LINCOLNTON PLANNING BOARD
AGENDA
May 17, 2022
At 4:00 P.M. in City Council Chambers

1. Roll Call
2. Call to Order
3. Approval of minutes from the April 19, 2022 meeting
4. CZ-4-2022- Application from Piedmont Companies, Inc. requesting the Conditional Zoning of 4.783 acres of land from the Planned Business (PB) District to the Planned Residential Development District (PRD) for the purpose of constructing 52 townhomes. The subject properties are located on the west side of North Generals Blvd. directly across from the intersection of Timken Drive and North Generals Blvd. (Parcel ID 52992, 80962, 21104, and 21105).
5. Application from Lincolnton Planning Department to adopt the amended Land Use Plan to comply with recently adopted state enabling legislation (Chapter 160D).
6. Adjournment

Absences(A=absent, C=cancelled)/Not in Good Standing

Member	Nov 2021	Dec 2021	Jan 2022	Feb 2022	March 2022	April 2022
Gene Poinsette	✔	✔	✔	✔	✔	✔
Rebecca Abernethy	✔	✔	✔	✔	✔	✔
Greg McBryde	✔	✔	✔	✔	✔	✔
Steve Silva	A	A	A	A	A	n/a
Trent Mason	✔	✔	A	✔	✔	✔
Joy Smith	A	A	A	A	✔	✔
Monte Tyson	n/a	n/a	✔	A	A	A

CITY OF LINCOLNTON
PLANNING BOARD
PO DRAWER 617, LINCOLNTON, NC 28092
www.LincolntonNC.org

BOARD MEMBERS: Trent Mason, Chair, trentonmason@gmail.com;Greg McBryde,Vice-Chair, Gregory.Mcbryde@gmail.com; Gene Poinsette, poinsetteg@charter.net; Rebecca Abernethy, rabernethy21@bellsouth.net; Stephen Silva, soundcity1@ymail.com; Joy Smith, joysmithmsnrn@gmail.com; Monte Tyson, monte@cbdeastmain.com

Tuesday, April 19, 2022 Meeting

Present: Gene Poinsette, Rebecca Abernethy, Greg McBryde, Trent Mason and Joy Smith

Absent: Monte Tyson

Call to Order

Chair Trent Mason called the meeting to order and recognized that Monte Tyson was absent.

Approval of Minutes

Chair Trent Mason asked the Board if there were any additions or corrections to the minutes of the March 15, 2022 meeting.

Motion: *Gene Poinsette made a motion to approve the minutes. Greg McBryde seconded. Motion carried unanimously.*

ZMA-2-2022-Application from Koval Builders requesting the rezoning of 0.142 acres of land from General Business (GB) District to Residential-10 (R-10) District. The subject property is located at 729 East Sycamore Street (Parcel ID 21978).

Jean Derby presented the staff report provided in the agenda packet to the board.

After some discussion, Chair Trent Mason asked if there was a motion. The motion is as follows:

Motion: *Rebecca Abernethy made a motion to approve. Gene Poinsette seconded. Motion carried unanimously.*

CZ-3-2022- Application from Anderson Properties requesting the conditional zoning of 0.10 acres of land from Central Business (CB) District to Residential-Office Conditional District (RO CD) for the purpose of renovating the existing building for two (2) residential units. The subject property is located at 125 West Water Street (Parcel ID 00510).

Jean Derby presented the staff report provided in the agenda packet to the board.

After some discussion, Chair Trent Mason asked if there was a motion. The motion is as follows:

Motion: *Greg McBryde made a motion to approve. Gene Poinsette seconded. Motion carried unanimously.*

Chair Trent Mason asked the Board if there was any other business to be addressed, to which there was none.

Adjournment

Motion: *Gene Poinsette made a motion to approve. Greg McBryde seconded. Motion carried unanimously.*

_____

Jean Derby

MEMO TO: Planning Board Members

FROM: City of Lincolnton Planning Department

SUBJECT: CZ-4-2022 Request for rezoning of approximately 4.783 acres from Planned Business (PB) to PRD from Piedmont Companies*

DATE: May 17, 2022

*** CZ-4-2022 presentation pending approval of BOA-3-2022**

SITE AND AREA DESCRIPTION

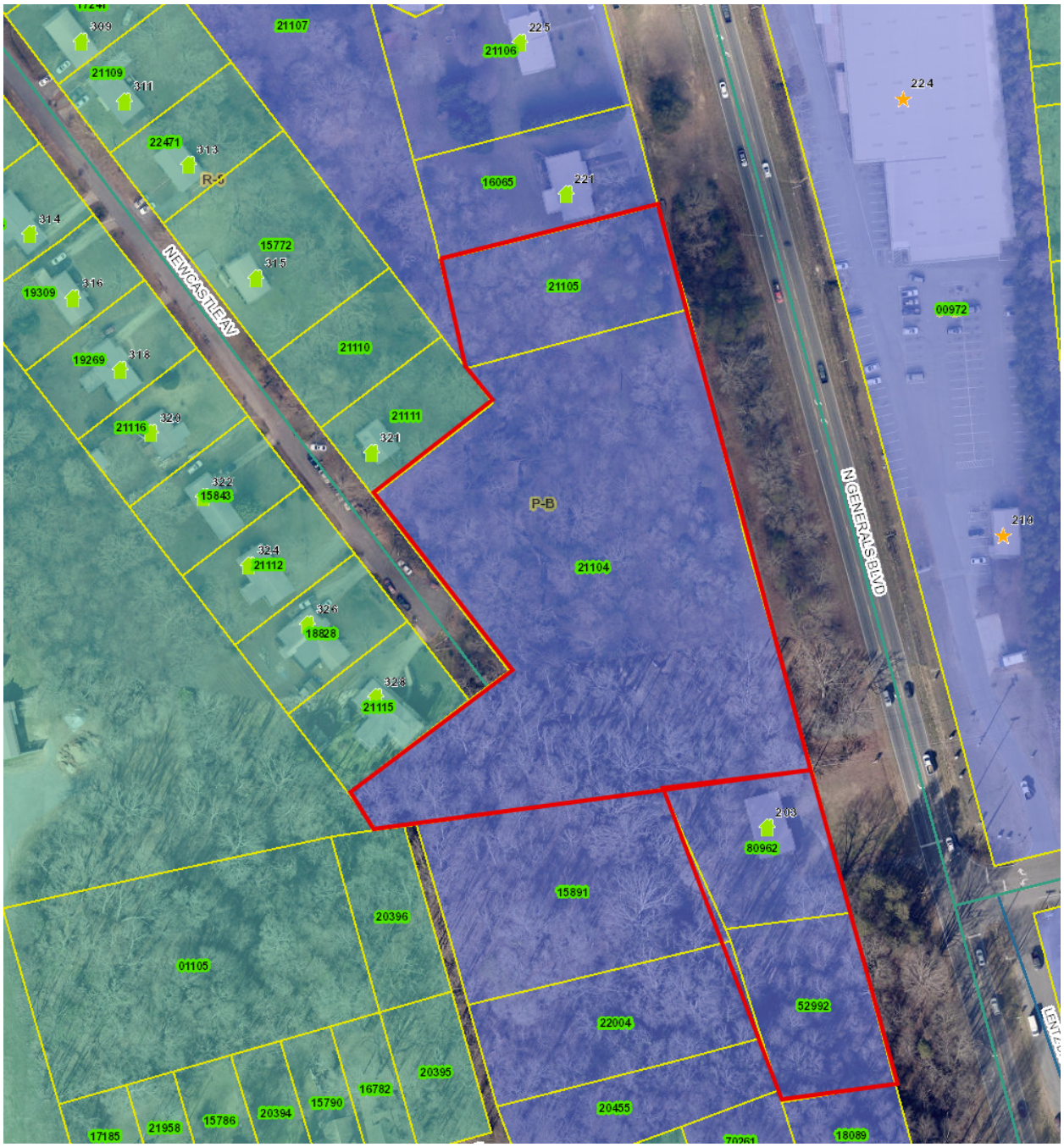
The applicant is requesting a conditional rezoning from Planned Business (PB) District to Planned Residential Development (PRD) for the purpose of constructing 52 townhomes.

The subject property is 4.783 acres in size and is made up of four parcels located on the west side of N. Generals Boulevard directly across from the intersection of Timken Drive and North Generals Blvd. (Parcel ID 52992, 80962, 21104, and 21105).

Zoning around the site is a mixture of commercial and residential. The adjacent properties are primarily commercial with several single family dwellings in the vicinity.

AERIAL VIEW:

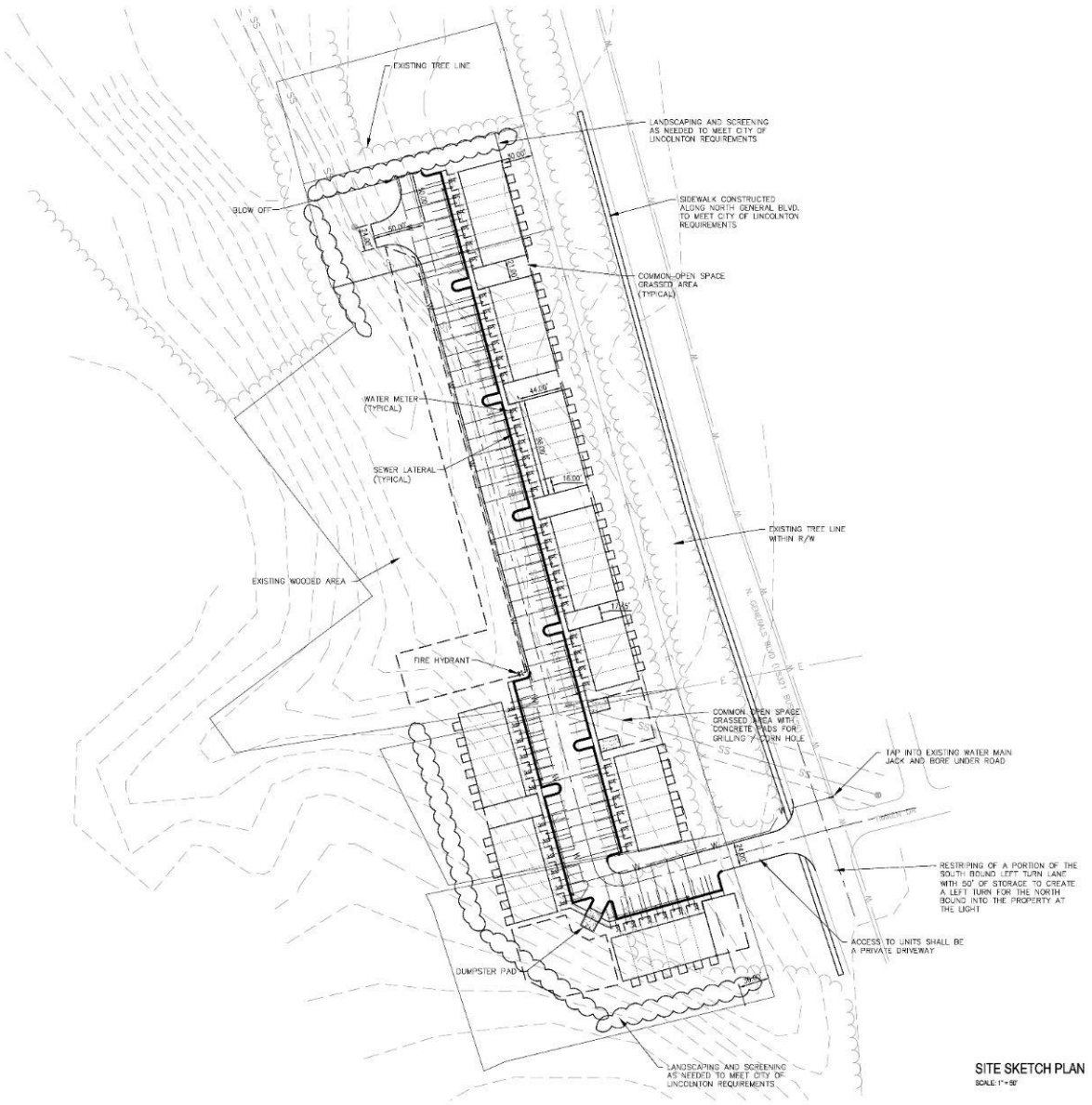
CURRENT ZONING MAP



STREET VIEWS

PROJECT DETAILS

- The project is approximately 4.783 acres in size with 52 townhome units proposed.
- There will be one entrance into the site from N. Generals Boulevard at the intersection/traffic light at Timken Drive.
- There will be nine buildings on the property with an area with improved common open space.
- The applicant's site plan is below.



SITE SKETCH PLAN
SCALE: 1" = 50'

PROJECT DETAILS

1. OWNER: PIEDMONT COMPANIES
2. PARCEL I.D. NO. 3633274552, 3633275204, 3633268946, 3633267800
3. SITE ZONING = R-3 REZONE TO PRD
4. TOTAL SITE ACREAGE = 4.782 ACRES.
5. BUILDING SIZE: 16'x44' UNITS (52 UNITS)
6. PARKING REQUIRED: 108 SPACES
   PROVIDED: 108 SPACES
7. WATERSHED DISTRICT: WS-IV P
8. IMPERVIOUS AREA
   BUILDING: 36,608 SQFT
   PARKING: 52,944 SQFT
   TOTAL: 89,552 SQFT
   BUILT UPON: 42.99%
9. SUBJECT PROPERTY IS IN DESIGNATED FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) FIRM PANEL #3710363300J
10. IMPROVED COMMON OPEN SPACE
    52 UNITS x 500 SQFT PER UNIT = 26,000 SQFT
    PROVIDED COMMON OPEN SPACE = ~31,450

NOTE:
PROPERTY INFORMATION GENERATED FROM DEED DESCRIPTIONS. TOPOGRAPHY BASED ON LINCOLN COUNTY GIS INFORMATION, NOT BASED ON A CERTIFIED SURVEY, AND CANNOT BE RELIED UPON TO BE ACCURATE. CLAYTON ENGINEERING & DESIGN, IS NOT LIABLE FOR THE ACCURACY OF THE GIS INFORMATION SHOWN.

NORTH CAROLINA
CLAYTON ENGINEERING & DESIGN, PLLC
No. P-1454
CERTIFICATE OF AUTHORIZATION

NOT FOR CONSTRUCTION

CLAYTON
ENGINEERING & DESIGN
1209 9TH AVE NE; PO BOX 2351 HICKORY, NC 28601

PIEDMONT COMPANIES
LINCOLNTON, NORTH CAROLINA
TOWNHOUSES ON N. GENERALS BLVD

CIVIL

SITE SKETCH PLAN

JOB NUMBER	21116P
DATE	-/-/-
DRAWN BY	EMB
CHECKED BY	WSC

REVISIONS

NO	DESCRIPTION	DATE
-	-	-

CSN101

SHEET - OF -

W:\Personal\2021\21116 - Piedmont Lincolnton\21116P .DSN, 101 -Reg, 4/13/2022 2:44:48 PM, e.bonner
THESE DRAWINGS AND THE DESIGN THEREON ARE THE PROPERTY OF CLAYTON ENGINEERING & DESIGN, PLLC. AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT WRITTEN CONSENT OF THE ENGINEER / ARCHITECT AND ANY INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION

LAND USE PLAN

The Land Use Plan shows the property in the Planned Business Planning area. Planned Business areas are designed to be the City's destination shopping areas and encompass most larger shopping centers and commercial areas along the City's major corridors. Mixed-use residential/commercial developments are strongly encouraged.

Staff views the request as consistent with the Land Use Plan. Additional well-designed residential development interspersed along N. Generals Boulevard will create pockets of mixed use development, break up long strips of commercial development and help to reduce automobile dependency.

CONDITIONAL ZONING

Because this is a proposed rezoning to a conditional zoning district, if the request is approved, the property could only be used for the specified use in accordance with the approved site plan. Any major modification or change in use would require approval by the City Council through a public hearing process.

STAFF REVIEW COMMITTEE

The Staff Review Committee had the following comments:

1. The City Fire Inspector will need to review and approve all plans prior to development. Fire hydrant may need to be relocated.
2. Driveways will need to be 26 foot in width and no parking is allowed within the driveways to meet fire code requirements.
3. An 8 inch water line would be required to the fire hydrant
4. Hammerhead turnaround needs to be 70 foot in width to meet fire prevention code.
5. Erosion control plans must be submitted to and approved by Lincoln County Soil and Erosion prior to development. Requirements include addressing how the water be handled onsite/offsite for this project since it is proposed to be built right through the middle of a main drainage area. This site has PmC soils which are Pacolet-Madison-Urban land complex. The removal of vegetation at construction sites causes a very severe hazard of erosion. This site will need an erosion control plan package submitted for review and approval PRIOR to any land disturbance taking place. If this project requires offsite upgrades such as roadwork or utility work those areas will be required to also be shown on the plan set with appropriate EC measures for such. Plan will need to be NCG01 compliant.
6. NCDOT driveway permit required.
7. NCDOT would require a signal agreement and restriping of Timken Drive may be required.
8. A sidewalk constructed to City of Lincolnton specifications must be constructed along the entire frontage along N. Generals Boulevard.
9. NCDOT would require a Right of Way Encroachment Agreement for sidewalks. Coordinate with NCDOT for sidewalk location to be in harmony with sidewalks located to the north of the project on N. Generals Boulevard.
10. Coordinate with Utility Department on types of meters needed and possibly a maintenance agreement.
11. Detailed landscaping, screening, and open space plan will need to be provided.
12. Building plans must be submitted and approved by Lincoln County Inspection prior to development.

13. Prior to final approval, an engineered plan meeting all requirements for planned residential development and UDO requirements must be submitted to and approved by staff.
14. A maximum of 70% of the site can be impervious surface, due to water supply watershed restrictions. Detailed calculations must be given.

STAFF RECOMMENDATION

Staff recommends the following actions:

- approval of the request for rezoning from Planned Business (PB) district to the Planned Residential Development (PRD) district subject to the staff review committee comments being made conditions of approval,

- approval of the statement of consistency for approval of the rezoning request, and

- the rezoning being effective upon receipt by the Zoning Administrator of written agreement from the applicant and property owner with the conditions of approval.

Zoning Amendment
Staff's Proposed Statement of Consistency and Reasonableness
for APPROVAL of Application

Case No. CZ-4-2022

Applicant: Piedmont Companies

Parcel ID#: 52992, 80962, 21104 and 21105

Location: N. Generals Boulevard directly across from the intersection of Timken Drive and North Generals Blvd.

Request: Rezone from Planned Business to PRD for the use of the property for 52 townhome units

Proposed Consistency and Reasonableness Statement:

Planned Business areas are designed to be the City's destination shopping areas and encompass most larger shopping centers and commercial areas along the City's major corridors. Mixed-use residential/commercial developments are strongly encouraged.

Staff views the request as consistent with the Land Use Plan. Additional well-designed residential development interspersed along N. Generals Boulevard will create pockets of mixed use development, break up long strips of commercial development and help to reduce automobile dependency.

Therefore, **approval of the proposed amendment is reasonable and in the public interest.**

Zoning Amendment
Staff's Proposed Statement of Consistency and Reasonableness
for DENIAL of Application

Case No. CZ-4-2022

Applicant: Piedmont Companies

Parcel ID#: 52992, 80962, 21104 and 21105

Location: N. Generals Boulevard directly across from the intersection of Timken Drive and North Generals Blvd.

Request: Rezone from Planned Business to PRD for the use of the property for 52 townhome units

Proposed Consistency and Reasonableness Statement:

The Land Use Plan shows the property in the Neighborhood Business Corridor Planning area. This planning area is found along major highways leading into and out of Lincolnton. Its purpose is to accommodate neighborhood oriented planned business areas serving as a nucleus for commercial activities in a particular portion of the City.

The Land Use Plan also includes the following recommendations:

Planned Business areas are designed to be the City's destination shopping areas and encompass most larger shopping centers and commercial areas along the City's major corridors. Mixed-use residential/commercial developments are strongly encouraged.

The proposed rezoning request **is** viewed as **consistent** with the Lincolnton Land Use Plan. However, the proposed residential use is not viewed as desirable in this commercial area. It would be preferable to continue with commercial type used in the area. Therefore, **denial of the proposed amendment is reasonable and in the public interest.**

MEMO TO: Lincolnton Planning Board

FROM: City of Lincolnton Planning Department

SUBJECT: Lincolnton Planning Department amended Land Use Plan, to comply with recently adopted state enabling legislation (Chapter 160D).

DATE: May 17, 2022

BACKGROUND

In 2019 and 2020, the North Carolina General Assembly adopted updated and consolidated state planning and development regulation statutes commonly referred to as "Chapter 160D." The new Chapter 160D consolidates and relocates the current statutes for local planning and development regulations that are now located in Chapters 153A and 160A.

In March of 2021, City Council approved the amended City of Lincolnton Unified Development Ordinance, Chapter 153 of the City Code, to comply with the state enabling legislation.

The amended UDO is now in effect. As part of the update, local governments have until July 1, 2022 to adopt and reasonably maintain a comprehensive plan or land-use plan. In 1990, the City of Lincolnton adopted its first Land Use Plan, that plan was replaced in 2003. The Land Use Plan has been updated and is intended to provide a guide for day to day and long term land development decisions through 2030.

UPDATES

- removed annexation language
- updated demographics to reflect 2020 Census information
- summary of significant achievements utilizing strategies from the 2003 Land Use Plan
- updated goals, objectives and strategies with appendix of explanations

LINCOLNTON
NORTH CAROLINA

LAND USE PLAN
ADOPTED _____

LINCOLNTON CITY COUNCIL

Ed Hatley, Mayor
Dr. Martin Eaddy, Mayor Pro-Tem
Roby Jetton, City Council Member
Christine Poinsette, City Council Member
Mary Frances White, City Council Member

LINCOLNTON PLANNING BOARD

Trent Mason, Chairman
Gregory McBryde, Vice Chairman
Gene Poinsette, Member
Rebecca Abernethy, Member
Stephen Silva, Member
Joy Smith, Member
Monte Tyson, Member

LAND USE PLAN ADVISORY COMMITTEE

Ritchie Haynes, City Manager
Nathan Eurey, Public Services Director
Ryan Heavner, Fire Chief
Robert Pearson, Public Utilities Director

LINCOLNTON PLANNING STAFF

Laura Elam, Planning Director
Mark Carpenter, Zoning Administrator
Jean Derby, Planner
Wayne Godfrey, Building Consultant

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LINCOLNTON LAND USE PLAN

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CHAPTER 1
INTRODUCTION

This document is a statement of the community's vision for its own future and a guide to achieve that vision through the year 2030. The view of the future expressed in the Land Use Plan (i.e., the Plan) is shaped by local community values, ideals and aspirations about the best management and use of the community's resources.

The Plan uses text, maps and diagrams to establish policies and programs that the City may use to address the many issues facing the community. Thus, the Plan is a tool for managing community change to achieve the desired quality of life.

This document serves as an update of the 2003 Lincolnton Land Use Plan and is being adopted pursuant to NCGS 160D-501. The Plan was written by the City of Lincolnton Planning Staff. The Plan was reviewed by the Land Use Plan Advisory Committee prior to submittal to the City Council for adoption.

WHY PLAN?

Successful communities do not just happen; they must be continually shaped and guided. A community must actively manage its growth and respond to changing circumstances if it is to continue to meet the needs of its residents and retain the quality of life that initially attracted those residents to the community.

Residents of Lincolnton value the high quality of the natural environment, the character and diversity of their neighborhoods, their proximity to both Charlotte, Gastonia, and Hickory and their strong sense of "community." Indeed, Lincolnton is one of the region's most historic communities with numerous buildings in the City dating back to the 1800's. Lincolnton is a full-fledged city and is the economic and cultural nucleus of the entire County. Yet, with its Courthouse Square, and a thriving downtown, it retains a distinct small-town flavor. These attributes have not gone unnoticed: a nationally released book named Lincolnton one of the "100 best small towns in the Southeast."

But with its location and proximity to both Charlotte and Hickory, the City has seen substantial growth in recent years. Continuing to grow, yet retaining its unique charm

will continue to be a challenge for the City. Proactive growth management is therefore of major importance.

A good land use plan along with effective plan implementation measures can help realize local objectives. An important premise of an effective land use plan is that it creates a "win/win" situation for the public and private sectors, for existing and new neighborhoods, and for the community's fiscal integrity and enhanced quality of life.

WHAT IS IN THE LAND USE PLAN?

This Land Use Plan focuses on land use and development issues facing Lincolnton. The following listing of sections outlines the major areas covered by the Land Use Plan.

- **Chapter 2 — Demographics**
- **Chapter 3- An overview of the 2003 Lincolnton Land Use Plan**
- **Chapter 4- What does the Community feel is important to Lincolnton?**
- **Chapter 5- - Goals, Objectives, and Strategies** that identify specific goals and policies intended to guide future growth and development decisions.
- **Chapter 6 — The City's Future Land Use Plan** identifies projected land use patterns in the City and its extraterritorial (ETJ) jurisdiction over the next ten years.
- **Chapter 7- Plan Implementation and Administration** outlines recommended strategies needed to achieve the Plan's goals in a manner that is consistent with City policies.

HOW SHOULD THE PLAN BE USED?

The Plan is a guide to action. It is not, in itself, an implementation tool. In the form of goals, objectives, and strategies, the Plan gives a list of "action items" that the City should consider addressing once the Plan is adopted. The Plan also serves as a guide to elected officials, the Planning Board, and staff on how development in Lincolnton should occur in the future. Thus, the City should use the Plan when considering rezoning issues and when making other major land use decisions. If a rezoning request is not substantially in harmony with the Plan----both the Future Land Use Map and the Goals, Objectives, and Strategies---the Plan should either be altered to accommodate the request or the request should be denied.

The Plan can also be of significant use when considering rezoning requests. One of the required considerations for approval of a rezoning request according to Lincolnton's Zoning Ordinance is conformity with the Plan.

The Plan should be a dynamic document, subject to periodic amendment when conditions within the City change. The Plan has a ten-year lifespan. Given the amount of growth taking place in the community, it would be impossible to predict all that can and will occur in the community during that period of time. Certain unforeseen things may occur that warrant changes to the Plan. Thus, periodic updates and assessment of the Plan will be needed to ensure that it continues to meet the needs and desires of the City and its residents.

The Plan, however, is not an ordinance. As mentioned, it is designed as a guide for future growth and development within Lincolnton. The Plan therefore does not have the weight nor the mandate of enforcement of an ordinance. The Planning Board and City Council should therefore use this Plan as a benchmark when considering land use decisions. Staff recommendations to either body should reference the Plan and whether or not the proposed request is in harmony with the Plan. The Plan, in short, outlines the context and nature of how development should occur in Lincolnton; the City's land development ordinances (Zoning and Subdivision) specify how the development will actually take place.

COORDINATION WITH OTHER JURISDICTIONS

Many problems faced by local governments are regional in nature. Issues such as population growth, environmental preservation, growth patterns, and the adequacy of public facilities and services often transcend neighborhood or City boundaries. Accordingly, the study area of the Plan (i.e., the "Planning Area") looks beyond the corporate limits of Lincolnton and includes the City's extraterritorial jurisdiction. Official City actions in response to this Plan will be limited to the area within the City's planning jurisdiction (i.e., the City's corporate limits and its extraterritorial jurisdiction.)

While the Lincolnton City Council is largely responsible for making planning-related decisions, the City should look to coordinate its planning efforts with Lincoln County. Both entities have fully-staffed planning departments. Both also are water and sewer providers. Planning efforts and land use decisions made by one entity will oftentimes have significant impact upon the other.

CHAPTER 2

DEMOGRAPHICS AND EXISTING LAND USE

POPULATION TRENDS

The City of Lincolnton population in the last twenty years has increased significantly. As shown in Table 1, Lincolnton's population has increased by 127% from 1980-2020. Other similar sized cities in the region have also shown increases but not as significant as Lincolnton's. One of the reasons contributing to Lincolnton's growth is that the City undertook a number of annexations in the 1980's and early 1990's. These annexations took in approximately 3,500 persons into the City, or approximately 56 percent of the City's net growth during this 40-year span

However, growth resulting from city – initiated annexation has effectively been eliminated as a result of changes to state enabling legislation in 2011 and 2012. Since then, Lincolnton and other municipalities across the state have relied upon voluntary annexations to extend municipal services and boundaries. Annexations notwithstanding, the City of Lincolnton has experienced population growth as a result of its strategic location between Hickory, Gastonia, and Charlotte. The construction of US 321 into a limited access highway between Gastonia, Lincolnton and Hickory has made it relatively easy for persons to commute to both cities. Thus, for persons who want a "small town" ambience, Lincolnton has much to offer.

CITY	1980	1990	2000	2010	2020	% CHANGE 1980-2020
LINCOLNTON	4,879	6,955	9,965	10.486	11,091	127%
KINGS MOUNTAIN	9,080	8,763	9,693	10,296	11,142	23%
GASTONIA	47,218	54,725	66,277	71,741	80,411	70%
SHELBY	15,310	14,669	19,477	20,323	21,918	43%

TABLE 1

Source: US Bureau of the Census

Map 1 shows generalized existing land use patterns both in the City and its extraterritorial jurisdiction.

Growth in the City has been influenced by a variety of factors including:

- Proximity to Charlotte and Lake Norman- Over the past few decades, growth in Lincolnton has been directed to the east, south and north (i.e., along the Corridors that connect Lincolnton with Lake Norman, Hickory and Charlotte.) Comparatively less growth has taken place in areas to the west of the City.

- Availability of Water and Sewer- Map 3 shows the areas within the City and ETJ that are served with public water and/or sewer from the City of Lincolnton. The South Fork Catawba River is viewed as somewhat of an impediment for serving areas to the west with public utilities (i.e., costs associated with extending utilities across the River are relatively high.) Although the City has extended utility lines across the River to serve new development there, there are many more areas served by utilities to the east of the River than to the west.

As shown in Table 2 below, Lincoln County's population is also increasing at a high rate.

TABLE 2

	2000	2010	2020	2030	% Change 2020-2030
Lincoln County	63,780	78,014	88,699	101,026	13.89%
Gaston County	190,365	206,098	224,168	240,069	7.09%
Catawba County	141,685	154,717	160,732	172,637	7.40%

Source: Office of State Budget and Management

The County's population is expected to increase by almost 14% by 2030. Most of the County's growth will continue to take place in eastern Lincoln County. This area lies close to both Lake Norman and Charlotte and is also served by public water and sewer utilities.

HOUSING UNITS

Based on 2000 Census data, Lincolnton had 4,146 housing units, with 56.1% or 2,175 of these housing units are owner occupied. The remaining 43.9% or 1,703 housing units are renter occupied. As Table 3 indicates, the percentage of owner-occupied housing is similar to that found in nearby cities.

Based on 2020 Census data, Lincolnton has 5,225 housing units. Of these, 4,709 are occupied and 516 are vacant. Of the occupied housing units, 45.1 % or 2,356 are owner occupied. As Table 3 indicates, the percentage of owner-occupied housing in Lincolnton falls below that of nearby cities.

TABLE 3

	Total Population	Land Area in Square Miles	Total Housing Units	Occupied Housing Units	Vacant Housing Units	Owner-Occupied Housing Unit Rate
Lincolnton	11,091	8.6	5,225	4709	516	45.1%
Kings Mountain	11,142	13.4	4,883	4,490	393	58.2%
Gastonia	80,411	51.6	34,346	31,870	2,476	53.7%
Shelby	21,918	22.3	10,089	9,177	912	51.3%

Source: US Bureau of the Census

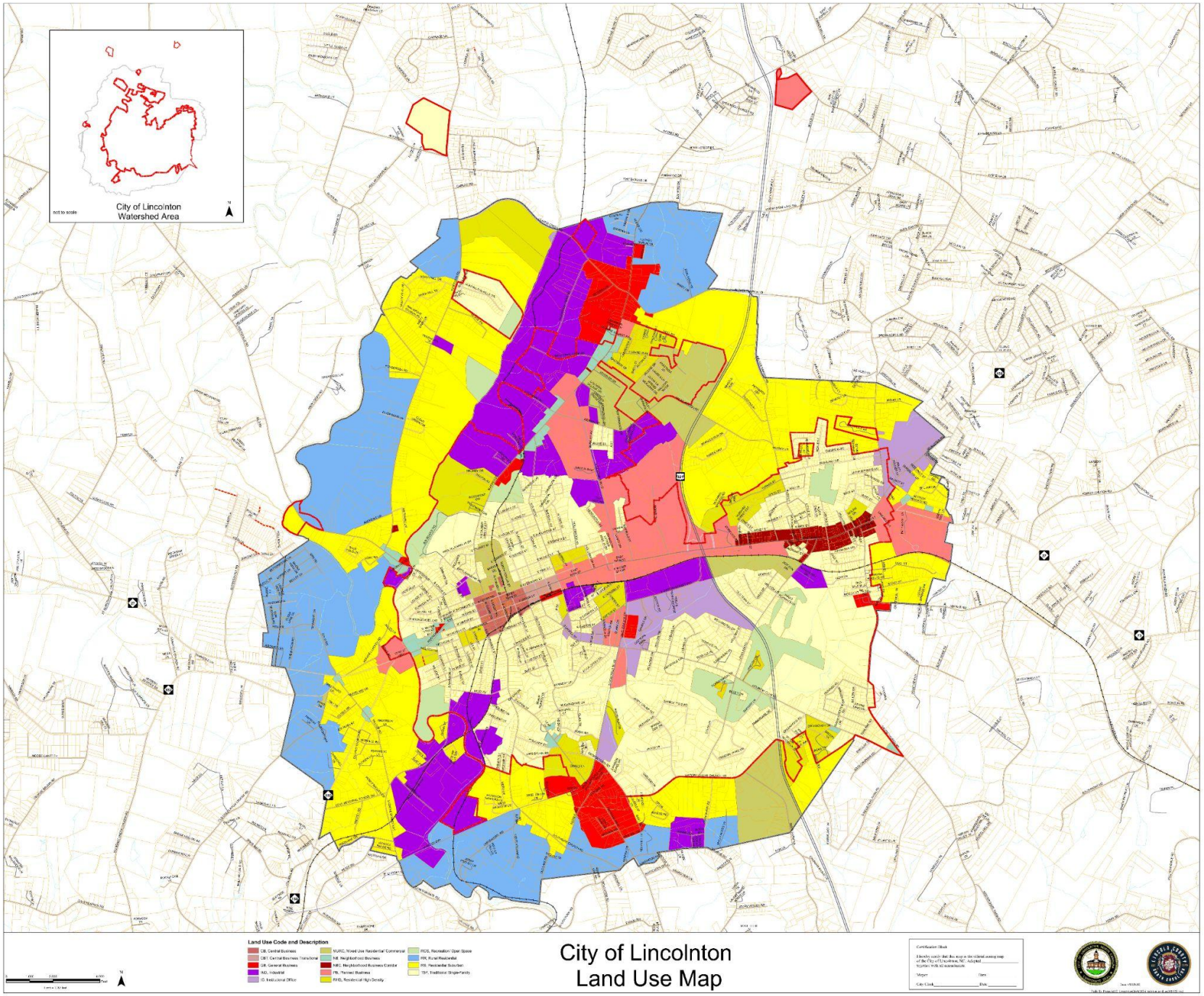
MEDIAN AGE AND AVERAGE HOUSEHOLD SIZE

The median age of Lincolnton is 37.7 years. The average household size is 2.24. Both statistics are also relatively similar to those found in Kings Mountain, Gastonia, and Shelby.

TABLE 4

	Median Age	Average Household Size
Lincolnton	37.7	2.24
Kings Mountain	39.1	2.62
Gastonia	38.2	2.57
Shelby	39.1	2.48

Source: US Bureau of the Census


City of Lincolnton
Watershed Area
not to scale
Land Use Code and Description
City of Lincolnton
Land Use Map

CHAPTER 3

OVERVIEW OF THE 2003 LINCOLNTON LAND USE PLAN

The 2003 Lincolnton Land Use Plan contained 111 implementation strategies that were housed under the following categories:

- Residential Land Uses,
- Downtown Lincolnton,
- Commercial Land Uses,
- Industrial Land Uses,
- Open Space and Environmental Issues and
- Institutional Issues.

Some of the significant achievements that directly or indirectly implement one or more of the strategies contained in the 2003 Land Use Plan are below:

1. Accessory apartments permitted downtown as a use by right. (2004)

2. Design standards adopted in 2004 for big box retail include requirements for:

    - exterior architectural characteristics to be designed to differentiate the structures from similar structures containing the same uses which may be found outside the city,

    - parking lots to encourage pedestrian mobility,

    - construction design to include specific elements for adaptation to multi-tenant re-use,

    - at least one outdoor space or site amenity such as a public plaza or courtyard,

    - accessibility to outparcels via sidewalk from adjoining road,

    - sidewalk along the abutting public street for the entire site,

    - pedestrian mobility through parking lots,

    - no parking or loading in setback, and

    - breaking up of parking mass into separate areas.

3. Subdivision ordinance amended in 2004 to

    - require street connectivity with proposed streets being continuous and connecting to existing platted streets,
    - require sidewalks on both sides of streets in all major subdivisions,
    - require street trees along all collector streets in subdivisions,
    - require dedication of land and/or fees in lieu of land for open space purposes, and
    - allow greenways to be credited against the open space requirements provided that the greenway is part of the city's greenway plan and dedicated to public use.

4. Pedestrian crosswalks added throughout downtown.
5. Lincolnton Commercial Historic District listed on National Register of Historic Places. (2005)
6. Flood Damage Prevention Ordinance adopted. (2007)
7. Accessory apartments permitted in commercial structures. (2011)
8. Sidewalk and planting strip required for new development. (2012)
9. Comprehensive Transportation Plan adopted. (2013)
10. Bicycle Plan adopted. (2013)
11. Pedestrian Plan adopted. (2013)
12. Public Transportation Plan adopted. (2013)
13. Commercial Maintenance Code adopted. (2017)
14. Brownfield assessment grant obtained and implemented. (2018-2021)
15. Parks Master Plan adopted. (2021)

The following strategies contained in the 2003 Plan have not been implemented and are not contained in the 2030 Land Use Plan. Background information on each strategy is outlined in Appendix A.

1. Adopt policies for the off street parking of at least three vehicles on all newly created residential subdivision lots.

2. Adopt an ordinance governing the clear cutting of land and promoting the retention of "significant" tree stands.

3. Monitor the status of adequate public facilities ordinances in other communities.

4. Explore with Lincoln County the possibility of having impact fees for new development both within Lincoln County and Lincolnton's planning jurisdiction.

5. Encourage and reexamine the City's policies that would require a certain amount of neighborhood-oriented commercial development to take place in larger subdivisions that front the City's major and minor thoroughfares.

6. Mandate that all new commercial construction with 5,000 square feet of gross floor area that is located in Downtown Lincolnton contain a residential element so long as the necessary public infrastructure exists.

7. Consider creating a downtown tax district as a means of generating income to support improvements Downtown.

8. Require larger, high-traffic generating uses to be located at the intersection of two or more major streets (i.e., major or minor thoroughfares) in order to give motorists the opportunity to access the development from a number of different directions.

9. Require new, expanded, and/or remodeled developments, where feasible, to have a wrap-around architectural style (i.e,, one that visually and aesthetically shields service areas from streetscapes and adjoining residential areas.)

10. Expand the City's facade grant and "second-story residential" incentive programs to older, fragile commercial areas of the City.

11. Establish a landscape grant program (similar to the facade grant program) that will serve as a means to encourage local business owners to improve landscaping and natural features on their property.

12. Require that big box stores put up a bond that would be used to demolish the original building should it lie vacant for a significant period of time (i.e. five years.)

13. Provide incentives that allow for the creation of residential units above or in association with older retail stores.

14. Mandate that larger-sized developments contain mixed residential, office, commercial uses that are pedestrian-friendly, compatible and integrated with adjacent land uses, in order to give persons an opportunity to live near and have good access to places where they work and shop.

15. Provide mandates for the shared use of parking facilities between neighboring and/or nearby commercial uses.

16. Eliminate minimum off-street parking requirements for commercial development.

17. Eliminate minimum off-street parking requirements for industrial development.

The following additional strategy contained in the 2003 Plan has not been implemented and continues to be recommended in the 2030 Land Use Plan. Background information is outlined in Appendix A.

18. Further explore the creation of historic districts and other appropriate means in neighborhoods as a way of preserving neighborhood aesthetics.

CHAPTER 4

ISSUES OF IMPORTANCE TO LINCOLNTON

In developing a land use plan, an important item in assuring its success is to have "community ownership" in the end product. As this plan is written for the citizens of Lincolnton and its planning jurisdiction, it is important that the citizens be given opportunities to voice their input into the planning process. A thorough public participation process can identify a community's preferences and can serve as a means to refine goals and objectives and ensure that Plan implementation measures address these issues.

The City of Lincolnton took a number of steps to make public input a meaningful part of its planning process. The City initially conducted two community forums on April 2 and April 9, 2002. The first forum (Forum 1) was held at the Lincoln Cultural Center with about 40 persons attending; the second forum (Forum 2) was held at the Boger City United Methodist Church with about 25 persons in attendance. Once the Plan was written, a third forum (Forum 3) was held at the Cultural Center to elicit feedback from the public on the written document. Following the first two Forums, the City appointed the Lincolnton Comprehensive Land Use Plan Steering Committee (i.e., "the Committee.") Centralina staff worked extensively with the Committee in formulating both the text contained in this document and the Future Land Use Map.

FORUMS 1 AND 2

The purpose of these first two forums was to elicit public comment on land use issues and concerns affecting the greater Lincolnton area. In other words, the City wanted to know what citizens liked and disliked about planning in Lincolnton and directions that the City should go towards in the future. At both forums a community preference survey was conducted where attendees were shown over 100 slides depicting a variety of commercial, institutional, industrial and open space land uses. Each person was then asked to rank each slide on a scale of +10 to —10. Following the survey, attendees were then given the opportunity to voice their opinions on land use and planning issues. (NOTE: Although none of the images shown in the survey were actually taken in Lincolnton, they represented developments and development patterns found in the City and its planning jurisdiction.)

The following images, along with their scores, received some of the highest ratings:

Image 1 (+6.31)

Image 2 (+5.09)

Image 3 (+5.00)

Image 4 (+4.40)

Image 5 (+5.50)

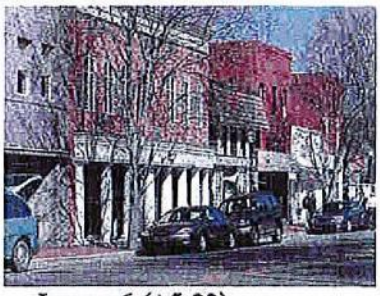


Image 6 (+5.22)

Image 7 (+6.72)

Image 8 (+4.97)

Image 1 is of an older single-family subdivision with older homes and large maturing trees. Sidewalks with greenstrips (i.e., planting strips) located adjacent to the curb are also prevalent.

Image 2 is of a high-end multi-family project. Although buildings are located quite close to the street, with little green space actually provided on site other than a planting strip adjacent to the sidewalk, two stately oak trees were preserved and give the project much of its character.

Image 3 is of a new subdivision that is characterized by sidewalks with a greenstrip between it and the curb; houses with front porches that are located fairly close to the street and maturing trees placed in the front yard of each home.

Image 4 is of a relatively new multi-family development that is characterized by a variety of building roof offsets. In addition, the building grounds are heavily landscaped.

Image 5 is of a renovated "pedestrian-friendly" commercial use. Although there is no greenstrip between the curb and sidewalk, there is landscaping in front of the building. The second story of this older structure is also in use by a separate tenant.

Image 6 is of a traditional downtown characterized by on-street parking, a clearly defined "build-to" line as well as mature street trees along the sidewalk.

Image 7 is of a public park that contains a lake with adjoining wooded areas.

Image 8 is of an office building that is set back a good distance from the street. Low signage, shade trees and a ground sign are also found.

The following images, along with their scores, received some of the lower ratings:

Image 9 (-4.12)

Image 10 (-7.27)

Image 11 (-5.14)

Image 12 (-6,19)

Image 13 (-2.61)

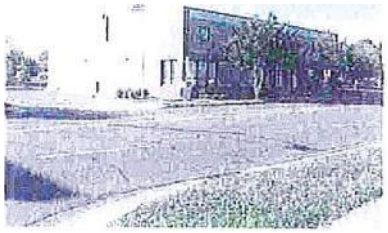


Image 14 (+0.58)

Image 9 is of a heavy industrial use (a food processing plant) that is not screened from any adjoining properties.

Image 10 was taken in a manufactured home park that had few aesthetic amenities. (NOTE: A number of slides depicting manufactured homes were contained in the survey. All of these slides received relatively low scores.).

Image 11 is a classic example of strip commercial development along a major highway. What predominates in the picture are concrete, overhead wires, and a series of freestanding pole signs.

Image 12 consists of a convenience store that is situated perpendicular to the road with all of the parking visible from the street. There is no landscaping aside from some weedy areas adjacent to the street and directly in front of the building. Signage consists of a portable sign.

Image 13 is of a duplex building that contains a significant amount of clutter on the front porch. The building is relatively close to the street. There is a narrow sidewalk; but it lacks a greenstrip.

Image 14 consists of a relatively new library building located in an urban setting. Although street trees have been planted in front of the building, the image is one of a long, flat unarticulated building in close proximity to the street with little visual texture.

Following the community surveys, attendees were asked to give their opinions on land use issues facing the City. 'What follows is a summary of the comments that citizens gave at the forums. These comments were used as cornerstones for putting together the various goals, objectives, and policies contained in Chapter 5 that follows.

DOWNTOWN LINCOLNTON AND ENVIRONS

Downtown Lincolnton is considered by most people to be the most aesthetic part of the City. Though most people felt that the Downtown was quite pretty, many felt that it needed a residential base to help support it. The older parts of the City are typical of a traditional, small Southern town. Suggestions made to maintain the Downtown's (and City's) character include;

- Encourage quality infill development. Build it so that it looks like it "fits in." Mixed-use type buildings are acceptable. Attract "people-oriented" uses (e.g., restaurants) downtown. Encouraging persons to live downtown Lincolnton is very much recommended.

- The Courthouse serves as Downtown's cornerstone. Accordingly, it should be lit up at night. Pedestrian access and mobility in and around the Courthouse needs to be improved.
- All major governmental buildings should continue to be located in the future in and around Downtown Lincolnton.

ROGER CITY (US 27 East)

This is an older, developed portion of the City that many persons felt needed a facelift. The common theme heard that with so many curb cuts along the road (and given that it leads towards Charlotte), traffic is a problem throughout much of the day. There are a lot of overhead wires, strip shopping centers, and areas with poor visibility. Most people therefore felt that the area was not very aesthetic.

Some persons thought that US 27 should be turned into a "boulevard" with a landscaped island in the middle. Some Boger City residents were not keen on sidewalks being placed along NC 27 because they felt that the road was too auto-oriented and that having more pedestrians could lead to safety problems. Additional landscaping both along NC 27 as well as within the parking lots of the non-residential uses that abut NC 27 was encouraged. The newer shopping centers near the US 321 interchange do not have any character nor any distinctive features....they look like countless other shopping centers found across the country. Special attention needs to be given to them as well as to the other "gateways" leading into and out of the City. Developments along NC 27 do not necessarily need to address (i.e., be in close proximity and/or be oriented to the street)...they just need to look better, be more pleasing to the eye, and be better landscaped. Street trees are also needed along NC 27. Signs along US 27 are sometimes too low and impede visibility.

COMMERCIAL USES (outside Downtown Lincolnton)

Persons acknowledged the need to maintain a strong commercial base in Lincolnton as tax dollars need not be going to outlying communities. But there was sentiment that shopping centers and, especially "big box" type stores needed attention. Many felt that there were too many strip malls and that more "courtyard" type shopping centers were needed. Phillips Place in Charlotte and Birkdale Village in Huntersville were viewed as successes and such types of development (due to their aesthetics and because they each are a mixed residential/commercial development) would benefit Lincolnton. In addition, most people felt that "power centers" (i.e., shopping centers comprised largely of "big-box stores") were not needed in Lincolnton.

There was strong sentiment that new commercial developments should "fit in with the community. "Many people felt that the City's most recent shopping centers did not meet that objective. Most persons felt that off-street parking lots needed more landscaping. New design guidelines for commercial development are needed and no new major

commercial developments should be allowed until these criteria have been adopted. The criteria should, at a minimum, address the issues described above as well as "how" big box stores are built. There was support to require big-box stores to be "subdividable." In other words, larger single-tenant stores should be constructed in a manner that would make them easier to market should the use go out of business.

RESIDENTIAL USES

There was a difference in opinion on cul-de-sacs and connectivity. Persons attending the meeting at the Lincoln Cultural Center strongly endorsed connectivity between subdivisions and a limitation on cul-de-sacs and a ban on gated communities. They largely felt that individual developments should be connected with each other. Those attending the Boger City session spoke positively of cul-de-sacs and that they served the City well. There was also some positive sentiment for gated communities as it was felt that they did not use many City services.

Sidewalks were widely endorsed, with there being a recommendation that they be placed on both sides of residential streets with a green strip between the curb and the sidewalk.

Quality infill residential development should be promoted in and around Downtown Lincolnton. People spoke highly of Lincolnton's older neighborhoods and any new development in these areas should look like it "fits in."

INDUSTRIAL USES

Persons stated that industrial development should be put in where there is existing street and utility infrastructure that can accommodate it. Notwithstanding, US 321 should retain its "open" character and if any new industries locate adjacent to the highway, they should be screened from the view of motorists traveling along US 321.

Industrial uses should be developed in a business park environment. All future industries in the community should be of the "clean" variety. Irrespective of location, truck traffic should be diverted away from congested areas and onto the future "Loop Road" or onto US 321. The Loop Road should contain a minimum of curb cuts and should be used to divert traffic around Lincolnton rather than serving as a road that contains many destination points.

OPEN SPACE

Open space preservation was viewed as a major priority for the City. Residents expressed a desire to see the City's greenway system expanded and eventually be linked with the South Fork River. The preservation of open space in residential subdivisions, as well as tree preservation, in general, were also viewed as being of high importance.

FORUM 3

A third forum was held at the Lincoln Cultural Center on March 25, 2003 to solicit opinion from the general public on the Plan that had been put together by staff and the Committee. Approximately 25 persons were in attendance. Staff summarized the various elements of the Plan and gave overviews of the main recommendations coming out of the document. Reaction to the Plan was generally positive. Issues that were raised by the attendees included:

- The Plan should address the placement of alleys in future residential subdivisions
- The Plan should address policies concerning undeveloped land adjacent to school facilities (or future school facilities)
- Design criteria should be placed in the plan that addresses limitations on "snout houses"—houses that have front-loaded garages that stick out from the house
- The Ramseur's Mill site (a Revolutionary War site) located off North Aspen Street should be preserved
- Future development should be encouraged both on the east and west sides of the City

As a result of the forum, changes were made to the Plan that address some of the issues raised.

CHAPTER 5

GOALS, OBJECTIVES, AND STRATEGIES

OVERVIEW

This Plan contains a number of goals, objectives, and implementation strategies. Together, these detailed statements provide guidance in achieving the City's vision of its future. Some of these goals reflect long-standing City policies. Others identify new directions and actions that are designed to maintain the City's high quality of life. The following themes emerged from the community forums, and provide key policy direction for developing the goals, objectives, and strategies identified in the Plan.

MAINTAIN DOWNTOWN LINCOLNTON'S ROLE AS THE CITY AND COUNTY'S ECONOMIC, GOVERNMENTAL, AND CULTURAL HUB

Lincolnton has one of the finest examples of a thriving downtown in the greater Charlotte region and necessary steps need to be taken to ensure that this continues.

A key factor in maintaining the strength and vitality of Downtown Lincolnton is to make it more active and functional during non-peak hours (i.e., at times other than weekdays from 8:00 AM-5:00 PM.) The best way of addressing this is by simply attracting more persons downtown. Relatively few people live in Downtown Lincolnton proper. Most areas that adjoin the downtown are zoned for single-family residences or, at most, allow for multi-family developments at relatively low densities. The City should continue its efforts to promote downtown living and also allow for additional and quality higher-density developments on the downtown periphery.

While most major governmental uses (both City and County) are located in the downtown, there is no guarantee that this will not change in the future. The City's zoning districts (especially the business and industrial districts) permit governmental uses to be located in a variety of different areas other than downtown. City officials should be proactive in devising plans that keep these uses in or in close proximity to Downtown Lincolnton.

The City should continue to use its commercial maintenance code to ensure that downtown buildings do not fall into disrepair.

The City should create an informational handout on financial incentives available due to Downtown’s listing on the National Register of Historic Places.

COMMERCIAL CORRIDORS AND GATEWAYS

While Downtown Lincolnton does have a small retail element, most retail establishments are located on the City's commercial corridors. These corridors, however, are in need of attention. While new and expanded commercial development is welcomed, it should be designed to fit into Lincolnton rather than being similar to developments that can be found in a myriad of locations elsewhere in North Carolina or, for that matter, anywhere else in the United States.

New shopping centers should be "pedestrian-friendly" and, where feasible, be of a "mixed-use" variety (i.e., have a retail AND residential component) The "urban village" look, akin to what is found in Birkdale Village in Huntersville or Phillips Place in Charlotte, is strongly encouraged. Sidewalks both within and along the streets bordering shopping centers are strongly encouraged. In other words, shopping centers should be constructed to accommodate both the pedestrian and the motorist.

Larger freestanding stores (referred to as "big boxes") should be designed in a manner that ensures that they do not remain vacant for extended periods of time should their tenants move out. Although this is not currently a problem in Lincolnton, numerous examples of this occurring in the region and elsewhere are found.

Traffic flow on the City's major commercial arteries is a major concern. Limiting the number of future curb cuts on NC 27, General's Boulevard, etc. is a major priority. Similarly, the proposed "Loop Road" around Lincolnton should not serve to channel traffic around Lincolnton and should not become a "destination road" itself. Map 4 is the City's most recent Comprehensive Transportation Plan and depicts all proposed thoroughfare improvements in the planning area.

PRESERVATION OF OPEN SPACE

The City has developed a greenway that has been well received by local residents. The City has a long-range greenway masterplan (refer to Map 5) that calls for a greenway to eventually link the City with the South Fork River. New developments that lie along the proposed greenway should be developed in such manner that access to the greenway can be provided.

The City adopted the Carolina Thread Trail Master Plan (Map 6) for Lincoln County Communities in 2009 that envisions a network of bicycle and pedestrian trails connecting the communities, businesses, schools, parks and historic resources of Lincoln County, offering valuable opportunities for recreation, transportation and economic development.

New residential subdivisions should continue to include open space areas or (have a fee paid in-lieu in association with plat approval, proceeds from which would be used for recreational purposes in the vicinity of the development.)

MAINTAIN CHARACTER OF ESTABLISHED RESIDENTIAL NEIGHBORHOODS

Being one of the oldest and most historic cities in the region, Lincolnton contains a number of historic residential neighborhoods. These include "mill villages" that lie in close proximity to former (and some existing) textile mills. Mill villages are scattered throughout the City. Many of the City's other traditional residential single-family neighborhoods are found west of General's Boulevard to the north and south of Main Street, Grid streets with homes that blend well with each other characterize these neighborhoods..

"Infill" residential development is seen a viable option in maintaining the integrity of many older residential neighborhoods, Such development should occur in a way that harmonizes- rather than detracts- from its surroundings.

Code enforcement has been a tool that has been successfully used by the City in ensuring that houses are properly maintained. Continued enforcement of the City's Minimum Housing Code is strongly encouraged.

GOALS, OBJECTIVES, AND STRATEGIES

What follows is a series of goals, objectives and strategies that reflect the themes outlined above, the comments made at the Forums, discussions with the Planning Board and City Council, and overall community sentiment relative to the City's growth and development. Along with Lincolnton's Future Land Use Plan map (refer to Maps 7 and 8), they build the framework on which land use decisions should be made in Lincolnton in the future.

Land use planning is dynamic rather than static. Thus, as existing conditions, public sentiment, or City needs change in the future, so should the City's Land Use Plan. It is therefore important that the City's staff keep abreast of these issues and ensure that the Land Use Plan remains reflective of the goals and aspirations of the City.

The following are definitions of goals, objectives, and strategies and how they are to be employed by the City upon Plan adoption:

> Goals: Goals are the broad public purposes toward which objectives and policies are directed. Generally, more than one set of actions (i.e., strategies)

may be needed to achieve each goal. In this Plan, goals are phrased to express the desired results of the Plan; they complete the sentence "Our goal is..."

Objectives: Objectives are statements of government intent against which individual actions (i.e., strategies) and decisions are evaluated. An "objective" supports and describes how the stated "goat" will be achieved.

Strategies: Individual tasks or actions, which, taken together, will enable the City to achieve its goals and objectives. Strategies recommend specific implementation measures.

The following is a list of goals, objectives, and strategies that were developed by the Committee, endorsed by the Planning Board, and adopted by the City Council. They are organized in six major categories:

1. Residential Land Uses
2. Downtown Lincolnton
3. Commercial Land Uses (other than "Downtown")
4. Industrial Land Uses
5. Open Space and Environmental Issues
6. Institutional Issues

A "commentary" follows a number of the listed strategies. Their purpose is to give the reader a further understanding of the principles contained in the underlying strategy and the end-product desired as a result of implementation of the strategy.

RESIDENTIAL LAND USES

GOAL: To ensure that Lincolnton is a city comprised of well-planned, safe, residential development that offers housing choices that retain their value, and serve as a stimulus for further development.

OBJECTIVE A: Protect the integrity and viability of the City's established residential neighborhoods.

STRATEGY R-A1: Maintain an ongoing and pro-active minimum housing code

enforcement program for all residential properties (**NOTE**: this would require an increase in staff)

STRATEGY R-A2: Strongly encourage infill development in older portions of Lincolnton that will be in harmony with these areas' architectural characteristics.

STRATEGY R-A3: In established single-family residential neighborhoods outside of "Old Lincolnton" (i.e., the area that lies between the South Fork Catawba River to General's Boulevard within the corporate limits), continue to promote single-family development that complements existing development patterns.

STRATEGY R-A4: Further explore the creation of historic districts and other appropriate means in neighborhoods as a way of preserving neighborhood aesthetics.

STRATEGY R-A5: Maintain the unique single-family residential character of the City's existing "mill villages" and their viability as a source of quality affordable single-family housing.
(NOTE: consider rezoning such areas from R-8 to R-10 or R-15 to eliminate the placement of duplex units).

OBJECTIVE B: Promote home ownership throughout the City's Planning Jurisdiction.

STRATEGY R-B1: Identify specific areas of the City for a mix of housing choices in order to promote affordability.

STRATEGY R-B2: Allow for a mix of lot sizes in individual zoning districts in order to promote affordability.

STRATEGY: **R-B3**: Promote innovative zoning to accommodate home ownership.

STRATEGY R-B4: Encourage home ownership in Lincolnton's older-established neighborhoods.

STRATEGY R-B5: Encourage home ownership in Lincolnton's transitional and rental neighborhoods.

OBJECTIVE C: Promote a healthy mix of well-maintained rental units for persons in a variety of income brackets.

STRATEGY R-C1: Provide for variety in the density and construction types of rental property (apartment "complexes," individual rental units, duplexes, and single-family).

STRATEGY R-C2: Ensure that all rental properties are developed in a style that is in harmony with adjoining uses and the neighborhood as a whole. (i.e., need to address aesthetic issues such as parking, building orientation, etc.)

OBJECTIVE D: Ensure that residential development promotes pedestrian and bicycle, as well as automotive use.

STRATEGY R-D1: Continue to require the provision of sidewalk within and on the outside boundaries of new residential developments.

STRATEGY R-D2: Continue to require the provision of sidewalk on developing properties located in the City.

STRATEGY R-D3: Continue to implement the City's Pedestrian and Bicycle Safety Plan.

STRATEGY R-D4: Continue to establish bicycle paths within the City's greenway system and also on roads that lead to greenways.

STRATEGY R-D5: Continue to promote the implementation of the Bicycle Plan.

STRATEGY R-D6: Encourage residential connectivity between compatible residential and other developments (including major institutional uses) to the greatest extent practical.

Commentary- The notion of "mixed-use developments" is strongly encouraged throughout the Plan. Rather than continuing to segregate land uses, it is hoped that residential and commercial uses can be more integrated and designed to blend in and complement each other. A key factor that can help achieve long-term success is to provide for connectivity between different land uses. Commercial land uses in residential area shOuld not be "islands unto themselves" but, rather, should be planned so that neighborhood residents can easily access these areas by sidewalk, bikeway.... as well as by car. In other words, mixed-uses should be integrated among themselves, as well as with the surrounding neighborhood.

STRATEGY R-D7: Continue to limit the use of cul-de-sacs in subdivisions. At least two points of ingress and egress for most new subdivisions are preferred.

STRATEGY R-D8: Continue to implement the City's Greenway Master Plan.

STRATEGY R-D9: Continue to implement the City's Carolina Thread Trail Master Plan.

OBJECTIVE E: Promote open space preservation, to the greatest degree feasible, in new development.

STRATEGY R-El: Continue to require open-space preservation in new residential developments (both single and multi-family) as well as non-residential developments by requiring either open space set-asides or fees-in-lieu.

Commentary: North Carolina's General Statutes allow municipalities to require that a certain amount of open space (or a fee in lieu) be set aside to serve local recreational needs. Lincolnton's current Subdivision Ordinance does not mandate this. It is recommended that the Subdivision Ordinance be changed accordingly.

STRATEGY R-E2: Continue to require that dedicated open space in new subdivisions meet certain standards for the type and nature of open space that is to be preserved. **(NOTE:** Also contained in the "Open Space and Environmental Issues" section in Objective A, Strategy 3.)

STRATEGY R-E3 Ensure that residential development is in harmony with and provides pedestrian connectivity to the City's greenway system.

STRATEGY R-E4: Maximize the preservation of wetlands and natural drainage areas in new developments by encouraging developers to use innovative drainage methods, techniques and materials. Consider providing incentives to foster implementation.

STRATEGY R-E5: Continue to promote the retention of significant tree stands through the development process.

STRATEGY R-E6: Continue to require a street-tree program in new subdivisions. **(NOTE:** This is .also addressed in Objective B, Strategy 4 of the "Open Space and Environmental Issues" section.)

OBJECTIVE F: Locate future residential development in areas where City infrastructure and services can be economically provided.

STRATEGY R-F1: Ensure that public infrastructure is adequate in newly annexed areas.

STRATEGY R-F2: Consider requiring curb and gutter (and/or other appropriate means of channeling water run-off) in new subdivisions.

STRATEGY R-F3: Require the placement of underground utilities in all future residential developments.

OBJECTIVE G: Promote mixed-use development in the City's centers and corridors.

STRATEGY R-GI: Encourage mixed-use development (in a more urban manner) in areas other than Downtown.

Commentary: Most of Lincolnton's zoning classifications are segregated by land use types (i.e., "residential" zoning districts where most allowed uses are residential in nature; "business" zoning districts which primarily accommodate commercial uses, etc). This has led to a segregation of land use types in the City (e.g, long strips of commercial uses along NC 27, Generals Boulevard; residential neighborhoods with no nearby shopping opportunities, etc.) in order to reduce automobile dependency and to create "livable neighborhoods" in which people can live, work, and shop, many communities are encouraging mixed-use type developments where a variety of land uses can be accommodated and be integrated with each other.

STRATEGY R-G2: Encourage neighborhood-oriented commercial development to take place in larger subdivisions that front the City's major and minor thoroughfares.

DOWNTOWN LINCOLNTON

GOAL: To promote Downtown Lincolnton as the County's foremost and unique retail, service, cultural, governmental and mixed-use residential hub.

OBJECTIVE A: Encourage residential uses (and/or the adaptive reuse of existing buildings for residential uses) in downtown Lincolnton and surrounding areas, either in new and architecturally compatible low and mid-rise buildings, or on the upper floors of existing commercial buildings.

STRATEGY D-Al: Continue to encourage and support housing in downtown Lincolnton. This could include second-story housing over existing commercial establishments, the development of new mid- rise residential condominium units; and/or the rehabilitation of older commercial structures for residential use.

STRATEGY D-A2: Continue to allow residential uses in Downtown Lincolnton as a use by right.

STRATEGY D-A3: Encourage new large-scale commercial construction in Downtown Lincolnton to include a residential element, so long as the necessary public infrastructure exists.

***Commentary:** A major objective of this Plan is to ensure the long-term stability of Lincolnton's central business district. In short, It is strongly desired that Downtown Lincolnton maintain its role as the commercial core of the City... and the County. For a downtown to truly be successful, it should be the home for both businesses and people. Thus, to foster residential growth in the downtown it is recommended that significant new (as opposed to renovated) commercial construction contain a residential element.*

STRATEGY D-A4: Foster a marketing campaign with the Downtown Development Association to encourage residential development in the Downtown area. Identify potential segments of the population to locate in the downtown area.

STRATEGY D-A5: Foster public/private partnerships and incentives for new mixed-use developments in Downtown Lincolnton and immediate surrounding areas.

STRATEGY D-A6: Maintain design guidelines for residential development to ensure that such buildings blend in with the Downtown's architectural character.

STRATEGY D-A7: Re-examine the boundaries of the City's "Central Business District" and peripheral areas. Allow "downtown" type residential buildings and settings to develop in areas that are not specifically located in the Downtown Lincolnton core.

STRATEGY D-A8: Create an incentive program to encourage residential development in the Downtown area.

STRATEGY D-A9: Improve undersized or outdated City infrastructure to support reuse of downtown buildings. Allocating City resources to downtown would serve as an economic stimulus in helping to preserve its vitality.

OBJECTIVE B: To maintain Downtown Lincolnton as the City and County's governmental hub.

STRATEGY D-B1: Maintain dialogue and contact with the United States Postal Service to ensure that the location of the Lincolnton Post Office remains downtown.

STRATEGY D-B2: Establish a long-term commitment from the City Council that the City Hall, and any associated annex buildings, continue to be located in Downtown.

STRATEGY D-B3: Work with County officials on a long-term plan to ensure that the County's major governmental offices and courts, to the greatest degree feasible, remain in the downtown area.

STRATEGY D-B4: Create an incentive program designed to encourage reuse of vacant or underutilized downtown buildings.

OBJECTIVE C: To develop Downtown Lincolnton as a unique, pedestrian friendly, mixed-use neighborhood that takes advantage of the area's historic character.

STRATEGY D-C1: Examine the City's Zoning Map and determine if there are areas of the

City that lie in close proximity to the Downtown that should be rezoned. Issues that should be explored for such a zoning district include:

1. Geography- Where should zoning be changed?
2. Residential Uses- Should multi-family uses be allowed? If so, what type, and what density?
   Design Criteria- What standards can be employed to ensure that new development is built in harmony with, and does not overshadow, existing uses?
4. Non-residential Uses- What uses would be appropriate for the area?
5. Off-street Parking- Should parking be required at the same level as in other zones, or should new parking standards be developed? Examine policies/design criteria governing the amount and/or location of off-street parking in front yards for residential and nonresidential uses.
6. Setbacks- Should buildings be required to address (i.e., be parallel and in close proximity to) the street?

STRATEGY D-C2: Work with the landlords of vacant and under-utilized commercial buildings to develop strategies for adaptive reuse (including the possibility of mixed commercial-residential use.)

STRATEGY D-C3: Continue to use the commercial maintenance code to ensure that downtown buildings do not fall into disrepair.

STRATEGY D-C4: Consider making changes to the list of permitted uses and uses subject to prescribed standards, along with performance criteria associated with these uses in the Central Business District (and the Central Business Transitional District) to ensure that any such use if developed, would ultimately promote the vitality of and be in harmony with surrounding land uses.

STRATEGY D-C5: Promote cultural uses (i.e., museums, auditoriums, theaters, etc.) in Downtown Lincolnton in order to establish the downtown area as the County's cultural hub.

STRATEGY D-C6: Create an informational handout on financial incentives available for historic building renovation due to Downtown's listing on the National Register of Historic Places.

STRATEGY D-C7: Require that all new utility lines in Downtown Lincolnton be placed underground.

STRATEGY D-C8: Create and implement a Downtown Streetscape Plan.

OBJECTIVE D: To maintain Downtown Lincolnton as an aesthetic place to live, work, and conduct business.

STRATEGY D-D1: Continue the City's façade grant program as a means of encouraging property owners to make exterior façade improvements.

STRATEGY D-D2: Continue the City's program of funding, and seek additional private funds, for beautification efforts (i.e., street trees, benches, historic plaques and monuments, decorative lighting, etc.) in the Downtown area.

OBJECTIVE E: Promote pedestrian and automotive safety in Downtown Lincolnton.

STRATEGY D-El: Continue to **e**xamine traffic flow and pedestrian access in and around the Courthouse Square to ensure pedestrian safety while maintaining a good flow of automobile traffic.

STRATEGY D-E2: Continue to identify potential areas for pedestrian crosswalks.

STRATEGY D-E3: Continue to ensure that sidewalks stay in good condition.

STRATEGY D-E4: Continually assess Downtown's long-term off-street parking, pedestrian and bicyclist requirements. This includes, but is not be limited to:

1. Identifying areas for surface parking lots and/or decks,
2. Allowing for shared parking between neighboring uses,
3. Installing bicycle paths, and
4. Increasing the amount of signage for pedestrian use.

COMMERCIAL LAND USES

GOAL: To promote Lincolnton as the commercial hub of Lincoln County with developments that are aesthetically-pleasing, pedestrian-friendly, and which will add long-term economic benefit to the community and which will not ultimately lead to additional commercial sprawl.

OBJECTIVE A: To reduce traffic impacts of commercial development on adjacent thoroughfares and adjacent residential neighborhoods.

STRATEGY C-Al; Limit the number of curb cuts for new commercial developments onto adjacent streets. Where feasible, require joint access among adjoining uses and entry from multiple streets, in order to distribute traffic flow.

COMMENTARY: Access management is a key factor in determining how efficiently traffic flows on major highways. The greater the number of curb cuts, the greater the likelihood that traffic flow will be impeded Local governments need to proactively take steps to limit the number of curb cuts on heavily used roads. This can be done by placing caps on the number of curb cuts that any use may have, channeling traffic onto other streets, and/or by providing incentives to existing land uses to reduce the number of curb cuts that they have.

STRATEGY C-A2: When approving additions to existing developments, encourage the consolidation of existing curb cuts.

STRATEGY C-A3: Encourage larger, high-traffic generating uses to be located at the intersection of two or more major streets (i.e., major or minor thoroughfares) in order to give motorists the opportunity to access the development from a number of different directions.

STRATEGY C-A4: Provide for transition between large commercial developments and nearby residential areas by graduating the scale of development.

COMMENTARY: Larger commercial developments (i.e., shopping centers, office buildings and office parks) are often found at the edge of residential neighborhoods. Given the high traffic volumes that these commercial uses may generate, there is usually a decrease in desirability for having traditional single-family residences immediately abutting such uses. Thus, local governments often find it more advantageous to have a tiered approach to land uses in areas abutting large commercial uses. Smaller office complexes, institutional uses, multi-family developments often serve as good transitional uses between large commercial uses and single-family residential areas.

OBJECTIVE B: To develop commercial areas that are aesthetically pleasing and blend in well with their surroundings.

STRATEGY C-Bl: Continue to use increased parking lot landscaping as a means of improving the aesthetics of commercial developments.

STRATEGY C-B2: Continue t**o r**equire new, expanded, and/or remodeled developments, where feasible, to have a wrap-around architectural style (i.e,, one that visually and aesthetically shields service areas from streetscapes and adjoining residential areas.)

COMMENTARY: Heavy commercial uses and industrial uses are often found along major highways. Loading docks, exterior storage of goads, service areas, and the like often detract from an area's aesthetics if they are out in the open and visible from adjoining roads. To counter this, many local government require that such facilities be screened from adjoining thoroughfares (as well as residential neighborhoods)

STRATEGY C-B3: Continue to **r**equire the development of outparcels on large-commercial developments in a manner that encourages pedestrian access from adjacent uses as well as from the parking lot.

COMMENTARY: It is a very common sight to find "outparcels"—freestanding buildings—in shopping centers. These buildings are oftentimes designed to be accessed with the automobile, rather than the pedestrian, in mind Indeed, pedestrian mobility within shopping centers is all too often lacking. Thus,

outparcels, in particular (and shopping centers, in general), should be designed to safely and efficiently accommodate both the driver and the pedestrian.

STRATEGY C-B4: Encourage "neighborhood-friendly" types of new commercial development in residential neighborhoods. Any such development should be small in scale, not generate a lot of customer or vehicular traffic, not be open for extended hours, and be aesthetically congruent with its surroundings. Such uses shall be subject to a conditional rezoning.

STRATEGY C-B5: Encourage bicycle lanes and racks in new commercial developments.

STRATEGY C-B6: Provide pedestrian access from commercial developments onto adjoining properties.

STRATEGY C-B7: Improve undersized or outdated City infrastructure in older commercial areas where the threat of business relocation to newer areas or other cities has occurred. Allocating City resources to older commercial areas would serve as an economic stimulus in helping to preserve the vitality of such areas.

STRATEGY C-B8: Work with the landlords of vacant and underutilized commercial buildings to develop strategies for adaptive reuse (including the possibility of mixed commercial-residential use.)

STRATEGY C-B9: Require that utility lines for new commercial development and commercial uses that are substantially redeveloped or improved be placed underground.

OBJECTIVE C: Ensure "big box" retail is developed in such a way as to not have a negative impact on the community

STRATEGY C-Cl: Continue to require that "big-box" stores be constructed in a manner that allows them to be utilized in smaller individual units should the original use no longer be in operation.

COMMENTARY: *Large retail stores (often referred to as "big-box stores") are found in Lincolnton. Local governments find that these stores typically have a viable retail life for perhaps 10-15 years. Beyond that period there is an increasing tendency for these stores to be vacated Given their large size (in many instances 75,000+ square feet), finding new tenants can be difficult. Thus, these stores often remain vacant for long periods of time. A vacancy by one large retailer may cause other smaller retailers to follow suit, thus creating a strain on the neighborhood. Innovative means are therefore suggested to ensure that big-boxes can be "down-sized", if needed to make them more marketable if their original tenant leaves.*

STRATEGY C-C2: Continue to require that larger-sized commercial developments meet certain façade standards.

COMMENTARY: *The exterior facades of "big-box" buildings often vary from city to city in which they are found. All too often, these facades are thought of as being stark and utilitarian with Bilk emphasis placed on aesthetics. Accordingly, some locales have established facade standards governing how the exteriors should look (e.g., reducing windowless expanses, limiting the amount of exterior-stored merchandise, etc.)*

OBJECTIVE D: To encourage mixed-use commercial residential developments.

STRATEGY C-D1: Continue to allow for the creation of residential units above or in association with older retail stores.

STRATEGY C-D-2: Encourage larger-sized developments with a mix of residential/office/commercial uses that are pedestrian-friendly, compatible and integrated with adjacent land uses, in order to give persons an opportunity to live near and have good access to places where they work and shop.

OBJECTIVE E: To discourage additional commercial sprawl along Lincolnton's thoroughfares.

STRATEGY C-El: Use the Future Land Use Map as a means of depicting where future commercial and non-residential development will occur along the City's major thoroughfares and other areas.

STRATEGY C-E2: Continue to require that larger-sized commercial developments, power centers, and "big-box stores" are approved only through the conditional rezoning process.

STRATEGY C-E3: Continue to encourage the reuse of existing commercial zoned properties rather than the development of greenfields.

OBJECTIVE F: To create off-street parking policies that encourage quality design, pedestrian and vehicular safety, and are user-friendly in nature.

STRATEGY C-Fl: Continue to use increased parking lot landscaping as a means of improving the aesthetics of commercial developments. (repeated in Objective 2)

STRATEGY C-F2: Continue to require landscaping for off-street parking in front yards.

COMMENTARY.• Having large front yards consisting of off-street parking often results in a "sea of asphalt" appearance. This can be overcome by limiting the amount of parking allowed in **a** *front yard; requiring additional landscaping and/or screening for excess amounts of parking in the front yard; or other techniques.*

STRATEGY C-F3: Continue to allow for the shared use of parking facilities between neighboring and/or nearby commercial uses.

STRATEGY C-F4: For large commercial developments, continue to mandate that curbs and sidewalks be located at the periphery of the development in order to provide additional pedestrian access.

COMMENTARY: In many communities, the "typical" shopping center is built with solely the motorist in mind While driving to the shopping center may be fairly easy, walking to it oftentimes can be dangerous. Sidewalks along the outer boundaries of many shopping centers simply do not exist. In Lincolnton, like in many other Jurisdictions, there are no sidewalk requirements for commercial developments (nor are they required for most residential subdivisions) Giving persons the option to walk to destination points is a major focus of this Plan. Providing this opportunity for larger commercial developments is therefore seen as a necessity.

INDUSTRIAL LAND USES

GOAL: To promote and expand the City's industrial base with high-paying and environmentally friendly industrial, manufacturing and warehousing jobs.

OBJECTIVE A: Encourage redevelopment in older, industrialized portions of the City.

STRATEGY I-Al: Continue to promote the adaptive reuse (for manufacturing AND OTHER USES) of the City's older industrial buildings. Such sites should be compatible with surrounding land uses.

Commentary: There are numerous industrial buildings in Lincolnton that are no longer in use (the most common being vacant textile mills) Many cities in North Carolina are finding new lives for these buildings by marketing them for retrofit to residential or mixed residential-commercial use Such "adaptive reuses" of buildings helps rid neighborhoods of eyesores and promotes vitality and renewal in often older and neglected portions of a community.

STRATEGY I-A2: If demolition of older industrial buildings is in order, new buildings and their sitting on the property should be of such scale and design so as to improve the quality, character and livability of surrounding areas.

Commentary: While adaptive reuse (see above) is encouraged, it may not always be a viable option. Where an older industrial building is razed any new replacement structure should be in keeping with the scale and design of the surrounding neighborhood.

STRATEGY I-A3: Improve undersized or outdated City infrastructure in older industrial areas where the threat of business relocation to newer areas or other cities has occurred. Allocating City resources to older industrial areas would serve as an economic stimulus in helping to preserve the vitality of such areas.

OBJECTIVE B: Promote new industrial development in areas where adequate utility and transportation infrastructure is provided or could be provided in a cost-effective manner.

STRATEGY I-B1: Use the City's Future Land Use Map as a guide in determining where industrial development is best suited. Rezone properties in those areas where industrial development is desired in order to preserve such areas for industrial use. Coordinate the location of future industrial areas with the City's utility and transportation infrastructure network and with the County's Land Use Plan.

STRATEGY I-B2: The first priority for industrial development shall be those sites where the existing infrastructure will support such development and which are adjacent to existing industrial areas.

STRATEGY I-B3: The second priority shall be in existing industrial areas and other areas where infrastructure could reasonably be provided (i.e., along highway corridors.)

STRATEGY I-B4: Continue to require adequate screening of industrial uses from adjacent non-industrial parcels.

STRATEGY I-B5: Provide transitional land uses or buffers between residential and newly developed industrial areas.

*Commentary: As many industrial uses tend **to** generate significant truck traffic, there is an expectation that newer industrial areas will be located somewhat apart from residential areas. Natural buffers (i.e., vegetated areas, berms, etc) or transitional uses (e.g., commercial or institutional uses) often serve as good intermediary land uses between heavier industrial uses and residential developments.*

STRATEGY I-B6: Industries that are located along the City's major and minor thoroughfares shall provide adequate landscaping and/or screening in such manner so that these
uses do not detract from the City's overall image and that viewsheds from these thoroughfares are protected.

Commentary: *Newer industrial uses are often found along or in close proximity to major highways. As an example, US 321 runs the length of Lincolnton's planning jurisdiction. Any new or expanded industrial uses in close proximity to the highway should be located and/or screened in such manner that the industrial buildings are not significantly visible from the highway.*

STRATEGY I-B7: Periodically reevaluate the list of allowed industrial uses in the City's Zoning Ordinance to ensure that such list is current, and reflective of the City's needs and desires. Eliminate those uses that the City feels would not be in their best interest to have located within their planning jurisdiction.

OBJECTIVE C: To create off-street parking areas with quality design, pedestrian and vehicular safety, and that are user-friendly in nature.

STRATEGY I-CI: Continue to use increased parking lot landscaping as a means of improving the aesthetics of industrial developments.

STRATEGY I-C2: Continue to require landscaping in off-street parking lots in front yards along major and minor thoroughfares.

STRATEGY I-C3: Require that utility lines for all new industrial developments be placed underground.

OPEN SPACE AND ENVIRONMENTAL ISSUES

GOAL: To maintain Lincolnton's high quality of life by providing for open space areas throughout the community and proactively protecting and enhancing the community's natural assets and environmental features.

OBJECTIVE A: Provide for open space areas throughout the community.

STRATEGY 0-Al: Continue to implement the City's Greenway Plan. Use greenways to connect residential areas with schools, park facilities, commercial areas and other areas that receive significant amounts of pedestrian traffic.

STRATEGY 0-A2: Continue to require open-space preservation in new residential developments (both single and multi-family) as well as non-residential development by requiring either open space set-asides or fees-in-lieu. **(NOTE:** also addressed in the "Residential" goals section, Objective E, Goal 1.)

STRATEGY O-A3: Continue to require that dedicated open space in new subdivisions meet certain standards for the type and nature of open space that is to be preserved.

STRATEGY O-A4: Continue to require neighborhood parks through the subdivision process.

STRATEGY 0-A5: Ensure that adequate recreational/athletic facilities are provided throughout the community, through collaboration with school officials and other means.

STRATEGY 0-A6: Make provisions for "pocket parks" and other appropriate open space areas in Downtown Lincolnton and adjacent transitional areas.

Commentary: Pocket parks are small, tell parks that are frequently found in densely developed urban areas (e.g., central business districts) to provide persons with a dash of open space. Often consisting of nothing more than benches and green space, pocket parks help enhance an area's ambience and livability.

OBJECTIVE B: Protect, enhance, and restore Lincolnton's natural features and environment.

STRATEGY 0-B1: Continue to promote the retention of "significant" tree stands through the development process. (NOTE 1: This is also found in the "Residential" goals section as Objective E, Strategy 5.)

STRATEGY O-B2: Maximize the preservation of wetlands and natural drainage areas in new developments by encouraging developers to use innovative drainage methods, techniques, and materials. Consider providing incentives to foster implementation. (NOTE: This is also found in the "Residential" goals section as Objective E, Strategy 4.")

STRATEGY O-B3: Continue to require planting strips to be provided (in association with sidewalks) in new residential subdivisions and street landscaping along the City's gateway corridors.

STRATEGY 0-B4: Continue to require street-tree programs in new subdivisions and along the City's gateway corridors. (NOTE 1: This is also found in the "Residential" goals section as Objective E, Strategy 6." NOTE 2: The gateway aspects of this program should be implemented concurrently with property development or redevelopment.)

STRATEGY 0-B5: Continue the practice of not allowing building and development in areas with soils that are not well suited for physical development.

STRATEGY 0-B6: Maintain regulations that prohibit any new development within the City's floodways. Actively work with FEMA in maintaining up-to-date floodplain maps.

Commentary: The City has adopted FEMA regulations that state that no development is allowed in a "floodway"(i.e., the channel and adjacent areas that periodically flood) and that any development within a "floodway fringe" (i,e., areas that are subject to flooding during the 100-year flood) must be elevated so that the bottom two feet of the building is floodproofed or constructed above the designated floodstage.

STRATEGY 0-B7: Continue to require buffering for any new development this lies adjacent to a stream in a watershed protection area.

STRATEGY 0-B8: Continue to work with local transportation officials and the MPO to obtain transit alternatives in Lincolnton as a means of lowering air quality emissions. Such alternatives could include park and ride lots, carpooling, vanpooling, etc.

STRATEGY 0-B9: Continue working with County officials on implementation of the local soil erosion and sedimentation program.

STRATEGY 0-B10: Continue to work with local and regional economic development officials in assessing redevelopment potential of existing "brownfield" sites.

Commentary: Brownfields are abandoned development sites that, on account of past development, contain contaminated soils. Examples can include junkyards, abandoned textile mills, etc. Treating contaminated soils can be costly. Redevelopment of sites that are considered as potential "brownfields" is often overlooked due to potential high remediation costs. Such sites often remain unused for long periods of time and can become a blight on the community. Local economic development officials are therefore urged to work with property owners to assess which sites are true "brownfields".

STRATEGY 0-B11: Continue to work in conjunction with Lincoln County to help promote a clean and sightly natural environment.

INSTITUTIONAL ISSUES

GOAL: To keep the City of Lincolnton as the hub for the County's governmental and institutional uses.

OBJECTIVE A: To maintain Downtown Lincolnton as the City and County's governmental hub. (NOTE: This section is also found under the "Central Business District" planning area of this Chapter)

STRATEGY I-Al: Maintain dialogue and contact with the United States Postal Service **to** ensure that the location of the main Lincolnton Post Office remains downtown.

STRATEGY I-A2: Establish a long-term commitment from the City Council that the City Hall, and any associated annex buildings, continue to be located in Downtown.

STRATEGY I-A3: Work with County officials on a long-term plan to ensure that the County's major governmental offices and courts, to the greatest degree feasible, remain in the downtown area.

OBJECTIVE B: To provide user- and pedestrian-friendly governmental uses and offices, where needed, throughout the City.

STRATEGY 1-B1: To work with the Lincoln County Board of Education to locate future school sites in areas that are "pedestrian-friendly" thereby enabling students and others to walk to the school facility.

STRATEGY I-B2: To integrate schools and park planning into the development of new residential areas of the City.

STRATEGY 1-B3: As the City grows, to consider the placement of branch neighborhood libraries in Lincolnton that are both pedestrian friendly and blend in with the surrounding community.

CHAPTER 6

FUTURE LAND USE PLAN

The City's Future Land Use Plan (FLUP) map is indicated on Map 7 (with certain strategic areas of the City enlarged and depicted on Map 8.) The map projects future land use patterns in the City's planning jurisdiction (i.e., corporate limits and extraterritorial jurisdiction) over the next several years through 2030. When reviewing the FLUP map, consideration should be given to the following:

- **Future land uses depicted on the map are not zoning designations --** they are intended to guide local decisions on zoning, subdivision and other land use matters.

- **Future land uses may reflect a future condition --** uses designated on the map may be appropriate in 10 years, but currently may not be appropriate due to reasons of compatibility, availability of adequate public facilities, or proximity to services.

- **The FLUP Map is dynamic --** when justified by changing conditions in the community, the future land use map can and should be amended by the City Council. While map amendments should not be made frequently, periodic adjustments to better achieve community goals will help the community achieve its planning goals.

- **The FLUP is generalized in nature** and is intended to give the reader an understanding of projected generalized land use patterns in a particular portion of the City.

- **The FLUP map and the Plan text are to be used together --** the text in this Plan guides interpretation of the FLUP Map.

The FLUP map contains a number of land use categories. These categories are described as follows:

Rural-Residential

These areas generally are not currently served with both public water and sewer and such facilities are not expected to be in place within the next twenty years. Consequently, residential development will typically be at lower densities to accommodate wells and septic tanks. Package treatment plants in such areas are not encouraged. Connection of new residential developments to existing and planned greenways and bikeways is encouraged, wherever feasible, as a means of providing mobility options.

Residential Suburban

These planning areas are primarily single-family in character and where the primary development pattern should continue to be single-family dwellings. Such areas currently have public water and sewer, or are likely to have such facilities within the next twenty years. Most new single-family residential development within Lincolnton is likely to occur in such areas. Thus, proactive planning is strongly encouraged. This includes ensuring that developments be connected to existing and proposed greenways, and that sites be set aside for new school facilities and other essential services (i.e., police and fire stations) as needed. Pedestrian accessibility to existing and planned schools is a high priority for such areas. As a means of promoting mixed-use development, larger subdivisions that border major or minor thoroughfares are encouraged to contain neighborhood retail uses.

Traditional Single Family

These planning areas will consist of single-family uses on smaller to medium sized lots in older established portions of the community. As these areas are primarily residential in character, they should be protected from encroachment of incompatible business and industrial development.

Residential High-Density

Multi-family developments in such planning areas are encouraged, preferably in a clustered manner so as to preserve open space and to heighten pedestrian accessibility. Overall densities should be 6-8 units per acre, except as part of a planned residential development where higher densities are allowed. Physical and aesthetic compatibility with neighboring land uses in more developed portions of the community is of high importance.

Institutional-Office

These planning areas are appropriate for new and/or expanded institutional uses and associated office developments. They are generally compatible with adjoining residential uses and can serve as transitional areas between more traditional retail and commercial areas and residential uses.

Mixed-Use Residential/Commercial

These are planning areas in select, older portions of the City where true "urban villages" consisting of high-density residential uses (both single- and multi-family) and associated small-scale and pedestrian-oriented offices and retail uses may be located. The thrust behind these planning areas is to create areas in which persons are able to both live, work and shop. They are designed to emulate development patterns from the early and mid portions of the twentieth century when reliance on the automobile was not paramount. In order for such a concept to be feasible, an area of significant size must be so designated thus ensuring that there will be ample room for the variety of uses needed to create a "village."

Recreation/Open Space

These include existing public and private recreational facilities.

Central Business District

Lincolnton's central business district is the center of commercial and governmental activity of Lincolnton and Lincoln County and, as such, contains buildings with many unique historical and architectural features. Future land uses (including new uses and redevelopment of existing structures) are encouraged so as to accentuate and enhance the area's unique "downtown" atmosphere and ambience. Future residential development is strongly encouraged as a means of enhancing the area's vitality. Accordingly, new commercial structures (with an area of 5,000+ square feet) are encouraged to contain a residential element. Land use policies and practices should also be devised to promote pedestrian accessibility, while effectively and safely directing traffic around the Lincoln County Courthouse Square. Given the area's historic significance, the razing of structures for the purpose of creating surface parking lots is strongly discouraged.

Central Business District Transitional

This planning area lies adjacent to Downtown Lincolnton and, in many ways, is an extension of "downtown" with office and retail uses prevailing. The major factor that differentiates the two areas is off-street parking. While traditional "downtown" uses have little if any on-site parking, the CBD transitional planning area is meant to accommodate off-street parking in the rear yard only. Thus, the dense development pattern found in downtown Lincolnton is modified somewhat in CBD Transitional planning area. Accordingly, the CBD Transitional planning area is an excellent venue for multi-family development where on-site off-street parking is of major concern.

Neighborhood Business

These planning areas are for small business clusters that cater to the needs of a relatively small trading area. Accordingly, they are appropriate for smaller-sized stores and establishments. Such areas are not designed to be Citywide commercial destination spots. Neighborhood business planning areas are designed to be compact in nature (as opposed to elongated strips along a thoroughfare) and located at key road intersections. New neighborhood business areas are also strongly encouraged for location in association with planned residential developments and/or new larger-sized subdivisions.Neighborhood business areas shall be located on at least two separate lots or a lot having an area of at least two acres.

Neighborhood Business Corridor

This planning area is found along major highways leading into and out of Lincolnton. Its purpose is to accommodate neighborhood oriented planned business areas. Unlike the "Planned Business" areas (see below), a Neighborhood Business Corridor is not

designed to be a "destination shopping" area for the community, but rather should serve as the nucleus for commercial activities in a particular portion of the City. Accordingly, the maximum square footage of any planned multi-tenant development should not exceed one hundred thousand (100,000) square feet. Developments in this corridor should have a "neighborhood" feel. Thus, buildings should be oriented toward the street (rather than having deep setbacks.) As these areas will be located along major thoroughfare corridors, integrating automobile and pedestrian access is of high importance. Providing secondary means of access other than onto and off the corridor roadway is strongly encouraged.

Planned Business

The large majority of commercial uses (outside Downtown Lincolnton) are likely to occur in planned business areas. Planned business areas are designed to be the City's "destination shopping areas." They encompass most larger shopping centers and commercial areas along the City's major corridors. New developments are recommended to be compact in nature, with buildings oriented towards abutting public roads (as opposed to having large parking lots dominating the visual landscape from such roads) and with pedestrian accessibility both leading to and within the site being of high importance. Mixed-use residential/commercial developments are strongly encouraged where feasible and appropriate. "Power centers"- developments that contain a number of large retail outlets- are allowable only through a conditional rezoning and should be designed to ensure compatibility with surrounding areas.

General Business

These are areas that contain "heavy" commercial uses (i.e., commercial uses that do not foster a lot of retail trade or those uses with a significant amount of outdoor storage.) Given the nature of uses in this planning area, aesthetics should play a key role in how and where such uses should develop and/or expand. Necessary steps should be taken to ensure that viewsheds from adjacent public roads are not significantly degraded.

Industrial

These are areas in use or designated for future industrial/manufacturing use. As industrial uses play a vital role in the local economy, any such planning areas designated on the Future Land Use Map should be reserved for industrial uses and should be protected from encroachment from other uses. Industrial park development is encouraged. Industrial developments located along or in close proximity to the City's major thoroughfares should be developed so as to protect and enhance the viewsheds from these thoroughfares. Adaptive reuse of older manufacturing buildings (for both manufacturing and other compatible non-industrial uses) is also encouraged.

PLAN ADMINISTRATION AND IMPLEMENTATION STRATEGIES

This element provides for the implementation and ongoing administration of the Land Use Plan by:

- Describing the processes for monitoring and amending the Plan over time;

- Identifying those strategies that are regarded as having the highest priority for implementation

PLAN MONITORING & AMENDMENT

The Land Use Plan is intended to serve as a guide for public and private development and land use decisions through the year 2030. As has been mentioned previously, the Plan shall serve as a benchmark for making land use decisions in the City's planning jurisdiction. Staff analyses for issues such as rezoning requests should always address whether the request is in conformity with the Plan. Though conformity with the Plan should not, by itself, mean that the request should be approved, it does indicate that what is being requested would appear to be in harmony with the City's long-range planning goals. If a request is not in conformity, this should serve as a "red flag" to policy makers.

As local and regional conditions change, changes to the policies and strategies, as well as to the FLUP, will be required to keep the plan current. Thus, a request that is in conflict with the Plan may be an indicator that the Plan needs to be altered.

The City should conduct a Plan review annually or every other year to determine its progress in achieving plan goals, objectives and strategies. The City should also use these reviews to see if the FLUP map is still current and reflective of City sentiment and needs. Issues that should be looked at when considering whether any Plan amendments are needed include:

> Progress in implementing the Plan;

> Changes in community needs and other conditions that formed the basis of the Plan;

> The City's fiscal condition and its ability to implement recommendations called for by the Plan;

> Community support for the Plan's goals and policies; and

> Changes in local, state or federal laws that affect the City's tools for Plan implementation.

Changes to the Plan (including the FLUP) should be made in a manner similar to the Plan's adoption: the change should be presented to the Planning Board for their review and recommendation. Once comment is received, the City Council should conduct a public hearing and make the final decision on what changes, if any, should be made.

STRATEGY PRIORITIZATION

There are over 100 strategies that are contained in the Plan. Implementation of each strategy, while desired, may not realistically occur over the next ten years. While some strategies call for continuation of existing policies, others call for new concepts that may not be presently in place in Lincolnton. Accordingly, a list has been developed of those strategies that are felt are the most pressing new policies and programs, that, if implemented, will carry out the spirit and intent of this Plan. This list is not intended to be exhaustive or all inclusive. Rather, it is intended to identify those deemed to be of the highest priority that should be pursued by the City over the next several years. The strategies shown are not listed in priority order as each, if implemented, will provide meaningful long-term benefit to the City. Notwithstanding the above, actual legislative decisions or implementation strategies made in the future in Lincolnton will be at the City Council's discretion. Strategy identification numbers that are shown are similar to those found for each strategy in Chapter 5.

RESIDENTIAL STRATEGIES

STRATEGY R-A2: Strongly encourage infill development in older portions of Lincolnton that will be in harmony with these areas' architectural characteristics.

STRATEGY R-G1: Encourage mixed-use development (in a more urban manner) in areas other than Downtown.

DOWNTOWN STRATEGIES

STRATEGY D-Al: Continue to encourage and support housing in downtown Lincolnton. This could include second-story housing over existing
commercial establishments, the development of new mid- rise residential condominium units; and/or the rehabilitation of older commercial structures for residential use.

STRATEGY D-A8: Create an incentive program to encourage residential development in the Downtown area.

STRATEGY D-A9: Improve undersized or outdated City infrastructure to support reuse of downtown buildings. Allocating City resources to downtown would serve as an economic stimulus in helping to preserve its vitality.

STRATEGY D-B4: Create an incentive program designed to encourage reuse of vacant or underutilized downtown buildings.

STRATEGY D-C2: Work with the landlords of vacant and underutilized commercial buildings to develop strategies for adaptive reuse (including the possibility of mixed commercial-residential use.)

STRATEGY D-C6: Create an informational handout on financial incentives available for historic building renovation due to Downtown's listing on the National Register of Historic Places.

STRATEGY D-C8: Create and implement a Downtown Streetscape Plan.

COMMERCIAL STRATEGIES

STRATEGY C-B7: Improve undersized or outdated City infrastructure in older commercial areas where the threat of business relocation to newer areas or other cities has occurred. Allocating City resources to older commercial areas would serve as an economic stimulus in helping to preserve the vitality of such areas.

STRATEGY C-B8: Work with the landlords of vacant and underutilized commercial buildings to develop strategies for adaptive reuse (including the possibility of mixed commercial-residential use.)

STRATEGY C-D2: Encourage larger sized-developments with a mix of residential/office/commercial uses that are pedestrian-friendly, compatible and integrated with adjacent land uses, in order to give persons an opportunity to live near and have good access to places where they work and shop.

INDUSTRIAL STRATEGIES

STRATEGY I-AI: Continue to promote the adaptive reuse (for manufacturing AND OTHER USES) of the City's older industrial buildings. Such sites should be compatible with surrounding land uses.

STRATEGY I-A3: Improve undersized or outdated City infrastructure in older industrial areas where the threat of business relocation to newer areas or other cities has occurred. Allocating City resources to older industrial areas would serve as an economic stimulus in helping to preserve the vitality of such areas.

APPENDIX A

2003 LUP GOALS, OBJECTIVES AND STRATEGIES		IMPLEMENTATION MEASURES TAKEN/AVAILABLE OPTIONS	STATUS OR OUTSTANDING ISSUE	FUNDING ISSUE	PROPOSED REVISED STRATEGY
RESIDENTIAL STRATEGIES	To ensure that Lincolnton is a city comprised of well-planned, safe, residential development that offers housing choices that retain their value, and serve as a stimulus for further development.				
OBJECTIVE A	Protect the integrity and viability of the City's established residential neighborhoods.				
STRATEGY R-A1	Maintain an ongoing and pro-active minimum housing code enforcement program for all residenital properties. (NOTE: this would require an increase in staff)		Ongoing		
STRATEGY R-A2	Strongly encourage infill development in older portions of Lincolnton that will be in harmony with these areas' architectural characteristics. (NOTE: This is best accomplished through the establishment of one or more overlay zoning districts that contain design performance criteria.) *Commentary: Concern was expressed that certain infill developments, both residential and commercial, presently located in older portions of Lincolnton were not built in keeping with the development pattern and style of the surrounding neighborhoods. This was felt especially to be true in R-O zoned areas that allow for both residential and limited "light" commercial uses. Regulations should be established to ensure that any further infill developments are in harmony with their residential surroundings and do not detract from a neighborhood's overall ambience and character.*	Planned Development districts districts available through rezoning process.	Ongoing		Delete Note.
STRATEGY R-A.3	In established single-family residential neighborhoods outside of "Old Lincolnton" (i. e., the area that lies between the South Fork Catawba River to General's Boulevard within the corporate limits), continue to promote single-family development that complements existing development patterns.		Ongoing		
STRATEGY R-A4	Further explore the creation of historic districts and other appropriate means in neighborhoods as a way of preserving neighborhood aesthetics.	None	Not pursued due to staffing level required.	A historic district program would require additional staff for administration and enforcement	Delete
STRATEGY R-A5	Maintain the unique single-family residential character of the City's existing "mill villages" and their viability as a source of quality affordable single-family housing. (NOTE: consider rezoning such areas from R-8 to R-10 or R-15 to eliminate the placement of duplex units.)		Ongoing		
OBJECTIVE B	Promote home ownership throughout the City's Planning Jurisdiction.				
STRATEGY R-B1	Identify specific areas of the City for a mix of housing choices in order to promote affordability.	Planned Development districts/Multi family districts available through rezoning process.	Ongoing		
STRATEGY R-B2	Allow for a mix of lot sizes in individual zoning districts in order to promote affordability.	R-8 district ammended to allower smaller minimium lot size.	Completed/ongoing		Delete
STRATEGY R-B3	Promote innovative zoning to accommodate home ownership.	Planned Development districts districts available through rezoning process.	Ongoing		
STRATEGY R-B4	Encourage home ownership in Lincolnton's older-established neighborhoods.	Planned Development districts districts available through rezoning process.	Ongoing		
STRATEGY R-B5	Encourage home ownership in Lincolnton's transitional and rental neighborhoods.	Planned Development districts districts available through rezoning process.	Ongoing		
OBJECTIVE C	Promote a healthy mix of well-maintained rental units for persons in a variety of income brackets.				
STRATEGY R-C1	Provide for variety in the density and construction types of rental property (apartment "complexes," individual rental units, duplexes, and single-family).	Planned Development districts/Multi family districts available through rezoning process.	Ongoing		
STRATEGY R-C2	Ensure that all rental properties are developed in a style that is in harmony with adjoining uses and the neighborhood as a whole. (I.e., need to address aesthetic issues such as parking, building orientation, etc.)	Assessed through rezoning or site plan review process.	Ongoing		
OBJECTIVE D	Ensure that residential development promotes pedestrian and bicycle, as well as automotive use.				
STRATEGY R-D1	Establish standards for the provision of sidewalks within and on the outside boundaries of new residential developments.	Sidewalk ordinance requires sidewalk with new construction. Subdivision ordinance requires sidewalk on both sides of streets in all major subdivisions.	Completed		Continue to require the provision of sidewalks within and on the outside boundaries of new residential developments.

STRATEGY R-D2	Establish standards for the provision of sidewalks on properties located within urbanized areas of the City.	Sidewalk ordinance requires sidewalk with new construction.	Completed		Continue to require the provision of sidewalks on properties located within the City.
STRATEGY R-D3	Continue to implement the City's Pedestrian and Bicycle Safety Plan.	Sidewalk ordinance requires sidewalk with new construction. Subdivision ordinance requires sidewalk on both sides of streets in all major subdivisions.	Ongoing.	Additional sidewalks and bike paths beyond that required by sidewalk ordinance and subdivision ordinance would need funding.	
STRATEGY R-D4	Establish bicycle paths within the City's greenway system and also on roads that lead to greenways.	Rail trail allows bicycles. Bike lane installed on portion of S. Laurel St. No action on other roads.	Ongoing.	Additional bike paths would need funding/participation with NCDOT.	
STRATEGY R-D5	Identify transportation corridors where it is feasible to place bicycle paths.	Bicycle plan adopted.	Completed		Delete
STRATEGY R-D6	Encourage residential connectivity between compatible residential and other developments (including major institutional uses) to the greatest extent practical. *Commentary- The notion of "mixed-use developments" is strongly encouraged throughout the Plan. Rather than continuing to segregate land uses, it is hoped that residential and commercial uses can be more integrated and designed to blend in and compliment each other. A key factor that can help achieve long-term success is to provide for connectivity between different land uses. Commercial land uses in residential area should not be "islands unto themselves" but, rather, should be planned so that neighborhood residents can easily access these areas by sidewalk, bikeway.... as well as by car. In other words, mixed-uses should be integrated among themselves, as well as with the surrounding neighborhood.*	Subdivision ordinance requires street connectivity with proposed streets being continuous and connecting to existing platted streets. Cul-de-sacs permitted only when it is determined that there is no option for stub streets due to topography or other limiting factors.	Ongoing		
STRATEGY R-D7	Re-examine standards pertaining to the construction and placement of cul-de-sacs in subdivisions. At least two points of ingress and egress for most new subdivisions are preferred.	Subdivision ordinance requires street connectivity with proposed streets being continuous and connecting to existing platted streets. Cul-de-sacs permitted only when it is determined that there is no option for stub streets due to topography or other limiting factors.	Completed		Continue to limit the use of cul-de-sacs in subdivisions. At least two points of ingress and egress for most new subdivisions are preferred.
STRATEGY R-D8 same as O-A1	Continue to implement the City's Greenway Master Plan.	Phases I - III of the Rail Trail complete. Phase IV currently in negotiation with Norfolk Southern. Sidewalk ordinance requires sidewalk with new construction. Subdivision ordinance requires sidewalk on both sides of streets in all major subdivisions. Subdivision ordinance allows greenways to be credited against the open space requirements.	Ongoing. Funding required for additional greenways.	Creation of additional greenways beyond those obtained through developement process would require city funding.	
STRATEGY R-D9	Adopt policies that allow for the off-street parking of at least three vehicles on all newly created residential subdivision lots. *Commentary: Required front yard setbacks in most residential zoning districts are at least twenty feet in width (as measured perpendicular from the street) and are large enough to accommodate driveways with cars placed back-to-back of each other. Regulations should call for driveways in residential subdivisions to be able to accommodate at least three cars in order to reduce the number of cars forced to park on public rights-of-way. In order to limit the increase in impervious surface areas, and yet achieve this goal, driveways could be tapered to accommodate two cars, back-to-back at their widest point, and then be narrowed in width to accommodate one additional car.*	None	Not recommended		Delete
OBJECTIVE E	Promote open space preservation, to the greatest degree feasible, in new development.				
STRATEGY R-E1 same as O-A2	Establish open-space preservation requirements for new residential developments (both single and multi-family) as well as non-residential developments by requiring either open space set-asides or fees-in-lieu. *Commentary: North Carolina's General Statutes allow municipalities to require that a certain amount of open space (or a fee in lieu) be set aside to serve local recreational needs. Lincolnton's current Subdivision Ordinance does not mandate this. It is recommended that the Subdivision Ordinance be changed accordingly.*	Subdivision ordinance requires dedication of land and/or fees in lieu of land for open space purposes.	Completed		Continue to require open-space preservation in new residential developments (both single and multi-family) as well as non-residential developments by requiring either open space set-asides or fees-in-lieu.

STRATEGY R-E2 same as O-A3	Establish standards for the type and nature of open space that is to be preserved. (NOTE: Also contained in the "Open Space and Environmental Issues" section in Objective A, Strategy 3.)	Subdivision ordinance requires dedicated land meet criteria related to unity, usability, shape, location , access, topography and lanscaping.	Completed		Continue to require that dedicated open space in new subdivisions meet certain standards for the type and nature of open space that is to be preserved.
STRATEGY R-E3	Ensure that residential development is in harmony with and provides pedestrian connectivity to the City's greenway system.	Subdivision ordinance allows greenways to be credited against the open space requirements.	Ongoing		
S'T'RATEGY R-E4 same as O-B2	Maximize the preservation of wetlands and natural drainage areas in new developments by encouraging developers to use innovative drainage methods, techniques and materials. Consider providing incentives to foster implementation.	Water Supply Watershed standards allow utilization of stormwater best management practices within required stream buffers.	Ongoing. No financial incentives.		
STRATEGY R-E5 same as O-B1	Adopt an ordinance governing the clear-cutting of land and promoting the retention of "significant" tree stands. (NOTE: This will require additional staff for on-site enforcement.)	Feasibility of a tree ordinance was studied in 2000 with no action taken.	Not recommended due to staffing level required.	A tree preservation ordinance would require additional staff for administration and enforcement.	Continue to promote the retention of significant tree stands through the development process.
STRATEGY R-E6	Establish a street-tree program in new subdivisions. (NOTE: This is .also addressed in Objective B, Strategy 4 of the "Open Space and Environmental Issues" section.	Subdivision ordinance requires street trees along all collector streets. Zoning regulations include requirements for street landscaping along all thoroughfares for development in non-residential districts.	Completed/ongoing		Continue to require street-tree programs in new subdivisions.
OBJECTIVE F	Locate future residential development in areas where City infrastructure and services can be economically provided.				
STRATEGY R-F1	Monitor the status of adequate public facilities ordinances in other communities.	None	Not recommended due to legal issues. In 2009, NC Court of Appeals struck down Union County's APFO on grounds that the ordinace was not based on appropriate state enabling authority. In December 2012, the NC Supreme Court invalidated the adequate public facilityes program for schools in Cabarrus County.		Ensure that public infrastructure is adequate in newly annexed areas.
STRATEGY R-F2	Explore with Lincoln County the possibility of having impact fees for new development both within Lincoln County and Lincolnton's planning jurisdictions. *Commentary: Impact fees are fees imposed by local governments on new developments and/or structures to cover costs that they incur for providing them with public services (i. e., schools, police, fire, etc.). North Carolina cities and counties currently do not have statutory authority to impose such fees without first having received approval to do so from the General Assembly.*	None	Not recommended due to legal issues. In 2016, the NC Supreme Court invalidated upfront charges for water and sewer services. Impact fees imposed by North Carolina municipalities. "System development fees" allowed for sewer and water.		Delete
STRATEGY R-F3	Re-examine the City's curb and gutter installation requirements in the City's Subdivision Ordinance. Consider requiring curb and gutter (and/or other appropriate means of channeling water run-off) in new subdivisions.	UDO allows Public Works Director to require curb and gutter streets in propsed new major subdivions.			Consider requiring curb and gutter (and/or other appropriate means of channeling water run-off) in new subdivisions.
STRATEGY R-F4	Require the placement of underground utilities in all future residential developments.	UDO allows Public Works Director to require underground utilities in proposed new major subdivisions.			
OBJECTIVE G	Promote mixed-use development in the City's centers and corridors.				
STRATEGY R-GI	Amend the City's Zoning regulations to allow for mixed-use development (in a more urban manner) in areas other than Downtown. *Commentary: Most of Lincolnton's zoning classifications are segregated by land use types (i.e., "residential" zoning districts where most allowed uses are residential in nature; "business" zoning districts which primarily accommodate commercial uses, etc). This has led to a segregation of land use types in the City (e.g, long strips of commercial uses along NC 27, Generals Boulevard; residential neighborhoods with no nearby shopping opportunities, etc.) in order to reduce automobile dependency and to create "livable neighborhoods" in which people can live, work, and shop, many communities are encouraging mixed-use type developments where a variety of land uses can be accommodated and be integrated with each other.*	Planned Development districts available through rezoning process.	Completed		Encourage mixed-use development (in a more urban manner) in areas other than Downtown.
STRATEGY R-G2	Encourage and reexamine the City's policies that would require a certain amount of neighborhood-oriented commercial development to take place in larger subdivisions that front the City's major and minor thoroughfares.	Planned Development districts available through rezoning process.	Recommend allowing for a commercial component but not mandating it.		Encourage neighborhood-oriented commercial development to take place in larger subdivisions that front the City's major and minor thoroughfares.
DOWNTOWN LINCOLNTON GOAL	To promote Downtown Lincolnton as the County's foremost and unique retail, service, cultural, governmental and mixed-use residential hub.				Add a strategy with a recommendation for a vacant or underutilized downtown building re-use incentive program

OBJECTIVE A	Encourage residential uses (and/or the adaptive reuse of existing buildings for residential uses) in downtown Lincolnton and surrounding areas, either in new and architecturally compatible low and mid-rise buildings, or on the upper floors of existing commercial buildings.	Zoning regulations allow accessory apartments as a use by right in CB and CBT districts. Accessory apartments are permitted in commercial structures in commercial districts.	Completed/ongoing		Add a strategy with a recommendations to research potential options for an incentive program to encourage residential development in the Downtown area.
STRATEGY D-A1	Develop zoning policies that encourage and support housing in downtown Lincolnton. This could include second-story housing over existing commercial establishments, the development of new mid- rise residential condominium units; and/or the rehabilitation of older commercial structures for residential use.	Zoning regulations allow accessory apartments as a use by right in CB and CBT districts. Planned Development districts available through rezoning process.	Completed		Continue to encourage and support housing in downtown Lincolnton. This could include second-story housing over existing commercial establishments, the development of new mid- rise residential condominium units; and/or the rehabilitation of older commercial structures for residential use.
STRATEGY D-A2	Allow residential uses in Downtown Lincolnton as a use by right rather than as a conditional use.	Zoning regulations allow accessory apartments as a use by right in CB and CBT districts.	Completed/ongoing		Continue to allow residential uses in Downtown Lintolnton as a use by right rather than as a conditional use.
STRATEGY D-A3	Mandate that all new commercial construction with 5,000+ square feet of gross floor area that is located in Downtown Lincolnton contain a residential element, so long as the necessary public infrastructure exists. *Commentary: A major objective of this Plan is to ensure the long-term stability of Lincolnton's central business district. In short, It is strongly desired that Downtown Lincolnton maintain its role as the commercial core of the City,.. and the County. For a downtown to truly be successful, it should be the home for both businesses and people. Thus, to foster residential ,growth in the downtown it is recommended that significant new (as opposed to renovated) commercial construction contain a residential element.*	A provision mandating that all new commercial construction with 5,000 square feet or more include a residential component was proposed and not approved as part of the adoption of the UDO. (2004)	No further action		Encourage new large-scale commercial construction in Downtown Lincolnton to contain a residential element.
STRATEGY D-A4	Foster a marketing campaign with the Downtown Development Association to encourage residential development in the Downtown area. Identify potential segments of the population to locate in the downtown area.				
STRATEGY D-A5	Foster public/private partnerships and incentives for new mixed-use developments in Downtown Lincolnton and immediate surrounding areas.		Completed/ongoing.		
STRATEGY D-A6:	Maintain design guidelines for residential development to ensure that such buildings blend in with the Downtown's architectural character,	Zoning regulations include design standards for CB and CBT. Rezoning required for new residential development other than accessory apartments.	Ongoing		
STRATEGY D-A7	Re-examine the boundaries of the City's "Central Business District" and peripheral areas. Allow "downtown" type residential buildings and settings to develop in areas that are not specifically located in the Downtown Lincolnton core.	Planned Development districts available through rezoning process.	Ongoing		
OBJECTIVE B	To maintain Downtown Lincolnton as the City and County's governmental hub.				Add a strategy with a recommendation for a vacant or underutilized downtown building re-use incentive program
STRATEGY D-B1 same as INST-A1	Maintain dialogue and contact with the United States Postal Service to ensure that the location of the Lincolnton Post Office remains downtown.				
STRATEGY D-B2 same as INST-A2	Establish a long-term commitment from the City Council that the City Hall, and any associated annex buildings, continue to be located in Downtown.		Ongoing		
STRATEGY D-B3 same as INST-A3	Work with County officials on a long-term plan to ensure that the County's major governmental offices and courts, to the greatest degree feasible, remain in the downtown area.		Ongoing		
OBJECTIVE C:	To develop Downtown Lincolnton as a unique, pedestrian friendly, mixed-use neighborhood that takes advantage of the area's historic character.				

STRATEGY D-C1:	Examine the City's Zoning Map and determine if there are areas of the City that lie in close proximity to the Downtown that should be rezoned. Issues that should be explored for such a zoning district include:. 1. Geography- Where should zoning be changed? 2. Residential Uses- Should multi-family uses be allowed? If so, what type, and what density? Design Criteria- What standards can be employed to ensure that new development is built in harmony with, and does not overshadow, existing uses? 4. Non-residential Uses- What uses would be appropriate for the area? 5. Off-street Parking- Should parking be required at the same level as in other zones, or should new parking standards be developed? Examine policies/design criteria governing the amount and/or location of off-street parking in front yards for residential and non¬residential uses. 6, Setbacks- Should buildings be required to address (i.e., be parallel and in close proximity to the street?	Planned Development districts available through rezoning process.	Ongoing		
STRATEGY D-C2:	Work with the landlords of vacant and under-utilized commercial buildings to develop strategies for adaptive reuse (including the possibility of mixed commercial-residential use.)		Ongoing		
STRATEGY D-C3:	Consider adoption of a commercial maintenance code for structures located in Downtown Lincolnton, and elsewhere in the City. (NOTE: Implementation of this strategy would require an increase in the number in staff) *Commentary: While the City of Lincolnton has a "minimum housing code" that contains standards to ensure that all occupied dwellings are suitable for habitation, no comparable code exists for commercial structures. Older commercial structures are sometimes abandoned and left to deteriorate. This can have a blighting effect on the surrounding neighborhood. Adopting a commercial maintenance code can enable a community to address such issues in a proactive manner.*	Commercial maintenance code adopted	Completed		Continue to use the commercial maintenance code to ensure that downtown buildings do not fall into disrepair.
STRATEGY D-C4:	Consider making changes to the list of permitted and conditional uses, along with performance criteria associated with these uses in the Central Business District (and the Central Business Transitional District) to ensure that any such use if developed would ultimately promote the vitality of and be in harmony with surrounding land uses.		Ongoing		Consider making changes to the list of permitted uses and uses subject to prescribed standards, along with performance criteria associated with these uses in the Central Business District (and CBT) to ensure that any such use if developed would ultimately promote the vitality of and be in harmony with the surrounding land uses.
STRATEGY D-C5	Promote cultural uses (i.e., museums, auditoriums, theaters, etc.) in Downtown Lincolnton in order to establish the downtown area as the County's cultural hub.		Ongoing		
STRATEGY D-C6	Create a National Historic District in Downtown Lincolnton.	National Register of Historic Places includes Lincolnton Commercial District	Completed		Create informational handout on financial incentives available due to Downtown's listing on the National Register of Historic Places.
STRATEGY D-C7	Require that all new utility lines in Downtown Lincolnton be placed underground.	PW Director may require underground utilities for new development.			
OBJECTIVE D	To maintain Downtown Lincolnton as an aesthetic place to live, work, and conduct business.				
STRATEGY D-D1	Continue the City's façade grant program as a means of encouraging property owners to make exterior façade improvements.		Completed/Ongoing		
STRATEGY D-D2	Consider creating a downtown tax district as a means of generating income to support improvements Downtown.	Municipal services district considered with no action taken	No further action		Delete
STRATEGY D-D3	Continue the City's program of funding, and seek additional private funds, for beautification efforts (i.e., street trees, benches, historic plaques and monuments, decorative lighting, etc.) in the Downtown area		Ongoing		
OBJECTIVE E	Promote pedestrian and automotive safety in Downtown Lincolnton.				
STRATEGY D-El.	Examine traffic flow and pedestrian access in and around the Courthouse Square to ensure pedestrian safety while maintaining a good flow of automobile traffic.		Completed/Ongoing		Continue to examine traffic flow and pedestrian access in and around Courthouse Square to ensure pedestrian safety while maintaining a good flow of automobile traffic.
STRATEGY D-E2	Identify potential areas for pedestrian crosswalks.	Pedestrian crosswalks added to East Main Street in downtown area	Completed/Ongoing		Continue to identify potential areas for pedestrian crosswalks

STRATEGY D-E3	Develop a sidewalk maintenance plan to ensure that sidewalks stay in good condition.		Completed/Ongoing		Continue to ensure that sidewalks stay in good condition.
STRATEGY D-E4	Develop a plan to address the Downtown's long-term off-street parking, pedestrian and bicyclist requirements. This includes, but is not be limited to: 1. Identifying areas for surface parking lots and/or decks, 2. Allowing for shared parking between neighboring uses 3. Installing bicycle paths 4. Increasing the amount of signage for pedestrian use.	Pedestrian and bucycle plans adopted. Parking committee established. Zoning regulations allow for shared parking.	Completed/Ongoing		Restate as: Continuosly assess Downtown's long-term off-street parking, pedestrian and bicyclist needs. This includes, but is not be limited to: 1. Identifying areas for surface parking lots and/or decks, 2. Allowing for shared parking between neighboring uses 3. Installing bicycle paths 4. Increasing the amount of signage for pedestrian use.
COMMERCIAL LAND USES GOAL	To promote Lincolnton as the commercial hub of Lincoln County with developments that are aesthetically-pleasing, pedestrian-friendly, and which will add long-term economic benefit to the community and which will not ultimately lead to additional commercial sprawl.				
OBJECTIVE A	To reduce traffic impacts of commercial development on adjacent thoroughfares and adjacent residential neighborhoods.				
STRATEGY C-A1	Limit the number of curb cuts for new commercial developments onto adjacent streets. Where feasible, require joint access among adjoining uses and entry from multiple streets, in order to distribute traffic flow. *Commentary: Access management is a key factor in determining how efficiently traffic flows on major highways. The greater the number of curb cuts, the greater the likelihood that traffic flow will be impeded Local governments need to pro-actively take steps to limit the number of curb cuts on heavily used roads. This can be done by placing caps on the number of curb cuts that any use may have, channeling traffic onto other streets, and/or by providing incentives to existing land uses to reduce the number of curb cuts that they have.*	Both NCDOT and the City regulate access to public streets through driveway permit process.	Ongoing		
STRATEGY C-A2	When approving additions to existing developments, encourage the consolidation of existing curb cuts.	Both NCDOT and the City regulate access to public streets through driveway permit process.	Ongoing		
STRATEGY C-A3	Require larger, high-traffic generating uses to be located at the intersection of twos. or more major streets (i.e., major or minor thoroughfares) in order to give motorists the opportunity to access the development from a number of different directions.	Big box retail controlled through conditional rezoning process.	Ongoing		Encourage larger, high-traffic generating uses to be located at the intersection of two, or more major streets (i.e. major or minor thoroughfares) in order to give motorists the opportunity to access the development from a number of different directions.
STRATEGY C-A4	Provide for transition between large commercial developments and nearby residential areas by graduating the scale of development *Commentary: Larger commercial developments (i.e., shopping centers, office buildings and office parks) are often found at the edge of residential neighborhoods. Given the high traffic volumes that these commercial uses may generate, there is usually a decrease in desirability for having traditional single-family residences immediately abutting such uses. Thus, local governments often find it more advantageous to have a tiered approach to land uses in areas abutting large commercial uses. Smaller office complexes, institutional uses, multi-family developments often serve as good transitional uses between large commercial uses and single-family residential areas.*	Big box retail controlled through conditional rezoning process.	Ongoing		
OBJECTIVE B	To develop commercial areas that are aesthetically pleasing and blend in well with their surroundings.				
STRATEGY C-B1 same as C-F1	Use increased parking lot landscaping as a means of improving the aesthetics of commercial developments.	Zoning regulations require parking lot landscaping	Ongoing		Continue to useincreased parking lot landscaping as a means of improving the aesthetics of commercial developments.
STRATEGY C-B2	Require new, expanded, and/or remodeled developments, where feasible, to have a wrap-around architectural style (i.e., one that visually and aesthetically shields service areas from streetscapes and adjoining residential areas.) *Commentary: .Heavy commercial uses and industrial uses are often found along major highways. Loading docks, exterior storage of goods, service areas, and the like often detract from an area's aesthetics if they are out in the open and visible from adjoining roads. To counter this, many local government require that such facilities be screened from adjoining thoroughfares (as well as residential neighborhoods)*	Big box retail standards include exterior architectural design standards. Screening is required for non-residential development abutting residential zoning.	Ongoing		Continue to require new, expanded, and/or remodeled developements, where feasible, top have a wrap-a-around architectural tyle (i.e. on that visually and aesthestically shields services areas from streetscape and adjoining residential areas).

STRATEGY C-B3	Require the development of outparcels on large-commercial developments in a manner that encourages pedestrian access from adjacent uses as well as from the parking lot. *Commentary: It is a very common sight to find "outparcels"—freestanding buildings—in shopping centers. These buildings are oftentimes designed to be accessed with the automobile, rather than the pedestrian, in mind. Indeed, pedestrian mobility within shopping centers is all too often lacking. Thus, outparcels, in particular (and shopping centers, in general), should be designed to safely and efficiently accommodate both the driver and the pedestrian.*	Big box retail requirements include: accessibilty to outparcels via sidewalk from adjoining road; sidewalk along the abutting public street for the entire site; pedestrian mobility through parking lots; no parking or loading in setback; and breaking up of parking mass into separate areas	Ongoing		Continue to require the developement of outparcels on large-commercial develpments in a manner that encourages pedestrian access from adjacent uses as well as from parking lot.
STRATEGY C-B4:	Encourage "neighborhood-friendly" types of new commercial development in residential neighborhoods. Any such development should be small in scale, not generate a lot of customer or vehicular traffic, not be open for extended hours, and be aesthetically congruent with its surroundings. Such uses shall be subject to a conditional use permit.	Neighborhood business district available through rezoning process.	Ongoing		Encourage "neighborhood-friendly" types of new commercial development in residential neighborhoods. Any such development should be small in scale, not generate a lot of customer or vehicular traffic, not be open for extended hours, and be aesthetically congruent with its surroundings. Such uses shall be subject to a conditional rezoning.
STRATEGY C-B5:	Encourage bicycle lanes and racks in new commercial developments.		Ongoing		
STRATEGY C-B6	Provide pedestrian access from commercial developments onto adjoining properties.	Sidewalk ordinance requires sidewalk with new construction. Big box retail requirements include sidewalk along the abutting public street for the entire site.	Ongoing		
STRATEGY C-B7	Expand the City's facade grant and "second-story residential" incentive programs to older, fragile commercial areas of the City. *Commentary: The City has a facade grant and "second-story" program in place in Downtown Lincolnton where City dollars are matched with private funds for facade improvements and to foster the use of the second stories of buildings. There are a number of other older commercial areas in Lincolnton where the threat of business relocation to newer areas has occurred Allocating City resources to such areas would serve as an economic stimulus in helping to preserve the vitality of such areas.*	Façade grant program is in effect. No residential incentive program currently.	Funding would be necessary for expanded incentive programs.		Improve undersized or outdated City infrastructure in older commercial areas where the threat of business relocation to newer areas or other cities has occured. Allocating City resources to older commercial areas would serve as an economic stimulus in helping to preserve the vitality of such areas.
STRATEGY C-B8	Establish a landscape. grant program (similar to the facade grant program) that will serve as a means to encourage local business owners to improve landscaping and natural features on their property.	None	Landscape incentive program would be low priority in comparison to other needs.		Work with the landlords of vacant and underutilized commercial buildings to develop strategies for adaptive reuse (including the possibility of mixed commercial-residential use.
STRATEGY C-B9	Require that utility lines for new commercial development and commercial uses that are substantially redeveloped or improved be placed underground.	PW Director may require underground utilities for new development.	Ongoing		
OBJECTIVE C	To develop policies governing "big-box" type stores and developments.				
STRATEGY C-C1	Require that "big-box" stores be constructed in a manner that allows them to be utilized in smaller individual units should the original use no longer be in operation. *COMMENTARY: Large retail stores (often referred to as "big-box stores") are found in Lincolnton. Local governments find that these stores typically have a viable retail life for perhaps 10-15 years. Beyond that period there is an increasing tendency for these stores to be vacated Given their large size (in many instances 75,000+ square feet), finding new tenants can be difficult. Thus, these stores often remain vacant for long periods of time. A vacancy by one large retailer may cause other smaller retailers to follow suit, thus creating a strain on the neighborhood. Innovative means are therefore suggested to ensure that big-boxes can be "down-sized", if needed to make them more marketable if their original tenant leaves.*	Big box retail standards include construction design with elements for adaptation to multi-tenant re-use.	Completed		Continue to require that "big-box" stores be constructed in a manner that allows them to be utilized in smaller individual units should the original use no longer be in operation
STRATEGY C-C2	Require that "big-box" stores put up a bond that would be used to demolish the original building should it lie vacant for a significant period of time (i.e., five years.)	Demolition bond required as part of original big box retail standards and later deleted.	No further action		Delete
STRATEGY C-C3	Develop exterior façade standards for larger-sized commercial developments. *COMMENTARY: The exterior facades of "big-box" buildings often vary hale from city to city in which they are found. All too often, these facades are thought of as being stark and utilitarian with Bilk emphasis placed on aesthetics. Accordingly, some locales have established facade standards governing how the exteriors should look (e.g., reducing windowless expanses, limiting the amount of exterior-stored merchandise, etc.)*	Big box retail requirements include architectural design standards.	Completed		Continue to require that larger-sized commercial developments meet certain façade standards.
OBJECTIVE D	To encourage mixed-use commercial residential developments.				
STRATEGY C-D1	Provide incentives that allow for the creation of residential units above or in association with older retail stores.	Accessory aprtments are allowed in commercial structurs subject to prescribed standards.			Continue to allow for the creation of residential units above or in association with older retail stores.

STRATEGY C-D2	Mandate that larger-sized developments contain mixed-residential/office/commercial uses that are pedestrian-friendly, compatible and integrated with adjacent land uses, in order to give persons an opportunity to live near and have good access to places where they work and shop.	None	Recommend allowing for a mix of uses but not mandating it		Encourage larger-sized developments to provide a mix of residential/office/commercial uses that are pedestrian-friendly, compatible and integrated with adjacent land uses, in order to give persons an opportunity to live near and have good access to places where they work and shop.
OBJECTIVE E	To discourage additional commercial sprawl along Lincolnton's thoroughfares.				
STRATEGY C-E1	Use the Future Land Use Map as a means of depicting where future commercial and non-residential development will occur along the City's major thoroughfares and other areas.		Ongoing		
STRATEGY C-E2	Update the City's Zoning Ordinance (text/map) so as to govern where larger-sized commercial developments, power centers, and "big-box stores" can locate. *Commentary: Larger shopping centers as well as larger individual uses (ie., big boxes) are allowed as "conditional uses" in Lincolnton's Planned Business zoning district. This district covers a large geographical portion of the City's planning jurisdiction. As large shopping centers and power centers (i.e., shopping centers that consist primarily of big box stores) generate significant amounts of traffic and often impact land use patterns on adjoining and nearby properties, the City should designate areas on the Zoning Map where these uses should locate.*	Big box retail allowed only through conditional zoning process.	Completed		Continue to use the Future Land Use Map as a means of depicting where future larger-sized commercial developments, power centers, and "big-box stores" will locate along the City's major thoroughfares.
STRATEGY C-E3	Develop an incentive program to encourage the reuse of existing commercial zoned properties rather than the development of "greenfields." *Commentary: As previously mentioned, the City has used its facade grant and "second-story" program in Downtown Lincolnton as a means of encouraging commercial development there. This program could perhaps be expanded into other existing commercial areas in the City, whether or not they are located in the CBI), as a means of encouraging development to remain in those areas.*	Incentives for re-use are considered on a case by case basis.	This would require additional funding		Continue to encourage the reuse of existing commercial zoned properties rather than the development of greenfields.
OBJECTIVE F	To create off-street parking policies that encourage quality design, pedestrian and vehicular safety, and are user-friendly in nature.				
STRATEGY C-F1 same as C-B1	Use increased parking lot landscaping as a means of improving the aesthetics of commercial developments. (repeated in Objective 2)	Zoning regulations include requirements for parking lot landscaping.	Completed/Ongoing		Continue to use increased parking lot landscaping as a means of improving the aesthetics of commercial developments.
STRATEGY C-F2	Create standards that limit the amount of off-street parking in front yards. *COMMENTARY. Having large front yards consisting of off-street parking often results in a "sea of asphalt" appearance. This can be overcome by limiting the amount of parking allowed in a front yard; requiring additional landscaping and/or screening for excess amounts of parking in the front yard; or other techniques.*	Big box retail standards prohibit parking or loading in required setback and breaking up of parking mass into separate areas Zoning regulations require parking lot landscaping. Zoning regulations include requirements for street landscaping along all thoroughfares for development in non-residential districts.	Completed		Continue torequire landscaping for off-street parking in front yards.
STRATEGY C-F3	Provide mandates for the shared use of parking facilities between neighboring and/or nearby commercial uses.	Zoning regulations allow for but do not mandate shared parking.	Recommend allowing the shared use of parking but not mandating it.		Continue to allow for the shared use of parking facilities between neighboring and/or nearby commercial uses.
STRATEGY C-F4	Eliminate minimum off-street parking requirements. *COMMENTARY: Oftentimes, the large amount of parking seen at retail outlets is simply a result of the local land use ordinance mandating that amount of parking. To counter this, some local governments have eliminated (or relaxed) the amount of parking required and let the private sector determine what is acceptable and needed*	Elimination of required off-street parking for non-residential uses was proposed and not approved as part of the adoption of the UDO. (2004)	No further action		Delete
STRATEGY C-F5	Establish off-street parking lot MAXIMUM requirements for large commercial uses. *Commentary: There is a trend among some retailers to "super-size" the amount of parking provided at a facility. This is often done to make shoppers feel that, even on the busiest of shopping days, there will always be ample parking provided. Experience shows that even on days with heavy traffic, parking lots stay significantly empty. Accordingly, some local governments have placed caps (as opposed to minimums) on the aggregate amount of parking that is to be provided.*	Big box retail standards prohibit parking or loading in required setback and breaking up of parking mass into separate areas Zoning regulations require parking lot landscaping. Zoning regulations include requirements for street landscaping along all thoroughfares for development in non-residential districts.	Completed		Delete

STRATEGY C-F6	For large commercial developments, mandate that curbs and sidewalks be located at the periphery of the development in order to provide additional pedestrian access. *Commentary: In many communities, the "typical" shopping center is built with solely the motorist in mind While driving to the shopping center may be fairly easy, walking to it oftentimes can be dangerous. Sidewalks along the outer boundaries of many shopping centers simply do not exist. In Lincolnton, like in many other Jurisdictions, there are no sidewalk requirements for commercial developments (nor are they required for most residential subdivisions) Giving persons the option to walk to destination points is a major focus of this Plan. Providing this opportunity for larger commercial developments is therefore seen as a necessity*	Big box retail requirements include sidewalk along the abutting public street for the entire site. Sidewalk ordinance requires sidewalk with new construction. PW Director may require curbs in new developments.			For large commercial developments. continue to mandate that curbs and sidewalks be located at the periphery of the development in order to provide additional pedestrian access.
INDUSTRIAL LAND USES GOAL	To promote and expand the City's industrial base with high-paying and environmentally friendly industrial, manufacturing and warehousing jobs.				
OBJECTIVE A	Encourage redevelopment in older, industrialized portions of the City.				
STRATEGY I-A1	Promote the adaptive reuse (for manufacturing AND OTHER USES) of the City's older industrial buildings. Such sites should be compatible with surrounding land uses. *Commentary: There are numerous industrial buildings in Lincolnton that are no longer in use (the most common being vacant textile mills) Many cities in North Carolina are finding new lives for these buildings by marketing them for retrofit to residential or mixed residential-commercial use Such "adaptive reuses" of buildings helps rid neighborhoods of eyesores and promotes vitality and renewal in often older and neglected portions of a community.*		Ongoing		Continue to promote the adaptive reuse (for manufacturing AND OTHER USES) of the City's older industrial buildings. Such sites should be compatible with surrounding land uses.
STRATEGY I-A2	If demolition of older industrial buildings is in order, new buildings and their siting on the property should be of such scale and design so as to improve the quality, character and livability of surrounding areas. *Commentary: While adaptive reuse (see above) is encouraged, it may not always be a viable option. Where an older industrial building is razed any new replacement structure should be in keeping with the scale and design of the surrounding neighborhood.*	Zoning regulations include required setbacks and height limits.	Ongoing		
OBJECTIVE B	Promote new industrial development in areas where adequate utility and transportation infrastructure is provided or could be provided in a cost-effective manner.				
STRATEGY I-B1	Use the City's Future Land Use Map as a guide in determining where industrial development is best suited. Rezone properties in those areas where industrial development is desired in order to preserve such areas for industrial use. Coordinate the location of future industrial areas with the City's utility and transportation infrastructure network and with the County's Land Use Plan.		Ongoing		
STRATEGY I-B2	The first priority for industrial development shall be those sites where the existing infrastructure will support such development and which are adjacent to existing industrial areas.		Ongoing		
STRATEGY I-B3	The second priority shall be in existing industrial areas and other areas where infrastructure could reasonably be provided (i.e., along highway corridors.)		Ongoing		
STRATEGY I-B4	Develop land use regulations and standards that will provide for adequate screening of industrial uses from adjacent non-industrial parcels.	Screening is required on an industrial zoned property abutting residential zoned properties. Screening also required whenever an industrial use is located on the opposite side of a street right-of-way from residential zoning. Screening required of open storage and open structures when located within 100 feet of the street right-of-way.	Completed		Continue to require adequate screening of industrial uses from adjacent non-industrial uses.

STRATEGY I-B5	Provide transitional land uses or buffers between residential and newly developed industrial areas. *Commentary: As many industrial uses tend to generate significant truck traffic, there is an expectation that newer industrial areas will be located somewhat apart from residential areas. Natural buffers (i.e., vegetated areas, berms, etc) or transitional uses (e. g., commercial or institutional uses) often serve as good intermediary land uses between heavier industrial uses and residential developments.*	Screening is required on an industrial zoned property abutting residential zoned properties. Screening also required whenever an industrial use is located on the opposite side of a street right-of-way from residential zoning.	Ongoing		
STRATEGY I-B6	Industries that are located along the City's major and minor thoroughfares shall provide adequate landscaping and/or screening in such manner so that these uses do not detract from the City's overall image and that view sheds front these thoroughfares are protected. *Commentary: Newer industrial uses are often found along or in close proximity to major highways. As an example, US 321 runs the length of Lincolnton's planning jurisdiction. Any new or expanded industrial uses in close proximity to the highway should be located and/or screened in such manner that the industrial buildings are not significantly visible from the highway.*	Screening required of open storage and open structures when located within 100 feet of the street right-of-way.	Ongoing		
STRATEGY I-B7	Periodically reevaluate the list of allowed industrial uses (both uses by right and conditional uses) in the City's Zoning Ordinance to ensure that such list is current, and reflective of the City's needs and desires. Eliminate those uses that the City feels would not be in their best interest to have located within their planning jurisdiction.		Ongoing		Periodically reevaluate the list of allowed industrial uses in the City's Zoning Ordinance to ensure that such list is current, and reflective of the City's needs and desires. Eliminate thoses uses tht the City feels would not be in their best interest to have located within their planning jurisdiction.
OBJECTIVE C	To create off-street parking policies that encourage quality design, pedestrian and vehicular safety, and are user-friendly in nature.				
STRATEGY I-CI	Use increased parking lot landscaping as a means of improving the aesthetics of industrial developments.	Zoning regulations require parking lot landscaping. Zoning regulations include requirements for street landscaping along all thoroughfares for development in non-residential districts.	Ongoing		Continue to use increased parking lot landscaping as a means of improving the aesthetics of commercial developments.
STRATEGY I-C2	Create standards that limit the amount of off-street parking in front yards along major and minor thoroughfares.	Big box retail standards prohibit parking or loading in required setback and breaking up of parking mass into separate areas Zoning regulations require parking lot landscaping. Zoning regulations include requirements for street landscaping along all thoroughfares for development in non-residential districts. Sidewalk ordinance requires sidewalk and planting strip with new construction.	Completed		Continue to require landscaping in off-street parking lots in front yards along major and minor thoroughfares.
STRATEGY I-C3	Eliminate minimum off-street parking requirements.	Elimination of required off-street parking for non-residential uses was proposed and not approved as part of the adoption of the UDO. (2004)	No further action		Delete
STRATEGY I-C4	Require that utility lines for all new industrial developments be placed underground.	None			
OPEN SPACE AND ENVIRONMENTAL ISSUES GOAL	To maintain Lincolnton's high quality of life by providing for open space areas throughout the community and proactively protecting and enhancing the community's natural assets and environmental features.				
OBJECTIVE A	Provide for open space areas throughout the community.				
STRATEGY 0-A1 same as R-D8	Continue to implement the City's Greenway Plan. Use greenways to connect residential areas with schools, park facilities, commercial areas and other areas that receive significant amounts of pedestrian traffic.	Phases I - III of the Rail Trail complete. Phase IV currently in negotiation with Norfolk Southern. Sidewalk ordinance requires sidewalk with new construction. Subdivision ordinance requires sidewalk on both sides of streets in all major subdivisions. Subdivision ordinance allows greenways to be credited against the open space requirements.	Ongoing. Funding required for additional greenways.		
STRATEGY 0-A2 same as R-E1	Establish open-space preservation requirements for new residential developments (both single and multi-family) as well as non-residential development by requiring either open space set-asides or fees-in-lieu. (NOTE: also addressed in the "Residential" goals section, Objective E, Goal 1.)	Subdivision ordinance requires dedication of land and/or fees in lieu of land for open space purposes. At least 1/35th of an acre to be dedicated per dwelling unit.	Completed		Restate as: Continue to require open-space preservation in new residential developments (both single and multi-family) as well as non-residential developments by requiring either open space set-asides or fees-in-lieu.

STRATEGY O-A3 **same as R-E2**	**Establish standards for the type and nature of open space that is to be preserved.** ***Commentary: If the City establishes open-space preservation requirements, the City should also set standards for the types of open space that are to be preserved What types of open space are important to the City? forestland? floodplains? scenic vistas? rock outcrops? The City could develop these standards based on local preferences and needs.***	**Subdivision ordinance requires dedicated land meet criteria related to unity, usability, shape, location , access, topography and landscaping.**	**Completed**		**Restate as: Continue to require that dedicated open space in new subdivisions meet certain standards for the type and nature of open space that is to be preserved.**
STRATEGY O-A4	**Establish policies for the creation of parks (at both the neighborhood and community levels) and use such policies when assessing open space needs for new residential developments.**	**Subdivision ordinance addresses neighborhood needs.** **Parks Master Plan addresses community level needs.**	**Completed**		**Continue to require neighborhood parks through the subdivision process.**
STRATEGY 0-A5	**Ensure that adequate recreational/athletic facilities are provided throughout the community, through collaboration with school officials and other means.**	**Addressed through Parks Master Plan.**	**Ongoing**		
STRATEGY 0-A6	**Make provisions for "pocket parks" and other appropriate open space areas in Downtown Lincolnton and adjacent transitional areas.** **Commentary: Pocket parks are small, infill parks that are frequently found in densely developed urban areas (e.g., central business districts) to provide persons with a dash of open space. Often consisting of nothing more than benches and green space, pocket parks help enhance an area's ambience and livability.**	**Addressed through Parks Master Plan.**	**Ongoing**		
OBJECTIVE B:	**Protect, enhance, and restore Lincolnton's natural features and environment.**				
STRATEGY 0-B1 **same as R-E5**	**Adopt an ordinance governing the clear-cutting of land and promoting the retention of "significant" tree stands.** **(NOTE 1: This will require additional staff for on-site enforcement. NOTE 2. This is also found in the "Residential" goals section as Objective E, Strategy 5.")**	**Feasibility of a tree ordinance studied with no action taken. (2000)**	**No further action**		**Restate as: Continue to promote the retention of "significant" tree stands**
STRATEGY O-B2 **same as R-E4**	**Maximize the preservation of wetlands and natural drainage areas in new developments by encouraging developers to use innovative drainage methods, techniques, and materials. Consider providing incentives to foster implementation.** **(NOTE: This is also found in the "Residential" goals section as Objective E, Strategy 4.")** ***Commentary: The State's Water Supply Watershed regulations allow developers to use innovative techniques to address stormwater runoff. The City should examine its development code manual to see if such innovative measures are allowed in Lincolnton.***	**Water Supply Watershed standards allow utilization of stormwater best management practices within required stream buffers. An incentive program would require additional funding and be low priority in comparison with other needs.**	**Ongoing**		
STRATEGY O-B3	**Develop standards for mandatory planting strips to be provided (in association with sidewalks) in new residential subdivisions and along the City's gateway corridors.** ***Commentary: The City's current Subdivision Ordinance does not mandate the installation of sidewalks nor does it require a "greenstrip" to be placed between the curb and the sidewalk Sidewalks are often seen as a way of increasing pedestrian mobility. Greenstrips provide a sense of security to pedestrians so that they are not walking in close proximity to the curb and the street.***	**Subdivision ordinance requires street trees along all collector streets.** **Zoning regulations include requirements for street landscaping along all thoroughfares for development in non-residential districts.** **Sidewalk ordinance requires planting strip along with sidewalk.**	**Completed**		**Restate as: Continue to require planting strips to be provided (in association with sidewalks) in new residential subdivisions and along the City's gateway corridors.**
STRATEGY 0-B4	**Establish a comprehensive street-tree program in new subdivisions and along the City's gateway corridors.** **(NOTE 1: This is also found in the "Residential" goals section as Objective E, Strategy 6."** **NOTE 2: The gateway aspects of this program should be implemented concurrently with property development or redevelopment.)** ***Commentary: Trees placed along a street can help enhance an area's aesthetics. The City of Lincolnton does not have any requirements for the placement of trees along streets in subdivisions, nor does it have such requirement for any non-residential developments. Such requirements could be placed in the City's Subdivision Ordinance and become a part of the required landscaping provisions of the City's Zoning Ordinance.***	**Subdivision ordinance requires street trees along all collector streets.** **Zoning regulations include requirements for street landscaping along all thoroughfares for development in non-residential districts.**	**Completed**		**Restate as: Continue to require street-tree programs in new subdivisions and street landscaping along the City's gateway corridors.**
STRATEGY 0-B5	**Avoid building and development in areas with soils that are not well suited for physical development.**	**Subdivision ordinance includes a land suitability standard.** **Flood ordinance regulates development in floodways.**	**Ongoing**		**Restate as: Continue the practice of not allowing building and development in areas with soils that are not well suited for physical development.**
STRATEGY 0-B6	**Maintain regulations that prohibit any new development within the City's floodways. Actively work with FEMA in maintaining up-to-date floodplain maps.** ***Commentary: The City has adopted FEMA regulations that state that no development is allowed in a "floodway"(i.e., the channel and adjacent areas that periodically flood) and that any development within a "floodway fringe" (i.e., areas that are subject to flooding during the 100-year flood) must be elevated so that the bottom two feet of the building is floodproofed or constructed above the designated floodstage.***	**Flood ordinance adopted.**	**Completed/Ongoing**		

STRATEGY 0-B7	Establish buffering requirements for any new development this lies adjacent to a stream.	Water Supply Watershed standards include: • buffers along perennial streams of 100 feet on each side of the stream for development exceeding low density option • buffers along perennial streams of 30 feet on each side of the stream for development that does not exceed low density option.	Completed for watershed areas		Continue to require buffering for any new development that lies adjacent to a stream in a watershed protection area.
STRATEGY 0-B8	Work with local transportation officials and the Lake Norman RPO for obtaining transit alternatives in Lincolnton as a means of lowering air quality emissions. Such alternatives could include park and ride lots, carpooling, vanpooling, etc. *Commentary: There currently are no forms of mass transit available to residents of Lincolnton. As the area continues to grow, there likely will be calls for transit services to be implemented- both within Lincolnton and perhaps to Hickoryand/or Charlotte. CATS (Charlotte Area Transit System) currently has a series of commuter vans/buses that operate between Charlotte and outlying communities in the morning and afternoon rush hours. Such service could, perhaps, be extended to Lincolnton in the future. In the meantime, to decrease the amount "single-occupant trips", the City could work with CATS as well as the transit systems in Gastonia and Hickory to establish park and ride lots, carpooling, etc.*	Centralina is coordinating a regional transit planning effort.	Ongoing		Restate as: Continue to coordinate with local transportation officials and Centralina COG in assessing transit alternatives in Lincolnton as a means of lowering air quality emissions. Such alternatives could include park and ride lots, carpooling, vanpooling, etc.
STRATEGY 0-B9	Consider working with County officials (and with officials in neighboring counties) to develop a local soil erosion and sedimentation program. *Commentary: When more than one acre of land is disturbed in association with the development of a site, a soil erosion permit must be obtained from the NC Department of Environment and Natural Resources (DENR) The branch of this State office that serves Lincolnton, as well as much of the Charlotte region, is located in Mooresville. The State allows local governments to enact their own Soil Erosion programs (as has been done in Cabarrus, Gaston and Mecklenburg Counties) through the adoption and administration of local soil erosion ordinances. Services provided through local programs are often seen as being more timely given that they have a smaller geographic area to cover.*	Lincoln County administers its Soil Erosion and Sediment Control Program in the City's jurisdiction.	Completed		Restae as: Continue working with County officials on implementation of the local soil erosion and sedimentation program.
STRATEGY 0-B10	Work with local and regional economic development officials in assessing redevelopment potential of existing "brownfield" sites. *Commentary: Brownfields are abandoned development sites that, on account of past development, contain contaminated soils. Examples can include junkyards, abandoned textile mills, etc. Treating contaminated soils can be costly. Redevelopment of sites that are considered as potential "brownfields" is often overlooked due to potential high remediation costs. Such sites often remain unused for long periods of time and can become a blight on the community. Local economic development officials are therefore urged to work with property owners to assess which sites are true "brownfields".*		Ongoing		Restate as: Conintue to work with local and regional economic development officials in assessing redevelopment potential of existing "brownfield" sites.
STRATEGY 0-B11	Work in conjunction with the Lincoln Natural Resources Committee (LNRC) to help promote a clean and sightly natural environment.		Ongoing		Continue to work in conjunction with Lincoln County to help promote a clean and sightly natural environment
INSTITUTIONAL ISSUES GOAL	To keep the City of Lincolnton as the hub for the County's governmental and institutional uses.		Ongoing		
OBJECTIVE A	To maintain Downtown Lincolnton as the City and County's governmental hub. (NOTE: This section is also found under the "Central Business District" planning area of this Chapter)				Add strategy: Create an incentive program designed to promote the re-use of vacant of underutilized downtown structures.
STRATEGY INST-A1 same as D-B1	Maintain dialogue and contact with the United States Postal Service to ensure that the location of the main Lincolnton Post Office remains downtown.				
STRATEGY INST-A2 same as D-B2	Establish a long-term commitment from the City Council that the City Hall, and any associated annex buildings, continue to be located in Downtown.		Ongoing		
STRATEGY INST-A3 same as D-B3	Work with County officials on a long-term plan to ensure that the County's major governmental offices and courts, to the greatest degree feasible, remain in the downtown area.		Ongoing		
OBJECTIVE B	To provide user- and pedestrian-friendly governmental uses and offices, where needed, throughout the City.				
STRATEGY INST-B1	To work with the Lincoln County Board of Education to locate future school sites in areas that are "pedestrian-friendly" thereby enabling students and others to walk to the school facility.	Subdivision Ordinance requires reservation of school sites if site is in an adopted plan. Sidewalk ordinance requires sidewalk with new construction. Subdivision ordinance requires sidewalks on both sides of streets in all major subdivisions.	Ongoing		

STRATEGY INST-B2	To integrate schools and park planning into the development of new residential areas of the City.	Subdivision Ordinance requires reservation of school sites if site is in an adopted plan. Subdivision ordinance requires dedication of land and/or fees in lieu of land for open space purposes.	Ongoing		
STRATEGY INST-B3	As the City grows, to consider the placement of branch neighborhood libraries in Lincolnton that are both pedestrian friendly and blend in with the surrounding community.	City has representation on Library Committee.	Ongoing		