



# Town of Waynesville

AGENDA  
SPECIAL MEETING  
PLANNING BOARD  
TOWN OF WAYNESVILLE  
TOWN HALL – 9 SOUTH MAIN STREET  
JANUARY 17, 2012  
TUESDAY – 5:30 PM

1. Call to Order
2. Approval of Minutes – December 19, 2011
3. Public Hearing  
Consider amendments to Town of Waynesville Land Development (Zoning Map)  
located at 1441 Russ Avenue: 8616-24-8807, 8616-25-4059, and 8616-25-4398  
(10.61 acres) from Dellwood Residential Medium (D-RM) to Russ Avenue Regional (RA-RC)
4. Public Hearing  
Review and accept public comments concerning the Development of Alternatives for the  
US 23B/South Main Street Corridor
5. Adjournment

REGULAR MEETING  
TOWN OF WAYNESVILLE  
PLANNING BOARD  
DECEMBER 19, 2011  
MONDAY – 5:30 PM  
TOWN HALL

The Planning Board held a regular meeting on Monday December 19, 2011. Members present were Don Stephenson, Marty Prevost, Jim Francis, Gary Sorrells, Ron Reid, and Chairman Patrick McDowell. Also present were Planning Director Paul Benson, and Administrative Assistant Eddie Ward. Chairman McDowell called the meeting to order at 5:30 p.m.

Approval of Minutes of June 20, 2011

Jim Francis moved, seconded by Gary Sorrells to approve the minutes of June 20, 2011 as presented. The motion carried unanimously.

Public Hearing: Consider amendments to Town of Waynesville Land Development (Zoning) Map located at 56 Elysinia Ave: 8605-73-7533 (0.2 acre) from Hazelwood Urban Residential (H-UR) to Hazelwood Business District (H-BD)

Chairman Patrick McDowell asked Paul Benson, Planning Director, to give some background information concerning this request. Mr. Benson stated the property located at 56 Elysinia Avenue is currently owned by Ms. Judy Ferguson and is zoned Hazelwood Urban Residential (H-UR). The Town of Waynesville’s 2020 Land Development Plan clearly shows the west side of Elysinia to be business and the east side to be residential. This residential district does allow a limited amount of commercial use at the intersection of public streets. Mr. Benson feels the guidance of the comprehensive plan should be followed, with no good reason to single out this property for the business district without including other properties on the east side of the street. When asked by board member Gary Sorrells if this is considered “spot zoning”, Mr. Benson said no, but it would not be in compliance with the Comprehensive Land Use Plan. Members of the Board had questions about the tax base being increased. Mr. Benson said in a move to a commercial district there would be a tax base increase.

Chairman McDowell opened the Public Hearing and asked if anyone would like to speak. The first to speak was Attorney Jeff Norris who spoke on behalf of Ms. Ferguson. Mr. Norris stated the property was approximately 1000 square feet and could be used as office space such as a tax office or a gallery. The property has been listed for over a year and all the inquiries have been interested in using the property as commercial, and no interest has been shown in using it as residential.

Mr. Norris explained to the Board this property is on a main thoroughfare which is primarily commercial, causing the residential use value to be diminished on this property. This is the only property that does not have the flexibility of being commercial. There is no consistency in prohibiting a use on one side of the street and not the other. If the request is approved, being a commercial property would add value to the entire street.

The next person to speak was Ms. Lula Ruff, 93 Westwood Circle, Waynesville, NC. She spoke against the rezoning request at 56 Elysinia, stating she did not like the idea of a business being behind her home. She also expressed concerns about enough parking for a business at this location. Ms. Ruff's son stated he is very concerned about his parents being on a fixed income and paying higher taxes in the event the property is rezoned commercial.

Mr. Phil Ferguson, 1552 Mule Stomp Road, Clyde, NC, explained this property was surrounded by businesses and this was the reasoning behind Ms. Ferguson's request. He also addressed the concerns expressed by Ms. Ruff about the parking.

Members of the Planning Board had questions about what would be allowed if the property were rezoned. Mr. Benson sited the differences between the uses. He said it was a full range of commercial use with the exception of heavy industrial.

Chairman McDowell closed the Public Hearing and asked for a motion concerning the property at 56 Elysinia Avenue. Marty Prevost made a motion to deny the amendment to the Town of Waynesville Land Development (Zoning) Map located at 56 Elysinia Avenue 8605-73-7533 (0.2 acre) from Hazelwood Residential (H-UR) to Hazelwood Business District (H-BD).

The motion was seconded by Ron Reid. Jim Francis added a comment that he would like to see the area studied for further rezoning.

The motion passed unanimously. Mr. Benson reminded Ms. Ferguson that the Planning Board's decision could be appealed to the Board of Alderman if she so desired.

Public Hearing: Consider amendments to the Town of Waynesville (Zoning) Map located on Commerce Street, Smathers Street, and Mill Street: 8615-18-4072 (1.4 acres), 8615-18-9472 (5.3 acres), 8615-18-7178 (0.6 acre), 8615-18-7079 (0.2 acre) and 8615-18-6077 (0.3 acre) from Central Business District (CBD) to Commercial Industrial (C).

Chairman McDowell then asked Mr. Benson for background information on the proposed amendment. Mr. Benson explained this request was for two properties owned by Premier Chemicals (Giles Chemicals), 390 Smathers Street, and 102 Commerce Street. The total acreage for the properties is 6.7 acres. Giles Chemicals has approached the Town about adding an additional building for a processing operation to the west side of the existing plant on Commerce Street. Mr. Benson said when the Town adopted the new Land Development Standards (LDS) in April 2011, a new classification system was adopted for permitting industrial uses. All industries were put into one of three classifications. The classifications are Neighborhood, Light, and Heavy Industry and the definitions are found in Chapter 17 of the ordinance. Giles is considered a Heavy Industry because they use, handle, and store toxic materials. He stated the most appropriate use of the property is to go to the Commercial Industrial District because the current use depends on the railroad, and the property is located on a railroad corridor.

Chairman McDowell opened the Public Hearing and asked for any comments. The first person to speak was Mr. Matt Haynes, director of Manufacturing for Giles Chemicals. He spoke in favor of the rezoning and stated the following: Giles Chemicals is seeking to use its property for the purposes that have been in place since 1950. Rather than continue as nonconformity, Giles requests the rezoning of its property to Commercial Industrial (C) for its past, current, and future use. The expansion that is under consideration is a 3000 square foot facility on the back lot, and it would be a “daytime only” operation. He explained the process of taking the powdered raw material and mixing it with water which makes a liquid magnesium hydroxide which poses no hazard risks to the environment. Mr. Haynes said that initially the plant is anticipating three new employee positions to be added to the work force.

Members of the Board asked about additional traffic and parking issues. Mr. Haynes stated that Giles anticipated none. The back lot of the property is where the new building would be located and trucks will be able to drive through, avoiding the issues of backing into the street. The entrance is from Smathers Street just before the bridge. From that entrance trucks can drive all the way through the back lot exiting at the end of Mill Street. This will be a small operation and the capacity will be designed at six thousand tons annually.

The following are additional comments about the rezoning request.

Peggy Roberts  
129 Mill Street  
Waynesville, NC 28786

Ms Roberts read two letters to the Planning Board, one being from Earl Bradley (enclosed). The letters were addressing problems with traffic, parking, noise, and chemical fumes caused by Giles.

Ron Muse  
730 Woodfield  
Waynesville, NC 28786

Mr. Muse owns property across the street from Giles Chemical. He said he has made similar requests to be able to use his property for commercial use and the Town has denied these requests. He feels people are not being treated fairly and preferences are being given to Giles. Also Mr. Muse states he cannot get a definition of what is allowed in a “railroad zone”. Chairman McDowell explained that a “railroad zone” was to be a consideration in the future.

Betty Henderson  
191 Richland Street  
Waynesville, NC 28786

Ms. Henderson stated her family has owned land in the area since the 1940’s. Her property was

rezoned against her wishes and she feels people have not been treated fairly because of rezoning.

Rebecca Franklin  
149 Mill Street  
Waynesville, NC 28786

Ms. Franklin expressed concerns about the noise from the Giles plant.

Sue Rathbone  
63 Quincy Street  
Waynesville, NC 28786

Ms. Rathbone stated there was noise from Giles during the night.

Jim Pierce  
Property Owner – Commerce Street  
Historical Frog Level Association

Mr. Pierce had questions about why a Central Business District property would be rezoned to a Commercial Industrial property when there is no room for expansion on Giles’ land. He also expressed concerns about pedestrians being hurt on Commerce Street because of the truck traffic.

Rose Rich  
Fourth Street  
Waynesville, NC 28786

Ms. Rich stated concerns about the people who live on Commerce Street because of the truck traffic. She had questions about the property values for homeowners who are adjacent to a Commercial Industrial District. She wanted to know why Giles did not look at other areas in Waynesville to expand their business. Ms. Rich also asked if there were any plans in the near future to repave Mill Street.

Patrick Bradshaw  
Civil Designs Concepts

Mr. Bradshaw explained that the Town of Waynesville went through a zoning “overhaul” in 2000 from a traditional R1 – R2 to C1 – C2 type zoning. This type zoning is more by community rather than parcel of land. Until April of 2011 chemical manufacturing was a permitted use within a Central Business District. The Giles Smathers Street project was approved early in 2011 before the zoning amendment took place and did not need a variance. Mr. Bradshaw said there has only been a short period of time that Giles has been a nonconforming use.

Chairman McDowell closed the public hearing and asked for discussion from the Planning Board members. Jim Francis had questions concerning additional traffic with the new production facility. Mr. Haynes said the repackaging phase on Smathers Street has doubled the traffic, and Giles has erected signage with instructions to the truck drivers as to where they stage. Giles is attempting to control the trucks and the noise. Mr. Hayes reiterated that it is Giles desire to be the best neighbor they can be. He also stated the Giles Chemicals has funded over three million dollars per year in payroll to the residents of the Town of Waynesville.

Ron Reid asked Mr. Haynes if there was another location that Giles could utilize and not affect the residents of that area the way the residents of Smathers Street, Commerce Street, and surrounding area have been affected. Mr. Haynes replied that basically Giles is “out of room” and there is no other place for expansion.

Chairman McDowell asked for a motion concerning the request for the amendment to the Town of Waynesville Land Development (Zoning) Map located on Commerce Street, Smathers Street, and Mill Street from Central Business District (CBD) to Commercial Industrial (C.) Ron Reid made a motion to deny the request. There was not a second to the motion, and the motion died.

Jim Francis made a motion to approve the rezoning as recommended by the staff. Gary Sorrells seconded the motion. The motion carried with four ayes (Francis, Stevenson, McDowell and Sorrells) and two nays (Prevost and Reid). Chairman McDowell advised this request would go before the Board of Alderman and another opportunity to express concerns would be heard.

Adjournment

Marty Prevost made a motion to adjourn seconded by Jim Francis. The motion carried unanimously. With no more business the meeting was adjourned at 7:10 pm.

\_\_\_\_\_  
Patrick McDowell  
Chairman

\_\_\_\_\_  
Eddie Ward  
Administrative Assistant

**Paul Benson**

---

**From:** Marc Yops [yops@email.wcu.edu]  
**Sent:** Friday, December 16, 2011 2:09 PM  
**To:** planning@townofwaynesville.org  
**Cc:** marc yops  
**Subject:** Giles Notice of Public Hearing

Paul,  
I am not sure if we will be back in town on Monday, so I am emailing as to our comments regarding Giles request for a proposed rezoning.

The rezoning from Central Business District (CBD) to Commercial Industrial (CI) in the Frog Level area would be even more disruptive than it currently is in regards to Giles Chemical for the following reasons at the existing site:

- Even though Giles has a truck staging area on Church Street, it is not uncommon for several semi-trucks to be parked along Commerce Street blocking the travel lanes where traffic has to drive around them into oncoming traffic.
- There is no regard for those parents who drive past Giles to Waynesville Middle School and holding up traffic while the trucks back into the truck dock. This usually takes several maneuvers just for one semi.
- It is not uncommon for a repair truck to be partially in the street in front of the Large door across from the railroad car area, making traffic having to drive out into oncoming traffic.
- One employee who drives a BMW frequently parks on the sidewalk next to the light pole in the employee parking area next to the office forcing disabled citizens in wheelchairs to either go out into the street to pass or through the parking lot.
- As it is, this basic scenario takes place at the other facility on Smathers/Sulfur Springs Road.

We also object to the expansion across the creek for the following reasons:

- First, we understand it is in a watershed area. This makes for an even bigger environmental disaster to possibly happen.
- From what I can observe, the only entry area to the new facility would be on the curve as you cross over the bridge. With their lack of regard for traffic, what is going to assure that semi-trucks will not be parked in the street on Smathers/Sulfur Springs making it even for hazardous for oncoming traffic.
- This scenario can even be more disastrous because traffic cannot see around the corner forces people to wait, possibly backing up traffic into the railroad track area.
- The only other way I can see to access the site is from Dellwood Road at the sharp corner before crossing the creek at Charlie's Corner. This would be a total traffic disaster. It is hard enough to come off of Chestnut Street or Love Lane onto Dellwood.

Finally,

- Frog Level is a business district that is growing, and the retail shops in the area have invested greatly into attracting visitors to the shops. Changing the zoning to Commercial Industrial would allow someone to put in a noisy machine shop type of business, bringing more commercial truck traffic and congestion to the area.
- In that we live around the corner in a very historic area of Waynesville, we feel it would de-value the property in the related area.

From: Marc Yops  
95 Love Lane  
Waynesville, NC 28786

Earl's Automotive Inc.  
357 Smathers St.  
Waynesville NC 28786

To Paul Benson / Planning Director,

This letter is to discuss the Giles Chemical rezoning in the central business district. We here at Earls Automotive are already experiencing a high volume of tractor trailer traffic that has impacted the Smathers St. and Frog Level area, and especially in front of our business. When this variance was granted, Giles Chemical stated at the hearing, the reason they were to build this warehouse was to get the trucks out of the road. It was stated that if variance was granted the trucks would be on Giles property, and the trucks would not be in the road.

As it currently stands with the use of this new building we have substantially more traffic than we have ever had in the past. Now we have an overload of the trucks parking in the street waiting to pull into the dock. When the docks are full, the excess trucks are not using the truck staging area on Miller St. They are using the road, including ARM trucking drivers and out of town drivers. The model Giles Chemical had demonstrated at the variance hearing; which allowed them to be granted the variance for vehicle use in the front of the building, has not been used or enforced by management. We have trucks blocking our business, using our parking area and driveways, causing dangerous traffic situations, and congesting traffic into Frog Level and the Smathers St. area due to the design of the new building and the location of the docks. It should also be noted that trucks rarely, if ever, are able to pull into the docking bays without using the street; which was also stated at the variance meeting that this would not be the case. It has put a hardship on the truck drivers as well as local traffic. We now have a real life experience that this engineering is flawed with the original design that was intended.

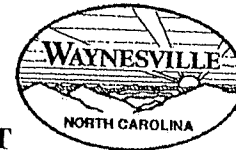
Since the building process has begun, and continued into the opening of the new warehouse, increased truck traffic in our area has had a negative impact on the traffic pattern throughout the Frog Level area. We have video footage of this statement to back up our claim. Because of this increased traffic our clients cannot easily get to our business in a timely manner much of the time. This in turn motivates them not to be as apt to come to our place of business.

Giles Chemical stated in the variance hearing, if their use was allowed based on the criteria of their design; they would manage the trucks in such a way that the aforementioned problems would not have a negative impact on the community. This promise is simply not being carried out in such a way. No signage has been posted to direct the truck traffic to the Miller St. staging area. Signage has not been put in place for "no parking, no stopping, no standing, and no unattended vehicles" on Smathers St. This was a stipulation granted to the residents by the town of Waynesville to keep the trucks out of the road. These signs are not in place as of 12/16/2011.



Based on the performance and neglect of Giles Chemical to enforce the stipulations that were put in place at the variance hearing and our personal experience, Earl's Automotive as a business believes that Giles Chemical has outgrown its current land use in the Frog Level area. It has been to our detriment that we have to put up with this type of industrial/commercial use that is encroaching into residential areas, such as Mill St. and the central business district. Also speaking as a resident of this area, we experience noise pollution 24/7 which disturbs our sleep and this issue should be addressed.

There are cases in the central business district that have asked for variances of like kind and have been denied due to non-allowed uses under the integrity of land use package. The taxpayers in Waynesville paid a considerable amount of money to have this issue studied for the betterment of the area, and this study should not be disregarded. That being said, since their use is evidently not allowed under current zoning, Giles Chemical/Premier Chemicals should find a more suitable location for its intended purpose of industrial/commercial use, such as the land they own at the old tannery and unagusta plant sites. There appears to be more than enough land that they need for their intended purpose and room to grow in the future. So it is to my belief as a taxpayer, resident, and a citizen that their request for I/C zoning should be denied.



TOWN OF WAYNESVILLE PLANNING DEPARTMENT

Application for Land Development Standards Map Amendment

Application is hereby made on Dec. 15<sup>th</sup>, 20 11 to the Town of Waynesville for the following map amendment:

Property owner of record: Barberville Baptist Church, Trustees of said church  
Address/location of property: Pin #8616-25-4059: Russ Avenue; Pin #8616-24-8807: Hwy. 276; Pin #8616-25-4398: 1441 Russ Avenue, Waynesville, NC  
Parcel identification number(s): #8616-25-4059; #8616-24-8807; and #8616-25-4398  
Deed/Plat Book/Page, (attach legal description): See Exhibit "A"  
The property contains 10.61 acres.  
Current district: Dellwood Neighborhood District  
Requested district: Russ Avenue Regional District

The property is best suited for the requested change for the following reason(s), (attach additional sheets if necessary):

The property is next door to property zoned the same as the requested zoning district and is better suited for the uses permitted in the requested district.

Applicant Contact Information

Applicant Name (Printed): John C. Kersten, Esquire  
Mailing Address: Post Office Drawer 1260, Waynesville, NC 28786  
Phone(s): (828) 452-5801  
Email: kersten@kdlawfirm.com

Signature of Property Owner(s) of Record Authorizing Application:

Barberville Baptist Church by John C. Kersten, Esquire  
**Note: Map Amendment Requests require a fee based on the size and number of lots being requested for amendment. The request will be scheduled for the next agenda opening for the Waynesville Planning Board. Please submit application to: Town of Waynesville Planning Department, 9 South Main Street, Waynesville, NC 28786.**

# EXHIBIT "A"

PIN #8616-25-4059

BEGINNING at an iron pipe (found) at the Northwest edge of the pavement for U.S. Highway 276 (Dallwood Road), the Southernmost corner of the Barberville Baptist Church property (Deed Book 267, page 56 and Deed Book 198, page 31), and runs thence with the highway margin, S. 44 deg. 16 min. 39 sec. W. 134.00 feet to a p.k. nail (set), at the intersection of the Northwest margin of Dallwood Road and the Northeast margin of Bradley Street; thence with the margin of Bradley Street, N. 44 deg. 45 min. 58 sec. W. 227.78 feet to an iron pipe, set, in the edge of the pavement, the Southernmost corner of Annie Head property (Deed Book 88, page 184); thence leaving the margin of Bradley Street and running with the Annie Head line, N. 42 deg. 12 min. 25 sec. E. 131.00 feet with a fence line to an iron pin, found, at a fence corner in the line of the Barberville Baptist Church property; thence with the Church fence line, S. 45 deg. 32 min. 46 sec. E. 232.48 feet to the BEGINNING, containing 0.70 acres by DMD, according to the plat of survey by L. Kevin Ensley, R.L.S., dated February 20, 1990, and entitled "Map No. 2, Survey for Sam A. Bradley Heirs".

BEING Tract No. 1 as set forth in the Exhibit A to the Family Settlement Agreement, as appears in that Civil Action filed in the Office of the Clerk of Superior Court of Haywood County, in File No. 90-CvS-53.

PIN #8616-24-8807

BEGINNING, at a point in the southeast margin of U.S. Highway 276, which point is located N. 39 deg. 51 min. 36 sec. W. 19.10 ft. from a concrete right of way monument in the line of Virgil Sizemore et ux. (Deed Book 198, page 357, Haywood County Registry), and running thence with the southeast margin of the highway N. 40 deg. 46 min. 45 sec. E. 340.79 ft. to a found iron pin, which pin is located N. 79 deg. 36 min. 32 sec. E. 122.05 ft. from the eastmost corner of the sanctuary of Barberville Baptist Church and N. 71 deg. 56 min. 02 sec. E. 161.86 ft. from its southmost corner; thence S. 32 deg. 24 min. 31 sec. E. 102.16 ft. to a found iron pin; thence N. 39 deg. 46 min. 56 sec. E. 75.10 to a found iron pin; thence S. 35 deg. 50 min. 24 sec. E. 29.96 ft. to a new iron pin at a locust stake; thence S. 35 deg. 30 min. 41 sec. E. 417.50 ft. to a new iron pin; thence S. 47 deg. W. 323.95 ft. to a found iron pin at the bend of a fence; thence N. 48 deg. 06 min. 48 sec. W. 276.24 ft. to an iron pin; thence N. 39 deg. 51 min. 36 sec. W. 222.92 ft. (passing through the concrete right of way monument at 203.82 ft.) to the BEGINNING, and BEING 4.29 acres, more or less, as per survey and plat of Keith Gibson, R.L.S., dated December 29, 1985, Number 85101-86-16-BBC-8616.

BEING the same property conveyed from Ruth White Leatherwood to Ruth White Leatherwood and husband, Charles Leatherwood, by Deed dated December 31, 1979, recorded in Book 312, page 778, Haywood County Registry, EXCEPTING the property conveyed to Virgil Sizemore et ux. by deed dated March 2, 1963, recorded in Book 198, page 357, Haywood County Registry and the property conveyed to Vester McGaha et ux. by deed dated August 3, 1972, recorded in Book 255, page 294, Haywood County Registry.

PIN #8616-25-4398

BEGINNING on a stake, said stake being N. 39° E. 132 feet from a "stake in new road", the Southeastmost corner of that certain tract or parcel of land described in a deed dated August 20th, 1932, from V. L. Noland and wife to Elmer Head and wife, and runs thence N. 39° E. 120 feet to a stake; thence N. 47° 45' W. 173 feet to a stake; thence S. 39° W. 120 feet to a stake in the "Joe Ray line"; thence S. 47° 45' W. 173 feet to the point or place of BEGINNING. Containing 1/2 acre, more or less.

BEING a part of the land described in a deed dated August 20th, 1932, from V. L. Noland and wife to Elmer Head and wife, registered in Book 88, page 184, Haywood County Registry.

STAFF REPORT

**Agenda Item:** Rezoning request  
**Location:** Russ Avenue/US 276  
**Size:** 10.61 acres  
**PIN:** 8616-24-8807, 8616-25-4059, and 8616-25-4398  
**Owner:** Barberville Baptist Church

**Requested zoning change:** from Dellwood Residential Medium (D-RM) to Russ Avenue Regional Center (RA-RC)

**Vision/Goals:** The Dellwood Residential Medium district is planned to be a low to medium density residential district separating the Russ Avenue and the Dellwood-Junaluska Regional Centers. The Russ Avenue Regional Center District is designed to be a gateway to the town and have high density mixed-use development.

**2020 Land Development Plan:** indicates that this property is to be within a low to medium density mixed-use development district (Map 16), which is defined by the Plan as “small to medium scale commercial, office and institutional uses serving the surrounding area.”

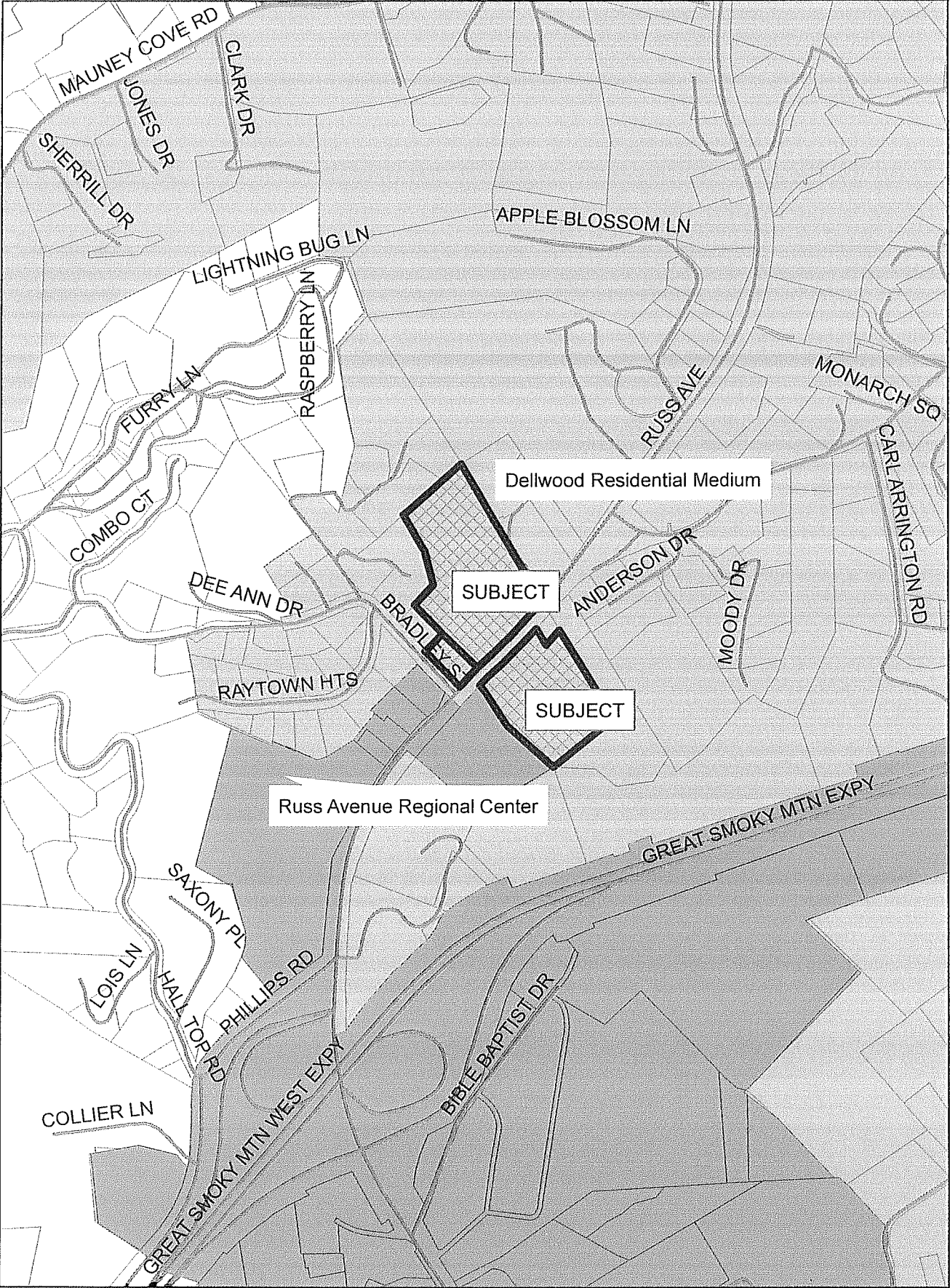
**Zoning pattern:** This property is within and bordered by the D-RM district with the exception of the property to the south on Russ Avenue which is currently zoned RA-RC. (See map.) The D-RM district is primarily a residential district although it does permit office/institutional development on properties within 500 feet of Russ Avenue.

**Surrounding development:** The subject property is currently being used for a church and a parsonage. Surrounding properties are a mix of single-family residential to the north and west, vacant to the south, and commercial to the northeast (log home showroom). Property to the southwest across Russ Avenue is primarily commercial from the car wash/lube operation at the corner of Bradley and Russ south to the K-Mart shopping center.

**Recommendation:** The requested zoning district does not fit the Town’s adopted Land Development Plan. However, the existing zoning district, which is primarily residential, does not fit planned land use or the evolving use of the corridor for regional traffic, being the primary connector between Waynesville and Maggie Valley.

Staff therefore recommends denial of the requested zoning, but recommends that the subject properties and the remainder of the Russ Avenue corridor currently zoned D-RM be studied for suitability of neighborhood or regional commercial development with the goal of amending the 2020 Land Development Plan if appropriate.

BARBERVILLE CHURCH REZONING REQUEST





# DEVELOPMENT OF ALTERNATIVES FOR THE US 23B/SOUTH MAIN STREET CORRIDOR

## EXECUTIVE SUMMARY

HYATT CREEK ROAD TO NINEVAH ROAD



DRAFT DECEMBER 19, 2011

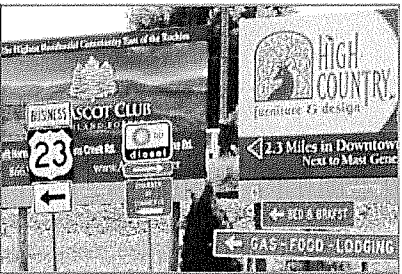
# DEVELOPMENT OF ALTERNATIVES FOR THE US 23B/SOUTH MAIN STREET CORRIDOR

HYATT CREEK ROAD TO NINEVAH ROAD



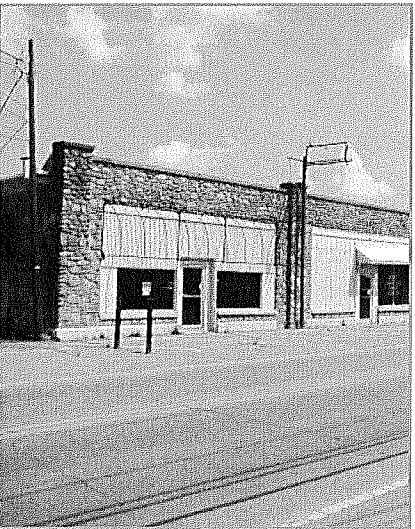
*Prepared For:*

TOWN OF WAYNESVILLE  
*Gavin A. Brown, Mayor*  
*Gary Caldwell, Alderman*  
*Elizabeth Feichter, Alderman*  
*J. Wells Greeley, Alderman*  
*LeRoy S. Roberson, Alderman*  
*Lee Galloway, Town Manager*  
*Alison Melnikova, Asst Town Manager*  
*Fred Baker, Director Public Works*  
*Paul Benson, Planning Director*  
*Lyubov Zuyeva, French Broad River MPO, Land-of-Sky Regional Council*



*Funded By:*

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION  
LAND-OF-SKY REGIONAL COUNCIL



*Prepared By:*



LAQUATRA BONCI ASSOCIATES, INC.  
22 SOUTH PACK SQUARE, SUITE 500  
ASHEVILLE, NC 28801

LaQuatra Bonci  
ASSOCIATES  
LANDSCAPE ARCHITECTURE

(V) 828.251.8850 (F) 828.251.8825

*In Association With:*

BROOKS ENGINEERING ASSOCIATES  
17 ARLINGOTN STREET, ASHEVILLE, NORHT CAROLINA 28801

J.M. TEAGUE ENGINEERING & CONSULTING  
196 NORTH MAIN STREET, WAYNESVILLE, NORHT CAROLINA 28786

The focus of this study is located in the southwest section of the Town of Waynesville and stretches from the intersection of US 23/74 and Hyatt Creek Road for 0.19 miles connecting to Old Balsam Road and South Main Street. The corridor then follows South Main Street for roughly 0.63 miles where Ninevah Road, Riverbend Street and Epsom Street converge. The corridor is accessed by the dominant Great Smoky Mountains Expressway (US 23/74) and Main Street extending from downtown Waynesville. The corridor is also accessed from the interior via more substantial intersections with Allens Creek Road and Brown Avenue.

VISION

The vision for this project is to transform South Main Street into a vibrant, community-oriented main street that is attractive, safe, walkable and livable. The main street will offer community-oriented services and establishments that cater to local needs. Accessibility will be improved along the corridor so that all modes of travel are accommodated safely, conveniently and efficiently. The community along and around South Main Street will embrace the corridor and actively participate in the corridor’s revitalization. South Main Street will then become a prominent local asset and destination for people who want to live, work, shop, and/or recreate in west Waynesville.

BASIS FOR RECOMMENDATIONS

The existing conditions of the corridor prevent further improvements without substantial upgrades. There is a lack of curb cuts and sidewalks and inconsistent street light placement. The new growth of the retail center at Waynesville Commons is generating heavier traffic in a localized area which is contributing to further isolation of the central sections of the corridor.

Parcels within the corridor are irregularly spaced and do not address the importance of proper street frontage. Many parcels are not dedicated to consumer-focused retail minus the large big-box development of the Waynesville Commons retail center. Constraints with access, defined edges and a lack of pedestrian safety have directly limited retail success. Very few parcels are residential, making this corridor strictly retail driven, however very little retail exists within the corridor. As the uses vary between former single family homes and big box consumer retail centers there is little cohesiveness between pedestrian opportunities and growth potential.

There is currently little to no pedestrian traffic along the South Mains Street corridor. A component of successful retail development is having pedestrian traffic. The lack of pedestrian activity greatly reduces the potential for future growth. The overall lack of safety and destinations are likely the cause of reduced pedestrian activity.

The current infrastructure is aging and certainly will not be able to withstand the potential for future growth. Even though the infrastructure works, it does not meet the expectations for stormwater control and quality measures. The bridges do not meet safety standards and are not sized for road expansions.

The South Main Street corridor is not healthy. In order for the corridor to adapt to a change in economic dynamics it will need to adapt to trends and growth predictions. To produce an economically viable corridor there needs to be developable parcels that have the right size and depth to provide for future development. A long term strategy of “greening” and developing a pedestrian framework for the South Main Street corridor will need to take place for sustainable economic development.



LANDSCAPE GUIDELINES

- Reduce curb cuts and consolidate small parcels and realign parcel boundaries to be consistent with the road layout.
- Transform South Main Street into a boulevard lined with buildings and trees. Boulevards provide alternative access to commercial and mix use developments while supporting pedestrian comfort and safety.
- Establish a streetscape pattern that allows maximum flexibility to accommodate individual parcel needs. The landscape needs to serve as a visual reinforcement that users are in a particular area.
- Provide site furnishings and landscape elements to define the character and image of the corridor. Gateway elements of monuments, pylons and art will define the corridor.
- Provide furnishings, pedestrian lighting, new signage guidelines to unify the corridor.

CORRIDOR CONCEPTS

Given the amount of public input and potential changes along the corridor the design team felt it was prudent to develop two alternatives for corridor improvements. Upon final comments and recommendations the design team will deliver a focused corridor concept for a final recommendation. A detailed traffic analysis was performed of the existing conditions, expected future conditions without any roadway improvements and future conditions with the recommended alternatives.

The general parameters of the traffic studies and concept development include:

- 2035 Build-Out Year
- Use Similar Traffic Growth as the 2011 NCDOT Feasibility Study of the corridor
- All left turn lanes contain 100 feet storage unless otherwise noted
- All right turn lanes contain 100 feet storage unless otherwise noted
- All travel lanes 11’ wide
- All medians are a maximum of 14’ wide
- All verges are 5’ wide
- All sidewalks are a minimum of 5’ wide
- All bike lanes are 5’ wide with a 2’ dedicated gutter



**South Main Street @ Ninevah Road / Riverbend Street**

EXISTING CONDITIONS

South Main Street near Ninevah Road is a two-lane collector type roadway. The existing Average Daily Traffic (ADT) on South Main Street near this intersection is approximately 11,500 vehicles.

Ninevah Road, Riverbend Street and Epsom Street intersect at South Main Street creating a confusing 5-approach intersection. Ninevah Road is a two-lane facility that serves the residential area to the north and east of the intersection. Ninevah eventually connects to US 276, a major north-south connector for Waynesville and Brevard. This “short cut” to US 276 is frequented by local drivers desiring to avoid the downtown area of Waynesville. The ADT on Ninevah Road near this intersection is approximately 2,000 vehicles.

Brown Avenue and Allens Creek Road cross South Main Street at a 60 degree angle to form an unconventional crossroad intersection. The intersection is controlled by a three phase traffic signal. The southbound left-turn movement has a protected phase. Allens Creek Road is a dead end collector road that serves a heavy residential area to the east. It also serves a large Rock Quarry, Asphalt Plant, Concrete Plant, and Water Treatment Plant, all located at the southern terminus of the road. A regional soccer complex is located about one and a half miles from South Main Street. The existing ADT on Allen’s Creek is approximately 4,300 vehicles.

Brown Avenue is a multi-lane facility that connects South Main Street to the commercial and Industrial areas to the west. Brown Avenue continues to downtown Hazelwood and provides an indirect connection to US 74, a controlled access “Bypass” route for the city. The existing ADT is approximately 5,800 vehicles.

The current intersection is controlled by a traffic signal and operates at an acceptable level of service with all approaches operating at a LOS C or better and a Volume to Capacity ratio of less than 1. The overall intersection operates at a LOS of A during the AM Peak Hour and B in the PM Peak Hour.

RECOMMENDATIONS

**Concept 1**

Concept 1 contains no changes in the existing intersection or lane configuration. The proposed build-out traffic at this intersection creates an acceptable level of service with all approaches operating at a LOS D or better and a Volume to Capacity ratio of less than 1. The overall intersection operates at a LOS of B during the AM Peak Hour and C in the PM Peak Hour. The proposed intersection will be traffic signal controlled. The recommended lane configuration for Concept 1 is as follows:

- NB S Main Street – Left, Single Thru / Right
- SB S Main Street – Left, Single Thru / Right
- Brown Avenue – Left, Single Thru, Right
- Allen’s Creek – Left, Single Thru, Right

**Concept 1**

This scenario splits the angled cross-road intersection onto 2 separate “Tee” type intersections, approximately 600 feet apart and at nearly 90 degrees. Although each of these newly created intersections marginally meets traffic signal warrants in the build-out year and could function acceptably with a stop sign control, it is recommended that a traffic signal be included at each. The primary reason for this is driver expectation and occasional spurts of traffic congestion, especially during soccer tournaments, heavy shopping times, and US 74 Bypass detour events. Also, because of the construction material facilities on Allens Creek Road, there are times of extremely heavy truck traffic through this intersection.

RECOMMENDATIONS

Concept 1

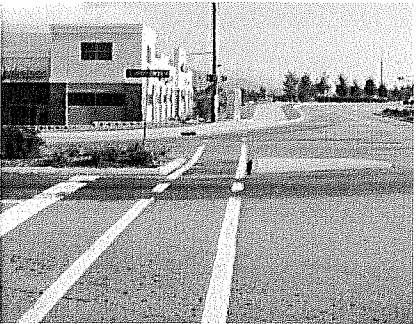
This layout contains no changes in the existing intersection or lane configuration. The proposed build-out traffic at this intersection creates an acceptable level of service with all approaches operating at a LOS B or better and a Volume to Capacity ratio of less than 1. The proposed intersection will be traffic signal controlled. The recommended lane configuration for Concept 1 is as follows:

- NB S Main Street – Left, Double Thru / Right
- SB S Main Street – Left / Double Thru / Right
- Dayco Drive – Left / Single Thru / Right
- Old Stone Bank Access – Left, Single Thru / Right

Concept 2

The proposed build-out traffic at this intersection creates an acceptable level of service with all approaches operating at a LOS C or better and a Volume to Capacity ratio of less than 1. The proposed intersection will be roundabout controlled. The recommended lane configuration for Concept 1 is as follows:

- NB S Main Street – Double
- SB S Main Street – Double
- Dayco Drive – Double
- Old Stone Bank Access – Double



South Main Street @ Old Balsam Road / Hyatt Creek Road

EXISTING CONDITIONS

South Main Street terminates at this intersection and continues as a through road, renamed Old Balsam Road from this point south. The section of South Main Street near Old Balsam Road/Hyatt Creek Road is a two-lane collector type roadway. South Main Street serves as a collector facility from Old Balsam Road and the heavy residential area directly to the south. The primary development along this portion of South Main Street is commercial, with numerous small businesses and “big box” stores along the frontage. Although the road is generally a two-lane road, an auxiliary right turn lane exists for the southbound approach to the intersection. The existing ADT on South Main Street near this intersection is approximately 14,500 vehicles.

Old Balsam Road connects to this intersection as the southern leg. It serves as a two lane road connecting a residential area, agribusiness facilities, and a large retirement center to the concentrated commercial area northwest of this intersection. An auxiliary left turn lane exists for the northbound approach. Old Balsam Road also serves as a connector to US 74 several miles to the south. Many local residents will use this road as an alternate route to US 74 in lieu of traveling through the heavy commercial area described earlier. The existing ADTon Old Balsam Road near this intersection is approximately 8,500 vehicles.

**Concept 1**

EB Hyatt Creek Road – Single Left (200 ft storage), Single Thru / Right  
WB Hyatt Creek Road – Left, Thru, Thru / Right  
Waynesville Commons Access – Left / Thru, Right  
Other Commercial Access – Left, Thru / Right

**Concept 2**

There are no changes from Concept 1 to Concept 2.

COST ANALYSIS

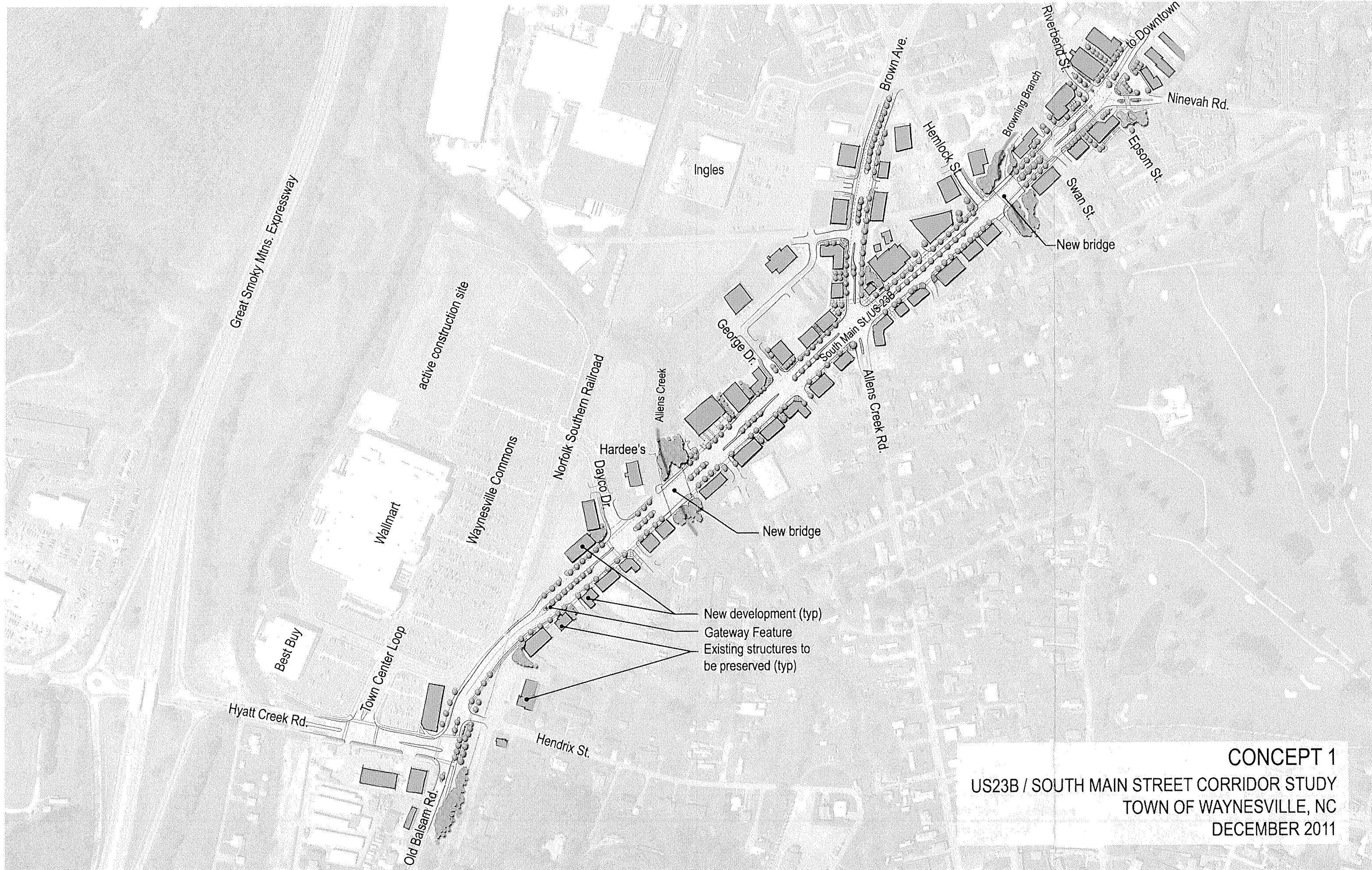
Opinions of probable construction costs have not been generated due to dual alternates corridor designs. A formal cost breakdown will be provided following the recommended corridor concept.

CONCLUSION

The vision established by this study was developed in a public planning process involving a broad range of people including land owners, developers, municipal officials, residents and professionals. This study provides the foundation needed to support the recent zoning changes and future zoning changes. The Town of Waynesville has already made a concerted effort to improve the corridor with the adoption of the Land Development Standards. This newly adopted zoning will help to control use, form and character that are compatible with the vision. Zoning should be set up to facilitate private developers in implementing the public’s strategy. This zoning is not punishment but rather a means to creating a shared vision.

The US 23B / South Main Street Corridor Study is the initial step in the planning and design process for the development of a project. The public, Town of Waynesville and the French Broad River Metropolitan Planning Organization all contributed greatly in the development of a future plan for this corridor. Each design concepts provided can safely and efficiently accommodate all modes of travel and will enhance the aesthetics of the corridor.





Great Smoky Mtns. Expressway

active construction site

Walmart

Waynesville Commons

Norfolk Southern Railroad

Hardee's

Dayco Dr

Allens Creek

New bridge

New development (typ)  
Gateway Feature  
Existing structures to be preserved (typ)

Hendrix St.

Hyatt Creek Rd.

Town Center Loop

Old Balsam Rd.

Ingles

George Dr.

South Main St / US23B  
Allens Creek Rd.

Hemlock St.

Brown Ave.

Browning Branch

New bridge

Swan St.

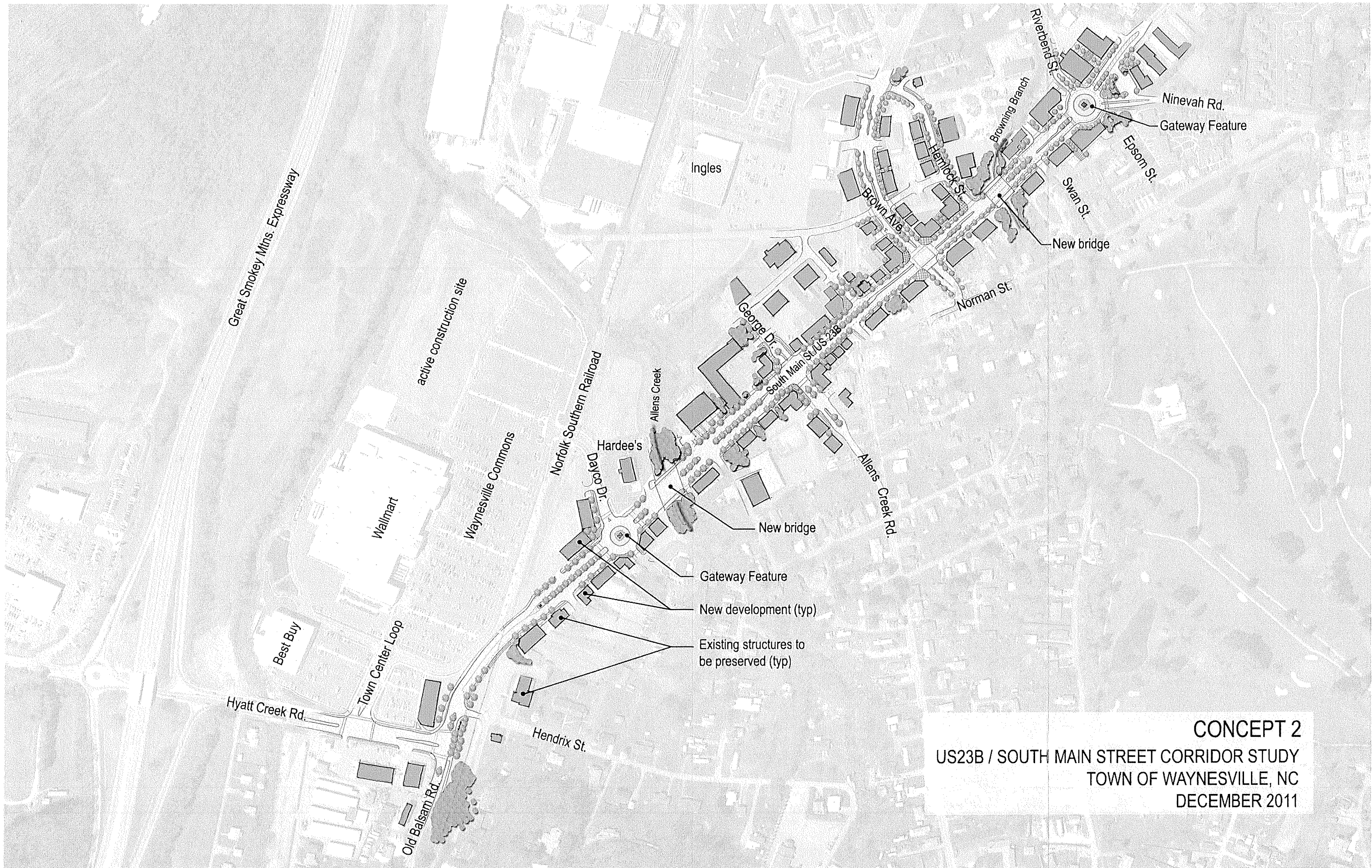
Epson St.

Ninevah Rd.

to Downtown

CONCEPT 1  
US23B / SOUTH MAIN STREET CORRIDOR STUDY  
TOWN OF WAYNESVILLE, NC  
DECEMBER 2011





CONCEPT 2  
US23B / SOUTH MAIN STREET CORRIDOR STUDY  
TOWN OF WAYNESVILLE, NC  
DECEMBER 2011