



# LAND USE ELEMENT

# 04



# LAND USE

## Introduction

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The Land Use Element of Pooler 2040 defines Pooler'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 the city of Pooler in future land use policy decisions.

The Regional Development and Existing Land Use components describe historical and contextual information relating to land use in Pooler. The Character Area Map (CAM) identifies the character vision for Pooler 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 Pooler through the interconnected elements of community character, development patterns, existing and future infrastructure, equity, and natural resources.

# REGIONAL CONTEXT

## Physical Context

The city of Pooler is located in the western portion of Chatham County, encompassing 27.85 square miles. It is bounded by Bloomingdale to the west, Garden City to the east, the city of Savannah to the north, and unincorporated Chatham County to the south. The city is primarily residential and commercial in character, with undeveloped areas between pockets of residential, commercial, and industrial areas and planned unit developments (PUDs). Several of these undeveloped areas serve as buffers, such as the land between the Savannah/Hilton Head International Airport and the northern portions of Pooler. As the city continues to experience growth, these undeveloped areas will likely be developed as the pressure for growth continues to become more intense.



## Development Patterns

In 1838, Pooler Station Stop No. 1 was established by the Central of Georgia Railroad, spurring the development of what would become the city of Pooler. In the late 1800s, permanent residential development in Pooler was motivated by the purchase of several hundred acres for locals to utilize to build homes in a bid to make the area a lasting community. When Pooler officially incorporated in 1907, the population was about 337 people. In 1928, the paving of U.S. Highway 80 allowed residents of Pooler easy access to Savannah.

Development in Pooler began to pick up in the 1950s with the construction of I-95, as businesses began to develop around the interchanges. For the remainder of Pooler, growth was slow until the 1990s, when development demands began to move west from Savannah and new subdivisions and businesses began going up at a rapid rate. Transportation facilities played a large role in this growth and continue to influence growth and land use patterns in Pooler today. Major facilities in proximity to Pooler include the Savannah/Hilton Head International Airport, Interstates I-16 and I-95, U.S. Highway 80, and Pooler Parkway.

Due to the rapid development of Pooler over the last 50 years, planning practice has been largely in reaction to incoming development and has allowed for incompatible land uses and decreased connectivity. This comprehensive plan looks to ensure that planning efforts are forward thinking and consider growth with intentional forethought. Development in Pooler is likely to remain anchored around major transportation corridors, such as U.S. Highway 80 (Louisville Road) and Pooler Parkway, and expand outward into areas are currently developed at lower densities or remain undeveloped.





# 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 is comprised of 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.

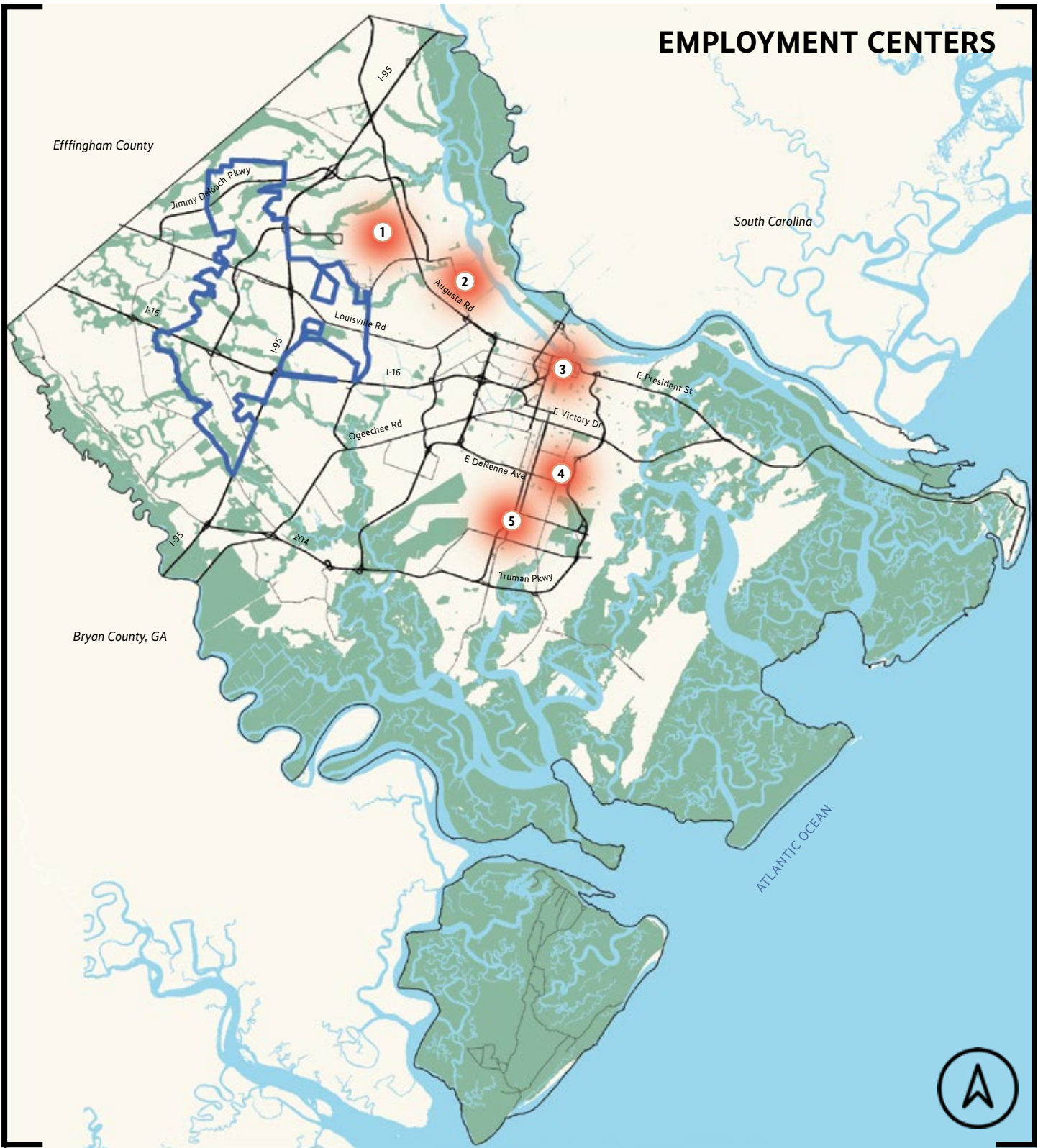
## 4. South Savannah Medical

- » 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



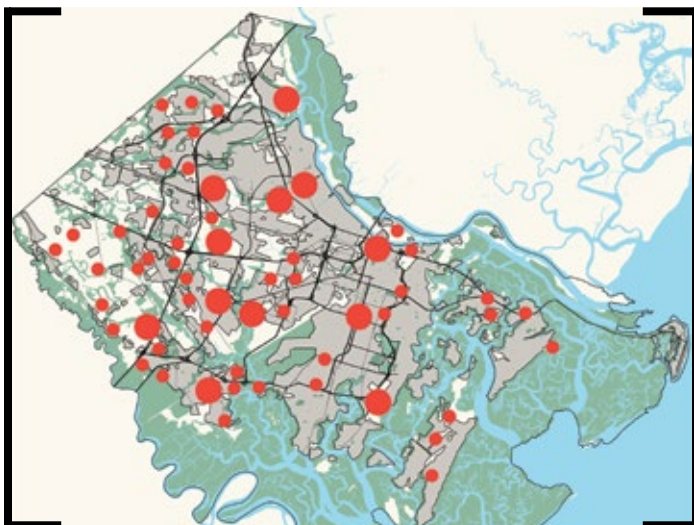


# FUTURE GROWTH STRATEGIES

## Options 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.

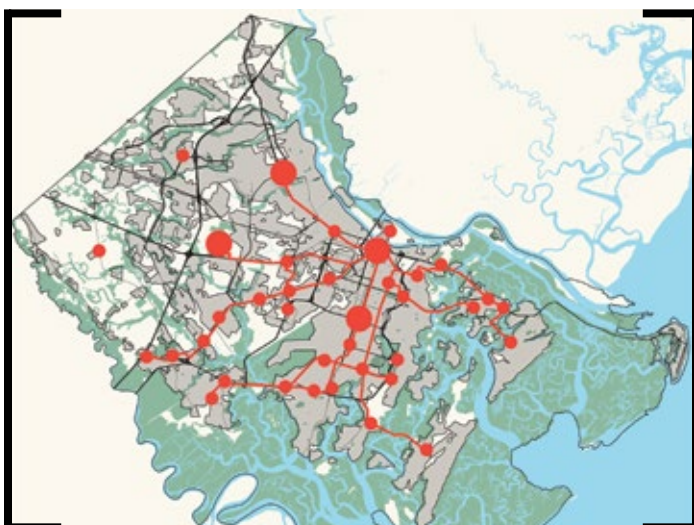
The intent was to allow the public to visualize different potential directions growth could take over the next 20 years and gauge the desirability of each.



## Business as Usual

The Business as Usual consists of continued outward development in Pooler 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 multimodal transportation nodes and corridors in Pooler.

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



## Compact Growth

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

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





## Preferred Growth Strategy: Strong Corridors

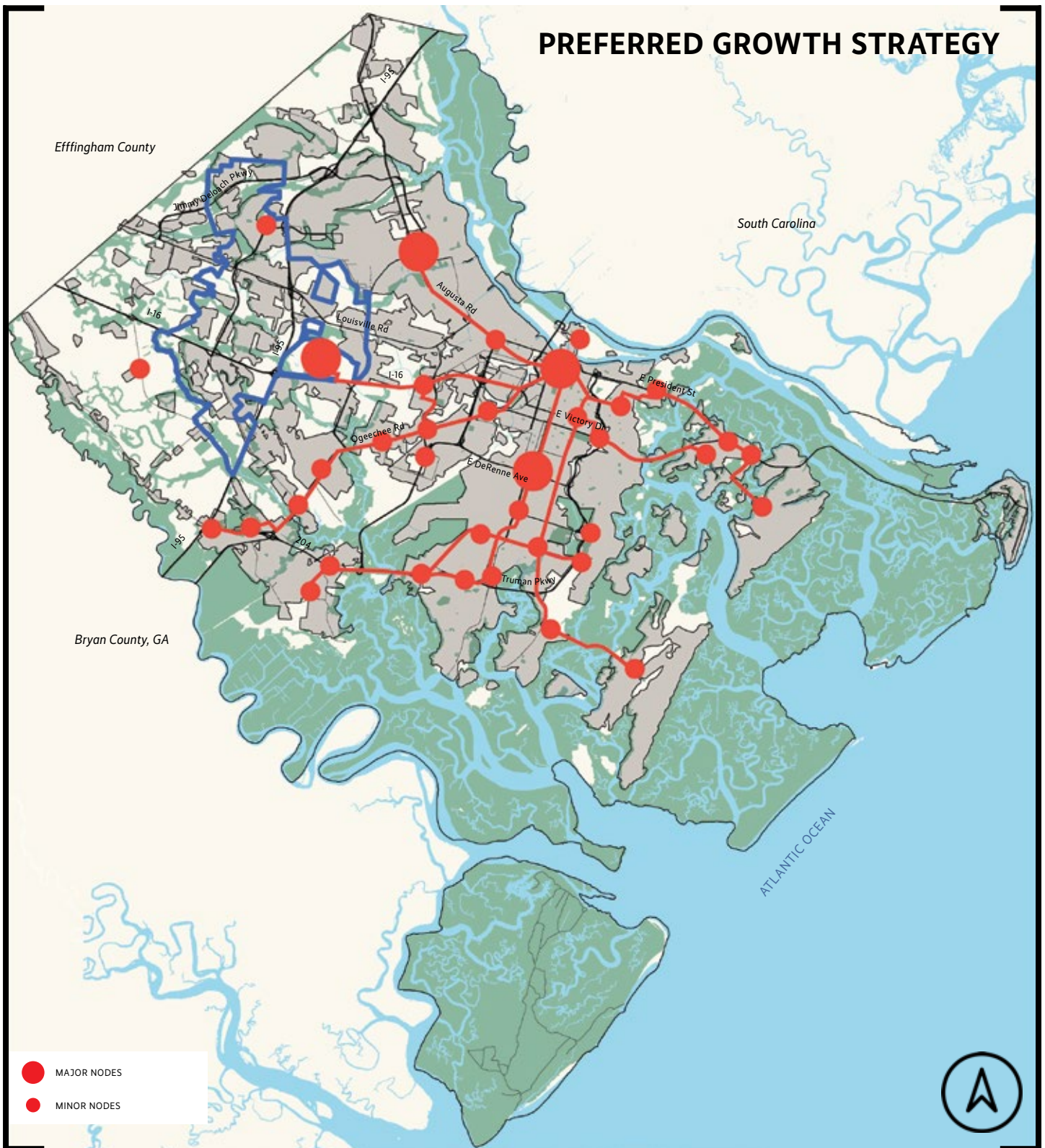
Given the choice of three scenarios in an online public survey, Pooler's respondents supported the "Strong Corridors" option: Forty-one percent (41%) of survey respondents chose this strategy as their first preference. Under the Strong Corridor Scenario the following activities and concepts become the 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 Pooler 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 Pooler 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.

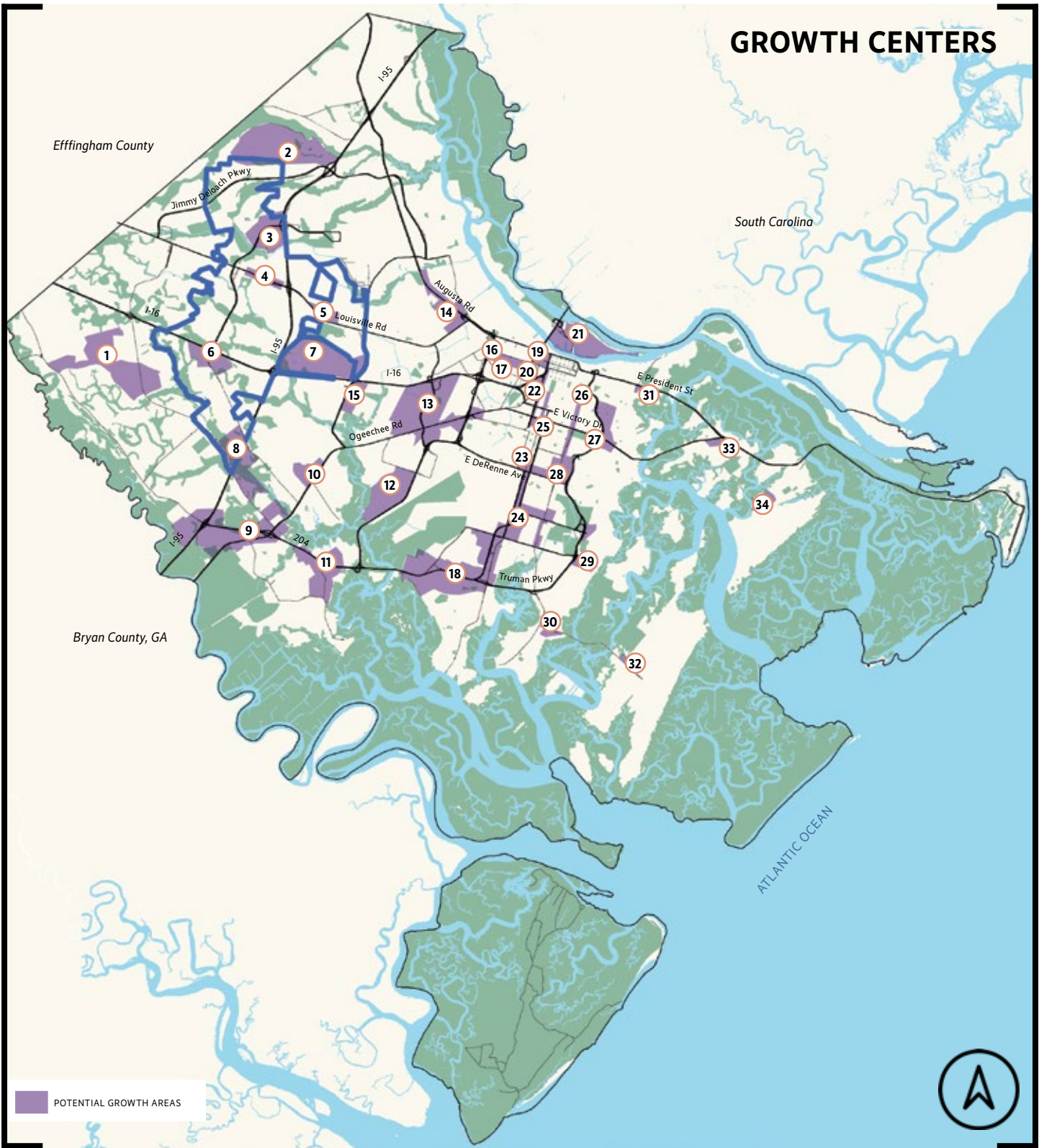
The Growth Centers Map is not a zoning map and is primarily intended to guide local decision makers on locations that should receive further study.

## 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 four identified growth centers in the city of Pooler.

- |                               |                            |
|-------------------------------|----------------------------|
| 1. New Hampstead              | 19. Yamacraw Village       |
| 2. Highlands                  | 20. Canal District         |
| 3. <b>GODLEY STATION</b>      | 21. Hutchinson Island      |
| 4. <b>HISTORIC MAINSTREET</b> | 22. Kayton-Frazier         |
| 5. <b>US 80 CORRIDOR</b>      | 23. DeRenne Ave Corridor   |
| 6. <b>QUACCO CORRIDOR</b>     | 24. Ogleshorpe 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. Whitemarsh Island      |
| 16. West Savannah             | 34. Wilmington Island      |
| 17. Tremont                   |                            |
| 18. Savannah Mall             |                            |
| GSU–Armstrong Vicinity        |                            |





Map 4.4—Potential Growth Centers 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





# EXISTING ZONING

The city of Pooler'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. Pooler is divided into the zoning districts shown in Figure 4.1.

## Existing Zoning Classifications, 2018

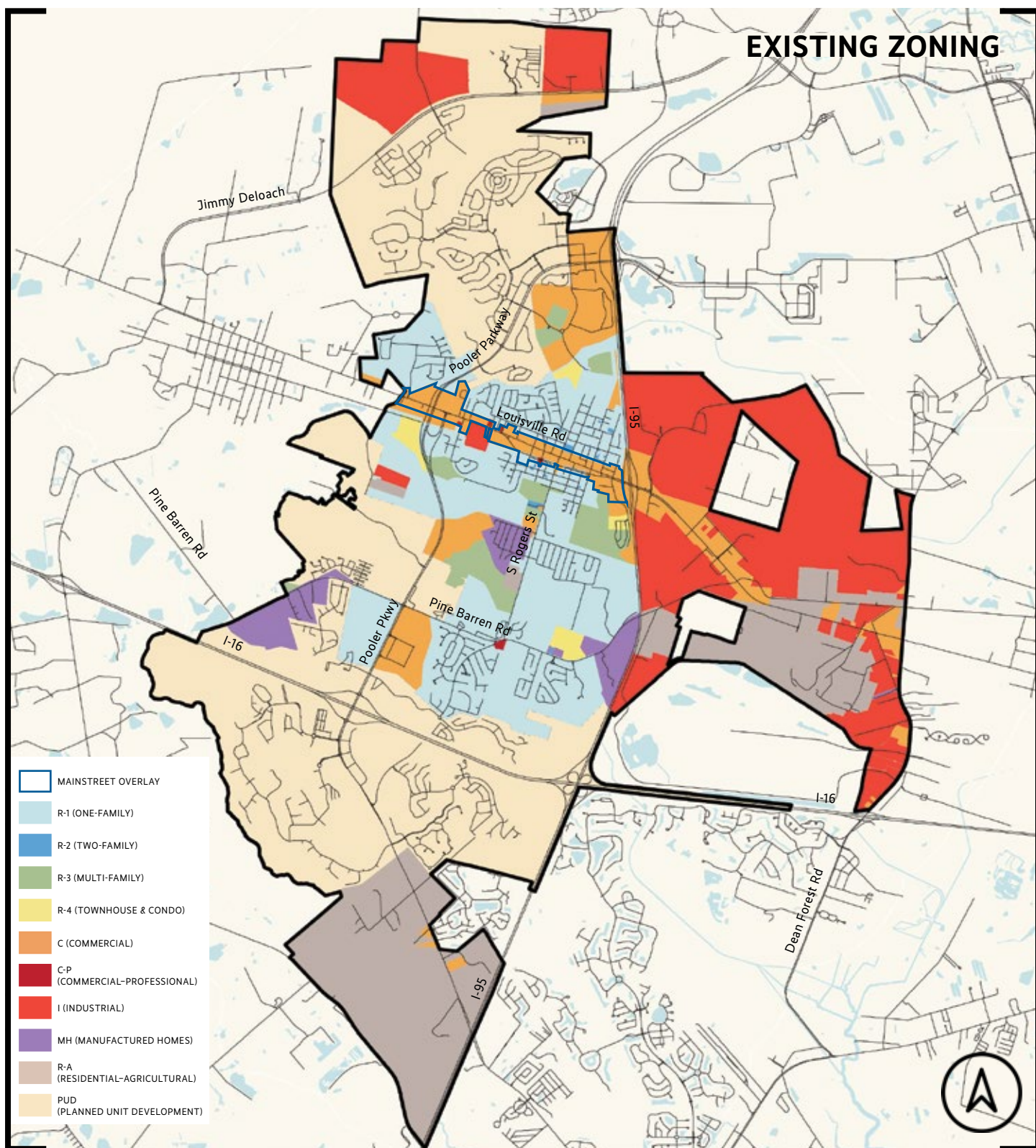
ZONING CLASSIFICATION	DESCRIPTION
R-1 (A-C)	One-family residential district
R-2 (A-C)	Two-family residential district
R-3 (A-C)	Multi-family residential district
R-4 (A-C)	Townhouses and condominiums district
MH-1	Manufactured home dwelling district
MH-2 (A-B)	Manufactured home dwelling district
MH-3	Manufactured home park district
C-1	Commercial, light district
C-2	Commercial, heavy district
C-P	Commercial-professional district
I-1	Industrial, light district
I-2	Industrial, heavy district
R-A	Residential-agriculture district
RA-1	Residential-agriculture, limited district
RA-2	Residential-agriculture, two-family dwelling district
PUD	Planned Unit Development

## Mainstreet Overlay Master Plan



Figure 4.2–Mainstreet Overlay Master Plan, Hussey Gay Bell

Figure 4.1–Existing Zoning Classifications, Pooler



# CHARACTER AREAS

## Character Areas

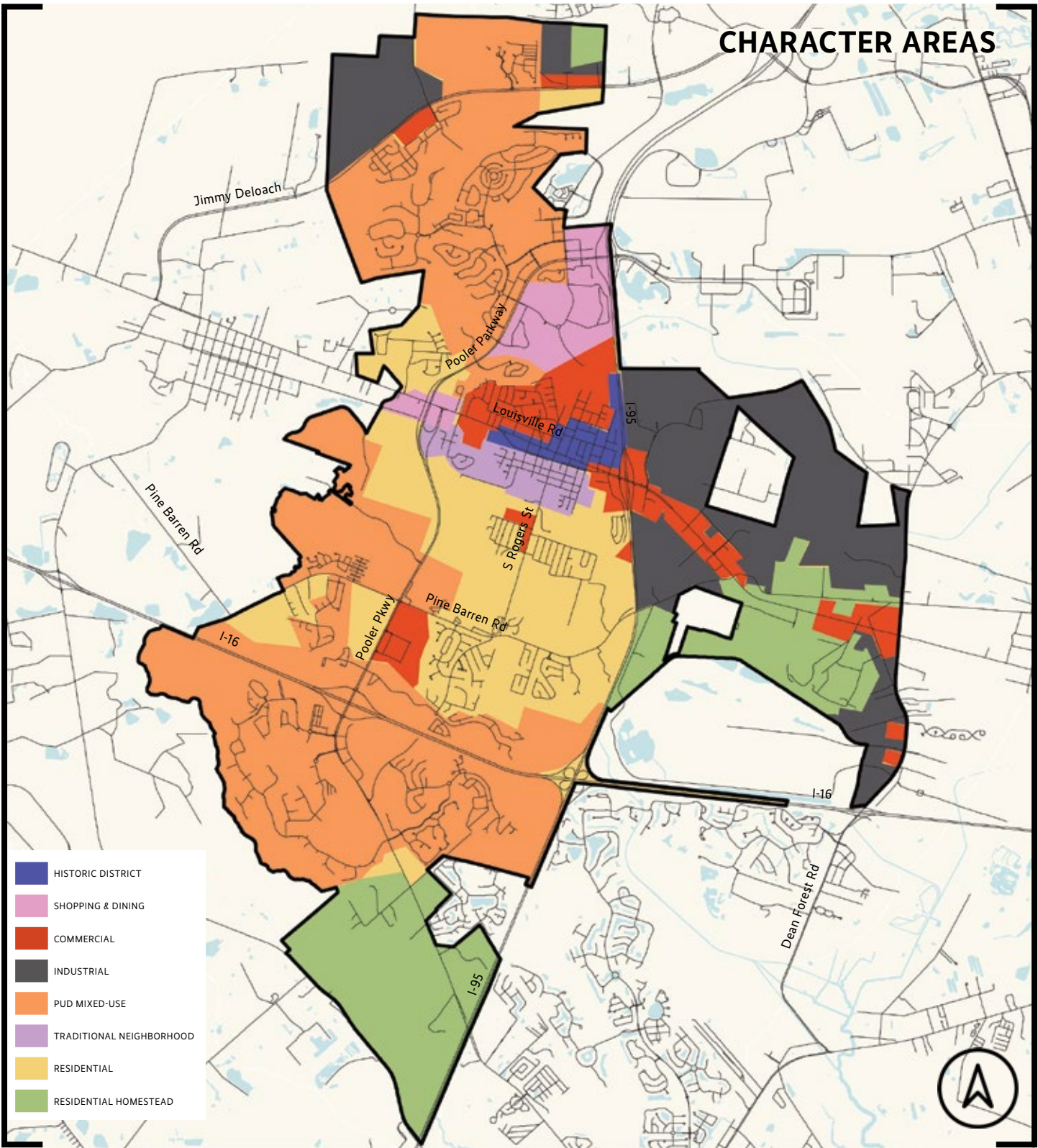
Character areas are places that may contain a multitude of specific land uses, but share defining characteristics such as development intensity or topography. Pooler's character areas were developed utilizing the existing 2016 Comprehensive Plan character areas, existing community character, and future 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

- Historic District
- Shopping & Dining
- Commercial
- Industrial
- PUD Mixed-Use
- Traditional Neighborhood
- Residential
- Residential Homestead





Map 4.6-Character Areas, Pooler



## HISTORIC DISTRICT

The city of Pooler's historic district is designed to protect the city's historic area from incompatible development. The city finds that its historic district is important to its cultural and economic assets, tourism, and education goals and ultimately public long-term interest.

See the Historic and Cultural Resources section in the Quality of Life Element (Element 8) for more detailed information regarding the establishment of historic preservation efforts in the city of Pooler.

### **Current Zoning:**

R-1-A

### **Future Zoning Classification:**

The City will need to survey current historic areas (as identified in Element 8) to identify existing historic structures and to determine the best approach for steering future development while preserving and protecting the past. The creation of a conservation overlay district should be explored to provide a review process for the proposed demolition of historic structures and buildings within specific older areas or neighborhoods in the city.

### **Implementation Measures:**

- Finalize the boundaries of the area for a comprehensive historic resources survey and create a timeline for surveying those areas
- Enact protection strategies such as a conservation overlay district and/or procedures, standards, and guidelines for all new construction, building additions, and material changes within this district





## SHOPPING & DINING

The purpose of the Shopping and Dining character area is to retain existing commercial uses and to provide for establishments catering to the lodging, dining, shopping, and service needs of residents and tourists.

### Current Zoning:

C-1, C-2

### Future Zoning Classification:

The land within the Shopping and Dining district is generally zoned for heavy or light commercial use. The City will need to evaluate current development trends, demand for property, and traffic impacts to determine the best approach for managing future development in these areas and to ensure the areas remain a pleasurable destination residents and tourists want to visit.

### Implementation Measures:

- Modify and allow flexibility for the parking ratio currently required for commercial development
- Establish maximum parking requirements versus minimum parking requirements
- Develop standards for overflow parking
- Develop access management standards for parking lots along main corridors to eliminate excessive curb cuts, etc.





## COMMERCIAL

The Commercial character area is applied to land that is, or should be, developed for general commercial purposes, as well as institutional and professional services. Pooler has a strategic location that will attract commercial businesses because of its proximity to the interstate. The commercial character area is 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.

### Current Zoning:

C-1, C-2

### Future Zoning Classification:

Most of the land located within this character area is zoned for commercial use. However, the City will need to evaluate current development trends and the demand for property to determine the best approach for managing future development in these areas and to ensure issues such as traffic congestion and road network capacity are properly planned for.

### Implementation Measures:

- Increase existing commercial retention and expansion rates
- Ensure allowed uses reflect the needs of the local market and are compatible with nearby residential neighborhoods
- Promote revitalization efforts to enhance job creation and location of businesses and offices within Pooler
- Incorporate current and future needs for housing, infrastructure, and natural resource protection into economic development initiatives
- Ensure road edges are clearly defined by locating buildings closer to the roadside with parking in the rear or at the side



## INDUSTRIAL

The Industrial character area identifies areas where industrial uses should be protected from an inappropriate level of unrelated uses and where activity should improve or accommodate a wider range of employment opportunities.

### Current Zoning:

C-2, I-1, I-2

### Future Zoning Classification:

Almost all of the land within the Industrial character area is already zoned for industrial use. The biggest challenge the city will face with regard to industrial use is buffering such uses from neighboring residential areas.

### Implementation Measures:

- Enhance workforce development by collaborating with business, industry, and planning of educational entities that provide necessary workforce skills
- Employ a strategy for industrial land use wherever economically and environmentally feasible, using industrial performance standards to integrate related industries while protecting neighboring uses
- Utilize commercial and office infill as a buffer between residential and industrial uses



## PUD/MIXED-USE

The PUD/Mixed-Use 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. PUDs and other mixed-use developments should aim to provide services equitably throughout the community.

### Current Zoning:

PUD

### Future Zoning Classification:

Amendments to the existing zoning ordinance and PUD zoning district would be required to ensure that future development in the PUD/Mixed-Use character area consists of a minimum of three separate types of uses. Additionally, the City should explore the creation of an overlay district along redevelopment corridors to ensure a consistent and connected form of development.

### 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
- Encourage connectivity throughout the city by connecting pedestrian-accessible areas within and outside the boundaries of the PUD
- Create an overlay district along redevelopment corridors to facilitate consistent form of development





## 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. Under-utilized 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:

R-1, R-3

### Future Zoning Classification:

While this activity will continue to occur in appropriate land use areas, the city should explore the creation of an overlay district and/or design standards to ensure the protection of historic structures and appropriate infill development.

### Implementation Measures:

- Encourage the continuation of the street grid pattern
- Ensure that 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
- Identify and seek funding for the implementation of streetscape improvements to improve the pedestrian environment
- Evaluate the City's tree protection ordinance to ensure the tree canopy is preserved citywide



## RESIDENTIAL

Residential character areas are characterized by grid street patterns, pedestrian circulation, architectural character, and a sense of community.

### Current Zoning:

R-1, R-2, R-3, R-4, R-A, M-H

### Future Zoning Classification:

Amendments to the existing zoning ordinance would be required.

### Implementation Measures:

- Encourage the continuation of the street grid pattern
- Ensure that 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
- Identify and seek funding for the implementation of streetscape improvements to improve the pedestrian environment
- Evaluate the City's tree protection ordinance to ensure the tree canopy is preserved citywide





## RESIDENTIAL HOMESTEAD

Pooler's Residential Homestead character area is designed for large tracts of land upon which a large home or estate can be built. The Residential Homestead allows for various large housing types and residential amenities. New developments should have access to adequate educational facilities, as well as active and passive recreational opportunities.

### Current Zoning:

R-A

### Future Zoning Classification:

Amendments to the existing zoning ordinance would be required.

### Implementation Measures:

- Promote developments that have strong, walkable connections within and between neighborhoods
- Encourage roadway activity and connectivity
- Allow for smaller local roads and associated rights-of-ways
- Allow for appropriate neighborhood mixed uses within planned developments to provide a destination for pedestrians and to minimize the need for long trips



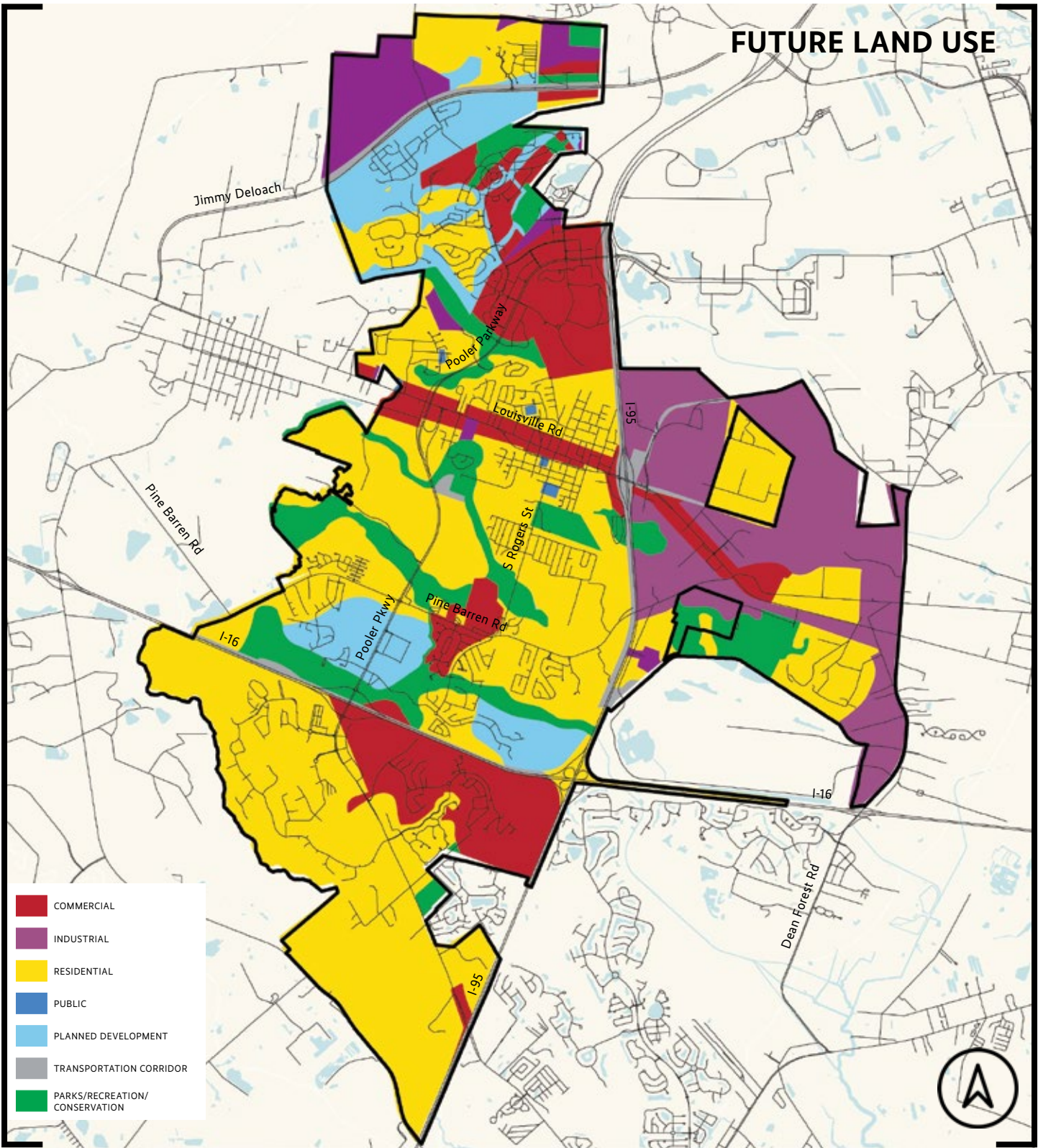


# FUTURE LAND USE

Pooler 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 the city of Pooler. 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.

The city of Pooler'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 policy makers consider land development questions or requests.



Map 4.7-Future Land Use, Pooler



# LAND USE CATEGORIES

MAP COLOR		
LAND USE	Commercial	Industrial
DEFINITION	This district is defined as an area designated for the development of commercial properties with land uses of less than two acres. This district consists of lands and structures used primarily for the retailing of goods and the furnishing of services. Regulations within this district are intended to permit and encourage full development of the necessary uses while at the same time protecting nearby residential properties from the possible adverse effects of the commercial activity.	This district is established to provide land for industrial uses that are not significantly objectionable with regard to noise, odor, fumes, etc. to surrounding properties. This district's regulations are designed to provide a compatible environment for uses generally classified as industrial in nature; to protect and reserve undeveloped areas within the city that are suitable for such industries; and to discourage encroachment by residential, commercial, or other uses that may adversely affect the industrial character of the district. Lands within this district should be located in relation to the major thoroughfare network of the city, as well as rail and airport facilities if possible, and designed so that uses within the district do not disrupt normal traffic flow patterns within the city. Planned industrial parks are encouraged within this district.
USES	Light Commercial, Heavy Commercial, Commercial Professional	Light Industry, Heavy Industry

MAP COLOR		
LAND USE	Residential	Public
DEFINITION	The predominant use of land within the residential category is for single-family, multi-family, townhome, condominiums, manufactured homes, and manufactured home park district dwelling units organized into general categories of net densities.	This category includes certain state, federal or local government uses, and institutional land 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	One-Family, Two-Family, Multi-Family, Townhouse & Condominiums, Manufactured Homes, Residential Agricultural	Public/Institutional



<b>MAP COLOR</b>		
<b>LAND USE</b>	<b>Planned Development</b>	<b>Transportation Corridor</b>
<b>DEFINITION</b>	The purpose of the PUD district is to encourage flexibility in land planning that will result in improved design, character, and quality of new mixed-use developments; to promote the most appropriate use of land; to facilitate the provision of streets and utilities; and to preserve the natural and scenic features and open space.	This category includes such uses as major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, telephone switching stations, airports, port facilities or other similar uses.
<b>USES</b>	Planned Developments	Transportation/Communications/Utilities, Rights-of-Way

<b>MAP COLOR</b>		
<b>LAND USE</b>	<b>Green Infrastructure/Park/Recreation/Conservation</b>	
<b>DEFINITION</b>	This category is 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.	
<b>USES</b>	Recreation Active	

