

Town of Pilot Mountain

Land Use Plan

2005-2015



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***Town of Pilot Mountain
Land Use Plan
2005-2015***

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INTRODUCTION

The Town of Pilot Mountain (population 1,281) is located on the eastern edge of Surry County, about 20 miles northwest of Winston-Salem. When a post office was first established in 1832, the area was known as Tom's Creek after a nearby stream. After trying out two more names, Pilotville and Mount Olive, the settlement finally settled on Pilot Mountain. The Town's namesake is a spectacular peak nearby which towers 1,500 feet above the surrounding countryside and is home to Pilot Mountain State Park. The Town began as a rural trade center in the 19th century and later developed as a manufacturing center in the last century. Over the last several years Pilot Mountain has seen a decrease in its economic base as textile plants have closed. As the 21st century begins, like many small towns, Pilot Mountain is faced with the uncertainties of the new economy. Decisions will need to be made regarding land development that will impact the quality of life of Pilot Mountain and its current and future residents. (The Surry County Book)

Pilot Mountain incorporated in 1889 and has operated under a council-manager form of government for more than two decades. The Town completed its first Land Use Plan in 1963 and updated the Plan in 1978.

The Desired Vision

The year is 2015. Pilot Mountain is a vibrant and progressive community of just under 2,000 citizens that features friendly neighborhoods, abundant recreation resources and open spaces. Pilot Mountain is recognized for its vibrant downtown, overall attractiveness, and healthy economy. Pilot Mountain has managed growth in a manner that welcomes new development while at the same time maintaining and protecting its most valued asset – the unique small town atmosphere. The emphasis on quality, well-planned development has not only resulted in a more attractive community, but has also translated into a strong tax base and services delivered more efficiently at less cost to the taxpayers. The Town is pedestrian friendly, both in residential and in new commercial developments. It is not uncommon to see young and old walking along the many sidewalks and greenways in Town. The Town has made the most of its scenic qualities to become a choice destination for new residents, tourists and a range of businesses. In the year 2015 the quality of life enjoyed by the citizens of Pilot Mountain is second to none in the region.

The Undesired Vision

The year is 2015. Pilot Mountain is a community that shows signs of neglect. This can be seen in the unkempt appearance of many neighborhoods. A high rate of rental property is found in residential areas. Overgrown lots are common as are junked and abandoned vehicles. The downtown has taken a turn for the worse with businesses closing or moving and vacant buildings becoming eyesores. Most residents rarely visit the downtown and few travelers even know it exists. Strip development along the town's major

thoroughfares has continued at a steady rate. Initially this represented an increase in the town's tax base, but recently it has become evident that this unmanaged growth has made the town less attractive, more congested, and has resulted in the inefficient delivery of town services. Most troubling however is the negative impact haphazard development has had on the Town's unique small town image. A few years earlier the image was still intact and an *opportunity* to build upon this image still existed. This *opportunity* has now been lost. In 2015, Pilot Mountain resembles many other urban landscapes devoid of character, identity or unique qualities. The community once recognized its small town image as its greatest asset...an asset that had the potential to be cultivated to improve the overall quality of life of the town's residents...an asset to be marketed to strengthen economic development, attract "new economy" businesses and tourism dollars. Unfortunately, in the year 2015 this potential and these opportunities have not been realized.

Functions of the Plan

As officially adopted positions of the Town of Pilot Mountain regarding growth and development, the policy statements contained in the Land Use Plan serve as the basis for future development decisions. The policies contained in the Pilot Mountain Land Use Plan have been designed for regular use in making public and private decisions. The policies serve several important functions as described below.

Source of Information – The Plan’s section on Key Growth Factors provides information on a number of topics including the local economy, population trends, land suitability, land use trends and transportation issues.

Guidance for Government Decisions – Once the Pilot Mountain Board of Commissioners adopt the Plan it then has a blueprint for guiding future decisions on budgets, ordinances, capital improvements and zoning and subdivision matters.

Preview of Governmental Actions – Business decisions made by the public, and developers in particular, can be more effective when the probable outcome of governmental decisions is understood. The adoption of the Land Use Plan increases the predictability of government actions.

Land Use Plan Map/Growth Strategy Map

The policies can be used most effectively when used in concert with the specific land use areas found on the Land Use Plan Map contained in this plan. This map serves as a Growth Strategy Map and illustrates the areas that are defined as follows:

Conservation/Open Space Residential
Low Density Residential
Medium/Moderate Density Residential
High Density Residential
Mixed Use
Central Business
General Commercial
Industrial
Parks, Recreation & Conservation Areas

The Planning Process

In the spring of 2004, the Pilot Mountain Board of Commissioners decided to continue to plan for the Town’s future by updating the Land Use Plan that was last updated in 1978. The Planning Board was charged with the task of updating this Plan. The Planning Board held monthly meetings beginning in the summer of 2004 to identify the most important issues affecting Pilot Mountain’s future growth and development.

During the planning process the Planning Board prioritized the most important land use and development issues facing Pilot Mountain. In addition to meeting on a monthly basis and participating in a variety of information gathering activities, the Planning Board sponsored a community-visioning meeting on September 26th, 2004 to offer citizens an opportunity to voice their concerns related to Pilot Mountain's future. (The results of the community meeting can be found in the appendix) The information compiled enabled the Planning Board to develop an overall purpose for this plan which is reflected in the following mission statement.

**Pilot Mountain Land Use Plan
Mission Statement**

To improve the quality of life of the citizens of Pilot Mountain by encouraging responsible growth management decisions, protecting the small town character, developing an attractive community, preserving and improving historical assets and insuring a healthy local economy

Also, a community walk-in session was held on July 26, 2005 for citizens to review the draft land use plan and provide further input into the planning process.

The policies and subsequent recommendations that are presented in this document are the result of this citizen-driven planning process. Once they become officially adopted policies of the Town, they will serve as the basis for future decisions on capital improvements, ordinances, zoning matters, subdivision approvals and other similar matters.

KEY GROWTH FACTORS

The development of a Land Use Plan first requires that analysis of certain key growth factors be performed. The intent of the analysis is to insure that the policies contained in the Plan address current problems, trends, and issues facing the planning area.

When combined with information provided by the Planning Board and the citizenry, a solid foundation for planning is established. The key growth factors included for analysis are discussed in seven subject areas within the Pilot Mountain Land Use Plan.

- Population
- Housing
- Economy
- Land Suitability/Physical Constraints
- Land Use Trends
- Water and Sewer Services
- Transportation

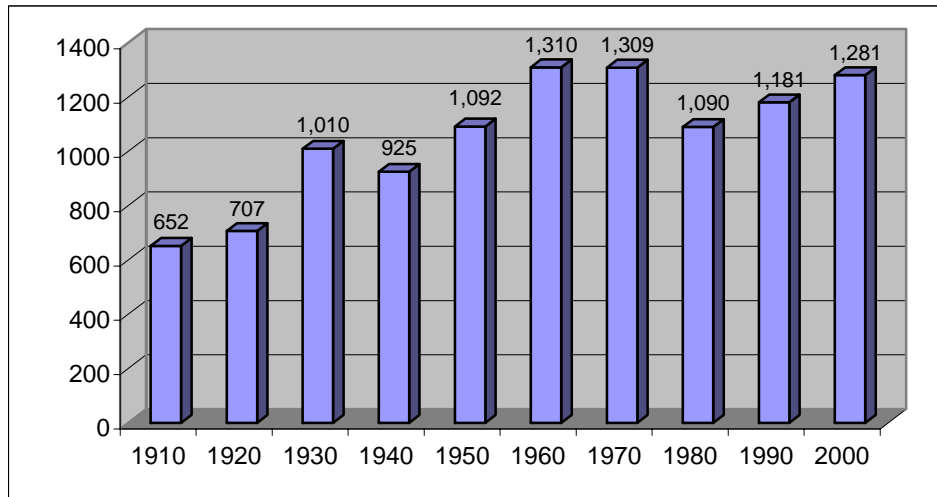
(Collectively, these key growth factors summarize past and present conditions, while providing the essential yardsticks for estimating future conditions in the planning area.)

For the purpose of analysis, Pilot Mountain is compared with the municipalities of Boonville (located in Yadkin County), Dobson, and Walnut Cove (located in Stokes County), as well as Surry County and the State of North Carolina.

POPULATION

Pilot Mountain's population has remained relatively stable for the last 70 years. The periods of greatest growth occurred in the 1920's and the 1950's. Pilot Mountain's population reached a high of 1,310 persons in 1960 (based on decennial census) and lost more than 200 persons in the 1970's. In the last two decades there has been a slight increase in the town's population.

**Town of Pilot Mountain's Population
1910-2000**

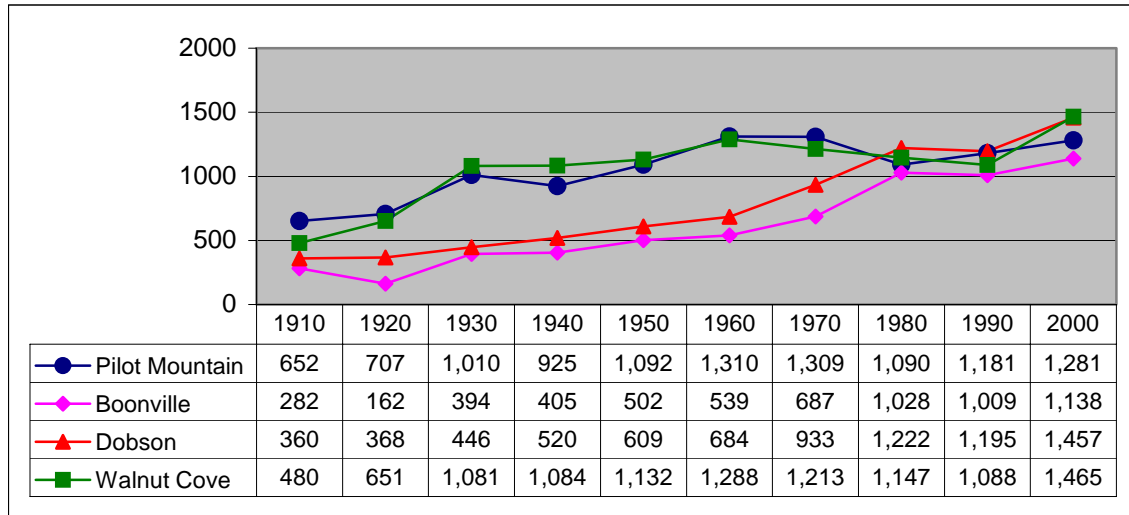


Source: US Census Bureau

GROWTH COMPARISON

Of the four comparison municipalities Pilot Mountain was considerably larger than the other three towns in 1910. Each of the four jurisdictions experienced a loss in population at some point between 1910 and 2000. Of the four comparison municipalities Dobson has had the most consistent growth over the last ninety years with only one decade having a loss in population. Boonville, Dobson, and Walnut Cove all lost population in the 1980's while Pilot Mountain saw growth in its population but had already lost nearly seventeen percent (17%) of its population in the 1970's. While all four comparison municipalities enjoyed growth in their population in the 1990's, only Pilot Mountain did not see its population exceed its previous highest level.

POPULATION GROWTH COMPARISON Pilot Mountain & Comparison Municipalities



Source: US Census Bureau

A Comparison of Population Growth: Long Term & Short Term Growth

	Growth Rate, 1950-2000	Population Added, 1950- 2000	Growth Rate, 1990-2000	Population Added, 1990- 2000
<i>Pilot Mountain</i>	<i>17.3%</i>	<i>189</i>	<i>8.5%</i>	<i>100</i>
Boonville	126.7%	636	12.8%	129
Dobson	139.2%	848	21.9%	262
Walnut Cove	29.4%	333	34.7%	377
Surry County	56.2%	25,626	15.4%	9,515
N. Carolina	98.2%	3,987,384	21.4%	1,416,865

Source: US Census Bureau

POPULATION PROJECTIONS

It is very difficult to predict the population of any municipality due to the unpredictability of potential annexations and the local and regional economy. Over the last 70 years Pilot Mountain's population as a percentage of Surry County's population has gradually declined from a high of 2.7% in 1960 to where it is now only 1.8% of Surry County's overall population. Using a constant growth rate of 1.8% and the State Data Center's projections for Surry County, it is estimated that Pilot Mountain's population will be about 1,613 persons in 2020.

POPULATION PROJECTIONS
Pilot Mountain & Surry County

	<u>Pilot Mountain</u>	<u>Surry County</u>	<u>Pilot Mountain's Population as % of Surry County's</u>
1930	1,010	39,749	2.5%
1940	925	41,783	2.2%
1950	1,092	45,593	2.4%
1960	1,310	48,205	2.7%
1970	1,309	51,415	2.5%
1980	1,090	59,449	1.8%
1990	1,181	61,704	1.9%
2000	1,281	71,219	1.8%
2010	1,449*	80,502*	1.8%*
2020	1,613*	89,609*	1.8%*

* Projections

Source: US Census Bureau and NC State Data Center

POPULATION, LAND AREA, DENSITY, & GROWTH

	Population 2000	Land Area, 2000 (sq. miles)	Population Density, 2000 (persons/sq. mile)	Growth Rate, 1990-2000
<i>Pilot Mountain</i>	<i>1,281</i>	<i>1.73</i>	<i>742.3</i>	<i>8.5%</i>
Boonville	1,138	1.27	894.0	12.8%
Dobson	1,457	1.79	813.8	21.9%
Walnut Cove	1,465	2.41	608.5	34.7%
Surry County	71,219	536.52	132.7	15.4%
N. Carolina	3,987,384	48,710.88	165.2	21.4%

Source: US Census Bureau

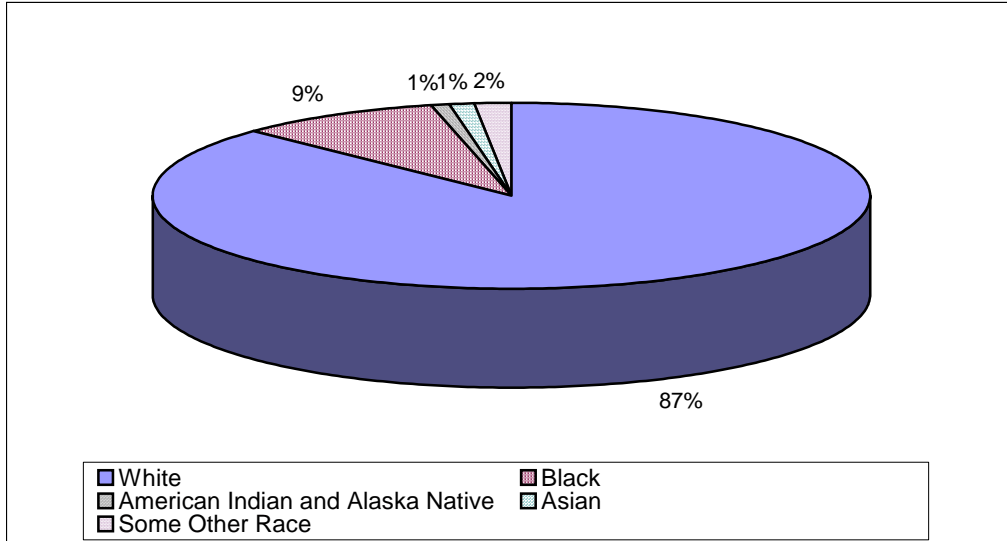
Pilot Mountain has the third largest population when compared to the other three municipalities. As of 2000, Walnut Cove had both the largest population with 1,465 and the largest land area with 2.41 square miles. Pilot Mountain is the third largest in both population and land area. While Boonville has the smallest population and smallest amount of land area, it has the highest population density per square mile with 894 people per square mile.

RACE

Pilot Mountain's population is predominantly White. The town's minority population accounted for over eleven percent (11%) of the total population in 2000. The percentage of Black residents in Pilot Mountain (9%) is double the percentage of Blacks in both Boonville (4.6%) and Dobson (3.9%), but is less than half the percentage of Blacks in Walnut Cove (19.5%) and the state average (22.1%). Pilot Mountain is more diverse in

terms of race than either Boonville or Surry County, but is less diverse in terms of race than Walnut Cove, Dobson, and North Carolina averages.

Town of Pilot Mountain – Race



Source: US Census Bureau

POPULATION COMPARISON BY RACIAL BREAKDOWN

	White	Black	Asian	American Indian & Alaskan Native	Other Race
<i>Pilot Mountain</i>	88.6%	9.4%	1.1%	0.8%	1.8%
Boonville	94.6%	4.6%	0.4%	0.0%	0.7%
Dobson	76.3%	3.9%	0.0%	0.5%	19.7%
Walnut Cove	80.3%	19.5%	0.1%	0.6%	0.5%
Surry County	91.4%	4.4%	0.7%	0.5%	4.2%
N. Carolina	73.1%	22.1%	1.7%	1.6%	2.9%

Source: US Census Bureau

GROWTH BY AGE RANGE

With the increase of Pilot Mountain's population between 1990 and 2000 the age segment that gained the most population was the 45-54 year old age group. The second and third highest growth was seen in the 5-9 year old age group and the 10-14 year old age group. The biggest loss was seen in the 65-74 year old range, followed by those between ages 15-19.

AGE RANGES OF PILOT MOUNTAIN'S POPULATION

	1990	2000	Change
0-4	69	76	7
5-9	50	81	31
10-14	56	81	25
15-19	100	73	-27
20-24	67	70	3
25-34	151	167	16
35-44	183	183	0
45-54	125	193	68
55-59	60	60	0
60-64	48	51	3
65-74	144	108	-36
75-84	98	106	8
85+	30	32	2
TOTAL	1,181	1,281	+100

Source: 1990 & 2000 US Census

Of the jurisdictions compared, Pilot Mountain has the second lowest percentage of population between the ages of 0-14 but is only two percentage points lower than the state average. Pilot Mountain also has the second highest percentage of its population above the age of 65 (19.2%). Only Walnut Cove has a higher percentage of its population 65 and older (26.7%). The percentage of Pilot Mountain's population 65 and older is 7.2% above the state average.

COMPARISON OF AGE BY RANGE

	0-4	5-14	15-24	25-44	45-64	65-84	85+
<i>Pilot Mountain</i>	5.9%	12.6%	11.2%	27.3%	23.7%	16.7%	2.5%
Boonville	6.7%	13.7%	11.2%	28.3%	24.3%	14.3%	1.6%
Dobson	7.5%	11.8%	15.6%	29.0%	19.0%	14.4%	2.7%
Walnut Cove	5.1%	11.1%	9.6%	24.6%	22.8%	20.9%	5.8%
Surry County	6.3%	13.4%	11.7%	29.1%	24.1%	13.5%	1.9%
North Carolina	6.7%	13.8%	13.9%	31.1%	22.5%	10.7%	1.3%

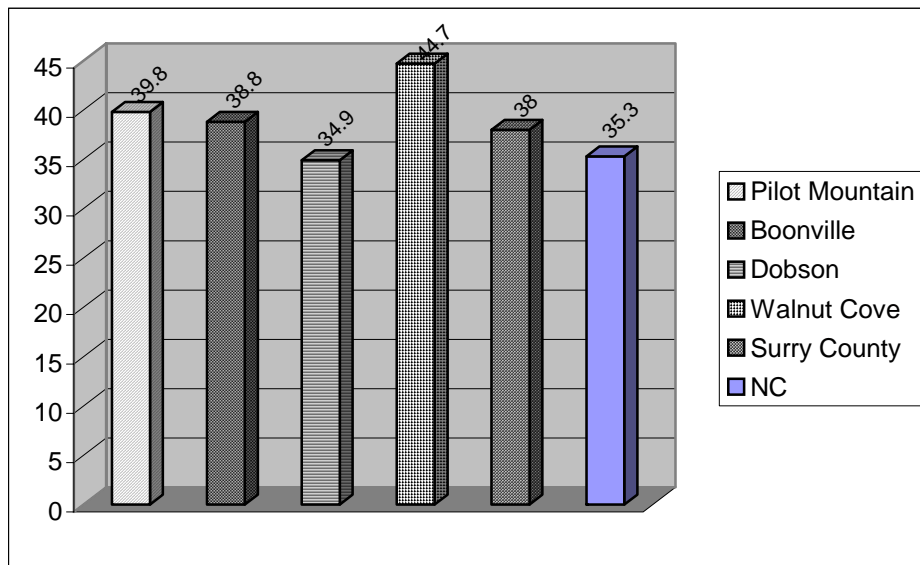
Source: 2000 US Census

MEDIAN AGE

As of the 2000 Census the median age in Pilot Mountain was 39.8, 1.8 years older than Surry County's median age (38.0) and 4.5 years older than North Carolina's median age (35.3). Among the comparison municipalities, Pilot Mountain has the second highest median age with Walnut Cove having a median age 4.9 years older and Dobson 4.9 years younger.

Median age is defined by the Census Bureau as the measure that divides the age distribution into two equal parts: one-half the cases falling below the median value and one-half above.

MEDIAN AGE – 2000
Pilot Mountain and Comparison Jurisdictions



Source: 2000 US Census

HOUSING

OCCUPANCY

Pilot Mountain has the lowest occupancy rate at 90.8% of the four comparison municipalities and Surry County. However, Pilot Mountain's occupancy rate is higher than the state average. Dobson had the highest occupancy rate at 93.4% of the four comparison municipalities. With an average household size of 2.18, Pilot Mountain had the lowest average household size of the comparison jurisdictions and the North Carolina average of 2.49.

OCCUPANCY RATES (Households)

	Housing Units	Occupied	% Occupied	Average Household Size
<i>Pilot Mountain</i>	644	585	90.8%	2.18
Boonville	511	476	93.2%	2.38
Dobson	594	555	93.4%	2.37
Walnut Cove	636	585	92.0%	2.24
Surry County	31,033	28,408	91.5%	2.46
N. Carolina	3,523,944	3,132,013	88.9%	2.49

Source: 2000 US Census

HOMEOWNERSHIP & VALUE

Pilot Mountain has second lowest homeownership rate of the four comparison municipalities and its homeownership rate is also lower than both Surry County and North Carolina. Pilot Mountain has the highest median value of homes of the four comparison municipalities and is \$16,300 higher than Surry County's median home value.

HOMEOWNERSHIP RATES & HOUSING VALUES

	% of Owner Occupied Units	Median Value
<i>Pilot Mountain</i>	61.9%	\$103,800
Boonville	71.2%	\$92,600
Dobson	50.6%	\$102,100
Walnut Cove	62.1%	\$79,600
Surry County	76.3%	\$87,500
N. Carolina	69.4%	\$108,300

Source: 2000 US Census

HOUSING STOCK

Of all the dwelling units built in Pilot Mountain 29% were built before 1950. The decade with the greatest percentage of homes built was the 1990's (19.8%). 17.3% of all the dwelling units in Pilot Mountain were built in the 1950's. The median year built of all owner occupied structures is 1958 while the median year built of all renter occupied structures is 1972.

YEAR STRUCTURE BUILT IN PILOT MOUNTAIN

Year Structure Built	Number of Structures (Owner Occupied)	Number of Structures (Renter Occupied)	% of Total Structures Built
1999 to March 2000	26	10	6.0%
1995 to 1998	29	16	7.5%
1990 to 1994	24	14	6.3%
1980 to 1989	17	25	7.0%
1970 to 1979	19	70	14.8%
1960 to 1969	50	23	12.1%
1950 to 1959	83	21	17.3%
1940 to 1949	43	23	10.9%
1939 or Earlier	66	43	18.1%
Median	1958	1972	-

Source: 2000 US Census

73.3% of Pilot Mountain’s dwelling units are single-family detached or attached homes, which is higher than all the other comparison jurisdictions except Boonville. Only 3.8% of dwelling units are in multi-family developments with ten or more dwelling units, which is lower than all the comparison jurisdictions except Boonville. The median number of rooms in Pilot Mountain’s dwelling units is 5.5, which is higher than all the comparison municipalities and North Carolina.

COMPARISON OF STRUCTURAL CHARACTERISTICS OF ALL HOUSING UNITS

	Percentage of Units that are Single-Family Detached or Attached	Percentage of Units that are in Buildings with 10 or more units	Median # of Rooms per Dwelling Unit
<i>Pilot Mountain</i>	73.3%	3.8%	5.5
Boonville	79.8%	3.4%	5.3
Dobson	51.7%	8.7%	4.5
Walnut Cove	70.7%	5.9%	4.9
N. Carolina	67.4%	6.0%	5.3

Source: 2000 US Census

ECONOMY

INCOME

Pilot Mountain has the highest median household income and the second highest median family income of the comparison jurisdictions. Pilot Mountain also has the second highest per capita income of the comparison jurisdictions. All comparison jurisdictions have lower median household incomes, median family incomes, and per capita incomes than North Carolina.

INCOME COMPARISON

	Median Household Income (In 1999 dollars)	Median Family Income (In 1999 dollars)	Per Capita Income (In 1999 dollars)
<i>Pilot Mountain</i>	<i>\$33,529</i>	<i>\$42,279</i>	<i>\$18, 526</i>
Boonville	\$32,019	\$42,794	\$16,101
Dobson	\$26,765	\$34,792	\$19,346
Walnut Cove	\$31,944	\$41,250	\$16,117
Surry County	\$33,046	\$38,902	\$17,722
N. Carolina	\$39,184	\$46,335	\$20,307

Source: 2000 US Census

POVERTY

The poverty rate for all people in Pilot Mountain is above the state average and second highest among the comparison jurisdictions. The highest poverty rates are seen among children in Pilot Mountain with 25.1% of all children in poverty which ranks second highest among the comparison jurisdictions. The percentage of elderly in poverty in Pilot Mountain (17.2%) is lower than Dobson, Walnut Cove, and Surry County but is still four percentage points higher than the state average.

POVERTY COMPARISON

	All Persons	Children (0-17)	Elderly (65+)
<i>Pilot Mountain</i>	<i>15.5%</i>	<i>25.1%</i>	<i>17.2%</i>
Boonville	13.0%	16.4%	15.4%
Dobson	23.3%	28.6%	22.9%
Walnut Cove	12.5%	10.0%	17.8%
Surry County	12.4%	15.0%	17.4%
North Carolina	12.3%	15.7%	13.2%

Source: 2000 US Census

EDUCATION

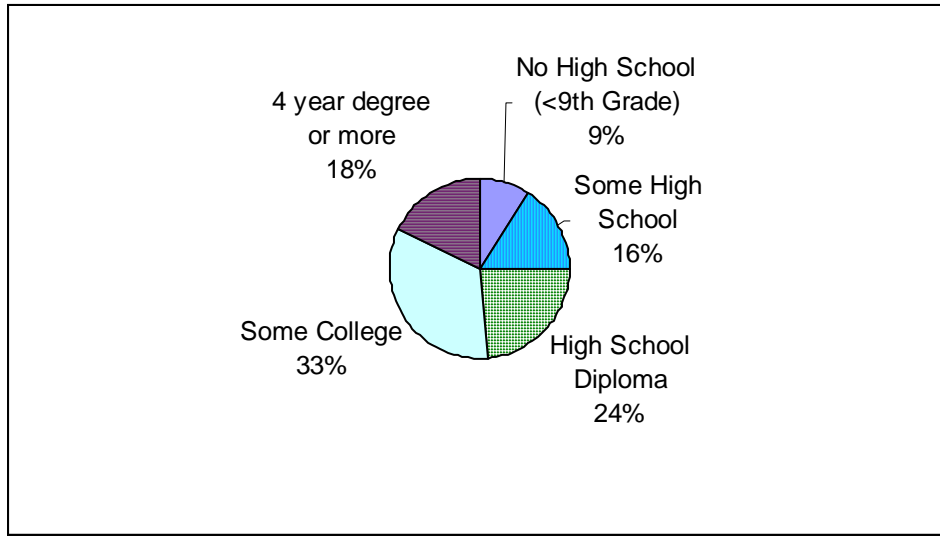
Pilot Mountain has the second lowest percentage of people without a high school diploma among the comparison jurisdictions at 25%, but this rate is still above the state average of 21.9%. Pilot Mountain has the highest percentage of people with a four-year degree or more of the comparison jurisdictions, but this rate is also lower than the state average.

**EDUCATIONAL ATTAINMENT
(Persons 25 and older in Pilot Mountain & Comparison Areas)**

	% without High School Diploma	% with a 4-year degree or more
<i>Pilot Mountain</i>	25.0%	17.8%
Boonville	20.0%	14.2%
Dobson	40.5%	17.3%
Walnut Cove	26.5%	17.0%
Surry County	33.0%	12.0%
North Carolina	21.9%	22.5%

Source: 2000 US Census

**EDUCATIONAL ATTAINMENT
Town of Pilot Mountain**



Source: 2000 US Census

TRANSPORTATION

93% of Pilot Mountain’s workforce drives to work with over 82% driving alone. 2.2% of the workforce walk to work while 3.2% work out of their home. No workers use any form of public transportation.

19.6% of people in Pilot Mountain have a commute time less than ten minutes. 38.3% of people in Pilot Mountain have a commute of 30 minutes or more. The average travel time to work for people in Pilot Mountain is 25.6 minutes.

METHOD OF COMMUTING TO WORK

Transportation Method	% of All Workers
Drove Alone	82.1%
Carpool	10.9%
Public Transportation	0.0%
Other Means	1.6%
Walked	2.2%
Worked at Home	3.2%

Source: 2000 US Census

COMMUTE TIMES FOR THOSE WHO WORK OUTSIDE THE HOME

Less than 10 minutes	19.6%
10 to 14 minutes	7.4%
15 to 19 minutes	15.9%
20 to 24 minutes	10.2%
25 to 29 minutes	8.5%
30 to 34 minutes	17.6%
35 to 44 minutes	8.0%
45 to 59 minutes	7.0%
60 to 89 minutes	3.7%
90 or more minutes	2.0%
Mean Travel Time to Work (in minutes)	25.6

Source: 2000 US Census

EMPLOYMENT

Close to one-fourth of all residents of Pilot Mountain who work are employed in the manufacturing industry. The second largest employment sector is the educational, health, and social services sector (17.8%) followed by the retail trade sector (9.4%), professional, scientific, management, administrative, and waste management sector (8.7%), and the arts, entertainment, recreation, accommodation and food services sector (8.7%).

PILOT MOUNTAIN'S EMPLOYMENT BY INDUSTRY

Industry	# of Employees	% of Total Employed
Agriculture, Forestry, Fishing and Hunting, and Mining	8	1.4%
Construction	36	6.3%
Manufacturing	133	23.2%
Wholesale Trade	17	3.0%
Retail Trade	54	9.4%
Transportation and Warehousing, and Utilities	25	4.4%
Information	16	2.8%
Finance, Insurance, Real Estate, and Rental and Leasing	43	7.5%
Professional, Scientific, Management, Administrative, and	50	8.7%

Waste Management Services		
Educational, Health and Social Services	102	17.8%
Arts, Entertainment, Recreation, Accommodation and Food Services	50	8.7%
Other Services (except Public Administration)	35	6.1%
Public Administration	4	0.3%

Source: 2000 US Census

WATER AND SEWER SYSTEM

Described below are the current specifications of the water and sewer system. The Town of Pilot Mountain currently has about 5 miles of water lines ranging in diameter from 2 to 12 inches. The Town's water system has a total capacity of 1,500,000 gallons of treated water per day with 180,000 provided to residents, businesses and other users each day. These figures indicate that the Town water system currently has a reserve capacity of 1,320,000 gallons of water per day.

The Town's sewer system currently has a total capacity of approximately 1,500,000 gallons treated per day with 165,000 gallons of this capacity used each day. These figures indicate that the Town sewage system currently has a reserve capacity of 1,335,000 gallons per day.

CURRENT DEVELOPMENT POLICIES

The Town of Pilot Mountain has two major ordinances that regulate development of land: The zoning ordinance and subdivision regulations.

Zoning Regulation

From the attention given to the subject by legal writers and in court decisions, it is clear that confusion exists as to the distinction between "planning" and "zoning." In reality, zoning is one of many legal and administrative devices by which plans may be implemented. Most of the confusion has arisen out of the fact that many jurisdictions have adopted zoning ordinances before embarking on full-scale planning.

Zoning is essentially a means of insuring that the land uses of a community are properly situated in relation to one another, providing adequate space for each type of development. It allows the control of development density in each area so that property can be adequately serviced by such governmental facilities as the street, school, fire, police, recreation and utility systems. This directs new growth into appropriate areas and protects existing property by requiring that development afford adequate light, air and privacy for persons living and working within the community.

Zoning is probably the single most commonly used legal device available for implementing the land use plan of a community. Zoning may be defined as the division

of a town (or other governmental unit) into districts, and the regulation within those districts of:

1. The height and bulk of buildings and other structures;
2. The area of a lot which may be occupied and the size of required open spaces;
3. The density of population;
4. The use of buildings and land for trade, industry, residence or other purposes.

Of major importance for the individual citizen is the part zoning plays in stabilizing and preserving property values. It affects the taxation of property as an element of value to be considered in assessment. Zoning can also be utilized for aesthetic purposes, as is the case in an increasing number of communities. Although there has been an increasing tendency to include aesthetic provisions within zoning ordinances, zoning ordinances are most solidly based on "general welfare" concepts.

Pilot Mountain established zoning in the early 1970's. Over the years the zoning ordinance has had minor changes to incorporate new uses and newer principles of land use regulations.

If a property is zoned properly for its intended use, then the needed permits can simply be obtained through application and the payment of any required fees. If a rezoning is required the approval of the Board of Commissioners must be obtained. This process can take anywhere from a few weeks to a few months, depending on the magnitude, complexity and any controversy generated by the proposal.

The Town of Pilot Mountain is divided into the following zoning districts:

District Abbreviation	District Name	Classification
R-A	Rural Agricultural Residential	Low Density Residential or Agricultural
R-20	Residential	Low Density Residential or Agricultural
R-15	Residential	Medium Density Residential
R-12	Residential	Medium Density Residential
R-8	Residential	Medium Density Residential
R-8S	Special Residential	Medium Density Residential
R-M	Residential	High Density Residential
R-MH	Residential	High Density Residential
C-B	Central Business	Commercial
G-B	General Business	Commercial
G-M	General Manufacturing	Commercial/Industrial
L-I	Light Industrial	Commercial/Industrial

It is important to note that a request to change the zoning ordinance is a request to change the basic plan for the area where the property is located. For example, if someone applies to change the zoning from residential to commercial to allow a used car lot, regardless of the special conditions on the site, the basic issue is still whether a business

should be located on that property and does it meet the general purposes of the ordinance. Such decisions or changes to the plan may not individually have a large impact, but taken collectively may indicate the need to revise or modify the plan to meet continuing demands for growth and development.

The historic neighborhood west of the downtown is currently zoned R-12 – Medium Density Residential while the neighborhood east of downtown is zoned RM – High Density Residential. The downtown area is primarily zoned CB – Central Business. Thoroughfares such as Key Street and the commercial businesses on the Highway 52 Bypass are zoned GB - General Business. Industrial and manufacturing facilities are found primarily along the Highway 52 Bypass and the Yadkin Valley Railroad right-of-way and are typically zoned GM – General Manufacturing. The surrounding rural landscape of the ETJ is made up primarily of large tracts of land zoned RA – Rural Agricultural Residential or smaller tracts of land including rural subdivisions that are zoned R-20 – Low Density Residential.

Subdivision Regulation

Subdivision regulations are locally adopted laws governing the process of converting raw land into building sites. They normally accomplish this through plat (map) approval procedures, under which a developer is not permitted to make improvements or to divide and sell his land until the governing body or planning board has approved a plat of the proposed design of his subdivision. The approval or disapproval of the local government is based upon compliance or noncompliance of the proposal with development standards set forth in the subdivision regulations. In the event that the developer attempts to record an unapproved plat with the local register of deeds or to sell lots by reference to such a plat, he may be subject to various civil and criminal penalties.

Subdivision regulations may serve a wide range of purposes. To the health officer, for example, they are a means of insuring that a new residential development has a safe water supply and sewage disposal system and that the lots are properly drained. To the tax official they are a step toward securing adequate records of land titles. To the school or parks official they are a way to preserve or secure the school sites and recreation areas needed to serve the people coming into the neighborhood. To the lot purchaser they are an assurance that he will receive a buildable, properly oriented, well-drained lot, provided with adequate facilities to meet his day-to-day needs, in a subdivision whose value will hold up over the years.

Subdivision regulations enable the Town to coordinate the otherwise unrelated plans of a great many individual developers, and in the process to assure that provision is made for major elements of the Land Use Plan such as rights-of-way for major thoroughfares, parks, school sites, major water lines, sewer outfalls and so forth. They also enable the Town to control the internal design of each new subdivision so that its pattern of streets, sidewalks, lots and other facilities will be safe, pleasant and economical to maintain.

From the standpoint of the local governing board, subdivision regulations may be thought of as having two major objectives. First, these officials are interested in the design

aspects of new subdivisions, as are the other officials mentioned. But secondly, they are also interested in allocating the costs of certain improvements most equitably between the residents of the immediate area and the taxpayers of the Town as a whole. When subdivision regulations require a developer to dedicate land to the public or to install utilities or to build streets, they represent a judgment that the particular improvements involved are (1) necessary in a contemporary environment and (2) predominantly of special benefit to the people who will buy lots from him (presumably at a price sufficient to cover the cost of these improvements) rather than of general benefit to the taxpayers of the Town as a whole.

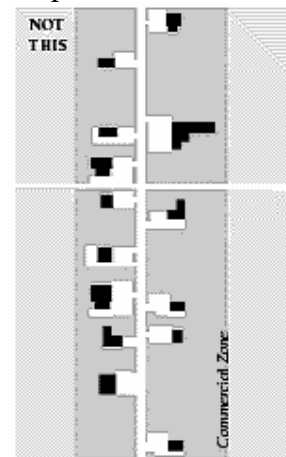
COMPARISON OF DEVELOPMENT PATTERNS

The Pilot Mountain Land Use Plan provides a new vision for the development of the Town and surrounding area. The vision includes several new types of development patterns. This section provides a general explanation of the differences between the current approach and the desired development type. In making future land use decisions, the following illustrations (commercial center, road network, mixed use and open space development) should be referenced along with the policy section and applied where appropriate to ensure desired development pattern.

STRIP DEVELOPMENT vs. COMMERCIAL CENTERS

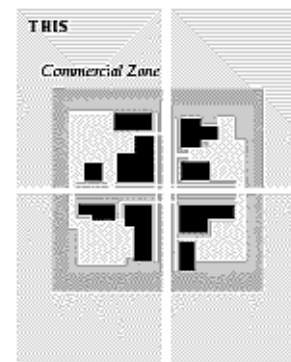
Strip Development: Currently most commercial development has occurred in linear strips along major thoroughfares. The characteristics of strip development include:

- Automobile oriented
- Large parking lots
- Large front yard setbacks
- Single use (i.e. only commercial)
- Numerous curb cuts
- No interconnectivity between uses
- Poor design characteristics



Commercial Center: The Commercial Center is based on applying the attributes of a traditional downtown to a new site that is smaller in scale. The characteristics of a Commercial Center include:

- Pedestrian and automobile friendly
- Few curb cuts or limited access
- Buildings built to a pedestrian scale
- Building closer to the road
- Interconnectivity between uses and shared parking
- Mixed use (i.e. commercial, office, multi-family residential)
- High quality design characteristic

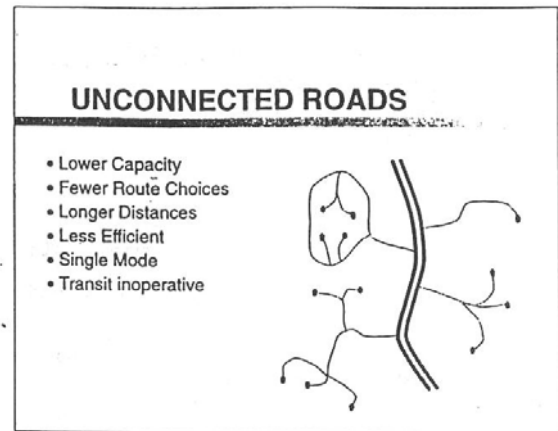


The Pilot Mountain Land Use Plan endorses the principles of Commercial Centers as a viable alternative to the current pattern of Strip Development.

UNCONNECTED ROADS vs. ROAD NETWORK

Unconnected Roads: Proliferation of cul-de-sac subdivisions will result in a transportation network that limits the number of ways through town. In addition to the residential subdivision, commercial development has also been guilty of providing no connectivity between uses. The characteristics of Unconnected Roads include:

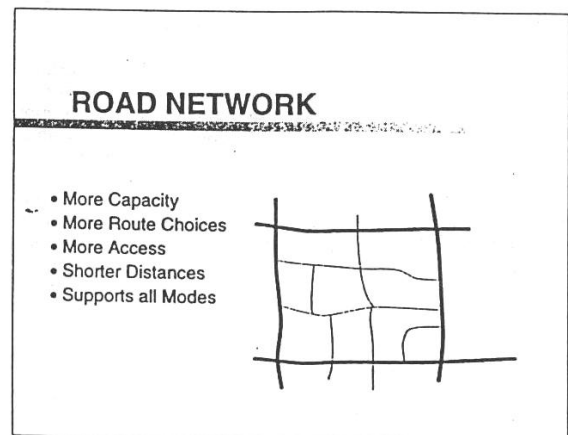
- Lower capacity
- Fewer route choices
- Longer driving distances
- Less efficiency
- Single mode of transportation



Source: Mocksville Policy Guide

Road Network: A transportation system based on a Road Network will help aid in the avoidance of traffic congestion that may otherwise result on some of Town's major thoroughfares. Increasing the number of choices will help to disperse traffic throughout the Town. The utilization of a Road Network will result in:

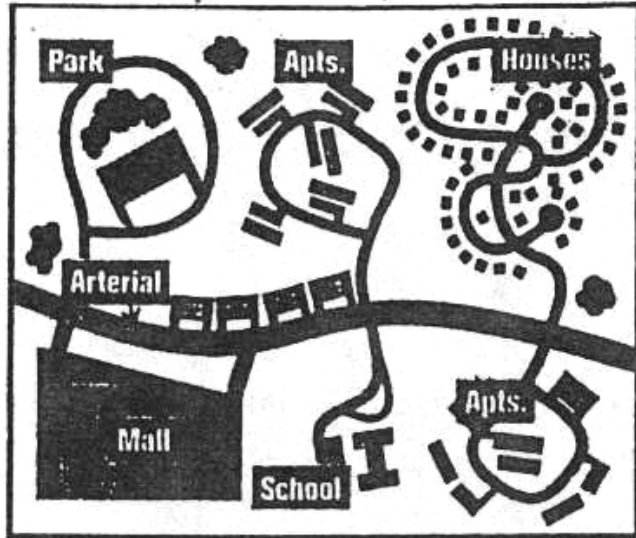
- More capacity
- More route choices
- More access
- Shorter distances
- Support for all modes of transportation



The Pilot Mountain Land Use Plan supports the use of Road Networks within new residential and commercial areas to provide Pilot Mountain with more transportation options throughout the Town. The Road Network can be incorporated into new subdivisions, new commercial centers and even office parks.

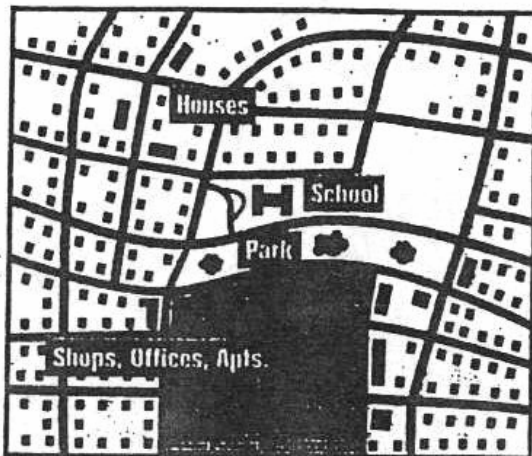
SEPARATION OF USES vs. MIXED USE

Separation of Uses: The standard zoning ordinance has created a situation in which all uses must be segregated from one another. This has the potential to result in the destruction of lively neighborhoods that may include a neighborhood store for example. Also this outmoded form of development may result in the removal of residences from the Central Business District (or Downtown). While some uses need to be separated from one another, many others would work well together if designed properly. For example, the construction of five three-story multi-family apartment buildings in the middle of a single-family residential district may not be appropriate. However, a multi-family townhouse development that is designed to compliment the surrounding neighborhood, could work well. In Pilot Mountain the Separation of Uses has resulted in the creation of “pods” of development. The diagram highlights the current problem with separation of uses: all traffic must get out onto the main road to go anywhere.



However, a multi-family townhouse development that is designed to compliment the surrounding neighborhood, could work well. In Pilot Mountain the Separation of Uses has resulted in the creation of “pods” of development. The diagram highlights the current problem with separation of uses: all traffic must get out onto the main road to go anywhere.

Mixed Use: The concept of Mixed Use goes back to the time before zoning when many uses were found in a neighborhood. The historic part of Pilot Mountain near the downtown has many examples of commercial, multi-family and single-family uses



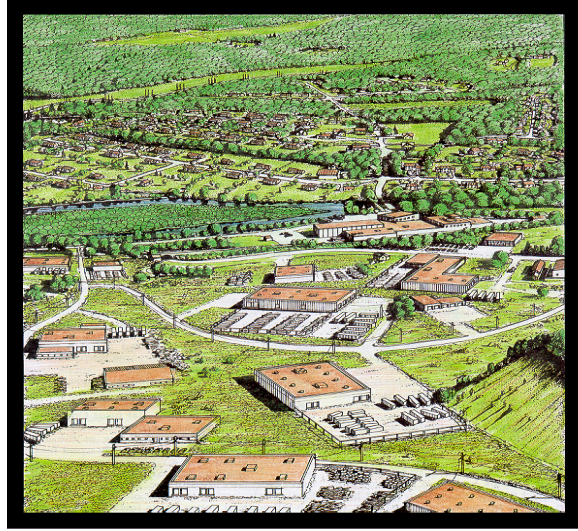
working together within the same area. By encouraging a mix of uses a town can decrease traffic, allow people opportunities to walk to work or the store, and promote commercial development that has a residential market built into the development. The Central Business District is an excellent development model of mixed-use development that intertwines offices, retail establishments, and residences to serve multiple needs.

The Pilot Mountain Land Use Plan encourages mixed-use developments especially within and around the central part of the town.

CONVENTIONAL DEVELOPMENT vs. OPEN SPACE DEVELOPMENT

Conventional Development:

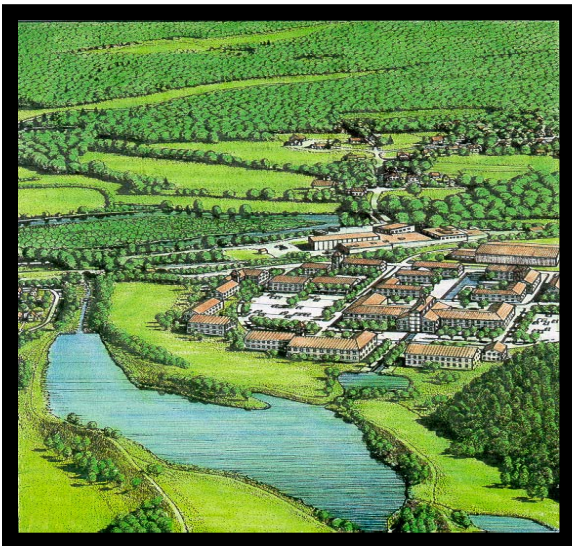
Conventional Development maximizes the number of lots or retail space that can be created out of any piece of land. This method of development pays little attention to environmental factors, small town atmosphere, neighborhood design or open space. The goal of conventional development is to place as many houses or businesses on the site as allowed under the current zoning ordinance. As a result land that could be preserved due to environmental conditions or topography gets turned into a backyard or graded for parking.



*Illustrations from **Rural By Design**, Randall Arendt*

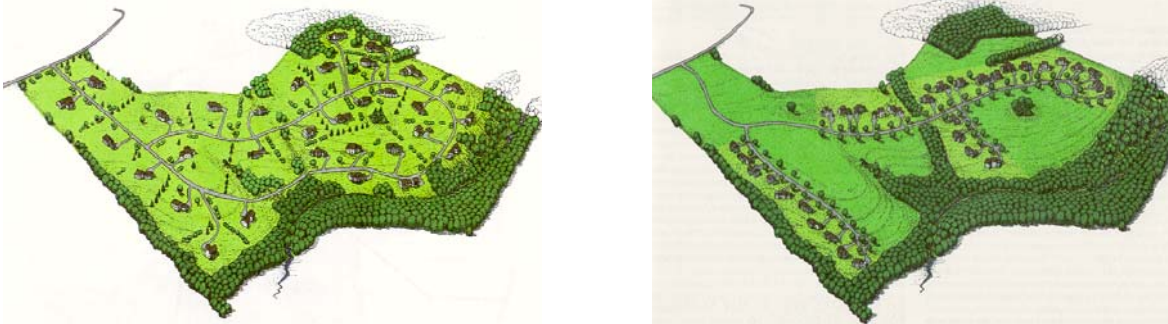
In addition, this type of development places a greater burden upon the Town because it does not provide recreational space for the residents and results in overcrowding at parks and other recreational facilities. In many communities conventional business development is often aesthetically unpleasing, results in increased runoff to other properties, and increases traffic. Also, the unique and valuable scenic qualities found in Pilot Mountain could be adversely impacted by conventional development as it steadily consumes the landscape.

Open Space Development: Open Space Development looks to provide a designated area as open space within the development. This land is permanently protected from



development and can be used by the neighborhood as a recreation amenity. The developer that chooses to develop in this manner can still build the same number of units, but on smaller lots and with less infrastructure to construct as a result of clustering the development. By encouraging Open Space Development the Town can increase the recreational opportunities for its residents, decrease the amount of infrastructure that needs to be maintained, and increase the attractiveness of the overall community.

Conventional vs. Open Space Subdivision Development



The Pilot Mountain Land Use Plan supports utilizations of open space development in order to maintain Pilot Mountain's small town atmosphere, encourage efficiency in the delivery of services and protect environmentally sensitive areas and the surrounding rural landscape.

GROWTH STRATEGY

OVERVIEW

For any plan to be effective it is important that the plan have an overall direction or objective. For the Pilot Mountain Land Use Plan the overall objective is...

“To improve the quality of life of the citizens of Pilot Mountain by encouraging responsible growth management decisions, protecting the small town character, developing an attractive community, preserving and improving historical assets and insuring a healthy local economy”

(Pilot Mountain Land Use Plan Mission Statement)

The policies and the Land Use Plan Map set forth in the Plan communicate a growth strategy for Pilot Mountain. In general terms, the Pilot Mountain 2015 Land Use Plan...

- Encourages new economic development when such development will enhance the quality of life of the existing residents.
- Seeks to maintain Pilot Mountain’s small town atmosphere through revitalization of the downtown and surrounding neighborhoods.
- Establishes environmental quality as a priority in public and private development decisions.
- Seeks to ensure a safe and efficient thoroughfare system.
- Supports cost efficient, high quality public services (water/sewer, police/fire, etc.)
- Calls for improved planning coordination among local governments, developers, and the public in making growth and development decisions.
- Seeks to promote community appearance as an important economic and quality of life indicator.
- Supports the identification of important architectural and historic resources and encourages their active uses.
- Encourage conversion and development of higher density residential development around the downtown and other central activity areas.
- Seeks to establish a pattern of quality development that is attractive, strengthens the tax base, and sets Pilot Mountain apart from other communities.

The above statements serve to highlight some of the broadest and most significant policies contained in the Land Use Plan. The reader is encouraged to consult the full text of the plan, however, to determine specific policy positions of the Town of Pilot Mountain.

SPECIFIC POLICIES

1. RESIDENTIAL DEVELOPMENT

Goal: Improve the quality of Pilot Mountain’s residential neighborhoods in order to promote the best interest of the residents and community as a whole.

Objectives:

- O-1.a Encourage well-planned, quality residential subdivisions.
- O-1.b Protect the integrity of established neighborhoods.
- O-1.c Discourage sprawl.
- O-1.d Protect the small town atmosphere by encouraging pedestrian friendly neighborhoods.
- O-1.e Encourage high quality affordable and moderate-income housing.

Strategies:

- Develop a Sidewalk Plan to provide for maintenance of existing sidewalks and construction of new sidewalks.
- Explore adding provisions to the *Subdivision Ordinance* that would require sidewalks in new developments.
- Explore adding provisions to the *Subdivision Ordinance* that would encourage open space development for new subdivisions.
- Update the *Zoning Ordinance* and add design criteria to help create and maintain strong and vibrant neighborhoods.
- Support *Minimum Housing Code* (and other nuisance code) enforcement targeted in areas with concentrations of deteriorated dwellings.
- Continue to reinvest in the infrastructure of the Town’s older neighborhoods, including but not limited to sidewalks, street maintenance, water and sewer lines and drainage.
- Require reverse frontage access for all subdivision lots that abut major thoroughfares when practical.
- Identify areas in town that are most appropriate for high-density housing.
- Encourage all new major subdivisions to be connected to Town utilities.
- Require design standards for multi-family development.
- Revise Zoning and Subdivision Ordinances to encourage connectivity of streets in new and existing development.
- Encourage residential development to be connected with recreation, parks, greenways and other recreation amenities.

2. COMMERCIAL DEVELOPMENT

Goal: Provide a healthy environment for commercial development that is convenient and attractive.

Objectives:

- O-2.a Continue to recognize that urban sprawl and traditional strip development takes away from the unique and highly valued small town character of Pilot Mountain.
- O-2.b Encourage high quality development by improving the appearance of commercial areas.
- O-2.c Reduce factors that cause traffic congestion.
- O-2.d Encourage commercial development that is pedestrian friendly.
- O-2.e Encourage commercial development that is accessible to residential areas.
- O-2.f Reduce negative impacts that commercial development may present to residential areas.
- O-2.g Continue to encourage small business development in Town.
- O-2.h Identify areas that are appropriate for mixed-use development.

Strategies:

- Encourage deepening of commercial development rather than allowing strip development patterns along major thoroughfares.
- When possible, limit access to major commercial development by reducing allowed curb cuts, requiring common access points and/or requiring shared driveways.
- Work with NC DOT to plan for development of divided medians on major thoroughfares as a means to discourage strip development and increase traffic safety.
- Revise the *Zoning Ordinance* to include straightforward signage guidelines that are attractive, benefit businesses and reflect Pilot Mountain's small town character.
- Revise the *Zoning Ordinance* to include development standards to ensure higher quality development.
- Prohibit erection of new billboards within the Town's planning jurisdiction.
- Revise the *Zoning Ordinance* to require landscaping and buffering in new commercial developments.

3. BUSINESS AND INDUSTRIAL DEVELOPMENT

Goal: Continue to provide a good environment for a broad range of industrial and business uses that build on the area economy and strengthens the community's overall quality of life.

Objectives:

- O-3.a Encourage a diverse mix on industries and businesses.
- O-3.b Encourage location of industrial development in designated areas.
- O-3.c Protect designated industrial areas and existing industrial sites from incompatible land uses.
- O-3.d Seek a balance between the benefits of economic development and the possible negative impacts that certain types of industry might have on the environment and overall quality of life of the residents.
- O-3.e Encourage adaptive re-use of former manufacturing and /or warehousing buildings and sites.

Strategies:

- Continue to promote Pilot Mountain's exceptional quality of life and natural resources to recruit new business and industry.
- Identify areas most suitable for industrial development.
- Explore "best practices" to successfully recruit high tech industry.
- Revise *Zoning Ordinance* to develop heavy and light industrial districts.
- Utilize site planning that encourages well-planned, quality industrial development.

4. NATURAL RESOURCES AND RECREATION

Goal: Protect and enhance Pilot Mountain's Natural Resources and Recreation Areas.

Objectives:

- O-4.a Protect environmentally sensitive areas.
- O-4.b Protect the Town's drinking water supply.
- O-4.c Continue to recognize that Pilot Mountain's natural resources and scenic beauty are integral to the success of tourism and other economic development efforts.
- O-4.d Maintain and expand Open Space areas throughout town.

Strategies:

- Develop a Parks and Recreation Plan that includes provisions for permanent open space greenways for recreational purposes and for parks, schools, and residential development that can be linked together by a trail system.
- Explore programs that would encourage the provision of adequate open space and recreation areas in new residential development.
- Continue to plan and work collaboratively with Pilot Mountain State Park.

5. CENTRAL BUSINESS

Goal: Improve the economic, social and cultural vitality in Downtown Pilot Mountain.

Objectives:

- 5-1.a The Town should make downtown a priority for continued public improvements.
- 5-1.b Encourage investment in new and expanded small businesses and services in the Downtown.
- 5-1.c Maintain and improve the historic character and architectural integrity of the downtown.
- 5-1.d Encourage residential development in the downtown.
- 5-1.e Encourage the rehabilitation of buildings and structures in the downtown.
- 5-1.f Encourage a pedestrian friendly atmosphere for downtown.

Strategies:

- Revise and update the *Zoning Ordinance* to develop downtown design guidelines to protect the character of downtown and encourage an environment of high quality development.
- Ensure that infill development is complementary to existing development and builds upon the character of the downtown.
- Encourage residential living in the downtown, especially in upper floors of buildings.
- Update if necessary and adopt the *Pilot Mountain Downtown Plan*.
- Explore development of a façade grant program to encourage reinvestment in downtown buildings.
- Explore historic designation in the downtown and other approaches to providing incentives for reinvestment by property owners and developers.
- Explore formation of a task force between the Town and downtown business owners to collaboratively plan for downtown revitalization efforts.

6. HISTORIC AREAS

Goal: Protect and maintain Pilot Mountain's historic areas.

Objectives:

- O-6.a Protect and encourage reinvestment in historic neighborhoods.
- O-6.b Explore opportunities for promotion and identification of historic resources.
- O-6.c Encourage reinvestment in downtown historic structures
- O-6.d Ensure that development is compatible in historic areas or near historic structures.

Strategies:

- Utilize historic designation to protect and stabilize historic neighborhoods and other areas where historic structures are concentrated.
- Explore formation of local historic districts.
- Identify historic resources in Town.
- Explore “best practices” to encourage historic preservation.

7. TRANSPORTATION

Goal: Insure that roadways are efficient, convenient and safe.

Objectives:

- O-7.a Improve traffic circulation in and out of commercial areas.
- O-7.b Continue to work with Regional Planning Organization to prioritize local and regional thoroughfare improvements.
- O-7.c Ensure safety and usefulness of area thoroughfares by encouraging common access points and discouraging frequent driveway cuts.
- O-7.d Encourage more bikeways and pedestrian ways as a means of providing additional recreation opportunities and alternatives to automotive travel.
- O-7.e Work with NCDOT to develop a streetscape plan for the purpose of beautifying and ensuring the safety of Highway 268 (Key Street) between Hwy 52 and downtown.
- O-7.f Balance positive impacts of new development with possible negative impacts of increased traffic congestion.

Strategies:

- Develop a Town thoroughfare plan to determine future roadway needs.
- When possible, limit access to major commercial development by reducing allowed curb cuts, requiring common access points and/or requiring shared driveways.
- Work with NCDOT to plan for development of divided medians on major thoroughfares as a means to discourage strip development, increase traffic safety and promoting small town character.
- Amend the *Zoning Ordinance* to avoid future traffic problems and include access-planning provisions.

8. COMMUNITY APPEARANCE

Goal: Promote community appearance as a primary indicator of Pilot Mountain's unique small town character and rich quality of life.

Objectives:

- O-8.a Design of commercial and residential development should reflect the small town character of Pilot Mountain and help to create a high quality business image.
- O-8.b Continue to recognize that Pilot Mountain's image is largely reflected in the attractiveness of its business and residential development.
- O-8.c Continue to recognize the importance of attractive entrances into town as a major indicator of community image.
- O-8.d Continue to recognize that a focal point of Pilot Mountain's community image is found in the appearance of its downtown.
- O-8.e Encourage attractive landscaping, signage, design and other visual improvements to new and existing development.
- O-8.f Ensure that public areas, sidewalks, right-of-ways, etc. are attractive and well maintained.
- O-8.g Protect property values by encouraging attractive neighborhoods.

Strategies:

- Revise the Zoning Ordinance to ensure attractive community appearance (attractive signage, building design, placement, orientation, etc.).
- Revise the Zoning Ordinance to ensure that infill development, particularly in the downtown is in harmony with surrounding structures and the overall character of the particular area.
- Explore opportunities to improve signage and landscaping at entrances into Town.
- Explore formation of a Community Appearance Board to look into opportunities to improve the appearance of Pilot Mountain.
- Explore ways to protect scenic views.
- Explore procurement of an Urban Forestry Grant (sponsored by the NC Forestry Service) to help fund initiatives related to tree planting programs, tree preservation, civic education, etc.
- Explore adding lighting provisions to the *Zoning Ordinance* that would protect the quality of life in residential areas and improve traffic safety.

9. WATER AND SEWER SERVICES

Goal: Ensure that water and sewer services are delivered in a safe, efficient and effective manner that benefits the residents of Pilot Mountain.

Objectives:

- O-9.a Ensure economic feasibility of water and sewer systems.
- O-9.b Set clear policies for water and sewer extension.
- O-9.c Continue to recognize that policies addressing extension of water and sewer lines can serve as a critical growth management tool.

Strategies:

- The Town should develop a comprehensive master plan to address maintenance, extension policies and future expansion of water and sewer systems and explore relationship to extending Town limits.
- The Town should discourage major extensions of water and sewer services that could result in scattered, inefficient development and the costly provision of other services.
- Development shall be encouraged in areas where water and sewer service currently exists.
- Water and sewer services should generally not be extended into areas that would encourage inappropriate development in environmentally sensitive areas.

LAND USE PLAN MAP/GROWTH STRATEGY MAP

The Land Use Plan Map/Growth Strategy Map for the Town of Pilot Mountain depicts generalized land use patterns for the Town and surrounding areas to the year 2015. Like all growth strategy maps, it is general in nature and should be used only as a guide by decision-makers in making future land use decisions. No attempt has been made to identify land use patterns on a lot-by-lot basis. Rather, land use decisions should be made using the map as a guide together with the goals, objectives, and strategies contained in this plan.

The Growth Strategy Map is broken up into nine land use classifications. What follows is a description of each of these classifications.

Land Use Categories

Conservation/Open Space Residential – These areas are primarily located outside of the town’s corporate limits, but within the town’s water supply watershed and public utilities are generally not provided. Intense subdivision development is not recommended in these areas due to the lack of infrastructure to support growth, the need to protect the quality of Pilot Mountain’s water supply, and the area’s topography. The overall maximum density ranges from one to two dwelling units per acre depending on the amount of open space provided. Compact residential neighborhoods that set aside significant natural vistas, parkland, and landscape features and other rural heritage features for permanent conservation are encouraged. Development considerations include environmental impacts, urban sprawl, provision of open space and natural features and vistas.

Low Density Residential – These areas are primarily located outside of the town’s corporate limits and public utilities may or may not be provided. Intense subdivision development is not recommended in these areas due to water supply concerns and lack of infrastructure to support growth. The overall maximum density ranges from one to two dwelling units per acre depending on the amount of open space provided. Compact residential neighborhoods that set aside significant natural vistas, parkland, and landscape features and other rural heritage features for permanent conservation are encouraged. Development considerations include environmental impacts, urban sprawl, provision of open space and natural features and vistas, and the availability of adequate infrastructure.

Medium Density Residential – These areas are primarily located within the town’s corporate limits and public utilities are provided. Generally, land classified as medium density has already been developed and contains the majority of the older neighborhoods in Pilot Mountain. Development considerations include environmental impacts, impacts on and compatibility with adjoining properties and surrounding neighborhoods and the availability of adequate infrastructure.

High Density Residential – These areas are located within the town’s corporate limits and include existing multi-family developments, attached single-family housing as well

as manufactured housing communities. Public utilities are available and an extensive road network already exists. These areas are intended to provide for residential infill development with a wide range of housing types surrounding the central business area. Low intensity business uses located in mixed-use buildings are also appropriate if designed and constructed at a residential scale. Development considerations include the compatibility of infill development with existing building patterns and neighborhoods.

Mixed Use – These areas are located within the town’s corporate limits and may be either new development that includes a mix of housing and commercial uses or may be an area that includes a mixture of older retail uses, older residences that have been converted for use as offices, and residential uses. Development considerations include the compatibility of the different uses within the project and also with the surrounding neighborhoods and existing development as well as the availability of adequate infrastructure.

Central Business – This area encompasses Pilot Mountain’s “downtown” and contains a variety of office, retail uses and general services. Central to the success of downtown is its unique architectural features, historic integrity, attached buildings, pedestrian atmosphere, and symbiotic uses. Development considerations include design and use compatibility with the historic, urban framework.

General Commercial – These areas are generally located along major thoroughfares that contain a wide array of commercial uses. Typical retail uses include shopping centers, restaurants, and convenience stores. Other heavier uses may include mini-warehouses and automobile sales lots. Development considerations include traffic, compatibility with abutting residential areas, the appearance of new and existing development as well as the availability of adequate infrastructure.

Industrial – These areas are intended to accommodate traditional industrial uses on individual tracts of land or on land located within coordinated industrial parks. Such uses may constitute health or safety hazards, have greater than average impacts on the environment, or diminish the use and enjoyment of nearby property by generation of noise, smoke, fumes, odors, glare, vibration, industrial vehicle traffic, or similar nuisances. Development considerations include access to adequate highways, water and sewer capacity and minimizing impacts to adjoining uses.

Parks, Recreation, & Conservation Areas – These are areas where parks, recreation areas, greenways, or conservation areas either exist or have been identified as possibilities in the future. Development considerations include the desirability of the land for recreation or conservation use, how the property fits into the future recreation plans of the town or county, and the environmental impacts of developing the land.

IMPLEMENTATION TOOLS

LAND USE PLAN

How to Use the Land Use Plan: Growth Strategies, Policies and Growth Map

To aid in the effective use of the Land Use Plan, the following examples, illustrate how different users can employ the policies, and growth map in evaluating a rezoning request:

As Used by the Developer

The developer or property owner can petition for a rezoning request that is consistent with Town policy, thereby increasing the chances for rezoning approval, and minimizing guess work and time wasted.

As Used by the Town Staff

The Town of Pilot Mountain staff reviews zoning petitions, recommends that the petition be approved or denied, and prepares a written zoning report for the Planning Board. In making their decision and writing the report, the staff reviews relevant planning documents, including plans adopted by the Town. Using the adopted policies in this plan will facilitate the Town staff's review of the rezoning request. The staff will be able to point out those policies that support the rezoning, and those that are in conflict with the rezoning, thereby shaping the overall staff recommendation.

As Used by the Town Planning Board

Prior to the regular meeting, each Planning Board member can make his or her own determination as to the consistency of the proposed rezoning with the Town's adopted growth strategies and future development policies. As always, the Planning Board should take into account the recommendations of the Plan, but may choose to give different weight to different policies.

As Used by the General Public

Residents of the Town can and should reference specific policy statements when speaking in favor of or in opposition to a rezoning request.

As Used by the Town Board of Commissioners

In its legislative authority to rezone property, the Town Board has the final word as to whether the rezoning request is consistent with the various plans and ordinances that affect the property in question. As customary, the Board should take into account and weigh the interpretation of policy as employed by the property owner, the Pilot Mountain Planning Board, staff, and the general public. Over time, a track record of policy interpretation forms a consistent foundation for decision-making.

APPENDIX

Community Visioning Meeting

As part of the Planning Board's efforts to develop a land use plan and update the town's land use ordinances, on September 26, 2004 a public forum was held at the Armfield Civic and Recreation Center in Pilot Mountain. The purpose of the meeting was to gather public input on future land use and development issues facing Pilot Mountain. The meeting was well attended with over 20 citizens providing input into the process. In addition to a solid core of interested citizens, members of the town board of commissioners and planning board attended along with several town employees and members of the media.

Also, a special thanks is extended to Civic Center staff, Vonda Martin and Gary Hoosier for assistance in setting up the meeting space and for their hospitality.

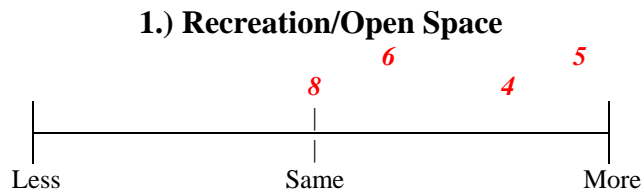
RESULTS

Less Or More Questions

Each participant was asked to respond to the following questions by placing a sticky dot at the location along the less or more continuum that reflected their feelings about the following land use issues in Pilot Mountain.

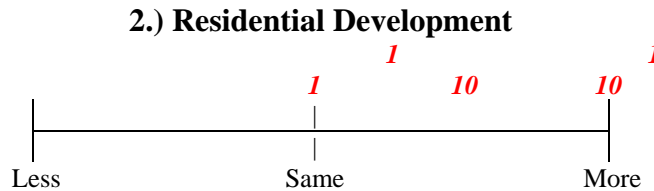
RECREATION AND OPEN SPACE

8 people indicated that they would like to see the same amount of recreation and open space in Pilot Mountain in the future while 15 agreed they would like to see more recreation and open space.



RESIDENTIAL DEVELOPMENT

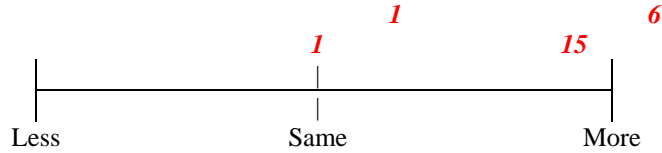
1 person voted for the same amount of residential development while 22 people indicated they would like to see more of this type of development in the future.



COMMERCIAL AND RETAIL DEVELOPMENT

1 person indicated they would like to see the same amount of commercial and retail development in the future while a large majority indicated they would like to see considerably more of this type of development.

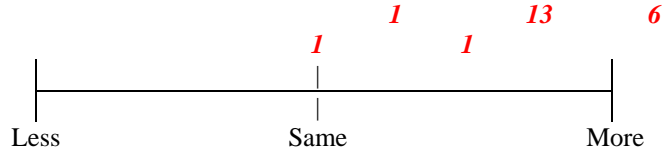
3.) Commercial/Retail



SIDEWALKS

1 person responded that they would like to see the same amount of sidewalks in Pilot Mountain while a large number indicated they would like to see considerably more sidewalks in the future.

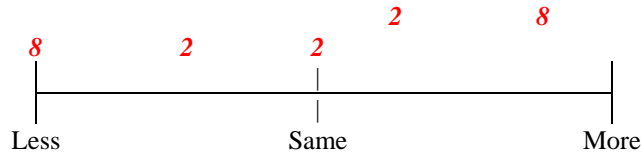
4.) Sidewalks



AFFORDABLE HOUSING

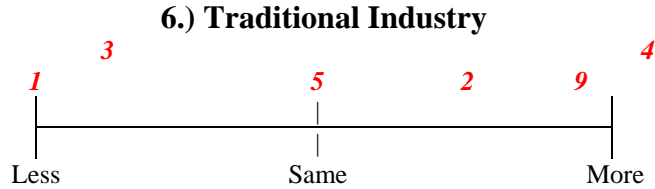
The group was divided on the question of more or less affordable housing. 10 people indicated they would like to see less while 10 said they would like more. 2 people indicated they would like the same amount of affordable housing in the future. This disparity may be partly explained by the fact that the term affordable housing carries a variety of meanings some positive and some negative. It may be wise to discuss this issue in greater detail to determine specifically what type(s) of affordable housing is desired in Pilot Mountain in the future.

5.) Affordable Housing



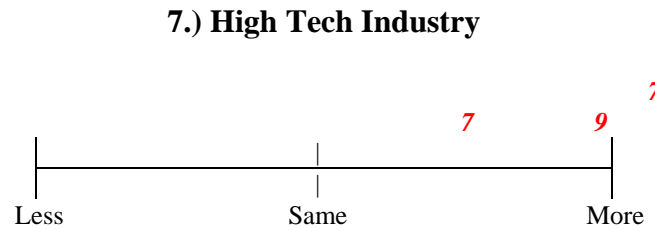
TRADITIONAL INDUSTRY

Votes for more or less traditional industry were scattered along various parts of the continuum. This variation in opinion may be the result of the loss of manufacturing employers over the last several years and questions about the long-term viability of traditional industry.



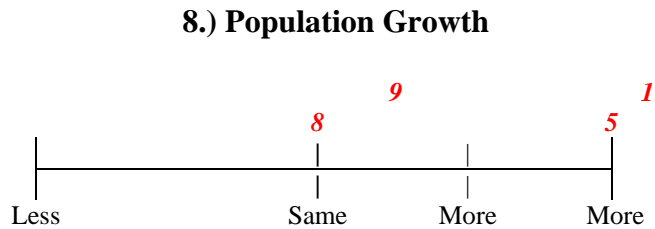
HIGH TECH INDUSTRY

The overwhelming majority of respondents favored much more high tech industry in the future. As the Piedmont Triad Region continues to diversify and transition into the *new economy*, opportunities to attract high tech oriented businesses to towns like Pilot Mountain will likely increase.



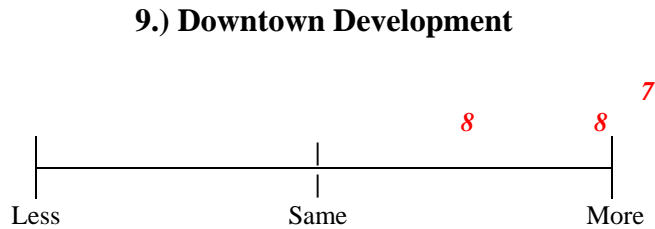
POPULATION GROWTH

Most respondents favored a degree of slightly more growth in population in the future.



DOWNTOWN DEVELOPMENT

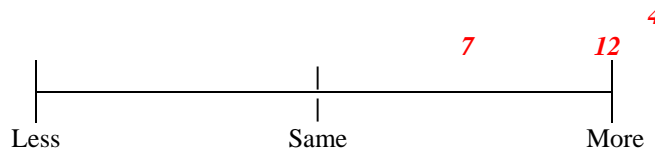
All respondents agreed that they would like to see more downtown development.



SMALL BUSINESS

All respondents agreed that they would like to see more small business development in the future.

10.) Small Businesses



Two Most Important Issues

The 23 people who participated in the information-gathering segment of the meeting were asked to choose what they considered to be the 2 most important issues facing Pilot Mountain over the next 20 years? The most votes an item could have received would be 23 since each person who participated was given 2 dots and asked to choose the two most important issues.

Issues Facing the Community	Number of Votes	Percentage out of 23 possible votes
Tourism	8	35%
Commercial Development/ Retail Stores	5	22%
Community Appearance	4	17%
Education	4	17%
Environment	4	17%
Historic Preservation	4	17%
Public Service (water, sewer	4	17%
Transportation/Streets	4	17%
Downtown Development	3	13%
Industrial Development	2	9%
Recreation	2	9%
Well Managed Growth	1	4%
Technology (Internet)	1	4%
Open Space Preservation	0	0%

Desired Future

Each participant was asked to think about the future you desire for Pilot Mountain and write down the aspects that make up this future. After each person finished writing down the aspects of their desired future for Pilot Mountain, the answers were transferred by a recorder to large sheets of paper that were taped to the walls around the room. Then, each person was given 2 dots to place beside what they considered to be the best two answers.

Aspects of Desired Future	Number of Votes
ABC Store & Liquor by the Drink – To Bring in Retail	3
Good Paying Jobs	3
More Small Businesses	3
Active Adult Retirement Community	2
Advocate County-Wide Water/Sewer Authority	2
Become a College Town	2
More Sidewalks in the African American Community	2
Stronger Appearance Ordinances	2
Visitors Tourism Center	2
Bedroom Community with Support Services	1
Chamber of Commerce	1
Cheaper Water/Sewer Rates - Infrastructure Development	1
Cleaner Downtown	1
Community Support for Businesses	1
Completion of the Old High School - Art & Music Center	1
Development of more High Tech Jobs and Tourism	1
Less Garbage in Yards & Streets	1
Less Uninhabitable Houses	1
Market Our Town to Encourage Visitor's	1
More Improved Sidewalks and Roads	1
More Involvement in Habitat For Humanity	1
More Support for What is Here Now	1
Parking in Downtown - Making People Aware of Parking	1
Promote Our Town & Our Mountain	1
Renovate & Improve Current Downtown Buildings	1
Restaurants	1
Revitalize Downtown with Historic Preservation in Mind	1
Underground Power Lines	1
Access to Good Health Care	0
Advocate For County-Wide Tourism Authority	0
Avoid Traffic Problems (i.e.. Kernersville)	0
Balance Between Young & Old Population	0
Beautify Downtown Area	0
Business Owners Parking off Main Street	0
Co-op Advertising Among Businesses	0
Community Access to High School at Night	0
Dry Cleaners	0

Elementary School in Town Limits	0
Entertainment Venues	0
Enforced Sign Ordinance	0
Enhanced Schools	0
Fiddler's Convention	0
Higher Education Facilities	0
Incubator Site for Small Businesses	0
Less Empty Buildings	0
Liquor by the Drink.	0
Maintain Safe Community	0
More Community Involvement	0
More Cooperation with County Government	0
More Housing	0
More Enforcement of Littering Ordinance	0
More Non-Athletic Programs in the Community	0
More Recreation	0
More Restrictive Building Standards	0
More Sawbriars (Music)	0
More Signage at Key Streets & I-74	0
More Traffic Control	0
Movie Theatre	0
Product Development Workforce	0
Retirement Community to Maintain Down-home Atmosphere	0
Stable Utility Rates	0
Stricter Town Ordinances for Beautification	0
Strong Relationship with County/State/Federal Governments	0
Strong and Uniform Building Codes	0
Soccer Fields	0
Traffic Circles	0
Quarterly Events Downtown	0
Utilize Publicity to Attract Tourism	0
Walkable Community	0

Unwanted Future

Each participant was asked to think about the future you do not want for Pilot Mountain and write down the aspects that make up this *unwanted* future. The process followed for the desired future was repeated for the unwanted future.

Aspects of Unwanted Future	Number of Votes
Crime	9
No Junk Yards	6
No ABC Store	4
Uncontrolled traffic	4
Adult businesses	3
No Truck Stops	3

Less Small Town Atmosphere	3
Pollution	3
Lack of concern for low income families	1
Lop sided real estate market - balanced community	1
Lose home Town atmosphere	1
No grass in sidewalks	1
Town that does not work with developers	1
Abandoned houses and buildings (homelessness)	0
Less agriculture zoning near residential areas	0
Less temporary classroom trailers	0
Lopsided government that deals only with select issues	0
No Smoking Restaurants	0
Trinket Stores	0

Favorite Parts of Town

Each person in attendances responded to the following questions.

What is your favorite place to walk in Pilot Mountain?

- Main Street (between Lynchburg Road and Carson Street)
- North Academy Street
- Civic Center

What is your favorite road in Pilot Mountain?

- Main Street
- W 52 Bypass (near Civic Center)
- Carson Street
- Academy Street
- N. Key Street
- Dodson Mill Road
- US 52
- Foothills Drive
- Club House Drive
- Golf Course Road

What is your least favorite road in Pilot Mountain?

- South Key Street (between US 52 and Downtown)
- Academy Street
- Grassy Knob Road
- W 52 Bypass intersection Main Street

What is you favorite place in Pilot Mountain

- Needs to be identified on map

What is your least favorite place in Pilot Mountain?

- Needs to be identified on map

Where do you live?

- Wide variety of locations throughout Pilot Mountain area.

CONCLUSIONS

The Public Input Forum was a success and offered citizens of Pilot Mountain an opportunity to voice their concerns about the future of their town. Also, information gathered will serve as a key building block to be used in development of a land use plan.

The people who participated in the forum live in various parts of Pilot Mountain and represented a variety of backgrounds and interests. The participants were actively engaged in the discussions about the future of their community and provided a wealth of information on their values and concerns related to Pilot Mountain. Ultimately, the information offered by the participants will serve as a very important piece of the puzzle that when completed will present a clear vision for the future growth and development of Pilot Mountain.

**Town of Pilot Mountain Community Land Use Plan Review
July 26, 2005**

As part of the Town’s continuing efforts to involve the community in updating the town’s land use plan and update the town’s land use ordinances, on July 26, 2005 a community review of the draft land use plan was held at the Armfield Civic and Recreation Center in Pilot Mountain. The purpose of the meeting was to provide a follow-up to the Public-Input Forum held in September and to gather public input on the draft land use plan. The results of the meeting are shown below.

1) Do you agree with the Draft Land Use Plan as it has been presented at this meeting?

Yes = 4 No = 0 Don’t Know/Not Sure = 1

Comments: 1. Perceived Inaccuracies in boundaries.

2) After reviewing the draft future Land Use Map, do you notice any areas of concern that need to be addressed?

Yes = 3 No = 2 Don’t Know/Not Sure = 0

Comments: 1. Perceived Inaccuracies in boundaries.
2. Show the Public Spaces – Schools, Cemeteries
3. Need for Institutional for schools

3) After reviewing the draft Land Use Plan, do you notice any areas of concern that need to be addressed?

Yes = 0

No = 2

Don't Know/Not Sure = 3

Comments: Has enough emphasis been placed on Pilot Mountain “ As a Bedroom Community” and as a “Regional Trade Area”

4) Additional Comments:

1. Revise the town's zoning ordinance to meet current development pressures.
2. Downtown Historic District with design, signs façade, and lighting guidelines.
3. Conservation subdivision design in areas around Pilot Mountain State Park.
4. Sidewalk policy and master plan.
5. Design, signs, façade and lighting revisions along Key Street (NC268) to the interchange.
6. Redesign the “NC 268-bypass “ to bypass recent development within the current planned tourism.
7. Thank you for taking the time out of your busy schedule to allow residents to voice their input.