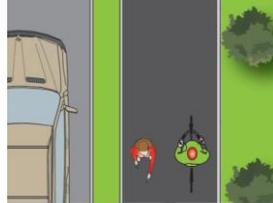
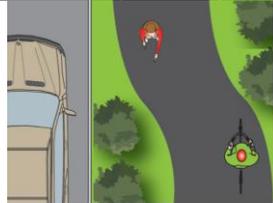
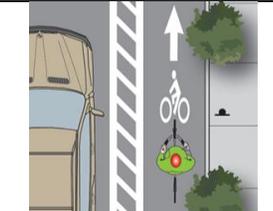


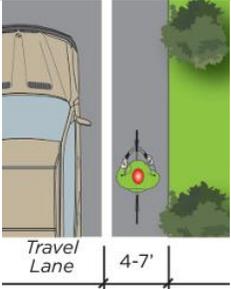
Appendix I. Land Use Map and Transportation Plan Legend

Western Big Branch Area Plan: Land Use Map and Transportation Plan Legend

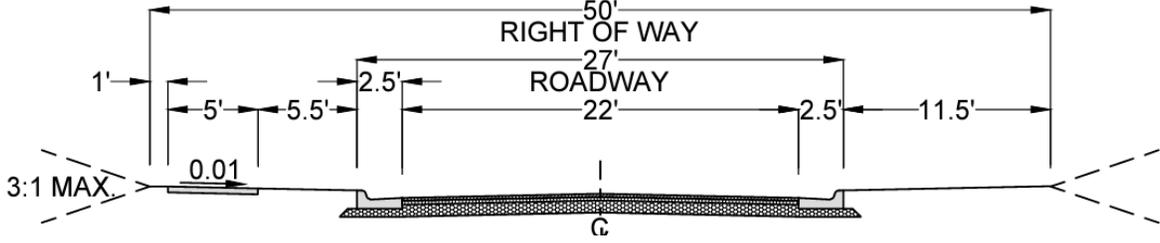
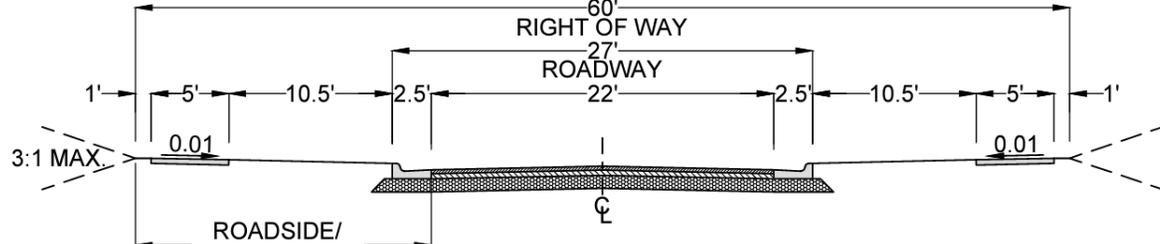
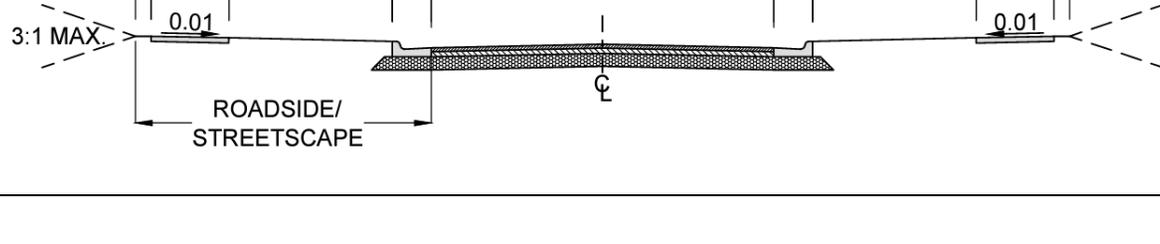
The purpose of the legend is to describe the transportation facilities and land use designations that are included on the 2045 Transportation Plan and the 2045 Land Use Map. This legend is intended to be used as you view Appendix H.

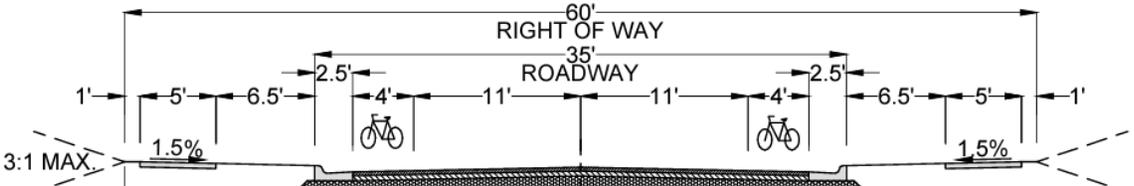
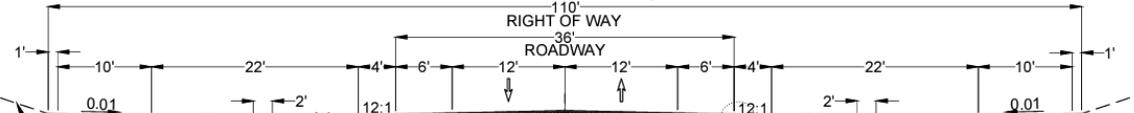
Bicycle and Pedestrian Facilities

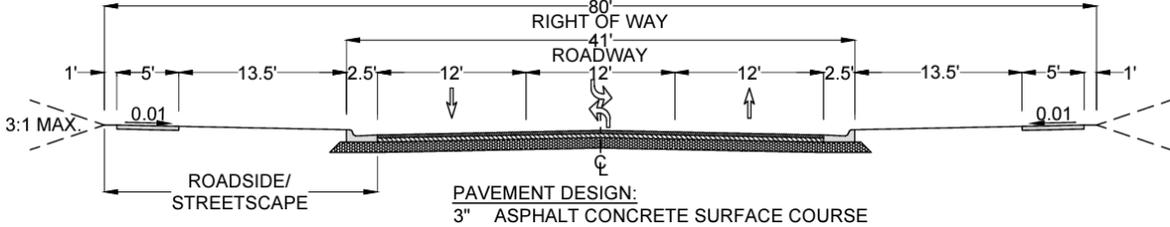
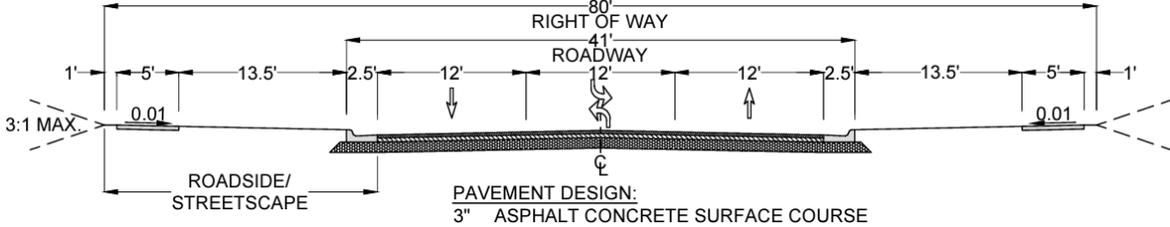
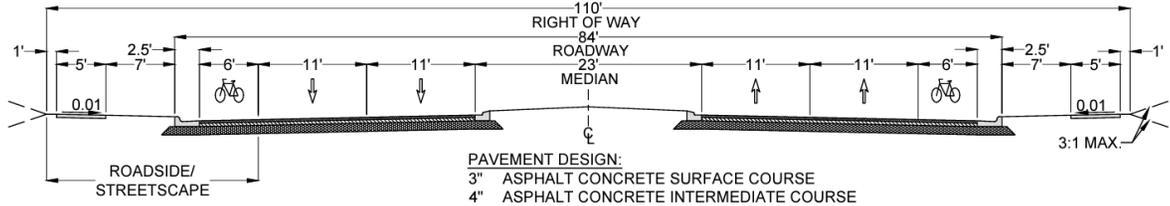
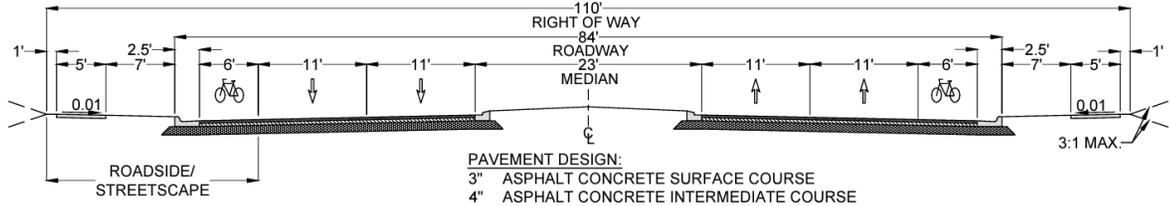
Map Symbol	Facility	Description	Illustrative Example
	Existing Public Greenway	<ul style="list-style-type: none"> A two-way shared-use paved surface, typically 10' wide, which is separated from a roadway. Often located in parks, along creeks, and in shared utility corridors with minimal conflict points with vehicles. Low-stress experience for a variety of users including bicyclists, pedestrians, joggers, skaters, and those utilizing scooters, wheelchairs, strollers, and other equipment. 	 <p>Open Space 10-12'</p>
	Proposed Public Greenway		
	Existing Side Path	<ul style="list-style-type: none"> A two-way shared-use paved surface, typically 10' wide, located adjacent to a roadway. Similar to a sidewalk except wider and typically made of asphalt instead of concrete. 	 <p>Travel Lane 3-5' 10-12'</p>
	Proposed Side Path		
	Existing Street-Side Greenway	<ul style="list-style-type: none"> A two-way shared-use paved surface that is typically 10' wide. Includes a greater landscaped buffer between the roadway and trail in comparison to a side path. Adjacent to a roadway and often meandered within open space for increased user comfort and a rural aesthetic. Low-stress experience based on location within landscaped buffer for a variety of users including bicyclists, pedestrians, joggers, skaters, and those utilizing scooters, wheelchairs, strollers, and other equipment. Crossings of entry drives to developments are typical. 	 <p>Travel Lane 5-40' 10-12'</p>
	Proposed Street-Side Greenway		
	Proposed Bicycle Lanes	<ul style="list-style-type: none"> A one-way paired facility that designates an exclusive space for bicyclists, adjacent to the motor vehicle travel lanes and located one on each side of the roadway. Includes on-street pavement markings and signage. The optional buffer, or space between the travel lane and bicycle lane, is typically marked with diagonal or chevron hatching, but could be separated by a vertical barrier such as landscaping or bollards. 	 <p>Travel Lane 4-6.5' Side-walk</p>

Map Symbol	Facility	Description	Illustrative Example
	Proposed Paved Shoulder	<ul style="list-style-type: none"> An area of the roadway, typically outside of a painted edge line marking the vehicular travel lane, that can serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation. 	

Roadway Facilities

Map Symbol & Facility	Description	Typical Roadway Section
 Future Local Connection (Residential Street Cross Section)	<ul style="list-style-type: none"> Two lanes Direct access by residential driveways is permitted Traffic calming devices are required for proposed streets over 1000 feet in length Design speed is typically 25 mph Sidewalks are required on at least one side 	
 Minor Collector, Existing	<ul style="list-style-type: none"> Two lanes Provides connectivity between thoroughfares and major collectors Direct access by residential driveways is permitted Traffic calming devices are required for proposed streets over 1000 feet in length Design speed is typically 30 mph Sidewalks (at a minimum) are required on both sides 	
 Minor Collector, Future		

Map Symbol & Facility	Description	Typical Roadway Section
 Major Collector, Existing	<ul style="list-style-type: none"> Two lanes Provides connectivity between thoroughfares and major collectors Direct access by new residential driveways is not permitted Traffic calming devices are not permitted. Roundabouts are permitted, subject to approval. 	<p style="text-align: center;">Major Collector / 2-Lane Urban Thoroughfare</p>  <p style="text-align: center;">ROADSIDE/STREETSCAPE PAVEMENT MARKINGS TO INCLUDE CENTERLINE, EDGE LINES OFFSET 4' FROM EDGE OF PAVEMENT, & BICYCLE LANE SYMBOLS</p>
 Major Collector, Future	<ul style="list-style-type: none"> Design speed is typically 35 mph Sidewalks (at a minimum) are required on both sides 	
 2-Lane Thoroughfare, Existing	<ul style="list-style-type: none"> Provides connectivity between other thoroughfares Direct access by new residential driveways is not permitted Intersections and commercial driveways are spaced further apart in comparison to collector streets Traffic calming devices are not permitted. Roundabouts are permitted, subject to approval. 	<p style="text-align: center;">2-Lane Rural Thoroughfare</p> 
 2-Lane Thoroughfare, Future	<ul style="list-style-type: none"> Design speed is typically 50 mph Sidewalks (at a minimum) are required on both sides In the Rural Context Area, includes a shoulder and ditch 	

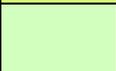
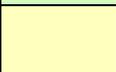
Map Symbol & Facility	Description	Typical Roadway Section
 3-Lane Thoroughfare, Future	<ul style="list-style-type: none"> Two travel lanes and a center turn lane Provides connectivity between other thoroughfares Direct access by new residential driveways is not permitted Intersections and commercial driveways are spaced further apart in comparison to collector streets Traffic calming devices are not permitted. Roundabouts are permitted, subject to approval. Design speed is typically 50 mph Sidewalks (at a minimum) are required on both sides 	 <p>PAVEMENT DESIGN: 3" ASPHALT CONCRETE SURFACE COURSE</p>
 3-Lane Thoroughfare, Widening	<ul style="list-style-type: none"> Traffic calming devices are not permitted. Roundabouts are permitted, subject to approval. Design speed is typically 50 mph Sidewalks (at a minimum) are required on both sides 	 <p>PAVEMENT DESIGN: 3" ASPHALT CONCRETE SURFACE COURSE</p>
 4-Lane Thoroughfare with Median, Future	<ul style="list-style-type: none"> Provides connectivity between other thoroughfares and highways Direct access by new residential driveways is not permitted Commercial driveways are spaced further apart in comparison to collector streets Intersection spacing is wider than lower level roadways to enhance mobility and avoid vehicular conflicts Traffic calming devices are not permitted. Roundabouts are permitted, subject to approval. Design speed is typically 50 mph Sidewalks (at a minimum) are required on both sides 	 <p>PAVEMENT DESIGN: 3" ASPHALT CONCRETE SURFACE COURSE 4" ASPHALT CONCRETE INTERMEDIATE COURSE</p>
 4-Lane Thoroughfare with Median, Widening	<ul style="list-style-type: none"> Traffic calming devices are not permitted. Roundabouts are permitted, subject to approval. Design speed is typically 50 mph Sidewalks (at a minimum) are required on both sides 	 <p>PAVEMENT DESIGN: 3" ASPHALT CONCRETE SURFACE COURSE 4" ASPHALT CONCRETE INTERMEDIATE COURSE</p>

Intersection Treatments

Map Symbol	Facility	Description
	Existing Grade Separation	<ul style="list-style-type: none"> • A roadway or railroad crossing using an overpass (bridge) or underpass (tunnel) with no connection between the roads. • Increases roadway safety by reducing conflicts. • Example – Friendship Road over US 1.
	Future Grade Separation	
	Existing Interchange	<ul style="list-style-type: none"> • A grade-separated intersection (one road passes over another) with ramps to connect them. • Interchanges are designed to fit local conditions and meet driver expectations. • Example – US 1 at NC 540.
	Future Interchange	
	Future Roundabout	<ul style="list-style-type: none"> • An intersection at which traffic moves in one direction around a central island to reach one of the roads converging on it. • Intended to continue the flow of traffic at an intersection and reduce conflicts between travelers. • Example – Beaver Creek Commons Drive at Creekside Landing Drive.
	Future Realignment	<ul style="list-style-type: none"> • The path of the roadway shifts to either line up with another roadway or improve roadway safety conditions.

Land Use Designations

Illustrative examples of residential, non-residential, and mixed-use land uses are included on page two of the August 2023 Public Input Summary.

Map Color	Designation	Description
	Protected Open Space	<ul style="list-style-type: none"> Characterizes land areas with protections, such as the land adjacent to Jordan Lake owned by the federal government and managed by the North Carolina Wildlife Resources Commission.
	Rural Residential Density	<ul style="list-style-type: none"> Characterized by single-family development up to one dwelling unit per five acres and large tracts of agricultural lands.
	Rural Transition Density	<ul style="list-style-type: none"> Characterized by single-family development up to one dwelling unit per one acre.
	Low Density Residential	<ul style="list-style-type: none"> Characterized by single-family homes, duplexes, and townhomes with densities not to exceed three units per one acre.
	Medium Density Residential	<ul style="list-style-type: none"> Characterized by single-family homes, duplexes, and townhomes with densities no less than three and no more than seven dwelling units per one acre.
	Medium/High Density Residential	<ul style="list-style-type: none"> Characterized by single-family homes, duplexes, triplexes, quadplexes, townhomes, and, within the Town Center and Transit-Oriented Development context areas, apartments. Densities are no less than seven and no more than fourteen dwelling units per one acre.
	High Density Residential	<ul style="list-style-type: none"> Townhomes, triplexes, quadplexes, and apartments with densities no less than 14 dwelling units per one acre. The maximum density shall be determined at the time of rezoning or site plan approval. In areas shown with an "A", only apartments are envisioned as residential land uses.
	Commercial Services	<ul style="list-style-type: none"> Identifies areas where uses such as restaurants and retail, are appropriate. The mixture of uses, and character and intensity of development varies from neighborhood-oriented commercial to large-scale regional retail centers.
	Industrial Employment	<ul style="list-style-type: none"> Identifies areas appropriate for uses such as light manufacturing, tech-flex, warehousing, and processing.
	Office Employment	<ul style="list-style-type: none"> Identifies areas appropriate for a wide range of businesses providing professional, managerial, or administrative services. Depending on the location in question and the mixture of uses, the character and intensity of Office Employment varies from neighborhood business services to large-scale regional employment centers.
	Park, Public or Private	<ul style="list-style-type: none"> Recognizes existing parks, as well as future parks and recreation centers planned to serve the community's future needs.
	School	<ul style="list-style-type: none"> Recognizes existing and planned schools.
	Mixed Use (≥30 Non-Residential Use)	<ul style="list-style-type: none"> Areas appropriate for at least three uses, and at least 30% non-residential uses. The composition of mixed-use areas varies, but all are intended to be designed as walkable, pedestrian-oriented areas.

Mixed-Use Activity Centers

Map Symbol	Activity Center	Description
	Neighborhood Mixed Use (NMU)	<ul style="list-style-type: none"> • Variety of residential uses developed around concentration of retail and commercial uses. • Economic development potential estimated to be, but not limited to: <ul style="list-style-type: none"> ○ Up to 100,000 square feet of commercial ○ 1- to 2-mile trade area
	Employment Mixed Use (EMU)	<ul style="list-style-type: none"> • Supports a greater diversity of land uses and promotes areas for job growth. • Economic development potential estimated to be, but not limited to: <ul style="list-style-type: none"> ○ Office, warehousing, light industrial, tech/flex ○ Some commercial
	Community Mixed Use (CMU)	<ul style="list-style-type: none"> • Compared to neighborhood mixed use activity centers, community mixed use activity centers typically serve a larger population. • Economic development potential estimate to be, but not limited to: <ul style="list-style-type: none"> ○ Up to 350,000 square feet of commercial ○ 4- to 6-mile trade area
	Regional Mixed Use (RMU)	<ul style="list-style-type: none"> • Provides the best opportunity for a vertical mixture of retail, employment, and residential uses. • Regional activity centers are ideally located at the intersection of major regional thoroughfares. These prime locations provide the high visibility and accessibility sought by large-scale retailers and businesses. • Economic development potential estimated to be, but not limited to: <ul style="list-style-type: none"> ○ Over 350,000 square feet of commercial ○ 10- to 25-mile trade area
	Recreational Mixed Use (XMU)	<ul style="list-style-type: none"> • Economic development anchored by a recreational amenity <ul style="list-style-type: none"> ○ Size of business and services dependent upon amenity size ○ Pedestrian and bicycle mobility preserved