



LAND USE ELEMENT

04



LAND USE

Introduction

The Land Use Element of Garden City 2040 defines Garden City's existing physical form and development patterns and presents a set of recommendations and strategies as a framework for responsible growth. The following land use information, recommendations, and strategies are intended to provide guidance for the location and intensity of land uses to support Garden City in future land use policy decisions.

The Regional Development and Existing Land Use components describe historical and contextual information relating to land use in Garden City. The Character Area Map (CAM) identifies the character vision for Garden City and the Future Land Use Map (FLUM) serves as a guide for future zoning and development policy decisions in the community. Together, the CAM and the FLUM are intended to guide future land use decisions in Garden City through the interconnected elements of community character, development patterns, existing and future infrastructure, equity, and natural resources.

REGIONAL CONTEXT

Physical Context

Garden City is located in the western portion of Chatham County and encompasses an area of 9,152 acres, or 14.3 square miles. The city is bounded by the city of Savannah to the southeast, the city of Pooler to the west, the Georgia Ports Authority/Savannah River to the northeast, and unincorporated Chatham County to the south. The major thoroughfares that run through Garden City are GA Highway 21 (Augusta Road), US Highway 80, I-16 (Jim Gillis Historic Savannah Parkway), and US Highway 17 (Ogeechee Road).

The city is primarily industrial, commercial, and residential in nature, with large concentrations of commercial/industrial activity near transportation corridors, such as US Highway 80, US Highway 17, and State Highway 21.

Development Patterns

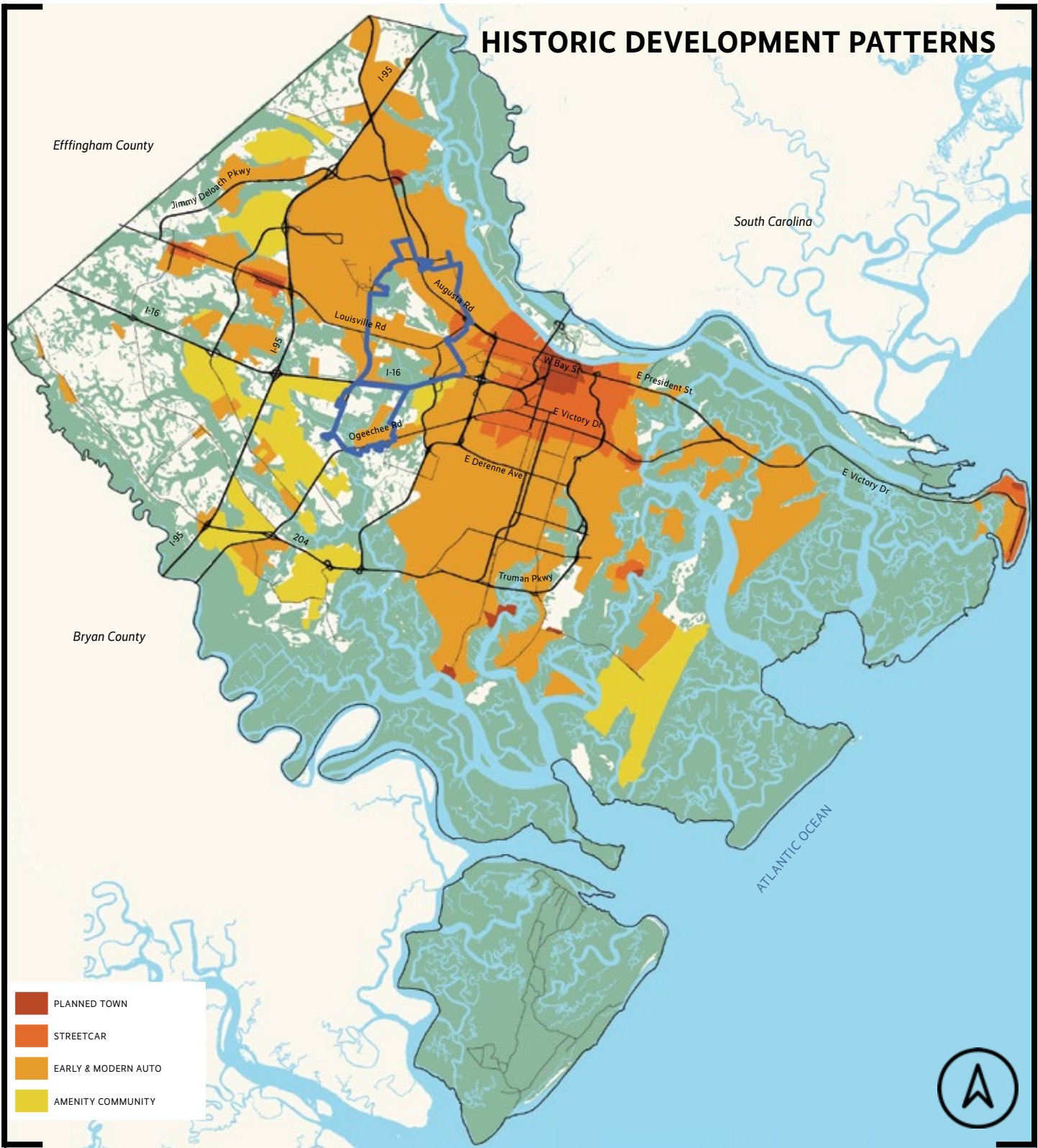
As the city of Savannah has become more built out, Garden City has emerged as an area of high industrial and commercial growth in Chatham County. In the 1930s, with the foundation of its first subdivision known as Industrial City Gardens, Garden City was established as a bedroom community or suburb of the city of Savannah. Garden City remained primarily residential in nature until the late 1940s after World War II. During the war, the federal government built and operated a port facility on the Savannah River for military staging. In 1948, the newly founded Georgia Ports Authority (GPA) acquired the land and created the Garden City Terminal. The continued presence of the GPA and the terminal, which directly borders Garden City to the northeast, has a substantial impact and drives industrial development in the city.

The establishment of the Garden City Terminal, as well as development pressures being pushed west from the city of Savannah, caused development in Garden City to shift from residential to largely industrial. The city's adopted Urban Redevelopment Plan (2016) specifically cites development pressure as causing "disinvestment in some of the older neighborhoods, the encroachment of industrial uses, declining pockets of commercial, and deteriorating buildings." In partnership with others, this Land Use Element looks to ensure that planning efforts are intentional and forward thinking, particularly with an eye for balancing the growth of commercial and industrial development with existing and future residential uses and needs.

ARE YOU LOOKING FOR MORE INFORMATION?

You can find more statistics & information under the Community Profile Element, page 40





Map 4.1—Chatham County's Development Patterns Over Time



EMPLOYMENT CENTERS

This component highlights some areas of Chatham County that influence land use patterns as areas with existing and projected job growth. Employment centers have been identified based on a concentration of one or more of the following employment sectors: hospitality, industrial/manufacturing, tourism, retail, health care, educational/public services, and other. Individual employers that have a large impact on land use have been identified as well.

The identification and analysis of employment centers is a useful tool in understanding which areas see high levels of daily commuters and could be suitable for reducing vehicle miles through a promotion of mixed-use development or strengthening access to public transportation and preventing sprawl into undeveloped areas.

1. West Chatham Aviation

- » The West Chatham Aviation employment center is situated between Augusta Road and I-95 and encompasses the Savannah/Hilton Head International Airport and the bulk of the operations of Gulfstream Aerospace Corporation in Chatham County.

This area provides employment opportunities in operation and management of the airport, and the design, manufacturing, and marketing of aircraft. Commuters traveling to and from this area typically travel by automobile.

2. Georgia Ports Authority

- » The Georgia Ports Authority (GPA) employment center consists of the Garden City and Ocean Terminal, operated by the GPA. This area provides employment opportunities in marine transportation and logistics.

3. Downtown Savannah

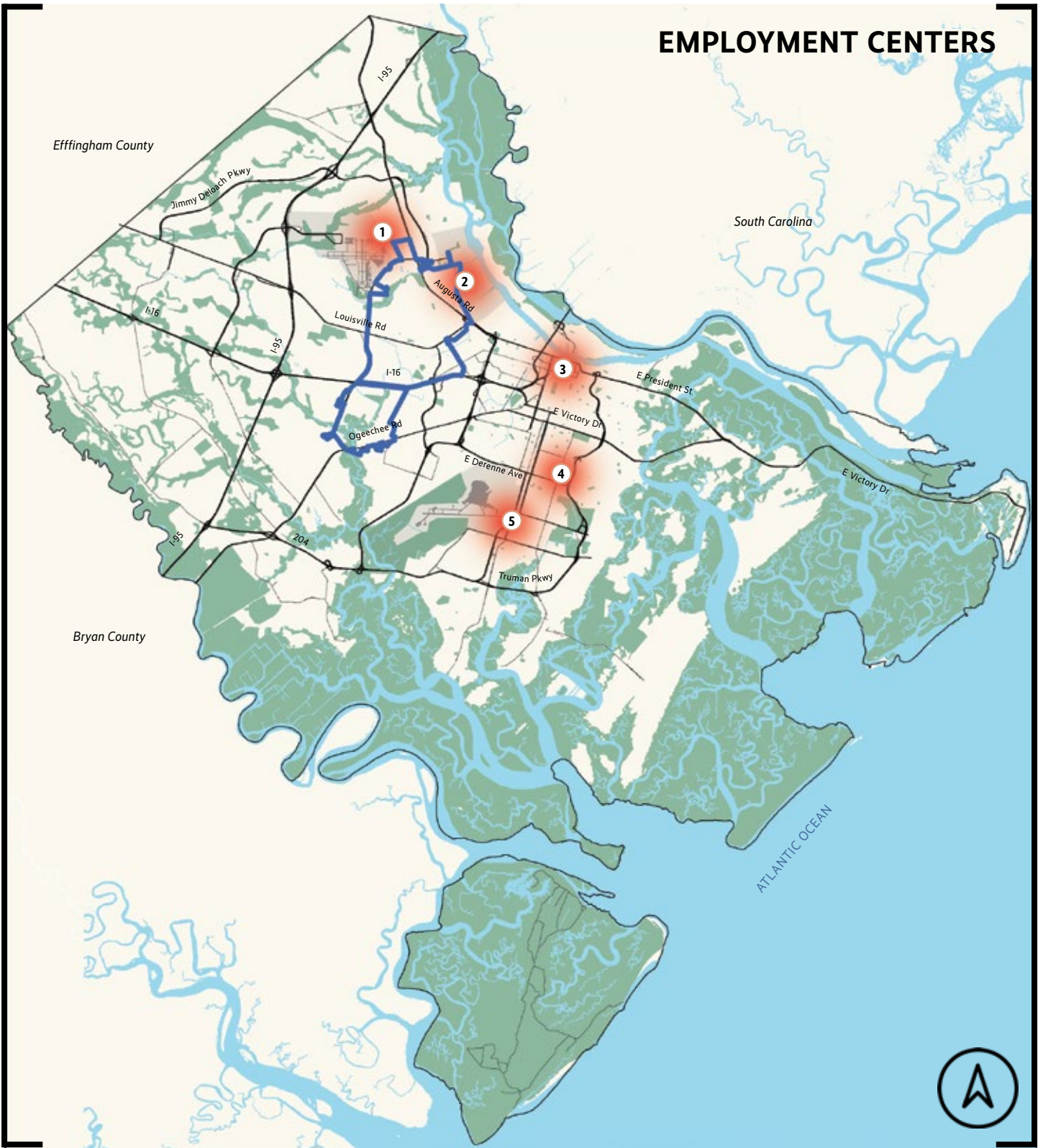
- » Downtown Savannah is a major employment hub that provides jobs in many sectors including tourism, hospitality, retail, and educational/public services. This area sees a high number of commuters each day, many of whom utilize modes of transportation other than a car, such as walking, bicycling, or public transit.

4. South Savannah Medical

- » This employment area is located along DeRenne Avenue near the Truman Parkway, and consists of several large medical facilities and offices, including Memorial Health University Medical Center and Candler Hospital. Downtown residents can access this area by bus, however, most commuters use automobiles.

5. Abercorn Extension Commercial Corridor

- » This area is located along the Abercorn Street Extension, which serves as a centerline for regional commercial activity on either side. This employment corridor is home to many businesses, including some of the county's largest employers such as Walmart, Kroger, and Georgia Southern University (Armstrong). This is a high traffic area, with both commuters and shoppers traveling primarily by automobile, with some utilizing the public bus system.



Map 4.2-Chatham County Employment Centers



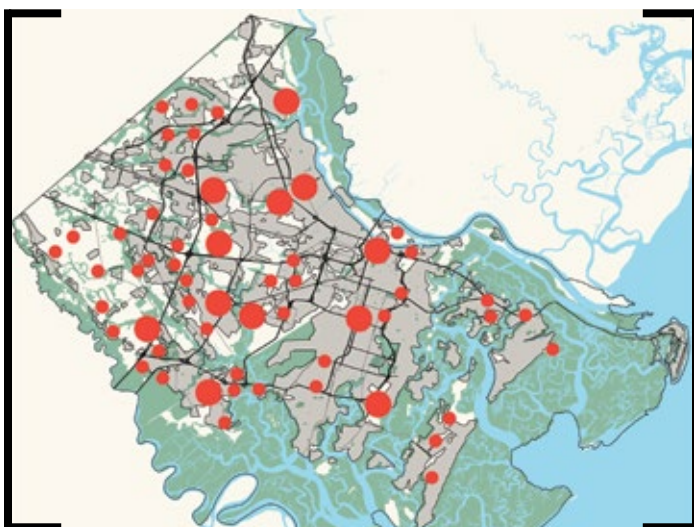


FUTURE GROWTH STRATEGIES

Option for the Future

Over the next 20 years, various mechanisms can be used to manage growth and promote sustainable development within the county. Three alternative approaches were presented to the public and stakeholders for feedback during development of the Comprehensive Plan in 2020: Business as Usual, Strong Corridor, and Compact Growth.

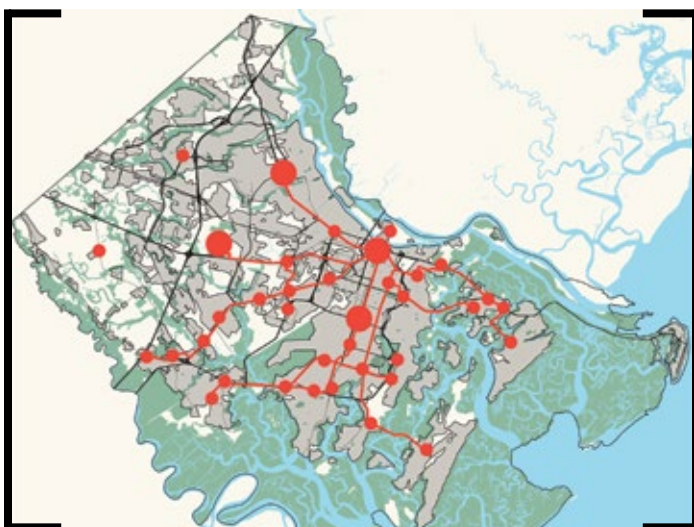
The intent was to allow the public to visualize different potential directions growth could take over the next 20 years and gauge the desirability of each.



Business as Usual

The Business as Usual consists of continued outward development in Garden City between 2020 and 2040.

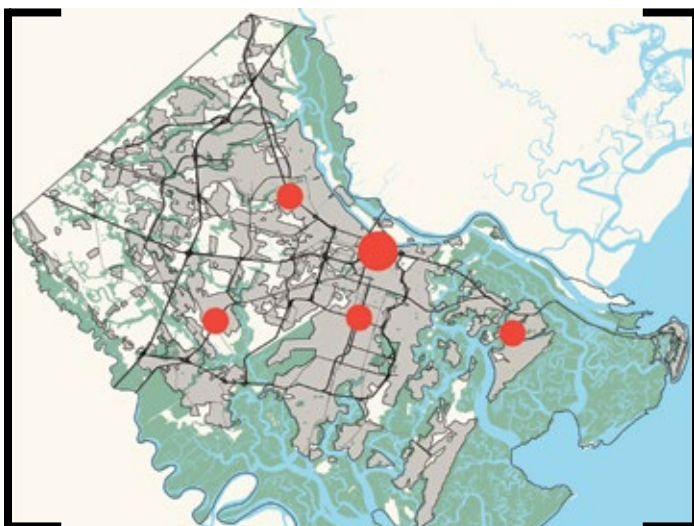
This strategy is based on existing development patterns, residential densities, future land uses, and infrastructure investments.



Strong Corridors

The Strong Corridors strategy focuses on reinvestment strategies along existing multi-modal transportation nodes and corridors in Garden City.

The strategy incorporates efficient, mixed-use development and density around transit hubs.



Compact Growth

The Compact Growth strategy is based on reinvestment strategies into our existing town centers, utilizing vacant lands and derelict properties.

The strategy primarily focuses on efficient development, infill, redevelopment, and adaptive reuse contained in our existing development boundaries.



Preferred Growth Strategy: Strong Corridors

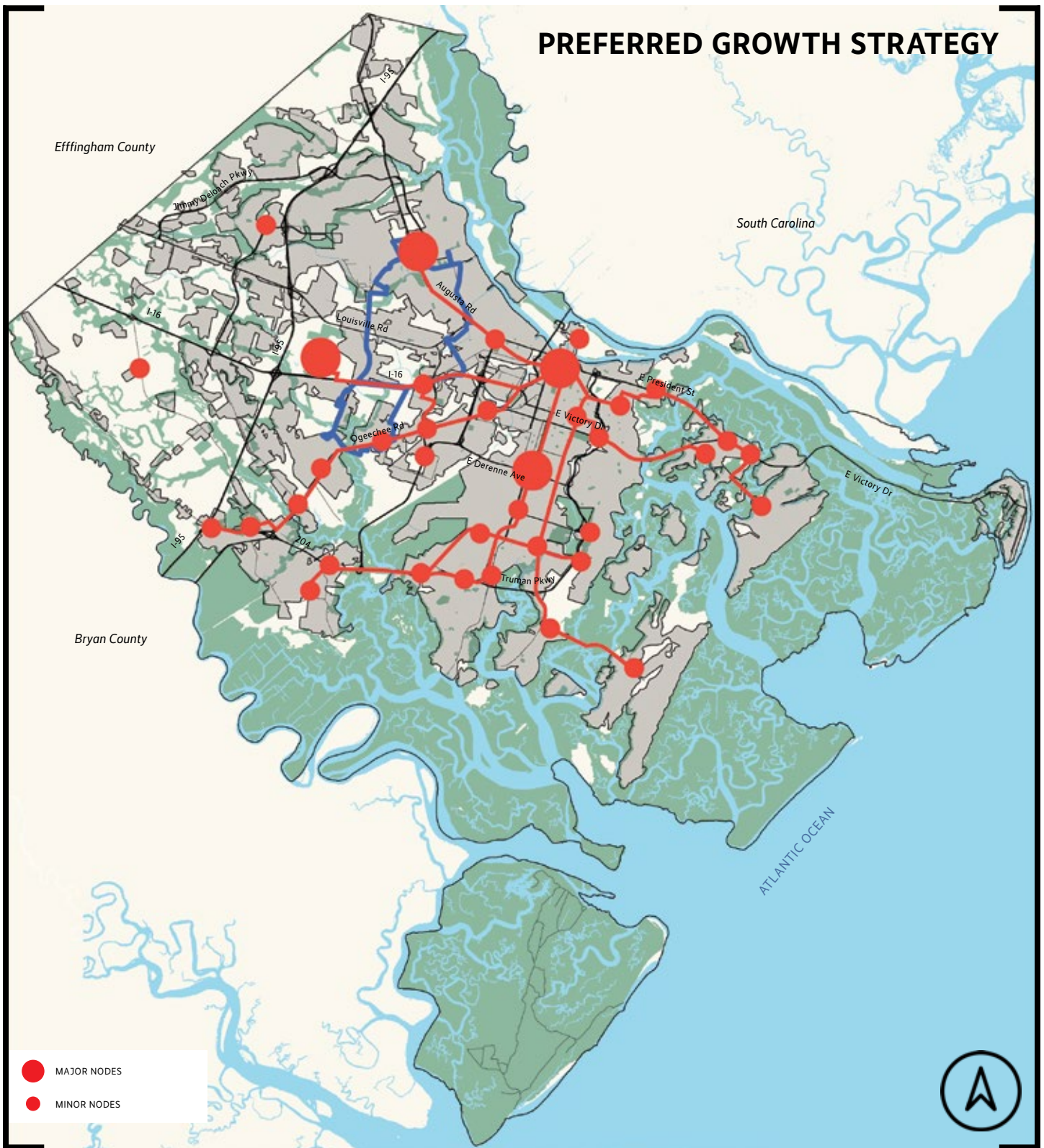
Given the choice of three scenarios in an online public survey, Garden City's respondents supported the "Strong Corridors" option: Forty-two percent (42%) of survey respondents chose this strategy as their first preference. Under the Strong Corridor Scenario the following activities and concepts become the main focus for future decision making:

- More managed growth of development
- Focus on urban rehab and infill of existing developed areas
- Priority for mixed-use zoning
- Interest in diversity of housing choices
- Concentrate development at existing transportation nodes
- Prioritize land for parks, trails & natural areas
- Manage land for conservation & preservation
- Regional cooperation between municipalities
- Preserve undeveloped natural resource areas
- Brownfield redevelopment

With continued growth pressure in Garden City and other areas of the county, a coordinated growth strategy across the nine jurisdictions will be critical. The adoption and successful implementation of a coordinated, regional growth policy can aid in the mitigation of the negative externalities of growth—such as traffic congestion, air pollution, and loss of tree canopy—and will help to promote sustainable and equitable development countywide.

The Strong Corridor scenario became the basis for developing the Growth Centers Map, identifying Character Areas, and updating the Future Land Use Map found on the following pages.

PREFERRED GROWTH STRATEGY



Map 4.3—Preferred Growth Strategy: Strong Corridors

GROWTH CENTERS

Purpose

The intent of the Growth Centers Map is to highlight areas of Garden City that may be suited to accommodate future development or redevelopment/infill efforts. These areas include suburban, commercial, or employment centers that should be studied to determine what type of redevelopment and/or infill development would be most appropriate. Due to their proximity to major road systems and potential sites of public transit expansion, transit-oriented (TOD), traditional neighborhood (TND), and mixed-use development should be a priority focus of these studies. More generally, the identification of growth areas that may support new development has implications in guiding future land use decisions.

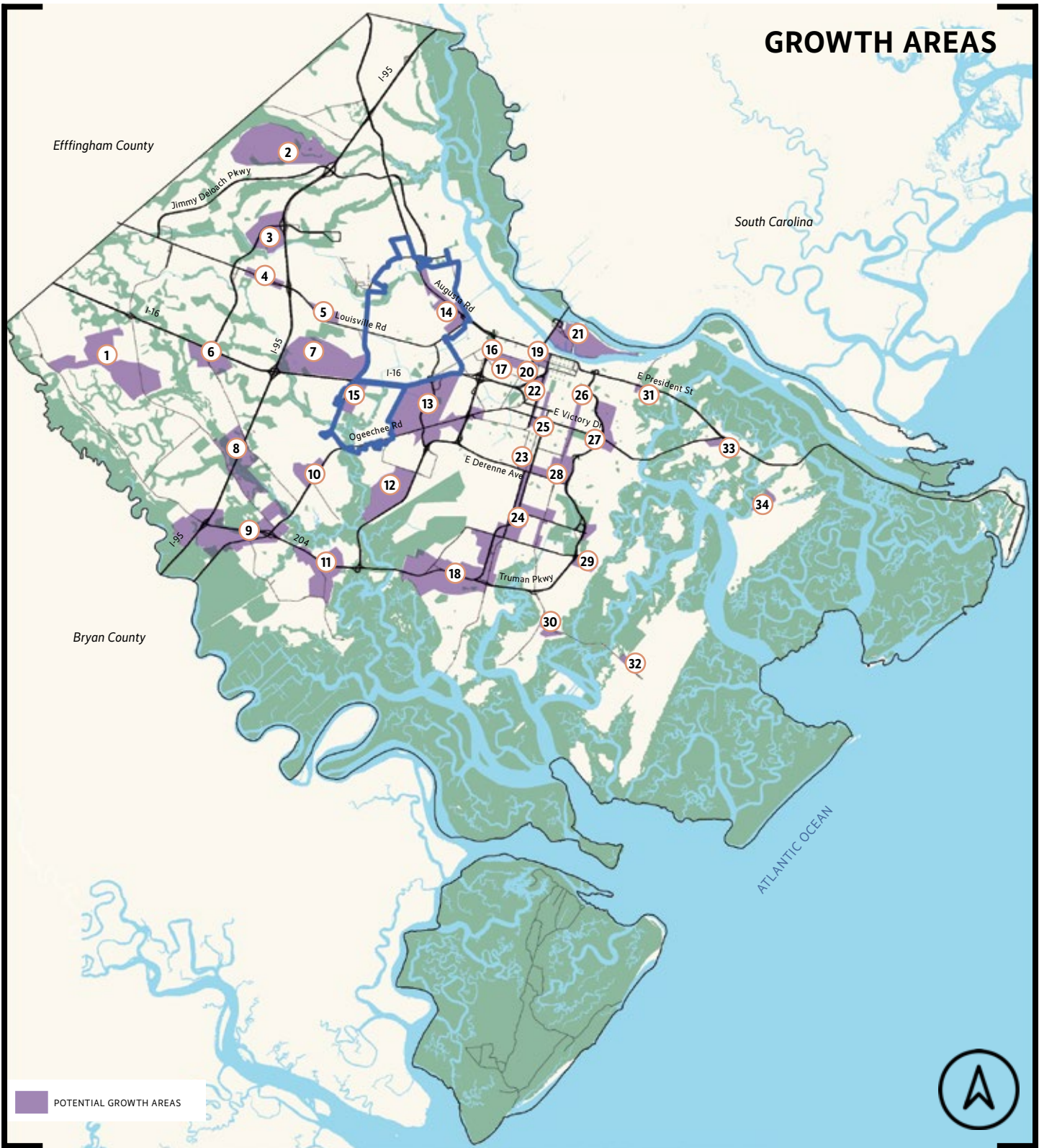
The Growth Centers Map defines the prioritization of lands for development to maximize areas that already have public investment (water, sewer, utilities, roadways, and services). Also taken into consideration are historic development patterns, employment centers, service areas, existing transportation nodes, and flood zones.

The Growth Centers Map is not a zoning map and is primarily intended to guide local decision makers on locations that should receive further study.

Areas of Further Study

Below is a list of potential Growth Areas identified through the prioritized land analysis and preferred growth strategy. The listing below is in no particular order and does not indicate the level of importance or priority of one area over another. There are three identified growth centers identified in Garden City. Two of the identified growth areas align with the Urban Redevelopment Plan adopted by Garden City in 2016.

- | | |
|------------------------------|----------------------------|
| 1. New Hampstead | 19. Yamacraw Village |
| 2. Highlands | 20. Canal District |
| 3. Godley Station | 21. Hutchinson Island |
| 4. Historic Mainstreet | 22. Kayton-Frazier |
| 5. US 80 Corridor | 23. Derenne Ave Corridor |
| 6. Quacco Corridor | 24. Oglethorpe Mall |
| 7. Megasite | 25. Abercorn Corridor |
| 8. Hopeton | 26. Waters Ave Corridor |
| 9. Fort Argyle | 27. Victory Square/Olympus |
| 10. Berwick | 28. Medical Arts |
| 11. Georgetown | 29. Sandfly |
| 12. Rockingham Farms | 30. Marshpoint |
| 13. Chatham Parkway | 31. Beech & Capital |
| 14. Highway 21 | 32. Skidaway |
| 15. Garden City South | 33. Whitmarsh Island |
| 16. West Savannah | 34. Wilmington Island |
| 17. Tremont | |
| 18. Savannah Mall | |
| GSU-Armstrong Vicinity | |



Map 4.4—Potential Growth Areas Throughout Chatham County



WAYS TO ACCOMMODATE GROWTH

Transit-Oriented Development (TOD)

Transit-oriented development (TOD) is defined as a moderate- to high-density mix of uses—such as residences, retail shops, offices, and civic and entertainment spaces—located within one-half mile of a transit station and designed to encourage transit use. The typical “station area” is within a half-mile radius, which is considered to be an acceptable 10-minute walking distance for most transit users if the area contains a destination, provides dedicated walking routes, is safe, and is visually appealing. Within the U.S., TOD is typically associated with rail transit; however, TOD could occur with other fixed guideway transit services, such as bus rapid transit, if facilities and service levels similar to rail transit are provided.

- Implementation of a TOD ordinance can help ensure that the investments made in regional transit systems would be continual and that related codes and processes would be supported and utilized to their full extent.

Benefits of a TOD Ordinance include:

- » Reducing greenhouse gas emissions
- » Increasing transit ridership
- » Increasing pedestrian access
- » Providing long-term return on investment for property owners
- » Providing easy access to goods and services for families, seniors, and people with disabilities
- » Creating vibrant centers and corridors for pedestrians

- Possible incentives for developers could include the following:
 - » Fast track development review (expedited review process)
 - » Incentives for constructing multi-unit housing projects with 25 or more units
 - » Prohibiting certain uses within one-quarter mile of existing or proposed bus nodes to enable and promote more pedestrian oriented development

Cluster Development

Cluster development is a land development design tool that provides a means of both preserving open space and allowing development to be directed away from natural and agricultural resources considered important for protection. It is often best applied in suburban landscapes with larger undeveloped parcels.

Cluster development regulations are implemented through municipal zoning, subdivision, and land development ordinances in order to provide applicants with appropriate design standards and municipalities with adequate information on development plans.

- Allow as a permitted use “by right”
- Density incentive
- Possible requirement for subdivisions with parcels larger than a certain number of acres

Traditional Neighborhood Development (TND) Ordinance

Traditional Neighborhood Development (TND) Ordinances can involve development of a previously undeveloped area or construction on vacant or undeveloped parcels within an already developed community. Though this method is often driven by the private sector, TNDs are regulated by the zoning, subdivision, and land development ordinances of local governments for those planned growth areas.

Town Center (TC) Overlay

The Town Center (TC) Overlay districts are intended to be developed based on standards consistent with the community character of the surrounding neighborhood. This type of center is to be low in scale, not exceeding two stories in height (unless greater height is allowed on an incentive basis), and emphasizes landscaping and pedestrian access.

Planned Development (PUD/PD)

Conventional ordinances are often to blame for the automobile oriented subdivisions that have taken claim to many landscapes. A planned unit development (PUD) or planned development (PD), however, can provide the flexibility needed for a TOD and, more generally, encourage innovative site planning and lot design. A PUD allows a local government to control the development of individual tracts of land by specifying the permissible form of development in accordance with the local ordinance. However, care should be taken to protect and preserve natural resource areas during the design and planning process of PUDs.

Suburban Retrofit

While suburban locations will always exist in a community's landscape, the principles of urbanism can be introduced to sprawling suburban communities as well. Retrofitting is simply a reconfiguration of existing uses and building types to create a more typical urban environment. The elements of suburban retrofit include:

- Creating a street grid
- Rezoning single use commercial to mixed-use
- Creation of public spaces
- Developing missing middle housing
- Preservation of wetlands & marshlands

Adaptive Reuse

Adaptive reuse is when existing older buildings are repurposed for new uses. While the practice is commonly associated with historic preservation, the term can be used to encompass any structure that is underused, abandoned, vacant, obsolete, and/or dilapidated. While adaptive reuse is a tool to conserve energy and waste, it also supports economic development, and enhances community character.

MISSING MIDDLE HOUSING

Missing middle housing describes a range of multi-family or clustered housing types that are compatible in scale with single-family or transitional neighborhoods.

—Optics Design



URBAN REDEVELOPMENT PLAN

The Urban Redevelopment Plan

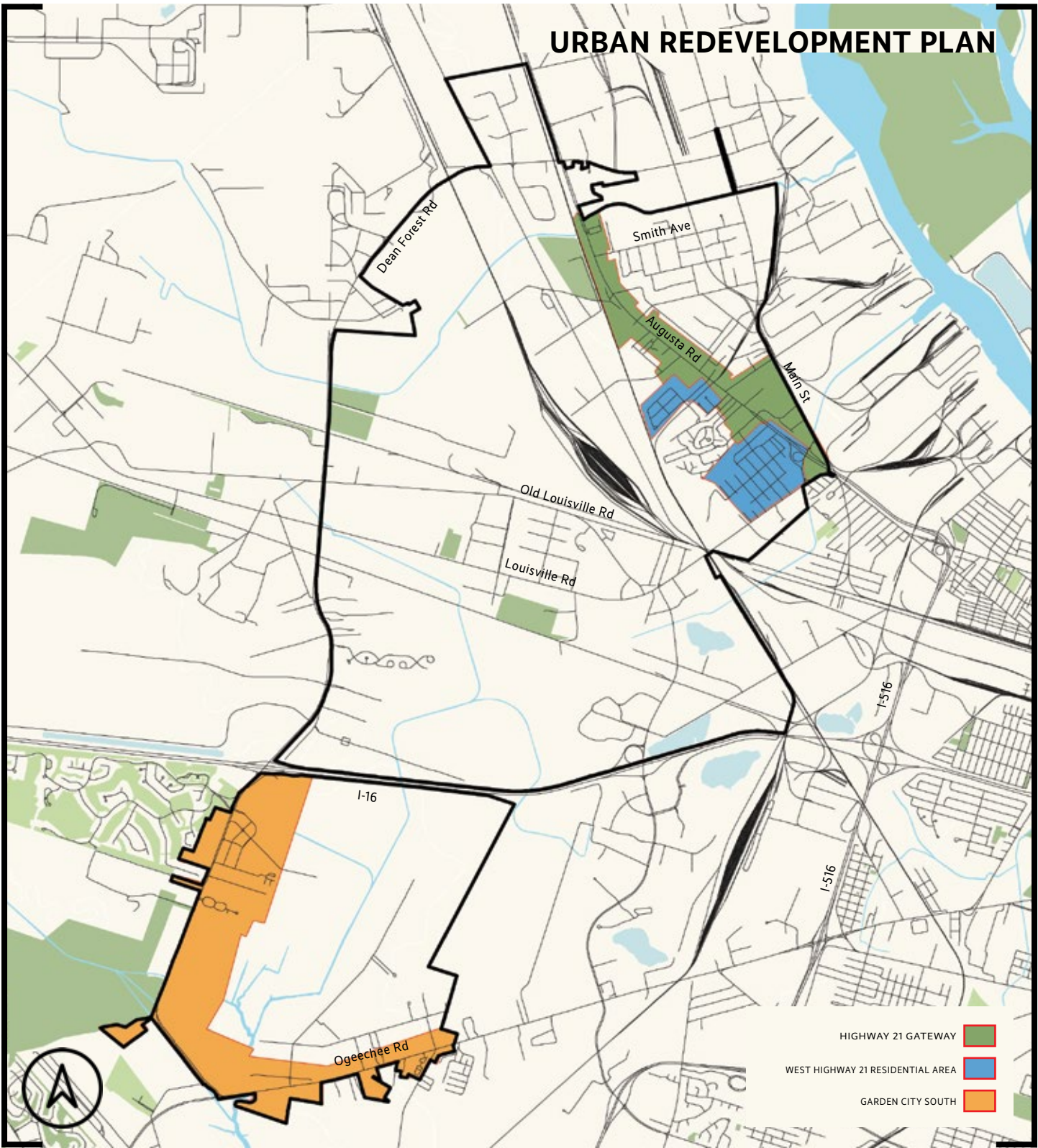
Garden City adopted the Urban Redevelopment Plan (URP) in 2016 as a tool to assist with development and redevelopment of the city due to the changing dynamics in its older neighborhoods, encroaching industrial uses, declining pockets of commercial, and deteriorating buildings.

The URP and the Growth Centers Map work together to enforce a unified vision and strategy for urban growth that aligns with a countywide strategy for growth and development.

Redevelopment Areas

According to the URP, Garden City has identified three Redevelopment Areas: Highway 21 Commercial Corridor, West Highway 21 Residential Area, and Garden City South. These identified areas are consistent with the Character Area classifications, with each area having a unique set of characteristics and intensity of redevelopment strategy.

URBAN REDEVELOPMENT PLAN



Map 4.5—Urban Redevelopment Plan, Garden City



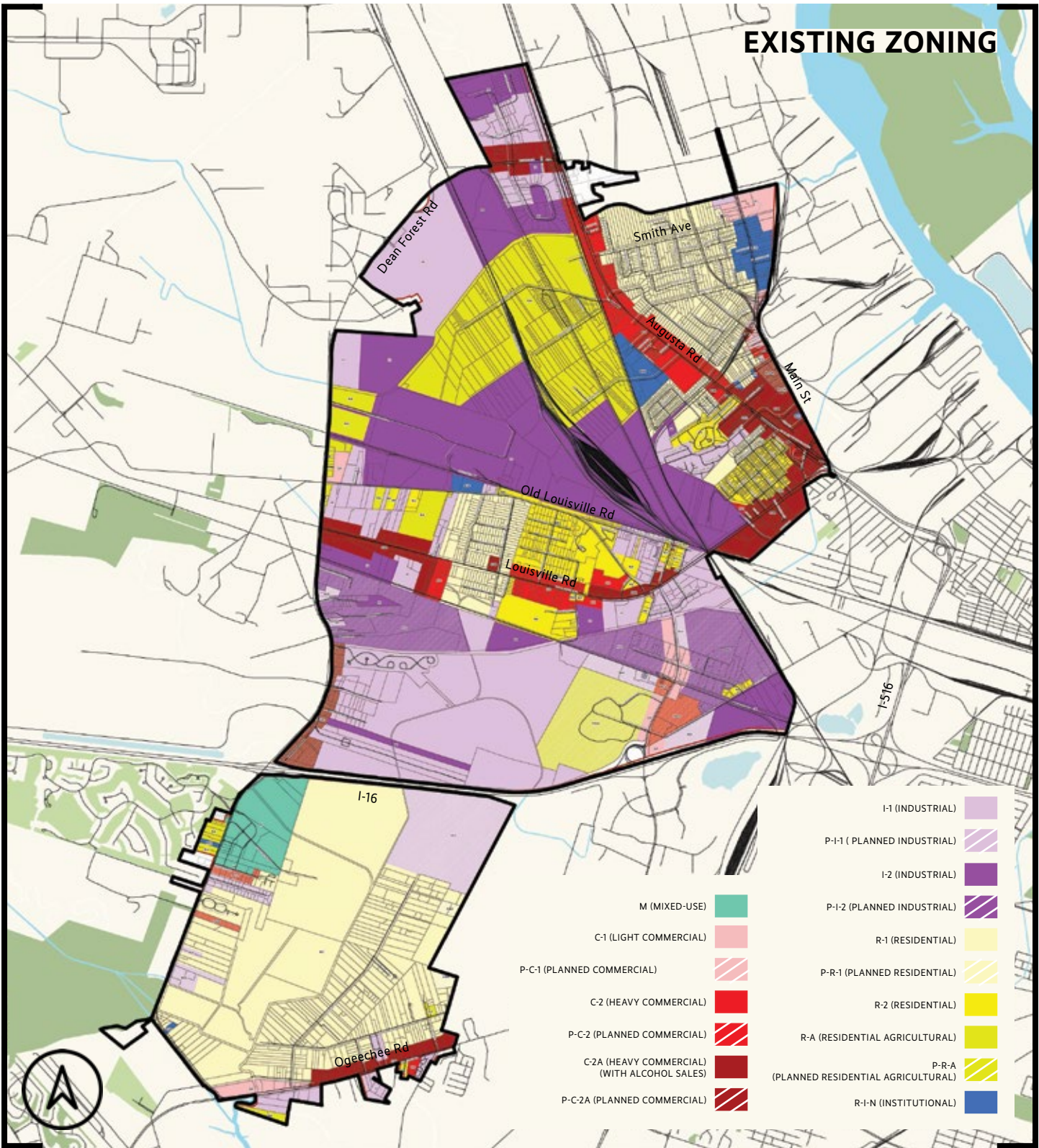
EXISTING ZONING

Garden City's Existing Zoning Map is represented in order to classify, regulate, and restrict the uses of land, buildings, structures, and other open spaces around buildings. Garden City is divided into the zoning districts shown below in Figure 4.1.

Existing Zoning Classifications, 2018

| ZONING CLASSIFICATION | DESCRIPTION |
|-----------------------|---------------------------------------|
| C-1 | Light Commercial |
| C-2 | Heavy Commercial |
| C-2A | Heavy Commercial with Alcoholic Sales |
| C-2A (BW) | Heavy Commercial with Alcoholic Sales |
| I-1 | Light Industrial |
| I-2 | Heavy Industrial |
| M | Mixed-Use |
| P-C-2A | Planned Commercial |
| P-C-2 | Planned Commercial |
| P-I-1 | Planned Industrial |
| P-I-2 | Planned Industrial |
| P-R-1 | Planned Residential |
| P-R-A | Planned Residential Agricultural |
| R-1 | Residential |
| R-2 | Residential |
| R-A | Residential Agricultural |
| R-I-N | Institutional |

Figure 4.1–Existing Zoning Classifications, Garden City



Map 4.6-Existing Zoning Classifications, Garden City

CHARACTER AREAS

Character Areas

Character areas are places that may contain a multitude of specific land uses, but share defining characteristics such as development intensity or topography. Garden City's character areas were developed utilizing the existing 2016 Comprehensive Plan character areas, existing community character, and future growth trends, in an effort to ensure compatible development and responsible future land use patterns.

Interpretation of the Character Area Map (CAM) is to be used jointly with the Future Land Use Map (FLUM). The CAM is not intended to represent future zoning; however, it is important that the CAM be considered along with the FLUM, the city's zoning ordinance, and other local policies when decision-makers consider land development questions or requests.

Character Areas Identified

- Local Commercial Corridor
- Commercial Redevelopment Corridor
- Mixed-Use Urban Anchor
- Industrial
- Public/Institutional
- Traditional Neighborhood
- Suburban Neighborhood
- Greenspace

CHARACTER AREAS

Map of Louisville, Kentucky, showing various colored zones and roads. The map includes a north arrow in the bottom left corner.

Legend:

- LOCAL COMMERCIAL CORRIDOR (Pink)
- COMMERCIAL REDEVELOPMENT CORRIDOR (Red)
- MIXED-USE URBAN ANCHOR (Teal)
- INDUSTRIAL (Purple)
- PUBLIC INSTITUTIONAL (Blue)
- TRADITIONAL NEIGHBORHOOD (Yellow)
- SUBURBAN RESIDENTIAL (Orange)
- GREENSPACE (Green)

Map Labels:

- Dean Forest Rd
- Smith Ave
- Augusta Rd
- Main St
- Old Louisville Rd
- Louisville Rd
- I-16
- Ogeechee Rd

LOCAL COMMERCIAL CORRIDOR

The Local Commercial Corridor character area was established to enhance the quality and compatibility of development, to encourage the most appropriate use of land, and to promote safe and efficient movement of traffic. Additionally, this specific character area allows for a higher intensity of neighborhood-scale commercial development, but does not allow for commercial development as intensive as the Commercial Redevelopment Corridor character area.

Current Zoning:

C-1, C-2, C-2A, I-1, I-2, P-C-2, P-C-2A, P-I-1, P-I-2, R-1, R-A, R-I-N

Future Zoning Classification:

More than 50% of land located within this character area is currently zoned for industrial or residential use. The City will need to evaluate current development trends and the demand for property to determine the best approach for steering future development and improving redevelopment along these corridors.

Implementation Measures:

- Apply strict procedures, standards, and guidelines to all development proposals within this district
- Ensure permitted uses reflect the needs of the local market and are compatible with nearby residential neighborhoods
- Ensure design and architectural standards are compatible with surrounding areas
- Ensure road edges are clearly defined by locating buildings closer to the road frontage with parking in the rear or at the side
- Evaluate the need for maximum parking requirements versus minimum parking requirements
- Develop access management standards for parking lots along main corridors to eliminate excessive curb cuts, etc



COMMERCIAL REDEVELOPMENT CORRIDOR

The Commercial Redevelopment Corridor character areas are highly trafficked and consist primarily of commercial/industrial uses adjacent to highways; however, some residential development is scattered along the highway and on local streets. This character area was established to enhance and reevaluate the quality and compatibility of development, promote safe and efficient movement of traffic, and reduce impacts on nearby residential properties.

Current Zoning:

C-1, C-2, C-2A, I-1, I-2, R-1, R-2

Future Zoning Classification:

While this character area contains a mix of zoning categories (including residential districts), the majority of these areas are zoned for commercial and industrial uses. The focus of redevelopment in these areas is fairly consistent with the commercial zoning categories; however, the City should explore additional design standards or an overlay district to foster the desired type of redevelopment and future development in the area.

Implementation Measures:

- Allow uses that reflect the needs of the local and regional market
- Apply strict procedures, standards, and guidelines to all development proposals within this district
- Allow for varied housing types and higher density residential development, most notably along main corridor frontage areas
- Create an overlay district along redevelopment corridors to encourage redevelopment design strategies, such as creating inviting corners and placing parking behind or beside buildings
- Explore and promote an infill development program to encourage new commercial development on vacant lots.



MIXED-USE URBAN ANCHOR

The Mixed-Use Urban Anchor character area is established to promote projects that integrate different land uses such as retail stores, restaurants, residences, civic buildings, offices, and parks within a defined area. Mixed-use developments by definition have a minimum of three separate types of uses included in the development.

Current Zoning:

C-1, C-2, C-2A, I-1, I-2, M, P-C-2, R-1, R-2, R-A, R-I-N

Future Zoning Classification:

Some of the areas identified for future mixed-use already contain a balanced combination of residential, commercial, and public uses. However, the traditional categories in the current zoning code do not necessarily lead to the desired vision for development within this character area. The City should consider rezoning areas to mixed-use or creating an overlay district along Highway 80 to help facilitate a form of development more consistent with the intent of this category.

Implementation Measures:

- Encourage residential development and commercial uses that complement each other and create a live/work environment
- Allow for varied residential densities and housing types
- Encourage commercial uses that include a mix of retail, services, and offices to serve neighborhood residents' day-to-day needs and that match the character of the neighborhood
- Ensure mixed-use area design is very pedestrian-oriented, with strong, walkable connections between different uses
- Rezone some or all of the Mixed-Use Urban Anchor character area to M (Mixed-use), or create an overlay district to facilitate a consistent form of development



INDUSTRIAL

Garden City has long occupied the superior strategic location within the county that attracts a wide range of industrial and commercial businesses. Both commercial and industrial businesses will continue to be attracted to the city because of its proximity to the Port and downtown Savannah, as well as its vast transportation network. The Industrial character area identifies areas where industrial uses can be segregated from an inappropriate level of unrelated uses.

Current Zoning:

C-1, C-2, C-2A, I-1, I-2, P-C-2, P-C-2A, P-I-1, P-I-2, R-1, R-2, R-A, R-I-N

Future Zoning Classification:

The biggest challenge the City will face with regards to industrial use is the increasing demand for industrial property and buffering these uses from neighboring residential areas.

Implementation Measures:

- Increase existing industry retention and expansion rates
- Promote revitalization efforts to enhance job creation and location of business and offices within Garden City
- Incorporate current and future needs for housing, infrastructure, and natural resources protection into economic development initiatives
- Expand international economic development within the city to support strategic industry sectors
- Integrate commercial and office infill as a transitional buffer between residential and industrial uses



PUBLIC/INSTITUTIONAL

Prioritizing where to build or maintain infrastructure affects the economic health, environmental quality, and social equity of Garden City. Services and infrastructure should be provided equitably throughout the City, and it is critical to evaluate where current infrastructure needs are not being met. Additionally, the city should explore impact fees as a method of funding improvements and the construction of new infrastructure.

Current Zoning:

C-1, C-2, P-R-A, R-1, R-2, R-A, R-I-N

Future Zoning Classification:

The majority of land within this character area is appropriately zoned.

Implementation Measures:

- Identify where adequate facilities exist and where facilities should be added to allow for appropriate growth
- Create a plan for staging infrastructure growth to accommodate growth tied to specific “level of service” measurements
- Set a threshold level of service for each type of infrastructure
- Determine if current public/institutional services are meeting the city’s potential needs



TRADITIONAL NEIGHBORHOOD

Traditional Neighborhood character areas are characterized by mixed land uses, grid street patterns, pedestrian circulation, intensively-used open spaces, architectural character, and a sense of community. Homes in this character area are primarily early- and mid-twentieth century single-family homes. Existing housing stock—older homes in particular—should be preserved and improved. Underutilized or vacant sites could be candidates for infill or redevelopment, which should be of a compatible scale and character with the surrounding neighborhood.

Current Zoning:

C-1, C-2, C-2A, I-1, I-2, R-1, R-2, R-A, R-I-N

Future Zoning Classification:

This activity will continue to occur in appropriate land use areas.

Implementation Measures:

- Encourage continuation of the street grid pattern
- Ensure infill development and redevelopment are consistent with the traditional architectural and design style
- Identify and protect historic structures
- Continue to enforce residential property maintenance standards
- Require the continuation of existing sidewalk networks in new development as well as connectivity to sidewalk networks outside of the new developments
- Identify and seek funding for streetscape improvements to improve the pedestrian environment
- Evaluate the City's tree protection ordinance to ensure the tree canopy is preserved citywide



SUBURBAN NEIGHBORHOOD

The Suburban Neighborhood character area is generally distinguished by single-family structures either on large lots or in subdivision developments with relatively uniform housing types and densities. Multi-family apartments and attached single-family subdivisions are also prevalent in these areas. New developments should have sidewalks and street trees, as well as access to adequate educational facilities and active and passive recreation. Suburban neighborhoods have adequate capacity of infrastructure and can have mixed-uses to serve the daily need of residents.

Current Zoning:

I-1, I-2, P-C-2, P-I-1, P-R-1, R-1, R-2, R-A

Future Zoning Classification:

This activity will continue to occur in appropriate land use areas.

Implementation Measures:

- Promote developments that have strong walkable connections within and between neighborhoods
- Identify and protect historic structures
- Allow for smaller local roads and associated rights-of-ways
- Require appropriate neighborhood mixed-uses within planned developments to provide a destination for pedestrians and to minimize the need for long trips



GREENSPACE

The Greenspace character area is defined by natural, open, vegetated spaces. The availability of greenspace in conjunction with well-planned, well-promoted cultural and historic resources and well-placed urban centers speaks to quality of life in a community. Properly planned greenways provide efficient pedestrian linkages that can serve as alternative transportation routes to and from work, services, and other daily destinations.

Current Zoning:

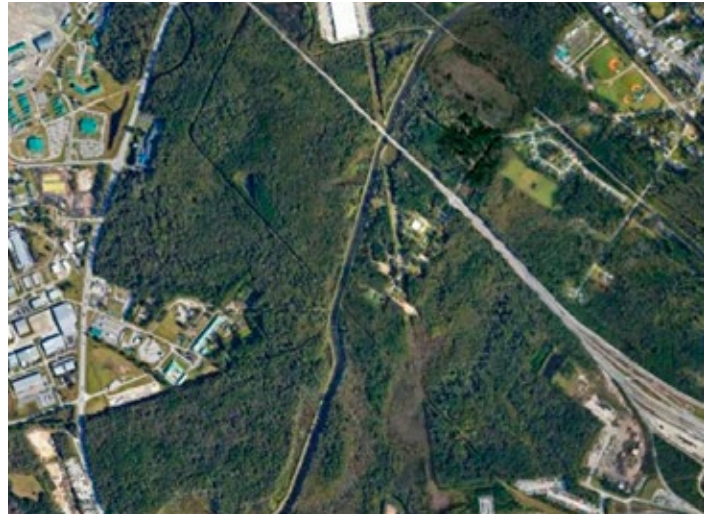
C-1, C-2, I-1, I-2, M, P-I-1, P-I-2, R-1, R-2, R-A

Future Zoning Classification:

Wetland and flood plain constraints will assist with the preservation of land within this area, but amendments to the existing zoning ordinance would be required to ensure the preservation of these areas.

Implementation Measures:

- Preserve scenic vistas and natural ecological features
- Promote conservation easements and other incentives for natural space preservation
- Require the establishment of greenspace as the first step in the land use planning and design process
- Identify key physical, natural, ecological, landscape, historical, access, and recreational assets

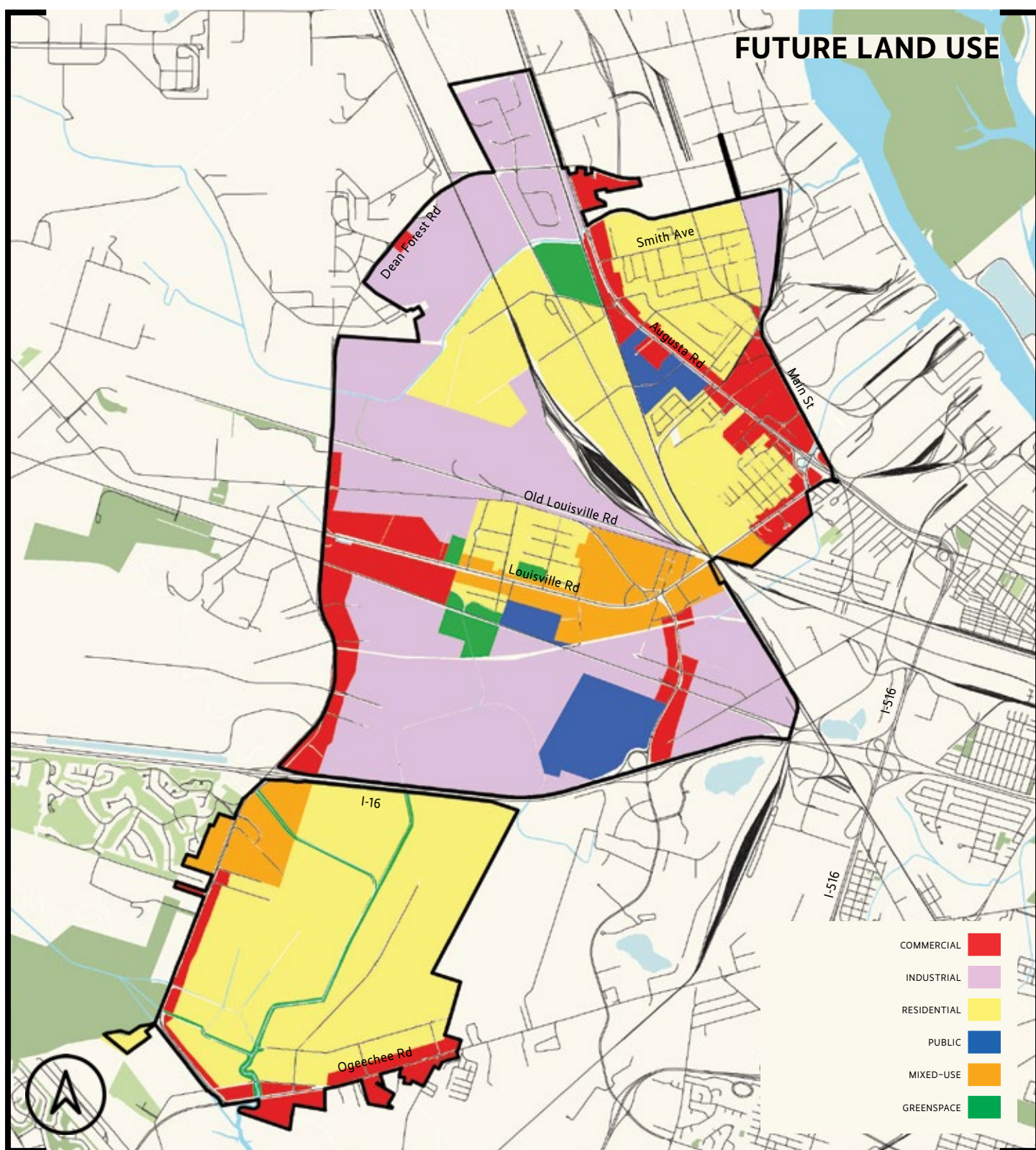


FUTURE LAND USE

Garden City 2040 sets out a vision for the community and its future land use decisions. In addition to the CAM, the Land Use Element includes a FLUM to present information, strategies, and recommendations to guide future land use policies and decisions. The FLUM and the CAM envision future land uses with attention to the interconnected elements of community character, development patterns, transportation infrastructure, equity, and natural resources.

The FLUM provides direction for zoning decisions through specific land use categories, while the CAM identifies the character vision for Garden City. In combination with one another, the FLUM and the CAM are intended to guide the character and direction of land use decisions in the city with the goal of furthering consistent uses and character.

Garden City's future land use patterns are shown on the FLUM. The FLUM contains land use and overlay categories which visually represent the land uses that serve to guide future zoning and development policy decisions. Land use categories are defined in detail on the following pages. Interpretation of the FLUM should be considered along with all zoning requests, local policy reviews, recommendations, and decisions when policymakers consider land development questions or requests.



LAND USE CATEGORIES

| MAP COLOR | | |
|------------|--|---|
| LAND USE | Commercial | Industrial |
| DEFINITION | This category is for land dedicated to non-industrial business uses—including retail sales, office, service, and entertainment facilities—organized into general categories of intensity. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building. Communities may elect to separate office uses from other commercial uses such as retail, service, or entertainment facilities. | This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing, wholesale trade facilities, mining or mineral extraction activities, or other similar uses. |
| USES | Commercial Retail, Commercial Office | Light Industry, Heavy Industry |

| MAP COLOR | | |
|------------|--|---|
| LAND USE | Residential | Public/Institutional |
| DEFINITION | The predominant use of land within the residential category is for single-family and multi-family dwelling units organized into general categories of net densities. | This category includes certain state, federal, or local government uses. Government uses include government building complexes, police and fire stations, libraries, prisons, post offices, schools, and military installations, among others. Examples of institutional land uses include colleges, churches, cemeteries, and hospitals. This category does not include facilities that are publicly owned but would be classified more accurately in another land use category. |
| USES | Single-Family, Multi-Family | Public/Institutional |

| | |
|-------------------|---|
| MAP COLOR | |
| LAND USE | Mixed-Use |
| DEFINITION | For a detailed, fine-grained mixed land use, or one in which land uses are more evenly balanced, mixed land use categories may be created and applied at the discretion of the community. Mixed land use categories must be clearly defined, including the type of land uses allowed and percentage distribution among the mix of uses (or other objective measurement of the combination), as well as the allowable density of each use. |
| USES | |

| | |
|-------------------|---|
| MAP COLOR | |
| LAND USE | Greenspace |
| DEFINITION | This category is for land dedicated to farming (fields, lots, pastures, farmsteads, specialty farms, livestock production, etc.), agriculture, or commercial timber or pulpwood harvesting. This category is also for land dedicated to active or passive recreational uses. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers, or similar uses. |
| USES | |

