

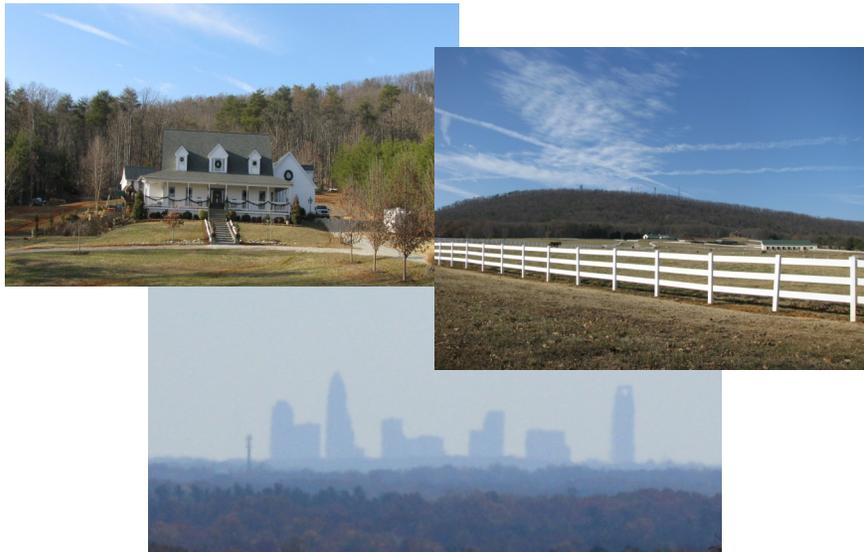
# LAND USE AND COMMUNITY DESIGN

## CURRENT LAND USE

Residential uses and open space occupy the vast majority of land in the Plan boundary. Manufacturing/industrial uses, Mountain Air Cargo and Martin Marietta Denver Quarry, are located north of Anderson Mountain and south of the NC 150/16 intersection respectively and a few light industrial (warehousing) uses are along NC 150. Commercial and office-institutional uses exist at the intersection of NC 150/16, south of the intersection along NC 16, and along NC 150. Commercial uses have been approved to the east of NC 16 Bypass at its intersection with NC 150. Public service facilities (wireless communication towers) are located at the peak of Anderson Mountain. *See Map 3: Current Land Uses.*

### Land Use And Community Design

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<b>Table 3: Acreage by Use</b>		
<b>LAND USE</b>	<b>Acreage</b>	<b>% of Total</b>
Open Space	2,708	55%
Residential	1,976	40%
Office-Institutional	48	<1%
Commercial	63	1%
Industrial/Manufacturing	85	<2%
Utility	20	< 1%
<b>Total Acreage</b>	<b>4,900</b>	<b>100%</b>

Source: Catawba County GIS, 2010

Fifty-five percent (55%) of the land remains vacant (open space). A total of 40% is used for residential purposes. Industrial and manufacturing uses occupy less than 2% of the land area. Commercial occupies 1% of the land area and office-institutional and public service utilities occupy less than 1% each. *See Table 3: Acreage by Use.*

<b>Table 4: Acreage by Zoning District</b>					
<b>ZONING DISTRICT</b>	<b>Acreage</b>	<b>Occupied Acreage</b>	<b>Vacant Acreage</b>	<b>% Occupied</b>	<b>% Vacant</b>
Residential (R-40, R-20)	4,559	3,338	1,221	73%	27%
Industrial (I)	106	75	31	70%	29%
Commercial (PD, PD-CD, HC, RC)	218	88	130	40%	60%
Office-Institutional (O-I)	17	7	10	41%	59%
<b>Total</b>	<b>4,900</b>	<b>3,508</b>	<b>1,392</b>	<b>72%</b>	<b>28%</b>

Source: Catawba County GIS, 2010

## **CURRENT ZONING**

There are 4,900 acres (excluding rights-of-way) within the Plan boundary. Residential zoning occupies 4,559 acres and non-residential (industrial, commercial, and office-institutional) zoning encompasses the remaining 341 acres. *See Table 4: Acreage by Zoning District.*

The vast majority of residential properties located within the Plan boundary are classified as R-40 which is intended to accommodate low-density (one house per acre) single-family development and agricultural uses. Residential properties located along NC 150 are predominately classified as R-20 which is intended to accommodate higher-density (two houses per acre) single-family development and agricultural uses.

Property zoned for industrial development (GI) is southeast of Airport Road. The General Industrial district allows for primarily intensive manufacturing, processing, and assembly uses with accessory office uses permitted.

Property zoned Office-Institutional (O-I) exists at three locations on NC 16 south of NC 150, one site on NC 150 east of NC 16, and east of NC 16 just north of where NC 16 Bypass merges with existing NC 16. The O-I zoning district allows for office, institutional, civic, or other low intensity commercial uses. This district may buffer residential uses from commercial districts.

There are two properties zoned Rural Commercial RC in the vicinity of the NC 150/16 intersection. The RC zoning district allows small areas for offices, services, and retail uses designed in scale with residential uses. Highway Commercial HC zoning is designated for the majority of properties at the intersection of NC 150/16 and along the southern side of NC 150. This district provides for regional highway-oriented business, office, service, and civic uses.

Properties zoned Planned Development-Conditional District PD-CD exists to the east of NC 16 Bypass along NC 150. Each location is associated with approved commercial projects that are subject to development conditions such as: façade treatments, pedestrian mobility and amenities, specific uses, square footages, etc. There are quite a few properties located along NC 150 east of NC 16 zoned Planned Development PD. Planned

developments encourage master planning of large scale, multiple and/or mixed-use development. *See Map 4: Current Zoning.*

### **EXISTING ZONING OVERLAY DISTRICTS**

The Watershed Protection-Overlay establishes watersheds designed to protect sources of water supply for public water systems by regulating density. The WS-IV Watershed Protect Area extends throughout all properties east of NC 16 and a considerable portion of the properties to the west of NC 16 within the Plan boundary.

Only new development activities requiring an erosion/sedimentation control plan under State law are required to meet WS-IV standards. In such cases, development is limited as required by the NC Water Supply Watershed legislation. The Protected Area requires 20,000 square feet (slightly less than one-half acre) for each single-family residential lot unless public water or sewer are available. In such instances, the minimum lot size is 15,000 square feet. All other residential and non-residential development in the Protected Area is limited to 24% lot coverage if a curb and gutter system is installed or 36% lot coverage without curb and gutter systems.

The Rural Preservation-Overlay exists along of NC 16. This overlay establishes a 100-foot front setback or buffering option depending on the proposed development. It establishes a balance between development and the rural character of the corridor.

Approximately 155 acres to the north and south of Airport Road are within the Double-wide Manufactured Home-Overlay. Double-wide manufactured homes are permitted by right within this overlay. Other opportunities for single-wide and double-wide placement exist throughout the Plan boundary, but are limited.

The Mountain Protection-Overlay extends across 785 acres. This overlay applies to land at an elevation of 1,100 feet above sea level on Anderson Mountain to the east and west of NC 16. This overlay serves to protect the character of the mountain including its scenic and natural qualities by providing such development standards as increased lot size, reduced structure height,

use of natural colors on building exteriors, and limited clearing of vegetation.

There are 845 acres within the Mixed-Use Corridor-Overlay (MUC-O). This overlay extends approximately 2,000 feet on both sides of the right-of-way along NC 150. Only at the western portion of the Plan does the MUC-O decrease to 500 feet on the north side of NC 150.

The purpose of the MUC-O is to establish building form and architectural standards compatible with the historic character of the area, provide a mixture of commercial, office, and residential uses, assure that uses are pedestrian friendly by providing convenient walkable pathways and connections, and promoting higher standards along major road corridors in the County. *See Map 5: Current Zoning Overlay.*

## ***SITE DEVELOPMENT PATTERNS AND LAND DESIGN TRENDS***

Historically, rural and agricultural uses were the most dominant land use in the Plan boundary. In recent decades, several housing developments have been built throughout the area. The majority of residential developments have occurred on the north side of Anderson Mountain to the west of NC 16, on the south side of Anderson Mountain to the east of NC 16 and along Bucks Garage Road. More growth is expected in areas where public water and sewer lines are extended. Generally, residential activity has consisted of a mixture of site-built subdivisions and manufactured housing. High-density housing could be considered in the MUC-O once public sewer is available.

Non-residential activity has increased at the NC 150/16 intersection since the early 1980s. Two large commercial projects (Lowe's Home Improvement and Crosland's Bridgewater, a 400,000 square foot retail center) have been approved at the northeastern and southeastern quadrants of the NC 150 and NC 16 Bypass intersection in 2008. Additional non-residential uses are anticipated along NC 150, properties along NC 16 south of Bucks Garage Road, and along East Maiden Road east of NC 16 Bypass, once supporting infrastructure is in place.

## ***FUTURE LAND USE CLASSIFICATIONS***

In order to guide development in the Plan area, future land use classifications have been depicted on *Map 5: Future Land Use Recommendations*. The map is separated by classifications of differing land uses based upon an analysis of existing land uses, economic potential, future utilities, road projects, and environmental conditions. Following is a description of the land use classifications:

### ***OPEN SPACE***

The open space classification is applied to land that is currently (or can in the future) be permanently protected through a conservation-based organization. This land cannot be developed for residential or non-residential uses but it is conserved land which may also serve a public recreation purpose, such as a greenway system.

### ***RESIDENTIAL—LOW DENSITY***

The low density residential classification applies to the land area in the majority of the Plan area. This area is rural in character and should remain rural based upon its current development pattern, rural viewshed and limited infrastructure availability. The low density residential area would allow single-family residential uses on one-acre lots or larger. Non-residential uses (excluding churches, schools and public facilities) should not be permitted.

### ***RESIDENTIAL— MEDIUM DENSITY***

The medium density residential classification applies to the land area north of Hwy. 10 and extends to the northern Plan area boundary. Most of this land area has access to public water and/or sewer; therefore, more dense residential development is allowed on lots less than one-acre. Non-residential uses (excluding churches, schools and public facilities) should not be permitted.

### ***RESIDENTIAL— HIGH DENSITY***

The high density residential classification applies to the land area within and adjacent to the MUC-O district. This land area has access to water and may have access to public sewer in the future. Multi-family housing functions well in close proximity to commercial services because of reduced cost of living (travel), amenities associated with commercial development, and pedestrian

oriented designs.

### ***TRANSITIONAL***

The transitional classification serves several purposes. It identifies land that has the potential for mixed use development, with multi-family and/or commercial uses and light industrial with the goals of this Plan in the future. These transitional areas should be within a local government's intended service delivery area.

### ***MIXED-USE***

The mixed-use classification is limited to property adjacent to or within a relatively short distance of the NC 150 and NC 150/16 intersections. Within the mixed use classification, higher density residential, commercial and office-institutional uses are allowed but never exclusively single-family homes. The mixed-use classification supports the goals of this Plan.

### ***INDUSTRIAL***

The industrial classification, like the mixed-use classification, is located within proximity to the NC 16 Bypass. Large-scale, campus style (preferred) light industrial developments are the types of uses allowed in the industrial classification. The industrial classification supports the development goals of this Plan.

## ***GUIDING PRINCIPLES***

The following principals were carried forward from the adopted/accepted Sherrills Ford and Balls Creek Small Area Plans and serve as a foundation for the goals and Plan Action Strategies (PASs).

### ***RESIDENTIAL***

- LP-1 Balance growth with the community's rural character.
- LP-2 Organize and plan residential development.
- LP-3 Encourage development designs that create a sense of place; distinct, cohesive, livable and walkable neighborhoods and communities; promote quality of design in future public and private development.
- LP-4 Reserve open space in new subdivisions.



*Entryway Sign*

### **COMMERCIAL**

- LP-4 Encourage development of well-planned integrated retail centers of varying sizes and functions where adequate traffic carrying capacity is available. Such centers should be limited to the intersection of major highways.
- LP-5 Improve the aesthetic and functional character of development along the area's major corridors to create an attractive contemporary environment suitable for commercial, office/service, and higher-density residential use.



*Mountain Air Cargo*

### **INDUSTRIAL**

- LP-6 Limit industrial growth within the Plan boundary.

## PLAN GOALS

### RESIDENTIAL

- LG-1 Designate transitional areas for the following locations. *See Map 6: Future Land Use Recommendations.*
- The northern slope of Anderson Mountain to the southern property line of Mountain Air Cargo east of NC 16.
  - An area north of NC 150 and east of NC 16.
  - An area north of East Maiden Road between Bucks Garage Road and west of NC 16.
- LG-2 Apply Rural Preservation-Overlay (RP-O) along the NC 16 Bypass to the south from the Lincoln/Catawba County line to the intersection of NC 16 and the Bypass to the north.
- LG-3 Relocate the Rural Preservation-Overlay (RP-O) from the existing NC 16 to the new NC 16 Bypass from the Lincoln/Catawba County line north to its intersection with existing NC 16.



*North Slope of Anderson Mountain*

### COMMERCIAL

- LG-4 Interconnectivity including driveway, pedestrian walkways and shared parking should be provided for small-scale development projects.
- LG-5 Individual and plaza (multi-tenant) signs are encouraged to be monument style designs.

### INDUSTRIAL

- LG-5 Allow for additional light industrial uses adjacent to the airport north of Anderson Mountain and east of NC 16. *See Map 6: Future Land Use Recommendations.*



