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Envisioning Polkville Road Interchange Study Area
PRISAP Committee Concept
PRISAP Open House Concepts
PRISAP Vision

VISION

4 VISION

The PRISAP Vision section is based on comments received from about 75 community members at a public open house held on January 13, 2015 and committee members from committee meetings throughout the planning process (more fully described in the Community Participation section of this plan). Committee and community members were asked to describe how they see the Polkville Road Interchange study area developing with the construction of the US 74 Bypass.

Envisioning the Polkville Road Interchange Study Area

During committee meetings and the January public comment open house, committee and community members were asked to describe how they see the Polkville Road Interchange study area developing with the construction of the US 74 Bypass. From their comments and land use suggestions, several different future land use patterns emerge. However, one commonality is commercial development within the study area.

The concept maps, shown in Figures 4.1, 4.2, 4.4, 4.6, 4.8, and 4.10 are conceptual diagrams developed from the open house and committee meetings. They are meant to illustrate how the committee and community conceptual vision of the Polkville Road Interchange study area.

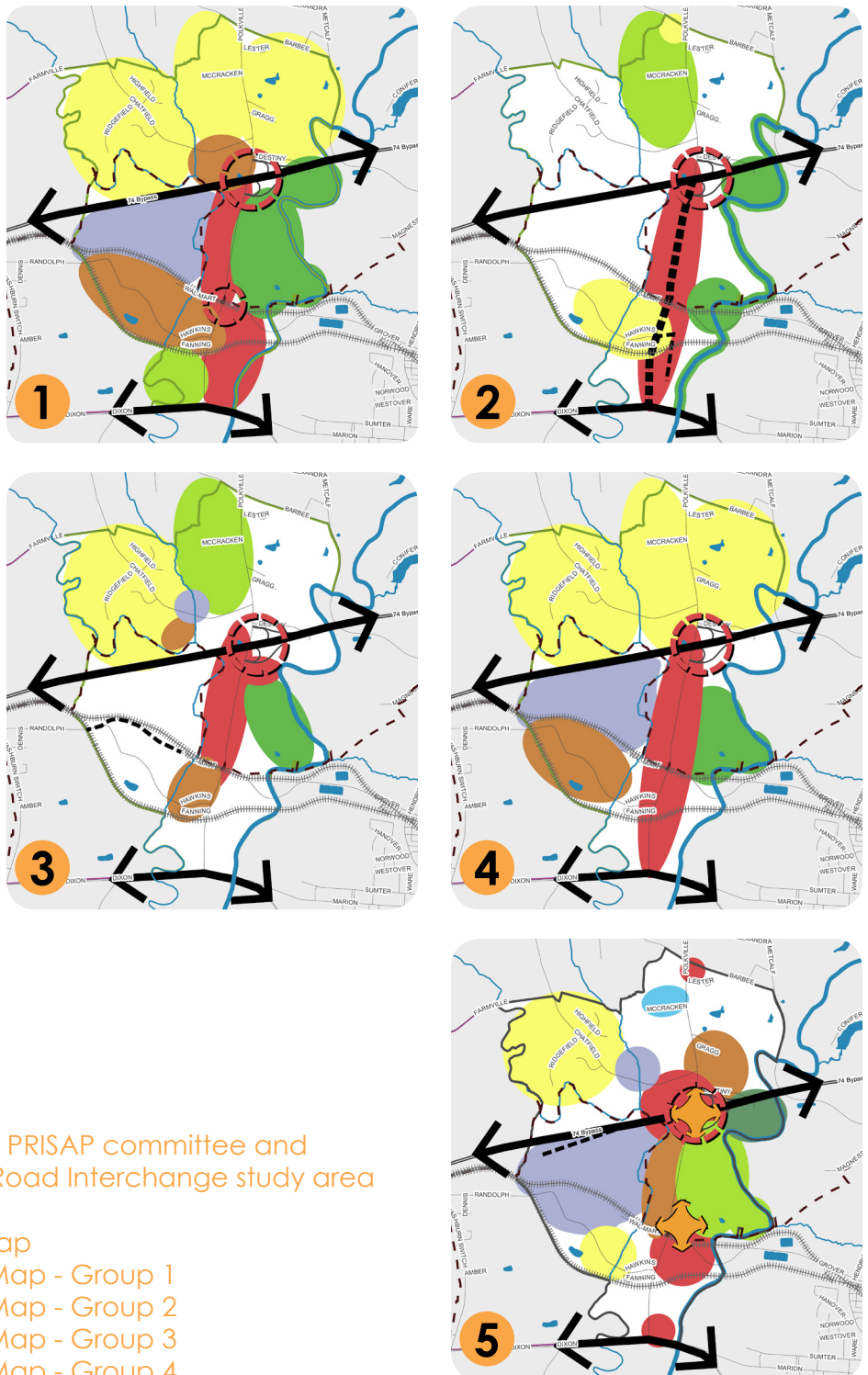


FIGURE 4.1: Conceptual diagrams of how the PRISAP committee and community envision the Polkville Road Interchange study area developing.

- 1: PRISAP Committee Concept Map
- 2: PRISAP Open House Concept Map - Group 1
- 3: PRISAP Open House Concept Map - Group 2
- 4: PRISAP Open House Concept Map - Group 3
- 5: PRISAP Open House Concept Map - Group 4

1: PRISAP Committee Concept Map

The PRISAP Committee Concept Map, shown in Figure 4.2, depicts the following ideas:

- Commercial Activity Center at the interchange and Polkville Road/Grover Street intersection.
- Commercial development along Polkville Road to Dixon Boulevard.
- Mixed Use and Low Density Residential uses north of the Bypass.
- Conservation Development in the Watershed IV and Watershed IV Critical Area (WSIV and WSIV-CA) south of the Bypass.
- Mixed Use along Randolph Rd to compliment Dover Mill redevelopment.
- Employment land use for industrial opportunities within the study area (Wal-Mart Distribution Center).
- Agriculture land use on Blanton Farm.

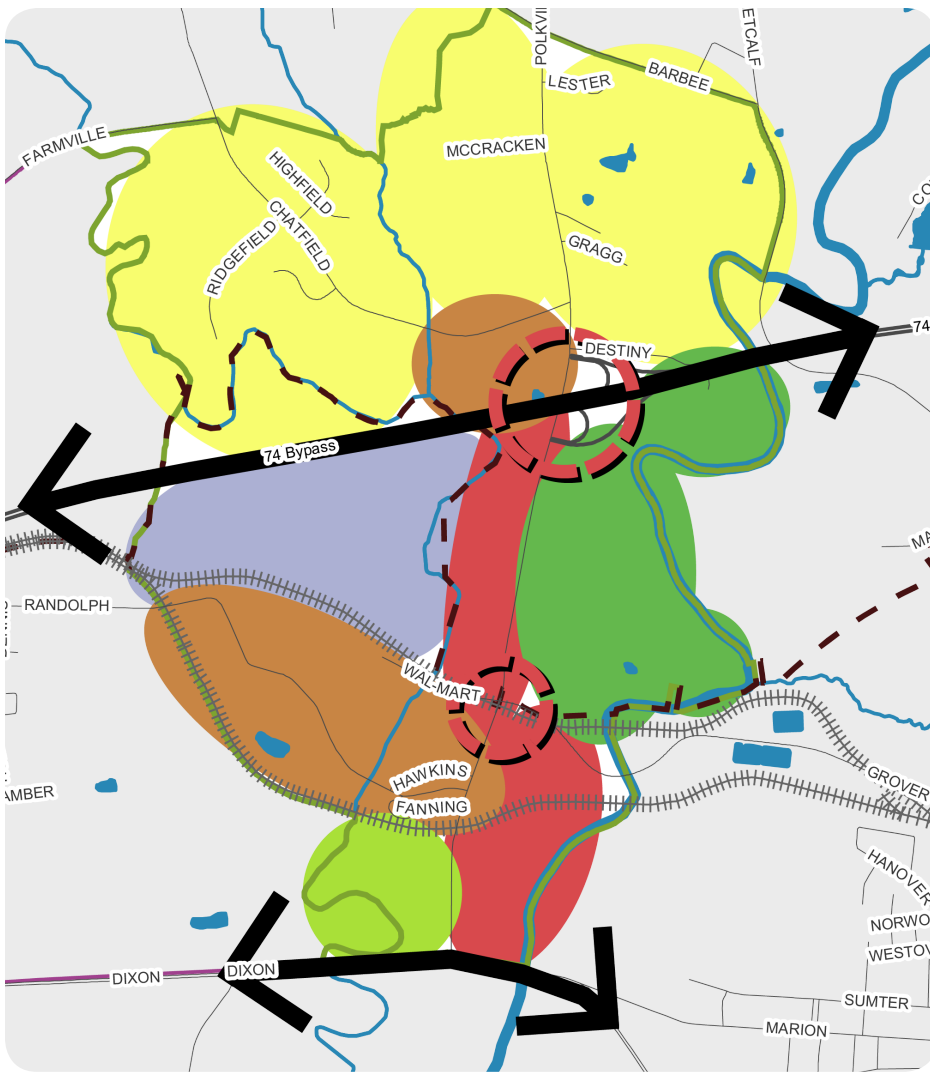
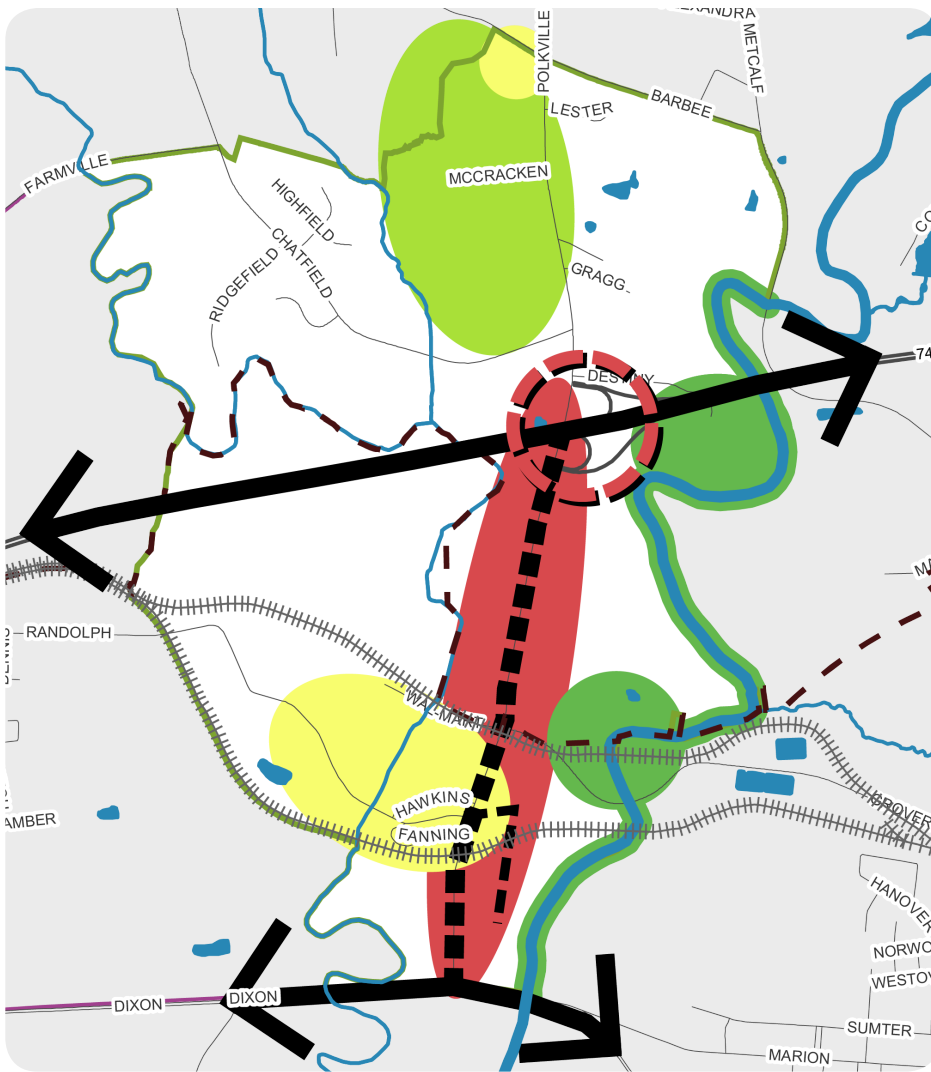


FIGURE 4.2: PRISAP Committee Concept Map



FIGURE 4.3: Conceptual example of development opportunities the Dover Mill area.





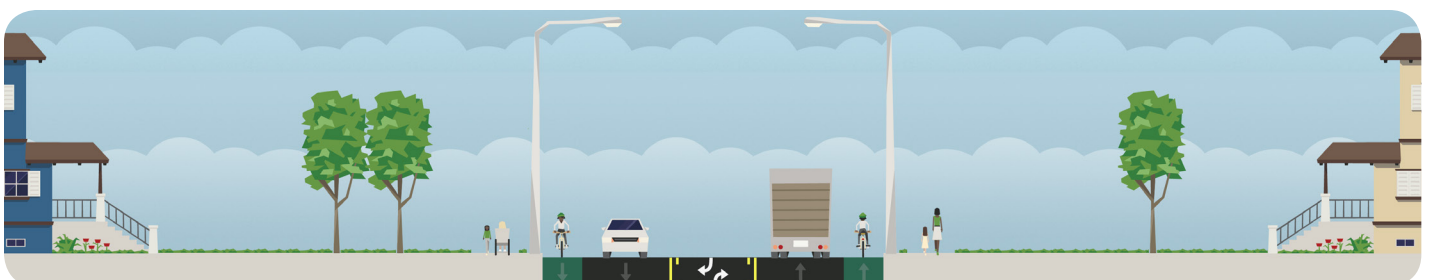
2: PRISAP Open House Concept Map - Group 1

Participants from Group 1 at the public open house developed the following ideas, shown in Figure 4.4:

- Commercial Activity Center at the interchange.
- Commercial development along Polkville Road to Dixon Boulevard.
- Widen Polkville Road from interchange to Dixon Boulevard..
- Conservation Development in the Watershed IV and Watershed IV Critical Area (WSIV and WSIV-CA) south of the Bypass and a conservation buffer area along the First Broad River within the study area.
- Maintain agricultural uses north of Bypass.
- Low density residential land uses in the old Dover Mill housing district.
- Connect Ingles and Dover Mill redevelopment.

FIGURE 4.4:
PRISAP Open House Concept Map - Group 1

Figure 4.5:
(Top) Current roadway conditions on Polkville Road.
(Bottom) Conceptual diagram of Polkville Road as a three (3) lane road with bicycle and pedestrian amenities.



3: PRISAP Open House Concept Map - Group 2

Participants from Group 2 at the public open house developed the following ideas, shown in Figure 4.6:

- Commercial Activity Center at the interchange.
- Conservation Development in the Watershed IV and Watershed IV Critical Area (WSIV and WSIV-CA) south of the Bypass and at the Carolina Thread Trail trailhead.
- Mixed use at the intersection of Randolph road and Polkville Road.
- Low density residential northwest of the Bypass with little mixed use.
- Employment or industrial at existing industrial locations.
- Agricultural uses along northern portion of the study area.

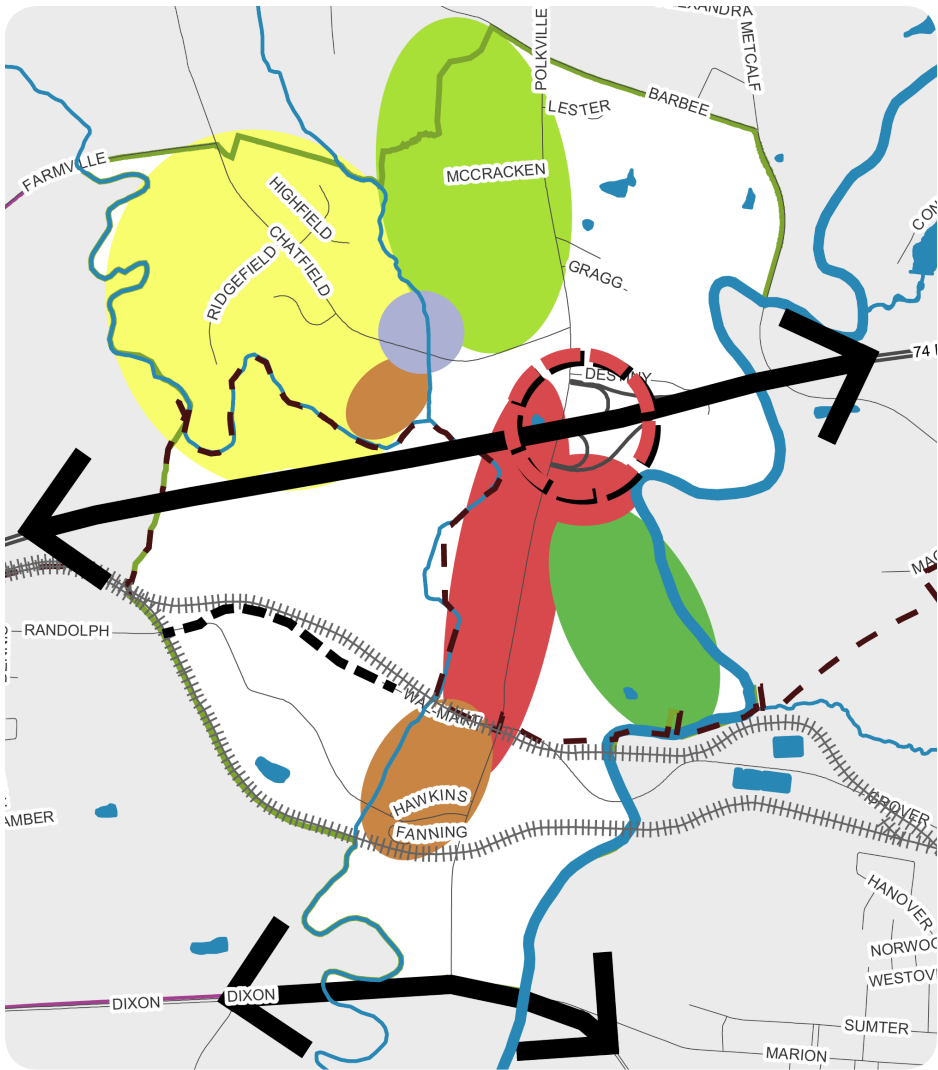


FIGURE 4.6: PRISAP Open House Concept Map - Group 2

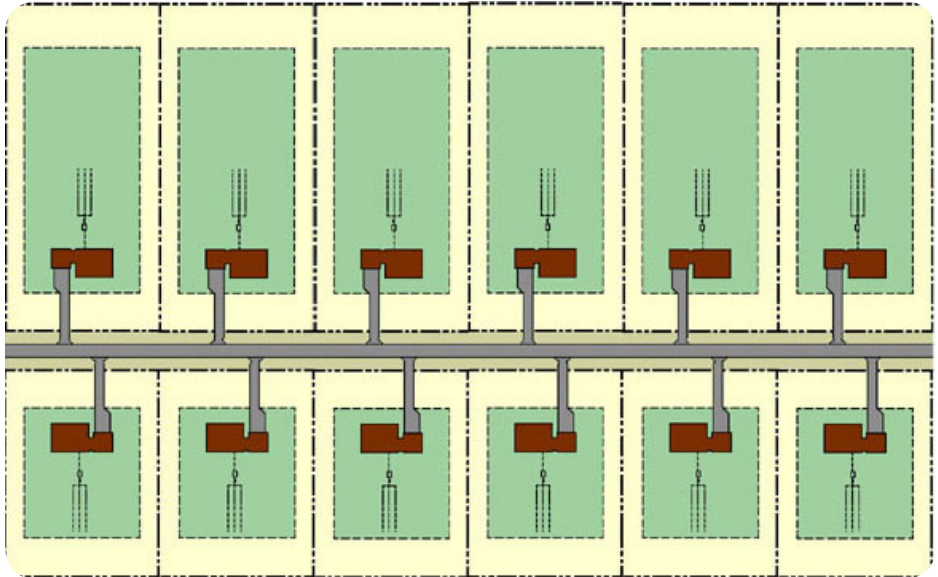


FIGURE 4.7: Example of a low density residential development.

Source: Residential Design from the Green Valley Institute.

4: PRISAP Open House Concept Map - Group 3

Participants from Group 3 at the public open house developed the following ideas, shown in Figure 4.8:

- Commercial Activity Center at the interchange.
- Commercial development along Polkville Road to Dixon Boulevard.
- Low Density Residential north of the Bypass.
- Employment or industrial at existing location of Wal-Mart Distribution Center.
- Mixed Use along Randolph Road with development opportunities at old mills.
- Conservation Development in the Watershed IV and Watershed IV Critical Area (WSIV and WSIV-CA) south of the Bypass.

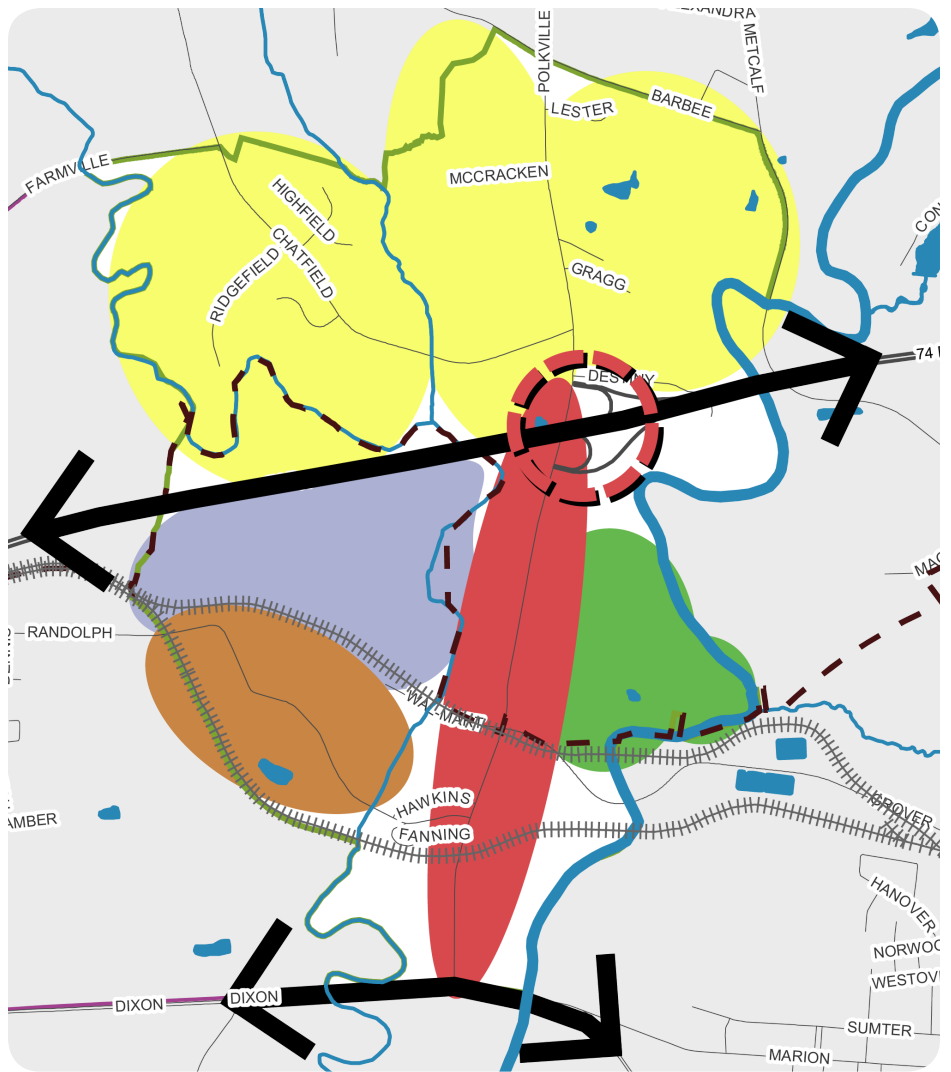


FIGURE 4.8:
PRISAP Open House Concept Map - Group 3

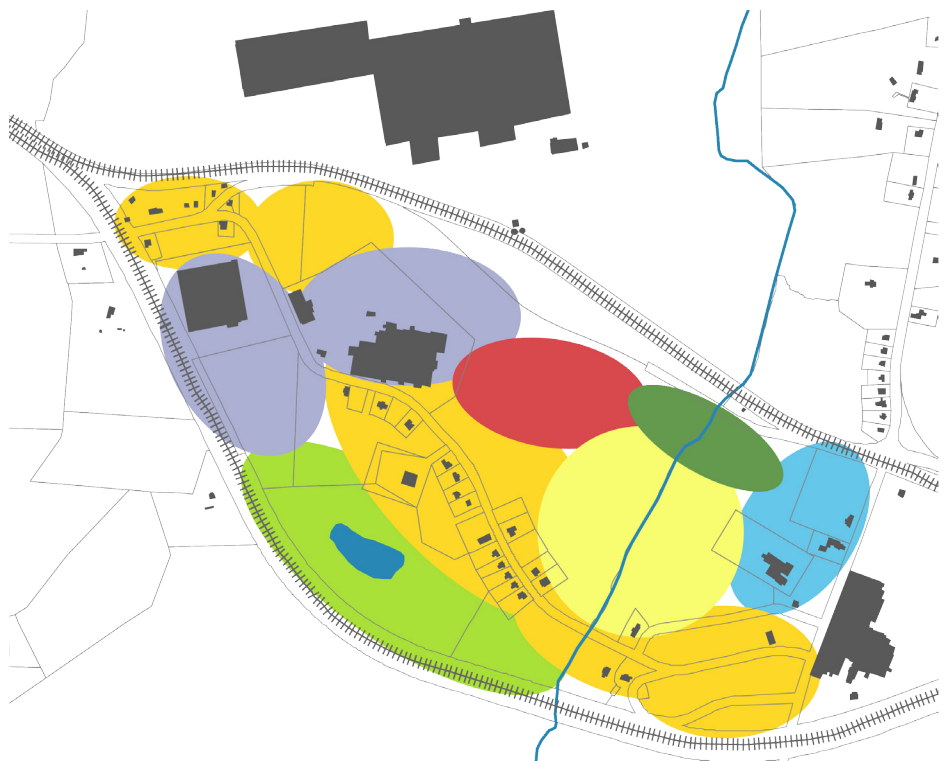


FIGURE 4.9:
Conceptual example of
development opportunities
along Randolph Road.

5: PRISAP Open House Concept Map - Group 4

Participants from Group 4 at the public open house developed the following ideas, shown in Figure 4.10:

- Commercial Activity Center at the interchange.
- Secondary Gateways at the interchange and
- Employment or industrial at existing industrial locations.
- Mixed Use on the west side of Polkville Road between Grover Street and the interchange.
- Commercial at the Dover Mill redevelopment site and intersections of Polkville Road/Dixon Blvd and Polkville road/Barbee Road.
- Low Density Residential along Randolph Road and in the northwest section of the study area.
- Mixed Use and Commercial development north of the interchange.
- Institutional uses at existing church locations throughout the study area.
- Agriculture and Open Space in the Watershed IV and Watershed IV Critical Area (WSIV and WSIV-CA) south of the Bypass.

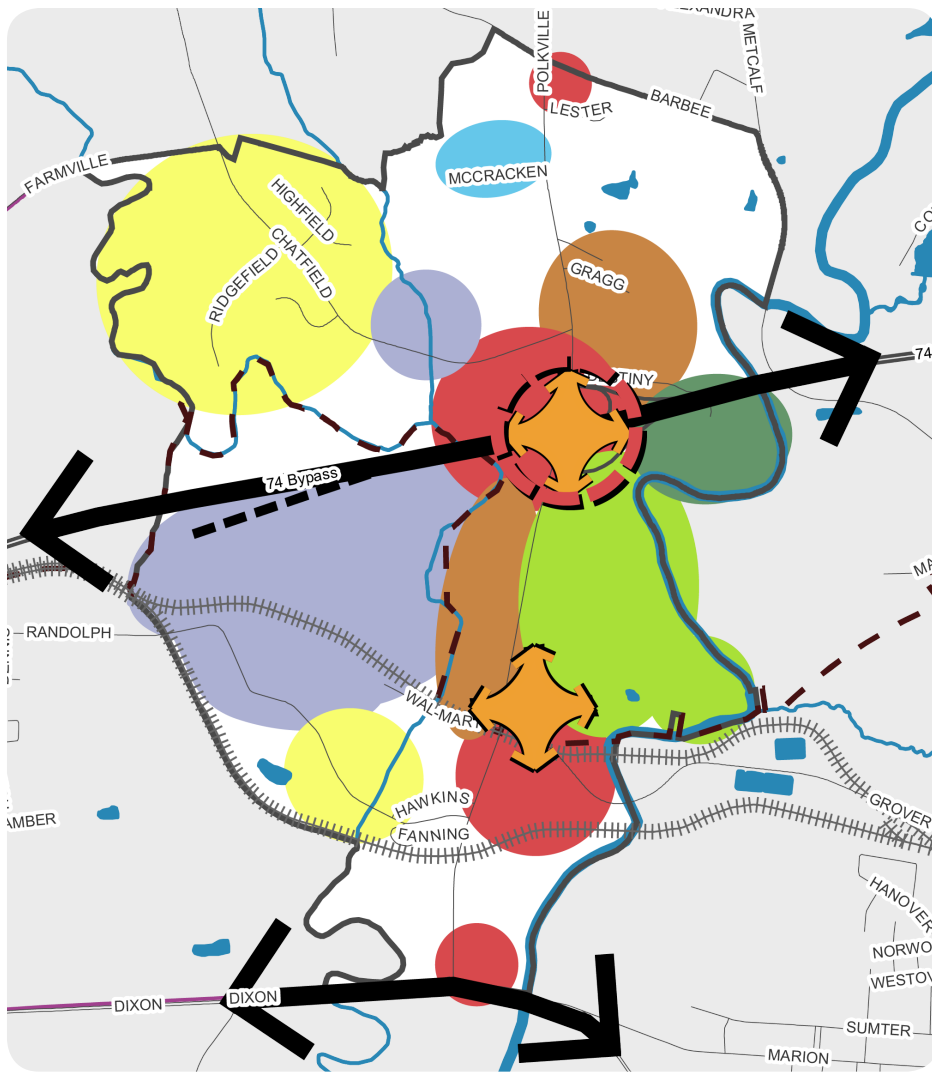


FIGURE 4.10:
PRISAP Open House Concept Map - Group 4



FIGURE 4.11:
Example of a conceptual commercial activity center located in Apex, North Carolina.

Source: Kite Realty Group based in Indianapolis, Indiana.

PRISAP Vision Map

The PRISAP Vision Map, shown in Figure 4.12, portrays the best of both the committee and public open house visions. The Polkville Road Interchange study area will be limited commercial and residential “gateway” into the City of Shelby. From the committee and public open house concept maps, the following ideas transferred into the PRISAP Vision Map.

- Low Density Residential north of the Bypass.
- Employment or industrial at existing location of Wal-Mart Distribution Center.
- Commercial development along Polkville Road to Dixon Boulevard.
- Minor Activity Centers at certain intersections.
- Mixed Use along Randolph Road.
- Connect to the Carolina Thread Trail to create a greenway traveling west through the study area.

Since there are limited utilities north of the Bypass, low density residential fits best for this area. Low density residential designation is for single-family detached residential land uses which are approximately 2 units or less per acre. Typically, many low density residential developments are subdivisions or individual residential lots in Shelby and Cleveland County.

The employment land use designation covers 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., are also allowed in areas designated employment. Light Industrial uses are relatively nuisance free.

The commercial land use designation allows a range of retail uses from neighborhood retail, urban retail, to regional retail. For the Polkville Road Interchange study area, neighborhood and urban retail are reasonable options for commercial developments.

The minor activity centers are the intersections of Polkville Road/Dixon Boulevard and Polkville Road/US 74 Bypass. These intersections are seen to have the most potential to become activity centers. The Polkville Road and Dixon Boulevard/US 74 intersection has the infrastructure and utilities needed to continue to develop.

The mixed use area is along Randolph Road with development opportunities at the old Dover Mill. 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 Polkville Road 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*.

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 a 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 varies and is 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 the protection and management of the natural environment, with recreation as a secondary objective.

The PRISAP Vision Map is considered the Future Land Use Map for the Polkville Road 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 Polkville Road Interchange study area.

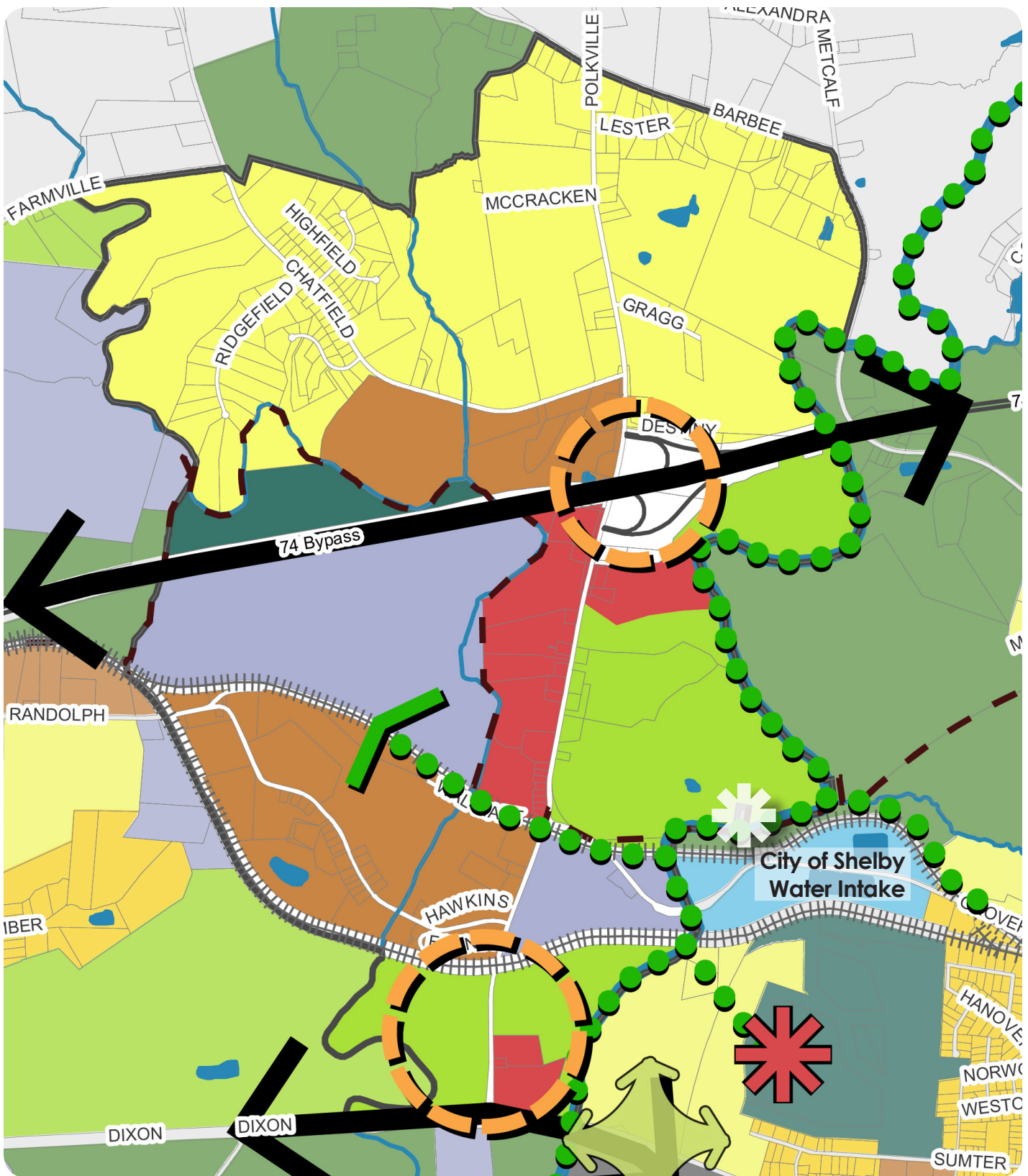


FIGURE 4.12:
Polkville Road Interchange Small Area Plan Vision Map

