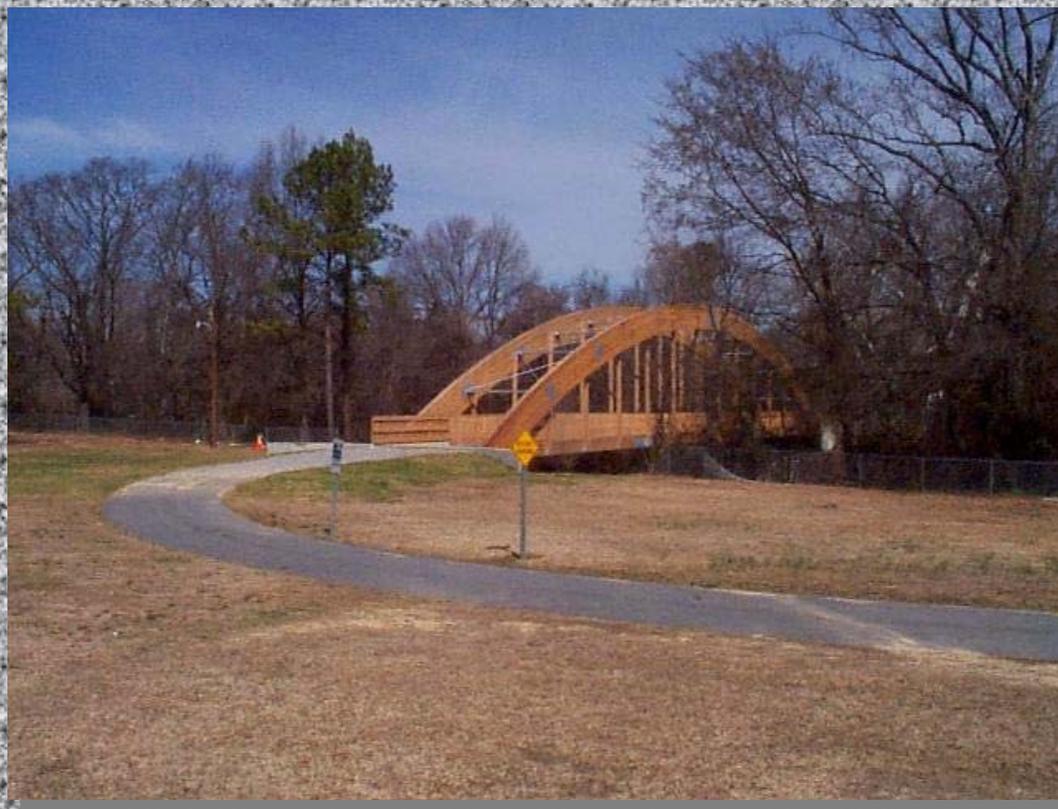


# Appendix



## II. Sub Plans

**TOGETHER TOMORROW~TIER I SMART GROWTH COMPREHENSIVE PLAN FOR THE City of Rocky Mount** is intended to be a living document which responds and expands as time and conditions warrant. This section is reserved for adopted sub-plans that will continue the work begun here. For example, the immediate future will see the Downtown Master Plan executed and submitted to the City Council for adoption. Neighborhood plans, corridor plans etc. are also eligible for adoption & implementation as a part of the Comprehensive Plan.



## I. GLOSSARY

Comprehensive plans are technical documents that establish public policies and programs to help a community manage its future. However, reading such technical language can be confusing and negatively affect a plan's success. This glossary aids the reader in understanding the jargon and concepts presented in the City of Rocky Mount Comprehensive Plan.

- **BEST MANAGEMENT PRACTICES:** These are wide range of techniques that support development while minimizing its impact on critical natural features.
- **Bikeway:** A bicycle path, in the form of a special reserved lane on a street or a separate facility such as in connection with a greenway.
- **Buffer:** Land area used to visibly separate one use from another or to shield or block noise, lights or other nuisances.
- **Build-Out:** Build-out is the point at which a community's total land area is completely developed.
- **Built Environment:** The physical elements and characteristics relating to land use, structures, and buildings constructed and/or used by persons.
- **Collector Street:** Roads designed and located to connect residential or commercial areas to larger thoroughfares.
- **Community-Scale Commercial:** These are medium size businesses that provide goods and services serving an entire community. Examples include furniture stores, smaller big box retailers (under 80,000 square feet), small to medium-sized retail centers (under 100,000 square feet), large restaurants and free standing retailers.
- **Comprehensive Plan:** The adopted, official statement of a legislative body of a local government that sets forth (in words, maps, illustrations, and/or tables) goals, policies and guidelines intended to direct the present and future physical, social and economic development that occurs within its planning jurisdiction and that includes a unified physical design for the public and private development of land and water.
- **Conservation Easement:** An easement precluding future or additional development of the land.
- **Critical and Sensitive Areas:** Lands and/or water bodies that provide protection to or habitat for natural resources, or are themselves natural resources requiring identification and protection from inappropriate or excessive development.
- **Density:** Two types of densities are referred to in this document: population density and building density. These are related but distinct concepts. Population density refers to the number of people living in a given area. Building density refers to the number of dwelling units in a given area, usually measured as the number of dwelling units per acre. A density of 4.0 dwelling units per acre is translated into a 10,890 square-foot lot.
- **Floodplain:** The land adjacent to a stream, river or lake which is subject to flooding by "study" storms whose severity is measured by conjectural intensity. That is, a 100 year storm will occur on the average of once every 100 years, and will be associated with a certain amount of rainfall and flooding, and produce a "100 year floodplain". This constitutes both the floodway and floodway fringe.
- **Floor Area Ratio (FAR):** The floor area ratio (FAR) is the sum of floor areas of buildings or structures on a lot divided by the area of the lot.
- **Goal:** Is a broad policy statement that indicates preferences for specific subject areas or planning values.
- **Greenway:** This can be a natural area or a pedestrian and bicycle path within a natural corridor, often associated with a stream.
- **Highway-Scale Commercial:** These are large, auto-oriented businesses that are typically located at highway interchanges. Businesses often include auto sales, lodging, big-box retailers (80,000 square feet and larger in size), large retail centers (100,000 square feet and larger), and enclosed shopping malls.
- **Historic District:** An area designated to be of historic value. The area is regulated through overlay zoning in such a way as to preserve its historic character. Exterior alterations are permitted only if they are in keeping with the historic



character of the district.

- **HISTORIC OR ARCHITECTURALLY SIGNIFICANT SITE:** A site or structure which should be preserved because of its unique or historic architecture or particular historical associations with events, persons or people important to local history. Such a site may or may not be a designated historic site, but it is important to the streetscape, character or fabric of a particular area or neighborhood.
- **Household:** The person or persons occupying a dwelling unit.
- **Infill:** The development of vacant or underdeveloped land (that is, land that is not developed to the intensity allowed by the existing zoning) in areas that are otherwise substantially developed. This may range from the construction of a new house on a vacant lot in a 50-year-old subdivision to the demolition of a substandard housing block for the construction of an office building.
- **INTENSITY:** Regarding land use, intensity is an indication of the amount of development on a site and is a reflection of the effects generated by that development. These effects include traffic, stormwater runoff, noise and light, etc.
- **LAND USE:** The way in which land is used or occupied by people.
- **LIGHT INDUSTRIAL DEVELOPMENT:** Light industrial development is defined as comprising uses that are non-polluting and low impact, such as research and development, high tech manufacturing, light assembly, and warehouse and distribution.
- **MAJOR ARTERIAL STREET:** A street with access control, channelized intersections, restricted parking, and which collects and distributes traffic to and from minor arterials.
- **MINOR ARTERIAL STREET:** A street with signals at important intersections and stop signs on the side streets, and which collects and distributes traffic to and from collector streets.
- **MINOR RESIDENTIAL STREETS:** A street serving less than 40 dwelling units and less than two blocks long, which does not connect thoroughfares.
- **MIXED-USE DEVELOPMENT:** A form of development in which two or more uses are located within the same building or area. For instance, a mixed-use building may have stores or offices on the ground floor and apartments on upper floors.
- **NATURAL CONSTRAINTS:** Characteristics of the natural environment that constrain human land use activities, such as the 100-year floodplain, wetlands and poorly drained soils.
- **NATURAL RESOURCES:** Air, land, water and indigenous plant and animal life of an area.
- **NEIGHBORHOOD:** A primarily residential area which has a sense of geographic unity.
- **NEIGHBORHOOD-SCALE COMMERCIAL:** These are small, often family-owned businesses that meet the local needs for goods and services. Individual shops may be no larger than 2,000 square feet in size. Often these businesses are within walking distance of homes. When found in clusters, they create small neighborhood centers that attract pedestrians, create energy and provide for stronger neighborhoods.
- **OBJECTIVE:** Is a refinement of a goal and indicates a policy direction and action to implement the related goal.
- **OPEN SPACE:** Land reserved from development as a relief from the congestion of urbanization. It is often intended to be used for passive recreation purposes, but may also include pedestrian plazas or active recreation areas.
- **ORDINANCE:** A city law, which upon adoption by the City Council becomes part of the City Code.
- **PEDESTRIAN-ORIENTED DEVELOPMENT:** A kind of urban form and land development pattern that is conducive to pedestrian access and circulation rather than or in addition to automobile or transit service.
- **Planned Growth Area (PGA):** Land area selected for the existing infrastructure to be the designated area for growth until the year 2025. This land may not include "Critical & Sensitive" areas such as 100 year flood plains, riparian buffer areas, designated conservation areas etc. which must be protected for the health and wellbeing of the community. The undeveloped land within the PGA becomes Planned Infill Area. Smart Growth Areas may only be selected from the designated PGA.



- **PRINCIPAL ARTERIALS:** The highest level of major thoroughfares. These facilities consist of limited access freeways and expressways, as well as major, non-access controlled facilities referred to as gateway corridors. They are of regional importance, often designated as interstate and U.S. primary routes, and have an extensive statewide continuity and usage by local traffic.
- **REDEVELOPMENT:** Replacement of a previous land use with a new or more viable use. A substandard housing area may be demolished and redeveloped as new housing at the same density. A strip shopping area may be redeveloped as an office complex or a new retail concentration within a transition area. Redevelopment achieved through public action is carefully regulated by state and local law. Private redevelopment is subject to the regulations governing other private development projects.
- **RESIDENTIAL DENSITY, GROSS:** Gross residential density is a measure of total residential units compared to the total site.
- **RESIDENTIAL DENSITY, NET:** Net residential density is a measure of the total residential units compared to the total site minus land set aside for roads, parks and greenspace.
- **RESIDENTIAL STREET:** An internally-oriented neighborhood street. Residences access onto these streets, which are not intended to be through streets.
- **RURAL:** A sparsely developed area where the land is predominantly undeveloped or primarily used for agricultural purposes.
- **Smart Growth Area (SGA):** A land area designated from the Planned Growth Area from one of two categories. Inward Smart Growth Areas (The Downtown & the CED) are so designated for their infrastructure investments and opportunities for revitalization opportunities. Outward Smart Growth Areas are designated from the Planned Growth Area and represent lands which are selected with the following three characteristics: 1.) significant infrastructure investment already in place. 2.) significant undeveloped land available 3.) an anchoring element which will draw growth (new Major arterial, new high school etc.)
- **STRATEGY:** A strategy details the steps necessary to initiate and complete an objective.
- **Subdivision:** The splitting of tracts of land into smaller parcels. The most common usage of this word applies to the splitting of large land parcels into numerous housing lots or lots for commercial uses.
- **TRAFFIC CALMING MEASURES:** These are physical improvements to a local street that slows traffic speeds and discourages cut-through traffic movements. Examples include stop signs, speed bumps, intersection tables, intersection islands, and chicanes.
- **UTILITY SERVICES:** The various utility services that support development, including sanitary sewers, water, stormwater, natural gas, electricity, telephone, cable television, cellular telephone and fiber optics.
- **VISION:** The overall image in words that describes what the local government wants to be and how it wants to look at some point in the future and that has been formulated with the involvement of citizens.
- **WATERSHED:** the land area (s) that contribute surface water runoff or drainage to a fresh or coastal water system or body.

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## IV. CERTIFICATE of FINDINGS

### CERTIFICATION of FINDINGS

I, **Roger K. Hedrick, FAICP**, do hereby certify to the best of my knowledge and belief that:

- the statements of fact are true and correct;
- all information is presented in a manner that is accurate and unbiased;
- the work was prepared according to the AICP Code of Ethics and Professional Conduct as well as AICP Technical Standards of Professional Practice;
- the Certified Planner has no present or prospective interest in the subject property;
- the Certified Planner has no direct personal/financial interest in the finding;
- the Certified Planner's compensation for the services is not based upon a specified finding, professional opinion, or approval by a regulatory body;
- if appropriate to the assignment, the site and neighborhood were visited by the Certified Planner;
- I have acknowledged the degree to which other professionals contributed to the assignment.

Signed:



Roger K. Hedrick, FAICP

AICP Certified Planner No. 2710  
February 3, 2003

