



## FUTURE LAND USE DESIGNATIONS

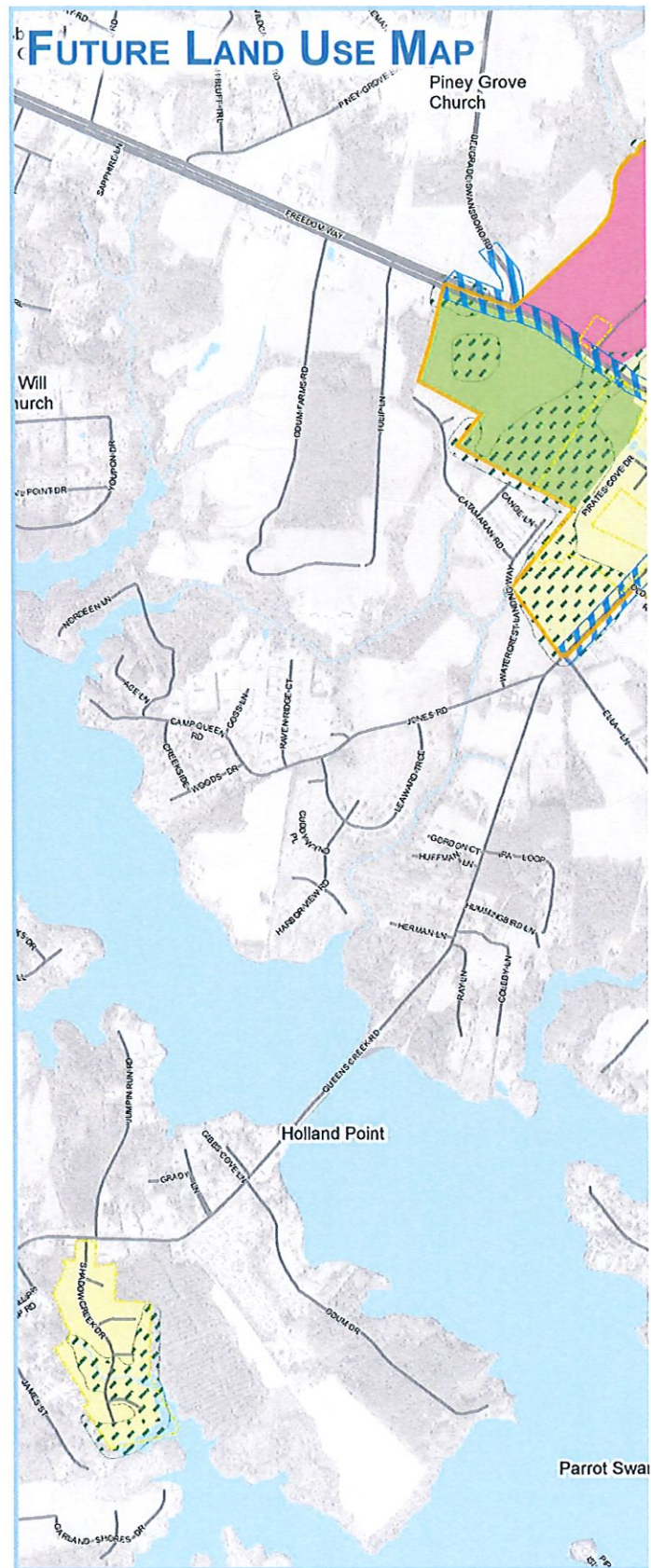
The Future Land Use Map (FLUM) and associated future land use (FLU) designations will be used to guide rezoning, investment, and land use decisions in the town. Just as the goals and objectives have generated recommendations, the FLU designations are associated with specific character descriptions and criteria. These FLUs and the FLUM are a guideline and reference point for the community, and will inform, but not necessarily definitively predetermine, the outcome of land use decisions and policies by the town.

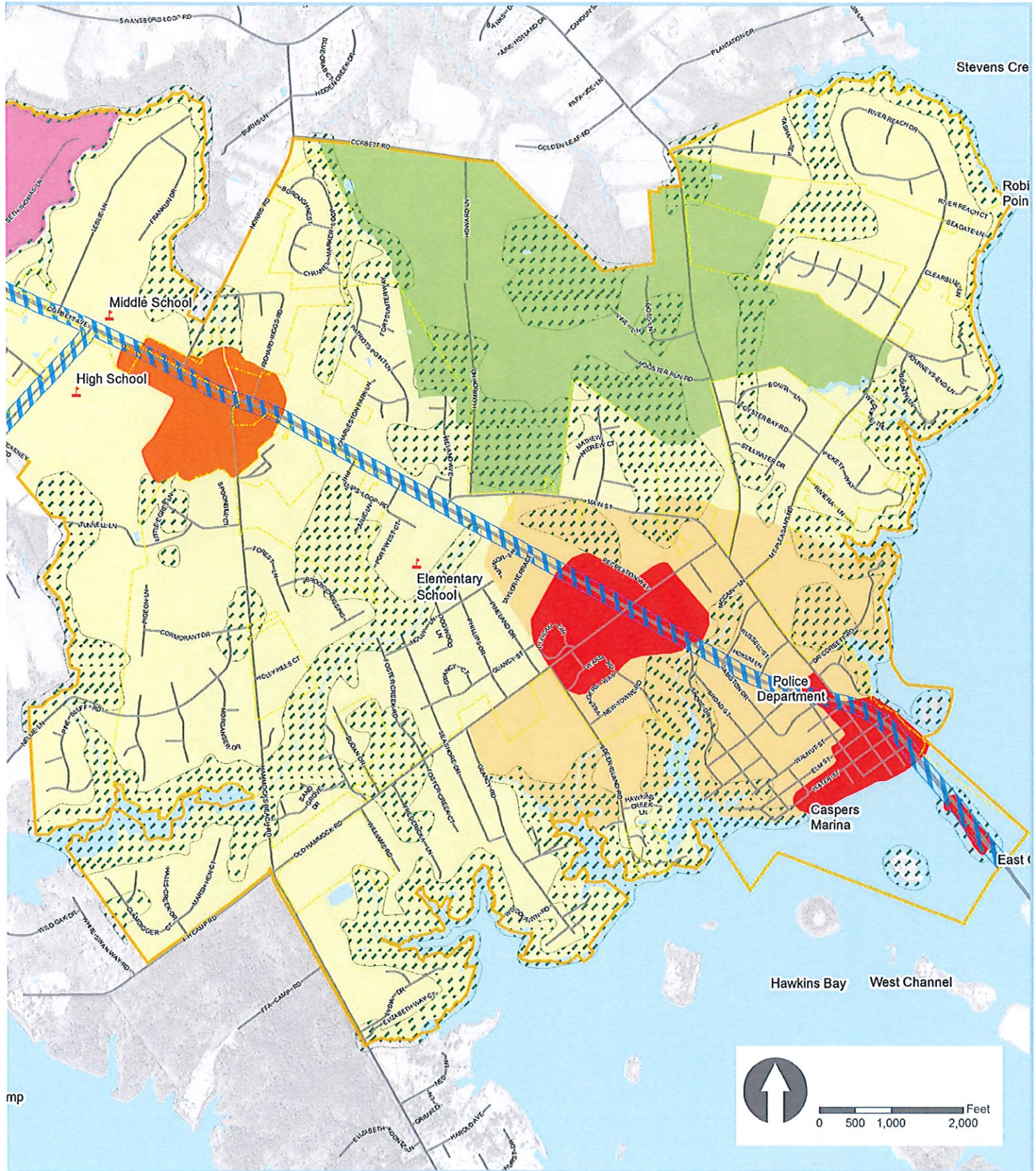
The mixing of non-residential and residential uses is viewed positively in Swansboro, because of mixed development in the downtown historic district that demonstrates different uses can coexist peacefully. As such, the mixed use FLU designations generally function as overlays that show where additional uses or density can be added to or mixed with the underlying residential uses. Where mixed use FLUs overlap other FLUs, the criteria associated with each must be considered.

Residential FLUs are the underlying character within which the mixed use and non-residential overlap at more intense nodes of activity. Appropriate density is determined in part by a property's position within or proximity to the activity nodes. This allows a stepping down of density and intensity with distance from mixed use activity centers. It also allows the positioning of people next to the goods and services that they need for daily life, and this increased connectivity was a common thread in the community conversation.

## FUTURE LAND USE DESIGNATIONS

- TRADITIONAL TOWN CENTER (TTC)**  
This designation is characterized by a mix of residential, commercial, and civic uses in the historic downtown central business district or TTC node. Redevelopment or new development should be compatible with and embody the desired heart of “Swansboro” character.
- SUBURBAN TOWN CENTER (STC)**  
The highway commercial designation contains medium to high intensity uses on the NC 24 corridor. A mix of uses including multi-family with managed access is encouraged.
- EMPLOYMENT / LIGHT INDUSTRIAL (ELI)**  
This designation includes office, light industrial or assembly, and flex-tenant spaces. Site layout should allow for truck circulation, buffers between dissimilar uses, and quality architecture adjacent to the highway.
- GATEWAY CORRIDOR (GC)**  
State-owned NC 24 and the adjacent development make the first impression of the town. Signage, lighting, sidewalks, landscaping, architectural design along the roadway should reflect the unique features and values of Swansboro.
- CONSERVATION PRIORITY AREA (CPA)**  
The CPA designation includes lands influenced by the natural environment containing features including but not limited to wetlands, woodland, shoreline, pocosins, open space, vistas that are worth conserving and that define Swansboro.
- COASTAL TRADITIONAL NEIGHBORHOOD (CTN)**  
This is a walkable, compact, residential district laid out based on traditional neighborhood development patterns. It generally surrounds the TTC and contains single and two-family residential with small-scale multi-family and neighborhood commercial.
- LOW DENSITY / SUBURBAN NEIGHBORHOOD (LDSN)**  
This designation characterizes the majority of new subdivision development. It is auto-oriented and should be connected to water and sewer infrastructure, and contain sidewalks and streets that connect to parks, educational, or religious uses.
- RURAL / AGRICULTURAL (RA)**  
Agricultural land generally occurs outside the town limits but is within the town’s ETJ. Though there are working farms, rural residential and agritourism activities may occur here. Water and sewer infrastructure are typically not available.





Adopted: January 22, 2019

# TRADITIONAL TOWN CENTER (TTC)

*When most people talk about Swansboro, they are talking about the historic district, businesses on Front Street and surrounding “old town” residential neighborhood. Homes and businesses stand side-by-side in a historical development pattern and complement, rather than detract from each other. Many older residential homes have been converted into businesses, with second -story residential, with a working marina directly adjacent. This is an area where uses are mixed both vertically and horizontally.*

*This active, vibrant part of the community is both a window into the past and provides character that defines the community. Using traditional pattern and character to influence future development of small-lot single family homes in other parts of Swansboro, fulfills a strong desire by many in the community to connect people to destinations, especially by non-motorized means.*

## CHARACTER

A traditional town center district translated to other areas of Swansboro should incorporate the following characteristics to the extent possible. These areas would be mixed use pedestrian-oriented districts with a mixture of small to mid-size retail, restaurants and multifamily residences intertwined with civic and institutional spaces. Upper story residential uses are encouraged. Pedestrians would be prioritized, and automobiles are accommodated.

## ACCESS AND CIRCULATION

The rights-of-way within these districts may be narrower than typical local streets of Swansboro with two-way traffic and on-street parking but will not be as narrow as those in the historic downtown. These roads are meant to handle slow speed traffic and serve a similar purpose as a parking aisle so that people can park-and-walk to their destinations. Sidewalks flank the roads and buildings built up to or within a few feet of the right-of-way line.



*Historic downtown Swansboro*

## SETBACKS

Typical of a downtown district, buildings are set close enough to interact with the street. Minimal setbacks accommodate a greater density and intensity of uses and promote social interaction.

## MASSING AND BUILDING HEIGHTS

Buildings are “human-scaled,” meaning not more than three stories tall, but also should be a minimum of two stories to create a street presence.



*Example of Traditional Town Center (TTC)*

## BLOCKS

Block length of no more than 400 feet further promote walkability and discourage automobile use for short trips. Crosswalks and mid-block pedestrian connections should be used throughout.

## PARKING

Off-street parking requirements for nonresidential uses may be lessened due to the walkable district and availability of on-street, shared or lots for parking. Front-loaded parking is discouraged.

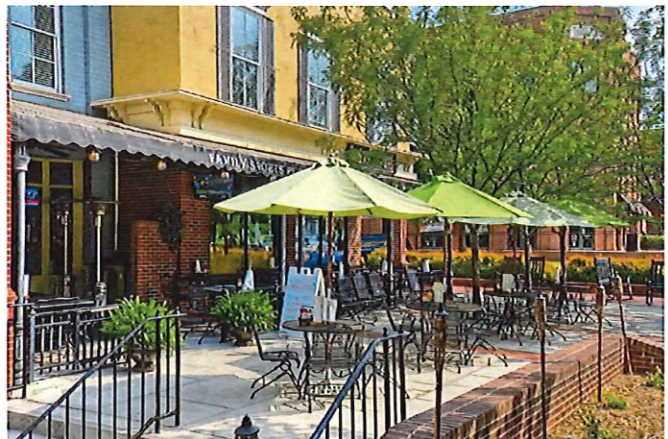
## APPROPRIATE DENSITY / INTENSITY

This district should replicate the densities and intensities of those in downtown to provide an alternative to other housing and retail experiences in Swansboro. The norm should be:

- » Compact residential - Up to eight dwellings per acre single family or 12 for multi-family.
- » Ground floor retail is encouraged but lobbies and entrances would be allowed.
- » Development of this intensity should employ stormwater control measures with extensive Low Impact Design



*Example of downtown development.*



*Example of downtown development.*

# EMPLOYMENT / LIGHT INDUSTRIAL (ELI)

*This land use designation primarily occurs off of NC 24 on the western end of Swansboro, including the existing development on Seth Thomas Lane. The light industrial uses involve automotive or vehicular work, storage of goods, and limited manufacturing, which occurs entirely indoors and not likely to be nuisance to neighbors. The expansion of this district provides a prime location for economic development opportunities that could also include warehousing, distribution, office, research and development, tech-flex. The ELI district is distinguished by the look and feel of an industrial park with circulation for trucks but should include amenities for employees and customers.*

## CHARACTER

Light industrial and manufacturing, office, and tech-flex uses are encouraged in the ELI. Work occurs almost exclusively indoors, with only storage of vehicles or goods potentially allowed outdoors. With buffers and screens, these areas can be made somewhat compatible with mixed use or adjacent higher density residential development. Water and sewer utilities should be available.



*Flex-tenant/ light industrial site*



*Light industrial manufacturing site*



*Example of Employment / Light Industrial (ELI)*

### ACCESS AND CIRCULATION

Streets are designed to accommodate larger vehicles and trucks that are used in deliveries goods and bulk products. Sidewalks should be considered at a minimum on one side of the street to accommodate employee/pedestrian traffic. Businesses should be accessed by way of an internal road that connects to the thoroughfare and a cross access to the adjacent similar development. Landscaping should be placed to buffer dissimilar uses.

### SETBACKS

Setbacks are greater and are partially intended to create space for landscaping screen operations and buffer adjacent dissimilar development from potential nuisance from the light industrial / employment use, whether visual, sound, smell, or vibration.

### MASSING AND BUILDING HEIGHTS

Buildings are designed to facilitate their intended purpose although some may be spec'd as "flex" industrial space. How the structures interact with the main highway is less important, though the placement of these sort of uses close to the gateway of town begs attention to the quality of the viewshed (signage, lighting, landscaping). High quality architecture and materials should be used on sides that are adjacent to or highly visible from NC 24.

### BLOCKS

- » 600 feet maximum block length, with up to 800 feet allowed only if necessary to avoid floodplains, creeks, or other environmentally sensitive areas, or to accommodate structures of significant size that cannot otherwise be reconfigured.
- » Adequate loop and loading area circulation or turnaround, especially for trucks and delivery vehicles.

### PARKING

Parking is primarily accommodated in private lots for each business or building.

### APPROPRIATE INTENSITY

- » Intensity of development is regulated by the zoning district.
- » Business activities are generally conducted inside of a building, although outdoor storage may be allowed.
- » Residential units are not allowed in this area.
- » Site layout needs to respect the probably need for truck and delivery circulation.
- » Loading and service areas should be screened from the public right-of-way.