ENVISION HANOVER

# LAND USE DESIGNATIONS
## Draft Text (April 11, 2023)

**List of Land Use Designations**

| Existing Designation/Name | Proposed Designation/Name |
|---|---|
| Agricultural | Rural/Agricultural |
| Rural Village | Rural Village |
| — | Suburban Transitional Residential* |
| Suburban General | Suburban Neighborhood Residential |
| Suburban High | Suburban High Residential |
| Multi-Family | Multi-Family Residential |
| Multi-Use | Suburban Center |
| Commercial | Highway Commercial* |
| | Neighborhood Commercial* |
| | Rural Crossroads* |
| Business-Industrial | Business Flexible |
| Planned Business | Employment Center |
| Destination Commerce | Destination Commerce |
| Limited Industrial | Limited Industrial |
| Industrial | Industrial |
| Flood Plain | Natural Conservation |
| — | Parks and Conserved Lands* |

*New Designations

A preliminary draft of the land use designations was presented at public meetings held in January/February 2023. Based upon feedback received, the following changes were made:

- Added language within residential, commercial, and industrial land use designations about considering conflict points between residential traffic and heavy truck traffic at project entrances.
- Renamed the *Multi-Use* land use designation *Suburban Center*.
- Added language within the *Neighborhood Commercial* land use designation discouraging 24/7 businesses and drive-throughs in those areas (due to potential impacts to nearby residential uses).
- Revised the *Suburban Federal Battlefields Lands* land use designation to include all parkland and conserved areas, renaming it *Parks and Conserved Lands*.

Changes made since January/February 2023 are highlighted in red within each description.

As the text is revised and finalized to reflect public feedback, photos will be added to illustrate some of the recommended design concepts associated with each land use designation.

## Rural/Agricultural

The *Rural/Agricultural* land use designation includes areas that are used primarily for agriculture, forestry, and related uses that support the local agricultural economy. These areas include the majority of the County outside of the Suburban Service Area (SSA).

Low-density residential development is appropriate with a maximum density of one unit per 6.25 acres. Single-family dwellings may either be located on large lots compatible with surrounding uses or within rural cluster developments that include permanently-protected open space. Residential subdivisions should be designed to reflect the area's rural character by maintaining existing topography and native vegetation; preserving prime farmland and scenic roadside vistas; and protecting historic and natural resources.

These areas are served by limited public infrastructure. Public utilities will generally not be extended to areas designated *Rural/Agricultural*.

**Appropriate Uses**

- Agriculture
- Forestry
- Small-Scale, Rural-Oriented Commercial Businesses
  (Examples: Farmers' Markets, Agricultural Supply Stores)
- Small-Scale Lodging and Tourism-Oriented Uses
  (Examples: Bed and Breakfasts, Country Inns, Event Venues, Wineries, Breweries)
- Single-Family Detached Residential
  (Either within Large-Lot Developments or Cluster Developments)
- Institutional Uses
  (Examples: Schools, Churches, Public Safety Facilities, and Similar Uses)
- Parks and Recreation Facilities

**Appropriate Zoning Districts**

- A-1 (Agricultural)
- AR-6 (Agricultural Residential)
- RC (Rural Conservation)

| **Project Framework** | |
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| **Project Size** | Rural Cluster Development: 25 acres (minimum)<br>All Other Development: None |
| **Residential Densities** | Up to 1 unit per 6.25 acres |
| **Mix of Uses** | These areas should be used primarily for agricultural/forestry operations and supporting rural-oriented businesses, with limited low-density residential development that does not detract from the area's rural character. |

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| | Existing agricultural uses are encouraged to remain, as they are an important part of rural landscapes.<br>Agribusiness and tourism uses compatible with the area's rural character may be appropriate, upon demonstration that proposed uses will not negatively impact surrounding properties. Examples of such uses include equestrian centers, nurseries, boutique or unique agribusinesses, camps, rural tourism destinations, farmers' markets, and bed and breakfasts. These uses are recognized as economically-desirable businesses that support the viability of farming and land preservation. |
| **Utilities** | These areas are not anticipated to be served by public utilities. |
| **Transportation** | |
| **Access and Circulation** | Provide an interconnected street network that minimizes access to roads external to the subdivision.<br>Use shared driveways to minimize access points to existing roads.<br>Consider the use of public roads for subdivisions with more than 10 lots. |
| **Active Transportation** | Construct pedestrian pathways within residential subdivisions to provide access to common open space (where provided). |
| **Community Character: Residential Development** | |
| **Open Space** | Rezoning requests designed as cluster subdivisions must provide at least 70% open space. Prioritize protecting rural viewsheds, natural resources, historic sites, and prime agricultural soils when locating the open space. |
| **Landscaping and Buffers** | To help preserve viewsheds and the rural character of the County, minimize the visibility of new residential development by providing landscaped buffers at least 100 feet wide along major thoroughfares (enhanced buffers and greater setbacks along scenic roads).<br>Preserve and supplement existing vegetation along rural roadways and scenic roads to create a wooded buffer that maintains the area's rural character. In open areas, plant native trees and shrubs in a naturalistic, informal pattern to screen new development. |
| **Community Character: Agribusiness and Agri-Tourism** | |
| **Site Design** | Locate and design agribusiness and agri-tourism uses in a manner that minimizes negative impacts on the surrounding community (noise, lighting, odors, and/or traffic).<br>Ensure that the scale and intensity of agribusiness and agri-tourism uses is generally compatible with (and sensitive to) the surrounding community. Businesses that directly relate to on-site agricultural operations are preferred.<br>Divide parking areas into smaller areas that are screened with landscaping.<br>Design exterior lighting to the minimum height and intensity necessary for safe operations. |

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| **Landscaping and Buffers** | Consider providing a setback of at least 200 feet from existing occupied residential uses on adjacent properties, unless landscaping, topography, or other site features help mitigate negative impacts these uses may have on nearby residences.<br>Screen parking areas with landscaping. |
| **Signage** | Design freestanding signage with a size, scale, and design compatible with the area's rural character. Lighting signage is discouraged. |
| **Building Design** | Design buildings to reflect the massing, scale, materials, and architectural styles historically found in the surrounding area. |
| **Noise** | Include measures to minimize noise impacts on surrounding properties, such as limiting the time/duration/amplification of outdoor music. |

## Rural Village

The *Rural Village* land use designation accommodates a mix of institutional and commercial uses that serve the surrounding rural community. Small-scale, single-family residential development may also be found in villages. These areas can also support heritage tourism by providing small-scale restaurants, shops, bed and breakfasts, shops, and gas stations for visitors.

A mix of uses may be found in villages, but new development should complement the existing community with regard to scale, architecture, materials, colors, and texture. The adaptive reuse of historic structures is encouraged.

Villages should be compact and walkable. Sidewalks and pedestrian pathways should connect different uses, and parking should be located to the side and/or rear of buildings to create an attractive streetscape. Smaller setbacks may be appropriate.

**Appropriate Uses**

- Offices
- Retail
- Services
- Restaurants
- Institutional Uses (Including Schools, Churches, Public Safety Facilities, and Similar Uses)
- Single-Family Residential

**Appropriate Zoning Districts**

- A-1 (Agricultural)
- AR-6 (Agricultural Residential)
- B-O (Business Office)
- B-1 (Neighborhood Business)
- B-2 (Community Business)
- B-3 (General Business)

*A new residential district may need to be created to accommodate small-scale residential development within Rural Villages.

| **Project Framework** | |
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| **Project Size** | None |
| **Residential Densities** | Up to 1 unit/acre<br>(Residential-only projects should be 25 acres or less in area and have direct access to the main thoroughfare within the village) |
| **Mix of Uses** | Commercial, Residential, and Institutional Uses Recommended (No Preferred Mix of Uses)<br>Residential Projects: 100% Single-Family Dwellings (Detached) |
| **Open Space** | Provide at least 10% of the project area as open space, with a mix of active and passive recreational amenities. |

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| | Consider incorporating vegetable farms, orchards, community gardens, and/or other agricultural uses compatible with surrounding residential uses into open space areas, particularly on open sites historically used as farmland. |
| **Utilities and Infrastructure** | Connect to public water and/or sewer (if available within the village).<br>Screen stormwater management facilities or design them as an amenity (including landscaping, paths, benches, and/or similar features). |
| **Community Character** | |
| **Landscaping and Buffers** | Provide landscaped buffers along major thoroughfares (enhanced buffers and greater setbacks along scenic roads). Preserve existing vegetation where possible. Due to the compact nature of rural villages, thoroughfare buffers may be reduced or eliminated if parking is located to the side or rear of the principal building, pedestrian amenities exceeding minimum requirements are provided, street trees are provided, and/or buildings incorporate high-quality architectural details. |
| **Building Design** | Incorporate architectural elements commonly used in historic structures in the area, including pitched roofs on at least a portion of the building.<br>Use high-quality materials (such as brick, stone, and fiber-cement siding) commonly found on nearby historic structures.<br>Design buildings to orient towards the street and avoid long, monotonous facades.<br>Design buildings with footprints generally less than 15,000 square feet and no more than two stories in height. Design larger buildings to appear as a collection of smaller buildings. |
| **Signage** | Use small-scale freestanding and/or monument signage that is externally illuminated. |
| **Parking and Loading** | Locate parking and loading areas to the side or rear of buildings to the greatest extent practicable. If located in the front, provide additional landscaping between the roadway and parking lots. Divide parking areas into smaller bays to reduce their scale. |
| **Residential Uses** | Limit residential-only projects to 25 acres (or less) with internal streets that provide direct access to the main thoroughfare within the village.<br>Minimize the prominence of garages along the streetscape. If a garage faces the street, preference is to have it set back from the primary façade. Side- and rear-loading garages are encouraged.<br>Provide an interconnected street network that minimizes cul-de-sacs. Provide street trees and sidewalks/pedestrian paths. |
| **Historic Districts** | For projects located within state- and/or nationally-recognized historic districts, reference guidance within Chapter XX: History and Culture. |

| Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation) | |
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| **Buffers** | Provide buffers between new development and adjacent agricultural uses. |
| **Loading Areas** | Avoid orienting loading areas towards adjacent residential uses. |
| **Transportation** | |
| **Access and Circulation** | Provide an interconnected street network that minimizes access to major thoroughfares. Use shared driveways along major thoroughfares.<br>Provide stub roads to adjacent properties where appropriate and extend existing stub roads to improve transportation circulation and reduce traffic on main roads. |
| **Active Transportation** | Provide sidewalks on at least one side of each street and around the turnaround of cul-de-sacs.<br>Provide sidewalks within the development and to adjacent uses, offering pedestrians safe, convenient, and direct access to building entrances, parking areas, and open space, as well as pedestrian networks within neighboring development.<br>Provide sidewalks or pedestrian pathways along the frontage of the road providing access to the project.<br>Provide highly-visible and safe crossings for pedestrians, including crosswalks, pedestrian refuge islands, and/or other design features at intersections and mid-block crossings.<br>Provide direct pedestrian and bicycle connections to regional trail networks, public facilities, and existing pedestrian/bicycle infrastructure that are immediately adjacent to the project. |

## Rural Crossroads

Outside of the Suburban Service Area, *Rural Crossroads* are small concentrations of commercial activity located at key intersections. Historically, many of these locations included a store or other small businesses serving the nearby rural area. Small-scale commercial development complements the character of the surrounding community (including the scale, architecture, and materials of nearby historic structures). Uses typically consist of convenience stores, small grocery stores, general retail businesses, banks, and professional offices, along with institutional uses (post offices, fire stations, schools, churches, etc.). *Rural Crossroads* can also support heritage tourism by providing small-scale restaurants, shops, bed and breakfasts, shops, and gas stations for visitors. The adaptive reuse of historic structures is encouraged.

**Appropriate Uses**

- Small-Scale Services
  (Examples: Convenience Stores, Gas Stations, Grocery Stores, Restaurants, General Retail, Banks)
- Small-Scale, Rural-Oriented Commercial Businesses
  (Examples: Farmers' Markets, Agricultural Supply Stores)
- Small-Scale Lodging and Tourism-Oriented Uses
  (Examples: Bed and Breakfasts, Country Inns, Event Venues, Wineries, Breweries)
- Small-Scale Professional Offices

**Appropriate Zoning Districts**

- A-1 (Agricultural)
- B-O (Business Office)
- B-1 (Neighborhood Business)

| **Project Framework** | |
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| **Project Size** | None |
| **Residential Densities** | No Residential Uses Recommended |
| **Mix of Uses** | Commercial Uses: 100% |
| **Open Space** | Not Applicable |
| **Utilities and Infrastructure** | Public water and sewer are generally not available in these areas.<br>Screen stormwater management facilities or design them as an amenity (including landscaping, paths, benches, and/or similar features). |
| **Community Character** | |
| **Landscaping and Buffers** | Preserve existing vegetation on the site where possible. Due to the compact nature of rural crossroads, thoroughfare buffers may be reduced or eliminated if parking is located to the side or rear of the principal building and buildings incorporate high-quality architectural details. |

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| **Building Design** | Incorporate architectural elements commonly used in historic structures in the area, including pitched roofs on at least a portion of the building.<br>Use high-quality materials (such as brick, stone, and fiber-cement siding) commonly found on nearby historic structures.<br>Design buildings to orient towards the street and avoid long, monotonous facades.<br>Design buildings with footprints generally less than 10,000 square feet and no more than two stories in height. Design larger buildings to appear as a collection of smaller buildings. |
| **Signage** | Use small-scale freestanding and/or monument signage that is externally illuminated. |
| **Parking and Loading** | Locate parking and loading areas to the side or rear of buildings to the greatest extent practicable. If located in the front, provide additional landscaping between the roadway and parking lots. Divide parking areas into smaller bays to reduce their scale. |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Buffers** | Provide transitional buffers adjacent to residential uses. Preserve existing vegetation where possible. |
| **Loading Areas** | Avoid orienting loading areas towards adjacent residential uses (existing or planned). |
| **Transportation** | |
| **Access and Circulation** | Minimize access to major thoroughfares. Use shared driveways along major thoroughfares. |

## Suburban Transitional Residential

The *Suburban Transitional Residential* land use designation accommodates detached single-family dwellings along the edge of the Suburban Service Area (SSA). Recommended gross residential densities are up to 1.5 dwelling units per acre. Ample open space should be integrated into these developments to help provide a transition between rural areas and adjacent suburban communities. Rural viewsheds should be preserved by providing thoroughfare buffers and greater building setbacks.

**Appropriate Uses**

- Detached Single-Family Dwellings
- Public and Institutional Uses (Schools, Churches, Community Centers, etc.)

**Appropriate Zoning Districts**

- RS (Single-Family Residential)

*A new residential district may need to be created to accommodate recommended development.

| **Project Framework** | |
|---|---|
| **Project Size** | None |
| **Residential Densities (Gross)** | Up to 1.5 units/acre<br>Minimum Recommended Lot Size: 20,000 square feet<br>Minimum Recommended Lot Width: 125 feet |
| **Mix of Uses** | Residential Uses: 100% of Project Area<br>Mix of Housing Types: 100% Detached Single-Family Residential |
| **Open Space** | Provide at least 20% of the project area as open space, with a mix of active and passive recreational amenities. Recreational areas should be dispersed throughout the neighborhood and/or situated to help protect rural viewsheds.<br>Consider incorporating vegetable farms, orchards, community gardens, and/or other agricultural uses compatible with surrounding residential uses into open space areas, particularly on open sites historically used as farmland. |
| **Utilities and Infrastructure** | Connect to public water and sewer.<br>Screen stormwater management facilities or design them as an amenity (including landscaping, paths, benches, and/or similar features). |
| **Community Character** | |
| **Landscaping and Buffers** | To help preserve viewsheds and the rural character of the County, minimize the visibility of new residential development by providing landscaped buffers at least 100 feet wide along major thoroughfares (enhanced buffers and greater setbacks along scenic roads).<br>Preserve and supplement existing vegetation along rural roadways and scenic roads to create a wooded buffer that maintains the area's rural character. Clearing and grading are discouraged within the buffer. In |

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| | open areas, plant native trees and shrubs in a naturalistic, informal pattern to screen new development. |
| **Building Design** | Use high-quality materials (such as brick, stone, fiber-cement siding, and/or high-quality vinyl siding) on all street-facing facades.<br>Consider constructing raised foundations with brick and/or stone veneer. If a house is constructed on a slab, design to give the appearance of a raised foundation.<br>Provide variation in building elevations through diverse but complementary architectural forms, materials, colors, and textures.<br>Minimize the prominence of garages along the streetscape. If a garage faces the street, preference is to have it set back from the primary façade. Side- and rear-loading garages are encouraged.<br>Use the same architectural features on street-facing side and rear facades as are used on the front façade.<br>Mix affordable and workforce housing (when provided) with market-rate units and design exteriors so that affordable and workforce units are indistinguishable from other housing types. |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Adjacent to Lower-Intensity Uses** | Provide landscaped buffers adjacent to low-density residential development and agricultural uses.<br>Place larger lots along the perimeter of the development to provide a more compatible transition to adjacent lower-intensity uses.<br>Orient buildings along the perimeter of the project to complement existing residential development on adjacent properties. For example, if adjacent residential properties face the major thoroughfare, new homes should also face the major thoroughfare (behind the landscaped buffer). |
| **Adjacent to Higher-Intensity Uses** | Provide landscaped buffers adjacent to non-residential uses with a recommended width of 100 feet.<br>Provide landscaped buffers adjacent to higher-intensity residential uses with a recommended width of 35 feet.<br>Site entrances should be designed to avoid/minimize conflicts with commercial and industrial entrances where high truck traffic may occur. |
| **Transportation** | |
| **Access and Circulation** | Provide an interconnected street network that minimizes access to major thoroughfares.<br>Provide stub roads to adjacent properties where appropriate and extend existing stub roads to improve transportation circulation and reduce traffic on main roads. |
| **Active Transportation** | Provide sidewalks on at least one side of major streets within the development. |

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| | Provide direct pedestrian and bicycle connections to regional trail networks, public facilities (schools, libraries, parks, etc.), and existing pedestrian/bicycle infrastructure that is immediately adjacent to the subdivision. |

## Suburban Neighborhood Residential

The *Suburban Neighborhood Residential* land use designation accommodates detached and attached single-family dwellings (including townhouses) within the Suburban Service Area (SSA). Recommended gross residential densities are 1.5 to 3 dwelling units per acre.

This designation is intended to accommodate different housing options in a walkable environment through flexible lot sizing, variable density, and the provision of high-quality open space and recreational amenities.

**Appropriate Uses**

- Detached Single-Family Dwellings
- Attached Single-Family Dwellings
- Duplexes
- Townhouses
- Public and Institutional Uses (Schools, Churches, Community Centers, etc.)

**Appropriate Zoning Districts**

- RS (Single-Family Residential)

| **Project Framework** | |
|---|---|
| **Project Size** | None |
| **Residential Densities (Gross)** | 1.5 – 3 units/acre |
| **Mix of Uses** | Residential Uses: 100% of Project Area<br>Mix of Housing Types: Projects greater than 25 acres should consider incorporating a mix of housing types. No more than 30% of the housing units should be attached. |
| **Open Space** | Provide at least 15% of the project area as open space, with a mix of active and passive recreational amenities. Recreational areas should be dispersed throughout the neighborhood.<br>Consider incorporating vegetable farms, orchards, community gardens, and/or other agricultural uses compatible with surrounding residential uses into open space areas, particularly on open sites historically used as farmland. |
| **Utilities and Infrastructure** | Connect to public water and sewer.<br>Screen stormwater management facilities or design them as an amenity (including landscaping, paths, benches, and/or similar features). |
| **Community Character** | |
| **Landscaping and Buffers** | To help preserve viewsheds and the rural character of the County, minimize the visibility of new residential development by providing landscaped buffers at least 100 feet wide along major thoroughfares (enhanced buffers and greater setbacks along scenic roads). In open areas, narrower buffers may be appropriate if berms that have natural- |

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| | looking landforms are provided and landscaped with a mix of native trees and shrubs in varying heights.<br>Preserve and supplement existing vegetation along roadways and scenic roads to create a wooded buffer that maintains the area's rural character. Clearing and grading are discouraged within the buffer. In open areas, plant native trees and shrubs in a naturalistic, informal pattern to screen new development. |
| **Building Design** | Use high-quality materials (such as brick, stone, fiber-cement siding, and/or high-quality vinyl siding) on all street-facing facades.<br>Consider constructing raised foundations with brick and/or stone veneer. If a house is constructed on a slab, design to give the appearance of a raised foundation.<br>Provide variation in building elevations through diverse but complementary architectural forms, materials, colors, and textures.<br>Minimize the prominence of garages along the streetscape. If a garage faces the street, preference is to have it set back from the primary façade. Side- and rear-loading garages are encouraged.<br>Use the same architectural features on street-facing side and rear facades as are used on the front façade.<br>Mix affordable and workforce housing (when provided) with market-rate units and design exteriors so that affordable and workforce units are indistinguishable from other housing types. |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Adjacent to Lower-Intensity Uses** | Provide landscaped buffers adjacent to low-density residential development and agricultural uses.<br>Place larger lots along the perimeter of the development to provide a more compatible transition to adjacent lower-intensity uses.<br>Orient buildings along the perimeter of the project to complement existing residential development on adjacent properties. For example, if adjacent residential properties face the major thoroughfare, new homes should also face the major thoroughfare (behind the landscaped buffer). |
| **Adjacent to Higher-Intensity Uses** | Provide landscaped buffers adjacent to non-residential uses with a recommended width of 100 feet.<br>Provide landscaped buffers adjacent to higher-intensity residential uses outside of the development with a recommended width of 35 feet.<br>Site entrances should be designed to avoid/minimize conflicts with commercial and industrial entrances where high truck traffic may occur. |
| **Transportation** | |
| **Access and Circulation** | Provide an interconnected street network that minimizes access to major thoroughfares. |

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| | Provide stub roads to adjacent properties where appropriate and extend existing stub roads to improve transportation circulation and reduce traffic on main roads. |
| **Active Transportation** | Provide sidewalks on both sides of each street and around the turnaround of cul-de-sacs.<br>Provide sidewalks or pedestrian pathways along the frontage of the road providing access to the subdivision.<br>Provide a bicycle lane or shared-use path along the frontage of the road providing access to the subdivision if regional trail networks and/or public facilities (schools, libraries, parks, etc.) are located within one mile of the subdivision.<br>Provide direct pedestrian and bicycle connections to regional trail networks, public facilities (schools, libraries, parks, etc.), and existing pedestrian/bicycle infrastructure that is immediately adjacent to the subdivision. |

## Suburban High Residential

The *Suburban High Residential* land use designation accommodates detached and attached single-family dwellings, duplexes, townhouses, and small-scale multi-family residential development within the Suburban Service Area (SSA). Recommended gross residential densities are 3 to 7 dwelling units per acre.

This designation is intended to accommodate different housing options in a walkable environment through flexible lot sizing, variable density, and the provision of high-quality open space and recreational amenities.

**Appropriate Uses**

- Detached Single-Family Dwellings
- Attached Single-Family Dwellings
- Duplexes
- Townhouses
- Small-Scale Multi-Family Residential Buildings (Up to 6 Units per Building)
- Public and Institutional Uses (Schools, Churches, Community Centers, etc.)

**Appropriate Zoning Districts**

- RS (Single-Family Residential)
- RM (Multi-Family Residential)

| **Project Framework** | |
|---|---|
| **Project Size** | None |
| **Residential Densities (Gross)** | 3 – 7 units/acre |
| **Mix of Uses** | Residential Uses: 100% of Project Area |
| **Open Space** | Provide at least 25% of the project area as open space, with a mix of active and passive recreational amenities. Recreational areas should be dispersed throughout the neighborhood.<br>Consider incorporating vegetable farms, orchards, community gardens, and/or other agricultural uses compatible with surrounding residential uses into open space areas, particularly on open sites historically used as farmland. |
| **Utilities and Infrastructure** | Connect to public water and sewer.<br>Screen stormwater management facilities or design them as an amenity (including landscaping, paths, benches, and/or similar features). |
| **Community Character** | |
| **Landscaping and Buffers** | To help preserve viewsheds and the rural character of the County, minimize the visibility of new residential development by providing landscaped buffers at least 100 feet wide along major thoroughfares (enhanced buffers and greater setbacks along scenic roads). In open areas, narrower buffers may be appropriate if berms that have natural- |

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| | looking landforms are provided and landscaped with a mix of native trees and shrubs in varying heights.<br>Preserve and supplement existing vegetation along rural roadways and scenic roads to create a wooded buffer that maintains the area's rural character. Clearing and grading are discouraged within the buffer. In open areas, plant native trees and shrubs in a naturalistic, informal pattern to screen new development.<br>Provide street trees. |
| **Building Design** | Use high-quality materials (such as brick, stone, fiber-cement siding, and/or high-quality vinyl siding) on all street-facing facades.<br>Consider constructing raised foundations with brick and/or stone veneer. If a house is constructed on a slab, design to give the appearance of a raised foundation.<br>Provide variation in building elevations through diverse but complementary architectural forms, materials, colors, and textures.<br>Minimize the prominence of garages along the streetscape. If a garage faces the street, preference is to have it set back from the primary façade. Side- and rear-loading garages are encouraged.<br>Use the same architectural features on street-facing side and rear facades as are used on the front façade.<br>Mix affordable and workforce housing (when provided) with market-rate units and design exteriors so that affordable and workforce units are indistinguishable from other housing types.<br>Design multi-family buildings so there are no more than six units in a building and townhouses so there are no more than six attached units in a row (no more than four attached units in a row abutting existing single-family residential development). |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Adjacent to Lower-Intensity Uses** | Provide landscaped buffers adjacent to low-density residential development and agricultural uses with a recommended width of 75 feet.<br>Limit townhouse buildings adjacent to single-family residential development to no more than four attached units in a row.<br>Orient buildings along the perimeter of the project to complement existing residential development on adjacent properties. For example, if adjacent residential properties face the major thoroughfare, new homes should also face the major thoroughfare (behind the landscaped buffer). |
| **Adjacent to Higher-Intensity Uses** | Provide landscaped buffers adjacent to non-residential uses with a recommended width of 75 feet.<br>Provide landscaped buffers adjacent to higher-intensity residential uses with a recommended width of 35 feet. |

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| | Site entrances should be designed to avoid/minimize conflicts with commercial and industrial entrances where high truck traffic may occur. |
| **Transportation** | |
| **Access and Circulation** | Provide an interconnected street network that minimizes access to major thoroughfares.<br>Provide stub roads to adjacent properties where appropriate and extend existing stub roads to improve transportation circulation and reduce traffic on main roads. |
| **Active Transportation** | Provide sidewalks on both sides of all streets and around the turnaround of cul-de-sacs.<br>Provide sidewalks or pedestrian pathways along the frontage of the road providing access to the subdivision.<br>Provide a bicycle lane or shared-use path along the frontage of the road providing access to the subdivision if regional trail networks and/or public facilities (schools, libraries, parks, etc.) are located within one mile of the subdivision.<br>Provide direct pedestrian and bicycle connections to regional trail networks, public facilities (schools, libraries, parks, etc.), and existing pedestrian/bicycle infrastructure that are immediately adjacent to the subdivision. |

## Multi-Family Residential

The *Multi-Family Residential* land use designation accommodates attached single-family dwellings, duplexes, townhouses, and multi-family residential (apartments, condominiums, etc.) development within the Suburban Service Area (SSA). These areas can also accommodate mixed-use development that includes both residential and neighborhood-oriented commercial uses. Recommended gross residential densities are 8 to 15 dwelling units per acre.

This designation is intended to accommodate different housing options in a walkable environment through flexible lot sizing, variable density, and the provision of high-quality open space and recreational amenities.

**Appropriate Uses**

- Attached Single-Family Dwellings
- Duplexes
- Townhouses
- Multi-Family Residential (Apartments, Condominiums, etc.)
- Public and Institutional Uses (Schools, Churches, Community Centers, etc.)
- Vertically Mixed-Use Buildings (with Ground-Floor Retail, Restaurants, Services, Offices, and Neighborhood-Oriented Commercial)

**Appropriate Zoning Districts**

- RM (Multi-Family Residential)
- MX (Mixed Use)

| **Project Framework** | |
|---|---|
| **Project Size** | None |
| **Residential Densities (Gross)** | 8 – 15 units/acre |
| **Mix of Uses** | RM Zoning District: 100% Residential<br>MX Zoning District: Minimum 35% Neighborhood Commercial Uses (For mixed-use projects, develop a phasing plan that ensures portions of the business uses are constructed prior to occupancy of residential uses.)<br>Mix of Housing Types: No Required Mix |
| **Open Space** | Provide at least 25% of the project area as open space, with a mix of active and passive recreational amenities. Recreational areas should be dispersed throughout the neighborhood.<br>Consider incorporating vegetable farms, orchards, community gardens, and/or other agricultural uses compatible with surrounding residential uses into open space areas, particularly on open sites historically used as farmland. |
| **Utilities and Infrastructure** | Connect to public water and sewer. |

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| | Screen stormwater management facilities or design them as an amenity (including landscaping, paths, benches, and/or similar features). |
| **Community Character** | |
| **Landscaping and Buffers** | To help preserve viewsheds and the rural character of the County, minimize the visibility of new residential development by providing landscaped buffers at least 50 feet wide along major thoroughfares (enhanced buffers and greater setbacks along scenic roads).<br>Preserve and supplement existing vegetation along rural roadways and scenic roads to create a wooded buffer that maintains the area's rural character. Clearing and grading are discouraged within the buffer. In open areas, plant native trees and shrubs in a naturalistic, informal pattern to screen new development.<br>Provide street trees. |
| **Building Design** | Use high-quality materials (such as brick, stone, fiber-cement siding, and/or high-quality vinyl siding) on all street-facing facades.<br>Provide coordinated architecture throughout the project.<br>Use the same architectural features on street-facing side and rear facades as are used on the front façade.<br>Avoid long, monotonous facades.<br>Provide variation in building elevations through diverse but complementary architectural forms, materials, colors, and textures.<br>Minimize the prominence of garages along the streetscape. If a garage faces the street, preference is to have it set back from the primary façade. Side- and rear-loading garages are encouraged.<br>Mix affordable and workforce housing (when provided) with market-rate units and design exteriors so that affordable and workforce units are indistinguishable from other housing types.<br>For multi-family buildings, a collection of shorter, smaller-scale buildings is preferred over taller buildings with a larger footprint. |
| **Lighting** | Provide pedestrian-scale exterior lighting that minimizes glare on adjacent properties and roadways. |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Adjacent to Lower-Intensity Uses** | Provide landscaped buffers adjacent to low-density residential development and agricultural uses with a recommended width of 75 feet.<br>Locate shorter, smaller-scale buildings along the perimeter of the project:<br>• Multi-family buildings adjacent to single-family residential and townhouse development should be designed with a massing and scale that transitions to adjacent lower-intensity uses, with a maximum height of 3 stories recommended. |

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| | • Design townhouses adjacent to single-family residential development so that there are no more than four attached units in a row and units are no more than 3 stories in height. |
| **Adjacent to Commercial and/or Industrial Uses** | Provide landscaped buffers adjacent to existing and planned non-residential uses with a recommended width of 75 feet.<br>Site entrances should be designed to avoid/minimize conflicts with commercial and industrial entrances where high truck traffic may occur. |
| **Transportation** | |
| **Access and Circulation** | Provide an interconnected street network that minimizes access to major thoroughfares.<br>Provide stub roads to adjacent properties where appropriate and extend existing stub roads to improve transportation circulation and reduce traffic on main roads. |
| **Active Transportation** | Provide sidewalks on both sides of all streets and around the turnaround of cul-de-sacs.<br>Provide sidewalks or pedestrian pathways along the frontage of the road providing access to the project.<br>Ensure sidewalks and pathways provide pedestrians with safe, convenient, and direct access to building entrances, parking areas, and open space, as well as pedestrian networks within neighboring development.<br>Provide highly-visible and safe crossings for pedestrians, including crosswalks, pedestrian refuge islands, and/or other design features at intersections and mid-block crossings.<br>Provide a bicycle lane or shared-use path along the frontage of the road providing access to the project if regional trail networks and/or public facilities are located within one mile of the project.<br>Provide direct pedestrian and bicycle connections to regional trail networks, public facilities, and existing pedestrian/bicycle infrastructure that are immediately adjacent to the project. |

## Suburban Center~~Multi-Use~~

Areas designated ~~*Multi-Use*~~*Suburban Center* are intended to accommodate employment-generating uses within a master-planned community that provides a pedestrian-oriented environment with a symbiotic combination of commercial, residential, light industrial, and other complementary uses that support workers, residents, and the general public. The site layout and design standards for each project should create a cohesive, high-quality development that harmoniously integrates different uses and has a unique sense-of-place that reflects the character of Hanover County. This designation is intended to provide the flexibility to use one or more zoning districts to accommodate the appropriate mix of uses. No more than 50% of the project area (based on gross acreage) may be used for residential uses, and a phasing plan must be provided to ensure that commercial uses develop concurrently with (or prior to) residential uses. Residential uses include single-family residential, townhouses, multi-family residential, and congregate living.

**Appropriate Uses**

- Offices
- Retail
- Services
- Light Industrial Uses
- Research and Development
- Detached Single-Family Dwellings
- Townhouses
- Multi-Family Residential
- Congregate Living
- Vertically Mixed-Use Buildings

**Appropriate Zoning Districts**

- RS (Single-Family Residential)
- RM (Multi-Family Residential)
- MX (Mixed Use)
- Office/Service (OS)
- Business Park (BP)
- B-1 (Neighborhood Business)
- B-2 (Community Business)
- B-3 (General Business)
- BP (Business Park)
- M-1 (Limited Industrial)

| Project Framework | |
|---|---|
| **Project Size** | 20 acres<br>(Infill development and redevelopment sites may be smaller) |
| **Residential Densities (Gross)** | Up to 15 dwelling units per acre<br>(within portions of the project dedicated to residential uses and vertically mixed-use buildings with a residential component) |
| **Mix of Uses** | A mix of businesses and residential uses should be accommodated within areas designated ~~*Multi-Use*~~*Suburban Center*.<br>The following mix of uses is preferred:<br>• Commercial Uses: 50—85% of Gross Acreage<br>• Residential Uses: 15—50% of Gross Acreage<br>• Low-Impact Industrial Uses: 0 – 25% of Gross Acreage<br>Develop a phasing plan that ensures portions of the business uses are constructed prior to occupancy of residential uses. |
| **Open Space** | Provide at least 25% of the project area as open space, with a mix of active and passive recreational amenities that are located to enhance the appearance of the development. |
| **Utilities and Infrastructure** | Connect to public water and sewer.<br>Screen stormwater management facilities or design them as an amenity (including landscaping, paths, benches, and/or similar features). |
| **Community Character** | |
| **Landscaping and Buffers** | Provide coordinated landscaping throughout the development to create a park-like environment.<br>Provide landscaped buffers along major thoroughfares (enhanced buffers and greater setbacks along scenic roads). Preserve existing vegetation where possible.<br>Provide street trees. |
| **Building Design: Businesses and Mixed-Use Buildings** | Provide coordinated architecture throughout the project with buildings that incorporate high-quality materials (such as brick, stone, stucco, fiber-cement siding, and architectural block), façade articulation, and varied roof lines.<br>Avoid long, monotonous facades. Windows, wall offsets, awnings, and other architectural features should be used to visually break long facades.<br>Orient bay doors, garages, and loading/unloading facilities away from public roads and adjacent residential uses (existing or planned). If such features are oriented towards public roads, additional landscaping or other features should be used to provide screening.<br>Consider deed restrictions or other options to ensure the long-term quality of the development and coordination between uses. |

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| **Building Design: Residential Buildings** | Use high-quality materials (such as brick, stone, fiber-cement siding, and/or high-quality vinyl siding) on all street-facing facades.<br>Provide coordinated architecture throughout the project.<br>Use the same architectural features on street-facing side and rear facades as are used on the front façade.<br>Avoid long, monotonous facades. Windows, wall offsets, awnings, and other architectural features should be used to visually break long facades.<br>Provide variation in building elevations through diverse but complementary architectural forms, materials, colors, and textures.<br>Minimize the prominence of garages along the streetscape. If a garage faces the street, preference is to have it set back from the primary façade. Side- and rear-loading garages are encouraged.<br>Mix affordable and workforce housing (when provided) with market-rate units and design exteriors so that affordable and workforce units are indistinguishable from other housing types.<br>For multi-family buildings, a collection of shorter, smaller-scale buildings is preferred over taller buildings with a larger footprint. |
| **Signage** | Provide cohesive signage throughout the project (monument signs preferred). |
| **Parking and Loading** | Locate parking and loading areas to the side or rear of buildings to the greatest extent practicable. If located in the front, provide additional landscaping between the roadway and parking lots.<br>Use landscaped islands and other features to divide parking areas into smaller bays. |
| **Lighting** | Provide pedestrian-scale exterior lighting that minimizes glare on adjacent properties and roadways. |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Internal Transitions** | Multi-use projects are designed to be cohesive and coordinated, so transitions are not necessary within (internal to) the development. |
| **Adjacent to Lower-Intensity Uses** | Locate lower-intensity uses along the perimeter of the project adjacent to residential uses.<br>Provide landscaped buffers adjacent to low-density residential development and agricultural uses with a recommended width of 75 feet.<br>Locate taller buildings in the project interior, with shorter, smaller-scale buildings along the perimeter of the project:<br>• Multi-family buildings should be designed with a massing and scale that transitions to adjacent lower-intensity uses, with a maximum height of 3 stories recommended.<br>• Design townhouses adjacent to single-family residential development so that there are no more than four attached units in a row and units are no more than 3 stories in height. |

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| | • Commercial and industrial buildings adjacent to lower-intensity uses should be no more than 35 feet in height.<br>Locate loading areas, dumpsters, and other service areas away from adjacent residential uses. |
| **Adjacent to Commercial and/or Industrial Uses** | Provide landscaped buffers (with a minimum recommended width of 75 feet) to protect proposed residential uses from non-residential uses on adjacent properties. |
| **Transportation** | |
| **Access and Circulation** | Design the access and circulation system to provide safe accommodations for multiple users of the transportation network, including pedestrians, bicyclists, and motorists. Provide pedestrian and bicycle accommodations where appropriate.<br>Provide an interconnected street network that minimizes access to major thoroughfares. Individual uses should not have direct access to major thoroughfares.<br>Provide stub roads to adjacent properties where appropriate and extend existing stub roads to improve transportation circulation and reduce traffic on main roads. |
| **Active Transportation** | Provide sidewalks on both sides of the street, with wide sidewalks in areas fronting civic buildings and buildings with ground-floor commercial uses.<br>Provide sidewalks or pedestrian pathways along the frontage of the road providing access to the project.<br>Provide sidewalks within the development and to adjacent uses, offering pedestrians safe, convenient, and direct access to building entrances, parking areas, and open space, as well as pedestrian networks within neighboring development.<br>Provide highly-visible and safe crossings for pedestrians, including crosswalks, pedestrian refuge islands, and/or other design features at intersections and mid-block crossings.<br>Provide amenities for pedestrians along sidewalks, including street trees, benches, lighting, and other features with a coordinated style throughout the project.<br>Provide a bicycle lane or shared-use path along the frontage of the road providing access to the project if regional trail networks and/or public facilities (schools, libraries, parks, etc.) are located within one mile of the project.<br>Provide direct pedestrian and bicycle connections to regional trail networks, public facilities (schools, libraries, parks, etc.), and existing pedestrian/bicycle infrastructure that are immediately adjacent to the project. |

## Highway Commercial

Areas designated *Highway Commercial* are intended to accommodate a mix of commercial uses that serve customers from the surrounding community and the larger region. Since these uses may generate a significant number of vehicle trips, these areas are primarily located along arterial roadways and/or near interstate interchanges within the Suburban Service Area (SSA).

These areas may include a wide range of retail, office, and business uses in both smaller and larger footprints. Outdoor storage is generally discouraged.

**Appropriate Uses**

- Offices
- General Retail
- Convenience Stores
- Gas Stations
- Grocery Stores
- Restaurants (Sit-Down and Drive-Throughs)
- Banks
- Auto-Oriented Uses (Automobile Sales and Repair)

**Appropriate Zoning Districts**

- B-1 (Neighborhood Business)
- B-2 (Community Business)
- B-3 (General Business)
- BP (Business Park)
- MX (Mixed Use) (with a minimum of 50% of area designated for commercial uses and adoption of a phasing plan that ensures portions of the business uses are constructed prior to occupancy of residential uses)

| **Project Framework** | |
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| **Project Size** | None |
| **Residential Densities** | No Residential Uses Recommended |
| **Mix of Uses** | Commercial Uses: 100%<br>(See p. XX for guidance regarding mixed-use development within *Highway Commercial* areas). |
| **Open Space** | Provide thoroughfare and perimeter buffers (see below). |
| **Utilities and Infrastructure** | Connect to public water and sewer (if available).<br>Screen stormwater management facilities from public view, unless designed as an amenity (including landscaping, paths, benches, and/or similar features). |

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| **Community Character** | |
| **Landscaping and Buffers** | Provide landscaped buffers along major thoroughfares that are at least 35 feet in width (enhanced buffers and greater setbacks along scenic roads). Reduced buffers may be appropriate with increased landscaping. Preserve existing vegetation where possible.<br>Provide street trees.<br>If provided, locate outdoor storage to the side and/or rear of buildings screened by high-quality fencing, walls, and/or landscaping. |
| **Building Design** | Provide coordinated architecture throughout the project with buildings that incorporate high-quality materials (such as brick, stone, stucco, fiber-cement siding, and architectural block), façade articulation, and varied roof lines along street-facing facades (pitched roofs are encouraged).<br>Avoid long, monotonous facades. Windows, wall offsets, awnings, changes in color or material, changes in roofline, and other architectural features should be used to visually break long facades.<br>Use deed restrictions to help ensure the long-term quality of the development. |
| **Signage** | Provide cohesive signage throughout the project (monument signs preferred). |
| **Parking and Loading** | Locating parking and loading areas to the side or rear of buildings is encouraged. If located in the front, provide additional landscaping between the roadway and parking lots.<br>Use landscaped islands and other features to divide parking areas into smaller bays. |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Adjacent to Lower-Intensity Uses** | Provide heavily-landscaped transitional buffers adjacent to residential uses. Preserve existing vegetation where possible. Buffers adjacent to residential areas should generally be at least 30 feet wide.<br>Limit the height of buildings abutting residential development to 35 feet, unless a larger setback is provided.<br>Avoid orienting loading areas towards adjacent residential uses.<br>Truck traffic should be directed to full-access entrances at major thoroughfares. Special consideration should be given to reduce conflict points between entrances with high truck traffic and nearby residential entrances. |
| **Transportation** | |
| **Access and Circulation** | Provide an interconnected street network that minimizes access to major thoroughfares. Use shared driveways along major thoroughfares. |
| **Active Transportation** | Provide sidewalks within the development and to adjacent uses, offering pedestrians safe, convenient, and direct access to building |

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| | entrances, parking areas, and open space, as well as pedestrian networks within neighboring development.<br>Provide pedestrian pathways or sidewalks along adjacent major thoroughfares.<br>Provide highly-visible and safe crossings for pedestrians, including crosswalks, pedestrian refuge islands, and/or other design features at intersections and mid-block crossings.<br>Provide direct pedestrian and bicycle connections to regional trail networks, public facilities (schools, libraries, parks, etc.), and existing pedestrian/bicycle infrastructure that are immediately adjacent to the project. |

| **Mixed-Use Development within Highway Commercial Areas** |
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| Mixed-use development may be appropriate within areas designated Highway Commercial as follows:<br>• *Mix of Uses*<br>A minimum of 50% of the project area must be designated for commercial uses and a phasing plan must be provided that ensures portions of the business uses are constructed prior to occupancy of residential uses.<br>• *Vertically Mixed-Use Buildings*<br>Residential units should generally be located above ground-floor commercial space within vertically mixed-use buildings.<br>• *Pedestrian-Oriented Design*<br>Development should include sidewalks and street trees on both sides of the street. The pedestrian network should connect uses within the development with adjacent neighborhoods, commercial uses, and public facilities (schools, facilities, parks, etc.). On-street parking may be appropriate, but off-street parking should generally be located to the side or rear of main buildings.<br>• *Neighborhood Scale*<br>Buildings should be no more than four stories in height. Buildings along the perimeter of the site should only be two stories in height when abutting residential development, unless the predominate building height in the adjacent neighborhood is three stories.<br>• *Maximum Residential Density*<br>The maximum gross residential density is 15 units per acre. |

## Neighborhood Commercial

Areas designated *Neighborhood Commercial* are intended to accommodate smaller-scale businesses that provides services and goods to surrounding neighborhoods. These areas are generally located at the intersection of minor arterial and/or collector roads within the Suburban Service Area (SSA).

Example businesses include grocery stores, small-scale retail, small-scale service uses, restaurants without drive-through windows, gas stations, banks, and professional offices. Outdoor storage, businesses open 24/7, and drive-through windows are~~is~~ generally discouraged.

**Appropriate Uses**

- Small-Scale Service Uses
- Small-Scale General Retail
- Small-Scale Professional Offices

**Appropriate Zoning Districts**

- B-1 (Neighborhood Business)

| **Project Framework** | |
|---|---|
| **Project Size** | None |
| **Residential Densities** | No Residential Uses Recommended |
| **Mix of Uses** | Commercial Uses: 100%<br>Businesses that are open 24/7 are generally discouraged, as they may have a greater impact on adjacent residential areas. Drive-through windows are generally discouraged; if provided, there should be standards regarding the design and operation of any drive-through windows to minimize negative impacts to adjacent residential areas. |
| **Open Space** | Provide thoroughfare and perimeter buffers (see below). |
| **Utilities and Infrastructure** | Connect to public water and sewer (if available).<br>Screen stormwater management facilities from public view, unless designed as an amenity (including landscaping, paths, benches, and/or similar features). |
| **Community Character** | |
| **Landscaping and Buffers** | Provide enhanced landscaping along major thoroughfares (enhanced buffers and greater setbacks along scenic roads). Preserve existing vegetation where possible.<br>Provide street trees. |
| **Building Design** | Provide coordinated architecture throughout the project with buildings that incorporate high-quality materials (such as brick, stone, stucco, fiber-cement siding, and architectural block), façade articulation, and varied roof lines along street-facing facades (pitched roofs are encouraged). |

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| | Design buildings at a pedestrian scale with footprints generally less than 12,500 square feet and no more than two stories in height. Design larger buildings to appear as a collection of smaller buildings.<br>Avoid long, monotonous facades.<br>Use deed restrictions to help ensure the long-term quality of the development. |
| **Signage** | Provide cohesive signage throughout the project (monument signs preferred). |
| **Parking and Loading** | Locating parking and loading areas to the side or rear of buildings is encouraged. If located in the front, provide additional landscaping between the roadway and parking lots.<br>Use landscaped islands and other features to divide parking areas into smaller bays. |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Adjacent to Lower-Intensity Uses** | Provide heavily-landscaped transitional buffers adjacent to residential uses. Preserve existing vegetation where possible. Buffers adjacent to residential areas should generally be at least 30 feet wide.<br>Limit the height of buildings abutting residential development to 35 feet, unless a larger setback is provided.<br>Avoid orienting loading areas towards adjacent residential uses.<br>Truck traffic should be directed to full-access entrances at major thoroughfares. Special consideration should be given to reduce conflict points between entrances with high truck traffic and nearby residential entrances. |
| **Transportation** | |
| **Access and Circulation** | Provide an interconnected street network that minimizes access to major thoroughfares. Use shared driveways along major thoroughfares. |
| **Active Transportation** | Provide sidewalks within the development and to adjacent uses, offering pedestrians safe, convenient, and direct access to building entrances, parking areas, and open space, as well as pedestrian networks within neighboring development.<br>Provide pedestrian pathways or sidewalks along adjacent major thoroughfares.<br>Provide highly-visible and safe crossings for pedestrians, including crosswalks, pedestrian refuge islands, and/or other design features at intersections and mid-block crossings.<br>Provide direct pedestrian and bicycle connections to regional trail networks, public facilities (schools, libraries, parks, etc.), and existing pedestrian/bicycle infrastructure that are immediately adjacent to the project. |

## Business Flexible

Areas designated *Business Flexible* are intended to accommodate a variety of commercial, office, and light industrial uses. These areas generally include established business corridors, such as the U.S. Route 1 Corridor between Stony Run and Lakeridge Parkway. Due to the mix of business uses, areas designated *Business Flexible* are located along (or in close proximity to) major arterials that provide access to regional markets.

These areas generally include existing businesses that have been developed over time and with different development standards. This designation is intended to provide flexibility in zoning and design to promote the reuse and/or redevelopment of existing buildings. As properties are redeveloped, it is expected that site features (landscaping, exterior lighting, signage, off-street parking, architectural features, etc.) be improved to help create an attractive gateway to the surrounding area.

**Appropriate Uses**

- Offices
- Light Manufacturing
- Research and Development
- Retail
- Services

**Appropriate Zoning Districts**

- B-O (Business Office)
- B-1 (Neighborhood Business)
- B-2 (Community Business)
- B-3 (General Business)
- OS (Office/Service)
- BP (Business Park)
- M-1 (Limited Industrial)
- M-2 (Light Industrial)

| **Project Framework** | |
|---|---|
| **Project Size** | None |
| **Residential Densities** | No Residential Uses Recommended |
| **Mix of Uses** | Commercial and/or Light Industrial Uses: 100% of Project Area |
| **Open Space** | Provide thoroughfare and perimeter buffers (see below). |
| **Utilities and Infrastructure** | Connect to public water and sewer (if available).<br>Screen stormwater management facilities from public view, unless designed as an amenity (including landscaping, paths, benches, and/or similar features). |

| Community Character | |
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| **Landscaping and Buffers** | Provide landscaped buffers along major thoroughfares (enhanced buffers and greater setbacks along scenic roads). Reduced buffer widths may be appropriate with increased landscaping. Preserve existing vegetation where possible.<br>Provide street trees.<br>Use landscaping (trees, foundation plantings, etc.) to soften the appearance of buildings.<br>Located outdoor storage areas to the side or rear of buildings and screened from roads and lower-intensity uses with evergreen trees and shrubs, berms, and/or decorative fencing. |
| **Building Design** | When fronting on a major thoroughfare, provide coordinated architecture throughout the project with buildings that incorporate high-quality materials (such as brick, stone, stucco, fiber-cement siding, and architectural block), façade articulation, and varied roof lines (pitched roofs are encouraged).<br>Orient bay doors, garages, and loading/unloading facilities away from public roads and adjacent residential uses (existing or planned). If such features are oriented towards public roads, additional landscaping or other features should be used to provide screening.<br>Avoid long, monotonous facades. Windows, wall offsets, awnings, changes in color or material, changes in roofline, and other architectural features should be used to visually break long facades.<br>Preserve and reuse historic structures (when possible).<br>Design buildings with similar setbacks as adjoining uses. |
| **Signage** | Provide cohesive signage throughout the project (monument signs preferred). |
| **Parking and Loading** | Locating parking and loading areas to the side or rear of buildings is encouraged. If located in the front, provide additional landscaping between the roadway and parking lots.<br>Where appropriate, shared parking should be considered to help redevelopment projects meet current standards.<br>Use landscaped islands and other features to divide parking areas into smaller bays. |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Adjacent to Lower-Intensity Uses** | Provide heavily-landscaped transitional buffers adjacent to residential uses. Preserve existing vegetation where possible. Buffers adjacent to residential areas should generally be at least 25 feet wide. Consider the use of appropriate fencing.<br>Limit the height of buildings abutting residential development to 35 feet, unless a larger setback is provided.<br>Avoid orienting loading areas towards adjacent residential uses. |

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| | Design sites adjacent to residential uses to minimize the negative impacts of business operations:<br>• Design exterior lighting to the minimum height and intensity necessary for safe operations.<br>• Include measures to minimize noise impacts on surrounding properties.<br>Truck traffic should be directed to full-access entrances at major thoroughfares. Special consideration should be given to reduce conflict points between entrances with high truck traffic and nearby residential entrances. |
| **Adjacent to Higher-Intensity Industrial Uses** | Provide landscaped buffers adjacent to heavy industrial uses where no buffers exist to reduce visual impacts of those uses (where appropriate). |
| **Transportation** | |
| **Access and Circulation** | Provide an interconnected street network that minimizes access to major thoroughfares. Use shared driveways along major thoroughfares. Design site entrances and internal roadways to accommodate heavy truck traffic. |
| **Active Transportation** | Provide sidewalks within the development and to adjacent uses, offering pedestrians safe, convenient, and direct access to building entrances, parking areas, and open space, as well as pedestrian networks within neighboring development.<br>Provide pedestrian pathways or sidewalks along adjacent major thoroughfares.<br>Provide highly-visible and safe crossings for pedestrians, including crosswalks, pedestrian refuge islands, and/or other design features at intersections and mid-block crossings.<br>Provide direct pedestrian and bicycle connections to regional trail networks, public facilities (schools, libraries, parks, etc.), and existing pedestrian/bicycle infrastructure that are immediately adjacent to the project. |

## Employment Center

Areas designated *Employment Center* are intended to accommodate employment-generating businesses and limited industrial uses within cohesive, master-planned developments that are at least twenty (20) acres in area.

These areas can include a wide range of office, business, light industrial, and research/development uses, along with ancillary retail, service, and restaurant uses that serve employees of businesses within the development. Distribution and warehouse uses are discouraged. Outdoor storage is generally discouraged.

These projects involve a significant number of vehicle trips and a mix of passenger vehicle and heavy truck traffic, so they should be located along major thoroughfares that provide direct access to major arterials and/or interstate highways.

Mixed-use projects with a residential component may be appropriate with application of the MX zoning district. No more than 30% of the project area (based on gross acreage) may be used for residential uses, and a phasing plan must be provided to ensure that business uses develop concurrently with (or prior to) residential uses. Residential uses include single-family residential, townhouses, multi-family residential, and congregate living.

**Appropriate Uses**

- Offices
- Clean Manufacturing
- Research and Development
- Data Centers
- Supporting Retail and Services
- Limited Residential Uses (See Above)

**Appropriate Zoning Districts**

- B-1 (Neighborhood Business)
- B-2 (Community Business)
- OS (Office/Service)
- BP (Business Park)
- M-1 (Limited Industrial)
- M-2 (Light Industrial)
- MX (Mixed Use)

| Project Framework | |
|---|---|
| **Project Size** | 20 acres<br>(Infill development and redevelopment sites may be smaller) |
| **Residential Densities (Gross)** | Up to 15 dwelling units per acre |
| **Mix of Uses** | Commercial and/or Light Industrial Uses: 70 - 100% of Gross Acreage<br>Residential Uses: 0 – 30% of Gross Acreage<br>Develop a phasing plan that ensures portions of the business use are constructed prior to residential uses.<br>Residential uses should incorporate design features recommended in the *Multi-Family Residential* land use designation (Community Character Recommendations). |
| **Open Space** | Provide at least 10% of the project area as open space, with a mix of active and passive recreational amenities. Design projects to highlight and protect environmental and historic features.<br>If residential uses are incorporated into the project, at least 20% of the project area should be provided as open space. |
| **Utilities and Infrastructure** | Connect to public water and sewer.<br>Screen stormwater management facilities or design them as an amenity (including landscaping, paths, benches, and/or similar features). |
| **Community Character** | |
| **Landscaping and Buffers** | Provide coordinated landscaping throughout the development to create a park-like environment.<br>Provide landscaped buffers along major thoroughfares that are at least 75 feet in width (enhanced buffers and greater setbacks along scenic roads). Preserve existing vegetation where possible.<br>Provide street trees.<br>If provided, locate outdoor storage to the side and/or rear of buildings screened by high-quality fencing, walls, and/or landscaping. |
| **Building Design** | Provide coordinated architecture throughout the project with buildings that incorporate high-quality materials (such as brick, stone, stucco, fiber-cement siding, and architectural block), façade articulation, and varied roof lines along street-facing facades (pitched roofs are encouraged on commercial buildings oriented towards major thoroughfares).<br>Avoid long, monotonous street-facing facades. Windows, wall offsets, awnings, changes in color or material, changes in roofline, and other architectural features should be used to visually break long facades.<br>Use deed restrictions to help ensure the long-term quality of the development. |

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| **Signage** | Provide cohesive signage throughout the project (monument signs preferred). |
| **Parking and Loading** | Locate parking and loading areas to the side or rear of buildings to the greatest extent practicable. If located in the front, provide additional landscaping between the roadway and parking lots.<br>Use landscaped islands and other features to divide parking areas into smaller bays. |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Adjacent to Lower-Intensity Uses** | Locate lower-intensity uses along the perimeter of the project adjacent to residential uses.<br>Provide heavily-landscaped transitional buffers adjacent to residential uses. Preserve existing vegetation where possible. Buffers adjacent to residential areas should generally be at least 75 feet wide.<br>Limit the height of buildings abutting residential development to 35 feet, unless a larger setback is provided.<br>Avoid orienting loading areas towards adjacent residential uses.<br>Design sites adjacent to residential uses to minimize the negative impacts of business operations:<br>• Design exterior lighting to the minimum height and intensity necessary for safe operations.<br>• Include measures to minimize noise impacts on surrounding properties.<br>Truck traffic should be directed to full-access entrances at major thoroughfares. Special consideration should be given to reduce conflict points between entrances with high truck traffic and nearby residential entrances. |
| **Adjacent to Higher-Intensity Industrial Uses** | Provide landscaped buffers adjacent to heavy industrial uses where no buffers exist to reduce visual impacts of those uses (where appropriate). |
| **Transportation** | |
| **Access and Circulation** | Design the access and circulation system to provide safe accommodations for multiple users of the transportation network, including pedestrians, bicyclists, and motorists. Provide pedestrian and bicycle accommodations where appropriate.<br>Provide an interconnected street network that minimizes access to major thoroughfares. Individual uses should not have direct access to major thoroughfares.<br>Design site entrances and internal roadways to accommodate heavy truck traffic.<br>Provide stub roads to adjacent properties where appropriate and extend existing stub roads to improve transportation circulation and reduce traffic on main roads. |
| **Active Transportation** | Provide sidewalks and/or pedestrian pathways on both sides of the street and throughout the development, offering pedestrians safe, |

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| | convenient, and direct access to building entrances, parking areas, and open space, as well as pedestrian networks within neighboring development.<br>Provide sidewalks or pedestrian pathways along the frontage of the road providing access to the project.<br>Provide highly-visible and safe crossings for pedestrians, including crosswalks, pedestrian refuge islands, and/or other design features at intersections and mid-block crossings.<br>Provide amenities for pedestrians along sidewalks, including street trees, benches, lighting, and other features with a coordinated style throughout the project.<br>Provide a bicycle lane or shared-use path along the frontage of the road providing access to the project if regional trail networks and/or public facilities (schools, libraries, parks, etc.) are located within one mile of the project.<br>Provide direct pedestrian and bicycle connections to regional trail networks, public facilities (schools, libraries, parks, etc.), and existing pedestrian/bicycle infrastructure that are immediately adjacent to the project. |

## Destination Commerce

Areas designated *Destination Commerce* are intended to accommodate commercial uses that attract clients and customers from throughout the region and state. These businesses typically rely on Interstate visibility and access.

Projects are anchored by a major destination or attraction. Complementary uses include restaurants, hotels, boutique retail, and convenience stores, which serve as an amenity for those visiting nearby attractions.

Since these areas are located at major gateways to the County, projects should incorporate high-quality architecture, signage, landscaping, and site design that reflect the character of the area and create a favorable impression for visitors.

**Appropriate Uses**

- Destination Retail
- Destination Indoor and Outdoor Recreation Facilities
- Conference Centers
- Hotels and Lodging
- Restaurants
- Gas Stations
- Convenience Stores

**Appropriate Zoning Districts**

- B-1 (Neighborhood Business)
- B-2 (Community Business)
- B-3 (General Business)

| **Project Framework** | |
|---|---|
| **Project Size** | 50 acres<br>(Infill development and redevelopment sites may be smaller) |
| **Residential Densities** | No Residential Uses Recommended |
| **Mix of Uses** | Commercial Uses: 100% |
| **Open Space** | Provide at least 10% of the project area as open space, with a mix of active and passive recreational amenities. |
| **Utilities and Infrastructure** | Connect to public water and sewer.<br>Screen stormwater management facilities or design them as an amenity (including landscaping, paths, benches, and/or similar features). |
| **Community Character** | |
| **Landscaping and Buffers** | Provide coordinated landscaping throughout the development to create a park-like environment.<br>Provide landscaped buffers along major thoroughfares (enhanced buffers and greater setbacks along scenic roads). Preserve existing vegetation where possible. |

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| | Provide street trees. |
| **Building Design** | Provide coordinated architecture throughout the project with buildings that incorporate high-quality materials (such as brick, stone, stucco, fiber-cement siding, and architectural block), façade articulation, and varied roof lines.<br>Avoid long, monotonous facades. Windows, wall offsets, awnings, and other architectural features should be used to visually break long facades. |
| **Signage** | Provide cohesive signage throughout the project (monument signs preferred). |
| **Parking and Loading** | Use landscaped islands and other features to divide parking areas into smaller bays. |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Adjacent to Lower-Intensity Uses** | Locate lower-intensity uses along the perimeter of the project adjacent to residential uses.<br>Provide landscaped buffers adjacent to low-density residential development and agricultural uses with a recommended width of 75 feet.<br>Locate taller buildings in the project interior, with shorter, smaller-scale buildings along the perimeter of the project.<br>Locate loading areas, dumpsters, and other service areas away from adjacent residential uses.<br>Truck traffic should be directed to full-access entrances at major thoroughfares. Special consideration should be given to reduce conflict points between entrances with high truck traffic and nearby residential entrances. |
| **Adjacent to Higher-Intensity Uses** | Provide landscaped buffers adjacent to heavy industrial uses where no buffers exist to reduce visual impacts of those uses. |
| **Transportation** | |
| **Access and Circulation** | Provide an interconnected street network that minimizes access to major thoroughfares. Use shared driveways along major thoroughfares.<br>Provide stub roads to adjacent properties where appropriate and extend existing stub roads to improve transportation circulation and reduce traffic on main roads. |
| **Active Transportation** | Provide sidewalks within the development and to adjacent uses, offering pedestrians safe, convenient, and direct access to building entrances, parking areas, and open space, as well as pedestrian networks within neighboring development.<br>Provide pedestrian pathways or sidewalks along adjacent major thoroughfares. |

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| | Provide highly-visible and safe crossings for pedestrians, including crosswalks, pedestrian refuge islands, and/or other design features at intersections and mid-block crossings.<br>Provide direct pedestrian and bicycle connections to regional trail networks, public facilities (schools, libraries, parks, etc.), and existing pedestrian/bicycle infrastructure that are immediately adjacent to the project. |

## Limited Industrial

Areas designated *Limited Industrial* are intended to accommodate low-impact industrial uses (general light industry, warehousing, and similar low-intensity uses), providing jobs and other economic benefits to Hanover County and its residents. While these businesses are industrial nature, they do not tend to generate significant noise, dust, and/or odors.

Residential uses are inappropriate within areas designated *Limited Industrial*. Limited commercial uses that support workers in these areas may be appropriate.

These projects may involve a significant number of vehicle trips and a mix of passenger vehicle and heavy truck traffic, so they should be located along major thoroughfares that provide direct access to major arterials and/or interstate highways.

**Appropriate Uses**

- Offices
- Light Manufacturing
- Research and Development
- Data Centers

**Appropriate Zoning Districts**

- Office/Service (OS)
- Business Park (BP)
- M-1 (Limited Industrial)

| **Project Framework** | |
|---|---|
| **Project Size** | None |
| **Residential Densities** | No Residential Uses Recommended |
| **Mix of Uses** | Industrial Uses: 100% of Project Area |
| **Open Space** | Provide thoroughfare and perimeter buffers (see below). |
| **Utilities and Infrastructure** | Connect to public water and sewer (if available).<br>Screen stormwater management facilities from public view, unless designed as an amenity (including landscaping, paths, benches, and/or similar features). |
| **Community Character** | |
| **Landscaping and Buffers** | To help preserve viewsheds from adjoining properties and roadways, minimize the visibility of new industrial development by providing landscaped buffers at least 100 feet wide along external roads (enhanced buffers and greater setbacks along scenic roads). Preserve existing vegetation to the greatest extent practicable.<br>Located outdoor storage areas to the side or rear of buildings and screened from roads and lower-intensity uses with evergreen trees and shrubs, berms, and/or decorative fencing. |

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| **Building Design** | Orient bay doors, garages, and loading/unloading facilities away from public roads and adjacent residential uses (existing or planned). If such features are oriented towards public roads, additional landscaping or other features should be used to provide screening.<br>Avoid long, monotonous street-facing facades. Windows, wall offsets, awnings, changes in color or material, changes in roofline, and other architectural features should be used to visually break long facades.<br>Consider deed restrictions or other options to ensure the long-term quality of the development and coordination between uses. |
| **Signage** | Along major thoroughfares, match freestanding signage with materials and colors used on the main building (monument signs encouraged). |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Adjacent to Lower-Intensity Uses** | Locate lower-intensity uses and smaller-scale buildings along the perimeter of the project adjacent to residential uses (where possible).<br>Provide heavily-landscaped transitional buffers adjacent to residential uses. Preserve existing vegetation where possible. Buffers adjacent to residential areas should generally be at least 100 feet wide.<br>Limit the height of buildings abutting existing residential development to 35 feet, unless a larger setback is provided.<br>Avoid orienting loading areas towards adjacent residential uses.<br>Design sites adjacent to residential uses to minimize the negative impacts of business operations:<br>• Design exterior lighting to the minimum height and intensity necessary for safe operations.<br>• Include measures to minimize noise impacts on surrounding properties.<br>Truck traffic should be directed to full-access entrances at major thoroughfares. Special consideration should be given to reduce conflict points between entrances with high truck traffic and nearby residential entrances. |
| **Adjacent to Higher-Intensity Industrial Uses** | Provide landscaped buffers adjacent to heavy industrial uses where no buffers exist to reduce visual impacts of those uses (where appropriate). |
| **Transportation** | |
| **Access and Circulation** | Provide an interconnected street network that minimizes access to major thoroughfares. Use shared driveways along major thoroughfares. Design site entrances and internal roadways to accommodate heavy truck traffic.<br>Provide stub roads to adjacent properties where appropriate and extend existing stub roads to improve transportation circulation and reduce traffic on main roads. |

## Industrial

Areas designated *Industrial* are intended to accommodate a full range of industrial uses, providing jobs and other economic benefits to Hanover County and its residents. While these businesses are an important part of the local and regional economy, some industrial operations create noise, dust, and/or odors that may negatively impact nearby residential and commercial uses if not properly mitigated.

Residential uses are inappropriate within areas designated *Industrial*. Limited commercial uses that support workers in these areas may be appropriate and could be sited at the edge of larger projects, serving as a transition between industrial and non-industrial uses.

These projects may involve a significant number of vehicle trips and a mix of passenger vehicle and heavy truck traffic, so they should be located along major thoroughfares that provide direct access to major arterials and/or interstate highways.

**Appropriate Uses**

- Offices
- Manufacturing
- Research and Development
- Data Centers
- Retail (as Ancillary/Supporting Use)
- Services (as Ancillary/Supporting Use)
- Restaurants (as Ancillary/Supporting Use)

**Appropriate Zoning Districts**

- M-1 (Limited Industrial)
- M-2 (Light Industrial)
- M-3 (Heavy Industrial)

| **Project Framework** | |
|---|---|
| **Project Size** | None |
| **Residential Densities** | No Residential Uses Recommended |
| **Mix of Uses** | Industrial Uses: 100% of Project Area |
| **Open Space** | Provide thoroughfare and perimeter buffers (see below). |
| **Utilities and Infrastructure** | Connect to public water and sewer (if available).<br>Screen stormwater management facilities from public view, unless designed as an amenity (including landscaping, paths, benches, and/or similar features). |

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| **Community Character** | |
| **Landscaping and Buffers** | To help preserve viewsheds from adjoining properties and roadways, minimize the visibility of new industrial development by providing landscaped buffers at least 100 feet wide along external roads (enhanced buffers and greater setbacks along scenic roads). Preserve existing vegetation to the greatest extent practicable.<br>Located outdoor storage areas to the side or rear of buildings and screened from roads and lower-intensity uses with evergreen trees and shrubs, berms, and/or decorative fencing. |
| **Building Design** | Orient bay doors, garages, and loading/unloading facilities away from public roads and adjacent residential uses (existing or planned). If such features are oriented towards public roads, additional landscaping or other features should be used to provide screening.<br>Avoid long, monotonous street-facing facades. Windows, wall offsets, awnings, changes in color or material, changes in roofline, and other architectural features should be used to visually break long facades.<br>Consider deed restrictions or other options to ensure the long-term quality of the development and coordination between uses. |
| **Signage** | Along major thoroughfares, match freestanding signage with materials and colors used on the main building (monument signs encouraged). |
| **Transitions (Existing Uses, Current Zoning, or General Land Use Plan Designation)** | |
| **Adjacent to Lower-Intensity Uses** | Locate lower-intensity uses and smaller-scale buildings along the perimeter of the project adjacent to residential uses (where possible).<br>Provide heavily-landscaped transitional buffers adjacent to residential uses. Preserve existing vegetation where possible. Buffers adjacent to residential areas should generally be at least 100 feet wide.<br>Limit the height of buildings abutting existing residential development to 45 feet, unless a larger setback is provided.<br>Avoid orienting loading areas towards adjacent residential uses.<br>Design sites adjacent to residential uses to minimize the negative impacts of business operations:<br>• Design exterior lighting to the minimum height and intensity necessary for safe operations.<br>• Include measures to minimize noise impacts on surrounding properties.<br>Truck traffic should be directed to full-access entrances at major thoroughfares. Special consideration should be given to reduce conflict points between entrances with high truck traffic and nearby residential entrances. |
| **Transportation** | |
| **Access and Circulation** | Provide an interconnected street network that minimizes access to major thoroughfares. Use shared driveways along major thoroughfares. Design site entrances and internal roadways to accommodate heavy truck traffic. |

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| | Provide stub roads to adjacent properties where appropriate and extend existing stub roads to improve transportation circulation and reduce traffic on main roads. |

## Natural Conservation

*Natural Conservation* indicates areas with critical natural features, such as floodplains, floodways, wetlands, and major stream and river corridors. Development within these areas is generally discouraged, since they closely align with regulatory floodplains and Resource Protection Areas (RPAs). These areas should remain in their natural state (and be restored if natural vegetation has been removed or damaged).

This land use designation is intended as a general guide, highlighting areas where environmentally-sensitive features may be located. Site-specific inventories of these resources should be conducted as part of the development review process for any activity near or adjacent to areas designated Natural Conservation.

### Appropriate Uses

- Natural Preservation Areas
- Pedestrian and Bicycle Trails
- Water-Dependent Uses

### Appropriate Zoning Districts

Areas designated as *Natural Conservation* may be located within any zoning district, provided that they are maintained in a naturalized, undisturbed state.

| **Project Framework** | |
|---|---|
| **Project Size** | Not Applicable |
| **Residential Densities** | No Residential Uses Recommended |
| **Mix of Uses** | Limit disturbance within areas designated *Natural Conservation* except activities that mitigate or repair damage done by development activities in adjacent areas. Pedestrian and bicycle trails may be appropriate, if designed to minimize negative environmental impacts. In certain instances, water-dependent activities may be located in these areas. |
| **Utilities and Infrastructure** | Design any infrastructure that crosses *Natural Conservation* areas to minimize disturbance on critical resources. |
| **Community Character** | |
| **Landscaping and Buffers** | Maintain and enhance riparian buffers to protect water quality. Preserve existing vegetation to greatest extent practicable. |
| **Transportation** | |
| **Access and Circulation** | Design any new roads that cross *Natural Conservation* areas to minimize disturbance on critical resources. |

## Parks and Conserved Lands

*Parks and Conserved Lands* includes the following areas:

- Properties owned by government entities for use primarily for recreational and/or conservation purposes, such as County-owned parks and areas owned by the National Park Service;
- Properties owned by non-profit organizations, such as the American Battlefield Trust and Richmond Battlefields Association, that are used primarily for conservation purposes; and
- Properties that have been placed in a conservation easement.

This designation is only intended to be applied to the different categories of properties listed above, and is not intended to be applied to privately-owned properties other than those currently encumbered by a conservation easement or owned by a non-profit organization for conservation purposes.

### Appropriate Uses

- Natural Preservation Areas
- Parks and Recreation Facilities
- Pedestrian and Bicycle Trails
- Tourism-Related Uses

### Appropriate Zoning Districts

Areas designated as *Parks and Conserved Lands* may be located within any zoning district, provided that the historic and/or natural character of these areas is maintained.

| **Project Framework** | |
|---|---|
| **Project Size** | Not Applicable |
| **Residential Densities** | No Residential Uses Recommended |
| **Mix of Uses** | Uses should support tourism, recreation, and interpretation of critical cultural resources. |
| **Utilities and Infrastructure** | Design any infrastructure that crosses these areas to minimize disturbance to critical cultural and environmental resources. |
| **Community Character** | |
| **Building Design** | Design buildings at a scale and with architectural features that reflect the character of the surrounding area.<br>Avoid long, monotonous facades. Windows, wall offsets, awnings, changes in color and material, changes in roofline, and other architectural features should be used to visually break long facades. |
| **Landscaping and Buffers** | Preserve existing vegetation to the greatest extent practicable.<br>Maintain and enhance riparian buffers to protect water quality.<br>Maintain buffers along adjacent roadways to protect viewsheds (where appropriate). |
| **Transportation** | |
| **Access and Circulation** | Design any new roads that cross these areas to minimize disturbance to critical cultural and environmental resources and reflect the historic character of the surrounding area. |