FUTURE LAND USE PLAN[1]

The vision of Summerdale emphasizes the importance of protecting the rural and agricultural heritage of the town, but also maintaining a family friendly community. The corporate limits of Summerdale are fairly large, as compared to the existing population, which results in a somewhat low density overall. This is due to the existence of large tracts of land that are either used for agricultural purposes or undeveloped. However, the existing land use map shows that a majority of these large tracts of land are located on the outskirts of town. In contrast, the area in an around downtown is rather dense, with smaller parcels of land. Because of these circumstances, Summerdale is in a unique position to offer a variety of residential and economic opportunities to current and future residents. Rather than acquiring new land for annexation, especially because of Summerdale's location between Loxley and Robertsdale, the town should encourage development of the abundant vacant land (both large and small tracts) already in the corporate limits. This land would be cheaper to develop because of proximity to utilities, and cheaper for the town to provide services such as fire and police.

Like many of the small towns in Baldwin County, Summerdale was located along a major north/south railroad line, and the town developed adjacent to it. The railroad line is no longer there today, but there are still many opportunities to take advantage of in the original town center. Unlike most of the towns in Baldwin County located along Highway 59, the center of Summerdale, or downtown, is situated a few blocks east of the major highway. Several municipal buildings, the schools, several parks, and a majority of the housing is also located east of Highway 59, which creates the perfect opportunity for a walkable, family friendly downtown. Summerdale is also unique in that there is a large central greenspace in the center of town, which is a perfect place for civic events and gatherings. There are several buildings that front this large open space, and plenty of opportunity for future development or redevelopment. Any future development or redevelopment of downtown should encourage mixed-use development and increased housing density.

The town of Summerdale contains some of the most productive agricultural land in Baldwin County and the residents of Summerdale cherish these rural expanses. However, as development pressures increase, these large tracts of relatively untouched land are at great risk of being lost. Since most of the housing density is located in and around downtown, the outlying areas should be

encouraged to remain rural. There is an intrinsic value in preserving a "sense of place" and through a variety of development guidelines, that goal can be achieved.

The future land use plan was created based on Summerdale's vision statement which values the rural, small town, family friendly atmosphere~~. To accomplish this vision, the future land use plan calls for the town to be divided into six major areas, or districts, each with their own unique purpose.~~

USING THE FUTURE LAND USE MAP

The Future Land Use Map (FLUM) should be used together with the goals, policies, and recommendations of the Comprehensive Plan when evaluating development proposals, rezonings, annexations, infrastructure improvements, and other land use decisions.

The boundaries between Future Land Use categories are intended to represent the Town's general vision for development and should not always be interpreted as precise parcel-by-parcel boundaries. When evaluating property located near the boundary of two categories, the Town should consider surrounding development patterns, existing zoning, roadway access, utilities, environmental conditions, parcel configuration, and compatibility with adjoining properties.

A proposed rezoning should not be considered appropriate solely because a requested zoning district could accommodate a use generally associated with the property's Future Land Use category. The Town should also evaluate the proposed development's scale, density or intensity, infrastructure demands, compatibility, traffic impacts, and consistency with the overall goals and policies of the Comprehensive Plan.

The Future Land Use Map should be periodically reviewed and amended when changing conditions, annexations, infrastructure investments, development trends, or community priorities warrant reconsideration of the Town's long-range land use strategy.

FUTURE LAND USE CATEGORIES

The Future Land Use Map establishes the Town of Summerdale's desired pattern for future growth, development, redevelopment, and conservation. The categories shown on the map

are intended to guide future land use decisions, rezonings, infrastructure investments, annexations, and development proposals while protecting established neighborhoods, preserving the Town's rural character, providing opportunities for economic development, and directing growth to locations where it can be appropriately supported.

The Future Land Use Map (FLUM) is a long-range policy guide and is not a zoning map; however, it should serve as a framework for the future structure of the Town's Zoning Map and as a guide for evaluating rezoning requests to ensure that zoning decisions are consistent with the Town's long-term vision for growth and development. The FLUM establishes the Town's desired future development pattern, while zoning is the regulatory mechanism used to help implement that vision. Future Land Use categories do not establish zoning entitlements or guarantee that a particular property may be developed for every use generally associated with its Future Land Use designation. Development remains subject to the Town's Zoning Ordinance, Subdivision Regulations, infrastructure requirements, environmental conditions, and other applicable regulations.

AGRICULTURAL / CONSERVATION | 5+ ACRES

The **Agricultural/Conservation** category is intended to preserve Summerdale's agricultural heritage, rural landscape, environmentally sensitive lands, and significant areas of open space while allowing very low-density residential development.

Land uses such as agriculture, forestry, conservation, recreation, open space, and single-family residential development on lots that are a minimum of **five acres or greater (5+ acres)** are appropriate within this category.

Development should preserve agricultural lands, wetlands, flood-prone areas, drainage systems, significant vegetation, wildlife habitat, and other natural resources where practical. Residential development should maintain a rural pattern characterized by large lots, open land, and limited development intensity.

This category also serves as an important tool for managing outward growth by discouraging premature conversion of rural land to higher-density development before adequate roads, utilities, drainage, and public services are available.

ESTATE RESIDENTIAL | 1–5 ACRES

The **Estate Residential** category is intended to preserve and encourage a low-density residential development pattern characterized by large lots, detached single-family homes, open space, and a rural or semi-rural setting. This category provides an important transition between Summerdale's agricultural areas and its more compact residential neighborhoods.

Residential lots are required to be a **minimum of one (1) acre**, with no maximum lot size limits required. Properties included in this category should generally range from **one to five acres**, allowing residents to maintain the spacious development pattern that contributes to Summerdale's rural character. Development should preserve existing natural features and vegetation where practical and minimize unnecessary impacts on wetlands, drainage areas, and environmentally sensitive lands.

New subdivisions should be designed with consideration for surrounding rural properties, roadway capacity, drainage, utilities, and the availability of public infrastructure. Where public utilities are unavailable, lot sizes and development patterns should be sufficient to safely accommodate individual water and wastewater systems in accordance with applicable requirements.

- CONSERVATION SUBDIVISIONS

  A Conservation Subdivision is a residential development designed to preserve natural resources, environmentally sensitive lands, agricultural areas, and permanent open space by clustering residential lots within a portion of the overall development site.

  Unlike conventional subdivisions, which generally distribute residential lots throughout the property, Conservation Subdivisions allow flexibility in individual lot sizes and configurations while concentrating development in areas most suitable for residential use. The remaining land is preserved as permanent open space, natural habitat, agricultural land, or other conservation areas. The purpose of a Conservation Subdivision is not to increase development density, but rather to provide greater flexibility in development design while protecting the natural and rural characteristics of Summerdale.

  Conservation Subdivisions shall maintain the overall residential density permitted by the property's underlying Future Land Use designation and applicable zoning regulations. This development approach allows flexibility in lot sizes and configurations by clustering residential lots within portions of the property most suitable for development, based on factors such as soil drainage capacity, topography, and environmental conditions. Clustering allows for smaller individual residential lots while preserving significant portions of the property for agricultural uses, permanent open space, natural resources, and culturally significant features. **The intent of this type of development is not to permit a development to have an increase of lots with smaller lot sizes. The reduction of individual lot sizes through conservation subdivision design shall not result in an increase in the total number of dwelling units or overall residential density otherwise permitted on the property.**

  This type of development approach is particularly appropriate within the Town's Agricultural/Conservation Residential and Estate Residential land use categories,

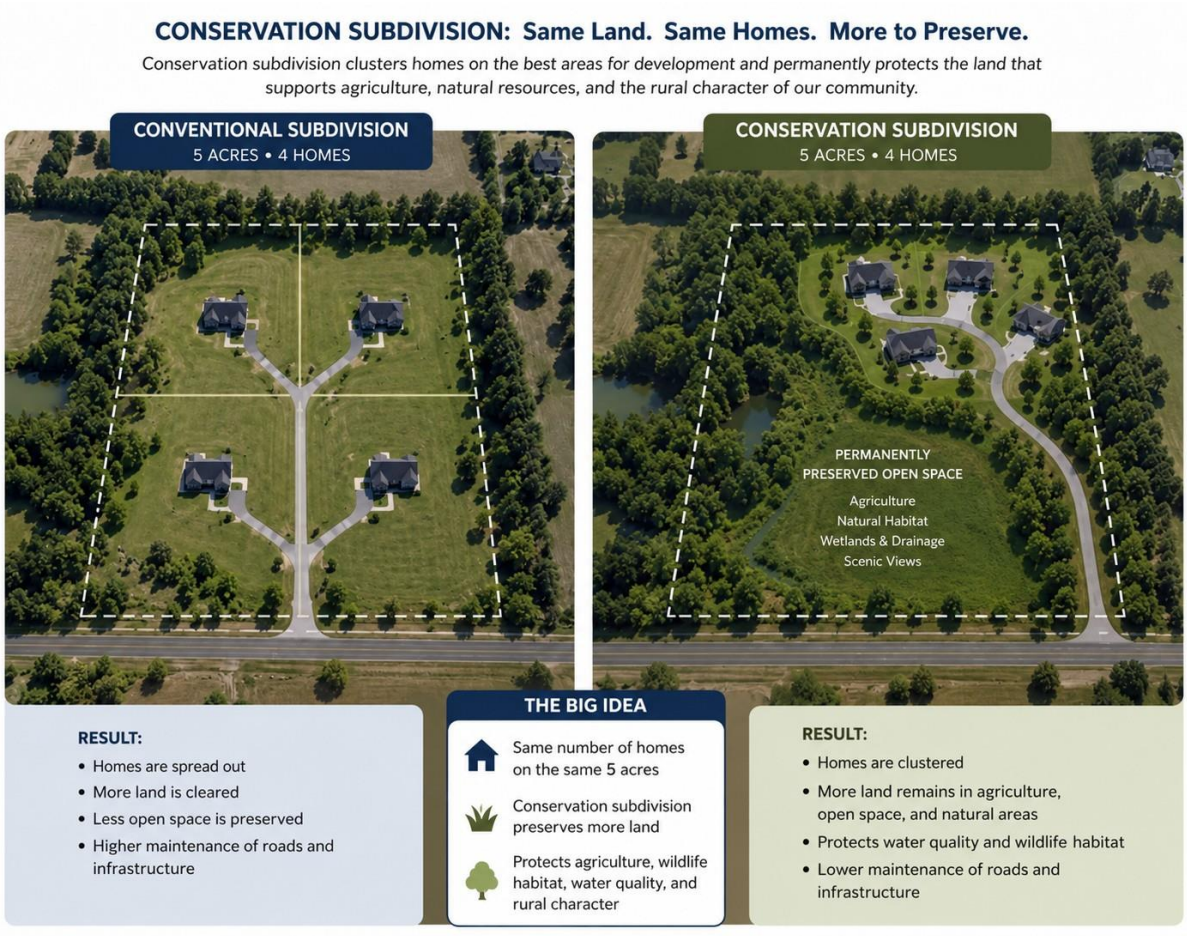
where the preservation of rural character, agricultural lands, natural features, and open space is a primary planning objective.

Conservation Subdivisions may also be appropriate within other residential land use categories where clustering can protect environmentally sensitive areas, preserve significant natural features, or establish interconnected open spaces.

Permanent conservation areas should be protected through appropriate legal mechanisms, such as conservation easements, restrictive covenants, or other enforceable instruments that ensure their continued preservation.

CONSERVATION SUBDIVISIONS…

A residential development, not intended to increase density but rather designed to cluster homes on the portions of a property most suitable for development while permanently preserving significant areas of the site as agricultural land, natural areas, environmentally sensitive lands, or common open space. Conservation subdivisions generally maintain the overall density that could otherwise be achieved through conventional development but allow flexibility in individual lot sizes and arrangement in exchange for the permanent protection of meaningful, interconnected open space.



SINGLE-FAMILY RESIDENTIAL | 20,000+ SQ. FT.

This land use category is intended for low-density residential neighborhoods consisting primarily of detached single-family homes on lots of approximately 20,000 square feet or greater.

This category provides a transition between Estate Residential areas and the Town's more compact residential neighborhoods. Development should maintain a spacious residential character while allowing reasonable opportunities for new housing and subdivision development.

New subdivisions should be suburban-designed neighborhoods with a residential development pattern characterized primarily by single-family homes on individual lots, with lower densities and greater separation between buildings than typically found in traditional downtowns or compact neighborhoods. These suburban designed neighborhood should include connections to other developments and the downtown to promote walkability while providing adequate streets, drainage, utilities, open space, and pedestrian connections where appropriate. Development intensity should reflect the capacity of surrounding infrastructure and the character of adjoining neighborhoods.

SINGLE-FAMILY RESIDENTIAL | 10,000+ SQ. FT.

This land use category is intended to accommodate traditional neighborhood design principles at a moderate residential density. Development should consist primarily of detached single-family homes on lots of a minimum lot size of 10,000 square feet or greater.

Traditional Neighborhood Design (TND) is a development approach modeled after the way neighborhoods were historically built, which was compact, walkable, connected, and centered around streets and community spaces such as downtowns.

Unlike conventional suburban development, which often separates residential, commercial, and civic uses and relies heavily on automobiles, Traditional Neighborhood Design encourages a connected pattern of homes, streets, sidewalks, parks, civic spaces, and compatible neighborhood-serving uses.

These areas are intended to accommodate much of Summerdale's future residential growth in locations where adequate transportation, utilities, drainage, and community services are available or can reasonably be extended.

New subdivisions should incorporate an interconnected street system where practical, pedestrian connections, appropriate open space, landscaping, and compatible transitions to adjoining neighborhoods. Development should contribute to stable, attractive residential neighborhoods while providing additional housing opportunities within the Town.

MULTI-FAMILY RESIDENTIAL

The **Multi-Family Residential** category is intended to provide opportunities for a broader range of housing types and housing choices within Summerdale. Appropriate development may include duplexes, townhomes, apartments, condominiums, and other forms of attached or detached multi-unit residential development where compatible with surrounding land uses.

Multi-family development should generally be located where adequate roadway capacity, public utilities, emergency services, and other infrastructure are available. Particular attention should be given to compatibility with adjoining single-family neighborhoods through appropriate building placement, setbacks, landscaping, buffering, screening, open space, and transitions in building scale and intensity.

Projects should incorporate adequate parking, pedestrian circulation, recreational or common open space, landscaping, stormwater management, and safe access to the surrounding transportation network.

RESIDENTIAL DENSITY…

Residential density is an important planning consideration used to guide future growth, establish appropriate development patterns, protect the character of existing neighborhoods, and ensure that new residential development is compatible with surrounding land uses and available infrastructure.

Residential density classifications are intended to serve as a policy guide for future land use decisions, rezoning requests, subdivision development, and infrastructure planning.

Residential density refers to the number of dwelling units permitted or developed within a given area of land, typically expressed as dwelling units per gross acre. Density classifications help distinguish between rural residential areas, traditional single-family neighborhoods, and areas suitable for more concentrated residential development.

The Town of Summerdale recognizes that different areas of the community are appropriate for different levels of residential density. Factors such as existing development patterns, transportation access, water and sewer availability, environmental constraints, community character, and proximity to commercial services should be considered when determining the appropriate density for future residential development.

The Future Land Use Map establishes residential land use categories that reflect the Town's desired development patterns, ranging from agricultural and conservation-oriented residential areas to more concentrated residential neighborhoods.

Very Low-Density Residential

Very low-density residential development is characterized by large residential lots, limited development intensity, and a rural or estate-like character. These areas are intended to preserve open space, agricultural lands, natural resources, and the rural character of Summerdale while accommodating limited residential development.

The Town's Agricultural/Conservation Residential category, which provides for residential lots of five (5) acres or greater, and Estate Residential category, which provides for lots ranging from one (1) to five (5) acres, are considered very low-density residential land uses.

These areas are generally appropriate where maintaining larger parcels, protecting environmentally sensitive lands, and limiting the intensity of development are important planning objectives.

Low-Density Residential

Low-density residential development is primarily intended for detached single-family dwellings situated on individual lots within established neighborhoods and planned residential subdivisions. These areas are characterized by relatively low concentrations of housing, private yards, and development patterns that maintain the traditional single-family residential character of the Town.

Summerdale's single-family residential land use categories requiring minimum lot sizes of 20,000 square is generally considered low-density residential development.

Low-density residential areas should be located where adequate road access, utilities, drainage, and public services are available or can be reasonably provided. New development should be designed to maintain compatibility with surrounding neighborhoods and provide appropriate transitions between residential areas of differing densities.

Medium-Density Residential

Medium-density residential development provides opportunities for a greater concentration of dwelling units than traditional single-family residential neighborhoods while maintaining a residential scale and character compatible with surrounding development.

Summerdale's single-family residential land use categories requiring minimum lot sizes of 10,000 square is generally considered medium-density residential development.

Appropriate housing types may include smaller-lot single-family dwellings, duplexes, townhomes, and other attached or clustered residential developments, where permitted by applicable zoning regulations.

Medium-density residential development should generally be encouraged in areas with adequate infrastructure, convenient access to major transportation corridors, and proximity to commercial services, employment centers, schools, and community facilities.

Appropriate site design, building placement, landscaping, open space, and buffering should be considered to ensure compatibility with adjacent lower-density residential neighborhoods.

High-Density Residential

High-density residential development accommodates a greater number of dwelling units within a defined land area and is generally associated with multifamily housing and other more concentrated residential development patterns.

Appropriate housing types may include apartments, condominium developments, and other multifamily residential structures.

High-density residential development should be directed toward areas where adequate transportation facilities, public utilities, emergency services, and other infrastructure can support increased residential intensity.

These developments should be located strategically to provide convenient access to commercial centers, employment opportunities, and major transportation corridors while minimizing potential impacts on established low-density residential neighborhoods.

Site design should incorporate adequate parking, internal circulation, open space, landscaping, stormwater management, and appropriate transitions to surrounding land uses.

Density classification	Summerdale land use category	Lot size / density guidance
Very Low	Agricultural/Conservation Residential	5 acres or greater; generally 0.2 dwelling units per acre or less
Very Low	Estate Residential	1–5 acres; approximately 0.2–1 dwelling unit per acre
Low	Single-Family Residential	20,000 sq. ft. minimum; approximately 2.18 units per acre at minimum lot size
Low	Single-Family Residential	10,000 sq. ft. minimum; approximately 4.36 units per acre at minimum lot size

Medium	Higher-density single-family, duplexes, townhomes	Suggested planning range: greater than 4 to 8 dwelling units per gross acre
High	Multifamily residential	Suggested planning range: greater than 8 dwelling units per gross acre

MANUFACTURED HOME

The **Manufactured Home** land use category recognizes areas that are appropriate for stand-alone manufactured housing and manufactured home communities as an important component of Summerdale's housing supply.

Development within these areas should provide safe and orderly placement of manufactured homes with an emphasis on proper orientation of the home on the lot, appropriate access, lot arrangement, utilities, drainage, parking, landscaping, open space, and other supporting infrastructure.

New or expanded manufactured home developments should be designed to provide an attractive residential environment and should incorporate appropriate buffering and screening where adjacent to incompatible land uses.

DOWNTOWN

The purpose of the **Downtown** category is to identify Summerdale's traditional community center and is intended to preserve and strengthen Downtown as the civic, cultural, commercial, and social heart of the Town of Summerdale.

The downtown district is centered around Summerdale's traditional downtown core, generally encompassing the area surrounding the greenspace at Broadway and 1st Street. New development and redevelopment within this area should be designed to preserve and strengthen the community's small-town, pedestrian-oriented character through appropriately scaled buildings, interconnected sidewalks, landscaping, street trees, street furniture, public gathering spaces, coordinated signage, and building placement that emphasizes the street frontage while minimizing the visual prominence of large parking areas. Guiding development in this manner will preserve the existing downtown elements and encourage future development that creates a vibrant, walkable town center.

Appropriate uses may include locally serving retail businesses, restaurants, professional offices, civic and institutional uses, public spaces, entertainment, and personal service establishments. Compatible residential uses may be incorporated as part of a mixed-use

development; however, residential uses should remain secondary to the commercial component, which shall constitute the primary and predominant use of the property.

Infill development and redevelopment should respect the established scale and character of Downtown while allowing opportunities for reinvestment and economic activity. Public improvements should reinforce Downtown as a recognizable destination and gathering place for the Summerdale community.

MIXED USE

The **Mixed Use** land use category is intended to create areas where compatible residential, commercial, office, civic, and service uses may be integrated within a coordinated development pattern.

Unlike conventional development that strictly separates residential and commercial activities, Mixed Use areas should encourage complementary uses to be located near one another, reducing unnecessary vehicle trips and creating convenient opportunities for residents to live, work, shop, and access services within the same general area.

Development may include a horizontal mixture of uses located on adjoining properties or within the same development, as well as vertical mixed-use buildings containing commercial or office uses on lower floors and residential uses above.

Unlike a Mixed Use development that **combines two or more different land uses as part of one coordinated development**, a mixed-use area would be designed as an overall development pattern in which complementary uses are located in close proximity and developed in a coordinated manner. A mixed-use area should emphasize compatibility, connectivity, pedestrian accessibility, coordinated parking and access, landscaping, and high-quality site design.

MIXED-USE DEVELOPMENT…

A development that incorporates two or more compatible land uses as part of one coordinated development, located either in the same building, in different buildings within the same site, or within a coordinated development containing several parcels. Examples include commercial, residential, office, or civic combined within a single building or development. Mixed-use developments are appropriate in areas where connections can be made between places to live, work, shop, and access to services.

~~The purpose of the downtown mixed-use district is to create a walkable community center, for commercial, civic, and residential purposes. The traditional neighborhood and suburban neighborhood districts serve as an expansion of downtown, still with a variety of uses, but less concentrated or dense as the distance from downtown increases. Walkability between all three of these districts is highly encouraged~~. ~~The purpose of the agricultural/conservation district is to preserve the unique rural charm of Summerdale by limiting commercial activity encouraging agricultural uses and low-density housing through the use of large residential lots or by conservation neighborhoods. The two highway corridors, Highway 59 and Baldwin Beach Express, are major north/south routes through town. County Road 28, 32, and 36 are east/west routes that connect Highway 59 to the Baldwin Beach Express and beyond Highway 59 and the Baldwin Beach Express are major arterials and designed to accommodate large volumes of traffic. Both of these corridors should be developed encouraging retail type commercial development. County Road 28, 32 and 36 should be developed using limited access criteria and providing opportunity for retail and commercial developments. Future development and/or redevelopment along these corridors should place strong emphasis on creating a cohesive appearance and a "sense of arrival."~~

PLANNED UNIT DEVELOPMENT (PUD)

The **Planned Unit Development (PUD)** category identifies areas where development is intended to occur through a comprehensively planned and coordinated approach rather than through a conventional single-use development pattern.

A PUD may incorporate a mixture of compatible residential types, neighborhood-serving commercial uses, recreational facilities, open space, community amenities, and other complementary uses when approved as part of an overall development plan.

PUDs should demonstrate a clear public and community benefit through superior site planning, preservation of meaningful open space and natural resources, coordinated infrastructure, interconnected streets and pedestrian facilities, appropriate transitions between different land uses, and high-quality development design.

The PUD designation should not automatically entitle a development to increased residential density or be interpreted as justification for increased development intensity solely because a property is designated for planned development. The appropriate mixture of uses and development intensity should be determined based upon surrounding development, roadway capacity, utility availability, environmental conditions, infrastructure, and the ability of the proposed development to remain consistent with Summerdale's overall community character.

COMMERCIAL

The **Commercial** category is intended to accommodate retail, service, office, hospitality, restaurant, entertainment, and other business activities that serve the residents of Summerdale as well as the surrounding region.

As shown on the Future Land Use Map, commercial development is primarily directed toward major transportation corridors and intersections where businesses can be conveniently accessed without introducing significant commercial traffic into established residential neighborhoods.

Development should incorporate appropriate access management, internal circulation, parking, landscaping, signage, stormwater management, sidewalks or pedestrian connections where appropriate, and buffering from adjoining residential uses.

Commercial development along major corridors should be designed to avoid an uncoordinated pattern of strip development. Shared access, interconnected parking areas, coordinated driveway locations, and attractive corridor landscaping should be encouraged to improve traffic safety and create a positive image of Summerdale.

COMMERCIAL CORRIDORS

In addition to the individual Future Land Use categories, the Future Land Use Map identifies Commercial Roads and associated Commercial Road Buffer areas. These designations recognize major transportation corridors where commercial development may be appropriate because of roadway access, visibility, traffic volumes, and proximity to existing or planned commercial activity.

Each corridor encompasses the land extending 500 feet outward from the outer edge of the roadway right-of-way on each side of the designated roadway.

Commercial development along these corridors should be evaluated based on surrounding land uses, roadway capacity, access, utilities, and the ability of the site to accommodate development without adversely affecting nearby residential areas.

The Commercial Corridor designation should encourage coordinated rather than piecemeal development. Shared access, interconnected sites, appropriate driveway spacing, landscaping, buffering, sidewalks where appropriate, and coordinated signage should be used to improve safety and appearance and to reduce the negative effects commonly associated with strip commercial development.

Where a Commercial Corridor passes through or adjacent to an area designated for residential or agricultural use, the corridor designation should not automatically be interpreted to mean that every property is appropriate for commercial development. The suitability of a proposed commercial use should be evaluated according to site-specific conditions and consistency with the overall goals of the Comprehensive Plan.

These commercial corridors include designated portions of:

- Highway 59
- Baldwin Beach Express
- County Road 28
- County Road 32

HIGHWAY 59 COMMERCIAL CORRIDOR

The purpose of the **Highway 59 Commercial Corridor** is to manage development along this major route and create gateways into Summerdale. Land along this corridor should be reserved for larger-scale, higher-intensity, retail-oriented commercial uses that generate tax revenue for the Town and require sites, building footprints, or operational characteristics that are not compatible with the smaller-scale development pattern of the traditional downtown area. Design guidelines should be required to manage building facades to create a specific civic identity for Summerdale. Special attention should be given to creating “entrances” to the town and “sense of place” by adding cohesive streetscape features, signage, and tree lined streets and medians. Pedestrian friendly amenities such as sidewalks and crosswalks should also be encouraged to slow traffic and encourage walkability.

The Highway 59 Commercial Corridor encompasses the Town's most heavily traveled and commercially developed roadway and serves as a primary north-south transportation route through Summerdale. Because Highway 59 is the route that passes through the established business portion of Town and contributes directly to Summerdale's community image, development along the corridor plays a significant role in establishing the Town's civic identity and creating a first impression of the community.

Future development and redevelopment should support the corridor's important economic function while improving its overall appearance, organization, and sense of place. Particular attention should be given to creating an attractive and recognizable gateway into Summerdale and ensuring that development becomes more compatible in scale and character as the corridor approaches the Town's traditional downtown area. The long-term goal is to maintain Highway 59 as a strong commercial and transportation corridor while creating a more visually cohesive, welcoming, and distinctly Summerdale appearance.

BALDWIN BEACH EXPRESS COMMERCIAL CORRIDOR

The Baldwin Beach Express Commercial Corridor is intended to accommodate regional-serving, highway-oriented, and destination commercial development along one of Summerdale's most significant transportation corridors. The Baldwin Beach Express provides direct access to rapidly growing areas of Baldwin County and serves substantial volumes of local, regional, and visitor traffic traveling between Interstate 10, central Baldwin County, and the Gulf Coast.

Because of its high-speed, high-capacity roadway function, this district is appropriate for commercial uses that depend upon visibility, convenient vehicular access, larger development sites, and a regional customer base. Development may occur at a greater scale and intensity than within Summerdale's traditional downtown and neighborhood commercial areas; however, development should maintain a high standard of site design and contribute positively to the appearance of the Town.

Future development should be concentrated around major intersections and planned access points whenever possible, with an emphasis on coordinated access, shared driveways, interconnected development, internal circulation, landscaping, attractive building facades, monument signage, and adequate buffering from adjoining residential or rural properties. Development should be designed to minimize unnecessary curb cuts and preserve the safe and efficient movement of traffic along the Baldwin Beach Express.

The long-term intent of the district is to capitalize on the economic-development opportunities created by the Baldwin Beach Express while establishing an attractive and well-planned regional commercial corridor that serves residents, travelers, tourists, and the broader Baldwin County market.

Appropriate land uses for this corridor include:

- Regional and large-format retail, including shopping centers, grocery stores, home improvement stores, furniture and appliance stores, sporting goods, and similar destination retail.
- Restaurants and food-service establishments, including dine-in restaurants, fast-casual restaurants, drive-through establishments, and appropriately designed travel-oriented food services.
- Hotels, motels, and lodging establishments serving visitors and travelers.
- Entertainment and recreation uses, such as family entertainment centers, indoor recreation, theaters, fitness facilities, sports facilities, and similar destination uses.
- Automobile-oriented commercial uses, including automobile dealerships, rental facilities, service stations, car washes, and vehicle service establishments, provided they meet enhanced landscaping and appearance standards.
- Professional, medical, and business offices, particularly larger office developments that benefit from regional accessibility.
- Commercial service businesses, such as banks, pharmacies, personal services, veterinary clinics, and similar establishments.
- Travel-related services, including convenience stores and fueling facilities at appropriate major intersections.
- Commercial centers containing multiple complementary uses, such as retail, restaurants, offices, entertainment, lodging, and services within a coordinated development.

CR32 COMMERCIAL CORRIDOR

The County Road 32 Commercial Corridor is intended to provide an appropriate location for a broad range of commercial, service, warehousing, and light industrial uses that require larger sites, increased truck access, outdoor storage, or operational characteristics that may not be well suited to Summerdale's primary retail corridors. The district is envisioned as an important business and employment area where commercial, service-based, and light industrial activities can coexist in a coordinated and compatible manner.

Appropriate land uses may include professional office and personal service establishments, light manufacturing and assembly, food production and processing, wholesale businesses, distribution facilities, warehouses, equipment sales and service, self-storage facilities, recreational vehicle parks and related RV services, commercial vehicle storage, flex-space developments, business parks, and other similar uses that are typically low-impact, office-oriented, and compatible with downtown, mixed-use, neighborhood commercial, or general commercial areas. Retail sales may also be required when associated with an on-site production, processing, manufacturing, or service operation, such as a food-processing facility that manufactures or prepares products on the premises and sells those products directly to the public.

The district is also intended to provide suitable locations for commercial uses that require substantial land area but do not necessarily depend upon prominent highway frontage or high levels of retail visibility. Directing these uses toward County Road 32 can help preserve commercially valuable properties along Highway 59 for retail, restaurant, office, lodging, and other businesses that depend more heavily upon visibility, customer traffic, and convenient access from the Town's primary commercial corridor.

Development within the district should be designed to protect surrounding properties and provide safe and manageable traffic patterns. Appropriate standards should address access management, truck circulation, landscaping, screening of outdoor storage and service areas, buffering from residential uses, lighting, signage, stormwater management, and the placement of loading docks and other operational areas. Uses involving excessive noise, vibration, smoke, hazardous materials, or other impacts typically associated with heavy industrial activity should not be encouraged within this district.

The long-term intent of the district is to create a well-planned location for Summerdale's growing service, trade, warehousing, light industrial, and land-intensive commercial sectors while protecting the Town's primary retail corridors for

uses that contribute more directly to the community's commercial identity and economic vitality.

CR28 COMMERCIAL CORRIDOR

The **County Road 28 Commercial Corridor** is intended to provide land areas to accommodate intensive businesses and light to heavy industrial uses that involve service commercial uses, employment uses, and businesses that need larger sites, outdoor storage, truck access, or warehouse space. Other appropriate uses include RV parks, self-storage, mini-warehouses, contractor storage yards, construction businesses, equipment storage, wholesale operations, warehouses, fabrication shops, building-material suppliers, fleet storage, auto repair, equipment service, contractor and trade businesses, and similar industrial-oriented businesses.

OUTDOOR RECREATIONAL

The **Outdoor Recreational** land use category is intended to preserve and designate land for active and passive outdoor recreation, community gatherings, outdoor activities, and the enjoyment and protection of natural areas and open space. This category supports recreational opportunities that enhance quality of life, promote healthy lifestyles, preserve natural resources, and provide residents and visitors with access to outdoor recreational amenities.

Appropriate land uses may include public parks, athletic fields and courts, playgrounds, walking and biking trails, greenways, nature preserves, equestrian trails, picnic areas, outdoor recreational facilities, community swimming pools, splash pads, arenas, and other compatible outdoor recreational activities. Limited supporting facilities and amenities, including those necessary to provide accessibility in accordance with the Americans with Disabilities Act (ADA), may also be appropriate.

Trails, greenways, and walking paths are intended primarily for pedestrian and non-motorized recreational activities, with allowances for electric bicycles (e-bikes), electric scooters, motorized wheelchairs, and other mobility devices where appropriate.

Development within this category should prioritize outdoor recreational uses, preserve open space and natural features, and maintain compatibility with surrounding land uses. **Recreational Vehicle (RV) parks are not considered appropriate land uses within areas designated as Outdoor Recreational.**

These areas should be designed to provide safe and convenient public access where appropriate while preserving natural features and minimizing impacts on surrounding properties. Recreational areas should also be considered as part of a larger interconnected system of parks, trails, open spaces, neighborhoods, schools, and community destinations.

INSTITUTIONAL

The **Institutional** category is intended for public, civic, educational, religious, governmental, medical, and other community-serving facilities. Uses may include schools, municipal facilities, public safety facilities, libraries, churches, community centers, healthcare facilities, and similar institutions.

Institutional uses should be appropriately integrated into surrounding neighborhoods and should provide safe vehicular and pedestrian access, adequate parking, landscaping, buffering, and supporting infrastructure.

Because these facilities frequently serve as community gathering places and landmarks, their design and development should contribute positively to the character and identity of Summerdale.

INDUSTRIAL

The **Industrial** category is intended to accommodate manufacturing, warehousing, distribution, assembly, processing, transportation-related businesses, and other employment-generating activities that may require larger sites or have operational characteristics that make them less compatible with residential and neighborhood commercial areas.

Industrial development should be concentrated in areas with suitable transportation access and adequate infrastructure and should be designed to minimize impacts on residential neighborhoods and other sensitive land uses.

Adequate buffering, screening, landscaping, access management, stormwater controls, and other measures should be incorporated where necessary to address potential impacts associated with noise, lighting, truck traffic, outdoor storage, loading areas, or other industrial activities.