

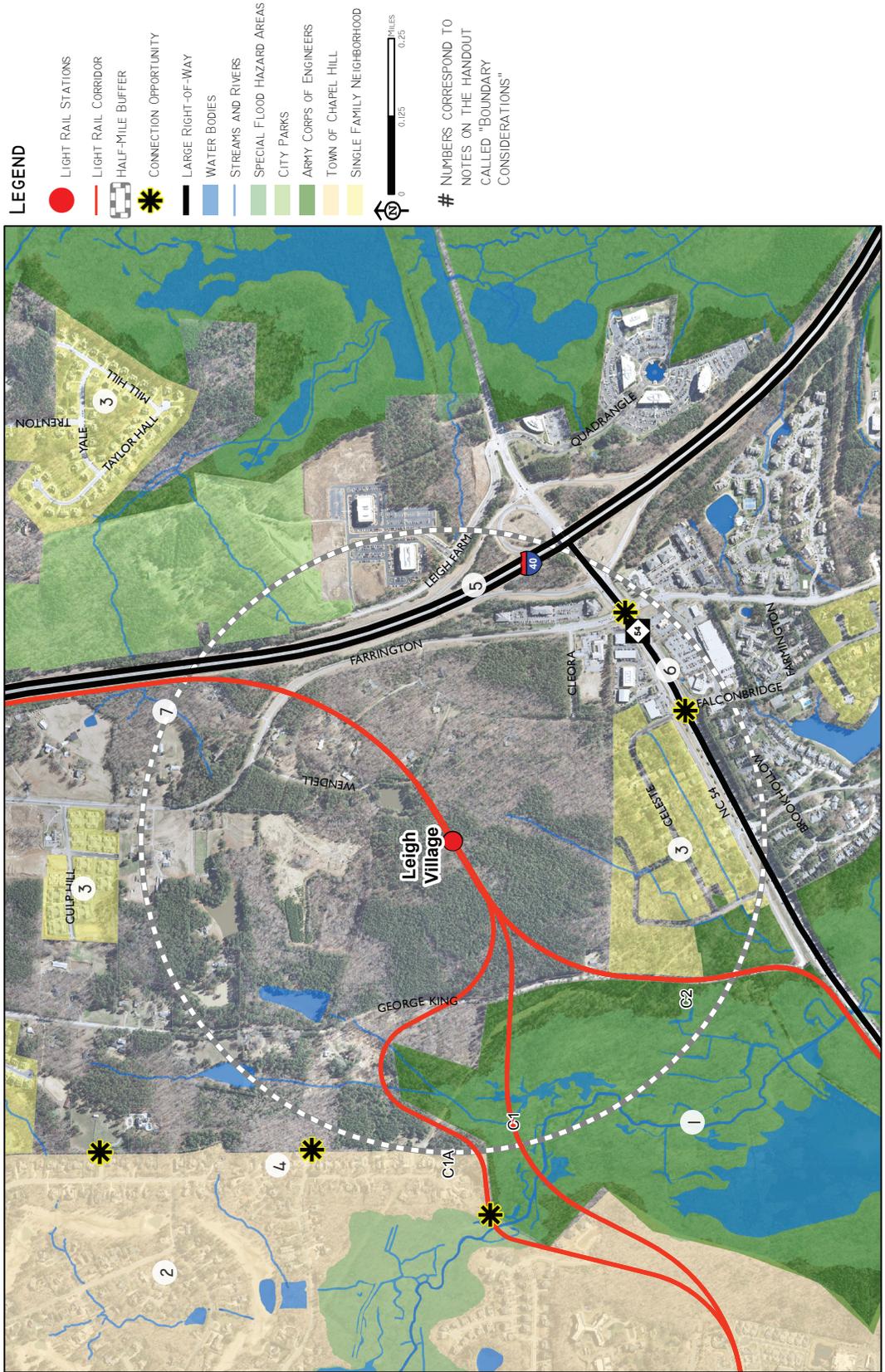
Appendices

List of Appendices:

- A. Leigh Village Boundary Guidelines - Map and Notes
- B. Patterson Place Boundary Guidelines - Map and Notes
- C. South Square/MLK Jr. Boundary Guidelines - Map and Notes
- D. Erwin Road Boundary Guidelines - Map and Notes
- E. Alston Avenue Boundary Guidelines - Map and Notes
- F. Frequently Asked Questions
- G. Leigh Village - Community Mapping Exercise
- H. Patterson Place - Community Mapping Exercise
- I. South Square/MLK Jr. - Community Mapping Exercise
- J. Alston Avenue - Community Mapping Exercise
- K. Existing Development Placetype Descriptions

Leigh Village

COMPACT NEIGHBORHOOD PLANNING
BOUNDARY MAPPING EXERCISE



MAP CREATED BY THE DURHAM CITY-COUNTY PLANNING DEPARTMENT, MARCH 2015
FOR THE LEIGH VILLAGE COMMUNITY MEETING, APRIL 2015

1. The Army Corps of Engineers and the NC Wildlife Resources Commission own and manage the Little Creek Bottomlands, an important natural resource for wildlife habitat and migration, flood control, and water quality management. Any changes to the Compact Neighborhood Tier should not include these environmentally important properties. (Relates to Criteria A: Preserve significant environmental features)
2. While located in Durham County, areas west of George King Road are in the Town of Chapel Hill and under their planning jurisdiction. Planning efforts for the Leigh Village Station should consider coordinate with Chapel Hill's planning of the Meadowmont or Woodmont Station.
3. Built and approved single family neighborhoods are included in the current Suburban Transit Area boundary; however, further discussion is needed. Single-family housing is not a permitted building type under Design District zoning; therefore, including these neighborhoods in the Tier could create future non-conformities. (Relates to Criteria D: Preserve intact single-family residential - especially in historic districts)
4. The Southwest Durham Collector Street Plan calls for street connections with the Town of Chapel Hill at Meadowmont Lane, Lancaster Drive, and from Nottingham Drive. Extending the Compact Neighborhood Tier boundary to the west of George King Road would set the stage for establishing a street grid that would enable better traffic circulation and improve access to the Leigh Village station. (Relates to Criteria F: Consider the half-mile walking route (not just half-mile direct) and Criteria H: Include large undeveloped or underutilized tracts of land)
5. Interstate 40 creates a clean eastern edge for the Compact Neighborhood Tier. (Relates to Criteria B: Use large rights-of-way (highways, railroad corridors, etc.) that preclude pedestrian connections as edges)
6. In its current configuration NC Highway 54 represents a barrier for pedestrian accessibility to the Leigh Village station from areas to the south. The NC 54 Corridor Study (2010) recommended numerous improvements to intersections across NC Highway 54 including the grade separation (i.e. bridging over) of Farrington Road and an extension of Falconbridge Road. Bridges over NC Highway 54 would remove it as a major barrier and allow for the possible redevelopment of parcels to the south. Farrington Road grade separation has been included in the State's Draft Transportation Improvement Plan. (Relates to Criteria B: Use large rights-of-way - highways, railroad corridors, etc. - that preclude pedestrian connections as edges)
7. The half-mile buffer area from the proposed Leigh Village Station is shown for reference. (Relates to Criteria F: Consider the half-mile walking route (not just half-mile direct))



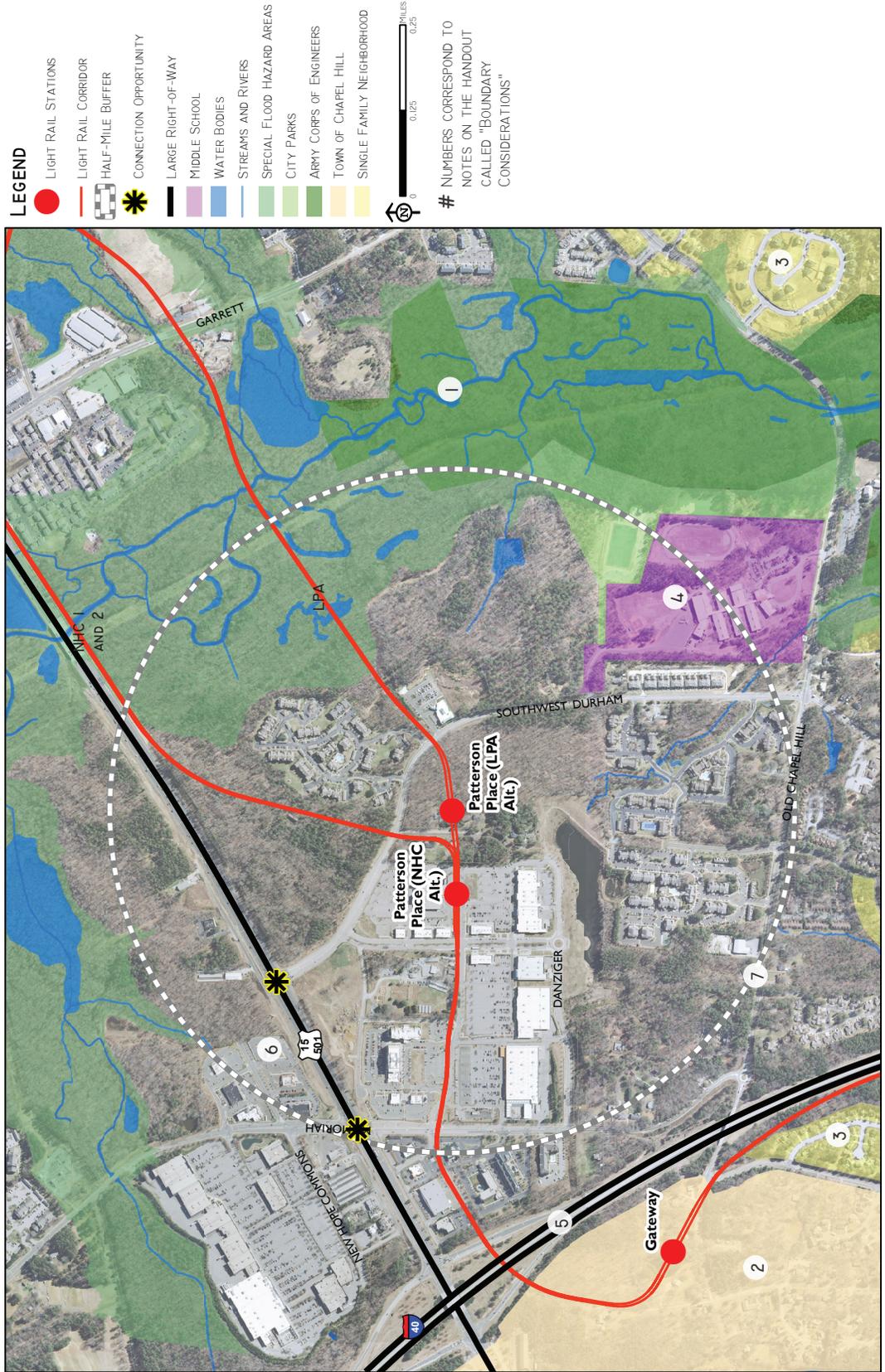
DURHAM
1869
CITY OF MEDICINE

Patterson Place

COMPACT NEIGHBORHOOD PLANNING
BOUNDARY MAPPING EXERCISE



DURHAM COUNTY



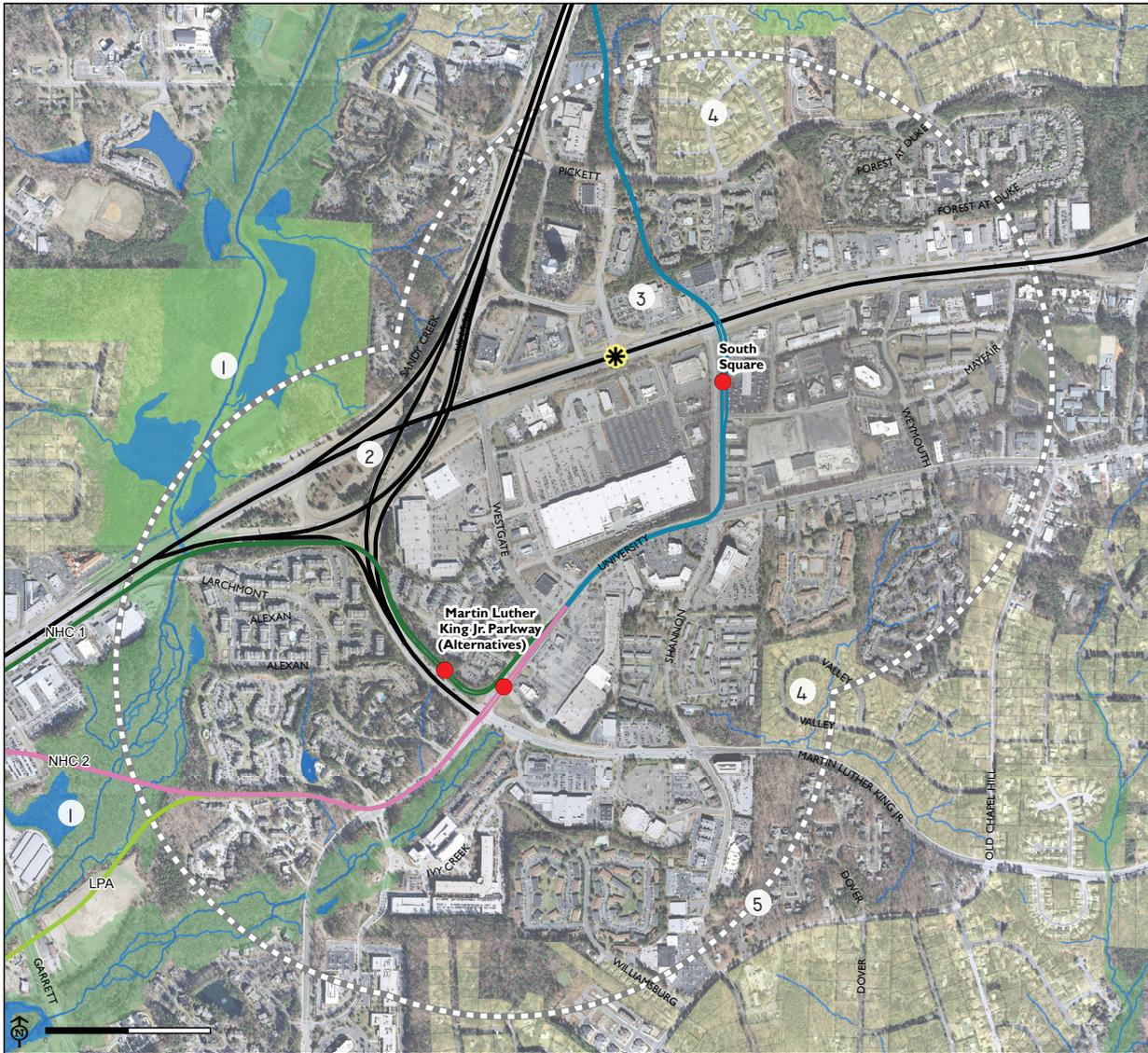
MAP CREATED BY THE DURHAM CITY-COUNTY PLANNING DEPARTMENT, MARCH 2015
FOR THE PATTERSON PLACE COMMUNITY MEETING, APRIL 2015

1. Public entities including Durham County, the Army Corps of Engineers and the NC Wildlife Resources Commission own and manage the New Hope Creek Bottomlands, an important natural resource for wildlife habitat and migration, flood control, and water quality management. Any changes to the Compact Neighborhood Tier should not include these environmentally important areas. (Relates to Criteria A: Preserve significant environmental features)
2. While located in Durham County, areas west of Interstate 40 are in the Town of Chapel Hill and under their planning jurisdiction. Planning efforts for the Patterson Place Station should consider coordinate with Chapel Hill's planning of the Gateway Station.
3. Intact single family residential neighborhoods are located to the south of Old Chapel Hill Road, over a half-mile from the Patterson Place Station. (Relates to Criteria D: Preserve intact single-family residential – especially in historic districts)
4. Githens Middle School is at the edge of the half-mile boundary from the proposed Patterson Place Station. It is designed in a suburban one-story layout with large playing fields and parking lots. It is a long-term civic use that would not fit with the intent of the Compact Neighborhood Tier or Design Districts. Further discussion is needed to determine if this property should be included within the Tier Boundary.
5. Interstate 40 creates a clean western edge for the Compact Neighborhood Tier. (Relates to Criteria B: Use large rights-of-way (highways, railroad corridors, etc.) that preclude pedestrian connections as edges)
6. In its current configuration the Durham-Chapel Hill Boulevard (US Highway 15-501) represents a barrier for pedestrian accessibility to the Patterson Place Station from areas to the north. The long-range Metropolitan/Comprehensive Transportation Plan recommends the eventual conversion of 15-501 to a limited-access freeway (with on-ramps and off-ramps instead of traffic lights), which would cut the area off to an even greater extent. Especially with the potential of light rail paralleling the 15-501 corridor, the conversion should be re-evaluated and improving connectivity across the boulevard should be studied. (Relates to Criteria B: Use large rights-of-way (highways, railroad corridors, etc.) that preclude pedestrian connections as edges)
7. The half-mile buffer area from the proposed Patterson Place Station is shown for reference. (Relates to Criteria F: Consider the half-mile walking route (not just half-mile direct))



South Square/MLK Jr.

COMPACT NEIGHBORHOOD PLANNING
BOUNDARY MAPPING EXERCISE



LEGEND

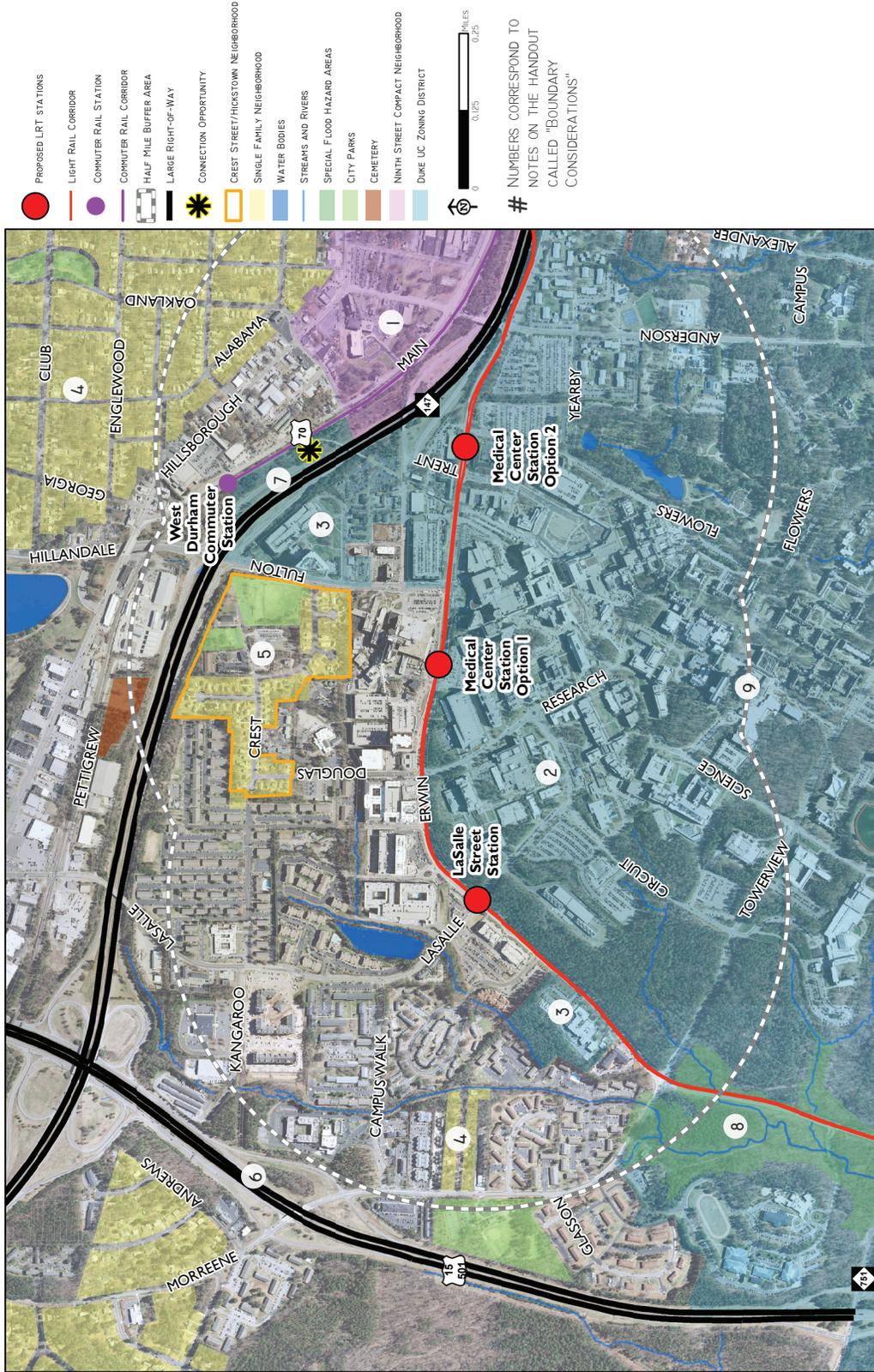
- LIGHT RAIL STATIONS
- LOCALLY PREFERRED ALTERNATIVE (LPA)
- NEW HOPE CREEK ALTERNATIVE 1
- NEW HOPE CREEK ALTERNATIVE 2
- NEW HOPE CREEK LPA ALTERNATIVE
- HALF MILE BUFFER AREA
- LARGE RIGHT-OF-WAY
- CONNECTION OPPORTUNITY
- SINGLE FAMILY NEIGHBORHOOD
- WATER BODIES
- STREAMS AND RIVERS
- SPECIAL FLOOD HAZARD AREAS
- CITY PARKS
- #** NUMBERS CORRESPOND TO NOTES ON THE HANDOUT CALLED "BOUNDARY CONSIDERATIONS"

MAP CREATED BY THE DURHAM CITY-COUNTY PLANNING DEPARTMENT, MARCH 2015
FOR THE SOUTH SQUARE/MLK JR. BOULEVARD COMMUNITY MEETING, APRIL 2015

1. Sandy Creek and significant areas of wetlands form a corridor west of the proposed Light Rail Stations. While only the Sandy Creek Park is publicly owned, these wetlands and floodplains are important environmental features. Any changes to the Compact Neighborhood Tier should not include these environmentally important areas. (Relates to Criteria A: Preserve significant environmental features)
2. To the northwest of the proposed LRT Stations, US Highway 15-501 splits into a limited access Bypass going north and a commercial boulevard going east-west. The result is a very large interchange that eliminates pedestrian connections. (Relates to Criteria B: Use large rights-of-way - highways, railroad corridors, etc. - that preclude pedestrian connections as edges)
3. In its current configuration US Highway 15-501 Business represents a barrier for pedestrian accessibility to the South Square Station from areas to the north. 15-501 Business is a wide boulevard with service roads to access suburban commercial businesses on either side. Currently, no public streets provide a safe and direct link with each other to enable pedestrians to cross. (Relates to Criteria B: Use large rights-of-way - highways, railroad corridors, etc. - that preclude pedestrian connections as edges)
4. Several intact single family neighborhoods are in the vicinity of the proposed LRT Stations. Single-family housing is not a permitted building type under Design District zoning; therefore, including these neighborhoods in the Tier could create future non-conformities. (Relates to Criteria D: Preserve intact single-family residential - especially in historic districts)
5. The half-mile buffer area from the proposed South Square and MLK Jr. Boulevard Stations is shown for reference. (Relates to Criteria F: Consider the half-mile walking route (not just half-mile direct))

Erwin Road

COMPACT NEIGHBORHOOD PLANNING
BOUNDARY MAPPING EXERCISE

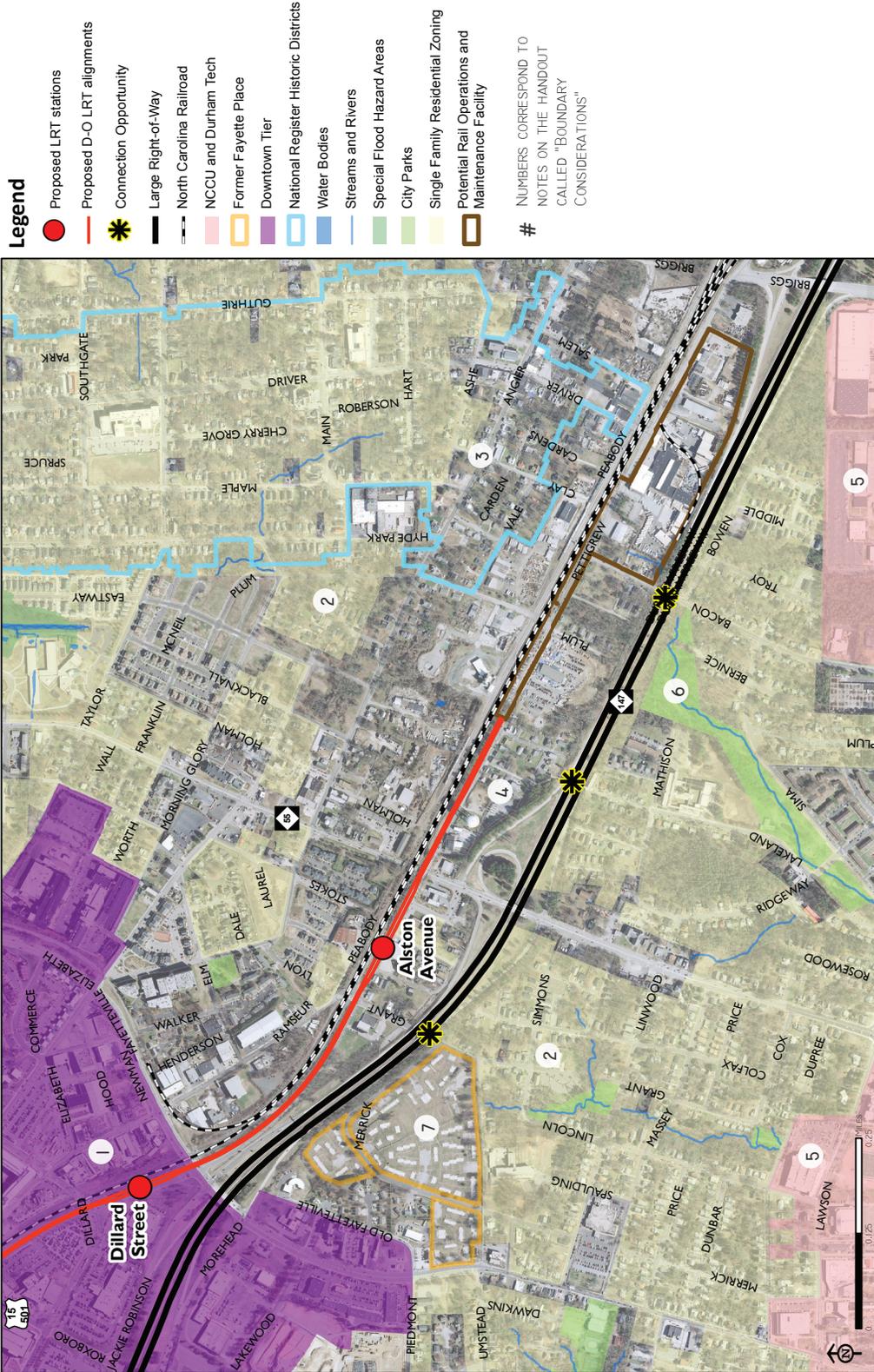


MAP CREATED BY THE DURHAM CITY-COUNTY PLANNING DEPARTMENT, MARCH 2015
FOR THE ERWIN ROAD COMMUNITY MEETING, APRIL 2015

1. Boundaries for the Ninth Street Compact Neighborhood Tier were established in January 2012. Aligning the boundary along Trent Drive would provide the opportunity for a continuous urban fabric. (Relates to Criteria C: Consider significant changes in the type and character of development - evidenced by different building scales, uses, etc. - as possible edges)
2. Duke University and Duke University Hospitals are significant land owners near the LaSalle Street and Medical Center alternative stations. Properties owned by Duke University are under a special zoning district called "University and College" that is governed by a development plan. A precedent was set in the Ninth Street area to exclude from the Compact Neighborhood Tier areas zoned "University and College." (Relates to Criteria E: Avoid self-contained University-College development)
3. North of Erwin Road there are several properties owned by Duke University and zoned UC that are in the Compact Neighborhood Tier, as currently defined. In fact, the Lenox Baker Children's Hospital property was added to the Compact Tier by a City Council vote as recently as December 2014. Inclusion of these properties in the Compact Neighborhood Tier warrants further discussion with Duke University officials. (Relates to Criteria E: Avoid self-contained University-College development)
4. Two intact single-family neighborhoods centered on Newell Street and Crest Street are within the current boundary of the Compact Neighborhood Tier. Single-family housing is not a permitted building type under Design District zoning; therefore, including these neighborhoods in the Tier could lead to future non-conformities. (Relates to Criteria D: Preserve intact single-family residential – especially in historic districts)
5. Special consideration must be paid to the Crest Street/Hickstown Neighborhood, an early environmental justice case in North Carolina. Construction of the Durham Freeway resulted in the neighborhood's relocation in 1986 to where it currently exists. Many further discussions must be had and research must be done with the community to determine whether it is appropriate to include the Crest Street/Hickstown Neighborhood in the Compact Neighborhood Tier. (Relates to Criteria D: Preserve intact single-family residential - especially in historic districts)
6. US Highway 15-501 creates a clean western boundary for the Compact Neighborhood Tier. (Relates to Criteria B: Use large rights-of-way - highways, railroad corridors, etc. - that preclude pedestrian connections as edges)
7. The Durham Freeway creates a clean northern boundary for the Compact Neighborhood Tier. East of Hillandale Road, however, the character of development changes from suburban commercial and industrial to small scale commercial. Should areas around a future "West Durham" commuter rail station be included in the Compact Neighborhood Tier, particularly if a solution can be found to reopen for pedestrians and cyclists an abandoned railroad spur owned by Duke University over the Durham Freeway? (Relates to Criteria B: Use large rights-of-way - highways, railroad corridors, etc. - that preclude pedestrian connections as edges)
8. Tributary streams of Sandy Creek are present throughout the area; however, there do not appear to be significant environmental features to take into account in determining the boundary. (Relates to Criteria A: Preserve significant environmental features)
9. The half-mile buffer area from the proposed Medical Center alternatives and LaSalle Street Stations is shown for reference. (Relates to Criteria F: Consider the half-mile walking route (not just half-mile direct))

Alston Avenue

COMPACT NEIGHBORHOOD PLANNING
BOUNDARY MAPPING EXERCISE



MAP CREATED BY THE DURHAM CITY-COUNTY PLANNING DEPARTMENT, MARCH 2015
FOR THE ALSTON AVENUE COMMUNITY MEETING, APRIL 2015

1. Boundaries of the Downtown Tier were established in 2009. Aligning the boundary along Fayetteville Street and Old Fayetteville Street would provide the opportunity for a continuous urban fabric. (Relates to Criteria C: Consider significant changes in the type and character of development - evidenced by different building scales, uses, etc. - as possible edges)
2. Many neighborhoods within a half-mile area of the Alston Avenue and Dillard Street Stations are made up of single-family homes built on small, urban lots. Areas zoned RU-5 and RU-5(2) are highlighted on the map. While these neighborhoods are already built at densities that would support transit use (10 units/acre), single-family is not a permitted building type under Design District zoning; therefore, including these neighborhoods in the Compact Neighborhood Tier would create future non-conformities. Each area should be looked at in greater detail to determine if it is likely to remain residential. (Relates to Criteria D: Preserve intact single-family residential - especially in historic districts)
3. The Angier/Driver commercial district and portions of the East Durham National Register Historic District are identified for further discussion. Existing zoning requirements make it difficult for business to operate; however including the commercial area would mean also including several blocks of the East Durham National Register Historic District. (Relates to Criteria D: Preserve intact single-family residential - especially in historic districts)
4. The difficult to access “wedge” of land between the Durham Freeway and the Railroad tracks is where the Alston Avenue Station is proposed to be located. Occupying the area today are industrial businesses, mill houses, and institutional uses such as churches and the Boys and Girls Club. This area will have tremendous access to and visibility from the station; however, efforts should be made to address accessibility to this area including improving connections such as the Bryant Bridge, Bacon Street, and Grant Street across the Durham Freeway. Access for all modes should be maintained across the railroad tracks at Ramseur Street and Plum Street. (Relates to Criteria I: Include areas with particularly good access, visibility or prominence and Criteria B: Use large rights-of-way (highways, railroad corridors, etc.) that preclude pedestrian connections as edges)
5. North Carolina Central University and Durham Technical Community College are significant land owners and major destinations near the Alston Avenue and Dillard Street Stations. The campus of NCCU is under a special zoning district called “University and College 2” that is governed by a development plan. It is expected that in the future Durham Tech’s campus will be zoned similarly. A precedent was set in the Ninth Street area to exclude from the Compact Neighborhood Tier areas owned by Duke University and zoned “University and College.” (Relates to Criteria E: Avoid self-contained University-College development)
6. Tributary streams of Third Fork Creek and Goose Creek are present throughout the area; however, there do not appear to be significant environmental features to take into account in determining the boundary. City parks often parallel the creeks, offering opportunities for greenway trails. (Relates to Criteria A: Preserve significant environmental features)
7. The Durham Housing Authority is considering the former Fayette Place property for a large scale mixed income redevelopment. Including this area in the Compact Neighborhood Tier would align with the Downtown Tier boundary. (Relates to Criteria H: Inclusion of large undeveloped or underutilized tracts of land and Criteria I: Areas with particularly good access, visibility or prominence)



What are Compact Neighborhoods?

Compact Neighborhoods are areas near planned rail transit stations that are envisioned, over the long term, to host additional development that is higher density, mixed use, and walkable. Characteristics may include:

- » A mix of residential, retail, office, and other uses
- » Urban densities
- » Street-oriented buildings
- » A connected street network
- » Appropriately scaled streets
- » Transportation choices

Why do we need Compact Neighborhoods?

The Triangle is one of the fastest growing regions in the country, and evidence points toward this trend continuing. As more households and jobs locate in Durham, the pattern of development will need to shift to a more compact form. In general, supporting compact development in connection with transit can be beneficial in a variety of ways. It can:

- » Alleviate traffic congestion
- » Improve public health by increasing opportunities to walk
- » Decrease transportation expenses
- » Connect people, who do not have access to cars, with jobs
- » Reduce suburban sprawl, thus protecting the environment and rural character

Why is a Compact Neighborhood Proposed Here?

Compact Neighborhoods are proposed in areas surrounding the planned Durham-Orange Light Rail Transit corridor stations. Go Triangle is planning to begin operation in 2026, with construction starting around 2021. For more information on the transit project visit:

www.ourtransitfuture.org.

What is the purpose of this planning process?

This planning process will define how Compact Neighborhoods are drawn on Durham's Future Land Use Map, which acts as policy vision and guide for future development.

What is the Future Land Use Map? How is it different from the Zoning Map?

The Future Land Use Map provides guidance for how land should be developed (or preserved) in the future, with different colors indicating different land uses (i.e. commercial, industrial, residential, etc.). Though the Future Land Use Map is closely allied with the Zoning Map, they serve different functions. While the Future Land Use Map reflects policy (community vision statements about how development *should* occur in the future), the Zoning Map is a regulatory tool (a legal document articulating how the property can develop today). If there is a request to rezone a property, the request must be consistent with the Future Land Use Map.

More Information

Website: <http://www.durhamnc.gov/CompactNeighborhoods>

Email: hannah.jacobson@durhamnc.gov **Phone:** 919-560-4137 ext. 28247



Compact Neighborhood Planning

Future Land Use Map Updates

Frequently Asked Questions



What are the advantages of being included in the Compact Neighborhood Tier?

If you want to keep using your property as its current use, there will be no changes. If you want to redevelop your property, there are some advantages to the Compact Neighborhood designation such as lower parking requirements, greater density allowances, and smaller setbacks.

What are the disadvantages of being included in the Compact Neighborhood Tier?

If the Design District Future Land Use Designation is applied, the only rezoning request that staff would support is one to a Compact Design zoning district.

Will the City be redeveloping these areas?

No, the City of Durham does not intend to acquire property for redevelopment purposes. Change in the area will likely be incremental and will occur through private development over several decades. Private developers cannot use eminent domain. In other words, redevelopment requires a willing seller and willing buyer.

Will single family houses be allowed in the Compact Neighborhood Tier?

New rules and regulations about uses and structures go into effect only after rezoning occurs (yet to be determined). After that, new construction of single family houses would not be permitted. An existing house is allowed to remain (routine maintenance is encouraged), but the house cannot be significantly expanded without a special use permit. In the case of a natural disaster, the house can be rebuilt to its previous footprint.

What opportunities will there be for public comment and input?

Following community meetings scheduled in April and June 2015, recommendations developed with input from stakeholders will be brought through the public hearing and adoption process. At least two public hearings will be held: the Durham Planning Commission followed by the Durham City Council or the Board of County Commissioners (both, in some instances). Members from the public are invited to briefly speak at these hearings. Of course, the Planning Department would always like to hear what you think. If you have questions, concerns or comments please contact us. We're happy to talk with you to hear your ideas.

What happens next?

Land use planning for the Durham-Orange Light Rail station areas is a three-step process. This process of defining where Compact Neighborhoods are appropriate and updating the Future Land Use Map is only the first step (commonly referred to as a "Plan Amendment"). The second step involves revising and updating chapters of the Unified Development Ordinance that outline Durham's form-based code, known as the Compact Design district (commonly referred to as a "Text Amendment"). The final step involves implementing the Compact Design zoning district to areas identified previously as a Compact Neighborhood (commonly referred to as a "Zoning Map Change"). Each step is a separate public process with opportunities for public comment and input.

More Information

Website: <http://www.durhamnc.gov/CompactNeighborhoods>

Email: hannah.jacobson@durhamnc.gov **Phone:** 919-560-4137 ext. 28247



April 2015 Meeting Summary

Leigh Village



At the first public meeting on April 30th participants were asked to draw a boundary of a Compact Neighborhood, describing what should be included and what should be excluded. This map is a compilation of results. Areas shown in blue are places a majority of groups agreed should be included and other colors indicate places where there was less consensus or specific input was not provided.

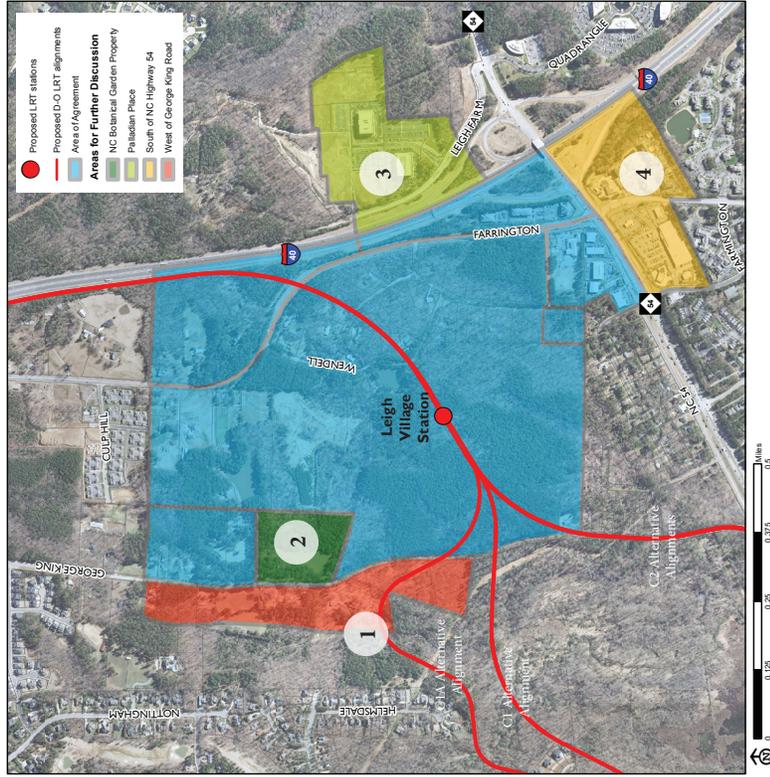
Areas of Agreement

- >> Unanimous agreement among groups that Eastwood Park and the planned Chapel Creek neighborhood should not be included within the boundary.
- >> Similarly, there was support for changing Eastwood Park to a residential category on the Future Land Use Map.
- >> Include large undeveloped properties or rural residential properties between Interstate 40 and George King Road, generally north of Cleora Drive.
- >> Include office and commercial uses near the intersection of NC Highway 54 and Farrington Road.

Areas for Further Discussion

Weigh in on each of the following areas on the handout provided.

1. West of George King Road
2. NC Botanical Gardens Property
3. Palladian Office and Residential
4. South of NC Highway 54

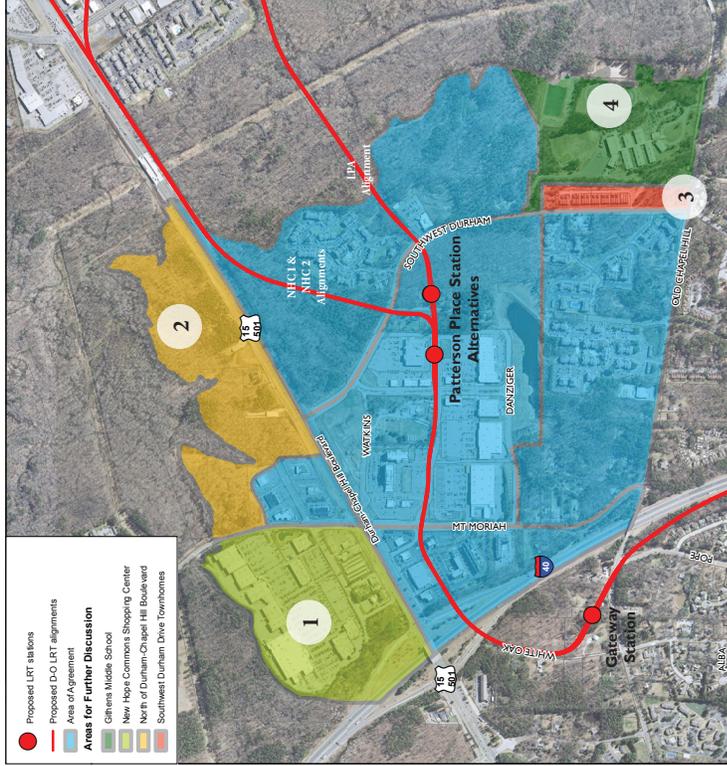


April 2015 Meeting Summary

Patterson Place



At the first public meeting on April 9th participants were asked to draw a boundary of a Compact Neighborhood, describing what should be included and what should be excluded. This map is a compilation of results. Areas shown in blue are places a majority of groups agreed should be included and other colors indicate places where there was less consensus or specific input was not provided.



Areas of Agreement

- » Sensitive environmental lands surrounding New Hope Creek should be protected and not included in the Compact Neighborhood.
- » Include existing shopping centers and multi-family apartment complexes south of Durham-Chapel Hill Boulevard and east of Interstate 40.
- » Use Interstate 40 and the Town of Chapel Hill as the western edge.
- » Treat Old Chapel Hill Road as the southern boundary to preserve residential neighborhoods to the south.

Areas for Further Discussion

Weigh in on each of the following areas on the handout provided.

1. New Hope Commons Shopping Center and areas north of Durham-Chapel Hill Boulevard and west of Mt. Moriah Road.
2. Areas north of Durham-Chapel Hill Boulevard, south of New Hope Creek floodplains.
3. New townhomes on the east side of Southwest Durham Drive.
4. Githens Middle School



April 2015 Meeting Summary



South Square/MLK Jr.

At the first public meeting on April 28th participants were asked to draw a boundary of a Compact Neighborhood, describing what should be included and what should be excluded. This map is a compilation of groups agreed should be in blue are places a majority of groups agreed should be included and other colors indicate places where there was less consensus or specific input was not provided.

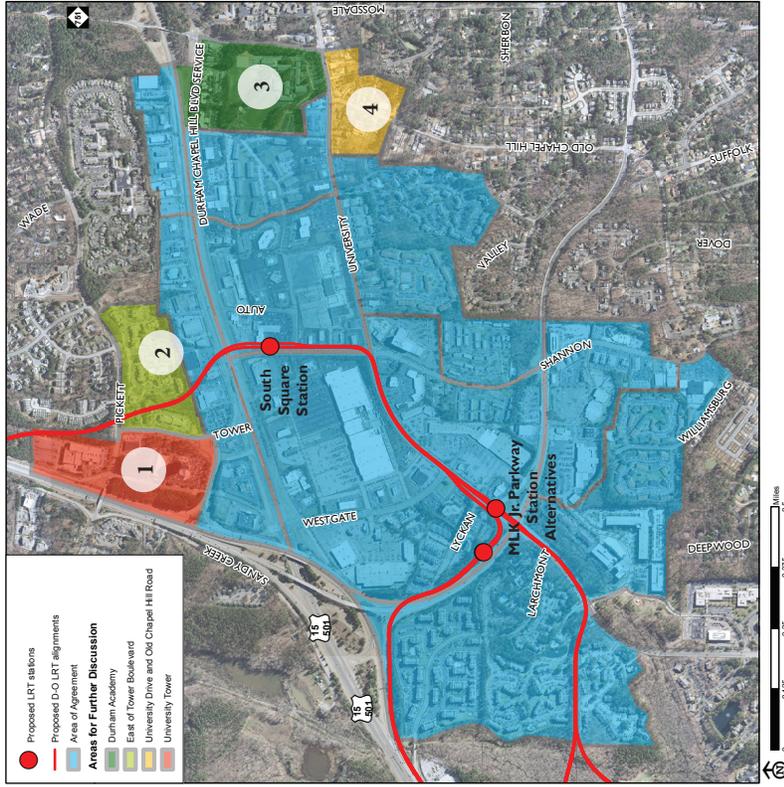
Areas of Agreement

- » Include the big box suburban shopping centers (i.e. South Square, Westgate, and Parkway Plaza).
- » Avoid established single family neighborhoods zoned residential (i.e. Cameron Woods, Knollwood, Hope Valley, Valley Run).
- » Include large multi-family apartment complexes and condos (i.e. Pinnacle Ridge, University Place).
- » Extend the boundary north to include properties with frontage onto Durham-Chapel Hill Boulevard.
- » Sensitive environmental lands surrounding Sandy Creek should be protected and not included in the Compact Neighborhood.

Areas for Further Discussion

Weigh in on each of the following areas on the handout provided.

1. University Tower and the former Herald Sun building
2. East of Tower Boulevard, including the The Parc at University Tower Apartments
3. Durham Academy
4. University Drive and Old Chapel Hill Road





April 2015 Meeting Summary

Alston Avenue



At the first public meeting on April 23rd participants were asked to draw a boundary of a Compact Neighborhood, describing what should be included and what should be excluded. This map is a compilation of groups agreed should be in blue are places a majority of groups agreed should be included and other colors indicate places where there was less consensus or specific input was not provided.

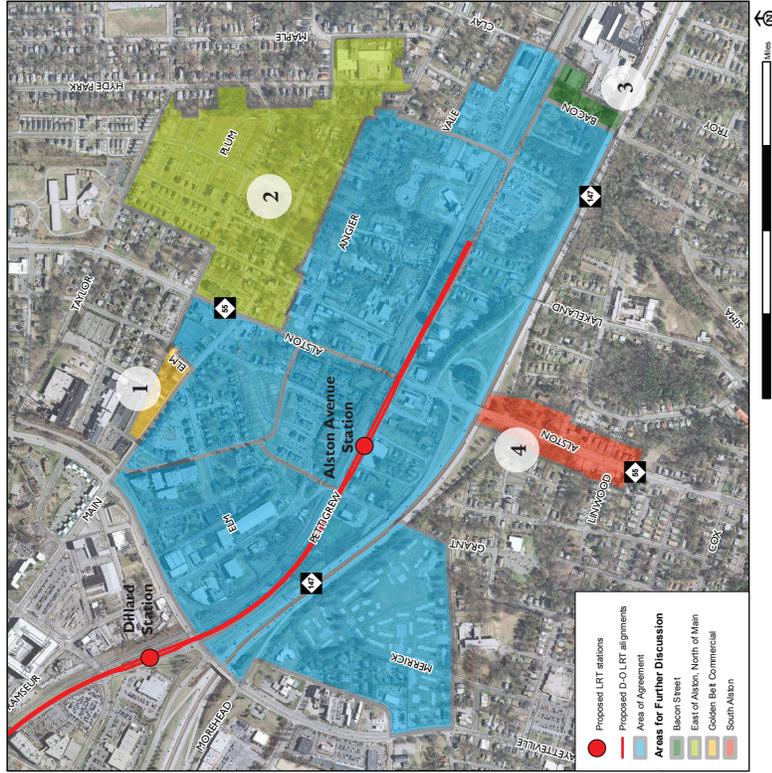
Areas of Agreement

- » Use the Durham Freeway as a boundary to preserve single family neighborhoods to the south.
- » Include the former Fayette Place in the boundary.
- » Avoid residential blocks of the Golden Belt National Register Historic District.
- » Avoid the East Durham National Register Historic District.
- » Include industrial uses on either side of the North Carolina Railroad Company's corridor to discourage uses incompatible with residential areas.

Areas for Further Discussion

Weigh in on each of the following areas on the handout provided.

1. Commercial buildings along Main Street located within the Golden Belt National Register Historic District
2. Many groups did not specifically comment on where the boundary should be located east of Alston Avenue and north of Main Street
3. East side of Bacon Street
4. Alston Avenue, south of the Durham Freeway



Civic and Institutional: Civic and institutional facilities are focal points in the region. They typically include a building or complex of buildings that serve public purpose, including a library, school, public works complex, or town government. Visual qualities of the building and its surrounding grounds often make civic and institutional facilities a landmark within the region.

Health Care Campus: A health care campus includes various medical and medical-related uses, such as primary care, outpatient surgery, birthing centers, and other specialty services. They are relatively large in scale, and may include a hospital, teaching facilities, research and rehabilitation centers, and private medical office buildings. Buildings are typically oriented in a campus-setting, with large buildings connected via walkways, structured parking, or an internal network of streets for circulation.

Heavy Industrial Center: Heavy industrial centers support large-scale manufacturing and production uses; including assembly and processing, regional warehousing and distribution, bulk storage, and utilities. These areas are found in close proximity to major transportation corridors (e.g., highways or railroads) and are generally buffered from surrounding development by transitional uses or landscaped areas that increase in size as development intensity increases. Heavy industrial centers may require larger sites because activities are not confined entirely to buildings. Conveyor belts, holding tanks, smoke stacks, or outdoor storage all may be present in a heavy industrial center. Clusters of uses that support or serve heavy industrial centers generally locate in close proximity.

Large Lot Residential Neighborhood: Large-lot residential neighborhoods are generally formed as subdivisions and consist almost entirely of single-family detached homes. Buildings are oriented interior to the site and are typically

buffered from surrounding development by transitional uses, topography, or vegetative areas. Many neighborhoods “borrow” open space from adjacent rural or natural settings. Blocks are typically large and streets are rural or suburban in character. In some cases, the neighborhood is served by only one long cul-de-sac.

Light Industrial Center: Light industrial centers provide opportunities to concentrate employment in the region on normal workdays. Each center generally supports manufacturing and production uses, including warehousing, light manufacturing, medical research, and assembly operations. These areas are found in close proximity to major transportation corridors (i.e., highway or rail) and are generally buffered from surrounding development by transitional uses or landscaped areas that shield the view of structures, loading docks, or outdoor storage from adjacent properties. Clusters of uses that support or serve one another are often encouraged to locate in the same light industrial center.

Mixed Use Center: Mixed-use centers serve broad economic, entertainment, and community activities. Uses and buildings are located on small blocks with streets designed to encourage pedestrian activity. Buildings in the core of the mixed-use center may stand three or more stories. Residential units or office space may be found above storefronts. Parking is satisfied using on street parking, structured parking and shared rear lot parking strategies. A large-scale mixed use center may be surrounded by one or more neighborhoods that encourage active living, with a comprehensive and interconnected network of walkable streets.

Multi-Family Residential Neighborhood: Multifamily residential neighborhoods are generally formed as complexes or communities, with a relatively uniform housing type and density throughout. They support the highest

residential density in the suburban landscape, and may contain one of the following housing types: condominiums, townhomes, senior housing, or apartments. Multifamily suburban neighborhoods are found in proximity to suburban commercial and office centers, and provide the rooftops necessary to support various suburban commercial and office uses within the centers. Buildings are oriented interior to the site and are typically buffered from surrounding development by transitional uses or landscaped areas. Large parking lots and low street connectivity are common in multifamily suburban neighborhoods.

Neighborhood Commercial Center: Small scale, neighborhood commercial centers provide goods and services to surrounding neighborhoods. Their proximity to neighborhoods requires that operations be low-intensity, unobtrusive, and at a scale and design compatible with nearby residential development. The design of neighborhood commercial centers transitions effectively between residential and nonresidential uses, and includes safe and convenient pedestrian and bicycle access for nearby residents. While this is primarily a commercial category, some neighborhood commercial centers may include upper story residential. Sites also effectively minimize the impact of cut through traffic on nearby neighborhood streets by orienting vehicle access, circulation, etc. away from the neighborhood.

Parks and Open Space: Parks and open space include active and passive land dedicated for conservation. These areas are typically undisturbed or undeveloped and have been protected from development by local, state, and federal agencies or by public, private, and nonprofit organizations. In the region, these areas include state parks, permanent conservation areas, parkland, athletic fields, cemeteries, or dedicated open space within residential neighborhoods.

Right-of-Way: Right-of-way is the space in between parcels of land reserved for transportation purposes such as roads, intersections, sidewalks, bikeways and railroad corridors.

Rural Living: Rural living areas are characterized by large lots, abundant open space, pastoral views, and a high degree of separation between buildings. Residential homes and farms are scattered throughout the countryside and often integrated into the natural landscape. The lot size and separation between buildings decreases approaching areas with greater development densities. Buildings at the edge of most rural areas are generally oriented toward highways and have direct access to the adjacent highway through a private driveway. More dense development in the place type may take the form of conservation based subdivisions (a.k.a. cluster development), which leave larger areas for permanent open space and uninterrupted views of the surrounding countryside.

Small Lot Residential Neighborhood: Small-lot, residential neighborhoods are generally formed as subdivisions or communities, with a relatively uniform housing type and density throughout. They are often found in close proximity to commercial and suburban office centers, and provide the rooftops necessary to support the centers. Homes are oriented interior to the neighborhood and are typically buffered from surrounding development by transitional uses or landscaped areas.

Suburban Commercial Center: Suburban commercial centers serve the daily needs of surrounding residential neighborhoods. They typically locate near high-volume roads and key intersections, and are designed to be accessible primarily by automobile. Buildings are set back from the road behind large surface parking lots, with little or no connectivity between adjacent businesses. Common types of suburban centers

in the region include multi-tenant strip centers, big box stores, and large shopping malls.

Suburban Hotel: Suburban hotels provide short term lodging to the general public, and may include one or more buildings surrounded by surface parking lots. The buildings are generally oriented interior to the site and can be seen for some distance. They tend to locate near high volume roads and key intersections, and are designed to be accessible primarily by automobile. Common types of hotels in the region include: business hotel, motel, and extended-stay hotel. Several hotels also include one or more ancillary uses such as conference centers, sit-down restaurants, or night clubs.

Suburban Office Center: Suburban office centers provide opportunities to concentrate employment on normal workdays. They include both large scale isolated buildings with numerous employees as well as areas containing multiple businesses that support and serve one another. They are typically buffered from surrounding development by transitional uses or landscaped areas and are often located in close proximity to major highways or thoroughfares.

University Campus: A university campus includes all of the academic buildings, residence halls, athletic facilities, equipment, or other ancillary needed to support an institution for higher education. Buildings are often oriented around a highly-walkable network of internal streets and pedestrian pathways, which support several modes of transportation for reaching the campus (i.e., bicycle, transit, or automobile). Structured parking or large surface lots, dedicated areas for public gathering, and distinctive architecture also represent a typical university campus. Building uses and intensities on campus vary widely based on the school's mission and available space, topography, etc. Complementary uses near a university may include student housing,

residential neighborhoods, downtown, or private research and development buildings.

Urban Neighborhood: Urban neighborhoods support a mix of moderate- to high-density housing options. These neighborhoods are relatively compact, and may contain one or more of the following housing types: small lot, single family detached, townhomes, condominiums, or apartments. Buildings are generally oriented toward the street. The design and scale of development in an urban neighborhood encourages active living with a complete and comprehensive network of walkable streets. Cul-de-sacs are restricted to areas where topography, environment, or existing development makes other street connections prohibitive.

Vacant: Vacant land is undeveloped properties that are not dedicated for conservation or recreational purposes.