

SOUTHEAST AREA PLAN

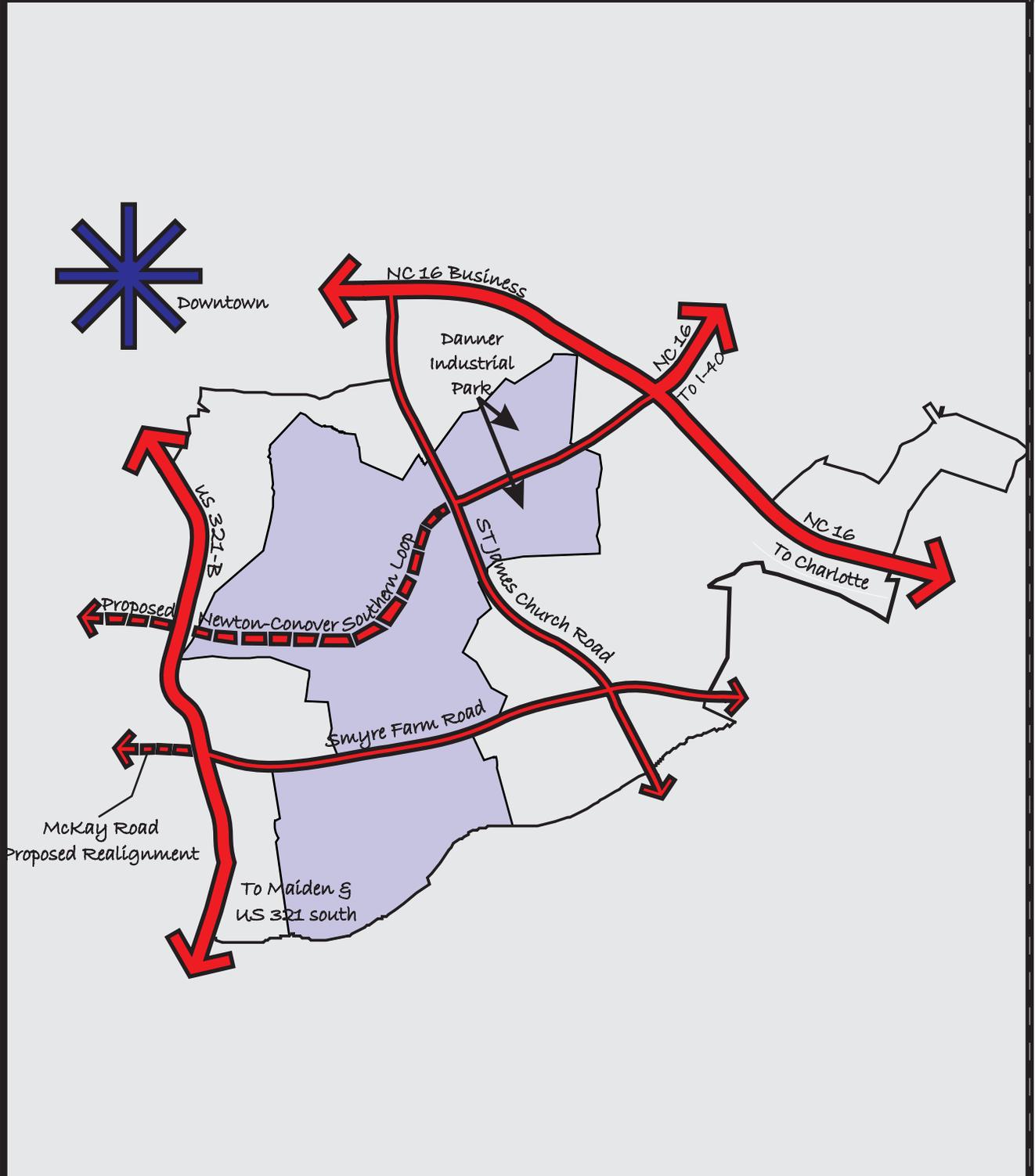


TABLE OF CONTENTS

Introduction	1
Transportation	2
Utilities	13
Economic Development	17
Environment	23
Community Character	28
Land Use	33

INTRODUCTION

In 2002, the City Planning Commission determined to segment the City and its extraterritorial planning jurisdiction into six study areas. This was as an outgrowth of the completed and adopted St. Paul's Area Plan.

The Planning Commission prioritized and assigned numbers to these areas. The area that is covered by this Plan is designated small area #2 which adjoins the Eastside area to the west. The staff has since renamed this to **Southeast Area Plan**. The purpose of the Plan is to address the issues that will influence land development patterns for the next ten to fifteen years. The biggest factors in the Planning Area are the industrial area located in and around the Danner Industrial Park and the impact of the Newton-Conover Loop. The southern portion of the Newton-Conover loop will connect Southwest Boulevard (US 321 Business) with the eastern portion of the loop which is completed and is now known as NC Highway 16. The new section of NC Highway 16 loops around the City and provides the planning area with direct access to I-40.

The Planning Commission determined early on that the biggest planning challenge in this area will be balancing the relationship of industrial and residential areas. Characteristics of this study area are a mixture of rural and vacant areas and some urbanized areas in terms of suburban subdivisions.

The Planning Commission with the City staff evaluated statistical information, demographic information, consulted with the Western Piedmont Council of Government on transportation issues, with the Catawba County Economic Development Corporation on economic development issues, and held a drop-in workshop for all property owners within the study area. Issues were identified and narrowed into focus points. The Plan itself consists of sections on transportation, utilities, environment, design and community character, land use and governmental issues.

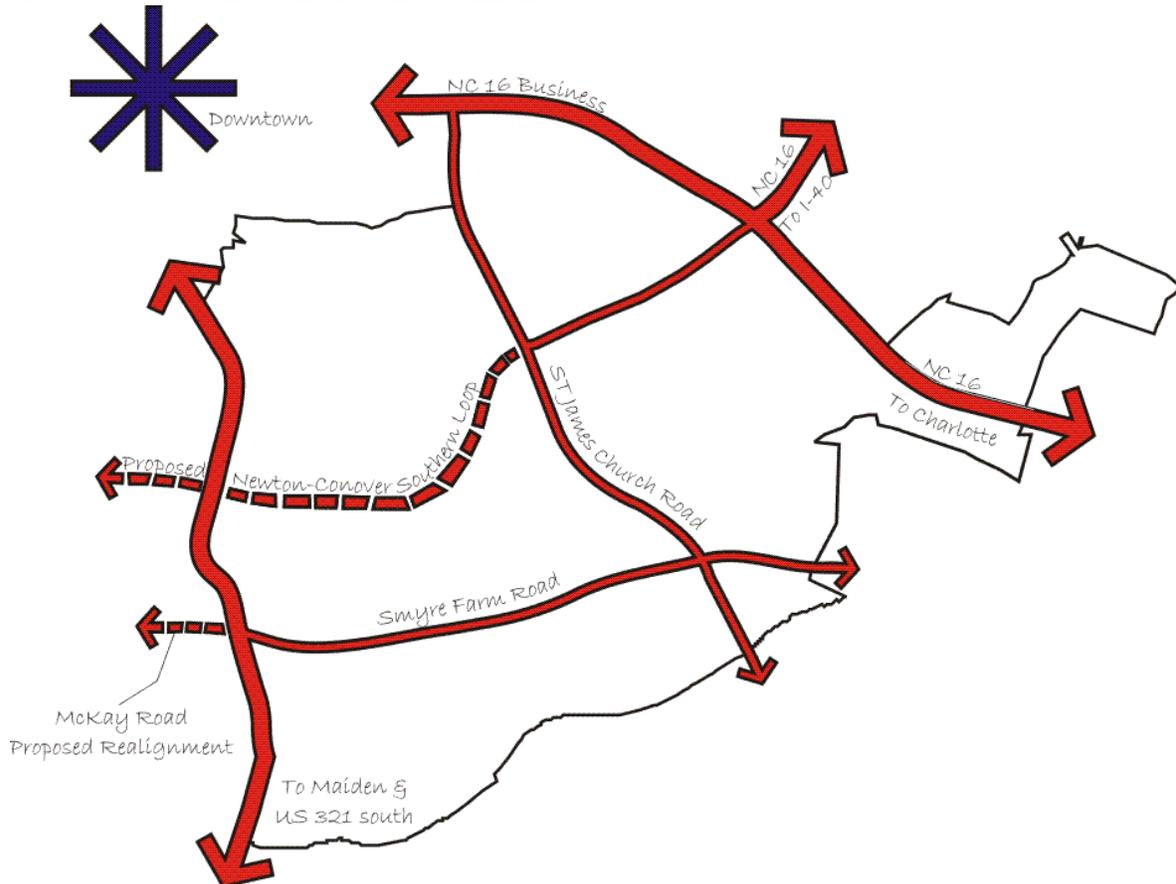
The Plan deals with existing conditions, provides development guidance, and then offers policy statements. The document and the associated maps and tables that are to be used as guidance for the Planning Commission and the City Council in developing regulations and also in making decisions for how the area should develop in the future.

TRANSPORTATION

EXISTING CONDITIONS

Streets Network

The Southeast Planning Area contains an existing street network of 18.4 miles of street. The State, City, and private property owners are responsible for the maintenance of the network. The State maintains 10.1 miles, the City 3.9 miles and private property owners 4.4 miles as shown on **Map 1 Street Maintenance**. The area's street network consists of two arterials, NC Hwy 16 and Southwest Blvd. (US 321 Business) and three collector streets, Smyre Farm Road, St James Church Road, and East P Street Extension with the remainder of the streets in the area classified as local streets. The existing street network has good north-south movement through the area and when the Newton Conover Southern Loop is built between Southwest Blvd. (US 321 Business) and NC 16, the area's east-west movement will be enhanced.



The volume of traffic on the network varies from a few vehicles a day on one of the privately maintained streets to 9,800 vehicles per day on NC Hwy 16, see **Map 2 Historic Average Daily Traffic** counts for streets in the planning area.

The planning area is located within the planning jurisdiction of the Greater Hickory Metro Planning Organization (MPO). In an effort to meet future traffic demands and to reduce congestion, the MPO adopted a transportation plan in 1986 and updated the plan in 2001 and 2005. The MPO is working on a new transportation plan for the region which will be completed in 2009.

The following projects which are shown on **Map 3, TRANSPORTATION IMPROVEMENTS**, are recommended as a result of the 1986 plan within the Southeast Planning Area:

NC 16

NC 16 is a major north-south radial serving the Newton-Conover area as well as eastern Catawba County. It also serves as a valuable link to the Charlotte urban area and Alexander County. The majority of traffic on this facility is external-internal trip type with 13 to 29 percent of the total traffic volume being through trips. The ADT on the section south of NC 10, which is within the planning area, is 10,000 trips per day. With the external-internal trips on NC 16 expected to almost triple by the design year of 2025 and the internal trips generated in the area expected to double, traffic volumes on NC 16 are expected to increase significantly. A portion of NC 16 has been relocated to eastern portion of the Newton Conover loop which was completed in spring of 2007. Nonetheless, the traffic on the section of old NC 16 inside of the Loop, which is now known as NC 16 Business will still be high enough to warrant some improvements. Outside of the Loop, the traffic volume on NC 16 is expected to increase to 22,000 trips per day in southern Newton. The current MPO recommendation for the improvement on NC 16 south of NC 10 is that it be widened to 5 lanes. A part of this roadway, the section south of the Newton-Conover Loop to Claremont Road has been widened to 5 lanes. The remaining section are on the State Transportation Improvement Plan as unfunded projects, which is south of Claremont Road to a point just north of NC 150.

Newton-Conover Loop System

This recommended loop system encircles the entire Newton and Conover urban area. It facilitates travel between suburban areas by connecting the radials before they converge on to the city's central business district. Through and regional travel will be the major beneficiaries by being able to circumvent the busy downtown areas, hence reducing travel time for these types of trips. Most of the proposed construction of the Newton-Conover Loop System will be on new location; however, some existing local streets will also be incorporated. The recommended cross-section for the Loop is a 4-lane divided boulevard with grass median. For the benefit of discussion, the loop has been divided into 4 parts: North, East, South and West. The east segments is completed and the southern section directly impact the Southeast Area and is described below.

Newton-Conover South Loop

This part of the Loop extends from NC 16 South to NC 10 West in southern Newton area. It is comprised of two existing streets, East P Street and East P Street Extension, as well as portion road on new location to connect the existing streets to NC 16 South to NC 10 West . The Newton-Conover South Loop will serve traffic that enters the Newton-Conover area from the south, and connect to the East and West Loops. This facility also provides access service for projected development in southern Newton especially the industrial area between US 321 and Saint James Church Road. The 2025 projected traffic on the facility ranges from a low of 4,000 trips per day to a high of 10,000 trips per day. The total cost of the South Loop is \$4.6 million (1999 dollars). It is listed in the current STIP as an unfunded project. The project number is U-3450.

McKay Road (SR 2014) and Extension (Newton)

This minor thoroughfare extends from Sigmon Dairy Road to US 321-Business. The extension of this facility will connect to Smyre Farm Road creating a major east-west facility serving the residential communities in the planning area as well as southern Newton. The 2025 traffic projection on this facility is about 2,000 vehicles per day. A cross-section of 2 lanes is recommended for the extension. This facility would provide a connecting service for the travel between the area west of US 321-Business and NC 16. This alignment would reduce some trips on US 321-Business due to the existing spacing between Smyres Farm Road and McKay Road intersection.

Pedestrian and Bicycling Facilities

Currently pedestrian facilities within the planning area are limited to sidewalks along South Brady Avenue in front of the Agriculture Center; also known as the Old Hospital, as shown on **Map 4, Pedestrian & Bicycle Facilities**. The rest of the area is void of sidewalks. There currently are no bicycle facilities or greenways in the planning area. A bicycle route map for Catawba County is currently being prepared; however most routes are in the rural areas of the County. There is land that has been dedicated through provisions in the City Code to be used for the purposes of greenways as shown on **Map 4, Pedestrian and Bicycle Facilities**. The Catawba Valley Heritage Alliance has proposed a greenway loop around Newton. The trail will allow the opportunity for cyclists and pedestrians to travel on a system of trails and greenways that would be off limits to motorized vehicles. This will give individuals an additional choice on what mode of transportation to use for employment, shopping, and recreation. In addition to greenways, the Greater Hickory Urban Area Transportation Plan indicates that new roads need to accommodate bicycles and that NC Highway 16 and Saint James Church Road needs to have travel lanes widen to accommodate bicycles.

Public Transportation

Public transportation is provided by Western Piedmont Regional Transit Authority, which services the Unifour area. Western Piedmont Regional Transit Authority operates

four routes with service to points of interest in the service area, which is the Hickory-Newton-Conover area. Service is provided weekdays 6:15 a.m. to 6:18 p.m. and Saturday 6:15 a.m. to 4:18 p.m. No buses operate on Sunday. The system has no routes that provide service to the Planning area. Notable areas that could benefit from transit service is Abernathy Laurels, a continuing care retirement facility which has its own transportation program and the Danner Industrial park and adjoining industrial facilities is home to over 500 employees.

Rail

The planning area is intersected by a rail line that runs from the main Norfolk Southern Line south to Maiden and terminates just northeast of the US 321 Freeway. The line is owned by Norfolk-Southern from the main line to a point south of Commscope and the portion south of Commscope to the end of the tracks is owned by the North Carolina Department of Transportation (NCDOT) as illustrated on the map below.



Currently the line is in service to Mid-State Mills; however there are plans dependent upon the availability of funds for NCDOT to rehabilitate the line from Commscope south to Prison Camp Road and build a salt storage depot at their maintenance facility on prison camp road which will utilize rail for delivery.

DEVELOPMENT GUIDANCE

The challenge of the Plan for the Southeast Area is the integration of residential and industrial uses; providing access and connectivity between the areas as well as access to retail and other services. Transportation plays a vital role in accomplishing those goals. The City should be a good steward of its transportation resources by making every effort to conserve capacity on the existing and future transportation network, thus maintaining the quality and function of the network. This can be done by providing access management on both existing and future streets, encouraging connectivity, limiting

through truck traffic and building and expanding transportation facilities when existing facilities are found to be less than sufficient.

The City should be aggressive in its pursuit of connectivity between developments giving due consideration to land use and potential development patterns. Connectivity is desirable because it decreases vehicle miles traveled, reduces air pollution, contributes to social aspects of neighborhoods and also decreases vehicle friction and promotes pedestrian activity. This pursuit should consist of a detailed collector street plan for the study area as opposed to the Greater Hickory Transportation Plan, which focuses on the connectivity within the region and the Greater Hickory area to other regions. This detailed collector street plan would identify needed connections while taking in account land use, topography, and other constraints. The detailed collector street plan would serve as guidance to all involved when determining the appropriate location for connections to adjoining property.

The planning area contains 4.4 miles of private streets. The City has concerns about providing services on these private streets in terms of public safety and general city services. Half of these streets are located within Abernethy Laurels, which indicated its desire to maintain their own streets in order to have a degree of control over the access of those streets. Private streets in general have the potential to provide access to underdeveloped and undeveloped properties, as well as providing connectivity that is presently non-existent.

Evaluation of the existing street network for need and purposes should be conducted as well as all projects in the planning area on the Greater Hickory Transportation Plan. New projects that will enhance the overall transportation network as well as travel within the planning area should be recommended to the MPO for inclusion as future thoroughfare plans.

The City should make efforts to reduce vehicular congestion by providing alternatives to the automobile. The City should look at its existing pedestrian and bicycle facilities in the Planning Area and determine a strategy to expand the existing system. These needs should be included in future developments. Plans for future thoroughfares should be included in developer's plans for new development and redevelopment of properties in the area. The City should make efforts to see that bicycle lanes, sidewalks, landscaping are a part of future thoroughfares and are constructed where appropriate along existing roads. Greenways should be planned so that they connect areas of density to areas of activities. These routes should be laid out so that they do not interfere with economic activity but compliment such developments by providing alternate transportation and recreation opportunities for employees of existing and future establishments.

The existing public transit service should be monitored and changes to existing routes and new routes should be recommended as the demand and density warrants such changes. Transit service should be considered an additional choice and not a ride subsidy program. It should service the areas with concentration of residents or employees, as

well as designations for services and retail. When viewed with this in mind, transit can reduce miles traveled and congestion

The rail line that runs from the main line in Newton to a point south of Maiden should be recognized as an asset to the planning area as well as the region. With industrial sites with rail access along the main line being in short supply, the planning area's undeveloped sites along the spur will be a sought after commodity as rail continues to increase in demand. The increased demand of rail is largely due to the increase in fuel prices which has industry looking for ways to improve the efficiency of receiving raw material and/or shipping finishing goods. This line should be protected and activity that will enhance the viability of this line should be promoted.

POLICY STATEMENTS

- T-1.** In an effort to reduce congestion and maximize capacity of the transportation network, the City should develop an access management ordinance that would include the Newton-Conover Loop, as well as existing arterials and collector streets. The ordinance should address driveway spacing and widths; connectivity among adjacent development; and accessibility to these streets. The City has standards in place for sections of Roads that are covered by the Highway Corridor Protection Overlays.
- T-2.** The City should study the existing truck routes to see if there is a need for additions, modification, or deletions.
- T-3.** The City should develop a detailed collector street plan for the study area that would identify locations of needed connections while taking in account land use, topography, and other constraints. The detailed collector street plan would serve as guidance to all involved when determining the appropriate location for connections to adjoining property.
- T-4.** The City should facilitate action with existing property owners along private streets at their request to have them accepted for maintenance either by the City or NCDOT. This will ensure that the residents are able to receive both public safety and general public services, as well as provide them the opportunity to maximize the development potential and uses of their properties.
- T-5.** The City should recommend to the MPO that the widening of NC Highway 16 South be constructed as a four lane divided cross section as opposed the five lane urban cross section as noted the Greater Hickory Transportation Plan. This is to provide access control and to be more aesthetically pleasing. In addition the cross section used should take into consideration bicycles, to ensure that cyclists can peddle safely.

- T-6.** The City should require that new development incorporate side walks along new streets and existing streets. This should be done to reduce vehicle miles traveled by allowing pedestrian travel between adjoining developments as well as providing recreation opportunities to residents, commuters, shoppers, and employees in the area.
- T-7.** The City should provide for future greenways as property is developed and redeveloped along any proposed greenway route, land should be dedicated to the city for this purpose. Also if a multifamily, industrial, commercial project occurs along any proposed Greenway route, the developer should be responsible for construction of that affected portion of the greenway and shall dedicate said land to the City for maintenance.
- T-8.** The City should review services that Western Piedmont Regional Transit Authority provides and recommend changes to routes and services as density and demand warrant. Potential areas of service should include employment centers such as the Danner Industrial Park and surrounding manufacturing facilities, in addition to commercial and residential. Services should not be limited to fixed route but could included such option as van pooling and shuttle service between various facilities and a fixed point on the existing transit route. This would allow the employers in the area to have access to a broader pool of potential employees and would allow the employee the opportunity to have an additional choice in how to travel to and from work.
- T-9.** The City should support the North Carolina Department of Transportations plans to construct and operate a salt depot at their facility on Prison Camp Road because the plan includes the rehabilitation of the rail line from Mid State Mills to Prison Camp Road. This will allow the line to be brought into service so that it may be used by existing and future industry along the line.
- T-10.** The City should recognize the importance of the rail line that runs through the Planning Area and protect the integrity of that line so that rail service can be provided when it is needed.
- T-11.** The City should recognize the vision of Catawba Valley Heritage Alliance's (CVHA) Heritage Trail Plan and work with them to implement their plan. Their plan provides an opportunity to improve the Pedestrian and Bike system in the area. The City should work with CVHA to develop a long term plan which does not include the use of the rail line, while there are merits to using abandoned rail road right of way as trails; this is not a viable long term solution if the rail line is to be returned to service in the future.

UTILITIES

EXISTING CONDITIONS

Water service is currently available to a majority of the Planning Area as shown on **MAP 5, Utilities**. Water is provided to the area by the City of Newton, which uses the Jacob Fork River as its water source and treats 3.2 million gallons per day (mgd). The water plant has an 8 mgd capacity. The water system is not just a distribution system; it also supports the City's Fire Department by providing water for fire suppression which is available in the form of fire hydrants located within the Planning Area.

Sewer service is available to most of the planning area with trunk lines located within the Clark Creek, Town Creek, and Smyre Creek basins, which allows for lines to be extended to new development and re-development for service. The Bills Branch basin is not served by sewer and would require at a minimum the installation of a pump station, a force main, and outfall lines to be able to provide sewer service within the basin. The areas with service is shown on **MAP 5, Utilities**. Waste water is treated at the Clark Creek Waste Water Plant which treats 2.25 million gallons per day (mgd) and has a capacity of 5 mgd. The apparent capacity that is remaining is more than half; however when that is adjusted for the allocated capacity and those entities' usage, which the city has allocated space to Conover and several Significant Industrial Users, this capacity 1.05 mgd and .487 mgd respectively, the unallocated capacity remaining is less than 36%.

DEVELOPMENT GUIDANCE

Utility accessibility can be a factor in dictating where new development occurs, specifically commercial, industrial, and higher density residential. Utilities can be used as a tool to guide growth to areas where higher intensity development is desired as well as a tool to pace development so that it occurs at the appropriate time. In addition, utilities need to be sized appropriately for current demand as well as anticipated future development. The accessibility of sewer is important to the water quality of streams in the area. Although there are no specific problems with the streams in the planning area, water quality is an issue for Clark Creek, which is located west of the planning area. A small portion of the planning area drains to Clark Creek.

The capacity of the outfalls is integral to providing effective and environmentally friendly sewer service to the Southeast Area. Capacity of the system can be limited by the carrying capacity of the sewer mains and outfalls which is directly related to pipe size and/or the treatment capacity of the plant which treats the waste water. The capacity of the sewer mains and outfalls in the area needs to be monitored and as capacity reaches 50% plans to increase the capacity of the line should be made. The capacity of the

treatment should be monitored as well and when the city's unallocated capacity decreases to less than 20%; then the City will need to make plans to increase treatment capacity according to guideline established by the North Carolina Department of Environment and Natural Resources.

POLICY STATEMENTS

- U-1.** Land use intensity within the Planning Area should be dependent upon the accessibility of utilities and should be reflective of **MAP 11, Future Land Use**.
- U-2.** Water lines and sewer lines should be extended to service areas when there is a new development in an area and/or a concentration of existing households desiring to obtain and pay for water and sewer service extensions, with top priority given to those areas within the City Limits.
- U-3.** The City should monitor capacity on existing lines and plan to increase capacity of those lines when capacity reaches 50 %.
- U-4.** The City should monitor capacity of the Waste Water Treatment Plant and when the waste water treated exceeds 80% of the permitted capacity then plans should be made to expand the capacity of the plant.

ECONOMIC DEVELOPMENT

EXISTING CONDITIONS

The Southeast area is the City's least developed and fastest growing industrial area with a majority of the buildings and business being built and located in the area after 1995. Prior to that the area only had a few industrial facilities, the oldest being the Projection Products building on East P Street, which was built in 1967, which is currently occupied by Technibilt. In 1985, the East P Street Extension was built and Danner Industrial Park was created. The construction of the Danner Industrial Park and Shea Road, built in the mid eighties, created access to a number of new industrial sites. Industrial sites as large as 100 acres can be found in the Planning Area. The access that the area has to Interstate 40 via the Highway 16 Bypass, US 321 Business, and NC Highway 16 makes the area attractive to companies locating manufacturing and warehousing facilities. This accessibility allows supplies and labor to easily access facilities in the area and goods they produce or store with easy access to the market. There are a number of sites that have access to the rail spur that runs south toward Maiden from the Norfolk Southern mainline. Although rail use on the spur is low, there is interest in the future use and potential demand for sites with rail access.

The southeast area contains a large percentage of Newton's industrial and warehousing facilities. Within the area is located some of the City's larger employers including Carolina Athletic Products, Commscope, General Dynamics, Lee Industries, Technibilt, Flowers Foods, and ZF Lemforder. These companies and others contribute to the Southeast area containing one-third of the city's industrial employment, as shown below.

2003 Employment			
Employment	Southeast area	Newton Planning Area	percentage
Industrial	1,473	4,565	32.3%
Retail	8	1,260	0.6%
Highway Retail	0	674	0.0%
Service	118	2,065	5.7%
Office	120	1,323	9.1%
Total	1,719	9,887	17.4%

Source: Greater Hickory MPO Traffic Analysis Zone Data, 2004.

Sarstedt, Technibilt, and ZF Lemforder are some of the City's larger users of utilities. The area is also home to Commscope, Technibilt, Sarstedt, Hickory Springs, Flowers Foods, and General Dynamics which are the City's largest tax payers. The area is home to some of the City's newest corporate citizens, ZF Lemforder, Flowers Foods, General Dynamics, Commscope, and Carolina Pelleting, all of which have located into the area in the last five years.

Within the Planning Area is one of eight sites in the Hickory Metropolitan Foreign Trade Zone, which is an expansion of the Charlotte Foreign Trade Zone 57. The Foreign Trade Zone program provides many economic benefits for businesses involved in international trade. When applied for by an operator under the US Custom and Border Protection rules, users receive certain tax and tariff relief. The original Foreign Trade Zone act, passed by Congress in 1934, was intended to stimulate international trade and create or retain jobs in the Country that might otherwise go abroad. The Foreign Trade Zone is shown on **MAP 6, Economic Development**.

Commercial offerings in the area are limited to few retail establishments. There are a furniture store and drinking establishment, along Hwy 16 near the intersection with NC Highway 10; and a vacant store front on 321 Business across from Southside Park. There are several commercial establishments that serve the planning area. The Food Lion Shopping Center located at the intersection of NC Hwy 10 and NC Hwy 16, is a thriving shopping center with a full service grocery store and other community focused establishments and a neighborhood convenience store is located at the intersection of Bethany Church Road and NC Hwy 16, both of which are outside the planning area. In addition, the Dale Earnhardt Chevrolet dealership is located at the intersection with NC Hwy 16 and the Newton-Conover Loop across from the planning area. Currently there are only a few small parcels that are zoned commercial that are vacant and those are located on NC Hwy 16 and US 321 Business.

In addition, there is some vacant/under utilized property located at the intersection of Highway 16 and the Eastern Loop which could have as many as 25,000 vehicles per day passing through the intersection when the loop is completed and within twenty years as many as 40,000 vehicles per day.

The Catawba County Economic Development Corporation (EDC) recruits industry for the City of Newton as well as the rest of Catawba County. The EDC which has historically sought out manufacturing facilities is now expanding that effort to include non-manufacturing sectors such as hospitals; labs and services; call and service centers; offices, headquarters, research, office parks; commercial centers; continuing care retirement communities; and aviation services.

In addition to the EDC's efforts the City worked with the Sanford Holshouser Business Development Group to develop the **Newton Strategic Economic Development Plan**.

Through a series of meetings with State and local officials, business leaders in the area, and a broad segment of interested citizens, a Economic Development Preparedness Assessment which analyzed the City's strengths, weaknesses, opportunities and threats in retaining businesses and recruiting new business.

The City's strengths are that the City is pro-business and responsive to business needs, which is demonstrated by the creation of the Generator and Key Accounts programs. The City's weakness is the air quality of the region, which is currently in violation of the U.S. Environmental Protection Agency's (EPA) PM 2.5 air quality standards. This designation could hinder the expansion and relocation of new and existing industry, which is also the City's biggest threat. The City's greatest opportunities are to maintain our pro-business stance in recruiting new business, retaining existing business, and fostering expansion of existing business. In addition, a Target Industry Analysis recommended the following industry sectors as targets for recruitment: healthcare; plastics; medical equipment; automotive (including motorsports); and construction related industries.

DEVELOPMENT GUIDANCE

Diversity is an important aspect of economic development in an area's economic base because it keeps the local economy from completely collapsing when a particular industrial sector such as furniture or textiles suffers or declines. While the area has existing diversity, efforts should be focused toward attracting more diverse industry to replace the shrinking textile and furniture sector. Recruitment efforts should be targeted to the industry sectors designated in the **Newton Strategic Economic Development Plan**.

Efforts should be focused on quality growth instead of growth just for the sake of growing. Quality development will increase the stability of the tax base in the area as well as make the area more attractive for investment for both existing and new industries. Flexible regulations need to be in place to accommodate the needs of existing industries as well as attract targeted industries.

Access is paramount in the decision to locate a new business and expand existing business. The Southeast Area has a great opportunity with the Eastern loop terminating at NC Highway 16 and its proposed extension to US 321 Business and eventually on to US Highway 70 West at the intersection with Fairgrove Church Road. In addition, to the road network, the area should take advantage of the railroad running through the area. Efforts should be made to preserve these modes of access and capacity of these links. While the function of the transportation network is important, the appearance of the network should be aesthetically pleasing. Providing landscaping at key points will help create locations that will attract quality development.

New commercial land use should be directed to areas that minimize their impact on existing commercial uses both within the planning area and those beyond the planning area. Care should be given to limit the amount of commercially zoned land so as to keep

the supply proportional to the demand which will lead to higher quality development. Also large areas of commercial zoning are not in the best interest of the planning area because it could lead to the demise of commercial areas both within and outside of the planning area, nor would it be complimentary to the existing land uses.

POLICY STATEMENTS

- ED-1.** Regulations should be developed which will encourage high quality development by prohibiting the types of industry that could be detrimental to the area and providing for attractive, well designed industrial and commercial facilities that contribute to community character and incorporate strong architectural contributions to the community's character.
- ED-2.** The City should continue to market the Danner Industrial Park as well as other properties in the Southeast Area.
- ED-3.** A market study of the existing commercial areas should be undertaken. This study should include the Southeast area as well as the City's planning jurisdiction. The commercial areas should be evaluated in terms of commercial uses and future needs as well as their vulnerability to new commercial development.
- ED-4.** The City should adopt the land use plan that is reflective of **MAP 11, Future Land Use**, which favors a nodal development pattern around intersections for commercial land use as opposed to strip commercial. The City and EDC should focus on recruiting business and industry that do not have high demands on water or sewer as well as those that have good air quality ratings in terms of ozone and PM2-5 emissions.
- ED-5.** New commercial areas in addition to those shown on **MAP 11, Future Land Use**, should be justified by Market Analysis that addresses existing and future demand. The plan should then be amended if needed to reflect the findings prior to any land use changes being effective through rezoning or other development processes.
- ED-6.** The City Should make efforts to preserve the rail road spur that runs through the area for industrial access and limit activities and development that might hamper the line and its capacity.
- ED-7.** The City should develop a landscaping plan that will place landscaping at key locations within commercial and industrial areas to create aesthetically pleasing routes to and from fatalities within the area.

ED-8. The City should facilitate the creation of a unified identity and marketing plan for the industrial district in the South East area. This will assist in recruitment and retainment efforts for the prospective and existing business who have or will located with in the district. The Boundary of the district is shown on **MAP 6, Economic Development.**

ENVIRONMENT

EXISTING CONDITIONS

The Southeast Planning Area contains portions of four major drainage features. These are Clarks Creek, Town Creek, Smyre Creek, and Bills Branch. Clarks Creek is located to the west of the planning area, and drains 0.4% of the planning area. Town Creek drains the northern portion of the planning area and drains 23.3% of the planning area. Smyre Creek flows northeast to southwest through the central portion of the study area, and drains 56.9%. Smyre Creek Converges with Town Creek in the Southwest portion planning area and flows into Clark Creek. Bills Branch drains the southern portion of the planning area, which is 19.4%. The drainage from the four basins in the Southeast area makes it way into the South Fork of the Catawba River and contributes to its water quality.

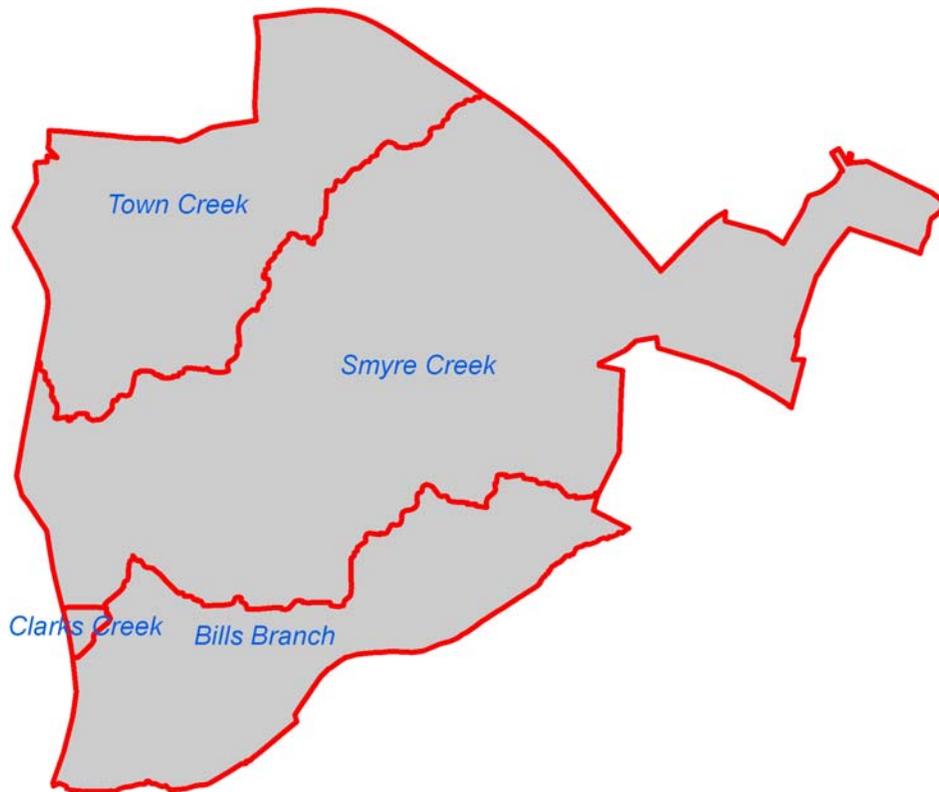


Figure 1: Drainage Basins in the Southeast Area.

The City of Newton is a NPDES Phase II Community and was required by the North Carolina Department of Environment and Natural Resources to submit a Stormwater Management Plan. The plan as submitted lays out Newton's actions to manage

stormwater covers five main areas. Those are public education and outreach on stormwater impacts; public involvement and participation; illicit discharge detection and elimination; construction site storm water runoff control; and post construction management. The City has received a permit for Phase II and is the process of implementing its plan. The Plan applies to the Southeast Planning Area, as well as the rest of the City's jurisdiction. As a part of the permit, the City has adopted a post construction stormwater ordinance which requires that sites that disturb more one (1) acre have to implement a stormwater management plan to treat the first inch of stormwater run-off from the site.

During the most recent flood study done by the Federal Emergency Management Agency in 2006, a 100 year flood plain was established along Town Creek, Smyre Creek, Clarks Creek and Bills Branch. A total of 150.4 acres, 7.4% of the planning area is located in the flood plain.

The Catawba County Soil Survey has identified the prominent soils in the planning area as being the Cecil and Hiwassee series, which are suitable for development. There are some small pockets of Congaree, Chewacla, and Worsham series soils which are limiting to development. These soils are located in or along creeks and streams; and are prone to flooding and have poor drainage, and of these poorly draining soils 5.1 acres has been identified as wetlands.

The elevation in the planning area ranges from 810 to 1,025 feet above sea level. This is a difference in elevation of 215 feet which is reflective of the areas rolling topography.

The Southeast Planning Area is scattered with stands of hardwood and evergreens among the existing development. These stands represent both undeveloped unmanaged tracts and stands of timber that are in the United States Forestry Service Program.

The Southeast Planning Area is located in the Unifour, which consists of Catawba, Caldwell, Burke and Alexander Counties, is currently in violation of the U.S. Environmental Protection Agency's (EPA) air quality standards. EPA has set national air quality standards for six common pollutants, also referred to as "criteria" pollutants. These criteria pollutants are ozone, fine particle matter, lead, sulfur dioxide, carbon dioxide, and carbon monoxide. The Unifour area currently exceeds the standards for fine particle matter at the 2.5 micron level. Measures that states and localities may be required to take to control ozone pollution may include stricter controls on emissions from industrial facilities, additional planning requirements for transportation sources or other programs like gasoline vapor recovery controls. A nonattainment designation does not mean that the area must curb its growth nor does it mean the loss of highway funds - two common myths associated with ozone and fine particle matter designation. The Unifour has been pro-active regarding air quality improvement efforts since 2000 when the area first learned that ozone levels may violate new standards. The Unifour Air Quality Committee (UAQC) meets monthly to address air quality issues. In December, 2002, the UAQC developed an Early Action Compact (EAC) agreement that was signed by all four counties, six municipalities, the NC Dept. of Environment and Natural

Resources (NCDENR) and the US EPA. The intent of the EAC is for the State Implementation Plan (SIP) for the Unifour Area to be developed sooner, the control measures implemented sooner and the 8-hour standard achieved in a more expeditious manner than under the normal SIP development timeline. With the EAC schedule, the SIP is due no later than December 31, 2004. Under the normal schedule, the SIP is due three years after the non-attainment designation which would be in 2007. The ultimate result is that the residents of the Unifour Area will breathe cleaner air sooner.

DEVELOPMENT GUIDANCE

Efforts should be made to protect and preserve the water quality of Clarks Creek, Town Creek, Smyre Creek, and Bills Branch and their respective tributaries. While there are no reported problems with Town Creek, Smyre Creek, and Bills Branch, Clarks Creek is listed as an impaired stream. Threats to water quality include but are not limited to storm water run-off from existing and new construction; failing septic tanks; unregulated point source discharge; and reduction of existing vegetation which stabilizes stream banks and filters out some pollutants. The impact of these threats should be minimized if not eliminated as they influence the amount of total suspended solids. The goal is to see a reduction of total suspended solids to level of less than 15%. The post-construction stormwater ordinance will address new development and redevelopment. The City needs to gather samples in a effort to establish baseline data of streams within the study area so that problem area can be identified.

Care should be given to minimize flood hazards by respecting 100 yr. flood plain through adherence to the FEMA Guidelines as well as the City of Newton Zoning Ordinance as it pertains to flood plains. In following and abiding by those regulations, flood hazard impacts can be minimized on adjoining property. In addition, wetlands should be protected because they are an important part of the local ecosystem in that they provide food and shelter to local wildlife; cleanse and recharge the local water table; and control flood waters.

Thought should be given in developing a subdivision process that will allow developers the opportunity realize the maximum yield in density while at the same time preserving the flood plain and wetlands on the site. This can be done by allowing cluster subdivisions which are currently allowed by the existing ordinance; however the process is more involved than the traditional subdivision process and approval ultimately involves City Council. The approval of cluster subdivisions can take months as opposed to the traditional subdivision process which is approved by the Subdivision Review Board based on standards established in the Subdivision Ordinance and can be granted in as little as a few weeks.

Dense and diverse development patterns should be encouraged where appropriate in an effort to reduce the amount of time that residents of the planning area as well as those who work, play, and do business in the planning area spend on the road, thus reducing the amount of particulate matter, ozone and other pollutants emitted into the environment. Although it is not practical to eliminate the automobile as a mobility option, efforts

should be made to develop alternative modes of transportation, whether it is to recreate or to replace a trip that would be made ordinarily by automobile. Efforts should be made to reduce emissions of not only the automobile but other sources that deteriorate the quality of the air. Consideration should be given to the types of uses that will locate in the planning area. Efforts should be made to insure that new uses as well as existing uses are considerate of their surroundings and to the extent feasible, minimize their impact on neighboring uses by reducing or mitigating sources of light, noise, air, water, and other types of pollution.

POLICY STATEMENTS

- EV-1.** Streams within the planning area should be protected with stream buffers measured from the stream banks at widths which are appropriate given due consideration to topography, stream characteristics and adjacent land uses, as shown on **MAP 5, Hydrology**. 30 foot buffers are required when a site disturbs more than 1 acre and increases the amount of impervious service. These buffers should be required of all developments that have the potential to degrade the water quality of nearby streams. Any stream buffer regulations adopted will need to be effective in reducing the impact that the development will have on water quality and at the same time be flexible enough to allow development to occur without much of a burden.
- EV-2.** Higher density residential development should be located in close proximity to commercial and industrial areas and where water and sewer utilities are present.
- EV-3.** Pedestrian and bicycle amenities, such as sidewalks, greenways, and bike lanes should be constructed to connect residential areas with commercial, recreational and industrial areas.
- EV-4.** Existing trees and vegetation should be retained to the fullest extent possible with weight being placed on areas around streams and drainage features as well as areas between different levels of use and intensity.
- EV-5.** The flood plain should be used as opportunities for passive recreation and active recreation as needed. Uses other than open space, recreation, greenways, or agriculture should be discouraged from being located within flood plains.
- EV-6.** The City should develop a subdivision process that will allow developers the opportunity to preserve flood plain, wetlands, and other environmentally sensitive areas and at the same time realize the maximum yield in density. This process should have specific standards that address the potential impact of the concentrated density on the adjoining property owner. This process should mirror the traditional subdivision approval process and ultimately should become the way development occurs so that protection of these sensitive areas is the first thought when development occurs as opposed to an after thought.

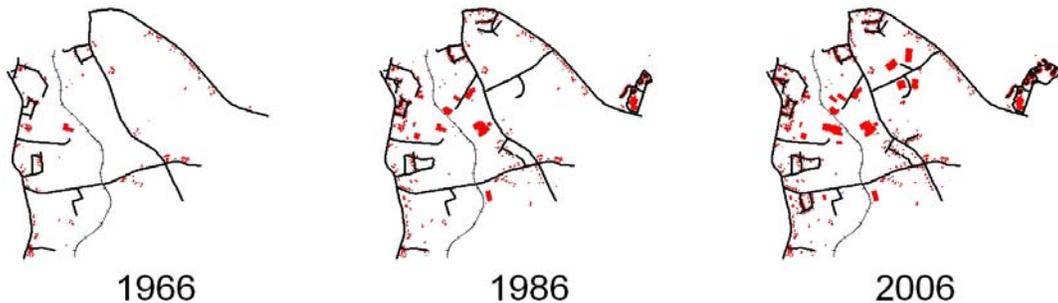
- EV-7.** Existing vegetation should be used for screening when it is found to be sufficient. Existing vegetation is preferred over the use of planted screenings. If the existing vegetation is not up to standard then it should be supplemented to bring existing screening up to standard.
- EV-8.** The City should review its list of permitted uses and impose limits on those that adversely impact air quality in terms of ozone and particulate matter.
- EV-9.** The City should adopt an incentive policy that recognizes the importance of air quality and impacts on the built environment.
- EV-9.** The City should work with jurisdictions responsible for land in the Clark's Creek Basin and work together to improve its water quality.

COMMUNITY CHARACTER

EXISTING CONDITIONS

Within the Southeast Area the built environment is sparse surrounded by expanses of forest and fields. The planning area is dotted with the evidence of agricultural activity both past and present. The area has changed considerably in the last 40 years, see the figure below.

Growth within the Southside Area



The housing stock ranges from pre-1900 farm houses to new homes being built, the majority being single family detached; however there are a modest amount of duplexes and multifamily. Mobile homes placed prior to the inclusion in the City's jurisdiction in the area are scattered which is typical considering the rural nature of the area. There is a concentration of mobile homes which are confined to a small portion of the study area just south of Smyre Farm Road along US 321 Business South, which includes Sterling Ridge, a doublewide development just east of the DMV facility.

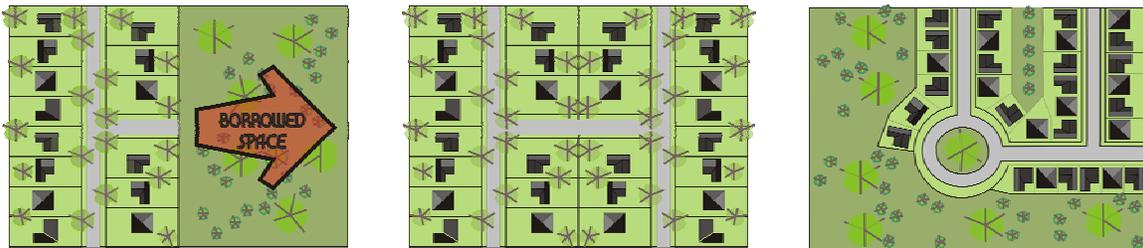
The Southeast Area is automobile-oriented in its development pattern, which is typical of most of post-WWII Newton. The area lacks pedestrian facilities and public transportation service. The existing commercial areas isolate themselves from the surrounding development by design and/or appearance. Some businesses within the Planning Area, particularly those catering to the auto, lack screening and landscaping



Photo 1: Scenes from the area, depicting the rural aesthetics of the area.

which could soften their appearance.

The area is fortunate to have a large amount of open space in the form of forest and fields. This open space gives the area some attractive views such as those shown in the pictures above. This space that the residents enjoy is privately owned and can be developed; this open space is called “Borrowed Space.” It is open space but only while it is not developed. When development occurs this open space is lost. The current zoning ordinance requires open space to be provided for only when a multifamily or planned development is built, all other development is exempt. The subdivision ordinance does have an open space requirement but allows the developer to pay fees in lieu of dedication of open space, thus bypassing the dedication of open space.



An illustrated example of "Borrowed Space" and what happens when the "Borrowed Space" is developed. Also an alternate way of developing so that a development does not have to depend on "Borrowed Space" for open space.

Signs are a part of doing business within the planning area just as they are anywhere. On-premises signs are located in front of industrial, commercial, and institutional facilities within the planning area. The City’s Zoning Ordinance regulates size, height and placement. The height however is the same as the maximum height for structures and in some case could exceed 35 feet. Billboards occupy spots along NC Highway 16 and US 321 Business; however no new signs are permitted to be constructed in those corridors. Billboards are permitted in other locations within the planning area and high-traffic sites are desirable targets for these types of signs. In addition to billboards, other off-premise signs known as directional signs are often clustered around intersections pointing the way to businesses and other points of interest; while helpful they can often be distracting and potentially unsafe in that they could pose a problem with sight distance.

DEVELOPMENT GUIDANCE

When development, both residential and non-residential occur; care should be given to maintain the rural character of the area, particularly the area along St James Church Road and Smyre Farm Road. Residential development should incorporate open space and pedestrian amenities, in an effort to add value to the development in the area. New manufactured housing in the area should be subject to design standards regardless of whether they are a single-wide or double-wide.

Although the automobile is the dominate form of transportation in the area and will be for the foreseeable future, effort should be made to reduce trips and provide alternatives.

Connectivity of streets and adjacent development should be required and is required along NC Highway 16 and Southwest Boulevard (US 321 Business) under the Highway Corridor Protection Overlay for both arterials. Sidewalks and greenways should be planned for and built as development occurs. In addition, new developments should be made to provide connection to the sidewalks and greenways in order to provide safe pedestrian access to and from buildings on site, the adjacent street, parking facilities, and adjacent development.

The built environment should be seen as a lasting legacy not just as a place to live or do business. New development should be attractive and developers should be considerate of what is around them as well as the potential of what could be built nearby. Development should be affordable but not at the cost of the residents in the area. Focus should be placed on type of materials, building placement, signage, landscaping and the character of the surrounding area.

NC Highway 16 and Southwest Boulevard (US 321 Business) should be recognized as not only being invaluable for transportation within the Study Area and City; but as gateways into the City from areas to the south and southeast. While the appearance of the entire study area is important, extra care should be given to ensure that the motorist traveling into Newton through the Study Area see Newton as we would want them to see it.

POLICY STATEMENTS

- CC-1.** The City should develop regulations that require connectivity in subdivisions and developments and interconnectivity within.
- CC-2.** The City should require sidewalks to be constructed along both sides of all new streets and along existing streets for abutting new development. The City should require that greenways be constructed in all new development at locations as shown on **MAP 4, Pedestrian & Bicycle Facilities.**
- CC-3.** The City should lobby the North Carolina Department of Transportation to include sidewalks and bike lanes on all projects within the planning area when these new or upgraded transportation facilities are recommended by this or other Planning documents.
- CC-4.** The City should develop a design manual to serve as a guide for developers to build projects that are pedestrian friendly.
- CC-5.** The City should revise the open space requirements in the subdivision ordinance to include standards as to location and use so open space is more prominent and accessible to residents.

- CC-6.** The City should require that open space be dedicated and developed in commercial and industrial planned developments at appropriate locations.
- CC-7.** The City should adopt specific ordinance language to prohibit new billboards within the planning area.
- CC-8.** The City should adopt specific regulations which will provide for uniform directional signs to direct individuals to various sites within the planning area.
- CC-9.** The City should develop regulations to reduce or minimize the use of Cul de Sacs in developments.
- CC-10.** The City should adopt manufactured housing standards which equal or exceed the manufactured housing standards for Catawba County.
- CC-11.** The City should develop appearance criteria for industrial, commercial, and multifamily developments that address type of materials, building placement, signage, and landscaping.
- CC-12.** The City should encourage the protection of existing elements that are synonymous with rural character when appropriate and feasible. These elements are windrows, fence lines, old farm structures, and pastures.
- CC-13.** The City should recognize Highway 16 and Southwest Boulevard as being gateways into the City and develop regulations to ensure that the appearance of these corridors is aesthetically pleasing.

GOVERNMENT

EXISTING CONDITIONS

The study area is located on the southeastern edge of the City's jurisdiction. 34.1% of the study area is located within the corporate limits with the remainder being within the extraterritorial jurisdiction. The majority of the study area within the city limits was annexed by voluntary annexation within the past 10 years as industrial development occurred. The county completed the Balls Creek Small Area Plan in 2002 and the Startown Small Area Plan in 2005, both of which adjoin the study area. The City participated in the planning process.

DEVELOPMENT GUIDANCE

The City should pursue voluntary annexation as a condition of utility expansion. This would give the City the ability to add to its tax base and to provide urban services to developed areas. The City should pursue statutory boundary/annexation agreements with Maiden and Claremont.

The City should be aware of the annexation, utilities, and land use plans of other jurisdictions in the adjacent areas. This will assist the City in providing the most efficient services possible.

POLICY STATEMENTS

- GOV-1.** The City should pursue voluntary annexation where State statutes permit to provide areas with urban services as well as increase the tax base.
- GOV-2.** The City should work with Maiden in adopting a mutual agreed upon boundary agreement in order to reduce redundant services and provide efficient government.
- GOV-3.** The City should continue to work with the County on future plans for the area that is adjacent to the study area.

LAND USE

EXISTING CONDITIONS

Table 1: Land Use Distribution below quantifies the land use distribution in the area as shown on **MAP 9, Existing Land Use** and **Table 2 Zoning District Distribution** quantifies the existing zoning in the area as shown on **MAP 10, Existing Zoning**.

Table 1: Land Use Distribution		
Land use	Acres	% of Total
Commercial	14.5	0.7%
Manufacturing	306.2	15.0%
Office/Institutional	44.2	2.2%
Open space Vacant	1141.1	56.0%
Residential	394.9	19.4%
Right of Ways	138.1	6.8%
TOTAL	2039.0	100.0%

Table 2: Zoning District Distribution.		
Zoning	Acres	% of Total
B-2	4.6	0.2%
B-4	28.6	1.4%
EM-1	587.9	28.8%
M-1	145.4	7.1%
P-1	11.8	0.6%
PD-H	110.4	5.4%
PD-CCRC	20.9	1.0%
R-11	38.7	1.9%
R-20	839.1	41.2%
R-20A	98.3	4.8%
R-9	15.3	0.8%
Road Right of Ways	138.1	6.8%
Total	2039.0	100.0%

Only 19% of the land within the Planning Boundary is used for Residential purposes and another 56% is vacant which is reflective of the scattering of homes and subdivisions along the main roads in the planning area tucked in among the 1141 acres of open space/vacant land. The mix of housing in the area ranges from multifamily to single family detached on both small and large lots. This existing pattern of land use is reflected by the zoning where 46% of the area is zoned low density single family

residential. The area contains 98 acres of zoning districts that allow for the placement of manufactured housing which makes up less than 5% of the area.

Commercial activity is limited to the intersection of NC Hwy 16 and NC Hwy 10; intersection of US 321 Business and East P Street; and intersection of NC Hwy 16 and Caleb Setzer Road. The zoning in the area reflects the land use however there are several properties that are zoned Commercial that are currently vacant or used for residential uses.

Industrial uses are located along the rail road tracks, St. James Church Road, Smyre Farm Road, East P Street, and East P Street Extension. There are several tracts that are vacant that are zoned for industrial use throughout the area.

Other factors influencing land use are the NC Highway 10 and 16, Highway Corridor Protection Overlay Districts on both US 321 Business South and NC Highway 16. These overlay districts regulate driveway spacing, require increased setbacks, and prohibit new billboards from being constructed in order to maximize the existing capacity and preserve the right of way for future expansion.

DEVELOPMENT GUIDANCE

Residential density should be based on availability of sewer and water; existing land use characteristics; and proximity to transportation and employment centers. This will enable the City to maximize existing facilities and plan for future needs as well as providing for a broad range of housing types within the planning area.

Commercial development should be located as shown on **MAP 11, Future Land Use** and consideration should be given to availability of existing and proposed utility and transportation infrastructure. Care should be given to integrate commercial uses into the community maximizing accessibility and function as well as minimizing any adverse effects such uses might have on adjacent land uses as well as to minimize the impact that such uses might have on existing commercial uses both within the Planning area and those beyond.

Industrial facilities should be located in areas as shown on **MAP 11, Future Land Use** and consideration should be given to the availability of existing and proposed utility and transportation infrastructure. In addition to infrastructure, topography and adjoining land uses should be carefully considered in designating future sites. The siting of new facilities should be in a manner that maximizes the site and reduces the adverse effect that such a facility might impose on the adjoining properties.

POLICY STATEMENTS

- LU-1.** Land use within the Planning Area should reflect the land uses and densities as shown on **MAP 11, Future Land Use**. This map should serve as guidance when land use decisions are considered.
- LU-2.** Residential densities should be based upon the availability of utilities, proximity to major roads. Areas with water, sewer, and access to major roads will support higher densities and this is reflected on the **MAP 11, Future Land Use**. Denser residential development should be sensitive to adjoining development by maintaining open space or establishing buffers where the higher and lower density developments adjoin.
- LU-3.** Higher density residential development and a mixture of housing types should be encouraged to be placed in close proximity to industrial and commercial areas. The variety of housing types along with higher density provisions should support opportunities for affordable housing.
- LU-4.** New residential developments should be sited in a manner so as to reduce their impact on existing development by utilizing existing site characteristics such as streams, gullies, and other natural drainage features; unbuildable areas due to slope, soil conditions, or flood plains; as buffers between building types. Where natural features are not prominent, planted or erected screenings and buffers of appropriate size should be used.
- LU-5.** Commercial land use should be limited to locations as shown of **MAP 11, Future Land Use**. This includes areas designated as commercial and mixed-use, which are to be nodal in nature as opposed to stripped out development. These areas as delineated are shown to compliment existing land use patterns as well as taking into consideration existing land use activities such as the Food Lion Community Shopping Center located at the intersection of NC Hwy 10 and NC Hwy 16, which is a thriving shopping center with a full service grocery store and other community focused establishments and the neighborhood convenience center located at the intersection of Bethany Church Road and NC Hwy 16, which is just outside the planning area and is delineated on the Balls Creek Small Area Plan as being designated as a neighborhood shopping center in that plan. It is felt large areas of commercial designation would not be in the best interest of the Planning area because it could lead to the demise of existing commercial areas, as well as those just outside of the Planning area and would not be complimentary to existing land uses.
- LU-6.** Industrial land use should be limited to the areas indicated on **MAP 11, Future Land Use**. Topography was the most limiting factor in designating future industrial land.

LU-7. Office uses should be included in areas designated commercial and mixed use as shown on **MAP 11, Future Land Use**. The location of such uses would put support services in close proximity to commercial and industrial clients and their employees, as well as nearby residents.

LU-8. Industrial uses should provide appropriate buffers and screening between themselves and adjoining lower intensity uses. When considering screening, topography and existing vegetation should be taking inconsideration. Below is an illustration of how separating buffering and screening can increase the effectiveness in certain topographical situations.



Illustration 1: The term “Buffer and Screening” is often thought as being exclusive to one another; however a buffer, which is the physical distance between two incompatible uses, does not have to include screening, which is visual break of varying degrees of opacity between two incompatible uses; and vice-versa. The two although often referred to as being one in the same is some times best used independently of one another based on grade separation of the two incompatible uses. The illustration on the left shows the buffer and screen being inclusive of one another. The illustration on the right shows the buffer remaining at the same location; however the screen is located at the same grade as the industrial use, thus providing a more effective visual separation.

LU-9. The City should adopt performance standards for existing residential structures in areas that are designated as commercial or mixed use on **Map 11, Future Land Use**. These standards should address parking, screening, buffers, hours of operation, lighting and signage for these areas to lessen the impact on these adjoining residential uses as structures in these areas transition to commercial and office.

LU-10. The City should adopt regulations that will recognize that NC Highway 16 and Southwest Boulevard are gateways into the City. These regulations should address signage, parking lot landscaping, location of service and mechanical equipment, open storage, and land uses.

LU-11. The 10 acre parcel on South Caldwell Avenue that the City owns should be developed for passive recreation.

Appendix A

Southeast Area Demographics

City of Newton Southeast Area, Study Area Growth: 1990 to 2000				
Year	1990	2000	Net Change	% Change
Persons	681	1,034	353	34.1
Households	254	423	169	40.0
Persons/Household	2.68	2.44	-0.24	-9.0

Source: US Census, 1990, and 2000; compiled by WPCOG Data Center, January 2003.

City of Newton Population Growth: 1990 to 2000				
Year	1990	2000	Net Change	% Change
Persons	9,077	12,659	3,582	39.5%
Households	3,783	5,007	1,224	32.4%
Persons/Household	2.39	2.52	0.13	5.4%

Source: US Census, 1990, and 2000; Catawba County GIS, 2000; as compiled by WPCOG Data Center, January 2003.

Race and Ethnicity, 2000				
Place	White	Black	Other	Hispanic (any race)
Southeast Area	87.5%	5.4%	7.1%	7.9%
Census Tract 112	80.8%	10.3%	8.9%	9.6%
Census Tract 113	73.9%	14.5%	11.6%	8.9%
Census Tract 114	87.2%	7.9%	4.9%	3.1%
Census Tract 116	91.1%	4.3%	4.6%	4.0%
City of Newton	77.6%	12.3%	10.1%	9.5%

Source: US Census Bureau, 2000; WPCOG Data Center 2002.

Age of Population, 2000				
Place	Persons Age 18 and under (% of all persons)	Persons Age 19 to 64 (% of all persons)	Persons Age 65 and older (% of all persons)	Median Age
Southeast Area	15.2%	65.8%	19.0%	37.1
Census Tract 112	22.7%	61.4%	15.9%	37.9
Census Tract 113	26.1%	61.9%	12.0%	37.5
Census Tract 114	24.5%	61.0%	14.5%	37.0
Census Tract 116	24.1%	65.4%	10.5%	36.1
City of Newton	24.8%	58.4%	16.8%	34.6

Source: US Census Bureau, 2000; WPCOG Data Center 2002.

Change in Housing and Migration		
Place	% of Persons living in the same house between 1995 and 2000	In-migration 1995 and 2000 (% of population)
Southeast Area	56.8%	17.6%
Census Tract 112	56.2%	18.0%
Census Tract 113	55.8%	16.6%
Census Tract 114	60.2%	14.4%
Census Tract 116	57.2%	22.0%
City of Newton	53.3%	17.4%

Note: In-migration refers to those persons that moved into the listed place from another county between 1995 and 2000.

Source: US Census Bureau, 2000.

Commuting Time to Work, 2000		
Place	Average Work Commute Time	% of Workers commuting over 40 minutes to work
Southeast Area	22.6 minutes	7.9%
Census Tract 112	20.6 minutes	7.5%
Census Tract 113	20.8 minutes	7.0%
Census Tract 114	22.8 minutes	9.2%
Census Tract 116	25.8 minutes	15.0%
City of Newton	20.8 minutes	8.1%

Source: US Census Bureau, 1990.

Place of Work, 2000	
Place	% of Workers Employed Outside County of Residence
Southeast Area	11.9%
Census Tract 112	12.9%
Census Tract 113	9.1%
Census Tract 114	15.8%
Census Tract 116	30.8%
City of Newton	11.3%
Catawba County	15.6%

Source: US Census Bureau, 2000.

Employment, 2000				
Place	% Employed in Professions	% Employed in Service & Prof. Support	% Employed in Manufacturing	% Employed in Farming
Southeast Area	18.3%	36.5%	44.4%	0.8%
Census Tract 112	20.1%	37.4%	42.5%	0.0%
Census Tract 113	14.7%	32.4%	52.9%	0.0%
Census Tract 114	17.2%	37.0%	45.8%	0.1%
Census Tract 116	19.5%	35.6%	43.0%	1.9%
City of Newton	18.2%	35.2%	46.1%	0.5%

Source: US Census Bureau, 2000.

Household Income, 1999			
Place	1999 Estimated Median Household Income	% of 1999 Households with Incomes Below \$10,000	% of 1999 Household Incomes over \$75,000
Southeast Area	\$37,007	8.6%	11.6%
Census Tract 112	\$39,477	7.9%	14.1%
Census Tract 113	\$34,881	10.8%	9.6%
Census Tract 114	\$41,892	7.0%	13.5%
Census Tract 116	\$42,138	7.3%	13.3%
City of Newton	\$36,696	10.2%	13.0%

Source: US Census Bureau, 2000.

Median Gross Rent and Median Housing Value, 2000		
Place	Median Gross Rent	Median Housing Value
Southeast Area	\$558	\$89,691
Census Tract 112	\$543	\$89,200
Census Tract 113	\$453	\$80,200
Census Tract 114	\$561	\$96,000
Census Tract 116	\$520	\$93,000
City of Newton	\$528	\$83,900

Source: US Census Bureau, 2000.

City of Newton Small Area 2 Projected Study Area Growth: 2000 to 2015						
Year	2000	2005	2010	2015	Growth 2000 to 2015	% Change
Persons	1,034	1,114	1,307	1,390	356	34.4%
Households	423	460	545	584	161	38.1%
Persons/Household	2.44	2.42	2.40	2.38	-0.06	-2.5%

Source: WPCOG Data Center, January 2003.

2003 Employment		
Employment	Southeast area	Newton Planning Area
Industrial	1,473	4,565
Retail	8	1,260
Highway Retail	0	674
Service	118	2,065
Office	120	1,323
Total	1,719	9,887

2030 Employment Estimate		
Employment	Southeast area	Newton Planning Area
Industrial	2,379	6,758
Retail	8	1,785
Highway Retail	0	985
Service	171	2,525
Office	158	1,533
Total	2,716	13,504

Source: Greater Hickory MPO Traffic Analysis Zone Data, 2004.