

Future Land Use

The Comprehensive Plan is a result of a thorough review and analysis of existing conditions and issues, input from citizens of the County, and extensive work performed by the Franklin County Planning Commission about the future of Franklin County. This section of the Plan, "Future Land Use", acknowledges the limits of the County as an entity to control the location of new growth. It also recognizes the limits of land and infrastructure in the County to support new development, and the needs of the people who live here in the County now, and will live here in the future. The target date for the fulfillment of the Land Use Vision set forth herein is 2025.

The Plan presented herein identifies expected future growth, and the land uses associated with this growth. The Plan also identifies areas and resources that must be protected as such growth occurs, including steep slopes, floodplains, drainage ways, water supply sources, historical areas, and the visual character of the County. A companion map to the Future Land Use Map, the Future Roadway Map, details conceptual highway improvements projects. Along with the Goals, Objectives, and Strategies for the County, these elements collectively represent the Comprehensive Plan and the context and interpretation for its use as a reference to guide future land use decisions.

The identification of required new facilities and potential growth area is not an absolute assurance of community acceptance or a commitment of the County. Many other factors affect the need of appropriateness of any particular proposed development, and must be taken into account along with the guidance provided by this Land Use Plan. Such factors include the current character of the surrounding area and the compatibility of the proposed use; the scale of the proposed use in relation to the area where it is proposed; the timing of the use and its relationship to both infrastructure development and the orderly succession of land uses in the area and the restrictions imposed by environmental, public safety, traffic, and community facilities.

While the plan applies to all areas of the County, both zoned and non-zoned optimal implementation will be achieved when the entire County is unified by a countywide zoning ordinance. The land use framework set forth below builds upon a base of historical community, social and economic settlement patterns in the County. Where possible, it attempts to strengthen the identity of those historic patterns of settlement and investment. The Plan also recognizes the reality of market forces that are creating new corridors of commerce along existing transportation routes, and develops a strategy to guide and complement those market forces to preserve the quality, safety, and convenience of travel along those routes. The Plan attempts to identify a road network that anticipates and responds to traffic issues before areas become so developed that opportunities to build supporting road facilities to take the pressure of key points of congestion and unsafe conditions are lost.

The land use framework also identifies a hierarchy of settlement patterns. These settlement patterns, and the routes of travel between them, have occurred for good reason over time. They represent the best use of land with existing technologies. In the future, these settlement patterns will continue to provide the building blocks future development as time, new technologies, and new residents add to the existing built environment.

Categories of Developed Areas

Town

Incorporated or unincorporated Towns are intended to be the primary focus for commercial services and social activity. Business services include retail shopping opportunities, general business, industry, offices, and government services. These Towns serve the daily needs of the population living within a 5-10 mile radius. Rural, low, and medium density residential land uses are located in and around Towns.

Towns: The Towns designated in the Franklin County Comprehensive Plan are:

- Rocky Mount
- Boones Mill
- Ferrum
- Westlake

Rocky Mount

Rocky Mount, the County Seat, is located in the geographic center of the County at the crossroads of Route 220 and Route 40, the major north-south/east-west road corridors in the County. Historically, Rocky Mount has been the site of significant employment, shopping, and business opportunity. Because of this development and because of the availability of numerous community facilities, public utilities, and amenities, Rocky Mount will continue to be the center for much of the County's growth in the future.

At present, Rocky Mount is confronted with a number of growth issues. However, the Town has its own Comprehensive Plan, Zoning and Subdivision Ordinances, and planning process in place to address internal issues. The Town and the County do share a common interest in new development that occurs in the County near the Town limits. Growth in these areas must be coordinated for the Town to thrive as a modern, efficient, and convenient center for County residents.

Areas of common interest include the road network for County travel from points east and west through the Town to Roanoke or Martinsville. Travel on these routes is falling behind modern standards for a convenient, safe, and quality travel experience. Strip commercial development along major corridors into Town threatens to further erode the quality of the road network. The interchanges of Route 220 business with the Route 220 bypass north and south of Town and the approach to Town on Route 40 both east and west of Town are below modern design standards.

A second area of common interest of development of a reliable long term water source to supplement the existing water supply sources available to the Town, and the potential for providing County extensions of water and sewer services to areas in the County adjacent to the Town. Joint efforts in utility development occur through interjurisdictional agreements, such as the joint development of facilities, and the purchase of bulk water or sewage treatment from the Town by the County to provide for its citizens.

The Town has existing municipal water and sewer utility capacity, and the County's Public Works Department, is proceeding with service delivery, and has secured access to the Smith Mountain Lake water source by agreement with the Bedford County Public Service Authority. In addition, the County is working toward permitting a withdrawal location and water plant on the Franklin County side of Smith Mountain Lake

for future countywide needs. The County looks forward to future interjurisdictional agreements with the Town of Rocky Mount and to providing bulk water to the Town and other regional partners, if needed, from Smith Mountain Lake.

A coordinated effort by the Town and County will be needed to resolve common issues, and to develop high quality services and facilities that serve the needs of the Town, and of County residents.

Policies for Rocky Mount

1. **Growth Areas:** The County will define future growth areas under County jurisdiction, but proximate to the Town, and will coordinate with the Town on rezonings, subdivisions, and site plan reviews for new development within these growth areas to ensure compatibility with Town development plans, comprehensive plan, and the efficient provision of public services and utilities by the County either by means of purchasing and disturbing existing Town utility services through interjurisdictional agreements, or through independent utility development by the County.
2. **Transportation Planning:** The County will coordinate with the Town on transportation planning issues that affect Town and County residents, including the upgrading of the three Route 220 bypass interchanges and the feasibility of a 40 bypass west of Rocky Mount.
3. **Public Utilities:** The County will seek to develop a partnership by means of interjurisdictional agreements with the Town to purchase bulk water and sewage treatment. The County is a public utility provider and shall construct the public utility infrastructure which is required.
4. **Housing:** The County will encourage higher density residential developments and housing projects for populations with special needs close to supporting services and facilities.

Boones Mill

The Town of Boones Mill, located on Route 220 equidistant from Roanoke and Rocky Mount, will be the focal point for shopping and community life for an increasing number of new residents moving from outside the County in the years to come. Boones Mill is adapting to changes brought about by growth that has occurred in recent years.

The Town of Boones Mills provides water and sewer for its citizens by operating and maintaining two (2) wells and a sewer treatment plant.

The Town itself is bisected by Route 220 and access to and from the central portion of the Town occurs over narrow streets against a background of high speed through traffic. The Town and the County share a common concern regarding Route 220 North, and its ability to carry traffic safely and conveniently.

Policies for Boones Mill

1. **Transportation Planning:** The County will seek to improve operations and safety on Route 220 North in the Boones Mill area, particularly on the approaches to Boones Mill and at the entrance to the elementary school. To that end, the

- County will monitor and evaluate new development proposals on the corridor for their impact on safe travel on the corridor.
2. Growth Areas: The County will coordinate with the Town of Boones Mill in regard to future development proposals in the vicinity of the Town.

Ferrum

The community of Ferrum includes one of the County's important cultural and educational centers, Ferrum College. The college has, and will continue to grow and will play an indispensable role in the overall business and community life of the County. Ferrum College Board of Trustees approved a development called "Blue Ridge Village" that will be constructed on college owned land. Current plans for this development call for health services, a grocery store, restaurants, shops, bank, and residential.

In addition to the college, the community of Ferrum includes convenience shopping, a post office, elementary school, and a fire and rescue station. The community is served by public water and sewer. At present, approximately 560 households, excluding the College, comprise the Ferrum Community.

Due to the presence of Ferrum College and also to the local Public Service Authority that provides public water and sewer services to the Community, Ferrum is also the site of an industrial park developed by the County. The County supports the development of a Route 40 bypass around Rocky Mount to Route 220.

The advent of a fiber optic trunk line that will provide service to the Ferrum area will create new opportunities for future development.

Policies for Ferrum

1. Transportation Planning: Establish a high speed, direct road link between Ferrum and Route 220 that is capable of carrying both truck traffic and commuter traffic to other destinations. The road should bypass Rocky Mount.
2. Community Design: Development in Towns should be based on adopted community plans that include architectural and site development guidelines.
3. Industrial Development: The County will identify, develop, and market industrial sites in the Ferrum area that are compatible with the community's long term growth and quality of life.
4. Encourage the development of businesses and services that complement the Ferrum College community.
5. Support Ferrum College's efforts to upgrade and provide economic development in the surrounding area.
6. Work to establish, identify, and plan the enhancement of key gateways and entry points to the Town and to establish guidelines for landscaping, setback, and coordination of access so as to enhance the quality of these points.

Westlake

Westlake is located in the northeastern part of Franklin County between Burnt Chimney and Hales Ford Bridge in the proximity of Smith Mountain Lake on Routes 122

and 616. The Westlake area is developing into a commercial area of retail businesses, professional offices, service uses, and proposed residential uses.

Over the past decades, Smith Mountain Lake has been a major source of growth in the County. Initially in the form of second home development and recreational campgrounds, the growth became increasingly affluent in character as a substantial number of year round residents have been attracted to the beauty of the lake and the unique lakefront residential life.

In 2002 the Franklin County Board of Supervisors adopted Westlake Village Center Overlay District. (See Westlake Village Center Overlay District Map) The overlay district was established to promote a development pattern that brings a sense of community to the surrounding rural area.

Over the last several years a number of development projects have been approved in the Westlake Overlay District. Westlake Towne Center with retail, office, and proposed residential living, Westlake Executive Park consisting of professional offices and lending institutions, Westlake Village Business Park has proposed retail, office, and multi-family residential development, and other developments with commercial and residential uses.

New to the Westlake area is the completion of Phase I of the countywide public water system to service the businesses and residents of Westlake. Also, the County worked with developers in the Westlake area in transferring their water systems to County ownership.

LakeWatch Plantation is a development project that is proposed to be included in the Westlake Overlay District. This 479 acre development will consist of commercial, residential, and recreation facilities for the community.

Policies for Westlake

1. Encourage infill development of parcels within the Westlake Village Overlay District and discourage the linear development of Routes 122 and 616 corridors outside of the overlay district.
2. Encourage the development of a grid system of interconnected public streets that are bicycle and pedestrian friendly.
3. Encourage the development of public sewer and alternative treatment systems and discourage the development of individual septic systems.
4. Community Design: Development in Towns should be based on adopted community plans that include architectural and site development guidelines.
5. New developments should preserve open space and viewsheds; take into consideration existing vegetation; and incorporate these concepts into site planning to preserve the rural character.
6. Encourage mixed use development with a variety of housing types including housing on the upper floors of commercial buildings.
7. Westlake should develop as a community center with a broad range of uses to provide housing and services to the population of the Town and surrounding areas.
8. Work to establish, identify, and plan the enhancement of key gateways and entry points to the Towns and to establish guidelines for landscaping, setback, and coordination of access so as to enhance the quality of these points.

Village

A village is the primary focus for local services, social activities, and community life as well as providing opportunities for employment. The commercial services include convenience shopping, general business, and professional services that serve the needs of the surrounding rural community. Community facilities include elementary schools, recreation areas, fire and rescue sites, post offices, and churches. Residential uses include farmhouses, rural dwellings, small subdivisions and apartments located on the upper floors of commercial development. Villages provide many of the daily needs of the area residents, but some services will still be provided outside of the village area. Villages maintain a “pedestrian radius” of one quarter to one half mile from the village where commerce and community facilities are located.

Based on recent development trends the plan projects that the Villages of Union Hall, Penhook, and Hales Ford will develop with a higher concentration of commercial use than other villages. These areas will grow at a faster rate than other villages. They will therefore require expedited implementation of planning tools such as overlay districts, architectural guidelines, and design standards.

Village: The Villages identified in the Franklin County Comprehensive Plan with their geographic center are considered to the following:

Burnt Chimney – (Intersection of Route 122 and Route 116)

Callaway – (Intersection of Route 602 and Route 641)

Glade Hill – (Intersection of Route 40 and Route 718)

Hales Ford – (On Route 122, ¼ of a mile from the shoreline of Smith Mountain Lake at the Hales Ford Bridge)

Penhook – (Intersection of Route 40 and Route 626)

Snow Creek – (Intersection of Route 619 and Route 890)

Union Hall – (Intersection of Route 40 and Route 945)

Policies for Villages

1. Encourage small-scale residential subdivision, townhouses, garden apartments and apartments above commercial uses in locations that complement and support established or new villages with supporting services such as convenience shopping, general business, elementary schools, recreational areas, fire and rescue sites, and churches.
2. Make future decisions about the location of community facilities so as to strengthen the identity and improve the quality of life of the village.
3. New development in villages should preserve open space and viewsheds; take into consideration existing vegetation; and incorporate these concepts into site planning to preserve the rural character.
4. Development in the village should be based on adopted community plans that include architectural and site development guidelines.
5. In conjunction with community plans, identify villages where small-scale County public water and sewer systems are feasible.
6. Design standards for the villages for interconnected rectilinear street patterns.
7. Develop the villages in such a way that residents are in walking distance to services and public spaces.
8. Development of villages should include village squares and public spaces.

9. Work to establish, identify, and plan the enhancement of key gateways and entry points to the villages and to establish guidelines for landscaping, setback, and coordination of access so as to enhance the quality of these points.
10. Encourage development of small scale commercial and light industrial in villages for residents to work and provide services to the surrounding rural community.
11. The County will encourage and monitor site plans for new development along key commercial corridors to coordinate entrances according to good engineering practices to reduce safety hazards and congestion and to meet or exceed VDOT commercial highway entrance standards.

Rural Neighborhood Center

Rural Neighborhood Centers have its own unique service area and character as the focal point for rural commerce and social interchange. These community centers create an identity for each County area, and in the future this identity should be strengthened and the quality of life in these center areas should be improved through wise and thoughtful private and public sector development decisions.

Rural Neighborhood Centers: The Rural Neighborhood Centers identified in the Franklin County Comprehensive Plan include, but are not limited to:

- Crossroads
- Fork Mountain
- Hardy
- Henry
- Henry Fork
- Red Valley
- Scruggs
- Sontag
- Sydnersville
- Truman Hill

Policies for Rural Neighborhood Centers

1. **Community Design:** The County will undertake rural neighborhood plans that identify local resources and opportunities and suggest ways to improve the quality of life in the rural neighborhood.
2. **Community Facilities:** Make future decisions about the location of rural services that will strengthen and improve the quality of life for the residences close to the rural neighborhood centers.
3. Any new development in the rural neighborhood center should preserve the rural character of the area and create a sense of community for residents of the area.
4. **Agriculture and Forestry:** To manage growth; establish guidelines and ordinances to preserve the agriculture and forest in these areas.
5. **Residential Development:** Encourage the use of clustering techniques, implement access management techniques and discourage linear development of single family residences along roadway corridors.
6. Work to establish, identify, and plan the enhancement of key gateways and entry points to the rural neighborhood centers and to establish guidelines for landscaping, setback, and coordination of access so as to enhance the quality of these points.

Commercial Highway Corridors

Commercial Highway Corridors are linear commercial development along an established primary highway. These highway corridors are intended to provide development opportunities extending behind the parcels that front on the primary highway.

Commercial Highway Corridors: The Commercial Highway Corridors identified in the Franklin County Comprehensive Plan are:

Route 220:

- Between Brick Church Road and Iron Ridge Road
- Between Shady Lane (983) and the Rocky Mount Town limits.
- Between Cassell Drive and the Franklin County Commerce Park

Route 40 West:

- Between the Rocky Mount Town limits and Six Mile Post Road

Route 40 East:

- Between the Rocky Mount Town limits and Golden View Road

Policies for Commercial Highway Corridors

1. The County will explore and implement effective ways to manage and improve the negative impacts of strip commercial development on important arterial roads that have already experienced development. These impacts include frequent curb cuts, proliferation of signs and visual clutter, poor aesthetics and poor traffic flow.
2. In areas that face increasing pressure for strip commercial development, the County will explore ways to provide incentives to encourage beneficial development, and desirable site characteristics, and to reduce the negative impacts on the rural character of the County. The methods will include planning for intersecting local access road nodes connecting to parallel collector roads.
3. The County will encourage and monitor site plans for new development along key commercial corridors to coordinate entrances according good engineering practices to reduce safety hazards and congestion and to meet or exceed VDOT commercial highway entrance standards.
4. Discourage further linear expansion of commercial highway corridors.
5. Discourage the future designation of any new commercial highway corridors.
6. New commercial development should be directed to identified Towns and Villages and/or lateral expansion of existing commercial corridors.
7. Scale and design of development should be in keeping with traditional character of Franklin County.

Interstate Highway Interchanges

Commercial development to serve the traveling public including motels, food service, and auto services may be located at some interstate highway interchanges while other interchanges may remain rural in nature.

Interstate Highway Interchanges: The Interstate Highway Interchanges identified in the Franklin County Comprehensive Plan are:

- Bonbrook Mill Road (west of Route 116)
- Wirtz Road
- Old Franklin Turnpike/Route 40
- Sontag Road
- Fork Mountain
- Snow Creek Road near the Franklin/Henry County line

Policies for Interstate Highway Interchanges

1. The County will coordinate its planning efforts with adjacent Roanoke and Henry Counties.
2. The County to work with Virginia Department of Transportation (VDOT) on the development of interchanges for Interstate 73.
3. Proposed I-73 and Route 40 interchange will be encouraged to be the primary commercial interchange.

Scenic Roads

Scenic roads are those roads that retain a rural feel and sense due to being undeveloped or sparsely developed and contain attributes such as a traditional agricultural development pattern; the road edge is comprised of a natural landscape, and/or has significant viewshed/vista areas at points along the length of the road.

Policies for Scenic Roads

1. Make sure development along scenic road corridors is compatible with the scenic character of the road and/or draft and adopt development standards to preserve the rural character of these roads.
2. Identify significant and important scenic roadscapes and viewsheds through the completion of an inventory and analysis of County roads.
3. Develop additional mechanisms to preserve the scenic character of these roads.
4. Establish ordinances to protect the viewsheds and roadscapes of these scenic roads.

Scenic Byways

Scenic byways are those roads having relatively high aesthetic or cultural value, leading to or within areas of historical, natural, or recreational significance. Several roads within the County are presently designated as scenic byways. These roads must meet the criteria as established by VDOT and the FHWA.

Scenic Byways: Scenic Byways identified in the Franklin County Comprehensive Plan are:

Callaway Road/Ferrum Mountain Road
Five Mile Mountain Road/Turners Creek Road/Rock Ridge Road/Six Mile Post Road
Fairy Stone Park Road/Ingramville Road

Proposed Scenic Byways:

Snow Creek Road
Booker T. Washington Highway
Jubal A. Early Highway
Grassy Hill Road
Bonbrook Road
Boones Mill Road
Coopers Cove Road (portions)

Policies for Scenic Byways

1. Apply to the Virginia Department of Transportation (VDOT) and the Virginia Department of Conservation and Recreation (DCR) to register roads that are identified as scenic byways.
2. Restrictions on outdoor advertising signs (billboards) along the scenic byways.
3. Develop scenic byways overlay district to preserve the rural character and historic nature of the area.

Industrial Area

Industrial areas are those areas reserved for the most intense type of land uses which include manufacturing, processing and technology based businesses.

Policies for Industrial Land Uses

1. Existing developed industrial sites should be utilized prior to the approval or development of any new industrial sites.
2. Industrial uses should be located adjacent to compatible uses, such as commercial or other industrial uses. Land use arrangements should take into consideration surrounding lands and either create adequate buffer zones, or allow transition areas such as commercial office uses.

3. Industrial uses should locate in areas where public utilities and facilities are adequate to support and supply the needs of operators. The approval of new industrial sites should include a review of the requirements for upgrading and extending roads, water, sewer, electrical, telephone, and broadband systems.
4. Consider distance from highway, air, and rail transportation in order to improve the convenience and efficiency of industrial sites and to avoid bringing heavy industrial traffic through residential and agricultural areas and over roads not designed for industrial traffic.
5. Route industrial access to major collector and arterial highways. Plan, design, and locate industrial intersections to minimize traffic conflicts with other land use activities and other road users.
6. Consider natural site characteristics in the selection of industrial sites so as to avoid extensive grading, cutting, and filling, piping of streams, tree removal, and similar activities.
7. Require a site review analysis and a transportation analysis prior to rezoning any site to an industrial classification. If County public water and sewer systems are not available to the site, applicants should discuss water supplies and wastewater disposal with the County's Public Works Department and applicable State agencies.
8. Provide equal treatment to existing industry expansions plans and new industry development plans, including flexibility in resolving site design issues.
9. Access roads to industrial uses should be separate from roads serving existing residential neighborhoods, and the perimeter of such sites should be bermed and landscaped.
10. Consideration of other industrial areas should be based on identified needs to serve areas of growth.

Commercial Area

Commercial areas are those areas reserved for the retail sales and business facilities that are primarily located in the Towns, Villages, and Rural Neighborhood Centers.

Strip commercial development is not desired. Therefore intersecting service roads must be planned in conjunction with these new developments in order to provide access to interior lots key points, and to allow for consolidation of commercial uses into nodes so that traffic and safety problems may be minimized. These uses should be concentrated so as to encourage convenience of access and discourage strip commercial development.

Policies for Commercial Land Uses

1. Access: Coordinate with Virginia Department of Transportation (VDOT) the siting of new commercial uses to prevent too many commercial exits/entrances over short lengths of roadway on major routes so as to avoid unsafe conditions and accidents. Include turn lanes at exit/entrance points in the development of large scale commercial centers.
2. All commercial developments should provide linear landscaped areas along front property lines.

3. Provide density incentives to promote the consolidation of small, individual commercial parcels into larger scale commercial centers, so as to allow for coordinated access, site design, and shared parking.
4. Encourage the location of commercial activities near existing and planned Towns, Villages, and Rural Neighborhood Centers so that commercial nodes will be formed, allowing for a more efficient use of land, energy, travel time, and utilities.
5. Encourage interconnection of neighboring commercial developments in order to lessen the traffic loads on arterial roads.

Farmland

Farmland constitutes the rural nature of the County. The agricultural industry in Franklin County is experiencing a transitional period. Dairy farms are consolidating and the tobacco industry is in decline. However, a segment of the community remains dedicated to the agricultural way of life and it is desirable to protect a certain amount of agricultural land.

At present, low density residential development occurs by right in agriculturally zoned areas. These developments have inadequate buffers, agricultural and forestal operations are potentially incompatible with new residential land use.

Policies for Farmland

1. Design residential development to add open space between residential and agricultural uses so that each is adequately buffered from the other.
2. Farmland Preservation: Provide incentives to discourage the conversion of active agricultural land to other uses through continued use value assessment and taxation. Investigate the use of State of Virginia purchase of development rights, transfer development rights, and other measures for farmland preservation.
3. Agribusiness: Support and encourage both temporary and ongoing agribusiness activities on farms that contribute to their continuing economic operation. Ensure flexible siting standards to permit the location and continuation of agribusiness that support or are a part of the agricultural and forestal economy.
4. Conservation of Farmland: Where development occurs in identified agricultural conservation areas, use flexibility in regulations to permit new development to locate on sites that minimize interference with agricultural operations.
5. Soil and Water Conservation: Encourage agricultural policies to protect and preserve soil and water quality.
6. Watershed Conservation: Encourage the combination of agricultural-oriented technical and financial assistance programs with watershed management programs to identify and prioritize problem areas and to improve conservation measures.
7. Nutrient Management Plans: Promote Best Management Practice (BMP) for agriculture to minimize nutrient run-off in Franklin County.
8. The burden of providing buffers between the uses should be on the new residential development. Such buffers protect agricultural operations from nuisance complaints.

Forestland

Forestlands in the County are fundamental and vital part of the County's character, and are a productive use of large tracts of rugged terrain. Forestland provides numerous recreational activities and plays an important role in tourism. Not only are forestlands important for economic perspective, but a wildlife habitat. Forestry should remain an important land use for the future, and County policies should seek to protect and preserve forest interests.

Policies for Forestland

1. Forestry Preservation: Investigate land use policies that will ensure contiguous tracts of forestland are preserved to ensure forest for economic, tourism, recreation activities, and wildlife habitation.
2. Forestry activities should be conducted in accordance with Forestry Best Management Practices (BMP) to prevent adverse impacts such as erosion and siltation on watersheds.
3. Forestal Operations: Ensure flexible but effective siting standards for forest operations, including but not limited to saw mills, lumber concentration yards, and trucking operations.

Future Residential Land Use

Future Residential Land Use - Future residential land uses in Franklin County can be separated into four categories according to density:

Rural Residential
Low Density Residential
Medium Density Residential Development
High Density Residential Development

Rural Residential

Rural Residential – The rural areas of Franklin County outside of the built-up settlements will be a mix of agricultural and forestal uses interspersed with residential uses. Rural residential lots will support farm homes and individual single-family dwellings. Water and sewer typically will be provided by on-site well and septic systems. In general, development should be on side roads in order to preserve the open character and safety of County roads by reducing the number of public access points. Developers or residents in these areas should not expect public facilities or utilities to be constructed for their benefit.

Manufactured housing constitutes large part of available affordable housing stock. Manufactured housing parks should be well designed, with interior service roads and coordinated access points onto state roads.

Policies for Rural Residential

1. Encourage private roads in rural residential development to meet state standards.
2. Proposed subdivisions should be served by internal streets that connect to existing rural roads to avoid strip development and to minimize individual driveway access along existing collector highways.
3. All building lots fronting on state maintained roads in rural areas should be laid out to minimize the stacking of access points.
4. Roads that are not built to state standards and that are not eligible for inclusion in the state highway system should have mandatory provisions for the establishment of associations that provide for maintenance by lot owners.
5. Cluster development in new subdivisions should be encouraged to preserve land area to be devoted to open space, active recreation, preservation of environmentally sensitive areas, or agriculture.
6. Streets within subdivisions shall be designed to provide interconnections to adjacent vacant land for future subdivision access and circulation.
7. Building setbacks on primary and secondary roadways should be increased and natural vegetation along the roadways should be retained/established as a means of preserving the rural roadscape.
8. Existing subdivision and zoning ordinances shall be reviewed and the current policy for by right subdivisions in A1 zones which allows 35,000 square foot lots needs to be reconsidered.

Low Density Residential

Low Density Residential Areas are intended to allow gross densities of one to two dwellings units per acre and minimum lot sizes of 20,000 - 30,000 square feet in general proximity to residential support services such as schools, playgrounds, and churches. These areas should either be located in or near existing Towns, Villages, or Rural Neighborhood Centers. It is envisioned that public water and/or sewer will someday serve these areas, meeting all local and state standards and requirements. They should be served by new public roads built by the developer to State standards and dedicated to the State. Recreational facilities and other amenities should be provided.

While low density residential areas are typically comprised of traditional neighborhood developments they may also include manufactured housing, free standing townhomes, patio homes and other similar building types.

Policies for Low Density Residential

1. All roads should be built to state standards and offered by the developer for inclusion in the state system for maintenance.
2. Lots in new subdivisions abutting County arterial or major collector roads should be provided access onto service or interior roads so as to prevent the stacking of driveways.
3. On site centralized treatment plants to provide public sewer for each subdivision should be encouraged.

4. The density of all new subdivisions to be served by wells and/or septic systems should be determined by the long term carrying capacity of the land. All new lots should have adequate reserve areas in the event of septic system failures.
5. Centralized water systems should be required to provide water to all new subdivisions.
6. All new subdivisions located in prime farmland areas should include adequate buffers to separate residential uses from agricultural operations.
7. Encourage interconnection of residential and commercial developments in order to lessen the traffic loads on arterial roads and provide pedestrian and bicycle linkages.
8. Streets within subdivisions shall be designed to provide interconnections to adjacent vacant land for future subdivision access and circulation.

Medium Density Residential

Medium Density Residential areas will allow for residential support services and gross densities of two to four dwelling units per acre. Medium density residential areas should be located in or near Towns or Villages close to convenience shopping, services, and community facilities. Such developments may also occur near Smith Mountain Lake.

Policies for Medium Density Residential

1. Residential development should accommodate the natural landscape, preserve trees and vegetation, consider solar access in siting, and provide for an efficient, and visually pleasing residential environment.
2. Lot design should reflect topography, natural boundaries and features, and other physical characteristics.
3. Diversity of building design is encouraged within development areas.
4. Lots in new subdivisions abutting County arterial or major collector roads should be provided access onto service or interior roads so as to prevent the stacking of driveways.
5. Establish density incentives for locating multi-family dwellings, townhouses, and manufactured housing areas close to Towns and communities with schools, services, and facilities that support such densities.
6. On site centralized treatment plants to provide public sewer for each subdivision should be encouraged.
7. Centralized water systems should be required to provide water to all new subdivisions.
8. All new subdivisions located in prime farmland areas should include adequate buffers to separate residential uses from agricultural operations.
9. Encourage interconnection of residential and commercial developments in order to lessen the traffic loads on arterial roads and provide pedestrian and bicycle linkages.
10. Streets within subdivisions shall be designed to provide interconnections to adjacent vacant land for future subdivision access and circulation.

High Density Residential

High Density Residential developments may be mixed with retail and commercial services and form a transition between business uses and surrounding rural, low, and medium density residential areas. Open space, recreation areas, walkways, trails, and other amenities should be provided for the residents of these areas and maintained by the developer, homeowner's association, or other viable entity. Public roads serving these developments should be developed to state standards and maintained by the state highway department. Private roads, if approved, shall be maintained by a homeowner's association or other viable entity. Public water and sewer will be required, meeting all local and state standards and requirements.

Policies for High Density Residential

1. Establish adequate setbacks, buffer zones, and landscaping standards to ensure tranquility of residential neighborhoods.
2. Encourage preservation of open space to provide recreational areas for residents.
3. Encourage interconnection of residential and commercial developments in order to lessen the traffic loads on arterial roads and provide pedestrian and bicycle linkages.
4. On site centralized treatment plants to provide public sewer for each subdivision should be encouraged.
5. Centralized water systems should be required to provide water to all new subdivisions.

Public and Semi-Public Uses

The decisions that the County makes regarding the siting of public utilities such as water, sewer, and solid waste facilities, and also community facilities such as schools, libraries, parks, and fire and rescue stations, have a profound impact upon the future land use development pattern of the County. Such uses can make one area more attractive for growth and development than another and enhance or detract from the quality of life current residents' experience. In the future, individual decisions about public and semi-public uses should be made with reference to a common understanding about the intentions of other County agencies and organizations. In this way, the positive identity of specific communities and area can be reinforced and strengthened.

Policies for Future Public and Semi-Public Uses

1. The County Board of Supervisors will encourage future location decisions of individual agencies of government to be coordinated so that each new facility serves the interests of both the specific clients of the facility and the County as a whole.
2. The County will set an example of quality in the location and design of each new public facility.

Conservation Areas

This plan has identified a number of critical areas, including floodplains, steep slopes, streambanks, and historic sites, where special protection is appropriate to ensure both the community and the individual property interests are protected.

Policies for Conservation

1. The County will ensure that the Soil Survey of the entire County is complete and accessible to the public.
2. The County will seek to identify and map critical groundwater areas, and will develop appropriate policies to ensure their long term conservation.
3. The County will encourage the incorporation of visual design standards for all new developments impacting the Blue Ridge Parkway.
4. The County will view the Blackwater and Pigg Rivers as critical management areas and strive to improve the water quality and access to the rivers as Blueway resources.
5. The task of the County will be to identify and to map conservation areas. Once the location and boundaries of each area are determined, the County can develop specific policies and standards to provide appropriate incentives and protections to ensure long term conservation.

Tower Sites and Communication Facilities

Modern tower sites and communication facilities and the service they provide are necessary infrastructure, similar to electricity, natural gas, telephone and cable service. Telecommunication services are important for a favorable business environment for new economic growth and for the quality of life of County residents. Like other industrial uses, telecommunication towers must be located with consideration of the impact on surrounding properties and the qualities of the rural landscape. The County will protect its citizens from an uncontrolled proliferation of facilities and will carefully evaluate proposals to minimize the visual impact for those residents in the immediate area and for those in the larger community who view the facility from a distance. The policies below identify performance standards and policies to be applied to new telecommunications sites as they are proposed.

Policies for Tower Sites and Communication Facilities

1. **Service to Remote Users:** The County will encourage new facilities that fill existing significant gaps in the ability of remote users to access the local and national communication network.
2. **Strengthening the EMS Network:** The County will encourage developers of new facilities to provide opportunities to improve the service of the County's Emergency Service Network.
3. **Co-location:** The County will encourage each new applicant to cooperate with prospective users who request rights to co-locate transmission and reception hardware.

4. **Strategic Planning:** Each applicant must show that the proposal contributes to the existing inventory of facilities and service levels and that other facilities, structures or alternatives are not available to provide the service under consideration. Current plans for service in and around the County and region must be demonstrated to the County's satisfaction.
5. **Evaluation of Visibility:** Each new applicant will include sufficient information to enable the County to measure the visibility of the facility.
6. **Mitigation of Impacts:** Objectionable aspects of individual facilities should be addressed through a combination of realistic performance standards, buffering, setbacks, consideration of less intrusive alternative locations and mitigation strategies such as camouflage, concealment, disguise, and/or the placement of towers with less height.
7. **Lighting:** New facilities shall not be artificially lighted, unless required by the FAA or other applicable authority. If lighting is required, the lighting alternatives and design chosen must cause the least disturbance to surrounding views.
8. **Abandoned Towers:** The County will request applicants to notify the County at such time that the tower becomes inoperable or that its intended purpose is not longer needed. The County will have the right to require that the then tower owners remove the tower, if it is not used for a period of six (6) months. The County may require a bond for the removal of said tower.
9. **Safety Certification:** The applicant must demonstrate that any proposed facility shall not create a safety, health or other hazard, and that regular monitoring as well as, current and overall maintenance is assured, listing all responsible parties. After construction of any facility that becomes unsafe shall be immediately repaired. If the unsafe situation is not corrected in a timely manner, the County shall act appropriately to cause the facility to be removed.