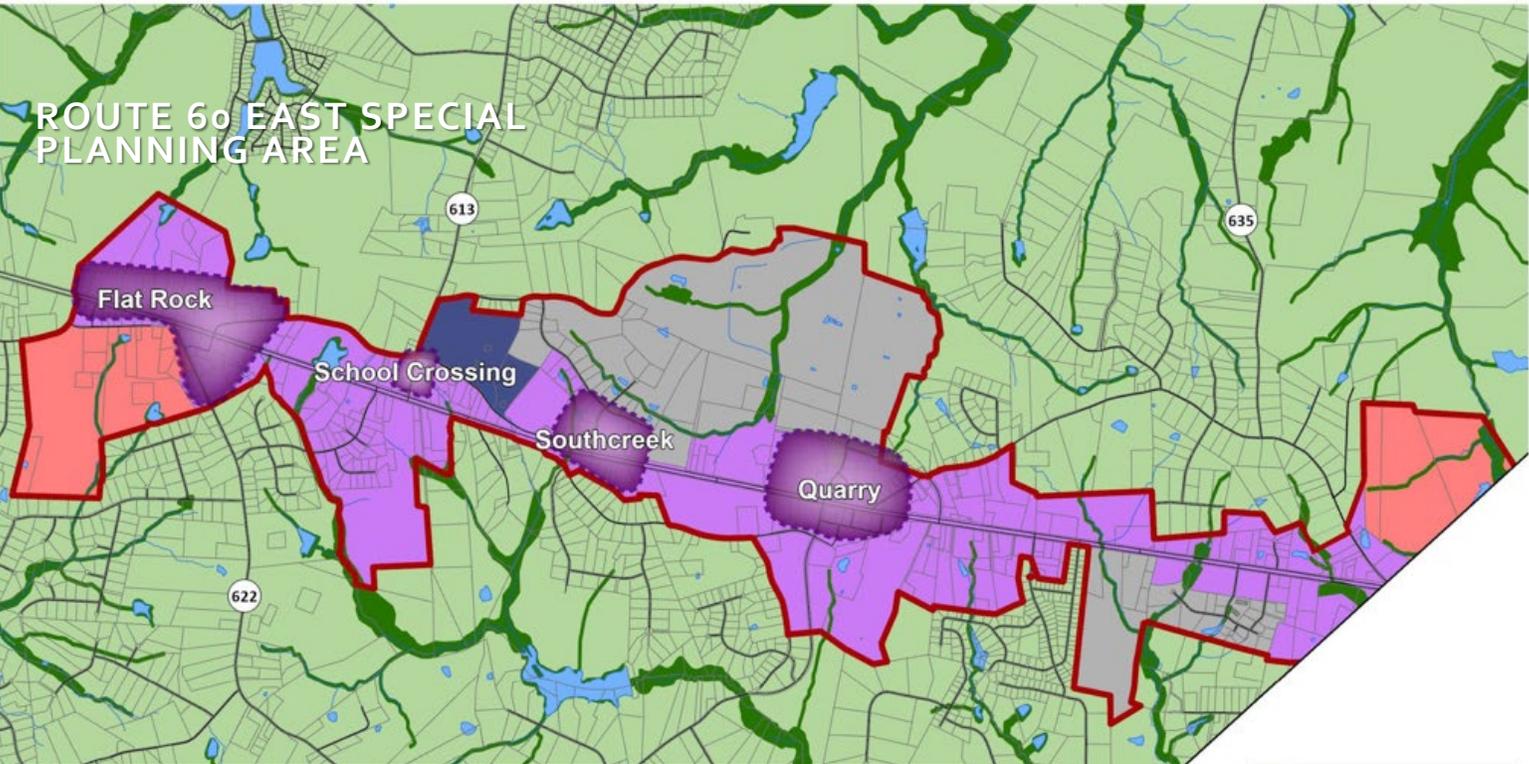




INDUSTRIAL USES IN COMMERCE CENTER

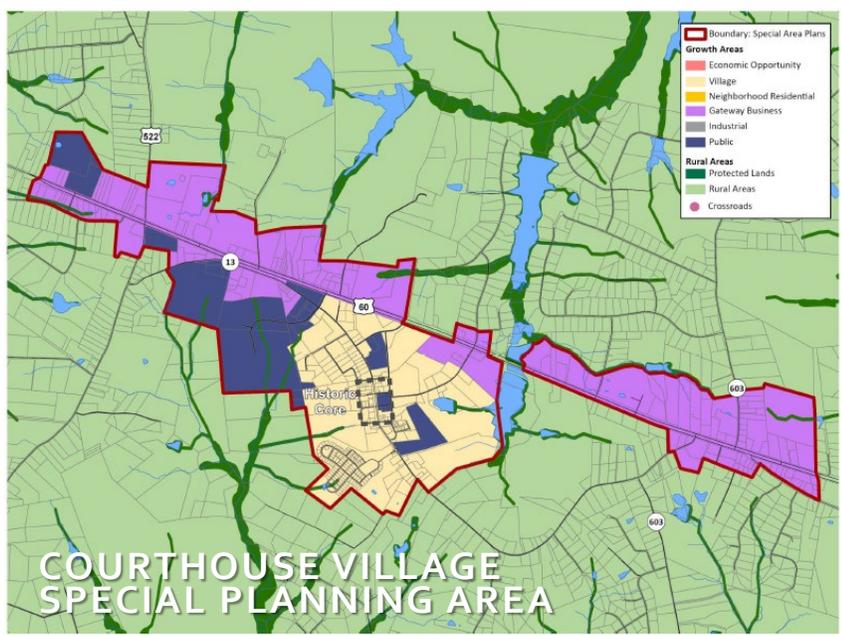
COMMERCE CENTER IS UNIQUE



- Boundary: Special Area Plans
- Commercial Node
- Growth Areas**
 - Economic Opportunity
 - Village
 - Neighborhood Residential
 - Gateway Business
 - Industrial
 - Public
- Rural Areas**
 - Natural Conservation
 - Rural Areas
 - Crossroads

All Parcels Zoned Commerce Center are currently in a Special Planning Area: Route 60 East, or Courthouse Village.

Special Planning Areas have higher design standards and more specific goals related to economic development, appearance and function.





ARE "INDUSTRIAL" USES INCONSISTENT WITH THE GOALS AND OBJECTIVES OF THE SPECIAL AREA PLANS OR, WITH THE INTENT OF COMMERCE CENTER ZONES

The purpose of the **Commerce Center (CC) District** is to accommodate a wide range of retail, service, office, and institutional uses that provide goods and services serving the residents and businesses in the community at large (e.g., most retail sales and services uses, small- to medium-sized shopping centers, restaurants, office buildings, recreational and entertainment uses, hotels, places of worship, medical clinics). The district is also intended to accommodate low-impact light industrial uses. ***Design standards are intended to ensure uses and development are pedestrian-friendly and relate to the street and are compatible with surrounding development.***

The purpose of the **Commerce Center Planned Development (CC-PD) District** is to provide the planning and design flexibility needed ***to accommodate and encourage the unified development of large-scale commercial and light industrial uses within those parts of village growth areas that are classified commerce center by the comprehensive plan.*** Specifically, the district is intended to encourage the use of innovative and creative design that will achieve the "campus-like" development of a wide range of office, business, warehousing, light manufacturing, and research and development uses, as well as ancillary uses that serve center businesses (e.g., communication technology services) and employees (e.g., restaurants). District development should include vehicular access designed to maximize efficiency, minimize negative impacts on the levels of service of adjacent roads, handle heavy truck traffic, and separate customer traffic from delivery and distribution truck traffic. It should also be designed to mitigate adverse impacts on adjacent areas and to include open space to protect natural features and/or provide plazas, squares, or greens. District development should also be coordinated and timed to ensure the concurrent availability of public infrastructure.



ADDING USES TO CC / CC-PD

Zoning		Acreage	Square Miles
A-10	Agricultural-10	136765.6	213.7
A-C	Agricultural/Animal Confinement	512.4	0.8
C	General Commercial	331.7	0.5
CC	Commerce Center	704.1	1.1
CC-PD	Commerce Center Planned Development	14.3	0.0
CHSC	Courthouse Square Center	17.9	0.0
CR	Crossroads	4.1	0.0
I-1	Light Industrial	291.5	0.5
I-2	Heavy Industrial	175.9	0.3
M	Mining and Mineral Extraction	476.1	0.7
O	Office	6.9	0.0
R-2	Single-Family Residential	9169.3	14.3
R-R	Rural Residential	6230.5	9.7
R-U	Residential Utility	4219.2	6.6
RR-5	Rural Residential -5	6725.5	10.5
VC	Village Center	28.2	0.0
VC-PD	Village Center Planned Development	61.8	0.1
	Village Residential Planned Development	0.2	0.0
Totals	Land	165735.2	259.0
	Water	1920.0	3.0
	Total	167655.2	262.0

Zoning by Area

- Education, Scientific, or Industrial Research and Development
 - Brewery/Distillery
 - Helicopter Landing
 - Micro-Brewery
- Newspaper or Magazine Publishing
- Printing and Reproduction Facility
 - Radio or TV Broadcast Studio
- Commercial Outdoor Recreation
 - Self-Service Storage Facility
- Wholesale Trade Establishment
 - Woodworking



Uses to Add to I-1?

Longer-Term: Trends in Industrial Land Use Design and Development

The purpose of the **Light Industrial (I-1) District** is to **accommodate light industrial uses that are small-scale** or generally can be operated with minimal adverse impacts on the environment and surrounding uses (e.g., from dust, fumes, smoke, odors, noise, or vibration, or due to exterior movement of vehicle, materials, and goods). Such light industrial uses include limited manufacturing, assembly, fabrication, processing, and research and development uses, as well as functionally related distribution, warehousing, and industrial service uses. **The district also accommodates limited small-scale commercial uses** (e.g., flex buildings and ancillary commercial uses serving district businesses and their employees), as well as vehicle service uses and other commercial uses that may be incompatible in other districts (e.g., commercial kennels). District development is intended to include roadways designed to accommodate delivery and distribution truck traffic generated by industrial and commercial uses, and to provide buffers from surrounding neighborhoods to the extent needed to mitigate potential impacts.

- Arena, Amphitheater, or Stadium
- *Arts or Athletic Training or School*
- *Residential*
- *Hotel*
- *Private or Public School*

THANK YOU

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