



**Planning and Zoning Board Agenda
January 22, 2026
6:00 P.M.
Joel Huneycutt Community Room**

Chairman: Tim Fesperman

Board Members: James Baucom, Amanda Pasquarello, Jeff Claiborne, Chuck Cowherd, Joseph Abbatiello, Jarvis Williams, and Matthew Sanford

Alternates: Steve Dutton

Call to Order:

1. Call to Order
2. Presentation of Colors
3. Prayer
4. Adopt Agenda
5. Approval of Minutes
6. Public Comment Period: 30 minutes set aside

Old Business:

7. Oaths – Claiborne, Cowherd, Dutton, Pasquarello

New Business:

8. LDO Text Change Ordinance – Base Zoning Districts
9. Transportation Impact Analysis Ordinance Update
10. Conditional Rezoning – 2016 N Central Ave
11. Chairman's Report
12. Board Closing Comments
13. Adjourn



Locust Planning & Zoning Board Meeting Minutes Joel Huneycutt Community Room

6:00 PM

October 23, 2025

Board Chair
Board Members and Alternate

Tim Fesperman
James Baucom, Amanda Pasquarello, Jeff
Claiborne, Chuck Cowherd, Joseph
Abbatiello, Sharell Salzedo, Matthew
Sanford, and Alternate Jarvis Williams

1. Call to Order

Meeting was called to order at 6:03pm

2. Presentation of Colors, Prayer

Board Chair Tim Fesperman led in the Pledge of Allegiance and P&Z Director Scott Efird gave the invocation.

M/S/A Board Members Joe Abbatiello and Chuck Cowherd (7-0)

Motion to excuse Board Member Sharell Salzedo and James Baucom

Alternate Jarvis Williams filled a vacant seat for the meeting.

3. Adopt Agenda

M/S/A Board Members Joe Abbatiello and Amanda Pasquarello (7-0)

Motion to adopt the agenda as presented

4. Minutes - adopt September 25, 2025

M/S/A Board Members Joe Abbatiello and Chuck Cowherd (7-0)

Motion to approve the September 25, 2025 minutes

September 25, 2025 Minutes

5. Public Comment Period

No one signed up to speak

6. Old Business

QT opened this morning and Ray Ray's Chicken Shack opened earlier this week.

7. New Business

Stephanie DeMaioribus with Cooper Legal Firm/BPD Elkin, LLC presented a conditional rezoning for 6719 Hwy 24/27 with a site plan to include Biscuitville and Culvers to also include traffic improvements, elevations, landscaping and aesthetics.

City Manager Cesar Correa presented a text change to the Land Development Ordinance in zoning districts under the use table to include bar/taverns and technology and infrastructure like data centers, telecommunications hub and EV charging stations.

He then gave the Board a heads up about a Traffic Impact Analysis ordinance update and the City will have traffic engineers present at an upcoming joint meeting, that is yet to be scheduled, to review the comprehensive changes that the City is recommending.

M/S/A Board Members Matthew Sanford and Joe Abbatiello (7-0)

Motion to send favorable recommendation to Council for the Land Development Ordinance Text Change in the zoning districts use table

M/S/A Board Members Matthew Sanford and Joe Abbatiello (7-0)

Motion to send favorable recommendation to Council for the conditional rezoning request submitted by BPD Elkin, LLC for 6719 NC Hwy 24/27, Locust NC

LDO Text Change - Zoning Districts Use Table

6719 NC Hwy 24/27 - Conditional Rezoning

8. Chairman's Report

Nothing to report at this time

9. Board Closing Comments

Thank you to the Board for all of their hard work.

10. Adjourn

M/S/A Board Members Chuck Cowherd and Jarvis Williams (7-0)

Motion to adjourn at 6:43pm

Amy Furr, City Clerk

Tim Fesperman, Board Chair



OATH OF OFFICE

I, **Steve Dutton** swear (or affirm) that I will support and maintain the Constitution of the United States of America and the Constitution and the laws of the State of North Carolina, not inconsistent therewith, and that I will faithfully discharge the duties of my office as Planning & Zoning Board Member Alternate for the City of Locust, so help me God.”

Steve Dutton

Sworn and subscribed before me this the

Amy Furr, City Clerk

Seal



OATH OF OFFICE

I, **Jeff Claiborne** swear (or affirm) that I will support and maintain the Constitution of the United States of America and the Constitution and the laws of the State of North Carolina, not inconsistent therewith, and that I will faithfully discharge the duties of my office as a Planning and Zoning Board Member for the City of Locust, so help me God.”

Jeff Claiborne

Sworn and subscribed before me this the 16th day of December, 2025.

Amy Furr, City Clerk

Seal



OATH OF OFFICE

I, **Chuck Cowherd** swear (or affirm) that I will support and maintain the Constitution of the United States of America and the Constitution and the laws of the State of North Carolina, not inconsistent therewith, and that I will faithfully discharge the duties of my office as a Planning and Zoning Board Member for the City of Locust, so help me God.”

Chuck Cowherd

Sworn and subscribed before me this the 16th day of December, 2025.

Amy Furr, City Clerk

Seal



OATH OF OFFICE

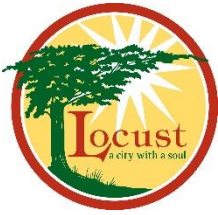
I, **Amanda Pasquarello** swear (or affirm) that I will support and maintain the Constitution of the United States of America and the Constitution and the laws of the State of North Carolina, not inconsistent therewith, and that I will faithfully discharge the duties of my office as a Planning and Zoning Board Member for the City of Locust, so help me God.”

Amanda Pasquarello

Sworn and subscribed before me this the 16th day of December, 2025.

Amy Furr, City Clerk

Seal



City of Locust
Post Office Box 190
Locust, North Carolina 28097-0190
(704) 888-5260

ORDINANCE NO. 2026-02: AN ORDINANCE AMENDING
ARTICLE 4 – STREETS, SECTION 4.2.I.e TRAFFIC IMPACT ANALYSIS (TIA)
OF THE CITY OF LOCUST LAND DEVELOPMENT ORDINANCE

- WHEREAS, the City of Locust, North Carolina, has a Land Development Ordinance (LDO) and Official Zoning Map that provides various rules and operational framework for how land can be used and developed within Locust’s planning and zoning jurisdiction; and
WHEREAS, the public hearing for this zoning text amendment has been noticed in compliance with North Carolina General Statutes; and
WHEREAS, the Locust Planning & Zoning Board reviewed this zoning text amendment at its January 22, 2026 public meeting and voted (insert vote result) to recommend approval to the City Council; and
WHEREAS, the City of Locust City Council held a public hearing on March 12, 2026, for the zoning text amendment and, after considering the testimony in the public hearing and Council deliberations, made the finding that this petition is:
• The proposed zoning text amendment is reasonable, and it is in the best interest of the public because it seeks to strengthen transportation mitigation; and
• It is consistent with the 2025 Land Use Plan, Land Use Goal 4: Coordinate Land Use with Transportation and Infrastructure

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOCUST, NORTH CAROLINA:

Section 1: Article 4 – Streets, Section 2.I.e “Traffic Impact Analysis (TIA)” is amended to read as shown in the attached Exhibit A, which is incorporated and made a part of this ordinance.

Section 2: This ordinance shall become effective as of March 12, 2026.

Adopted this 12th day of March 2026.

Mayor, Steve Huber

ATTEST:

Amy Furr, City Clerk

Exhibit A

ARTICLE 4 – STREETS, SECTION 4.2.1.e “TRAFFIC IMPACT ANALYSIS (TIA)”

e. Traffic Impact Analysis (TIA)

The City of Locust anticipates continued growth in residential and commercial development, and this growth pressure should be balanced with sustainable mobility. Therefore, transportation impacts, and how to mitigate them, are an important consideration for our community when a development is proposed. Public policy makers, citizens, and developers all have a stake in understanding and responding to additional demands on the transportation system. A Transportation Impact Analysis (TIA) is a tool used to evaluate the incremental impacts on the surrounding transportation infrastructure and how to mitigate them to maintain safe traffic and transportation operations.

1. TIA Determination - The City shall determine the need for a TIA upon receipt of any development application (by-right or rezoning) accompanied by a site plan. Types of development applications could include but are not limited to; multi-family developments, single family developments, commercial/mixed-use developments, or industrial developments. If warranted, the transportation consultant assigned by the City shall prepare the TIA. At the discretion of the North Carolina Department of Transportation (NCDOT) and the City, a Transportation Technical Memorandum (TTM), in lieu of a full TIA report, may be allowed for some developments. If proposed street and/or multimodal connections are not consistent with adopted plans, then an explanation or proposed transportation mitigation alternative that is equal or better shall be discussed in the study. NCDOT and the City will be responsible for determining whether the alternative mitigation plan meets and/or exceeds the performance standards of the proposed street connections in the adopted plans.
2. Minimum Thresholds for TIAs - A TIA may be required to accompany the site plan when expected gross trip generation is **1,000 total trips or more in a 24-hour period, 75 trips during identified peak hours for a residential development of any kind (including multifamily), and/or 100 total peak-hour trips for a commercial/mixed-use development (prior to any trip reductions applied). The gross trip generation will be calculated by the City or its consultant based on the proposed project summary and site plan provided by the applicant, and the final determination for requiring the TIA will be made by the City.** The City may also determine the need for a TIA or TTM based on special circumstances associated with the development, even if the gross trips fall below this threshold. This may be due to location, an intersection or thoroughfare nearby that is at or above capacity, the nature of the use, or one of the following:
 - a. Traffic generated from a non-residential development that could potentially significantly impact adjacent residential neighborhoods.
 - b. Traffic operation issues for current and/or future years on nearby streets are expected to be significantly worsened by traffic generated from the proposed new development.
 - c. Major and minor thoroughfares near the site are experiencing significant/unacceptable delays.
 - d. Traffic safety issues exist at the intersection or street that would serve the proposed new development.
 - e. The proposed land use differs significantly from the adopted Locust Land Use Plan.
 - f. The internal street or access system is not anticipated to accommodate the expected traffic generation.
 - g. The proposed development project includes a drive-through facility, or other uses such as schools that require significant on site circulation that may have an off-site impact to adjoining roads and/or intersections.
 - h. The amount, behavior and/or assignment of traffic is significantly different from a previously approved TIA, or more than 24 months have passed since completion of previous TIA.

i. NCDOT requires a TIA or TTM.

A TTM will be required for any proposed development when the conditions above are not met. In this case, the City and its consultant will determine what the TTM will address.

3. Scoping Meeting – A mandatory Scoping Meeting is required prior to beginning the TIA or TTM to discuss the requirements and strategies for a TIA/TTM specific to the site and the proposed development. Detailed information shall be submitted by the applicant and shall include intended phasing scheme, proposed build-out year, and a site plan showing proposed access points, proposed land use and densities, structure and parking envelopes. The City, the transportation consultant assigned by the City, and the applicant(s) are required to attend the mandatory scoping meeting. Representatives from the NCDOT District office will be invited and encouraged to attend as needed. The applicant should invite support staff of their development team as needed.
4. Scoping Document – A Scoping Document, in the form of NCDOT Checklist or other, detailing the understood scope and parameters of the TIA, shall be prepared by the transportation consultant assigned by the City. The Scoping Document shall be signed by the applicant and the City before the consultant can begin work on the TIA. Review by the NCDOT District Engineer will also be required if access to a state road is involved or if state road(s) within the identified study area will be impacted by the project’s traffic. Failure by the applicant to provide accurate information or failure by the assigned transportation consultant to follow the Scoping Document shall result in disapproval of the TIA. If significant changes are made to the parameters outlined in the Scoping Document, a revised Scoping Document will be required.
5. Fees – Prior to the scoping meeting, the transportation consultant assigned by the City shall submit a summary of consultant fees to the City to perform the scoping portion of the TIA/TTM. The applicant shall agree to provide payment in full to the City for these services prior to scheduling of the Scoping Meeting.

After the Scoping Meeting, the transportation consultant assigned by the City shall submit a summary of consultant fees for preparing the TIA/TTM to the City. These fees will be in addition to the work completed throughout the scoping process. The applicant shall agree to provide payment in full to the City for preparation of the TIA/TTM per the Scoping Document, so that the City can release the work to the consultant. Any additional services incurred by the transportation consultant in addition to the Scoping Document, including changes by the applicant which require updates, must be approved by the City and agreed to and paid for by the applicant prior to performance of the additional services.

6. Transportation Mitigation Agreement (TMA) – Upon completion of the TIA or TTM, certain on- or off-site transportation mitigation measures may be required as recommended by the TIA. If so, the City shall prepare a Transportation Mitigation Agreement (TMA) with assistance by the transportation consultant assigned by the City, which will summarize the following:
 - a. Site plan
 - b. Phasing and timing of development (if applicable)
 - c. Site access and points of ingress/egress
 - d. On and off-site improvements required consistent with the TIA or as dictated by City staff and/or NCDO including pedestrian and bicycle improvements in addition to vehicular
 - e. Trigger points and deadlines for construction of any improvements

The TMA must be signed by the applicant and City. NCDOT review may be required if the mitigation involves a state roadway. All off-site right-of-way area shall be acquired and dedicated prior to approval of construction documents and required mitigation measures must be implemented prior to final Certificate of Occupancy (CO) or prior to the issuance of the first Zoning Permit for residential

developments as identified in the TIA/TTM phasing plan or the applicant shall provide a payment in-lieu in accordance with Section 7.r.

7. TIA Outline and Contents – The outline and contents of what is required to be included in the TIA will be discussed at the Scoping Meeting and included in the Scoping Document. A detailed summary of the expected content and methodologies to be used in the TIA is discussed below.

- a. Cover/Signature page – Includes the project name, location, name of the applicant, contact information for the applicant, and date of the study. The name, contact information, registration number, signature, and seal of a duly qualified and registered professional engineer in the State of North Carolina are also required to appear on this page.
- b. Table of Contents – Includes a list of all section headings, figures, tables, and appendices included in the TIA report. Page numbers shall denote the location of all information, excluding appendices, in the TIA report.
- c. Executive Summary – Includes a description of the study findings, a general description of the project scope, study horizon years, expected transportation impacts of the project, and mitigation measure recommendations. Technical publications, calculations, documentation, data reporting, and detailed design should generally not be included in this section.
- d. Project Description – Includes a detailed description of the development, including the size of the parcel, development size, existing and proposed uses for the site, anticipated completion dates (including phasing if/as applicable). It shall also include the square footage of each use and/or the number and size of dwelling units proposed, and a map and copy of the site plan provided by the applicant.
- e. Site Description – Includes a description of the project location within the City and region, existing zoning and use (and proposed use if applicable), and key physical characteristics of the site, including general terrain and environmentally sensitive or protected areas.
- f. Site Access – A complete description of the ingress/egress of the site shall be explained and depicted. It shall include number of driveways, their locations, distances between driveways and intersections (provided by applicant), proposed access control (full-movement, leftover, right-in/right-out, etc.) types of driveways (two-way, one-way, etc.), traffic controls, etc. Internal streets (lanes, flow, and queuing), parking lots, sidewalks, bicycle lanes, and designated loading/unloading areas shall also be described. Similar information for adjacent properties, including topographic grade relationship, shall be provided by applicant to inform opportunities for internal connections. The number of access points shall be kept to a minimum and designed to be consistent with the type of roadway facility. Driveways serving the site from state roads shall be designed in accordance with the NCDOT's Policy on Street and Driveway Access and/or the City standards, as applicable.
- g. Study Area – The limits of the study area shall be based on the location, size and extent of the proposed project, and an understanding of existing and future land uses and traffic conditions surrounding the site. The limits of the study area for the TIA or TTM shall be reviewed and approved by the City and NCDOT staff at the mandatory Scoping Meeting. At a minimum, the study area shall include all signalized intersections within a one-mile radius of the proposed site, unless otherwise noted by City/NCDOT staff, and/or where site traffic

estimated for build-out of the project will constitute 10% or more of any signalized intersection approach or associated segment. During the Scoping Meeting, staff may reduce or increase the radius due to conditions specific to the site and supported with valid reasoning. Should study area intersections outside of the City be identified, adjacent municipalities and/or County will be notified as applicable. Unsignalized intersections may be added to the scope as directed by the City. Based on the proposed development program submitted by the applicant, a preliminary trip generation analysis and distribution/assignment will be performed within the area surrounding the site and compared to the base volumes. Related impacts or current operational issues may dictate that other intersections be included in the study area as determined by City and/or NCDOT staff. A narrative describing the study area shall identify the location of the proposed project in relation to the existing transportation system and list the specific study intersections. Unique transportation plans or policies applicable to the area (e.g., Comprehensive Pedestrian Plan, Comprehensive Transportation Plan, CATS/SCUSA bus services) shall be mentioned. A site location map shall be provided and shall identify natural features, major and minor roadways within the study area, study intersections, and a boundary of the site under consideration.

- h. Existing Conditions – Shall include a narrative and map that represents the peak-hour turning-movement volumes for the study area intersections. Traffic volumes shall represent 15-minute interval weekday turning-movement counts (TMCs) collected Tuesday through Thursday, to include heavy-vehicle, pedestrian, and bicycle counts, and shall be collected during periods of the year when local schools are in regular session. The required count timeframes are from 6:30-9:00 AM and 2:00-6:00 PM. The count timeframes are expected to cover peaking characteristics caused by local school drop-off and pick-up/dismissal times, as well as typical employment peaking characteristics; however, site-specific conditions may necessitate additional or different traffic counting hours and/or days depending on the development program and location within the City. These unique circumstances will be determined and directed by the City. The City will determine if modified peak hours or weekend analyses shall be included in the TIA at the mandatory Scoping Meeting. For example, expanded TMCs will be required if a full traffic signal warrant analysis is required as part of the TIA. The source of existing traffic volume information shall be explicitly stated (e.g., City counts, new counts collected by the applicant, NCDOT counts, etc.). If previous counts were obtained, only counts collected within one year of the Scoping Meeting will be deemed acceptable unless otherwise approved. Summary sheets for existing turning movement counts shall be included in the Appendix of the TIA report. A separate narrative and map shall be prepared to describe the characteristics of surrounding major roadways, including functional classification, number of lanes/typical cross section, posted speed limit, existing average daily traffic volumes, and intersection control. Field notes for the existing conditions observation may be included in the Appendix of the TIA report.
- i. Future Year Conditions – Unless otherwise approved by the City, future year conditions for a single-phase development shall be analyzed for the year the development is expected to be at full occupancy (build-out year); in addition, a five-year horizon scenario (build-out + 5) may be required at the discretion of City staff. For multiple-phased developments, the scenarios may be completed in order, with any improvements specified by development included in the subsequent build scenario(s), including five years after the full build-out year (build-out + 5) if applicable. Specific analysis periods to include in the study shall depend upon the development program, proposed project phasing plan, and significant improvements programmed for the surrounding transportation system. The approved offsite developments and transportation projects to be included in the future-year background conditions for the transportation system within the study area shall be determined during the Scoping Meeting. Transportation improvements assumed in the future-year background

conditions analysis may include those with an expected completion date concurrent with that of the development and funded either by the City, NCDOT, or indicated as a committed improvement by an approved offsite development. Only projects approved by the City at the Scoping Meeting may be included in the analysis as future existing infrastructure. Those improvements committed by other projects must be clearly identified in the report as approved offsite development road improvements. Approved offsite development traffic information used in the development of the future-year background traffic volumes shall be included in the Appendix of the TIA report. Unfunded, planned infrastructure projects may be mentioned in the TIA, but the description shall specifically identify that these projects are not included in the background condition. Future-year background traffic volumes shall be forecasted using historical growth rate information, regional models, and/or TIA reports for development approved by the City but not yet built. A narrative and map shall be prepared that presents turning movement volumes for each peak hour for all identified study area intersections. Future-year existing plus historical growth traffic volumes, approved development volumes, and site traffic volumes shall be clearly separated and combined in the maps.

j. Trip Generation – Base trip generation for the proposed land use(s) shall be calculated using data published in the latest version of the Institute of Transportation Engineers’ (ITE) Trip Generation Manual accepted by NCDOT and the City. Data limitations, data age, choice of peak hour of adjacent street traffic, choice of independent variable, and choice of average rate versus equation shall be discussed at the mandatory Scoping Meeting. Local trip generation rates may be acceptable if appropriate validation is provided by the applicant to support them. Any deviation from ITE trip generation rates shall be discussed in the mandatory Scoping Meeting and documented in the Scoping Document if approved by the City and NCDOT. The NCDOT Municipal School Transportation Assistance (MSTA) calculator shall be used to calculate projected trip generations for school sites.

- Internal Capture – Base trip generation may be reduced by rate of internal capture when two or more land uses are proposed using methodology recommended in the most current Trip Generation Handbook published by the ITE or research published by the National Cooperative Highway Research Program (NCHRP) Transportation Research Board. Reductions for internal capture shall be applied to multi- or mixed-use sites only. The internal capture reduction shall be applied before pass-by trips are calculated.

- Pass-by Trips – Pass-by trips are those made as intermediate trips between an origin and primary destination (i.e., home to work, home to shopping, etc.). However, pass-by trips are not diverted from another roadway. Base trip generation may be reduced by rate of pass-by capture using methodology recommended in the most current Trip Generation Handbook published by the ITE. Pass-by trips associated with the development program may not exceed 10% of the peak-hour volume reported for the adjacent public street network. This network shall include the streets that provide primary access to/from the site. For example, if a site access drive that connects to a low-volume local street, which its primary access is to a major collector road, the traffic on the major collector shall be used as the adjacent street for pass-by calculation purposes. Evaluation of diverted trips may apply depending on the specifics of each site. A trip generation table shall summarize all trip generation calculations for the project.

k. Trip Distribution – External trip distribution shall be determined on a project-by-project basis using one of several sources of information available to transportation and land planning

professionals. Potential sources for determining project trip distribution may include the regional travel demand model, market analysis, existing traffic patterns, and/or professional judgment. At the City's direction, multiple trip distributions may be required for differing land use types. Regardless of methodology, the procedures followed and logic for estimating trip distribution percentages should be documented in the TIA. Trip distribution percentages proposed for the surrounding transportation network shall be discussed during the Scoping Meeting and shall be approved by the City and NCDOT before proceeding with the TIA. A map showing the percentage of site traffic on each street included in the study area shall be included in the TIA.

l. Trip Assignment – Site traffic shall be distributed to the surrounding transportation system based on the site's trip generation estimates and trip distribution percentages. Future year build-out traffic forecasts (i.e., future-year background traffic plus site traffic) shall be represented in graphic formats for AM and PM peak-hour conditions at all study area intersections. If the project will be built in phases, traffic assignments shall be reported for each phase. Pass-by traffic shall be included at the proposed access points. Multiple assignment scenarios may be required if the traffic control at the accesses has the potential to vary (i.e., right-in/right-out vs. stop controlled vs. signalized).

m. Operations Analysis – The TIA shall include vehicular operations analyses. Level-of-Service (LOS) and delay is the primary measures of effectiveness for impacts to the transportation system and is defined by the most current edition of the Highway Capacity Manual (HCM). Operations analyses shall be performed for the required existing and future-year scenarios. Impacts from the proposed project shall be measured by comparing the future year background conditions to the future year build-out conditions. Requirements for mitigation are described in Section 7.q.

- Vehicular Capacity Analysis – Unless otherwise noted, Synchro LOS and delay shall be reported for all signalized intersections and approaches identified in the study area. Based on HCM, LOS for unsignalized intersections is not defined as a whole; instead, only the individual approaches shall be reported based on the HCM results determined through the Synchro analysis. Existing signalized intersections shall be modeled based on available existing signal timing plans provided by either the City or NCDOT. Existing signal timing plans shall be included in the Appendix of the TIA report. If a traffic signal is part of a coordinated system it must be analyzed as such under all conditions. Other standard practices and default input values for evaluating signalized intersections shall be consistent with the most recent guidelines published by the NCDOT, Transportation Mobility and Safety Division, Traffic Management Unit, Congestion Management Section (“Capacity Analysis Guidelines -- Standards”). The City may also require safety, traffic simulation, gap and/or other analyses appropriate for evaluating a development application. Additional analyses and/or traffic capacity or simulation tools (such as VISSIM or Transmodeler) required for the TIA shall be identified during the Scoping Meeting. All TIA reports submitted to the City shall use Synchro, SimTraffic, VISSIM, and/or Transmodeler analysis software for signalized and unsignalized intersections and Synchro and/or Sidra Software for roundabouts, consistent with policies released by the NCDOT. A narrative, table, and map shall be prepared that summarizes the methodology and measured conditions at the intersections reported in LOS (LOS A – F), the intersection and approach signal delay for signalized intersections, the approach delay for unsignalized intersections, and 95th percentile queue lengths for all movements. Capacity analysis worksheets and NCDOT auxiliary turn-lane warrants for unsignalized intersections shall be included in the Appendix of the TIA report.

- Multimodal Analysis – the TIA/TTM may provide a multimodal assessment and/or pedestrian capacity analysis at the discretion of the City.
 - Multimodal Assessment – If required, a field inventory and documentation of the existing pedestrian, bicycle, and/or transit infrastructure will be performed. Review of the Comprehensive Pedestrian Plan and other available plans will be performed. Specific recommendations for site/property frontage, offsite roadway widening areas, and/or interconnectivity with adjacent properties will be made as applicable.
 - Pedestrian Capacity Analysis – If required and unless otherwise noted, the latest edition of the HCM or other agreed upon methodology shall be used to evaluate pedestrian LOS for the intersections identified in the study area.

- n. Queuing Analysis – 95th percentile and simulation analysis of future-year queues shall be consistent with NCDOT’s Transportation Mobility and Safety Division, Traffic Management Unit, Congestion Management Section current practices and published Capacity Analysis Guidelines -- Standards. Turn lanes and storage lengths for the major street (uncontrolled) approaches at unsignalized driveways shall be identified using volume thresholds published in the NCDOT’s Policy on Street and Driveway Access to North Carolina Highways (see Warrant for Left- and Right-Turn Lanes Nomograph, pg. 80). Recommendations for left and right-turn lanes serving the site shall be designed to account for both the NCDOT warrants described above and to meet future-year capacity needs identified through the capacity analyses. For projects that include drive-through facilities, pick-up/drop-off areas, or entrance gates, a queuing analysis may be required by the City to ensure that vehicle stacking will not adversely impact the public transportation system. The queuing analysis must be performed using accepted transportation engineering procedures approved by the City. If a TIA is required for a new school site, the internal circulation and ingress/egress of the site shall be modeled using a “dummy signal” in the Synchro software as prescribed by NCDOT MSTa department.

- o. Crash Analysis – A summary of crash data (type, number, and severity) for the most recent five-year period at each existing study intersection is required. Traffic Engineering Accident Analysis System reports will be provided by the City and/or NCDOT and shall be included in the Appendix of the TIA report. For locations with prevalent crash types and/or frequency, a discussion shall be included describing factors that may be contributing to the incidents. At a minimum, the proposed development features shall not contribute to factors potentially involved in the existing crash rates. If contributing factors are identified, recommendations to eliminate or mitigate these features shall be included.

- p. Traffic Signal Warrants – City staff and/or NCDOT may consider potential traffic signal locations at the Scoping Meeting. However, traffic flow progression is of paramount importance when considering a new traffic signal location. A new traffic signal shall not cause an undesirable delay to the surrounding transportation system. Approval for traffic signal installation at a new location shall be based on the application of warrant criteria contained in the most current edition of the Manual on Uniform Traffic Control Devices (MUTCD) and engineering judgment. Traffic signal warrants shall be included in the Appendix of the TIA report. Additionally, spacing of traffic signals must adhere to NCDOT requirements. If a full signal warrant analysis is recommended in the TIA, the City and/or NCDOT may decide to defer a signal warrant analysis until after the development has opened to allow use of actual turning movement counts at an intersection. The TIA recommendations must clearly state that this analysis shall occur at a specified timeframe or phase following the opening of the development. The applicant must issue a bond or letter of credit in the name of the City for the estimated cost of the signal warrant analysis and

resulting signal as part of the TMA. The cost shall be established based on an engineer's estimate provided by the consultant identified by the City.

- q. Mitigation Measure Recommendations – This section of the TIA report shall provide a description of the study's findings regarding impacts of the proposed project on the existing and future transportation system and describe the location, nature, and extent of all mitigation measures recommended for the applicant to improve and/or maintain the future-year background LOS conditions through phasing and ultimate build-out of the project. This mitigation will be identified by measuring the impact between the future-year background conditions and the future-year build-out conditions. The applicant is required to mitigate transportation deficiencies caused solely by the projected impact of their proposed development, and not unacceptable background conditions or other deficiencies caused by offsite development within the defined study area.

The applicant shall be required to identify mitigation improvements to the transportation network if at least one of the following conditions exists when comparing the operations analyses of future year background conditions to future year build-out conditions:

- the total average delay at an intersection or individual approach increases by 25% or greater, while maintaining the same LOS,
- the LOS degrades by at least one level,
- or the LOS is "E" or worse in the background conditions and the proposed project shows a negative impact on the intersection or approach.

If the background LOS (intersection or approach) is "E", or "F", the applicant will be expected to mitigate only the impact caused by the proposed project. For example, if the background LOS of an approach is LOS F with 85 seconds of delay, and the project traffic increases the delay to 95 seconds at LOS F, the applicant will be required to mitigate the added 10 seconds of delay on the approach, not the inadequate background delay. City and NCDOT staff will review the recommendations in the TIA and will have the ultimate determination in the scope of the required mitigation measures.

For multi-phase developments, the capacity analysis scenarios shall address the phasing of improvements for each phase of development. The build-out + 5 scenario will require the analysis of only five years beyond the full build-out year. The build-out + 5 scenario analysis is not used for mitigation purposes. A narrative and table shall be prepared that summarizes the methodology and measured conditions at the intersections reported in LOS (LOS A-F) and average control delay for each intersection and approach.

A narrative and map shall also be prepared that describes and illustrates recommended improvements, by development phase if necessary, for mitigating the projected impact of the proposed development.

A TMA as outlined in Section 6 may apply if mitigation requirements are needed.

r. Payment-in-Lieu of Transportation Improvements – The applicant may request consideration of payment-in-lieu of required transportation improvements if the following conditions exist:

- The developer is unable to secure the needed right-of-way (ROW) for off-site transportation improvements.
- Funded transportation projects overlap with the improvements associated with the development’s recommended mitigation.

For multi-phase projects, requests for payment-in-lieu consideration at the time of plan approval shall be limited to the first phase of development.

All payment-in-lieu requests shall include opinion of probable construction cost (OPCC) calculations prepared by the applicant that meet the following standards:

- All OPCC calculations must be prepared by a professional engineer licensed in the NC.
- OPCCs shall be based on a minimum of **15% engineered roadway design plans** per City of Locust Construction Standards and NCDOT Roadway Design Guidelines.
- The calculation shall include costs associated with remaining design needed, ROW acquisition, utilities, construction for the associated improvements, construction engineering and inspection, contingency (40%), and any other related soft cost that may be incurred by the project.

Any requests for payment-in-lieu received following a plan approval and/or associated TMA shall be considered an amendment to the approved plans.

If City Council, at its discretion, agrees to accept payment-in-lieu of transportation improvements for a development, the exact payment amount shall be verified at the time of construction plan review and shall meet the following standards:

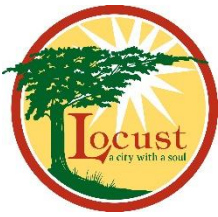
- All OPCC calculations must be updated by a professional engineer.
- OPCCs shall be based on a minimum of **25% engineered roadway design plans** per City of Locust Construction Standards and NCDOT Roadway Design Guidelines.
- The calculation shall include costs associated with remaining design needed, ROW acquisition, utilities, construction for the associated improvements, construction engineering and inspection, contingency (30%), and any other related soft cost that may be incurred by the project.

All calculated cost estimates shall not be more than one year old at the time of acceptance by the City, and payment must be received prior to approval of the associated construction plans.

s. Compliance with Adopted Transportation Plans – All TIA reports must include a statement of compliance with plans, programs, and policies adopted by the City of Troutman for maintaining a safe and efficient multi-modal transportation system.

- 1.—A TIA shall be prepared by Professional Engineer registered in the state of North Carolina.
- 2.—The City and the Developer will discuss possible firms to prepare the TIA. The City shall make the final decision of the firm preparing the TIA.
- 3.—A TIA may be required to support the proposed improvements associated with a new development.
- 4.—Once staff has determined a TIA is required, a scoping meeting shall be required to outline specific data to be included in the TIA. City staff, NCDOT, and the Developer are required at the scoping meeting. The Developer should invite the needed support staff of their design team.
- 5.—During the scoping meeting, a Memorandum of Understanding shall be prepared by the City to specify the scope of work to be performed in the TIA.

- 6.—All costs associated with the preparation of a TIA shall be encumbered by the developer.
- 7.—The review of the TIA shall be the responsibility of the City of Locust and/or the NCDOT.
- 8.—Adoption of specified improvements listed in the TIA shall be agreed upon by the City of Locust, NCDOT, and the developer prior to plan approval. An Agreement of Mitigation form outlining the prescribed measures of improvement shall be executed by all entities listed above and/or responsible party with the proposed development.
- 9.—All improvements agreed to be performed for the development shall be completed prior to acceptance of the Final Plat and/or Certificate of Occupancy unless otherwise noted in the executed agreement.
- 10.—All costs of the improvements shall be the responsibility of the Developer unless otherwise noted.
- 11.—Any TIA prepared for developments within the jurisdictional limits of the City of Locust shall follow the criteria and methodology of the ITE Trip Generation Manual.
- 12.—A TIA shall be required when the following criteria is met or exceeded:
- 13.—1,000 trips for site specific developments (within a 24-hour period):
- 14.—75 trips for residential developments during peak hours:
- 15.—100 trips for other developments on adjacent roads and development roads during peak hours:
- 16.—Upfits, redevelopment, expansion, and/or change of use projects will be evaluated by staff for the need and requirements of a TIA:
- 17.—For the purpose of this document, Peak Hours shall be defined as 7:00AM to 9:00AM and 4:00PM to 6:00PM.
- 18.—Expansions, upfits, and/or change of use applications will require the staff to determine the appropriate TIA trip generation threshold for each use. Trip generations for the proposed site shall be compared to the trip generations of the current site within the past six-month period. Development approvals within the most recent five-year period will be included in the trip generation unless a separate TIA has been performed for the previously approved development. Notwithstanding the values above, a TIA shall be required for a site-specific development plan if City staff determines one of the following conditions exist:
- 19.—a. Traffic generated from a non-residential development will significantly impact adjacent residential neighborhoods.
- 20.—Traffic operation problems for current and/or future years on nearby streets are expected to be substantially aggravated by traffic generated by the proposed new development.
- 21.—Traffic safety issues exist at intersections or streets that would serve the new development.
- 22.—The proposed land use differs significantly from that contemplated in the adopted Locust Land Use Plan.
- 23.—The internal street or access system is not anticipated to accommodate the expected traffic generation.
- 24.—The amount or character of traffic is significantly different from an earlier approved study or more than 24 months have passed since completion of the previous transportation study.
- 25.—The capacity analysis included in the TIA shall utilize the Highway Capacity Manual and signalized intersections shall incorporate information from the City of Locust and/or NCDOT.
- 26.—For developments with multiple phases, the TIA shall account for traffic counts of each phase as they are completed, as well as the cumulative traffic counts at the completion of the development.
- 27.—Crash data within the scope of the project limits shall be included for a 3-year period for the following criteria:
- 28.—Type
- 29.—Number
- 30.—Severity
- 31.—Level of Service (LOS) shall show no signs of degradation or further delays on intersections with a current LOS of E or F.
- 32.—1. _____ The NCDOT Municipal School Transportation Assistance (MSTA) calculator should be used to calculate the projected trip generation for school sites. School sites may need to be sent to NCDOT MSTA in Raleigh for review as part of the review process:



City of Locust
Post Office Box 190
Locust, North Carolina 28097-0190
(704) 888-5260

ORDINANCE NO. 2026-01: AN ORDINANCE AMENDING
ARTICLE 2 – ZONING DISTRICTS, SECTION 2.2 CONDITIONAL DISTRICTS, AND SECTION 2.5: USE TABLE
OF THE CITY OF LOCUST LAND DEVELOPMENT ORDINANCE

- WHEREAS, the City of Locust, North Carolina, has a Land Development Ordinance (LDO) and Official Zoning Map that provides various rules and operational framework for how land can be used and developed within Locust’s planning and zoning jurisdiction; and
WHEREAS, the public hearing for this zoning text amendment has been noticed in compliance with North Carolina General Statutes; and
WHEREAS, the Locust Planning & Zoning Board reviewed this zoning text amendment at its January, 22, 2026 public meeting and voted (insert vote result) to recommend approval to the City Council; and
WHEREAS, the City of Locust City Council held a public hearing on March 12, 2026, for the zoning text amendment and, after considering the testimony in the public hearing and Council deliberations, made the finding that this petition is:
• The proposed zoning text amendment is reasonable, and it is in the best interest of the public because it seeks to clarify the property uses within zoning districts; and
• It is consistent with the 2025 Land Use Plan, Section 2: Purpose of Plan

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOCUST, NORTH CAROLINA:

- Section 1: Article 2 – Zoning Districts, Section 2.1 “Conventional Districts” is amended to read as shown in the attached Exhibit A, which is incorporated and made a part of this ordinance.
Section 2: Article 2 – Zoning Districts, Section 2.2 “Conditional Districts” is amended to read as shown in the attached Exhibit B, which is incorporated and made a part of this ordinance.
Section 3: Article 2 – Zoning Districts, Section 2.5 “Use Table” is amended to read as shown in the attached Exhibit C, which is incorporated and made a part of this ordinance.
Section 4: Article 2 – Zoning Districts, Section 2.6 “Lot Dimensional and Density Standards” is amended to read as shown in the attached Exhibit D, which is incorporated and made a part of this ordinance.
Section 5: Article 8 – “Conditions for Certain Uses” is amended to read as shown in the attached Exhibit E, which is incorporated and made a part of this ordinance.
Section 6: This ordinance shall become effective as of March 12, 2026.

Adopted this 12th day of March 2026.

Mayor, Steve Huber

ATTEST:

Amy Furr, City Clerk

ARTICLE 2 – ZONING DISTRICTS, , SECTION 2.1 “CONVENTIONAL DISTRICTS”

Article 2 – ZONING DISTRICTS

2.1. CONVENTIONAL DISTRICTS

2.1.1 Open Space District (OPS)

2.1.2 General Residential District (GR)

2.1.3 Neighborhood Residential District (NR)

2.1.4 City Center District (CC)

2.1.5 Highway Commercial District (HC)

2.1.6 Regional Commercial District (RC)

2.1.~~76~~ Light Highway Commercial District (LHC)

2.1.~~87~~ Campus Business & Institutional District (CBI)

2.1.~~98~~ Mobile Home District (MH)

Section 2.1.6 Regional Commercial District (RC)

Intent: The Regional Commercial (RC) District is established to accommodate high-intensity, large-scale commercial development that serves the broader region, including neighboring municipalities and the traveling public. This district is intended for retail, office, service, and entertainment uses that require substantial land area, visibility from major highways, and convenient access for vehicular traffic. The RC District is designed to encourage economic development while minimizing adverse impacts on adjacent residential and lower-intensity commercial areas.

General Requirements:

1. Provide areas for regional shopping, dining, office complexes, hotels, and other commercial uses that attract customers from a wide geographic area.
2. Ensure that development is visually attractive, safe, and compatible with surrounding land uses.
3. Promote efficient circulation and adequate parking for high volumes of traffic.
4. Encourage clustering of compatible commercial uses to reduce sprawl along major corridors.

Typical Uses:

Uses in the Regional Commercial district may include, but are not limited to:

- Large-format retail stores and shopping centers
- Automotive dealerships and service centers
- Hotels, motels, and conference centers
- Office complexes and professional services
- Restaurants and entertainment facilities
- Personal services and health clubs

Conditional uses or supplemental standards may include:

- Drive-through facilities
- Gas/service stations

- Vehicle rental or storage facilities

Relationship to Highway Commercial District:

The Regional Commercial District is intended to be located along major highways or arterials and should be buffered from lower-intensity commercial or residential districts to ensure compatibility. Landscaping, screening, and architectural features should be applied to reduce visual and noise impacts on adjacent properties.

Section 2.1.76 Light Highway Commercial District (LHC)

Section 2.1.87 Campus Business & Institutional District (CBI)

Section 2.1.98 Mobile Home District (MH)

Exhibit B:

ARTICLE 2 – ZONING DISTRICTS, SECTION 2.2 “CONDITIONAL DISTRICTS”

Conditional districts correspond to conventional districts. They provide for those situations where a particular use, properly planned, may be appropriate for a particular site, but where the conventional district has insufficient standards to mitigate the site-specific impact on surrounding areas. Uses which may be considered for a conditional district are restricted to those uses permitted in the corresponding conventional zoning district. Conditional districts are established on an individual basis, at the request of the property owner.

District	Classification
OPS (C D): Open Space District (Conditional District)	Residential
NR (C D): Neighborhood Residential District (Conditional District)	Residential
GR (C D): General Residential District (Conditional District)	Residential
CC (C D): City Center District (Conditional District)	Mixed Use
HC (C D): Highway Commercial District (Conditional District)	Commercial
<u>RC (C): Regional Commercial District (Conditional)</u>	<u>Commercial</u>
LHC (C D): Light Highway Commercial District (Conditional District)	Commercial
CB (C D): Campus Business & Institutional District (Conditional District)	Mixed Use

Application and Procedure:

1. Applications for Conditional District rezonings shall follow the procedures for map amendments as described in Article 10 of the Locust Land Development Ordinance.
2. A conceptual site plan, list of proposed uses, and any applicant-offered conditions shall accompany the application.
3. The Planning & Zoning Board shall review the request and provide a recommendation to City Council.
4. City Council shall hold a legislative public hearing and may approve, approve with conditions, deny, or postpone the request.

Review Standards:

In reviewing a Conditional District request, the City Council shall consider:

1. Consistency with the Comprehensive Land Use Plan;
2. Compatibility with surrounding uses and zoning;
3. Adequacy of public facilities, services and infrastructure;
4. Mitigation of potential adverse impacts such as noise, light, traffic, and stormwater; and
5. The promotion of orderly growth and the public health, safety, and welfare.

Site-Specific Conditions:

1. Conditions may be proposed by the applicant or by City staff, and must be accepted in writing by the applicant before approval.
2. Conditions shall be limited to those necessary to address site-specific impacts or ensure compliance with City plans and policies.
3. All approved conditions shall be binding and enforceable as part of the zoning approval.
4. Any modification of an approved Conditional District shall require a new rezoning following the same procedure.

Exhibit C:

ARTICLE 2 – ZONING DISTRICTS, SECTION 2.5 “USE TABLE”

P - Permitted Use	S - Permitted Use with Supplemental Regulations	C - Conditional Zoning			(-) Prohibited Use					
		Zoning Districts								
Use	OPS	GR	NR	CC	HC	RC	LHC	CBI	MH	TND -O
RESIDENTIAL										
Accessory Dwellings (8.1)	S	S	S	-	-	-	-	-	-	S
Duplex (2 dwellings units per lot) (8.13)	S	S	S	S	S	-	-	-	-	S
Group Home (See Article 12 for definition)	P	P	P	P	P	-	-	-	-	P
Home Occupations (8.20+9)	S	S	S	S	S	-	-	S	S	S
Multi-family Dwellings - 3 or more dwelling units	-E	-	-	-E	-E	-	-	-	-	PE
Single family, attached	P	P	P	C	-	-	-	-	P	P
Single family, detached	P	P	P	C	-	-	-	-	-	P
Single family, manufactured home (3.2.7(a))	-	-	-	-	-	-	-	-	S	-
Single family, modular home	-	P	P	-	-	-	-	-	P	-
INSTITUTIONAL & CIVIC										
Animal Shelter	-	-	-	-	-	-	-	P	-	-
Auditorium/Indoor Public Assembly, up to 350 seats	-	-	-	C	C	-	-	P	-	-
Auditorium/Indoor Public Assembly, more than 350 seats	-	-	-	-	C	-	-	P	-	-
Botanical Gardens/Nature Preserves	P	-	-	-	-	-	-	-	-	-
Campgrounds, private	C	-	-	-	-	-	-	-	-	-
Cemeteries & Mausoleums (8.7)	-E	-E	E-	E-	-	-	-	SE	-	-
Child Care Center & Small Day Care Homes (8.11)	S	S	S	S	E/S	S	E/S	S	S	S
Civic, Social and Fraternal Organizations (11.2.1)	-E	E-	E-	E-	E-	P	E-	E-	-	E-
Correctional Institutions	-	-	-	-	-	-	-	SE	-	-
Country Club/Recreational Sports Clubs (excl. shooting ranges)	P	-	-	-	-	-	-	P	-	-
Convention Center/Visitors Bureau	-	-	-	P	PE	P	P	P	-	-
Golf Course, public or private	P	-	-	-	-	-	-	-	-	-
Government Buildings (excl. correctional institutions) and Facilities	P	-	-	P	P	P	P	P	-	-
Hospital	-	-	-	-	PE	P	-	P	-	-
Museums and Art Galleries	-	-	-	P	P	P	-	P	-	-
Park - Public, neighborhood	P	P	P	P	-	P	-	-	P	P
Park - Public, other than neighborhood.	P	P	P	P	-	P	-	P	P	P
Postal Service Facilities	-	-	-	C	C	P	C	-	-	-
Religious Institutions, up to 350 seats	-	-	-	C	C	P	-	C	-	-

P - Permitted Use	S - Permitted Use with Supplemental Regulations	C - Conditional Zoning					(-) Prohibited Use				
		Zoning Districts									
Use	OPS	GR	NR	CC	HC	RC	LHC	CBI	MH	TND	-O
Religious Institutions, more than 350 seats	-P	-	-	-	C	P	-	C	-	-	-
School - Boarding	-	-	-	-	P	P	-	P	-	-	-
School - Business, Computer and Management	-	-	-	P	P	P	P	P	-	-	-
School - Charter, Private & Parochial	C	-	-	-	P	P	-	P	-	-	-
School - Public, Elementary & Secondary (8.365)	S	S	S	S	S-	S	-S	S	-	S-	-
School - Technical & Trade	-	-	-	-	P	P	-	P	-	-	-
School - University or College	-	-	-	-	-	P	-	P	-	-	-
Social Assistance (excluding childcare centers)	-	-	-	-	-E	P	-	E-	-	-	-
Zoo, public or private	-E	-	-	-	-	P	-	-	-	-	-
PROFESSIONAL OFFICE/BUSINESS SERVICES											
Accounting & Tax Services	-	-	-	P	P	P	C	-	-	-	-
Advertising & Related Services (excl. Sign Lettering/Painting)	-	-	-	P	P	P	E-	-	-	-	-
Architectural, Engineering & Related Services	-	-	-	P	P	P	EP	-	-	-	-
Automobile Repair	-	-	-	-E	E-	-	-	P	-	-	-
Banks, Finance and Insurance Offices	-	-	-	P	PE	P	EP	P-	-	-	-
Broadcasting & Telecommunications (excl. Towers)	-	-	-	-E	E-	-	-	P	-	-	-
Building, Chimney, Pool Cleaning Services	-	-	-	P	P	P	-	P	-	-	-
Carpet & Upholstery Cleaning Services	-	-	-	P	P	P	-	P	-	-	-
Catering Services	-	-	-	P	-E	P	-	P	-	-	-
Clothing Alterations/Repair, Footwear Repair	-	-	-	P	P	P	-	P	-	-	-
Collection Agencies	-	-	-	P	P	P	-	P	-	-	-
Computer System Design & Related Services	-	-	-	P	P	P	P	P	-	-	-
Credit Bureaus	-	-	-	P	P	P	P	P	-	-	-
Data Processing and News Services	-	-	-	P	P	P	P	P	-	-	-
Delivery/Courier Service, Local	-	-	-	P	-E	P	-	P	-	-	-
Dry Cleaning and Laundry Services	-	-	-	P	E-	P	-	P	-	-	-
Electronics and Appliance Repair	-	-	-	-P	-E	P	-	P	-	-	-
Employment/Personnel Services/Agencies	-	-	-	P	P	P	P	P	-	-	-
Environmental Consulting Services	-	-	-	P	P	P	P	P	-	-	-
Fortune Telling/Palm Reading Services (8.14)	-	-	-	-	-E	S	-	-	-	-	-
Funeral Home & Services	-	-	-	-	PE	P	-P-	-	-	-	-
Graphic Design Services	-	-	-	P	P	P	P	P	-	-	-
Hair, Nail & Skin Care Services	-	-	-	P	P	P	-	P	-	-	-
Indoor Recreational Facilities	-	-	-	-	-E	P	-	P	-	-	-
Industrial Design Facilities	-	-	-	P	P	P	P	P	-	-	-
Interior Design Services	-	-	-	P	P	P	P	P	-	-	-
Investigation & Security Services, Locksmiths	-	-	-	P	P	P	P	P	-	-	-
Janitorial Services	-	-	-	P	P	P	P	P	-	-	-

P - Permitted Use	S - Permitted Use with Supplemental Regulations	C - Conditional Zoning					(-) Prohibited Use				
		Zoning Districts									
Use		OPS	GR	NR	CC	HC	RC	LHC	CBI	MH	TND -O
Legal Services		-	-	-	P	P	P	P	P	-	-
Management/Holding Company Offices		-	-	-	P	P	P	P	P	-	-
Management & Marketing Consultants		-	-	-	P	P	P	P	P	-	-
Medical/Health Care Offices		-	-	-	P	-E	P	-E	P	-	-
Motion Picture & Sound Recording (excl. Theaters)		-	-	-	P	P	P	-	P	-	-
Office Administrative Services		-	-	-	P	P	P	P	P	-	-
Other Business Support Services		-	-	-	P	P	P	P	P	-	-
Personal and Household Goods Repair		-	-	-	-	P	P	-	P	-	-
Pest Control Services		-	-	-	-	P	P	-	P	-	-
Pet Care Services (excl. Kennels & Veterinary Serv.)		-	-	-	P	-E	P	-	P	-	-
Pet Care Services - Kennels only		-	-	-	-	-E	P	-	P	-	-
Photocopy Services (excl. studios)		-	-	-	P	P	P	P	P	-	-
Publishing Industries		-	-	-	-	-E	P	-	P	-	-
Real Estate & Leasing Offices (excl. mini-warehousing)		-	-	-	P	P	P	P	P	-	-
Scientific Research & Development Services		-	-	-	P	P	P	-	P	-	-
Sports and Recreation Instruction/Camps		P	-	-	P	-E	P	-	P	-	P
Telemarketing/Telephone Call Centers		-	-	-	-	-E	P	-	C	-	-
Travel Services/Agents		-	-	-	P	P	P	P	P	-	-
Veterinarian Offices/Animal Hospitals		-	-	-	P	-E	P	-	P	-	-
Weight Reducing centers, non-medical		-	-	-	P	-P	P	-	P	-	-
RETAIL TRADE											
Amusement Park		-	-	-	-	-	-	-	GP	-	-
Amusement Arcade (indoor only)		-	-	-	-E	-E	P	-	-E	-	-
Art Dealers		-	-	-	P	PE	P	-	P	-	-
Art Supply Stores		-	-	-	P	PE	P	-	P	-	-
Auction House (General Merchandise)		-	-	-	P	PE	P	-	P	-	-
Automotive Parts, Tires, and Accessories		-	-	-	-E	-E	P	-	P	-	-
Automobile Rental & Leasing		-	-	-	-E	-E	-	-	P	-	-
Automobile Sales, New & Used		-	-	-	-E	-E	P	-	-E	-	-
Baked Goods/Snack Shops (excl. drive-thru)		-	-	-	P	-E	-	-	P	-	-
Bar, Tavern, <u>Nightclub (8.45)</u>		-	-	-	-	-E	S	-	-	-	-
Bed & Breakfast Inns		-E	-	-	-P	-E	P	-	P	-	-
Book, Periodical & Music Stores		-	-	-	P	P	P	-	P	-	-
Bowling Centers		-	-	-	P	-E	P	-	P	-	-
Building Material Supply (with outdoor storage)		-	-	-	-	-E	P	-	P	-	-
Building Material Supply (with no outdoor storage)		-	-	-	-E	-E	-	-	P	-	-
Brewpubs/Brewery - Micro		-	-	-	P	-E	P	-	P	-	-
Brewery - Large		-	-	-	-	-E	P	-	P	-	-
Car Wash (as a principal use)		-	-	-	-	-E	P	-	P	-	-

P - Permitted Use	S - Permitted Use with Supplemental Regulations	C - Conditional Zoning					(-) Prohibited Use				
		Zoning Districts									
Use	OPS	GR	NR	CC	HC	RC	LHC	CBI	MH	TND	-O
Cemetery Monument Dealers	-	-	-	-	E	P	-	P	-	-	-
Clothing & Clothing Accessories	-	-	-	P	E	P	-	P	-	-	-
Consignment/Used Merchandise Stores	-	-	-	E	E	P	-	P	-	-	-
Convenience Store (with or without gas sales)	-	-	-	E	E	P	-	P	-	-	-
Distillery	-	-	-	P	E	P	-	P	-	-	-
Equestrian Boarding & Riding Arenas, Commercial	PE	-	-	-	-	-	-	-	-	-	-
Equipment Rental & Leasing (with indoor storage)	-	-	-	E	E	-	-	P	-	-	-
Equipment Rental & Leasing (with outdoor storage)	-	-	-	-	E	-	-	P	-	-	-
Electronics & Appliance Rental	-	-	-	E	P	P	-	P	-	-	-
Electronics, Camera & Appliance Stores	-	-	-	P	C		-	P	-	-	-
Electronic Gaming Establishments (8.14)	-	-	-	-	E/S	S	-	S	-	-	-
Farmer's Market, Fruit & Vegetable Stand (8.379)	S	-	-	S	S	S	-	S	-	-	-
Florist	-	-	-	P	P	P	-	P	-	-	-
Formal Wear & Costume Rental	-	-	-	P	P	P	-	P	-	-	-
Furniture & Home Furnishings	-	-	-	E	E	-	-	P	-	-	-
Furniture/Party Supply/Sporting goods Rental	-	-	-	E	E	-	-	P	-	-	-
Game Preserves	E	-	-	-	-	P	-	-	-	-	-
General Merchandise Stores (less than 25,000 sq. ft.)	-	-	-	P	E	P	-	P	-	-	-
Gift, Novelty & Souvenir Stores	-	-	-	P	P	P	-	P	-	-	-
Grocery/Food Stores (excl. convenience stores)	-	-	-	P	E	P	-	P	-	-	-
Health Clubs & Fitness Centers	-	-	-	P	E	P	-	P	-	-	-
Hobby, Toy & Game Stores	-	-	-	P	E	-	-	P	-	-	-
Hotel, Motels & Extended Stay Lodging Facilities	-	-	-	E	E	P	-	E	-	-	-
Jewelry, Luggage and Leather Goods	-	-	-	P	P	P	-	P	-	-	-
Lawn & Garden Supply (with outdoor storage or display)	-	-	-	-	E	P	-	P	-	-	-
Lawn & Garden Supply (with no outdoor storage or display)	-	-	-	E	E	P	-	P	-	-	-
Liquor Sales (ABC Stores)	-	-	-	P	P	P	-	P	-	-	-
LP Gas & Heating Oil Dealers	-	-	-	-	E	-	-	P	-	-	-
Manufactured Home Sales	-	-	-	-	E	-	-	EP	-	-	-
Miniature Golf Course	-	-	-	E	E	P	-	P	-	-	-
Mini-warehousing/Self-storage Leasing	-	-	-	-	E	-	-	P	-	-	-
Motion Picture Theaters (excl. drive-in)	-	-	-	P	E	P	-	P	-	-	-
Motion Picture Theaters (drive-in)	-	-	-	-	E	-	-	P	-	-	-
Motorcycle, Boat & RV Dealers, New & Used	-	-	-	-	E	P	-	P	-	-	-
Musical Instrument & Supplies	-	-	-	P	P	P	-	P	-	-	-

P - Permitted Use	S - Permitted Use with Supplemental Regulations	C - Conditional Zoning					(-) Prohibited Use				
		Zoning Districts									
Use	OPS	GR	NR	CC	HC	RC	LHC	CBI	MH	TND	-O
Nurseries	PE	-	-	-	E-	-	-	P	-	-	-
Office Supplies & Stationery Stores	-	-	-	-E	E-	-	-	P	-	-	-
Parking Lots & Structures, Commercial	-	-	-	-	-	P	-	P	-	-	-
Pawnshops (subject to NCGS, Chapter 91A)	-	-	-	-	-E	P	-	-	-	-	-
Pet & Pet Supply Stores	-	-	-	-E	E-	P	-	P	-	-	-
Pharmacies, Health & Personal Care Stores	-	-	-	P	-E	P	-	P	-	-	-
Photography Studios	-	-	-	P	P	P	-	P	-	-	-
Private Clubs	-	-	-	-P	-E	P	-	P-	-	-	-
Racetracks/Spectator Sports (includes racing test tracks) (8.332)	-	-	-	-	-	-	-	S	-	-	-
Reception Facilities	-	-	-	P	E-	P	-	P	-	-	-
Restaurant, Full Service (dine-in only)	-	-	-	P	-E	P	-	P	-	-	-
Restaurant, Limited Service (delivery, carryout, drive-thru) (8.12)	-	-	-	-E	E-	S	-	S-	-	-	-
Sewing, Needlework & Piece Goods Stores	-	-	-	P	P	P	-	P	-	-	-
Sewer/Septic Cleaning Services	-	-	-	-	-P	P	-	P	-	-	-
Sexually-Oriented Businesses Adult Establishment (8.2)	-	-	-	-	-E	S	-	-	-	-	-
Shoe Stores	-	-	-	P	-E	P	-	P	-	-	-
Shopping Centers, less than 25,000 gross sq. ft.	-	-	-	-E	E-	P	-	P	-	-	-
Shopping Centers/Superstore, 25-80,000 gross sqft.	-	-	-	-	-E	P	-	P	-	-	-
Shopping Centers/Superstore, 80,000+ gross sqft.	-	-	-	-	-E	P	-	EP	-	-	-
Shooting Ranges/Archery Ranges (8.38)	-	-	-	-	-	-	-	SP	-	-	-
Sign Lettering & Painting	-	-	-	-	P	-	-	P	-	-	-
Sporting Goods Stores	-	-	-	-E	E-	P	-	P	-	-	-
Swimming Pool, Hot Tub Supply Stores	-	-	-	-	-E	P	-	E-	-	-	-
Tanning Salons, Ear Piercing, Permanent Make-up Salons	-	-	-	-E	E-	P	-	P-	-	-	-
Tattoo Parlors, Body Piercing	-	-	-	-E	E-	P	-	P-	-	-	-
Tobacco Stores and Vapor Shops	-	-	-	-E	E-	P	-	P	-	-	-
Trophy Shops	-	-	-	P	P	P	-	P	-	-	-
Truck Stop, Travel Plaza	-	-	-	-E	E-	P	-	E-	-	-	-
Video Tape & Disk Rental	-	-	-	-E	E-	P	-	E-	-	-	-
Winery-Cidery	-	-	-	-E	E-	-	-	P	-	-	-
Vineyard-Orchard	-E	-	-	-	-	-	-	-P	-	-	-
WHOLE TRADE (No outside storage unless specified)											
Alcohol Beverage Supply	-	-	-	-E	E-	P	-	P-	-	-	-
Book, Periodical & Newspaper Sales	-	-	-	P	C	-	-	P	-	-	-

P - Permitted Use	S - Permitted Use with Supplemental Regulations	C - Conditional Zoning					(-) Prohibited Use				
		Zoning Districts									
Use	OPS	GR	NR	CC	HC	RC	LHC	CBI	MH	TND	-O
Chemical, Plastics & Allied Products	-	-	-	-	-	..	-	P	-	-	-
Clothing, Piece Goods & Shoe Supply	-	-	-	-	-	..	-	P	-	-	-
Coal & Ore Supply (with outdoor storage)	-	-	-	-	-	P	-	ⓔ	-	-	-
Electronic Equipment and Parts Supply	-	-	-	-	-	..	-	P	-	-	-
Farm Products (Raw Materials) Sales	-	-	-	-	-	..	-	P	-	-	-
Farm Supply Products Sales (with indoor storage)	-	-	-	-	ⓔ	P	-	P	-	-	-
Farm Supply Products Sales (with outdoor storage)	-	-	-	-	ⓔ	P	-	ⓔ	-	-	-
Florist & Nursery Supply (with indoor storage)	-	-	-	-	ⓔ	P	-	P	-	-	-
Florist & Nursery Supply (with outdoor storage)	-	-	-	-	ⓔ	P	-	ⓔ	-	-	-
Furniture & Home Furnishings Sales	-	-	-	-	ⓔ	P	-	P	-	-	-
Grocery/Food Sales	-	-	-	-	ⓔ	P	-	P	-	-	-
Hardware, Plumbing & Heating Supply	-	-	-	-	PE	P	-	P	-	-	-
Jewelry Supply	-	-	-	-	ⓔ	..	-	P	-	-	-
Lumber & Construction Materials (with indoor storage)	-	-	-	-	ⓔ	..	-	P	-	-	-
Lumber & Construction Materials (with outdoor storage)	-	-	-	-	ⓔ	P	-	ⓔ	-	-	-
Metal & Pipe Supply (with indoor storage)	-	-	-	-	ⓔ	..	-	P	-	-	-
Metal & Pipe Supply (with outdoor storage)	-	-	-	-	ⓔ	P	-	ⓔ	-	-	-
Motor Vehicle - New Parts Supply	-	-	-	-	ⓔ	..	-	P	-	-	-
Motor Vehicle - Used/Salvaged Parts (indoor storage)	-	-	-	-	-	..	-	P	-	-	-
Motor Vehicle - Used/Salvaged Parts (outdoor storage)	-	-	-	-	..	P	-	ⓔ	-	-	-
Music & Musical Instrument Supply	-	-	-	-	ⓔ	..	-	P	-	-	-
Paint, Varnish & Paint Supplies	-	-	-	-	ⓔ	..	-	P	-	-	-
Paper/Paper Product Supply	-	-	-	-	ⓔ	..	-	P	-	-	-
Petroleum/Petro. Products (excl. Bulk Terminals)	-	-	-	-	-	..	-	P	-	-	-
Petroleum/Petro. Products (Bulk Terminals)	-	-	-	-	-	..	-	P	-	-	-
Pharmaceutical and Drug Supply	-	-	-	-	-	..	-	P	-	-	-
Professional & Commercial Equipment Supply	-	-	-	-	-	..	-	P	-	-	-
Tobacco/Tobacco Product Sales	-	-	-	-	-	..	-	P	-	-	-
AGRICULTURAL USES											
Animal Production & Support (excl. Swing & Feed Lots) (8.3)	S	-	-	-	-	..	-	-	-	-	-
Auction Sales - Livestock only (8.3)	S	-	-	-	-	..	-	-	-	-	-
Crop Production (89.3)	S	-	-	-	-	..	-	-	-	-	-
Crop Production Support Activities (8.3)	S	-	-	-	-	..	-	-	-	-	-
Feed Lots (8.3)	S	-	-	-	-	..	-	-	-	-	-

P - Permitted Use	S - Permitted Use with Supplemental Regulations	C - Conditional Zoning					(-) Prohibited Use				
		Zoning Districts									
Use		OPS	GR	NR	CC	HC	RC	LHC	CBI	MH	TND -O
Forestry and Logging (8.3)		S	-	-	-	-	..	-	-	-	-
Hunting, Fishing and Game Preserves (commercial) (8.3)		S	-	-	-	-	..	-	-	-	-
Swine Farms (8.3)		S	-	-	-	-	..	-	-	-	-
MANUFACTURING AND INDUSTRIAL USES											
Abrasive Products Manufacturing		-	-	-	-	-	..	-	P	-	-
Automotive Race Cars and Parts Manufacturing		-	-	-	-	-	P	-	P ₋	-	-
Beverage & Tobacco Manufacturing		-	-	-	-	-	..	-	P	-	-
Broom, Brush & Mop Manufacturing		-	-	-	-	-	..	-	P	-	-
Burial Casket Manufacturing		-	-	-	-	-	..	-	P	-	-
Candle & Potpourri Manufacturing		-	-	-	-	-	..	-	P	-	-
Cement/Concrete (ready-mix) and Concrete Produce Manufacturing		-	-	-	-	-	..	-	P	-	-
Chemical Manufacturing		-	-	-	-	-	P	-	P ₋	-	-
Clay & Brick Product Manufacturing		-	-	-	-	-	P	-	P ₋	-	-
Computer, Electronics & Appliance Manufacturing		-	-	-	-	-	..	-	P	-	-
Concrete (dry mix), Synthetic Stone, Stucco Manufacturing		-	-	-	-	-	..	-	P	-	-
Contractors Office/Shop (with outdoor storage)		-	-	-	-	-	P	-	P ₋	-	-
Contractors Office/Shop (with indoor storage)		-	-	-	-	-	..	-	P	-	-
Cut Stone & Stone Product Manufacturing (excl. quarrying)		-	-	-	-	-	..	-	P	-	-
Dental Laboratories (5,000 sq. ft or less gross floor area)		-	-	-	-	-	..	-	P	-	-
Dental Laboratories (exceeding 5,000 sq. ft of gross floor area)		-	-	-	-	-	..	-	P	-	-
Electronic Shopping & Mail-Order Houses		-	-	-	-	-	..	-	P	-	-
Equipment Manufacturing (all types)		-	-	-	-	-	..	-	P	-	-
Fabricated Metal Product Manufacturing		-	-	-	-	-	..	-	P	-	-
Fastener, Button, Needle & Pin Manufacturing		-	-	-	-	-	..	-	P	-	-
Food Manufacturing (excl. Animal Slaughtering & Processing)		-	-	-	-	-	..	-	P	-	-
Food Manufacturing - Animal Slaughtering & Processing)		-	-	-	-	-	..	-	P	-	-
Furniture & Related Products Manufacturing		-	-	-	-	-	..	-	P	-	-
Gasket, Packing & Sealing Device Manufacturing		-	-	-	-	-	..	-	P	-	-
Glass/Glass Product Manufacturing		-	-	-	-	-	..	-	P	-	-
Industrial Launderers		-	-	-	-	-	..	-	P	-	-
Jewelry & Silverware Manufacturing		-	-	-	-	-	..	-	P	-	-
Landfill - Demolition & Inert Debris		-	-	-	-	-	..	-	P	-	-

P - Permitted Use	S - Permitted Use with Supplemental Regulations	C - Conditional Zoning						(-) Prohibited Use			
		Zoning Districts									
Use		OPS	GR	NR	CC	HC	RC	LHC	CBI	MH	TND -O
Lime & Gypsum Product Manufacturing (excl. quarrying)		-	-	-	-	-	∩	-	P	-	-
Mineral Wool/Fiberglass Insulation Manufacturing		-	-	-	-	-	∩	-	P	-	-
Mining/Extraction Industries		-	-	-	-	-	∩	-	P	-	-
Musical Instrument Manufacturing		-	-	-	-	-	∩	-	P	-	-
Office Supply (excl. Paper) Manufacturing		-	-	-	-	-	∩	-	P	-	-
Paper/Paper Product Manufacturing		-	-	-	-	-	∩	-	P	-	-
Petroleum, Asphalt & Coal Manufacturing		-	-	-	-	-	∩	-	P	-	-
Plastics & Rubber Manufacturing		-	-	-	-	-	∩	-	P	-	-
Primary Metal Processing/Manufacturing		-	-	-	-	-	∩	-	P	-	-
Printing and Related Support Activities		-	-	-	-	-	∩	-	P	-	-
Retail (on premise secondary use) with Outdoor Storage		-	-	-	-	-	P	-	∩	-	-
Retail (on premise secondary use) with Indoor Storage		-	-	-	-	-	∩	-	P	-	-
Sign Manufacturing (with indoor storage)		-	-	-	-	-	∩	-	P	-	-
Sign Manufacturing (with outdoor storage)		-	-	-	-	-	P	-	∩	-	-
Solid Waste Collection and/or Disposal (non-hazardous)		-	-	-	-	-	∩	-	P	-	-
Solid Waste Collection and/or Disposal (hazardous)		-	-	-	-	-	P	-	∩	-	-
Sporting & Athletic Goods Manufacturing		-	-	-	-	-	∩	-	P	-	-
Textile Mills & Apparel Manufacturing		-	-	-	-	-	∩	-	P	-	-
Toy, Doll & Game Manufacturing		-	-	-	-	-	∩	-	P	-	-
Transportation Equipment Manufacturing		-	-	-	-	-	P	-	∩P	-	-
Waste Remediation/Recovery Services (incl. salvage/junk yard)		-	-	-	-	-	P	-	∩	-	-
Wood Products Manufacturing (excl. sawmills, manufactured homes)		-	-	-	-	-	∩	-	P	-	-
Wood Products Manufacturing (manufactured homes)		-	-	-	-	-	∩	-	P	-	-
Wood Products Manufacturing (sawmills,)		-	-	-	-	-	∩	-	P	-	-
Vending Machine Operators		-	-	-	-	-	P	-	P	-	-
TRANSPORTATION, WAREHOUSING & UTILITIES USES											
Air Transportation & Support Facilities (8.4)		-	-	-	-	-	∩	-	S	-	-
Charter/Limousine Services (8.26)		-	-	-	-	∩/S	S	-	-	-	-
Electric Power Generation		-	-	-	-	-	P	-	P	-	-
Electric Power Transmission and Distribution		P	P	P	P	P	P	-	P	P	P
Lumber - Bulk Storage		-	-	-	-	-P	P	-	P	-	-
Natural Gas Distribution Facilities/Equipment		P	P	P	P	P	P	-P	P	P	P

P - Permitted Use	S - Permitted Use with Supplemental Regulations	C - Conditional Zoning					(-) Prohibited Use				
		Zoning Districts									
Use		OPS	GR	NR	CC	HC	RC	LHC	CBI	MH	TND - O
Petroleum - Bulk Storage (refer to Fire Marshal)		-	-	-	-	-		-	S	-	-
Pipeline Transportation of Petroleum & Natural gas		P	-P	-P	-P	-P	P	-P	P	-P	-P
Public Urban, Interurban and Rural Transit Systems		P	P	P	P	P	P	-	P	P	P
Sewage Treatment Facility, public		-P	-	-	-	-	P	-	-	-	-
Taxi Service/Stand		-	-	-	-	GP	P	-	-	-	-
Truck Transportation, Terminal & Support Facilities (8.426)		-	-	-	-	-	=	-	S	-	-
Warehousing and Storage, Farm Products (8.276)		S	-	-	-	-	=	-	S	-	-
Warehousing and Storage, General & Refrigerated (8.276)		-	-	-	-	-	=	-	S	-	-
Water Distribution Facilities/Equipment (excl. Water Treatment)		P	P	P	P	P	P	-	P	P	P
Water Transportation & Support Facilities		-	-	-	-	-	=	-	P	-	-
Water Treatment Facility		-G	-	-	-	-	P	-	-	-	-
Wireless Telecommunications (WTS Tower) (8.9)		S	S	S	S	S	S	-	S	S	S
WTS Co-location of equipment on existing tower		S	S	S	S	S	S	-	S	S	S
SOLAR ENERGY FACILITIES											
Roof Mounted, Parking lot cover, or building integrated (not facing public street) (Level 1)		P	P	P	P	P	P	P	P	P	P
Ground Mounted: ≤ 1/2 acre (level 2)		-	-	-	-	-	=	-	C	-	-
Ground Mounted: < 10 acres (level 2 or 3)		-	-	-	-	-	=	-	C	-	-
Ground Mounted: > 10 acres (level 3)		-	-	-	-	-	=	-	C	-	-
TECHNOLOGY & INFRASTRUCTURE											
Data Center/Data Processing Facility		-	-	-	-	-	P	-	G-	-	-
Telecommunications Hub		-	-	-	-	-	P	-	G-	-	-
EV Charging Station (non-residential)		-	-	-	P	P	P	-	P	-	-

Exhibit D

ARTICLE 2 – ZONING DISTRICTS, SECTION 2.6 “LOT DIMENSIONAL AND DENSITY STANDARDS”

Zoning District	Minimum Lot Size (sqft.)	Maximum Density (per acre)	Minimum Lot Width (feet)	Minimum Lot Depth (feet)
OPS	44,000	1	120	367
NR	30,000	1	110	273
GR	20,000	2	100	200
CC	10,000	4	60	168
HC	-	-	50	100
RC	=	=	50	100
LHC	-	-	50	100
CBI	-	-	50	100
MH	7,500	2	-	-

Building Setbacks

Zoning District	Minimum Front Setback (feet)	Maximum Front Setback (feet)	Minimum Side Yard Setback (feet)	Maximum Side Yard Setback (feet)
OPS	40	-	25	40
NR	40	-	25	20
GR	40	-	25	20
CC	-	30	5	20
HC	30	30	20	20
RC	30	30	20	20
LHC	30	30	20	20
CBI	30	-	20	20
MH	20	30	10	20

Exhibit E

ARTICLE 8 – ~~SUPPLEMENTAL REGULATIONS~~ ~~CONDITIONS~~ FOR CERTAIN USES

Section 8.2 ADULT ESTABLISHMENTS

Studies have shown that adult establishments tend to have serious deleterious effects upon nearby residential areas and uses where juveniles congregate, specifically schools, religious institutions, childcare centers, parks and playgrounds. Further, studies have shown that lowered property values and increased crime tend to accompany geographic concentrations of adult establishments. It is the intent of this section to establish regulations to prevent the concentration of adult establishments and to separate adult establishments from residential areas, schools, religious institutions, childcare centers, parks and playgrounds.

1. Adult establishments are permitted in the ~~RCHE~~ District subject to the requirements below:
 - a. Any structure in which an adult establishment is the principal or accessory use shall be separated by a distance of at least 2500 feet from any residential or mixed use zoning district and from the following principal or accessory uses, defined as protected uses for purposes of this section: dwelling units, elementary and secondary schools, religious institutions, child care centers, parks and playgrounds, medical offices, government and public institutions.
 - b. Any structure in which an adult establishment is the principal or accessory use shall be separated by a distance of at least 2500 feet from any other adult establishment.
 - c. The distance of separation from residential and mixed use zoning districts and from the protected uses listed in a), above, shall be measured from the closest point of the lot occupied by an adult establishment to the nearest residential or mixed use zoning district or the property line of a protected use. The distance of separation between adult establishments shall be measured from the closest points of the lots occupied by adult establishments.
 - d. No more than one adult establishment may be located within the same structure or on the same lot.
 - e. In the interest of public health and safety, mini-motion picture booths shall be constructed without doors and shall orient the customer entrance of each booth toward the principal sales counter.
 - f. The entrance to the building should be in the principal facade facing the public street. This facade shall contain windows of clear glass whose glazing area shall not be less than 33% of the facade area and extend down to 3'-0" above ground level. These windows shall remain unobstructed at all times from posters, curtains, blinds, and other opaque materials so as to ensure a clear view between inside and out.
 - g. All display materials within the establishment must be so arranged as not to be visible from the public right-of-way.

Section 8.45 BAR/TAVERN/NIGHTCLUB

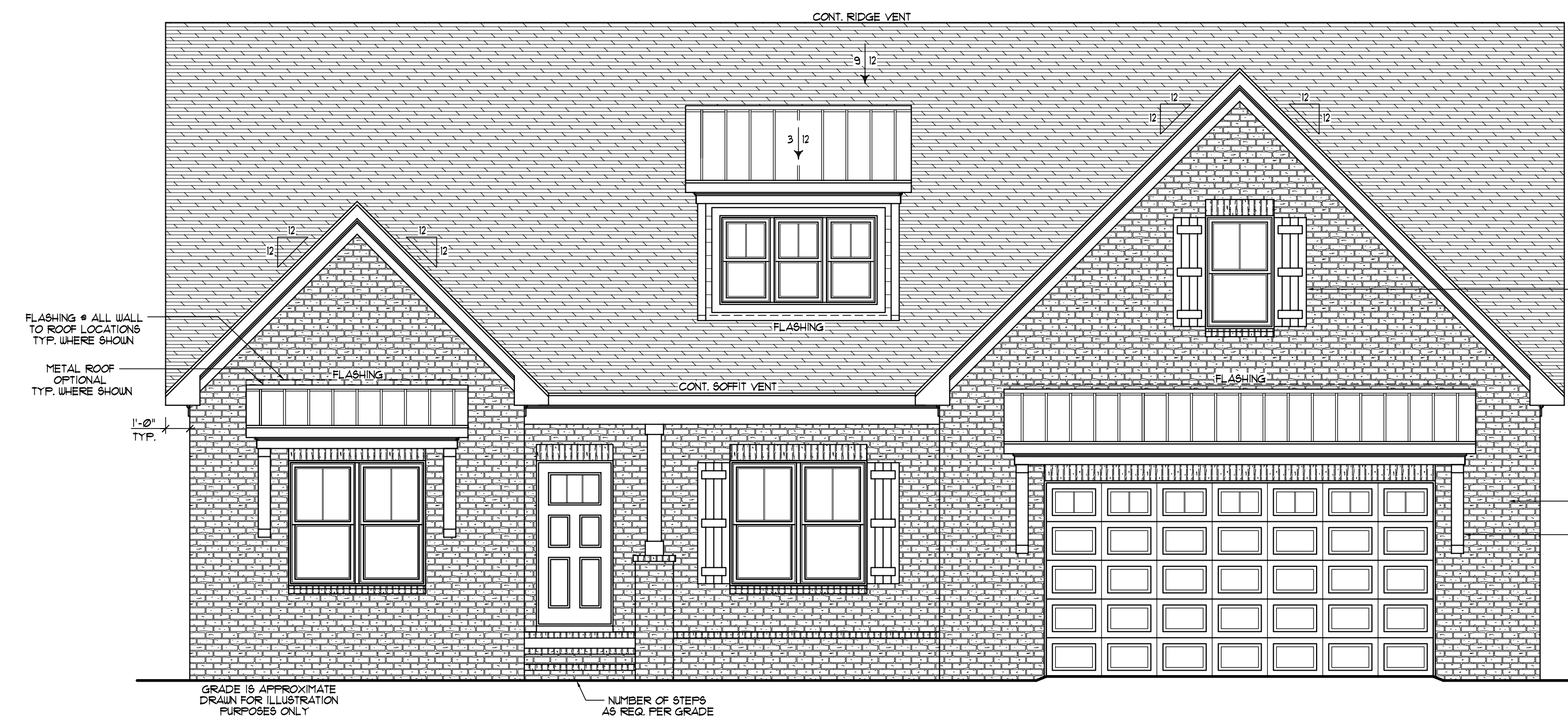
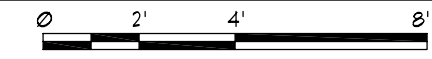
Bars, taverns, and nightclubs are permitted in the RC District subject to the requirements below:

1. No bar, tavern, or nightclub shall be established within 200 feet of any of the following:
 - a. Any Residential Zoning District, Elementary School, Middle School, or High School;
 - b. Any Child Care Center or Child Care Facility;
 - c. Any Religious Institution; or
 - d. Any other existing establishment of the same kind
2. The distance measurement shall be made from the exterior building wall (or outdoor patio space) of the proposed use to the property line of the existing land use or zoning district.



REAR ELEVATION

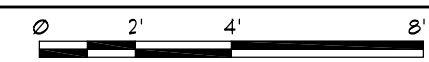
SCALE: 1/4" = 1'-0"



TYPICAL TRUSS ROOF:
 ARCHITECTURAL ASPHALT SHINGLES
 OVER 1/2" FELT PAPER
 1/8" OSB ROOF SHEATHING @ 12" CLIPS
 PRE-ENGINEERED TRUSSES @ 24" O.C.
 2 x 4 TRUSS BRACING, 6" MIN. POLY V.B.
 R-30 BATT INSULATION

FRONT ELEVATION

SCALE: 1/4" = 1'-0"



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ROSS FURR

REVISION NO.	
JOB NO.	
DRAWN BY:	T.A.H.
CHECKED BY:	T.A.H.
SCALE:	1/4" = 1'-0" (U.N.O.)
DATE ISSUED:	7-13-20

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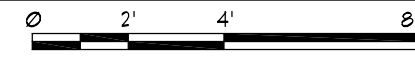
FRONT & REAR ELEVATIONS

A1



REAR ELEVATION

SCALE: 1/4" = 1'-0"

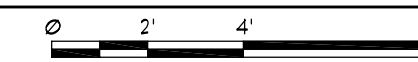


GRADE IS APPROXIMATE
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FRONT ELEVATION

SCALE: 1/4" = 1'-0"



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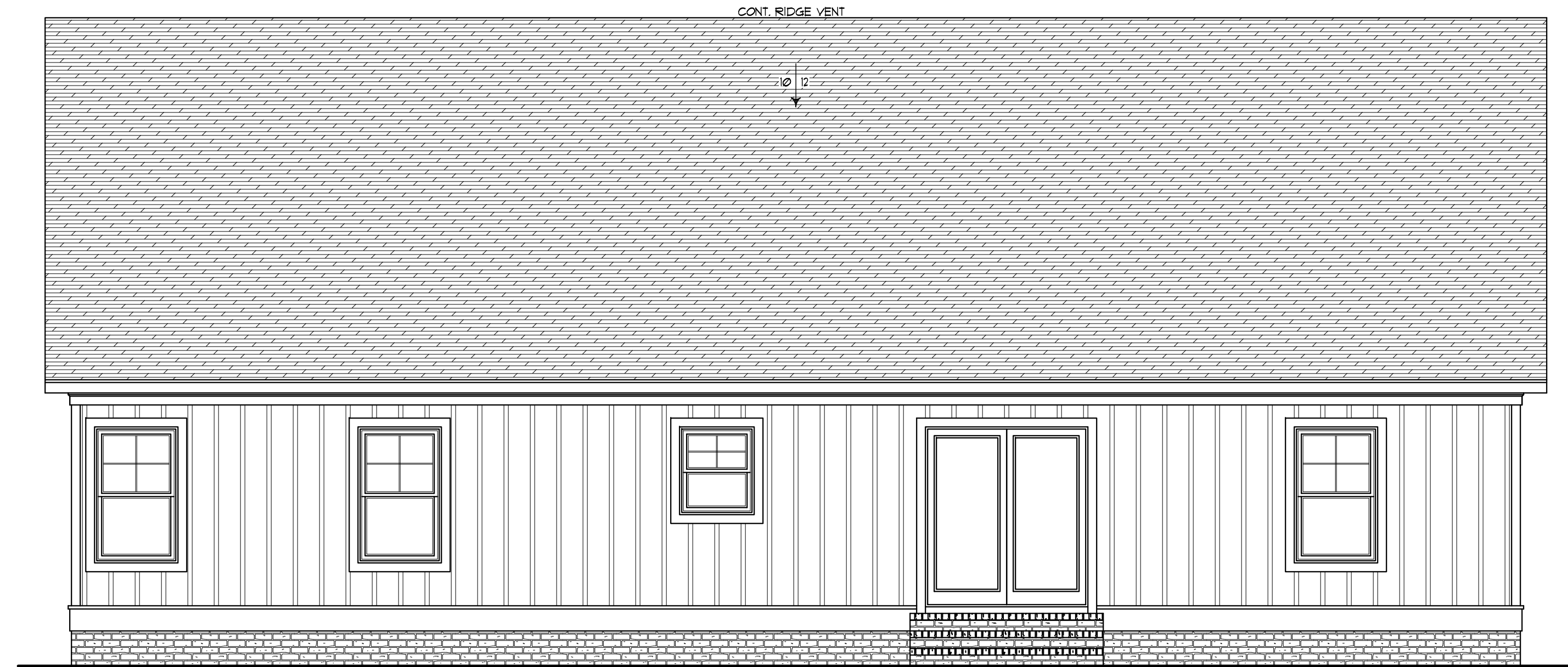
ROSS FURR

REVISION NO.	
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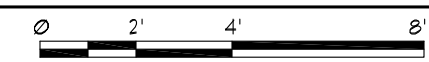
FRONT & REAR ELEVATIONS

A1



REAR ELEVATION

SCALE: 1/4" = 1'-0"



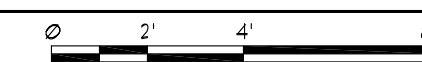
TYPICAL TRUSS ROOF:
 ARCHITECTURAL ASPHALT SHINGLES
 OVER 1/2" FELT PAPER
 1/16" OSB ROOF SHEATHING @ 1/2" CLIPS
 PRE-ENGINEERED TRUSSES @ 24" O.C.
 2 x 4 TRUSS BRACING @ 6" R/C, 1" V.B.
 R-30 BATT INSULATION

FLATE
 WINDOW HEADER
 8" x 11 1/2"
 6" x 8"
 2 x 4 SIDING
 TYP. WHERE SHOWN
 1st. SUB FLOOR



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



ROSS FURR
THE ASHTON

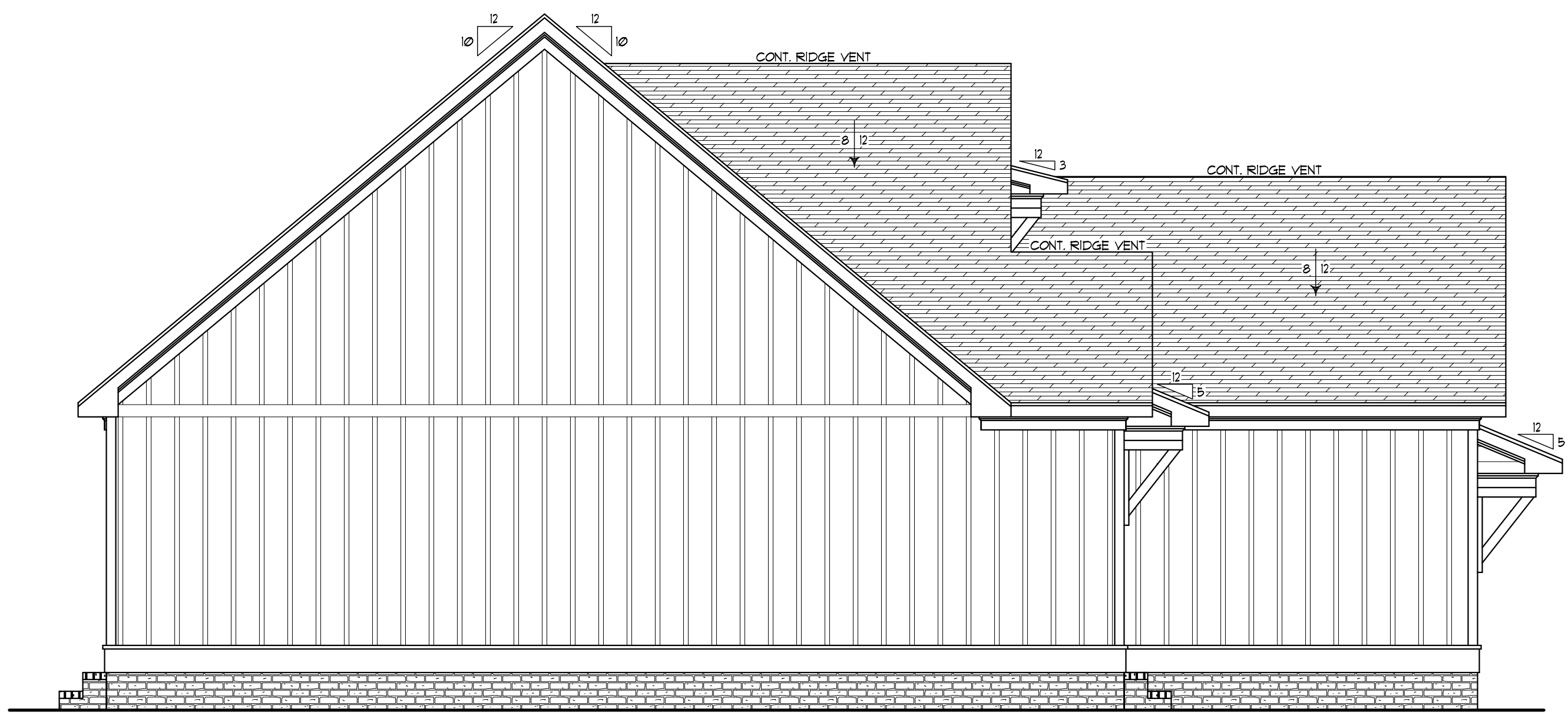
REVISION NO.	
JOB NO.	
DRAWN BY:	T.A.H.
CHECKED BY:	T.A.H.
SCALE:	1/4" = 1'-0"
DATE ISSUED:	

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**FRONT
 & REAR
 ELEVATIONS**

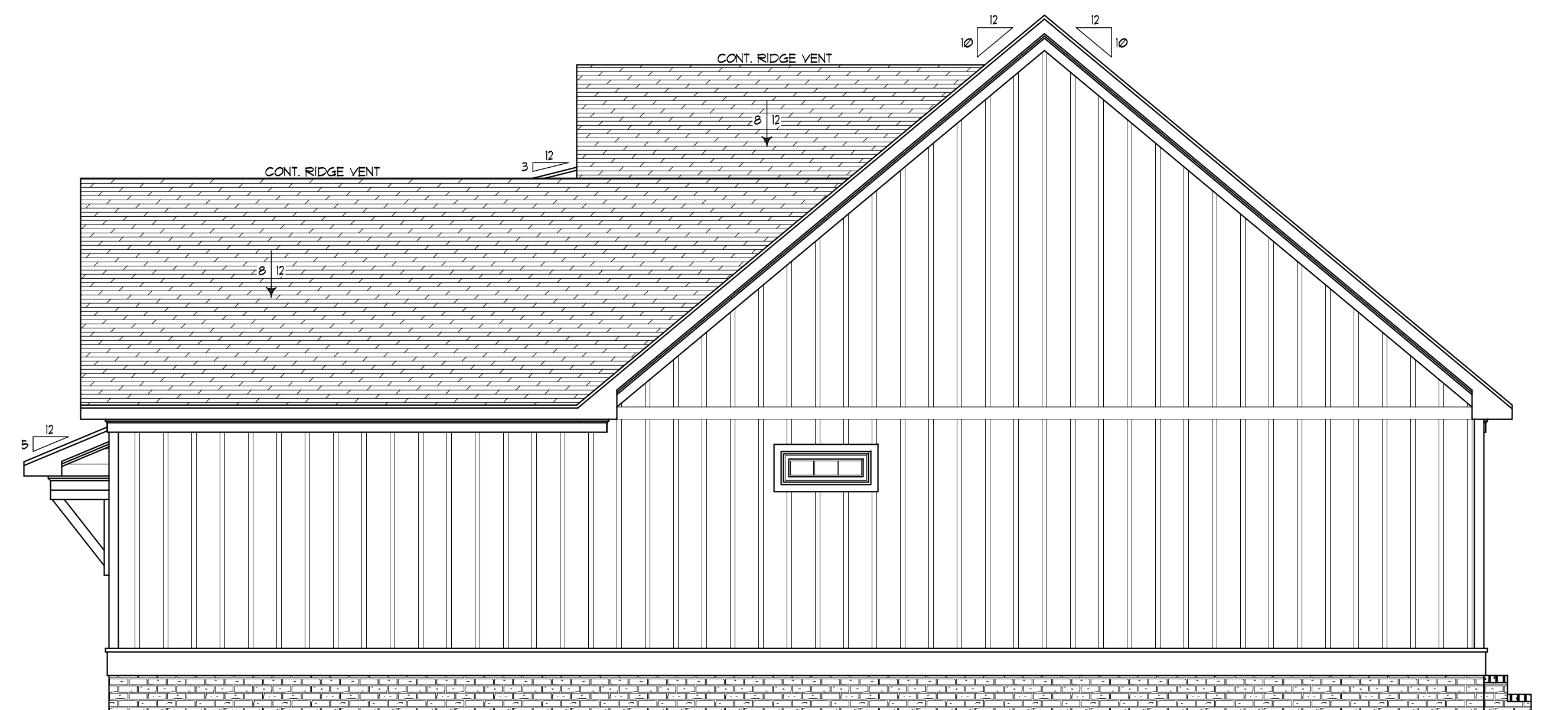
A1

Custom Residential Design & Cad Services
TRAVIS HARTWELL DESIGN CONCEPTS
 www.th-designconcepts.com
 Phone: 704 - 467 - 1899
 Fax: 704 - 788 - 2634
 Email: thd@th-designconcepts.com



LEFT ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

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www.tb-designconcepts.com
 Phone: 704 - 467 - 1899
 Fax: 704 - 788 - 2634
 Email: thb@tb-designconcepts.com

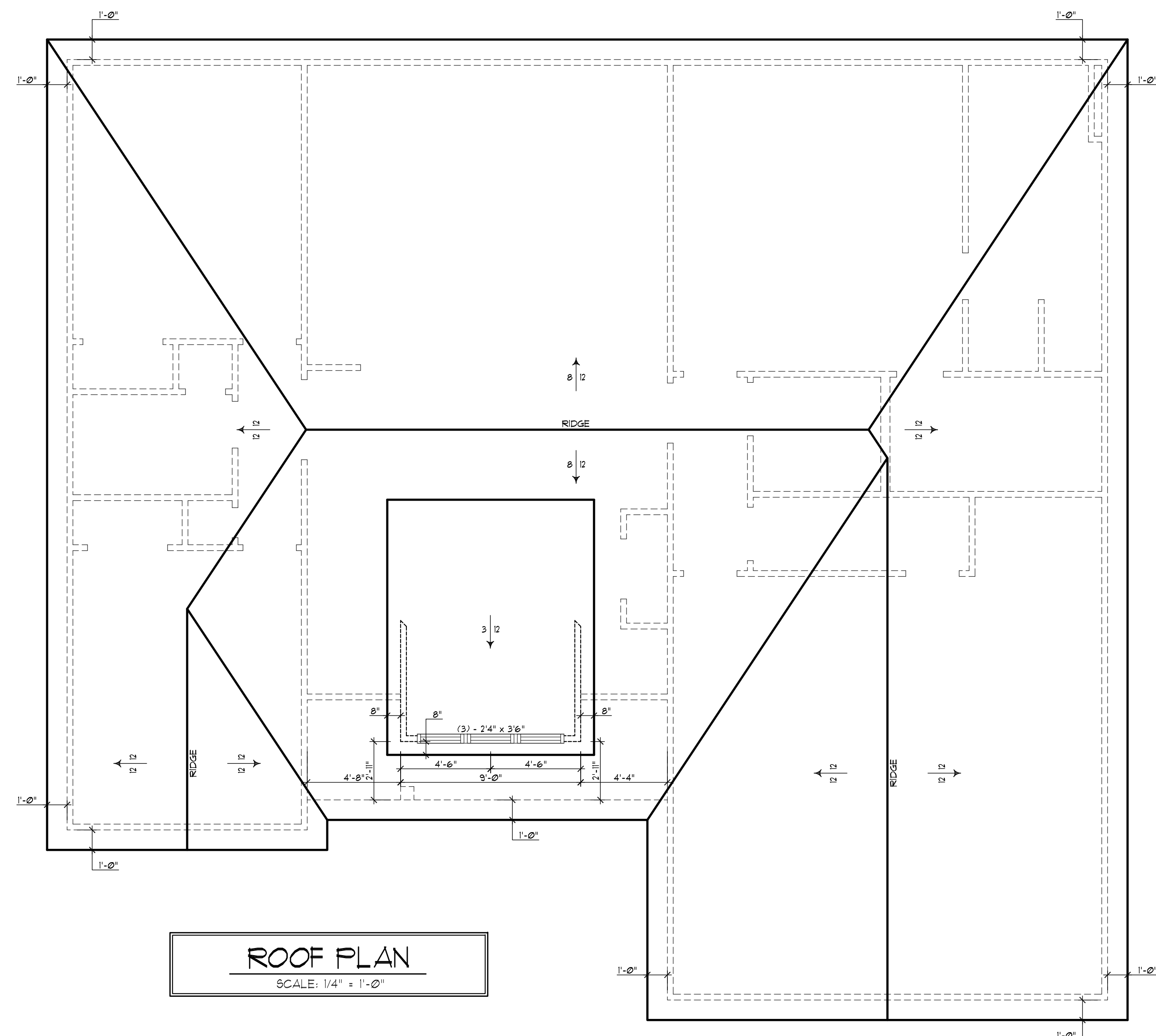
ROSS FURR
THE ASHTON

REVISION NO.	
JOB NO.	
DRAWN BY:	T.A.H.
CHECKED BY:	T.A.H.
SCALE:	1/4" = 1'-0"
DATE ISSUED:	

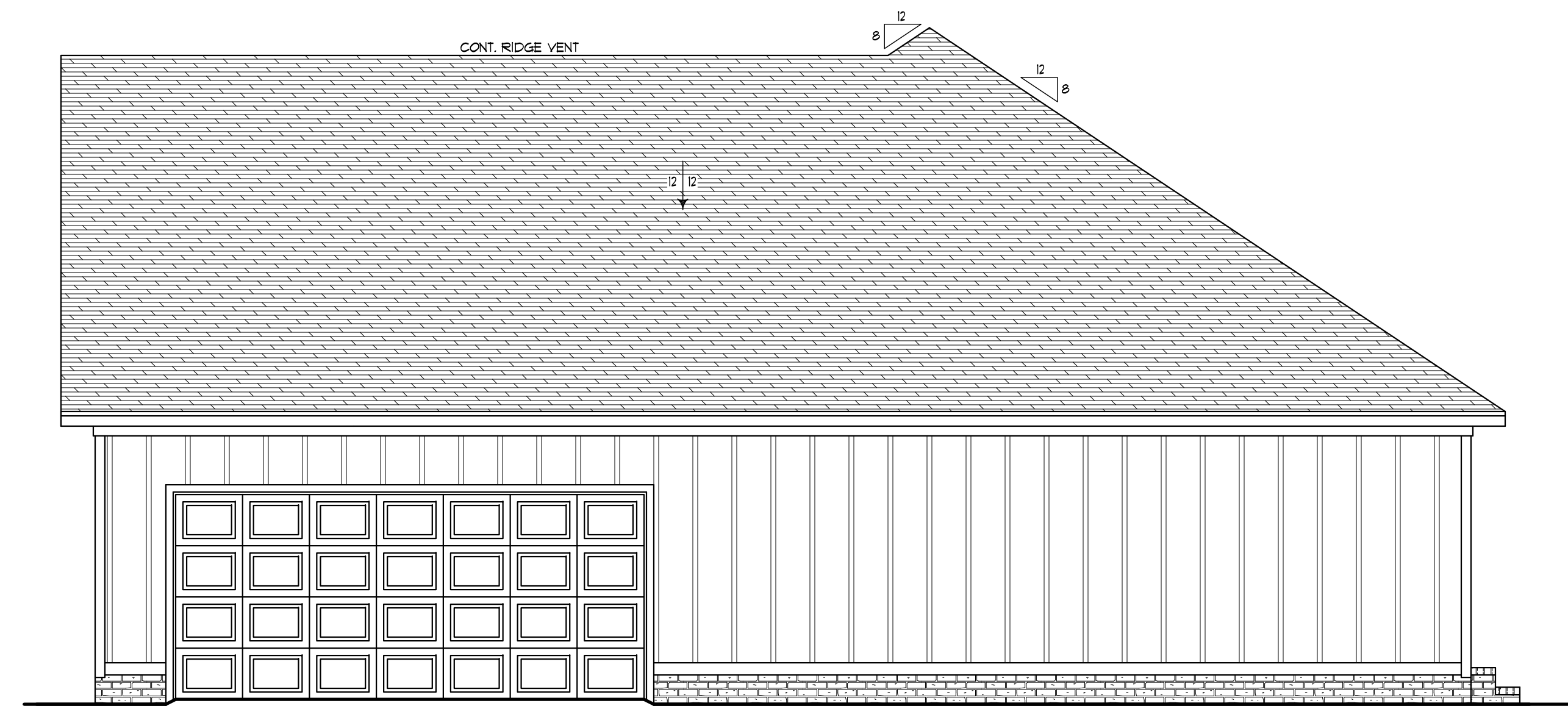
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RIGHT & LEFT ELEVATIONS

A2

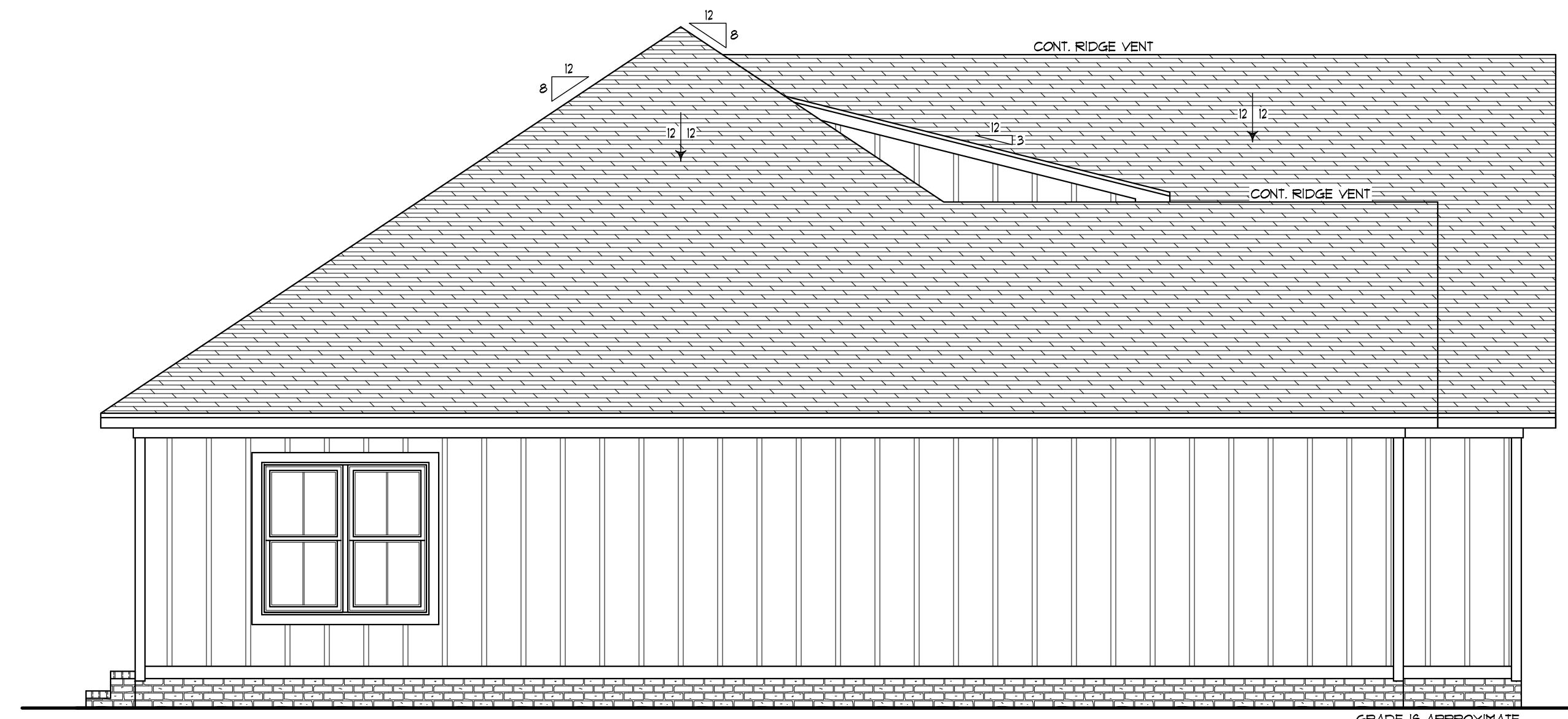


ROOF PLAN
SCALE: 1/4" = 1'-0"



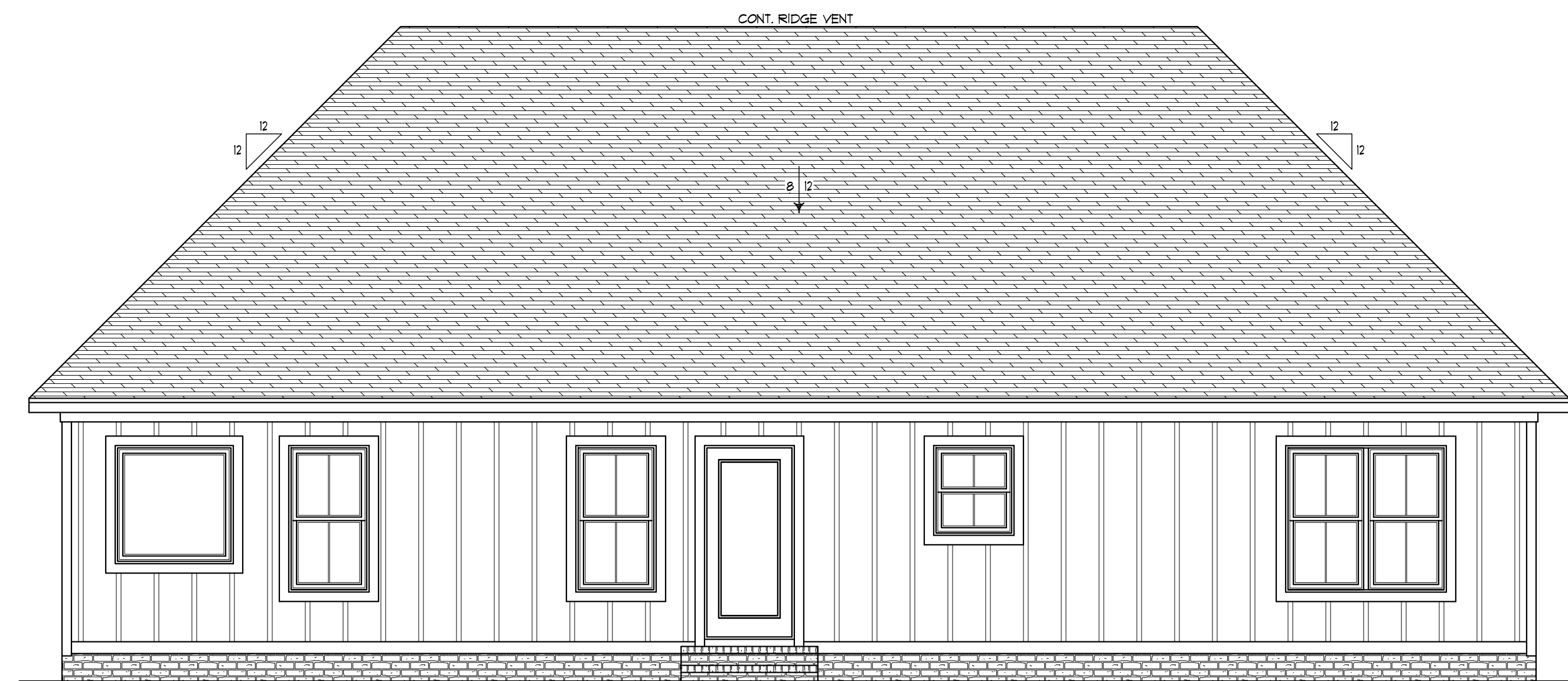
RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

GRADE IS APPROXIMATE
DRAIN FOR ILLUSTRATION
PURPOSES ONLY



LEFT ELEVATION
SCALE: 1/4" = 1'-0"

GRADE IS APPROXIMATE
DRAIN FOR ILLUSTRATION
PURPOSES ONLY



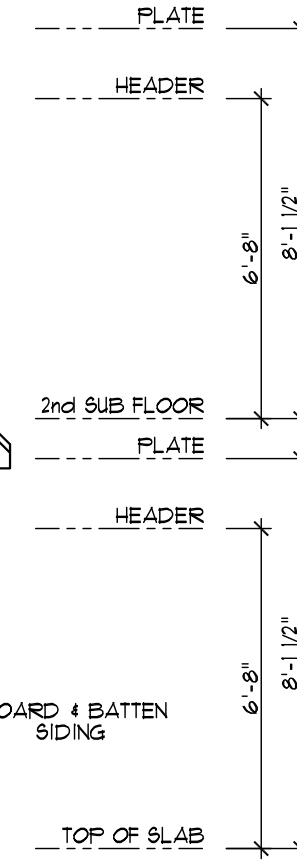
REAR ELEVATION
SCALE: 1/4" = 1'-0"

GRADE IS APPROXIMATE
DRAIN FOR ILLUSTRATION
PURPOSES ONLY



FRONT ELEVATION
SCALE: 1/4" = 1'-0"

GRADE IS APPROXIMATE
DRAIN FOR ILLUSTRATION
PURPOSES ONLY



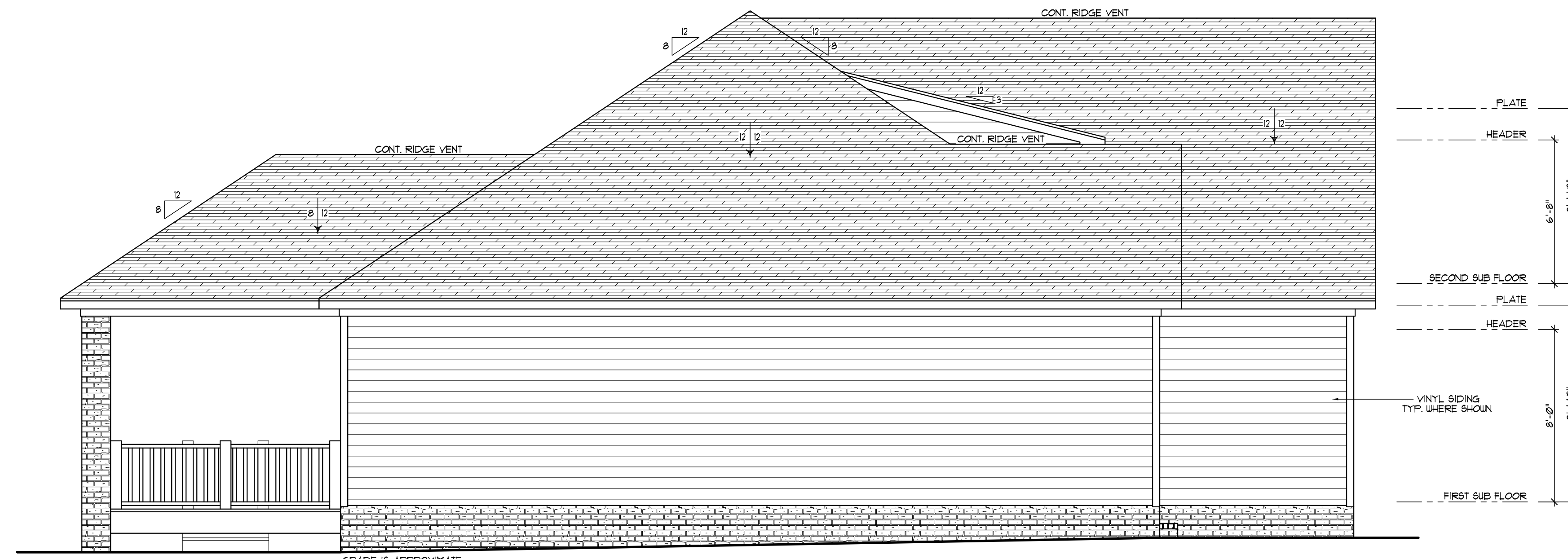
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 Email: thb@tb-designconcepts.com

ROSS FURR

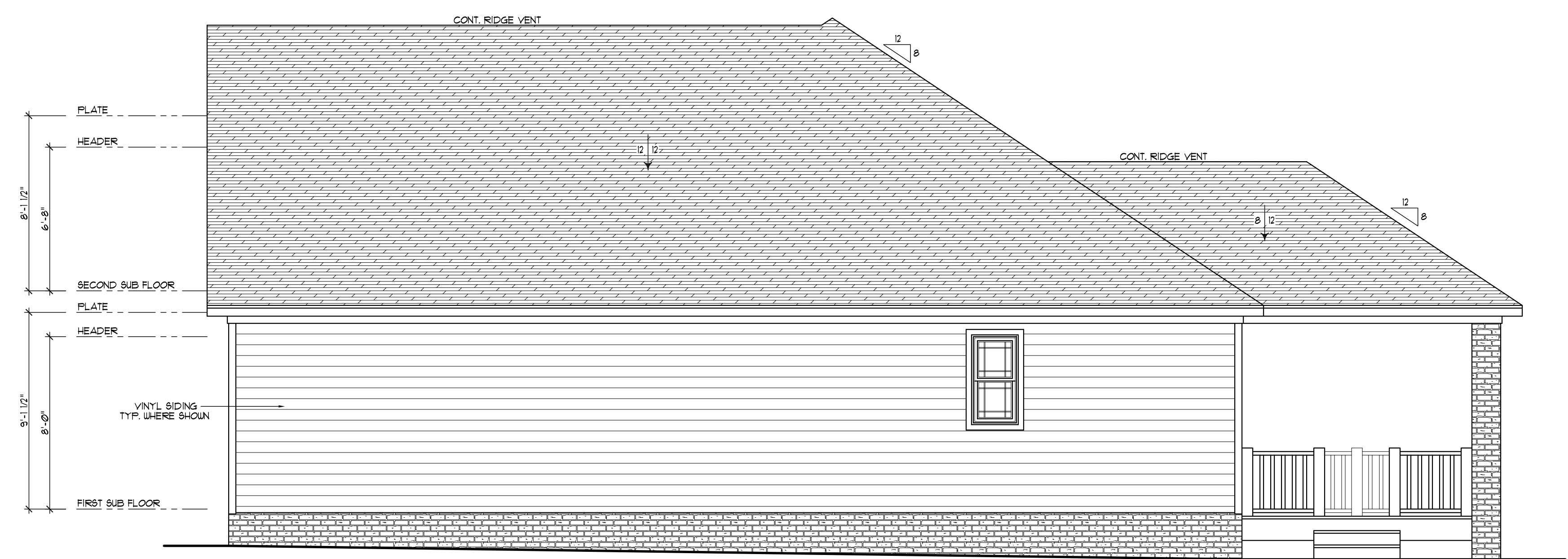
REVISION NO.	
JOB NO.	
DRAWN BY:	T.A.H.
CHECKED BY:	T.A.H.
SCALE:	1/4" = 1'-0"
DATE ISSUED:	9-27-2021

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ELEVATIONS & ROOF PLAN



LEFT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

- EXTERIOR ELEVATION NOTES**
- CONTRACTOR TO VERIFY ALL WINDOW AND DOOR SIZES WITH OWNER BEFORE CONSTRUCTION BEGINS.
 - GRADE IS DRAIN FOR ILLUSTRATION PURPOSES ONLY AND VARIES PER SITE CONDITIONS.
 - ALL FINISH MATERIALS TO BE VERIFIED WITH OWNER BEFORE CONSTRUCTION BEGINS.
 - REFER TO TYPICAL WALL DETAILS FOR FRAMING INFORMATION.
 - PROVIDE STEPS AND GAIRD RAILS AS REQ. PER CODE BASED ON SITE CONDITIONS.
 - CONTRACTOR TO PROVIDE ADEQUATE ROOF VENTILATION AS REQUIRED PER CURRENT CODES.

ALL WALL SHEATHING TO COMPLY WITH METHOD USP (WOOD STRUCTURAL PANELING) AS PER R602.10 1 1/8" OSB SHEATHING SECURED PER TABLE R602.3(1) OR R602.3(3)

GRADE IS APPROXIMATE DRAIN FOR ILLUSTRATION PURPOSES ONLY

GRADE IS APPROXIMATE DRAIN FOR ILLUSTRATION PURPOSES ONLY

Custom Residential Design & Cad Services

TRAVIS HARTSELL DESIGN CONCEPTS

www.th-dc-designconcepts.com
Phone: 704-467-1899
Fax: 704-788-2634
Email: thdc@th-dc-designconcepts.com

ROSS FURR
THE HILL PLAN

REVISION NO.	
JOB NO.	
DRAWN BY:	T.A.H.
CHECKED BY:	T.A.H.
SCALE:	1/4" = 1'-0"
DATE ISSUED:	12-19-2024

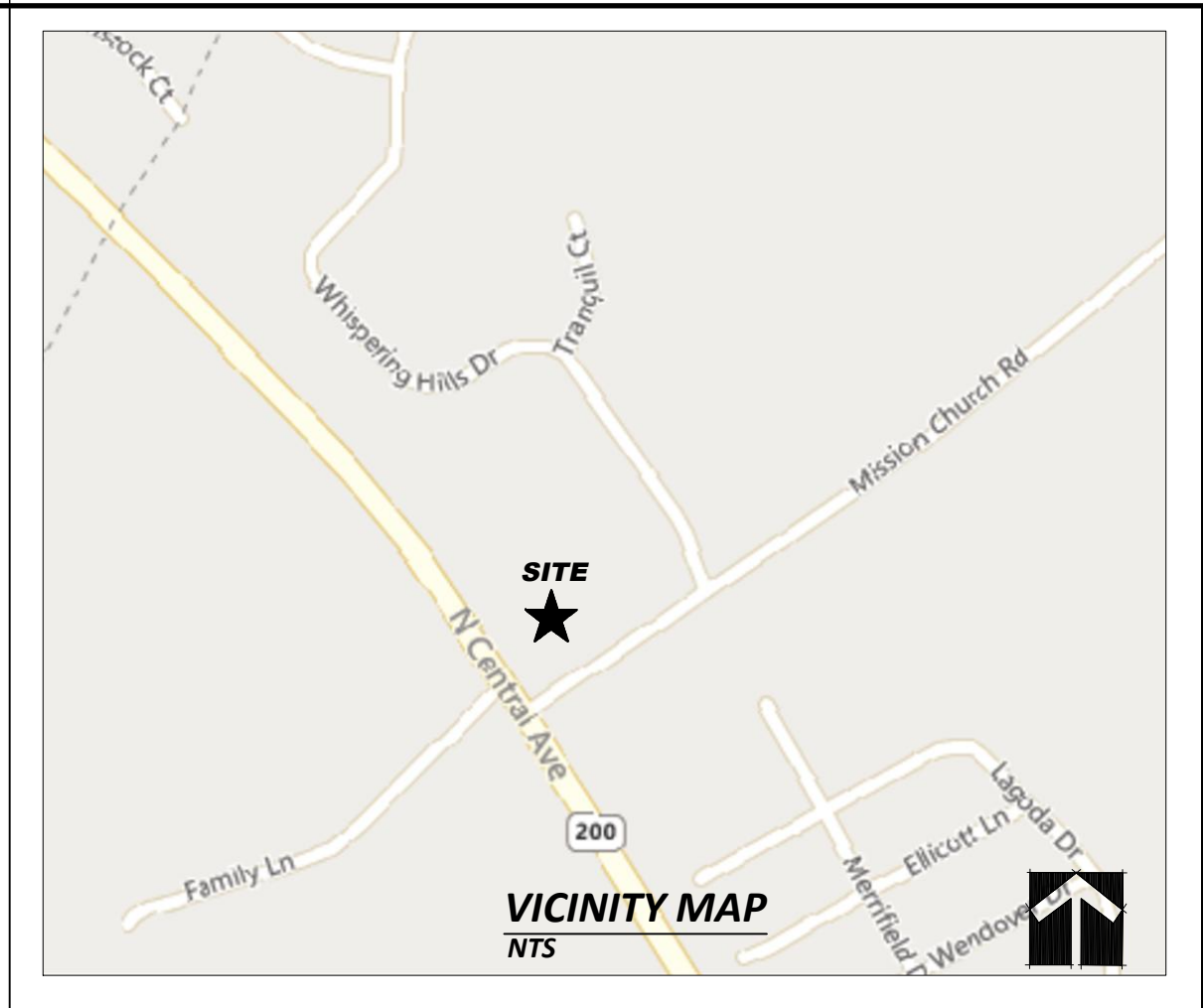
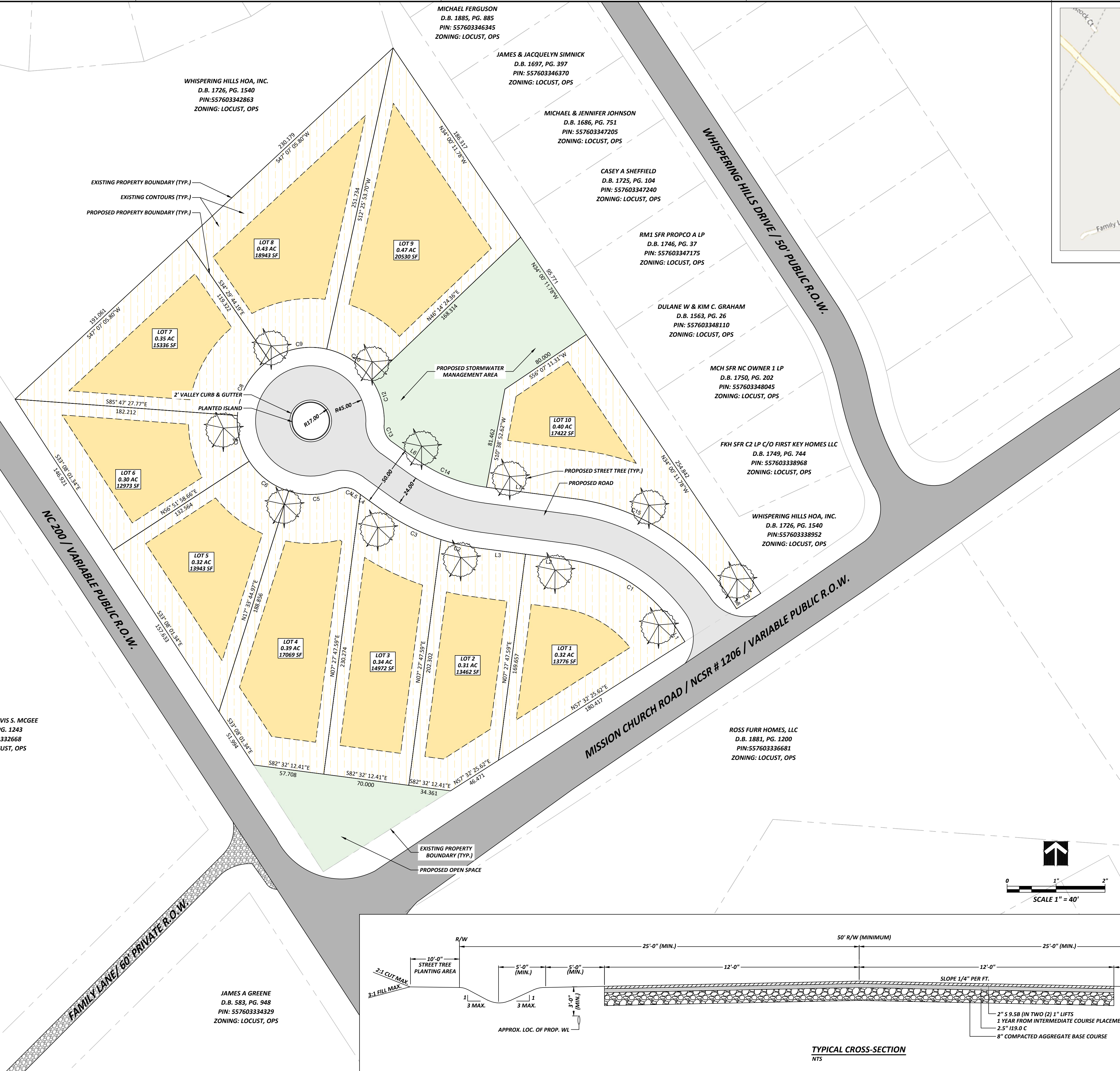
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RIGHT & LEFT ELEVATIONS

A2

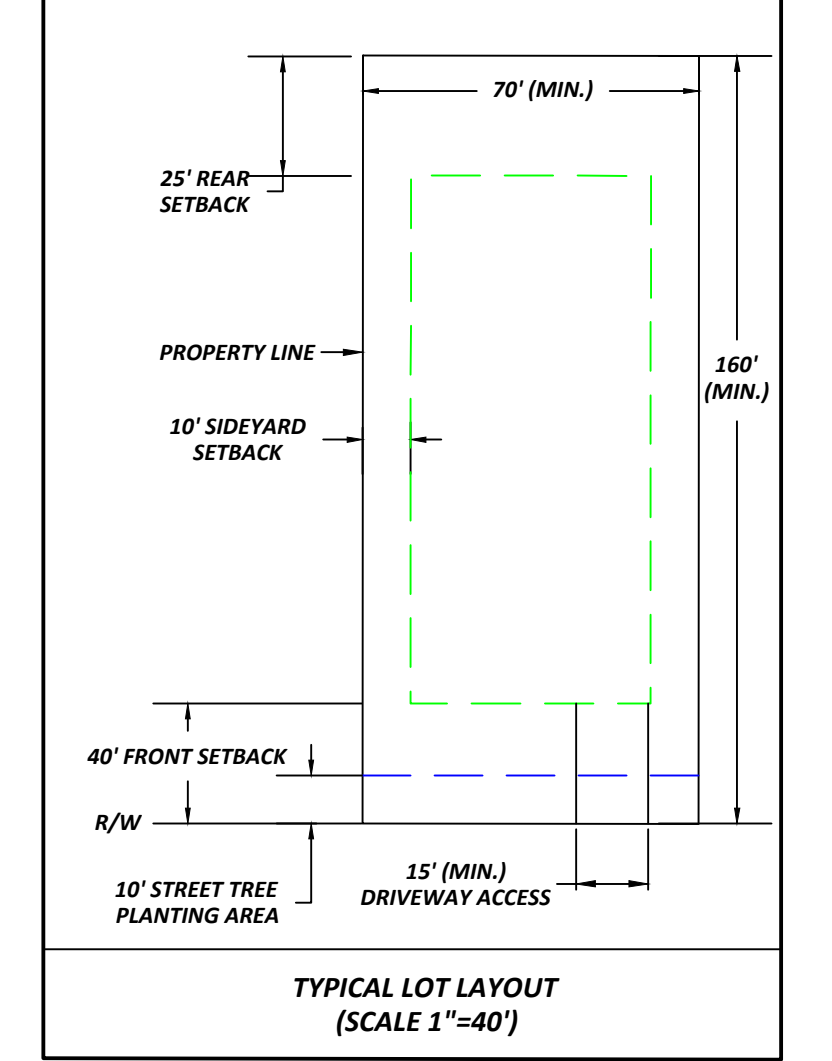
Curve #	Length	Radius	Delta
C12	39.321	60.000	037.5491
C13	15.124	15.000	057.7690
C14	61.776	124.459	028.4393
C1	108.797	125.000	049.8689
C2	31.470	175.000	010.3033
C3	55.009	175.000	018.0102
C4	15.124	15.000	057.7690
C5	41.422	60.000	039.5548
C6	41.159	60.000	039.3038
C7	39.105	60.000	037.3427
C8	53.716	60.000	051.2954
C9	49.142	60.000	046.9272
C10	45.621	60.000	043.5651
C15	152.316	175.000	049.8689

Line #	Length	Direction
L6	25.225	S54°13'23.76"E
L1	12.348	N32°40'04.32"W
L2	34.834	N82°32'12.41"W
L3	38.700	N82°32'12.41"W
L4	20.785	N54°13'23.76"W
L5	4.440	N54°13'23.76"W
L7	73.534	S82°32'12.41"E
L8	12.529	S32°40'04.32"E
L9	23.378	N57°32'25.62"E

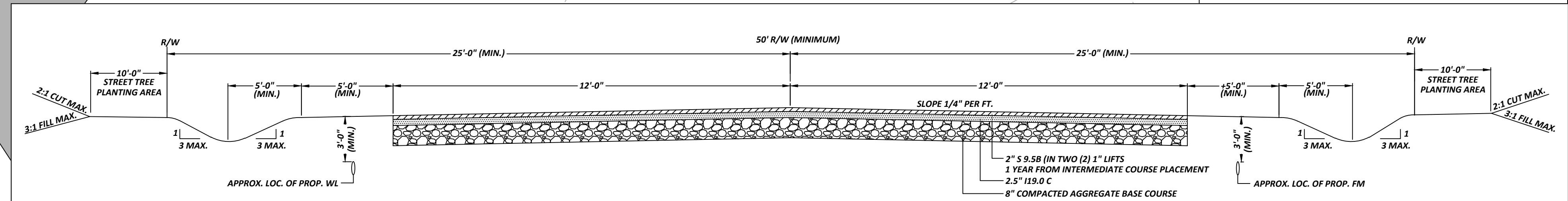


SITE DATA

ZONING:	CURRENT, OPS PROPOSED, GR-C
PIN:	55760335911
TOTAL ANNEXATION ACREAGE:	5.37 ACRES
OPEN SPACE REQ'D:	233,917.2 SF
OPEN SPACE PROVIDED:	23,398.03 SF
NUMBER OF SINGLE FAMILY PARCELS PROVIDED:	10
AVERAGE LOT ACREAGE:	0.3
AVERAGE LOT SQUARE FEET:	15,843
LINEAR FEET OF STREET:	435
ROW WIDTH:	50'
PAVEMENT WIDTH:	24'
STREET TREES PROVIDED:	14
BUILDING SETBACK	
FRONT:	40'
SIDE (CORNER):	10'
REAR:	25'
STREET NAMES:	TBD
WATER PROVIDER	STANLEY COUNTY PUBLIC UTILITIES
SEWER PROVIDER	CITY OF LOCUST PUBLIC WORKS
PHYSICAL CONDITIONS AFFECTING SITE	SITE IS OPEN FIELDS, A RESIDENTIAL HOME EXISTS ON SITE IN ADDITION TO 5 FARMING STRUCTURES. TOPOGRAPHY IS MILD AND GENTLY SLOPES TO THE NORTH EAST PROPERTY LINE.



PRELIMINARY NOT FOR CONSTRUCTION
NOT FOR SALES, RECORDATION OR CONVEYANCES



ROSS FURR HOMES, LLC
5615 SHOREVIEW DRIVE
CONCORD, NC 28025

MARK	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		

DESIGNED BY: **chambers engineering, pa**
 DATE: 11-Dec-25
 SOLICITATION NO.:
 CONTRACT NO.:
 PROJECT NO.:
 PROJECT NUMBER:
 FILE NAME:
 ARCH D: 1125-PR-01.dwg

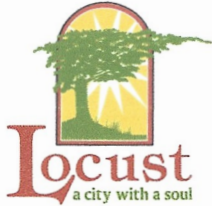
PRELIMINARY

MISSION CHURCH ROAD SUBDIVISION
MISSION CHURCH ROAD
LOCUST, NC 28097
SITE PLAN

SHEET NUMBER
1 OF 1

Z:\Ross Furr Homes LLC\Mission Church Road Subdivision 20251564\Cadd\Civil\Sheet Files\1564_PRELIM_PLAT_recover.dwg

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City of Locust
Post Office Box 190
Locust, North Carolina 28097-0190
(704) 888-5260

Application for Conditional Zoning Change

Date: December 29, 2025

Applicant Name: Ross Furr Homes, LLC

Company Name (if applicable) _____

Address: 5615 Shoreview Drive Concord, NC 28025

Phone Number: 704-791-3699

Address of Property Change: 2016 N. Central Avenue Locust, NC 28097

Present Zoning District: OPS

Requested Zoning District: General Residential, Conditional Use

Applicant Signature: _____


The following information is required with the application:

- (1) Map of the property to be rezoned, accurate description to show the following:
 - a. All property lines with dimensions, north arrow.
 - b. Names and addresses of adjoining landowners.
 - c. Location of all existing structures, use of all land.
 - d. Zoning classifications of all abutting zoning districts.
- (2) Comprehensive site plan.
- (3) Color renderings of the exterior.
- (4) Comprehensive landscape plan
- (5) All proposed signage (monument and/or building mounted)
- (6) A fee of \$500 (non- refundable) must accompany this application.