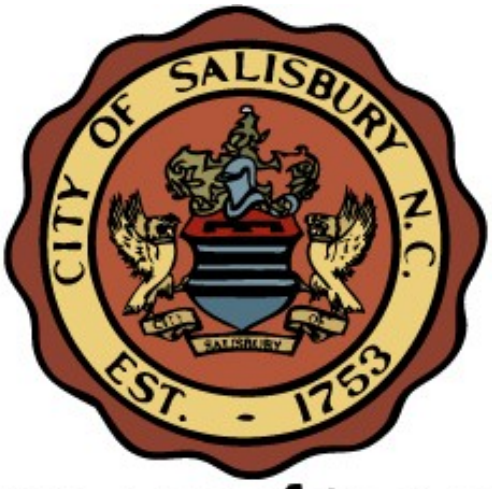
Eastern Gateway

Area Plan

Vision to Plan

City of Salisbury, North Carolina



City of Salisbury

NORTH CAROLINA

This document developed by the

Citizens of the Eastern Gateway Area Plan Community

and the

Eastern Gateway Area Plan Advisory Committee

Mary Arey

Judy Dula

Guy Fisher

Eddie Hampton

Joe Mathis

David Mayberry

Hassan Mohamed

and prepared by

Preston Mitchell, Senior Planner

Trey Cleaton, GIS Analyst

at

DISCOVER COMMUNITY
Salisbury
COMMUNITY PLANNING SERVICES

for review and approval by the

Salisbury Planning Board

and

Salisbury City Council

City of Salisbury
NORTH CAROLINA

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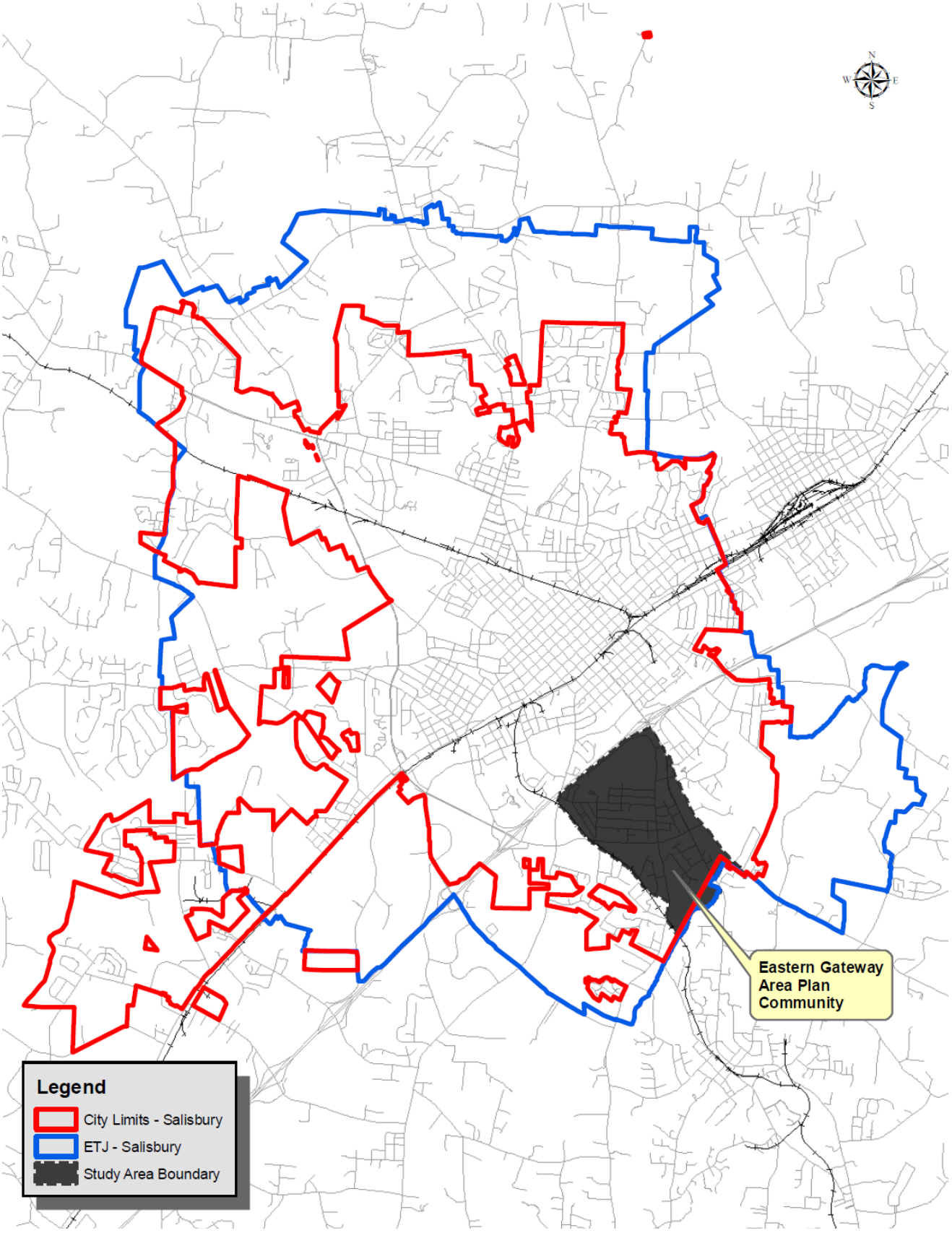
Eastern Gateway Area Plan Community
Legend
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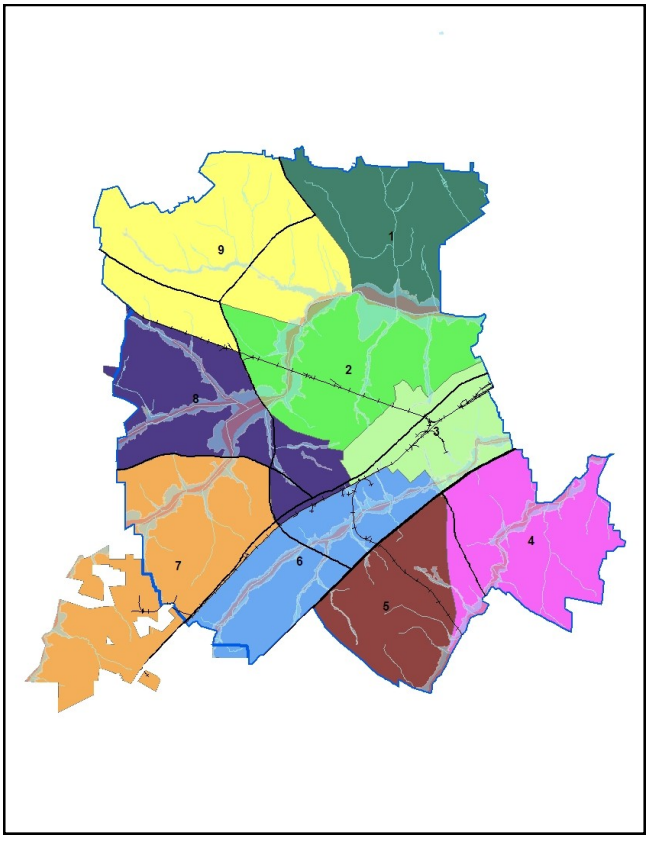
Study Area Boundary

About District Planning

In 2010, Salisbury was divided for planning purposes into nine (9) Planning Districts (see map at right). Each district has a unique character and faces specific growth challenges and opportunities. Focusing on smaller geographic areas (districts) promotes greater citizen participation in the planning process, and ensures that area and district plans are responsive to community desires. The nine (9) Planning District boundaries are major thoroughfares, creeks, streams, railroad tracks, or any other significant barrier that, in general, prohibits pedestrian movement. Additionally, the district boundaries attempt to create geographically and socio-economically diverse planning areas.



Purpose & Function of the District Plan

The primary purposes of the District Plan are:

- To establish a clear vision of the kind of place the community's residents, businesses, and institutions would like it to be in the future, and
- To provide a course of action that strengthens the process of building the envisioned community.

The main function of the plan is to guide the many decisions and actions that will shape the community. Among the key decisions guided by the District Plan are:

- Public and private investment decisions,
- Planning Board's recommendations and City Council's actions regarding zone change proposals and other regulatory measures that affect development, and
- Planning Board's and staff's recommendations to City Council about the provision, extension, and replacement of public facilities and the disposal of surplus public property.

The plan also serves as a basis for more detailed planning, such as Area Plans (this Eastern Gateway Plan!), Corridor Plans, and Detailed Neighborhood Design Plans.

District Planning and the Eastern Gateway Area Plan

The Eastern Gateway Area Plan (EGAP) was born as the Faith Road Corridor Plan, grew into the Faith Road Area Plan and then became the Eastern Gateway Area Plan when the area plan constituents wanted plan emphasis to be on the overall area and less on the spine thoroughfare.

Development pressures mounting on the Faith Road and East Innes Street corridors drove the need for an area plan that crosses district boundaries (Districts 4 & 5). Increased commercialization, declining rental housing, and rezoning attempts extending eastward from the Innes Street Marketplace commercial node are creeping down each thoroughfare and need to be addressed in one plan rather than waiting on the completion of two separate district plans. While it is important to recognize and support business growth and development, it is critical that this growth and development happen in a coordinated manner and in a way that does not negatively impact livability.

Community Profile

The Eastern Gateway Area Plan community is located east of downtown Salisbury and just east of the Interstate 85 corridor. It is bound by Interstate 85, Stokes Ferry Road, the City of Salisbury and Granite Quarry corporate boundary, and the railroad tracks along Morlan Park Road.

The community consists primarily of small-scale post-World War II single-family and two-family homes. The majority of the homes constructed in the Morlan Park, Gold Hill, and Fairview/Eastview neighborhoods were constructed in the 1950s and 1960s. Rowan Terrace and McCall Heights saw most of its construction in the 1960s while Brittany Downs did not come online until the 1980s. The only large-scale multi-family development in the community is Crowne Point Apartments, which was constructed the mid to late 1990s.

The majority of the study area, except for a small section at the intersection of Stokes Ferry Road and East Innes Street, was annexed into the City of Salisbury in 1980.

Three major thoroughfares—Jake Alexander Boulevard, Faith Road, and East Innes Street—run directly through the community while two additional major thoroughfares—Interstate 85 and Stokes Ferry Road—skirt the edges of the community. Of these major thoroughfares, East Innes Street is the only one friendly to pedestrians with a presence of sidewalks along both sides. All of these major thoroughfares carry high volumes at speeds which are generally uncomfortable for pedestrians and bicyclists. Additionally, all of these major thoroughfares have been developed and occasionally redeveloped in a more suburban manner that is not very conducive to walking or obtaining daily neighborhood goods and services in fast, efficient manner.

		City of Salisbury		Eastern Gateway	
		#	%	#	%
Population	Total	26,462	n/a	1,228	4.6%
	Household Population	23,483	88.7%	1,222	99.5%
	Group Qtrs Population	2,979	11.3%	6	0.4%
	Institutionalized Population	1,290	4.9%	0	n/a
	Average Household Size	2.29	n/a	1.75	n/a
	Male	12,548	47.4%	580	47.2%
	Female	13,914	52.6%	648	52.8%
Families	Total	6,183	n/a	364	n/a
	Married Couple Families with Children	4,004	64.8%	84	23.1%
	Female Householder with Children	1,784	28.9	37	10.2%
Race	White	15,458	58.4%	969	78.9%
	Black or African American	10,120	38.2%	201	16.4%
	American Indian / Alaska Native	176	0.7%	3	0.2%
	Asian	455	1.7%	8	0.7%
	Native Hawaiian or Pacific Islander	35	0.1%	0	n/a
	Other Race	640	2.4%	20	1.6%
	Two or More Races	392	1.5%	27	2.2%
Ethnicity	Hispanic or Latino	1,138	4.3%	Block Group	
Age	Less than 18 yrs	5,759	21.8%	247	20.1%
	18-64 yrs	15,442	58.4%	704	57.3%
	Greater than 64 yrs	5,261	19.9%	277	22.6%
Housing Units	Total	11,288	n/a	600	n/a
	Owner Occupied	5,493	48.7%	367	61.1%
	Renter Occupied	4,783	42.4%	197	32.8%
	Occupied	10,276	91.0%	564	94.0%
	Vacant	1,024	9.0%	36	6.0%
Travel	Mean Travel Time to Work (min's)	19.1	n/a	Block Group	
	Workers	10,433	n/a		
	Drove Alone	8,111	77.7		
	Carpooled	1,647	15.8		
	Public Transportation	97	0.9		
	Walked or Worked from Home	493	4.7		
	Other or Bicycle	77	0.7		
Income	Median Household Income	$32,923	n/a		
Education	Population 25 yrs and over	17,612	n/a		
	Less than 9th Grade	1,535	8.7		
	9th to 12th Grade, No Diploma	2,737	15.5		
	High School Graduate (incl. equivalency)	4,742	26.9		
	Some College, No Degree	3,558	20.2		
	Associate's Degree	790	4.5		
	Bachelor's Degree	3,113	17.7		
	Graduate or Professional Degree	1,137	6.5		
Employment	Population 16 yrs and over	21,356	n/a		
	In Labor Force	12,622	n/a		
	Civilian Labor Force	12,608	99.9%		
	Employed	10,650	84.4%		
	Unemployed (actively seeking employment)	1,958	15.5%		
	Armed Forces	14	0.1%		
	Not in Labor Force	8,734	40.9%		

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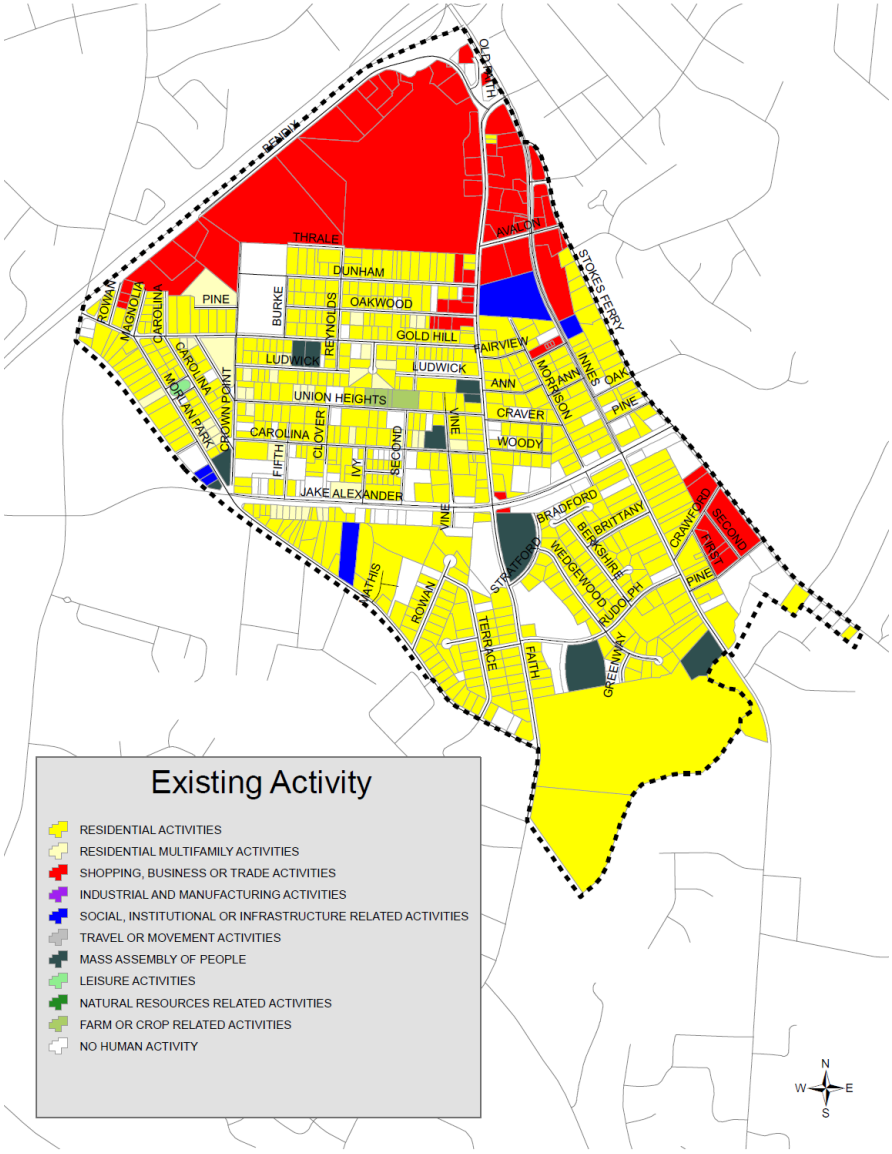
LBCS Existing Conditions

Existing Conditions

These next few pages reveal the existing conditions of the study area using the Land Based Classification System. The LBCS provides a consistent model for classifying land uses based on their characteristics. The model extends the notion of classifying land uses by refining traditional categories into multiple dimensions, such as Activity, Function, Structures, Site development character, and Ownership constraints.

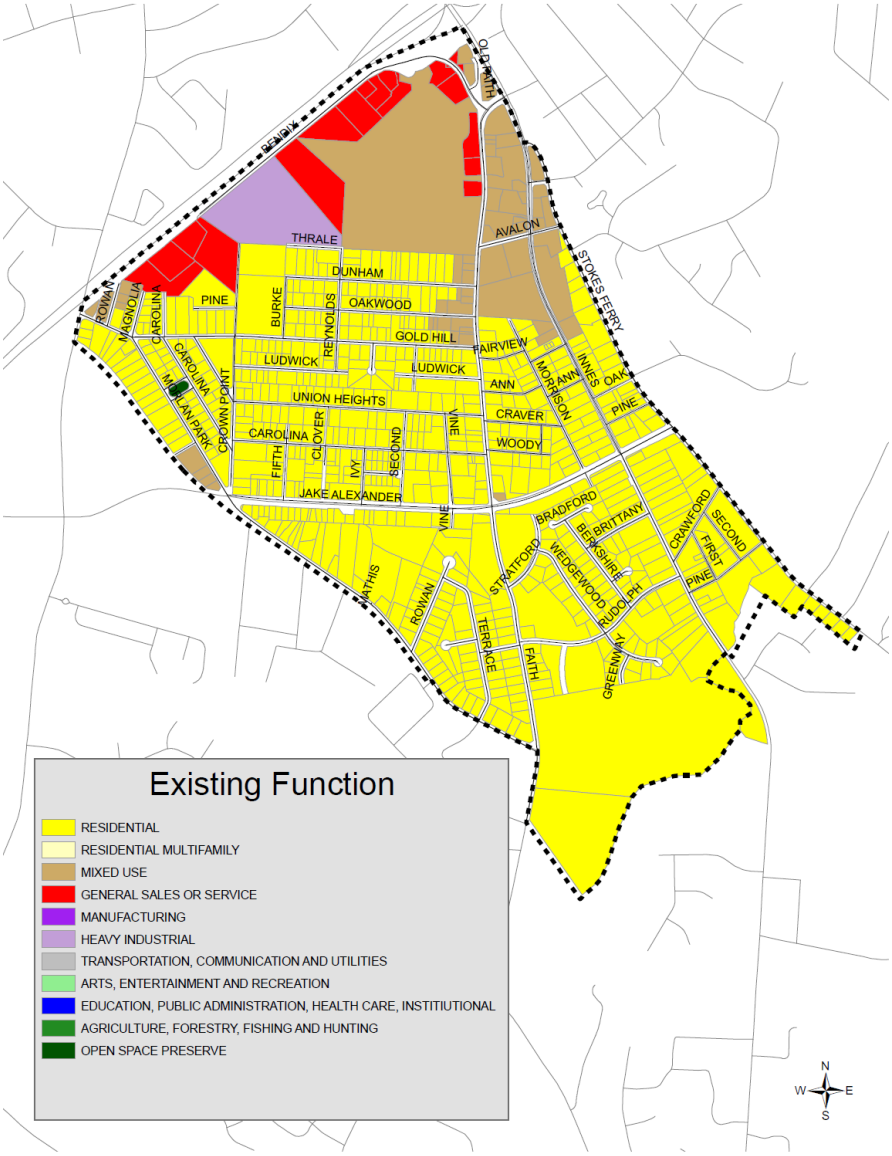
Activity

Activity refers to the actual use of land based on its observable characteristics. It describes what actually takes place in physical or observable terms (e.g., farming, shopping, manufacturing, vehicular movement, etc.). An office activity, for example, refers only to the physical activity on the premises, which could apply equally to a law firm, a nonprofit institution, a court house, a corporate office, or any other office use. Similarly, residential uses in single-family dwellings, multi-family structures, manufactured houses, or any other type of building, would all be classified as residential activity.



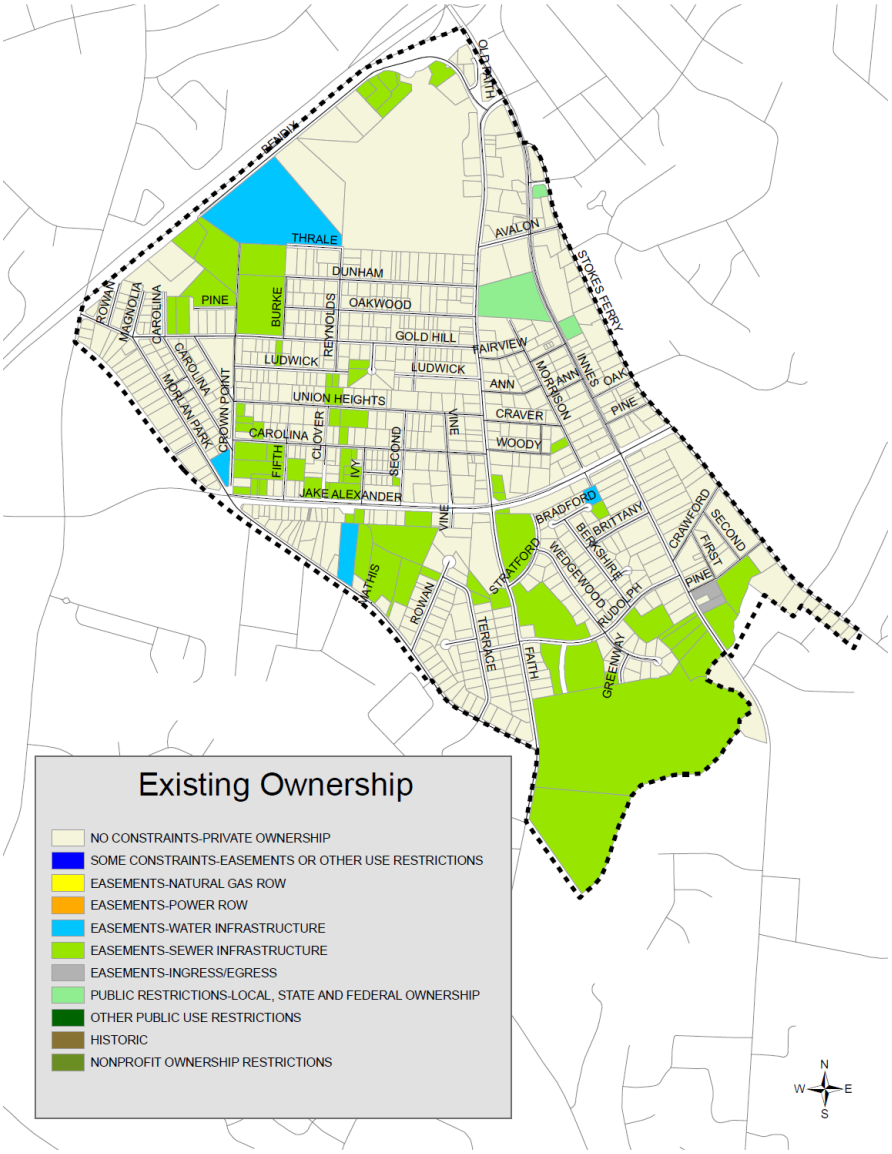
Function

Function refers to the economic function or type of enterprise using the land. Every land use can be characterized by the type of enterprise it serves. Land-use terms, such as agricultural, commercial, industrial, relate to enterprises. The type of economic function served by the land use gets classified in this dimension; it is independent of actual activity on the land. Enterprises can have a variety of activities on their premises, yet serve a single function. For example, two parcels are said to be in the same functional category if they belong to the same enterprise, even if one is an office building and the other is a factory.



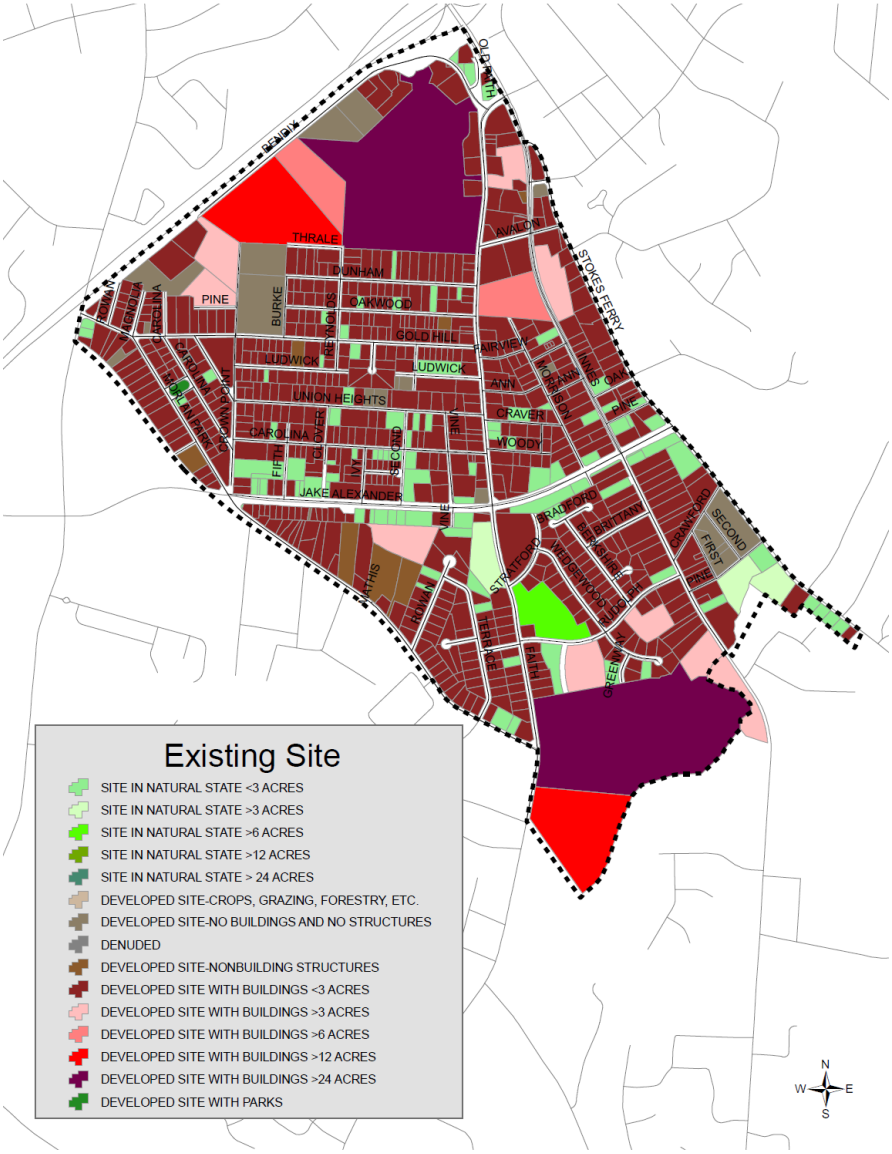
Ownership

Ownership refers to the relationship between the use and its land rights. Since the function of most land uses is either public or private and not both, distinguishing ownership characteristics seems obvious. However, relying solely on the functional character may obscure such uses as private parks, public theaters, private stadiums, private prisons, and mixed public and private ownership. Moreover, easements and similar legal devices also limit or constrain land-use activities and functions. This dimension allows classifying such ownership characteristics more accurately.



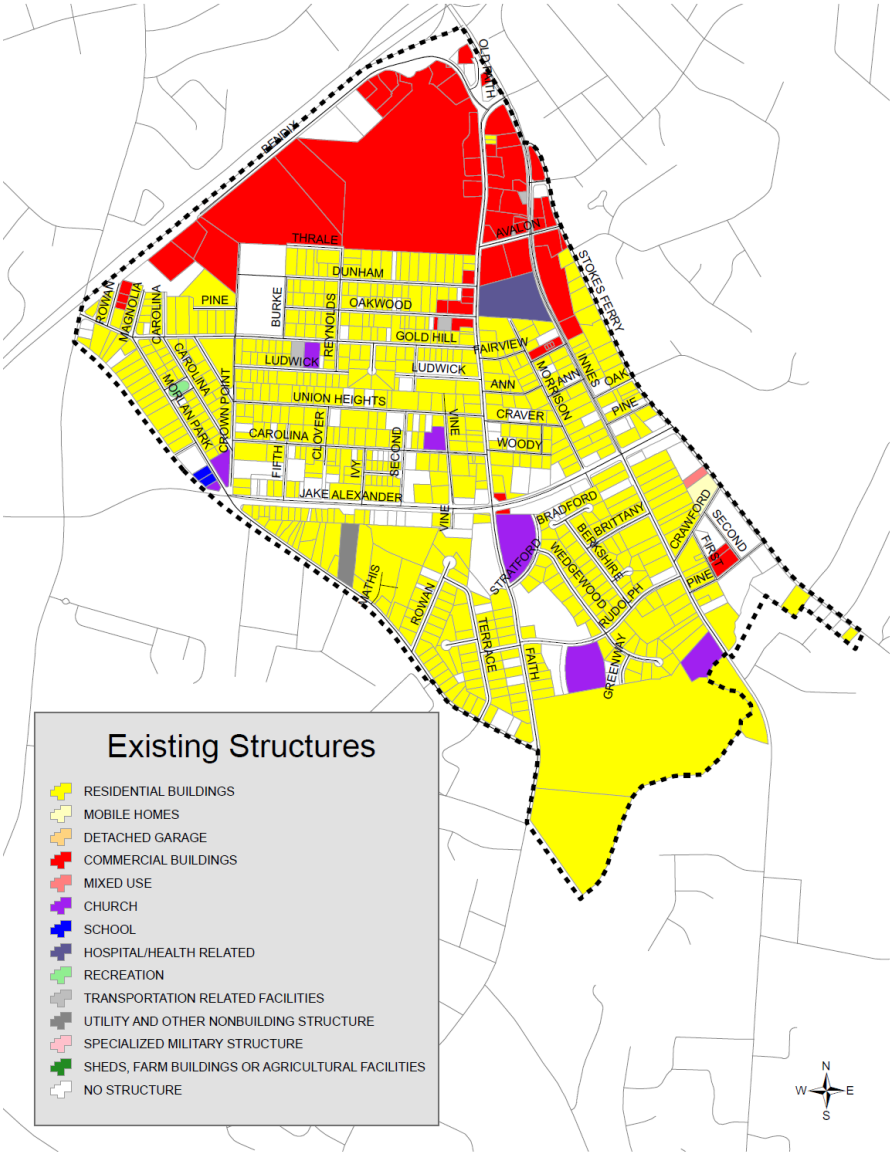
Site

Site development character refers to the overall physical development character of the land. It describes "what is on the land" in general physical terms. For most land uses, it is simply expressed in terms of whether the site is developed or not. But not all sites without observable development can be treated as undeveloped. Land uses, such as parks and open spaces, which often have a complex mix of activities, functions, and structures on them, need categories independent of other dimensions. This dimension uses categories that describe the overall site development characteristics.



Structures

Structural character refers to the type of structure or building on the land. Land-use terms embody a structural or building characteristic, which suggests the utility of the space (in a building) or land (when there is no building). Land-use terms, such as single-family house, office building, warehouse, hospital building, or highway, also describe structural characteristic. Although many activities and functions are closely associated with certain structures, it is not always so. Many buildings are often adapted for uses other than its original use. For instance, a single-family residential structure may be used as an office.



Generalized Existing Land Use Figures

Land Use Type	# Units	Total Sq.Ft.	% of Total
Single-Family Residential	584		75%
Multi-Family Residential (SM)	53		7%
Multi-Family Residential (LG)	5		<1%
Mobile Home	8		<1%
Commercial	117	1,013,731	15%
Industrial	3	89,783	<1%
Other (Church, Schools, Tanks)	9		<1%
Grand Total of Primary Buildings	779		100%

Parcels (based on Activity)	# Parcels	Total Acres	% of Total
Residential	651	429.4	51%
Commercial	71	145.2	17%
Industrial	1	20.5	2%
Vacant	104	88.6	10%
Other	21	165.2	20%
Grand Total of Acres	848	848.9	100%
Grand Total of Acres minus Right of Way		721.2	
Approximate Total Acres of Right of Way		127.7	

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Natural Features & Open Space

Natural Features & Open Space

Policies that apply to all community, district, or area plans call for awareness and care regarding floodplains and stormwater management, slopes, soils and geologic formations, water quality, air quality, and solid waste management. The sensitive environmental features discussed in this section include sloping terrain, major waterways and floodplains, soils, and wildlife habitat / biological diversity.

Terrain

Steep slopes are defined as areas of slope steeper than 20% (20 feet rise or fall in a horizontal distance of 100 feet). Most of the Eastern Gateway community is either gently rolling or relatively level with a gradual drop at the westernmost edge along I-85 all the way down to Crane Creek. Although not a problem in this study area, steep slopes are found at scattered locations throughout the Salisbury zoning jurisdiction. Steeply sloping land is normally considered suitable only for very low intensity development where such slopes are also covered by unstable soils and are often composed of fragile geological formations.

Major Waterways & Floodplains

Floodplains are the areas along rivers and streams most prone to flooding, based on the 100-year floodplain. The 100-year floodplain is defined as a probability of 1 in 100 that flooding will occur to the extent shown on the Federal Flood Insurance (FIRM) Maps. One hundred year events may occur in close succession—it doesn't mean once every 100 years! In the Eastern Gateway community, the waterways with defined 100-year floodplains include Crane Creek and an unnamed creek that runs as far west from Crane Creek as Jake Alexander Boulevard. Most of the land along the creeks with defined floodplain is privately-owned residential development, with floodplain encumbering a portion of the yards through which those creeks flow. It is critical that lands encumbered by floodplain remain protected and free from development that could have a serious negative impact on the creek riparian zones and water quality. Subject to landowner approval and design, this Plan proposes a linear park and Greenway trail along Crane Creek as well as along the unnamed creek from Crane Creek up to the intersection of Faith Road and Stratford Road.

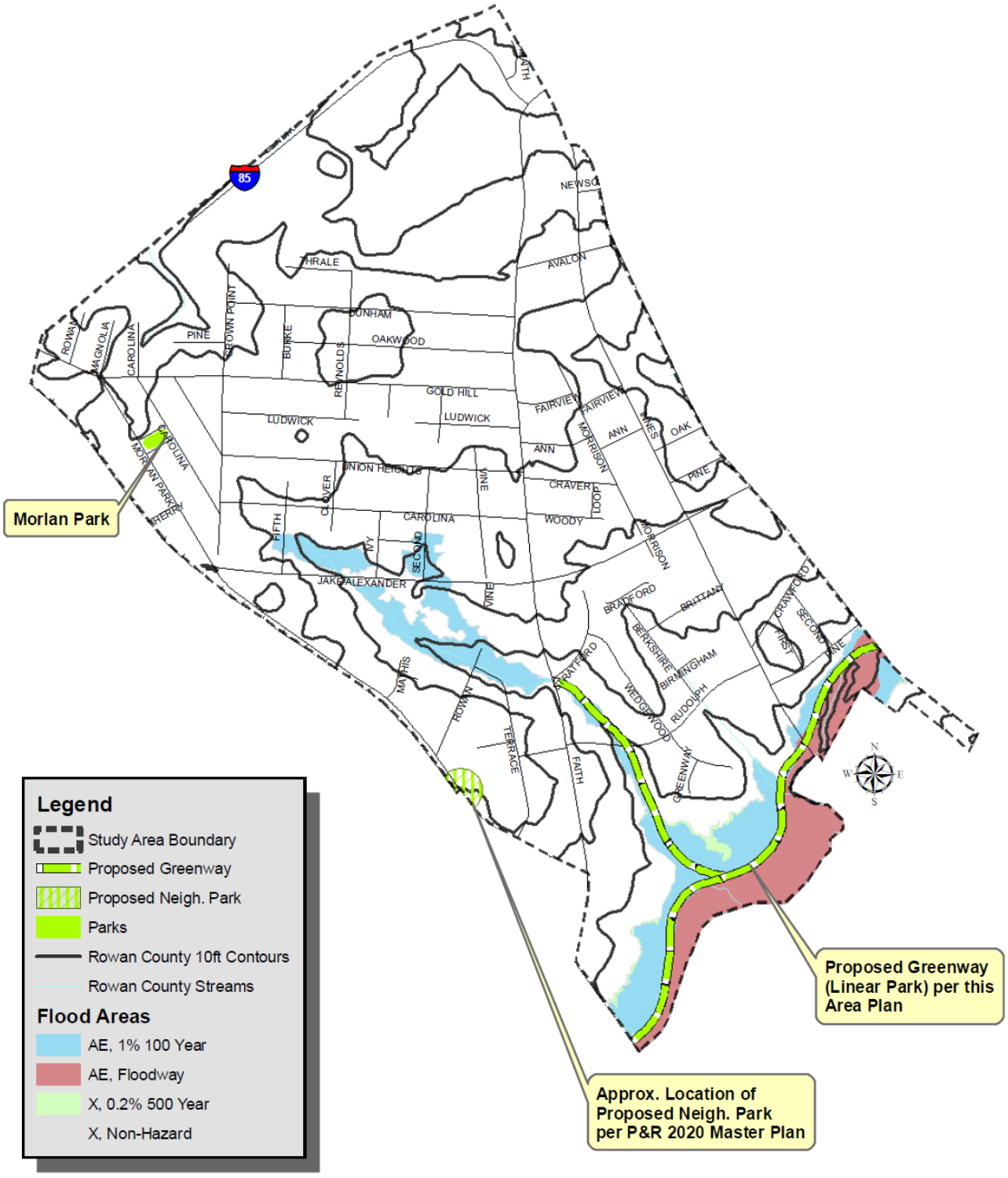
Soils

According to a 2004 USDA Natural Resources Conservation Service's *Soil Survey of Rowan County, North Carolina*, the predominant soils found in the study area are CfB (Cecil-Urban land complex, 2 to 8 percent slopes), CeB2 (Cecil sandy clay loam, 2 to 8 percent slopes, eroded), EnB (Enon fine sandy loam, 2 to 8 percent slopes), EuB (Enon-Urban land complex, 2 to 10 percent slopes), and ChA (Chewacla loam, 0 to 2 percent slopes, frequently flooded). The last of these soils, ChA, encompasses most of the area in and around Crane Creek and the Crane Creek floodplain.

Wildlife Habitat & Biological Diversity

One of NC-DENR's (NC-Department of Environment & Natural Resources) Conservation Planning Tools is a Green Growth Toolbox dataset entitled "Biodiversity & Wildlife Habitat Assessment". The dataset includes a range of colors that represent a spectrum of biodiversity and wildlife habitat value and the lands have been ranked from 10 to minus 1. Areas in dark green, or have a value of 9-10, are the most valuable wildlife habitats and have the most biological diversity. Grey areas represent impervious surfaces of 20% or greater while white areas represent places of unknown value. Applying this dataset to the Eastern Gateway Area Plan's study area, staff found that the values (or colors) associated with this area are predominantly white and grey with a very thin line of yellow—a medium value—located directly over the location of Crane Creek. In other words, the study area does not contain significantly-valuable wildlife habitat nor does it carry a high value of biological diversity.

Natural Features & Open Space



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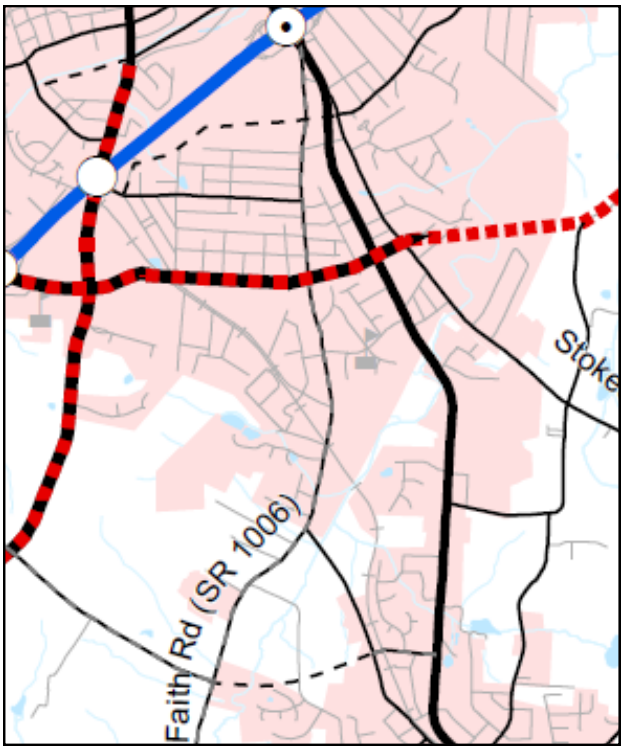
Transportation

Transportation

MPO and NCDOT Recommendations:

Much of the transportation network in this developed community is in place and is expected to remain largely unchanged. There are, however, some areas that are expected to see changes. Specific changes regarding roadway intersections, width, and roadway character as recommended by the NC Department of Transportation (NCDOT) and the Cabarrus-Rowan Metropolitan Planning Organization (MPO) are outlined below per the draft Comprehensive Transportation Plan (CTP):

Faith Road: The proposed CTP identifies Faith Road as a Minor Thoroughfare Needing Improvement. Before defining what that means, it is important to note that this recommendation downgrades Faith Road from a Major Thoroughfare (according to the current Long Range Plan) to a Minor Thoroughfare as part of the CTP recommendations. A Minor Thoroughfare Needing Improvement means a thoroughfare with balanced mobility and access, moderate volumes, and low to medium speeds at 25 to 45 mph. The recommended cross-section is ultimately three (3) lanes or less without a median with bus stops, bike lanes or wide outer lanes (urban), and sidewalks (urban). No access control is recommended and the access management recommends continuous left-turn lanes, shared driveways, and internal connectivity.



Gold Hill Drive: Both the current Long Range Plan and the proposed CTP identify Gold Hill Drive as a Minor Thoroughfare that does not need any improvements at this time.

Innes Street (East): Both the current Long Range Plan and the proposed CTP identify East Innes Street as a Major Thoroughfare that does not need any improvements at this time.

Jake Alexander Boulevard: The proposed CTP identifies Jake Alexander Boulevard as a Boulevard Needing Improvement. Before defining that recommendation, it is important to note that this recommendation is a change from the current Long Range Plan. The draft CTP added 'Boulevard' as a roadway type and recommends that Jake Alexander Boulevard change from a Major Thoroughfare to a Boulevard with the following definition: A Boulevard Needing Improvement means a roadway with moderate mobility and access, moderate volumes, and medium speeds at 30 to 55 mph. The recommended cross-section is two (2) or more lanes with a median allowing breaks in the median for U-turns. This cross-section would include bus stops, bike lanes (urban), optional sidewalks in an urban setting. Recommended access control is limited, partial, or no control and the access management recommends medians with turning pockets or turn lanes, optional acceleration/deceleration or right-turn lanes, shared driveways, and internal connectivity.

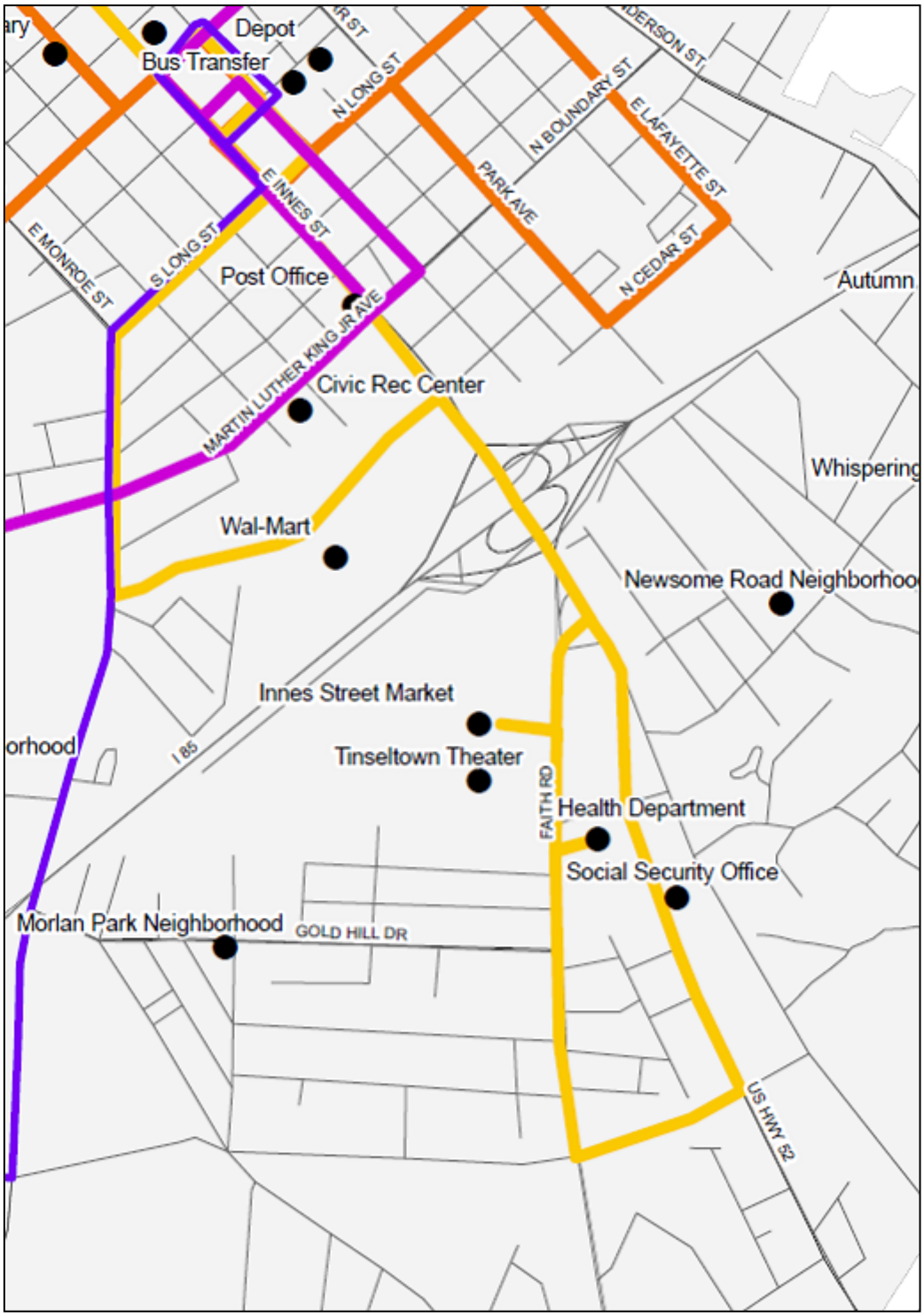
Stokes Ferry Road: The current Long Range Plan identifies Stokes Ferry Road as a Major Thoroughfare; however, the proposed CTP downgrades this roadway to a Minor Thoroughfare.

Unnamed Minor Thoroughfare: Both the current Long Range Plan and the proposed CTP identify a proposed Minor Thoroughfare that would connect Magnolia Avenue with Innes Street Marketplace and ultimately with Newsome Road. The exact alignment remains unknown at this time.

Transportation

Transit Division's Five-Year Community Transportation Service Plan & Regional Feasibility Study:

The Transit Division's 5-year plan update is underway and was not yet complete and/or adopted at the time of this Area Plan; however, a draft recommendation for service extension from the 5-year Plan is outlined below and will be officially incorporated into this Area Plan upon its completion and adoption:



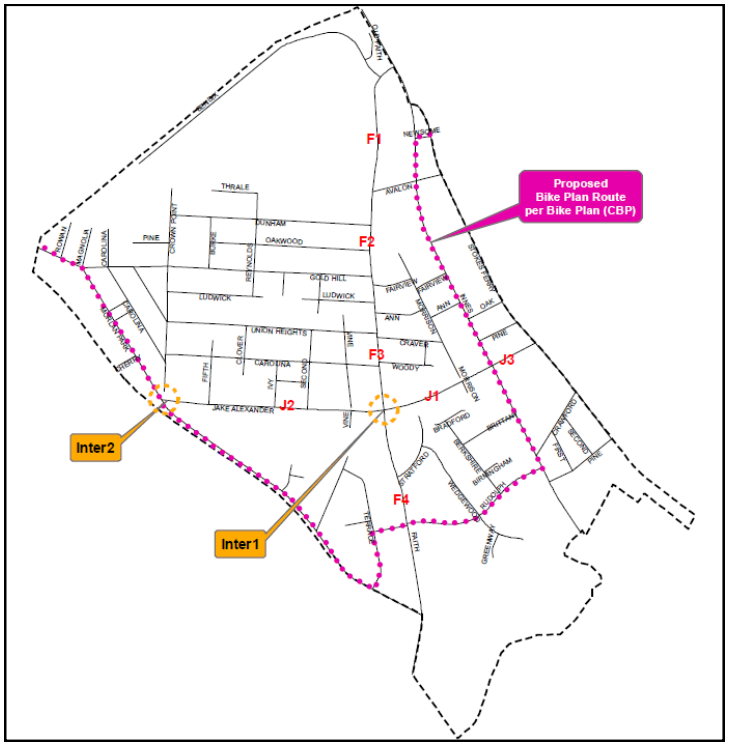
Transportation

Eastern Gateway Area Plan Recommendations:

In addition to the aforementioned NCDOT, MPO, and Transit transportation recommendations, the Eastern Gateway Area Plan recommends the following transportation improvements in this community:

Faith Road: Improvements to Faith Road need to occur in the following order and must include the appropriate urban street cross-section, sidewalks, street lights, and other public street amenities:

- F1: East Innes St to Avalon Drive
- F2: Avalon Drive to Gold Hill Drive
- F3: Gold Hill Drive to Jake Alexander Blvd
- F4: Jake Alexander Blvd to RR tracks



Jake Alexander Boulevard: Improvements to Jake Alexander Boulevard need to occur in the following order and must include the appropriate urban street cross-section, sidewalks, street lights, and other public street amenities:

- J1: Faith Road to East Innes Street
- J2: Morlan Park Road to Faith Road
- J3: East Innes Street to Stokes Ferry Road

Intersection Improvements: The following intersection improvements are recommended as part of the implementation of this area plan:

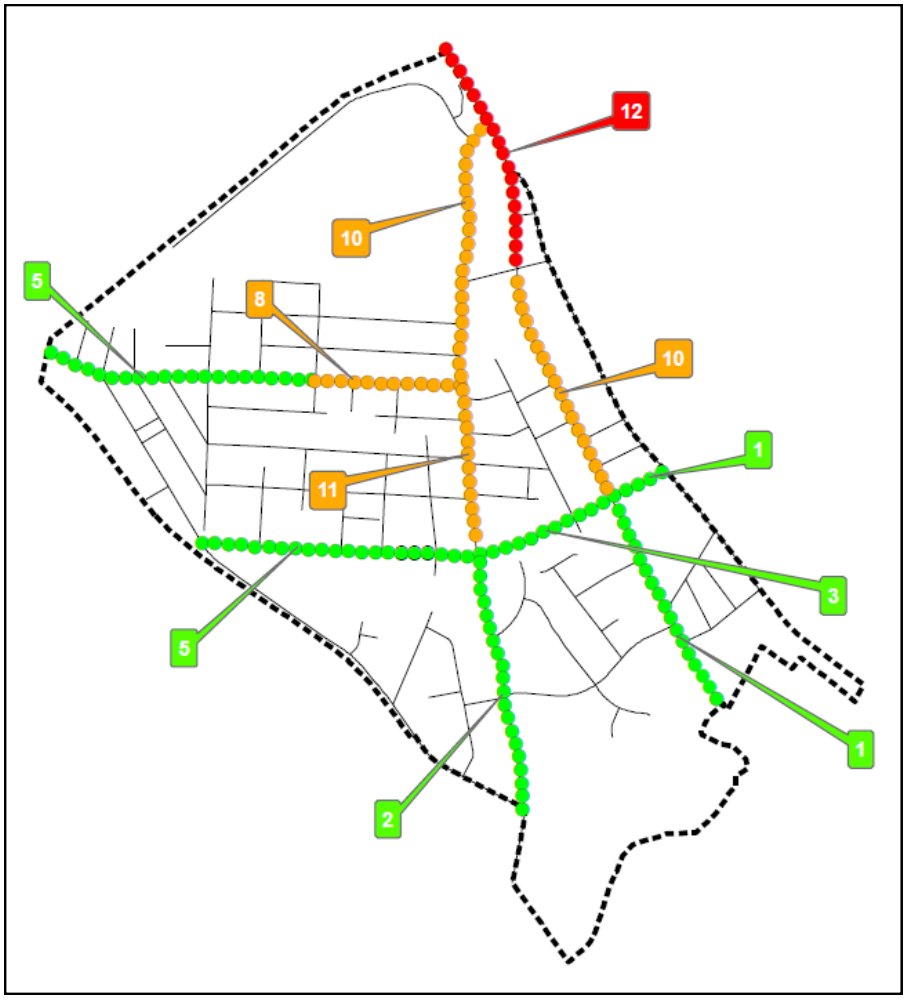
- **Inter1**: When warranted, a protected/permissive left-turn signal should be incorporated into the signalization at Jake Alexander Boulevard and Faith Road. This recommendation applies to both legs of Faith Road.
- **Inter2:** Although warranted at the time of this area plan but not yet installed, a "Left-Over" median, preventing straight-through and left-turning movements off of Morlan Park Road onto Jake Alexander Boulevard, should be constructed at this intersection. The left-over median will still allow left turning movement off of Jake Alexander Boulevard onto Morlan Park Road.

Unopened Streets: The following "paper" (unopened) streets should be considered for permanent closure (abandonment), but only in a manner which does not create "land-locked" parcels: ***Thrale Avenue, Pine Street, Fifth Street, and Clover Street***. The following "paper" (unopened) streets should be considered for improvement and opening depending on future development proposals that may be able to utilize existing rights-of-way and provide additional street connectivity: ***Carolina Boulevard, Ludwick Avenue, Second Street, Stratford Road, and Pine Street***. The following street connections to Jake Alexander Boulevard should be considered depending on future development proposals that may be able to benefit from such a connection and prevent additional driveway connections to the boulevard: ***Second Street, Vine Street, and Morrison Avenue***.

Transportation

Sidewalk Prioritization

Having scored all Major and Minor Thoroughfares within the Area Plan study boundaries, the inset map identifies the Sidewalk Priority Index (SPI) scores for the applicable roadway segments.



The green bubbles represent those street segments that scored the lowest and, therefore, carry a Low Priority for sidewalks along the street. A Low Priority is an SPI score of 0 to 5. The street segments carrying a Low Priority are as follows:

- Faith Road from Jake Alexander Blvd to the RR tracks
- Gold Hill Drive from Old Concord Road to Reynolds Street
- Innes Street (East) from Jake Alexander Blvd to the city limit
- Jake Alexander Blvd from Morlan Park Road to Stokes Ferry Road

The orange bubbles represent those street segments that scored in the middle and, therefore, carry a Medium Priority for sidewalks along the street. A Medium Priority is an SPI score of 6 to 11. The street segments carrying a Medium Priority are as follows:

- Faith Road from Innes Street (East) to Jake Alexander Blvd.
- Gold Hill Drive from Reynolds Street to Faith Road
- Innes Street (East) from Avalon Drive to Jake Alexander Blvd.

The red bubbles represent those street segments that scored the highest and, therefore, carry a High Priority for sidewalks along the street. A High Priority is an SPI score of 12 or greater. The street segments carrying a High Priority are as follows:

- Innes Street (East) from I-85 to Avalon Drive

Plan for these SPI scores to elevate as high-quality development and public services appropriately expand further into the community.

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The Transect

The Transect

The Eastern Gateway Area Plan is organized around a planning tool called the Transect.

The Transect is a system for categorizing and understanding the various levels of development in a region, from the most rural to the most urban. Ideally, all elements of the natural and built environment should be consistent with the character of the "Transect Category" that they lie within. If the environment is rural, elements such as street types, setbacks, and landscaping should be different than they are in an urban environment. Think about streets and sidewalks, for example. An urban neighborhood would typically have a street with curb, gutter, and sidewalks with a planting strip between the sidewalk and the street. A rural area would be characterized by a street with drainage swales and a pedestrian trail. The Community Planning Services department uses the Transect to determine what development elements should be in our communities now and in the future.

The policies and regulations that govern land development in the City of Salisbury should facilitate development that is consistent within each of the respective Transect categories. This consistency needs to extend from the broad policy level (for example, what land uses or transportation elements are appropriate) all the way down to the specific regulations that implement the policies (for example, how a sidewalk should vary in different Transect categories).

The Transect system classifies the City of Salisbury zoning jurisdiction into six (6) categories with a separate category for special districts. The six Transect categories are used to define and describe the desired character of a particular area. The Transect categories, with Eastern Gateway Area Plan examples where available, are:

- T1: Natural (Catawba College Nature Preserve)

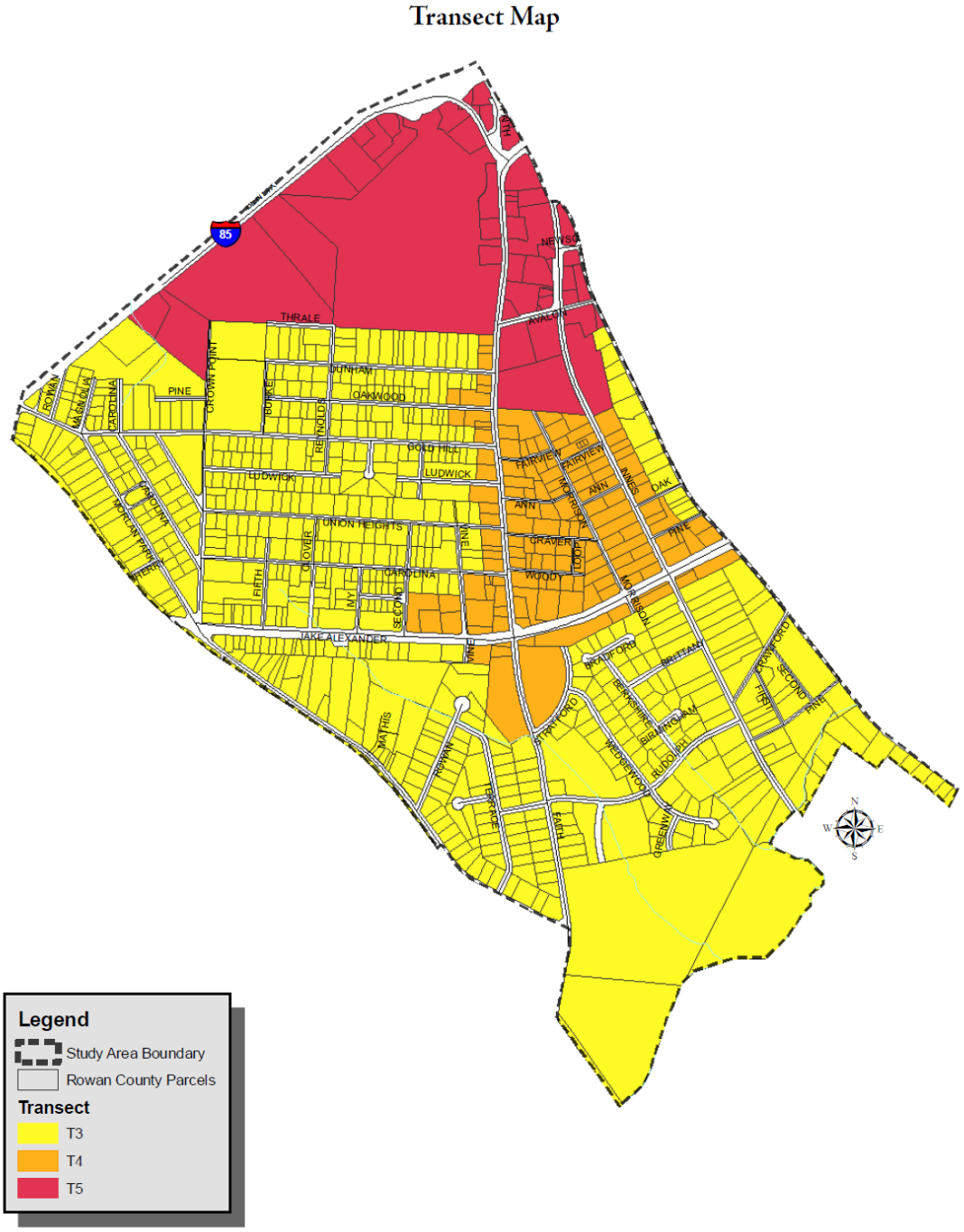
- T2: Rural (parts of Ridge Road or Earnhardt Road)

- T3: Suburban (Gold Hill, Rowan Terrace, Brittany Downs neighborhoods)
- T4: Urban (Jake Alexander Blvd at the Faith Road intersection)

- T5: Center (Innes Street Maketplace and surrounding area)
- T6: Core (T6 exists only in Downtown)
- D: District (Rowan Regional Medical Center or the Airport)

The Transect

The Eastern Gateway Area Plan Transect Map is shown below. It relates to the Future Land Use Map and Land Use Policy categories used in this plan and is designed to be consistent with the various Transect categories that they fit within. Sometimes a Land Use Policy category can be found in more than one Transect category. For example, Community Center Land Use Policy can fit within both the Urban and Center Transect categories.



The Transect

Here are brief descriptions of each of the Transect categories that apply to the Eastern Gateway Area Plan and its community, including which Land Use Policy categories fit within each Transect category:

T3: Suburban

Suburban areas are primarily concentrations of low intensity, single-use isolated pods of development. These areas are characterized by residential use (primarily detached single-family and stand alone multi-family development) with limited small-scale commercial uses typically found at the edges of neighborhoods along major and minor thoroughfares. Although low density, these areas are typically platted with a regular lot pattern and developed appearance of urbanization. Landscaping is typically reestablished in a natural and free-flowing form as opposed to more regular and formal gardens.

Suburban areas make up a large portion of Salisbury. The Crescent, Westcliffe, Corbin Hills, Brittany Downs, and Eagle Heights are classic examples of suburban areas. Residential densities are typically less than three dwelling units per acre with nonresidential intensities of less than .3 FAR – if any nonresidential at all.

Although T3 suburban areas are primarily composed of detached single-family homes on individual lots, civic and religious buildings are also found. Where there is multi-family residential, it is found as single-family detached accessory dwellings and as independent complexes on large lots. Most buildings are between one and three stories. Setbacks are not necessarily uniform, generally at a minimum of 30 feet, and lot widths are typically 60 feet or greater.

Because of the large yards and subsequent low density, the need for neighborhood parks is reduced with those activities internalized onto private yards. Open space for public benefit and use is typically limited to larger, more regional spaces for organized sports, such as community playfields, and are accessed via the automobile.

The transportation network frequently has a low degree of connectivity. Where connectivity exists, large blocks normally discourage pedestrian activity. Local roads are often curvilinear with frequent cul-de-sacs. The normal street network focuses on local streets flowing into minor thoroughfares that flow into major thoroughfares or local streets flowing directly into major thoroughfares. Due to the segregated nature of land use activity within the T3 zone, choices in transportation modes are few and automobile use is almost exclusive. Street intersections should be frequent and at sufficient distance from one another as to minimize intersection size and block length, discouraging high speed traffic movement. Frequent connections between roadways should also be established in order to disperse traffic across the transportation network. At the same time, few streets should provide direct routes through residential neighborhoods so that cut-through traffic is discouraged. Residential roadways should also be designed to minimize high-speed traffic.

Due to the lower density, street connectivity, and pedestrian access to service, transit availability is limited – often only available on edge major and minor thoroughfares. Generally, natural shoulders and swales (consistent with this development zone as a transition between rural and urban zones) rather than curbs and gutters are used to manage stormwater. Due to block size and lack of connectivity, sidewalks are often found only in commercial areas or where designed to link a neighborhood to nearby schools, open space, and other specific public benefit uses.

Low walls, fences, or a natural, irregular pattern of trees and shrubs typically front the edges of streets. There is occasional on-street parking, but most parking takes place in driveways (in the case of detached single-family residential areas) or parking lots (in the case of multi-family residential and commercial development).

T3 Suburban (continued)

Primary Future Land Use Plan Policies:

- Suburban Corridor Edge (SCE)
- Suburban Low (SL)
- Suburban Low-Medium (SLM)
- Neighborhood Center / Edge (NC/E)

Secondary Future Land Use Plan Policies:

- Natural Conservation (NCO)
- Open Space (OS/POS)
- Urban Corridor (UC)
- Neighborhood Urban (NU)
- Community Center/Corridor Center (CC)
- Office Transition (OT)
- Commercial Arterial Existing (CAE)

T4 Urban

Urban areas consist primarily of medium density (greater than 3 dwelling units per acre and often ranging between 8 and 18 units per acre) residential uses, but may also include other moderate intensity nonresidential uses. Uses are a mix of single-family, townhomes, condominiums, apartments, and accessory units; civic and religious buildings; and small commercial uses. North Main, West Square, and Fulton Heights are classic examples of this zone.

Although urban areas have a wider variety of housing types than do the suburban areas, single-family detached dwellings are predominant. Most buildings are between one and three stories. Multi-family housing is more commonly blended with single-family and duplex housing than found in large independent complexes on large lots. Commercial uses are generally located in neighborhood centers or commercial corridors along the edges of neighborhoods. Corner stores built at scales compatible with surrounding residential structures are common.

Front setbacks usually range from 10 to 15 feet. Front porches are common. Townhouse lots are generally between 20 and 25 feet wide, while single-family detached house lots are generally between 30 and 60 feet wide. Lot sizes for townhouses typically range from 2,000 to 2,500 square feet, while lot sizes for single-family homes typically range from 3,000 to 6,000 square feet. Commercial floor area ratios typically range from 0.25 to 1.0.

The character of landscaping is varied and is for the most part dependent on the personal tastes of residential property owners. In some instances, plantings may be informal while in others they may be formal. Plantings in commercial areas tend to be formal.

Neighborhood parks are common in this zone, and community playfield parks are also present. Parks can be accessed on foot, by bicycle, or by automobile.

Streets have curbs and gutters. Sidewalks have planting strips and trees are planted alongside streets. Alleys are widespread.

Short block lengths and an interconnected system of many streets typify the transportation network within the T4 zone. Connectivity between roadways and sidewalks in the transportation network serving this zone is high. Local streets do not provide direct connections between major and/or minor thoroughfares in order to minimize cut-through traffic. Instead, the connection between major and/or minor thoroughfares is provided along a discontinuous route. On-street parking is also common, particularly in areas where commercial/retail uses may be a part of the overall land use structure.

Multiple travel modes provide for increased mobility. Fixed-route transit service is available and frequent, although the single-occupant automobile remains the dominant travel mode. Access to transit is higher, as the block structure provides for shorter trips to transit stops. Sidewalks are always provided. The block structure within the T4 zone is noticeably smaller than the T3 suburban zone block structure. The small block structure combined with increased connectivity between streets that serve the T4 zone and the surrounding street network, higher housing and population densities, and increased mixing of land uses serve to encourage walking and cycling for short convenience trips. This is also true for the school trips when neighborhood schools are present.

Within the T4 zone, traffic is more evenly distributed across the roadway network. Major regional roadways and key community streets still experience the bulk of the traffic during both the AM and PM peak commuting hours. Because of the higher degree of connectivity, cut-through traffic may become a problem on streets that parallel major travel routes and provide direct connections between major thoroughfares.

T4 Urban (continued)

Primary Future Land Use Plan Policies:

- Urban Corridor (UC)
- Urban General (UG)
- Neighborhood Urban (NU)
- Neighborhood Center / Edge (NC/E)
- Community Center/Corridor Center (CC)
- Office Transition (OT)

Secondary Future Land Use Plan Policies:

- Open Space (OS/POS)
- Mixed Use (MU)
- Commercial Mixed Concentration (CMC)
- Commercial Arterial Existing (CAE)

T5 Center

Centers consist of a mixture of uses with commercial uses serving multiple neighborhoods. Centers can range from town centers to concentrations along specific corridors to general corridors. Some centers are pedestrian scale town centers with attached buildings and a mixture of uses while others are suburban shopping districts where uses are more separated. Examples of centers in Salisbury include Innes Street Marketplace (Lowe's Shopping Center) and the Ketner Center.

Most buildings are between two and four stories. Floor area ratios are generally high. Buildings are likely to be attached with their fronts aligned in the town center environment. Both attached and detached buildings are found in the suburban shopping districts. Uses are a mixture of retail, office, service, high-density multi-family residential, civic, institutional, educational, and entertainment/recreation. Commercial uses generally dominate and serve both neighborhood and regional needs.

Streets are pedestrian-friendly, with active uses at sidewalk level. Streets have curbs, gutters, and often sidewalks with street trees. On-street parking complements parking garages and lots.

Landscaping is formal. Open spaces generally take the form of small formal parks, squares, and plazas.

Short block lengths and a connected system of many streets typify the transportation network within the T5 zone. Connectivity between roadway, sidewalks, bike lanes, and transit in the transportation network serving this zone is high. On-street parking is common, particularly in areas where urban-scale commercial/retail uses may be a part of the overall land use structure.

Multiple travel modes provide for the mobility of travelers. Sidewalks and transit facilities are all present. Bicycle lanes may also be present. The short block structure within the T5 zone, combined with increased connectivity of roadways serving the T5 zone within the surrounding transportation network, higher housing and population densities, and increased mixing of land uses serve to encourage walking and cycling for shorter convenience trips.

Within the T5 zone, traffic is more evenly distributed across the roadway network with community streets experiencing considerable congestion during both the AM and PM peak commuting hours. Congestion may also be of a longer duration and be experienced during the midday as well. As traffic volumes increase on the main streets, traffic redistributes itself across the street network, particularly along routes that parallel the main travel corridor. Traffic is more dispersed because of the higher degree of connectivity afforded by the street network within the T5 zone and may encroach into surrounding residential areas.

Fixed route bus transit service is usually provided. Access to transit is very high, as the block structure provides for shorter trips to transit stops and also because more transit routes are available. Sidewalks are always provided.

Primary Future Land Use Plan Policies:

- Community Center / Corridor Center (CC)
- Commercial Mixed Concentration (CMC)
- Retail Concentration Community (RCC)
- Retail Concentration Supercommunity (RCS)
- Regional Activity Center (RAC)

Secondary Future Land Use Plan Policies:

- Office Transition (OT)

Planning Process

Pre-Planning

The initial goal of the Eastern Gateway Area Plan was to develop the plan as a corridor plan for the Faith Road corridor from East Innes Street to Jake Alexander Boulevard. It would be called the Faith Road Corridor Plan. This original idea changed at the joint Plan Advisory Committee (made up of study area citizens) and Planning Board Committee meeting in November of 2008. Below you will find the minutes from that kick-off meeting:

Date: November 25, 2008

To: PAC & Planning Board

From: Diana Moghrabi, Secretary

Minutes of the Faith Road Area Plan (FRAP)

Plan Advisory Committee (PAC) & Planning Board

The first Plan Advisory Committee meeting was held November 25, 2008, at City Hall second floor conference room to discuss the Faith Road Area Plan.

The following people were in attendance: Karen Alexander, Guy Fisher, Eddie Hampton, Louise Lesley, Robert Lesley, Joe Mathis, David Mayberry, Preston Mitchell, Diana Moghrabi, Hassan Mohamed and Craig Neuhardt.

Planning Board started by asking, "Do we develop a Faith Road corridor plan since Faith Road acts as a spine or should we look at the area from a broader 'area plan' perspective?" With staff guidance, Planning Board recommends an area plan instead of a corridor plan. The Faith Road Area Plan will be a guide for future development in the study area. Overall, how should Salisbury build out these estimated 718 acres? A plan can aide City Council in the decision-making process; they will ultimately have to adopt the plan. It is important to have community input for such a plan. There has been significant interest in building in this area – specifically along the Faith Road corridor, at the intersection of Jake Alexander and Innes, and along the Jake Alexander corridor.

This is not a political process or a budget process. This is not directed at any particular project or rezoning effort.

Preston Mitchell made boundary recommendations—I-85 to the west, the railroad tracks to the south, Stokes Ferry as the northern boundary, and the Granite Quarry line along the east. This uses natural as well as census boundaries which makes data gathering easier and cleaner. The character changes beyond Stokes Ferry. This can be altered at the committee's recommendation.

Staff will send letters to property owners and renters in the area inviting them to a visioning session. They will be asked to respond to a questionnaire and provide their input on needs, desires, and concerns. Preston said he will speak to the pastor of Grace United Methodist Church; it is a central location and a possible location for future meetings.

Preston Mitchell presented a Power Point which described the area as a fairly young population that is 80 percent white and 16 percent African American. The housing is 94 percent occupied--63 percent are owner-occupied.

Pre-Planning (continued)

COMMITTEE COMMENTS

- Mr. Lesley believes the worst problem in the Faith Road area is the traffic problem at Avalon Road.
- A connection to Bendix Drive behind Food Lion could alleviate part of the traffic problem.
- Why stop at the railroad track? (Staff suggested the census information is one reason and the character another.) There is a large population in the area connected. Infrastructure needs improvement. There is a severing of Morlan Park Road.
- Connection is not possible to Old Salisbury because of the cul-de-sacs.
- Major/Minor Thoroughfare Plan should be considered in future discussions.
- Salisbury Vision 2020 Plan will be available for review. http://www.salisburync.gov/lm%26d/sals2020/index.html
- Hassan said, "The reality is, renters are a part of the community. It is important to have caring renters. It is, however, paramount to have landlords involved. Get them involved if we can. If a neighborhood goes down we are all negatively affected."
- In general, the mood of the nation has changed over the last few months. We have become aware of an economic crisis. Communities should be self-sustaining--food needs to be coming from closer to home. We must consider the future. The dynamic is changing. There are concerns about the over development of open space. We must have balance.
- Post meeting information on Access 16 and the cable channel.
- This committee needs African American representation.
- This committee needs to market the plan to the community.

The first visioning session in January 2009, on a Monday or Thursday at 7 p.m., will be announced later.

Visioning Session & Kick Off!

The Visioning Session and first community meeting was held on January 26, 2009. Community Planning staff reviewed the community planning process, its intended goals and products, and the preliminary schedule. Representatives of the Plan Advisory Committee and the Planning Board were in attendance. Approximately 26 people were in attendance...

Community Workshop

The second community meeting was not as well attended; however, those in attendance were eager to jump in and provide critical information. This meeting centered on more specific needs and desires of the community.

Visioning Session Results

What are the things you like the MOST about the study area and your neighborhood?

- Convenience to town, shopping, the interstate
- High visibility
- Quiet, established neighborhoods
- Low crime
- Large lots
- Stable property values
- Easy access to thoroughfares
- Diversity
- Significant tree canopy

What are the things you like the LEAST about the study area and your neighborhood?

- Lack of transit facilities
- Lack of sidewalks and bicycle facilities
- No traffic light at Morlan Park Road and Jake Alexander Boulevard, as well as no left-turn traffic signal off of Faith Road onto Jake Alexander Boulevard
- Lack of streetlights
- General congestion, especially around the Innes Street Marketplace
- Need additional police protection and some areas cleaned up
- Rundown, low-quality rental housing
- Lack of open spaces and parks
- Cut-through traffic
- Water / drainage issues
- Noise pollution from I-85 and East Innes Street

Visioning Session Results

What public improvements would you most like to see in the study area?

- Transit
- Sidewalks
- Streetlights (specifically on Faith Road and Jake Alexander Boulevard)
- Youth / Community Center
- Additional parks, open space, and a Greenway trail (specifically update Morlan Park)
- Protected left turns at Jake Alexander Boulevard & Faith Road, and Jake Alexander Boulevard & US-52
- Wider Roads
- Traffic light at Morlan Park Road and Jake Alexander Boulevard
- Drainage improvements

What private development / private improvements would you most like to see in the study area?

General	Specific
Office	Dept. Store
Retail	Kids Store
Restaurants	Outlet
Single-Family Residential	Bakery
Limit all infill subdivisions	Post Office Branch
	State Employee Credit Union

What qualities are important for future development?

- Access to children's activities
- Preservation and enhancement of existing residential areas
- Natural open spaces, Greenways, and parks
- Making the area more pedestrian friendly
- An increased presence of transit as an alternate form of transportation
- Additional small-scale, neighborhood-friendly entertainment and retail space
- Improved bicycle and pedestrian facilities
- Improved traffic flow

Development Goals

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Development Goals

The following development goals address how the community would like to appear in the future. These include some ideas that will require public-private partnerships in order to be accomplished. A variety of City departments, other public agencies, and private entities will need to be involved. Community Planning Services will be among these and will play an important role in coordinating various efforts in addition to undertaking those tasks, such as reviewing zone changes, for which it has primary responsibility.

1. Preserve the character and atmosphere of existing residential neighborhoods

1. Sustain and encourage the diversity of people and housing
2. Maintain and extend streetscapes that are friendly to pedestrians and cyclists
3. Support well-designed recreational services within walking distance of residential areas
4. Ensure compatible design and good quality of new or renovated structures
5. Prevent the destabilizing encroachment of nonresidential or incompatible infill

2. Improve the appearance and function of primary corridors and commercial areas today and to come

1. Focus the more intensive commercial activity at existing nodes and centers and any new commercial activity at the Jake Alexander Blvd/Faith Road and Jake Alexander Blvd/Stokes Ferry Road nodes
2. Make public improvements such as streetscaping and streetlights along major thoroughfares, ADA-compliant sidewalks, transit stops, and bicycle facilities
3. Encourage local residents and merchants to attract needed new businesses and high density housing to the corridors that would increase population, preserve existing neighborhoods, and help support local businesses

3. Improve community appearance in general

1. Increase the presence of, and effectiveness of, the codes enforcement division
2. Apply appropriate urban design principles to new development, and adjust the design standards of the Land Development Ordinance when necessary, so that any development compliments and enhances existing neighborhoods

4. Increase the variety of commercial choices available to residents

1. Support well-designed, conveniently-located commercial services within walking distance of residential areas, especially at the intersections of Jake Alexander Blvd and Faith Road and Jake Alexander Boulevard and Stokes Ferry Road
2. Support new well-designed and appropriately-scaled office, institutional, and higher density housing development along the northern side of East Innes Street (US-52) down to Jake Alexander Blvd.
3. Support the rehabilitation and adaptive re-use of homes no longer wanted for residential purposes into small-scale offices along the Faith Road and East Innes Street (US-52) corridors

5. Improve the transportation infrastructure to meet the needs of an urban environment

1. Enhance the accessibility, circulation, and design of the transportation system for all modes of travel
2. Increase transit options and provide comfortable and attractive transit stops
3. Add sidewalks, bikeways, and Greenways throughout the community

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Future Land Use Plan

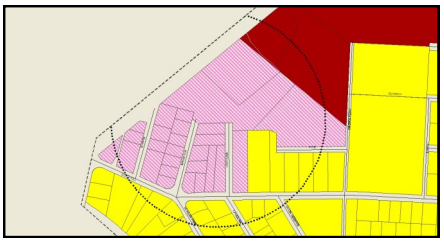
The Future Land Use Plan

The Future Land Use Map (FLUM) on the facing page is the core product of the Eastern Gateway Area Plan.

The FLUM displays land use policies to guide the future use of land within the Eastern Gateway community. These policies reflect the Development Goals found on page 43, compliment the Transect discussions on pages 28-34, and are coordinated with the Transportation Plan on pages 22-25.

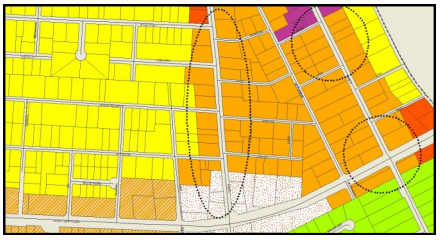
The FLUM will be used to guide the Planning Board's and Community Planning Services' recommendations to City Council regarding the appropriateness of zone change and development requests within the Eastern Gateway community. In addition, property owners and developers will consult the FLUM when deciding how to develop property. Prospective home buyers rely on the FLUM to help them decide where to buy a home in the Eastern Gateway community.

The FLUM is used with the accompanying Land Use Policy descriptions which define the standards for the land use policies that are color coded on the FLUM.



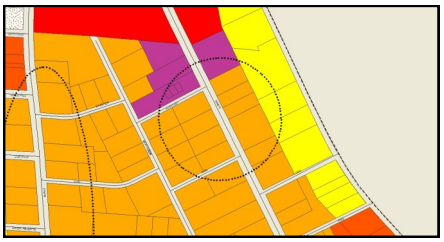
Special Policy Area A:

Special Policy Area A (SP-A) encompasses all of the Neighborhood Urban (NU) FLUM classification. This area is disjointed and consists of three distinctly different development types: Crown Point Place apartments, the former Flora Steel industrial development, and single-family along Rowan and Magnolia Avenues. Redevelopment efforts must locate and enhance a common thread and encourage urban-scaled mixed-use development. Streetscape improvements to Rowan and Magnolia Avenues should work to protect and enhance the existing housing stock along these short local roads while also providing an interesting and attractive entrance to new residential and mixed-use development that also preserves and enhances the existing Flora Steel industrial structure. Although no new vehicular connections can be made to the Crown Point Place apartments, any new development should provide pedestrian and bicycle connections to allow residents of the apartments to benefit from the goods and services offered in the mixed-use environment.



Special Policy Area B:

Special Policy Area B (SP-B) encompasses the section of Faith Road from Gold Hill Drive to Jake Alexander Boulevard under the Urban General (UG) FLUM classification. Although NCDOT may widen this Minor Thoroughfare to a 3-lane cross section in the unforeseen future, residents along and adjacent to this section of Faith Road want to preserve the character and scale of development along this section of the roadway. Redevelopment must be limited to adaptive reuse of existing structures for professional offices or new construction of House building types for professional offices or residential up to 4 units per House type. Townhouse building types are only appropriate at either end of this section of Faith Road adjacent to the Rowan County Health Department or adjacent to the CC FLUM classification and not extending beyond Woody Avenue or Carolina Boulevard.



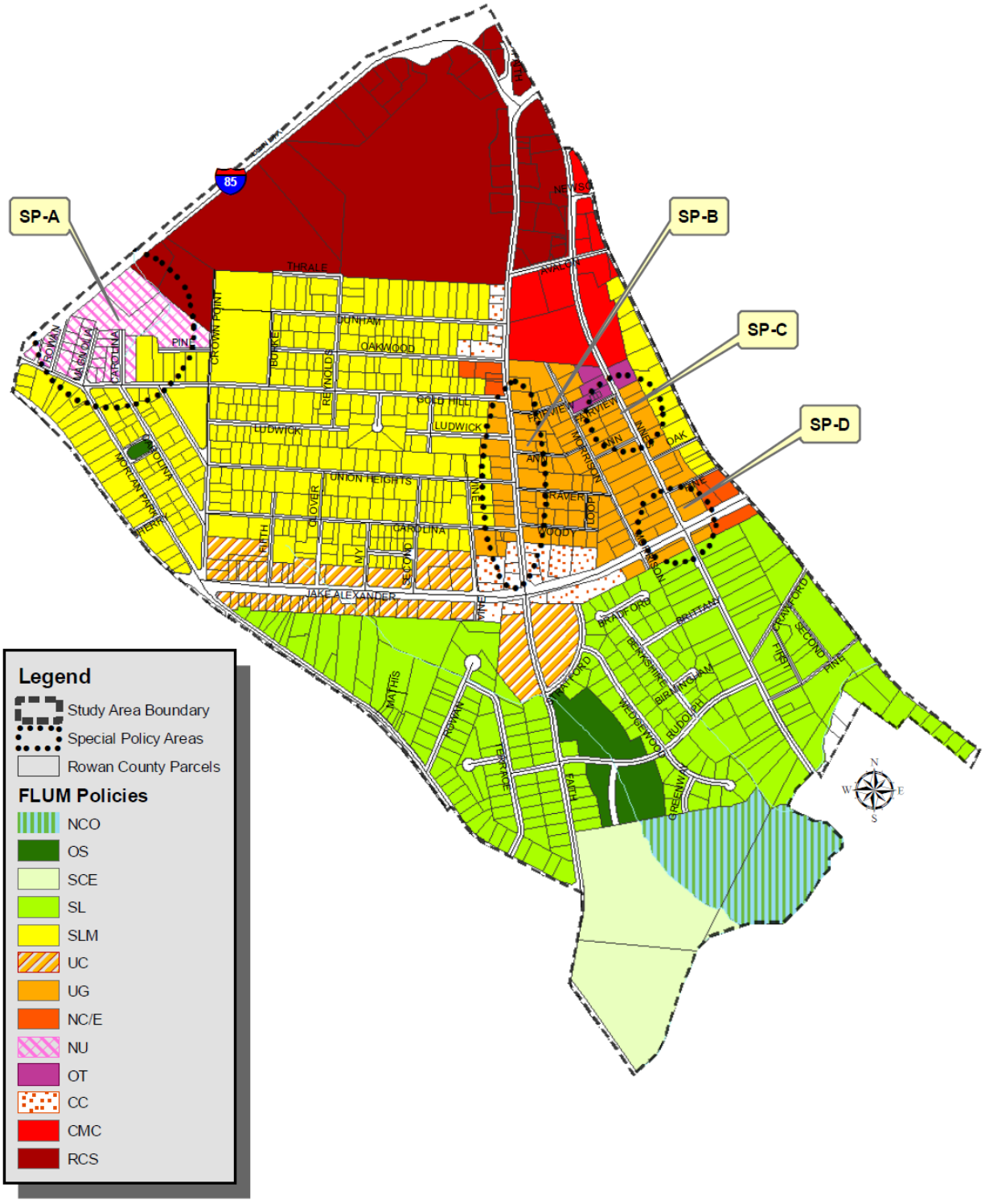
Special Policy Area C:

Special Policy Area C (SP-C) encompasses the section of East Innes Street from Fairview Avenue to Ann Avenue under the Urban General (UG) FLUM classification. Although this section of East Innes Street is a 4-lane Major Thoroughfare, the area has maintained its residential character with high-quality housing stock that is primarily renter occupied (along this particular section). Although new office development in Commercial building types has encroached into this residential corridor from the west, the office development has been consistent in scale and design with the surrounding area and blends well as a transitional use. Residents and/or property owners along and adjacent to this section of East Innes Street support additional professional office development as a transitional use along this corridor; however, it is critical to maintain the residential scale. Redevelopment must be limited to adaptive reuse of existing structures for professional offices or new construction of House building types for professional offices or residential up to 4 units per House type. Professional offices in Commercial building types not exceeding two stories in height are appropriate along the north side of this section while careful consideration should be given to new Commercial building types along the south side of this section.

Special Policy Area D:

Special Policy Area D (SP-D) encompasses the intersection of East Innes Street and Jake Alexander Boulevard under the Urban General (UG) FLUM classification. This area lies at the intersection of two Major Thoroughfares (Jake Alexander Boulevard and East Innes Street); however, it has remained purely residential in character without any non-residential intrusion. The character and scale of the area must be preserved even with the introduction of new non-residential or multi-family residential development. This intersection is appropriate for adaptive reuse of existing structures for professional offices, or new construction of appropriately-scaled and designed Commercial building types at the corners allowing for professional offices, banks, medical offices, or other non-retail, service-based professional uses. Properly scaled and designed Townhouse and/or urban Apartment building types are appropriate at the northwest and southwest corners of the intersection.

Future Land Use Map (FLUM)



Land Use Policy

SCE: Suburban Corridor Edge

1. General Characteristics and Intent

Suburban Corridor Edge (SCE) is the classification for rural, open areas that extend along segments of a major scenic street such as a scenic major thoroughfare. The character of an area designated as SCE is generally one that exhibits a sense of preserved open space along the edge of the corridor. SCE areas are intended to contain primarily low-intensity residential development or civic open space activities. Examples might include large lot, single-family estate houses; accessory structures for farming activities; or linear parks. SCE areas may act as a transition to more intensely developed areas further from the corridor, as well as allowing for appropriate development along major streets that are scenic in character.

2. Application

SCE is intended to apply to undeveloped areas or areas of existing agricultural uses along major scenic streets that are envisioned to remain or be limited to preserved open space and large lot residential development. Some civic and public benefit types of activities, such as community playfields and their associated structures are appropriate in SCE.

3. Appropriate Land Uses

Appropriate uses in SCE areas include large-lot single-family residential with lot sizes of 20,000 square feet or greater, agricultural uses and civic open space uses. Other civic and public benefit activities, such as schools, libraries, or community centers, may be deemed appropriate as long as the rural, open character of SCE is not compromised. Detrimental accompaniments to these activities, such as large parking areas and large, sprawling buildings should be discouraged.

Land Use Policy

NCO: Natural Conservation

1. General Characteristics and Intent

NCO is a category designed for mostly undeveloped areas characterized by the widespread presence of sloping terrain, unstable soils, floodplains or other environmental features that are constraints to development at urban or suburban intensities. NCO areas are intended to be rural in character, with very low intensity development.

2. Application

- NCO policy should be applied to large areas that are generally unsuitable for urbanization due to the presence of extensive amounts of land with unstable soils, steep slopes, floodplains or other physical features that are severe constraints to urban development.
- NCO policy should be applied to large areas where only minimal accessibility is expected.

3. Appropriate Land Uses

- Due to their environmentally sensitive character, NCO areas are generally unsuitable for conventional suburban or urban development. The predominant types of land use anticipated in these areas are very low intensity residential and community facility developments. Examples of low intensity, non-residential development include athletic fields and hiking trails. Agricultural uses are also found in NCO areas.
- Specific residential densities in NCO areas should be determined by physical site characteristics and the availability of services, particularly sewers. In general, the more environmentally sensitive or remote a site is, the lower the acceptable density. Gross densities should generally not exceed what can be supported by an approved onsite sewerage disposal system anywhere that sanitary sewer service cannot be extended. The adequacy of the road network and the feasibility of extending new streets should also be considered. In general, densities should not exceed one dwelling unit per two acres.

Land Use Policy

OS: Open Space (*and* POS – Potential Open Space)

1. General Characteristics and Intent

- Open Space is a general classification encompassing a variety of public, private not-for-profit, and membership-based open space and recreational activities. There are two subcategories of Open Space. The designation OS indicates that the area in question has already been secured for Open Space use. The designation POS indicates that the area in question is intended to be in open space use, but has not yet been secured for that use.

- Types of uses intended within OS and POS areas range from active and passive recreational areas, reserves, land trusts and other open spaces to civic uses and public benefit activities deemed by the community to be "open space." OS and POS areas can range from large sites encompassing hundreds of acres to small sites that are a fraction of an acre. Large OS and POS areas are elements of the community's structural framework, while smaller OS and POS areas are integral elements of planning neighborhoods. Generally, large OS and POS areas are intended to be low intensity and limited to accessory buildings commonly associated with the principal activity. Smaller "open space" areas, especially those with such uses as schools and recreation centers, may be fairly intensely developed.

2. Application

The Open Space area is intended to apply to existing open space areas that are to be conserved and to areas that are planned to be open space areas in the future.

3. Appropriate Land Uses

Appropriate uses include small green spaces; playground and playfield parks; greenways and trails; natural reserves; most civic activities, such as schools and libraries; cemeteries; major public benefit uses that are "open" in character, and other unique open space activities such as privately held land trusts.

Land Use Policy

SL: Suburban Low Density

1. General Characteristics and Intent

SL is a category designed to conserve large areas of established, low density (two dwelling units per acre or below), subdivided residential development that has their own street systems.

2. Application

- SL policy should be applied to predominantly developed residential areas with densities of about two units per acre or less, where provision of services to support intensification is unfeasible or widespread neighborhood support for higher densities is unlikely during the planning period.
- Areas designated SL should have a character and discernible boundaries that distinguish them from the surrounding areas.
- For new development, SL policy should be applied to isolated, undeveloped areas which derive access through existing SL areas.
- SL policy may also be applied to undeveloped or underdeveloped areas that are adjacent to developed SL areas when a substantial degree of zoning and subdivision approval commitments have been made to conventional suburban SL density development. These areas should be in the path of the extension of support services, particularly sewers and major transportation facilities.
- SL policy should not be applied to locations needed, during the planning period, for higher density residential, commercial, or industrial uses.
- SL policy should not be applied to small pockets or clusters of low density residential development that are in the midst of higher density areas.
- Due to the general inefficiency of this type of development and the comparatively higher cost or providing public facilities and services, the application of SL policy is not intended in undeveloped areas.

3. Appropriate Land Uses

- The predominant development type in SL areas is single-family residential. Since SL areas are largely developed, the housing mix is already established and should not be disrupted.
- Civic and public benefit activities are appropriate within SL areas.
- Small open spaces (parks, greens, squares, plazas) that are not designated as such on the plan are appropriate and to the extent possible, should be integrated into the overall open space system. Continuation of nonconforming activities are appropriate only at locations specified by a special policy. Activities other than those already described are not appropriate in SL areas. Nor are existing nonconforming uses that cannot be adequately buffered from surrounding development.

SLM: Suburban Low-Medium Density

1. General Characteristics and Intent

SLM is a category designed to accommodate residential development within a density range of about two to four dwelling units per acre.

2. Application

- SLM policy should be applied to existing conventional suburban residential areas developed at densities of two to four dwelling units per acre and to underdeveloped and undeveloped areas suitable for development in that density range.
- Predominantly developed areas designated SLM should have a character and discernible boundaries that distinguish them from the surrounding areas.
- Application of SLM policy to provide opportunities for growth should be in areas that are adjacent to existing development and are in the path of urban expansion and the extension of support services, particularly sewers and major transportation facilities.
- Generally, local and collector roads provide SLM areas with adequate capacity for internal circulation and access to the major street system.
- Isolated, undeveloped areas that are next to existing Low-Medium density residential uses and derive primary access through the residential area should be included in the area designated SLM.
- SLM policy should not be applied to locations needed, during the planning period, for higher density residential, commercial, or industrial uses.
- In general, SLM policy should not be applied in undeveloped areas suitable for urbanization in the following situations:

    A. If the area is in the vicinity of intense, non-residential development;

    B. sites with highly accessible, competitive locations in the vicinity of major intersections, freeway and expressway interchanges, and areas with a high level of transit service; and

    C. areas along thoroughfares in close proximity to major concentrations of retail development or employment opportunities.

- SLM policy should not be applied to small pockets or clusters of Low-Medium density residential development that are in the midst of generally higher density areas and should, themselves, redevelop at higher densities.

3. Appropriate Land Uses

- The predominant development type in SLM areas is single-family residential.
- Civic and public benefit activities are appropriate within SLM areas.
- Small open spaces (parks, greens, squares, plazas) that are not designated as such on the plan are appropriate and to the extent possible, should be integrated into the overall open space system. Continuation of nonconforming activities is appropriate only at locations specified by a special policy. Activities other than those already described are not appropriate in SLM areas. Nor are existing nonconforming uses that cannot be adequately buffered from surrounding development.

UC: Urban Corridor

1. General Characteristics and Intent

Urban Corridor is the classification for areas at the edge of a neighborhood that extend along a segment of a major or minor thoroughfare and is predominantly residential in character. UC areas are intended to contain a variety of residential development along with larger scale civic and public benefit activities. Examples might include single-family detached, single-family attached or two-family houses; but multi-family development might work best on such busy corridors. Apartments that require large lots, with the exception of smaller buildings with few units on small lots, are typically out of scale with lower density residential development. Multi-family housing should be located where better access and parking can be accommodated. Larger public benefit uses, such as large churches and schools, are more appropriately located at edges of the neighborhood along these corridors to ensure access and space requirements are achieved. All UC areas are intended to be integral elements of planning neighborhoods.

2. Application

UC is intended to apply to established areas of mixed housing and public benefit uses along major streets that are envisioned to remain limited to residential, civic and public benefit types of activities. It also is intended for emerging and new areas planned for such uses.

3. Appropriate Land Uses

Appropriate uses in UC areas include single-family and multifamily residential, schools, places of worship, live/work uses, nursing homes and other public benefit activities. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the plan, or a detailed neighborhood design plan, are appropriate and to the extent possible, should be integrated into the overall open space system. Offices, commercial and other nonresidential uses other than those already described are not appropriate in UC areas and those that already exist are nonconforming.

UG: Urban General

1. General Characteristics and Intent

Urban General is a classification for areas that are primarily residential in character. To meet a spectrum of housing needs, ideally, UG areas contain a variety of housing that is carefully arranged, not randomly located. For example, medium density housing, such as townhouses, might be situated at the edge of the UG area between busy mixed-use buildings in a Community Center area and lower density housing deeper in the Urban General area. Townhouses might also be located on busy streets that connect a Neighborhood Center / Edge area to a Community Center area to provide transition from a busy street to lower intensity housing within the neighborhood. Regardless of location, the right mix of density is the key to the success of a UG area. Too much of one type of residential development could be detrimental to the neighborhood. Civic and public benefit activities are also characteristic of UG areas. Transitional offices are another use occasionally found along the edges of UG areas next to an intense center or incompatible district. Older, established UG areas may also contain isolated pockets or spots of nonconforming nonresidential development. All UG areas are intended to be integral elements of planning neighborhoods.

2. Application

UG is intended to apply to existing areas that are, and are envisioned to remain, predominantly residential in character, and to emerging and future areas that are planned to be predominantly residential.

3. Appropriate Land Uses

Generally appropriate activities in UG areas include single-family residential and public benefit activities. Residential development other than single family is also appropriate provided the location and the particular type of residential development proposed are supported by a detailed neighborhood design plan or, for areas lacking a design plan, a special policy. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the plan, or a detailed neighborhood design plan, are appropriate and to the extent possible, should be integrated into the overall open space system. Transitional offices and continuation of nonconforming activities are appropriate only at locations specified on a detailed neighborhood design plan or, in the absence of a design plan, a special policy. Activities other than those already described are not appropriate in UG areas. Nor are existing nonconforming uses that cannot be adequately buffered from surrounding development.

Land Use Policy

NC/E: Neighborhood Center / Edge

1. General Characteristics and Intent

Neighborhood Center/Edge is the classification for small, intense areas that may contain multiple functions and are intended to act as local centers of activity. Ideally, a neighborhood center is a "walk-to" area within a five minute walk of the surrounding neighborhood it serves. The key types of uses intended within NC/E areas are those that meet daily convenience needs and/or provide a place to gather and socialize. An NC/E area may consist of no more than a single-use or mixed-use “neighborhood-scale commercial” development on one corner of an important intersection within the neighborhood. Examples might include a barbershop or a mixed-use building with a small grocery store on the ground level and an office and/or apartment above. Or, it could be an area partially or completely surrounding and focused on a small open space area. Although neighborhood-scale commercial is scarce in modern times, the opportunity to walk five minutes to a corner store for a quart of milk and a newspaper presents residents with an alternative to driving or being driven everywhere for daily needs. Residential development in these areas generally consists of a mix of medium to high density single- and multi-family housing. The provision of higher density housing in a Neighborhood Center/Edge area allows for more “eyes on the street” to protect the activity center (street intersection or public space) it surrounds. If a neighborhood’s character is more of a Neighborhood Urban pattern rather than an Urban General pattern, an NC/E might consist of more commercial or mixed-use development. All NC/E areas are intended to be integral elements of planning neighborhoods.

2. Application

Neighborhood Center/Edge is intended to apply to established areas that function, and are envisioned to continue functioning, as small mixed centers of activity for the neighborhoods they serve. NC/E is also intended for emerging and undeveloped areas that are planned to be future centers serving the neighborhood in which they are located.

3. Appropriate Land Uses

Generally appropriate activities in NC/E areas include single- and multi-family residential, public benefit activities and small scale office and commercial uses. Also conditionally appropriate as secondary uses subject to strict regulation, are small-scale non-nuisance type crafts and other "cottage" industrial uses. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the plan, or a detailed neighborhood design plan, are appropriate and to the extent possible, should be integrated into the overall open space system. Activities other than those already described, are not appropriate in NC/E areas and those that already exist are nonconforming.

Land Use Policy

NU: Neighborhood Urban

1. General Characteristics and Intent

Neighborhood Urban is the classification for fairly intense, expansive areas that are intended to contain a significant amount of residential development, but which overall are envisioned to be mixed use in character. Types of uses intended within NU areas include a variety of housing, public benefit uses, commercial activities and mixed-use development. Some existing NU areas also contain enclaves of older industrial development. The appropriateness of continuing existing industrial uses should be determined case by case as part of the detailed neighborhood design planning process. Ideally housing in already developed NU areas is tailored to the existing context of the area. In these areas, the appropriate mix of residential and nonresidential development must be achieved according to a neighborhood's existing character, as well as that neighborhood's needs and desires. All NU areas are intended to be integral elements of planning neighborhoods.

2. Application

NU is intended to apply to existing areas with a diverse mix of residential and nonresidential uses that are envisioned to remain as such, and to emerging and future areas where a similar mix of development is planned.

3. Appropriate Land Uses

Generally appropriate activities in NU areas include single- and multi-family residential and civic and public benefit activities. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the plan, or a detailed neighborhood design plan, are appropriate and, to the extent possible, should be integrated into the overall open space system. New offices, commercial uses, established enclaves of industrial development, and new non-nuisance type crafts and other "cottage" industrial uses are appropriate only at locations specified on a detailed neighborhood design plan or, in the absence of a design plan, a special policy. Activities other than those already described are not appropriate in NU areas. Nor are existing industrial uses that cannot be adequately buffered from surrounding development.

Land Use Policy

OT: Office Transition

1. General Characteristics and Intent

OT is a Structure Plan category for small offices intended to be used in exceptional cases to serve as a transition between lower and higher intensity uses where there are no suitable natural features that can be used as buffers. Generally, transitional offices are used between residential and commercial areas.

2. Application

- OT policy is applied only to limited areas as a last resort method of achieving land use compatibility.
- OT policy is suitable at locations where residential uses adjoin incompatible, non-residential uses. OT should only be applied when the adverse impacts caused by the non-residential use cannot be adequately mitigated through other buffering techniques.
- Principal access to the site should be from a non-residential area or thoroughfare.
- OT structures should be about the same size as surrounding residential buildings and may be located in structures formerly used as residences.

3. Appropriate Land Uses

The predominant land use in OT areas is low-rise, low intensity offices.

Land Use Policy

CC: Community or Corridor Center

1. General Characteristics and Intent

Community or Corridor Center (CC) is the classification for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods. Generally, Community or Corridor Center areas are intended to contain predominantly commercial and mixed-use development with offices and/or residential above ground level retail shops. Neighborhood and community oriented public and public benefit activities and residential uses are also appropriate in CC areas. Residential development in CC areas that is not above retail or offices is typically higher intensity townhomes and multi-family housing. Community or Corridor Center areas are where the most pedestrian activity occurs. All CC areas are intended to be integral elements of planning neighborhoods.

2. Application

Community or Corridor Center is intended to apply to established areas that function, and are envisioned to continue functioning, as mixed centers of activity for the neighborhoods they serve. CC is also intended for emerging and undeveloped areas that are planned to be future centers serving multiple neighborhoods.

3. Appropriate Land Uses

Appropriate uses within CC areas include single-family and multifamily residential, offices, commercial retail and services, and public benefit uses. Also conditionally appropriate, subject to strict regulation, are small-scale non-nuisance type crafts and other "cottage" industrial uses. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Future Land Use Plan or a detailed neighborhood design plan are appropriate and, to the extent possible, should be integrated into the overall open space system. Industrial activities are not appropriate in CC areas and are nonconforming where they already exist.

Land Use Policy

CMC: Commercial Mixed Concentration

1. General Characteristics and Intent

- CMC is a classification that accommodates major concentrations of mixed commercial development providing both consumer goods and services and employment. Unlike strictly retail concentrations, CMC areas may contain an equal or greater proportion of other commercial uses such as offices.

- Good accessibility to and within CMC areas is of particular importance due to the amount of traffic generated by the uses in these areas.

2. Application

- CMC policy should be applied to areas with good regional accessibility. Preferred locations are those along and directly accessible to major thoroughfares with at least four lanes that are at or in the vicinity of interchanges with freeways.

- CMC activities have more flexible locational requirements than industrial uses or super community retail concentrations. Therefore, CMC policy should not be applied to locations needed for super community retail, regional activity centers, or industrial uses.

3. Appropriate Land Uses

Land uses found in this category include Medium-High to High density residential, all types of retail trade (except regional shopping malls), highway-oriented commercial services, offices, and research activities and other appropriate uses with these locational characteristics.

Land Use Policy

RCS: Retail Concentration Super Community

1. General Characteristics and Intent

- Super community scale concentrations serve essentially the same function as community scale concentrations but are generally larger in size and provide a wider array of goods and services.
- Although many uses in RCS areas have trade areas similar to those of RCC areas (radius of one to five miles), some of the less common large scale retail activities intended in RCS areas may draw from a wider area.
- The aggregate amount of floor space appropriate in RCS areas not at freeway interchanges is between 500,000 and 1,000,000 square feet for all non-residential activities. RCS areas that are located at freeway interchanges may be larger to accommodate freeway-oriented uses.
- Accessibility to and within RCS areas is of particular importance due to the concentration and high rates of traffic generated by the types of uses in these areas and the distance of some trips attracted to the areas. The limits of RCS areas should be clearly established in advance using significant natural features or transitional land uses.

2. Application

- Super community retail centers serve populations that are generally larger than that of a single Planning District. Therefore, the retail needs of adjoining district should be considered when planning this retail policy.
- Preferred locations are intersections of a six-lane and four-lane major thoroughfare or at the interchange of a freeway.
- Super community and regional retail activities may be combined by locating super community policy near regional activity centers.
- In general, RCS policy should not be applied to locations needed for activity centers (RAC), major transportation, or industrial uses. However, where appropriate locations for RCS policy are less available than industrial policy locations, application of RCS policy should be favored.

3. Appropriate Land Uses

Predominant RCS uses include retail shops, consumer services, restaurants, and entertainment. RCS areas located at highway interchanges also allow a limited amount of uses to serve travelers. RCS areas may also include large, single, specialized retail stores such as Lowe's and Home Depot that draw customers from a wider market. Also appropriate in RCS areas are higher density residential uses and upper floor residential uses in buildings with ground floor commercial.

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