

CURRENT FUTURE LAND USE

CURRENT FUTURE LAND USE GUIDE

CORE:

A future land use area where high intensity urban development is encouraged. Land uses within core areas may parallel the central business districts of Roanoke, Salem and Vinton. Core areas may also be appropriate for larger-scale highway-oriented retail uses and regionally-based shopping facilities. Due to limited availability, areas designated as Core are not appropriate for tax-exempt facilities.

TRANSITION:

A future land use area that encourages the orderly development of highway frontage parcels. Transition areas generally serve as developed buffers between highways and nearby or adjacent lower intensity development. Intense retail and highway oriented commercial uses are discouraged in transition areas, which are more suitable for office, institutional and small-scale, coordinated retail uses.

PRINCIPAL INDUSTRIAL:

A future land use area where a variety of industry types are encouraged to locate. Principal Industrial areas are existing and planned regional employment centers and are distributed throughout the county, convenient to major residential areas and suitable highway access. Due to limited availability, areas designated as Principal Industrial are not appropriate for tax-exempt facilities.

NEIGHBORHOOD CONSERVATION:

A future land use area where established single-family neighborhoods are delineated and the conservation of the existing development pattern is encouraged.

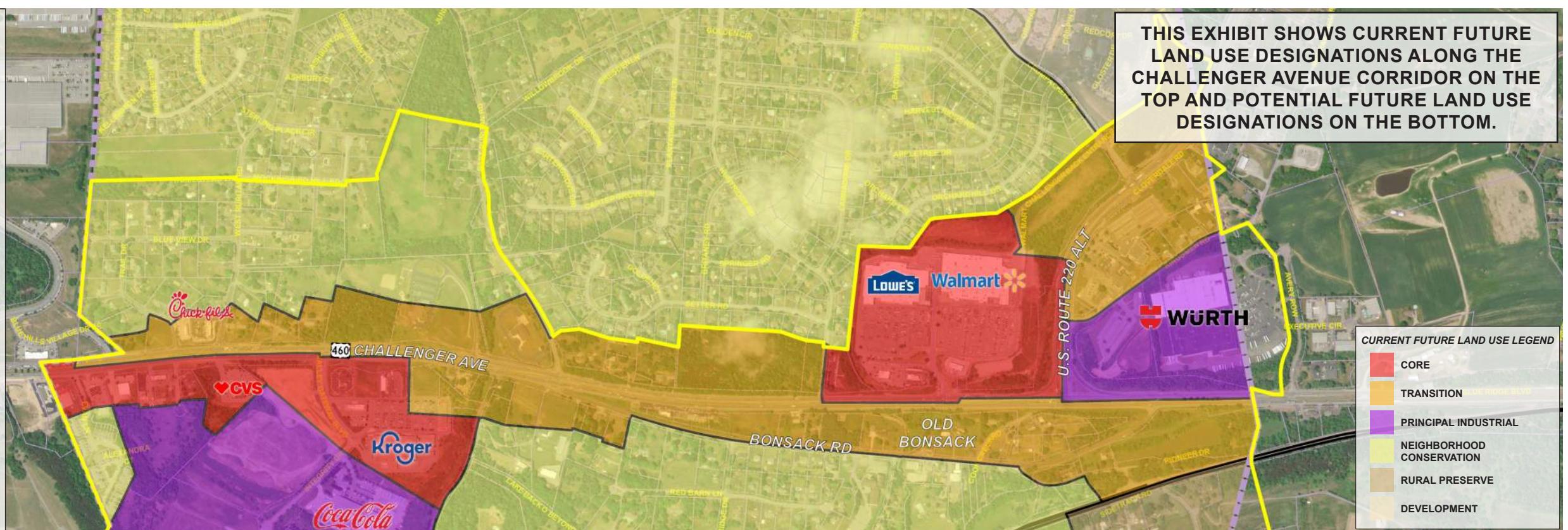
RURAL PRESERVE:

A future land use area of mostly undeveloped, outlying lands. These rural regions are generally stable and require a high degree of protection to preserve agricultural, forestal, recreational, and remote rural residential areas.

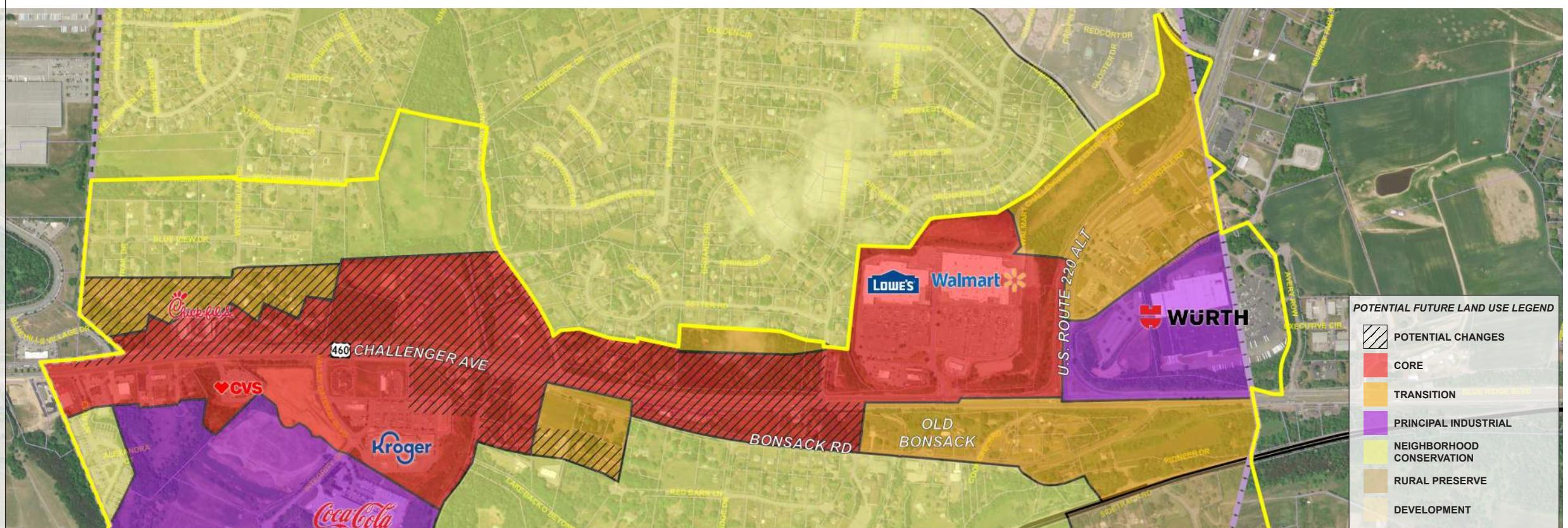
DEVELOPMENT:

A future land use area where most new neighborhood development will occur, including large-scale planned developments which mix residential with retail and office uses. Innovation in housing design and environmental sensitivity in site development is a key objective. Clustered developments are encouraged as is the use of greenways and bike and pedestrian trails.

THIS EXHIBIT SHOWS CURRENT FUTURE LAND USE DESIGNATIONS ALONG THE CHALLENGER AVENUE CORRIDOR ON THE TOP AND POTENTIAL FUTURE LAND USE DESIGNATIONS ON THE BOTTOM.



POTENTIAL FUTURE LAND USE





THIS EXHIBIT SHOWS POTENTIAL TRANSPORTATION IMPROVEMENTS THAT, IF A FEW ARE CONSTRUCTED, COULD REDUCE TRAFFIC ON CHALLENGER AVENUE. THERE ARE TWO OPTIONS FOR CARSON ROAD IMPROVEMENTS: 1) INCLUDING A ROUNDABOUT TO SLOW TRAFFIC AND TO CREATE AN ENTRANCE TO A POSSIBLE NEW COUNTY PARK TO ACCESS THE POTENTIAL GLADE CREEK GREENWAY; AND 2) SHOWN ON THE INSET MAP, IMPROVING CARSON ROAD WITHOUT A ROUNDABOUT OR A COUNTY PARK, SHIFTING THE POTENTIAL GLADE CREEK GREENWAY TO THE OPPOSITE SIDE OF THE RAILROAD TRACKS.

