

Comprehensive Plan Map Definitions

Large-Lot Residential

This residential category identifies areas where a few existing large-lot residential parcels exist or are forecast to develop. This category recognizes large-lot residential development is appropriate in a few areas and designates some potential 10-acre lots adjacent to existing areas of agricultural production. Home occupations by conditional use permit will be considered on a case-by-case basis.

Subdivisions, if developed in this district, should practice conservation design that allows single-family residential development near or around open spaces. Specifically, these open spaces will provide for the continuation of existing or expanded agricultural operations, natural resource preservation, or recreation. Densities should be a minimum of 1 unit per 10-acres.

Mid-Lot Residential

The "Mid-lot Residential" land use category identifies areas for rural lots of over 1 acre but less than 10 acres in size. This district has been developed based on the Town recognizing the need for a residential land use district with the flexibility to permit development between the existing Small-Lot Residential and Large-Lot Residential Districts.

Small-Lot Residential

This residential category identifies areas in which existing and new neighborhoods should be located. This category recognizes newer residential development within the Town and designates some potential 1-acre (or smaller) lots adjacent to existing areas of residential concentration. Home occupations by conditional use permit will be considered on a case-by-case basis.

Subdivisions, if developed in this district, should observe appropriate design characteristics to create neighborhood identity. Such characteristics include consistent building materials and massing, setbacks, and access attributes. Signage that identifies new subdivisions should be placed on a permanent foundation and maintained by a homeowners association. The potential for conservation/cluster subdivision design within this district is dependent upon the geographic features of the site, but should be encouraged. Likewise, the development of Neighborhood Plans is especially encouraged along the USH 53 corridor, or where a mixing of appropriate uses is proposed.

Commercial

Commercial land uses include existing uses and planned areas immediately adjacent to the USH 53 corridor. Commercial areas may include the purchase, sale or transaction of goods or services and, in addition, may include offices and professional buildings as determined by local residents and officials. It is not the intent of this area to be used for industrial use, but may include such uses as warehouses, truck terminals, repair garages, or other intensive commercial use as deemed appropriate by local officials. The use of Neighborhood Plans or Planned Unit Development districts is encouraged throughout this area to provide a range of compatible uses. These areas may also include the provision of a municipal water district to spur economic development and increase the development potential of desirable sites.

Conditional Commercial Corridor

This corridor delineation was developed to provide for a compatible mix of uses that preserve and enhance the Town's rural character and resources while also providing places to live, work,

and recreate. Development within this area should maximize the locational attribute of the site while respecting existing land uses through appropriate design, access, and construction.

While the underlying future land use is the preferred land use for the district, this "corridor" overlay designation was added to allow for flexibility during the review process to provide for optimization of development along the primary transportation route within the town. Plan commissioners may choose to grant "special exception" status to approved developments within this district based on compatibility of proposed uses, resident sentiment, and construction design.

Conservancy (Environmental)

This category is established to preserve environmentally sensitive and archeological areas, including but not limited to wetlands, 100-year floodplain, wet soils, steep slopes, wildlife corridors, and archeological sites. This category does not prevent existing uses, such as agriculture, from being continued. This district would likely utilize a purchase of development rights (PDR), transfer of development rights (TDR), or other such program to provide incentive for long-term preservation.

Active Agriculture

"Active Agriculture" areas are so identified because they provide long-term agricultural production value. The land use intent in these areas is to continue active agriculture through "Exclusive Agricultural" zoning designation, to employ a purchase of development rights (PDR) program or related preservation tool to ensure agricultural capability into the future.

If rezones are to occur, they should be limited by soil type, such that the poorest agricultural soils (Classes IV, V, VI, VII, VIII) would be rezoned before "prime" farm soils (Classes I, II, III). An additional condition for development in this district is the provision of a drainage plan that retains stormwater onsite.

Quarry

This industrial classification was included to account for existing quarry operations within the Town. It is likely that the life of the quarry will exceed the planning horizon of this document, approximately 20 years. This area is currently buffered by woodlands and agricultural uses to minimize conflicts with more urbanized uses. Long-term reclamation plans for the site should consider development of adjacent areas that will occur over the next 20-year planning period. Future uses may include recreational use, residential conversion, or other urbanized reuse as deemed appropriate by Town residents and officials.

Environmental Access Easement

Although not identified as a district on the Future Land Use map, there is interest in providing an access connection between the east and west sides of the USH 53 corridor. Likely locations include low-lying areas within the overlay district identified as the "Conditional Commercial Corridor". The intent of this area is to provide locations for long-term public improvements connections across the highway that may also provide refuge for wildlife.