

Future Land Use Element

Overview

The purpose of land use planning is to identify locations and sites for various types and styles of land development. The Future Land Use element of a comprehensive plan considers existing and future land use by categories including: residential, commercial, industrial, recreation open space and civic uses. Local governments are enabled to plan for future growth and development to promote “public health, safety, morals, convenience, order, appearance, prosperity, and general welfare,” through the South Carolina Legislature in SC (6-29-710).

The Future Land Use Element of the Town of Summerville’s comprehensive plan update will provide land use recommendations for the municipal Town boundaries and unincorporated land located along the Town’s periphery. Planning Area-Map #1

Dorchester County’s 2008 Comprehensive Plan identifies four “growth areas” within the county as mapped on 2008 Dorchester County Future Land-Use-Map #3. The lower portion of Dorchester County, located within the Great Cypress Swamp and the Ashley River, is classified as “Managed Growth Areas” in accordance with the recommendations of the Dorchester County’s comprehensive plan. The Town of Summerville’s Planning Area is located in the Managed Growth Areas of Dorchester County’s Comprehensive Plan. Managed Growth Areas are defined as existing *Towns and neighborhoods* and are well suited for development considering reasonable access to existing or planned transportation infrastructure. These areas predominately occupy high ground, removed from sensitive environmental and natural resource areas.

Existing Land Use

An inventory of existing land use was conducted for Dorchester County in 2006, including all municipalities. In 2009, the land area of the Town of Summerville’s municipal boundary encompassed 14.5 square miles or 9,273 acres. According to the 2009 survey 55% is classified as residential, 14% is agricultural forested lands, and 12% is commercial and industrial land. Parks/open space and vacant land occupies almost 10% of total land area within the Town.

Population Growth

The citizen population and municipal boundaries of the Town of Summerville have grown substantially over the past ten years. According to growth projections, the total citizen population within the municipal boundary will increase 59 percent from 2000 to 2010. Portions of this population growth can be credited to annexation measures by the Town of Summerville. Population Element

The Census Bureau’s 2005 population estimate for Dorchester County is 117,660. Dorchester County’s 2008 Comprehensive Plan projects the population of Dorchester County to exceed 160,000 by the year 2030, a projected population growth of 38 percent from 2005 to 2030. These projections include the majority of incorporated Summerville. In order to effectively manage the projected population for the Town of Summerville and Dorchester County, it is essential to identify suitable areas to accommodate the increased population growth.

Future Land Use Element

Goals and Objectives

The Future Land-Use Element is intended to guide and manage the projected population growth and land development of the Town of Summerville's Planning Area. This Element is comprised of three components: *Future Land Use Districts, Corridors, and Focal Points* identified on Future Land Use-Map #2.

Goal One – Future Land Use Districts: The Town of Summerville should encourage the preservation of existing neighborhoods while promoting planned growth when reviewing land development and site plan proposals within the Town's Planning Area.

Objective: The Planning Area is divided into eleven Future Land Use Districts identified on the Future Land Use Map. These districts are intended to guide projected growth, encourage sustainable development and promote redevelopment within the Planning Area.

Employment Growth (EG) District

The Employment Growth District promotes economic development opportunities within the Planning Area.

The Employment Growth District is located northeast of Fifth Street North toward and across Interstate 26. The EG District is bisected by Hodge Road and Old Dairy Road, encompassing McQueen Industrial Park.

The EG District is intended to serve as an economic development area for the Town of Summerville Planning Area. The EG District's location within close proximity to existing and planned transportation corridors and freight rail lines is a key component to successful industrial and wholesale trade sites.

Industrial land uses such as construction, manufacturing, transportation, communication, utilities and wholesale trade are recommended for the EG District. Residential land uses are not encouraged within the EG District.

Commercial (C) District

The Commercial District classifies commercial land uses providing a variety of general commercial goods and retail services within the Planning Area.

Four locations have been classified as Commercial Districts: 1) Main Street (Highway 17A) 2) Trolley Road/Berlin G. Myers Intersection 3) Ladson Road/Trolley Road/Dorchester Road Intersection and 4) east Ladson Road towards the intersection of Lincolville Road. These areas consist of predominately suburban style commercial land uses such as shopping centers, big box retail stores, restaurants, automobile dealerships and service stations.

The Main Street (Highway 17A) Commercial District should continue to experience commercial growth along the Interstate 26 (I-26) interchange. The majority of this growth is expected to include large scale retail. The southern portion of this district below the I-26/Highway 78 Interchange is planned for general commercial land uses including retail, office, hotel and restaurants. High density residential development is also planned for this area.

The Commercial District located along the Trolley Road/Berlin G. Myers Intersection includes a traditional suburban retail shopping center with close proximity to the Dorchester County library. Redevelopment and rehabilitation of these areas will be encouraged through the Town's Commercial Design Review Boards oversight and ordinances that require thoughtful site design and architecture. Completion of Phase III of the Berlin G. Myers Parkway will increase vehicle trips and provide an opportunity for redevelopment of these existing commercial sites.

The Ladson Road/Trolley Road/Dorchester Road Intersection Commercial District should be planned for continued expansion of the commercial, residential and a mixture of retail, professional office, recreation and institutional land uses. Plans are underway for a CARTA Express transit route in this area as identified on the [Transit Service and Potential Commuter Rail-Map #5](#).

The east Ladson Road Commercial District located towards the intersection of Lincolnville Road is planned for continued commercial growth. Commercial land uses should remain predominate in this District.

Traditional suburban style shopping centers and other commercial sites located in these Commercial Districts should be redeveloped considering the proximity to existing infrastructure and surrounding services. High density residential and mixed use is recommended and should be planned in redevelopment projects. Shopping centers with large oversized parking lots should consider out-parceling to facilitate redevelopment. Out-parceling is a lot separated from a commercial development which may be sold or developed.

Gateway Mixed Use (GMU) District

The Gateway Mixed Use District is intended to enhance the traditional street grid system within the Town of Summerville and encourage a mixture of light and heavy commercial, retail, office and residential land uses.

The GMU District comprises portions of “New Town” Summerville with a mixture of commercial and residential land uses. The boundaries of the GMU District extend northward of the NSX Rail line along Main Street towards the Berlin G. Myers Parkway intersection of Main Street. The western boundary is along Pine Street, the eastern boundary is approximately a quarter mile south of the Berlin G. Myers Parkway north of the NSX Rail line.

The Berlin G. Myers Parkway, Fifth Street North (US 78) and Main Street (Highway 17A) are major transportation corridors bisecting the GMU District. Transportation widening projects and new road construction is planned for portions of the GMU District. Fifth Street North is scheduled to be widened from a two lane to four lane road; while the Berlin G. Myers/Maple Street Extension is programmed in the CHATS Long Range Transportation Plan. The GMU District is located adjacent to the NSX rail line. A Commuter Rail Feasibility Study is currently being undertaken by the BCDCOG.

Multiple land uses encouraging a variety of intensities to support transit and commuter rail will be encouraged within the GMU District through zoning regulations. High residential densities are recommended for the GMU District. Potential commuter rail station sites have been identified on the [Transit Service and Potential Commuter Rail-Map #5](#) and referenced in the [Transportation Design Element](#) and [Priority Investment Areas Element](#).

The GMU District contains the luxury of a highly connected street network, major transportation corridors and supporting transit services. Vertical growth and compact land development will be planned for the GMU District.

Neighborhood Mixed Use (NMU) District

The Neighborhood Mixed Use District is intended to encourage the integration of commercial and residential land uses.

The NMU District is proposed in three areas: 1) North of Main Street along the Fifth Street North corridor, spanning west along Richardson Avenue towards the Fifth Street North/Richardson Avenue intersection. This portion consists of mainly residential land uses with commercial and industrial land uses surrounding the Fifth Street North/Richardson Avenue intersection. 2) Surrounding Miles Jamison Road /Gahagan Road intersection, spanning towards the Berlin G. Myers Parkway. This segment consists of commercial and residential land uses. 3) The Coastal Center tract located along Miles Jamison Road.

The NMU District promotes neighborhood service-oriented businesses and residential land uses. Services should include low intensity commercial land uses such as sales of consumer goods, health and personal care, insurance, real estate, financial services, senior housing and religious institutions. Residential land uses such as, townhomes, rowhouses, duplexes, single-family housing and accessory dwelling units are encouraged in the NMU District. Medium to high residential densities are recommended for the NMU District.

Downtown (D) District

The Downtown District is intended to maintain, protect and enhance the historic integrity of Old Town Summerville while promoting new business growth.

The D District classification encompasses the commercial district of Historic Downtown Summerville and extends beyond the boundaries and purview of the Town of Summerville Historic Board of Architectural Review and Commercial Design Review Board. A mixture of commercial, office, service, retail and residential land uses comprise the land uses of the district. The boundaries are adjacent to the GMU District, west of Gum and North Main Street crossing portions of Carolina Avenue, Richardson Avenue and Salisbury Drive.

Historic buildings, places of worship and Victorian homes located along winding roads comprise the distinct residential character of the district. The commercial portion is the original center of the Town offering a variety of retail and dining options in a pleasant pedestrian friendly environment that is only a short walk to residential neighborhoods, recreational amenities, parks and other facilities. An average residential density of 1 to 2 dwelling units per acre is recommended for the residential area of the D District, moderate residential densities and adaptive reuse of existing structures is recommended for the commercial area.

The integrity of D District is to be maintained and protected while fostering new business growth. The Town of Summerville will strive to preserve the historic character of the D District while encouraging a sustainable balance between preservation, rehabilitation and redevelopment. Residential development such as loft-style apartments and live-work units should be encouraged in the commercial portion of the D District but should be carefully monitored by the Town Board of Architectural Review and Commercial Design Review Board for areas outside the Historic District. Future growth and development within the D District will form a pleasant balance between new opportunities and historic preservation.

Village (V) District

The Village District is intended to preserve residential land uses while promoting the enhancement of residential community character.

The primary land use of the V District is single-family residential housing with an average density of 1 to 4 dwelling units per acre with small commercial land uses dispersed along Central Avenue. Future residential development and growth will be planned and designed to effectively reflect the existing character of the V District. Low to moderate residential densities are recommended for the V District.

Medium Residential Neighborhood (MRN) District

The Medium Residential Neighborhood District promotes single-family neighborhoods of medium density.

The majority of the MRN District contains single-family residential subdivisions with an average residential density of 4 to 6 dwelling units per acre. Future residential subdivisions should be of comparable densities. Medium residential densities are recommended for the MRN District.

The transportation network of new residential subdivisions should promote connectivity with existing residential neighborhoods. These transportation connection points will disperse traffic, increase mobility and provide a variety of travel routes for vehicles and pedestrians, while limiting congestion on arterial roads. More recommendations for transportation connectivity and street network design are provided in the [Transportation Design Element](#).

Rural Residential (RR) District

The Rural Residential District is intended to promote and preserve low-density residential neighborhoods with limited infrastructure.

The RR District is intended to encourage rural-density residential neighborhoods with average densities of 1 unit per 5 to 8 acres. Environmental and culturally sensitive resources are prevalent in the RR District and should be preserved. Future development will be designed to conserve environmentally sensitive resources and preserve rural character. Residential land uses requiring limited public infrastructure are recommended for the RR District.

Public utilities, services and infrastructure capable of supporting large scale commercial, industrial or residential development should be discouraged within the RR District.

Rural Agricultural (RA) District

The Rural Agricultural District is intended to preserve rural, agricultural and farm lands.

The RA District encourages rural densities of 1 dwelling unit per 8 to 12 acres. The majority of the RA District consists of large estate residential tracts with agricultural land uses. Natural and environmental resources are prevalent within the RA District.

Large residential subdivisions are discouraged within the RA District. Future residential land uses should conserve rural character. Planning and land development techniques such as open space dedication, conservation subdivision design, low impervious surface coverage ratios, and preservation of roadside trees are encouraged to preserve the natural beauty and scenic landscape of the area.

Sufficient buffering and setback requirements from cultural and natural resources will be encouraged. Limited curb cuts and alternative street design standards should be implemented to limit impervious surface coverage.

Recreation Open Space

The Recreation Open Space designation classifies public and privately dedicated open space and passive recreational land uses.

Recreation Open Space District includes the Pine Forest and Miler Golf Course, the Sawmill Branch Canal Pedestrian and Bicycle Trail, privately dedicated open space and easements in addition to the Colonial Dorchester State Historic Site.

The Recreation Open Space District designates passive recreational amenities and open space. Open space is land that is essentially unimproved, set-aside, and/or reserved and may be publicly or privately dedicated or owned. Passive recreational amenities are typically classified as walking trails, public parks, golf courses and other areas with limited structural improvements.

The Town of Summerville will encourage the advancement of recreational efforts to provide a variety of active and passive recreational conveniences for existing and future residents.

Future bicycle and pedestrian infrastructure will connect with these recreational areas as opportunities present themselves. Transportation facility enhancement improvements are recommended in the Transportation Design Element. Development or redevelopment in close proximity to recreational areas should provide bicycle and pedestrian access. The interconnectivity of these areas will ensure a variety of recreational opportunities for Summerville residents.

Future Land Use-Map #2

Goal Two – Future Land Use Corridors: Transportation corridors within the Town of Summerville Planning Area should provide mobility and complement future adjoining land uses.

Objective: Transportation corridors have been designated as Community-oriented, Automobile-oriented and Limited Access to ensure adjacent land uses are consistent with the proposed transportation function of the scheduled road type.

Community-oriented Corridors (Mixed Use)

These corridors are intended to support neighborhood services such as doctor’s offices and small scale retail establishments. Commercial uses such as restaurants, supermarkets and gas stations are appropriate within Commercial Activity Centers along these corridors. Detached single-family units and townhouses are recommended along these corridors while, planned Central Neighborhoods along these corridors may include higher residential densities and mixed use.

Automobile-oriented Corridors (General Commercial)

These corridors are intended to facilitate a variety of general commercial uses, including gas stations, supermarkets, restaurants and shopping malls. General commercial sales and service oriented land uses are suitable along these corridors. Higher residential housing densities and mixed use are allowable, single-family residential land uses are discouraged along Automobile-oriented Corridors.

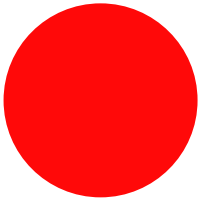
Limited Access Corridors

These corridors are intended to provide alternative community transportation routes and/or community bypass. Limited vehicular and pedestrian access to adjoining land uses is recommended. Adjoining land uses should have access by way of perpendicular streets leading to the planned intersections of these corridors. Transportation mobility is the primary function of Limited Access Corridors.

Future Land Use-Map #2

Goal Three – Future Land Use Focal Points: Responsible land development and growth patterns promoting sustainability of the natural and built environment will be encouraged within the Town of Summerville. Growth, development and redevelopment within the Town of Summerville are to occur in an efficient and effective manner to maximize existing and proposed infrastructure and municipal services.

Objective: Focal Points have been identified on the Future Land Use Map to recommend appropriate locations for Commercial Activity Centers, Gathering Places, Central Neighborhoods and Employment Centers. Focal Points should be used in conjunction with the Land Use Districts and Corridors to guide growth and land development.

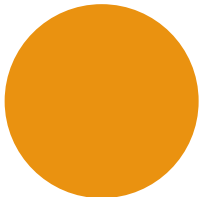


Commercial Activity Centers

Commercial Activity Centers should confine general sales and retail land uses within an approximate location. Intensity of Commercial Activity Centers is determined based upon vehicular access by way of Community & Automobile Oriented Corridors and proximity to surrounding neighborhoods.

Commercial Activity Centers provide destination points for surrounding residential communities and offer a mixture of commercial land uses while providing safe, walkable, pedestrian access to surrounding residential neighborhoods. Land uses within Commercial Activity Centers should include regional and/or neighborhood shopping centers in addition to other general sales and commercial establishments. High density residential and mixed use is recommended and can be incorporated in Commercial Activity Centers.

Careful planning and design measures should be considered to effectively integrate Commercial Activity Centers within the transportation network and character of the surrounding Land Use District as recommended in the Transportation Design Element.

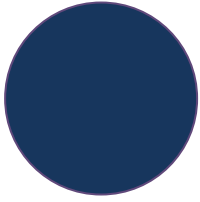


Central Neighborhoods

Central Neighborhoods are planned to supply a variety of residential housing options and neighborhood oriented services. Central Neighborhoods should target residents with varying housing needs such as empty-nesters looking to downsize, young professionals and small families entering the housing market.

Central Neighborhoods may include a mixture of housing types such as rowhouses, townhouses, apartments, condominiums or a combination of these four. Bicycle and pedestrian accessibility and facilities are essential to Central Neighborhoods.

Central Neighborhoods will provide customers for surrounding Commercial Activity Centers and should increase property tax revenue for Town of Summerville while generating minimal impacts on municipal services, infrastructure and surrounding school districts.

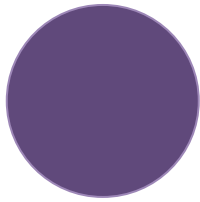


Gathering Places

Gathering Places are places of worship, schools, parks and active recreational amenities within a community. Future Gathering Places are to have convenient automobile accessibility in addition to multiple access points for bicyclists and pedestrians.

Gathering Places are one of the most defining aspects of the Town of Summerville. The Downtown District exemplifies harmonious integration of civic, commercial and residential land uses. Gathering Places such as parks, schools, libraries and recreational facilities provide a sense of community and should be incorporated into redeveloped residential communities.

New and redeveloped communities should link Gathering Places and passive recreation. The Town will continually evaluate opportunities to enhance existing public amenities and recreational facilities such as town squares, community playgrounds, parks and other recreational amenities.



Employment Centers

Employment Centers are industrial sites designated by Dorchester County and the Town of Summerville. Employment Centers serve as an economic hub to generate jobs, encourage private investment and promote economic development opportunities.

Large employers such as manufacturing facilities, factories, office complexes, medical centers and hospitals are encouraged in Employment Centers. Employment Centers are located within proximity to existing and/or planned infrastructure capable of supporting the intensity of the proposed land use.

Future Land Use-Map #2

Future Land Use Element Implementation Strategies

Strategy One: Future Land Use Districts

Districts	Land Uses	Structural Intensity	Residential Density	Access to Infrastructure	Design Standards; Landscaping	Tools
Employment Growth	Construction-related business	Medium	N/A	Very High: interconnected transportation network, water and sewer	Low; buffering and landscaping of primary roads	Plan infrastructure extension & capacity improvements during the municipal site plan approval process, engineer transportation corridors to increase mobility for heavy truck traffic, implement zoning restrictions to limit residential land uses, Summerville Planning Commission site and development plan review, Summerville Commercial Design Review Board review process
	Manufacturing & Wholesale Trade	Medium: lot size must confine vibration and sound to not disrupt adjoining property	N/A	Very High: interconnected transportation network, water and sewer	Low; buffering and landscaping of primary roads	
	Transportation, Communications, Information & Utilities	High	N/A	Very High: interconnected transportation network, water and sewer	Low; buffering and landscaping of primary roads	
Commercial District	General Sales & Services, Mixed Use	Medium: 1 – 2.5 stories	N/A	Very High: interconnected transportation network with bicycle and pedestrian oriented access, water and sewer	High; heavy buffering and landscaping along primary roads	Commercial Design Review Board review process, outparceling of platted lots, form based codes, Summerville Planning Commission site and development plan review
	Residences	N/A	Very High: 12 to 15 dwelling units per acre	Very High: interconnected transportation network with bicycle and pedestrian oriented access, water and sewer	High; buffering between auto and pedestrian facilities	Commercial Design Review Board review process, outparceling of platted lots, form based codes, Summerville Planning Commission site and development plan review
Gateway Mixed Use	Retail Sales (except automobile and heavy consumer goods)	Very High: 1 to 4 stories, may have offices and dwelling units above	N/A	High on arterial or at intersection of two collector roads with bicycle and pedestrian oriented access, alleys provide alternative access water and sewer	High; landscape along public right-of-way	Form based codes, large building footprints, zero lot lines, minimum build to lines, increased building height limits, utility placement underground or behind structures along alleyways, TIF Districts for transportation facility

Districts	Land Uses	Structural Intensity	Residential Density	Access to Infrastructure	Design Standards; Landscaping	Tools
	Neighborhood Services (business, professional, scientific, technical & personal services)	Very High: 1 to 4 stories, may have offices and dwelling units above	N/A	High on arterial or at intersection of two collector roads with bicycle and pedestrian oriented access, alleys provide alternative access water and sewer	High; landscape along public right-of-way	enhancements, pedestrian scale streetscaping and public squares, transit and commuter rail facilities, Summerville Planning Commission site and development plan review
	Residences	N/A	Very High: 12 to 15 dwelling units per acre	High on arterial or at intersection of two collector roads with bicycle and pedestrian oriented access, alleys provide alternative access water and sewer	High; landscape along public right-of-way	
Neighborhood Mixed Use	Neighborhood Services (Business, professional, scientific, technical & personal services)	Medium - High : 1 to 3 stories	N/A	High on arterial or at intersection of two collector roads with bicycle and pedestrian oriented access, alleys provide alternative access water and sewer	High; landscape along public right-of-way	Form based codes, large building footprints, zero lot lines, minimum build to lines, increased building height limits, utility placement underground or behind structures along alleyways, TIF Districts for transportation facility enhancements, pedestrian scale streetscaping and public squares, transit and commuter rail facilities, Summerville Planning Commission site and development plan review
	Residences & Accommodations	N/A	Medium – High: 7 to 11 dwelling units per acre	High on arterial or at intersection of two collector roads with bicycle and pedestrian oriented access, alleys provide alternative access water and sewer	High; landscape along public right-of-way	
Downtown	Retail Sales & Light Services (Commercial Area)	Medium: 1 to 2.5 stories, may have offices and dwelling units above	N/A	High: on arterial or at intersection of two collector roads with bicycle and pedestrian oriented access, water and sewer	High; landscape along public right-of-way	Historic Board of Architectural Review process, Historic Preservation, acquisitions of historic properties, adaptive reuse, Planning Commission site and development plan review

Districts	Land Uses	Structural Intensity	Residential Density	Access to Infrastructure	Design Standards; Landscaping	Tools
	Residences (Residential Area)	N/A	Low - Medium: 1 to 3 dwelling units per acre	Medium: Interconnected roads and pedestrian facilities, water and sewer	N/A	Historic Board of Architectural Review process, Historic Preservation, acquisitions of historic properties, adaptive reuse, Summerville Planning Commission site and development plan review
Village	Residences	N/A	Low – Medium: 1 to 3 dwelling units per acre	Medium: Interconnected roads and pedestrian facilities, water and sewer	N/A	Summerville Planning Commission site and development plan review, subdivision regulations
Medium Residential Neighborhood	Residences	N/A	Medium: 4 to 6 dwelling units per acre	Medium: Interconnected roads and pedestrian facilities, water and sewer	N/A	Summerville Planning Commission site and development plan review, subdivision regulations
Rural Residential	Residences	N/A	Low: 1 dwelling unit per 5 to 8 acres	Low: rural roads, unpaved roadsides, some water and sewer service, mostly individual wells and septic	N/A	Planning Commission site and development plan review, subdivision regulations, alternative road construction and design standards, (pervious material), cluster provisions
Rural Agriculture	Residences	N/A	Very Low: 1 dwelling unit per 8 to 12 acres	Very Low: rural roads, unpaved roadsides, mostly individual wells and septic	N/A	Planning Commission site and development plan review, subdivision regulations, alternative road construction and design standards, (pervious material), conservation style development patterns
	Agriculture & Forestry	N/A	≥ 12 acres per tract	Very Low: rural roads, unpaved roadsides, unimproved roads, access easements	N/A	Summerville Planning Commission site and development plan review, environmental and natural resource conservation
Recreation Open Space	Open Space	Unimproved, conservation easements	N/A	Very Low: vehicle, High: bicycle & pedestrian	N/A	Construct and maintain facilities/amenities through joint use

Districts	Land Uses	Structural Intensity	Residential Density	Access to Infrastructure	Design Standards; Landscaping	Tools
	Passive Recreation	Walking trails, public parks, golf courses	N/A	Low: vehicle, High: bicycle & pedestrian	N/A	agreements and public/private partnerships, land acquisition programs for parks/open space, open space dedication through municipal land development approval, Summerville Planning Commission site and development plan review

Strategy Two: Future Land Use Corridors

Corridors	Land Uses	Structural Intensity	Residential Density	Access to Infrastructure	Design Standards; Landscaping	Tools
Community	Residences	N/A	Medium – High: 7 to 11 dwelling units per acre	Very High: fronting directly on road only, parking in alleys, on-street parking at Commercial Activity Centers, interconnected transportation network to surrounding future land use districts, water and sewer	Corridor Type Map , Transportation Design Element , Road Type Map , AASHTO Green Book, ITE Context Sensitive Street Design Solutions (CSSD)	Summerville Planning Commission review and approval process for site plans, development plans and transportation facility improvement plans, Dorchester Comprehensive Plan, Funding sources through DCTA, CHATS, TIF, MID, SIB and transportation impact fees, coordination with surrounding municipalities and adjacent land-owners
	Retail and Office	Low: 1 story, > 1,000 square feet	N/A	Very High: fronting directly on road only, parking in alleys, on-street parking at Commercial Activity Centers, interconnected transportation network to surrounding future land use districts, water and sewer	Corridor Type Map , Transportation Design Element , Road Type Map , AASHTO Green Book, ITE Context Sensitive Street Design Solutions (CSSD)	Summerville Planning Commission review and approval process for site plans, development plans and transportation facility improvement plans, Dorchester Comprehensive Plan, Funding sources through DCTA, CHATS, TIF, MID, SIB and transportation impact fees, coordination with surrounding municipalities and adjacent land-owners
Automobile	General Sales & Services	Medium: 1 – 2.5 stories	N/A	Very High: fronting on road, shared access easements, limited curb-cuts, interconnected transportation network to surrounding future land use districts, water and sewer	Corridor Type Map , Transportation Design Element , Road Type Map , AASHTO Green Book, ITE Context Sensitive Street Design Solutions (CSSD)	Summerville Planning Commission review and approval process for site plans, development plans and transportation facility improvement plans, Dorchester Comprehensive Plan, Funding sources through DCTA, CHATS, TIF, MID, SIB and transportation impact fees, coordination with surrounding municipalities and adjacent land-owners

Corridors	Land Uses	Structural Intensity	Residential Density	Access to Infrastructure	Design Standards; Landscaping	Tools
	Residences	N/A	Very High: 12 to 15 dwelling units per acre	Very High: fronting on road, shared access easements, limited curb-cuts, interconnected transportation network to surrounding future land use districts, water and sewer	<u>Corridor Type Map,</u> <u>Transportation Design Element,</u> <u>Road Type Map,</u> AASHTO Green Book, ITE Context Sensitive Street Design Solutions (CSSD)	Summerville Planning Commission review and approval process for site plans, development plans and transportation facility improvement plans, Dorchester Comprehensive Plan, Funding sources through DCTA, CHATS, TIF, MID, SIB and transportation impact fees, coordination with surrounding municipalities and adjacent land-owners
Limited Access	N/A	N/A	N/A	Medium - High: bypass, expressway, limited vehicle access by parallel roads at planned perpendicular intersections, priority is transportation mobility, separated bike/ pedestrian facilities, water and sewer	<u>Corridor Type Map,</u> <u>Transportation Design Element,</u> <u>Road Type Map,</u> AASHTO Green Book, ITE Context Sensitive Street Design Solutions (CSSD)	Summerville Planning Commission review and approval process for site plans, development plans and transportation facility improvement plans, Dorchester Comprehensive Plan, Funding sources through DCTA, CHATS, TIF, MID, SIB and transportation impact fees, coordination with surrounding municipalities and adjacent land-owners

Strategy Three: Future Land Use Focal Points

Focal Points	Land Uses	Structural Intensity	Residential Density	Access to Infrastructure	Design Standards; Landscaping	Tools
Commercial Activity Center	General Sales & Services, Mixed Use	Medium: 1 – 2.5 stories	N/A	Very High: interconnected transportation network with bicycle and pedestrian oriented access, shared on-street parking, water and sewer, 1/4 mile target radius	Corridor Type Map , Transportation Design Element , Road Type Map , AASHTO Green Book, ITE Context Sensitive Street Design Solutions (CSSD)	Form based codes, Commercial Design Review Board review process, outparceling of platted lots, form based codes, Summerville Planning Commission site and development plan review
	Residences	N/A	Very High: 12 to 15 dwelling units per acre	Very High: interconnected transportation network with bicycle and pedestrian oriented access, water and sewer, 1/4 mile target radius	Corridor Type Map , Transportation Design Element , Road Type Map , AASHTO Green Book, ITE Context Sensitive Street Design Solutions (CSSD)	
Central Neighborhoods	Neighborhood Services (Business, professional, scientific, technical & personal services)	Medium - High : 1 to 3 stories	N/A	High: Arterial or at intersection of two collector roads with bicycle and pedestrian oriented access, alleys provide alternative access water and sewer, 1/4 mile target radius	Corridor Type Map , Transportation Design Element , Road Type Map , AASHTO Green Book, ITE Context Sensitive Street Design Solutions (CSSD)	Form based codes, large building footprints, zero lot lines, minimum build to lines, increased building height limits, utility placement underground or along alleyways, Tax Increment Financing Districts for transportation facility enhancements, pedestrian scale streetscaping and public squares, transit and commuter rail facilities; Summerville Planning Commission site and development plan review
	Residences & Accommodations	N/A	Medium – High: 7 to 11 dwelling units per acre, workforce housing	High: Arterial or at intersection of two collector roads with bicycle and pedestrian oriented access, alleys provide alternative access water and sewer, 1/4 mile target radius	Corridor Type Map , Transportation Design Element , Road Type Map , AASHTO Green Book, ITE Context Sensitive Street Design Solutions (CSSD)	
Gathering Places	Arts, entertainment & recreation (non-commercial)	Medium: 1 – 2.5 stories	N/A	Medium: Collector roads or along an avenue, pedestrian facilities, water and sewer	Very Low: voluntary design standards	Public and Private partnerships with neighboring municipalities, development community, neighborhood organizations, business and civic groups ,
	Education	Medium - High : 1 to 3 stories	N/A	Medium: Collector roads or along an avenue, pedestrian	Low; buffering and landscaping of primary roads	

Focal Points	Land Uses	Structural Intensity	Residential Density	Access to Infrastructure	Design Standards; Landscaping	Tools
				facilities, (grades 9 - 12 arterial road only), water and sewer		Rehabilitation and/or construction of new public buildings, Joint-use facilities with School Districts, Communities and Municipalities, Residential Improvement Districts, Acquisition of Historic Buildings through National Trust for Historic Buildings
	Public administration and safety	Medium - High : 1 to 3 stories	N/A	High: Arterial or at intersection of two collector roads with bicycle and pedestrian oriented access, water and sewer	Low; buffering and landscaping of primary roads	
	Religious institutions	Medium - High : 1 to 3 stories	N/A	High: Arterial or at intersection of two collector roads with bicycle and pedestrian oriented access, water and sewer	Very Low: voluntary design standards	
Employment Centers	<u>See: Employment Growth District Implementation Strategies</u>				<u>See: Employment Growth District Implementation Strategies,</u> Performance standards should be proportionate to the site's size, scale and operation.	Specified Zoning Districts, Public/Private Partnerships, Infrastructure Capacity, Transportation Mobility, Summerville Planning Commission and City Council streamlined development plan review and permitting process

