

## **SUPPLEMENTAL POLICY AREA (SPA) FOR CENTRAL PIKE**

### **SPA 14-T3-CM-01 – Central Pike/Melvin Road/New Hope Road (*Adopted on 8/1/2018*)**

This supplemental policy addresses issues identified by the community related to the mix of land uses, mobility, connectivity, and pedestrian infrastructure. The guidance below will be considered for all applicable zoning, subdivision, and development applications. Where the supplemental policy is silent, the guidance of the Community Character Manual's Suburban Mixed Use Corridor Policy applies.

#### ***Mix of Land Uses***

The supplemental policy contains a concept plan (see graphic below) which provides refinement on the mix of land uses. The most intense mixed use area is located along Central Pike's intersections with North New Hope and South New Hope Roads. The remainder of the corridor is framed by a mix of residential uses with scattered commercial uses. To the north of the corridor, the mixed use area transitions to a mix of residential uses to complement the adjacent existing single family character. To the south of Central Pike and adjacent to the interstate is an area of office and mixed use.

#### ***Mobility Supplemental Policy***

Issues identified by the community were related to mobility within the study area for drivers and pedestrians. The mobility guidance is intended to improve connectivity and promote safe and efficient modes of transportation across the study area and along Central Pike through new development and redevelopment that creates a system of streets with multiple routes and connections.

The mobility supplemental policy contains guidance for increasing connectivity as properties are developed or redeveloped. This supplemental policy is accompanied by the concept plan (see graphic below) that shows a conceptual network of proposed street connectivity (shown in darker brown) throughout the study area that would provide a strong and cohesive block structure in support of the Community Character Policies.

Central Pike within the study area does not provide sidewalks. As a result of the proposed policy amendments for planned mixed use and residential development along this portion of the Central Pike corridor, this policy calls for appropriately enhanced pedestrian accommodations expected to be built in partnership with future redevelopment along and across the corridor.

The Concept Plan (Figure 1) illustrates providing multiple direct, local street connections to and between local destinations, such as shopping, neighborhood offices, and jobs without requiring the use of Central Pike. Benefits of a connected street network include multiple routes and connections, lower traffic volumes and traffic delays on major streets, efficient service delivery, parallel route and alternative route choices, better and redundant emergency vehicle access, and efficient subdivision of land. Increasing the number of street connections and intersections also enhances pedestrian and bicycle travel.

Connectivity will primarily be achieved through the zoning and subdivision processes when properties develop or redevelop. The intent is to have logical, direct routes that make cross parcel driving possible – including, but not limited to, a road that traverses the land from one property line to the opposite property line. As a conceptual network, alignments may vary as the result of property consolidation pattern, topography, and other environmental constraints that may be observed during detailed analysis and design of individual initiatives. All zoning, subdivision, and applicable development applications will be reviewed for consistency with the intent of this policy.

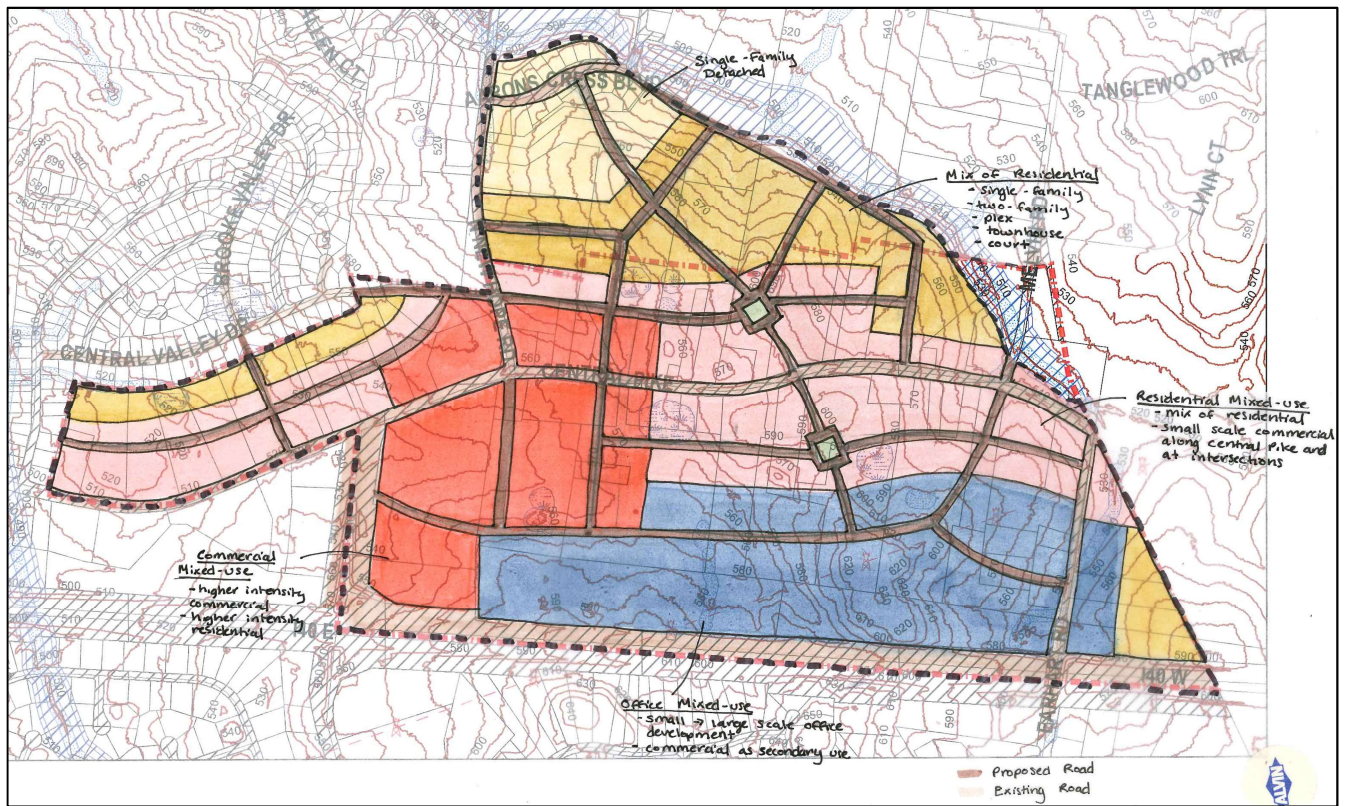


Figure 1: SPA 14-T3-CM-01 Central Pike Concept Plan