



 **envision**  
**Daphne** *2042*  
ALABAMA

# COMPREHENSIVE CITY PLAN

**Adopted by Planning Commission  
Resolution #2024-01 on March 28, 2024**

Collaboration, teamwork, and expertise are required to achieve effective city planning. The Envision Daphne 2042 Comprehensive Plan was developed within the framework of all three. Input and direction were provided by the plan's Advisory Group, the Planning Commission, City leadership focus groups and the community at-large. Those serving in some official capacity are listed below. A host of citizens and interested persons, numbering in the thousands, contributed as well. Envision Daphne 2042 is a product of their combined work. This outstanding civic effort is recognized and deeply appreciated.

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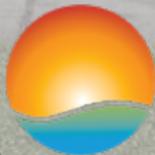
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DAPHNE  
CENTRAL PARK

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# 1. INTRODUCTION



***"The axis of the earth sticks out visibly through the center of each and every town or city."***

***Oliver Wendell Holmes***

## ABOUT ENVISION DAPHNE 2042

Envision Daphne 2042 is a comprehensive plan for the city's long term future growth and development. The plan's intention is to help shape the future of Daphne's economy, development patterns, health, sustainability, resiliency, and overall urban design.

Envision Daphne was commissioned in the fall of 2021. Daphne initiated the planning process in order to create a fresh vision and an updated planning approach for a rapidly growing and changing city. Given that Daphne is the fastest growing city in Alabama, growth has presented itself as one of the most important issues for Daphne's future. Rapid growth is creating an evolving landscape characterized by the conversion of many forest and agricultural areas into new neighborhoods, shopping areas and community facilities.

In addition to growth, Daphne's future challenges include the related aspects of environmental management, creating a balanced mobility network, expansion of city limits, and implementing best development practices and sound community design principles. Envision Daphne 2042 seeks to better understand the impact of these challenges, explore the city's best potential, and establish a plan to manage and guide the future.

Envision Daphne 2042 reflects the broad community input of thousands of participants and hundreds of hours of in-depth study and discussion. Envision Daphne 2042 establishes a vision for the future and a comprehensive action agenda designed to achieve it.

*Photos from left to right, top to bottom:  
Local Playground  
Olde Towne Cottage  
Jubilee Festival Award Winner*



## KEY TOPICS COVERED IN THIS CHAPTER:

- » *About Envision Daphne 2042*
- » *Alabama Planning Statutory Requirements*
- » *Envision Daphne 2042 Planning Process*
- » *Evolving Planning Practices*
- » *Current Planning in Daphne*



“

*Envision Daphne 2042 establishes a vision of the city within the framework of Alabama planning law and establishes the foundation for implementation through policies, projects and administration.*

## ALABAMA PLANNING STATUTORY REQUIREMENTS

Envision Daphne 2042 is created under authority granted to the city under state statute. Alabama empowers all cities to create and adopt plans under Section 11-52-2 of the Alabama Code. Under State law, there are eight classes of cities established based on population as of the 1970 census. Some planning requirements vary by class of city and whether council-manager or strong mayor form of government. However, as a Class 8 City, there are no special requirements for Daphne.

### Comprehensive Plan Components

Under Alabama planning law, a city's planning commission is charged with making "careful and comprehensive surveys and studies of present conditions and future growth of the municipality and with due regard to its relation to neighboring territory". In so doing, the law states that plans shall provide recommendations for the general location, character, and extent of the following elements of the community:

- Streets, viaducts, subways, bridges, waterways, waterfronts, boulevards, and parkways
- Playgrounds, squares, and parks
- Aviation fields and other public ways, grounds and open spaces
- General location of public buildings and other public property
- General location and extent of public utilities and terminals, whether publicly or privately owned or operated, for water, light, sanitation, transportation, communication, power, and other purposes
- Removal, relocation, widening, narrowing, vacating, abandonment, change of use, or extension of any of the foregoing ways, grounds, open spaces, buildings, military installations, property, utilities, or terminals
- A zoning plan for the control of the height, area, bulk, location, and use of buildings and premises

### The Planning Commission

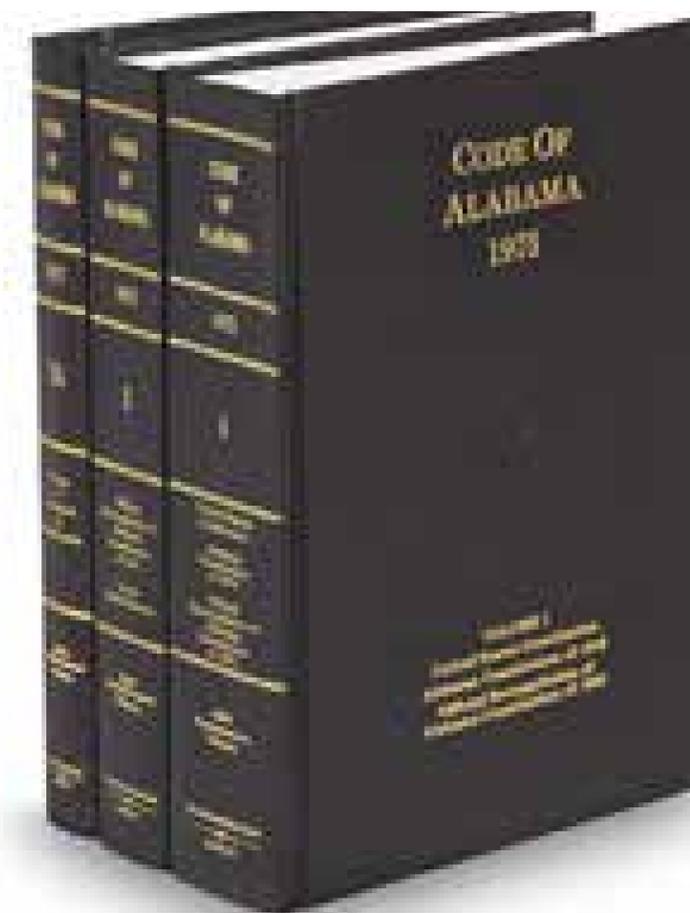
A city's planning commission is empowered to carry out the plan making process. Under Alabama law, planning commissions are composed of nine members and include:

- The mayor or the mayor's appointee
- An administrative official of the city selected by the mayor
- A member of council selected by the council serving ex officio
- 6 members appointed by the mayor, if the mayor is elected

Appointed members are to serve six years except the ex-officio member who serves his or her term. Members may be removed for inefficiency, neglect, or malfeasance. Planning commissions must hold at least one regular meeting a month.

### Comprehensive Plan Adoption and Effect

Once developed, a plan must be adopted in order to be official. Alabama Code, Section 11-52-8 references the adoption of a "master plan" which serves as the basis for comprehensive planning. Comprehensive plans are to be adopted by the planning commission rather than the City Council, although it is common for councils to officially endorse comprehensive plans. The planning commission is empowered to adopt the plan in parts or in whole, and to amend it at will. After adoption, the plan is intended to guide community development decisions for both the public and private sectors. A plan's primary influence on private investment is to serve as the basis for development policies and codes, primarily zoning. Influence on public investment occurs as recommendations are implemented through public development projects. In the case of public investment, Alabama planning law in Section 11-52-11 requires that "Whenever the commission shall have adopted the master plan of the municipality or of one or more major sections or districts thereof, no street, square, park, or other public way, ground or open space or public building or structure or public utility, whether publicly or privately owned, shall be constructed or authorized in the municipality or in such planned section and district until the location, character, and extent thereof shall have been submitted to and approved by the commission..." However, a city council has the final authority over such projects.



## ENVISION DAPHNE 2042 PLANNING PROCESS

The comprehensive city planning process is an intensive effort completed over an extended period of time. The best processes allow for many voices and perspectives on the future of the city to be heard. This extended process is carried out in phases which typically consist of the following:

1. The study and analysis of existing conditions as a basis for assessing future conditions
2. The creation of a future community development vision
3. The development of a plan addressing current conditions and future aspirations
4. A program of implementation.

These steps can be summarized under the headings of discovery, direction, design, and implementation.

The discovery process is phase one in the city planning process. Discovery involves the investigation and analysis of objective community development data to understand existing community dynamics that are at work in the community and the processes of change that are occurring.

Phase two is the phase of direction. Activity in this phase develops overall long term community vision, values, and goals. The development of vision, values and goals is based on the analysis produced in discovery. An essential additional component is intentional, broad and thorough community engagement. This engagement typically poses questions to the community such as:

- *Where and how will growth occur in the future?*
- *How can neighborhoods be preserved or redeveloped?*
- *What mobility improvements are needed?*
- *What are priority development needs?*
- *How will the local economy be developed?*
- *How will the local environment be managed and protected?*

The outcome of an effective direction phase is the identification of long-term planning vision and values for achieving a better community. Approaches for developing vision during the engagement process include planning workshops, focus groups sessions, and citizen surveys. Each of these methods was used in Envision Daphne 2042 and each is more fully described in later sections.

*Below: Drone view of Olde Towne  
Right: Planning Process Diagram*

Phase three of the planning process is design. The design phase centers on the creation of the plan itself and is rooted in the results of the prior two phases. Creation of the plan involves developing narrative, graphic illustrations, and mapping that specifically convey the plan's vision to a general time horizon of 20 years.

In addition to the required elements listed earlier, Envision Daphne 2042 addresses other important components of the city's future. These include neighborhood design, community character, future expansion, and economic development.

The final two phases of the planning process focus on implementation and follow-up. Implementation requires the creation of achievable strategies aimed at producing intended results of the plan. Strategies will typically address development policies, public and private project investments, and methods of administration or management. Zoning is one of the most fundamental aspects of plan implementation.

Implementation may also include projects involving the investment of public funds in support of, and in coordination with, private sector efforts that align with community priorities. Capital improvement programming, for example, can provide clear and systematic guidance for public investments, eliminating the pitfalls of haphazard budgeting without a clear goal or conflicting with public priorities. Other initiatives may involve incentives to achieve development goals.



# CONTINUALLY EVOLVING PLANNING PRACTICES

Plans require the development of extensive data sets including information on population, economics, environment, mobility and development patterns. In the not distant past, this information was not readily accessible. Now, however, overwhelming volumes of data are electronically available from State and Federal sources, government agencies, and private sources. This data is frequently organized and packaged in ways that render previous methods of detailed data reproduction obsolete. Where pages of data once provided a substantial amount of plan content, this data can now be summarized and primary sources cited.

Similar conditions exist regarding mapping in the planning process. Internet-based services such as Google Earth, Apple, Bing Maps, and a variety of online geographic information systems are readily accessible. These services make geographic-based inquiry into a community convenient and simple. Because of this, energy and effort may now be concentrated on mapping and analysis in support of a community's planning vision and policy. For Envision Daphne 2042, data has been reviewed and analyzed according to the process outlines. Significant focus has been placed on the establishment of Daphne's development vision and goals, and the corresponding provisions for implementation.

A comprehensive plan should not be a static summary of a community's past trends or a catalog of existing conditions. A plan should serve as a dynamic guide to a desired future. This desire for forward momentum is captured in Envision Daphne 2042, and

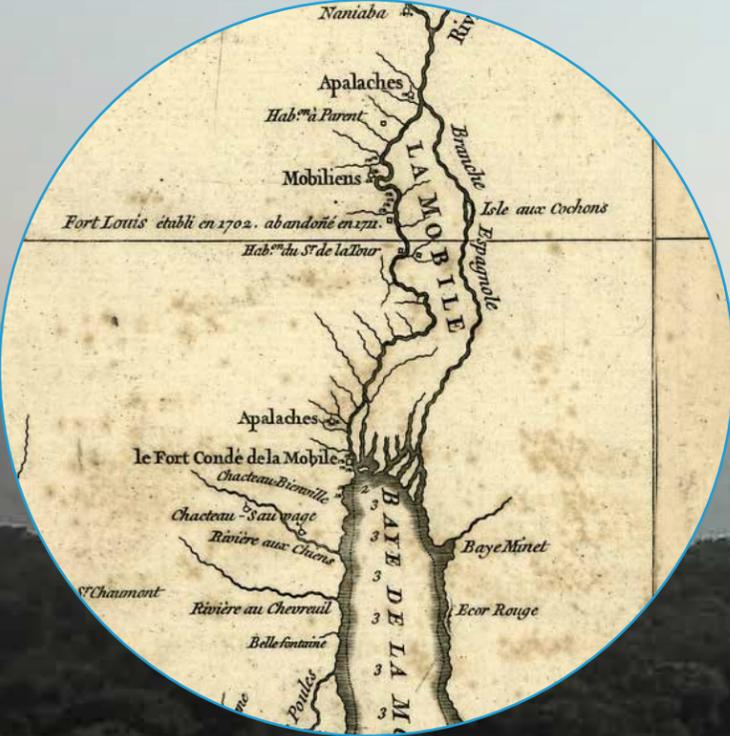
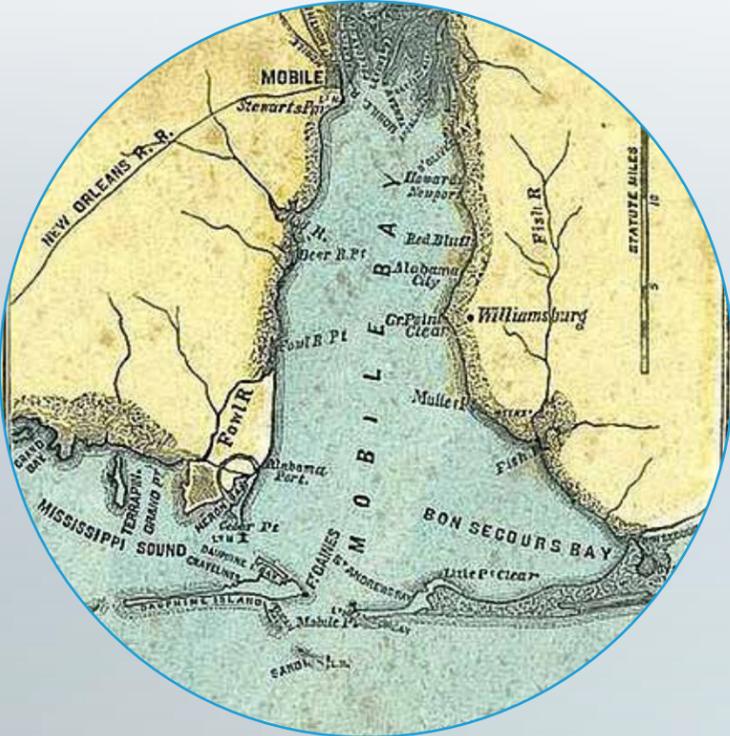
the plan establishes the foundation for community transformation through design, development policy and project initiatives.

# CURRENT AND PAST PLANNING IN DAPHNE

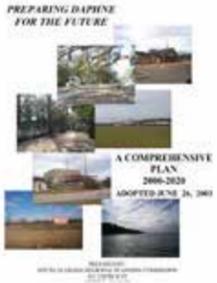
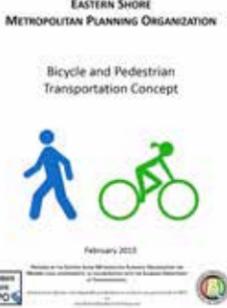
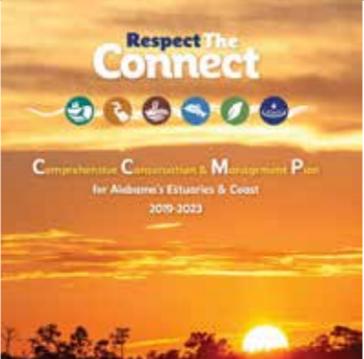
Daphne's last comprehensive city plan was adopted in 2003 and was conducted by the South Alabama Regional Planning Commission. This 2003 plan provided the foundation for the adoption and administration of the city's current zoning code. Envision Daphne 2042 builds on this planning effort.

While the comprehensive plan is foundational, other important plans and studies have been completed that have influenced development conditions in Daphne. These plans are listed and described in the table on the opposite pages. Where appropriate, the influence of these plans has been summarized and elements carried forward in Envision Daphne 2042.

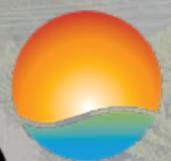
Daily planning administration in Daphne is conducted by the Department of Community Development which is responsible for administering all development regulations and serves as staff to the Daphne Planning Commission. Daphne is a member of the South Alabama Regional Planning Commission and the Eastern Shore MPO which provides planning support services for Daphne.



*Left Upper and Lower:  
Historic maps of Mobile Bay  
Below:  
Sunset on Mobile Bay*

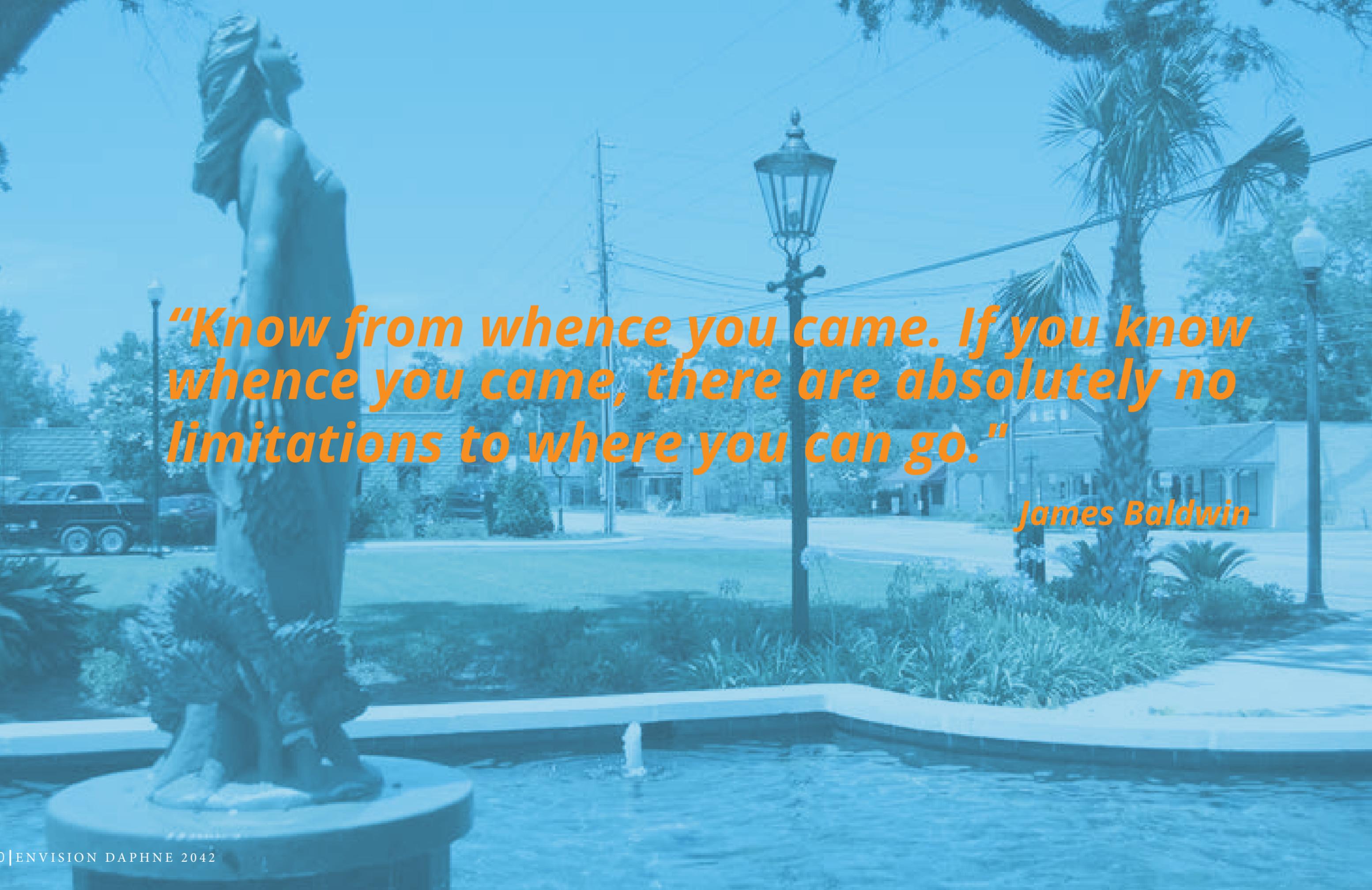
Past and Current Plans Influencing Daphne		
Plan or Study	Influence	
<p><b>2003 Daphne Comprehensive Plan</b></p>	<p>As the city's last comprehensive plan, this plan provides the basis for Daphne's current development controls and planning program.</p>	
<p><b>2015 Eastern Shore Bicycle and Pedestrian Plan</b></p>	<p>This 2015 plan established the framework for the first comprehensive bicycle and pedestrian network on the Eastern Shore.</p>	
<p><b>2019 Comprehensive Coastal Management Plan</b></p>	<p>This plan sets out best practices for environmental management in Daphne's coastal environment.</p>	
<p><b>2021 Metropolitan Planning Organization Long-Range Transportation Plan</b></p>	<p>The Long Range Transportation plan represents a continuous planning process related to the area's mobility needs involving State, Federal and local coordination and funding.</p>	
<p><b>2023 Metropolitan Planning Organization Transportation Improvement Program</b></p>	<p>The Transportation Improvement Program represents mobility projects at the stage of implementation.</p>	



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## 2. BASELINE - DISCOVERING DAPHNE TODAY



*“Know from whence you came. If you know  
whence you came, there are absolutely no  
limitations to where you can go.”*

*James Baldwin*

## THE PURPOSE OF DISCOVERY

Realistic and achievable city plans must be rooted in a thorough knowledge and understanding of existing community development conditions. This section of discovery documents and analyzes Daphne's existing conditions and current growth dynamics. Discovery also projects future conditions based on assumptions about the city's growth prospects. Discovery is developed by analyzing the natural and built environment, population characteristics and trends, economic characteristics, development patterns, mobility network, and community support facilities.

Each of these components of the community can be studied individually. However, they are all interrelated, with each element impacting the other in an overlapping urban ecology. The overarching goal is to understand these interrelated and interdependent systems, track their dynamics, and describe the story they tell. Through the discovery process, key issues and opportunities have been identified and analyzed as a basis for considering Daphne's future possibilities.

The topics covered in this section can be studied at varying levels of detail on a spectrum ranging from a high-level macro scale to a specific micro scale. The level of study for each topic is based on an assessment at the macro scale followed by a determination of the need for more detailed analysis. This section reflects this process. Discovery begins with an overview of Daphne's history, followed by a discussion of its natural environment, on which all else depends. Discovery then proceeds to study the city's development patterns, economics, mobility network, and concludes with community facilities.

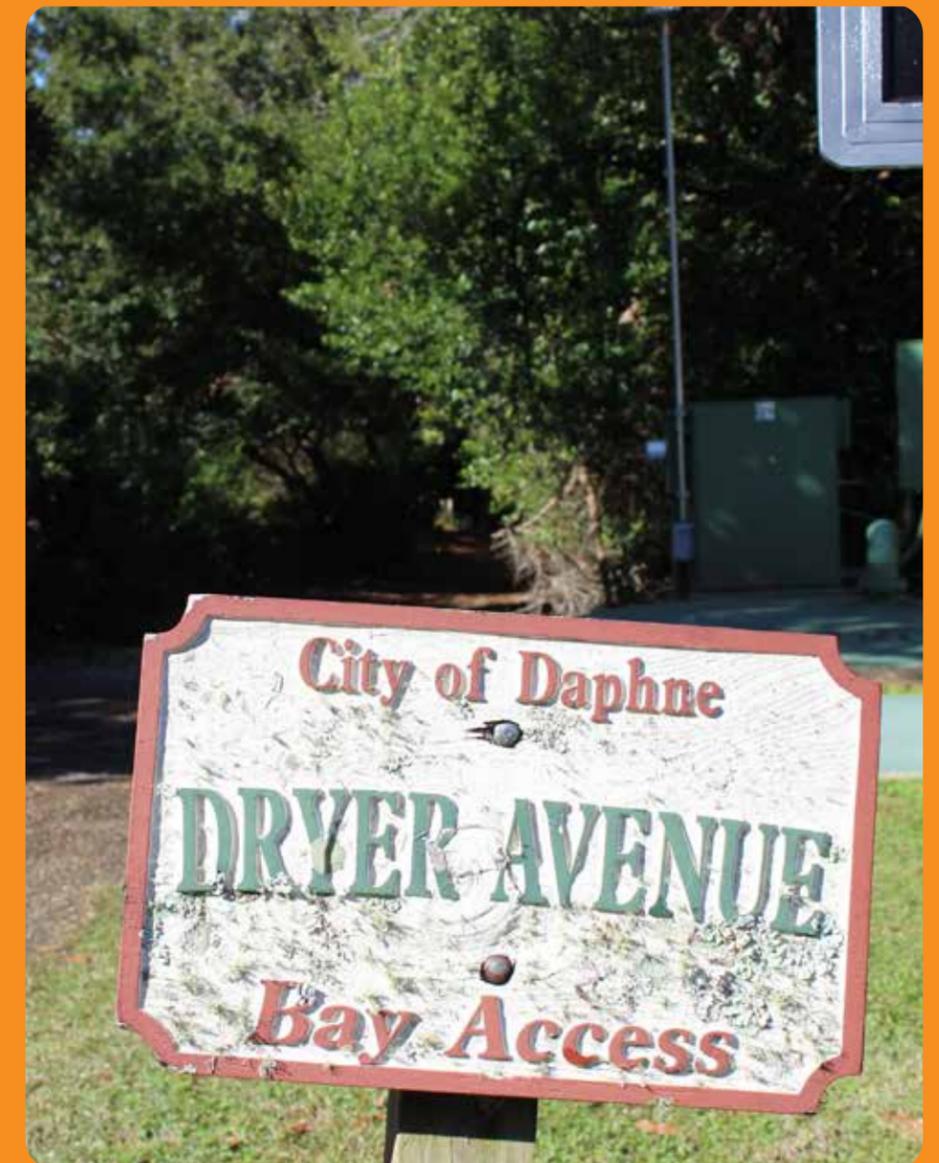
*The purpose of the discovery process is to document and analyze Daphne's existing conditions and growth dynamics.*

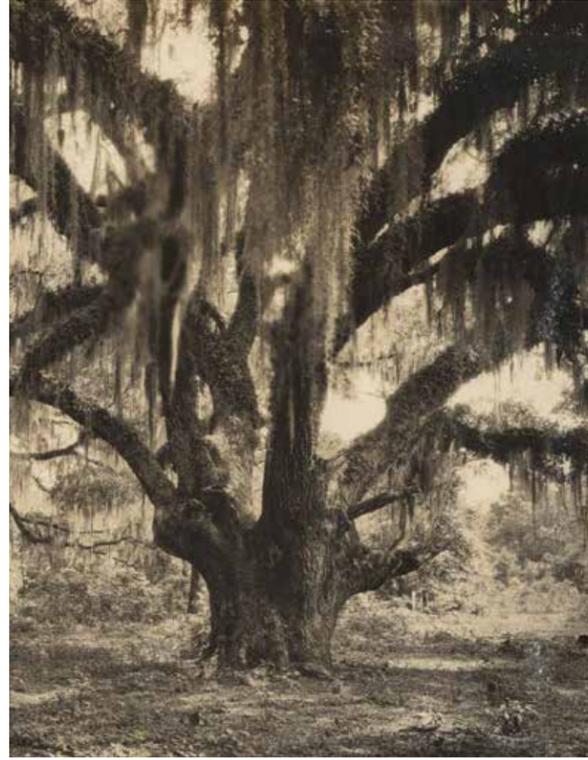
*Right: Dryer Avenue Bay Access Sign  
Below: Mobile Bay Waterfront*



## KEY TOPICS COVERED IN THIS CHAPTER:

- » *The Purpose of Discovery*
- » *Daphne's Historic Overview*
- » *Environmental Context*
- » *Daphne's Development Patterns*
- » *The Local Economy*
- » *Daphne's Existing Mobility Network*
- » *Community Facilities and Assets*
- » *Discovery Summary Findings*





**Photos. From top left to clockwise:**  
Old Daphne Courthouse  
Jackson Oak  
Daphne State Bank (Olde Towne)

## DAPHNE'S HISTORIC OVERVIEW

Before the arrival of Europeans, the Native American peoples of the Tensaw, Alabama, Creek, Seminole, and Choctaw Indians lived in the area that now is known as Daphne. Historical records document visits from European and Spanish explorers around 1557. The region was under the control of the Spanish until the late 1600s. In 1773, a settled area above Daphne known as "the Village" served as a site for meetings with local Indian leaders and for conducting important business.

During the first half of the nineteenth century, the Daphne area was known by its three landings: Belrose, Hollywood, and Shorts. The town itself was settled in 1874. William Howard, a prosperous hotel owner, became the postmaster of the settlement and gave the town its name, possibly after the exotic shrub that his wife admired and planted.

By the time of the Civil War, the Daphne Methodist Episcopal Church had been erected and was used as a resting place for Union soldiers on the way to the Battle of Spanish Fort and Blakeley. The original Spanish Fort had been reinforced as Fort McDermott, one of the forts used to help protect Mobile. Here, Union soldiers lay siege in a battle that lasted several days before moving north to Blakeley.

In 1868, the Baldwin County seat was moved from the defunct town of Blakeley to Daphne. A building was constructed facing the bay, as well as a separate jail house. Daphne was the center of all county activity until the railroad was completed across the Mobile Bay delta, when train travel rivaled bay boat access to Mobile. The city of Bay Minette successfully won the legislative designation of county seat in 1900. In 1899, the Eastern Shore Missionary Baptist Association founded a school in Daphne, which, by 1916, had been transferred to the Baldwin County School System and eventually became the Baldwin County Training School.

*During the first half of the nineteenth century, the Daphne area was known by its three landings: Belrose, Hollywood, and Short.*

By the end of the turn of the 19th century, the community grew significantly. There was an influx of new residents who were enticed by the ideal living conditions. A colony of Italian residents was encouraged by the efforts of Alesandro Mastro-Valerio, who purchased land in 1888 to assist fellow Italians with finding homes outside of the large cities where many immigrants congregated. Many of the Italians who purchased land here settled what is today known as Belforest.

Another significant colonization effort was initiated by Jason Malbis, who developed an agricultural plantation just east of Daphne for the purpose of employing and training young Greek men in America. The colony was self-sufficient, with communal housing for workers, a religious establishment, electric power plant, cannery, dairy, icehouse, and large farm holdings. A Greek Orthodox Church was built in 1965 to honor Jason Malbis and his vision. Constructed by old country artisans using materials from the homeland, it is a landmark in architecture for the county. The Alabama State Teacher College on Mobile Bay, also called the State Normal School, operated from 1907 until 1940.

Daphne's downtown area gradually shifted from the bayfront to Main Street. The bay boat landing at Daphne was the jump-off for all points north as well as the Old Spanish Trail, the road that connected

Mobile to Pensacola. The downtown area was filled with a bustling trade, with stores such as Trione's Grocery, Bertagnollis Store, Russell Garage, Dryer's Drug Store, a barbershop, a doctor's office, banks, and restaurants. When the causeway was opened in 1927, connecting the Eastern Shore to Mobile by way of Spanish Fort (Bridgehead), the bay boat era began to fade, but the road running through the hill at Spanish Fort aided in the growth of the community there.

phenomenon known as a "Jubilee." A Jubilee - generally considered a time of great rejoicing - holds a special meaning around Mobile Bay on the Eastern Shore. To folks around Daphne and the rest of the Eastern Shore, it means a "phenomenon" which brings blue crabs, shrimp and fish swimming from the depths of the bay into the shallow waters along the shoreline, just waiting to be scooped up by those waiting to fill their ice chests. Generally, the bottom fish, such as flounder, catfish and stingrays, are the most affected. Crabs are almost always a part of the event.

Daphne is perhaps most famous for being one of the few places in the world to experience the

### TIMELINE SUMMARY OF DAPHNE HISTORY

Era of European Exploration begins.



Area becomes part of British West Florida.



Area annexed to the United States



Daphne's elevation serves as a major entry point into Baldwin County. Summer homes and hotels constructed on the Eastern Shore.



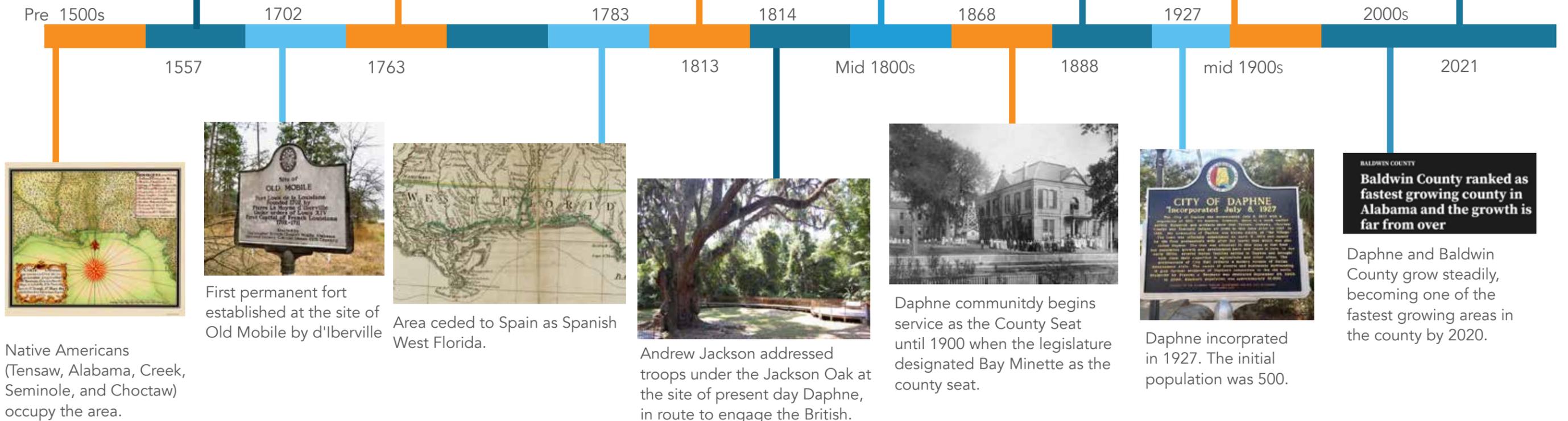
Italian immigrants relocate to Daphne as a refuge from urban areas.



Daphne thrives as transportation routes provide access to the area.



Daphne initiates new planning to capture its potential as the Eastern Shore's premier coastal city.



# DAPHNE'S ENVIRONMENTAL CONTEXT

Daphne's location and attractiveness can be attributed to its climate, coastal environment, and natural resources. This environmental section highlights, summarizes, and assesses Daphne's significant environmental features, providing context for future growth and development. In addition, the section reviews geography, water quality, flooding and stormwater, tree cover, climate factors, and natural hazards.

## Daphne's Geography

Daphne lies mainly in the Southern Pine Hills section of the East Gulf Coastal Plain region of Alabama, located on the east side of Mobile Bay. Unlike much of the coastal area, the city is situated on a high bluff. The land adjacent to Mobile Bay lies within the Coastal Lowlands section and is at or near sea level, but the transition to the Southern Pine Hills is a rapid increase in elevation to heights as high as 120 feet.

Southern mixed forests, including longleaf pines, characterize the Southern Pine Hills area. Southern mixed forests have been repeatedly logged or converted to agriculture. In cities like Daphne, the land is transforming as urbanization replaces farmland. Still, intact ecosystems within Southern mixed forests and the East Gulf Coastal Plain are among the richest ecoregions in plant and animal species. Many plant and animal species found in this area occur only in this region.

Historically, Southern mixed forests depended on fires to maintain healthy pine stands. Where fires have been suppressed, oaks and other hardwoods have overtaken the pines changing habitats and other ecosystem characteristics. Furthermore, fragmentation of the Pine Hills habitat caused by agriculture and urbanization

has resulted in a decline in native wildlife. Coupled with an increase in invasive non-native species competing with, and in some cases, out-competing native plants and wildlife, the area is undergoing significant changes to the foundation of its historical biodiversity.

The Coastal Lowlands within Daphne and surrounding areas are characterized by marshes, estuaries, and historically rich and productive marine environments. Unfortunately, sedimentation, fill, pollution, and invasive aquatic species have also damaged some areas.

## Soils and Climate

The East Gulf Coastal Plain soils are thick sedimentary deposits composed of sand, silt, and clay from the Appalachian Mountains and Piedmont plateaus carried to the region by rivers and streams over millennia.

Daphne is in USDA Hardiness Zone 8b, where its short winters may result in minimum temperatures as low as 15 degrees on occasion. However, average lows do not drop below 42 degrees, and winter is generally dry. Daphne's summers are long, hot, and humid, with frequent rain. The city enjoys clearer skies from late August through May. Due to its relatively mild climate, Daphne can be enjoyed all year outdoors.

## Drinking-Water Supply and Quality

Daphne Utilities serves over 11,000 customers through 180 miles of water supply pipeline. The utility can supply seven million gallons of drinking water daily with an average daily withdrawal of approximately three million gallons. Public drinking water comes from 12 wells ranging in

*Unlike much of the coastal area, Daphne is situated on a high bluff.*

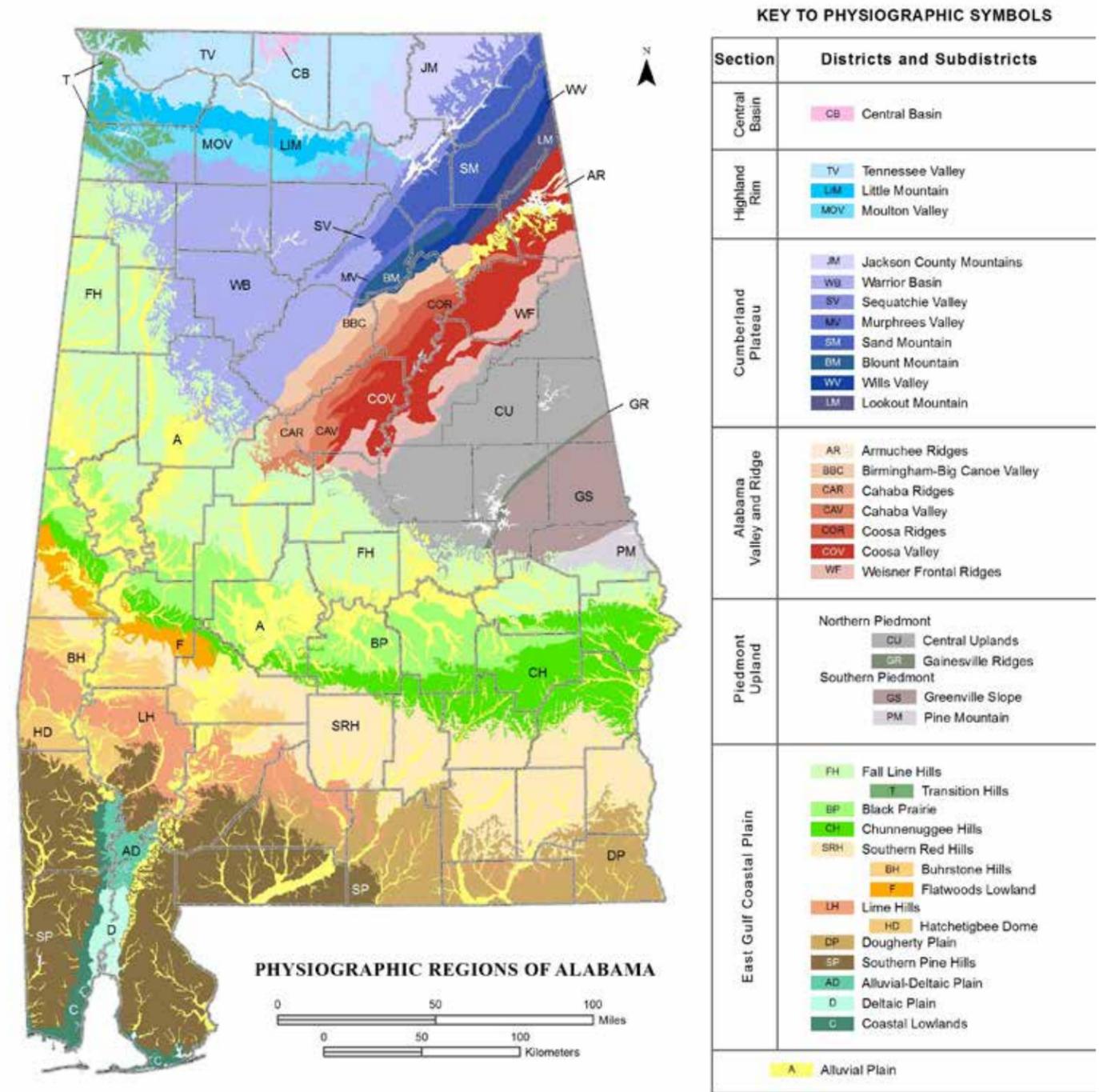
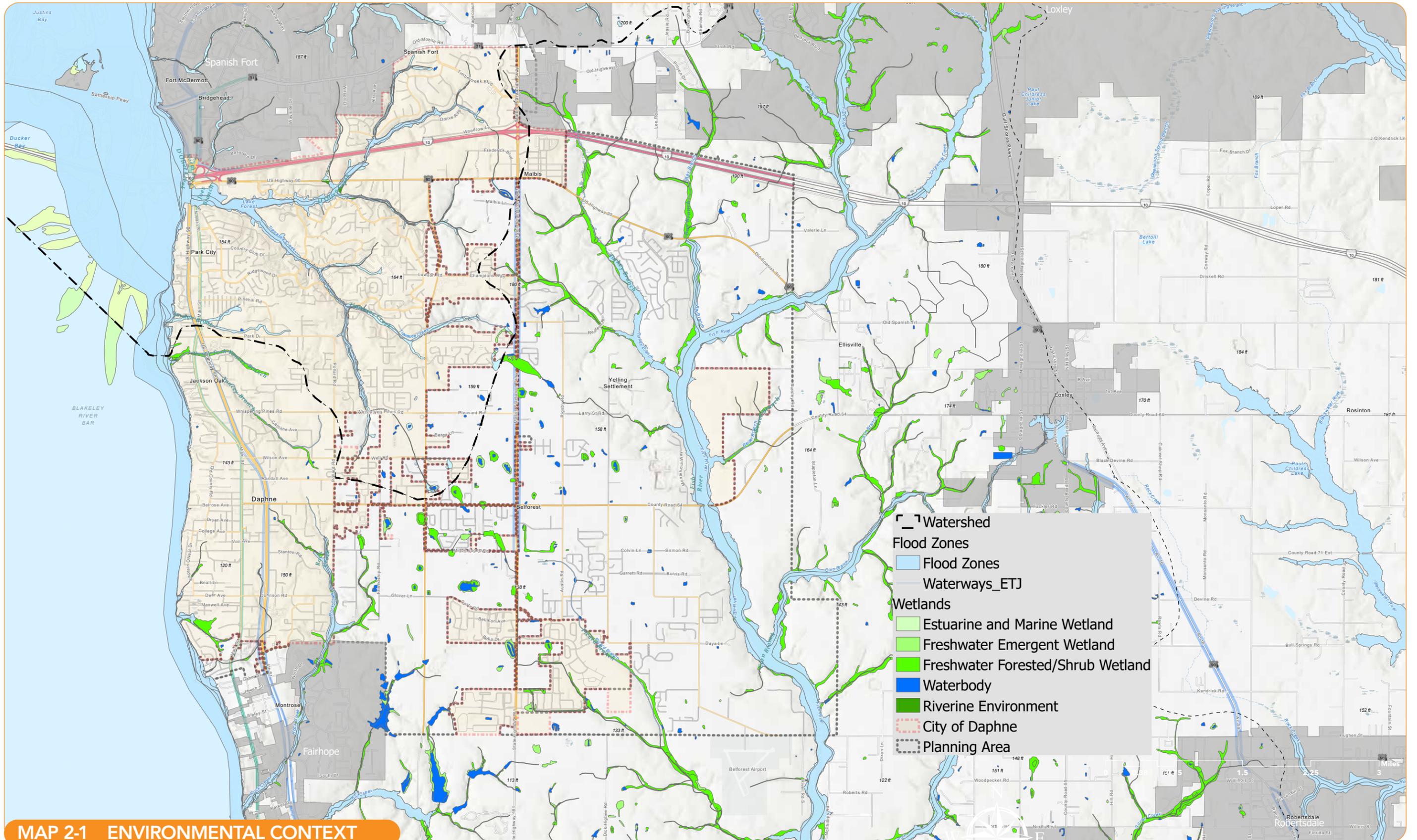


Figure 1: Physiographic Regions

Source: Department of Geography, College of Arts and Sciences, The University of Alabama



MAP 2-1 ENVIRONMENTAL CONTEXT

depth from 250 to 450 feet. These wells draw water from the Miocene Aquifer that underlies an area of about 6,500 square miles in Alabama and Florida. The average production of groundwater within the East Gulf Coastal Plain, where the Miocene Aquifer is located, is higher than anywhere else in Alabama. Recharge of the aquifer occurs primarily through rainfall.

In addition to draws at wells, the aquifer discharges water to streams, bays, and sounds. Although the aquifers within the East Gulf Coastal Plain are at equilibrium, Daphne's groundwater levels have been declining, indicating more water is leaving than recharging.

Every year Daphne Utilities publishes a Consumer Confidence Report (CCR) to educate consumers about the public drinking water supply. Consistent with state regulations, the utility routinely tests public drinking water for various contaminants consistent with state and federal laws and regulations established by the Alabama Department of Environmental Management. The 2021 CCR indicates that the public water supply quality is good, but there are contaminants. The CCR notes these in the Table of Detected Drinking Water Contaminants, along with the likely source of the contamination. None of the contaminations represents a violation of regulatory guidelines.

### Floodplains

Nearly every natural water body has an associated floodplain. In most cases, floodplains are low-lying areas next to rivers, streams, and coastal areas. A riverine floodplain consists of two main parts: a floodway, which is the main channel of the river or stream, and the floodway fringe, or the area between the floodway and the bluff. Coastal floodplains tend to be flat, relatively broad, and contain some amount of marshland.

Floodplains have been used as highly productive

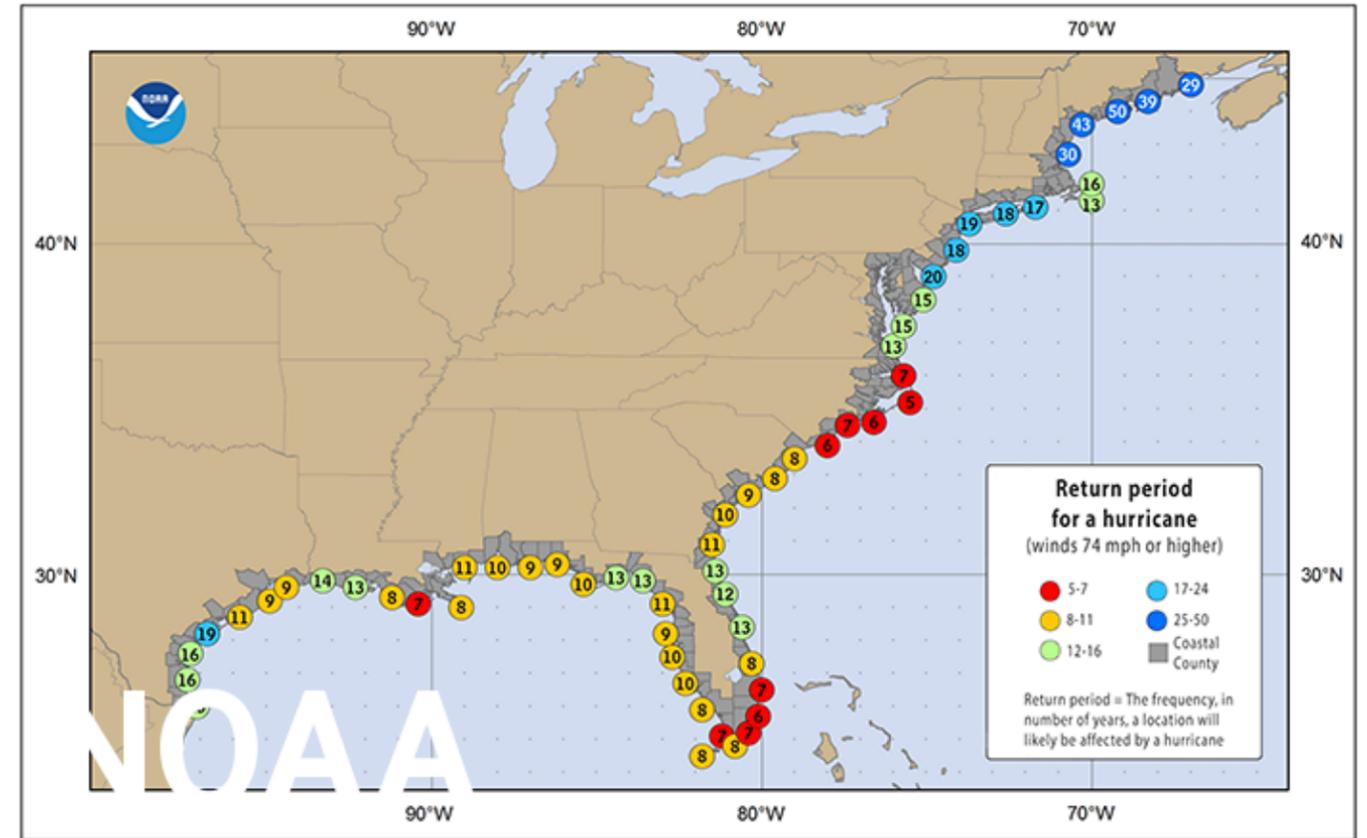
farmland since the advent of agriculture. Too often in the past, floodplain areas in urbanizing areas were considered waste or underused land and filled for building development. But floodplains play an essential role in the natural environment. Healthy floodplains supply critical habitats for plants and wildlife. They help to filter stormwater and maintain quality drinking water supplies. They also temporarily store floodwaters and reduce wave action protecting economic investments and public infrastructure.

Daphne has a low risk of flood due to its topography. The following maps indicate the annual chance of a flood at the one percent chance and the 30-year chance. In both instances, the area affected is relatively small and located in a designated flood hazard area close to the waterbodies with which it is associated.

Successful floodplain management is a complex balance of

flood hazard, economics, and private property rights. Although development within the floodplain is possible, resulting structures and fill dirt change the flood profile and push floodwaters into new areas impacting neighborhoods and other developed areas historically free of flood events. Development within the floodplain also reduces its capacity for stormwater infiltration resulting in faster rises in water levels and more significant erosion downstream. But buffering rivers, streams, lakes, and coastal waters can help. Buffers are well known for their ability to protect streambanks, provide shade on water as well as plant and animal habitat, and allow natural stream meanders. Their ability to filter pollutants depends upon many factors, including the terrain, the soils, and the vegetative cover, but wider buffers generally yield more significant benefits.

*Daphne is at low risk of flood due to its topography.*



Return Period for Hurricanes

### Coastal Water Quality and Wetlands

The quality of Mobile Bay is essential to wildlife and Daphne's economic and physical health.

#### Coastal Water Quality

The City of Daphne and Daphne Utilities have implemented a bacterial water quality sampling plan for three locations on Mobile Bay. These areas are Bayfront Park, D'Olive Bay Boat Launch, and Stedman's Landing. In addition, May Day Park is also monitored and tested separately by the Alabama Department of Environmental Management. Water samples at each location are tested for fecal coliform bacteria. Results are posted on the city's Coastal Water Quality Monitoring website.

Fecal coliform bacteria are passed through the excrement of warm-blooded animals such as humans, livestock, and wildlife and can indicate the presence of harmful disease-causing bacteria. The EPA recommends testing for e.

coli (Escherichia coli) as the best indicator of health risk from recreational contact with water. In some states, high levels of bacteria have led to closure of lakes, beaches, and shellfish-harvesting areas. Higher than normal levels of fecal coliform bacteria often result from improper waste handling in agricultural areas, septic tank failure, sewage spills, and stormwater runoff in urban areas that carries pet and wildlife waste. Fortunately, the quality of coastal waters in Daphne is good, as evidenced by periodic sampling.

#### Wetlands

The Environmental Context Map shows that wetlands in and around Daphne consist mainly of isolated natural impoundments in upland areas and narrow riparian systems along creeks and rivers. These are classified by the U.S. Fish and Wildlife as freshwater forested/shrub wetlands that expand into larger systems where waterways empty into the bay. The bay area

contains the largest contiguous wetland areas, classified as estuarine and marine, clustered in or near Bayfront Park, D'Olive Bay, and Blakeley River.

All wetlands provide valuable plant and animal habitats as well as storm protection in coastal areas. So many marine species either reproduce or spend the early part of their lives in estuarine and marine wetlands that these areas are referred to as the "nurseries of the sea." Around 75 percent of all commercially valuable marine fisheries, for example, depend on this environment. They also provide important recreational benefits and a natural beauty that directly contributes to the economy of Daphne and its attraction to new residents.

Estuarine and marine wetlands are also a first line of defense against damaging storm surges and wave action associated with storm events. But estuaries are fragile ecosystems easily impacted by natural and manmade events. Storms, pollution, and invasive species are common threats, but today they also face a grave risk from sea level rise. This is because the relationship between the sea and land has evolved and changed throughout the earth's history. Gradual sea-level changes are easy for wetlands to adapt to; they migrate with the waters. The relative rapid rise in sea levels today coupled with coastal development, however, means that wetlands may not be able to adapt, and many will likely disappear.

Federal regulations and requirements protect many wetlands from destruction, but local policies related to stormwater, construction, land use, and infrastructure can help protect their environmental integrity. For example, increased buffers and acquisition for perpetual conservation are two strategies that some local governments use.

### Stormwater Control

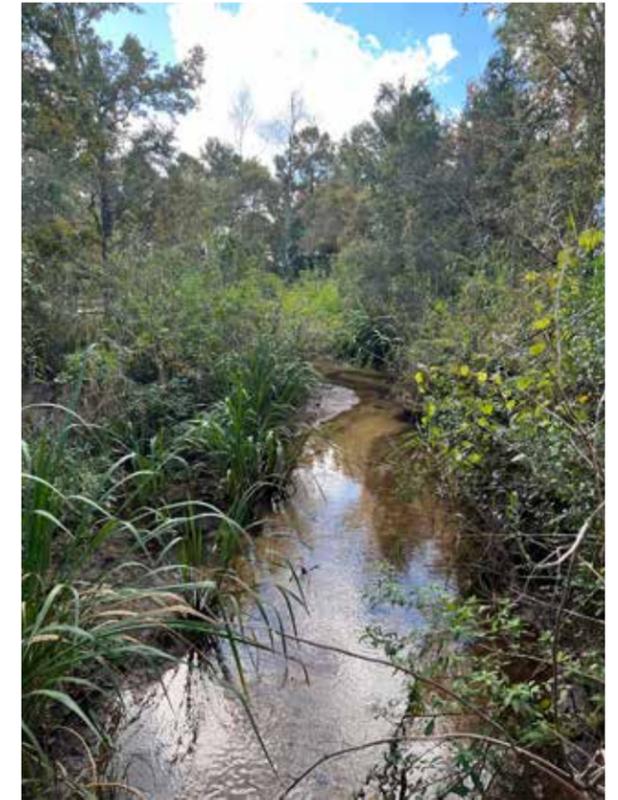
Stormwater runoff that does not result in widespread flooding can still significantly impact nearby properties, public facilities, and natural

systems. The first flush of stormwater can carry a large amount of pollutants picked up from the land and surfaces such as rooftops, streets, and parking lots. Stormwater from developed areas can also race toward streams, rivers, and lakes at speeds that cause erosion and channelization and be so warm when it gets there that it changes the biology of the receiving waters. For these reasons, the U.S. Environmental Protection Agency has developed stormwater requirements impacting municipal storm sewer systems across the country. The State of Alabama currently holds a general permit that covers the City of Daphne.

Land within Daphne currently drains into one of four watersheds. Each of these watersheds is an area where precipitation flows to a given point, such as a lake, stream, river, or wetland. All four of Daphne's watersheds are associated with rivers and creeks: Tensaw River-Apalachee River, Yancey Branch, Fly Creek, and Upper Fish River.

The D'Olive Creek watershed is the city's largest and most impacted (impaired) by land use. Portions of the watershed are located within Spanish Fort, Baldwin County, and Daphne. It drains over 7,700 acres and consists of three principal tributaries: D'Olive Creek, Tiawasee Creek, and Joe's Branch. The ADEM water use classification for these tributaries is Fish and Wildlife. In recent years, the Mobile Bay National Estuary Program, in association with the Dauphin Island Sea Lab, spent millions of dollars on streambank restoration in the D'Olive Creek watershed.

For years stormwater was treated as a menace, and solutions sought to move it offsite as quickly as possible. This led to curbing and guttering along streets, open ditches, site grading, and storm drainage systems that piped untreated



**Photos. From top left to clockwise**  
*Daphne's Diverse natural environment from rural agricultural lands to bay front.*



Photo Above.  
Mobile Bay Access.

stormwater directly to rivers and streams. Unfortunately, such “solutions” have caused many of the problems experienced by urban systems, including erosion in the D’Olive Creek watershed. Today, there is a growing movement to treat stormwater as a resource and allow natural flow and infiltration to occur onsite. Examples include rain gardens, bioretention, reducing the amount of impervious surfaces, pervious pavement, and roof gardens (green roofs). These and similar methods are collectively referred to as Low Impact Stormwater Development (or Design) and are being used in places throughout the country to reduce the number and extent of municipal storm sewer systems and to improve the health of streams, lakes, and wetlands.

The State of Alabama published a Low Impact Development Handbook that includes a list of recommended development methods as well as a planning and design checklist.

### Trees

Although much of the recent growth in Daphne has occurred primarily to the east on land once cleared for farming, trees are integral to the character of Daphne. Live Oaks overhang Main Street and most of the older parts of the City.

Trees provide beauty and form in the landscape and serve other vital functions. They cool the air on hot summer days. They turn carbon dioxide into oxygen, making them one of the best greenhouse gas treatment systems. Trees buffer noise and screen unsightly areas. They provide habitat and food for myriad animal species and anchor soils, preventing erosion. Trees also break up wind patterns minimizing damage to buildings.

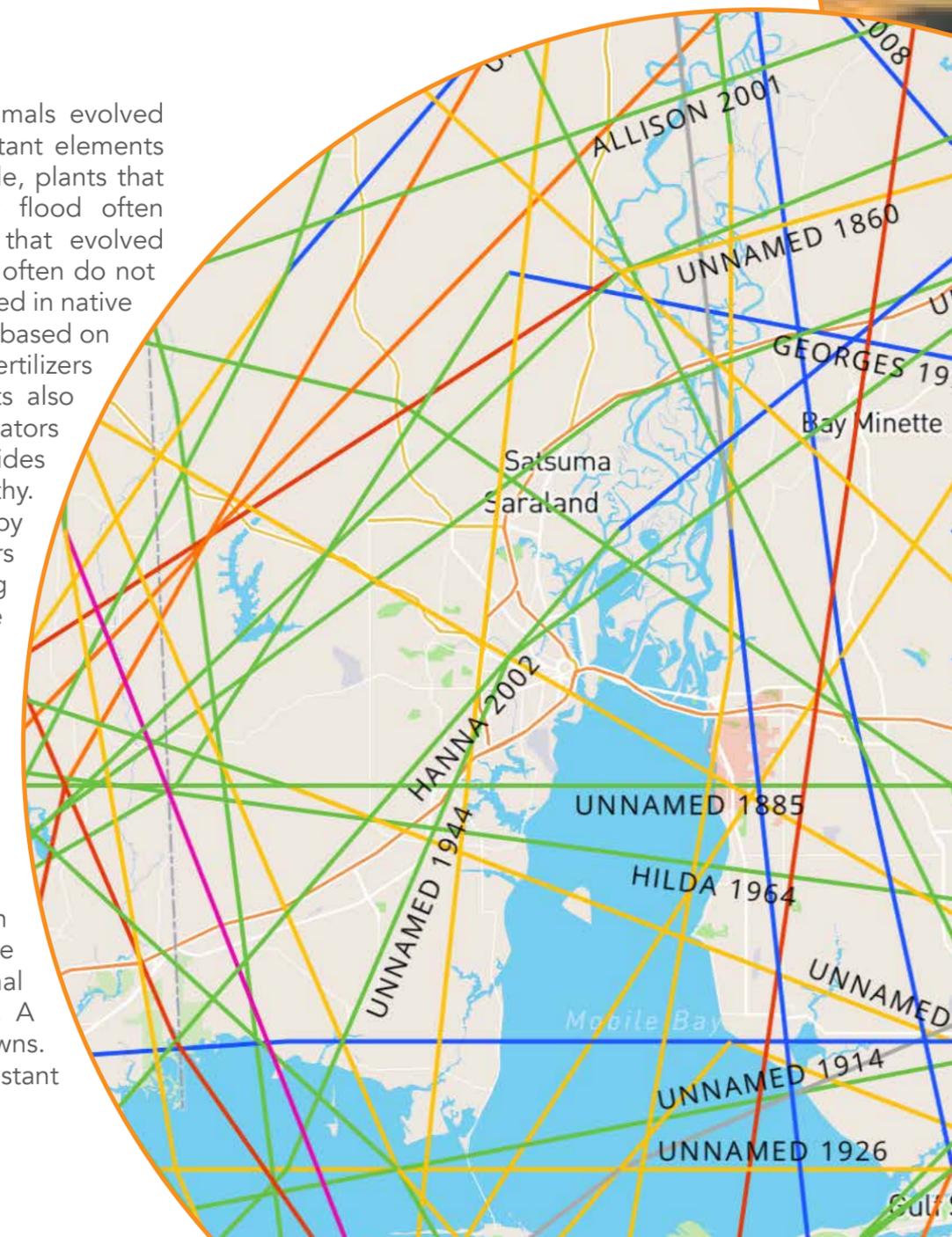
Some trees add value due to their age, size, location, environmental contributions, or connection to history or local culture. Daphne recognizes the importance of trees in general and significant trees in particular through standards adopted within the City Code of Ordinances in Appendix A – Land Use and Development. These standards attempt to protect the city’s tree resources and replicate tree patterns in older parts of the city. Planting trees and protecting existing trees require a dedication to future Daphne and its residents. Trees, especially stately Live Oaks, take decades to reach maturity.

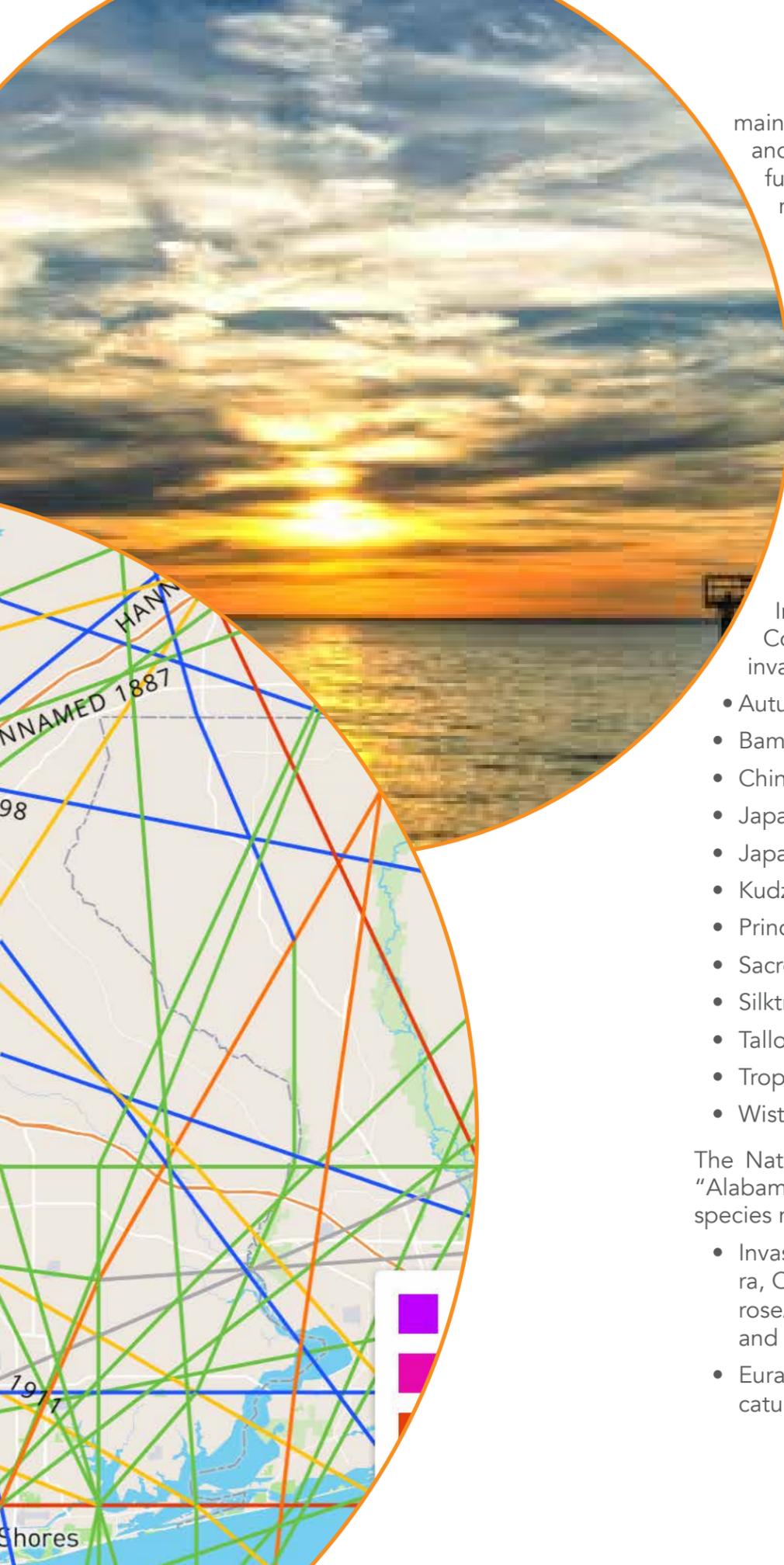
### Non-Native, Invasive, and Threatened Species

Native species of plants and animals evolved with their environments as important elements of the natural system. For example, plants that arose in areas that periodically flood often tolerate water extremes. Plants that evolved where water is scarce or sporadic often do not require irrigation. Plants that evolved in native soils have adapted nutrient needs based on those soils and may not require fertilizers to help them grow. Native plants also evolved with native pests and predators and usually do not require insecticides or fungicides to keep them healthy. Animal populations are regulated by increases and decreases in predators and food sources rarely requiring human culling or relocation. These are just a few examples of the system of checks and balances constantly at work in the natural world to prevent imbalances requiring human intervention. But the balance changes when non-native species are introduced.

Many non-native species can be introduced with little impact on the environment, but some change the dynamics requiring additional and often excessive intervention. A common example is turf grass lawns. The perfect lawn requires constant

Right: Mobile Bay Sunset  
Below: Historic  
Hurricane Tracks





maintenance, supplemental irrigation, and frequent applications of fertilizers, fungicides, and insecticides. Other non-natives may become invasive crowding out native plants and reducing food and nesting sources for native wildlife. Still others are so noxious that the state and other environmental agencies spend vast resources on control and eradication. An example is Cogongrass. This invasive grass is so widespread in Baldwin County and surrounding counties that elimination is possible. It presents a wildfire risk to homes, businesses, forests, and wildlife and crowds out beneficial plants.

In addition to Cogongrass, the Forestry Commission also lists the following as invasive species impacting forest resources:

- Autumn Olive
- Bamboo
- Chinese Privet
- Japanese Climbing Fern
- Japanese Privet
- Kudzu
- Princess Tree
- Sacred Bamboo
- Silktree Mimosa
- Tallowtree
- Tropical Soda Apple
- Wisteria

The Nature Conservancy lists the following as "Alabama's Worst Invaders" in addition to the species noted above:

- Invasive roses (multiflora rose/Rosa multiflora, Cherokee rose/R. laevigata, Macartney rose/R. bracteata) - problem for agriculture and wildlife
- Eurasian Water Milfoil (Myriophyllum spicatum) - aggressive invader of reservoirs,

rivers, and lakes

- Hydrilla (Hydrilla verticillata) - interfere with water flow, navigation, and drainage, and they harbor mosquitos
- Alligator weed (Alternanthera philoxeroides) - replaces native species, may result in fish kills, and impacts recreational use of water bodies

There are many non-native animals in Alabama, such as the black rat, the Norway rat, the house mouse, nutria, feral swine, and fire ants, and the lists get longer each decade. As climate changes, migrations of animals from other states and countries may also impact Daphne's land and water areas.

Public education and awareness are crucial to preventing and removing invasive and noxious species. Some of the plants and animals listed above were accidentally introduced. Some were carried to the bay, rivers, and lakes in ship ballast water or on contaminated propellers. Some places also use regulations requiring invasive species removal as part of land development approvals. Vigilance is required to manage or prevent additional changes in the natural environment. Close monitoring and coordination

with state and federal agencies, non-profits, and surrounding jurisdictions will help Daphne maximize its efforts.

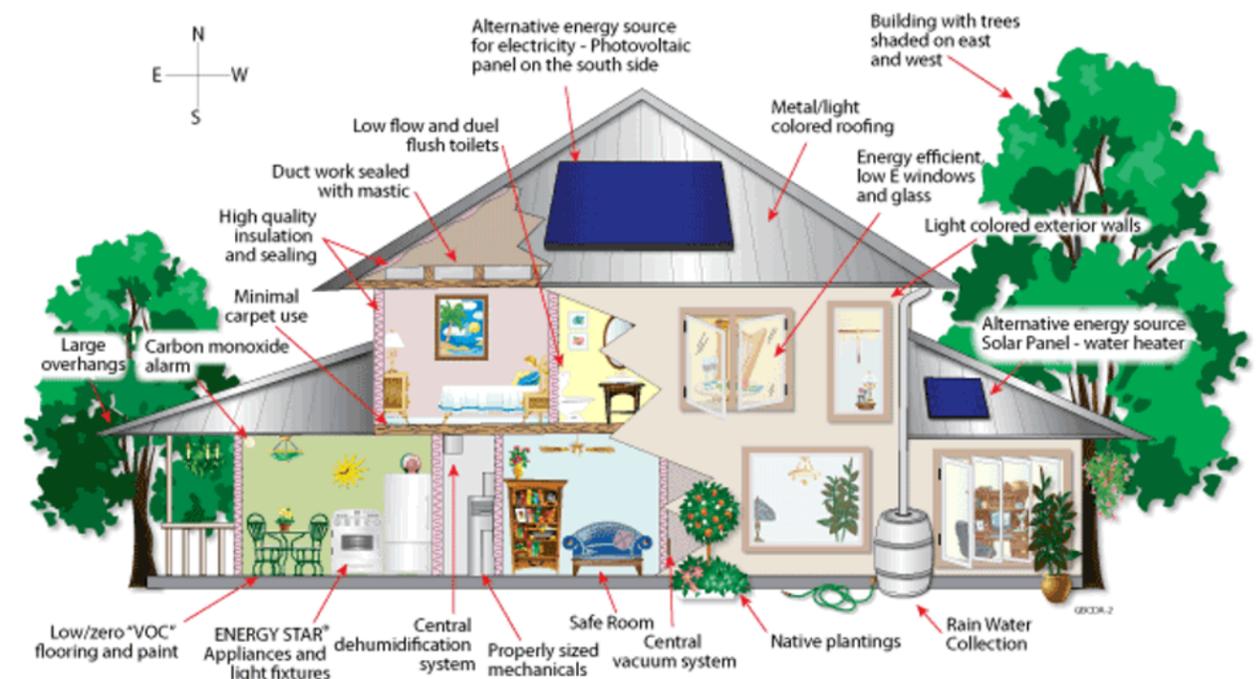
### Green Building

Although green building is not in itself a natural resource, its purpose is to conserve natural resources. Green building means increasing the efficiency with which buildings and sites use energy, water, and materials. It also means reducing the impacts of construction on human health and the natural environment. For example, although automobiles receive the most public attention related to energy use, buildings consume nearly 40 percent of all energy resources in the United States, accounting for almost 70 percent of all electricity consumption and almost 40 percent of carbon dioxide (greenhouse gas) emissions.

Green buildings and communities are designed, constructed, and maintained in a way that is environmentally and socially responsible and leads to improved quality of life for residents. Green methodologies employ a whole-systems-approach that includes:

- Designing for livable communities

Figure 3: Green Building Illustration



- Using sun and site to the building's advantage for natural heating, cooling, and daylighting
- Landscaping with native, drought-resistant plants and water-efficient practices
- Building quality, durable structures
- Reducing, reusing, and recycling construction and demolition waste
- Insulating well and ventilating appropriately
- Incorporating durable, salvaged, recycled, and sustainably harvested materials
- Using healthy products and building practices
- Using energy-efficient and water-saving appliances, fixtures, and technologies

## Future Environmental Risks

### Hurricanes

Hurricanes are a common event in the Gulf of Mexico. The National Oceanic and Atmospheric Administration (NOAA) estimates that a hurricane can be expected to occur within 50 nautical miles of Mobile Bay once every ten years based on historical records. The occurrence rate for major hurricanes in the same vicinity is once every 28 years. A major hurricane is defined as a category 3, 4, or 5 on the Saffir-Simpson Hurricane Wind Scale. The following map shows historical hurricane tracks as documented by NOAA from 1852 to 2020 that impacted the coast within 60 miles of Daphne and Baldwin County.

Wind and water are the major destructive forces of a hurricane. Both play a role in the formation of storm surges that threaten coastal areas during events. According to the Baldwin County Hurricane Surge Atlas, Daphne can expect surges ranging from 6.9 feet in a Category 1 hurricane to 20.4 feet in a category 5 hurricane. The illustrations that follow indicate surge potential in terms of land affected for category 1, 3, and 5 hurricanes. The topography of Daphne provides significant protection from storm surges.

### Sea Level Rise

Sea level is rising globally due to the expansion of ocean water as it warms and melting glaciers and polar ice. However, variations in local conditions mean that the increases are not experienced the same along the world's coastlines. For example, the National

Oceanic and Atmospheric Administration (NOAA) reports that the Gulf of Mexico is experiencing the highest sea-level rise rates in the U.S. A factor influencing this phenomenon is land subsidence.

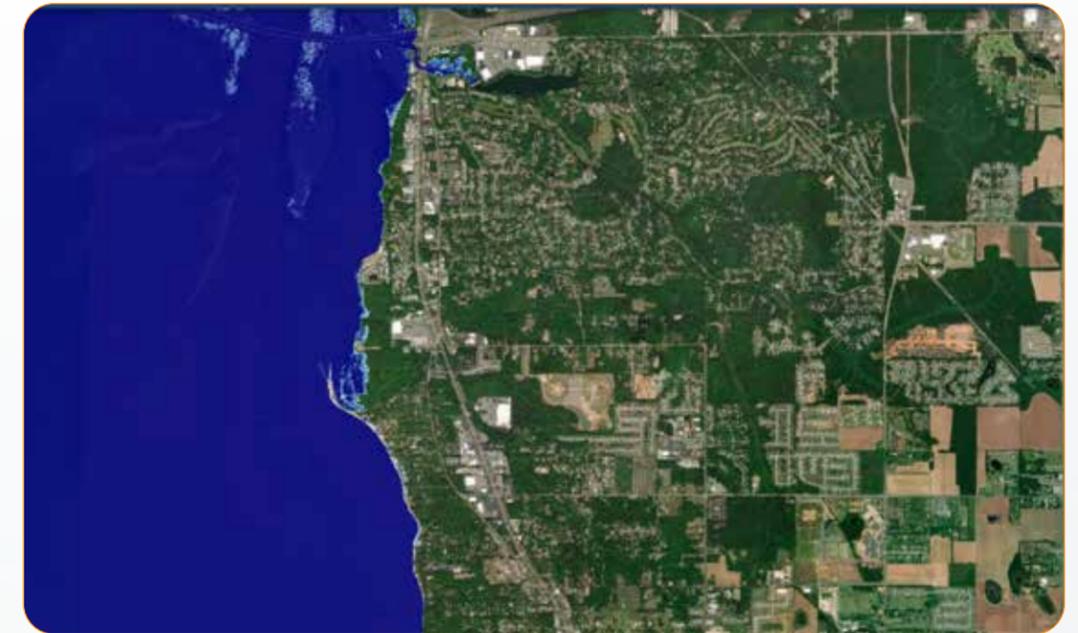
The U.S. Army Corps of Engineers (USACE) has projected sea-level change at monitoring stations along the Gulf Coast. The one closest to Daphne is Dauphin Island, Alabama. The estimated relative sea level change as shown in the graph below is presented as three possible scenarios: low, intermediate, and high.

The following are two maps from NOAA's Digital Coast. The first map shows the level of current Mean High Water. The second map shows Mean High Water plus 6 feet, representing the Corps of Engineers' highest level of increase as indicated in the chart above.

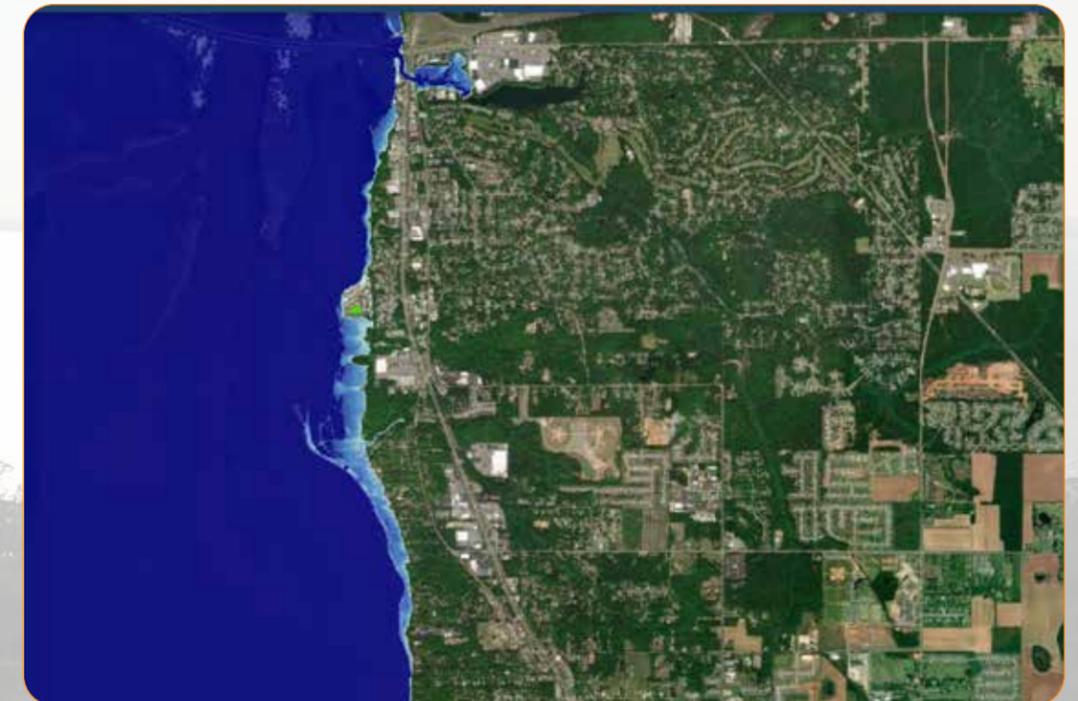
Daphne's topography will protect the vast majority of the city and its investments from sea level rise, unlike many other coastal areas, even around the bay. The estuarine and wetland environment, however, may not be so fortunate.



Figure 4: Estimated Relative Sea Level



CURRENT MEAN HIGH WATER LEVEL



CURRENT MEAN HIGH WATER LEVEL +6 FEET

“Analysis of development patterns provides insight and conclusions into future growth and development opportunities.”

## DAPHNE'S DEVELOPMENT PATTERNS AND BUILDOUT

Analysis of development patterns provides insight and conclusions into future growth and development opportunities and constraints. Development patterns are the result of community development market forces and the cumulative community decisionmaking about what development should occur, the form it should take, and where it should be located. Development patterns provide both a quantitative and qualitative description of Daphne today. The interaction and relationship between shopping areas, neighborhoods, the natural environment and the identification of developable lands for the future, are all a part of a development pattern analysis. These factors must be mapped and measured.

### Existing Land Use

Existing land use and development were inventoried, mapped and analyzed in order to illustrate community development patterns and trends for Envision Daphne 2042. Data sources for existing land use included the 2003 Comprehensive Plan, current aerial photography, information from the Baldwin County Geographic Information System and visual surveys of selected areas. The categories used to classify development patterns and their meanings are listed as follows:

#### Forests and Agriculture

- ◆ **Forest** – Land dominated by large areas of trees. While some fields and pastures may be present in this category, the overwhelming character of these tracts is as forest.
- ◆ **Agriculture** – Land dominated by open pastures and land in cultivation. While there may be tree stands present, the overwhelming character of the tracts is agricultural.

#### Residential

- ◆ **Low Density Residential** - A single residential living unit of conventional (on-site) construction, designed to house only one family. These are “stand alone” units, as opposed to townhomes or row houses. The density of units per acre may range from 1 to 4.
- ◆ **Medium Density Residential** - Medium-Density Residential development typically occurs at densities of 4 to 8 units to the acre in structures that are usually attached. This category also includes manufactured housing.

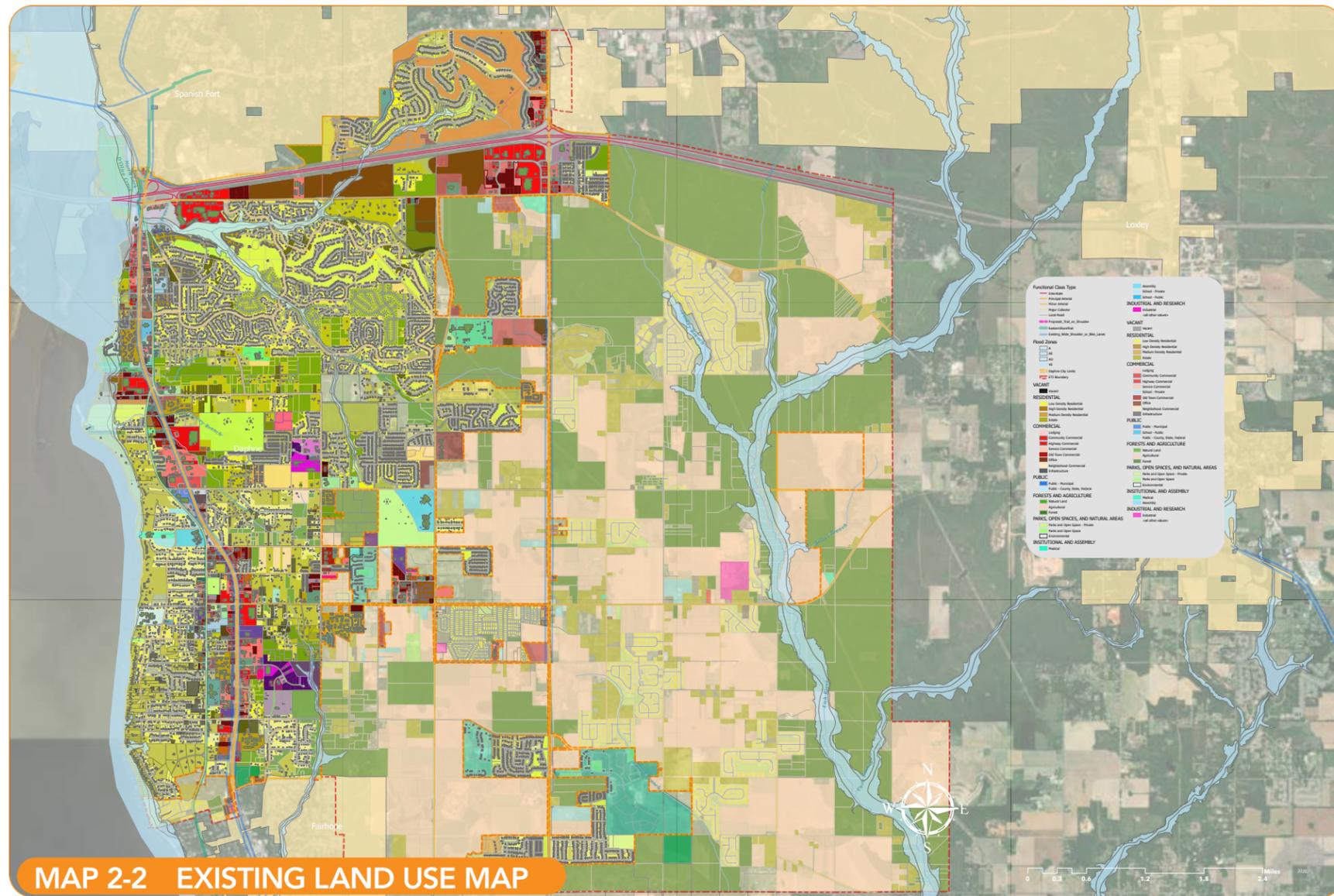
TABLE 1: EXISTING LAND USE - 2020				
LAND USE CATEGORY	DAPHNE		PLANNING AREA	
	ACRES	%	ACRES	%
<b>Residential</b>				
Low Density Residential	2,831.2	24.2%	1,208.6	7.3%
Medium Density Residential	242.5	2.1%	2.0	0.0%
High Density Residential	237.6	2.0%	7.5	0.0%
Estate	1,083.6	9.3%	1,298.6	7.9%
<b>Total</b>	<b>4,394.9</b>	<b>37.6%</b>	<b>2,516.7</b>	<b>15.3%</b>
<b>Commercial</b>				
Lodging	24.1	0.2%		0.0%
Community Commercial	201.6	1.7%	13.6	0.1%
Highway Commercial	163.5	1.4%		0.0%
Service Commercial	180.8	1.5%	154.5	0.9%
Olde Towne Commercial	5.8	0.0%		0.0%
Office	118.0	1.0%	5.4	0.0%
Neighborhood Commercial	18.0	0.2%	4.1	0.0%
<b>Total</b>	<b>711.7</b>	<b>6.1%</b>	<b>177.5</b>	<b>1.1%</b>
<b>Public</b>				
Public Municipal	105.0	0.9%		0.0%
Public - County, State and Federal	6.5	0.1%		0.0%
<b>Total</b>	<b>111.5</b>	<b>1.0%</b>		<b>0.0%</b>
<b>Forest and Agricultural</b>				
Forest	1,615.6	13.8%	6,253.5	38.0%
Agricultural	1,018.5	8.7%	5,627.9	34.2%
Vacant	978.2	8.4%	183.2	1.1%
<b>Total</b>	<b>3,612.3</b>	<b>30.9%</b>	<b>12,064.5</b>	<b>73.3%</b>

- ◆ **High Density Residential** – These lands accommodate structures designed with more than one separate living unit, such as duplexes or apartments occurring at densities greater than 8 units to the acre. This category includes group homes.
- ◆ **Estate Residential** – A single family residential home on larger tracts ranging in size from ¾ of an acre to 10 acres.

#### Commercial

- ◆ **Lodging** - This category accommodates lodging facilities such as hotels and motels.

TABLE 1: EXISTING LAND USE - 2020				
LAND USE CATEGORY	DAPHNE		PLANNING AREA	
	ACRES	%	ACRES	%
<b>Parks, Open Space and Natural Areas</b>				
Natural Land	147.7	1.3%	2.5	0.0%
Parks and Open Space - Private	999.4	8.6%	192.4	1.2%
Parks and Open Space - Public	358.6	3.1%	35.4	0.2%
Environmental	13.8	0.1%	45.4	0.3%
<b>Total</b>	<b>1,519.6</b>	<b>13.0%</b>	<b>275.7</b>	<b>1.7%</b>
<b>Institutional and Assembly</b>				
Medical	79.6	0.7%	24.5	0.1%
Assembly	107.5	0.9%	138.2	0.8%
School - Private	31.0	0.3%	12.5	0.1%
School - Public	91.0	0.8%		0.0%
<b>Total</b>	<b>309.1</b>	<b>2.6%</b>	<b>175.3</b>	<b>1.1%</b>
<b>Industrial</b>				
Industrial	55.3	0.5%	57.7	0.4%
<b>Total</b>	<b>55.3</b>	<b>0.5%</b>	<b>57.7</b>	<b>0.4%</b>
<b>Infrastructure and Right of Way</b>				
Infrastructure and ROW	16.9	0.1%	11.7	0.1%
Right of Way	956.8	8.2%	1,168.9	7.1%
<b>Total</b>	<b>973.7</b>	<b>8%</b>	<b>1,180.6</b>	<b>7.2%</b>
Built or otherwise constrained	8,075.7	69%	4,383.4	27%
Unbuilt	3,612.3	31%	12,064.5	73%
<b>Total Area in Acres</b>	<b>11,688.0</b>	<b>100%</b>	<b>16,448.0</b>	<b>100%</b>



**MAP 2-2 EXISTING LAND USE MAP**

- ◆ **Community Commercial** - Lands that accommodate commercial activities providing merchandise or services for retail trade to the community as a whole. Examples include large shopping center and malls.
- ◆ **Highway Commercial** - These areas include stores as fixed point-of-sale locations designed to attract a high volume of customers. These establishments are in environments dominated by automobiles and characterized by large parking areas between streets and buildings. Auto-dominated commercial areas are considered suburban in character.
- ◆ **Service Commercial** - This category of commercial activity describes commercial activity that is oriented to providing repair, outdoor storage, contracting or machinery and equip-

ment sales, including automobiles. As such, these establishments require outdoor work and storage spaces that often do not blend well with the other land uses.

- ◆ **Olde Towne Commercial** - This category represents the historic center of Daphne's community life. Its environment is scaled to pedestrians and buildings are typically sited in close proximity to the street. Parking areas are off-site or to the side and rear of buildings.
- ◆ **Neighborhood Commercial** - This category of land use activity describes commercial activity that is oriented to nearby neighborhoods, providing light retail goods and services to meet the ordinary requirements of daily life. Buildings are smaller in scale.

- ◆ **Office** - This category accommodates places for professional, health care, or administrative activities.

### Industrial

- ◆ **Industrial** - These lands accommodate manufacturing, warehousing, storage, or distribution of products or goods. These uses may include uses that generate substantial amounts of noise, odor, light, traffic or other nuisances associated with industrial uses.

### Public

- ◆ **Municipal** - Municipal uses are those which are exclusively used for the administration of local municipal government and include police, fire and other municipal services.
- ◆ **County, State, and Federal** - These uses are exclusively used for the administration of County, State, and Federal government.

### Institutional

- ◆ **Medical** - The medical category indicates medical uses such as clinics and hospitals.
- ◆ **Assembly** - These lands are devoted to various assembly uses such as places of worship, funeral homes, theaters, and other venues in which large numbers of people gather for specific events.
- ◆ **School, Private** - The category indicates land used for private educational purposes.
- ◆ **School, Public** - The category indicates land used for public educational purposes.

### Parks, Open Space, and Natural Areas

- ◆ **Parks and Open Space, Public** - Land that is used as active park space or otherwise reserved as open space and available to the public in general.
- ◆ **Parks and Open Space, Private** - Land that is used as active park space or otherwise reserved as open space but not available to the public in general.
- ◆ **Natural and Environmental Lands** - These lands are generally open lands that serve important ecological functions.

**Vacant and Infrastructure**

- ◆ **Vacant, Environmentally Constrained** - Vacant constrained lands are lands that lie unoccupied but are constrained from development by environmental features such as flood plain, wetland or other environmental constraint.
- ◆ **Vacant Environmentally Unconstrained** - Vacant unconstrained lands are lands that lie unoccupied by development.
- ◆ **Infrastructure** - These lands include uses devoted to community maintenance functions such as shops and storage yards for maintenance facilities and materials, rights of way streets and other mobility infrastructure and utility easements for community utility infrastructure such as water, sewer and power facilities.

**Build-out Analysis**

A vital component of the development patterns analysis is determining build-out. Projecting future growth and impacts is required to align growth properly with the community vision. The essential tool used to evaluate future growth is a build-out analysis.

The build-out analysis examines the development carrying capacity of a given geography. Carrying capacity is the geography's maximum amount of residential development and the maximum intensity of nonresidential development. Carrying capacity is developed from variables such as the number of dwelling units and floor area ratios per acre permitted by current zoning rules, environmental factors, infrastructure capacity, and other factors that may affect development density and intensity. Build-out analysis can help answer critical planning questions, including:

- ◆ What are the likely community impacts if growth occurs to the maximum extent permitted?
- ◆ Is the community prepared to accommodate growth at the scale permitted?
- ◆ Are the growth patterns represented by permitted development desirable, and do they align with community vision?
- ◆ Does the amount of planned development reflect current market realities?

The findings of a build-out analysis may be used to assess the impacts of growth and help determine whether current development patterns, plans, and codes align with a community's vision and actual market realities.

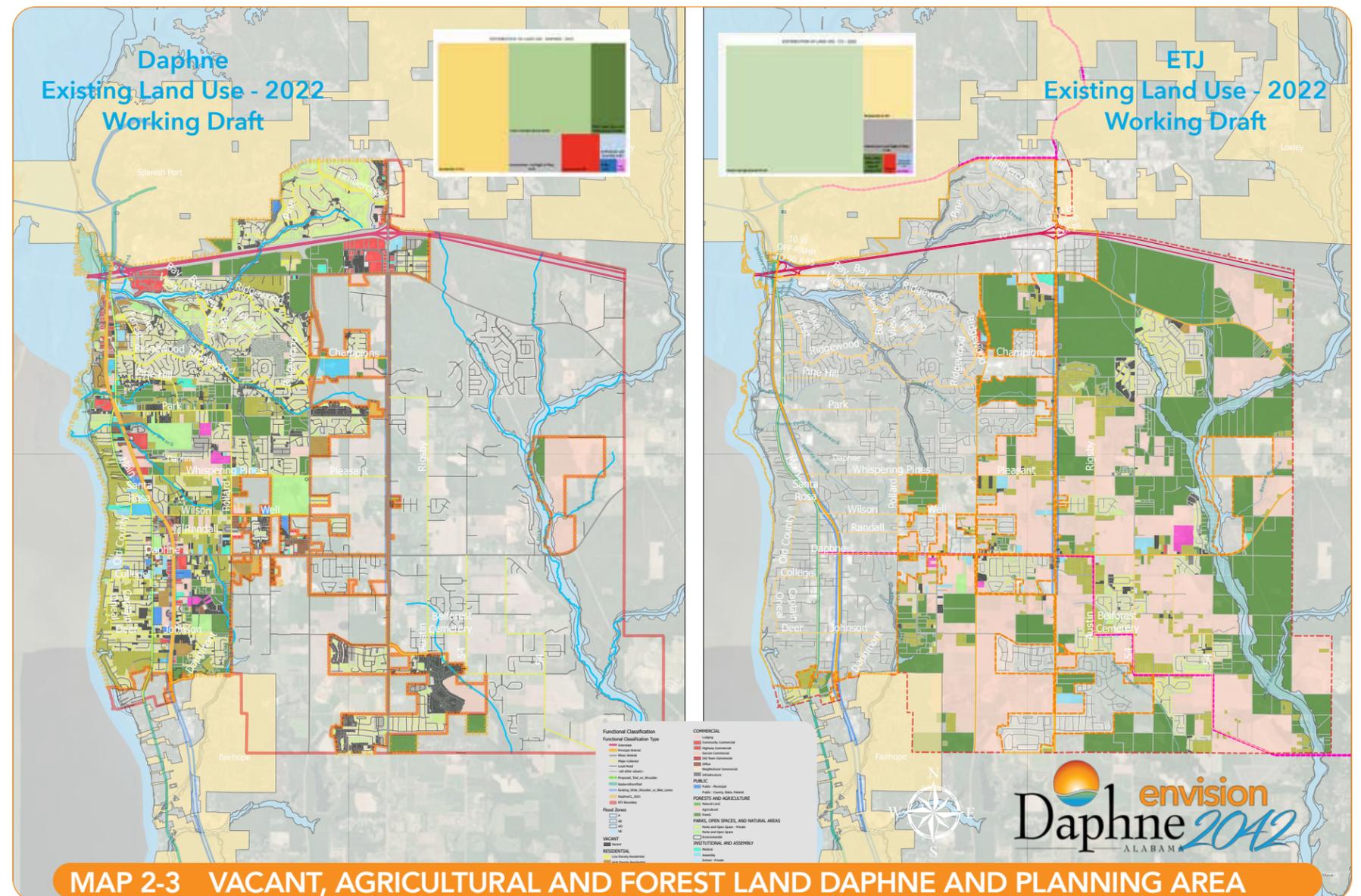
A build-out analysis is conducted at varying levels of precision. Such an analysis can be performed at any point along a spectrum, from general macro-level estimates to more precise, micro-level calculations. Daphne's build-out analysis has been conducted at the macro level of current zoning and flood zone constraints. The analysis assumes that future growth under current zoning will occur to the maximum extent permitted. Flood zone development is assumed to occur at fifty percent of maximum zoning.

Daphne's build-out analysis identified vacant land from the existing land use survey, and the results are illustrated on Vacant Lands Map below. The zoning classification of each parcel of vacant land was then determined. Vacant areas were aggregated, and

the development intensity permitted was applied to calculate development carrying capacity in units per acre for residential zones and square feet of building per acre in nonresidential zones. An environmental constraint factor was applied to land impacted by wetlands and flood zones at the rate of twenty-five percent.

By way of example, the maximum permitted dwelling unit density of one hundred vacant acres of land zoned R-1 is two dwelling units per acre. Therefore, the carrying capacity of the land would be calculated at 200 dwelling units (100 acres x 2 units per acre).

*Below Left: Distribution of land use in Daphne  
Below: Distribution of land use in the planning area*



**MAP 2-3 VACANT, AGRICULTURAL AND FOREST LAND DAPHNE AND PLANNING AREA**

TABLE 2: DAPHNE BUILD-OUT ANALYSIS - VACANT, AGRICULTURAL, AND FOREST LAND (ACRES)

CURRENT ZONING OF VACANT LAND	VACANT	AGRICULTURAL	FOREST	TOTAL	DEVELOPABLE W/ 25% CONSTRAINT FACTOR	DEVELOPMENT DENSITY/ INTENSITY	POTENTIAL DWELLINGS	PPH 2020	BUILDOUT FLOOR AREA AND POPULATION
<b>Residential Zoning Districts</b>									
R-1, Low Density Single Family Residential District	106.4	32.7	298.3	437.4	328.1	2	656	2.5	1,640
R-2, Medium Density Single Family Residential District	7.3	135	68.4	210.7	158.0	2.5	395	2.5	988
R-3, High Density Single Family Residential District	439.9	180.8	689.7	1,310.4	982.8	3.5	3,440	2.5	8,600
R-4, High Density Single & High Density Multi-Family Residential District	32.2	0	146.6	178.8	134.1	14	1,877	2.5	4,694
R-5, Mobile Home District	0	0	0	0.0	0.0	10	0	2.5	-
R-6(D), Duplex-Two Family District	0	0	0	0.0	0.0	8	0	2.5	-
R-6(G), Garden or Patio Home District	69	0.2	39.8	109.0	81.8	8	654	2.5	1,635
R-7(A), Apartment District	5.7	0	3.3	9.0	6.8	10	68	2.5	169
R-7(M), Mid-Rise Condominium District	0	0	0	0.0	0.0	10	0	2.5	-
R-7(T), Townhouse District	5.7	0	0	5.7	4.3	10	43	2.5	107
<b>TOTAL</b>	<b>666.2</b>	<b>348.7</b>	<b>1246.1</b>	<b>2261.0</b>	<b>1695.8</b>	<b>-</b>	<b>7,133</b>	<b>-</b>	<b>17,832</b>
<b>Business Districts</b>									
B-1, Local Business District	25.7	0	33.3	59.0	44.3	0.3	n/a	n/a	481,883
B-1(a), Limited Local Business District	2.1	0	0	2.1	1.6	0.3	n/a	n/a	17,152
B-2, General Business District	208.9	1.4	425.4	635.7	476.8	0.3	n/a	n/a	5,192,080
B-2(a), General Business Alternate District	0	47	106.5	153.5	115.1	0.3	n/a	n/a	1,253,711
B-3, Professional Business District	9.5	95.8	40.3	145.6	109.2	0.3	n/a	n/a	1,189,188
<b>TOTAL</b>	<b>246.2</b>	<b>144.2</b>	<b>605.5</b>	<b>995.9</b>	<b>746.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,134,013</b>
<b>MU, Mixed Use and PUD, Planned Unit Development Districts</b>									
<b>MU, Mixed Use District</b>									
Residential Component	2.7	0	0	2.7	2.0	8	16.2	2.5	41
Commercial Component	0	0	0	0.0	0.0	0.8	n/a	n/a	-
PUD, Planned Unit Development District	285.9	124.3	27.8	438.0	328.5	2	657	2.5	1,643
<b>TOTAL</b>	<b>285.9</b>	<b>124.3</b>	<b>27.8</b>	<b>438</b>	<b>328.5</b>	<b>-</b>	<b>673.2</b>	<b>-</b>	<b>1,683</b>
<b>Industrial Districts</b>									
C/I, Commercial Industrial District	54.2	0	36.7	90.9	68.2	0.3		0.5	742,426
<b>TOTAL</b>	<b>54.2</b>	<b>0.0</b>	<b>36.7</b>	<b>90.9</b>	<b>68.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>742,426</b>
<b>Outdoor Amusement District</b>									
C-2, Outdoor Amusement District	0	0	0	0.0	0.0	0	n/a	n/a	-
GC, Golf Course District	0	0	0	0.0	0.0	0	n/a	n/a	-
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>-</b>
<b>GRAND TOTAL</b>	<b>1,252.5</b>	<b>617.2</b>	<b>1,916.1</b>	<b>3,785.8</b>	<b>1,058.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>See Summary Table 4</b>

Source: Consultant Analysis

Dwelling units can be converted into the estimated population by multiplying by the average household size in Daphne. In 2021 average household size was 2.6. Therefore, two hundred dwelling units multiplied by 2.6 persons per unit represents a population of 520 for the 100 acres.

Commercial building square footage is calculated by multiplying available acreage by either 11,000 or 21,780 square feet per acre. These figures represent an assumed building footprint area per acre of 25 percent in suburban areas or 50 percent in downtown or mixed-use areas, respectively. These ratios are common rules for suburban commercial and urban commercial development intensity. Industrial intensities are left uncalculated.

Daphne’s build-out analysis reveals that the city can accommodate over 17,000 additional people, over 8,000,000 square feet of commercial space, and 750,000 square feet of industrial space. The results are presented in Table 2 at left. Build-out calculations for the planning area are illustrated on Table 3 at right. The analysis here shows that the planning area can accommodate an additional 16,000 persons and over 2.6 million square feet of commercial floor area. These calculations are summarized in Table 4.

Below: Daphne home



TABLE 3: PLANNING AREA BUILD-OUT ANALYSIS - VACANT, AGRICULTURAL, AND FOREST LAND (ACRES)									
CURRENT ZONING OF VACANT LAND	VACANT	AGRI.	FOR-EST	TOTAL	DEVELOPABLE W/ 25% CONSTRAINT FACTOR	DEVELOPMENT DENSITY/ INTENSITY	POTENTIAL DWELLINGS	PPH 2020	BUILDOUT FLOOR AREA OR POPULATION
<b>Agricultural &amp; Rural Districts</b>									
RA, Rural Agricultural	27.1	2850.0	2826.2	5703.3	4277.5	0.3	1,283	2.5	3,208
RR, Rural	0.0	30.3	0.0	30.3	22.7	1	23	2.5	57
CR, Conservation Resource	0.0	0.0	10.0	10.0	7.5	0.2	2	2.5	4
<b>TOTAL</b>	<b>27.1</b>	<b>2880.3</b>	<b>2836.2</b>	<b>5743.6</b>	<b>4307.7</b>	<b>-</b>	<b>1,307</b>	<b>-</b>	<b>3,269</b>
<b>Residential Districts</b>									
RSF-1, Single Family	13.5	170.8	477.8	662.1	496.6	1.5	745	2.5	1,862
RSF-2, Single Family	46.3	432.8	754	1233.1	924.8	2.9	2,682	2.5	6,705
RSF-3, Single Family	4.6	20.5	20.5	45.6	34.2	4.4	150	2.5	376
RSF-4, Single Family	0	0.3	0	0.3	0.2	5.8	1	2.5	3
RSF-E, Residential Single Family Estate	18.8	684.1	295.5	998.4	748.8	1	749	2.5	1,872
RTF-4, Two Family	0	0	0	0.0	0.0	4	0	2.5	-
RMF-6, Multiple Family	0	0	0	0.0	0.0	6	0	2.5	-
HDR, High Density Residential	1	12.6	0	13.6	10.2	12	122	2.5	306
<b>TOTAL</b>	<b>84.2</b>	<b>1321.1</b>	<b>1,547.8</b>	<b>2953.1</b>	<b>2,214.8</b>	<b>-</b>	<b>4,450</b>	<b>2.5-</b>	<b>11,124</b>
<b>Unzoned</b>	<b>40.3</b>	<b>1177.2</b>	<b>1886</b>	<b>3103.5</b>	<b>2,327.6</b>	<b>1</b>	<b>2328</b>	<b>2.5</b>	<b>5,819</b>
<b>TOTAL</b>	<b>40.3</b>	<b>1177.2</b>	<b>1,886.0</b>	<b>3103.5</b>	<b>2,327.6</b>	<b>-</b>	<b>2,328</b>	<b>-</b>	<b>5,819</b>
<b>Business Districts</b>									
B-1, Professional Business	10.3	65.3	12.3	87.9	65.9	0.3	n/a	n/a	718,005
B-2, Neighborhood Business District	14.6	132.4	8.8	155.8	116.9	0.3	n/a	n/a	1,272,902
B-3, General Business	11.4	23.4	19.3	54.1	40.6	0.3	n/a	n/a	441,862
B-4, Major Business	2.8	19.4	0	22.2	16.7	0.3	n/a	n/a	181,319
<b>TOTAL</b>	<b>39.1</b>	<b>240.6</b>	<b>40.4</b>	<b>320.1</b>	<b>240.0</b>	<b>-</b>	<b>n/a</b>	<b>n/a</b>	<b>2,614,088</b>
<b>GRAND TOTAL</b>	<b>190.7</b>	<b>5619.1</b>	<b>6,310.4</b>	<b>12,120.2</b>	<b>9,090.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>See Summary Table 4</b>

Source: Consultant Analysis

TABLE 4: SUMMARY OF BUILD-OUT CAPACITY AS ZONED				
AREA	DWELLINGS	POPULATION	COMMERCIAL FLOOR AREA	INDUSTRIAL FLOOR AREA
City of Daphne	7,806	19,515	8,134,013	742,426
Planning Area	8,085	20,212	2,614,088	0
<b>TOTAL</b>	<b>15,891</b>	<b>39,726</b>	<b>10,748,101</b>	<b>742,426</b>

Source: Consultant Analysis

“ Analysis of development patterns provides insight and conclusions into future growth and development opportunities.

## DEMOGRAPHIC AND ECONOMIC OVERVIEW

### Introduction

The market analysis for Daphne examines local and regional demographic, housing, employment and commercial data to better understand Daphne’s existing market and future development potential. This market analysis report includes the following:

- ◆ A demographic profile outlining trends in population growth, income, age and other indicators in Daphne and the region.
- ◆ A housing study presenting product, price point, tenure and real estate market trends in Daphne and the region.
- ◆ An employment snapshot that presents general employment data for occupations, wages, and commuting patterns.
- ◆ A commercial analysis identifying opportunities for business recruitment based on the demand generated by the local customer base living in the market area.

In order to understand Daphne’s market in the context of the region, multiple geographies were studied in the analysis, including:

- City of Daphne
- Daphne Planning Area
- 36526 Zip Code
- Baldwin County
- Daphne-Fairhope-Foley MSA
- Mobile-Daphne-Fairhope CSA
- Surrounding counties, cities and towns

### Demographics

A demographic profile of Daphne examines key indicators including population growth, race and ethnicity, age, educational attainment and household income.

#### Population

Daphne experienced rapid population growth over the past two decades, increasing from a population of 16,309 in 2000 to 27,462 in 2020. Population grew by 27.3% over a ten-year period (2010-2020) and by 68% over a twenty-year period (2000-2020). Population in the planning area grew from 7,053 in 2010 to an estimated 11,419 in 2022.

Population growth in Daphne is on par with growth in Baldwin County. While surrounding counties either lost population or saw minimal growth, Baldwin County grew. Daphne’s population is projected to continue to grow over the next five years, reaching 30,800 by 2027.

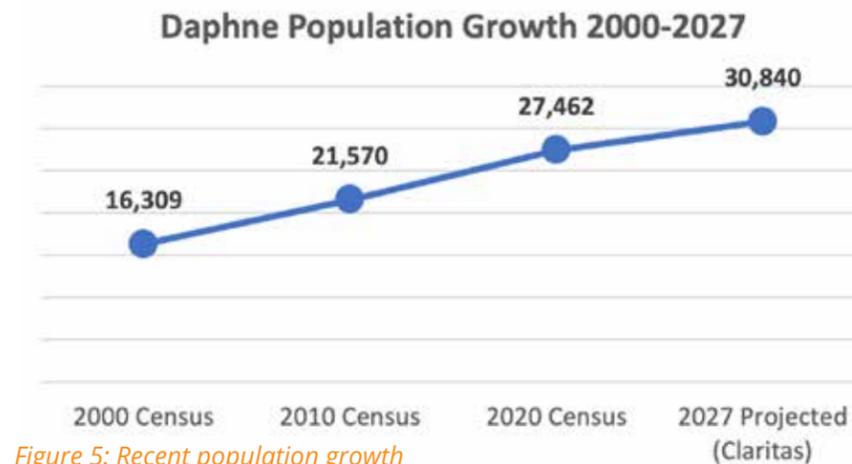


Figure 5: Recent population growth

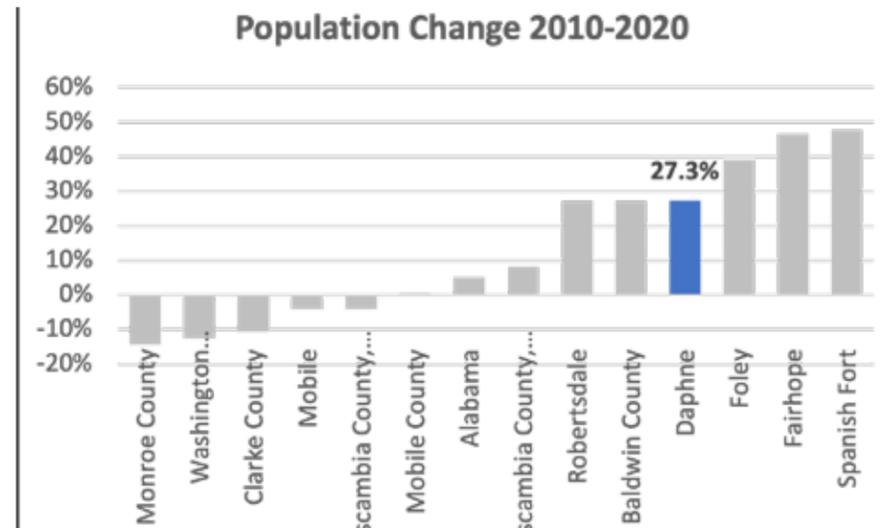


Figure 6 : Percentage population change in the area

### Age

The median age in Daphne is 44, similar to the median age in Baldwin County (44.1). Daphne and many of the communities in Baldwin County have an older population than nearby Mobile County which has a median age of 38.4.

Baby boomers make up the largest generation in Daphne, with 28% of the population being between the ages of 55 and 74.

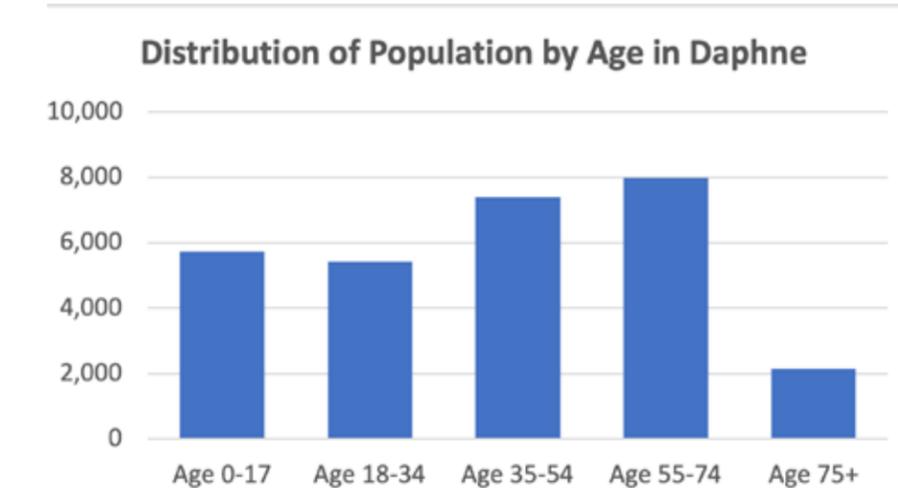


Figure 7: Distribution of population by age, 2022

### Educational Attainment

Daphne has a highly educated population, with 42% of the population age 25 years or older having a Bachelor’s Degree or higher compared to 32% in Baldwin County and 23% in Mobile County.

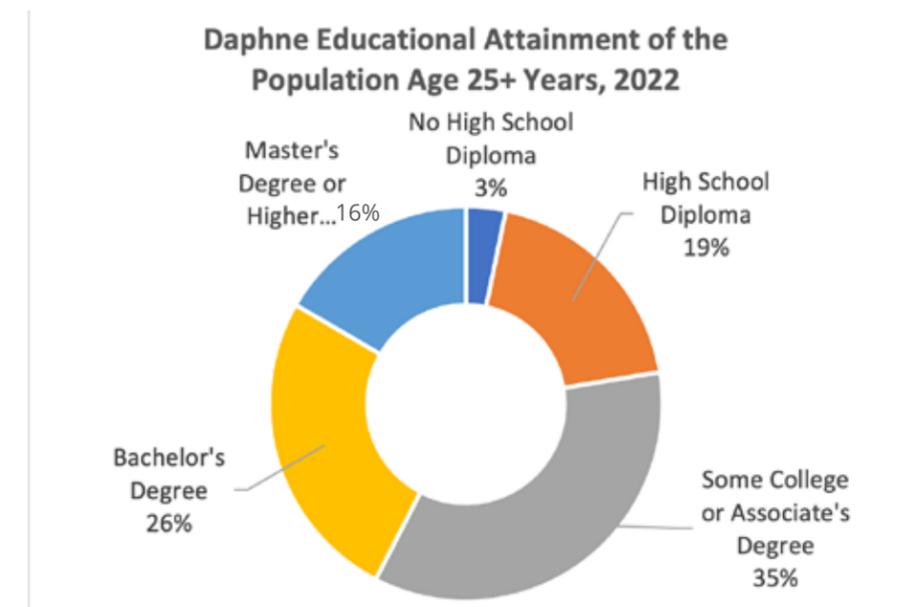


Figure 8: Daphne educational attainment

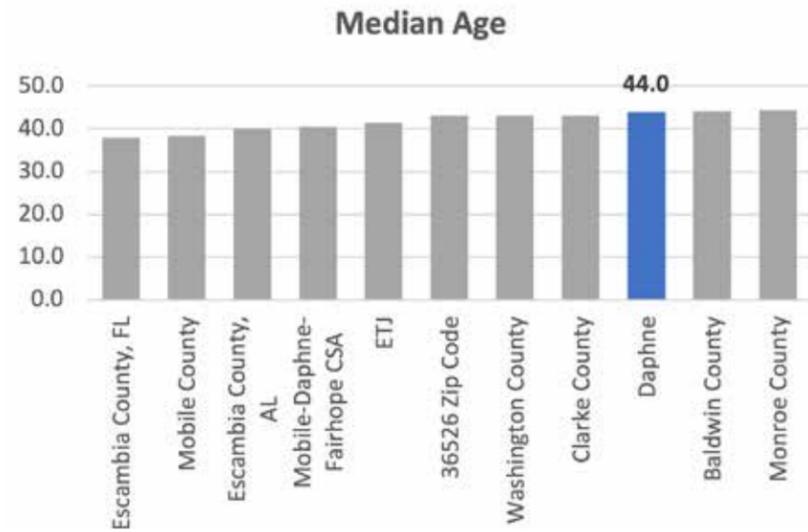


Figure 9: Median age for area cities, 2022

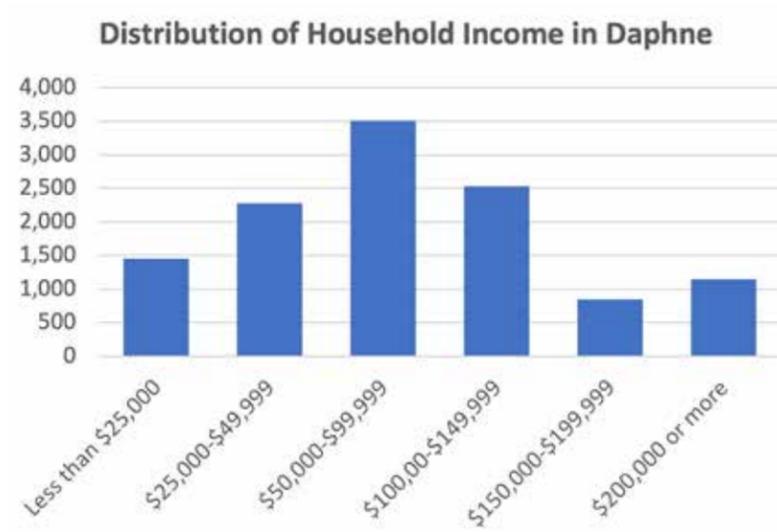


Figure 11: Distribution of household income, 2022

### Population Projections

Population projections were developed for Daphne and for the planning area based on historic growth rates. These projections were used to develop Daphne's growth scenarios described later in the Community Engagement section. Projections indicate that Daphne and the planning area are projected to grow significantly over the planning period as illustrated in the chart below. Daphne is expected to grow from its estimated population in 2021 from 27,478 to 38,010 by the year 2041. During the same time period, the planning area is expected to grow from 10,365 to 17,323.

This represents a combined population for both the city and the planning area of over 55,000 people and an overall increase for both areas combined of over 17,000 people for the planning period.

### Income

Income levels in Daphne are among the highest in the region. The median household income in Daphne is \$80,988 compared to \$64,171 in Baldwin County and \$53,335 in Mobile County. The median household income in the ETJ is even higher than in Daphne at \$99,408.

The distribution of income across households in Daphne is shown in the graph to the right. 32% of Daphne households have annual incomes of less than \$50,000 while 30% have incomes between \$50,000 and \$100,000, and 38% of Daphne households have incomes greater than \$100,000. Just under 7% of families in Daphne live below poverty.

Projected Population Growth - Daphne and Planning Area 2021 - 2041

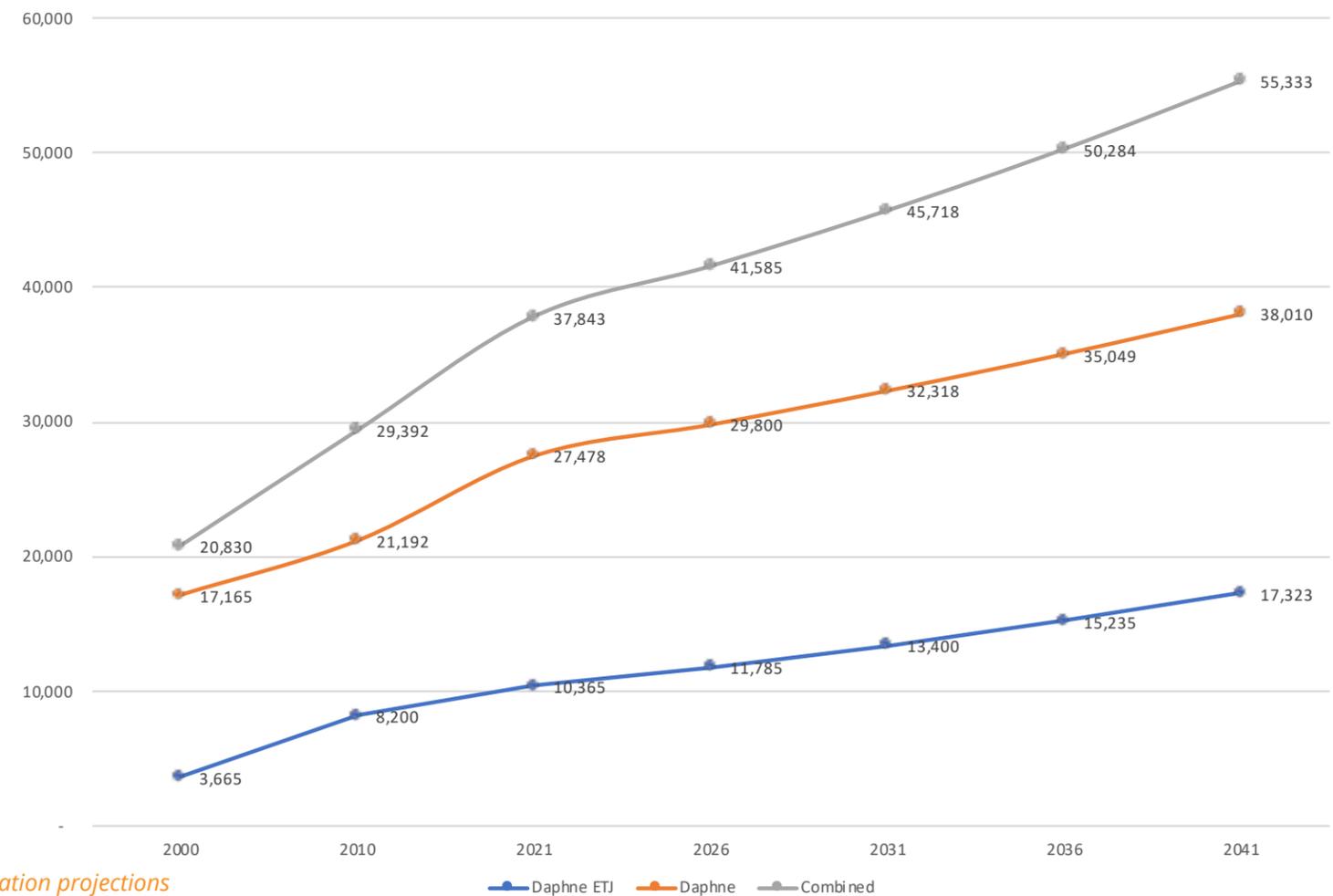


Figure 12: Population projections

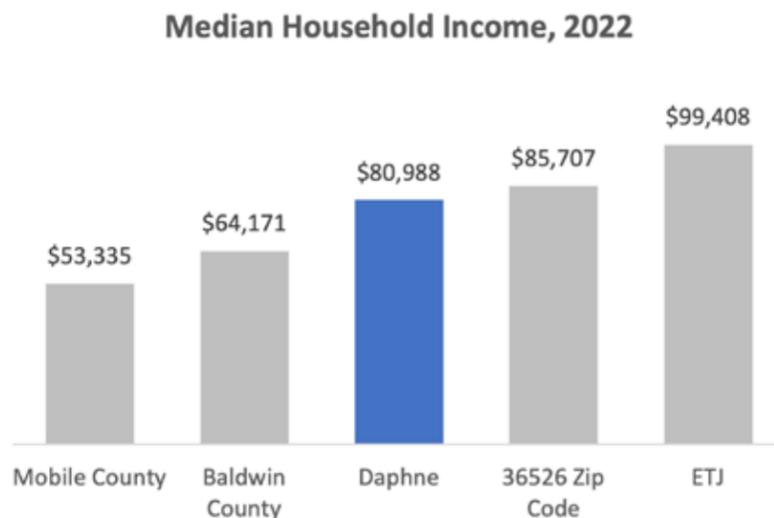


Figure 10: Median household income levels

When translated into households, as illustrated in the Household Forecast chart in Table 5 at right, the combined area can be expected to increase by nearly 7000 households. These households can be expected to represent dwelling units. These forecasts form the basis for expected growth and development in the city and the planning area.

### Daphne's Growth Scenarios

Two growth scenarios were developed as a basis for planning Daphne's future. The quantitative outcomes of growth scenario development were used to design a community exercise in which development types could be located in the city and the planning area, guided by Envision Daphne 2042's planning vision and themes.

The first growth scenario forecast community growth based on current conditions including population growth rates for the city and the planning areas, average household size, and per capita land consumption.

The second growth scenario used the same population growth rates as a base. However, it adjusted household size, dwelling unit density, and per capita land consumption to reflect a more urbanized environment.

### Growth Scenario 1

Scenario 1 projected current conditions into the future. For the planning area, this projection resulted in the development of 2,801 acres of residential land, 118 acres of commercial land, 188 acres of parkland, 118 acres of institutional land, and 42 acres of infrastructure for a total of 3,267 acres. This total represents just over one-third of the planning area and scales appropriately to the available supply.

For the City of Daphne, however, the projection result did not scale to the available land supply. Projections here indicated 2,754 residential acres, 275 commercial acres, 43 acres of public land, 579 acres of parkland, 116 acres of institutional land, and 21 acres of infrastructure. This totals 3,787 acres, with only 2,839 acres available for development.

Typically, as a city approaches build-out, its growth rate declines. Based on this fact, continued growth in Daphne would require expansion of the city limits to accommodate the Scenario 1 forecast. Without expanded city limits, the city's rate of growth would likely decline over the planning period.

### Growth Scenario 2

Growth rarely occurs on a straight-line increase. Multiple factors will change over time and impact growth rates. Scenario 2 provides

an alternative to the straight-line method in Scenario 1 by changing several key variables. Though the underlying population projections remain the same for Scenario 1, Scenario 2 presents forecasts with increased housing density, reduced average household sizes, and lower land consumption rates. These differences can be observed in Table 6.

After adjusting these variables, land development forecasts by area are reduced by almost half in the planning area. Results for the planning area forecast the development of 1,449 residential acres, 95

Area	Total Pop. Projection to 2041	Avg HH Size (2021)	DU Forecast
<b>Planning Area</b>	<b>6,958</b>	<b>2.8</b>	<b>2,521</b>
<b>Daphne</b>	<b>10,532</b>	<b>2.4</b>	<b>4,407</b>
<b>Combined</b>	<b>17,490</b>	<b>-</b>	<b>6,928</b>

Source: Consultant Analysis

commercial acres, 150 park acres, 95 institutional acres, and 33 infrastructure acres, totaling 1,822 acres overall. This is well within the supply of 9,090 acres for the planning area.

Land development forecasts for the city are reduced by about 35 percent. This reduction yields development of 1,596 residential acres, 219 commercial acres, 463 park acres, 93 institutional acres, and 17 infrastructure acres, totaling 2,422 acres overall. This projection falls within the currently available land supply in Daphne.

### Implications for the Planning Process

The growth scenarios provide quantitative targets to plan Daphne's future. However, quantifying future development does not answer qualitative questions of where the development should occur or how it should be designed. Questions of geography and design character were posed in the Daphne Futures Workshop discussed in Section 3, Engagement.

Land Use Category	Scenario	Area		
		Planning Area	Daphne	Combined
1 Residential Acres Developed	1	2,801	2,754	5,555
	2	1,449	1,596	3,045
2 Commercial and Mixed-Use Acres Developed	1	118	274	392
	2	95	219	314
3 Public Acres Developed	1	-	43	43
	2	-	35	35
4 Park Acres Developed	1	188	579	767
	2	150	463	614
5 Institutional Acres to Develop	1	118	116	234
	2	95	93	187
6 Infrastructure Acres to Develop	1	42	21	63
	2	33	17	50
7 Total Acres to Develop	1	3,267	3,787	7,055
	2	1,822	2,422	4,245
8 Available Acres to Develop		9,090	2,839	11,929

## Housing

### Housing Stock Age, Type and Tenure

Approximately 76% of Daphne’s housing stock is single-family detached homes while 21% is multi-family housing units. Daphne housing units are 71% owner-occupied and 29% renter-occupied. The age of the housing stock in Daphne is reflective of the city’s recent population boom, with 46% of the housing units built since 2000.

### Residential Permits

The area has not seen any slowdown in the residential market as a result of the COVID-19 pandemic. Permit data has steadily increased since 2017 with 2020 seeing a record amount of residential new construction, with 510 new permits. Although housing construction continues in the area, there have been a limited number of new multifamily units.

### Housing Values

Home values in Daphne are in the upper tier of the region. The median value of owner-occupied housing in Daphne is \$281,768, higher than the County at \$265,686. The median home value in the ETJ is even higher at \$324,576. Point Clear has the highest housing values in the county at \$504,512. While Daphne has a range of housing price-points, approximately a third of owner-occupied units are valued between \$200,000 and \$300,000.

The Zillow Home Value index for the Daphne 36526 zip code in February 2022 was \$291,597, a 25% increase year over year and up from a low of \$159,000 in 2013. A historical look at this measure shows that housing values in Daphne tracked with housing values in Baldwin County overall over the past decade.

The median sales price of single-family homes in Daphne in 2021 was \$268,100, an increase of 11.2% over the 2020 median sales price of \$241,000. The median sales price of Daphne homes has been steadily increasing since 2011. In 2021 there were 1,428 single-family real estate transactions totaling \$420.9 million in value in Daphne. Daphne and Foley are the top areas for new home sales in Baldwin County.

### Rental Market

At the time of this study, there were approximately 2,230 multifamily rental units in Daphne with 185 additional units available in the region. According to the US Census, the median rent in Daphne is \$1,200 per month. Average rent data from Zumper shows that rents are on the rise, with rents for 2-bedroom apartments increasing 8% year over year.

**Housing Type: Housing Units by Units in Structure**

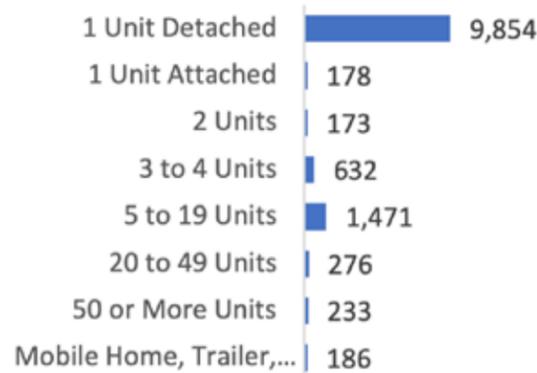


Figure 13: Housing units by structure

**Housing Units by Year Structure Built**

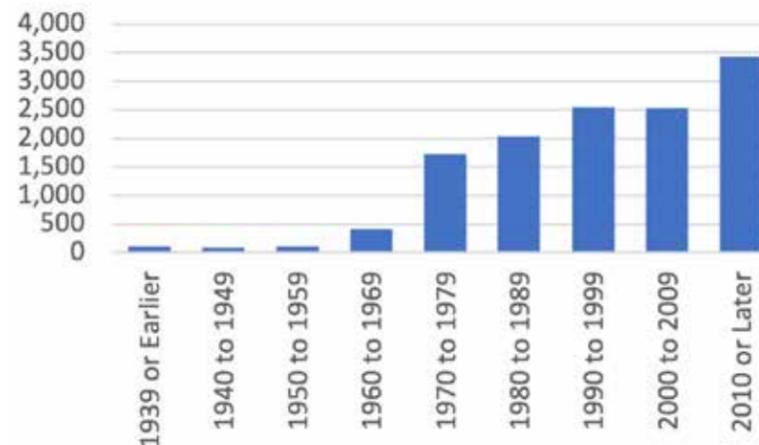


Figure 14: Housing units by year structure built

**Housing Tenure**

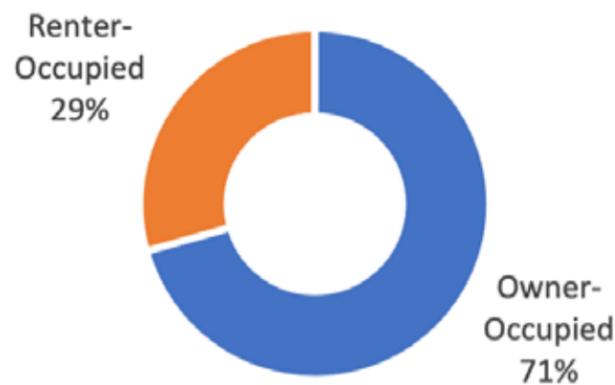


Figure 13: Housing by tenure

**Multifamily New Units Permits in Daphne**

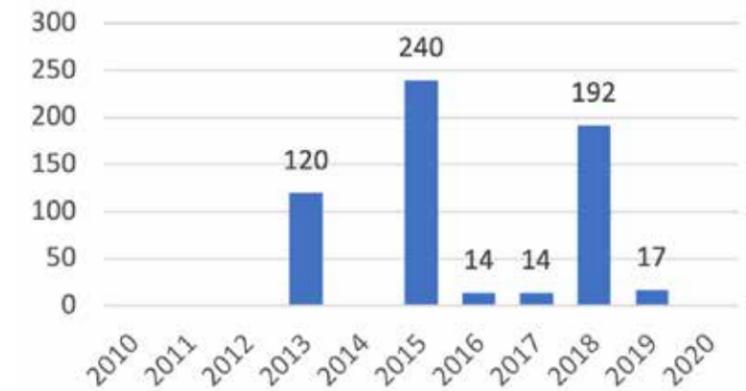


Figure 15: Multifamily permits by year, Daphne

**Residential New Construction Permits in Daphne**

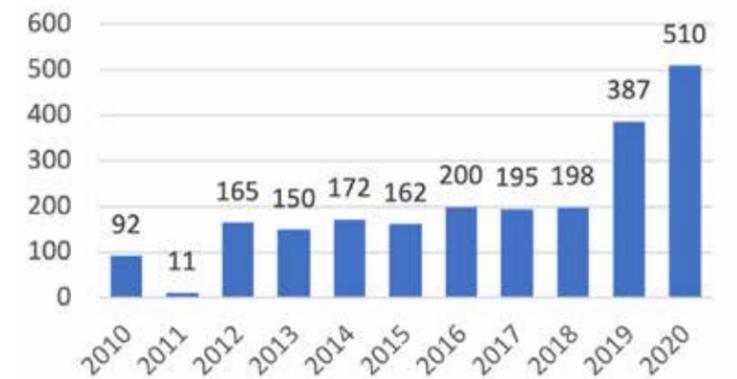


Figure 16: Residential permits by year, Daphne

## Housing Affordability

Given rising housing values and rents, housing affordability is a challenge in Daphne, particularly for renters. Nearly one in two renters (45%) and one in five homeowners (19%) in Daphne are cost-burdened, meaning they spend more than 30% of their household income on housing.



Figure 17: Median sales price, Daphne

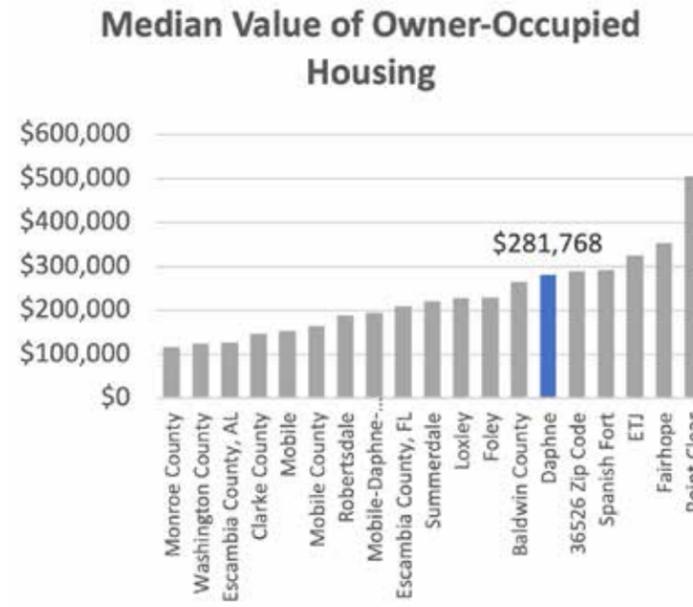


Figure 19: Median value, Owner occupied units, Daphne

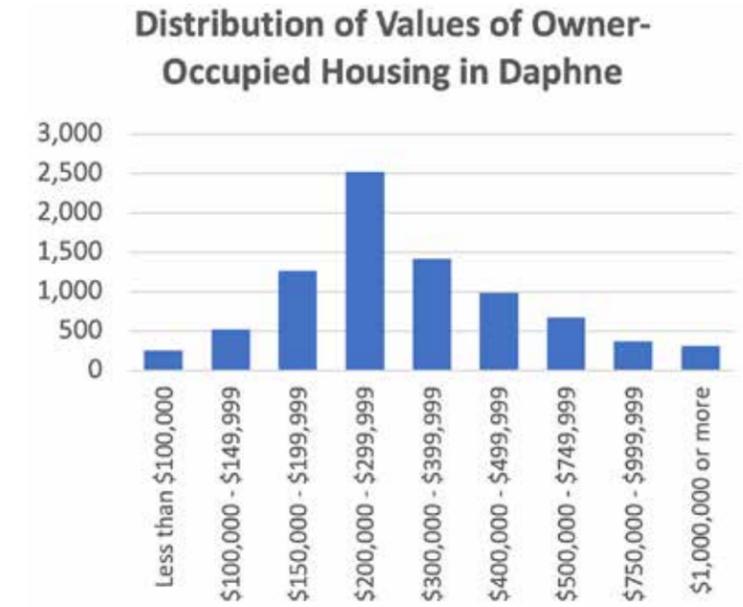


Figure 20: Distribution of housing value, Daphne

## Daphne Market Overview

Data through Feb 28, 2022

\$291,597 ZHVI

No data 1-yr forecast

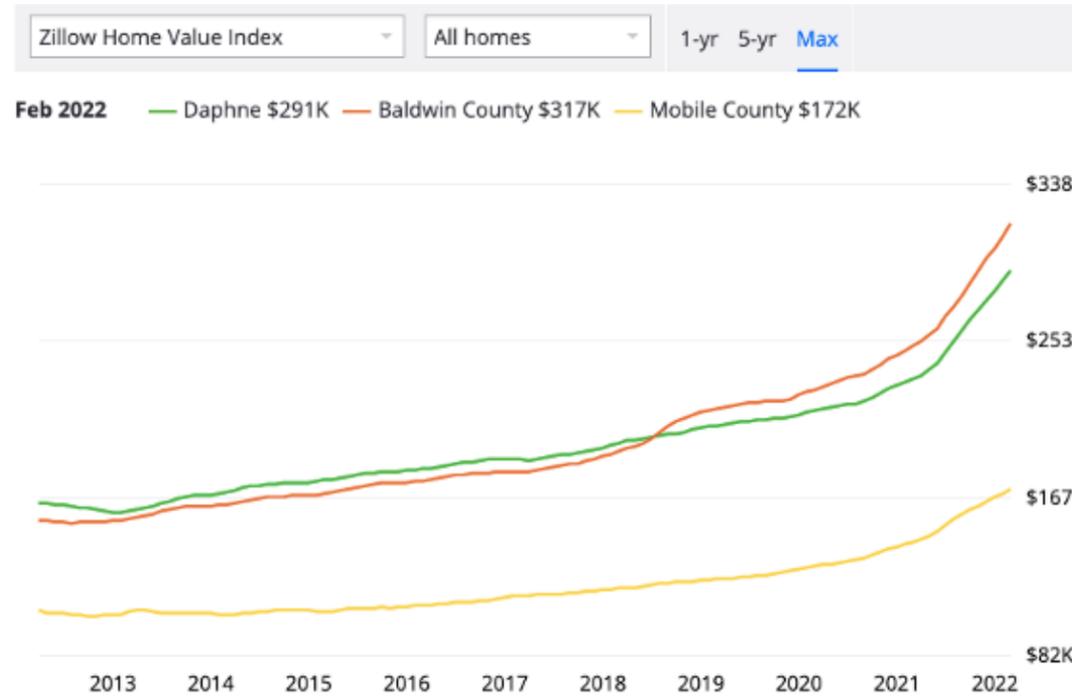
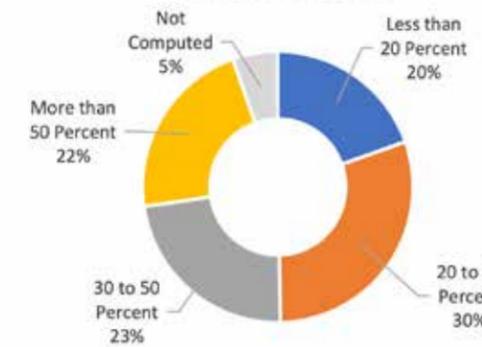


Figure 18: Housing market overview, Daphne

## Gross Rent as a Percentage of Household Income



## Monthly Owner Costs as a Percentage of Household Income

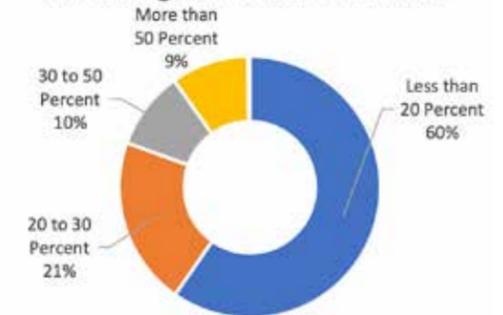


Figure 21: Gross rent and monthly ownership costs, Daphne

The examples of Daphne area rental housing to the right demonstrate that newer multi-family housing units being built in the area are at a much higher price-point than the older units and often not attainable for many Daphne workers including teachers and police officers.

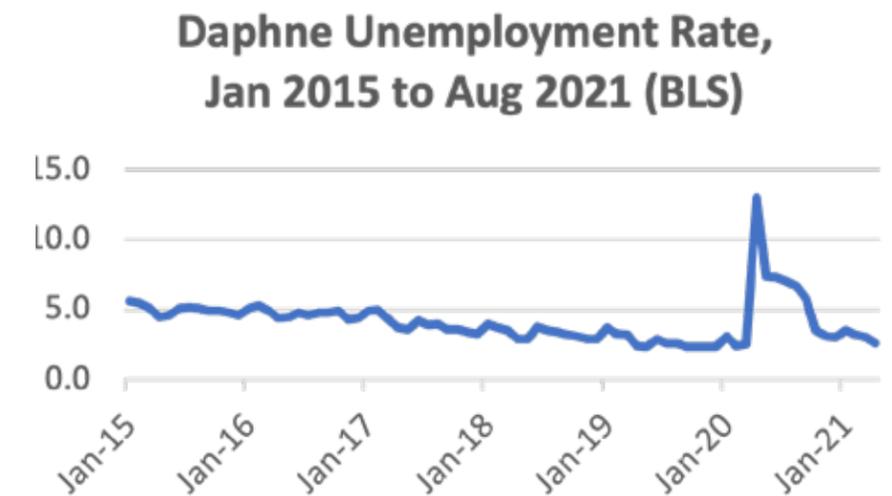
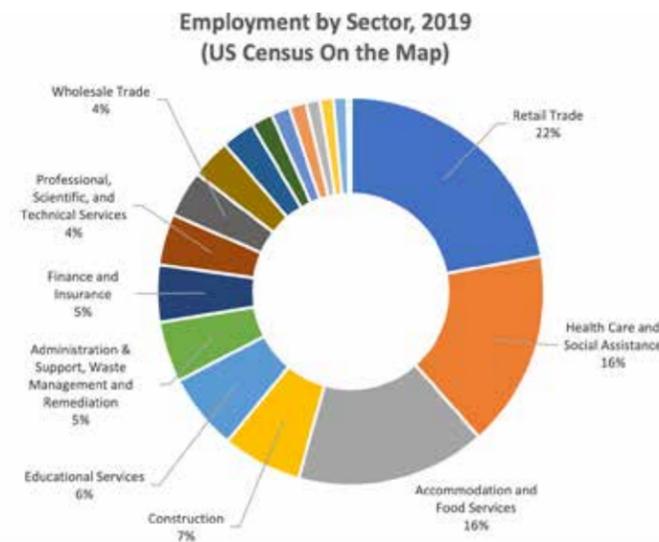
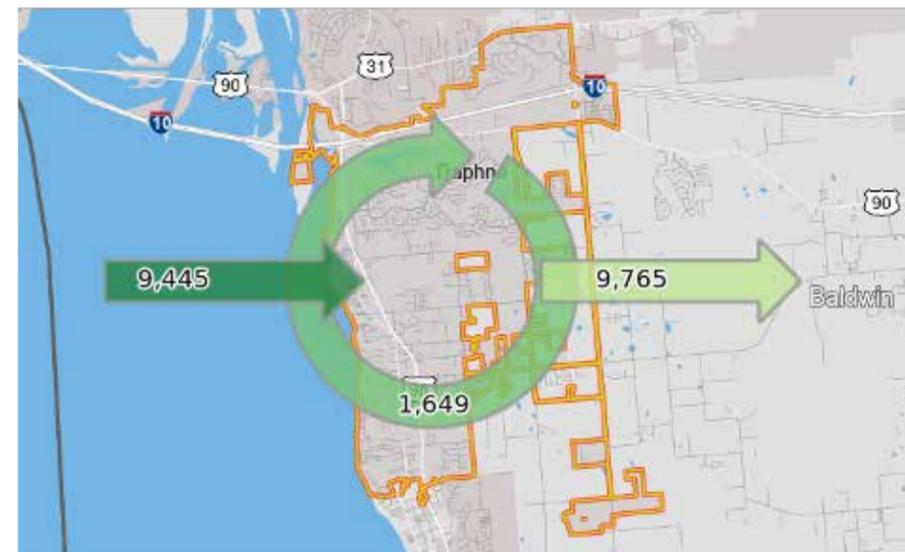
East Bay Apartments	The Gates At Jubilee	Belforest Villas	Palladian at Daphne
			
<ul style="list-style-type: none"> <li>• Studio - 2 bedroom apartments; 2 bedroom townhomes</li> <li>• 178 units</li> <li>• \$995-\$1,445/month</li> <li>• 500-1,450 sq ft</li> <li>• Built in 1978</li> <li>• Amenities: pool, fishing pier, fitness center, and pavilion</li> </ul>	<ul style="list-style-type: none"> <li>• 1-3 Bedroom apartments</li> <li>• 248 units</li> <li>• \$1,060-\$1,464/month</li> <li>• 850-1,400 sq ft</li> <li>• Built in 1995</li> <li>• Amenities: gated, fitness center, pool, and garages</li> </ul>	<ul style="list-style-type: none"> <li>• 1-3 Bedroom apartments</li> <li>• 168 units</li> <li>• \$1,455- \$2,195/month</li> <li>• 862 - 1,504 sq ft</li> <li>• Built in 2019</li> <li>• Amenities: pool, fitness center, clubhouse, garages, and dog park</li> </ul>	<ul style="list-style-type: none"> <li>• Patio homes, attached</li> <li>• 120 units</li> <li>• \$1,761 - \$2,042/month</li> <li>• 1,580 - 2,007 sq ft</li> <li>• Built in 2017</li> <li>• Amenities: pool, fitness center, movie theater, pet park, and clubhouse</li> </ul>

### Employment

In 2019, there were approximately 11,094 people working in Daphne. The three largest sectors by employment include retail trade (22%), health care (16%) and accommodations and food services (16%).

Commuting patterns indicate that Daphne has a small net export of jobs, with slightly more Daphne residents commuting out for work than employees coming into Daphne. Residents commuting out have a larger percentage of higher wages than workers commuting into Daphne.

With the exception of COVID-19 related spikes in 2020, unemployment in Daphne has trended steadily downward over the past decade. In August 2021, unemployment in Daphne was at 3.0% compared to 2.8% in Baldwin County and 3.4% statewide.



## Retail

The retail analysis provides insight into the retail patterns in Daphne and the surrounding area including retail sales, consumer expenditures, retail leakage or market gain, and projected demand growth. The retail analysis helps to identify key opportunities to capture any existing retail leakage and leverage projected growth in the market.

### Retail Leakage Analysis

“Retail Leakage” refers to the difference between the retail expenditures by residents living in a particular area and the retail sales produced by the stores located in the same area. If desired products are not available within that area, consumers will travel to other places or use different methods to obtain those products. Consequently, residents are purchasing more than the stores are selling, and the dollars spent outside of the area are said to be “leaking.”

A retail leakage analysis was conducted for Daphne, the planning area, the 36526 Daphne zip code, Baldwin County and the Mobile-Daphne-Fairhope combined statistical area.

Over the past year, stores located in Daphne recorded \$679.7 million in retail sales. During the same time period, residents living in Daphne spent \$638.8 million, indicating a retail gain of \$40.9 million over the year. This retail gain signifies that Daphne serves as a retail center in the region, having a reach beyond its own residents. Daphne accounted for about 12.7% of the total \$5.37 billion in retail sales in Baldwin County. Residents of the ETJ, which serves as a trade area for Daphne, had \$249.6 million in consumer expenditures over the past year, much of which likely flows into the City of Daphne.

### Retail Capture

Although Daphne experienced a retail gain, some specific retail categories had unmet demand over the past year including grocery stores, limited-service restaurants, hardware stores, snack and non-alcoholic beverage bars (such as coffee shops), jewelry stores and specialty food stores. Opportunities exist for Daphne to capture some of the existing retail leakage in key categories.

Although Daphne cannot reasonably expect to recapture 100% of the sales leaking from its trade areas, it can recapture a percentage of leaking sales through strategic recruitment, economic development and marketing.

The table below illustrates the new or expanded retail space that could be supported in Daphne by capturing 20%, 40% or 50% of the leaking sales in Daphne and the Planning Area. The retail capture scenarios are:

- 20% Scenario: Capture \$13 million in leakage with 43,000 square feet of retail
- 40% Scenario: Capture \$26 million in leakage with 86,000 square feet of retail
- 50% Scenario: Capture \$33.5 million in leakage with 113,000 square feet of retail

Retail Leakage in Select Categories, Daphne



	Daphne	ETJ	36526 Zip Code	Baldwin County	Mobile-Daphne-Fairhope CSA
Consumer Expenditures	\$638.8 M	\$249.6 M	\$810.8 M	\$4.93 B	\$12.09 B
Retail Sales	\$679.7 M	\$176.2 M	\$822.2 M	\$5.37 B	\$13.33 B
Retail Leakage/ (Gain)	(\$40.9 M)	\$73.4 M	(\$11.4 M)	(\$438.9 M)	(\$1.23 B)

## Retail Demand Growth

The increasing population in Daphne, the ETJ and surrounding region will generate additional retail demand. As part of this study, it was determined that an additional 17,490 people are expected to reside in Daphne and the ETJ by the year 2042. Assuming a rate of 12 square feet of retail per person, this additional population will generate demand for an additional 210,000 square feet of retail in Daphne.

## Commercial Real Estate Market

In 2021, there were 561 commercial real estate transactions in Baldwin County worth a total value of \$633 million, up from 372

Selected Retail Categories Below	Daphne Retail Leakage	ETJ Retail Leakage	Retail Leakage in Daphne & ETJ			Sales per Square Foot	20% Scenario	40% Scenario	50% Scenario
			20% of Retail Leakage in Daphne & ETJ	40% of Retail Leakage in Daphne & ETJ	50% of Retail Leakage in Daphne & ETJ		Calculated Potential Capture (Square Feet)	Calculated Potential Capture (Square Feet)	Calculated Potential Capture (Square Feet)
			\$12,972,626	\$25,945,252	\$33,483,322		43,281	86,561	113,460
Furniture Stores	\$171,207	\$1,932,308	\$420,703	\$841,406	\$1,051,758	200.00	2,104	4,207	5,259
Household Appliances Stores	\$1,856,347	\$769,902	\$525,250	\$1,050,500	\$1,313,125	245.44	2,140	4,280	5,350
Electronics Stores	\$2,580,980	\$1,982,077	\$912,611	\$1,825,223	\$2,281,529	261.00	3,497	6,993	8,741
Hardware Stores	820,029	1,136,389	\$391,284	\$782,567	\$978,209	138.00	2,835	5,671	7,088
Grocery Stores	\$25,016,661	\$16,126,920	\$8,228,716	\$16,457,432	\$20,571,791	370.00	22,240	44,480	55,599
Beer and Wine Stores	\$3,115,609	\$2,256,474	\$1,074,417	\$2,148,833	\$2,686,042	345.00	3,114	6,229	7,786
Health Food Supplement Stores	\$511,944	\$222,805	\$146,950	\$293,900	\$367,375	310.00	474	948	1,185
Jewelry Stores	\$2,355,948	\$1,005,320	\$672,254	\$1,344,507	\$1,680,634	350.00	1,921	3,841	4,802
Luggage and Leather Goods Stores	(\$407,365)	\$490,547	\$16,636	\$33,273	\$41,591	198.82	84	167	209
Sew/Needlework/Piece Goods Stores	\$250,948	\$96,506	\$69,491	\$138,982	\$173,727	74.91	928	1,855	2,319
Book Stores	\$727,636	\$298,602	\$205,248	\$410,495	\$513,119	161.16	1,274	2,547	3,184
Florists	578,028	226,944	\$160,994	\$321,989	\$402,486	149.82	1,075	2,149	2,686
Gift, Novelty and Souvenir Stores	(\$306,150)	\$497,747	\$38,319	\$76,639	\$95,799	168.55	227	455	568
Used Merchandise Stores	(\$157,267)	\$611,974	\$90,941	\$181,883	\$227,354	100.00	909	1,819	2,274
Pet and Pet Supplies	(\$423,974)	\$702,170	\$55,639	\$111,278	\$139,098	200.00	278	556	695
Art Dealers	\$682,997	\$415,046	\$219,609	\$439,217	\$549,022	150.00	1,464	2,928	3,660
Drinking Places	\$213,816	\$607,519	\$164,267	\$328,534	\$410,668	200.00	821	1,643	2,053

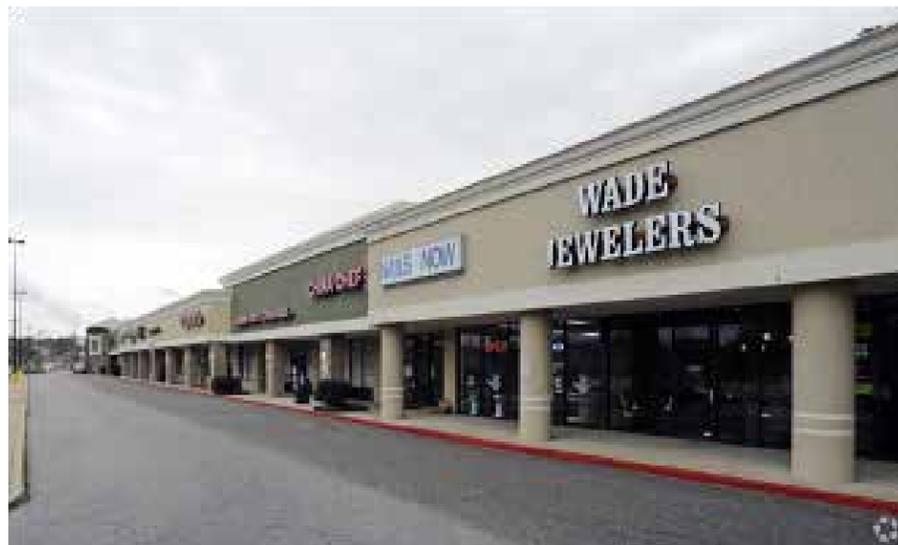
transactions totaling \$258 million in 2020. The 561 commercial real estate transactions in 2021 broken down by type include:

- 204 Miscellaneous Commercial
- 86 Office
- 78 Retail
- 67 Multifamily
- 45 Special Purpose
- 41 Industrial
- 18 Restaurant
- 11 Healthcare
- 4 Hotel
- 4 Recreational

Examples of current commercial listings follow.

**Retail**

- Magnolia Place; 1,200-2,400 SF spaces available
- Fountain Square; 1,200-2,400 SF spaces available; \$18.80 - \$22.17 /SF/YR
- 2,000 SF Restaurant on Hwy 98; \$28.50/SF/YR
- Colonial Plaza; 1,500 SF office/retail; \$16/SF/YR



**Office**

- 1,200 SF Class B Office Space; New construction; \$16/SF/YR
- Former bank for sale for \$1.1 million; 4,000 SF at \$270 / SF



**Commercial lots**

- \$75k - \$375k per acre



**Demographic and Economic Summary**

- ◆ Daphne and the planning area experienced 27% growth between 2010 and 2020. This level of population growth is also occurring throughout Baldwin County.
- ◆ Daphne residents tend to be well-educated and high earners. Household incomes in Daphne are among the highest in the region.
- ◆ Housing is an important part of Daphne’s economy. 510 units of single-family homes were permitted in 2020.
- ◆ Few multifamily housing units were constructed in the previous two years. Stakeholder engagement suggests there may be some gaps in the housing market with both type and price points.
- ◆ This study projects that an additional 17,000+ people will reside in Daphne and the planning area by the year 2042. The additional population will require 5,835 single-family detached homes, 105 single-family attached homes, and 1,751 multifamily units.
- ◆ 38% of jobs in Daphne are service-oriented and the job market is predominantly retail, dining, and accommodations.
- ◆ Daphne has low unemployment, and its job market is one piece of a larger regional economy. While 85% of Daphne residents commute outside for work, most of its local jobs are filled by outsiders, and the community is just a slight exporter of jobs. Stakeholders suggested that this creates a challenge as there is limited “attainable” housing in Daphne, with no new product currently being created.
- ◆ Retail is a driving force in Daphne’s economy, as stores in the city had \$679.7 million in retail sales in the previous year and had an overall retail gain of \$40.9 million.
- ◆ The retail market is evolving rapidly nationwide, and people are requiring less square footage of retail than before. The struggles of Spanish Fort Town Center is a testament to these trends. Still, there is local demand for growth in a number of retail categories in Daphne. It will be important to balance this growth with the changing industry.
- ◆ Existing retail leakage combined with future population growth indicates that Daphne can support an additional 250,000 to 300,000 square feet of retail space.

## EXISTING MOBILITY ASSESSMENT

As a part of the Discovery process, the existing mobility system in Daphne was assessed as a transportation network. Specific components of the network reviewed were:

- Existing mobility network
- Street connectivity
- Existing sidewalks and trail facilities
- Level of balanced support for all modes of travels

### Existing Network

Map 2-4 on the opposite page illustrates the existing mobility network for both Daphne and the planning area. Streets are classified by their functional classification. The map also illustrates the network of bike and pedestrian facilities.

### Street Configuration and Multi-modal Facilities

The city adopted a complete streets resolution in 2009 which stated the intention to create streets that serve all users (young, old, users with disabilities) and all modes (walking, biking, driving, transit, goods movement). A number of new walking/biking facilities have been built, such as the sidepath on Whispering Pines Road and sidewalks in Lake Forest.



However, in examining the existing mobility network map on the opposite page, there are still large portions of the city that are not connected with multi-modal facilities and a number of streets that have been built that do not include sidewalks or sidepaths.

Gaps in the system can be identified from the Strava Heat Map on Map 2-5. The heatmap shows 'heat' made by aggregated, public activities over the last year for Daphne and the planning area. The map indicates popular locations and routes in the city for walking, running and biking, and also where gaps exist in the system for safe and inviting facilities.

In addition to the gap in walking/biking facilities in the city, the lack of mixed-use development has created large distances between where people live and important destinations like parks, schools and daily shopping and dining needs. The official Walkscore of 16 (out of 100) indicates the difficulty in walking as a mode of transportation in the city. The Walkscores of comparison cities can be seen in Table 7.

### Intersection Density

Intersection density is a good measure of street connectivity, which is important to disperse traffic flow, enable walkability and bikeability, facilitate emergency vehicle access, and provide redundant access routes to residences, businesses and community facilities.

As can be seen in the illustration to the right, the average intersection density in the city is 88 intersections per square mile, with greater density within the Olde Towne and Lake Forest neighborhoods. Table 8 reflects intersection density compared to other neighboring cities.

The street network map in Map 2-4 highlights the lack of east-west connectivity in the city, and the lack of north-south connectivity for the Lake Forest neighborhood. This condition has created greater traffic pressure on roads like Hwy 98, Daphne Road, and Whispering Pines Road.

Ideally arterial streets are spaced or gridded out every ½ to 1 miles, collector streets spaced every ¼ to ½ miles, and local streets spaced at 300 to 800 feet, providing block sizes of 800 to 1,000 feet max. In contrast, the typical block size in Daphne is 1 mile square, with many reaching upwards of 2 to 4 miles in length.

The effects of the lack of east/west and north/south connections are felt in the primary corridors in the city as shown in the peak traffic congestion heat map on map 2-4. There is increased congestion during normal AM and PM peak times, but the highest congestion typically occurs mid-day and afternoon in the city. Map 2-4 also illustrates selected traffic counts on 2021 Annual Average Daily

Traffic (AADT) measured by the Alabama Dept. of Transportation (ALDOT).

### Transit

The Baldwin Regional Area Transit System (BRATS) provides public transit services for communities in Baldwin County. BRATS operates an on-demand door-to-door pick-up drop-off service to Daphne residents accessible via smartphone app or telephone, available only on weekdays. This new on-demand service was initiated in 2020 and has seen a ridership increase of approximately 80%.

BRATS also offers fixed-route connections with Mobile through its Bayline service, picking up and dropping off at the Daphne Civic Center. Three routes are conducted daily with connections to Fairhope, the Town Centre development, Bienville Square in Mobile, and the Austal plant on Addisco Road. Both the on-call Eastern Shore Express and the Bayline services are available on weekdays only. Transit service areas are illustrated in the lower left of the opposite page.

### Intersection Connectivity Illustration



**Table 7: Walkscore Comparisons**

	Walkscore	Bikescore
Daphne	15	27
Fairhope	81	64
Mobile	32	34
Pensacola	36	47
Homewood	42	25

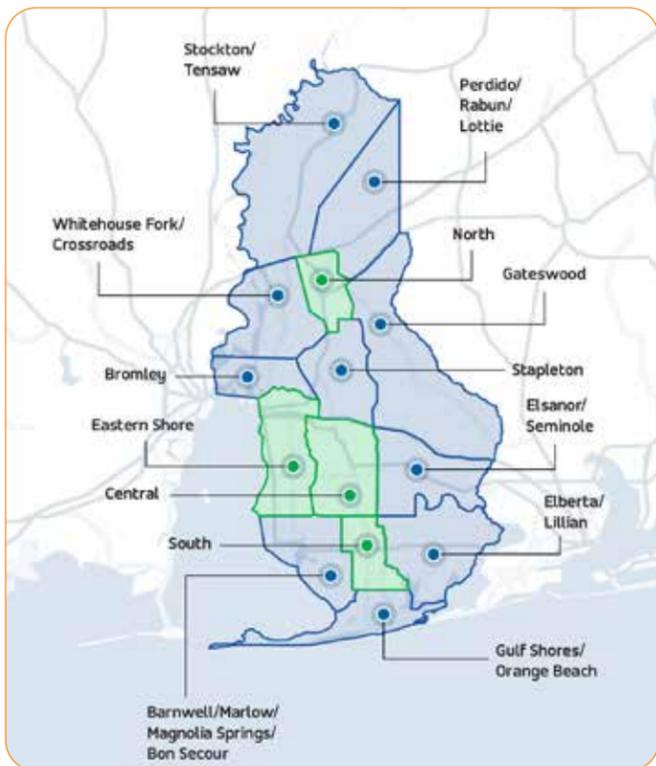
Source: Consultant Analysis

**Table 8: Intersection Density (per sq. mile)**

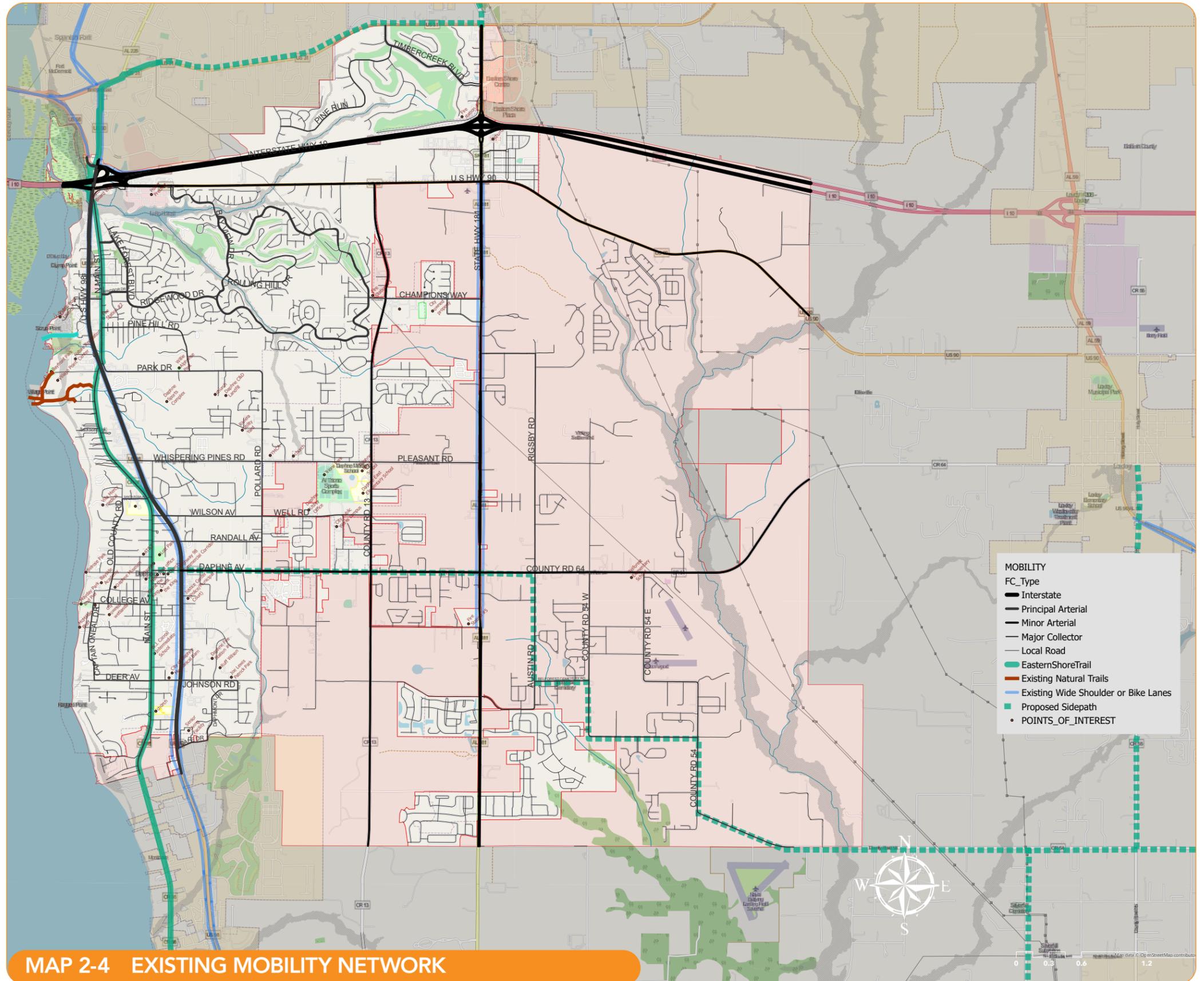
Intersection Density (per square mile)

City	Score
Daphne	86
Mobile	154
Pensacola	196
Gulfport	185
Homewood	235

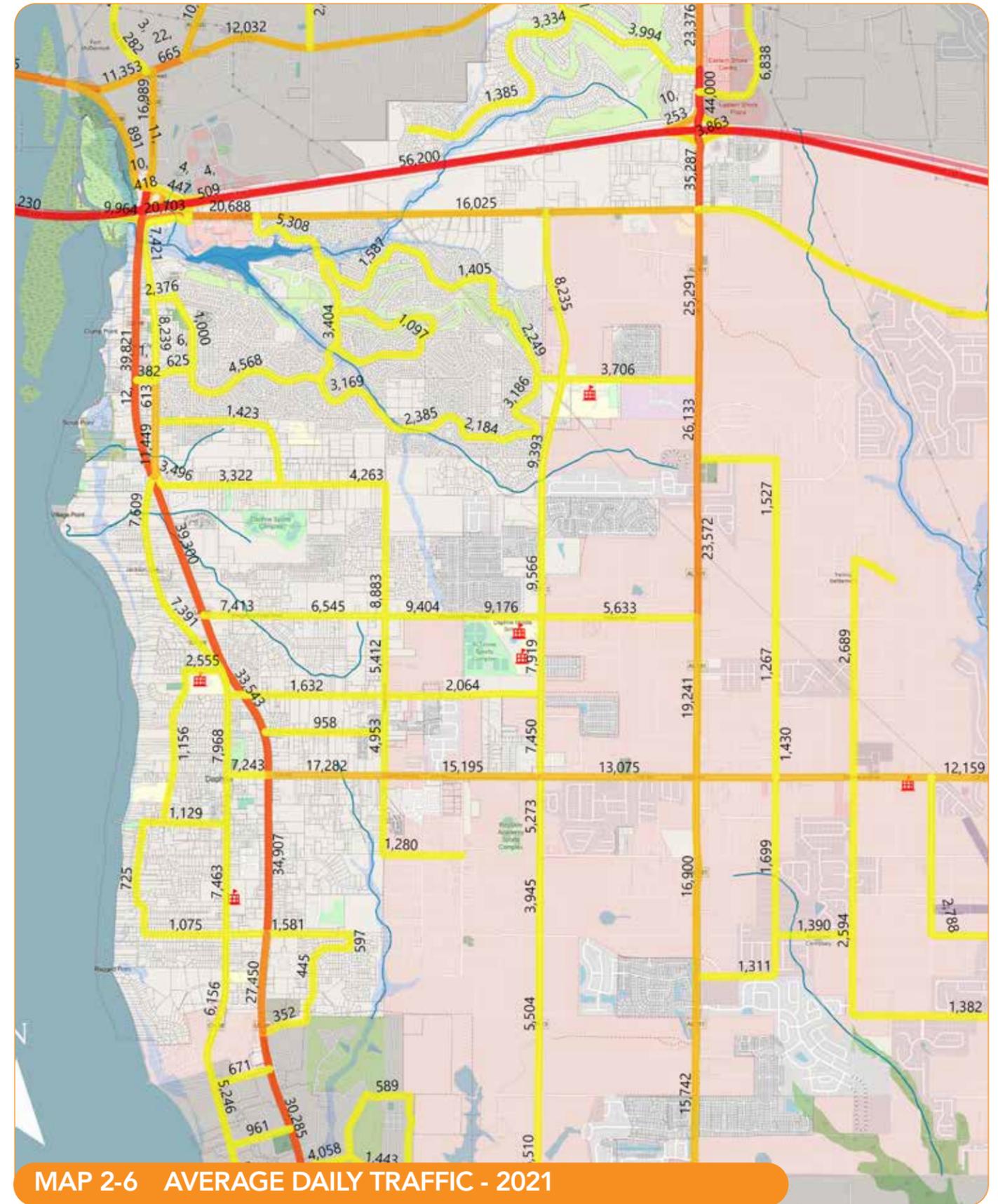
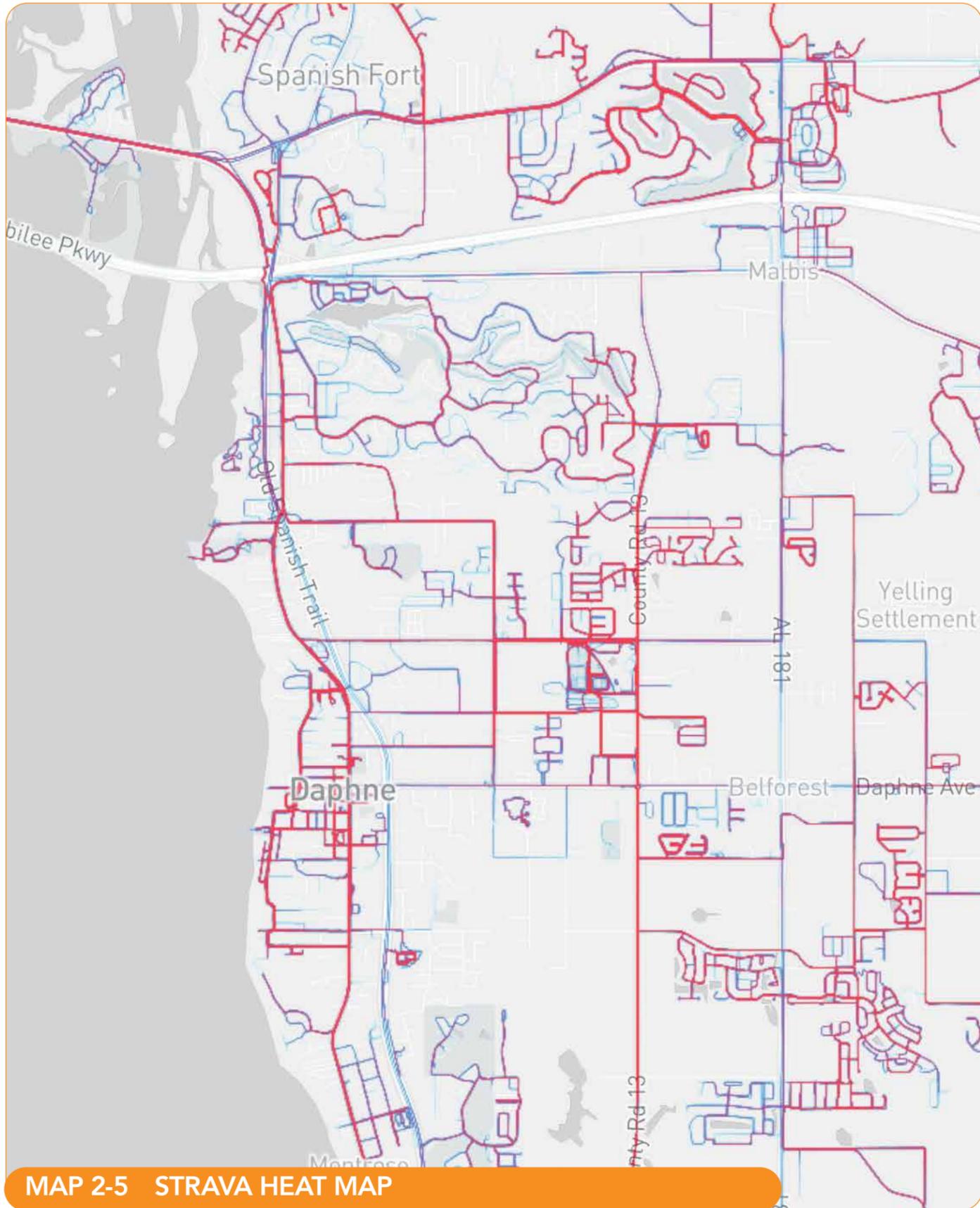
Source: Consultant Analysis



Transit Service Areas



MAP 2-4 EXISTING MOBILITY NETWORK



“Daphne’s buildout analysis indicates the city is nearing the capacity of its growth potential.”

## COMMUNITY FACILITIES

Daphne’s buildout analysis indicates that the city is nearing the capacity of its growth potential. Rapid growth in the planning areas strongly impacts the existing City of Daphne. To be sustainable, long-term growth must be supported by adequate community support facilities. Rapid growth in the city and the planning area has resulted in a dispersed combination of private, semi-public, and public entities, each owning and managing specific parts of Daphne’s community facilities network.

This community facilities section of Envision Daphne 2042 summarizes existing arrangements of management and ownership, assesses current levels of service, and identifies critically essential matters related to the future of Daphne community facilities. The specific community facilities reviewed in this section are:

- **Administrative Facilities**
  - City Hall
  - Public Works Complex
- **Public Safety Facilities**
  - Law Enforcement
  - Fire Protection
  - Emergency Services
- **Water and Sewer Services**
- **Public Parks and Recreation**
- **Public Schools**

*Left: Daphne City Hall*

*Right: Daphne Police cruiser*

## Administrative Facilities

### City Hall

Daphne's municipal government functions are headquartered in the Daphne City Hall, located at 1705 Main Street. City Hall houses the Office of the Mayor, Council Chambers, Community Development, Marketing, Finance and Revenue, and Human Resources.

### Public Works Complex

Daphne's public works function is conducted from its Public Works and Maintenance facility located at 26435 Public Works Road. The complex consists of a 15-acre site that accommodates seven buildings, equipment and material storage, and administrative offices.

## Public Safety Facilities

### Law Enforcement

Law enforcement for Daphne is carried out by the Daphne Police Department headquartered at the Joseph H. Hall Justice Center located at 1502 US Hwy 98.



According to the U.S. Department of Justice, Bureau of Justice Statistics, the average number of sworn law enforcement officers per 1000 persons in the United States in 2016 was 2.16. Daphne's police force currently consists of 63 sworn officers. Application of the U.S. DOJ officer to population ratio indicates that Daphne's total force is at approximately the national average. Daphne consistently ranks among Alabama's safest cities.

**Fire Protection**

The Daphne Fire Department is headquartered at Fire Station #2, located at 28280 North Main Street. The city's fire protection system includes five fire stations, a volunteer station providing for search and rescue, and a Bureau of Fire Prevention located at City Hall. The locations of these facilities are illustrated on the Community

Facilities Map at right. There are 57 career, 10 part-time, and 8 volunteer firefighters in the department currently.

The Public Protection Classification (PPC) program of the Insurance Service Office recognizes the efforts of communities to provide fire protection services for citizens and property owners. A community's investment in fire mitigation is a proven and reliable predictor of future fire losses. Insurance companies use PPC information to help establish fair premiums for fire insurance, generally offering lower premiums in communities with better protection. The program provides an additional incentive for improving and maintaining public fire protection by offering economic benefits for communities that invest in their firefighting services. Daphne's fire rating under the PPC program is currently a three on a scale of 1 to 10 with 1 as

the best ranking.

**Water and Sewer Services**

Water and sewer utility services are essential to the future growth and development of the city. Adequate service and treatment capacity are necessary to accommodate projected growth. A summary inventory of the utilities and their estimated capacities serving Daphne indicates multiple service entities within the existing City Limits and in the planning area.

Daphne Utilities provides the largest share of these services for the City of Daphne. Its service area is illustrated on the map on the opposite page. Belforest Water serves water to the planning area east of the existing City Limits.

**TABLE 9: MAJOR COMMUNITY FACILITIES AND INFRASTRUCTURE**

COMMUNITY SERVICE PROVIDED	MAJOR FACILITY OR BUILDINGS	LOCATION	PERSONNEL	SYSTEM DESCRIPTION	DESIGNED CAPACITY	STANDARD OR BENCHMARK	LEVEL OF SERVICE (SCALE OF 1 -10)		
<b>A. Daphne Administration</b>									
General Government	City Hall - 54,000 sq. ft.	1705 Main Street	13	n/a	216	250 sf/person	10		
Public Works Facility	2 Maintenance Buildings, Equipment Yard	26435 Public Works Road	17	n/a	n/a	n/a	n/a		
<b>B. Public Safety - Law Enforcement</b>									
Law Enforcement	Joseph H. Hall Justice Center - 25,000 sq. ft.	1502 US Hwy 98	63 sworn officers	n/a	n/a	2.1 Officer/1000 pop.	10		
<b>C. Public Safety - Fire Protection</b>									
Fire Protection	Fire Station 1 / Training Facility	25250 Bailey Yelding Jr. Drive (Profit Drive)	57 career, 10 part-time, and 8 volunteer fire fighters	3 bay station and training facility	n/a	Fire Rating - 3	7		
	Fire Station 2 / Administrative Offices	28280 N. Main Street		4 bay station and offices					
	Fire Station 3	8945 Lawson Road		2 bay station					
	Fire Station 4	30150 Green Court		2 bay station					
	Fire Station 5	9909 Milton Jones Road							
	Volunteer Station / Search & Rescue	1707 Sixth Street		1 bay station					
	Bureau of Fire Prevention, City Hall	1705 Main Street		Offices					
<b>D. Public Utilities</b>									
Daphne Utilities - Water	Water Infrastructure	900 Daphne Avenue (office)	n/a	9 wells, Distribution System	6.5 mgpd	11,051 connections	n/a		
Daphne Utilities - Sewer	Sanitary Sewer Infrastructure			Collection system and water reclamation facility	4.17 mgpd	3 mgpd treated			
Daphne Utilities - Natural Gas	Natural Gas			Distribution	Undetermined	Undetermined			
Belforest Water	Water System Infrastructure			9080 County Road 64	n/a	3 wells, 3 treatment plants, Distribution System		Undetermined	1.2 mgpd
Park City Water Authority	Water System Infrastructure			6642 Park Drive		Distribution System		Water purchased from Daphne Utilities	



## Parks and Recreation

The City of Daphne currently provides a total of 14 public parks, recreational spaces, and community event spaces. Ten of these offer passive recreational opportunities. The remaining five provide active recreational opportunities. These facilities range from small bay access and other areas of less than one acre to recreational complexes, the largest of which is over 112 acres. The public park spaces are illustrated on the map on the opposite page, along with their respective quarter mile walkshed. There is no identified public park land in the planning area.

Envision Daphne 2042 used the metrics of the National Recreation and Parks Association to benchmark Daphne's park offerings. According to the NRPA 2022 Metrics Report, the median of parkland provided for jurisdictions of 20,000 to 49,999 was 10.6 acres per 1,000 residents. Applying this ratio to Daphne's park offerings, the city would ideally provide 291.5 acres of parkland. As illustrated in the table at right, Daphne currently provides 224.35 acres of public park space.

Additional metrics, such as expenditures and personnel, can also be used to assess parks provision. However, park and recreation

Below: Interpretive park signage



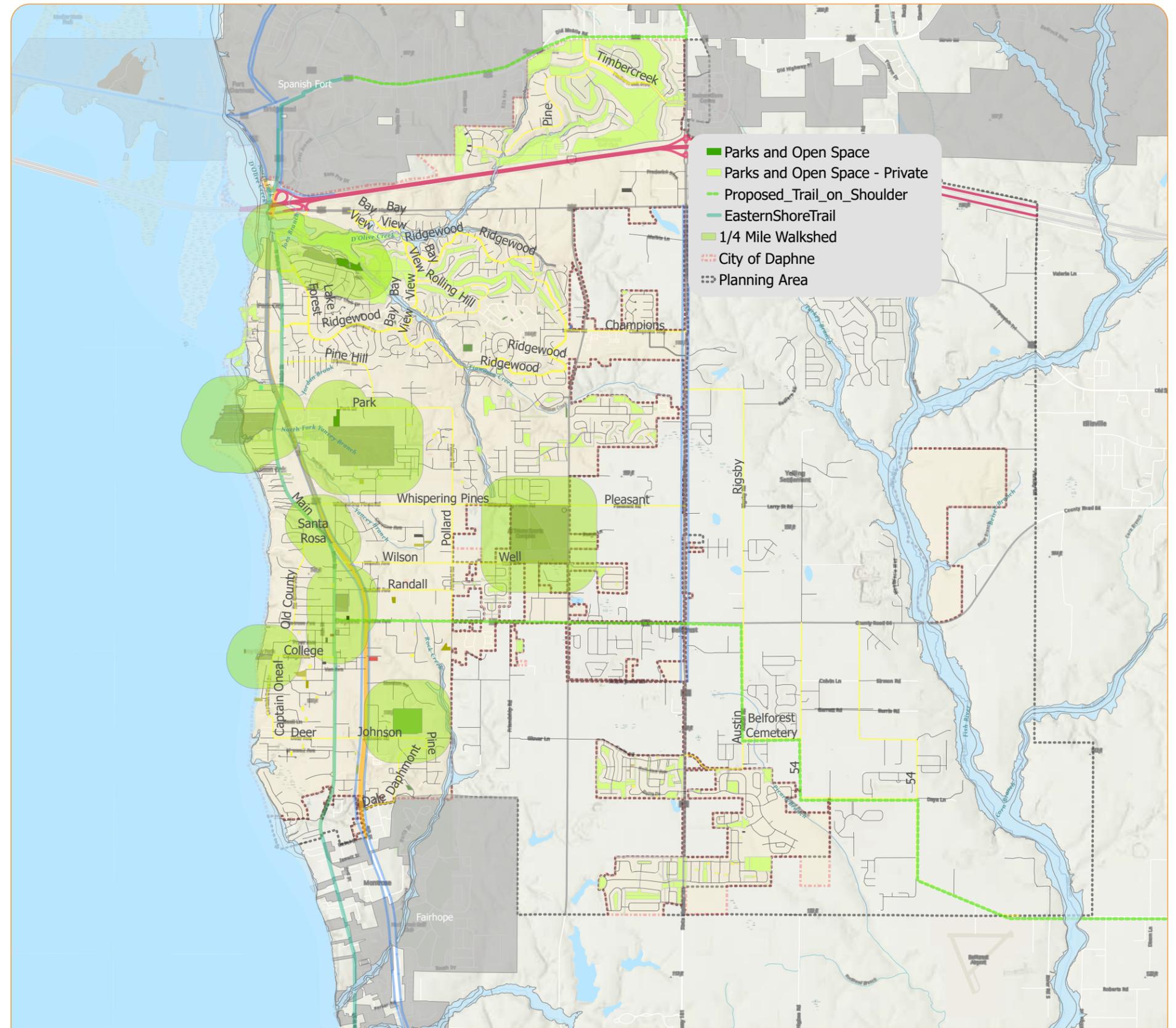
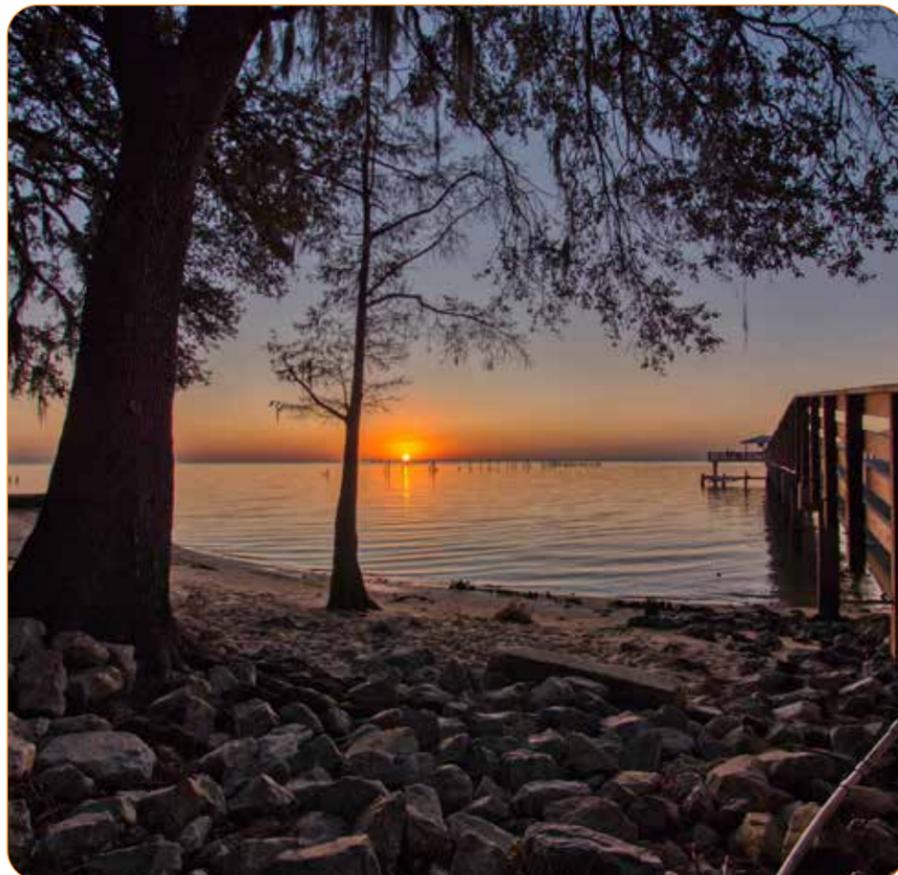
TABLE 9: PARKS AND RECREATION FACILITIES - DAPHNE					
COMMUNITY SERVICE PROVIDED	MAJOR FACILITY OR BUILDINGS	LOCATION	PRIMARY FUNCTIONS	ACREAGE	
<b>Passive Parks</b>					
1	Bayfront Park	Bayfront/Beach access, Pier/Boardwalk, Gazebo/Picnic area, Kayak/Canoe access, Restrooms, Boardwalk	6200 Bayfront Drive	Passive Recreation, Bay Access	7.4
2	Belrose Bay Access	Bayfront/Beach access, Picnic area	90 Belrose Avenue	Bay Access	.5
3	Centennial Park	Playground, Gazebo/Picnic area, Restrooms	1706 Main Street	Passive Recreation	1
4	Central Park	Gazebo/Picnic area, 18 hole disc golf course, Walking trails	72 Lakeshore Drive	Passive Recreation	19.6
5	Gator Boardwalk	Boardwalk connecting to the Eastern Shore Trail, Educational signage, Alligator viewing	29281 North Main Street, at D'Olive Creek	Passive Recreation	n/a - Trail
6	Dryer Avenue Bay Access	Bayfront/Beach access, Walking access only	Dryer Avenue at Mobile Bay & Bayside Academy	Passive Recreation	.5
7	McMillan Bluff	Bayfront/Beach access, Overlook deck with benches, Walking access only	McMillan Avenue, at Mobile Bay	Passive Recreation Bay Access	.5
8	May Day Park	Bayfront/Beach access, Pier/Boardwalk, Playground, Gazebo/Picnic area, Kayak/Canoe access, Restrooms	100 College Avenue, at Mobile Bay	Passive Recreation Bay Access	1
9	Village Point Park Preserve	Bayfront/Beach access, Pier/Boardwalk, Pavillion picnic area, Grill, Restrooms, Boardwalk & walking trails, Educational signage, Historic D'Olive Cemetery & Jackson's Oak,	27717 Main Street	Passive Recreation Bay Access	.5
<b>Total Passive Acres</b>					<b>31.0</b>
<b>Active Parks</b>					
10	W.O. Lott Park	10 Tennis Courts, 12 Pickleball Courts, 3 Bocce Ball Courts, 1 Basketball Court, Restrooms, Playground, Picnic Area	2000 Main Street	Active Recreation	10.25
11	Daphne Sports Complex	10 Baseball/Softball Fields, Restrooms, 2 Concession Stands, Walking Trails	7060 Park Drive	Active Recreation	113.9
12	Joe Louis Patrick Park	Basketball Court (1), Playground, Gazebo/Picnic Area, Restroom, Concession Stand	1401 Johnson Road	Active Recreation	35
13	Al Trione Sports Complex and Dog Park	4 Baseball/Softball Fields (4), 6 Football/Soccer Fields, Restrooms, 3 Concession Stands, Dog Park	8600 Whispering Pines Road	Active Recreation	55.5
14	Daphne Civic Center, Senior Center, and Patriot's Point Memorial	Indoor Community Event Space (1,700 capacity), Indoor exercise equipment for Seniors, Benches, Interpretive signage	2603 US Hwy 98	Public Assembly Active Recreation (Indoor)	9.7
<b>Total Active Acres</b>					<b>224.35</b>
<b>Grand Total Active and Passive</b>					<b>255.85</b>
<b>Median as reported by the NRPA for Comparably Sized Community</b>					<b>291.5</b>
<b>Additional Park Land based on NRPA Median for Daphne</b>					<b>111</b>
<b>Additional Park Land based on NRPA Median for the Planning Area</b>					<b>183.3</b>

agencies are as diverse as the communities that they serve, and what works well for one agency may not be best for another agency. A current Parks and Recreation Master Plan would typically assess parks and recreation offerings in greater detail.

The map to the right indicates Daphne's spatial distribution of parks and open spaces. As shown, the distribution of parks and open spaces in the city limits places a significant portion of the city's population within a short distance for access. However, the rapidly growing planning areas are essentially devoid of public parks and open spaces, though a number of private parks and open spaces associated with neighborhoods are present.

As Daphne considers its future in the eastern growth sector, strategic public park development and associated trail access and circulation will be vital in building the city's future. Ideally, these public park facilities would be accessible within a 15-minute walk of each household.

*Below: May Day Park at sunset*



**MAP 2-8 PARK AND OPEN SPACES**

## Public Schools

The Baldwin County School District is made up of 43 public schools. Of the 43 public schools, 17 serve Daphne and its planning area. These consist of nine elementary schools, four middle schools, and four high schools. Five of the schools are located within the existing city limits consisting of two elementary schools, an intermediate school, a middle school, and a high school.

The table at right lists the schools individually and indicates their 2021 enrollment. Overall, the total enrollment for the District in 2021 was 30,215. Enrollment figures suggest that there are 13,743 students enrolled in the schools that serve Daphne and the planning area. This enrollment is comprised of 6,248 elementary and intermediate students, 2,717 middle school students, and 4,767 high school students.

Student enrollment for the Daphne and planning area schools does not originate entirely in Daphne. The Map series below illustrates the current configuration of attendance zones. Except for Daphne East Elementary and Daphne Elementary Schools attendance zones, attendance zones extend beyond these boundaries to encompass nearby communities.

## Potential Future Student Growth

Envision Daphne 2042 forecasts the potential future student population for Daphne and the planning area. The forecast was derived in a two-step process. First, the percentage of the population enrolled in public schools for the nation (20 percent) was applied to the population projection Demographics section. Secondly, the result was multiplied by the percentage of the student population enrolled in public schools (80 percent). The table below illustrates the results. As indicated, Daphne is expected to produce an increase of 1,685 students in the next 20 years while the planning area is expected to deliver an additional 1,113 students, totaling nearly 2,800 additional students.

## Potential Facility Needs

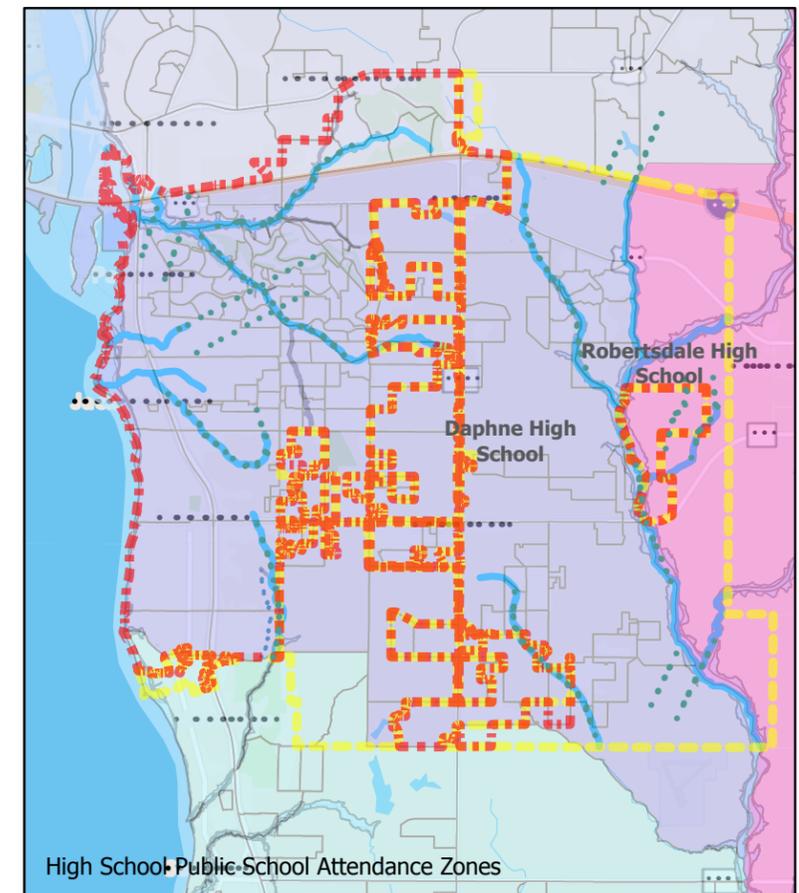
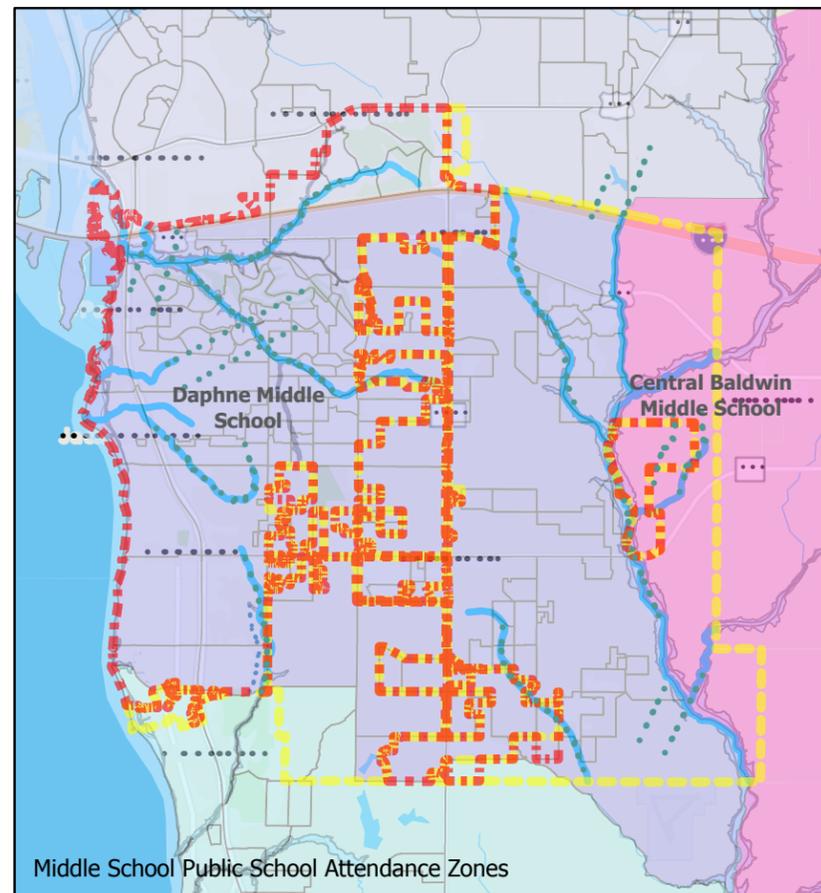
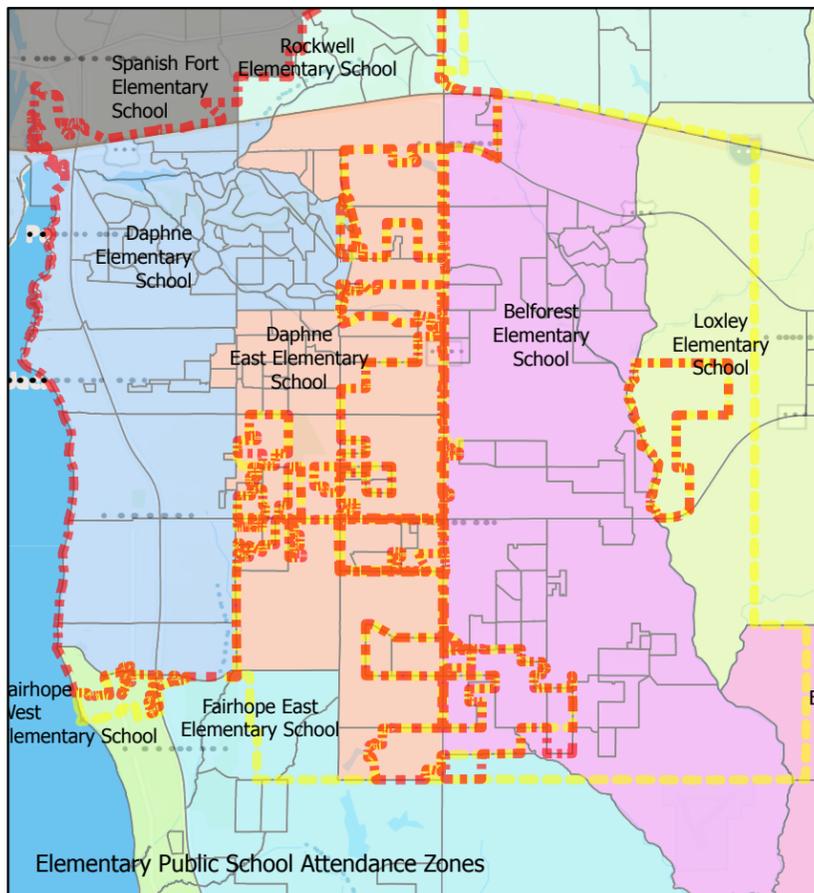
Growth in student population will require additional school facilities. While no specific space standards were reported by the Baldwin County Board of Education, a general standard of 100 square feet of floor space per student has been observed in the past for estimation purposes. Table 11 indicates additional space needs based on this conventional estimation.

TABLE 10: PROJECTED STUDENT POPULATION INCREASE FOR PUBLIC SCHOOLS					
Area	Growth by 5 year Increment				Total for Period
	2026	2031	2036	2041	
Daphne	372	403	437	474	1,685
Planning Area	227	258	294	334	1,113

Source: Consultant Analysis, Ratios derived from U.S. Census Bureau

TABLE 11: POTENTIAL FUTURE FACILITY REQUIREMENTS			
Area	Student Forecast	Avg. Space Req./ Student. (sf)	Total Bldg. Space Req. (sf)
Daphne	1685	100	168,500
Planning Area	1113		111,300
<b>Total</b>	2798	-	279,800

Source: Consultant Analysis Space requirements imputed from Baldwin County Schools



**TABLE 12: PUBLIC SCHOOLS SERVING DAPHNE**

SCHOOL LEVEL	SCHOOL	LOCATION	ENROLLMENT 21-22	TOTAL	ENROLLMENT 22-23	TOTAL	DESIGN CAPACITY	ANTICIPATED ADJUSTMENTS		
1	Elementary School	Belforest Elementary	11364 County Road 64 Daphne	885	6,546	1,071	7,156	Reconfiguration of existing facilities in the short term to redistribute student population		
2		Daphne East Elementary	26651 County Road 13, Daphne	916		927				
3		Daphne Elementary	2307 Main Street, Daphne	595		695				
4		Fairhope East Elementary	20698 Bishop Road, Fairhope	714		745				
5		Fairhope West Elementary	408 North Section Street	959		999				
6		Loxley Elementary	4999 South Magnolia Street, Loxley	453		483				
7		Robertsdale Elementary	1 Cub Drive, Robertsdale	944		1,041				
8		Rockwell Elementary	10183 US Highway 31, Spanish Fort	662		717				
9		Silverhill Elementary	PO Drawer 190, Silverhill	418		478				
10	Intermediate School	W.J. Carrol Intermediate (grades 4 and 5 only)	1000 Main St, Daphne	417	453	453	Undetermined at this time. BCSB is currently assessing design capacity at each school.	Added facilities in longer term likely east of the Highway 181 Corridor		
11	Middle School	Central Baldwin Middle	PO Box 930, Robertsdale	745	2,983	752				
12		Daphne Middle	1 Jody Davis Circle, Daphne	828		837				
13		Fairhope Middle	Two Pirate Drive, Fairhope	794		775				
14		Spanish Fort Middle	33899 Jimmy Faulkner Drive, Spanish Fort	616		617				
15	High School	Daphne High	9300 Champions Way, Daphne	1,611	5,329	1,722			5,969	Added facilities in longer term likely east of the Highway 181 Corridor
16		Fairhope High	1 Pirate Drive, Fairhope	1,585		1,628				
17		Robertsdale High	PO Box 69, Robertsdale	944		1,442				
18		Spanish Fort High	1 Plaza de Toros, Spanish Fort	1,189		1,177				
Source: Baldwin County School District			<b>Total</b>	15,275		16,559	-	-		

*Left: Daphne Elementary School  
Middle: Daphne Middle School  
Right: Daphne High School*



“ *Daphne is a premier coastal community with rapid growth as its most pressing current challenge.* ”

## SUMMARY OF DISCOVERY FINDINGS

Discovery findings discussed in the prior sections are briefly summarized. The summary is provided as a quick reference guide to the underlying conclusions of each section.

### Daphne's Historic Overview

Daphne is a community with a rich and distinctive history. While not as old as other coastal communities, its well documented origins dating from the turn of the century, immigration that fueled its initial growth and its ongoing efforts to preserve the best aspects of the community combine to provide a meaningful base for future community development.

### Environmental Context

Daphne presents a wholly unique natural environmental context in the gulf coast region. Its position at the terminus of the Mobile River Watershed coupled with its elevated position allow Daphne to access the coastal environment with fewer hazards that impact coastal communities of lower elevations. Its elevated position makes the city less vulnerable to sea level rise.

Fragmentation of the Pine Hills habitat caused by agriculture and rapid urbanization has resulted in a decline in native wildlife. Environmental stewardship is an ongoing challenge in the face of Daphne's rapid growth.

### Daphne's Development Patterns

Daphne as a city is approaching its build-out capacity. Expansion is a clear need for the continued growth of the city and to achieve sound growth management. Daphne's planning area offers exceptional growth opportunity.

### The Local Economy

Daphne and the planning area experienced 27% growth between 2010 and 2020. This level of population growth is also occurring throughout Baldwin County.

Daphne residents tend to be well-educated and high earners. Household incomes in Daphne are among the highest in the region.

Housing is an important part of Daphne's economy. 510 units of single-family homes were permitted in 2020.

Few multifamily housing units were constructed in the previous two years. Stakeholder engagement suggests there may be some gaps in the housing market with both type and price points.

This study projects that an additional 17,000+ people will reside in Daphne and the planning area by the year 2042. The additional population will require 5,835 single-family detached homes, 105



single-family attached homes, and 1,751 multifamily units.

38% of jobs in Daphne are service-oriented and the job market is predominantly retail, dining, and accommodations.

Daphne has low unemployment, and its job market is one piece of a larger regional economy. While 85% of Daphne residents commute outside for work, most of its local jobs are filled by outsiders, and the community is just a slight exporter of jobs. Stakeholders suggested that this creates a challenge as there is limited “attainable” residential product in Daphne, with no new product currently being created.

Retail is a driving force in Daphne’s economy, as stores in the city saw \$679.7 million in retail sales in the previous year and saw an overall retail gain of \$40.9 million.

The retail market is evolving rapidly nationwide, and people are requiring less square footage of retail than before. The struggle of Spanish Fort Town Center is a testament to these trends. Still, there is local demand for growth in a number of retail categories in Daphne. It will be important to balance this growth with the changing industry.

Existing retail leakage combined with future population growth indicates that Daphne can support an additional 250,000 to

300,000 square feet of retail space.

### Daphne's Existing Mobility Network

With the exception of Olde Towne Daphne, the city is a very auto dominated community. However, the distribution of parks, the waterfront, and the beginnings of a pedestrian infrastructure create multiple opportunities to balance the mobility network and make it accommodating to cyclists and pedestrians. In addition, the need for greater east-west connectivity is increasing as growth in the planning areas continues at a rapid pace.

### Community Facilities and Assets

Daphne's parks are a key asset for the community and serve to support the community's quality of life. The ratio of park land to population falls about 12 percent below national averages. While the existing spatial distribution of parks within the city limits provides balanced coverage, the lack of public parks in the planning area is significant.

Public schools that serve Daphne are highly rated and are a key asset to the city. Public school attendance zones are configured in ways that cause Daphne students to attend schools in neighboring communities.

Assessment of utility infrastructure and utility capacity reveals adequate levels currently. However, services are geographically fragmented when considering both the city and the planning area as a whole. Based on Daphne's growth projections, all community facilities, from parks to infrastructure to schools, will face significant capacity challenges in the future.



## Village Point's Most HUNTED Invasive Exotic Plants!

Invasive exotic plants are those that come from other geographic areas, often other countries or regions of the world, such as Asia. Some are intentionally introduced and others arrive here accidentally. Invasive exotic plants displace native species and alter their natural habitats. As a result, plant communities are diminished and wildlife populations suffer.

### How can YOU help?

- Learn which plants are invasive by visiting the Environmental Management page on [daphnealabama.com](http://daphnealabama.com).
- Remove invasive exotic plants from your yard.
- Plant native species in your landscape.
- Educate others about the problem with invasive exotic plants.

Chinese Tallow Tree  
or "Popcorn Tree"

Chinese Privet

Camphor Tree

Kudzu

Coronilla

  
**Daphne** 2012  
ALABAMA





## 3. ENGAGING DAPHNE'S FUTURE



***“Cities have the capability to provide something for everybody, only because, and only when, they are created by everybody.”***

***Jane Jacobs,  
The Life and Death of Great American Cities***

## COMMUNITY-DRIVEN VISION

Community vision is the foundation for planning and achieving an excellent community. Planning vision must inspire and motivate action by community leadership, citizens, civic-minded organizations, and investors. Generating an inspiring and motivational vision requires a realistic assessment of current circumstances and the creation of achievable, yet challenging, goals for the best long-term future.

This section provides an overview of the process used by Daphne to develop planning vision for Envision Daphne 2042. Detailed results of the vision development process are included in the Appendix section of the plan. These include survey results, focus group summaries, and other information from which the vision was derived.

### Engagement Structure

The first step in developing long-term planning vision is community engagement. The underlying principle of Daphne's community engagement process was to solicit as much input as possible from the broadest possible cross section of the community. To achieve this, Daphne developed a multilevel strategy that involved a planning advisory group, topic-oriented focus groups, the Daphne Planning Commission, planning staff, and the community at large. Each of these engagement components is discussed below.

*Community vision is the foundation for planning and achieving community excellence.*

*Below: Community Open House participants discuss Daphne's future.  
Right: Central Park*



## KEY TOPICS COVERED IN THIS CHAPTER:

- » *Community Driven Vision*
- » *Discovery Engagement*
- » *Planning Week*
- » *Daphne's Planning Vision Themes*



## Envision Daphne 2042 Advisory Group

The Envision Daphne 2042 Advisory Group was appointed from a diverse array of community stakeholders that included business representatives, neighborhood organizations, environmental interests, city staff, and more. The Envision Daphne 2042 Advisory Group was charged with:

- Assisting the planning team with the identification of stakeholders
- Guiding Daphne engagement methods
- Providing input and feedback on process milestones
- Vetting overall planning themes as they emerged.

The Envision Daphne 2042 Advisory Group met on four different occasions, both in person and

remotely, to carry out its responsibilities, and maintained advisory communications between meetings.

## Focus Groups

Based on initial study results in the discovery process of the previous section, focus group meetings were convened to assist the planning team in developing a precise framework for Envision Daphne 2042. Convened on November 16 through November 19, 2021, the facilitated discussions were used to identify, explore, and document critical community development factors related to specific topics. Groups were convened around the following subjects:

- Local Economy
- Mobility
- Parks and Open Spaces
- Natural Environment
- Infrastructure
- Neighborhoods and Community Character
- Extraterritorial Jurisdiction

These groups were invaluable in establishing the groundwork and organization for the plan, and in identifying key aspects of Daphne's vision and planning focus. Focus group results are included in the Appendix.

## Daphne's Community Input

General community input was achieved through multiple online engagement methods. These methods included crowd sourced mapping, online interaction, and general community surveys. Public meetings were convened during the Envision Daphne 2042 kickoff on November 18, 2021 and twice during Planning Week which occurred the week of March 21 through March 25, 2022.



Photos above: Focus group participants

**JOIN US!**  
**ENVISION DAPHNE 2042**  
**KICK-OFF MEETING**

**November 17, 2021**  
**6:00 - 7:30 p.m.**  
**@ City Hall**

- Learn about the Envision Daphne 2042 planning process
- Help identify the best aspects of Daphne now
- Discuss the opportunities ahead for a vibrant, flourishing community
- Help frame Daphne's planning direction for the long term

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**Daphne 2042**  
ALABAMA

[www.envisiondaphne2042.com](http://www.envisiondaphne2042.com)

## Discovery Engagement

As mentioned previously, the initial community engagement occurred in November of 2021. Focus Groups were convened on November 17th and 18th. A community meeting was held on the evening of the 18th. The specific results of the focus groups are included in the Appendix and were used to guide subsequent efforts of the planning team. Community input was also used to validate the specific information gathered in the focus groups.

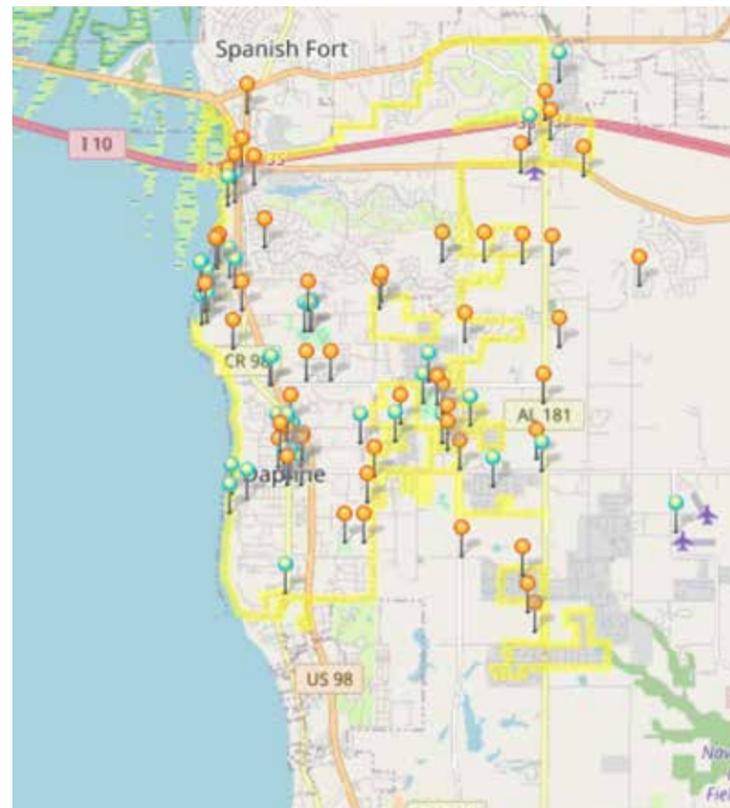
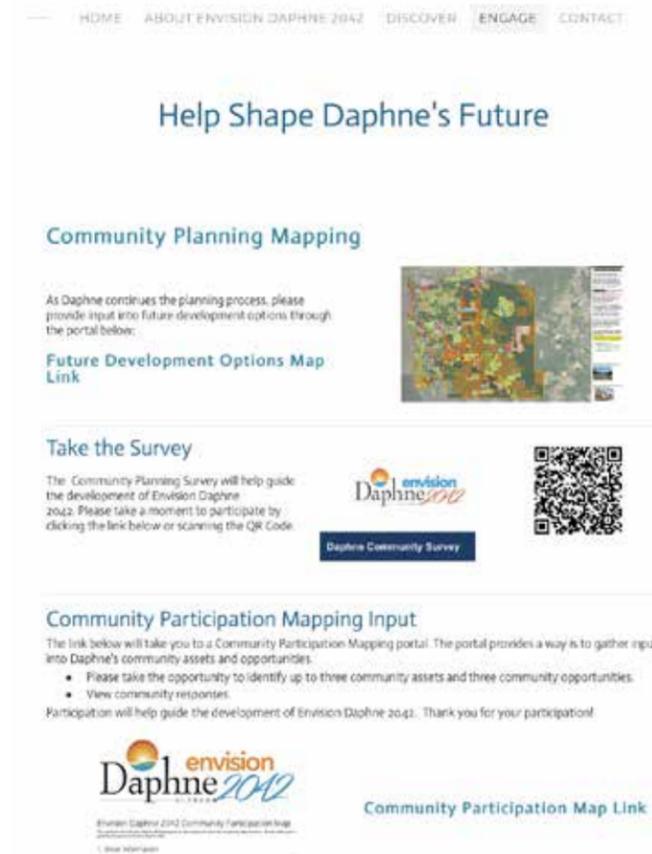
## Daphne's Planning Vision and Themes

Community engagement for Envision Daphne 2042 was significant. Thousands participated in the planning process at some point, either in person or virtually. From this participation, clear planning vision themes emerged from the Discovery and Direction phases of the process.

The vision and themes were validated with the Advisory Group, presented at the Daphne Futures Workshop and used to guide the overall direction of planning. This high-quality engagement forms the basis for Envision Daphne 2042. The vision and themes represent the guiding philosophy of Envision Daphne 2042. In the sections that follow, these themes drive the planned future of Daphne by incorporating environmental stewardship, community character building, place connection, growth management, and best practice implementation.

### Community Engagement Opportunities

- Advisory Group Oversight
- Onsite Engagement Opportunities
- Website Interaction
- Live Streamed Presentations
- 8 Focus Groups
- Community-wide Survey
- Ongoing Staff Collaboration



*Photos Clockwise from top left: Online crowd sourced mapping exercise, Participants in kick-off meeting (3 photos), results of online community mapping*

## Planning Week

The core element of the planning process for Daphne was Planning Week, conducted the week of March 21 through March 25. During this week the entire planning team was assembled on site with the purpose of identifying the specific elements to be included in the plan, developing a framework plan, vetting the framework with the community, and launching into the final steps of plan production. Planning week began with a Community Open House, followed by the Daphne Futures Workshop, and ended with the presentation of the Envision Daphne Concepts and Framework Plan.

### Community Open House

Planning week began with a community open house on the afternoon of March 21. The purpose was to further publicize the planning



*Above: Community open house participants*

*Right: Engagement promotional material*

## DAPHNE'S PLANNING VISION THEMES

### Stewarding the Future of Daphne's Core Places

- ◆ Preserving legacy neighborhoods
- ◆ Envisioning strategic infill sites
- ◆ Establishing ideal future development patterns
- ◆ Stewarding natural environment

### Building and Reinforcing Daphne Community Character

- ◆ Functionally strengthening prime corridors, nodes, and gateways
- ◆ Enhancing the design quality of prime corridors, nodes, and gateways

### Connecting Daphne's People and Places

- ◆ Increasing east/west connectivity with new complete streets
- ◆ Improving intra-neighborhood connections
- ◆ Creating continuity between Olde Towne Daphne and growth areas
- ◆ Connecting existing trails and recreational resources
- ◆ Designating and creating a bike/ped network
- ◆ Evaluating alternative growth scenarios and their impacts
- ◆ Establishing ideal future development patterns
- ◆ Identifying and envisioning emerging and future community nodes

### Implementing Daphne's Community Development Vision

- ◆ Formulating and recommending best development policies and practices
- ◆ Conceptualizing and recommending catalytic projects
- ◆ Creating an actionable implementation agenda

process and gather informal input. The format of the open house allowed participants to interact with Daphne's growth scenarios, economic prospects, and mobility conditions. The come and go format offered an informal opportunity for input and feedback.

### Daphne Futures Workshop

During Planning Week the planning team also engaged the stakeholders and citizens who took part in the Community Futures Workshop. This unique exercise explored growth scenarios based on Daphne's growth projections over the next 20 years. The workshop used Legos to represent various development options and to model desired growth patterns. Online engagement was offered for those who could not or did not wish to be present on site. The results of the exercise were used to begin the process of design

### Community Futures Workshop Results

Participants in the Community Futures Workshop were divided into groups and presented with the

**WHAT'S YOUR VISION FOR DAPHNE?  
HELP PLAN OUR FUTURE!**

**Envision Daphne 2042  
Open House**  
March 21, 2022 | 3:30-5:30 p.m.  
Daphne Civic Center  
2603 U.S. Hwy. 98

**Daphne Futures  
Workshop**  
March 21, 2022 | 7:00-8:30 p.m.  
City Hall - 1705 Main Street  
(following the City Council meeting)

**Envision Daphne 2042  
Concept Plan Presentation**  
March 24, 2022 | 6:00-7:15 p.m. (Note Time Change)  
City Hall - 1705 Main Street  
(following the Planning Commission meeting)

Take the Daphne Planning Survey at  
[www.EnvisionDaphne2042.com](http://www.EnvisionDaphne2042.com) or scan  
the code.

The workshop and presentations are a part of Daphne Planning Week. Planning week builds on the study of Daphne's community characteristics, initial community engagement, and overall project guidance. The results of planning week set the stage for in-depth design of the future. Join in one of the engagement opportunities in person or online!

**Envision  
Daphne 2042**

Find out more at: [www.envisiondaphne2042.com](http://www.envisiondaphne2042.com)

# BUILDING DAPHNE'S FUTURE

CITY BUILDING RULES	
DAPHNE	GROWTH AREA
<ol style="list-style-type: none"> <li>Develop neighborhoods for 2,000 people in the City limits. Use any combination of the residential or mixed use blocks to meet the goal.</li> <li>Place only 4 commercial blocks.</li> <li>Place any number of parks, Institutions, and employers you think feasible.</li> <li>Blocks MAY be placed on built areas representing future infill and redevelopment.</li> <li>Blocks MAY be stacked to represent height.</li> <li>Blocks MAY NOT be placed in environmentally constrained areas.</li> <li>Have an ending bank balance of <u>at least</u> \$300.</li> </ol>	<ol style="list-style-type: none"> <li>Develop neighborhoods for 6,000 people in the growth area. Use any combination of the residential or mixed use blocks to reach the goal.</li> <li>Develop shopping, parks, institutions, and employer developments in desirable locations. Place all the blocks provided for these developments.</li> <li>Blocks must be placed in UNBUILT land only.</li> <li>Blocks MAY NOT be placed in environmentally constrained areas.</li> <li>Have an ending bank balance of <u>at least</u> \$300.</li> </ol>

## OBSERVATIONS, CHALLENGES, WHAT WORKS, WHAT DOESN'T

As you build the future of Daphne, note the challenges and opportunities in carrying out the assignment:

- What combination of housing was most financially advantageous?
- What was the impact on forest lands or farm lands?
- Where were the most advantageous locations for commercial development?
- Was your overall development pattern compact, dispersed, or something in between?
- Were there other successes or challenges of note?
- What are three takeaways about the future of Daphne from the exercise?

TYPE	LEGO	PEOPLE	\$\$	EXAMPLE
Low Density Residential (Yellow or Lime Green)		100	-100	
Medium Density Residential (Orange)		200	+100	
High Density Residential (Brown)		400	+100	

TYPE	LEGO	PEOPLE	\$\$	EXAMPLE
Mixed-Use Residential/Commercial (Aqua)		300 1/2 Comm.	+700	
Major Commercial (Deep Red)		0	+300	
Neighborhood Commercial (Pink)		0	+200	
Park (Green)		0	+0	
Institution (Blue)		0	+0	
Employer (Purple)		0	+0	

worksheet on the previous page. The worksheet provides for varying types of development and the amount of each type scaled to Daphne's projected growth.

Participants were asked to place the most desired and feasible development type in appropriate locations. Each development was associated with its public costs (or benefits) to the city. The overall object was to configure future development patterns while maintaining a positive public benefit.

The results of the exercise are shown on the following page. Highlights include:

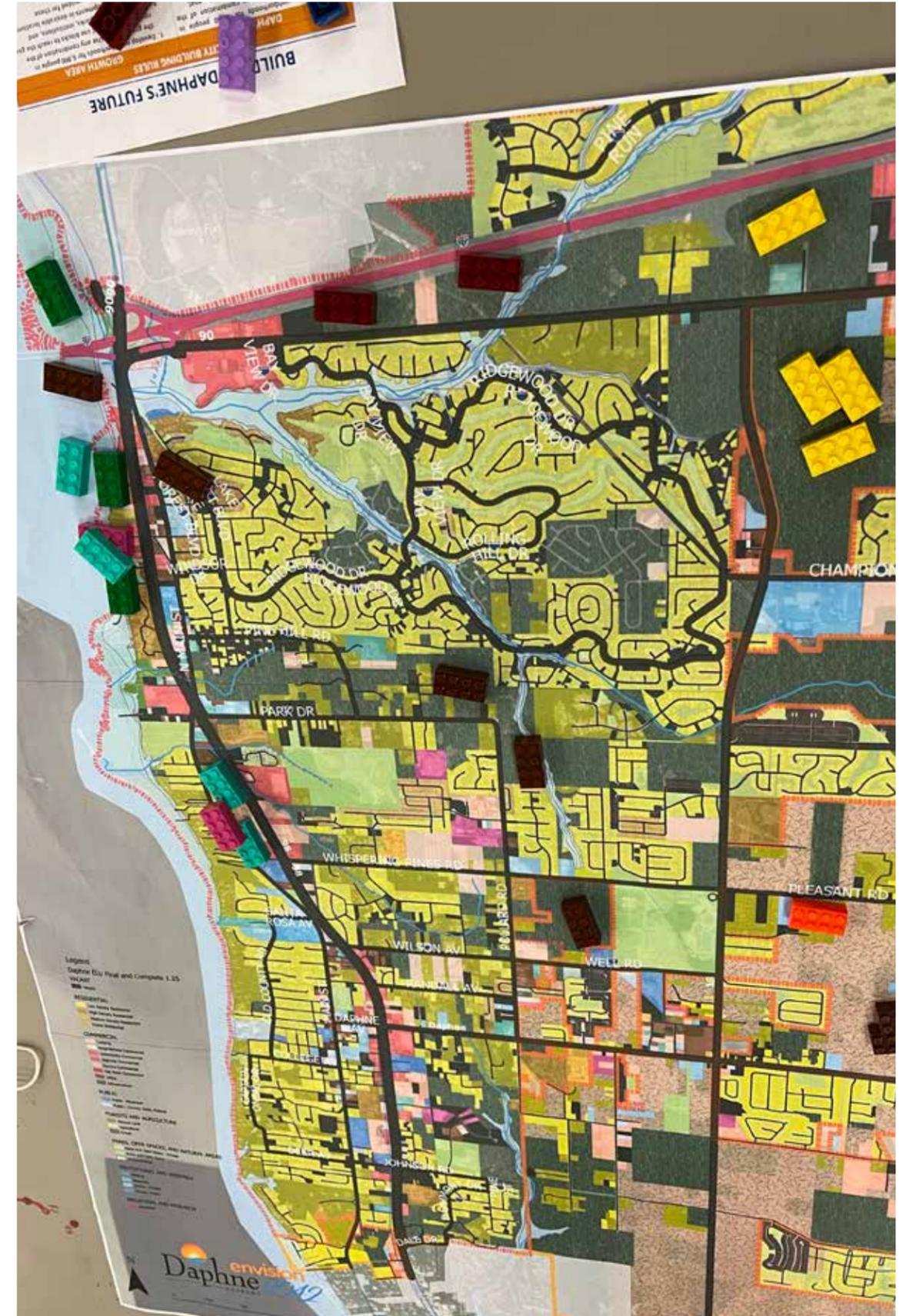
- ◆ The introduction of mixed-use development at key nodes
- ◆ Density increases in selected locations to temper sprawl development patterns
- ◆ Concentration of new neighborhoods along major transportation corridors
- ◆ Redevelopment in established and soon to be aging corridors
- ◆ Concentration of major commercial development in a pattern of nodes at intersections
- ◆ Dispersal of parks throughout the planning area
- ◆ Placement of employment centers in areas of regional access

These and other observations were combined with the results of the engagement process, Daphne's planning principles, and the planning team's guidance, to create the specific planning vision and provisions of Envision Daphne 2042 detailed in Section 4, The City Plan.

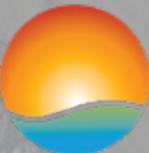


Previous Page: Participants in Daphne Futures Workshop

This page: Results of Daphne's Community Futures Workshop





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## 4. ENVISION DAPHNE 2042 - THE CITY PLAN





***“By far the greatest and most admirable form of wisdom is that needed to plan and beautify cities and human communities”.***

***Socrates***

## ENVISION DAPHNE 2042 PLANNING APPROACH

The framework for planning the future of Daphne is based on replicating the character of its existing healthy neighborhoods and places and the introduction of desirable forms of development that may not currently exist. This approach differs from a conventional use-based approach that has been practiced for decades and which underlies the current planning assumptions in Daphne. Envision Daphne 2042, in contrast, inspires a more comprehensive, sensitive, and effective "placetype" approach.

Application of the Daphne placetypes is intended to facilitate the development and redevelopment of a durable, attractive, resource-efficient and well-designed city. The placetypes are arranged along a continuum of development patterns ranging from natural areas to the urban core as shown in the diagram below. The following pages present the placetypes used for Envision Daphne 2040. Placetype details include their development characteristics and graphic examples. After analysis along with staff and focus group consultation, the specific placetypes created for Daphne are listed to the right.

### The Plan as Guide

Envision Daphne 2042's purpose is to serve as a guide to future development decisions for the city. The plan is not a regulation or a code. The plan is a highly articulated guide to the formulation of development policies, codes and decisions required to achieve Daphne's planning vision. Each placetype sets out a range of place characteristics that can be achieved through Daphne's development policy, particularly its zoning and development codes. Development policies adopted to implement this plan should in all cases align with the Daphne Planning Principles and planning concepts expressed in Envision Daphne 2042 specifically.

## DAPHNE'S PLACETYPE PALLETTE

### Residential

- Agricultural and Rural
- Estate Residential
- Suburban Residential
- Mixed Residential
- Olde Towne Neighborhood
- Waterfront Neighborhood

### Commercial

- Neighborhood Center
- Suburban Center
- Suburban Corridor
- Olde Towne Gateway
- Community Gateway

### Mixed-Use

- Olde Towne Core
- Mixed-Use Corridor
- Traditional Neighborhood Development

### Employment Centers

- Employment - Business Park
- Employment - Industrial/Service Commercial

### Special Areas

- Civic and Institutional
- Parks and Recreation
- Natural Areas and Open Space

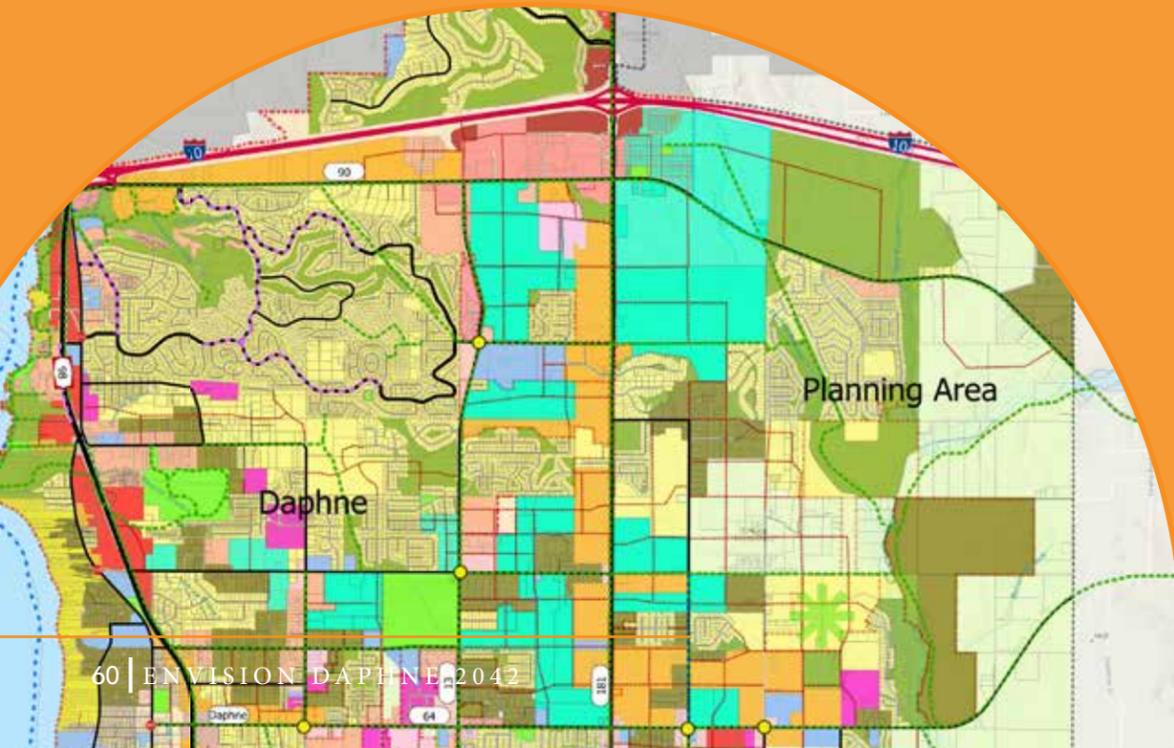
## UNDERLYING PLANNING CONTINUUM FRAMEWORK OF DAPHNE'S PLACETYPES



# COMPOSITE FUTURE DEVELOPMENT PLAN

The Composite Future Development Plan synthesizes the major planning concepts for Daphne into one overall map. It is a core component of Envision Daphne 2042 and illustrates the fundamental placetypes developed for Daphne and their locations throughout the city. It also includes the overall future mobility network for the city. This component of the plan presents the ideal development characteristics for Daphne, as currently envisioned by the community.

*Below:* Composite Development Map Excerpt  
*Right:* Daphne's Strategic Focus Areas



## Composite Future Development Map

The map to the right is Envision Daphne 2042's Composite Future Development Map. This map illustrates all of Daphne's placetypes in a single map for both Daphne and the planning area. The map conveys the community's general and ideal form of development that emerged from the planning process. Likewise, the map illustrates the planned future mobility network to support and complement future development. Each placetype is shown generally on the Composite Future Development Map. The sections that follow will describe the characteristics of each placetype individually.

Placetypes are described according to their planned locations and their fundamental character as it relates to their planned characteristics, essential building form, site characteristics, and future mobility. Planned characteristics refer to land use and development intensity factors. Essential building character references basic site factors such as building placement, frontage, and height. Essential site character relates to parking, landscaping and amenities. Mobility character relates to appropriate street types, pedestrian facilities, and overall connectivity.

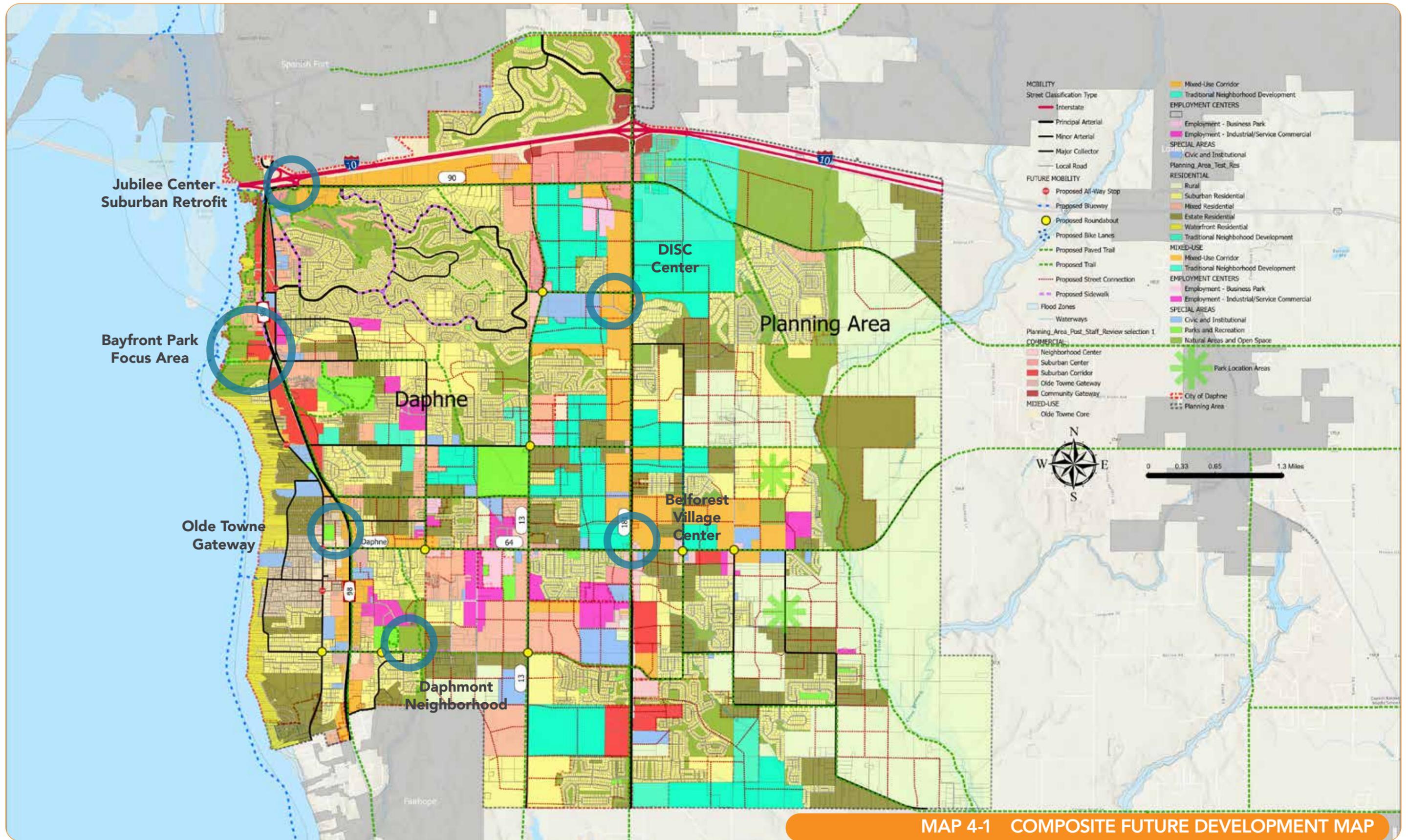
## Placetypes at-a-glance

To simplify the presentation of the placetypes, detailed descriptions are preceded by two divisions of the placetypes "at-a-glance". The at-a-glance sections provide a high level summary of the placetypes breaking them into two groupings: those that are residentially oriented and those that are commercially and mixed-use oriented. The summaries are accompanied by their corresponding maps.

## Strategic Focus Areas

The Composite Future Development Map also illustrates a series of Strategic Focus Areas. These have been selected to illustrate more localized and specific planning considerations. While associated with a general placetype, they are the subject of focused planning and design considerations developed to a higher degree of detail. Strategic Focus Areas are intended to convey additional important planning concepts and principles to be incorporated into Daphne's future development. These strategic focus areas are listed in the table below along with their corresponding placetype, and they are illustrated on the map below. They are discussed in detail in Section 5, Strategic Focus Areas.

<i>Placetype</i>	<i>Strategic Focus Area</i>
<i>Parks, Recreation, and Natural Areas</i>	<b>Bayfront Park</b>
<i>Traditional Neighborhood Development</i>	<b>Belforest Village Center</b>
<i>Suburban Neighborhood</i>	<b>Daphmont Neighborhood</b>
<i>Traditional Neighborhood Development</i>	<b>DISC Center</b>
<i>Suburban Center</i>	<b>Jubilee Center Suburban Retrofit</b>
<i>Olde Towne Gateway</i>	<b>Olde Towne Gateway</b>

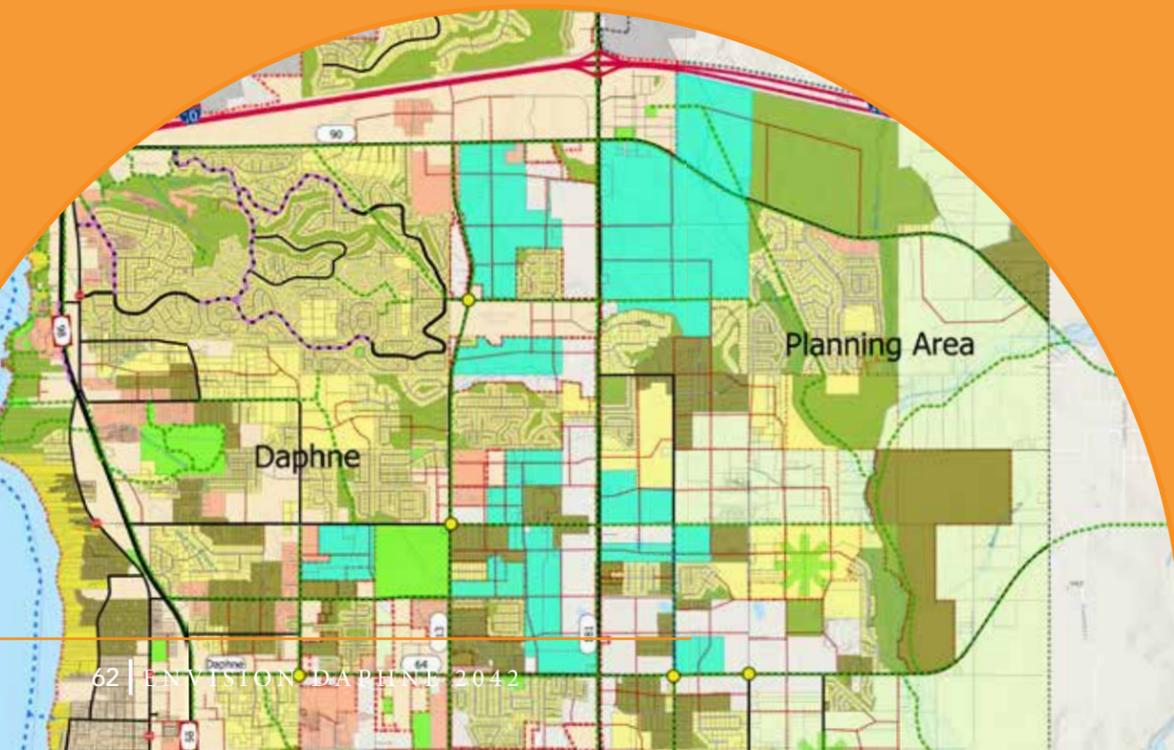


MAP 4-1 COMPOSITE FUTURE DEVELOPMENT MAP

# AT-A-GLANCE

## AGRICULTURAL, RESIDENTIAL, RECREATIONAL, AND OPEN SPACE PLACETYPES

*Below:* Composite Residential, Recreational and Open Space Placetype Map Excerpt



### Composite Residential Placetype Map

The Composite Residential Placetypes Map to the right shows the placetypes for Daphne that are categorized as Agricultural, Residential, Mixed-Use, and Recreational and Open Space placetypes. These areas are predominantly used for residential dwellings, open and agricultural spaces, and, on occasion, institutional uses. The mixed-use placetypes contain both residential and commercial.

Each placetype within this Composite Map is summarized briefly below. Individual, in-depth descriptions of placetypes can be found in the pages that follow.

### AGRICULTURAL AND RURAL PLACETYPES

- **Agricultural and Rural** – This placetype is characterized by large swaths of rural, agricultural, and forestry land, sparsely populated with residential and farm buildings. The current residential density of this placetype is 1 to 2 acres per dwelling unit.

### Residential Placetypes

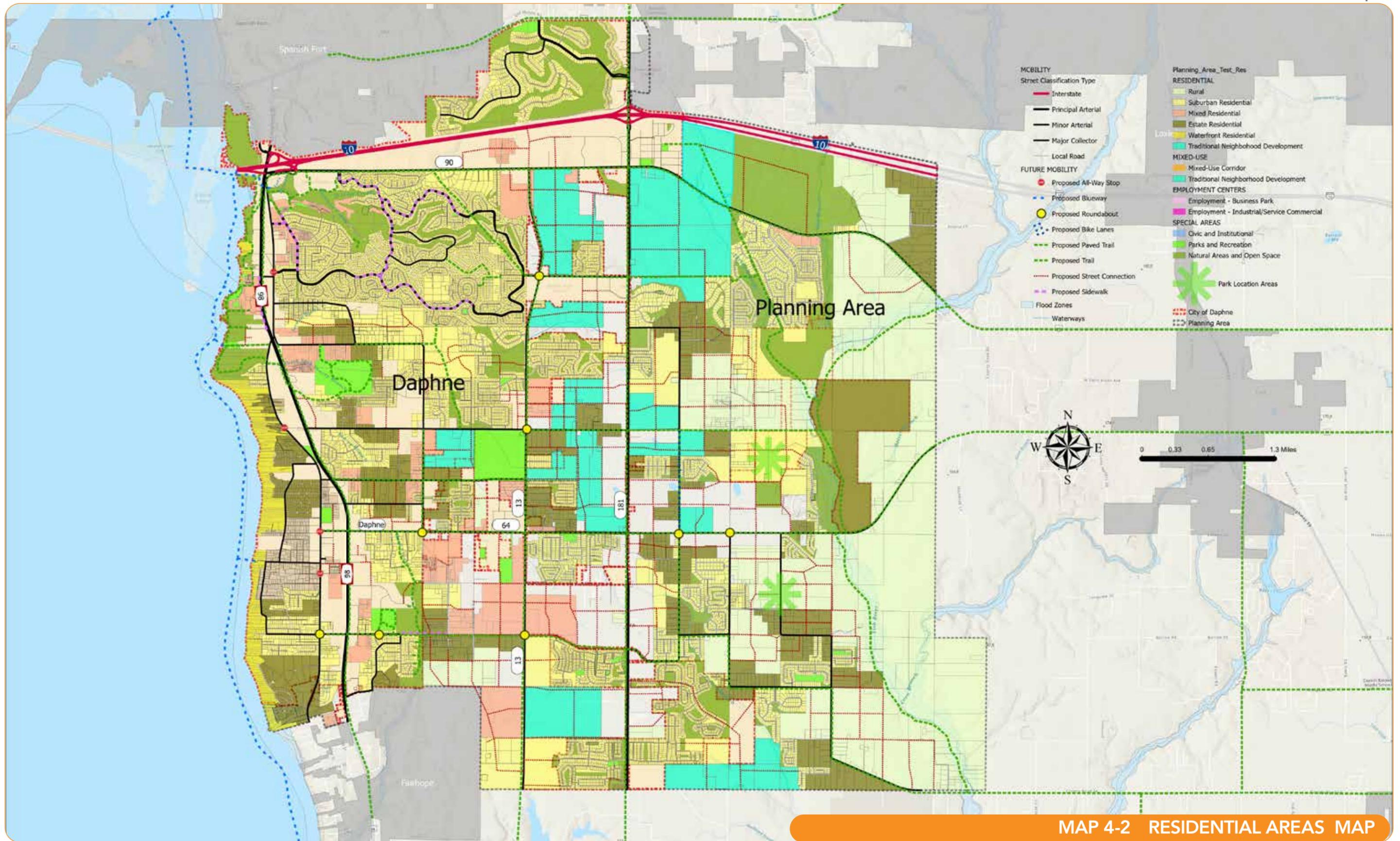
- **Estate Residential** – The Estate Residential placetype is comprised of residential neighborhoods with larger lot sizes than a typical residential neighborhood. The current residential density of this placetype is  $\frac{3}{4}$  to 1 acre per dwelling unit.
- **Suburban Neighborhood** – This placetype serves as a transition from agricultural lands into the denser urban centers and is populated with mostly detached residential dwellings. The residential density in this placetype is 2 to 5 dwellings per acre.
- **Mixed Residential** – This placetype is characterized by a mix of residential uses; density is higher here than in the suburban residential areas. The residential density of this placetype is 5 to 8 dwelling units per acre.
- **Olde Towne Neighborhood** – The Olde Towne Neighborhood is the historic residential heart of the city, comprised of pedestrian-oriented residential development. The residential density of this placetype is 2 to 4 dwelling units per acre.
- **Waterfront Neighborhood** – The Waterfront Neighborhoods are the diverse residential properties adjacent to the waterfront. This includes detached homes, duplexes, and condos. The residential density of this placetype is 2 to 4 dwelling units per acre.

### Mixed-Use Placetypes

- **Olde Towne Core** – This placetype, located in the center of Olde Towne, is comprised of compact development with commercial, office, civic, entertainment, cultural, residential, and open space uses. The residential density of this placetype is 8 to 30 dwelling units per acre.
- **Mixed-Use Corridor** – The Mixed-Use Corridor placetype is characterized by its mix of uses: retail, office space, residential dwellings, and mixed-use development. The residential density of this placetype is 8 to 12 dwelling units per acre.
- **Traditional Neighborhood Development** – This placetype is characterized by mixed-use and residential development, generally built around a central public open space. The residential density of this placetype is 8 to 30 dwelling units per acre.

### Recreational and Open Space Placetypes

- **Parks and Recreation** – These areas are used for active and passive recreation, and often include open space and recreation equipment. Sports fields and public parks are included in this placetype.
- **Natural Areas and Open Space** – This categorization designates areas in Daphne that are generally undeveloped and have had minimal human disturbances. These areas are not used for agricultural purposes.

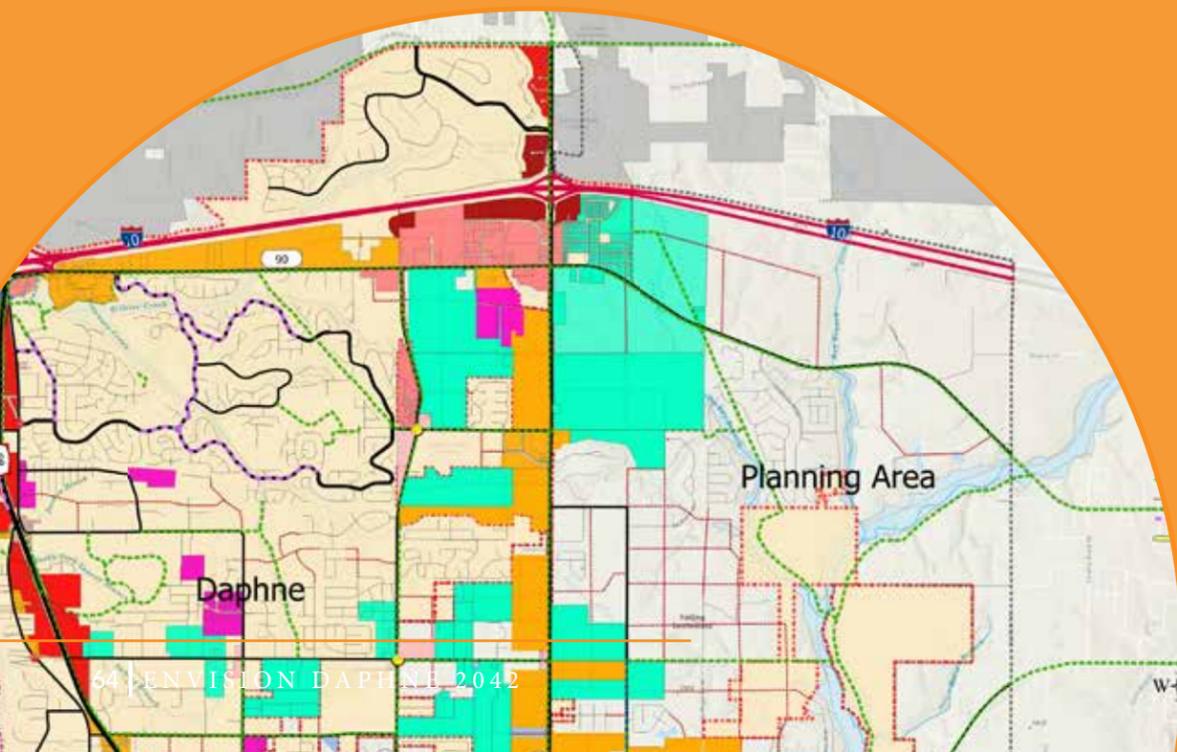


MAP 4-2 RESIDENTIAL AREAS MAP

# AT-A-GLANCE

## COMMERCIAL, MIXED-USE, EMPLOYMENT, AND SPECIAL AREAS PLACETYPES

*Below:* Composite Commercial, Mixed-use, and Special Area Placetype Map Excerpt



### Composite Commercial and Mixed-Use Placetype Map

The Composite Commercial Placetypes Map to the right shows the placetypes of Daphne that are categorized as Commercial, Mixed-Use, Employment, and Special Area. These are the areas that serve the community for shopping, entertainment, manufacturing, institutional uses, and other commercial-related activities, and are inclusive of residential uses in the mixed-use areas. These placetypes are generally developed with commercial buildings of varying intensities, office space, employment opportunities, and dwellings in the mixed-use. In general, buildings are set close to lot lines, with less landscaping and buffering between structures. Each placetype within this Composite Map is listed below. In-depth descriptions of placetypes can be found on the following pages.

#### Commercial Placetypes

- **Neighborhood Center** – This placetype is characterized by mixed commercial uses, offices and some dwellings. The commercial activity here serves the surrounding neighborhoods.
- **Suburban Center** – These placetypes are located generally around major intersections, and include a variety of commercial uses, along with institutions and offices. Suburban Centers offer large scale commercial activities.
- **Suburban Corridor** – The Suburban Corridors are located around major thoroughfares, and include commercial, office, and residential uses.
- **Olde Towne Gateway** – Olde Towne Gateways are the entry points into Daphne's Olde Towne. They are characterized by compact, mixed-use and commercial development.
- **Community Gateway** – This placetype includes key entry points into Daphne from neighboring regions. These areas are generally developed with commercial and mixed-use buildings.

#### Mixed-Use Placetypes

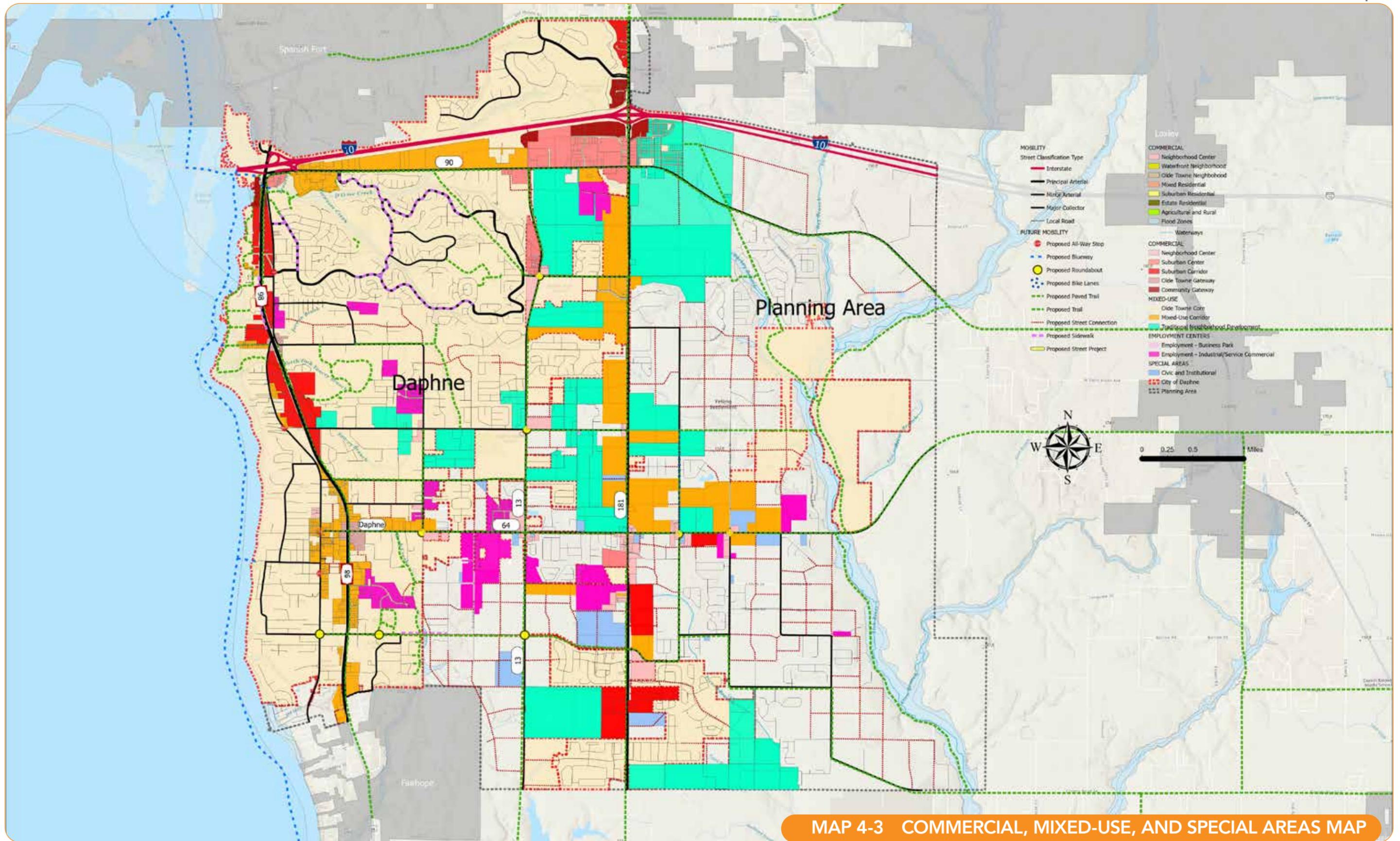
- **Olde Towne Core** – This placetype, located in the center of Olde Towne, is comprised of compact development with commercial, office, civic, entertainment, cultural, residential, and open space uses. The residential density of this placetype is 8 to 30 dwelling units per acre.
- **Mixed-Use Corridor** – The Mixed-Use Corridor placetype is characterized by its mix of uses: retail, office space, residential dwellings, and mixed-use development. The residential density of this placetype is 8 to 12 dwelling units per acre.
- **Traditional Neighborhood Development** – This placetype is characterized by mixed-use and residential development, generally built around a central public open space. The residential density of this placetype is 8 to 30 dwelling units per acre.

#### Employment Center Placetypes

- **Employment - Business Park** – The Business Park placetype consists of large areas designed to promote intensive business to business activities.
- **Employment - Industrial/Service Commercial** – This placetype consists of higher intensity employment uses such as manufacturing, warehousing, and logistical operations.

#### Special Area Placetypes

- **Civic and Institutional** – This placetype designates the areas of Daphne that are used for institutional uses such as educational institutions, faith-based organizations, public buildings, and more.



MAP 4-3 COMMERCIAL, MIXED-USE, AND SPECIAL AREAS MAP

# AGRICULTURAL AND RURAL

The Agricultural and Rural placetypes are intended to be sparsely developed with agricultural, forestry and large lot residential as the primary uses. Property within the planning area that is currently used for agriculture and large lot residential areas are candidates for this placetype.

There is value in protecting prime agricultural land and preserving rural character in urban fringe areas. As development occurs adjacent to and within such areas, it should be designed, sited and managed to visually and functionally protect and enhance these areas.

In general, residential and agricultural buildings are scattered across the landscape in a pattern that honors environmental features and agricultural uses and does not create a dense road network. Residential buildings are often irregular in their orientation to rural roads with deep and varying setbacks. They are often placed on large contiguous acres of land, resulting in wide spacing between buildings. Some groupings of homes may be clustered in small "hamlets" where residential buildings may be more regularly spaced, sitting closer to and oriented towards the road. The map on the opposite page illustrates the locations of the Agricultural and Rural places.

**Lower Right and Above:** Agricultural lands in cultivation  
**Below:** Livestock grazing  
**Opposite Page:** Agricultural and Rural Placetype Map



## ***Planned Characteristics***

<b>Primary Land Uses</b>	Agriculture, Forestry, Recreation
<b>Secondary Uses</b>	Estate Residential
<b>Intensity Range</b>	1 to 2 acres per dwelling unit. As sewer service is provided in the future, densities may increase to up to 4 units per acre with conversion to other placetypes
<b>Development Policies</b>	Low Impact Design Resource Setbacks Tree Canopy Preservation Large Lots Open Space Preservation

## ***Essential Building Character***

<b>Building Placement</b>	Placement on sites will vary widely according to function
<b>Frontage and Height</b>	No frontage requirement, 3 stories maximum

## ***Essential Site Character***

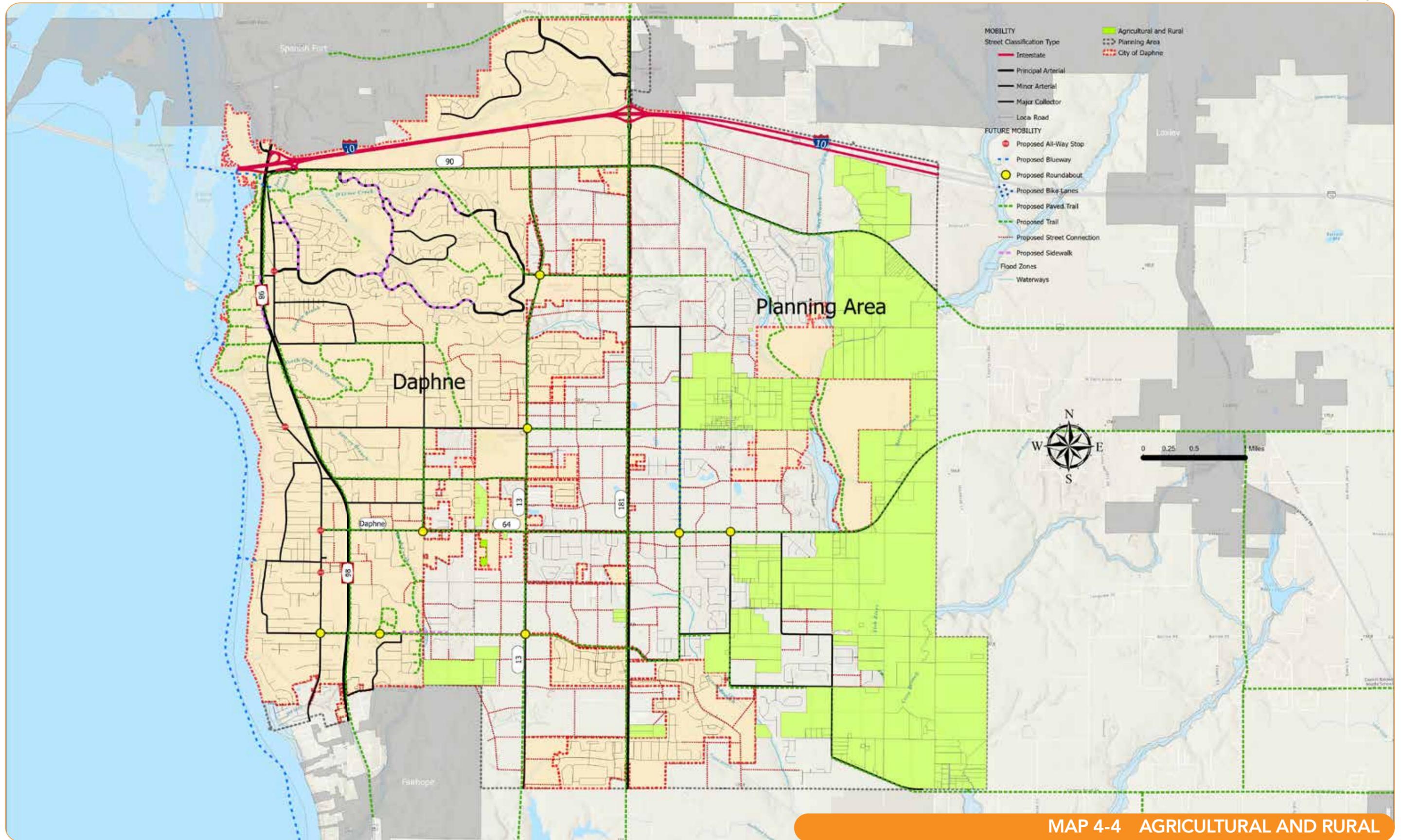
<b>Parking and Access</b>	Limited parking associated with dwellings and farms
<b>Landscape</b>	Natural/Agricultural
<b>Amenities</b>	Not applicable

## ***Planned Characteristics***

### ***Mobility (see Future Mobility Network)***

<b>Street Types</b>	Street types will range from arterials to local roads depending on functional classification.
<b>Bike/Pedestrian</b>	Bikeways, greenways, trails





MAP 4-4 AGRICULTURAL AND RURAL

# ESTATE RESIDENTIAL

The Estate Residential placetype is made up of residential neighborhoods with large lots and provides living environments consistent with semi-rural character. These neighborhoods may be interspersed with agricultural uses and typically serve as a transition from the least dense agricultural and rural environments to areas more suburban in character.

**Lower Right and Above:** Estate Residential character  
**Below:** Estate Residential example  
**Opposite Page:** Estate Residential Placetype Map



## ***Planned Characteristics***

<b><i>Primary Land Uses</i></b>	Estate residential single family dwellings
<b><i>Secondary Uses</i></b>	Institutional
<b><i>Intensity Range</i></b>	3/4 to 1 acre per dwelling unit. As the city provides sewer services in the future, densities may increase to up to 4 units per acre with conversion to other placetypes
<b><i>Development Policies</i></b>	Low Impact Design Resource Setbacks Tree Canopy Preservation Large Lots Open Space Preservation Agriculture

## ***Essential Building Character***

<b><i>Building Placement</i></b>	Typically deep setbacks
<b><i>Frontage and Height</i></b>	No frontage requirement, 3 stories maximum

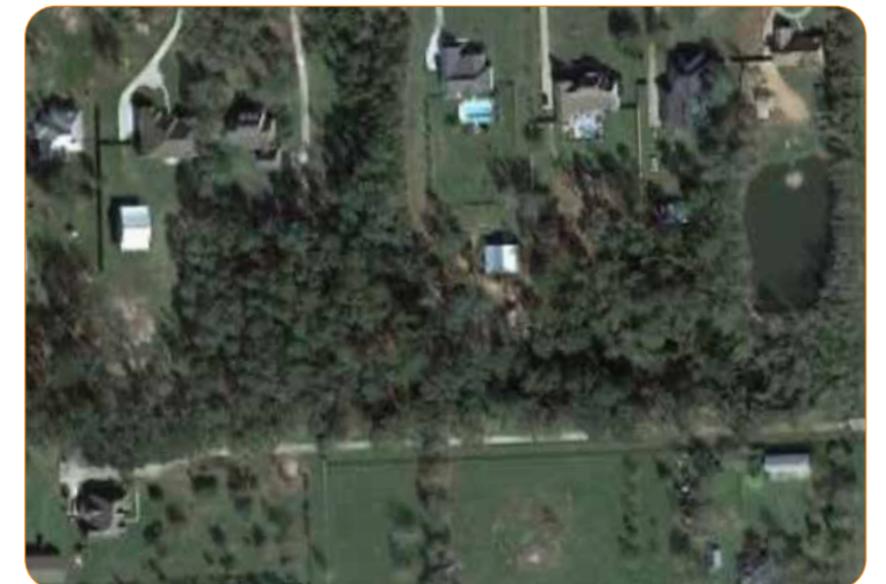
## ***Essential Site Character***

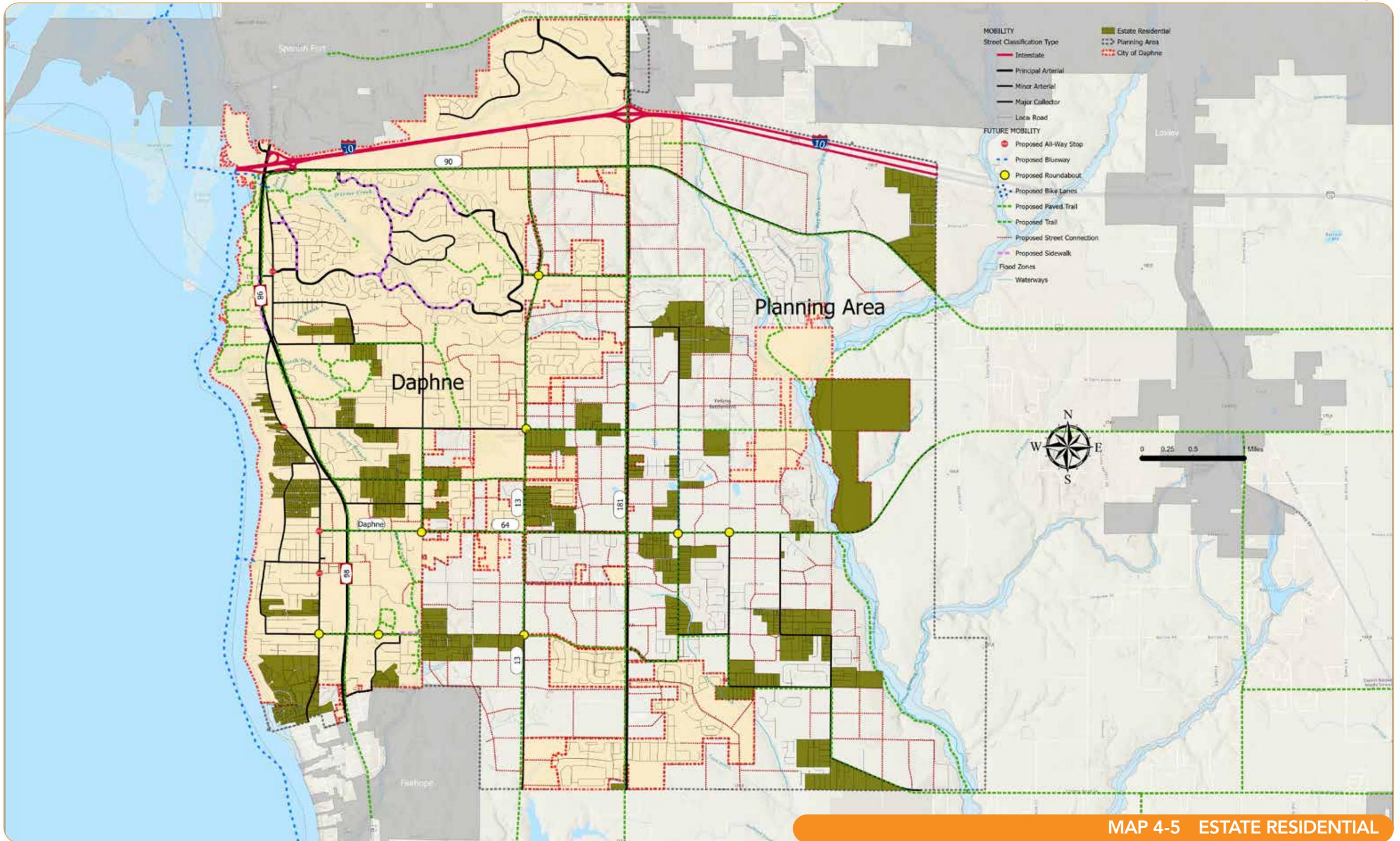
<b><i>Parking and Access</i></b>	Typical parking associated with dwelling, often long access drives
<b><i>Landscape</i></b>	Natural, formal plantings near dwellings
<b><i>Amenities</i></b>	Not applicable

## ***Planned Characteristics***

### ***Mobility (see Future Mobility Network)***

<b><i>Street Types</i></b>	Street types will range from arterials to local roads depending on functional classification.
<b><i>Bike/Pedestrian</i></b>	Bikeways, greenways, trails





MAP 4-5 ESTATE RESIDENTIAL

# SUBURBAN NEIGHBORHOODS

Suburban neighborhoods typically serve as a transition from the least dense agricultural, rural, and estate environment to a more dense urban environment. Suburban neighborhoods strategically incorporate natural features into their site design and often provide more formal open spaces and neighborhood parks as amenities.

Ideally, existing landscapes are preserved. The development pattern of suburban neighborhoods is commonly defined by curvilinear streets, common areas and park spaces. Suburban neighborhoods are predominantly residential in nature, but may incorporate civic and institutional uses. Typically landscapes and yards rather than buildings, are used to frame these neighborhoods.

Classic suburban neighborhoods, in contrast to more auto-dominated developments of suburban sprawl, use nature, parks and open space as a key organizing element. A range of lot sizes is encouraged to create opportunities for diverse housing choices. The suburban character of these residential areas is best maintained by preserving or adding to existing vegetation and a balance between buildings and open space.

**Above Right:** Conventional suburban neighborhood

**Below Right:** Typical home in a suburban neighborhood

**Below:** Suburban Neighborhood example  
**Opposite Page:** Suburban Neighborhoods Placetype Map



## ***Planned Characteristics***

**Primary Land Uses** Single-family detached residential

**Secondary Uses** Institutional  
Assembly

**Intensity Range** 2 to 5 dwelling units per acre

**Development Policies** Slope and canopy preservation  
Stormwater managed at neighborhood/project scale and in combination with low impact design  
Underground utilities

## ***Essential Building Character***

**Building Placement** Building facades set back from the street  
Accessory buildings in the rear yard  
Recessed garages

**Frontage and Height** Dwellings typically have porches  
At least one entrance faces the primary street, 3 stories maximum

## ***Essential Site Character***

**Parking and Access** Garages recessed or placed to the rear of the lot, individual drives

**Landscape** Street trees, natural or constructed separation from nearby commercial areas

## ***Planned Characteristics***

### ***Amenities***

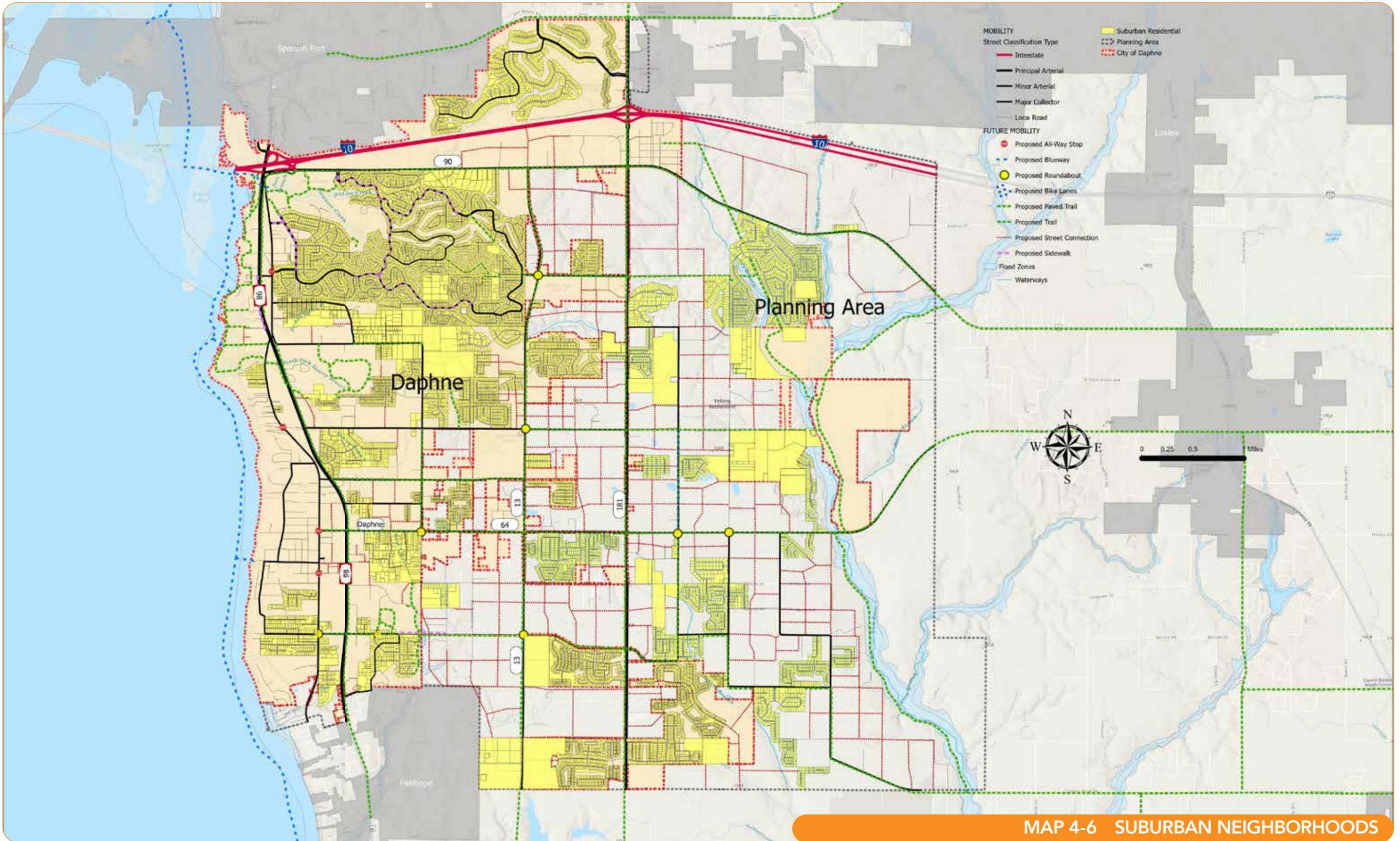
10 percent open space. Recreation areas must be provided if not within 1/2 mile of a city park. Bike/ped connectivity to parks and centers.

## ***Mobility (see Future Mobility Network)***

**Street Types** Local, Collector

**Bike/Pedestrian** Bikeways, greenways, trails





MAP 4-6 SUBURBAN NEIGHBORHOODS

# MIXED RESIDENTIAL

Mixed residential neighborhoods are distinguished by similar design characteristics as suburban neighborhoods. Locationally, however, these neighborhoods tend to be positioned in the interior of the community in long established areas, rather than at the community edge.

These neighborhoods offer far greater housing type diversity, ranging from small lot cottages to townhomes to low intensity multiple-family units. Unit density is substantially increased from the suburban neighborhood type. Established mixed residential areas are often experiencing neighborhood transition or redevelopment.

Secondary uses of institutions and assembly occur frequently in mixed residential neighborhoods. Some limited neighborhood scale commercial activity may be present. The need for open spaces and parks in mixed residential areas to serve higher population and unit densities is pronounced and is to be prioritized in the form of open spaces and parks. Mobility options include a variety of street patterns, but grid patterns typically dominate to allow for efficiency in lot configurations. An emphasis on open spaces and parks is provided in these neighborhoods.

**Above Right:** Mixed-Residential Neighborhood  
**Below Right:** Cottage in Mixed-Residential area  
**Below:** Townhomes as Mixed Residential Example  
**Opposite Page:** Mixed Residential Placetype Map



## ***Planned Characteristics***

### ***Primary Land Uses***

Single-family detached residential  
 Single-family attached residential  
 Multiple-family residential

### ***Secondary Uses***

Institutional  
 Assembly

### ***Intensity Range***

5 to 8 dwelling units per acre

### ***Development Policies***

Slope and canopy preservation  
 Stormwater managed at neighborhood/project scale and in combination with low impact design  
 Underground utilities  
 Site plan review

## ***Essential Building Character***

### ***Building Placement***

Buildings placed nearer to the street

### ***Frontage and Height***

Ideally dwellings have porches or balconies  
 3 stories maximum

## ***Essential Site Character***

### ***Parking and Access***

Alley access is desirable

### ***Landscape***

Street trees, natural or constructed separation from nearby commercial areas, landscape parking

## ***Planned Characteristics***

### ***Amenities***

10 to 20% open space and recreation areas if not within 1/4 mile of a city park.

## ***Mobility (see Future Mobility Network)***

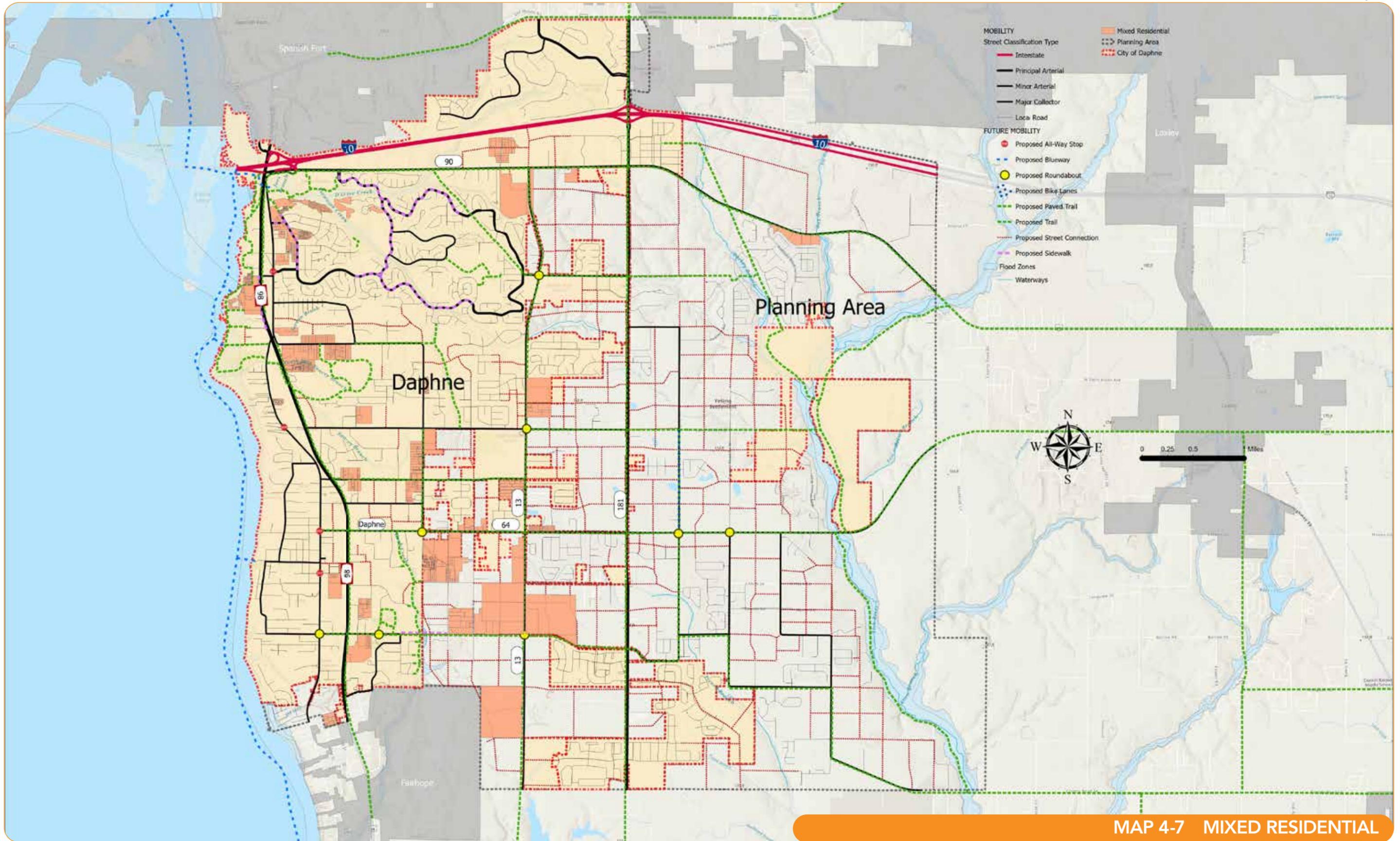
### ***Street Types***

Local, Collector

### ***Bike/Pedestrian***

Bikeways, greenways, trails  
 Bike/ped connectivity to parks and centers.





MAP 4-7 MIXED RESIDENTIAL

# OLDE TOWNE NEIGHBORHOOD

Olde Towne Neighborhoods surround Daphne's Olde Towne Core and form the historic residential heart of the City. They are oriented to predominately single family dwellings and are characterized by mature landscapes and the community's original streets. This formal street framework dates to Daphne's origins.

Olde Towne Neighborhoods are the traditional heart of Daphne and embody the community symbolically, culturally, and historically. The neighborhoods are pedestrian oriented and within easy walking distance of the Olde Towne core. Vehicular traffic is secondary to the fundamental pedestrian and human scale of the area.

**Above Right:** Tree canopy in an Olde Towne Neighborhood  
**Below Right:** Olde Towne Neighborhood home  
**Below:** Olde Towne Neighborhood home  
**Opposite Page:** Olde Towne Neighborhood Placetype Map



## Planned Characteristics

<b>Primary Land Uses</b>	Single-family residential
<b>Secondary Uses</b>	Institutional
<b>Intensity Range</b>	Residential densities of 2 to 4 units per acre
<b>Development Policies</b>	Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review

## Essential Building Character

<b>Building Placement</b>	Residential buildings have a variety of setbacks
<b>Frontage and Height</b>	Primary entrances face the street 3 stories

## Essential Site Character

<b>Parking and Access</b>	Typical single family parking configurations, recessed parking preferred, alley access on smaller lots
<b>Landscape</b>	Street trees where feasible and may include green infrastructure stormwater features
<b>Amenities</b>	Public parks and recreations, bay access

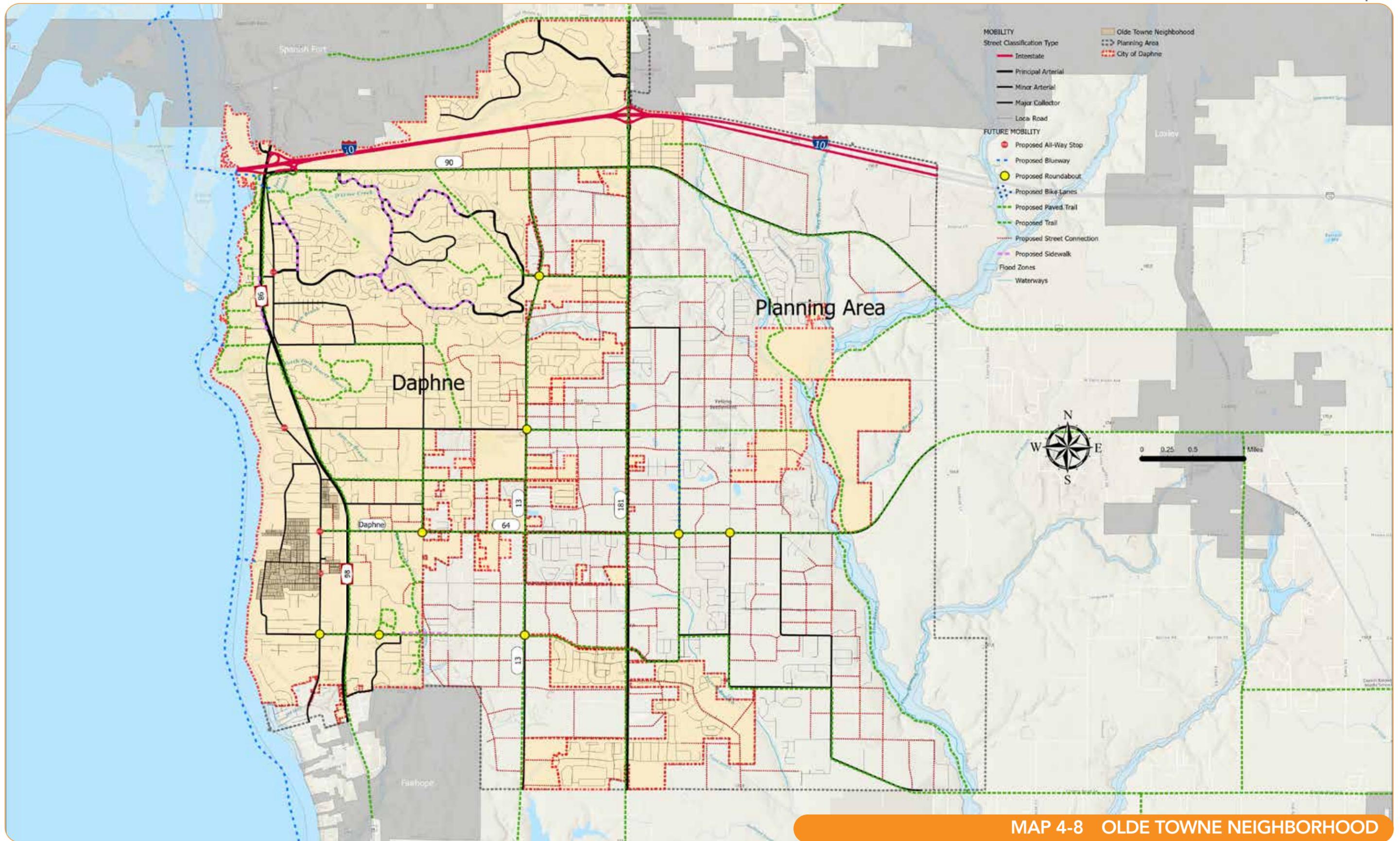
## Mobility (see Future Mobility Network)

<b>Street Types</b>	Local, Collector, Arterial
---------------------	----------------------------

## Planned Characteristics

<b>Bike/Pedestrian</b>	Bikeways, greenways, trails Bike/ped connectivity to parks and adjacent places
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MAP 4-8 OLDE TOWNE NEIGHBORHOOD

# WATERFRONT NEIGHBORHOODS

Waterfront neighborhoods are those areas that accommodate residential dwellings of all types in an area adjacent to the eastern shore of Mobile Bay and stretching inland about one-quarter of a mile. Accessory structures such as piers or buildings associated with watercraft are commonly present along the edge of the Bay in Waterfront Neighborhoods.

Typically, dwellings may be oriented toward the waterfront when it is expansive or where there is an intervening street for access. Dwellings often back up to the waterfront where lot frontages are narrower.

Waterfront neighborhoods include parks and open spaces which serve to create common or public access points to the water, rather than an entirely privatized water frontage. These neighborhoods have a long-established street network. Cycling and pedestrian facilities are a vital component to the mobility network and serve as important connections to public waterfront access for neighbors that do not have direct access.

**Above Right:** Waterfront Homes  
**Below Right:** Eastern Shore Waterfront Area  
**Below:** Public bay access sign  
**Opposite Page:** Waterfront Neighborhood Placetype Map



## ***Planned Characteristics***

<b>Primary Land Uses</b>	Single-family detached, Multi-family residential, Townhomes, Condominiums
<b>Secondary Uses</b>	Institutional, Assembly
<b>Intensity Range</b>	Residential densities of 2 to 4 units per acre, except for the existing Residential High Rise Condominium Development District, in which case density shall be determined by permitted buildable area.
<b>Development Policies</b>	Slope and canopy preservation Stormwater managed at neighborhood/project scale with low impact design Shoreline Preservation practices Site plan review

## ***Essential Building Character***

<b>Building Placement</b>	Varies widely from shallow build to lines to deep setbacks
<b>Frontage and Height</b>	Frontages and heights vary based on dwelling type 4 stories or 16 stories for Residential High Rise Condominium Development District

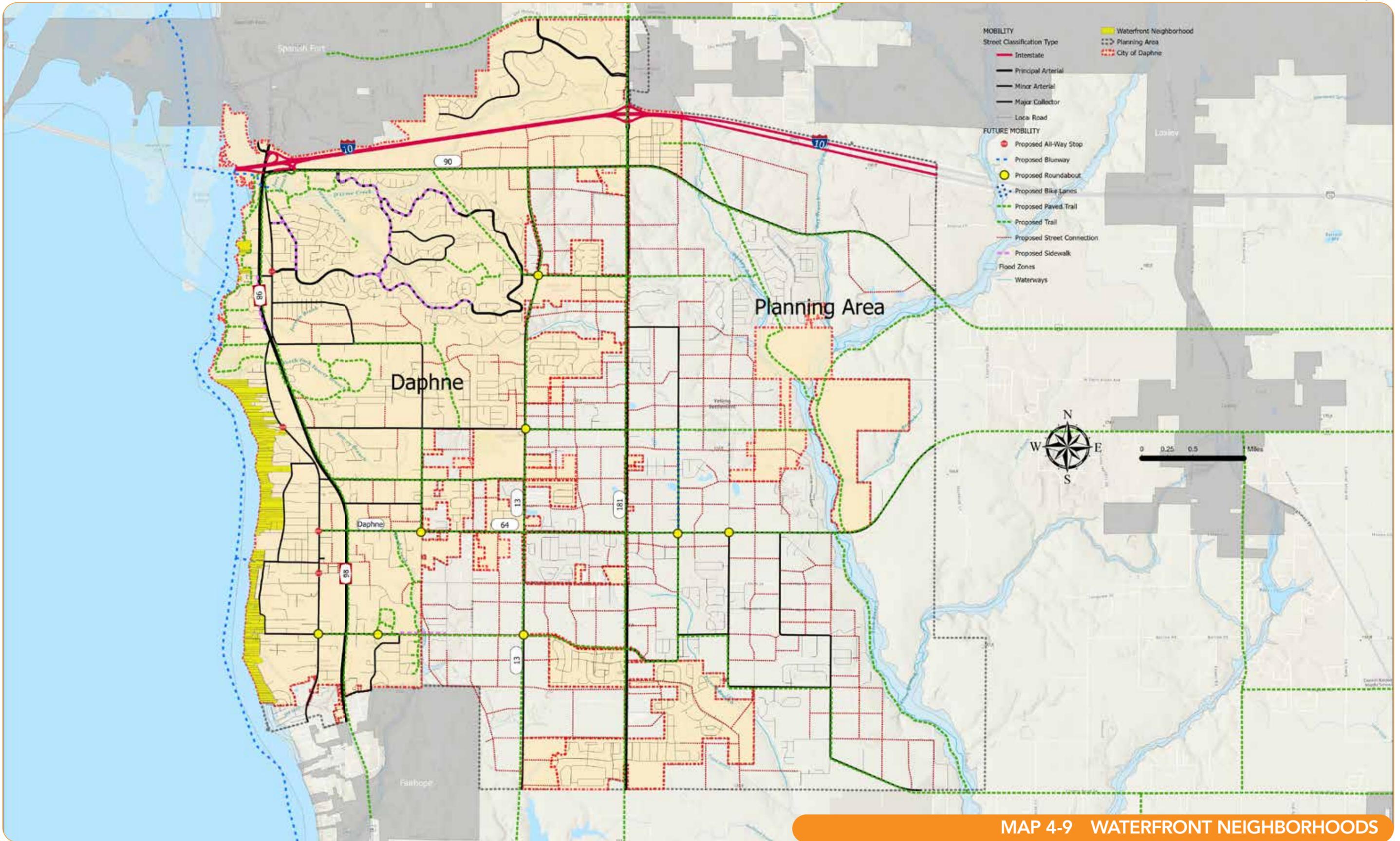
## ***Essential Site Character***

<b>Parking and Access</b>	Single dwelling garages are recessed or placed to the rear of the lot Parking and access from the rear of attached dwellings
---------------------------	---------------------------------------------------------------------------------------------------------------------------------

## ***Planned Characteristics***

<b>Landscape</b>	Natural tree canopy, buffered shore line, landscaped parking and buffering of attached dwelling
<b>Amenities</b>	10 to 20% open space and recreation areas for attached dwellings if not within 1/4 mile of a city park
<b>Mobility (see Future Mobility Network)</b>	
<b>Street Types</b>	Local, Collector
<b>Bike/Pedestrian</b>	Bikeways, greenways, trails Bike/ped connectivity to parks and adjacent places





MAP 4-9 WATERFRONT NEIGHBORHOODS

# NEIGHBORHOOD CENTER

A Neighborhood Center is a concentrated node of commercial buildings and activity, often at key intersections, which provides consumer goods and services to surrounding neighborhoods. Neighborhood centers provide a setting for a variety of residential, commercial, and institutional activities. The Neighborhood Center incorporates mixed commercial uses to encourage efficient use of infrastructure, allow for smaller lot development, and provide for close proximity to other public uses which may locate near the center such as schools, neighborhood parks, or other public and institutional uses. Neighborhood Centers may include professional offices, single and multi-family dwellings, small-scale commercial uses, and public open spaces and parks, all located within a concentrated area. Neighborhood Centers do not include uses which traditionally locate on high-volume commercial strips such as large retail outlets or heavy service commercial such as outdoor storage or intensive vehicle repair.

**Above, Below and Right:** Neighborhood Center examples  
**Opposite Page:** Neighborhood Center Placetype Map



## Planned Characteristics

<b>Primary Land Uses</b>	Commercial, Office, Mixed-use
<b>Secondary Uses</b>	Institutional, Assembly, Single-family attached
<b>Intensity Range</b>	Varies based on use, typically buildings do not exceed 30 percent of site
<b>Development Policies</b>	Tree canopy preservation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review

## Essential Building Character

<b>Building Placement</b>	Shallow build to lines
<b>Frontage and Height</b>	Articulated, street facing facades 3 stories maximum

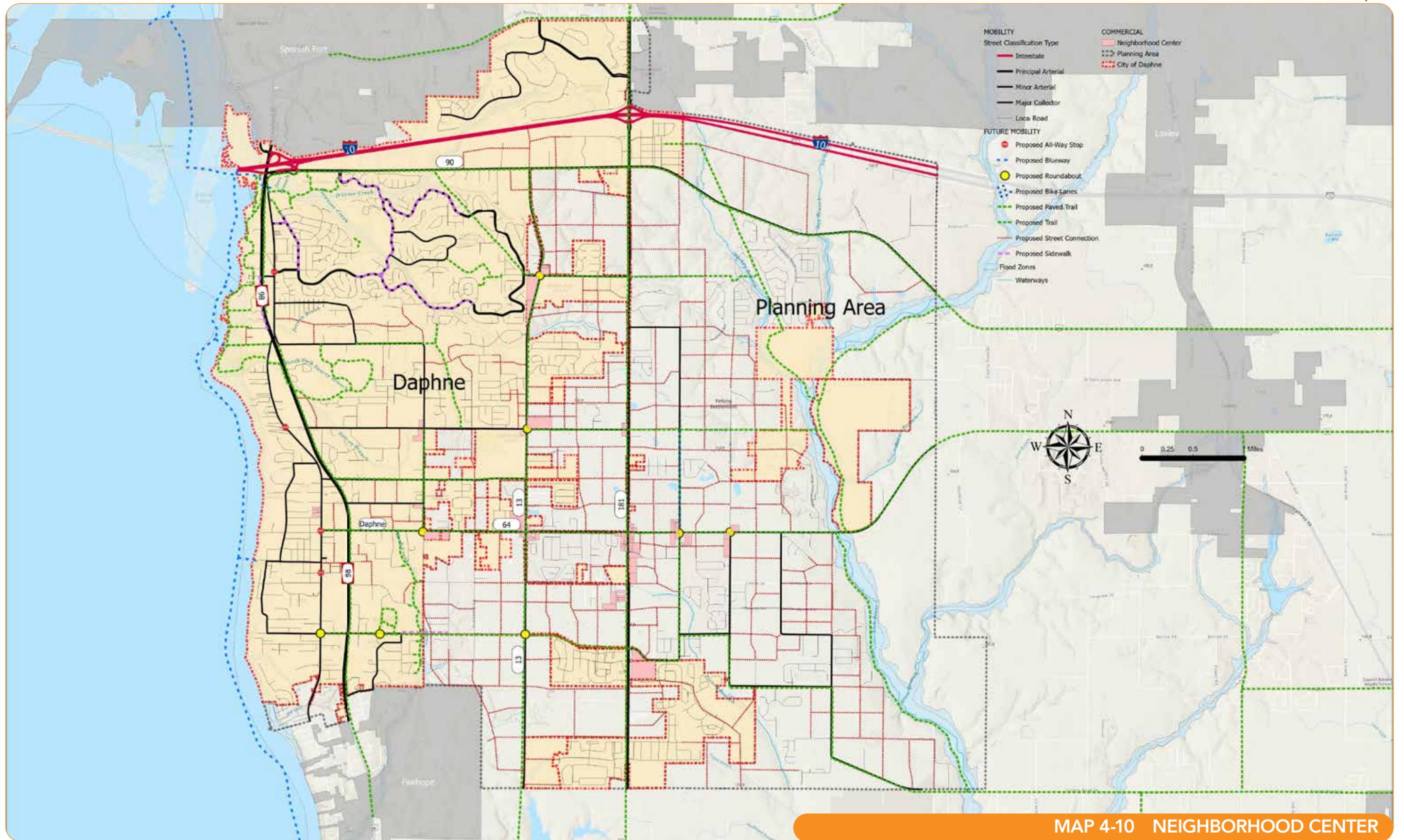
## Essential Site Character

<b>Parking and Access</b>	Parking between buildings and primary streets is limited to one double-loaded aisle Parking areas have a perimeter landscape buffer where adjacent to street(s) Direct street frontage
<b>Landscape</b>	Green parking lot islands, tree canopy Street trees

## Planned Characteristics

<b>Amenities</b>	10 to 20% open space and recreation areas for attached dwellings if not within 1/4 mile of a city park.
<b>Mobility (see Future Mobility Network)</b>	
<b>Street Types</b>	Local, Collector, Arterial
<b>Bike/Pedestrian</b>	Bikeways, greenways, trails - See mobility section for plan Bike/ped connectivity





MAP 4-10 NEIGHBORHOOD CENTER

# SUBURBAN CENTER

Suburban Centers typically are located along major transportation intersections that connect, often through Suburban Corridors, to the community and the broader region. Major streets and vehicles serve as an underlying organizing design element and the area's character is auto centric. However, pedestrian and bicycle infrastructure is established through new development and redevelopment. Moving traffic to and from the destination is a primary concern, along with providing for large scale and intense consumer activity. Commercial development is characterized by a widely spread development pattern containing larger scale commercial uses such as shopping centers, supermarkets, movie theaters, department stores and service stations.

Typically, Suburban Centers are dominated by low-rise buildings, but the frequency of multi-story buildings increases with development intensity. Opportunities for more dense infill development on vacant and underutilized properties are present in aging Suburban Centers. Frontage roads may be used in high traffic areas. Bike lanes may exist, and street parking may be present (although sporadic) depending on the location. The streetscape contains street trees and landscaping, lighting and other amenities that enhance commercial activities, but of a quality characteristic of larger lot, less compact development.

**Above, Below, and Right:** Suburban Center examples  
**Opposite Page:** Suburban Center Placetype Map



## Planned Characteristics

<b>Primary Land Uses</b>	Community and regional scale commercial centers Institutions
<b>Secondary Uses</b>	Offices
<b>Intensity Range</b>	Varies based on use, typically buildings do not exceed 30 percent of site
<b>Development Policies</b>	Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review

## Essential Building Character

<b>Building Placement</b>	Typically deep setbacks build to lines to deep setback
<b>Frontage and Height</b>	Buildings front parking Articulated and modulated facades 1 to 2 stories

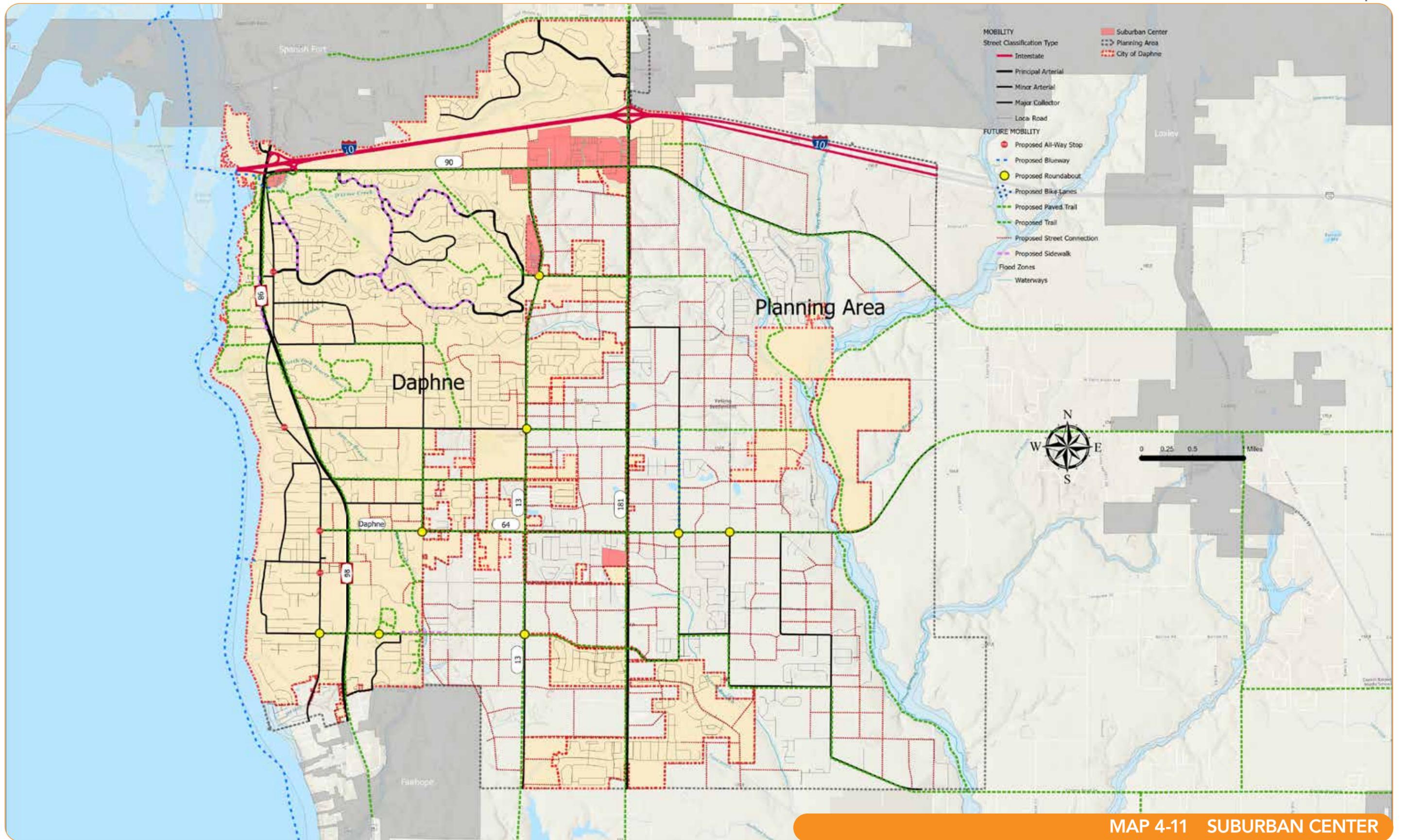
## Essential Site Character

<b>Parking and Access</b>	Extensive parking between buildings and primary streets
<b>Landscape</b>	Deep landscaped and hardscaped buffers required between divergent uses Heavy parking lot landscaping

## Planned Characteristics

<b>Amenities</b>	Public art, quality design for identity, outdoor spaces for gathering
<b>Mobility (see Future Mobility Network)</b>	
<b>Street Types</b>	Local, Collector, Arterial
<b>Bike/Pedestrian</b>	Bikeways, greenways, trails - See mobility section for plan Bike/ped connectivity to parks and adjacent places





MAP 4-11 SUBURBAN CENTER

# SUBURBAN CORRIDOR

Suburban Corridors are formed around major thoroughfares that link various parts of the community and provide connections to neighborhoods, core urban areas, and the broader region. Roadways and vehicles serve as the underlying organizing design element. Moving traffic through the corridor is a primary concern along with other functions of providing for consumer activity. Suburban Corridors are typically lined with commercial, office and residential uses and characterized by a widely spread development pattern. Suburban Corridors also contain larger scale commercial developments such as regional shopping centers, supermarkets, movie theaters and department stores.

Low rise buildings line corridors and provide opportunities for more dense infill development on vacant and underutilized properties. Frontage roads may be used in high traffic areas. Direct vehicular access from the corridor into a site is typical. Bike lanes typically are present. Street parking may or may not be present depending on the location. The streetscape in a Suburban Corridor is characterized by street trees and landscaping, controlled lighting, and other streetscape amenities that provide identity and enhance commercial activities.

*Above, Below, and Right:* Suburban Corridor examples  
*Opposite Page:* Suburban Corridor Placetype Map



## ***Planned Characteristics***

<b><i>Primary Land Uses</i></b>	Commercial Office
<b><i>Secondary Uses</i></b>	Single-family attached residential Institutional Assembly
<b><i>Intensity Range</i></b>	Varies based on use, typically buildings do not exceed 30 percent of site
<b><i>Development Policies</i></b>	Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review

## ***Essential Building Character***

<b><i>Building Placement</i></b>	Building placement to achieve street enclosure
<b><i>Frontage and Height</i></b>	Articulated and modulated facades 4 stories maximum

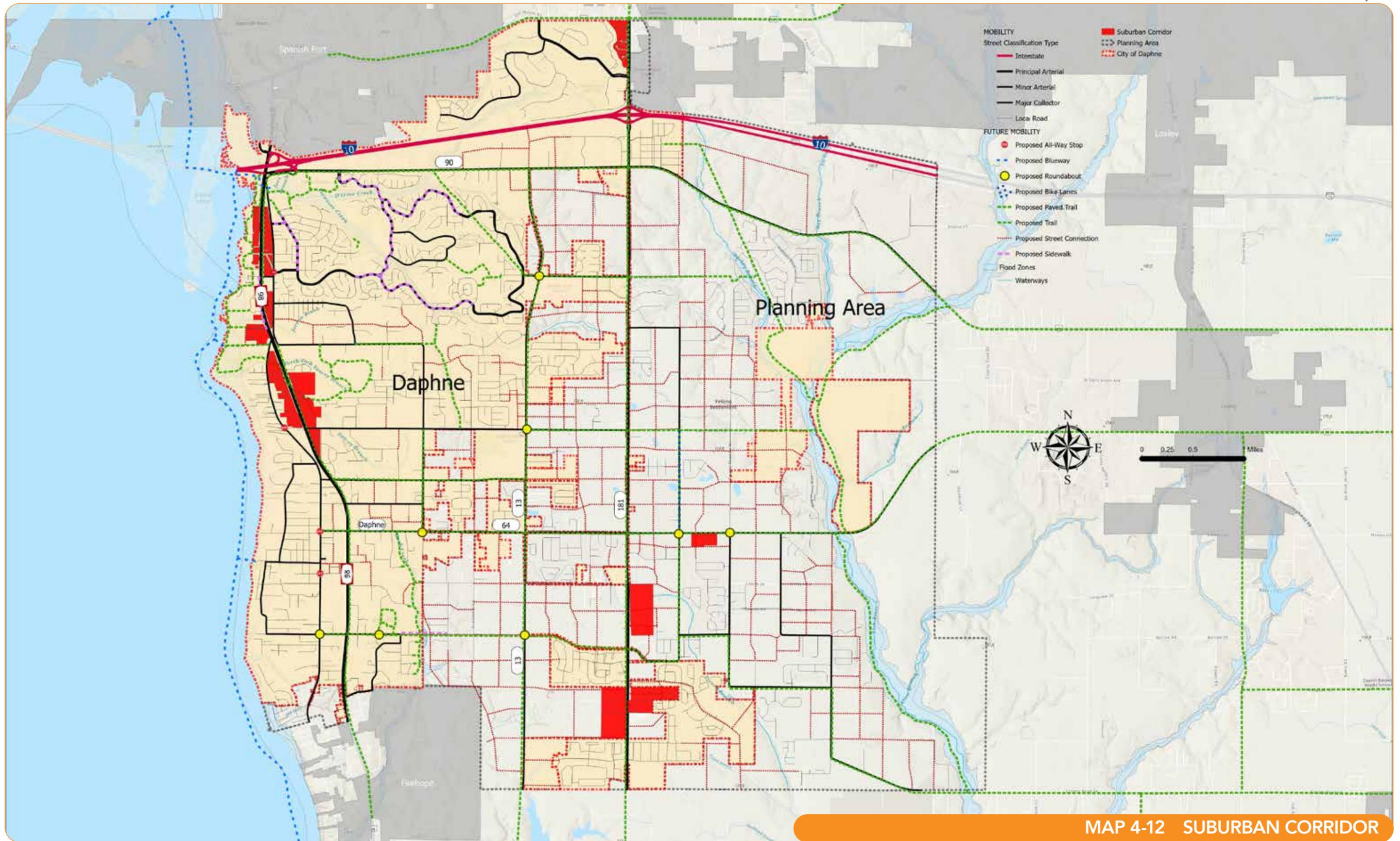
## ***Essential Site Character***

<b><i>Parking and Access</i></b>	One double-loaded aisle between building and street. Additional parking is behind or beside street-facing buildings. Parking areas have a perimeter landscape buffer where adjacent to street(s) Limited curb-cuts, Shared access Cross access between developments
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## ***Planned Characteristics***

<b><i>Landscape</i></b>	Significant constructed buffering along the perimeter of the site
<b><i>Amenities</i></b>	Public art, quality design for identity, outdoor spaces for gathering
<b><i>Mobility (see Future Mobility Network)</i></b>	
<b><i>Street Types</i></b>	Local, Collector, Arterial
<b><i>Bike/Pedestrian</i></b>	Bikeways, greenways, trails - See mobility section for plan, Bike/ped connectivity to parks and adjacent places





MAP 4-12 SUBURBAN CORRIDOR

# OLDE TOWNE GATEWAY

Olde Towne gateways are key entry points into Daphne’s Olde Towne historic downtown core from Highway 98. These gateways should support and reflect the quality of the destination to which they lead and create a sense of anticipation and arrival as one enters the gateway. They serve as thresholds to the distinctive area that constitutes Olde Towne. As such, the Olde Towne gateways should be carefully designed and managed to be welcoming, attractive, and inviting. This is achieved through careful site and building design that reflects a historic, walkable, urban environment. These methods are accompanied by public amenities such as public art, landmark features, or wayfinding systems.

**Above, Below and Right:** Olde Towne Gateway examples  
**Opposite Page:** Olde Towne Gateway Placetype Map



## Planned Characteristics

<b>Primary Land Uses</b>	Commercial/office Mixed-use
<b>Secondary Uses</b>	Institutional Single-family attached residential
<b>Intensity Range</b>	Intensely developed, residential densities of 8 to 30, Floor area ratios of up to 4
<b>Development Policies</b>	Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review

## Essential Building Character

<b>Building Placement</b>	Build to lines in very close proximity to the street
<b>Frontage and Height</b>	Building frontages highly transparent, Balconies, alcoves, and entryways designed to create and support walkability, 4 stories maximum

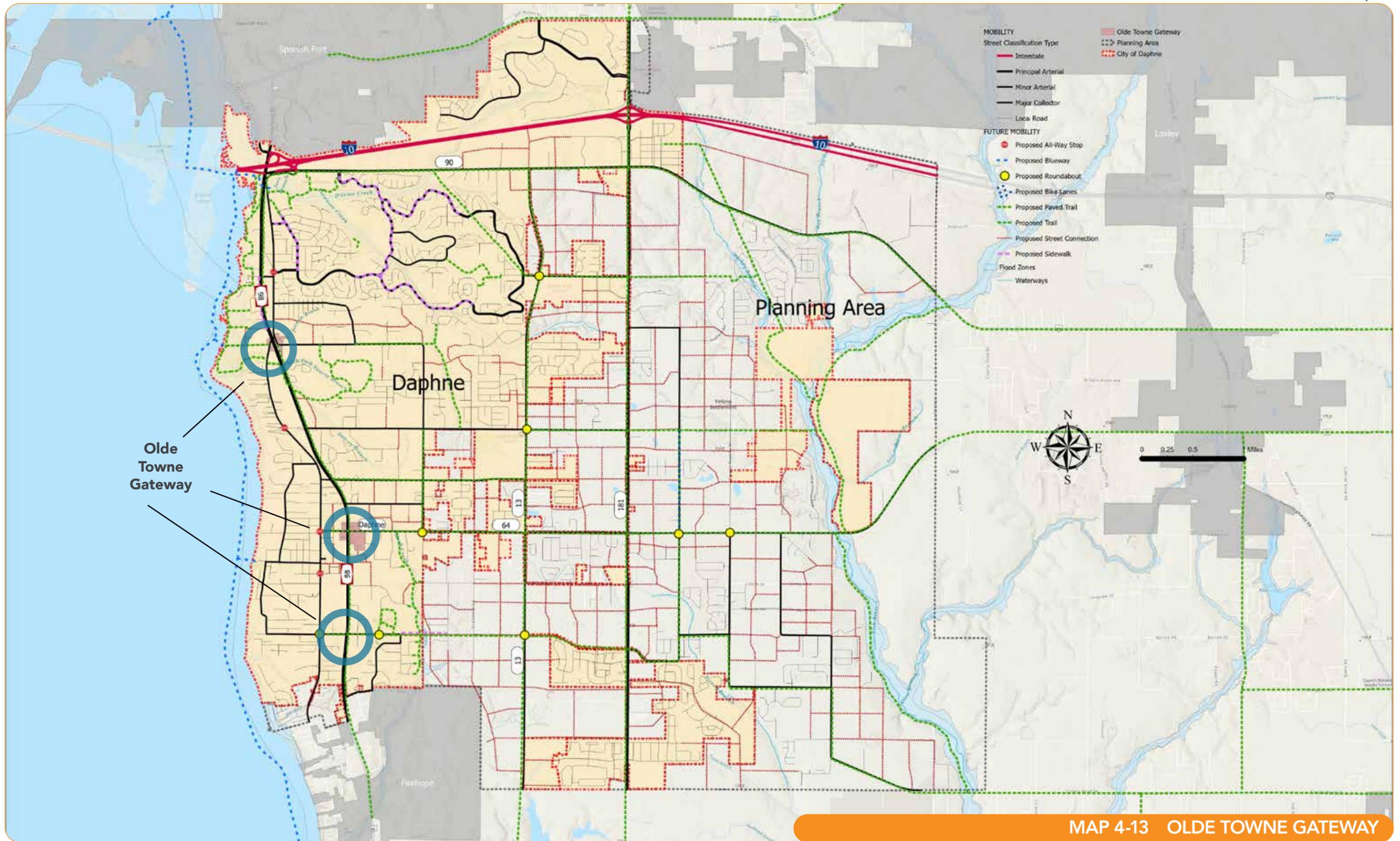
## Essential Site Character

<b>Parking and Access</b>	Street parking and parking to the rear of buildings
<b>Landscape</b>	Landscape to create a street tree canopy

## Planned Characteristics

<b>Amenities</b>	Typically established in the public realm to create and support walkability and pedestrian activity
<b>Mobility (see Future Mobility Network)</b>	
<b>Street Types</b>	Collector, Arterial
<b>Bike/Pedestrian</b>	Bikeways, greenways, trails - See mobility section for plan, Bike/ped connectivity to parks and adjacent places



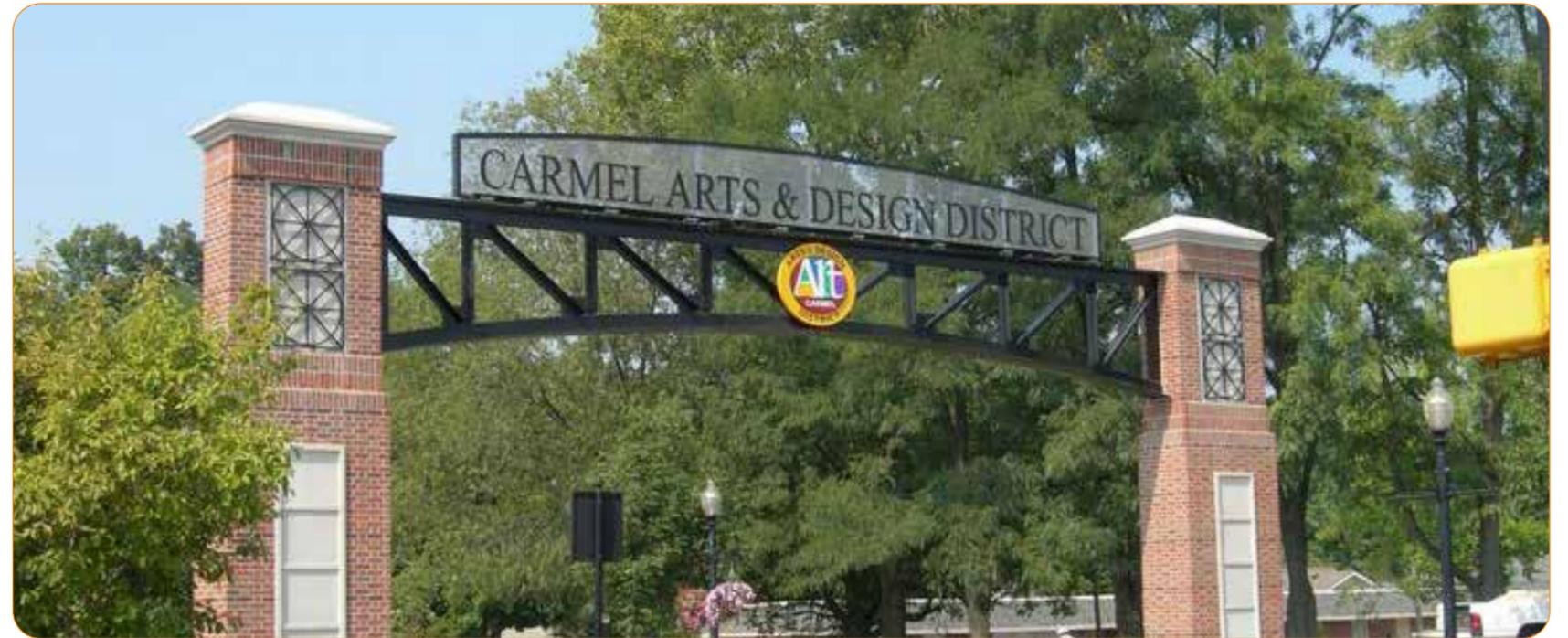


MAP 4-13 OLDE TOWNE GATEWAY

# COMMUNITY GATEWAY

Community gateways are key entry points into Daphne from surrounding areas and typically host activities similar to Suburban Commercial Centers. A key distinction of Community Gateways is the function they serve in establishing community identity through boundary markers such as distinctive landscaping, wayfinding signage, public art, and streetscape elements. Located along major mobility routes, Community Gateways should reflect and support the quality of the destination to which they lead by serving as thresholds and creating a positive sense of expectation. As such, Community Gateways should be carefully designed to be welcoming, attractive, and inviting. This is achieved through careful site and building design which conveys aesthetic quality and continuity.

**Above, Below, and Right:** Community Gateway examples  
**Opposite Page:** Community Gateway Placetype Map



## Planned Characteristics

<b>Primary Land Uses</b>	Commercial/office Mixed-use
<b>Secondary Uses</b>	Institutional Single-family attached residential
<b>Intensity Range</b>	Intensely developed, residential densities of 8 to 30, floor area ratios of up to 4
<b>Development Policies</b>	Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review

## Essential Building Character

<b>Building Placement</b>	Varies based on use, typically buildings do not exceed 30 percent of site
<b>Frontage and Height</b>	Buildings are placed close to the streets, 3 to 4 stories maximum

## Essential Site Character

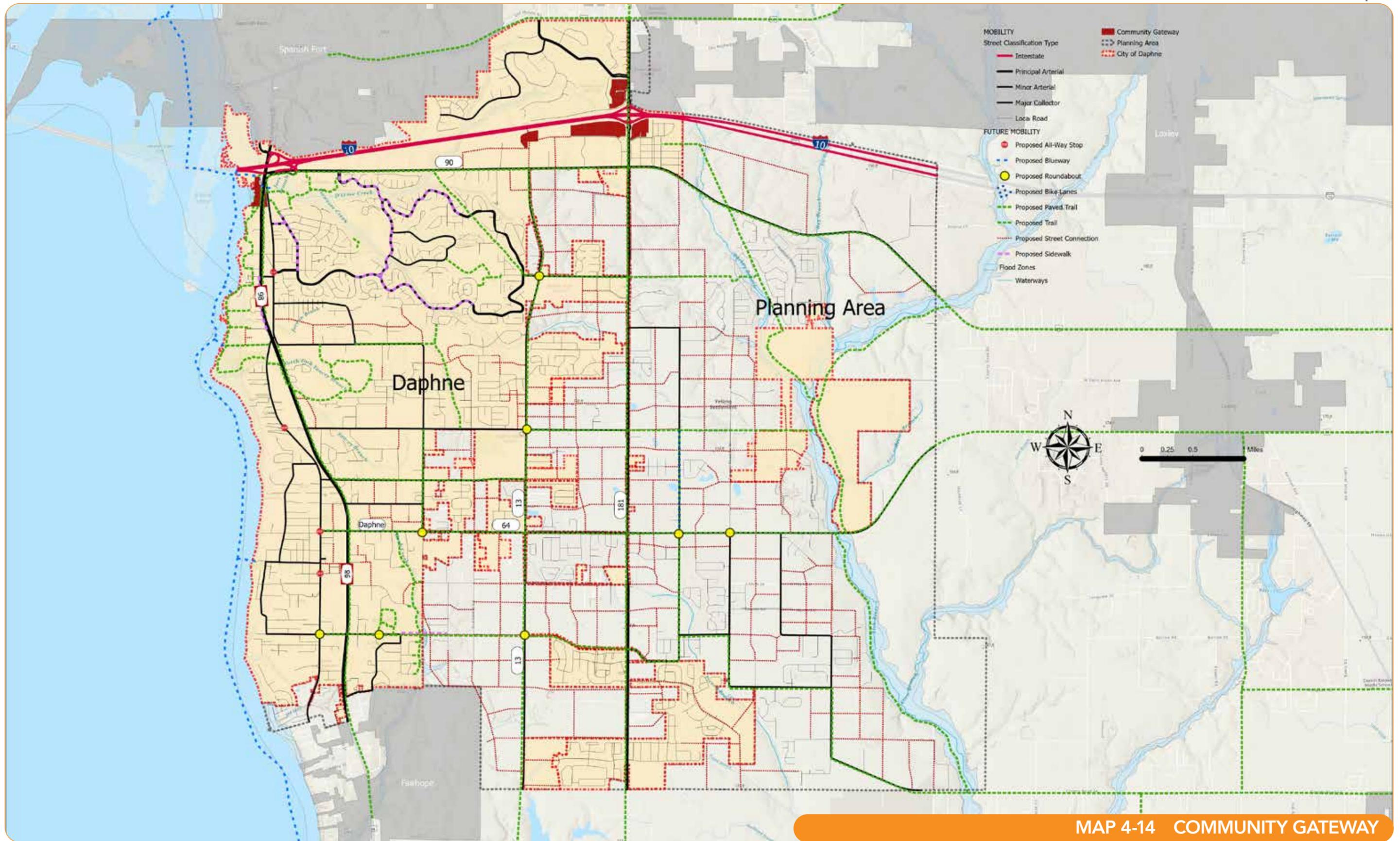
<b>Parking and Access</b>	Parking behind or beside building facade on primary streets
<b>Landscape</b>	Foundation landscaping and street trees are most common
<b>Amenities</b>	Public art, quality design for identity, outdoor spaces for gathering

## Planned Characteristics

### Mobility (see Future Mobility Network)

<b>Street Types</b>	Collector, Arterial
<b>Bike/Pedestrian</b>	Bikeways, greenways, trails Bike/ped connectivity to parks and adjacent places





MAP 4-14 COMMUNITY GATEWAY

# OLDE TOWNE CORE

The Olde Towne Core is intended to be the most intensely developed area in Daphne. It accommodates a variety of uses including commercial, office, civic, entertainment, cultural, residential, and open space. The Olde Towne Core is oriented around the historic downtown area with a formal framework of streets dating to Daphne's origin. The Olde Towne Core is anchored by the City Hall. The compact development pattern includes taller buildings, a more refined street grid and a lively streetscape environment that supports residential development.

The Olde Towne Core is the traditional heart of Daphne and embodies the community symbolically, culturally, and historically. It is pedestrian oriented and within easy walking distance of surrounding neighborhoods. It provides locations for people to shop, eat, and socialize. Infill development opportunities exist that would add to the traditional fabric of the city. Residential and office uses should be integrated to diversify the mix of development. Streetscape furnishings and pedestrian amenities are abundant and intended to reflect Daphne's history and culture. Vehicular traffic is secondary to the fundamental pedestrian and human scale of the area.

**Above, Below, and Right:** Olde Towne Core examples  
**Opposite Page:** Olde Towne Core Placetype Map



## ***Planned Characteristics***

<b><i>Primary Land Uses</i></b>	Mixed-use, Commercial/office Single-family attached residential
<b><i>Secondary Uses</i></b>	Upper floor residential Institutional
<b><i>Intensity Range</i></b>	Intensely developed, residential densities of 8 to 30, floor area ratios of up to 4
<b><i>Development Policies</i></b>	Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review

## ***Essential Building Character***

<b><i>Building Placement</i></b>	Mixed-use/commercial facades placed close to the sidewalk Residential buildings have shallow setbacks
<b><i>Frontage and Height</i></b>	Mixed-use/commercial buildings have shop fronts at street level Facades have at least one entrance facing the street, Upper floors balconies encouraged, 3 to 4 stories

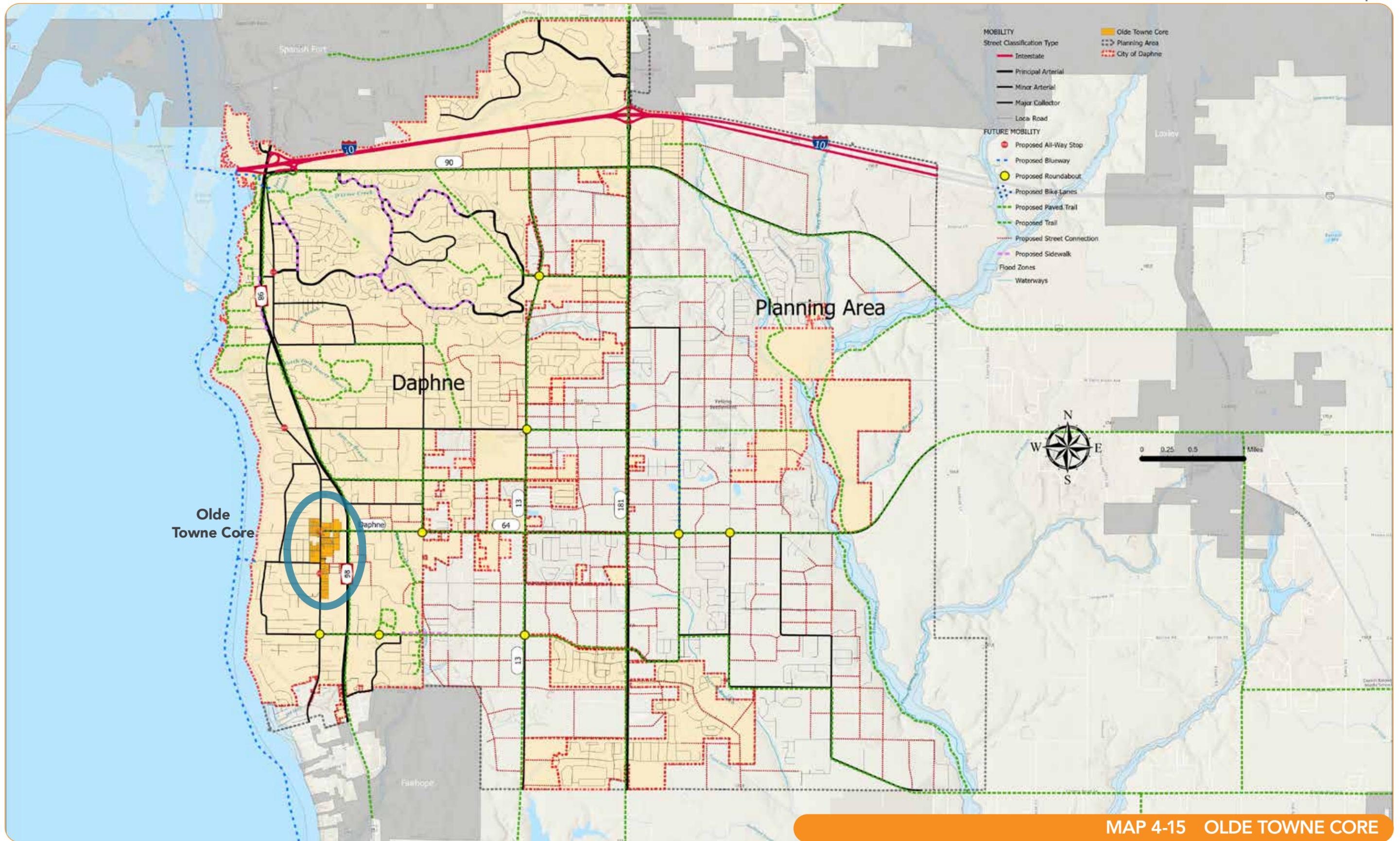
## ***Essential Site Character***

<b><i>Parking and Access</i></b>	Parking behind or beside building facade on primary streets Public parking garage may be available Alley access and direct street frontage
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## ***Planned Characteristics***

<b><i>Landscape</i></b>	Landscaping typically occurs in public space Street trees where feasible and may include green infrastructure stormwater features
<b><i>Amenities</i></b>	Public art, quality design for identity, outdoor spaces for gathering
<b><i>Mobility (see Future Mobility Network)</i></b>	
<b><i>Street Types</i></b>	Local, Collector, Arterial
<b><i>Bike/Pedestrian</i></b>	Bikeways, greenways, trails Bike/ped connectivity to parks and adjacent places





MAP 4-15 OLDE TOWNE CORE

# MIXED-USE CORRIDOR

Mixed-Use corridors consist of complete streets accommodating all travel modes and serve as major transportation routes that link distinct areas of the city. Ideally these corridors will include a mix of commercial and residential activity and may include maker spaces. They may also provide opportunities for the development of larger scale retail uses such as grocery stores and retailers. Mixed-Use corridors should be designed to provide convenient vehicle access while at the same time allowing for safe and appealing use by pedestrians, cyclists and other modes of transportation.

Mixed-use corridors contain multi-story structures and a compact development pattern. Buildings are located near the sidewalk to create a street wall and enhance the pedestrian environment. Mixed-Use corridors may range from two to six travel lanes, have bike lanes and on-street parking. Wide sidewalks with ample pedestrian amenities are also common. Streetscape furnishings and public art are common, sometimes with a direct theme linked to a nearby center or neighborhood.

**Above, Below and Right:** Mixed-Use Corridor examples  
**Opposite Page:** Mixed-Use Corridor Placetype Map



## ***Planned Characteristics***

<b><i>Primary Land Uses</i></b>	Commercial/office Mixed-use
<b><i>Secondary Uses</i></b>	Institutional Single-family attached residential
<b><i>Intensity Range</i></b>	Intensely developed, residential densities of 8 to 12, floor area ratios of up to 2
<b><i>Development Policies</i></b>	Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review

## ***Essential Building Character***

<b><i>Building Placement</i></b>	A variety of placement options but deep setbacks are to be avoided
<b><i>Frontage and Height</i></b>	Articulated facades Street-facing facades have at least one entrance that faces the street 1 to 3 stories

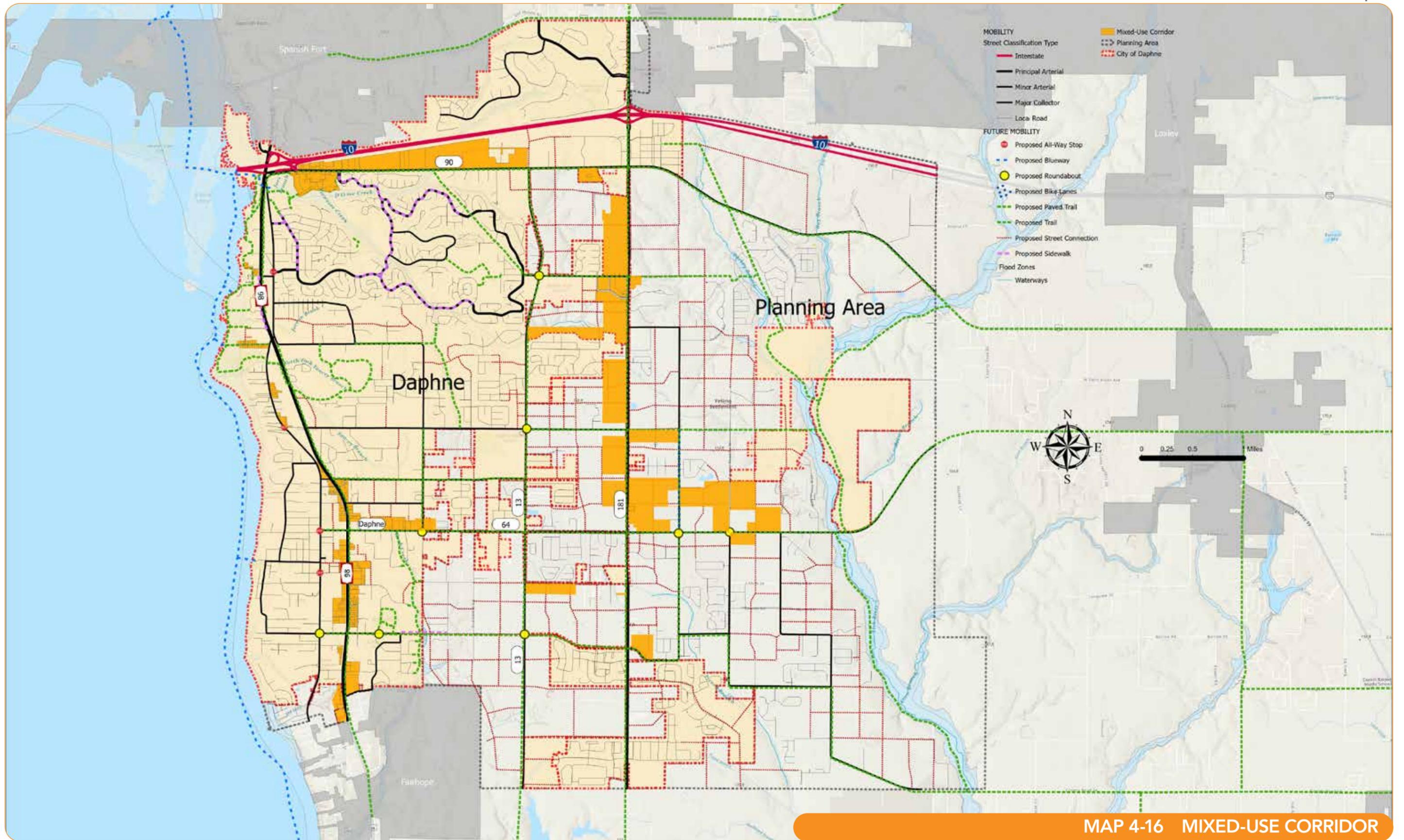
## ***Essential Site Character***

<b><i>Parking and Access</i></b>	Parking located behind or beside the street-facing building facade on primary streets Parking areas have a perimeter landscape buffer
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## ***Planned Characteristics***

<b><i>Landscape</i></b>	Green parking lot islands, tree canopy Street trees where feasible and may include green infrastructure stormwater features
<b><i>Amenities</i></b>	Open space or park connection where feasible
<b><i>Mobility (see Future Mobility Network)</i></b>	
<b><i>Street Types</i></b>	Collector, Arterial
<b><i>Bike/Pedestrian</i></b>	Bikeways, greenways, trails Bike/ped connectivity to parks and adjacent places





MAP 4-16 MIXED-USE CORRIDOR

# TRADITIONAL NEIGHBORHOOD DEVELOPMENT

Traditional neighborhoods meet the holistic needs of their residents as well as surrounding areas. While higher density residential use is typically dominant, they often feature a core of commercial and civic activity such as a library, small scale store, coffee shop, bank or other neighborhood-oriented businesses. They may feature parks, schools, or other public features. They should be easy to navigate on foot with important features within a 20-minute walk for the average resident.

The context of a traditional neighborhood includes small blocks on a grid formation with a prominent center public space and an edge that transitions into different, less intensive uses. Traditional neighborhoods are pedestrian friendly and accessible for all modes of transportation. Buildings are built close to the street at a human scale, with abundant transparency on the ground floor of buildings. Buildings have minimal setbacks from the street, but allow for wide tree-lined sidewalks, as well as space for sidewalk uses like cafés and sales tables. Traditional neighborhoods provide parking that is on the street or within parking lots that are behind or underneath new buildings. Some buildings contain multiple uses. A wide variety of housing types are provided, both in size and affordability, with higher density housing types closer to the center of the neighborhood.

Active public open space is located at or near the center. This space will be suitable to passive recreation as well as organized events, such as festivals, farmers markets and performances.

**Above Right:** TND Streetscape

**Below Right:** Example TND Development Pattern

**Below:** TND Home

**Opposite Page:** TND Placetype Map



## ***Planned Characteristics***

<b>Primary Land Uses</b>	Mixed Use All forms of residential
<b>Secondary Uses</b>	Assembly Institutional
<b>Intensity Range</b>	Intensely developed, residential densities of 8 to 30, floor area ratios of up to 4
<b>Development Policies</b>	Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review

## ***Essential Building Character***

<b>Building Placement</b>	Residential buildings have shallow setbacks, Mixed-use/commercial buildings are built close to the sidewalk
<b>Frontage and Height</b>	Multi-family typically have stoops and/or balconies, Single-family typically have stoops or porches Mixed-use/commercial have shopfronts at street level, 2 to 4 stories

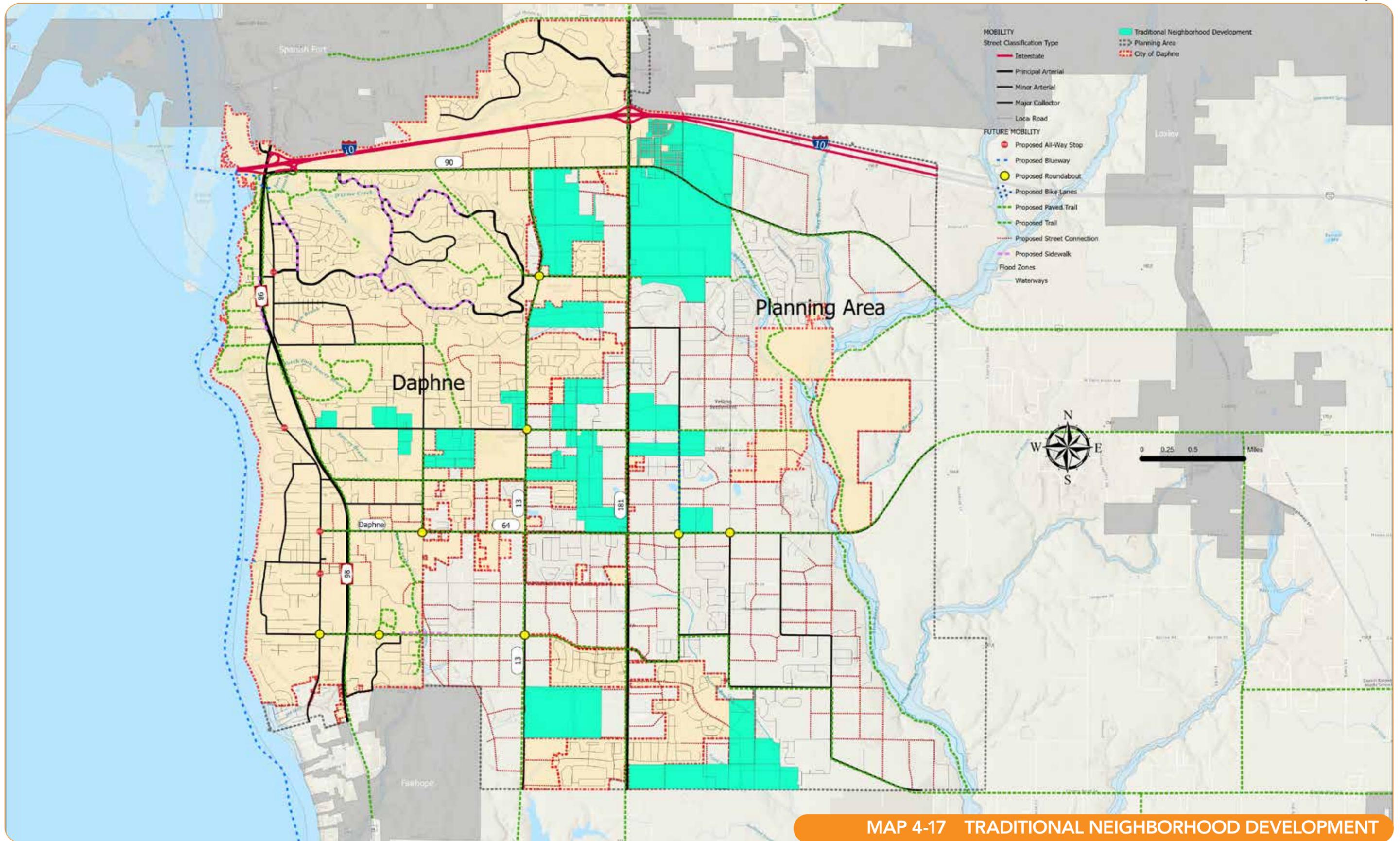
## ***Essential Site Character***

<b>Parking and Access</b>	Parking located behind or beside the street-facing facade, Garages are located behind the front facade or placed to the rear of the lot
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## ***Planned Characteristics***

<b>Landscape</b>	Significant constructed buffering along the perimeter of the site unless adjoining a natural amenity, park or open space
<b>Amenities</b>	Abundant parks and open space, highly walkable
<b>Mobility (see Future Mobility Network)</b>	
<b>Street Types</b>	Local, Collector
<b>Bike/Pedestrian</b>	Bikeways, greenways, trails Bike/ped connectivity to parks and adjacent places





# EMPLOYMENT - BUSINESS PARK

The Employment-Business Park placetype consists of areas specifically designed to promote intensive business to business activity. These areas are characterized by larger master planned tracts and higher concentrations of employment. These areas are integrated with the transportation network in ways that support higher traffic volumes and that facilitate efficient logistical operations. They may require other supportive infrastructure specialized to the enterprise. Advantageous locations of Employment-Business Park allow for the creation of economies of scale and efficient access to suppliers and end markets. Facilities are designed in a variety of ways to fit a particular enterprise's needs but typically take the form of a campus-like environment. Supportive uses such as training or other educational facilities may be present.

**Above, Below and Right:** Employment - Business Park examples  
**Opposite Page:** Employment - Business Park Placetype Map



## ***Planned Characteristics***

<b><i>Primary Land Uses</i></b>	Business parks, Research and development, campus environments
<b><i>Secondary Uses</i></b>	Training and education facilities
<b><i>Intensity Range</i></b>	Typically lower intensity development at .25 to .5 floor area ratios
<b><i>Development Policies</i></b>	Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review

## ***Essential Building Character***

<b><i>Building Placement</i></b>	Buildings are placed in accordance with a master development plan providing for the nature of the particular use
<b><i>Frontage and Height</i></b>	Buildings frontages are determined in accordance with a master development plan accounting for the nature of the particular use, heights of up to 60 feet

## ***Essential Site Character***

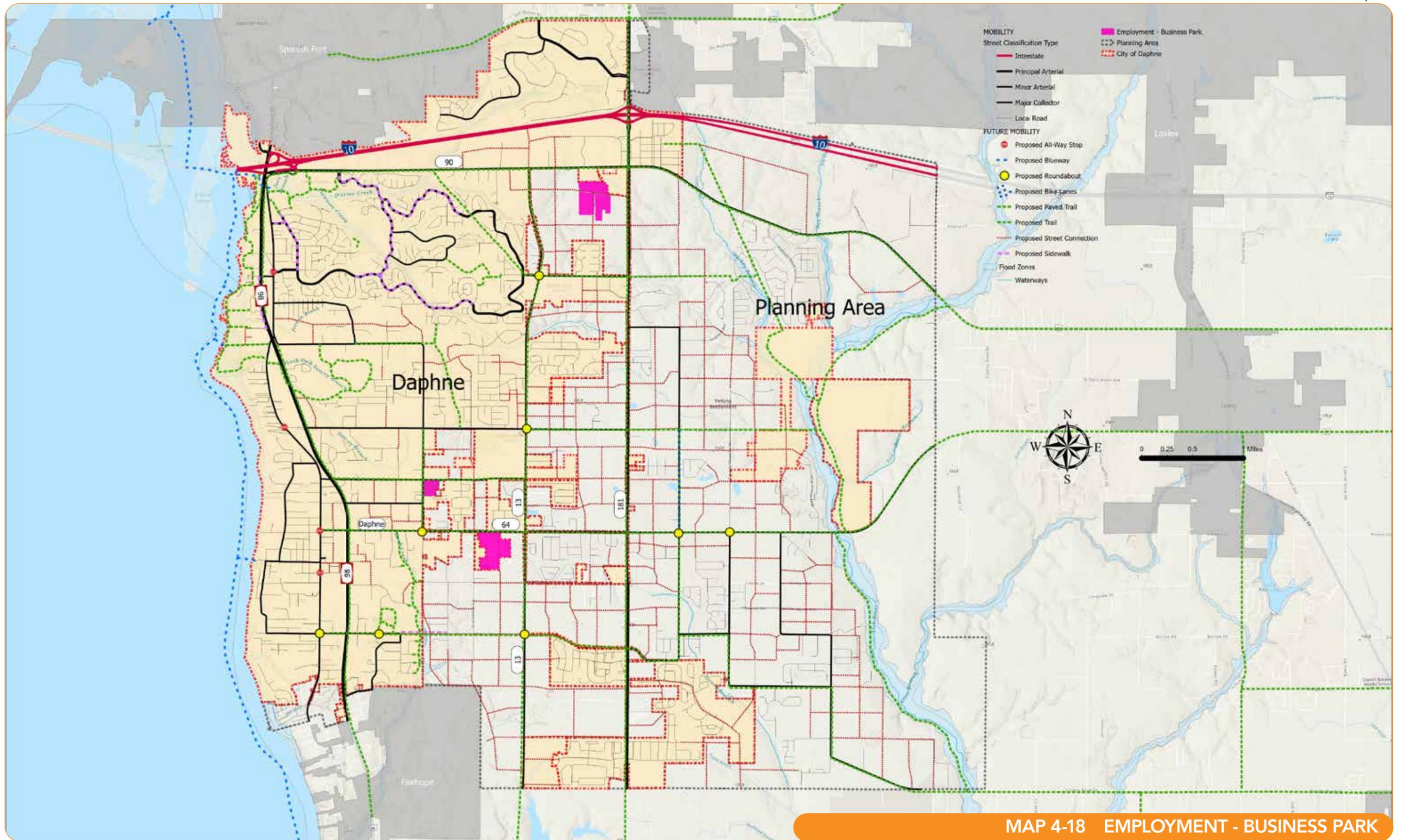
<b><i>Parking and Access</i></b>	Parking quantity scaled to employment levels
<b><i>Landscape</i></b>	Significant constructed buffering along the perimeter of the site unless adjoining a natural amenity, park or open space.
<b><i>Amenities</i></b>	Significant parks and open space with pedestrian facilities and connections

## ***Planned Characteristics***

### ***Mobility (see Future Mobility Network)***

<b><i>Street Types</i></b>	Collector, Arterial
<b><i>Bike/Pedestrian</i></b>	Bikeways, greenways, trails





MAP 4-18 EMPLOYMENT - BUSINESS PARK

# EMPLOYMENT - INDUSTRIAL/SERVICE COMMERCIAL

The Employment – Industrial/Service Commercial placetype consists of manufacturing, warehousing, and logistical operations. The placetype also includes service commercial activities related to contracting, construction, and trades. These activities typically host concentrated employment. Development is characterized by very large buildings, heavy truck traffic, and both inside and outside operations. Developments of this type may or may not be master planned. They typically locate near major transportation corridors.

*Above Right:* Employment - Industrial/Service Commercial examples  
*Opposite Page:* Employment - Industrial/Service Commercial Placetype Map



## ***Planned Characteristics***

<b><i>Primary Land Uses</i></b>	Industrial facilities Contracting and trades Warehousing and logistics
<b><i>Secondary Uses</i></b>	Training facilities and educational institutions
<b><i>Intensity Range</i></b>	Typically low intensity development at .25 to .5 floor area ratios
<b><i>Development Policies</i></b>	Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review

## ***Essential Building Character***

<b><i>Building Placement</i></b>	Building placement varies depending on the nature of the particular use
<b><i>Frontage and Height</i></b>	Building frontages vary depending on the nature of the particular use, heights of up to 60 feet

## ***Essential Site Character***

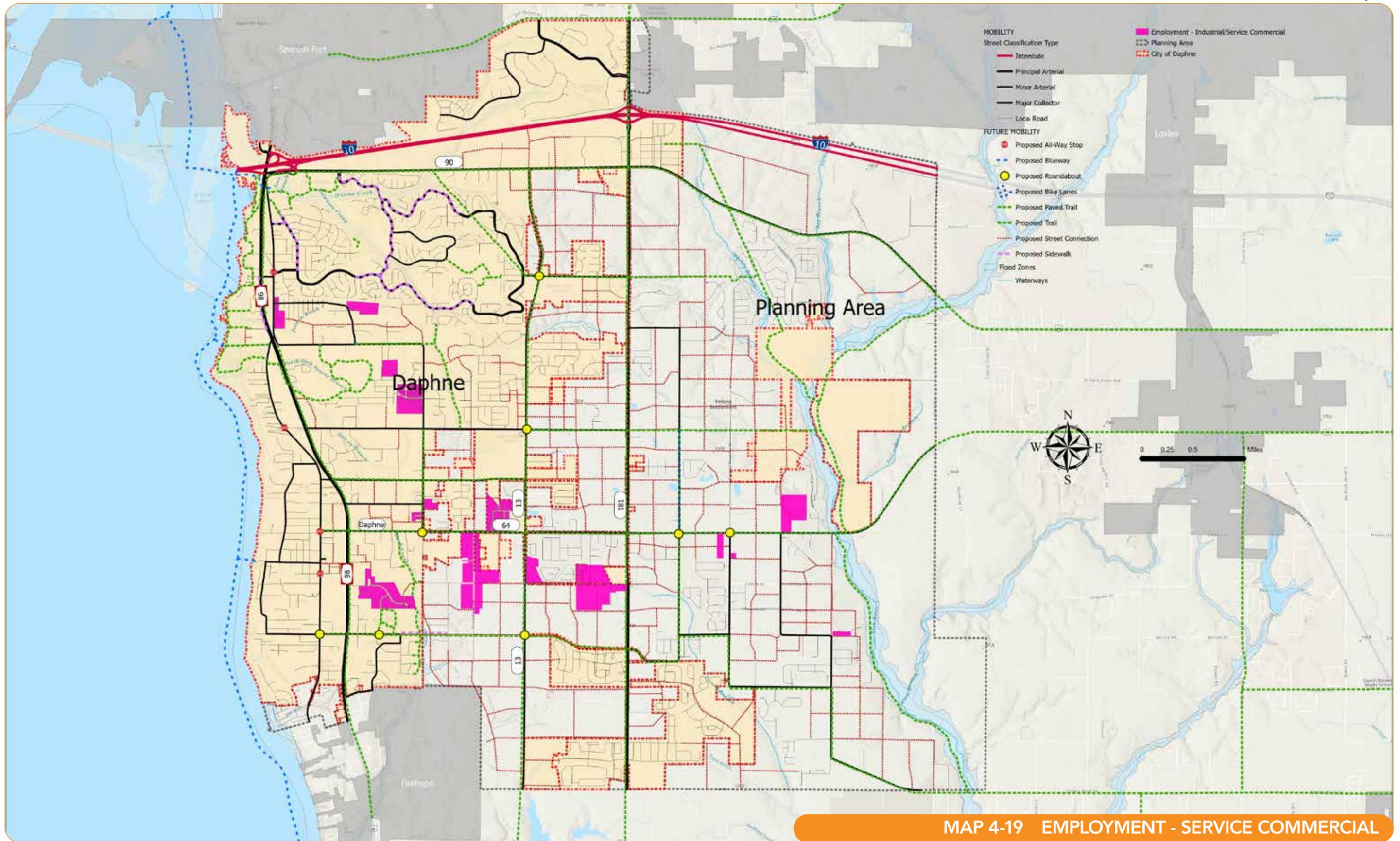
<b><i>Parking and Access</i></b>	Parking quantity scaled to employment levels
<b><i>Landscape</i></b>	Significant constructed buffering along the perimeter of the site unless adjoining a natural amenity, park or open space
<b><i>Amenities</i></b>	Minimal amenities present

## ***Planned Characteristics***

### ***Mobility (see Future Mobility Network)***

<b><i>Street Types</i></b>	Collector, Arterial
<b><i>Bike/Pedestrian</i></b>	Bikeways, greenways, trails





MAP 4-19 EMPLOYMENT - SERVICE COMMERCIAL

# CIVIC AND INSTITUTIONAL

The Civic and Institutional placetype consists of a variety of public, semi-public, educational, medical, faith-based organizations and other entities serving the community. These areas are often master planned and may exhibit a campus environment. Buildings are often designed to be monumental in nature and often become community anchors, achieving landmark status. They are located on primary mobility corridors providing convenient access to the broader community.

*Above, Below, and Right:* Civic and Institutional examples  
*Opposite Page:* Civic and Institutional Placetype Map



## ***Planned Characteristics***

<b><i>Primary Land Uses</i></b>	Educational institutions Public buildings Medical institutions Faith-based organizations
<b><i>Secondary Uses</i></b>	Service and accessory uses
<b><i>Intensity Range</i></b>	Development intensity varies based on the nature of the specific use
<b><i>Development Policies</i></b>	Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review

## ***Essential Building Character***

<b><i>Building Placement</i></b>	Building placement varies depending on the nature of the particular use
<b><i>Frontage and Height</i></b>	Building placement varies depending on the nature of the particular use, 4 stories maximum

## ***Essential Site Character***

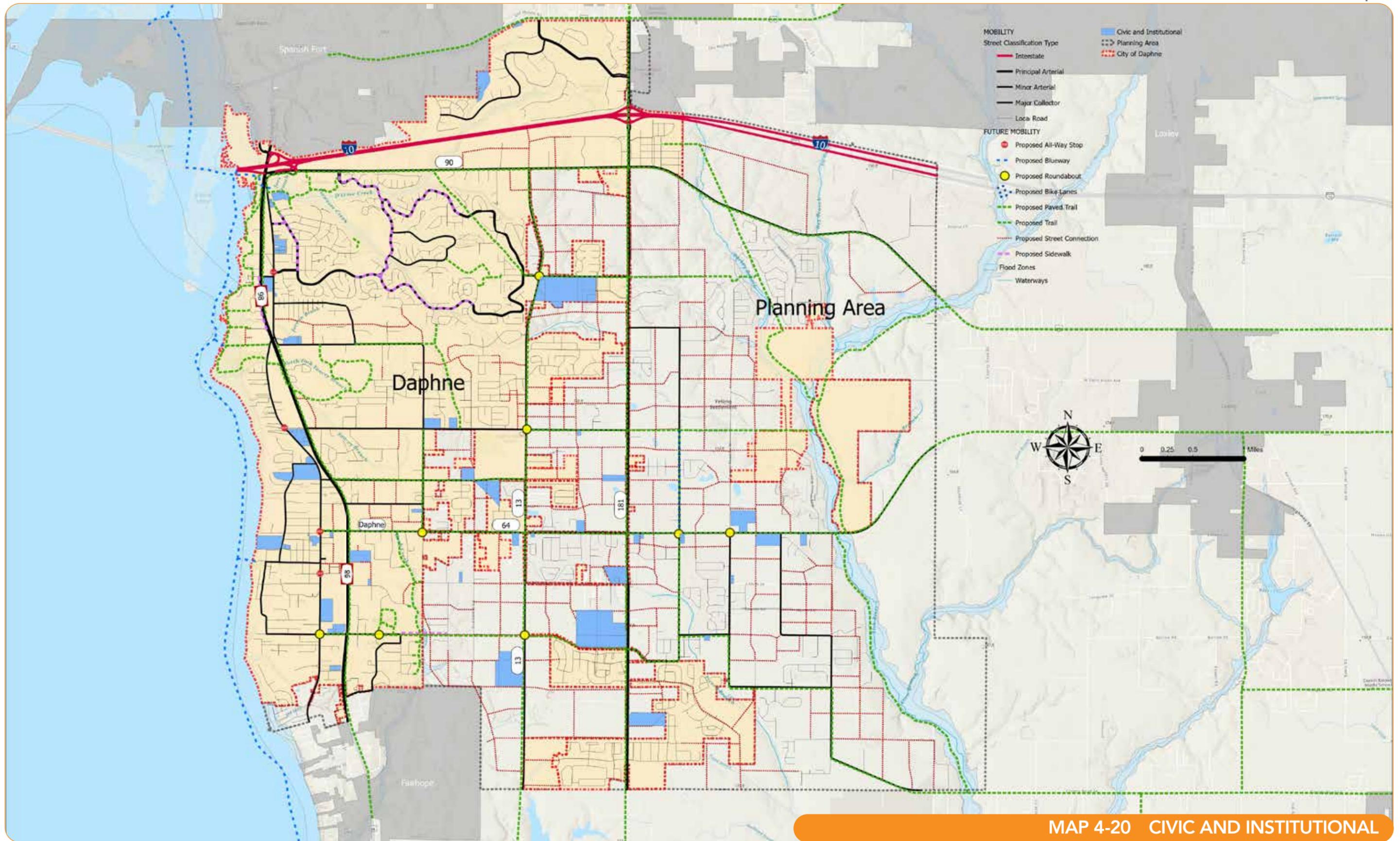
<b><i>Parking and Access</i></b>	Parking quantity scaled to employment levels
<b><i>Landscape</i></b>	Significant constructed buffering along the perimeter of the site unless adjoining a natural amenity, park or open space.
<b><i>Amenities</i></b>	Significant associated open space, highly walkable

## ***Planned Characteristics***

### ***Mobility (see Future Mobility Network)***

<b><i>Street Types</i></b>	Local, Collector, Arterial
<b><i>Bike/Pedestrian</i></b>	Bikeways, greenways, trails Bike/ped connectivity to parks and adjacent places





# PARKS, RECREATION, AND NATURAL AREAS

Daphne's quality of life is tied closely to the quality of its public parks and recreational facilities. The city currently has a significant inventory of active recreational spaces that have been designated to serve specific active and passive recreational needs and are complemented by the extensive waterfront on Mobile Bay. Daphne's parks range from large community scale parks that accommodate regional recreational events, to smaller neighborhood scale parks with playgrounds, gathering spaces and bay accesses.

Natural Areas and Open Spaces are places that have experienced minimal human disturbance and exist in a natural state. Minimal alteration of their form and function has occurred for an extended period of time. In their natural state these areas are typically characterized by sensitive topography, hydrology, vegetation, wildlife or other natural environmental conditions. These areas perform vital ecological functions including wildlife habitat, cleansing of water and air, and flood mitigation. Building is minimal in natural areas. Natural areas are often stream corridors, wetland and floodplains and ideally exist in unfragmented segments, although they may support both active and passive recreation.

**Above Right:** Daphne parks and recreation facilities  
**Below Right:** Pickle Ball courts  
**Below:** Daphne Sports Complex  
**Opposite Page:** Placetype Map



## Planned Characteristics

<b>Primary Land Uses</b>	Active recreation Passive recreation Ecological function
<b>Secondary Uses</b>	Public and governmental offices
<b>Intensity Range</b>	Very low intensity
<b>Development Policies</b>	Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Open space preservation and conservation Resource setbacks and buffers Floodplain management

## Essential Building Character

<b>Building Placement</b>	Buildings placed in relation to recreational purposes served
<b>Frontage and Height</b>	Frontages and heights vary depending on the nature of the recreational purpose served

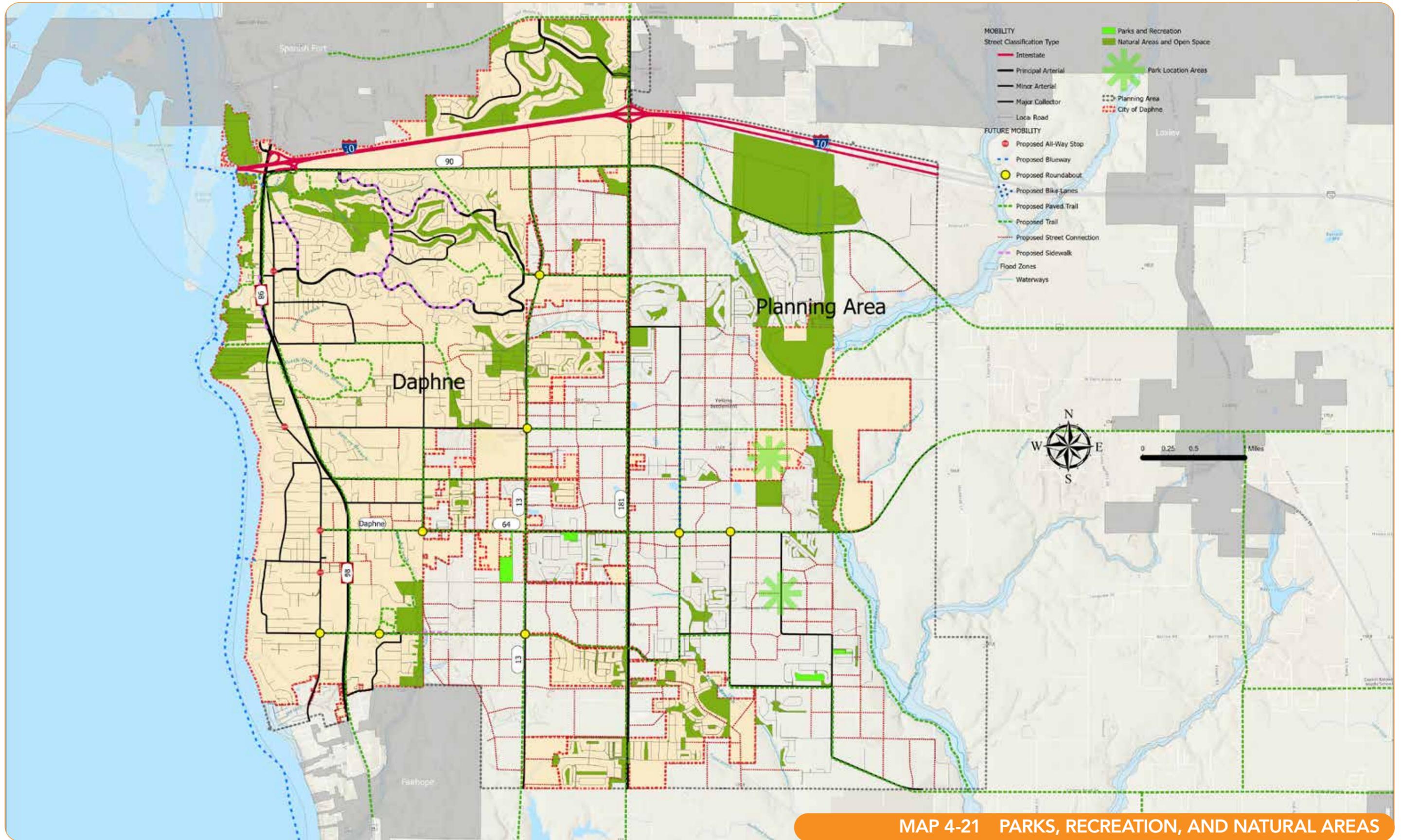
## Essential Site Character

<b>Parking and Access</b>	Parking scaled to recreational purpose and design capacity
<b>Landscape</b>	Internal landscaping is extensive for developed parks Preservation of natural landscapes in natural areas

## Planned Characteristics

<b>Amenities</b>	Placetype functions as amenity
<b>Mobility (see Future Mobility Network)</b>	
<b>Street Types</b>	Local, Collector, Arterial
<b>Bike/Pedestrian</b>	Bikeways, greenways, trails - See mobility section for plan Bike/ped connectivity to parks and adjacent places





MAP 4-21 PARKS, RECREATION, AND NATURAL AREAS

“ Daphne's future mobility system is structured on connectivity, complete streets, green infrastructure, and calm traffic.

## FUTURE MOBILITY NETWORK

Daphne's future mobility system is structured on four underlying principles:

- **Connectivity:** A well-connected street network provides multiple travel routes, decreases average trip length, and reduces concentration of traffic on primary arterials.
- **Complete Streets:** Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
- **Green Infrastructure:** Green infrastructure mimics natural stormwater systems by capturing, storing and filtering runoff at its source. Applications include bioswales, rain gardens, street trees, and vegetated filter strips.
- **Calm Traffic:** Steady and calm traffic flow is ideal for town and neighborhood contexts, providing traveling efficiency and keeping speeds low for safety.

In the following sections, these principles are applied to the future street network, pedestrian and bike facilities, blueways and transit.

### Street Network

Multiple new streets are proposed in this plan to establish a more well-connected street network to disperse traffic flow from traffic pinch points and congested intersections, and to provide better walking and biking connectivity throughout the city. Implementing these new streets can be accomplished through city-led projects using local and/or federal funds, or can be incorporated with new

development as new neighborhoods and commercial areas are designed, permitted and built.

The great majority of the new streets recommended and illustrated on the Future Mobility Map are proposed as collector streets and arterial streets that establish east-west and north-south connections where there are currently gaps in the street network. Key connectors include extending Pleasant Road from Highway 181 to Rigsby Road, and extending Pollard Road from Park Drive into the Lake Forest Neighborhood.

Key to establishing these connections is to ensure that the new streets are designed and built as complete streets, as illustrated in the conceptual rendering of a local street below reconstructed as a complete street. Care must be taken to create new connections that provide safe facilities for pedestrians and bicyclists, and that utilize traffic calming features such as planted medians, street trees and lighting, and safe intersections such as roundabouts.

Also key in dispersing and reducing vehicle traffic in the city is enabling mixed-use and neighborhood commercial development so that residents are able to access daily needs by walking or biking,

or by driving much shorter distances. This concept is fully explored in the placetype recommendation discussion.

### Intersections

Equally important as the establishment of a more connected street grid is the development of intersections that are efficient at moving traffic but also at providing safe crossing places for people walking and biking. Traffic congestion is always focused at intersections, where opposing traffic causes delay along street corridors. The tendency of cities in the past has been to add left and right turn lanes at intersections to reduce this inherent delay, but often this has been at the cost of making the intersections much more dangerous and inhospitable for pedestrians, both in having to cross much longer distances and in dealing with faster moving vehicles.

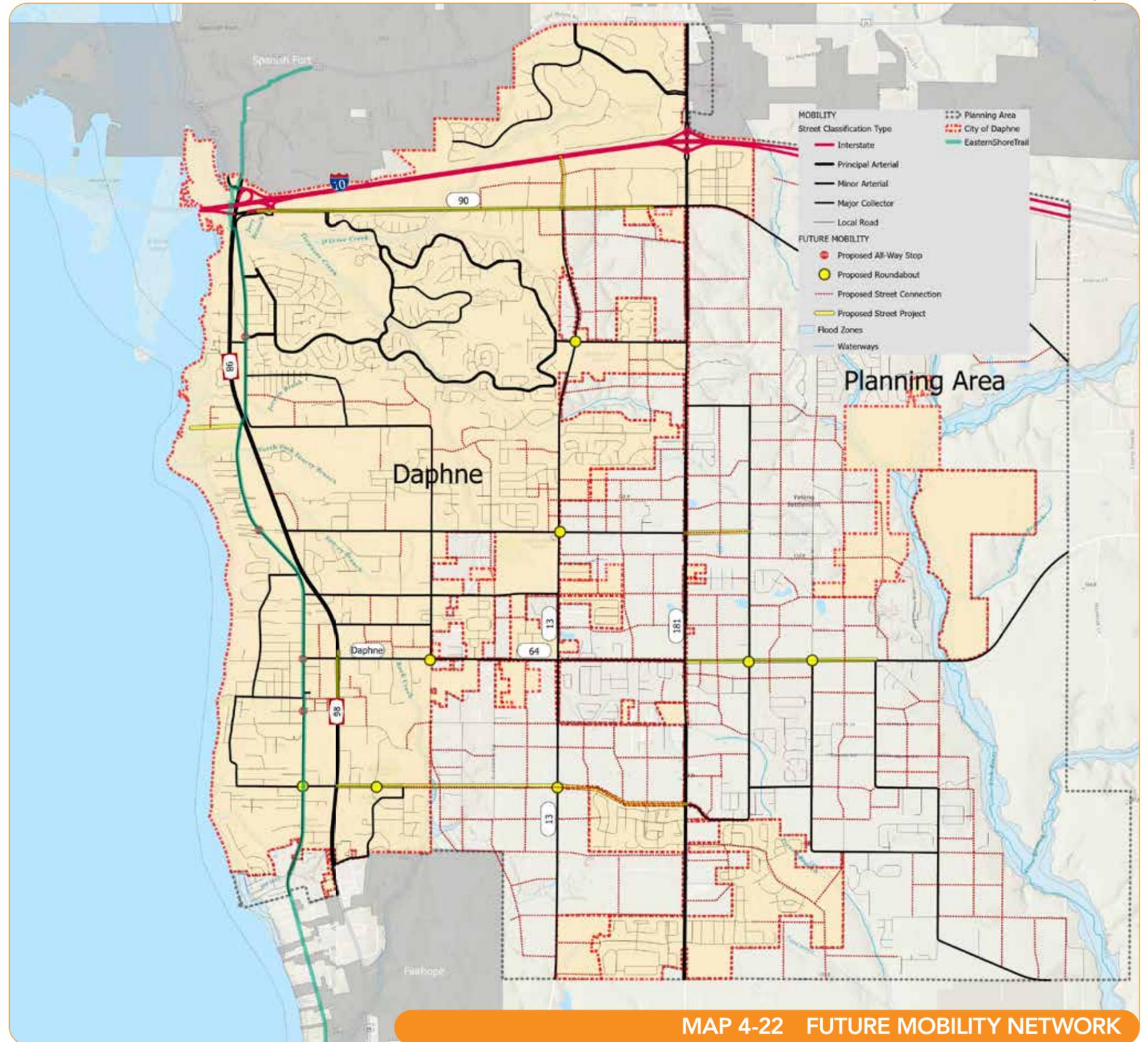
The Map 4-22, Future Mobility Network, indicates recommended locations for new roundabouts. The modern roundabout is a highly effective intersection traffic control configuration that efficiently moves traffic through the intersection by minimizing conflicting delay, and at the same time calming traffic to a 15 mph design speed. The speed reduction and yield conditions create a much



Local street envisioned as a complete street



Top: Pedestrian Crosswalk  
Above: Roundabout



safer environment than signalized intersections are able to provide for drivers, pedestrians and bicyclists.

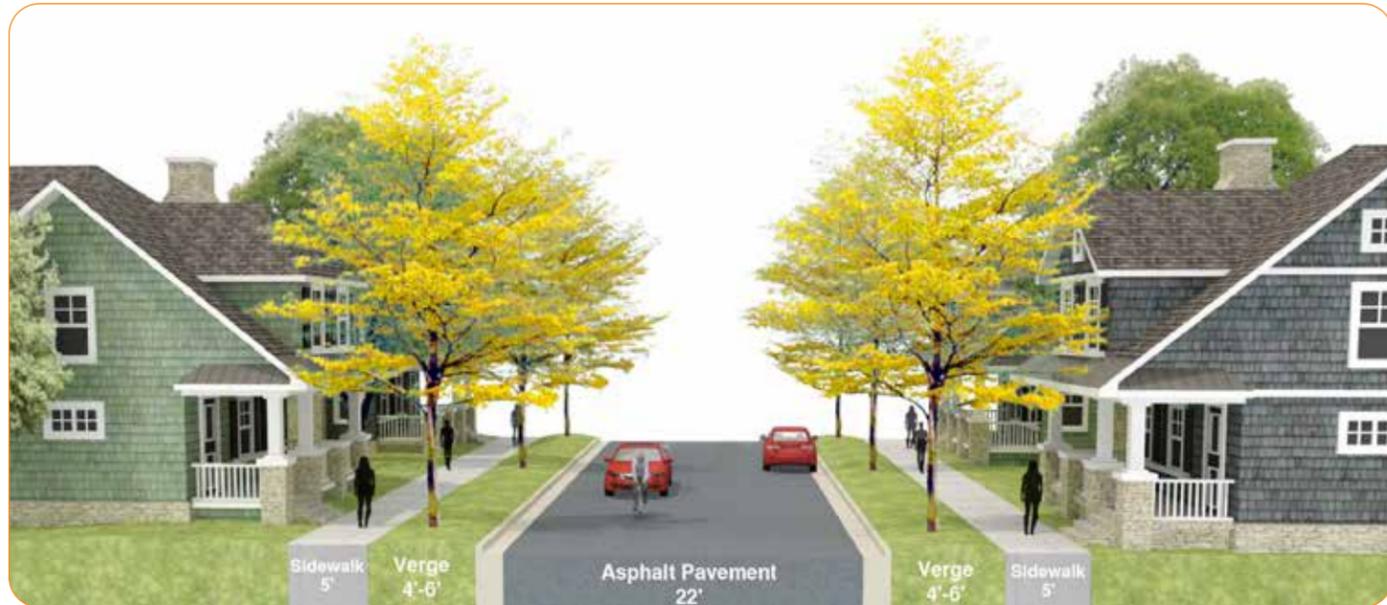
At signalized intersections and 4-way stop locations, other traffic calming measures can be implemented including bulbouts (curb extensions) and landscaped islands that also provide mid-crossing refuge for pedestrians at large intersections.

### Street Design

To fulfill the intent and goals of the city's complete street policy, new street types must be implemented that not only provide facilities for walking and biking, but also induce traffic calming to help prevent illegal speeding in neighborhoods and commercial areas. These street types are illustrated on the opposite page. Design features of these complete street sections are as follows:

- Vehicle Lanes. Overly-wide car lanes encourage illegal speeding, put all users of the roadway at risk and reduce property values. Effective lane width is measured to the face of curb, and not to the gutter edge.
- Street Trees. Trees provide shade for pedestrians and

## ENVISION DAPHNE 2042 STREET TYPES



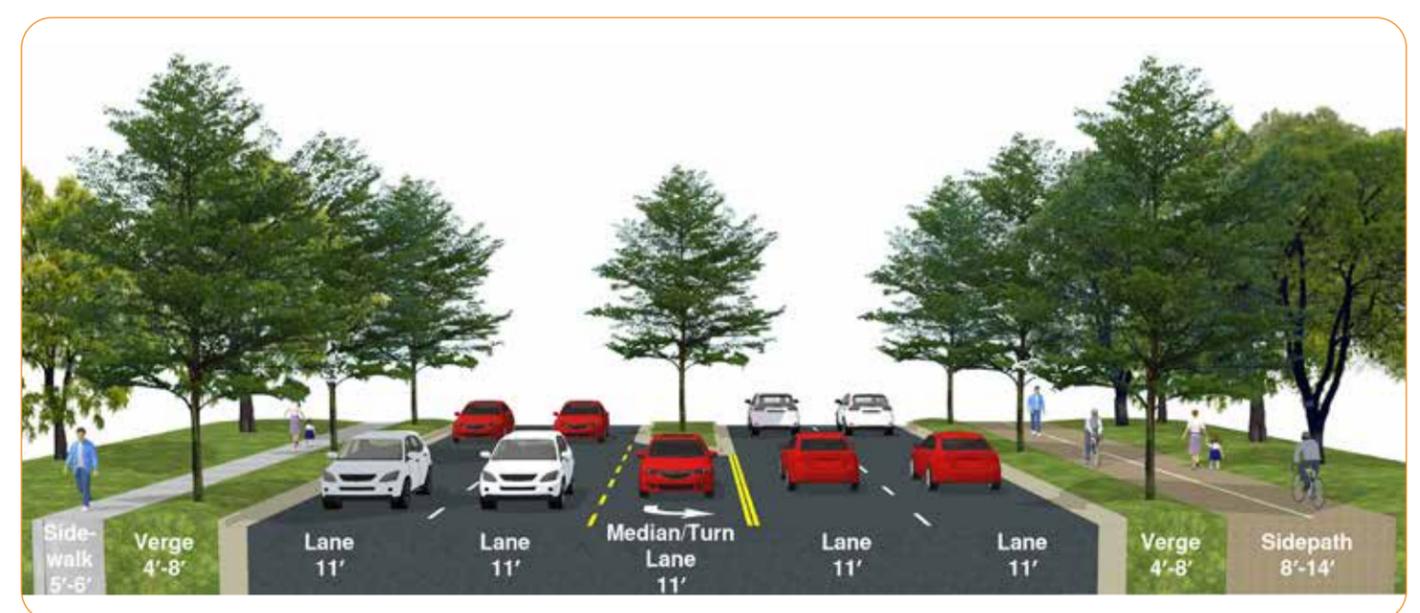
**LOCAL RESIDENTIAL STREET**



**LOCAL COMMERCIAL STREET**



**COLLECTOR**



**ARTERIAL STREET**

create beautiful streetscapes, but they also create a buffer between pedestrians and vehicles, and induce traffic calming by making the roadway feel more compressed.

- Sidewalks. Sidewalk placement on both sides of the street is crucial for walkability, with a minimum width of 5 ft. In residential and suburban settings a continuous landscape verge (area between sidewalk and street) should be employed, and in an urban commercial setting a paved furnishing zone with intermittent tree wells.
- Bicycle Facilities. In well-designed local residential and commercial streets, bicyclists are expected to share vehicle lanes since vehicle design speeds are low. In all other contexts an 8 to 14 foot wide sidepath should be provided on one side of the street to provide for safe movement of bicycle riders, and also walkers, runners and other users.

## ENVISION DAPHNE 2042 PATHWAY TYPES



SIDEWALK



TRANSIT SHELTER



TRAIL



SIDEPATH



BLUEWAY TRAIL

## Pedestrian and Bicycle Facilities

Daphne possesses a strong opportunity to develop a city-wide network of multimodal facilities so that citizens and visitors can walk or bike to any destination in the city. Capturing that opportunity would facilitate walking and biking to schools, neighborhood destinations such as coffee shops and restaurants. Existing and proposed parks would be interconnected with trails, and the need to drive for relatively short trips would be greatly reduced. Becoming a walkable and bikeable city would enhance life for current residents, and would create a significant draw for new residents, visitors and businesses.

Map 4-23, Future Pedestrian and Bicycle Network illustrates proposed new multi-modal facilities for the city, including proposed trails and sidepaths, sidewalks, and blueways. New land development projects would build trail and sidewalk segments that will eventually connect into a complete system, and new street and street retrofit projects would include new paved sidepaths for walking and biking. Key projects include:

- Johnson Road Sidepath
- Rock Creek Trail
- Bayfront Trail
- Fish River Trail

## Blueways

Blueways are kayak and canoe scenic routes that are anchored by accessible canoe launches at key locations. The Alabama Scenic River Trail is a blueway that starts at Fort Morgan, runs along Daphne's coastline, and continues up the Blakeley River.

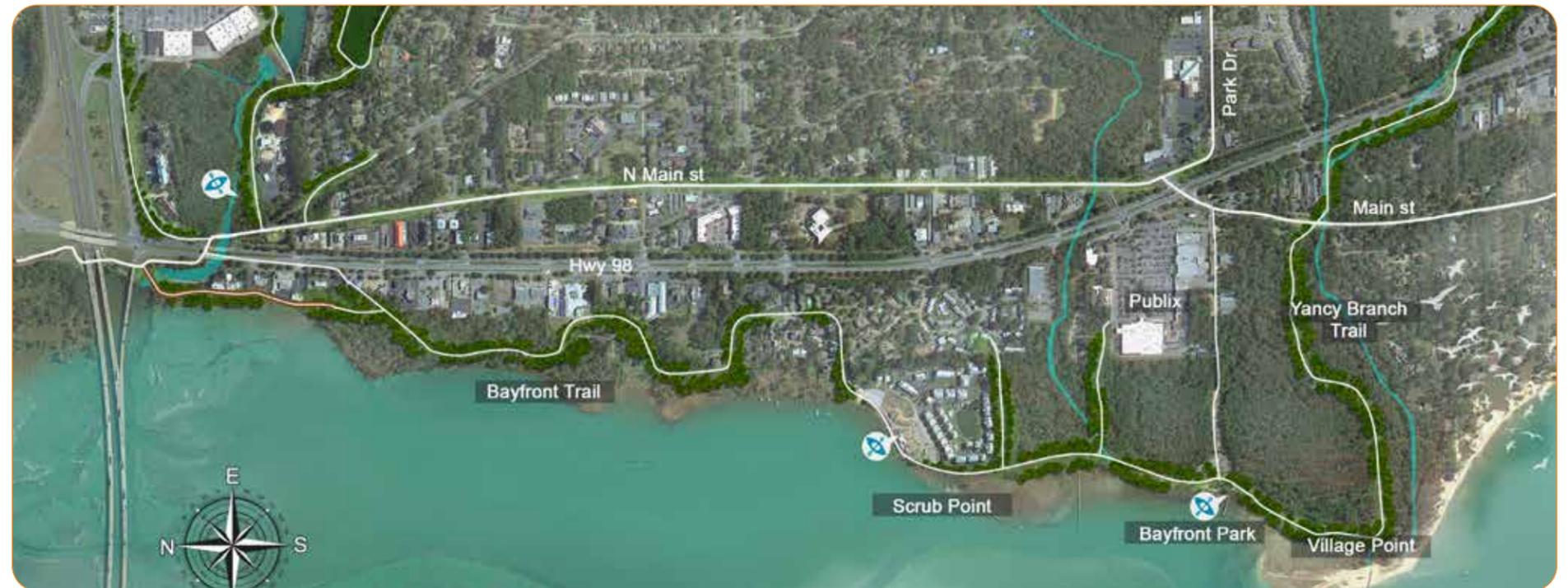
Updating existing kayak and canoe launches along the shoreline and adding a new launch at D'Olive Creek would strengthen the tie between the blueway and the city, and would more directly link it to the proposed Bayfront Trail.

## Transit

In order to better serve the BRATS on-demand system and Bayline service, transit shelters can be installed at key locations in Daphne to provide lighted and all-weather locations for passengers to wait for arrivals. Suggested locations include the Civic Center, Jubilee Square, and Highway 98 anchor commercial areas (i.e. Walmart, Target) Hwy 98.



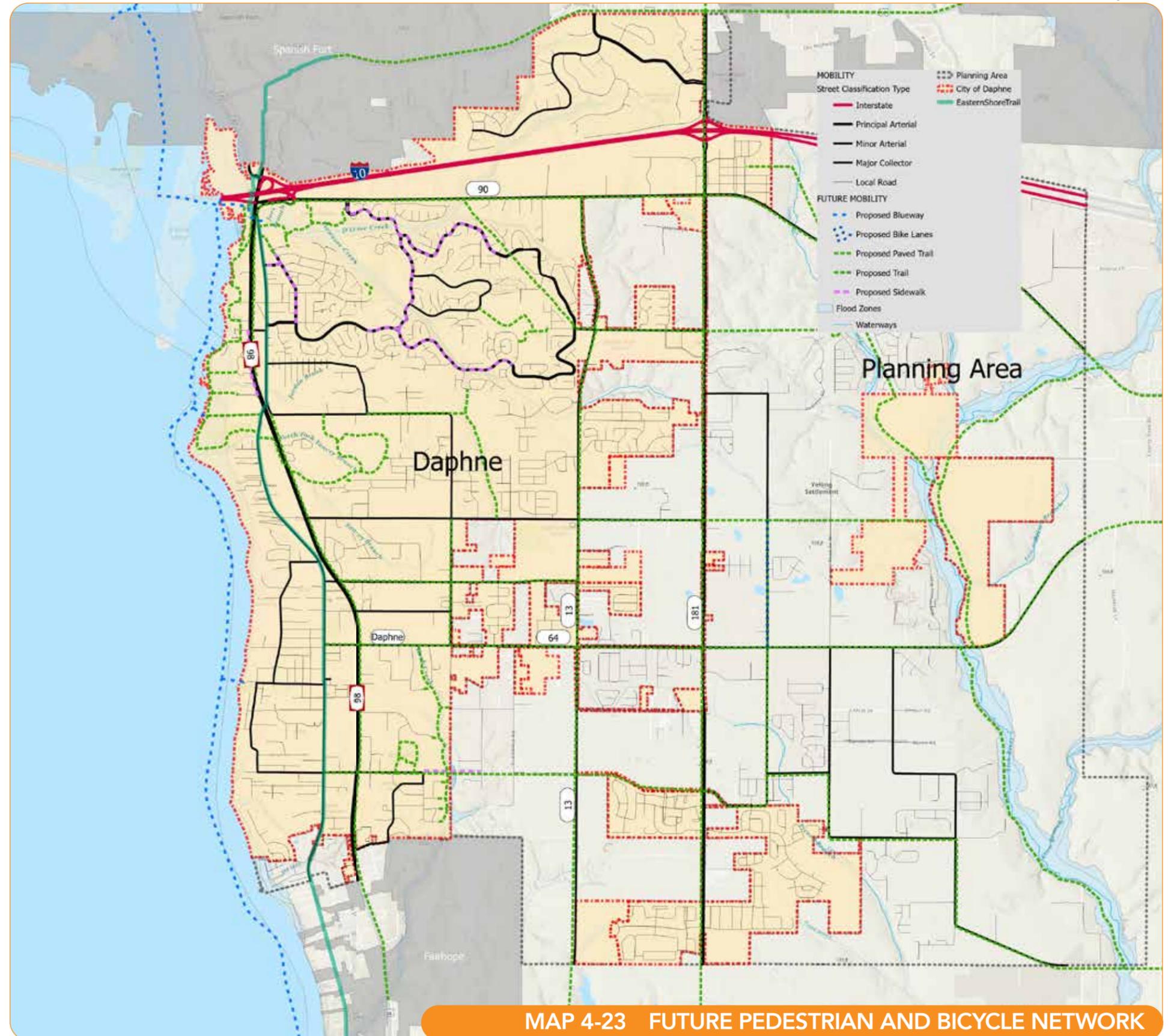
*Proposed Johnson Road Sidepath and a portion of Rock Creek Trail*



*Proposed Bayfront Blueway*



Proposed Fish River Trail



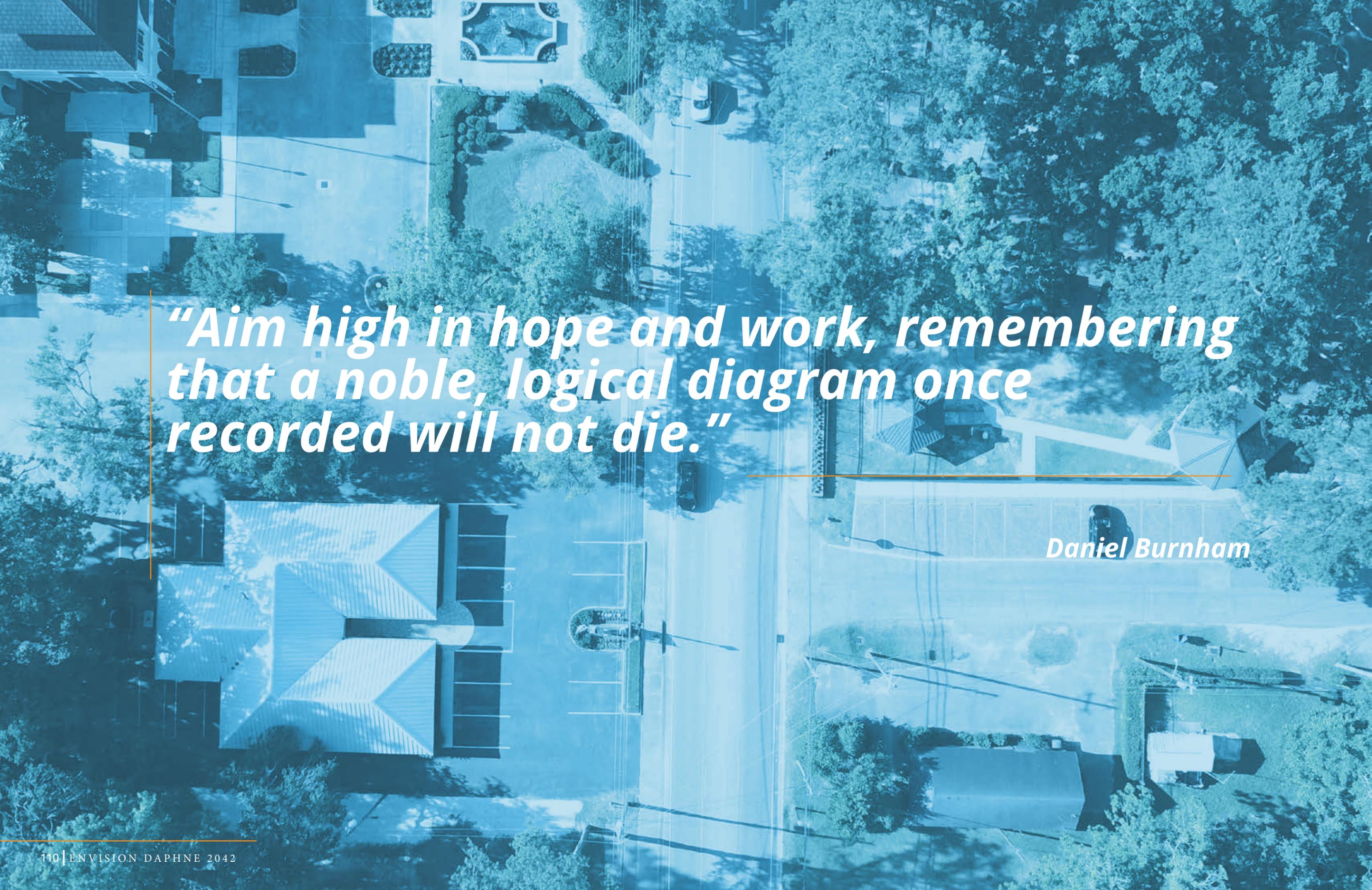
MAP 4-23 FUTURE PEDESTRIAN AND BICYCLE NETWORK



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## 5. STRATEGIC FOCUS AREAS AND INITIATIVES



*“Aim high in hope and work, remembering that a noble, logical diagram once recorded will not die.”*

*Daniel Burnham*

## STRATEGIC FOCUS AREAS

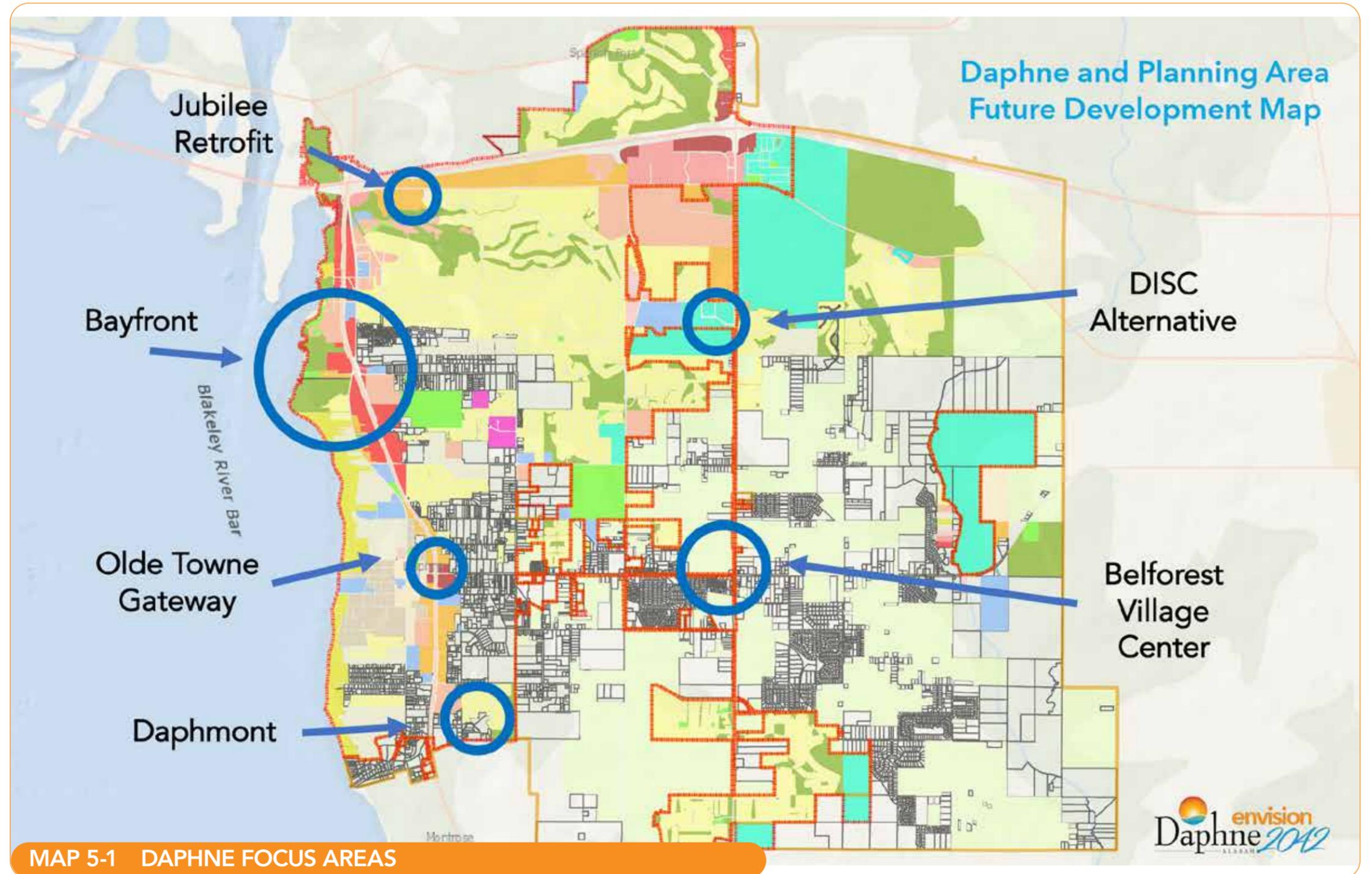
Six strategic focus areas were identified in the planning process. These areas were identified as Strategic Focus Areas because of their important locations within the city and its growth area, the catalytic role they can play in the development and redevelopment of Daphne, and because of their capacity to illustrate best development practices which are transferable to other parts of the city.

The six strategic focus areas of Envision Daphne 2042 are:

- The Jubilee Center
- Bayfront Park Drive Community Activity Area
- Olde Towne Gateway
- Daphmont Neighborhood
- DISC Center Optional Design
- Belforest Village Center

The location of each of the six strategic development areas is illustrated on the map to the right. Each of these strategic focus areas is considered individually in the following sections. They are discussed by addressing the following topics in each:

- Strategic Development Area Context
- Overall Development Vision
- Key Challenges
- Applicable Best Practices



# SUBURBAN RETROFIT AND REDEVELOPMENT

The Jubilee Center represents the largest concentrated commercial center in Daphne and is located near the southeast corner of Highway 90 and Highway 98. It consists of 38 retail spaces representing over 500,000 square feet of retail floor space on approximately 50 acres. The ratio of floor space to land area is classically suburban at approximately twenty-five percent of building floor area to land area.

Though currently developed as a Suburban Commercial Center, the Jubilee Center has been designated as a part of the Mixed-Use Corridor Placetype because of its potential for redevelopment over the long-term. Its site context adjacent to the Lake Forest Lake, lying immediately to the south, presents an extraordinary opportunity to retrofit the center with a broad mix of uses including residential. The natural life cycle of the center coupled with the flattening of retail floor space demand over time will likely present redevelopment opportunity for the center.

*Upper Right and Below: Jubilee Center from above and oblique*  
*Lower Right: Jubilee Center Tenants*  
*Opposite Page: Conceptual redevelopment configuration*



**SUBURBAN CENTER BEFORE RETROFIT**

## **Planned Characteristics**

### **Community Development Vision**

The long-term commercial redevelopment vision using the Jubilee Center as an example is illustrated on the diagram on the opposite page. The redevelopment vision includes the introduction of residential uses, infill of parking areas with mixed use buildings, and reorientation of selected building frontages to take advantage of Lake Forest Lake.

### **Key Challenges**

Retrofitting existing conditions is inherently challenging. Specific challenges will include achieving optimal mix of uses, re-orienting form to face amenities, and introducing appropriate streetscapes.

### **Related Best Development Practices**

- Best commercial retrofit and redevelopment practices include:
- Reuse of existing buildings
  - Establishment of a street grid
  - Emphasis on pedestrian mobility
  - Create new liner buildings and create passages through large commercial buildings
  - Establishment of a residential component
  - Incorporate site amenities
  - Introduce retrofits incrementally
  - Revise zoning to promote development vision





New liner buildings

Reinforce pedestrian character

Infill expansive parking

Introduce site amenities

Introduce residential component

### SUBURBAN CENTER AFTER RETROFIT

# OLDE TOWNE GATEWAY

The Olde Towne Gateway is located at the intersection of Highway 98 and Daphne Avenue. It serves as a primary entry and access point to Olde Towne Daphne, the beloved center of community life. Olde Towne itself embodies the City's memory and meaning in its built form and is a wholly unique place. However, the Olde Towne gateway is heavily suburban in character, offering little evidence of the quality of the Olde Towne environment a short distance away.

The Olde Towne Gateway offers a superior opportunity to connect and expand the character of Olde Towne into the highway corridor. This extension would serve to reinforce Daphne's community character and expand desired placemaking opportunities.

**Upper Right and Below:** Olde Towne Gateway (Hwy. 98 and Daphne Ave.) from above and oblique  
**Lower right:** Daphne Ave. and Main Street looking east



EXISTING OLDE TOWNE GATEWAY - HWY. 98 AND DAPHNE AVE.

## Community Development Vision

The planned characteristics for the Olde Towne Gateway are illustrated in the accompanying exhibits. These characteristics include establishing appropriate identity markers at the intersection, providing for pedestrian connections, improving architectural designs, and mixed-use infill leading into Olde Towne.

## Key Challenges

The Olde Towne Gateway is currently developed. Implementation will depend on redevelopment in an incremental manner. Additionally, ownership is fragmented. Retrofitting existing conditions is inherently challenging. Specific challenges will include achieving optimal use mix, reorienting form to face amenities, and introducing appropriate streetscapes.

## Best Implementation Practices

- Appropriately design identity markers
- Public Art Placement and landscaping
- Use mix that is complementary to Olde Towne
- Pedestrian orientation



EXISTING OLDE TOWNE GATEWAY - MAIN STREET AND DAPHNE AVE.



**Olde Towne Gateway Intended Character**

**Upper Left and Right:** Olde Towne Gateway (Hwy. 98 and Daphne Ave.)

**Far right above:** Daphne Ave. and Main Street looking east

**Far right center:** Gateway housing infill

**Far right below:** Gateway housing infill



# BAYFRONT PARK AND DRIVE COMMUNITY ACTIVITY AREA

Bayfront Park is located along the waterfront of Mobile Bay at the terminus of Bayfront Drive. Existing park facilities include beach access, pier, boardwalk, gazebo, picnic area, kayak and canoe access, restrooms, and a boardwalk connection to Village Point Park Preserve which lies to the south. Both the park and Bayfront Drive are currently being planned for additional facilities to accommodate community activities including public events and entertainment venues. The area as a whole begins at the intersection of Bayfront Park Drive and Main Street. The intersection also serves as a community gateway for Olde Towne,. Commercial and residential development is located to the north.

*Upper Right: Bayfront Park and waterfront*  
*Below: Bayfront Park natural area*  
*Lower Left: Bayfront Park Area Aerial*



**EXISTING BAYFRONT PARK**

## Community Development Vision

Bayfront Park is currently the subject of a community development initiative to create an entertainment street along Bayfront Park Drive. In support of this initiative, the area is envisioned as a key community activity node to include complementary private and public spaces. The area is envisioned for development that includes mixed-use, infill, an additional trail and waterfront connectivity. Additional connectivity to the area through overall trail network completion is envisioned to leverage the area as a future important community space for Daphne.

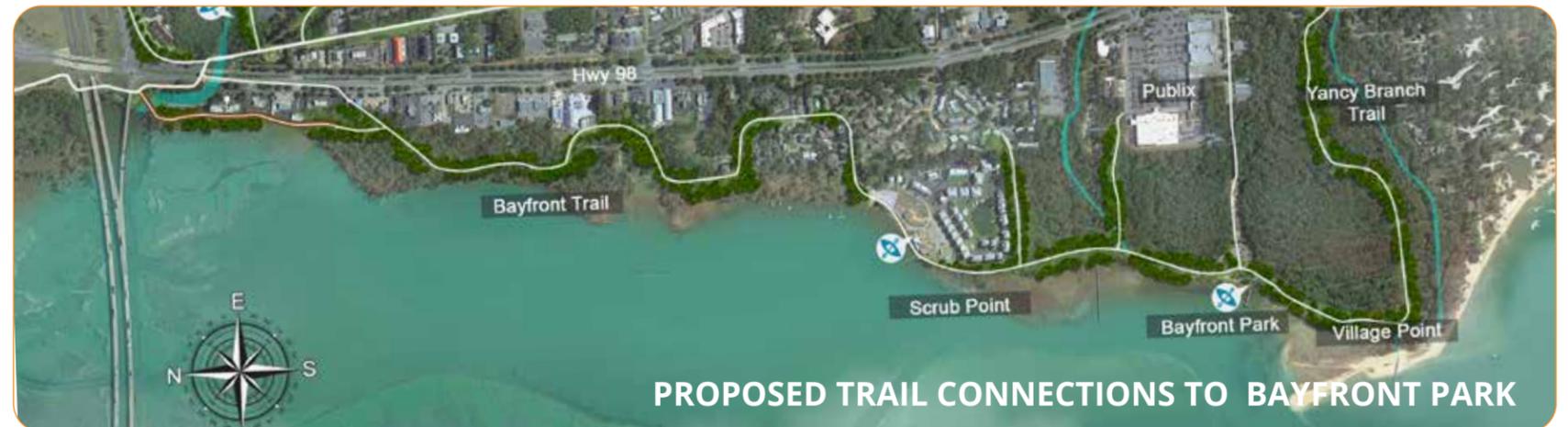
## Key Challenges

Given that planning investment in this area is underway, initial conceptual planning challenges have been identified and are in the process of being addressed on a more detailed level. However, the intergration of the focus area into the broader pedestrian greenway is an important priority.

## Best Implementation Practices

Best related development practices include:

- Emphasis on internal pedestrian orientation
- Incorporation of traffic calming and streetscape enhancements such as medians, bulb outs and on street parking.
- Creation of flexible use space
- Pedestrian access and connectivity to adjacent areas
- Appropriately designed public entertainment venues
- Design sensitivity to surrounding natural environment



**PROPOSED TRAIL CONNECTIONS TO BAYFRONT PARK**



**Bayfront Park and Drive Community Activity Area Illustration**

*Right: Bayfront Park Community Activity Area as fully developed*

# DAPHMONT NEIGHBORHOOD

As Daphne's oldest African American neighborhood, Daphmont represents a rich community history. Key features of the neighborhood include the Ruff Wilson Youth Organization and Joe Louis Patrick Park. Joe Louis Patrick Park hosts Daphne's Community Spirit Day.

The neighborhood is located within the Suburban Neighborhood Placetype.

Daphmont plays a fundamental role in the community identity of Daphne. Community development initiatives to strengthen the neighborhood will insure that this role continues into the future and that neighborhood vitality is protected and expanded.

*Above Right: Johnson Road Retrofit.  
Below Right: Existing Johnson Road  
Below: Estate Residential Neighborhood  
Opposite Page: Daphmont Area Concept plan*



## Community Development Vision

Development vision for the Daphmont area includes enhancing the character of Johnson Road through the establishment of a median, traffic circles, and complementary pedestrian facilities. Included in the vision is the enhancement of recreational amenities related to Ruff Wilson and Joe Louis Patrick Park.

## Key Challenges

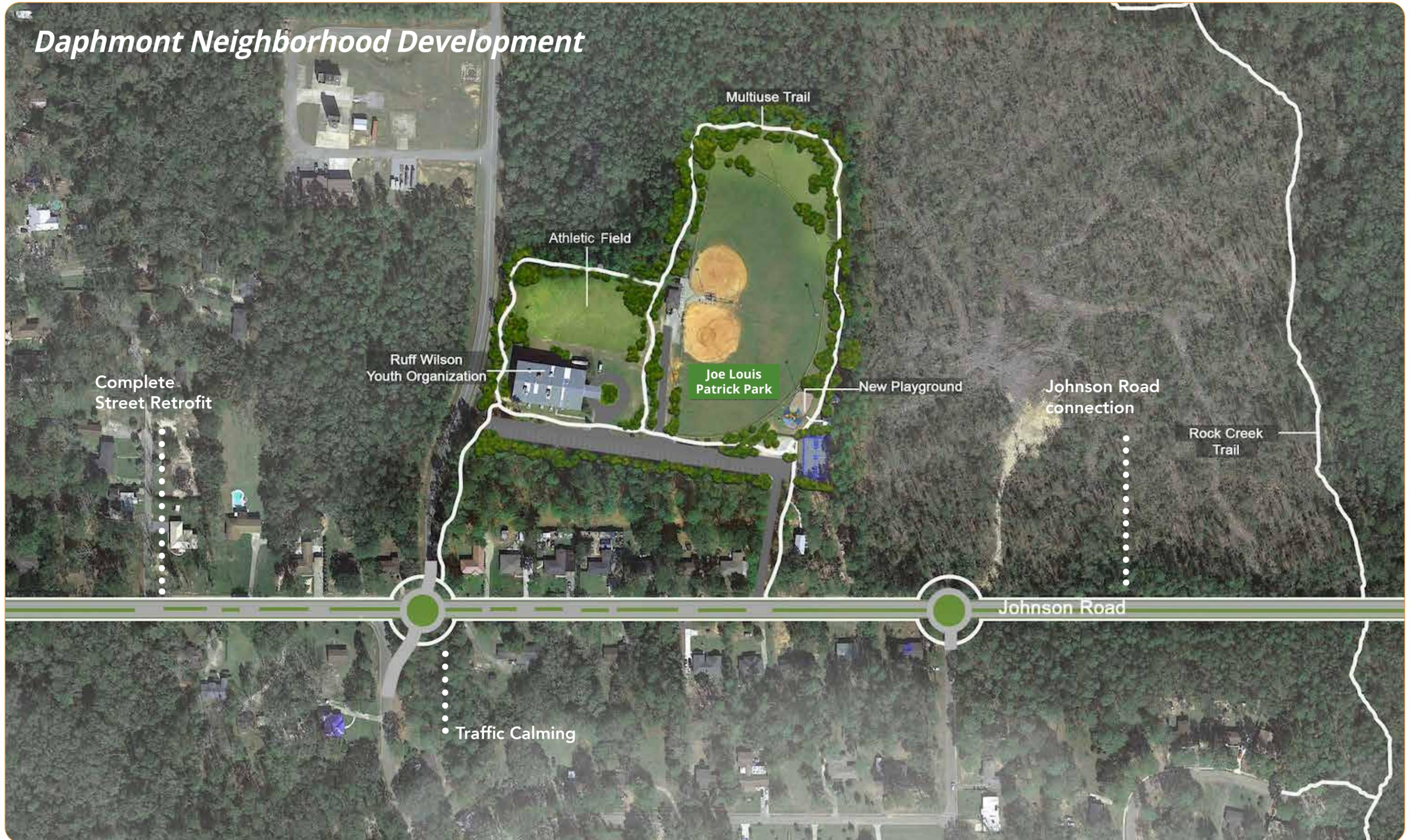
As a developed neighborhood, challenges include inserting a complete streets design into the current right of way configuration, extension of the road through challenging topography, and incorporating the area into the proposed broader greenway network.

## Applicable Best Development Practices

- The applicable best development practices to achieve this vision include:
- Multi-modal trail construction along Johnson Road
  - Extension of the Multi-modal trail to incorporate circulation to Joe Louis Patrick Park and Ruff Wilson.
  - Establishment of street median
  - Creation of roundabouts at the intersections of Warren Drive and Johnson Road, and Pine Street and Johnson Road.



# Daphmont Neighborhood Development



# DISC CENTER

The Daphne Innovation + Science Complex (DISC) is located south of Interstate 10 on Highway 181 and adjacent to Daphne High School. The site is publicly owned by the Daphne Industrial Development Board. The site was established as an economic development project to foster collaboration with the school system and private industry and to partner with Science Technology Engineering Mathematics programs.

The Novelis corporation has recently announced plans for a nearby manufacturing facility and to develop an Advanced Manufacturing and Leadership Training Center at the DISC site.



## Community Development Vision

The development vision for the DISC Center site includes the creation of complementary mixed-use development to the planned Advanced Manufacturing Leadership Training Center. Development envisioned would provide housing and shops in a mixed use walkable environment.

## Key Challenges

Key challenges for achieving the development vision for the DISC Center include integrating a mixed-use housing and commercial component into the overall site design as a publicly owned site.

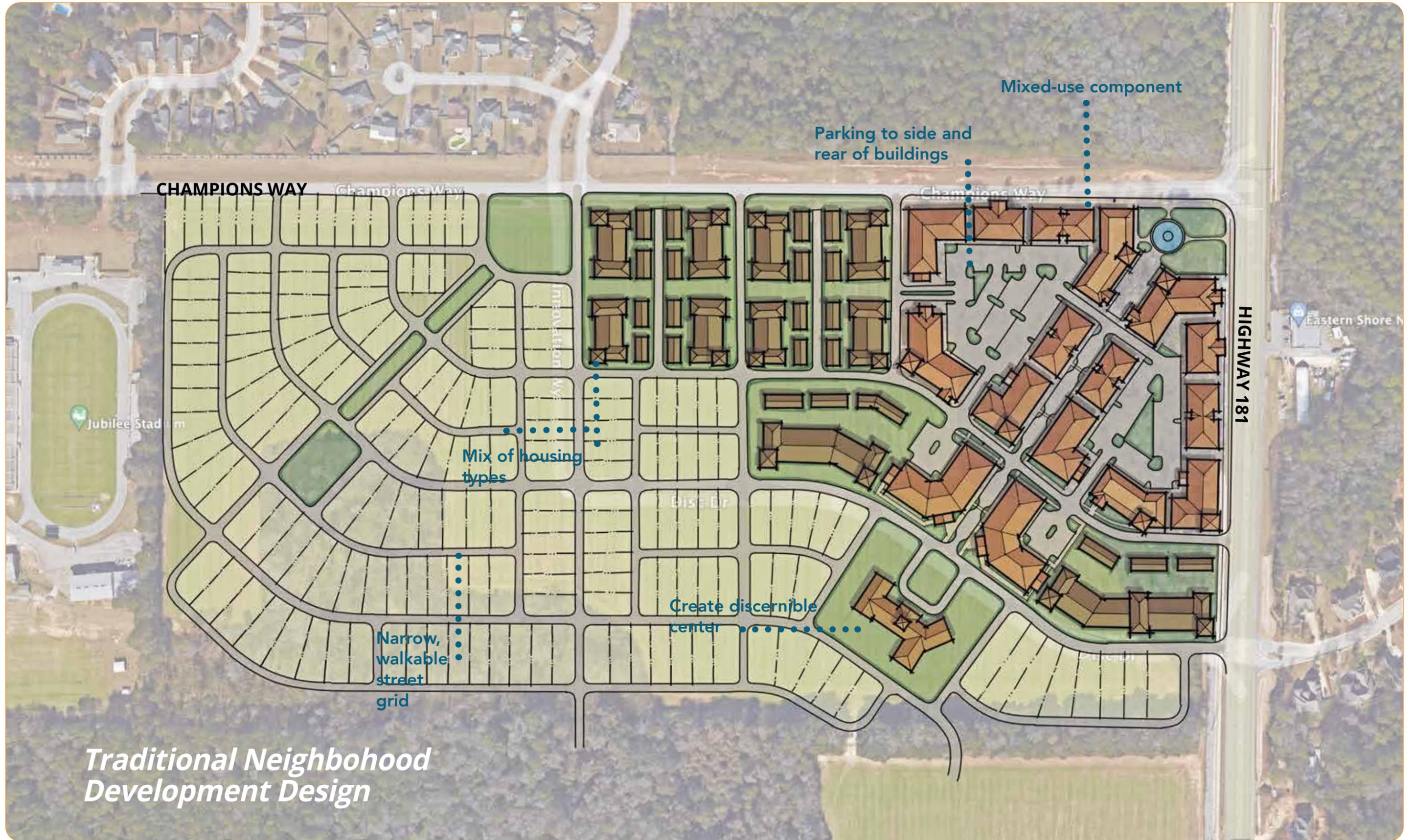
## Applicable Best Development Practices

The applicable best development practices to achieve this vision include:

- Create discernible neighborhood centers
- Include a variety of residential dwelling types
- Locate most dwellings within a short walk of the community center
- Include shops, offices, and restaurants that meet neighborhood needs
- Include multiple story buildings with street-level retail space and housing on the upper floors
- Use streets to form a gridded, connected balanced mobility network
- Locate buildings close to the street and frame the sidewalk with trees and building walls
- Place parking to the side and rear of buildings, accessed by alleys
- Reserve prominent sites for community and public buildings

*Above Right: DISC Site*  
*Below Right: Cottages in Mixed-Use Neighborhood*  
*Below: Mixed-use buildings*





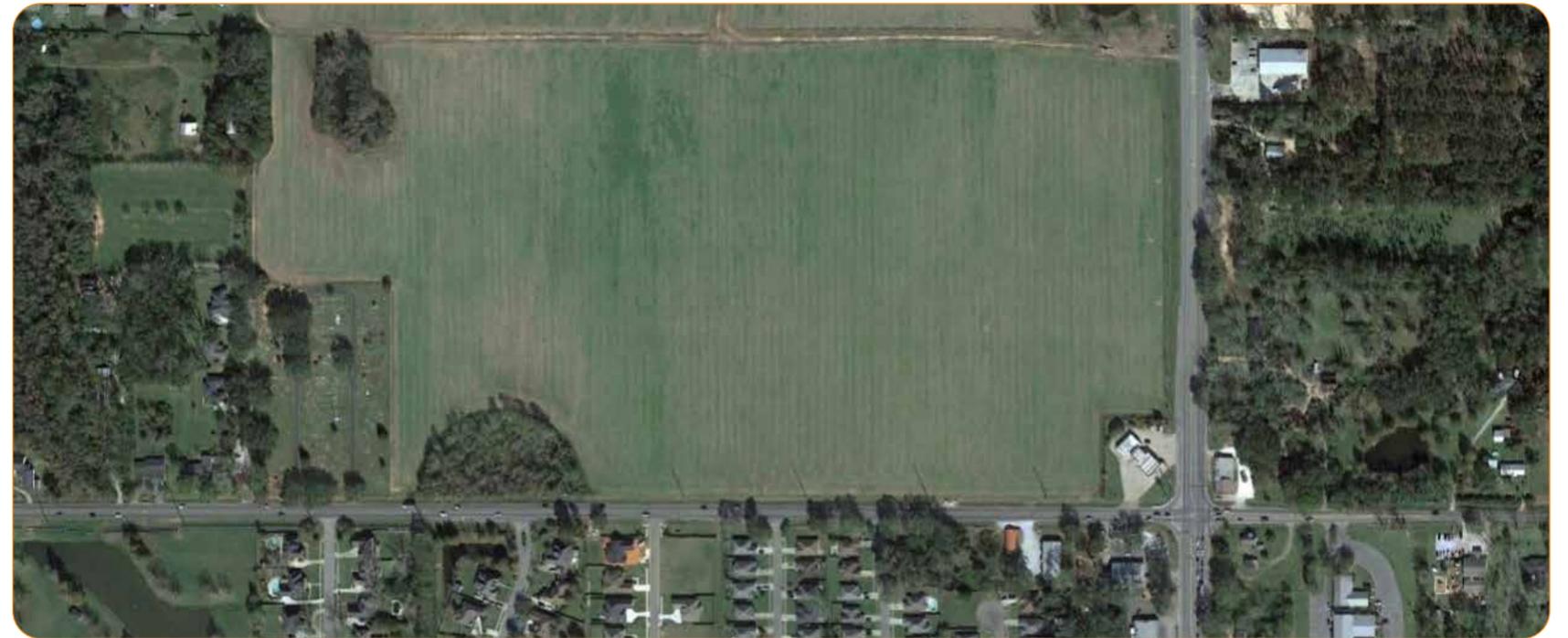
*Traditional Neighborhood Development Design*

# BELFOREST VILLAGE

Belforest is a long-established rural community centered on the intersection of Highway 181 and County Road 64. The area has a deep agrarian history and has served as a community center since the late 1800s. The unincorporated community was served by a post office until 1911.

The Belforest area is experiencing strong pressures of urbanization. Growth in this sector has been rapid and recent expansion of mobility routes has fueled high growth rates. Given Belforest's growth and its locational advantages, the area presents a prime opportunity to implement alternative development patterns to that of now dominant patterns of suburban sprawl and to create a town center node in Daphne's eastern growth sector.

*Above Right: Sight of Belforest Village concept*  
*Below: Conceptual development form*  
*Opposite: Belforest Village concept*



## *Community Development Vision*

The Belforest area is envisioned to evolve into a key mixed-use community activity node as Daphne expands into the planning area. The establishment of clustered and compact development patterns is envisioned to create walkable, mixed-use neighborhood environments.

## *Key Challenges*

The primary challenge for implementing the development vision expressed for Belforest Village and the area in general is the incorporation of the area into the City Limits of Daphne. Additionally, land use and design rules must be applied to achieve the desired development pattern.

## *Applicable Best Development Practices*

The applicable best development practices to achieve this vision include:

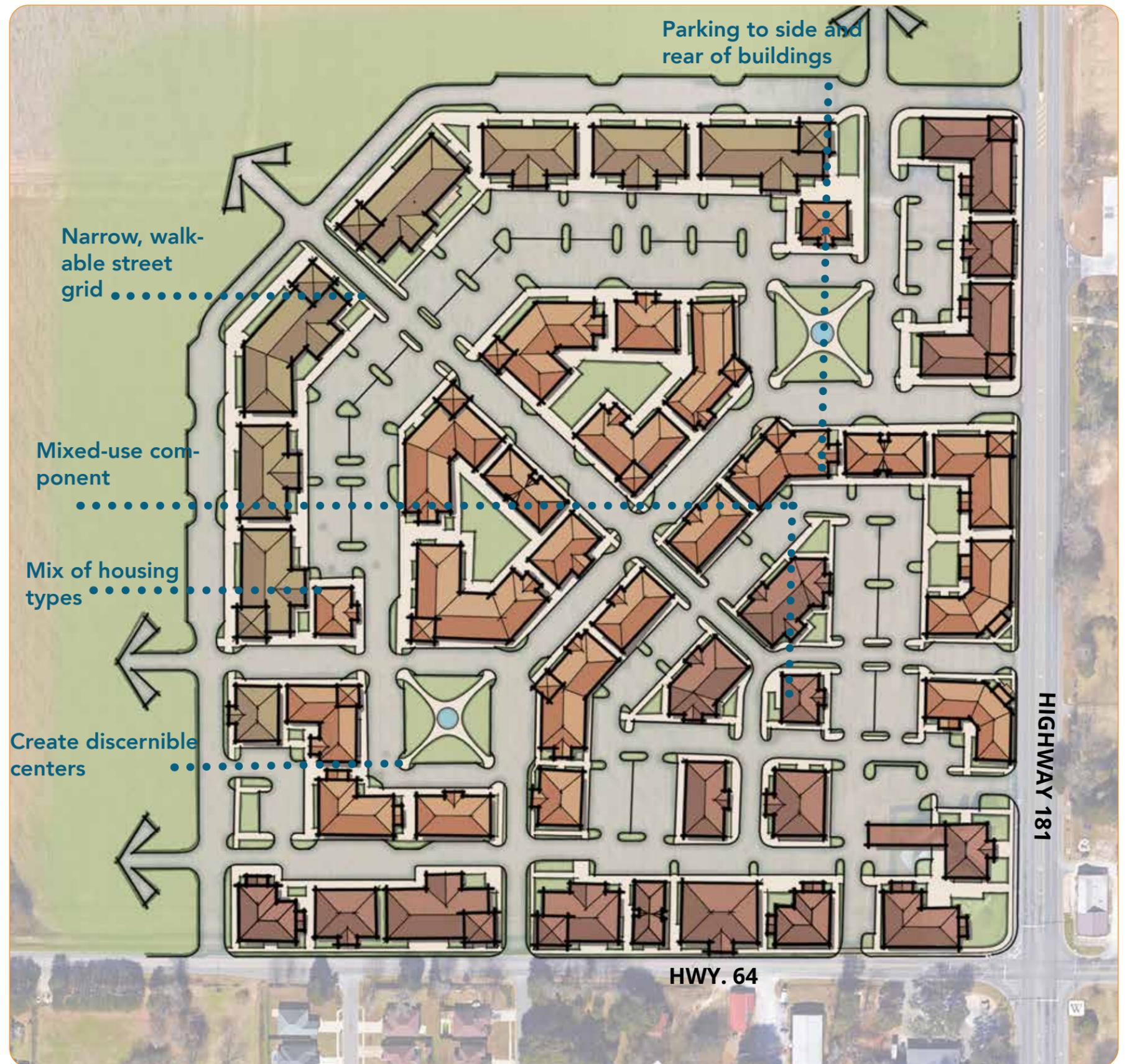
- Create discernible neighborhood centers
- Include a variety of residential dwelling types
- Locates most dwellings within a short walk of the community center
- Include shops, offices, and restaurants that meet neighborhood needs
- Include multiple story buildings with street-level retail space and housing on the upper floors
- Uses streets to form a gridded, connected balanced mobility network
- Locate buildings close to the street and frame the sidewalk with trees and building walls
- Place parking to the side and rear of buildings, accessed by alleys
- Reserve prominent sites for community and public buildings





**Belforest Village as town center node in the planning area**

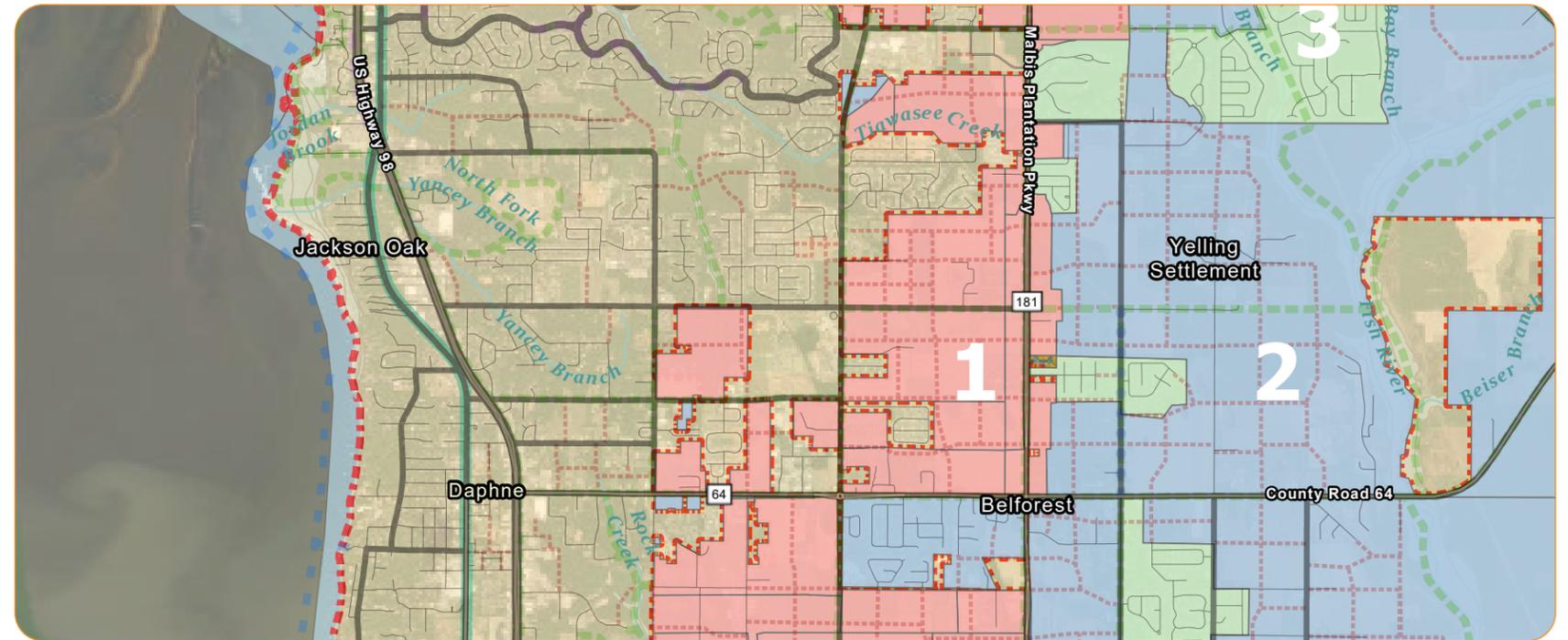
**Right:** Prototypical mixed-use neighborhood design  
**Above:** Example imagery of mixed-use buildings associated with traditional neighborhood development design



# EXPANSION PRIORITIES

Envision Daphne 2042 includes detailed study and planning for areas not currently in the City Limits. Based on the cumulative results of planning study, community engagement, and Daphne's planning vision and themes, expansion is required to fully achieve Daphne's envisioned future. This section illustrates the prioritized expansion of Daphne's City Limits and outlines options for achieving that expansion.

*Above Right: Priority expansion areas  
Opposite: Placetype Map*



## Annexation Options

Growing cities must expand their boundaries to accommodate continued growth. Rapid growth in Daphne's planning area has led to a demonstrated need for expansion to achieve the purposes of Envision Daphne 2042. Alabama offers three options for annexation as summarized below. A report entitled "Methods of Extending Municipal Corporate Limits" produced by the The Alabama League of Municipalities and revised in 2017 provides details of Alabama's annexation options. The three options are summarized below.

### 1. Annexation by Local Act of the Legislature

Section 104(18) of the Constitution of Alabama of 1901 specifically allows the extension of municipal boundaries by local act of the legislature. The Alabama Municipal League recommends that once a city has discussed the proposed annexation with its legislative delegation, the city should seek approval to work with Legislative Reference Service (LRS) to prepare the annexation bill.

### 2. Annexation by Referendum

Sections 11-42-1 through 11-42-4 of the Code of Alabama provide for an annexation referendum. Essential requirements include: written assent of at least 2 electors and property owners of 60 percent of the acreage, a map or plat of area, Council resolution, and Certification of Mayor to Probate Judge (no election required if unanimous consent). Probate Judge orders election, notice published, and election conducted. Probate Judge determines and records election results, and issues final resolution reciting results.

### Annexation by Petition of 100% of Property Owners

Sections 11-42-20 through 11-42-24 of the Alabama Code allows annexation upon unanimous consent of the persons owning property in the area. The area to be considered for annexation must actually be contiguous to the corporate limits of the municipality.

## Priority Expansion Areas

### Priority Expansion Area 1

Priority Expansion Area 1 includes territory immediately east of and adjacent to the current City Limits of Daphne. This area includes the important intersections along the Highway 181 corridor.

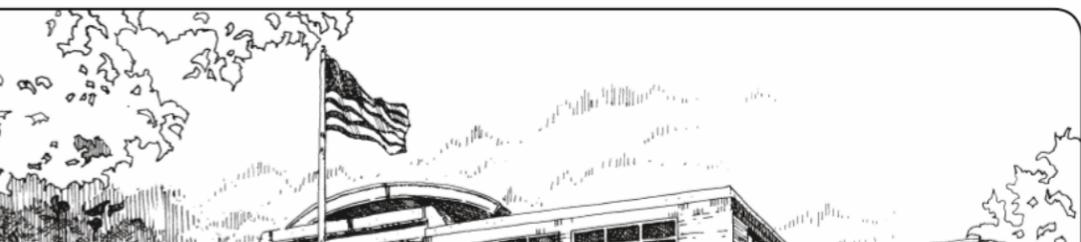
### Priority Expansion Area 2

Priority Expansion Area 2 consists of land to the east of the Highway 181 corridor and lands south of the Bellaton neighborhood. This expansive area extends eastward to the limits of the planning area.

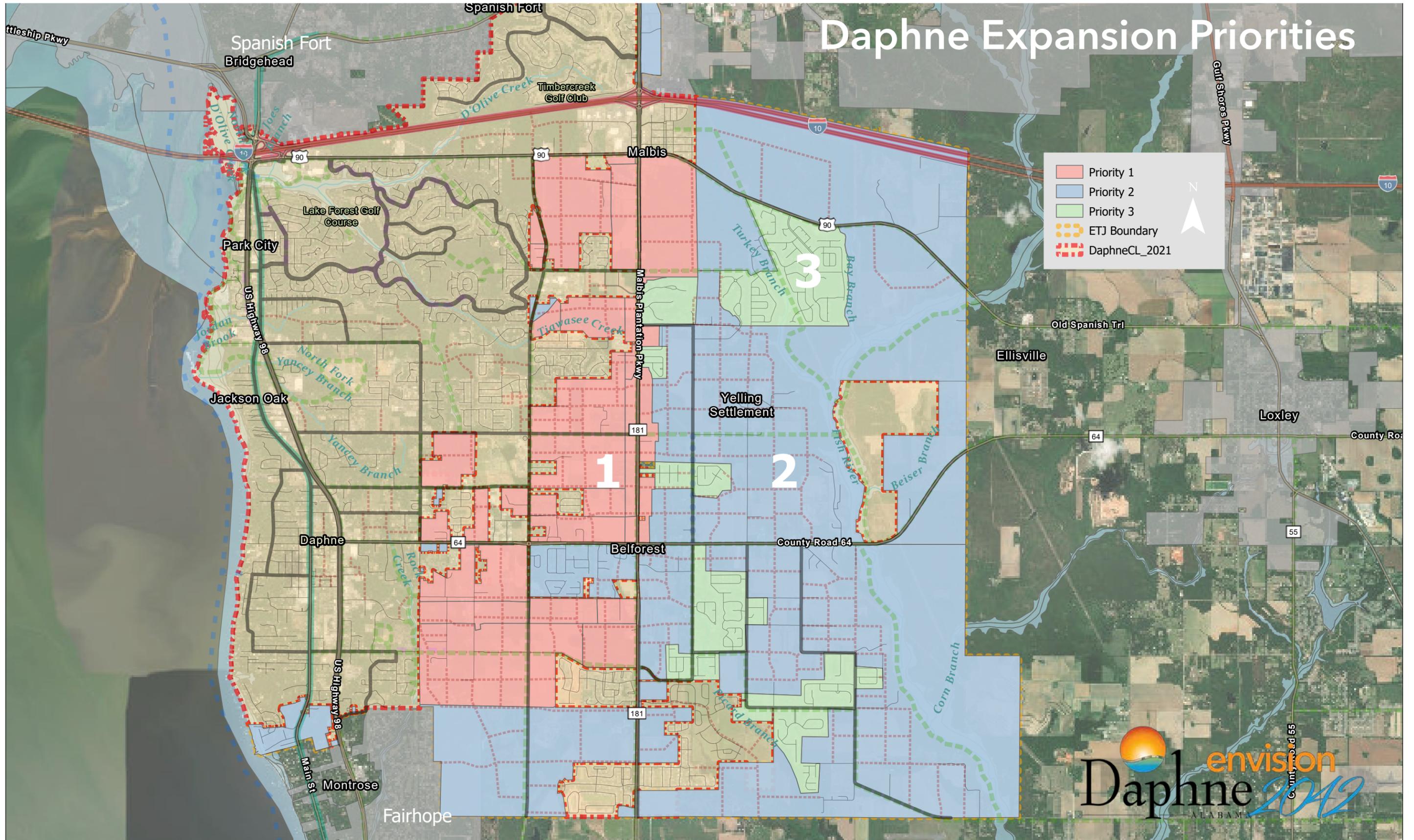
### Priority Expansion Area 3

Priority Expansion Area 3 constitutes the balance of the land in the planning area. These areas are characterized by mature development.

# Methods of Extending Municipal Corporate Limits



# Daphne Expansion Priorities





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**Daphne** *2042*  
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## 6. IMPLEMENTING ENVISION DAPHNE 2042





***"Vision without implementation is a hallucination"***

***Thomas Edison***

## ORGANIZING FOR IMPLEMENTATION

Comprehensive implementation can be organized in a variety of ways. Recommendations can be organized by priority, type of strategy, plan goal, or developmental characteristic. The method used for Envision Daphne 2042 is to organize recommendations according to Daphne's planning principles cross-referenced to the relevant sections of Envision Daphne 2042. The plan's implementation recommendations are cataloged in the implementation matrix that follows.

Plan implementation is the ultimate goal of the planning process. While identification of key strategies is important, the plan can only facilitate the achievement of Daphne's development goals if tasks or actions are implemented. This implementation section is a working document used to implement the vision and strategies expressed in the previous sections. As a working document, the expressed intention is that the plan be used regularly and frequently. The implementation section should be updated regularly and systematically through

the following actions:

- Measuring and reporting the progress of implementation
- Adding new tasks or actions which will help accomplish the overall goals of Envision Daphne 2042
- Refining tasks or actions already under way in order to enhance their implementation or improve their effectiveness
- Removing tasks or actions completed satisfactorily.

The process is intended to elevate the plan and the planning function in the overall budget, policy and management decisions of Daphne. For this approach to succeed, strategies, decisions, and policies must be periodically evaluated and revised to respond to changing conditions.

Implementation is an incremental process. Some recommendations will be carried out in a relatively short period of time. Others are long-term in nature. Policy strategies can range from cost neutral for some implementation actions, to those that may require more detailed study and significant budget commitments. Some recommendations will require the partnership, cooperation and action of other local boards and commissions. The plan ultimately is to serve as a guide to all persons and entities interested in advancing the quality of life in Daphne.

### Annual Work Programs

Using Envision Daphne 2042 as a basis for organizing the annual work programs of local departments, boards, and other agencies will help accomplish the goals and objectives of the plan. If the activities of all municipal organizations are coordinated, there can be significant benefits in efficiency, economy, and outcomes. The Implementation Matrix assigns responsibilities and priorities to implementing the recommended strategies and tasks. These recommendations can and should be used by other organizations when

preparing and evaluating their capital planning and work programs.

### Reference for Proposed Actions

Envision Daphne 2042 is intended to guide the future growth and development of Daphne. Using the comprehensive plan as a basis for land use, zoning, development and other decisions within the city will help accomplish the goals and objectives of the plan. All land use and development proposals should be evaluated in terms of compliance with Envision Daphne 2042.

### Annual Operating Budget

The annual operating budget sets forth planned expenditures for municipal spending over the coming fiscal year. Plan recommendations should be considered during formulation of the city's annual operating budget so that the overall objectives of the plan will be accomplished.

### Capital Improvement Programming

A capital budget (or Capital Improvement Program) is a tool for planning the major capital expenditures of a local government that identifies and prioritizes local capital needs and the manner in which they will be financed. Envision Daphne 2042 anticipates that its recommendations be included in the city's capital budgeting process.

### Implementation Partners

The list of potential partners provided in the plan identifies those individuals, groups, or organizations that can or should be involved in implementing the action. It should not be viewed as exclusive or comprehensive in that other partners who have not been listed may have an interest, skill, or responsibility for assisting with the action. New partners are always encouraged to play a part.

## City as Prime Activator

Even with the listing of implementing partners for Envision Daphne 2042, it is stressed that the City of Daphne is the prime activator and motivator for plan implementation. It is intended that implementation be aggressively incorporated into and implemented through actions of the city and its appointed commissions and committees. These actions should include ordinance amendments, budget approvals, capital investments, and similar activities and products.

## IMPLEMENTATION STRATEGIES

Implementation strategies are formatted in the form of a matrix in the following pages. Key features of the matrix include:

- Listing of the strategies
- Type of strategy (policy, project or management)
- Plan reference
- Prioritization
- Expected outcomes
- Next steps
- Progress metrics
- Intended time frame for action
- Status

An explanatory key to the matrix is on the following page. The implementation matrix follows and represents the concluding section of Envision Daphne 2042.



# IMPLEMENTATION MATRIX KEY



## IMPLEMENTATION MATRIX

Action	Type	Plan Section	Priority	Expected Outcome	Next Steps	Progress Indicators	Timeframe	Partners	Estimated Cost	Status
11. Ensure protection of Daphne's sensitive waterfront environment through environmental review.	Policy	2,4	2	• Preserved natural environment	• Review code for alignment	• Review initiated	OG	PC, Council, Admin	See #6	Open
12. Create a Parks and Recreation Master Plan	Policy	2	1	• A master plan for the expansion of Daphne Parks	• Authorize plan	• Expertise retained	IM	Council, Admin	Not Determined	Open
13. Enhance the operations Daphne Education Committee	Policy	3,4	1	• Effective engagement in the education committee	• Ongoing monitoring	• Ongoing and active		Council	Budgeted Costs	Open
<b>2 BUILDING AND REINFORCING DAPHNE'S COMMUNITY CHARACTER</b>										
14. Establish design standards that extend Old Towne character to adjacent areas	Policy	4,5	1	• Preserved and extended historic character	• Initiate standards development	• Creation authorized	IM	PC, Council, Admin	See #6	Open
15. Create design and identity standards for gateway development	Policy	4,5	1	• Gateway design standards	• Initiate standards development	• Creation authorized	IM	PC, Council, Admin	See #6	Open
16. Establish public art as identity markers at key gateways	Project	4,5	2	• Clear identity markers	• Develop public art program	• Program initiated	ST	Council, Admin	Not Determined	Open
17. Establish single family design standards	Policy	4	1	• Single-family design standards	• Initiate standards development	• Creation authorized	IM	PC, Council, Admin	See #6	In process
18. Establish standards for mixed-use retrofit of aging commercial centers	Policy	4,5	1	• Retrofit standards established	• Initiate standards development	• Creation authorized	IM	PC, Council, Admin	See #6	Open
19. Establish Bayfront Drive as a community entertainment street	Project	5	1	• Mixed-use entertainment street	• Fund project	• Funding secured	ST	Council, PC, Admin	??	Open
<b>3 CONNECTING DAPHNE'S PEOPLE AND PLACES</b>										
20. Prioritize and fund overall trail system	Project	4,5	1	• Complete community trail connectivity	• Initiate trail plan schematic	• Expertise retained	ST	PC, Council, Admin	Not Determined	Open
21. Ensure new growth provides for inter connectivity of streets and pedestrian facilities	Policy	4,5	1	• Complete pedestrian network	• Initiate standards review and revision	• Policy review initiated	IM	PC, Council, Admin	See #6	Open
22. Align street design with vision Daphne 2042	Policy	4,5	1	• Complete pedestrian network	• Initiate standards review and revision	• Policy review initiated	IM	PC, Council, Admin	See #6	Open

**1** The Action column lists the specific implementation strategy recommended.

**2** Daphne planning theme serves as a heading under which actions are listed.

**3** This column indicates if the action is policy, project, or management related.

**4** Plan reference indicates the source location in the plan for the action.

**5** Intended outcomes, next steps and measures of progress are indicated in these columns.

**6** The progress of achieving specific actions may be monitored in this space.

**9** Likely partners to assist in action are identified.

**8** Potential cost and funding source and current status.

**7** Time frames for action are Immediate, Ongoing, Short Term, Medium Term and Long Term.



# IMPLEMENTATION MATRIX

Action	Type	Plan Section	Priority	Expected Outcome	Next Steps	Progress Indicators	Timeframe	Partners	Estimated Cost	Status
<b>UNIVERSAL IMPLEMENTATION PROVISIONS</b>										
1. Adopt Envision Daphne 2042	Policy	1-6	1	• Official policy basis from which to achieve Daphne's Envision Principles	• Adopt Plan	• Adopted Plan	IM	Council	\$0	Open
2. Use the plan as a guide in all development decisions	Mgmt	1-6	1	• Plan compliant, strategic development decisions	• Decisions reference plan	• Referenced plan	OG	Admin, Council, PC	\$0	Open
3. Update and report on implementation progress annually	Mgmt	1-6	1	• Up to date and relevant planning	• Produce annual progress report	• Annual report	OG	Admin	\$0	Open
4. Use the plan to guide preparation of the annual and capital budgets	Mgmt	1-6	1	• Plan compliant capital budgeting	• Input projects into capital budgeting beginning 2023	• Budgeted per plan	OG	Council, Admin	\$0	Open
5. Convene a Partners Forum to promote the plan and identify opportunity for partnering	Project	1-6	1	• Leveraging opportunity	• Plan event	• Convene event	IM	Council, Admin	\$500	Open
6. Comprehensively revise the Daphne zoning code to align with Envision Daphne 2042	Policy	1-6	1	• Comprehensively revised zoning code aligned with Envision Daphne 2042	• Authorize revision	• Revision initiated	IM	Council, PC, Admin	\$150,000	Open
<b>1 STEWARDING THE FUTURE OF DAPHNE'S CORE PLACES</b>										
7. Continue the focus on Olde Towne preservation and development in a manner consistent with its historic character	Policy	4,5	1	• Preserved and vital neighborhood	• Maintain and enhance support	• Ongoing support	OG	Council, PC, DRA, Admin	Not determined	Open
8. Ensure the ongoing preservation and vitality of the Daphmont neighborhood by encouraging the formation of a neighborhood council	Policy	4,5	1	• Preserved and vital neighborhood	• Initiate formation	• Council formed	OG	Council, PC, Admin, NC	\$0	Open
9. Implement appropriate zoning code revisions that permit infill of commercial centers	Project	4,5	1	• Comprehensively revised zoning code aligned with Envision Daphne 2042	• Authorize revision	• Revision initiated	ST	Council, PC, Admin	See #6	Open
10. Expand the walkable and mixed-use character of Olde Towne neighborhoods	Policy/Project	4,5	2	• Expanded Olde Towne character	• Align code and public investment	• Revision initiated, investments aligned	ST	Council, PC, DRA, Admin	Not determined	Open



# IMPLEMENTATION MATRIX

Action	Type	Plan Section	Priority	Expected Outcome	Next Steps	Progress Indicators	Timeframe	Partners	Estimated Cost	Status
11.Ensure protection of Daphne's sensitive waterfront environment through environmental review	Policy	2,4	2	<ul style="list-style-type: none"> <li>Preserved natural environment</li> </ul>	<ul style="list-style-type: none"> <li>Review code for alignment</li> </ul>	<ul style="list-style-type: none"> <li>Review initiated</li> </ul>	OG	PC, Council, Admin	See #6	Open
12.Create a Parks and Recreation Master Plan	Policy	2	1	<ul style="list-style-type: none"> <li>A master plan for the expansion of Daphne Parks</li> </ul>	<ul style="list-style-type: none"> <li>Authorize plan</li> </ul>	<ul style="list-style-type: none"> <li>Expertise retained</li> </ul>	IM	Council, Admin	Not determined	Open
13.Enhance the operations of the Daphne Public School Commission	Policy	3,4	1	<ul style="list-style-type: none"> <li>Effective engagement with the School Commission</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing monitoring</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing and active</li> </ul>	OG	Council	Budgeted Costs	Open
<b>2 BUILDING AND REINFORCING DAPHNE'S COMMUNITY CHARACTER</b>										
14.Establish design standards that extend Olde Towne character to adjacent areas	Policy	4,5	1	<ul style="list-style-type: none"> <li>Preserved and extended historic character</li> </ul>	<ul style="list-style-type: none"> <li>Initiate standards development</li> </ul>	<ul style="list-style-type: none"> <li>Creation authorized</li> </ul>	IM	PC, Council, Admin	See #6	Open
15.Create design and identity standards for gateway development	Policy	4,5	1	<ul style="list-style-type: none"> <li>Gateway design standards</li> </ul>	<ul style="list-style-type: none"> <li>Initiate standards development</li> </ul>	<ul style="list-style-type: none"> <li>Creation authorized</li> </ul>	IM	PC, Council, Admin	See #6	Open
16.Establish public art as identity markers at key gateways	Project	4,5	2	<ul style="list-style-type: none"> <li>Clear identity markers</li> </ul>	<ul style="list-style-type: none"> <li>Develop public art program</li> </ul>	<ul style="list-style-type: none"> <li>Program initiated</li> </ul>	ST	Council, Admin	Not determined	Open
17.Establish single family design standards	Policy	4	1	<ul style="list-style-type: none"> <li>Single-family design standards</li> </ul>	<ul style="list-style-type: none"> <li>Initiate standards development</li> </ul>	<ul style="list-style-type: none"> <li>Creation authorized</li> </ul>	IM	PC, Council, Admin	See #6	In process
18.Establish standards for mixed-use retrofit of aging commercial centers	Policy	4,5	1	<ul style="list-style-type: none"> <li>Retrofit standards established</li> </ul>	<ul style="list-style-type: none"> <li>Initiate standards development</li> </ul>	<ul style="list-style-type: none"> <li>Creation authorized</li> </ul>	IM	PC, Council, Admin	See #6	Open
19.Establish Bayfront Drive as a community entertainment street	Project	5	1	<ul style="list-style-type: none"> <li>Mixed-use entertainment street</li> </ul>	<ul style="list-style-type: none"> <li>Fund project</li> </ul>	<ul style="list-style-type: none"> <li>Funding secured</li> </ul>	ST	Council, PC, Admin	Funded	Open
<b>3 CONNECTING DAPHNE'S PEOPLE AND PLACES</b>										
20.Prioritize and fund overall trail system	Project	4,5	1	<ul style="list-style-type: none"> <li>Complete community trail connectivity</li> </ul>	<ul style="list-style-type: none"> <li>Initiate trail plan schematic</li> </ul>	<ul style="list-style-type: none"> <li>Expertise retained</li> </ul>	ST	PC, Council, Admin	Not determined	Open
21.Ensure new growth provides for interconnectivity of streets and pedestrian facilities	Policy	4,5	1	<ul style="list-style-type: none"> <li>Complete pedestrian network</li> </ul>	<ul style="list-style-type: none"> <li>Initiate standards review and revision</li> </ul>	<ul style="list-style-type: none"> <li>Policy review initiated</li> </ul>	IM	PC, Council, Admin	See #6	Open
22. Align street design standards to Envision Daphne 2042	Policy	4,5	1	<ul style="list-style-type: none"> <li>Appropriately designed complete streets</li> </ul>	<ul style="list-style-type: none"> <li>Initiate standards review and revision</li> </ul>	<ul style="list-style-type: none"> <li>Policy review initiated</li> </ul>	IM	PC, Council, Admin	See #6	Open

# IMPLEMENTATION MATRIX

Action	Type	Plan Section	Priority	Expected Outcome	Next Steps	Progress Indicators	Timeframe	Partners	Estimated Cost	Status
<b>23. Ensure internal and external neighborhood pedestrian connectivity</b>	Policy	4,5	1	<ul style="list-style-type: none"> <li>Walkable, connected neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>Initiate standards review and revision</li> </ul>	<ul style="list-style-type: none"> <li>Policy review initiated</li> </ul>	<i>IM</i>	PC, Council, Admin	See #6	Open
<b>24. Ensure intra-development connectivity</b>	Policy	4,5	1	<ul style="list-style-type: none"> <li>Consistent cross connectivity among developments</li> </ul>	<ul style="list-style-type: none"> <li>Initiate standards review and revision</li> </ul>	<ul style="list-style-type: none"> <li>Policy review initiated</li> </ul>	<i>IM</i>	PC, Council, Admin	See #6	Open
<b>25. Create Pleasant Road Extension</b>	Project	4,5	1	<ul style="list-style-type: none"> <li>New street connection and extension</li> </ul>	<ul style="list-style-type: none"> <li>Design and initiate</li> </ul>	<ul style="list-style-type: none"> <li>Project authorization</li> </ul>	<i>ST</i>	Council, Admin, MPO	Not determined	Open
<b>26. CR 64 Widening</b>	Project	4,5	1	<ul style="list-style-type: none"> <li>Improved street connection</li> </ul>	<ul style="list-style-type: none"> <li>Design and initiate</li> </ul>	<ul style="list-style-type: none"> <li>Project authorization</li> </ul>	<i>ST</i>	Council, Admin	Not determined	Open
<b>27. Hwy 98 Access Management</b>	Project	4,5	1	<ul style="list-style-type: none"> <li>Safe and organized access and reduced traffic conflict</li> </ul>	<ul style="list-style-type: none"> <li>Design and initiate</li> </ul>	<ul style="list-style-type: none"> <li>Project authorization</li> </ul>	<i>ST</i>	Council, Admin, MPO	Not determined	Current
<b>28. Hwy 98 Sidewalk</b>	Project	4,5	1	<ul style="list-style-type: none"> <li>Enhanced pedestrian facilities</li> </ul>	<ul style="list-style-type: none"> <li>Design and initiate</li> </ul>	<ul style="list-style-type: none"> <li>Project authorization</li> </ul>	<i>ST</i>	Council, Admin, MPO	Not determined	Open
<b>29. Establish Blueway and launches</b>	Project	4,5	1	<ul style="list-style-type: none"> <li>Enhanced Bay access and recreational amenities</li> </ul>	<ul style="list-style-type: none"> <li>Design and initiate</li> </ul>	<ul style="list-style-type: none"> <li>Project authorization</li> </ul>	<i>ST</i>	Council, Admin	\$350,000	Open
<b>30. Establish Bayside Trail</b>	Project	4,5	1	<ul style="list-style-type: none"> <li>Enhanced pedestrian facilities</li> </ul>	<ul style="list-style-type: none"> <li>Design and initiate</li> </ul>	<ul style="list-style-type: none"> <li>Project authorization</li> </ul>	<i>ST</i>	Council, Admin	\$12,400,000	Open
<b>31. Establish Rock Creek Trail</b>	Project	4,5	1	<ul style="list-style-type: none"> <li>Enhanced pedestrian facilities</li> </ul>	<ul style="list-style-type: none"> <li>Design and initiate</li> </ul>	<ul style="list-style-type: none"> <li>Project authorization</li> </ul>	<i>ST</i>	Council, Admin	\$5,400,000	Open
<b>32. Enhance Joe Louis Patrick Park Trails</b>	Project	4,5	1	<ul style="list-style-type: none"> <li>Enhanced pedestrian facilities</li> </ul>	<ul style="list-style-type: none"> <li>Design and initiate</li> </ul>	<ul style="list-style-type: none"> <li>Project authorization</li> </ul>	<i>ST</i>	Council, Admin	\$1,600,000	Open
<b>33. Extend Lake Forest Sidewalks</b>	Project	4,5	1	<ul style="list-style-type: none"> <li>Enhanced pedestrian facilities</li> </ul>	<ul style="list-style-type: none"> <li>Design and initiate</li> </ul>	<ul style="list-style-type: none"> <li>Project authorization</li> </ul>	<i>ST</i>	Council, Admin	\$460,000	Open
<b>34. Establish Yancy Branch Trail</b>	Project	4,5	1	<ul style="list-style-type: none"> <li>Enhanced pedestrian facilities</li> </ul>	<ul style="list-style-type: none"> <li>Design and initiate</li> </ul>	<ul style="list-style-type: none"> <li>Project authorization</li> </ul>	<i>ST</i>	Council, Admin	\$9,900,000	Open
<b>35. Establish additional east-west connectivity</b>	Project	4,5	2	<ul style="list-style-type: none"> <li>New east-west connection</li> </ul>	<ul style="list-style-type: none"> <li>Conceptualize connection</li> </ul>	<ul style="list-style-type: none"> <li>Concept design initiated</li> </ul>	<i>MT</i>	Council, Admin	Not determined	Open
<b>36. Daphne Avenue and Pollard Road Intersection Roundabout</b>	Project	4,5	2	<ul style="list-style-type: none"> <li>Roundabout</li> </ul>	<ul style="list-style-type: none"> <li>Conceptualize connection</li> </ul>	<ul style="list-style-type: none"> <li>Concept design initiated</li> </ul>	<i>MT</i>	Council, Admin	\$750,000	Open
<b>37. Whispering Pines Road and CR 13 Intersection Roundabout</b>	Project	4,5	2	<ul style="list-style-type: none"> <li>Roundabout</li> </ul>	<ul style="list-style-type: none"> <li>Conceptualize connection</li> </ul>	<ul style="list-style-type: none"> <li>Concept design initiated</li> </ul>	<i>MT</i>	Council, Admin	\$750,000	Open

# IMPLEMENTATION MATRIX

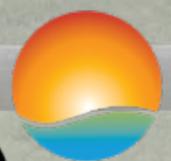
Action	Type	Plan Section	Priority	Expected Outcome	Next Steps	Progress Indicators	Timeframe	Partners	Estimated Cost	Status
<b>38. Lawson Road and CR 13 Intersection Roundabout</b>	Project	4,5	2	• Roundabout	• Conceptualize connection	• Concept design initiated	<u>MT</u>	Council, Admin	\$750,000	Open
<b>39. Highway 90 Widening</b>	Project	4,5	2	• Improved street connection	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	Not determined	Open
<b>40. Lake Forest Trail West</b>	Project	4,5	2	• Enhanced pedestrian facilities	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	\$3,000,000	Open
<b>41. Tiawasse Branch Trail</b>	Project	4,5	2	• Enhanced pedestrian facilities	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	\$3,000,000	Open
<b>42. Park Drive Sidepath</b>	Project	4,5	2	• Enhanced pedestrian facilities	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	\$2,000,000	Open
<b>43. Lake Forest Trail East</b>	Project	4,5	2	• Enhanced pedestrian facilities	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	\$3,000,000	Open
<b>44. Pleasant Road Sidepath</b>	Project	4,5	2	• Enhanced pedestrian facilities	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	\$2,000,000	Open
<b>45. Champions Way Sidepath</b>	Project	4,5	2	• Enhanced pedestrian facilities	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	\$2,000,000	Open
<b>46. Wilson Ave/Well Rd Sidepath</b>	Project	4,5	2	• Enhanced pedestrian facilities	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	\$2,000,000	Open
<b>47. Daphne Avenue and CR 64 Sidepath</b>	Project	4,5	2	• Enhanced pedestrian facilities	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	\$2,000,000	Open
<b>48. Hwy 98 Sidepath</b>	Project	4,5	2	• Enhanced pedestrian facilities	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	\$2,000,000	Open
<b>49. I-10 Interchange at CR 13</b>	Project	4,5	2	• Additional interstate access and improved traffic flow	• Obtain authorization	• Project authorization	<u>MT</u>	Council, Admin	Not determined	Open
<b>50. Fish River Trail</b>	Project	4,5	3	• Enhanced pedestrian facilities	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	\$3,000,000	Open
<b>51. CR 13 Sidepath</b>	Project	4,5	3	• Enhanced pedestrian facilities	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	\$2,000,000	Open
<b>52. State Highway 181 Sidepath</b>	Project	4,5	3	• Enhanced pedestrian facilities	• Design and initiate	• Project authorization	<u>MT</u>	Council, Admin	\$2,000,000	Open

## 4 GUIDING GROWTH ON DAPHNE'S FRONTIER

# IMPLEMENTATION MATRIX

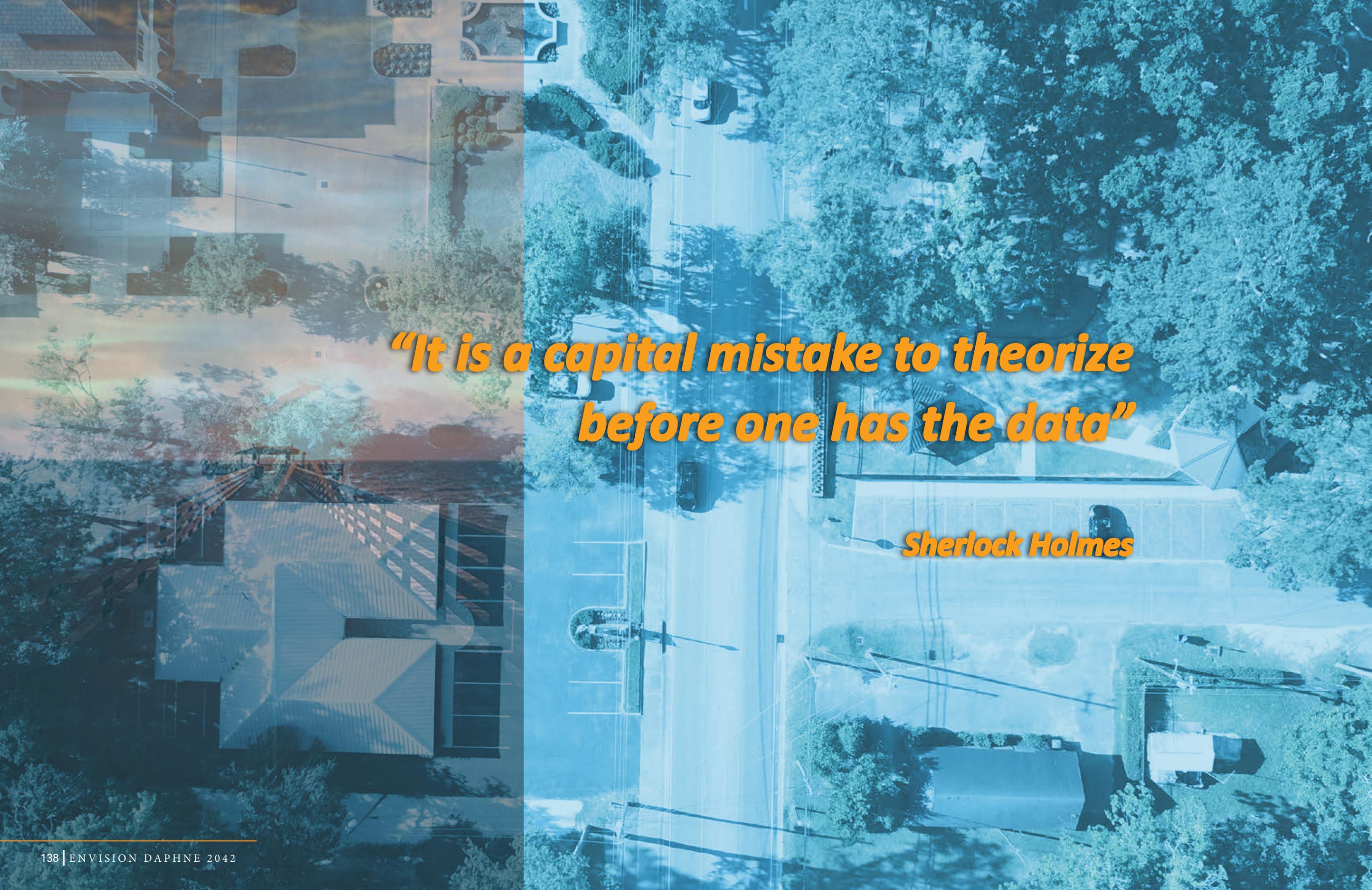
Action	Type	Plan Section	Priority	Expected Outcome	Next Steps	Progress Indicators	Timeframe	Partners	Estimated Cost	Status
<b>53. Expand Daphne City Limits to encompass prioritized sectors of the planning area</b>	Project	5	1	<ul style="list-style-type: none"> <li>Expanded city limits</li> </ul>	<ul style="list-style-type: none"> <li>Initiate annexation process</li> </ul>	<ul style="list-style-type: none"> <li>Process initiated</li> </ul>	<i>IM</i>	Council, Admin	Not Determined	Open
<b>54. Zone expansion areas according to placetypes illustrated on the Future Development Map</b>	Policy	4,5	2	<ul style="list-style-type: none"> <li>Well developed planning area consistent with Envision Daphne 2042</li> </ul>	<ul style="list-style-type: none"> <li>Initiate annexation</li> </ul>	<ul style="list-style-type: none"> <li>Annexation plan initiated</li> </ul>	<i>ST</i>	PC, Council, Admin	Budgeted Costs	Open
<b>55. Create a Parks and Recreation Plan for the planning area</b>	Policy	2	1	<ul style="list-style-type: none"> <li>A master plan for the extension of Daphne's park system into the planning area</li> </ul>	<ul style="list-style-type: none"> <li>Authorize plan</li> </ul>	<ul style="list-style-type: none"> <li>Expertise retained</li> </ul>	<i>IM</i>	Council, Admin	Not Determined	Open
<b>56. Establish residential component at the DISC site</b>	Project	5	2	<ul style="list-style-type: none"> <li>Mixed-use neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>Solicit proposals</li> </ul>	<ul style="list-style-type: none"> <li>Process initiated</li> </ul>	<i>MT</i>	Council, IDB	Budgeted Costs	Open
<b>5 IMPLEMENTING DAPHNE'S COMMUNITY DEVELOPMENT VISION</b>										
<b>57. Comprehensively revise the Daphne zoning code to align with Envision Daphne 2042</b>	Policy	1-6	1	<ul style="list-style-type: none"> <li>Comprehensively revised zoning code aligned with Envision Daphne 2042</li> </ul>	<ul style="list-style-type: none"> <li>Authorize revision</li> </ul>	<ul style="list-style-type: none"> <li>Revision initiated</li> </ul>	<i>IM</i>	Council, PC, Admin	See #6	Open



  
**Daphne** **envision**  
ALABAMA *2042*



## 7. APPENDIX

An aerial photograph of a residential street, showing houses, trees, and a road. The image is split into two vertical panels. The left panel has a warm, golden-brown color palette, while the right panel has a cool, blue color palette. The text is overlaid in the center, spanning both panels.

***“It is a capital mistake to theorize  
before one has the data”***

***Sherlock Holmes***

The following appendixes reflect essential data and information used to development Envision Daphne 2042. The series includes:

- Appendix A - Envision Daphne 2042 Discovery Engagement
- Appendix B - Envision Daphne 2042 Discovery Engagement Community Meeting
- Appendix C - Envision Daphne 2042 Community Survey Results
- Appendix D - Envision Daphne 2042 Growth Scenarios
- Appendix E - Preliminary Zoning Code Assesment and Alignment Review

## APPENDIX A - ENVISION DAPHNE 2042 DISCOVERY ENGAGEMENT



### Envision Daphne 2042 Discovery Engagement Overview

Report and Notes: 11.16.21 – 11.19.21 | City Hall

The first phase of envisioning Daphne to 2040 is "discovery." Discovery provides the community its first opportunity to express itself in the planning process and allows the planning team the opportunity to begin its data research and begin onsite conversations through a series of discussion meetings. For Envision Daphne 2040, the city established an Advisory Group to provide project input. The Advisory Group was surveyed, and a set of discussion topics was developed to explore in a series of focus groups. The topics chosen for discussion were:

- Local Economy
- Mobility
- Parks and Open Spaces
- Natural Environment
- Infrastructure
- Neighborhoods/Community Character
- Extraterritorial Jurisdiction

**Focus Group Meetings** - Focus groups were convened during the discovery visit. A simple conversational interview technique was used to engage the groups for insights related to Daphne's current circumstances and future. The facilitators documented key points in these conversations and summarized, with a primary goal of open input from the participants. Participant comments are summarized as understood by the facilitators. Some responses may reflect limited information or misperceptions of policies. Results as summarized are unfiltered. Approximately 70 participants engaged in focus group discussions.

**Community Meeting** - Focus group engagement was complemented with a general community meeting held on the evening of November 17. At this meeting, participants engaged in an online exercise identifying Daphne's general assets and opportunities. The community meeting hosted approximately 50 participants.

**Advisory Group Meeting** - The Discovery visit concluded with a meeting of the Advisory Group on November 19. The results of the focus group engagements, community meeting, and Advisory Group wrap-up meeting are reported in the sections that follow.



### Envision Daphne 2042 Focus Groups

#### Local Economy Focus Group

City Hall | 11.17.21 | 1:30 – 2:30 p.m.

Summary of Comments

1. Describe Daphne's economic circumstances and current economic climate in your opinion.
  - a. Ten years things were slow. Now custom builders are out of the market. Push back on production builders.
  - b. Two polarizing forces – New people who want to see new things and those who do not want it to change.
  - c. A gap of trust and understanding is wide. It has to be worked on.
  - d. Overheated. Booming. Sales tax has increased. Big boxes are booming.
  - e. People being added are educated and high-income earners. People of lower incomes are leaving.
  - f. There are many tourism transplants, 40% from outside of the state. Lots of retirees.
  - g. Housing product mix?
  - h. Does not have service providers. Where are moderate-priced houses. Need missing middle housing.
  - i. Attainable housing is important. Average sales are over \$400,000.
  - j. 45% of renters are cost burdened.
  - k. Would support anything that has a result. Advocated a component that requires affordable housing set aside.
2. Are there any gaps in the residential market? What is needed?
  - a. Rental - have to balance - section 8 housing - "got to control."
  - b. Price points - \$120k or less.
  - c. GAP - a lot of stuff I am seeing site plans = rental units - traditionally single-family subdivisions. Very narrow market.
  - d. Senior housing - definitely a need for it here.
  - e. Have great senior center here. Library programming is strong.
  - f. Housing is really a problem.
  - g. Very hard for elderly lady to find housing that she could afford. Had to move outside of the community. Passed of loneliness.
  - h. Need Tiered - age in place.
  - i. Seagrass (south part of town) will be tiered senior housing, but will some seniors be able to afford it? There is a waiting list.
  - j. If I want to get somewhere, I can get there, but not very well connected.
  - k. Have noticed a lack of bike accessibility.
  - l. Need dedicated corridors for bikes - if you build a road, have to have a bike path. EAST-WEST in particular
3. Labor Market
  - a. Lot of competition on the Eastern Shore for jobs. 2,000 jobs open. Service labor force being drawn away.
  - b. Foley has lots of affordable housing. Average commuter drives 27 minutes pre-pandemic.
  - c. Opportunity for person to start a career.



- d. School system of 2,200 seniors. 800 went straight into the workforce. I do not know what they are doing.
- e. Career tech center needed. Pandemic shifted burden of few workers to all industries.
- f. Idea of creating workforce bunk housing. Labor shortage.
- g. Small business owner – No labor.
4. What is the regulatory climate?
  - a. Development standards make it problematic and push costs up for affordable stuff.
  - b. NIMBY (not in my backyard) is real. People oppose apartments.
  - c. South end of the county is looking at affordable housing.
  - d. Redeveloped trailer park and got push back.
  - e. 1,100 members in Chamber and local businesses were supported in the pandemic.
  - f. Small business is at risk. Have to pay them more. Inflationary pressures.
5. How does the character of the community contribute to local economic vibrancy?
  - a. Very important that we do have an Old Daphne. Bay access is critically important.
  - b. Working on pedestrian plan for Old Daphne. Vacant buildings on the entryway.
  - c. What about charging stations for your car to revitalize. Needs to be reinvigorated.
  - d. Exit now has competition from others that exist.
  - e. What do we really have in old Daphne: Old Daphne is not really seen as core. Will take local people to invest in downtown Daphne.
  - f. Need a bigger, broader Old Daphne. How do we connect the pieces?
  - g. General apathy about what is going on.
  - h. Daphne is spread out and needs to connect to Old Daphne.
  - i. Daphne is very fragmented. How can we incentivize redevelopment? Mixed-use? Provide vision?
  - j. The eastern part of the city is an opportunity for growth. What are the future city limits?
  - k. Develop city-owned properties. Use RFP to solicit.
6. What draws people to Daphne? How do you describe community character?
  - a. Congenial.
  - b. Family-friendly, pet friendly.
  - c. Wonderful school systems.
  - d. Growing and thriving
  - e. History of Daphne as a retreat - a safe place from Mobile - feel comfortable when you get here. It is not just Daphne but the Eastern Shore itself.
  - f. Real estate perspective.
  - g. Low property taxes.
  - h. Do get amazing city services - schools, parks.
  - i. Quality of life - saving money- people working remotely - enjoying salaries from other metro areas, living here.
  - j. Growing city does bring challenges.
  - k. Quality of people - "fun community to live in" - people get along, low crime area.
  - l. High school.
  - m. Safety aspects - feel comfortable walking around and do not think bad things will happen.
  - n. Physical characteristics - ie, Olde Towne - other character areas
  - o. Beautiful trees, except for new neighborhoods.
  - p. New development does nowat save trees.
7. Other key points
  - a. Trifurcated city.



- b. Olde Daphne fully developed, mixed-use.
- c. North Daphne - large shopping centers.
- d. East Daphne - half farmland and half-closed neighborhoods.
- e. Challenge is to put those three cities together in terms of common interest.
- f. East/west divide - east of 98 get the traffic, unbridled apartments.
- g. No local shopping - unless you want Dollar Store.
- h. Additional traffic, traffic jams.
- i. Need to keep 98 looking NICE, as 181 grows.
- j. Communities within communities have their own character. Positive and should be reinforced.
- k. Large lots - being subdivided and becoming smaller - not to have close neighborhoods
- l. Out east - no "Daphne" identity out there.
- m. Pockets that are county - chances are they are unzoned county.. House bill on ETJ
- n. Narrow band of housing available.
- o. Need sub \$120k, rental, senior housing.
- p. Lack of connectivity - all feeding on to key roadways/traffic. Lack of bike infrastructure.
- q. No "Daphne" identity in residential area to east (ETJ).

## Mobility

City Hall | 11.18.21 | 9:30 – 10:30 a.m.

Summary of Comments

- 1. What are key mobility-related goals for Daphne?**
  - a. Create a safe, separated use path/network that connects all of the communities in the county (start at the YMCA?).
  - b. 54 West to Rigsby, county extending Pleasant Road to Rigsby right now (to Whispering Pines).
  - c. Regional trail connection (5-6 miles to get there) – county connectivity plan, ride from Bay Minnette to Fairhope and beyond.
  - d. Rails to Trails in Robertsedale.
  - e. East-west connectors in MPO plan. New roads.
  - f. Working on a bike/ped plan for the whole county. New sidepaths. Work in progress.
  - g. Eastern Shore trail. Almost unrideable. Goes to Weeks Bay. Public works directors coordinate the maintenance. Collaboration among public works directors.
  - h. No bike lanes. Lot of interest in this.
- 2. What are the access and connectivity problems and opportunities?**
  - a. Speeding in neighborhoods – how to use design to help with this?
  - b. Maxwell, Deer Avenue
- 3. Is it easy or difficult to walk and bike around the city? Can kids walk or bike to school?**
  - a. Put bikes in vehicles and travel down to Fairhope, Orange Beach sports complex.
  - b. Lowered speed limit in Old Towne Daphne – needs to be enforced.
  - c. Ditches for stormwater create travel issues for individuals with mobility issues, especially at crossings.
  - d. There are no designated safe routes to schools – sidewalk network is incomplete, especially along 98 corridor near elementary schools.
  - e. School traffic is really bad; how to solve it?
- 4. What is the experience on the City's main streets? (Aesthetic, speed/safety/ walking-biking)**
  - a. Fairhope – narrow streets; need to adjust regulations, incentivize.
- 5. Do neighborhood streets feel safe? What are the elements you think contribute to pedestrian safety (based on your experience)**
  - a. Lake Forest has sidewalks being installed by city
  - b. Olde Towne Daphne is very unsafe for pedestrians
  - c. Uneven sidewalks, foolish crosswalk placement, no curbing to protect pedestrians, excessive vehicular traffic, especially around schools in Olde Towne (preschool, four schools, four churches, all in heart of Olde Towne)
  - d. Problem (to some) viewed as the drivers; how do we solve this (design)
  - e. Input on the MPO Long Range Transportation Plan.
  - f. County Road 13 entrance off interstate – very political, some wanted it, challenges with ALDOT (not on long-range MPO plan moving forward)
  - g. Eyesore coming into Daphne (right next to Bryant Bank, north side of the road) – is this a good opportunity for a gateway design?

- h. Circulation, signage is not good. Is this an ALDOT issue? How is the working relationship with ALDOT)
- i. Access getting on intersection near our hotel is especially bad, wreck waiting to happen
- j. I-10 beach traffic/tourism traffic creates major issues for traffic along highway corridor and impacts side roads when there is an accident
- k. Roundabouts – Pollard and Whispering Pines (people love them, so why not use them more?)
- l. City is good about replacing existing sidewalks in need of repair; parking on sidewalks (enforcement issues)
- m. May need to do sidewalk inventory to assess existing sidewalks vs. future needs – crosswalk study?



## Environmental Focus Group

City Hall | 11.18.21 | 2:00 – 3:00 p.m.

Summary of Comments

### 1. What is the city's greatest environmental challenge? Why?

- Influx of people - land coverage, reduced groundwater recharge, increased stormwater-- too many people too fast.
- Habitat loss, in general.
- Water management from storms, drainage, and erosion—responsibility falls on Daphne to deal with; rely a lot on grants.
- Siltation in the marshes, turbidity in the bay, loss of submerged aquatic vegetation; sewer problem related to erosion (exposed sewer mains).
- Balancing growth with livability and quality of life.
- Doing the necessary things to hidden infrastructure.
- The environment is essential to the quality of life; the setting.
- Traffic/streets—air quality, bay runoff; need to establish a primary east-west corridor (you are not going to pave yourself out of congestion).
- Balancing growth with livability, community values that we hold dear, community values the environment, habitats, why this area is attractive to current population and future generations.
- Infiltration due to maintenance issues with sewer systems, causes problems when lack of maintenance (similar to what happened in Nashville); do not want to see Daphne become Franklin, TN.
- Environment was a huge piece of the puzzle, attracted to Daphne because of the environment/setting.
- Promoting infill and reuse is huge – should be a focus.
- Create ways not to disturb new areas; the population is moving east and south, the hard boundary is going to become Hwy 181, have annexed large swaths of pocket neighborhoods that are incongruous to the city.
- Development has not borne the cost to develop; believe the land use ordinance is "good," but need better melding of buffers (increase), protections for the environment into the ordinance – needs better "teeth."
- 16 million spent on stream restoration.
- County provides less environmental oversight.

### 2. What is the city's greatest environmental asset? Why?

- The Bay—it makes Daphne special (need a unifying vision and the Bay is it).
- Need to slow down development and have control over it.
- Need more control over environmental impacts like intermittent streams.
- Existing ecosystems.
- Live oaks.

### 3. Are there coordination issues between the city, county, state, and federal agencies concerning protecting assets or enforcing regulations?

- The city has done a great job with grants.

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- Baldwin County cares much less about development than the city. Growth is the single biggest threat to the economy, the community's character; Baldwin County cares much less about the land use in the city/county. Does not want to see more development in Daphne, but if we do not accept some development, it is just going to go to the county (and they do not have as much interest in regulating impact, design, etc.).
- There is not a lot of intergovernmental coordination.
- MS4 compliance example out of Memphis – quarterly meetings about what various groups are seeing, endorsed complaints, coordinated on responses.
- Cities and county need to coordinate using this model.
- Protection of the Bay requires better coordination between jurisdictions because water quality does not stop at jurisdictional boundaries.

### 4. If Daphne could only do one thing to protect or improve its environmental resources, what would that be?

- East/west corridors, connections between Lake Forrest and other development, need to think about means of getting around in Daphne.
- Should there be one main east/west corridor? Highway 64? Sacrifice one primary thoroughfare for the benefit of the other corridors.
- You are not going to pave yourself out of a problem, some congestion does shift mobility; this can be a good thing.
- Raise the bar rather than just allowing things to happen; Hamburger Hill on Highway 98 (overlooks, lighting, special area planning, gateway entrance?).
- Infrastructure (transportation) is at least 15 years behind – by vehicle.
- Believe city has done a good job with sidewalks; vehicular infrastructure is behind, into Spanish Fork and Loxely as well.
- Traffic congestion contributes to pollutants.

### 5. Describe resource protection efforts.

- Resources are not protected.
- No historic districts defined.
- Locations in the current comp plan are still valid; there are more in the watershed plan.
- Recreational components to restoration projects.
- Need to emphasize Complete Streets, enmesh into land use ordinance.
- TAP grants, trail systems on existing watershed connections.
- Enjoyment without destruction of natural resources, lessen transportation impacts by encouraging alternative modes.
- People are willing to go back outside if we create mechanisms for them to safely recreate.
- Most developers want to know what the playing field is, want to know the rules and the standards (and have them applied consistently).
- Protection is not going to happen until we can slow development and have more control over development that does occur.
- Concept of "do no harm" to your neighbor – how do you sell this/reinforce this through development, the development community.
- Front end user (developer) should be held accountable (cost), vs the backend user paying for the harm dealt.

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- Advocate for strong jurisdictional control; Corps of Engineers is taking back jurisdiction of ephemeral streams, but this protects the bay; there should be heavy incentive to reconstitute loss in watershed – if you impact, then you must abate at a rate agreed upon by the community as appropriate (right now it is 9 to 1 in terms of quality wetlands).
- Maximum buildout analysis – what is the total impact (to the environment)? City moratorium on rezoning for multi-family; believes we are at a tipping point and need to reassess multi-family units.
- Define quality of life – ask constituents what "quality of life" means to them.
- Impact fees – had a study and a draft ordinance (2005-2006 approved?); stayed the ordinance, what happened? Currently, no political will to pass them (but need them).

### 6. Are archeological resources protected in Daphne?

- NO (resoundingly); no historic district protections, none defined (is there a need?). Not much in the way of protected archeological sites.
- Some properties listed in the current comp plan but no teeth to protections.
- Village Point, where Jackson Oak is, historic homes (only protected by article 106 for the purpose of public expansion or redevelopment).
- Preserve Alabama; very little (if anything) regarding architectural components, no controls currently.
- Endangered species.
- Popcorn trees, privets.
- Invasives – yupon holly (privet), taro in waterways.
- Nature center (trying to get on national register).
- Need education of new homeowners, on exotic invasives, regulate certain areas of the city for specific environmental preservation concerns.
- Tree ordinance is very good at protecting significant trees, canopy.
- Stormwater MS4/Watershed.
- Coordination is key; wants to see everyone on the Eastern Shore come together to address issues—the Bay is an asset to everyone.
- Creek restoration has been good, but no recreation component is enjoyed by not destroyed.

### 7. Other points of discussion

- Need to promote infill.
- The city has borne the cost of infrastructure for new development and is now more attractive for more development; need to keep the bar high and have strong standards—that is not business unfriendly.
- Code is good but need better melding of issues into the code.
- Buffers.
- Infrastructure.
- Stormwater.
- How do we build standards into the code that protect what makes Daphne special? Complete Streets, walkability, stormwater, watershed.
- Dollie? Bay Watershed; Tallahassee?
- \$16 million in stormwater/stream improvements

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- j. Lake Forest.
- k. Need east-west corridors.
- l. Transportation by vehicle is at least 15 years behind; the city is/has done a good job with sidewalks.
- m. Need to think creatively and strategically.
- n. Daphne has set the standard in Baldwin County for years.
- o. At a tipping point with multi-family.
- p. Limited access to the Bay.
- q. Need to define what quality of life means.
- r. Impact fees need to be studied.
- s. Threatened and endangered species.
- t. Invasive/exotic removal program—need to at least have a program for the nature preserve; need homeowner education.
- u. Tree ordinance is pretty good; Daphne is a designated Tree City USA.

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### Neighborhoods/Community Character Focus Group

Daphne Library | 11.29.21 | 8:30 – 9:30 a.m.

Summary of Comments

#### 1) How would you describe Daphne's character to someone who does not live here?

- a) Congenial, with the exception of large pickup.
- b) Wonderful school system.
- c) Has really drawn people to the area, almost 80% of people from out of state.
- d) Growing and thriving.
- e) History of Daphne is that it is a retreat; you feel comfortable, Eastern Shore.
- f) Beautiful trees, except in new neighborhoods, temperature shifts .
- g) Recent resident, came here for the lifestyle.
- h) Trees are a big draw.
- i) Trifurcated city; Olde Daphne (mixed-use), north Daphne (shopping centers, big box stores), east Daphne (disconnected developments in terms of utilities) – interest in pulling all cities together in some meaningful way.
- j) Eastside/west side (divided by 98) – east of 98 gets traffic, unbridled apartment development, no local shopping.
- k) Park system is unprecedented.
- l) Quality of life – being able to save money.
- m) Safe area – tight community, feel comfortable walking around.

#### 2) Are there any gaps in the residential market? What is needed?

- a) Rental/ - have to balance - section 8 housing - "got to control".
- b) Price points - \$120k or less.
- c) GAP - a lot of stuff I am seeing site plans = rental units - traditionally single-family subdivisions. Very narrow market.
- d) Senior housing - definitely a need for it here.
- e) Have great senior center here and library programming.
- f) Housing is really a problem.
- g) Very hard for elderly lady to find housing that she could afford. Had to move outside of the community. Passed of loneliness.
- h) Need Tiered - age in place.
- i) Seagrass (south part of town)- going to be tiered senior housing.... but will some seniors be able to afford. Waiting list. a year.
- j) If I want to get somewhere, I can get there, but not very well connected.
- k) Have noticed a lack of bike accessibility.
- l) Need dedicated corridors for bikes - if you build a road, have to have a bike path, east-west in particular.
- m) Doesn't the 46% cost-burdened suggest that we need more rental units?.
- n) Lake Forest used to be a starter home neighborhood.
- o) Young professionals cannot afford to live in Daphne (not just the retail profession) – attainability.

#### 3) What draws young professionals – connectivity?

- a) Bringing in fiber has been a challenge; if you do not build the fiber network, new development in the industrial will be tied to this, roads need to move people and data.
- b) Need to balance between crime problem – need to control the safety, walkability, how does term “affordable” factor in?

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- c) Need to look at vacancy rates, too (for the rental market, vacancy rates are zero).
- d) A lot of the site plans coming in are multi-family, rental market.
- e) Need senior housing. Should we communicate with seniors at the senior center?
- f) Housing affordability and availability for them is a problem.
- g) Need to find sense of community for seniors, create connection.
- h) Tiered housing, from independent to assisted living.
- i) Only one facility in the whole area that accepts Medicare.
- j) Walkability.
- k) Really challenging to get between places, Olde Towne Daphne is easy to get around.
- l) Characterize bike accessibility.
- m) Need dedicated corridors, if you build a road, need bike path with it (not just walking paths).
- n) Need a network – Corte Road/Johnson Road would be a good east/west corridor.
- o) Three miles away from a completed sidewalk network in Lake Forest.
- p) Consulting group that came in and talked about traffic about six months ago, if you pooled all your money together, you could solve about.

#### 4) Other points of discussion?

- a) Need to look at PUD standards – need to look at what we are asking developers to do? Ask more of them.
- b) Look at what Fairhope is requiring, what could we apply to new development
- c) Highway sign ordinance – need to be mindful of keeping 98 beautiful and other roadways.
- d) Each neighborhood has its own character – this is a positive, needs to be reinforced.
- e) Reinforced through Covid.
- f) Large lots in the City of Daphne – keep some of this in the heart of Daphne, not have close neighbors. This is still desirable.
- g) City district 4, on eastern edge of Daphne – concerned about how to make connectivity work, have NO identity out there (school borders and city borders confuse people, Fairhope issue).
- h) Want more of a city presence out in this area, to create identity, connection to city.
- i) Daphmont is a very close-knit community, and everyone knows everyone, have worked closely with Old Towne Daphne, major concern is traffic if Johnson Road is connected.
- j) Out of development space in the heart of Daphne, if you put too many restrictions on development, they will not want to come into the city.
- k) Pockets of county, many of them are unzoned, recent house bill (Elliot) to reduce the ETJ back to city limits unless city/county can agree.
- l) Eastside of Highway 98, four roads that struggle to get out on Highway 64 – traffic calming, lighting.
- m) Beach access.
- n) People are assets, and they are a resource we need to tap.
- o) Church community, what this provides, contribution to community.

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### Infrastructure Focus Group

City Hall | 11.18.21 | 11:00 – 12:00 noon

Summary of Comments

1. **Who are the current utility providers within Daphne?**
  - a. Daphne Utilities
  - b. Belforest Water
  - c. Baldwin County Sewer
  - d. Park City Water
  - e. Fairhope Gas and Water
  - f. Baldwin County Trash
  - g. Loxley Water
  - h. Riviera Electric
  - i. Baldwin EMC
  - j. Mediacom
  - k. Century Link
  - l. ATT
  - m. City of Daphne Stormwater
2. **Are there capacity challenges?**
  - a. No one present mentioned any significant capacity issues.
  - b. Keeping up with the growth is the hard thing.
  - c. The pace cannot keep up with the developers' pace, meaning the developers can do their own utilities faster.
  - d. Keeping up with what is coming is the challenge.
  - e. Gone from 20 lot projects to 300 lot projects.
  - f. Houses are coming on line 10 houses a week.
  - g. Utilities are not out of capacity, just having a hard time keeping up with the pace.
  - h. Water and sewer capacity is good for the next 10-20 years.
3. **Is there capacity for other growth besides residential?**
  - a. There has been minimal industrial demand
4. **What is the flooding frequency?**
  - a. City growth has out run the storm sewer run off.
  - b. Daphne is way behind on stormwater infrastructure, putting band-aids on the issue.
  - c. Park City: A typical 3-day rain will flood the streets.
  - d. Having a lot of stormwater rushing through the community was not the case in years prior.
  - e. Daphne has not maintained its infrastructure in years and is now playing catch up.
  - f. Park City is having the same problem.
  - g. Olde Town Daphne is way behind on stormwater infrastructure. Had manhole boxes drop 16-20 feet.
  - h. Average rainfall will flood Park City.
  - i. Culverts not being maintained, full of clay.
  - j. Rainfall flooding the street and causing potholes.
5. **Does capacity limit development?**
  - a. It has not, but growth is causing them to fall behind.
  - b. Supply chain issues are causing a problem, PVC shortage, meter box shortage.
  - c. Manpower is also an issue.

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- d. Builders are going to have to slow down due to lack of materials.
  - e. Can not find enough pipe to keep up. Entertaining using other pipe materials just to keep up.
  - f. Supply chain is a real issue.
  - g. Has increased from 3,200 to 5,800 people in 6 years (not sure which neighborhood)
  - h. Sidewalks are not everywhere in the rural areas.
  - i. Bridges in Lake Forest need repair.
  - j. Daphne has a 3rd party doing inspections.
  - k. Daphne doing only small repairs to bridges.
  - l. New neighborhoods are doing a better job of sidewalks than the older neighborhoods.
  - m. There is a sidewalk plan in place in Daphne, and they are trying to do some improvements every year.
  - n. There have been some improvements to intersections for pedestrian crossings and sidewalks.
  - o. Not caught up yet but doing a great job of installing them.
6. **Where do you feel unsafe as a pedestrian?**
    - a. Several projects are underway to repair sidewalks in several areas.
    - b. The intersection of 54 and 64 is dangerous (risk your life).
    - c. Some of the areas with the worst streets are being repaired.
  7. **Climate Change, how is it affecting Daphne?**
    - a. In good shape for sea-level rise.
    - b. See some higher intensity rain events as a result of climate change.
    - c. Storm events are different than 20 years ago.
    - d. They have 4 to 5, 100-year flood events every year.
    - e. LID practices have been occurring in new projects.
    - f. Some road projects, Well Road, got a grant to do a better LID type design.
    - g. Tiawasee restoration project was one example.
    - h. Doing natural stream restoration creating habitat.
    - i. Seeing more stormwater retained underground to not eat up real estate.
    - j. Daphne using some solar powered traffic calming measures.
    - k. The perception is solar does not pencil. It does.
  8. **Describe internet capacity.**
    - a. Lots of issues with cell coverage.
    - b. ATT is problematic for some.
    - c. The closer you get to the water you have more connection issues.
    - d. Several blank spots where there is no coverage.
    - e. Internet service is spotty.
    - f. There is some fiber optic where bandwidth is good.
    - g. Century Link is not popular.
    - h. Some old buying houses where Century Link exists.
  9. **Is there a need for free wireless?**
    - a. Not a lot of demand issues or complaints.
    - b. Baldwin County schools provide all the students with WIFI hot spots if they do not have internet.
    - c. Library has free WIFI where some kids will come use the Wi-Fi for those who do not have it at home.
    - d. The library has a 3D printer.
  10. **Where are turn lanes needed?**

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- a. East-west corridor needs turn lanes.
  - b. Van and 98 needs a turn lane as well as others.
11. **Characterize fire protection.**
    - a. Fire protection and distribution are good right now.
    - b. But as growth occurs demand grows exponentially.
    - c. Emergency response times are 5.5 mins on average.
    - d. Insurance rating is a 3 currently.
    - e. About to be re-graded as a 2.
    - f. Hydrants are tested monthly.
    - g. Good flows for all water hydrants for fire.
    - h. Water systems are interconnected largely.
    - i. All surrounding communities are connected.
    - j. 100% hydrant use.
  12. **Sports Complex Matters**
    - a. Sports Complex need to look at the lighting.
    - b. Vehicular issues seeing due to lack of lighting right around Sports Complex.
    - c. Everyone using headlight brights and blinding other motorists.
    - d. Really dark at that spot and everyone has their lights on bright.
    - e. The amount of traffic it added and lighting issue creating a problem.

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## Parks and Open Space Focus Group

City Hall | 11.17.21 | 3:30 – 4:30 p.m.

Summary of Comments

1. **Current Operations?**
  - a. Have all the city programs and promote private information. Have athletic coordinator, crew of 12.
  - b. Submitted a comprehensive proposal to the recreation board. Comprehensive list of 60 items.
  - c. Community is younger family. Have an outlet for kids and family. The shoreline is special for the community.
2. **How would you improve current Parks configurations?**
  - a. Connectivity among all of the parks. Pedestrian connection among parks. Skelton sidewalk from Point Clear to Battleship. Could connect with that.
  - b. There is a sidewalk plan in place. \$200,000 each year for sidewalk Publix to Yacht Club Drive. Big discussion on sidewalks.
  - c. Access to Bay and access .
  - d. Equity – Alfonse Park.
  - e. There is no public pool.
  - f. Park Drive does not have sidewalk accessibility. Needs to go to a destination.
  - g. Weak neighborhood connectivity.
  - h. Dog park, playgrounds, green space, all need to go out east in the 181 corridor.
  - i. 8,000 people at the sports complex. Do a good job of drawing weekend tournaments.
  - j. Soccer and football facilities. Need to add these facilities.
  - k. Construction of a true recreation center. No indoor spaces now. #1 Priority.
  - l. Two courts, pool, track on top. Need to ask for.
  - m. There is a Senior Center that has a weight room.
  - n. Spanish Fort used to combine programs with Daphne.
3. **Future Capacity**
  - a. Cannot accommodate 20 percent growth. Beyond capacity on football and lacrosse.
  - b. Most underserved – athletics have had a big impact.
  - c. Need to do more for passive parks and facilities.
  - d. Gator Park is the gateway to Baldwin County.

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## Extraterritorial Jurisdiction Focus Group

City Hall | 11.18.21 | 3:30 – 4:30 p.m.

Summary of Comments

1. **Annexation for the city - priority areas, concerns, places you do not think should be annexed.**
  - a. Recent legislation – if the city law enforcement does not activate their jurisdiction .within (X) months, never able to take it "back."
  - b. Half property taxes are currently paid into the city; if annexed, all taxes.
  - c. Have not done a cost-benefit analysis for annexation.
  - d. Currently getting service that property owner does not pay for.
  - e. Outside of the city limits, Planning Board reviews any subdivision applications (larger developments, master plans in phases).
  - f. If a developer wants to come into the city, pre-zoning and zoning applications precede application, otherwise is annexed as R1.
  - g. Transportation – four-lane Route 64, 104.
  - h. Only about four state troopers assigned to Baldwin County tops 6.
  - i. Police assists outside city limits at least a dozen.
  - j. Lack of east/west Routes.
2. **Annexation of the whole ETJ? What would this look like, is this desirable?**
  - a. What are the benefits of living in the city limits; we need to highlight the positives.
  - b. Opportunity to vote, have a voice in city elections.
  - c. Belforest, no zoning, voted against annexation but now raising cane over land use regulation.
  - d. Expand facilities, parks, make the area feel more like they are part of the community.
  - e. Disconnect between the city and the county.
  - f. From a development standpoint, what would incentivize you to look to develop in the city vs. the county.
  - g. Want to look at area along Highway 64, 181, Whispering Pines – square off the jurisdictional boundaries here (to 181).
  - h. 181 and Milton Jones – area of new fire station.
  - i. Johnson Road connector – Some do not see the advantage of connection through the community; City of Loxley, development west, recently incorporated as a city (met population threshold), would expand possibly up until Daphne's border, but do we want this?
  - j. Extend to Fish River – natural boundary.
  - k. Extend along 64 corridor as the priority.
  - l. Separate school systems, require payment to go to Daphne schools
3. **Functional collaboration with the County - what would this look like?**
  - a. If the county wants to do something, and has the authority to do that without input or approval from the city.
  - b. Water runoff – county, city, state have very little interaction, lots of finger-pointing front end coordination.
4. **Why did the developers that pre-zoned and annexed choose to come into the city?**
  - a. Need to establish an annexation plan, set of qualifications/requirements within 1 mile of city, developer must annex if they meet this? Can we do this?
  - b. Property taxes on a \$400k home in city are around \$2k; county is half.

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- c. Smart growth is a priority; make new development, roads look great (interest in beautification).
  - d. Investigate MOA/MOU option under Alabama state statute.
  - e. Shared spaces, pocket parks – how can we include this?
  - f. Impact fees for the development community.
  - g. Satellite library – consider this for future development on the east side.
  - h. Senior center/satellite branch.
5. **Other points?**
    - a. ETJ is a, if not the prime influencer of Daphne's community development future.
    - b. Explosive growth and its implications.
    - c. Challenge of lack of zoning control and potentially changing legal status.
    - d. Weak identity connection to Daphne and perceived inclusion in the City Limits.
    - e. Minimal physical east-west connecting corridors.
    - f. Opportunity to anchor the east side at key intersections (commercial mixed-use).

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**Envision Daphne 2040 Community Meeting**

City Hall | 11.17.21 | 6:00 p.m.

During the community meeting of November 17, about 60 participants from throughout the community were asked to identify Daphne's assets, and the areas of opportunity as Daphne grows and changes over time. The results are listed in the table below and mapped.

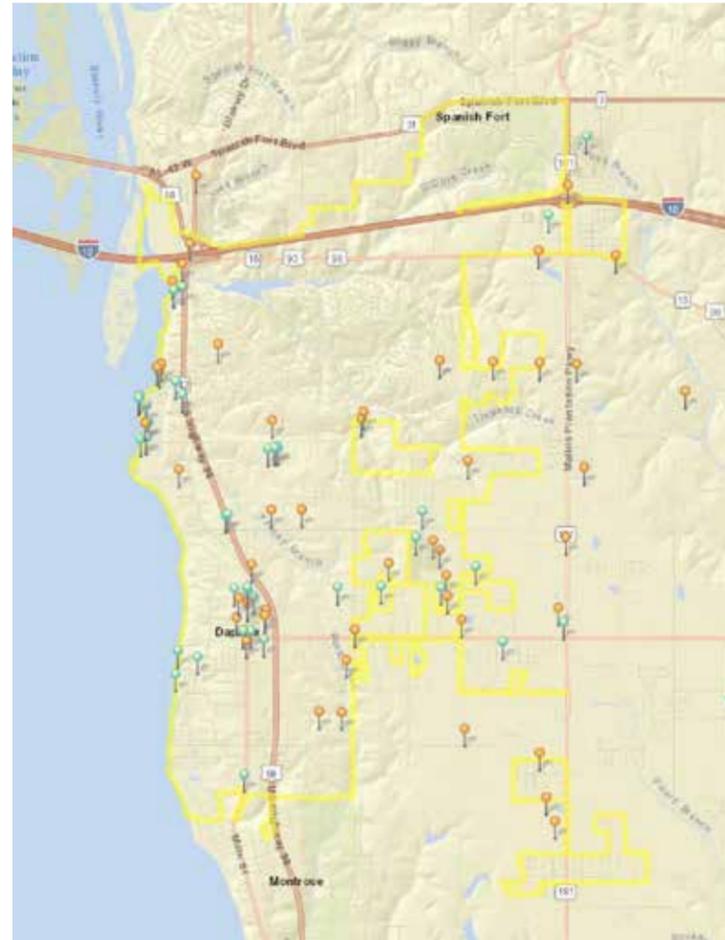


Figure 1 Crowd Sourced Community Assets and Opportunities Map

ASSETS	OPPORTUNITIES
The citizens and visitors who live in and visit Daphne	East-west connections
	Trails/bikeways/walkways
Bayfront	Turn lane is severely dangerous
Bayfront	Olde Towne Daphne needs more of a downtown scene. Additional shops, storefronts, and restaurants should be encouraged whenever possible. Many people pass on down to Fairhope for dinner, drinks and shopping.
	Bay walk
Tennis and pickleball courts	Traffic patterns that can be eased by more roads
Sports Parks	Traffic connectivity
Waterfront	Traffic gets really backed up on Hwy 64
Old Daphne character and architecture	Interstate exits (especially during beach weekends.)
Daphne Sports Complex. I have had the opportunity to travel to several fields locally and regionally. We have a phenomenal facility for baseball and softball.	Need park and recreation resources in this area
Waterfront Parks, Playgrounds, and Recreational Amenities Public Safety Services	Have individual community meetings
Commercial	Connectivity
Community Spirit Environmental Assets Schools	Sidewalks / walkability near Trione Park
Olde Towne	Hwy 98 redevelopment
Most special place in Daphne	With all the growth Daphne is experiencing, we need a better plan for traffic. Infrastructure development is far outpaced by subdivision development.
Beautiful scenery, historic	Lack of connectivity between old and new Daphne, particularly bike and walk
Potential access to the Bay	Growth of city
Dog park Waterfront Olde Towne	This place is a horrible entry point to downtown daphne
Daphne Sports Complex	Schools
Bay Access	



Utilization of zoning to encourage retail and restaurants in Olde Towne	Bike/walking paths and safe connectivity of 98 to 181
Lifestyle Environment Bayfront	Lack of walkable or drivable shopping
The parks, schools, location, etc obviously attract people from all over	Commercial growth
Mobile Bay	
Appreciate the agriculture in this area	Traffic issues at Roundabout on 64 / 13
Good Parks and recreation areas Access to Bay and beautiful beaches Climate	Growth Infrastructure
	Lack of high-speed internet throughout the community
The Bay Park system Local business	Shopping
Lott Park	Bayfront Park
Daphne Sports Complex	Daphne Public Boat Launch
Lott Park	Olde Towne Daphne retail, dining, and entertainment
Olde Towne Daphne	Smart growth for Olde Towne Main Street. I would like to see more development with shops. Lighting is a major issue for the Olde Town neighborhood.
Sports park including dog park	Public marina Dredging needed
Daphne Recreation Civic Center, Senior Center, Library	DISC project move forward
Civic Center	East /west mobility improvement.
Eastern Shore Center is a beautiful place for shopping and dining. I really hope it rebounds.	Further develop water access at Lake Forest Yacht Club and at Bayfront Park
I appreciate smaller grocery stores, like Allegri, and shop here often. I like to support locally owned businesses and restaurants.	There is a lack of restaurants, both chain and local, and I believe that the city should focus on attracting new restaurant owners to increase the options.
The geographic position of Daphne offers a great view of the Bay but also is positioned nicely for commuting to Pensacola or Mobile.	We are in desperate need of a recycling center.
	We must develop the retail center on Hwy 90 into a thriving walkable mall area. Too many empty buildings. We should encourage restaurants to the area.

	Walking and/or bike trails would be a great addition to this area. I believe at one time they were proposed here. If concrete is too expensive, perhaps asphalt would be an option. Actually, runners and walkers may prefer that.
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

### Envision Daphne 2040 Advisory Group Meeting

Daphne Library | 11.19.21 | 11:45 – 1:00 a.m.

#### Summary of Comments

The Advisory Group met at 11:45 a.m. at the Daphne Library. The results of the focus group engagement and the community meeting were summarized by PowerPoint presentation, along with an overview of community research and analysis to date.

The Advisory Group then reviewed the results of Survey that targeted to the Advisory Group, the Planning Commission and the city. At the conclusion of the presentation, the Advisory Group briefly discussed the results and next steps. Key points in the discussion included:

1. Future east-west connectivity
2. Bike and pedestrian connectivity to all parks
3. Ensuring the viability of the 98 corridor as the 181 corridor continues to develop
4. Preservation of key open spaces
5. Account for changing precipitation patterns
6. Enhance neighborhood character
7. Preservation and enhancement of Olde Towne



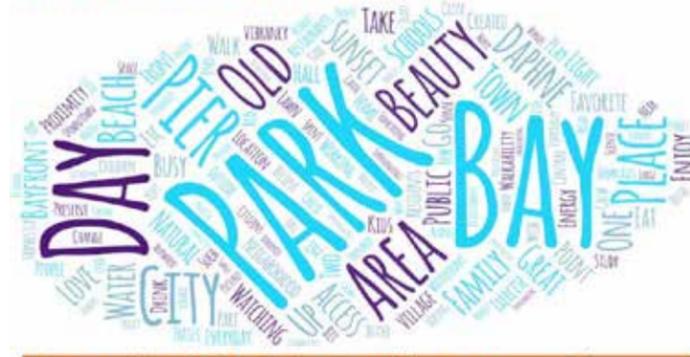
What, in your opinion, are Daphne's top three community assets?		
1	2	3
Middle Bay location Sea Front walking and other May Day Park and Pier Walkway Green City Landmarks Bayfront park Middle Bay's Parks - Bayfront, Hensley, etc. The ability to lease a small town feel while growing Neighborhoods, LA, Bay Middle Bay Beach Access Public Safety Services The people - very friendly community environment & atmosphere Waters Park Location Daphne Sports Complex It's people Public Bay access Parks including but not limited to May Day Park, Lutz Park, Bayfront Park, Al Thera and Daphne Sports Complex Family	Old Town Residential availability Walkability of downtown Carnational Park Pier Beautiful Bay Front Baseball fields People care about the community we live in The bay Quality Old Town Daphne Educational institutions Location - near the waterfront & beautiful weather Judith Square Quality of life Village Park/Bayfront Park It's schools Quiet downtown Location and access to several modes of transportation Natural Beauty - Bay	City location Family oriented culture Feeling of safety in Daphne Stone Park/Log park Location Recreational activities for children & adults, ball fields, tennis, tennis & pickleball courts downtown Bedroom community that isn't overrun with industry The sense of pride individuals have in their community Local Businesses and Restaurants Sports facilities Parks and Playgrounds Schools - great public and private schools & community support Daphne High Daphne Schools Old Clear Complex And local businesses Higher average income per household Great institutions (public / private schools, library and access to hospitals and healthcare) Location - Between Mobile and Pensacola on I-10

- What is our favorite place and why?**
1. Old Town, Walkability proximity to Bay, vibrant and energy created by restaurants, residents, people working in the area, and two schools.
  2. Honestly, my favorite place is my home because I love my neighborhood and my brother.
  3. The town city hall
  4. May Day Park. Enjoy the pier and watching sunset from this area. The park is great for kids and families.
  5. May Day Park
  6. Bayfront Park
  7. Downtown park for the children to play, restaurants to eat and drink.
  8. Bayfront Park/Village Park Preserve - shows off the beauty of the area Bay - pier/beach/fishing walk
  9. Daphne Central Park. It's beautiful and a great place to take the family to get outside and breathe.
  10. May Day Park & Bay Front Park - Primarily because I believe we have such a natural beauty, which the city has ensured that its citizens may be able to enjoy with the development of piers, bridges, etc.
  11. "The Bay", I grew up near the water in the old part of Daphne. I spent most of my life on the beach as a child. The beach and the bay change everyday and there is always something to see or do. I wish our public access areas were better but especially May Day Park.
  12. Anywhere on the bay overlooking the water, fishing, taking pictures, and watching a beautiful sunset. My family and I love walks at Bayfront Park and watching the sunsets.
  13. May Day/Bay Front Parks (Parks on the bay). They provide a sense of space & access to natural surroundings for both individuals along with their natural beauty and get along grounds to neighborhoods, businesses and schools.
  14. May Day park because of the sunset.
  15. Mayday Park. Unfortunately it is one of the few public access areas to waterfront in a city bordered on one side completely by water.
  16. Village Point. It is a quiet, peaceful place to go for a family walk or a bit of exercise. It's away from a busy street and the buses at the end is the beautiful scenery at the beach.
  17. Old town Daphne. Because it's where I grew up, there was one red light in the entire city and it was in old town Daphne and across 58 was the main stream of traffic going the city and it's where we used to catch the neighborhood bus to get to Mobile.
  18. May Day Park Public waterfront cover with a playground pier and small amphitheater
  19. May Day Park and Pier. Large pier, plenty of parking, great lighting and landscaping. Direct access from the road to the water's edge.
  20. The schools. In many ways they are the center point of community life in Daphne.

25



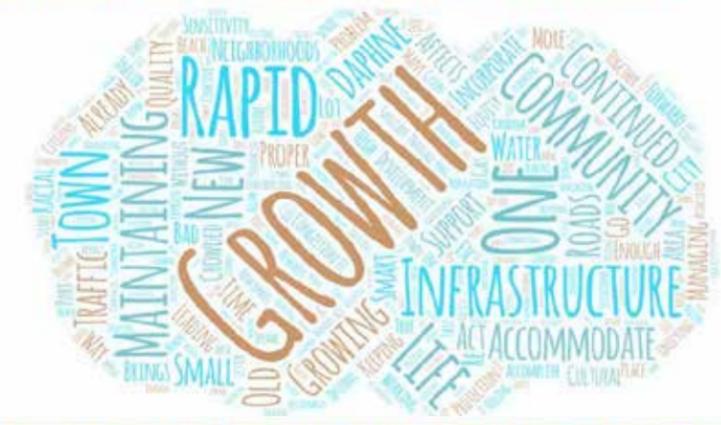
What is your favorite place in Daphne?



- In your opinion, what is Daphne's greatest challenge as a community?**
1. Continued, smart development that brings the community forward.
  2. Race and cultural sensitivity and equity
  3. Unifying all our neighborhoods to act as one
  4. Growth leading to more traffic congestion. We
  5. Managing growth and maintaining quality of life. 2. Working together to accomplish
  6. Maintaining our small town way of life while accommodating the influx of new citizens to our area.
  7. Incorporating the new neighborhoods into the community.
  8. Controlling population growth - not that growth is bad, but infrastructure to support the growth - traffic/crowds are already crowded - not a lot of options for things to do if you don't go to the beach/water. Restaurants are already crowded, etc.
  9. Navigating growth while keeping the quality of life high.
  10. Rapid growth without proper infrastructure
  11. It would be to incorporate the rapid growth with maintaining the sense of place that has been Daphne. It is keeping a true community feeling as so many newcomers become part of our community. Connecting the old and the new in a cohesive interest.
  12. The growth and the affects that are associated with rapid growth.
  13. Proper planning for accommodating future growth with adequate infrastructure including roads, utilities (water, sanitary sewers, power, natural gas, drainage), and commercial resources, protection of the environment and maintaining continuity as a community in face of random disaster.
  14. Inclusion of all backgrounds and financial situations.
  15. Infrastructure
  16. Given our political and environmental boundaries, we are only growing in one direction. We're growing fast and the decision makers may not have the tools or the expertise to know when it's time to start hitting the brakes. What is the goal? Where are we heading and when can enough be enough?
  17. Infrastructure one of Daphne's greatest problems is controlling, in your letter you said this is one of the fastest growing cities in the region, but the infrastructure is not growing to accommodate the growth of people so every time we allow apartment buildings to be built in the city we are increasing to the problem also it contributes to overcrowded schools and that affects education.
  18. Outside of managing growth/infrastructure housing is a vision for Old town
  19. Balancing growth while maintaining small town appeal. Protecting the identity of Daphne.
  20. Rapid growth not support by rapid infrastructure creation.

26

What, in your opinion, is Daphne's greatest challenge as a community?

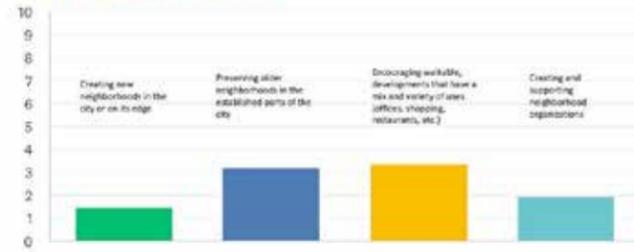


- What one vital concern about Daphne's future would you want to see successfully addressed through the planning process?**
1. Is there a theme or architectural style the City wants for downtown? Does the City have a position on it? If so, publish it, and encourage smart development to these themes and standards.
  2. Equity in accessibility of services for all citizens in every neighborhood
  3. Another road running East/West
  4. Smarter growth. We just issue building permits willy nilly with no consideration if city services can absorb them.
  5. Downtown expansion and bayfront access
  6. Traffic Control/flow - not sure how to do it, but beach weekends are awful for traffic.
  7. Managing growth.
  8. Proper infrastructure that aligns with the growth of the City
  9. Preserving and enhancing bay and historic assets
  10. Addressing the growth and infrastructure needs of our city are the vital concerns I would like to see addressed in this study.
  11. Growth opportunities need to include consideration of and provisions for family activities including pedestrian friendly accessibility to schools, parks and businesses.
  12. Making every aspect seem more accessible and friendly to people from all walks of life.
  13. Infrastructure, water quality
  14. A future land use map with roadway development considerations.
  15. I would love to see a family-oriented business such as bold and allays, in a movie theater on the south end of Daphne to help the commute.
  16. Place emphasis on re-purposing / re-developing dilapidated buildings.
  17. Continued support for local schools.

27



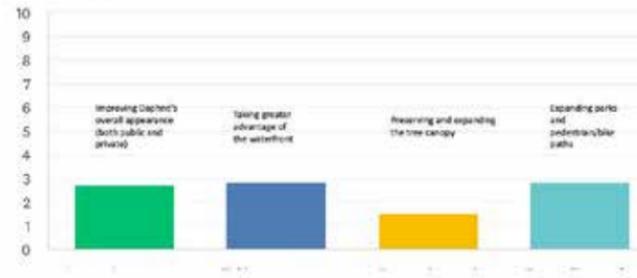
### Neighborhoods



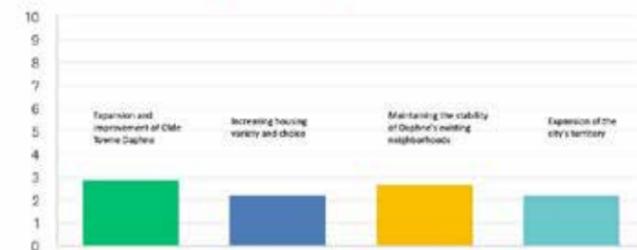
### Mobility infrastructure (streets, sidewalks, bike lanes, etc.)



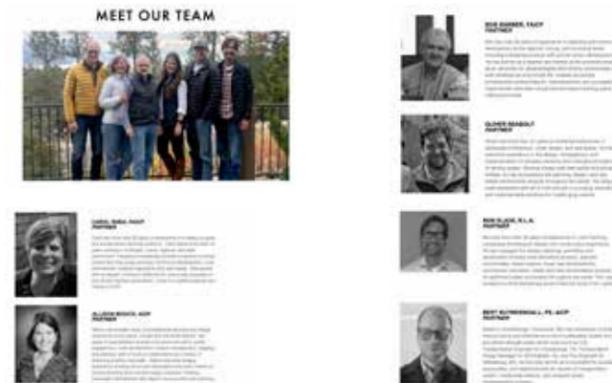
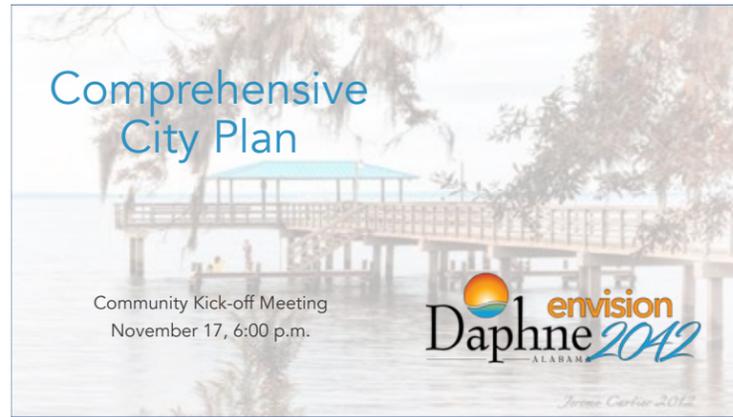
### City environment and amenities?



### Community development activities?



# APPENDIX B - ENVISION DAPHNE 2042 DISCOVERY ENGAGEMENT COMMUNITY MEETING



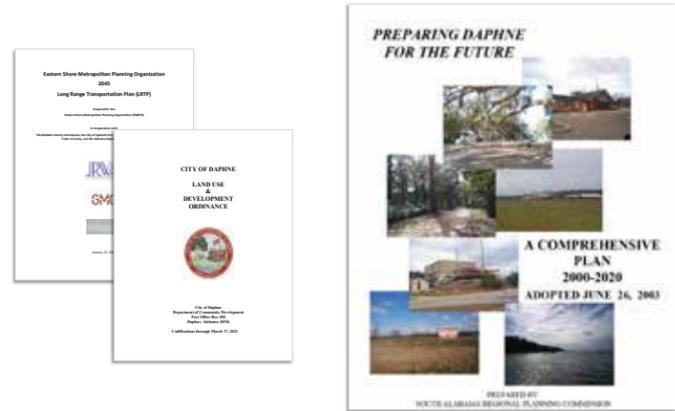
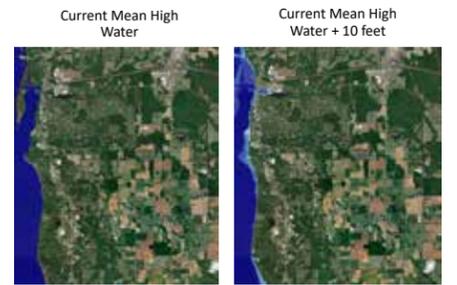
- Fact-Based
- Collaborative and Inclusive
- Vision-Driven
- Outcome-Oriented



Environmental Context

### Projected Impacts of Sea Level Rise

National Oceanic and Atmospheric Administration, Office for Coastal Management, DigitalCoast, Sea Level Rise Viewer <https://coast.noaa.gov/slr/Viewer/slr/10/-/278063.336508219/3380657.3727450894/133/satellite/none/0.81/2050/interHigh/midAccretion>

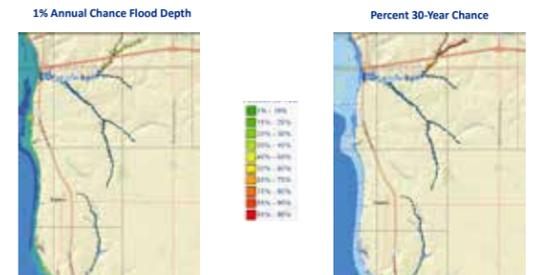


### A History of Hurricanes in Mobile Bay



National Ocean Service, NOAA <https://oceanservice.noaa.gov/news/historical-hurricanes/>

### Flood Risk



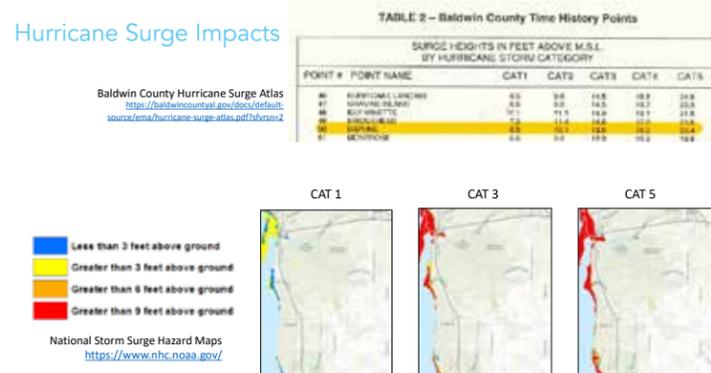
ADECA, Alabama Flood Map, <https://alabamaflood.com/map>



### Initial Discovery Observations

- Natural Environmental
- Development Patterns and Community Character
- Mobility
- Economic Context
- Parks and Open Spaces
- Input and Guidance

### Hurricane Surge Impacts



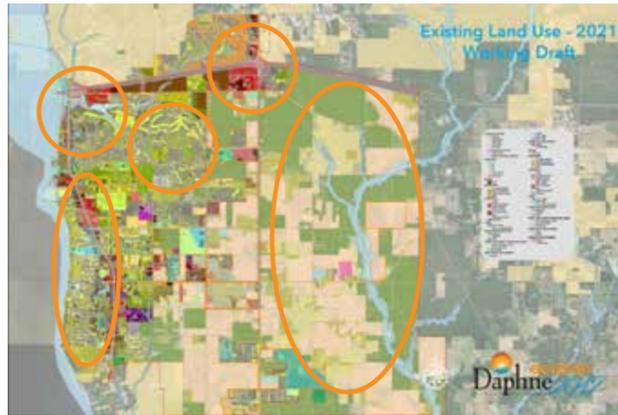
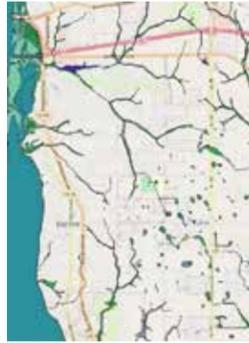
### Threatened and Endangered Species



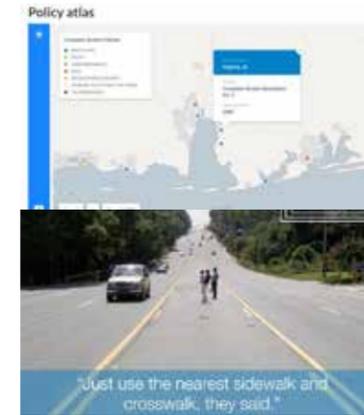
National Wetlands Inventory



U.S. Fish and Wildlife Service, National Standards and Support Team, wetlands\_team@fws.gov



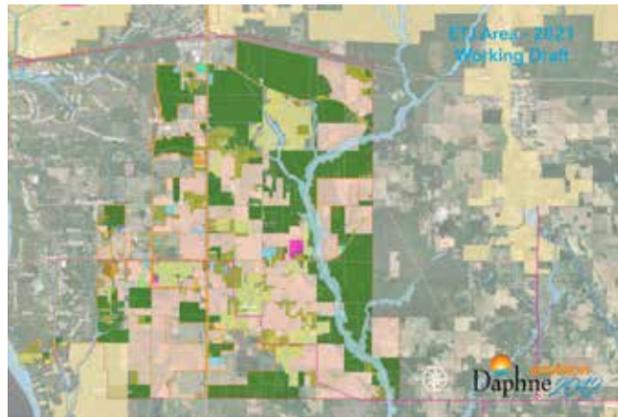
Development Patterns



Tree Canopy



Google Earth, 2020



Development Patterns

Level of Service (LOS)



Invasive Plant Species



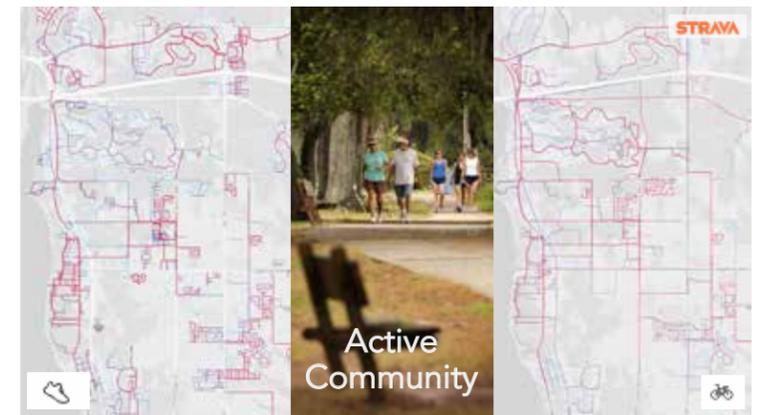
AL Invasive Plant Council, AL Forestry Commission, ALCOM

Invasive Animal Species



- Lionfish
- Amazonian Apple Snail
- Carp: common, silver, mix
- Nutria

AL Wildlife & Freshwater Fisheries, AL Extension, ALCOM



## Connectivity



## Connectivity

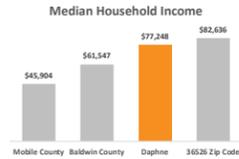
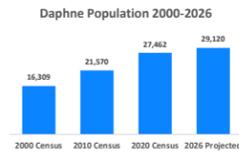
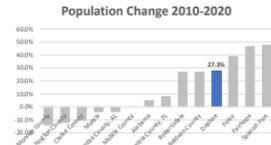


## Safety



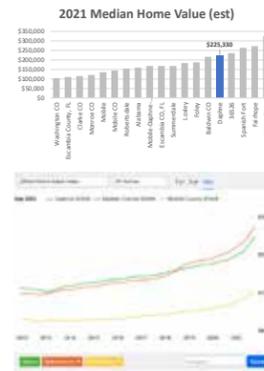
## Demographic Snapshot

- Population Change**
  - 27,462 = Daphne Population (2020)
  - 27% growth since 2010, 68% past 20 years!
  - Projected 6% over next 5 years
- 2021 Median Household Income (est.)**
  - \$77,248 = Daphne
  - \$61,548 = Baldwin County
  - \$90,783 = Spanish Fort
- Median Age**
  - 43.6 = Daphne



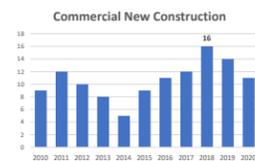
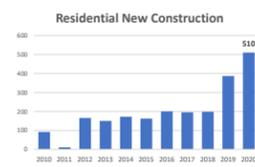
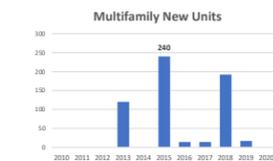
## Housing Snapshot

- Home Values upper tier of region**
  - \$225k = Daphne
  - \$235k = 36256 Zip Code
  - \$325 = Point Clear
- 71% Owner-Occupied**
- 75% SF Detached (22% MF)**
- Zillow Market Data**
  - Daphne ZHVI = \$265,000 (Sept 2021)
  - 19% increase YOY
  - Low of \$159,000 in 2013
- Home sales Data**
  - Median sales price in 2020 was \$241K and 2021 YTD is \$275K, up 11.5%
  - Daphne is the leader in new home sales in Baldwin County
- Housing Affordability**
  - 45% of renters cost-burdened
  - 19% of home-owners cost-burdened



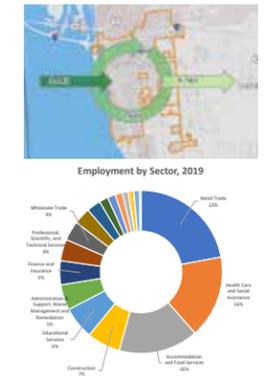
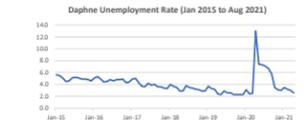
## Housing Snapshot

- Single Family:**
  - Steady increase since 2017
  - 32% more in 2020 (510)
- Multifamily**
  - Varies significantly YOY
  - 240 in 2015
- Commercial:**
  - Limited number of permits
  - High of 16 in 2018
  - Declining slightly



## Employment Snapshot

- Employment by Sector**
  - 22% in Retail Trade
  - 16% in Healthcare
  - 16% in Accommodation & Food
- Commuting Patterns**
  - Small net export of jobs
  - Daphne residents commuting out have larger percentage of higher wages than workers commuting into Daphne
- Unemployment**
  - 3.0% in August 2021
  - Compared to 2.8% in Baldwin County and 3.4% statewide



## Retail Snapshot

- Daphne serves as a local retail center, with a retail gain of \$62.5M over past year
- Key Local Opportunities**
  - Grocery Stores
  - Electronics & Appliance Stores
  - Hardware Stores
  - Limited-Service Restaurants
  - Cosmetics & Beauty Supplies
  - Jewelry Stores
  - Snack and Non-Alcoholic Beverage Bars
  - Beer, Wine and Liquor Stores
  - Specialty Food

	Daphne	36526 Zip Code	Baldwin County	Mobile-Daphne-Fairhope CSA
<b>Consumer Expenditures</b>	\$592.5 M	\$768.3 M	\$4.47 B	\$10.95 B
<b>Retail Sales</b>	\$655 M	\$778.9 M	\$5.16 B	\$12.44 B
<b>Retail Leakage/ (Gain)</b>	(\$62.5 M)	(\$10.6 M)	(\$684.4 M)	(\$1.48 B)



Economic Context

Economic Context

Economic Context

Economic Context

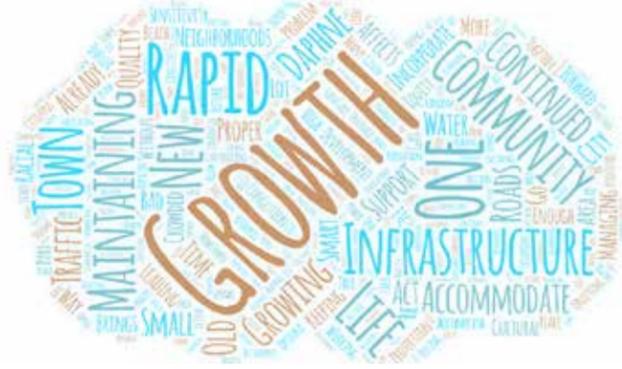
Economic Context

Existing Parks and Open Space





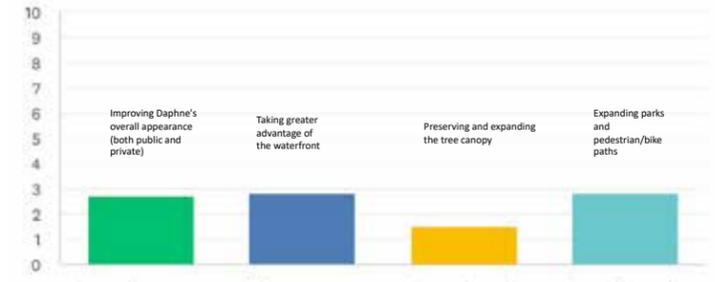
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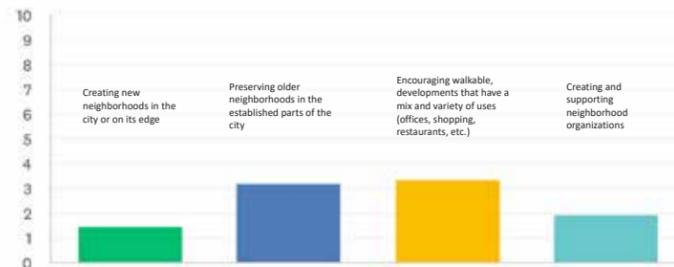
### City environment and amenities?



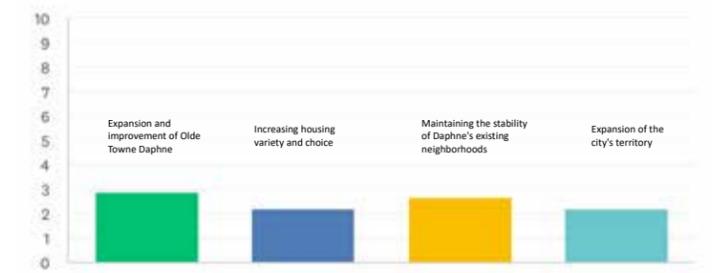
**In your opinion, what is Daphne's greatest challenge as a community?**

- 1 Continued, smart development that brings the community forward.
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- 20 Rapid growth not support by rapid infrastructure creation.

### Neighborhoods



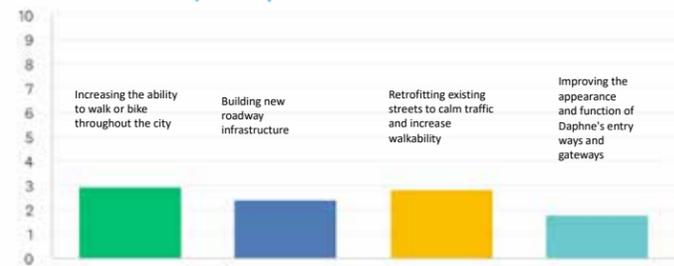
### Community development activities?



What one vital concern about Daphne's future would you want to see successfully addressed through the planning process?

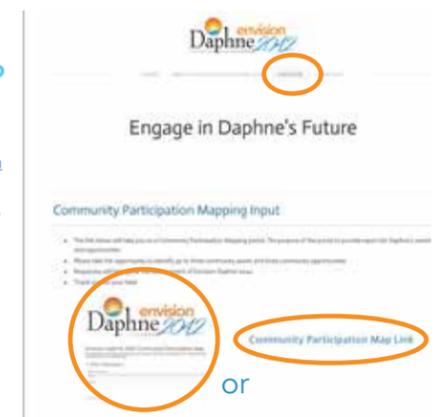


### Mobility infrastructure (streets, sidewalks, bike lanes, etc.)



### What do you think?

1. Go to: [www.envisiondaphne2042.com](http://www.envisiondaphne2042.com)
2. Click: "Engage" at the top of the page
3. Click: Community Participation Map Link



## APPENDIX C - ENVISION DAPHNE 2042 COMMUNITY SURVEY\*

Q1--On a scale of 1 to 10 where 1 is very low and 10 is very high, how would you rate the quality of life in Daphne?

8.13

- Next Steps
- Continue engagement process
- Planning week



**In a few words, how would you describe Daphne to someone who has never been to the community?**

Small town, big heart. I love living in Olde Towne Daphne where the housing is as varied as our residents, but we all enjoy being together. It's a special, special place great potential, location, and it's not Fairhope

Outdoorsy family focused community minded city, going through growth pains

A "Big" small town! Has everything you need without the hassles of a large city

A beautiful place along Mobile Bay with amazing schools and great people

A beautiful, friendly town where you can raise a nice family

A beautiful, safe and family oriented community

A big small town on beautiful Mobile Bay with great food!

A city by the Mobile bay with a different experience based on the neighborhood you live in and its surroundings

A close knit community filled with hard working people. Great schools and great events. We are pretty much full at this time and can't really fit any more people

A coastal fishing Village. Aka, the Jubilee City!

A community that meets all my needs

A fast growing community that is trying hard to maintain its identity and preserve the parts that make it unique

A fast growing suburb city. A very welcoming city but the original "locals" are feeling overwhelmed

A gem

A great community on the eastern shore of Mobile Bay that is growing exponentially

A great place to live

A great place to live with excellent schools. Close to the beach but feels like a small town

A great place to raise a family. It is a growing community but still remains one of the safest cities in Alabama

A large sprawling rapidly growing community in a beautiful location that is full of diverse interests and socio-economic levels which is outgrowing its infrastructure capacity

A nice city, but very spread out. There isn't really a central downtown area

A once great community now consumed by the chasing of tax dollars

A picturesque coastal community with plenty of outdoor activities in nature to explore

A quaint city filled with beauty

A quiet small city with community spirit

A quiet, friendly bedroom community with small city charm and modern day amenities

A residential small town that is a safe and nice place to raise a family, if you can afford it

A safe, quaint town that is losing its character due to uncontrolled growth

A small town feel with access to resources of a larger community. Beautiful natural resources

A small town on the eastern shore of Mobile Bay, about an hour's drive north of the beaches, north of the Gulf of Mexico. A very convenient community

A small town that is growing full of people who care

An ideal place to live in

Bayfront community; good schools, high quality of life

Beautiful city with a small town feel

Beautiful community with caring neighbors

Beautiful quiet community where you can fish in the bay, watch the corn grow, and listen to the cows moo.

Beautiful town on Mobile Bay that has grown beyond its means

Beautiful town on the Gulf Coast with a quaint and vibrant downtown

Beautiful town with great parks, awesome schools, good shopping, and near lots of attractions

Beautiful, safe, easy going, but it's moving towards congested roads, overcrowded schools, over-taxed residents, with inflated real estate prices trying to push locals out

Beautiful, friendly, safe

Beautiful, perfect size, great location



Beautiful, scenic, positive, strong sense of community involvement by the residents

Bedroom community of Mobile, AL on the best side of Mobile Bay

Bedroom community, which has been taken over by developers

Bedroom community/suburb

Best quiet town

Bustling family oriented high growth community

Busy

Busy roads. Overcrowding. Bad water and sewer system. Quiet at times if you can find an area that is developed

Charming and small bayside village with friendly people and community spirit

Classic Southern yet modern community charm, beautiful smaller city with diversity

Clean, beautiful community on the Bay

Clean, safe, relaxed

Close enough to everything but far enough at the same time

Coastal community that is attractive, clean and safe

Coastal town

Coastal weather retirement area

Comfortable, safe and convenient place to live

Commuter town. A little too practical (i.e., lots of strip malls and big box stores)

Convenient small town atmosphere in fast growing Eastern Shore area

Crammed packed schools, high traffic, great schools when they aren't being overrun with too many kids

Need another middle and high school and with as many new homes that are coming to the area will need a new elementary school. The infrastructure isn't able to handle the influx of people as is and there are still hundreds of homes that haven't been built yet that will only make driving in Daphne even worse. The sewer system needs updating. We love it here. We have enjoyed living here. But they can do better and need to start doing better for the residents of this town

Cute city on the Eastern Shore of Mobile Bay. We have Mardi Gras, Spanish moss, and lots of parks and green spaces

Daphne has all the charm of a quaint town coupled with the growth and bustle of a bigger city. Right off of Mobile Bay, Daphne offers top quality schools; housing of all kinds, shapes and sizes; and all sorts of hobbies to enjoy such as shopping, sailing, fishing, kayaking, walking, biking, sports, and tons more. We love our city and can't imagine living anywhere else

Daphne has two of everything and is five minutes from anything! It's also stunningly beautiful!

Daphne is a beautiful city that has suffered from overgrowth

Daphne is a beautiful place to live within minutes of almost everything

Daphne is a beautiful town on the Eastern Shore

Daphne is a friendly city and a great place to raise a family. The schools are wonderful

Daphne is a great place to live, great schools and Community. Our crime rate is very low. Great restaurants and seafood

Daphne is a growing city with still a small town feel. We greet neighbors, lend a hand, get along with those not like us and enjoy beautiful surroundings

Daphne is a pleasant, fairly safe city. Although we have a problem with speeders in our neighborhood Walking across the street to get mail can be frightening with people speeding on our street

Daphne is a quiet and lovely coastal town brimming with laughter, peace and sweet southern charm. Historic oaks and mossy shade comprise most of our scenic views. Upscale dining on the bay paired with a stroll through the neighborhood or a sunset with ice cream!

Daphne is a small but thriving community with a family focus

Daphne is a small town with very friendly residents. It is near more well-known communities but is quickly making a name for itself

Daphne is a uniquely small and growing community with friendly people, good schools, above standard athletic facilities for youth sports, passive parks with great views of Mobile Bay, strong public safety and historical community spirit

Daphne is a very friendly place to live

Daphne is a wonderful place to raise a family!

Daphne is an expanding city that is a safe and family oriented community. It has beautiful parks and offer recreational parks for the active community. There is not a variety when it comes to shopping, and restaurants. The infrastructure needs to improve due to the growth of the community. The schools system is working to keep up the growth of the community as well. Daphne has beautiful weather and friendly people. Eclectic, in as much as a small town feel, with plenty of amenities in and around the area Expensive to live and no public housing

Fairhope's hat

Family and friends who take care of each other and their children

Family and neighborhood atmosphere

Family friendly

Pg 156 column 1  
 Family friendly community with beautiful outdoor activities  
 Family oriented and safe  
 Family oriented town  
 Family oriented, preserves its history, educated community  
 Family oriented, slow paced, easy going, some place you wouldn't want to leave  
 Family town, close to interstate, shops and dining, beaches and clean  
 Fastly growing with small town feel  
 Friendly and clean with plenty of nice places to eat and shop  
 Friendly and quiet community with a beautiful view of the waterfront of Mobile Bay  
 Friendly community  
 Friendly little town  
 Friendly neighbors  
 Friendly, caring, with a casual lifestyle  
 friendly, convenient  
 Friendly, good school system, wide range of housing options, poor infrastructure in keeping with new neighborhoods  
 Friendly, quaint, growing  
 Friendly, welcoming community with beautiful parks and recreation opportunities—mostly free  
 Friendly, peaceful, quaint  
 Good place to raise a family. Accessible to a lot of recreation. Good mix of people (racial and financially diverse). Down to earth compared to nearby cities  
 Great community to live in and people are nice  
 Great community, but growing fast and needs a plan for future to keep up with the growth  
 Great community, excellent schools, conveniently located near I-10 for a short ride to Mobile, AL and a 45 minute drive to Pensacola, FL  
 Great Family Community in South Alabama. Great to enjoy the outdoors and raise a family  
 Great family town  
 Great little town that is experiencing unprecedented growth. Hard to find affordable living, though, and traffic is starting to really be an issue  
 Great location near the bay  
 Great people and safe  
 Great people, close to other cities that blend together well, banks and food, rec fields, but no swimming or diving and it's hot here. No Rex center like Fairhope  
 Great people. Great food. Great town  
 Great place to raise a family and has great natural resources in the area.  
 Great place to raise a family!  
 Great police, fire and library. Growth has been unregulated and done without concern for residents. Streets poorly maintained/parks does great job. Pity the day there is another major weather event that requires evacuation. City leaders want growth without infrastructure in place first  
 Great schools, low crime rate, up and coming city  
 great small southern town on the bay but struggling with lack of overall proactive planning and managing  
 Growing  
 Growing  
 Growing but still with the small town feel. Clean, safe feeling about our community  
 Growing city  
 Growing city, peaceful and good to raise a family  
 Growing community with beautiful surroundings and weather  
 Growing out of control with traffic congestion and little concern for environmental priorities like recycling!  
 Growing too fast  
 Growing too fast and infrastructure can't keep up  
 Growing too fast  
 Growing too fast. Traffic is a nightmare, tearing up all the beautiful farm land trees to build housing, which impacts traffic  
 Growing, pleasant, charming  
 Has a small town feel in some areas but growing rapidly in others not sure how the outcome would look.  
 Hidden gem with small town values and a gentle way of life  
 I already have relocated here and a friend of mine is relocating from MO  
 I describe Daphne often as the best place in the world to live!  
 It is a beautiful SMALL-ish town feel. The community is great with most amenities close by  
 It still has a smaller town feel even though it has more than doubled in the 23 years I have lived here. It does have nice park features and a good selection of stores and eating places  
 It used to be a good place to live, not any more. Too many people moving here, traffic is bad, but mostly crime is out of control. I've lived here for 42 years and have always felt safe, but not anymore. With the influx of so many people moving here it's not a nice small town anymore. I hate it here now  
 It used to be a lovely quiet little town but has been overdeveloped and lost its charm  
 It's paradise ... and expensive to live here  
 It's a Big area with a small town feeling  
 It's a nice, family community

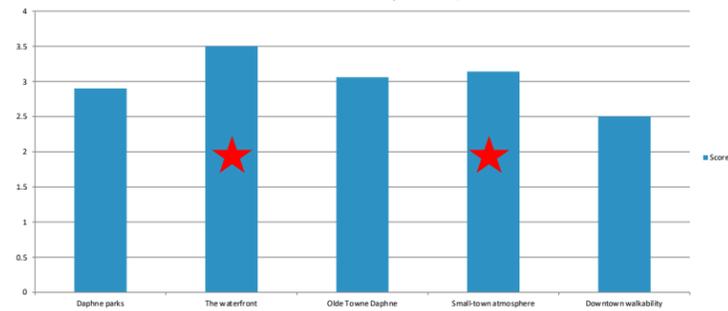
It's a quiet and clean

Column 2 pg 156  
 First Block  
 It's nice in some ways but the sewage issues are destroying the bay. The planning board seems like it needs some work  
 Jubilee city. Then have to explain what a Jubilee is  
 Laid back, mid-upper scale, where the city meets the country  
 Laid back, relaxing, atmosphere with beautiful landscape (Currently)  
 Love living here. But we need to stop building more neighborhoods and apartments  
 Lovely Southern town adjoining Mobile Bay, historic sites, family friendly  
 Medium sized bedroom community with good schools  
 Modern day Mayberry  
 Multiple areas of interest; small historic district; mostly residential metropolis east  
 N/A  
 Nice people and beautiful place  
 Nice place to live  
 Nice residential community on Mobile Bay  
 Nice small town downtown area, great bay access parks. Quiet living. Busier area/shopping near the inter-state. Used to be a lot of farm land in the east but less and less as time goes on, being replaced with cheap DR Horton cookie cutter homes clumped together wherever they will allow land purchases and worse still large ugly apartments  
 Nice small town. Manageable traffic flow. Easy place to live. Very friendly and polite people. Nice location between Mobile, Fairhope, and the rest of the county and beaches  
 Nice town, nice people, but growing faster than infrastructure can handle  
 Not much to do with a lot of retired people and young families...not a place for singles  
 Olde Daphne is charming and inviting. Slow paced Bay life  
 On the bay, great neighborhoods & schools  
 Once a small and peaceful place, but high growth has taken its toll on the quality of life.  
 Peaceful, family and community oriented, with lots of new growth that should be contained to preserve the slow paced atmosphere  
 Perfect leadership plus conveniences plus economic diversity  
 Perfect sunsets, quaint  
 Picturesque; options of shopping, dining, and activities but maintains quaint small town feel  
 Place that has changed dramatically in the last 20 years, not for the better  
 Quaint  
 Quaint  
 Quaint and laid back  
 Quaint friendly town  
 Quaint little town on the bay down by Mobile. Bedroom community with good schools. Great place to live being right off the interstate. Small town charm, and what we don't have we're not a far drive from what you might need  
 Quaint small town conveniently located near recreation opportunities. great schools and a decent downtown  
 Quaint town but infrastructure not keeping up with growth. Streets need to be widened for over-crowded streets  
 Quaint, clean, growing  
 Quaint, quiet, beautiful, has character  
 Quiet coastal community  
 Quiet, but not very friendly. Religious  
 Quiet, family friendly  
 Rapidly growing, small town community  
 Residential community by the bay  
 Safe  
 Safe bayfront community but with an unattractive commercial looking entrance on 98 and not enough capitalization of the bayfront  
 Safe, friendly, and beautiful!  
 Small community, close to the bay, great place to live...convenient to the interstate and beaches  
 Small enough to feel like family but large enough to offer all the amenities  
 Small residential town near the water  
 Small town  
 Small town atmosphere although not small  
 Small town atmosphere with big town amenities  
 Small town community  
 Small town feel on the bay  
 Small town feel that has access to many of life's pleasures  
 Small town feel with a short drive to city life. Growing quickly  
 Small town feel with all the amenities. I've lived here 30 years and even though the growth takes adjustment for the most part it has been good  
 Small town feeling - family oriented  
 Small town on Mobile Bay

Small town on the Bay with great untapped potential  
 Small town with a lot of activities and great family vibe  
 Small town with close access to beach and larger cities  
 Small town, big flavor  
 Small town, friendly, great location, bayfront  
 Small, friendly. Daphne has good restaurants, shopping, and activities. Neighborhoods are varied for different goals/likes  
 Small, safe and family-friendly but within reach of larger cities  
 Smaller community with nice people, great weather, awful traffic in summer and spring break  
 Smallish community with many great people. Best community I've lived in  
 Southern Alabama with great people and water  
 Southern charm, sense of community, beautiful natural resources  
 Southern town on Mobile Bay  
 Spread out, family friendly, needs more restaurants and jobs  
 Suburb on the bay  
 Suburban community on Mobile Bay  
 Suburban. Run of the mill chains stores/restaurants. Lackluster art scene. Growing pains that show up in streets and lack of diversity  
 The Jubilee City! Quiet, yet strong with flavors of activities and the best people to be neighbors with. Low crime, high tide baby!  
 The Jubilee City. Small town, safe, convenient  
 The people are the best!  
 This is a beautiful and diverse community. The schools are wonderful. The high school is awesome, but it seems to be a community afterthought  
 Though certainly perceived as a commuter city, Daphne has vast natural resources and a clear commitment to increasing quality of life, including walkability and recreation options, for its residents  
 Too many new people clogging the roadways  
 Traffic is an issue, and the ongoing construction is concerning. The infrastructure seems stretched in general, and has potential to become more of an issue  
 Very beautiful town  
 Very friendly and safe city that focuses on education and recreation  
 Very friendly family focused community  
 Very modern community providing many ways to enjoy life and give opportunities for further career advancement and family togetherness now and into the future  
 Very nice area close to Gulf of Mexico. Offers a variety of parks for sports and passive activities  
 Very nice area to live, but growing too fast  
 Very quaint, quiet, bayside city, but no real tourist attractions to speak of  
 Warm, friendly and welcoming  
 Was a really nice place to live in the past until all this development which has caused gridlock on our roads  
 We are right on the Gulf of Mexico with sweet southern charm  
 We chose to make our home in Daphne 20 yrs ago because it was a quiet, family centric community with an amazing farming community just close to Mobile for "busy life". Now DR Horton and Truland are moving in, lowering our property values, building houses on top of each other, and we don't even have street lights.  
 Welcoming community with heart!  
 Wonderful town located off Mobile Bay in south Alabama



At the Envision Daphne 2042 community meeting, participants identified community assets. The top five assets are listed below. Please rank their importance on a scale from 1 to 5 with 1 being most important.



**Is there an asset not listed in the ranking above that you believe to be very important to Daphne?**

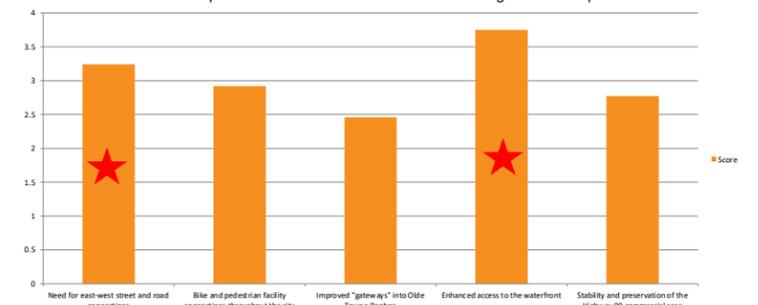
**#1 Unclog Roads**

98 is turning into another Airport Blvd. Also Daphne is not an old English Village, so what's up with the "e" added to the end of Old and Town, plus why town? Can't it just be Old Daphne? Who's stupid idea was that? Too many new stop signs for no reason!  
 A walkable entertainment district with restaurants, bars, coffee shops, boutique stores, and a park for the kids  
 Accessibility...tolerable traffic levels  
 Address multiple sports. Not just football, baseball, soccer  
 Adequate infrastructure commensurate with growth BEFORE GROWTH IS ALLOWED; restricted growth to allow for the quiet country atmosphere to continue. It's going to be one big subdivision if we don't stop.  
 Affordable housing  
 Art center and Museum  
 Attracting more restaurants to our city  
 Better access to technology infrastructure that will help retain talent in the age of remote work  
 Biking/walking/nature paths  
 Building covenants and restrictions  
 City cleanliness  
 City govt does a great job  
 City landscaping  
 City school!!! We are growing so rapidly and let's face it BCBE is in it for the money not the education Clean and dependable water and sewage  
 Close to the beaches  
 Commercial building and signage regulations similar to Madison, MS.  
 Commercial development and proximity to I-10, Mobile/Pensacola  
 Community centers  
 Community involvement and inclusion  
 Convenient to larger municipalities like Mobile and Pensacola  
 Cottage/bay life architecture  
 Cultural activities  
 Daphne High School  
 Easy Access to I-10 comes up a lot with my clients who are moving to the area  
 Eliminate building plans that overcrowd people into our community  
 Emphasize SMALL town!  
 Entertainment  
 Entrance to city being more welcoming and cleaner. I-10 at 98  
 Excellent schools  
 Farming  
 Farms  
 Friendliness of residents and shop owners  
 Future need for more schools due to inevitable overcrowding  
 Good school system  
 Good schools  
 Good schools are our best asset  
 GREAT SCHOOLS  
 Great schools  
 Green area, parking, ease of getting around  
 Greenspace  
 Having roadways that can accommodate all the traffic  
 Highway (98 and 181) infrastructure

Historic homes and points of interest  
 Historical preservation  
 History  
 History culture sports  
 I think community walkability is as important to the City as downtown walkability is. Offering residents safer and more plentiful pedestrian options should be as much of a focus as the smaller population of downtown. I would like to use the beach  
 Infrastructure  
 Infrastructure  
 Keeping mom and pop stores over major chains  
 Keeping some farming fields and pastures  
 Keeping the small town feel  
 Keeping trash off the roads  
 Less development; save farmland. Road infrastructure to accommodate development!!!  
 Location  
 Location on the Eastern Shore  
 Lots of near-by shopping availability  
 Lots of shopping nearby  
 Low cost of living. The cost of living, particularly housing, has been rising faster than it has in surrounding areas. Low cost of living used to be a draw to this area, but it no longer is  
 Low crime  
 Low crime rate  
 Low crime small community  
 Maintenance of sidewalks, speed bumps to slow down cars. A lot of cars run the stop signs, thus making them ineffective  
 Maneuverability by traffic, very congested  
 Modern technology  
 More baseball/softball fields  
 More community activities  
 More playgrounds in addition to city park. Perhaps a splash pad  
 More retail in Olde Towne  
 Not that I can think of  
 Olde Towne development with shops and signage recognizing entering Olde Towne  
 Our rural areas staying rural  
 Our schools SHOULD be an asset but are not  
 Parking, parking, parking!  
 Parks  
 Parks and walking paths  
 Parks in any great city are of great importance, but the Daphne parks are not true nature parks in size or scope  
 Places families can gather for entertainment  
 Possible Eastern Shore Schools separate from Baldwin County  
 Probably  
 Proximity to other cities  
 Public safety  
 Public Safety  
 Rec center. Not just park needed  
 Recreation services  
 Recycling and faster speed internet  
 Restaurants  
 Restaurants  
 Roads!  
 Safe community  
 Safety  
 Safety from a crime perspective, cleanliness of waterfront/water/ pollution  
 School system  
 Schools, roads, law enforcement  
 Schools  
 Sense of community  
 Sewer Improvements  
 Shaded sidewalks! That makes the town and neighborhoods friendlier - safer and more valuable! Shopping and restaurants, but that could go into Olde Towne Daphne and walkability  
 Sidewalks on all the streets  
 Sidewalks everywhere! Scooter rentals. A legit recycling facility  
 Street maintenance and pedestrian safety  
 The acres of beautiful untouched farm land and wooded areas. These should remain untouched and preserved as part of Baldwin County's agricultural heritage and rural roots  
 The citizens  
 The classic old town neighborhoods are very important to the look and feel of downtown. Please do not let this area become like Fairhope where the old houses are replaced with huge ugly houses

The dog park, would like to see more shade, working water fountains, less dirt/mud area  
 The family friendly city events  
 The naturalness (trees, woodlands). I am so sad to see another natural and beautiful parcel of land SOLD on Hwy. 13, can't we slow development and have natural spaces?  
 The people, we are welcome to growth. We understand that it's a natural thing. But you have to let us know our voices are heard and our concerns with traffic and environmental impact  
 The school system is a major pull factor for parents and has contributed to the growth of the city. Also, maintaining clean waterways is of importance to the reputation of the city  
 The schools  
 The schools  
 The speeding cars and traffic being a danger to the people of Olde Towne Daphne and Main Street, with little to no police patrol to deter the speeders  
 The Sports Academy  
 Traffic  
 Traffic control  
 Traffic control  
 Undeveloped land  
 Walkability in ALL of Daphne. As Daphne expands east of 98 there are limited sidewalks. I know this has been an initiative but many 181 neighborhoods are locked in because of the traffic on 181 and no sidewalks on 181 connecting neighborhoods. While this expansion project of 181 may be an ALDOT project, much of the project still sits within Daphne City limits. That is one asset I feel the city should have requested. Imagine sidewalks connecting Old Field, Bellaton and all the way to Allegri.  
 Walkability outside of downtown area.  
 Walking trails  
 Walking trails. Not sidewalks along busy streets. Wilderness walking trails. Also more sidewalks needed We have been nearly hit by cars too often while out walking. More street lights  
 Walking/transportation/biking connectivity via sidewalks across Daphne  
 Wooded areas  
 Would like to emphasize when I selected Daphne parks I means dog parks. Adding new things to do would be nice too  
 Yes  
 Yes. Actual nature parks. Not just baseball fields and tennis courts, but green belts and linked natural parkland. Natural parks are very important to mental health and quality of life. There is a depressing lack of true parkland set aside in all of Baldwin County, and other than Bayfront Park, all of Daphne. Scattered tiny pseudo-parks are not the answer if we want to avoid being nothing but poorly planned sprawling suburbs and asphalt in 20 years. That would be a tragic mistake

At Envision Daphne's 2042 community meeting of November 17, participants also identified community opportunities. The top five opportunities are listed below. Please rank their importance on a scale from 1 to 5 with 1 being the most important.



## Is there a concern not listed in the ranking above that you believe to be very important to Daphne?

Curb rapid development. There are so many empty retail locations within city limits and nearby areas There are enough houses already approved for this area. No more needed

#1 Unclog Roads

181 and 104 are way too congested and it is just going to get worse

Add more retail and activities in Olde Towne

An improved animal shelter completed more quickly than currently planned...it is a crisis situation

Animal shelter needs to be bigger, better run and have vet on staff

Appropriate speed limits. Some are too high and many are just police speed traps.

Basic infrastructure and the overdevelopment of the area

Being able to ride your bike or walk on the major roadways without worrying about being hit by a car Better downtown

Build up downtown Daphne. So small. Create a downtown Fairhope feel

Building more schools and keeping the high schools state of the art

City growth

City of Daphne needs to improve upkeep of streets and walkways

City School System or Eastern Shore School System (SF, Daphne and Fairhope)

City schools

Comprehensive recycling program

Consideration for regulated growth

Control development and preserve quality of life and small town feel

Definitely clean up Hwy. 98 that runs through Daphne. More flowers, there are also too many empty storefronts, just maintaining the side roads on 98 with landscape would look more appealing

Enhanced recreational facility with a pool for youth and seniors

Greener community

Growing population and traffic. Pressure on school capacity

Growing too quickly without proper infrastructure in place

Growing traffic congestion

Growth and expansion of Olde Towne Daphne

Growth is poorly planned. Our roads suck. Home builders should be required to also build and pay for better roads and new schools

Growth of Belforest. Too much too fast

Growth to quick infrastructure not keeping up

Historic preservation rules, perhaps parks added around historic sites. For example, Malbis land could be acquired and developed into an incredible park that becomes the center of that entire area. More museums and art centers could be added there

Hwy 98 congestion. Variety of food options near Olde Towne and target areas

I am excited to hear of the opportunity for a “downtown district” in Belforest. Would like to hear more on the proposal

I'd say very few people are concerned about Olde Towne Daphne as they are what you're doing to the rest of the city. Old Town is pretty irrelevant to me

Improve County Rd 64. Traffic flow is AWFUL!

Improve pedestrian crossings on Hwy 98

Improved intersections (More roundabouts and 4-way lights) from side roads onto main roads

Improved traffic flow, especially at the Publix intersection with Old Main St and Hwy 98

Increased local business venues

Increased numbers of distracted driving in the area results in a seeming increase in people running red lights.

More roundabouts to replace lighted intersections in high traffic areas would potentially reduce accidents.

Examples of locations include: Pollard Rd and Daphne Ave and N Main St directly southwest of Starbucks

next to the Eastern Shore Shopping Center

Increased outdoor recreation opportunities (running/biking/kayaking/trails)

Infrastructure for traffic is not keeping up with population growth

Infrastructure improvements do not keep pace with growth

Infrastructure improvements! Too much building and not enough Infrastructure projects to handle the influx of new subdivisions

Infrastructure in general needs improvement

Infrastructure

Keeping areas out of construction - leaving some land for the beautiful view of it instead of developing it for more cookie cutter houses

Keeping the commercial businesses inside the city along Highway 98. Allowing areas like Malbis and Belforest to remain rural and residential

Keeping the county areas in Daphne

Keeping the trees preserved

Lack of sidewalks, police presence in school

Larger, more natural, connected parks throughout the city, coordinated with an overall Baldwin County parkland plan

Limit commercial building

Loitering

More community building. Diverse cities are stronger

More of a downtown area with more shops

More of a downtown with more shops and restaurants and employers

More of Daphne considered important and deserving of our tax dollars than just Olde Towne Daphne

More opportunities for boutique businesses. Less big box stores, banks, etc

More parks and a city pool

More restaurants to the area!

More retail and eateries in old Daphne

More sidewalks and street lighting

More waterfront access and views

Need a real recreation center

Need more restaurants

Need to have more environmentally friendly attractions on the waterfront, such as piers, scenic lookout towers, lighthouses, etc.

Nightlife

None of those are of great concern to me. We already have great public access to waterfront in my opinion

Older areas of town/ neighborhoods kept up to keep the quality of Daphne up

Open space

Overpopulation if Belforest area

Overdevelopment especially crowded subdivisions

Parking for Main Street downtown

Preservation of green areas between subdivisions, businesses

Preservation of old houses and buildings

Probably

Protect integrity of Olde Towne. Help decrease car traffic and increase leisure.

Public engagement events

Public safety of pedestrians in Olde Towne Daphne and in the surrounding neighborhoods because of people traveling at unsafe speeds in their vehicles. And a need for safer crosswalks in Olde Towne Daphne/Main Street

Quit building subdivisions!

Recreation Center

Recreation-city pool and Rec center

Regulate residential growth so that it doesn't add burdens to traffic and schools

Resurfacing and painting of major arteries. 64 from 98 to 13

Revitalization of the older strip/business center and improvement of the aesthetic appeal of Highway 98

Roads!

Schools

Schools

Schools

See prior comment about a proactive plan for green open spaces and true nature parks

Services like grocery and parks in the Belforest area

Several: Lack of vision for preserving nature, e.g. wetlands, trees, animal habitat, etc.

Sign police are way too strict and stringent

Since you asked, adding fruit trees to our city parks and city buildings (herbs in our flower beds) would enhance our city properties, add beauty and encourage others to grow something to share. (In Portugal and Spain, many town halls are surrounded with beautiful mandarin orange trees, it's truly breathtaking)

Site for future schools (public or private)

Size and growth of neighborhoods. New schools are going to be needed

Smart traffic control, i.e. traffic signals, roundabouts, ease of roads

Some sort of rework for Malfunction Junction. It kind of works, but I believe it could be improved

Something for the teenagers to do

Speeding in Lake Forest

Stability and preservation of the Highway 98 area (vs. 90) including riddance of existing and avoidance of future deteriorating/unsightly former businesses

Stop all of the new construction!!!

Stop building any more homes/commercial buildings until the infrastructure has 100% caught up. Traffic now is a nightmare. Can we please leave one inch of green space? Stop the developers from ruining our city! STOP DEVELOPMENT UNTIL INFASTRUCTURE IS PRESENT AND COMPLETE. It is completely unacceptable that it takes 38 minutes to travel 5.4 miles on 3 roads. 3 years ago it took 12 minutes. I am not against all development but you cannot flood areas with thousands of people and not make a single adjustment. Plans and rumors of improvements are not acceptable. The infrastructure must PRECEDE the growth or you create the nightmare we as residents have to live with daily. STOP ALL DEVELOPMENT IN BELFOREST AREA SPECIFICALLY UNTIL INFRASTRUCTURE IS 100% COMPLETE. Last but certainly not least, BELFOREST DOES NOT WISH TO BE ANNEXED INTO THE CITY.

STOP overdeveloping this area. Place a moratorium on neighborhood subdivisions. Create "green zones" that are protected from being developed. We do NOT need any further development in this area

The area of Highway 98 when you first get off the Bayway going south looks terrible. Numerous vacant buildings, area looks rundown, this is the gateway, the first area people see when they enter our city

The growth has to be controlled before the city is defined by decaying D.R. Horton homes and increased crime

The roads make driving take too damn long

The roads need to be improved before any more development proceeds

The traffic on Highway 98 is terrible all day long

There is no need to focus much on East-west road connections. A deeper focus should be placed on the history and preserving it. Like the museums. We have to hold on to the Jubilee culture

To not increase traffic through Olde Towne Daphne, maintaining the small town charm

Too many new stop signs in Olde Daphne. New buildings do not always fit the Olde Towne Daphne architecture. It's important for us to preserve the charm that I've lived in for 40 years

Too much construction/apartments

Too much growth without an infrastructure to support it

Too much growth, too much traffic, 98 is as bad as Airport Blvd some days. We are losing the small city charm and values and becoming a drive through city just like every other city

Too much growth!

Traffic congestion on main Highway 98. Feels like Mobile's Airport Blvd. Better enforcement to keep Scenic Hwy 98 at 25 MPH with traffic calming, so drivers don't speed. Keep it pedestrian friendly

Traffic congestion

Traffic control is my highest

Traffic has become a nightmare for people living near State Hwy. 181 and 64

Traffic is congested because of all the new homes being added and new families settling here. The country life is quickly dissipating

Traffic issues, loss of green space, lack of infrastructure to support more residents and businesses

Traffic lights on 64 way too many wrecks at intersections

Traffic on main highways

TRAFFIC, specifically the 98/64 corridor. Moratorium on subdivisions and multi-family housing until infrastructure can catch up

Traffic. These roads cannot handle the influx of traffic. Red light cameras would bring this town a lot of money for road improvements.

Uncontrolled growth. I moved here because Daphne was a small town, that's what I liked about Daphne.

Underground power lines

Unsure

Wastewater management before allowing more multifamily development

Water fountains/refill stations on the west side on Main Street. All water fountains are located on the east side where the sidewalks don't connect all the way down Main. Even with the new signs, people don't stop for pedestrians at crosswalks

Water quality issues

Waterfront access is listed but I really wish we had an open pier area like Fairhope

We need a community gym and pool like Fairhope has.

We need a rec center. The YMCA does not cut it fully for this growing community or for the clubs and high school athletics

Widening of county road 64 to better handle traffic congestion

With most of the growth happening to the east, where should or shouldn't the commercial development follow?

Would love to see a commercial boardwalk with Bayview similar to areas in South Baldwin County or Florida, yes

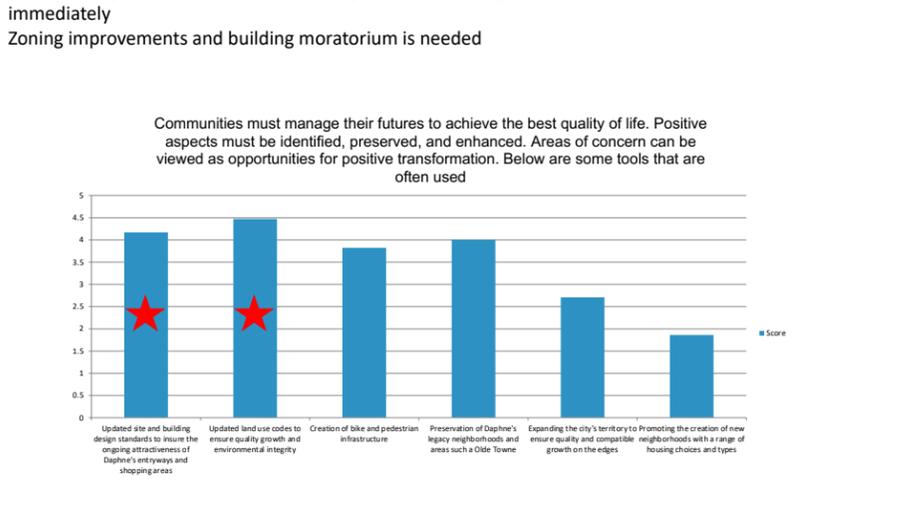
Yes our roads and schools are getting too crowded. The more apartments added the more trashy the city gets. Quit allowing the “cheap@ subdivisions” to drown us out.

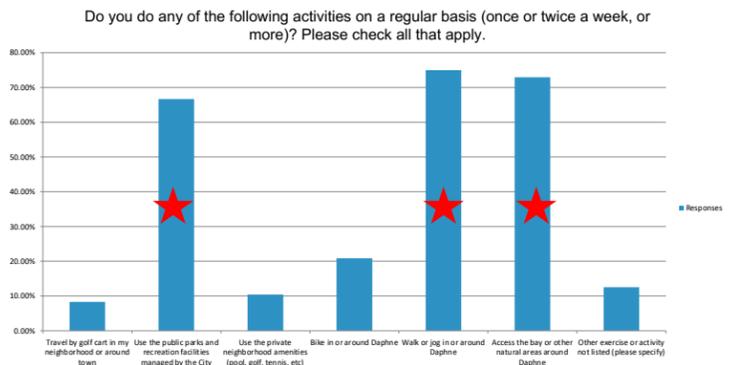
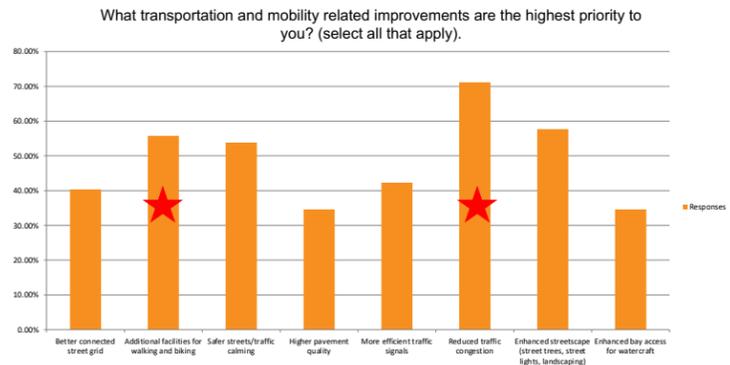
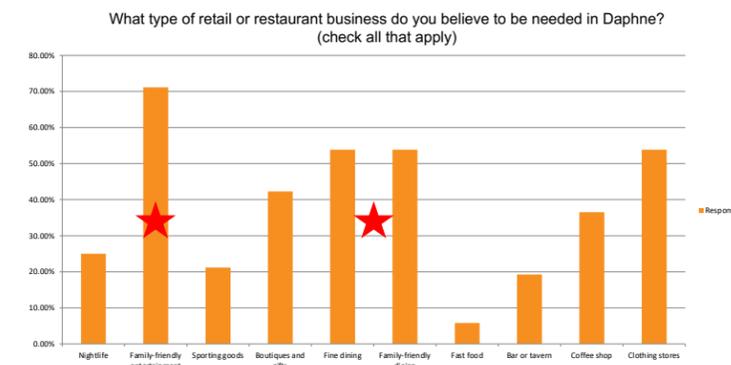
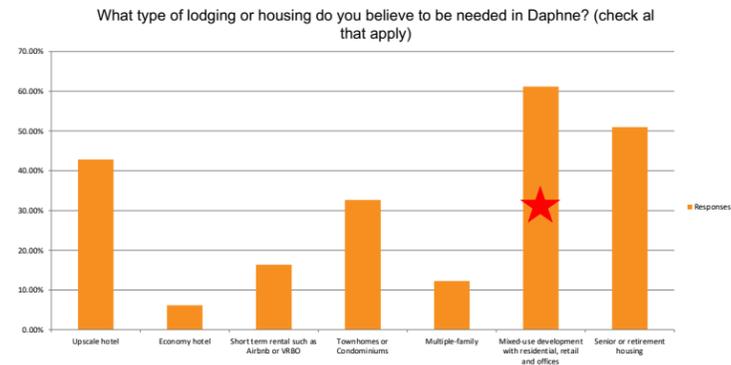
Yes, we need to expand roadways, specifically 64. We also need lights. At the intersection of 64 and 54E, 64 and 54W, 64 and Rigsby. Too many accidents are happening, it's too dangerous.

Zoning

Zoning changes to accommodate more high density housing, apartments, townhouses should be halted immediately

Zoning improvements and building moratorium is needed





Art Galleries  
 Boys and Girls Club  
 Daphne store (like The Fairhope Store)  
 Dave and Busters  
 Dining with views of Mobile Bay!  
 Dog friendly establishments  
 Dog friendly restaurants and areas, like Hop Hounds in Mobile  
 Everything we need is here  
 Fast food is fine but it should be built to a higher standard for an attractive roadside appearance  
 Grocery  
 Grocery store on 181  
 GROCERY STORES  
 Hardee's  
 Home decor  
 I think that the city has a fairly good balance of businesses  
 Indoor/outdoor live music venue on the water, Daphne's version of Florabama!  
 Kid-friendly activities such as mini golf, arcade (ex. Dave & Busters), updated movie theatre, bowling alley  
 Locally owned businesses  
 Low Cost or Free Family Friendly Outdoor Entertainment  
 Lowe's, Home Depot  
 More meat and three diners  
 More parks - too few with city of this size  
 More walkable shops on Main Street  
 NO MORE  
 None. We have plenty. Stop with the overdeveloping already. Please  
 Not chain restaurants  
 Rec center  
 Renovate the property across from the Daphne post office into a similar space like Fairhope has with multiple restaurants and gathering space (the white one on Section Street with the pizza and Mexican restaurant). We need this!!  
 Restaurants with outside eating areas  
 Stand-alone bakery  
 Too many chicken and burger fast food places, same old same old  
 Trader Joe's!!!

**Do you have any additional comments that you believe would be helpful for planning Daphne's future?**

Adding traffic lanes to Daphne Ave/Hwy 64 from US 98 to east of Hwy 181; connection from Johnson Rd to County Rd. 13; and connection of Pollard Rd to Lake Forest. Annexation of areas east of the current Daphne City Limit  
 A CITY SCHOOL SYSTEM  
 A community pool would be an excellent addition for residents not part of a subdivision or neighborhood with a private pool. Also, another area of town that could benefit from improved entry ways would be Daphmont, not just Olde Towne  
 A walking tour of historic sites. A bi-annual tour of historic homes and sites. Preservation of the aesthetic cottage/ bay style in old Daphne by having an architectural review board for new buildings and houses built from Santa Rosa to Maxwell to protect the character of Main Street and the entire neighborhood  
 Add more downtown (Olde Towne) retail and restaurant space, to make more appealing for both local residents to live in, and walk to retail/restaurants/events, as well as to attract tourism money to the city. Also, get rid of all the power lines, and improve the curb appeal of the area, so it's more picturesque, and walkable  
 Add more trees to Eastern Shore Trail section between Johnson and Ryan. It's a barren area and unpleasant to walk. Not inviting and doesn't feel safe due to lack of plantings or calming measures  
 Additional dog parks with walkable access; less decisions made by developers and developers made to follow a comprehensive plan that is already decided  
 Again, more green space. A big part of Daphne's charm are the woodlands, trees-seems like these natural places are dwindling way too fast. :(  
 Amphitheater  
 An additional dog park, pickle ball courts, and outside activities near 181 would be great  
 Annex in Belforest to generate more tax revenue for the City of Daphne. Stop allowing these cookie cutter builders (DR Horton and Truland) from buying up all the farm land to build more houses than we have infrastructure to support, then fix the roads and traffic issues in Belforest with those extra tax dollars. Street lights would be nice too  
 Another Chick-fil-a!! Take off congestion at current one and another Walmart  
 Another Senior Living Nursing Home that accepts Medicaid  
 Assess developers for infrastructure. Put in place and enforce uniform building engineering codes for subdivisions

Being such a large community, Daphne needs a better downtown area. Unfortunately if you aren't paying attention you pass right through it without knowing you did. We go to Fairhope to enjoy the downtown atmosphere. I wish we could do that in our hometown. Very limited choices  
 Bigger doesn't mean better. Slapping neighborhoods up on every piece of land does not improve quality of life for anyone. We need to utilize what we have and make it affordable for retail shops rather than leave businesses empty and deteriorating  
 City pool  
 Construction needs to be limited until infrastructure can catch up. Traffic is becoming impossible to navigate. Highway 64, 181, 54, are so congested you need to sit through several lights before going anywhere. Continue to improve city recreational facilities  
 Create a walking, jogging, biking corridor path along the length of Daphne, near the bayfront, Start with Old County Road  
 Daphne  
 Daphne is overgrown and as people outside of the city limits want to stay outside of the limits  
 Definitely more mixed use walkable, dining, shopping, residential spaces. Appearance code for commercial/retail spaces. Think Seaside, some of Fairhope, etc.  
 Do not let the private schools located on residential neighborhoods continue to expand!!! Bayside and Christ the King are traffic and litter nightmares for those who live close by!  
 Don't approve any building that impacts Belforest/CR 64 roads. We have a weak road system that is already overloaded for our steady growth  
 Find ways to reroute traffic coming in from the east so it does not all bottleneck on to 64 and 90  
 Get. It. Together. That is all  
 Golf carts could become a problem. Young kids driving them and golf carts on highway driving 15-20 miles, Hwy 98 is becoming more congested with traffic and trying to be like a freeway. There needs to be a long term plan for that traffic  
 I lived in Alexandria, VA for a while and every time I walked down King Street, I would think, "Daphne could be like this!" Now that I am back home, I'd love to see it happen  
 I moved here in Jan 2021 from California. The traffic is minimal compared to what I am used to - but - I agree that it would help to have more connections and more walking areas. Thank you so much for being such a welcoming community! I love the way you have done your neighborhoods so far  
 I think it will be good to slow the constructions of new subdivisions/apartment complex until roads, schools and parks/recreation are improved or taken care of. With the rapid grow and so many people coming to this area we are lacking family practitioners; almost nobody is accepting new patients and it is very difficult to find one that does  
 I think the City spends too much on Olde Towne Daphne, and forget about other neighborhoods  
 I understand the need to restore Old Towne, but additional parking is needed if this area is going to be really developed  
 I would assume that the ETJ would be made part of Daphne in this time frame. 181 and 98 are hard divisions for the city in terms of access to the Olde Towne area. You might have local bike paths, which are very good, and golf cart access but access east-west is going to be an issue and there is not good parking around the Olde Towne area  
 I would like to see limitation on neighborhoods and apartments. Overpopulated area strains traffic flow and environment. I would also like to see the Malbis plantation be protected by a historical society  
 I would put focus on existing buildings that need a facelift, rather than businesses building new buildings. We have plenty of space along 98 for businesses to land, but they insist on knocking down trees  
 If it's not broke, don't fix it. It is important to keep up with the imminent changes that comes with growth. However, we have to hold on to what history has placed in our hands. If it was good enough for them, it'll be good enough for me.... Now and in 20 years. The entire bay front should not be tampered with. Period. From where it touches Spanish Fort, to its meeting with Montrose, Don't bother the Bay! Maybe one or two more public access points will be fine  
 Implement words by action. That is, enforce zoning once on the books and plan to keep nature (e.g. trees) in place rather than clear cutting for new businesses and/or subdivisions!  
 Improve Roads!  
 Improve waterfront activity  
 Increased infrastructure resilience such as undergrounding of overhead utilities would reduce the impact of storms while acting to beautify the area  
 It's important to maintain the charm of Olde Daphne. Stop approving buildings that do not enhance the charm of our lovely town  
 Kayak access to Bayfront  
 Keep present Mayor  
 Keep the small town feel, manage growth carefully and thoughtfully. We're getting too crowded  
 Keeping our city safe and beautiful  
 Leave Belforest alone!  
 Less development. Residents should take priority over getting more people moving in  
 Less DR Horton developments or other builders who develop cookie cutter homes that all look the same!  
 These neighborhoods are not attractive!  
 less multifamily construction in the future  
 Let all classes of folks live here. Diversity equals strength  
 Listen to all of the residents of Daphne, especially the locals, not just the transplants and the wealthy Look at investing in the schools by forming Daphne City School

Love our city and hope to see more sustainable growth  
Maintain the paint on crosswalks  
Make it easier for food trucks to come to communities  
More downtown Daphne shops and restaurants. More similar to Fairhope  
More landscaping and flowers in roundabouts and intersections of city  
More public transportation options to help reduce traffic congestion and fossil fuel usage  
more uniformity to speed limits. Every road seems to have a different limit  
Most citizens are worried about the city infrastructure not being about to keep up with the fast paced growth. This mainly includes traffic congestion  
Need a usable boat launch at Mayday. Add concrete ping pong tables and corn hole near tennis courts  
Need an area for events such as the arts and crafts festivals in Fairhope or Sausage Festival in Elberta, etc. Need to create community gardens for people to have access to healthy fresh food and to teach people and children about sustainable living  
No more apartments and small homes. Apartments are never nice as the first day they open  
No more subdivisions  
Our street has not been paved for more than 30 years!  
Over development is a concern for many citizens  
Pass ordinances that require builders of subdivisions or large commercial projects to pay to widen the roads and build new schools  
Please add stop lights off of 64. Please expand the roads at 64. There are too many accidents and too many cars, especially now that Belforest has been built  
Please control the growth of our amazing city, preserving the beautiful land that is constantly dwindling. It is most important to maintain the ‘quaintness’ of our town before it is too late - fight the greed of developers and give incentives to the land owners and farmers so they don’t feel obligated to sell  
Please do not let it become Fairhope, where downtown is incredibly congested due to the bike lanes. Keep downtown safe and have parking areas so as not to feel cramped. Encourage the mall area to continue to supply good shopping and parking. The mall is a great asset. Consider acquiring Malbis for a huge park, keep traffic flowing in the 90/181 area. Daphne has huge assets, they just need to be managed well. Please get a community pool!  
Please grow with us  
Please, please STOP the development of this precious little town!  
Please see comment about property across from post office. This grows to be a larger eyesore. Also, the property on Main Street that has been under construction for three years. Property owners have a responsibility to their communities. Also, invite some of our young people to participate. Not only does this give them great experience, but it also provides a valuable Gen Z, futuristic perspective  
Please utilize vacant (available) commercial properties before rezoning residential areas  
Please, please bring us Trader Joe’s and other modern amenity stores. Many young families have moved back to the area, and we have to leave Daphne or shop online for many of the things we want  
Please. Stop. Building  
Power lines underground and a green screen/ trees for Hot Wheels corner would help aesthetically. Better care on power company/ AT&T’s part to not chop up trees ( as done in Fairhope)  
Quit trying to be another City of Hoover  
Recycling center would be great  
Remember the “why” behind people’s reasons for moving here. Keep that priority high  
Roundabouts! Definitely need one at 64 and Pollard. New intersection design at Old Main and 98 by Publix. Municipal pool/Rec center  
Slow development have developers include sidewalks —ENVIRONMENTAL IMPACT AND TRAFFIC IMPACT STUDIES  
Slow down the rapid growth, we are becoming another Mobile. Stop the apartments and cheap housing. Add a country club or other city recreation complex. The new park and splash pad is located in a dangerous area and scary to play in  
Slow growth!  
Slow or stop building until infrastructure can catch up!  
Slow the growth  
Slower growth, infrastructure, schools, and environmental concerns must catch up and be in place before new growth occurs  
So excited City is doing this  
Stop all housing development until you catch the infrastructure up. We cannot facilitate the people around here! If you plan more development then make sure your infrastructure accounts for your future plans as well  
Stop all the building  
Stop building apartments. I’ve been in a town where they did this and it turned into a nightmare. Crime went through the roof. Traffic was a nightmare. Schools were over crowded. That’s why we left. I don’t want that happening here too. I’ve seen what too many housing developments and apartments can do to a small town and it isn’t pretty  
Stop the growth!  
Stop the over-development and create a city that retains the beautiful small town charm  
Stop the speeders on Fairway Drive in Lake Forest  
Strict building codes and thorough inspections  
Survey didn’t address resources for less fortunate

The current control of development needs to be reined in  
The output is only as good as the input allows. Thanks for allowing for quality input  
The small town, country feel is what makes living here so appealing compared to other places that are growing way too fast. We don’t want to lose that appeal and be packed in like sardines  
There are good examples of communities across the US that have done development right, and then there are the communities that have failed. Unfortunately the people of Alabama always think they are right, even when they clearly have failed. Daphne needs to start their recycle program back up. It’s just a shame that it isn’t higher up on importance  
There are more families moving here by the day! We need to have a plan for future growth & create a more family-friendly city in order to sustain our growth. Traffic and roadways are my main concern as we grow. There has to be something done about the traffic congestion throughout the city  
Think broader. Walking, biking, ADA access ramps - wider pathways  
Traffic cameras for those that run red lights. A yield sign at the Chick-fil-A exit. Caution lights for crossing traffic at Chick-fil-A crossover. Too many accidents  
Traffic junctions are terrible. We have too many “malfunction junctions”. Main street ending at the mall is a night mare. Also, traffic signals are not timed right. Some let out too little traffic, while others you have to wait several minutes for a green light. Main street needs direct access to 98. (Period). I find myself cutting through business parking lots to access it  
Upgrade the appearance of Olde Towne. This is where people come from other parts of the city to walk, eat and shop  
Water quality is a big concern - and environmental pollution along the bayfront is unsightly if not simply dangerous. WHY DON’T WE WORK TO PRESERVE THE JUBILEE CITY for its tradition and bounty? Or, is it already unsafe to promote fishing or consumption of baycatch? If we overbuild and pollute the bayfront any more, we will lose the very best reason for living here. The silted infill and sewage spills along the shore are a disgrace  
We don’t want to keep going to Spanish Fort or Fairhope, want to spend more money in Daphne  
What happened to the March 2019 plan for Daphne’s future that was presented to the public? No one seems to know about it. Is the same thing going to happen with this plan? Put in some file cabinet and forgotten?  
While growth might seem like opportunity, it is actually destroying the ideal Daphne area. Stop building houses!!  
Widen 64 and pave 13 from Pleasant Rd to the high school! No more housing. Our streets can’t handle any more congestion. More housing would cause the small town/country feel to quickly diminish  
Work on improving traffic/road infrastructure  
Would love to see a small commercial boardwalk with restaurants and music  
Yes  
Yes, PLEASE do what is right and in the best interest of the citizens and community here to keep Daphne a small town treasure

# APPENDIX D - ENVISION DAPHNE 2042 GROWTH SCENARIOS



## Envision Daphne Growth Planning Scenarios

Two growth scenarios have been developed as a basis for objective planning for the City of Daphne. These scenarios are intended to provide a rational growth forecast for the City of Daphne and its planning area for the ensuing 20-year period. This document outlines the methodology used to develop a growth scenario and presents the results. The quantitative outcomes of the analysis will be used to spatially allocate development types in Daphne and its planning area guided by Envision Daphne 2042’s framework planning values.

The first scenario forecasts community growth based on current conditions including population growth rates for the city and the planning areas, average household size, and per capita land consumption. The second growth scenario uses the same population growth rates as a base. However, it adjusts the household size, dwelling unit density, and per capita land consumption to reflect a more urbanized environment.

### Methodology

Three fundamental data sets must be developed to forecast community growth accurately. These three data sets are population projections, per capita rate of land consumption by use, and average household size.

Planning Factor	Scenario	Area		
		Planning Area	Daphne	Combined
1 Total Pop. Projection to 2041		6,958	10,532	17,490
2 Avg HH Size	1	2.76	2.39	
	2	2.40	2.20	
3 DU Forecast	1	2,521	4,407	6,928
	2	2,899	4,787	
4 DU/Acre	1	0.9	1.6	-
	2	2	3	
5 Retail Acres/ Person	1	0.017	0.026	-
	2	0.014	0.021	
6 Public Acres/ Person	1	-	0.004	-
	2	-	0.003	
7 Parks Acres/ Person	1	0.027	0.055	-
	2	0.022	0.044	
8 Institutional Acres/ Person	1	0.017	0.011	-
	2	0.014	0.009	
9 Ind. Acres/ Person	1	0.006	0.002	-
	2	0.005	0.002	
10 Infra. Acres/ Person	1	0.114	0.035	-
	2	0.091	0.028	

Population projections were developed for Daphne and its planning area by applying the annual population growth rate as calculated by ESRI. The planning team verified the ESRI rate by calculating annual growth from population increases reflected in the U.S. Census from the year 2000. These growth rates were applied separately to the 2021 (ACS data) population of each area (city and planning area) to arrive at a population forecast for the year 2040.

The population forecast was converted into the forecasted number of dwellings by dividing the forecasted population by the average size for the city and the planning area. Further, an existing land use survey was conducted to determine overall development patterns and the quantity of land devoted to specific uses. The number of residential acres in 2020 was divided by the number of households to calculate dwelling unit density. Dwelling unit density may then be applied to forecasted population to arrive at future dwelling units.

Land consumption rates for uses other than residential were calculated using current per capita land consumption in acres. The Envision Daphne 2042 Existing Land Use Survey provided the number of acres developed for specific uses. Total acres developed for a particular use were divided by the current population to derive a per capita land consumption rate. This rate can be applied to forecast the population to arrive at projected land consumption by use.

### Envision Daphne 2042 Growth Planning Scenario Results

The results of Daphne’s growth scenarios are presented in Tables 1 and 2. Table 1 illustrates the projections and ratios developed for the data sets described in the Methodology section. Line 1 specifically shows the total population forecasted to be added to the city and the planning area over 20 years. Table 2 shows the results of applying the planning factors to the projected population to derive projected community development in acres.

Land Use Category	Scenario	Area		
		Planning Area	Daphne	Combined
1 Residential Acres Developed	1	2,801	2,754	5,555
	2	1,449	1,596	3,045
2 Commercial and Mixed-Use Acres Developed	1	118	274	392
	2	95	219	314
3 Public Acres Developed	1	-	43	43
	2	-	35	35
4 Park Acres Developed	1	188	579	767
	2	150	463	614
5 Institutional Acres to Develop	1	118	116	234
	2	95	93	187
6 Infrastructure Acres to Develop	1	42	21	63
	2	33	17	50
7 Total Acres to Develop	1	3,267	3,787	7,055
	2	1,822	2,422	4,245
8 Available Acres to Develop		9,090	2,839	11,929



**Observations for Scenario 1**

Scenario 1 projects current conditions into the future. For the planning area, this projection results in the development of 2,801 acres of residential land, 118 acres of commercial land, 188 acres of parkland, 118 acres of institutional land and 42 acres of infrastructure for a total of 3,267 acres. This total represents just over one-third of the planning area and scales appropriately to the available supply.

However, for the City of Daphne, the projection yields a result that does not scale to the available land supply. Projections here indicate 2,754 residential acres, 275 commercial acres, 43 acres of public land, 579 acres of parkland, 116 acres of institutional land and 21 acres of infrastructure. This totals 3,787 acres, with only 2,839 acres available for development. Typically, as a city approaches buildout, its growth rate declines significantly. Based on this understanding, continued growth in Daphne will require expansion of its city limits to accommodate the results of this forecast. Short of expanded limits, the city’s rate of growth will decline over the planning period.

**Observations for Scenario 2**

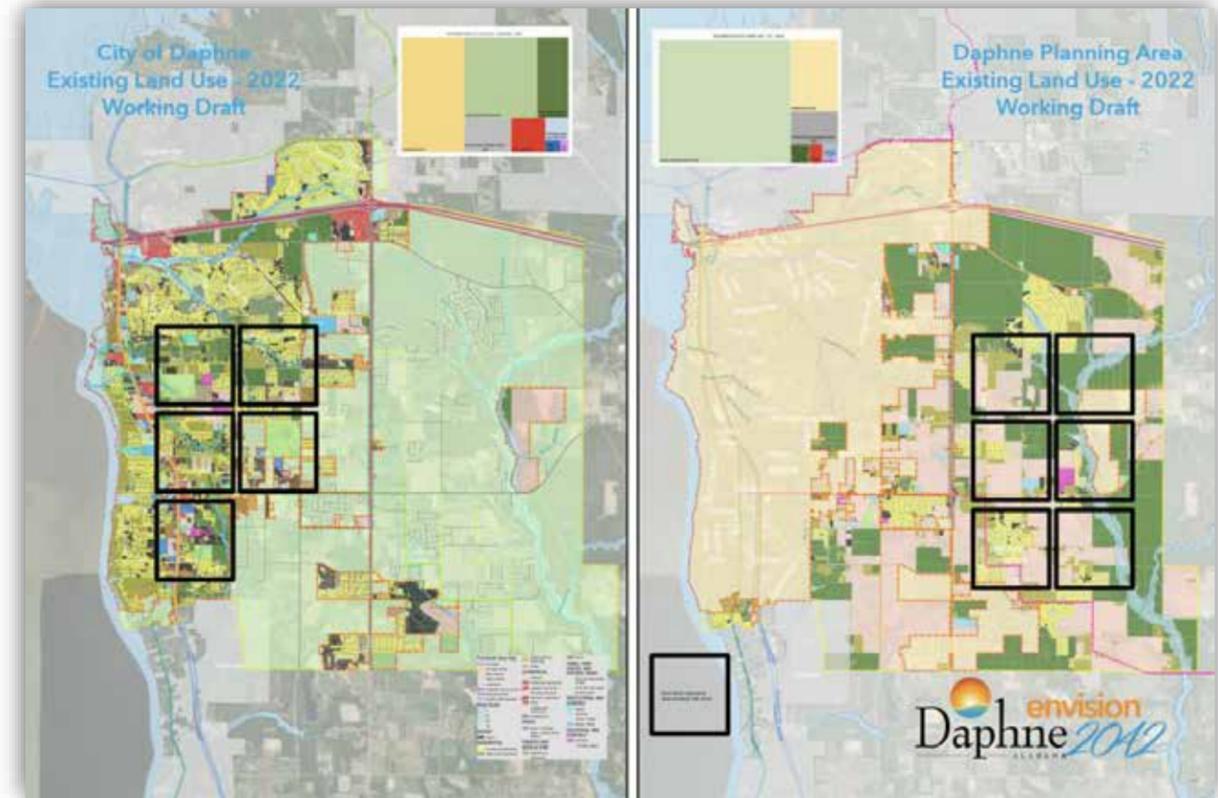
Growth rarely occurs on a straight-line increase. Multiple factors will change over time and impact growth rates. Scenario 2 provides an alternative to the straight-line method in Scenario 1 by changing several key variables. Though the underlying population projections remain the same for Scenario 1, Scenario 2 presents forecasts with increased housing density, reduced average household size, and decreased land consumption rates. These differences can be observed in Table 1.

After adjusting these variables, land development forecasts by area are reduced by almost half in the planning area. Results for the planning area forecast the development of 1,449 residential acres, 95 commercial acres, 150 park acres, 95 institutional acres, and 33 infrastructure acres, totaling 1,822 acres overall. This is well within the supply of 9,090 for the planning area.

Land development forecasts for the city are reduced by about 35 percent. This reduction yields development of 1,596 residential acres, 219 commercial acres, 463 park acres, 93 institutional acres, and 17 infrastructure acres, totaling 2,422 acres overall. This projection falls within the currently available land supply in Daphne.

**Implications for the Envision Daphne 2042 Planning Process**

The growth scenarios presented here provide quantitative targets to plan Daphne’s future. However, quantifying future development does not answer qualitative questions of where the development should occur or how development should be designed. Questions of geography and design character will be posed in the Daphne Futures Workshops. Participants will be asked to site various type of developments and to indicate preferred design character. Results will guide the planning team in developing the completed Envision Daphne.



Map 1- Existing Land Use – Daphne and Planning Area 2022 illustrating scale of projected growth in the Scenario.

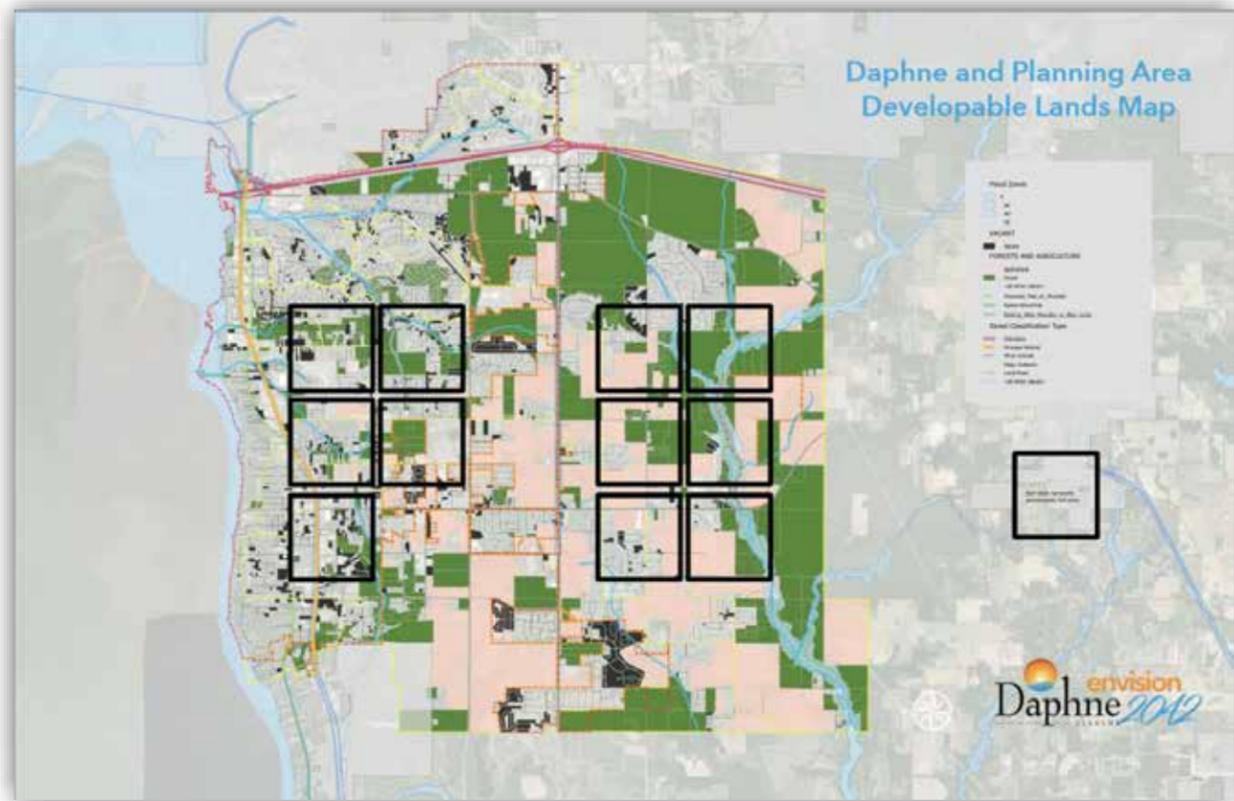
**Planning Questions for Workshop Engagement**

Based on growth forecasts developed in the Daphne growth scenarios, participants in the Daphne Futures Workshops will be asked to address the following:

1. Growth scenarios project a significant number of new neighborhoods. Please identify the best locations for three to five new neighborhoods in Daphne and 8 to 12 new neighborhoods in the planning area.
2. Growth scenarios indicate the need for 5 new commercial centers in the planning area. Where are the best locations?
3. Growth scenarios indicate the need for 4 to 6 future parks in Daphne and the planning area. Where should these parks be located?
4. Future growth will require new east-west connections, greenway network extension, and bay access to more fully integrate Daphne and its planning area. Where should these facilities be established?
5. Are there other special purpose institutions (college campuses, school, faith communities, medical facilities)?



Additionally, participants will be asked to indicate preferred development patterns for the categories above by means of a visual preference survey.

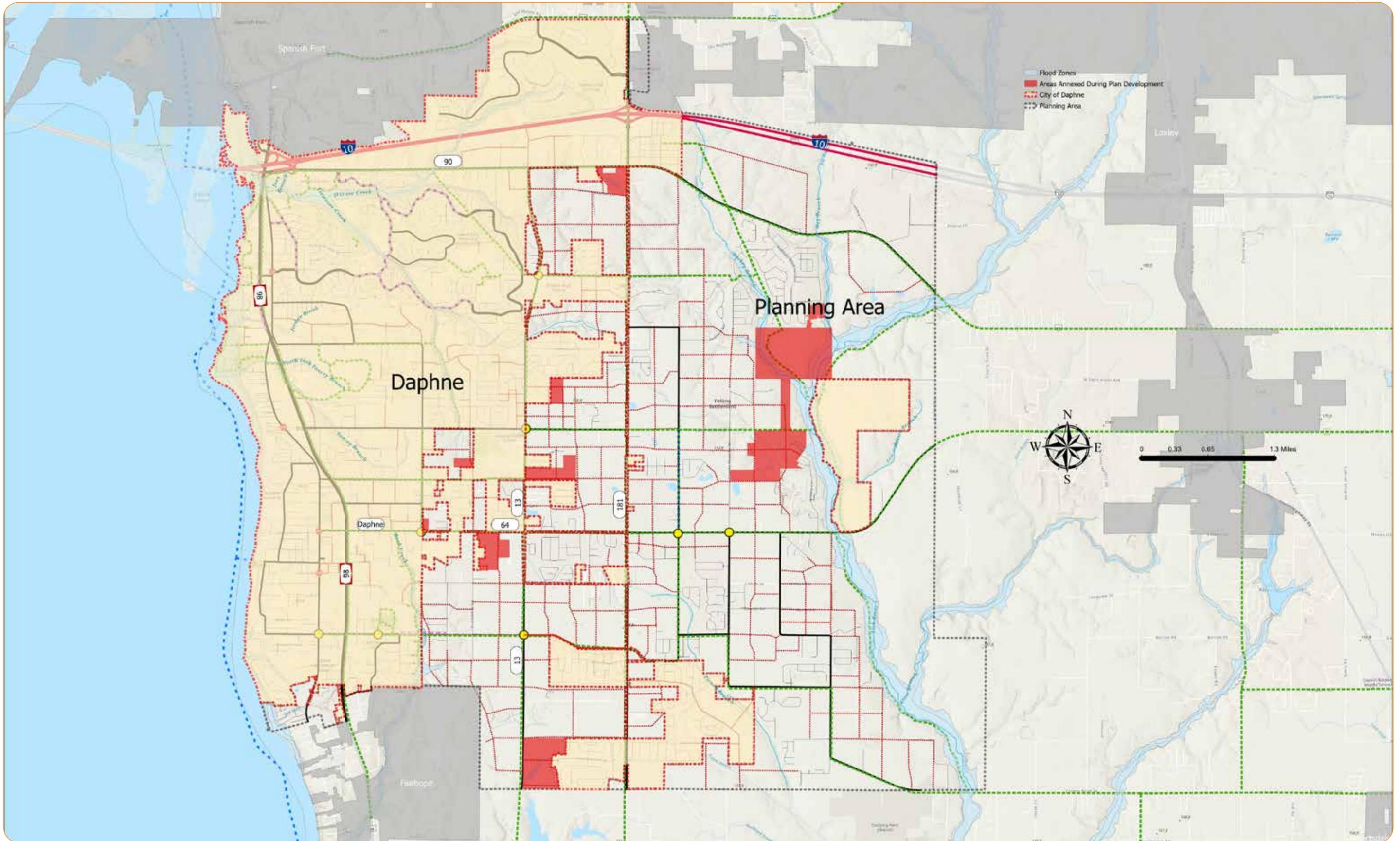


Map 2 - Vacant, Agricultural, and Forested Lands – Daphne and Planning Area 2022 Illustrating scale of projected growth in the Scenario 1.



## **APPENDIX E - CURRENT CITY LIMITS AS OF JANUARY 2024**

During the period of Envision Daphne 2042, the city annexed multiple parcels of land. The map at right indicates parcels annexed. The city limits as currently configured in January 2024 are represented on the map series in Section 4 of the plan.



# APPENDIX F - PRELIMINARY ZONING CODE ASSESSMENT AND ALIGNMENT REVIEW

## Daphne LUDO Notes

*NOTE: Page number references are to the LUDO .pdf page numbers and not document pages unless otherwise noted.*

### General Summary

- There is a heavy emphasis on vehicles.
- There is virtually no building design except general compatibility statements and the encouragement of good design, whatever that is.
- There are relatively robust standards for environmental design.
- There are few opportunities for a real mix of uses—none by right.
- There is little mixed residential by right.
- There are no general or specific gateway design or use requirements—not knowing where you are looking or where the districts are located relative to potential gateway areas.
- The code is greatly in need of reorganization and consolidation. It also needs to reflect Reed v. Town of Gilbert and new FCC requirements.

### Component Summary

- **Sidewalks**
  - a. Six-foot sidewalks required for front property line and interior of mixed-use developments in the Olde Towne District (p 150)
  - b. Sidewalks are addressed within many districts as well as within subdivision standards. Sometimes they conflict with the assumption that one overrides the other.
- **Bikeways**—the only reference to bikeways is:
  - a. Page 104, Section 11-11 (p 12 of Minimum Standards and Required Improvements): “New sidewalks shall connect to any adjacent sidewalks and/or bike paths and shall be interconnected within said development to allow for sufficient pedestrian access.”
  - b. The PUD district encourages connections (e.g., pedestrian and bicycle paths).
  - c. No other references to bikes or bicycles were found in the code.
- **Mixed-Use**
  - a. There is a mixed-use district. It is an overlay district with ties to B-1 B-1, Local Business, B-2, General Business, B-3, Professional Business, and either R-7(A) Apartments, R-7(M) Mid-Rise Condominiums, or R-7(T) Townhouses.
  - b. The PUD District allows a mix of uses but does not require it.
- **Mixed Residential**
  - a. Duplexes and multi-family are limited to R-4.
  - b. Apartments are defined separately from multi-family (regulating ownership). The R-7(A) district is for apartments.
  - c. Mid-rise condos have their own district: R-7M.
  - d. Townhouses have their own district: R-7(T).
  - e. There is a garden/patio home district (R-6).
- **Design**
  - a. Special Exception requirements include a general reference to design.
  - b. There is an “Innovative Design SF” district.
  - c. Design is generally referenced as a goal of the Olde Towne Daphne District: “Promote innovative and cost conscious approach to the design and construction of the District” (P140). Similar general refer-

- ences occur in other districts.
- d. Design is mentioned generally for accessory dwelling units: “The detached accessory dwelling shall be of similar style, design and material color as used for the principal structure and shall use similar architectural characteristics, including roof form and pitch, to the existing principal structure” (p. 143).
- e. Stormwater/Sed & Erosion Control (Article XNIII) and Landscape Standards and Tree Protection (Article XIX) reference design elements both general and specific.
- f. There are design standards for Mobile Home Parks in Article XXV.
- g. Design standards for PUD districts are general.
- h. There are limited/general design standards for uses in Article 31 (conditions).
- i. There are general design standards for landscaping and parking.
  - i. P 151 Old Towne
  - ii. P 162, Parking: A parking deck design shall be compatible with the design of the principal structure
  - iii. P 167, Parking: This section details location, size, connectivity, paving, etc.
- j. The Innovative Design Provisions in Article XXIX:
  - i. Require walls or solid fence screening
  - ii. Limited to 10 acres
  - iii. Maximum density limited to 5 dwelling units per acre.

### • Environmental Standards

- a. Article 18 provides significant regulation related to erosion and sediment. Are these enforced?
- b. The Eastern Shore Park District requires a bond to help address “...land disturbing activity which may pose a risk of drainage and/or siltation damage outside the boundaries of the project...”
- c. The Coastal Protection District has an entire section dedicated to preventing or dealing with erosion (e.g., erosion control plan, shoreline erosion mitigation, bluff and ravine slope protection).

### • Other Matters

- a. Uses are listed in district requirements and the table of uses (TOU) creating opportunity for conflict.
- b. The table of uses is arranged by type of approval. This is not a best zoning practice.
- c. The code regulates religious uses separate from other similar assembly uses.
- d. Sign regulations appear to need modification to conform to content regulation restrictions
- e. Limited tables and graphics.
- f. Fees are embedded in the code (Article XXXIV), not a best practice.
- g. Overall organization can be significantly improved. Disorganization is probably due to amendments over time:
  - i. Certain items such as uses, sidewalks, landscaping, etc., are addressed globally and then repeated for variation within some districts. This is confusing.
  - ii. It is hard to follow the districts. They are covered in articles 12, 14, 20, 24, 30, 36, 37, 38, and 39
- h. Low impact development is permitted generally and required in the Jubilee Retail Overlay District.
- i. Page numbers are not tied to articles but start over within each article. This is confusing when viewing the document as a whole.
- j. The reference to duplexes and other NSF dwellings as “fixed dwellings” is both interesting and confusing. Definition: “A dwelling unit (or structure containing several units) attached to a permanent foundation.” This appears to be a distinction between permanent and mobile units, but why?
- k. The definitions section is not alphabetical.
- l. Administrative and legal provisions are covered more than once (see the Coastal Protection District).

### General District-Placetype Alignment Summary

See Table

**Preliminary Daphne Zoning Code and Placetype Alignment Assessment**

Current Zoning of Vacant Land	Ag/Rural	Estate Residential	Suburban Neighbor.	Mixed Residential	Olde Towne Neighbor.	Waterfront Neighbor.	Nbhd. Center	Suburban Center	Suburban Corridor	Olde Towne Gateway	Comm. Gateway	Olde Towne Core	Mixed-Use Corridor	TND	Empl/ Business Park	Empl. Ind./Service Comm.	Civic/Inst.	Parks/Rec
<b>Residential Zoning Districts</b>																		
R-1, Low Density Single Family Residential District	No	No	Yes	-	Partial	Partial		-	-	-	-	-	-	-	-	-	-	-
R-2, Medium Density Single Family Residential District	No	No	Yes	-	Partial	Partial		-	-	-	-	-	-	-	-	-	-	-
R-3, High Density Single Family Residential District	No	No	Yes	-	Partial	Partial		-	-	-	-	-	-	-	-	-	-	-
R-4, High Density Single and High Density Multi-Family Residential District	-	-	Yes	No	-	?		-	-	-	-	-	-	-	-	-	-	-
R-5, Mobile Home District	-	-	-	No	-	-		-	-	-	-	-	-	-	-	-	-	-
R-6 (D), Duplex-Two Family District	-	-	-	No	?	?		-	-	-	-	-	-	-	-	-	-	-
R-6 (G), Garden or Patio Home District	-	-	-	No	?	?		-	-	-	-	-	-	-	-	-	-	-
R-7 (A), Apartment District	-	-	-	No	?	?		-	-	-	-	-	-	-	-	-	-	-
R-7 (M), Mid-Rise Condominium District	-	-	-	No	?	?		-	-	-	-	-	-	-	-	-	-	-
R-7 (T), Townhouse District	-	-	-	No	?	?		-	-	-	-	-	-	-	-	-	-	-
<b>Business Districts</b>																		
B-1, Local Business District	-	-	-	-	-	-	Partial	-	-	Partial	No	-	No	-	-	-	-	-
B-1 (a), Limited Local Business District	-	-	-	-	-	-	Partial	-	-	Partial	No	-	No	-	-	-	-	-
B-2, General Business District	-	-	-	-	-	-	-	Partial	No	-	No	-	No	-	-	-	-	-
B-2 (a), General Business Alternate District	-	-	-	-	-	-	-	Partial	No	-	No	-	No	-	-	-	-	-
B-3, Professional Business District	-	-	-	-	-	-	Partial	-	-	-	-	-	-	-	-	-	-	-
<b>MU, Mixed Use and PUD, Planned Unit Development Districts</b>																		
MU, Mixed Use District	-	-	-	-	-	-		-	-	-	-	Partial	-	Partial	-	-	-	-
Residential Component	-	-	-	-	-	-		-	-	-	-	Partial	-	Partial	-	-	-	-
Commercial Component	-	-	-	-	-	-		-	-	-	-	Partial	-	Partial	-	-	-	-
PUD, Planned Unit Development District	-	-	-	-	-	-		-	-	-	-	Partial	-	Partial	-	-	-	-
<b>Industrial Districts</b>																		
C/I, Commercial Industrial District	-	-	-	-	-	-		-	-	-	-	-	-	-	Partial	Partial	-	-
<b>Outdoor Amusement District</b>																		
C-2, Outdoor Amusement District	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	Yes
GC, Golf Course District	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	Yes



 **envision**  
**Daphne** *2042*  
ALABAMA