

Adopted Policies for: “Town of Navassa Future Land Use Map 2009 to 2030”

This adopted policy document accompanies the June 24, 2009 adopted Town of Navassa Future Land Use Map 2009 to 2030. See the Future Land Use Map for the location of Areas 1 and 2 discussed below.

Areas 1 and 2 Future Land Use Map Policy Table

Table 1. The following are desired future land use type recommended policies by total acreage in percentages and accompany the Future Land Use Map. The policy percentages will be calculated by dividing the total acreage of the proposed development site, categorized by each specific land use, by the total acreage of the given Area 1 or Area 2 where the development will take place.

Future Land Use Map Type	Area 1 – Policy - Percentage	Area 2 - Policy - Percentage
Residential	50%	60%
Low and Medium Density Residential	35%	45%
Multiple Family Residential	15%	15%
Commercial and Office	30%	22%
Light Office / Commercial		
General Commercial		
Office / Institutional		
Industrial	20%	18%
Light Industrial		
Heavy Industrial		
Other	As shown in map	As shown in map
Conservation Residential		
Parks / Cemeteries		

Areas 1 and 2 Future Land Use Map Policy Text

A. Future Land Use Map Area 1 (Vicinity of Proposed I-40 east interchange) Policy

- (1) The policy future land use percentage of area (in Area 1) as shown in the above Table 1 is for; 50% Residential, 30% Commercial and Office, and 20% Industrial.
- (2) In this Area 1 is the future NCDOT proposed location of the I-40 road and on-off ramps.
- (3) A policy is for future commercial land uses located near the I-40 on-off ramps to service highway traffic.

- (4) A policy is for the existing established residential area west of Cedar Hill Road, and north of the proposed I-40 in the vicinity of Davis Way, to develop as mixture of single family and multiple family residential.
- (5) A policy is for Heavy Industrial to develop in the south east portion of Area 1 in the vicinity south of I-40 and at the east end of Royster Road.
- (6) A recommended future land use policy is that low density residential develops at the east portion of Area 1, north of the proposed I-40, and generally west of the Conservation Residential area.
- (7) Establishing a park is a recommended policy in the east portion of Area 1 north of I-40 as shown on the Future Land Use Map.
- (8) A future land use development policy is that overtime a development intensity gradient is established, with intense commercial uses located in the adjacent east and south east quadrants of the proposed I-40 interchange area, to less intense light office/commercial away from the interchange, and further away changing to multi-family and single family.
- (9) A policy is for the Conservation/Residential portion which is in the 100 year flood plain to remain as open space or at very low residential density.

B. Future Land Use Map Area 2 (Vicinity of Daniels Road) Policy

- (1) The policy for desired future land use percentage of area (in Area 2) as shown in the above Table 1 is for; 60% Residential, 22% Commercial and Office, and 18% Industrial.
- (2) A policy for future land use is that there is a future node (hub concentration) of Light Office / Commercial at the intersection of Daniels Road and Cedar Hill Road. The remainder of the Commercial and Office would be north of Indian Creek.
- (3) A policy is for a future mixture amount of Low and Medium Density Residential (45%), and Multiple Family Residential (15%) as shown in Table 1 above.
- (4) A policy is that there is a desired future amount of Industrial of up to 18% of Area 2.
- (5) A policy is for the Conservation / Residential portion which is in the 100 year flood plain to remain as open space or at very low residential density.