



**Community Participation Team
Agenda**

**Mechanicsville Branch Library (Meeting Room A/B)
7461 Sherwood Crossing Place
Mechanicsville, VA 23111**

**Tuesday, August 30, 2022
6:00 p.m.**

- I. Call to Order**
- II. Adoption of Agenda**
- III. Citizens' Time**
- IV. Organizational Items**
 - a. Introduction of New Members**
 - b. Appointment of Team Facilitator/Leadership**
 - i. Elect Chair**
 - ii. Elect Vice Chair**
 - c. Approval of Minutes: July 14, 2022**
 - d. Member Emails**
 - e. Project Team Announcements + Comprehensive Plan Progress Update**
 - f. Next Meeting (Potential Date: Mid/Late September)**
- V. New Business**
 - a. Land Use: Feedback Received + Conceptual Guidance**
 - i. Feedback from Land Use Visioning Workshops**
 - ii. Land Use: Primary Issues to Address**
 - iii. Conceptual Discussion: Land Use Designations**
- VI. Adjournment (Next Meeting Date: To Be Determined)**



ENVISION HANOVER
Community Participation Team
Regular Meeting
Ashland Branch Library
July 14, 2022
6:00 p.m.

VIRGINIA: At the second meeting of the Envision Hanover Community Participation Team (CPT) held in the Ashland Library on the 14th day of July, 2022, at 6:00 p.m.

Present:

Douglas Scott Macdonald – Beaverdam Magisterial District
Jason Voorhies – Chickahominy Magisterial District
Charlie Waddell – Henry Magisterial District
Patty Thomas – Mechanicsville Magisterial District
Alan Abbott – Ashland Magisterial District
Edmonia Iverson – Beaverdam Magisterial District
Steve Hadra – Chickahominy Magisterial District
Fred McGhee, Jr. – Cold Harbor Magisterial District
Jerry Bailey – Henry Magisterial District, Planning Commission Vice Chairman
Randy Whittaker – Mechanicsville Magisterial District, Planning Commission Chairman
Larry Leadbetter – South Anna Magisterial District

Staff:

David Maloney – Director of Planning
Todd Kilduff – Deputy County Administrator
Andrew Pompei – Principal Planner and Project Manager

I. Call to Order

Andrew Pompei, Principal Planner called the meeting to order at 6:00 p.m.

II. Adoption of Agenda

Mr. Pompei asked members of the CPT if any changes to the agenda were recommended or needed. With no changes identified, the agenda was approved.

III. Citizens' Time

Mr. Pompei asked if any members of the public were interested in providing comments to the CPT. No members of the public spoke during Citizens' Time.

IV. Organizational Items

a. Introduction of New Members

Charlie Waddell, a citizen representative appointed to represent the Henry Magisterial District, provided an introduction, since he was appointed after the previous meeting held on June 8, 2022.

b. Appointment of Team Facilitator/Leadership (Chair + Vice Chair)

Members of the CPT asked about the role of the chair and vice chair. After discussion, the CPT decided to defer nominations and elections for the chair and vice chair to the next meeting.

CPT Action: Defer nominations and election of team leadership to the next meeting.

c. Approval of Minutes: June 8, 2022

The CPT accepted the minutes from the meeting on June 8, 2022 as presented.

CPT Action: Accepted minutes from June 8, 2022 as presented.

V. Old Business

a. Review/Endorsement of the Charter + Engagement Guidelines

Mr. Pompei provided an overview of changes made to the Charter + Engagement Guidelines since the last meeting, which included adding a section about members participating remotely in certain instances (based upon consultation with the County Attorney's Office).

There was discussion regarding the following topics:

- Remote participation by CPT members.
- Possibility of having a collaborative site, such as SharePoint, where members can share ideas and documents outside of meetings.
- Overall role of the CPT.

Following this discussion, there was general consensus that the Charter + Engagement Guidelines were acceptable as presented.

b. Review/Endorsement of the Vision Statement

Members of the CPT discussed the Vision Statement and possible additions, based upon ideas and suggestions shared by members. After discussion, there was general consensus that the vision statement was acceptable as presented, with the possibility of adding language regarding technology and sustainability.

c. Review/Endorsement of Rural Characteristics

Mr. Pompei provided an overview of changes made to the document that defines and characterizes what rural means, which was reformatted since the last meeting to list characteristics typical of rural areas (instead of having a formal definition of rural).

There was discussion about whether the Suburban Service Area (SSA) should be referenced. There was also discussion about using the word "rural" less frequently, since that is the term that is being defined and expanded upon.

VI. New Business

a. Practice Run: Land Use Workshop Activity

Staff introduced the exercise that will be completed by members of the public at upcoming land use visioning workshops, so that members of the CPT could provide feedback regarding the format of the activity. Members spent the remainder of the meeting participating in the exercise and provided feedback to the project team.

VII. Adjournment (Next Meeting Date: To Be Determined)

Prior to adjournment, citizens had an opportunity to speak.

With no further business, Mr. Maloney adjourned the meeting at 8:20 p.m.



LAND USE VISIONING WORKSHOPS
Overview + Summary of Results: Summer 2022

OVERVIEW

As part of the Envision Hanover planning process, interactive workshops focusing on land use were held for the public. At these workshops, participants heard a presentation regarding land use planning in Hanover County and then divided into small groups (usually 4 to 5 people) to share their thoughts on potential changes to the General Land Use Plan.

Date	Location	Number of Participants
Thursday, July 28, 2022 (5:30 p.m. – 7:00 p.m.)	Montpelier Center for Arts and Education	32
Wednesday, Aug. 3, 2022 (5:30 p.m. – 7:00 p.m.)	Atlee Branch Library	47

These workshops were advertised in a variety of ways:

- Advertisement/Public Notice in the *Mechanicsville Local*
- Contributed Reports/Articles in the *Mechanicsville Local*
- Posting on the Project Website
- Social Media Posts
- Flyers at the Tomato Festival
- Mass Emails via Envision Hanover Contact List
- Sign at Planning Department Front Desk
- Group Presentations and Presentations to the Community Participation Team and Board of Supervisors

Participants were encouraged to pre-register (but it was not required). Those that registered prior to the meeting were able to receive a reminder email with background information regarding the General Land Use Plan.

KEY THEMES

As participants worked in groups around a map of the current General Land Use Plan, a facilitator answered questions and recorded comments received. Each group was given a series of colored dots corresponding to future land use types, which they could place on the map if they wanted to recommend a change to the current General Land Use Plan. Each group was also asked to identify general principles that they thought should guide any recommended changes to the General Land Use Plan and share these “guiding principles” with the whole meeting/group. Based on the comments from each group, some key themes emerged:

- **Rural Character**

Participants expressed an interest in maintaining the rural character found in much of Hanover County and managing growth to preserve that rural character.

- **Affordable Housing and Different Housing Options**

Participants indicated a need to provide affordable housing within different parts of the County in a context-sensitive way. Some also expressed interest in providing housing options for residents of different ages and circumstances, such as low-maintenance housing options for older residents that want to stay in their community.

- **Mixed-Use Rural Villages**

Participants indicated interest in accommodating small-scale commercial uses and additional housing options within rural villages, including Montpelier and Beaverdam.

- **Services at Rural Crossroads**

Some participants expressed interest in providing options for small-scale commercial and service uses at rural crossroads.

- **Commercial/Industrial Uses at Major Interchanges**

Participants indicated interest in accommodating commercial and industrial uses near interstate interchanges. Several groups expressed particular interest in accommodating those uses near the I-95/State Route 30 interchange, which aligns with current recommendations on the General Land Use Plan.

- **Mixed-Use Development**

There seemed to be interest in accommodating high-quality mixed-use development at strategic locations. Some groups indicated that mixed-use development could be a tool to create economic development opportunities and provide affordable housing options.

- **Transitions between Uses and Place Types**

Participants indicated interest in considering greater transitions between different use types (such as between residential and commercial/industrial uses) and greater transitions between higher-intensity development in suburban areas and adjacent rural areas.

- **U.S. Route 33 Corridor within Suburban Service Area (SSA)**

Participants indicated a need to reevaluate proposed future land uses along the U.S. Route 33 Corridor within the SSA. There were several ideas regarding future development in this area, including more industrial and employment uses, higher-density residential uses, mixed-use development, or large-lot residential, but there was no general consensus on this area (more detail provided below).

- **Parks and Recreational Opportunities**

Participants felt there should be more public parks, athletic fields/complexes, and recreational opportunities for people of all ages, especially within suburban areas.

- **Transportation Infrastructure**

Participants commented on the need to improve the local roadway network to accommodate existing traffic and prepare for additional development.

Several of these themes align with feedback received during Phase #1 Public Engagement and the Visual Preference Survey.

Feedback Received: Land Use Visioning Workshop #1
Montpelier Center for Arts and Education
Thursday, July 28, 2022 (5:30 p.m. – 7:00 p.m.)

OVERVIEW

Land Use Visioning Workshop #1 was held on Thursday, July 28, 2022 (5:30 p.m. – 7:00 p.m.) at the Montpelier Center for Arts and Education, with 32 participants attending. These participants worked collaboratively in seven different groups (Tables 1 – 5 and Tables 7 – 8).

Introductory Presentation to Participants



Table #4 Presenting Collaborative Map/Discussion



Land Use Visioning Workshop #1: Summary of Feedback
Montpelier Center for Arts and Education

Concept/Guiding Principle	Table #1	Table #2	Table #3	Table #4	Table #5	Table #7	Table #8
Provide Affordable Housing/Housing Options			X	X		X	
Consider Residential Cluster Developments		X					
Provide Small-Scale Commercial Uses and/or Housing Options in Rural Villages			X			X	X
General Support for High-Quality Business Development		X	X				
Locate Commercial/Industrial Uses near Interstate Interchanges and/or Major Roads		X	X		X		X
Consider Small-Scale Commercial Uses at Rural Crossroads	X		X			X	X
Improve Appearance of Industrial Development	X						
Support Commercial and Industrial Uses near I-95/Route 30 Interchange				X			
Consider High-Quality Mixed-Use Development at Strategic Locations	X					X	
Consider Transitions between SSA and Adjacent Rural Areas			X				
Consider Transitions between Different Uses			X				
Reevaluate Land Uses and/or Design of Development along Route 33 Corridor in SSA	X	X	X	X	X		X

*There was no Table #6 at this location.

*Based upon feedback provided on the maps, written comments on the maps and/or flipcharts, and notes by group facilitators.

U.S. Route 33 Corridor within the Suburban Service Area (SSA)

Several groups (either by placing dots on the map or writing specific comments) indicated a need to reevaluate proposed future land uses along the U.S. Route 33 Corridor within the SSA. There were several ideas regarding future development in this area, but there did not seem to be consensus between the different groups:

Residential Uses

- One group recommended residential uses along the U.S. Route 33 Corridor. In particular, that group recommended lots of 1 – 2 acres for residential development (Table 4).

Commercial Uses

- Some groups recommended commercial development near the Henrico County line along U.S. Route 33 (Table 4, Table 5, Table 8).

Industrial Development

- One group discussed making this area primarily industrial (Table 2).

Mixed-Use Development

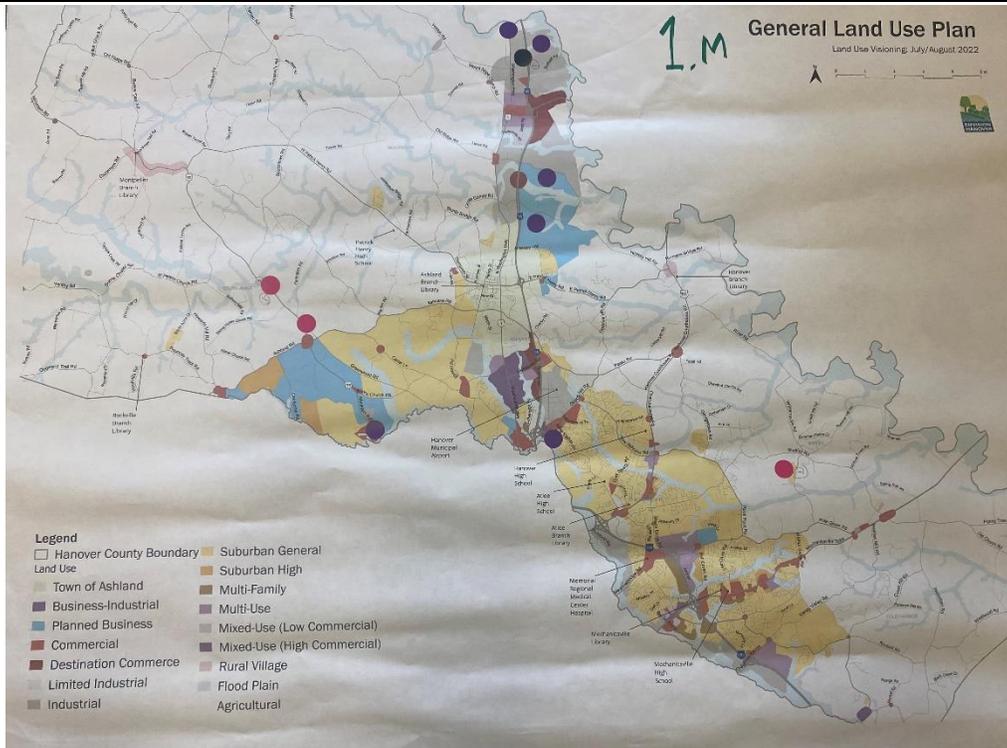
- Some groups recommended mixed-use development near the Henrico County line along U.S. Route 33 (Table 1, Table 7).
- Some groups recommended mixed-use development along Cauthorne Road (Table 2, Table 7).

Transitions

- One group focused on transitioning from higher-intensity uses along the U.S. Route 33 Corridor to lower-density uses farther from the corridor, as well as transitions to adjacent rural areas (Table 3).

There was also discussion among several groups about the need to widen U.S. Route 33 to four lanes and/or make other roadway improvements.

Comments Received: Workshop #1, Table #1



① MAKE INDUSTRIAL BEAUTIFUL

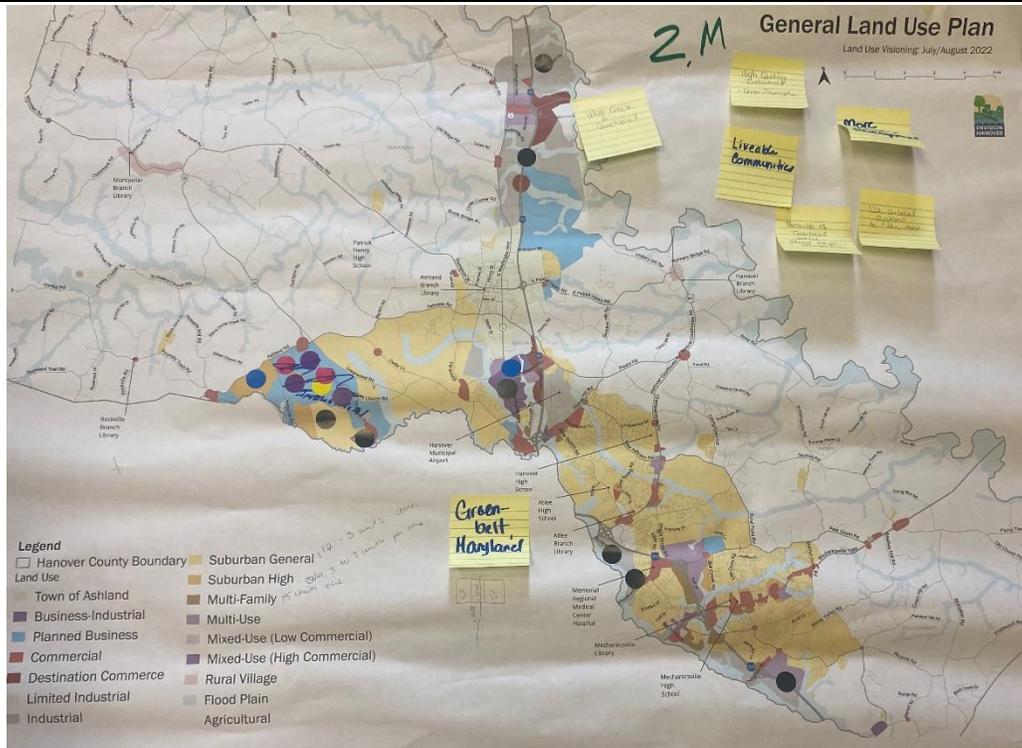
② PINK ⇒ OK w/ REGULATIONS FOR

- SIZE
- USE LIMITATIONS
- RURAL CHARACTER

③ MIXED USE - LOVE IT!

- ADD COMMUNITY AMENITIES
- MAJOR UTILITIES
- DENSE HOUSING

Comments Received: Workshop #1, Table #2



Single Family along 33 2.M
+ Commerical Neighborhood

Additional Comments (Post-Its on Map)

- West Creek in Gochland (with arrow pointing to area near I-95/State Route 30 Interchange)
- Greenbelt, Maryland
- Livable Communities
- More Cluster Development
- Growth of industrial areas along major thoroughfares
- Use arterial systems to the max
- High quality industrial – data storage

Comments Received: Workshop #1, Table #3

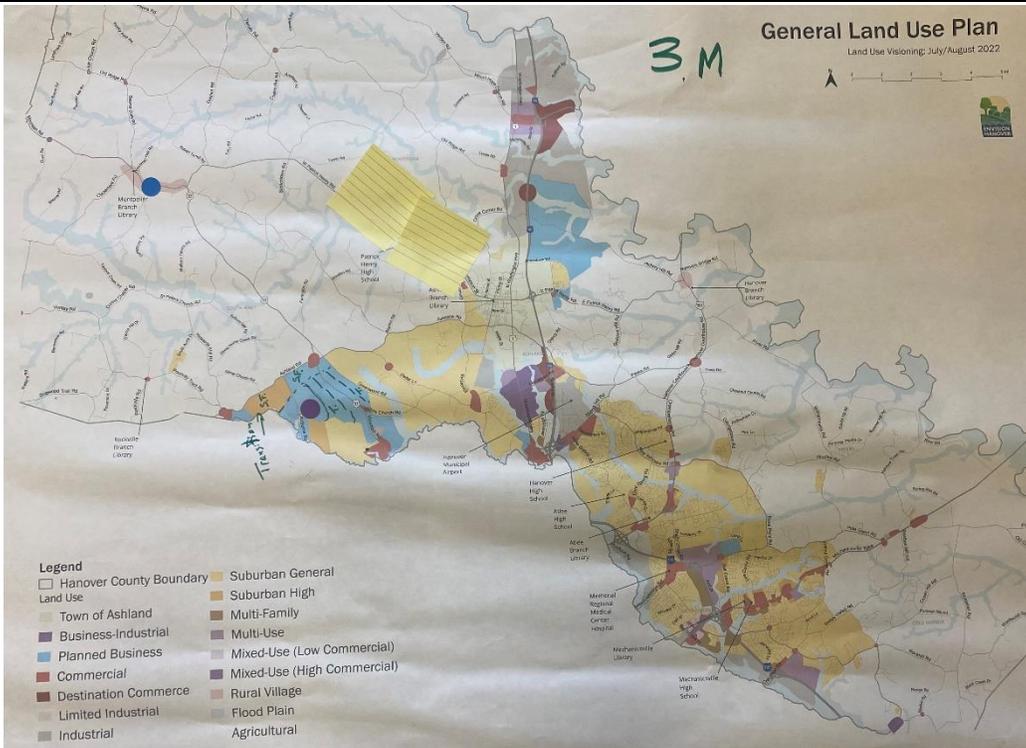


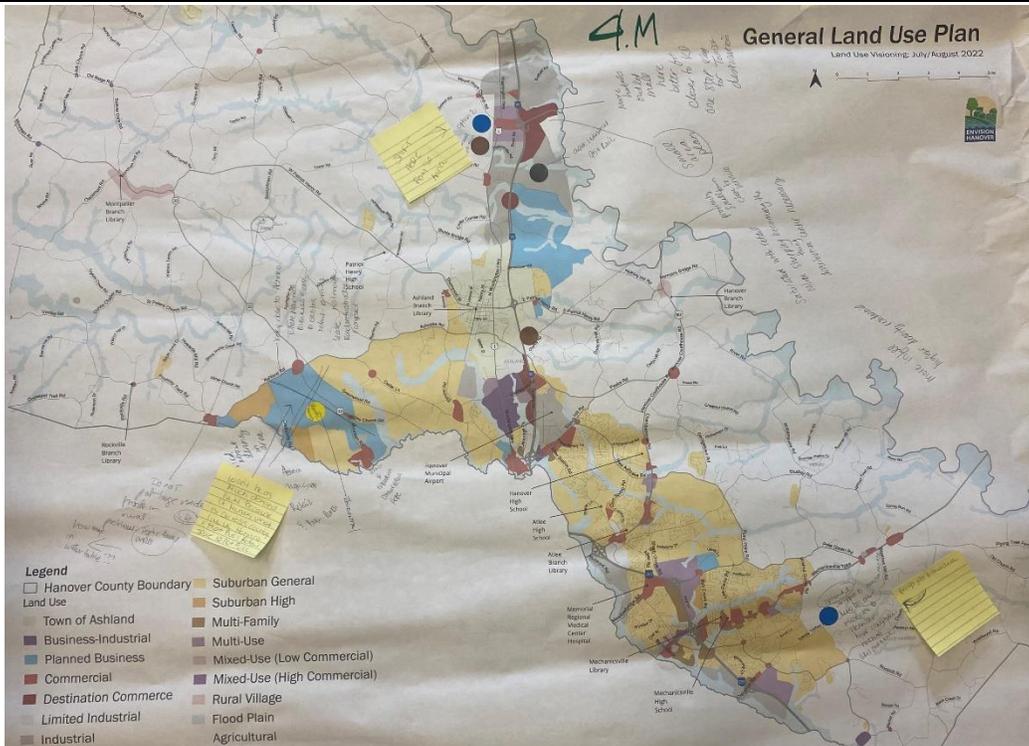
Table 3 Will C

- COMMERCIAL- KEEPING THE TAX DOLLARS IN HANOVER
- COMMERCIAL IN MONTPELIER
- NEED INFO ON INFRASTRUCTURE
- WHAT IS EXISTING VS. FUTURE
- FREEZE SSA EXPANSION
- LOOKING FOR TRANSITIONS ON FR OF SSA
- MORE INDUSTRY
- TRANSITIONS WITHIN THE SSA B USES
- AFFORDABLE HOUSING

Additional Comments (Post-It on Flipchart)

- Floodplains + RPA/Chesapeake Preservation near Bus. + Industrial
- Need “layover” of sewage, housing, transportation, business, etc development over the last land use Plan.

Comments Received: Workshop #1, Table #4

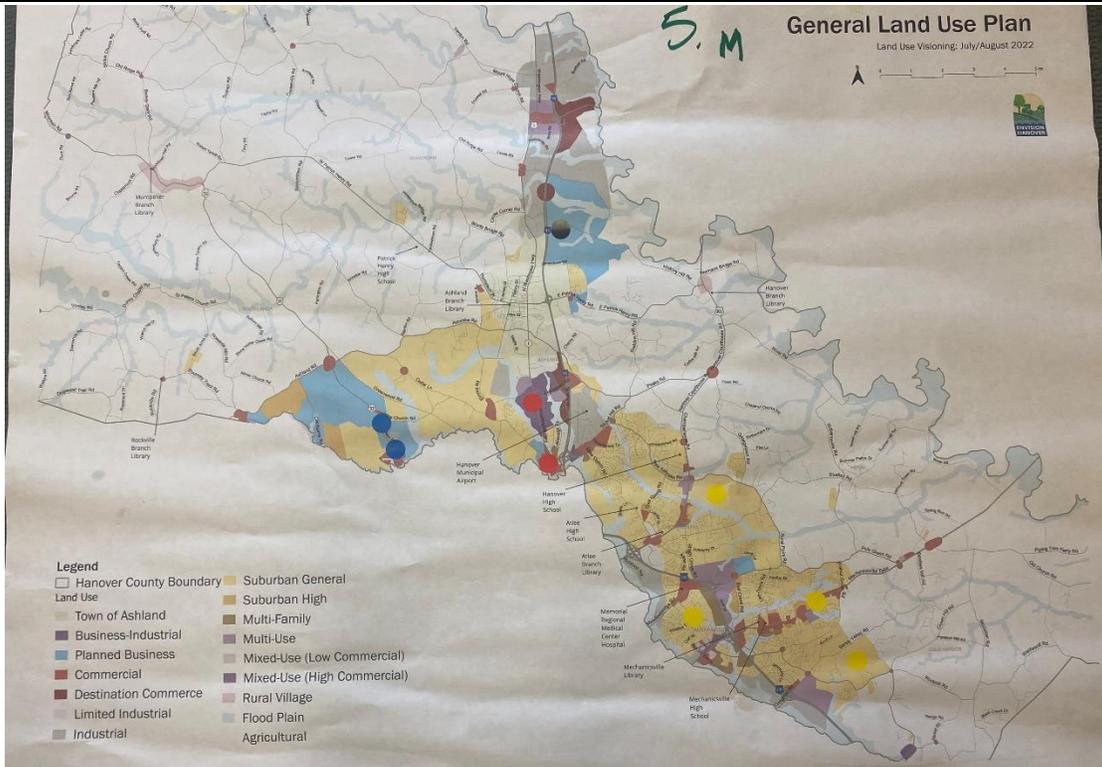


Additional Comments (Post-Its + Notes on Map)

- **Comments near U.S. Route 33 Corridor**
 - Do not put large residential tracts in rural. Problems: septic tanks, wells. How much in water table?
 - Worried about density in area
 - Note Placed on Area Designated Planned Business along U.S. Route 33: Won't be as much demand here because it mirrors what is across county line in Henrico and that bus. and retail space is not full.
 - Henrico – high sub., retail, bus. parks
 - Henrico – expansion comm. and retail here (arrow pointing to U.S. Route 33 near Henrico County line)
 - Very close to Henrico where planned business & close to existing retail – 10 min. Have not enough road infrastructure and congested
- Notes discuss shifting planned business on U.S. Route 33 to 2 other areas: Option #1 east of Mechanicsville “Swapped to here from Cauthorne b/c other place close to Henrico & high congestion nothing else out here” “Brings jobs to this area” and Option #2 near Doswell.
- More infill – higher density residential
- Saturated with retail – online shopping becoming the thing – distribution center necessary
- Arrow to brown dot southeast of Ashland: “proximity to small town – close to services”
- Arrow to State Route 30 Corridor: “small area plan” and “more hotels – outlet mall here better b/c closer to KD – one stop shop for tourist destination”
- Arrow to black dot along I-95: agree industrial – 95 & rail

*This group did not use the flipchart.

Comments Received: Workshop #1, Table #5



GROUP 5 M

- * No Multifamily in Rural Area.
- * Rural Areas shouldn't have Single Family Development.
- * Concern that some Rural Areas are developing (e.g. King's Chapel)
- * Don't put residential where you want commercial because the residents will oppose commercial.
- * Regional Commercial should be where you have interstate access.
- * Note that Ashland has areas that would be good for Multifamily
- * Some of the yellow areas to the West should be industrial or commercial

Comments Received: Workshop #1, Table #7

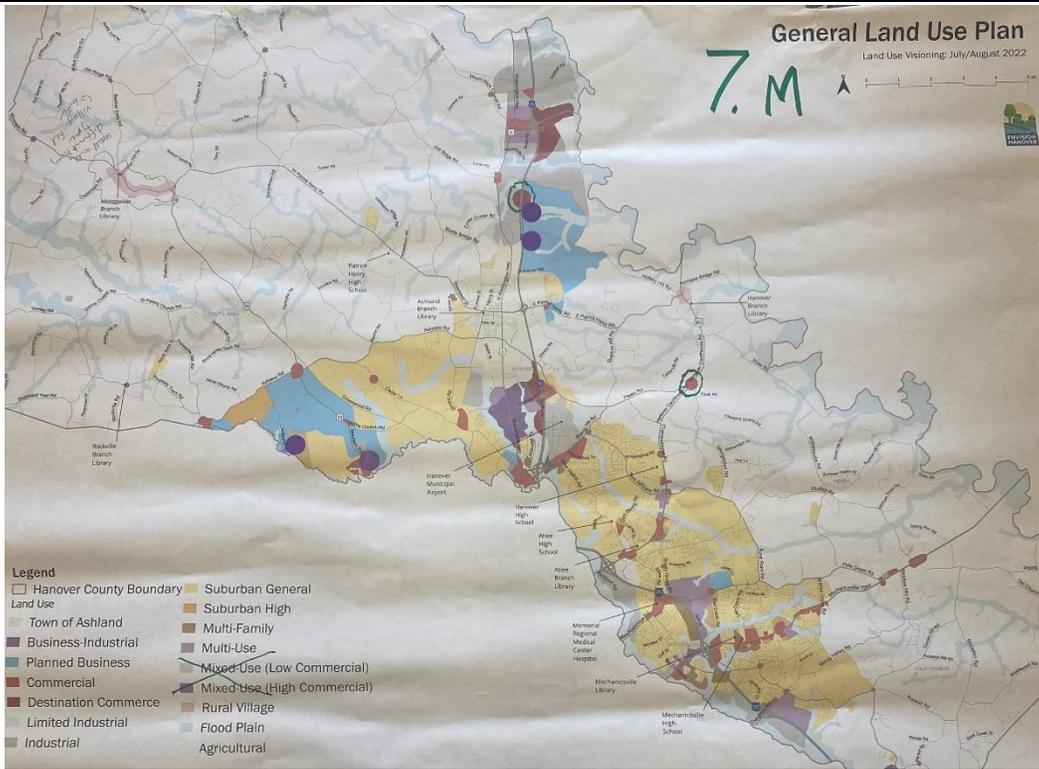


Table #7

② Lack of affordable housing
 ↳ how do you provide options?

① mixed-use dev.
 • Rt. 33 near 295
 • Cauthorne Road @ County Lib
 • I-95 north
 (current Planned Business)

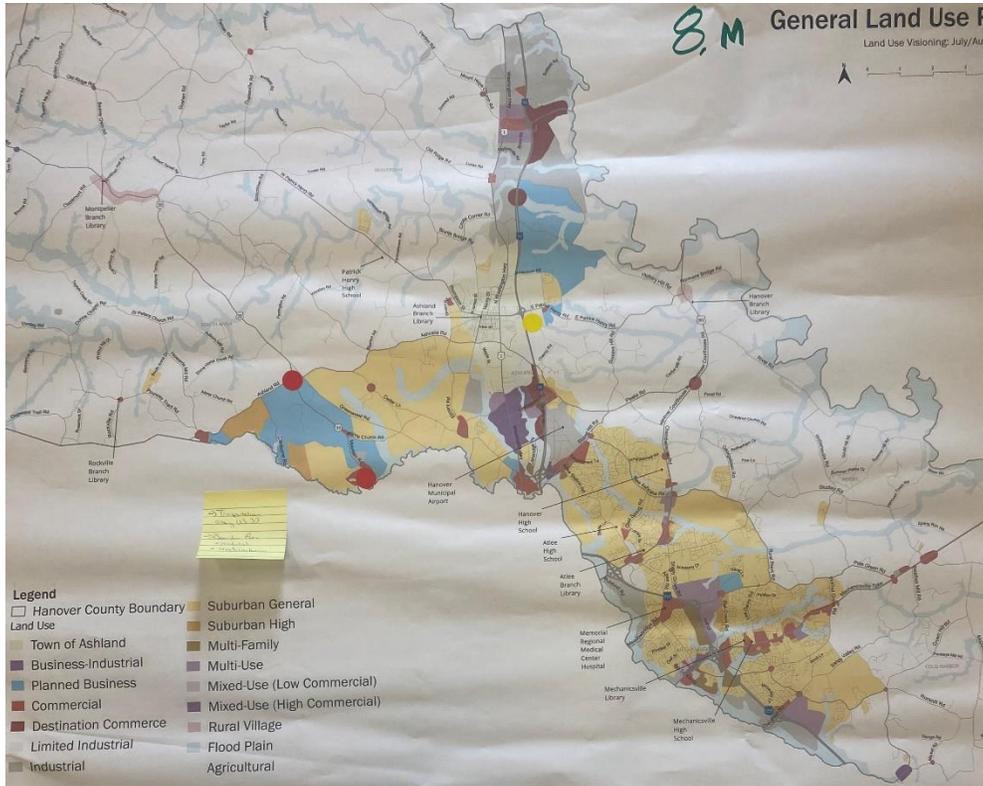
② Villages - small-scale clusters of mixed housing types

③ need strategy to improve infrastructure (roads, schools, utilities) as dev. occurs

④ small crossroads for rural-area services

7 M

Comments Received: Workshop #1, Table #8



Beavertown Table 8 M

- See revitalization
- Some residential to support existing facilities (Beaver Elm)

US 33

- Concern about traffic with lack of 4 lanes
- Commercial use I-295

Commercial

- need a mix of service + commercial along updated roads
- low impact office work
- Small commercial markets with residential

Along US 33

- need commercial like gas stations at major intersections
- want upgraded roads in western areas
- want pockets of commercial development, not long strips

Weston Hanover

- Starter type homes in residential areas

I-95 to SR 54

- need updates to

Mount Hermon

- with road improvements might be appropriate for residential

Senior Living Opportunities in Rural Areas

Feedback Received: Land Use Visioning Workshop #2
Atlee Branch Library
Wednesday, August 3, 2022 (5:30 p.m. – 7:00 p.m.)

OVERVIEW

Land Use Visioning Workshop #2 was held on Wednesday, August 3, 2022 (5:30 p.m. – 7:00 p.m.) at the Atlee Branch Library, with 47 participants attending. These participants worked collaboratively in eight different groups (Tables 1 – 8).

Table #4 Collaborating During Group Exercise



Table #6 Presenting Collaborative Map/Discussion

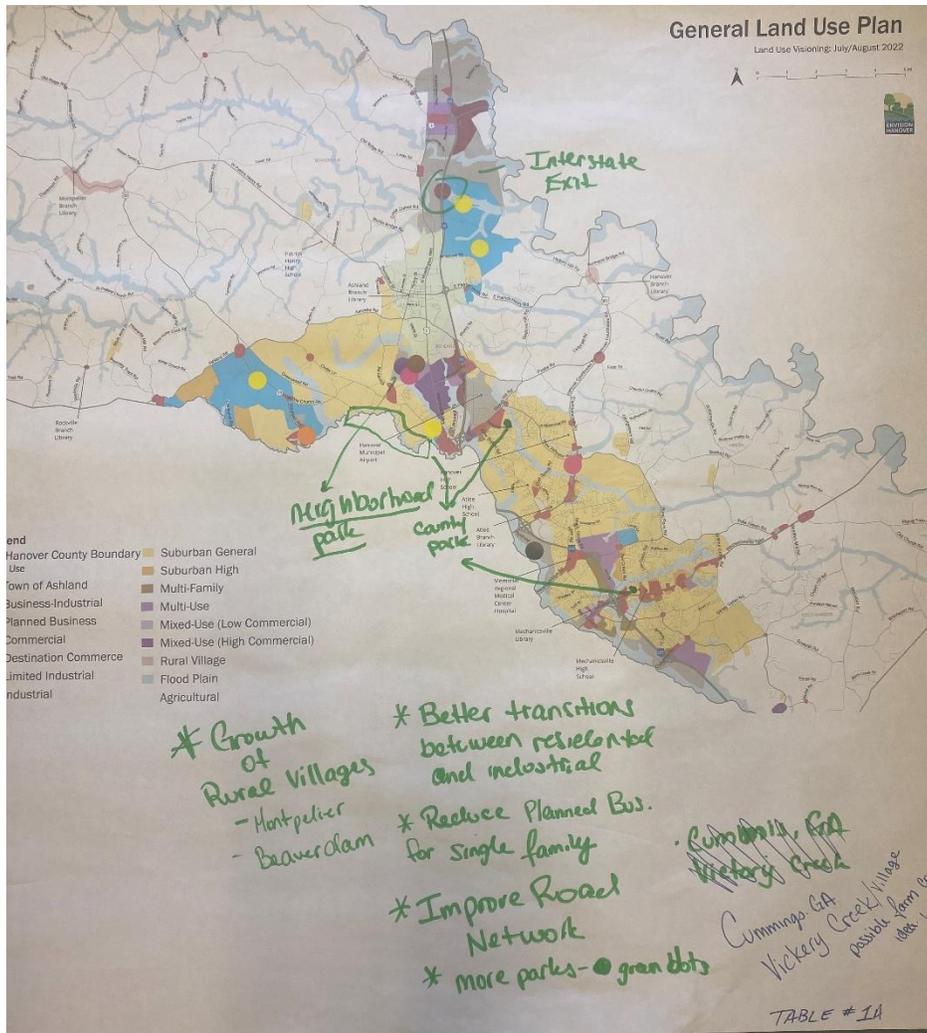


Land Use Visioning Workshop #2: Summary of Feedback
Atlee Branch Library

Concept/Guiding Principle	Table #1	Table #2	Table #3	Table #4	Table #5	Table #6	Table #7	Table #8
Provide Affordable Housing/Housing Options			X		X	X	X	
Improve Roadways	X	X	X	X				X
Improve Pedestrian/Bicycle Mobility			X					
Manage Growth to Maintain Rural Character		X	X	X	X			
Reduce Density within the SSA			X					
Increase Density within the SSA							X	
Reduce the Size of the SSA		X						
Provide Small-Scale Commercial Uses and/or Housing Options in Rural Villages	X			X			X	
Support Commercial and Industrial Uses near I-95/Route 30 Interchange			X					
Consider High-Quality Mixed-Use Development at Strategic Locations				X		X	X	
Accommodate Higher-Density Development Adjacent to Western Henrico/Short Pump				X			X	
Change Areas Designated Planned Business to Single-Family Residential	X							
Consider Transitions between Different Uses	X				X	X		
Consider Transitions between SSA and Adjacent Rural Areas		X			X	X		
Provide More Public Parks, Athletic Fields, and Recreational Amenities	X	X	X	X				X
Preserve Trees/Provide Buffers along Roads						X		

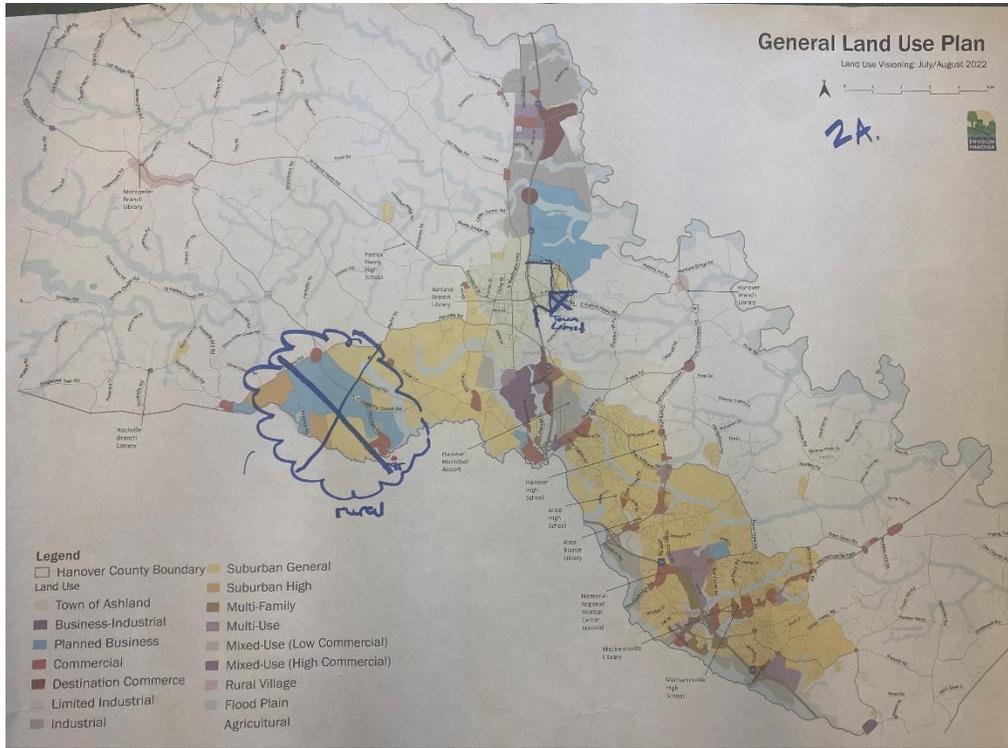
*Based upon feedback provided on the maps, written comments on the maps and/or flipcharts, and notes by group facilitators.

Comments Received: Workshop #2, Table #1



*This group did not use the flipchart.

Comments Received: Workshop #2, Table #2



2A.

Issues

- ~~utilities~~ utilities availability
- some portions of SSA don't have existing utilities (undeveloped + existing dev.)
- 1-95 → ^{neighborhood} impact on traffic of local roads _{ex. Shannon Rd.}
- rec. amenities in SSA (limited athletic fields)
- limited focus on rural areas in comp. plan
- transitions b/w rural + suburban

Concepts

~~excluded~~ Concepts

- integrate more parks + open space into SSA (ex. ratio of people / den + park)
- remove Rt. 33 corridor from SSA
- ^{near} no existing utilities in most of area, other areas w/ infrastructure, no rooftops
- remove SSA east of Town of Ashland on Rt. 54
- ^{inner} - prevent more comm. on 54

Comments Received: Workshop #2, Table #3

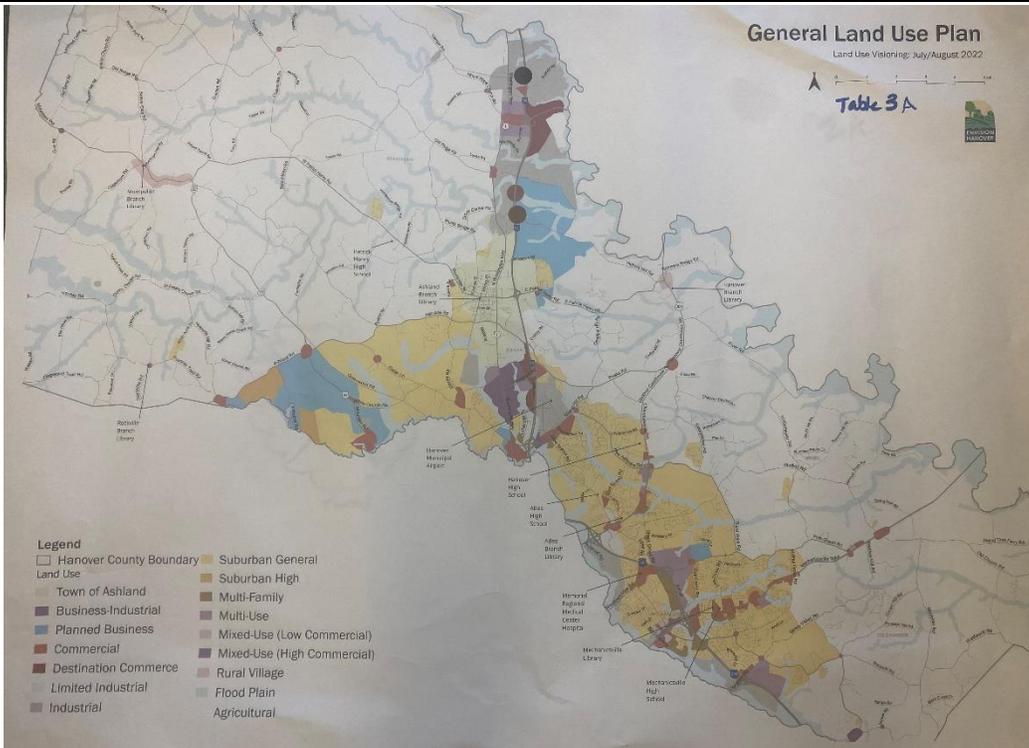
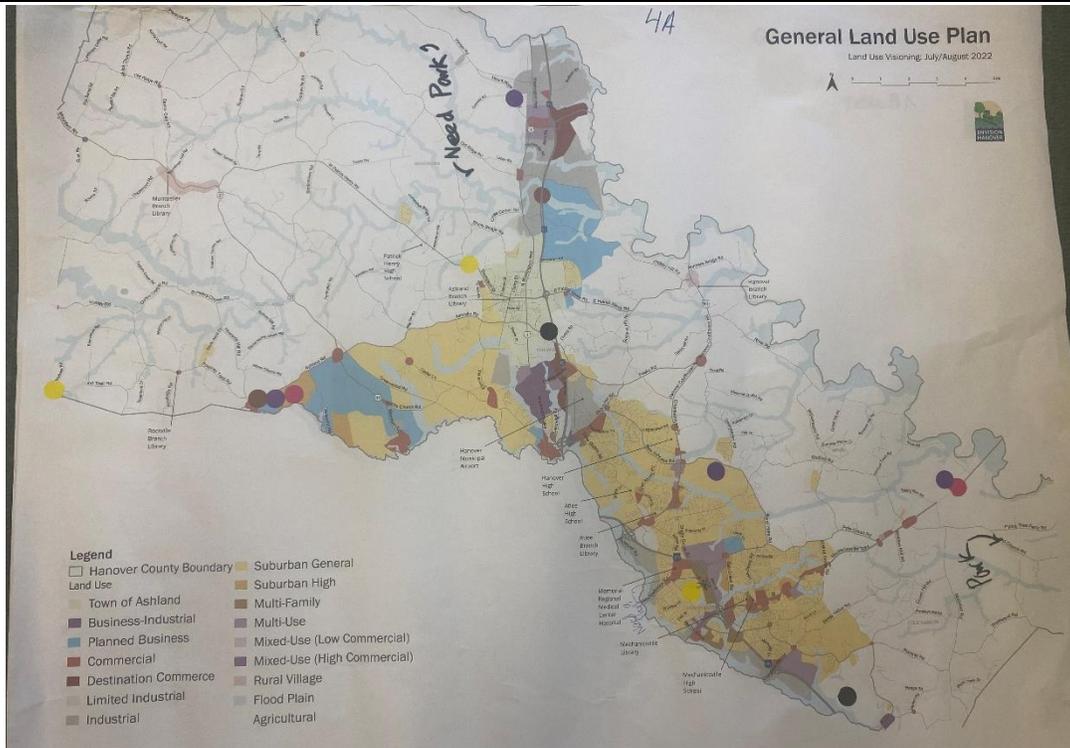


TABLE 3A.

- reduce Sub General land use to limit density to 2.5
Pedestrian & bicycle
- Interconnection so there are fewer cars on the road
- roadway improvements needed across the Co. esp. in the Sub. Service Area
- Public Parks needed that are for everyone, not serving sub. only
- Support concept of the Sub. Service Area; keep rural area
- like industrial north of Ashland but needs some affordable housing

Comments Received: Workshop #2, Table #4



- 44
- * Need to protect Rural Area from Development
 - * If we have enough capacity for 1%, don't expand
 - * Need to plan for schools, parks, etc with growth.
 - * Need Parks where there is Multifamily
 - * Need Safe Pedestrian Access to Shopping.
 - * Streets wide enough for parking, flow, safety
 - * Need Neighb. Commercial on Mechanicsville Tpk.
 - * County shouldn't take private property
 - * Acknowledge historic ownership of land.
 - * Note Disagreement on expanding ~~Rural~~ Growth into Rural Areas
 - * Need growth near Short Pump
 - * Big Question - Does the planned area accommodate a 1% growth rate?

Comments Received: Workshop #2, Table #5

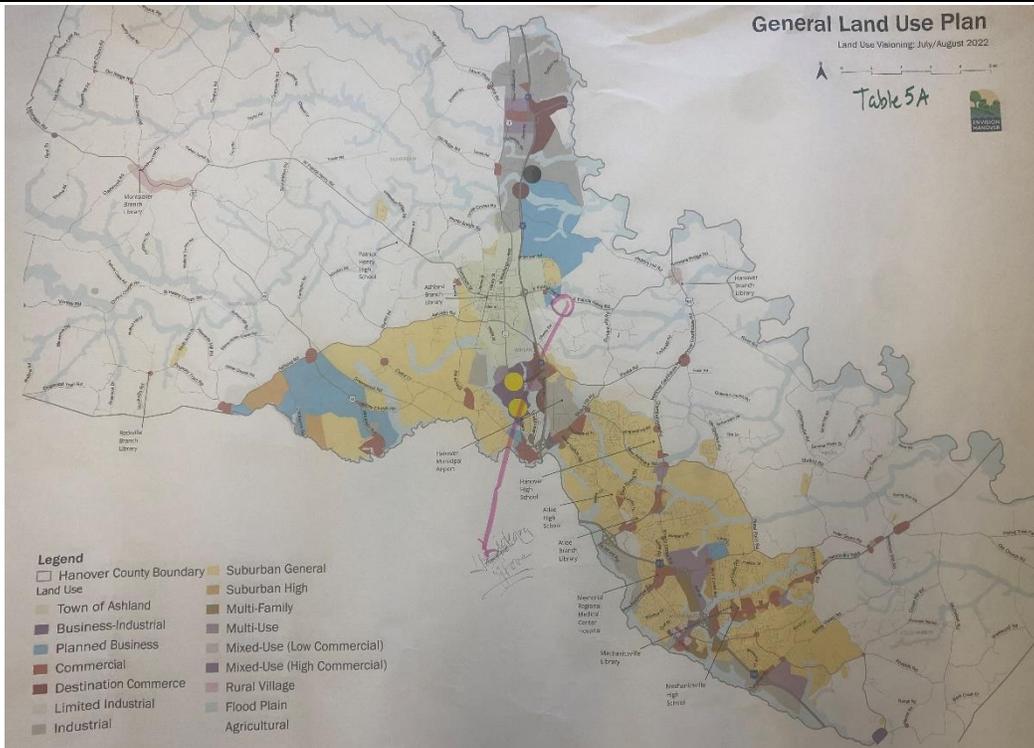


Table 5A

- * Preserve rural areas
 - respecting transition from Industrial → commercial → residential → rural
 - ~~avoid~~ Industrial uses in rural areas
 - address traffic exhaustion on County roads and Route 1
- * Smart Residential Growth
 - identify areas where this is possible/appropriate
 - Planned communities that include a variety of housing styles
- * Age restricted communities, low-maintenance
- * Compact homes, tiny home communities

How can citizens proactively impact the use of land? Before cases are approved in application process?

- * Expand existing commercial nodes

Comments Received: Workshop #2, Table #6

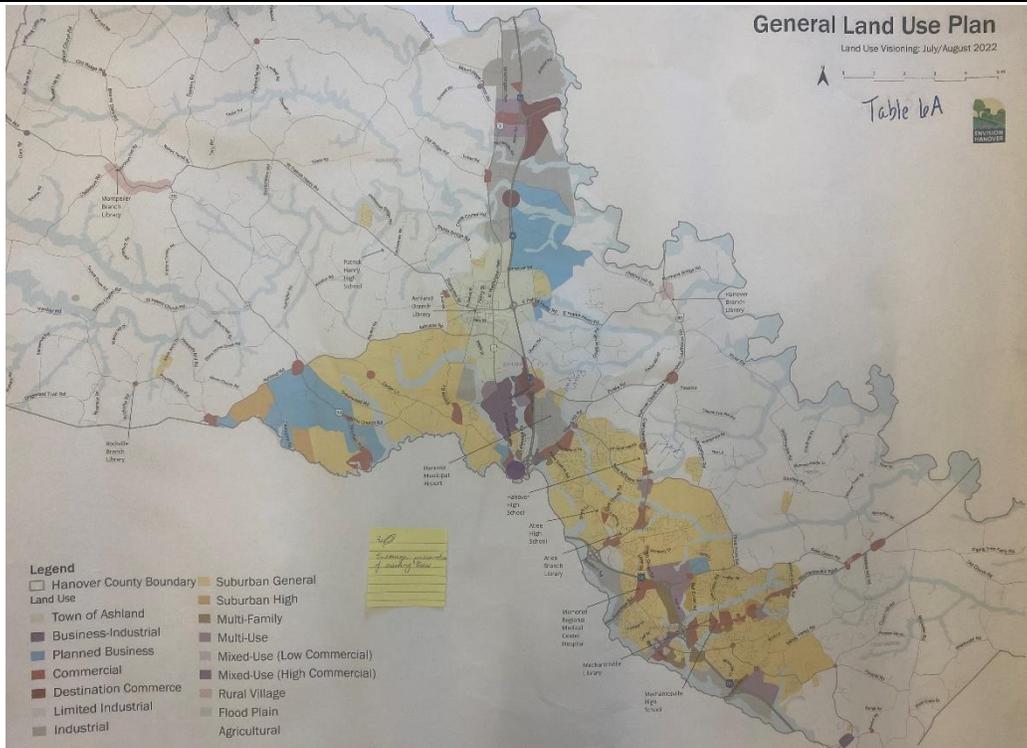


Table 6A

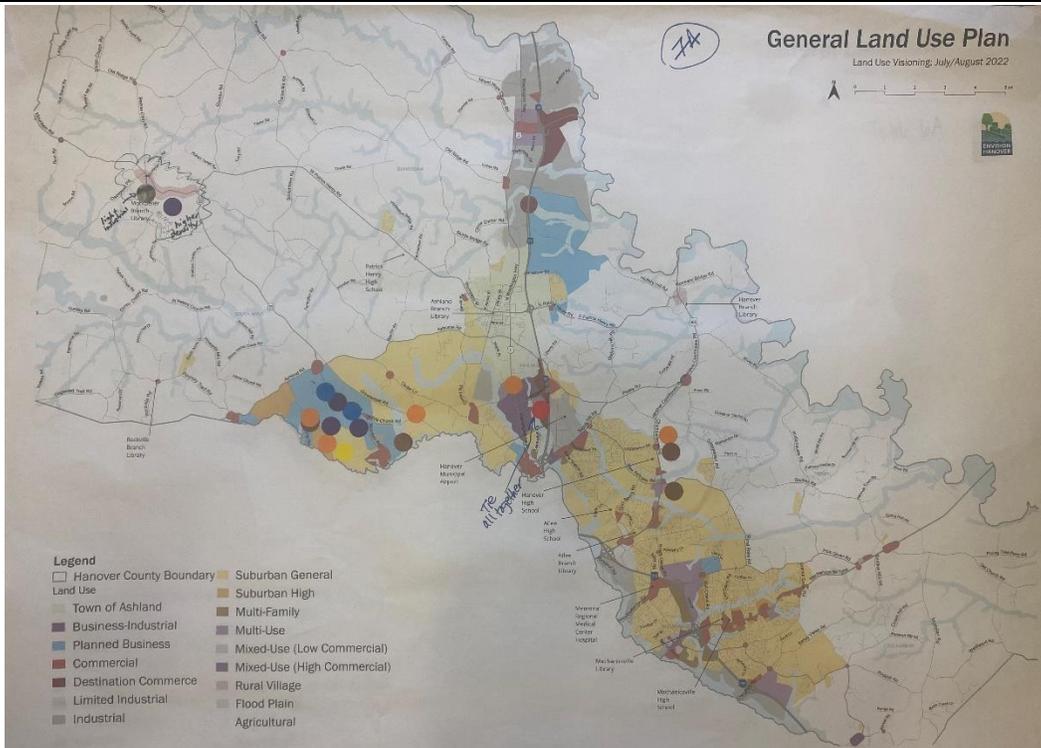
- * Brown Grove Community - ^{should remain rural} - seen impacts of commercial/industrial dev't - ask for specific outreach to community
- * Many people move to Hanover for rural character but are actually moving to suburban area targeted for growth
- * 360 + Route 1 - seems junky/not well-planned
- * need better transitions between rural + suburban/residential + commercial
- * most intense uses should transition to moderate to low intense use
- * schools should be centerpiece of community

- Break up commercial w/ residential
- more opportunities for multi-family and town houses
→ not along edge of SSA
→ should be adjacent to Town or existing commercial
- difference of opinion on expanding SSA along 301 ^{protect historic corridor} & residential
1) rural/less commercial
2) increased development/residential around schools
- improved buffering along roads w/ berms & trees
- mixed use to help revitalize Old Mechanicville
- mixed use opportunities in southern part of the county along Route 1

Additional Comments (Post-Its on Map)

- Encourage preservation of existing trees.

Comments Received: Workshop #2, Table #7



7A

- A LOT HAS CHANGED SINCE 2017 MAP
- SHOW THE RURAL CONSERVATION AREA ON THE MAP
- DOES 10-ACRE PARCELS PRESERVE RURAL CHARACTER
- AFFORDABILITY IS A HUGE ISSUE.
- MORE DENSITY
- INCREASE DENSITY AT VILLAGE AREA
- MORE HOUSING OPTIONS
- ACKNOWLEDGE HISTORY/PRESERVE AS GROW

7A PAGE #2

- MORE DENSITY BUT QUALITY HOUSING/QUALITY + AFFORDABLE OPTIONS

Additional Comments (Notes on Map)

- Labels indicating light industrial, mixed use, and higher density development in Montpelier Village.
- Label stating "tie all together" with arrow pointing to U.S. Route 1/Lakeridge Pkwy.

Comments Received: Workshop #2, Table #8

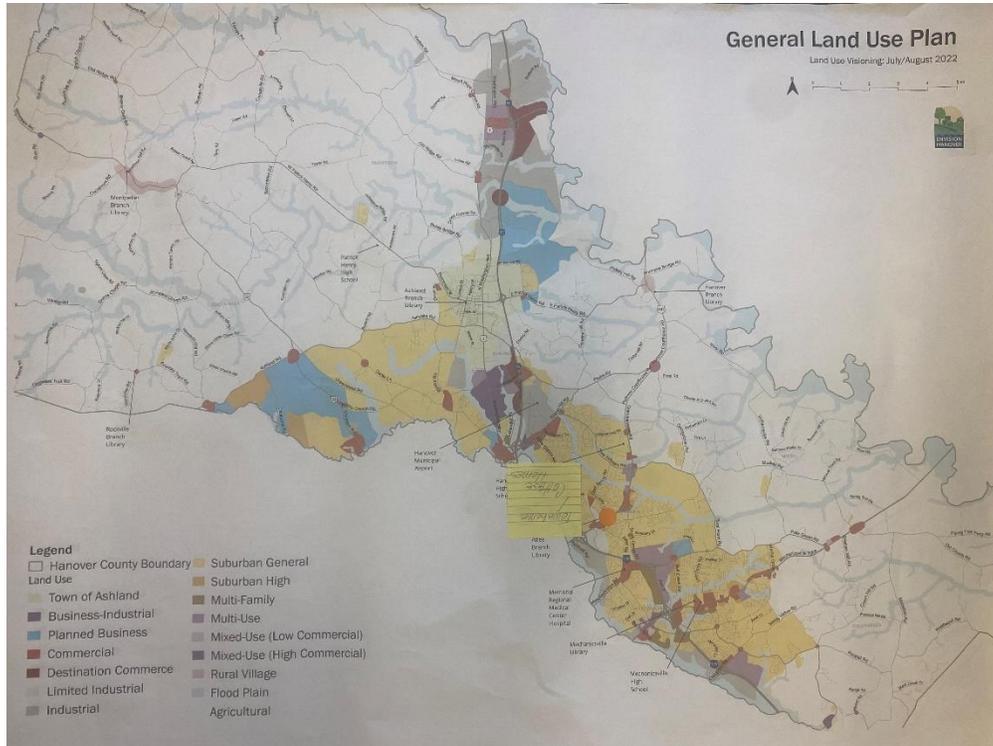


TABLE 8A

- addtl. shared community space
- allow public use of conservation areas
- better infrastructure (roads)
- designated areas shouldn't face as much opposition for approved usage.

Additional Comments (Post-Its on Map)

- Note stating "Townhomes/Cottage Homes" near the Rutland area.



LAND USE: PRIMARY ISSUES TO ADDRESS

Memo: August 23, 2022

Overview

The following issues related to land use and the current General Land Use Plan have been identified by staff (based on the review of previous zoning cases) and/or were mentioned during public engagement efforts:

- **Basic Design Guidance for Each Land Use Designation**
- **Names of Land Use Designations**
- **Commercial Land Use Designation Applied to Multiple Contexts**
- **Clearer Definition of Mixed-Use Development Needed**
- **Basic Guidance Regarding Application of Rural Residential Zoning Districts within Agricultural Land Use Designation**
- **Transitions between Different Uses**
- **Transitions between Suburban Service Area (SSA) and Rural Areas**
- **Accommodating Small-Scale Residential Development within Villages**
- **No Guidance Regarding Siting/Design of Renewable Energy Projects**

On the following pages, each of these issues is described in more detail and possible solutions (related to the Comprehensive Plan Update) are identified. These issues could be addressed as the General Land Use Plan is reviewed, possible implementation strategies are identified, and text is developed.

Requested Action

Does the Community Participation Team (CPT) concur with these general concepts?

If so, the project team will begin developing draft materials that reflect these concepts.

Issue: Basic Design Guidance for Each Land Use Designation

Explanation
Within the 2017 Comprehensive Plan, there is limited guidance regarding the recommended form and design of new development within each land use designation.
Possible Actions
For each land use designation, provide additional guidance/recommendation regarding different design features, such as: <ul style="list-style-type: none">• Street Layout• Open Space Features and Design• Landscaping and Buffers• Community Character (Building Design, Building Orientation, etc.) Results of the Visual Preference Survey could help inform which design elements stakeholders would like to see incorporated into new development.

Issue: Naming of Land Use Designations

Explanation
Within the 2017 Comprehensive Plan, some of the names of the different land use designations are not descriptive or intuitive to members of the public. For example, the General Suburban land use designation refers to single-family attached/detached development (1.5 – 3 dwelling units per acre), but its name does not indicate the types of uses recommended within the designation.
Possible Actions
Review the names of each land use designations and develop recommendations on how they could be renamed.

Issue: Commercial Land Use Designation Applied to Multiple Contexts

Explanation
The Commercial land use designation is applied in a variety of different settings, each of which has a different character. For example, the commercial designation is applied along high-traffic major thoroughfares (including U.S. Route 1, 301, and 360) within the Suburban Service Area (SSA), at key intersections along collector roads within the SSA, and at historic crossroads within the rural areas. The design and scale of commercial development along a high-traffic major arterial is different than what may be appropriate at a rural crossroads.
Possible Actions
Create multiple new designations to replace the existing Commercial designation, based on the location and desired intensity, building scale, etc. For example, participants at the Land Use Visioning Workshops indicated a desire to have small-scale services at rural crossroads, so a <i>Rural Crossroads</i> designation could be developed.

Issue: Mixed-Use Land Use Designation

Explanation
The current Comprehensive Plan does not have a clear definition of what a mixed-use development is and how it should be designed. Design guidance should be developed regarding the scale, layout, and appropriate scale of uses.
Possible Actions
Provide greater guidance (text, photos, etc.) regarding the desired form and character of mixed-use development envisioned within Hanover County, along with the preferred mix of uses.

Issue: Basic Guidance Regarding Application of Rural Residential Zoning Districts within Agricultural Land Use Designation

Explanation
Within the description of the Agricultural land use designation, there is no guidance as to when it is appropriate to rezone from A-1 to AR-6 or RC. When rezoning is appropriate, there is no recommendation as to which zoning district should be applied.
Possible Actions
Provide more detail regarding in what instances 1 unit per 6.25 acres (versus 1 unit per 10 acres) is appropriate within the Agricultural zoning district and when the applicable zoning districts are appropriate. Guidance could be based upon the presence of certain historic and environmental features, the location of prime agricultural soils, viewsheds from nearby roads, and/or proximity to major thoroughfares. This guidance would be used to evaluate rezoning requests.

Issue: Transitions between Different Uses

Explanation
In some instances, there has been limited transition between recent industrial development and adjacent residential development. During recent zoning cases and Envision Hanover public engagement, stakeholders suggested that transitions between commercial/industrial and residential/agricultural uses be improved to limit potential impacts businesses may have on nearby residences and other lower-intensity uses.
Possible Actions
<ul style="list-style-type: none">• Review the General Land Use Plan to see if there are appropriate changes that could be made to provide more gradual transitions from higher-intensity to lower-intensity uses.• Provide more detailed guidance regarding site design techniques (building location and orientation, open space, landscaping and buffering, etc.) that could be used to help reduce negative impacts that commercial/industrial development may have on nearby residences and other lower-intensity uses. This guidance would be used to evaluate rezoning requests. It could also be used for possible ordinance amendments in the future related to design/development standards.

Issue: Transitions between Suburban Service Area (SSA) and Rural Areas

Explanation
The Suburban Service Area (SSA) accommodates higher-intensity uses than what is recommended within adjacent rural areas. During recent zoning cases and Envision Hanover public engagement, stakeholders suggested that there be more of a transition between the SSA and adjacent rural edges (as opposed to a clearer/sharper edge between the two areas as recommended in Albemarle County's Comprehensive Plan).
Possible Actions
<ul style="list-style-type: none">• Review the General Land Use Plan to see if there are appropriate changes that could be made to provide more gradual transitions from higher-intensity uses within the SSA to lower-intensity uses within adjacent rural areas.• Provide more detailed guidance regarding site design techniques (building size, building location and orientation, open space, landscaping and buffering, etc.) that could be used to help transition from higher-intensity development within the SSA to adjacent rural areas. This guidance would be used to evaluate rezoning requests.

Issue: Accommodating Small-Scale Residential Development within Villages

Explanation
Within the 2017 Comprehensive Plan, At the Land Use Visioning Workshops, several groups mentioned a desire to accommodate small-scale, context-sensitive residential development within rural villages (such as Montpelier and Beaverdam), providing residents in rural parts of the County with different housing options. In the 2017 Comprehensive Plan, there is little guidance regarding residential development within the rural villages (there is also no zoning district currently that would support compact, small-scale development within rural villages).
Possible Actions
Review the <i>Rural Village</i> land use designation and provide guidance regarding appropriate small-scale residential development in these areas.

Issue: No Guidance Regarding Siting/Design of Renewable Energy Projects

Explanation
There is no guidance in the current comprehensive plan regarding the siting and design of solar energy facilities.
Possible Actions
Provide guidance regarding where renewable energy projects should be located and what design techniques (setbacks, buffering, fence design, site groundcovers, etc.) should be incorporated into these projects. This guidance would be used to evaluate rezoning requests and could be used for possible ordinance amendments in the future (such as specific use standards).
Additional collaboration regarding this issue will occur later in the planning process, when community resiliency is discussed.

Proposed Land Use Designations

Some of the existing land use designations would be renamed, and others would be divided to better reflect different contexts.

Existing Designation/Name	Proposed Designation/Name
Agricultural	Rural
Rural Village	Rural Village
Suburban General	Neighborhood Residential
Suburban High	General Residential
Multi-Family	Multi-Family Residential
Multi-Use	Mixed Use
Commercial	Highway Commercial
	Neighborhood Commercial
	Rural Crossroads
Business-Industrial	Business-Industrial
Planned Business	Planned Commerce
Destination Commerce	Destination Commerce
Limited Industrial	Limited Industrial
Industrial	Industrial
Mechanicsville Small Area Plan	Mechanicsville Small Area Plan
Flood Plain	Natural Conservation

A preliminary template to be used for the description of each land use designation is attached. The template includes the following:

- Overview of Land Use Designation
- List of Appropriate Uses
- List of Appropriate Zoning Districts
- Recommendations for Project Size, Open Space Features and Design, Landscaping and Buffers, Parking, Community Character, and Public Infrastructure

1/

OVERVIEW: DESTINATION COMMERCE

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

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

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

These projects should connect to public water and sewer.

2/

APPROPRIATE USES

Destination Retail

Destination Indoor and
Outdoor Recreation Facilities

Conference Centers

Hotels and Lodging

Restaurants

Gas Stations

Convenience Stores

3/

APPROPRIATE ZONING DISTRICTS

B-1 (Neighborhood Business)

B-2 (Community Business)

B-3 (General Business)

M-1 (Limited Industrial)

M-2 (Light Industrial)

4/ DEVELOPMENT DESIGN

PROJECT SIZE (MINIMUM) 50 acres
(Smaller projects may be appropriate if part of infill development or on redevelopment sites.)

RESIDENTIAL DENSITIES Not Applicable
(Residential Uses Not Appropriate)

MIX OF USES Commercial Uses: 100% of Project Area
Uses should support and complement the primary destination within the area.

RECOMMENDED OPEN SPACE $\geq 10\%$ of Project Area

OPEN SPACE FEATURES Open space, such as plazas, greens, and small parks, should be dispersed throughout the project. These public spaces should be usable areas that include landscaping, water features, seating areas, and/or outdoor activities.

Natural water features (including streams and wetlands), floodplains, riparian buffers, and steep slopes (15% or greater slopes) should be preserved as open space.

Historic sites should be preserved within open space areas.

LANDSCAPING & BUFFERS

Thoroughfare Buffers: Landscaped buffers should be provided adjacent to major thoroughfares and where the project abuts residential uses. Existing mature, healthy vegetation should be preserved where possible. Buffers should utilize native trees and shrubs that are planted in a naturalistic, informal pattern.

Buffers along Scenic Roads: Enhanced landscaped buffers that exceed minimum ordinance requirements should be provided where projects abut Scenic Roads designated on the comprehensive plan, providing additional screening.

Transitional Buffers: Heavily-landscaped buffers should be provided along the perimeter of the project adjacent to residential and institutional uses.

PARKING & LOADING AREAS

Parking Location: Parking areas should generally be located to the side or rear of the building, as viewed from major thoroughfares. When located in front of the building, a landscaped buffer should be provided between parking areas and adjacent public streets.

Loading Areas: Loading areas should be located to the side or rear of buildings and screened from the view of public streets and adjacent residential uses.

Landscaping within Parking Lots: Planting islands should be distributed throughout parking areas.

**COMMUNITY
CHARACTER**

Coordinated Architecture and Site Design: Projects should have a coordinated architectural form, which should relate to surrounding developments. There should be cohesive signage, lighting, and landscaping. Projects are encouraged to utilize deed restrictions to ensure the long-term quality of the development.

Signage: There should be cohesive signage throughout a project. Monument signs are preferred.

High-Quality Materials: High-quality materials, such as brick, stone, stucco, fiber-cement siding, and architectural block, should be used on all street-facing facades and facades visible from adjacent residential uses. Brick, stone, and siding are preferred materials, since they are historically used in the County.

Façade Articulation: Street-facing facades and facades visible from adjacent residential uses should include articulation to add visual interest, such a change in wall plane (offset/projection), change in façade texture/color, variation in roof form, vertical accents/focal points, awnings, and/or prominent entry areas. Long, monotonous facades should be avoided.

Roof Design: Pitched roofs are encouraged on all or part of the building.

Screening Equipment/Dumpsters: Mechanical equipment should be screened from public view. Dumpsters should be fully enclosed by a wall or opaque fencing and located to minimize impacts on traffic circulation and adjacent residential properties.

TRANSPORTATION

Minimize Access Points: Direct access to adjacent major thoroughfares should be minimized. Projects should provide a network of internal streets and/or shared entrances to accommodate internal circulation and limit impacts on adjacent major thoroughfares. Vehicular and pedestrian connections should be provided between adjacent uses and with existing and planned development on adjoining parcels.

Consistent Street Pattern: The street pattern should be consistent and coordinated between phase of development.

Evaluate Traffic Impacts: Rezoning requests should include a traffic impact analysis to identify impacts to the local transportation network.

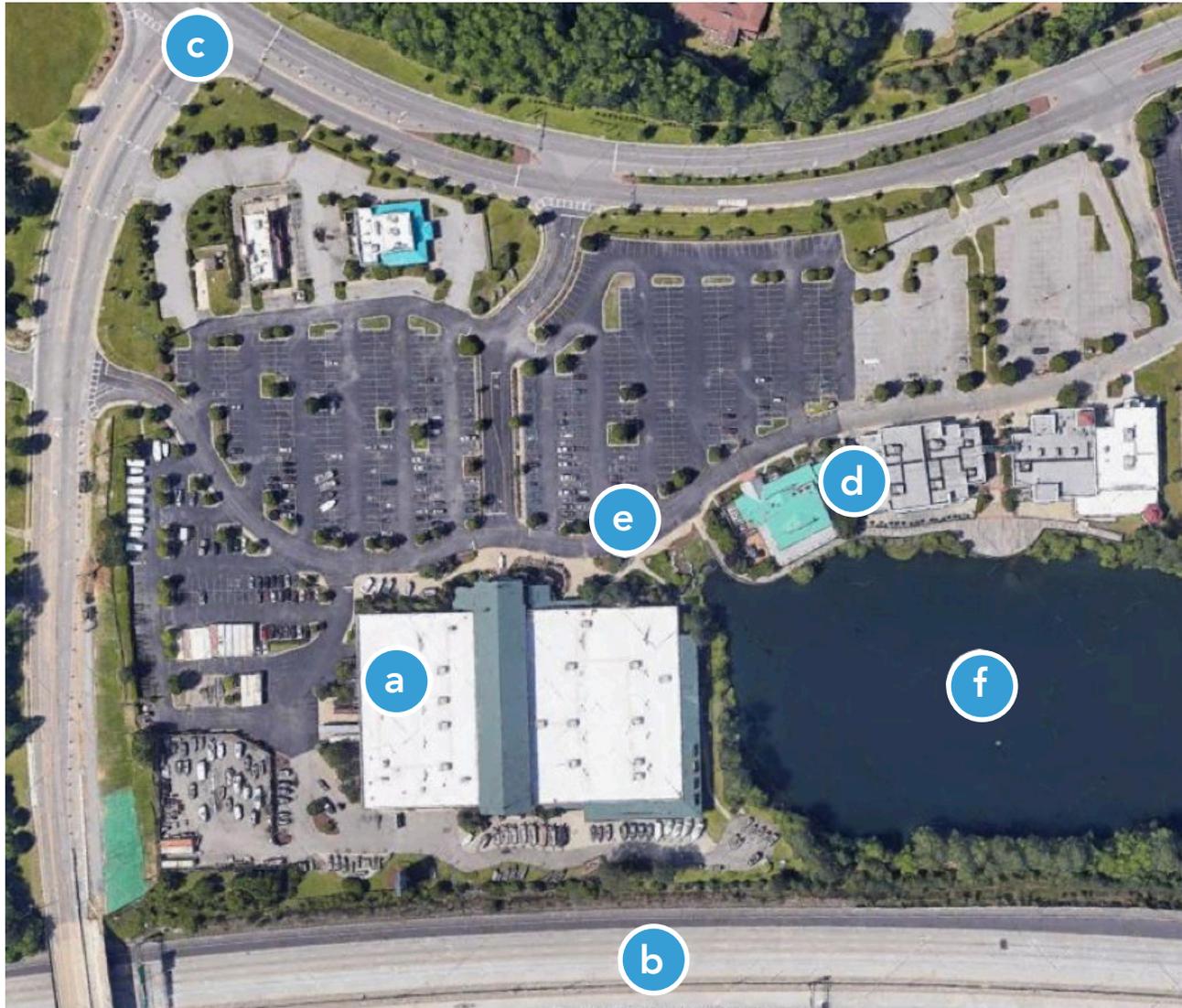
Pedestrian/Bicycle Infrastructure: Pedestrian and bicycle infrastructure should be provided safe and convenient connections within the development and to adjacent development and public facilities. Pedestrian and bicycle infrastructure should provide direct connections to regional trail networks (if nearby).

**UTILITIES &
INFRASTRUCTURE**

Public water and sewer should be provided within new development to support the increased intensity in development.

5/ EXAMPLE LAYOUT

Below is an aerial photo of an existing development that demonstrates design features encouraged within *Destination Commerce* areas.



LEGEND

- /a Project anchored by regional retail destination.
- /b Project adjacent to/in close proximity to an interstate.
- /c Project is accessible by major thoroughfares.
- /d Retail shops, restaurants, and other commercial uses that complement the anchor are within walking distance.
- /e Sidewalks connect different uses.
- /f Stormwater management facilities are designed as an amenity.