existing trees are removed. *

Recommendation:

- o **Pursue every means to maintain 7th Street at its present width, as strongly advocated in the Elizabeth Small Area Plan.**

Eastway Drive

Eastway Drive borders subarea 1, abutting the Echo Hills, Oakhurst Country Club, Shamrock Gardens, and North Charlotte neighborhoods. It currently is a four-lane road. An improvement to the Eastway Drive/Monroe Road intersection has been funded and is in the design stages. As part of the intersection project, Eastway will be widened to six lanes from Monroe to Independence. In addition, the 2005 Transportation Plan and Charlotte-Mecklenburg TIP identify a widening project for Eastway from Sugar Creek Road to Kilborne Drive in the relative short term time period. Continuing the widening between Kilborne and Independence Boulevard is planned in the longer term.

When Eastway Drive is widened, additional right-of-way will be needed to accommodate the project which will likely result in the loss of some residential structures along both sides of the road. If homes aren't taken for the road construction, front yards will be severely shortened and existing landscaping will be removed. The character of Eastway will be altered significantly, and it is questionable that the quality of the residential character can be sustained.

Recommendation:

- o **Implement the policy for road widenings identified on page 19. A complete land use analysis should be done for the proposed widening of Eastway Drive, and options for preventing the deterioration of the corridor should be considered. Purchasing frontage properties should be included as an option.**

* At the time of this printing, street trees had been planted along a portion of 7th Street.

SUBAREA 2

Overall, subarea 2 is the most stable area within the Central District. The most distinct quality in the subarea is its attractive, tree-lined neighborhoods. Some of the most prestigious and historic neighborhoods in the city exist in this area. It is also one of the only areas of the city to have mid to high rise housing. * Several attractive mid to high rise structures have been built which provide diversity in housing choices.

Commercial development is principally on the edges of neighborhoods along major thoroughfares: Kings Drive, Providence Road, East Boulevard, Park Road, and South Boulevard. Office development has occurred along Morehead Street, Kings Drive, the Carolina's Medical Center area, East Boulevard, and Park Road. Carolinas Medical Center stands out as the most significant employment generator in subarea 2. With the exception of a few isolated locations, there are no industrial developments.

Two of the most attractive parks in the community also exist in this area. Freedom Park, bordering Myers Park and Dilworth, is one of the most heavily used parks in the City. Latta Park, a linear park that weaves through Dilworth, is also a popular urban space. Queens College in Myers Park is another notable landmark.

The primary planning focus for subarea 2 is on preserving the neighborhoods and providing opportunities for infill development in the urban fringe. The significant issues, opportunities, and recommendations for planning are as follows.

ISSUES, OPPORTUNITIES, AND RECOMMENDATION FOR ACTION

I. IMPROVING LIVABILITY IN FRAGILE NEIGHBORHOODS

Cherry

Cherry is the only neighborhood in subarea 2 considered fragile. It is a small, lower income neighborhood bounded by Myers Park, Kings Drive, and Independence Boulevard. The homes in the area are small and modest, and many are in need of repair. This neighborhood was designated as a Community Development Target area in the 1970's, and subsequently, funding for housing and neighborhood improvements have been allocated. Several publicly assisted or owned housing projects have also been built in Cherry.

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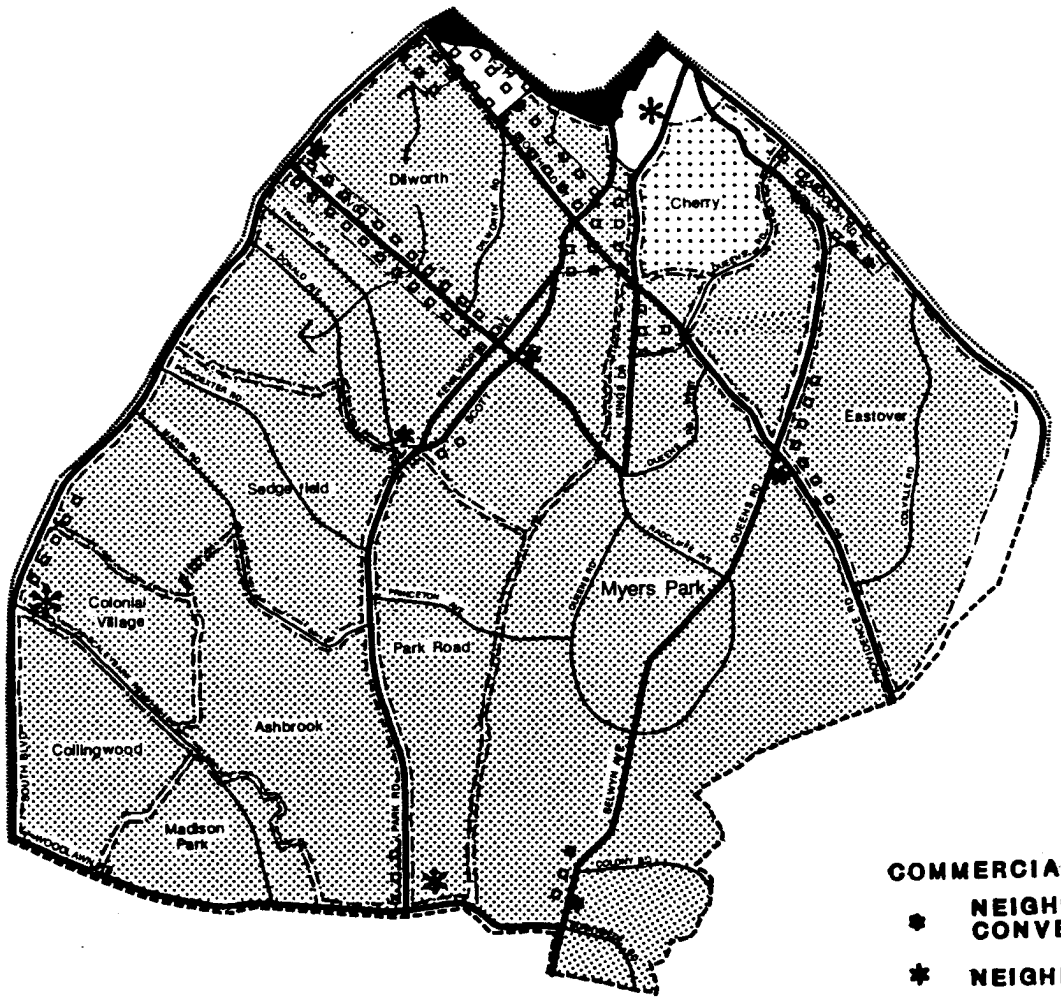
* The definition of mid and high rise housing varies from city to city. In Charlotte, mid and high rise structures are typically distinguished by the height relationship to the city's overall established tree canopy. Those structures that project above the tree canopy are generally considered high-rise (over 7 stories), while those below the canopy and greater than four stories are generally considered mid-rise.



COMMERCIAL CENTERS:

- NEIGHBORHOOD CONVENIENCE
- NEIGHBORHOOD
- COMMUNITY
- REGIONAL

• • • THREATENED EDGE

STABLE NEIGHBORHOOI

FRAGILE NEIGHBORHOO

EMPLOYMENT

north

----- Central District Plan boundary

——— Sub-Area boundary.

– – – neighborhood boundary

SUB AREA 2

Although there has been some success in rehabilitating Cherry, the neighborhood is still somewhat fragile. Commercial and office zoning along Kings Drive and Independence Boulevard has weakened Cherry's residential edge. Nonresidential uses have slowly encroached further and further into the neighborhood.

Pressure for development in Cherry continues. Because of its prime location between Uptown and Myers Park, the neighborhood has been viewed as a possible infill redevelopment area that in essence would destroy the existing neighborhood. To respond to the pressures and fragile nature of Cherry, the Planning Commission began the small area plan process for the neighborhood in early 1990. * The plan reinforces the goal of maintaining Cherry as a low to moderate income area. Rezonings intended to restrict further nonresidential encroachment are proposed in the plan. Opportunities for infill residential development within or on the edges of the neighborhood are also identified.

RECOMMENDATION:

- **Adopt a small area plan for Cherry that focuses on preserving the neighborhood as a low-moderate income residential area, while providing opportunities for sensitive infill development.**

- **Consider Cherry for historic and/or conservation district designation.**

II. PRESERVING STABLE NEIGHBORHOODS

As previously stated, the majority of neighborhoods in subarea 2 are considered stable. These include: Eastover, Myers Park, Dilworth, Park Road, Sedgefield, Ashbrook, Colonial Village, Collingwood, and Madison Park. An assessment of the neighborhoods and issues, opportunities, and recommendations related to the neighborhoods' preservation follow.

Eastover and Myers Park

Eastover and Myers Park are two of the most affluent neighborhoods in Charlotte. They are both primarily single family areas having a range of homes from historic mansions on large lots to ranch style houses on smaller lots. A number of apartments and condos have been built principally along the main thoroughfares. Many of them are older distinct quadraplexes, but several of Charlotte's few mid rise condominium structures have also been built along Providence and Queens Road.

* The Cherry Small Area Plan was adopted by City Council in January, 1993.

Commercial areas that serve the neighborhoods have developed along Providence Road, which separates the neighborhoods, and a small stretch of Selwyn Avenue (Fresh Market vicinity). Office development borders both neighborhoods along Randolph Road. Pressure continues for expanding office zoning in the Queens/Randolph Road area where medical offices have located. The only other significant office concentration is in Myers Park around the Kings Drive/Morehead Street intersection. Pressure for expanding nonresidential zoning in this area has also surfaced in recent years.

Queens College, located in Myers Park, is a significant landmark or institution in this area.

Recommendations:

- o **Maintain the existing development and predominant zoning patterns; however, consider the following rezonings in Myers Park:**

  - **Rezone properties on both sides of Kings Drive between Brunswick Avenue and Queens Road from O-2/(O-6) to R-8, with the exception of the existing Nalle Clinic and Carolina's Medical Center parking lot. (Myers Park)** This land is principally developed with single family homes and duplexes, but provides the opportunity for higher density housing adjacent to the hospital and the greenway. (No. 33/Map 19)

  - **Rezone R-22MF/(R-6MF) zoned property in the Hillside Drive/Chelsea Drive intersection area to R-8. (Myers Park)** The properties, developed with single family homes, duplexes, and multi-family complex would be appropriate for an R-8 zone; however, greater densities are not appropriate because of the fragile relationship to single family homes in the area. (No. 34/Map 20)

  - **Rezone R-22MF/(R-6MF) zoned properties between Tranquil Avenue and Hillside Avenue west of Selwyn to R-8 to reflect how the land is used and to protect the adjacent single family character.** (No. 35/Map 20)

  - **Rezone single family properties on Middleton Drive between Providence Road and Cherokee Drive from R-22MF/(R-6MF) to R-5/(R-6) to reflect the existing use and to prevent inappropriate intensification.** (No. 36/Map 21)

  - **Rezone property fronting on Circle Avenue between Willoughby Street and Colonial Avenue from R-22MF/(R-6MF) to R-5/(R-6) to reflect existing single family development.** (No. 37/Map 22)

  - **Rezone property on the westside of Randolph Road near the intersection of Randolph Road and Drenan Street in the Eastover neighborhood from O-2/(O-6) to R-22MF/(R-6MF).** This property is located adjacent to Eastover Park, the Mint Museum, and other multi-family development. This is a

desirable location for high density residential development and the rezoning would prevent any additional stripping of office or other nonresidential uses along Randolph Road. (No. 38/Map 23)

- Rezone Queens College from R-3/(R-12) to Institutional. Large institutions like colleges, universities, and junior colleges are intense uses and generate tremendous amounts of traffic. For these reasons, Planning Committee is considering prohibiting these types of uses in residential districts. When this policy is officially incorporated in the zoning ordinance the rezoning will prevent the college from becoming a nonconforming use. (No. 39/Map 24)

- Rezone the Mint Museum from R-3/(R-12) to Institutional to reflect the actual land use. (No. 40/Map 25)

o As discussed in the recommendations for Elizabeth, a new multiple use district should be created. This new district should be considered for the properties on the south side of East Third Street/Providence Road and along the northside of Colonial Circle between Queens Road and Providence Road (Myers Park). The properties are currently zoned office; however because of the area's proximity to the hospital, it is ideal for a high density residential office mix.

o Consider designating portions of Eastover as a historic and/or conservation district.

Dilworth

West of Myers Park lies Dilworth, one of Charlotte's most historic and charming neighborhoods. Initially developed as a streetcar suburb in the late 1800's, Dilworth has retained much of its original character. A portion of the neighborhood has been designated as a local and national historic district, and several of the structures are historic landmarks. Two of Charlotte's most attractive parks, Freedom and Latta, add to the neighborhood's attractiveness.

Considerable diversity exists in Dilworth. In addition to the attractive residential areas, there are also several concentrations of commercial and office uses, generally along the main corridors. Carolina's Medical Center is a major institution that dominates the block between East Boulevard and Morehead Street along the Scott/Kenilworth corridor. Medical office buildings continue to be built in the immediate area and pressure to expand into residential areas has been strong.

East Boulevard is Dilworth's "mainstreet". Lot by lot this street has been redeveloped for retail and office uses. Many of the original homes on the boulevard have been preserved and converted to office use. The Dilworth Historic District includes the portion of East Boulevard west of Dilworth Road. Plans are underway to extend the historic district's boundaries.

Morehead Street and South Boulevard, two principally nonresidential corridors, are on the periphery of Dilworth's residential areas. Neighborhood commercial uses and a few office buildings are also concentrated along Park Road between Ideal Way and the Park Road/Kenilworth Avenue intersection.

Parts of Dilworth are included in three adopted area plans. The Dilworth Small Area Plan, adopted in 1982, focuses on strategies to conserve the residential areas while providing an environment where office and retail uses can thrive. Several rezonings have resulted from the plan.

The South Boulevard Special Project Plan addresses redevelopment of the nonresidential area from I-277 to Ideal Way; the intersection of East Boulevard and South Boulevard is the focal point of the plan. It also addresses the need to preserve the residential area immediately east of the nonresidential uses. A number of rezonings were approved for this plan area in 1989.

The Park Road Streetscape Plan also affects a portion of Dilworth. The plan extends the length of Park Road from Kenilworth Avenue to Tremont Street, and identifies needed streetscape improvements that should be implemented through the development process.

In 1989, Planning staff also undertook a planning process focused on the Carolina's Medical Center area along Kenilworth, Scott Avenue and East Boulevard. Neighborhood and Hospital Authority representatives assisted staff in developing recommendations. These recommendations have been folded into this district plan.

Recommendations:

- **Continue to implement adopted plans for Dilworth with the following additions and changes:**
  - **Rezone the following areas from R-22MF/(R-6MF) to R-5/(R-6) to retain the single family character of the neighborhood:**
    - **the block bound by Euclid Avenue, Springdale Avenue, Tremont Avenue, and Worthington Avenue; (No. 41/Map 26)**
    - **property fronting Park Avenue between Euclid Avenue and Lyndhurst Avenue, excluding the existing apartment complex; (No. 42/Map 27)**
    - **properties between Lombardy Circle and Sugar Creek south of East Boulevard; and (No. 43/Map 28)**
    - **properties along Fountain View north of East Boulevard; (No. 44/Map 28)**
  - **Rezone the following areas from R-22MF/(R-6MF) and/or O-2 to R-8 to allow a mix of duplexes, triplexes, and quadraplexes:**

- area along Waverly Avenue between Buchanan Street and Romany Road. (No. 45/Map 29)

- Property along Lombardy Circle north of East Boulevard. (No. 46/Map 28)

- Properties fronting Lexington Avenue and Mt. Vernon from Mt. Vernon to Euclid Avenue, excluding multi-family unit on southwest corner of Myrtle and Euclid. (No. 47/Map 30)

- Rezone from O-2/(O-6) to R-8 residentially developed properties between Myrtle Avenue and Oriole Avenue, with the exception of an existing multi-family unit. (No. 50/Map 31)

- Promote development of mid-high rise residential development in the blocks between Kenilworth and Scott Avenues, north and south of East Boulevard to Romany Road to the north. (Recommended in the 1989 study of the hospital/East Boulevard area.) The Scott/Kenilworth corridor is ideal for mid-high rise development because of its proximity to the hospital, to shopping, along East Boulevard, and to uptown. It would provide the opportunity for an increasingly urban scale development pattern along the gateway corridor. (This is a significant change from the Dilworth Small Area Plan.)

  Lower density multi-family housing such as townhouses is envisioned as a transition between the high rise structures and the single family areas east and west of the corridor. The diagram on the following page depicts the land use vision for the corridor area.

  For the vision of the Scott/Kenilworth corridor to become a reality, the corridor properties, with the exception of the business zoned properties fronting East Boulevard, should be rezoned to the multiple use district that was discussed on page 39. The following rezonings are also recommended:

  - Rezone a tract of land on the northwest corner and the existing shopping center on the northeast corner of Ideal Way and Scott Avenue from B-2 to B-1 to promote neighborhood businesses. (No. 49/Map 31)

  - Rezone a portion of O-2/(O-6) zoned parcel of land on the east side of Kenilworth Avenue north of Ideal Way to R-22MF/(R-6MF). The lot is vacant and could be used as a transition between the single family area to the south and office uses to the north. (No. 50/Map 31)

  - Rezone R-22MF/(R-6MF) zoned property that fronts on Scott and Kenilworth Avenues between Ideal Way and Ordermore Avenue to R-5/(R-6) to reflect existing land use. (No. 51/Map 32)

- o Extend the boundaries of the local Dilworth Historic District to include the limits of the national historic district. Also, consider other portions of Dilworth as a conservation district. *

Park Road, Sedgefield, Ashbrook, Colonial Village, Collingwood and Madison Park

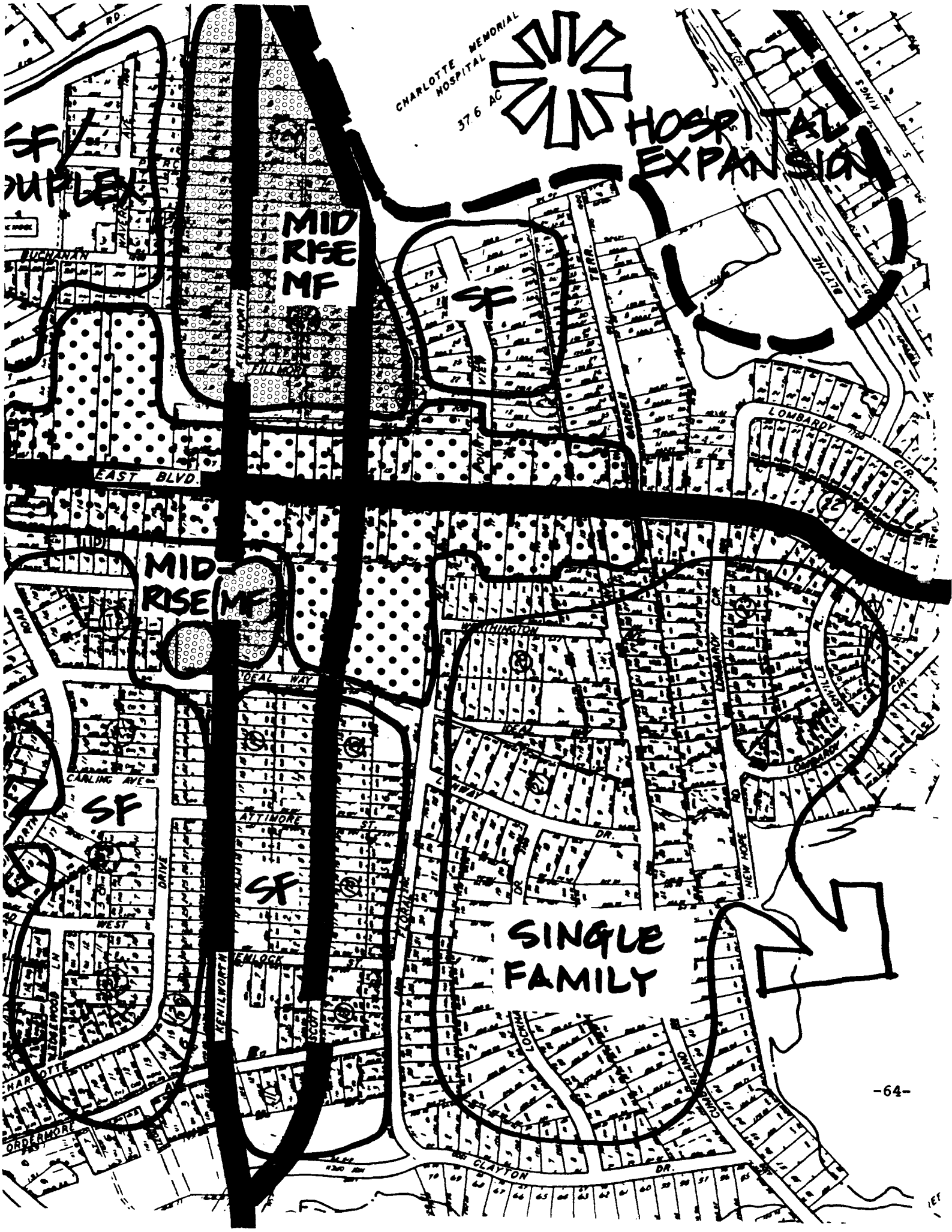
These neighborhoods south of Dilworth and east of Myers Park are similar to a great extent, although there are distinctions between them. Single family homes, most of which were built in the 1950's and 60's, predominate; however, the largest concentration of multi-family housing in subarea 2 exists in this area. Large apartment and condominium complexes have been built principally along Scaleybark Road, Marsh Road, and Park Road.

Park Road, Woodlawn Road, and South Boulevard are major thoroughfares that cross or border these neighborhoods. Park Road is essentially a residential mixed use corridor with Park Road Shopping Center as the most significant nonresidential development. Several adopted area plans encompass portions of Park Road and surrounding development. The Park Road/Marsh Road Small Area Plan identifies existing land uses that should be maintained and infill development opportunities that exist from Woodlawn Road to the intersection of Kenilworth Avenue and Park Road.

Woodlawn Road on the south end of subarea 1 is principally a residential corridor. Nonresidential development from Park Road and South Boulevard has spilled over onto Woodlawn, and the pressure to extend nonresidential uses into the residential areas along Woodlawn will likely continue.

South Boulevard which borders these neighborhoods to the west is a general business strip corridor with industrial uses. Although businesses along South Boulevard do provide some services to the neighborhoods in subarea 2, they generally do not serve a neighborhood function, but rather a community or regional function.

* This expansion has taken place.


CHARLOTTE MEMORIAL HOSPITAL
37.6 AC
HOSPITAL EXPANSION
SF
DUPLEX
MID RISE MF
SF
MID-RISE MF
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SF
SINGLE FAMILY
EAST BLVD.
BUCHANAN
KENILWORTH
HILLMON
WEST
LOMBARDY
CIR.
IDEAL WAY
IDEAL
WORTHINGTON
CARLING AVE
ATTLMORE
ST.
DR.
NEW HOPE
KENLOCK
CLAYTON
ORDERMORE
AVON

Recommendation:

- Amend the Park Road/Marsh Road Plan in accordance with changes outlined in the Park Road Corridor Plan, prepared by the Freedom Park Neighborhood Association. These changes relate to densities and design. In addition, pursue the following rezonings:

  - Rezone properties fronting on Ardmore Street and Elmhurst Road between Poindexter and Oakhurst Place from R-17MF/(R-9MF) to R-8 to reflect the existing uses which are duplexes. (No. 52/Map 33)

  - Rezone O-2/(O-6) properties between Poindexter Drive and Elmhurst Road east of South Boulevard to R-17MF/(R-9MF) to reflect the existing use and to prevent nonresidential encroachment. (No. 53/Map 33)

  - Rezone R-17MF/(R-9MF) properties that front along Belton Street between Mayfield Avenue and South Boulevard to R-8 to reflect the existing intensity of development (duplexes). The property should remain zoned R-17MF/(R-9MF) until the R-8 district is adopted. (No. 54/Map 33)

  - Rezone property located between Weona Avenue and Conway Street south of Hartford Avenue from R-17MF/(R-9MF) to R-8. The area consists of single family homes and duplexes. The R-8 zoning will reflect the existing land uses and promote more compatible densities of development. (No. 55/Map 34)

- Maintain the existing land use and zoning patterns in Madison Park and Collingswood (not included in Park Road/Marsh Road Plan) with the following exception:

  - Rezone two properties on Northgate Avenue from O-2/(O-6) to R-4/(R-9) to reflect the existing residential use and to prevent nonresidential expansion off South Boulevard. (No. 56/Map 36)

III. OPPORTUNITIES FOR INFILL DEVELOPMENT AND REDEVELOPMENT

A. MIXED USE CENTERS

Midtown

Midtown as described previously, is an "urban fringe" area generally situated between I-277 and the Dilworth, Cherry, Myers Park, and Elizabeth neighborhoods. A portion of Midtown extends into subarea 1 around the CPCC campus.

Office and commercial development currently prevails in the area. Midtown Square, Charlotte's first enclosed mall, is a major commercial landmark in the block bound by Kings Drive, Independence Boulevard, Kenilworth Avenue, and Baxter Street. It has recently undergone

significant renovation. A variety of commercial establishments and offices have developed elsewhere throughout Midtown. In recent years, a number of strip centers have been constructed along Kings Drive and along Morehead Street near its intersection with Kings.

Because of Midtown's proximity to Carolina's Medical Center and the hospitals in Elizabeth, the area has increasingly attracted medical office development along Kings Drive. Also, offices, many of which are medical related, have been built in the Morehead/Kenilworth section of Midtown. There have also been a number of single family homes converted to office use in this area.

Overall, little vacant land exists in Midtown, but there are great opportunities for redevelopment because of Midtown's proximity to Uptown and I-277 and the relatively underutilized land that currently exits in the area. In the discussion of subarea 1, the CPCC area is envisioned as an urban scale mixed use center. The concept of mid-high rise housing and mid rise office development with retail components should extend into the Midtown area. As with the CPCC area, Midtown should be redeveloped with great attention to urban design features that relate to pedestrians. Sugar Creek has the potential of becoming a unique urban amenity that weaves through Midtown and the envisioned mixed use development.

Recommendations:

- Consider the following in the Midtown Urban Design and Land use Plan proposed in subarea 1:
    - intensification of the Midtown Square site and sites along Independence Boulevard (Charlottetown Theater, Shoneys, etc.) for mid-high rise office and residential developments integrated with a retail component;
    - redevelopment along Kings Drive that reflects sensitivity to Cherry and Myers Park;
    - redevelopment of the areas east and west of Kenilworth Avenue north of Morehead Street;
    - streetscape improvements for Independence Boulevard, Kings Drive, Kenilworth Avenue, and Baxter Street; and
    - opportunities for public open space and amenities, in particular along Sugar Creek.

(In addition, refer to recommendations for Morehead Street on page 70.)

Providence Road/Queens Road Area

Several neighborhood shopping centers, restaurants, and a few small offices exist in the vicinity of the Providence Road and Queens Road intersection. A branch library also exists in the area. Collectively, the uses around the intersection are a focal point for Myers Park and

Eastover. A number of mid and high rise condominiums have been built along Queens and Providence Road at the periphery of the commercial uses, reinforcing the intersection area as a mixed use center.

Although most of the land in this area is already developed, the opportunity for redevelopment at a more intense urban scale is great. It's envisioned that a mix of uses, perhaps contained within one structure in some instances (mid rise housing with retail and office space on the lower levels) may be appropriate to eventually replace the one and two story buildings in the intersection area. Any redevelopment, however, should be sensitively designed to blend in with adjacent single family areas. It should also be pedestrian oriented.

Recommendation:

- **Favorably consider redevelopment plans to realize the above vision for the intersection area. The multiple use district proposed on page 39 in the discussion of Elizabeth should be considered for this area.**

Kenilworth/Scott Avenue/East Boulevard Area

A mix of retail establishments, restaurants, and offices are concentrated around the intersections of East Boulevard and Kenilworth and Scott Avenues. Multi-family housing also exists in this area. Several new shopping centers have recently been built along East Boulevard in this vicinity, and another one is under construction. Older commercial and residential buildings lend architectural interest to the "center", and the newer shopping centers have been designed to be somewhat compatible with Dilworth's overall character.

This mixed use area has the potential of becoming a much more cohesive pedestrian oriented center in the future. Redevelopment opportunities exist on lots where more suburban scale development has taken place in the past (buildings set far back off the road surrounded by parking lots). The residential block between Scott Avenue and Kenilworth between East Boulevard and the Park Road/Kenilworth intersection also has the potential for redevelopment for higher density housing as described earlier in the neighborhood analysis.

Recommendations:

- **Encourage infill commercial and office development on property currently zoned for nonresidential use. Do not expand into the residential areas. Any new development should have a good edge relationship with adjacent residential lots. Also, new development should be designed at a pedestrian scale.**

- **Consider rezoning the area around the intersections of Scott, Kenilworth, and East Boulevard to the neighborhood service district proposed in the new zoning ordinance to give added design flexibility for creating a more pedestrian oriented center.**

Park Road/Woodlawn Road Intersection Area

Offices, businesses, and multi-family housing surrounding the intersection of Park Road and Woodlawn Road collectively function as a community mixed use "center". Park Road Shopping Center contains the bulk of retail uses, and most of the office development exists south of Woodlawn Road within the South District boundaries. Very few if any vacant lots zoned for nonresidential use exist north of Woodlawn, and stable neighborhoods abut the nonresidential zoning. Pressure to extend nonresidential zoning into residential areas is likely to surface in the future.

Recommendation:

- **Limit new nonresidential development to properties already zoned for nonresidential uses.**

- **Include landscaping in the design of the scheduled Woodlawn Road/Park Road intersection improvement to enhance the streetscape image for the area.**

Park Road/Kenilworth Avenue Area

Neighborhood oriented offices and businesses are concentrated in the Park Road/Kenilworth Avenue intersection area south of Ideal Way. A number of multi-family developments surround the nonresidential uses. Although not a center per se, the area generally functions as one. Redevelopment potential exists near the intersection of Park Road and Kenilworth on lots that currently are developed at low intensity. This intersection area in particular should be redeveloped at a much more compact, pedestrian-oriented scale.

The Park Road Streetscape Plan identified broad design concepts for the streetscape in this area. Having a cohesive streetscape would help tie the area together as an identifiable center.

Recommendations:

- **Encourage redevelopment of the land immediately around the intersection of Park Road and Kenilworth Avenue, for higher intensity or density office, retail, and or multi-family housing. The design of any new development should be oriented to the pedestrian; short building setbacks, parking at the rear of buildings, interconnecting walkways, etc. would contribute to this pedestrian scale.**

- **Implement the Park Road Streetscape Plan through the development process.**

- **Consider rezoning this area to the neighborhood service district.**

South Boulevard/East Boulevard Area

Located at the edges of Dilworth and Wilmore (in subarea 3), the existing commercial and industrial area surrounding the intersection of South Boulevard and East Boulevard has great potential for redevelopment. In addition to having immediate access and visibility to Uptown, the area also has a number of older structures that could be adapted for new uses.

In 1987, City Council adopted a plan for the South Boulevard/East Boulevard area addressing the land from Magnolia Avenue to near Morehead Street towards Dilworth's and Wilmore's residential edges. The plan establishes a vision of this area as a dynamic pedestrian-oriented mixed use center that consists of neighborhood oriented office, retail, and entertainment establishments and high density housing.

The plan also endorses the idea of reviving a local trolley system with the South Boulevard/East Boulevard area as the terminus of a line from Uptown. Reinstating the trolley and having a trolley "station" within the mixed use center would help give identity and unique appeal to the center.

Streetscape concepts for South Boulevard are also recommended in the plan. Funding for some of the improvements has been included as part of the City's Corridor Redevelopment Fund.

Recommendations:

- o Continue to support and encourage the land use and design recommendations proposed in the South Boulevard Special Project Plan.

- o Prepare a detailed streetscape plan for South Boulevard that refines the broad design concepts promoted in the South Boulevard Special Project Plan.

B. MIXED USE CORRIDORS

Providence Road

Offices, shops, restaurants, and multi-family housing front Providence Road from the urban fringe to the Queens Road intersection. Through the years, single family homes along the corridor have been razed or converted to a nonresidential use. Although this corridor is economically healthy and vibrant, further encroachment into residential areas would erode the neighborhoods' edges.

Recommendation:

- o Encourage infill development and redevelopment within the bounds of existing zoning; however, consider rezonings to allow mid-rise housing in appropriate locations north of the intersection of Queens Road and Providence Road. Design that reflects

sensitivity to adjacent residential areas should be a condition of any rezoning for higher density housing.

Kings Drive

An analysis and recommendations for design and development along Kings Drive will be included in the special project plan previously discussed for Midtown.

Morehead Street

Morehead Street, considered a part of Midtown has principally developed with offices, but concentrations of commercial development exist around Morehead's intersections with Kings Drive and with McDowell Street. Several high rise apartments for senior citizens exist west of McDowell Street. With the exception of the Morehead/McDowell Street commercial area, very little redevelopment opportunity exists. Most of the office development consists of attractive three and four story buildings that are appropriate for the fringe area of Uptown.

Recommendations:

- Maintain the existing office development and housing along Morehead Street, but promote redevelopment of the commercial area at the McDowell Street in the long term for additional mid to high rise housing. The housing may include a small retail component to serve the residents. Additional large scale commercial development on Morehead Street at McDowell would only dilute the market needed to support the retail along Kings Drive and in the East Boulevard/Kenilworth area. Higher density housing close to Uptown is needed.

- Do not extend nonresidential zoning into residential areas abutting Morehead Street in Dilworth or Myers Park.

South Boulevard (south of Magnolia Street Avenue)

South Boulevard is one of the oldest commercial/industrial corridors in the city. Most of the industrial development is located on the west side of the corridor in subarea 3. The streetscape along South Boulevard is particularly poor; numerous curb cuts, massive unscreened parking and storage areas, large garish signs, and overhead utilities dominate. In the last several years some redevelopment has taken place improving the streetscape in certain locations, but overall, the corridor presents a jumbled, unattractive gateway image.

Recommendation:

- Encourage redevelopment of the east side of South Boulevard with retail and business uses and the west side (subarea 3) with industrial/business/office park type uses. The following rezonings will support the above envisioned pattern of development and provide higher quality development along this major corridor leading to and from Uptown.

Eastside:

- Rezone properties between Magnolia Avenue and Ideal Way from I-1 to B-2, with the exception of the Dilworth Business Park. (No. 57/Map 36)

- Rezone properties between Scaleybark and Woodlawn from I-2 to B-2. (No. 58/Map 35)

Westside:

- Rezone several tracts fronting on the westside of South Boulevard north of the intersection of Woodlawn and South Boulevard from I-2 to B-2. (No. 59/Map 37)

- Rezone three areas between Old Pineville Road, Scaleybark, South Boulevard and Exmore Street from I-2 to I-1. (No. 60/Map 38)

- Rezone commercial properties between Freeland and Clanton Road from I-1 and I-2 to B-2. (No. 61/Map 39)

- Rezone two areas between Clanton Road and New Bern Street from I-2 to I-1. (No. 62/Map 40)

- Rezone property fronting on Woodlawn Road between South Boulevard and Tryon Street and Exmore Street from I-2 to B-2 to reflect existing commercial uses. (No. 63/Map 41)

o Improve the streetscape appearance of South Boulevard through the application of the design guidelines and overlay zone described on page 17.

C. EMPLOYMENT AREAS

In addition to the office development/redevelopment proposed within mixed use centers and along corridors previously discussed, the following development opportunities exist for new employment subarea 2:

Expansion of Carolina's Medical Center and Related Offices

Carolina's Medical Center has continued to expand in recent years and the need to further expand has been acknowledged by the Hospital Authority. Also, demand for medical office space in close proximity to the hospital is strong. Offices have been built in the Romany Road/Kenilworth Road/Morehead Street area, in the Kings Drive/Morehead Street/Brunswick Avenue area, and in the East Boulevard/Lombardy Circle area.

Residential areas north of East Boulevard have been surrounded by office and commercial uses. Further expansion of the hospital and offices into the residential areas will erode the neighborhoods to a point where they no longer are viable as residential areas. Several

rezonings to prevent this from happening are proposed in the discussion of Dilworth.

Recommendations: (An outcome of the Carolina's Medical Center/East Boulevard Study discussed previously.)

- o Direct expansion of hospitals and offices to land already zoned nonresidentially in the direction of Morehead Street and Kings Drive, not the south. Redevelopment potential exists particularly on lots where converted single family structures currently stand. (The hospital is currently preparing master plan.)

- o Hospital planners should work with the Charlotte Department of Transportation and Planning Commission staff to identify potential intersection improvements that will improve access into the hospital area. Any intersection improvement, however, should be designed at a scale that is compatible with the neighborhood character; intersection widths typically used in suburban areas would not be appropriate. Potential locations for improvements are as follows:

  - Kenilworth Avenue/Scott Avenue/Romany Road Intersection
  - East Morehead Street/Harding Place Intersection
  - Scott Avenue/Buchanan Street/Hospital Loop Road Intersection
  - Kings Drive/Brunswick Avenue Intersection

Randolph Road/Queens Road/Caswell Street Area

This area was included in the discussion of Presbyterian and Mercy Hospitals in subarea 1. In summary, no further expansion of office uses should occur in Myers Park in this vicinity.

SUBAREA 3

In total land area, subarea 3 is the largest of the Central District's five subareas. Several attractive, stable neighborhoods are located within it, but a number of fragile neighborhoods also exist, in particular along West Boulevard. Large public housing projects including Dalton Village, Boulevard Homes, and Southside Homes are neighborhoods in and of themselves. Because of the large concentrations of low income people in certain locations in subarea 3, crime and other social problems are more prevalent than in other parts of the district. This tends to overshadow the positive living environment that does exist in a large portion of the area.

Much of subarea 3 has developed nonresidentially. Industrial uses dominate the corridor between South Boulevard and I-77, south of the Wilmore neighborhood. Industrial and general business (B-2) uses are concentrated in the West Morehead area, in the Wilkinson Boulevard Corridor, along I-85, and along Freedom Drive. A portion of West Boulevard also has developed nonresidentially with neighborhood oriented businesses. In addition, opportunities for quality nonresidential development exist along Billy Graham Parkway.

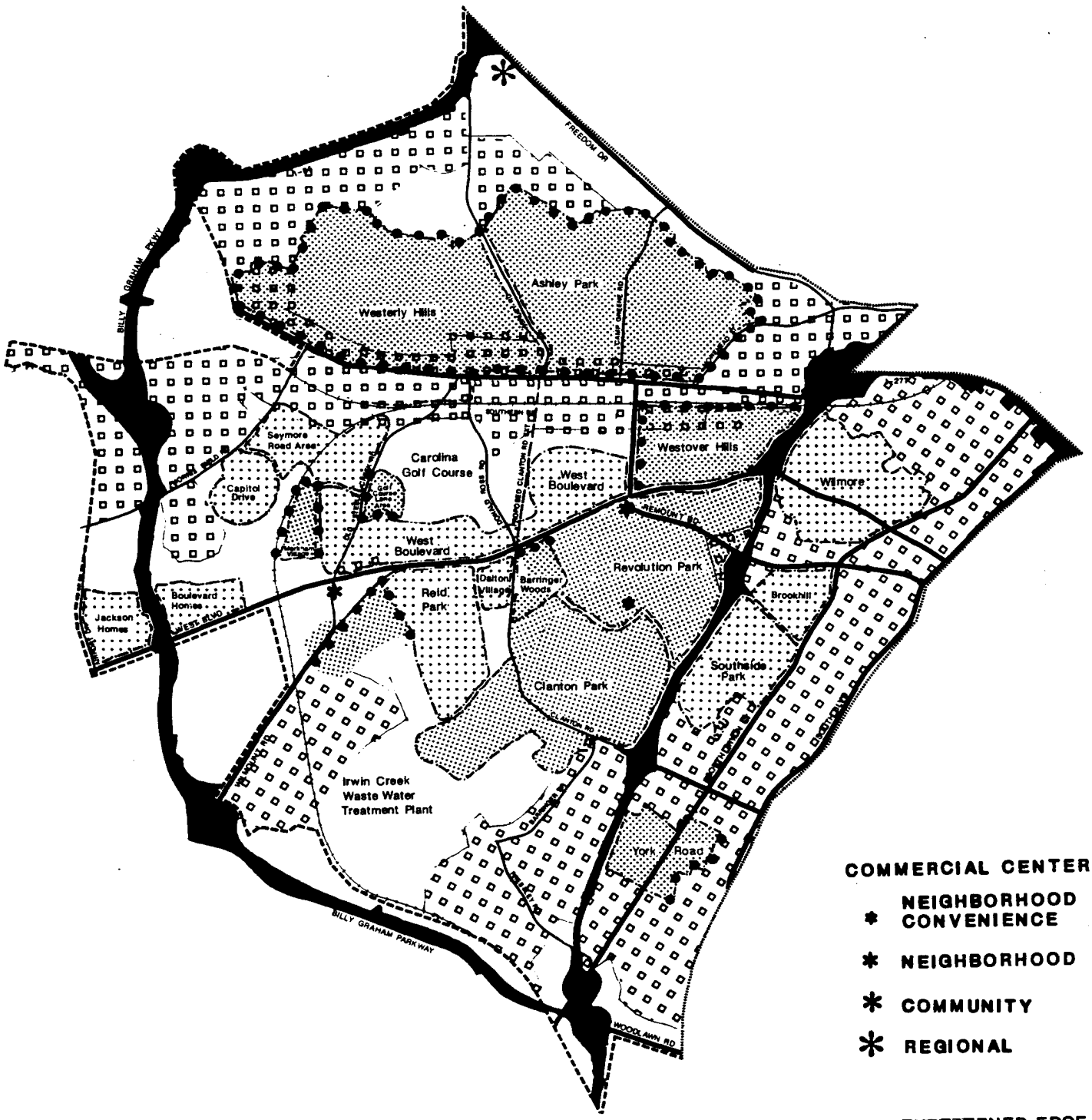
Major public facilities in subarea 3 are Revolution Park and Irwin Creek Waste Water Treatment Plant. Charlotte Douglas Airport, although located in the Southwest District, does have an impact on the Central District, in particular on subareas 3 and 4. Noise contours reflecting varying levels of noise impacts extend into a portion of subarea 3.

The major planning challenge ahead for this subarea is to change the community's negative perception of the area in general. To do so will require stabilizing the fragile residential areas, providing new affordable housing opportunities, and encouraging redevelopment of older, deteriorating commercial and industrial concentrations. At the same time, it will be important to maintain those areas that are currently healthy.

ISSUES, OPPORTUNITIES, AND RECOMMENDATIONS FOR ACTION

I. IMPROVING LIVABILITY IN FRAGILE NEIGHBORHOODS

Wilmore and Southside Park are two fragile neighborhoods east of I-77. The majority of neighborhoods west of I-77 along West Boulevard are also considered fragile, including Reid Park and the Wilmont Road neighborhood on the south side of West Boulevard. With the exception of the Golf Course Lane and Markham Drive neighborhoods, all residential areas north of West Boulevard between Morris Field Road and Clanton Road are also in need of help. The Jackson Homes area west of Billy Graham Parkway is also considered fragile.


FREEDOM DR
BILLY GRAHAM PKWY
Ashley Park
Westerly Hills
Seymore Road Area
Capitol Drive
Cardina Golf Course
West Boulevard
Westover Hills
Wilmore
Revolution Park
Reid Park
Dalton Village
Barringer Woods
Brookhill
Boulevard Homes
Jackson Homes
Southside Park
Clanton Park
Irwin Creek Waste Water Treatment Plant
York Road
BILLY GRAHAM PARKWAY
WOODLAWN RD
north
Central District Plan boundary
Sub-Area boundary
neighborhood boundary
COMMERCIAL CENTERS:
NEIGHBORHOOD CONVENIENCE
NEIGHBORHOOD
COMMUNITY
REGIONAL
THREATENED EDGE
STABLE NEIGHBORHOOD
FRAGILE NEIGHBORHOOD
EMPLOYMENT

SUB AREA 3

Generally the areas on the north side of West Boulevard are small and do not have distinct neighborhood identities; they are essentially small enclaves along one or two streets. Several of these residential enclaves are collectively identified as West Boulevard on the map on page 76.

Housing problems, zoning conflicts, the lack of infrastructure, nonresidential pressures, and image problems associated with crime and physical deterioration are common to all the fragile neighborhoods. Several of the neighborhoods were Community Development Target Areas, and housing and neighborhood improvements have been made; however, the job of neighborhood revitalization is far from complete. Housing code enforcement should be stepped up in all these neighborhoods.

Southside Park

Southside Park is principally a lower income neighborhood located between South Tryon Street, I-77, Clanton Road, and Tremont Avenue. The neighborhood consists of a small single family area and two large lower income housing complexes: Southside Homes and Brookhill Apartments. Industrial and some retail development surrounds the small, struggling neighborhood.

In 1988, City Council adopted a special project plan for Southside Park that reinforces the objective of maintaining the neighborhood as a residential area despite pressures for nonresidential development. Housing and zoning strategies are recommended in the plan, and rezonings have resulted. A number of other neighborhood improvements are proposed as well.

Recommendation:

- o Continue to implement the recommendations in the Southside Park Special Project Plan. Because of the small size and fragility of the neighborhood, it will be most important to prevent any additional nonresidential zoning in Southside Park.

Wilmore

Wilmore is an older, low to moderate income neighborhood west of South Boulevard. Industrial and commercial development borders the neighborhood on its north, south, and east sides, and I-77 extends along the neighborhood's western border. Since the 1960's, Wilmore has suffered with housing and image problems. In the 70's, the neighborhood was in the Neighborhood Assistance and Neighborhood Improvement Programs, and housing rehabilitation and infrastructure improvements were made, but the neighborhood has continued to have problems. During the mid to late 1980's, however, improvements to Wilmore's housing accelerated. The Wilmore Neighborhood Housing Services organization was established in 1986 to encourage new residential development and to create homeownership opportunities. Since then, numerous homes have been rehabilitated and/or built.

Although the housing problems in Wilmore are diminishing, other neighborhood problems - inadequate infrastructure, zoning, crime, etc. - have not been completely addressed. To address the problems and identify strategies to change the image of Wilmore, the Planning Commission initiated the process for completing an area plan for the neighborhood. * The plan proposes zoning changes, infrastructure improvements, anti-crime strategies and other neighborhood improvements.

Recommendation:

- o Implement the Wilmore Special Project Plan as a means of addressing zoning, crime, and infrastructure problems in particular. It will also be important to continue with strict housing code enforcement to sustain the efforts made by Wilmore Neighborhood Housing Services.

Reid Park

Located off West Boulevard, Reid Park is an older low-moderate income neighborhood in need of attention. The neighborhood, which consists principally of small houses on small lots, lacks basic infrastructure such as sidewalks, curbs, and gutters. Housing rehabilitation is also needed. Unlike other neighborhoods that are principally built out, Reid Park has a considerable amount of vacant land for infill development. This is an opportunity for bringing new life to the area. Potential nonresidential development along West Boulevard is also an issue for the neighborhood.

Because of the number of issues in Reid Park, the Planning Commission developed a special project plan to identify strategies for improving the neighborhood.

Recommendations:

- o Implement the special project plan for Reid Park, a plan that focuses on housing, zoning, and infrastructure needs. Actively promoting new housing on vacant land in the neighborhood should be a priority for Reid Park. Rezoning recommendations from the proposed plan that should be initiated with the Central District Plan rezonings are as follows:
  - Rezone all R-22MF/(R-6MF) zoning in the neighborhood to R-5/(R-6) to reinforce the single family character of the area. With the amount of multi-family housing in adjacent Dalton Village, additional multi-family zoning is not desirable. (No. 64/Map 42)

* The Wilmore and Reid Park Plans were adopted by City Council in January, 1993.

- Rezone four I-1 properties on the west side of the neighborhood south of Sherrill Street to R-5/(R-6) to reflect the existing use and to strengthen the residential edge that could otherwise be developed with industrial uses. (No. 65/Map 42)

- Rezone I-1 properties north of Sherrill Street and east and west of Walter Street to R-4/(R-9) as a transition between the single family area and the businesses along West Boulevard. The land is predominantly vacant. (No. 66/Map 43)

- Rezone I-1 properties fronting West Boulevard east of Walter Street (south side) to B-1 to reflect the existing uses and to prevent more intense development than neighborhood businesses. (No. 67/Map 43)

o Consider Reid Park as an eligible Neighborhood Reinvestment Fund area to finance needed infrastructure projects. (The needs are explained in the special project plan.)

Other Residential Areas north of West Boulevard

Residential areas east and west of Old Steele Creek Road and between Clanton Road and Donald Ross Road include a mix of single family homes, duplexes, and apartments. Neighborhood conditions are poor. In some locations, boarded up structures exist which augment an already negative image for the area. A considerable amount of vacant land exists in this vicinity which provides an opportunity for infill housing.

Recommendation:

o Encourage infill housing on vacant lots in the West Boulevard neighborhoods between Clanton Road and Old Steele Creek Road. Large tracts of vacant, multi-family zoned land exist in the area south and east of the Carolina Golf Course. Because a considerable number of apartments already exist in this West Boulevard area, these vacant sites are more appropriate for single family or town house development. The construction of the proposed Ashley to Clanton Road extension may provide additional access to some of the vacant tracts.

  Non profit housing organizations or private developers using subsidized loans should consider these locations for low to moderate income housing. The housing should be oriented towards home ownership. Additional housing of this type will help strengthen the overall residential image of West Boulevard.

o Rezone the B-1 and I-1 frontage properties on the north side of West Boulevard from Clanton Road to Walter Street to R-8 to provide greater flexibility in housing choices. Single family homes exist on most of the lots and a residential future is desired to help reinforce existing neighborhoods. (No. 68/Map 44)

- Rezone the land between Old Steele Creek Road and Donald Ross Road from R-22MF/(R-6MF) to R-5/(R-6). The majority of the land is developed with single family homes with the exception of a few duplexes, small apartment buildings, and the large vacant tract south of the Golf Course described above. The R-5 zoning will accommodate the majority of existing housing and will provide the opportunity for infill housing at a density that will balance the overall development pattern of the West Boulevard area. (No. 69/Map 45)

- Rezone the Carolina Golf Course property from I-1 to R-5/(R-6). This property is developed as a golf course and the I-1 zoning is not needed. This rezoning will help promote compatible development adjacent to a residential area. (No. 70/Map 46)

- Rezone from R-22MF/(R-6MF) to R-8 lots fronting Mayfair Avenue between Markland Street and Wingate Avenue that are currently developed with single family homes and duplexes. (No. 71/Map 47)

- The Community Development Department should consider purchasing homes from the airport's neighborhood buyout areas and relocating to vacant land on the north side of West Boulevard.

Wilmont Road Area

The Wilmont community is located south of West Boulevard and northeast of Billy Graham Parkway. It is fairly rural in character, and the majority of the land is undeveloped. The small amount of residential development consists of single family homes on large lots.

Wilmont/Tyvola Road bisects the neighborhood. On the eastside of the road is a well defined development of single family homes. The homes are in fairly good condition. The development however lacks adequate infrastructure such as sidewalks, curbs and gutters. This area is the only portion of the neighborhood zoned for single family use.

A sparse amount of residential development exists on the westside of the road some of which fronts directly on Wilmont/Tyvola Road. Most of the land on this side of the road is vacant and zoned multi-family.

The rural character of this neighborhood will not likely remain in the future. The community is poised for change. Consequently, it is considered a fragile area. Wilmont/Tyvola Road between Old Steele Creek and Billy Graham Parkway is scheduled to be widened from two lanes to four lanes. The widening is needed to accommodate increased traffic generated by the Coliseum. The road improvements and available vacant land and multi-family zoning should stimulate development in the area. It is important, however, that quality development occur because the area is a gateway to and from the Coliseum.

Recommendations:

- Maintain the single family character and zoning on the east side of Wilmont Road, but consider the following rezoning:

- Rezone from R-22MF/(R-6MF) to R-4/(R-9) properties fronting Wilmont Road and between Shady Land and Rubine Street. Single family homes exist on these properties. Rezoning the lots to single family will reinforce the area already zoned R-9. Multi-family housing should be allowed to develop as zoned south of Richard Road. Expansion of nonresidential uses should not be permitted. (No. 72/Map 48)

o Favorably consider a conditional rezoning for the R-6MF property south of Rebecca Avenue for light industrial, business, or office park use consistent with the quality of development elsewhere along Billy Graham Parkway. Residential properties to the north should be adequately buffered from any nonresidential uses.

Capitol Drive Area

The Capitol Drive area, a small neighborhood north of West Boulevard off Morris Field Road, is in need of infrastructure improvements. Residents have made significant progress towards improving the appearance of the neighborhood, and the homes are in reasonably good condition. However, the neighborhood needs to be stabilized further.

In 1989, City Council selected the Capitol Drive area as one of its top priorities for receiving funds from the Neighborhood Reinvestment Program. Consequently, many of the infrastructure needs are being met.

o Identify infrastructure needs for the Capitol Drive Area and provide new infrastructure through the Neighborhood Reinvestment Fund.* In addition, the following rezoning should be initiated:

  - Rezone the Capitol Drive neighborhood from R-22MF/(R-6MF) to R-5/(R-6) to be consistent with the existing land use and to protect the existing housing stock; however, the apartment complexes around Helena Street and within the neighborhood should not be rezoned. (No. 73/Map 49)

o The Community Development Department should consider purchasing homes from the airport's neighborhood buyout areas and relocate to vacant land in the Capitol Drive area.

Seymour Avenue Area

Just north of the Capitol Drive area is another small neighborhood around Seymour Avenue. The neighborhood essentially extends east and west of the railroad tracks. Housing in the neighborhood consists of a mix of duplexes, apartments, and single family homes and is likely some of the worst housing in the city. A high percentage of the units are rental, and many are in poor condition. Overall, the image of the area is poor. Opportunities for infill development exist on vacant land in the neighborhood; new housing would help stabilize the area.

* A number of capital improvements were made in 1992.

Social problems, in particular those related to drugs and crime, are evident in the Seymour Avenue area. Without attention to the people problems, physical improvements will likely be for naught.

Recommendation:

- o Rezone the Seymour Avenue neighborhood from R-22MF/(R-6MF) to R-8. This would accommodate a mix of housing types but would reduce the density that would otherwise be allowed by R-22MF/(R-6MF) zoning. High density residential in an already fragile area would likely result in further neighborhood deterioration. (No. 74/Map 49)

- o Actively promote new infill housing on vacant lots in the Seymour Road Neighborhood and step up code enforcement and housing rehabilitation assistance in the area.

- o Focus crime prevention/enforcement efforts in the neighborhood.

Jackson Homes Area

Jackson Homes is a low income housing project north of West Boulevard and west of Billy Graham Parkway. To the north of the project is a low-moderate income single family neighborhood. The neighborhood maintains a high percentage of home ownership.

Because of its location along Billy Graham Parkway, which is principally developing with high quality business and office parks and in close proximity to the airport, the Jackson Homes area may be subject to development pressure in the future. The neighborhood will be fairly isolated from other residential development and is at a prime intersection.

In the long term, a nonresidential future - office and business park development - may be a more appropriate land use than residential. However, this raises significant social and economic issues. The housing complex and neighborhood to the north provide much needed low to moderate income housing. If redevelopment should take place, alternative replacement housing will be needed. In addition to housing problems, there are also potential issues with uprooting an entire neighborhood.

Recommendations:

- o Maintain the Jackson Homes area as a residential neighborhood; however, a conditional rezoning for office or business park should consider the following conditions:

    - The residential properties in the area should be sold as a unit, packaging all parcels of land in a unified development. If the existing residential area is redeveloped without any control or strategy, low - moderate income families could be displaced and the development would be piecemeal rather than a large scale unified project.

- The redevelopment plan should include a relocation component whereby the developer of the rezoned property builds replacement housing at another location for relocated residents of Jackson Homes.

II. PRESERVING STABLE NEIGHBORHOODS

A number of attractive, stable neighborhoods exist in subarea 3. These include: York Road, Clanton Park, Revolution Park, Westover Hills, Barringer Woods, Golf Course Lane area, Markham Driver area, Westerly Hills, and Ashley Park. A brief assessment of the neighborhoods and issues and recommendations related to maintaining them as stable neighborhoods in the future are as follows:

York Road

The York Road neighborhood is located east and west of South Tryon Street south of Clanton Road and north of the Billy Graham Parkway/I-77 Interchange. It is surrounded by industrial and business uses. Despite the nonresidential pressures, the York Road neighborhood has remained a stable, attractive area, providing good moderate income housing for the community. In general, the neighborhood should remain intact.

A residential future for the properties south of Peterson Drive, however, is questionable. Because of the land's proximity to the Billy Graham Parkway/I-77 interchange a nonresidential use in the long term may be more appropriate. Office complexes and highway oriented commercial uses have already been built in the area. It is only a matter of time before vacant land surrounding existing homes is developed nonresidentially, thus creating a less desirable living environment for residents along Orchard Drive (south of Peterson Drive).

Recommendation:

- **Preserve the single family character of the neighborhood by rezoning R-22MF/(R-6MF) and B-1 properties west of Tryon Street north of Orchard Drive and east of Tryon Street north of Freeland Lane to R-5/(R-6). (No. 75/Map 50)**

- **Favorably consider a conditional rezoning for light industrial or business park development south of Peterson Drive in the Orchard Circle vicinity. This area is currently developed with single family homes. A rezoning containing up to 10 acres should be conditioned upon a 75-100 foot buffer being provided at the rear of properties along the south side of Peterson Drive and upon a total buyout of homes along Orchard Drive.**

- **Rezone property between Freeland Lane, Peterson Street, Heroit Avenue and Tryon Street from R-22MF/(R-6MF) to R-8 to reflect the existing land use which is single family homes and duplexes. (No. 76/Map 51)**

- o Rezone a large vacant lot on the north side of Freeland Lane from B-2 to B-1. This lot is located at the entrance to a stable single family neighborhood. B-1 zoning could attract more neighborhood oriented businesses. (No. 77/Map 51)

- o Consider this neighborhood as a Neighborhood Reinvestment Area.

Clanton Park

Clanton Park is a very well groomed neighborhood west of I-77, south and east of Irwin Creek, and north of the Pressley Road Industrial area. It is essentially fully developed with single family homes. Clanton Road is a major arterial that bisects the area. Revolution Park and Pressley Park, located on the north and south edges of the neighborhood, are public open spaces and recreational amenities for the neighborhood.

No significant problems threaten the stability of Clanton Park. Industrial development at the southeast end of the neighborhood has reached its limits for expansion; no vacant land exists adjacent to the residential area.

Recommendation:

- o Maintain the existing land use and zoning patterns in Clanton Park.

Revolution Park, Westover Hills, and Barringer Woods

Similar in character, Revolution Park, Westover Hills, and Barringer Woods, are three predominantly single family neighborhoods located north and south of West Boulevard and west of I-77. Tree-lined streets fronting small homes are typical in these neighborhoods. Overall, housing conditions are fairly stable. Revolution Golf Course and Clanton Park are both attractive amenities in the neighborhood.

Revolution Park is very well buffered from I-77 along the entire length of its southern border with Revolution Golf Course and Park. The only land use issue confronting this neighborhood is nonresidential zoning surrounding the intersection of West Boulevard and Remount Road. Further expansion of nonresidential uses along either of the thoroughfares would adversely affect the neighborhoods residential edge.

The threat of nonresidential encroachment in Westover Hills is more prevalent than in Revolution Park. Business and office zoning extends along Remount Road. If developed as zoned, the residential character of Remount Road would be destroyed, and deterioration along the neighborhood's edge would likely result. Industrial zoning on the north end of the neighborhood also presents potential problems. Vacant land that may experience pressure for nonresidential development exists in this area. Any additional nonresidential zoning would lessen the desirability of Westover Hills.

Barringer Woods, located west of Barringer Elementary School on the south side of West Boulevard is a very small neighborhood. Although the neighborhood is essentially built out, a considerable amount of vacant land borders the area. How this vacant land develops will have an effect on Barringer Woods. A large vacant tract of multi-family zoned land exists to the south of the neighborhood, and vacant business zoned land exists to the north along West Boulevard.

Recommendation:

- o Maintain the existing land use and zoning patterns with the exception of the following:
  - Rezone O-2/(O-6) zoned property on the east side of Remount Road just north of West Boulevard to R-4/(R-9) to reflect the existing land use and to prevent nonresidential encroachment into the neighborhood. (Revolution Park) (No. 78/Map 52)
  - Rezone existing multi-family properties along Remount Road between West Boulevard and Parker Drive from B-1 and O-2/(O-6) to R-22MF/(R-6MF) to reflect current land use. (Westover Hills) (No. 79/Map 52)
  - Rezone the B-1 property fronting West Boulevard and abutting the Barringer Woods neighborhood and Dalton Village to R-17MF/(R-9MF). The land is currently vacant, and strip development is likely if the zoning is not changed. A residential land use future is desired for West Boulevard. (No. 80/Map 44)
- o In accordance with the Park Master Plan, Revolution Golf Course and Clanton Park should be redeveloped and combined. The facilities within the park and golf course have aged, and the open space is not being used to its greatest potential. Redevelopment should include purchasing additional land along Clanton Road to give access to the park from Clanton.

Golf Course Lane and Markham Drive Neighborhoods

These two residential areas are the only distinctly stable neighborhoods north of West Boulevard between Clanton and Morris Field Roads. Both are relatively small neighborhoods.

The Golf Course Lane neighborhood is located south of Carolina Golf Course and east of Olde Steele Creek Road. It has some of the nicest housing in subarea 3. The Markham Drive area is also an attractive neighborhood north of Parkmont Avenue, east of the Southern Railway tracks, south of the Seymour Avenue area, and west of Kenhill Drive.

Problems with these neighborhoods are principally external. Poor image problems with surrounding neighborhoods and West Boulevard in general will continue to threaten the stability of these areas. Since so many of the West Boulevard neighborhoods are in fragile condition, it is

vital to preserve the few stable neighborhoods that exist. Strengthening the surrounding fragile neighborhoods and the image of West Boulevard will not only positively affect the fragile areas, but will reinforce these stable neighborhoods.

Recommendation:

- o Preserve the single family character of the neighborhoods and consider the following rezoning:
  - Rezone from R-22MF/(R-6MF) to R-5/(R-6) the Golf Course Lane neighborhood bound by Old Steele Creek Road, Carolina Golf Course, and the properties fronting West Hampton Drive to reflect the existing land use. (No. 81/Map 53)

Westerly Hills and Ashley Park

Westerly Hills and Ashley Park are two post World War II neighborhoods situated between Wilkinson Boulevard and Freedom Drive. Ashley Road separates the neighborhoods which are stable, integrated moderate income residential areas consisting primarily of small single family homes. Several multi-family complexes also exist in the area.

In 1984, City Council adopted the Westerly Hill - Ashley Park Small Area Plan to address problems and opportunities in the neighborhoods. One of the most complex problems facing the neighborhoods then and now is the negative image of Wilkinson Boulevard, the gateway to the neighborhoods. In recent years, however, the image has begun to change as a result of streetscape improvements, stronger enforcement of crime, and cooperation of business and neighborhood leaders. The Wilkinson Boulevard Special Project Plan, adopted in 1986, has guided some of the changes.

Both plans adopted for the area address improvements within Westerly Hills and Ashley Park. A number of rezonings intended to protect the residential edges along Wilkinson Boulevard and Morehead Street have subsequently been approved. As will be discussed later in this section of the plan, traffic impacts from Ledwell Road and Remount Road extensions may be a problem for these neighborhoods in the future.

Recommendation:

- o Continue to support the recommendations of the Westerly Hills/Ashley Park Small Area Plan and Wilkinson Boulevard Special Project Plan; however, consider the following rezoning not included in either plan:
  - Rezone from R-22MF/(R-6MF) to R-5/(R-6) the following single family areas to preserve the residential character that exists:
    - o the single family area on Columbus Street and Princess Street (No. 82/Map 54)

- o the single family area on Highland, Camp Greene, and Berryhill Streets (No. 55/Map 55)

- o the single family area south of Corbitt Street, Bristol and Wilson Avenues. (No. 84/Map 56)

- Rezone three O-2/(O-6) areas north of Wilkinson Boulevard between Remount Road and Morehead Street to R-5/(R-6) to prevent nonresidential encroachment into the neighborhood. (No. 85/Map 57)

- Rezone remaining O-2/(O-6) properties north of Wilkinson Boulevard between Weyland Avenue and Highland Street to R-22MF/ (R-6MF). This will provide for more compatible development and match recommendations proposed for properties north of this site. (No. 86/Map 58)

- Rezone R-17MF/(R-9MF) properties fronting on Marlborough and Minnesota Street and R-22MF/(R-6MF) properties south of Amerigo Street between Wilson and Hillview Avenues to R-8. These areas are predominantly developed with duplexes. The rezoning would prevent intensification. The existing apartment complexes should not be rezoned. (No. 87/Maps 59 and 61)

- Rezone property fronting on Marlowe Avenue from R-22MF/ (R-6MF) to R-8 to reflect existing land uses which is a mixture of single family and duplexes. (No. 88/Map 54)

- Rezone O-2/(O-6) lots between Sparta Avenue and Westerly Hills O-6 to R-8 to prevent nonresidential encroachment into the neighborhood. (No. 89/Map 61)

III. OPPORTUNITIES FOR INFILL DEVELOPMENT AND REDEVELOPMENT

A. MIXED USE CENTERS

Freedom Mall Area

With the exception of commercial centers along South Boulevard the Freedom Mall area is the only significantly sized mixed use center serving subarea 3. Although not an integrated center, the development along Freedom Drive around the mall essentially functions as a regional mixed use center. A recent rezoning for large tracts of vacant land behind the mall will result in light industrial and business park development on the land. This will provide an employment component to complement existing commercial uses.

Although little vacant land exists, the opportunity for redevelopment is good. With an improved streetscape and better integration of uses, the Freedom Mall area could become more of a "center" in the future.

Recommendation:

- Encourage redevelopment and enhancement of the commercial development in the Freedom Mall area; however, limit redevelopment to existing nonresidentially zoned areas.

- Rezone I-2 and I-1 zoning in the Freedom Mall area along Ashley Road and Freedom Drive to B-2 to reflect the existing commercial uses. (No. 90/Map 62)

West Boulevard/Remount Road Intersection Area

Older strip commercial uses surround the intersection of West Boulevard and Remount Road. A deteriorated shopping center exists on the northeast corner of the intersection. This corner in particular, provides an opportunity for redevelopment that could enhance the image of West Boulevard and provide much needed retail services to the surrounding neighborhoods.

As recommended in the discussion of Westover Hills and Revolution Park, nonresidential zoning should be reduced along Remount Road to protect the residential edges. The amount of nonresidentially zoned land that would remain after the Remount Road rezonings take place is adequate for redevelopment of a mixed use center.

Recommendations:

- Encourage redevelopment of the commercial area at the Remount Road/West Boulevard intersection as an integrated pedestrian-oriented mixed use center. Redevelopment should include improvements to surrounding multi-family housing along Remount Road and construction of new market rate multi-family housing on vacant lots west of Remount Road.

Old Steele Creek/West Boulevard Intersection Area

A number of strip commercial uses are concentrated around this intersection. Many of the buildings and uses are in marginal condition which exacerbates an already poor West Boulevard image. Several industries also exist as does multi-family housing.

The neighborhoods surrounding this intersection are in need of close-by services. Through redevelopment of the fragmented strip development, a new mixed use center could be realized. This would dramatically influence a change in the negative perception of West Boulevard and possibly be a catalyst for rehabilitation and new infill construction in the fragile neighborhoods in the area.

Recommendation:

- Support efforts to redevelop the existing commercial area, and encourage new development to be pedestrian oriented and consider the area for neighborhood service district designation.

- Rezone properties on the northwest, northeast, southwest, and southeast corners of the intersection of Old Steele Creek Road and West Boulevard from I-1 to B-1. Industrial development is inappropriate in a predominantly residential area. Commercial zoning reflects how the land is presently used and should be in the future for a mixed use center. (No. 91/Map 63)

- Rezone properties on the southwest corner of West Boulevard and Tyvola Road from I-1 to B-1 to reflect existing commercial land use. (No. 92/Map 63)

- Rezone a large tract of land on the south side of West Boulevard between Old Steele Creek Road and the southern railroad tracks from I-1 to R-8MF. The land is principally vacant. This presents an opportunity for infill multi-family development built in close proximity to a commercial center. (No. 93/Map 64)

- Rezone a small parcel on the northwest corner of West Boulevard and Kenhill Drive from B-1 to R-22MF/(R-6MF). A portion of a multi-family complex exists on the lot. (No. 94/Map 64)

B. MIXED USE AND COMMERCIAL CORRIDORS

South Tryon Street

The character of South Tryon Street changes from one area to another. In the West Morehead area south of Uptown, commercial and some office and industrial uses exist. Farther south in Wilmore, residential development principally fronts the road, although the land is zoned B-1. Commercial and industrial uses dominate south of Wilmore to I-77 with a few exceptions; low income housing in the Southside Park neighborhood extends for several blocks in the Remount Road area, and single family homes in the York Road neighborhood front South Tryon just north of the Billy Graham Road/I-77 interchange.

Several area plans have identified appropriate land use for the South Tryon corridor. The West Morehead, South Boulevard, and Southside Park Special Project Plans essentially cover the area from West Morehead Street to Clanton Road. The area south of Clanton Road is the only portion of South Tryon not included in an approved plan. As identified in the discussion of the York Road neighborhood, some of the residential area fronting South Tryon should be preserved as residential, but the area south of Peterson Street should be allowed to redevelop for industrial uses and/or business park uses.

The outstanding issues for South Tryon Street are poor streetscape image and the need for redevelopment of older industrial uses. When southwestern Mecklenburg County develops more fully in the future, South Tryon will become an even more heavily travelled gateway into Uptown. As with other gateway corridors, South Tryon should present a favorable image which in turn will enhance the overall image of the west side.

Recommendation:

- o Rezone property on the eastside of South Tryon Street between Clanton Road and Foster Avenue from I-2 to I-1 to prevent further intensification of industrial uses along a major gateway corridor. (No. 95/Map 65)

- o Rezone property on the westside of South Tryon Street between West Boulevard and Worthington Avenue from B-2 to B-1. The B-1 zoning will encourage more compatible uses adjacent to a residential neighborhood. (No. 96/Map 66)

- o Apply the streetscape improvement guidelines to be included in the proposed streetscape design manual to South Tryon Street, and implement through the development process. A corridor overlay district for the street should be considered.

West Boulevard

Although principally a residential corridor, West Boulevard has stretches of strip commercial development near the intersections of Remount Road and Old Steele Creek Road. The worn down appearance of the commercial areas contributes to West Boulevard's negative image. As discussed previously, redevelopment around the intersections is encouraged.

The potential exists for continuing strip development along West Boulevard. A considerable amount of vacant land or residentially developed land is zoned for business. If developed as zoned, West Boulevard would essentially be one large commercial strip from Clanton Road to near Boulevard Homes. Strip development will not do anything to change the image of West Boulevard or the fragility of the neighborhoods. It would likely compound the problems.

Recommendation:

- o Rezone strips of land fronting West Boulevard as identified in the neighborhood analysis and in the recommendations for mixed use centers at Remount Road and at Old Steele Creek Road.

- o Improve the streetscape appearance of West Boulevard. The Streetscape Design Handbook to be prepared by planning staff should provide design guidelines that should be implemented through the development process. (Refer to page 17.)

Wilkinson Boulevard

Wilkinson Boulevard was once a thriving commercial corridor, but since I-85 was built and the traffic volumes once experienced on Wilkinson Boulevard have diminished considerably, the corridor has declined. Freedom Drive has since absorbed the commercial market for the area. Currently, Wilkinson Boulevard consists of a mix of marginal commercial uses and a number of light and heavy industries.

The Wilkinson Boulevard Special Project Plan identifies land use and streetscape improvement strategies for changing the negative image of the corridor. The plan advocates that the focus of redevelopment along the corridor be on employment versus commercial uses. A number of rezonings recommended in the plan have been approved, to prevent expansion of nonresidential uses into Ashley Park and Westerly Hills.

In 1989, as a follow up to the Wilkinson Boulevard Special Project Plan, a detailed streetscape plan was completed for the corridor, and a portion of the design improvements are being constructed. The Corridor Improvement Program, established by City Council in 1987, has provided the funds for the improvements.

Recommendations:

- **Encourage redevelopment along Wilkinson Boulevard principally as an employment corridor with support commercial uses as recommended in the Wilkinson Boulevard Special Project Plan.**

- **Continue to provide funds for streetscape improvements.**

Freedom Drive

Freedom Drive separates subareas 3 and 4. A mixture of strip commercial uses and several light and heavy industries front the corridor. As described in the mixed use center section, the Freedom Mall area functions as a regional mixed use center.

The image of Freedom Drive is similar to that of South Boulevard. Cluttered strip uses, numerous curb cuts, excessive signage, and unscreened parking lots are prevalent. Another issue with the corridor is its zoning. The majority of the corridor is zoned for industrial development, yet the predominant land use is business. The west side of town needs the shopping opportunities provided along Freedom Drive. Redevelopment of properties for industrial uses would diminish the retail possibilities for the corridor.

Recommendations:

- **Promote redevelopment of Freedom Drive principally as a general business (B-2) corridor. To do so, the following rezonings should be considered:**

  - **Rezone all the properties on the south side of Freedom Drive west of Camp Green from I-1 to B-2. (This is consistent with the recommendation for the Freedom Mall area.) (No. 97/Map 67)**

  - **Rezone all properties currently used for businesses or vacant on the north side of Freedom Drive, west of Camp Green from I-1 to B-2. (Properties east of Berryhill on the north side of Freedom Drive area included in the discussion of employment areas in subarea 4.) (No. 98/Map 67)**

C. EMPLOYMENT AREAS

Light and heavy industries provide the bulk of employment opportunities in subarea 3. Expansion and redevelopment of these existing employment areas and the opportunity for new employment locations are identified below.

Peterson Avenue Area (south of the York Road neighborhood)

- Intensify and expand light industrial and/or business park uses in the area north of the I-77/Billy Graham Parkway interchange and south of Peterson Avenue. As pointed out in the discussion of the York Road neighborhood, the existing residential areas south of Peterson Avenue likely will not be viable for residential use in the future because of nonresidential pressures. A conditional rezoning should be favorably considered; a condition of rezoning should be that the developer provides a minimum 75-100 ft. buffer adjacent to the York Road neighborhood north of Peterson Avenue.

Pressley Road Industrial Area

- Continue development within this industrial area within the limits of existing zoning. This is an excellent area for new industrial development to locate. The existing development represents the quality of design and mixture of uses that should be duplicated in other employment areas throughout the district.

Morris Field/Golf Acres Drive Area(west of Morris Field Road)

- Develop this area for light industrial and/or business park uses. This location is ideal for industrial or business park use. It is accessible to the interstate and is in close proximity to an established rail line and the airport. A small industrial park is developing along Golf Acres Lane and a few companies have developed on Morris Field Road near the intersection of Billy Graham Parkway. Several acres remain undeveloped in the business park. There is also some residential development along Carolina Avenue, Jason Street and Conley Street that likely will not remain as the area intensifies. Requests to conditionally rezone existing residential areas to industrial zones should be favorably considered.

Wilkinson Boulevard

- Redevelop the corridor with light and heavy industrial uses on the south side of the corridor and office and/or light industrial uses on the north side. Streetscape improvements were discussed previously in this plan.

West Morehead Street Area

- Intensify the West Morehead Street area with new light industrial and office development as recommended in the West Morehead Street Special Project Plan. In recent years attractive office and

industrial development has taken place in the area as a complement to development activity in Uptown.

Trade Park Court Area (south of Southside Park)

- o Redevelop the Trade Park Court industrial area as recommended in the Southside Park Special Project Plan. A marginal residential area south of Foster Avenue within this proposed redevelopment area will likely not exist in the future.

Tremont Avenue Street Area

- o Limit industrial development in the Tremont Avenue industrial area to land already zoned for industrial use. The area is sandwiched between Wilmore and the Brookhill Apartments, and expansion into residential areas would further weaken the neighborhoods.

I-85 Service Road Area (between Mulberry Church Road and Allegheny Street)

- o Expand and intensify industrial development within limits of existing zoning in the I-85 Service Road area. Because of its ready access to the interstate, this area is ideal for industrial use. An existing business park occupies some of the land, but much of the land is currently vacant.

Billy Graham Parkway/West Boulevard

- o As discussed in the analysis of the Jackson Homes area on page 73, consider rezoning the residential area to allow an office/business park to develop only if the residential properties can be sold and packaged as a unit and if the developer provides replacement housing to accommodate public housing residents.

Wilmont Road (south of Rebecca Street)

- o Allow office/business/light industrial development south of Rebecca Street on the west side of Wilmont Road and southwest of the Wilmont Road/Southern Railroad crossing on the east side. Large tracts of vacant land exist in this area that could be assembled and made a part of the office/light industrial development that is occurring along Billy Graham Parkway. This property is currently zoned R-22MF/(R-6MF) and should be rezoned to a nonresidential zone with the condition that the adjacent residential areas will be adequately buffered. This development will help provide needed jobs for existing and future westside residents.

Denver Street Area (between Mulberry Church Road and Allegheny Street

- o Favorably consider conditional rezonings for light industrial or business park development in this area. Currently, the area consists of several single family homes surrounded by industrial

development. It is also located within an airport noise impacted area. Because of the surrounding development, airport noise, and the good accessibility to I-85, the residential area west of the Westerly Hills Elementary School would be more conducive for nonresidential development. Property owners should be encouraged to coordinate efforts to sell there properties for a neighborhood buyout package. Property east of the school along Denver, however, should be considered for multi-family development. If nonresidential uses occur west of the school, Denver Street should cease to be a thru street; a cul-de-sac should be constructed in front of the school to prohibit truck traffic.

Ledwell Street Area

As mentioned in the discussion of the Freedom Mall area mixed use center, business and light industrial park uses are planned for the land behind Freedom Mall. A recent rezoning identified the limits of development for the entire area. Additional industrial zoning should not be permitted.

D. IMPACTS OF ROAD IMPROVEMENTS ON STABLE NEIGHBORHOODS

Ledwell Road Extension

Ledwell Extension, a road recently constructed in the Ashley Park neighborhood, connects Freedom Drive with Allegheny Street. The extension is north of the neighborhood and therefore, did not result in the loss of homes. However due to the construction of Ledwell Street truck and regular traffic may increase on Allegheny Street and Ashley Road which would present problems in the neighborhood.

Recommendations:

- The Charlotte Department of Transportation should monitor traffic flow and volume on Allegheny Street and Ashley Road to determine if "no truck traffic" signs should be installed or any other traffic control devices are needed.

Wilmont/Tyvola Road Widening

Wilmont/Tyvola Road is planned to be widened to four lanes between Old Steele Creek Road and Billy Graham Parkway. The widening is scheduled to start by 2005. The widening is needed principally to accommodate traffic generated from the coliseum. Because of increased traffic congestion on Billy Graham Parkway and I-77, West Boulevard and Wilmont/Tyvola Road combined are becoming a well used route to and from the coliseum.

Impacts upon the properties along Wilmont Road should be minimal. Lots are generally deep. Consequently, homes will not have to be removed to accommodate the widening. Traffic will likely increase, but only on coliseum event nights.

Clanton Road/Ashley Road Connector

Currently there is no direct connection between Ashley Road and Clanton Road. The thoroughfare plan for the City indicates a future connector road will be needed between West Boulevard and Wilkinson Boulevard, although the road is viewed as a long term project to be completed after 2005.

Most of the land through which the road would pass is vacant. Some industrial uses along Wilkinson Boulevard would be affected, however, but the uses are old and the properties will likely redevelop in the future. The new road could provide new access to encourage development of vacant residential properties east of Donald Ross Road.

SUBAREA 4

Subarea 4 has a diverse mixture of land uses with the majority of the area developed residentially. Sixteen neighborhoods are within the bounds of the subarea. Some of the neighborhoods are older consisting of small bungalows on small lots, typical of other inner city neighborhoods in the district, and others are more suburban in scale and character. Compared to the other four subareas in the Central District, subarea 4 has the least amount of multi-family housing.

Commercial development is principally stripped along West Trade Street, Freedom Drive, and portions of Rozzelles Ferry Road and Beatties Ford Road. Industrial uses are concentrated adjacent to I-85 and the Brookshire Freeway, which bisects the subarea. They also exist off Glenwood Drive and in the Tuckaseegee/State Street area.

Johnson C. Smith University in the Biddleville/5 Points area is the major institution unique to subarea 4. Other landmarks include Oaklawn Cemetery and Martin Luther King Park.

Several area plans have addressed large portions of subarea 4. The Beatties Ford Road Small Area Plan, adopted in 1985, includes recommendations for the entire area north of the Brookshire Freeway. A plan for Thomasboro-Hoskins extends east of I-85 well into the western portion of the subarea, and the Project Catalyst Special Project Plan recommends strategies for the Biddleville-Johnson C. Smith Area.

ISSUES, OPPORTUNITIES, AND RECOMMENDATIONS FOR ACTION

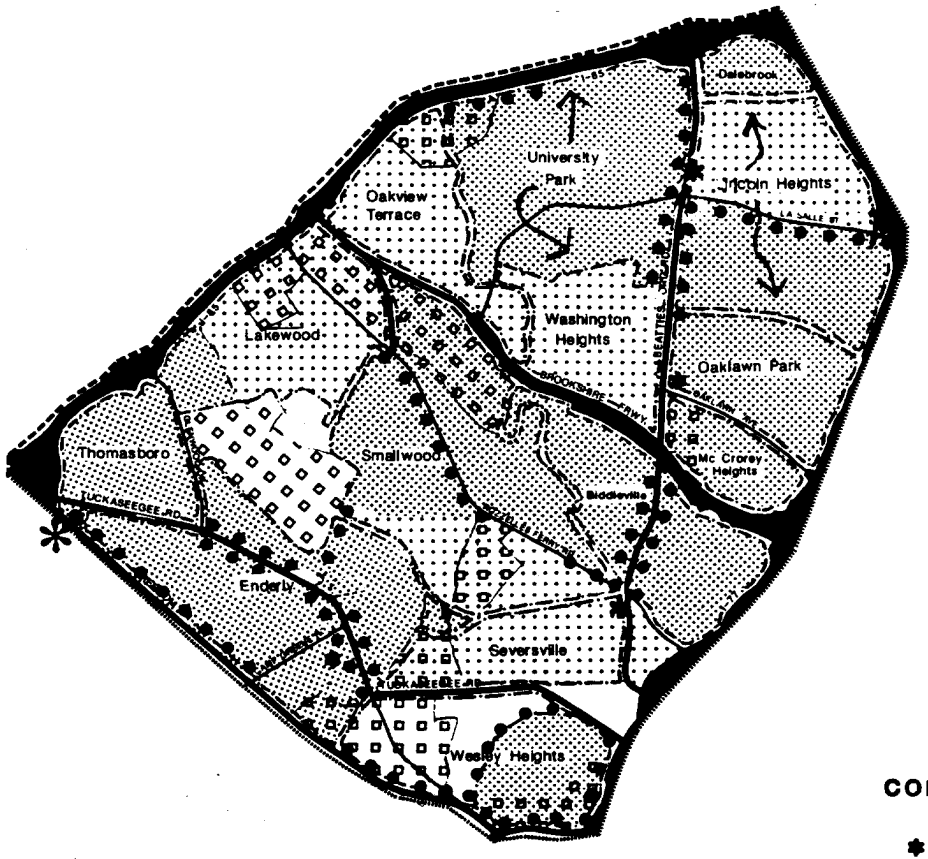
I. IMPROVING LIVABILITY IN FRAGILE NEIGHBORHOODS

Six neighborhoods are considered fragile in subarea 4: Lakewood, Oakview Terrace, Seversville, a portion of Smallwood, Washington Heights, and Lincoln Heights (north of Lasalle Street). Poor housing conditions, inadequate infrastructure, industrial encroachment, and high crime and unemployment rates are problems in many of these areas.

Lakewood

Lakewood is a small neighborhood in the southeast quadrant of the I-85/Brookshire Freeway interchange. It consists of a mix of older single family homes and duplexes. Many of the homes are deteriorating and infrastructure is lacking.

The Thomasboro-Hoskins Special Project Plan identified Lakewood as a neighborhood in need of help. Rezonings to strengthen the residential edges of the neighborhood were proposed in the plan and have since been implemented. The plan also recommends that the housing conditions in the neighborhood be surveyed as a first step towards qualifying the area for certain housing loan programs.



COMMERCIAL CENTERS :

- NEIGHBORHOOD CONVENIENCE
- NEIGHBORHOOD
- COMMUNITY
- REGIONAL

- THREATENED EDGE
- STABLE NEIGHBORHOOD
- FRAGILE NEIGHBORHOOD
- EMPLOYMENT

north

Central District Plan boundary

Sub-Area boundary

neighborhood boundary

SUB AREA 4

area is still considered somewhat fragile and should be monitored to ensure that progress continues.

Recommendation:

- o Monitor housing conditions in Washington Heights and step up housing code enforcement to reinforce improvements already made in the neighborhood.

- o Evaluate Washington Heights for historic or conservation district designation.

- o Consider Washington Heights as a neighborhood reinvestment area.

Oakview Terrace

Oakview Terrace is a small neighborhood north of Belhaven Boulevard and east of I-85. It includes a mixture of single family homes, duplexes, and apartments. Approximately half the land within the neighborhood is vacant. Housing deterioration and inadequate infrastructure are the major issues in the neighborhood.

The Beatties Ford Small Area Plan identified zoning, housing, and infrastructure strategies for Oakview Terrace. In particular, the plan reinforced the value of having new homes built on vacant land.

- o Pursue the recommendations for Oakview Terrace as proposed in the Beatties Ford Road Small Area Plan. The recommendations included designating the neighborhood as a community redevelopment area in which major changes should be undertaken.

Lincoln Heights (north of LaSalle Street)

The portion of Lincoln Heights north of LaSalle Street is declining. A mixture of duplexes and small single family homes exist in the area, and there is a high percentage of renters in the neighborhood. Infrastructure is lacking and the overall appearance is poor.

Improving conditions in this portion of Lincoln Heights is not only important for the neighborhood itself, but for the rest of Lincoln Heights south of LaSalle Street and for Dalebrook, an attractive, very stable area to the north. Problems experienced in this troubled area may spread into the stable areas surrounding it unless action is taken. The Beatties Ford Small Area Plan recommended that housing rehabilitation, code enforcement, and maintenance be stepped up in the neighborhood.

Recommendations:

- o Pursue the recommendations for rehabilitation included in the Beatties Ford Road Small Area Plan.

- o Consider this portion of Lincoln Heights as a neighborhood reinvestment area.

II. PRESERVING STABLE NEIGHBORHOODS

The majority of neighborhoods in subarea 4 are stable. These include: Smallwood south of Coronet Way, Wesley Heights, Biddleville, Washington Heights, McCrory Heights, Oaklawn, Lincoln Heights (south of LaSalle Street), University Park, and Dalebrook.

Wesley Heights

Wesley Heights is an attractive low to moderate income neighborhood located at the southeast corner of subarea 4. Relatively large homes, similar in architecture to those in Elizabeth, exist along tree lined streets. Although some of the homes have been neglected over the years, overall housing conditions are good. Because of its charming architecture and close proximity to Uptown, Wesley Heights will likely attract new home buyers interested in renovating old homes.

Potential nonresidential encroachment off Freedom Drive is a threat to the neighborhood's stability. Also, a large, vacant tract of industrially zoned land abuts Wesley Heights to the west. If the property develops with an industrial use, the neighborhood will be impacted. A more appropriate use of the land would be for new single family homes and/or low density multi-family housing that would be compatible with the existing homes. This lot may also be an opportunity for park development.

Recommendation:

- **Maintain the single family character of Wesley Heights where possible. To do so, initiate the following rezonings:**
  - **Rezone R-22MF/(R-6MF) property south of West 4th Street between Walnut Avenue and I-77 to R-5/(R-6). (No. 101/Map 69)**
  - **Rezone R-22MF/(R-6MF) properties west of Walnut Avenue to R-8. This rezoning will reflect existing land uses and prevent the development of large apartment complexes. (No. 102/Map 69)**
  - **Rezone existing quadraplexes south of Litaker Street along Grandin Road from R-22MF/(R-6MF) to R-8 to reflect existing uses. (No. 103/Map 69)**
  - **Rezone O-2/(O-6) properties on the south end of Grandin Road, and Summit Avenue to R-5/(R-6). Single family homes are currently on these lots. Allowing the lots to develop nonresidentially would weaken the residential edge. (No. 104/Map 70)**
  - **Rezone O-2/(O-6) properties on the south end of Woodruff Place and Walnut to R-8 to match recommended zoning and land use pattern north of this property and to prevent further encroachment of nonresidential uses. (No. 105/Map 70)**

- Rezone a large I-1 tract of land west of the neighborhood (west of Woodruff Place) to R-8. Industrial development is inappropriate adjacent to the neighborhood. This property presents an ideal opportunity for infill housing or for a park. (No. 106/Map 69)

- Rezone O-2/(O-6) property south of Tuckaseegee Road at 4th Street from O-6 to R-8MF to maintain a residential edge along the corridor. (No. 107/Map 70)

o **The City Parks and Recreation Department should evaluate and pursue purchase of the large I-1 tract of land for park development.**

o **Consider Wesley Heights as a neighborhood reinvestment area.**

Enderly Park

Enderly Park is a low-moderate income neighborhood located north of Freedom Drive and north and south of Tuckaseegee Road. Small single family homes, a number of duplexes, and a few apartment complexes exist in this area. Commercial uses, principally neighborhood oriented, have developed along Tuckaseegee Road. A neighborhood park, Enderly Park, is located in the south end of the neighborhood.

Homes in Enderly Park are relatively old. Most of the residential areas are fairly stable, but some of the neighborhood's edges have begun to deteriorate. Inappropriate zoning and the potential for housing deterioration to increase are the main issues that could affect the neighborhood's stability in the future. Most of the single family areas are zoned for high density multi-family housing. Also, additional commercial zoning exists along Tuckaseegee Road on properties currently occupied with single family homes. If these properties develop with commercial uses, the residential edge will continue to erode. With the amount of commercial development already in place along Tuckaseegee along Freedom Drive, additional retail is not needed.

Recommendations:

o **Rezone the R-22MF/(R-6MF) and O-2/(O-6) property north of Tuckaseegee between Parkway Avenue, Piedmont Northern Rail Line, and Berryhill Road and south of Tuckaseegee between Tennyson Street and Parkway Avenue and Pryor Street and Berryhill to R-5/(R-6) to reflect the predominant development pattern. (No. 108/Map 71)**

o **Rezone property between Parkway Avenue and Effingham Road from R-22MF/(R-6MF) to R-8 to reflect existing land uses which is a combination of single family, duplexes and triplexes. (No. 109/Map 72)**

- o Rezone I-1 land east of Fairground Avenue to R-8MF. Single family homes currently occupy the lots, but the area is very marginal. Infill multi-family housing would be appropriate. (No. 110/Map 73)

- o Rezone B-1 properties fronting Tuckaseegee Road west of McQuay Street; east and west of Opal Street; between Enderly Road West and Coker Avenue; and between Pryor Street and Berryhill Road to R-8. Duplexes and single family homes exist in this area. Strip development would weaken the neighborhood's edge. (No. 111/Map 74)

- o Consider Enderly Park as a neighborhood reinvestment area.

Thomasboro

Thomasboro is a neighborhood that was divided when I-85 was constructed. The bulk of the neighborhood is in the Northwest District, but a small portion extends into subarea 4. It is a very well kept single family area having a more suburban character than some of the older neighborhoods such as Enderly Park and Wesley Heights.

The neighborhood was included in the Thomasboro-Hoskins Special Project Plan which did not identify any significant issues that threaten the neighborhood stability. The only problem that may arise in the future is pressure to rezone residential properties near the I-85/Glenwood Road interchange. Currently several highway oriented businesses exist in this interchange area. Expansion of businesses farther into the neighborhood would not be appropriate.

Recommendations:

- o Support and implement the recommendations in the Thomasboro/Hoskins Small Area Plan, and initiate the following rezonings not included in the plan:

  - Rezone an existing single family area between Tennyson Drive and Avalon Avenue from R-22MF/(R-6MF) to R-5/(R-6). (No. 112/Map 73)

  - Rezone the B-1 property near the corner of Glenwood Drive and Avalon Avenue to R-22MF/(R-6MF). An apartment building has been constructed on this lot. (No. 113/Map 73)

- o Consider Thomasboro as a neighborhood reinvestment area.

Smallwood (south of Coronet Way and east of Roslyn Street)

Although pockets of Smallwood are fragile, the majority of the neighborhood is quite stable. The stable areas consist of attractive suburban style homes.

The only significant issue that confronts the stable areas of Smallwood is the influence of surrounding fragile areas. If the fragile areas

continue to decline, there may be a spillover effect on the stable section of the neighborhood.

- o Maintain a predominantly single family character and initiate the following rezonings:

  - Rezone the area bound by Parkway Avenue, Stewart Creek, Duke Power Right-of-Way and Piedmont Northern Railway from R-22MF/(R-6MF) to R-5/(R-6). This area includes numerous single family homes and a park. The single family character of this area should be protected from encroachment of multi-family uses. (No. 114/Map 75)

  - Rezone vacant land off Rozzelles Ferry Road between Gardner Street and Stewart Street from B-2 to R-8. The property is located adjacent to industrial development and is not appropriate for business use. Higher density residential development is not desirable because of the amount of multi-family housing already developed in the area. (No. 115/Map 76)

Biddleville

Biddleville is a small neighborhood surrounding the Five Points intersection. It consists of older residential structures off Beatties Ford Road and newer, more suburban homes farther west along Matoon Street. In the 1970's, a portion of Biddleville was targeted for Community Development funds, and housing and infrastructure improvements were made. Biddleville has remained relatively stable since that time.

Johnson C. Smith University is located within Biddleville. Plans to revitalize the Smith and Five Points area are discussed in the mixed use center section of this subarea analysis. A revitalized Five Points area in the midst of Biddleville will further stabilize and draw interest to the neighborhood.

Recommendation:

- o Implement the Project Catalyst Special Project Plan and initiate the following rezonings:

  - Rezone properties on the east side of French Street between Matoon Street and Crestview Drive and along Crestview Drive between French Street and Matoon Street from R-22MF/(R-6MF) to R-5/(R-6) to reflect current land use. The rezoning will help prevent the conversion and development of multi-family uses in the interior of a single family residential neighborhood. (No. 116/Map 77)

  - Rezone properties that front on Matoon Street and Crestway Circle from R-22MF/(R-6MF) to R-8 to reflect existing land uses which is a combination of single family homes and duplexes. (No. 117/Map 77)

- Rezone Johnson C. Smith University from R-22MF/(R-6MF) to Institutional. This rezoning will support Planning Committee's efforts to prohibit large scale institutional uses in residential districts. When this policy is incorporated into the zoning ordinance the rezoning will prevent the university from becoming a nonconforming use. (No. 118/Map 78)

o Evaluate historic or conservation district designation for older portion of Biddleville.

McCrory Heights, Oaklawn Park, Lincoln Heights (south of LaSalle Street), University Park, and Dalebrook

All the above neighborhoods north of the Brookshire Freeway are suburban style, moderate and middle income neighborhoods. They are predominantly single family areas with some duplexes and apartments. Overall, housing conditions are good. Commercial development along Beatties Ford Road, the spine of the neighborhoods, provides shopping conveniences to residents of these neighborhoods.

The Beatties Ford Small Area Plan encompassed all these neighborhoods. Recommendations for land use, zoning, transportation, and capital improvements were proposed in the plan as well as for streetscape improvements to Beatties Ford Road. Corrective rezonings have subsequently been approved, and many of the capital improvements have begun to be implemented.

Recommendation:

o Continue to support and implement the recommendations approved in the Beatties Ford Road Small Area Plan.

A. MIXED USE CENTERS

Five Points/Johnson C. Smith Area

The area surrounding the Five Points intersection and Johnson C. Smith University is marginally developed with a mix of commercial and industrial uses and apartments. In 1988, City Council adopted a plan for this area which establishes a vision of a dynamic, pedestrian oriented mixed use center. The vision includes neighborhood oriented businesses, offices, and multi-family houses developed within an overall design context. It was also envisioned that an open air market would be included as an attraction.

Streetscape designs for West Trade Street and Beatties Ford Road are being completed by staff, and some of the improvements will be implemented through the use of corridor improvement funds approved by council. Changing the streetscape image will hopefully serve as a catalyst for developers to invest in the vision for the center.

Recommendation:

- o Implement the recommendations of the Project Catalyst Special Project Plan.

- o Consider rezoning the Five Points/Johnson C. Smith area to a neighborhood service district as proposed in the draft zoning ordinance. This will allow urban scale mixed use development oriented to pedestrians.

B. COMMERCIAL AND MIXED USE CORRIDORS

Freedom Drive

Land use for Freedom Drive was included in the analysis of subarea 3 on page 91 of this district plan.

Rozelles Ferry Road

Commercial and industrial uses extend along Rozzelles Ferry Road west of Stewart Creek to I-85. Many of the businesses are marginal and the image of the corridor is poor. The Thomasboro Hoskins Small Area Plan recommended that the B-2 zoning be changed to neighborhood business zoning (B-1) for a portion of the strip in Lakewood. The rezonings have been approved. Although the zoning will not necessarily affect the quality of development, it will prevent more intense businesses adjacent to the neighborhood.

Recommendation:

- o Rezone I-1 and I-2 properties on the north side of Rozelles Ferry Road between Coronet Way and Judson Avenue to B-2 to reflect the existing uses and to prevent intensification of nonresidential uses. (No. 119/Map 76)

- o Rezone I-1 property at the end of Clyde Drive near Stewart Creek to R-22MF/(R-6MF). The vacant land is situated across from residential development thus making industrial development inappropriate. (No. 120/Map 76)

Beatties Ford Road/LaSalle Street Area

Neighborhood and highway oriented commercial uses are concentrated on the east and west sides of Beatties Ford generally from I-85 to LaSalle Street. An older neighborhood shopping center (Wayne's) is located in the heart of the commercial strip. The center does not present a positive, inviting image. Through redevelopment, this center could be renovated or rebuilt to provide a much more attractive neighborhood center. In addition to better serving residents, a redeveloped center would considerably improve the visual image of Beatties Ford Road and consequently help to eliminate the negative perception so often associated with the west side of town.

Recommendation:

- Support redevelopment efforts to upgrade the commercial properties in this area; however, limit redevelopment to land already zoned for business.

Beatties Ford Road/Oaklawn Area

Another opportunity exists along Beatties Ford Road near the intersection of Oaklawn to create a small neighborhood center. There are existing neighborhood oriented uses located on both sides of the road. Through redevelopment, the properties could be assembled and a nice center could be developed providing another focal point in the neighborhood.

Recommendation:

- Consider rezoning this area to the proposed Neighborhood Service District.

C. Employment Areas

Rozelle's Ferry Road/Brookshire Freeway Area (between Belhaven Boulevard and Stewart Creek)

- Redevelop within limits of existing zoning with the exception of the industrial areas on Rozelles Ferry Road proposed above for a rezoning.

Odum Street, Brookshire Freeway, I-85, and Belhaven Boulevard Area

- Expand and intensify light industrial uses in this area. The area currently consists of a mixture of marginal commercial uses and single family homes. An industrial development also exists. The Thomasboro-Hoskins Plan recommends that the existing business and residential zoning be converted to light industrial zoning subject to a conditional rezoning. The conditional rezoning should demonstrate that the project proposed has good screening, and access to surrounding roads. If possible, existing homes removed for redevelopment should be moved to vacant properties in adjacent residential areas.

Freedom Drive/West Morehead Street Area

- Encourage redevelopment of the area with light industrial and/or office uses similar to those being built in the West Morehead/S. Tryon Street/Mint Street area. The Freedom Drive/West Morehead area is predominantly developed with a mixture of light and heavy industries and small scale commercial uses. Many of the businesses are old; and some have closed. The overall image of the area is poor, presenting a negative gateway to Uptown and to west side neighborhoods. Because of its proximity to Uptown and good access to I-77, this area is a prime location for redevelopment. Streetscape improvements should be included in any

redevelopment effort. The design guidelines of the streetscape design manual (to be prepared by staff) should be applied to this area.

I-85 Service Road Area (between Tennessee Avenue and Stewart Creek)

- Expand and redevelop industrial development within the bounds of existing industrial zoning. The land is principally developed, but vacant lots exist along Dupree Street.

IV. IMPACTS OF ROAD WIDENINGS ON SUBAREA 4

I-85 Widening

I-85 is in the process of being widened from Freedom Drive to I-77. Although residential properties will not be taken with the widening, the road will be closer to neighborhoods, thus intensifying noise. Additional noise will affect the livability of neighborhoods that but the interstate.

Recommendation:

- The City should work closely with North Carolina Department of Transportation to ensure that noise attenuation - walls, berms, landscaping, etc. are provided to adequately protect the livability in neighborhoods adjacent to I-85. The appearance of any noise attenuation devise should be a strong consideration.

SUBAREA 5

Subarea 5 is the only area in the Central District having more nonresidential development than housing. In total, there are only seven neighborhoods. Typically, low and moderate income housing is found in these areas. Several very large concentrations of multi-family housing exist in some locations. Despite being surrounded by industrial development, the majority of neighborhoods in subarea 5 are relatively stable; however, a few residential areas have particularly poor housing conditions and are overall fragile, deteriorated environments.

Much of the land in subarea 5 is devoted to industrial uses, one of the largest concentrations in the county. Large, mostly heavy industrial areas have developed between North Tryon Street and the Southern Railway tracks and east and west of Graham Street in the Atando, Craighead, and Starita Road areas. A large amount of industrial development also exists closer into Uptown north of the intersection of Statesville Avenue and Graham Street. In addition, the Old Statesville Avenue landfill occupies approximately 175 acres of industrially zoned land south of I-85; the landfill has been closed for a number of years.

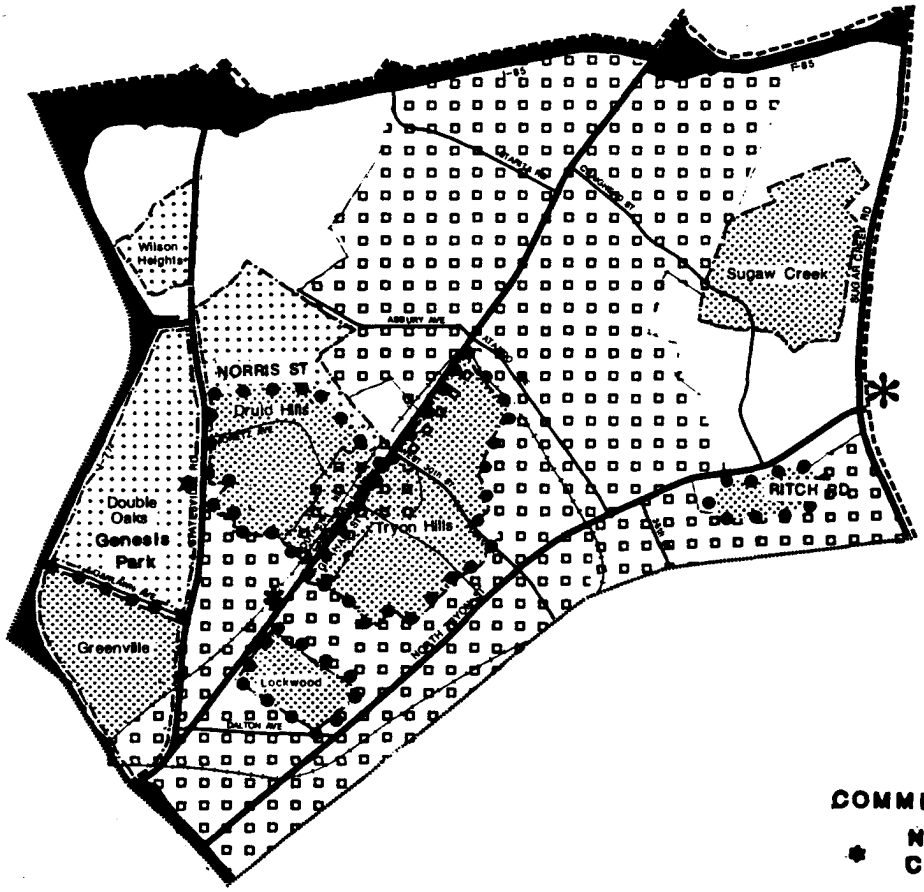
Commercial uses are scattered throughout the industrial areas, but the majority of commercial development is located in "strips" along North Tryon Street, Graham Street, and Statesville Avenue. Also, highway service oriented businesses are concentrated at the I-85 interchanges with Statesville Avenue and Sugar Creek Road.

As the area continues to age, it will be most important to prevent any further decline in the neighborhoods and to encourage reinvestment in older industrial areas.

ISSUES, OPPORTUNITIES, AND RECOMMENDATIONS FOR ACTION

I. IMPROVING LIVABILITY IN FRAGILE NEIGHBORHOODS

Double Oaks, Druid Hills (north of Norris Avenue), and Wilson Heights are neighborhoods considered fragile in subarea 5. These neighborhoods consist of small single family homes, duplexes, and apartments. It is not unusual to find several well maintained homes in the same block with boarded up structures in these areas. An excessive amount of trash is common along the neighborhood streets, and crime rates are high.



COMMERCIAL CENTERS:

- NEIGHBORHOOD CONVENIENCE
- NEIGHBORHOOD
- COMMUNITY
- REGIONAL

- THREATENED EDGE
- STABLE NEIGHBORHOC
- FRAGILE NEIGHBORHOOC
- EMPLOYMENT

north

Central District Plan boundary

Sub-Area boundary

neighborhood boundary

SUB AREA 5

Genesis Park/Double Oaks *

Genesis Park/Double Oaks is one of the most depressed residential environments in Charlotte. Two large low income apartment projects - Fairview Homes (public housing) and Double Oaks Apartments - comprise the majority of land in the neighborhood. A very small enclave of old, worn single family homes and duplexes exists off Statesville Avenue around Koehler Avenue, and a slightly larger single family/duplex area is located north of Oaklawn in the Kenney Street and Double Oaks Drive vicinity. Very few of the homes are owner occupied.

In addition to severe housing problems and overall neighborhood deterioration, this area is plagued with one of the highest crime rates in the city. Because of the number of low income people living within the area, the social problems are extensive. Improving housing conditions and attempting to make other physical improvements will only be a temporary "fix". Problems in the area are much more deeply rooted.

Recommendations:

- **Establish a task force (similar to the one for Belmont) to identify strategies and set priorities for a comprehensive approach to dealing with social and physical problems in Genesis Park/Double Oaks.** Consideration should be given to designating the Kenney Street/Double Oaks Drive area as a redevelopment area as was done in Greenville which could result in a revitalized area with old homes being rehabilitated and/or replaced with new homes.

- **Rezone property south of Horne Drive between I-77 and Fairview Homes public housing site from R-22MF/(R-6MF) to R-8.** This rezoning is needed to reduce the amount of multi-family zoning that is in place in the neighborhood. The proposed zoning will also reflect the existing development pattern which consists of single family homes, and duplexes. (No. 121/Map 79)

- **Rezone the R-22MF properties on the west side of Statesville Avenue between Woodward Avenue and Badger Road to R-8** to reflect the existing development pattern and to encourage compatible infill housing. (No. 122/Map 79)

- **Rezone the B-2 property between Oaklawn Avenue and McCall Street to B-1** to attract neighborhood oriented businesses. (No. 123/Map 79)

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* By the adoption date of this district plan, considerable changes were in progress in Genesis Park as a result of public/private efforts. Problems in the neighborhood are being dealt with.

Druid Hills (north of Norris Avenue)

Deteriorating housing conditions are prevalent in the section of Druid Hills north of Norris Avenue. A number of boarded up structures exist throughout this portion of the neighborhood as does trash along streets and on vacant lots. Crime is also frequent. A potential asset for this area is the amount of vacant land that exists. This presents the opportunity for infill housing which may help to stabilize the area. Improvements to existing housing, however, would be needed to reinforce any attempts to attract new housing to the area.

The portion of Druid Hills north of Norris Avenue has been selected as a priority for receiving Neighborhood Reinvestment Program funds. Improving infrastructure will be an incentive for other neighborhood improvements.

Recommendation:

- o Step up housing code enforcement and actively pursue public/private ventures to develop infill housing on vacant lots in Druid Hills. This will complement infrastructure improvements made through the Neighborhood Reinvestment Fund. In addition, initiate the following rezoning in Druid Hills:

  - Rezone all I-2, O-2/(O-6), B-1, and R-22MF/(R-6MF) property within the neighborhood to R-8, with the exception of B-1 zoning on properties developed as commercial uses fronting Statesville Avenue north of Justice Avenue and existing multi-family properties. The neighborhood consists of duplexes, single family homes and a few apartments. The R-8 zone will allow infill development compatible with the existing residential pattern. (No. 124/Map 80)

Wilson Heights

Wilson Heights is a small, fragile neighborhood wedged between I-77, I-85, and Statesville Avenue. A mixture of small single family homes, duplexes, and apartments is in this area. Overall, the housing conditions are poor.

J.T. Williams Jr. High School is located on the northern edge of the neighborhood as is a new industrial park in the interchange area. The Statesville Avenue Landfill is to the east of the neighborhood.

The main issue with Wilson Heights is its long term survival considering its location, housing conditions, and industrial pressures that surround it.

Recommendation:

- o Prepare and adopt a special project plan that includes the Wilson Heights neighborhood and the Statesville Avenue Landfill area. The feasibility of the neighborhood and J.T. Williams School

remaining in the future should be a primary focus of the plan in addition to the potential reuse of the landfill.

II. PRESERVING STABLE NEIGHBORHOODS

The stable neighborhoods in subarea 5 provide important, affordable housing in close proximity to employment areas. It is extremely important to maintain these neighborhoods in the future. Because of the dominance of industrial development and the negative visual image of the main corridors in subarea 5, maintaining stability in the neighborhoods will continually be a challenge. Further encroachment of nonresidential development or zoning in any of the stable neighborhoods should be prohibited.

Greenville

Greenville was designated as a redevelopment area in the early 1970's. As a result, the neighborhood was razed, and an essentially new neighborhood was created. New single family homes and an apartment complex have been built providing affordable housing and home ownership opportunities. Additional single family homes are planned to be constructed in the near future.

In 1988, City Council adopted the Greenville Special Project Plan which focused on zoning changes and infill development potential. Rezonings have since taken place to ensure that the neighborhood's zoning is consistent with the existing development pattern. The only outstanding issue with Greenville is an external one. Because of the neighborhood's proximity to Double Oaks across Oaklawn Road, its stability and sense of security is threatened. Consequently, efforts to improve Double Oaks, particularly along Kenney and Wayt Street are important to Greenville's future.

Recommendations:

- **Continue to implement the recommendations of the Greenville Special Project Plan, in particular encouraging infill single family development.**

- **Improve conditions in Genesis Park/Double Oaks, north of Greenville.**

Lockwood, Tryon Hills, and Ritch Avenue Area

These neighborhoods are all somewhat similar in character. They are predominantly developed with single family homes, but duplexes are scattered throughout. A large apartment complex borders Tryon Hills.

Homes in these neighborhoods are modest, yet generally well kept. Industrial and commercial development that surrounds all these neighborhoods is the main threat to the residential stability. If nonresidential zoning extends farther into residential areas, the neighborhoods' edges will become more fragile than they already are and the neighborhoods will decline.

The North Tryon Special Project Plan, approved by Council in 1987, focused on land use zoning, and streetscape recommendations for the North Tryon Corridor. Lockwood, Tryon Hills, and the Ritch Avenue Area are contained within the boundaries of the corridor plan. The plan identified rezonings that would help preserve the residential character of these neighborhoods, and the rezonings have subsequently been initiated. Enhancing the visual image of North Tryon Street, as proposed in the corridor plan, will also help reinforce a positive image for the neighborhoods off the corridor.

Recommendations:

- o **Support the recommendations of the North Tryon Special Project Plan which support preserving these single family neighborhoods, and initiate the following rezoning not included in the adopted plan:**

  - **Rezone the block of single family homes between 24th Street, Franklin Street, Bancroft Street, and Graham Street from O-2/(O-6) to R-5/(R-6) to reflect the current land use. (Tryon Hills) (No. 125/Map 81)**

  - **Rezone property on the eastside of Bancroft Street between Moretz and West 30th Street from I-2 to R-5/(R-6) to reflect existing land use and prevent further encroachment of industrial uses into a single family neighborhood. (Tryon Hills) (No. 126/Map 82)**

  - **Rezone property bound by Sylvania Street, Plymouth Street, Bancroft Street, and Graham Street from O-6 to R-8 to reflect the existing development pattern. (Lockwood) (No. 127/Map 83)**

Druid Hills (south of Norris Avenue)

The character of Druid Hills changes considerably south of Norris Avenue. It is a very stable neighborhood with attractive, middle-income homes. However, because of negative influences surrounding the neighborhood, the edges and ultimately the interior of the neighborhood are threatened. As discussed previously, the portion of the Druid Hills north of Norris Avenue is deteriorating. If action isn't taken to strengthen that part of the neighborhood, problems may "bleed" into the area south of Norris. Also, potential encroachment of industrial and business zoning on all sides of the neighborhood presents a threat to this otherwise sound residential area.

Recommendations:

- o **Maintain Druid Hills as a single family neighborhood where possible. To do so, the following rezonings should be initiated:**

  - **Rezone property south of Moretz Street between Lucena Street and Jefferson Davis Street from R-22MF/(R-6MF) to R-8 to**

reflect different mixture of housing types and to encourage compatible density of development. The existing apartments should be excluded from the rezoning request. (No. 128/Map 83)

- Improve conditions in the portion of Druid Hills north of Norris Avenue.

Sugaw Creek Neighborhood

Sugaw Creek is an attractive neighborhood south of I-85, east of Sugar Creek Road, and west of Derita Creek. Sugaw Creek Park and Recreation Center are located within the neighborhood. The character of the neighborhood differs slightly from the other neighborhoods in subarea 5. Typically homes are on larger lots. Several apartment complexes have been built south of the single family area.

The neighborhood is very sound. Pressure for nonresidential development south of I-85 in the Wilson Street area, however, does threaten the future of that portion of the neighborhood.

Because of immediate pressure, for rezonings in the Wilson Street vicinity, a special land use and zoning study was undertaken in a separate process from the Central District Plan. Public meetings were held and elected officials approved a land use and zoning future for the area.

The recommendations adopted by City Council for the Sugaw Creek neighborhood have been folded into this district plan.

Recommendations:

- Preserve the area along Wilson Lane and Merlane Drive as a single family neighborhood. To reinforce this as a residential area, a new north-south street should be constructed to connect the two streets. Such a connection will provide more of a neighborhood mass to provide opportunities for new homes on vacant lots along Merlane Drive.

  After the connection is made, Wilson Lane should be severed at the rear property line of the property currently zoned O-2/(O-6) which should develop with multi-family housing or office uses. Additional nonresidential development should not be permitted along Sugar Creek Road south of Wilson Street.

- Expand Sugar Creek Park to the west and south, increasing the park size from 34 acres to approximately 80 acres.

- Rezone the O-2/(O-6) property on the corner of Sofley and Sugar Creek Road to R-4/(R-9) to reflect the existing use. (No. 129/Map 85)

III. OPPORTUNITIES FOR INFILL DEVELOPMENT AND REDEVELOPMENT

A. MIXED USE CENTERS

Graham Street/Moretz Avenue Area

Currently this area consists of a mixture of strip general businesses such as used car dealerships and warehouses. Through redevelopment, the opportunity exists to create more of a neighborhood mixed use center to provide retail services to the surrounding neighborhoods.

Recommendation:

- Encourage redevelopment of the land in this area for a neighborhood mixed use center; however, do not extend nonresidential zoning into residential areas.

- Rezone property on the eastside of Graham Street between Wolfberry and 24th Street from I-2 to B-1 to reflect existing commercial center. (Tryon Hills) (No. 132/Map 84)

North Tryon/Craighead Street Area

The area in the vicinity of the intersection of North Tryon and Craighead Streets consists of a mixture of commercial, industrial, residential, and vacant land. A large vacant tract exists on the northwest corner. The North Tryon Corridor Plan recommends that the property develop with multi-family housing. The plan recommends that commercial development occur on the other quadrants of the intersection.

Recommendation:

- Support the recommendations of the North Tryon Corridor Plan and initiate the following rezonings in the intersection area:

  - Rezone property on the north and south side of North Tryon Street between Craighead Road and Sugar Creek Road from I-1 to B-2 to reflect the existing land use. (No. 131/Map 85)

  - Rezone B-1 properties between Ritch Avenue and Bernard Avenue to R-5/(R-6) to prevent encroachment of nonresidential use into the adjacent single family neighborhood. (No. 132/Map 86)

  - Rezone O-2/(O-6) property north of Frew Road to R-17MF/(R-9MF). Multi-family housing exists on the south side, and a mix of single family and multi-family exists to the east. (No. 133/Map 87)

  - Rezone I-2 property bound by North Tryon Street, the railroad tracks, Ritch Avenue, and Craighead Avenue to B-2 to reflect the existing land use. (No. 134/Map 86)

- o Pursue the following rezoning that was previously recommended in the North Tryon Corridor Plan:

    - Rezone the rear portion of a tract of land bound by North Tryon Street, Craighead, and Hilo Streets from B-1 to R-12MF/(R-15MF). The portion of the property to be rezoned is located approximately 400 feet north of the intersection of Hilo Drive and North Tryon Street. There are numerous businesses and an abundance of land zoned for business use along North Tryon Street south of this site. This portion of the property backs up to multi-family uses and this type of development should be continued. (This property was recently rezoned to B-1 as a part of the North Tryon Corridor Study rezonings. Staff recommended multi-family zoning and is resubmitting the proposal.) (No. 135/Map 88)

B. EMPLOYMENT AREAS

STATESVILLE ROAD/GRAHAM STREET INTERSECTION AREA

- o Encourage redevelopment of industrial uses within the limits of existing industrial zoning. This is an older industrial area that is principally developed.

STATESVILLE ROAD LANDFILL/J.T. WILLIAMS AREA

- o Undertake a special project plan for this area to determine the future land use and zoning pattern, potential reuse of the landfill, and economic development strategies to create needed jobs for area residents. The landfill is old and developed prior to strict regulations for landfills. Consequently, knowledge of the contents of the site is currently very limited and the potential reuse is unknown. Considerable technical evaluation will be needed before any reuse can be determined. If the technical evaluation concludes that the landfill can be reused, a study for the area should be undertaken to determine the future land use/reuse and economic development strategies to create needed jobs for area residents.

Graham Street Corridor Area

- o Prepare a special project plan for the Graham Street Corridor to identify redevelopment strategies and streetscape improvements. This is an important gateway into Uptown.

North Tryon Street Corridor

- o Implement and support the land use, zoning, and streetscape recommendations for the North Tryon Corridor as approved in the North Tryon Special Project Plan. The plan essentially reinforced North Tryon as an employment corridor, but focused on restricting expansion of industrial zoning into the neighborhoods in the area.

Atando Avenue/Craighead Street Area

- Maintain and intensify within the boundaries of existing nonresidential zoning. This is an older new industrial area that contains several vacant lots for infill development.

SUMMARY

The vision and recommendations of this district plan provide the framework for achieving the district's goals of greater physical integrity, economic opportunity, and human self-sufficiency. This final section of the plan collectively summarizes the major conclusions for each subarea to present an overall assessment and vision for the district. Key action steps that should be taken to move the community in a direction for bringing about positive changes are also summarized.

I. MAJOR PLAN CONCLUSIONS

A. FRAGILE NEIGHBORHOODS WHERE HOUSING AND INFRASTRUCTURE IMPROVEMENTS SHOULD BE FOCUSED AND SOCIAL PROBLEMS MORE ACTIVELY ADDRESSED:

Belmont * (Neighborhood Reinvestment Area)
Optimist Park *
Villa Heights
North Charlotte
Cherry *
Wilmore
Southside Park
West Boulevard area between Old Steele Creek Road to Clanton Road
Capitol Drive Area * (Neighborhood Reinvestment Area)
Seymour Avenue Area
Jackson Homes Area **
Lakewood
Oakview Terrace
Seversville * (Neighborhood Reinvestment Area)
Smallwood * (Neighborhood Reinvestment Area)
Lincoln Heights (north of LaSalle Street)
Washington Heights
Genesis Park/Double Oaks
Druid Hills (north of Norris Avenue) * (Neighborhood Reinvestment Area)
Wilson Heights **

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* Neighborhoods that have recently received funding or are scheduled to receive assistance
** Neighborhoods with total redevelopment potential

B. FRAGILE NEIGHBORHOODS THAT HAVE VACANT LAND TO WHICH NEW AFFORDABLE HOUSING SHOULD BE DIRECTED:

- Belmont
- Grier Heights
- Reid Park
- West Boulevard Area (north side of Road)
- Wilmont Road Area
- Seymour Road Area

- o Capitol Drive Area
- o Lakewood
- o Oakview Terrace
- o Druid Hills (North of Norris Avenue)

C. **STABLE NEIGHBORHOODS THAT SHOULD BE MAINTAINED:**

Elizabeth
Chantilly
Commonwealth
Morningside
Plaza Midwood
Country Club
Shamrock Gardens
Plaza Hills
Woodlands
Echo Hills
Eastover
Myers Park
Dilworth
Park Road
Sedgefield
Ashbrook
Colonial Village
Collingwood
Madison Park
York Road
Clanton Park
Revolution Park
Westover Hills
Barringer Woods
Golf Course Lane
Markham Drive Area
Westerly Hills
Ashley Park

Enderly Park
Smallwood (south of Coronet Way)
Wesley Heights
Biddleville
Washington Heights
McCrory Heights
Oaklawn
Lincoln Heights (south of LaSalle St.)
University Park
Dalebrook
Greenville
Druid Hills (north of Norris)
Sugaw Creek
Lockwood
Tryon Hills
Ritch Avenue Area

D. **NEIGHBORHOODS THAT SHOULD BE EVALUATED FOR LOCAL AND/OR NATIONAL HISTORIC AND/OR CONSERVATION DISTRICT DESIGNATION: ***

Belmont
North Charlotte
Plaza Midwood
Elizabeth
Cherry
Eastover
Myers Park
Dilworth (expansion of District)
Washington Heights
Biddleville
Crescent Heights
Hoskins
Piedmont Park

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* The Historic Preservation Plan may identify additional neighborhoods that should be considered.

E. **SIGNIFICANT OPPORTUNITIES FOR HIGH DENSITY URBAN RESIDENTIAL DEVELOPMENT**

- o CPCC/Midtown Area

- o Plaza-Central Area
- o Independence Boulevard/Eastway Drive Interchange Area
- o Elizabeth - adjacent to Independence Park and along 7th Street
- o Providence Road/Queens Road Area
- o Providence Road/Caswell Street Area
- o Randolph Road/Dotger Road Area
- o Park Road
- o Arbor Lane Area (behind Park Road Shopping Center)
- o Kenilworth/Scott/East Boulevard Area
- o Morehead/McDowell Street Area
- o South Boulevard/East Boulevard Area
- o Johnson C. Smith Area

F. **OPPORTUNITIES FOR MAJOR URBAN MIXED USE CENTER DEVELOPMENT** (includes office, commercial, and residential uses)

- o Plaza/Central Area
- o CPCC/Midtown Area
- o South Boulevard/East Boulevard Area
- o Johnson C. Smith/5 Points Area
- o Providence Road/Queens Road Area
- o Old Coliseum/Monroe Road Area

G. **AREAS THAT SHOULD BE CONSIDERED FOR DESIGNATION AS NEIGHBORHOOD SERVICE DISTRICTS. (IF THE DISTRICT IS APPROVED IN THE NEW ZONING ORDINANCE)**

- o Portions of all areas identified in F. above
- o Seventh/Pecan/Caswell Area
- o East Boulevard/Kenilworth/Scott Area
- o Selwyn Avenue/Colony Road Area
- o Park Road/Kenilworth Road Area
- o West Bouelvard/Old Steele Creek Road Area
- o Oaklawn/Beatties Ford Road Area
- o 36th/Davidson Street Area
- o Hawthorne Lane/7th Street Area

H. **SIGNIFICANT OPPORTUNITIES FOR COMMERCIAL REDEVELOPMENT** (in addition to urban mixed use centers)

- o Plaza Road (from Parkwood Avenue to Eastway Drive)
- o Seventh Street/Pecan/Caswell Area
- o Providence Road
- o South Boulevard (south of Tremont Avenue)
- o West Boulevard/Remount Road Area
- o West Boulevard/Old Steele Creek Road Area
- o Freedom Drive
- o Beatties Ford/Lasalle Street Area
- o Graham Street/Moretz Street Area

I. **SIGNIFICANT OPPORTUNITIES FOR OFFICE AND/OR INDUSTRIAL REDEVELOPMENT** (in addition to urban mixed use centers)

- o Monroe Road (south side)

- o South Boulevard (south of Tremont Avenue)
- o South Tryon (West Morehead Area)
- o South Tryon (south of Peterson Street)
- o Wilmont Road/Billy Graham Parkway Area
- o Morris Field Road/Golf Acres Drive Area
- o Jackson Homes Area (subject to condition that developer provides alternative housing for residents)
- o Wilkinson Boulevard Corridor
- o Freedom Drive/West Morehead Area
- o Wilson Heights/Statesville Road Landfill Area (subject to conclusions of proposed special project plan)
- o Graham/Tryon Street Area (south of Lockwood Neighborhood)

J. **MAJOR CORRIDORS IN NEED OF STREETSCAPE IMPROVEMENTS:**

- o Plaza Road
- o Central Avenue *
- o Independence Boulevard
- o Monroe Road/7th Street
- o Providence Road
- o South Boulevard *
- o Freedom Drive
- o South Tryon Street
- o Wilkinson Boulevard *
- o West Boulevard
- o Beatties Ford/West Trade Street *
- o Statesville Avenue
- o North Tryon Street *
- o North Graham Street

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* Eligible for Corridor Revitalization Funds

II. KEY ACTIONS

A. Continued Planning

This district plan identifies the need for more detailed planning to address problems beyond the scope of this plan and to develop basic concepts more fully. The following plans or planning projects should be completed or well underway within two years of the plan's adoption:

- o Area Plans/Urban Design Plans:

  North Charlotte (36th and Davidson Street Area)
  Midtown
  Plaza Road Corridor
  Wilson Heights/Statesville Road Landfill Area

- o Economic Development Plan that focuses, in part, on revitalization of older industrial and commercial areas in the Central District

- o Historic Preservation Master Plan
- o Central District Open Space Plan
- o "Generic" Design Manual for streetscape improvements
- o Development of a Corridor Overlay District that would implement the generic design manual for streetscapes
- o Design Manual for Compatibility of Multi-family and Infill Housing
- o Light Rail Study to determine land use impacts of a light rail system and land use needs to support the proposed rail corridors (underway)

B. REZONINGS

- o Planning staff should initiate the rezonings proposed in this plan following adoption of the plan.

C. MAJOR RESOURCE NEEDS

City government will play a major role in the future health and vitality of the Central District. Continued and additional resources will be needed to accomplish the goals of this plan. The major source needs are as follows:

Economic Development

- o The Economic Development Department should expand the focus on and coordinate economic revitalization efforts in the Central District. Greater financial incentives (to be determined in the economic development plan) should be provided by the City to encourage redevelopment of deteriorated areas.

Housing

- o The various housing programs of the City should continue to be funded and supplemented, and greater economic incentives for developers to build affordable housing in fragile neighborhoods should be provided.
- o Additional staff should be provided to enforce the housing code.
- o Community Development and Planning staffs should work together to set priorities for public financing and programs for housing improvements within the Central District neighborhoods. Priorities should be considered based upon other City program priorities.

Infrastructure

- The Neighborhood Reinvestment Program should continue to be funded after the four existing reinvestment areas (Belmont, Capitol Drive area, Smallwood/Seversville, and Druid Hills) have exhausted the allocated funding. This program will address infrastructure needs in fragile neighborhoods and also stable neighborhoods that have the potential of declining if attention is not given to them. Additional neighborhoods that should be considered for the Neighborhood Reinvestment Program are: *

    - Genesis Park
    - Wilmore
    - Villa Heights
    - Plaza Hills/Shamrock Gardens
    - Revolution Park
    - Westover Hills
    - Reid Park
    - York Road
    - Wesley Heights
    - Enderly Park
    - Thomasboro
    - Lakewood
    - Lincoln Heights (north of LaSalle Street)
    - Washington Heights
    - Lockwood
    - Tryon Hills
    - Oakview Terrace
    - Cherry
    - West Boulevard
    - Seymour Road

- Additional funding should be allocated for repairing, replacing, and maintaining aging infrastructure throughout the Central District.

Parks

- Additional funding for park acquisition and for maintenance and improvements to existing parks should be provided.

Tree Planting and Streetscapes

- The amount of money currently spent on new tree plantings and replacement should increase to ensure a healthy and attractive tree canopy is maintained in the Central District.

* At the time of this printing, Neighborhood Reinvestment funds had also been spent in Genesis Park, Reid Park, and Lockwood.

- The Corridor Revitalization Program funding should be replenished when the current allocation for the five corridors (Wilkinson Boulevard, South Boulevard, West Trade Street/Beatties Ford Road, Central Avenue, and North Tryon Street) has been used.

Resources to Address Social Concerns

- As pointed out early on in this district plan, many of the problems in the Central District stem from declining social values that are manifesting in the physical environment. Without a focused, comprehensive approach to dealing with the social issues, attempts to "cure" the physical problems in the district will ultimately fail. The community's health, safety, and education should be top priorities for community resources.

  City Council has identified the "city-within-a-city" as a top priority for planning. The first step will be to bring various departments, agencies, and community leaders together to agree on a holistic approach to dealing with the "city-within-the-city". The Central District Plan can be used as a foundation for these efforts. *

* The City-Within-A-City effort was well underway at the time of this printing.

APPENDIX

TABLE OF CONTENTS

CENTRAL DISTRICT PLAN
TRANSPORTATION PROJECTS

ROADWAY	IMPROVEMENT	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST
Sugar Creek Road (I-85 to to N. Tryon Street).	widen to six lanes	1.4	Major	11-20	7,000,000
Clanton Road/Ashley Road Connector.	a two lane minor thoroughfare	0.8	Minor	11-20	3,000,000
LaSalle Street Extension.	extend LaSalle Street along McArthur Avenue to Atando Avenue	1.2	Minor	11-20	5,000,000
Brookshire Freeway Extension	Environmental assessment for extension of present freeway		Freeway	0-5	150,000
Brookshire Freeway (Construction)				11-20	

* The cost estimates are based on a cost per mile for each type of improvement. Cost estimates are in 1988 dollars. The mileage figures shown are approximate.

ROADWAY	IMPROVEMENT	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST
Interstate-77 Widening	widen to six lanes between West Blvd. and Nations Ford/Arrowood Roads		Freeway	under construction	34,000,000
Interstate-77 Reconstruction	widen to six lanes from Northern Outer Belt to I-85 and to eight lanes from I-85 to the Southern Outer Belt		Freeway	11-20	360,000,000
Beatties Ford Widening (LaSalle Street to I-85)	widening to provide continuous left-turn lanes.	0.6	Major	0-5	1,550,000
Billy Graham Parkway/West Boulevard Interchange	simple diamond inter-change.		Major	6-10	6,000,000
Billy Graham/Wilkinson Interchange	add other two legs on each side of Billy Graham	0.5	Limited Access Arterial	6-10	4,000,000
I-85/Billy Graham Interchange Improvements	add loops southbound I-85 to Billy Graham and collector distributor on I-85	0.5	Freeways/ Limited Access Arterial	6-10	10,000,000
Tyvola Road West	widen to four lanes Old Steele Creek Road to Billy Graham	0.8	Major	0-5	4,500,000
Providence Road Median	construct planted median from Laurel to Briar Creek	0.7	Major	11-20	1,700,000

ROADWAY	IMPROVEMENT	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST
Seventh Street (Independence Blvd. to Laurel Avenue).	widen to standard four lanes	0.9	Major	11-20	5,000,000
Woodlawn Road (I-77 to South Boulevard).	widen to six lanes	0.7	Major	6-10	5,000,000
Woodlawn Road (Halstead Drive to Park Road Shopping Center).	widen to six lanes	0.2	Major	11-20	1,000,000
Eastway Drive (Kilborne Drive to U.S. 74).	widen to six lanes	1.9	Major	11-20	10,000,000
Eastway Drive (Sugar Creek to Kilborne Drive).	widen to six lanes	1.1	Major	6-10	7,000,000
Park Road (Selwyn Avenue to Tyvola Road).	widen to six lanes	0.5	Major	11-20	2,500,000
The Plaza (Parkwood Avenue to Matheson Avenue).	widen to six lanes	0.6	Major	11-20	3,000,000
Statesville Avenue (from Newland Rd. to Hickory Ln.)	widen to four lanes	1.0	Major	6-10	11,000,000
*North Graham Street (Brookshire Freeway to Statesville Avenue)	widen to six lanes	0.4	Major	6-10	3,000,000

*The timeframe of this project is based on the development of the NFL Stadium.

Central District Plan
Water and Sewer Replacement Programs

Projects	Time Frame	Cost
Minor Water Systems Improvements- The project provides for the replacement and construction of minor water mains to improve the existing water system.	Ongoing	1,000,000 (250,000 a year)
Sewer Line Replacement- The project replaces old and deteriorating lines.	Ongoing	2,000,000 (600,000 a year)
Sanitary Sewer Rehabilitation- The project rehabilitates old sewer mains in the system through repair and relining.	Ongoing	1,000,000

Central District Plan
Water Projects

Projects	Time Frame	Cost
24' water main along the I-85 Corridor from Starita Road to North Tryon Street.	completed	$1,600,000
12' water main along Wilmount Road from the Tyvola Road - Billy Graham Parkway intersection to Old Steele Creek Road to West Boulevard.	completed	$ 380,000
Raw water line from the Vest Treatment Plan to the Franklin Plant.	10+	cost underline
Sewer truck to Hutchinson-McDonald Road (along the eastside of I-77 and I-85 to an existing sewer across I-85 and along the eastside of I-77.	completed	$ 309,400

Central District
Park Facilities Needs

Park Facilities Needed For Sub Area 1 (Seaboard Railroad Tracks on the north, Eastway Drive and Wendover Road to the east, Randolph Road on the south, and I-277 on the west)

Existing Acreage: 107 AC.
Population: 33,791
Acreage Needed: 207 AC.
Deficient Acreage: 100 AC.

Existing Facilities:

6 Playgrounds
5 Full Size Basketball Courts
7½ Basketball Courts
4 Tennis Courts
Baseball/Softball Fields
1 Multipurpose Field
2 Volleyball Courts
8 Picnic Tables
1 Restroom
1 Soccer Field
2 Football Fields
1 Amphitheater
1 Swimming Pool

Facilities Needed:

8 Tennis Courts
1 Multipurpose Field
2 Volleyball Courts
2 Large Picnic Shelters (200 13 Seating Capacity)
2 Small Picnic Shelters (1 Family)
7 Picnic Tables
1 Nature Trail
12 Benches
1 Restroom
1 Concession

Park Facilities Needed for Sub Area 2 (Randolph Road on the east, Woodlawn Road on the south, I-277 on the north, and South Boulevard on the west)

Existing Acreage: 146 AC.
Population: 27,966
Acreage Needed: 223 AC.
Deficient Acreage: 77 AC.

Existing Facilities:

7 Playgrounds
2 Full Size Basketball Courts
2½ Basketball Courts
13 Tennis Courts
5 Baseball/Softball Fields
1 Multipurpose Field
1 Volleyball Court
3 Picnic Shelters
20 Picnic Tables
8 Benches
5 Restrooms
2 Concessions
3 Fitness Trails
2 Gazebos

Facilities Needed:

1 Multipurpose Field
3 Volleyball Courts
2 Large Picnic Shelters (200 Seating Capacity)
1 Small Picnic Shelter (1 Family)
4 Benches
1 Nature Trail

Park Facilities Needed for Sub Area 3 (South Boulevard on the east, Billy Graham Parkway on the west, Freedom Drive on the north, and Woodlawn on the south)

Existing Acreage: 269 AC.
Population: 25,588
Acreage Needed: 204 AC.
Surplus Acreage: 64 AC.

Existing Facilities:	Facilities Needed:
10 Playgrounds	7 Tennis Courts
5 Full Size Basketball Courts	2 Volleyball Courts
4½ Basketball Courts	3 Picnic Tables
5 Tennis Courts	2 Multipurpose Fields
13 Baseball/Softball Fields	6 Benches
2 Volleyball Courts	1 Concession
12 Picnic Shelters	
12 Picnic Tables	
1 Nature Trail	
6 Benches	
2 Restrooms	
2 Fitness Trails	
2 Rec. Centers	
2 Football Fields	
1 Pool	
1 Golf Course (9 Hole)	

Park Facilities Needed For Sub Area 4 (Freedom Drive on the south, I-77 on the north and east, I-85 on the west)

Existing Acreage: 74 AC.
Population: 19,383
Acreage Needed: 155 AC.
Deficient Acreage: 80 AC.

Existing Facilities:	Facilities Needed:
6 Playground	4½ Basketball Courts
7 Full Size Basketball Courts	4 Volleyball Courts
13 Tennis Courts	2 Large Picnic Shelters (200 Seating Capacity)
4 Baseball/Softball Fields	5 Picnic Tables
3 Multipurpose Fields	1 Nature Trail
4 Picnic Shelters	9 Benches
10 Picnic Tables	1 Restroom
3 Benches	1 Concession
1 Restroom	
1 Rec. Center	
1 Amphitheater	

Park Facilities For Sub Area 5 (I-277 Loop on the south, I-85 on the north, I-77 on the west, and Seaboard Railroad Tracks on the east)

Existing Acreage: 88 AC.
Population: 12,949
Acreage Needed: 104 AC.
Deficient Acreage: 16 AC.

Existing Facilities:

5 Playgrounds
3 Full Size Basketball Courts
5½ Basketball Courts
6 Tennis Courts
4 Baseball/Softball Fields
3 Picnic Shelters
9 Picnic Tables
1 Nature Trail
2 Benches
1 Football Field
1 Fitness Trail
1 Rec. Center
1 Swimming Pool
1 Amphitheater

Facilities Needed:

6 Tennis Courts
2 Multipurpose Fields
4 Volleyball Courts
2 Large Picnic Shelters (200 Seating Capacity)
1 Small Picnic Shelter (1 Family)
6 Picnic Tables
10 Benches
2 Restrooms
1 Concession

CENTRAL DISTRICT PLAN PROPOSED REZONINGS

(Refer to maps on the following pages for locations)

SUBAREA 1

1. Rezone the area bound by The Plaza, the Southern Rail tracks, Eastway Drive, and Sugar Creek from R-22MF/(R-6MF) to R-5/(R-6) to preserve the single family character and housing stock in the neighborhood. (Map 1)

2. Rezone the single family properties east of Davidson Street, south of East 37th Street, west of Hudson Street and north of Charles Avenue from R-22MF/(R-6MF) and O-2/(O-6) to R-5/(R-6). This area is developed primarily with single family homes and a rezoning is needed to reflect the existing development. There are a few multi-family properties within this area that should be excluded from the rezoning. (Map 2)

3. Rezone properties fronting East 7th Street extending from Clarice Avenue to Ridgeway Avenue, with the exception of the parking lot on the corner of the two streets from O-2/(O-6) to R-22MF/(R-6MF) to reflect existing land use and prevent further expansion of nonresidential uses. (Map 3)

4. Rezone the O-2/(O-6) properties on the north side of 7th Street east of Laurel Avenue to R-22MF/(R-6MF). (Map 3)

5. Rezone the property on the northeast corner of 7th Street and Clement Avenue to R-5. (Map 3)

   Some properties within the areas described above were denied a rezoning when the Elizabeth Plan rezonings were submitted to Council. This plan is submitting both of these areas for rezoning.

6. Rezone a vacant tract of land off Belvedere Avenue in the interior of the neighborhood from R-17MF/(R-9MF) to R-4/(R-9). The land is entirely surrounded by single family homes and has access from an interior neighborhood street; therefore, multi-family housing developed as zoned is not appropriate for the site. (Map 4)

7. Rezone property bound by Club and Truman Street, Rollins Street and Kensington Drive from R-22MF/(R-6MF) to R-8 to reflect existing duplexes and single family homes and to prevent intensification. (Map 4)

8. Rezone O-2/(O-6) zoned properties along Thomas Avenue that are currently used as parking lots to R-22MF/(R-6MF). This will prevent nonresidential encroachment into the neighborhood and will reflect the existing development pattern. (Map 5)

9. Rezone property bound by Clement Avenue, Thomas Avenue, Hamorton Place, and School Street from R-22MF/(R-6MF) to R-8. This rezoning will reflect the existing land use consisting of duplexes and single family homes. (Map 5)

Rezone the following properties in Shamrock Gardens to reflect the existing residential pattern and to prevent further nonresidential development that will erode the residential edges.

10. Eastway Golf Course (East District) on the southwest corner of Eastway Drive and The Plaza from O-2/(O-6) to R-4/(R-9). (Map 6)

11. Properties fronting Townsend Avenue and Bentley Place between Eastway Drive and Dunlavin Way and properties fronting Eastway Drive between Bentley Place and Kilborne from R-22MF/(R-6MF) to R-4/(R-9). (Map 7)

12. Properties on both sides of Springway Avenue between Eastway Drive and Cardiff Avenue from R-17MF/(R-9MF) to R-4/(R-9) to prevent any further intensification or encroachment of multi-family development into a single family neighborhood. (Map 8)

13. Rezone property on the northeast corner of Kilborne Drive and Eastway Drive from O-2(O-6) to R-17MF/(R-9MF) to reflect how the land is currently developed. (East District Plan) (Map 7)

Rezone the following areas in Plaza Hills from R-22MF/(R-6MF) to R-5/(R-6) to prevent intensification within the single family neighborhood:

14. Area bound by Herrin Avenue, 36th Street, Byrnes Street and Tappan Place. (Map 9)

15. Area bound by 35th Street, Indiana Street, Virginia Avenue and Ford Road. (Excluding larger apartment complexes in the area.) (Map 9)

16. Rezone properties fronting on Academy Street south of Meadow Lane from R-22MF/(R-6MF) to R-8. A number of duplexes exist in this area. The R-8 zoning will allow duplexes, but will prevent greater intensification of residential development. (Map 1)

Rezone the following lots from O-2/(O-6) to R-4/(R-9) to reflect current land use. The lots are developed with single family homes and should remain in single family use.

17. Along Commonwealth Avenue between Waterman Avenue and Pinecrest. (Map 10)

18. Along Commonwealth Avenue between Rollins Street and Eastway. (Map 10)

19. State-owned land at the Eastway/Independence Boulevard intersection. (Map 10)

20. Along Commonwealth Avenue between Woodland and Goodwin Avenue. (Map 10)

21. Rezone the O-2/(O-6) and B-1 properties along Woodland Avenue between Commonwealth Avenue and Oakmont to R-4/(R-9). (Map 11)

22. Rezone several residential lots located along Commonwealth Avenue and Woodland Drive from B-1 to R-4/(R-9) to prevent possible encroachment of business uses into a predominantly residential area. (Map 11)

23. Rezone two apartment complexes that are currently zoned O-2/(O-6) to R-17MF/(R-9MF). One of the apartment complexes is located at the intersection of Pinecrest and Barnhill. The second one is Clairmont Public Housing development located off Independence Boulevard. These sites should be rezoned to prevent them from being converted to nonresidential uses. (Map 12)

24. Rezone from O-2/(O-6) to R-4/(R-9) lots fronting on Crater Street. The lots are developed with single family homes and/or vacant. The zoning change will reflect current or desired land use and prevent further encroachment of nonresidential development into a single family neighborhood. (Map 13)

25. To ensure that the block develops as envisioned the current B-1, and O-2/(O-6) properties in the block should be rezoned to R-22MF/(R-6MF). Much of the B-1 and O-2/(O-6) property is currently occupied by the multi-family complex. (Map 14)

26. Rezone the I-2 zoned parcel on the northside of Monroe Road west of Bramlett Street to I-1. I-1 zoning will attract uses that are compatible with the adjacent multi-family complex. (Map 14)

27. Promote office development on the land between Colonade Drive, Washburn Avenue, and the Merchandise Mart parking area. To ensure an office future, B-2 and B-1 zoned properties should be rezoned to O-2/(O-6), with the exception of B-1 properties directly fronting Monroe Road, which should remain B-1. (Map 15)

28. Rezone the I-2 zoned land from Colonade Drive to Washburn Avenue on the south side of Monroe Road to B-1 to reflect the existing uses. (Maps 14)

29. Rezone from B-2 to B-1 properties fronting Central Avenue from Briar Creek to Nandina Street on the corridor's north side, and from the B-1 property west of Lyon Court to Veterans Park on the south side. This is consistent with action taken on the south side of Central Avenue as a result of the Chantilly/Commonwealth Small Area Plan. (Map 16)

30. Rezone B-2 properties fronting the north and south sides of Central Avenue from 10th Street to the Brookshire Freeway to B-1. (Map 17)

31. Rezone business properties that front on Wendover Road between Latrobe Drive and the rail line from I-2 to B-1 to reflect existing commercial center. (Map 18)

32. Rezone properties along Latrobe Drive and Pro Am Drive from I-2 to I-1. This property is a part of the Arnold Palmer Business Park. Most of the uses in the area are office and/or industrial uses and do not need the heavy industrial zoning. There are a few industrial uses on the northside of Pro Am Drive that may require I-2 zoning. These properties should not be rezoned. (Map 18)

SUBAREA 2

33. Rezone properties on both sides of Kings Drive between Brunswick Avenue and Queens Road from O-2/(O-6) to R-8. (Myers Park) This land is principally developed with single family homes and duplexes, but provides the opportunity for slightly higher density housing adjacent to the hospital and the greenway. (Map 19)

34. Rezone R-22MF/(R-6MF) zoned property in the Hillside Drive/Chelsea Drive intersection area to R-8. (Myers Park) The properties, developed with single family homes, duplexes, and multi-family complex would be appropriate for an R-8 zone; however, greater densities are not appropriate because of the fragile relationship to single family homes in the area. (Map 20)

35. Rezone R-22MF/(R-6MF) zoned properties between Tranquil Avenue and Hillside Avenue west of Selwyn to R-8 to reflect how the land is used and to protect the adjacent single family character. (Map 20).

36. Rezone single family properties on Middleton Drive between Providence Road and Cherokee Drive from R-22MF/(R-6MF) to R-5/(R-6) to reflect the existing use and to prevent inappropriate intensification. (Map 21)

37. Rezone property fronting on Circle Avenue between Willoughby Street and Colonial Avenue from R-22MF/(R-6MF) to R-5/(R-6) to reflect existing single family development. (Map 22)

38. Rezone property on the westside of Randolph Road near the intersection of Randolph Road and Drenan Street in the Eastover neighborhood from O-2/(O-6) to R-22MF/(R-6MF). This is a desirable location for high density residential development and the rezoning would prevent any further stripping of office or other uses along Randolph Road. (Map 23)

39. Rezone Queens College from R-3/(R-12) to Institutional. Large institutions like colleges, universities, and junior colleges are

intense uses and generate tremendous amounts of traffic. For these reasons, Planning Committee is considering prohibiting these types of uses in residential districts. When this policy is officially incorporated in the zoning ordinance the rezoning will prevent the college from becoming a nonconforming use. (Map 24)

40. Rezone the Mint Museum from R-3/(R-12) to Institutional to reflect the actual land use. (Map 25)

Rezone the following areas from R-22MF/(R-6MF) to R-5/(R-6) to retain the single family character of the neighborhood:

41. The block bound by Euclid Avenue, Springdale Avenue, Tremont Avenue, and Worthington Avenue. (Map 26)

42. Property fronting Park Avenue between Euclid Avenue and Lyndhurst Avenue. (Map 27)

43. Properties between Lombardy Circle and Sugar Creek south of East Boulevard. (Map 28)

44. Properties along Fountain View north of East Boulevard. (Map 28)

Rezone the following areas from R-22MF/(R-6MF) to R-8 to allow a mix of duplexes, triplexes and quadraplexes.

45. Area along Waverly Avenue between Buchanan Street and Romany Road. (Map 29)

46. Property along Lombardy Circle north of East Boulevard. (Map 28)

47. Properties fronting Lexington Avenue from Myrtle to Euclid Avenue, excluding multi-family unit on southwest corner of Myrtle and Euclid. (Map 30)

48. Rezone from O-2/(O-6) and R-22MF/(R-6MF) to R-8 residentially developed properties between Myrtle Avenue and Oriole Avenue, with the exception of an existing multi-family unit. (Map 30)

49. Rezone a tract of land on the northwest corner of Ideal Way and Scott Avenue and the existing shopping center on the northeast corner from B-2 to B-1 to promote neighborhood businesses. (Map 31)

50. Rezone a portion of O-2/(O-6) zoned parcel of land on the east side of Kenilworth Avenue north of Ideal Way to R-22MF/(R-6MF). The lot is vacant and could be used as a transition between the single family area to the south and office uses to the north. (Map 31)

51. Rezone R-22MF/(R-6MF) zoned property that fronts on Scott and Kenilworth Avenues between Ideal Way and Ordermore Avenue to R-5/(R-6) to reflect existing land use. (Map 32)

52. Rezone properties fronting on Ardmore Street and Elmhurst Road between Poindexter and Marsh Road from R-17MF/(R-9MF) to R-8 to reflect the existing uses which are duplexes. (Map 33)

53. Rezone O-2/(O-6) properties between Poindexter Drive and Elmhurst Road east of South Boulevard to R-17MF/(R-9MF) to reflect the existing use and to prevent nonresidential encroachment. (Map 33)

54. Rezone R-17MF/(R-9MF) properties that front along Belton Street between Mayfield Avenue and South Boulevard to R-8 to reflect the existing intensity of development (duplexes). (Map 33)

55. Rezone property located between Weona Avenue, and Conway Street south of Hartford Avenue from R-17MF/(R-9MF) to R-8. The area consists of single family homes and duplexes. The R-8 zoning will reflect the existing land uses and promote more compatible densities of development. (Map 34)

56. Rezone two properties on Northgate Avenue from O-2/(O-6) to R-4/(R-9) to reflect the existing residential use and to prevent nonresidential expansion off South Boulevard. (Map 36)

Eastside: South Boulevard

57. Rezone properties between Magnolia Avenue and Ideal Way from I-1 to B-2. (Map 36)

58. Rezone properties between Scaleybark and Woodlawn from I-2 to B-2. (Map 35)

Westside:

59. Rezone several tracts fronting on the westside of South Boulevard between South Boulevard and the Railroad Tracks north of the intersection of Woodlawn and South Boulevard from I-2 to B-2. (Map 37)

60. Rezone three areas between Old Pineville Road, Scaleybark, South Boulevard and Exmore Street from I-2 to I-1. (Map 38)

61. Rezone commercial properties between Freeland and Clanton Road from I-2 and I-1 to B-2. (Map 39)

62. Rezone two areas between Clanton Road and New Bern Street from I-2 to I-1. (Map 40)

63. Rezone property fronting on Woodlawn Road between South Boulevard and Tryon Street and Exmore Street from I-2 to B-2 to reflect existing commercial uses. (Map 41)

SUBAREA 3

64. Rezone all R-22MF/(R-6MF) zoning in the neighborhood to R-5/(R-6) to reinforce the single family character of the area. With the

amount of multi-family housing in adjacent Dalton Village, additional multi-family zoning is not desirable. (Map 42)

65. Rezone four I-1 properties on the west side of the neighborhood south of Sherrill Street to R-5/(R-6) to reflect the existing use and to strengthen the residential edge that could otherwise be developed with industrial uses. (Map 42)

66. Rezone I-1 properties north of Sherrill Street and east and west of Walter Street to R-4/(R-9) as a transition between the single family area and the businesses along West Boulevard. The land is predominantly vacant. (Map 43)

67. Rezone I-1 properties fronting West Boulevard east of Walter Street to B-1 to reflect the existing uses and to prevent more intense development than neighborhood businesses. (Map 43)

68. Rezone the B-1 and I-1 frontage properties on the north side of West Boulevard from Clanton Road to Walter Street to R-8 to provide greater flexibility in housing choices. Single family homes exist on most of the lots and a residential future is desired to help reinforce existing neighborhoods. (Map 44)

69. Rezone the land between Old Steele Creek Road and Donald Ross Road from R-22MF/(R-6MF) to R-5/(R-6). The majority of the land is developed with single family homes with the exception of a few duplexes, small apartment buildings, and the large vacant tract south of the Golf Course. The R-5 zoning will accommodate the majority of existing housing and will provide the opportunity for infill housing at a density that will balance the overall development pattern of the West Boulevard area. (Map 45)

70. Rezone the Carolina Golf Course property from I-1 to R-5/(R-6). This property is developed as a golf course and the I-1 zoning is not needed. This rezoning will help promote compatible development adjacent to a residential area. (Map 46)

71. Rezone from R-22MF/(R-6MF) to R-8 lots fronting Mayfair Avenue between Markland Street and Wingate Avenue that are currently developed with single family homes and duplexes. (Map 47)

72. Rezone from R-22MF/(R-6MF) to R-4/(R-9) properties fronting Wilmont Road and between Shady Lane and Rubine Street. Single family homes exist on these properties. Rezoning the lots to single family will reinforce the area already zoned R-4/(R-9). Multi-family housing should be allowed to develop as zoned south of Rubine Street. Expansion of nonresidential uses should not be permitted. (Map 48)

73. Rezone the Capitol Drive neighborhood from R-22MF/(R-6MF) to R-5/(R-6) to be consistent with the existing land use and to protect the existing housing stock; however, the apartment complexes around Helena Street and within the neighborhood should not be rezoned. (Map 49)

74. Rezone the Seymour Avenue neighborhood from R-22MF/(R-6MF) to R-8. This would accommodate a mix of housing types but would reduce the density that would otherwise be allowed by R-6MF zoning. High density residential in an already fragile area would likely result in further neighborhood deterioration. (Map 49)

75. Preserve the single family character of the neighborhood by rezoning R-22MF/(R-6MF) and B-1 properties west of Tryon Street north of Orchard Drive and east of Tryon Street north of Freeland Lane to R-5/(R-6). (Map 50)

76. Rezone property between Freeland Lane, Peterson Street, Heroit Avenue and Tryon Street from R-22MF/(R-6MF) to R-8 to reflect the existing land use which is single family homes and duplexes. (Map 51)

77. Rezone a large vacant lot on the northside of Freeland Lane from B-2 to B-1. This lot is located at the entrance to a stable single family neighborhood. B-1 zoning could attract more neighborhood oriented businesses. (Map 51)

78. Rezone O-2/(O-6) zoned property on the east side of Remount Road just north of West Boulevard to R-4/(R-9) to reflect the existing land use and to prevent nonresidential encroachment into the neighborhood. (Revolution Park) (Map 52)

79. Rezone existing multi-family properties along Remount Road between West Boulevard and Parker Drive from B-1 and O-2/(O-6) to R-22MF/(R-6MF) to reflect current land use. (Westover Hills) (Map 52)

80. Rezone the B-1 property fronting West Boulevard and abutting the Barringer Woods neighborhood and Dalton Village to R-17MF/(R-9MF). The land is currently vacant, and strip development is likely if the zoning is not changed. A residential land use future is desired for West Boulevard. (Map 44)

81. Rezone from R-22MF/(R-6MF) to R-5/(R-6) the Pinecrest neighborhood bound by Old Steele Creek Road, Carolina Golf Course, and the properties fronting West Hampton Drive to reflect the existing land use. (Map 53)

Rezone from R-22MF/(R-6MF) to R-5/(R-6) the following single family areas to preserve the residential character that exists:

82. The single family area on Columbus Street and Princess Street. (Map 54)

83. The single family area on Highland, Camp Greene, and Berryhill Streets. (Map 55)

84. The single family area south of Corbitt Street, Bristol and Wilson Avenues. (Map 56)

85. Rezone three O-2/(O-6) areas north of Wilkinson Boulevard between Remount Road and Morehead Street to R-5/(R-6) to prevent nonresidential encroachment into the neighborhood. (Map 57)

86. Rezone remaining O-2/(O-6) properties north of Wilkinson Boulevard between Weyland Avenue and Camp Green Street to R-22MF/(R-6MF). This will provide for more compatible development and match recommendations proposed for properties north of this site. (Map 58)

87. Rezone R-17MF/(R-9MF) properties fronting on Marlborough and Minnesota Street and R-22MF/(R-6MF) properties south of Amerigo Street between Westerly Hills Drive including the large vacant lot on the east side of Westerly Hills Drive to R-8. These areas are predominantly developed with duplexes. The rezoning would prevent intensification. The existing apartment complexes should not be rezoned. (Maps 59 and 60)

88. Rezone property fronting on Marlowe Avenue from R-22MF/(R-6MF) to R-8 to reflect existing land uses which is a mixture of single family and duplexes. (Map 54)

89. Rezone O-2/(O-6) lots between Sparta Avenue and Westerly Hills to R-8 to prevent nonresidential encroachment into the neighborhood. (Map 61)

90. Rezone I-2 and I-1 zoning in the Freedom Mall area along Ashley Road and Freedom Drive to B-2 to reflect the existing commercial uses. (Map 62)

91. Rezone properties on the northwest, northeast, southwest, and southeast corners of the intersection of Old Steele Creek Road and West Boulevard from I-1 to B-1. Industrial development is inappropriate in a predominantly residential area. Commercial zoning reflects how the land is presently used and should be in the future for a mixed use center. (Map 63)

92. Rezone properties on the southwest corner of West Boulevard and Tyvola Road from I-1 to B-1 to reflect existing commercial land use. (Map 63)

93. Rezone a large tract of land on the south side of West Boulevard between Old Steele Creek Road and the southern railroad tracks from I-1 to R-8MF. The land is principally vacant. This presents an opportunity for infill multi-family development built in close proximity to a commercial center. (Map 64)

94. Rezone a small parcel on the northwest corner of West Boulevard and Kenhill Drive from B-1 to R-22MF/(R-6MF). A portion of a multi-family complex exists on the lot. (Map 64)

95. Rezone property on the eastside of South Tryon Street between Clanton Road and Foster Avenue from I-2 to I-1 to prevent further

intensification of industrial uses along a major gateway corridor. (Map 65)

96. Rezone property on the westside of South Tryon Street between West Boulevard and Worthington Avenue from B-2 to B-1. The B-1 zoning will encourage more compatible uses adjacent to a residential neighborhood. (Map 66)

97. Rezone all the properties on the south side of Freedom Drive west of Camp Green from I-1 to B-2. (This is consistent with the recommendation for the Freedom Mall area.) (Map 67)

98. Rezone all properties currently used for businesses or vacant on the north side of Freedom Drive, west of Camp Green from I-1 to B-2. (Properties east of Berryhill on the north side of Freedom Drive area included in the discussion of employment areas in subarea 4.) (Map 67)

SUBAREA 4

99. Rezone R-22MF/(R-6MF)/B-2 property generally south of Roslyn Avenue and north of Tuckaseegee Road to R-8 to be consistent with the existing land use which includes a number of duplexes. (Map 68)

100. Rezone the I-1 tract adjacent to Bruns Avenue Elementary School to R-8. An I-1 use is not appropriate within a neighborhood and particularly adjacent to a school. (Map 68)

101. Rezone R-22MF/(R-6MF) property south of West 4th Street between Walnut Avenue and I-77 to R-5/(R-6). (Map 69)

102. Rezone R-22MF/(R-6MF) properties west of Walnut Avenue to R-8. This rezoning will reflect existing land uses and prevent the development of large apartment complexes. (Map 69)

103. Rezone existing quadraplexes south of Litaker Street along Grandin Road from R-22MF/(R-6MF) to R-8 to reflect existing uses. (Map 69)

104. Rezone O-2/(O-6) properties on the south end of Grandin Road, and Summit Avenue to R-5/(R-6). Single family homes are currently on these lots. Allowing the lots to develop nonresidentially would weaken the residential edge. (Map 70)

105. Rezone O-2/(O-6) properties on the south end of Woodruff Place and Walnut to R-8 to match recommended zoning and land use pattern north of this property and to prevent further encroachment of nonresidential uses. (Map 70)

106. Rezone a large I-1 tract of land west of the neighborhood (west of Woodruff Place) to R-8. Industrial development is inappropriate adjacent to the neighborhood. This property

presents an ideal opportunity for infill housing or for a park. (Map 69)

107. Rezone O-2/(O-6) property south of Tuckaseegee Road at 4th Street to R-8MF to maintain a residential edge along the corridor. (Map 70)

108. Rezone the R-22MF/(R-6MF) and O-2/(O-6) property north of Tuckaseegee between Parkway Avenue, Piedmont Northern Rail Line, and Berryhill Road and south of Tuckaseegee between Tennyson Street and Parkway Avenue and Pryor Street and Berryhill to R-5/(R-6) to reflect the predominant development pattern. (Map 71)

109. Rezone property between Parkway Avenue and Effingham Road from R-22MF/(R-6MF) to R-8 to reflect existing land uses which is a combination of single family, duplexes and triplexes. (Map 72)

110. Rezone I-1 land east of Fairground Avenue to R-8MF. Single family homes currently occupy the lots, but the area is very marginal. Infill multi-family housing would be appropriate. (Map 73)

111. Rezone B-1 properties fronting Tuckaseegee Road west of McQuay Street; east and west of Opal Street; between Enderly Road West and Coker Avenue; and between Pryor Street and Berryhill Road to R-8. Duplexes and single family homes exist in this area. Strip development would weaken the neighborhood's edge. (Map 74)

112. Rezone an existing single family area between Tennyson Drive and Avalon Avenue from R-22MF/(R-6MF) to R-5/(R-6). (Map 73)

113. Rezone the B-1 property near the corner of Glenwood Drive and Avalon Avenue to R-22MF/(R-6MF). An apartment building has been constructed on this lot. (Map 73)

114. Rezone the area bound by Parkway Avenue, Stewart Creek, Duke Power Right-of-Way and Piedmont Northern Railway from R-22MF/(R-6MF) to R-5/(R-6). This area includes numerous single family homes and a park. The single family character of this area should be protected from encroachment of multi-family uses. (Map 75)

115. Rezone vacant land off Rozzelles Ferry Road between Gardner Street and Stewart Street from B-2 to R-8. The property is located adjacent to industrial development and is not appropriate for business use. Higher density residential development is not desirable because of the amount of multi-family housing already developed in the area. (Map 76)

116. Rezone properties on the east side of French Street between Matoon Street and Crestview Drive and along Crestview Drive between French Street and Matoon Street from R-22MF/(R-6MF) to R-5/(R-6) to reflect current land use. The rezoning will help

prevent the conversion and development of multi-family uses in the interior of a single family residential neighborhood. (Map 77)

117. Rezone properties that front on Matoon Street and Crestway Circle from R-22MF/(R-6MF) to R-8 to reflect existing land uses which is a combination of single family homes and duplexes. (Map 77)

118. Rezone Johnson C. Smith University from R-22MF/(R-6MF) to Institutional. This rezoning will support Planning Committee's efforts to prohibit large scale institutional uses in residential districts. When this policy is incorporated into the zoning ordinance the rezoning will prevent the university from becoming a nonconforming use. (Map 78)

119. Rezone I-1 and I-2 properties on the north side of Rozzelles Ferry Road between Coronet Way and Judson Avenue to B-2 to reflect the existing uses and to prevent intensification of nonresidential uses. (Map 76)

120. Rezone I-1 property at the end of Clyde Drive to R-22MF/(R-6MF). The vacant land is situated across from residential development thus making industrial development inappropriate. (Map 76)

SUBAREA 5

121. Rezone property south of Horne Drive between I-77 and Fairview Homes public housing site from R-22MF/(R-6MF) to R-8. This rezoning is needed to reduce the amount of multi-family zoning that is in place in the Double Oaks neighborhood. The proposed zoning will also reflect the existing development pattern which consists of single family homes, and duplexes. (Map 79)

122. Rezone R-22MF/(R-6MF) property on the west side of Statesville Avenue between Woodward Avenue and Badger Street to R-8 to reflect the existing development pattern and encourage compatible infill development. The existing apartment complexes should not be rezoned. (Map 79)

123. Rezone the B-2 property fronting Statesville Road from Oaklawn to McCall Street to B-1 to attract neighborhood oriented businesses. (Map 79)

124. Rezone all I-2, O-2/(O-6), B-1, and R-22MF/(R-6MF) property within the neighborhood to R-8, with the exception of B-1 zoning on properties developed as commercial uses fronting Statesville Avenue north of Justice Avenue and existing multi-family properties. The neighborhood consists of duplexes, single family homes and a few apartments. The R-8 zone will allow infill development compatible with the existing residential pattern. (Map 80)

125. Rezone the block of single family homes between 24th Street, Franklin Street, Bancroft Street, and Graham Street from O-2/(O-6)

to R-5/(R-6) to reflect the current land use. (Tryon Hills) (Map 81)

126. Rezone property on the eastside of Bancroft Street between Moretz and West 30th Street from I-2 to R-5/(R-6) to reflect existing land use and prevent further encroachment of industrial uses into a single family neighborhood. (Tryon Hills) (Map 82)

127. Rezone property bound by Sylvania Street, Plymouth Street, Bancroft Street, and Graham Street from O-2/(O-6) to R-8. (Lockwood) (Map 83)

128. Rezone property south of Moretz Street between Lucena Street and Jefferson Davis Street from R-22/(R-6MF) to R-8 to reflect different mixture of housing types and to encourage compatible density of development. The existing apartments should be excluded from the rezoning request. (Map 82)

129. Rezone the O-2/(R-6) property on the corner of Softley and Sugar Creek Road to R-4/(R-9) to reflect the existing use. (Map 84)

130. Rezone property on the eastside of Graham Street between Wolfberry and 24th Street from I-2 to B-1 to reflect existing commercial center. (Tryon Hills) (Map 82)

131. Rezone the north and southside of North Tryon Street between Craighead Road and Sugar Creek Road from I-1 to B-2 to reflect the existing land use. (Map 85)

132. Rezone B-1 properties between Ritch Avenue and Bernard Avenue to R-5/(R-6) to prevent encroachment of nonresidential use into the adjacent single family neighborhood. (Map 86)

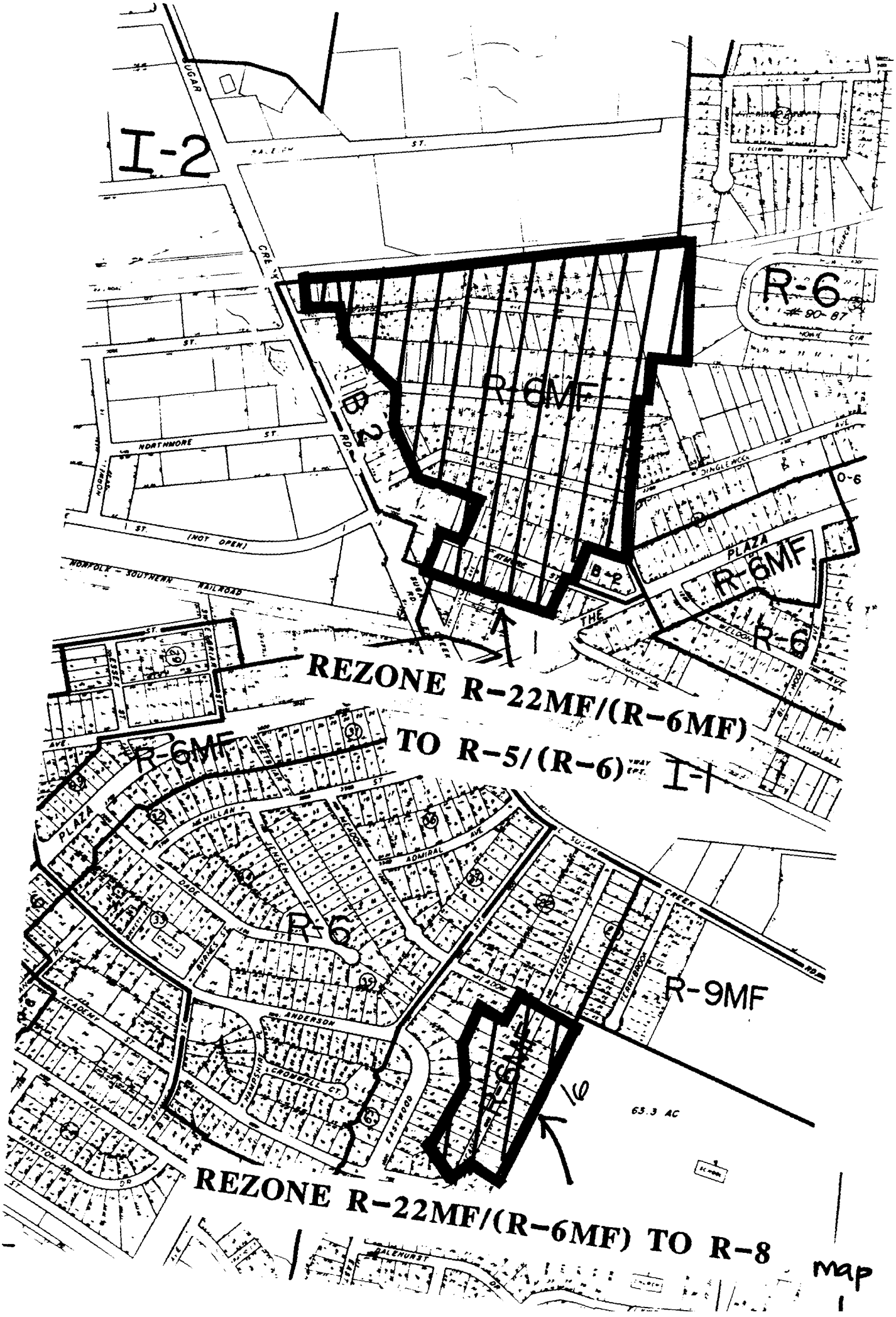
133. Rezone O-2/(O-6) property north of Frew Road to R-17MF/(R-9MF). Multi-family housing exists on the south side, and a mix of single family and multi-family exists to the east. (Map 87)

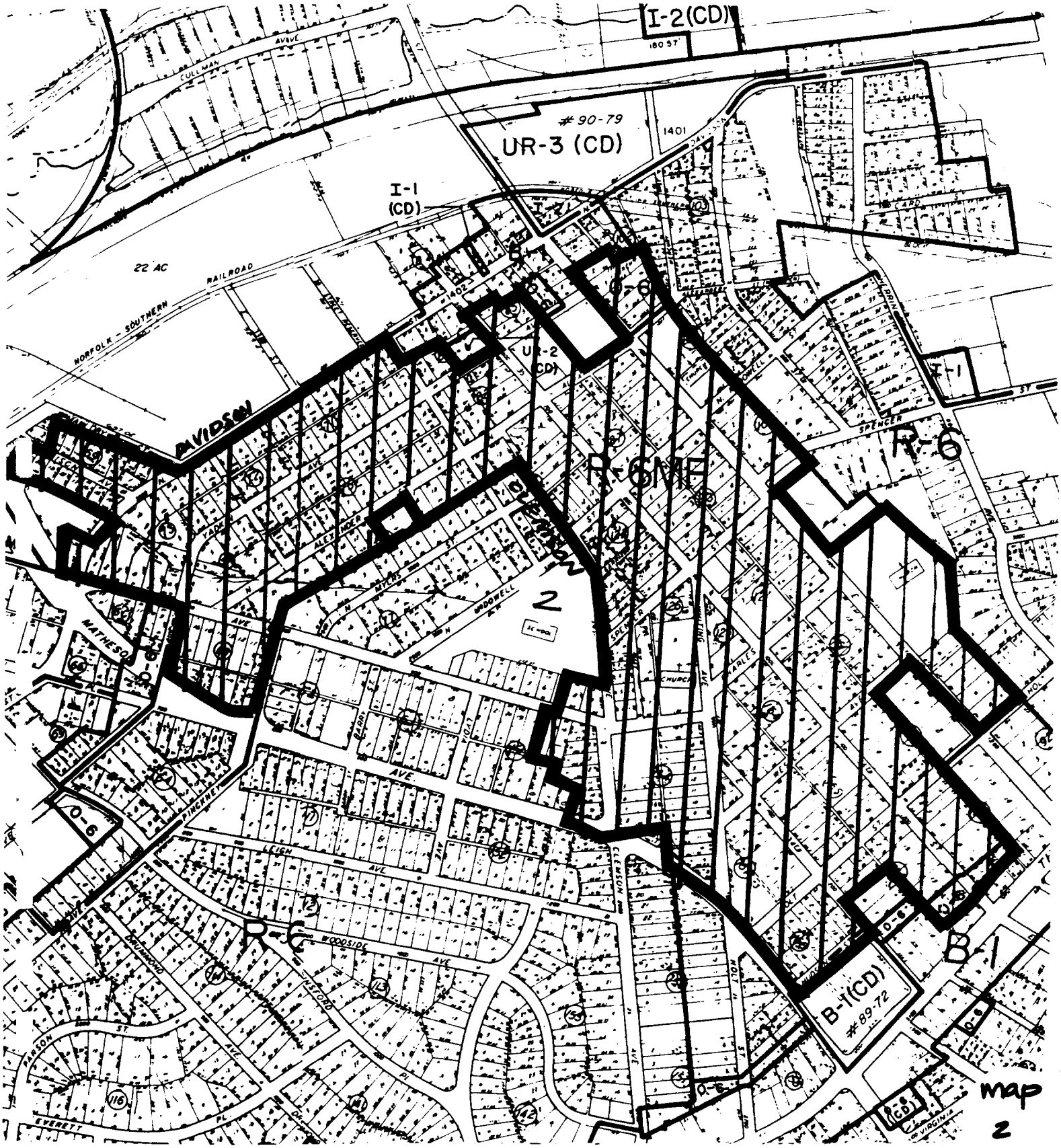
134. Rezone I-2 property bound by North Tryon Street, the railroad tracks, Ritch Avenue, and Craighead Avenue to B-2 to reflect the existing land use. (Map 86)

- Pursue the following rezoning that was previously recommended in the North Tryon Corridor Plan:

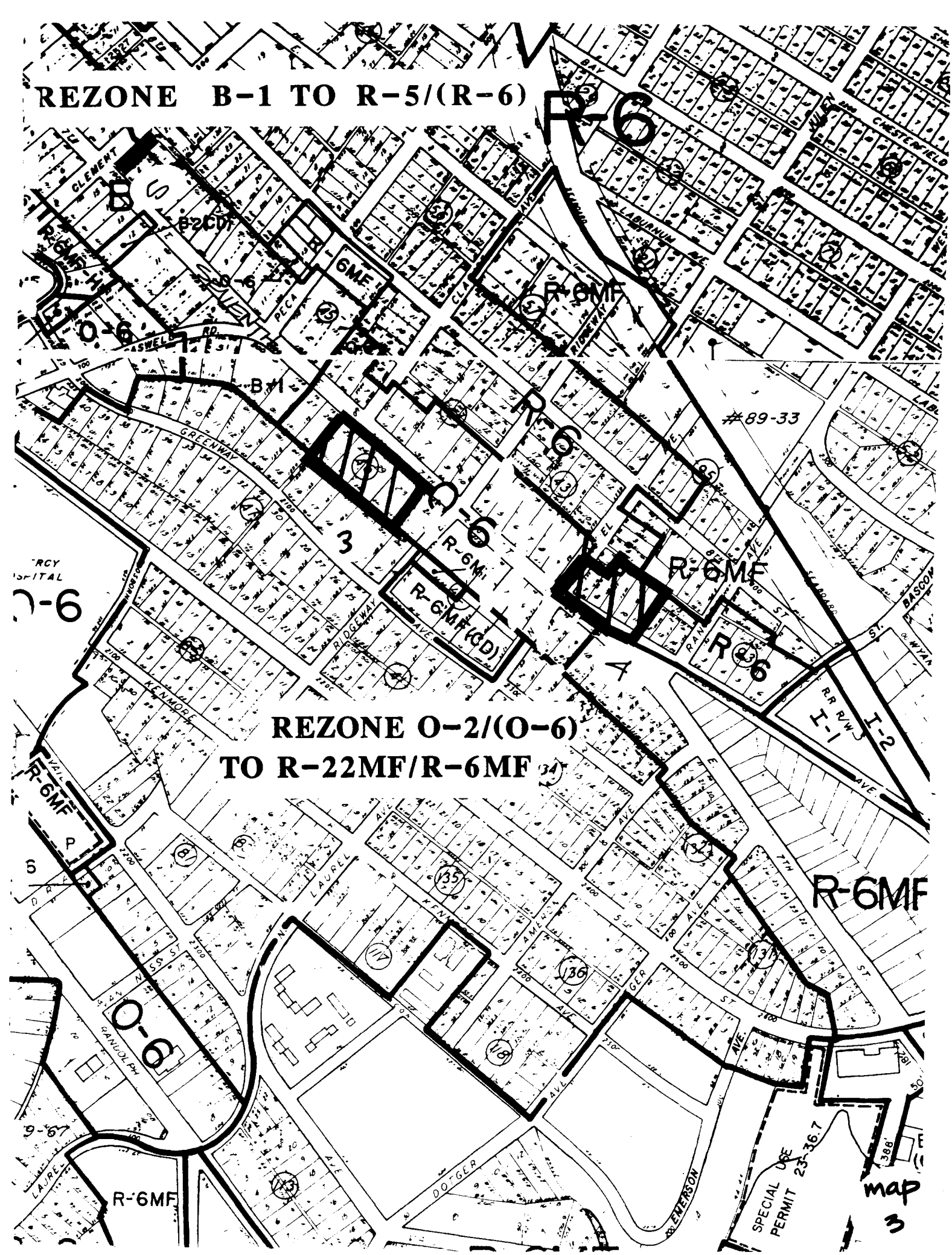
135. Rezone the rear portion of a tract of land bound by North Tryon Street, Craighead, and Hilo Streets from B-1 to R-12MF/(R-15MF). The portion of the property to be rezoned is located approximately 400 feet north of the intersection of Hilo Drive and North Tryon Street. There are numerous businesses and an abundance of land zoned for business use along North Tryon Street south of this site. This portion of the property backs up to multi-family uses and this type of development should be continued. (This property was recently rezoned to B-1 as a part of the North Tryon Corridor

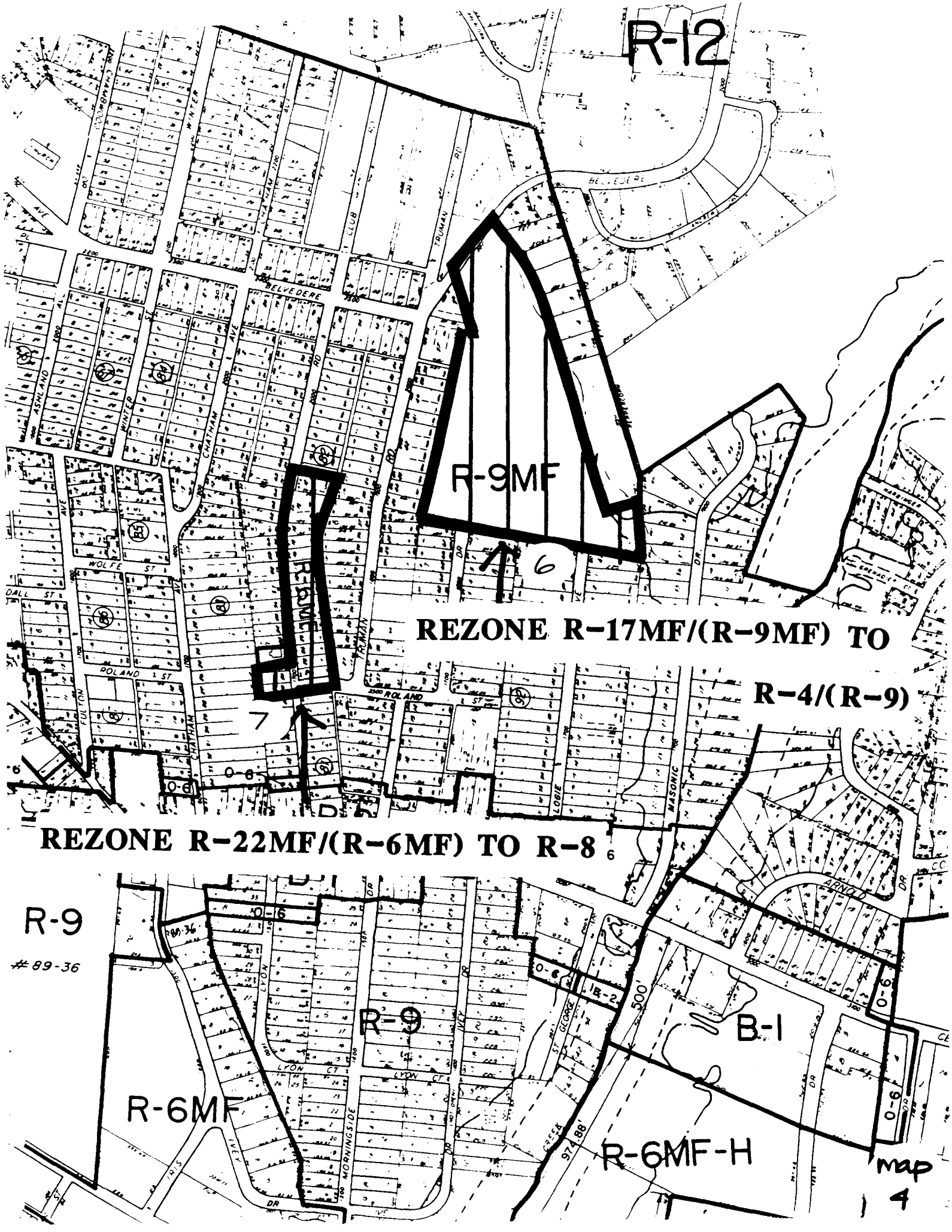
Study rezonings. Staff recommended multi-family zoning and is resubmitting the proposal.) (Map 88)

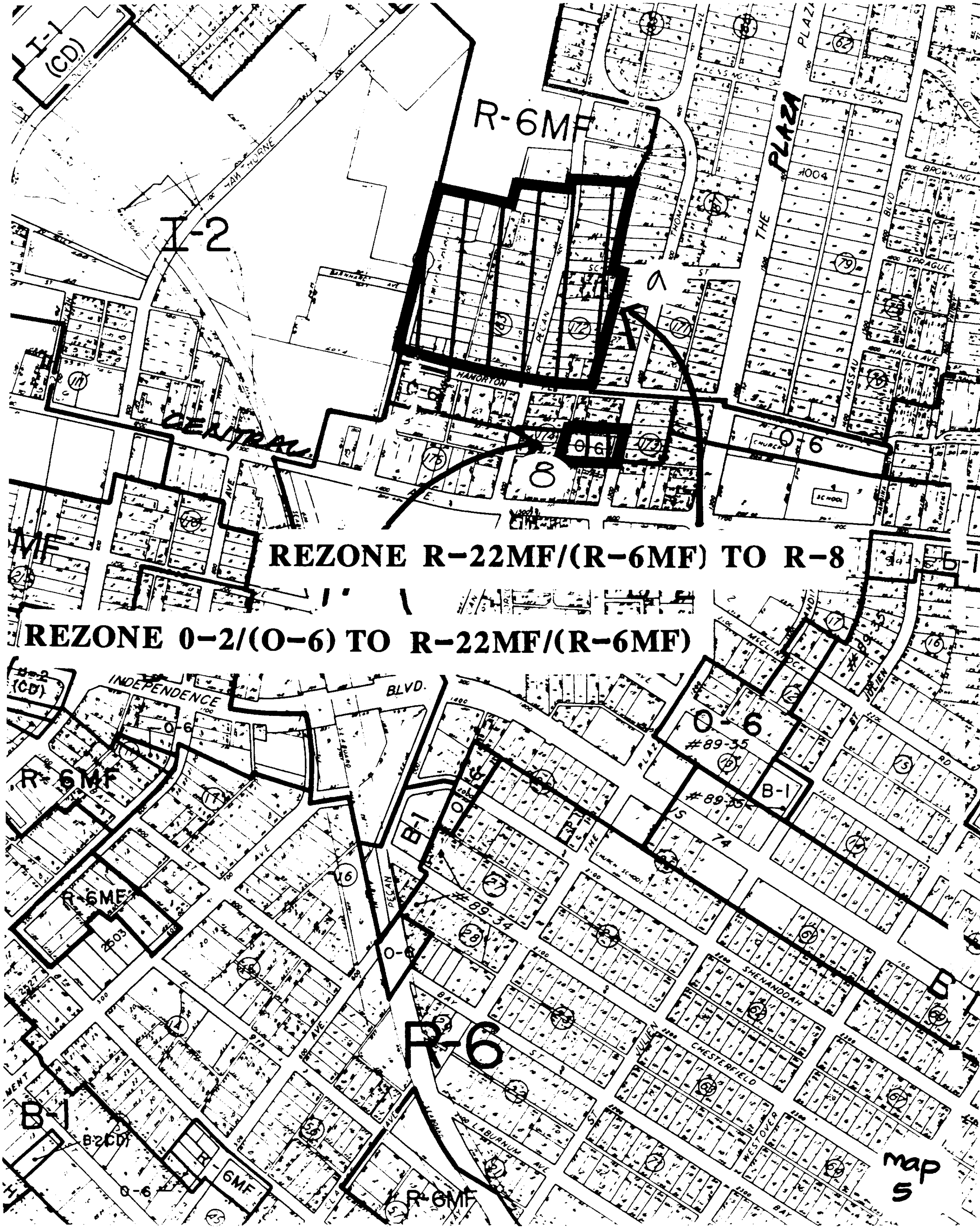

I-2
R-6
R-6MF
B-2
O-6
R-6MF
R-6
REZONE R-22MF/(R-6MF)
TO R-5/(R-6)
R-6MF
R-6
R-9MF
63.3 AC
REZONE R-22MF/(R-6MF) TO R-8
NORTHMORE ST.
ST. (NOT OPEN)
NORFOLK - SOUTHERN RAILROAD
PLAZA
ANDERSON
CROMWELL CT.
EASTWOOD
WINSTON DR.
SUGAR CREEK RD.
DADE
ADMIRAL
McMILLAN
map



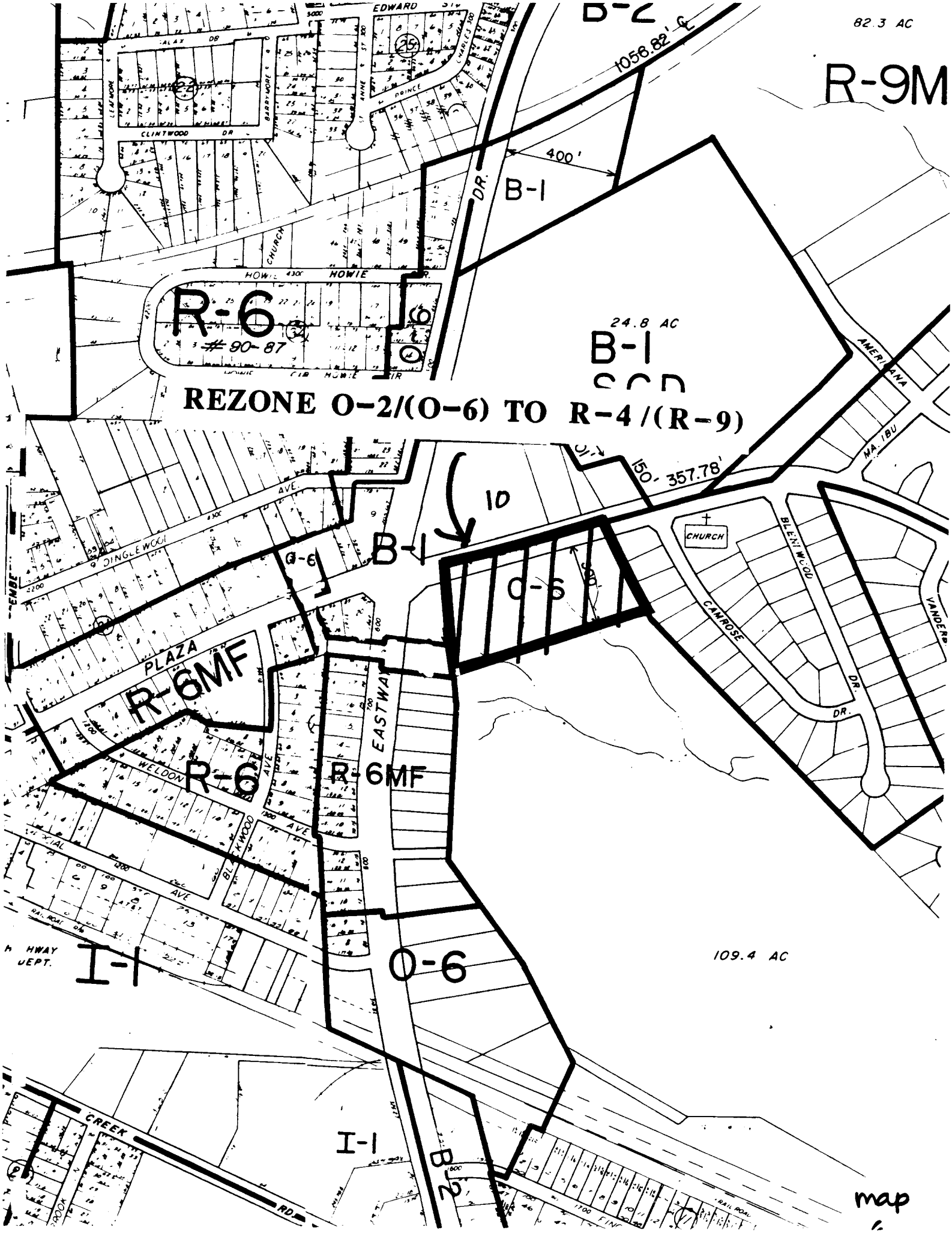
REZONE O-2/(O-6) / R-22MF/(R-6MF) TO R-5/(R-6)

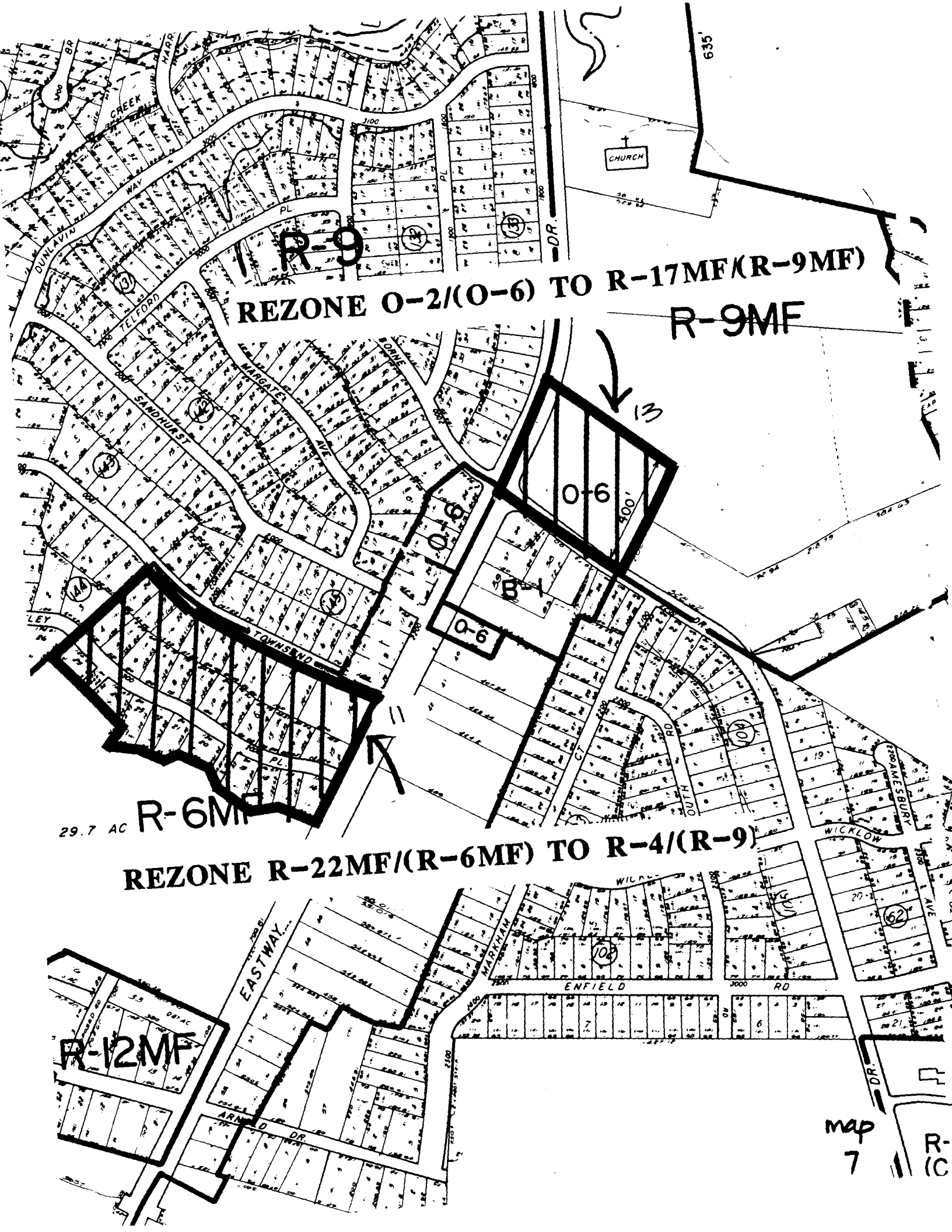

REZONE B-1 TO R-5/(R-6)
REZONE O-2/(O-6)
TO R-22MF/R-6MF
#89-33
R-6MF
R-6
O-6
B-1
I-1
I-2
SPECIAL USE PERMIT 23-36.7
map 3

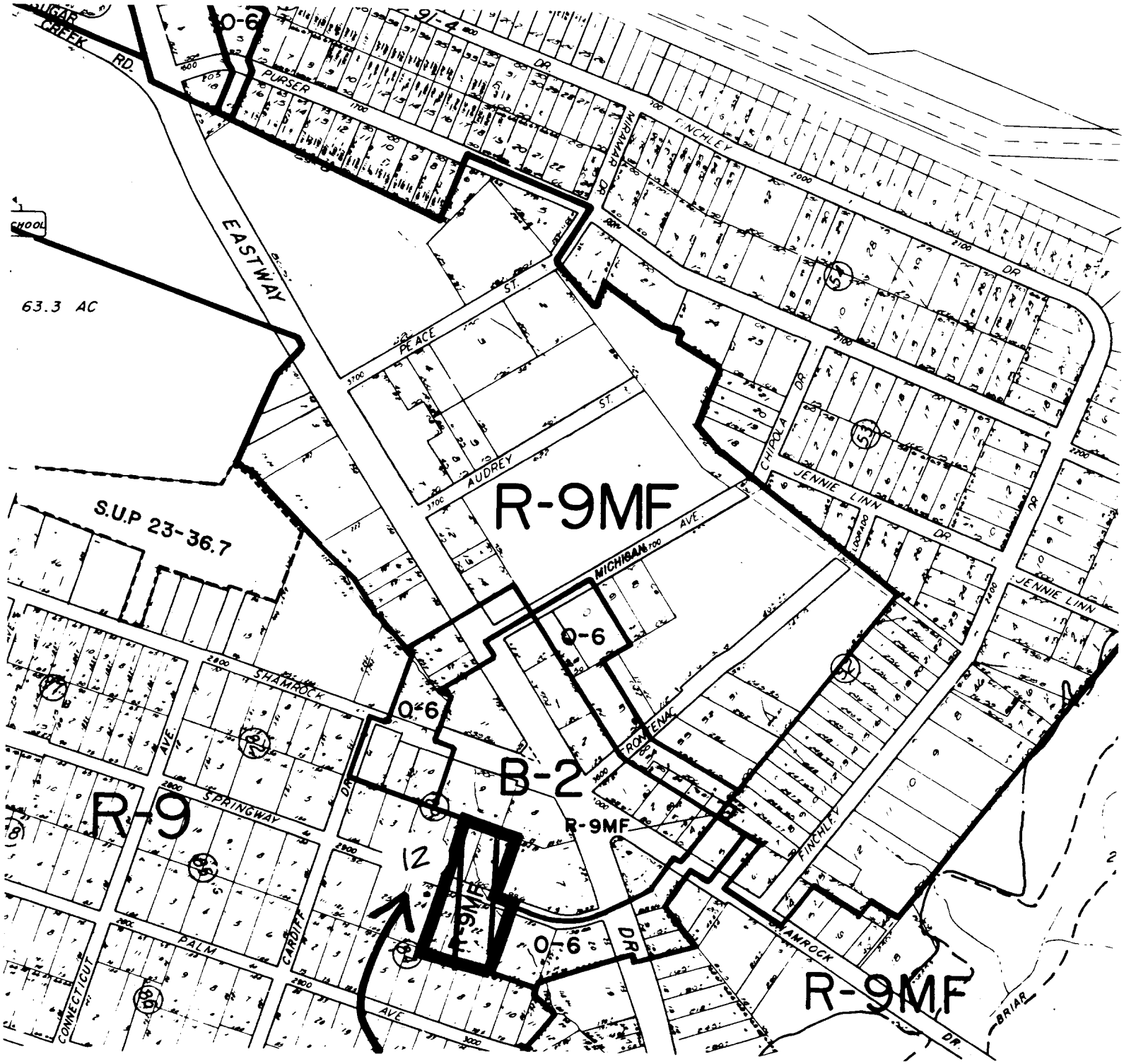

R-12
R-9MF
REZONE R-17MF/(R-9MF) TO
R-4/(R-9)
REZONE R-22MF/(R-6MF) TO R-8
R-9
#89-36
R-6MF
R-9
R-6MF-H
B-1
BELVEDERE
WOLFE ST
ROLAND ST
DALL ST
POLAND ST
CHATHAM AVE
TRUMAN RD
LOBIE
MASONIC
ARNOLD DR
LYON CT
MORNINGSIDE DR
ST GEORGE
IVEY
0-6
1R-2
500'
974.88'
map 14



I-1 (CD)
R-6MF
I-2
CENTRAL
THE PLAZA
HAMORTON
O-6
8
REZONE R-22MF/(R-6MF) TO R-8
REZONE 0-2/(O-6) TO R-22MF/(R-6MF)
INDEPENDENCE BLVD.
O-6
#89-35
B-1
#89-34
R-6MF
O-6
R-6
SHENANDOAH
CHESTERFIELD
LABURNUM AVE
B-1
B-2(CD)
6MF
R-6MF
map 5

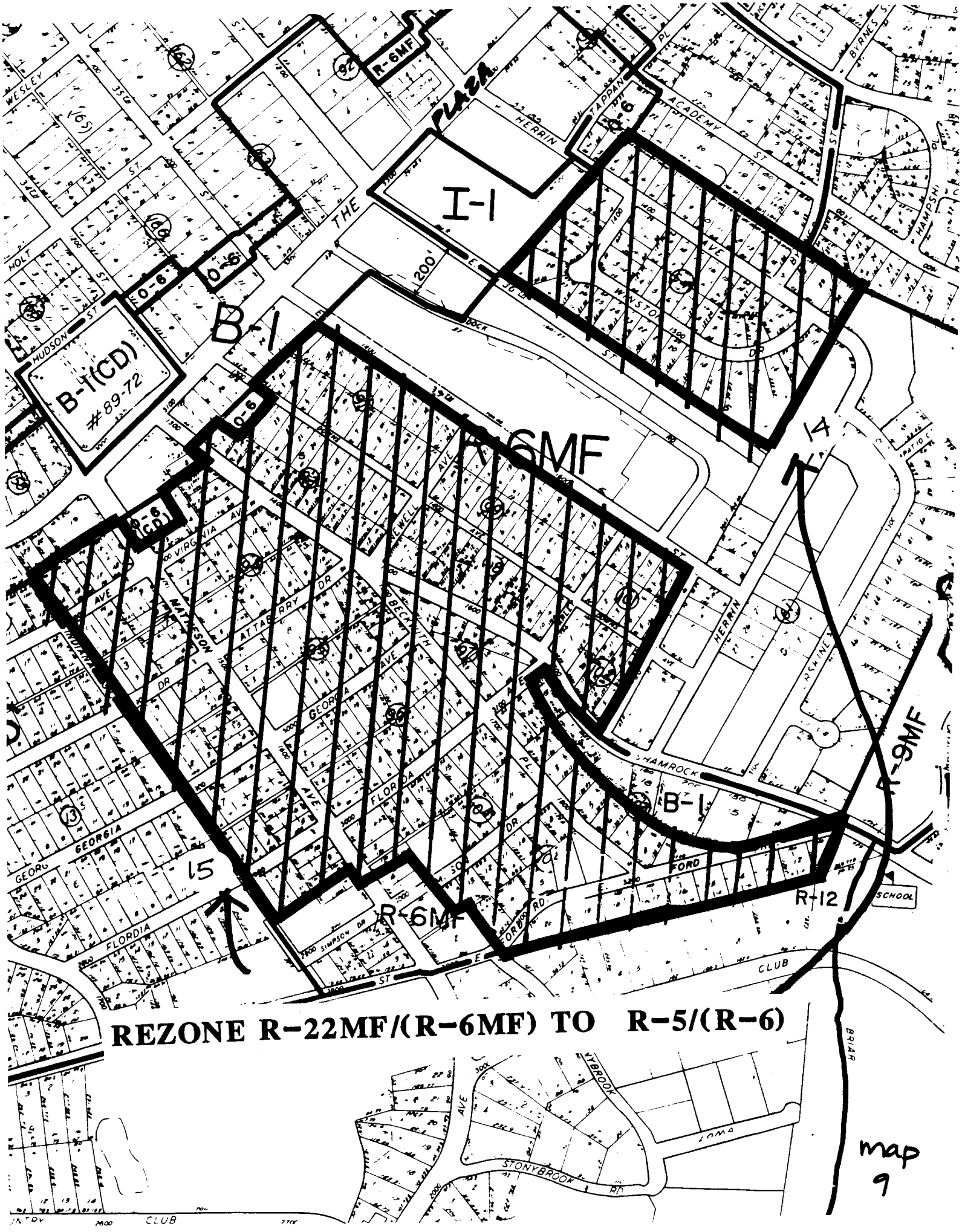

82.3 AC
R-9M
1056.82'
400'
B-1
R-6
#90-87
24.8 AC
B-1
REZONE O-2/(O-6) TO R-4/(R-9)
150'-357.78'
B-1
O-6
R-6MF
R-6
R-6MF
O-6
109.4 AC
I-1
I-1
CHURCH
CAMROSE DR.
BLENWOOD DR.
AMERIANA
MAIBU
VANDER
DINGLEWOOD AVE.
PLAZA
EASTWAY
WELDON AVE.
BLAKWOOD AVE.
RAILROAD
HWAY DEPT.
CREEK RD.
HOWIE
CHURCH
EDWARD
CLINTWOOD DR.
ANNE ST.
PRINCE
CHARLES
ALAX DR.
LEAMORE
BARRYMORE
map


R-9
REZONE O-2/(O-6) TO R-17MF/(R-9MF)
R-9MF
O-6
O-6
O-6
B-1
R-6MF
29.7 AC
REZONE R-22MF/(R-6MF) TO R-4/(R-9)
R-12MF
CHURCH
DUNLAVIN WAY
TELFORD
SANDHURST
MARGATE
BORNE
AVE
TOWNSEND
PL
DR
CT
RD
SOUTH
JAMESBURY
WICKLOW
EASTWAY
MARKHAM
ENFIELD
ARNOLD DR
635'
400'
map 7



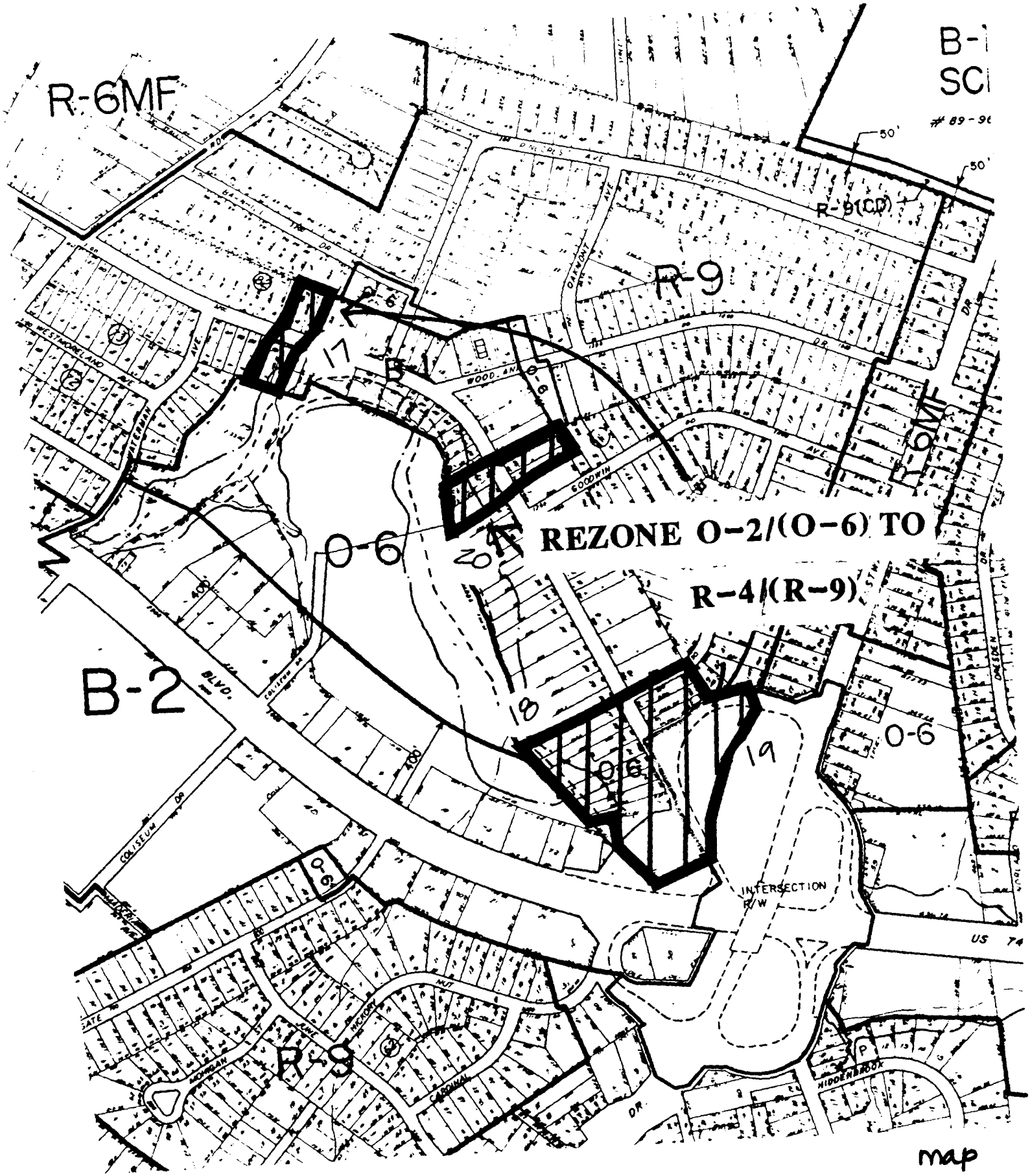
REZONE R-17MF/(R-9MF) TO R-4/(R-9)

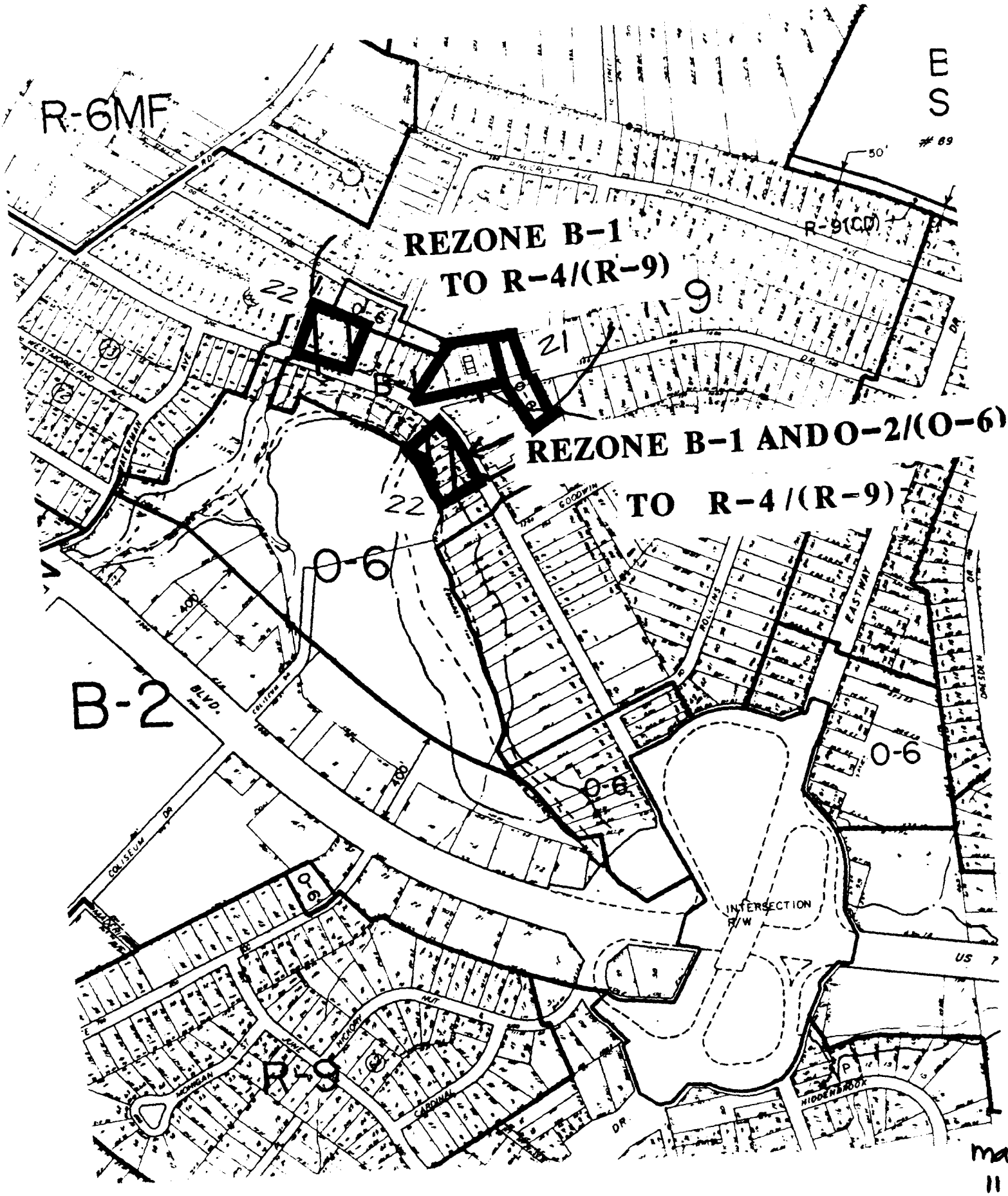
map
8



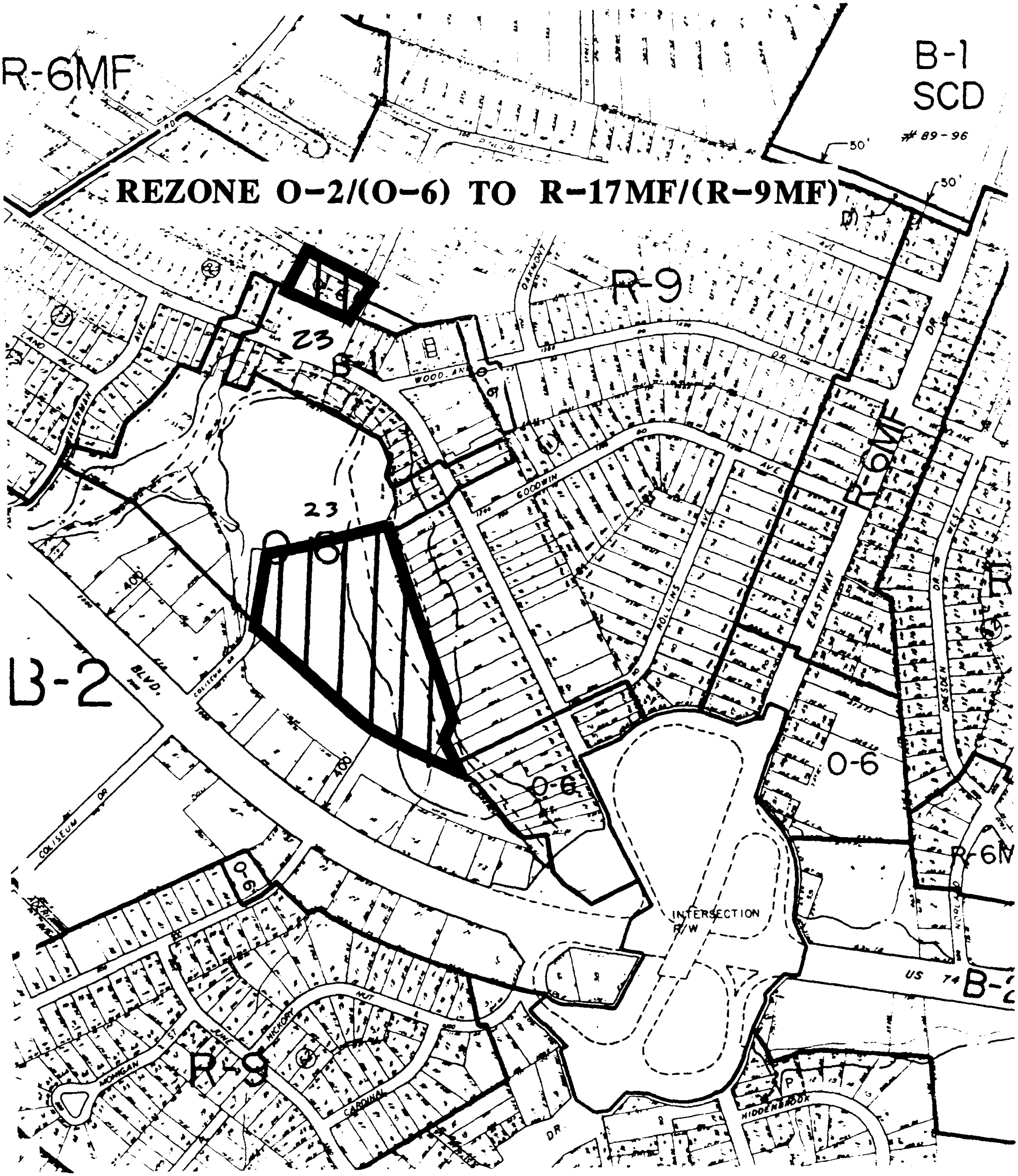
REZONE R-22MF/(R-6MF) TO R-5/(R-6)

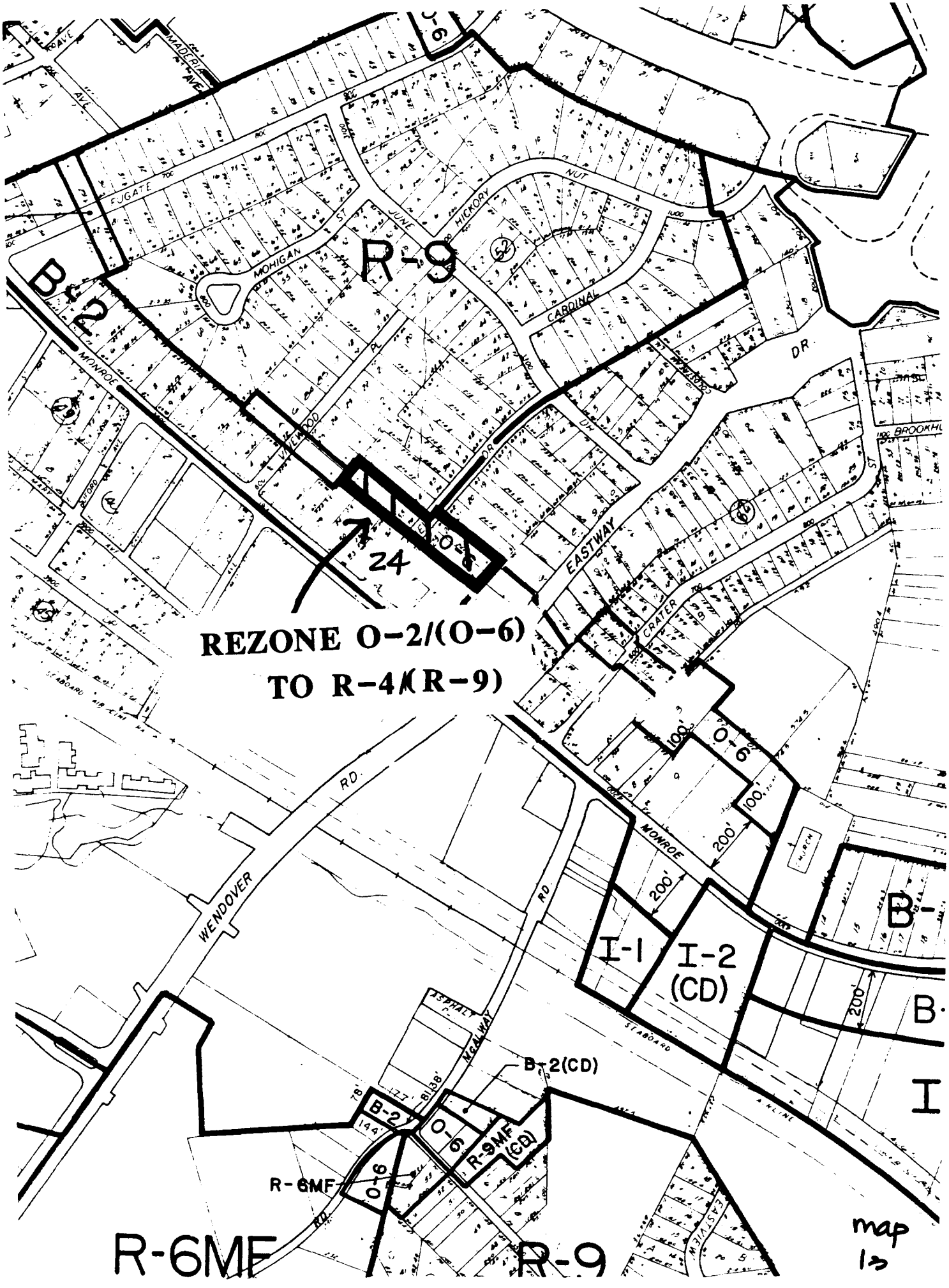
map 9

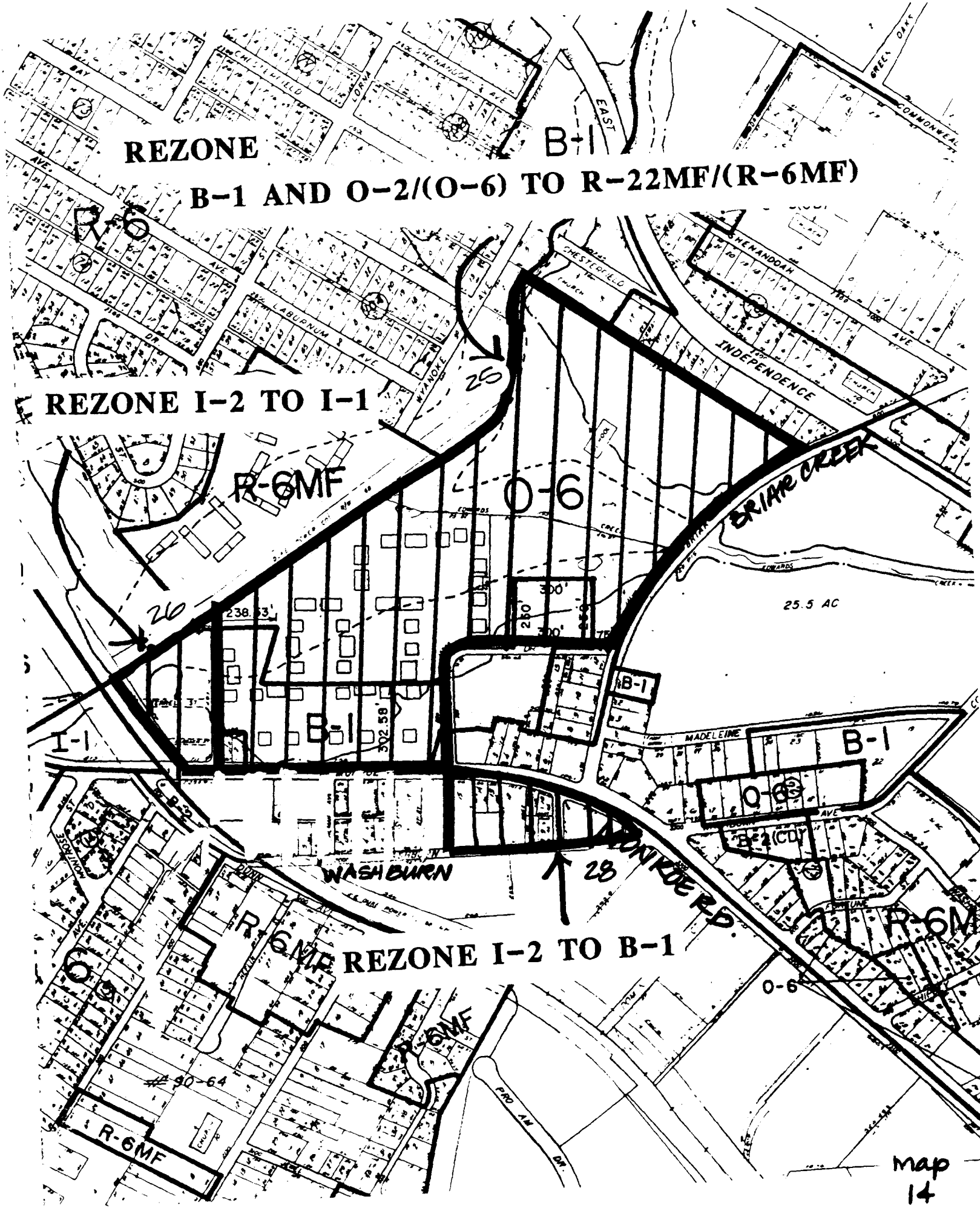

R-6MF
B-1
SC
R-9(CD)
R-9
R-6MF
O-6
REZONE O-2/(O-6) TO
R-4/(R-9)
B-2
R-9
INTERSECTION R/W
17
18
19
20
map
10

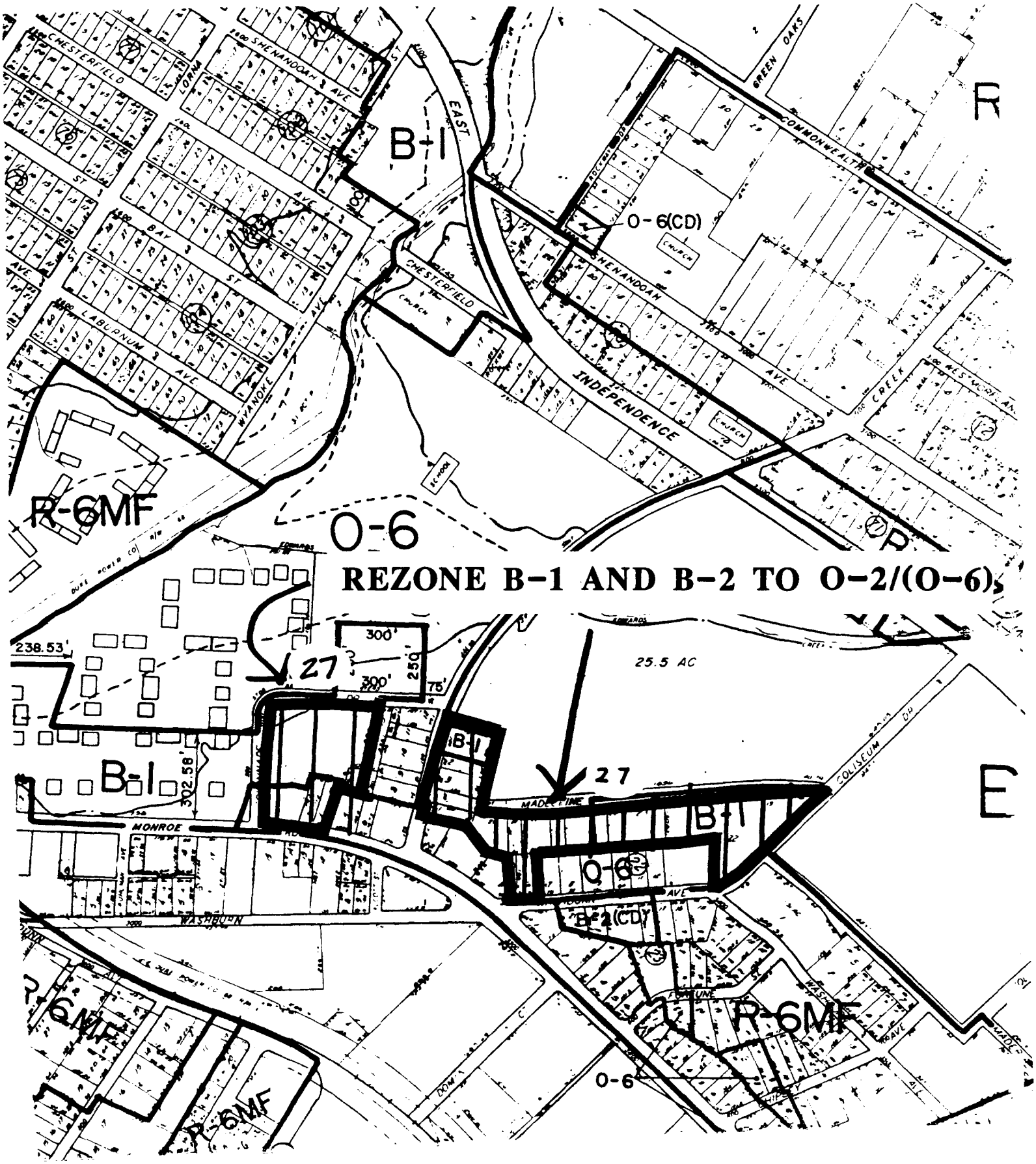

R-6MF
REZONE B-1
TO R-4/(R-9)
REZONE B-1 AND O-2/(O-6)
TO R-4/(R-9)
B-2
R-9
R-9(CD)
O-6
B
22
21
9
INTERSECTION
R/W
EASTWAY
COLISEUM BLVD.
HICKORY
CARDINAL
HIDDENBROOK
GOODWIN
ROLLINS

map
11

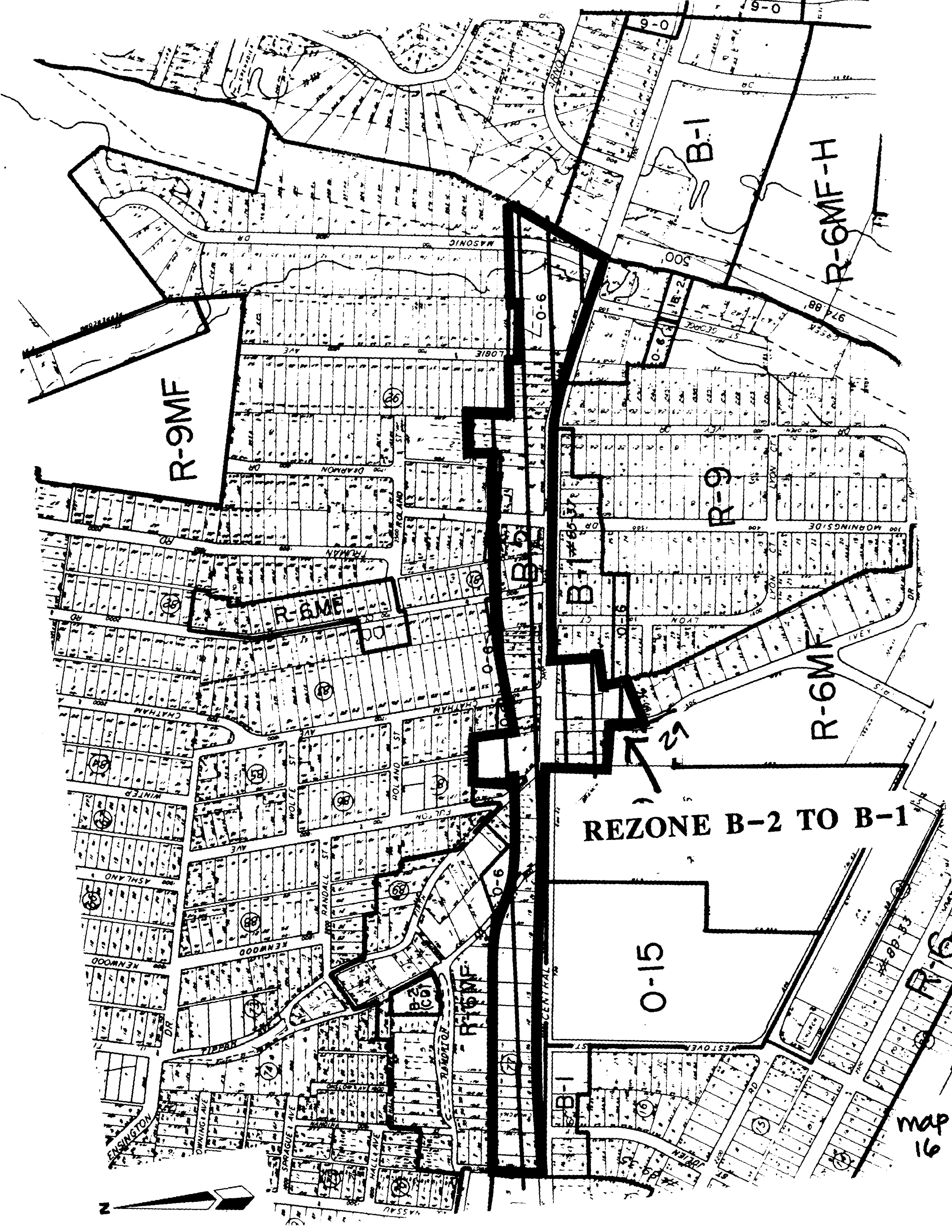

REZONE O-2/(O-6) TO R-17MF/(R-9MF)
R-6MF
B-1
SCD
#89-96
50'
50'
R-9
23
23
O-6
B-2
BLVD.
COLISEUM DR
GOODWIN
AVE
ROLLINS
EASTWAY
O-6
O-6
R-6M
INTERSECTION R/W
US 74
R-9
CARDINAL
HIDDENBROOK
DR
map 12

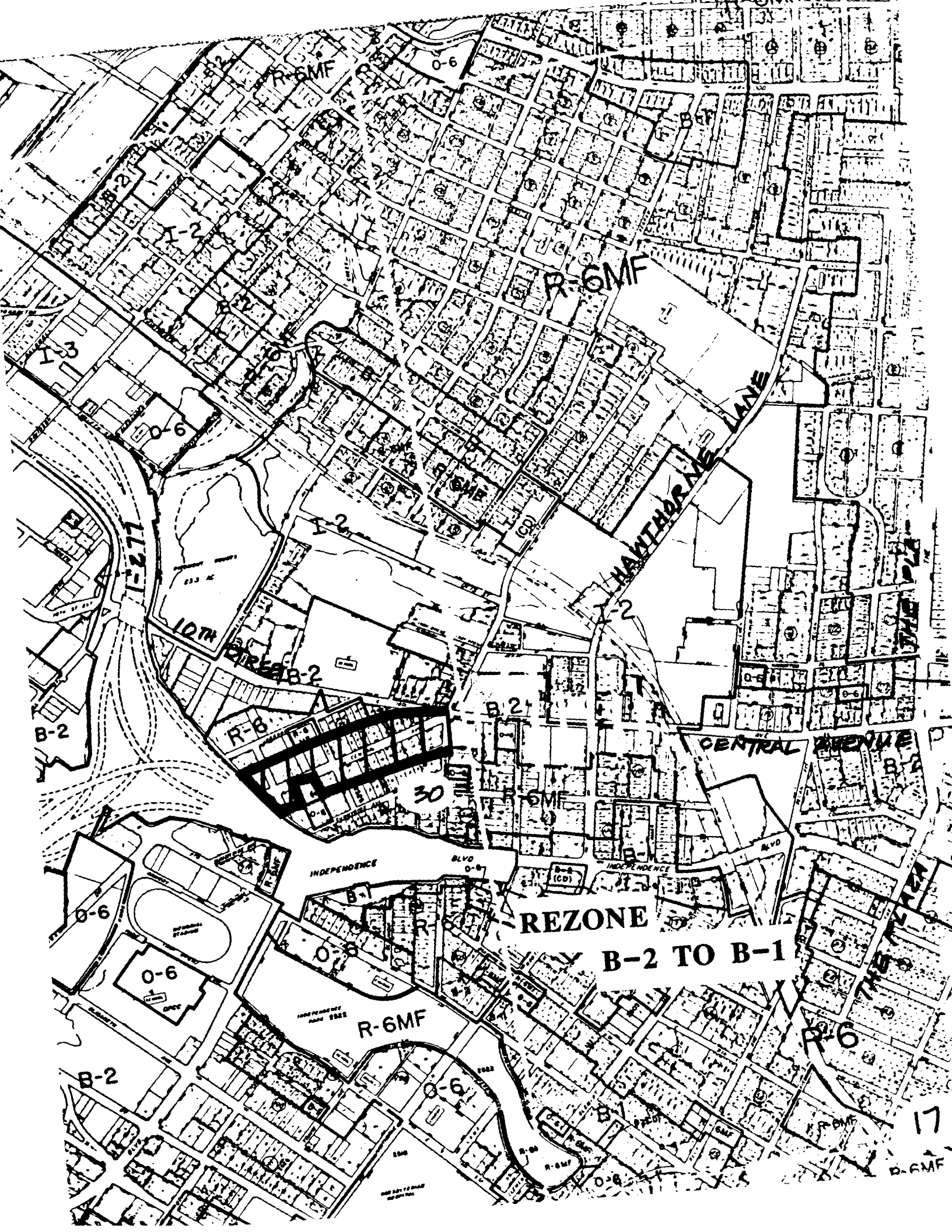

REZONE O-2/(O-6)
TO R-4/(R-9)
R-9
B-2
O-6
24
EASTWAY
MONROE
WENDOVER
RD.
I-1
I-2
(CD)
B-2(CD)
B-2
R-9MF
(CD)
R-6MF
R-6MF
R-9
map
13

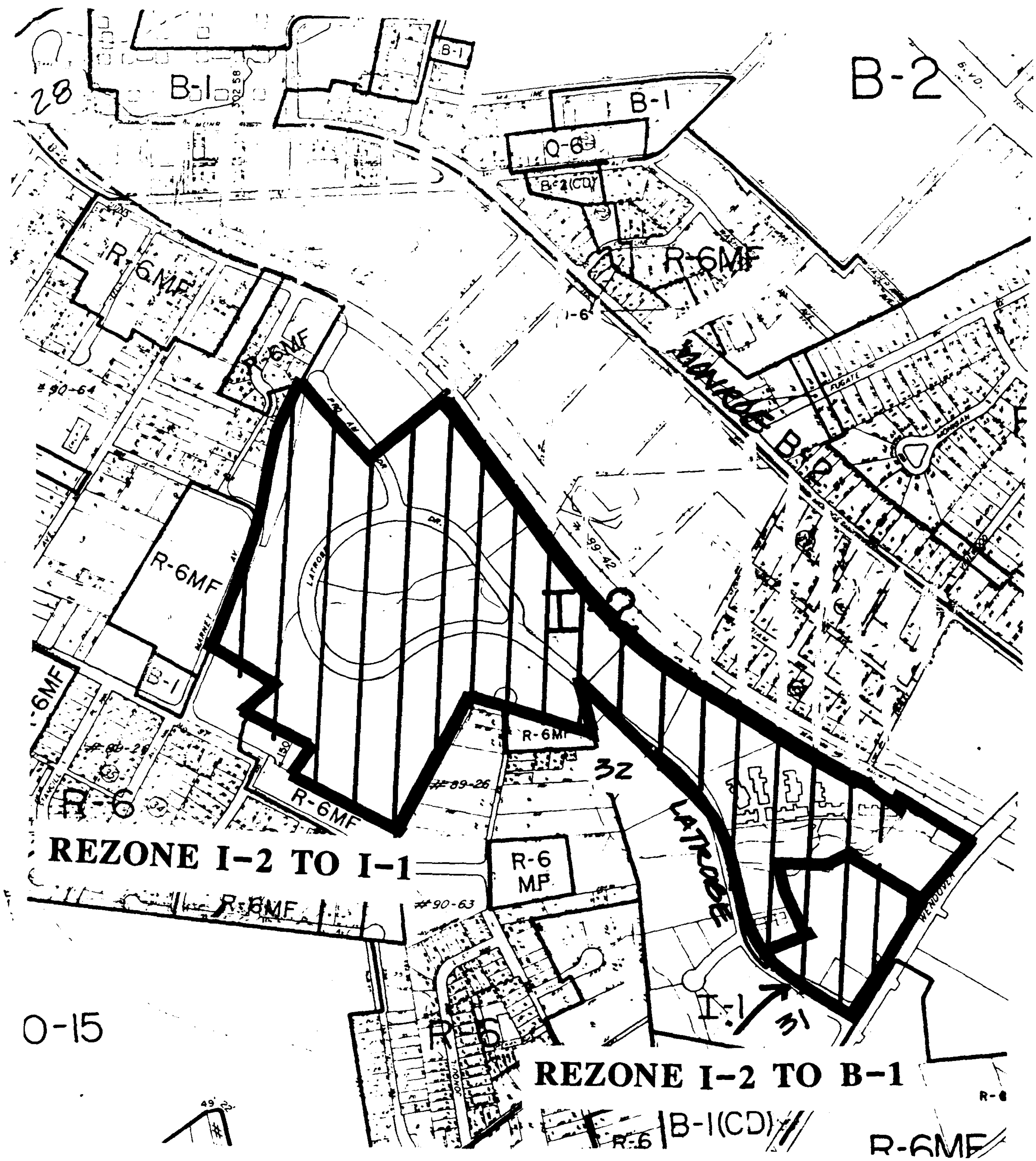

REZONE
B-1 AND O-2/(O-6) TO R-22MF/(R-6MF)
REZONE I-2 TO I-1
REZONE I-2 TO B-1
B-1
EAST
R-6
R-6MF
O-6
I-1
B-2(CD)
R-6M
CHESTERFIELD
SHENANDOAH
INDEPENDENCE
LABURNUM
WYANOKE
BRIAR CREEK
MADELEINE
WASHBURN
CONRIDE RD.
PRO AM DR.
25.5 AC
238.53'
302.58'
90-64
map
14

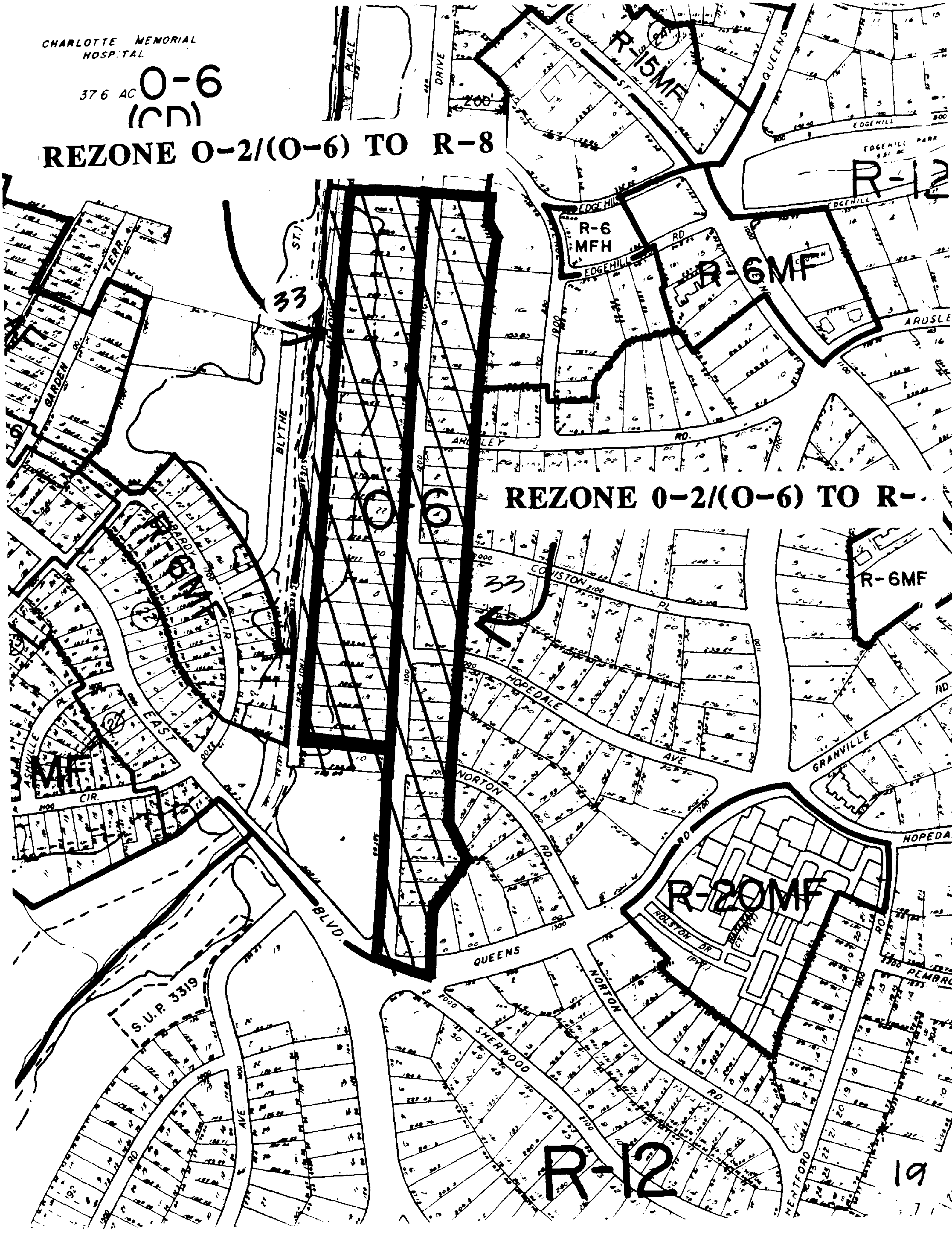

REZONE B-1 AND B-2 TO O-2/(O-6);
B-1
O-6(CD)
O-6
R-6MF
B-2(CD)
CHESTERFIELD
SHENANDOAH AVE
EAST
GREEN OAKS
COMMONWEALTH
INDEPENDENCE
LABURNUM AVE
WYANOKE
MONROE
MADELINE
COLISEUM
WASHBURN
FORTUNE
25.5 AC
238.53'
302.58'
300'
250'
75'
27

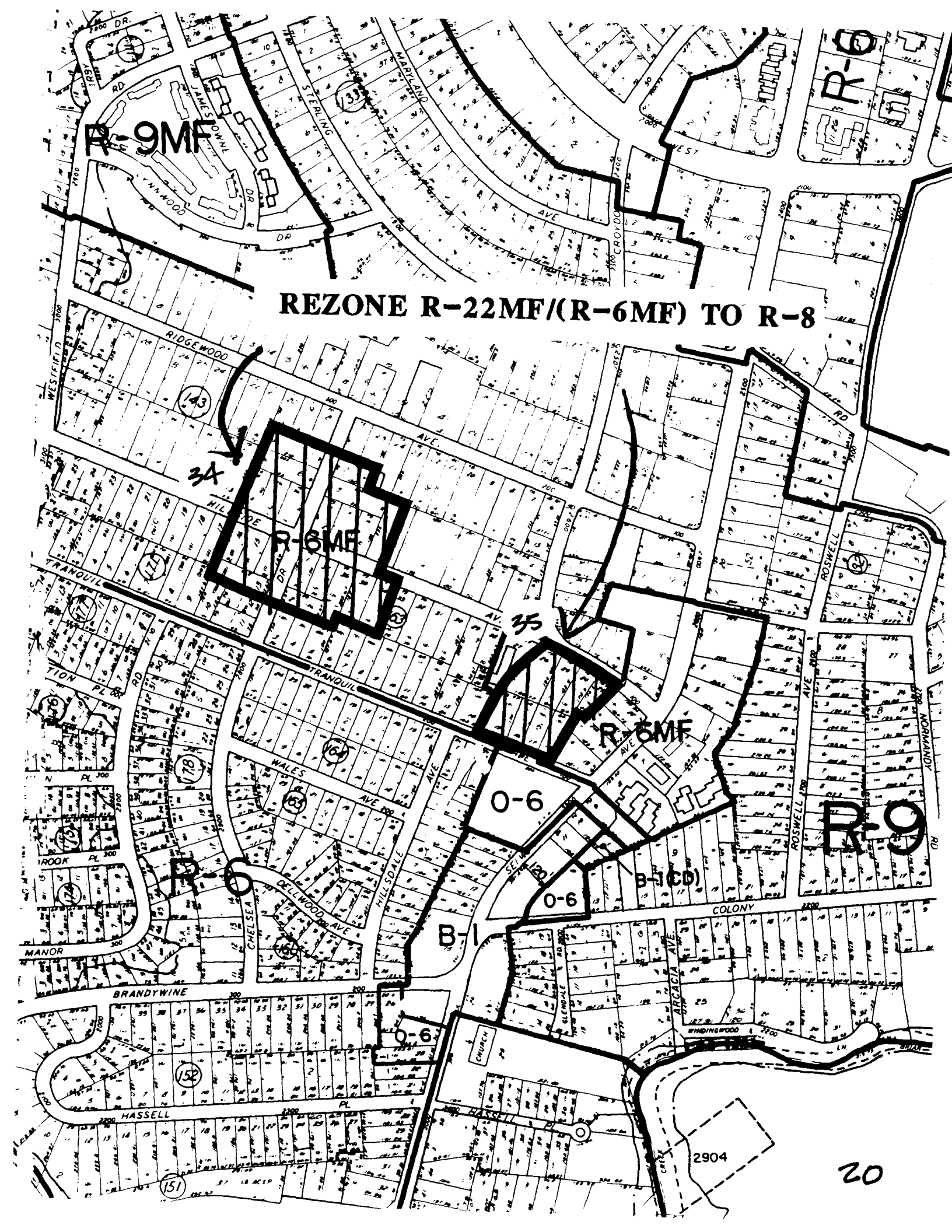
map
15


REZONE B-2 TO B-1
R-9MF
R-6MF-H
B-1
B-2
O-6
R-9
R-6MF
O-15
MASONIC
CHATHAM
CENTRAL
WESTOVER
KENWOOD
ASHLAND
WINTER
IVEY
LYON
MORNINGSIDE
map 16

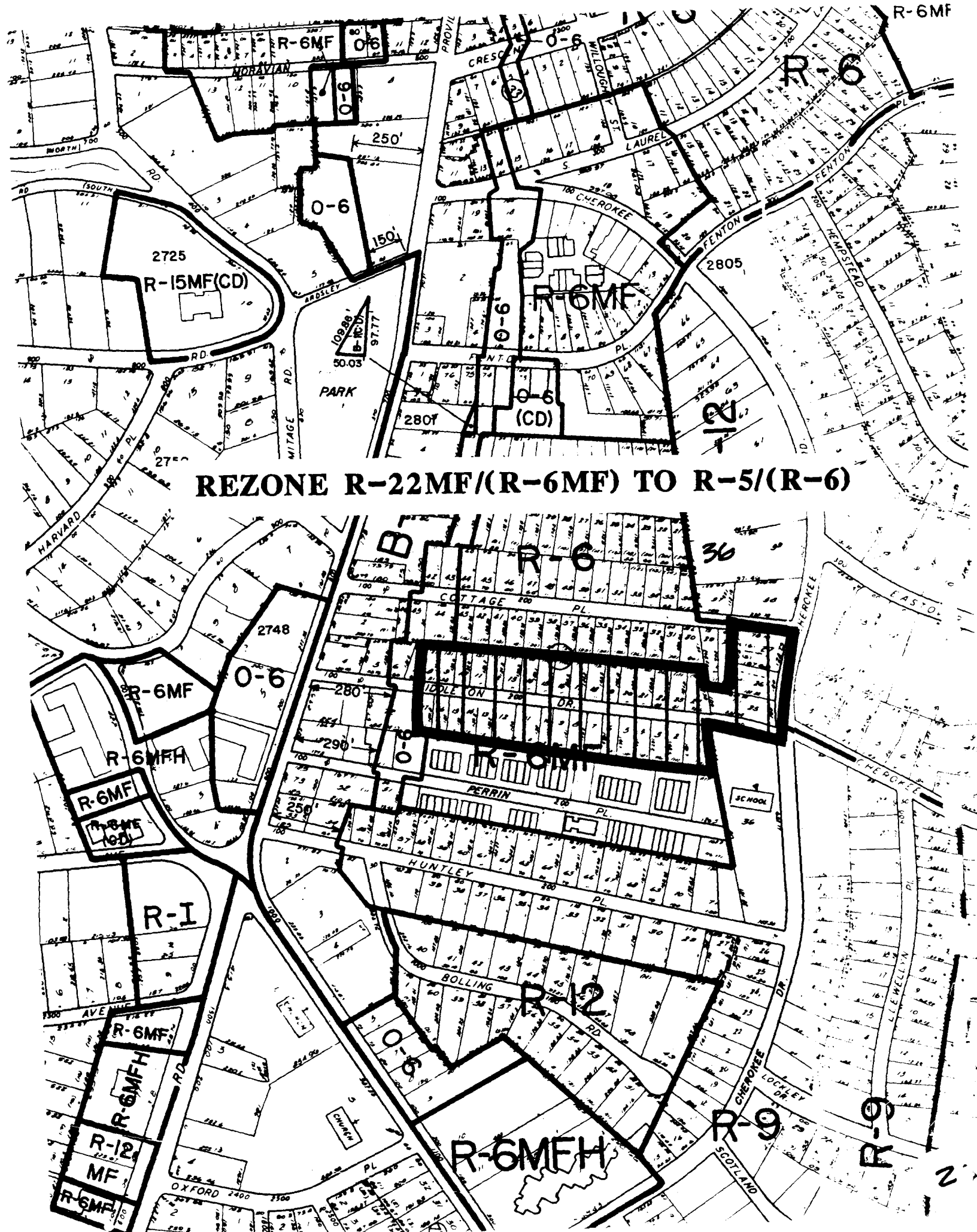

REZONE
B-2 TO B-1
R-6MF
R-6
B-2
B-1
O-6
I-2
I-3
I-277
10TH
FIRST
HAWTHORNE LANE
CENTRAL AVENUE
INDEPENDENCE BLVD
30
17

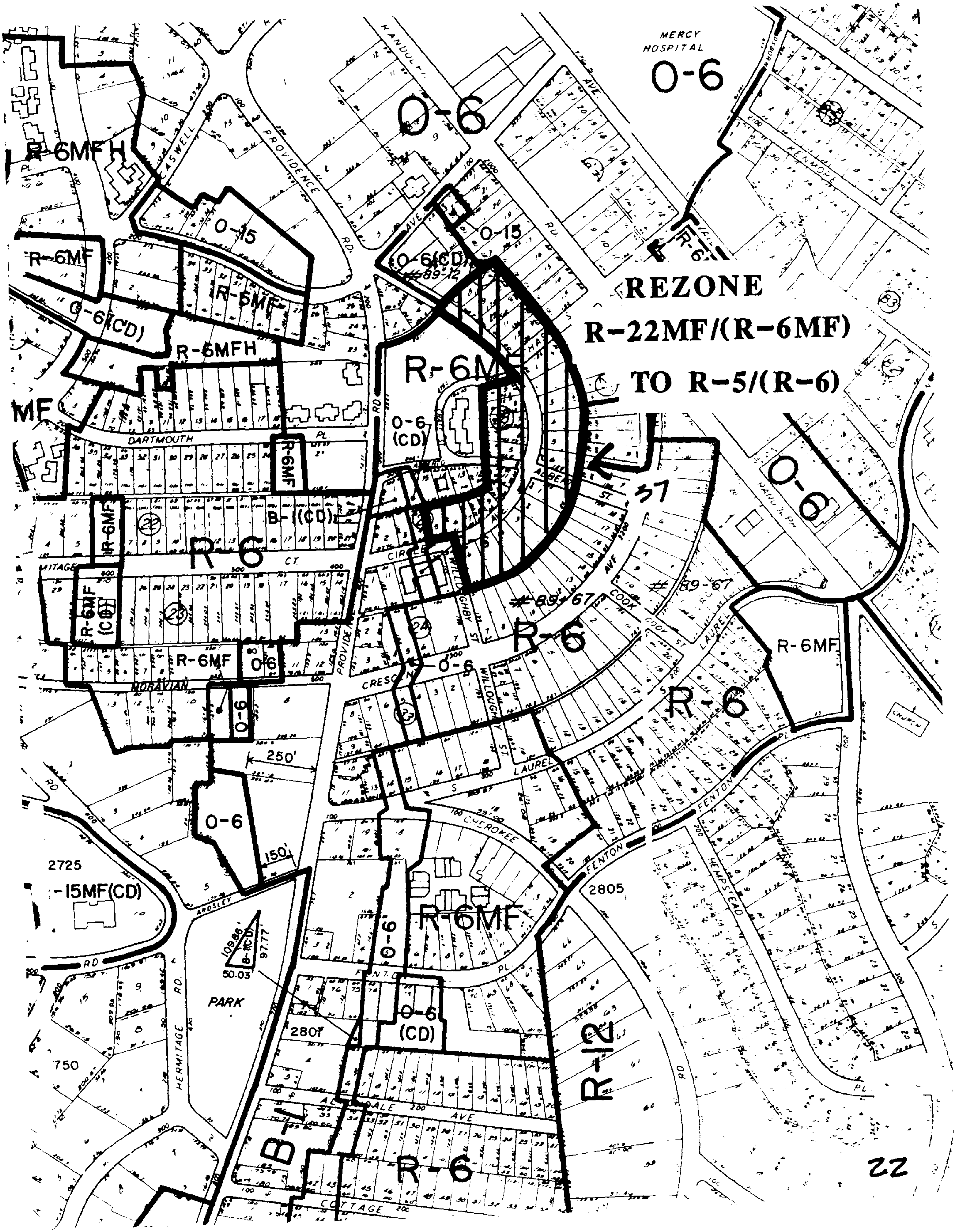

B-2
B-1
B-1
B-1
28
O-6
B-2(CD)
R-6MF
R-6MF
R-6MF
R-6MF
I-6
MONROE
B-2
FUGATE
#90-64
#89-42
R-6MF
B-1
R-6MF
32
#89-26
LATROBE
R-6
R-6MF
REZONE I-2 TO I-1
R-6
MF
R-6MF
#90-63
I-1
31
O-15
R-6
REZONE I-2 TO B-1
B-1(CD)
R-6
R-6MF

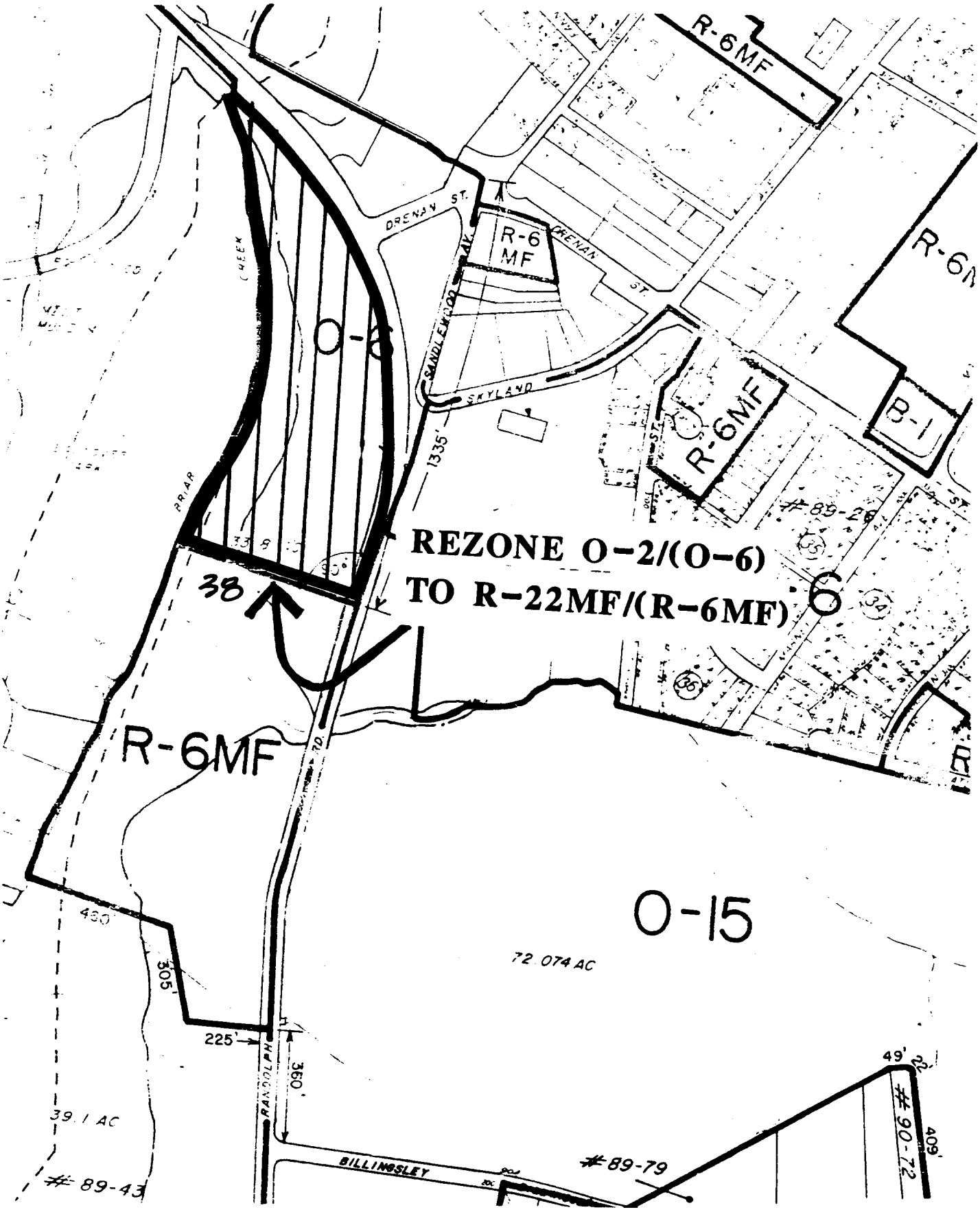

CHARLOTTE MEMORIAL HOSPITAL
37.6 AC O-6 (CD)
REZONE O-2/(O-6) TO R-8
R-15MF
R-12
R-6 MFH
R-6MF
33
O-6
REZONE O-2/(O-6) TO R-
R-6MF
33
R-20MF
S.U.P. 3319
R-12
19
EDGEHILL
EDGEHILL PARK
QUEENS
BLYTHE
GARDEN
TERR.
ARDSLEY
RD.
LOMBARDY
CIR.
EAST
BLVD.
HOPEDALE
AVE
GRANVILLE
NORTON
RD.
SHERWOOD
HERTFORD
ROLSTON DR.

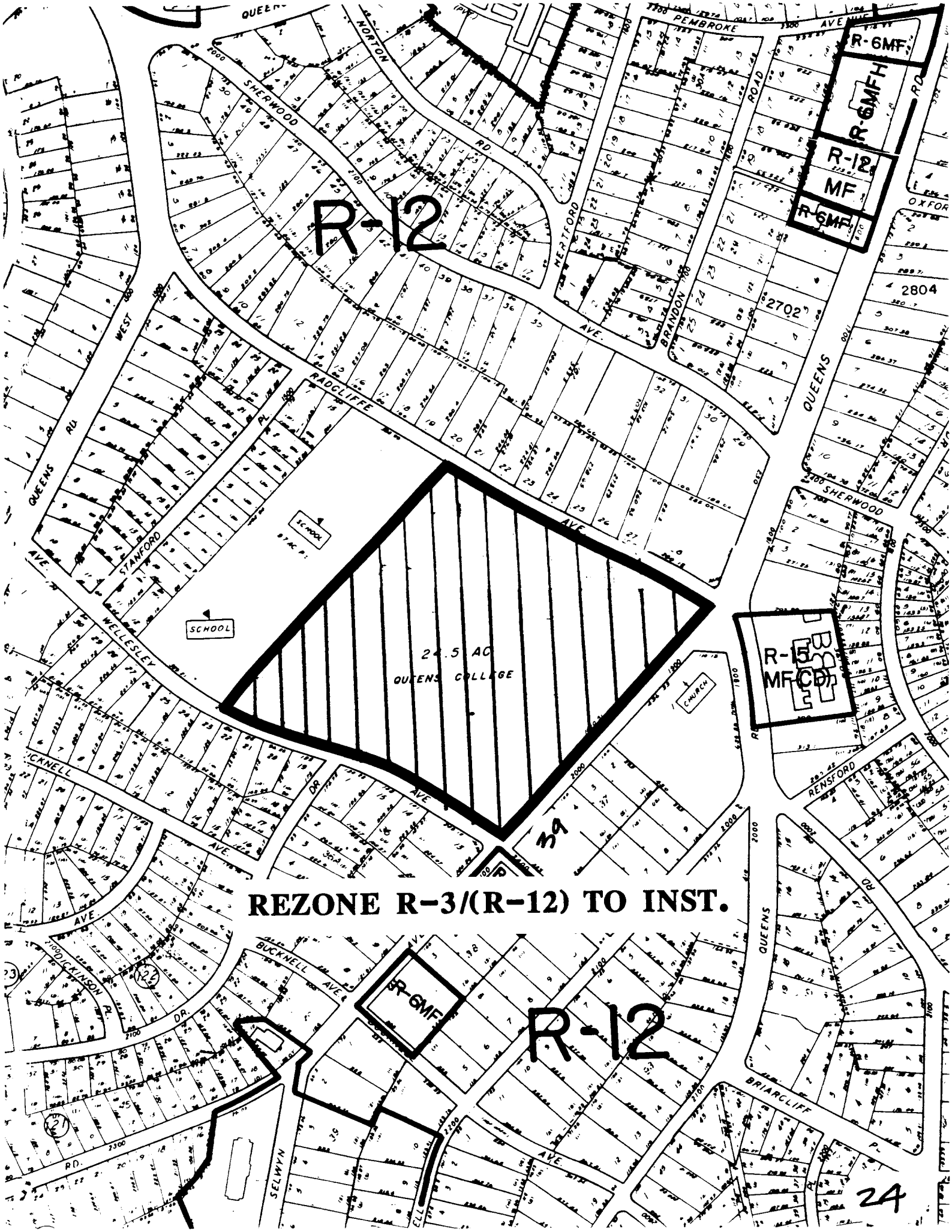

REZONE R-22MF/(R-6MF) TO R-8
R-9MF
R-6MF
R-6MF
R-6
R-9
B-1
B-1(CD)
O-6
O-6
O-6
34
35
RIDGEWOOD AVE.
TRANQUIL AVE.
WALES AVE.
DELLWOOD AVE.
HILLSDALE AVE.
ROSWELL AVE.
COLONY RD.
BRANDYWINE
HASSELL PL
MANOR
NORMANDY
ARCACIA AVE
2904

20

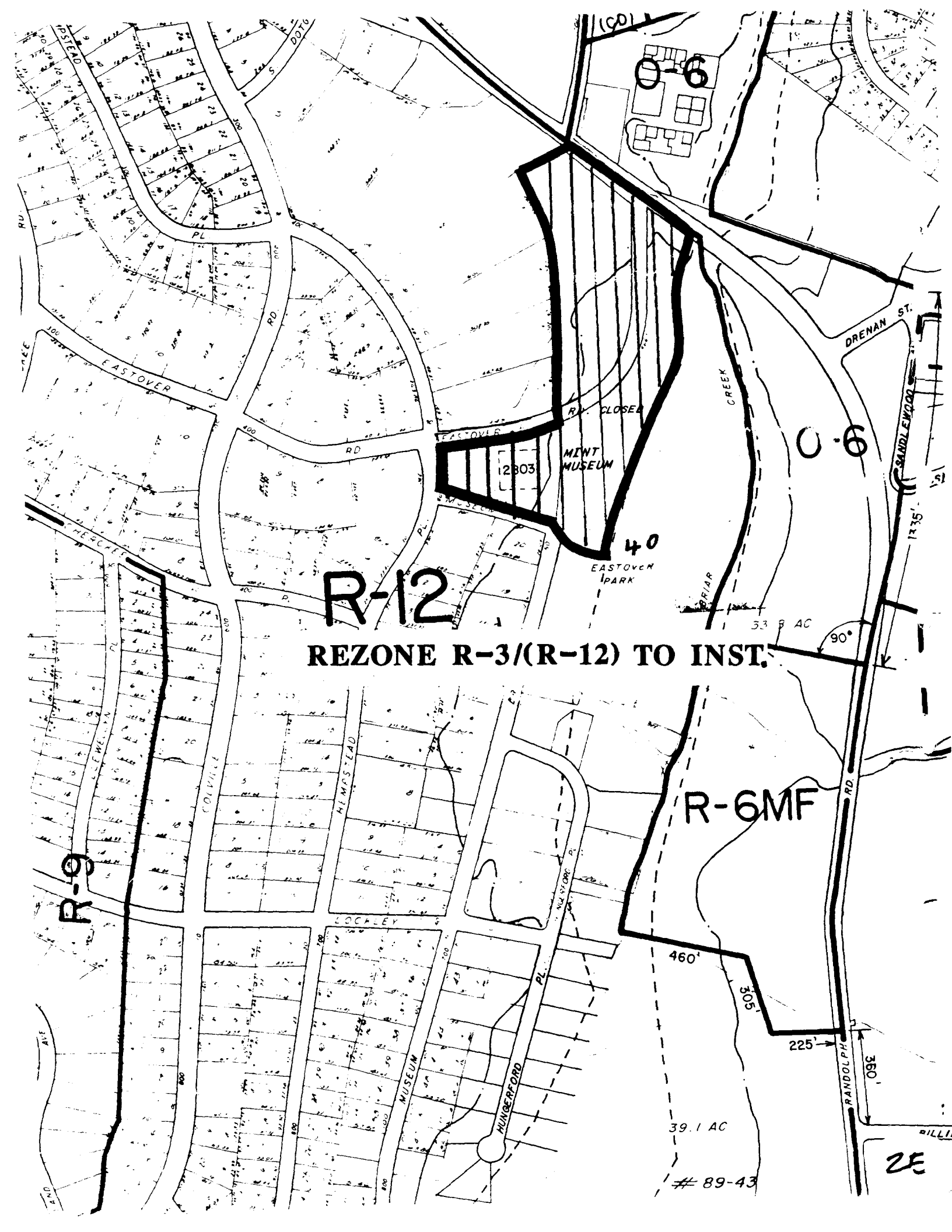

REZONE R-22MF/(R-6MF) TO R-5/(R-6)
R-6MF
O-6
R-6
250'
150'
2725
R-15MF(CD)
O-6
R-6MF
2805
2801
O-6 (CD)
PARK
R-6
R-6MF
R-6MFH
R-I
R-12 MF
R-12
R-9
R-5
SCHOOL
MORAVIAN
LAUREL
CHEROKEE
FENTON
HEMPSTEAD
HARVARD
COTTAGE PL
IDLEON DR.
PERRIN PL
HUNTLEY PL
BOLLING RD.
OXFORD
SCOTLAND
LOCKLEY DR.
LLEWELLYN
EASTON
CHURCH

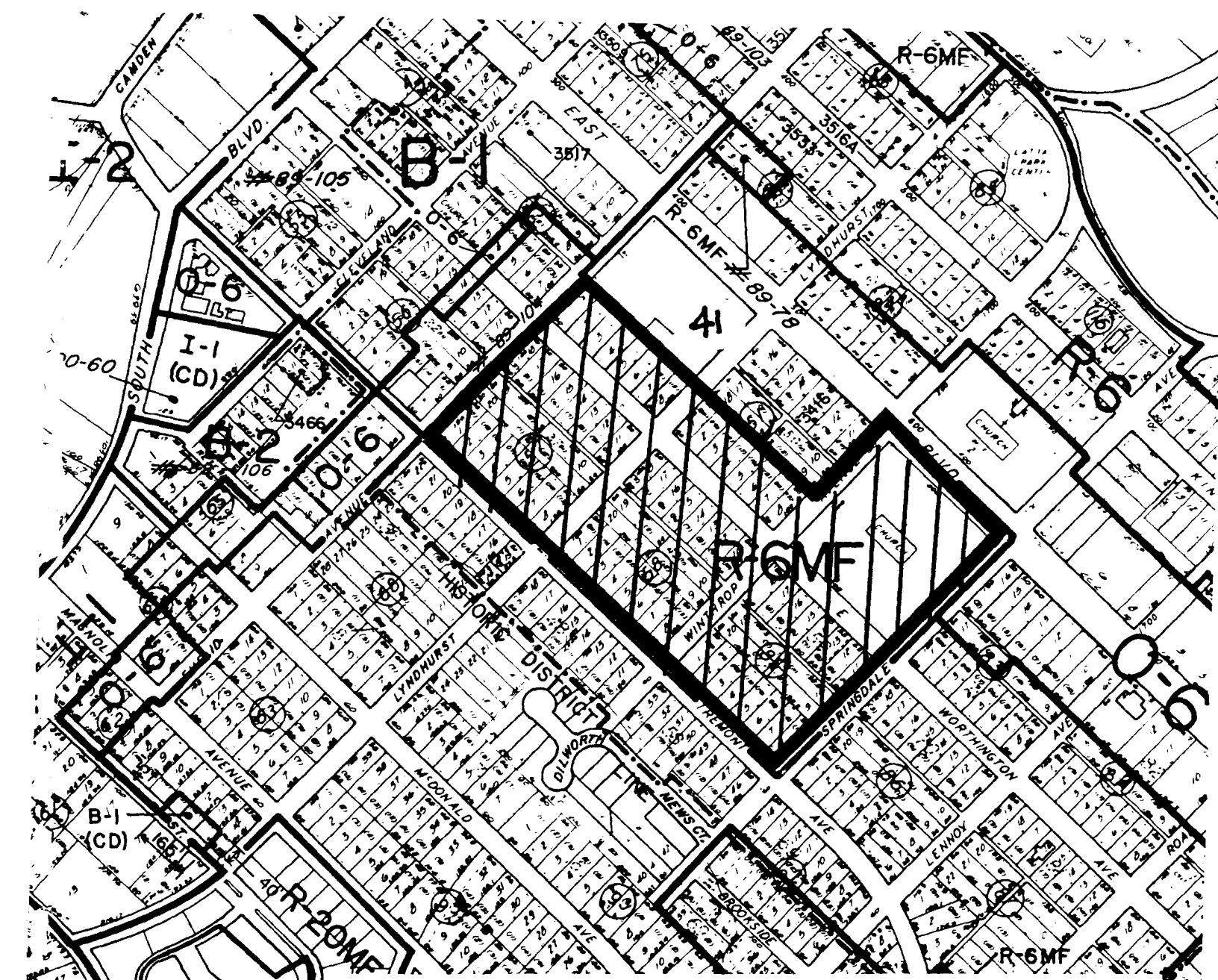

REZONE
R-22MF/(R-6MF)
TO R-5/(R-6)
MERCY HOSPITAL
O-6
O-15
O-6(CD)
#89-12
R-6MF
R-6MFH
R-6
B-1(CD)
R-6MF (CD)
#89-67
O-6 (CD)
R-12
B-1
R-15MF(CD)
PARK
2725
2805
2801
250'
150'
PROVIDENCE RD.
CASWELL
DARTMOUTH PL
MORAVIAN
CRESCENT
WILLOUGHBY ST.
LAUREL
COOK
FENTON
CHEROKEE
HEMPSTEAD
HERMITAGE RD.
ARDSLEY
COTTAGE
AVE.


REZONE O-2/(O-6)
TO R-22MF/(R-6MF)
R-6MF
R-6
MF
R-6MF
R-6MF
R-1
O-6
O-15
72.074 AC
39.1 AC
DRENAN ST.
SANDLEWOOD DR.
SKYLAND
PRIAR
CREEK
1335'
38
6
#89-26
#89-43
#89-79
#90-72
BILLINGSLEY
RANDOLPH
225'
305'
360'
409'
49'
22'

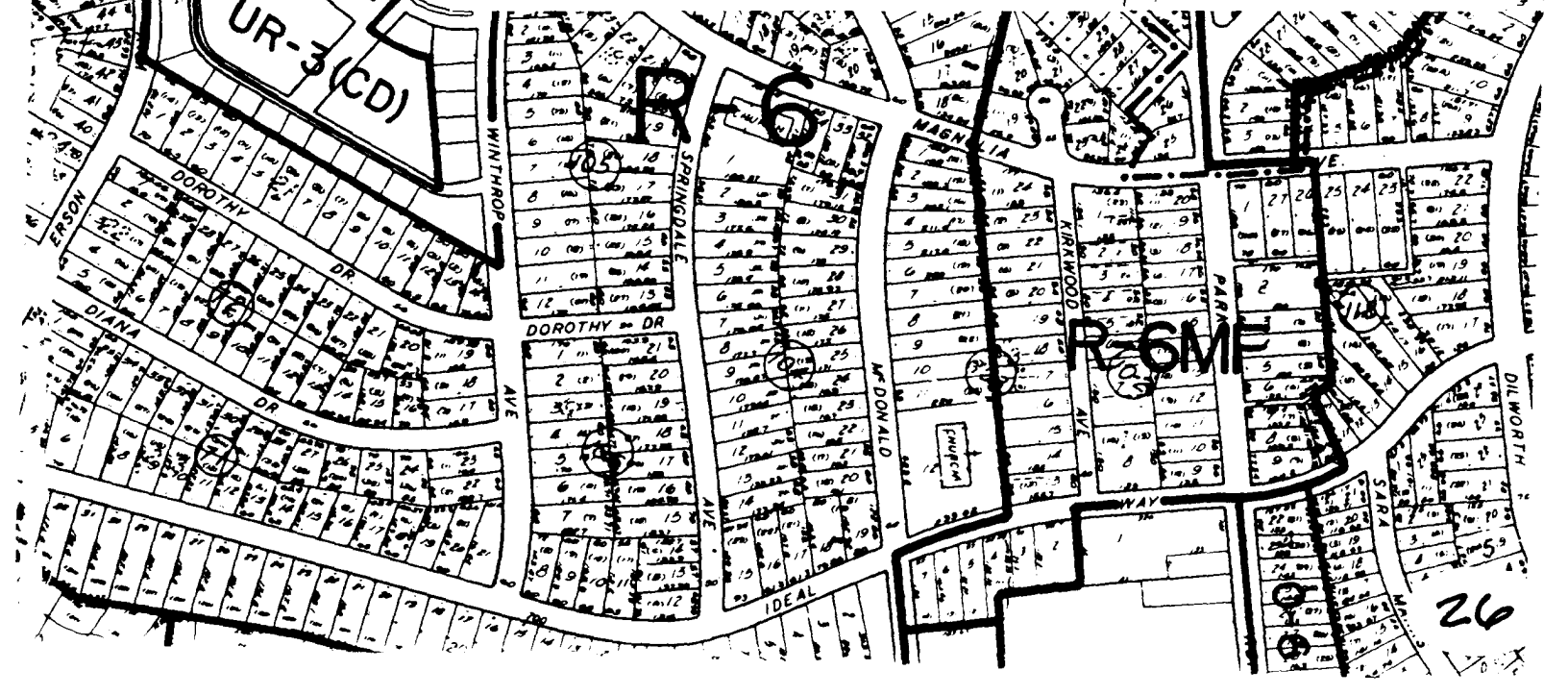


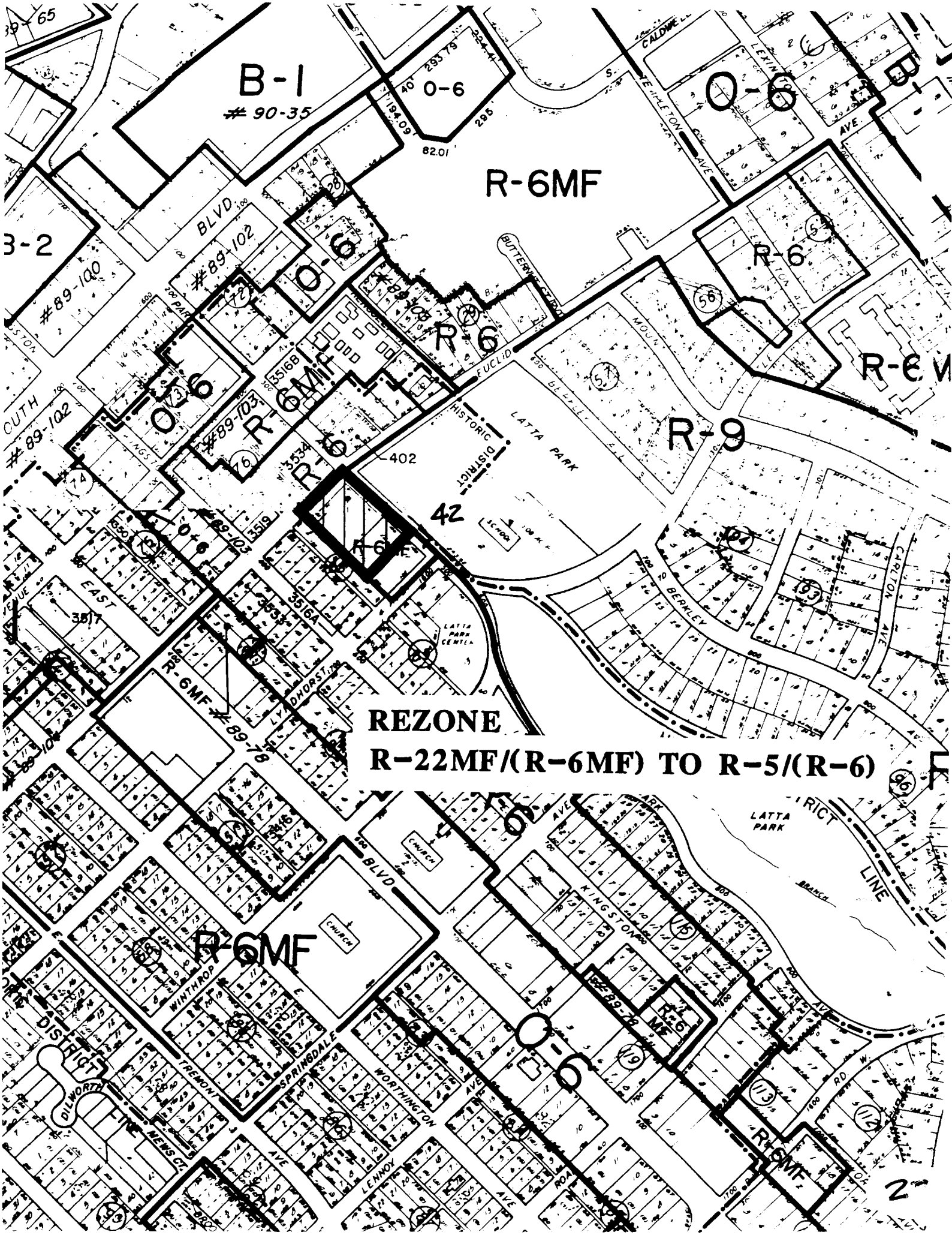
REZONE R-3/(R-12) TO INST.

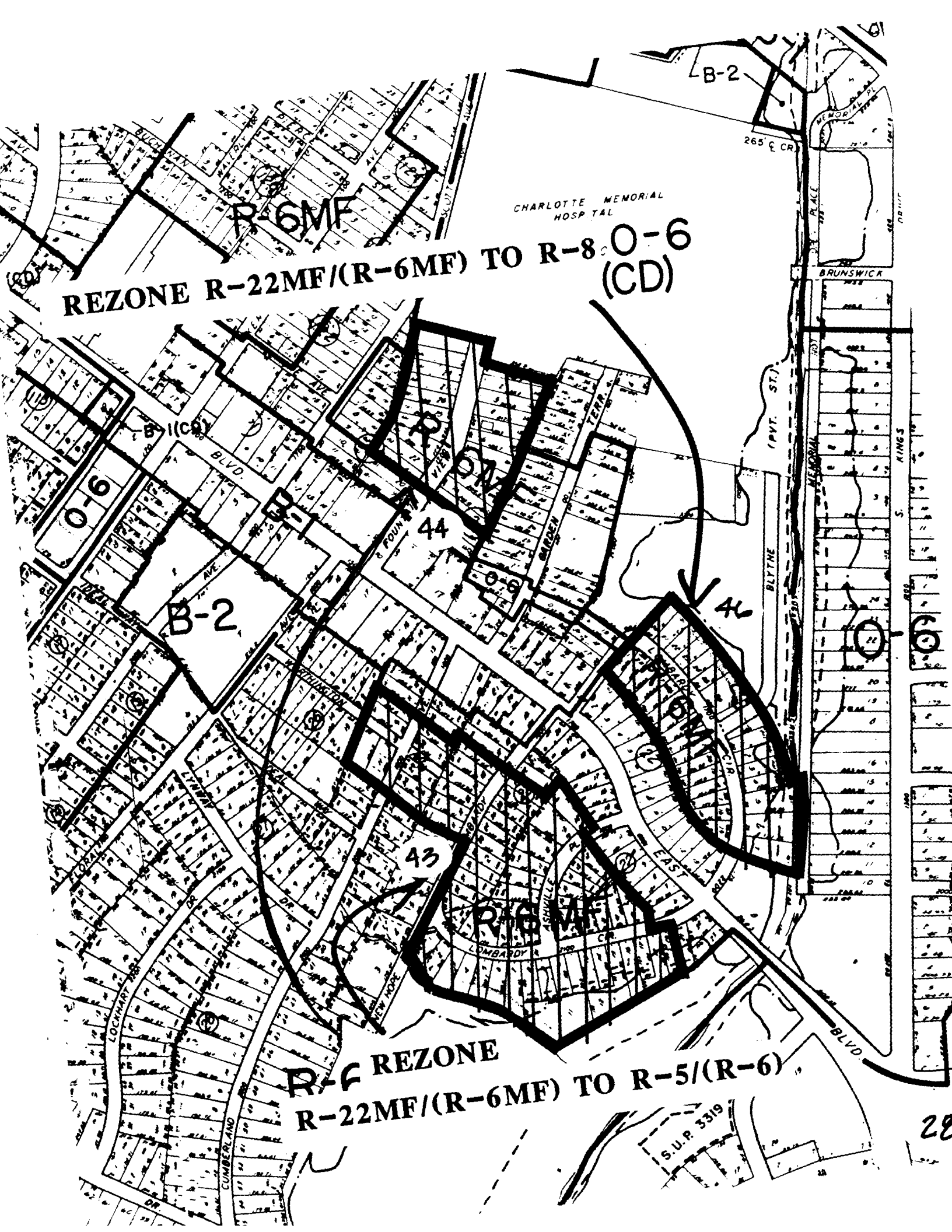

O-6
R-12
REZONE R-3/(R-12) TO INST.
O-6
R-6MF
R-9
MINT MUSEUM
12803
EASTOVER PARK
EASTOVER RD
EASTOVER PL
CHERCAW
COLVILLE
HEMPSTEAD
LOCKLEY
MUSEUM
HUNGERFORD PL
DRENAN ST.
SANDLEWOOD
CREEK
BRIAR
RANDOLPH RD
460'
305'
225'
360'
1335'
33.8 AC
39.1 AC
90°
89-43
2E

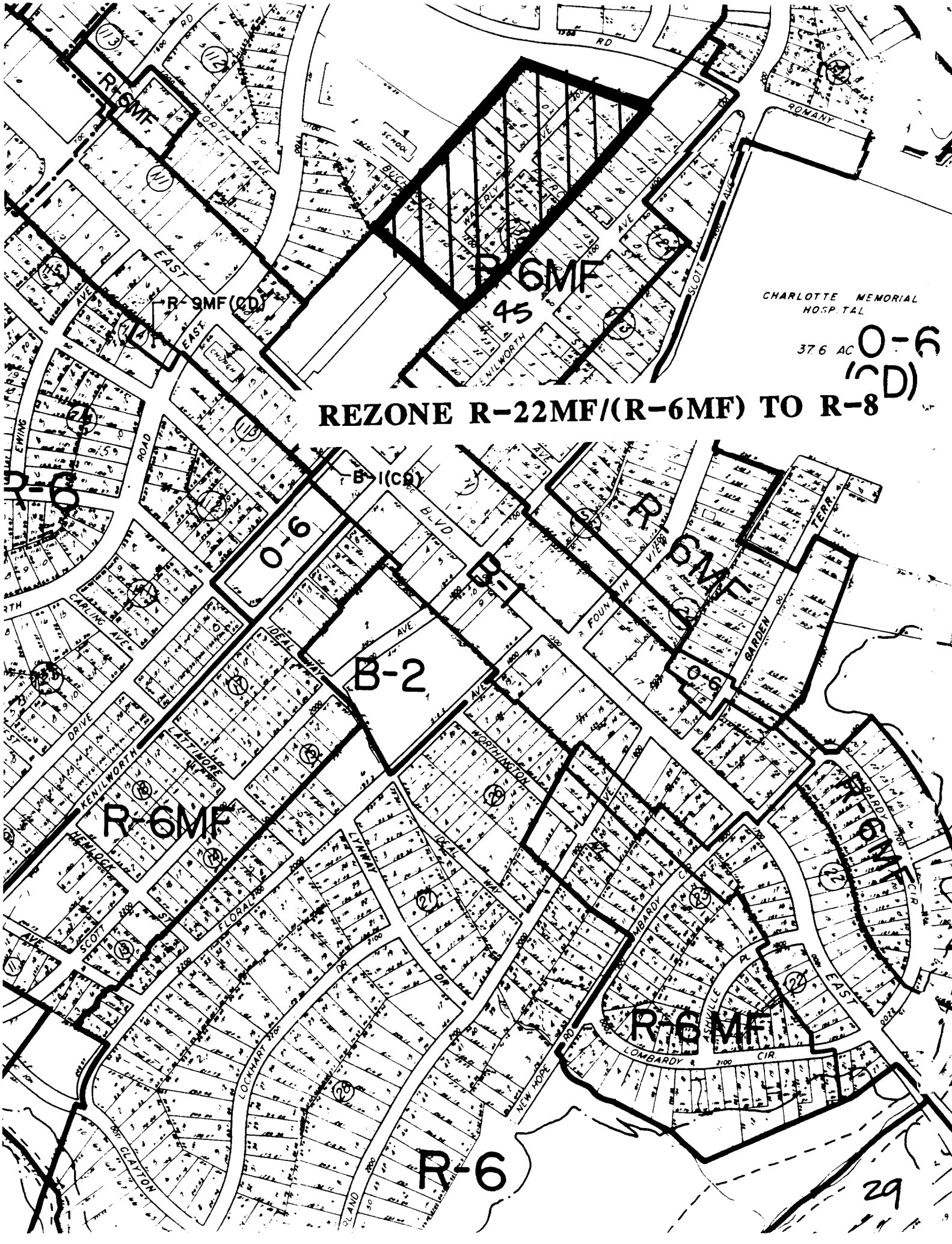


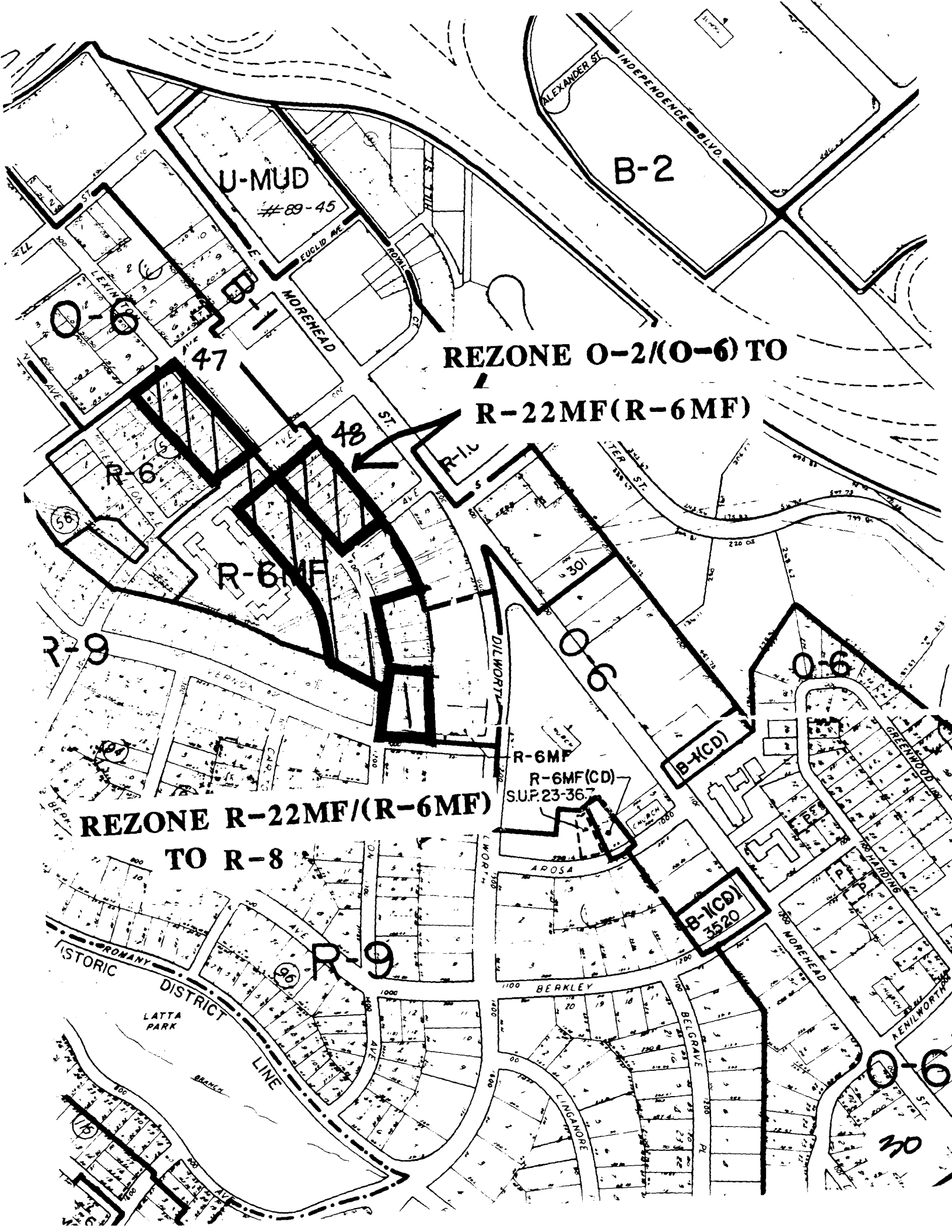
REZONE R-22MF/(R-6MF) TO R-5/(R-6)

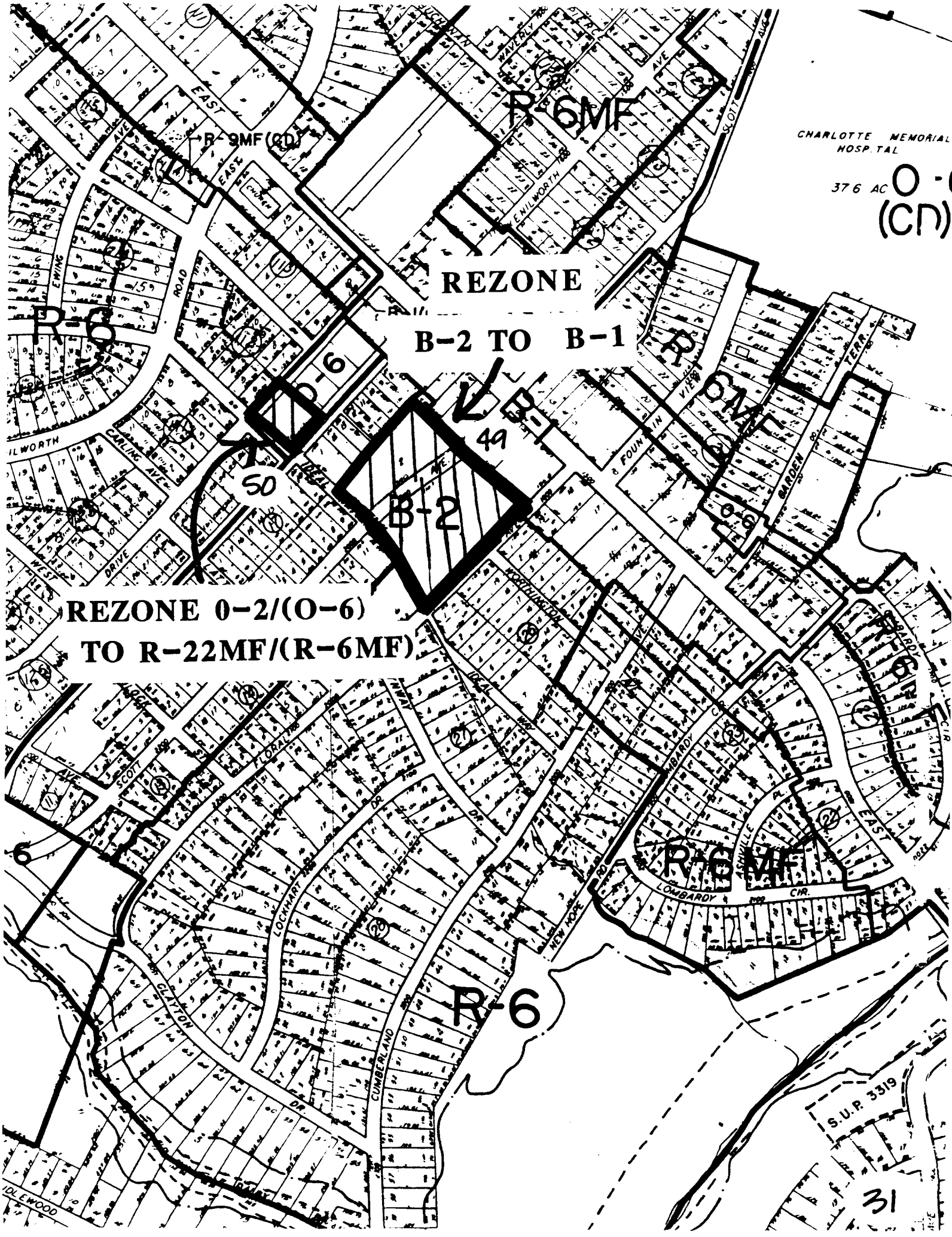


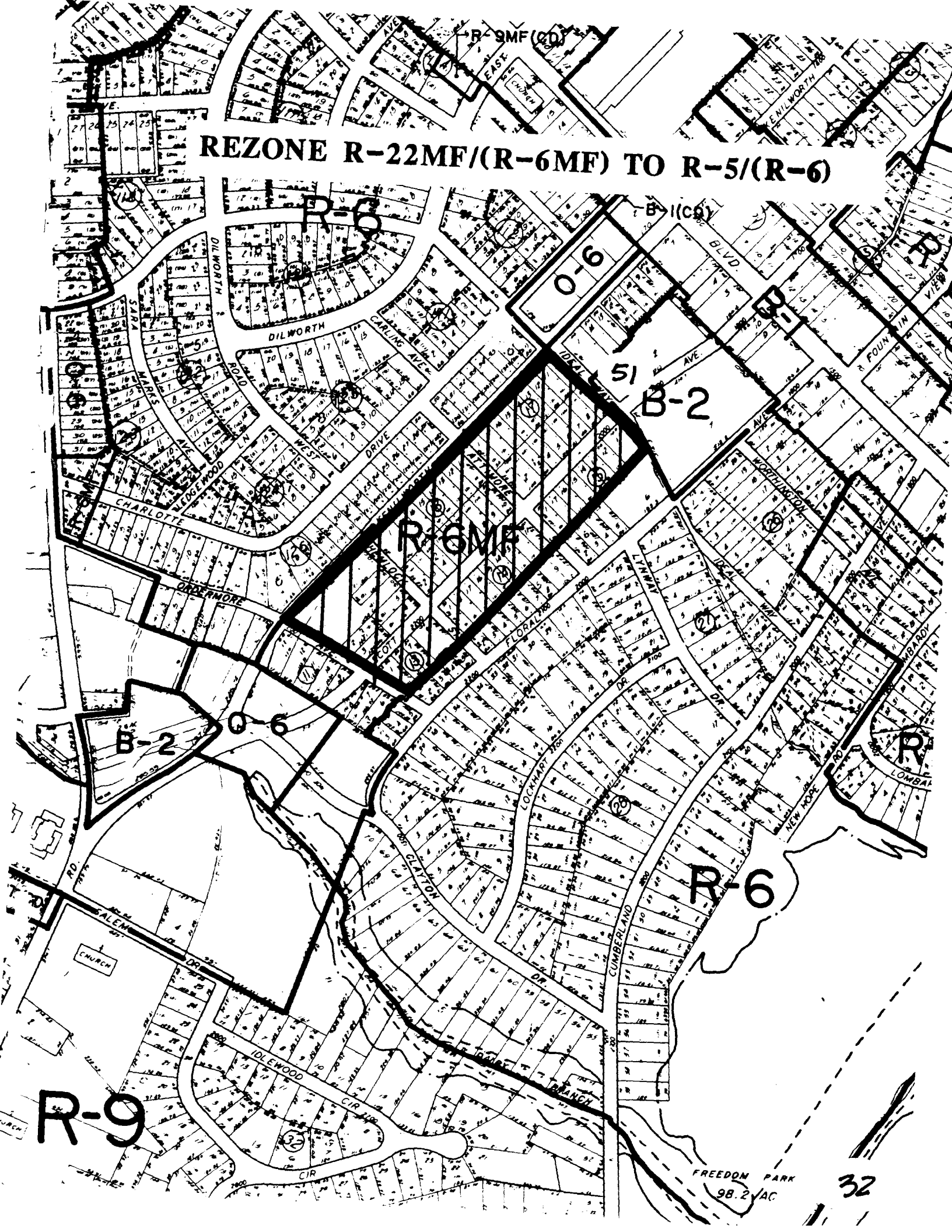

B-1
#90-35
O-6
R-6MF
R-6
R-9
R-6MF
#89-100
#89-102
#89-103
#89-78
LATTA PARK
HISTORIC DISTRICT
EAST
DILWORTH
REZONE
R-22MF/(R-6MF) TO R-5/(R-6)

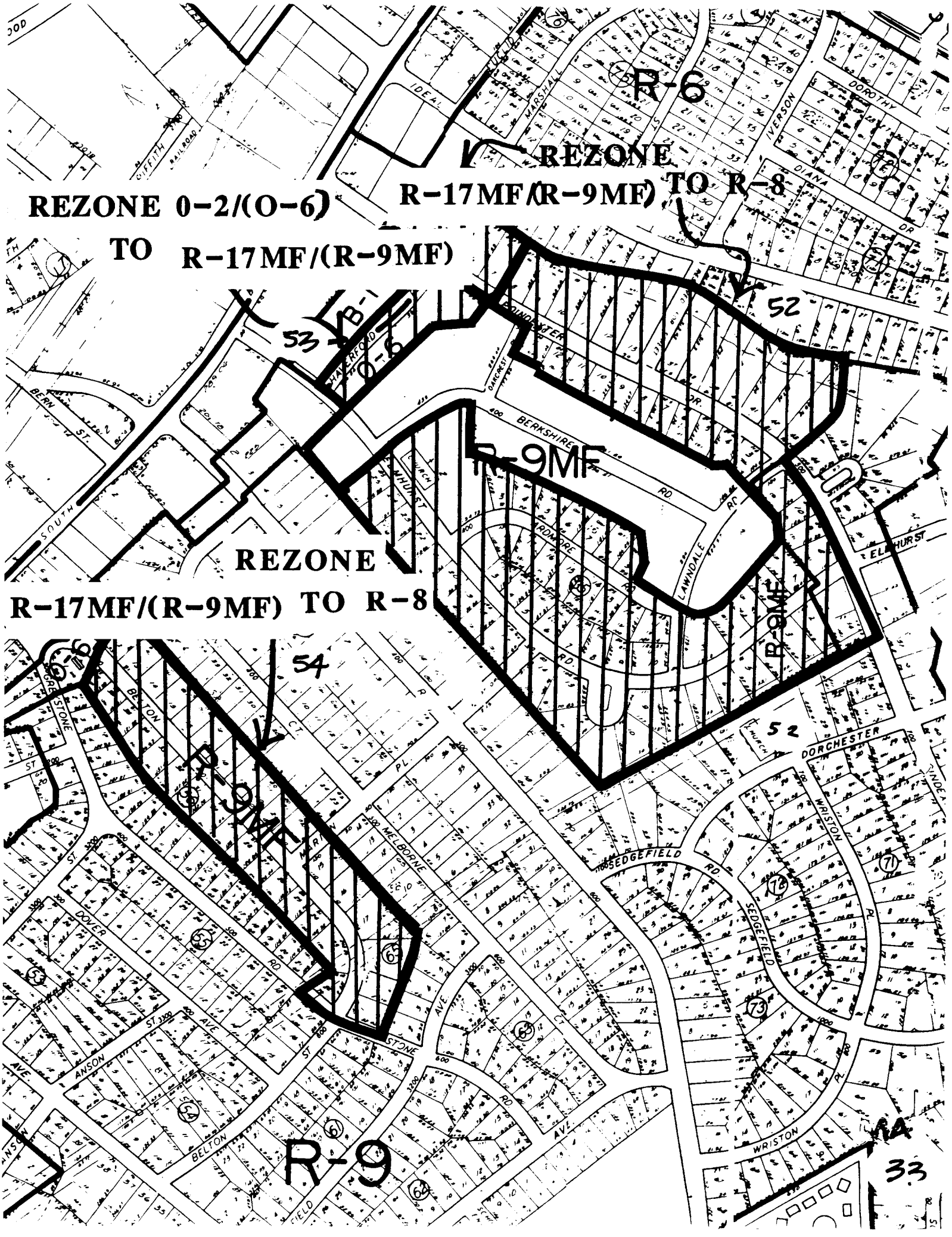

REZONE R-22MF/(R-6MF) TO R-8 O-6 (CD)
R-6 REZONE
R-22MF/(R-6MF) TO R-5/(R-6)
R-6MF
B-2
O-6
B-1
R-8MF
R-5
CHARLOTTE MEMORIAL HOSPITAL
265' ℄ CR.
MEMORIAL PL.
BRUNSWICK PLACE
BUCHANAN AVE.
BERT AVE.
SCOUT AVE.
B-1(CD)
BLVD.
FOUNTAIN VIEW TERR.
GARDEN
(PVT. ST.)
MEMORIAL
S. KINGS
BLYTHE
44
43
4L
WITHINGTON AVE.
LYNWAY DR.
CORAL
LOCKHART
CUMBERLAND
NEW HOPE
ASHVILLE
LOMBARDY CIR.
EAST BLVD.
S.U.P. 3319

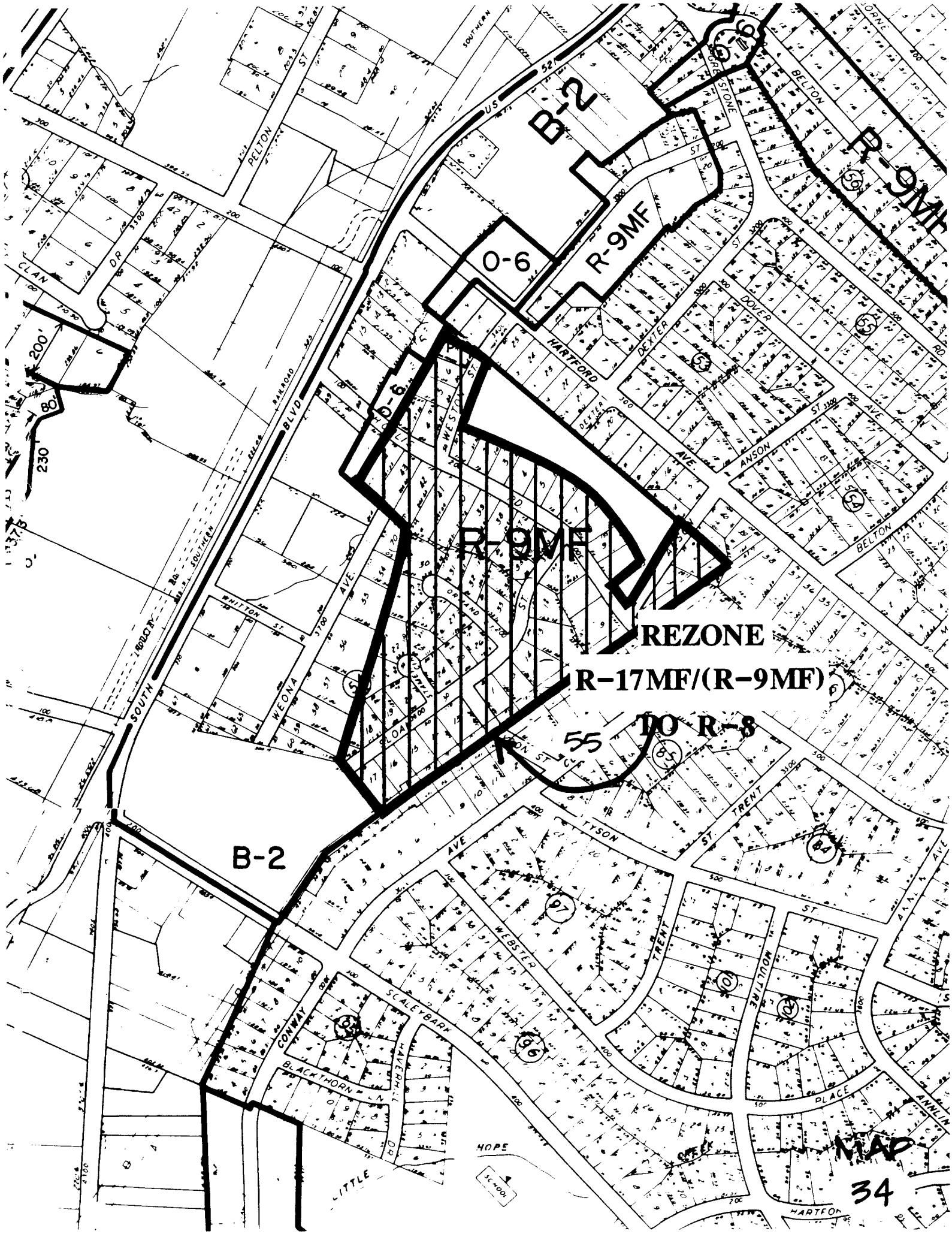

REZONE R-22MF/(R-6MF) TO R-8
R-6MF
R-9MF(CD)
R-6MF
CHARLOTTE MEMORIAL HOSPITAL
37.6 AC
O-6
(CD)
B-1(CD)
O-6
B-2
B-1
R-6MF
O-6
R-6MF
R-6MF
R-6MF
R-6
EAST BLVD
IDEAL WAY
KENILWOOD AVE
LOMBARDY CIR
ASHVILLE PL
NEW HOPE RD
CLAYTON DR
LOCKHART DR
LYNWAY DR
WORTHINGTON AVE
FOUNTAIN VIEW TERR.
CARLING AVE
EWING ROAD
ROMANY AVE
SCHOOL
CHURCH
29

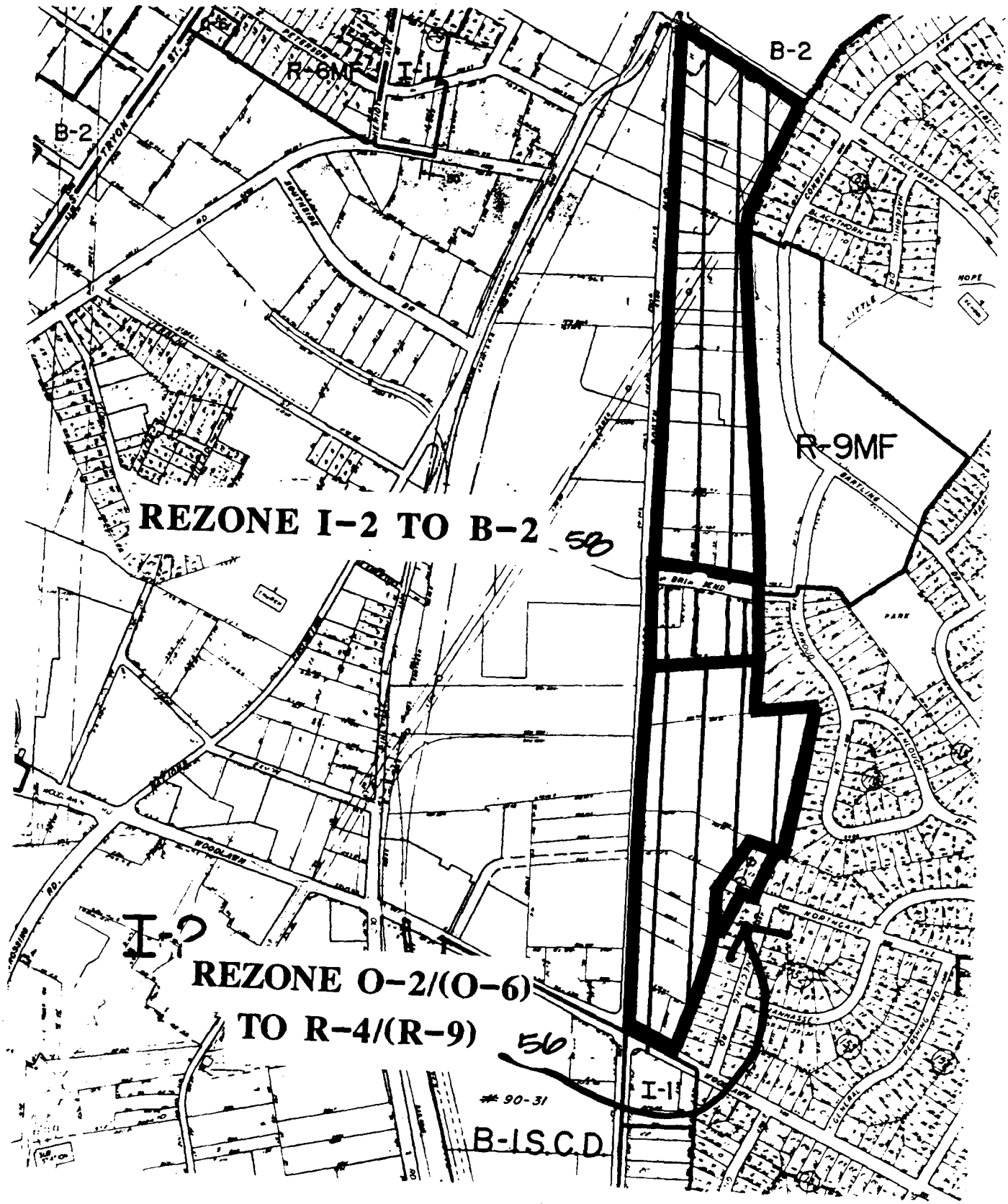

U-MUD
#89-45
B-2
ALEXANDER ST.
INDEPENDENCE BLVD.
EUCLID AVE.
ROYAL CT.
HILL ST.
MOREHEAD
LEXINGTON AVE
O-6
B-1
47
48
R-6
R-6MF
R-1.C
ST.
AVE
REZONE O-2/(O-6) TO
R-22MF(R-6MF)
301
DILWORTH
R-9
VERNON
R-6MF
R-6MF(CD)
S.U.P. 23-36.7
B-1(CD)
REZONE R-22MF/(R-6MF)
TO R-8
AROSA
LAWTON
B-1(CD)
3520
GREENWOOD
HARDING
MOREHEAD
KENILWORTH
ROMANY
HISTORIC
DISTRICT
LATTA
PARK
BRANCH
LINE
BEAKLEY
BELGRAVE
LINGANORE
PL
30

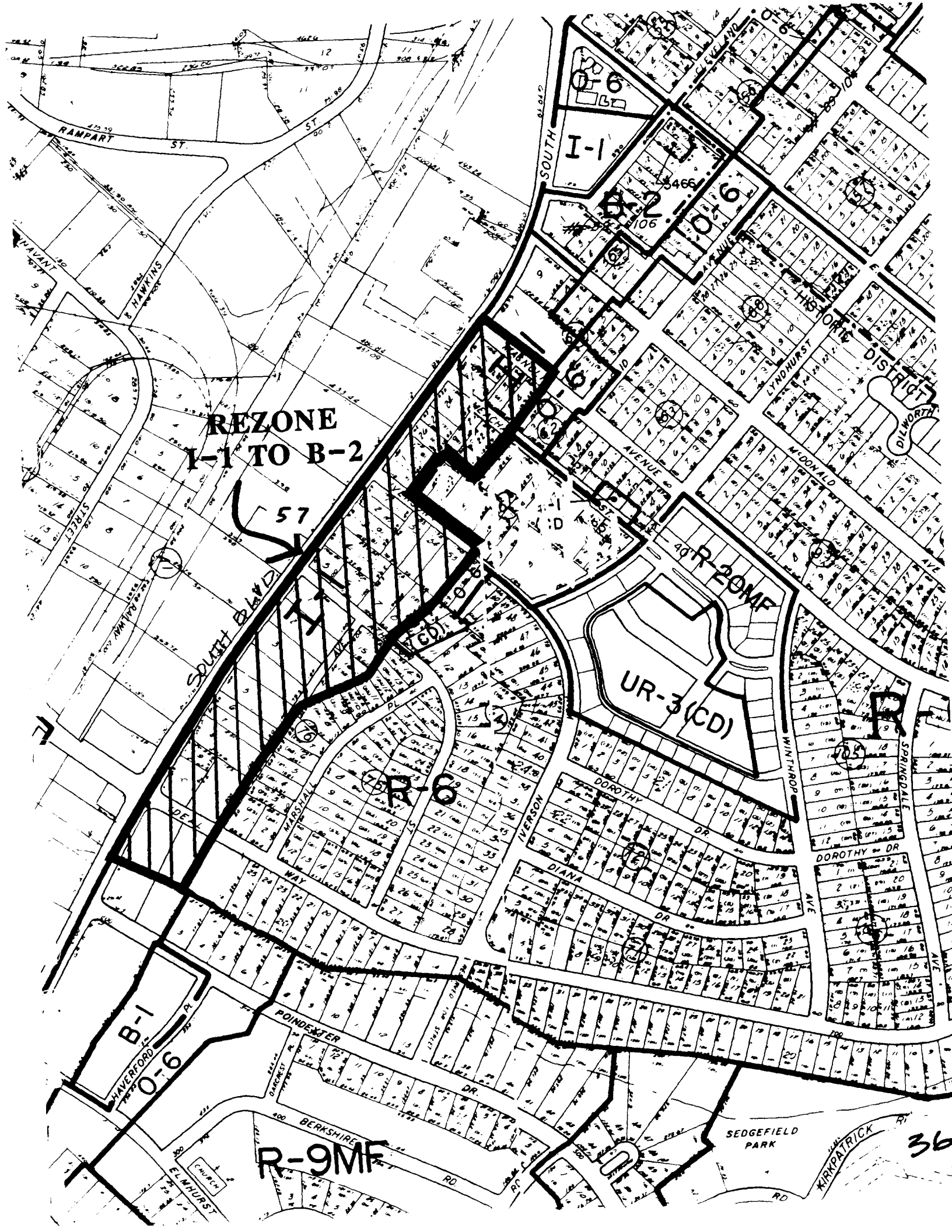

REZONE
B-2 TO B-1
REZONE 0-2/(O-6)
TO R-22MF/(R-6MF)
B-2
R-6MF
R-9MF(CD)
R-6
R-6
R-6
R-6MF
R-6
CHARLOTTE MEMORIAL HOSPITAL
37.6 AC
EAST AVE
EWING ROAD
CARLING AVE
WEST DRIVE
WAVERLY AVE
ENILWORTH
SCOTT AVE
FLORAL WAY
LOCKHART DR.
CLAYTON DR.
CUMBERLAND RD
NEW HOPE RD
NORTHUMBERLAND
IDEAL WAY
FOUNTAIN VIEW
BARDEN TERR.
LOMBARDY CIR.
ASHEVILLE
S.U.P. 3319
31

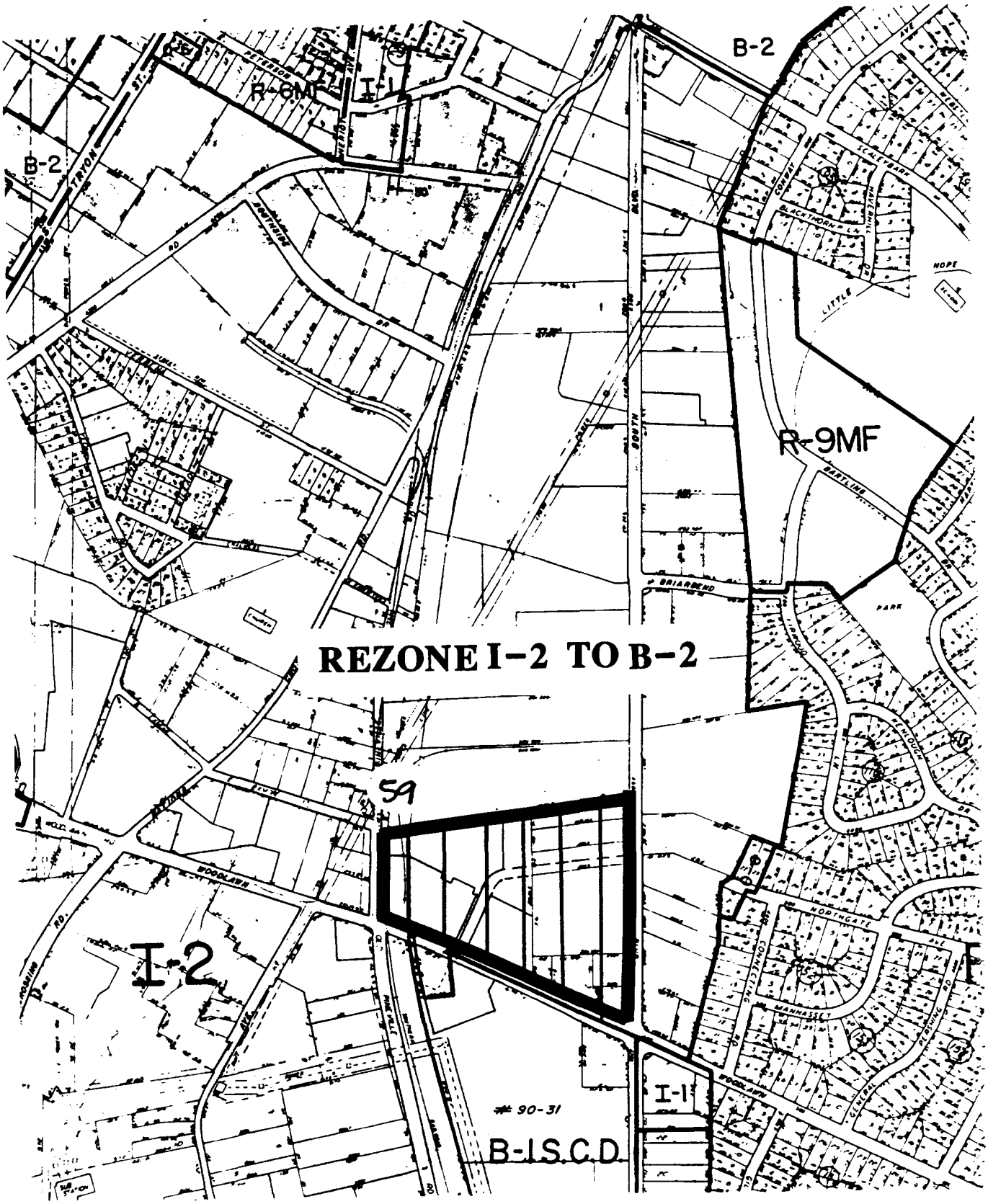

REZONE R-22MF/(R-6MF) TO R-5/(R-6)
R-9MF(CD)
R-6
B-1(CD)
O-6
B-2
R-6MF
R-9
DILWORTH
CARLING AVE
SARA MARKS ROAD
EDGEWOOD LN
CHARLOTTE
ORDERMORE
IDLEWOOD CIR
CLAYTON
LOCKHART
CUMBERLAND
LYNWAY
FLORALA
WORTHINGTON
NEW YORK
FREEDOM PARK
98.2 AC
32

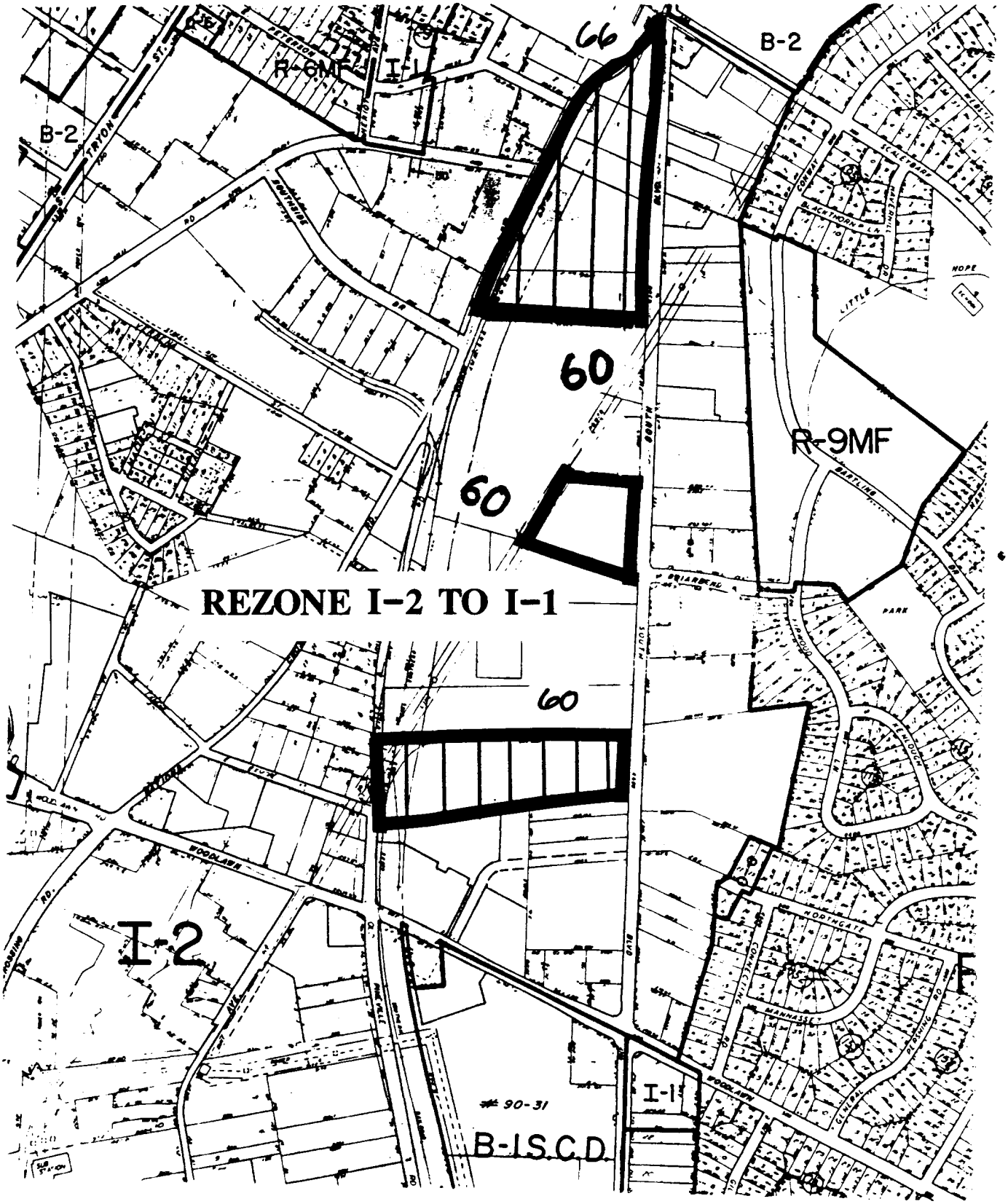

REZONE 0-2/(O-6)
TO R-17MF/(R-9MF)
REZONE
R-17MF/(R-9MF) TO R-8
REZONE
R-17MF/(R-9MF) TO R-8
R-6
R-9MF
R-9MF
R-9
O-6
B-1
IDEAL
MARSHALL
IVERSON
DOROTHY
DIANA
DR.
CLIFFITH
RAILROAD
HAVERFORD
OAKCREST
BERKSHIRE
RD.
WHURST
CHURCH
ROMORE
LAWNDALE
AVE.
ELMHURST
BERN
ST.
SOUTH
GRANSTONE
BELTON
MELBORNE
DOVER
ANSON
STONE
FIELD
DORCHESTER
WRISTON
PL.
SEDGEFIELD
RD.
CT.
PL.
52
53
54
33
14

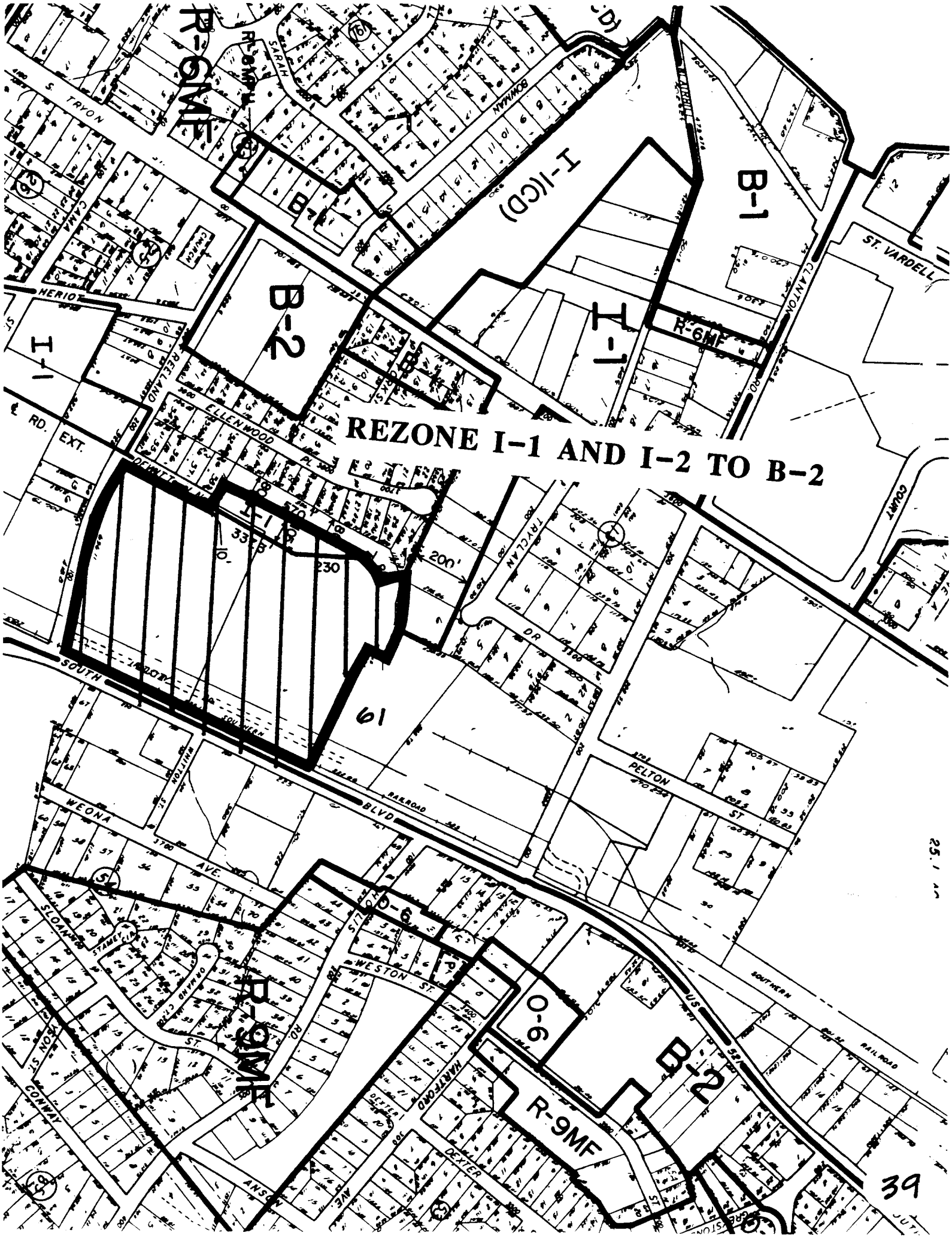

B-2
O-6
R-9MF
R-9MF
REZONE
R-17MF/(R-9MF)
TO R-8
B-2
MAP
34

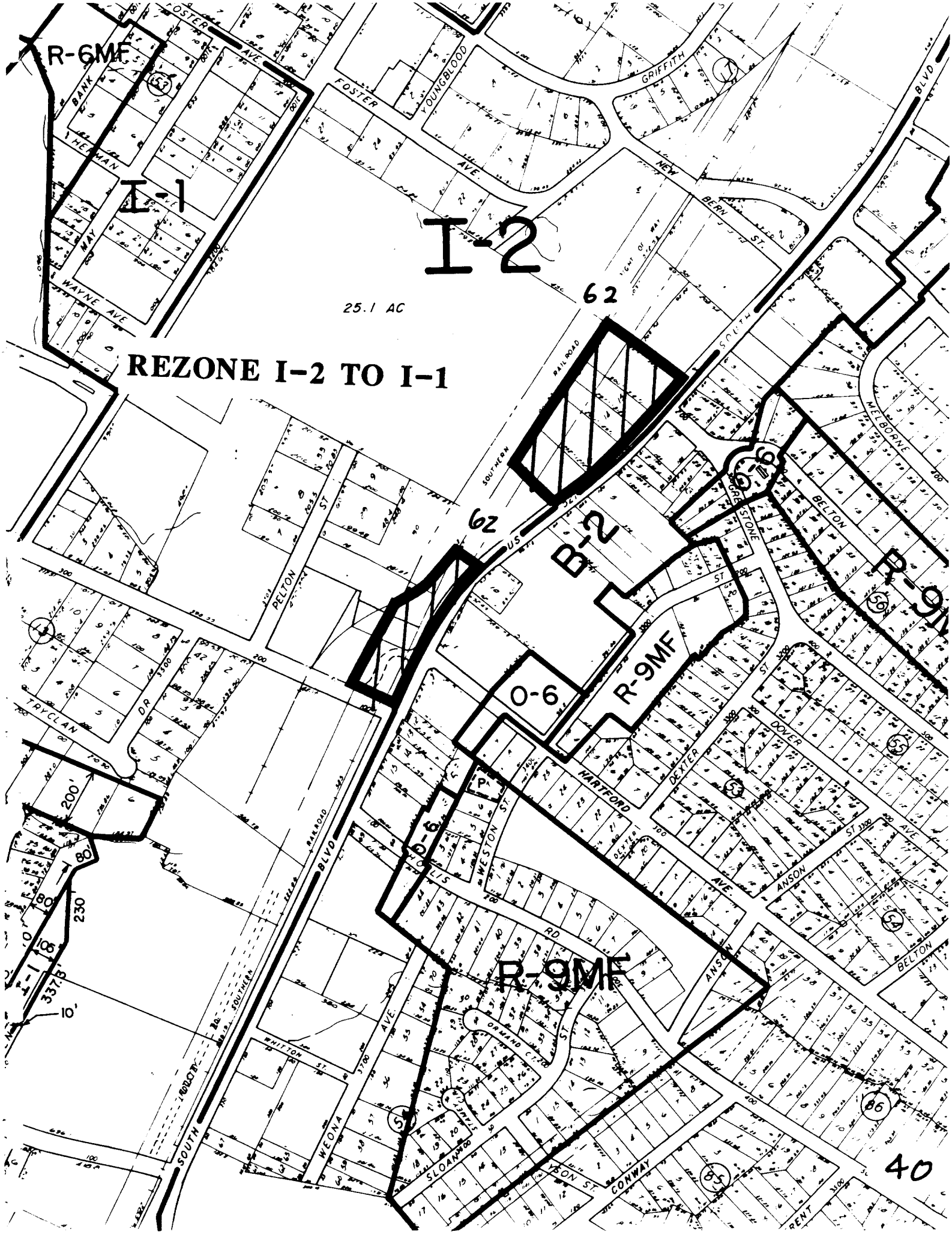

B-2
R-6MF
I-1
B-2
TRYON
R-9MF
REZONE I-2 TO B-2
58
I-2
REZONE O-2/(O-6)
TO R-4/(R-9)
56
I-1
90-31
B-1S.C.D.


REZONE
I-1 TO B-2
57
I-1
B-2
R-20MF
UR-3(CD)
R-6
R-9MF
B-1
O-6
RAMPART ST.
SOUTH BLVD
HAWKINS
HAVANT
STREET
RAILWAY
LYNDHURST AVENUE
McDONALD AVE
DILWORTH
HISTORIC DISTRICT
WINTHROP
SPRINGDALE
DOROTHY DR.
DIANA DR.
IVERSON WAY
MARSHALL PL.
POINDEXTER DR.
BERKSHIRE RD.
HAVERFORD PL.
ELMHURST
CHURCH
SEDGEFIELD PARK
KIRKPATRICK RD.
36

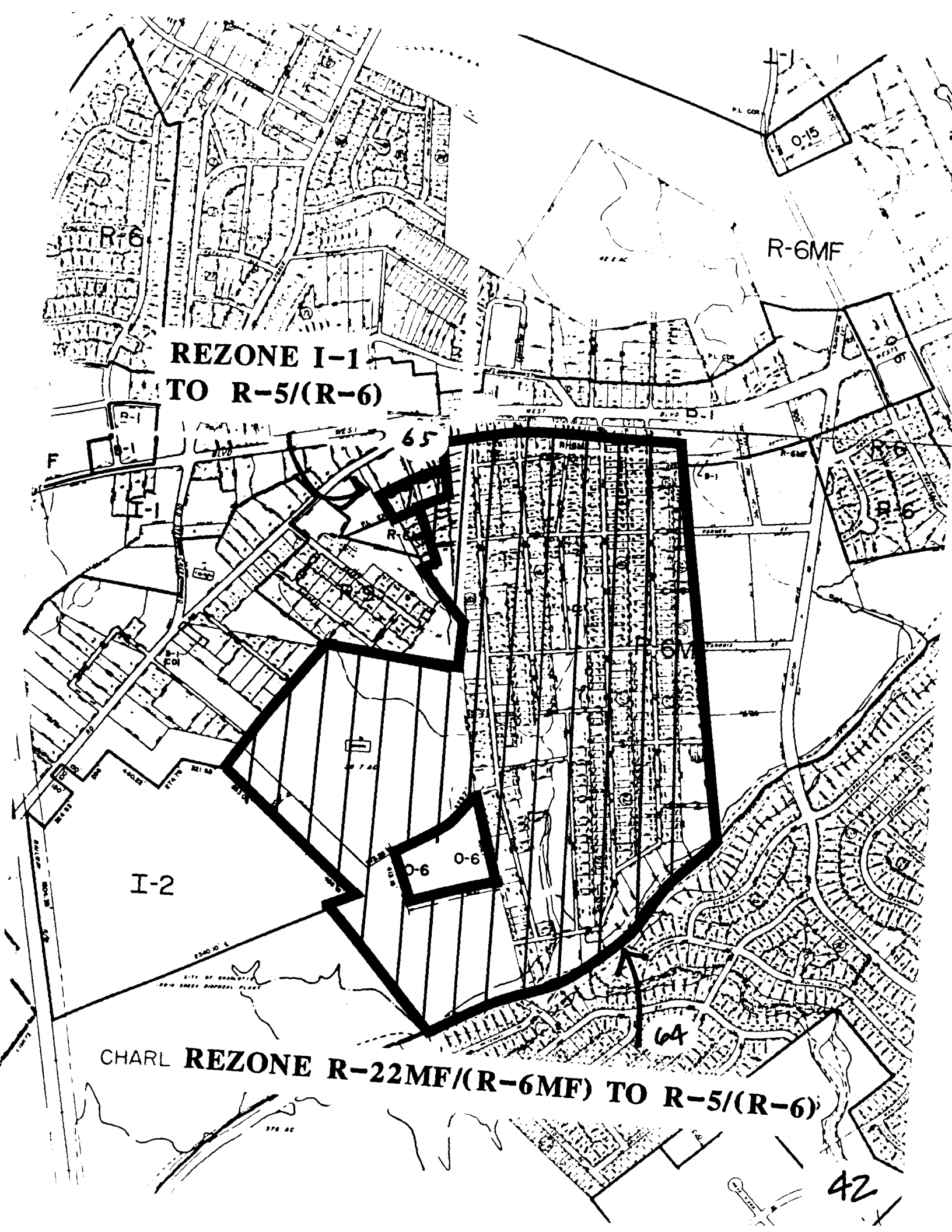

B-2
R-6MF
I-1
B-2
TRYON
R-9MF
REZONE I-2 TO B-2
59
I-2
I-1
90-31
B-1S.C.D.

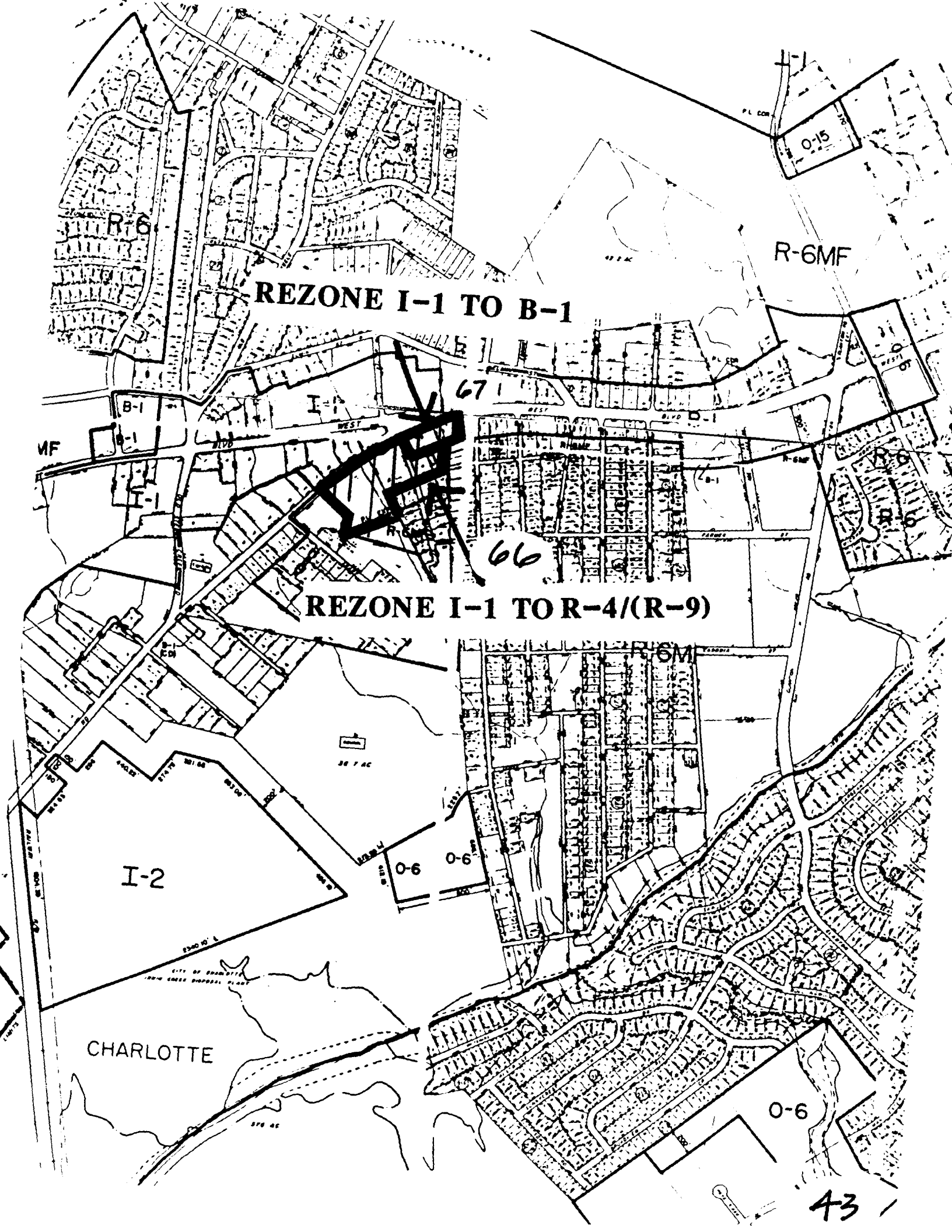

66
B-2
R-6MF
I-1
B-2
60
R-9MF
60
REZONE I-2 TO I-1
60
I-2
I-1
90-31
B-1S.C.D

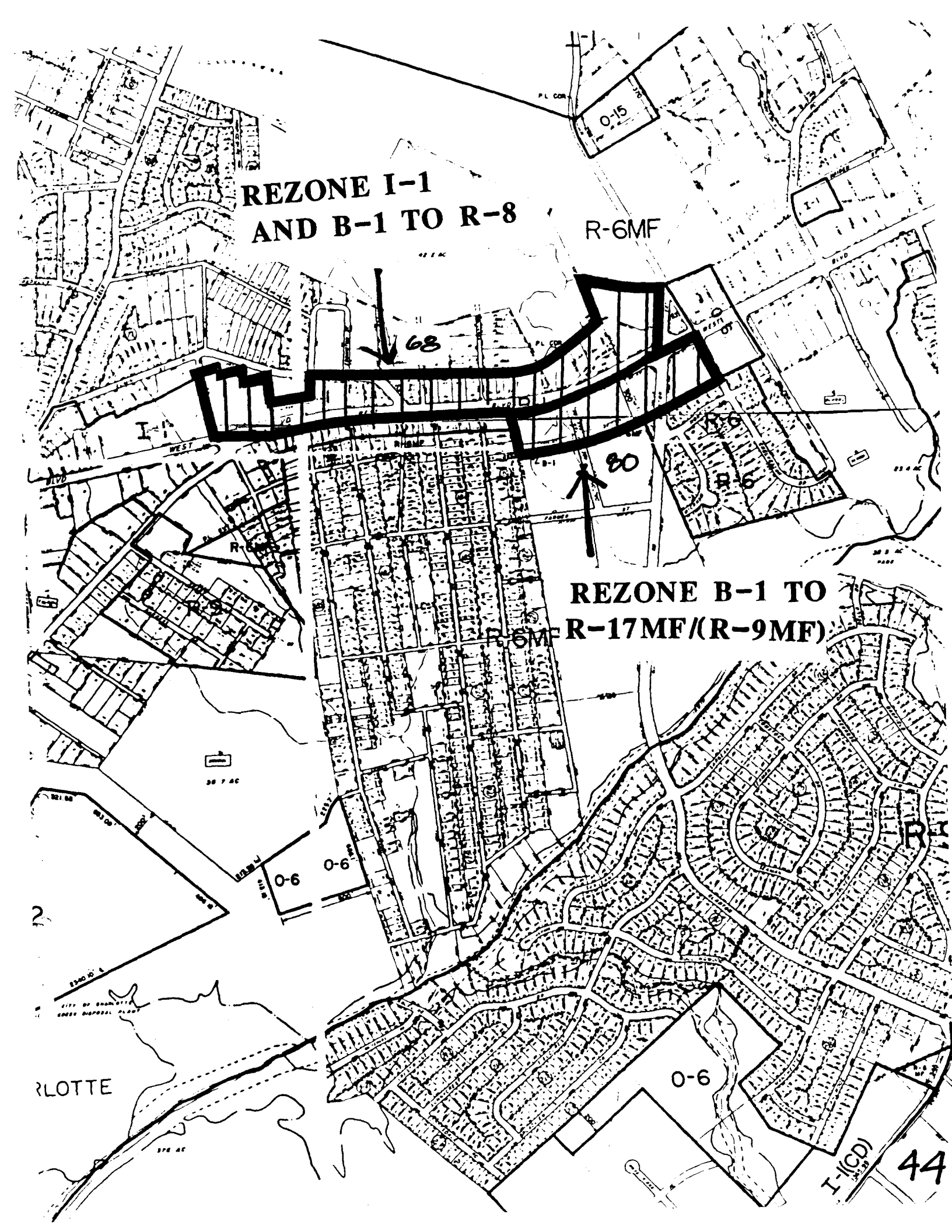

REZONE I-1 AND I-2 TO B-2
R-6MF
R-9MF
B-1
B-2
I-1
I-1(CD)
O-6
D-6
S. TRYON
HERIOT
ELLENWOOD
DEWITT
SOUTH
RAILROAD
BLVD
WEONA
AVE.
WESTON ST.
PELTON
ST. VARDELL
CLANTON
TRYCLAN
DEXTER
HARTFORD
SOUTHERN
RAIL ROAD
61
39

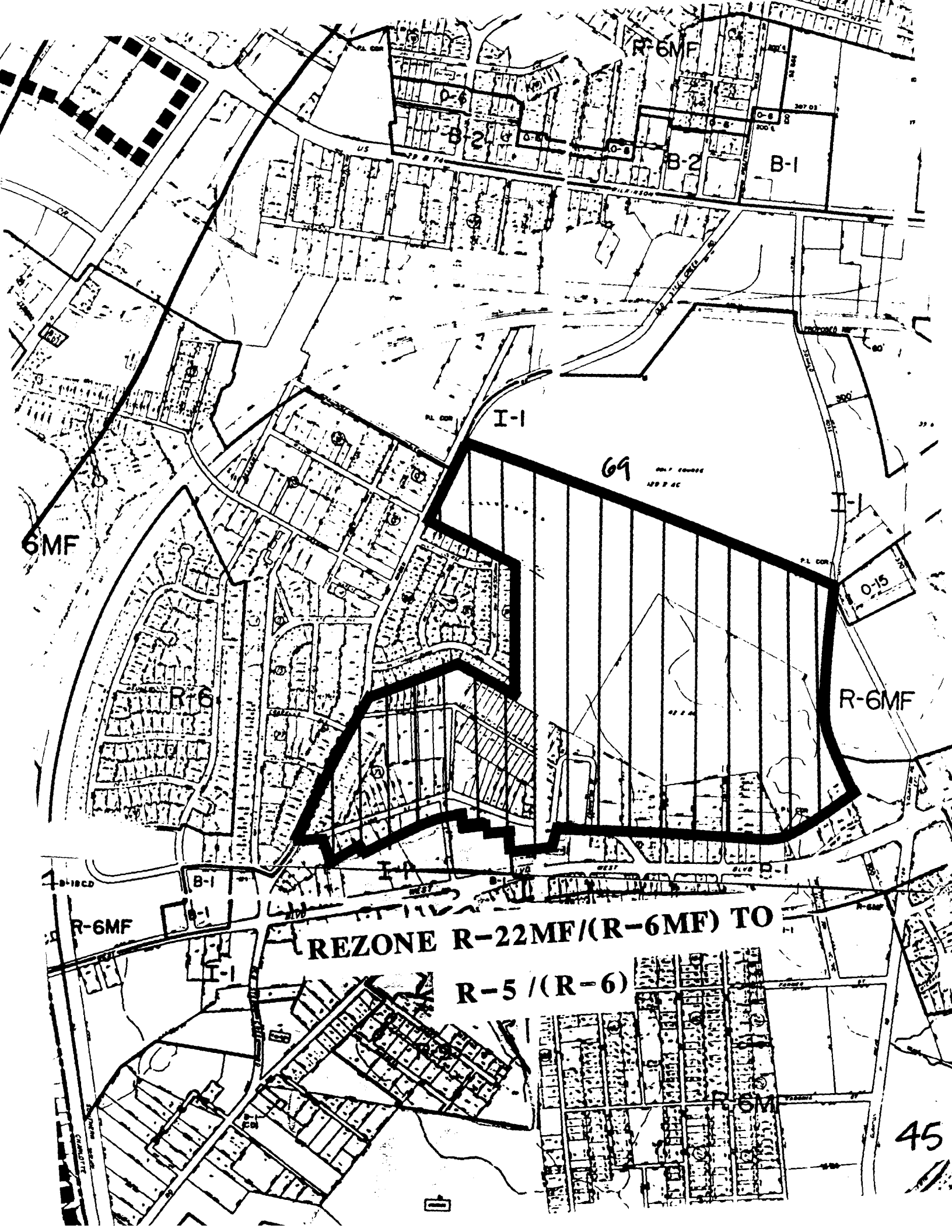

REZONE I-2 TO I-1
R-6MF
I-1
I-2
25.1 AC
B-2
O-6
R-9MF
R-9MF
I-1
FOSTER AVE.
BANK
HERMAN
MAY
WAYNE AVE
FOSTER
YOUNGBLOOD
GRIFFITH
NEW
BERN ST.
BLVD
SOUTH
RAILROAD
SOUTHERN
62
62
US
PELTON ST
PELTON DR
TRYCLAN
200'
180'
230'
337.8'
10'
SOUTH BLVD
RAILROAD
SOUTHERN
WHITTON ST
WEONA AVE
SLOAN
WESTON ST
LIS RD
ORMAND CT
DEXTER
HARTFORD
DOVER
ANSON AVE
ANSON
CONWAY
BELTON
MELBORNE
SUGARSTONE
BELTON
RENT
40

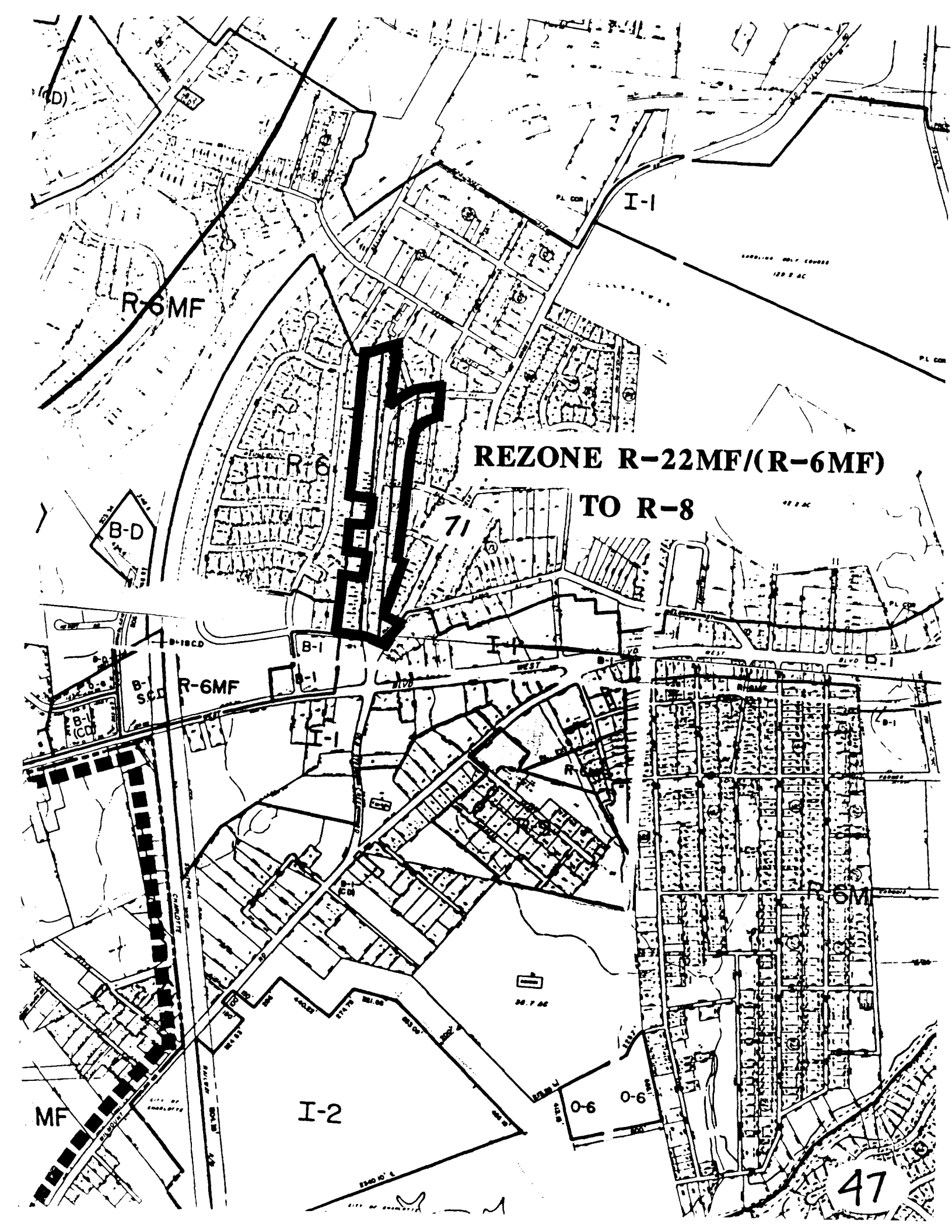

REZONE I-2 TO B-2
B-2
B-2(CD)
O-6(CD)
I-2
TRYO
SOUTHSIDE
RD
DR
WOODLAWN
MATTHEWS
CROSSING
RD.
PINEVILLE
AVE.
CHURCH
63
41
77

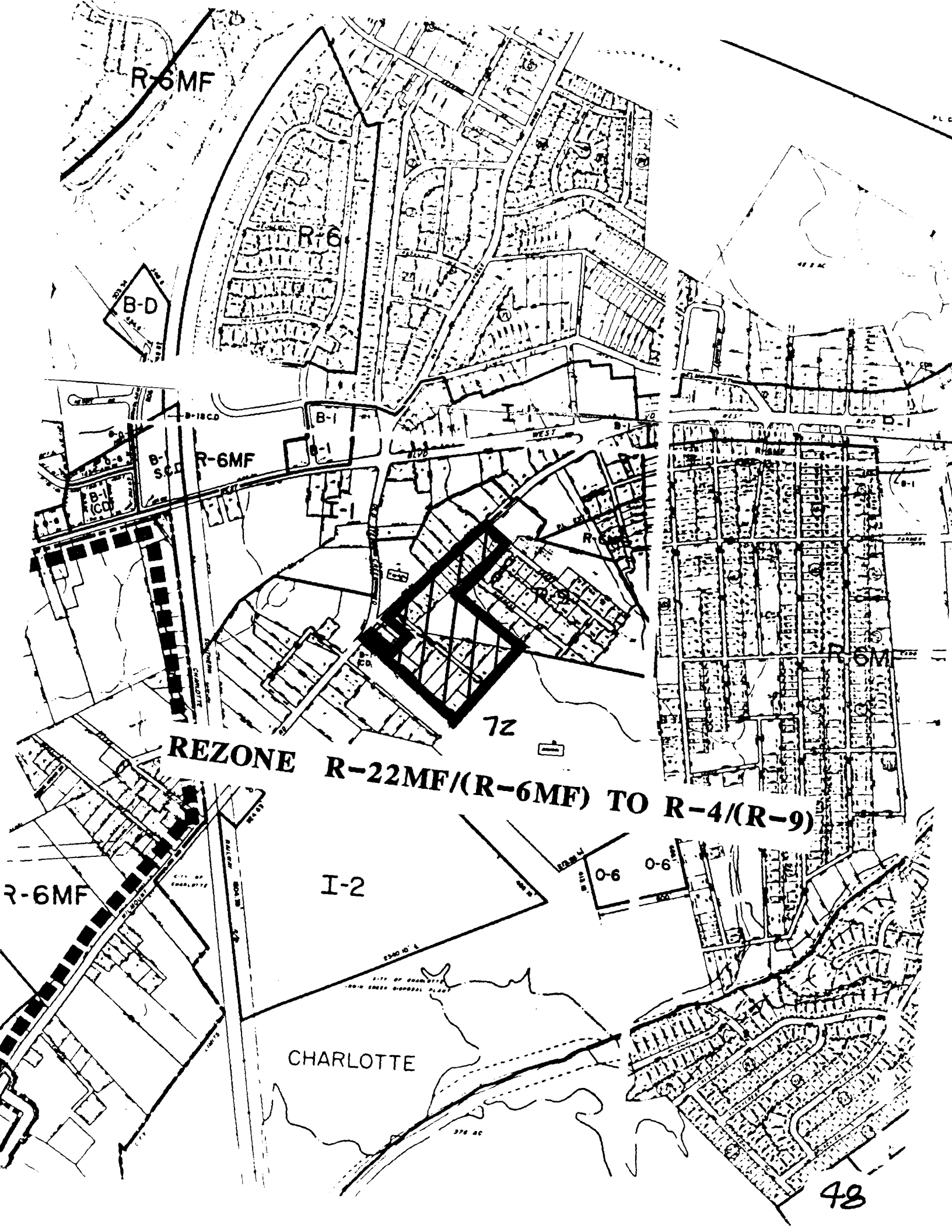

REZONE I-1
TO R-5/(R-6)
R-6
R-6MF
I-1
I-2
O-15
O-6
O-6
65
64
42
CHARL REZONE R-22MF/(R-6MF) TO R-5/(R-6)

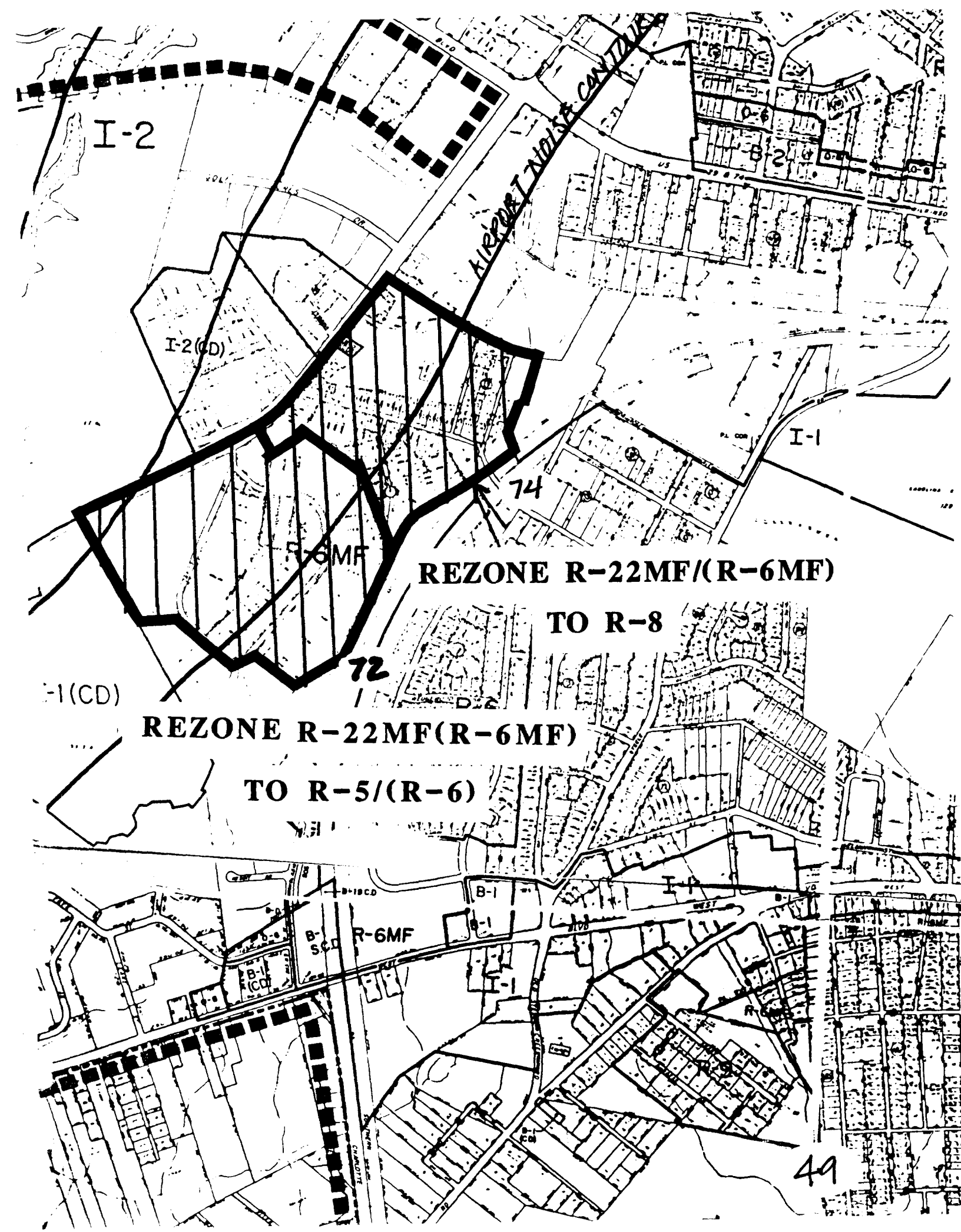

REZONE I-1 TO B-1
REZONE I-1 TO R-4/(R-9)
R-6
R-6MF
I-1
B-1
I-2
0-15
0-6
R-6M
CHARLOTTE
67
66

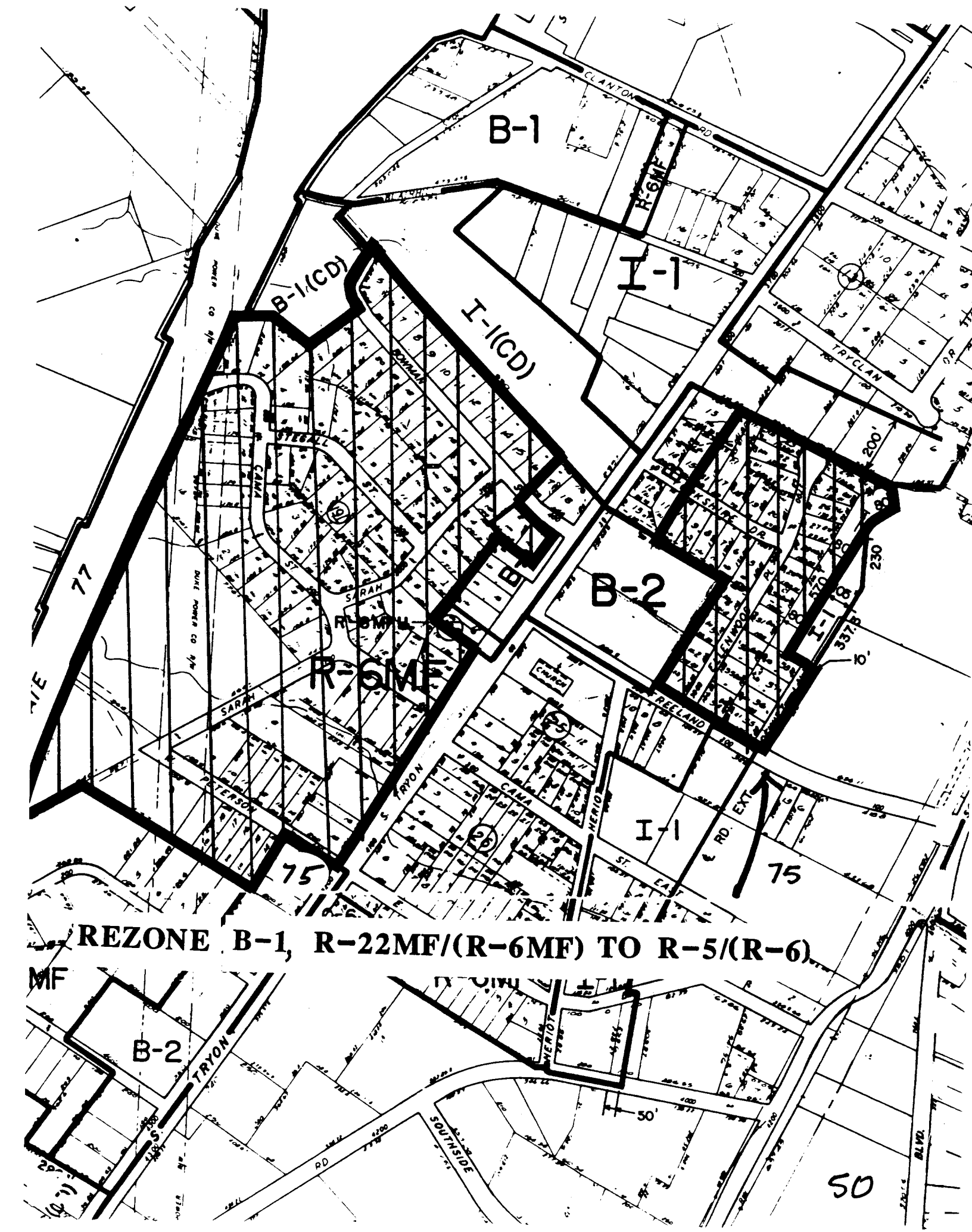

REZONE I-1
AND B-1 TO R-8
R-6MF
68
80
REZONE B-1 TO
R-17MF/(R-9MF)
R-6MF
0-15
0-6
0-6
0-6
I-1(CD)
R-6
R-6
R-6
I-1
I-1
44

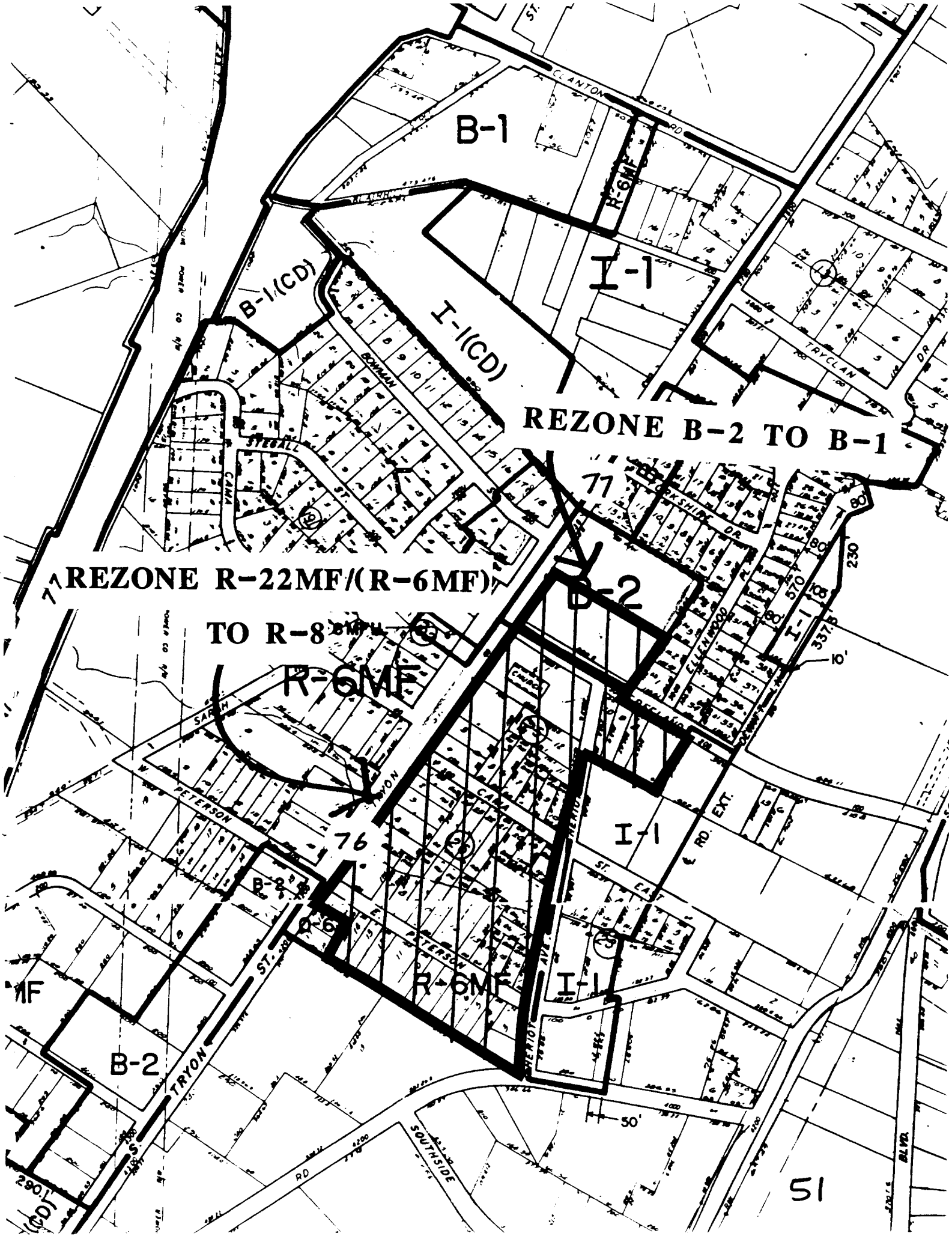

R-6MF
B-2
B-2
B-1
I-1
69
I-1
6MF
O-15
R-6
R-6MF
B-1
I-1
B-1
R-6MF
I-1
REZONE R-22MF/(R-6MF) TO
R-5 /(R-6)
R-6M
45

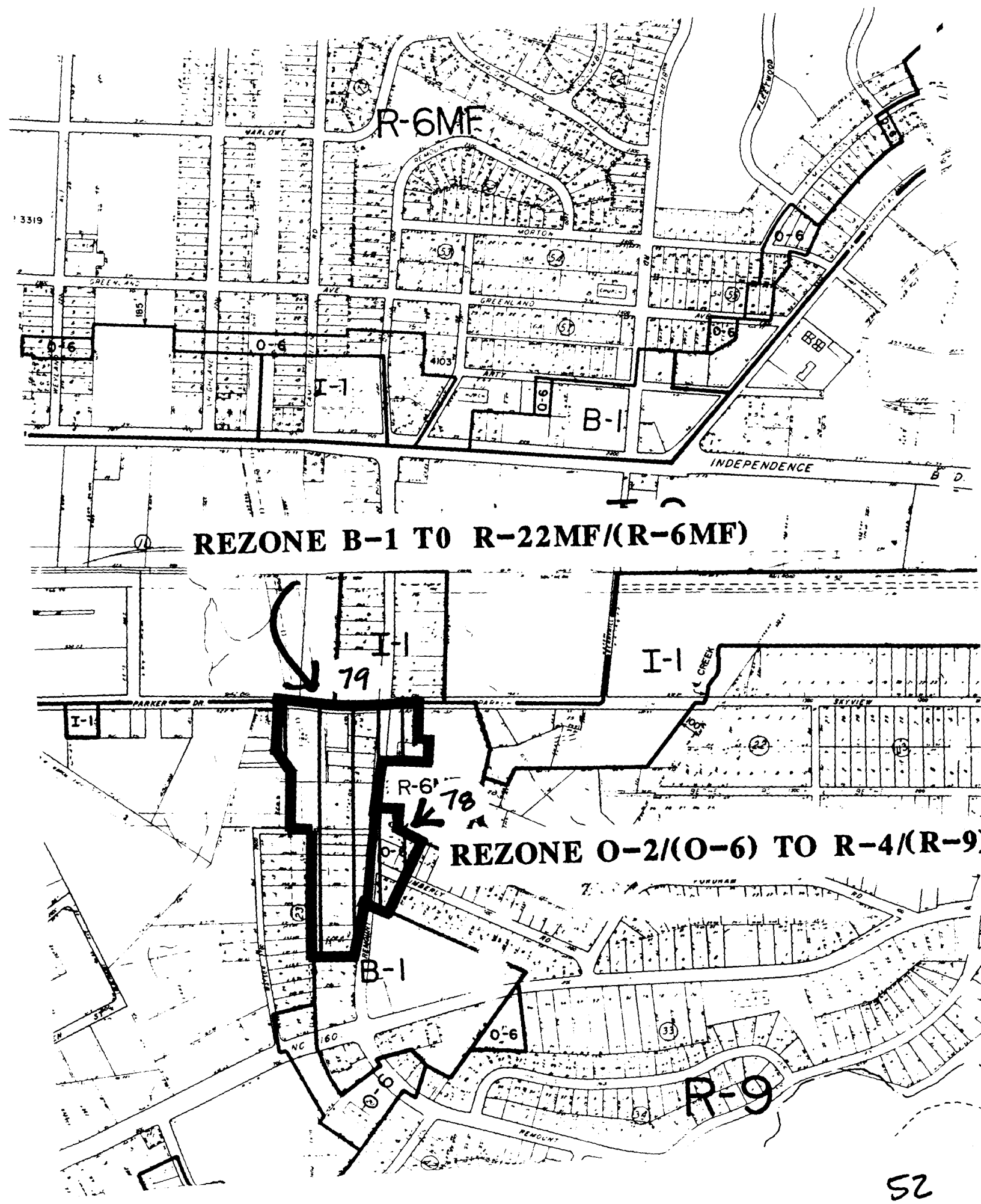

REZONE R-22MF/(R-6MF)
TO R-8
R-6MF
R-6
I-1
B-D
B-1
I-1
I-2
MF
0-6
0-6
71
47

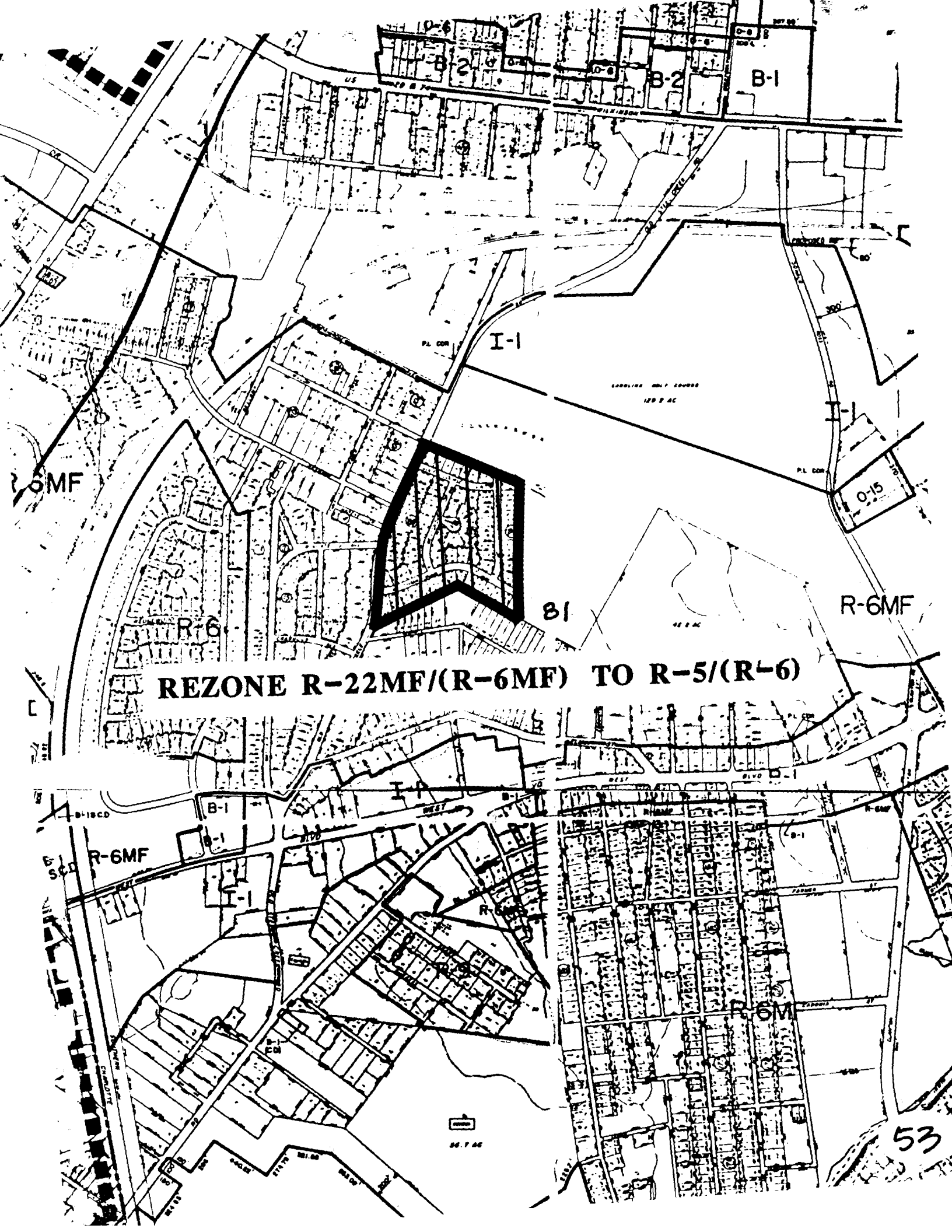

R-6MF
R-6
B-D
B-1
I-1
R-6MF
I-1
R-6MF
7z
REZONE R-22MF/(R-6MF) TO R-4/(R-9)
I-2
O-6
O-6
R-6MF
CHARLOTTE

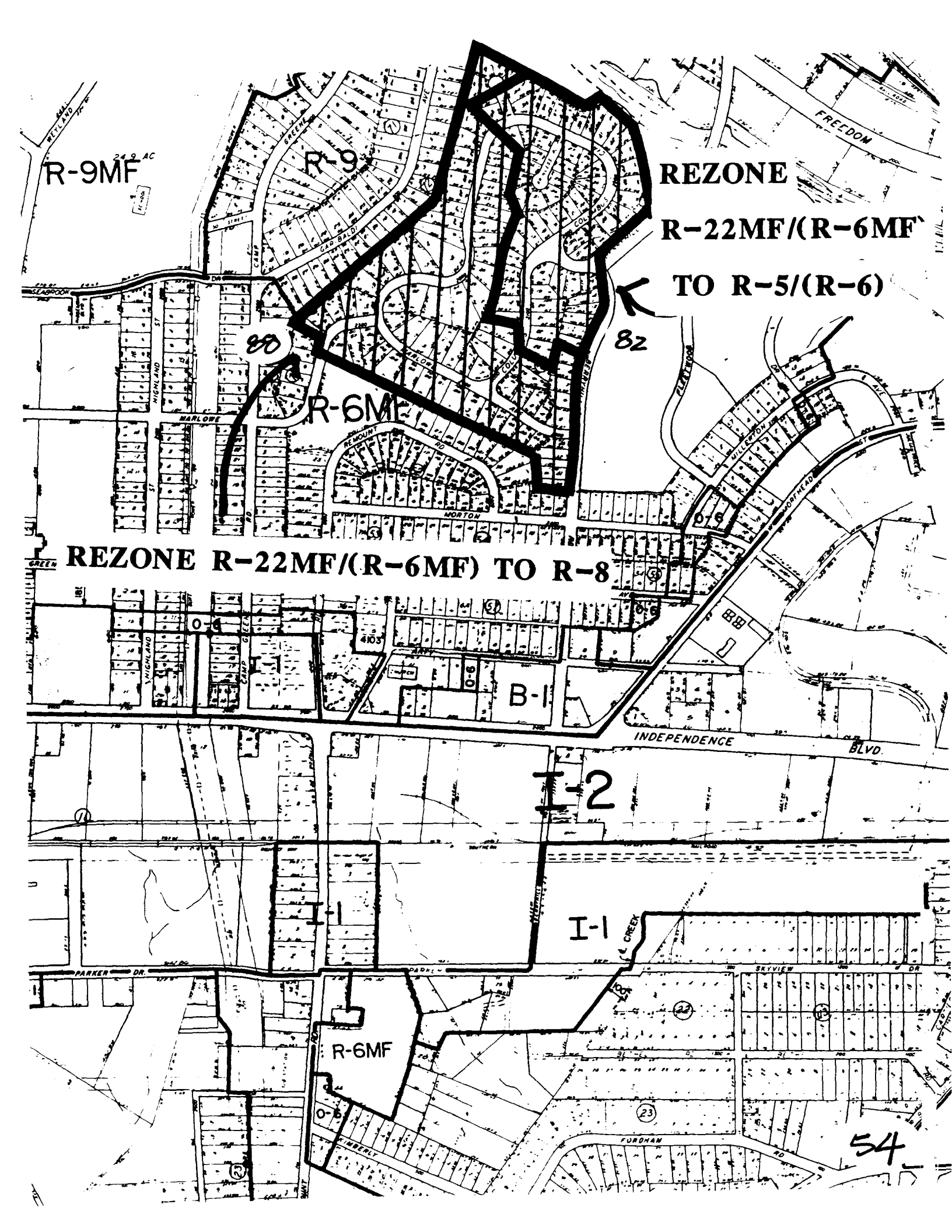

I-2
I-2(CD)
R-6MF
74
72
I-1
B-2
REZONE R-22MF/(R-6MF)
TO R-8
REZONE R-22MF(R-6MF)
TO R-5/(R-6)
B-1
B-1(CD)
R-6MF
49

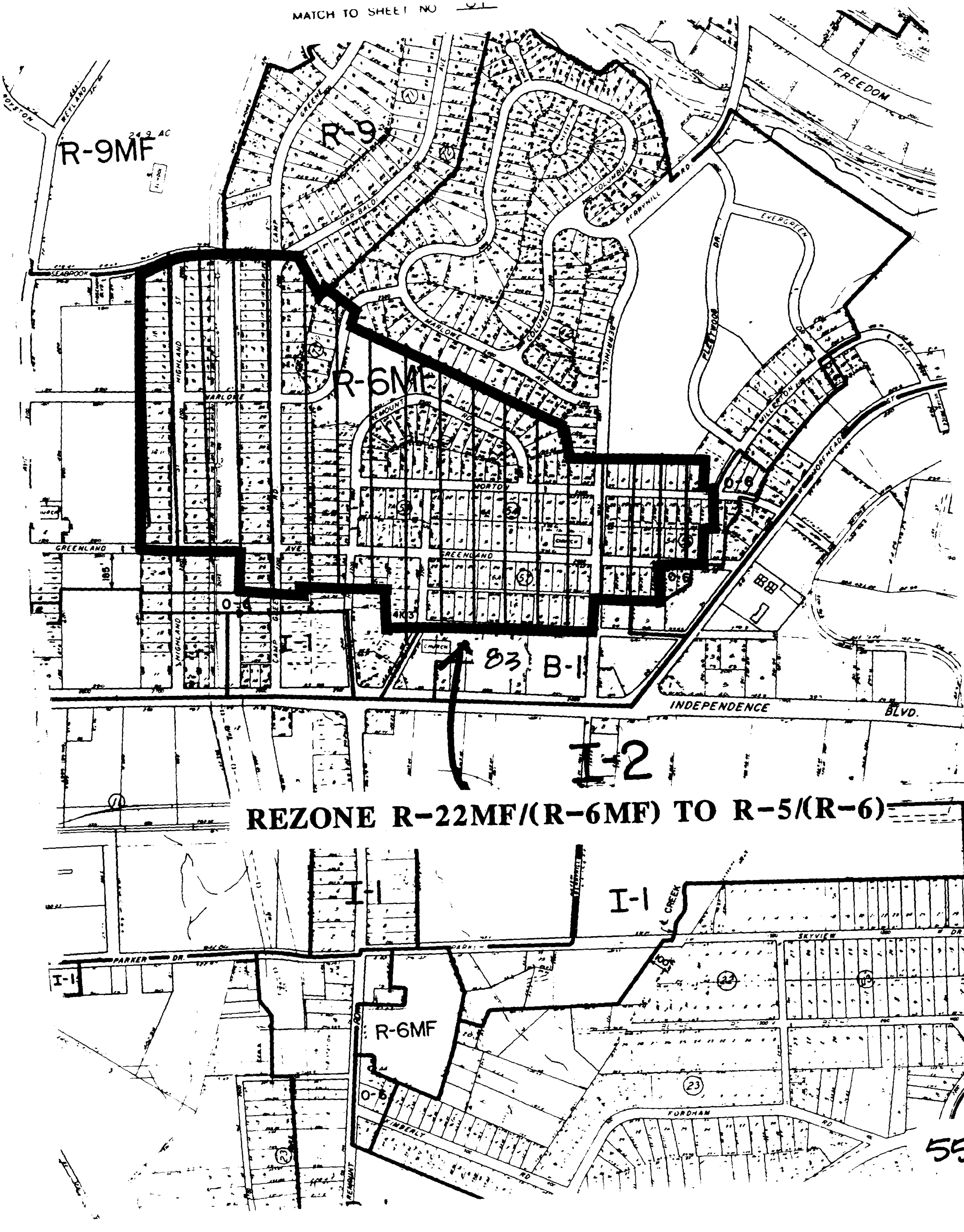

B-1
CLANTON RD
R-6MF
I-1
B-1(CD)
I-1(CD)
TRYCLAN DR
200'
B-2
230
337.5'
10'
R-6MF
SARAH
CAMA
STEEDLE
BOWMAN
PETERSON
CHURCH
FREELAND
S. TRYON
HERIOT
EXT
ST. EAST
75
REZONE B-1, R-22MF/(R-6MF) TO R-5/(R-6)
B-2
TRYON
SOUTHSIDE RD
50'
50
BLVD.

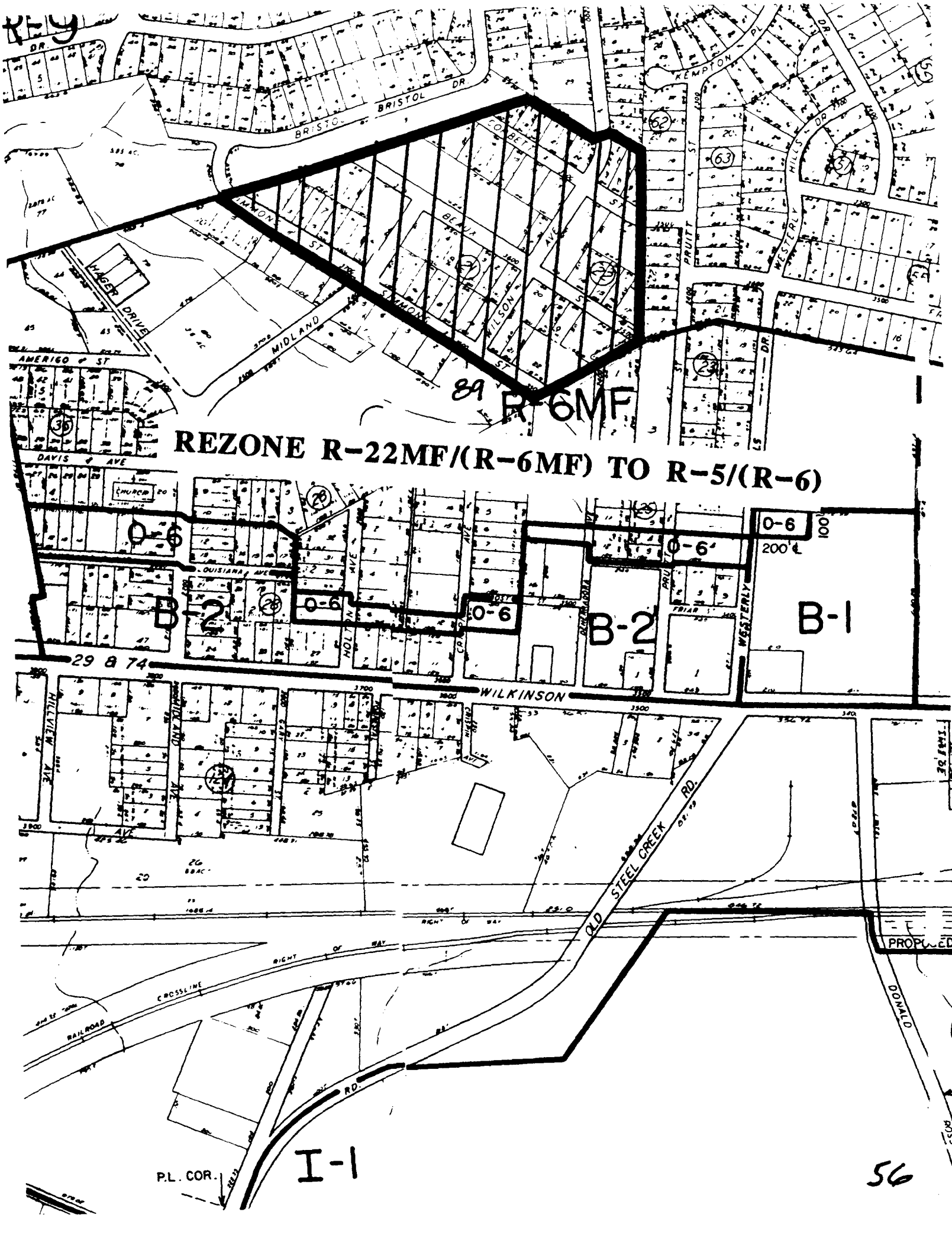

B-1
I-1
B-1(CD)
I-1(CD)
REZONE B-2 TO B-1
REZONE R-22MF/(R-6MF)
TO R-8
R-6MF
B-2
I-1
R-6MF
I-1
R-6MF
B-2
B-2
CLANTON RD
TRYCLAN DR
BOWMAN
STEGALL
SARAH
PETERSON
TRYON
ST.
SHERIOT AVE.
SOUTHSIDE RD
EXT.
BLVD.
50'
10'
51

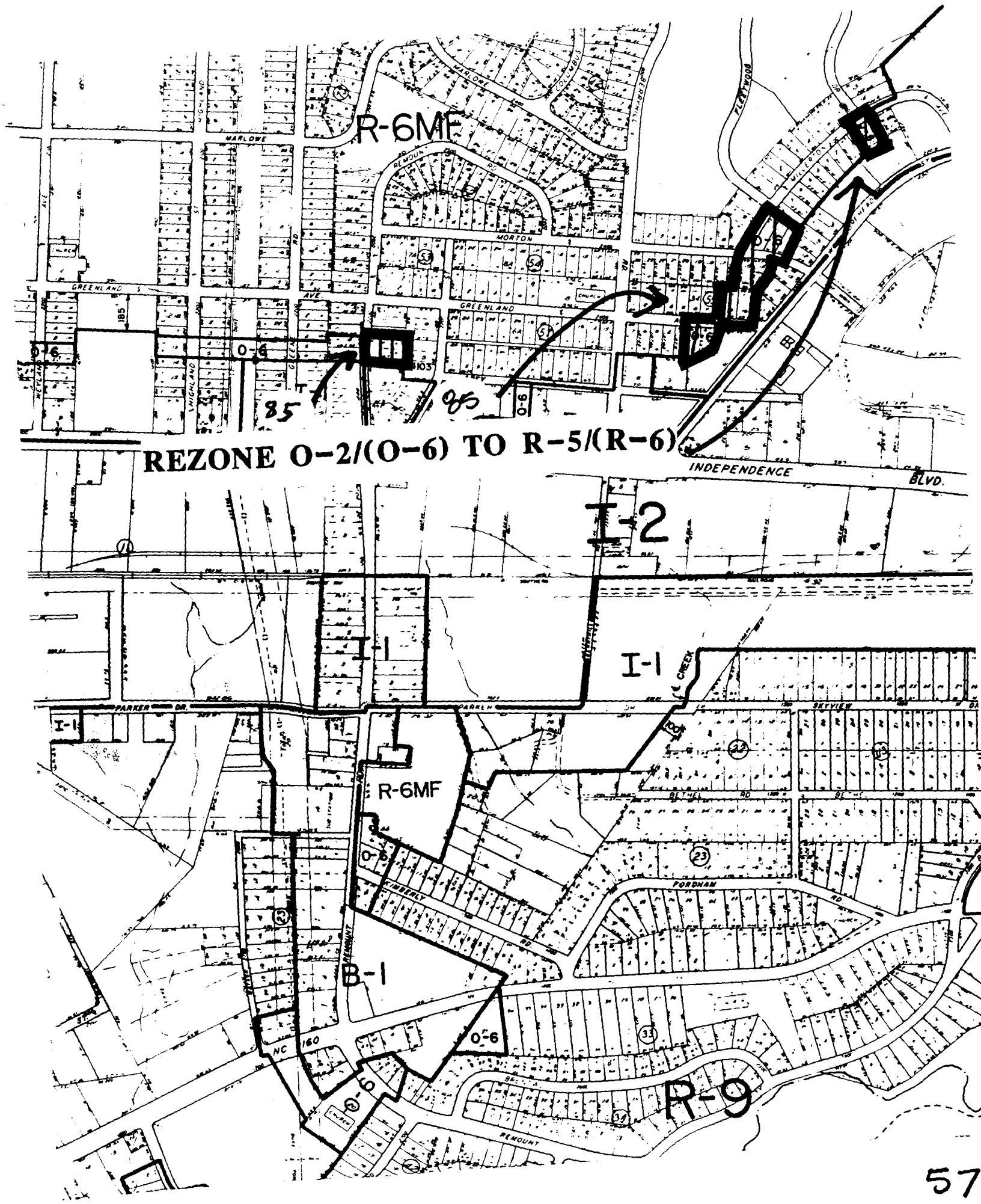

R-6MF
WARLOWE
GREEN. AND
AVE
MORTON
GREENLAND
AVE
ARTY
0-6
I-1
B-1
INDEPENDENCE
REZONE B-1 T0 R-22MF/(R-6MF)
I-1
79
I-1
CREEK
PARKER DR.
I-1
R-6
78
REZONE O-2/(O-6) TO R-4/(R-9
B-1
0-6
0-6
R-9
52

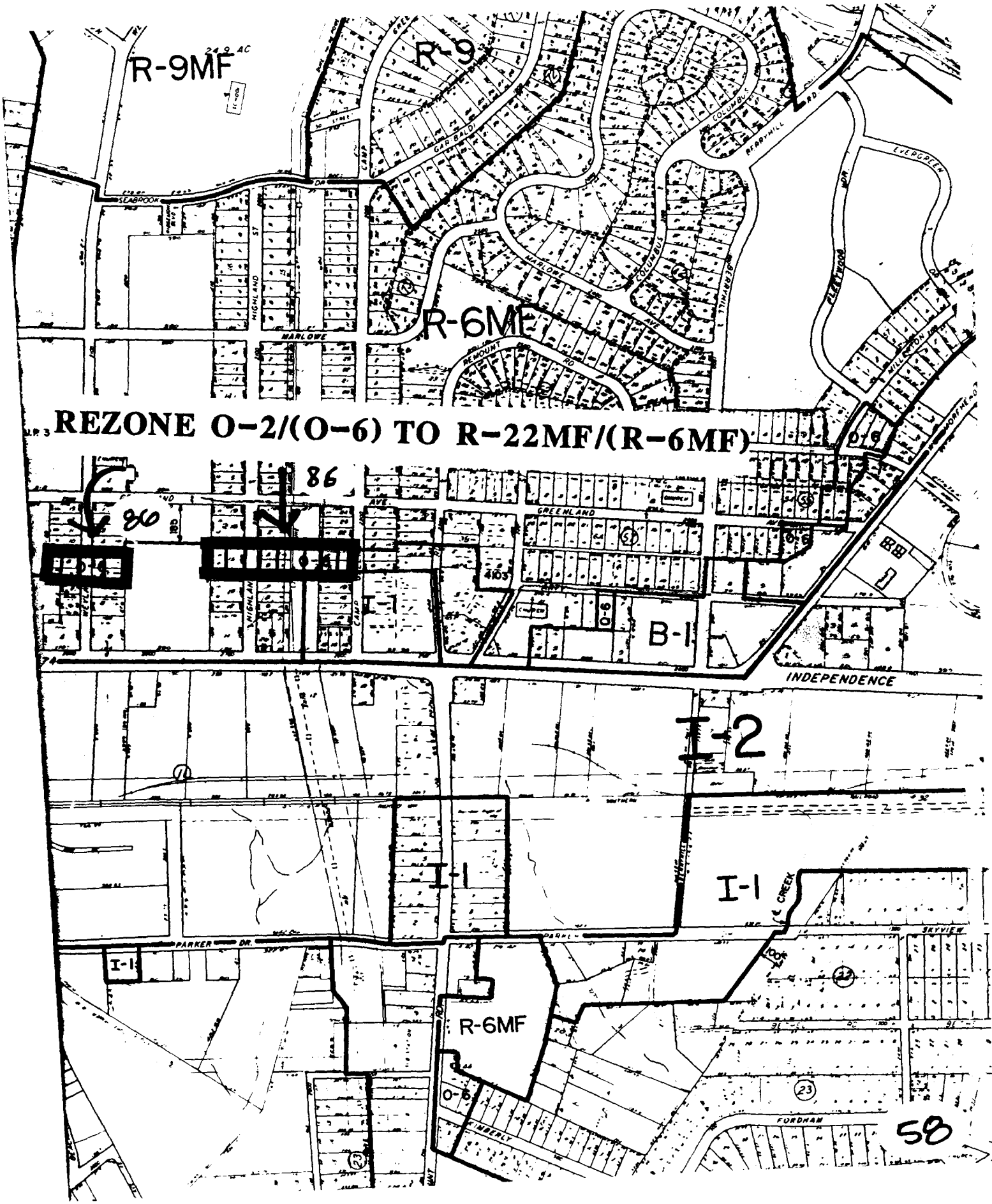

B-2
B-2
B-1
I-1
I-1
R-6MF
O-15
R-6
81
R-6MF
REZONE R-22MF/(R-6MF) TO R-5/(R-6)
B-1
B-1
R-6MF
I-1
R-6MF
53

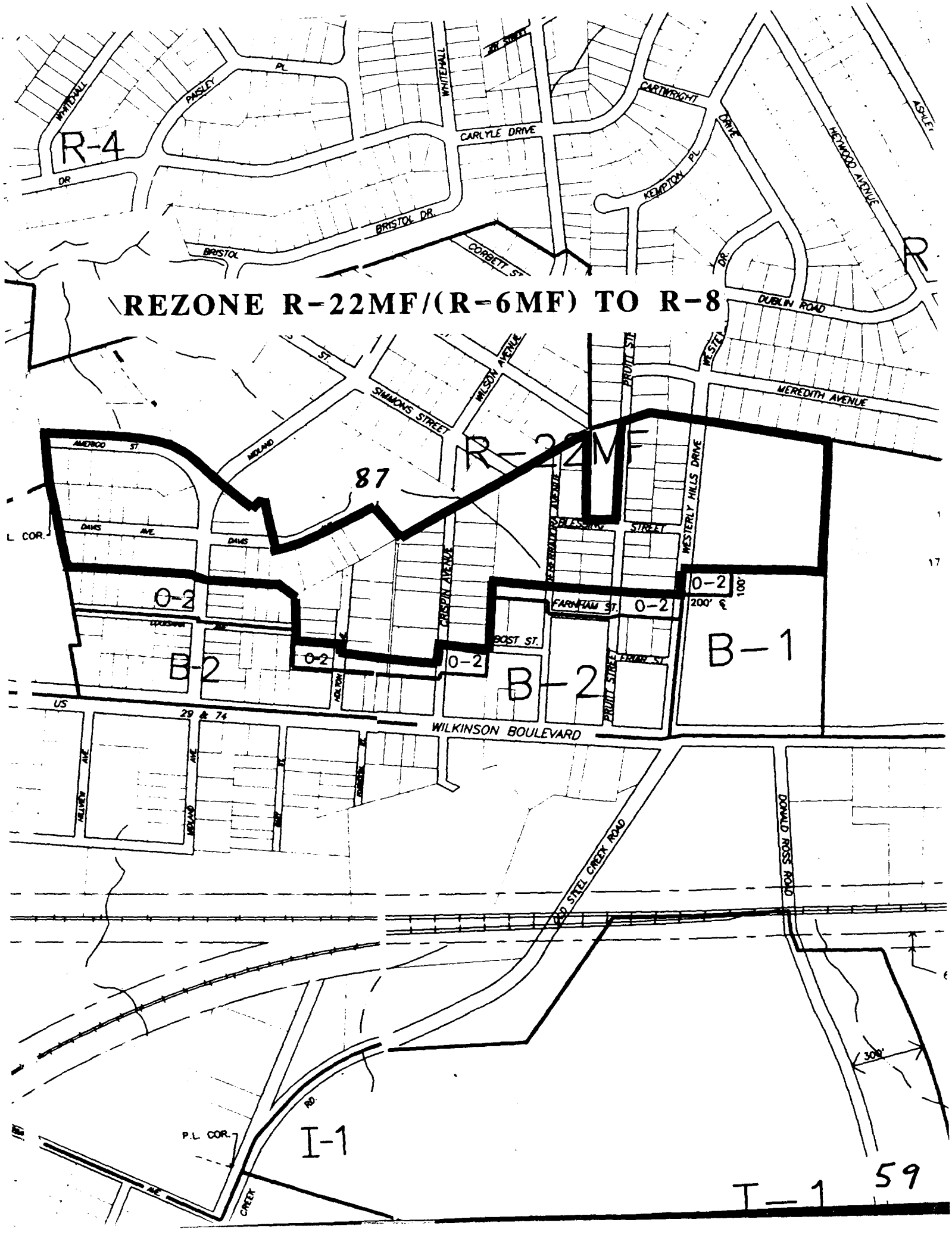

REZONE
R-22MF/(R-6MF
TO R-5/(R-6)
REZONE R-22MF/(R-6MF) TO R-8
R-9MF
R-9
R-6MF
B-1
I-1
I-2
I-1
R-6MF
O-6
INDEPENDENCE BLVD.
PARKER DR.
SKYVIEW DR.
FURDHAM RD.
MARLOWE
MORTON
FREEDOM
80
82
54

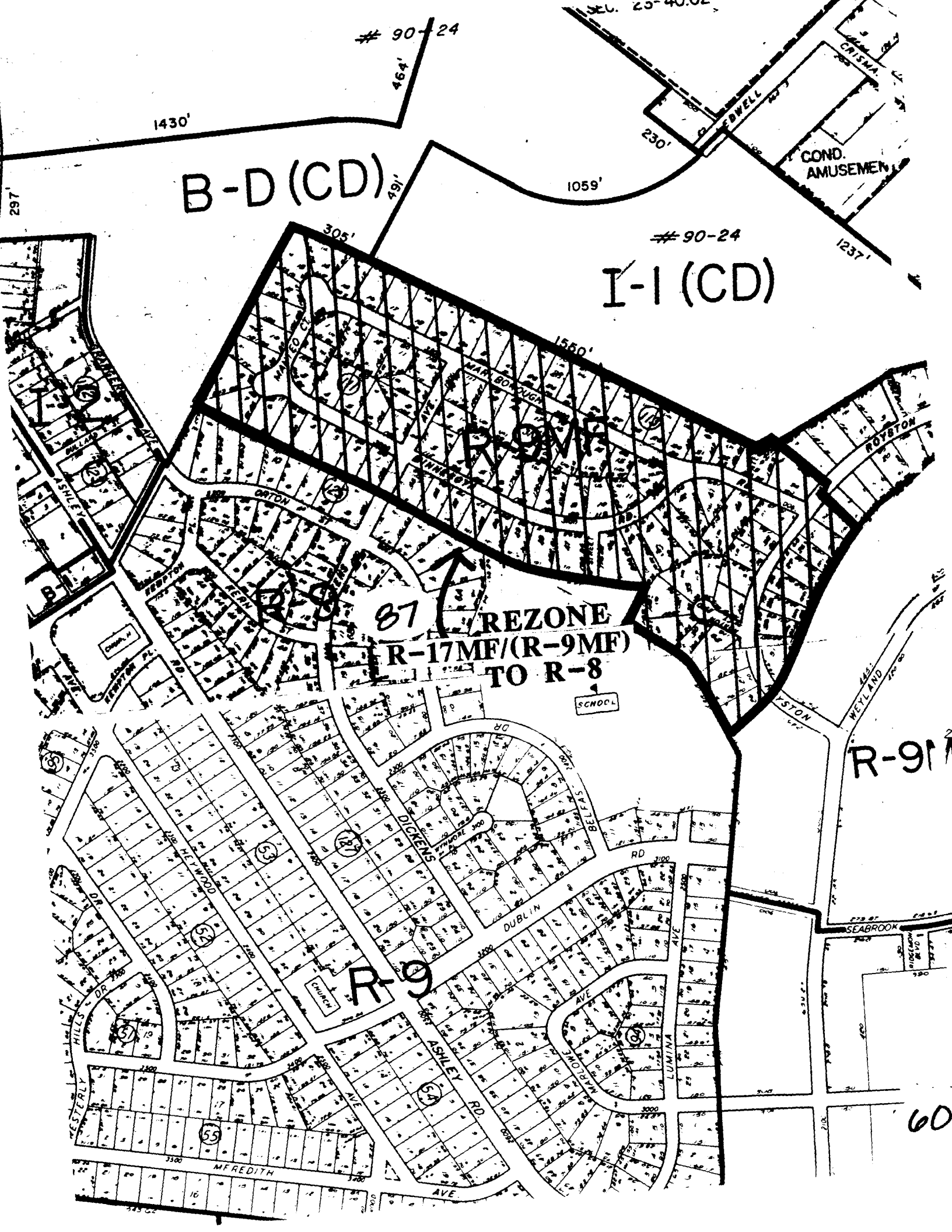

MATCH TO SHEET NO
FREEDOM
R-9MF
24.9 AC
R-9
GARIBALDI
COLUMBUS
BERRYHILL RD.
EVERGREEN
SEABROOK
HIGHLAND ST
MARLOWE
R-6MF
REMOUNT RD
NORTON
GREENLAND AVE.
MILLERTON
MOREHEAD ST
O-6
I-1
B-1
INDEPENDENCE BLVD.
I-2
REZONE R-22MF/(R-6MF) TO R-5/(R-6)
PARKER DR.
SKYVIEW DR
R-6MF
O-6
KIMBERLY RD
FORDHAM RD
REMOUNT

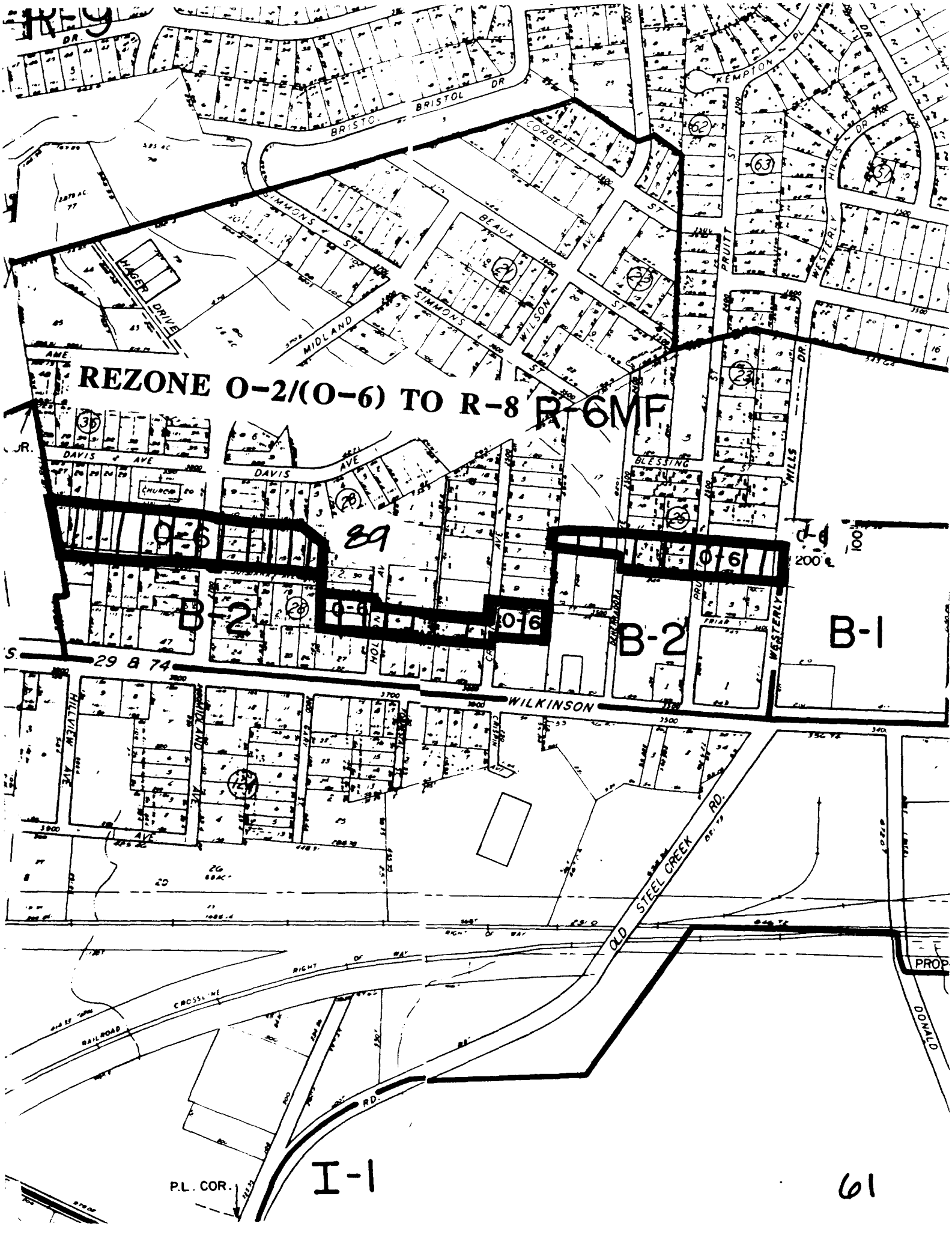

REZONE R-22MF/(R-6MF) TO R-5/(R-6)
89
R-6MF
BRISTOL DR
KEMPTON PL
HILLSDALE DR
WESTERLY DR
PRUITT ST
WILSON ST
SIMON ST
BEAVER AVE
WAGER DRIVE
MIDLAND ST
AMERIGO ST
DAVIS AVE
CHURCH
LOUISIANA AVE
HOLLAND AVE
CONCORD AVE
ARUNDEL AVE
FRIAR
WESTERLY
WILKINSON
29 & 74
HILLVIEW AVE
SHERWICK AND AVE
OLD STEEL CREEK RD.
RIGHT OF WAY
CROSSLINE
RAILROAD
DONALD
PROPOSED
P.L. COR.
I-1
B-2
B-1
O-6
0-6
200'
100'
56

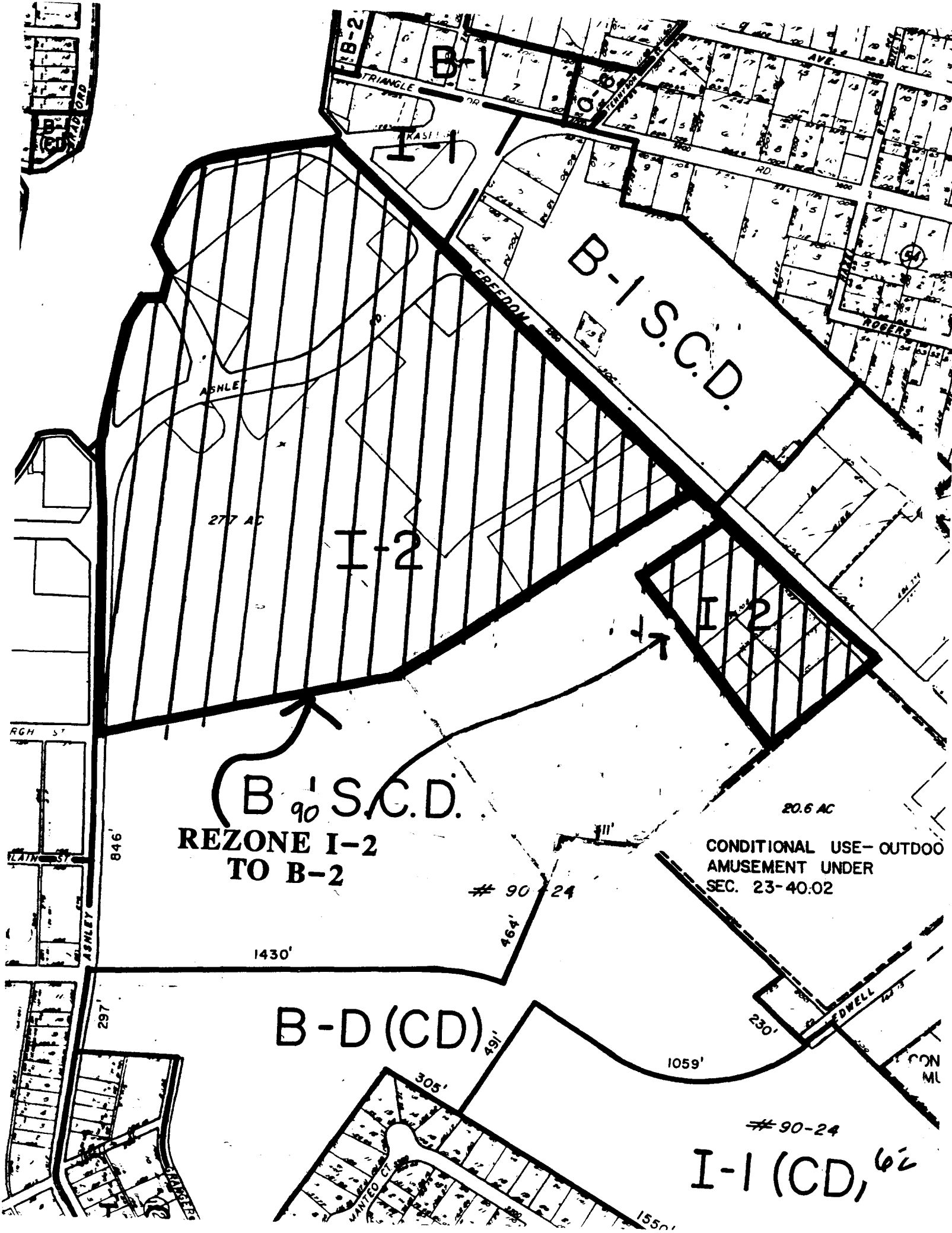

REZONE O-2/(O-6) TO R-5/(R-6)
R-6MF
O-6
I-2
I-1
B-1
R-9
MARLOWE
GREENLAND AVE
MORTON
REMOUNT
INDEPENDENCE BLVD.
PARKER DR.
BETHEL RD
FORDHAM RD
KIMBERLY RD
SKYVIEW
185
103
85
NC 160

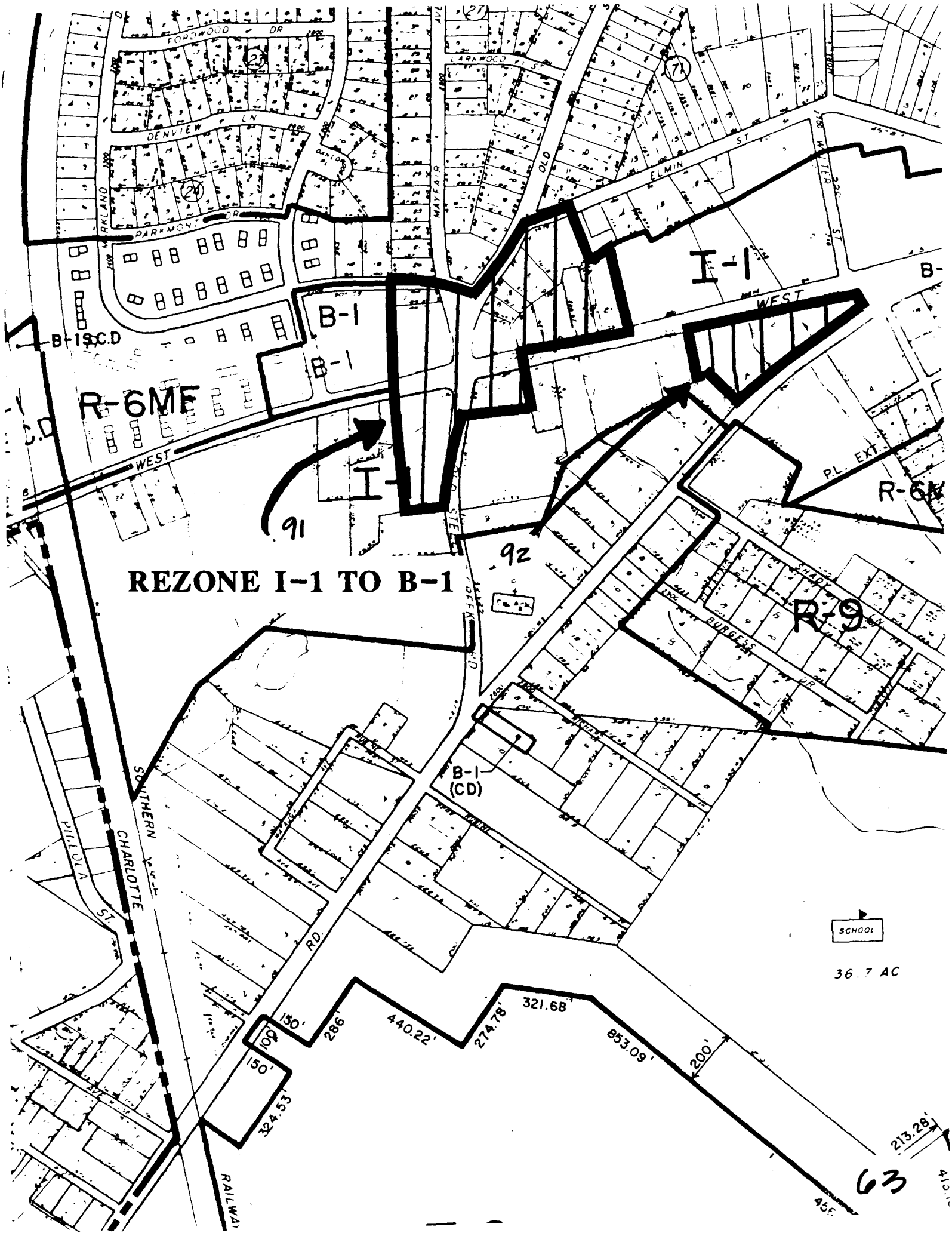

REZONE O-2/(O-6) TO R-22MF/(R-6MF)
R-9MF
2.9 AC
R-9
R-6MF
SEABROOK DR.
MARLOWE
HIGHLAND ST
CAMP
GAR BALD
COLUMBUS
BERRYHILL RD
EVERGREEN
ELMWOOD
MILLINGTON
GREENLAND AVE
B-1
INDEPENDENCE
I-2
I-1
PARKER DR.
SKYVIEW
FORDHAM
O-6
403
86
80
58

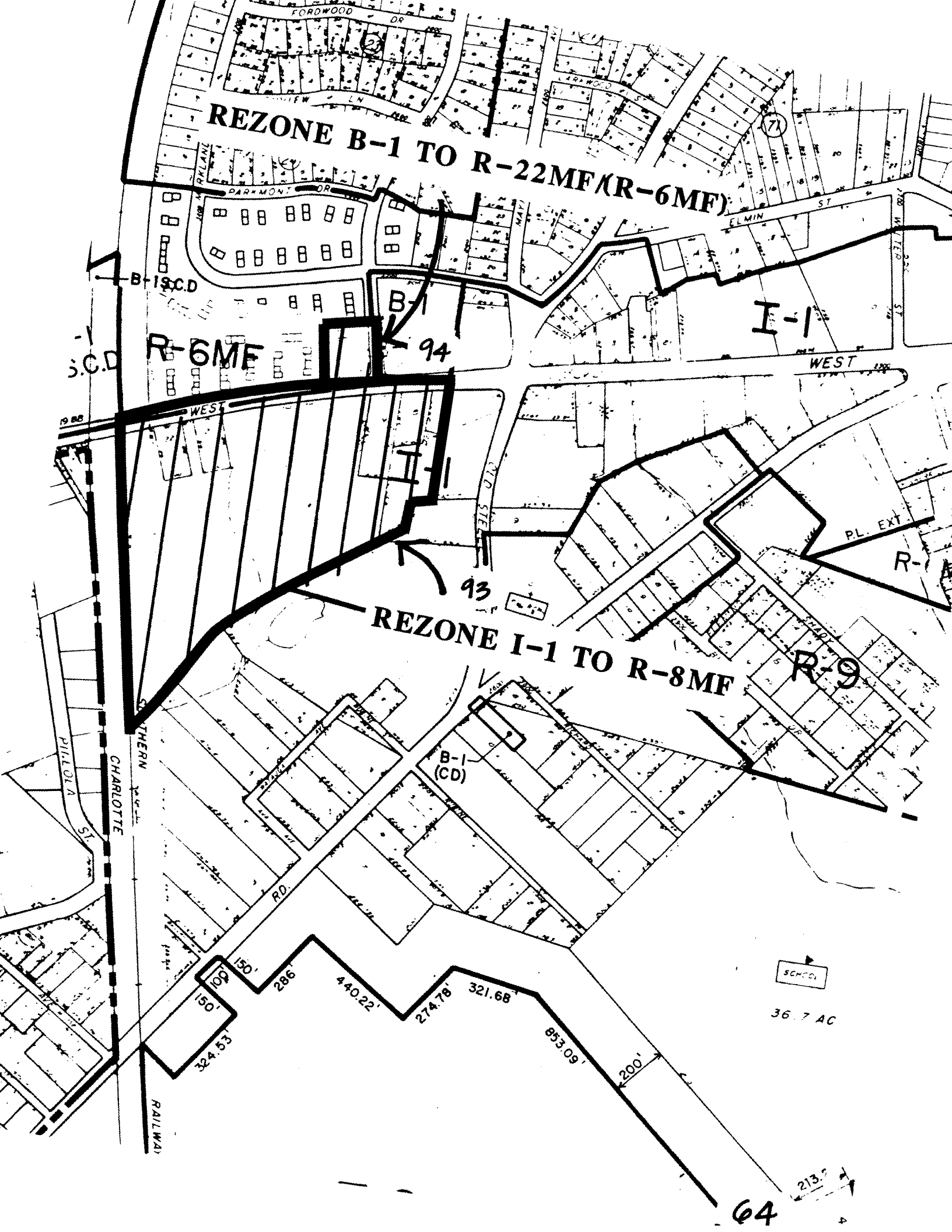

REZONE R-22MF/(R-6MF) TO R-8
R-4
WHITEHALL
PASLEY
PL
DR
WHITEHALL
CARLYLE DRIVE
CARTWRIGHT
KEMPTON PL
DRIVE
HEYWOOD AVENUE
ASHLEY
BRISTOL DR
BRISTOL
CORBETT ST
DUBLIN ROAD
MEREDITH AVENUE
WILSON AVENUE
SIMMONS STREET
PRUITT ST
WESTERLY HILLS DRIVE
R-22MF
87
AMERICO ST
MIDLAND
DAVIS AVE
DAVIS
L COR.
0-2
CRISPIN AVENUE
FARNHAM ST.
0-2
200'
100'
B-1
B-2
0-2
0-2
BOST ST.
B-2
PRUITT STREET
ERWIN ST.
HOLTON
US 29 & 74
WILKINSON BOULEVARD
HELVEN AVE
MIDLAND AVE
OLD STEELE CREEK ROAD
DONALD ROSS ROAD
300'
P.L. COR.
I-1
AVE
CREEK
I-1
59


#90-24
464'
1430'
B-D (CD)
297'
491'
1059'
230'
CRISMA
COND.
AMUSEMEN
#90-24
305'
1237'
I-1 (CD)
1560'
R-9MF
MARLBOROUGH
ROYSTON
ORTON
HERN
HEPPTON
ASHLEY
CHURCH
87
REZONE
R-17MF/(R-9MF)
TO R-8
SCHOOL
WEYLAND
R-9
DICKENS
DUBLIN
BELFAST
HYWOOD
HILLS
DR
RD
AVE
CHURCH
ASHLEY
MEREDITH
SEABROOK
LUMINA
MARLOWE
60

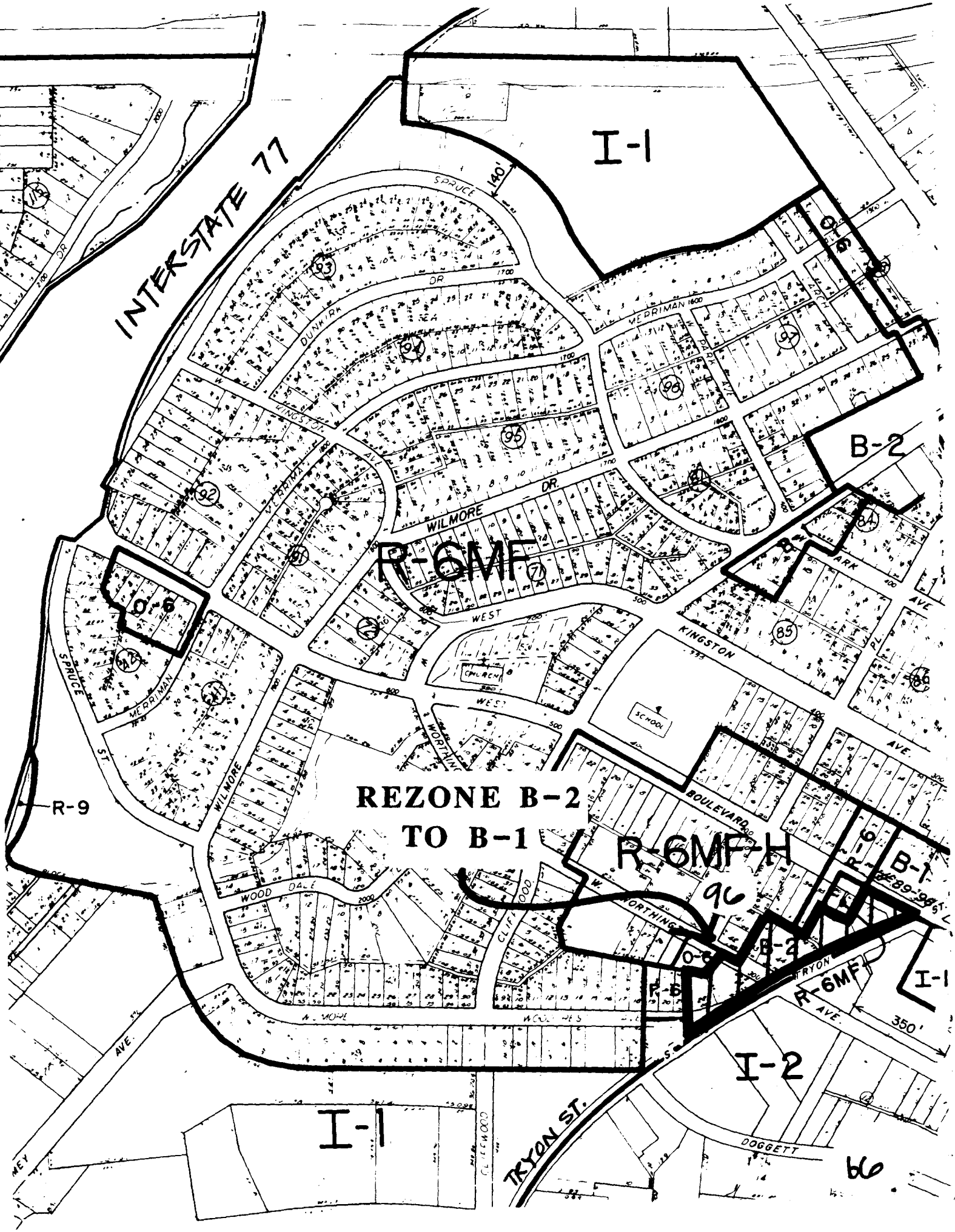

REZONE O-2/(O-6) TO R-8 R-6MF
BRISTOL DR
KEMPTON PL
CORBETT ST
SIMMONS ST
BEAUX AVE
WILSON ST
PRUITT ST
WESTERLY DR
HILLS DR
WAGER DRIVE
MIDLAND AVE
DAVIS AVE
BLESSING ST
O-6
B-2
B-1
89
29 & 74
WILKINSON
HILLVIEW AVE
OLD STEEL CREEK RD.
RAILROAD
CROSSLINE
I-1
P.L. COR.
PROP
DONALD
61

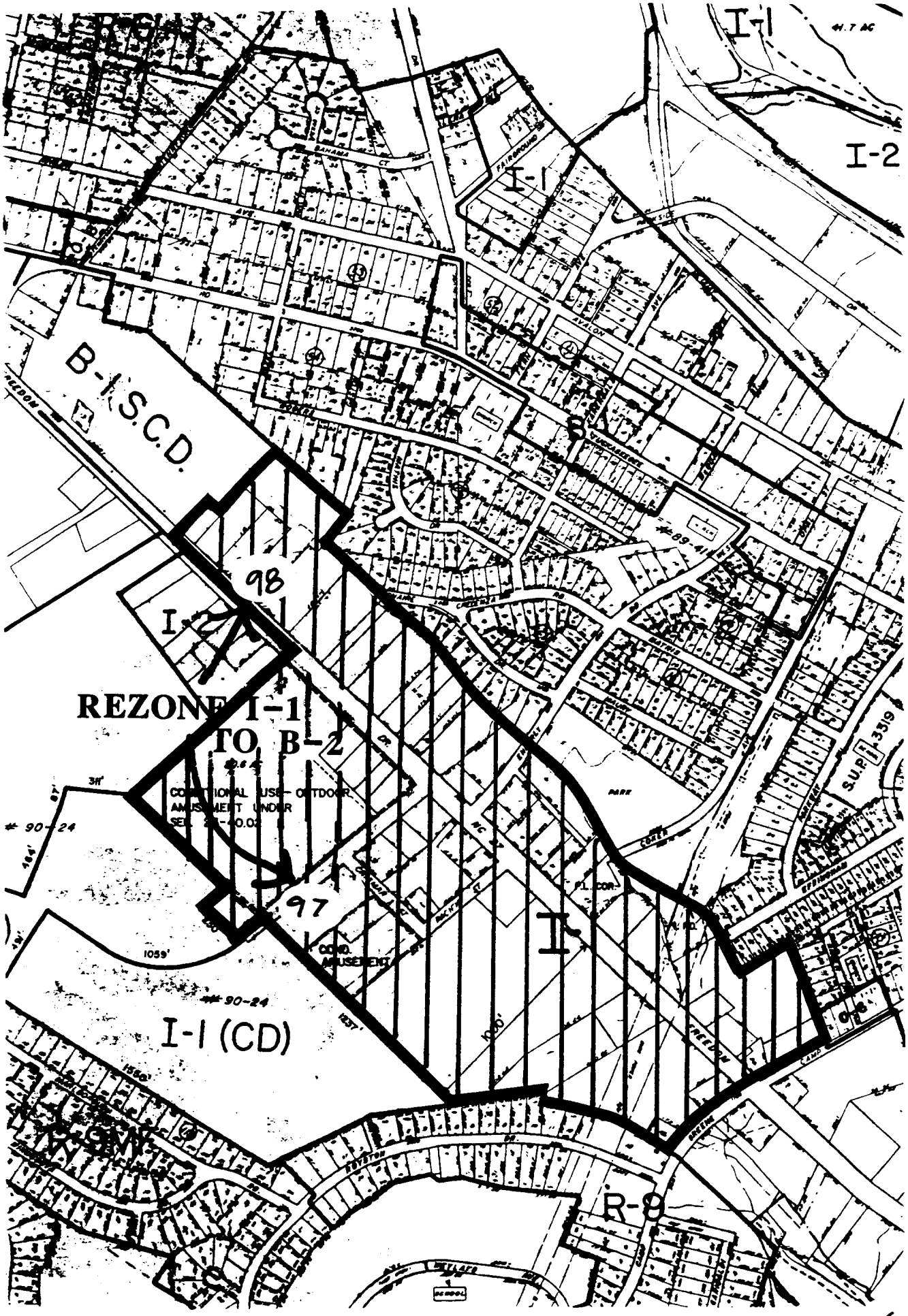

B-2
B-1
TRIANGLE DR
AVE.
RD.
ROGERS
FREEDOM
ASHLEY
277 AC
I-2
I-1
B-1 S.C.D.
B-1 S.C.D.
REZONE I-2
TO B-2
20.6 AC
CONDITIONAL USE- OUTDOO
AMUSEMENT UNDER
SEC. 23-40.02
90-24
846'
1430'
464'
297'
B-D (CD)
491'
305'
1059'
230'
EDWELL
I-1 (CD,
1550'

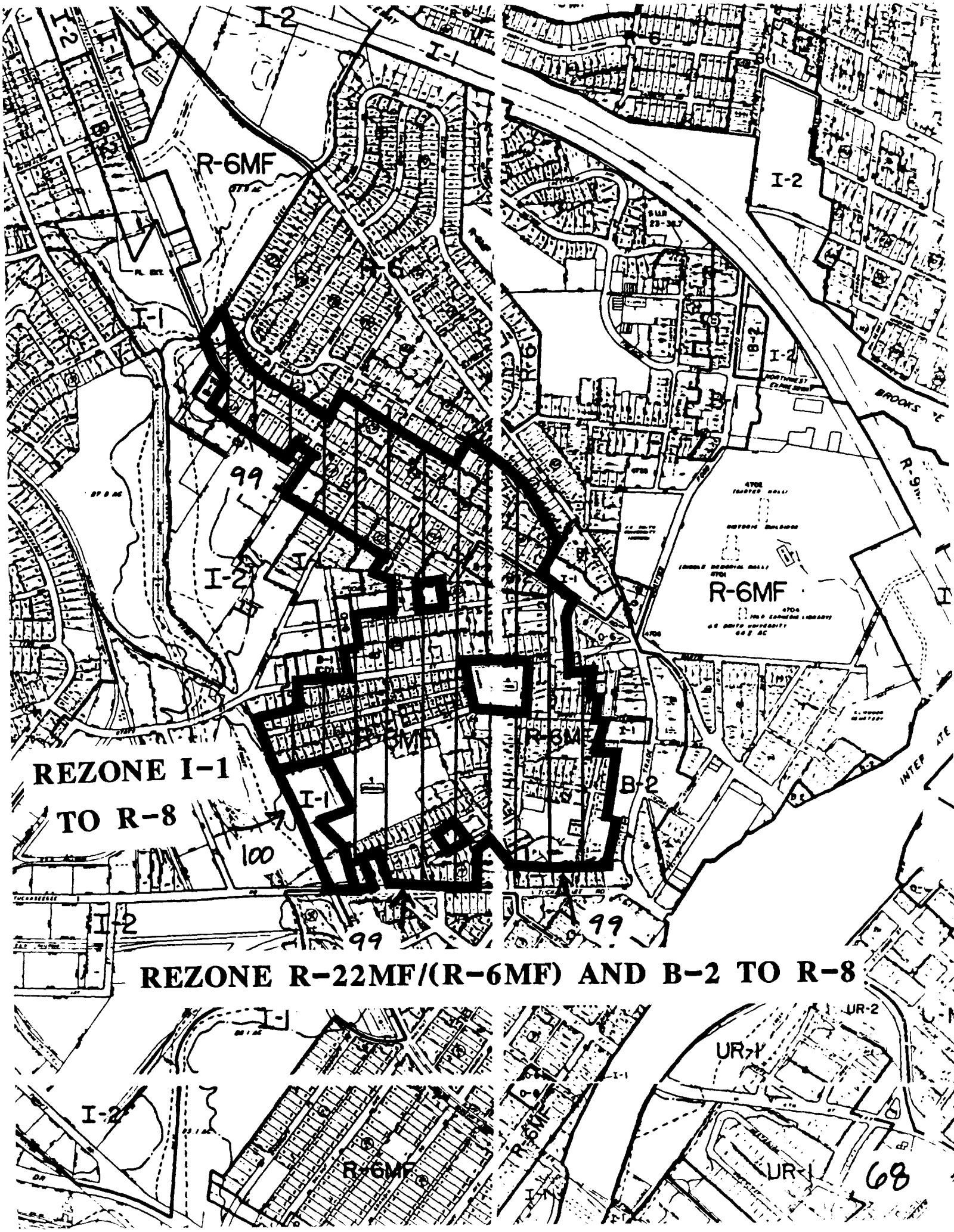

REZONE I-1 TO B-1
FORDWOOD DR
DENVIEW LN
PARKMONT DR
ORLAND RD
MAYFAIR
LARWOOD ST
OLD
ELMIN ST
WATER
I-1
B-1
B-1 S.C.D
R-6MF
WEST
PL. EXT
R-6M
R-9
SHADY
BURGESS
B-1 (CD)
SCHOOL
36.7 AC
SOUTHERN
CHARLOTTE
RD.
PITTSOLA ST.
RAILWAY
150'
286
440.22'
274.78'
321.68
853.09'
200'
150'
100'
324.53'
213.28'
91
92
63

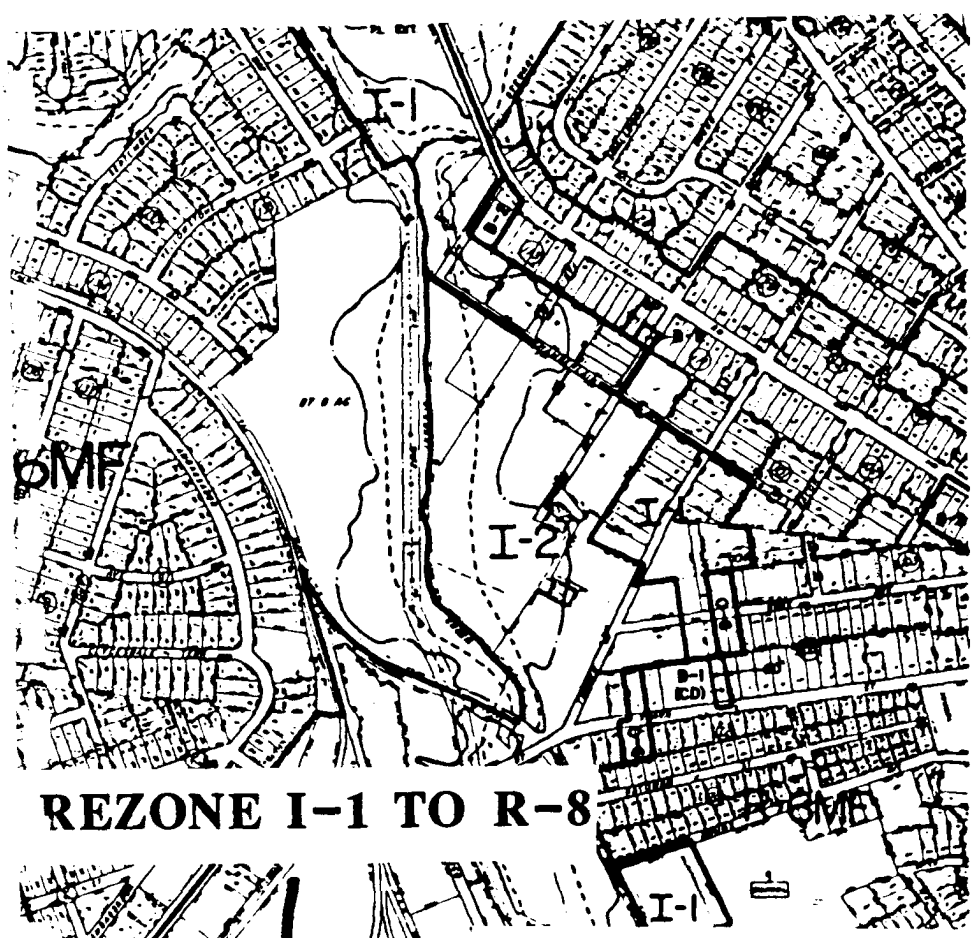

REZONE B-1 TO R-22MF/(R-6MF)
REZONE I-1 TO R-8MF
B-1 S.C.D
R-6MF
B-1
I-1
94
93
WEST
ELMIN ST
PL. EXT.
R-9
B-1 (CD)
SCHOOL
36.7 AC
CHARLOTTE
PILLOLA ST.
RAILWAY
150'
100'
286
440.22'
274.78'
321.68'
853.09'
200'
324.53'
64


25.9 AC
R-9
SCHOOL
GRIFFITH
TRYON ST.
FAIRWOOD
YOUNGBLOOD
AVE.
GRIFFITH
R-6MF
R-6MF
FOSTER
AVE.
SOUTH
BANK
HERMAN
MAY
WAYNE AVE
TRADE PARK
COURT
FOSTER
YOUNGBLOOD
AVE.
GRIFFITH
NEW
I-1
I-2
REZONE I-2
TO I-1
25.1 AC
95
SOUTH
RAIL ROAD
SOUTHERN
TRYON ST.
SOUTH
CLANTON RD.
PELTON
ST.
US
52
B-2
GRAYSTONE
BELTON
ST.
TRYCLAN
DR.
200'
80'
230
570
337.8'
I-1
10'
SOUTH BLVD.
O-6
R-9MF
HARTFORD
DEXTER
DOVER
ST.
WESTON ST.
DEXTER
AVE.
ANSON
ANSON
65
R-9MF

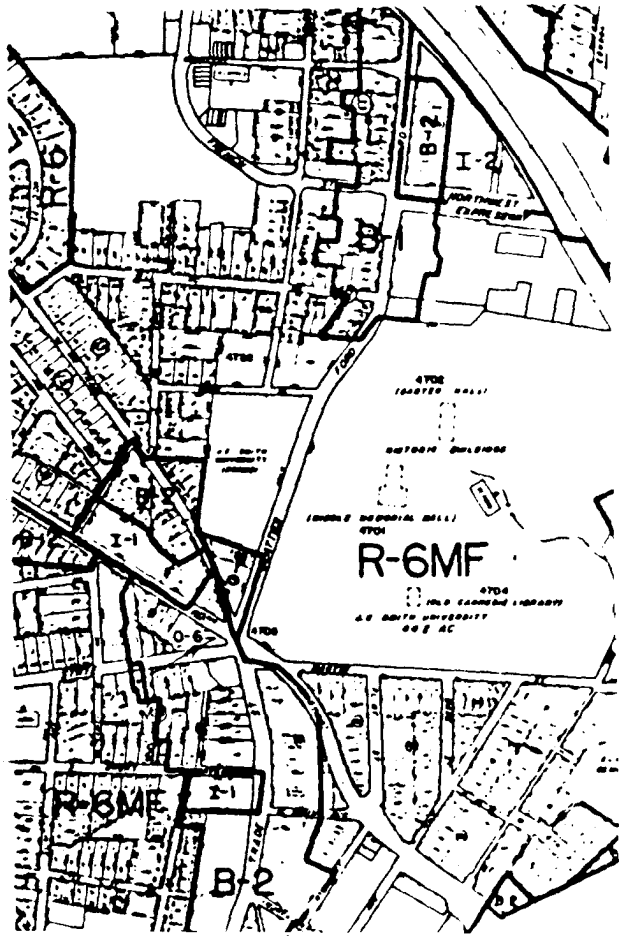

INTERSTATE 77
I-1
SPRUCE
140'
DUNKIRK
DR
1700
MERRIMAN
1600
PARK
AVE
B-2
WILMORE
DR.
R-6MF
WEST
500
KINGSTON
PL
AVE
O-6
SPRUCE
ST
MERRIMAN
AVE
CHURCH
SCHOOL
WORTHING
WILMORE
R-9
REZONE B-2
TO B-1
R-6MF-H
BOULEVARD
R-6
B-1
WOOD DALE
2000
CLIFFWOOD
O-6
B-2
TRYON
R-6MF
I-1
350'
I-2
I-1
TRYON ST.
DOGGETT
66


I-1
I-2
I-1
B-1 S.C.D.
98
I-2
REZONE I-1
TO B-2
97
I-1 (CD)
I
R-8
S.U.P. #3319

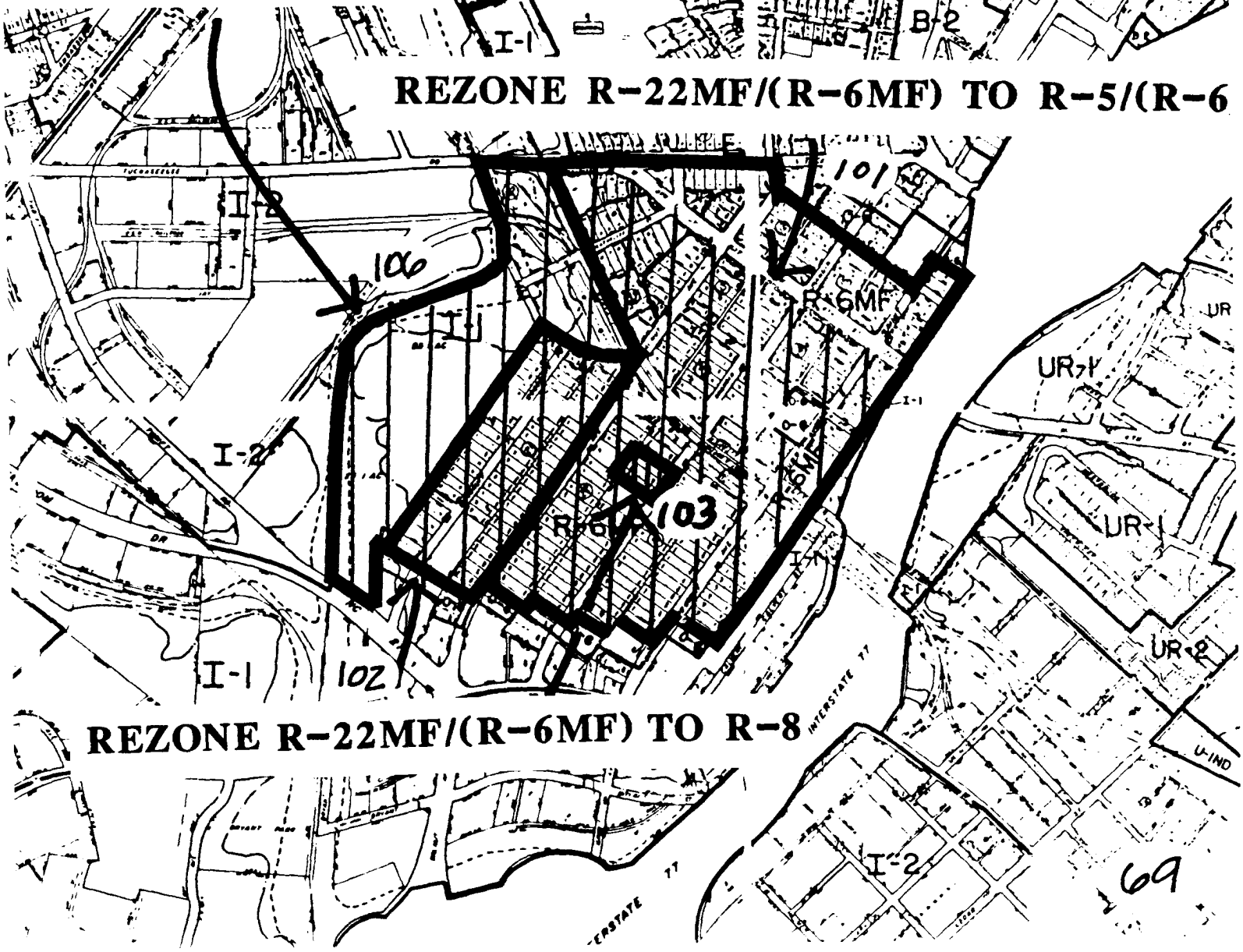

REZONE I-1
TO R-8
REZONE R-22MF/(R-6MF) AND B-2 TO R-8
R-6MF
I-2
I-1
B-2
R-8MF
99
100
68
UR-2
UR-1



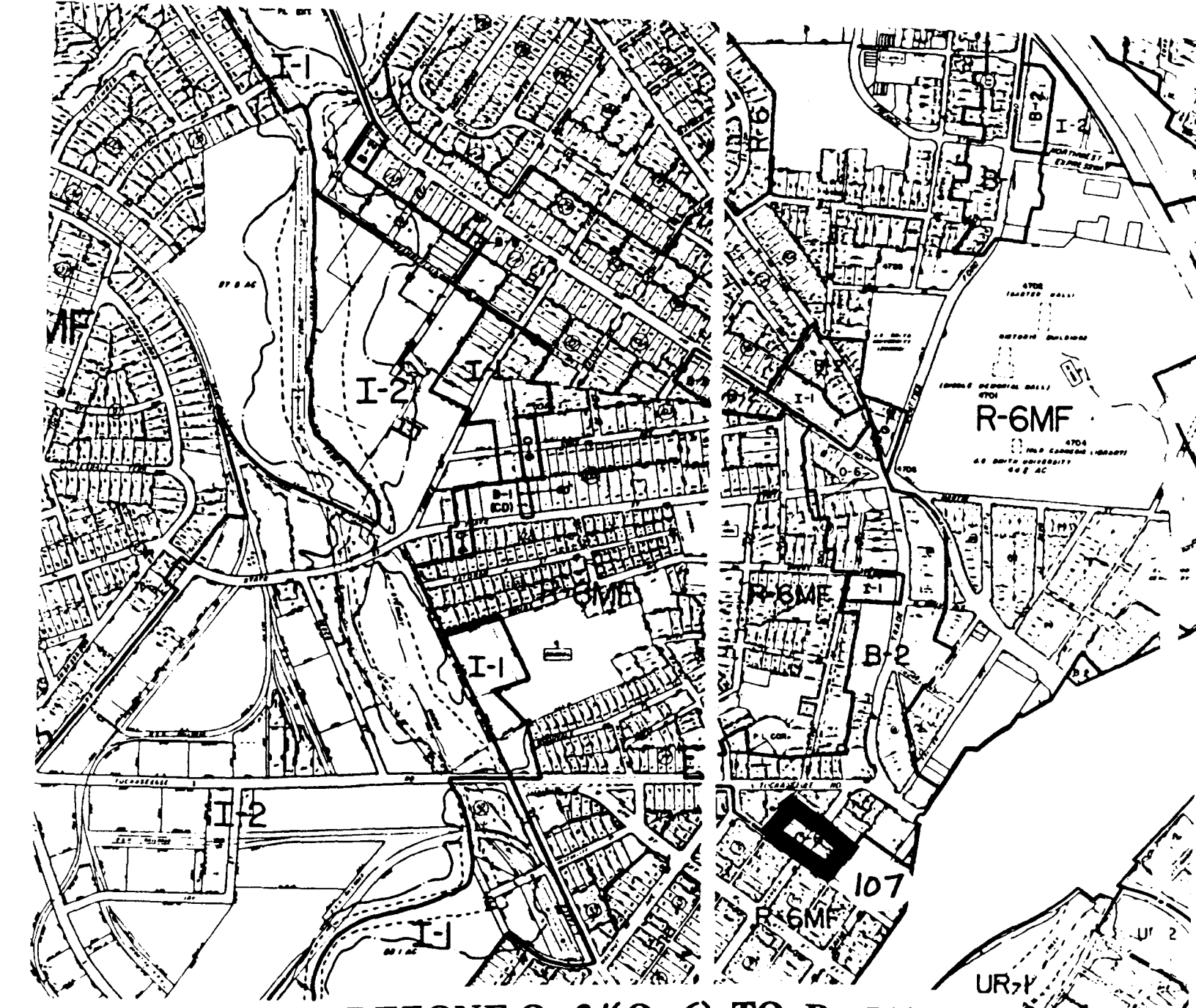
REZONE I-1 TO R-8



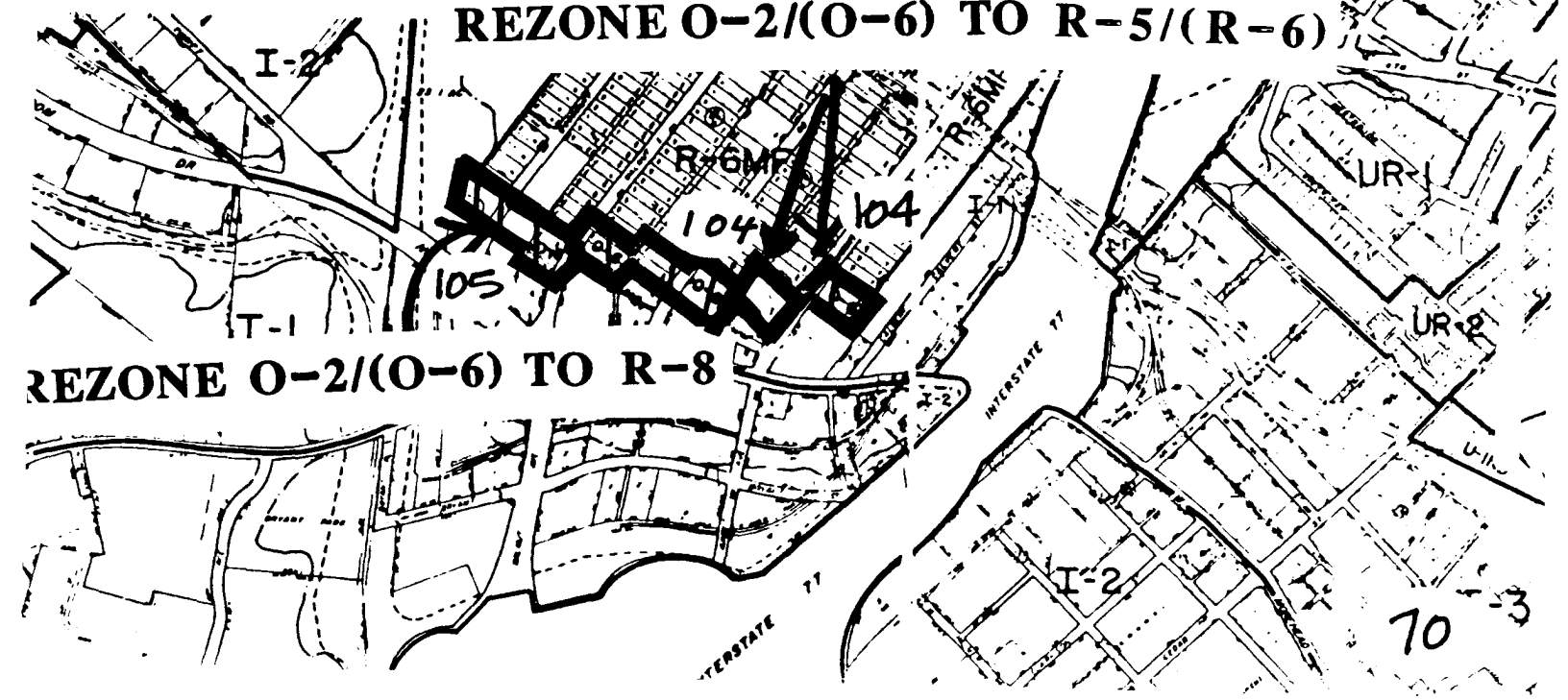
REZONE R-22MF/(R-6MF) TO R-5/(R-6



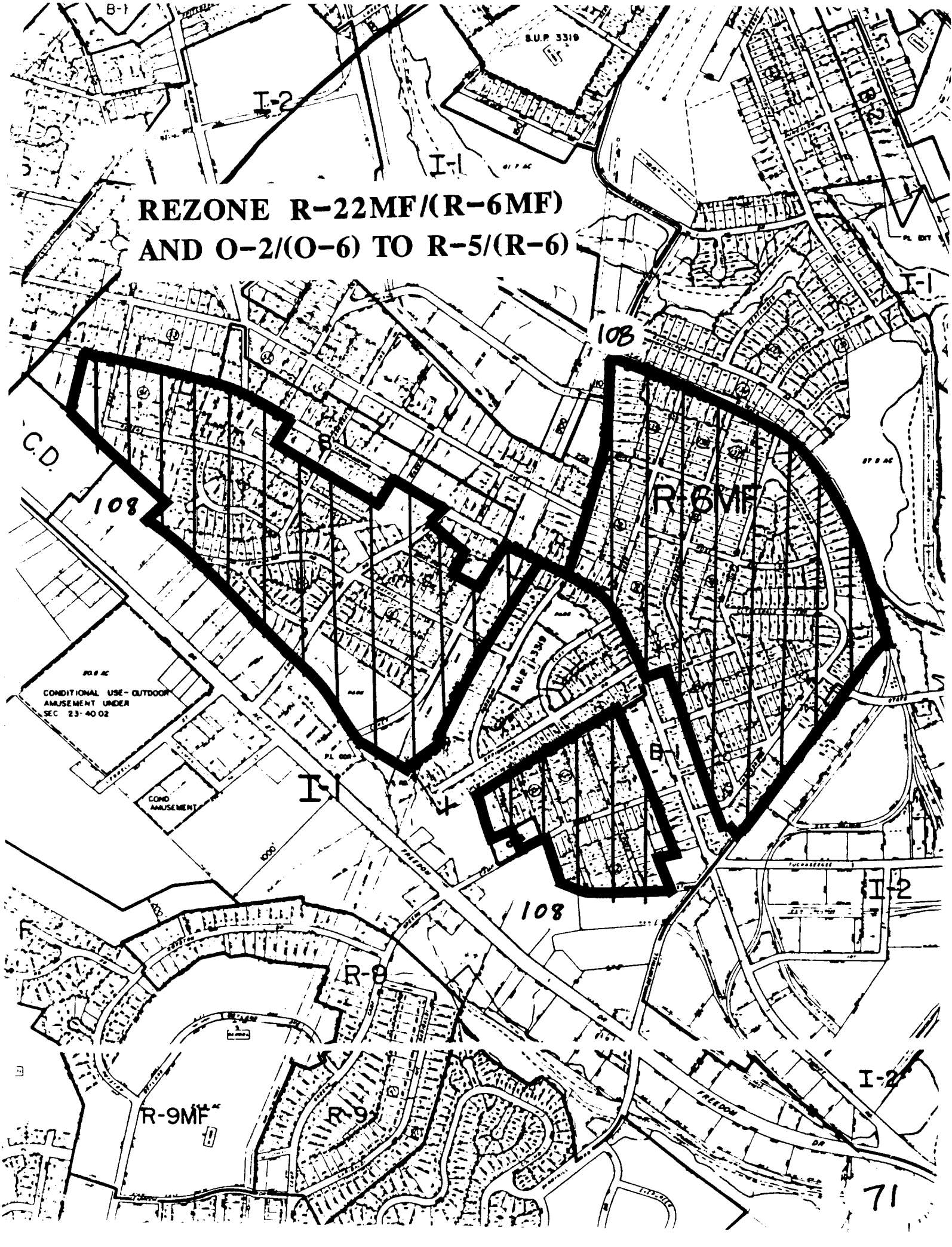
REZONE R-22MF/(R-6MF) TO R-8

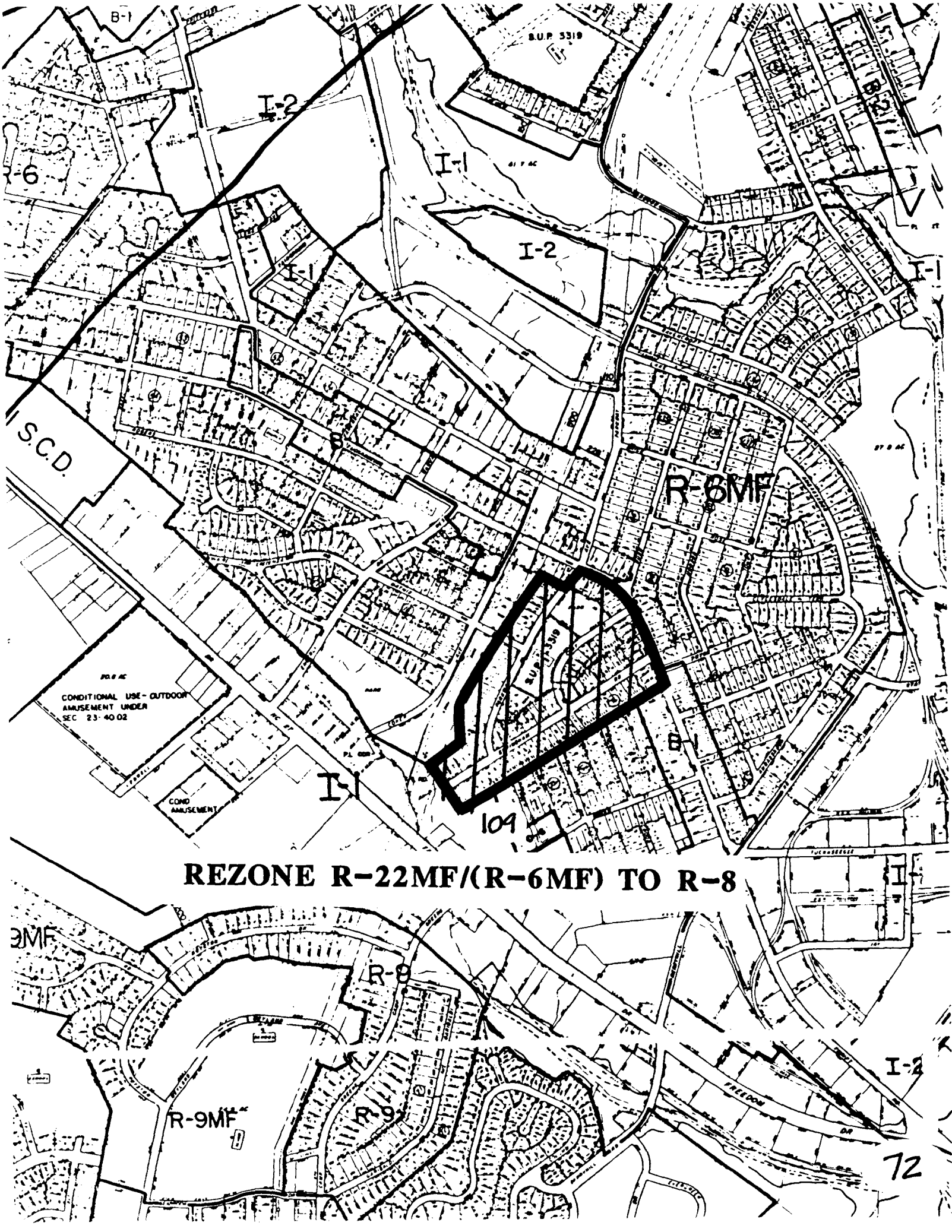


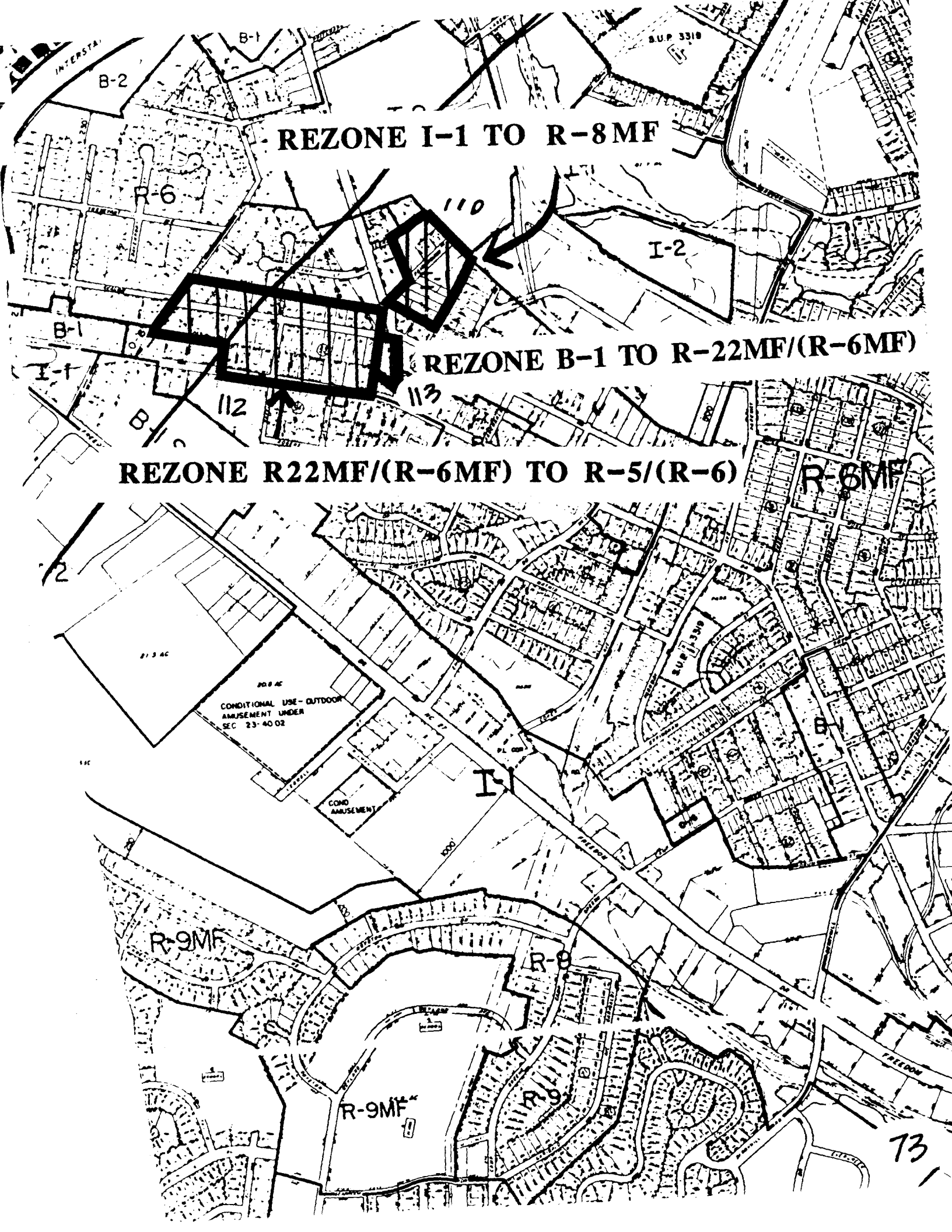
REZONE O-2/(O-6) TO R-5/(R-6)

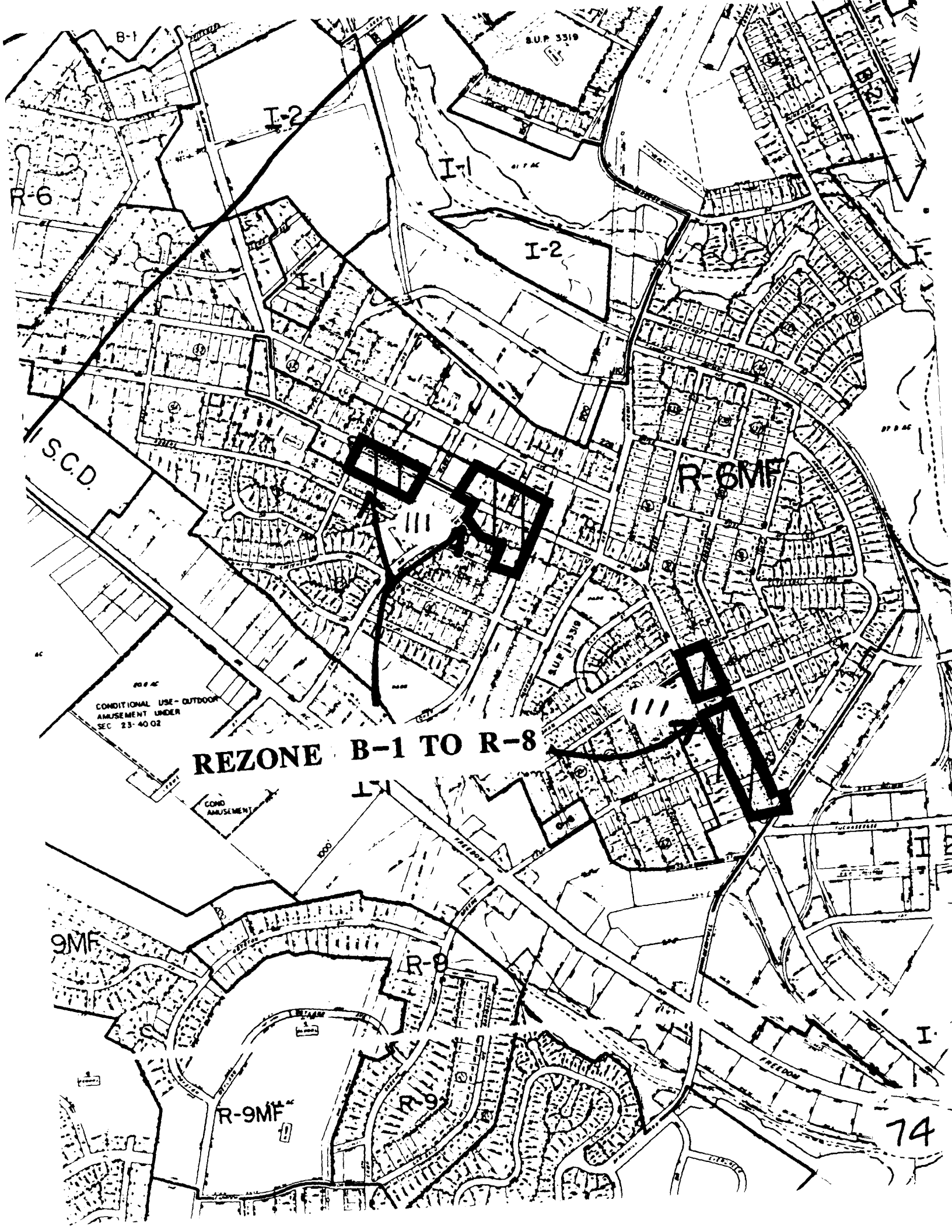


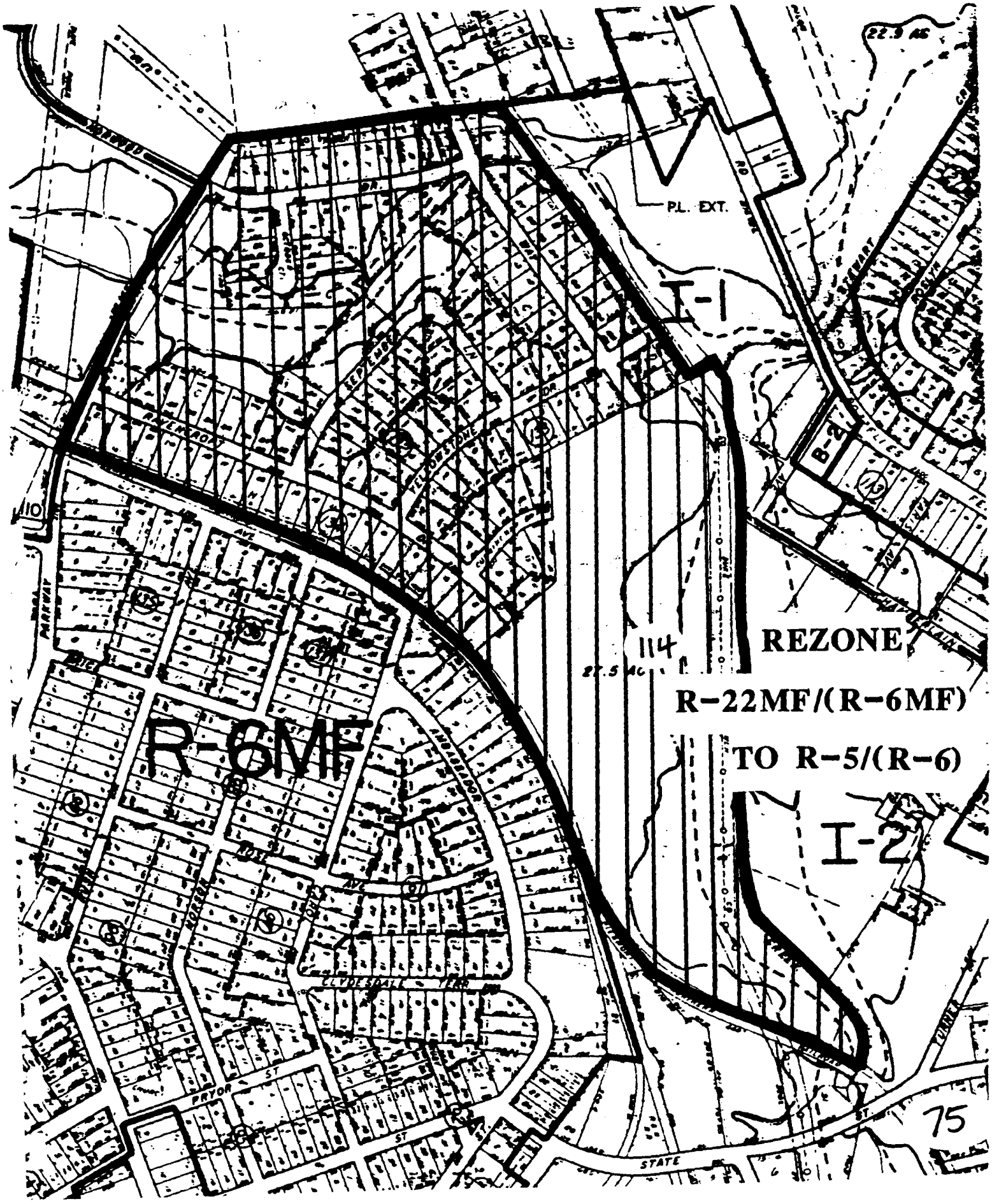
REZONE O-2/(O-6) TO R-8

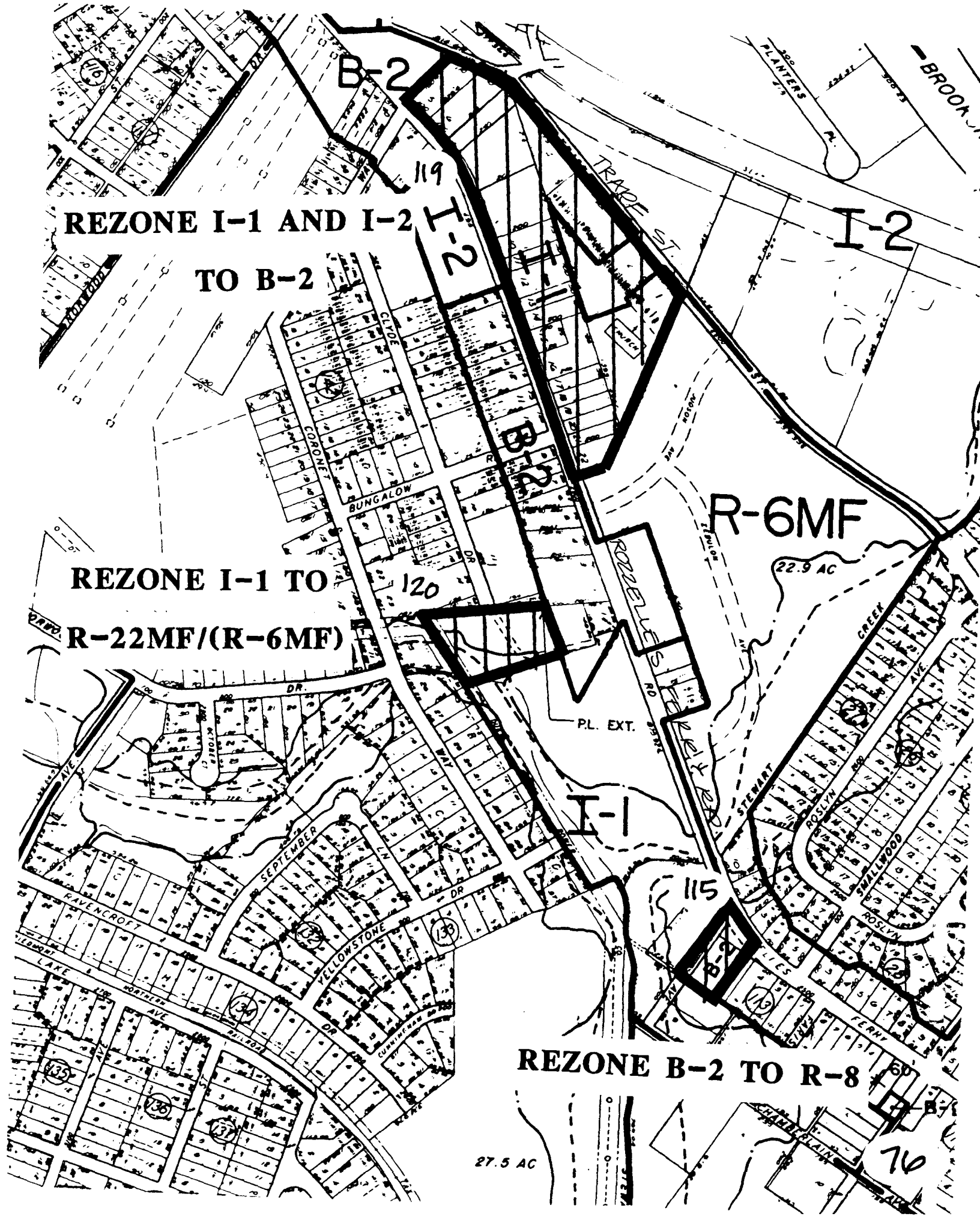

REZONE R-22MF/(R-6MF)
AND O-2/(O-6) TO R-5/(R-6)
B-1
I-2
I-1
S.U.P. 3319
108
C.D.
R-6MF
CONDITIONAL USE - OUTDOOR
AMUSEMENT UNDER
SEC 23-4002
COND
AMUSEMENT
S.U.P. 3348
R-9
R-9MF
FREEDOM
71

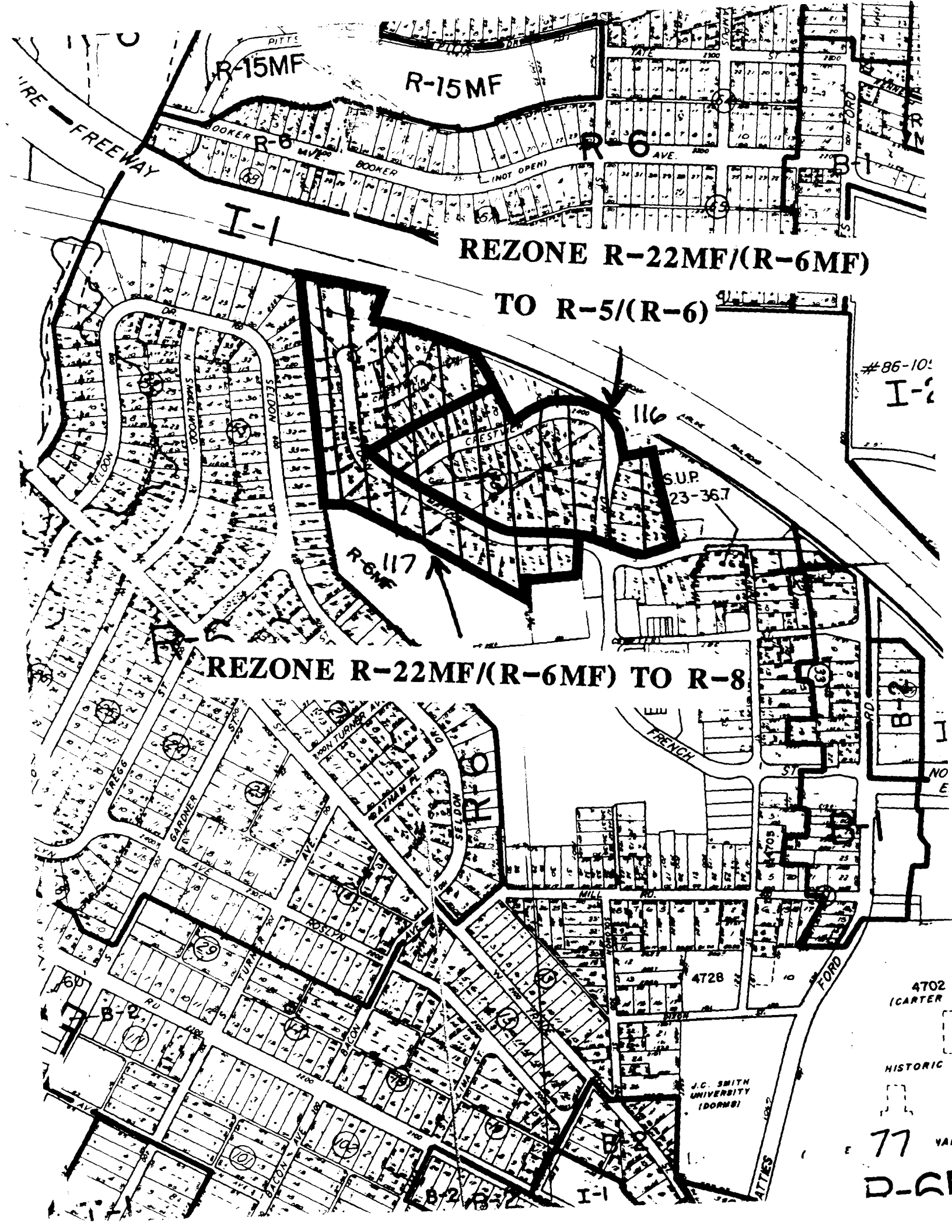

B-1
I-2
I-1
S.U.P. 5319
R-6MF
S.C.D.
CONDITIONAL USE - OUTDOOR AMUSEMENT UNDER SEC 23-40 02
COND AMUSEMENT
109
REZONE R-22MF/(R-6MF) TO R-8
R-9
R-9MF
FREEDOM
72

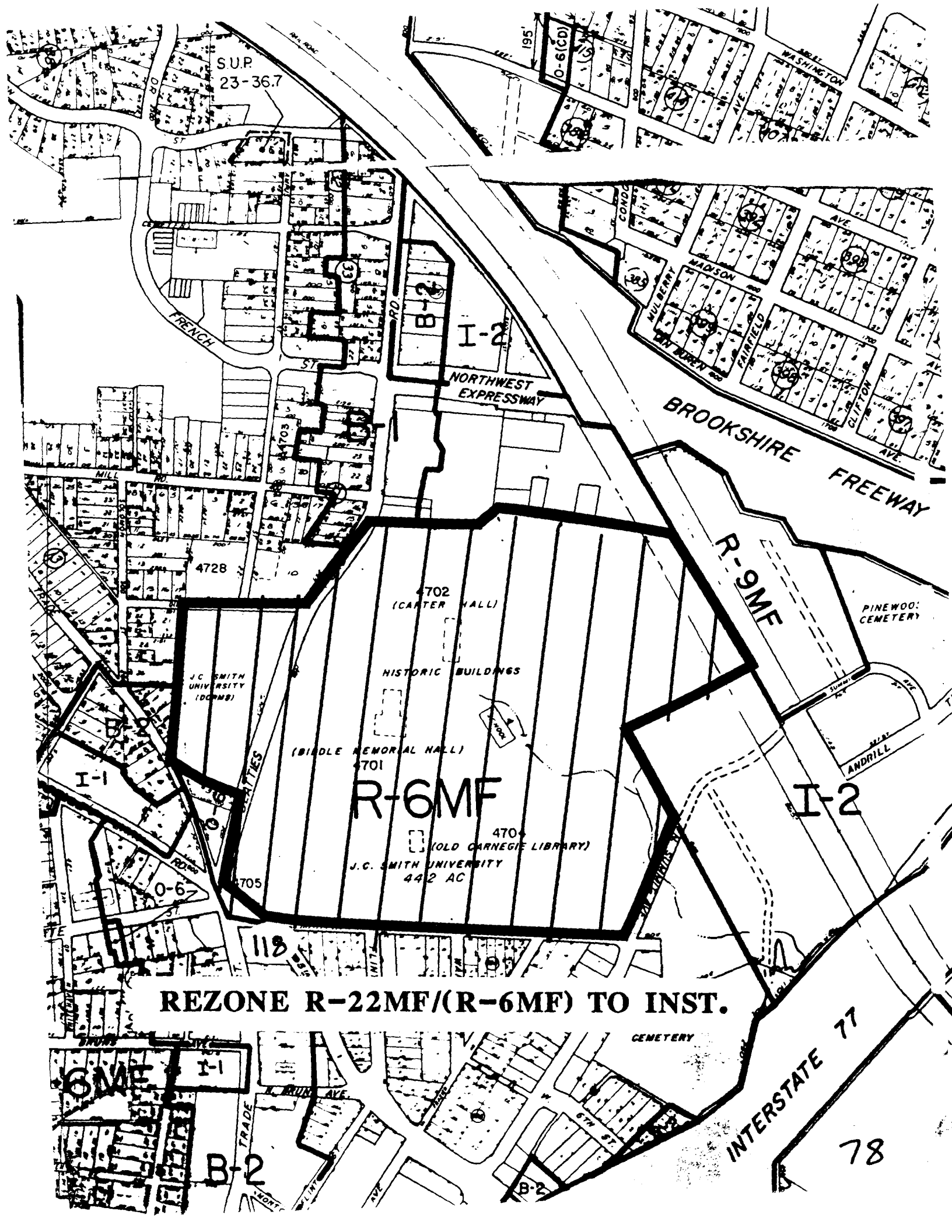

REZONE I-1 TO R-8MF
REZONE B-1 TO R-22MF/(R-6MF)
REZONE R22MF/(R-6MF) TO R-5/(R-6)
B-2
B-1
R-6
I-2
I-1
110
112
113
R-6MF
CONDITIONAL USE - OUTDOOR AMUSEMENT UNDER SEC 23-40.02
COND AMUSEMENT
I-1
R-9MF
R-8
R-9
R-9MF
FREEDOM
73

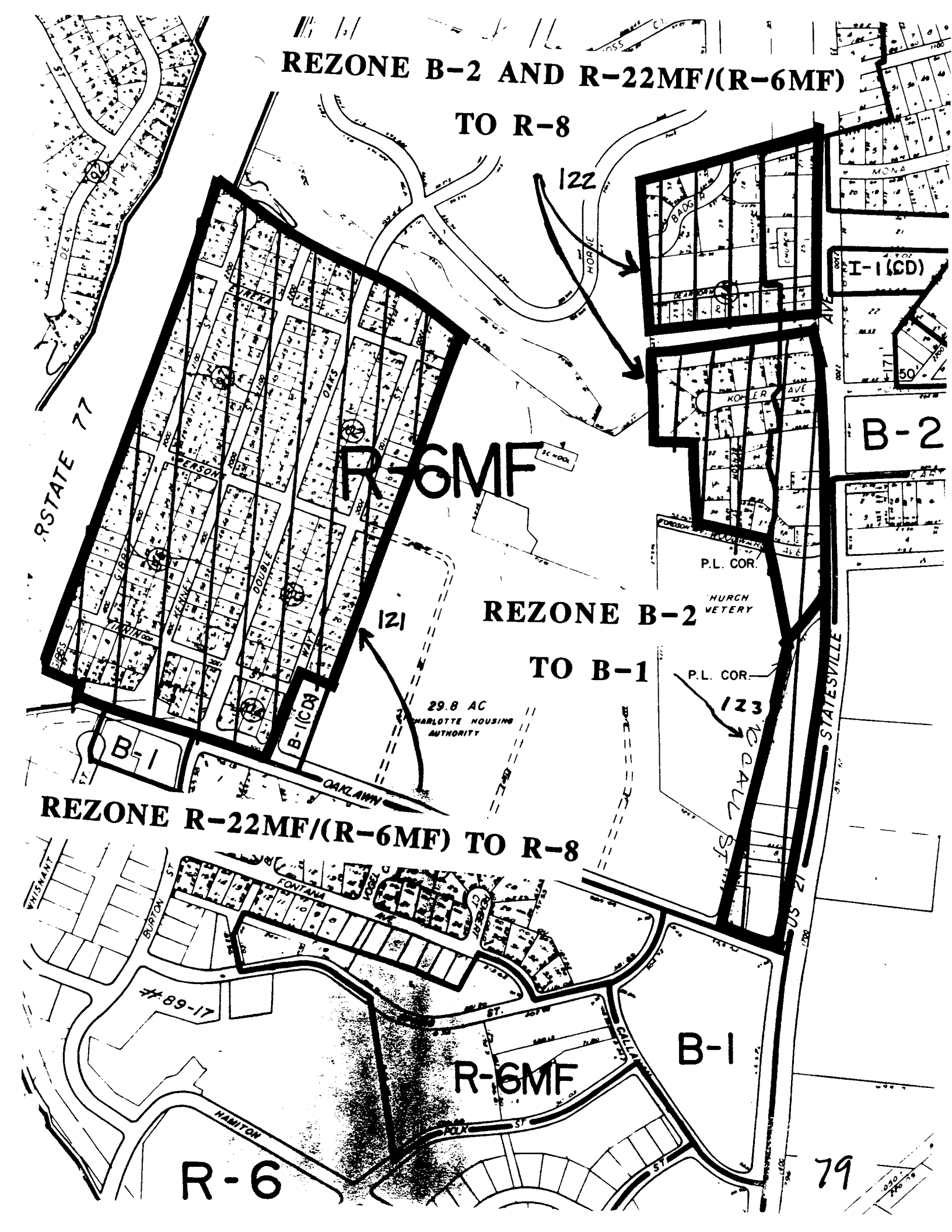

B-1
I-2
S.U.P. 3319
I-1
R-6
I-2
I-1
S.C.D.
R-6MF
S.U.P. 3319
CONDITIONAL USE - OUTDOOR AMUSEMENT UNDER SEC 23-4002
REZONE B-1 TO R-8
COND AMUSEMENT
9MF
R-9
R-9MF
R-9
74

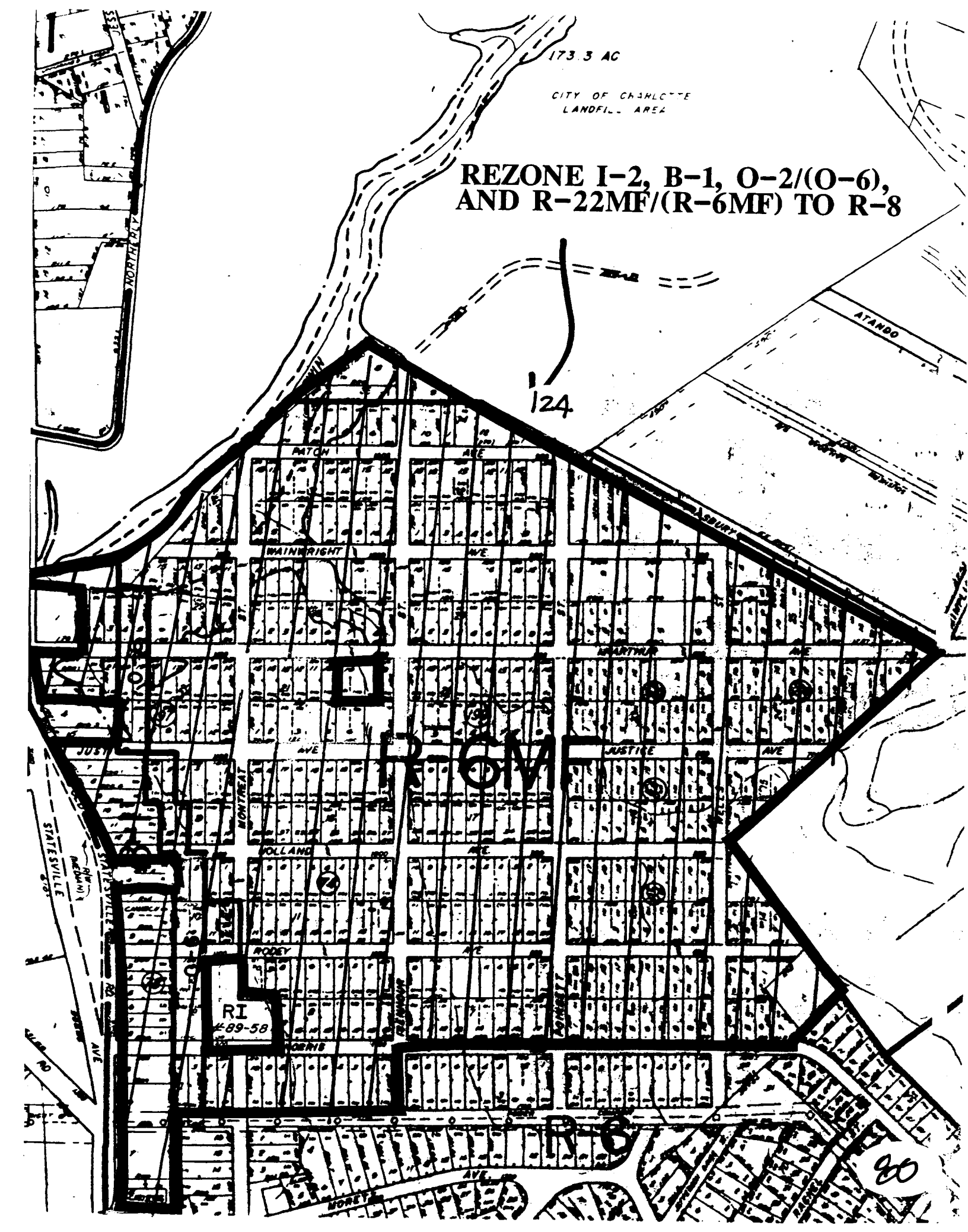

R-6MF
I-1
I-2
B-2
REZONE
R-22MF/(R-6MF)
TO R-5/(R-6)
114
75
PL. EXT.
PRYOR ST
STATE

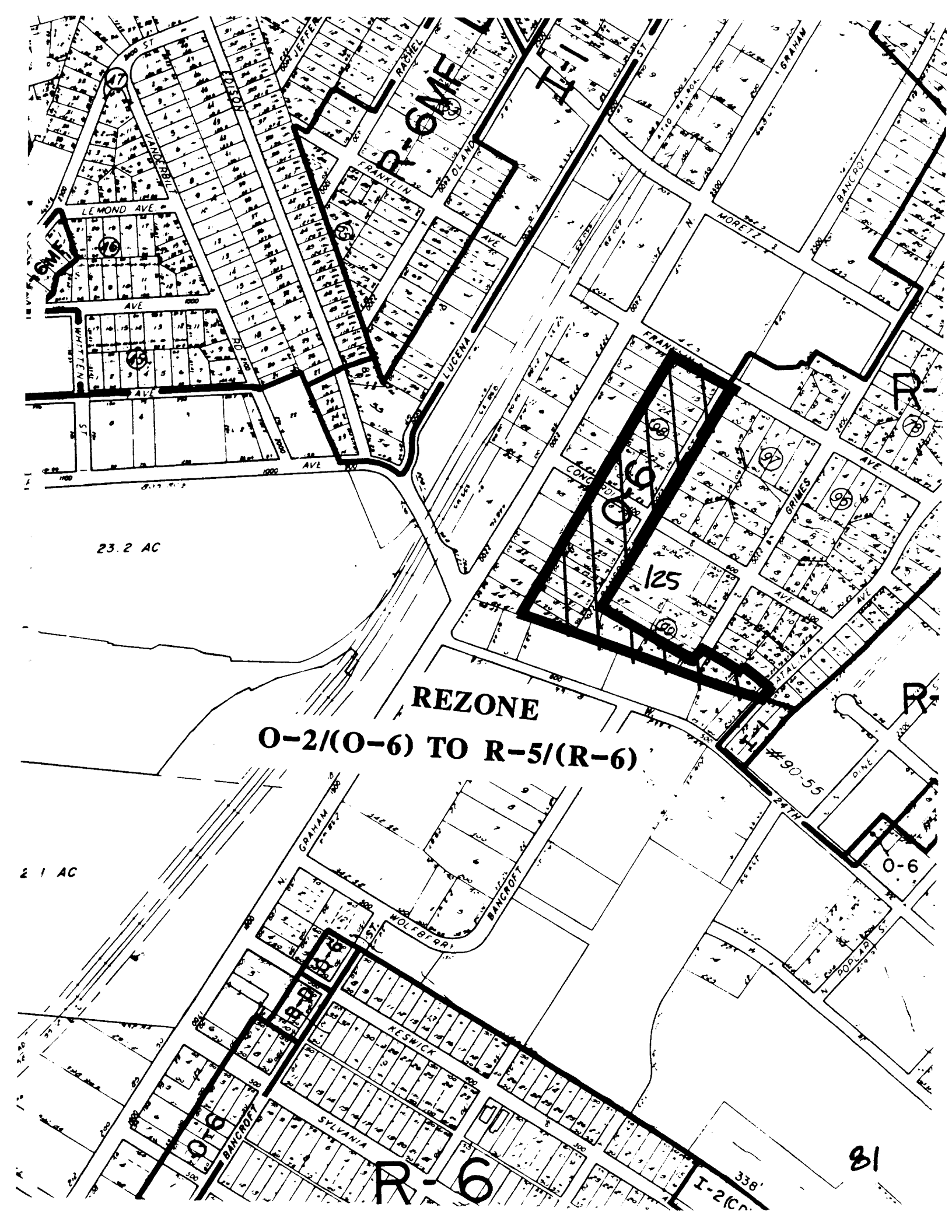

REZONE I-1 AND I-2
TO B-2
REZONE I-1 TO
R-22MF/(R-6MF)
REZONE B-2 TO R-8
B-2
I-2
I-1
R-6MF
22.9 AC
27.5 AC
TRADE ST.
CLYDE
CORONET
BUNGALOW
DR.
ROSELLE RD.
P.L. EXT.
STEWART
ROSLYN
SMALLWOOD
AVE.
CREEK
RAVENCROFT
SEPTEMBER
YELLOWSTONE
LAKE
HORNER
RAILROAD
CHAMBLAIN
PLANTERS PL.
119
120
115
70

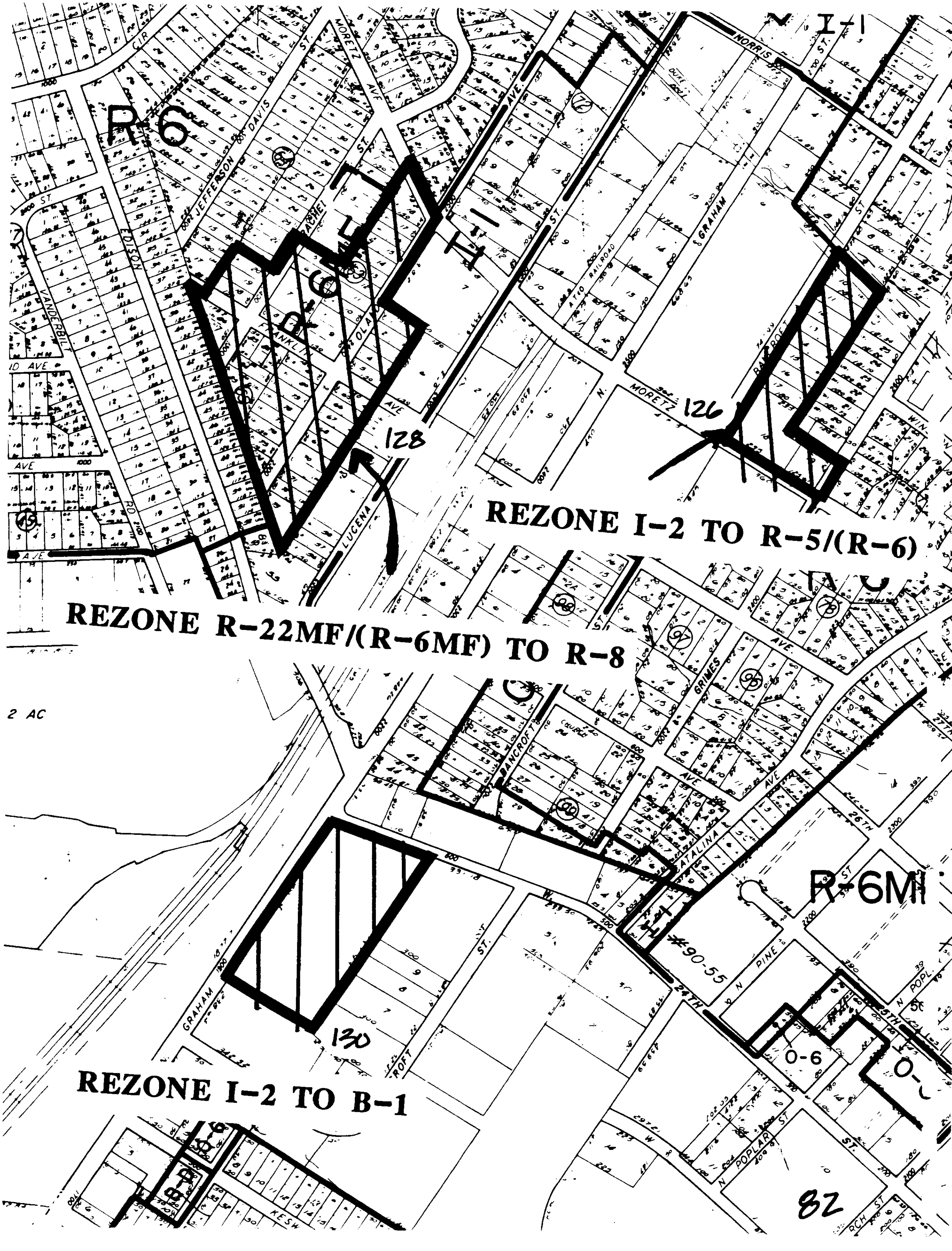

R-15MF
R-15MF
R-6
R-6
B-1
I-1
IRE — FREEWAY
REZONE R-22MF/(R-6MF)
TO R-5/(R-6)
116
S.U.P.
23-36.7
117
R-6MF
REZONE R-22MF/(R-6MF) TO R-8
R-8
B-2
I-1
FRENCH
FORD
4728
J.C. SMITH UNIVERSITY (DORMS)
#86-10
I-

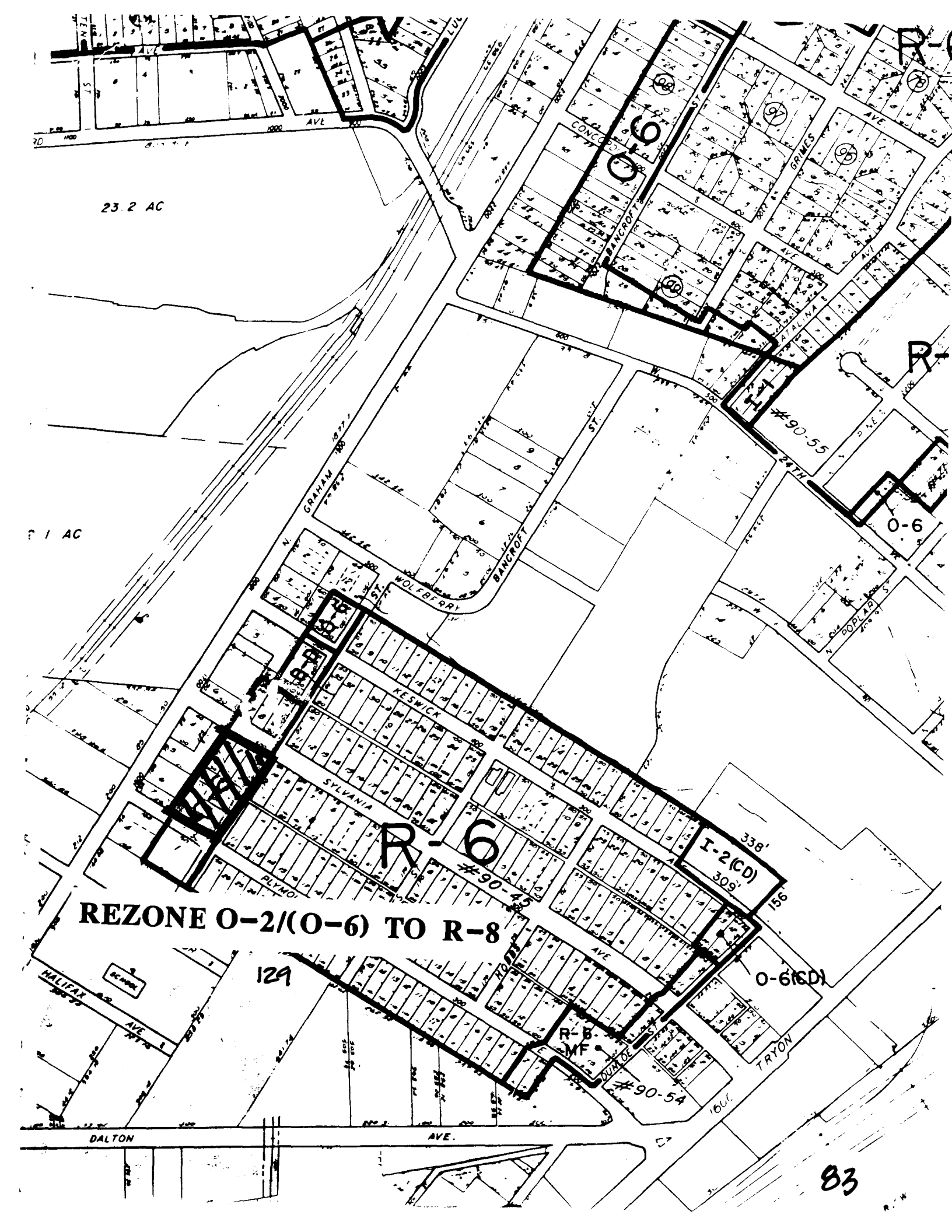

S.U.P. 23-36.7
O-6(CD)
WASHINGTON AVE.
CONDO
MULBERRY
MADISON
VAN BUREN
FAIRFIELD
CLIFTON
AVE.
FRENCH ST.
B-2
I-2
NORTHWEST EXPRESSWAY
BROOKSHIRE FREEWAY
MILL RD.
4703
4728
4702
(CARTER HALL)
HISTORIC BUILDINGS
J.C. SMITH UNIVERSITY (DOWNS)
(BIDDLE MEMORIAL HALL)
4701
R-6MF
R-9MF
PINEWOOD CEMETERY
SUMMIT AVE.
ANDRILL
I-1
4704
(OLD CARNEGIE LIBRARY)
J.C. SMITH UNIVERSITY
44.2 AC
4705
O-6
118
REZONE R-22MF/(R-6MF) TO INST.
CEMETERY
6MF
BRUNS AVE.
TRADE
6TH ST.
INTERSTATE 77
78

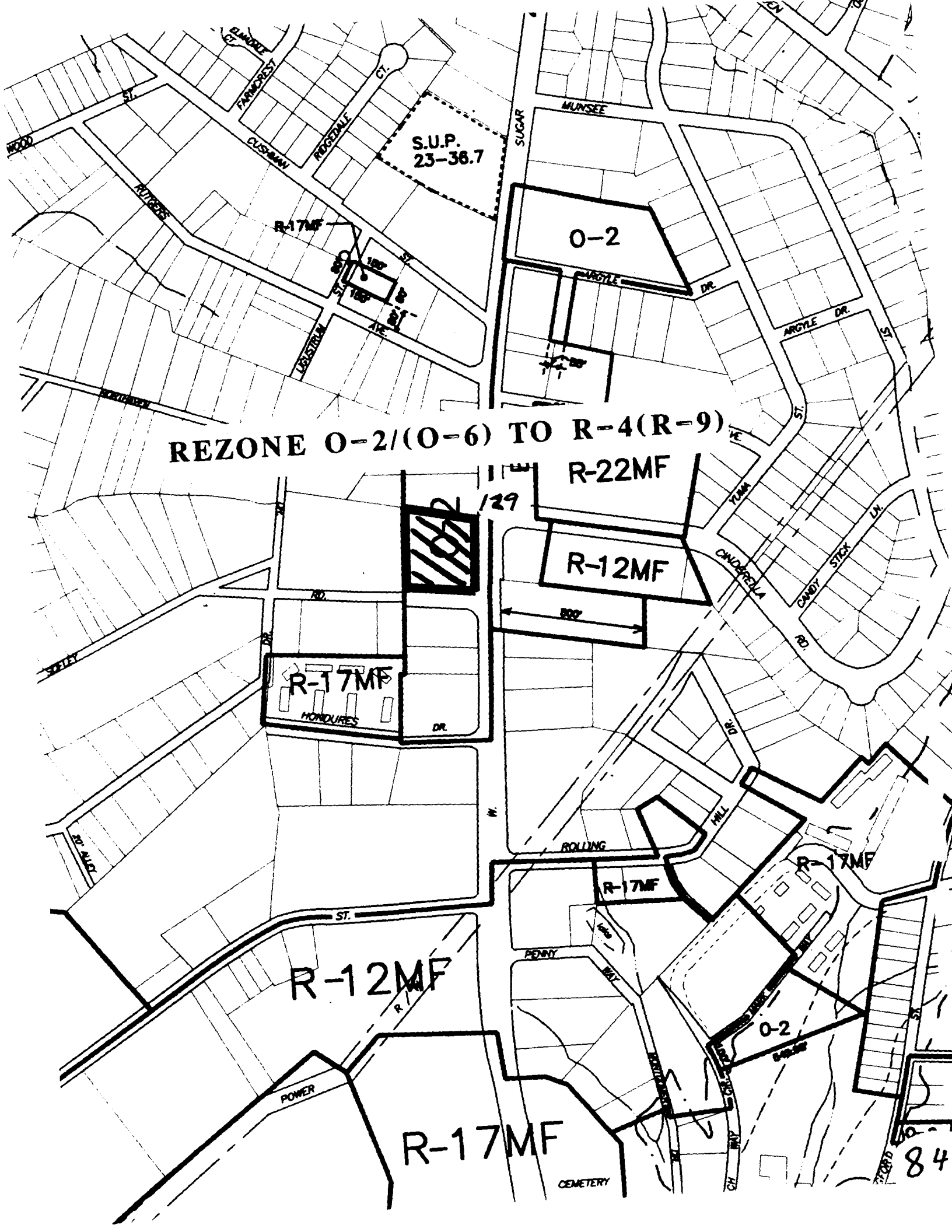

REZONE B-2 AND R-22MF/(R-6MF)
TO R-8
122
HORNE
BADG
MONA
I-1(CD)
AVE
KOHLER AVE
B-2
R-6MF
SCHOOL
PERSON
OAKS
DOUBLE
WAY
KENNE
GIBBS
YANKIN
B-1(CD)
B-1
OAKLAWN
121
REZONE B-2
TO B-1
29.8 AC
CHARLOTTE HOUSING AUTHORITY
P.L. COR.
MURCH
VETERY
P.L. COR.
123
McCALL ST
STATESVILLE
US 21
REZONE R-22MF/(R-6MF) TO R-8
WHISNANT
BURTON ST
FONTANA
AVE
#89-17
ST.
CALLAHAN
R-6MF
B-1
HAMILTON
PAX
ST
R-6
79

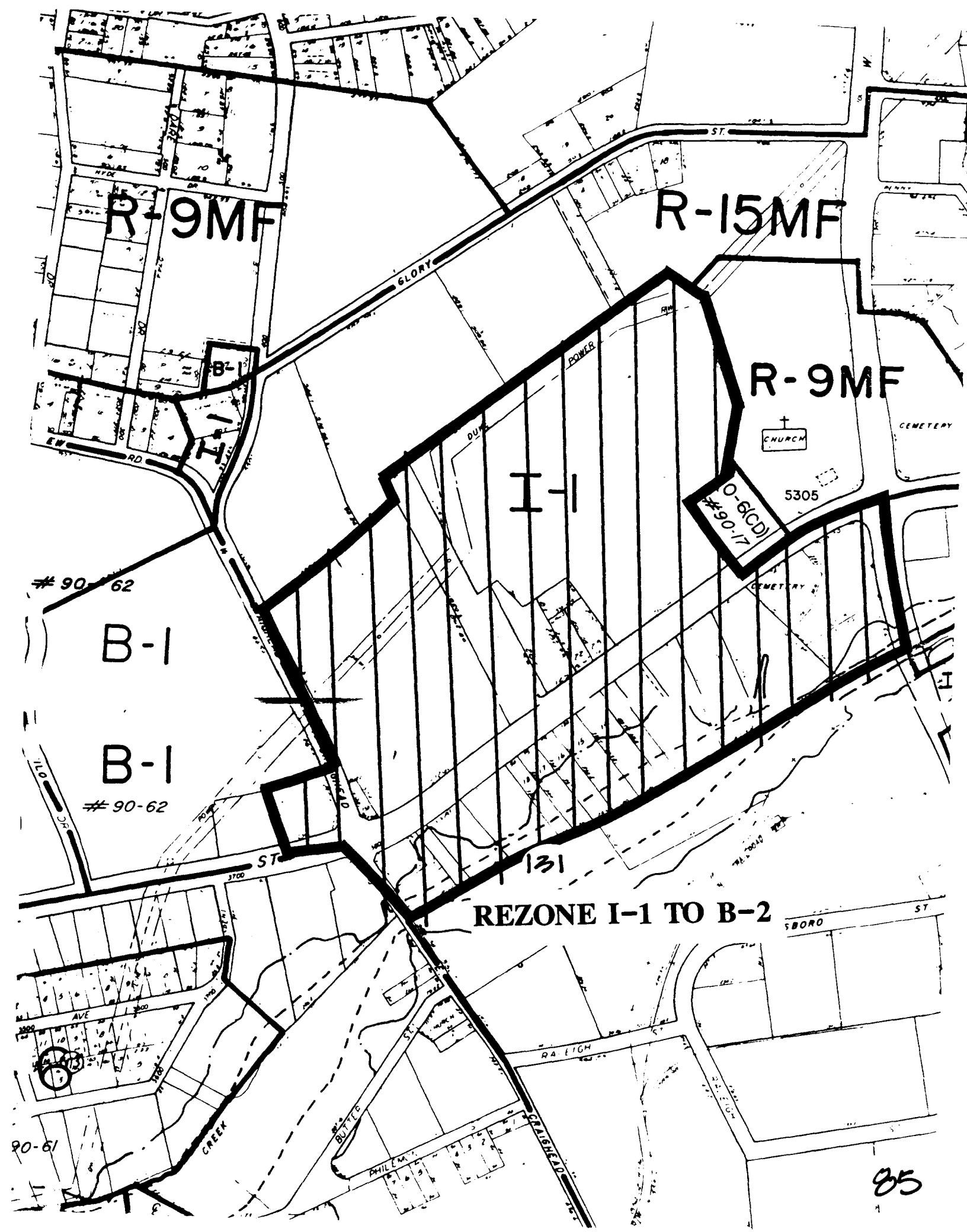

REZONE I-2, B-1, O-2/(O-6), AND R-22MF/(R-6MF) TO R-8
173.3 AC
CITY OF CHARLOTTE LANDFILL AREA
ATANDO
PATON AVE
WAINWRIGHT AVE
MONTEVT
JUSTICE AVE
ROLLAND AVE
RODEY AVE
STATESVILLE AVE
R-6M
R-6
RI #89-58
124

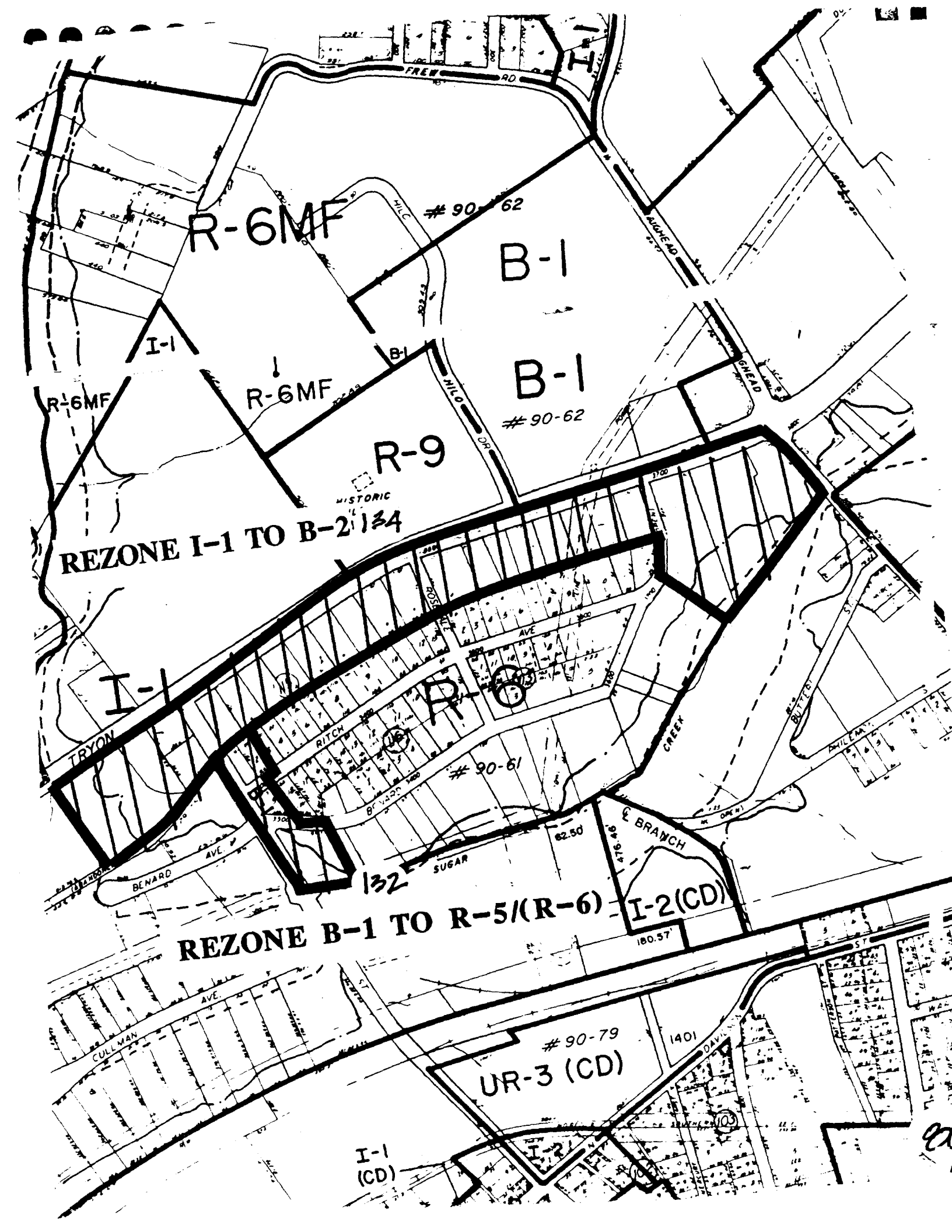

REZONE
O-2/(O-6) TO R-5/(R-6)
23.2 AC
2.1 AC
125
R-6MF
R-6
O-6
I-1
LEMOND AVE
VANDERBILT
EDISON
JEFFERSON ST
RACHEL
FRANKLIN
OLAND
LUCENA
MORETZ
GRAHAM
BANCROFT
WHITTIER AVE
GRIMES
ATALNA
#90-55
WOLFBERRY
KESWICK
SYLVANIA
POPLAR
338'
81

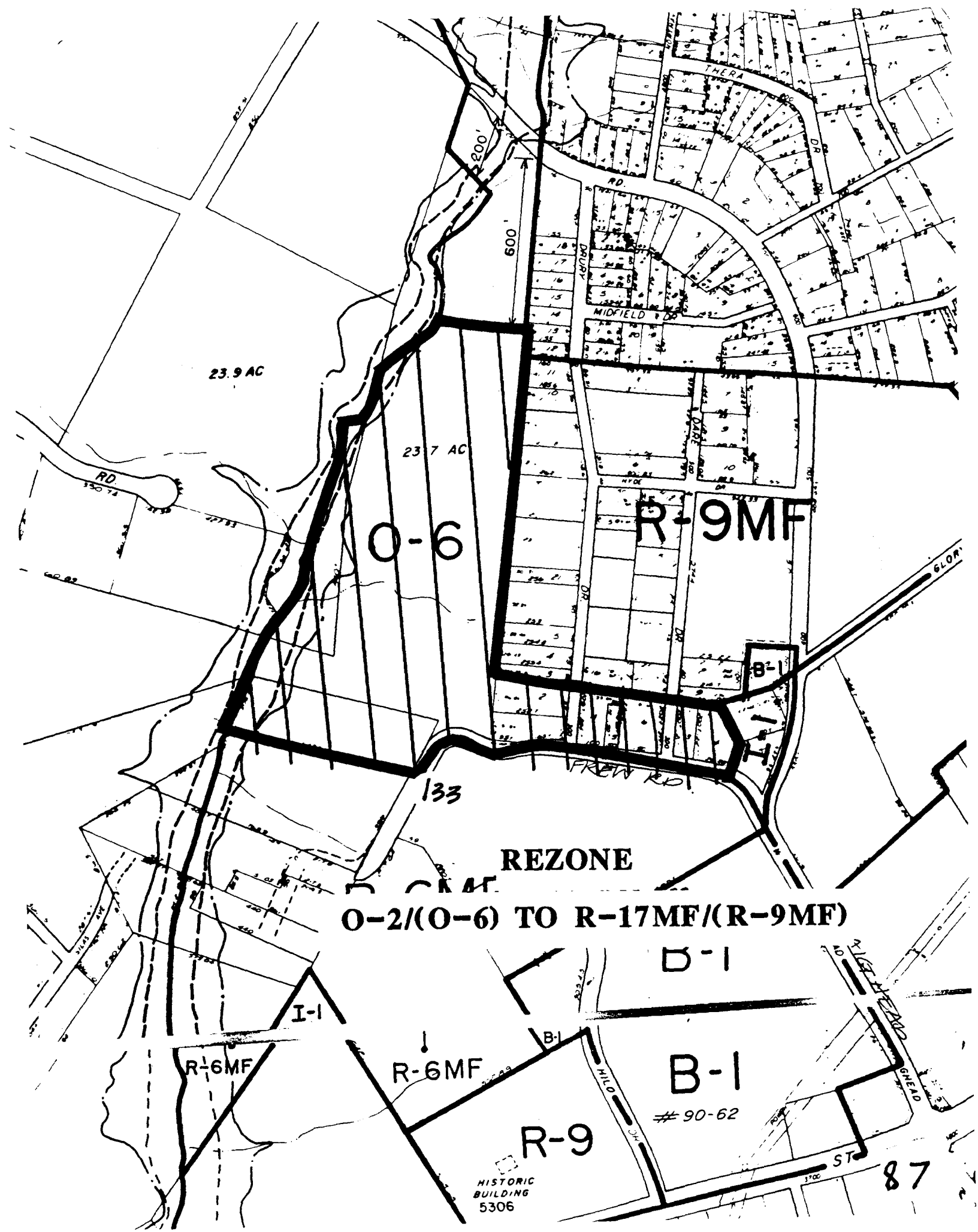

R-6
I-1
I-1
REZONE I-2 TO R-5/(R-6)
126
128
REZONE R-22MF/(R-6MF) TO R-8
130
REZONE I-2 TO B-1
R-6MF
#90-55
O-6
82
JEFFERSON
DAVIS
EDISON
VANDERBILT
LUCENA
GRAHAM
MORETZ
NORRIS
BANCROFT
GRIMES
CATALINA
PINE
N POPLAR ST
24TH
26TH
27TH
2 AC

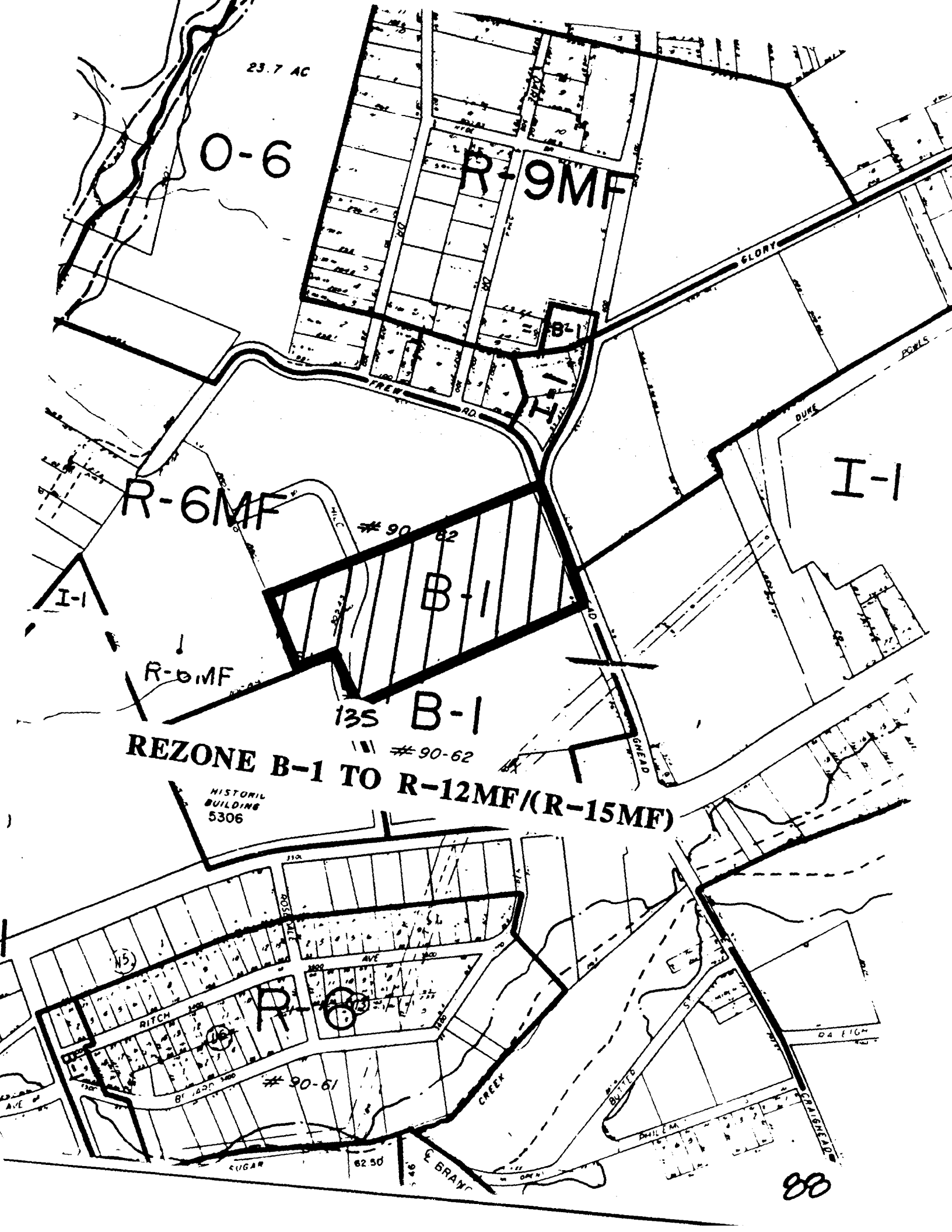

REZONE O-2/(O-6) TO R-8
23.2 AC
R-6
R-8
R-8MF
I-1
I-2(CD)
O-6
O-6(CD)
#90-55
#90-43
#90-54
GRAHAM ST.
BANCROFT ST.
WOLFBERRY
KESWICK
SYLVANIA
PLYMOUTH
DUMOE ST.
TRYON
DALTON AVE.
HALIFAX AVE.
GRIMES AVE.
CONCORD ST.
ATALNAE
24TH
DOPLAR ST.
338'
309'
156
129
83

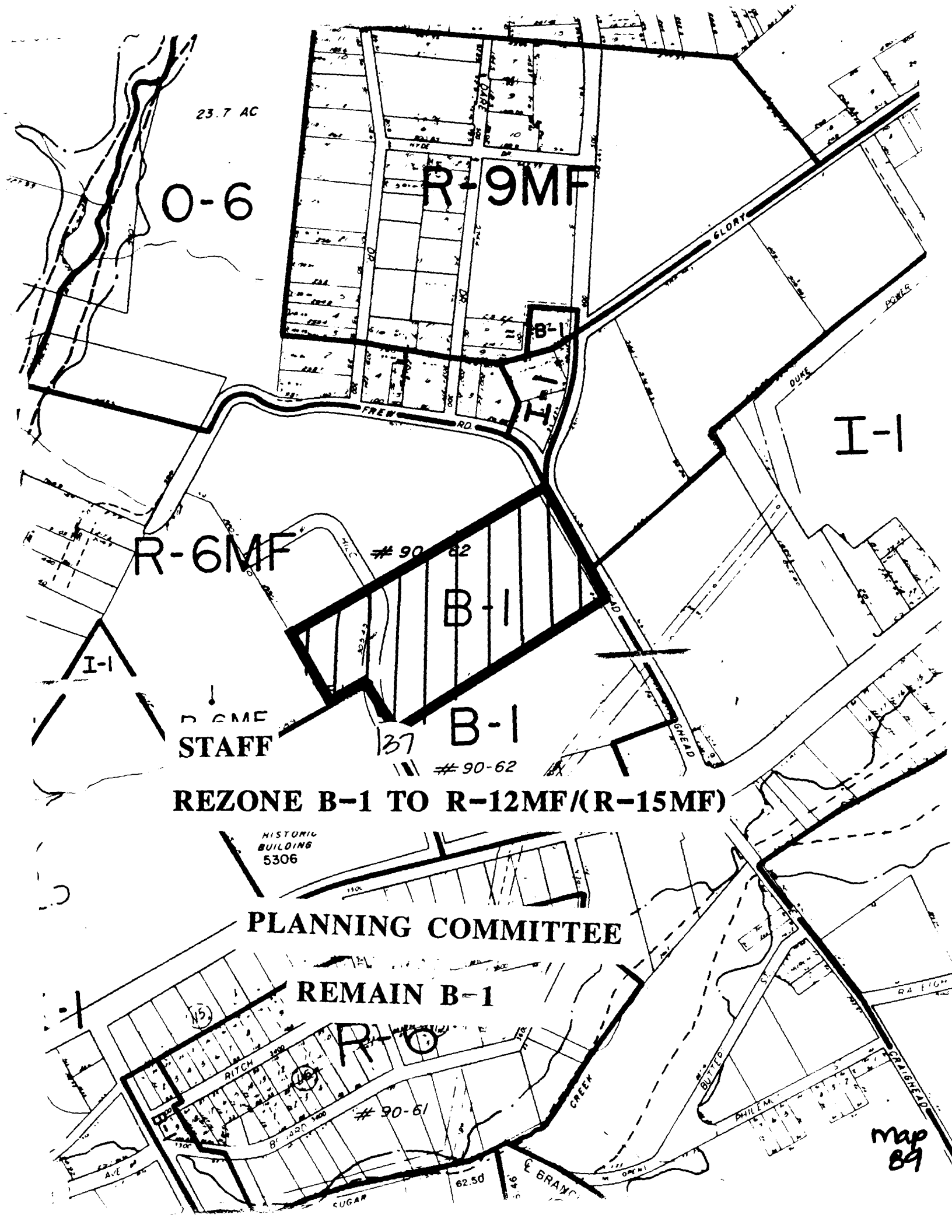

REZONE O-2/(O-6) TO R-4(R-9)
S.U.P. 23-36.7
O-2
R-22MF
R-12MF
R-17MF
R-17MF
R-17MF
R-12MF
R-12MF
R-17MF
O-2
129
SUGAR
MUNSEE
ARGYLE DR.
YUMA
CANDY STICK LN.
CINDERELLA RD.
SHELLEY
HONDURES DR.
ROLLING HILL DR.
PENNY WAY
POWER
CEMETERY
WOOD ST.
FARMCREST CT.
RIDGEDALE CT.
CUSHMAN ST.
RUTGERS ST.
LEGISTRUM AVE
NORTHERN
84


R-9MF
R-15MF
R-9MF
B-1
I-1
O-6(CD)
#90-17
#90-62
B-1
B-1
#90-62
GLORY
POWER
CHURCH
CEMETERY
5305
131
ST
REZONE I-1 TO B-2
RALEIGH
GRAINGER
90-61
85


R-6MF
#90-62
B-1
I-1
R-6MF
R-6MF
B-1
B-1
#90-62
R-9
HISTORIC
REZONE I-1 TO B-2
134
I-1
R-6
#90-61
TRYON
BENARD AVE
132
SUGAR
BRANCH
62.50
REZONE B-1 TO R-5/(R-6)
I-2(CD)
180.57'
#90-79
UR-3 (CD)
I-1
(CD)
CULLMAN AVE
FREW RD
HILO DR
AUGHEAD RD
ROSS AVE
RITCH
BERNARD
CREEK
BUTLER
AHLEM
DAVIS


REZONE
O-2/(O-6) TO R-17MF/(R-9MF)
O-6
R-9MF
23.9 AC
23.7 AC
600'
200'
THERA DR
RD.
MIDFIELD DR
RD
B-1
FREW RD
133
I-1
R-6MF
R-6MF
B-1
B-1
#90-62
R-9
HISTORIC BUILDING
5306
HILO
ST
87


23.7 AC
O-6
R-9MF
GLORY
FREW RD
I-1
R-6MF
I-1
DUKE
90
62
B-1
I-1
R-6MF
135
B-1
90-62
REZONE B-1 TO R-12MF/(R-15MF)
HISTORIC BUILDING 5306
R-6
90-61
CREEK
CRAIGHEAD
62.50
88


23.7 AC
O-6
R-9MF
B-1
I-1
FREW RD.
GLORY
DUKE POWER
I-1
R-6MF
#90-62
B-1
I-1
B-1
#90-62
STAFF
REZONE B-1 TO R-12MF/(R-15MF)
HISTORIC BUILDING 5306
PLANNING COMMITTEE
REMAIN B-1
R-10
#90-61
RITCH
BIZZARD
CREEK
BUTTER
CRAIGHEAD
62.50
SUGAR
Map 89

Charlotte-Mecklenburg Planning Commission
600 East Fourth Street
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704-336-2205