Central Business District: Activities that are pedestrian-friendly and require minimal parking areas. A well defined mix of uses, including small scale retail activity, restaurants, professional services and other activities that enhance the future identity of the corridor as the downtown “Main Street” business district. Promote a mixture of activities, including residential uses on upper floors of multi-storied buildings in the district and community activity centers.

General Commercial: Retail and service oriented activities that are primarily accessed by vehicle and may require larger parking and/or service areas than that required in the Central Business District. Any manufacturing and processing activity shall be directly related to onsite retail and professional services.

Highway Commercial: Commercial activities dependent on high visibility and oriented to servicing traffic along Highway 95, as well as the community. Retail and service oriented activities that are primarily accessed by vehicle and that may require a moderate amount of parking and service areas and have an acceptable impact on local roads.

Light Industrial: Manufacturing and wholesale businesses. Activities include manufacturing, processing, fabrication, assemblage, warehousing, freight-handling and similar operations.

Low-Impact Commercial/Light Industrial: Commercial and light industrial activity with minimal aesthetic impact from noise, odor and visual character. Commercial and light industrial activities that are customer-oriented and do not require large parking areas or large service areas. Types of allowed activities include, but are not limited to, service-oriented businesses, retail and low-impact light industrial manufacturing.

Neighborhood Commercial Overlay District: Neighborhood-oriented business located in small pockets at the intersection of arterial & collector streets within residential neighborhoods, as may be allowed through special use permit. Commercial activities include retail and professional service businesses designed to provide local service to residential areas, with limited hours of operation, signage, building dimensions, and parking, as may be appropriate for a residential neighborhood.

Highway Commercial Overlay District: Commercial activities dependent on high visibility and oriented to servicing traffic, located at designated intersections with planned interchanges, to be allowed by special permit only after the construction of the interchange proposed for said intersection.

Residential: Areas where a variety of residential types and densities are allowed, ranging from larger lots to higher densities, as based upon the Residential Densities Map.

PLEASE NOTE: The boundaries delineating types of uses are not finite but outline a general area for designated activities. Boundary lines for types of use are generally within three hundred feet (300) feet of delineating the proposed area.
LEGEND RESIDENTIAL DENSITIES MAP

**Low Density**: Average density of 1 to 4 dwelling units per acre \(^1,^2\)

**Medium Density**: Average density of 4 to 7 dwelling units per acre \(^2\)

**High Density**: Average density of 7 to 12 dwelling units per acre \(^2\)

Note 1: North of Lancaster, for average densities of greater than 2 units to the acre, a controlled access MUST be installed at the intersection of Lancaster Road & US 95, or an equivalent transportation system mitigation must be implemented. In all other areas, for average densities of greater than 2 units per acre, the developer MUST demonstrate the adequacy of the transportation system to handle the cumulative traffic impacts with such a density of development.

Note 2: Mid-range to higher-range densities of development as identified in each category listed above will only be allowed in appropriate areas when balanced with:

- Dedicated public space, common areas, and park facilities, with connected green space between developments;
- Quality of development, design features and architectural styles;
- Clustered development, mixed use concepts, provision of affordable housing and/or a variety of housing types; and,
- Adequacy of transportation network, with an emphasis on connectivity and walk-ability.