

I-540/Falls of Neuse

The plan area includes properties fronting the Falls of Neuse corridor between two **Focus Areas** major intersections: Strickland Road-Falls of Neuse and Durant Road-Falls of Neuse. An interchange with I-540 is located in the center of the plan area. A portion of the plan area north and west of Falls of Neuse Road is located within the Falls Lake watershed.

The intent of the plan is to provide guidance for future zoning and redevelopment along the corridor that will provide visual cohesion and identity to the corridor, protect the Falls Lake Watershed and adjacent single family neighborhoods from development impacts, and minimize traffic circulation impacts.

Policy AP-540F 1 Development Character on Falls of Neuse Road

Development along Falls of Neuse Road should not adversely impact adjacent residential properties due to bulk, scale, mass, fenestration or orientation of structures, stormwater runoff, noise caused by high levels of activity in service areas, or on-site lighting.

Policy AP-540F 2 Residential Access on Falls of Neuse Road

New single-family residences fronting on Falls of Neuse Road are discouraged. *See also Policy AP-FON 6 in Area Plan 8: 'Falls of Neuse Corridor'.*

Policy AP-540F 3 Frontage Lots on Falls of Neuse Road

Small frontage lots should be recombined rather than redeveloped individually. *See also Policy AP-FON 7 in Area Plan 8: 'Falls of Neuse Corridor'.*

Policy AP-540F 4 Falls of Neuse Low Intensity Appearance

Non-residential frontage lots outside of mixed use and retail centers along Falls of Neuse Road should have a low intensity appearance accomplished through landscaping, combining lots, building design, and shared access.

Policy AP-540F 5 Falls of Neuse Road Access

Adequate access should be provided to Falls of Neuse Road without causing undue congestion or placing excessive traffic or parking loads on adjacent local residential streets.

Policy AP-540F 6 Falls of Neuse Access Spacing

Direct access points onto Falls of Neuse Road should be no closer than 400 feet apart except where existing topographic conditions require an exception to the 400 feet rule. Cross access and shared parking should be used whenever possible.