

TOWN OF PIKE ROAD



COMPREHENSIVE PLAN



Amended 10.11.2022



Acknowledgements

Special Thanks

Special thanks to the Pike Road community members, business owners, and property owners who gave their time helping to shape the future of Pike Road.

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Greetings!


A Comprehensive Plan contains a community's vision for the future and serves as a roadmap for progress. The Town of Pike Road has been diligent in an extensive and inclusive visioning process involving consultants, staff, Pike Road residents and key stakeholders within the community. Throughout the visioning process, the Comprehensive Plan has been developed to ensure the Town's "Four Pillars of Success" (Services, Planning, Quality of Life and Education) are held paramount and the mechanisms and plans for smart and responsible growth are assimilated.

The Plan includes sections that thoroughly evaluate the Town's future land use and area plans for numerous established communities within Pike Road (i.e., Cecil, Mathews, Mt. Meigs/Merry, Trotman/Rolling Hills, etc.). An implementation section has also been incorporated to provide for accountability and a timeline for success.

As we undertake the hard work ahead of implementing policy changes and adapting our regulations to achieve the Pike Road vision, this document will provide a level of predictability and transparency to Pike Road residents, property owners, developers and other regional and State agencies. The document truly embraces the Town's concept of "maintaining character while planning for progress".

I am proud to state the Comprehensive Plan our Town has developed is going to be instrumental in "steering the way" for our community. The document will steer the way to improve the quality of life of Pike Road residents and assist the Town in future development and growth related decisions. The Plan emphasizes our most treasured resources and identifies the ways we can best shape our community moving forward.

God bless!



Gordon Stone, Mayor
Town of Pike Road

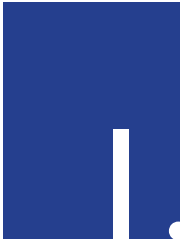
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Table of Contents

1.	Introduction	3
2.	Vision & Guiding Principles	7
3.	Town-wide Plans	17
	a. Future Land Use	19
	b. SmartCode Regional Plan	31
	c. Transportation	37
	d. Open Space, Parks, & Trails	51
	e. Community Services (Utilities and Infrastructure)	59
	f. Implementation	69
4.	Area Plans	83
	a. Carter Hill/Highway 231	85
	b. Cecil	97
	c. Mathews	109
	d. McDade	119
	e. Mt. Meigs/Merry (Town Hall)	131
	f. Historic Town Center (Founder's Station Area)	147
	g. Trotman/Rolling Hills	155
	h. Waters	169
	i. Waugh	177
	j. Vaughn/Outer Loop Study	189



TOWN OF BIKE ROAD
VETERANS
MEMORIAL



Introduction



The Town of Pike Road is a growing community with a strong, picturesque agricultural landscape and heritage. This Comprehensive Plan intends to direct its future, preserving its agricultural and natural value, while accommodating quality growth. The Town of Pike Road intends to use this plan as a common guiding vision for the community. Efforts have been made to protect the rural character of the Town while still taking advantage of the potential economic and community growth in Pike Road's future. Additional effort will be required to implement this plan through updated and enhanced ordinances and regulations.

Public input was gathered during the planning process primarily through the development of individual "Area Plans," which will be highlighted later in this document. Public workshops were held for several of the Area Plans

to provide residents with an opportunity to participate directly in the development of the Future Land Use Plan of the community.

While Pike Road has only existed as a municipality since 1997, the roots of the community began 200 years ago. Families began settling and farming the area in 1815. As more families moved in, more services were needed, and by the early twentieth century, a booming small town had grown up at the intersection of Pike Road and Meriwether Road. The main intersection was home to several businesses, including cotton gins, a hardware store, livestock auction, post office, general store and doctors' offices. Growth did not stop at the turn of the century. The twentieth century brought continued population growth to Pike Road.

Shortly after incorporation, Pike Road leaders made a commitment to grow wisely and with careful, thoughtful planning. To accomplish this goal, the Town's Planning Commission adopted the SmartCode. The SmartCode is an optional zoning code that is designed to create walkable neighborhoods and preserve important natural features and agricultural lands. The SmartCode is based on a widely accepted planning philosophy known as Smart Growth. Smart Growth is designed to protect our health and natural environment and make our communities more attractive and economically stronger. Smart Growth aims to create communities with a strong "sense of place," preserving the uniqueness that sets places apart and makes them desirable to residents and businesses.

The Town of Pike Road has also updated its conventional ordinances in order to preserve the unique qualities of the community, while accommodating growth. Additional design standards were incorporated into the ordinance. These design standards will enhance the quality and character of new development, thus helping to maintain the community's quality of life, community identity, and civic pride. This two-pronged, innovative, intentional way of handling growth and preparing for the future has attracted many people to the Pike Road area.

As of the 2000 census, there were 310 people, 110 households, and 95 families residing in the town. The population has since grown as communities that were unincorporated joined Pike Road. By the time of the 2010 census, there were 5,406 people residing in Pike Road with the town now having 1,933 households, and 1606 families. The town's population grew almost 20-fold since the 2000 census, making it one of the fastest growing incorporated places in Alabama with a population of over 5,000 in

2010 ("U.S. Decennial Census" Census.gov. Retrieved May 27, 2013). The 2015 population estimate for the Town of Pike Road is 8,274 ("Population Estimates" United States Census Bureau. Retrieved June 8, 2016).



The Town originated near the intersection of Pike Road and Meriwether Road and grew to include nearby historic crossroads, rural estates, and communities.



While the rural character of Pike Road is predominant, its character has expanded to include newer residential subdivisions, commercial areas, and, most recently, its own school system to serve its rapidly growing community.





Vision & Guiding Principles



Community Vision

The Town of Pike Road will continue to grow responsibly, seeking a balance between new residential and commercial growth, while at the same time embracing its rural, agricultural heritage. New residential development will blend into the existing pastoral landscape. Development will preserve existing natural features, incorporate useable open space into neighborhood designs, and will be adequately buffered from active farmland. New commercial development will provide the goods and services required by a growing population. It will be designed and developed to a high standard, and it will be compatible with new residential development and existing land uses. Impacts that new growth will have on the existing transportation system will be mitigated by increased roadway connectivity and by provid-

ing sufficient, facilities for vehicles, bicyclists, and pedestrians. By balancing additional growth with thoughtful planning and enhanced design and development standards, the rural character and quality of life in the Pike Road community will be protected.

The Town of Pike Road provides residents with an experience and quality of life that is unique to the Montgomery County region. The Town desires a balance between future development and the protection of rural character to ensure Pike Road remains a great place to live, work and play. Pike Road will achieve this vision by guiding development into desired areas, protecting assets that are essential to its rural character, developing and enhancing regional approaches to economic development and continuing to advance community development objectives. Pike Road will avoid poorly

planned development that can detract from the community vision laid out in this Plan.

The Town of Pike Road's ENHANCE Initiative is woven throughout this plan. The ENHANCE Initiative is a long-term strategic plan designed to ensure that the Town of Pike Road continues to mature in the areas of quality of life, community planning, public education, and municipal services. The ENHANCE Initiative strategically engages the key stakeholders throughout the town, county, region, state, and nation in a strategy that builds-on the quality of life of the citizens. ENHANCE stands for Exercise, Nutrition, Health, Agriculture, Nature, and Community Education. The initiative is a collaborative effort that puts all of these components together to bring the citizens an efficient and effective program of work. ENHANCE objectives are accomplished through a Combination of Resource Providers and Organizations -- national, statewide, regional and local. The Town of Pike Road will utilize universities, educators, nurses, doctors, health department, Department of Agriculture, extension agencies, environmental agencies, forestry, and others to accomplish program objectives. ENHANCE objectives have been integrated into the Guiding Principles developed throughout the comprehensive planning process.

Guiding Principles

The Town of Pike Road's "Guiding Principles" reflect the values of community residents expressed through the comprehensive planning process, combined with sound planning practices. The Guiding Principles for this Comprehensive Plan were developed to help incorporate and implement the Community Vision. They serve as touchstones for the Town's planning decisions. When making and adopting legislative land use decisions, the Town should consider:

- 1. Rural and Agricultural Heritage and Resources Goal: To balance the need for new residential and commercial development with the commitment to conserve important rural features and significant farms.**
 - 1.1. The size and scale of new residential and commercial development should reflect existing development patterns. When proposed developments do not reflect existing development patterns, they should be buffered from adjacent existing streets and properties, and they should dedicate large areas as passive open space.
 - 1.2. Encourage traditional village pattern and cluster development designed to preserve usable amounts of open, farmable land. SmartCode developments can help keep large tracts of good land available for farming.
 - 1.3. Protect the viability of active farmland by requiring new residential and commercial developments to provide a natural or landscaped buffer along existing rural streets and property lines that abut working farms.
 - 1.4. Encourage enrollment of new farms and retention of existing farms in the Alabama Farmland Protection Program.
 - 1.5. Promote and support the establishment of a farmers market in a commercially attrac-

tive location to help create new markets for locally grown agricultural products.

- 1.6. Utilize the Agriculture and Stewardship Club to develop a plan for incorporating Community Gardens throughout the Town.
- 1.7. Utilize the Agriculture and Stewardship Club to develop a plan for Illustration Farms within the community.
- 1.8. Utilize the Agriculture and Stewardship Club to develop a plan for Environmental Venues within the Town.
- 1.9. Develop an agricultural center to provide learning opportunities in the field of animal science, agriculture, and forestry. The facility will provide an inviting environment for recruiting young people interested in learning more about the vast career opportunities within the agriculture industry.

2. Sensitive Environmental Features and Natural Resources Goal: To protect natural resources and environmentally sensitive land from inappropriate use and/or development.

- 2.1. Site houses on the most suitable land, while keeping steep slopes in open space.
- 2.2. Require large lot sizes on steep slopes of 15% to 25%, and require additional standards and review for building on very steep slopes of 25% and above.
- 2.3. Control the percentage of lots covered by buildings and paving to decrease stormwater runoff from new development.
- 2.4. Minimize or prohibit direct runoff of stormwater from parking lots.
- 2.5. Control the peak rates of stormwater runoff from development to avoid increased flooding.
- 2.6. Prohibit the construction of new structures within the 100-year floodway (which is the actual main flood channel) and along the adjacent 100-year flood fringe.
- 2.7. Prohibit construction within 50' - 100' of the identified "top of bank" of a stream (depending on stream size).
- 2.8. Preserve buffers of natural vegetation immediately adjacent to streams, creeks, and drainageways. Require new developments to dedicate these areas for public greenways and conservation areas.
- 2.9. Preserve large stands of trees as properties develop. Place the trees in public and private open space.
- 2.10. If significant stands of trees must be removed for new development, require that a percentage of those trees be replanted as a condition of approval.
- 2.11. Enforce local, state and federal wetland regulations.

3. Open Space and Recreation Goal: To develop a diverse range of open space opportunities, park facilities, and recreational programs to meet the current and anticipated needs of town residents.

- 3.1. Provide a system of neighborhood and community parks that are within walking distance of residents.
- 3.2. Develop a well-connected system of open spaces made up of a series of properties connected by pedestrian facilities or stream corridors in such a way that all residents have access to the system.
- 3.3. Utilize the open space network to connect neighborhoods, as well as to connect neighborhoods to mixed use, office, and commercial developments, business districts, schools, civic/cultural sites, and other neighborhoods.
- 3.4. Work with developers to identify additional park opportunities in developing areas. Provide incentives for park site dedications in new developments.
- 3.5. Develop a sports complex that meets the highest quality competitive playing standards and requirements for all age groups, skill levels, and recreational interests.
- 3.6. Identify a location for public access to fishing. Develop a plan to acquire the property.
- 3.7. Develop Patriot Park (Pike Road Recreational Complex - softball, baseball, track, soccer, football).
- 3.8. Enhance Cottonwood/Rolling Hills Park (athletic facility with tennis, volleyball, golf, etc.).
- 3.9. Promote the development of Town Centers with Trail Heads containing Educational Features (Rolling Hills, Hwy 231, Old Town Hall, Wallahatchee East and West, Waugh, Marler).

4. Transportation & Circulation Goal: To plan and grow an interconnected, multimodal transportation network to preserve and improve existing connectivity, accommodate new development, and reinforce the unique character of Pike Road.

- 4.1. Develop and implement street designs that directly correspond with existing and planned adjacent land use and patterns of development.
- 4.2. Insure that new developments dedicate right of way and/or construct streets in compliance with the Town of Pike Road's Major Street Plan.
- 4.3. Develop a program to improve and encourage increased use of existing Town of Pike Road Natural Trails.
- 4.4. Implement the Town of Pike Road's Natural Trail Plan. Provide an interconnected system of high quality, accessible multi-use trails and greenway corridors that offer diverse, healthy outdoor experiences within a rich variety of landscapes and natural habitats.

- 4.5. Work with developers to dedicate and construct portions of the Trail and trailheads as properties develop. Provide incentives for trail dedication and construction in new developments.
- 4.6. Require sidewalks for new developments and create a plan for sidewalk construction in existing locations near the new school, Town Hall, and other civic locations.
- 4.7. Adopt bicycle-parking requirements for new construction and ensure that new developments are bicycle and pedestrian friendly.
- 4.8. Require traffic impact studies and mitigation measures for substantial new developments.
- 4.9. Develop and implement access management and shared parking provisions to limit curb cuts, increase pedestrian safety and minimize pavement for new commercial development.
- 4.10. Create parking lot design criteria and mandate where appropriate that parking lots be in the rear or side yards of new commercial structures.

5. Community Design Goal: To maintain the Town of Pike Road's quality of life and sense of community by encouraging development that reinforces the existing small town atmosphere.

- 5.1. Reinforce the existing framework of Pike Road as a town made up of multiple historic crossroads and rural town centers by establishing land use policies and zoning districts and standards that preserve the character of the crossroads that make up the town.
- 5.2. Focus new development in identified town centers to serve as identifiable community centers and nodes adequate to support the surrounding rural communities.
- 5.3. Develop design standards that maintain an appropriate development character in context with the existing buildings in identified town centers.
- 5.4. Focus new suburban residential development in sections of town that have the infrastructure and environmental conditions to accommodate growth, and limit this development in rural and environmentally sensitive areas.
- 5.5. Limit new suburban commercial development to interstate interchange areas, Chantilly Parkway, and commercially-zoned properties on along Vaughn Rd. and Troy HWY, while discouraging new suburban commercial development within identified town centers and within agricultural, residential, or sensitive areas.
- 5.6. Ensure that any new development along Vaughn Rd. is appropriate for and sensitive to the surrounding neighborhoods and environment.
- 5.7. Promote new development and redevelopment of land in the Town Hall area to facilitate the creation of a true mixed-use, walkable town center.
- 5.8. Create consistent sign, streetscape and architectural design guidelines to reinforce the

small town character of Pike Road.

- 5.9. Ensure new development is in keeping with the character of Pike Road's landscape and architecture by creating enhanced design review guidelines that reflect the town's architectural heritage, character, and resident preferences.

6. Education Goal: To create a culture of intellectual curiosity where all students have ownership over their learning and are inspired to think, innovate, and create.

- 6.1. The first school site is one of multiple locations that will eventually be developed throughout the town. Identify potential locations for new school sites, and work with developers during the entitlements process to acquire dedications for new sites.
- 6.2. Provide bus service to and from school for all Pike Road students.
- 6.3. Ensure that all students in kindergarten through eighth grade will attend Pike Road schools until they finish high school, by adding an additional grade level each year until grades K-12 are all offered, beginning in 2019.
- 6.4. Provide both a citizen gathering place and recreational/athletic facilities for the school off school grounds and available for private rentals and public use.
- 6.5. Provide a program for students that engages the community and, in which students will be empowered to pursue more in-depth topics of interest to them.
- 6.6. Collaborate with colleges and universities to provide online and onsite college courses that comply with SACS-CASI and NCAA Clearinghouse requirements. Pike Road graduates will have the opportunity to have earned a significant number of college credit hours prior to graduating from high school.
- 6.7. Provide an extensive extended day art program (fee driven) that will offer a variety of high quality options from which parents and students can choose. Partner with community groups for dance, drama, music (possibly strings, piano, etc.).
- 6.8. Provide athletic opportunities for students in middle and high school.

7. Housing Goal: To provide high-quality housing to a diverse population.

- 7.1. Continue to emphasize single-family neighborhoods as the dominant land use, but encourage the use of the SmartCode to insure a mix of conventional suburban development and traditional neighborhood developments.
- 7.2. Provide a variety of housing options to meet the needs of current and potential residents.
- 7.3. Maintain a housing market that provides product to a wide range of income levels.
- 7.4. Permit a range of housing densities, but preserve and protect existing single-family neighborhoods from incursion by higher density housing.
- 7.5. Low-quality development is undesirable at any density, so mandate quality design and

construction by implementing adopted design regulations.

- 7.6. Encourage sustainable development in the form of well-designed, well-constructed and well-connected neighborhoods.
- 7.7. Infill development should be sensitive in use, scale and style to its immediate context, and should maximize the use of existing infrastructure and resources.

8. Economic Development Goal: To broaden and diversify the Town of Pike Road's tax base by creating not only a great place to live, but also to work and shop.

- 8.1. Create an overall economic development strategy that builds off of Pike Road's strengths. Capitalize on Pike Road's history, rural character and natural resources to develop an economic strategy that includes a broad range of uses, as well as education, tourism, agriculture, and recreation.
- 8.2. Encourage appropriate economic development that has a low impact on town services and resources. Locate high-intensity and traffic-generating uses close to I-85, along Chantilly Parkway, and Troy Highway.
- 8.3. Attract new businesses, with a particular focus on high-technology-related businesses that have low environmental impacts, and first-class office uses, such as business parks and corporate headquarters.
- 8.4. Encourage large scale and "big box" commercial and employment centers at regional transportation facilities, such as I-85 and "outer loop" interchanges.
- 8.5. Encourage moderate intensity commercial uses, including grocery stores, pharmacies, etc. in nodes along major thoroughfares within the community, such as Vaughn Rd. and Highway 80.
- 8.6. Focus any major industrial activity along the I-85 corridor.
- 8.7. Support the development of mixed-use centers in historic crossroads as identified on the Future Land Use Plan.
- 8.8. Create a Business Association with the goals of developing an Entrepreneurial Center and a Business Park with a focus on increasing employment opportunities within the Town of Pike Road.

9. Community Services Goal: To maximize partnerships with key service providers to serve current and future residents and businesses throughout the Town and develop civic facilities and infrastructure in areas where it is currently lacking.

- 9.1. Promote the future development of sewer infrastructure throughout critical development corridors within the Town.
- 9.2. Coordinate with Montgomery County on developing and maintaining a solid waste management plan to provide necessary services to our residents.
- 9.3. Continue and expand recycling program.

- 9.4. Expand broadband capabilities, specifically in rural areas where services are lacking.
- 9.5. Ensure that all civic buildings and public facilities are ADA accessible.
- 9.6. Continue to support the local volunteer fire departments and Sheriff's Department to maintain adequate fire safety and police protection for the community.
- 9.7. Work with utility providers to develop a plan to provide access to water, gas, and electricity for future development within the Town.
- 9.8. Examine community facility needs as new town centers develop.
- 9.9. Develop a "Pike Road Museum."
- 9.10. Develop a Performing Arts Center with an outdoor theater.
- 9.11. Develop a Cultural Diversity Center.
- 9.12. Develop a Senior Center.

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Town Wide Plans

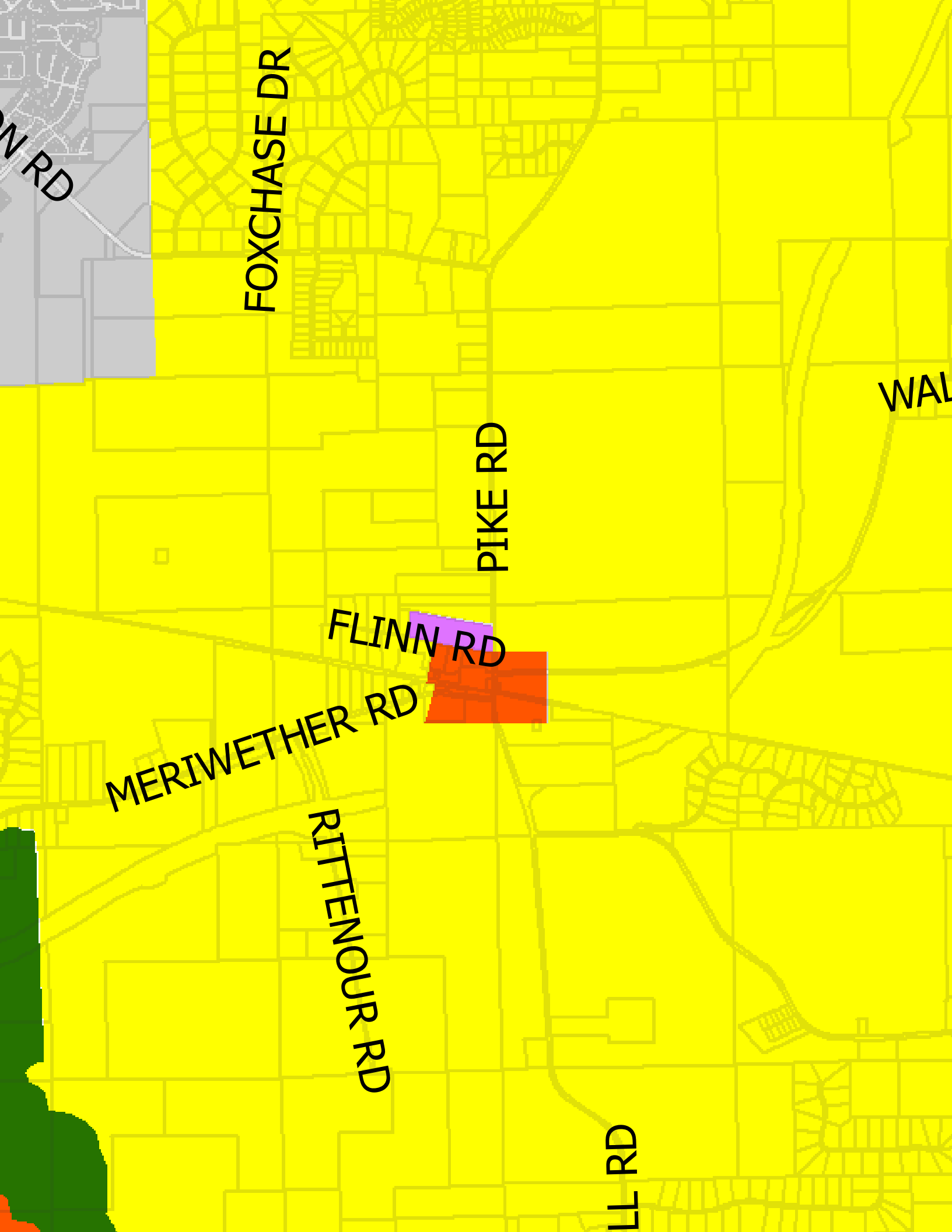


The Town of Pike Road is a growing, diverse, and complex community. It would be impossible to cover all of the nuances of the town with just a set of town-wide plans, therefore, the Comprehensive Plan document functions at two different levels: Town-Wide and Area. In the following sections, the plan will first illustrate the “high-level” concepts that affect Pike Road as a whole. Subsequently, the plan will “zoom in,” and examine several defined “Areas” in greater detail in Chapter 4.

Level One: The Town-wide Plans

The Comprehensive Plan includes 5 Town-wide Plans, each addressing a topic that is broad in scope, followed by an Implementation Plan. The Town-wide Plans are listed below:

- 3a. Future Land Use**
- 3b. SmartCode Regional Plan**
- 3c. Transportation**
- 3d. Open Space, Parks, and Trails**
- 3e. Community Facilities, Utilities and Infrastructure**
- 3f. Implementation**



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FOXCHASE DR

PIKE RD

WAL

FLINN RD

MERIWETHER RD

RITTENOUR RD

LL RD

3a. Future Land Use

The Future Land Use Plan is an essential tool in guiding growth policy within the Town of Pike Road. Unlike zoning, the Future Land Use Plan is not regulatory, however it can be used as the basis for Town regulations, such as the Subdivision Regulations and the Zoning Ordinance. The Future Land Use Plan does not change the existing zoning on properties or initiate the taking of property.

The Plan will be used to guide the Planning Director's recommendations to the Planning Commission and Council when future zoning decisions are made. Zoning decisions determine land uses and densities/intensities of the property. When a zone change application is filed with the Town, the Planning Director will refer to the Future Land Use Plan to make a recommendation on whether the Commission and Council should support or reject the zone change request.

The Future Land Use Plan is made up of the following components: the Overall Land Use Concept, the Future Land Use Map, and General Land Use Categories. Within this chapter, the Future Land Use Plan will outline each of these components.

Overall Land Use Concept

The Town of Pike Road is a community made up of multiple historic "crossroads."

A crossroads is a settlement that is situated where two or more roads intersect. In the case of the Pike Road area, the owners of farmland

along the frequently traveled roads erected small "villages" where two or three roads crossed. These crossroads typically contained a small collection of buildings that may have included a post office, general store, hardware store, and doctors' offices. Near these crossroads, the social, commercial, educational, and religious aspects of the emerging community originated and were supported.

To a large extent, these crossroads communities provided identity and vitality to the surrounding countryside and a sense of community in the early years of settlement of the Pike Road area. It is for this reason that the residents and leaders within the Town want to grow in a purposeful way that preserves and builds upon the individual identities of the crossroads that make up the larger Pike Road community. The Future Land Use Plan values the historic settlement patterns of the area, as well as the preservation of farmland and open space and, thus, is focused on logical growth within both new and historic centers of activity. These centers are focal points for the surrounding neighborhoods and community, and should have a strong sense of identity.

In order to realize the overall land use concept, two strategies will be implemented through the Comprehensive Plan: Nodal Development and a Mixture of Uses.

Nodal Development

Utilizing new and existing centers within the community to establish and reinforce a “Nodal” pattern of development is at the core of the Future Land Use Plan. Nodes are varying degrees of concentrations of mixed-use areas containing commercial, office, civic and institutional uses, parks and open spaces, and residential dwellings arranged in a walkable, compact, pedestrian-friendly environment. Nodes provide centers of activity for the community and convenient access to housing, jobs, goods, and services. Nodes promote the efficient use of land and public services such as water, sanitation, fire and police protection, recreation and open space, and transportation. The concentration of development and mixture of uses within nodes enables the land between nodes to be developed at a much lower density or altogether preserved.

Linear (Non-nodal) patterns of development exist throughout Montgomery County today. The Town of Pike Road wants to get out ahead of this pattern and chart a more sustainable future for the community. Linear development patterns are evident in the large, sprawling sub-

divisions, in the strip commercial development along major roadways, and in the residential housing along rural roads throughout the county. Suburban sprawl and low-density, scattered rural development have provided additional housing and living options for residents of the area, but if this type of sprawling land use pattern continues to dominate development practices within the Town of Pike Road, the downsides – which are many – will become more pronounced. If continued, linear development patterns will cause future disinvestments in crossroads communities; fragmentation and destruction of farmland, forests, wildlife habitats and other open space resources; increased traffic from heavy reliance on the automobile; higher costs of providing public services; and isolation and lack of access to jobs and services.

To the contrary, nodal development within existing and identified community centers promotes a stronger tax base; allows closer proximity of jobs and services to housing; increases efficiency of already developed land and infrastructure; reduces development pressure in fringe areas; and allows for preservation of farmland, rural areas, and open space.



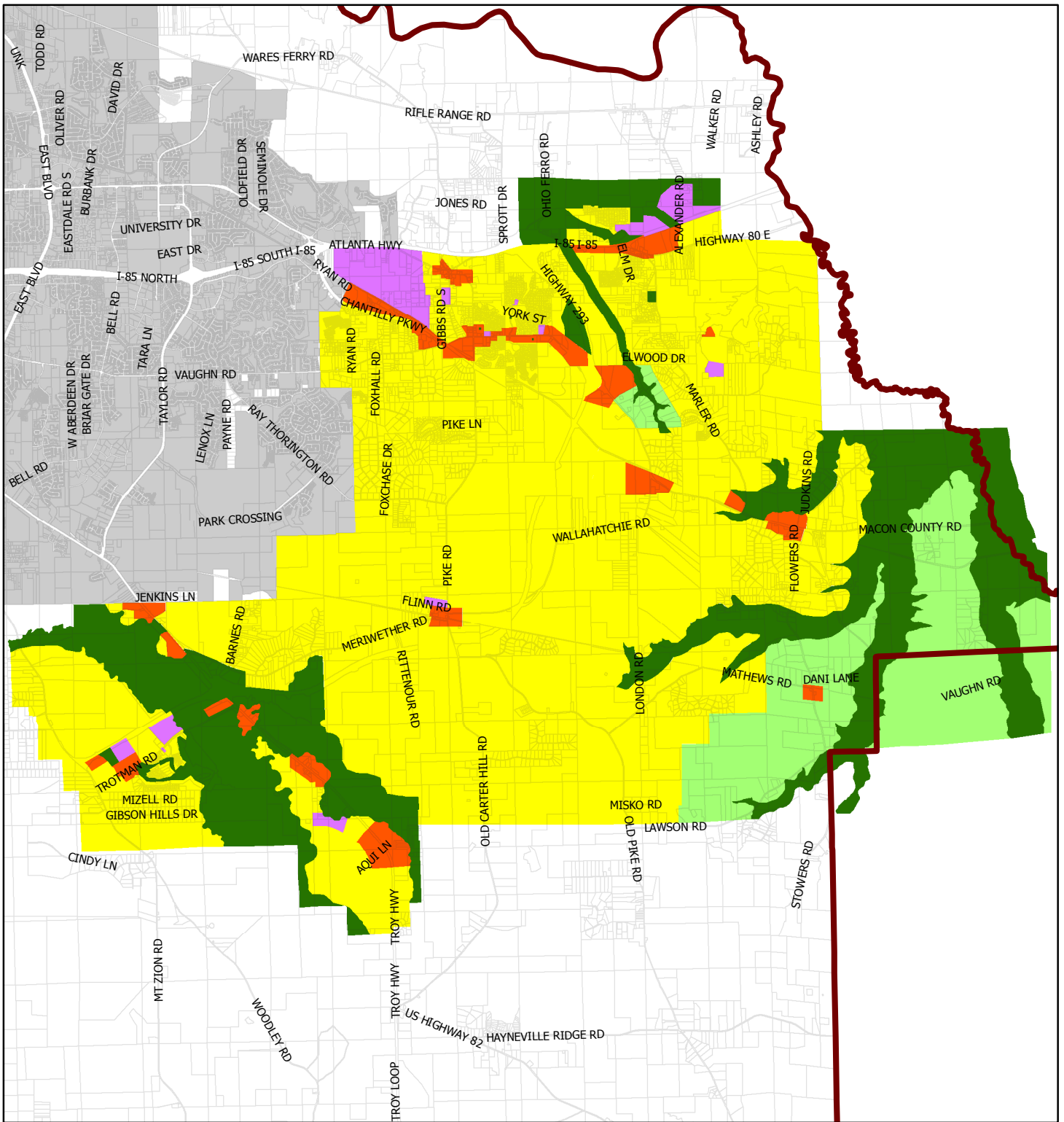
Mixture of Uses

Mixing land uses – commercial, residential, recreational, educational, and others – within centers of activity that are accessible by bicycle and on foot can create vibrant and diverse communities.

Mixed land uses are critical to achieving great places to live, work, and play. Permitting homes within short distances to stores, schools, churches, or key employment centers, residents can take advantage of alternatives to driving, such as walking or biking. Providing a mixture of housing types, along with a mix of land uses also supports a more varied population, which can enhance the vitality and sustainability of a community. A mix of land uses also helps to revitalize community life, because streets, public spaces, and shops and offices again become places where people meet and interact.



Nodal development is characterized by buildings clustered near centers, which allows roadways between centers to be more rural in character (opposite page). Mixing uses within a community promotes housing choice and encourages the location of daily activities within a short walk, bike ride, or drive from residences (this page).



GENERAL FUTURE LAND USE MAP

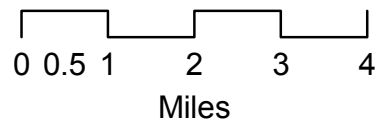


Future Land Use

- Open Space
- Rural
- Residential
- Commercial
- Special District

Other Symbols

- Tax Parcels
- Montgomery County Limits
- City of Montgomery (not in study area)



Future Land Use Map

This chapter defines the types, characteristics, and distribution of land uses that may occur within the Town of Pike Road over the next 10 to 20 years. The Future Land Use Map identifies where the town would support the development of these uses.

The type and distribution of uses on the Future Land Use Map are reflective of the town's desire to promote a more predictable, sustainable, and nodal pattern of development for the future.

As indicated previously, the Future Land Use Map is intended to serve as a guide for future zone change requests. In most cases, land use designations generally follow existing parcel lines, roadways, and other geographic boundaries. If the land use designation shown on the Future Land Use Map does not follow an existing parcel line, the actual delineation of land use categories shall be established at the time of zoning and/or development request.

Future zone changes should generally adhere to the land use categories depicted on the Future Land Use Map, but flexibility in interpretation of the boundary may be granted by the Town Council, provided the proposed change is consistent with the principles, goals, and objectives contained in this plan.

Future land use policy categories in this document are provided for a wide variety of urban, suburban, rural and special use areas in Pike Road. The policy categories are divided into two major components: General Land Use categories and Detailed Land Use categories. The General Land Use categories are broad land use classifications for the community. These land use categories are depicted on the Future Land Use Map within this section of the document.

The Detailed Land Use categories provide more specific guidance on the intent of the General Land Use categories. Detailed Land Use categories have been applied throughout the town, many of which were developed through the process of creating detailed "Area Plans." For all Detailed Land Use policy categories, guidance on zoning decisions is provided by lists of appropriate zoning districts to implement each policy. The list of appropriate zoning districts is found in each policy category. For Detailed Land Use Categories, reference the "Area Plans" section of the Comprehensive Plan.

General Land Use Categories

The Future Land Use Map identifies the following General Land Use categories, each of which is described in this chapter:

- Open Space
- Rural/Agricultural
- Residential
- Commercial/Mixed-use
- Special Districts



Open Space

Pike Road’s open space system is made up of a variety of large and small features. It includes parks, greens, squares, and greenways, and civic activities such as schools and libraries. It also includes sensitive natural areas such as floodway, floodplain, wetlands, natural preserves, and other significant service activities deemed to be “open space” by the community. The Open Space land use category 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.

General Characteristics and Intent

Open Space areas can range from large sites encompassing thousands of acres to small sites that are a fraction of an acre. Generally, large Open Space 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.

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.

Design Principles

Ideally, Open Space areas are connected to each other to form a regional network or open space system. Open Space areas may occur within and/or near the edge of a neighborhood. Examples include a green with a playground within the center of a neighborhood, a square with a library in an identified community “node”, or a school in a park along the edge of a cluster of neighborhoods.



Rural/Agricultural

This land use category is designed for areas that are generally physically suitable for urban or suburban development but for which the community has chosen that they remain predominantly rural in character. Rural and Agricultural areas support little development due to environmental constraints, the need to preserve important areas of rural character, existing agricultural activity, or the current lack of available infrastructure and services. Areas that are developed at low intensities for environmental reasons or to remain rural are not expected to support higher intensity development in the future. In contrast, areas that develop at low intensities for short-term infrastructural reasons are generally expected to intensify in the future.

General Characteristics and Intent

Areas designated Rural/Agricultural should be remote from services necessary to support urbanization, especially sewers, that would be costly to provide and operate. To preserve rural character and avoid the creation of expensive sprawl, residential densities should be one dwelling unit per five acres or lower. Slightly higher gross densities may be warranted when the development is clustered and a substantial portion of the site is preserved as open space.

Appropriate Land Uses

The predominant type of development within these areas is low-density residential that is rural in character. Agricultural uses and low-intensity community facility uses are also found within Rural/Agricultural policy areas.

Design Principles

Development in Rural/Agricultural areas should be clustered on a site to preserve the open nature of the rural environment and important features such as woodlands, hillsides, prime farmland, and viewsheds. Rural development, homes, and agricultural activities may be isolated from one another or clustered together in small groups or larger villages. Ideally, any new development should take the form of a rural hamlet or somewhat larger rural village.



Residential

Residential areas are becoming more and more prevalent throughout Pike Road. They represent a diverse mix of housing options for residents, ranging from large estate lots to predominantly single-family subdivisions to neighborhoods with a diverse mix of housing. The Residential land use category intends to meet a wide spectrum of housing needs. It has been applied to existing areas that are, and are envisioned to remain, residential in character, and to emerging and future areas that are planned to be residential in the future.

General Characteristics and Intent

The predominant development type within the Residential land use category is detached single-family residential. In some instances, especially developments that opt to utilize the SmartCode, common housing types might include compact single-family houses, attached townhomes, and walk-up apartments.

Appropriate Land Uses

The vast majority of this land use category will consist of single family residential development. Also permitted in these areas are public benefit activities such as libraries, schools, and churches. Small open spaces (parks, greens, squares, plazas) that are not designated as such on Area

Plans are appropriate and to the extent possible, should be integrated into the overall open space system for the Town of Pike Road.

Design Principles

Any development within the Residential land use category that contains a variety of housing types must carefully locate and arrange the various housing types, rather than randomly locate them on the property. Building setbacks with this category will range from shallow to deep. Civic activities are encouraged at prominent, highly visible locations. Development along the interface of adjoining land use category areas should be designed to provide a smooth, seamless transition from one area to the other. It is important that the street network have a high level of connectivity.



Commercial/Mixed-use

This designation provides for commercial areas where a wide range of retail activities and services are permitted. These areas include both auto and pedestrian-oriented commercial development. Some Commercial/Mixed-use areas are appropriate for regional shopping centers, community shopping centers, and existing strip development, while other areas are intended for pedestrian-scaled town center development.

General Characteristics and Intent

Existing “strip” commercial development is intended to be contained, while new, auto-oriented development is permitted at existing and new interstate interchange locations. Mixed use areas serve not only as places that provide consumer goods and services but also as gathering places for social interaction. Some, like the small Neighborhood Commercial areas, are located within or directly adjacent to the neighborhoods they serve. Larger mixed use areas such as Town Centers are typically located along major transportation corridors and serve multiple neighborhoods.

Appropriate Land Uses

Uses within Commercial/Mixed-use areas are primarily retail-oriented, but a wide variety of commercial, civic, and residential uses are

encouraged by this designation in certain locations. Specific locations for the different uses are described in greater detail within the “Area Plans” section of this document.

Design Principles

In some locations, uses may be mixed “vertically,” on separate floors of a single building, or “horizontally,” in separate buildings on a single site or on adjacent parcels. Traditional mixed use centers are pedestrian-friendly environments. In contrast, conventional centers feature an automobile-dominated development pattern and often have little or no relationship to surrounding residential neighborhoods. In contrast to traditional mixed-use centers, conventional strip commercial developments generally feature buildings that are set far back from streets with parking between them and the street, or may be completely surrounded by parking. Conventional commercial development is generally strung out along major thoroughfares, such as Vaughn Rd., in a strip pattern, with large concentrations frequently found at major intersections. It is an important goal of the Future Land Use Plan to avoid the creation of additional areas of strip commercial development.



Special Districts

The Special District land use category applies to any development form that has its own unique internal layout of streets, blocks, and buildings. These developments are typically owned, maintained or designed by a single entity. Special Districts are intended to support large numbers of employment uses, and will take different forms based upon the use and the intensity of the use. Most suitably located near but just off major roads and highways, Special Districts could include such uses as: educational campuses, industrial and business parks, office parks, or expo centers.

General Characteristics and Intent

A local road network will be required to accommodate heavy freight traffic where industrial uses are concentrated, and high levels of vehicular traffic during peak rush hours for office and educational districts. Access to the campus should be compatible with surrounding uses and development should include necessary buffering or transitions from adjacent uses.

Appropriate Land Uses

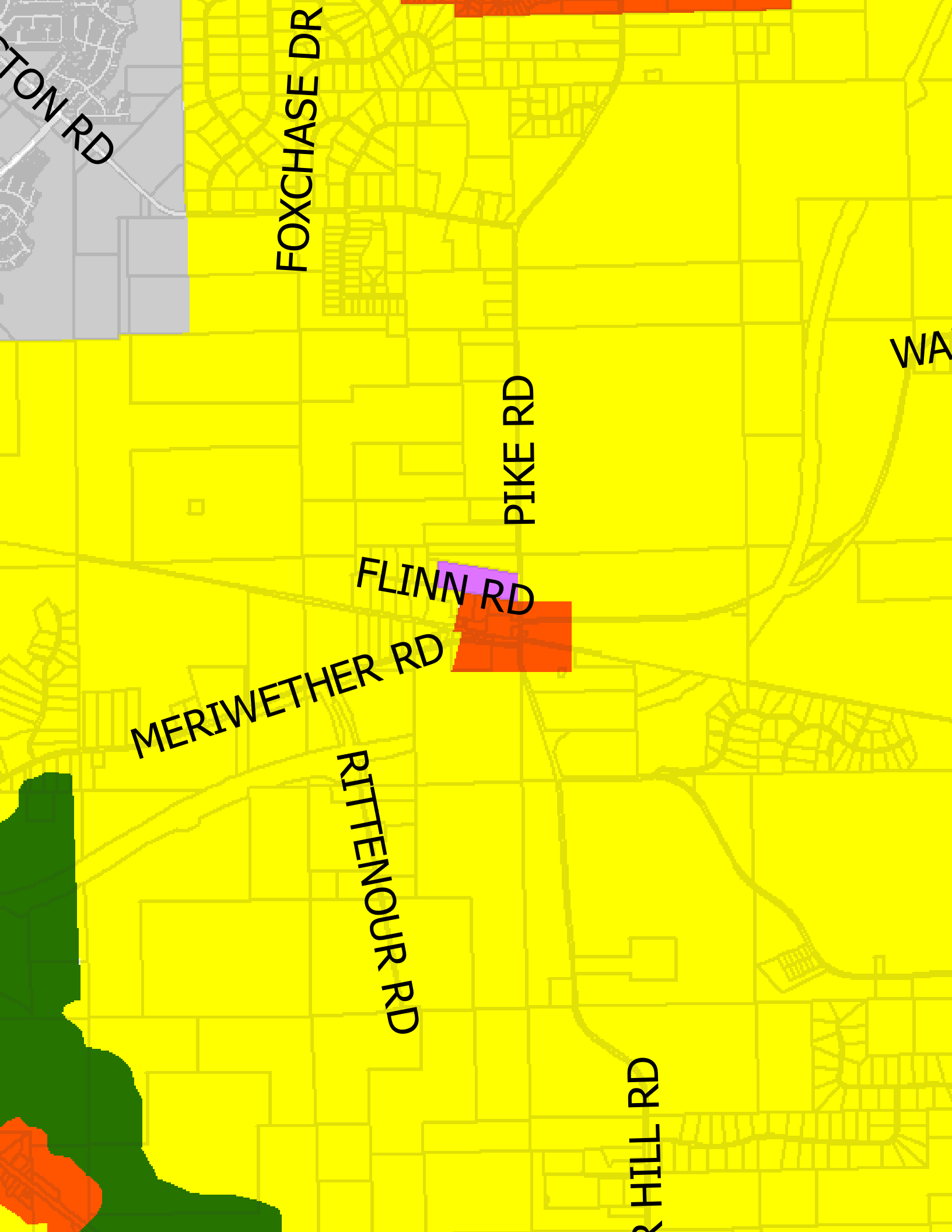
Most suitably located near but just off major roads and highways, Special Districts could include such uses as: educational campuses, industrial and business parks, office parks, or

expo centers.

Design Principles

Buildings located internal to a Special District and situated in a “campus-like” arrangement should be drawn closer to the street for optimal pedestrian access between adjacent buildings. Surface parking should be placed to the rear of buildings, shielded or screened from the sidewalk and the street.

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STON RD

FOXCHASE DR

PIKE RD

FLINN RD

MERIWETHER RD

RITTENOUR RD

R HILL RD

WA

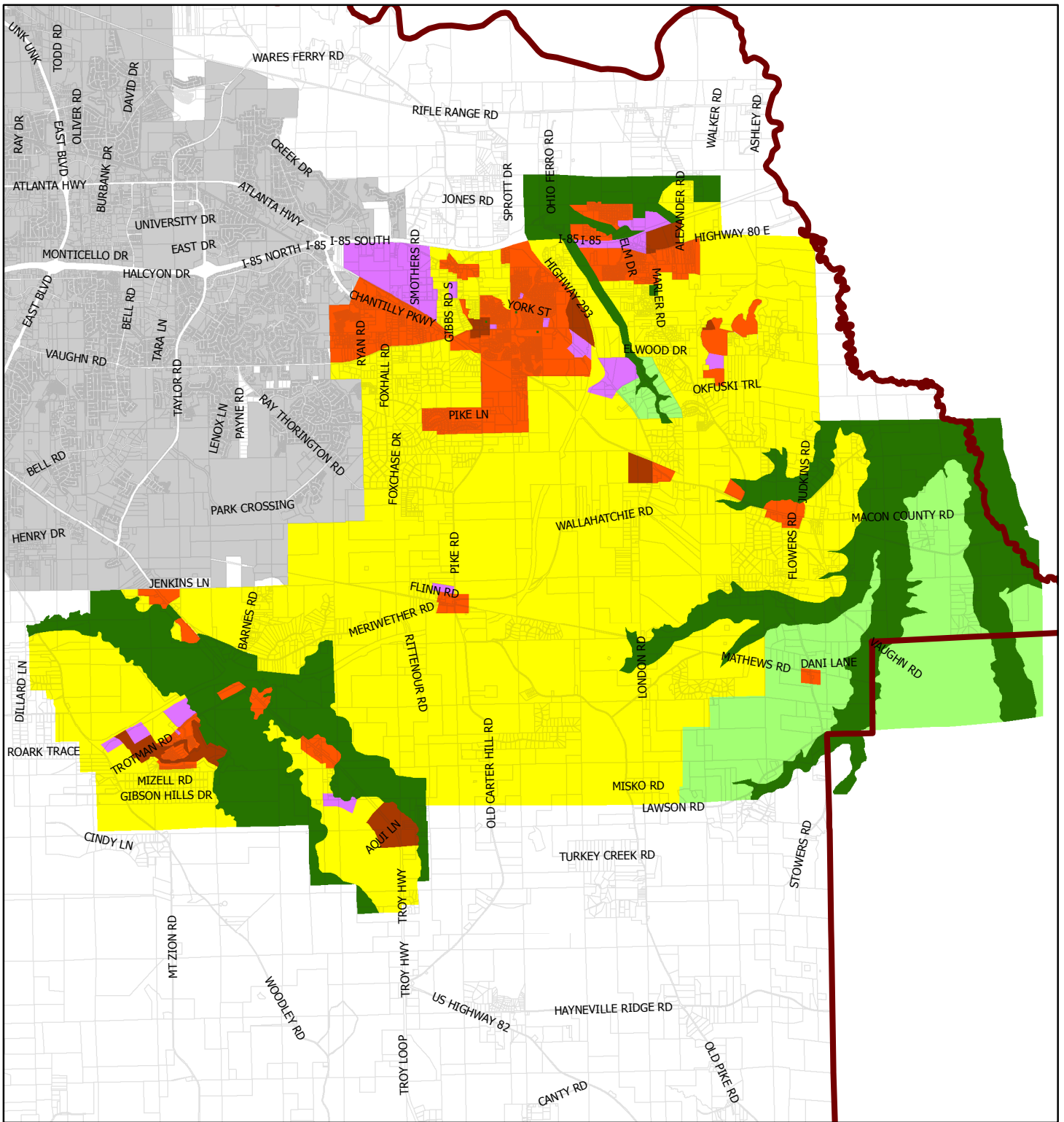
3b. SmartCode Regional Plan

The Future Land Use Plan defines the types, characteristics, and distribution of land uses that may occur within the Town of Pike Road over the next 10 to 20 years. The Future Land Use Map identifies where the town would support the development of these uses. The Regional Plan, a tool associated with the SmartCode, converts the land use elements of the Future Land Use Plan into a plan that displays necessary additional information about land use intensity and physical arrangement or development patterns. Eventually these “Sectors” illustrated on the Sector Map may be further defined into “Transects.” Transects are essentially zoning districts. They are arranged on a rural to urban continuum and identify specific criteria for specific development proposals. A property owner or developer would develop a site plan using the SmartCode criteria for permitted allocation of transects.

The Town of Pike Road provides the development community with two options for regulating the development of property: The Conventional Zoning Code and The SmartCode. The Conventional Zoning Code implements the Future Land Use Plan. The SmartCode is a model zoning code based on the ideals of new urbanism. The SmartCode is an implementation tool that helps solve suburban sprawl, build walkable neighborhoods, protect our agricultural land, and revive downtowns. The idea that cities should be urban and that rural areas should be protected from sprawling overdevelopment is based on historical development

patterns. The SmartCode and the Regional Plan further implement the Land Use Concept of reinforcing historic crossroads and a nodal form of development. After all, our oldest cities have compact, walkable, and mixed-use centers, and as we move farther from these centers, the intensity of development dissipates. Pike Road’s Conventional Zoning Code does not prescribe this dissipation of intensity, but the SmartCode does. The SmartCode has attempted to reregulate zoning so that modern developments imitate historic growth patterns. Any development that chooses to develop according to the SmartCode must comply with the pattern of development prescribed by this Regional Plan.

Combined, the Future Land Use Plan and Regional Plan provide a strong visual representation of the land use policies set by the community. One should be able to view these maps and understand generally where intense land uses are proposed, where open space or rural character is to be protected, and what types of public improvements are recommended. This section begins by discussing the types of sectors, and then provides a description of the future development patterns for the Town of Pike Road.



PIKE ROAD SECTOR MAP



Smart Code Sectors

- Preserved Open Sector (O-1)
- Reserved Open Sector (O-2)
- Restricted Growth Sector (G-1)
- Controlled Growth Sector (G-2)
- Intended Growth Sector (G-3)
- Special District

Other Symbols

- Tax Parcels
 - Montgomery County Limits
 - City of Montgomery (not in study area)
- 0 0.5 1 2 3 4
Miles
-

The Sector Map

The Sector Map synthesizes community ideas and depicts a vision for the future growth of the Town of Pike Road according to New Urbanism principles. As indicated above, the map further expands upon the Future Land Use Map. The map identifies areas for potential development, redevelopment, conservation, and preservation.

Regional Sectors are comprised of Open Space and Growth Areas. Pike Road's SmartCode proposes a mapping system of two Open Space Sectors for the preservation of open space, and four Growth Sectors for various types of development. Growth Areas are intended for the development of "Community Units." Community Units are further explained later in this section. The Community Units are implemented through "Community Plans" created for individual developments. Community Plans allocate "Transect Zones," which are essentially zoning districts that prescribe how individual properties may be developed. Transect Zones are also further explained later in this section.

Open Space Sectors

The Preserved Open Sector and the Reserved Open Sector are the two Open Sectors. There is no development permitted by right in either of them.

1. Preserved Open Sector (O-1)

The Preserved Open Sector shall consist of Open Space that is protected from development in perpetuity. The Preserved Open Sector includes areas under environmental protection by law or regulation, as well as land acquired for conservation through purchase or by easement. The Preserved Open Sector shall consist

of the aggregate of the following categories: surface waterbodies, protected wetlands, protected habitat, riparian corridors, purchased Open Space, conservation easements, transportation corridors, and areas residual to Clustered Land Development (CLD). The outline of this Sector is permanent, and shall never be changed unless the natural features that make up the Sector are proven to have changed over time.

2. Reserved Open Sector (O-2)

The outline of the Reserved Open Sector (O-2) is effectively the boundary of growth for the Town of Pike Road. This line will be adjusted by the ongoing permitting of New Community Plans or Infill Community Plans in accordance with the SmartCode. The Reserved Open Sector shall consist of Open Space that should be, but is not yet, protected from development. The Reserved Open Sector shall consist of the aggregate of the following categories: floodplain (including Special Flood Hazard Areas), steep slopes, Open Space to be acquired, corridors to be acquired, buffers to be acquired, legacy woodland, legacy farmland, and legacy viewsheds.

Growth Sectors

All areas that are not located within the two Open Space Sectors shall be available for new development pursuant to New Community Plans submitted and approved in accordance with the SmartCode. The four designated Growth Sectors are described below.

1. Restricted Growth Sector (G-1)

The Restricted Sector is envisioned as rural, consisting of land that is not permanently protected, nor likely to be permanently protected, from development. New Community development here is discouraged and minimized by

the pattern of Clustered Land Development (CLD).

2. Controlled Growth Sector (G-2)

In the Controlled Sector no lot or accumulation of lots may be developed except as one or more Traditional Neighborhood Developments (TNDs) or CLDs. These Community Types within the Controlled Growth Sector are permitted “by right.”

3. Intended Growth Sector (G-3)

The Intended Growth Sector has been assigned to those locations that can support mixed-use development by virtue of proximity to an existing or planned regional thoroughfare and/or historic crossroads location. Within the Intended Growth Sector, communities in the pattern of Regional Center Developments (RCDs), as well as TNDs, shall be permitted by right.

4. Infill Growth Sector (G-4)

The Infill Growth Sector is assigned to areas of town that have been previously developed, but may be redeveloped in a more walkable, mixed-use pattern in the future.

Special Districts

Special District designations are assigned to areas that, based on their location, size, or function are not intended to develop in a compact, mixed-use, pedestrian-friendly manner. Within the Town of Pike Road, much of the property surrounding existing or planned interstate interchanges are designated as Special Districts. If developed under the SmartCode, properties designated as special districts must have the regulations that govern them approved by the Town Council. Alternatively, the provisions of the conventional Zoning Ordinance shall

remain applicable to Special Districts.

Community Types

As indicated above, each Growth Sector on the Sector Map permits a particular type of community or communities. The Restricted Growth Sector only permits Clustered Land Developments (CLDs). The Controlled Growth Sector permits both CLDs and Traditional Neighborhood Developments (TNDs). The Intended Growth Sector and the Infill Growth Sector both permit TNDs and Regional Center Developments (RCDs).

What is a CLD?

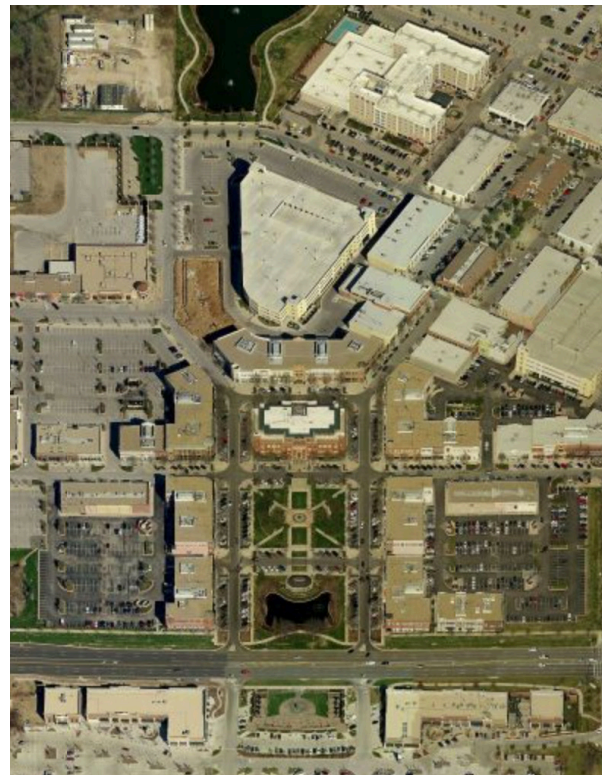
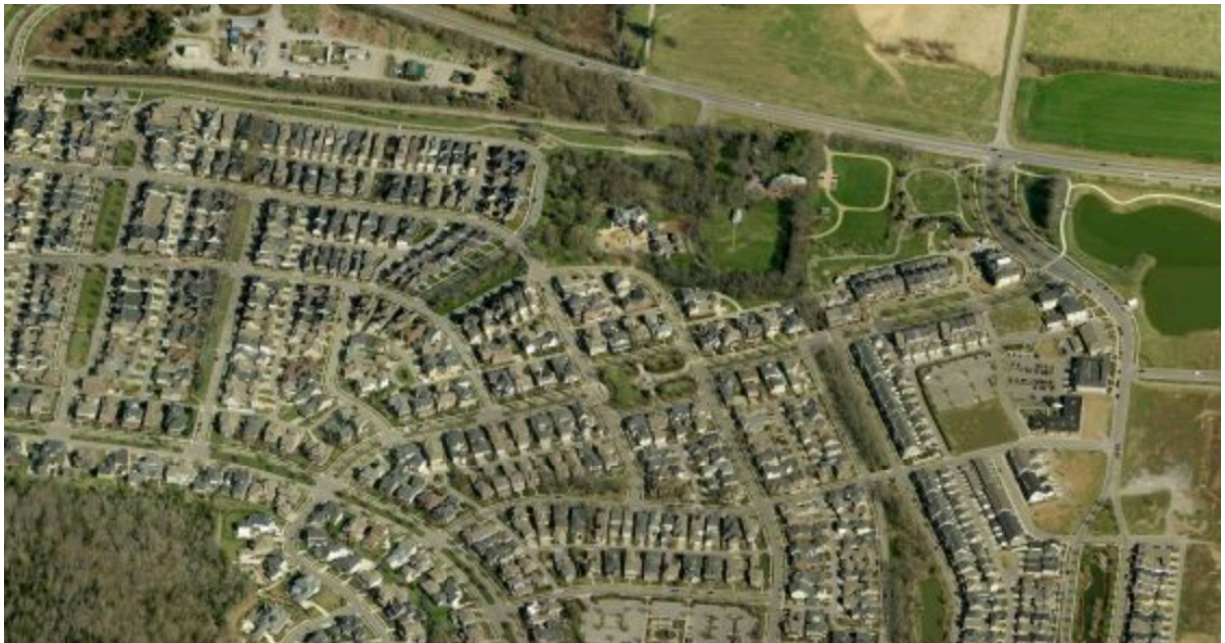
A Clustered Land Development preserves a large portion of buildable land as open space by grouping homes on the developed portions of the land. This community type is the least intense of those prescribed by the SmartCode. These developments are intended to preserve the rural character of the Town.

What is a TND?

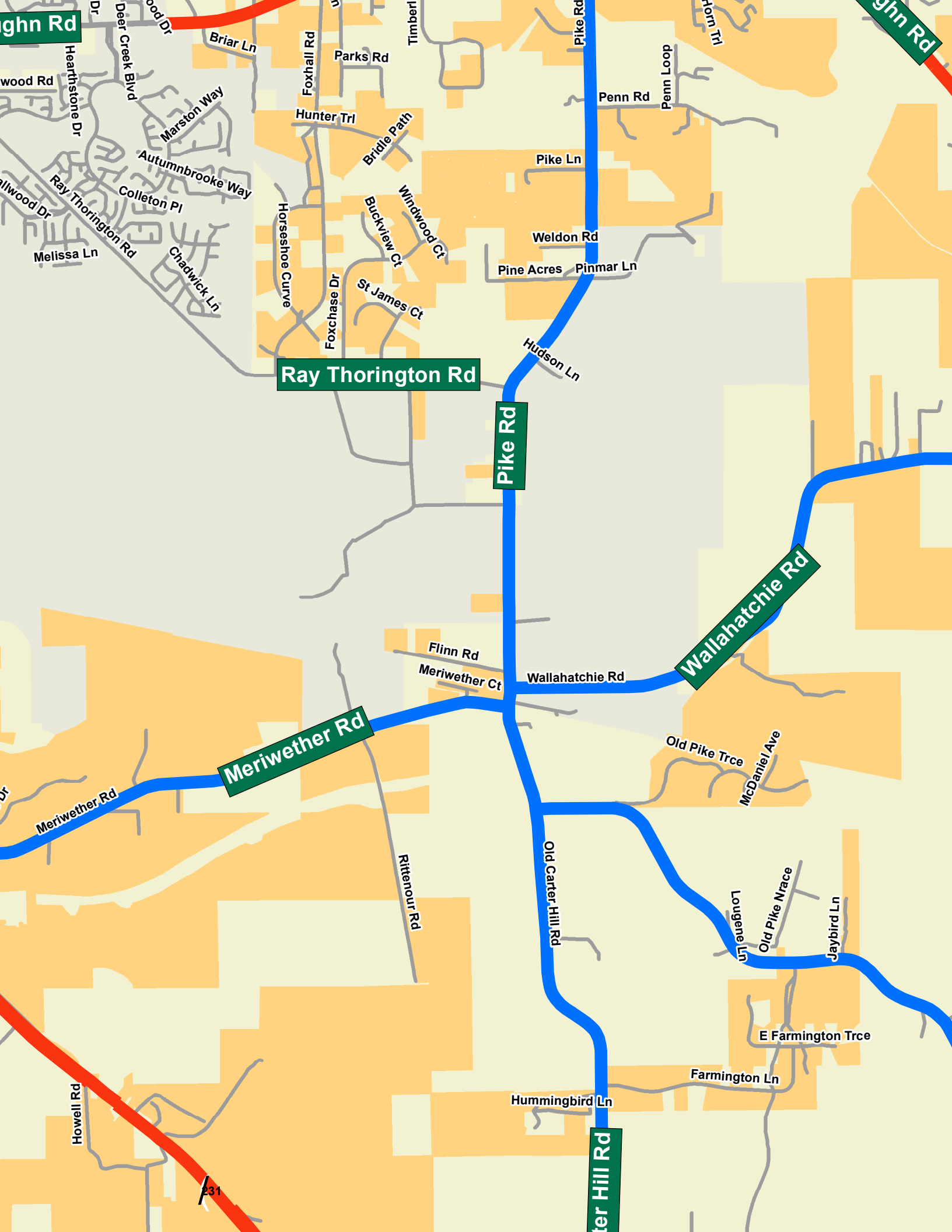
A Traditional Neighborhood Development is a neighborhood (or group of neighborhoods) that includes a range of housing types, a network of well-connected streets and blocks, useable open spaces, as well as amenities such as stores, schools, and places of worship within walking distance of residences.

What is an RCD?

Regional Center Developments are the most intense community types prescribed by the SmartCode. An RCD is a mixed-use development that serves many neighborhoods, and can even provide uses that cannot be found anywhere else in town. RCDs provide a diverse mix of residential, business, commercial, office, institutional, educational, and cultural and



SmartCode Community Type Examples (Clockwise from top): Traditional Neighborhood Development (Westhaven, Franklin, TN); Regional Center Development (Southlake Town Square, Southlake, TX); Clustered Land Development (Serenbe Village, Palmetto, GA).



ghn Rd

ghn Rd

Ray Thorington Rd

Pike Rd

Meriwether Rd

Wallahatchie Rd

ter Hill Rd

wood Rd

Hearthstone Dr

Dear Creek Blvd

Briar Ln

Foxhall Rd

Parks Rd

Timberl

Pike Rd

Penn Rd

Penn Loop

Horn Trl

Marston Way

Autumnbrooke Way

Colleton Pl

Ray Thorington Rd

Hunter Trl

Bridle Path

Pike Ln

Buckview Ct

Windwood Ct

Weldon Rd

Pine Acres Pinmar Ln

Melissa Ln

Chadwick Ln

Horseshoe Curve

Foxchase Dr

St James Ct

Hudson Ln

Flinn Rd

Meriwether Ct

Wallahatchie Rd

Old Pike Trce

McDaniel Ave

Meriwether Rd

Rittenour Rd

Old Carter Hill Rd

Lougene Ln

Old Pike Nrace

Jaybird Ln

E Farmington Trce

Farmington Ln

Hummingbird Ln

Howell Rd

231

3c. Transportation

A Transportation Plan has recently been developed for the Town of Pike Road to provide guidance for the continued health of the transportation network and, specifically, the roadway system. The plan discusses roadway mobility and accessibility needs, identifies improvements to enhance safety, and addresses the impacts of future planned developments within the Town over a 20-year period. It is intended to serve as a guide for making decisions to address both short and long term transportation needs, while also supporting more generalized long-range community development goals.

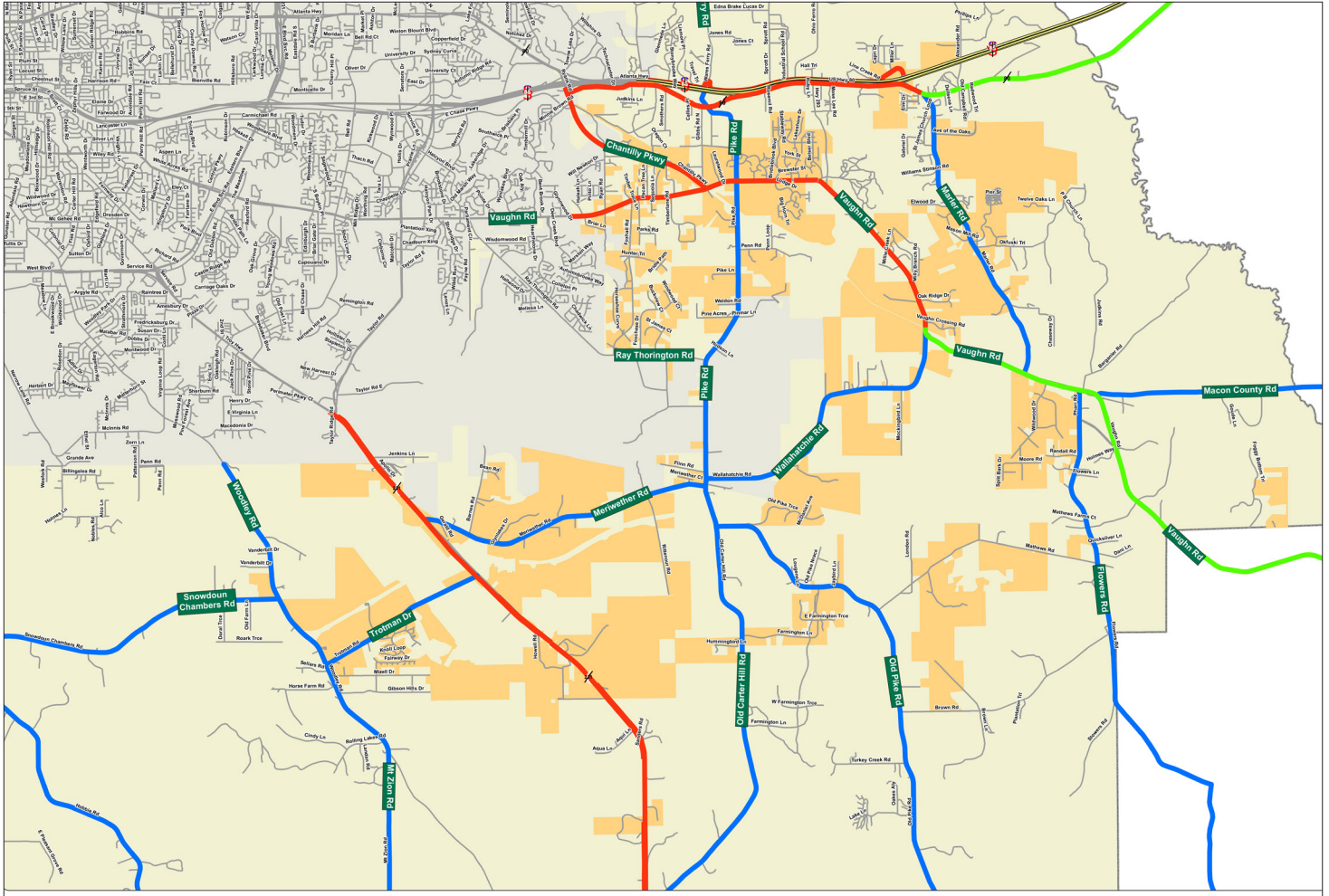
- Interconnected and promotes access between existing and proposed developments and the existing and future roadway network

Purpose of the Plan








The purpose of the Transportation Plan is to improve mobility for all people, enhance quality of life, and facilitate economic vitality as the Town continues to grow. Ultimately, the Transportation Plan results in a prioritized list of projects. The list of projects is located within the full document. These projects were selected using the following set of guiding principles:

Provide a safe and connected transportation system that is:

- Coordinated with existing and projected mobility and accessibility needs;
- Economical and responsive to land use principles and planned development patterns;
- Compatible with the Town's existing land uses; and



LEGEND

-  Principal Arterial
-  Minor Arterial
-  Collector
-  Local Road
-  Town of Pike Road Limits
-  Montgomery City Limits
-  Montgomery County



PIKE ROAD • EXISTING TRANSPORTATION SYSTEM

MARCH 18, 2016



Existing Transportation System

Functional Classification

Pike Road's existing transportation system is based on the "functional classification" of existing streets. According to the Federal Highway Administration (FHWA), functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Functional classifications typically include arterials, collectors, and local roadways.

Arterials function to provide mobility, local roadways provide access, and collectors provide a combination of the two. Each street has been given a relevant functional classification according to its intended function and role in the overall transportation system of Pike Road.

The Functional Classification map illustrates the existing transportation system with functional classification (as defined by FHWA) of the roadway network assigned to all roads in the vicinity of the Town. Principal arterials are shown in red, minor arterials in green, and collectors in blue. Local roads are shown in grey. Following is a brief description of functional classes of roadways and examples of each in Pike Road.

Freeway

A freeway is a divided arterial highway for through traffic, with full access control, high speeds, and grade separation at major intersections. I-85 is the only freeway in the study area. The planned "Outer Loop" will also be designated a Freeway.

Principal Arterial

A principal arterial is a class of road serving major traffic movements (high-speed, high volume) for travel between major points of interest. Arterials emphasize a high level of mobility for through movement. While they may provide access to abutting land, their primary function is to serve traffic moving through the area, therefore, arterials require a much higher level of access control than collectors or local streets. U.S. 231, portions of Vaughn Road, and Chantilly Parkway are principal arterials in Pike Road, and they are shown in red.

Minor Arterial

The minor arterial street system includes all arterials not classified as principals and contains facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Minor arterial streets should interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the principal arterial. U.S. 80 and Vaughn Road are the only minor arterials in the study area.

Collector

In rural areas, a collector road serves intra-county rather than statewide travel. In urban areas, it is a street that provides direct access to neighborhoods and arterials. As their name suggests, collector roadways have the primary purpose of "collecting" traffic from local roadways and distributing it to its destination or to an arterial roadway. Collectors offer a compromise between mobility and access. Pike Road, Marler Road, Macon County Road, Flowers Road, Wallahatchie Road, Meriwether Road,

Old Carter Hill Road, Old Pike Road, Trotman Road, Woodley Road, and Mt. Zion Road are collectors in Pike Road, and they are shown in blue.

Local Street

Local streets are not considered major roadways. Their primary function is to provide direct access to land with little emphasis on the movement of through traffic. Matthews Road, Brown Road, Gibbs Road, Foxhall Road, Ray Thorington Road, and Farmington Lane are all examples of local roads, and they are shown in gray.

Growth and Its Consequences

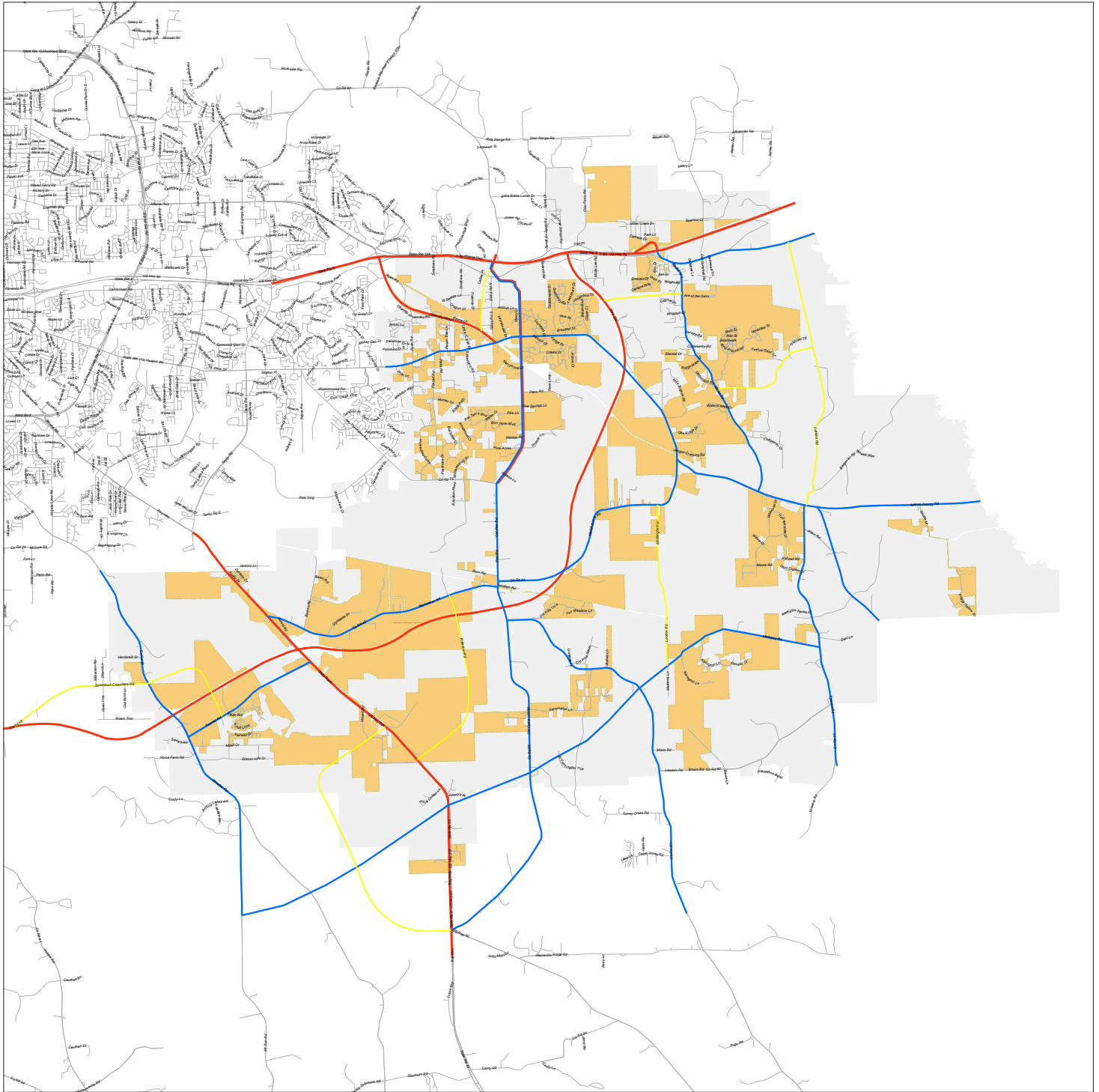
The Town of Pike Road has grown very rapidly over the course of the last two decades. As one of the fastest growing towns in Alabama, Pike Road is expected to experience continued growth and development over the next several years, placing increasing demands on its roadways. Since its official incorporation in 1997, the town has experienced an explosive 1,644 percent population increase between the 2000 and 2010 U.S. Census. The Town's ability to accommodate this growth using the same development and transportation approaches as were used during previous decades is questionable at best. The ability to do so while also maintaining the existing high quality of life is even less likely.

The new Town of Pike Road Street Classification System outlined in this section is intended to help the Town accommodate growth in several ways, while maintaining and expanding the current high quality of life Pike Road residents enjoy and have come to expect. The system supports a variety of Town policies, includ-

ing the "Centers and Nodes" land use concept outlined in the Future Land Use Plan section of this document.

In support of Town policies and the Future Land Use Plan, the recommendations contained within the Comprehensive Plan reflect the following basic goals:

- 1. Support economic development and quality of life – by providing more transportation capacity, while creating more user-friendly streets overall.**
- 2. Provide more and safer transportation choices – by creating a better connected network (route choices) and building streets for a variety of users (mode choices).**
- 3. Better integrate land use and transportation – by avoiding "mismatches" between land uses and streets and by creating the right combination of land uses and streets to facilitate planned growth.**



LEGEND

-  Parkways
-  Boulevards
-  Avenues
-  Town of Pike Road Limits

Future Transportation System

The FHWA's classification system is focused on how cars move through a particular area. The federal system provides little guidance on design of the roadway, accommodating alternate modes of transportation, or impacts on adjacent land uses.

The Town of Pike Road Street Classification System described in both the updated Zoning Ordinance and the Subdivision Regulations present a comprehensive approach to designing new and modified streets within the Town of Pike Road. The classification system will allow development and redevelopment to provide better streets throughout the Town – streets that will provide more capacity and safe and comfortable travel for motorists, pedestrians, and bicyclists. The new street classifications outlined within this section of the Comprehensive Plan, paired with the Future Land Use Plan will increase the quantity and quality of streets, enhance the integration of land use and transportation decisions, and provide “complete” streets for residents, property owners, and all types of travelers. The street classification system, by describing how the Town's streets should be designed, is a fundamental component for implementing the Comprehensive Plan and providing the necessary street network for decades to come.

In addition to the Town's ordinances, the street classifications will relate to other planning processes, including the Federal Highway Administration's functional classification system. The new street types are intended to work as “overlays” to existing FHWA street classifications. This means that, while a street might be identified, for example, as a “collector” from a functional standpoint, it might be labeled

an Avenue from the Town of Pike Road street classification standpoint. The Town's street classification will then affect the planning and ultimate design of the street. An important point is that a given street may be classified differently on different segments, for example, as an Avenue for one portion of its length and as a Boulevard for another. Since most thoroughfares traverse more than one land use context, the street classifications will allow the ultimate design of the street to reflect those various contexts.

By having a set of street types that better reflect and complement a variety of land use contexts, residents of the Town of Pike Road and visitors will find viable transportation choices as they travel through the Town. The Town's street classification system will, over time, result in a well-connected network of “complete” streets that function well for all users and that complement and preserve the communities and neighborhoods they connect.

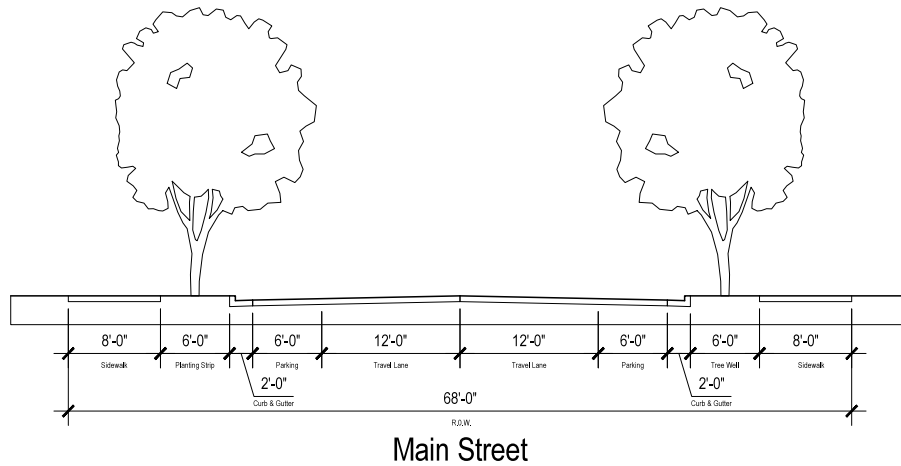
The New Street Types

The new street types fall along a continuum with the Main Street being the most pedestrian-oriented street type and the Parkway being the most auto-oriented street type. “Pedestrian- and auto-oriented” refer both to the design of the street itself and to the characteristics of the land uses located along the street.

The system establishes a street hierarchy -- a systematic approach to street design based on classifying streets according to function. All streets that are not designated as “Local Streets” shall be considered to be “Major Streets” within the community. The classifications include Main Streets, Avenues, Boulevards, Parkways, and Local Streets.

Main Streets

Main Streets are “destination streets”. They provide access to and function as centers of civic, social, and commercial activity. Main Streets contain a mixture of uses, and are comfortable for pedestrians. These streets are currently rare in the Town of Pike Road, but they will become more prevalent as identified “Town Centers” develop.



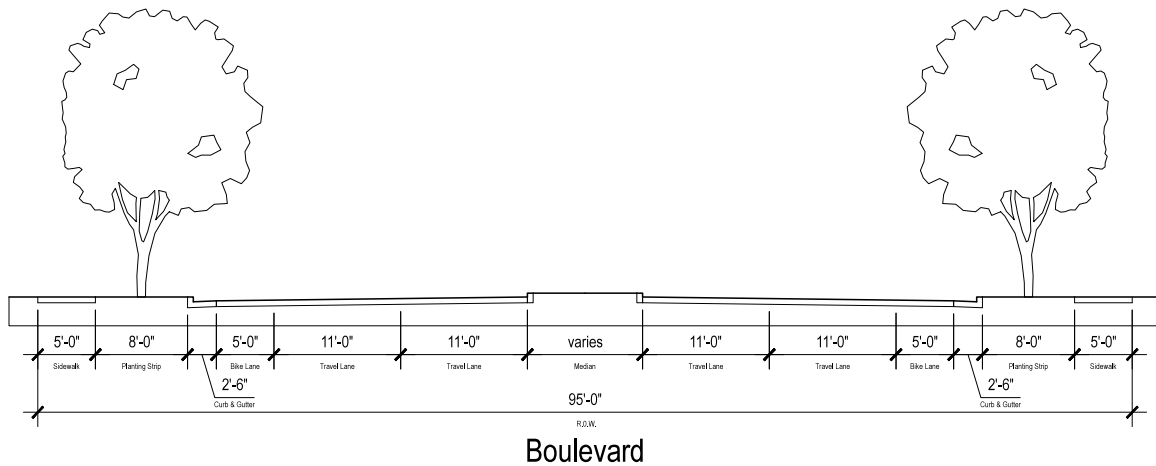
Avenues

Avenues provide access from neighborhoods to commercial areas, between major destinations and, in some cases, through neighborhoods. Avenues function in a wide variety of land use contexts. They carry significant automobile traffic, but are also designed for pedestrian and bicycle comfort.



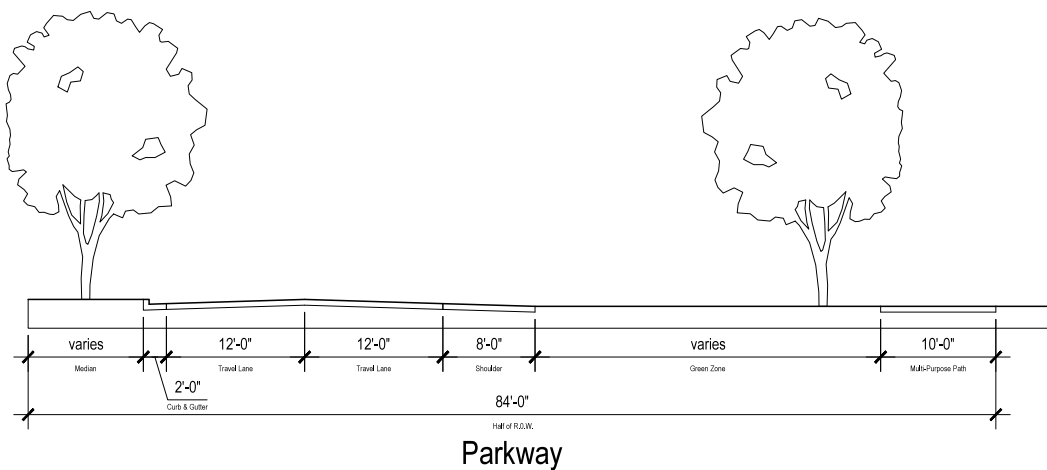
Boulevards

Boulevards are designed to move larger numbers of vehicles (as through traffic) from one part of the Town to another and to other lower level streets in the network. Therefore, maintaining vehicular movement is a higher priority than with an Avenue. Land uses along Boulevards can vary, but development will usually be set back farther from the street than on Avenues.



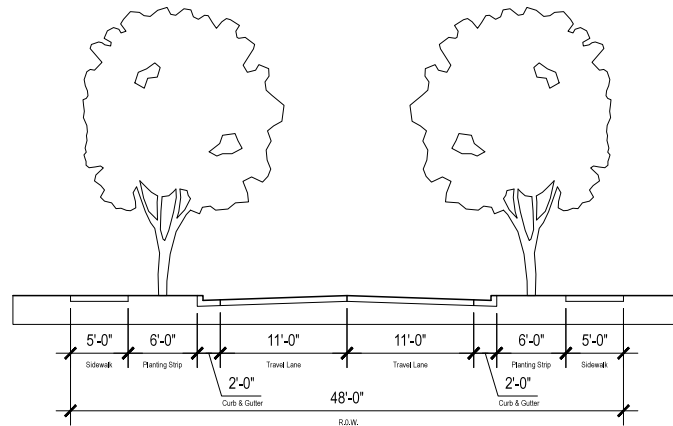
Parkways

Parkways are the most auto-oriented of the street types. A Parkway's primary function is to move motor vehicle traffic efficiently through the Town and to provide access to major destinations. Therefore, design decisions will typically favor the automobile mode over other modes.

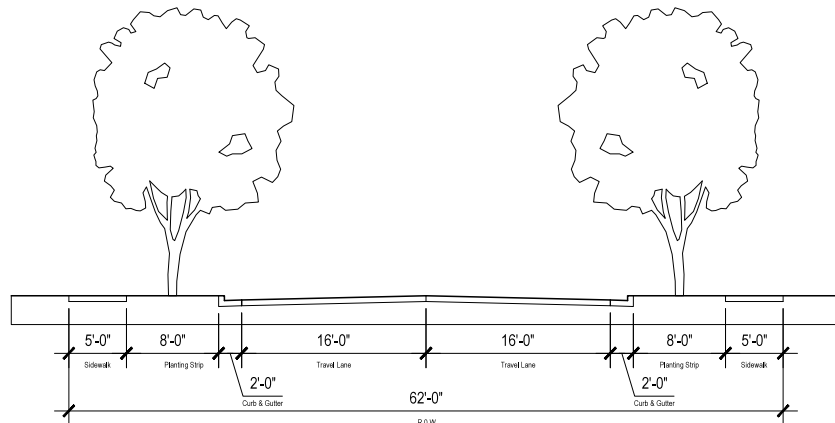


Local Streets

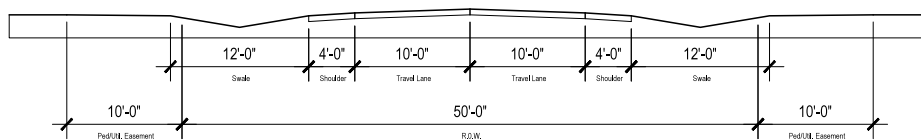
Local Streets provide access to residential, industrial, or commercial districts, as well as to mixed-use areas. Speeds and motor vehicle traffic volumes are low, providing a safe and comfortable environment for pedestrians and bicyclists. Local Streets serve a wide variety of development contexts, therefore, specific cross-sections for a variety of different Local Street types are available.



Local - Single Family



Local - Multi-Family



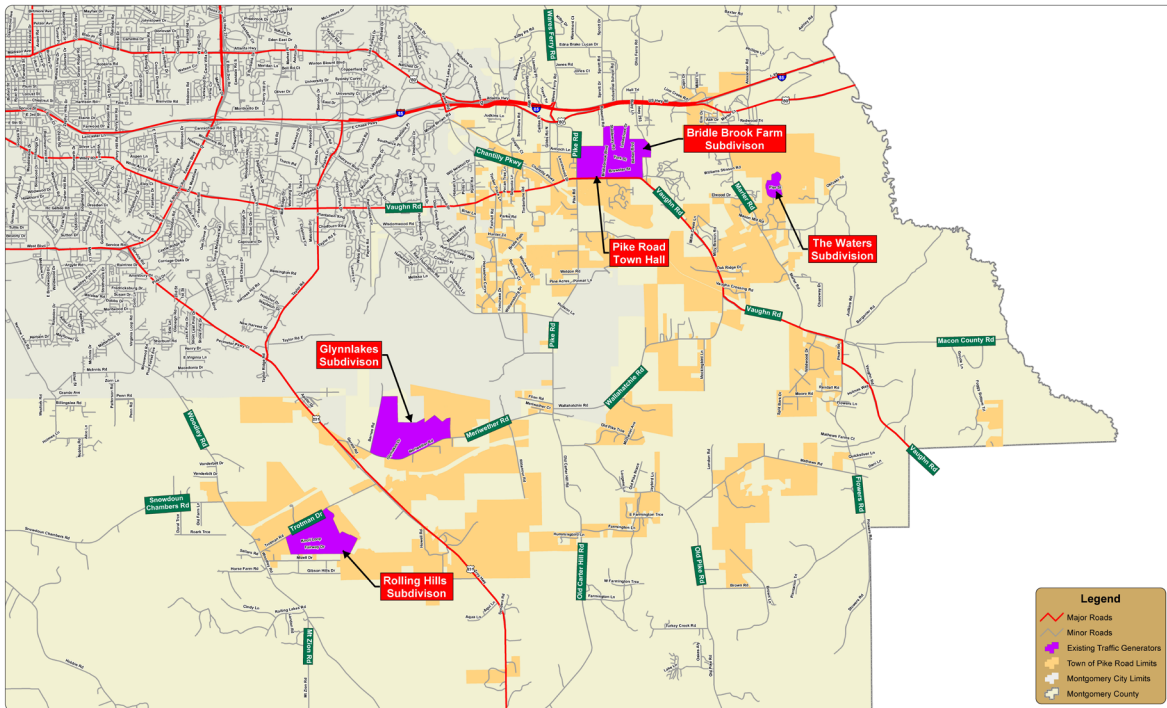
Local - Rural and Estate

Anticipated Growth

Existing traffic volumes along with level of service, its close proximity to Montgomery, and the rapidly growing population in Pike Road all contribute to the need for major road improvements to accommodate current and future growth. Growth can also be attributed to the new Town of Pike Road School System, which opened its first school in 2015 for kindergarten through the eighth grade. The Town plans to add a grade per year starting in 2016 until they are serving all students grades K-12. Up to this point, the only educational options for Montgomery County residents were either the Montgomery County Public Schools or private/parochial schools. In 2010, the Town of Pike Road established a municipal school system. There are currently multiple options the Town/School System is examining to handle growth

relative to the added grades and general anticipated population growth: (1) Purchase an existing facility on the edge of Pike Road; (2) If the Town cannot, they plan to build a classroom addition to the recently completed Pike Road K-8 school to handle 9-12 students, at least in the short term; (3) The mid/long term plan is to build a 9-12 on another site in Pike Road that they are currently working with developers to have set aside for a school in the future. This would be a very large capital outlay, which would be costly and could stimulate additional growth.

As a result of the new school district and new school, area developers are actively seeking development opportunities in the Town. This results in the potential for increased growth, with 1,500 students and more than 100 employees expected. As the Transportation Plan



VOLKERT

Town of Pike Road
Transportation Study
Existing Traffic Generators

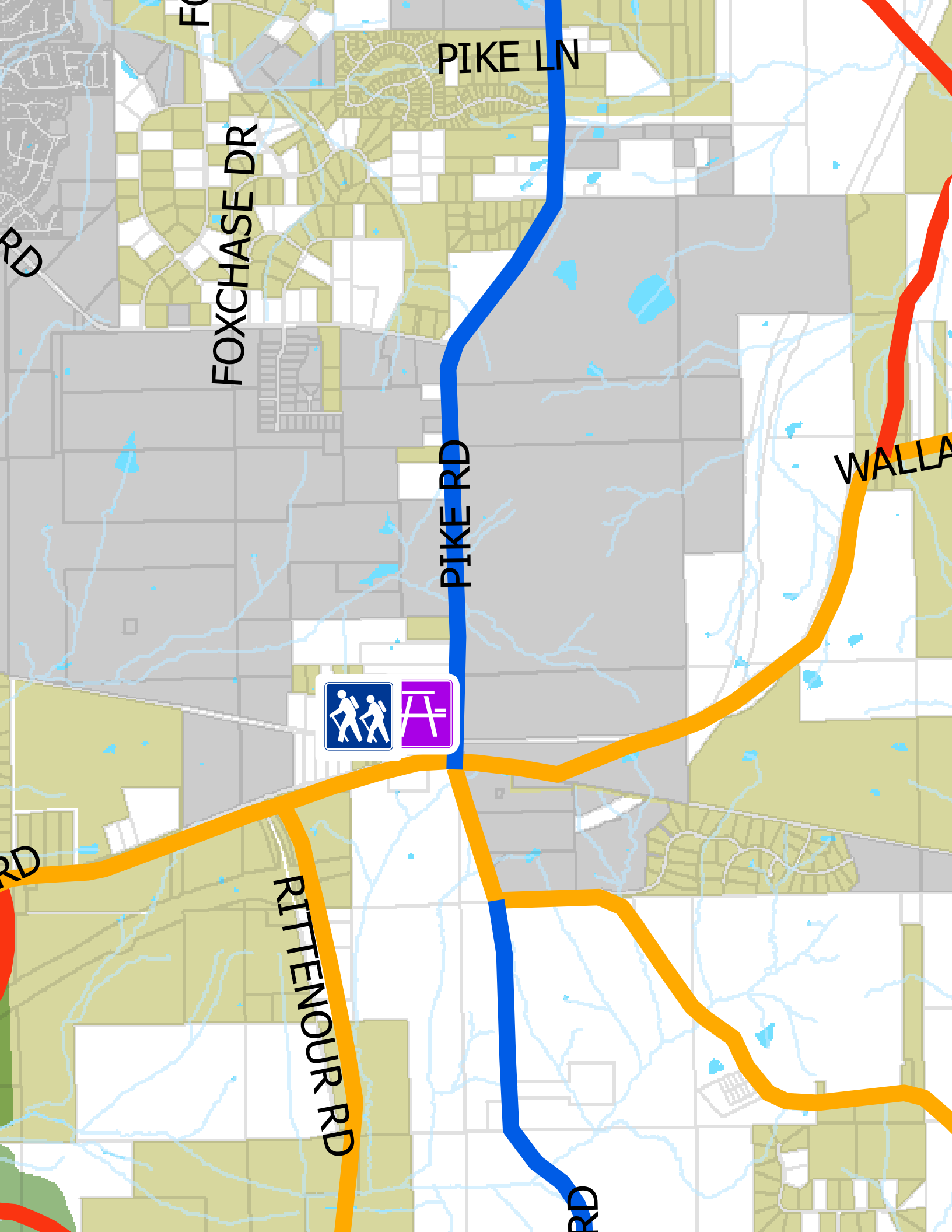


0 1 2 Miles
1 inch = 1 mile



illustrates and sets a path to accomplish, the existing road network will need improvements to handle the amount of traffic that will be experienced in the next few years. The Existing Traffic Generators map (previous page) shows existing development, responsible for generating the majority of traffic in the area. This map displays the major traffic generators or destinations within the Town at the present time. Currently, the majority of the trips within the town are from residential neighborhoods due to the minimal commercial developments within the Town limits. As the Town continues to grow, it is expected that this map will change; therefore, the Town has plans to address transportation in all areas as residential development continues in addition to anticipated commercial development near the proposed Town Centers, Montgomery Outer Loop interchanges, and along the parts of Vaughn Road and Chantilly Parkway.

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PIKE LN

FOXCHASE DR

PIKE RD

WALLA



RITTENOUR RD

RD

3d. Open Space, Parks, & Trails

As new development occurs, particularly in towns growing as fast as Pike Road, it is difficult to provide for the creation of parks and the long-term protection of natural open spaces. As the Town of Pike Road continues to grow, it is particularly important to do so in a way that a “system” of connected open spaces is created before opportunities for connections are lost due to growth.

Value of Open Space and Parks

Open space is an integral component of a desirable community. A thoughtfully-designed open space system for the Town of Pike Road can improve the quality of life of residents and enhance the overall appeal of the community. More specifically, potential benefits of an open space system include:

Recreation/Quality of Life

A system of open spaces provides opportunities for passive and active recreation, with a secondary benefit of improving physical and mental health. Pike Road’s open space system plays a huge role in offering residents recreational and quality of life opportunities, and it should therefore be developed to include a variety of opportunities for people of all ages - young children, youth, adults, and seniors.

Transportation

The open space system can enhance the transportation network by providing opportunities for non-motorized transportation, with a sec-

ondary benefit of reduced carbon emissions.

Economic

Providing housing and businesses in close proximity to passive use parks and aesthetic open space areas can enhance property values and tax revenues.

Aesthetic

Preserving open space throughout the community will help maintain the appeal and natural beauty of Pike Road.

Environment

Open space can contribute to ecological diversification and habitat protection and creation. Open space and the vegetation within can be an effective tool for stormwater management. Slowing and reducing stormwater runoff volume can improve flood control and improve water quality. Plants can help mitigate carbon dioxide emissions through photosynthesis and absorb harmful pollutants.

Social

A system of formal and informal open spaces brings people of different walks of life together. Open space fosters interaction and provides opportunities for community gatherings.

Educational

Parks and natural areas can help educate children on ecosystems and natural processes and can enhance creativity and serenity.

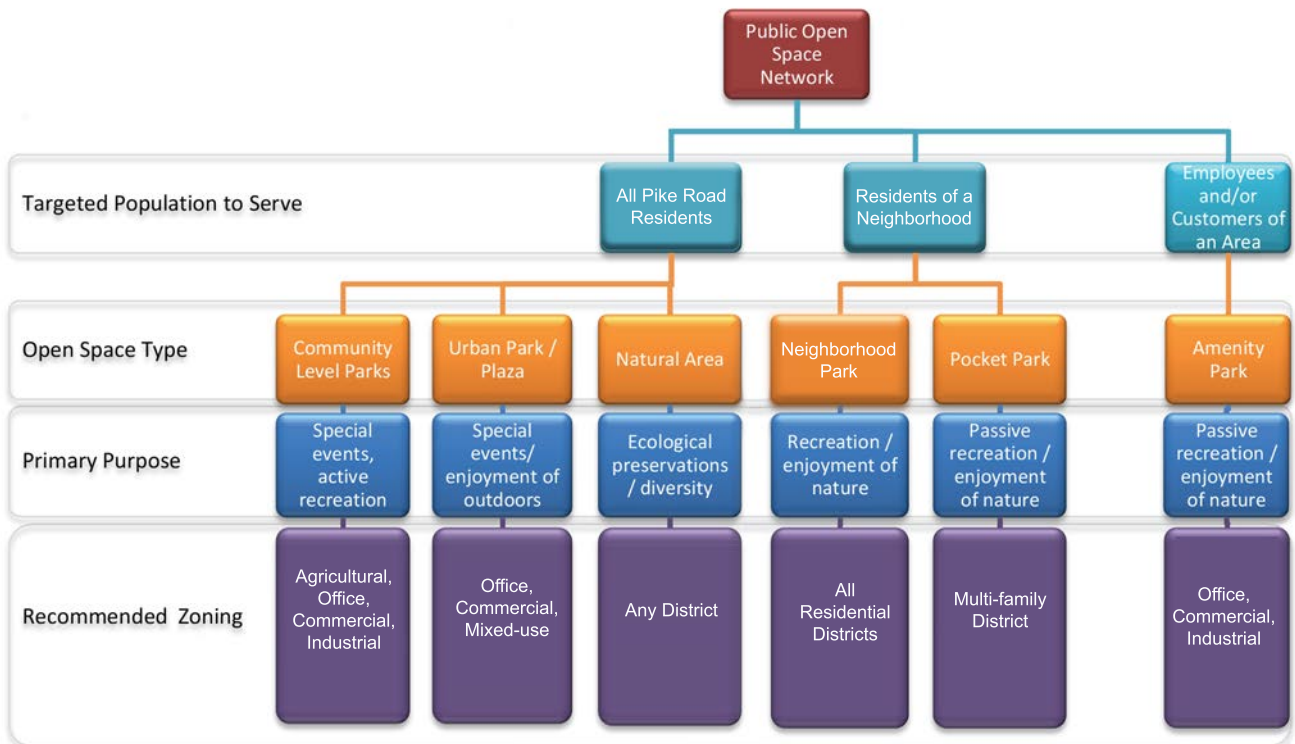
Open Space System Hierarchy

Much like the Land Use Plan’s concept for reinforcing the existing “nodal” pattern of development, the Open Space Plan seeks to outline a strategy to establish a continuum of large to small open spaces based upon the locations of planned development nodes. Each space has its own purpose and identity, serving a specified social planning group. The proposed variety of open spaces for each service area is listed in the

table below, along with their primary purpose and the recommended zoning district that would be appropriate for each particular open space type.

Table 3c-1: Open Space System Hierarchy

Each open space type is described in the pages following the table below. It is recommended that the service levels for all open space types be confirmed as part of the completion of an Open Space Plan.



Community Level Parks

Community parks are destination parks for all residents of Pike Road. These parks serve multiple neighborhoods, and should be located on the edges of neighborhoods, easily accessible by motorized and non-motorized travel. Design is informal. These parks should be designed to accommodate larger recreational facilities such as baseball, football, and soccer fields, occasionally with stands for viewing, as well as concessions. Multiple activities should be able to occur simultaneously within the site, with activities geared towards various age groups. They are areas for hosting special events, and that offer unique or enhanced opportunities for recreation and gathering. Patriot Park, on land donated by the Trotman family, will become a significant community park, upon its completion.



Urban Parks/Plazas

Urban Parks or Plazas are formally designed and surrounded by buildings on all sides. These spaces are public, outdoor gathering places, typically located at the intersection of important streets and suitable for hosting special events yet able to accommodate individuals (workers, shoppers, etc.) enjoying the outdoors. Urban Parks/Plazas are required at the centers of identified nodes on the Future Land Use Plan.



Natural Areas

Natural features such as wetlands, floodways and floodway fringes, contiguous areas with slopes 20% and greater, and areas with soils unsuitable for development should be preserved in a natural state. These Natural Areas are intended to promote biodiversity, ecological conservation and sustainability. The benefits of preserving these areas are outlined in the previous “Value of Open Space and Parks” section.





Neighborhood Parks

Neighborhood Parks are informal spaces used for civic gatherings, structured recreation, and unstructured recreation for all age groups. These parks may incorporate recreation areas such as playing fields, playgrounds, or small outdoor theaters to be utilized at the individual neighborhood level. A Neighborhood Park provides open space venues in close walking or biking proximity to residents within its general vicinity. The purpose of the park is to accommodate passive use and informal play for residents of all ages.



Pocket Parks

Pocket parks are small parcels of open space that contain a limited amount of recreational facilities (i.e. a play structure). As the Town continues to develop open space resources, it is recommended that pocket parks be limited to areas where yard space is perceived to be inadequate for residents to enjoy the outdoors (high density areas).



Amenity Parks

Amenity parks provide passive use outdoor space for the enjoyment of people working in or visiting non-residential areas.

Existing Town of Pike Road Natural Trail

In addition to offering residents a safe, convenient place to exercise and experience the beautiful natural surroundings of the area, the Pike Road Natural Trail is one component of the network that will connect the town's neighborhoods and parks within the overall open space system. The first phase of the trail system is designed to accommodate walkers, runners, and off-road bicyclists.

The trail system will be constructed in phases and will include strategically located "trailheads" with parking areas. Phase I of the Pike Road Natural Trail runs alongside Meriwether Road between U.S. Highway 231 and Pike Road, with a trailhead at each end.

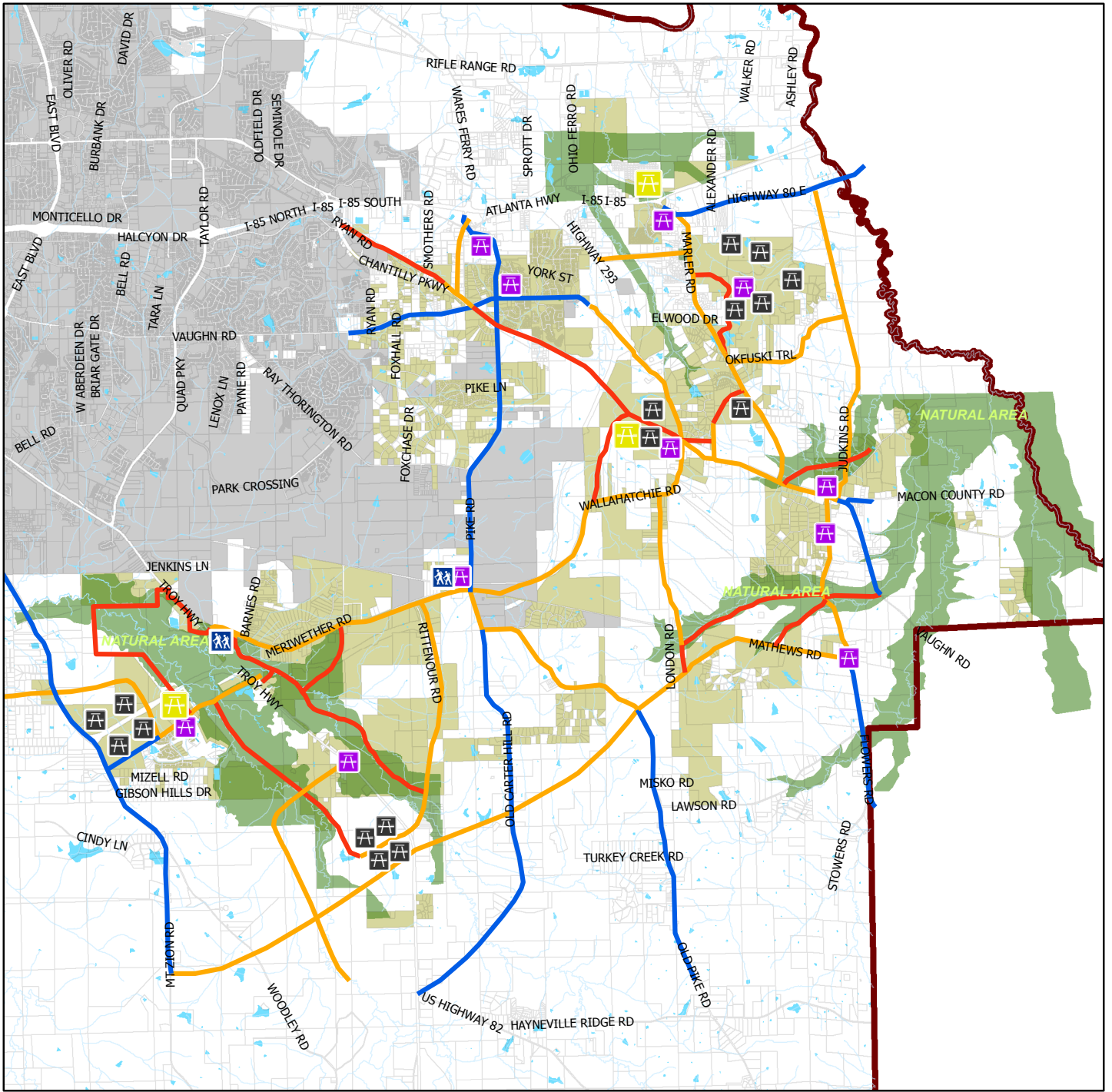
Trailhead 1 of the Pike Road Natural Trail is lo-

cated on the southern side of Meriwether Road, between Barnes Road and U.S. Highway 231. It includes parking, a covered picnic pavilion with charcoal grill, tables and lighting, and a restroom facility. The trailhead facility is ADA accessible.

Trailhead 2 is located near the Old Town Hall site at the corner of Meriwether and Pike Roads. A restroom facility and pavilion are located at this location. Phase 1 of the Marler Road Trail was completed in Fall 2016. Construction has commenced on Phases 1 and 2 of the Wallahatchee Trail. This trail will run from Vaughn Road to the Trailhead at Old Town Hall and the Historic Pike Road School.

Each trailhead, located in the vicinity of a town center will have unique recreation or quality of life amenities.










PARKS, TRAILS & OPEN SPACE





Parks

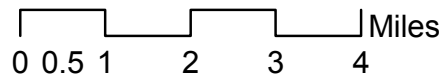
-  Neighborhood Park
-  Urban Park
-  Community Park
-  Trailhead

Trail System

-  Greenways
-  Multi-Use Path
-  Bike Lane
-  Streams
-  Natural Areas

Other Symbols

-  Tax Parcels
-  Montgomery County Limits
-  Town of Pike Road
-  City of Montgomery



Open Space Master Plan

While this document can not create a detailed plan, it can provide the baseline for all future open space planning efforts. A key recommendation of this Comprehensive Plan is the creation of a Parks and Trails Master Plan that will build upon the foundation developed with this plan and during this planning process.

There are two primary components of the Open Space Master Plan: Open Space Target Areas and the Trail Network.

Open Space Target Areas

The Open Space Target Areas represent general locations that should, as the plan is implemented, be considered as potential sites for future parks and open spaces within the overall system.

The Trail Network

The second component of the plan is the Trail Network. Within this network, there is a variety of trail types that are available:

Greenway trails

These are multi-use paths that wind their way through parks, fields, conservation areas, floodplains, etc. and do not follow any existing or planned street right-of-way. These would accommodate multiple modes of travel, including pedestrians, rollerbladers, and bicyclists.

Multi-Use paths

These are paths that, in general, parallel an existing or future roadway, but are set off from that roadway, usually by a planted strip or some similar buffer. These could also support a full array of modes of transportation.

Bicycle lanes

These are on-street paths that are portions of the right-of-way clearly delineated as 'bicycle only'. They are usually striped as such, but

in some cases can be separated by a curb or median as well. Due to their proximity to an active (and often higher-speed) automotive ROW, these would typically be limited to bicycles only. Pedestrians and rollerbladers would be relegated to a sidewalk, if available, and golf carts would be prohibited.

Bicycle routes

These are existing or future streets that are identified, usually via signage, as bike routes. These routes would usually be through lower-speed, lower-traffic areas like residential neighborhoods and would provide linkages between more formalized parks and trails. Bike routes are a very easy and cost-efficient way to fill in potential gaps in the network.

Trailhead

Each trail that passes through or near a town center as identified on the Land Use map should have a trailhead with appropriate uses.

Acquiring Open Spaces, Parks, and Trails

Regulatory tools already play an important role in open space conservation in the Town of Pike Road. These range from basic flood plain regulations that require development to meet certain criteria within the 100-year floodplain to more specific regulations that require developments to set aside a certain percentage of the site as open space. Developments falling within the "Town of Pike Road Natural Trail Overlay Area" are also required to provide dedications for new trails. For the most part, set aside requirements result in neighborhood-scale open space that primarily benefits residents of a given subdivision. The Town should develop a comprehensive program with criteria and standards for the dedication of land to the town for parks and open spaces as new development occurs.



3e. Community Services (Utilities and Infrastructure)

Growth of the Town

While Pike Road has only existed as a municipality since 1997, the Pike Road community has flourished for more than 175 years. Beginning with the arrival of the Meriwether, Mathews and Marks families around 1815, people began settling and farming the area in the mid-nineteenth century. As more families moved in, more services were needed, and by the early twentieth century, a booming small town had grown up at the intersection of Pike Road and Meriwether Road. (Pike Road, of course, was so-called because one had to pay a toll, or pike, to travel on it.) The crossroads community was referred to as the Pike Road community because of its location on the heavily traveled highway. The main intersection was home to several businesses, including cotton gins, a hardware store, livestock auction, post office, general store and doctors' offices. Two of the buildings which once housed these early enterprises still stand near the original town center and across Pike Road from the first town hall.

The twentieth century brought continued population growth to Pike Road. With the growth of the City of Montgomery came new challenges for the quiet farming community. Residents realized that without local control over zoning regulations, their pristine surround-

ings and way of life might be lost forever if the area were annexed.

All of the new homes brought residents to the area in droves, and the population of Pike Road doubled during the 1980s. The population growth added more voices to the strengthening outcry for incorporation. After years of discussion and pressured by a proposed plan to run the Outer Loop, an Interstate bypass, through the heart of Pike Road, citizens organized the final, successful incorporation effort in 1997.

On October 10, 1997, 151 of those voters cast their ballots in the referendum. 147 of them, or 97%, voted "yes" for independence. With the passing of the referendum, the Pike Road community became the Town of Pike Road, a Class 8 municipality. Incorporation was not the end of the battle to preserve and build on the heritage of the Pike Road area. In the years since the initial vote was cast, the town has faced the challenges of raising revenue, maintaining roads, providing public services to citizens and staying ahead of the neighboring city's efforts to annex land.

From just a few hundred people at the time of its incorporation, Pike Road began to grow a rapid pace. By 2000, the Town had grown from 350 people to over 1,839 based on the U.S. Census. This growth occurred through

development of new neighborhoods and annexation of existing neighborhoods. In 2010, the U.S. Census listed the town having grown to 5,406 people, an increase of 194 percent over the decade. The last estimate from the U.S. Census shows the town with over 8,777 people. The Town has been one of the fastest growing communities in the State of Alabama over the last two decades and continues to see steady growth throughout the community.

Public Private Partnerships

In early discussions between town leaders and citizens, the decision was made to not try to compete with existing utilities, infrastructure or programs already in place to serve the Town, but to instead use the Town's resources to improve the provision of services to its citizens. This led the Town to work with private utility providers to focus growth and development areas that either had adequate services or in those areas that were planned for expansion. In areas where necessary infrastructure was not available, the Town worked with developers to locate service providers that could support the desired growth. As the Town continues to grow, ensuring that growth is coordinated with its private partners continues to be a priority. Additionally, as citizens desire new or expanded municipal services such as parks and recreation facilities, working with other local governments to reduce duplication can lower costs to both entities.

Community Facilities

From its inception in 1998, the Town of Pike Road has added community facilities as needed in a gradual approach. Early administrative offices were located in a residential structure while town meetings were held in a church. As

the Town grew and employees were added, the Town expanded to fit the needs of its citizens and spaces programs required. These community facilities include a range of both civic structures and green infrastructure in the form of parks, activity venues, and natural trails.

Civic Buildings

Town Hall

The current Town Hall building is a multi-tenant building located near the intersection of Vaughn Road and Pike Road. This area is what many people think of when they think of Pike Road. The building is approximately 35,000 square foot. Prior to its use as the Town Hall it was occupied by Fine Foods Market, an upscale grocer. The Town Hall portion of the building contains a variety of office and meeting spaces that are occupied on a regular basis. The offices for the Administrative, Building and Planning departments are all located here. The space also includes the Town Council Chambers and training room. This room contains most of the maps and graphics that tell the story of the creation of the Town of Pike Road at the same time displaying the plans for its future. The upstairs above the office area is a large open area regularly used for public meetings, art events, performances, community outreach and homeowner's meetings.

The space is utilized not only by the Town, but also provide space for both public and private tenants. One of the most active uses in the site is a satellite office of the Montgomery County Library. This location is an example of the Town supplementing the its partners to use existing services instead of duplicating them. The Town provides both space and funding to support the library. Its constant stream

of members and events show the rewards of this investment. The Town also provides the Montgomery County Sheriff's Office a small non-public substation to help the organization in public safety role.

The remainder of the building is occupied by restaurants (fast food and casual sit-down), services (hair and nail salons), and retail (Alabama Beverage Control store). These restaurants ensure the complex is occupied seven days a week from early morning until late at night. This not only provides a steady stream of revenue for the Town, but an active center that provides services for the Town's citizens.

One of the newest services and features at the Town Hall site is the location of the Town recycling trailers. This program was implemented in 2016 and was funded by grants from Alabama Department of Environmental Management. The program has greatly exceeded projections in terms of participation.

Founders Station

Founders Station is located in the true heart of Old Pike Road in the Pike Road Historic District. The overall site for Founders Station is approximately 7.9 acres and contains a multi-purpose building, a softball field, community garden, fire station, trail head and mural wall. The building was constructed in 2009 and contains approximately 2,100 square feet. It currently provides office space for the Town of Pike Road's Economic Development and Community Relations departments. It also has provided overflow space for the financial department of the Pike Road School System. The meeting space located in the rear of the building is regularly used for educational, cultural and civic events. It is currently home

to the Pike Road Lions Club. The front area is planned to be a museum and cultural history site for the Town.

Founder's Station also provides valuable recreational areas for the Town. The softball field is regularly used throughout the spring and summer both by Pike Road School teams and individuals. The trail head for the natural trail system will also play an important link as the Wallahatchee Trail is constructed. This trail head will provide a central connection between Wallahtachee Road and the Meriwether Trail. The planted fruit trees and community garden provide both agricultural and educational value to residents.

The mural wall located at the western edge of the property provides both historical and cultural education about the Town of Pike Road. The wall shows a timeline from the earliest settlers of the Pike Road area up to present day. The project was completed in 2016 by artist Marilyn Heard with support from citizens and students from Pike Road Schools.

The Founder's Station site also contains the Town of Pike Road's Veterans Memorial. The monument includes a gazebo and walkway with memorial bricks. This site hosts the Town's annual Veterans Day celebration among other events. The monument was constructed in 2012.

Education

Early after the Town of was incorporated in 1997, the citizens of the Town of Pike Road expressed a desire to create a locale school system to serve the children of the town. In 2005, Education was placed as a pillar, or central tenet, of the town's work. From that point onward, the Town began to prepare to create its own system. This included the creation of citizen committees and groups to work on this process. In 2010, the Town Council voted to create the Pike Road School System after confirmation of population requirements being met. The citizens of Pike Road reaffirmed this decision in 2011 by approving a 16-mil property tax to fund the school system. In August 2015, the first students in grades K-8 began school in the new Pike Road School. Each year the school system will add a grade until a full K-12 system is reached.

The Pike Road School system has a focus on innovation and digital technology. The system works to inspire students to learn and create. This includes a community engagement program that brings professionals and students together to interact.

Until the Pike Road System reaches a full K-12 system, older students not served by the system attend Montgomery County School System. The PRS system will achieve a complete K-12 system in 2019.

The Pike Road School System is also supplemented by a variety of private school systems that provide alternative learning environments based on religious or other principles.

Pike Road School K-8

The Pike Road School is located at 500 Avenue of the Learning. The school was completed in 2015 and opened in August of that year. The school is located on 40 acres donated to the Town of Pike Road from The Waters. The school currently serves grades K-9 with 10th grade classes beginning in fall of 2017. The school is 101,605 square feet with 45 classrooms. The building also contains a completion gymnasium, cafeteria and media room. Due to the overwhelming popularity of the school system in its first year, the Town added a 7,140 square foot modular building with 11 classrooms in January 2016. This brought the total student capacity to 1,500 students at this location.

Historic Pike Road School

In November 2015, the Town of Pike Road purchased the historic Pike Road School located near Founders Station.

Montgomery County's first school to consolidate rural, one-room school houses into grades one through twelve opened November 11, 1918. The school was built by the Montgomery County Board of Education on 30 acres of land at a cost of \$40,000 with monies loaned and donated by families from surrounding settlements. Hailed by the U.S. Commissioner of Education when it was featured in the Alabama Exhibit at the 1926 Sesquicentennial International Exposition in Philadelphia, the school subsequently attracted foreign educators from Europe and South America interested in observing the system. The last graduating class was in 1945; the school remained a junior high school until its closing in May 1970.

The historic school is 27,329 square feet with a 19,722 square foot metal building located on 26 acres. Once completed the school will have 24 classrooms, a cafeteria and an open auditorium and collaborative learning space. This facility will open in August 2017.

Next Steps

A program for meeting future capital needs for the school system is underway. The appropriate options include finding available space or constructing a Phase II facility on the Historic School Site. If the historic campus is utilized, it will accommodate Middle and High School grades with a total of 38 classrooms. The site will continue to allow for expansion and various educational facilities.

Parks and Green Infrastructure

Rolling Hills Park

The park at Rolling Hills was constructed in 2009 and was the Town of Pike Road's first park. The park is adjacent to the Rolling Hills Subdivision and Cottonwood Golf Course. The neighborhood park is approximately 9.63 acres. It has a pavilion, playground equipment and walking trail. The park was built through grant funds.

Natural Trail System

The Town of Pike Road Natural Trail System is a protected roadside trail system that is planned to connect most of the Town. The trail is largely impervious and built for pedestrian, equestrian and other forms of non-motorized vehicles. Approximately 10 miles are under construction or completed at this time. Trail-heads with quality of life amenities are planned along the trails. The system will connect various

neighborhoods, parks and businesses to create a cohesive network. In more urban areas, the trail network will join the Town's sidewalk network to further build on the pedestrian and bicycle transportation system.

Patriot Park

In 2016, the Trotman family donated 80 acres of their family farm to the Town of Pike Road. This site is a planned to be a recreation complex to serve the residents of the Town and Pike Road Schools. The phased plan will contain a stadium, multiple athletic fields, amphitheater, ag center, equestrian and livestock arena among other multi-use areas. The first phase which started construction in Spring 2017 will include baseball and softball fields and a football/soccer field. The project is being constructed in a partnership with Montgomery County and may provide shared facilities for both the Town and County.

Utilities and Infrastructure

The Town of Pike Road's citizens and leaders decided early on that the level of services provided by the private sector would not require duplication by the municipality. Working with the existing utility and service providers could allow the Town to use its finite resources to in other areas. This action also reduced both the human resources and capital necessary to operate the Town. This allowed the Town to place those limited resources into education and quality of life services that residents requested. The Town has used both incentive and regulation to help ensure that these private service and utility providers had the resources they needed and operated in a manner that would benefit the Town of Pike Road's residents and business community.

Water

Potable water is one of the most important utilities in regard to the continued growth and development of the Town of Pike Road. Although some residents use individual wells, most of the potable water for the Town of Pike Road is supplied by the Montgomery Water Works and Sanitary Sewer Board. MWWSSB is the primary supplier for Montgomery County. In the early 2000's it merged with the East Montgomery Water Board which was the provider for most of the Town of Pike Road. MWWSSB has multiple sources for potable water. Approximately 60 percent of the water for the system comes from C.T. Perry Water Purification Plant located on the Tallapoosa River. The remainder of the water comes from the Day Street Pump Station, the Hanan Water Treatment Plant and other well fields.

Water is available in some form or fashion to most of the Town, especially those areas likely to see development in the near future. In some areas of Town, water pressure may be a limiting factor. This lack of pressure may cause issues relating to the ability of fire suppression in hydrants and where buildings are required to have suppression systems. The Town should work with MWWSSB to improve water pressure or limit intensive development through zoning or other mechanisms.

Sanitary Sewer

Much like clean potable water, sanitary sewer is often one of the most important factors in the growth and development of Pike Road. In many areas of the town, sanitary sewer is the limiting factor in new growth and development. The Town of Pike Road is currently served by the Montgomery Water Works and

Sanitary Sewer Board (MWWSSB), Alabama Waste Water/Adenus/KESS, and other entities to address sewer needs for potential economic development, especially along Highway 231.

MWWSSB is a traditional sanitary sewer provider that utilizes a sewer system that is sent to a waste water treatment facility to be treated and discharged into the natural water system. This system is largely a gravity system that is supplemented by a few pump stations to deal with terrain. This system is limited to some of the more developed areas of the Town, specifically the Chantilly Parkway, Vaughn Road, and US 80 corridors. The Pike Road Village manufactured home park on Highway 231 is also served by this system, but through a private line.

The Alabama Waste Water/Adenus system is a decentralized wastewater system. The utility is regulated by the Alabama Public Service Commission. The system is based on an effluent collection system. Each individual home or business has a collection tank similar to a septic tank, though usually smaller. As waste settles in the tank, the effluent is pumped through a pressurized system to a secondary treatment facility. After treatment, the effluent is either released on drip irrigation fields or into a water source through a point source permit. Solids are held in the individual settling tank and are processed by microorganisms. The Alabama Wastewater system was originally designed to handle waste water from The Waters development. The utility has increased capacity to accommodate additional developments and is continuing to expand. The system is currently located on the Marler Road corridor with the treatment and release facility located off of US 80 near Line Creek. Because the technology does not transport solids, the pipes are smaller

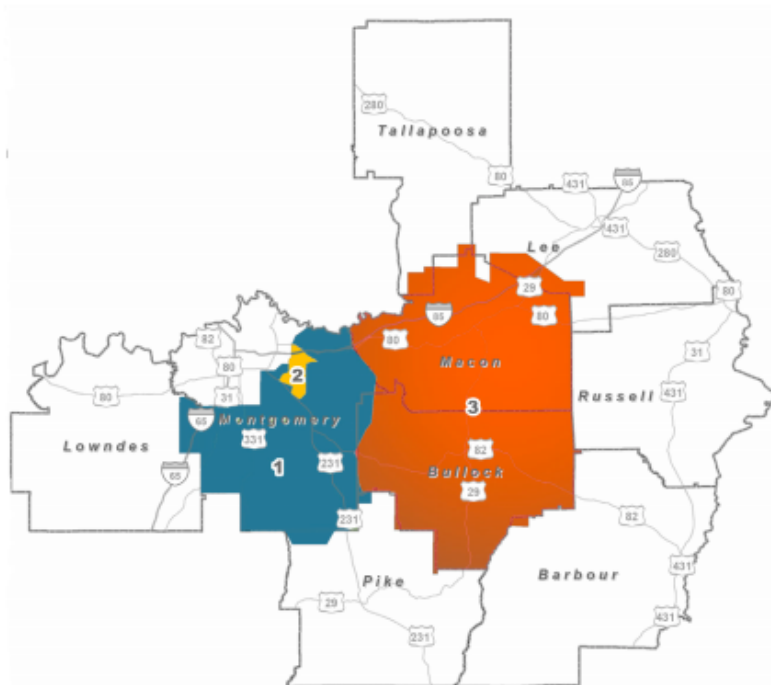
in size and generally much less expensive than a traditional sanitary sewer.

The remainder of the Town is largely reliant on individual septic systems. These septic systems are approved and inspected by the Montgomery County Health Department. These areas are limited in the intensity to which they can develop, especially in nonresidential configurations. As the Town continues to expand finding sanitary sewer solutions for growing areas, may be the biggest obstacle. Each system has limitations in terms of expansion. Traditional sewer is limited to a few areas of town and expansion is expensive. A limiting factor to the decentralized system is the need for either a discharge point for treated water or drip fields. Drip fields occupy large amounts of land that are limited in use, thus preventing significant density.

Solid Waste

The Town of Pike Road currently uses Advanced Disposal to serve their citizens solid waste needs. Advanced Disposal provides once a week collection to individual's homes and some businesses. The Town operates under Montgomery County's solid waste plan. The current contract with Advanced Disposal for both entities will expire in 2017. At that time, the Town should review service options and coordinate with the county to determine if there are benefits to using the same provider.

In 2016, the Town of Pike Road purchased three mobile recycling trailers through grants from Alabama Department of Environmental Management. The Town currently accepts Plastics #1 & #2, Paper, Aluminum and Cardboard (see map below). The utilization of these carts has greatly exceeded expectation. The Town should look at opportunities to increase



recycling or add additional drop-off locations.

Power

Electric The Town of Pike Road is served by two electric utilities, Alabama Power and Dixie Electric Cooperative. Each utility has a separate service territory. Alabama Power, part of Southern Company, is the larger of the two utilities and provides power to the western and northern portions of the Town of Pike Road. Dixie Electric Cooperative serves both the eastern and extreme southern areas of the Town. Some industrial and very large electricity users have flexibility in choosing providers.

As the Town continues to grow, additional electrical demand will be necessary. Additionally, redundancy in service will be necessary to reduce outages. Both utilities continue to look for substations locations and build capacity. The Town should continue to coordinate development with the power providers. As the Town begins to look at larger economic development projects, especially those in industrial, manufacturing or research areas, the ability of the utilities to provide adequate service will increase. Additionally, both providers also work to recruit new employment bases and power users.

Natural Gas

Much like the electrical utilities, the Town of Pike Road is served by two natural gas providers: Southeast Alabama Gas District (SEAGD) and Alagasco. Both utilities provide heating, cooling and cooking energy for residential developments. Natural gas is also used in commercial, institutional and industrial applications. Much like electric utilities, these service providers also work with municipalities

to attract economic development opportunities.

Communications

Telecommunications play an increasing role in our modern lives today. The residents of the Town of Pike Road have actively embraced new technologies and expect these services like they would water, power or any other utility. Pike Road School's reliance and emphasis on digital media and technologies only further increase the need for robust and modern communications infrastructure. Included in this infrastructure are broadband, traditional landline telephone services, cellular based telephone services and cable/satellite television. The coverage of many of these services is not provided uniformly across the entire town. These services require large investments by their providers in both infrastructure and capacity. Historic areas of town were developed in a rural, large-lot pattern. These areas typically do not provide the potential density required by carriers to build new towers or run fiber cable. Newer areas of the town, developed in more dense nodes, however, are often have multiple providers for each service. This creates potential issues in equity of services across different areas of the town.

To increase communication access, especially broadband internet, to these more rural and less dense areas, the Town should examine opportunities to work with providers to increase options. This could include working with the United States Department of Agriculture and their grant assistance programs to reduce costs for existing providers. Additionally, as franchise agreements are renewed by providers, the Town should look at the requirements for service and density requirements to ensure effective coverage for all residents. Finally, the

town should work with providers to look at evolving technologies such as cellular or satellite providers.

Services

Public Safety

The Town of Pike Road closely works with the Montgomery County Sheriff's Department to provide police and public safety protection to the Town and its residents. The Council has utilized the services of the Sheriff's Department to prevent duplication of services. As such, the Town is not required to have a police and administrative personnel, equipment, detention facilities, or municipal court. To date, the Town has provided funding to the Sheriff's Department to defray some of the costs of this service. As previously mentioned, the Sheriff's Department has a small non-public substation at Town Hall.

Fire and Emergency Response

The Town of Pike Road receives emergency and fire protection from three existing volunteer fire departments. These are the Rolling Hills, Waugh and Pike Road Fire Departments. These volunteer departments have separate geographic territories and various stations spread throughout. The Town has provided funding to the volunteer fire departments provided that they maintain a low ISO rating. As this rating is an important factor in determining the cost of property insurance, ensuring excellent service is not only a health and safety issue, but a financial one for its residents. The Town Council works to facilitate the distribution of a specific property tax designated solely to public safety. This provides the volunteer departments with control over their funding and re-

duces the reliance on the Town's appropriation.

While the volunteer fire departments often act as first responders, they are supported by Haynes Ambulance services. This organization provides emergency response and transport to the area. This includes both ground transport and life flight air transportation.



TOWN OF PIKE ROAD
VETERANS
MEMORIAL

3f. Implementation

One of the most important pieces of a comprehensive plan is the Implementation Plan. This section outlines an implementation strategy that is intended to implement the goals identified in previous chapters of this Plan. The implementation of these initiatives will affect whether or not the Town of Pike Road's Comprehensive Plan will be fully realized over the next decade or so. However, it must be understood that most successful strategies are intentionally not entirely defined or planned in advance. Additional thought and planning by experts related to each of the strategies must take place in order to successfully develop and implement the strategies. The strategies recommended in this section, many of which are interrelated, are intended to be expanded upon, adapted, and modified over the life of the Plan.

Recommended Implementation Strategy

The Comprehensive Plan represents the collective vision of the residents of Pike Road. Just as the creation of the Plan required a comprehensive look at issues facing the community and cooperation amongst many interests of the Town, the implementation of the Plan requires a collaborative effort across the public and private sectors. The Town will need to work diligently to implement the vision of the Plan through:

- Revisions and updates to policies and ordinances;
- Individual decisions and actions by the

Council, the Mayor, Planning Commission, Town staff, and other appointed boards; and

- Direct investments and operating budgets.

The private sector will contribute through investment in site development and compliance with adopted policies and ordinances. Other agencies in the community, particularly the various institutions and non-profit organizations, are also encouraged to join the implementation process by tailoring their future plans and investments with the vision within this document.

Only through the collective efforts of the community as a whole can we realize the full potential of the Town of Pike Road and see this vision come to fruition. The Implementation Plan recommends a course of action for the community to take over the next 10 years. The strategy presents recommended goals, objectives and actions organized into 9 categories: Rural and Agricultural Heritage, Natural Resources, Open Space and Recreation, Transportation and Circulation, Community Design, Education, Housing, Economic Development and Community Services. The implementation strategy includes specific actions, the agency responsible for taking the actions, and a time-frame for completing the actions. The time-frames are divided into short-term (1-5 years), long-term (5-10 years), and on-going actions that will be carried out throughout the life of the plan.

Rural and Agricultural Heritage

Implementation Strategies	Responsible Agencies	Timeframe
Implement the recently adopted "Separation Distances" standard within the Town's Zoning Ordinance	Planning Department	Ongoing
Develop a marketing campaign to educate property owners and developers regarding the opportunities and benefits of developing property under the SmartCode regulations	Community Development/Planning Department	Short Term
Implement the recently adopted landscape bufferyards within the Town's Zoning Ordinance	Planning Department	Ongoing
Develop a marketing campaign to educate owners of prime farmland about programs such as the Alabama Farmland Protection Program	Community Development/Planning Department	Short Term
Develop a plan for a public farmers market in the Town of Pike Road	Community Development/Agricultural and Stewardship Club	Short Term
Develop a plan for incorporating Community Gardens throughout the Town.	Community Development/Agriculture and Stewardship Club	Short Term
Develop a plan for Illustration Farms within the community.	Community Development/Agriculture and Stewardship Club	Short Term
Develop a plan for Environmental Venues within the Town.	Community Development/Agriculture and Stewardship Club	Short Term
Implement the plans for an agricultural center to provide learning and economic development opportunities in the field of animal science, agriculture, and forestry.	Mayor/Community Development/Agriculture and Stewardship Club	Ongoing

Natural Resources

Implementation Strategies	Responsible Agencies	Timeframe
Develop standards within the Town's Zoning Ordinance for development on steep slopes	Engineering Department	Long Term
Develop "Low Impact Development" (LID) standards within the Town's Manual for Design and Construction Standards	Engineering Department	Short Term
Strengthen Floodplain Regulations – Update the Town's Manual for Design and Construction Standards to prevent or strictly limit development within the 100-year floodplain	Engineering Department	Short Term
Develop Wetlands Protection Standards - Create a community-wide inventory of wetland areas, and prevent disturbance of these areas.	Engineering Department	Short Term
Wetlands Protection Standards should also include establishment of a buffer zone and definition of mitigation requirements.	Engineering Department	Short Term
Implement the recently adopted "Tree Protection and Replacement" standards within the Town's Zoning Ordinance	Planning Department	Ongoing

Community Development, Open Space, and Recreation

Implementation Strategies	Responsible Agencies	Timeframe
Develop, staff, train, and support a professional Parks and Recreation Department Head that effectively serves the community in the realization of the Community Development, Open Space, and Recreation goals and objectives.	Mayor/Community Development	Short Term
Develop a Community Development Plan including recreation plan and parks and open space master plan	Mayor/Planning Department/Community Development	Short Term
Create effective and efficient methods of acquiring, developing, operating and maintaining parks and facilities and programs that accurately distribute costs and benefits to public and private interests.	Community Development/Public Works	Short Term
Develop construction standards and details for trails and trail amenities	Engineering Department	Short Term
Develop and implement an "Adopt A Trail" program	Community Development	Long Term
Develop a trail maintenance management system to estimate and plan for life cycle maintenance and replacement costs	Engineering Department/Public Works	Short Term
Establish requirements/incentives for public park dedication as part of the development approvals process	Planning Department/Community Development	Short Term

Community Development, Open Space, and Recreation (continued)

Implementation Strategies	Responsible Agencies	Timeframe
Implement the plans for the recreational complex, Patriot Park	Mayor/Construction Management/Engineering	Ongoing
Implement the plans for an agricultural center that provides learning and economic development opportunities in the fields of animal science, agriculture, and forestry	Mayor/Community Development/Agricultural Stewardship Council	Ongoing

Transportation and Circulation

Implementation Strategies	Responsible Agencies	Timeframe
As development occurs, implement the street cross-sections recently adopted within the Town's Manual for Design and Construction Standards	Engineering Department	Ongoing
Develop a marketing campaign to educate residents about the existing and planned Town of Pike Road Natural Trails network	Community Development/Planning Department	Short Term
As streets are reconstructed and new development occurs, implement the Town of Pike Road's Natural Trails Plan	Engineering Department	ongoing
Develop incentives for trail and trail head dedication and construction in new developments	Planning Department/Community Development	Short Term
Develop a "priority index" for new sidewalks within the Town	Planning Department	Short Term

Transportation and Circulation (continued)

Implementation Strategies	Responsible Agencies	Timeframe
Review and modify existing traffic impact study requirements for new development, tie traffic impact requirements to the recently adopted Transportation Plan	Engineering Department	Short Term
Develop and implement access management and shared parking provisions that can be added to both the Town's Manual for Design and Construction Standards, as well as the Zoning Ordinance	Engineering Department and Planning Department	Short Term
Review and modify parking lot design criteria within the Town's Manual for Design and Construction, as well as the Zoning Ordinance in order to require parking lot design that is in keeping with the character of the Town of Pike Road	Engineering Department and Planning Department	Short Term

Community Design

Implementation Strategies	Responsible Agencies	Timeframe
Approve zone change and subdivision requests that are in line with the Comprehensive Plan	Mayor, Planning Commission, and Council	Ongoing
Develop marketing materials to educate property owners and developers regarding the concept of Pike Road as a Town made up of multiple historic crossroads	Community Development/Planning Department	Short Term
As development pressure increases, develop detailed design plans for crossroad "town centers" to insure that they develop as envisioned by the Comprehensive Plan	Planning Department/Community Development	Short Term
As development pressure increases, develop detailed design plans for identified suburban commercial areas to insure that they do not negatively impact surrounding residential properties	Planning Department	Long Term
As development pressure increases, develop a detailed design plan for the Town Hall and surrounding properties to insure that this area reflects the overall image and unique character of the Town of Pike Road	Planning Department	Short Term
Develop a plan for Wayfinding and Signage	Community Development/Planning Department	Short Term

Community Design (continued)

Implementation Strategies	Responsible Agencies	Timeframe
Implement the architectural standards within the recently updated Zoning Ordinance	Planning Department	Ongoing
Modify the architectural standards within the Zoning Ordinance as new development occurs and the need arises	Planning Department	Long Term
Implement the landscape standards within the recently updated Zoning Ordinance	Planning Department	Ongoing
Modify the landscape standards within the Zoning Ordinance as new development occurs and the need arises	Planning Department	Long Term
Implement a strategy to partner with neighboring communities to provide zoning/land use guidance in police jurisdiction	Mayor, Planning Department	Long Term

Education

Implementation Strategies	Responsible Agencies	Timeframe
Develop criteria for school site dedications and establish requirements/incentives for sites to be dedicated to the Town as properties develop	Mayor/Council/ Superintendent/School Board	Short Term
Develop a plan to provide bus service to and from school for all Pike Road students	Superintendent/School Board	Short Term
Develop and implement a plan to add an additional grade level each year until grades K-12 are all offered, beginning in 2019	Superintendent/School Board	Short Term
Implement both a citizen gathering place and recreational/athletic facilities for the school off school grounds and available for private rentals and public use	Mayor/Council/ Superintendent/School Board	Short Term
Provide a program for students to engage with citizens in collaborative activities that promote learning and community engagement	Mayor/Council/ Superintendent/School Board	Short Term
Collaborate with colleges and universities to provide cooperative education opportunities	Superintendent/School Board	Ongoing
Provide an extensive extended extra curricular involvement program that collaborates with municipal options	Superintendent/School Board	Ongoing
Provide athletic opportunities for students in middle and high school	Superintendent/School Board	Ongoing
Complete capital purchase and launch projects to assist education needs	Mayor/Council/ Superintendent/School Board	Ongoing

Housing

Implementation Strategies	Responsible Agencies	Timeframe
Develop a marketing campaign to educate builders and developers regarding the opportunities and benefits of developing property under the SmartCode regulations in order to insure a range of housing types for a diverse population	Community Development/Planning Department	Ongoing
Develop detailed design plans for areas permitting higher density housing to insure appropriate design and transitions to existing single-family developments	Planning Department	Short Term
Implement the architectural standards within the recently updated Zoning Ordinance to mandate quality design and construction	Planning Department	Ongoing

Economic Development

Implementation Strategies	Responsible Agencies	Timeframe
Create an overall economic development strategy that builds off of Pike Road's strengths	Community Development Department/Consultant	Short Term
Implement the Future Land Use Plan and locate high-intensity and traffic-generating uses close to I-85, along Vaughn Rd., Chantilly Pkwy., and Highway 231	Planning Department	ongoing
Develop a campaign to attract new businesses, with a particular focus on high-technology-related businesses that have low environmental impacts, and first-class office uses, such as business parks and corporate headquarters	Community Development Department/Planning Department	Short Term
Implement the Future Land Use Plan and encourage large scale and “big box” commercial and employment centers at regional transportation facilities, such as Highway 231, I-85 and “outer loop” interchanges	Planning Department	ongoing
Implement the Future Land Use Plan and encourage moderate intensity commercial uses, including grocery stores, pharmacies, etc. in nodes along major thoroughfares within the community, such as Vaughn Rd., Chantilly Pkwy, Troy Highway, and Highway 80	Planning Department	ongoing

Economic Development (continued)

Implementation Strategies	Responsible Agencies	Timeframe
Develop a plan to provide necessary utilities and infrastructure to accommodate industrial parks and first-class office uses, such as business parks and corporate headquarters along Highway 231 and the I-85 corridor	Planning Department/Engineering Department/Community Development	Long Term
Develop a marketing campaign to encourage the development of mixed-use centers in historic crossroads as identified on the Future Land Use Plan	Community Development Department/Planning Department	Short Term

Community Services

Implementation Strategies	Responsible Agencies	Timeframe
Promote the future development of sewer infrastructure throughout critical development corridors within the Town.	Engineering Department	Ongoing
Coordinate with Montgomery County on developing and maintaining a solid waste management plan to provide necessary services to our residents.	Engineering Department	Ongoing
Continue and expand recycling program.	Engineering Department	Short Term
Expand broadband capabilities, specifically in rural areas where services are lacking.	Engineering Department	Long Term
Ensure that all civic buildings and public facilities are ADA accessible.	Building Department	Short Term
Continue to support the local volunteer fire departments and Sheriff's Department to maintain adequate fire safety and police protection for the community.	Town Council	Ongoing
Work with utility providers to develop a plan to provide access to water, gas, and electricity for future development within the Town.	Engineering Department	Short Term
Examine community facility needs as new town centers develop.	Engineering Department/Planning Department	Ongoing

4 Area Plans



As stated in Chapter 3, the Comprehensive Plan will “zoom in,” and examine several defined “Areas” in greater detail. These Areas have been identified based on several factors, including likelihood of change, availability of development opportunities, and location/role within the overall community. By focusing on these target areas, the plan intends to more closely shape their future development and ensure their compatibility with the Town of Pike Road Planning Principles.

Level Two: The Area Plans

Area Plans supplement the Comprehensive Plan by providing detailed direction for individual neighborhoods, groups of neighborhoods, historic crossroads, and entire corridors. Nine Area Plans have been developed for the Comprehensive Plan. The Area Plans are listed alphabetically below:

- 4a. **Carter Hill/Highway 231**
- 4b. **Cecil**
- 4c. **Mathews**
- 4d. **McDade**
- 4e. **Mt. Meigs/Merry (Town Hall)**
- 4f. **Historic Town Center (Founder’s Station Area)**
- 4g. **Trotman/Rolling Hills**
- 4h. **Waters**
- 4i. **Waugh**
- 4j. **Vaughn/Outer Loop Study**



4a. Carter Hill/Highway 231

The purpose and intent of this section is to establish a vision for the Carter Hill/Highway 231 area of Pike Road. This section shall be referred to as the “Carter Hill/Highway 231 Area Plan.” An Area Plan is a future planning document used to refine the Comprehensive Plan for a particular area within the larger community. Area Plans are supplements to and parts of the overall Land Use Policy component of the Comprehensive Plan. An Area Plan addresses land use, transportation, and community design at the neighborhood level. The Plan provides more specific land use recommendations than the broader Land Use Policy within the Comprehensive Plan. Like the Comprehensive Plan, Area Plans are often developed through a participatory process that involves Town staff working with the neighborhood—residents, business owners, institutional representatives, and developers.

How to Use This Plan

This plan is intended for use by anyone, whether residents, community groups, developers or others interested in either existing or new physical development within and immediately surrounding these areas. Those with development interests should consult this plan, and are encouraged to follow the guidance it provides. In addition, this plan is intended to serve as a guide for public agencies contemplating improvements within the area this plan covers. This plan should be the main document used to evaluate items submitted for Planning

Commission action on properties within this area. All inquiries regarding this plan should be directed to the Planning Director.

Planning Process

In order to engage the community and develop a plan for future growth in these areas, the Town held a three-day public workshop known as a “charrette.” A charrette is an interactive planning and design process that allows members of a design team to work directly with the nearby community to develop and implement their collective vision for a specific area. The charrette method was chosen, because this process allows for the opportunity to gather information, explore and discuss alternatives, and finalize concepts, all while providing multiple opportunities to the community to interact with the design team at key points during the process. Due to their close proximity, the Carter Hill/Highway 231 area was combined with the Trotman Road area into a single study area. The charrette process proceeded as follows:

Day 1

Visioning Session

The charrette began on a Monday evening when nearly 50 people gathered at the Rolling Hills Golf Club. The consultant team kicked-off the event by presenting the comprehensive planning process. They highlighted the community’s role in the process, and stressed the

importance of continued involvement throughout the charrette for the Area Plan.

After an introduction to the Comprehensive Plan process, the consultant team explained Land Use Policy, outlined the goals of this project, and presented the key elements of an Area Plan. The team then led the crowd through an interactive process known as a “Visioning Session.” The consultant team split the group up into six groups of six to eight participants. Each group gathered around a table with a large map of either the Trotman/Rolling Hills area including and surrounding the Forks property. The groups were all equipped with a set of colored markers. The groups then marked up the maps with diagrams and sketches conveying the character of the area today and describing how they would like to see it evolve in the future. Each group then selected a spokesperson who presented the table’s “big ideas” to the larger group. As each group’s ideas were presented, common themes and visions emerged.

Day 2

Open Design Studio

A temporary design studio was set up at the Town Hall for two days during the charrette. The design studio served as an on-site working space where the consultant team could analyze information, refine ideas and test conceptual scenarios. The studio was open to the public each day, offering community members the flexibility to stop in when they were available to see how the process was progressing and to bring in new ideas for the team to consider.



During the Visioning Session, community members gathered around maps of the study area and developed their vision for the future of the area (top, middle). At the conclusion of the Visioning Session, a representative from each table reported their key ideas to the rest of the group (bottom).

Public Pin-up Session

On Tuesday evening, residents were invited to a “pin-up” at the design studio. Preliminary designs and drawings were pinned up around the room. The purpose of the public meeting was to receive feedback on initial ideas. No formal presentation was given, participants could stop in at any time between 6:00 pm and 7:00 pm to tour the studio, meet with members of the consultant team, ask questions, and offer additional ideas.

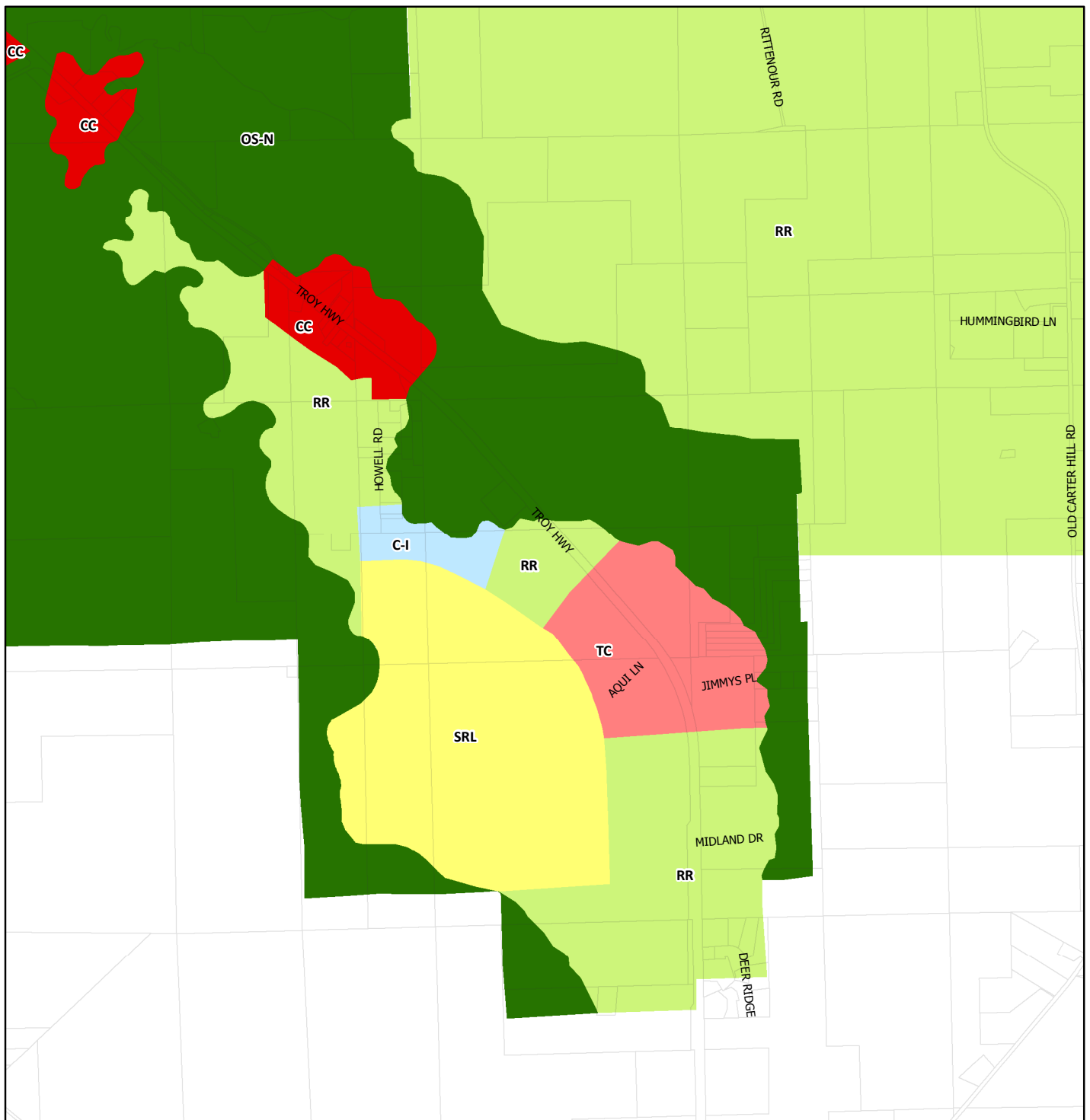
Day 3

Work-in-Progress Open House

On Wednesday evening, residents dropped by Town Hall from 5:00 pm until 8:00 pm to see how the progress of the Area Plan was coming along. The consultant team pinned up all of the maps and drawings generated over the three-day project, and answered questions from residents as they studied the information along the wall. Among the information presented was a draft Land Use Policy and Character Area Map, as well as Land Use Policy and Character Area Descriptions.






A draft Land Use Policy and Character Area Map (above) and Land Use Policy and Character Area Descriptions (top) were generated for the Work-in-Progress Open House. Attendees were encouraged to review the proposed map and descriptions and provide additional input into the plan.







CARTER HILL/HWY 231 - FUTURE LAND USE MAP

OPEN SPACE

-  Open Space - Natural (OS-N)
-  Open Space - Civic (OS-C)
-  Rural (R)




RESIDENTIAL

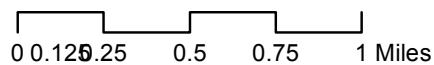
-  Rural Residential (RR)
-  Suburban Residential - Low (SR-L)
-  Suburban Residential - Medium (SR-M)
-  Suburban Residential - High (SR-H)

COMMERCIAL/MIXED-USE

-  Community Crossroads (CX)
-  Neighborhood Commercial (NC)
-  Town Center (TC)
-  Corridor Commercial (CC)
-  Interchange Commercial (IC)

SPECIAL DISTRICTS

-  Industrial (I)
-  Office Concentration (OC)
-  Civic - Institutional (C-I)



Future Land Use Policy and Character Areas

The Future Land Use Policy and Character Area Map (opposite) and associated Descriptions are the core elements of this section. They establish the policies that govern land use within the Carter Hill/Highway 231 Area by proposing future land uses and development character for the areas. The descriptions of these areas include guidance on future land uses, intensities, and overall character. The descriptions also include suggested development strategies that will help guide future development to match the community's vision. The following illustrates each policy and character area and explains in text and photographs the uses, intensity, and character of each area.

Town Center

Town Center policy (TC) is applied to areas intended to serve as focal points for several neighborhoods. Typically, Town Centers are located at existing or new crossroads, and they contain a concentration of activities such as general retail, service commercial, professional office, higher-density residential, and appropriate open space uses easily accessible by pedestrians.

Suggested Development Strategy:

- Include a relatively high-density mixture of uses to serve a regional market area.
- Design Town Centers with an emphasis on pedestrians including strong, walkable connections between different uses.
- Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations,

such as libraries, neighborhood centers, health facilities, commercial developments, parks, schools, etc.

- Parking lots between existing streets and buildings should be limited to a single double-loaded aisle.

Zoning Districts to Implement TC Policy:

- TC (Town Center)



The Town Center Area (TC) includes a mixture of uses, including retail, office, and public uses in a pedestrian-friendly environment that serves several neighborhoods.



Along portions of Highway 231, Corridor Commercial areas (CC) allow commercial development that encourages pedestrians and cyclists while accommodating automobiles.

Corridor Commercial

Corridor Commercial (CC) areas link centers to neighborhoods and the community beyond. These areas include many retail, service, and institutional uses. They should accommodate uses that provide routinely needed goods and services. Corridor Commercial is intended to allow auto-accommodating commercial development while encouraging walking and bicycling. The district allows a full range of retail and service businesses with a local or regional market.

Suggested Development Strategy:

- Allow for a mix of commercial/retail

and office uses along major transportation corridors.

- Traditional, disconnected strip commercial development is discouraged within these areas. Instead, developments should be designed to provide greater connectivity within and to adjacent developments.
- Pedestrian access between developments should be a priority, and landscaping, signage, and building design and orientation should be consistent within individual developments.
- Parking lots should be limited to a single double-loaded aisle between the building and existing streets.

Zoning Districts to Implement CC Policy:

- B-2 (General Business District)

Suburban Residential-Low

Suburban Residential-Low policy (SR-L) is applied to areas that contain existing low-density residential development intended to remain or undeveloped areas that are intended to be developed in a pattern similar to nearby low-density residential development. Any new development or redevelopment within SR-L areas should be within a density range of 1-2 dwelling units per acre.

Suggested Development Strategy:

- New development within SR-L areas should be planned in such a manner so as to encourage connectivity within a development and between adjacent developments.
- Encourage compatible architecture styles that maintain the regional character.

Appropriate Zoning Districts to Implement SR-L Policy:

- R20 (Residential single family-20,000 sf minimum lot area)
- R30 (Residential single family-30,000 sf minimum lot area)
- R40 (Residential single family-40,000 sf minimum lot area)

Rural Residential

Rural Residential policy (RR) is applied to areas of existing lower density development that are intended to remain as such, or existing rural land that is envisioned to develop in the future with a low intensity. In RR areas, single-family residential is envisioned as the predominant use with accommodations for small-scale agricultural uses. Typically, residential development in these areas will have low pedestrian orientation and access, very large lots, open space, pastoral views and a high degree of building separation. New development or redevelopment within these areas should have a maximum density of 2 acres per dwelling unit.

Suggested Development Strategy:

- Encourage rural cluster or conservation subdivision designs on larger tracts of land within these areas that preserve significant amounts of open space.



One of the key differences between Suburban Residential-Low (SRL) (top) and Rural Residential (RR) (below) is that lots are generally larger in RR areas.

- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement RR Policy:

- RE (Residential Estate-2 acre minimum lot area)



The character of Rural areas (R) is primarily agricultural.

Rural

Rural policy (R) is applied to areas generally suited for development but for which the community has made the choice that they should remain rural in character. The purpose for this policy category is to promote agricultural uses and preserve the rural atmosphere of Pike Road, while accommodating new development. While agriculture is the preferred use in these areas, residential development with a maximum density of 5 acres per dwelling unit is also permitted.

Suggested Development Strategy:

- Maintain the very low-density residential development in these areas.
- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement R Policy:

- AG (Agricultural-5 acre minimum lot area)

Open Space-Natural

Open Space-Natural policy (OS-N) is applied to areas that are mostly undeveloped. These areas may be undeveloped, because they contain a significant presence of wetlands, floodplains, unstable soils or other environmental features that are constraints to development. Due to such constraints, these areas are intended to be rural in character, with little to no development.

Suggested Development Strategy:

- Target lands within the community that are environmentally sensitive or difficult to develop for preservation as passive park areas.
- Limit development in these areas to agriculture, very low intensity residential, and civic facilities.

Zoning Districts to Implement OS-N Policy:

- AG (Agricultural)
- RE (Residential Estate)



Open Space-Natural Areas (OS-N) are areas with environmentally-sensitive features intended to be protected such as Catoma Creek.

Civic – Institutional

Civic-Institutional (C-I) areas illustrate general locations designated for civic uses. This category includes various public facilities including schools, libraries, and public service uses.

Suggested Development Strategy:

- Locate C-I areas at or near identified Town Center policy areas.
- Work with developers to dedicate land necessary for civic uses during the rezoning process.
- Public acquisition or control of sites intended for civic uses should be actively pursued.
- Proposals that would result in a change in the Town’s vision for the allocation of civic uses should be accompanied by consideration of an amendment to the Comprehensive Plan.

Appropriate Zoning Districts to Implement C-I:

- Any, accompanied by a master plan adopted through the appropriate Town process



Civic-Institutional uses such as schools (top) and cultural centers (below) should be located near identified Town Center policy areas.

Transportation

The Future Land Use Policy and Character Area Map also identifies the appropriate street types to be located within the Trotman/Rolling Hills and Carter Hill/HWY 231 Area.

The Town of Pike Road Street Classification System described in both the Zoning Ordinance and the Subdivision Regulations presents a comprehensive approach to designing new and modified streets within the Town of Pike Road. The classification system allows development and redevelopment to provide better streets throughout the Town – streets that will provide more capacity and safe and comfortable travel for motorists, pedestrians, and bicyclists.

The street classifications are intended to relate to other planning processes, including the Federal Highway Administration’s functional classification system. There are three highway functional classifications according to the FHWA: arterial, collector, and local roads. The new street types described in the Zoning Ordinance and Subdivision Regulations are intended to work as “overlays” to existing FHWA street classifications. This means that, while a street might be identified, for example, as a “collector” from a functional standpoint, it might be labeled an Avenue from the Town of Pike Road street classification standpoint. The Town’s street classification will then affect the planning and ultimate design of the street. An important point is that a given street may be classified differently on different segments, for example, as an Avenue for one portion of its length and as a Boulevard for another. Since most thoroughfares traverse more than one land use context, the street classifications will allow the ultimate design of the street to reflect those various contexts.

By having a set of street types that better reflect and complement a variety of land use contexts, residents of the Town of Pike Road and visitors will find viable transportation choices as they travel through the Town. The Town’s street classification system will, over time, result in a well-connected network of “complete” streets that function well for all users and that complement and preserve the communities and neighborhoods they connect.

The Future Land Use Policy and Character Area Map identifies and classifies the following streets accordingly.

- Highway 231 is classified as a Parkway. Parkways are the most auto-oriented of the street types. A Parkway’s primary function is to move motor vehicle traffic efficiently through the Town and to provide access to major destinations. Therefore, design decisions will typically favor the automobile mode over other modes.
- New streets within the identified “Town Center” future land use policy areas should be designed as Main Streets. Main Streets are “destination streets.” They provide access to and function as centers of civic, social, and commercial activity. Main Streets contain a mixture of uses, and are comfortable for pedestrians. These streets are currently rare in the Town of Pike Road, but they will become more prevalent as identified “Town Centers” develop.
- As the new “Main Streets” traverse outside of identified Town Centers, they should transition into Avenues. Avenues provide access from neighborhoods to commercial areas, between major destinations and, in some cases,

through neighborhoods. Avenues function in a wide variety of land use contexts. They carry significant automobile traffic, but are also designed for pedestrian and bicycle comfort.

GENERAL MERCHANDISE

JOHN E HALL

CECIL AL.



20
7



4b. Cecil

The purpose and intent of this section is to establish the vision for the potential center near the intersection of Vaughn Road and Flowers Road. This document shall be referred to as the “Cecil Area Plan.” An Area Plan is a future planning document used to refine the Comprehensive Plan for a particular area within the larger community. Area Plans are supplements to and parts of the overall Land Use Policy component of the Comprehensive Plan. An Area Plan addresses land use, transportation, and community design at the neighborhood level. The Plan provides more specific land use recommendations than the broader Land Use Policy within the Comprehensive Plan. Like the Comprehensive Plan, Area Plans are developed through a participatory process that involves Town staff working with the neighborhood—residents, business owners, institutional representatives, and developers.

How to use this plan

This plan is intended for use by anyone, whether residents, community groups, developers or others interested in either existing or new physical development within and immediately surrounding the these areas. Those with development interests should consult this plan, and are encouraged to follow the guidance it provides. In addition, this plan is intended to serve as a guide for public agencies contemplating improvements within the area this plan covers. This plan should be the main document used to evaluate items submitted for Planning

Commission action on properties within this area. All inquiries regarding this plan should be directed to the Planning Director.

Planning Process

In order to engage the community and develop a plan for future growth in these areas, the Town held a four-day public workshop known as a “charrette.” A charrette is an interactive planning and design process that allows members of a design team to work directly with the nearby community to develop and implement their collective vision for a specific area. The charrette method was chosen, because this process allows for the opportunity to gather information, explore and discuss alternatives, and finalize concepts, all while providing multiple opportunities to the community to interact with the consultant team at key points during the process. Due to their close proximity, the Cecil area was combined with the Mathews area into a single study area. The charrette process proceeded as follows:

Day 1

Cecil Visioning Session

The charrette began on a Tuesday evening when over 20 people gathered at the Town Hall. The consultant team kicked-off the event by presenting the comprehensive planning process. They highlighted the community’s role in the process, and stressed the importance of continued involvement throughout the charrette for the Area Plan.

After an introduction to the Comprehensive Plan process, the consultant team explained Land Use Policy, outlined the goals of this project, and presented the key elements of an Area Plan. The team then led the crowd through an interactive process known as a “Visioning Session.” The consultant team split the group up into three groups of six to eight participants. Each group gathered around a table with a large map of Cecil. The groups were all equipped with a set of colored markers. The groups then marked up the maps with diagrams and sketch-

es conveying the character of the area today and describing how they would like to see it evolve in the future. Each group then selected a spokesperson who presented the table’s “big ideas” to the larger group. As each group’s ideas were presented, common themes and visions emerged.



Mayor Stone answers questions about the planning process during the Visioning Session. Later, individuals divided up into groups and answered a series of questions about potential future growth in this largely undeveloped area mostly in the county.

Days 2 and 3

Open Design Studio

A temporary design studio was set up at the Town Hall for two days during the charrette. The design studio served as an on-site working space where the consultant team could analyze information, refine ideas and test conceptual scenarios. The studio was open to the public each day, offering community members the flexibility to stop in when they were available to see how the process was progressing and to bring in new ideas for the team to consider.

Day 4

Work-in-Progress Open House

On Friday evening, residents dropped by Town Hall from 4:00 pm until 6:00 pm to see how the progress of the Area Plan was coming along. The consultant team pinned up all of the maps and drawings generated over the four-day project, and answered questions from residents as they studied the information along the wall. Among the information presented were a Land Use Policy and Character Area Map, as well as Land Use Policy and Character Area Descriptions.

Neighborhood Commercial (NC)

Community Crossroads (CX)

Suburban Residential - Medium (SR-M)

Rural Residential (RR)

Rural (R)

Open Space - Natural (OS-N)

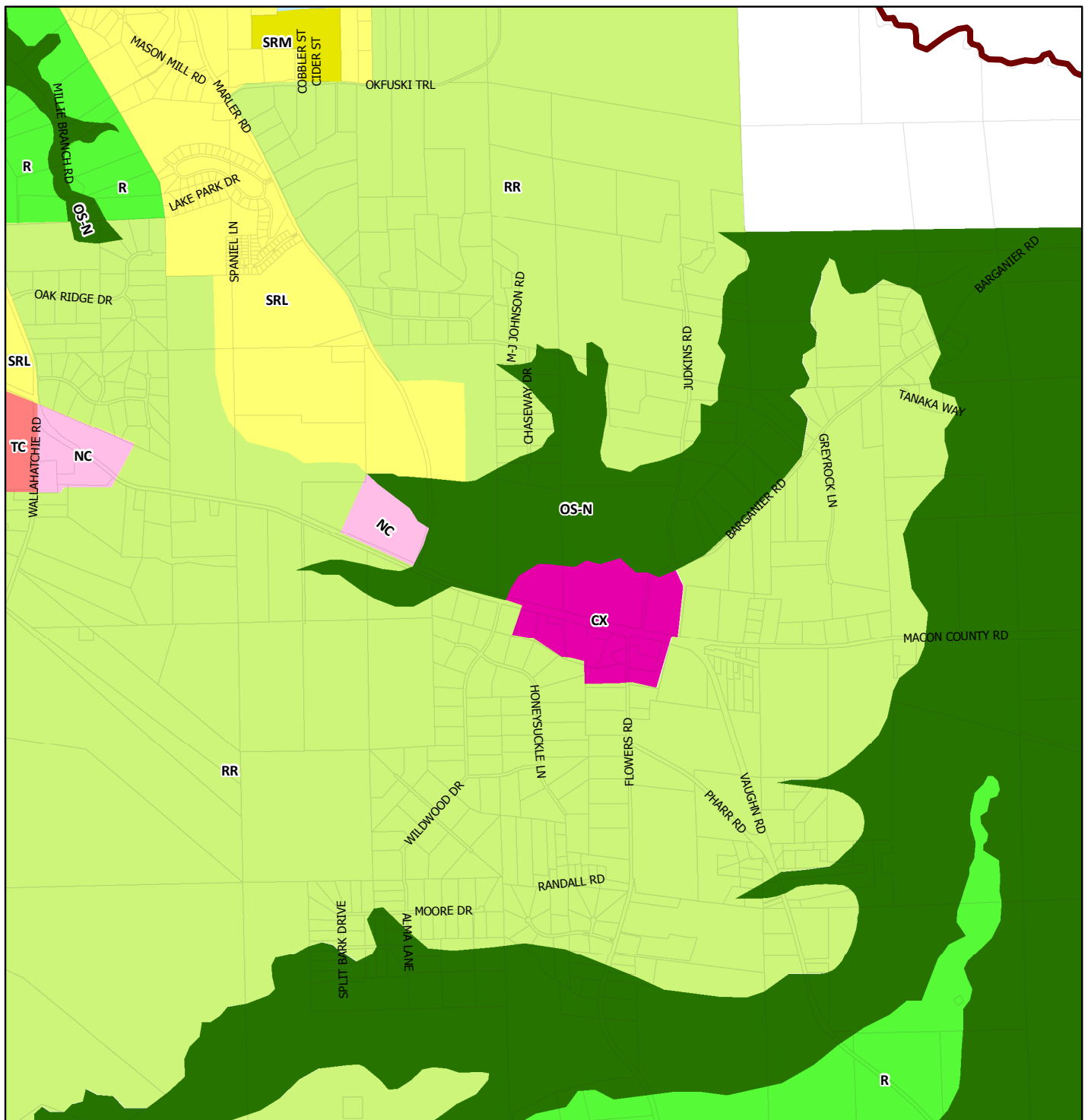
Cecil - Mathews Area Plan
DRAFT LAND USE POLICY AND CHARACTER AREA DESCRIPTIONS

John Hall Store

Flowers Road

Open Space-Civic

A draft Land Use Policy and Character Area Map (above) and Land Use Policy and Character Area Descriptions (left) were generated for the Work-in-Progress Open House. Attendees were encouraged to review the proposed map and descriptions and provide additional input into the plan.



CECIL - FUTURE LAND USE MAP

OPEN SPACE

- Open Space - Natural (OS-N)
- Open Space - Civic (OS-C)
- Rural (R)

RESIDENTIAL

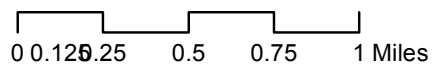
- Rural Residential (RR)
- Suburban Residential - Low (SR-L)
- Suburban Residential - Medium (SR-M)
- Suburban Residential - High (SR-H)

COMMERCIAL/MIXED-USE

- Community Crossroads (CX)
- Neighborhood Commercial (NC)
- Town Center (TC)
- Corridor Commercial (CC)
- Interchange Commercial (IC)

SPECIAL DISTRICTS

- Industrial (I)
- Office Concentration (OC)
- Civic - Institutional (C-I)



Future Land Use Policy and Character Area Designations

The Future Land Use Policy and Character Area Map (opposite) and associated Descriptions are the core elements of this section. The Future Land Use Policy and Character Area Maps are the core elements of this document. They establish the policies that govern land use within the Cecil/Mathews Area by proposing future land uses and development character for the areas. The descriptions of these areas include guidance on future land uses, intensities, and overall character. The descriptions also include suggested development strategies that will help guide future development to match the community's vision. The following illustrates each policy and character area and explains in text and photographs the uses, intensity, and character of each area.

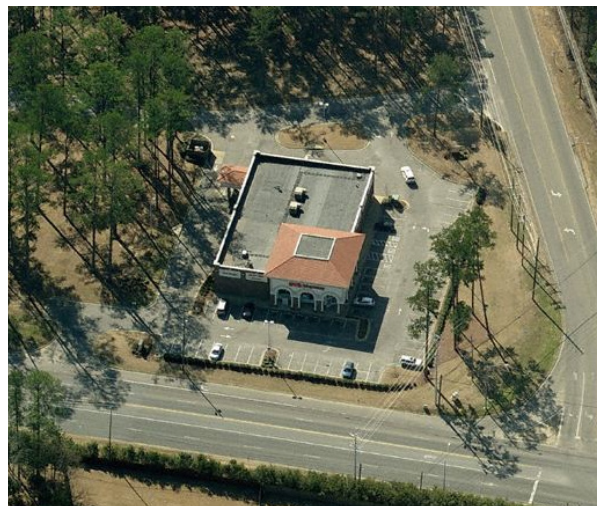
Neighborhood Commercial

Neighborhood Commercial policy (NC) is applied to areas that are intended for commercial uses that serve immediately adjacent neighborhoods. These areas are generally located at the intersection of important streets and contain a range of retail and personal service uses, but at lower intensity than larger Town Center areas. While these areas include auto-accommodating commercial development, the intent is to encourage walking and bicycling to and within the development.

Suggested Development Strategy:

- Traditional, disconnected strip commercial development is discouraged within these areas. Instead, developments should be designed to provide greater connectivity within and to adjacent developments.

- Pedestrian access between developments should be a priority, and landscaping, signage, and building design and orientation should be consistent within individual developments.
- Parking lots should be limited to a single double-loaded aisle between the building and street.



Typically located at an intersection, Neighborhood Commercial areas (NC) are generally low-intensity centers that serve nearby neighborhoods.

Zoning Districts to Implement NC Policy:

- B-1 (Neighborhood Business District)

Community Crossroads

Community Crossroads policy (CX) is applied to clusters of existing and potential retail business and civic buildings that are located at or near an intersection that has served as an important crossroads within the community. The post offices, grocery, convenience, and hardware stores have largely moved out of these historic small commercial clusters, leaving behind a need to occupy them creatively. These community crossroads have the potential to be focal points for heritage tourism and to provide civic, small-scale dining, and retail opportunities for both residents and visitors. Building mass is less consistent in these areas because there often is just an intersection or a single block with more densely spaced buildings. Building heights, materials, and forms can vary significantly and buildings may be spaced more widely apart. Because each existing building often has a distinct identity, building preservation has additional importance in these crossroad locations.

Suggested Development Strategy:

- Existing buildings within Community Crossroads locations should be targeted for preservation.
- New buildings should complement the existing structures.
- Buildings should be residential in scale and character, with pitched roofs.
- New buildings generally should not exceed 2 stories.

Zoning Districts to Implement CX Policy:



Community Crossroads areas (CX) contain a mixture of uses, but often with a more rural character.

- Planned Unit Development (PUD) or Historic Overlay District

Suburban Residential-Low

Suburban Residential-Low policy (SR-L) is applied to areas that contain existing low-density residential development intended to remain or undeveloped areas that are intended to be developed in a pattern similar to nearby

low-density residential development. Any new development or redevelopment within SR-L areas should be within a density range of 1-2 dwelling units per acre.

Suggested Development Strategy:

- New development within SR-L areas should be planned in such a manner so as to encourage connectivity within a development and between adjacent developments.
- Encourage compatible architecture styles that maintain the regional character.

Appropriate Zoning Districts to Implement SR-L Policy:

- R20 (Residential single family-20,000 sf minimum lot area)
- R30 (Residential single family-30,000 sf minimum lot area)
- R40 (Residential single family-40,000 sf minimum lot area)



Suburban Residential - Low (SR-L) areas feature deeper setbacks but smaller lot sizes than more rural areas.

Rural Residential

Rural Residential policy (RR) is applied to areas of existing lower density development that are intended to remain as such, or existing rural land that is envisioned to develop in the future with a low intensity. In RR areas, single-family residential is envisioned as the predominant use with accommodations for small-scale agricultural uses. Typically, residential development in these areas will have low pedestrian orientation and access, very large lots, open space, pastoral views and a high degree of building separation.



Large-lot single-family detached development is the primary character within Rural Residential areas.

New development or redevelopment within these areas should have a maximum density of 2 acres per dwelling unit.

Suggested Development Strategy:

- Encourage rural cluster or conservation subdivision designs on larger tracts of land within these areas that preserve significant amounts of open space.
- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement RR Policy:

- RE (Residential Estate-2 acre minimum lot area)

Rural

Rural policy (R) is applied to areas generally suited for development but for which the community has made the choice that they should remain rural in character. The purpose for this policy category is to promote agricultural uses and preserve the rural atmosphere of Pike Road, while accommodating new development. While agriculture is the preferred use in these areas, residential development with a maximum density of 5 acres per dwelling unit is also permitted.

Suggested Development Strategy:

- Maintain the very low-density residential development in these areas.
- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.



be rural in character, with little to no development.

Suggested Development Strategy:

- Target lands within the community that are environmentally sensitive or difficult to develop for preservation as passive park areas.
- Limit development in these areas to agriculture, very low intensity residential, and civic facilities.

Zoning Districts to Implement OS-N Policy:

- AG (Agricultural)
- RE (Residential Estate)



Single-family detached development is generally secondary to the agricultural character of Rural Areas.

Appropriate Zoning Districts to Implement R Policy:

- AG (Agricultural-5 acre minimum lot area)

Open Space-Natural

Open Space-Natural policy (OS-N) is applied to areas that are mostly undeveloped. These areas may be undeveloped, because they contain a significant presence of wetlands, floodplains, unstable soils or other environmental features that are constraints to development. Due to such constraints, these areas are intended to



Open Space-Natural Areas (OS-N) are areas with environmentally-sensitive features intended to be protected such as Line Creek.

Transportation

The Future Land Use Policy and Character Area Map also identifies the appropriate street types to be located within the Cecil/Mathews Area.

The Town of Pike Road Street Classification System described in both the Zoning Ordinance and the Subdivision Regulations presents a comprehensive approach to designing new and modified streets within the Town of Pike Road. The classification system allows development and redevelopment to provide better streets throughout the Town – streets that will provide more capacity and safe and comfortable travel for motorists, pedestrians, and bicyclists.

The street classifications are intended to relate to other planning processes, including the Federal Highway Administration's functional classification system. There are three highway functional classifications according to the FHWA: arterial, collector, and local roads. The new street types described in the Zoning Ordinance and Subdivision Regulations are intended to work as "overlays" to existing FHWA street classifications. This means that, while a street might be identified, for example, as a "collector" from a functional standpoint, it might be labeled an Avenue from the Town of Pike Road street classification standpoint. The Town's street classification will then affect the planning and ultimate design of the street. An important point is that a given street may be classified differently on different segments, for example, as an Avenue for one portion of its length and as a Boulevard for another. Since most thoroughfares traverse more than one land use context, the street classifications will allow the ultimate design of the street to reflect those various contexts.

By having a set of street types that better reflect and complement a variety of land use contexts, residents of the Town of Pike Road and visitors will find viable transportation choices as they travel through the Town. The Town's street classification system will, over time, result in a well-connected network of "complete" streets that function well for all users and that complement and preserve the communities and neighborhoods they connect.

The Future Land Use Policy and Character Area Map identifies and classifies the following streets accordingly.

- Vaughn Road, Flowers Road, Wallahatchie Road, Marler Road, Mathews Road, Old Pike Road, and Macon County Road within the study area are classified as Boulevards. Boulevards are designed to move larger numbers of vehicles (as through traffic) from one part of the Town to another and to other lower level streets in the network. Therefore, maintaining vehicular movement is a higher priority than with an Avenue. Land uses along Boulevards can vary, but development will usually be set back farther from the street than on Avenues.
- Mockingbird Lane (and extension) and Barganier Road are classified as Avenues. Avenues provide access from neighborhoods to commercial areas, between major destinations and, in some cases, through neighborhoods. Avenues function in a wide variety of land use contexts. They carry significant automobile traffic, but are also designed for pedestrian and bicycle comfort.

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MATHEWS. AL.
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4c. Mathews

The purpose and intent of this section is to establish the vision for a potential center near the intersection of Mathews Road and Flowers Road within the planning jurisdiction of the Town of Pike Road. This document shall be referred to as the “Mathews Area Plan.” An Area Plan is a future planning document used to refine the Comprehensive Plan for a particular area within the larger community. Area Plans are supplements to and parts of the overall Land Use Policy component of the Comprehensive Plan. An Area Plan addresses land use, transportation, and community design at the neighborhood level. The Plan provides more specific land use recommendations than the broader Land Use Policy within the Comprehensive Plan. Like the Comprehensive Plan, Area Plans are often developed through a participatory process that involves Town staff working with the neighborhood -- residents, business owners, institutional representatives, and developers.

How to use this plan

This plan is intended for use by anyone, whether residents, community groups, developers or others interested in either existing or new physical development within and immediately surrounding the these areas. Those with development interests should consult this plan, and are encouraged to follow the guidance it provides. In addition, this plan is intended to serve as a guide for public agencies contemplating improvements within the area this plan cov-

ers. This plan should be the main document used to evaluate items submitted for Planning Commission action on properties within this area. All inquiries regarding this plan should be directed to the Planning Director.

Planning Process

In order to engage the community and develop a plan for future growth in these areas, the Town held a four-day public workshop known as a “charrette.” A charrette is an interactive planning and design process that allows members of a design team to work directly with the nearby community to develop and implement their collective vision for a specific area. The charrette method was chosen, because this process allows for the opportunity to gather information, explore and discuss alternatives, and finalize concepts, all while providing multiple opportunities to the community to interact with the design team at key points during the process. Due to their close proximity, the Mathews area was combined with the Cecil area into a single study area. The charrette process proceeded as follows:

Day 1

Cecil Visioning Session

The charrette began on a Tuesday evening when over 20 people gathered at the Town Hall for a Visioning session for the Cecil area.

Day 2

Mathews Visioning Session

The visioning session for the Mathews community was held on the following evening. An identical process to the Cecil session was used for Mathews. Nearly 20 people attended the exercise.

The charrette began on Tuesday evening when over 20 people gathered at the Town Hall. The consultant team kicked-off the event by presenting the comprehensive planning process. They highlighted the community's role in the process, and stressed the importance of continued involvement throughout the charrette for the Area Plan.

The consultant team also explained Land Use Policy, outlined the goals of the project, and presented the key elements of an Area Plan. The consultant team then led the crowd through an interactive process known as a "Visioning Session." They split the group up into three groups of six to eight participants. Each group gathered around a table with a large map of Cecil. The groups were all equipped with a set of colored markers. The groups then marked up the maps with diagrams and sketches conveying the character of the area today and describing how they would like to see it evolve in the future. Each group then selected a spokesperson who presented the table's "big ideas" to the larger group. As each group's ideas were presented, common themes and visions emerged.

Day 3

Open Design Studio

A temporary design studio was set up at the Town Hall for two days during the charrette. The design studio served as an on-site working space where the consultant team could analyze information, refine ideas and test conceptual scenarios. The studio was open to the public each day, offering community members the flexibility to stop in when they were available to see how the process was progressing and to bring in new ideas for the team to consider.

Day 4

Work-in-Progress Open House

On Friday evening, residents dropped by Town Hall from 4:00 pm until 6:00 pm to see how the progress of the Area Plan was coming along. The consultant team pinned up all of the maps and drawings generated over the four-day project, and answered questions from residents as they studied the information along the wall. Among the information presented were a Land Use Policy and Character Area Map, as well as Land Use Policy and Character Area Descriptions.

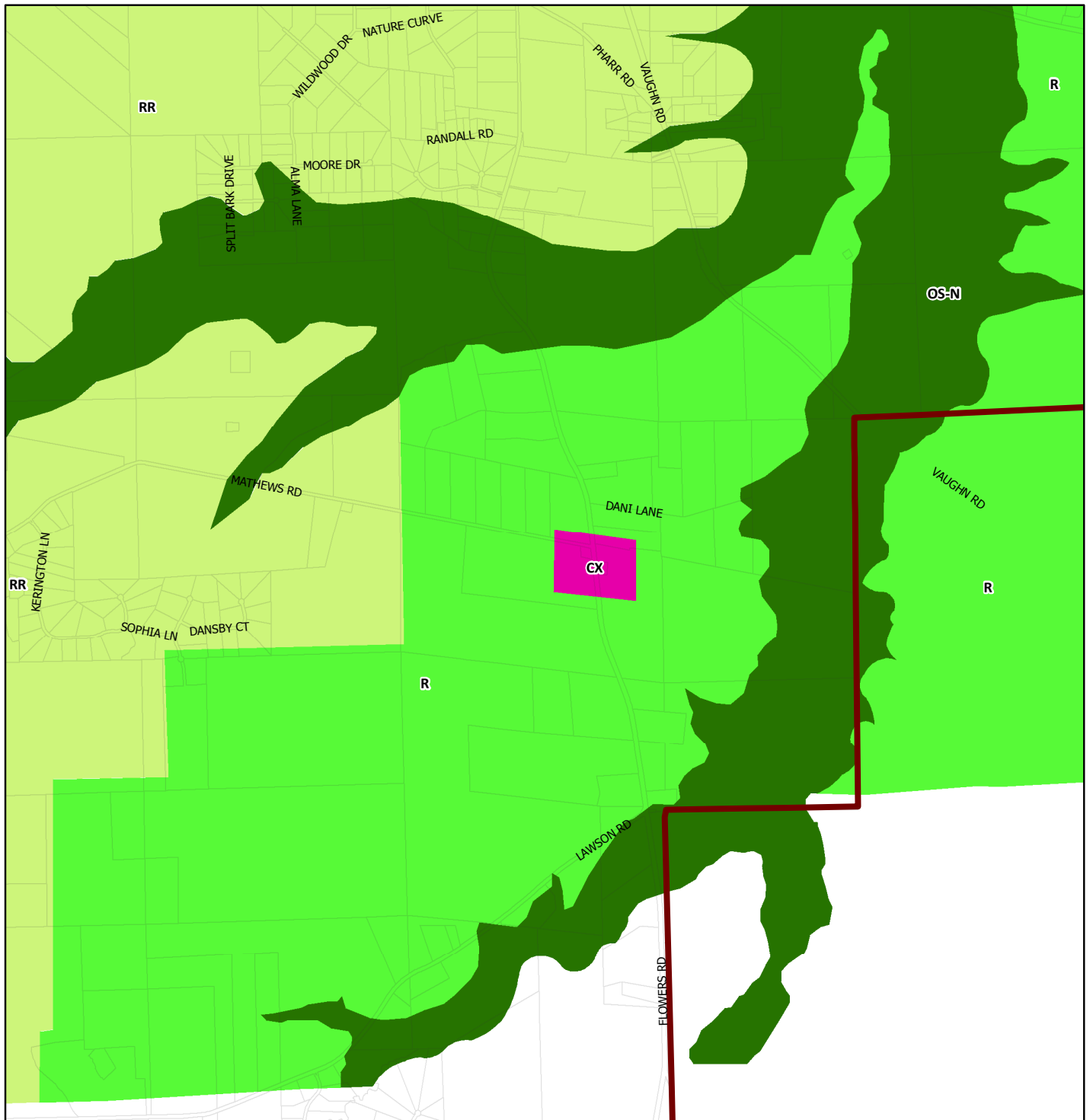


<p>Neighborhood Commercial (NC)</p> <p>Neighborhood Commercial (NC) is a land use designation for medium-density commercial and service uses. It is intended to provide a mix of uses, including retail, professional offices, and community services, in a setting that is compatible with the surrounding residential areas. The design should be of high quality and contribute to the overall character of the neighborhood.</p>  	<p>Community Crossroads (CX)</p> <p>Community Crossroads (CX) is a land use designation for medium-density commercial and service uses. It is intended to provide a mix of uses, including retail, professional offices, and community services, in a setting that is compatible with the surrounding residential areas. The design should be of high quality and contribute to the overall character of the neighborhood.</p>  	<p>Suburban Residential - Medium (SR-M)</p> <p>Suburban Residential - Medium (SR-M) is a land use designation for medium-density residential uses. It is intended to provide a mix of uses, including single-family detached homes, townhomes, and small multi-family units. The design should be of high quality and contribute to the overall character of the neighborhood.</p>  
<p>Rural Residential (RR)</p> <p>Rural Residential (RR) is a land use designation for low-density residential uses. It is intended to provide a mix of uses, including single-family detached homes, small multi-family units, and accessory dwelling units. The design should be of high quality and contribute to the overall character of the neighborhood.</p>  	<p>Rural (R)</p> <p>Rural (R) is a land use designation for low-density residential uses. It is intended to provide a mix of uses, including single-family detached homes, small multi-family units, and accessory dwelling units. The design should be of high quality and contribute to the overall character of the neighborhood.</p>  	<p>Open Space - Natural (OS-N)</p> <p>Open Space - Natural (OS-N) is a land use designation for natural areas, including parks, trails, and open fields. It is intended to provide a mix of uses, including recreation, conservation, and aesthetic enjoyment. The design should be of high quality and contribute to the overall character of the neighborhood.</p>  

Cecil - Mathews Area Plan
DRAFT LAND USE POLICY AND CHARACTER AREA DESCRIPTIONS

PIKE ROAD COMPREHENSIVE PLAN

A draft Land Use Policy and Character Area Map (above) and Land Use Policy and Character Area Descriptions (left) were generated for the Work-in-Progress Open House. Attendees were encouraged to review the proposed map and descriptions and provide additional input into the plan.



MATHEWS - FUTURE LAND USE MAP

OPEN SPACE

- Open Space - Natural (OS-N)
- Open Space - Civic (OS-C)
- Rural (R)

RESIDENTIAL

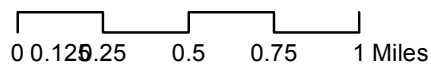
- Rural Residential (RR)
- Suburban Residential - Low (SR-L)
- Suburban Residential - Medium (SR-M)
- Suburban Residential - High (SR-H)

COMMERCIAL/MIXED-USE

- Community Crossroads (CX)
- Neighborhood Commercial (NC)
- Town Center (TC)
- Corridor Commercial (CC)
- Interchange Commercial (IC)

SPECIAL DISTRICTS

- Industrial (I)
- Office Concentration (OC)
- Civic - Institutional (C-I)



Future Land Use Policy and Character Area Designations

The Future Land Use Policy and Character Area Map (opposite) and associated Descriptions are the core elements of this section. They establish the policies that govern land use within the Mathews Area by proposing future land uses and development character for the areas. The descriptions of these areas include guidance on future land uses, intensities, and overall character. The descriptions also include suggested development strategies that will help guide future development to match the community's vision. The following illustrates each policy and character area and explains in text and photographs the uses, intensity, and character of each area.

Community Crossroads

Community Crossroads policy (CX) is applied to clusters of existing and potential retail business and civic buildings that are located at or near an intersection that has served as an important crossroads within the community. The post offices, grocery, convenience, and hardware stores have largely moved out of these historic small commercial clusters, leaving behind a need to occupy them creatively. These community crossroads have the potential to be focal points for heritage tourism and to provide civic, small-scale dining, and retail opportunities for both residents and visitors. Building mass is less consistent in these areas because there often is just an intersection or a single block with more densely spaced buildings. Building heights, materials, and forms can vary significantly and buildings may be spaced more widely apart. Because each existing building often has a distinct identity, building preservation has additional importance in these crossroad locations.

Suggested Development Strategy:

- Existing buildings within Community Crossroads locations should be targeted for preservation.
- New buildings should complement the existing structures.
- Buildings should be residential in scale and character, with pitched roofs.



Community Crossroads areas (CX) contain a mixture of uses, but often with a more rural character.

- New buildings generally should not exceed 2 stories.

Zoning Districts to Implement CX Policy:

- Planned Unit Development (PUD) or Historic Overlay District

Rural Residential

Rural Residential policy (RR) is applied to areas of existing lower density development that are intended to remain as such, or existing rural land that is envisioned to develop in the future with a low intensity. In RR areas, single-family residential is envisioned as the predominant use with accommodations for small-scale agricultural uses. Typically, residential development in these areas will have low pedestrian orientation and access, very large lots, open space, pastoral views and a high degree of building separation. New development or redevelopment within these areas should have a maximum density of 2 acres per dwelling unit.

Suggested Development Strategy:

- Encourage rural cluster or conservation subdivision designs on larger tracts of land within these areas that preserve significant amounts of open space.
- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement RR Policy:

- RE (Residential Estate-2 acre minimum lot area)

Rural

Rural policy (R) is applied to areas generally suited for development but for which the com-



Large-lot single-family detached development is the primary character within Rural Residential areas (RR).

munity has made the choice that they should remain rural in character. The purpose for this policy category is to promote agricultural uses and preserve the rural atmosphere of Pike Road, while accommodating new development. While agriculture is the preferred use in these areas, residential development with a maximum density of 5 acres per dwelling unit is also permitted.

Suggested Development Strategy:

- Maintain the very low-density residential development in these areas.

- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement R Policy:

- AG (Agricultural-5 acre minimum lot area)

Open Space-Natural

Open Space-Natural policy (OS-N) is applied to areas that are mostly undeveloped. These ar-



Open Space-Natural areas (OS-N) are areas with environmentally-sensitive features intended to be protected such as Line Creek.



These areas may be undeveloped, because they contain a significant presence of wetlands, floodplains, unstable soils or other environmental features that are constraints to development. Due to such constraints, these areas are intended to be rural in character, with little to no development.



Single-family detached development is generally secondary to the agricultural character of Rural areas (R).

Suggested Development Strategy:

- Target lands within the community that are environmentally sensitive or difficult to develop for preservation as passive park areas.
- Limit development in these areas to agriculture, very low intensity residential, and civic facilities.

Zoning Districts to Implement OS-N Policy:

- AG (Agricultural)
- RE (Residential Estate)

Transportation

The Future Land Use Policy and Character Area Map also identifies the appropriate street types to be located within the Cecil/Mathews Area.

The Town of Pike Road Street Classification System described in both the Zoning Ordinance and the Subdivision Regulations presents a comprehensive approach to designing new and modified streets within the Town of Pike Road. The classification system allows development and redevelopment to provide better streets throughout the Town – streets that will provide more capacity and safe and comfortable travel for motorists, pedestrians, and bicyclists.

The street classifications are intended to relate to other planning processes, including the Federal Highway Administration’s functional classification system. There are three highway functional classifications according to the FHWA: arterial, collector, and local roads. The new street types described in the Zoning Ordinance and Subdivision Regulations are intended to work as “overlays” to existing FHWA street classifications. This means that, while a street might be identified, for example, as a “collector” from a functional standpoint, it might be labeled an Avenue from the Town of Pike Road street classification standpoint. The Town’s street classification will then affect the planning and ultimate design of the street. An important point is that a given street may be classified differently on different segments, for example, as an Avenue for one portion of its length and as a Boulevard for another. Since most thoroughfares traverse more than one land use context, the street classifications will allow the ultimate design of the street to reflect those various contexts.

By having a set of street types that better reflect and complement a variety of land use contexts, residents of the Town of Pike Road and visitors will find viable transportation choices as they travel through the Town. The Town’s street classification system will, over time, result in a well-connected network of “complete” streets that function well for all users and that complement and preserve the communities and neighborhoods they connect.

The Future Land Use Policy and Character Area Map identifies and classifies the following streets accordingly.

- Vaughn Road, Flowers Road, Wallahatchie Road, Marler Road, Mathews Road, Old Pike Road, and Macon County Road within the study area are classified as Boulevards. Boulevards are designed to move larger numbers of vehicles (as through traffic) from one part of the Town to another and to other lower level streets in the network. Therefore, maintaining vehicular movement is a higher priority than with an Avenue. Land uses along Boulevards can vary, but development will usually be set back farther from the street than on Avenues.
- Mockingbird Lane (and extension) and Barganier Road are classified as Avenues. Avenues provide access from neighborhoods to commercial areas, between major destinations and, in some cases, through neighborhoods. Avenues function in a wide variety of land use contexts. They carry significant automobile traffic, but are also designed for pedestrian and bicycle comfort.

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4d. McDade

The purpose and intent of this chapter is to establish a vision for the future of the McDade community. This section shall be referred to as the “McDade Area Plan.” An Area Plan is a future planning document used to refine the Comprehensive Plan for a particular area within the larger community. Area Plans are supplements to and parts of the overall Land Use Policy component of the Comprehensive Plan. An Area Plan addresses land use, transportation, and community design at the neighborhood level. The Plan provides more specific land use recommendations than the broader Land Use Policy within the Comprehensive Plan. Like the Comprehensive Plan, Area Plans are often developed through a participatory process that involves Town staff working with the neighborhood—residents, business owners, institutional representatives, and developers.

How to Use This Area Plan

This plan is intended for use by anyone, whether residents, community groups, developers or others interested in either existing or new physical development within the McDade community. Those with development interests should consult this plan, and are encouraged to follow the guidance it provides. In addition, this plan is intended to serve as a guide for public agencies contemplating improvements within the area this plan covers. This plan should be the main document used to evaluate items submitted for Planning Commission action on properties within this area. All inquiries regarding this plan should be directed to the Planning Director.

Planning Process

In order to engage the community and develop a plan for new growth in the area, the Town decided to hold a three-day public workshop known as a “charrette.” A charrette is an interactive planning and design process that allows members of a design team to work directly with the nearby community to develop and implement their collective vision for a specific area. The charrette method was chosen, because this process allows for the opportunity to gather information, explore and discuss alternatives, and finalize concepts, all while providing multiple opportunities to the community to interact with the design team at key points during the process. The charrette process proceeded as follows:

Day 1

Visioning Session

The charrette began on a Monday evening where about a dozen people gathered at the Town Hall. The consultant team kicked-off the event by presenting the comprehensive planning process. They highlighted the community’s role in the process, and stressed the importance of continued involvement throughout the charrette for the Area Plan.

The consultant team explained Land Use Policy, outlined the goals of the project, and presented the key elements of an Area Plan. They then led the crowd through an interactive process known as a “Visioning Session.” All of the par-



Prior to the start of the Visioning Session and after, participants were invited to study maps and adopted plans for the area and discuss issues directly with the charrette facilitators.

Participants gathered around a table with a large map of the Town Hall Area and a set of colored markers. The group then marked up the map with diagrams and sketches conveying the character of the area today and describing how they would like to see it evolve in the future.

Day 2

Open Design Studio

A temporary design studio was set up at the Town Hall for two days during the charrette. The design studio served as an on-site working space where the consultant team could analyze information, refine ideas and test conceptual scenarios. Working on-site these two days gave the planners easy access to the study area. The studio was open to the public each day, offering community members the flexibility to stop in when they were available to see how the process was progressing and to bring in new ideas for

the team to consider.

Public Pin-up Session

On Tuesday evening, residents were invited to a “pin-up” at the design studio. Preliminary designs and drawings were pinned up around the room. The purpose of the public meeting was to receive feedback on initial ideas. No formal presentation was given, participants could stop in at any time between 6:00 pm and 7:00 pm to tour the studio, meet with members of the consultant team, ask questions, and offer additional ideas.



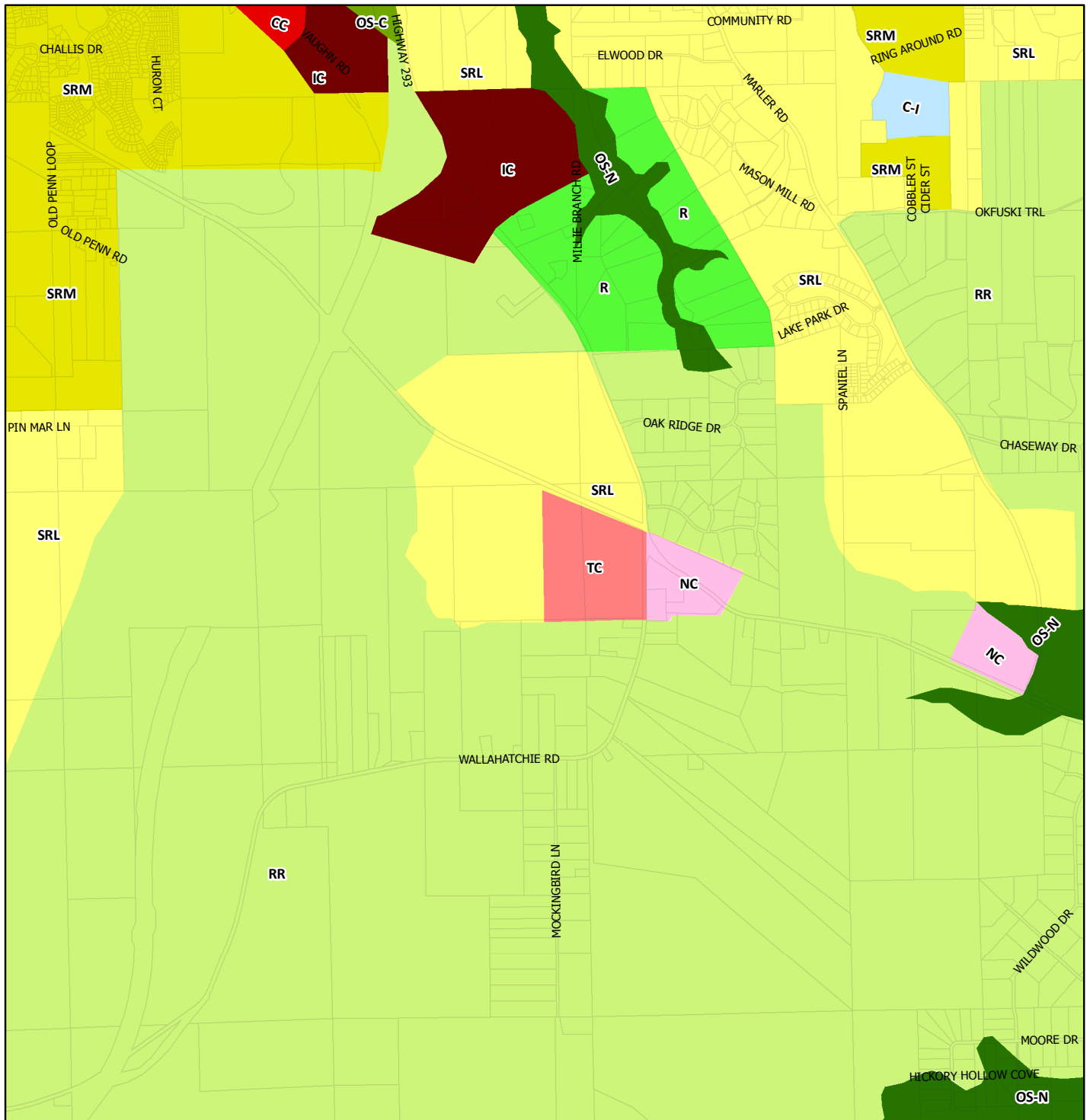
Day 3

Work-in-Progress Open House

On Wednesday evening, most of the folks from the hands-on visioning session dropped by Town Hall from 5:00 pm until 8:00 pm to see how the progress of the Area Plan was coming along. There were some new faces that came to provide feedback and input as well. The consultant team pinned up all of the maps and drawings generated over the three-day project, and answered questions from residents as they studied the information along the wall. Among the information presented was a Land Use Policy and Character Area Map, Land Use Policy and Character Area Descriptions, and an updated SmartCode Sector Map.






During the Visioning Session, community members gathered around maps of the study area and developed their vision for the future of the area (top). A Work-in-Progress Open House was held at the conclusion of the charrette and the public was invited to review and comment on the proposed future land use policy and character (bottom).







MCDADE - FUTURE LAND USE MAP

OPEN SPACE

-  Open Space - Natural (OS-N)
-  Open Space - Civic (OS-C)
-  Rural (R)




RESIDENTIAL

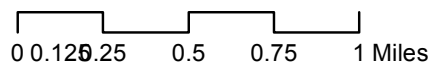
-  Rural Residential (RR)
-  Suburban Residential - Low (SR-L)
-  Suburban Residential - Medium (SR-M)
-  Suburban Residential - High (SR-H)

COMMERCIAL/MIXED-USE

-  Community Crossroads (CX)
-  Neighborhood Commercial (NC)
-  Town Center (TC)
-  Corridor Commercial (CC)
-  Interchange Commercial (IC)

SPECIAL DISTRICTS

-  Industrial (I)
-  Office Concentration (OC)
-  Civic - Institutional (C-I)



Future Land Use Policy and Character Area Designations

The Future Land Use Policy and Character Area Map (opposite) and associated Descriptions are the core elements of this section. They establish the policies that govern land use within the McDade Area by proposing future land uses and development character areas. The descriptions of these areas include guidance on future land uses, intensities, and overall character. The descriptions also include suggested development strategies that will help guide future development to match the community's vision. The following illustrates each policy and character area and explains in text and pictures the uses, intensity, and character of each area.

Town Center

Town Center policy (TC) is applied to areas intended to serve as focal points for several neighborhoods. Typically, Town Centers are located at existing or new crossroads, and they contain a concentration of activities such as general retail, service commercial, professional office, higher-density residential, and appropriate open space uses easily accessible by pedestrians.

Suggested Development Strategy:

- Include a relatively high-density mixture of uses to serve a regional market area.
- Design Town Centers with an emphasis on pedestrians including strong, walkable connections between different uses.
- Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations, such as libraries, neighborhood centers,

health facilities, commercial developments, parks, schools, etc.

- Parking lots between existing streets and buildings should be limited to a single double-loaded aisle.

Zoning Districts to Implement TC Policy:

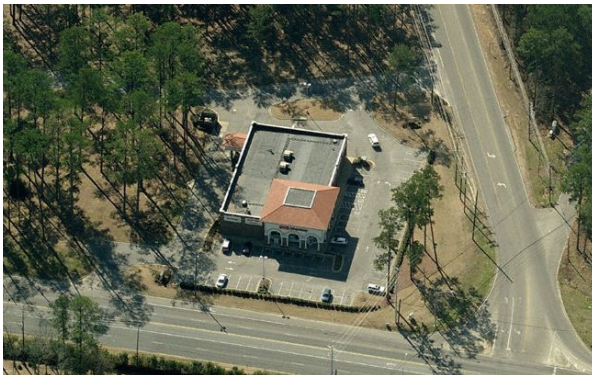
- TC (Town Center)



Town Center areas (TC) include a mixture of uses, including retail, office, and public uses in a pedestrian-friendly environment that serve several neighborhoods.

Neighborhood Commercial

Neighborhood Commercial policy (NC) is applied to areas that are intended for commercial uses that serve immediately adjacent neighborhoods. These areas are generally located at the intersection of important streets and contain a range of retail and personal service uses, but at lower intensity than larger Town Center areas. While these areas include auto-accommodating commercial development, the intent is to encourage walking and bicycling to and within the development.



Typically located at an intersection, Neighborhood Commercial areas (NC) are generally low-intensity centers that serve nearby neighborhoods.

Suggested Development Strategy:

- Traditional, disconnected strip commercial development is discouraged within these areas. Instead, developments should be designed to provide greater connectivity within and to adjacent developments.
- Pedestrian access between developments should be a priority, and landscaping, signage, and building design and orientation should be consistent within individual developments.
- Parking lots should be limited to a single double-loaded aisle between the building and street.

Zoning Districts to Implement NC Policy:

- B-1 (Neighborhood Business District)

Interchange Commercial

Interchange Commercial policy (IC) is applied to areas intended to serve motorists traveling along the interstate. Appropriate land uses within this area include gas stations, restaurants, hotels, etc.

Suggested Development Strategy:

- Master plan large parcels to insure cohesive development.
- Integrate office uses that benefit from good automobile access as part of large master plan developments.

Zoning Districts to Implement IC Policy:

- B-2 (General Business District)
- O-I (Office and Institutional)



Interchange Commercial areas consist primarily of auto-oriented uses.

Suburban Residential-Low

Suburban Residential-Low policy (SR-L) is applied to areas that contain existing low-density residential development intended to remain or undeveloped areas that are intended to be developed in a pattern similar to nearby low-density residential development. Any new development or redevelopment within SR-L areas should be within a density range of 1-2 dwelling units per acre.

Suggested Development Strategy:

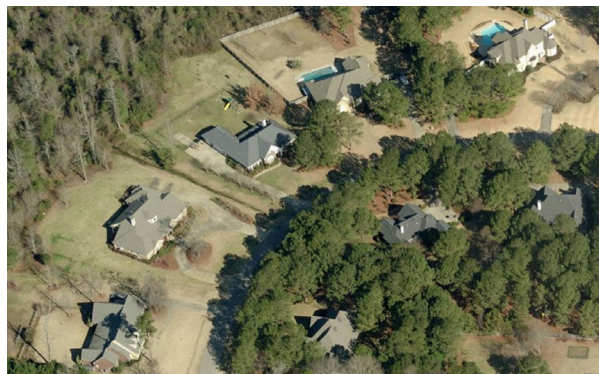
- New development within SR-L areas should be planned in such a manner

so as to encourage connectivity within a development and between adjacent developments.

- Encourage compatible architecture styles that maintain the regional character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement SR-L Policy:

- R20 (Residential single family-20,000 sf minimum lot area)
- R30 (Residential single family-30,000 sf minimum lot area)
- R40 (Residential single family-40,000 sf minimum lot area)



Suburban Residential - Low (SR-L) areas feature deeper setbacks but smaller lot sizes than more rural areas.

Rural Residential

Rural Residential policy (RR) is applied to areas of existing lower density development that are intended to remain as such, or existing rural land that is envisioned to develop in the future with a low intensity. In RR areas, single-family residential is envisioned as the predominant use with accommodations for small-scale agricultural uses. Typically, residential development in these areas will have low pedestrian orientation and access, very large lots, open space, pastoral views and a high degree of building separation. New development or redevelopment within



Large-lot single-family detached development is the primary character within Rural Residential areas (RR).

these areas should have a maximum density of 2 acres per dwelling unit.

Suggested Development Strategy:

- Encourage rural cluster or conservation subdivision designs on larger tracts of land within these areas that preserve significant amounts of open space.
- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement RR Policy:

- RE (Residential Estate-2 acre minimum lot area)

Rural

Rural policy (R) is applied to areas generally suited for development but for which the community has made the choice that they should remain rural in character. The purpose for this policy category is to promote agricultural uses and preserve the rural atmosphere of Pike Road, while accommodating new development. While agriculture is the preferred use in these areas, residential development with a maximum density of 5 acres per dwelling unit is also permitted.

Suggested Development Strategy:

- Maintain the very low-density residential development in these areas.
- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.



Single-family detached development is generally secondary to the agricultural character of Rural areas (R).

Appropriate Zoning Districts to Implement R Policy:

- AG (Agricultural-5 acre minimum lot area)

Open Space-Natural

Open Space-Natural policy (OS-N) is applied to areas that are mostly undeveloped. These areas may be undeveloped, because they contain a significant presence of wetlands, floodplains, unstable soils or other environmental features that are constraints to development. Due to such constraints, these areas are intended to

be rural in character, with little to no development.

Suggested Development Strategy:

- Target lands within the community that are environmentally sensitive or difficult to develop for preservation as passive park areas.
- Limit development in these areas to agriculture, very low intensity residential, and civic facilities.

Zoning Districts to Implement OS-N Policy:

- AG (Agricultural)
- RE (Residential Estate)



Open Space-Natural areas (OS-N) are intended to remain largely undeveloped.

Civic – Institutional

Civic-Institutional (C-I) areas illustrate general locations designated for civic uses. This category includes various public facilities including schools, libraries, and public service uses.

Suggested Development Strategy:

- Locate C-I areas at or near identified Town Center policy areas.
- Work with developers to dedicate land necessary for civic uses during the rezoning process.
- Public acquisition or control of sites intended for civic uses should be actively pursued.



Civic-Institutional areas (C-I) are locations for publicly owned civic uses, which may include trailheads and related facilities.

- Proposals that would result in a change in the Town’s vision for the allocation of civic uses should be accompanied by consideration of an amendment to the Comprehensive Plan.

Appropriate Zoning Districts to Implement C-I Policy:

- Any, accompanied by a master plan adopted through the appropriate Town process

Transportation

The Future Land Use Policy and Character Area Map also identifies the appropriate street types to be located within the McDade Area.

The Town of Pike Road Street Classification System described in both the Zoning Ordinance and the Subdivision Regulations presents a comprehensive approach to designing new and modified streets within the Town of Pike Road. The classification system allows development and redevelopment to provide better streets throughout the Town – streets that will provide more capacity and safe and comfortable travel for motorists, pedestrians, and bicyclists.

The street classifications are intended to relate to other planning processes, including the Federal Highway Administration’s functional classification system. There are three highway functional classifications according to the FHWA: arterial, collector, and local roads. The new street types described in the Zoning Ordinance and Subdivision Regulations are intended to work as “overlays” to existing FHWA street classifications. This means that, while a street might be identified, for example, as a “collector” from a functional standpoint, it might be labeled an Avenue from the Town of Pike Road street classification standpoint.

The Town's street classification will then affect the planning and ultimate design of the street. An important point is that a given street may be classified differently on different segments, for example, as an Avenue for one portion of its length and as a Boulevard for another. Since most thoroughfares traverse more than one land use context, the street classifications will allow the ultimate design of the street to reflect those various contexts.

By having a set of street types that better reflect and complement a variety of land use contexts, residents of the Town of Pike Road and visitors will find viable transportation choices as they travel through the Town. The Town's street classification system will, over time, result in a well-connected network of "complete" streets that function well for all users and that complement and preserve the communities and neighborhoods they connect.

The Future Land Use Policy and Character Area Map identifies and classifies the following streets accordingly.

- Mockingbird Lane (and extension) within the McDade Area is classified as an Avenue. Avenues provide access from neighborhoods to commercial areas, between major destinations and, in some cases, through neighborhoods. Avenues function in a wide variety of land use contexts. They carry significant automobile traffic, but are also designed for pedestrian and bicycle comfort.
- Vaughn Road, Marler Road, and Wallahatchie Road within the McDade Area are classified as Boulevards. Boulevards are designed to move larger numbers of vehicles (as through traffic) from

one part of the Town to another and to other lower level streets in the network. Therefore, maintaining vehicular movement is a higher priority than with an Avenue. Land uses along Boulevards can vary, but development will usually be set back farther from the street than on Avenues.

- A multi-purpose trail was also identified to run along the old railroad bed adjacent to the McLemore Property. This trail should be constructed as the property develops. This trail will be an integral part of the Town of Pike Road Natural Trail System.



LAKE ROAD TOWN HALL

4e. Mt. Meigs/Merry (Town Hall)

The purpose and intent of this section is to establish a vision for the future of the Mt. Meigs/Merry area, including the area near Pike Road Town Hall. This section shall be referred to as the “Mt. Meigs/Merry Area Plan.” As described in the introduction to this chapter, an Area Plan is a future planning document used to refine the Comprehensive Plan for a particular area within the larger community. Area Plans are supplements to and parts of the overall Land Use Policy component of the Comprehensive Plan. An Area Plan addresses land use, transportation, and community design at the neighborhood level. The Plan provides more specific land use recommendations than the broader Land Use Policy within the Comprehensive Plan. Like the Comprehensive Plan, Area Plans are developed through a participatory process that involves Town staff working with the neighborhood—residents, business owners, institutional representatives, and developers.

How to Use This Plan

This plan is intended for use by anyone, whether residents, community groups, developers or others interested in either existing or new physical development within the Town Hall Area. Those with development interests should consult this plan, and are encouraged to follow the guidance it provides. In addition, this plan is intended to serve as a guide for public agencies contemplating improvements within the area this plan covers. This plan should

be the main document used to evaluate items submitted for Planning Commission action on properties within this area. All inquiries regarding this plan should be directed to the Planning Director.

Planning Process

In order to engage the community and develop a plan for new growth in the area, the Town decided to hold a three-day public workshop known as a “charrette.” A charrette is an interactive planning and design process that allows members of a design team to work directly with the nearby community to develop and implement their collective vision for a specific area. The charrette method was chosen, because this process allows for the opportunity to gather information, explore and discuss alternatives, and finalize concepts, all while providing multiple opportunities to the community to interact with the design team at key points during the process. The charrette process proceeded as follows:

Day 1

Visioning Session

The charrette began on a Monday evening where nearly 30 people gathered at the Town Hall. The consultant team kicked-off the event by presenting the comprehensive planning process. They highlighted the community’s role in the process, and stressed the importance of continued involvement throughout the charrette for the Area Plan.

The consultant team explained Land Use Policy, outlined the goals of the project, and presented the key elements of an Area Plan. They then led the crowd through an interactive process known as a “Visioning Session.” The consultant team split the group up into four groups of six to eight participants. Each group gathered around a table with a large map of the Town Hall Area and a set of colored markers. The groups then marked up the maps with diagrams and sketches conveying the character of the area today and describing how they would like to see it evolve in the future. Each group then selected a spokesperson who presented the table’s “big ideas” to the larger group. As each group’s ideas were presented, common themes and visions emerged.



During the Visioning Session, community members gathered around maps of the study area and developed their vision for the future of Mt. Meigs/Merry study area (above). At the conclusion of the Visioning Session, a representative from each table reported their key ideas to the rest of the group (top, right).

Day 2

Open Design Studio

A temporary design studio was set up at the Town Hall for two days during the charrette. The design studio served as an on-site working space where the consultant team could analyze information, refine ideas and test conceptual scenarios. Working on-site these two days gave the planners easy access to the study area. The studio was open to the public each day, offering community members the flexibility to stop in when they were available to see how the process was progressing and to bring in new ideas for the team to consider.

Public Pin-up Session

On Tuesday evening, residents were invited to a “pin-up” at the design studio. Preliminary designs and drawings were pinned up around the room. The purpose of the public meeting was to receive feedback on initial ideas. No formal presentation was given, participants could stop in at any time between 6:00 pm and

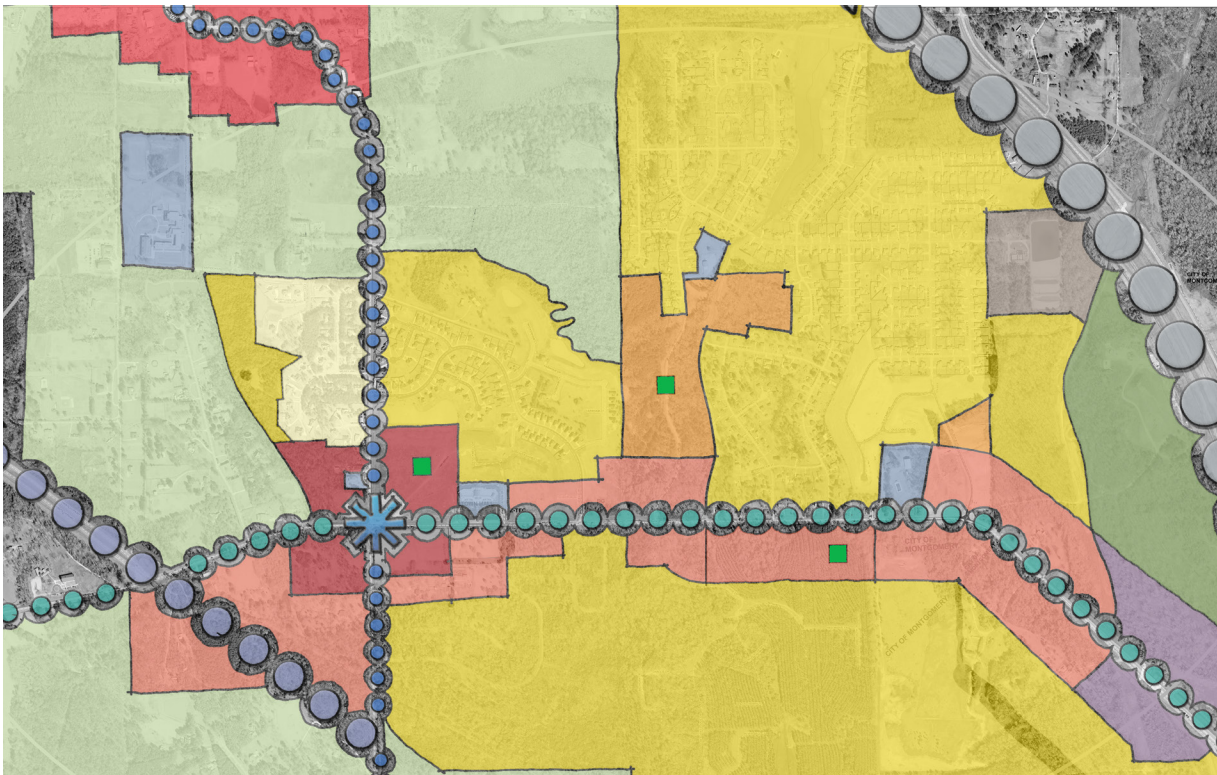
7:00 pm to tour the studio, meet with members of the consultant team, ask questions, and offer additional ideas.

Character Area Descriptions, and a Development Scenario for undeveloped property at the entrance of Bridlebrook Subdivision.

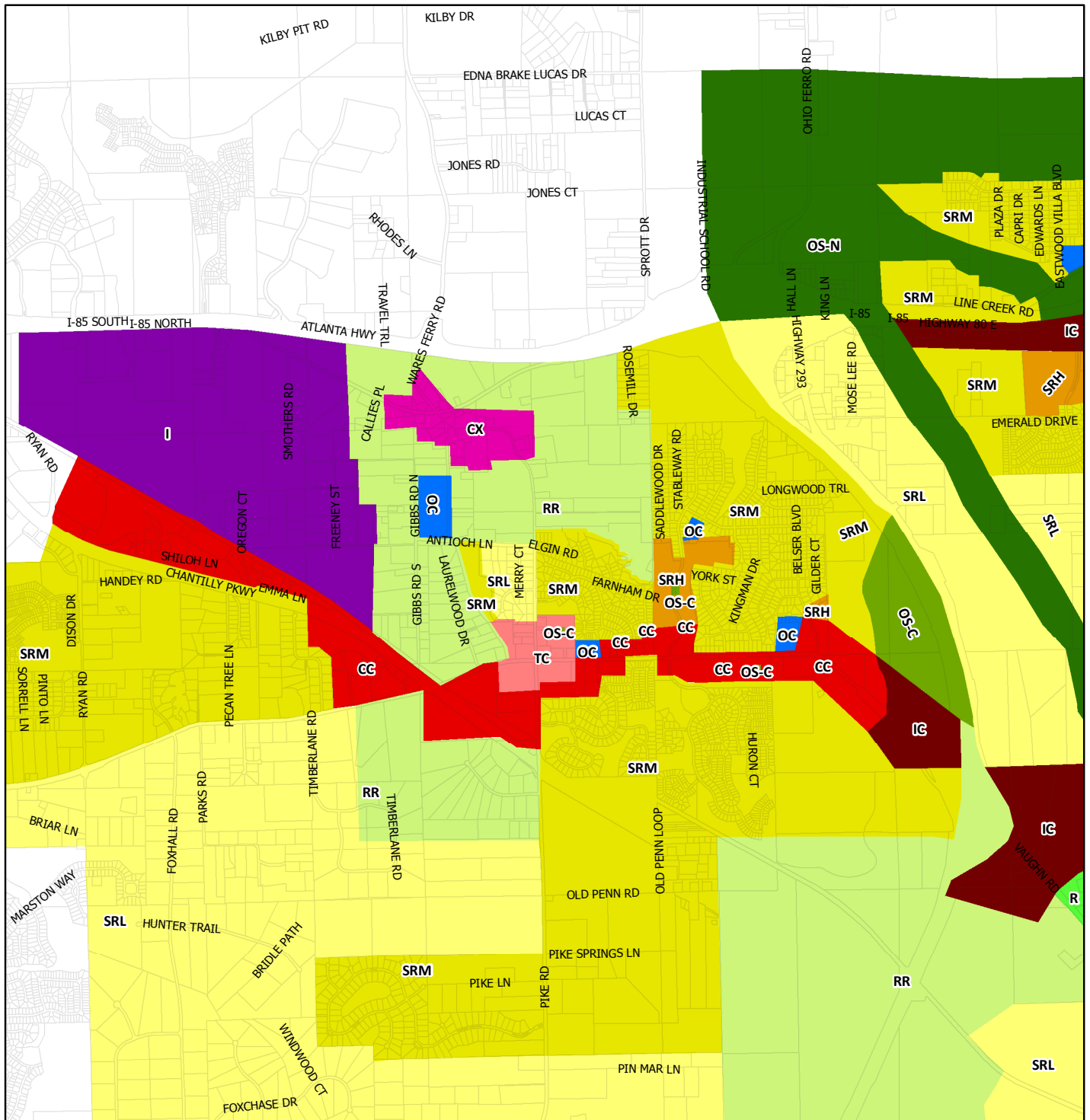
Day 3

Work-in-Progress Open House

On Wednesday evening, nearly 30 residents dropped by Town Hall from 5:00 pm until 8:00 pm to see how the progress of the Area Plan was coming along. The consultant team pinned up all of the maps and drawings generated over the three-day project, and answered questions from residents as they studied the information along the wall. Among the information presented was a Future Land Use Policy and Character Area Map, Land Use Policy and



A draft Land Use Policy and Character Area Map (above) and Land Use Policy and Character Area Descriptions were generated for the Work-in-Progress Open House. Attendees were encouraged to review the proposed map and descriptions and provide additional input into the plan.



MT. MEIGS/MERRY (TOWN HALL) - FUTURE LAND USE MAP

OPEN SPACE

- Open Space - Natural (OS-N)
- Open Space - Civic (OS-C)
- Rural (R)

RESIDENTIAL

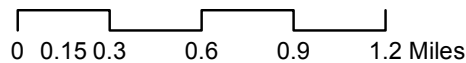
- Rural Residential (RR)
- Suburban Residential - Low (SR-L)
- Suburban Residential - Medium (SR-M)
- Suburban Residential - High (SR-H)

COMMERCIAL/MIXED-USE

- Community Crossroads (CX)
- Neighborhood Commercial (NC)
- Town Center (TC)
- Corridor Commercial (CC)
- Interchange Commercial (IC)

SPECIAL DISTRICTS

- Industrial (I)
- Office Concentration (OC)
- Civic - Institutional (C-I)



Future Land Use Policy and Character Area Designations

The Future Land Use Policy and Character Area Map (opposite) and associated Descriptions are the core elements of this section. It establishes the policies that govern land use within the Town Hall Area by proposing future land uses and development character areas. The descriptions of these areas include guidance on future land uses, intensities, and overall character. The descriptions also include suggested development strategies that will help guide future development to match the community's vision. The following illustrates each policy and character area and explains in text and pictures the uses, intensity, and character of each area.

Town Center

Town Center policy (TC) is applied to areas intended to serve as focal points for several neighborhoods. Typically, Town Centers are located at existing or new crossroads, and they contain a concentration of activities such as general retail, service commercial, professional office, higher-density residential, and appropriate open space uses easily accessible by pedestrians.

Suggested Development Strategy:

- Include a relatively high-density mixture of uses to serve a regional market area.
- Design Town Centers with an emphasis on pedestrians including strong, walkable connections between different uses.
- Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations, such as libraries, neighborhood centers,

health facilities, commercial developments, parks, schools, etc.

- Parking lots between existing streets and buildings should be limited to a single double-loaded aisle.

Zoning Districts to Implement TC Policy:

- TC (Town Center)

Community Crossroads



The Town Center Area includes a mixture of uses, including retail, office, and public uses in a pedestrian-friendly environment that serves several neighborhoods.

Community Crossroads policy (CX) is applied to clusters of existing and potential retail business and civic buildings that are located at or near an intersection that has served as an important crossroads within the community. The post offices, grocery, convenience, and hardware stores have largely moved out of these historic small commercial clusters, leaving behind a need to occupy them creatively. These community crossroads have the potential to be



Community Crossroads areas (CX) contain a mixture of uses, but often with a more rural character. Protecting existing historic structures from demolition should be a priority.

focal points for heritage tourism and to provide civic, small-scale dining, and retail opportunities for both residents and visitors. Building mass is less consistent in these areas because there often is just an intersection or a single block with more densely spaced buildings. Building heights, materials, and forms can vary significantly and buildings may be spaced more widely apart. Because each existing building often has a distinct identity, building preservation has additional importance in these crossroad locations.

Suggested Development Strategy:

- Existing buildings within Community Crossroads locations should be targeted for preservation.
- New buildings should complement the existing structures.
- Buildings should be residential in scale and character, with pitched roofs.
- New buildings generally should not exceed 2 stories.

Zoning Districts to Implement CX Policy:

- Planned Unit Development (PUD) or Historic Overlay District

Corridor Commercial

Corridor Commercial (CC) areas link centers to neighborhoods and the community beyond. These areas include many retail, service, and institutional uses. They should accommodate uses that provide routinely needed goods and services. Corridor Commercial is intended to allow auto-accommodating commercial development while encouraging walking and bicycling. The district allows a full range of retail and service businesses with a local or regional market.

Suggested Development Strategy:



Along portions of Vaughn Road and Pike Road, Corridor Commercial areas allow pedestrian-friendly commercial development while accommodating automobiles.

- Allow for a mix of commercial/retail and office uses along major transportation corridors.
- Traditional, disconnected strip commercial development is discouraged within these areas. Instead, developments should be designed to provide greater connectivity within and to adjacent developments.
- Pedestrian access between developments should be a priority, and landscaping, signage, and building design and orientation should be consistent within individual developments.
- Parking lots should be limited to a single double-loaded aisle between the

building and existing streets.

Zoning Districts to Implement CC Policy:

- B-2 (General Business District)

Interchange Commercial

Interchange Commercial policy (IC) is applied to areas intended to serve motorists traveling along the interstate. Appropriate land uses within this area include gas stations, restaurants, hotels, etc.

Suggested Development Strategy:

- Master plan large parcels to insure cohesive development.
- Integrate office uses that benefit from good automobile access as part of large master plan developments.



Interchange Commercial areas consist primarily of auto-oriented uses.

Zoning Districts to Implement IC Policy:

- B-2 (General Business District)
- O-I (Office-Institutional District)

Suburban Residential-High

Suburban Residential-High (SR-H) areas are intended for existing and future residential developments characterized by densities of 5 to 12 dwelling units per acre. These areas should have direct or good indirect access to a major street as defined by the Town of Pike Road Zoning Ordinance. Indirect access should not be through lower density areas. Development at the upper end of the density range is appropriate at locations close to non-residential policy areas providing commercial services or employment opportunities. Application of SR-H policy to provide opportunities for growth should always 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.

Suggested Development Strategy:

- A variety of housing types are appropriate in SR-H areas. The most common types include compact, single-family detached houses; townhomes; and walk-up apartments.
- New private or public development near existing SR-H areas should be planned in such a manner that it connects existing developments to encourage walking and minimize the need for automobile trips within existing subdivisions.
- Encourage compatible architecture styles that maintain the regional character.

- Areas designated SR-H should be close to centers of commercial activity, employment centers, or along major streets.

Zoning Districts to Implement SR-H Policy:

- R5 (Residential single family-5,000 sf minimum lot area)
- RM (Residential Multi-Family)

Suburban Residential-Medium

Suburban Residential-Medium (SR-M) areas are intended for existing and future residential developments characterized by densities of 3 to 4 dwelling units per acre. Generally, local streets provide SR-M areas with adequate



While existing residential patterns are likely to remain, new development in Suburban Residential areas should be pedestrian-friendly and feature a mixture of lot and building types.

capacity for internal circulation and access to major streets within the transportation system.

Suggested Development Strategy:

- The predominant building type in SR-M areas is the single-family detached house.
- New private or public development near exiting SR-M areas should be planned in such a manner that it connects existing developments to encourage walking and minimize the need for automobile trips within existing subdivisions.
- Encourage compatible architecture styles that maintain the regional character.

Appropriate Zoning Districts to Implement SR-M Policy:

- R15 (Residential single family-15,000 sf minimum lot area)
- R10 (Residential single family-10,000 sf minimum lot area)

Suburban Residential-Low

Suburban Residential-Low policy (SR-L) is applied to areas that contain existing low-density residential development intended to remain or undeveloped areas that are intended to be developed in a pattern similar to nearby low-density residential development. Any new development or redevelopment within SR-L areas should be within a density range of 1-2 dwelling units per acre.

Suggested Development Strategy:

- New development within SR-L areas should be planned in such a manner so as to encourage connectivity within a development and between adjacent developments.



Suburban Residential - Low (SR-L) areas feature deeper setbacks but smaller lot sizes than more rural areas.

- Encourage compatible architecture styles that maintain the regional character.

Appropriate Zoning Districts to Implement SR-L Policy:

- R20 (Residential single family-20,000 sf minimum lot area)
- R30 (Residential single family-30,000 sf minimum lot area)
- R40 (Residential single family-40,000 sf minimum lot area)

Rural Residential

Rural Residential policy (RR) is applied to areas of existing lower density development that are intended to remain as such, or existing rural land that is envisioned to develop in the future with a low intensity. In RR areas, single-family residential is envisioned as the predominant use with accommodations for small-scale agricultural uses. Typically, residential development in these areas will have low pedestrian orientation and access, very large lots, open space, pastoral views and a high degree of building separation. New development or redevelopment within these areas should have a maximum density of 2 acres per dwelling unit.

Suggested Development Strategy:

- Encourage rural cluster or conservation subdivision designs on larger tracts of land within these areas that preserve significant amounts of open space.
- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement RR Policy:

- RE (Residential Estate-2 acre minimum lot area)

Open Space - Natural

Open Space-Natural policy (OS-N) is applied to areas that are mostly undeveloped. These areas may be undeveloped, because they contain a significant presence of wetlands, floodplains, unstable soils or other environmental features that are constraints to development. Due to such constraints, these areas are intended to be rural in character, with little to no development.



Large-lot single-family detached development is the primary character within Rural Residential areas (RR).

Suggested Development Strategy:

- Target lands within the community that are environmentally sensitive or difficult to develop for preservation as passive park areas.
- Limit development in these areas to agriculture, very low intensity residential, and civic facilities.

Zoning Districts to Implement OS-N Policy:

- AG (Agricultural)
- RE (Residential Estate)

Open Space - Civic

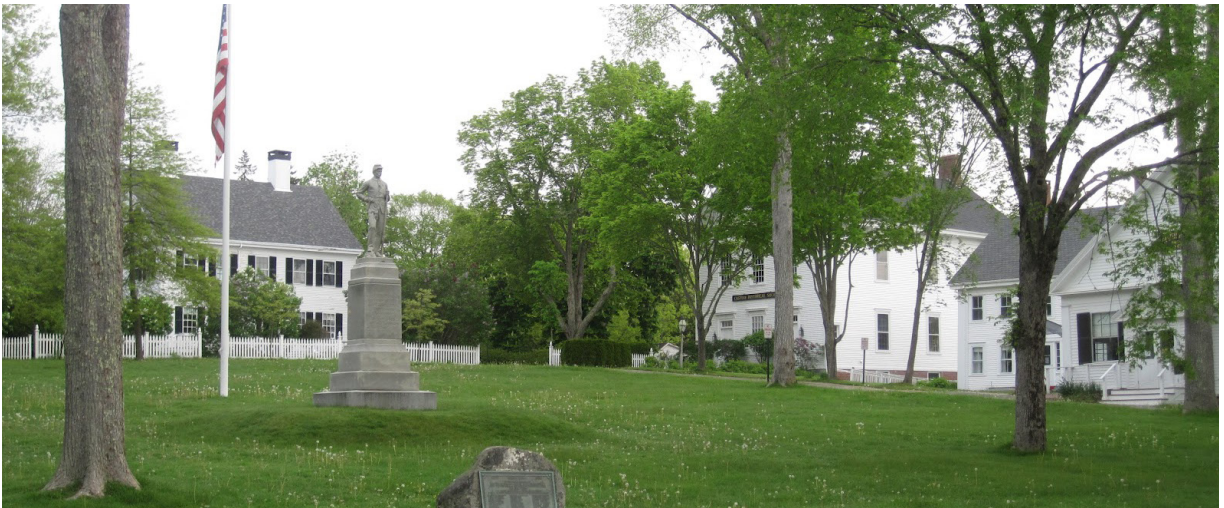
Open Space-Civic (OS-C) areas are natural or developed public and private lands and water areas that are utilized for active and passive recreation purposes. As growth continues to occur, it is essential to balance accommodating future growth and preserving and creating quality open spaces within the Town of Pike Road. Within designated OS-C areas, proposals should be limited to recreational or other civic activities that provide services oriented to the needs of the neighborhood and community

Suggested Development Strategy:

- Locate OS-C areas at or near identified Town Center policy areas.
- Work with developers to incorporate useable public open spaces into developments.
- Public acquisition or control of sites intended to be public open space should be actively pursued.
- Proposals that would result in a change in the Open Space vision for the Town should be accompanied by consider-



A Town Green should be developed within the Pike Road Town Center to serve as a central gathering space for the community



ation of an amendment to the Comprehensive Plan.

Zoning Districts to Implement OS-C Policy:

- Any, accompanied by a master plan adopted through the appropriate Town process

Civic - Institutional

Civic-Institutional (C-I) areas illustrate general locations designated for civic uses. This category includes various public facilities including schools, libraries, and public service uses.

Suggested Development Strategy:

- Locate C-I areas at or near identified Town Center policy areas.
- Work with developers to dedicate land necessary for civic uses during the rezoning process.
- Public acquisition or control of sites intended for civic uses should be actively pursued.
- Proposals that would result in a change in the Town's vision for the allocation of civic uses should be accompanied by consideration of an amendment to the Comprehensive Plan.

Appropriate Zoning Districts to Implement C-I Policy:

- Any, accompanied by a master plan adopted through the appropriate Town process

Industrial

Industrial (I) areas are dominated by one or more activities that are industrial in nature. Types of uses intended in Industrial areas include non-hazardous manufacturing, storage

and distribution centers, and mixed business parks containing compatible industrial and non-industrial uses. Open space areas are appropriate as a support activity for workers and/or patrons of industrial activities and for transition and buffering.

Suggested Development Strategy:

- For IN areas that involve large campus-style sites, the layout of development, setbacks, and building orientation should be established in a master plan for the site.
- To the extent practical, large IN areas should be structured and designed to function like neighborhoods, with public spaces and/or buildings that serve the area and/or the general public, prominently located to become the focal point of the IN area.

Appropriate Zoning Districts to Implement IN Policy:

- I (Industrial)



Despite their uses, Industrial areas (I) should be designed to function as neighborhoods with public spaces and an interconnected network of streets.

Transportation

The Town of Pike Road Street Classification System described in both the Zoning Ordinance and the Subdivision Regulations presents a comprehensive approach to designing new and modified streets within the Town of Pike Road. The classification system allows development and redevelopment to provide better streets throughout the Town – streets that will provide more capacity and safe and comfortable travel for motorists, pedestrians, and bicyclists.

The street classifications are intended to relate to other planning processes, including the Federal Highway Administration’s functional classification system. There are three highway functional classifications according to the FHWA: arterial, collector, and local roads. The new street types described in the Zoning Ordinance and Subdivision Regulations are intended to work as “overlays” to existing FHWA street classifications. This means that, while a street might be identified, for example, as a “collector” from a functional standpoint, it might be labeled an Avenue from the Town of Pike Road street classification standpoint. The Town’s street classification will then affect the planning and ultimate design of the street. An important point is that a given street may be classified differently on different segments, for example, as an Avenue for one portion of its length and as a Boulevard for another. Since most thoroughfares traverse more than one land use context, the street classifications will allow the ultimate design of the street to reflect those various contexts.

By having a set of street types that better reflect and complement a variety of land use contexts, residents of the Town of Pike Road and visitors will find viable transportation choices as they

travel through the Town. The Town’s street classification system will, over time, result in a well-connected network of “complete” streets that function well for all users and that complement and preserve the communities and neighborhoods they connect.

The Future Land Use Policy and Character Area Map identifies and classifies the following streets accordingly.

- Pike Road within the Mt. Meigs/Merry Area is classified as an Avenue. Avenues provide access from neighborhoods to commercial areas, between major destinations and, in some cases, through neighborhoods. Avenues function in a wide variety of land use contexts. They carry significant automobile traffic, but are also designed for pedestrian and bicycle comfort.
- Vaughn Road is classified as a Boulevard. Boulevards are designed to move larger numbers of vehicles (as through traffic) from one part of the Town to another and to other lower level streets in the network. Therefore, maintaining vehicular movement is a higher priority than with an Avenue. Land uses along Boulevards can vary, but development will usually be set back farther from the street than on Avenues.
- Chantilly Parkway is classified as a Parkway. Parkways are the most auto-oriented of the street types. A Parkway’s primary function is to move motor vehicle traffic efficiently through the Town and to provide access to major destinations. Therefore, design decisions will typically favor the automobile mode over other modes.
- New streets within the “Town Center”

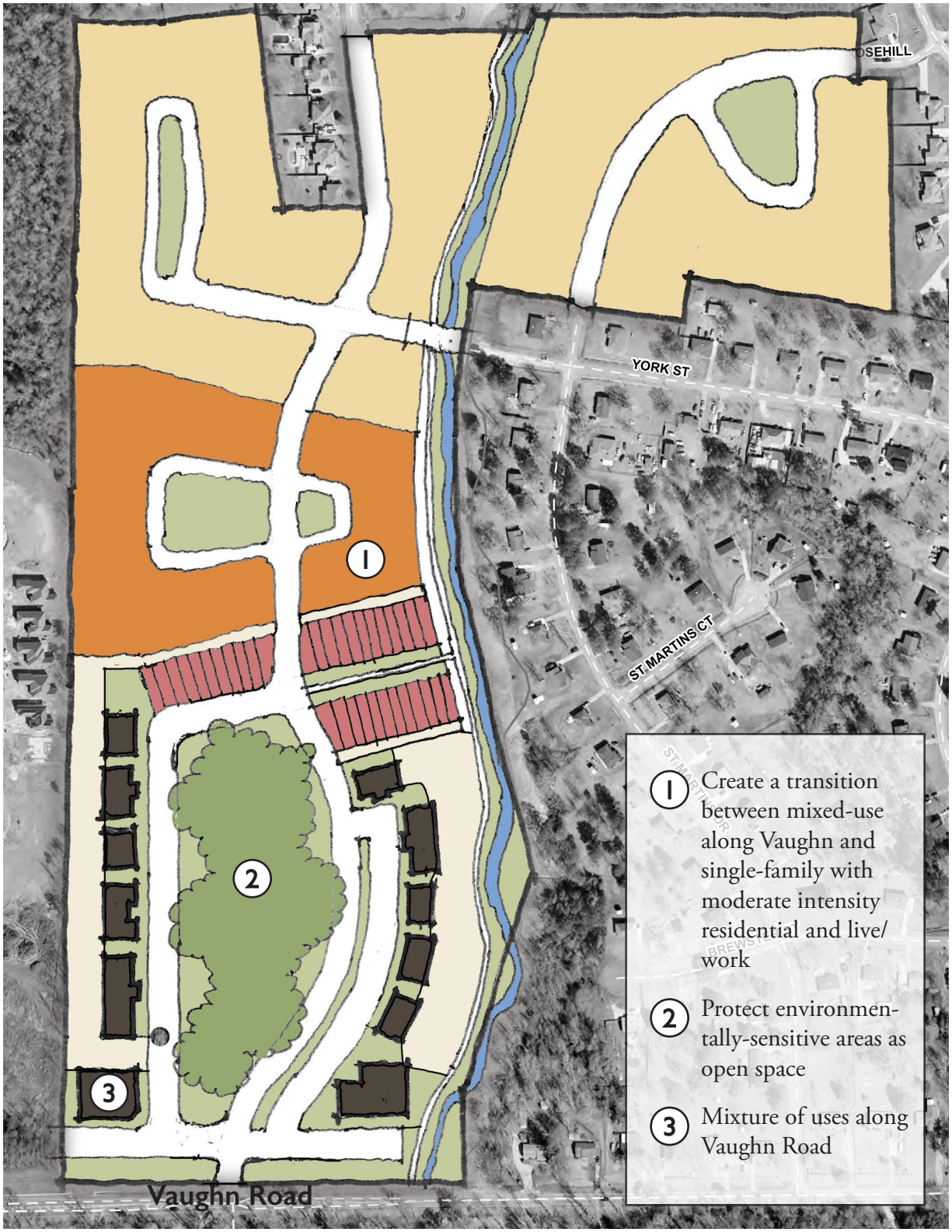
future land use policy area should be designed as Main Streets. Main Streets are “destination streets.” They provide access to and function as centers of civic, social, and commercial activity. Main Streets contain a mixture of uses, and are comfortable for pedestrians. These streets are currently rare in the Town of Pike Road, but they will become more prevalent as identified “Town Centers” develop.

Development Scenario

One area was chosen during the charrette for a more detailed land use/design study referred to as a “Development Scenario.” This drawing illustrates one possible way the undeveloped area at the entrance of Bridlebrook could redevelop based on the design principles and land use policies within this plan.

Many participants during the week of the charrette were surprised to learn of the amount of commercial zoning along Vaughn Road. Many residents wanted to see how the undeveloped commercial property at the entrance of Bridlebrook could be designed to be more in line with their vision and to lessen the impact of commercial development on existing residential properties. The development scenario illustrates a low-impact design that accomplishes the following goals envisioned by the plan.

- Locate small-scale retail or mixed-use buildings along Vaughn Road in this location.
- Preserve environmentally-sensitive areas are passive park spaces.
- Transition from commercial development along Vaughn Road with less intense office and live/work uses.
- Transition from non-residential uses with smaller lot single family houses.
- Provide an additional transition to the existing Bridlebrook development with medium-sized single family lots.
- Connect the entire development with a system of streets that serve pedestrians and bicyclists, as well as automobiles.



PIKE ROAD
FOUNDERS STATION

Town of Pike Road
Veterans Park



4f. Historic Town Center (Founder’s Station Area)

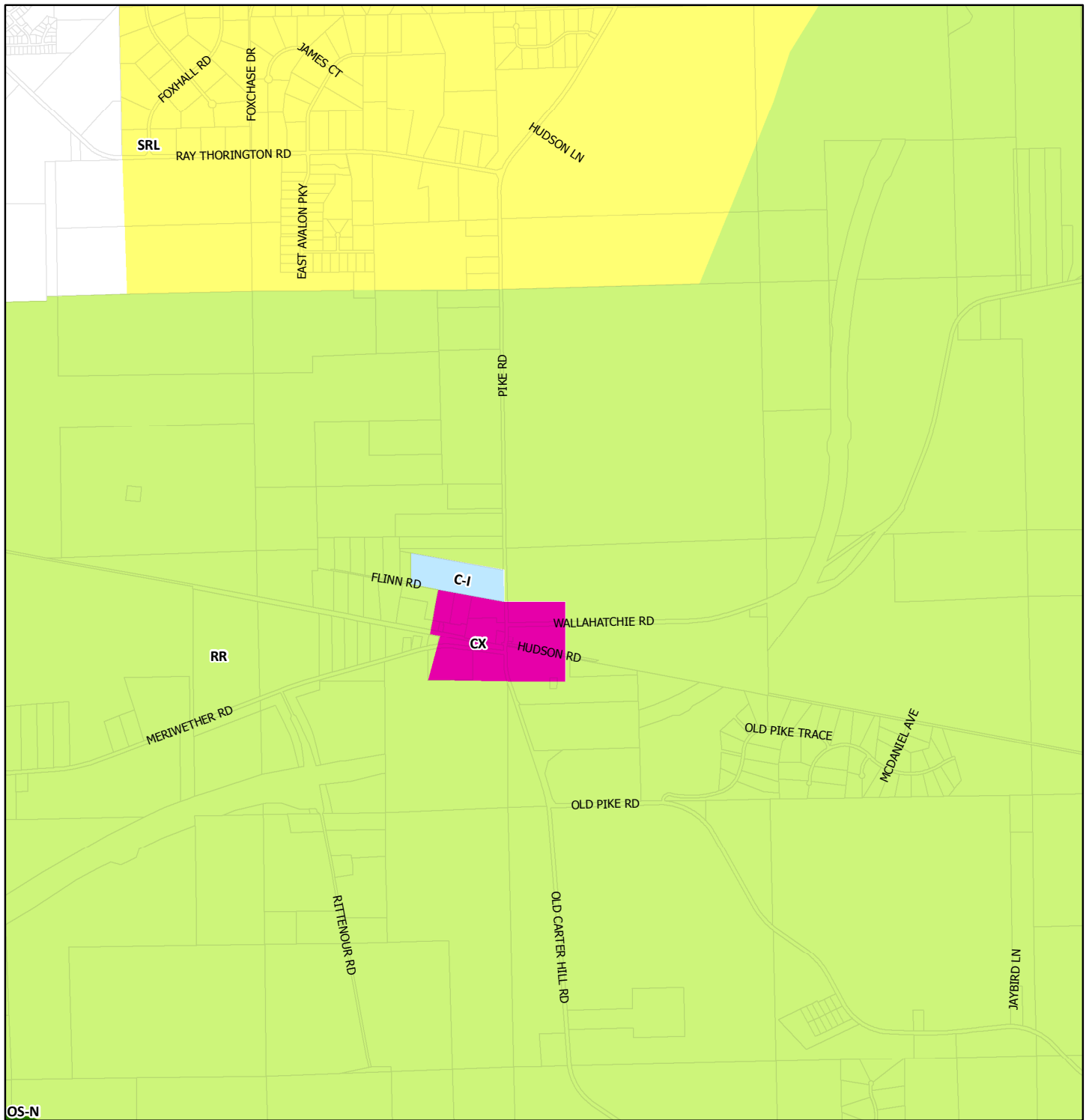
The purpose and intent of this document is to establish a vision for the properties surrounding the intersection of Pike Road and Meriwether Road. Beginning with the arrival of the Meriwether, Mathews, and Marks families around 1815, people began settling and farming the area in the mid-nineteenth century. As more families moved in, more services were needed, and by the early twentieth century, a booming small town had grown up around the intersection. The crossroads community became known as Pike Road because of its location on the heavily traveled highway.

This document shall be referred to as the “Pike Road Historic Town Center (Founder’s Station Area) Plan.” An Area Plan is a future planning document used to refine the Comprehensive Plan for a particular area within the larger community. Area Plans are supplements to and parts of the overall Land Use Policy component of the Comprehensive Plan. An Area Plan addresses land use, transportation, and community design at the neighborhood level. The Plan provides more specific land use recommendations than the broader Land Use Policy within the Comprehensive Plan.

How to use this plan

This plan is intended for use by anyone, whether residents, community groups, developers or others interested in either existing or new physical development within and immediately surrounding the these areas. Those with development interests should consult this plan,

and are encouraged to follow the guidance it provides. In addition, this plan is intended to serve as a guide for public agencies contemplating improvements within the area this plan covers. This plan should be the main document used to evaluate items submitted for Planning Commission action on properties within this area. All inquiries regarding this plan should be directed to the Planning Director, who will then channel the inquiries to the appropriate staff person.



HISTORIC TOWN CENTER (FOUNDER'S STATION AREA) - FUTURE LAND USE MAP

OPEN SPACE

- Open Space - Natural (OS-N)
- Open Space - Civic (OS-C)
- Rural (R)

RESIDENTIAL

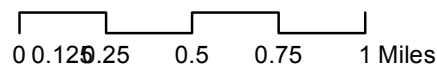
- Rural Residential (RR)
- Suburban Residential - Low (SR-L)
- Suburban Residential - Medium (SR-M)
- Suburban Residential - High (SR-H)

COMMERCIAL/MIXED-USE

- Community Crossroads (CX)
- Neighborhood Commercial (NC)
- Town Center (TC)
- Corridor Commercial (CC)
- Interchange Commercial (IC)

SPECIAL DISTRICTS

- Industrial (I)
- Office Concentration (OC)
- Civic - Institutional (C-I)



Future Land Use Policy and Character Area Map

The Future Land Use Policy and Character Area Map is the core element of this document. The map establishes the policies that govern land use within the Pike Road Cultural Center Area by proposing future land uses and development character for the area. The descriptions of the area include guidance on future land uses, intensities, and overall character. The descriptions also include suggested development strategies that will help guide future development. The following illustrates each policy and character area and explains in text and photographs the uses, intensity, and character of each area.

Community Crossroads

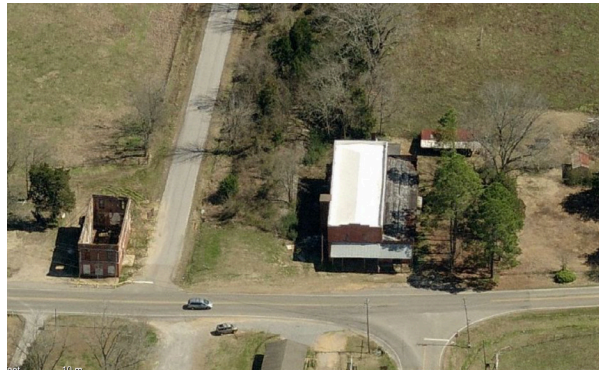
Community Crossroads policy (CX) is applied to clusters of existing and potential retail business and civic buildings that are located at or near an intersection that has served as an important crossroads within the community. The post offices, grocery, convenience, and hardware stores have largely moved out of these historic small commercial clusters, leaving behind a need to occupy them creatively. These community crossroads have the potential to be focal points for heritage tourism and to provide civic, small-scale dining, and retail opportunities for both residents and visitors. Building mass is less consistent in these areas because there often is just an intersection or a single block with more densely spaced buildings. Building heights, materials, and forms can vary significantly and buildings may be spaced more widely apart. Because each existing building often has a distinct identity, building preservation has additional importance in these crossroad locations.

Suggested Development Strategy:

- Existing buildings within Community Crossroads locations should be targeted for preservation.
- New buildings should complement the existing structures.
- Buildings should be residential in scale and character, with pitched roofs.
- New buildings generally should not exceed 2 stories.

Zoning Districts to Implement CX Policy:

- Planned Unit Development (PUD) or Historic Overlay District



Protecting existing historic structures from demolition in Community Crossroads (CX) areas should be a priority.

Suburban Residential-Low

Suburban Residential-Low policy (SR-L) is applied to areas that contain existing low-density residential development intended to remain or undeveloped areas that are intended to be developed in a pattern similar to nearby low-density residential development. Any new development or redevelopment within SR-L areas should be within a density range of 1-2 dwelling units per acre.

Suggested Development Strategy:

- New development within SR-L areas should be planned in such a manner so as to encourage connectivity within a development and between adjacent developments.
- Encourage compatible architecture styles that maintain the regional character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement SR-L Policy:

- R20 (Residential single family-20,000 sf minimum lot area)
- R30 (Residential single family-30,000 sf



minimum lot area)

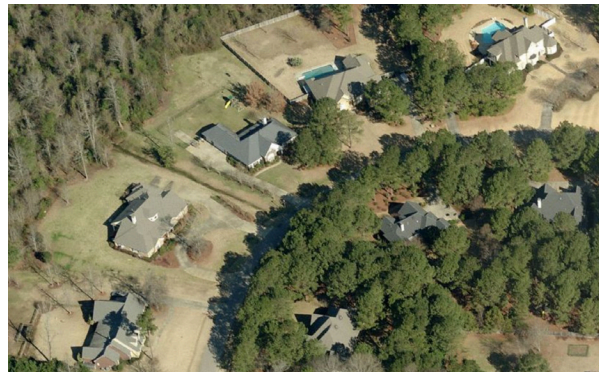
- R40 (Residential single family-40,000 sf minimum lot area)

Rural Residential

Rural Residential policy (RR) is applied to areas of existing lower density development that are intended to remain as such, or existing rural land that is envisioned to develop in the future with a low intensity. In RR areas, single-family residential is envisioned as the predominant use with accommodations for small-scale agricultural uses. Typically, residential development in these areas will have low pedestrian orientation and access, very large lots, open space, pastoral views and a high degree of building separation. New development or redevelopment within these areas should have a maximum density of 2 acres per dwelling unit.

Suggested Development Strategy:

- Encourage rural cluster or conservation subdivision designs on larger tracts of land within these areas that preserve significant amounts of open space.
- Encourage compatible architecture



Suburban Residential - Low (SR-L) areas feature deeper setbacks but smaller lot sizes than more rural areas.



Large-lot single-family detached development is the primary character within Rural Residential areas (RR).

styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement RR Policy:

- RE (Residential Estate-2 acre minimum lot area)

Civic - Institutional

Civic-Institutional (C-I) areas illustrate general locations designated for civic uses. This cat-

egory includes various public facilities including schools, libraries, and public service uses.

Suggested Development Strategy:

- Locate C-I areas at or near identified Town Center policy areas.
- Work with developers to dedicate land necessary for civic uses during the rezoning process.
- Public acquisition or control of sites intended for civic uses should be actively pursued.
- Proposals that would result in a change in the Town’s vision for the allocation of civic uses should be accompanied by consideration of an amendment to the Comprehensive Plan.

Appropriate Zoning Districts to Implement C-I Policy:

- Any, accompanied by a master plan adopted through the appropriate Town process



Civic-Institutional (C-I) areas include important community uses such as fire stations.

Transportation

The Future Land Use Policy and Character Area Map also identifies the appropriate street types to be located within the Pike Road Cultural Center Area.

The Town of Pike Road Street Classification System described in both the Zoning Ordinance and the Subdivision Regulations presents a comprehensive approach to designing new and modified streets within the Town of Pike Road. The classification system allows development and redevelopment to provide better streets throughout the Town – streets that will provide more capacity and safe and comfortable travel for motorists, pedestrians, and bicyclists.

The street classifications are intended to relate to other planning processes, including the Federal Highway Administration’s functional classification system. There are three highway functional classifications according to the FHWA: arterial, collector, and local roads. The new street types described in the Zoning Ordinance and Subdivision Regulations are intended to work as “overlays” to existing FHWA street classifications. This means that, while a street might be identified, for example, as a “collector” from a functional standpoint, it might be labeled an Avenue from the Town of Pike Road street classification standpoint. The Town’s street classification will then affect the planning and ultimate design of the street. An important point is that a given street may be classified differently on different segments, for example, as an Avenue for one portion of its length and as a Boulevard for another. Since most thoroughfares traverse more than one land use context, the street classifications will allow the ultimate design of the street to reflect those various contexts.

By having a set of street types that better reflect and complement a variety of land use contexts, residents of the Town of Pike Road and visitors will find viable transportation choices as they travel through the Town. The Town’s street classification system will, over time, result in a well-connected network of “complete” streets that function well for all users and that complement and preserve the communities and neighborhoods they connect.

The Future Land Use Policy and Character Area Map identifies and classifies the following streets accordingly.

- Pike Road, Wallahatchie Road, Meriwether Road, Old Pike Road, and Ray Thorington Road within the study area are classified as Boulevards. Boulevards are designed to move larger numbers of vehicles (as through traffic) from one part of the Town to another and to other lower level streets in the network. Therefore, maintaining vehicular movement is a higher priority than with an Avenue. Land uses along Boulevards can vary, but development will usually be set back farther from the street than on Avenues.

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4g. Trotman/Rolling Hills

The purpose and intent of this section is to establish a vision for the Trotman/Rolling Hills area of Pike Road. This section shall be referred to as the “Trotman/Rolling Hills Area Plan.” An Area Plan is a future planning document used to refine the Comprehensive Plan for a particular area within the larger community. Area Plans are supplements to and parts of the overall Land Use Policy component of the Comprehensive Plan. An Area Plan addresses land use, transportation, and community design at the neighborhood level. The Plan provides more specific land use recommendations than the broader Land Use Policy within the Comprehensive Plan. Like the Comprehensive Plan, Area Plans are often developed through a participatory process that involves Town staff working with the neighborhood—residents, business owners, institutional representatives, and developers.

How to Use This Plan

This plan is intended for use by anyone, whether residents, community groups, developers or others interested in either existing or new physical development within and immediately surrounding the these areas. Those with development interests should consult this plan, and are encouraged to follow the guidance it provides. In addition, this plan is intended to serve as a guide for public agencies contemplating improvements within the area this plan covers. This plan should be the main document used to evaluate items submitted for Planning

Commission action on properties within this area. All inquiries regarding this plan should be directed to the Planning Director who will then channel the inquiries to the appropriate staff person.

Planning Process

In order to engage the community and develop a plan for future growth in these areas, the Town held a three-day public workshop known as a “charrette.” A charrette is an interactive planning and design process that allows members of a design team to work directly with the nearby community to develop and implement their collective vision for a specific area. The charrette method was chosen, because this process allows for the opportunity to gather information, explore and discuss alternatives, and finalize concepts, all while providing multiple opportunities to the community to interact with the design team at key points during the process. Due to their close proximity, the Trotman Road/Rolling Hills area was combined with the Carter Hill/Highway 231 area into a single study area. The charrette process proceeded as follows:

Day 1

Visioning Session

The charrette began on a Monday evening when nearly 50 people gathered at the Rolling Hills Golf Club. The consultant team kicked-off the event by presenting the comprehensive

planning process. They highlighted the community's role in the process, and stressed the importance of continued involvement throughout the charrette for the Area Plan.

The consultant team explained Land Use Policy, outlined the goals of the project, and presented the key elements of an Area Plan. They then led the crowd through an interactive process known as a "Visioning Session." The consultant team split the group up into six groups of six to eight participants. Each group gathered around a table with a large map of either the Trotman/Rolling Hills area or the Forks property. The groups were all equipped with a set of colored markers. The groups then marked up the maps with diagrams and sketches conveying the character of the area today and describing how they would like to see it evolve in the future. Each group then selected a spokesperson who presented the table's "big ideas" to the larger group. As each group's ideas were presented, common themes and visions emerged.

Day 2

Open Design Studio

A temporary design studio was set up at the Town Hall for two days during the charrette. The design studio served as an on-site working space where the consultant team could analyze information, refine ideas and test conceptual scenarios. The studio was open to the public each day, offering community members the flexibility to stop in when they were available to see how the process was progressing and to bring in new ideas for the team to consider.

Public Pin-up Session

On Tuesday evening, residents were invited to a "pin-up" at the design studio. Preliminary designs and drawings were pinned up around



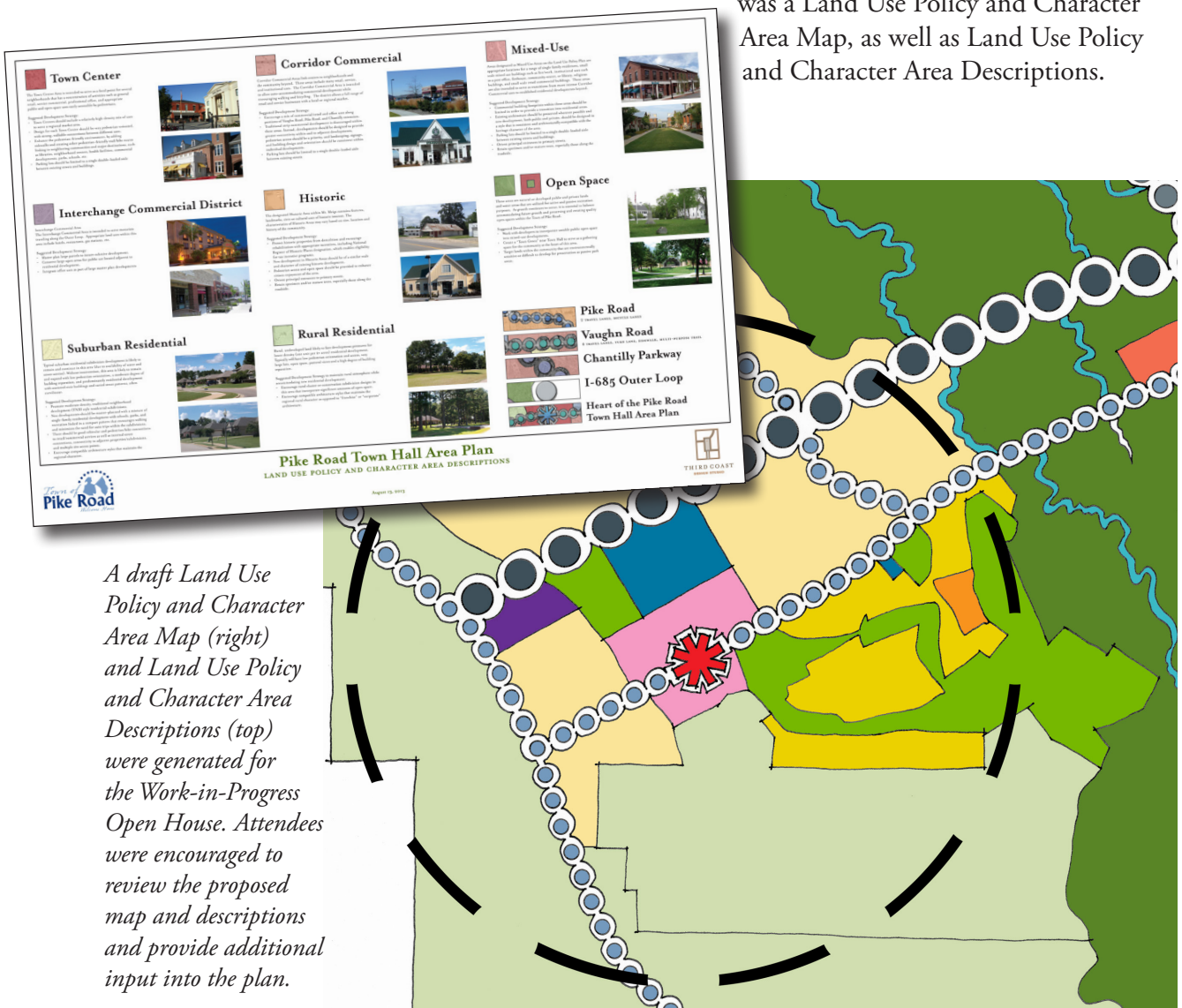
During the Visioning Session, community members gathered around maps of the study area and developed their vision for the future of the area (top, middle). At the conclusion of the Visioning Session, a representative from each table reported their key ideas to the rest of the group (bottom).

the room. The purpose of the public meeting was to receive feedback on initial ideas. No formal presentation was given, participants could stop in at any time between 6:00 pm and 7:00 pm to tour the studio, meet with members of the consultant team, ask questions, and offer additional ideas.

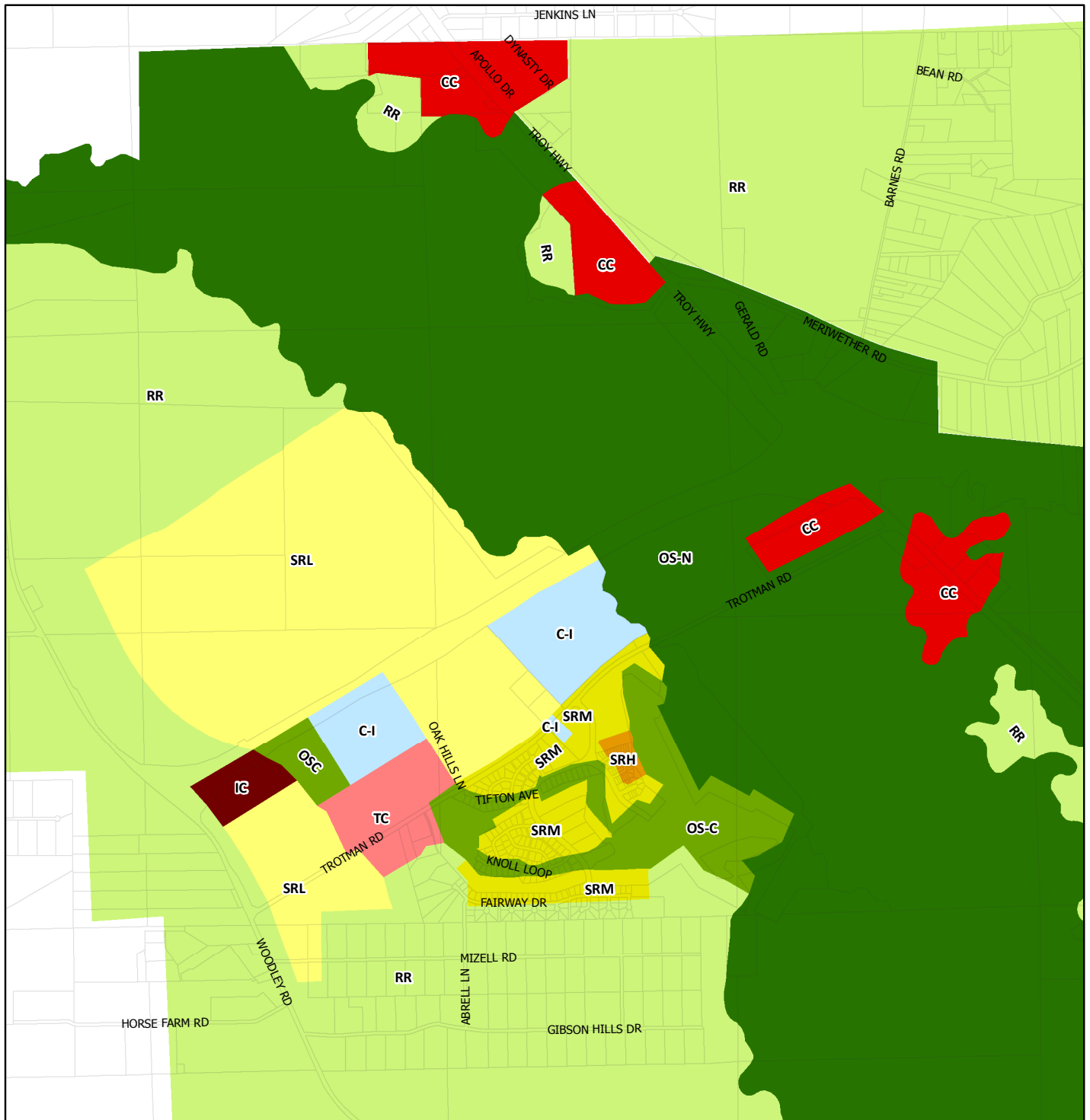
Day 3

Work-in-Progress Open House

On Wednesday evening, residents dropped by Town Hall from 5:00 pm until 8:00 pm to see how the progress of the Area Plan was coming along. The consultant team pinned up all of the maps and drawings generated over the three-day project, and answered questions from residents as they studied the information along the wall. Among the information presented was a Land Use Policy and Character Area Map, as well as Land Use Policy and Character Area Descriptions.



A draft Land Use Policy and Character Area Map (right) and Land Use Policy and Character Area Descriptions (top) were generated for the Work-in-Progress Open House. Attendees were encouraged to review the proposed map and descriptions and provide additional input into the plan.



TROTMAN ROAD/ROLLING HILLS - FUTURE LAND USE MAP

OPEN SPACE

- Open Space - Natural (OS-N)
- Open Space - Civic (OS-C)
- Rural (R)

RESIDENTIAL

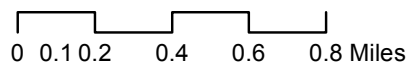
- Rural Residential (RR)
- Suburban Residential - Low (SR-L)
- Suburban Residential - Medium (SR-M)
- Suburban Residential - High (SR-H)

COMMERCIAL/MIXED-USE

- Community Crossroads (CX)
- Neighborhood Commercial (NC)
- Town Center (TC)
- Corridor Commercial (CC)
- Interchange Commercial (IC)

SPECIAL DISTRICTS

- Industrial (I)
- Office Concentration (OC)
- Civic - Institutional (C-I)



Future Land Use Policy and Character Area Designations

The Future Land Use Policy and Character Area Map (opposite) and associated Descriptions are the core elements of this section. They establish the policies that govern land use within the Trotman/Rolling Hills by proposing future land uses and development character for the areas. The descriptions of these areas include guidance on future land uses, intensities, and overall character. The descriptions also include suggested development strategies that will help guide future development to match the community's vision. The following illustrates each policy and character area and explains in text and photographs the uses, intensity, and character of each area.

Town Center

Town Center policy (TC) is applied to areas intended to serve as focal points for several neighborhoods. Typically, Town Centers are located at existing or new crossroads, and they contain a concentration of activities such as general retail, service commercial, professional office, higher-density residential, and appropriate open space uses easily accessible by pedestrians.

Suggested Development Strategy:

- Include a relatively high-density mixture of uses to serve a regional market area.
- Design Town Centers with an emphasis on pedestrians including strong, walkable connections between different uses.
- Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations,

such as libraries, neighborhood centers, health facilities, commercial developments, parks, schools, etc.

- Parking lots between existing streets and buildings should be limited to a single double-loaded aisle.

Zoning Districts to Implement TC Policy:

- TC (Town Center)



The Town Center Area includes a mixture of uses, including retail, office, and public uses in a pedestrian-friendly environment that serves several neighborhoods.

Corridor Commercial

Corridor Commercial (CC) areas link centers to neighborhoods and the community beyond. These areas include many retail, service, and institutional uses. They should accommodate uses that provide routinely needed goods and services. Corridor Commercial is intended to allow auto-accommodating commercial development while encouraging walking and bicycling. The district allows a full range of retail and service businesses with a local or regional market.

Suggested Development Strategy:

- Allow for a mix of commercial/retail and office uses along major transportation corridors.
- Traditional, disconnected strip commercial development is discouraged within these areas. Instead, developments should be designed to provide greater connectivity within and to adjacent developments.
- Pedestrian access between developments should be a priority, and landscaping, signage, and building design and



Along portions of Highway 231, Corridor Commercial areas (CC) allow pedestrian-friendly commercial development while accommodating automobiles.

orientation should be consistent within individual developments.

- Parking lots should be limited to a single double-loaded aisle between the building and existing streets.

Zoning Districts to Implement CC Policy:

- B-2 (General Business District)

Interchange Commercial

Interchange Commercial policy (IC) is applied to areas intended to serve motorists traveling along the interstate. Appropriate land uses within this area include gas stations, restaurants, hotels, etc.

Suggested Development Strategy:

- Master plan large parcels to insure cohesive development.
- Integrate office uses that benefit from good automobile access as part of large master plan developments.

Zoning Districts to Implement IC Policy:

- B-2 (General Business District)





Interchange Commercial areas (IC) consist primarily of auto-oriented uses.

Suburban Residential-High

Suburban Residential-High (SR-H) areas are intended for existing and future residential developments characterized by densities of 5 to 12 dwelling units per acre. These areas should have direct or good indirect access to a major street as defined by the Town of Pike Road Zoning Ordinance. Indirect access should not be through lower density areas. Development at the upper end of the density range is appropriate at locations close to non-residential policy areas providing commercial services or employment opportunities. Application of SR-H policy to provide opportunities for growth should always 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.

Suggested Development Strategy:

- A variety of housing types are appropriate in SR-H areas. The most common types include compact, single-family detached houses; townhomes; and walk-up apartments.
- New private or public development near exiting SR-H areas should be planned in such a manner that it connects existing developments to encourage walking and minimize the need for automobile trips within existing subdivisions.



Higher density Suburban Residential-High areas (SR-H) should be located near major streets and designed in a manner in which they are well connected to other areas.

- Encourage compatible architecture styles that maintain the regional character.
- Areas designated SR-H should be close to centers of commercial activity, employment centers, or along major streets.

Zoning Districts to Implement SR-H Policy:

- R5 (Residential single family-5,000 sf minimum lot area)
- RM (Residential Multi-Family)

Suburban Residential-Medium

Suburban Residential-Medium (SR-M) areas are intended for existing and future residential developments characterized by densities of 3 to 4 dwelling units per acre. Generally, local streets provide SR-M areas with adequate capacity for internal circulation and access to major streets within the transportation system.

Suggested Development Strategy:

- The predominant building type in SR-M areas is the single-family detached house.
- New private or public development near exiting SR-M areas should be planned in such a manner that it connects existing developments to encourage walking and minimize the need for automobile trips within existing subdivisions.
- Encourage compatible architecture styles that maintain the regional character.

Appropriate Zoning Districts to Implement SR-M Policy:

- R15 (Residential single family-15,000 sf

minimum lot area)

- R10 (Residential single family-10,000 sf minimum lot area)



Suburban Residential-Medium (SR-M) areas are characterized by small lots which create a less urban character.

Suburban Residential-Low

Suburban Residential-Low policy (SR-L) is applied to areas that contain existing low-density residential development intended to remain or undeveloped areas that are intended to be developed in a pattern similar to nearby low-density residential development. Any new development or redevelopment within SR-L areas should be within a density range of 1-2 dwelling units per acre.

Suggested Development Strategy:

- New development within SR-L areas

should be planned in such a manner so as to encourage connectivity within a development and between adjacent developments.

- Encourage compatible architecture styles that maintain the regional character.

Appropriate Zoning Districts to Implement SR-L Policy:

- R20 (Residential single family-20,000 sf minimum lot area)
- R30 (Residential single family-30,000 sf minimum lot area)
- R40 (Residential single family-40,000 sf minimum lot area)



Large-lot single-family detached development is the primary character within Rural Residential areas (RR).

Rural Residential

Rural Residential policy (RR) is applied to areas of existing lower density development that are intended to remain as such, or existing rural land that is envisioned to develop in the future with a low intensity. In RR areas, single-family residential is envisioned as the predominant use with accommodations for small-scale agricultural uses. Typically, residential development in these areas will have low pedestrian orientation and access, very large lots, open space, pastoral views and a high degree of building separation. New development or redevelopment within these areas should have a maximum density of 2 acres per dwelling unit.

Suburban Residential - Low (SR-L) areas feature deeper setbacks but smaller lot sizes than more rural areas.

Suggested Development Strategy:

- Encourage rural cluster or conservation subdivision designs on larger tracts of land within these areas that preserve significant amounts of open space.
- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.



Appropriate Zoning Districts to Implement RR Policy:

- RE (Residential Estate-2 acre minimum lot area)

Rural

Rural policy (R) is applied to areas generally suited for development but for which the community has made the choice that they should remain rural in character. The purpose for this policy category is to promote agricultural uses and preserve the rural atmosphere of Pike Road, while accommodating new development. While agriculture is the preferred use in these areas, residential development with a maximum density of 5 acres per dwelling unit is also permitted.



Single-family detached development is generally secondary to the agricultural character of Rural areas (R).

Suggested Development Strategy:

- Maintain the very low-density residential development in these areas.
- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement R Policy:

- AG (Agricultural-5 acre minimum lot area)

Open Space-Natural

Open Space-Natural policy (OS-N) is applied to areas that are mostly undeveloped. These areas may be undeveloped, because they contain a significant presence of wetlands, floodplains, unstable soils or other environmental features that are constraints to development. Due to such constraints, these areas are intended to be rural in character, with little to no development.

Suggested Development Strategy:

- Target lands within the community that

are environmentally sensitive or difficult to develop for preservation as passive park areas.

- Limit development in these areas to agriculture, very low intensity residential, and civic facilities.

Zoning Districts to Implement OS-N Policy:

- AG (Agricultural)
- RE (Residential Estate)



Open Space-Natural Areas (OS-N) are areas with environmentally-sensitive features intended to be protected such as Catoma Creek.

Open Space – Civic

Open Space-Civic (OS-C) areas are natural or developed public and private lands and water areas that are utilized for active and passive recreation purposes. As growth continues to occur, it is essential to balance accommodating future growth and preserving and creating quality open spaces within the Town of Pike Road. Within designated OS-C areas, proposals should be limited to recreational or other civic activities that provide services oriented to the needs of the neighborhood and community.

Suggested Development Strategy:

- Locate OS-C areas at or near identified Town Center policy areas.
- Work with developers to incorporate useable public open spaces into developments.
- Public acquisition or control of sites intended to be public open space should be actively pursued.
- Proposals that would result in a change in the Open Space vision for the Town should be accompanied by consideration of an amendment to the Comprehensive Plan.

Zoning Districts to Implement OS-C Policy:

- Any, accompanied by a master plan adopted through the appropriate Town process

Civic – Institutional

Civic-Institutional (C-I) areas illustrate general locations designated for civic uses. This category includes various public facilities including schools, libraries, and public service uses.

Suggested Development Strategy:

- Locate C-I areas at or near identified Town Center policy areas.
- Work with developers to dedicate land necessary for civic uses during the re-zoning process.
- Public acquisition or control of sites intended for civic uses should be actively pursued.
- Proposals that would result in a change in the Town's vision for the allocation of civic uses should be accompanied by consideration of an amendment to the Comprehensive Plan.

Appropriate Zoning Districts to Implement C-I Policy:

- Any, accompanied by a master plan adopted through the appropriate Town process

Transportation

The Future Land Use Policy and Character Area Map also identifies the appropriate street types to be located within the Trotman/Rolling Hills and HWY 231/Carter Hill Area.

The Town of Pike Road Street Classification System described in both the Zoning Ordinance and the Subdivision Regulations presents a comprehensive approach to designing new and modified streets within the Town of Pike Road. The classification system allows development and redevelopment to provide better streets throughout the Town – streets that will provide more capacity and safe and comfortable travel for motorists, pedestrians, and bicyclists.

The street classifications are intended to relate to other planning processes, including the Federal Highway Administration's functional classification system. There are three highway functional classifications according to the FHWA: arterial, collector, and local roads. The new street types described in the Zoning Ordinance and Subdivision Regulations are intended to work as "overlays" to existing FHWA street classifications. This means that, while a street might be identified, for example, as a "collector" from a functional standpoint, it might be labeled an Avenue from the Town of Pike Road street classification standpoint. The Town's street classification will then affect the planning and ultimate design of the street. An important point is that a given street may be classified differently on different segments, for example, as an Avenue for one portion of its length and as a Boulevard for another. Since most thoroughfares traverse more than one land use context, the street classifications will allow the ultimate design of the street to reflect those various contexts.

By having a set of street types that better reflect and complement a variety of land use contexts, residents of the Town of Pike Road and visitors will find viable transportation choices as they travel through the Town. The Town's street classification system will, over time, result in a well-connected network of "complete" streets that function well for all users and that complement and preserve the communities and neighborhoods they connect. The Future Land Use Policy and Character Area Map identifies and classifies the following streets accordingly.

- Trotman Road, Woodley Road, and Meriwether Road are classified as Boulevards. Boulevards are designed to move larger numbers of vehicles (as through traffic) from one part of the Town to another and to other lower level streets in the network. Therefore, maintaining vehicular movement is a higher priority than with an Avenue. Land uses along Boulevards can vary, but development will usually be set back farther from the street than on Avenues.
- Highway 231 is classified as a Parkway. Parkways are the most auto-oriented of the street types. A Parkway's primary function is to move motor vehicle traffic efficiently through the Town and to provide access to major destinations. Therefore, design decisions will typically favor the automobile mode over other modes.
- New streets within the identified "Town Center" future land use policy areas should be designed as Main Streets. Main Streets are "destination streets." They provide access to and function as centers of civic, social, and commercial

activity. Main Streets contain a mixture of uses, and are comfortable for pedestrians. These streets are currently rare in the Town of Pike Road, but they will become more prevalent as identified "Town Centers" develop.

- As the new "Main Streets" traverse outside of identified Town Centers, they should transition into Avenues. Avenues provide access from neighborhoods to commercial areas, between major destinations and, in some cases, through neighborhoods. Avenues function in a wide variety of land use contexts. They carry significant automobile traffic, but are also designed for pedestrian and bicycle comfort.



4h. The Waters

The purpose and intent of this document is to establish a vision for the properties including and surrounding the Waters community. Unlike some of Pike Road's other identified centers that are either historic crossroads, commercially developed, or undeveloped, much of the Waters is a newer community designed as a traditional neighborhood development, or TND. A TND is the development of a neighborhood complete with a mixture of uses, housing types, civic uses, and open space designed according to traditional town planning principles. While only a portion of the Waters original vision has been implemented, it has been built in the spirit of TND patterns.

The original area of the Waters was incorporated into the Town of Pike Road in 2005 under the Town's newly adopted SmartCode, a zoning tool that regulates the development of TND's and similar developments. The Waters was designated as SmartCode on the Town's Zoning Map. An alternative to conventional zoning, the SmartCode requires a Community Plan to guide the development of a SmartCode community. In 2014, a Community Plan was adopted for approximately 527 acres of the Waters community. Also in 2014, a Community Plan for The Orchards development, adjacent to the Waters development was adopted by the Town. Thus, this area has been the subject of significant planning efforts over the years.

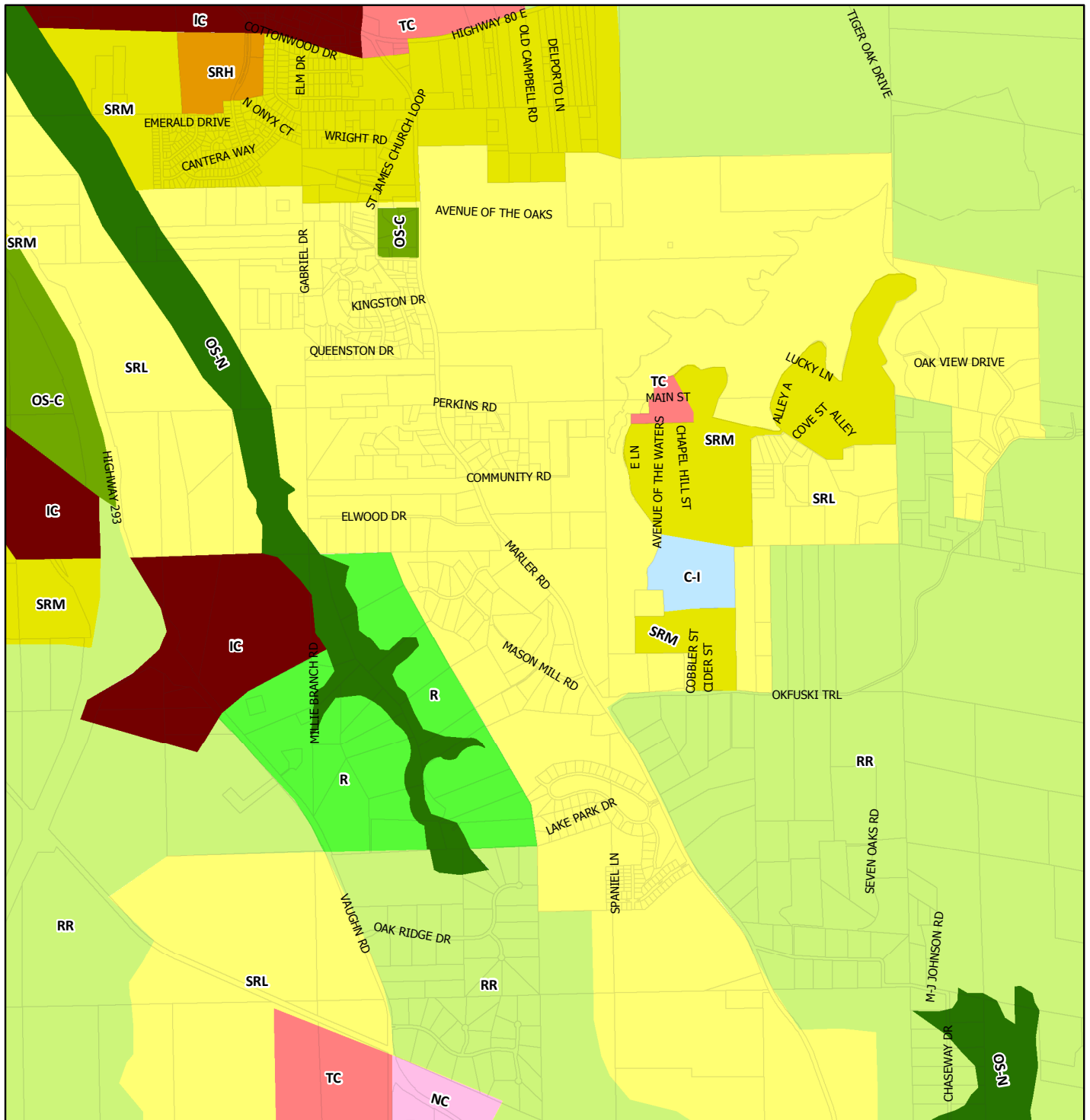
The Waters Area is also home to the Pike Road School—the first school of the Town's new city school system. Pike Road School is located just

south of the Waters development. The addition of this important civic use only broadens the importance of this area within the Town.

This document shall be referred to as "The Waters Area Plan." An Area Plan is a future planning document used to refine the Comprehensive Plan for a particular area within the larger community. Area Plans are supplements to and parts of the overall Land Use Policy component of the Comprehensive Plan. An Area Plan addresses land use, transportation, and community design at the neighborhood level. The Plan provides more specific land use recommendations than the broader Land Use Policy within the Comprehensive Plan.

How to use this plan

This plan is intended for use by anyone, whether residents, community groups, developers or others interested in either existing or new physical development within and immediately surrounding the these areas. Those with development interests should consult this plan, and are encouraged to follow the guidance it provides. In addition, this plan is intended to serve as a guide for public agencies contemplating improvements within the area this plan covers. This plan should be the main document used to evaluate items submitted for Planning Commission action on properties within this area. All inquiries regarding this plan should be directed to the Planning Director, who will then channel the inquiries to the appropriate staff person.



THE WATERS - FUTURE LAND USE MAP

OPEN SPACE

- Open Space - Natural (OS-N)
- Open Space - Civic (OS-C)
- Rural (R)

RESIDENTIAL

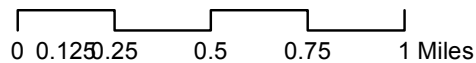
- Rural Residential (RR)
- Suburban Residential - Low (SR-L)
- Suburban Residential - Medium (SR-M)
- Suburban Residential - High (SR-H)

COMMERCIAL/MIXED-USE

- Community Crossroads (CX)
- Neighborhood Commercial (NC)
- Town Center (TC)
- Corridor Commercial (CC)
- Interchange Commercial (IC)

SPECIAL DISTRICTS

- Industrial (I)
- Office Concentration (OC)
- Civic - Institutional (C-I)



Future Land Use Policy and Character Area Designations

The Future Land Use Policy and Character Area Map is one of the core elements of this document. The map establishes the policies that govern land use within the Waters Area by proposing future land uses and development character for the area. The descriptions of the area include guidance on future land uses, intensities, and overall character. The descriptions also include suggested development strategies that will help guide future development. The following illustrates each policy and character area and explains in text and photographs the uses, intensity, and character of each area.

Town Center

Town Center policy (TC) is applied to areas intended to serve as focal points for several neighborhoods. Typically, Town Centers are located at existing or new crossroads, and they contain a concentration of activities such as general retail, service commercial, professional office, higher-density residential, and appropriate open space uses easily accessible by pedestrians.

Suggested Development Strategy:

- Include a relatively high-density mixture of uses to serve a regional market area.
- Design Town Centers with an emphasis on pedestrians including strong, walkable connections between different uses.
- Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial develop-

ments, parks, schools, etc.

- Parking lots between existing streets and buildings should be limited to a single double-loaded aisle.

Zoning Districts to Implement TC Policy:

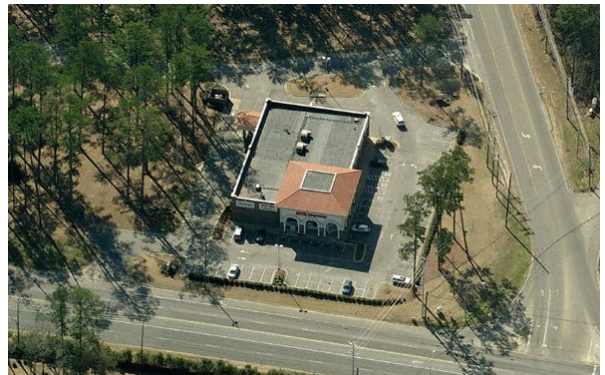
- TC (Town Center)



The Town Center Area includes a mixture of uses, including retail, office, and public uses in a pedestrian-friendly environment that serves several neighborhoods.

Neighborhood Commercial

Neighborhood Commercial policy (NC) is applied to areas that are intended for commercial uses that serve immediately adjacent neighborhoods. These areas are generally located at the intersection of important streets and contain a range of retail and personal service uses, but at lower intensity than larger Town Center areas. While these areas include auto-accommodating



Typically located at an intersection, Neighborhood Commercial areas (NC) are generally low-intensity centers that serve nearby neighborhoods.

commercial development, the intent is to encourage walking and bicycling to and within the development.

Suggested Development Strategy:

- Traditional, disconnected strip commercial development is discouraged within these areas. Instead, developments should be designed to provide greater connectivity within and to adjacent developments.
- Pedestrian access between developments should be a priority, and landscaping, signage, and building design and orientation should be consistent within individual developments.
- Parking lots should be limited to a single double-loaded aisle between the building and street.

Zoning Districts to Implement NC Policy:

- B-1 (Neighborhood Business District)

Suburban Residential-Low

Suburban Residential-Low policy (SR-L) is applied to areas that contain existing low-

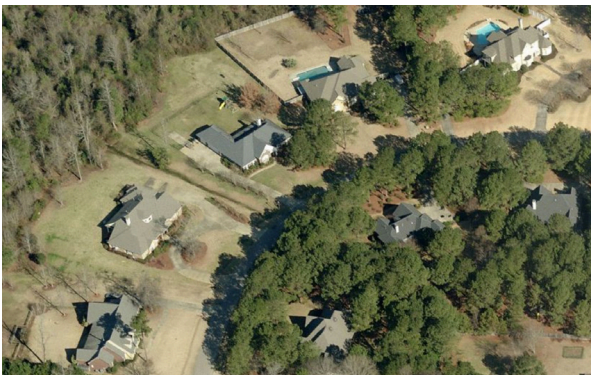
density residential development intended to remain or undeveloped areas that are intended to be developed in a pattern similar to nearby low-density residential development. Any new development or redevelopment within SR-L areas should be within a density range of 1-2 dwelling units per acre.

Suggested Development Strategy:

- New development within SR-L areas should be planned in such a manner so as to encourage connectivity within a development and between adjacent developments.
- Encourage compatible architecture styles that maintain the regional character.

Appropriate Zoning Districts to Implement SR-L Policy:

- R20 (Residential single family-20,000 sf minimum lot area)
- R30 (Residential single family-30,000 sf minimum lot area)
- R40 (Residential single family-40,000 sf minimum lot area)



Suburban Residential - Low (SR-L) areas feature deeper setbacks but smaller lot sizes than more rural areas.

Rural Residential

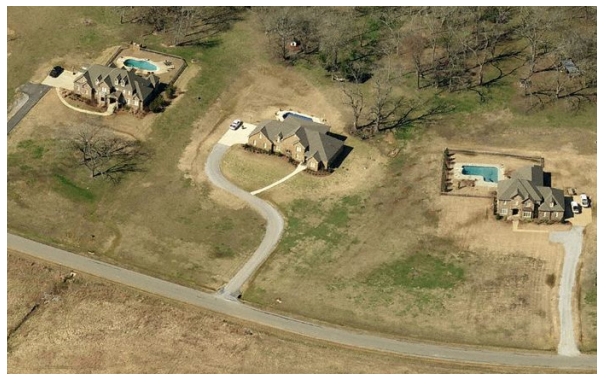
Rural Residential policy (RR) is applied to areas of existing lower density development that are intended to remain as such, or existing rural land that is envisioned to develop in the future with a low intensity. In RR areas, single-family residential is envisioned as the predominant use with accommodations for small-scale agricultural uses. Typically, residential development in these areas will have low pedestrian orientation and access, very large lots, open space, pastoral views and a high degree of building separation. New development or redevelopment within these areas should have a maximum density of 2 acres per dwelling unit.

Suggested Development Strategy:

- Encourage rural cluster or conservation subdivision designs on larger tracts of land within these areas that preserve significant amounts of open space.
- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement RR Policy:

- RE (Residential Estate-2 acre minimum lot area)



Large-lot single-family detached development is the primary character within Rural Residential areas (RR).

Open Space-Natural

Open Space-Natural policy (OS-N) is applied to areas that are mostly undeveloped. These areas may be undeveloped, because they contain a significant presence of wetlands, floodplains, unstable soils or other environmental features that are constraints to development. Due to such constraints, these areas are intended to be rural in character, with little to no development.

Suggested Development Strategy:

- Target lands within the community that are environmentally sensitive or difficult to develop for preservation as passive park areas.
- Limit development in these areas to agriculture, very low intensity residential, and civic facilities.

Zoning Districts to Implement OS-N Policy:

- AG (Agricultural)
- RE (Residential Estate)



Open Space-Natural areas (OS-N) are intended to remain largely undeveloped. The area around the Pike Road School is considered Civic-Institutional (C-I)

Civic – Institutional

Civic-Institutional (C-I) areas illustrate general locations designated for civic uses. This category includes various public facilities including schools, libraries, and public service uses.

Suggested Development Strategy:

- Locate C-I areas at or near identified Town Center policy areas.
- Work with developers to dedicate land necessary for civic uses during the rezoning process.
- Public acquisition or control of sites intended for civic uses should be actively pursued.
- Proposals that would result in a change in the Town's vision for the allocation of civic uses should be accompanied by consideration of an amendment to the Comprehensive Plan.

Appropriate Zoning Districts to Implement C-I Policy:

- Any, accompanied by a master plan adopted through the appropriate Town process



Transportation

The Future Land Use Policy and Character Area Map also identifies the appropriate street types to be located within the Waugh area.

The Town of Pike Road Street Classification System described in both the Zoning Ordinance and the Subdivision Regulations presents a comprehensive approach to designing new and modified streets within the Town of Pike Road. The classification system allows development and redevelopment to provide better streets throughout the Town – streets that will provide more capacity and safe and comfortable travel for motorists, pedestrians, and bicyclists.

The street classifications are intended to relate to other planning processes, including the Federal Highway Administration’s functional classification system. There are three highway functional classifications according to the FHWA: arterial, collector, and local roads. The new street types described in the Zoning Ordinance and Subdivision Regulations are intended to work as “overlays” to existing FHWA street classifications. This means that, while a street might be identified, for example, as a “collector” from a functional standpoint, it might be labeled an Avenue from the Town of Pike Road street classification standpoint. The Town’s street classification will then affect the planning and ultimate design of the street. An important point is that a given street may be classified differently on different segments, for example, as an Avenue for one portion of its length and as a Boulevard for another. Since most thoroughfares traverse more than one land use context, the street classifications will allow the ultimate design of the street to reflect those various contexts.

By having a set of street types that better reflect and complement a variety of land use contexts, residents of the Town of Pike Road and visitors will find viable transportation choices as they travel through the Town. The Town’s street classification system will, over time, result in a well-connected network of “complete” streets that function well for all users and that complement and preserve the communities and neighborhoods they connect. The Future Land Use Policy and Character Area Map identifies and classifies the following streets accordingly.

- Marler Road is classified as a Boulevard. Boulevards are designed to move larger numbers of vehicles (as through traffic) from one part of the Town to another and to other lower level streets in the network. Therefore, maintaining vehicular movement is a higher priority than with an Avenue. Land uses along Boulevards can vary, but development will usually be set back farther from the street than on Avenues.



NEW BUSINESS
ARE PRESENT!
SPEEDING
FINES
DOUBLED

The Backyard



Small white sign on the right side of the road.

4i. Waugh

The purpose and intent of this document is to establish a vision for the properties surrounding the interchange of I-85 and Highway 80 in northern Pike Road, also known as the Waugh Community. The community dates back to at least the late 19th century when the now closed Waugh post office opened. In the 1930's, the Waugh Community was home to the Montgomery County Training School—a rural African American High School with an emphasis on agricultural education. Today, the community contains a mixture of established suburban neighborhoods, new higher density development, convenience commercial near the interstate, and rural land.

This document shall be referred to as the “Waugh Area Plan.” An Area Plan is a future planning document used to refine the Comprehensive Plan for a particular area within the larger community. Area Plans are supplements to and parts of the overall Land Use Policy component of the Comprehensive Plan. An Area Plan addresses land use, transportation, and community design at the neighborhood level. The Plan provides more specific land use recommendations than the broader Land Use Policy within the Comprehensive Plan.

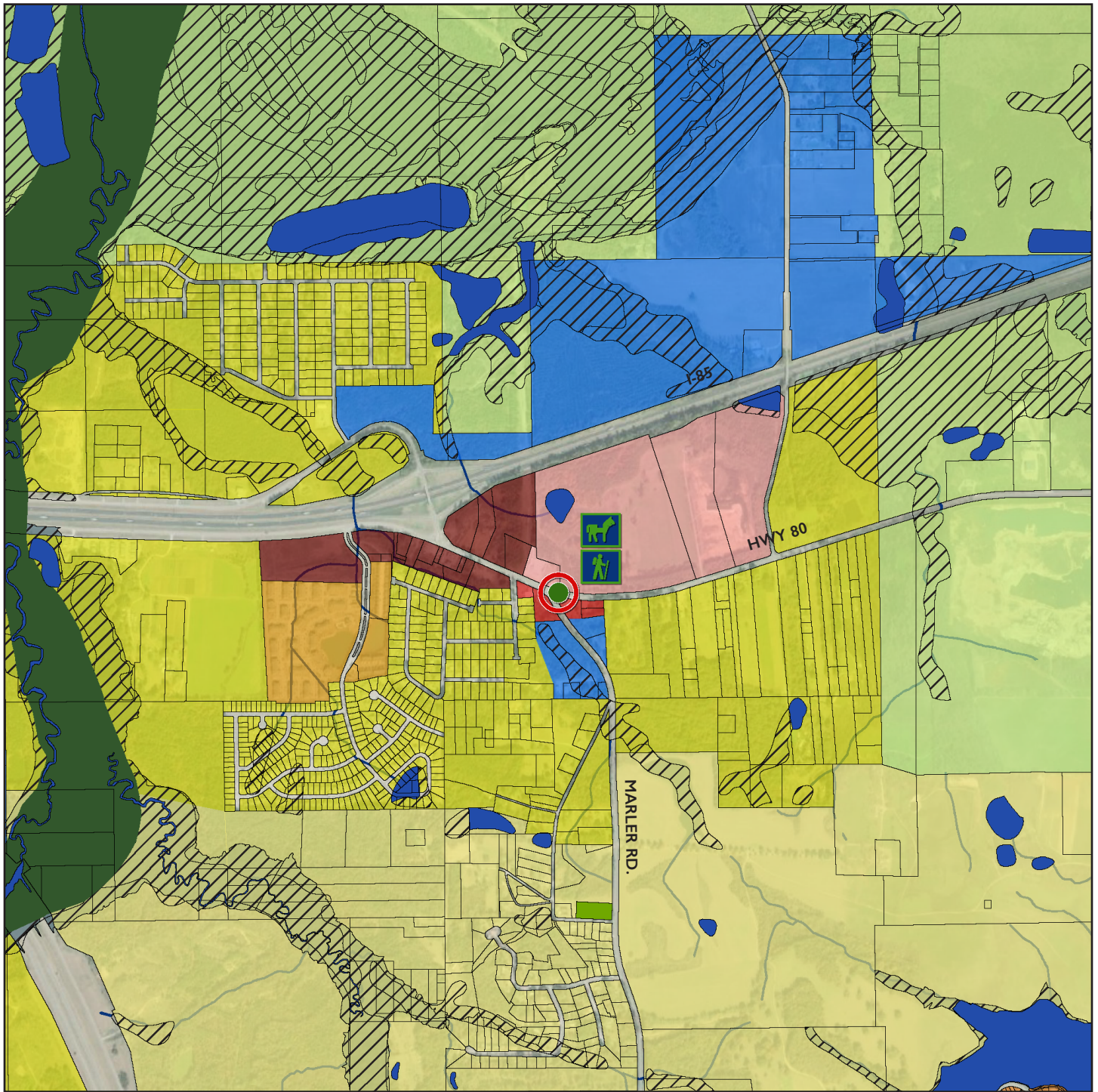
How to use this plan

This plan is intended for use by anyone, whether residents, community groups, developers or others interested in either existing or new physical development within and immediately surrounding these areas. Those with develop-

ment interests should consult this plan, and are encouraged to follow the guidance it provides. In addition, this plan is intended to serve as a guide for public agencies contemplating improvements within the area this plan covers. This plan should be the main document used to evaluate items submitted for Planning Commission action on properties within this area. All inquiries regarding this plan should be directed to the Planning Director, who will then channel the inquiries to the appropriate staff person
















2022 Update

This Area Plan was originally adopted in 2017 as part of the overall Pike Road Comprehensive Plan, which involved extensive public input over several years. In 2022, the Area Plan was revisited to consider how planned improvements to Highway 80, the Waugh interchange, and the intersection of Highway 80 and Marler might impact future development in this core area. In September of 2022, a public meeting was held to present initial concepts and preliminary recommendations at a Planning and Economic Development Work Session with the Town Council, members of the Planning Commission, property owners within the core area, and the general public. Feedback from that meeting was incorporated into the final recommendations of this Area Plan update.



Future Land Use and Character Area Map

KEY

 Waterbodies	Open Space	 Suburban Residential-Medium (SR-M)	Special
 Floodplain/Wetlands	 Open Space-Natural (OS-N)	 Suburban Residential-High (SR-H)	 Office Concentration (OC)
 Activity Hub	 Open Space-Civic (OS-C)	Commercial/Mixed-Use	
 Multi-purpose Trail/ Trailhead	Residential	 Town Center (TC)	
	 Rural Residential (RR)	 Corridor Commercial (CC)	
	 Suburban Residential-Low (SR-L)	 Interchange Commercial (IC)	

Future Land Use Policy and Character Area Designations

The Future Land Use Policy and Character Area Map is one of the core elements of this document. The map establishes the policies that govern land use within the Waugh Area by proposing future land uses and development character for the area. The descriptions of the area include guidance on future land uses, intensities, and overall character. The descriptions also include suggested development strategies that will help guide future development. The following illustrates each policy and character area and explains in text and photographs the uses, intensity, and character of each area.

Town Center

Town Center policy (TC) is applied to areas intended to serve as focal points for several neighborhoods. Typically, Town Centers are located at existing or new crossroads, and they contain a concentration of activities such as general retail, service commercial, professional office, higher-density residential, and appropriate open space uses easily accessible by pedestrians.

Suggested Development Strategy:

- Include a relatively high-density mixture of uses to serve a regional market area.
- Design Town Centers with an emphasis on pedestrians including strong, walkable connections between different uses.
- Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial develop-

ments, parks, schools, etc.

- Parking lots between existing streets and buildings should be limited to a single double-loaded aisle.

Zoning Districts to Implement TC Policy:

- TC (Town Center)



The Town Center Area includes a mixture of uses, including retail, office, and public uses in a pedestrian-friendly environment that serves several neighborhoods.

Interchange Commercial

Interchange Commercial policy (IC) is applied to areas intended to serve motorists traveling along the interstate. Appropriate land uses within this area include gas stations, restaurants, hotels, etc.

Suggested Development Strategy:

- Master plan large parcels to insure cohesive development.



Interchange Commercial areas (IC) consist primarily of auto-oriented uses.

- Integrate office uses that benefit from good automobile access as part of large master plan developments.

Zoning Districts to Implement IC Policy:

- B-2 (General Business District)

Office Concentration

Office Concentration (O-C) areas are intended to support large numbers of employment uses, and will take different forms based upon the use and the intensity of the use. Special Districts could include such uses as: educational campuses, business parks, office parks, or expo centers.

Suggested Development Strategy:

- These areas are most suitably located near but just off major roads and highways.
- A major road network will be required to accommodate high levels of vehicular traffic during peak rush hours for office and educational districts.
- Buildings located internal to a Special District and situated in a “campus-like” arrangement should be drawn closer to

the street for optimal pedestrian access between adjacent buildings.

- Access to the campus should be compatible with surrounding uses and development should include necessary buffering or transitions from adjacent uses.

Appropriate Zoning Districts to Implement O-C Policy:

- O-I (Office and Institutional)



While office uses dominate in Office Concentration (OC) areas, they should be designed as campuses and be well connected to other areas.

Suburban Residential-High

Suburban Residential-High (SR-H) areas are intended for existing and future residential developments characterized by densities of 5 to 12 dwelling units per acre. These areas should have direct or good indirect access to a major street as defined by the Town of Pike Road Zoning Ordinance. Indirect access should not be through lower density areas. Development at the upper end of the density range is appropriate at locations close to non-residential policy areas providing commercial services or employment opportunities. Application of SR-H policy to provide opportunities for growth should always 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.

Suggested Development Strategy:

- A variety of housing types are appropriate in SR-H areas. The most common types include compact, single-family detached houses; townhomes; and walk-up apartments.
- New private or public development near exiting SR-H areas should be planned in such a manner that it connects existing developments to encourage walking and minimize the need for automobile trips within existing subdivisions.
- Encourage compatible architecture styles that maintain the regional character.
- Areas designated SR-H should be close to centers of commercial activity, employment centers, or along major streets.

Zoning Districts to Implement SR-H Policy:

- R5 (Residential single family-5,000 sf minimum lot area)
- RM (Residential Multi-Family)



Higher density Suburban Residential-High areas (SR-H) should be located near major streets and designed in a manner in which they are well connected to other areas.

Suburban Residential-Medium

Suburban Residential-Medium (SR-M) areas are intended for existing and future residential developments characterized by densities of 3 to 4 dwelling units per acre. Generally, local streets provide SR-M areas with adequate capacity for internal circulation and access to major streets within the transportation system.

Suggested Development Strategy:

- The predominant building type in SR-M areas is the single-family detached house.
- New private or public development near exiting SR-M areas should be planned

in such a manner that it connects existing developments to encourage walking and minimize the need for automobile trips within existing subdivisions.

- Encourage compatible architecture styles that maintain the regional character.

Appropriate Zoning Districts to Implement SR-M Policy:

- R15 (Residential single family-15,000 sf minimum lot area)
- R10 (Residential single family-10,000 sf minimum lot area)



Suburban Residential-Medium (SR-M) areas are characterized by small lots which create a less urban character.

Suburban Residential-Low

Suburban Residential-Low policy (SR-L) is applied to areas that contain existing low-density residential development intended to remain or undeveloped areas that are intended to be developed in a pattern similar to nearby low-density residential development. Any new development or redevelopment within SR-L areas should be within a density range of 1-2 dwelling units per acre.

Suggested Development Strategy:

- New development within SR-L areas should be planned in such a manner so as to encourage connectivity within a development and between adjacent developments.
- Encourage compatible architecture styles that maintain the regional character.

Appropriate Zoning Districts to Implement SR-L Policy:

- R20 (Residential single family-20,000 sf minimum lot area)
- R30 (Residential single family-30,000 sf minimum lot area)
- R40 (Residential single family-40,000 sf minimum lot area)

Rural Residential

Rural Residential policy (RR) is applied to areas of existing lower density development that are intended to remain as such, or existing rural land that is envisioned to develop in the future with a low intensity. In RR areas, single-family residential is envisioned as the predominant use with accommodations for small-scale agricultural uses. Typically, residential development in these areas will have low pedestrian orientation



Suburban Residential - Low (SR-L) areas feature deeper setbacks but smaller lot sizes than more rural areas.

and access, very large lots, open space, pastoral views and a high degree of building separation. New development or redevelopment within these areas should have a maximum density of 2 acres per dwelling unit.

Suggested Development Strategy:

- Encourage rural cluster or conservation subdivision designs on larger tracts of land within these areas that preserve significant amounts of open space.
- Encourage compatible architecture styles that maintain the regional rural character as opposed to “franchise” or “corporate” architecture.

Appropriate Zoning Districts to Implement RR Policy:

- RE (Residential Estate-2 acre minimum lot area)



Large-lot single-family detached development is the primary character within Rural Residential areas (RR).

Open Space-Natural

Open Space-Natural policy (OS-N) is applied to areas that are mostly undeveloped. These areas may be undeveloped, because they contain a significant presence of wetlands, floodplains, unstable soils or other environmental features that are constraints to development. Due to such constraints, these areas are intended to be rural in character, with little to no development.

Suggested Development Strategy:

- Target lands within the community that are environmentally sensitive or difficult to develop for preservation as passive park areas.
- Limit development in these areas to agriculture, very low intensity residential, and civic facilities.

Zoning Districts to Implement OS-N Policy:

- AG (Agricultural)
- RE (Residential Estate)



Open Space-Natural areas (OS-N) are intended to remain largely undeveloped. The area around the Pike Road School is considered Civic-Institutional (C-I)

Transportation

The Future Land Use Policy and Character Area Map also identifies the appropriate street types to be located within the Waugh area.

The Town of Pike Road Street Classification System described in both the Zoning Ordinance and the Subdivision Regulations presents a comprehensive approach to designing new and modified streets within the Town of Pike Road. The classification system allows development and redevelopment to provide better streets throughout the Town – streets that will provide more capacity and safe and comfortable travel for motorists, pedestrians, and bicyclists.

The street classifications are intended to relate to other planning processes, including the Federal Highway Administration’s functional classification system. There are three highway functional classifications according to the FHWA: arterial, collector, and local roads. The new street types described in the Zoning Ordinance and Subdivision Regulations are intended to work as “overlays” to existing FHWA street classifications. This means that, while a street might be identified, for example, as a “collector” from a functional standpoint, it might be labeled an Avenue from the Town of Pike Road street classification standpoint. The Town’s street classification will then affect the planning and ultimate design of the street. An important point is that a given street may be classified differently on different segments, for example, as an Avenue for one portion of its length and as a Boulevard for another. Since most thoroughfares traverse more than one land use context, the street classifications will allow the ultimate design of the street to reflect those various contexts.

By having a set of street types that better reflect and complement a variety of land use contexts, residents of the Town of Pike Road and visitors will find viable transportation choices as they travel through the Town. The Town's street classification system will, over time, result in a well-connected network of "complete" streets that function well for all users and that complement and preserve the communities and neighborhoods they connect. The Future Land Use Policy and Character Area Map identifies and classifies the following streets accordingly.

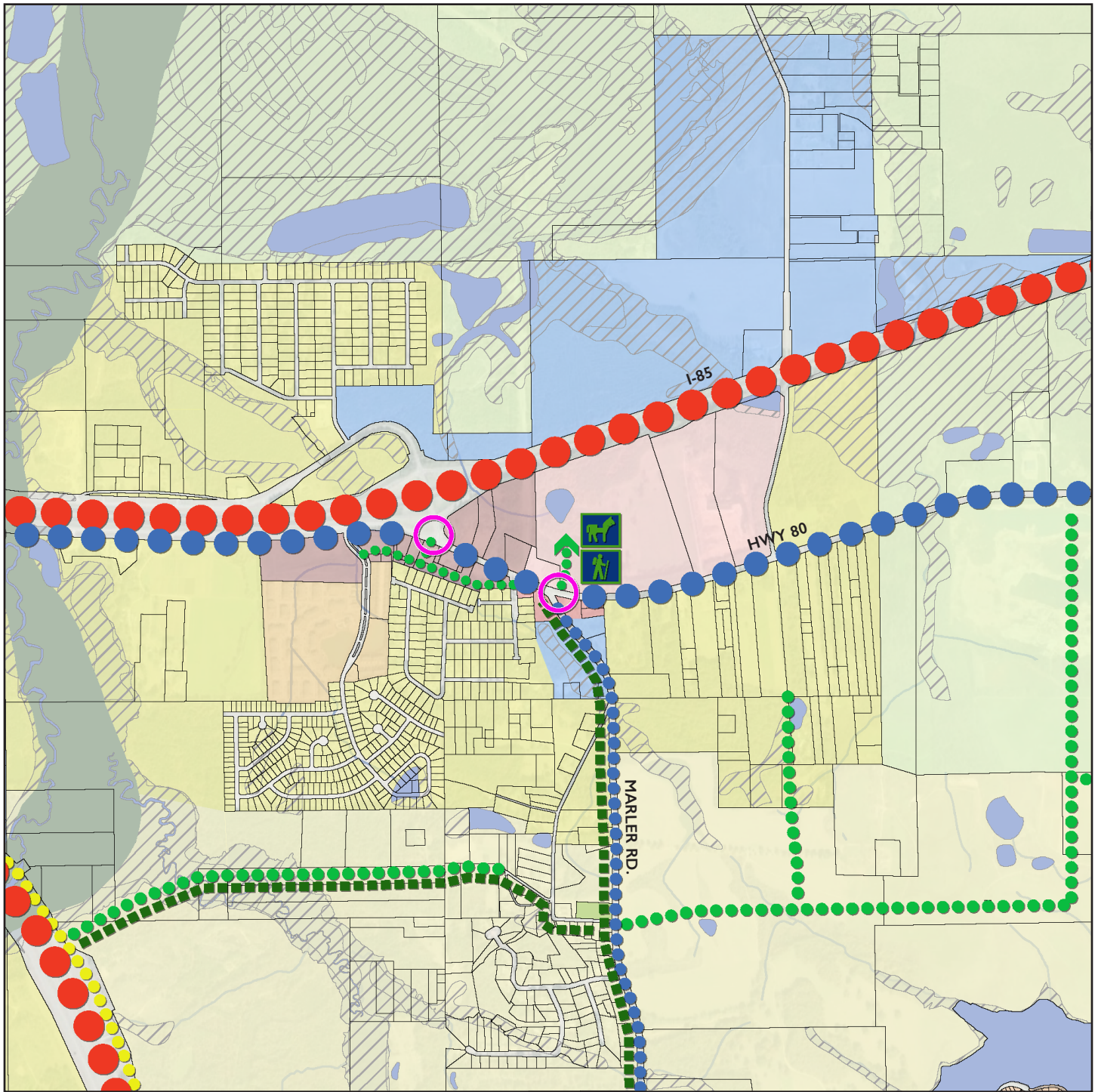
- Highway 80, Atlanta Highway, and Marler Road are classified as Boulevards. Boulevards are designed to move larger numbers of vehicles (as through traffic) from one part of the Town to another and to other lower level streets in the network. Therefore, maintaining vehicular movement is a higher priority than with an Avenue. Land uses along Boulevards can vary, but development will usually be set back farther from the street than on Avenues.
- New streets within the identified "Town Center" future land use policy areas should be designed as Main Streets. Main Streets are "destination streets." They provide access to and function as centers of civic, social, and commercial activity. Main Streets contain a mixture of uses, and are comfortable for pedestrians. These streets are currently rare in the Town of Pike Road, but they will become more prevalent as identified "Town Centers" develop.
- As the new "Main Streets" traverse outside of identified Town Centers, they should transition into Avenues. Avenues provide access from neighbor-

hoods to commercial areas, between major destinations and, in some cases, through neighborhoods. Avenues function in a wide variety of land use contexts. They carry significant automobile traffic, but are also designed for pedestrian and bicycle comfort.

Transportation (2022)

As mentioned previously, proposed improvements to the Waugh interchange, Highway 80, and the intersection of Highway 80 and Marler Road were a key reason to revisit the Waugh Area Plan in 2022. A Future Transportation Map was added as part of this update (following page) that illustrates the following policy updates:

- Install a roundabout at the intersection of Atlanta Highway (Hwy 126) and Highway 80 near the Waugh interchange;
- Install a roundabout at the intersection of Highway 80 and Marler Road;
- Add a southern leg to the western roundabout (Hwy 80/Hwy 126) that connects to a new rear access drive;
- Require an access drive with 50 ft. of ROW from Knollwood to Stone Park Boulevard to provide improved access to properties south of Hwy. 80;
- Incorporate multi-purpose trails/sidewalks along Highway 80 and Marler Road; and
- Ensure future roadway connections to improve connectivity between new and existing development.







Future Transportation Map




KEY

 Waterbodies

Roadway Types

-  Parkways
-  Boulevards
-  Avenues
-  Future Connections (Boulevards, Avenues, or Access Drives)

Other Features

-  Multi-purpose Trails
-  Future Roundabouts
-  Multi-purpose Trail/ Trailhead

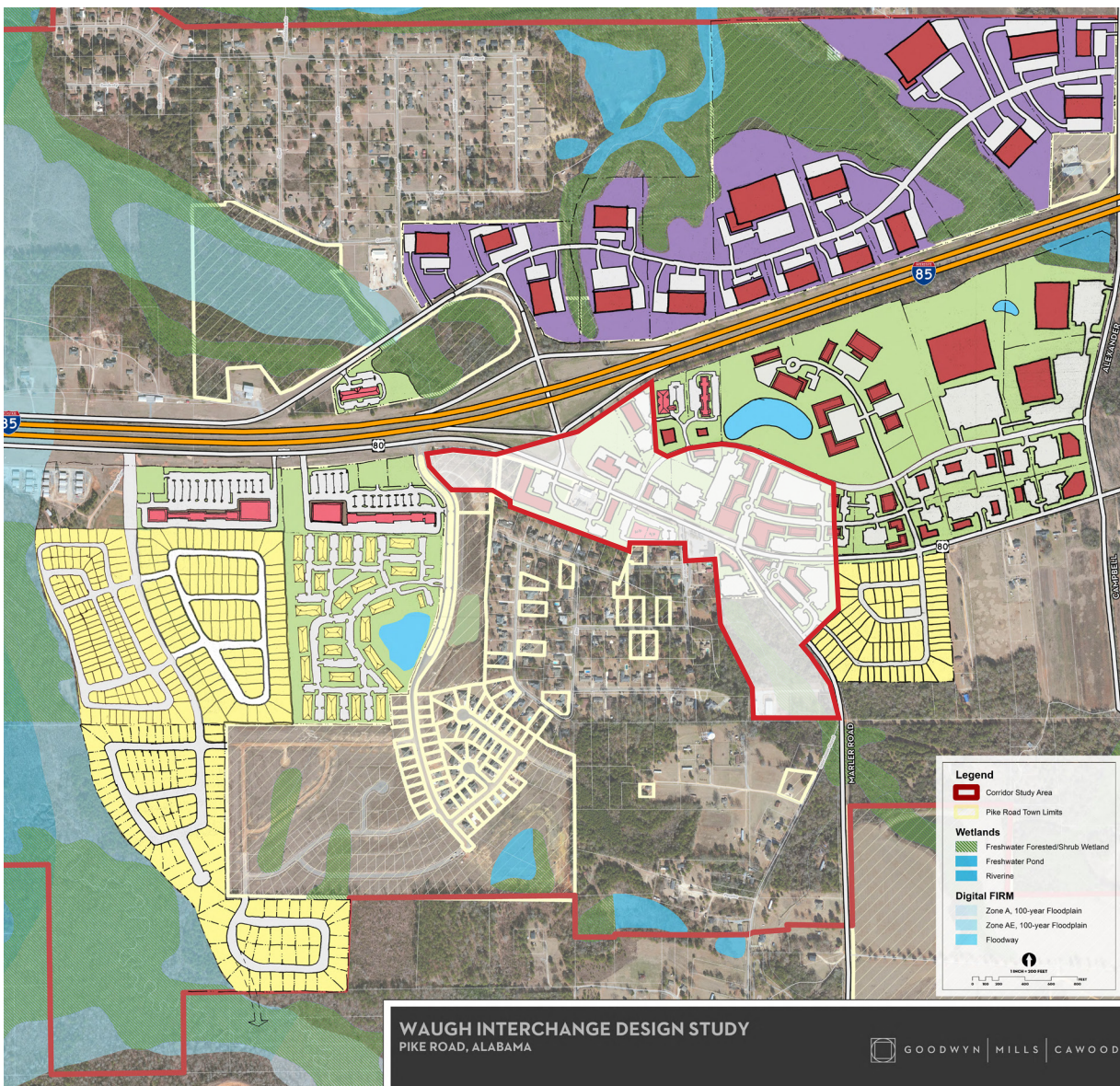
Development Scenario (2013)

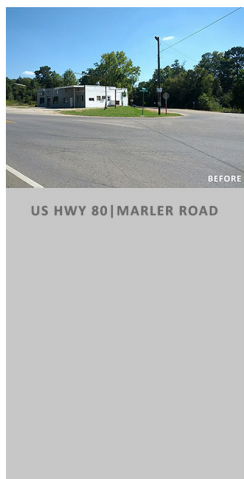
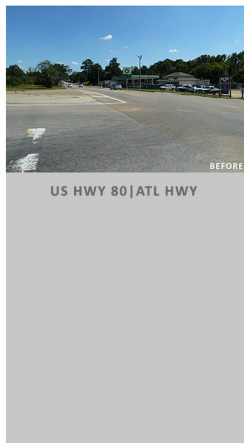
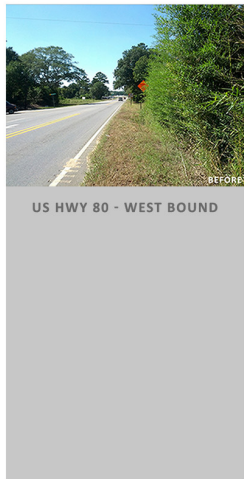
The drawings on these pages illustrate how portions of the Waugh Community could develop or redevelop based on the design principles and land use policies within this plan. These drawings were part of the Town's 2013 planning effort. Some of the key recommendations from this study illustrated here include the following:

- A compact, pedestrian-friendly, mixed-

use town center near the intersection of Marler and US 80;

- More auto-oriented local and region-serving commercial uses near I-85;
- Sidewalks, curb and gutter, street lights and street trees from Stone Park to Marler Road; and
- Sidewalks along Marler to connect St. James Loop.





GOODWYN MILLS CAWOOD

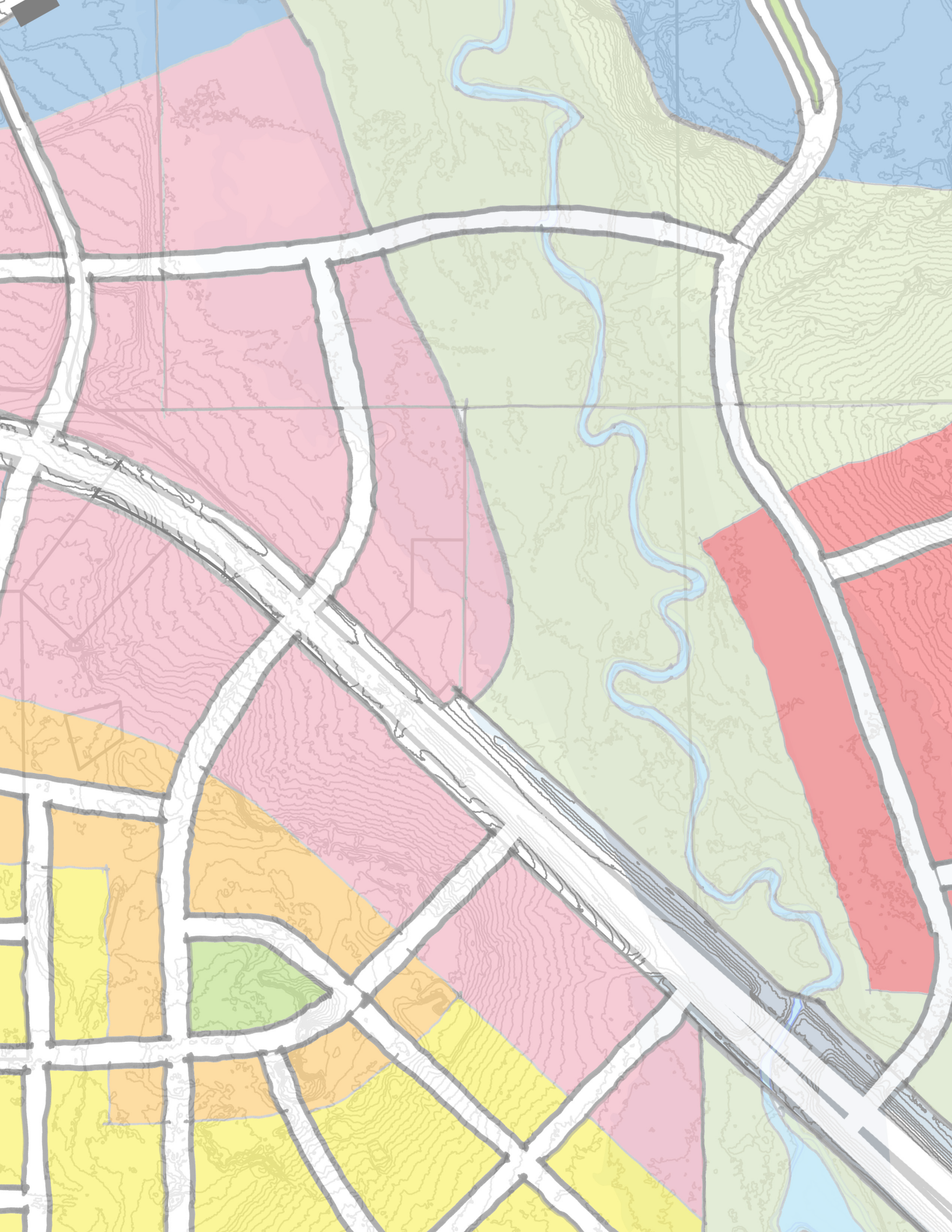
WAUGH INTERCHANGE
PIKE ROAD, AL

Development Scenario (2022)

As stated previously, a planning process was initiated in September 2022 to update the Waugh Area Plan based on the proposed improvements to Highway 80. These improvements included two roundabouts along Highway 80 at the Waugh interchange and the intersection of Marler and 80. Access to parcels that front Highway 80 is an important consideration of these improvements and the future character of this area. This development scenario is not a master plan, but rather an illustrative plan that incorporates concepts to address access and provide a framework for a cohesive form of development that forms a northern gateway into the Town of Pike Road. Key policies from this update include:

- Add a southern leg to the western roundabout that connects to a new rear access drive;
 - Require an access drive with 50 ft. of ROW from Knollwood to Stone Park
- Boulevard to provide improved access to properties south of Hwy. 80;
 - Consolidate access driveways along both sides of Highway 80 where possible;
 - Require cross access between adjacent parcels when physically possible;
 - Establish a consistent building setback east of Freedom Drive by limiting parking between buildings and fronting streets to one double-loaded bay of parking;
 - Provide generous landscaping for parking lots and sites;
 - Install street trees within or adjacent to ROW;
 - Require sidewalk or multi-purpose trail along Hwy. 80; and
 - Transition to lower street lighting away from interchange to reduce lighting impact.
 - Consider implementing a zoning overlay in the area with design standards to ensure a cohesive vision for future development.





Vaughn/Outer Loop Area Plan

The purpose and intent of this section is to establish a vision for the future of the area surrounding the Vaughn Road and Route 108 interchange. This section shall be referred to as the “Vaughn/Outer Loop Area Plan.” An Area Plan is a future planning document used to refine the Comprehensive Plan for a particular area within the larger community. Area Plans are supplements to and parts of the overall Land Use Policy component of the Comprehensive Plan. An Area Plan addresses land use, transportation, and community design at the neighborhood level. The Plan provides more specific land use recommendations than the broader Land Use Policy within the Comprehensive Plan. Like the Comprehensive Plan, Area Plans are developed through a participatory process that involves Town staff working with the surrounding neighborhood—residents, business owners, institutional representatives, and developers.

How to Use This Plan

This plan is intended for use by anyone, whether residents, community groups, developers or others interested in either existing or new physical development within the Vaughn/Outer Loop Area. Those with development interests should consult this plan, and are encouraged to follow the guidance it provides. In addition, this plan is intended to serve as a guide for public agencies contemplating improvements within the area this plan covers. This plan should be the main document used to evaluate items submitted

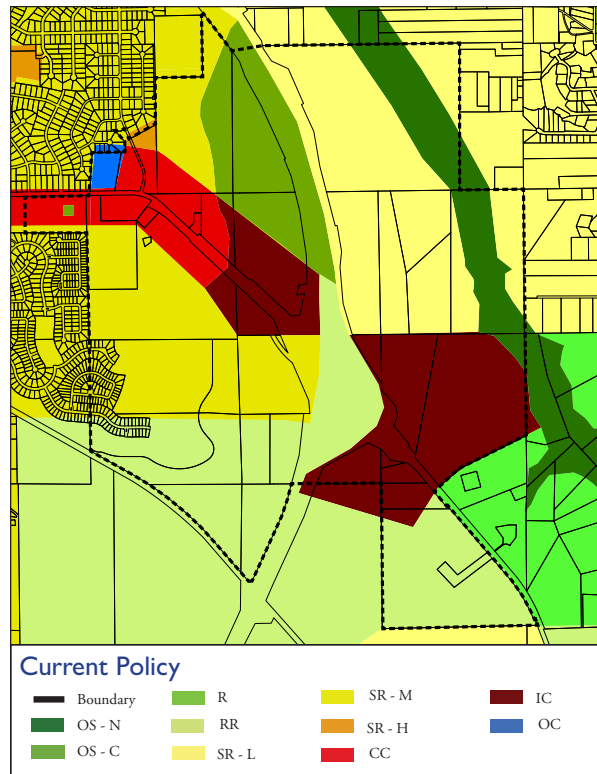
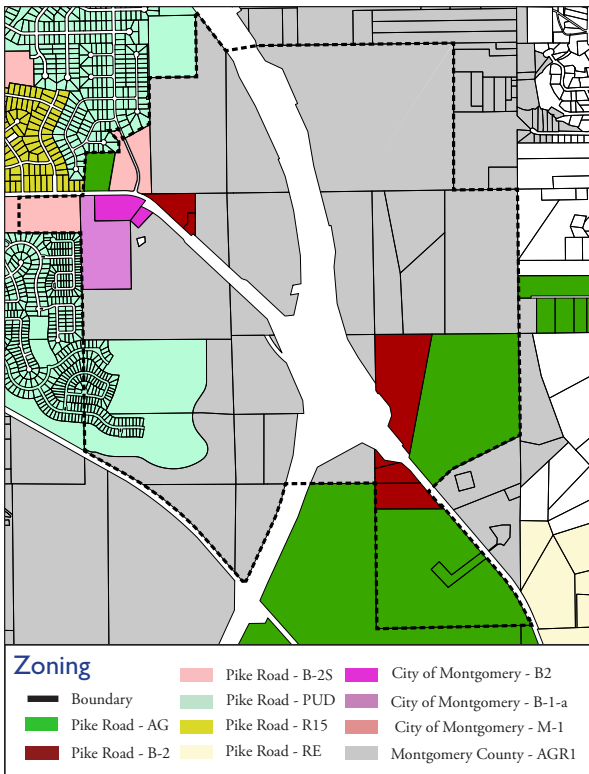
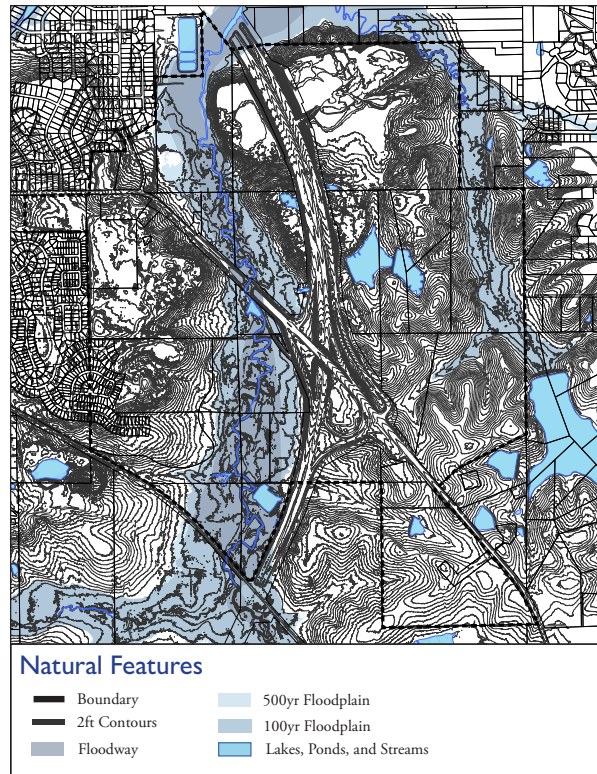
for Planning Commission action on properties within this area. All inquiries regarding this plan should be directed to the Planning Director.

Planning Process

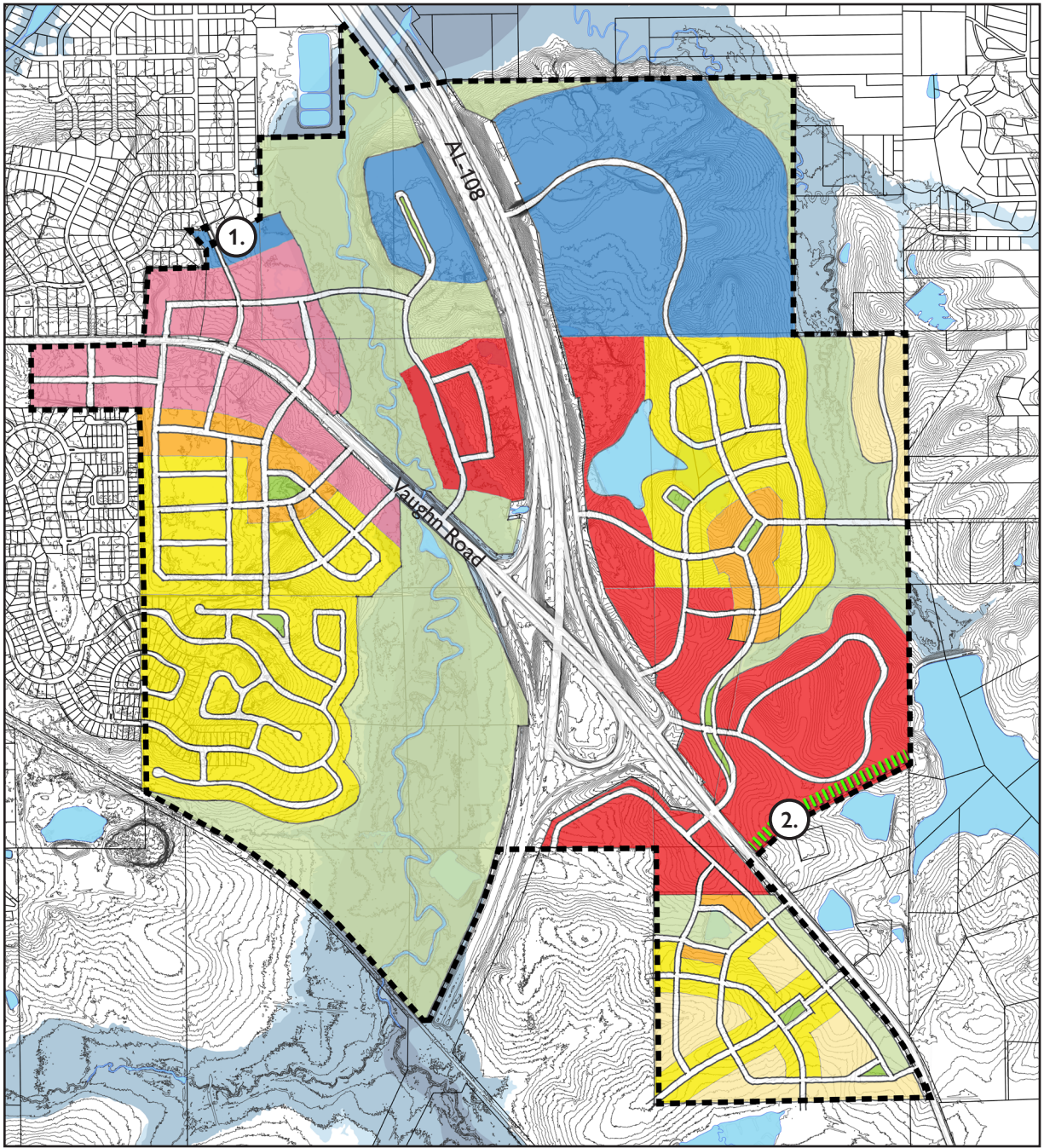
This effort was born out of annexation and rezoning requests by private owners early in 2018. The Town decided to develop an Area Plan due to growing interest in the area. In April, the Town held a two-day workshop with owners and developers interested in the potential development of the area around the interchange. The workshop allowed Town staff and planning consultants to work directly with stakeholders to determine their collective vision for the study area. After meeting individually with owners and developers of the subject properties, the Town’s planning consultants recommended changes to the current Future Land Use Policy and Character Area Plan and created a conceptual Transportation Plan. These plans were presented to the owners and developers for feedback at the conclusion of the workshop. In June, the planning consultants returned to conduct a public meeting with property owners surrounding the study area. The purpose of this meeting was to inform the public about the study and gather input on the recommended changes. Following this meeting, the planning consultants revised the plan based on that feedback and produced this document, which will become the guiding policy for the Vaughn/Outer Loop area once adopted.

Existing Conditions

Prior to the workshop, the planning consultants produced a series of existing condition maps in order to analyze the current conditions with respect to both physical constraints as well as land use policy according to the current Comprehensive Plan. Those maps are included in this document on the following pages.



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Proposed Policy Change

■ ■ Boundary

■ IC

■ CC

■ OC

■ SR - H

■ SR - M

■ SR - L

■ OS - C

■ OS - N

①. See Special Policies on page 13

②. See Special Policies on page 13

Future Land Use Policy and Character Area Designations

The Future Land Use Policy and Character Area Map (opposite) and associated Descriptions are the core elements of this section. It establishes the policies that govern land use within the Vaughn/Outer Loop Area by proposing future land uses and development character areas. The descriptions of these areas include guidance on future land uses, intensities, and overall character. The descriptions also include suggested development strategies that will help guide future development to match the community's vision. The following illustrates each policy and character area and explains in text and pictures the uses, intensity, and character of each area.



Interstate Commercial

Interchange Commercial policy (IC) is applied to areas intended to serve motorists traveling along the interstate. Appropriate land uses within this area include gas stations, restaurants, hotels, etc.

Suggested Development Strategy:

- Master plan large parcels to insure cohesive development.
- Integrate office uses that benefit from good automobile access as part of large master plan developments.

Zoning Districts to Implement IC Policy:

- B-2 (General Business District)
- O-I (Office and Institutional)

Interchange Commercial areas consist primarily of auto-oriented uses.

Corridor Commercial

Corridor Commercial (CC) areas link centers to neighborhoods and the community beyond. These areas include many retail, service, and institutional uses. They should accommodate uses that provide routinely needed goods and services. Corridor Commercial is intended to allow auto-accommodating commercial development while encouraging walking and bicycling. The district allows a full range of retail and service businesses with a local or regional market.

Suggested Development Strategy:

- Allow for a mix of commercial/retail and office uses along major transportation corridors.

- Traditional, disconnected strip commercial development is discouraged within these areas. Instead, developments should be designed to provide greater connectivity within and to adjacent developments.
- Pedestrian access between developments should be a priority, and landscaping, signage, and building design and orientation should be consistent within individual developments.
- Parking lots should be limited to a single double-loaded aisle between the building and existing streets.

Zoning Districts to Implement CC Policy:

- B-2 (General Business District)



Along portions of Vaughn Road and Pike Road, Corridor Commercial areas allow pedestrian-friendly commercial development while accommodating automobiles.

Office Concentration

Office Concentration (OC) areas are intended to support large numbers of employment uses, and will take different forms based upon the use and the intensity of the use. Special Districts could include such uses as: educational campuses, business parks, office parks, or expo centers.



While office uses dominate in Office Concentration (OC) areas, they should be designed as campuses and be well connected to other areas.

Suggested Development Strategy:

- These areas are most suitably located near but just off major roads and highways.

- A major road network will be required to accommodate high levels of vehicular traffic during peak rush hours for office and educational districts.
- Buildings located internal to a Special District and situated in a “campus-like” arrangement should be drawn closer to the street for optimal pedestrian access between adjacent buildings.
- Access to the campus should be compatible with surrounding uses and development should include necessary buffering or transitions from adjacent uses.

Appropriate Zoning Districts to Implement O-C Policy:

- O-I (Office and Institutional)

Suburban Residential-High

Suburban Residential-High (SR-H) areas are intended for existing and future residential developments characterized by densities of 5 to 12 dwelling units per acre. These areas should have direct or good indirect access to a major street as defined by the Town of Pike Road Zoning Ordinance. Indirect access should not be through lower density areas. Development at the upper end of the density range is appropriate at locations close to non-residential policy areas providing commercial services or employment opportunities. Application of SR-H policy to provide opportunities for growth should always 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.



Suburban Residential-High areas (SR-H) should be located near major streets and designed in a manner in which they are well connected to other areas.

Suggested Development Strategy:

- A variety of housing types are appropriate in SR-H areas. The most common types include compact, single-family detached houses; and townhomes.
- New private or public development near existing SR-H areas should be planned in such a manner that it connects existing developments to encourage walking and minimize the need for automobile trips within existing subdivisions.
- Encourage compatible architecture styles that maintain the regional character.

- Areas designated SR-H should be close to centers of commercial activity, employment centers, or along major streets.

Zoning Districts to Implement SR-H Policy:

- R5 (Residential single family-5,000 sf minimum lot area)
- RM (Residential multi-family)

Suburban Residential-Medium

Suburban Residential-Medium (SR-M) areas are intended for existing and future residential developments characterized by densities of 3 to 4 dwelling units per acre. Generally, local streets provide SR-M areas with adequate capacity for internal circulation and access to major streets within the transportation system.



Suburban Residential-Medium (SR-M) areas are characterized by a mix of smaller lots, but less urban and similar to conventional, auto-oriented subdivisions.

Suggested Development Strategy:

- The predominant building type in SR-M areas is the single-family detached house.
- New private or public development near exiting SR-M areas should be planned in such a manner that it connects existing developments to encourage walking and minimize the need for automobile trips within existing subdivisions.
- Encourage compatible architecture styles that maintain the regional character.

Appropriate Zoning Districts to Implement SR-M Policy:

- R15 (Residential single family-15,000 sf minimum lot area)
- R10 (Residential single family-10,000 sf minimum lot area)

Suburban Residential-Low

Suburban Residential-Low policy (SR-L) is applied to areas that contain existing low-density residential development intended to remain or undeveloped areas that are intended to be developed in a pattern similar to nearby low-density residential development. Any new development or redevelopment within SR-L areas should be within a density range of 1-2 dwelling units per acre.

Suggested Development Strategy:

- New development within SR-L areas should be planned in such a manner so as to encourage connectivity within a development and between adjacent developments.

- Encourage compatible architecture styles that maintain the regional character.

Appropriate Zoning Districts to Implement SR-L Policy:

- R20 (Residential single family-20,000 sf minimum lot area)
- R30 (Residential single family-30,000 sf minimum lot area)
- R40 (Residential single family-40,000 sf minimum lot area)



Suburban Residential - Low (SR-L) areas feature deeper setbacks but smaller lot sizes than more rural areas.



Open Space-Natural areas (OS-N) are intended to remain largely undeveloped.

Open Space - Natural

Open Space-Natural policy (OS-N) is applied to areas that are mostly undeveloped. These areas may be undeveloped, because they contain a significant presence of wetlands, floodplains, unstable soils or other environmental features that are constraints to development. Due to such constraints, these areas are intended to be rural in character, with little to no development.

Suggested Development Strategy:

- Target lands within the community that are environmentally sensitive or difficult to develop for preservation as passive park areas.

- Limit development in these areas to agriculture, very low intensity residential, and civic facilities.

Zoning Districts to Implement OS-N Policy:

- AG (Agricultural)
- RE (Residential Estate)

Open Space - Civic

Open Space-Civic (OS-C) areas are natural or developed public and private lands and water areas that are utilized for active and passive recreation purposes. As growth continues to occur, it is essential to balance accommodating future growth and preserving and creating quality open spaces within the Town of



A Town Green should be developed within the Proposed Neighborhoods to serve as a central gathering space for the community.

Pike Road. Within designated OS-C areas, proposals should be limited to recreational or other civic activities that provide services oriented to the needs of the neighborhood and community

Suggested Development Strategy:

- Locate OS-C areas at or near identified Town Center policy areas.
- Work with developers to incorporate useable public open spaces into developments.
- Public acquisition or control of sites intended to be public open space should be actively pursued.
- Proposals that would result in a change in the Open Space vision for the Town should be accompanied by consideration of an amendment to the Comprehensive Plan.

Zoning Districts to Implement OS-C Policy:

- Any, accompanied by a master plan adopted through the appropriate Town process

Special Policies

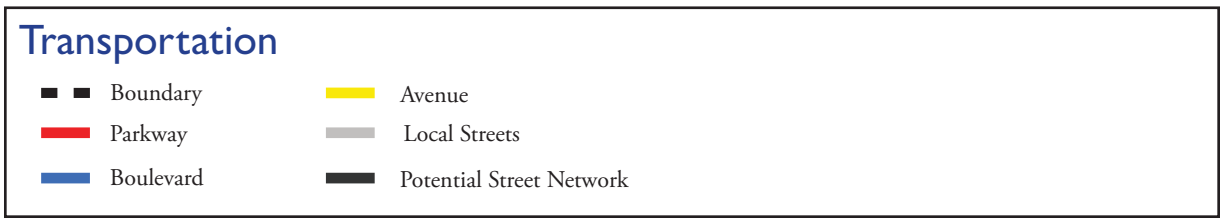
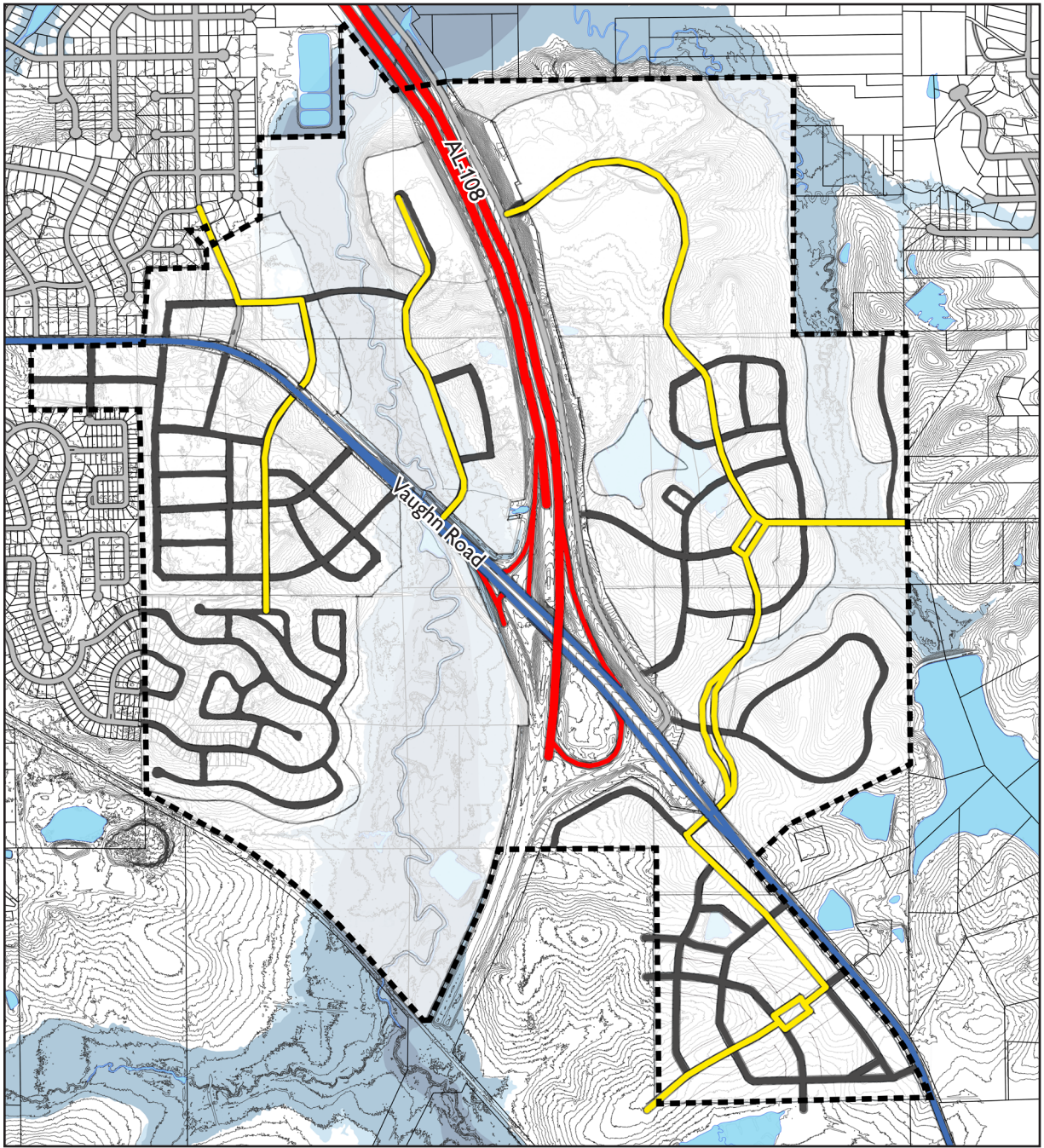
Additional guidance is provided for certain areas within the Future Land Use and Character Area Plan that were identified during the planning process.

1. Office Concentration (OC) policy adjacent to Bridlebrook Subdivision

Land directly adjacent to Bridlebrook subdivision is currently zoned B2S (Business) and the original land use policy was SRH (Suburban Residential-High). During the planning process, it was determined that the OC policy was more appropriate. However, it was brought to the consultant team's attention that the designated area is actually a wetland area and cannot be developed. If documentation confirming this assertion is provided to the Town, the policy should be changed from OC to OS-N (Open Space-Natural) to reflect that it is intended to remain in a natural state and not be developed.

2. Buffer between Interchange Commercial (IC) and Milly Creek Subdivision

There were no recommended changes to the IC policy through this planning process; however, there was discussion from the public about buffering development in the IC area to the adjacent Milly Creek subdivision. When development is proposed, the applicant should demonstrate that proposed development is well buffered from adjacent low-density and rural development through vegetation, separation distance, and/or transition in building mass from larger development typically associated with IC areas to development with a smaller footprint.



Transportation

The Town of Pike Road Street Classification System described in both the Zoning Ordinance and the Subdivision Regulations presents a comprehensive approach to designing new and modified streets within the Town of Pike Road. The classification system allows development and redevelopment to provide better streets throughout the Town – streets that will provide more capacity and safe and comfortable travel for motorists, pedestrians, and bicyclists.

The street classifications are intended to relate to other planning processes, including the Federal Highway Administration’s functional classification system. There are three highway functional classifications according to the FHWA: arterial, collector, and local roads. The new street types described in the Zoning Ordinance and Subdivision Regulations are intended to work as “overlays” to existing FHWA street classifications. This means that, while a street might be identified, for example, as a “collector” from a functional standpoint, it might be labeled an Avenue from the Town of Pike Road street classification standpoint. The Town’s street classification will then affect the planning and ultimate design of the street. An important point is that a given street may be classified differently on different segments, for example, as an Avenue for one portion of its length and as a Boulevard for another. Since most thoroughfares traverse more than one land use context, the street classifications will allow the ultimate design of the street to reflect those various contexts.

By having a set of street types that better reflect and complement a variety of land use contexts, residents of the Town of Pike Road and visitors

will find viable transportation choices as they travel through the Town. The Town’s street classification system will, over time, result in a well-connected network of “complete” streets that function well for all users and that complement and preserve the communities and neighborhoods they connect

The Transportation Plan Map (opposite) identifies and classifies the following streets accordingly:

- Route 108 is classified as a Parkway. Parkways are the most auto-oriented of the street types. A Parkway’s primary function is to move motor vehicle traffic efficiently through the Town and to provide access to major destinations. In the case of Route 108, the it is a limited access roadway with an interchange at Vaughn Road within the study arear. Design decisions will favor the automobile mode over other modes.
- Vaughn Road is classified as a Boulevard. Boulevards are designed to move larger numbers of vehicles (as through traffic) from one part of the Town to another and to other lower level streets in the network. Therefore, maintaining vehicular movement is a higher priority than with an Avenue. Land uses along Boulevards can vary, but development will usually be set back farther from the street than on Avenues.
- Primary streets within master planned developments are classified as Avenues. Avenues provide access from neighborhoods to commercial areas, between major destinations and, in some cases, through neighborhoods. Avenues function in a wide variety of

land use contexts. They carry significant automobile traffic, but are also designed for pedestrian and bicycle comfort.

- The remaining streets within master planned developments are classified as Local Streets. Local Streets provide direct access to lots and buildings within the developments. Such streets should be designed to carry lower volumes of traffic and be balanced between automobile and pedestrian mobility. It is crucial that Local Streets be connected to form blocks to provide multiple paths for enhanced mobility. Local Streets should also minimize dead-end conditions such as cul-de-sacs and encourage connectivity to adjacent development when possible.

Development Scenarios

The Town asked the planning consultants to study two areas in greater detail to help illustrate one way the areas could redevelop according to the proposed design principles and land use policies within this plan. One area was south of Vaughn Road, west of the bypass, and east of the Woodland Creek subdivision. The other area was also south of Vaughn Road, but east of the bypass, north of the McLemore property, and across from the Milly Branch subdivision. These areas were chosen for two reasons: 1) they included several of the proposed policies in the area; and 2) both are likely priorities for development given recent nearby rezonings and/or the expansion of existing subdivisions.

Western Scenario

Recommended policies to guide development in this area include:

- Locate smaller retail or mixed-use buildings along Vaughn Road in this location.
- Encourage development designed with respect to the natural features of the site to minimize grading and disturbance of forested areas or natural drainage areas.
- Preserve the large expanse of environmentally-sensitive floodway area to the east as passive park space.
- Transition from non-residential uses with higher density residential primarily in the form of townhouse development.
- Incorporate a central open space within the neighborhood that is surrounded and framed by higher density residential development.

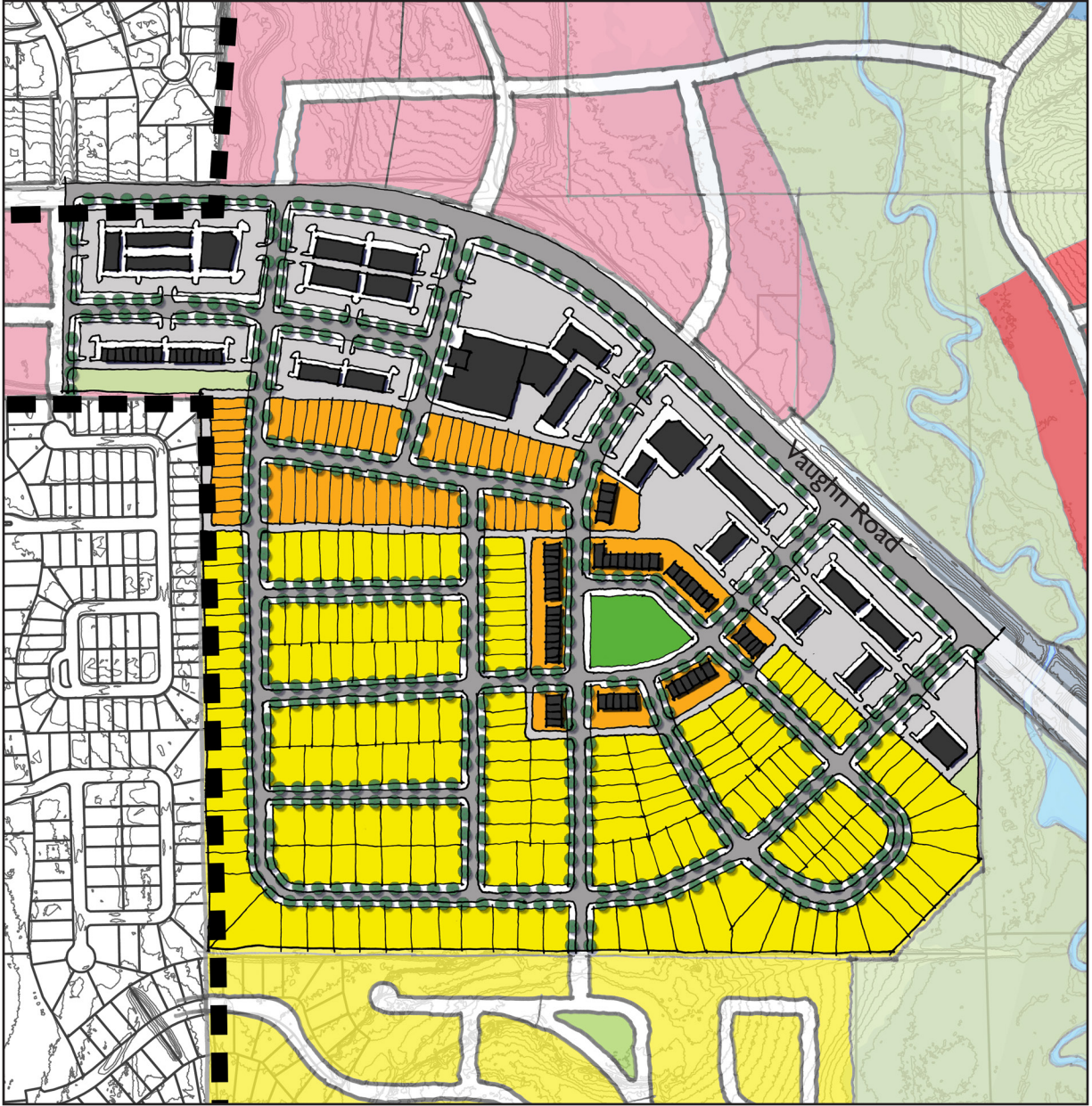
- Connect the entire development with a system of streets that serve pedestrians and bicyclists, as well as automobiles.
- Connect new development to existing development where possible and ensure connectivity for future developments.

Eastern Scenario

Recommended policies to guide development in this area include:

- Transition from non-residential uses near the interchange with higher density residential primarily in the form of townhouse development or by utilizing buffers against lower density development.
- Promote a lower density development that creates a balance between the Interchange Commercial policy to the north and the lower density residential development across Vaughn and to the south.
- Encourage development designed with respect to the natural features of the site to minimize grading and disturbance of forested areas or natural drainage areas.
- Incorporate a central open space within the neighborhood that is surrounded and framed by medium density residential development.
- Connect the entire development with a system of streets that serve pedestrians and bicyclists, as well as automobiles.
- Connect new development to existing development where possible and ensure connectivity for future developments.

Western Scenario



Proposed Policy Change		
■ ■ Boundary	■ OC	■ SR - L
■ IC	■ SR - H	■ OS - C
■ CC	■ SR - M	■ OS - N

Eastern Scenario

