



## 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

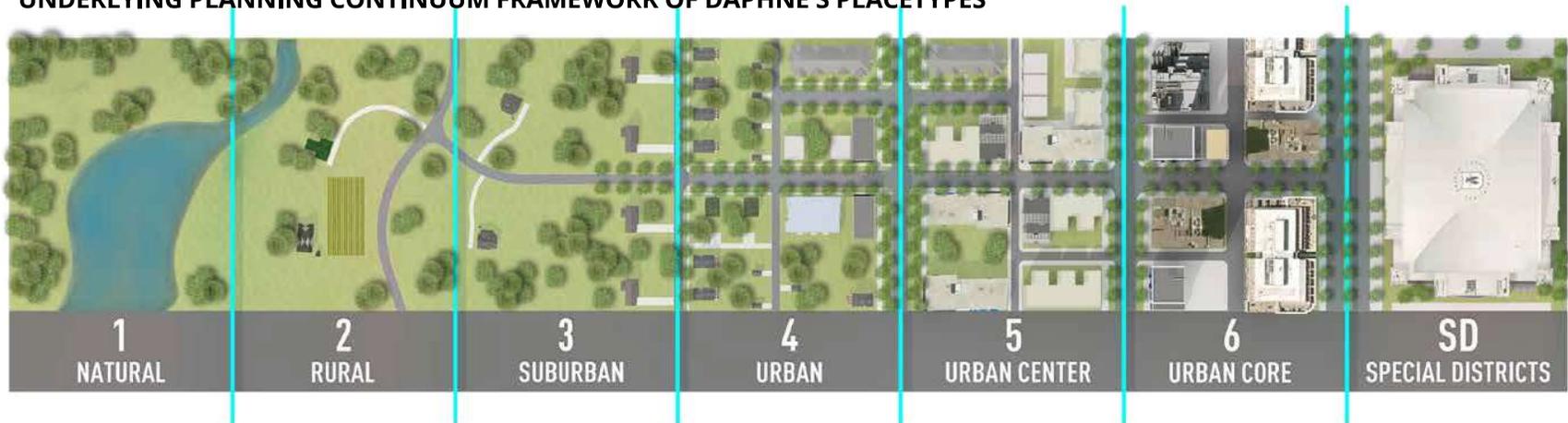
### Employment Centers

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

### Special Areas

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

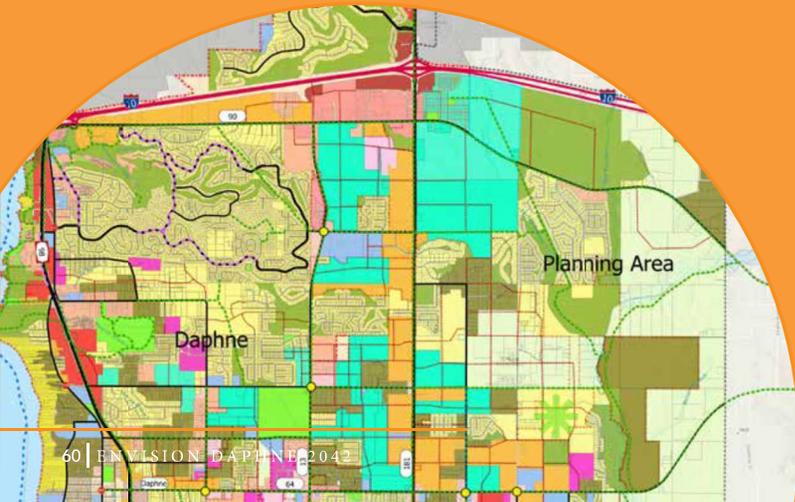
## UNDERLYING PLANNING CONTINUUM FRAMEWORK OF DAPHNE'S PLACETYPES



# 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.

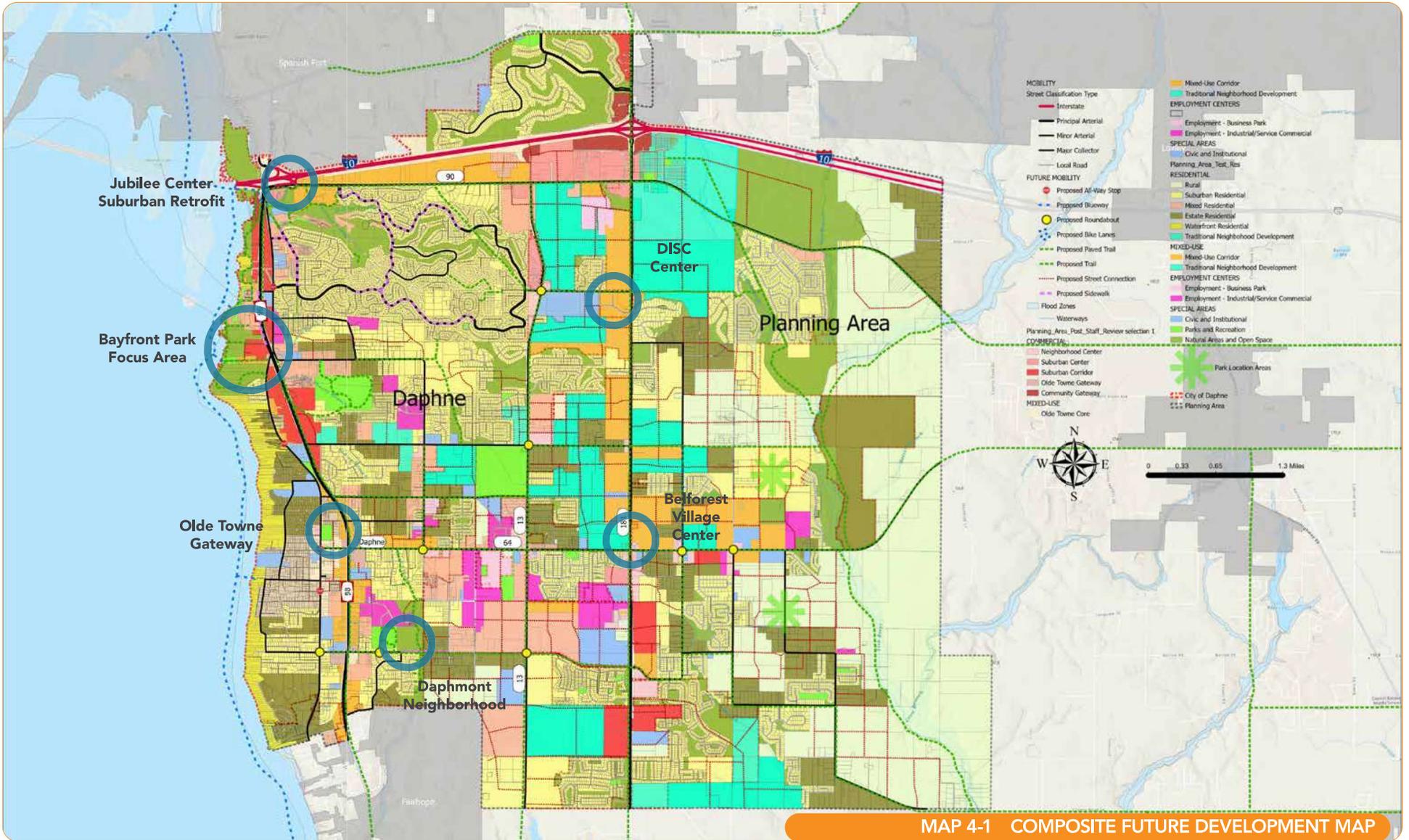
## Placetypes at-a-glance

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>

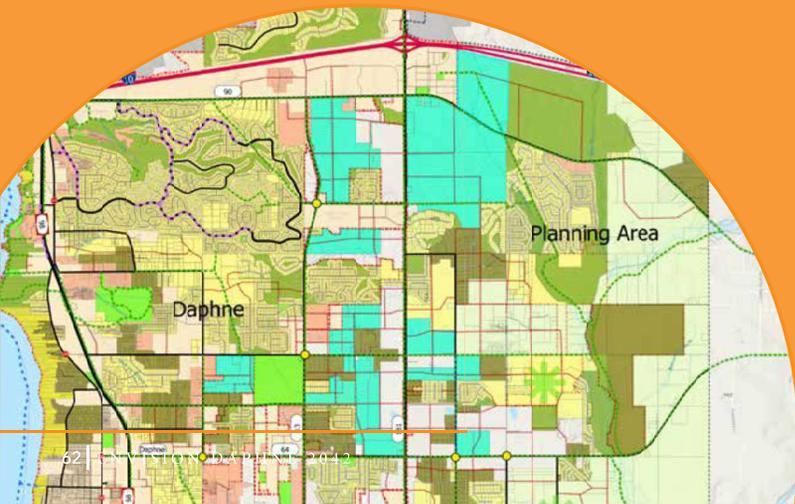


MAP 4-1 COMPOSITE FUTURE DEVELOPMENT MAP

# 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

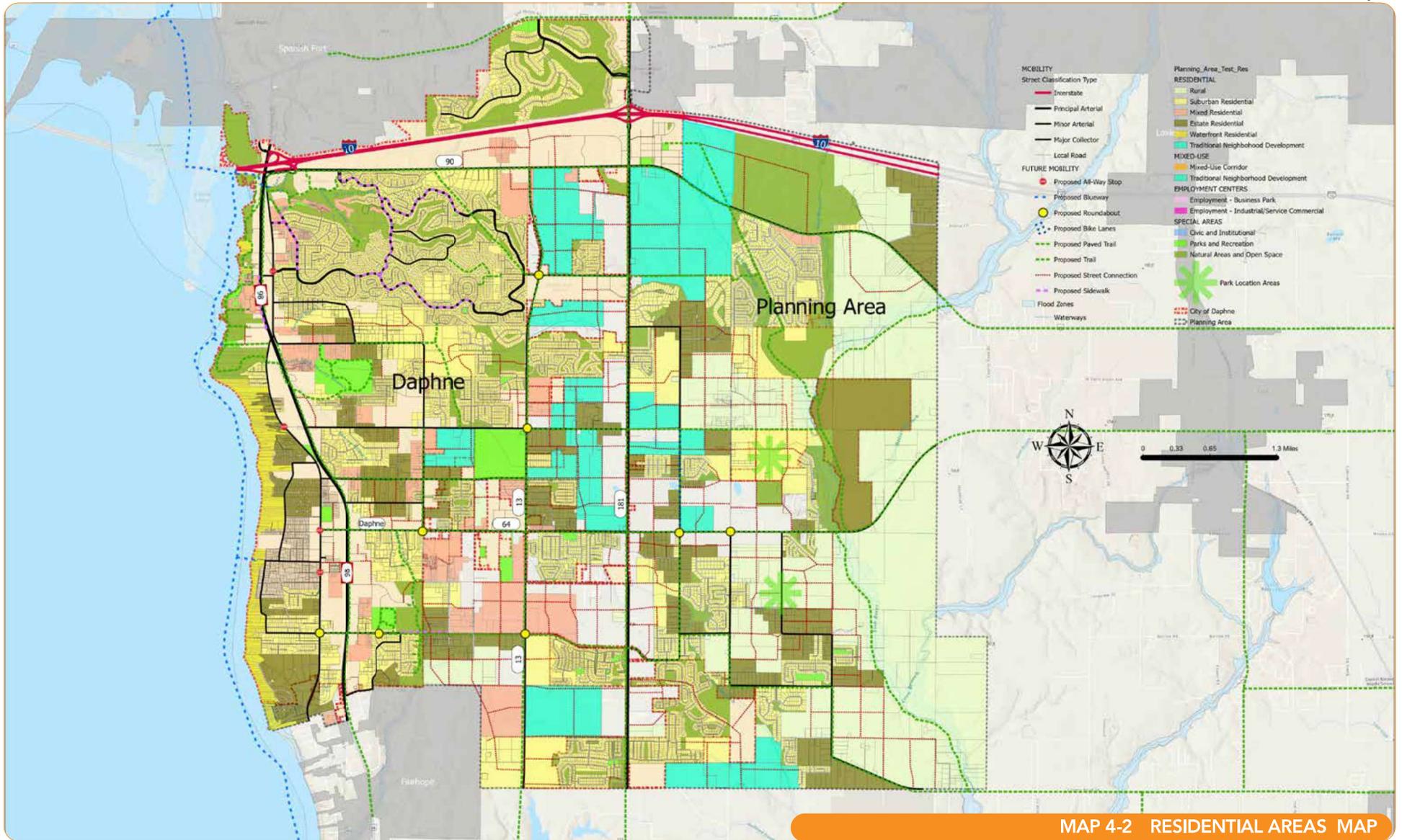
- **Estate Residential** – The Estate Residential placetype is comprised of residential neighborhoods with larger lot sizes than a typical residential neighborhood. The current residential density of this placetype is  $\frac{3}{4}$  to 1 acre per dwelling unit.
- **Suburban Neighborhood** – This placetype 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.

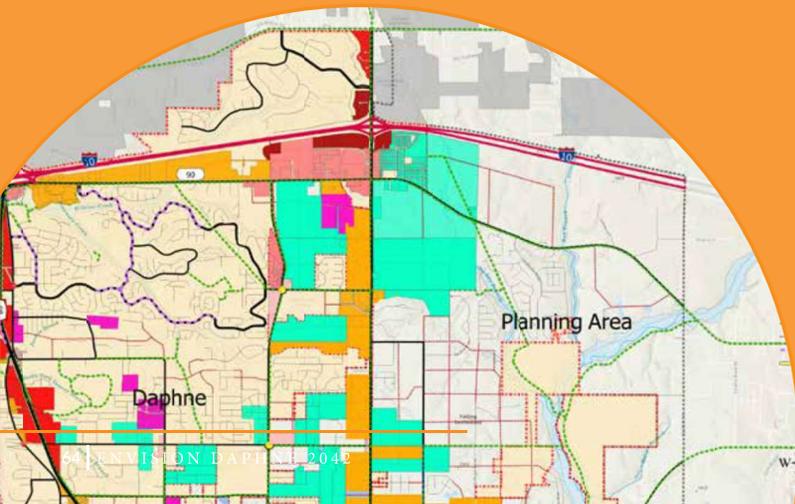


MAP 4-2 RESIDENTIAL AREAS MAP

# 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 place-types 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

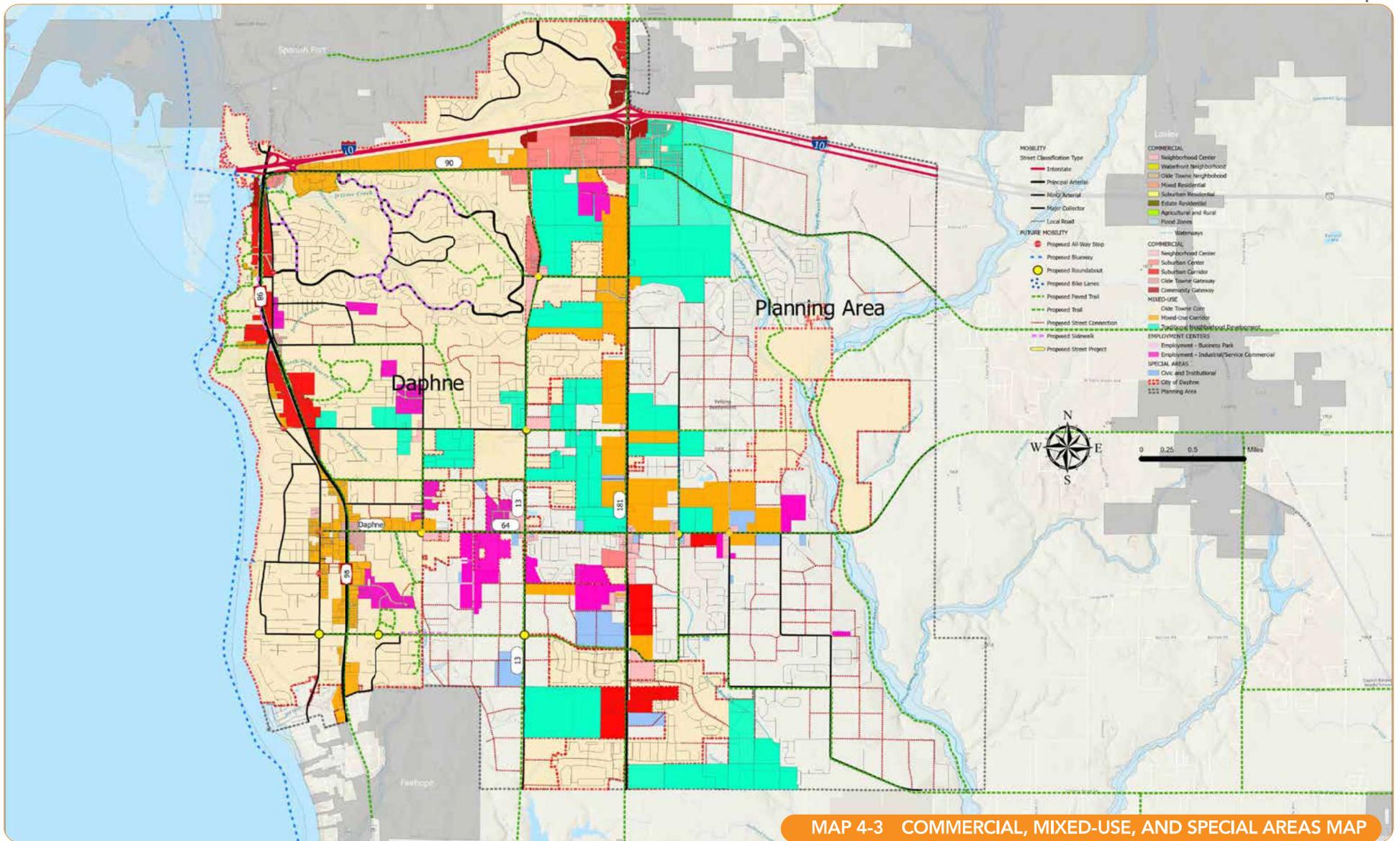
- **Olde Towne Core** – This placetype, located in the center of Olde Towne, is comprised of compact development with commercial, office, civic, entertainment, cultural, residential, and open space uses. The residential density of this placetype is 8 to 30 dwelling units per acre.
- **Mixed-Use Corridor** – 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

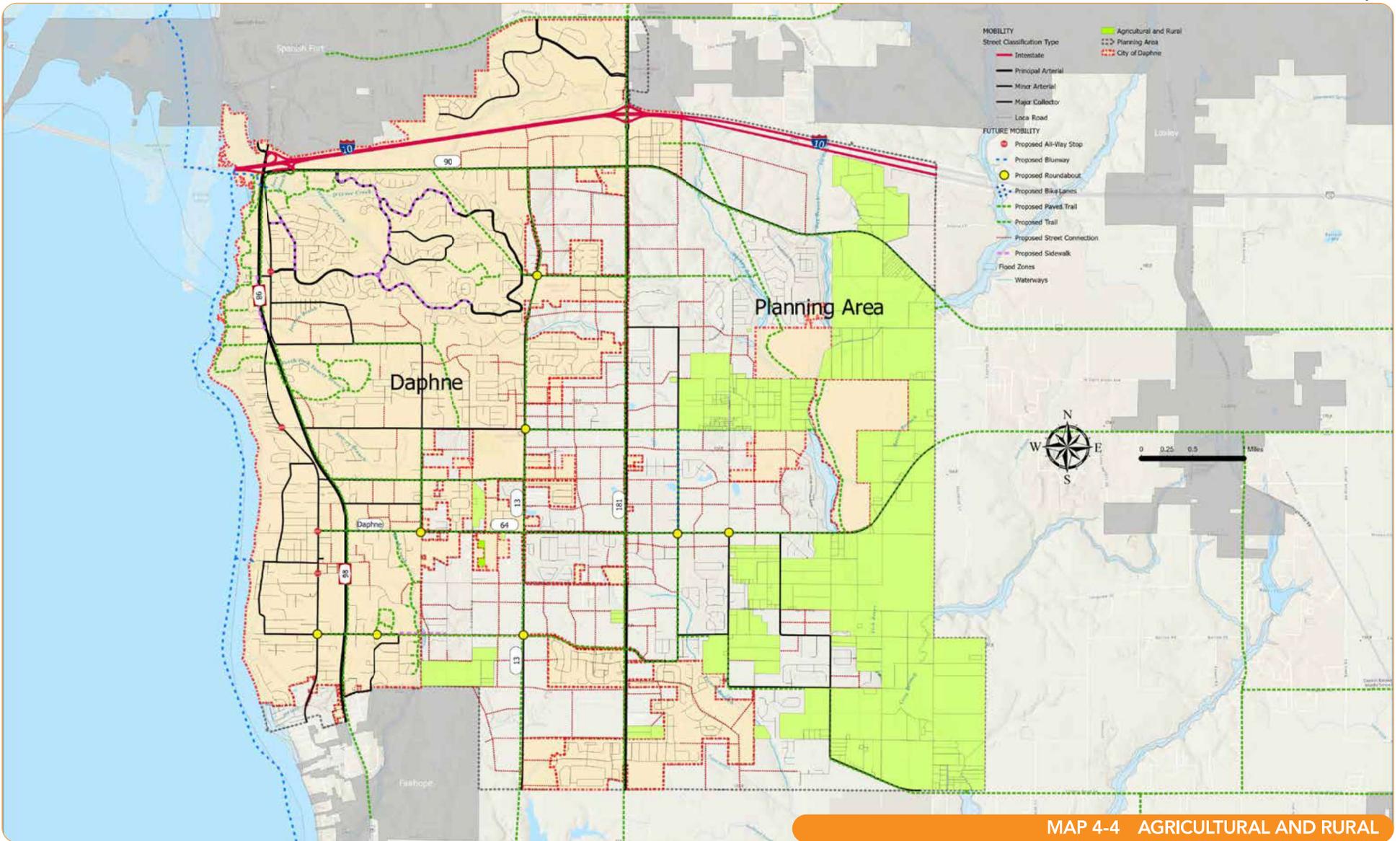
## ***Essential Site Character***

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

## ***Planned Characteristics***

<b>Mobility (see Future Mobility Network)</b>	Street types will range from arterials to local roads depending on functional classification.
<b>Street Types</b>	
<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

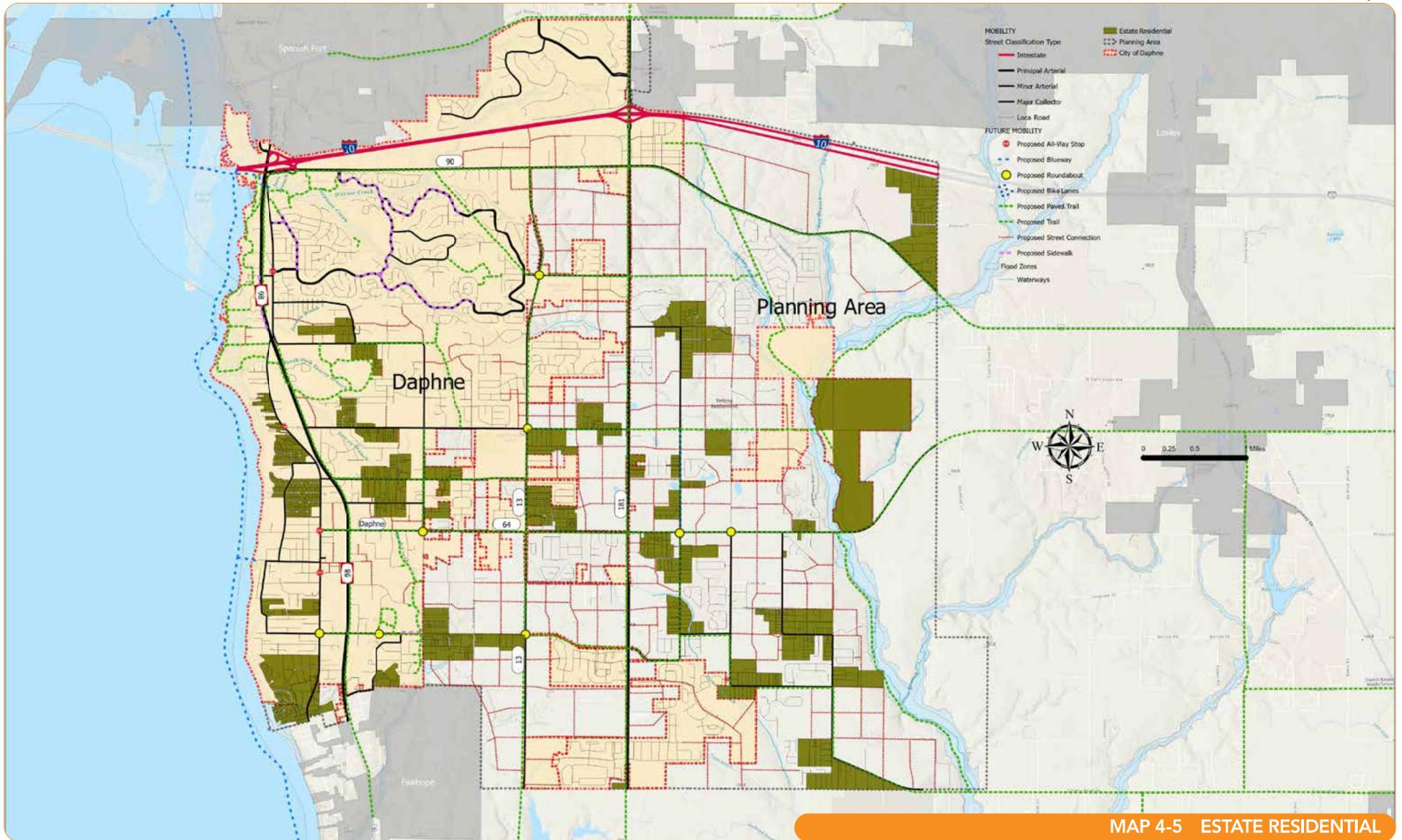
## ***Essential Site Character***

<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***

<b><i>Mobility (see Future Mobility Network)</i></b>	Street types will range from arterials to local roads depending on functional classification.
<b><i>Street Types</i></b>	
<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***

<b>Primary Land Uses</b>	Single-family detached residential
<b>Secondary Uses</b>	Institutional Assembly
<b>Intensity Range</b>	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***

<b>Building Placement</b>	Building facades set back from the street Accessory buildings in the rear yard Recessed garages
<b>Frontage and Height</b>	Dwellings typically have porches At least one entrance faces the primary street, 3 stories maximum

## ***Essential Site Character***

<b>Parking and Access</b>	Garages recessed or placed to the rear of the lot, individual drives
<b>Landscape</b>	Street trees, natural or constructed separation from nearby commercial areas

## ***Planned Characteristics***

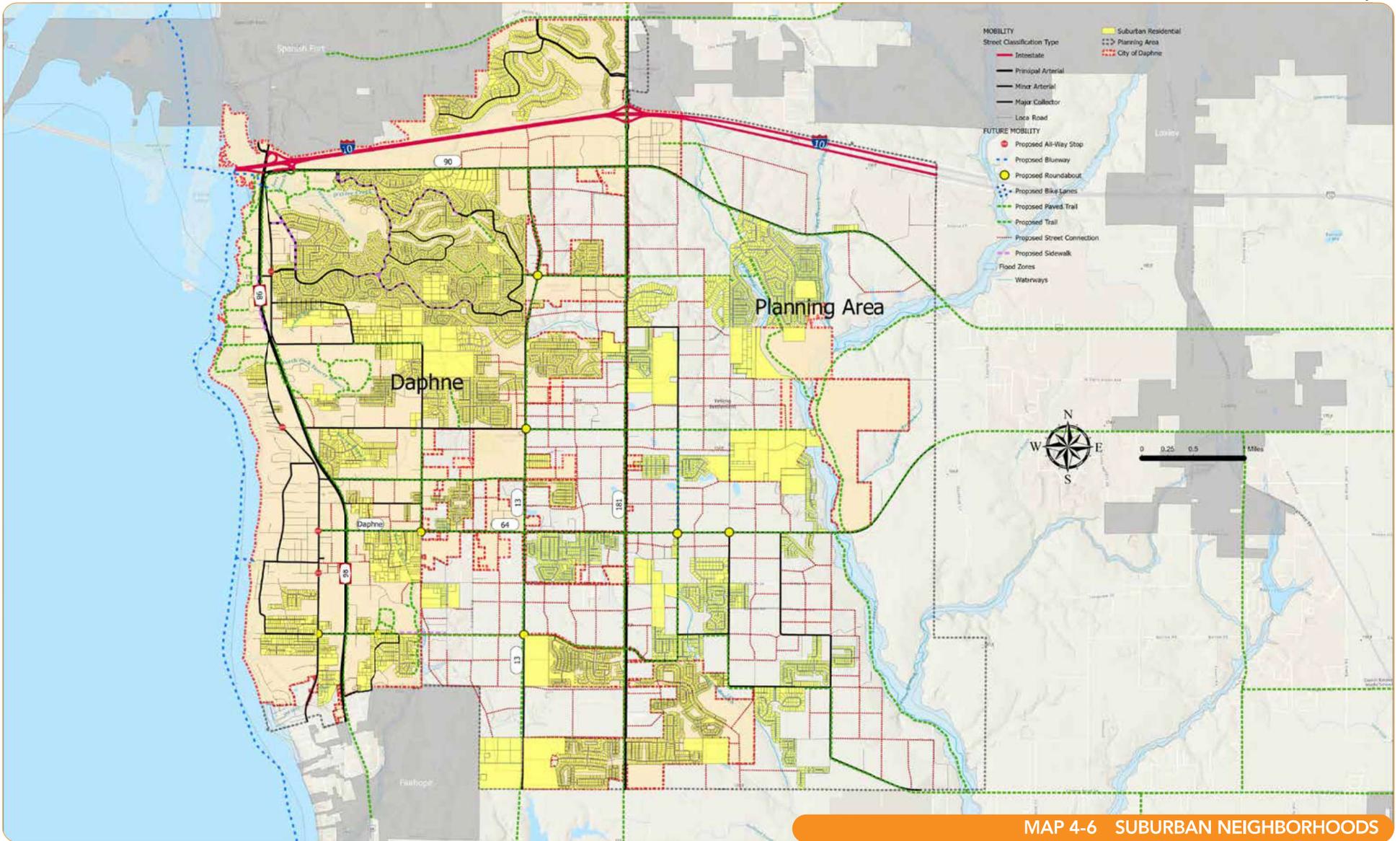
### ***Amenities***

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)***

<b>Street Types</b>	Local, Collector
<b>Bike/Pedestrian</b>	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***

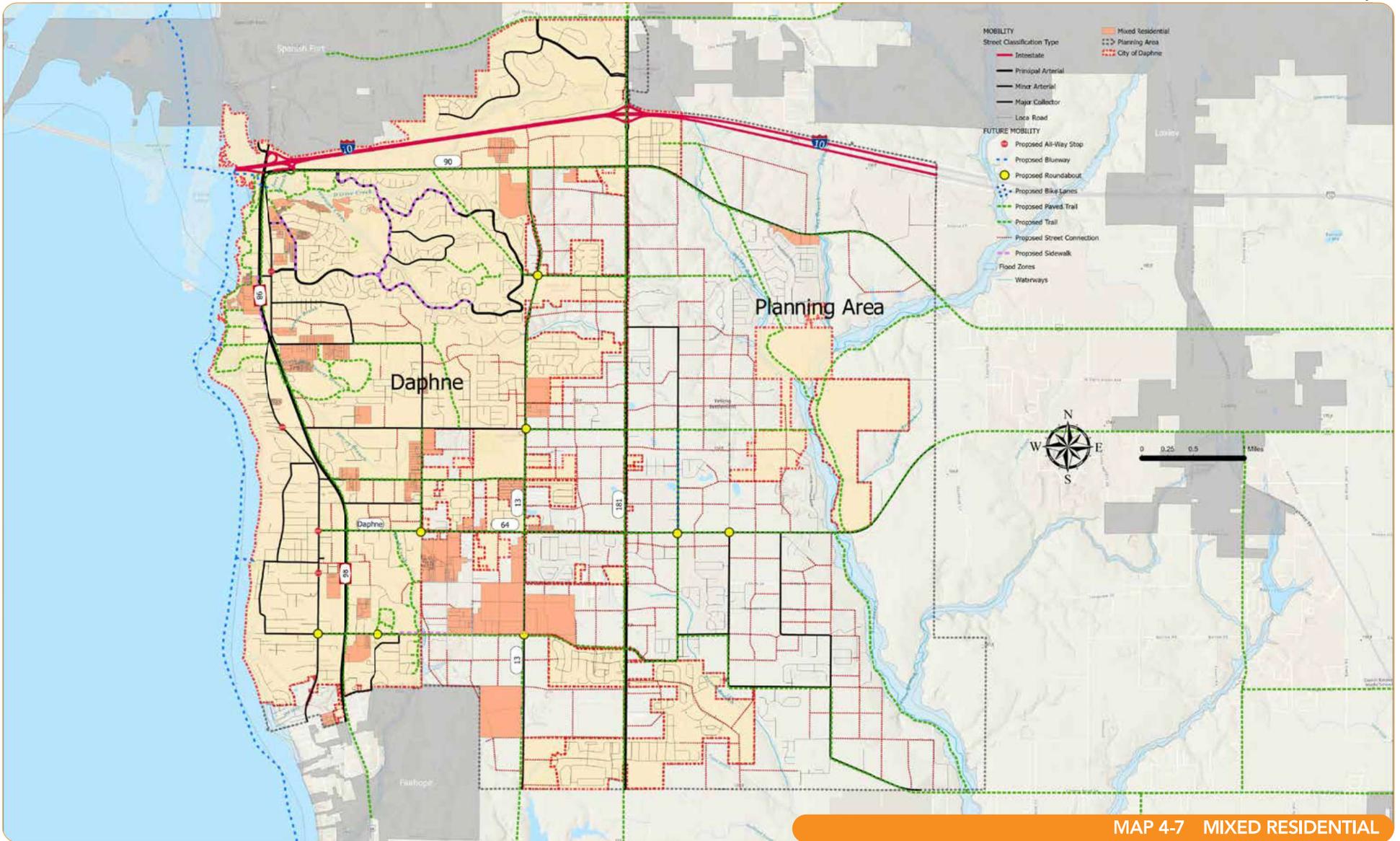
**Amenities**  
 10 to 20% open space and recreation areas if not within 1/4 mile of a city park.

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

## ***Essential Building Character***

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

## ***Essential Site Character***

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

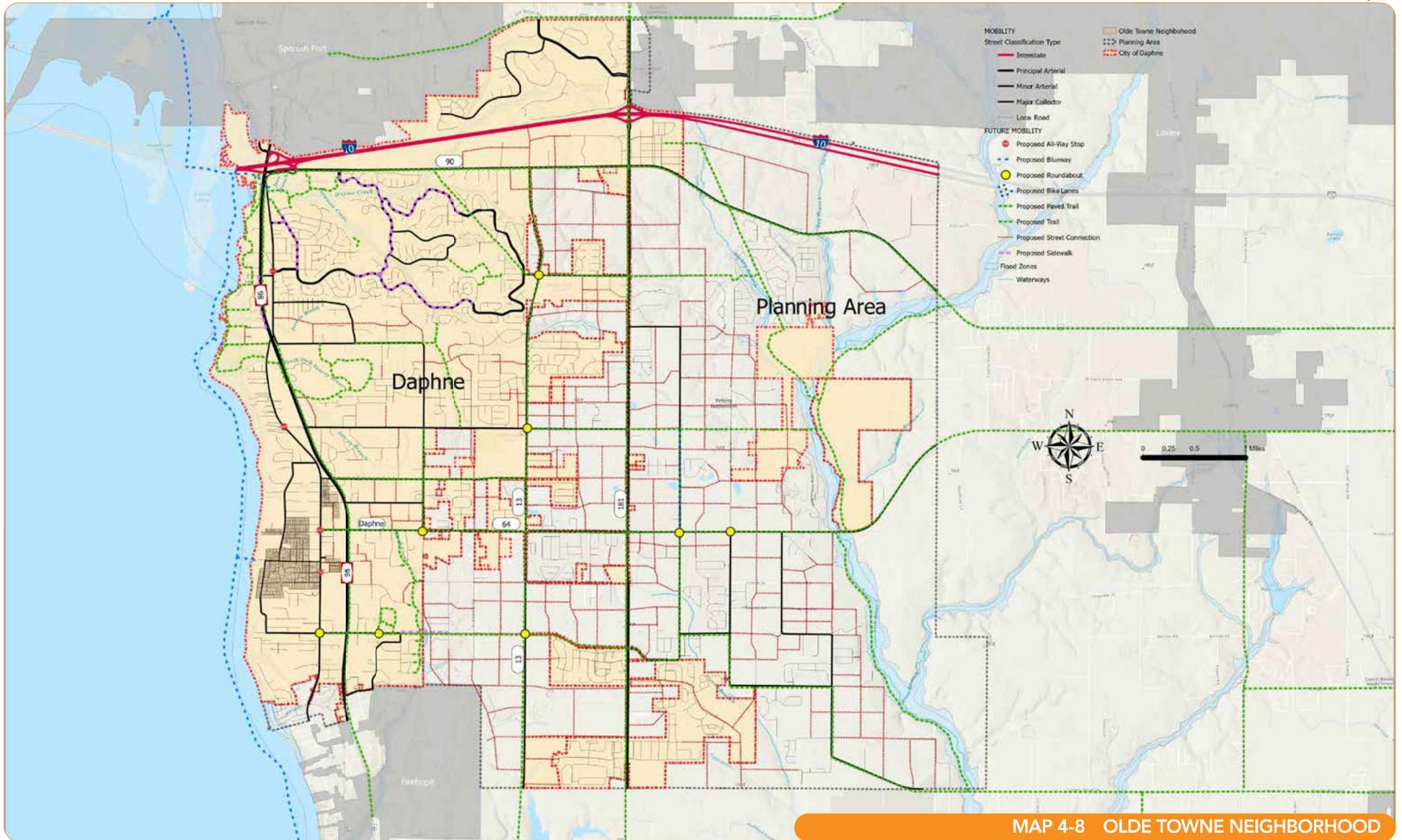
## ***Mobility (see Future Mobility Network)***

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

## ***Planned Characteristics***

<b><i>Bike/Pedestrian</i></b>	Bikeways, greenways, trails Bike/ped connectivity to parks and adjacent places
-------------------------------	-----------------------------------------------------------------------------------





MAP 4-8 OLDE TOWNE NEIGHBORHOOD

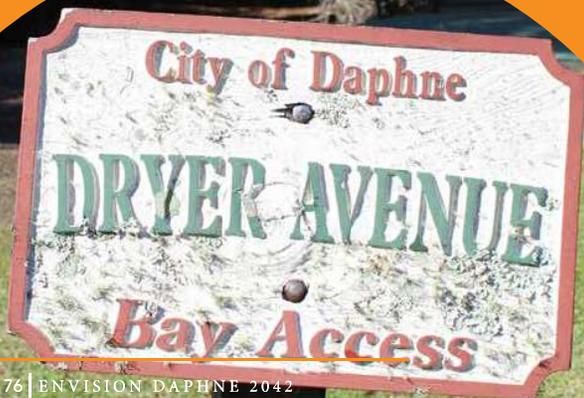
# WATERFRONT NEIGHBORHOODS

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***

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

Single-family detached, Multi-family residential, Townhomes, Condominiums

### ***Secondary Uses***

Institutional, Assembly

### ***Intensity Range***

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.

### ***Development Policies***

Slope and canopy preservation  
 Stormwater managed at neighborhood/ project scale with low impact design  
 Shoreline Preservation practices  
 Site plan review

## ***Essential Building Character***

### ***Building Placement***

Varies widely from shallow build to lines to deep setbacks

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

Frontages and heights vary based on dwelling type  
 4 stories or 16 stories for Residential High Rise Condominium Development District

## ***Essential Site Character***

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

Single dwelling garages are recessed or placed to the rear of the lot  
 Parking and access from the rear of attached dwellings

## ***Planned Characteristics***

### ***Landscape***

Natural tree canopy, buffered shore line, landscaped parking and buffering of attached dwelling

### ***Amenities***

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

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

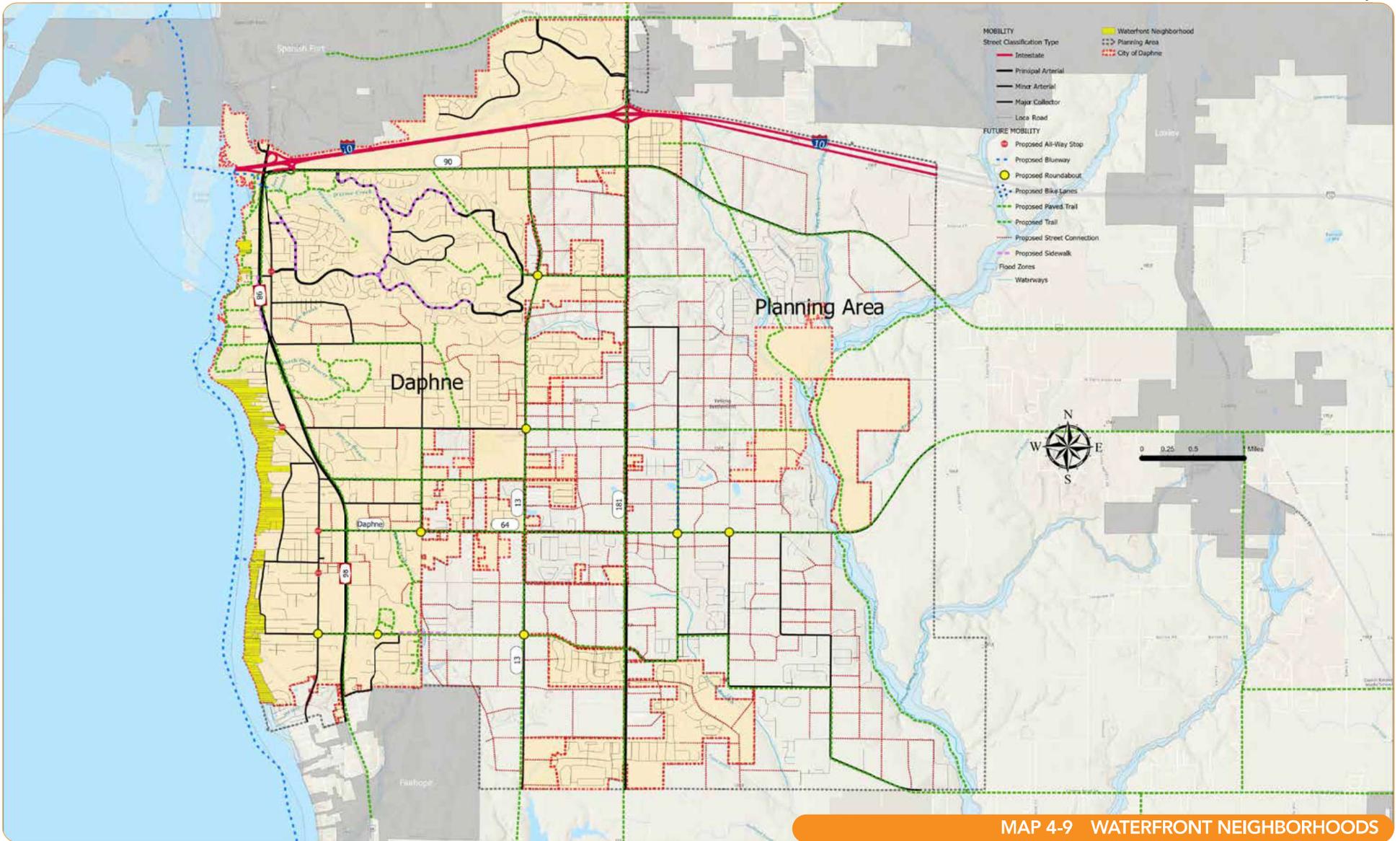
### ***Street Types***

Local, Collector

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

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

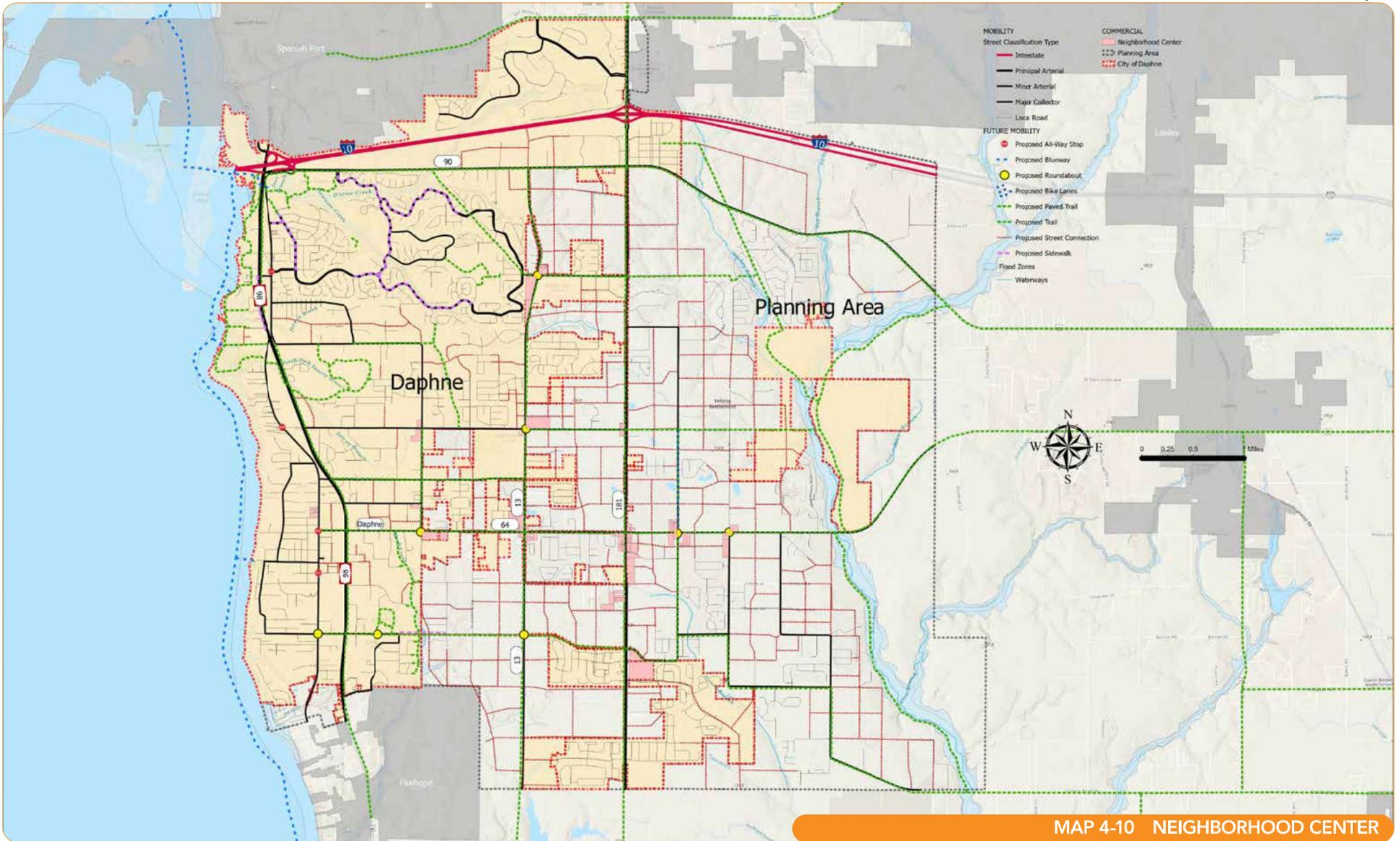
## **Essential Site Character**

<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 under-utilized 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

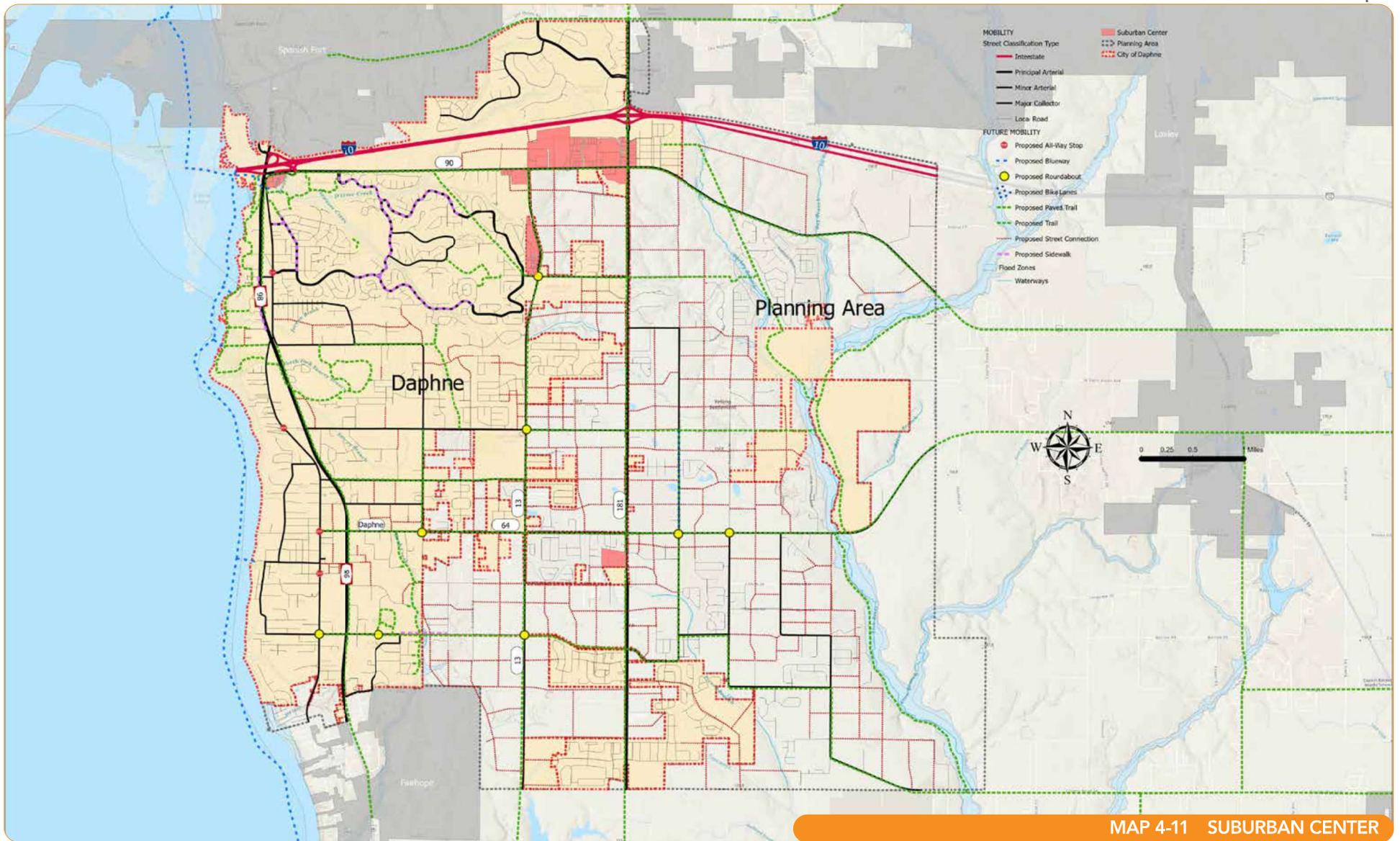
## Essential Site Character

<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  Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review
<b><i>Development Policies</i></b>	

## ***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

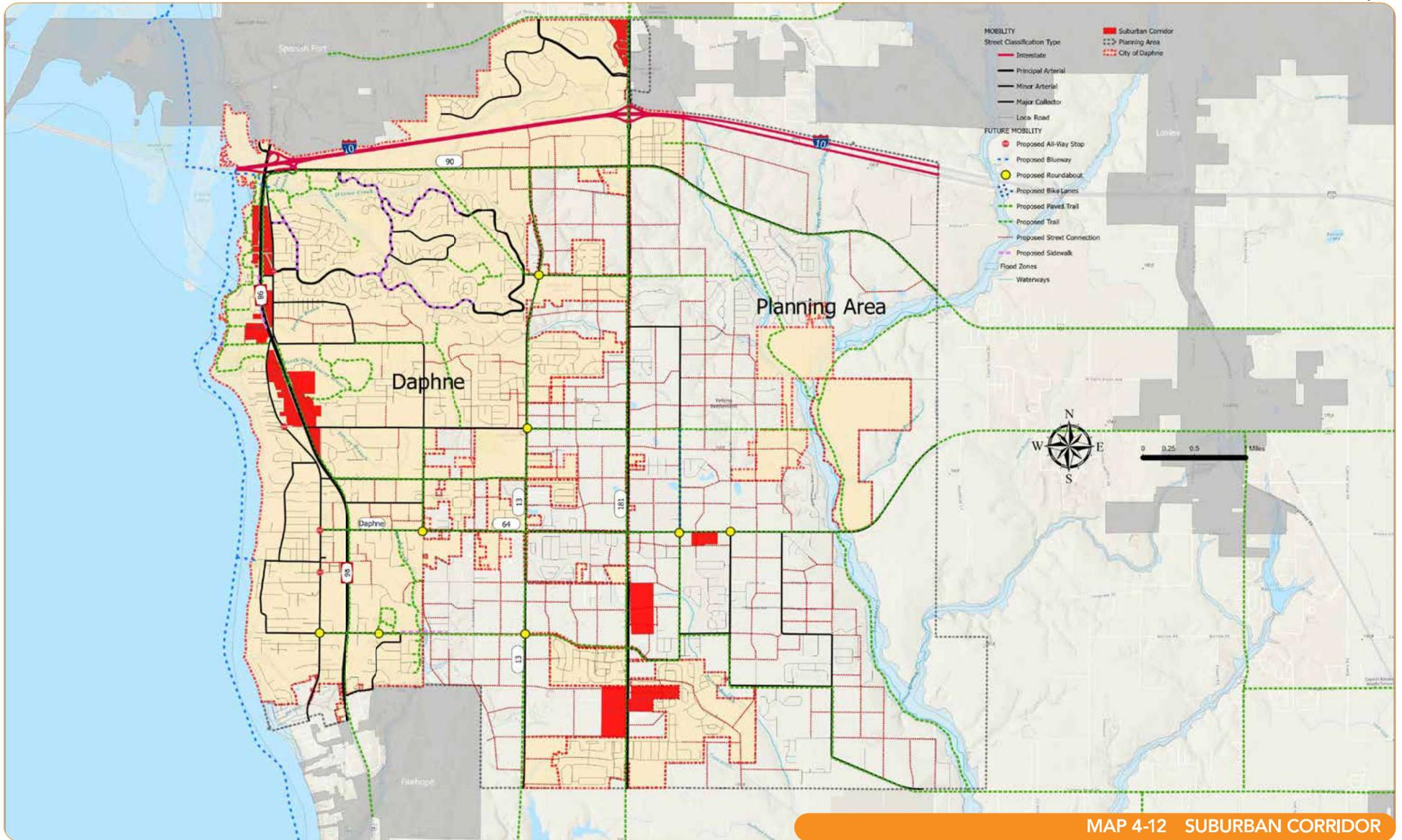
## ***Essential Site Character***

<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
----------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

## ***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

### Primary Land Uses

Commercial/office  
Mixed-use

### Secondary Uses

Institutional  
Single-family attached residential

### Intensity Range

Intensely developed, residential densities of 8 to 30, Floor area ratios of up to 4

### Development Policies

Tree canopy mitigation  
Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas)  
Site plan and design review

## Essential Building Character

### Building Placement

Build to lines in very close proximity to the street

### Frontage and Height

Building frontages highly transparent, Balconies, alcoves, and entryways designed to create and support walkability, 4 stories maximum

## Essential Site Character

### Parking and Access

Street parking and parking to the rear of buildings

### Landscape

Landscape to create a street tree canopy

## Planned Characteristics

### Amenities

Typically established in the public realm to create and support walkability and pedestrian activity

## Mobility (see Future Mobility Network)

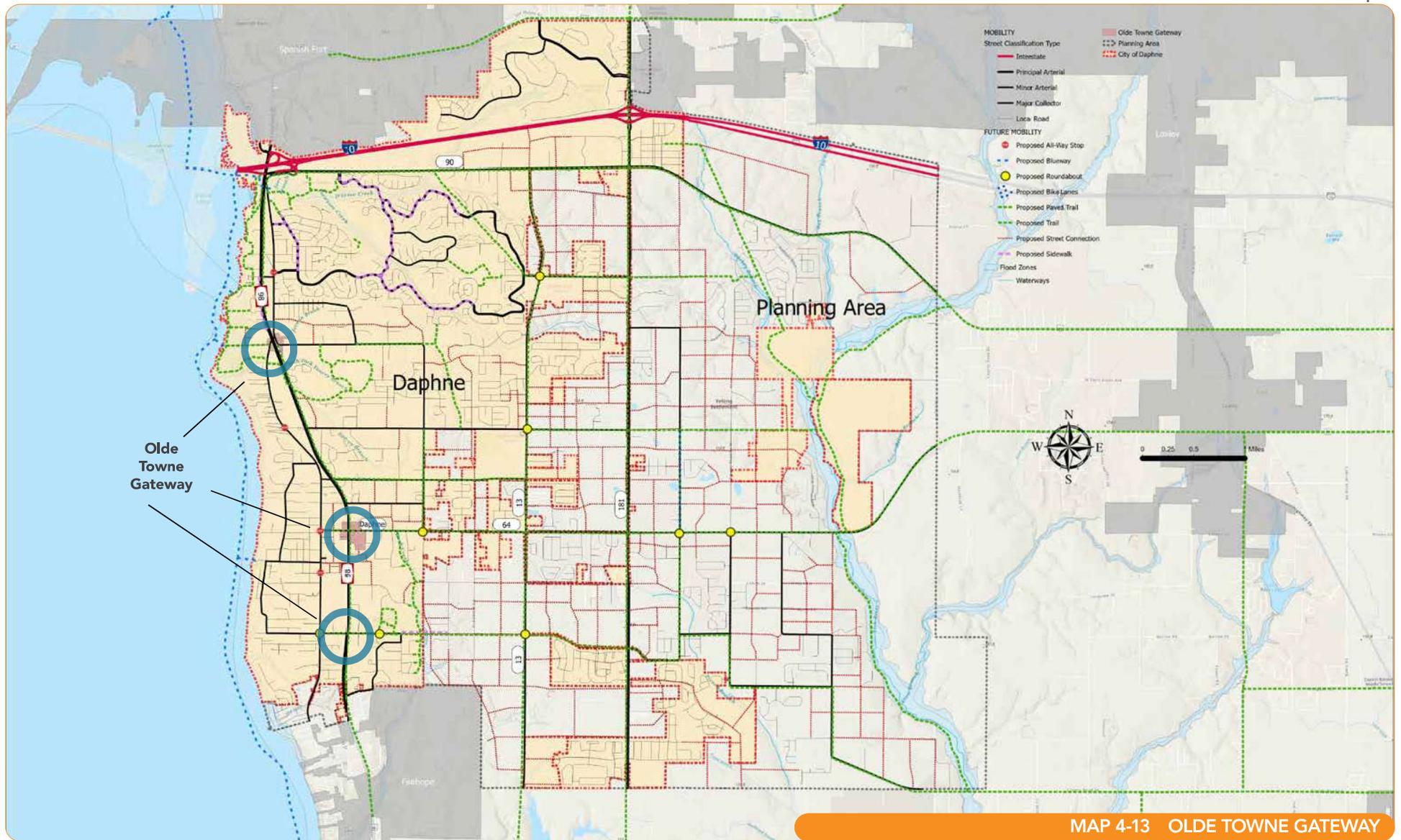
### Street Types

Collector, Arterial

### Bike/Pedestrian

Bikeways, greenways, trails - See mobility section for plan, Bike/ped connectivity to parks and adjacent places



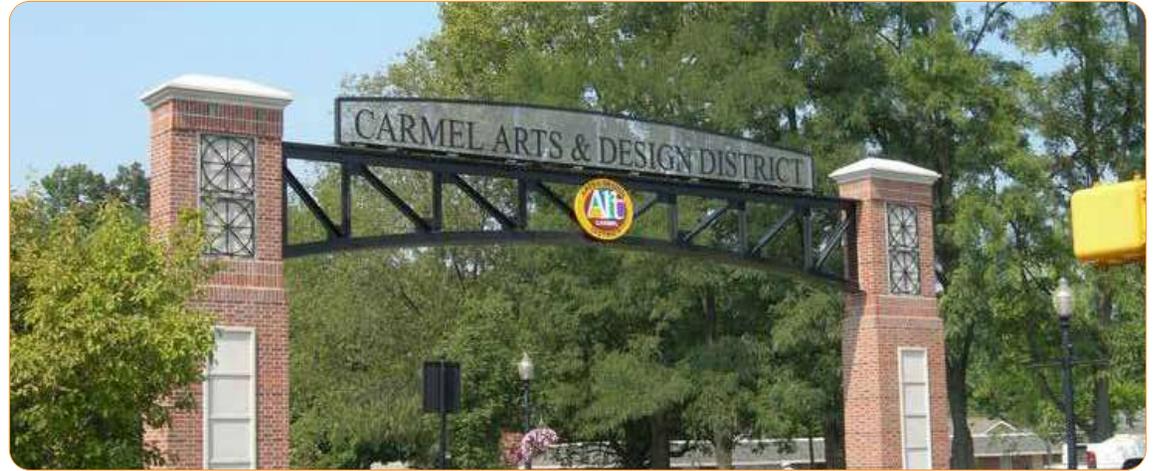


MAP 4-13 OLDE TOWNE GATEWAY

# 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

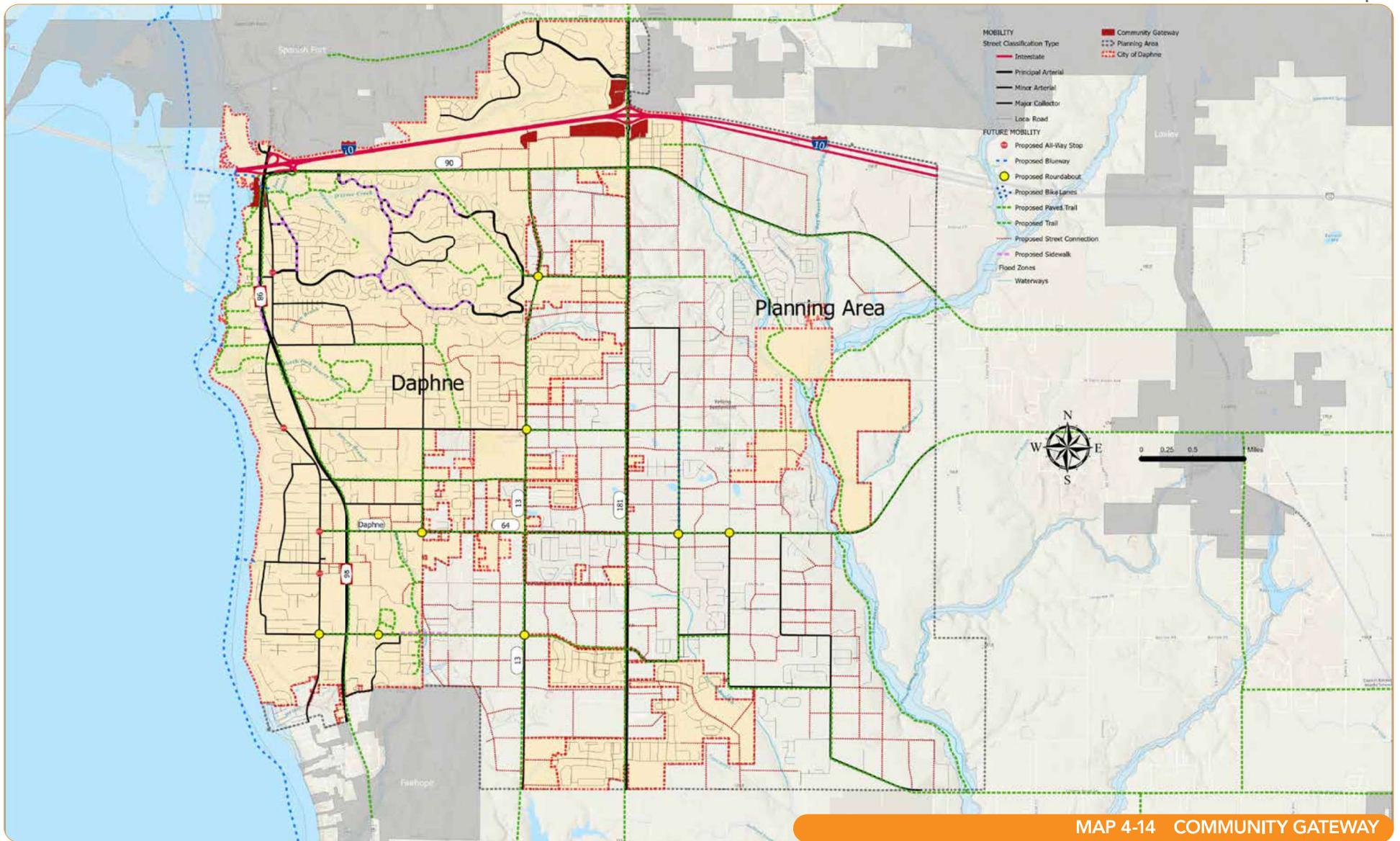
<b>Parking and Access</b>	Parking behind or beside building facade on primary streets
<b>Landscaping</b>	Foundation landscaping and street trees are most common
<b>Amenities</b>	Public art, quality design for identity, outdoor spaces for gathering

### 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***

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

Mixed-use, Commercial/office  
 Single-family attached residential

### ***Secondary Uses***

Upper floor residential  
 Institutional

### ***Intensity Range***

Intensely developed, residential densities of 8 to 30, floor area ratios of up to 4

### ***Development Policies***

Tree canopy mitigation  
 Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas)  
 Site plan and design review

## ***Essential Building Character***

### ***Building Placement***

Mixed-use/commercial facades placed close to the sidewalk  
 Residential buildings have shallow setbacks

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

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***

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

Parking behind or beside building facade on primary streets  
 Public parking garage may be available  
 Alley access and direct street frontage

## ***Planned Characteristics***

### ***Landscape***

Landscaping typically occurs in public space  
 Street trees where feasible and may include green infrastructure stormwater features

### ***Amenities***

Public art, quality design for identity, outdoor spaces for gathering

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

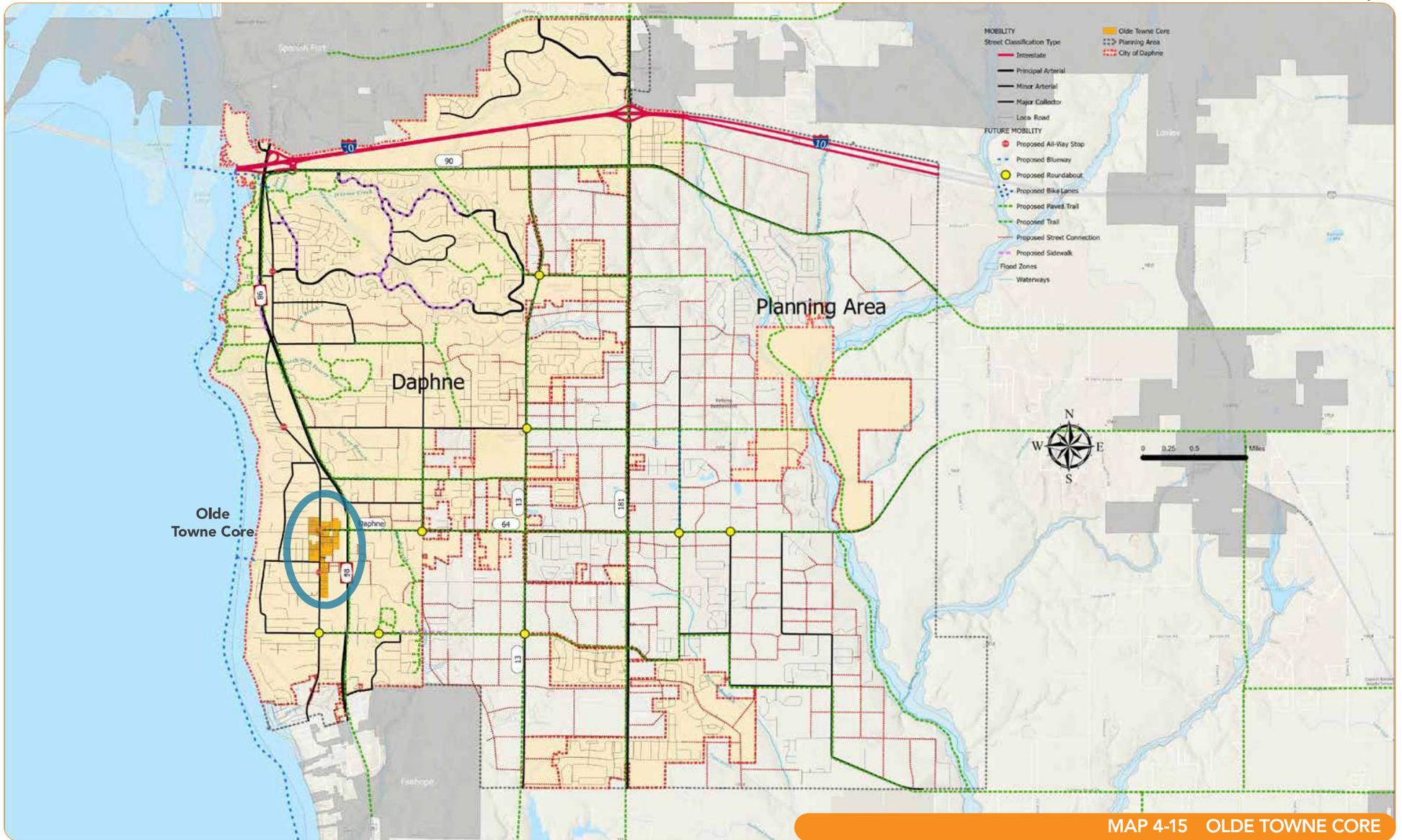
### ***Street Types***

Local, Collector, Arterial

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

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***

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

Commercial/office  
Mixed-use

### ***Secondary Uses***

Institutional  
Single-family attached residential

### ***Intensity Range***

Intensely developed, residential densities of 8 to 12, floor area ratios of up to 2

### ***Development Policies***

Tree canopy mitigation  
Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas)  
Site plan and design review

## ***Essential Building Character***

### ***Building Placement***

A variety of placement options but deep setbacks are to be avoided

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

Articulated facades  
Street-facing facades have at least one entrance that faces the street  
1 to 3 stories

## ***Essential Site Character***

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

Parking located behind or beside the street-facing building facade on primary streets  
Parking areas have a perimeter landscape buffer

## ***Planned Characteristics***

### ***Landscape***

Green parking lot islands, tree canopy  
Street trees where feasible and may include green infrastructure stormwater features

### ***Amenities***

Open space or park connection where feasible

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

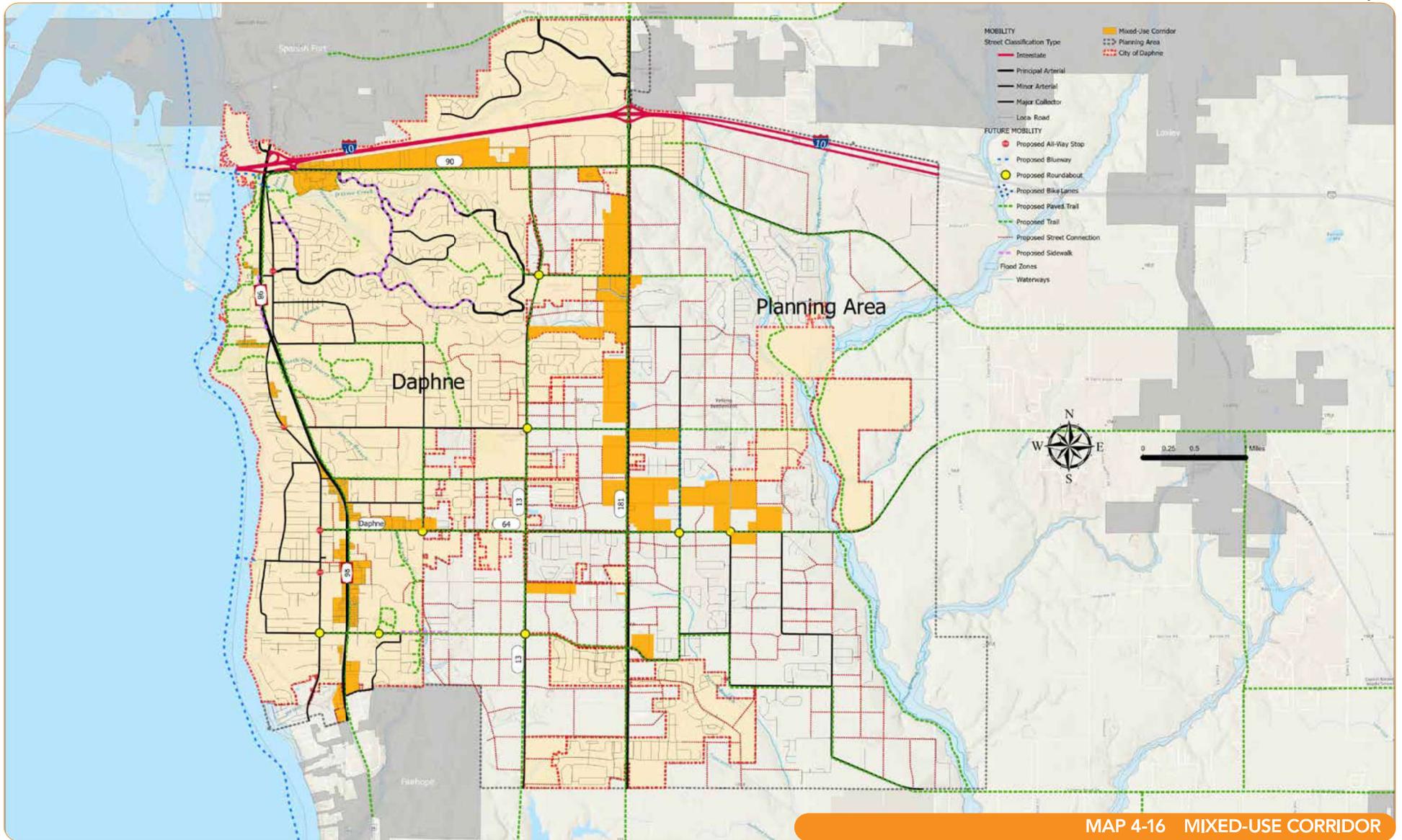
### ***Street Types***

Collector, Arterial

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

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

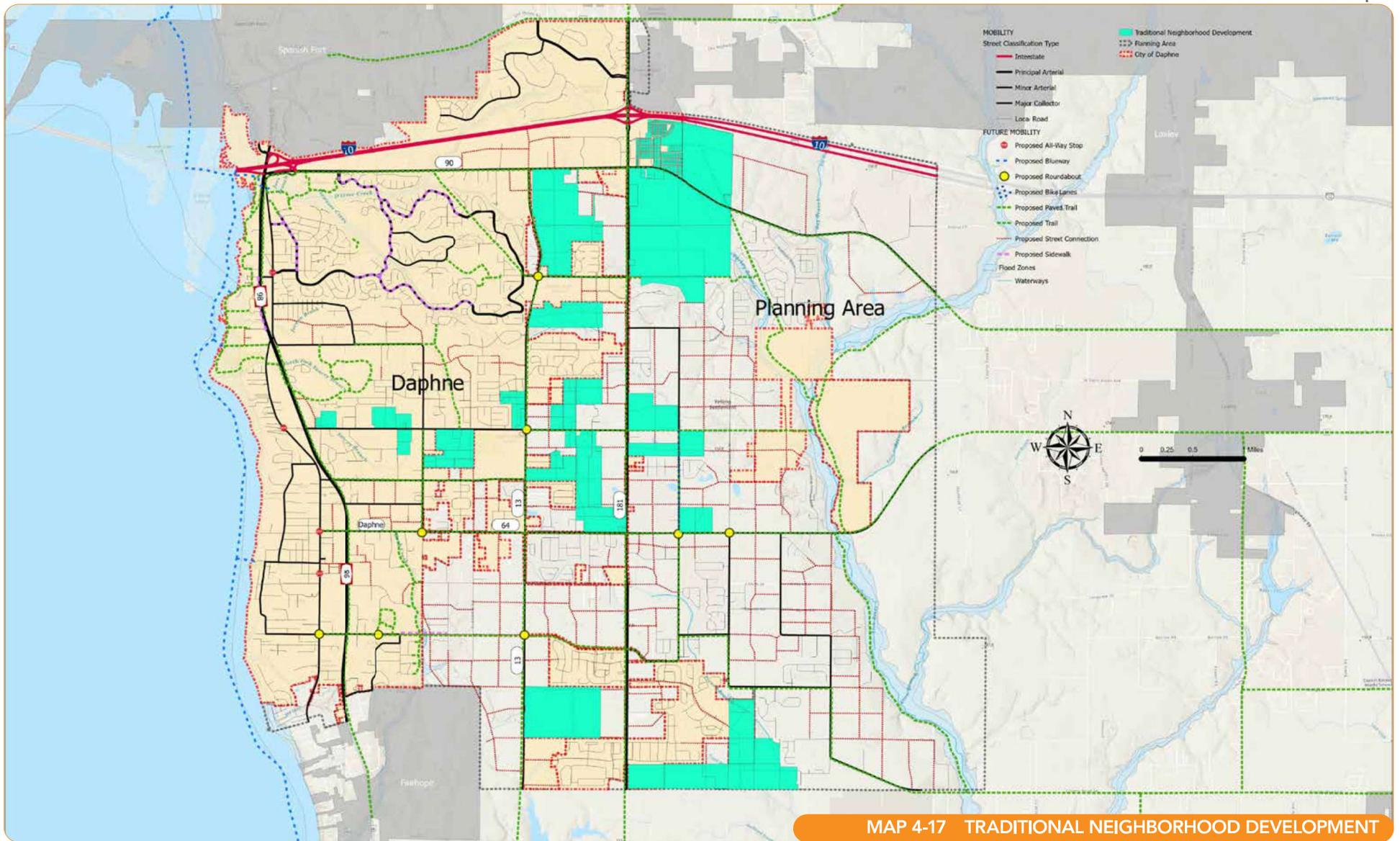
## Essential Site Character

<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
---------------------------	-----------------------------------------------------------------------------------------------------------------------------------------

## 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





MAP 4-17 TRADITIONAL NEIGHBORHOOD DEVELOPMENT

# 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***

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

Business parks, Research and development, campus environments

### ***Secondary Uses***

Training and education facilities

### ***Intensity Range***

Typically lower intensity development at .25 to .5 floor area ratios

Tree canopy mitigation  
 Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas)  
 Site plan and design review

### ***Development Policies***

## ***Essential Building Character***

### ***Building Placement***

Buildings are placed in accordance with a master development plan providing for the nature of the particular use

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

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***

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

Parking quantity scaled to employment levels

### ***Landscape***

Significant constructed buffering along the perimeter of the site unless adjoining a natural amenity, park or open space.

### ***Amenities***

Significant parks and open space with pedestrian facilities and connections

## ***Planned Characteristics***

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

#### ***Street Types***

Collector, Arterial

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

Bikeways, greenways, trails





# 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  Tree canopy mitigation Stormwater management with low impact design (bio-retention, permeable surfaces, infiltration areas) Site plan and design review
<b><i>Development Policies</i></b>	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





# 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***

	Educational institutions Public buildings Medical institutions Faith-based organizations
<b><i>Primary Land Uses</i></b>	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***

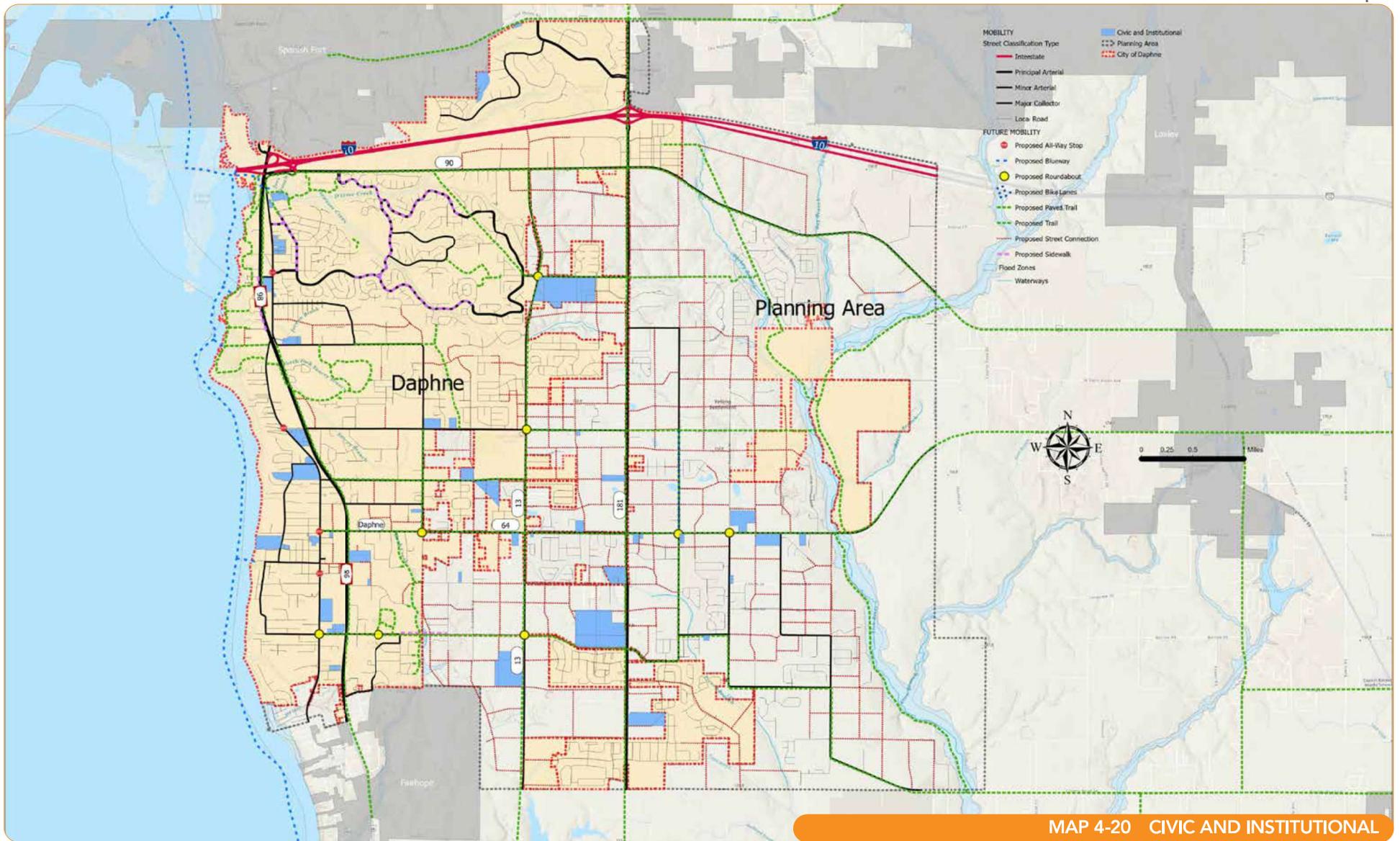
<b><i>Parking and Access</i></b>	Parking quantity scaled to employment levels
<b><i>Landscape</i></b>	Significant constructed buffering along the perimeter of the site unless adjoining a natural amenity, park or open space.
<b><i>Amenities</i></b>	Significant associated open space, highly walkable

## ***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





MAP 4-20 CIVIC AND INSTITUTIONAL

# 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 Internal landscaping is extensive for developed parks Preservation of natural landscapes in natural areas
<b>Landscape</b>	

## 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

