

Unincorporated White River Township: **Future Land Use Plan and Critical Areas**

An amendment to Plan the Land 2030 - The 2011 Johnson County Comprehensive Plan

Adopted by the Johnson County Board of Commissioners on May 8, 2017.

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Introduction

This document amends *Plan the Land 2030 - The 2011 Johnson County Comprehensive Plan*, and serves two primary purposes:

1. It updates and replaces the portion of the 2011 Plan's Future Land Use Map pertaining to the unincorporated area of White River Township. This 2017 Amended Future Land Use Map provides greater accuracy and nuance in its land use recommendations, as it acknowledges existing established commercial and other non-residential areas and plans for future ones, and as it acknowledges and plans for variations in residential type and density across the Township.
2. It identifies three "Critical Areas" and describes in detail preferred future use and development scenarios for each. Critical Areas are corridors, intersections, areas, properties or other places which merit special study and attention in consideration of current or anticipated planning challenges and opportunities.

This 2017 Amendment is guided by, and does not alter, the Vision and Goals established in the 2011 Plan. It is anticipated that future amendments to the Plan will result in further refinement to the Future Land Use Map, as well as additions, deletions and modifications to this initial set of Critical Areas.

Amended Future Land Use Map

This 2017 Amendment to *Plan the Land 2030 - The 2011 Johnson County Comprehensive Plan's* Future Land Use Map pertains only to the unincorporated area of White River Township; the 2011 Future Land Use Map will remain in effect and unchanged for the rest of the County's unincorporated area. This Amended Future Land Use Map provides greater detail and nuance to aid in decisions regarding land use and development in White River Township, which is unincorporated Johnson County's most populated and urbanized area.

Land Use Designations

The land use designations used on this Amended Future Land Use Map are described below. These designations, however, are not zoning districts, and while they may share similarities with one or more zoning classifications, they do not directly coincide with specific zoning districts or boundaries. Decisions regarding zoning of property, however, should rely heavily for guidance on the Comprehensive Plan and the proposed land uses illustrated on the Future Land Use Map.

The land use designations associated with this Amended Future Land Use Map are largely the same as those associated with the 2011 Plan's Future Land Use Map. However, this Amended Map's set of designations differ from those of the 2011 Plan as follows:

- the "Town Residential" designation has been added
- the "Future Planning Area" designation has been added
- the 2011 Plan's singular "Commercial" designation has been split into "Neighborhood Commercial" and "Regional Commercial" designations
- the 2011 Plan's singular "Industrial" designation has been split into "Light Industrial" and "Heavy Industrial" designations

Agriculture

This land use designation is intended to support modern agricultural practices on large tracts of land with minimal land use conflicts. Mainly, it encompasses lands where farming is the principal use and can reasonably be protected from intrusion by incompatible land uses. This category includes crops, animal production and woodlands. Farmsteads, barns, stables, grain elevators, related agricultural buildings, agri-businesses and common accessory structures would be appropriate, as well. Cottage industries may also be desirable uses in the area. Limited non-farm residential use may occur, but at very low densities. Subdivisions (major and non-agricultural subdivisions of land) should not be permitted.

Rural Residential

The Rural Residential designation is intended primarily to provide appropriate locations for a “country” lifestyle, to protect significant natural features, and to retain the rural character and open spaces that many Johnson County residents seek. While they may also contain farms, these areas may be less conducive to long-term agriculture due to soil conditions, encroaching development or other factors. Single-family residences should be permitted at a low density no greater than one unit per acre, since these lands typically will not be served by municipal utilities and preservation of open spaces is desired. While most development is generally not in subdivisions, shared driveways and frontage roads should be used to limit driveway cuts onto county collectors and arterials where possible. Small farms and keeping of horses or similar animals would be appropriate, along with a range of other uses (golf courses, airstrips, etc.) that require large tracts of land and/or more rural settings.

Suburban Residential

Suburban Residential uses are generally in subdivisions, having a density of more than one unit per acre, and may even include other forms of housing such as multiple family developments. Most Suburban Residential areas, however, will be typified by single-family neighborhoods. All areas within this designation should be served by municipal sewers and have access to the county road network only through shared local streets (Suburban Residential development should not have individual driveways on a collector or arterial county road). To the extent possible, subdivisions should interconnect with one another in a manner that facilitates pedestrian, bicycle and vehicular movement without using the arterial road network.

Town Residential

Town Residential uses are generally in older and/or smaller-lot subdivisions, are located along or near arterial streets, and have a density of more than three units per acre. Though they may include other forms of housing such as multiple family developments, most Town Residential areas will be typified by compact single-family neighborhoods. All areas within this designation should be served by municipal sewers, and should provide public sidewalks. To the extent possible, subdivisions should interconnect with one another in a manner that facilitates pedestrian, bicycle and vehicular movement without using the arterial road network.

Neighborhood Commercial

Neighborhood Commercial uses include smaller standalone and multitenant retail, restaurant, office, and general business uses which primarily provide goods and services to a localized customer base. Neighborhood Commercial uses are less intense and expansive than Regional Commercial uses, which would typically draw from a regional base. Neighborhood Commercial uses require municipal services, though small-scale commercial nodes may not need access to

such services as long as they conform to Health Department and state regulations. Neighborhood Commercial uses on key transportation corridors should employ access management techniques (see Chapter 5) to minimize conflicts between through traffic and turning movements in order to protect the traffic-carrying function of the street. Design standards and higher landscaping standards should also be considered for corridor overlay districts, particularly on Smith Valley Road and SR 37 / I-69.

Regional Commercial

Regional Commercial uses include standalone and multitenant retail, restaurant, office, and general business uses which primarily provide goods and services to a regional customer base. Regional commercial uses are often associated with heavy traffic, substantial parking needs, drive-through facilities, and the high-volume transfer of goods and services. Regional Commercial uses require municipal services, and should employ access management techniques (see Chapter 5) to minimize conflicts between through traffic and turning movements in order to protect the traffic-carrying function of the street. Design standards and higher landscaping standards should also be considered for corridor overlay districts, particularly on Smith Valley Road and SR 37 / I-69.

Mixed-Use

The Mixed-Use area is intended for a combination of Neighborhood Commercial, Residential, Public/Institutional, and possibly Light Industrial uses that may be appropriate at specific locations. Not all uses would be desirable in each location, though. An interstate interchange, for example, may have office, hotel, restaurant, college campus, and a technology research center in the area. Crossroads of two arterial roads may have retail with residential above and some multi-family housing. The concept promotes combinations of uses at certain locations, though the desirable mix will be dependent on the transportation network, availability of municipal services, and other considerations. Mixed-Use development is not intended to be a catch-all but a well planned, integrated mix of compatible uses that relate well and support one another.

Light Industrial

Light Industrial uses include limited manufacturing, warehousing and distribution facilities, and other types of assembly or production uses which occur exclusively or primarily within enclosed buildings. These uses impose minimal negative impacts on the surrounding area, and generally require excellent transportation access and municipal services such as water, sewer, and fire protection.

Heavy Industrial

Heavy Industrial uses include large-scale or heavy-duty manufacturing, warehousing and distribution facilities, and other types of assembly or production uses which may impose negative impacts involving sight, sound, glare, odor, heat or vibration on adjoining areas. These uses often utilize outdoor storage or operation, generate substantial truck traffic, and should be considered inappropriate near more sensitive uses. These uses also generally require excellent transportation access and municipal services such as water, sewer, and fire protection.

Future Planning Area

The Future Planning Area designation identifies that area which will be the subject of the "I-69 Corridor Plan", an imminent land use and thoroughfare planning project which will consider and amend land use, development, and transportation recommendations for this area. Until the completion and adoption of that plan, the recommendations of the 2011 Future Land Use Map shall apply to this area.

Institutional/Public

Institutional and Public uses are generally open and accessible to the public, and include libraries, government offices, churches, schools and government land. Future school locations or locations of future churches or government offices are not shown on the Future Land Use Map.

Parks, Recreation, and Conservation

Areas designated for Parks, Recreation, and Conservation are intended to be locations for county or community-based public park space, recreational trail connections, and places for the preservation of streams, wetlands, and other natural resources. These locations are not intended to be site specific but designate a general area or a corridor that should be used in this manner. Riparian corridors should conform to regulations for state and federal programs, but generally should be protected to a distance of sixty (60) feet on either side of a streambed.

Incorporated Communities and Extra-Territorial Jurisdiction

Incorporated communities are shown on the Future Land Use Map in light gray. The planning for these areas is the responsibility of the local municipality. However, the incorporated communities also exercise extra-territorial jurisdiction (outlined in a gray dashed line), i.e., land use and zoning control over unincorporated lands surrounding the community, known as "buffer zones". The Future Land Use Map shows land use designations for these areas, even though they are currently included in municipal comprehensive plans.

**See accompanying Amended Future Land Use Map
for unincorporated White River Township**

Critical Areas

This amendment to the Johnson County Comprehensive Plan establishes three "Critical Areas", which are corridors, intersections, areas, properties or other places which merit particular attention given the presence of unique current or anticipated planning challenges or opportunities. The three Critical Areas include:

Critical Area One: Morgantown Road, west of the Center Grove High School campus

Critical Area Two: The Smith Valley Road Corridor, from SR 37 / I-69 to the Greenwood city limits

Critical Area Three: The Old Smith Valley Commercial Area

CRITICAL AREA ONE:

MORGANTOWN ROAD, WEST OF CENTER GROVE HIGH SCHOOL CAMPUS

Description

The boundaries of this Critical Area include properties along the west side of Morgantown Road, immediately west of the Center Grove High School campus.

Why Critical

Several of the dwellings in this Critical Area have been converted to commercial or other non-residential use. These conversions, combined with the ongoing growth and expansion of the school and increasing traffic counts along Morgantown Road, increase commercial and other non-residential pressures on the remaining dwellings along this stretch of Morgantown Road.

Recommendations

To protect the residential nature of the Critical Area and surrounding established neighborhoods, commercial and other non-residential conversion of existing homes, and commercial development and redevelopment generally, should be discouraged.

However, given its location at the intersection of two highly-traveled streets, ongoing residential use of the property at 2716 South Morgantown Road may not prove viable long-term. Therefore, limited, low-intensity commercial conversion of that site's structure would be merited. Any commercial conversion in the Critical Area should be subject to the following development principles.

- Conversion should be limited to a low-intensity office use, similar to that of a small law, insurance or other professional practice, with no commercial retail or service activity involved, no 24-hour use, and no drive-through activity.
- Parking needs should be minimal.
- Access points and driveways should be paved and clearly delineated.
- Lighting should be fully-shielded and similar in intensity to that of a typical single-family residential property.
- Signage should be low-impact and inconspicuous in nature, with no internal illumination.
- The architectural residential characteristics of the converted structure should be maintained.
- Ample buffering landscaping should be provided between the non-residential use and any residential adjoiner.

CRITICAL AREA TWO:

SMITH VALLEY ROAD CORRIDOR, SR 37/I-69 TO GREENWOOD CITY LIMITS

Why Critical

State Road 37 has been chosen by the Indiana Department of Transportation (INDOT) as the route for development of the final segment of Interstate 69, linking Martinsville to Indianapolis. A highway interchange at Smith Valley Road is planned, as is improvement of Smith Valley Road from two lanes to four lanes from the I-69 corridor to the City of Greenwood's current city limits, per the current Thoroughfare Plan.

Interstate 69 will bring to the Smith Valley Road corridor new opportunities for commercial and other non-residential development and growth. At the same time, the associated widening of the Smith Valley Road right-of-way will likely compromise the long-term residential viability of many properties with dwellings fronting Smith Valley Road, particularly those with dwellings nearest the road. For these reasons, consideration of near- and long-term commercial and other non-residential uses along the Smith Valley Road corridor is merited, particularly for those residential properties which stand to be most compromised by the road widening. It is critical, however, that non-residential uses be introduced and allocated along the corridor in an orderly manner so as not to destabilize established residential and commercial districts. To that end, development and use within this Critical Area should adhere to the following recommendations.

Recommendations - Entire Smith Valley Road Corridor

- New non-residential redevelopment along the Smith Valley Road Corridor should be generally similar in form to the Sugar Grove Shoppes commercial center on the north side of Smith Valley Road, east of its intersection with Morgantown Road. There, contiguous properties were massed, providing for one cohesive, integrated commercial development with ample buffering from residential adjoiners, limited shared access points, and shared parking and signage. Any new non-residential development along the Smith Valley Road corridor should follow suit, additionally providing sidewalks, pedestrian and bicycle accommodation, and front-yard landscaping.
- Where recommended by the Amended Future Land Use Map, commercial and other non-residential conversion of individual residential structures fronting Smith Valley Road may be considered as an appropriate interim use. This would allow for the introduction of limited, lower-intensity commercial and other non-residential uses without undermining the area's historically residential aesthetic and functional characteristics. Under this scenario, variances of use should be pursued rather than piecemeal rezonings, or "spot zoning".

- Any non-residential conversion, new development or redevelopment within the Smith Valley Road Corridor Critical Area should adhere to the development principles outlined in *Appendix A: Development Guidelines for Conversion of Existing Dwellings for Non-Residential Use*, or *Appendix B: Development Guidelines for New Non-Residential Development or Redevelopment*, as applicable.

Corridor Section Descriptions and Recommendations

The three-mile-long Smith Valley Road Corridor Critical Area has been divided into three sections, as described below, for ease of analysis.

Section 1 - Description (SR 37 / I-69 to Honey Creek)

Section 1 of the Smith Valley Road Corridor Critical Area stretches from State Road 37 (future Interstate 69) to Honey Creek. Some of the corridor area is located within the floodway of Honey Creek; most of it is located within the floodway fringe. A gasoline station, church and water treatment facility are located along the north side of Smith Valley Road, while the south side of the road is characterized by older single-family dwellings and open or agricultural area.

Preliminary INDOT plans indicate development of an interchange at the intersection of I-69 and Smith Valley Road, including off- and on-ramps for both east- and west-bound Smith Valley Road. Upon development of the interchange, access to Smith Valley Road will be restricted from the I-69 corridor east to Mullinix Road. East of Mullinix, access to Smith Valley Road from any given adjoining property will be granted at the discretion of the Johnson County Highway Department, as per county ordinance.

Section 1 - Recommendations

- As of this writing, a new joint Land Use / Thoroughfare Plan project (the "I-69 Corridor Plan") is imminently planned to address and plan for land use, development and transportation issues along the SR 37/I-69 corridor. In anticipation of that plan, this amendment to the Johnson County Comprehensive Plan shall not address land within the immediate vicinity of the I-69 corridor. The land use recommendations of the 2011 Comprehensive Plan, therefore, will remain in place until the I-69 Corridor Plan is completed and adopted.

Section 2 - Description (Honey Creek to Runyon Road)

Section 2 of the Smith Valley Road Corridor Critical Area stretches from Honey Creek to Runyon Road, its central feature being the intersection of Smith Valley and Morgantown Roads. This intersection is the largest commercial node in the unincorporated area of White River

Township, and is poised to increase in importance and profile following the completion of Interstate 69 and the improvement and widening of Smith Valley Road.

Section 2 - Recommendations

- The Amended White River Township Future Land Use Map recommends neighborhood commercial use at all four corners of the Smith Valley Road / Morgantown Road intersection, including all properties already zoned for commercial use at the time of the crafting of the Amended Map. The Amended Map further recommends expanded neighborhood commercial use to the west, along the south side of Smith Valley Road, to Paddock Road. These properties, which feature homes built near the roadway, are likely to become unviable for long-term residential use following the widening of Smith Valley Road. With lot depths of 200 feet or greater, these properties could be massed to provide for contiguous, integrated commercial development(s).
- The Amended Future Land Use Map also recommends expanded neighborhood commercial use south of the Smith Valley/Morgantown intersection, along the west side of Morgantown Road, to include the two-acre parcel at 774 South Morgantown Road. That lot would serve as the logical "stop" for southward commercial advancement, as it is adjoined to the west and south by the established Sutton Park residential subdivision.
- East of the Smith Valley/Morgantown intersection, the Amended Map recommends neighborhood commercial use for the fourteen lots bounded by Smith Valley Road to the north, Hiatt Avenue to the west, Walker Street to the south, and the Turfway Park residential subdivision to the east, as well as the six additional lots extending still further east, fronting Smith Valley Road. Given the particularly close proximity to these properties of existing dwellings along the north side of Walker Street within the Turfway Park subdivision, any non-residential use should provide appropriately bolstered buffering elements, including dense landscaping, structural delineation, or other design considerations as necessary.

Section 3 - Description (Runyon Road to Greenwood city limits)

Section 3 of the Smith Valley Road Corridor Critical Area stretches from Runyon Road to the Greenwood city limits just west of State Road 135. All property within this section is at the time of this writing zoned residential, except for the two-story, former railroad building site, zoned commercial (B-1), at the northeast corner of the intersection of the railroad tracks and Smith Valley Road. Wakefield Estates subdivision and road-fronting dwellings account for most of the area along the north side of Smith Valley Road, while Brentwood subdivision, institutional uses, and road-fronting dwellings account for the area along the south side of the road.

With the anticipated widening of Smith Valley Road, the intersection of Smith Valley Road and Peterman/Berry Road, an arterial and a collector street, respectively, could develop to serve as a secondary commercial node, despite development constraints posed by the presence of the established school at the southwest corner of the intersection, Foxberry Trace residential subdivision near the southeast corner, and established residential properties north and west of the intersection fronting both Peterman Road and Smith Valley Roads.

Section 3 - Recommendations

- The 0.35-acre lot at the northwest corner of Smith Valley and Peterman Roads, 4022 West Smith Valley Road, features an older dwelling built less than ten feet from the right-of-way of Smith Valley Road. At the southeast corner of the intersection of Smith Valley and Berry Roads, the four lots between that intersection and Gateshead Lane also feature small lots with dwellings built very near the right-of-way. As ongoing residential use of these properties will be compromised by a widened and more heavily-traveled Smith Valley Road, conversion of these lots to very low-intensity commercial or other non-residential use would be warranted. However, given the particularly small nature of these properties, commercial or other non-residential conversion, development or redevelopment of the properties should only take place given appropriate massing of property and/or especially thoughtful and context-sensitive site design.
- The multifamily property at the northeast corner of Smith Valley and Peterman Roads, if combined with adjoining unimproved property immediately to its west, could provide sufficient area for a small-scale commercial development.
- Given the heavily residential nature of this portion of the Smith Valley Road Corridor Critical Area, and points north and south, any commercial or other non-residential use of property at the corners of the intersection of Smith Valley and Berry/Peterman Roads should be particularly low-intensity in use, and should provide appropriately bolstered buffering to protect adjoining established residential uses.

CRITICAL AREA THREE:

OLD SMITH VALLEY COMMERCIAL AREA

Description

A 3.7-acre, 10-parcel area along the west side of Morgantown Road, between Johnson Street and Old Smith Valley Road, is zoned B-1 for neighborhood commercial use. This commercial node represents the only commercially-zoned area in unincorporated White River Township *not* adjoining Smith Valley Road or State Road 37. It features, at the time of this writing, a long-standing automobile service center, a small apparel retailer, a small lawn and garden center, four single-family dwellings, and a 0.75-acre unimproved area. As of this writing, less than half of the 3.7-acre commercially-zoned area is actually being used commercially, and the area is surrounded on all sides by established single-family residential development. The boundaries of this Critical Area include the commercial node and adjoining residential properties.

Why Critical

The planned development of Interstate 69 along the present State Road 37 corridor, west of this Critical Area, will likely lead to the improvement and widening of Smith Valley Road, which intersects with Morgantown Road less than a quarter-mile to the north. In turn, an increase in automobile traffic and commercial intensity at that Morgantown/Smith Valley Road intersection may direct additional commercial pressures to the south, along Morgantown Road, into this Critical Area.

Old Smith Valley, the area surrounding this Critical Area, represents the only sizable pre-WWII development within unincorporated White River Township, and so features several traditional development components which differentiate it from newer residential areas, including small lots, a compact development pattern, a neighborhood-based commercial node, and narrow streets forming a discernible street grid pattern. These features increase the area's walkability such that, despite a lack of area sidewalks, the Old Smith Valley commercial node is located within a viable ten-minute walk of over 500 homes. In that regard, this small commercial center is uniquely positioned to offer small-scale, neighborhood-serving commercial goods and services to a relatively dense surrounding residential population capable of accessing the node on foot.

Mindful of the two conditions described above, development and use within this Critical Area should adhere to the following recommendations.

Recommendations

- To protect established residential properties from commercial encroachment, commercial use and development should generally be limited to the area shown on the Amended Future Land Use Map.
- Any commercial or other non-residential conversion, new development or redevelopment within this Critical Area should adhere to the development principles outlined in *Appendix A: Development Guidelines for Conversion of Existing Dwellings for Non-Residential Use*, or *Appendix B: Development Guidelines for New Non-Residential Development or Redevelopment*, as applicable.
- Any use and development within the Critical Area should be mindful of the character of the Old Smith Valley area, which is finer-grained and more compact than development elsewhere in White River Township. Uses associated with substantial truck or automobile traffic, 24-hour commercial operation, drive-through activity, or significant automobile parking needs, and uses that generate or attract nuisance related to noise, glare, vibration, heat or odor should be discouraged.

Public Process

This 2017 Amendment to *Plan the Land 2030 - The 2011 Johnson County Comprehensive Plan* was initiated by staff of the Johnson County Department of Planning and Zoning and the Johnson County Plan Commission, was guided by the project steering committee, and was heavily informed throughout by residents and other stakeholders of the unincorporated area of White River Township. Community input was solicited and employed as detailed below.

Steering Committee

A steering committee consisting of residents, property owners, business owners, elected officials, and other stakeholders associated with the unincorporated area of White River Township was formed at the outset of this project, and met monthly from October 2015 through October 2016 at the Center Grove Educational Services Center and the White River Township Trustee office. These meetings, which were open to the public, served to identify and inform work on the Critical Areas, consider and guide proposed modifications to the Future Land Use Plan, and guide administrative and logistical components of the planning process.

Critical Area Study and Discussion

Multiple dedicated public meetings were held from January 2016 through June 2016 for each of the three Critical Areas, with stakeholders and property owners within and adjoining each Critical Area invited by first-class mailing. These meetings were well-attended, provided ample information and feedback, and ultimately heavily informed final recommendations for each of the Critical Areas.

Additionally, three Supplemental Critical Area meetings were held in July 2016 with small groups of stakeholders from each of the Critical Areas to consider niche issues and to hash out differences of opinion relative to recommendations for specific lots.

Open Houses

Two public open houses were conducted toward the end of the planning process to solicit additional comment and feedback, particularly relative to the proposed amendments to the Future Land Use Map. Exhibits and presentations at the open houses included a Planning 101 primer, a discussion of the proposed amended Future Land Use Map, and capsule presentations on each of the three Critical Areas. The first open house was held at the Johnson County Public Library-White River Branch on October 5, 2016. The second was held at the White River Township Trustee Office on October 20, 2016.

Additional Outreach

Draft plan materials were made available in hard-copy at the public meetings, online on the Department of Planning & Zoning webpage, and upon request. The project also benefitted from coverage by the *Johnson County Daily Journal* and *Center Grove Community Magazine*, opportunity for presentation at Rotary and other club meetings, and the support and involvement of Aspire Johnson County, a program of the Johnson County Development Corporation.

Appendix A:

Development Guidelines for Conversion of Existing Dwellings for Non-Residential Use

Any non-residential conversion of a dwelling in Critical Areas Two and Three should adhere to the following:

- Commercial use should be restricted to the areas shown on the Amended Future Land Use Map.
- Commercial and other non-residential uses should be of a low intensity and should serve the immediate and surrounding neighborhoods primarily, rather than having a regional customer draw.
- Parking needs should be minimal. Shared parking and access among neighboring converted properties is encouraged, as is the minimization of curb cuts. Where possible, parking areas should be located behind or to the side of primary structures, rather than within front yards.
- Vehicular access points, driveways and parking areas should be paved and clearly delineated. Access points should be kept to minimum required widths.
- General residential architectural characteristics should be maintained, as should the original architectural character of the specific structure to the extent practicable.
- Site lighting should be fully-shielded and similar in impact to that of a typical single-family residential property.
- Signage should be low-impact in nature, with any freestanding sign having a maximum height of four feet, a maximum area of 32 square feet, and no internal illumination.
- Ample buffering landscaping elements - at minimum, compliant with the zoning ordinance - should be provided between the converted non-residential use and any residential adjoiners.
- Dwellings converted for commercial or other non-residential use should safely accommodate pedestrians and bicyclists with clearly delineated pedestrian paths linking main entrances to public sidewalks, and with bicycle parking facilities, as appropriate.

Appendix B:

Development Guidelines for New Non-Residential Development or Redevelopment

Any new non-residential development or redevelopment in Critical Areas Two or Three should adhere to the following:

- Commercial use should be restricted to the areas shown on the Amended Future Land Use Map.
- Commercial and other non-residential use and intensity should be greatest at and near major intersections, and should be restricted at mid-block locations. Larger-scale non-residential development should also generally have one or more non-residential adjoiner(s), and should not be situated between two lower-intensity uses.
- Smaller, historically residential properties should be rezoned and developed for new commercial or other non-residential use only after a sufficient number of contiguous lots, and sufficient overall land area, have been aggregated to provide for efficient and orderly non-residential development. Piecemeal, "leapfrog", and "spot" zoning should be avoided.
- Non-residential use along the Smith Valley Road Corridor Critical Area and the Old Smith Valley Commercial Critical Area should be of a lower intensity and should serve the immediate and surrounding neighborhoods primarily, rather than having a regional customer draw.
- Access points and driveways should be paved and clearly delineated.
- Reciprocal access easements should be provided to adjacent properties zoned and/or planned for commercial use to allow for vehicular integration.
- New construction should adhere to corridor-specific design guidelines to provide for development of a high aesthetic and functional quality.
- Sidewalks or pedestrian paths, and an internal site pedestrian/bicycle accommodation plan, should be provided with any new development or redevelopment.
- Lighting should be fully shielded, and located and directed to avoid spillage onto residential adjoiners.
- Ample buffering landscaping elements - at minimum, compliant with the zoning ordinance - should be provided between a non-residential use and any residential adjoiner.

- The negative impacts of non-residential signage should be minimized by limiting the height and area of freestanding signs, particularly where there is little or no signage competition, and where residential property exists within sight.

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