

WASHBURN SWITCH INTERCHANGE SMALL AREA PLAN

A Small Area Plan for the Future US 74 Bypass
City of Shelby, North Carolina
Adopted: October 20, 2014



Page intentionally left blank.

Page intentionally left blank.

ACKNOWLEDGMENTS

City of Shelby City Council

Mayor O. Stanhop Anthony III
Council Member Eric Hendrick (Ward 1)
Council Member David White (Ward 2)
Council Member Jeanette Patterson (Ward 3)
Council Member Dennis Bailey (Ward 4)
Council Member Ben Kittrell (Ward 5)
Council Member/Mayor pro tem Dicky Amaya (Ward 6)

City of Shelby Staff

Rick Howell, *City Manager*

City of Shelby Planning Staff

Walt Scharer, *Planning & Development Services Director*
Korrie Becht, *Planner and GIS Analyst*

City of Shelby Planning & Zoning Board

Marlene Peeler (Chairman)	Charles Hamrick
Rick Washburn (Vice Chair)	Mike Royster
Marty Allen	Will Rucker
Scott Bankhead	Greg Taylor
Bob Cabaniss	Jan Tucker (Former)
Mark Carter	Carl Whaley (Former)
Roy Dedmon	

Washburn Switch Interchange Small Area Plan Committee

Bill Chambless, *County Planning Commissioner*
Brad Cornwell, *City of Shelby Public Utilities Director*
Stuart Hair, *Existing Industry Relations for Cleveland County Economic Development Partnership*
Eddie Holbrook, *Board of County Commissioner*
Rick Howell, *City of Shelby City Manager*
David Keilson, *NC DOT Division Planning Engineer*
Ben Kittrell, *City of Shelby City Council*
Strickland Maddox, *Reverend at Eskridge Grove Baptist Church and Property Owner Representative*

Cleveland County Board of County Commissioners

Jason Falls (Chairman)
Eddie Holbrook (Vice Chair)
Ronald J. Hawkins (Chair)
Susan K. Allen
Johnny Hutchins

Cleveland County Staff

Jeff Richardson, *County Manager*

Cleveland County Planning Staff

Bill McCarter, *County Planning Director*
Chris Martin, *Planner*

Cleveland County Planning Board

Jeff Ward (Chair)	Larry Dooley
David Leonhardt (Vice Chair)	Max Hopper
Bill Chambless	Dobbins Lattimore
Joyce Coleman	Doug Lawing
Darryl Crawford	Glenda O' Shields
	Melissa Spearman

Special thanks to the residents and businesses of Shelby, government agencies, and other stakeholders who participated in the Washburn Switch Interchange Small Area Plan planning process.

Adopted by the
City of Shelby City Council on
October 20, 2014

TABLE OF CONTENTS

1	INTRODUCTION.....	7
	US 74 Bypass	8
	What is a Small Area Plan?	8
	Relationship to Other Plans	8
	How will I be involved in the Planning Process?	11
	How is a Small Area Plan developed?	12
	Small Area Plan Timeline	14
2	COMMUNITY PARTICIPATION...17	
	WSISAP Committee	18
	Meetings and Public Outreach	19
	Review and Adoption	22
3	EXISTING CONDITIONS.....	25
	Context	26
	Demographics	28
	Land Use	30
	Zoning	34
	Transportation	36
	Utility Services	40
4	VISION.....	43
	Envisioning Washburn Switch Interchange Study Area	44
5	PLAN RECOMMENDATIONS.....	49
	WSISAP Goals	50
	LU-1: Land Use	52
	T-2: Transportation	54
	US-3: Utility Services	55
	CC-4: Community Character	56
6	APPENDIX	59
	Planning Terminology	60
	Comprehensive Land Use Plan Land Use Typologies	61
	City of Shelby Zoning District Classifications	64
	Cleveland County Zoning District Classifications	67
	Supporting Maps	67

1

US 74 Bypass
What is a Small Area Plan?
Relationship to Other Plans
How will I be involved in the Planning Process?
How is a Small Area Plan developed?
Small Area Plan Timeline

INTRODUCTION

1 INTRODUCTION

The City of Shelby is preparing “Small Area Plans” for the corridor of the planned US 74 Bypass to implement the goals and recommendations of the *Shelby Strategic Growth Plan*, *Shelby Comprehensive Land Use Plan*, and *Cleveland County Land Use Plan*. These plans aim to identify appropriate land uses for the interchanges and surrounding areas, prepare for increased transportation needs, and plan for development near the new Bypass before pressure mounts.

US 74 BYPASS

The US 74 Bypass is a controlled access highway, in which development should occur at or near the interchanges. The current planned interchanges are at: Washburn Switch Road, Polkville Road/NC Highway 226, Fallston Road/NC Highway 18, Cherryville Road/NC Highway 150, and Buffalo Creek. The current completion schedule for the entire US 74 Bypass is 2030; however, this could be accelerated or delayed as the other interchanges are funded. Washburn Switch and Polkville Road interchanges are scheduled to open for traffic from the west in 2018.

The Washburn Switch Interchange Small Area Plan (referred to as WSISAP) is the first of five small area plans for interchanges along the new US 74 Bypass, depicted in Figure 1.1. Each small area plan will focus on a defined study area that includes the interchange and surrounding areas. The Washburn Switch Interchange study area primarily supports industrial and agricultural land uses.

WHAT IS A SMALL AREA PLAN?

A small area plan examines the local conditions and

addresses a specific area's needs and opportunities with detailed recommendations. It is a collaborative process for citizens and elected officials to work together to improve their community and ensure a better future. This Plan will work with the current policies of the *Shelby Strategic Growth Plan*, *Shelby Comprehensive Land Use Plan*, and *Cleveland County Land Use Plan*.

Small area plans can recommend changes to currently adopted future land use maps as guidelines to assist in carrying out the community vision for the plans. They usually contain goals, recommendations, policies, and/or actions that help the City make decisions on zoning, public investment, and private initiatives.

Topics typically addressed are:

- Land Use/Zoning
- Transportation
- Infrastructure/Utilities
- Environmental Features
- Economic Development
- Community Design

Inclusion of a recommended project in the plan does not mean the recommended project, program, or research has funding. The recommendations in the plan are prioritized and considered

by the appropriate governing body, along with other projects and programs for funding.

RELATIONSHIP TO OTHER PLANS

Shelby Strategic Growth Plan (2005)

The *Strategic Growth Plan*, adopted in 2005, serves as a guide for City decisions and a source of information; it also reflects public participation and input. The policies within the Strategic Growth Plan are designed for regular use in guiding public decisions at the City level; as well as providing information for private decisions. City staff, City Council, appointed boards and commissions, and the general public use the policies and recommended actions set forth in the *Strategic Growth Plan* as a foundation for decisions on City facilities and services, and growth management. The following actions are associated with the US 74 Bypass.

Action 1.5.1: Continue to push for completion of the new US 74 Bypass north of Shelby, as well as other key projects identified in the area Transportation Improvement Program.

Action 3.2.1: Prepare a special

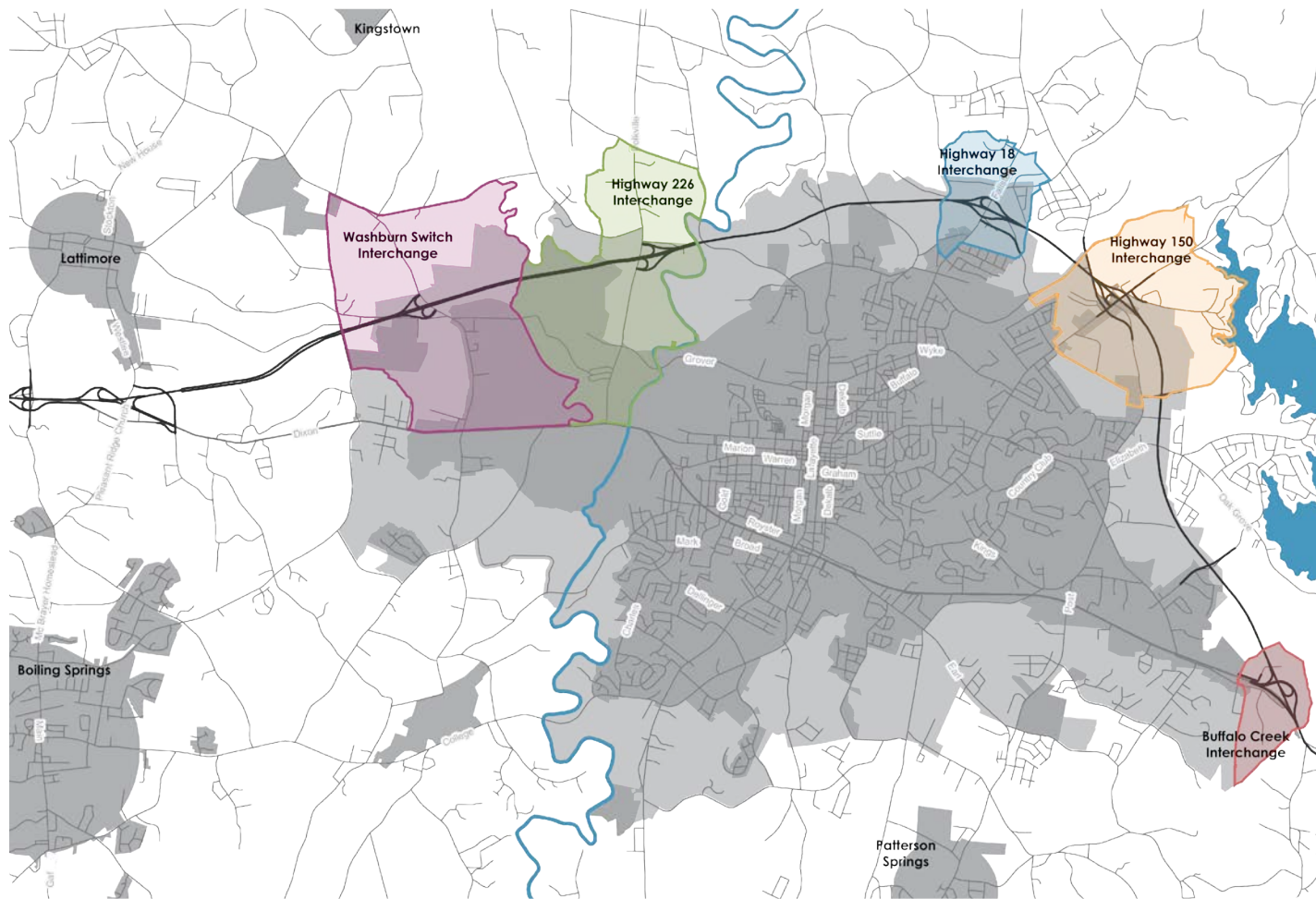


FIGURE 1.1:
Bypass Framework Map



Washburn Switch Interchange

Industrial with supporting uses.

Polkville Road/Highway 226 Interchange

Limited commercial or residential "gateway".

Fallston Road/Highway 18 Interchange

Mixed Use with emphasis on commercial and mid to high density residential.

Cherryville Road/Highway 150 Interchange

Limited commercial.

Buffalo Creek Interchange

City gateway.

- Washburn Switch Study Area
- Highway 226 Study Area
- Highway 18 Study Area
- Highway 150 Study Area
- Buffalo Creek Study Area
- City Limits
- Shelby ETJ

*The depicted study areas are drafts that can change as each interchange study area planning process develops.

Shelby Comprehensive Land Use Plan (2009)

area plan for the corridor of the planned US 74 Bypass north of Shelby. Identify appropriate land uses, signage, landscaping and buffering, and other land use issues.

Action 3.2.2: Using the special area plan as a policy foundation, prepare a special highway corridor overlay zoning district to implement design standards for developments near the new bypass. Do this before development pressures mount.

The *Comprehensive Land Use Plan*, adopted in 2009, provides guidance for the City as it continues to grow over the next 15 to 20 years. However, with the *Comprehensive Land Use Plan* being five years old, the adjusted timeframe is 10 to 15 years. This Plan serves as a policy guide that encourages decision makers to direct growth in a logical and environmentally sensitive way. It also provides a legal framework for the City to base regulatory decisions on. The *Comprehensive Land Use Plan* considers a number of all-encompassing issues, including land use, transportation, environmental features, and parks and recreation. The following are policies and implementation strategies associated with the US 74 Bypass.

Policy 4C: Provide opportunities for industrial uses near the northwestern portion of the study area, near the future bypass and existing railroad.

Implementation Strategy 1: Coordinate with Cleveland County to amend the zoning ordinance and zoning map to reflect with Employment designation illustrated on the Comprehensive Land Use Plan Map.

Policy 11A: Control growth at the potential future Bypass interchanges by only allowing low-intensity uses such as agriculture, conservation development, and low-density residential.

Policy 11E: Discourage high-intensity uses around the proposed Bypass interchanges

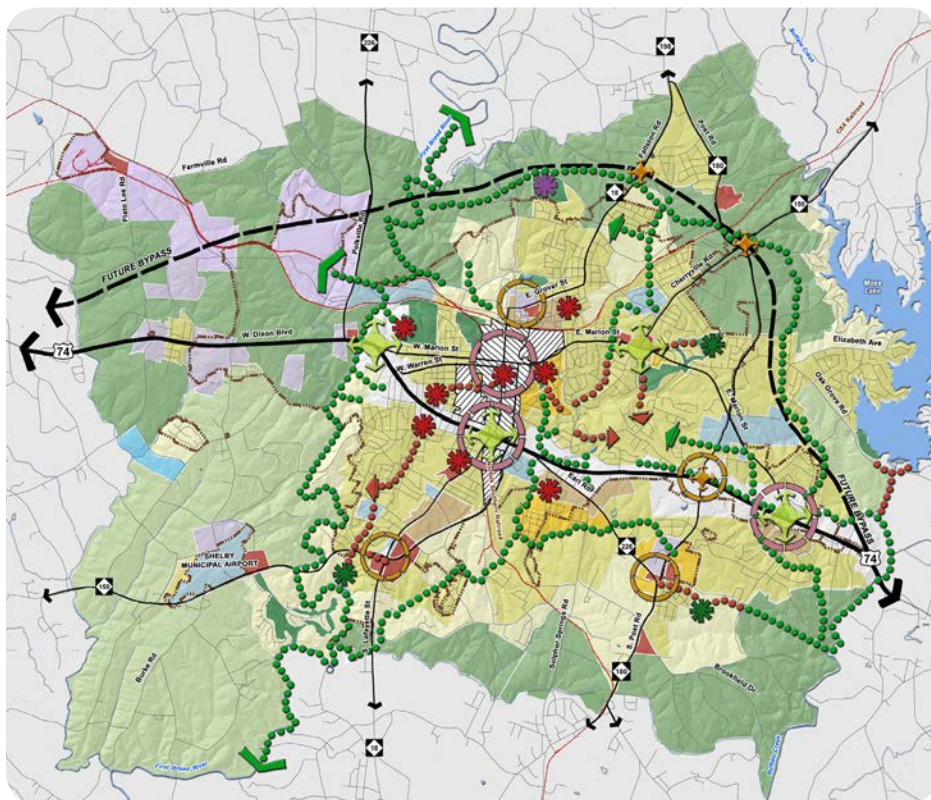


FIGURE 1.2: Future Land Use Plan Map from Shelby Comprehensive Land Use Plan



to reserve the access on and off the future Bypass. Especially discourage uses such as big-box retail, strip commercial, and suburban development.

Policy 11A and 11E are policies the WSISAP, and small area plans for the remaining Bypass interchanges, looks to amend. The goal of the WSISAP is to create development opportunities around the Washburn Switch interchange. The Comprehensive Land Use Plan "saved" the Bypass corridor by limiting growth along it; however now that the Bypass is underway, development will happen.

Cleveland County Land Use Plan (2005)

The *Cleveland County Land Use Plan* is a statement of the community's vision for its own future and a guide to achieve that vision through the year 2015. The County's future is shaped by local community values, the County's resources, and ideals and aspirations about the best growth management. It is a tool for managing change to achieve a desired quality of life. The following strategies deal with the US 74 Bypass.

STRATEGY Commercial-A1: Reexamine the County's zoning policies and focus future commercial development in nodes and development areas located along the following thoroughfares (or segments thereof) and other designated locations in the County, including US 74 Bypass interchanges.

STRATEGY Transportation-A4: Work closely with officials from the City of Shelby for areas that lie at and near each of the proposed interchanges along the Shelby Bypass.

STRATEGY Open Space/ Greenways-A1: Develop a greenway master plan that comprehensively addresses the County's needs, expectations, costs and funding sources. Land for a potential greenway has been preserved by NCDOT in association with the Shelby Bypass project. A master plan for greenway expansions in the County, however, does not exist. Such a plan should be developed in order to prioritize greenway needs, costs and funding sources.



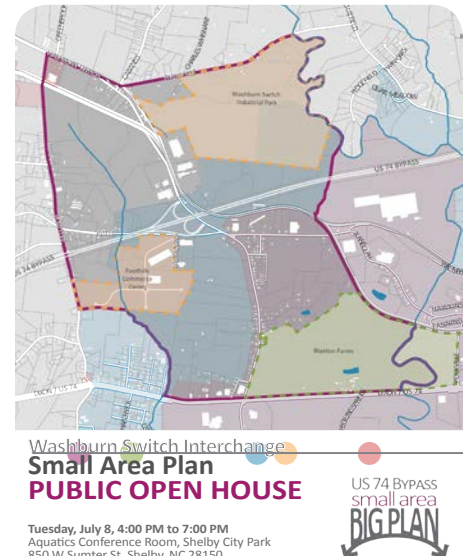
FIGURE 1.3: From top to bottom: *Shelby Strategic Growth Plan (2005)*, *Cleveland County Land Use Plan (2005)*, and *Shelby Comprehensive Land Use Plan (2009)*

HOW WILL I BE INVOLVED IN THE PLANNING PROCESS?

Committee meetings and community open houses are designed to share current conditions to help the committee and residents envision the future. They allow residents and elected officials to share their opinions, and to develop a community vision, policies, and actions specific to the community needs.

Citizens within a small area plan study area are notified of community input opportunities. They are encouraged to attend meetings and actively participate.

FIGURE 1.4: WSISAP Open House Flyer



HOW IS A SMALL AREA PLAN DEVELOPED?

The small area plan process is broken down into the following eight steps.

Step 1: Research and data gathering.

Step 2: Data analysis.

Step 3: Stakeholder committee formed.

The primary role of the committee is to assist staff in identifying issues and opportunities and developing an overall vision, goals, and recommendations. Stakeholders include citizens, neighborhood associations, business owners, and City and County elected officials.

Step 4: Committee meetings and public input meetings.

The number of meetings is dependent on the issues and opportunities in the area and the individual planning process.

Step 5: Development of goals, recommendations, and an overall vision.

Step 6: Development of a draft plan.

Step 7: Finalization of plan.

Step 8: Adoption of plan.

Present to Planning and Zoning Board for recommendation and City Council for adoption.

A successful small area plan is the result of an extended effort by a number of parties. The WSISAP key contributors in the planning process included City Council, Planning & Zoning Board, WSISAP Committee, and City and Planning staff. The Planning staff worked extensively with the WSISAP Committee, which included representatives of property owners, businesses, City of Shelby staff, Cleveland County staff, and North Carolina Department of Transportation staff. A summary of the respective roles of each contributor is outlined in Figure 1.5.

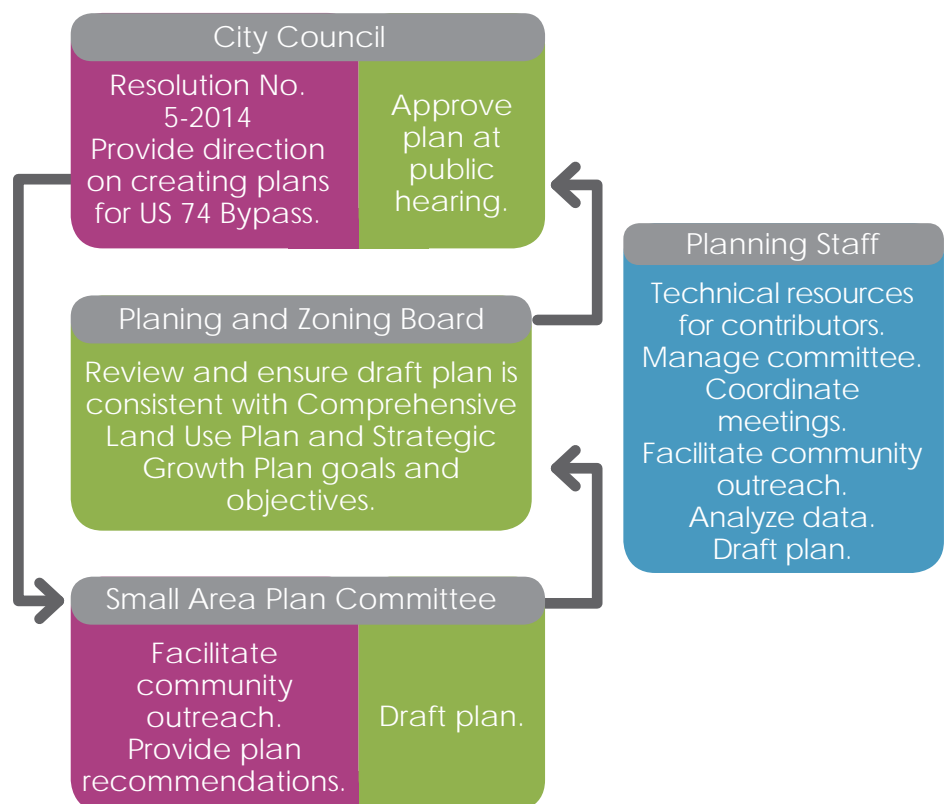


FIGURE 1.5:
Plan Contributors Roles

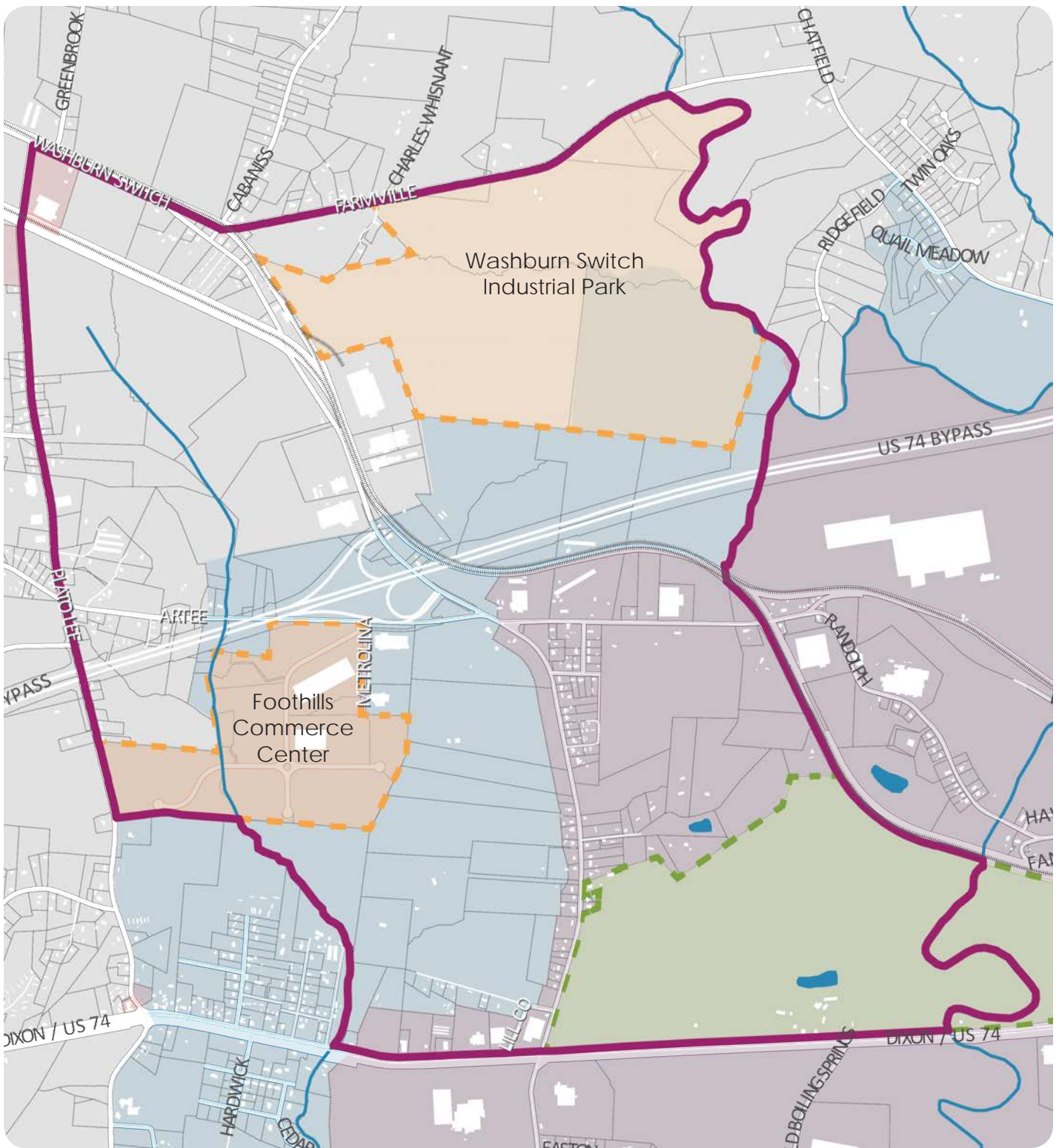
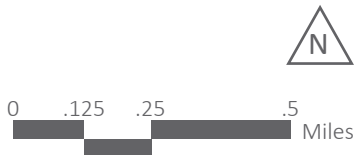


FIGURE 1.6:
Study Area Context Map

- Study Area Outline
- Shelby City Limits
- Water
- Shelby ETJ
- Industrial Parks/Centers
- Major Agriculture Areas

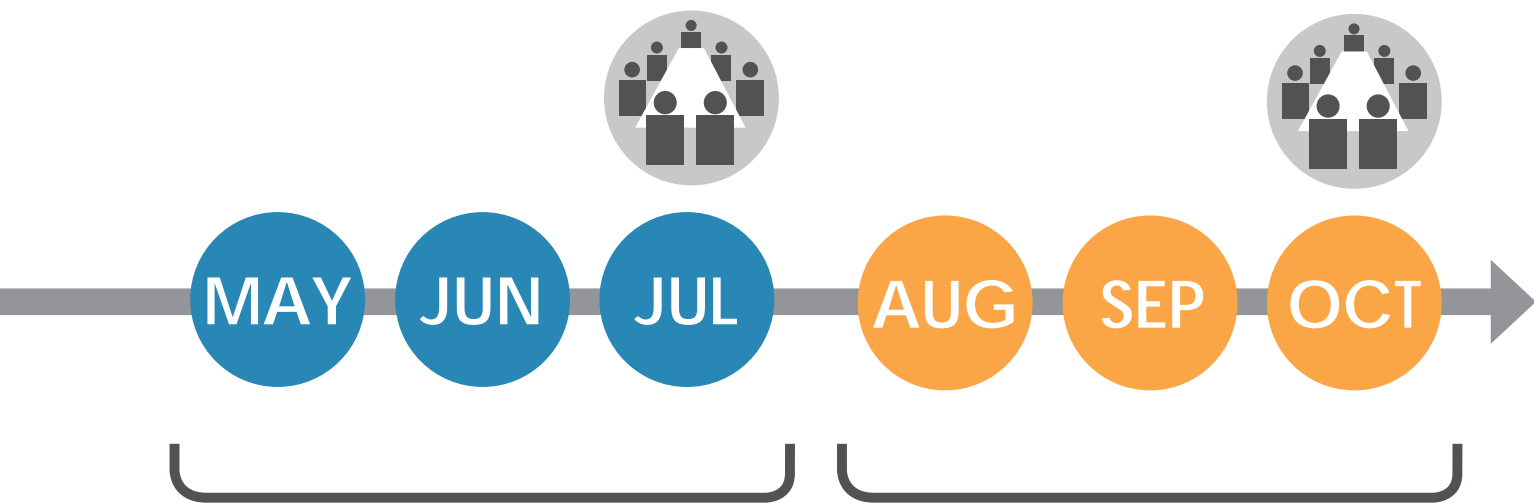


SMALL AREA PLAN TIMELINE

The City of Shelby and Planning staff anticipate a thirteen month timeframe (September 2013 to October 2014) for the WSISAP, including background analysis, study area workshops, and plan drafting and finalizing. The approved timeline for the WSISAP may be modified from time to time where it has been determined by staff that such modification(s) would result in greater efficiency and improve the planning process.

FIGURE 1.7:
Small Area Plan Timeline





DRAFT PLAN

May

Committee Meeting:
Form Recommendations

June

Committee Meeting:
Form Recommendations

July

Public Open House
Committee Meeting:
Finalize Recommendations / Draft Plan

FINAL PLAN

August

Draft Plan for Committee to Review
Finalize Plan

September

Planning & Zoning Board for Review
Finalize Plan

October

City Council for Adoption*

*The WSISAP should simultaneously go to the Cleveland County Planning Board for review. The Cleveland County Planning Board should recommend approval of the plan before it goes to the Cleveland County Board of County Commissioners.

WSISAP Committee
Meetings and Public Outreach
Review and Adoption

COMMUNITY PARTICIPATION

2 COMMUNITY PARTICIPATION

The WSISAP planning process includes regular committee meetings, during which City Planning staff and committee members discuss, recommend, and participate in development activities for the future of the Washburn Switch Interchange study area. Public participation includes open houses that are held to explain research findings and discuss future development and transportation ideas.

WASHBURN SWITCH INTERCHANGE SMALL AREA PLAN COMMITTEE

The WSISAP Committee serves as an advisory team for the City of Shelby on matters related to the Washburn Switch Interchange study area. The committee is to assess the transportation and development needs of the study area and suggest recommendations to address these issues and needs.

Twelve representatives were invited by Mayor O. Stanhope Anthony III to serve on the committee. These twelve members represent property owners, businesses, developers, the City of Shelby, Cleveland County, and North Carolina Department of Transportation. WSISAP Committee members were asked to commit time by participating in meetings and related correspondences.

Along with the committee members, the WSISAP Committee is staffed by two City of Shelby planning staff members.

Committee meetings are held at the Shelby-Cleveland County Regional Airport on the 4th Tuesday of every month during the planning process, except when scheduling conflicts occur.

Washburn Switch Interchange Small Area Plan Committee Members

Bill Chambless
Brad Cornwell
Stuart Hair
Eddie Holbrook
Rick Howell
David Keilson
Ben Kittrell
Strickland Maddox
Bill McCarter
David Royster
Rick Washburn
Nicholas Wiebelhaus



FIGURE 2.1:
Resident Christa Aldinger, committee member Bill Chambless, and NCDOT representative Gary Spangler review a draft of the WSISAP at the July committee meeting.

MEETINGS AND PUBLIC OUTREACH

February 25, 2014: WSISAP Committee Meeting - Kick-off Meeting

The first official meeting for the WSISAP Committee. Attendance included seven of the initial eleven WSISAP Committee members, and two City Planning staff.

Key meeting points:

- Discussed the following:
 - Small area plans, planning process, and plan implementation.
 - WSISAP committee purpose and responsibilities.
 - Timeline and scope of small area plan.
 - Study area description and overall bypass framework.
- Presented and reviewed existing conditions of the study area.
 - Location.
 - Aerial.
 - Comprehensive Land Use Plan Future Land Use Map.
 - Existing Land Use.
 - Zoning.
- Requested information on environmental features and existing and proposed utilities.

March 25, 2014: WSISAP Committee Meeting - Topic Development

Attendance included eight of the initial eleven WSISAP Committee members, and two City Planning staff.

Key meeting points:

- Presented and reviewed environmental features and utilities for the study area.
- Facilitated an open discussion about opportunities within the study area.
 - Seen as an industrial hub.
 - Possess opportunities for commercial uses to support future industrial uses.
- Developed recommendation topics:
 - Land Use.
 - Transportation.
 - Utility Services.
 - Community Character.
- Discussed expanding the study area up to Farmville Road.

April 22, 2014: WSISAP Committee Meeting - Land Use

Attendance included eight of the initial eleven WSISAP Committee members, and two City Planning staff.

Key meeting points:

- Reviewed and approved a study area expansion to include the area up to Farmville Road.
- Began discussion about public open house, including potential locations, invitees, and ways to advertise the event.
- Discussed the Bypass framework map and identified the remaining interchanges and potential land uses.
- Participated in a land use development activity. Committee members discussed and depicted future land uses within the study area on a large map.

FIGURE 2.2:
Committee members
participate in a land use
planning activity during the
April committee meeting.



**May 28, 2014:
WSISAP Committee Meeting - Transportation**

A new committee member was introduced to better represent property owners within the study area. Attendance included nine of the twelve WSISAP Committee members, and two City Planning staff.

Key meeting points:

- Reviewed and amended the Committee's conceptual vision map (DRAFT) to better suit the overall ideas of the committee.
- Presented 3D model of interchange and immediate surrounding area to show a more representative feeling of the interchange.
- Discussed transportation concerns for the study area, including the traffic impact as more industrial uses locate in the area. A build out of the industrial parks in the study area could add 4,500 employees,

generating an additional 9,000 trips per day in the area. This does not include truck traffic or traffic on the new Bypass.

- Requested information on:
 - o Overall Bypass construction timeline.
 - o Washburn Switch Interchange and Polkville Road/Highway 226 Interchange construction timeframe.
- Recommended having NCDOT study Artee Road and Randolph Road intersections for potential traffic flow issues.
- Recommended shared driveways, setting minimum driveway separation distances, and creating a zoning overlay district to regulate these.
- Recommended widening Washburn Switch Road.
- Recommended creating signalized intersections at US 74 Bypass ramp entrances and exits.

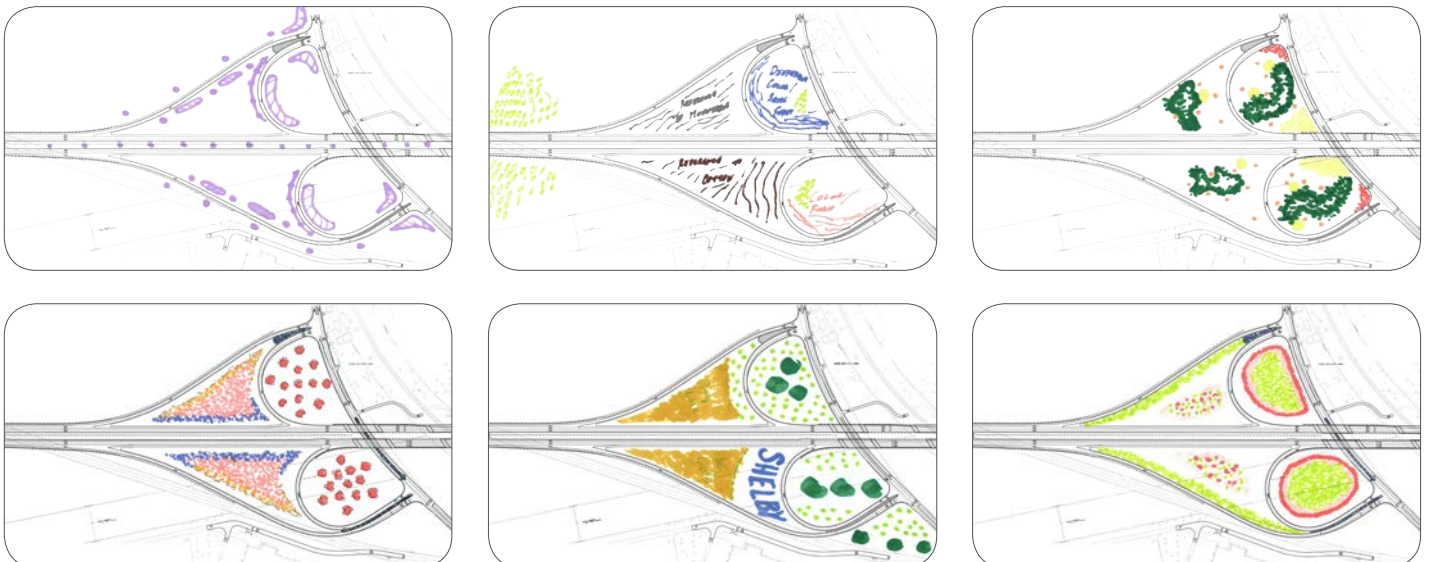
**June 24, 2014:
WSISAP Committee Meeting -
Community Character**

Attendance included six of the twelve WSISAP Committee members, two North Carolina Department of Transportation Division 12 representatives substituting for David Keilson, and two City Planning staff.

Key meeting points:

- Reviewed transportation recommendations and the updated Committee's conceptual vision map (DRAFT).
- Discussed open house details.
- Began community character discussion for design guidelines, signs, and interchange landscaping/streetscaping.
- Requested more local examples of design guidelines and signs.
- Participated in an activity to design the interchange landscaping and Washburn Switch Road streetscaping.
- Recommended partnering with NC DOT on interchange landscaping design and maintenance.

FIGURE 2.3:
Interchange landscape ideas from the June committee meeting.



July 8, 2014: WSISAP Open House

Attendance included approximately 75 community members (study area residents and property owners, Mayor Anthony from Shelby, Mayor Lattimore from Kingstown, and other Shelby residents), seven of the twelve WSISAP Committee members, and two City Planning staff. The goal was to articulate what the community wanted the Washburn switch Interchange study area to be like at the end of a 20 to 30 year plan horizon.

Key open house points:

- To publicize the WSISAP Open House, City Planning staff sent postcards to property owners within the study area, letters to the mayors and town councils of Lattimore and Kingstown, letters to companies within and just outside of the study area, and personal invitations to the City of Shelby City Council, Cleveland County county manager and planning

staff, and those part of the Cleveland County Chamber of Commerce.

- Published news releases announcing the open house in *The Shelby Shopper*, *Shelby Star*, *The Kings Mountain Herald*, and *What's Up Shopper*. An announcement was posted on the City website, and the City of Shelby Facebook wall.
- Committee members and City Planning staff heard public concerns, explained research findings, and discussed future development and transportation ideas with property owners and community residents.
- Many property owners expressed the desire to sell their property.

July 29, 2014: WSISAP Committee Meeting - Community Character

Attendance included seven of the twelve WSISAP Committee members, one NC DOT representative substituting for David Keilson, one additional property owner, and two City Planning staff.

Key meeting points:

- Reviewed various site and sign designs examples.
- Recommended updating current design guidelines.

August 26, 2014: WSISAP Committee Meeting - Draft Plan

Attendance included seven of the twelve WSISAP Committee members, one additional property owner, and one City Planning staff.

Key meeting points:

- Reviewed and discussed revisions of the WSISAP draft document.
- Recommended sending draft Plan to Planning and Zoning Board for review.

FIGURE 2.4:

(LEFT) Community members are encouraged to mark up maps during the open house in July. (RIGHT) NCDOT representative, David Keilson, and residents discuss development concerns during the open house in July.



REVIEW AND ADOPTION

Specific concerns and needs arose from residents at the public open house. These include:

RESIDENT CONCERNS

- Railroad crossing Eskridge Grove Baptist Church to make property behind the church more accessible.
- A U-turn to allow traffic from Eskridge Grove Baptist Church to travel south on Washburn Switch Road because there is a median proposed to keep traffic from turning left out of church parking lot. See Figure 2.6 for a diagram of the street layout.
- Development concerns for Washburn Switch Road.
- Industrial traffic on Washburn Switch Road. Keep truck traffic off of Farmville Road and Chatfield Road (Residential Areas).
- Noise, light, and runoff pollution.
- Stop light concerns: increased travel time through the area.
- Closeness of industrial companies to residential areas.
- Concerns for the active farms along bypass. County depends on these farms, and community farmers do not want them to disappear.
- Concern for safety on roads at intersections. The intersections are large and residents are concerned someone may turn onto ramps going the wrong direction.

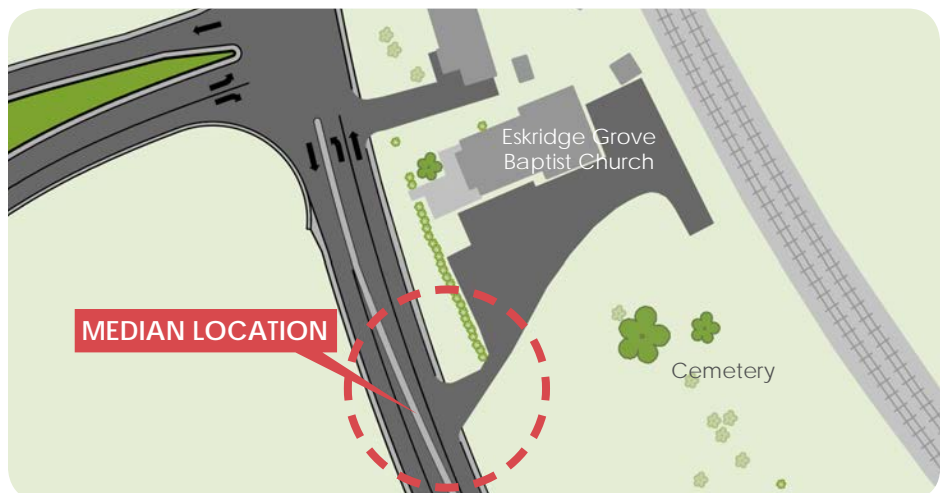
RESIDENTS NEEDS

- Gas station with alcohol.
- Fast food and sit down restaurants.
- Car wash/Laundromat.
- Gathering place (game room, entertainment center, family center, etc.).
- Variety of residential development (single-family, multi-family, apartments, etc.).
- Economic growth with industrial companies.

The adoption process should include consideration of the Washburn Switch Interchange Small Area Plan by the City of Shelby Planning and Zoning Board in their September public meeting. The Planning and Zoning Board should forward their comments and recommendations to the City of Shelby City Council. The City Council should hold a public hearing for the consideration of adopting and approving the Washburn Switch Interchange Small Area Plan at their public hearing on October 20, 2014.

The plan should simultaneously go to the Cleveland County Planning Board for review. The Cleveland County Planning Board should recommend approval of the plan to the Cleveland County Board of County Commissioners, who should also consider approving the Washburn Switch Interchange Small Area Plan.

FIGURE 2.5: Diagram of proposed street path and median in front of Eskridge Grove Baptist Church. The median will restrict traffic from turning left out of church parking lot, diverting traffic to travel north or get on bypass.



Page intentionally left blank.

Context
Demographics
Land Use
Zoning
Transportation
Utility Services

EXISTING CONDITIONS

3 EXISTING CONDITIONS

This portion of the WSISAP provides a base assessment of the study area’s existing conditions. This section is intended to help inform and direct the vision and plan recommendations throughout the planning process. The categories that are examined include study area context, demographics, land use, zoning, transportation, and utilities.

CONTEXT

The Washburn Switch Interchange study area is an approximately 2,318 acre (3.62 square miles) area on the west end of the City of Shelby. The study area extends from Washburn Switch Road and Farmville Road to the north, the railroad and Brushy Creek to the east, the existing US 74 to the south, and Plato Lee Road on the west.

The study area currently serves as a hub for industrial uses.

There are several established industrial sites within and right outside of the study area. The Foothills Commerce Center, located within the study area, is an industrial center with the potential to accommodate up to ten sites. In addition, Cleveland County has proposed an industrial park for the northern portion of the study area.

Uncertainty related to the completion of the new US 74

Bypass and accompanying development is a concern to residents of the study area and surrounding areas. Growth is likely to occur around the interchanges of the new Bypass, but the existing plans for the City of Shelby and Cleveland County do not specifically address plans for this growth.

FIGURE 3.1:
Photos from throughout the Washburn Switch Interchange study area.



Foothills Commerce Center is the main industrial center off of Washburn Switch Road. Truck and employee traffic will only increase as the center continues to expand.



The approximant location of the Westbound on and off ramps for US 74 Bypass.

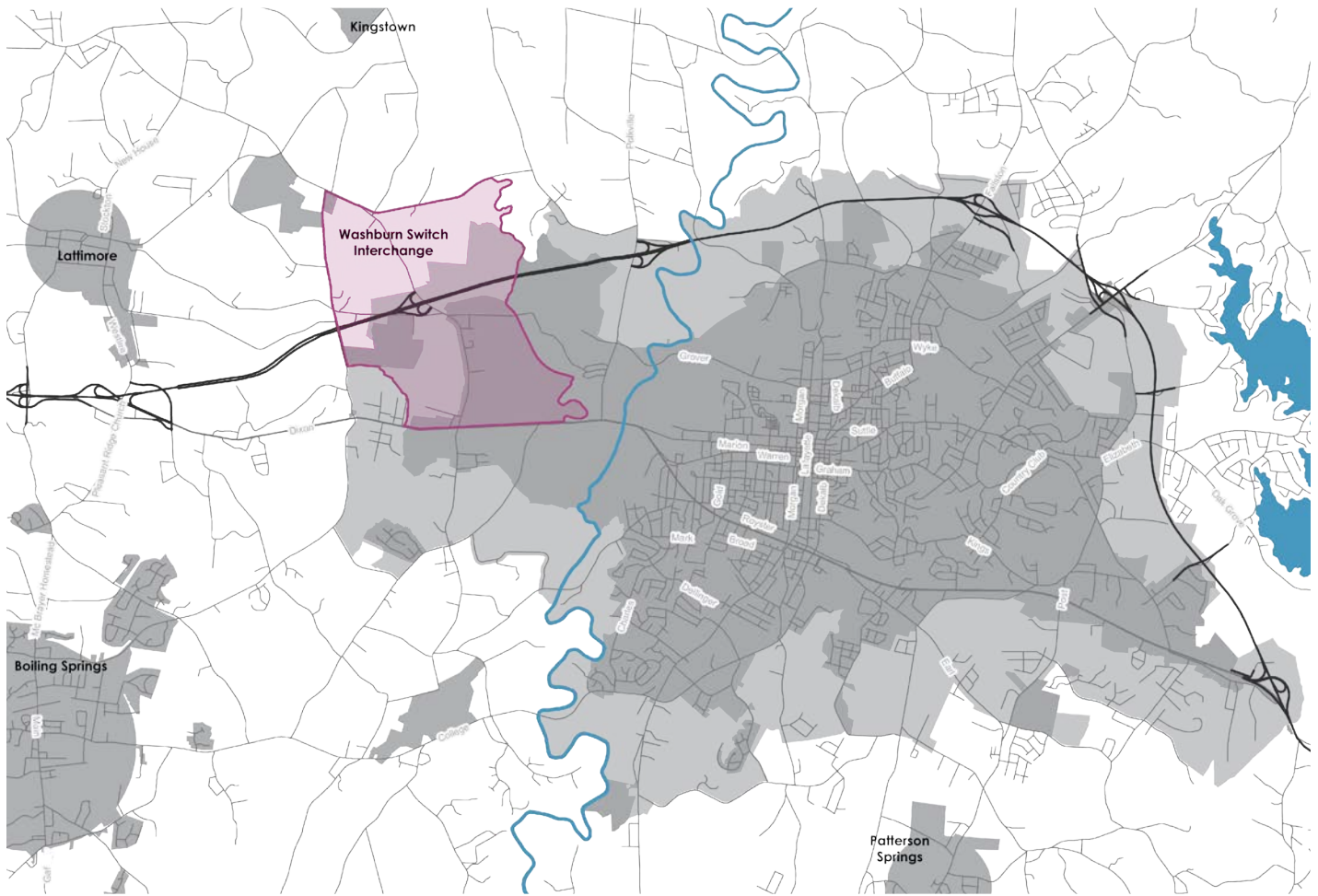


FIGURE 3.2:
Washburn Switch Interchange Study Area Location Map



- Washburn Switch Study Area
- City Limits
- Shelby ETJ



Traffic on Washburn Switch Road at Randolph Road.



Traffic on Washburn Switch Road at Artee Road.



Yard sculptures along Washburn Switch Road.

DEMOGRAPHICS

The Washburn Switch Interchange study area is located within Census Tracts 9513 and 9514. The demographic data cited in the WSISAP uses US Census information from Census Tracts 9513 and 9514 to maintain consistency and accuracy, rather than an estimate based on the actual study area. It should be noted that the Census Tracts and the study area do not share the same boundaries.

There are 9676 residents within Census Tracts 9513 and 9514 (U.S. Census Bureau, 2008-2012 American Community Survey), with approximately 400 residents inside the Washburn Switch Interchange study area. The study area is

largely Caucasian, with 77% of residents being Caucasian; fifteen percent (15%) are African American, 5% Hispanic, and 3% other ethnicities. Also, there are slightly more females than males.

From the Cleveland County Economic Development Partnership employment data, there are 552 employees within the study area. However this does not incorporate the commercial uses within the study area. A majority of employment opportunities are industrial, as this land use continues to grow.

Figure 3.3 demonstrates the estimated distribution of resident and employees within the study area. One dot

represents approximately one resident or employee.

FIGURE 3.3:
Ethnicity of Census Tracts 9513 and 9514

Source: U.S. Census Bureau, 2008-2012 American Community Survey.

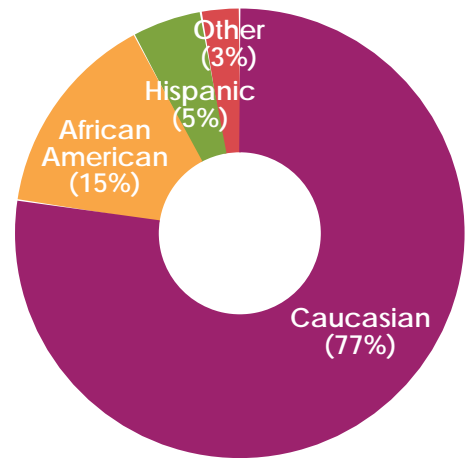
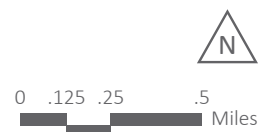
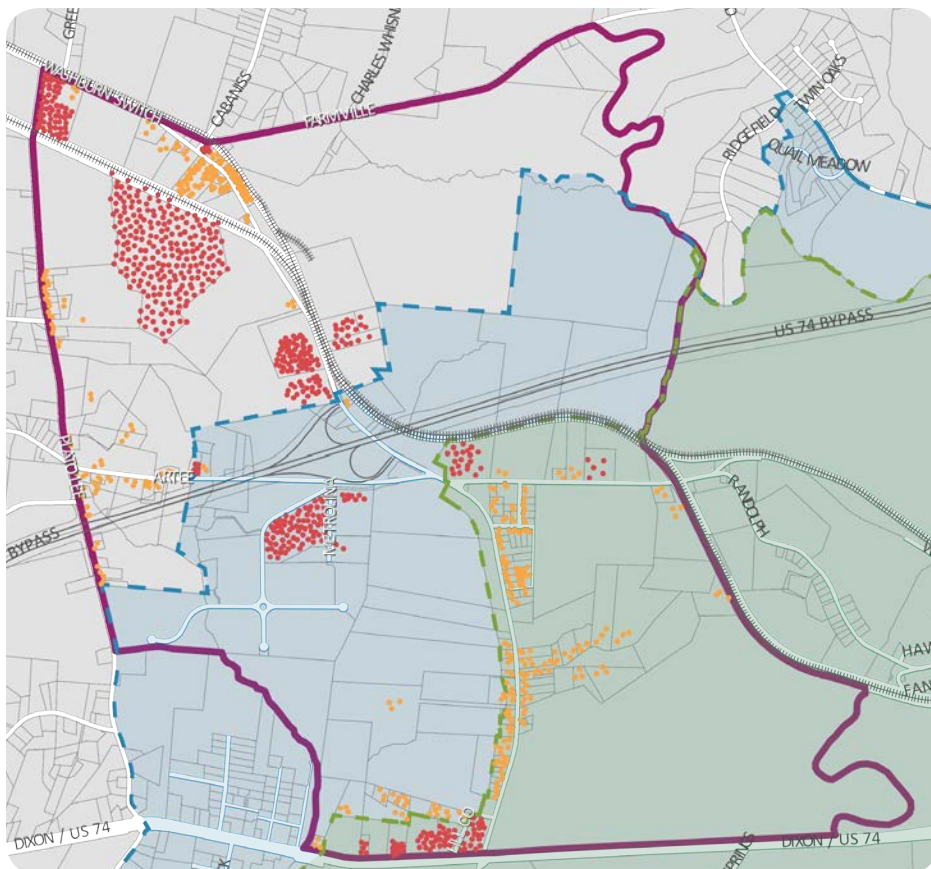


FIGURE 3.4:
Residents and Employees Demographic Map

- Employees
- Residents
- Shelby City Limits
- Shelby ETJ

One (1) dot represents approximately one (1) resident or employee.

Source: Based off of internal records from the Cleveland County Economic Development Partnership.



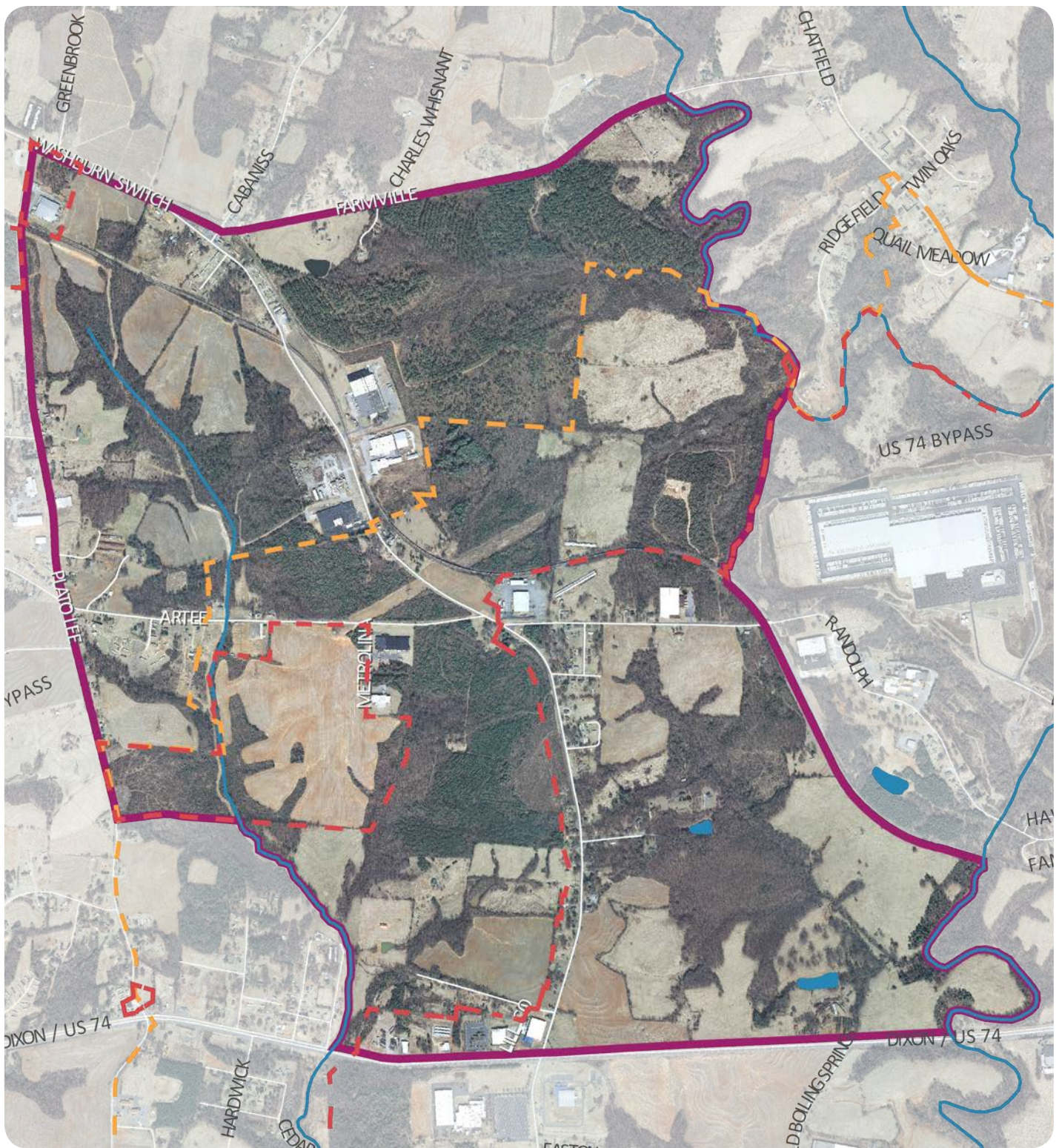
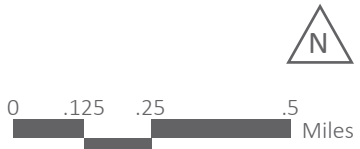


FIGURE 3.5:
Washburn Switch Interchange Study Area Existing Conditions Aerial Map*

- Study Area Outline
- Water
- Shelby City Limits
- Shelby ETJ

*Please note the aerial is from 2010. It does not depict the Foothills Commerce Center or other developments since 2010.



LAND USE

Existing Land Use

The Washburn Switch Interchange study area has many opportunities for development. Currently, the study area is primarily undeveloped, agriculture, industrial, and residential. By percentage, the study area is approximately 40% undeveloped with approximately 594 acres (67.2% of undeveloped properties) dedicated for industrial uses within the Foothills Commerce Center and Washburn Switch Industrial Park. However, properties that are being currently used as industrial encompass roughly 13% of the study area.

Residential uses total 13.9% of land within the study area with a majority being low density. Mobile homes make up approximately 1.3% of housing in the study area.

Land needed to construct the Bypass takes up less than 5% (approximately 95 acres) of land inside the plan study area. The remaining land in the plan study area consists of commercial, professional office, and institutional uses, totaling roughly 1% of land within the study area.

Figure 3.6, 3.7 and 3.8 illustrate the existing land uses within the Washburn Switch Interchange study area.

FIGURE 3.7:
Examples of existing land uses in the Washburn Switch Interchange Study Area.

FIGURE 3.6:
Washburn Switch Interchange Study Area Existing Land Uses

Land Use	Area (Acres)	% of Plan Area
Commercial	12.8	0.6%
Professional Office	6.5	0.3%
Mixed Use	0.0	0%
Residential	310.1	13.9%
Low Residential	280.2	12.5%
Med Residential	0.9	0.04%
High Residential	0.2	0.01%
Mobile Homes	28.8	1.3%
Institutional	2.1	0.1%
Industrial	282	12.6%
Transportation	91.9	4.1%
Agriculture	638.6	28.5%
Open Space/Parks	0.0	0%
Undeveloped	892.95	39.9%
Study Area Total	2237	



Pine tree farm along Washburn Switch Road.



The City of Shelby water tank is considered a transportation/utility land use.



Eskridge Baptist Church located across from the west bound interchange ramp.



Schletter is one of the many industrial sites in the study area.

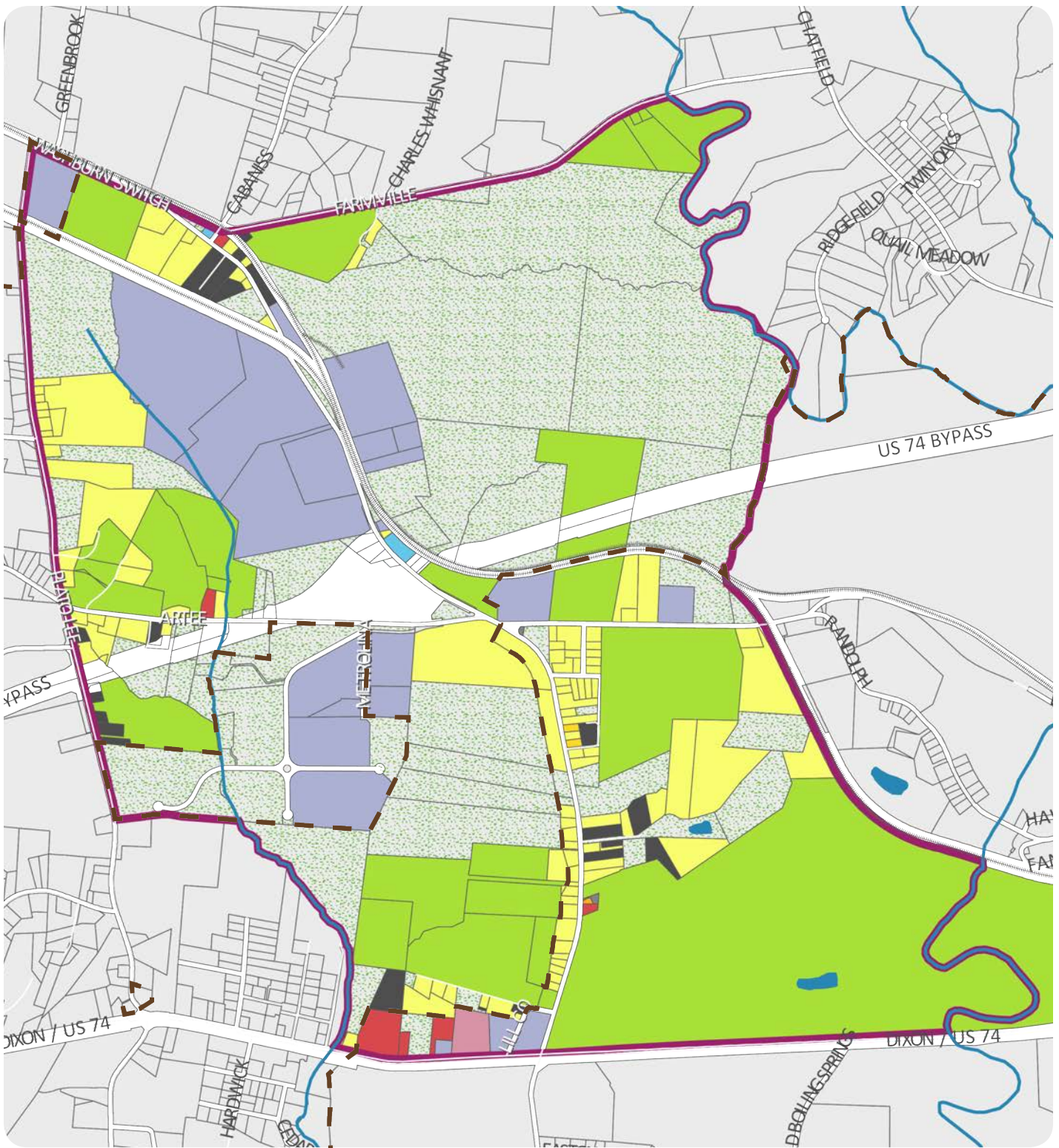
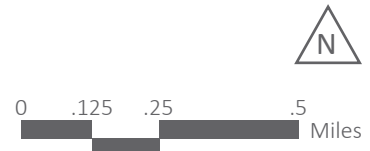


FIGURE 3.8:
Washburn Switch Interchange Study Area Existing Land Use Map



Comprehensive Land Use Plan Future Land Use

The *Comprehensive Land Use Plan's* Future Land Use Map depicts the area within the Washburn Switch Interchange study area as mainly conservation development and employment land uses. The Plan preserved the land for the, at the time, future US 74 Bypass. This was the land that would have eventually been needed for the Bypass. With the Bypass under construction, the surrounding lands can be developed as the Bypass is completed.

The *Comprehensive Land Use Plan* states that areas designated as conservation development are areas in which the number of lots permitted by a given zoning classification is allowed, but the development is encouraged to preserve an amount of open space in exchange for building the permitted number of residential units on smaller lots. The open space could be natural area, equestrian facilities, golf courses, or similar types of open space. For example, if a parcel of land were entitled to build 100 1-acre lots under its current zoning classification, it would be allowed to build 100 1/2-acre lots in exchange for leaving half of the property in permanent open space. Conservation development is generally most applicable to 1/2-acre lots or larger.

The employment land use designation includes a broad range of land uses: office with supportive commercial services, office parks, light industrial, and heavy industrial. The zoning districts typically associated with these land uses are CB, CPD, GB, GB2, GI, LI, and the conditional use zoning districts of each district mentioned. See the Appendix for a full description of land use classifications from the City of Shelby *Comprehensive Land Use Plan*.

Figure 3.10 shows the Washburn Switch Interchange study area from the Future Land Use Map in the City of Shelby *Comprehensive Land Use Plan*.

FIGURE 3.9:
Examples of the major future land use designations in the Washburn Switch Interchange study area from the City of Shelby *Comprehensive Land Use Plan*.



Conservation Development



Employment

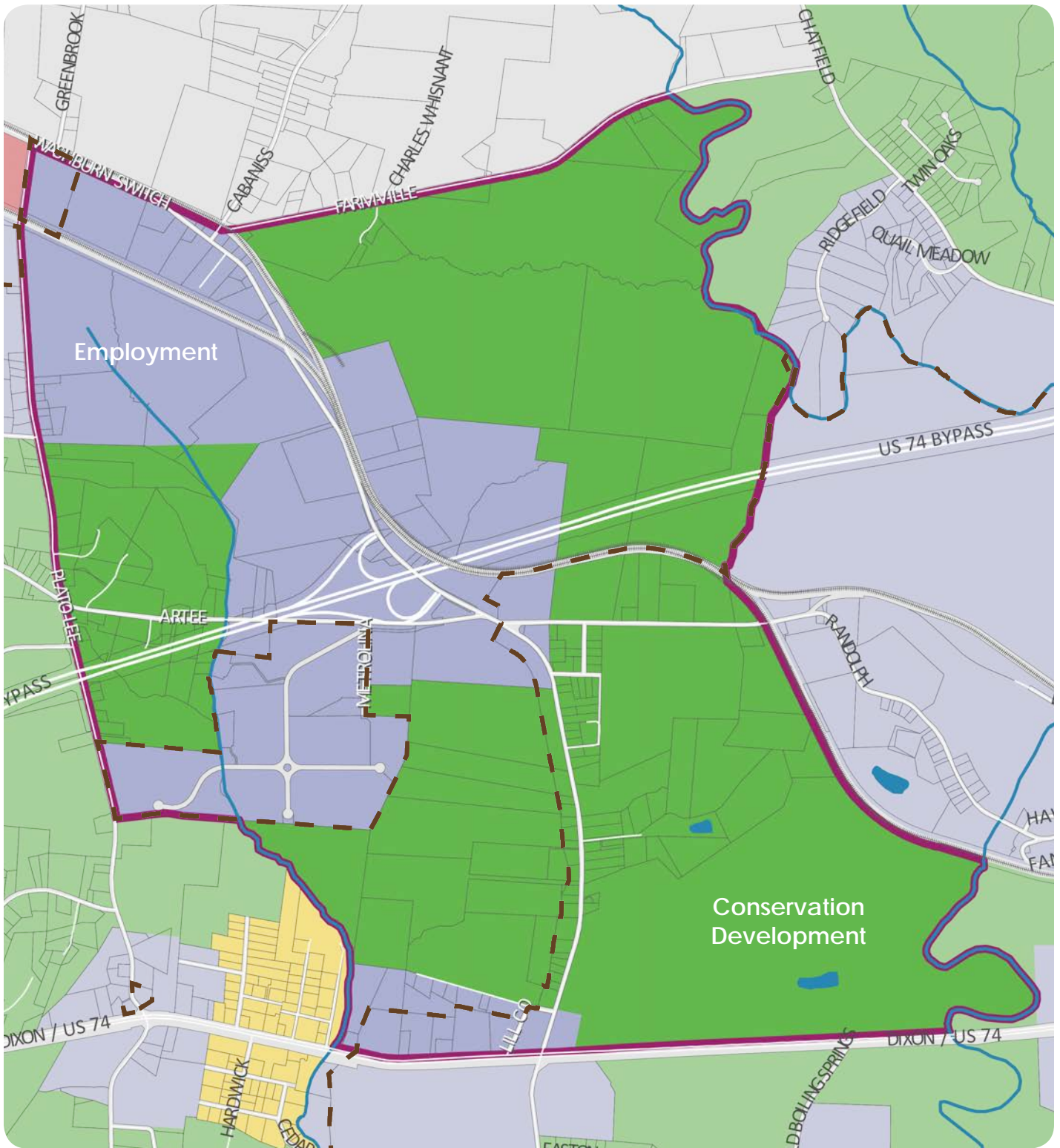
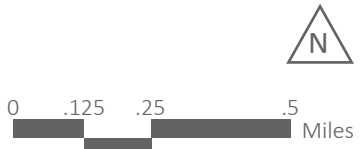
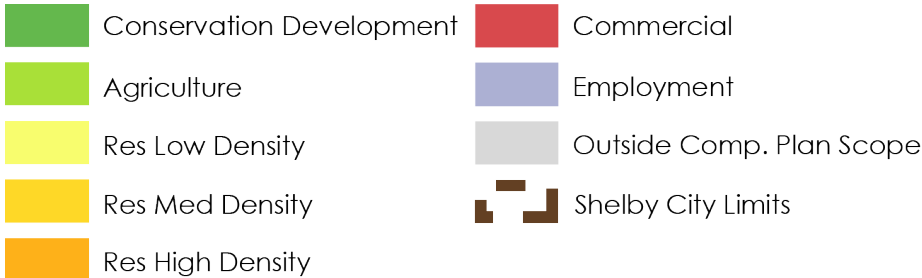


FIGURE 3.10:
Washburn Switch Interchange Study Area Comprehensive Land Use Plan Future Land Use Map



ZONING

The Washburn Switch Interchange study area contains seven of the City's 20 base zoning classifications. A majority of the study area is zoned Residential 20 (R20), Light Industrial (LI), and General Industrial (GI). The other zoning districts are commercial uses (GB2 and GB) and conditional uses for specific properties (GI-CU and GB-CU). Not all of the Washburn Switch interchange study area is within the City of Shelby zoning jurisdiction; a little less than half the study area is considered to be in the Cleveland County zoning jurisdiction. The area within the County is mainly zoned Heavy Industrial (HI) and Residential (R). See the Appendix for a full description of City of Shelby and Cleveland County zoning district classifications.

Figure 3.11 and Figure 3.12 depict the current zoning based off of zoning GIS data from the City of Shelby and Cleveland County.

FIGURE 3.11:
Washburn Switch Interchange Study Area Current Zoning

Zoning District	Area (Acres)	% of Plan Area
City of Shelby		
Commercial (GB-CU, and GB2)	40.7	1.8
Residential Zoning Districts	772	34.5
R20 and R20-CU	772	34.5
R10	0	0
R8	0	0
R6 AND R6-CU	0	0
Light Industrial (LI)	501.8	22.4
General Industrial (GI)	118.7	5.3
Cleveland County		
Commercial (GB)	9.9	0.4
Residential	285.4	12.8
Light Industrial (LI)	11.4	0.5
Heavy Industrial (HI)	497	22.2
Study Area Total	2237	

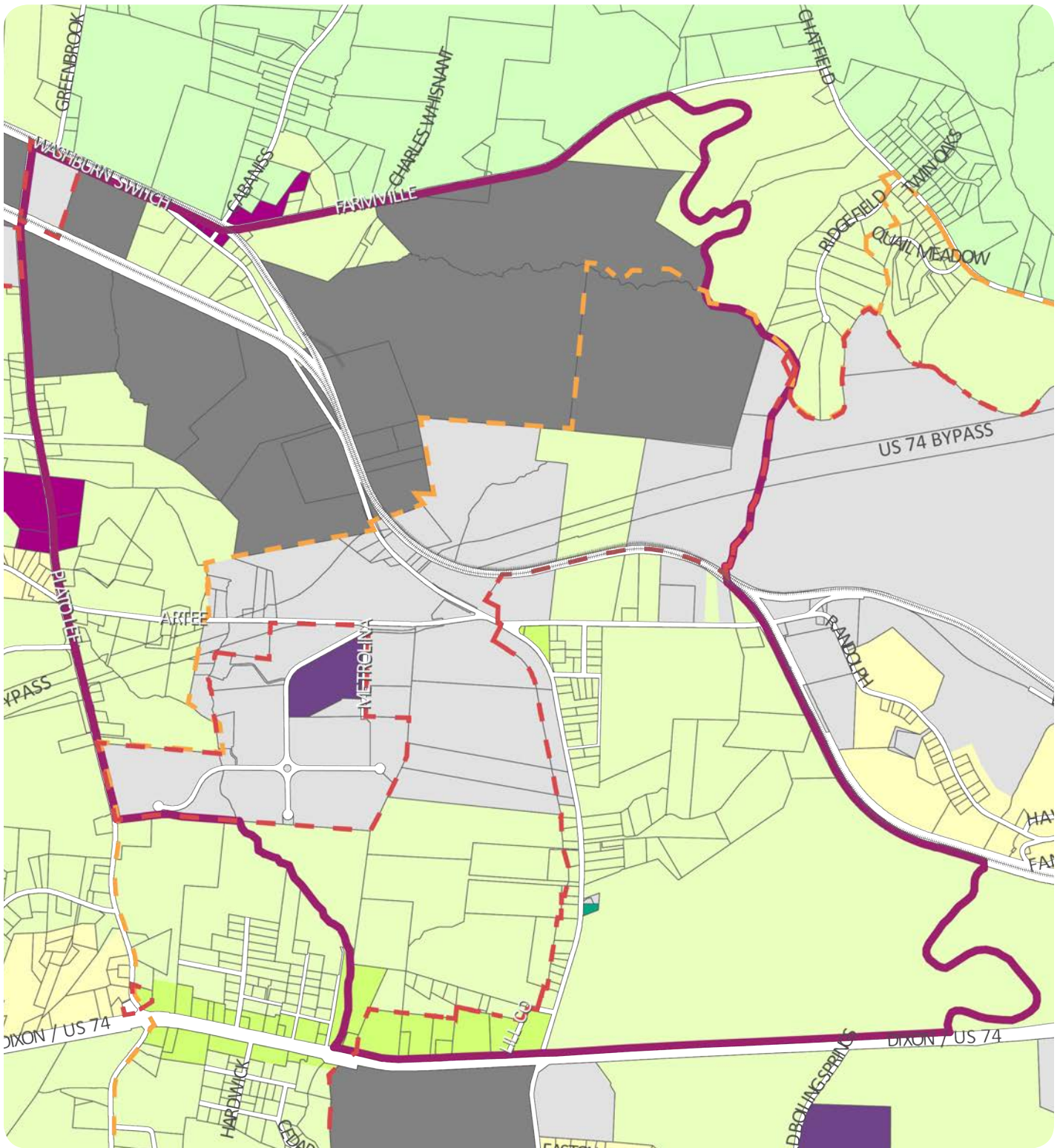
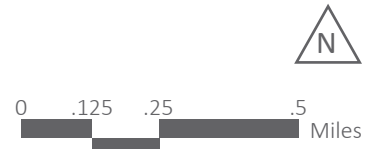
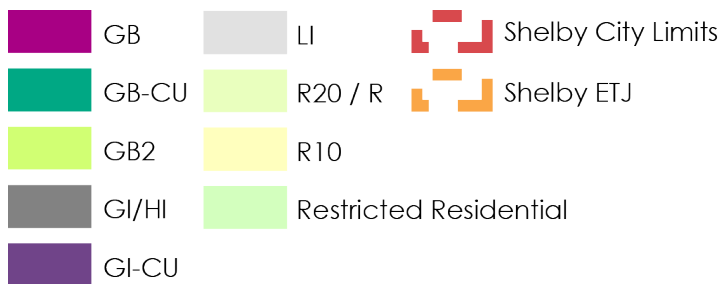


FIGURE 3.12:
Washburn Switch Interchange Study Area Current Zoning Map



TRANSPORTATION

The Washburn Switch Interchange study area's transportation system is disproportionately connected, meaning it is easier to travel north/south than it is to travel east/west. The main east/west street is Dixon Boulevard/US 74, while the north/south streets are connected to most other streets within the study area. The local streets branch off of the major streets within the study area. With the completion of the US 74 Bypass, there will be a stronger east/west connection to the greater area.

The major streets in the study area are Washburn Switch Road, Artee Road, Randolph Road, Plato Lee Road, Farmville Road, Dixon Boulevard/US 74 and US 74 Bypass.

Each street in the study area is classified based on the purpose of the street. Figure 3.14 depicts the street classifications within the study area.

Major Thoroughfares:

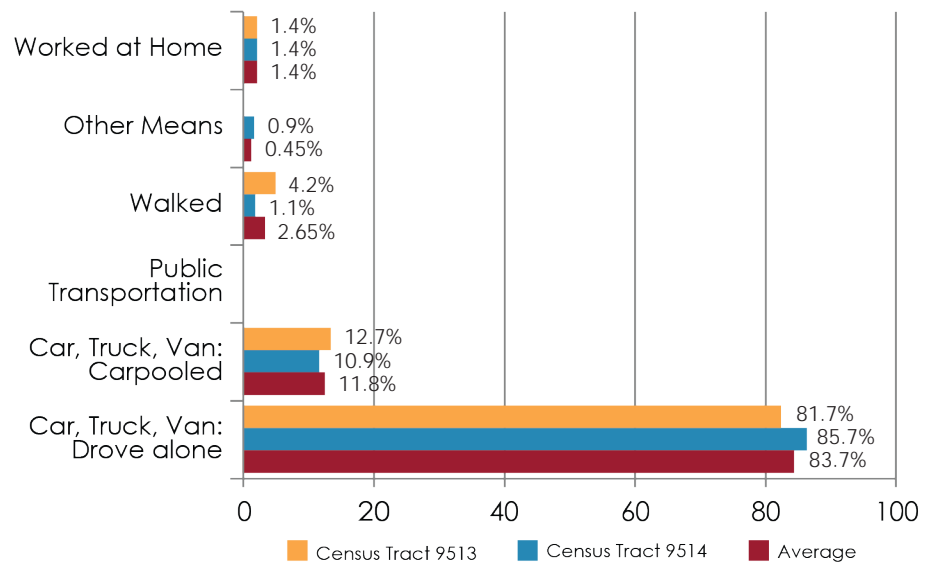
- Dixon Boulevard/US 74
- US 74 Bypass (Future classification)

Collector Streets:

- Washburn Switch Road
- Plato Lee Road
- Farmville Road (Future classification)

Local Streets:

- Artee Road
- Randolph Road
- Cabaniss Road (Future



Source: U.S. Census Bureau, 2008-2012 American Community Survey.

FIGURE 3.13:
Commute to Work for Census Tracts 9513 and 9514)

classification)

- Metrolina Drive
- Commerce Center Drive
- Partnership Drive
- All other residential streets within study area

With the completion of the Bypass, Washburn Switch Road could become a minor thoroughfare. This depends on how the increased traffic will circulate through the Washburn switch Interchange study area. Currently, Washburn Switch Road collects the traffic from local streets and disperses that traffic onto larger roadways. With new developments and roadway intersection changes, Cabaniss Road may become a local street; whereas Farmville Road is expected to become a collector street. A new bridge is currently under construction on Farmville Road and there are potential road improvements with the development of the

Washburn Switch Industrial Park.

Artee Road will no longer be a through street with the completion of the US 74 Bypass.

See the Appendix for detailed information on street classifications.

Commuting Patterns

An average of 83.7 percent of residents in Census Tracts 9513 and 9514 commute by automobile (alone) and 11.8% commute by carpool. No residents commute by public transportation and less than 3% commute by walking or biking. See Figure 3.13 for commuting pattern information.

The average commute time for residents in Census Tracts 9513 and 9514 is 22.75 minutes. This means that residents work

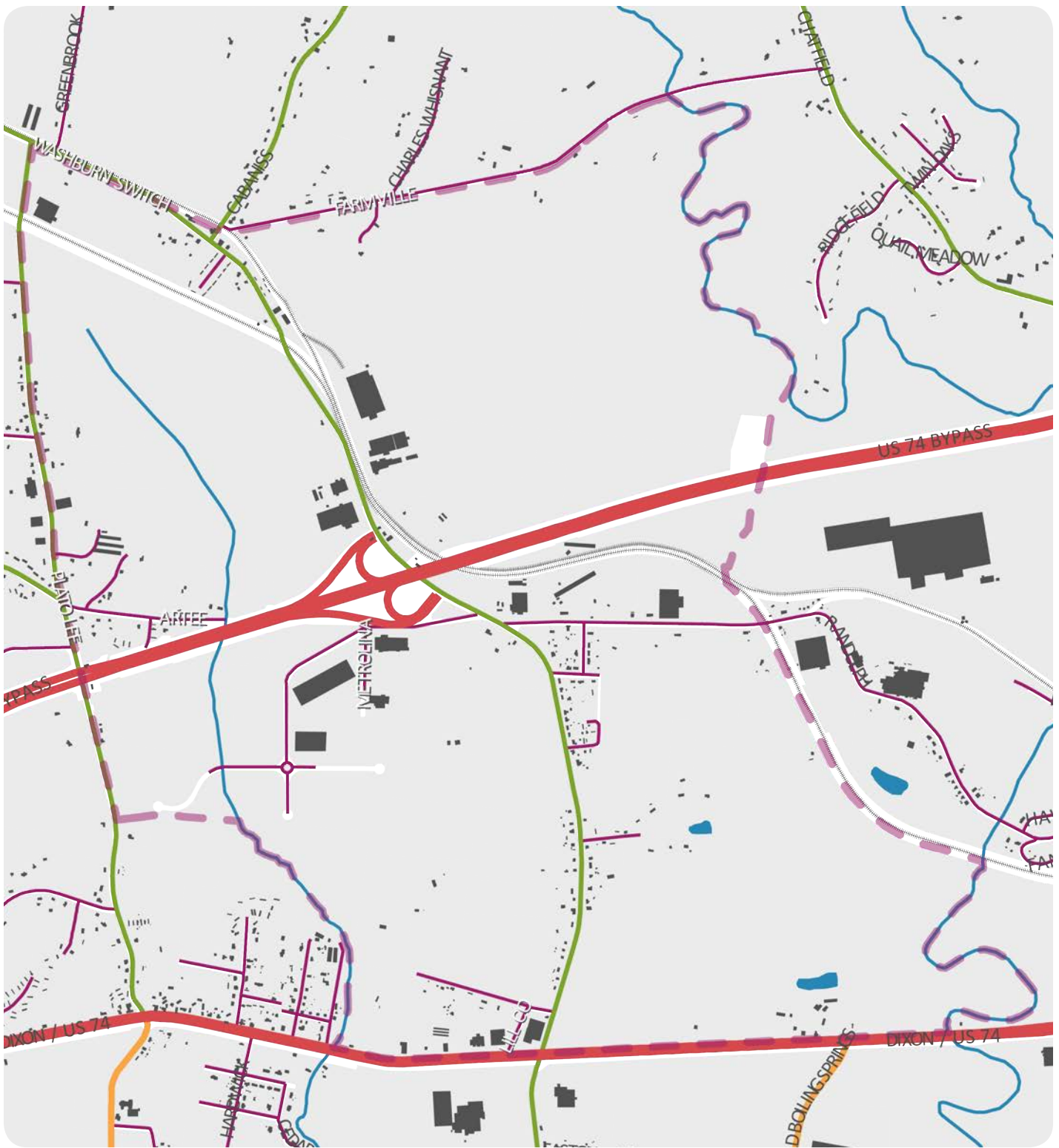
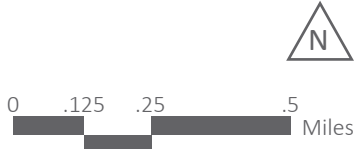


FIGURE 3.14:
Washburn Switch Interchange Study Area Current Street Classification Map

- Major Thoroughfares
- Minor Thoroughfares
- Collector Streets
- Local Streets
- Buildings
- Water
- Study Area



Traffic Counts

outside of the Washburn Switch Interchange study area. The commute pattern data cited in the WSISAP uses US Census information from Census Tracts 9513 and 9514 to maintain consistency and accuracy.

Traffic in the Washburn Switch Interchange study area varies significantly throughout the study area. Traffic is expected to increase over time, with Annual Average Daily Traffic (AADT) estimated to the year 2035. However, estimations for Washburn Switch Road in 2035 show traffic decreasing. This is due to how estimates were calculated. Traffic from the US 74 Bypass was not calculated into Washburn Switch Road's 2035 AADT. See Figure 3.15 for further explanation of traffic in the Washburn Switch

Interchange study area.

Based on the transportation systems in the study area and the potential build out for employment, there will be a traffic impact as more industrial uses locate to the Washburn Switch Interchange study area. The potential build out of the industrial parks in the study area could add 4,500 more employees, generating an additional 9,000 trips per day. This does not include truck traffic or traffic on the US 74 Bypass.

FIGURE 3.15:
Traffic Counts related to Washburn Switch Interchange Study Area

Source: Cleveland County Comprehensive Transportation Plan, July 2012.

Location	Existing Capacity	AADT 2009	AADT 2013	AADT 2035 w/ E+C*
US 74 Bypass (Dixon Blvd to Polkville Rd)	N/A	N/A	N/A	20,000
Artee Rd (Latimore to US 74 Bypass)	9,000	900	900	1,200
Artee Rd (US 74 Bypass to Washburn Switch Rd)	9,000	900	900	5,000
Plato Lee Rd (Dixon Blvd to Artee Rd)	9,000	2,500	2,600	3,000
Plato Lee Rd (Artee Rd to Washburn Switch Rd)	9,000	1,500	1,600	2,000
Randolph Rd (Washburn Switch Rd to Southern Dr)	9,500	1,900	2,300	3,600
Washburn Switch Rd (Artee Rd to Cabaniss Rd)	13,000	4,500	6,700	5,000
Washburn Switch Rd (Dixon Blvd to Artee Rd)	12,000	4,200	5,000	4,500
Dixon Blvd, Averaged (Shelby ETJ to Polkville Rd)	28,000	27,900	24,600	31,300

AADT = Annual Average Daily Traffic

*E+C: Estimate of the volume in 2035 with only existing projects and committed projects assumed to be in place. Committed project are projects programmed for construction in the 2009-2018 Transportation Improvement Program.

** Not a through street with the completion of the US 74 Bypass.

Level of Service Designations

A roadway level of service is a grade based on the relationship of travel demand and the roadway capacity. There are six levels of service that identify possible roadway conditions. These designations range from LOS A, which represents the best roadway conditions, to LOS F, which represents the worst roadway conditions.

Of the roadways in the Washburn Switch Interchange study area, the Cleveland County Transportation Plan

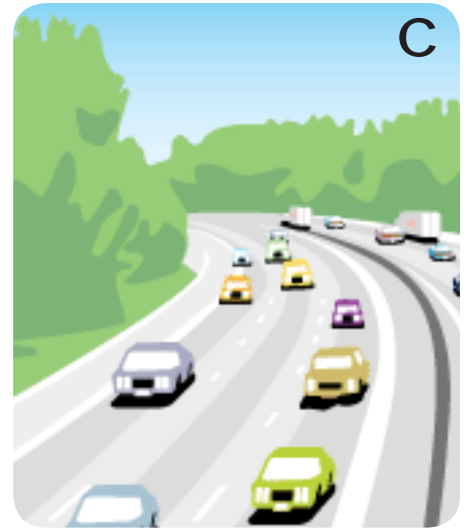
(2012) designates Dixon Boulevard/current US 74 with a LOS D.

LOS D indicates the “practical capacity” of a roadway, or the capacity at which the public begins to express dissatisfaction. The practical capacity was developed based on the 2000 Highway Capacity Manual using the NCLOS program and LOS tables. Recommended improvements and overall design of the transportation plan were based upon

achieving a minimum LOS D on existing facilities and a LOS C for new facilities. The City of Shelby strives to achieve a LOS C or better for City roads. See the Appendix for detailed information on LOS.

FIGURE 3.16: Level of Service roadway and traffic examples.

Source: Level of Service from Maryland Transportation Authority, I-95 Express Toll Lanes.



UTILITY SERVICES

Sewer Service

The Westside Sewer Project consisted of a 15" gravity outfall and a 1700 gallon per minute (GPM) pump station. It serves the drainage basin along Little Beaver Dam Creek from Crest High School and Crest Middle School to just north of the intersection of Plato Lee Road and Washburn Switch Road. This system collects domestic, commercial, and industrial flows from KSM Castings, Inc. and Clearwater Paper Corporation. The construction of this project also enabled the elimination of NPDES discharges of the former Smurfit Stone and Artee Lighting facilities. This project also allowed for the development of the Foothills Commerce Center, an industrial park developed jointly by the City of Shelby and Cleveland County.

City Council in conjunction with Cleveland County has appropriated funding for design engineering and permitting of the Brushy Creek Outfall Project. This project will consist of a large regional pump station located at the confluence of Brushy Creek and the First Broad River and meander north through the Brushy Creek Drainage basin to the Washburn Switch Business park, an approximately 400 acre tract of land owned by Cleveland County for commercial/industrial development.

Water Service

The Westside Water Project provided for a new 2 million gallons per day (MGD) Booster Pump Station and an additional 16" ductile iron water line loop along Artee Road and Plato Lee Road back to the intersection of Plato Lee Road and Washburn Switch Road. Previously, this area was serviced by a single 16" water line along Washburn Switch Road that terminated at PPG Industries. The former Booster Pump Station was in conflict with the new US 74 Bypass and was relocated to the intersection of Washburn Switch Road and Randolph Road. The project also consisted of a new 750,000 gallon elevated storage tank along Plato Lee Road, adjacent to CSX Railroad. It enabled the City to eliminate the original 100,000 gallon elevated tank at PPG Industries. The City has installed an additional 16" waterline through the Foothills Commerce Center providing industrial service and fire flow to the Center, eliminating conflicts with the Bypass construction across Artee Road.

Gas Service

The Lattimore Gas Line Project replaced the original 1950's constructed gas line along Washburn Switch Road. In addition, the City constructed a new regulator station near PPG Industries. The new gas line is a high pressure (150 psi) steel gas line which serves

the industrial corridor along Washburn Switch Road. Over the past few years, the City has constructed additional gas line extensions to serve and feed through the Foothills Commerce Center and eliminate conflicts with the Washburn switch interchange. These lines connect with the same high pressure lines on Plato Lee Road, providing a looped system to deliver more volume and pressure to the area.

Electric Service

The City has an existing overhead 3-Phase 7.2/12.47 kV electric line along Randolph Road to Washburn Switch Road and down Artee Road to the City's Foothills Commerce Center. The overhead line transitions to underground construction at the entrance of the Foothills Commerce Center and delivers electric service for commercial/industrial development through the Commerce Center over to Plato Lee Road. The City substation serving these facilities is located in close proximity approximately 3 miles east along Grover Street in Shelby.

In addition, Duke Energy supplies electric services within the Washburn Switch Interchange study area.

See the Appendix for more detailed, individual Utility Services maps (Sewer, Water, Gas, and Electric Services).

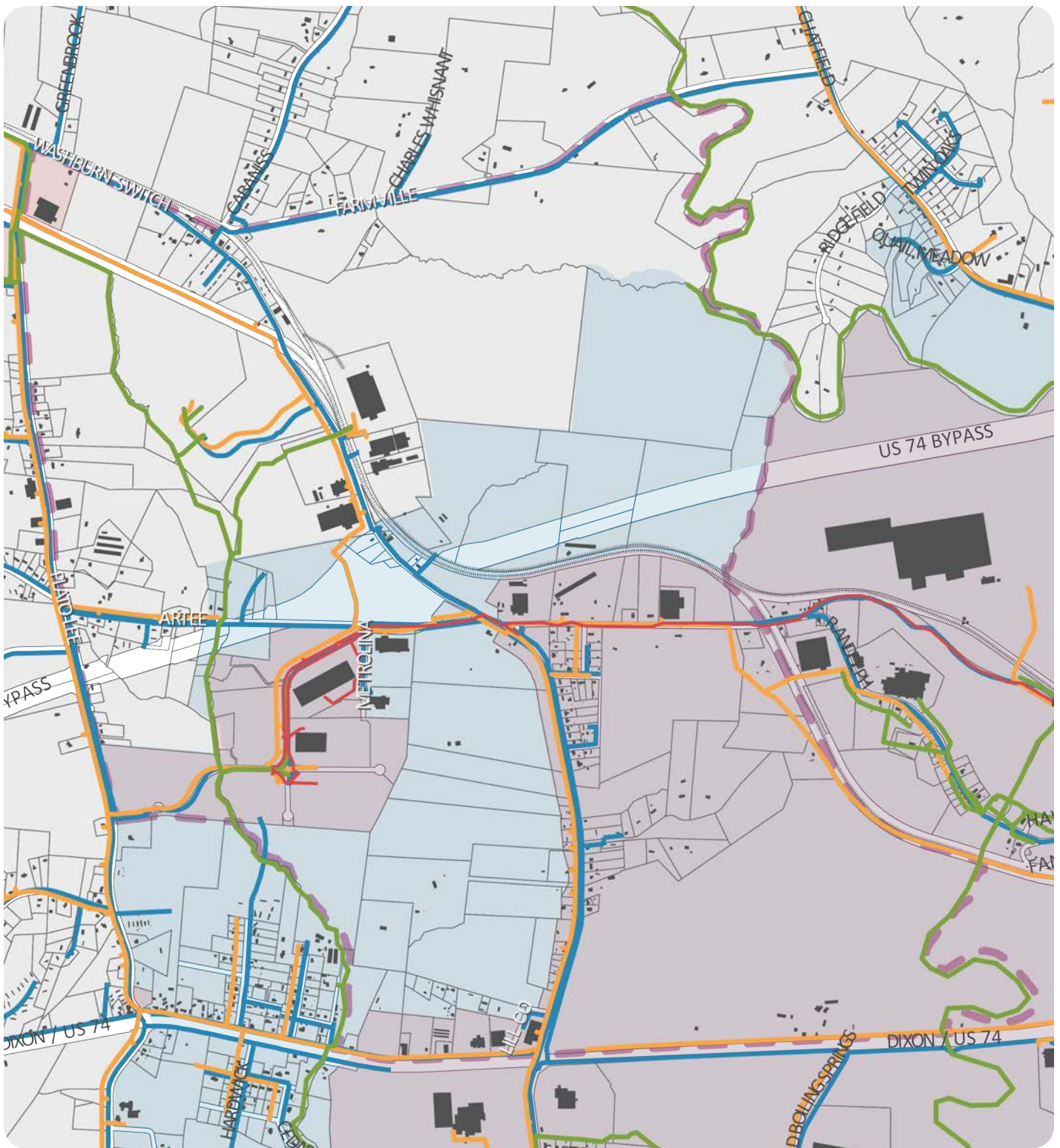
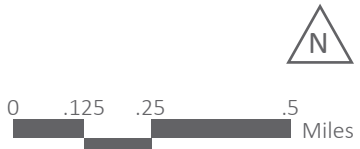


FIGURE 3.17:
Washburn Switch Interchange Study Area Utility Services Map

- Sewer Service Lines
- Water Service Lines
- Gas Service Lines
- Electric Service
- Shelby City Limits
- Shelby ETJ



Envisioning Washburn Switch Interchange Study Area

VISION

4 VISION

The WSISAP Vision Map is based on comments received from about 75 community members at a public open house held on July 8, 2014 (more fully described in the Community Participation section of this plan) and committee members at committee meetings throughout the planning process. Committee members and community members were asked to describe how they see the Washburn Switch Interchange study area developing with the construction of the US 74 Bypass.

Envisioning the Washburn Switch Interchange Study Area

Common ground between the residents' and committee's visions is that the Washburn Switch Interchange study area is currently seen as an industrial node. With the existing industrial opportunities, the residents and committee envision the study area as continuing to develop as an industrial center. However, with industrial growth, comes the need for commercial uses to support the extra traffic generated. Supporting commercial uses could include gas stations, restaurants, and lodging.

Both the committee and residents express concerns on the need for a "buffer" around US 74 Bypass and between residential/agricultural and industrial uses to mitigate noise and light pollution.

Figures 4.1 and 4.2 are conceptual diagrams developed from the open house and committee meetings and are meant to illustrate how the committee and community envision the Washburn Switch Interchange study area.

WSISAP Committee Concept Map

The Committee Concept Map, shown in Figure 4.1, depicts the

study area with more diverse land uses. While the study area is still seen as an industrial hub, mixed uses and residential uses are prevalent in the committee concept map. The mixed use land use typology is very broad and can include any number of uses (residential, commercial, industrial, parks, agriculture, etc.). Creating an overlay zoning district (shown as gray hatching) will ensure development standards are regulated for future developments.

WSISAP Open House Concept Map

The Open House Concept Map, shown in Figure 4.2, illustrates the Washburn Switch Interchange study area as an industrial hub; however, residents focus on the need to foster the local active farms by providing opportunities for expansion. Commercial nodes are at Dixon Boulevard and just south of Artee Road and Washburn Switch Road intersection. Property owners feel the area directly around the interchange is too complicated to provide any type of services and should be left as a conservation area that will provide a buffer from the Bypass.

WSISAP Vision Map

The WSISAP Vision Map, shown in Figure 4.3, portrays the best of both the committee and open house visions. The Washburn Switch Interchange study area will be an industrial hub with supporting commercial uses at the major intersections. The activity centers are the intersections of Washburn Switch Road/Dixon Boulevard and Washburn Switch Road/US 74 Bypass. The mixed use areas allow a broad range of uses to develop including commercial, residential at any density, agriculture, industrial, etc. This mixed use typology is to be used for the Washburn Switch Interchange study area and not to be used to define mixed use development associated with the rest of the Future Land Use Map in the Comprehensive Land Use Plan.

The WSISAP Vision Map is considered the Future Land Use Map for the Washburn Switch Interchange study area. It replaces the land uses on the Future Land Use Map in the *Comprehensive Land Use Plan* for the area within the Washburn Switch Interchange study area.

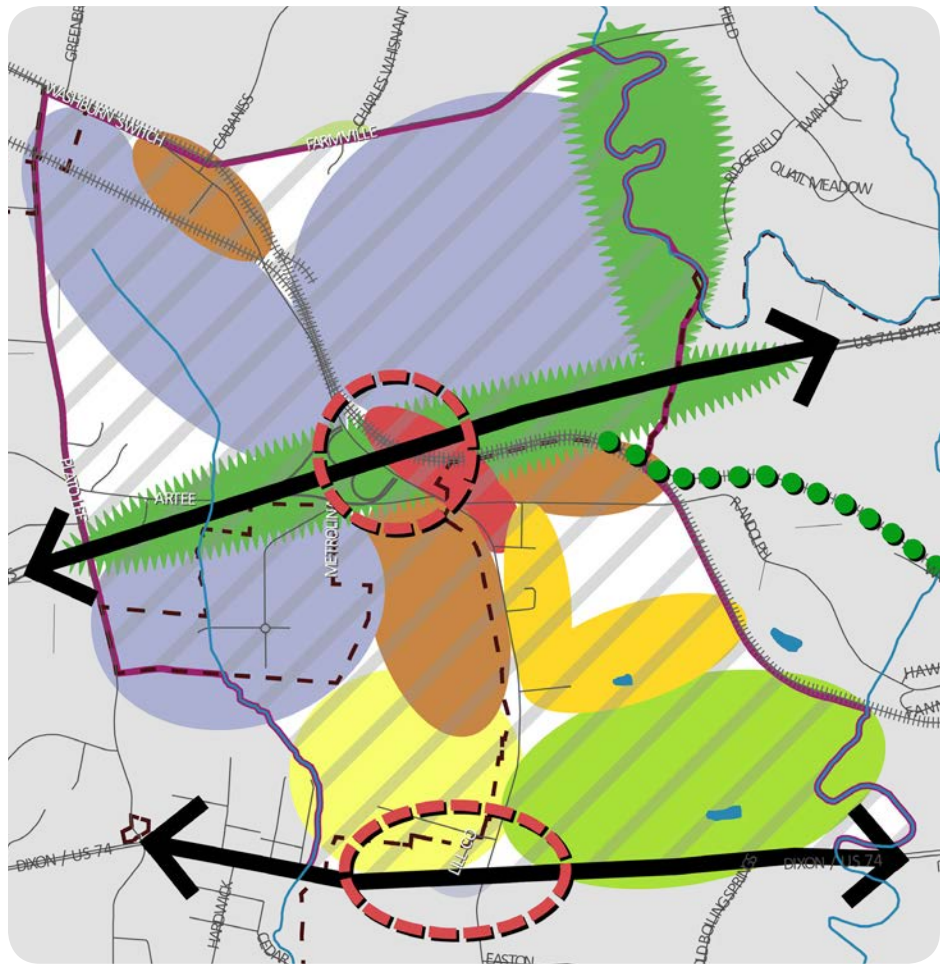


FIGURE 4.1:
WSISAP Committee Concept
Map

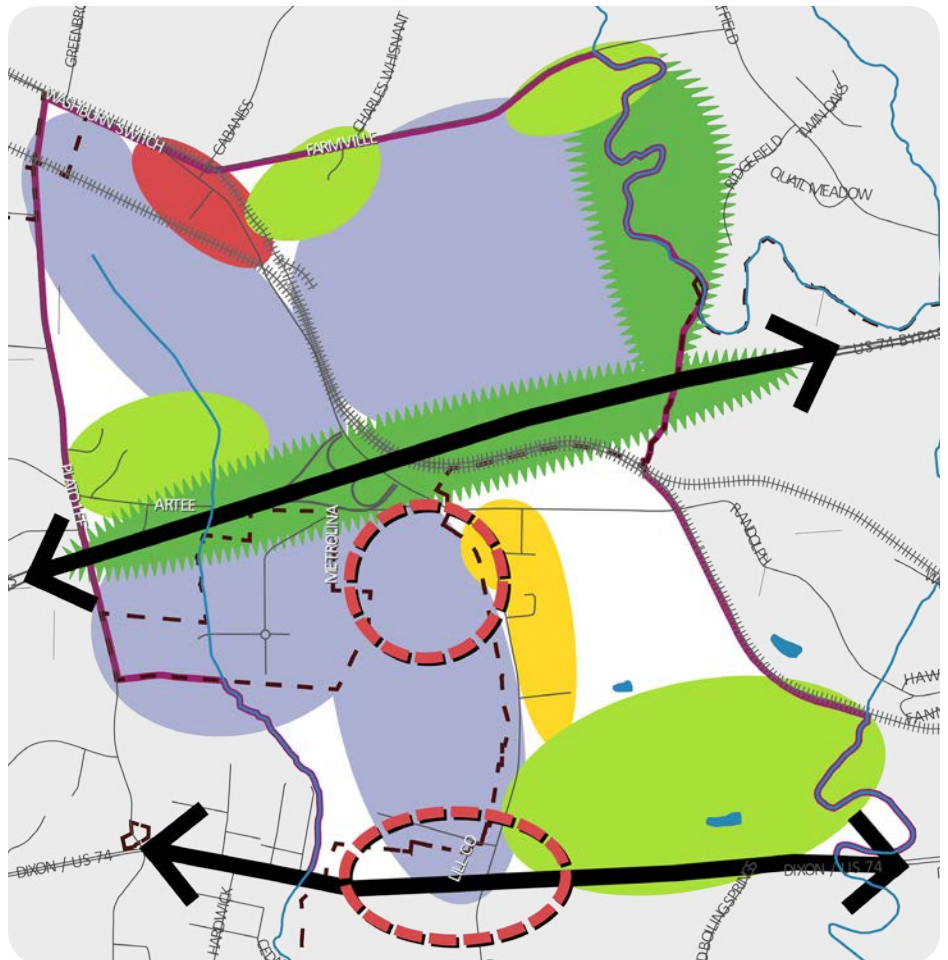


FIGURE 4.2:
WSISAP Open House Concept
Map

- Conservation Development
- Agriculture
- Res Low Density
- Res Med Density
- Res High Density
- Mixed Use
- Commercial
- Employment
- Major Activity Center
- Proposed Greenways
- Shelby City Limits

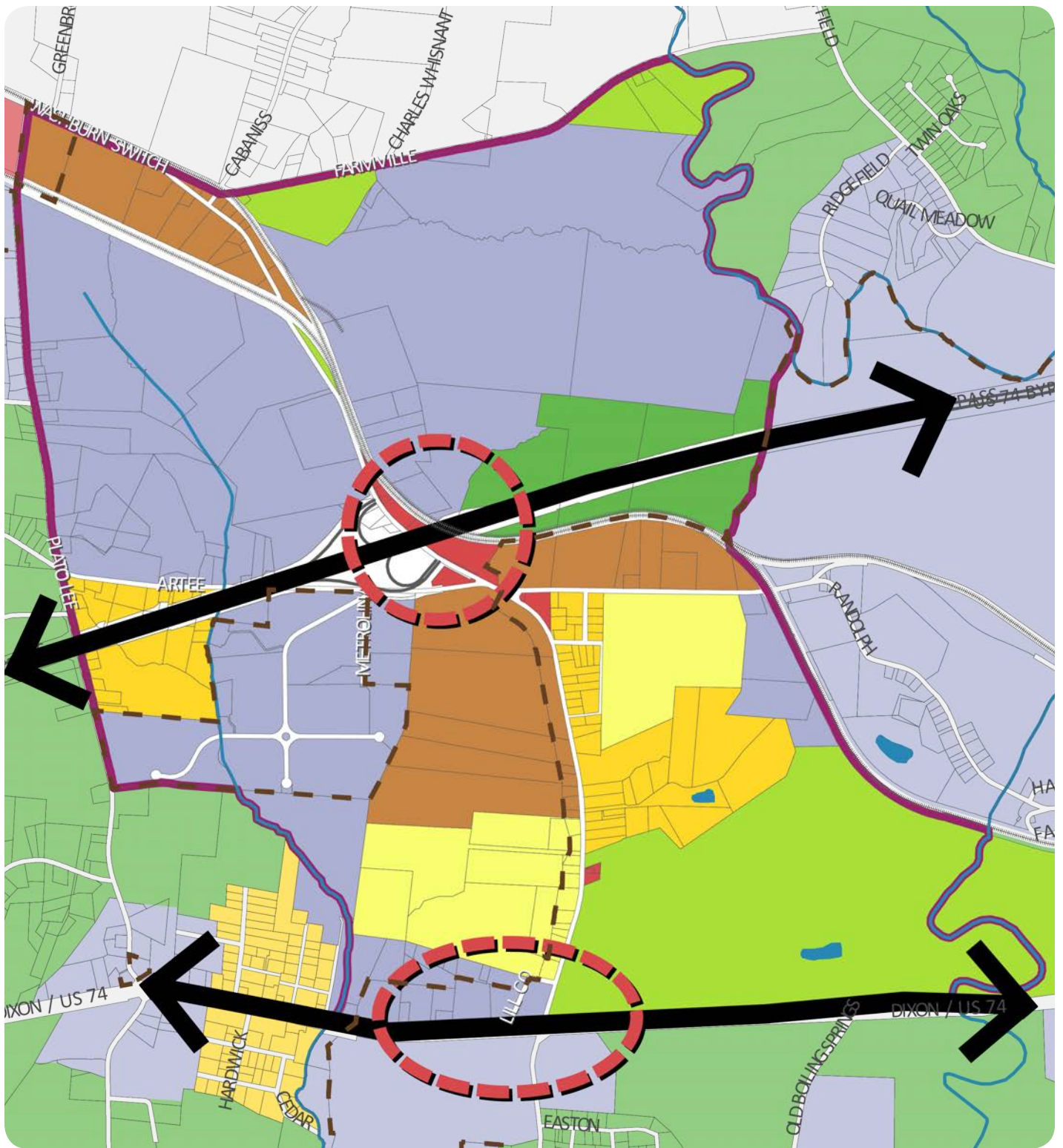
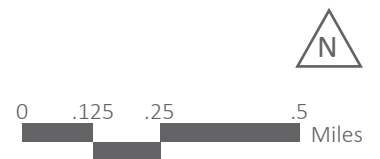
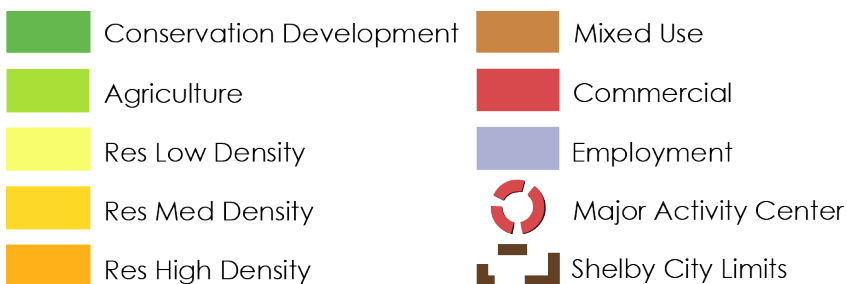


FIGURE 4.3:
Washburn Switch Interchange Small Area Plan Vision Map



Page intentionally left blank.

WSISAP Goals
LU-1: Land Use
T-2: Transportation
US-3: Utility Services
CC-4: Community Character

PLAN RECOMMENDATIONS

5 PLAN RECOMMENDATIONS

The Washburn Switch Interchange Small Area Plan is a roadmap for future development which will occur over a time in response to interest from developers and other organizations. It is anticipated that a variety of development will occur - some immediately, some over the next few years, and some over the next 20 to 30 years - in response to the existence of the new US 74 Bypass.

This part of the plan identifies policy recommendations that should be pursued by the City of Shelby in collaboration with Cleveland County in order to plan for development associated with the Washburn Switch Interchange and the US 74 Bypass in general. Based on the information provided during WSISAP committee meetings, and input from residents at the open house, the following policy recommendations were identified.

Goals

Goals are statements to guide public and private decisions on land use, transportation, utilities, and community character. Unlike recommendations that should be updated annually, goals reflect the actions, policies, and strategies from the *Shelby Strategic Growth Plan*, *Shelby Comprehensive Land Use Plan*, and *Cleveland County Land Use Plan*.

Recommendations

Recommendations are statements that support the goals. They should be periodically reviewed and updated without changing the balance of the Plan.

WSISAP GOALS:

LU-1	Encourage employment uses in strategic locations with convenient transportation access and adequate facilities.
T-2	Protect and enhance major routes as viable transportation corridors by ensuring their safety, capacity, and coordination with the adjacent land uses.
US-3	Maintain high quality utility services within the Washburn Switch study area.
CC-4	Continue to create attractive entryways leading into the community with distinctive buildings, well-groomed landscaping, attractive signage, plentiful street trees, and roadsides free of clutter and litter.

FIGURE 5.1:
Conceptual graphic of the WSISAP goals and recommendations.

WS WASHBURN SWITCH INTERCHANGE

SMALL AREA PLAN

GOALS & RECOMMENDATIONS

WHAT **WILL** the AREA LOOK LIKE in the FUTURE?

The **BIG** PICTURE

UTILITY SERVICES
 MAINTAIN HIGH QUALITY UTILITY SERVICES WITHIN THE WASHBURN SWITCH INTERCHANGE STUDY AREA.

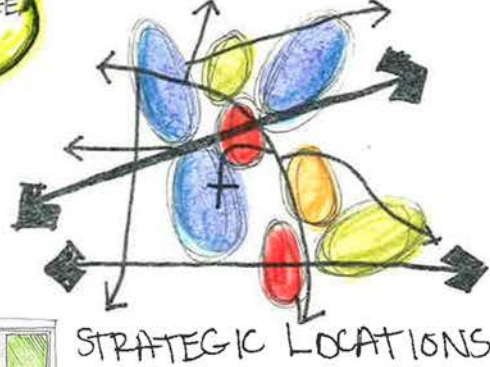
TRANSPORTATION
 PROTECT AND ENHANCE MAJOR ROUTES AS VIABLE TRANSPORTATION CORRIDORS BY ENSURING THEIR SAFETY, CAPACITY, AND COORDINATION WITH THE ADJACENT LAND USES.



WIDEN WASHBURN SWITCH ROAD

COMMUNITY CHARACTER
 CONTINUE TO CREATE ATTRACTIVE ENTRYWAYS LEADING INTO THE COMMUNITY WITH DISTINCTIVE BUILDINGS, WELL-GROOMED LANDSCAPING, ATTRACTIVE SIGNAGE, PLENTIFUL TREES, AND ROADSIDES FREE OF CLUTTER AND LITTER.

LAND USE
 ENCOURAGE EMPLOYMENT USES IN STRATEGIC LOCATIONS WITH CONVENIENT TRANSPORTATION ACCESS AND ADEQUATE FACILITIES.



EMPLOYMENT
 WITH SUPPORTING **COMMERCIAL** USES



LU-1: LAND USE

Goal

Encourage employment uses in strategic locations with convenient transportation access and adequate facilities.

Recommendation 1.1

Adopt the Washburn Switch Interchange Small Area Plan Vision Map (shown in Figure 5.2) to replace the depicted future land uses on the Future Land Use Map in the Comprehensive Land Use Plan for the area within the small area plan study area boundary.

Recommendation 1.2

Create policies to foster the preservation of local active farms.

Recommendation 1.3

Create policies to ensure sound barriers, landscaping buffers, and lighting standards are installed around industrial areas and US 74 Bypass to mitigate noise and light pollution.

FIGURE 5.2:
Concept drawing of an intersection in a commercial/industrial setting.



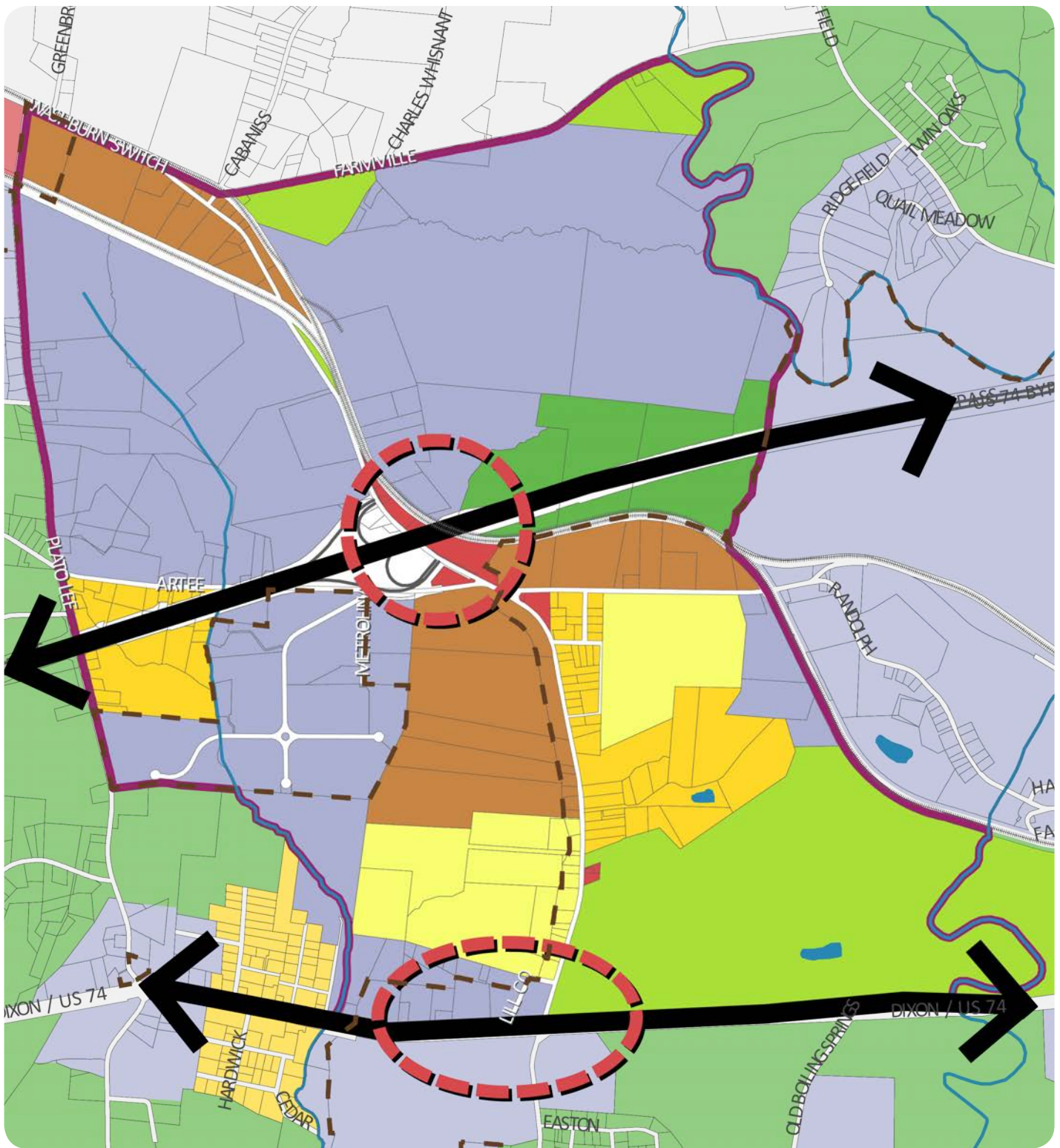
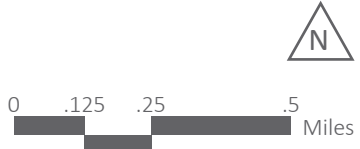
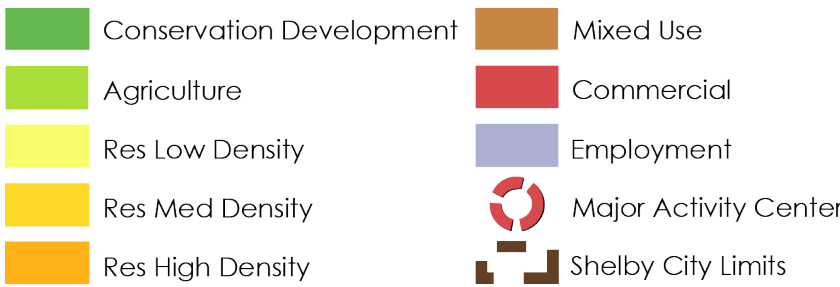


FIGURE 5.3:
Washburn Switch Interchange Small Area Plan Vision Map



T-2 TRANSPORTATION

Goal

Protect and enhance major routes as viable transportation corridors by ensuring their safety, capacity, and coordination with the adjacent land uses.

Recommendation 2.1

Work with DOT to study Artee Road and Randolph Road intersections. Potential outcomes could be to realign the intersection, provide traffic relief, etc.

Recommendation 2.2

Require shared driveways to limit the amount of curb cuts along Washburn Switch Road to encourage internal connectivity between and within developments.

Recommendation 2.3

Set minimum driveway separation distances depending on the land use.

Recommendation 2.4

Widen Washburn Switch Road from US 74 to Plato Lee Road. This could be widened in phases or as needed at shared driveways at the developer's expense.

Recommendation 2.5

Implement signalized intersections at US 74 Bypass ramp entrances and exits as construction occurs.

Recommendation 2.6

Work with DOT to provide adequate U-turn access at the intersection on the westbound entrance/exit ramps and Washburn Switch Road. The design of this intersection includes a median on Washburn Switch Road, which blocks traffic from turning left out of 634 Washburn Switch Road, inevitably preventing traffic from heading back towards Shelby or travelling east on the Bypass.

Recommendation 2.7

Create an overlay zoning district that regulates shared driveways and minimum driveway separation distances.

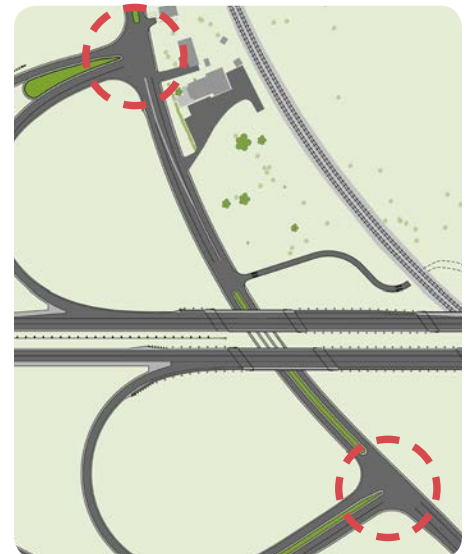
Recommendation 2.8

Explore greenway opportunities for the unused railroad.

FIGURE 5.4:
Diagram of shared driveways. One entrance for multiple developments encourages internal connectivity between destinations.



FIGURE 5.5:
Location of intersections on Washburn Switch Road that should be signalized as construction occurs on the US 74 Bypass.



US-3: Utility Services

Goal

Maintain high quality utility services within the Washburn Switch study area.

Recommendation 3.1

Respond to utility needs with a strategically employed utilities services growth plan.

Strategy 3.11

Complete Brushy Creek Outfall project.

Strategy 3.12

Provide adequate utilities to Washburn Switch Industrial Park.

Recommendation 3.2

Promote the use of alternative energy systems.

Recommendation 3.3

Continue to review parcels in the study area to ensure adequate emergency services.

FIGURE 5.6:
(Right) Westside Sewer Project right-of-way through Foothills Commerce Center.

(Bottom Left) City of Shelby water tank built for the Westside Water Project.

(Bottom Right) City of Shelby electric station located in the Washburn Switch Interchange study area.



CC-4: Community Character

Goal

Insist on a better quality of development to continue creating attractive entryways leading into the community with distinctive buildings, well-groomed landscaping, attractive signage, plentiful street trees, and roadsides free of clutter and litter.

Design Guidelines

Recommendation 4.1

Update current design guidelines to include building orientation, signage, and screening for mechanical equipment.

Recommendation 4.2

Create an overlay zoning district for site and building design guidelines.

Recommendation 4.3

Signage

Wayfinding/Directional Signs. The City of Shelby has begun implementation of the Wayfinding Signage System plan to coordinate a destination and directional signage system. Wayfinding signage provides guidance and navigation to numerous destinations throughout the City of Shelby for residents and visitors. As the Bypass is completed, wayfinding signs should be installed to build upon the existing signage already in place.

Recommendation 4.4

Advertising Signs/Billboards. Amend current advertising sign/billboard regulations to require a 1000 foot minimum separation from another advertising sign/billboard measured along the same side of the street and a 100 foot radius along an intersecting or adjacent street. See Unified Development Ordinance Article 12-1.5 A for more information on advertising signs/billboards.

Recommendation 4.5

Commercial Signs. Create a maximum sign area for wall signs based on the percentage of building frontage, rather than the current sign standards in the UDO for industrial zoning districts. See Unified Development Ordinance Article 12-1.5 C for more information on sign area.

Recommendation 4.6

Commercial Signs. Create a set standard maximum sign height for freestanding signs within industrial and commercial zoning districts.

Recommendation 4.7

Interchange Landscaping/Streetscaping

Enter into a landscaping and maintenance agreement with NC DOT to create an attractive entryway into the City. The City of Shelby should provide the resources necessary to maintain the interchange at a high level of care



FIGURE 5.7:
 (Top) Drawing of the City of Shelby Trailblazing and Wayfinding Signs produced by ACSM Inc.

(Right) Example of the City of Shelby Wayfinding Signs that are through Shelby. This sign is located on South Lafayette Street in front of the Planning & Development Services Office.



FIGURE 5.8:
 A conceptual street cross-section of a street in an industrial/commercial setting in the Washburn Switch Interchange study area.



6

Planning Terminology
Comprehensive Land Use Plan Land Use Typologies
City of Shelby Zoning District Classifications
Cleveland County Zoning District Classifications
Supporting Maps

APPENDIX

6 APPENDIX

This part of the Plan provides more information on certain topics from throughout the Plan. It defines terminology and provides maps associated with the Washburn Switch Interchange study area that were not discussed in the Plan.

PLANNING TERMINOLOGY

AADT -
Annual Average Daily Traffic.

Level of Service (LOS) -
A Level of Service (LOS) is a letter designation based on the relationship of travel demand and the roadway capacity. There are six levels of service that identify possible roadway conditions. These designations range from LOS A, which represents the best roadway conditions, to LOS F, which represents the worst roadway conditions. See the Cleveland County Transportation Plan for more information.

LOS A: Describes primarily free flow conditions. The motorist experiences a high level of physical and psychological comfort. The effects of minor incidents of breakdown are easily absorbed. Even at the maximum density, the average spacing between vehicles is about 528 ft, or 26 car lengths.

LOS B: Represents reasonable free flow conditions. The ability to maneuver within the traffic stream is only about 330 ft, or 18 car lengths.

LOS C: Provides for stable operations, but flows approach the range in which small increases will cause substantial deterioration

in service. Freedom to maneuver is noticeable restricted. Minor accidents may still be absorbed, but local decline in service will be great. Queues may be expected to form behind any significant blockage. Minimum average spacing is in the range of 220 ft, or 11 car lengths.

LOS D: Borders on unstable flow. Density begins to deteriorate somewhat more quickly with increasing flow. Small increase in flow can cause substantial deterioration in service. Freedom to maneuver is severely limited, and the driver experiences drastically reduced comfort levels. Minor incidents can be expected to create substantial queuing. At the limit, vehicles are spaced at about 165 ft, or 9 car lengths.

LOS E: Describes operation at capacity. Operations at this level are extremely unstable, because there are virtually no usable gaps in the traffic stream. Any disruption to the traffic stream, such as a vehicle entering from a ramp, or changing lanes, requires the following vehicles to give way to admit the vehicle. This can establish a disruption wave that propagates through the upstream traffic

flow. Any incident can be expected to produce a serious breakdown with extensive queuing. Vehicles are spaced at approximately 6 car lengths, leaving little room to maneuver.

LOS F: Describes a forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points.

Overlay Zoning District -
Overlay Districts establish certain area regulations that are in addition to those of the underlying general use or conditional use districts. Property within a designated overlay district may be used in a manner permitted in the underlying general use or conditional use district only if and to the extent such use is also permitted in the applicable overlay district. See Unified Development Ordinance Article 9-1.6 for more information.

Street Classifications -
Major Thoroughfare Street:
Major thoroughfares consist of interstate, other freeway, expressway, or parkway links, and major streets that provide for the expeditious movement of high volumes of traffic within and through urban areas.

SHELBY COMPREHENSIVE LAND USE PLAN

LAND USE TYPOLOGIES

Minor Thoroughfare Street:

Minor thoroughfares collect traffic from collector, subcollector, and local streets and carry it to the major thoroughfare system. Minor thoroughfares may be used to supplement the major thoroughfare system by facilitating movement of moderate volumes of traffic within and through urban areas and may also serve abutting property.

Collector Street: A street whose principal function is to carry traffic between cul-de-sac, local, and subcollector streets, and streets of higher classification, but which may also provide direct access to abutting properties.

Subcollector Street: A street whose principal function is to provide access to abutting properties, but which is also designed to be used or is used to connect local streets with collector or higher classification streets.

Local Street: A street whose primary function is to provide access to abutting properties.

See the Comprehensive Land Use Plan Section 3.5 for more information.

Agriculture -

Agricultural uses include farming as the predominant form of activity. Working farms are active agricultural uses, generally 40 acres or larger. Some passive recreational activities, such as hiking trails, and passive parks, could be allowed under this use. Some residential uses, in the form of very low density residential, may be allowed under this use.

Commercial -

The Retail land use designation includes a range of retail uses:

- **Neighborhood Retail:** Neighborhood Retail provides services serving the needs of the surrounding neighborhoods, generally a trade area of approximately one mile. Neighborhood Retail businesses range generally from 1,000 square feet up to 250,000 square feet.
- **Urban Retail:** Urban Retail is set closer to the street and generally has shared or reduced parking standards. This retail product supports a street-level, pedestrian-oriented environment within a higher-density location. This use works well with adjacent Office and Mixed Use structures. Urban Retail structures can be either single-story or up to three-stories in height but frequently must be at least

two stories.

The City of Shelby's NB (Neighborhood Business District) zoning classification is an appropriate district for this use area.

- **Regional Retail:** Regional Retail serves a trade area of approximately five miles. Regional Retail businesses generally range from 250,000 square feet up to 2,500,000 square feet. Parking for regional retail is typically provided within the site. Regional retail uses can include some of the more intensive businesses such as hotels, auto dealerships, department and furniture stores, as well as banks, restaurants, large home improvement stores, etc. Entertainment uses might also be included in this designation.

The City of Shelby's GB (General Business District) zoning classification is an appropriate district for this use area.

Conservation Development -

Conservation development refers to a type of development in which the number of lots permitted by a given zoning classification is allowed, but the development is encouraged to preserve an amount of open space in exchange for building the permitted number of residential units on smaller lots. For example, if a parcel of land were entitled to build 100

1-acre lots under its current zoning classification, it would be allowed to build 100 1/2-acre lots in exchange for leaving half of the property in permanent open space. The open space could be natural area, equestrian facilities, golf courses, or similar types of open space. A density bonus could be granted to promote this form of development in Shelby. Conservation development is generally most applicable to zoning classifications of 1/2-acre lots or larger.

Corridor Revitalization -

Corridor revitalization areas are portions of heavily traveled corridors that either, have a large presence of automobile oriented retail uses or declining uses that leave these areas as blighted or under-utilized. Land uses in such areas could include a mix of retail, office, and residential with higher intensity uses close to the intersection of major roads.

The development form in these areas could respond to the surrounding conditions. A corridor going through an urban setting could be redeveloped as an urban arterial road with buildings fronting the street, sidewalks, and possibly on-street parking.

Employment -

The employment land use designation provides for office buildings with supportive retail and service uses intended primarily for occupants of such office buildings. It may also include an office park, which

is a tract containing multiple office buildings, support uses, and open space designed, planned, constructed, and managed on an integrated and coordinated basis.

The employment land use designation can also cover a fairly broad range of industrial uses, such as salvage yards, concrete batch plants, and similar intensive manufacturing and processing operations. Light industrial uses that include land and buildings used for the production of some type of goods with minimal outside storage such as electronics, manufacturing, products assembly, etc., could also be allowed under this use. Light Industrial uses are relatively nuisance free.

Corresponding City of Shelby's zoning classifications include LI (Light Industrial District) and GI (General Industrial District).

Greenways -

Greenways and Trails are defined as linear parks. A linear park is an area developed for one or more varying modes of recreational travel such as hiking and biking. Often the linear park will be developed to connect recreational facilities, as well as schools and residential neighborhoods. The acreage and service area of a linear park is variable and subject to existing natural and man-made features, the existence of public right-of-way, and the public demand for this type of park. In some cases, a linear park is

developed within a large land area designated for protection and management of the natural environment, with the recreation use a secondary objective.

High Density Residential (HDR) -

The high-density land use designation refers to single-family detached subdivisions of 7 units per acre and more. The multi-family residential use could also be allowed within this use. Multifamily use designation can refer to a variety of attached housing types, including townhouses, condominiums or rental apartments. As used in the Shelby Comprehensive Land Use Plan, this designation refers to developments of up to 19 units per acre, without implying a specific type of housing unit.

Corresponding City of Shelby zoning classifications include R6 Residential District.

Institutional -

Institutional land uses include public and private schools, city and county government facilities, churches, colleges and universities, and similar non-commercial uses. Most of above listed uses are currently present in Shelby. They range from public schools, county courthouse, and local colleges, to churches and hospitals.

Currently many zoning classifications allow institutional uses; however, RO (Residential Office) zoning district is most appropriate for these kind of uses.

Low Density Residential (LDR) -

The low-density residential classification is for single-family detached residential land uses which are approximately 2 units or less per acre. This classification is typical of many of the residential subdivisions in Shelby and in Cleveland County. It is also typical of many individual residential uses that are not in a formal subdivision.

Corresponding City of Shelby zoning classifications include RR (Rural Residential) and R20 (Residential District).

Medium Density Residential (MDR) -

Medium density residential represents single-family detached development of approximately 4 units per acre. This designation is typical of most of the residential subdivisions in Shelby and Cleveland County developed since the 1960s that are served by City/County water and sewer.

Corresponding City of Shelby zoning classifications include R10 and R8.

Mixed Use -

A Mixed Use Center is intended to concentrate a mix of higher-intensity commercial uses and higher-density residential around intersections of major thoroughfares.

A Mixed Use Center benefits both residential and commercial uses. The co-

location of more intense uses creates opportunities for a sense of place not possible in a more sprawling pattern of commercial uses along an arterial. The size of a Mixed Use Center could vary, but should remain within a half-mile radius of its center, or approximately a 10-minute walk.

The commercial core of a Mixed Use Center would include retail, office, entertainment, and public facilities (such as post offices and churches). The retail component would typically be a neighborhood center and include a supermarket, a drugstore, and convenience retail. Residential uses can be higher densities than the surrounding residential uses.

Some existing Shelby neighborhood centers, such as the hospital area and Cleveland Mall area have the potential to become the core of Mixed Use Centers.

There is not a zoning classification in the Shelby or Cleveland County ordinances specifically for a Mixed Use Center; however, a zoning classification that could fit within a Mixed Use Center could be Residential-Office (RO) in the Shelby ordinance.

Neighborhood Revitalization -

Neighborhood revitalization areas are older, declining neighborhoods that need stabilization and revitalization. Such areas have older housing stocks, which, in some areas

need maintenance and in other areas require selective removal of dilapidated houses. These areas will predominantly be residential with a mix of housing types and densities. This could include single family residential, townhomes, and multi-story apartments. The current density of these areas is between four to five dwelling units per acre. Future development densities could remain in the same range.

To support revitalization efforts, some additional complementary uses, such as parks, churches, schools, and other community services could be allowed.

Open Space -

Open space is large publicly or privately owned and managed land with a unique or special purpose. Conservation land is protected from future development for protection of a natural resource or unique environment. Regional parks preserve wooded or natural areas with some active uses such as trails or camping, but are largely undeveloped.

Parks

The park land use designation refers to a range of parks, including:

- **Mini-Parks:** Mini-Parks provide small open spaces within neighborhoods for a broad variety of purposes, ranging from simple seating areas to tot-lots. A minipark could be anywhere from 1/4 to 2 acres per mini park,

CITY OF SHELBY ZONING CLASSIFICATIONS

or about the size of a single family residential lot.

- **Neighborhood Parks:**

Neighborhood Parks are for both active and passive recreation activities geared specifically for those living within the service area. They serve an area of 1/2 to 1 mile radius, and can be anywhere from 7 to 15 acres.

- **Community Parks:**

Community Parks are focused on meeting the recreation needs of several neighborhoods or large sections of the community, as well as preserving unique landscapes and open spaces. They include both active and passive recreation activities. A desirable size is about 25 acres.

- **District Parks:** District Parks function as the major source of active recreation in the City, and include athletic facilities for league and possibly tournament play. They range from 75 to 200 acres, with about 100 acres being a desirable size.

Uptown -

The Uptown designation is a separate category for the traditional and distinctive Uptown of Shelby. It includes a mix of residential housing types with retail and restaurants, entertainment, both neighborhood and regional office and commercial uses as well as community

facilities, such as government offices, churches, schools and parks. Such uses could be developed in an urban setting that is suitable to the existing character of uptown Shelby. The previously adopted City Center Master Plan should be the guiding document for the future land uses, development and redevelopment of this area.

The City of Shelby's CB (Central Business District) zoning classification is an appropriate district for this use area.

See Unified Development Ordinance Article 9-1.1, 1.2, 1.3, and 1.4 for more information.

R20 Residential District -

The R20 Residential District is primarily intended to accommodate very low density single-family detached dwellings, modular homes, two-family dwellings, and manufactured homes on individual lots in areas that generally do not have access to public water supplies and are dependent upon septic tanks for sewage disposal. Maximum densities within the R20 District are approximately 2 dwelling units per gross acre for single-family and two-family dwellings. Manufactured home parks are permitted within the R20 District by conditional use permit. Nonresidential uses permitted within this district include customary accessory, recreational, educational, and institutional land uses that are compatible with the low density residential character of the R20 District.

R10 Residential District -

The R10 Residential District is primarily intended to accommodate low density moderate density single-family detached dwellings and modular homes at a maximum density of approximately 4 dwelling units per gross acre. Public water and sewer service is generally available in areas zoned as R10. Nonresidential uses permitted within this district include customary accessory, recreational,

educational, and institutional land uses that are compatible with the low density residential character of the R10 District.

R8 Residential District -

The R8 Residential District is primarily intended to accommodate moderate density single-family detached dwellings, modular homes, and two-family dwellings. Maximum densities within the R8 District include approximately 5 dwelling units per gross acre. Public water and sewer service is generally available in areas zoned as R8. Nonresidential uses permitted within this district include customary accessory, recreational, educational, and institutional land uses that are compatible with the low density residential character of the R8 District.

R6 Residential District -

The R6 Residential District is primarily intended to accommodate a variety of high density single-family detached dwellings, modular homes, apartments, townhomes, and condominiums. Maximum densities within the R6 District range from approximately 7 dwelling units per gross acre for single-family detached dwellings to over 19 dwellings per gross acre for multifamily dwellings. Public water and sewer service is generally available in areas zoned as R6. Nonresidential uses permitted within this district include customary accessory, recreational, educational,

and institutional land uses that are compatible with the high density residential character of the R6 District.

Rural Residential District (RR) -

The RR Rural Residential District is primarily intended to accommodate very low density single-family detached dwellings and modular homes in rural areas within the city's extraterritorial jurisdiction that generally do not have access to public water supplies and are dependent upon septic tanks for sewage disposal. Maximum densities within the RR District are approximately 2 dwelling units per gross acre. Manufactured home parks and manufactured homes on individual lots are not permitted within the RR District. Nonresidential uses permitted within this district include customary accessory, recreational, educational, and institutional land uses that are compatible with the low density residential character of the RR District.

Residential Office District (RO) -

The RO Residential-Office District is primarily intended to accommodate high density multifamily residences; offices; public and institutional; business, professional, and personal services; and limited support retail businesses. Permitted residential uses include single-family detached dwellings, modular homes, apartments, townhomes, and condominiums. Public water and sewer service is generally available in areas zoned as

RO. One of the objectives of this district is to encourage land uses that serve as an adequate buffer between intensive nonresidential uses and residential uses.

Neighborhood District (NB) -

The NB Neighborhood Business District is established as a district in which to allow small, limited retail service land uses that provide goods and services primarily to surrounding residential neighborhoods. Permitted residential uses include single-family detached dwellings, modular homes, apartments, townhomes, and condominiums. Residential uses are permitted at the same density and according to the same dimensional requirements as the R6 Residential District. The major objectives of this district are to encourage the location of convenience retail establishments, professional services, and professional offices so as to be as compatible as possible with surrounding lower density residential uses; discourage intensive land uses which require large amounts of land area; and limit the location of large vehicular traffic-generating uses to major streets.

Central Business District (CB) -

The CB Central Business District is primarily intended to accommodate a wide variety of commercial activities, particularly those that are pedestrian-oriented, in an intensive development pattern in the city's central business

district (CBD). The regulations of this district are intended to preserve the general character and integrity of the current development in the CBD; encourage land uses which provide for a multi-purpose CBD including retail, offices, professional and personal services, entertainment, institutional uses, and living space; encourage land uses which do not require large amounts of outdoor use areas; encourage common or shared off-street parking; and encourage the continued use of land for governmental activities. Multifamily residential uses are permitted at the same density and according to the same dimensional requirements as the R6 Residential District.

General Business District (GB) -

The GB Business District is established as a district in which to accommodate a wide range of retail; business, professional, and personal services; office; and limited wholesale and warehousing uses. Areas zoned as GB are generally located on the fringe of the central business district and along major highway corridors. Residential uses are permitted at the same density and according to the same dimensional requirements as the R6 Residential District.

General Business 2 District (GB2) -

The GB2 General Business 2 District is established as a district in which the permitted uses are identical to the GB

District except that billboards (outdoor advertising signs) are not permitted in the GB2 District.

Corridor Protection District (CPD) -

The CPD Corridor Protection District has as its major objectives to promote a sensitive conversion of vacant land to more urban uses; support development that is compatible with and enhances the visual attractiveness of the area; promote well-planned, economically viable development; ensure safe and efficient traffic flow; and avoid uncoordinated, strip development patterns. Residential uses are permitted at the same density and according to the same dimensional requirements as the R6 Residential District.

Light Industrial District (LI) -

The LI Light Industrial District is primarily intended to accommodate limited manufacturing, warehousing, wholesaling, and related commercial and service activities which have little or no adverse impact upon adjoining residential, business, and industrial properties. The preservation of land for light industrial use is a major objective of the LI District. The LI District is intended to provide appropriate locations for light industrial uses in areas that are not adversely impacted by general or heavy industrial uses. Other land uses allowed within the LI District should be limited to those uses that

support light industrial uses. Generally, retail and heavy commercial uses should be avoided in the LI District.

General Industrial District (GI) -

The GI General Industrial District is primarily intended to accommodate a wide range of assembling, fabricating, manufacturing uses, and support retail and service uses. The GI District is established for the purpose of providing appropriate locations and development regulations for uses that may require special measures to ensure compatibility with adjoining residential or business properties.

CLEVELAND COUNTY ZONING CLASSIFICATIONS

See Cleveland County Code of Ordinances Section 12-121 for more information.

Rural Agricultural (RA) -

The purpose of this district is to accommodate agricultural and residential uses in the rural areas of the county at a maximum of one (1) dwelling per three (3) acres. Given the very low-density of development, a limited number of nonresidential uses are also allowed in this district, which are not permitted in the other residential zoning districts.

Restricted Residential (RR) -

This district is the most restrictive residential, district intended to accommodate low-density single-family detached dwellings and modular homes at a maximum density of two (2) dwelling units per acre.

Residential (R) -

The purpose of this district is to accommodate low-density single-family detached dwellings, modular homes, manufactured homes at a maximum density of two (2) dwelling units per acre. Multi-family housing is also permitted in this district, but may be exempt from the density requirements depending on location.

Residential Manufactured Homes and Parks (RM) -

This district accommodates the widest variety of residential uses including low-density single-family detached dwellings, modular homes, manufactured homes and

manufactured home parks.

Neighborhood Business (NB) -

This purpose of this district is to accommodate small, limited retail and service land uses that provide goods and services to surrounding residential neighborhoods. Residential uses are also permitted at a maximum density of two (2) dwelling units per acre. The intent of this district is to encourage the location of convenience retail establishments, professional services, and offices that will be compatible with surrounding residential uses, discourage intensive land uses which require large land area; and limit the location of large traffic generating uses to arterial streets.

General Business (GB) -

The purpose of this district is to accommodate a wide variety of retail; business, professional, and personal services; office; and limited wholesale and warehousing uses. These uses are generally located on arterial streets with the capacity for additional commercial traffic.

Corridor Protection (CP) -

This overlay district is designed to promote well-planned, economically viable development that is compatible with and will enhance the visual appeal of the area by avoiding uncoordinated, strip development along arterial streets. It will also support safe and efficient traffic flow through these areas. The

district boundaries shall extend along arterial streets, for a distance of five hundred (500) feet from and perpendicular to each side of the highway right-of-way.

Light Industrial. (LI) -

The purpose of this district is to accommodate limited manufacturing, warehousing, wholesaling, and related commercial and service activities which have little or no adverse impact upon adjoining residential, business, and industrial properties. Other land uses allowed within this district should be limited to those uses that support light industrial uses.

Heavy Industrial (HI) -

The purpose of this district is to accommodate a wide range of assembling, fabricating, manufacturing uses, and support retail and service uses. This district is established for the purpose of providing appropriate locations and development regulations for uses that may require special measures to ensure compatibility with adjoining residential or business properties.

SUPPORTING MAPS

On the following pages are the supporting maps from throughout the Washburn Switch Interchange Small Area Plan. These include maps for environmental features, sewer services, water services, gas services, and electric services.

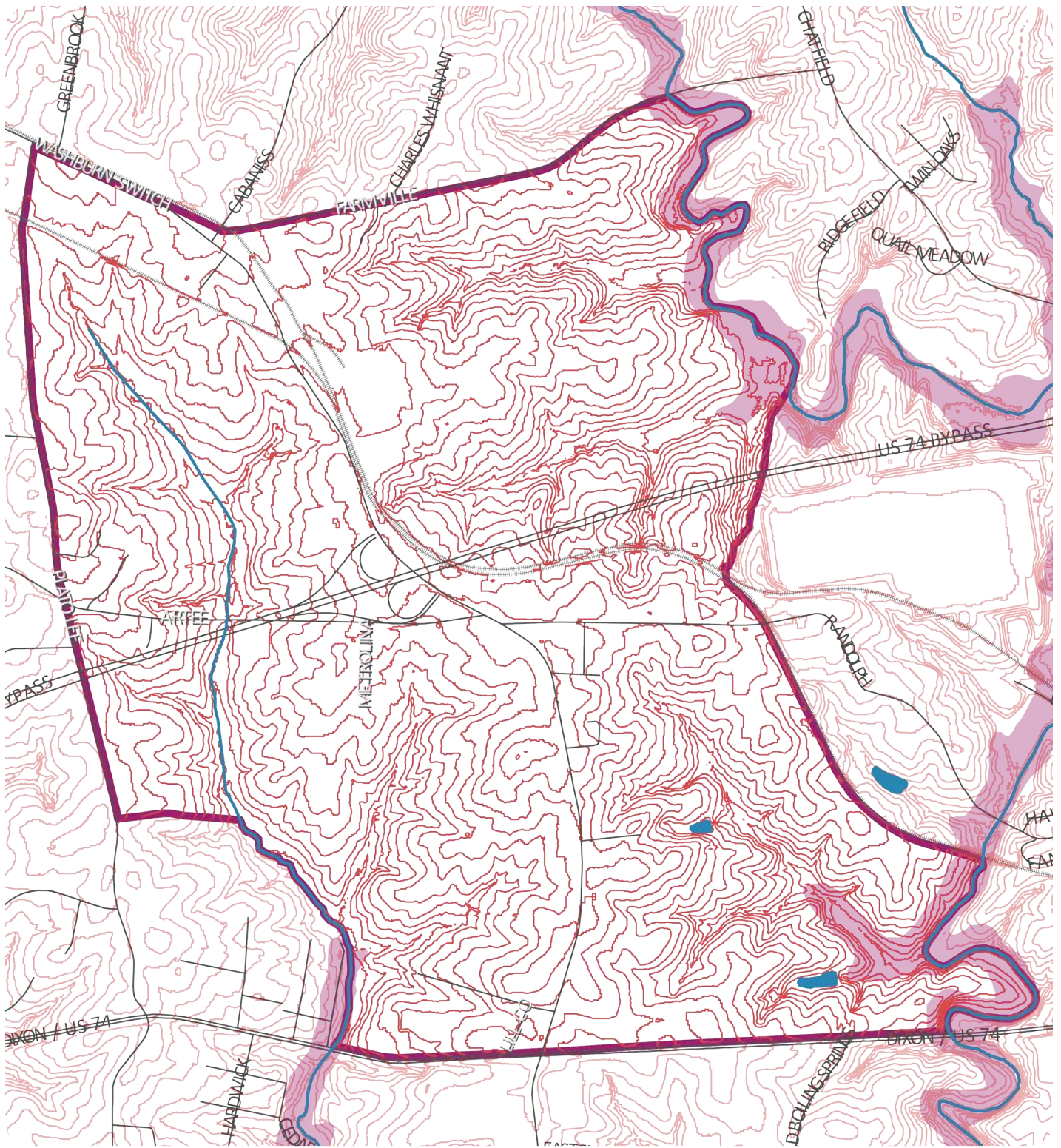


FIGURE 6.1:
Washburn Switch Interchange Study Area Environmental Features Map

- 10 ft Contours
- █ Water
- █ Floodplain



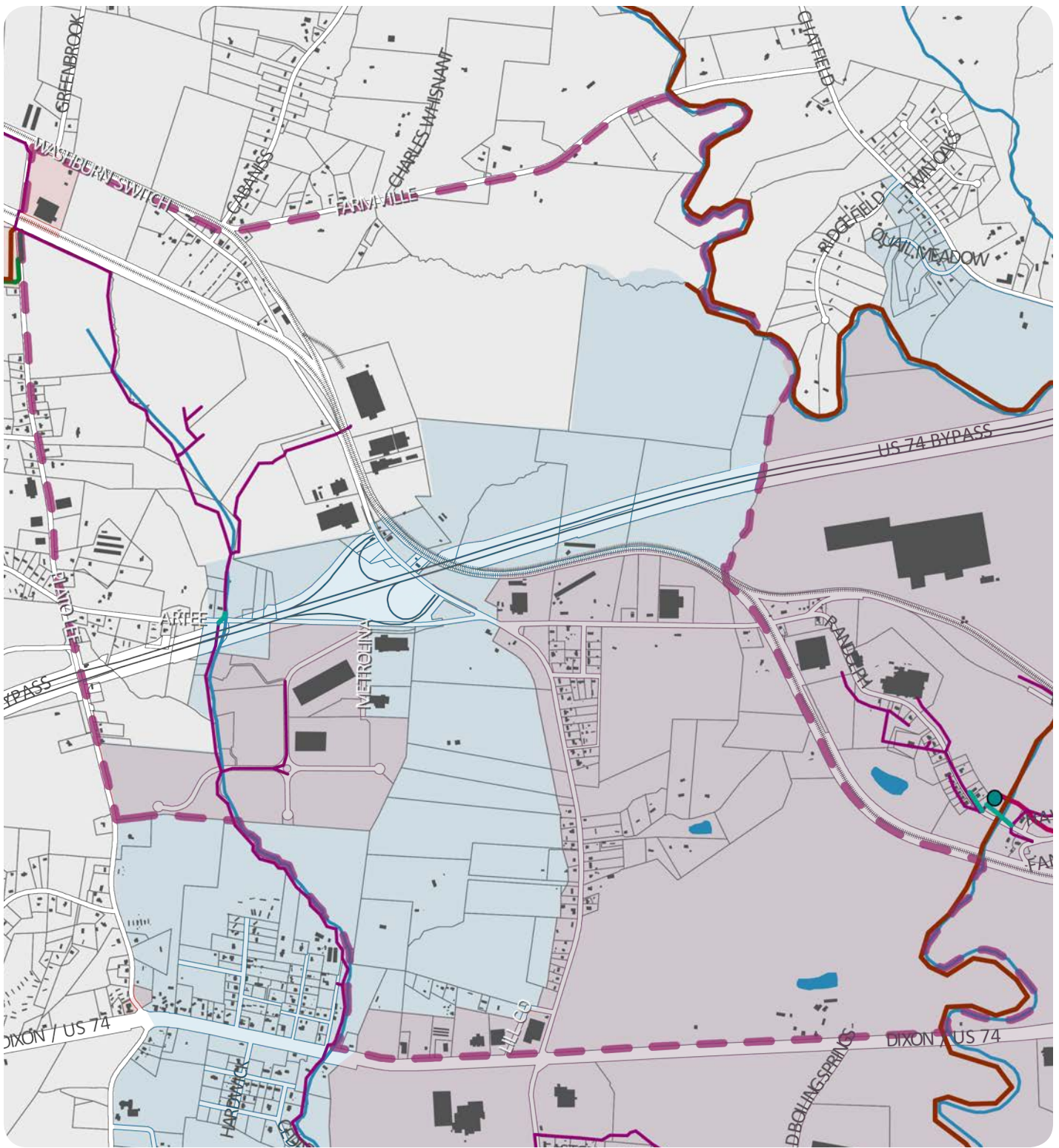








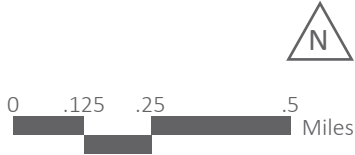


FIGURE 6.2:
Washburn Switch Interchange Study Area Sewer Services Map

-  Lift Station
-  Gravity Main Lines
-  Collector
-  Force Main Lines
-  Force Lines
-  Future Sewer Lines
-  Shelby City Limits
-  Shelby ETJ



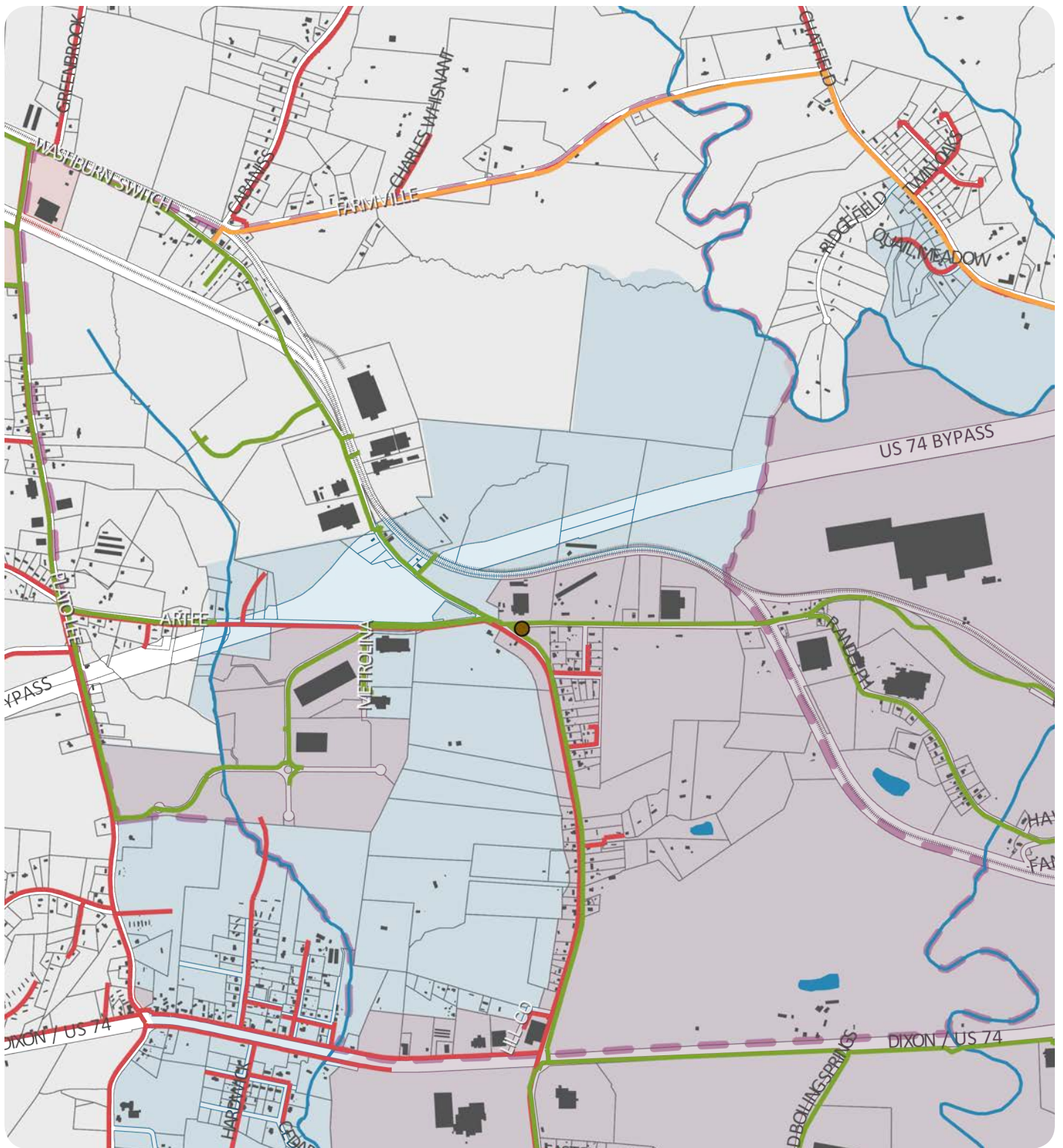
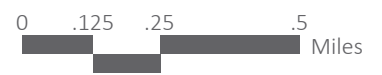


FIGURE 6.3:
Washburn Switch Interchange Study Area Water Services Map

- Water Pump
- Water Tank
- City of Shelby Waterlines
- City of Shelby Future Waterlines
- Cleveland County Waterlines
- Shelby City Limits
- Shelby ETJ



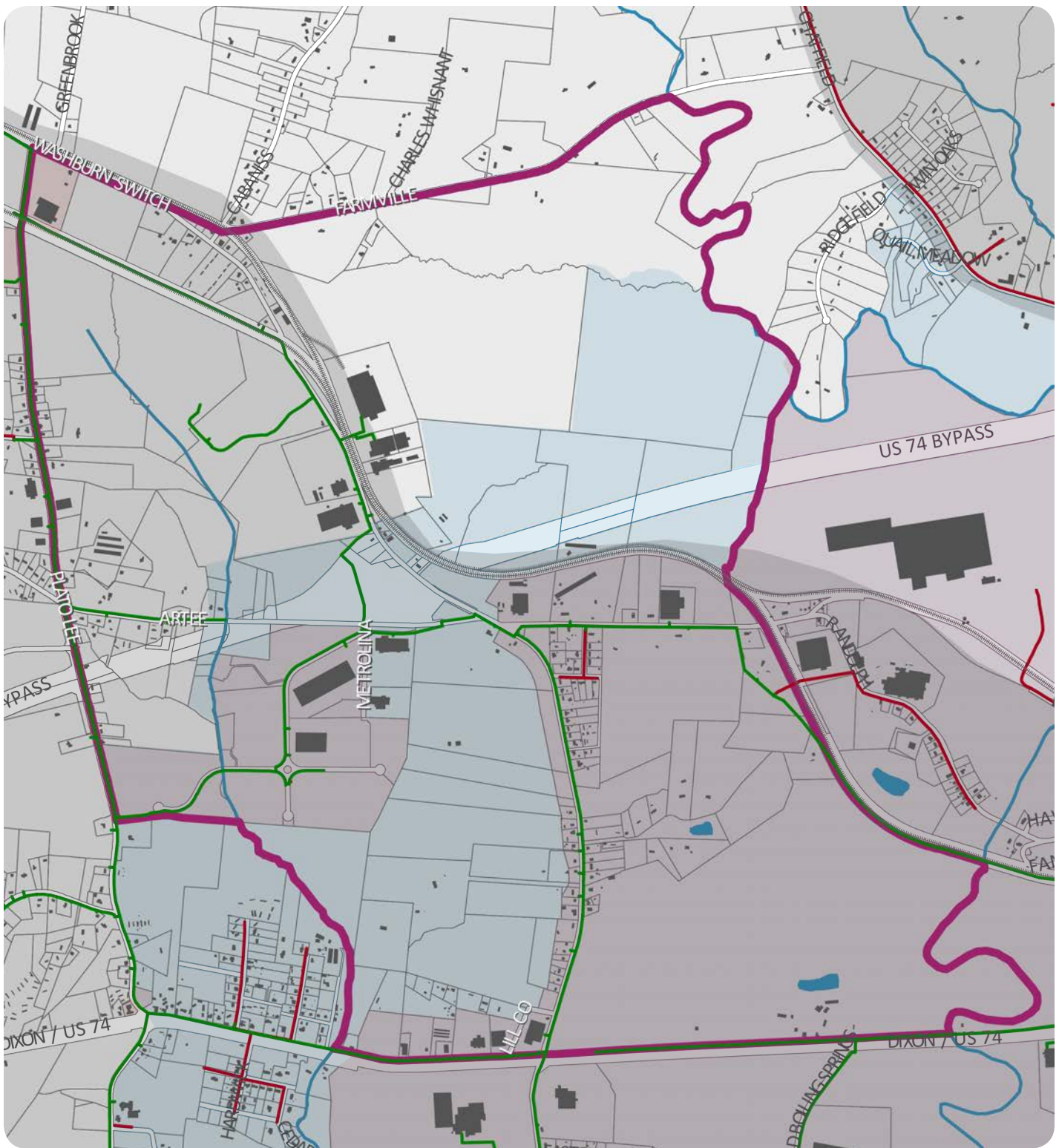
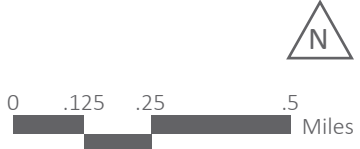


FIGURE 6.4:
Washburn Switch Interchange Study Area Gas Services Map

- 150 Lbs.
- 25 Lbs. PE
- 25 Lbs. STL
- Gas Service Area
- Shelby City Limits
- Shelby ETJ



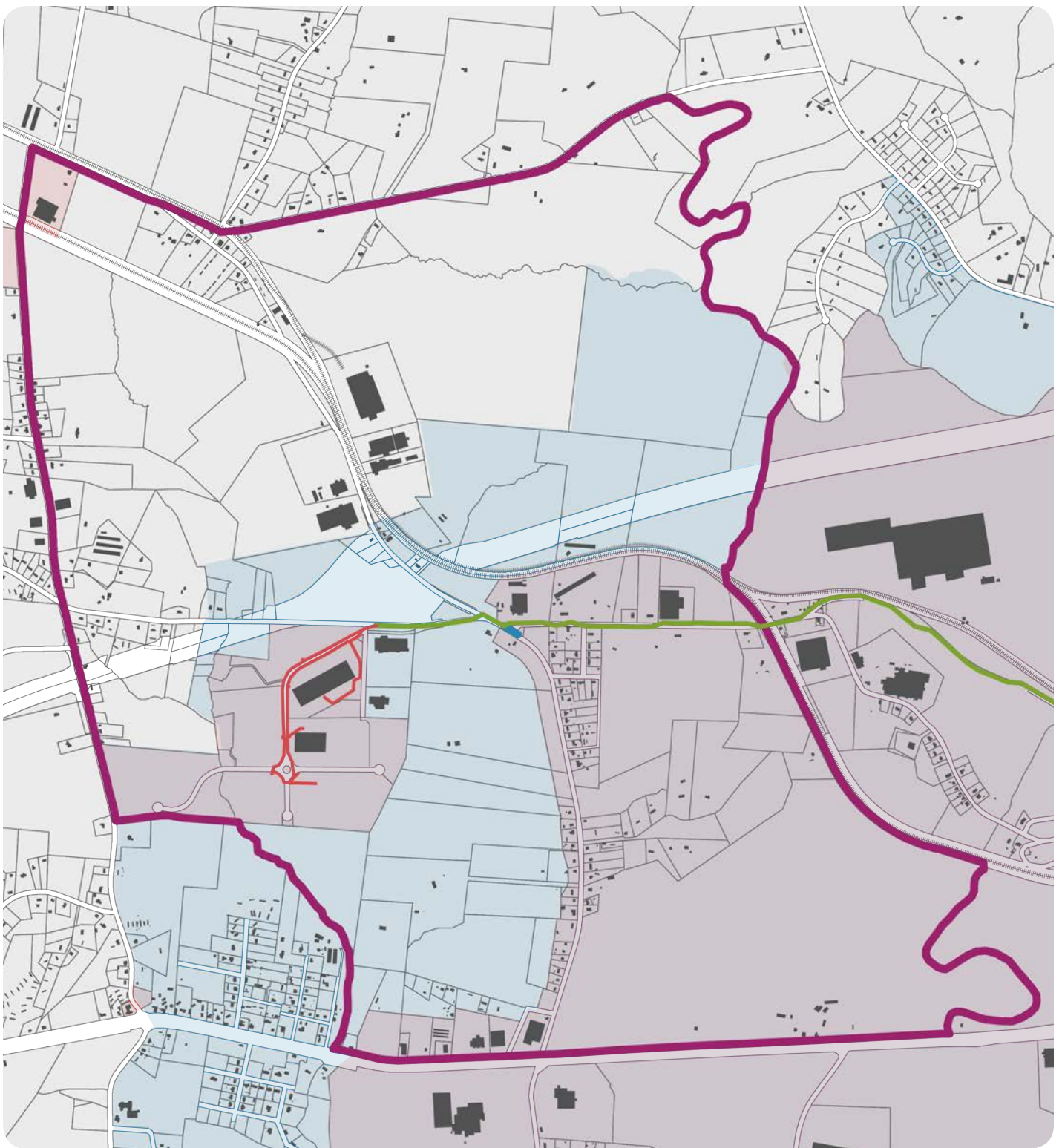
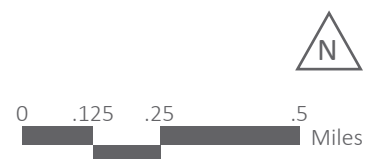
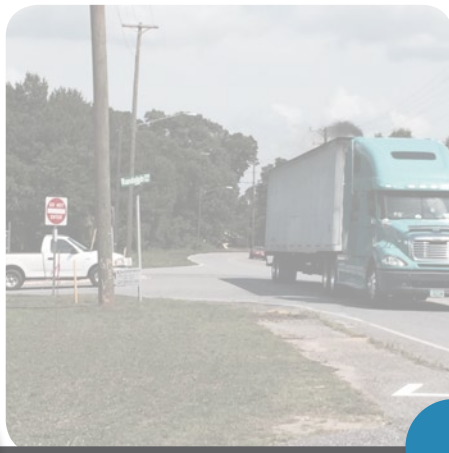
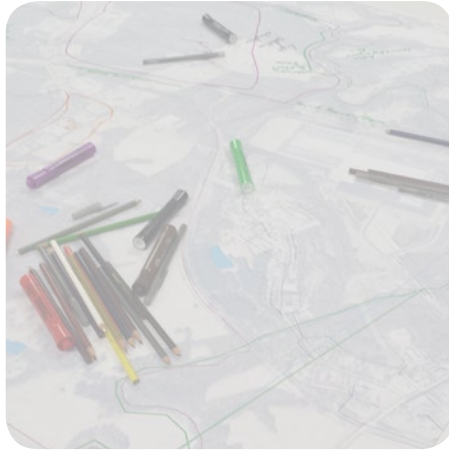
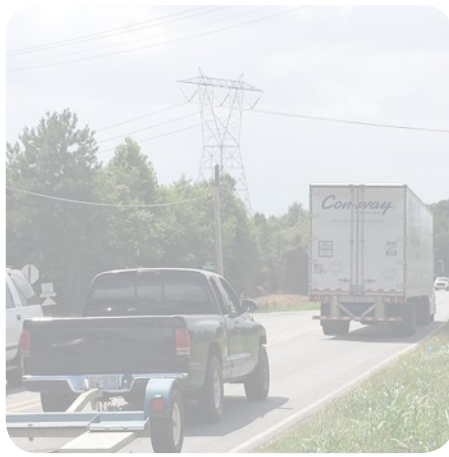


FIGURE 6.5:
Washburn Switch Interchange Study Area Electric Services Map

- Single Phase Primary Underground Line
- Single Phase Primary Overhead Line
- Three Phase Primary Overhead Line
- Shelby City Limits
- Shelby ETJ



Page intentionally left blank.



US 74 BYPASS
small area
BIG PLAN

For More Information

For more information on the Washburn Switch Interchange Small Area Plan, please visit www.cityofshelby.com or contact Shelby Planning & Development Services at (704) 484-6829.