

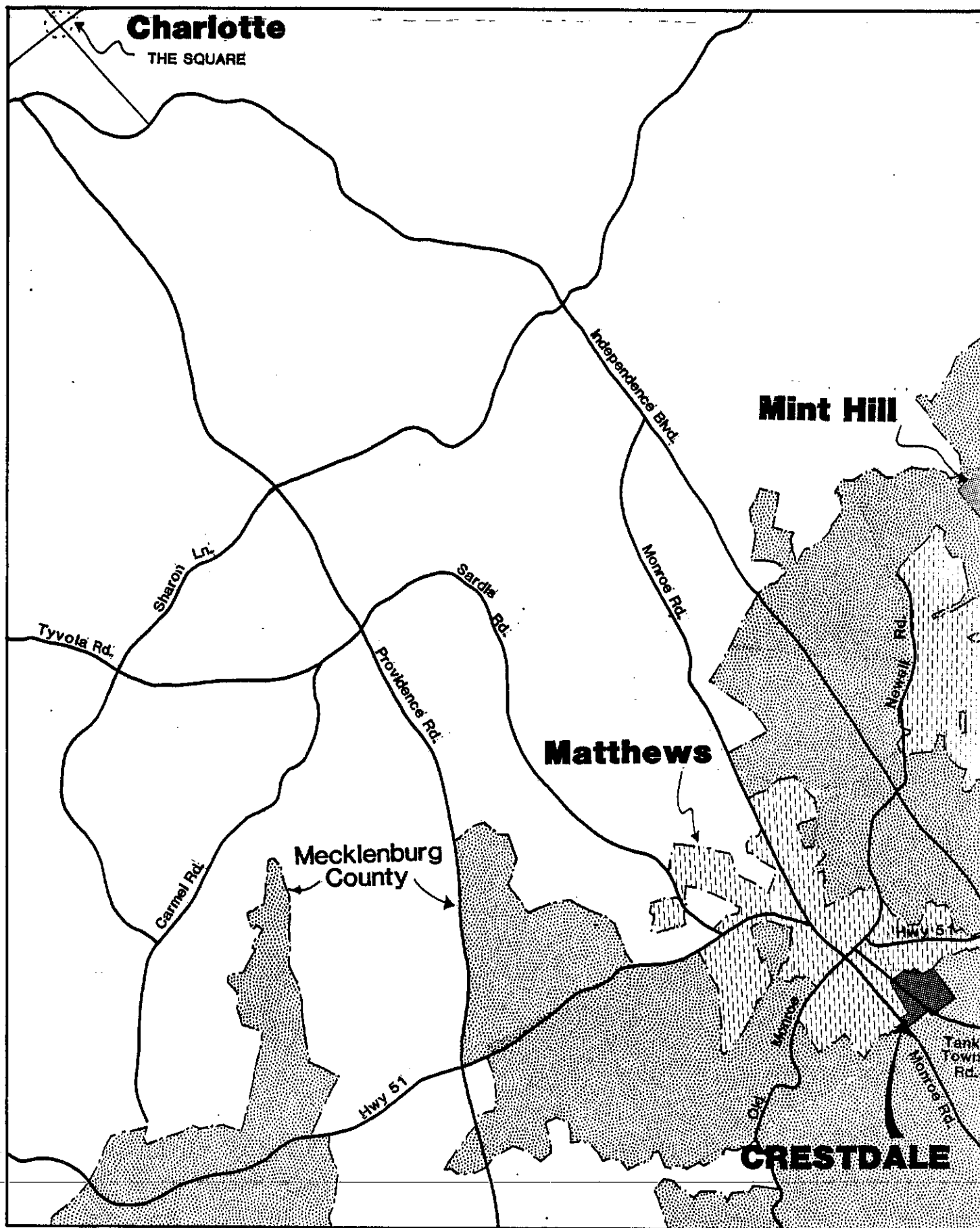
CRESTDALE SPECIAL PROJECT PLAN

**Adopted by:
Mecklenburg Board
of County Commissioners**

June 1987

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INTRODUCTION

Crestdale is a predominantly Black, low income community in southeast Mecklenburg County. Bound on three sides by the City of Matthews, Crestdale consists of approximately 130 acres. One hundred and fifty residents inhabit the community today.

The history of Crestdale dates back to the early 1870's when the Carolina Central Railroad Company built a rail line linking Charlotte with Wilmington through Matthews and Crestdale. Black farmers from the Piedmont areas of South Carolina and Blacks from the Matthews and Charlotte areas were the original settlers.

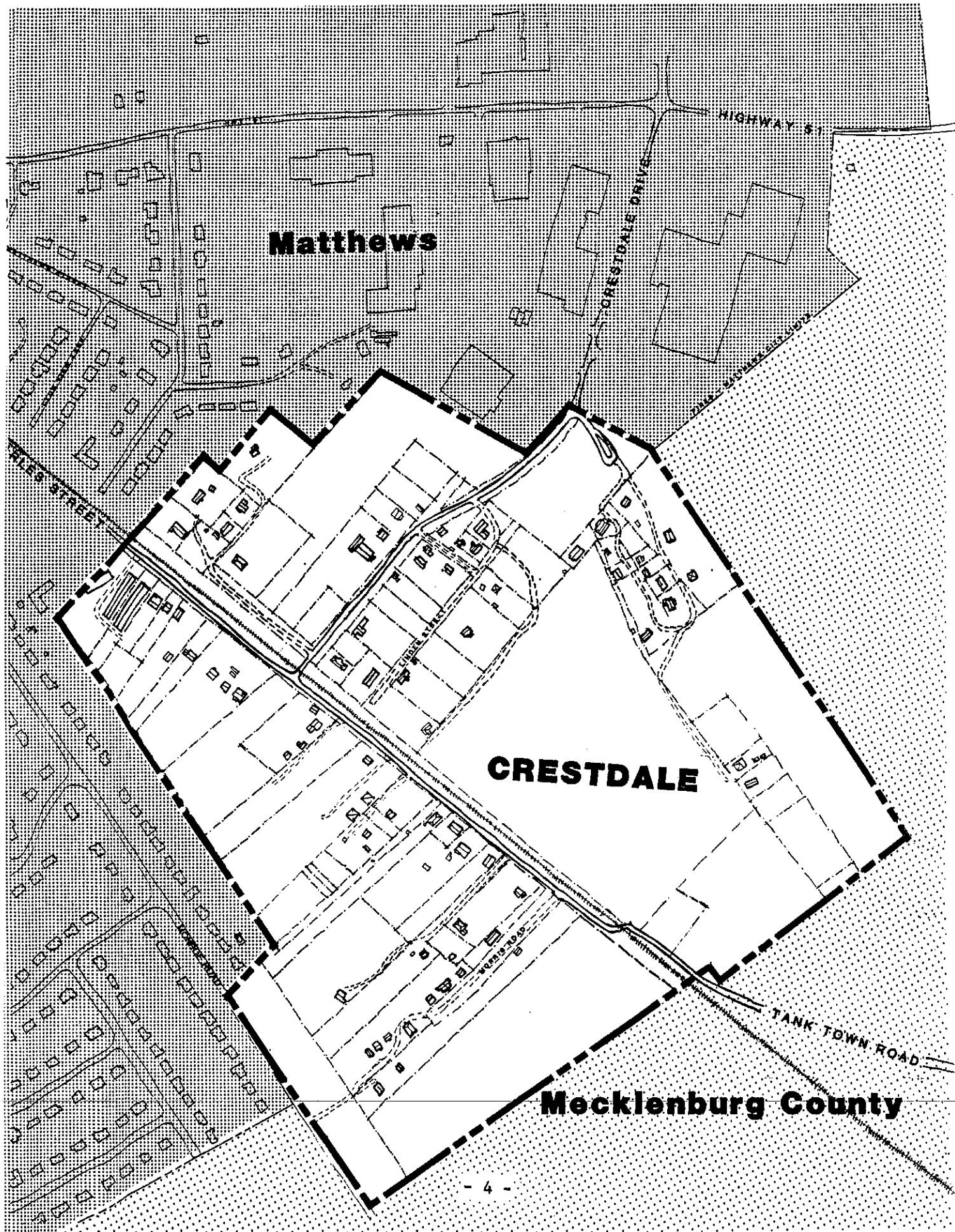
Crestdale was known as Tank Town in its early years; the former name related to a large water tower in the community where trains stopped to get water. In 1930, though, Crestdale became the official town name following the building of Crestdale School, a four-room brick structure that remained the community's school until its closing in 1966. (The all black enrollment was transferred to Matthews after the school's closing, thus integrating the school system.)

The church has always played a vital role in the Crestdale community. Mount Moriah Baptist Church, erected in 1879, was the first church established by the town's residents. The House of Prayer Church was built in 1928. Both churches remain open for worship.

History and family ties have been the glue that has held the community together through the years. But progress has bypassed the town. The infrastructure - the roads and water and sewer system - is in poor condition or non-existent. The majority of the fifty homes that exist are dilapidated, many of which do not have indoor plumbing. No park exists for the children to play in, and the neighborhood businesses are not adequate to serve the community. It's simply been a forgotten enclave.

The residents of Crestdale do not want to leave their town; they want to improve it. The County Commission recognized the need of the residents and requested that the Planning Commission prepare a land use plan for the community that would address existing problems as well as provide direction for growth opportunities. This special project plan is in response to the County Commission's request.

CRESTDALE COMMUNITY



SUMMARY OF RECOMMENDATIONS
CRESTDALE SPECIAL PROJECT PLAN

COMMUNITY DEVELOPMENT:

- o Develop a county program to upgrade housing, infrastructure, and community services in low income neighborhoods.
- o Investigate creating a non-profit organization for implementing this special project plan.
- o Continue county support for private sector assistance to the Crestdale community.
- o Develop job training and educational programs for residents.

LAND USE:

- o Prohibit any expansion of industrial uses within Crestdale and along Tank Town Road.
- o Work with owners of existing industries within and surrounding Crestdale to provide buffers and screening adjacent to residential land.
- o Use the old school house parcel as a part of the gateway to Crestdale from Highway 51. Encourage a use of the property that is community-oriented.

ZONING:

- o Rezone all residential areas R-12MF and R-12 to R-9 to accommodate affordable housing.
- o Rezone several parcels north of Crestdale Drive to R-12MF to allow for elderly housing; however no rezoning will take place until a specific proposal is made.
- o Rezone the triangular piece of land adjacent to Crestdale and the existing industrial park from I-2 to I-1.
- o Rezone a portion of the old school site to R-12MF.
- o Include in the zoning ordinance rewrite provisions for modular, prefab, or manufactured homes to provide housing opportunities for low income residents.

BUILDING CONDITIONS:

- o Continue and improve housing assistance programs.

INFRASTRUCTURE AND COMMUNITY SERVICES:

- o Extend water lines to all areas of Crestdale.
- o Continue financial assistance for water service to indigent residents.
- o Extend sewer lines for existing residences and for future development.
- o Upgrade existing streets and eventually pave them.
- o Create a street network providing access for all areas of Crestdale.

SIDEWALKS AND CURBS:

- o Construct sidewalks along Tank Town Road and throughout the existing neighborhood.
- o Provide right-of-way for sidewalks when new streets are developed.
- o Develop sidewalks and curbs along Crestdale Drive.

STREET LIGHTS:

- o Locate street lights along Crestdale Drive and Tank Town Road.
Eventually, light proposed roads when constructed.

PARK AND COMMUNITY CENTER:

- o Purchase the old school site for a park and multi-purpose community center.

TRASH PICK-UP:

- o Provide a community dumpster in a location accessible to all residents.

STREETSCAPE AND TREE COVER:

- o Preserve existing trees unless absolutely necessary for removal.
- o Enhance the appearance of the community by:
 - buffering industrial uses
 - developing streetscape treatments for Crestdale Drive
 - cleaning up railroad right-of-way
 - developing entry ways at Highway 51, at the intersection of Crestdale Drive with Tank Town Road, and at the Morris connection at Monroe Road
 - creating a pedestrian system linking the park with residences

ELDERLY HOUSING:

- o Develop an elderly housing facility within the neighborhood.

DEMOGRAPHICS

Census information is not available for Crestdale as a geographic area. To obtain information about the community, a door to door survey was conducted by the Agricultural Extension staff. Forty-two responses were tabulated, providing general demographic information about the present residents. The following are the survey results and analysis:

1. Length of Residency

Less than one year	2.5%
1 - 3 years	19.0%
5 - 10 years	7.0%
Over 10 years	57.0%

The high percentage (57%) of residents living at the same address for over ten years indicates a strong commitment by residents to remain in Crestdale particularly in spite of the adverse conditions in the community.

2. Monthly Rent or Mortgage Payment

No Payment (own)	50.0%
No Payment (rent)	5.0%
Payment (own)	12.0%
Payment (rent)	33.0%
Average Payment (own)	\$137.00
Average Payment (rent)	\$123.00

A large number of residents indicated no monthly payments, which is very surprising for a depressed area. Sixty-two percent (62%) of the respondents indicated they were owner-occupants compared to Mecklenburg County which has an owner-occupancy percentage of sixty percent (60.3%). High owner-occupancy is a very good indication of stability in the community.

3. Household Size

126 people/42 households	3 persons/household
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The average number of persons per household in Mecklenburg County is 2.69. Crestdale's average of three indicates a larger number of children or extended family situations than the County's average.

4. Age Characteristics

Crestdale:

Under 9 years	20.6%
10 - 19 years	15.0%
20 - 44 years	30.8%
45 - 64 years	16.6%
65 years and older	16.6%

Mecklenburg County:

Under 9 years	14.2%
10 - 19 years	17.4%
20 - 44 years	40.9%
45 - 64 years	19.2%
65 years and older	8.4%

Crestdale is well above the County average in the age brackets "under 9 years" and "65 and over". Both age groups will require special consideration when evaluating the Crestdale Community.

COMMUNITY DEVELOPMENT

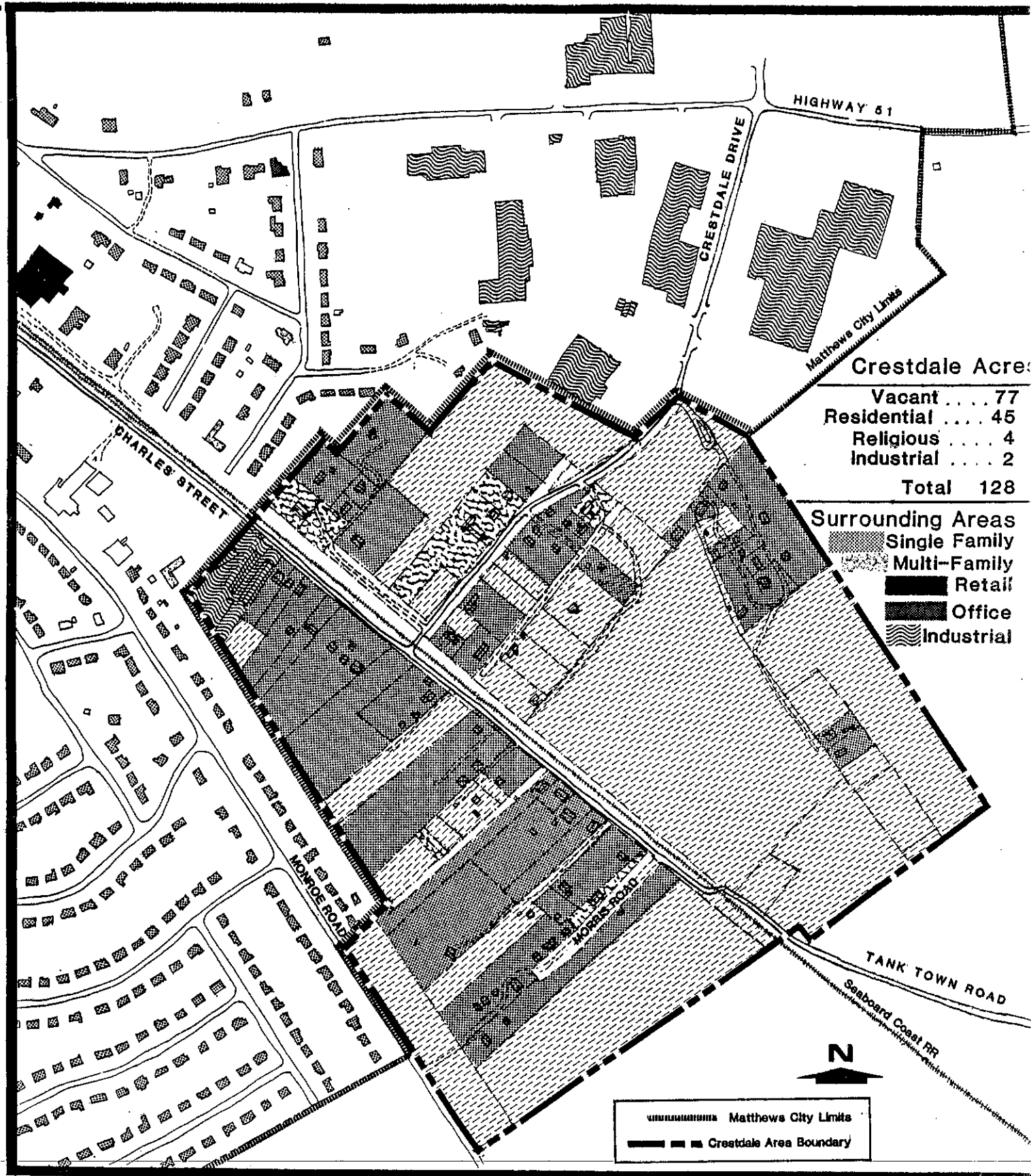
Mecklenburg County does not have a program focused on community development issues. Crestdale is one of several pockets of residential areas that are in need of assistance and special services. Presently, the County is also limited in its role as a development agency. Purchasing land in an area and offering development incentives is one function of a development agency that the County can not do. Therefore, private sector groups have been working for the community by contributing labor, money, and other resources for improving the living conditions in Crestdale.

Education and training programs are need to better equip residents for jobs. These efforts will offer residents the opportunity to find jobs or improve existing positions.

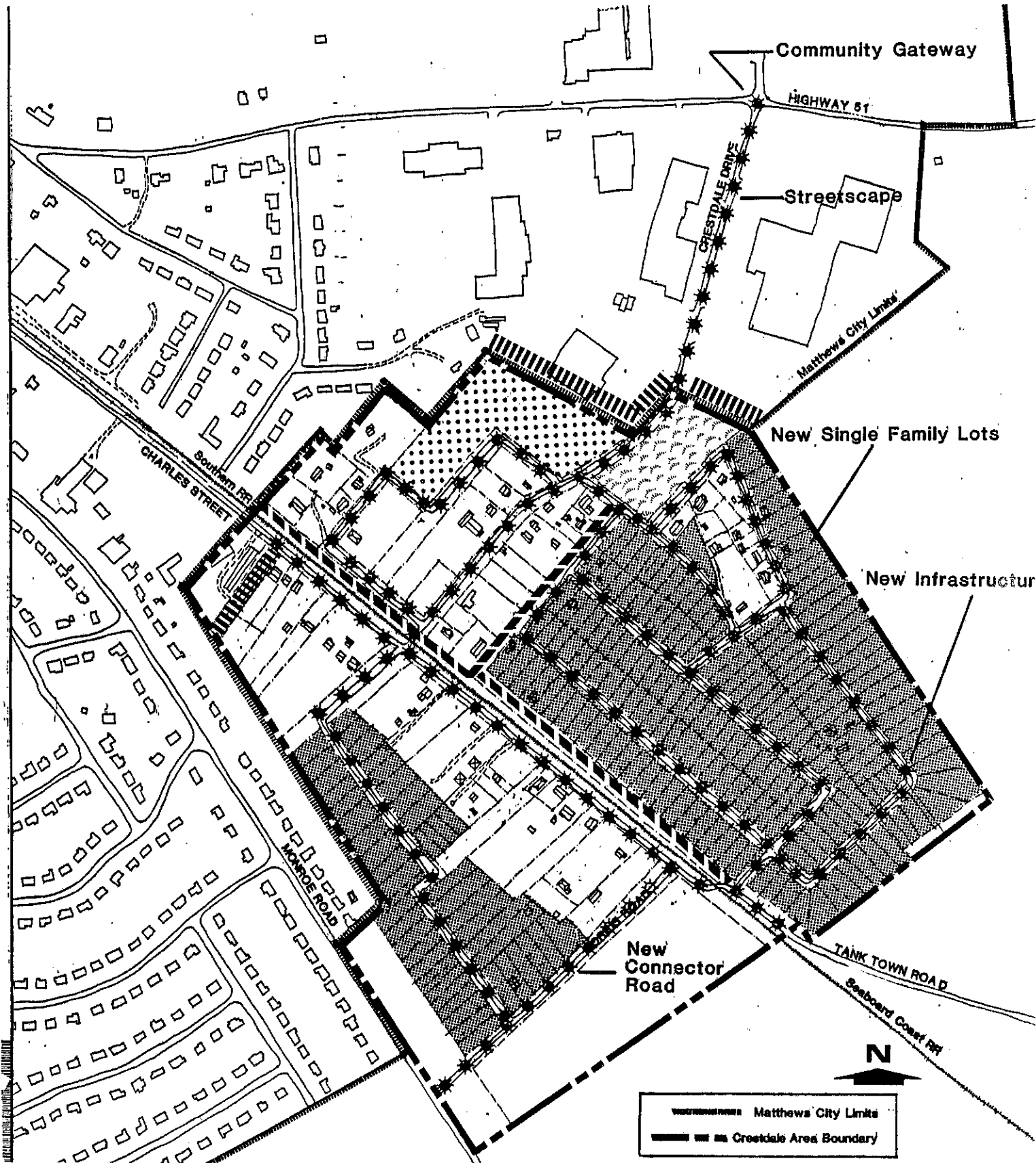
Recommendations:

- o Develop a county program that focuses on the development of communities like Crestdale, coordinating efforts to upgrade housing, infrastructure and community services.
- o Investigate the creation of a non-profit organization that can become a catalyst group for implementing the plan. This group could also hold land and direct the development of Crestdale.
- o Continue county officials' support for private sector efforts and offer as much assistance as possible.
- o Develop job training and educational programs for residents.

EXISTING LAND USES



DEVELOPMENT CONCEPT



● Elderly Residential

■ Single Family

~ Pedestrian Path & Park Link

★ Park & Community Center

||||| Industrial Buffer

LAND USE

Crestdale consists of approximately one hundred and thirty (130) acres with two primary land uses: vacant and residential. Very few land use problems exist as sixty percent (60%) of the area is vacant land with a large tree cover and underbrush. Thirty-five percent (35%) of the area is residential, all detached, single-family homes. The remaining five percent (5%) includes church property and industrial uses.

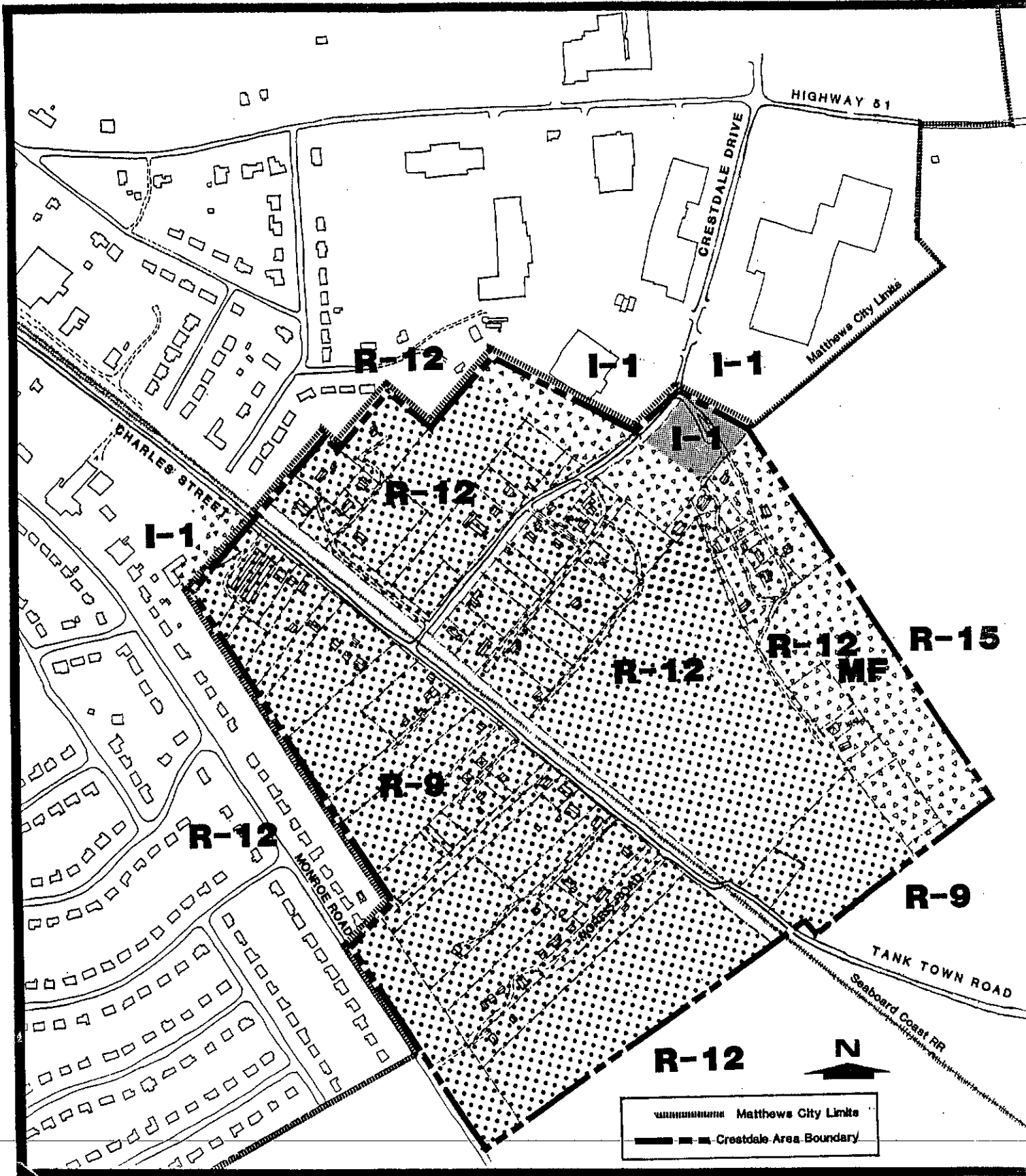
Existing industrial uses and potential for industrial expansion pose a threat to the residential integrity of Crestdale. Several industries are located along Tank Town Road creating conflicting edge conditions with the residences. The northern edge of Crestdale is adjacent to an industrial park. Abutting parcels are presently vacant, but have the potential of becoming residential in the future. Additional industrial intrusion into the community would create land use conflicts with future residential uses.

Another important land use consideration is the old school site at the northern edge of the community. The site literally functions as a street, bridging two residential areas of Crestdale. Historically, the site is valuable to the community as the location for the school which symbolized the existence of a community. Present land use policies promote the spreading of industrial use onto this site. Industrial use would harm the Crestdale community visually, physically and symbolically.

Recommendations:

- o Prohibit any expansion of industrial uses within Crestdale and along Tank Town Road leading into Crestdale.
- o Work with owners of existing industries within and surrounding the community to provide buffering and screening to soften the impact between the conflicting land uses.
- o Use the old school house parcel as part of the gateway to Crestdale from Highway 51. Encourage a use of the property that reinforces the unity of the community and symbolizes its present revitalization. A community center, park, and/or day care facility would be most appropriate for this site.

EXISTING ZONING



ZONING

The majority of Crestdale is zoned residential. Three different residential zoning classifications exist, two of which are for detached single-family and one for multi-family. All three classifications require lot sizes in excess of 9,000 square feet. The lot sizes prohibit in many instances, the development of affordable housing.

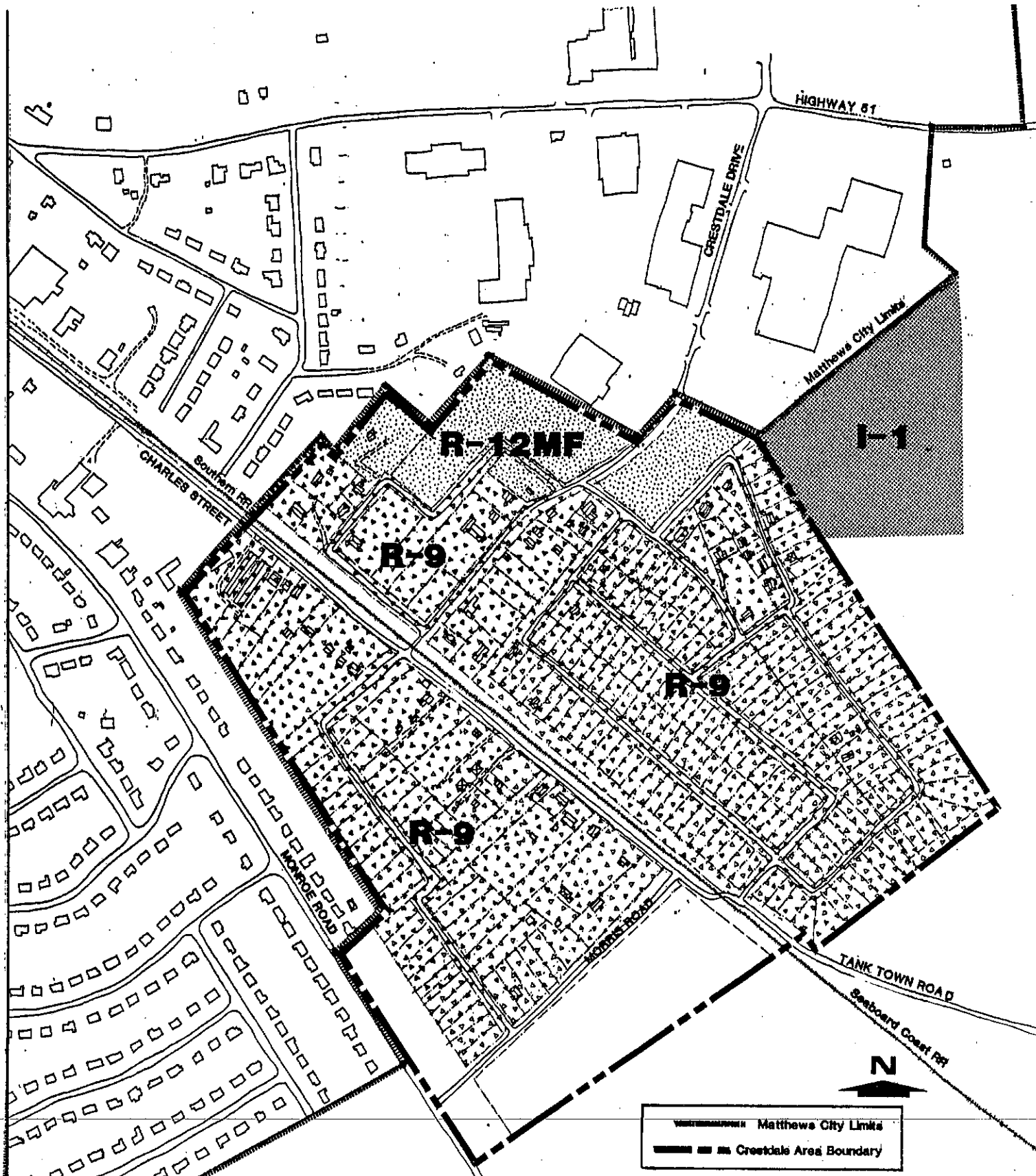
Creation of low income, single-family homes will be a primary challenge for the future growth and development of Crestdale. Building homes on larger sites requires more time and money being spent resulting in higher housing costs. The use of mobile homes to meet the housing needs is not preferred, because of the quality of construction and inability to mix mobile homes with other housing types. Manufactured homes, assembled at the site, represent the best alternative. In addition, housing for the elderly, currently comprising over 16% of the population, is needed.

The only property not zoned for residential is part of the old school parcel and land leading into Crestdale along Tank Town Road. These properties are zoned I-1. Also, adjacent to Crestdale and the existing industrial park, a triangular-shaped parcel of vacant land is zoned I-2. Although outside the study area, this land borders on residential properties in Crestdale. Industrial intrusion into existing and future residential areas would create conflicting edge relationships.

Recommendations:

- o Rezone all residential areas R-12MF and R-12 in Crestdale to R-9 to accommodate lower income housing needs. The minimum lot size would be 9,000 square feet, but larger lots and homes would not be prohibited.
- o Rezone several parcels north of Crestdale Drive (see Figure____) to R-12MF to allow for an elderly residential facility for the community; however no rezoning should take place until a specific proposal has been made.
- o Rezone the triangular parcel of land outside the study area, adjacent to the industrial park, from I-2 to I-1 to lessen the impact next to residentially zoned land.
- o Rezone a portion of the old school site to R-12MF.
- o Include in the zoning ordinance rewrite (currently underway) new standards for modular, prefab, or manufactured housing that will provide safe dependable, and affordable homes for Crestdale residents.

PROPOSED ZONING



EXISTING BUILDING CONDITIONS

In July of 1985 inspections were conducted by staff personnel from Community Development and Building Standards Departments. These inspections resulted in work evaluations for each home as a means of determining the amount of repairs needed.

Building conditions were divided into the following categories based upon ability to meet the County's "Minimum Housing Code" (MHC) requirements:

- Category A: These homes meet the MHC requiring no expenditure of money to repair.
- Category B: Homes in this category had inexpensive repairs required to bring them up to Category A level. (under \$1,500 in repairs)
- Category C: MHC violations were present in these homes, requiring over \$1,500 in repairs.
- Category D: Homes with MHC violations requiring immediate repairs were placed in this category. This classification was reserved for those homes that demolition was an alternative to major investment.

The following chart represents the totals from this inspection for each category and the relationship of owner-occupied and rental homes.

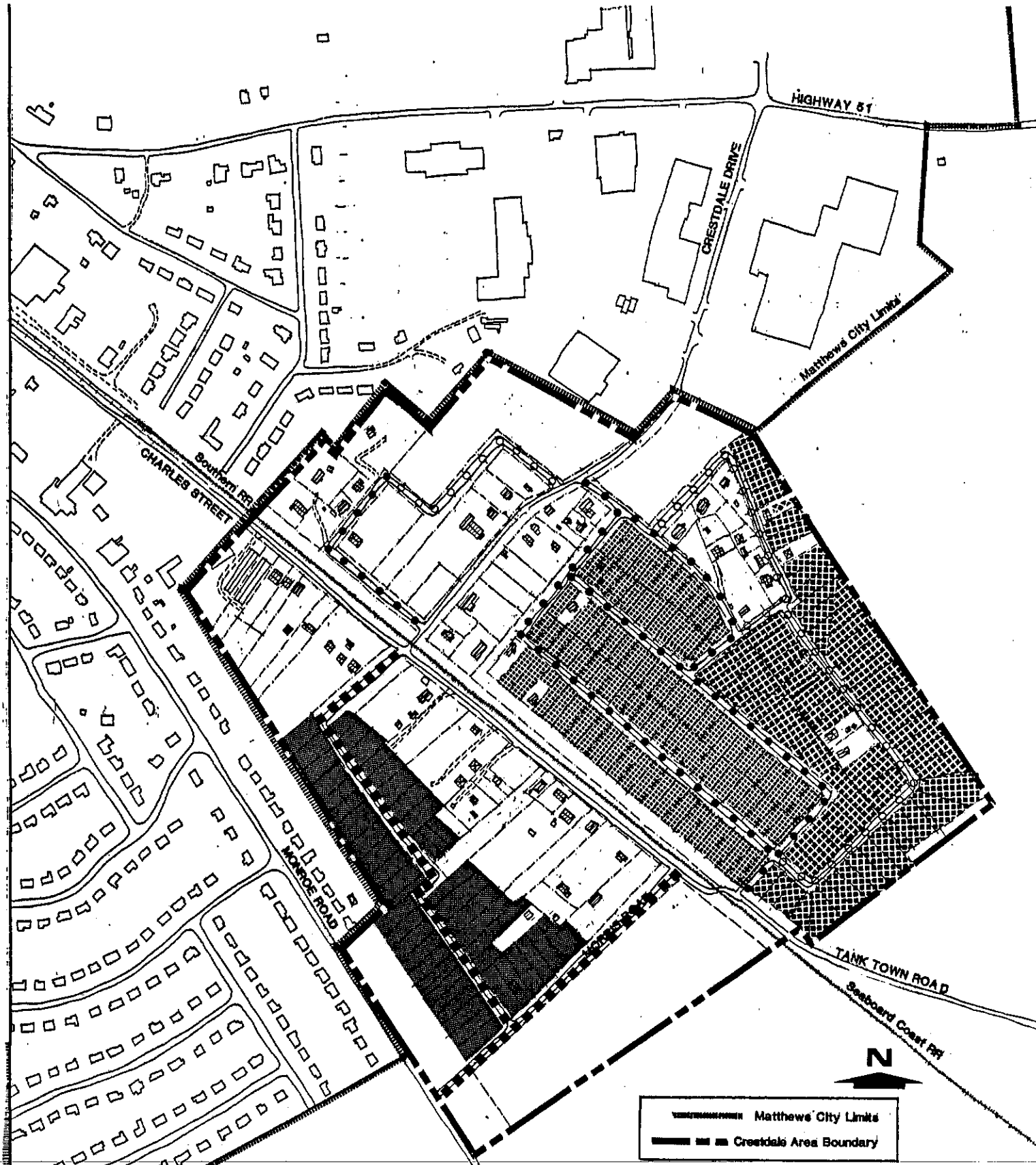
<u>Category</u>	<u>Owner-Occupied</u>	<u>Rental</u>	<u>Total</u>
A	3		3
B	11	1	12
C	16	9	25
D	4	5	9

Public funds are presently insufficient to assist with all of the repairs and development of adequate housing. Thirty-four homes in the Crestdale community need repair over \$1,500; this represents approximately seventy percent (70%) of the homes inspected. Thirty percent (30%) of the homes needing repaired are rental units. The need is great to stabilize the existing structures and provide housing meeting the minimum code requirements.

Recommendation

- o Continue efforts to provide housing assistance through private donations. Continued support is needed for existing housing repair programs from private and public sectors.

PROPOSED INFRASTRUCTURE



STREET DEVELOPMENT

- • • Phase One
- ◊ ◊ ◊ Phase Two
- ■ ■ Phase Three

- 17 -

WATER & SEWER

- 1st Priority
- 2nd Priority
- 3rd Priority
- 4th Priority

INFRASTRUCTURE AND COMMUNITY SERVICES

Infrastructure is a term that refers to services and facilities on which growth of a community depends; included are water, sewage treatment, roads and other public utilities. Crestdale lacks many of these basic installations. Unfortunately, Crestdale is in the County's jurisdiction which has no ongoing agency or program dealing with other infrastructure needs such as garbage pick-up, sidewalks, street lighting, etc. Analysis and recommendations to improve the infrastructure are stated below:

Water:

Water lines have been constructed to service a majority of the homes in Crestdale. Figure ____ indicates the location of the lines. Only ten homes have hookup to the lines. Residents have been unable to pay for the service as the cost is charged to the homeowner for the connection from the line to the home.

Several areas in Crestdale are not serviced by city water lines. New water lines are essential for Crestdale if proper health and welfare standards are to be developed for each residence. New developments need adequate access to water, or they will never come to reality.

Recommendations

- o Develop a strategy to extend water lines to all areas of Crestdale.

Sewage Treatment:

Access to sewer lines is also limited in Crestdale. In fact, sewer service is nonexistent. A survey conducted showed forty-seven percent (47%) of the homes without a septic system, indicating a large number of homes that have inadequate systems. Sewer access is as critical as water to properly meet the health and welfare concerns for the residents.

Recommendation

- o Provide adequate sewage for existing residences and for the future growth of Crestdale.

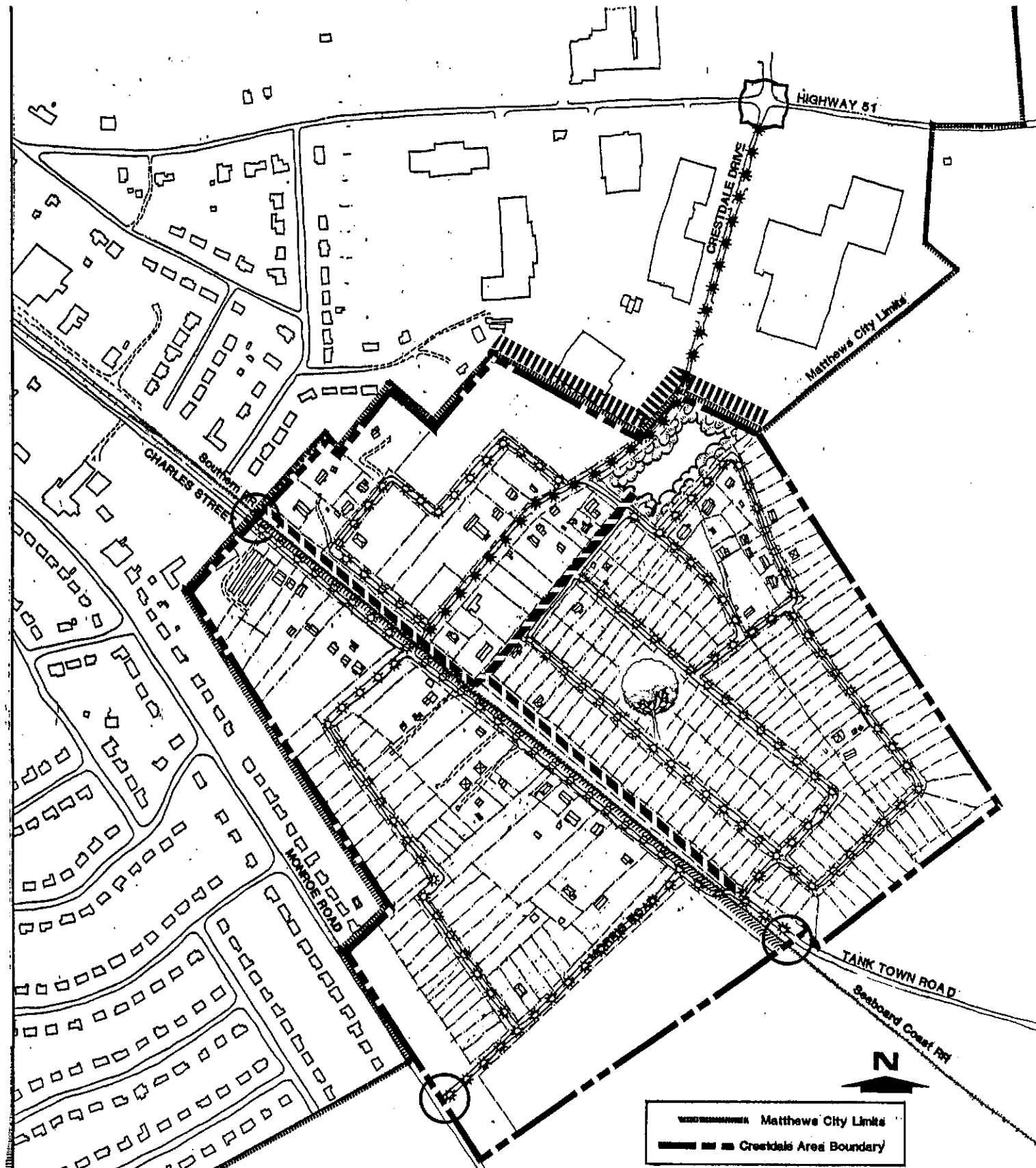
Roads:

Several existing streets are unpaved, unmarked, narrow and suffering from neglect. An inadequate street network to service potential, new development on vacant land also creates problems.

Recommendations

- o Upgrade existing streets as a first priority. This should include grading, filling and widening. A second priority would be to pave the streets.

STREETSCAPE



1st Priority

- ||||| Buffer Industrial/Residential Edge
- //// Clean Up Railroad R.O.W.
- *** Develop Streetscape
-  Maintain Existing Vegetation (Trees)

2nd Priority

-  Develop Entry
-  Develop Pedestrian Link
-  Develop Park Edges & Landscaping

3rd Priority

-  Entry Points
- *** New Streets - Landscap

- o Create a street network that will properly service the primary development areas. Buying right-of-way, paving streets and providing access to all areas of Crestdale is critical. Figure ____ highlights the priority streets for this network.

Sidewalks and Curbs:

No sidewalks or curbs exist in Crestdale resulting in several dangerous areas where pedestrians and motorists conflict. Residents of Crestdale can be seen walking the railroad lines between Matthews and Tank Town Road. Crestdale Drive does not have an area for pedestrians, and no transition exists between the paving and the lawns. Several residents have also stated that they walk through lawns to gain access to the shopping center to the west.

Areas that will be developing with new housing will need appropriate right-of-way for sidewalks. Public funds are not available for developments of a sidewalk system.

Recommendations

- o Develop sidewalks and curbs along Crestdale Drive.
- o Develop sidewalks along Tank Town Road and through the neighborhood to provide safe pedestrian movement. See Figure ____ for location of pedestrian ways.
- o Provide right-of-way for the placement of sidewalks and curbs when new streets are developed. Create a program to ensure the construction of sidewalks as the area is developed.

Street Lighting:

Residents on foot are visually isolated from other residents at night. The lack of street lighting increases the opportunities for the trash dumping to take place along Crestdale Drive as well. Crestdale presently has no street lighting along any of its roadways. The only lighting that is provided is from security lights that occasionally dot the community.

Recommendation

- o Place street lights along Crestdale Drive to establish this street as a primary pedestrian and neighborhood path. A second priority would include placing lights along Tank Town Road for security and safety. The third priority should include lighting the proposed primary streets.

Park and Community Center:

As a pocket community, Crestdale is in need of park and recreational facilities. Demographic information indicates a high percentage of children under the age of nine. These children presently are limited in their access to playgrounds. Recreational facilities for all age groups are lacking.

Also, residents have requested a community center for meetings and social gatherings. Presently church facilities are used for community meetings and presentations. A community center would be considered a long-term priority project as other needs are great for the community.

The merits for a park center facility increase as development of additional homes in the area occurs. Several potential sites exist for the facility, however the old school site would be the most appropriate as it has historic, community significance. Securing a proper site is very important.

Recommendations

- o Purchase the old school house site for use as a park and community center for Crestdale residents. Playground equipment should be the first priority including a picnic shelter. Private donations could be obtained to purchase the equipment. A second priority, as the area develops, would be to develop a basketball court, softball field, and other amenities for all ages as part of park and recreation facility.
- o Construct a multi-purpose building to provide educational, recreational, senior citizen, and child care programs for the community. Funding of the facility should be pursued from public and private resources. The churches should continue to be used until such a facility can be built.

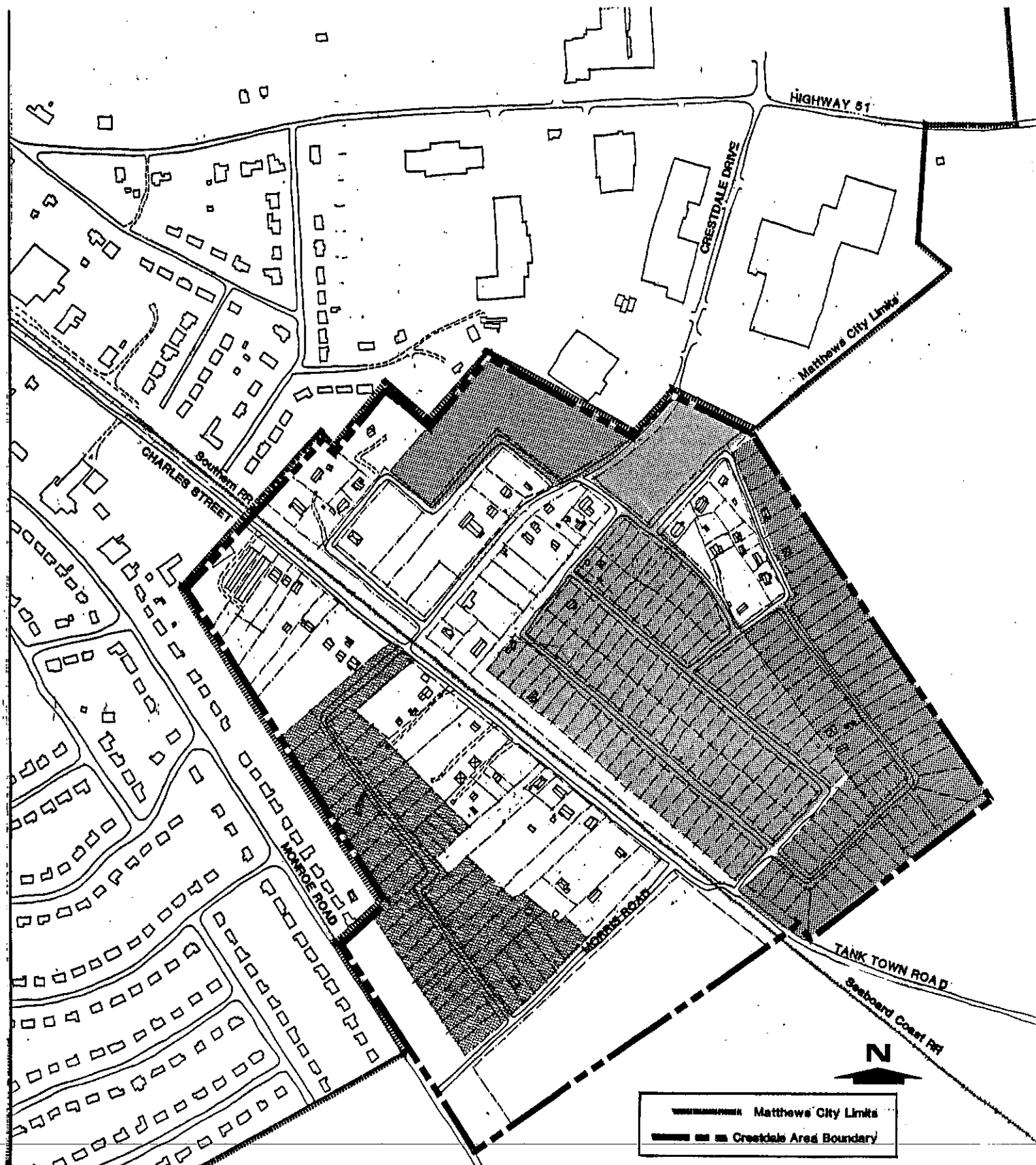
Trash Pick-Up:

Crestdale has problems with individuals dumping trash along streets and on lots within the community. The residents do not have trash pick-up service resulting in burning or disposing of trash elsewhere.

Recommendation

- o Provide a community dumpster at a location in the proposed park center that can be used by all residents to drop off trash.

RESIDENTIAL PHASING



Phase 1
105 Lots & Park

Phase 2
66 Lots & Elderly Residential

Phase 3
45 Lots

Streetscape and Tree Cover

Crestdale has very little development, and landscaping is very natural as it is a rural area with trees and native vegetation. The existing trees are an asset that must be maintained. Development pressures will most likely advocate mass clearing of this vegetation.

From a streetscape standpoint Crestdale is deficient. As a "place," it is not recognized by the motorist driving along Highway 51 or Tank Town Road. Entry and street enhancements are necessary to upgrade Crestdale's identity and image.

Recommendations

- o Remove existing trees only when necessary. Buildings and roads should be placed so as to minimize the removal of trees from the community. A concentrated effort must be made by future developers to maintain this wooded, natural environment.

- o Enhance the appearance of the community in accordance with the following priorities:

Priority 1:

- Clean up railroad right-of-way.
- Buffer existing industrial edges.
- Develop streetscape treatments for Crestdale Drive.

Priority 2:

- Develop entry ways at Highway 51 and at the intersection of Crestdale Drive and Tank Town Road.
- Landscape the proposed park.
- Design a pedestrian system linking the park with the residential areas.

Priority 3:

- Develop entry ways into Crestdale on Tank Town Road and the new Morris Street connection at Monroe Road.

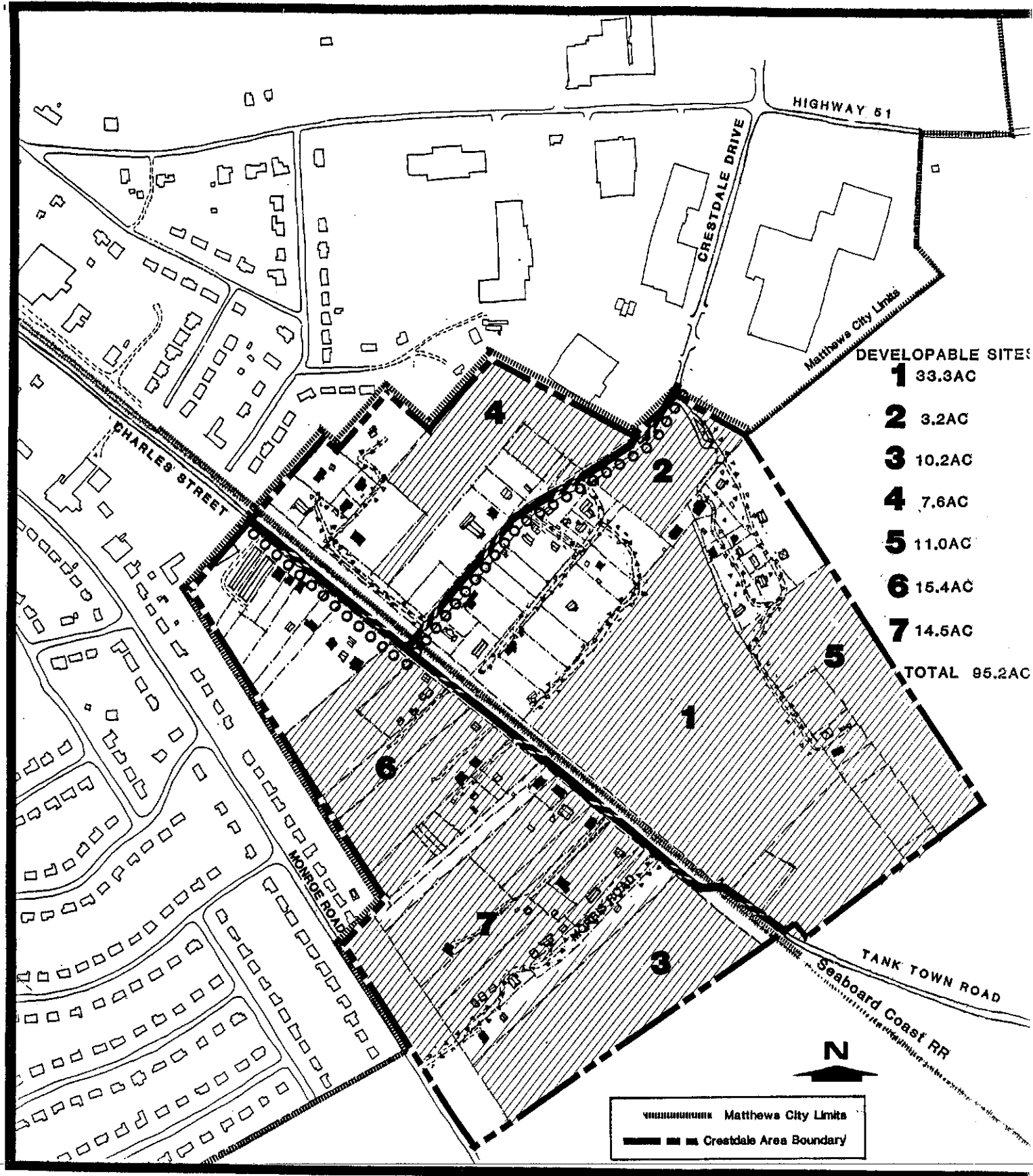
Elderly Housing:

A large percentage of the Crestdale residents are senior citizens, twice the percentage compared to the County's ratio. Many of these seniors have been residents of Crestdale for several years, but opportunities for housing are limited.

Recommendation

- o Develop elderly housing that includes apartments and minimum and maximum care facilities. Crestdale's elderly should have the opportunity to stay within the community and be relieved of home upkeep.

ANALYSIS



- Paved Streets
- Gravel Streets
- Existing Waterlines
- Railroad
- Best Residential Fabric

CONCLUSION

Crestdale indeed suffers from neglect. The spirit of the residents has kept the community afloat in spite of adverse conditions. If the problems in Crestdale are not addressed, the residents may eventually be forced to leave the area. This plan identifies strategies for improving the living conditions and for encouraging new development in Crestdale. Implementation of the plan will require earnest cooperation between the public agencies and private resources throughout Mecklenburg County.

Peggy Kinsey 2-27-91

assistance for tap on fees
grant or 0% loan 8yr lien

apps taken already

bid process for community ahead
(large area)

hard to do indiv. house inspections
to determine in-house plumbing
is there

336-2561

- Peggy Kinsley - County ^{Ag. Dist} status of sewer
connection - last contact in Oct 1990
how to follow-up

- sidewalks

- Linden - not open all the way - will it be ^{when?}?

- pave streets

- park

top priorities - sewer

847-2446 M. Lawrence at center
until 1pm

Tues Mar 12 9am



TOWN OF MATTHEWS

P.O. Box 398
224 N. Trade Street
Matthews, North Carolina 28106
704/847-4411

J. Shawn Lemmond - Mayor

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Alex J. Sabo

PO Box 533

February 27, 1991

Mr. John Lawrence, President
Crestdale Community Association

Dear Mr. Lawrence,

This correspondence is a follow-up to our meeting on Monday, February 25. You had questions about the status of streets to be paved, Linden Street to be opened, sidewalks to be built, and sewer connections to be completed.

The Town Board last summer adopted 5-year plan to pave all rock or gravel streets within the Town limits. Priority was given to streets with many houses, leading to a school, those that had been inside Town limits the longest, and where several unpaved streets are in close vicinity. The current plan shows these streets in Crestdale are scheduled for paving in FY 94/95 (July 1, 1994 to June 30, 1995): Lake Road Avenue, Linden Street, Matthews Chapel Road, Matthews School Road (portion still unpaved), and Morris Road.

It is my understanding that there has been past discussion but no decision about opening Linden Street where it curves. If this is a community desire, then a formal request, in writing preferably, from the neighborhood needs to be presented to the Town. Please send this request to the Town Manager Barry Webb.

As you showed me on Monday, you are already circulating a petition for sidewalks. This is exactly what you need to do. Please turn your petition in to the Town Manager as soon as you have the signatures you are waiting for. The Town Board of Commissioners has not yet set next fiscal year's list of sidewalks, but they will be discussing it very soon.

The County-funded program to provide assistance for sewer and water tap-on fees is continuing. The money for this program comes from County bonds, and is being provided to several areas around the County. As you know, applicaitons from individual families have already been made, and from these applications the County will determine who will receive a grant and who will receive a 0% loan for the tap-on fees. Because the program

PAGE 2

Crestdale Community Assoc.
February 27, 1991

includes other areas, a definite start date for Crestdale cannot be given. Right now the bid process for the community ahead of Crestdale is underway. The next step in your community will be inspections of the individual houses to see what indoor plumbing is already in place. The program will come to Crestdale, but a specific deadline is not now possible from the County.

Now that I have answered the questions you raised on Monday, I hope you will assist me in reviewing and updating the Crestdale Special Area Plan. Please have your suggestions and comments on the written plan when we meet again on March 12, 1991 at 9 a.m.

Thank you for your assistance.

Sincerely,

A handwritten signature in cursive script that reads "Kathi Ingrish".

Kathi Ingrish
Planning & Zoning Administrator

9-5-90

to Joe - list + map of streets under team intake in Crestdale

Plan

- grocery store / laundromat
- less housing
- not new roads
- need to include storm drainage
- still want elderly
- don't want mobile homes
- park sites

have Crestdale Assoc. members meet w/ PL Bd
Oct. 16