



Mt. Holly Road

Special Project Plan

Approved by Mecklenburg County Commissioners

April 18, 1994

Approved by Charlotte City Council

May 9, 1994

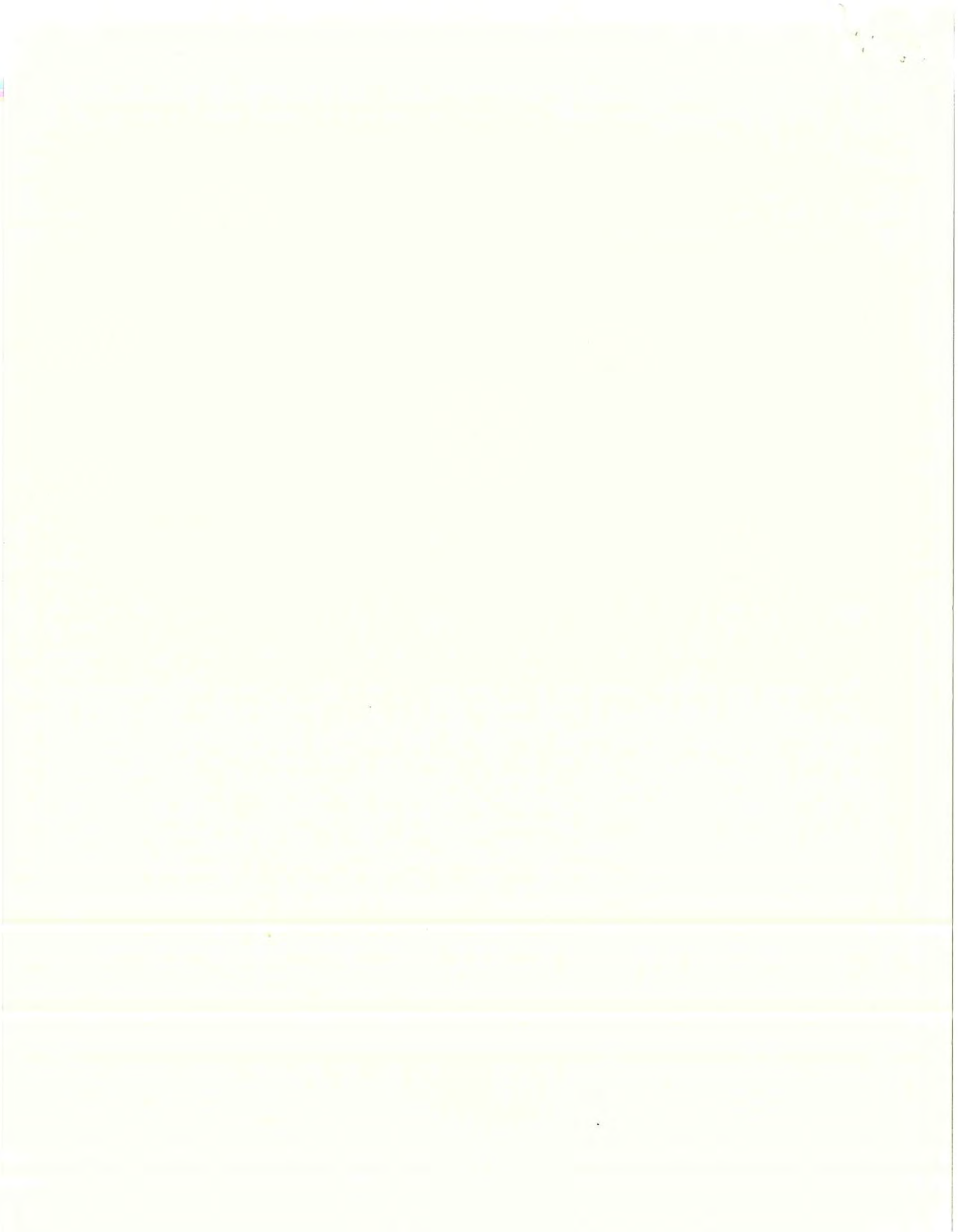


TABLE OF CONTENTS

	<u>PAGE</u>
INTRODUCTION	1
EXISTING LAND USE AND ZONING	3
OTHER PLANNING CONSIDERATIONS	7
Transportation Impacts	7
Infrastructure and Other Public Facilities	11
Water Supply Watershed Protection	11
LAND USE AND ZONING RECOMMENDATIONS	12
CONCLUSION	27
APPENDICES	
A. MULTI-FAMILY LOCATIONAL CRITERIA	28

INTRODUCTION

The Mount Holly Road corridor, extending from N.C. 16 to the Catawba River, presents a number of planning challenges and opportunities. This special project plan is being done to allow a more detailed study of this area than was possible during the Northwest District Plan process. The large amount of vacant industrially-zoned property, the transportation potentials of the corridor and watershed protection issues made it prudent to focus on this smaller area. The plan also responds to concerns expressed by residents regarding both the type and quality of development occurring in the Mount Holly/Rozzelles Ferry Road area.

Currently, the majority of the land in the area is zoned for industrial use. Industrial development is primarily stripped along the major thoroughfares (Mount Holly/Rozzelles Ferry Road and Brookshire Freeway) that pass through the area. Notable industrial landmarks in the area include Sandoz Chemical Company, the Leaksville Woolen Mill site, and the Paw Creek concentration of petroleum storage tanks.

Although the industrial uses are very visible, the majority of the land in the area is developed with residential homes. There are several well maintained residential neighborhoods in the study area.

The proximity of the industrial uses to the residential neighborhoods, and the type and quality of industrial development that has occurred in the area have resulted in inconsistent and incompatible land uses, traffic problems, noise, and visual clutter. If the current zoning remains in place, the area will likely continue to attract nonresidential uses which will further threaten the stability of the existing residential neighborhoods and discourage new residential development.

A large portion of this study area is within the Catawba River water supply watershed protection area. In accordance with State mandated watershed protection regulations, areas have been designated relative to their potential impact on the Catawba River. Areas near the river are within the "critical" area. Other locations further from the river are in the "protected" area. These watershed categories will be reflected in overlay districts to the Zoning Ordinance. While this plan recognizes and supports the watershed protection areas, its recommendations are primarily based on overall land use considerations. Watershed regulations that exceed the standard zoning and subdivision requirements would apply to land uses in these designated watershed areas, and will generally consist of limits on impervious surfaces. Impervious surfaces are those which don't allow rain to pass through them, such as rooftops and concrete driveways. Such surfaces impact water quality by forcing water to flow overland, where it picks up pollutants and deposits them in streams and lakes.

PLAN OBJECTIVES

This plan seeks to help guide future development and improve land use relationships in the Mount Holly/Rozzelles Ferry Road area. The specific objectives of the plan are:

- To establish a balanced land use pattern that allows for a variety of quality commercial, residential, employment, and open space uses.
- To preserve or protect existing residential neighborhoods.
- To identify opportunities for higher density housing in appropriate locations.

- To provide a zoning framework that supports the land use objectives and the streetscape appearance.
- To identify infrastructure improvements needed to support existing and future development.
- To improve traffic circulation and reduce the amount of truck traffic on residential streets.
- To support the goals of the water supply watershed protection program where feasible.

EXISTING LAND USE AND ZONING

As shown in Table I below, the Mount Holly/Rozzelles Ferry Road study area is a sparsely developed, somewhat rural area. Forty-four percent of the land is vacant. The second major land use in the area is residential (26%). Residential development is concentrated primarily west of Brookshire Boulevard; north and south of Summerville Road; along Morningside Drive; and north and south of Mount Holly Road between Tom Sadler Road and Belmeade Drive. Almost all of the residential development in the area is single family. There are a few mobile homes scattered throughout the area, and one fairly large, older mobile home park off Belhaven Boulevard.

Industrial development is the third major land use in the area, although it accounts for only seventeen percent of the total developed acreage. Generally, industrial uses are stripped along Mount Holly/Rozzelles Ferry Road and Brookshire Boulevard.

There is only a small amount of commercial and office development in the area. The commercial uses consist of a few neighborhood convenience stores, automotive repair shops, used car lots, and small retail shops. Less than one percent of the land is used for office development.

TABLE I
EXISTING LAND USE

<u>Category</u>	<u>Acres</u>	<u>% of Total</u>
Open Land	1,766.86	43.84
Residential	1,041.09	25.83
Manufacturing	673.55	16.71
Transportation, Communications, Utilities (TCU)	231.81	5.75
Wholesale Trade	70.46	1.75
Retail Trade	70.21	1.74
Office	10.06	.25
Services	94.39	2.34
Institutional	72.04	1.79
	4,030.47	100.00

Table II illustrates the current zoning within the study area.

TABLE II
EXISTING ZONING*

<u>General Classification</u>	<u>Acres</u>	<u>% of Total</u>
Single Family Residential	1310	32.4
Multi-Family Residential	499	12.4
Office	0	0
Commercial	63	1.6
Light Industrial	802	19.9
Heavy Industrial	<u>1357</u>	<u>33.7</u>
	4031	100.0

* Because zoning boundaries do not uniformly follow property lines, these figures should be considered estimates rather than exact acreages.

LAND USE/ZONING ISSUES

Industrial Expansion

Note in Table II that over 53% of the study area is zoned for industrial use, while Table I indicates only about 26% of the area is actually industrially developed. This means there is the potential to double the existing level of industrial development in the study area under its current zoning. The future of industrial development in the study area is a major consideration in this planning effort. The significant industrial development already present and the additional vacant industrially zoned land available would seem to indicate continued industrial development. However, residents of the area have clearly expressed their concern over the conflicts with existing heavy industrial uses and the potential for more of such development.

Industrial uses and zoning patterns in the study area are scattered and of mixed types without a cohesive identity. There is insufficient mass for a heavy industrial park, compared with other such parks in the county. As heavier manufacturing uses are drawn to the "ring cities" outside Charlotte, this study area can expect to attract the "stand alone" type use without the supporting smaller firms. The combination of concerns over future industrial growth in the study area leads to a conclusion that there is a low potential for additional heavy industrial development in the study area. This warrants a look at alternative uses.

Also note the complete lack of office zoning and minimal commercial zoning. While the study area admittedly is a major transportation corridor suited to nonresidential development, the existing zoning pattern concentrates the potential for heavy industrial development, while severely restricting office and commercial uses.

Multi-Family Development

Another land use issue in the study area centers around the corridor's potential for light rail or other form of transit into the central city. Again, because of the existing industrial development in the corridor, it seems unlikely that the residential population densities necessary to support transit ridership can be attracted to the study area. However, because the dual rail lines provide a potential for mass transit development, this plan does not intend to rule out the higher density development that would be needed to support light rail (or other forms of transit) in the study area. During the Northwest District Plan study group meetings and public hearings, residents expressed the belief that multi-family residential is desirable only as a buffer between industrial uses and single family residential. Therefore, any multi-family development would require good site design and location.

Residents of the area have expressed concern over future multi-family development. Some want to see the amount of such zoning reduced because additional multi-family housing, in their opinion, will increase traffic problems and have negative impacts on nearby single family areas. Some land zoned for multi-family use has been developed with single family homes. As conditions have changed over the years, some of the multi-family zoned land has become inappropriate for that use. Conversely, as the road network has taken shape, new opportunities for multi-family residential have been created. Overall, there appears to be an excess of multi-family zoned land. Within the existing Charlotte city limits, multi-family uses occupy about 6.7% of the land. Within the study area, about 12.4% of the land is zoned for multi-family uses, almost twice the area that has historically been needed in the city. One strategy of this plan is to reduce the amount land inappropriately zoned for multi-family housing as a means of creating a more balanced land use pattern and to recommend appropriate locations for future multi-family development.

OTHER CONSIDERATIONS FOR PLANNING

A. TRANSPORTATION IMPACTS

This study area is a major transportation corridor into central Charlotte. It will continue in that role with additional impacts occurring as the highway transportation system matures and circumferential routes are built around the city. We must plan now for both existing and future transportation needs. The improvements described below support the objectives of the plan. These improvements are included in the local transportation improvement plan.

Rail Crossing Improvements

The most prominent transportation features in the study area are the two roughly parallel rail lines running the length of the corridor and Mt. Holly/Rozzelles Ferry Road. These rail lines originally created the potential for the corridor's industrial character. The textile mills which developed along the railroads are now abandoned or converted to other uses. One of the rail lines is no longer in use, but has not been proposed for formal abandonment.

The petroleum storage facilities generate a lot of gasoline tanker truck traffic, much of which must cross the railroads. The trucks themselves compete with other vehicular traffic; consequently, many people in the area are concerned with safety.

In response to these concerns, the Charlotte Department of Transportation (CDOT) has proposed a package of improvements for roads crossing the rail lines. Maps 1 and 2 show the locations of short term and long term improvements respectively.

Outer Loop/I-85

A major transportation impact will occur with the construction of the outer loop. This freeway will cross the study area near the intersection of Woodlea Road and Mt. Holly Road. An interchange with Mt. Holly Road will be provided. To avoid conflicts with the rail lines, the interchange will be located entirely on the north side of Mt. Holly Road. Land use recommendations for this interchange area are addressed later in this plan.

Northwest Circumferential

The northwest circumferential is a proposed major arterial between the I-85/Little Rock Road interchange and the I-77/W.T. Harris Boulevard interchange. It is proposed to intersect with Mt. Holly Road at what is now the Valleydale Road intersection. The new intersection will be elevated to promote traffic flow. This new road will provide an opportunity for land use changes which are detailed in the Land Use Recommendations portion of this plan.

Sam Wilson/Mt. Holly Connector

This proposed two lane road would provide a more direct connection between Mt. Holly-Huntersville Road and I-85. It would open up a sizable area for development and consequently, the private sector is expected to contribute significantly to paying for its construction.

Catawba River Bridge Replacement

The N.C. 27 bridge over the Catawba River is scheduled for replacement in the near future. The new bridge would be near the present bridge's location. The Gaston County Thoroughfare Plan shows a bridge well north of the current location, where it would be part of a new N.C. 27 by-pass around Mt. Holly. The by-pass bridge is not currently on the NCDOT Transportation Improvement Plan. If and when it is built, the existing bridge will also remain.

Potential for Transit Development

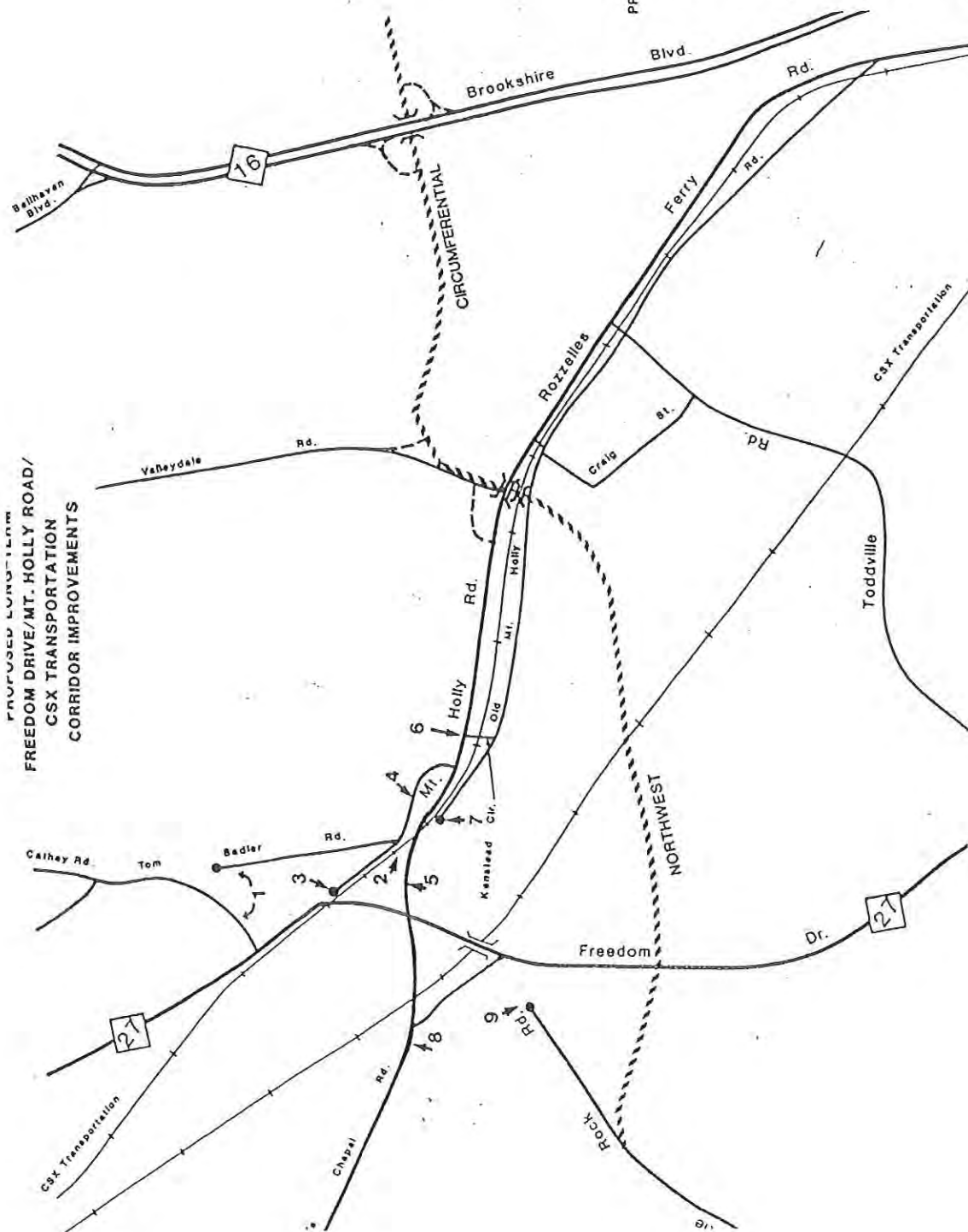
The adoption of the 2005 Transportation Plan in 1989 included recommendations for rail ROW preservation and potential Light Rail Transit (LRT) corridors. The 2005 Plan recommended that the Albemarle corridor and the Pineville corridor were the best candidates for initial LRT lines. The northwest corridor (Mt. Holly Road) was recommended as the next logical addition to an abbreviated system.

In 1990, the Planning Commission Staff continued the LRT planning by further evaluating the mode's potential in the seven existing rail corridors and five roadway corridors. This study focused on LRT as an impetus for directing growth and achieving land use goals. The study concluded that the southern, eastern, northeastern and airport corridors should be studied further. The northern and northwest corridors were not recommended for further study since they showed the lowest potential for all the corridors.

In 1992, the City received Federal monies to continue fixed guideway planning. A consultant was selected and study began on later that year. The study, which will conclude in the fall of 1993, has already recommended that the airport to uptown corridor be the top priority followed by the Matthews and Pineville corridors. Federal approval of the study and additional funds will be sought to begin environmental and engineering for these corridors.

The northwest rail corridor, although not included in the current LRT planning, should be preserved for some future public use which could include transit, although LRT technology is not likely. While the potential availability of a rail corridor is high, the projected ridership is low, even with optimistic assumptions on residential density near the corridor.

PROPOSED LONG-TERM
FREEDOM DRIVE/MT. HOLLY ROAD/
CSX TRANSPORTATION
CORRIDOR IMPROVEMENTS



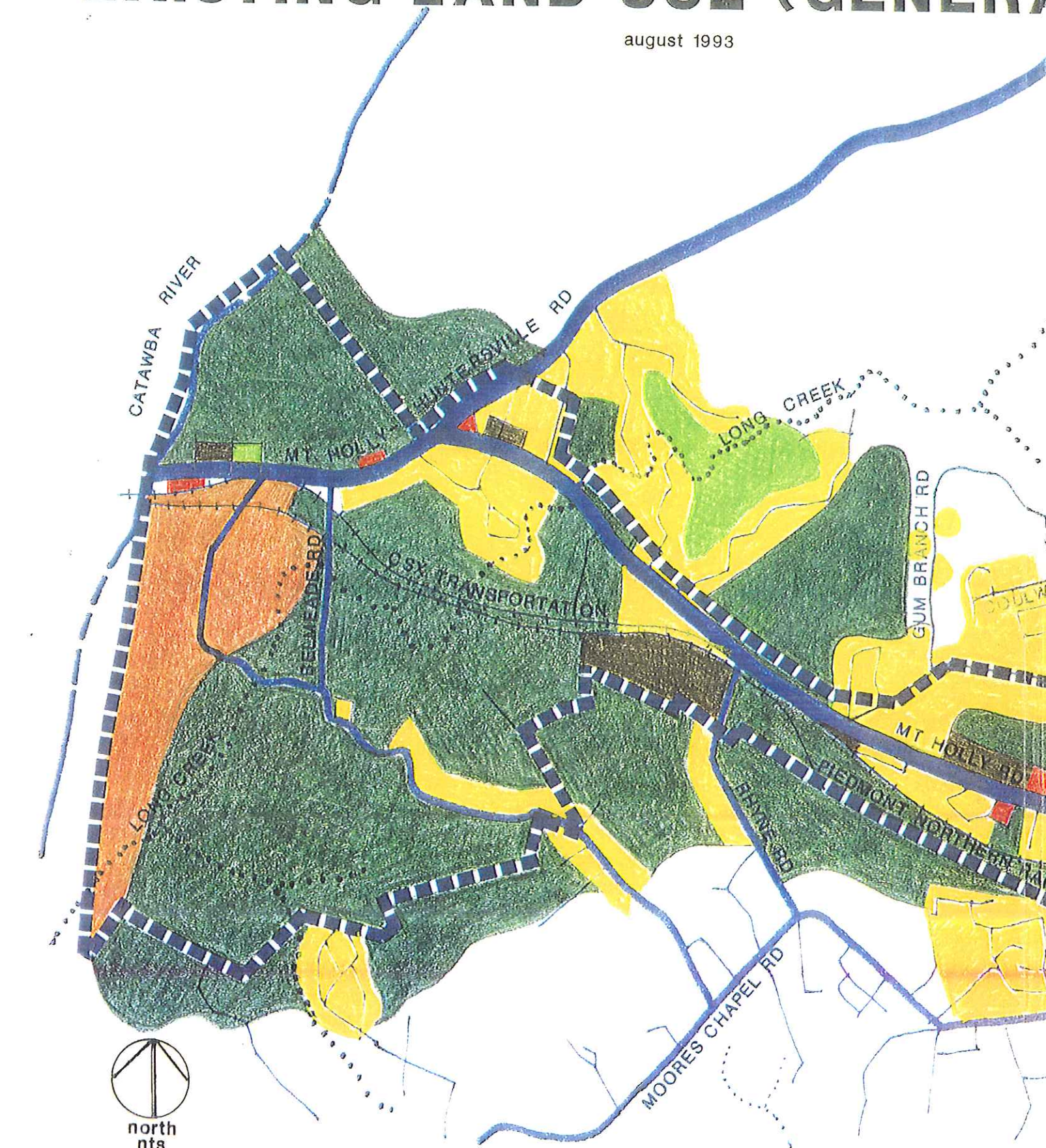
PROPOSED FREEDOM DRIVE/MT. HOLLY RD./CSX TRANSPORTATION
LONG-TERM CORRIDOR IMPROVEMENTS

1. Realign Cathey Road at Tom Sadler Road and extend to Mount Holly Road; close Tom Sadler Road west of Mount Holly Road.
2. Close Tom Sadler Road/CSX Transportation mainline crossing.
3. Close Mount Holly Road east of Freedom Drive.
4. Relocate Mount Holly Road from Tom Sadler Road to Kenstead Circle.
5. Relocate Mount Holly Road from west of Kenstead Circle to the Old Mount Holly Road/Freedom Drive intersection.
6. Improve the Kenstead Circle/Mount Holly Road and Old Mount Holly Road intersections, in addition to the CSX Transportation mainline crossing.
7. Close Old Mount Holly Road west of Kenstead Circle.
8. Realign the Moore's Chapel Road/Old Mount Holly Road intersection.
9. Close Little Rock Road southwest of Freedom Drive.

NOTE: These improvements may occur in a 10-20 year time frame.

MT. HOLLY ROAD S.P.P. EXISTING LAND USE (GENERAL)

august 1993



**FREEDOM DRIVE/MT. HOLLY ROAD/
CSX TRANSPORTATION
CORRIDOR IMPROVEMENTS**

PROPOSED FREEDOM DRIVE SHORT-TERM IMPROVEMENTS

1. Signalize Tom S and Old Mount n Transportation n
2. Close the Kenst
3. Close the Craig
4. Signalize Toddv and Old Mount n Transportation n

NOTE: These impr

Map labels include: Valleydale Rd, Brookshire Blvd, Ferry Rd, Rozzelle Rd, Craig Rd, Holly Rd, Mt. Holly Rd, Kenstead Cr, Freedom Dr, Rock Rd, Little Rd, Moore's Rd, Chapel Rd, Toddville Rd, CSX Transportation, and route markers 16 and 21.

1. Signalize Tom Sadler Road's intersections at Mount Holly and Old Mount Holly Roads in conjunction with the CSX Transportation mainline crossing upgrade.
2. Close the Kenstead Circle/CSX Transportation mainline crossing.
3. Close the Craig Street/CSX Transportation mainline crossing.
4. Signalize Toddville Road's intersections at Mount Holly and Old Mount Holly Roads in conjunction with the CSX Transportation mainline crossing upgrade.

NOTE: These improvements may occur within the next five years.

B. INFRASTRUCTURE AND OTHER PUBLIC FACILITIES

Within the study area, planned infrastructure improvements such as parks, water and sewer lines, and schools are generally described in the Northwest District Plan. Master plans for parks and schools have been completed and contain detailed recommendations for areas throughout the county. No additional specific improvements for this study area have been identified in this plan. The extension of water and sewer will most likely occur in association with future annexations.

C. WATER SUPPLY WATERSHED PROTECTION

As mentioned earlier, a portion of the study area is within the Catawba River Water Supply Watershed Protection area. This is a program mandated by the State. The State has adopted regulations for the program and has classified water bodies across the state.

The City of Charlotte and Mecklenburg County must both adopt ordinances which at least meet the minimum standards established by the state. More restrictive provisions may be adopted by local governments.

This planning effort has not attempted to identify the proper level of protection for land in the watershed in the study area. Instead, this plan recommends future land uses based on all considerations, with the expectation that land uses within the watershed may be further restricted by the watershed regulations. Those regulations have not been adopted by the City or County as of the date of approval of this plan.

LAND USE AND ZONING RECOMMENDATIONS

Starting at the Catawba River and working eastward the study corridor was assessed area by area in terms of meeting the plan objectives. The following represents an analysis of the areas along the corridor, providing recommendations for proposed uses and their justification. In some cases, rezonings are recommended to implement the land use vision. The proposed land use map on page 28 reflects the recommendations of this section.

A. West of Duke Power Transmission Corridor and South of Belmeade Road

Background and Description of Area

Some of this area has been developed with a heavy industrial use (Sandoz Chemicals) and a large portion is vacant but zoned I-2. South of Belmeade Road, industrial expansion has been requested for the currently vacant land.

Proposed Land Use

North of Mt. Holly Road, which is currently zoned for heavy industry, a light industrial or business park future is envisioned. However, this area is within a WS-IV critical watershed protection area which will significantly restrict any nonresidential development. Should the restrictions make nonresidential development financially unfeasible, this is an appropriate area for residential use. Residential uses here could also be restricted by the watershed regulations. The existing commercial uses along Mt. Holly Road should not be increased. South of Belmeade Road a light industrial or business park is proposed as a transition from the existing heavy industrial site to nearby residential property.

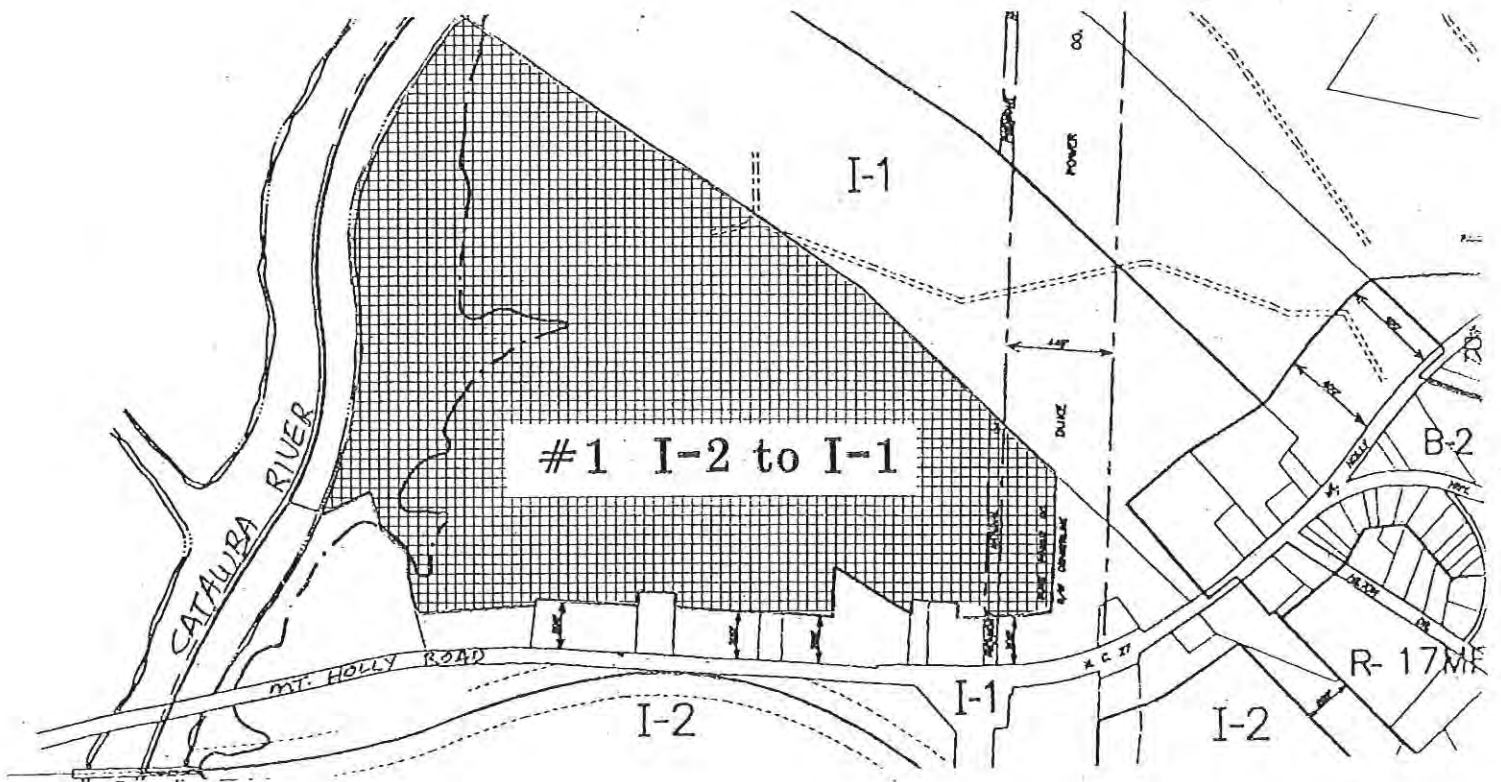
Justification

The existing heavy industrial site is a viable long term use and some expansion can be accommodated. Other land zoned I-2 needs to be rezoned to limit the adverse impacts of heavy industry on adjacent properties and the transportation system. The proposed light industrial/business park areas would provide a good transition from the heavy industrial site. They will provide high quality employment opportunities without the negative impacts of heavy industry.

Recommended Rezoning

1. The Heavy Industrial (I-2) zoning north of Mt. Holly Road should be rezoned to Light Industrial (I-1).

ZONING MAP 1



B. East of Belmeade Drive and South of the Railroads

Description of Area

This is an undeveloped area with a large floodplain running through it. The zoning is I-2 west of Long Creek, and I-1 east of the creek. The southern end of the area contains some existing single family homes along Belmeade Road.

Proposed Land Use

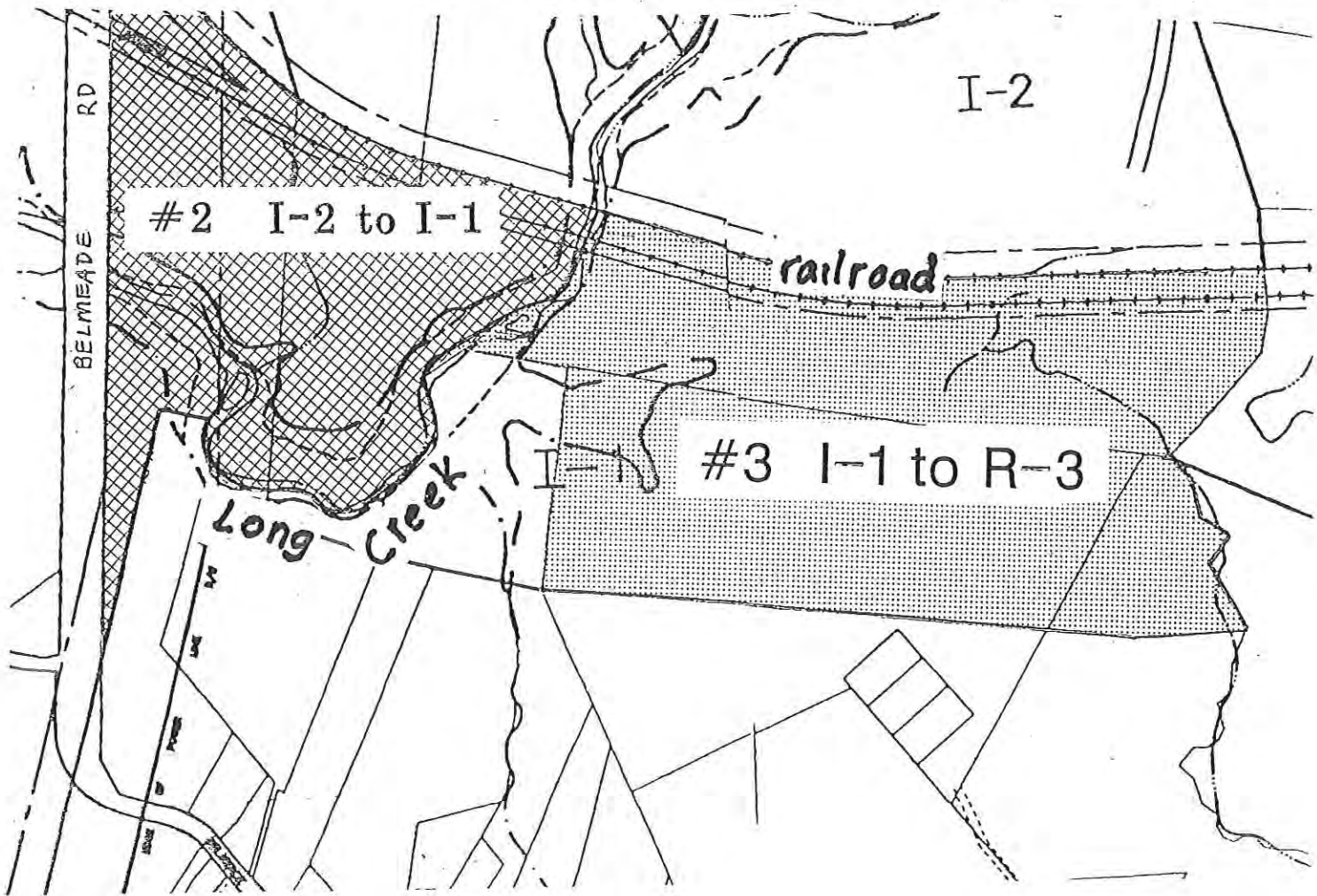
The portion of this area west of Long Creek is proposed for light industrial use. East of Long Creek is proposed for single family residential.

Justification

The light industrial area will serve as a transition from heavy industrial to residential, and Long Creek is an additional buffer. The area east of Long Creek does not have good road access and some residential development has already taken place.

Recommended Rezoning

2. The Heavy Industrial (I-2) zoning east of Belmeade Road and west of Long Creek should be changed to Light Industrial (I-1).
3. The Light Industrial (I-1) area east of Long Creek and its southern tributary, and south of the railroads should be rezoned to the R-3 Single Family Residential district.



- C. Area Between Mt. Holly Road and the Railroads (Belmeade Road to the convergence of the railroad and Mt. Holly Road)

Description of Area

The commercially-zoned frontage along Mt. Holly Road consists of a mixture of homes and businesses. Behind those lots are a mixture of homes and vacant land. There are steep slopes along Long Creek. East of Long Creek the land is mostly vacant. The area is currently zoned I-2, I-1, B-2 and R-17MF.

Proposed Land Use

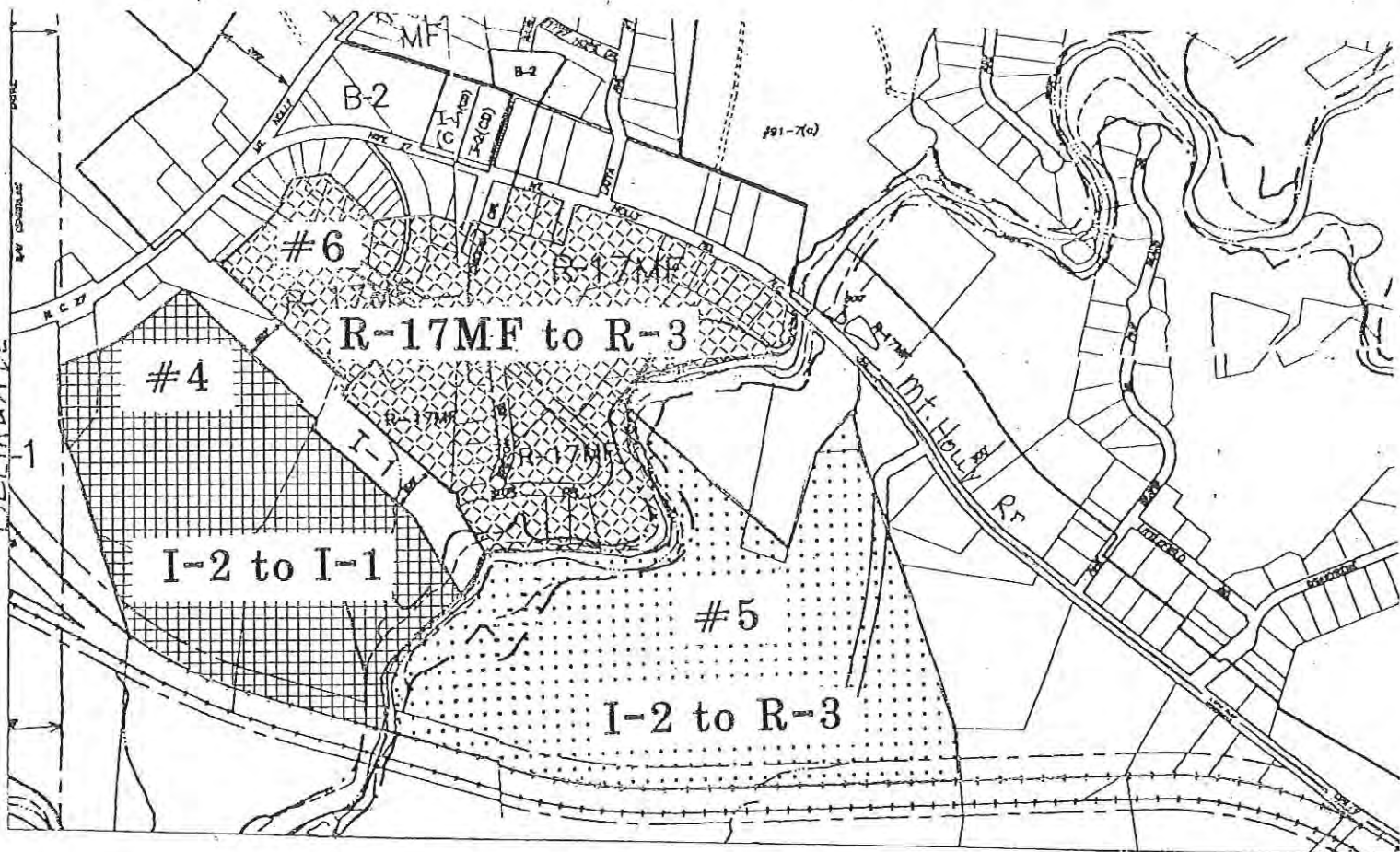
The areas currently zoned for heavy industry are proposed for light industrial development. East of Long Creek, single family residential would be most appropriate.

Justification

The I-2 land is adjacent to residential, and a light industrial future would be more compatible. The R-17MF area is already developed with a number of single family homes. The proposed land use reflects existing conditions. East of Long Creek, residential development is appropriate since the creek is an amenity and the area has good access.

Recommended Rezoning (Refer to Map Next Page)

4. The Heavy Industrial (I-2) zoning west of Long Creek should be changed to the Light Industrial (I-1) district.
5. The Heavy Industrial (I-2) area east of Long Creek should be rezoned to the R-3 Single Family Residential district north of the railroads.
6. The Multi-Family Residential (R-17MF) should be changed to the R-3 Single Family Residential district to protect the existing single family nature of the area.



D. North of Mt. Holly Road (Mt. Holly-Huntersville Road east to Stoneyridge Road)

Description of Area

This area generally consists of a strip of land along Mt. Holly Road and developed single family residential along Pawley Drive and Latta Avenue. Existing uses along the strip are generally single family residential, except for some nonresidential uses near Mt. Holly-Huntersville Road. Current zoning consists of a mix of nonresidential zones near Mt. Holly-Huntersville Road and R-17MF in the remainder of the area.

Proposed Land Use

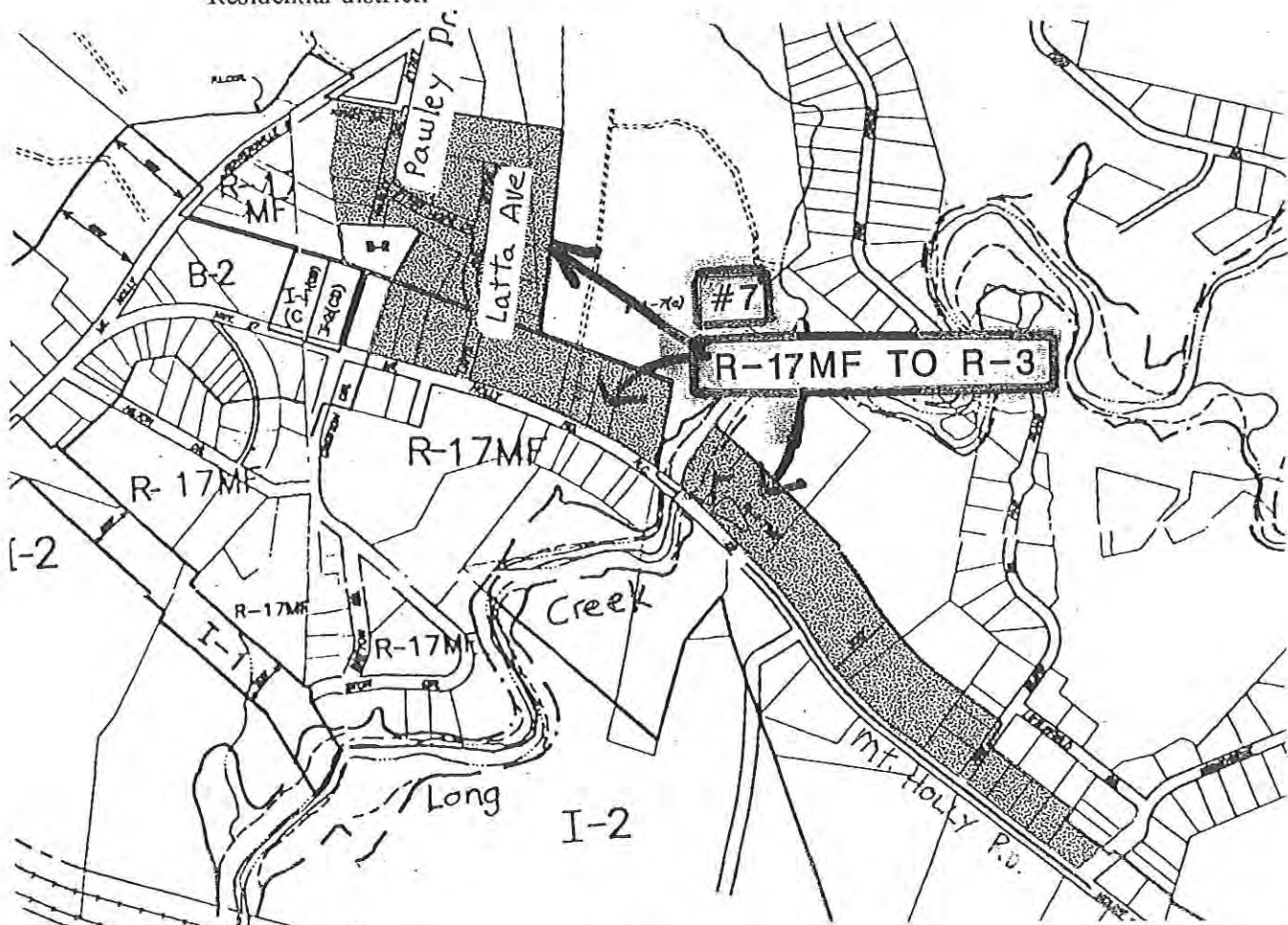
Near the Mt. Holly Road/Mt. Holly-Huntersville Road intersection the nonresidential uses and zoning are proposed to remain. The remainder of the area is proposed for single family homes. However, if land were assembled for multi-family development which met the locational criteria and had an acceptable site plan, some multi-family would be suitable here.

Justification

Pawley Drive and Latta Avenue already have significant single family development. Multi-family would be inappropriate there. The narrow strip along Mt. Holly Road would not provide for good site design of multi-family development due to the shallow depth of the lots.

Recommended Rezoning (Refer to Map Below)

7. The multi-family residential (R-17MF) should be rezoned to the R-3 Single Family Residential district.



E. Rhyne Road at Mt. Holly Road

Description of Area

South of the railroad tracks the zoning is I-1, Light Industrial. West of Rhyne Road, light industrial uses have almost built out the area. East of Rhyne Road is vacant land and the two railroads diverge. The north side of Mt. Holly Road has scattered homes along it between Stoneyridge Road and Woodlea Road, and the zoning is R-17MF.

Proposed Land Use

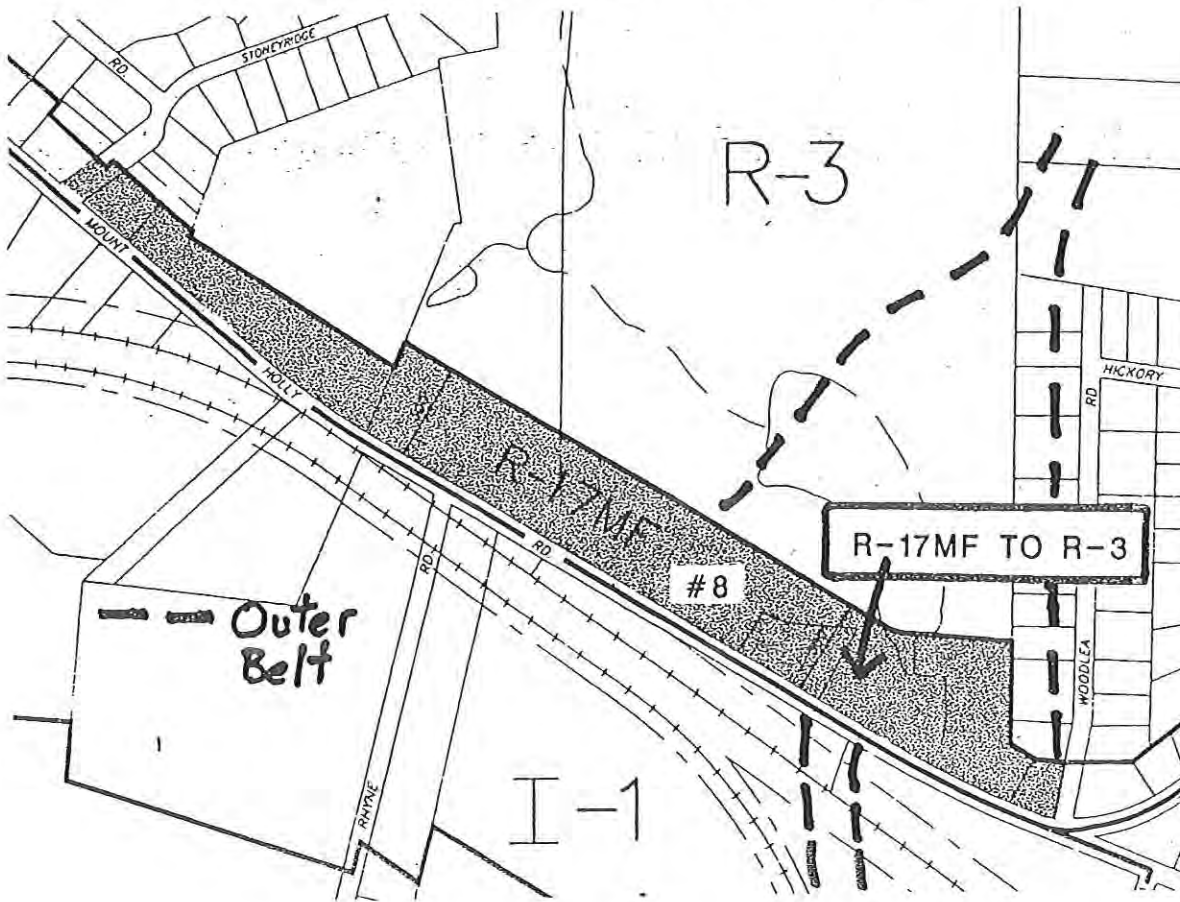
West of Rhyne Road and south of the railroads, a build out of light industrial is envisioned. A neighborhood mixed use center is proposed for either east of Rhyne Road south of the rail lines or west of the outer loop on the north side of Mt. Holly Road. Multi-family residential would be appropriate for the site not developed for the center. Elsewhere, residential is called for with any multi-family development needing to meet District Plan General Policies locational criteria.

Justification

There are no other large commercial centers in the area and a location near the outer loop is appropriate. The industrial area is already established. The transportation system makes multi-family desirable in this vicinity, but the existing narrow strip of multi-family zoning, does not allow for conventional development.

Recommended Rezoningings

8. The multi-family residential (R-17MF) zoning on the north side of Mt. Holly Road should be changed to the R-3 Single Family Residential district.



F. East of Outer Loop Between the Two Railroads (to petroleum storage area)

Description of Area

This is an undeveloped area of I-1, Light Industrial zoning with extremely difficult access. The only practical access is from the industrial area to the east.

Proposed Land Use

Considering this area's physical limitations, light industrial development would be the most appropriate.

Justification

It is unlikely that a railroad crossing will be constructed to provide access to this property. Therefore, access from a heavy industrial area is the most likely result. The rail lines will act somewhat as a buffer for the adjacent residential uses.

Recommended Rezoning

None.

(See Proposed Land Use Map for map of this site.)

G. East of Outer Loop Between Rail Line and Mt. Holly Road

Description of Area

This area is an established single family residential area with a small number of other uses such as businesses along Mt. Holly Road and one multi-family structure. The area is well built out with few lots remaining. The zoning is R-22MF and B-1.

Proposed Land Use

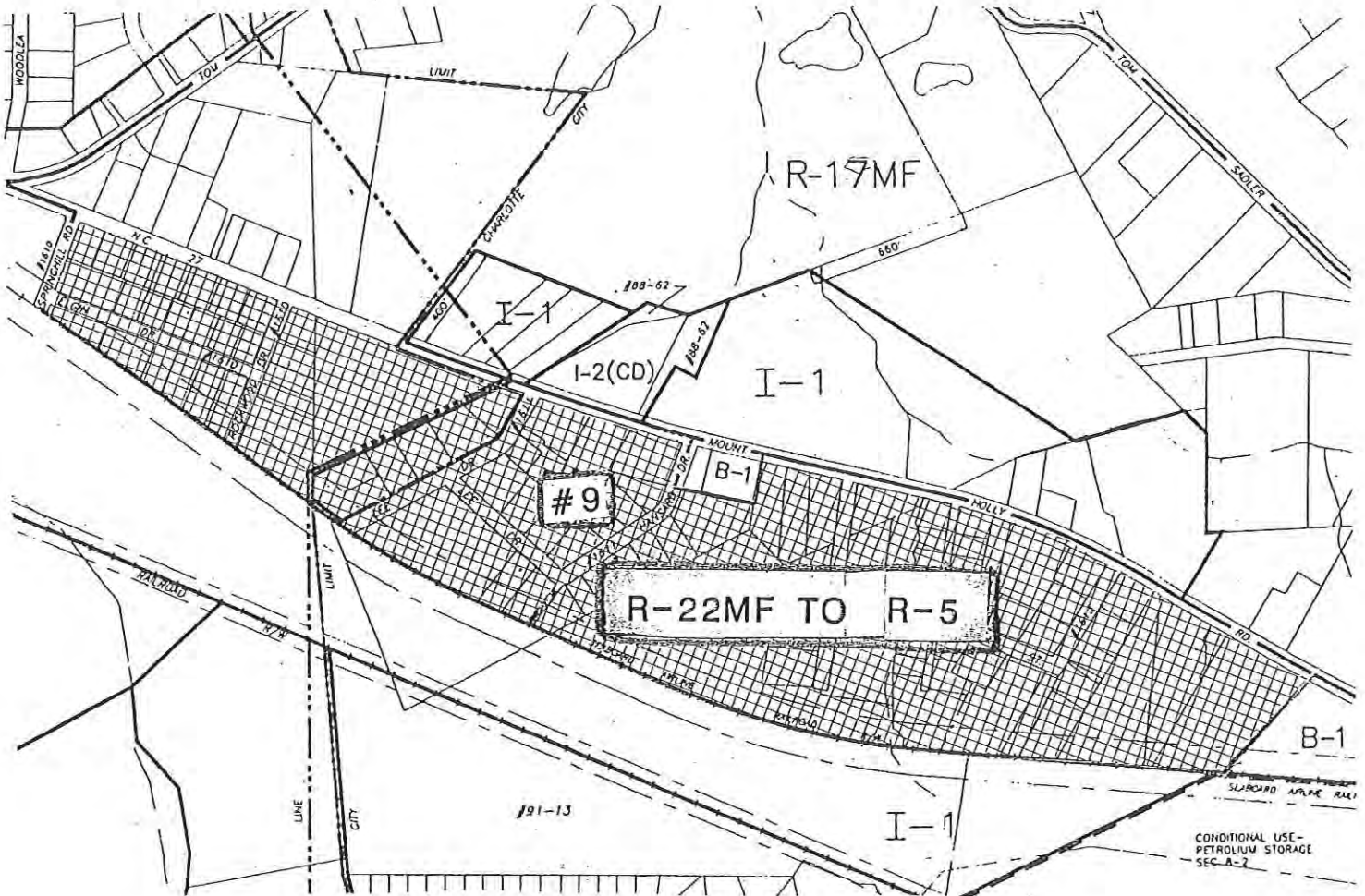
The existing uses have established a firm development pattern here. Single family residential is proposed at existing densities except for the commercially zoned lots on Mt. Holly Road.

Justification

This is a stable residential neighborhood with long term viability. The proposed land use will help protect this neighborhood into the future. Leaving the current multi-family zoning in place could allow densities that would be out of character with the established low density pattern of development.

Proposed Rezoning

9. The existing multi-family residential (R-22MF) should be changed to the R-5 Single Family Residential district.



H. East of Outer Loop and North of Mt. Holly Road (to petroleum storage area)

Description of Area

This is an area of mixed uses with a large amount of vacant land remaining. Industrial uses and single family homes are the most numerous uses with some strip commercial along Mt. Holly Road. The zoning is a mix of industrial districts and R-17MF.

Proposed Land Use

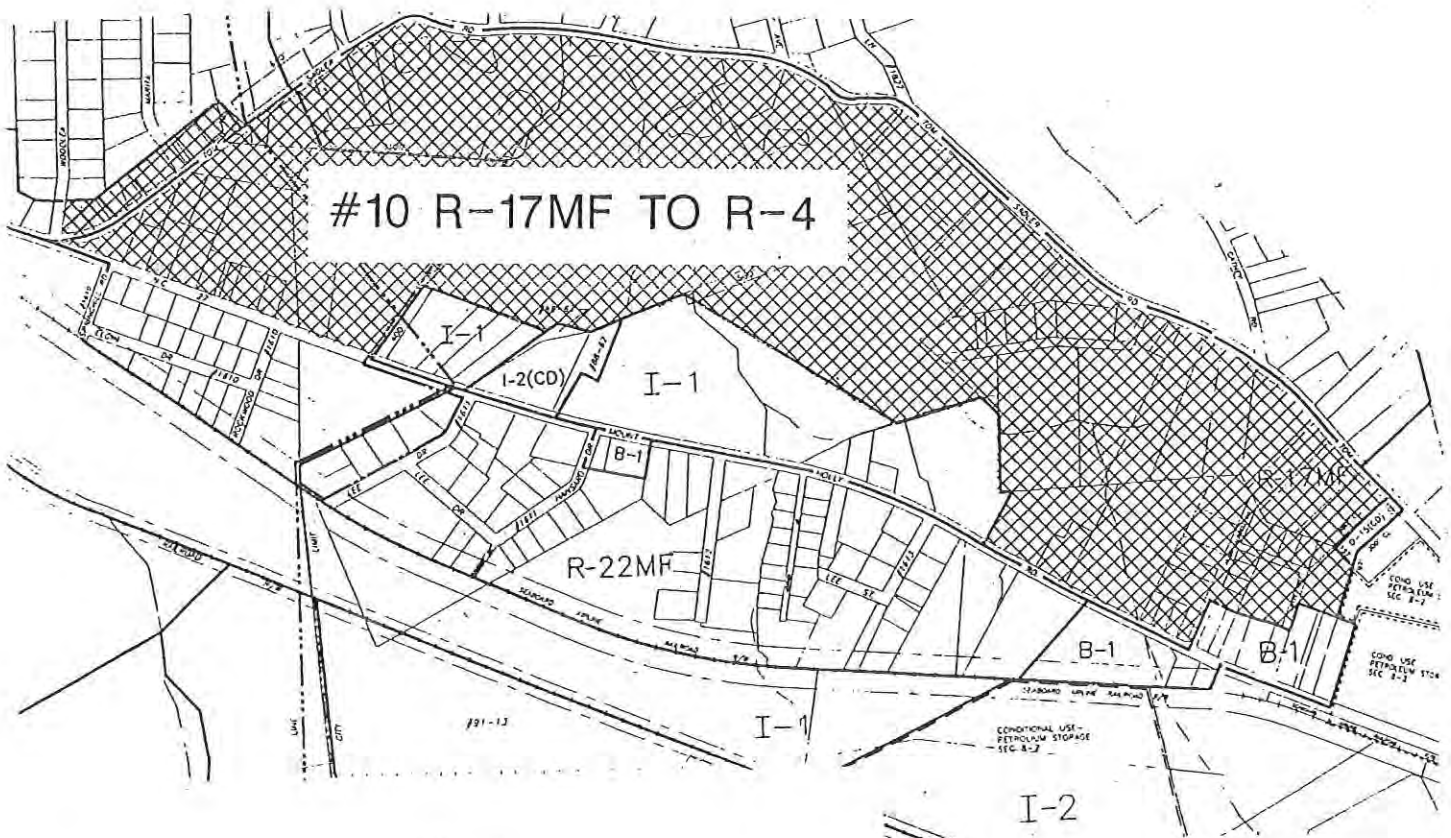
Outside of the currently zoned industrial sites, the proposed land use is single family. Some limited future multi-family is feasible with good site plans and satisfaction of the locational criteria. The plan recognizes the industrial uses, and since the industrial zoning is all contiguous, the plan proposes that it remain.

Justification

The current multi-family zoning is excessive. If it were actually developed as apartments, the local impacts would be tremendous. The industrial proposal merely recognizes existing conditions.

Recommended Rezoning

10. The existing multi-family residential (R-17MF) zoning in this area should be rezoned to the R-4 Single Family Residential district.



I. Paw Creek Petroleum Storage Area

Description of Area

Petroleum storage tanks and terminals are the predominant use in this area. Other miscellaneous uses are industrial in nature. Current zoning is predominantly I-2, Heavy Industrial.

Proposed Land Use

The petroleum storage sites are proposed to remain in the long term. A gasoline pipeline located here, and the Charlotte Fire Department prefers that these tanks be concentrated rather than dispersed over the City. In the vicinity of the unnamed road west of Morningside Drive, the proposed use is light industrial.

Justification

As stated above, the petroleum storage area is a viable long term use. Transportation and environmental impacts must be dealt with, but it is unrealistic to propose a land use change here. West of Morningside Drive, the residentially-zoned area is virtually surrounded by industrial uses and a residential future is not feasible. Industrial uses would be appropriate.

Recommended Rezoning

11. The R-17MF west of Morningside Drive should be rezoned to I-1, Light Industrial district.

J. Morningside Drive and West of Valleydale Road

Description of Area

This area consists of a mixture of single family homes and vacant land, and it is zoned R-17MF. It also marks the east end of the petroleum storage area.

Proposed Land Use

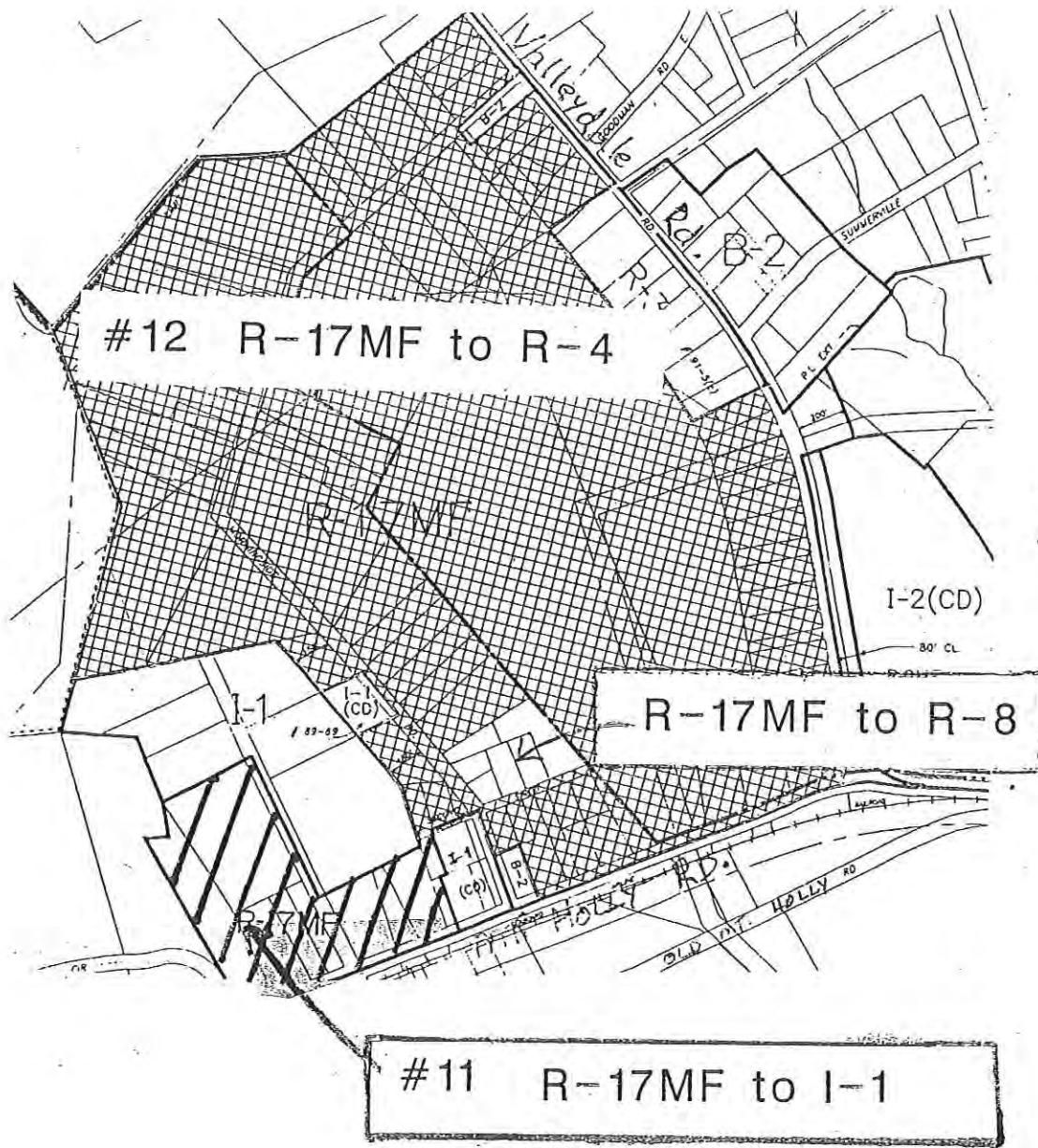
Single family residential is the proposed future use here. Some multi-family may be appropriate with good site plans and satisfaction of the locational criteria.

Justification

Better multi-family sites exist in this vicinity and single family development would be most compatible with the existing neighborhood. Much of the area proposed for rezoning is already developed with single family homes.

Recommended Rezoning

12. The existing multi-family zoning (R-17MF) should be changed to the R-4 Single Family Residential district except for a small area of existing duplex homes, which should be zoned R-8.



K. East of Valleydale Road, North of the Proposed Northwest Circumferential Road

Description of Area

While the final, precise alignment of the Northwest Circumferential has not been determined, it should roughly parallel the Duke Power right-of-way. North of the right-of-way is a mixture of businesses along Valleydale and single family homes east of the businesses. A small junkyard is also located here. The zoning is a reflection of the uses B-2, R-4, and I-2.

Proposed Land Use

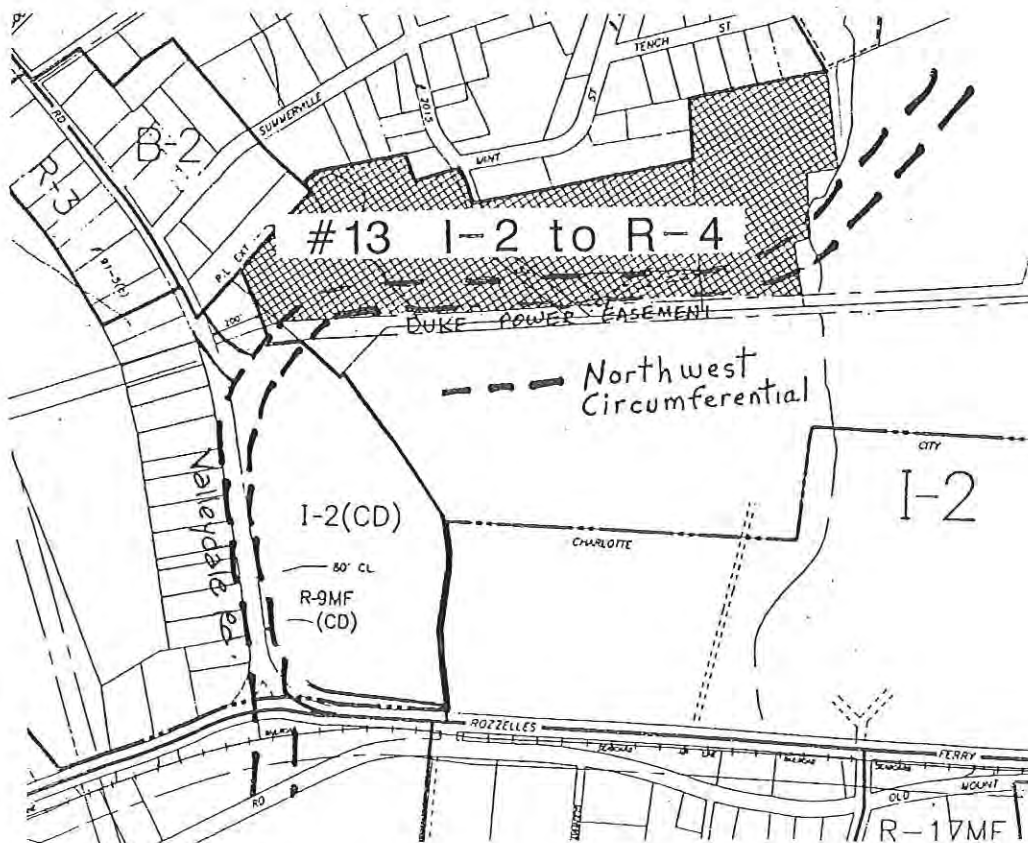
This plan proposes a continuation of the commercial and single family uses. The junkyard would become nonconforming and eventually be displaced (if it is not acquired for the circumferential road).

Justification

Pending completion of the Northwest Circumferential, the Duke Power easement is the most logical line of delineation between industrial and residential uses. The north of the easement is best suited for residential single family now but possibly multi-family after completion of the Northwest Circumferential.

Recommended Rezoning

13. The Heavy Industrial (I-2) property generally north of the Duke Power easement should be rezoned to the R-4 Single Family Residential district.



L. East of Valleydale Road, South of the Proposed Northwest Circumferential (to Hovis Road)

Description of Area

The N.C. Department of Transportation maintenance facility is located at the west end of this area and is probably a long term use. The old Leaksville Mill and village has been torn down and the vacant site and surrounding property are highly redevelopable. East of the mill site is light industrial and commercial development. Zoning in this area is currently I-2, Heavy Industrial.

Proposed Land Use

The NCDOT facility is expected to remain as a long term use. The remainder of the area would continue to develop under the existing zoning.

Justification

This is a large (120 acres) vacant area with good transportation access. Developed with a heavy industrial use it would reinforce the image of the whole area as a poor residential market. The transportation and environment impacts would likely be far worse than light industrial development.

Recommended Rezoning: None

M. Brookshire Boulevard

Description of Area

The west side of this major arterial has been developed with a mixture of commercial and industrial uses, including heavy industrial. The east side is similar, but light industrial uses are the most intense. The highway is a gateway corridor into the city, but its development pattern is established with limited opportunity to change its image. One medium-size mobile home park exists on the fringe of this area. Current zoning is a reflection of land uses with I-2 on the west side of Brookshire Boulevard and I-1 on the east side.

Proposed Land Use

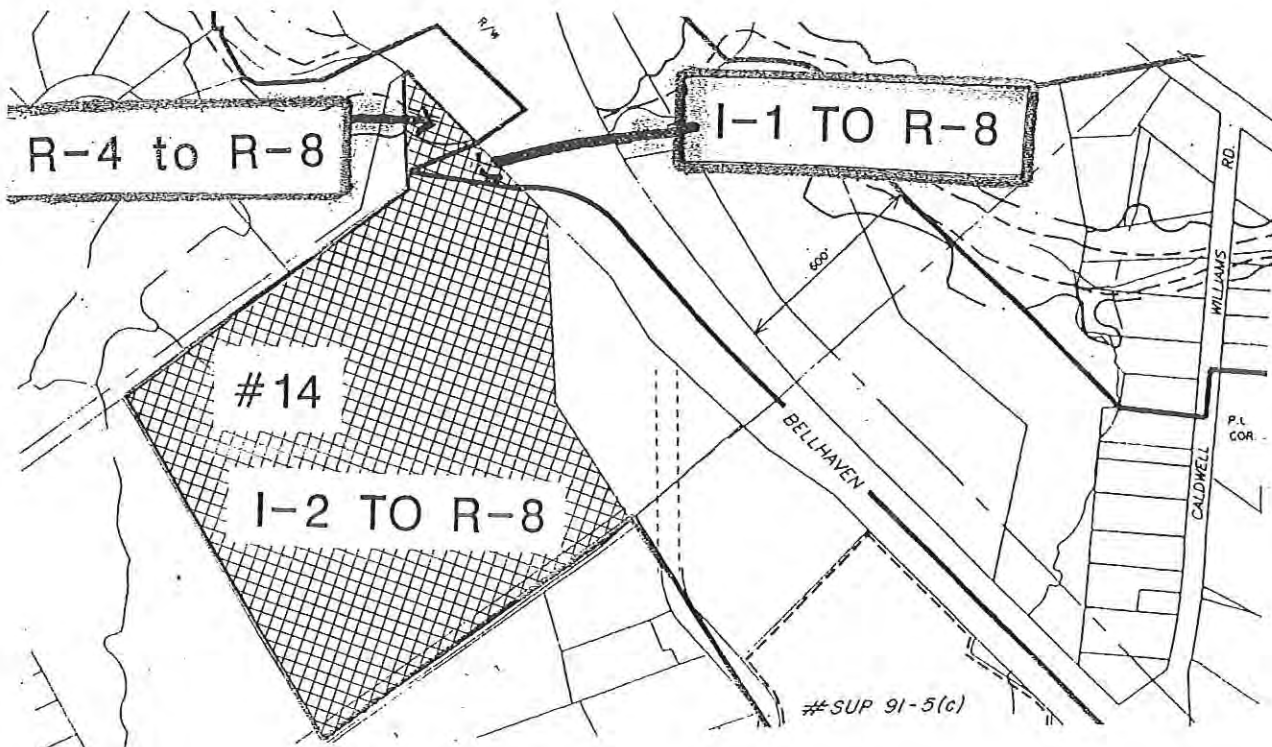
A continuation of uses allowed under the Light Industrial (I-1) zoning classification is proposed for the east side of the highway, and a continuation of uses allowed under the Heavy Industrial (I-2) zoning classification is proposed for the west side. The mobile home park should remain in residential use.

Justification

The general tone of development has already been set along this highway. A piecemeal rezoning of vacant land would not make a significant difference in the image of the area, except that the mobile home park should remain in residential use rather than become an extension of heavy industry toward residential areas.

Recommended Rezoning

14. The existing mobile home park should be rezoned from Heavy Industrial (I-2), Light Industrial (I-1), and R-4 to the R-8 Single Family Residential district. The existing mobile home park is currently a nonconforming use in the I-2 district. Changing the zoning to R-8 would not change the park's nonconforming status.



CONCLUSION

This plan contains recommendations which, when implemented, will result in progress toward achieving the objectives of the plan. The plan is a balance between overall city needs, desires of area residents, realistic use of land by property owners, and fiscal realities.

Many of the recommendations in this plan are a result of changes that have taken place in the study area over a long period of time. The plan will be monitored periodically to identify any needed modifications due to changing conditions in the future. This will especially be the case in the event that light rail becomes a feasible option. Introducing light rail to the corridor could create a need for more higher density housing.

MT

PR



single family



multi-family



commercial



office



heavy industrial



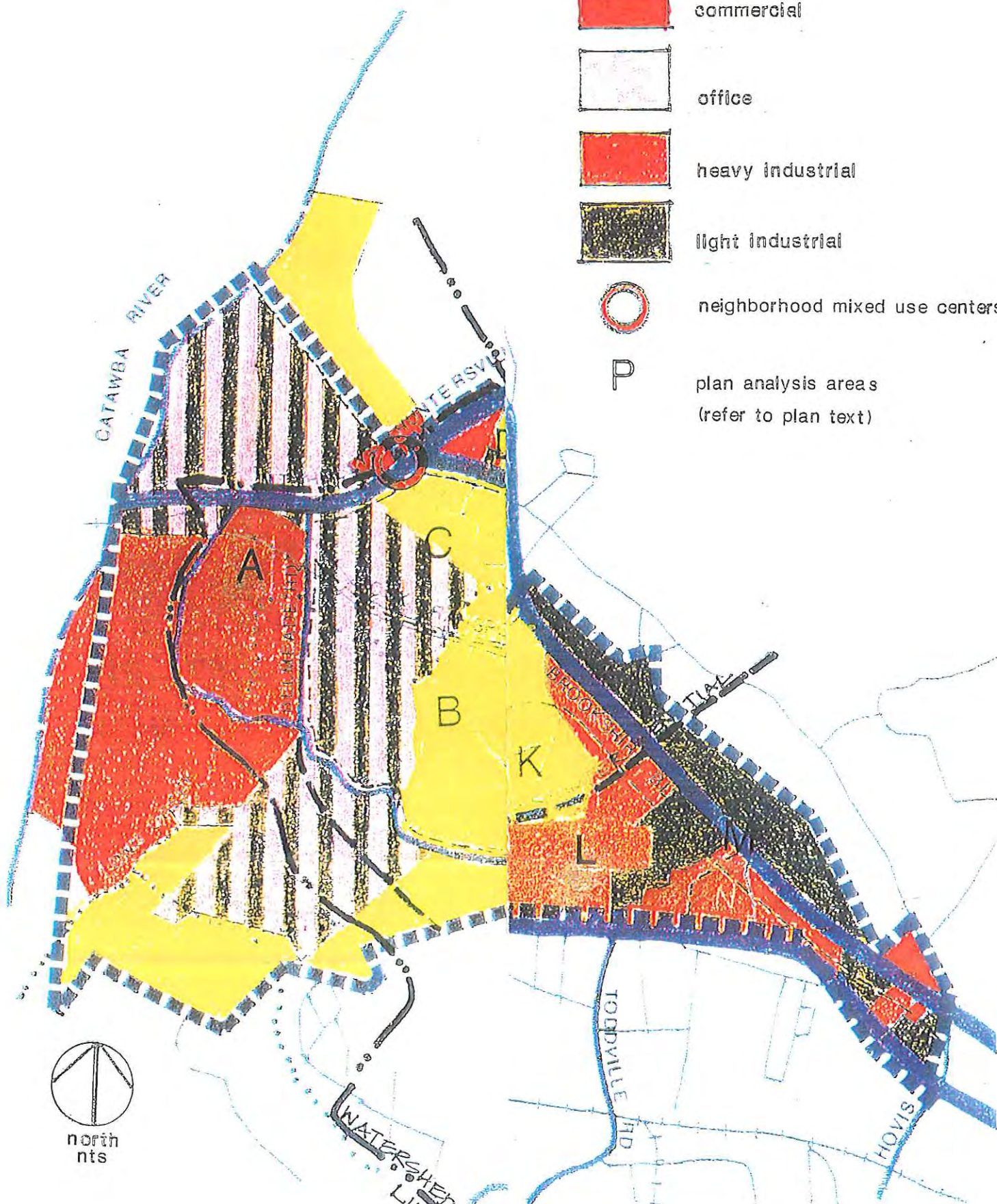
light industrial



neighborhood mixed use centers

P

plan analysis areas
(refer to plan text)



**TABLE 4: LOCATIONAL AND SERVICE LEVEL CRITERIA FOR EVALUATING
REZONING CASES FOR HIGHER DENSITIES IN DEVELOPING AREAS**

LOCATIONAL AND SERVICE LEVEL CRITERIA CATEGORY		DENSITY					LOCATIONAL AND SERVICE LEVEL CRITERIA CATEGORY		DENSITY				
Criteria for Review of Project	UP TO 8 d.u. MPP	UP TO 12 d.u. MPP	UP TO 17 d.u. MPP	UP TO 25 d.u. MPP	OVER 25 d.u. MPP		Criteria for Review of Project	UP TO 8 d.u. MPP	UP TO 12 d.u. MPP	UP TO 17 d.u. MPP	UP TO 25 d.u. MPP	OVER 25 d.u. MPP	
ACCESS							TRANSIT OPPORTUNITIES:						
Primary access from:							Within approximately 1/4 mile of a proposed light rail line and/or existing or potential future bus line						
Major thoroughfare	4	5	6	6	6			2	2	3	4	4	
Minor thoroughfare	6	6	5	4	3		UTILITIES AVAILABLE:						
Two major thoroughfares or a major and minor thoroughfare (intersection)	4	5	6	6	6		CMUD service	3	3	3	3	3	
Collector street	6	3	2	1	0		Private system with lines sized to CMUD standards	2	2	2	2	2	
PROXIMITY TO EXISTING OR PROPOSED COMMERCIAL CENTER							Private system not sized to CMUD line standards	0	0	0	0	0	
Adjacent to center	3	5	6	6	6		PROXIMITY TO PARKS AND GREENWAYS:						
Within approximately 1/4 mile of neighborhood convenience center or larger	3	4	5	5	4		Adjacent to or across from park	1	2	2	3	3	
Within approximately 1/2 mile of neighborhood convenience center or larger	2	2	2	1	1		Within 1/4 mile of park	1	2	2	2	2	
PROXIMITY TO EXISTING OR PROPOSED LARGE EMPLOYMENT CONCENTRATION:							Adjacent to greenway	1	1	1	1	1	
Adjacent to concentration	3	5	6	6	6		Sensitivity to existing topography	1	1	1	1	1	
Within approximately 1/4 mile of concentration	3	4	5	5	4		PROJECT POINT TOTAL:						
Within approximately 1/2 mile of concentration	2	2	2	1	1		Recommended Minimum Points for Approval*	10	12	14	16	17	
							* At least one point of the total must be from the access category						
MPP = Maximum Possible Points, Refer to text on page 16 for description of usage of this table.													

A complete explanation of this point system may be found on p. 15 of the District Plan General Development Policies.

District Plan General Development Policies

