City of FOLEY

Comprehensive Plan

2025

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Foley

PART I

Vision & Context

1

Vision & Guiding Principles

Introduction

Comprehensive plans provide a long-term vision to guide decisions about land use, capital improvements, and future growth. This *Comprehensive Plan* supports Foley's strategic priorities and statutory responsibilities by moving from conventional land use categories to a form- and character-based Place Type approach.

A Place Type framework identifies *Nodes, Neighborhoods, Corridors,* and *Districts (Overlays and Special Uses)* throughout the City and guides the form and function of their future development. This encourages a coherent pattern of growth and enhances community life by protecting Foley's historical character while focusing new development in strategic locations connected by a safe and efficient transportation network and prioritizes investment in infrastructure, green space, and civic facilities. By weaving these priorities into development policies and regulations, Foley can grow in a way that reinforces community identity, supports walkability, and embraces resilience.

This plan serves as a practical guide for daily decision-making at both the macro level (citywide) and micro level (neighborhood) when considering:

- Alignment of development policies and ordinances with the *Comprehensive Plan* and *Strategic Plan.*
- Budgeting for capital improvements and the allocation of public funds.
- Coordinating regional initiatives and partnerships.
- Evaluating future development proposals.

Structure of the Plan

Part I of this document outlines the *Comprehensive Plan's* vision, legal foundation, and community context. It addresses why the Plan is needed.

Part II provides guiding principles that apply across Place Types, and addresses how they will be implemented.

Part III presents guidance for specific Place Types, their form and function, and how they should interact with each other.

Part IV contains the Place Type Map (Future Land Use Map) and the procedure for creating and amending the map.

Development of the Plan

Foley's planning history extends back to the early 1900s when the Magnolia Springs Land Company platted its first lots. As the town evolved into a city, leaders guided its growth through a *Long Range Land Use Plan* (1959), *Central Business District Development Plan* (1984), and *Community Development Plan* (1998, updated in 2004). The *Comprehensive Plan* of 2008 had four guiding principles:

- Enhance sense of place
- Preserve environmental features
- Raise development standards
- Promote responsible regionalism

VISUAL PREFERENCE SURVEY

351 people responded positively to the top image with **178** people saying "I like it," and **173** saying "I really like it."

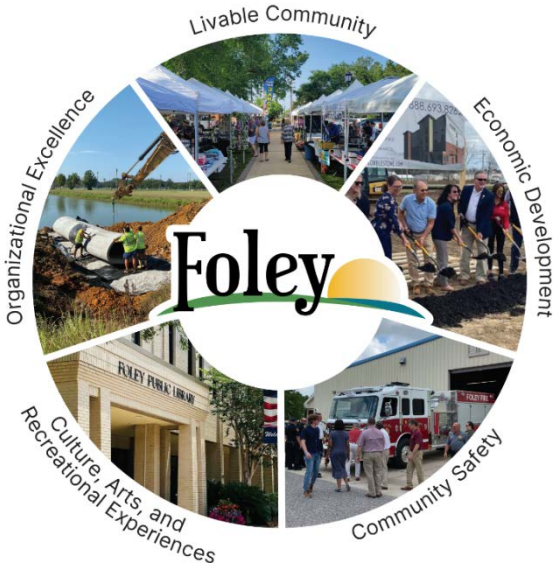
Survey participants were asked to evaluate a conceptual redevelopment scenario for existing retail strips along the SR-59 Corridor, which included adding green space and additional uses like offices.

It provided recommendations, an action plan, and a Future Land Use Map "to form a conceptual model for guiding future land use decisions." The plan introduced a character-based emphasis on form, scale, and the unique identity of Foley's neighborhoods, particularly the historic Downtown. That character approach informs the context-sensitive Place Types developed in this *Comprehensive Plan*.

In response to a decade of rapid change, Foley initiated a significant update to the *Comprehensive Plan* in 2018. The City's Planning Commission and Advisory Committee actively engaged citizens through regional "Open Houses" and surveys. The resulting document, *Foley Forward* (2022), divided the City into six districts: Downtown Foley, Southeast Quadrant, Southwest Quadrant, Northeast Quadrant, Northwest Quadrant, and the State Route 59 (SR 59) Corridor. It retained the four goals of the original *Comprehensive Plan* and added a fifth, "to enhance local infrastructure."

As part of the public engagement process, over 400 people responded to a visual preference survey that presented redevelopment and infill concepts along the SR 59 Corridor, the City's historic gateway and commercial spine. Responses indicated strong support for development that prioritized walkability, green space, distinctive architectural features, and mixed-use. The full survey can be found in Appendix A. The neighborhood and corridor types identified in the F*oley Forward Plan* provide a foundation for the Place Types in this one.

For the *2024 Strategic Plan*, the City again solicited public input through online platforms, surveys, in-person community forums, and City Council-led sessions. Together, the *Foley Forward* and *2024 Strategic Plan* engagement process revealed consistent public concerns: the pace and quality of new development, traffic congestion, infrastructure capacity, and the need to preserve Foley's character and quality of life. These community-driven



insights helped shape the five priorities of the 2024 *Strategic Plan* that serve as the guiding pillars of this plan:

- Livable Community
- Economic Development
- Community Safety
- Culture and Recreation
- Organizational Excellence

Comprehensive Plan Guiding Principles

To align this *Comprehensive Plan* with previous plans and translate the goals of the *Strategic Plan* into practical guidance, the Planning Commission formed a four-member Comprehensive Plan Committee to work with City staff. Their task was to review existing conditions, examine past practices, assess growth pressures, and evaluate the character and function of areas within the City and its Planning Jurisdiction. These work sessions resulted in the following guiding principles that are incorporated throughout this Plan.

1. Quality of Life

Among Foley's strategic priorities, Quality of Life ("Livable Community" in the *Strategic Plan*) is especially relevant for long-term planning. Overall, quality of life is about creating environments that support the physical, social, and economic well-being of all residents, foster a sense of belonging, and ensure that the community thrives as a whole.

Foley will enhance quality of life by fostering well-planned communities that prioritize form, character, and a strong sense of place. Safe, walkable neighborhoods will integrate parks, open spaces, and recreational opportunities for all ages. Essential services, such as schools, healthcare, and retail will be strategically located in mixed-use areas to ensure accessibility and support sustainable growth to create vibrant, connected communities.

2. Sense of Place

"Sense of place" refers to the unique character and identity of a community that makes it distinct and meaningful to residents and visitors. It incorporates physical, social, and cultural elements that together create a strong connection between people and place. By drawing inspiration from its historic charm and adapting it to modern needs, Foley will ensure that new development carries forward its design heritage and fosters civic pride to create enduring, connected places that reflect the community's character. Foley will enhance streets, parks, public spaces and buildings through context-sensitive design and strategic landscaping to create an inviting public realm that complements residential and commercial areas.

3. Transportation & Connectivity

Foley will prioritize a well-connected street network that links neighborhoods, parks, schools, and businesses while expanding options for walking, biking, and transit. It will implement "Complete Streets" policies to accommodate all transportation modes, prioritizing pedestrian and bicycle safety. Greenways and multi-use trails will be extended to link parks, neighborhoods, and key destinations to improve mobility and recreation.

4. Sustainable & Balanced Growth

Foley will promote compact, efficient growth patterns that balance residential, commercial, and industrial uses while prioritizing infill and redevelopment. Infrastructure capacity—particularly roads, water, and sewer systems—must be carefully aligned with development. Adopting a proactive approach, where infrastructure improvements are planned in conjunction with anticipated growth patterns, reduces strain on existing systems and maintains service quality for all residents.

5. Environmental Stewardship

Foley will protect natural resources through sustainable practices, green infrastructure, and strategic land use planning. Development in rural areas will prioritize the preservation of open space to protect natural resources and scenic views, rather than simply increasing density. This approach can contribute to more sustainable, environmentally sensitive growth.

6. Transparent & Predictable Development

Foley will establish clear, user-friendly regulations supported by illustrations, diagrams, and matrices to ensure a transparent and predictable development process. These regulations will guide the creation of a high-quality built environment that aligns with the expectations of elected officials, Planning Commission, and the community, ensuring that outcomes reflect the desired form and character envisioned in the *Comprehensive Plan*.

IMPLEMENTATION FRAMEWORK

> *A comprehensive plan is only as good as its ultimate level of implementation – 2008 Foley Comprehensive Plan*

Effective implementation is the key to translating a well-crafted plan into a vibrant community. To make this plan effective, the development process must be intentional, transparent, and focused on achieving the goals outlined in this document.

Benefits of Using the Comprehensive Plan

By disclosing the City's intended direction and land use preferences, the Plan provides transparency and predictability for stakeholders. By uniting stakeholders around a common vision, Foley can create an environment that respects its unique identity and lays the groundwork for sustainable, enduring growth and a community built on shared pride.

Decision-Making Tool

The *Comprehensive Plan* serves as a practical tool for evaluating development proposals, zoning changes, capital investments, and new initiatives. Aligning policy with the decision-making process ensures that Foley develops a high-quality built environment that balances growth with character preservation. City staff, the Planning Commission, the City Council, and other boards will use the Plan to ensure that growth and investments are in line with the community's desired future.

Accountability & Progress Evaluation

The *Comprehensive Plan* is not a static document—it is a dynamic blueprint for Foley's future. To ensure effective implementation of the strategies embedded throughout the document, the City should establish a process to regularly evaluate progress towards the Plan's goals. A simple but effective method is the creation of an annual report that identifies actions completed or in progress, and highlights areas where priorities may need to be adjusted. This allows for flexibility and ensures that the Plan remains a living document, responsive to changing needs and opportunities.

COMPREHENSIVE PLAN GUIDING PRINCIPLES SUMMARY

1. Quality of Life	Foley will enhance quality of life by fostering well-planned communities that prioritize form, character, and a strong sense of place. Safe, walkable neighborhoods will integrate parks, open spaces, and recreational opportunities for all ages. Essential services such as schools, healthcare, and retail will be strategically located in mixed-use areas to ensure accessibility and support sustainable growth.
2. Sense of Place	Foley will ensure that new development carries forward its design heritage, adapted to modern needs, and fosters civic pride to create enduring, connected places that reflect the community's character. Foley will enhance streets, parks, public spaces and buildings through context-sensitive design and strategic landscaping to create an inviting public realm that complements residential and commercial areas.
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2

Why Place Types?

Introduction

Place Types provide a framework for organizing and guiding growth and development across Foley in a way that is cohesive, connected, and context-sensitive. The City is divided into five broad categories of Place Types based on their intended character, development patterns, and primary land uses.

Place Type Categories

Neighborhoods	Core, General, Suburban, Rural Edge
Nodes	Downtown, Village Center, Neighborhood Center
Corridors	Commercial, Suburban, Rural
Overlay Districts	Multiple districts coordinated with the *Zoning Ordinance*.
Special Use Districts	Multiple districts coordinated with the *Zoning Ordinance*

Why Character Matters

Character is what makes a place memorable and distinctive. When people think of the places they love—whether it's a walkable downtown street, a quiet neighborhood shaded by trees, or a lively public square—they aren't describing a zoning district or a land use category. They're describing the character of a place: the way buildings frame the street, how public spaces invite people to gather,

and how streets and blocks connect to form a cohesive, welcoming environment.

The conventional development model, characterized by disconnected subdivisions and wide arterial roads, results in sprawling, automobile-oriented growth. These developments often sacrifice walkability, visual coherence, and a sense of place. Civic buildings are buried behind parking lots, retail is located in isolated strip centers, and residential neighborhoods lack sidewalks or meaningful public spaces. Architecture follows standardized national prototypes, ignoring local context, culture, or climate. These patterns strain infrastructure, increase household transportation costs, and make it difficult to support transit, active living, or small-scale economic development.

In contrast, paying attention to character means using context-sensitive design that integrates new buildings and developments with the surrounding environment for projects that are functional and aesthetically pleasing, environmentally sound, and respectful of the existing social, cultural, and economic setting. Foley's Place Type approach offers an alternative to sprawl by returning to the City's historical planning legacy built on a walkable, civic-centered, and mixed-use framework.

Why Form Matters

Unlike traditional zoning that focuses on the strict segregation of permitted uses, a Place Type approach emphasizes form. Form includes the look (physical appearance), feel (character), and function (uses) of places in the context of the broader community. A form-based code regulates the physical design and placement of buildings, street relationships, and public space standards to ensure that development aligns with the intended character and function of a Place Type.

Rural-to-Urban Transect

The rural-to--urban transect, a best practice in form-based planning, organizes development intensity, density, and character in a gradual, intuitive sequence from a higher density and intensity of land uses in

the urban core to lower density and intensity uses on the rural periphery. Key considerations across the transect include:

Scale & Density

Development density and intensity decreases as one moves from the urban core to the rural periphery, ensuring the character and scale are appropriate to the location.

Character & Materials

Building materials and architectural styles should reflect local character, transitioning from urban designs and formal open spaces in the core to more traditional, natural elements in suburban and rural areas.

Land Use & Function

Mixed-use developments are concentrated in the urban core, while suburban and rural contexts focus on residential and recreational uses.

Transitions

Transitions between zones should be seamless, calibrated by design rather than buffers or abrupt zoning breaks.

The transect provides a predictable framework for growth that accommodates a range of building types, civic spaces, and natural features without relying on rigid use-based zoning. This principle was evident in Foley's original plan.

- Downtown: The historic Downtown, anchored by the train depot and adjacent park, contained the most intensive uses with mixed-use blocks, narrow setbacks, multi-story buildings, and active frontages.
- Core & General Neighborhoods: As one moves outward from Downtown, residential blocks have narrow lots, rear alleys, and neighborhood-scaled civic spaces.
- Suburban Neighborhoods: Adjacent to General Neighborhoods are neighborhoods with progressively larger lots and deeper setbacks and a blend of formal and informal green space.
- Edge Neighborhood and Natural Areas: Beyond the suburbs, on Foley's periphery, are low-impact developments, conservation areas, active farmland, and rural or ecological edges.

Pedestrian Sheds

Another fundamental building block of form-based development is the pedestrian shed, or ped shed. A ped shed defines the area that can be comfortably walked in 5 to 10 minutes (roughly ¼ to ½ mile), forming a walkable radius around a neighborhood focal point such as a park, or commercial node. In modern planning, the ped shed provides a spatial logic for neighborhood structure and guides where civic spaces should be anchored, how density should be calibrated, and how building types transition as one moves along the transect from the center to the edge.

Pedestrian Shed - Downtown Foley

Multiple ped sheds can be interwoven to form a cohesive town or city, linked by "Complete Streets" and framed by natural boundaries. When used effectively, the ped shed frames all other development decisions: from block and lot size to the location of transit stops, parks/civic space, schools, and shops. Each ped shed should be centered on a meaningful destination. In Foley, this might be a civic square, a school campus, or a commercial node that serves as a physical and social anchor. The walkable structure within each ped shed supports mobility, accessibility, public health, social connection, and long-term economic value.

Place Types in Long-Range Planning

In summary, Place Types provide a flexible yet clear framework to:

- Promote compatible, sustainable development that reinforces Foley's distinct character.
- Preserve and enhance the unique identity of different areas, from historic neighborhoods to new residential subdivisions and commercial and industrial centers.
- Support strategic initiatives including workforce housing, economic development, and environmental stewardship.
- Integrate land use, transportation, and urban design into context-sensitive planning decisions.

3

Legal Foundation for Place types

Introduction

As communities face the challenges of growth and heightened public expectations for quality design and livability, form and character-based Place Types offer a modern and effective regulatory approach. This chapter outlines Alabama's statutory and case law foundations for adopting form and character-based zoning and subdivision regulations over traditional Euclidean zoning frameworks that divide land into distinct single-use districts (e.g., residential, commercial, industrial). This draws on best practices, scholarly research, and successful implementation models to demonstrate why municipalities should transition to a form and character-based regulatory system grounded in Alabama law.

Standard Planning & Zoning Enabling Acts

The standardization of planning and zoning enabling acts in the early twentieth century arose from the need to bring legal consistency and authority to local ordinances throughout the United States. At that time, cities were adopting regulations piecemeal, often without statutory backing or coordination. In response, the U.S. Department of Commerce, under Secretary Herbert Hoover, developed model enabling acts to create a uniform framework through which states could delegate planning and zoning powers to local governments. These model acts established the comprehensive, or "master," plan as the central organizing instrument linking local planning policy with development regulation.

Two model laws emerged from this effort. The ***Standard State Zoning Enabling Act (SZEA)*** of 1922 authorized cities to divide land into

districts with specific uses and dimensional standards administered by commissions and boards of adjustment. The **Standard City Planning Enabling Act (SCPEA)** of 1928 established the comprehensive plan as the guiding document for both private development and public capital investments.

National Movements Shaping the Model Acts

The philosophy embedded in the SCPEA reflects three major reform movements that shaped early American urban planning.

City Beautiful Movement (1890s–1910s)
This was a planning movement that emphasized civic beauty, monumental architecture, and coordinated design as expressions of moral and civic order. Grand boulevards, public parks, and classical civic centers were central elements. The McMillan Plan for Washington D.C. (right sidebar) serves as an example.

City Efficient Movement (1910s–1920s)
Emerging from early twentieth-century reform efforts focused on governmental efficiency and civic modernization, this movement emphasized the rational coordination of urban systems—streets, utilities, transit, and land use—to promote functionality, administrative order, and sound management through planning commissions and subdivision regulation.

Sanitary Reform Movement (mid-19th to early 20th century)
Grounded in public health, it addressed overcrowding and poor sanitation by emphasizing clean water, sewage systems, sunlight, and ventilation as essential to urban design and human welfare.

Together, these movements merged into a comprehensive planning philosophy linking beauty, efficiency, and health—the physical, functional, and social dimensions of the city. The *Standard City Planning Enabling Act* embodied this synthesis, requiring the comprehensive plan to serve both as the visionary guide for growth and as the legal benchmark for zoning, subdivision, and public improvements.

In essence, the comprehensive plan became the coordinating mechanism that aligned civic ideals with practical governance, ensuring that zoning and public investments worked together to create an orderly, healthful, and enduring urban form.

Adoption & Legal Foundation in Alabama

Alabama adopted the model acts in 1935 under Act 534 (Act 1935, No. 534). Notably, this occurred after the U.S. Supreme Court's decision in *Village of Euclid v. Ambler Realty Co.* (1926), which upheld comprehensive zoning as a valid exercise of the police power and catalyzed nationwide adoption of zoning enabling statutes. Under the acts,

zoning and subdivision regulations implement policy, while the comprehensive plan provides the policy framework that directs how and where growth, infrastructure, and civic investment occur. Alabama's statute, drawn almost verbatim from the SCPEA, treats *"master plan"* and *"comprehensive plan"* as synonymous and conditions the Planning Commission's review authority on adoption of such a plan. Without an adopted plan, there is no legal standard for reviewing public projects. Once adopted, the plan ensures that proposed streets, parks, public buildings, and utilities—whether publicly or privately constructed—are reviewed for consistency in location, character, and extent.

The State's courts have consistently recognized that Alabama's planning, zoning, and subdivision statutes mirror those early model laws.

- ***Nelson v. Donaldson*** (1951) — The Alabama Supreme Court observed that the State's zoning statute follows the SZEA "in most material respects," inviting practitioners to use the model's commentary to interpret legislative intent.
- ***Roberson v. City of Montgomery*** (1970) — The Court reaffirmed this lineage, noting that Alabama's planning statutes follow the SCPEA (1928).

These rulings confirm that zoning in Alabama was intended not only to separate uses, but also to preserve the character and stability of districts by legitimizing controls on form, scale, and design.

Plan-First Logic in Alabama Law

The *Code of Alabama* (Title 11, Chapter 52) requires every municipal planning commission to adopt a master (comprehensive) plan based on "careful surveys and studies of present conditions and future growth" to promote coordinated and harmonious development. The plan must advance public health and safety, efficient land use, adequate transportation and utilities, and good civic design and arrangement (§§11-52-8, 11-52-9).

The comprehensive plan therefore serves as the policy foundation of local government planning, setting the physical and aesthetic direction for both public projects and private development. It integrates land use, infrastructure, and urban design to ensure that growth enhances community character and overall quality of life.

Evolving Beyond Euclidean Zoning

Traditional Euclidean zoning divides land into districts based on permitted uses and uniform dimensional standards, often applied without regard to local context or character. As Alabama's cities evolve, expectations for livability and design quality continue to rise, while the limitations of Euclidean zoning become increasingly apparent.

By contrast, form- and character-based zoning emphasizes building placement, scale, and streetscape design to create more coherent, context-sensitive, and visually unified development. A form- and character-based approach modernizes zoning practice while remaining grounded in long-standing legal authority. It provides

greater certainty, consistency, and reliability of outcomes for developers, residents, and municipalities alike.

Implementation Framework

Implementation in Alabama proceeds along two complementary tracks--in the private and public realms.

Private Realm (Zoning Authority)

Municipalities may establish zoning districts and regulate the kind, character, and use of structures with reasonable consideration for each district's identity and suitability:

- Regulation of use, type, and character of development (§§11-52-70, 11-52-72).
- Regulation of height, bulk, density, setbacks, and open space (§11-52-73).

This authority enables cities like Foley to adopt place-type districts that define how places should look, feel, and function—translating design intent into enforceable form standards that guide private development.

Public Realm (Planning & Subdivision Authority)

Planning commissions determine the location, character, and extent of streets, parks, and public facilities and may adopt a *Master Street Plan* to coordinate these improvements:

- Subdivision regulations are the primary implementation mechanism for public realm design standards. They shape the built environment from streets and sidewalks to civic space and building design (§§11-52-8, 11-52-9, 11-52-31 to 11-52-34).
- Authority to regulate street layout, block size, and improvements (§§11-52-30 to 11-52-36).
- Authority to set minimum lot width and area (§11-52-31).
- Where subdivision and zoning standards differ, the higher standard prevails (§11-52-82).

Together, zoning and subdivision regulations form an integrated system: zoning defines the desired form and character of private development while subdivision regulations ensure that the public realm supports that vision through coordinated, context-sensitive design aligned with the *Comprehensive* and *Master Street Plans*. These statutes complement Foley's Place Type character-based approach to ensure that urban form, street layout, block design, and public realm quality are planned and implemented cohesively, aligned with both local vision and state authority.

4

Historical Context for Place Types

Chicago Street looking north from Laurel, ca. 1920. Negative: C-8182

Foley's Planning Legacy

Foley's rich planning history and architectural legacy provide a foundation and model for future development. In 1902, John B. Foley, the City's founder and namesake, purchased between forty and fifty thousand acres of former timber land and formed the Magnolia Springs Land Company to attract settlers to South Baldwin County. The first lots were laid out in 1905, with numerous expansions over the decades. Developed during a period when automobiles were uncommon and the train served as the primary means of arrival, Foley was intentionally planned around pedestrian movement. Its early design emphasized walkability, well-integrated public spaces, and a deliberate mix of uses that together fostered a cohesive and

highly livable community. Under this *Comprehensive Plan*, Foley continues this planning approach by ensuring that streets and civic spaces structure neighborhood form, connect key destinations, and contribute to community identity.

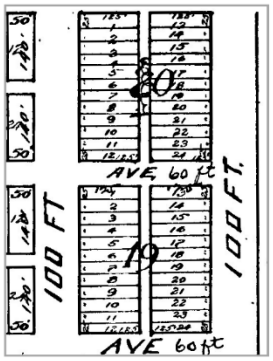
Streets & Blocks

Foley's train depot formed the nucleus of the town and provided its primary link to the outside world, making it a precursor to what planners now refer to as a transit-oriented development (TOD). Next to the depot were compact commercial blocks subdivided into narrow lots, ideal for small storefronts that maximized economic return from street frontage. As the town expanded, lots were combined to accommodate larger structures like the Magnolia Hotel built in 1908. Adjacent to the commercial area were slightly larger residential blocks. Where commercial and residential blocks intersected, residential lots faced one another rather than opposing commercial frontages, shielding homes from the light, noise, and activity of adjacent businesses.

Foley's blocks were defined by streets laid out in a grid pattern that emphasized order, hierarchy, and functionality. Commercial streets had 80 to 100-foot rights-of-way that accommodated wide sidewalks, street trees, and on-street parking for a pedestrian-friendly environment. Residential streets were narrower and lined with porches, shallow front yards, and tree canopies that created an inviting, human-scaled streetscape. Service alleys through both commercial and residential blocks, 20 to 25 feet wide, provided alternate access routes for cars and pedestrians. As automobile use increased in the 1920s, some of Foley's streets were widened and parking was incorporated into Downtown blocks without compromising the walkability of the core commercial and civic areas.

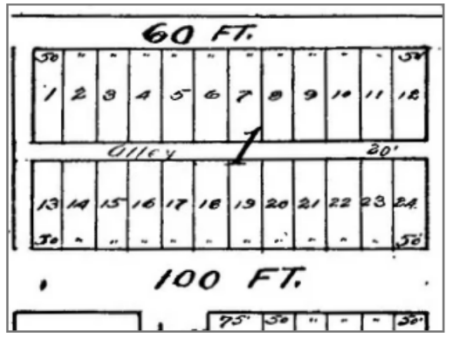
As Foley expanded outward from the original core in the mid-20th century, residential blocks became larger and more uniformly square (555' x 545'). These neighborhoods reflect a transition to the lower density suburban zone with larger homes and yards, and wider rights-of-way to support automobile access. Farther from Downtown, Foley's layout transitioned into estate-sized lots and agricultural uses that preserved open space and connected the City to its agrarian roots. The Place Types proposed by this *Comprehensive Plan* reflect that original rural-to-urban transect.

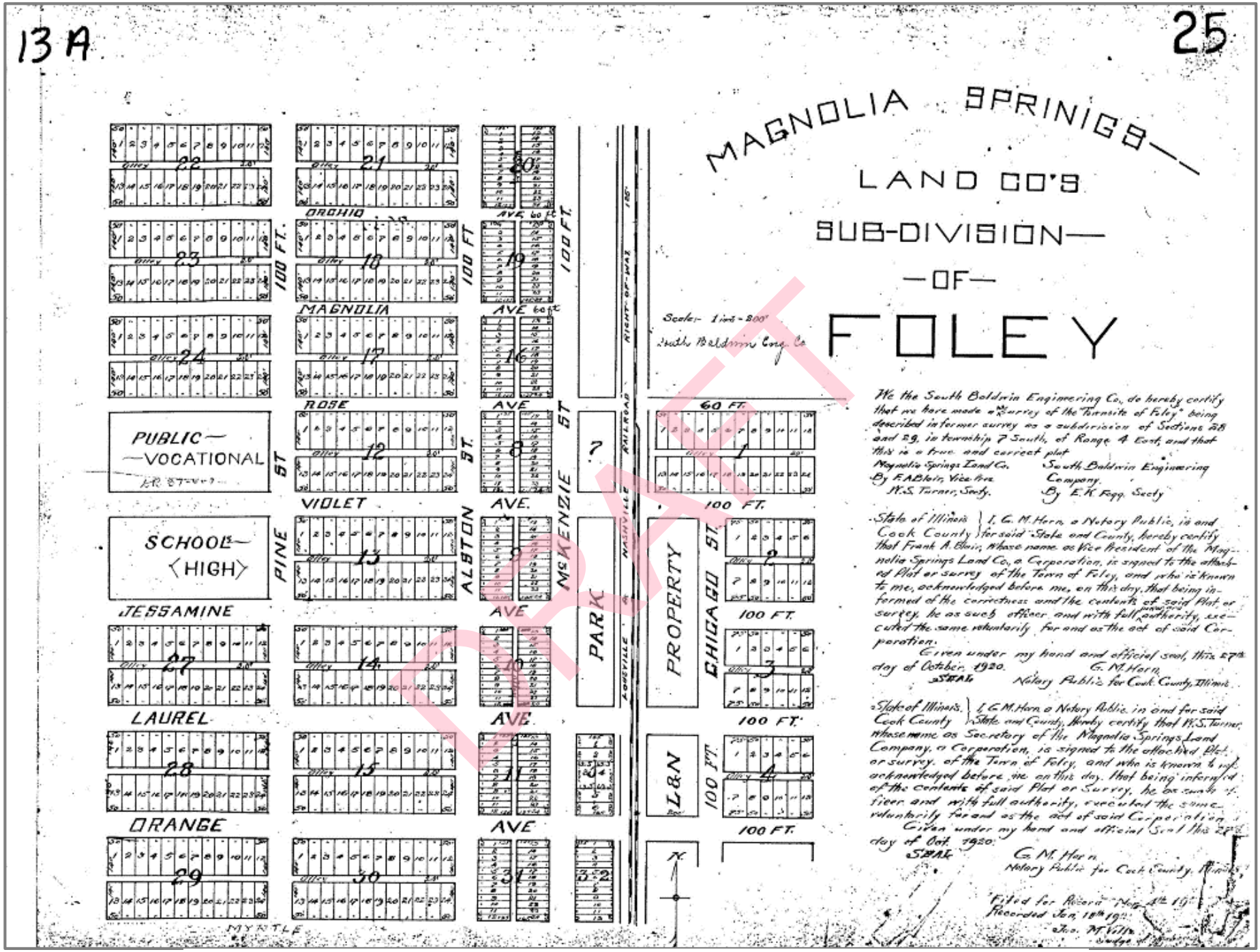
Magnolia Land Co. Plat 1921



East-west oriented **residential** blocks measured 600 x 300 feet and were bisected by alleys. Lots measured 50 x 140 feet.

Foley's Downtown **commercial** blocks, oriented north-south, measured 300 x 275 feet and included service alleys. The typical lot measured 25 x 125 feet. Wide rights-of-way (80-100 feet) accommodated roads, parking, and ample sidewalks for pedestrian use.





Subdivision Plat for Foley recorded by the Magnolia Springs Land Co. in 1921

Civic Space

Foley's original plan included civic spaces like John B. Foley Park, still a focal point of the town. The park was centrally located, bordered on three sides by public streets and, to the east, by the train depot for maximum accessibility. The 1921 town plan also designated civic spaces for schools and other educational uses. Foley's Place Types include guidelines for context-sensitive civic spaces that balance utility with aesthetic considerations for community interaction, recreation, and cultural expression. Key elements from Foley's Downtown civic spaces should inform new development and infill projects Downtown and in Village and Neighborhood Nodes.

Central Location: Civic spaces should be in central, visible locations, ideally terminating street views or framing key intersections.

Accessibility & Walkability: Smaller-scale greens, playgrounds, and schoolyards should be dispersed throughout neighborhoods, ensuring that every resident lives within a short walk of a public space. Civic spaces

Architecture

In Foley's early plan, building design followed function and tradition. Residential buildings featured front porches, and side- or rear-loaded parking. Buildings related to the street, not to the driveway. Commercial buildings, primarily wooden, were narrow and deep to maximize street frontage. After a 1922 fire burned most of the buildings in the commercial district, the City passed ordinances requiring building permits and prohibiting wooden structures Downtown (*The Onlooker*, Feb. 16, 1922). These were among the City's first building related ordinances.

Foley's Downtown mixed-use buildings featured ground-floor retail and upper-floor residential, hotel, or office spaces that supported economic vitality and allowed residents and visitors to interact. Commercial structures were built up to the edge of the right-of-way, with no setback, creating a continuous street wall. This design

continues to enhance walkability and provides clear boundaries between public sidewalks and private buildings. Many of the original buildings survive, designed with local materials and climate-adaptive features that reflect the beautiful Classical Revival style popular in the 1920s.

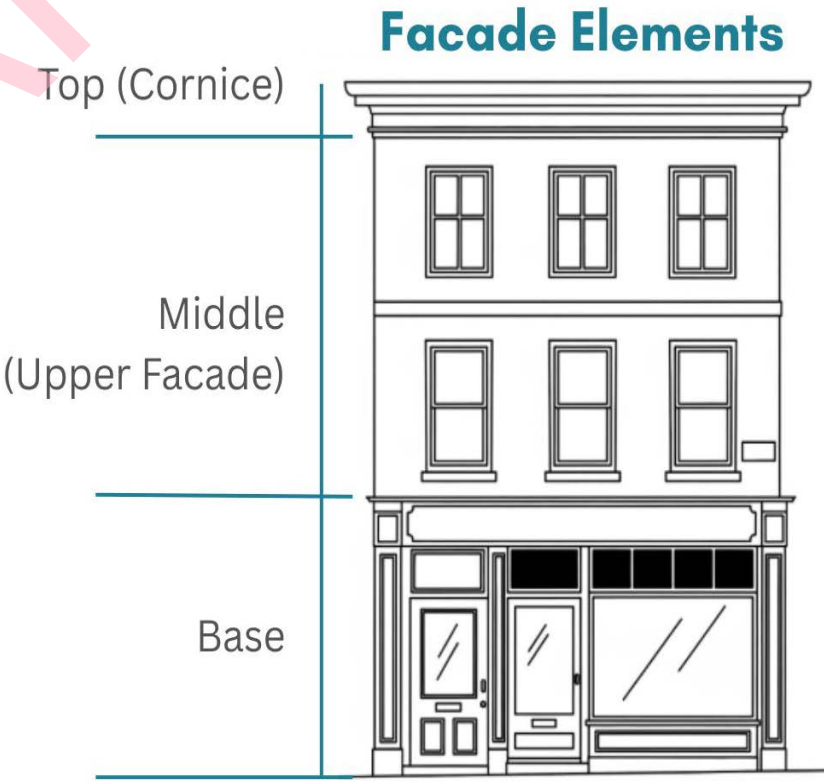
Classical design principles ensure that buildings remain enduring and relevant. Key architectural elements from Foley's historic Downtown District should inform Downtown infill development as well as new Village and Neighborhood Centers. Those elements include:

Façades: Many of Foley's buildings incorporate simple yet effective "tripartite" façades (see diagram).

Engaging Storefronts: Large windows and transoms create transparency, fostering interaction between businesses and passersby.

Decorative Details: Corbelled brick patterns, recessed bands, and decorative lintels add depth and craftsmanship to façades.

Proportional Aesthetics: Proportional design, such as the 3:1 golden ratio of building height to street width, creates harmonious, timeless spaces that appeal to the senses.



Visual Appeal: Balanced proportions evoke a sense of beauty and order, making Downtown environments inherently pleasing and comfortable.

Way*finding:* Streetscapes and façades designed with harmonious proportions create a coherent visual experience, aiding orientation and navigation.

5 Community Profile

Economic Profile

John Foley, the City's founder, recognized the need for better transportation and played a crucial role in bringing a branch line of the Louisville and Nashville Railroad (L&N) to the region. With the construction of the rail line and depot in 1905, the town emerged as a regional economic hub for the export of timber and agricultural products and import of goods that supported a growing population.

Over the next decades, Foley's economy expanded beyond its original agricultural base. During World War II, the U.S. Navy opened Barin Field as an auxiliary training base that operated off and on until the late 1950s and drew thousands of students and staff. Foley's location on the main route to the Gulf Coast provided another economic boost as beach tourism accelerated in the 1960s and 70s. Despite the discontinuation of rail service in the 1970s, the City's strategic

location at the intersection of major highways (SR 59 and US 98) and diversified economy ensured its continued development and growth.

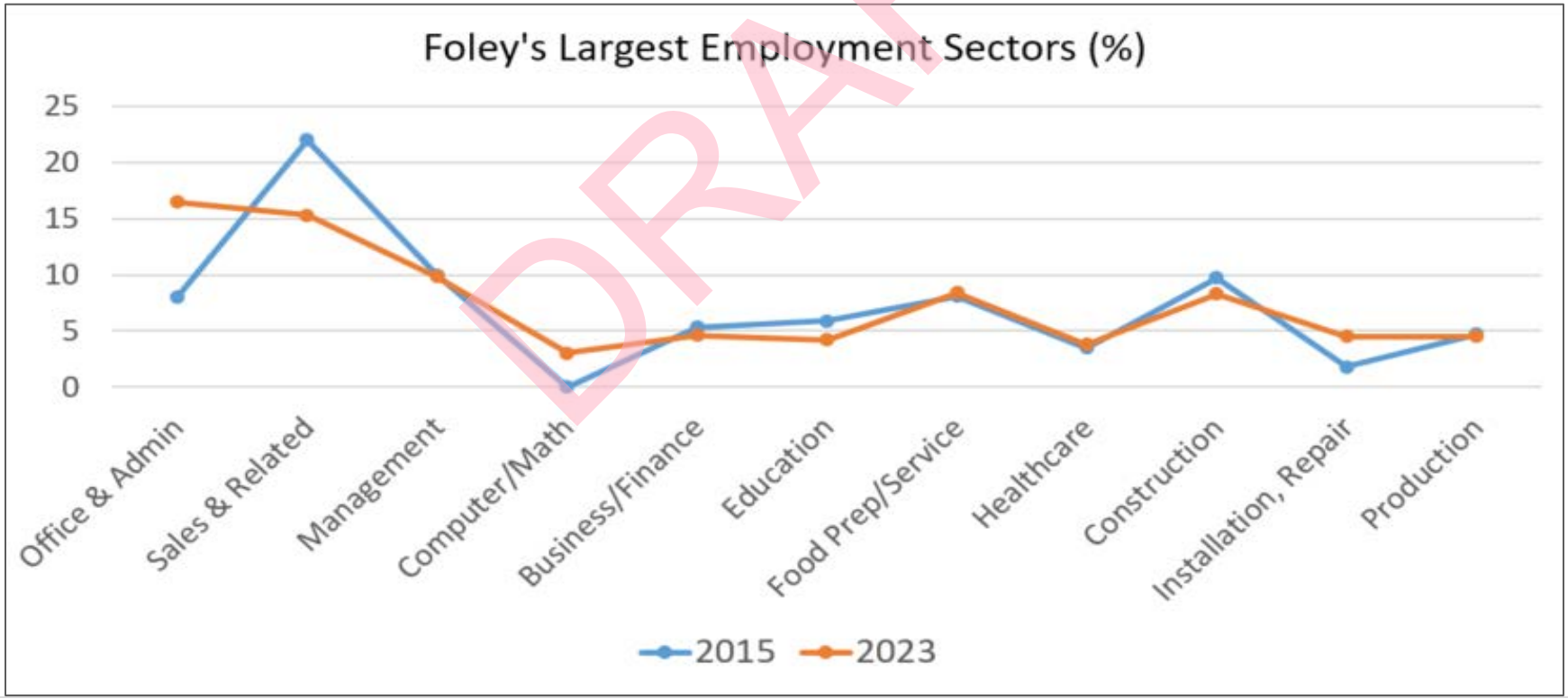
Current Economy

Primary Sector

While large parcels of land within the corporate limits are still used for agriculture, a shrinking portion of Foley's population is employed in primary sector activities like mining and agriculture. Along with traditional row crops like cotton, soybeans, and peanuts, many local farmers have shifted to sod and landscaping plants to meet the growing demand.

Secondary Sector

Between 2013 and 2023, the overall number of people employed in manufacturing has increased, but secondary sector jobs support a smaller percentage of the population. Construction jobs continue to rise, stemming from new commercial and residential development that has accompanied population growth. Major industrial employers include Collins Aerospace, Ascent Performance Materials, and Vulcan Inc.



Tertiary Sector

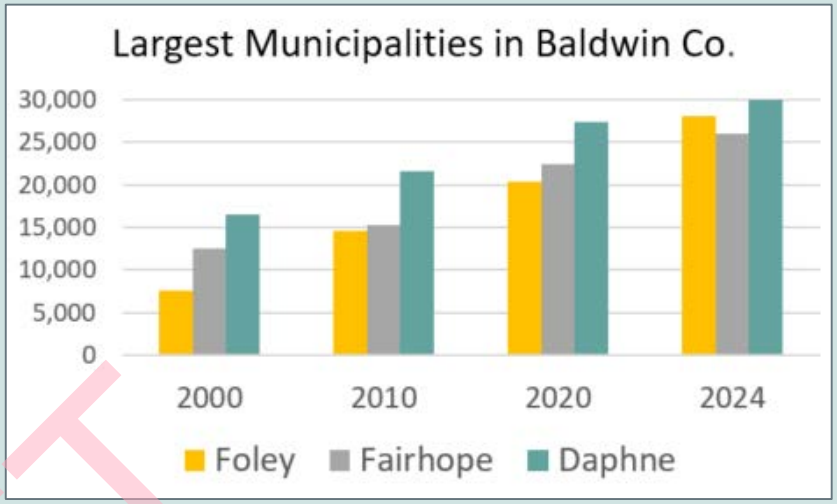
The tertiary sector (goods and services) constitutes the largest portion of the job market. Major employers include Baldwin Health, Riviera Utilities, and the Tanger Outlet Center. OWA Park and Resort, Foley Sports Tourism Complex, and the Graham Creek Nature Preserve highlight the importance of tourism to the local economy.

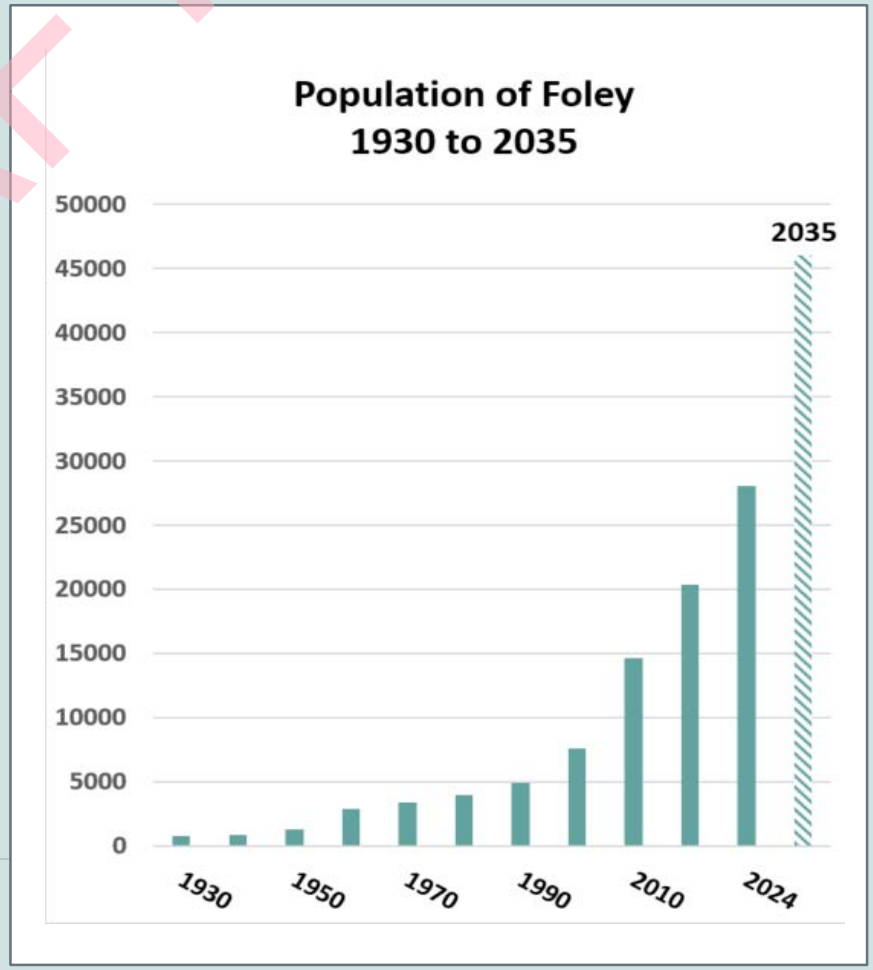
Demographic Profile

Foley is undergoing a significant transformation in both the size and composition of its population. Between 2023 and 2024, Foley's population surged by 14 percent, making it the fastest growing city in Alabama and one of the fastest growing municipalities of its size nationwide (*US Census*). By 2035, the population is projected to reach 46,034, a 67 percent increase over the next ten years.

Age Structure

The age structure of Foley's population is also shifting. Foley's median age is approximately 53 years, higher than state and national averages, and is projected reach to 55 by 2035 when that age bracket will account for half of the City's population. School-age cohorts from preschool through high school are projected to remain stable in absolute numbers but will decline as a proportion of the total population. By 2035, the number of children under the age of 15 will drop from 12 to 11 percent (U.S. Census Bureau, 2023). This trend suggests that school facilities must remain a planning priority, but their growth trajectory will not match the need for senior services. An aging community has implications for housing demand, healthcare

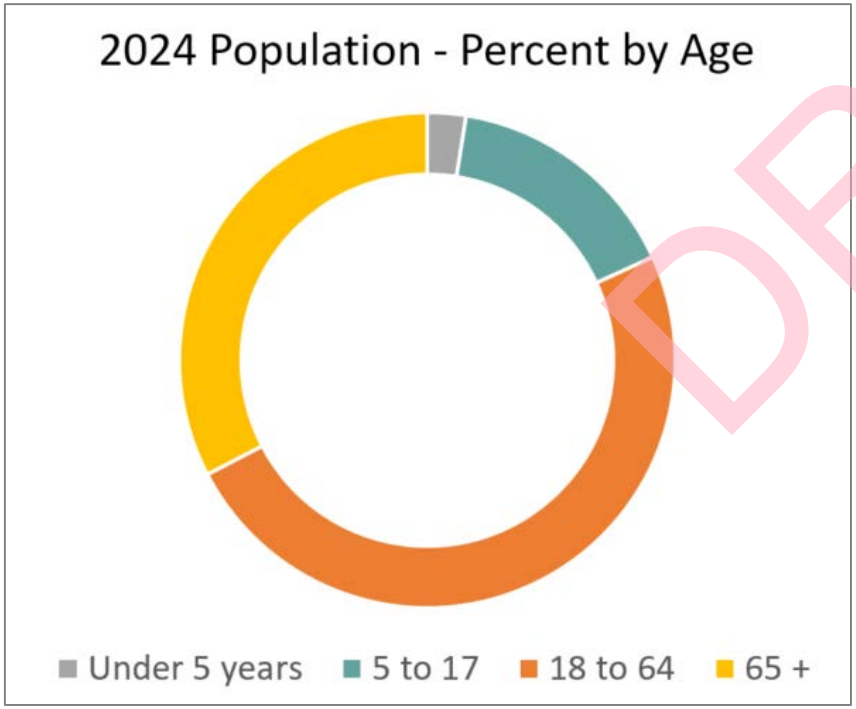




delivery, and social services that necessitates a shift in community priorities.

Workforce

Workforce sustainability presents another challenge as the relative share of working-age residents declines. The dependency ratio, the measure of dependents (people under 15 years old and over 64) relative to the working-age population is projected to reach 1.05. In practical terms, dependents will outnumber working-age residents by the end of the planning horizon. This requires strategies to attract younger workers, develop affordable workforce housing, and strengthen educational pipelines that connect schools with local employers.



Housing & Infrastructure

The implications of demographic change on the demand for new housing, infrastructure, and services are significant. Foley will need to diversify its housing stock to meet the needs of an aging population while also accommodating young adults and families. The number of needed housing units will increase from a current stock of approximately 13,000 to more than 21,300 by 2035. This equates to nearly 8,500 new residential units over a decade (City of Foley, 2025). Rental options such as apartments, townhomes, and mixed-use developments will remain important for both young adults and seniors seeking to downsize. Family housing will continue to play a role, as the absolute number of families with children is expected to rise, though more slowly than the total population. To ensure efficient land use, mixed-use developments and infill projects will be critical in managing growth sustainably. Specific housing strategies will be addressed in Chapter 7.

Conclusion

Foley is entering a period of rapid growth accompanied by a significant demographic transition to a larger and older population. These changes necessitate a comprehensive approach to housing, land use, infrastructure, and community services. By proactively addressing the needs of seniors while supporting younger residents and families, the City can ensure balanced and sustainable growth

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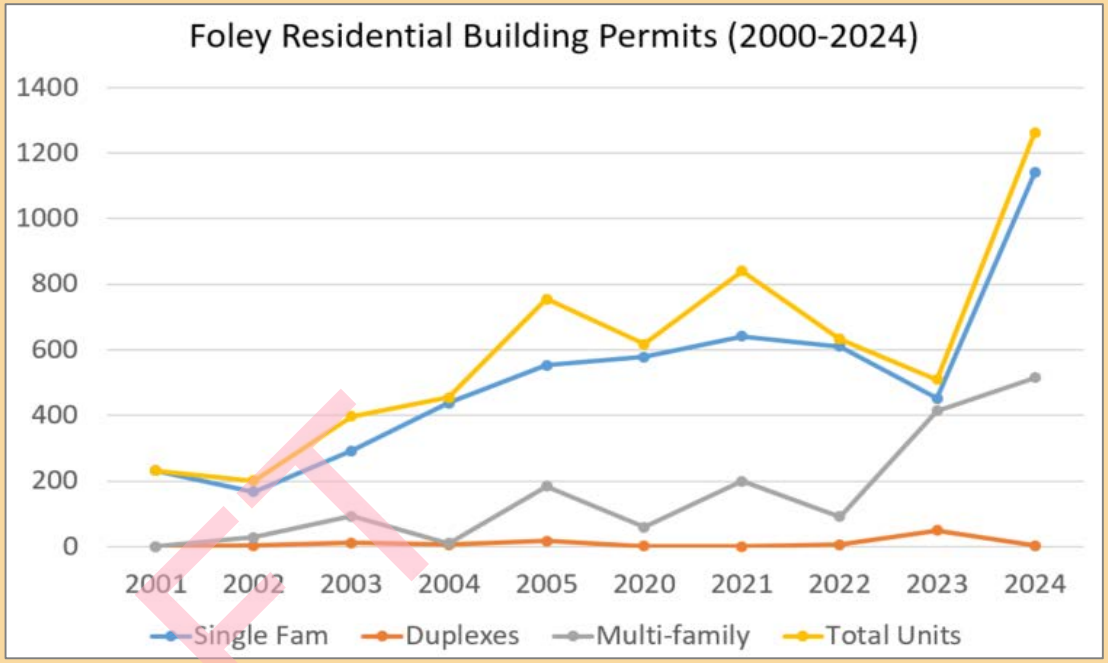
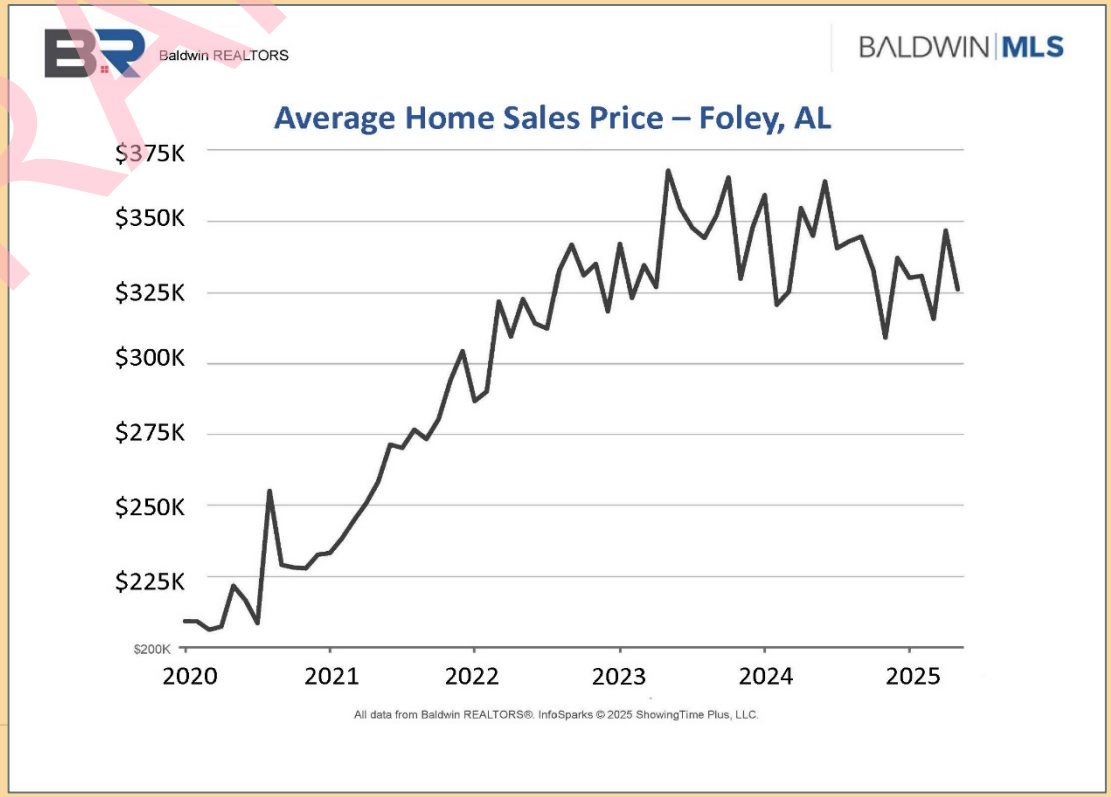
Foley Housing Trends





PART II

Place Type Strategies

6

Guiding Principles For Place Types

Introduction

Before discussing specific Place Types, this chapter addresses planning principles and strategies that apply across Place Types. These were crafted over several months by the Comprehensive Plan Advisory Committee. The process included a field visit and walking tour of exemplary developments in Alabama, led by an experienced urban design professional, to anchor the discussion in real-world practice.

The Committee drew on technical input from City of Foley staff, including the Police and Fire Departments, Parks and Recreation, Public Works, City Engineering, and executive leadership, as well as external partners such as the Baldwin County Economic Development Alliance. To frame priorities, the Committee also used a questionnaire to assess current conditions, potential impacts, desired development outcomes, and long-range planning needs. This process culminated in a 28-page report to the Planning Commission. The findings shaped the guiding principles presented here.

Guiding Principles for Land Use Decisions

When evaluating proposals for redevelopment, new development, or zoning changes, the following will be considered to ensure alignment with the *Comprehensive Plan* and its Place Type Map.

1. *Consistency with the Vision*: Proposals must align with the overarching vision and policies of the *Comprehensive Plan's* Place Type designations, zoning overlays, and adopted Regulating or Place Type Plans.

2. *Adherence to Planning Principles:* Projects should reflect the planning principles outlined in the Plan.

3. *Support for Strategic Initiatives:* Proposals should advance Foley's key strategic goals and guiding principles outlined in Chapter 1 (e.g., housing options, economic vitality, and sustainability).

4. *Alignment with Place Types:* Uses, densities, and forms should generally conform to the Place Type and its mapped location. Where proposed developments or existing zoning classifications do not align with the Place Type, the following will be evaluated:

    - **Community Benefit:** Does the proposal meet a pressing community need (e.g., workforce housing, healthcare access)?
    - **Character Preservation:** Will the proposal maintain or enhance the intended character of the Place Type?
    - **Intensity and Impact**: Is the proposed use more intense than allowed? If so, what transition and mitigation measures are required?

Guiding Principles for New Development

1. *Consistency with the Vision*: Proposals must align with the overarching vision and policies of the *Comprehensive Plan's* Place Type designations, zoning overlays, and adopted Regulating or Place Type Plans.

2. *Apply the Transect*: Use the rural-to-urban transect as a framework for organizing development, transitioning from compact, mixed-use nodes to lower-density edges.

3. *Preserve & Expand Civic Spaces:* Incorporate parks, greenways, or other civic spaces into all new developments. Ensure that civic spaces are centrally located, accessible, and designed to support diverse activities.

4. *Create Walkable, Connected Communities:* Design grid-based street networks with short blocks and multiple connections. Prioritize pedestrian and bicycle infrastructure to reduce car dependency.

5. *Promote Architectural Continuity:* Encourage building designs that reflect Foley's traditional architectural character, including tripartite façades, brick construction, and decorative details.

6. *Foster Housing Options*: Include a range of housing typologies, from small urban lots to large rural estates, to accommodate diverse needs and lifestyles.

7. *Incorporate Gateways:* Gateways are essential landmarks designed to characterize distinct areas of the City. They define entrances to the community and provide a sense of place. Their design should reflect details found within the community.

Guiding Principles for Infill and Redevelopment

The Infill and Redevelopment Strategy is a core component of Foley's Place Type Plan to transform obsolete development patterns into complete, productive, and attractive places. Its goal is to revitalize aging or obsolete strip commercial corridors and retail centers into vibrant mixed-use nodes through strategic reinvestment, urban retrofit, and adaptive reuse by leveraging best practices in urban design, land use, and economic development.

This strategy promotes compact, walkable, mixed-use environments that increase the long-term value of land and infrastructure, expand housing choices, improve commercial performance, and create attractive, functional places.

1. Consistency with the Vision: Proposals must align with the overarching vision and policies of the *Comprehensive Plan's* Place Type designations, zoning overlays, and adopted regulating plans. All transitional proposals are subject to design review to confirm architectural compatibility, public realm consistency, and integration with adjacent Place Types.

2. Housing Integration and Diversification: Introduce a variety of compatible housing typologies through horizontal and vertical mixed-use buildings in Nodes, along Corridors, and in Neighborhoods at Corridor edges.

3. Incorporate Civic Spaces: Incorporate parks, greenways, or other civic spaces into all infill projects. Ensure that civic spaces are centrally located, accessible, and designed to support diverse activities.

4. Corridor Node Transformation: Focus redevelopment intensity within the ped shed (1/4 – 1/2 mile) of arterial intersections. Consolidate access points, reduce curb cuts, and introduce internal circulation networks. Install pedestrian crossings and bus shelters at regular intervals.

5. Architecture & Landmarks: Design buildings to front streets and plazas with minimal setbacks and active frontages. Incorporate gateways to define neighborhoods and nodes.

Target areas for infill and redevelopment projects include:

- **Aging Shopping Centers**: Large properties, often anchored by obsolete big-box stores and surrounded by underutilized parking that lack internal circulation, connectivity and civic identity.
- **Strip Commercial Corridors**: Linear commercial developments with shallow parcels, inconsistent setbacks, frequent curb cuts, poor street definition, and single-story pads lacking pedestrian infrastructure.
- **Surface Parking Lots**: Sites where more than 50 percent of the area is paved for parking that no longer aligns with demand or modern retail formats; often located at prime intersections or adjacent to civic sites.

- **Transitional Commercial-Residential Edges**: Areas where strip commercial centers abut single-family neighborhoods with poor connectivity and unbuffered transitions.
- **Outdated Single-Use Retail or Office Parcels**: Older properties near employment centers, healthcare facilities, or institutions that can support higher-value mixed-use formats.

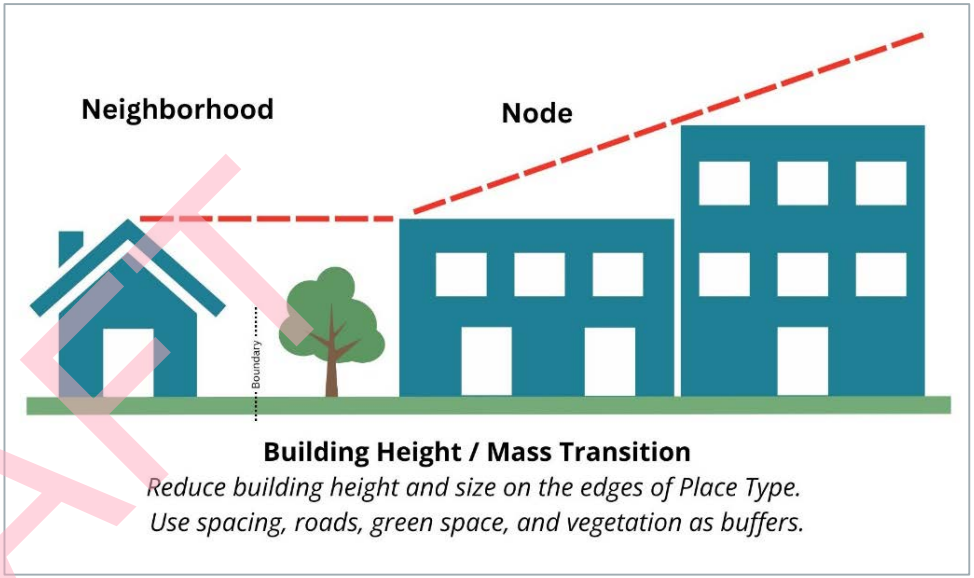
Guiding Principles for Transitions

Transitions between Place Types should foster visual cohesion, functional compatibility, and contextual harmony through deliberate alignment of scale, land use, orientation, building form, and public realm elements. The goal is to promote a consistent urban fabric that supports walkability, neighborhood identity, and high-quality placemaking, even as development intensity, form, or character shifts across adjoining areas.

These standards apply to development proposals located at the boundary of two or more Place Types, and to infill sites, edge parcels, or areas of overlapping land use functions. Transitions should be seamless and designed to respect the character and development of adjacent Place Types by using the following techniques:

1. Scale & Massing

- Decrease building mass (volume and size) and scale, and increase lot sizes on the edges of higher density Place Types as they transition to adjacent lower density Place Types.
- Employ courtyard buildings, duplexes, townhomes, or stacked flats that blend in with single-family detached housing to mediate intensity.



Building Height / Mass Transition

Reduce building height and size on the edges of Place Type. Use spacing, roads, green space, and vegetation as buffers.

2. Architectural Integration

- Use a shared architectural vocabulary (e.g., materials, palettes, window proportions, roof profiles) that links adjacent Place Types while reinforcing distinct identity.
- Façade articulation (decorate elements), orientation, and form should complement both sides of the transition zone.

3. Block Structure & Connectivity

- Align or adapt block patterns to preserve the continuity of the street grid and walkability across Place Type edges (margins).

- Maintain pedestrian and multimodal connectivity across edges.
- Preserve right-of-way or create stub-outs for future growth.
- Install improvements and traffic calming elements to reduce traffic impacts and minimize curb cuts and access points.

4. Civic & Public Realm Anchors

- Use public greens, plazas, ponds, and civic buildings to define transitional edges.
- Landscaped medians, greenways, and shared open spaces can buffer intensity changes while promoting community interaction.

5. Frontage & Setback Alignment

- Building setbacks and frontage types must be compatible with the street character and allow for a gradual change in form and rhythm.
- Transitions must not result in abrupt streetscape or frontage changes.

6. Land Use Integration

- Identify transition zones in regulating plans or Place Type plans that extend the depth of at least one lot or block, as context dictates.
- Encourage mixed or hybrid land use along Place Type edges (e.g., live-work or artisan space, professional office and residential, retail service at ground floor with residential above).
- Allow transitional parcels to incorporate uses that are permissible in adjoining Place Types.
- Install landscape buffers, fences, and berms along adjacent roads and property boundaries.
- Preserve natural vegetation or active agricultural land as buffers between the proposed development and adjacent roads and properties.
- Cluster smaller lots in the center of the development and increase lot size on the periphery to transition to lower density Place Types. Overall density cannot exceed the allowable density for the underlying zoning classification.

Transitions & Context-Sensitive Strategies

Examples: Village Center to Corridor	Example: Village Center to General Neighborhood	Example: General to Suburban Neighborhood	Example: Neighborhood to Special District
Encourage shared massing and façade language (e.g., tripartite design, consistent cornice lines).	Employ mixed-use building types at the edge with commercial ground floors and residential upper stories.	Reduce (step down) building height from 2–3 stories in the core to 1–2 stories over one or two lots from the Place Type boundary.	Prioritize multimodal connectivity with pedestrian and bike routes that link to special district destinations.
Use civic plazas, primary intersections, or anchor buildings to signal transition between commercial types.	Activate the street edge with transparency and entries while stepping down intensity toward residential side streets.	Integrate transitional housing types (e.g., cottage courts, bungalow courts, duplexes) to reduce scale gradually.	Use civic or institutional buffers (parks, libraries, or open spaces) at transitions.
Vary block and lot sizes to accommodate both neighborhood commercial and more intense village-scale development.	Locate service and delivery functions away from residential frontages; buffer with landscaping or small civic space.	Maintain consistent front yard setbacks, build-to lines, and block rhythm.	Require transitional building types (e.g., low-scale office, neighborhood clinics) that align architecturally and in scale with residential or mixed-use blocks.
	Incorporate architectural elements that reflect the residential character—pitched roofs, materials, scaled façades.	Use landscaping, shared greens, or narrow greenways as soft buffers without disrupting street continuity.	Ensure perimeter landscape treatments and pedestrian-scaled lighting reinforce continuity of the public realm

7

Housing & Place Types

Introduction

The housing element establishes how Foley will meet future housing needs by aligning demographic demand, building typologies, and Place Types. By integrating a range of housing typologies and options into Neighborhood, Node, and Corridor Place Types, Foley ensures housing choices are context-sensitive, lifecycle-appropriate, and consistent with community character. This approach balances attainability, neighborhood form, and demographic trends while applying best practices in form-based, context-sensitive planning.

Housing Typologies and Demographics

Housing needs change with age, household structure, income, and lifestyle. National sources[1] show consistent relationships between generational characteristics and preferred housing types. Aligning these patterns with Foley's Place Type framework helps ensure a balanced, responsive housing strategy. The following summary illustrates how different generations interact with Foley's housing stock and which typologies and locations best fit their needs.

Young Adults (18–34 Years): Young adults (Generation Z and younger Millennials) have the lowest homeownership rates nationally and typically enter the market as renters.

[1]Sources: National Association of Realtors (NAR), National Association of Home Builders (NAHB), the U.S. Census Bureau (including the American Community Survey, ACS), U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS) data, and the American Association of Retired Persons (AARP)

Housing Characteristics

- Predominantly renters; many first-time buyers move directly from rental housing (NAR).
- Strong demand for compact, attainable, lifestyle-oriented units.

Preferred Housing Typologies

- Walk-up and mid-rise apartments (studio or two bedroom).
- Micro-units, co-living arrangements, and live–work units.
- Small single-family detached homes (approximately 1,600 square feet or less).
- Townhouses/row houses, duplexes, and two- to four-unit multiplexes.

Locational Priorities (Foley Place Types)

- Village Centers – Apartments and live–work units near daily services and civic spaces.
- General/Core Neighborhoods – Small multiplexes and diverse rentals in walkable blocks.
- Commercial Corridor (revitalized nodes) – Mixed-use buildings with upper-story residential units.
- Adjacent to Employment Centers – Short-commute housing options close to major employers.
- Suburban Neighborhoods – Small-lot homes and townhomes with safe links to nodes.

Families & Mid-Life Adults (35–54 Years): Older Millennials and Generation X drive demand for family housing with more square footage and larger yards, stability, and convenient access to services.

Housing Characteristics

- Rising homeownership (Roughly 60 percent of Millennials (35–44 years) and 70% of Generation X own homes).
- High share of repeat buyers.

Preferred Housing Typologies

- Medium and large single-family detached homes (approximately 1,800–2,500+ square feet).
- Townhouses/row houses in walkable suburban neighborhoods.
- Duplexes, triplexes, and fourplexes near amenities.
- Multigenerational single-family homes, often with accessory or in-law suites.

Locational Priorities (Foley Place Types)

- Suburban Neighborhoods – Traditional single-family environments near schools and parks.
- Neighborhood Centers – Townhomes, small-lot homes, and civic/recreation access.
- Village Centers – Mixed-use areas with daily services and public spaces.
- General/Core Neighborhoods – Compact, amenity-rich areas for dual-income households.

- Suburban Corridor (transition nodes) – Larger townhomes and small multifamily buildings.

Mature Adults (55–74 Years): Mature adults, largely Baby Boomers, hold the highest ownership rates and increasingly seek convenience and lower maintenance.

Housing Characteristics

- Frequent equity-based and cash purchases.
- Preference for age-friendly, smaller homes and low-maintenance living.

Preferred Housing Typologies

- Small detached homes, patio homes, and ranch-style dwellings.
- Cottage courts and courtyard housing designed for low maintenance.
- Townhouses and condominiums.
- Independent senior apartments and age-targeted communities.

Locational Priorities (Foley Place Types)

- Neighborhood Centers – Cottage courts and small-lot homes near local retail and civic spaces.
- Village Centers – Condominiums and senior-friendly apartments near services and civic buildings.
- Targeted Suburban Neighborhoods – Single-level and patio homes with continuous sidewalks.
- Medical Overlay District – Housing located near hospitals, clinics, and wellness services.
- Commercial Corridor (redeveloped nodes) – Mid-scale housing near grocery, pharmacy, and daily retail.

Seniors (75+ Years): Seniors need housing that supports accessibility, health, and the ability to age in place or transition smoothly to higher levels of care.

Housing Characteristics

- Increased transition to supportive or accessible housing after age 75.
- Higher rates of housing cost burden among older adults (HUD CHAS).

Preferred Housing Typologies

- Independent senior apartments with universal design and on-site amenities.
- Cottage clusters with shared or supportive services.
- Assisted living facilities, memory care facilities, and Continuing Care Retirement Communities (CCRCs) offering multiple levels of care.
- Age-friendly condominiums or townhouses near daily needs.

Locational Priorities (Foley Place Types)

- Village Centers – Senior apartments and age-friendly townhomes near shops, services, and civic spaces.
- Medical Overlay District – Priority location for assisted living, memory care, and CCRCs.
- Neighborhood Center – Cottage clusters and low-intensity supportive housing integrated into the neighborhood fabric.
- Core/General Neighborhoods – Compact, shaded, transit-accessible blocks with civic amenities.
- Suburban Corridor (care-oriented segments) – Senior-care campuses located along major corridors.

Housing Typologies & Place Types

Foley's Place Type framework provides the foundation for integrating specific housing typologies. Each Place Type offers a calibrated choice of appropriate housing forms, ensuring compatibility and promoting a cohesive urban fabric.

Neighborhoods

- **Core Neighborhoods:** Compact, moderate-density neighborhoods adjacent to Downtown. Housing forms: townhouses, duplexes, courtyard housing, mansion apartments, small-lot detached single-family homes.
- **General Neighborhoods:** Transition zones providing moderate density with varied housing forms: duplexes, bungalow courts, small apartments, townhouses, detached single-family.
- **Suburban Neighborhoods:** Larger-lot residential neighborhoods with modest density. Housing forms: detached single-family, side-yard houses, ADUs, pocket neighborhoods.
- **Edge (Semi-Rural) Neighborhoods:** Low-density neighborhoods buffering rural land. Housing forms: large-lot detached single-family homes, cottage clusters, conservation subdivisions.

Nodes

- **Village Centers and Core Neighborhoods** – Highest diversity: apartments, townhouses, multiplexes, cottage courts.
- **Downtown:** Historic mixed-use core. Housing forms: lofts, apartments over retail, mid-rise mixed-use, adaptive reuse units, lofts, live-work units, and small-scale multifamily.
- **Village Centers:** Mixed-use hubs at arterial intersections. Housing forms: mixed-use townhouses, cottage courts, small apartments, live-work units.
- **Neighborhood Centers:** Smaller nodes serving adjacent neighborhoods. Housing forms: duplexes, courtyard apartments, shop front houses.
- **Special Village Centers:** Large communities master planned as Village Centers in places not designated as Nodes on the Place Type Map. Their unified design, mix of uses, and public realm must clearly fulfill the *Comprehensive Plan.* They require an amendment to the Place Type Map.

Corridors

- **Commercial Corridors:** Redevelopment of selected intersections into mixed-use nodes (Downtown, Village & Neighborhood Centers). Housing forms: apartments over retail, courtyard apartments, live-work lofts, townhouses.
- **Suburban and Commercial Corridors** – Missing-middle housing at nodes; senior and care facilities in appropriate segments
- **Rural Corridor** – Large-lot homes, farmsteads, conservation-based neighborhoods, and rural cottages.

Special Uses & Overlays

- Housing typologies will vary depending on the district type. For example, the Medical District could include patio homes, senior-oriented townhouses, independent senior apartments, or cottage clusters with care, assisted living, and continuing care (CCRC).

IMPLEMENTATION STRATEGIES

7.1 Housing Diversity: Offer density bonuses, streamline regulations, and expedited permitting to encourage development of missing middle housing: townhomes, courtyard apartments, live-work lofts, cottage courts, and accessory dwelling units (ADUs).

7.2 Mixed-Use Zoning: Amend zoning regulations to integrate diverse housing types within mixed-use developments. Allow townhomes and small-scale apartments within commercial Nodes and along Commercial Corridors.

7.3 Accessory Dwelling Units: Amend zoning regulations and streamline the permit process to encourage accessory dwelling units (ADUs) on larger parcels.

7.4 Pedestrian & Bicycle Infrastructure: Invest in safe, accessible pathways and bike lanes that link neighborhoods, commercial areas, and community amenities to create a cohesive, non-vehicular network.

7.5 Regulations for Tiny Homes and Modular Homes: Develop regulations for tiny homes and modular homes. Designate zones or overlay districts for tiny and modular home communities that support alternative housing choices while preserving the character and continuity of traditional neighborhoods.

7.6 Preapproved Housing Plans: Develop preapproved housing plans for multi-family housing (2-6 units) that are compatible with the scale and form of single-family housing for infill in existing neighborhoods.

7.7 Senior Living & Affordable Multi-Family Units: Given the needs of an aging population, incentivize senior living facilities and multi-family developments through tools such as density bonuses, expedited review processes, and reduced parking requirements. Identify appropriate areas for these housing types, particularly near services, transit, and healthcare facilities.

7.8 Comprehensive Housing Needs Assessment: Conduct a housing needs assessment to better understand demand for specific housing types. This data-driven approach would help Foley tailor its zoning and land use regulations to address housing shortages and guide developers toward creating the types of housing that the community most needs.

7.9 Walkability & Access: Provide cohesive walking and cycling networks linking neighborhoods to civic spaces, parks and greenways, daily retail, schools, and community facilities.

7.10 Employment Proximity: Support workforce housing near Foley's Employment Centers, including medical, retail, industrial, and tourism employment areas.

7.11 Aging in Place: Encourage universal design, step-free entries, and adaptable housing types so residents can remain in Foley through all stages of life and changing mobility needs.

PLACE TYPES & HOUSING TYPOLOGIES

RURAL ▪ ▪ ▪ ▪ ▪ ▪ ▪ TRANSECT ▪ ▪ ▪ ▪ ▪ ▪ ▪ URBAN

EDGE	SUBURBAN	GENERAL	CORE	NEIGHBOR-HOOD CENTER	DOWNTOWN / VILLAGE CENTER
Edge-yard (large lot), detached		Away from the center as a transition to Neighborhood Place Types			
	Edge-yard (small-lot), detached			On periphery as a transition to Neighborhood Place Types	
		Side-yard, detached		On periphery as a transition to Neighborhood Place Types	
	Duplex			On periphery as a transition to Neighborhood Place Types	
		Triplex / Fourplex		On periphery as a transition to Neighborhood Place Types	
		Apartment / Mansion Apartment			
	Pocket Neighborhood		Bungalow / Cottage Courts		
		Townhouse / Walk-up Townhouse			
			Stacked Flat / Loft / Condo Flat		
				Live-work (Flex)	
ADUs				*Image: OpticosDesign.com*	

TOWNHOUSE

DUPLEX – SIDE BY SIDE

DUPLEX - STACKED

TRIPLEX/FOURPLEX

MANSION APT.

LIVE-WORK (FLEX)

COURTYARD APT.

COTTAGE CLUSTER

ADU

Images: AARP.org, MissingMiddleHousing.com, California Dept. of Housing & Community Development, Libertas.Institute, ApartmentGuide.com, Homeguide.com, SeattleTimes.com

PLACE TYPES & YARDS

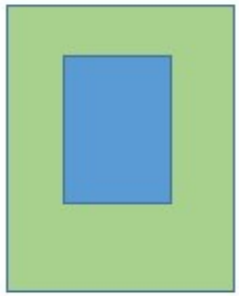
RURAL ▪ ▪ ▪ ▪ ▪ ▪ *TRANSECT* ▪ ▪ ▪ ▪ ▪ ▪ *URBAN*

EDGE NEIGHBORHOOD

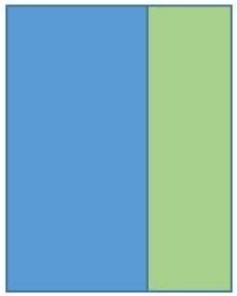
SUBURBAN NEIGHBORHOOD

GENERAL NEIGHBORHOOD / NEIGHBORHOOD CENTER

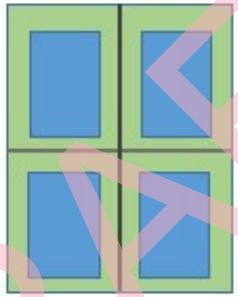
CORE / DOWNTOWN / VILLAGE CENTER



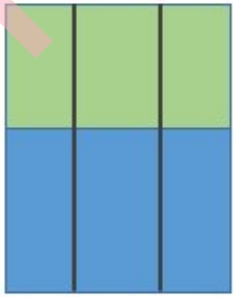
LARGE EDGE-YARD
A building occupies the center of a large lot with setbacks on all sides.



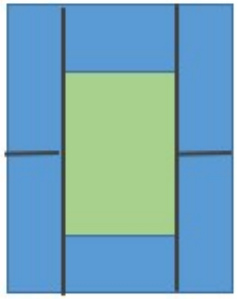
SIDE-YARD
A building occupies one side of a lot with a setback on the other side. Also called "zero lot line."



SMALL EDGE-YARD
A building occupies the center of a small lot with setbacks on all sides.



REARYARD
A building occupies the full frontage line. Variants include row houses, townhouses, & apartments.



COURTYARD
Buildings occupy the boundaries of a lot around an interior open space.

= Yard = Building

8

Public Projects & Place Types

Introduction

The public realm—Foley's civic backbone—is defined by the **location, character**, and **extent** of its streets, parks, greenways, civic buildings, and utilities. These enduring elements determine where people gather, how neighborhoods connect, and how daily life unfolds. High-quality design and careful coordination of these public assets underpin the City's livability, safety, and fiscal health. This chapter provides a framework for how Foley selects, designs, and reviews public projects across Place Types so that every investment reinforces a connected, resilient, and place-based community.

Alabama's planning statutes mandate planning and link it to implementation. Under Code of Alabama § 11-52-8, the Planning Commission must adopt a master (comprehensive) plan identifying the general location, character, and extent of streets; parks and open spaces; public buildings and property; and public utilities. Section § 11-52-11 requires public projects to be submitted to the Commission for approval of their "location, character, and extent." The criteria of location, character, and extent are intentionally broad, allowing the Planning Commission to ensure that all public investments align with the *Comprehensive Plan's* vision and that infrastructure growth occurs in harmony with the City's physical form and fiscal sustainability.

Location

Location refers to a project's physical placement, visibility, accessibility, and relationship to the existing and planned built environment. It tests whether the facility reinforces the planned network, serves its intended population, and is positioned to support

efficient and equitable growth. When evaluating how projects fit within the existing and planned structure of the City, they should:

- Reinforce the intended block, street, and utility network.
- Provide equitable service coverage to the target population.
- Preserve or complete mapped future connections.
- Avoid leapfrog or out-of-sequence infrastructure extensions.

Character

Character concerns the project's design quality, civic presence, and compatibility with the surrounding context. It assesses architectural expression, human scale, vernacular consistency, landscape integration, and environmental performance. The following should be assessed when considering a project's physical/visual form and its contribution to civic identity.

- It reflects Foley's vernacular proportions, materials, and climatic adaptations.
- Frontages and entries address public streets and spaces.
- Landscapes use native plantings, shade trees, and integrated stormwater design.
- It promotes walkability, safety, and overall aesthetic quality.

Extent

Extent measures the project's scale, intensity, timing, and financial scope. It ensures that the facility is right-sized, phased appropriately, and coordinated with existing capacity and capital budgets to avoid premature or duplicative investment. When evaluating projects:

- Ensure proportional scale, phased growth, and long-term financial stewardship.
- Match capacity to demand and Plan priorities.
- Demonstrate life-cycle cost analysis and maintenance planning.

LEGAL FOUNDATION

As discussed in Chapter 3, Alabama's municipal planning framework derives from the 1928 Standard City Planning Enabling Act (SCPEA) adopted by the Legislature in 1935. The Code of Alabama §§ 11-52-8–11: §11-52-8 authorizes adoption of a master (comprehensive) plan; §11-52-9 enables a Major Street Plan; §11-52-10 requires subdivision/plat approval for plan conformance; and §11-52-11 mandates Planning Commission review of all public projects for location, character, and extent. This Plan functions as the community's integrated framework for aligning public investment and private development with an overarching vision rather than allowing disconnected, piecemeal decisions to shape long-term outcomes.

The Planning Commission's oversight of these facilities is essential because public infrastructure defines the physical and functional structure of a city or region. When facilities are poorly located, undersized, or aesthetically incompatible, they impose long-term costs on taxpayers, reduce property values, and create safety or quality-of-life concerns. Coordinated planning ensures that capital

investments support adopted community goals, such as walkability, resilience, equity, and economic development. Furthermore, both municipal and regional planning makes clear that this responsibility applies not only within the corporate limits, but also within the Planning Jurisdiction. This supports intergovernmental coordination for shared infrastructure, growth boundaries, and cross-jurisdictional facility planning.

Streets, Parks, & Greenways

Foley's everyday public realm works best when streets, parks, and greenways operate as a single, legible system. Legibility is the ease with which a physical space can be understood and navigated by people. As a best practice, parks and greenways should be fronted by public streets, not the back of lots, so they are easy to find, naturally supervised, and woven into daily routes. Buildings should face these spaces with doors and windows, creating active edges that feel safe and welcoming. The walking and biking network should be continuous, with sidewalks on both sides in walkable areas, and trails that connect directly to schools, Village Centers, and Downtown. Street crossings should be obvious, short, and protected.

Comfort and ecology go hand in hand. Continuous shade canopy along sidewalks and paths, native or adapted trees and plantings, and stormwater features that are visible and attractive (bioswales, rain gardens, permeable paving, or constructed wetlands) should be standard. These elements cool the air, manage runoff, and create habitat while making everyday trips pleasant. All routes to and within parks must be ADA-compliant, with gentle slopes and clear tactile cues at crossings. Lighting should be pedestrian-scaled and consistent, maintaining clear sightlines. Wayfinding—signage, pavement markings, and simple landmarks—should be coherent and reinforce Foley's identity. Finally, plans should include durable, climate-appropriate materials and identify maintenance responsibilities, including an irrigation strategy and tree planting cycle.

Best Practices

- Orient parks/greenways to public streets with at least two public edges.
- Require active, transparent frontages; prohibit blank walls and rear fences along primary park edges.
- Build a continuous, connected pedestrian/bicycle network with safe, legible crossings.
- Prioritize shade, frequent seating, drinking water at larger parks, and ADA-compliant routes.
- Integrate green infrastructure as visible amenities; design for Crime Prevention through Environmental Design (CPTED) and consistent pedestrian lighting.

Streets & Thoroughfares

Purpose: Establish Foley's structural network and public identity.

- **Location**: Conform to the *Master Street Plan*; complete intended connections; preserve mapped corridors.

- **Character**: Apply context-sensitive street typologies consistent with Place Types (target speed, tree canopy, sidewalks, lighting, multimodal facilities).
- **Extent**: Size lanes and rights-of-way (ROW) to actual need; phase with growth; coordinate drainage, utilities, and frontage improvements.

Intersections & Complete Street Treatments

Purpose: Improve safety, access, and multimodal balance.

- **Location:** Prioritize Nodes or along Corridors with the highest pedestrian activity.
- **Character:** Provide shade, high-visibility crossings, reduced curb radii, and continuity of materials.
- **Extent:** Implement scalable improvements (temporary to permanent) coordinated with adjoining phases.

Greenways & Trails

Purpose: Create continuous, low-stress networks for recreation and mobility.

- **Location:** Align along waterways, utility corridors, or public ROW; connect neighborhoods to civic anchors.
- **Character:** Use durable, permeable surfaces; native landscaping; appropriate lighting and signage.
- **Extent:** Connect segments; integrate trailheads and maintenance access.
- Use a coherent wayfinding package; select durable materials and plan for maintenance access.

Civic Buildings as Visible Anchors

Civic buildings should be identifiable as civic from the moment you see them. As a best practice, they belong on prominent corners, at the end of view corridors, or fronting plazas—never behind parking areas. Primary entrances must face a public street or civic space and connect by direct, ADA-compliant paths. The building and its forecourt should be designed together as one place: shaded, flexible for everyday use and events, landscaped with native species, and furnished with a variety of seating. Public art and interpretive elements should be considered early in the planning process so they feel integral to the design.

Architecture should reflect Foley's vernacular in a contemporary, durable way: a clear tripartite form, ordered rhythms of windows and doors, deep overhangs and galleries suitable for the Gulf Coast, and materials that age well—brick, stucco, wood accents, and metal roofs. Service/loading areas and mechanical equipment belong to the side or rear, screened but not hidden in ways that create unsafe corners. Parking should sit to the side or rear and connect with clear pedestrian routes. In Nodes, shared or structured parking is preferred, with visible bike parking near the entrance.

Best Practices

- Prominent siting with entrances on public streets or civic spaces and direct ADA paths.

- Unified building–plaza composition with shade, flexible hardscape, and electricity and water for events.
- Foley vernacular architecture expressed with durable, climate-appropriate detailing.
- Integrated public art; service areas screened from primary frontages.
- Side/rear or shared parking with safe pedestrian routes and visible bike parking.

Civic Buildings

Purpose: Anchor neighborhoods and express civic identity.

- **Location:** Site on prominent, accessible lots; terminate view corridors; front on public streets or plazas.
- **Character:** Employ Foley vernacular (brick, stucco, wood accents, metal roofs, shaded porches/arcades, tripartite design).
- **Extent:** Right-size to the service area; design for adaptability; coordinate with shared parking and open space.

Public Safety Facilities (Fire, Police)

Purpose: Ensure rapid response and community safety.

- **Location:** Analyze service-area coverage and response times; co-locate where feasible.
- **Character:** Balance operational function with civic presence and community trust.
- **Extent:** Provide for staged expansion; provide Operations and Maintenance Plans.

Utilities & Infrastructure

Purpose: Support efficient and sustainable growth.

- **Location:** Align with Place Type growth boundaries and the *Master Street Plan*.
- **Character:** Integrate corridors with landscape restoration; avoid visual blight.
- **Extent:** Size to demand; phase with development; include a cost-recovery strategy.

Transit & Mobility Hubs

Purpose: Provide multimodal connectivity and reduce auto dependence.

- **Location:** Locate near mixed-use nodes and civic centers.
- **Character:** Design safe, shaded, visible waiting areas; include bike storage and clear wayfinding.
- **Extent:** Phase shelters and amenities based on ridership; coordinate with private providers.

Large-Footprint Campuses & Public-Private Anchors

Purpose: Ensure major complexes contribute positively to the urban fabric.

- **Location:** Connect to the existing street grid; frame civic spaces.
- **Character:** Break large buildings into human-scaled frontages; maintain permeability with pedestrian connectors.
- **Extent:** Implement via phased master planning; require interim landscaping and temporary circulation

Park Typology & Service Standards

A resilient park system balances everyday access with a full range of experiences. Best practices and implementation strategies are discussed in Chapter 9.

Corridor and Node Strategy on Major Routes

On SR 59, SR 161, US 98, and similar corridors, the best practice is to focus investment at Village and Neighborhood Nodes that convert large blocks and commercial strip frontages into a network of short, walkable blocks. Civic spaces and liner buildings can screen parking areas and create continuous pedestrian edges. Street cross-sections should be context-sensitive, with target speeds set by Place Type. Where right-of-way allows, median trees, curb extensions, and pedestrian refuge islands increase comfort and safety while reinforcing the corridor's civic character.

- **Location:** Concentrate improvements at Nodes to create walkable blocks and frequent crossings.

- **Character:** Use civic spaces and liner buildings to repair strip patterns and define public edges. Apply context-sensitive sections with appropriate speeds, medians, curb extensions, and refuge islands.
- **Extent:** Size and phase nodal development to commercial and residential demand.

Capital Planning and Fiscal Coordination

Great projects are timed as well as designed. As a best practice, sequence streets, utilities, drainage, and civic spaces with planned private development to avoid leapfrog extensions and stranded assets. Use utility placement to signal intended growth areas. Don't commit funds until the full cost of ownership—capital, operations, maintenance, and renewal—is documented and aligned with the Capital Improvement Plan, with responsible parties and funding sources identified. Interagency coordination should happen early to secure easements and long-term maintenance commitments and to align with county, schools, utilities, and regional trail partners.

Implementation Strategies

8.1 Tie public projects to growth phasing; avoid premature extensions.

8.2 Require Planning Commission review of public projects and apply best practices when evaluating their location, character, and extent.

8.3 Require life-cycle cost and Operations and Maintenance plans before funding.

8.4 Secure easements and maintenance agreements early; coordinate regionally.

9

Civic Spaces & Place Types

Introduction

Civic spaces are public areas designed to foster community interaction, social engagement, and a sense of place. They are vital "front porches" for public institutions, enabling citizens to interact with each other and with government. Thriving civic spaces cultivate a strong sense of community, whereas their absence can lead to feelings of disconnection. They are central to Place Type design for creating vibrant, walkable, and sustainable neighborhoods and nodes. These spaces can vary in size and amenities, each appropriate to its Place Type context.

Benefits

Great public places contribute to community health--socially, economically, culturally and environmentally. They visually enhance the civic realm, and provide a sense of character and a forum for public activities. They can be anchors for downtowns and communities, serving as focal points and foundations for healthy growth. All of these assets, as well as the opportunity these places offer for people to relax and enjoy themselves, add up to greater community livability.

Sense of Place

Without great civic places, there would be no great cities. For example, the skating rink and other public spaces around Rockefeller Center are among the most-visited tourist attractions in New York City. Thousands gather there for the annual lighting of the holiday tree or to stand outside the "Today Show" studios hoping to be on

television. These public spaces represent New York the way the Eiffel Tower represents Paris. People travel thousands of miles to experience revered places like the Piazza San Marco in Venice, the Champs Elyse in Paris, Las Ramblas in Barcelona, or Miami's beaches. Closer to home, most people only need to walk down the street to find places they cherish in their own communities.

Economic Benefits

Great civic spaces provide real and measurable economic benefits. For example, parks can contribute significantly to land values. The most valuable real estate in New York is around Bryant Park, Central Park, and Riverside Park. Minneapolis' prime residential areas are located along the extensive park and trail system surrounding its numerous lakes. California's Pacific Coast beaches and parks provide the setting for some of the most expensive homes in the country.

Environmental Benefits

Accessible civic places also have environmental benefits. Parks and other "green" public spaces, such as waterfronts and wildlife areas, increase people's appreciation for the natural environment and provide habitat for animals. Foley's Graham Creek Nature Preserve provides recreational opportunities while protecting forests and wetlands that filter out pollutants in the air and water. Setting aside flood-prone areas for open space prevents property damage and protects local watersheds.

Social / Cultural Benefits

Often, civic places offer free, open forums for people to encounter art, enjoy performances, and participate in other cultural activities. From "Shakespeare in the Park" festivals to string quartets in a downtown plaza, good places foster and enhance a city's cultural life.

Planning Principles for Civic Spaces

A comprehensive approach to civic spaces and amenities embraces a variety of context-sensitive spaces for both active and passive recreation suited to Foley's diverse settings.

- Mini and pocket parks serve short trips and casual stays.
- Neighborhood parks add lawns, play, and gardens.
- Community parks support fields, courts, dog areas, and events.
- Regional and natural areas provide conservation and low-impact recreation.
- Linear parks and greenways stitch the City together.

When planning civic spaces, the following planning principles should be followed.

1. Defined Centers and Edges: Each Village or Neighborhood Center (or other node) should be centered on a civic space, such as a public square or green, which serves as a focal point for community interaction. Edges can be natural (forests or farmland) or urban (major thoroughfares or rail lines), depending on context.

2. Balanced Mix of Activities: Civic spaces should support a variety of active and passive uses to create vibrant, multi-functional communities. This mix of activities reduces reliance on driving, increases walkability, and enables residents to access daily needs nearby.

3. Accessibility: Civic spaces should be provided within walking distance for residents in Nodes and Neighborhoods and foster connections within and between developments. This approach supports a network of open space and recreational options across the urban-to-rural spectrum.

4. Climatic Design: Civic spaces should provide comfortable areas for sitting and recreation year-round. Parks should include adequately shaded areas for summer use and sun-exposed areas for winter use. Select durable furnishings and surfacing; define irrigation and upkeep responsibilities

5. Natural Features: Civic spaces should be designed to conserve valuable natural features including creeks, significant wildlife habitats, woodlands, and heritage trees.

6. Crime Prevention: All greens, plazas, parks and trails will incorporate Crime Prevention through Environmental Design (CPTED) concepts--natural surveillance, natural access control, territorial reinforcement, and maintenance to create safer civic spaces.

7. Location: Civic spaces and civic buildings should be prominently located, with key sites overlooking squares or anchoring street vistas to reinforce community identity and civic pride.

Implementation Strategies

9.1 *Define civic space typologies*: Incorporate definitions and illustrations of civic space types into regulations and ordinances.

9.2 *CPTED:* Incorporate CPTED concepts into civic space requirements.

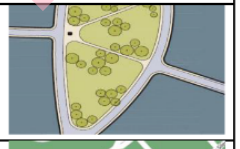
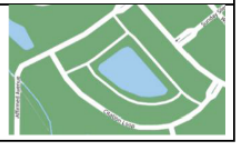
9.3 *Location*: Ensure walkable access (¼–½-mile radius) and equitable distribution. Link parks to sidewalks, bikeways, and greenways with visible trailheads.

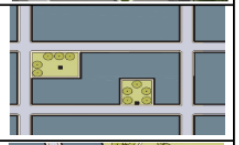
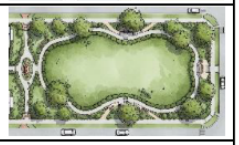
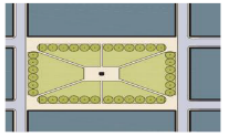
9.4 Character: Match park type to context (mini, neighborhood, community, and region); orient edges to streets; ensure CPTED-informed visibility. Provide entries that are obvious and well-lit; use native/adapted plantings and protect legacy trees; treat stormwater on site; provide shade for comfort.

9.5 Extent: Size and phase facilities to demand; budget for operations and maintenance; document life-cycle costs.

9.6 Parks Plan: Complete a Parks and Recreation Master Plan by 2026. Provide everyday access within a 10-minute walk of homes, and aim for 10–15 acres of park per 1,000 residents.

Civic Open Space examples from Foley's Subdivision Regulations

CIVIC OPEN SPACE TYPOLOGIES	
Community Garden: Designed as a grouping of garden plots available to nearby residents for small-scale cultivation. Community gardens may be included within other green spaces.	
Cottage Court: A small-scale residential development pattern in which multiple detached homes (typically 4–12) are arranged around a shared central green or courtyard. These buildings have shallow setbacks and front-facing entries oriented toward the common open space. Size: 0.15-.5 acres	
Dual-Purpose Stormwater Civic Open Space: A stormwater management facility that is publicly accessible and fully integrated with the site's civic design standards, including form, materials, visibility, access, and usability that meets the requirements of 5.5G	
Green / Common: A vegetated and framed informal open space typically located at the center of a neighborhood or development, designed for social gathering and recreation. Frontage on a minimum of 2 streets. Buildings on 4 sides. Size: 1/2 - 10 acres	
Green Court: A subtype of a cottage court in which buildings face a linear green space or lawn, usually with pedestrian pathways, garden beds, and informal seating areas. These spaces serve as semi-public or shared civic gathering areas in lower-density formats.	
Greenway: A linear open space that may follow natural corridors with the intent to link with other open spaces, parks or greenways. These spaces provide unstructured and limited amounts of structured recreation. Minimum 60 feet wide.	
Mews / Linear Green: A narrow, elongated public or semi-public greenway, typically mid-block, designed for pedestrian circulation and passive recreation. Often used in higher-density formats such as cottage courts or attached housing. Size: 20-40 ft. wide	
Park: Natural landscape consisting of open and wooded areas, typically furnished with paths, benches, and open shelters. Neighborhood parks are often irregularly shaped but may be linear in order to parallel creeks, canals, or other corridors. Frontage on a minimum of 1 street. Typical size: 1/2 acre - no maximum	
Permanent Pond: A stormwater facility with year-round standing water. These features may fulfill up to 5% of the open civic space in Suburban Place Types when they meet the requirements of Section 5.5.G	

CIVIC OPEN SPACE TYPOLOGIES (cont.)	
Playground: Fenced open space, typically interspersed within residential areas that is designed and equipped for the recreation of children. Playgrounds may be freestanding or located within parks, greens, or school sites. Minimum area of 2000 SF.	
Plaza: Formal hardscaped or mixed-surface open space, often surrounded by active frontages such as civic, commercial, or mixed-use buildings. These are typically used for markets, performances, and civic gatherings. Typical size: 1/4 - 2 acres	
Pocket Park: A small green space suitable for socializing, eating, and resting. Pocket parks shall be equipped with benches and plantings and be placed in close proximity to residences as intimate spaces within blocks. Frontage on a minimum of 1 street. Maximum size: 1/4 acre	
Preserve / Natural Space: A passive open space that conserves natural landforms, wooded areas, or ecologically sensitive features while remaining accessible for low-impact public use. May partially fulfill required civic open space requirements.	
Primary Civic Open Space: A centrally located civic open space within each phase of development, no less than 0.25 acres, designed to serve as a focal gathering area with full compliance with 5.5	
Square: A formal open space available for unstructured recreation and civic purposes defined by streets and building frontages. Its formally landscaped with paths, lawns and trees, They are located at the intersection of important thoroughfares and have frontage on a minimum of 2 streets. Size: 1/2 to 5 acres	
Image sources: Yourobserver.com, SmartCode Central, Gemini AI, Baldwin Co. Parcel Viewer	

10

Transportation & Connectivity

Introduction

This *Comprehensive Plan* establishes a framework for the design and development of streets in the City of Foley that are context-sensitive, character-based, and aligned with adopted Place Types. Foley will prioritize a well-connected street network that links neighborhoods, parks, schools, and businesses while expanding options for walking, biking, and transit.

The intent is to:

- Reflect and reinforce the physical and cultural character of Foley's diverse neighborhoods and nodes.
- Promote walkability, safety, and multi-modal mobility.
- Integrate land use with transportation systems.
- Enhance community identity and economic vitality.
- Provide practical and flexible guidance.

Master Street Plan & Street Design

A well-connected street network supports walkability, safety, emergency access, economic vitality, and neighborhood cohesion. Strengthening network connectivity also provides alternative routes across the City to alleviate congestion on primary thoroughfares. The emphasis is on context-sensitive design, network completeness, and integration of Corridors with surrounding commercial and residential Place Types.

Integrating Place Types with Contextual Street Design

Place Types require street designs that accommodate mobility while reinforcing adjacent land use forms. The *Technical Development Manual* will be revised to align street typologies with the *Comprehensive Plan* and *Transportation Continuity Plan.*

Planning Principles

Foley's *Master Street Plan* adopted under Alabama Code § 11-52-8, identifies key arterial and collector streets that support the City's long-term mobility and growth objectives. Planning and Engineering staff will apply Place Type principles to plan future streets in line with an updated Master Street Plan and functional street classification. This framework aligns with best practices from Institute of Transportation Engineers (ITE), National Association of City Transportation Officials (NACTO), and context-sensitive planning models across the U.S.

1. *Connectivity:* New development must connect to and support the function of streets shown on the plan without obstructing planned extensions.
2. *Identify Retrofitting & Infill Projects:* Identify which streets are priorities for retrofitting, infill, and multimodal improvements consistent with this Plan and regulating plans.
3. *Master Street Plan Revisions:* As regulating plans evolve, the City may update the *Master Street Plan* to reflect revised street types and connectivity goals.
4. *Place Type Alignment:* All street design shall be Place Type-based, ensuring that form and function align with the intended character of the area.
5. *Complete Streets:* All new streets shall be designed according to Complete Streets policies to accommodate all transportation modes, prioritizing pedestrian and bicycle safety and ensure access for all users.
6. *Development & Mobility Routes:* Encourage higher-density, mixed-use development along bike paths, sidewalks, and key transit corridors to increase the practicality and use of these modes and reduce sprawl.
7. *Greenways & Green Paths:* Alternative pathways, such as greenways and green paths, provide ideal infrastructure where right-of-way limitations exist. They can offer connectivity from residential areas to commercial and public places, and offer flexibility and low impact development design implementation as part of the rural-to-urban transect model.

Street Type Assignment Evaluation Process

When determining appropriate street typologies for new developments and infill projects, the following steps should guide the planning process.

Step 1: Identify Context and Place Type

- Confirm applicable Place Type (e.g., Village Center, Suburban Neighborhood).
- Assess the physical development context according to the *Transportation Continuity Plan* or *Technical Development Manual*: urban, suburban, rural.

Step 2: Define Functional Role

Use road functional classification and traffic data to determine:

- Arterials or Collectors (through-route)
- Local access
- Civic/pedestrian frontage

Step 3: Assign Street Type

Select the appropriate thoroughfare type from the City's calibrated design. Use the following core questions to assign street types:

- Is the surrounding area pedestrian- or auto-oriented?
- What is the adjacent density and land use pattern?
- What modes are supported (freight, transit, pedestrian, bike)?
- Is this a local, collector, or arterial street?
- What character and frontage is expected from the adjacent Place Type?
- Is the corridor a part of a planned or existing commercial/mixed-use Corridor?

Step 4: Define Design Elements

Design elements are context-sensitive. Based on the road typology, design must accommodate:

- Right of way widths: Based on cumulative width of lanes, bikeways, sidewalks, tree buffers.
- Lane widths: Context-sensitive depending on road type and Place Type context.
- Sidewalks: Context-sensitive. Wider in commercial/mixed-use areas, narrower in residential areas.
- Bicycle facilities: Protected lanes preferred in Corridors.
- Tree plantings/buffer: As required for Place Types.
- Curb type: Raised in urban/suburban settings; roll/swale in rural or parkway settings.
- Parking: Parallel, on-street, or rear alley depending on Place Type.

Step 5: Address Transitions &Exceptions

Use intersection nodes to signal transition in street type or width.

- Allow context-based exceptions where physical constraints exist, with justification.

Step 6: Document & Justify

Attach map, street cross section graphic, and narrative justification. Reference adopted design standards and Place Type Map.

Implementation Strategies

10.1 Master Street Plan: Update the *Master Street Plan* with existing, planned, and required future connections.

10.2 Define Cross Sections: Use the street type cross-sections found in Foley's *Transportation Continuity Plan* and *Technical Development Manual* to pair appropriate street types with each Place Type.

10.3 Decision & Review Process: Adopt a Decision Matrix and Review Checklist for consistent staff evaluation.

10.4 Field Guide: Prepare a "Field Guide for Applicants" summarizing expectations by Place Type.

10.5 Safe Crosswalks on Key Corridors: Prioritize locations for safer crosswalks, especially along SR 59 and high-traffic intersections. Incrementally add blinking lights where traditional crosswalks are impractical or costly. Coordinate with the Public Works Department and ALDOT to create a safer, more reliable pedestrian network across the City.

10.6 Traffic Calming: All new streets shall be designed to incorporate appropriate traffic calming features for the given street type, usage, and connectivity to surrounding property. Develop a traffic calming policy to guide development.

10.7 Address Missing Sidewalks & "Desire Paths:" Expand sidewalks in areas where pedestrian-created foot paths indicate high demand, such as near the Tanger Outlets and Publix, to formalize these routes and improve safety. Proactively work with property owners, explore partnership, or develop incentive options to acquire the necessary right-of-way to address these sidewalk gaps.

10.8 Pedestrian & Bicycle Infrastructure: Incentivize pedestrian and bicycle infrastructure in new developments. Require that new developments provide safe, connected pedestrian and bicycle facilities that integrate seamlessly with the City's network.

10.9 Physical Constraints & Mitigation: Map environmental and infrastructural constraints that affect network expansion: floodplains and wetlands, topography, historic or culturally significant sites. Identify where mitigation or alternate alignments may be needed (e.g., narrow bridges, pedestrian-only links).

10.10 Emergency Access & Redundancy: Apply Insurance Services Office (ISO)/National Fire Protection Association (NFPA) standards to new developments to ensure adequate emergency access. Model alternate route availability during emergencies or closures and avoid bottleneck access into large neighborhoods. Ensure emergency access and alternate secondary accesses are paved and maintained to provide adequate access for emergency services.

10.11 Analyze the Transportation Network: Use the following methods to evaluate the existing transportation network to identify needs and prioritize future improvements.

- **Network Connectivity Analysis**

Evaluate how new developments influence connections between major routes and alternative pathways. This analysis should identify gaps or redundancies in connectivity to ensure smooth and efficient traffic flow to reduce bottlenecks and improve access to key destinations.

Analysis measures how well streets are connected within an area (internal connectivity) and to streets outside the area (external connectivity). This is calculated by comparing the number of street segments (sections of streets between intersections) to nodes (the number of intersections). The formula is:

Connectivity Index = # of segments / # of nodes

A higher score indicates more available routes, which benefits traffic distribution and pedestrian access.

- **Network Gap Analysis**

City Staff will use GIS analysis, aerial imagery, and field audits to identify dead ends and cul-de-sacs where connections can be extended or supplemented with pedestrian paths, alleys, or new streets. Analysis includes evaluating block lengths for compatibility with Place Type, assessing missing links to key destinations, inventorying unopened right-of-way, and identifying strategic extensions.

- **Destination Access Evaluation**

Overlay the transportation network with priority destinations. Use a Destination Access Index (0–10 scale) based on directness and number of travel routes, average walking and driving distances, and physical or infrastructural barriers (e.g., wetlands, creeks, flood zones).

Tier Scoring:

Tier 1 (High Access): 3+ destinations within ¼ to ½ mile

Tier 2 (Moderate Access): 1–2 destinations within 1 mile

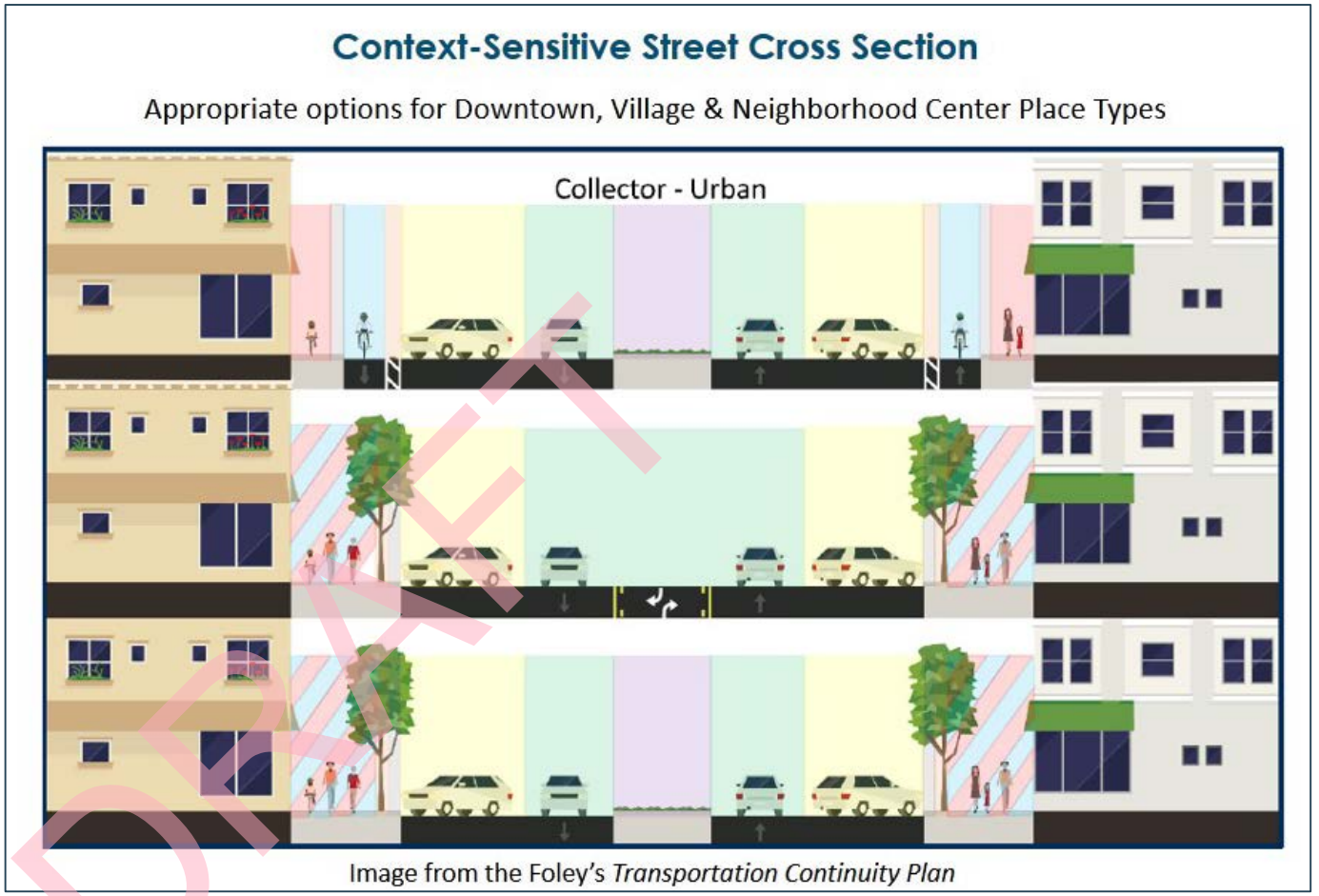
Tier 3 (Low Access): Requires circuitous travel or lacks key access points

- **Scenario Planning**

Examine various development scenarios to anticipate potential traffic and infrastructure challenges. By simulating different growth patterns, Foley can proactively identify issues before they arise, allowing for a more responsive and adaptable infrastructure strategy. Ensure that the study aligns with City and regional transportation and infrastructure plans, including any updates to zoning and land use policies. Consistency with these broader planning goals is essential for integrated, sustainable growth.

CONCLUSION

While Foley has made substantial investments in alternative mobility infrastructure, targeted enhancements in crosswalk safety, sidewalk continuity, and strategic land use planning are essential to fostering a connected, accessible, and pedestrian-friendly city. By addressing these gaps, Foley can better support diverse transportation modes, reduce reliance on automobiles, and guide future growth toward a more walkable urban environment.



Example of context-sensitive street design from Foley's Subdivision Regulations and Transportation Continuity Plan

11

Environmental Stewardship

Introduction

Foley is situated in a rich ecological context, surrounded by tidal rivers, extensive wetlands, pine uplands, and productive agricultural lands, all in close proximity to the Gulf of Mexico. These assets are fundamental to Foley's identity, resilience, and economic vitality. In keeping with the City's authority under Alabama Code §§ 11-52-8 and 11-52-70 to regulate for good civic design and protection of natural resources, this chapter establishes a framework for integrating ecological systems into land use and development patterns. Foley's Place Type framework embeds environmental performance within developmental design and character through form, land use patterns, and ecological standards. This approach ensures new growth supports regional watershed health, wildlife corridors, tree canopy restoration, and groundwater recharge.

Conservation Districts

Implementation Strategies

11.1 Conservation Subdivisions: Permanently preserve or protect Foley's floodplains, wetlands, and working rural lands using conservation subdivision models that retain at least 30% open space in contiguous, ecologically functional tracts.

11.2 Prioritize Riparian Zones: Prioritize the protection of critical riparian areas, including the Bon Secour River and Magnolia River headwaters, and Wolf Creek, Sandy Creek, Graham Bayou and

associated tributaries that flow through and impact Foley's landscape. These natural systems are vital for maintaining regional water quality, flood mitigation, and ecological integrity.

11.3 Create Conservation Overlays: Guide growth away from vulnerable and environmentally sensitive zones through Conservation Overlays and conservation-based development tools. Areas of concern include the flood-prone tributaries of Wolf Creek, Sandy Creek, and low-lying headwater regions connected to Magnolia and Bon Secour Rivers.

11.4 Define Neighborhoods Using Natural Features: Use open land and hydrologic features (e.g. creeks, streams) as defining elements of Neighborhoods, organizing blocks, views, trails, and public access accordingly.

Natural Features as Urban Design Framework

Rather than fragmenting or masking environmental systems, Foley's Place Type Plan uses natural features as the organizing spine for Neighborhoods and Nodes. By using natural corridors—creeks, wetlands, forests—as structural elements of urban design, Foley can achieve environmentally responsible growth while strengthening its sense of place.

Implementation Strategies

11.5 Integration: Integrate parks, stormwater greens, and tree-lined trails into development patterns, particularly along SR 161 (Foley Beach Express), CR 20, and the Foley Rail Trail corridor.

11.6 Retrofit Corridors & Commercial Zones: Retrofit existing corridors and commercial sites with green infrastructure (bioswales, pervious paving, and stormwater planters) and design guidance that elevates ecological performance alongside walkability.

11.7 Neighborhood Design: Require subdivision layouts to incorporate native vegetation corridors and canopy-forming

street trees as part of their public realm framework. Use greenways/trails as edges or "seams" to both define and connect neighborhoods. Design trails as central civic assets and limit their placement as rear yard buffers.

11.8 PUD Design: Require environmental details for all Planned Developments and major subdivisions.

11.9 Regulatory Change: Codify minimum standards through zoning overlays and subdivision amendments.

11.10 Define Edges & Transitions: Define Place Type edges and neighborhood transitions using creeks, floodplains, and forest buffers.

11.11 Streets & Blocks: Anchor street and block patterns around greenways and hydrologic corridors.

11.12 Civic Buildings & Spaces: Frame civic buildings, trails, and public spaces around preserved natural systems and vistas.

11.13 Expand Existing Trails: Expand and incorporate the Foley Antique Rose Trail, Schreiber/Wolf Creek Trail, and the Alabama Coastal Connection Scenic Byway into an updated Greenway Plan.

11.14 Enhance Access: Require new developments to dedicate 30-foot minimum public access easements along tributaries and wooded corridors to connect elements of the Greenway Plan.

11.15 Conservation Development: Preserve ecological integrity by clustering homes around greenways, elevating boardwalks over wetlands, and preserving riparian buffers.

Tree Canopy

All civic and natural open spaces provided as part of subdivisions or other development projects shall be designed consistent with the civic space design criteria established in the City's adopted *Subdivision Regulations* and *Zoning Ordinance*. These criteria ensure appropriate scale, visibility, function, and connectivity of public space across all Place Types.

Implementation Strategies

11.16 Urban Forestry Standards: Develop urban forestry standards with a citywide tree canopy goal of 40%, with calibrated Place Type targets.

11.17 Plantings Goals: Plant 250 new trees per year.

11.18 Tree Protection: Adopt tree protection and replacement standards that preserve Foley's native canopy.

11.19 Street Trees: Require street trees on all new public and private roadways, with spacing defined by Place Type, using native species suited to local soils and climate.

11.20 Centers and Commercial Areas: Require high-canopy street and frontage trees Downtown, in Village Centers and Neighborhood Centers, and along commercial corridors. They should be located in planting strips, tree wells, parking lot islands, and, where appropriate Downtown, within the public right-of-way

to provide pedestrian shade, reduce heat, and strengthen the character of these mixed-use areas.

Green Infrastructure, & Low-Impact Development

All new development and redevelopment projects shall apply low-impact development (LID) practices as a first approach to stormwater management.

Implementation Strategies

11.21 Stormwater Standards: Update stormwater standards in the *Technical Development Manual* and other development ordinances. Subdivision and zoning regulations shall codify these standards.

11.22 Low Impact Methods: Integrate bioswales and rain gardens into rights-of-way and civic landscapes. Use grassed swales and curb cuts that direct runoff from streets to landscaped filtration areas.

11.23 Tree boxes: Use tree box filters and vegetated infiltration basins in parking areas and trailheads.

11.24 Buffers: Plant or preserve native vegetation buffers and hydrologic setback zones adjacent to wetlands and drainage ways.

11.25 Site Plans: Site plans shall identify and preserve existing hydrologic features on site plans prior to proposing engineered alternatives.

Greenways, Trails, and Civic Landscape Network

Foley will amend the 2008 Greenway Plan to create an updated "Greenways and Trails Plan" that guides the planning, design, construction, and long-term stewardship of its greenway corridor and trail systems. This plan will identify priority connections, ensure equitable access to recreational infrastructure, and integrate environmental and mobility goals across all Place Types. It will be incorporated into the City's development regulations and serve as a guiding document for land use, subdivision, and infrastructure planning.

Foley's growing network of trails and greenways will be the backbone of a nature-based civic structure, offering connectivity, stormwater capacity, biodiversity, and public space.

Implementation Strategies

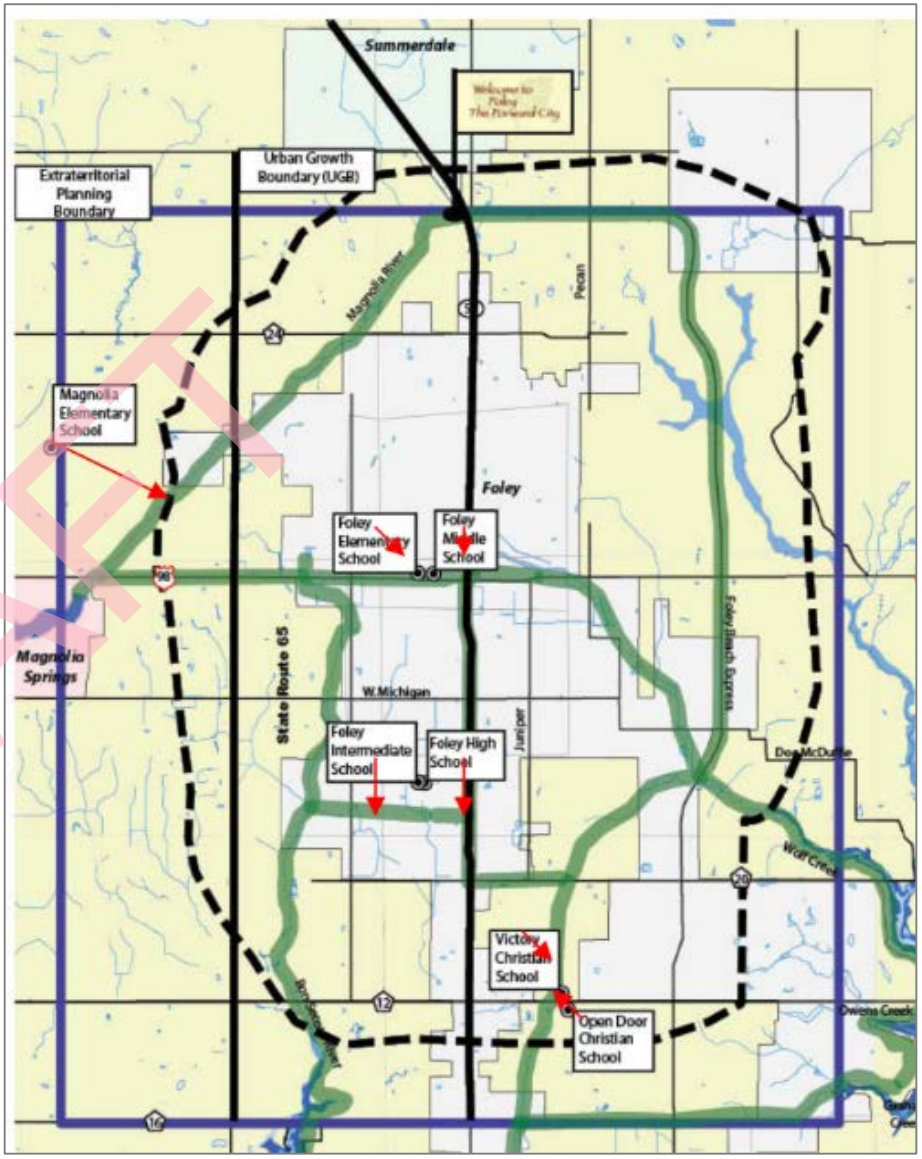
11.26 Antique Rose Trail: Downtown's spine will tie into plazas, gardens, and walkable blocks.

11.27 Schreiber/Wolf Creek Trail: Highlight Foley's creek restoration work. Install boardwalks, native buffers, and interpretive signage.

11.28 Graham Creek Nature Preserve Connection: A future greenway and/or trail corridor along SR 161 (Foley Beach Express) will add an east-west connection to the Graham Creek Nature Preserve. This connection will enhance regional ecological continuity and offer residents recreational access, environmental education opportunities, and trail-based mobility options. It also supports Baldwin County's broader green infrastructure network and conservation goals.

11.29 Greenway Access: During development review and site plan approval, when a project adjoins a designated or proposed greenway or trail, collaborate with the developer or property owner to co-design the alignment, access, frontage, and necessary dedications to integrate the facility per adopted standards; secure appropriate easements or protections for long-term access and maintenance; and, where authorized, provide impact-fee credits or offsets for dedications and construction that implement the adopted plan.

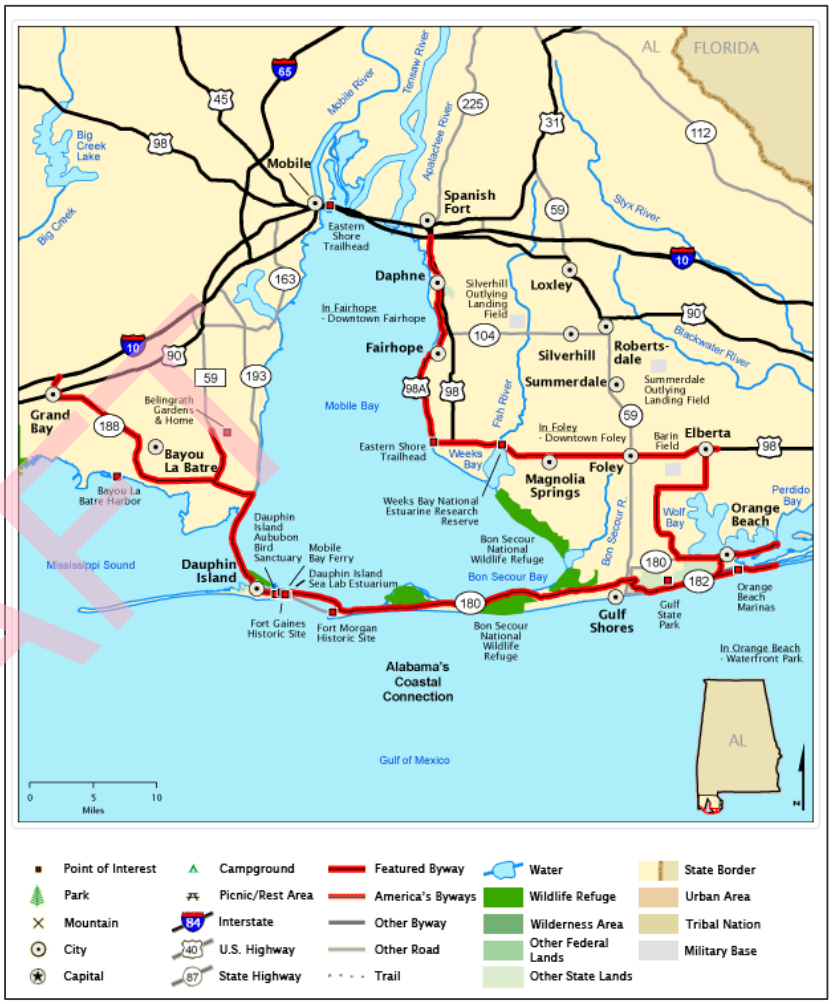
11.30 Trail Integration: Integrate trailheads into Node and Neighborhood Place Types, with wayfinding, benches, and civic amenities.



Greenway Plan from the 2008 Comprehensive Plan

Regional Connectivity

Foley will coordinate with Baldwin County and neighboring jurisdictions to connect its local trail systems into a broader County-wide greenway network. This includes shared trailheads, signage, design standards, and funding applications through state and federal programs such as the Alabama Coastal Area Management Program (ACAMP).



Implementation Strategies

11.31 Alabama Coastal Connection Scenic Byway: Link Magnolia Springs, Elberta, and Gulf Shores to existing trail segments as part of a Baldwin County–wide greenway system.

11.32 Careful Site Selection: For nature preserves and parks, prioritize sites with ecological integrity, habitat linkages, and proximity to regional trail systems.

TREE CANOPY, STORMWATER, & NATURAL SPACE

PLACE TYPES	CANOPY TARGET	STORMWATER APPROACH	NATURAL SPACE REQUIREMENT
Downtown & Core Neighborhood	25%	Planters, tree boxes, curb-inlet filtration, permeable plazas	Pocket parks, shaded streetscapes, trail-adjacent plazas
Village & Neighborhood Centers	30–35%	Bioswales, pervious paving, integrated parking filtration	0.5-acre public green at center; pocket parks; mid-block greenways
General & Suburban Neighborhood	40%	Rain gardens, shared rear-lot swales, vegetated street edges	Trail or neighborhood park within ¼ mile; community green or square
Suburban Corridor	35%	Median bioswales, stormwater buffers, detention greens	Greenway frontage; small greens or plazas at intersections and nodes
Edge Neighborhood & Conservation	60%+	Natural channel retention, buffer preservation, large swales	30% open space in conservation form; trail access and habitat corridors

PART III

Place Types

12

Node Place Types

Introduction

Transect-based planning and context-sensitive design encourage a nodal approach to development. Nodes are mixed-use centers that include a blend of residential, commercial, retail, and sometimes institutional buildings where people can live, work, and access daily needs within close proximity. They provide compact, walkable, and transit-friendly activity hubs as part of a larger network of connected neighborhoods. Foley's Nodes range from the highest residential and commercial density in the historic Downtown core, to medium-high density and intensity in Village Centers, and medium density Neighborhood Centers.

Each Place Type offers guidance on the following elements:

- **Land Use:** The appropriate blend of residential, commercial, and civic uses as well as building types.
- **Density & Intensity:** The appropriate concentration of residential, commercial, civic, and open space uses.
- **Urban Form:** Desired block sizes, connectivity, right-of-way elements (e.g., sideways, street trees). Buildings types, context-sensitive architectural standards, and setbacks.
- **Public Spaces:** Design and location requirements for civic spaces and buildings, ideally located within ped sheds.
- **Infrastructure:** Context-sensitive street design, parking arrangements, and multimodal connections.
- **Transitions:** How each Place Type interacts with and complements adjacent Place Types.

Planning Principles for Nodes

1. *Emphasis on connectivity and transit:* Nodes should be located on or near transit lines, facilitating access and encouraging alternatives to car use.

2. *Central Civic Spaces:* Each node is centered on a public plaza or park designed as a focal point. These spaces will integrate seamlessly with surrounding streets and buildings, ensuring accessibility and visibility. These civic spaces will:
   - Be centrally located and designed as focal points.
   - Integrate seamlessly with surrounding streets and buildings to ensure accessibility and visibility.
   - Include civic buildings or cultural facilities when possible.

3. *Compact Blocks*: Blocks in Nodes should be small and interconnected, ensuring walkability and a pedestrian-friendly environment.
   - Block perimeters: Limit maximum block lengths to ensure that intersections are more frequent, improving connectivity.
   - Block lengths and area: Controlling block dimensions encourages a more grid-like street structure, enhancing connectivity.
   - Length-to-width ratios: Ensuring blocks are not overly long in one direction improves the efficiency of the street network.

4. *Mixed-Use Buildings:* Buildings should combine retail, office, and residential uses to create dynamic activity zones. Mixed-use buildings generate consistent foot traffic throughout the day and night, drive economic growth, support local businesses, and foster a thriving economy Downtown and in Village/Neighborhood Centers. Mixed-use buildings naturally encourage interaction among residents, visitors, and business owners, creating a hub of community engagement.

5. *Architectural Continuity:* The design of new buildings should draw inspiration from Downtown Foley, incorporating tripartite façades, brick materials, and human-scaled proportions.

6. *Large Storefronts & Flexible Spaces*: Large ground floor storefronts should have expansive windows that create transparency and openness, breaking down barriers between indoor and outdoor spaces. Large storefronts accommodate evolving business needs, making spaces flexible over time and contributing to long-term vibrancy.

7. *Pedestrian Scale:* Designing at a pedestrian scale ensures that the Downtown, Village Centers and Neighborhood Centers are inviting, safe, and engaging for people on foot. Wide shaded sidewalks create a human-centered environment where people feel comfortable lingering and socializing.

8. *Walkability:* Walkability ties all these design principles together, forming the foundation of a cohesive, functional center. Walkability is the backbone of Foley's Downtown success and

should be prioritized in future nodal developments. Provide pedestrian infrastructure: wide sidewalks, street trees, and pedestrian-scale lighting.

9. *Gateways:* Create visual focal points and identifiable gateways through coordinated design and signage.

Downtown as a Blueprint

New development and redevelopment in Nodes should look to Downtown Foley as a blueprint for the City's future. New Nodes extend Foley's legacy of walkable, mixed-use development into new areas, creating compact hubs of activity that serve as focal points for surrounding neighborhoods. Buildings should fit into the local context and contribute to the surrounding environment. Today, best practice form-based codes emphasize:

1. *Frontage types*: Porches, stoops, arcades, and shop fronts that shape the public realm.
2. *Compact, Walkable Blocks:* Blocks should be small and interconnected, ensuring walkability and a pedestrian-friendly environment.
3. *Height-to-width ratios*: Ensure buildings frame streets and public spaces to create a sense of enclosure.
4. *Lot standards*: Ensure that building form is predictable, not arbitrary, across the transect.

5. Architectural Continuity: Deep porches, operable windows, raised foundations, and shaded public spaces. Use local materials like wood siding, metal roofs, and color palettes reflective of Gulf Coast traditions. The application of local vernacular architecture grounds new development in regional identity. This is not nostalgic mimicry, but a contemporary interpretation of tradition, yielding places that feel both familiar and fresh.

6. Street Design: Incorporate bioswales, canopy trees, and appropriately scaled stormwater elements that blend ecology with infrastructure.

Implementation Strategies

12.1 Designate Nodes: Apply Village and Neighborhood Center designations at strategic intersections along Corridors to allow residential, retail, office, and civic uses where opportunities exist for walkable, mixed-use redevelopment.

12.2 Incentivize Nodal Development: Offer density bonuses and development incentives for workforce housing and integrated public realm.

12.3 Prioritize Public Investment: Identify locations for investment in infrastructure, beautification, and greenways in identified redevelopment nodes.

12.4 Enhance Connectivity: Provide multimodal connections from General and Core Neighborhoods to Commercial and Suburban Corridors to establish a cohesive network that complements the character of the Node or Corridor.

12.5 Regulatory Changes: Incorporate planning principles from the *Comprehensive Plan* into the *Subdivision Regulations*, *Zoning Ordinance*, and other development ordinances for new nodal developments.

The following pages provide an overview of each Node Place Type.

NODE PLACE TYPES

PLACE TYPE	LOCATION	CHARACTER	INTENT
Downtown	Historic Downtown Foley, intersection of Laurel Ave. & McKenzie St.	The historic heart of Foley designed as the City's cultural, civic, and economic center. Characterized by compact walkable blocks, a grid street pattern, and a dense, mixed-use development pattern, Downtown Foley supports a vibrant blend of retail, dining, civic institutions, entertainment venues, offices, and residential living.	The purpose of this Place Type is to ensure that Downtown remains the vibrant heart of Foley—prioritizing connectivity, walkability, quality urban form, and a rich architectural identity that celebrates its heritage while embracing thoughtful, future growth.
Village Centers	At designated intersections along Commercial Corridors. See Place Type Map.	Village Centers serve as distinct, mixed-use nodes that form a polycentric development pattern that surrounds, but remains spatially and functionally separate from Downtown. Strategically positioned along Corridors, these centers extend Foley's traditional town-building principles—connectivity, walkability, and human-scaled design—into new neighborhoods and growth areas.	Envisioned as vibrant hubs of neighborhood life, Village Centers are designed to concentrate a mix of uses within a compact, pedestrian-oriented environment, placing shops, restaurants, services, parks, and civic spaces within a 5- to 10-minute walk of surrounding residential areas.
Neighborhood Centers	Intersections along Commercial and Suburban Corridors. See Place Type Map	Smaller and less dense than Village Centers, Neighborhood Centers are designed for compatibility with surrounding residential neighborhoods. They provide goods and services within a comfortable walking distance. They are intended to serve adjacent neighborhoods, support local businesses, and foster social interaction through a mix of uses and high-quality public spaces.	These centers complement Foley's Downtown and Village Centers by providing localized access to goods and services while maintaining a human-scaled built environment and pedestrian-friendly character.
Special Village Centers	May be designated outside of Node locations on the Place Type Map	They require adoption of a Regulating Plan or Place Type Plan. They must be large, master planned communities that maintain a minimum separation from designated Village & Neighborhood Nodes. Locate where infrastructure can be efficiently provided.	Special Village Centers will meet the same requirements for form and function as Village Centers.

NODE: Downtown

6 - 12 Dwellings / acre

50 ft. Max. height

PRIMARY LAND USES

- Mix of retail (grocery markets, pharmacies, restaurants)
- Neighborhood retail (shops, cafes, restaurants, personal services)
- Residential (townhomes, multi-family, limited single-family)
- Office
- Lodging
- Civic buildings (community centers, libraries, places of worship)

SECONDARY LAND USES

- Personal and professional office
- Health and wellness
- Community gardens, small-scale hospitality, and live-work units.

BUILDING FORM

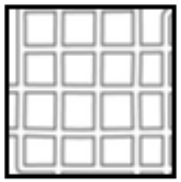
Infill and redevelopment will be compatible with historic Downtown buildings:

- Tripartite façades
- Brick or stucco
- Ground floor: 50-70% glazing

PUBLIC / CIVIC SPACE

Incorporate pocket parks and planting beds. Where space doesn't allow new civic open spaces, Developers may enhance existing spaces.

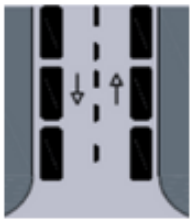
URBAN FORM



Block form: Grid
Block size: Match existing blocks, rear alleys
Lot width: Context-sensitive – compatible with existing
Setbacks: Context-sensitive – compatible with existing

PLACE TYPE TRANSITIONS

- To **Core Neighborhood** - Integrate new development with the existing walkable grid, with building scale and forms consistent with historic patterns. Reduce building densities and scale at the edges of the commercial area; transition from mixed-use to residential lots.



INFRASTRUCTURE

Streets: To be determined by development ordinance. Rear alleys required.
Features: 12-20 ft. sidewalks, street trees, benches
Parking: On-street parallel and diagonal.

General description - see Foley's Subdivision Regulations or Zoning Ordinance for specific requirements

NODE: Village Center

6 - 10 Dwellings / acre

60 ft. Max. height

PRIMARY LAND USES

- Corridor accessible retail (grocery markets, pharmacies, restaurants)
- Neighborhood retail (shops, cafes, restaurants, personal services).
- Residential (townhomes, multi-family, limited single-family).
- Office
- Lodging
- Civic buildings (community centers, libraries, places of worship).

SECONDARY LAND USES

- Personal and professional office
- Health and wellness
- Community gardens, small-scale hospitality, and live-work units.

BUILDING FORM

Draw inspiration from Downtown Foley

- Incorporate tripartite façades, brick or stucco, human-scaled proportions.
- Ground floor: 50-70% glazing

PUBLIC / CIVIC SPACE

Minimum required: 10%

- Centrally located plaza or green bordered by streets and mixed-use buildings
- Parks, pocket parks

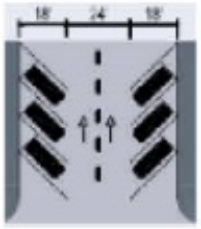
URBAN FORM

Block form: Grid, modified grid
Block size: 2,000 ft. perimeter, rear alleys
Lot width: 25 ft. core, 50 ft. periphery
Setbacks: Context-sensitive. Build-to lines.

PLACE TYPE TRANSITIONS

- To **Core Neighborhood** - Seamless extension of existing street grid. Use townhomes & small apartment buildings to transition from 2-3 stories in the core to 1-2 stories on the edge.
- To **General Neighborhood** - Taper building heights and lot sizes as development steps down toward lower-density residential areas.
- To **Suburban Neighborhood** - Add greenbelts, trails, or open space to create buffers. Increase lot sizes along the edge.

INFRASTRUCTURE



Streets: Lanes & ROW to be determined by development ordinance. Rear alleys required.
Features: 8-12 ft. sidewalks, street trees, benches
Parking: On-street parallel and diagonal. Behind buildings

General description - see Foley's Subdivision Regulations or Zoning Ordinance for specific requirements

NODE: Neighborhood Center

4 - 6 Dwellings / acre

50 ft. Max height

PRIMARY LAND USES

- Neighborhood retail: cafes, markets, bakeries, convenience stores, and personal services.
- Small-scale offices or live/work units.

SECONDARY LAND USES

- Residential units above ground-floor commercial spaces.
- Civic and community uses: neighborhood centers, daycare, or places of worship.
- Public gathering spaces: plazas or pocket parks integrated into the commercial area.

BUILDING FORM

Draw inspiration from Downtown Foley

- Incorporate tripartite façades, brick or stucco, human-scaled proportions.
- Ground floor: 50-70% glazing

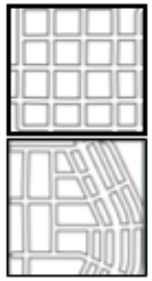
PUBLIC / CIVIC SPACE

Minimum required: 10%

- Centrally located plaza or green bordered by streets and mixed-use buildings
- Parks, pocket parks

URBAN FORM

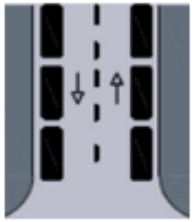
Block form: Grid, modified grid
Block size: 2,000 ft. perimeter, rear alleys
Lot width: 50 ft. core, 75 ft. periphery
Setbacks: Context-sensitive. Build-to lines.



PLACE TYPE TRANSITIONS

- To **Core Neighborhood** - Integrate into the existing street grid, scale and building forms consistent with historic patterns.
- To **General Neighborhoods** – Reduce lot sizes and building heights at the edges; transition from mixed-use to residential.
- To **Suburban Neighborhoods** - Use greenbelts, landscape buffers, and transitions in scale to provide compatibility with larger-lot residential areas.

INFRASTRUCTURE



Streets: Lanes & ROW to be determined by development ordinance. Rear alleys required.
Features: 8-12 ft. sidewalks, street trees, benches
Parking: On-street parallel and diagonal. Behind buildings

General description - see Foley's Subdivision Regulations or Zoning Ordinance for specific requirements

13

Corridor Place Types

Introduction

Corridors are transportation routes that connect Foley's Nodes and Neighborhoods. Alabama State Route 59 (SR 59) runs through the center of Foley and, along with SR 161 (Foley Beach Express), serves as a primary route to tourist destinations on the Gulf Coast. The City is also bisected by U.S. 98, a major east-west route that connects Alabama and Florida. In addition to these major arterials, Foley is served by collectors and local roads.

Corridors are more than transit routes; they are integral parts of the urban fabric that facilitate movement and drive economic and urban development. The goal of Corridor Place Types is to support pedestrian-friendly environments, integrate different modes of transportation, and draw economic opportunities in a strategic manner.

Planning Principles for Corridors

1. Balance Function and Form:

- Transition street width, lane configuration, and frontage treatments along the Corridor to match context.
- Prioritize multimodal access and placemaking in Village and Neighborhood Centers (Nodes).

2. Differentiate Corridor Hierarchy:

- Primary Corridors: Emphasize traffic flow and multimodal transportation options.

- Secondary Corridors: Emphasize connectivity to neighborhoods, parks, and future centers.

3. Support Smooth Transitions at Corridor Edges: Use curb radius, setbacks, median breaks, and gateway features to transition between Corridor and Neighborhood Place Types.

4. Ensure Frontage Compatibility: Align building placement, sidewalk width, and tree spacing to reflect the intended Place Type character.

5. Realign & Redevelop Corridor Place Types: Designate outdated and underutilized commercial areas as Commercial or Suburban Corridors to enable mixed-use reinvestment in line with the City's Place Type Map and form-based objectives.

Retrofitting Priorities

The following Corridor segments are priority candidates for retrofit projects:

1. US 98 (East–West Gateway Corridor)

- Transition from high-speed arterial to Commercial Boulevard in the City center with side paths and intersections improved for pedestrian safety. Maintain rural character outside of the Downtown Node.
- Add gateway features and signage at locations of key entrances into the City

2. State Route 59

- Transition from high-speed Arterial to Main Street typologies in the City center with side paths and intersections improved for pedestrian safety.
- Add protected bike lanes or multi-use paths and streetscape improvements from Miflin Rd to US 98
- Keep the district as linear and narrow along the roadway as possible with limited expansion of retail into residential neighborhoods that border the retail areas except at Nodes (Village and Neighborhood Centers) on the Place Type Map.
- Reduce ingress/egress points on Hwy 59 and seek greater opportunities for connectivity with adjacent neighborhoods through establishment of sidewalks, bike lanes and connections to the Greenway.
- Increase civic space by increasing tree canopy density. Require green buffers s bordering residential neighborhoods.
- Incorporate a combination sidewalk/ bike lane along SR 59 with a safe green buffer median from the road edge.
- Incorporate infrastructure and provisions to accommodate mass transit.

3. State Route 161 (Foley Beach Express)

- Introduce Village or Neighborhood Centers: Each Node should contain mixed-use buildings and central civic space.

- While primary entry points would relate to major intersections along the Beach Express, facilitate internal traffic circulation to reduce access to SR 161. Ensure connections to surrounding residential neighborhoods.
- Node entry points should include gateways and building facades that provide interesting sightlines.
- Architectural Style and Exterior Finishes: All exterior finishes, street lighting, signage and street furnishings should be consistent and reflect Downtown Foley's vernacular
- Parking Design: Lots should be buffered with landscaping and canopy trees.
- Adopt innovative stormwater techniques like bioswales and rain gardens for filtration and reduction of stormwater pollution.
- Required landscape buffers and vegetated berms to separate commercial or industrial areas from adjacent residential areas, and to screen the corridor from development.
- Pedestrian and Bicycle Accommodations: Require connectivity between Nodes and surrounding Neighborhoods. Bike/pedestrian lanes should be separated from vehicular lanes by a vegetated bioswale or median. Incorporate bicycle racks throughout Nodes
- Ensure Linkage to the Greenway: Connect Nodes with sidewalks or multiuse paths to create a greenway from Downtown Foley to the Graham Creek Nature Preserve.

4. County Road 20

- Include pedestrian lighting, access management, and intersection realignments for traffic calming.

CORRIDOR PLACE TYPES

Commercial Corridors

Location: See the Place Type Map.

Character & Function

Foley's major commercial arterials have traditionally focused on regional automobile access and large-format retail, resulting in low-value, disconnected development. The Commercial Corridor Place Type seeks to evolve these areas into economically vibrant, people-focused corridors that combine retail, office, hospitality, and housing in compact, walkable environments. Through targeted retrofitting, these areas can be transformed into high-functioning nodes of economic activity and housing choices, with compact block structures, efficient infrastructure, vibrant public spaces, and improved pedestrian and transit access.

Commercial Corridors play a vital role in Foley's economic development strategy and will accommodate future growth in a form that maximizes return on public investment.

Suburban Corridors

Location: See the Place Type Map.

Character & Function

The purpose of this Place Type is to transform Foley's auto-dependent, low-efficiency Suburban Corridors into walkable, economically productive corridors that integrate employment, housing, and community amenities. These corridors were historically developed to serve regional car traffic with strip retail and service businesses. As Foley grows, these corridors provide key opportunities for infill and redevelopment to improve public infrastructure, deliver workforce housing near jobs, and retrofit underutilized land into mixed-use blocks with civic identity, improved connectivity, and placemaking potential. These corridors also serve as transitions between lower-intensity Neighborhoods and higher-density Nodes.

Rural Corridors

Location: See Place Type Map. All roads in areas designated as "Rural/Edge" (green) on the Place Type Map unless otherwise noted.

Character & Function

Rural corridors serve to preserve the scenic, historical, agricultural, and ecological character of Foley's rural roadways while guiding the location and form of limited, context-sensitive development. These corridors provide critical connections between rural communities, farms, and the urbanized parts of Foley. They are not intended for intense commercial growth, but can accommodate low-impact Nodes of rural commerce, tourism, conservation development, and crossroad-based community services in a manner that supports land stewardship and reinforces Foley's rural identity.

IMPLEMENTATION STRATEGIES

13.1 Apply Corridor Overlay Zones: Designate Corridors and apply form-based standards to establish predictable frontages, active ground-floor use, maximum build-to lines and setbacks, height transitions, active frontages, and massing.

13.2 Enhance Pedestrian and Bicycle Infrastructure: Invest in safe, accessible pathways and bike lanes that link neighborhoods, commercial areas, and community amenities, creating a cohesive, non-vehicular network.

13.3 Connectivity: Provide multimodal connections from General and Core Neighborhoods to Commercial and Suburban Corridors to establish a cohesive network that complements the character of the Node or Corridor.

13.4 Collaboration: Encourage partnerships with property owners, developers, and institutions to deliver shared civic space and infrastructure.

13.5 Capital Projects: Use capital project phasing and incentive agreements to align infrastructure timing with redevelopment readiness.

13.6 Incentivize Housing Diversity: Tools such as density bonuses or expedited permitting for developments that offer a variety of unit sizes and price points could encourage more attainable housing.

13.7 Identify Redevelopment Priorities: Prioritize redevelopment of aging strip malls, big-box stores, and pad sites into mixed-use centers. Convert outparcels into civic spaces, co-working hubs, or public-serving institutions. Older commercial sites with excessive parking should be encouraged and redeveloped with new buildings, infill, and streetscape improvements that restore walkability and create active frontages. These retrofits convert underused land into productive, mixed-use places that enhance community character and economic vitality.

13.8 Encourage Infill & Redevelopment: Introduce liner buildings along major corridors and site perimeters to define the street edge, accommodate ground-floor commercial or office use, and conceal surface or structured parking and expand opportunities for small business.

13.9 Modify Parking Areas:

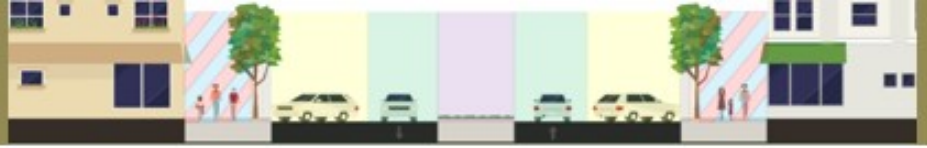
- Reduce reliance on front-loaded surface parking; require parking to be located to the side or rear and allow shared parking arrangements between adjacent uses (e.g., office and evening restaurant)
- Reduce parking minimums and allow shared parking allowances in Suburban and Commercial Corridors. Replace redundant or oversized surface parking with productive land uses including townhomes, civic buildings, or structured parking.
- Promote shared parking supported by peak-demand analysis to right-size parking needs across complementary uses, reducing excess pavement while supporting more efficient and walkable development patterns.
- Integrate landscaped islands, bioswales, and tree canopy to soften remaining surface lots.

13.10 Transitions & Compatibility

- Apply height step-downs from mid-rise buildings along Corridors to adjacent lower-density areas (e.g., 4 to 2 stories).
- Introduce buffer zones that include townhomes or mixed-use liner buildings.
- Leverage civic uses (e.g., libraries, community centers) to anchor transitions and provide shared public amenities.
- Except where more substantial buffering is warranted for industrial uses and other high-intensity activities (such as large-format commercial, automotive services, entertainment venues, warehousing, and major utility or infrastructure sites), transitions and compatibility should rely primarily on building orientation, frontage design, and connected streets rather than deep separations and solid walls.

13.11 Regulatory Changes: Incorporate planning principles from the *Comprehensive Plan* into the *Subdivision Regulations*, *Zoning Ordinance*, and other development ordinances for new corridor developments.

CORRIDOR: Commercial



FORM / LANDUSE

CURRENT FORM

- Wide arterial roadways with high traffic volumes and multiple access points
- One- to two-story retail centers and auto-oriented pads
- Lack of architectural coherence, branding, or sense of place
- Unsafe or disconnected pedestrian environments
- Unused surface parking and inefficient land use

INTENDED FORM

- Urbanized mixed-use at designated Nodes around major intersections with higher-density, mid-rise buildings (2–4 stories)
- Internal block structure with grid-like access and walkable connections
- Consolidated access drives, structured parking, and shared loading areas
- Richly planted streetscapes, consistent signage, and strong building frontages
- Anchored by public spaces, regional employers, or civic institutions

TRANSITIONS & COMPATIBILITY

- Apply height step-downs from mid-rise corridors to adjacent lower-density areas (e.g., 4 to 2 stories)
- Introduce buffer zones with townhomes or mixed-use liner buildings
- Utilize rear alley access, greenways, or parking lots as buffers
- Mandate context-sensitive architecture on corridor-edge buildings to reflect residential forms and scale
- Leverage civic uses (e.g., libraries, community centers) to anchor transitions and provide shared public amenities

RETROFITTING & REDEVELOPMENT

- Rezone for mixed-use and allow residential use in targeted redevelopment areas
- Prioritize redevelopment of aging strip malls and pad sites into mixed-use centers
- Establish intersection-centered Nodes with vertical and horizontal mixed land use
- Convert outparcels into civic spaces, co-working hubs, or public-serving institutions
- Replace surface parking with internal block structure, liner buildings, and structured parking
- Implement urban design standards for height transitions, active frontages, and massing
- Offer density bonuses and development incentives for workforce housing and integrated public realm

STREET DESIGN & STREETSCAPE

- Retrofit major corridors as multimodal boulevards with delineated medians, reduced travel lane widths, and turning bays.
- Use brick pavers in intersections and pedestrian crossings
- Install wide sidewalks, pedestrian-scale lighting, benches, and bike racks
- Integrate transit infrastructure: bus pull-outs, shelters, and real-time signage
- Coordinate signalized crossings with block structure and minimize curb cuts

CIVIC & GREEN SPACE

- Anchor redevelopment with civic plazas and public greens near major intersections
- Create internal paseos, pedestrian courts, and stormwater greens
- Require civic space contribution or fee-in-lieu for large-scale commercial redevelopment
- Use landscape buffers and trail connectors to transition into adjacent residential neighborhoods

General description - see Foley's Subdivision Regulations or Zoning Ordinance for specific requirements

CORRIDOR: Suburban

FORM / LANDUSE

CURRENT FORM

- One-story commercial and institutional buildings with deep setbacks
- Expansive surface parking lots in front of buildings.
- Strip-style development with frequent curb cuts
- Street layout with low internal connectivity
- Minimal pedestrian and bicycle accommodations
- Weak architectural identity and lack of civic focal points

INTENTED FORM

- Mixed-use at designated Nodes, Arterial or Collector intersections, or anchor institutions
- In Nodes, 2–3 story buildings fronting public streets with transparent storefronts
- Internal block networks with complete streets and pedestrian access
- Human-scaled public realm with tree canopy, lighting, and furniture
- Closely integrated housing, services, and employment

TRANSITIONS & COMPATIBILITY

- Use step-down height transitions (e.g., from 3 stories in Nodes to 2 or 1.5 stories) near single-family edges.
- Buffer uses with townhomes, duplexes, and small-scale multifamily in rear or adjacent parcels.
- Insert civic or recreational spaces as natural separations between higher-intensity corridor buildings and adjacent lower-density areas.
- Incorporate landscape buffers with native vegetation along edges shared by neighborhoods or undeveloped areas.

RETROFITTING & REDEVELOPMENT

- Reclaim underutilized parcels for mixed-use, walkable blocks
- Introduce new street grids and access lanes into large blocks
- Replace edge-lot parking with liner buildings or active uses
- Incentivize vertical mixed-use redevelopment at Nodes
- Promote adaptive reuse of older commercial structures into housing or flex space
- Apply form-based overlays to shape frontage types, setbacks, and building form
- Establish redevelopment criteria prioritizing access management, internal circulation, and shared amenities
- Require architectural transitions such as similar materials, porch-fronted buildings, and pitched roofs to relate to adjacent neighborhoods.

STREET DESIGN & STREETSCAPE

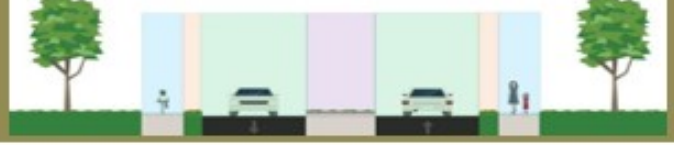
- Convert Arterials and Collectors to landscaped Complete Streets
- Add continuous sidewalks, shared-use paths, tree lawns, buffered bike lanes
- Prioritize pedestrian crossings at quarter-mile intervals; include refuge islands and pedestrian signals
- Limit driveways and promote rear or side access with inter-parcel connectivity
- Incorporate access management plans along Arterials and Collectors.

CIVIC & GREEN SPACE

- Small plazas or greens located at Nodes and intersections
- Connect neighborhoods and commercial nodes with linear parks and greenways
- Design stormwater parks and bioswales as usable green amenities
- Encourage development of community open space as part of private redevelopment

General description - see Foley's Subdivision Regulations or Zoning Ordinance for specific requirements

CORRIDOR: Rural



FORM / LANDUSE

CURRENT FORM

- Two-lane rural roads with open drainage swales or natural shoulders
- Intermittent homesteads, farmsteads, and timberland
- Minimal signage or lighting
- Very low development intensity and broad open viewsheds
- Occasional clusters of rural businesses at crossroads
- Poor pedestrian connectivity

INTENDED FORM

- Retain open landscapes and scenic quality
- Support development only in small-scale, walkable rural nodes
- Maintain natural buffers and setbacks from roadways
- Encourage clustered development models that preserve large blocks of open land

TRANSITIONS & COMPATIBILITY

- Use wide setbacks, conservation buffers, and vegetation to shield views of new development from roads.
- Locate denser rural housing in internal courtyards or cul-de-sacs screened from the corridor.
- Require site planning that preserves open edges and rural visual character.
- Prohibit high density suburban neighborhoods or large-format commercial uses along rural corridors.
- Promote form and material standards that reflect traditional rural architecture, including barns, porches, pitched roofs, and natural

RETROFITTING & REDEVELOPMENT

- Limit expansion of strip development; prohibit high-density suburban-style plans
- Guide new growth into hamlet-scale crossroads or legacy community nodes
- Support reuse of barns, silos, and historic rural buildings for new uses (e.g., agri-tourism, artisan studios, co-ops)
- Apply conservation subdivision principles to preserve 50%+ open space, preferably in contiguous tracts
- Create visual consistency through design standards for signage, lighting, fencing, and setbacks
- Apply context-sensitive overlays to regulate the massing, form, and siting of non-residential uses
- Encourage multi-parcel planning to ensure coordinated infrastructure, buffers, and open space continuity

STREET DESIGN & STREETSCAPE

- Preserve narrow, two-lane roads with soft shoulders and vegetated drainage swales
- Maintain low-speed, scenic roadway character with tree canopy and minimal signage
- Include optional trails, greenways, and equestrian paths along corridors
- Avoid curb-and-gutter; promote bioswales, pervious pavement, and low-impact stormwater features

CIVIC & GREEN SPACES

- Connect key natural features (streams, wetlands) through conservation easements and greenways
- Develop rural community commons at Nodes (event barns, picnic shelters, post offices, historic churches)
- Encourage active stewardship via land trusts, agricultural cooperatives, or conservation subdivisions
- Incentivize preservation of working agricultural land through development rights transfers or agricultural easements

General description - see Foley's Subdivision Regulations or Zoning Ordinance for specific requirements

14

Neighborhood Place Types

Introduction

The character of Foley is shaped by distinct neighborhoods, not simply individual developments that embody the traditional sense of community cohesion. Downtown Foley remains the City's vibrant hub of cultural, economic, and social activity. Surrounding neighborhoods and commercial areas contribute to this cohesive fabric, designed to meet the needs of its residents and reinforce the City's overall vision. As Foley continues to expand outward from this core, the City can support development that enhances its unique identity and strengthens the fabric of the community by ensuring that policies and zoning practices are context-sensitive and align with the Place Type vision.

Ultimately, the Place Type approach envisions Foley as a collection of neighborhoods, each with its own unique identity, character, and social fabric, while still contributing to the broader citywide identity. These neighborhoods serve the local needs of residents but remain connected to the larger city through well designed transportation systems and shared public spaces. This balance allows Foley to preserve its small-town feel while accommodating growth and development.

Planning Principles for Neighborhoods

Scale & Accessibility: Safe, walkable environments are prioritized, with sidewalks and paths within and between neighborhoods.

1. *Housing Diversity:* Neighborhoods should include a range of housing sizes and types to fit diverse social and economic needs.

2. Civic & Open Spaces: Parks and recreational areas are centrally located and accessible, providing green spaces within walking distance for residents.

3. Services & Facilities: Neighborhoods blend residential, commercial, and public spaces to create vibrant local communities, where everyday necessities are available within the Neighborhood or in adjacent Village and Neighborhood Centers

4. Connectivity & identity: Neighborhoods are defined by "seams" and "edges" that frame clear boundaries, reinforce a distinct sense of place, and organize walkable connections, gateways, and landmarks so each neighborhood is both well-connected and visibly its own identifiable district.

- Seams are transitional spaces between neighborhoods that include transportation corridors, public spaces, and mixed-use zones. Seams ensure that neighborhoods are not isolated but are well-connected and interdependent, fostering a sense of citywide cohesion.
- Edges help to clearly demarcate where one neighborhood ends and another begins, maintaining the integrity of each neighborhood unit and preventing urban sprawl. Edges serve as defining boundaries of neighborhoods or districts and can be natural features (waterways, greenbelts) or man-made (transportation corridors, employment districts).

Neighborhood Place Types

Neighborhood Place Types are predominantly residential with some small-scale retail or services. They should be adjacent to mixed-use Nodes and Corridors to reduce sprawl and promote compact, walkable communities. Neighborhoods should include a range of housing types, from small urban lots to large rural estates, to accommodate diverse needs and lifestyles.

1. Core Neighborhoods

Location: Adjacent to Foley's Downtown

Character & Function

Core Neighborhoods serve as residential extensions of Foley's Downtown, allowing residents to live within a short walk or bike ride from the civic and commercial heart of the City.

The purpose of this Place Type is to provide compact, adaptable, moderate-density residential neighborhoods with infill development of townhomes, small apartments, and single-family detached housing. The layout will retain the traditional block structure with rear alleys, pedestrian-scaled streets, and a diverse but cohesive architectural character. The Core Neighborhood supports walkability and urban living, serving as a transition from the intense activity of the Downtown to quieter residential areas.

2. General Neighborhoods

Location: Adjacent to Core and Suburban Neighborhoods, Village and Neighborhood Centers, and Commercial Corridors

Character & Function

The General Neighborhood Place Type represents a transition zone between Foley's compact historic neighborhoods and new nodes and

the lower-density suburban and rural landscape beyond. These neighborhoods reflect a balance between traditional town planning principles and the desire for more space, privacy, and personal mobility.

The purpose of this Place Type is to provide a moderate-density residential setting that offers a range of housing choices—single-family homes, duplexes, townhomes—while maintaining a connected block structure and strong sense of place.

3. Suburban Neighborhoods

Location: Adjacent to General Neighborhoods, Village Centers or Neighborhood Centers

Character & Function

The Suburban Neighborhood Place Type represents Foley's shift toward auto-oriented, lower-density residential development. Emerging in the 1960s and expanding through the present day, these areas are designed for families seeking larger lots and increased privacy. Suburban Neighborhoods emphasize separation between residential and commercial uses, with a street pattern that prioritizes quiet, low-traffic environments over walkability and connectivity.

The purpose of this Place Type is to provide a serene, family-focused living environment that balances Foley's traditional small-town charm with modern expectations for suburban living. Suburban Neighborhoods often act as a buffer between more intensely developed urban areas and more open, rural landscapes at the City's edge.

4. Place Type: Edge (Semi-Rural)

Location: Adjacent to Suburban Neighborhoods and on the City's periphery

Character & Function

The Edge Place Type serves as the low density transition between Foley's suburban neighborhoods and the surrounding countryside. Rooted in Foley's agrarian heritage, this Place Type supports a rural living environment that allows large-lot single-family homes, hobby farming, and conservation subdivisions. The Edge area maintains a pastoral character with minimal infrastructure and lower levels of public services, relying instead on private systems and stewardship of the land.

The purpose of this Place Type is to protect Foley's rural heritage and natural landscapes while allowing for limited, context-sensitive growth at the urban fringe. Edge developments help define Foley's limits for growth, ensuring that urban and suburban expansion does not encroach into valuable farmland, woodlands, and ecological areas.

See the following pages for details about each Neighborhood Place Type.

NEIGHBORHOOD PLACE TYPES

PLACE TYPE	LOCATION	HOUSING	DENSITY
Core	Downtown Foley	Small lot single-family, duplex, triplex/fourplex, apartments, cottage courts, townhouses, live-work	6-8 units/ acre 1-3 stories
General	Adjacent to Downtown, Village & Neighborhood Centers	Small lot single-family, duplex, triplex/fourplex, apartments, cottage courts, townhouses, ADU	4-6 units/ acre 1-2 stories
Suburban	Adjacent to General Neighborhood or Neighborhood Centers	Medium to large lot single-family, duplex, pocket neighborhood, ADU	2-4 units/ acre 1-2 stories
Edge	Periphery, adjacent to Suburban Neighborhood	Large yards, single-family, ADU	1.1 /ac (40,000 SF)

Implementation Strategies

14.1 Strategically Guide Neighborhood Development: Use the Place Type Plan to strategically locate new neighborhoods adjacent to existing Neighborhoods or Nodes to increase connectivity and reduce sprawl.

14.2 Access to Civic Open Space: Amend zoning and subdivision regulations to require adequate open civic space in new subdivisions.

14.3 Incentivize Housing Diversity: Tools such as density bonuses or expedited permitting for developments that offer a variety of unit sizes and price points could encourage more attainable housing.

14.4 Regulations & Permitting: Streamline regulations and expedite permitting processes to encourage development of missing middle housing: townhomes, courtyard apartments, live-work lofts, cottage courts, and accessory dwelling units (ADUs).

14.5 Increase Housing Diversity: Update zoning codes to permit a broader range of housing types (e.g., townhomes, live-work, ADUs) in General and Core Neighborhood Place Types.

14.6 Enhance Pedestrian & Bicycle Infrastructure: Invest in safe, accessible pathways and bike lanes that link neighborhoods, commercial areas, and community amenities, creating a cohesive, non-vehicular network.

14.7 Preapproved Housing Plans: Develop preapproved housing plans for multi-family housing (2-6 units) that are compatible with neighborhoods.

14.8 Regulatory Changes: Incorporate planning principles from the *Comprehensive Plan* into the *Subdivision Regulations*, *Zoning Ordinance*, and other development ordinances for new neighborhood developments.

The following pages provide an overview of each Neighborhood Place Type.

NEIGHBORHOOD: Core

6 - 8 Dwellings / acre

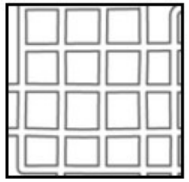
1 - 3 Stories

PRIMARY LAND USE: Small lot single-family detached homes

SECONDARY LAND USES: Townhomes, condos, duplexes, and small apartments. Small-scale neighborhood retail

PUBLIC / CIVIC SPACE: Minimum required: 5%

- Centrally located plaza or green bordered by streets and mixed-use buildings
- Parks, pocket parks



URBAN FORM

Block form: Grid, modified grid. Rear alleys required.
Block size: 2,000 ft. perimeter (600 ft. side)
Lot width: Context-sensitive
Setbacks: Context-sensitive. Build-to lines.
Parking: On-street parallel and diagonal

PLACE TYPE TRANSITIONS

- **To Downtown** – Townhomes or duplexes
- **To General Neighborhoods** - Lot sizes and building heights taper at the edges; transition from mixed-use to residential.
- **To Suburban Neighborhoods** - Use greenbelts, landscape buffers, and transitions in scale to provide compatibility with larger-lot residential areas.

NEIGHBORHOOD: General

4 - 6 Dwellings / acre

1 - 2 Stories

PRIMARY LAND USE: Small lot single-family detached homes, ADUs

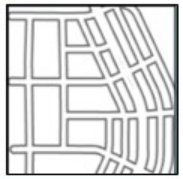
SECONDARY LAND USES: Townhomes, duplexes, and small apartments. Small-scale neighborhood retail

PUBLIC / CIVIC SPACE: Minimum required: 15%

- Parks, pocket parks, playgrounds

URBAN FORM

Block form: Grid, modified grid. Rear alleys required.
Block size: 2,500 ft. perimeter (800 ft. side)
Lot width: Determined by zoning
Setbacks: Context-sensitive. Build-to lines.
Parking: On-street parallel and diagonal



PLACE TYPE TRANSITIONS

- **To Core Neighborhood** - Integrated into the existing street grid, with scale and building forms consistent with historic patterns. Shift from single-family houses to townhomes.
- **To Suburban Neighborhoods** - Larger lots and deeper setbacks at edges of adjoining Suburban Neighborhoods. Use greenbelts, landscape buffers, and transitions in scale to provide compatibility with larger-lot residential areas.

General description - see Foley's Subdivision Regulations or Zoning Ordinance for specific requirements

NEIGHBORHOOD: Suburban

2 - 4 Dwellings / acre

1 - 2 Stories

PRIMARY LAND USE: Large lot single-family detached homes, duplexes, ADUs

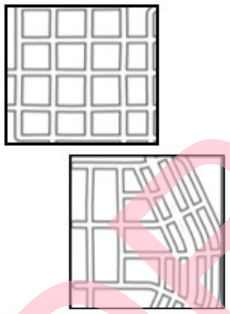
SECONDARY LAND USES: Parks, schools, small-scale retail along edges.

PUBLIC / CIVIC SPACE: Minimum required: 20%

- Parks, pocket parks, playgrounds

URBAN FORM

Block form: Grid, modified grid.
Block size: 3,000 ft. perimeter (1,000 ft. side)
Lot width: Determined by zoning
Setbacks: Determined by zoning, 30+ ft.



PLACE TYPE TRANSITIONS

To General Neighborhoods - Smaller lots and buffers.

To Edge Neighborhoods - Larger lots and greenbelt buffers.

NEIGHBORHOOD: Edge

1.1 Dwellings / acre

1 - 2 Stories

PRIMARY LAND USE: Large lot single-family detached homes, estate homes, clustered cottages

SECONDARY LAND USES: Rural business, farms, agri-tourism

PUBLIC / CIVIC SPACE: None required if all lots exceed 40,000 SF

URBAN FORM

Block form: Informal
Block size: N/A
Lot width: 100+ ft.
Setbacks: Deep
Parking: N/A

PLACE TYPE TRANSITIONS

- **To Suburban Neighborhoods:** Gradually increase lot sizes, use greenbelts or conservation buffers.
- **To Rural Lands:** Clustered housing with significant open space preservation, minimal Infrastructure extensions.

General description - see Foley's Subdivision Regulations or Zoning Ordinance for specific requirements

15

Overlay Districts & Economic Development

Introduction

The City of Foley stands at the threshold of a transformative economic era. This chapter of the *Comprehensive Plan* articulates a forward-looking strategy that merges economic development with land use planning, urban design, placemaking, and quality-of-life investments. It envisions a future in which Foley's economy is not only resilient and diversified, but deeply rooted in the community's values and physical identity. The *Zoning Ordinance* will be aligned with the *Comprehensive Plan* to enhance existing Overlay Districts and create new districts to boost Foley's economic diversity and strength.

Planning Principles for Overlay Districts

Foley's economic prosperity depends on cultivating places where people want to live, work, and visit. As seen in thriving peer communities, the strongest economies are deeply place-based and experience-driven. The economic development framework in this plan emphasizes:

1. *Form-based Codes:* Adopting form-based codes creates predictable, high-quality built environments that invite more businesses and patrons.

2. *Strategic Clustering of Complementary Land Uses:* Higher-density commercial use concentrates consumer activity, increases foot traffic, and drives higher spending per square foot. Resisting sprawl and concentrating commercial developments along

Corridors, in mixed-use Nodes, and in designated Employment Centers increases retail density.

3. Mixed-Use & Multi-Functional Development: Adaptive reuse and infill Downtown and along corridors improve land productivity and increase per-acre revenue without extensive new infrastructure costs.

4. Diverse Housing & Employment Options: By blending residential and commercial uses, Foley can support local businesses and enhance quality of life for residents while sustainably managing growth and maintaining a balanced economy.

5. Integrate Culture, Nature, & Commerce: Retail Nodes (Downtown, Village Centers, and Neighborhood Centers) foster synergy by co-locating retail, dining, and services in attractive, pedestrian-friendly formats.

Implementation Strategies

This plan positions Foley to adapt and thrive amid continued demographic and economic growth by marrying sound fiscal policy with bold placemaking investments that support sustainable growth and a resilient economy.

15.1 Industrial Development: While attracting industrial development remains challenging, Foley's Industrial Districts provide a solid foundation for growth in this sector. These initiatives will enhance Foley's competitiveness in attracting industrial businesses and diversifying the economic base.

- Bolster industrial growth through targeted infrastructure improvements within the SR 161 (Foley Beach Express) Industrial Park.
- Develop marketing strategies that highlight Foley's proximity to major transportation routes and regional labor markets.
- Partner with educational institutions and workforce development programs to attract industries seeking a skilled local workforce.

15.2 Retail & Commercial Development: In Alabama, cities like Foley rely heavily on local retail sales tax to fund essential municipal services. A high-functioning retail environment is therefore vital to fiscal sustainability. Place Types contribute to higher economic activity by enhancing the appeal and efficiency of commercial areas.

- Adopt form-based codes to create predictable, high-quality built environments that invite more businesses and patrons.
- Concentrating commercial development along Corridors, in mixed-use Nodes, and in designated employment centers increases commercial density. Higher-density concentrates consumer activity, increases foot traffic, and drives higher spending per square foot.
- Support experience-based retail that engages customers through unique, interactive, and social activities, encouraging longer visits and repeat spending. As one example, Tanger

Outlets is rebranding as a lifestyle center that includes hotels, entertainment options, and experiential retail elements.

- Plan for nighttime economic activity to expand daily spending windows and create jobs in dining, entertainment, and cultural venues.
- Schedule public events and civic programming to drive traffic and spending by animating commercial areas with reasons to gather.
- Avoid approving outdated, one-dimensional strip commercial developments in both new growth and infill/redevelopment areas that restricts connectivity, walls off deep parcels, and limits diversified economic activity. The City should apply commercial block and connectivity standards and preserve key view corridors to improve access and open deeper sites for additional commercial and mixed-use development. Priority should be given to nodal, mixed-use, and context-sensitive development at primary economic locations to maximize land productivity and support a resilient, long term sustainable tax base.

15.3 Other Employment Centers:

- Establish performance zoning and metrics that allow for evaluation of economic needs and identify areas for targeted development or reinvestment.

Downtown Foley Overlay District: A Walkable, Cultural Anchor

Vibrant downtowns consistently show higher returns in economic output, property value growth, and small business formation. Foley's historic Downtown is one of its most valuable economic development assets. A Downtown Overlay District ensures walkable form and compatible infill, maintaining charm and expanding economic use.

Each intervention here boosts economic activity by:

- Attracting residents, workers, and tourists through aesthetic quality and cultural vibrancy
- Supporting small businesses with visibility, walk-in traffic, and shared infrastructure
- Creating a destination for leisure and community gathering, which fuels consumer spending

Implementation Strategies

15.4 Foley Main Street: Continue support for the Foley Main Street program to boost coordination and entrepreneurship.

15.5 Mixed-use Development: Encourage vertical and horizontal mixed-use buildings to support a 24/7 population that fuels adjacent businesses.

15.6 Enhance Public Spaces: Increase or enhance existing small-scale public spaces that offer locations for outdoor dining,

live music, and markets. Encourage pocket parks, public art, and events.

15.7 Connectivity: Add transit and greenway linkages to expand accessibility for workers, visitors, and residents.

Tourism and Entertainment Overlay District (TED)

When integrating tourism-related development—often characterized by increased traffic, noise, and crowding—careful planning is essential to minimize conflicts with traditional residential and community areas. Establishing defined zones or transition areas for tourism and residential uses can help maintain harmony and support both the City's character and economic vitality.

This strategy focuses on developing a vibrant, destination-quality district where hospitality, entertainment, dining, shopping, and recreation are closely integrated in a pedestrian-oriented setting. The TED will serve as the policy and regulatory framework to guide future development and redevelopment within the designated Tourism District. This overlay is designed to create consistency in form, enhance design quality, and manage the relationship between tourism-focused development and surrounding residential and commercial uses.

Tourism is a primary driver of economic activity in Foley. A mixed-use district encourages longer visitor stays, increased spending, and a year-round economy. The TED would increase economic activity in the following ways:

- Clustered uses create synergy: visitors can shop, dine, and recreate in one visit.
- Hotels and attractions generate direct sales, room tax, and job creation. Extending visitor stays increase revenue from lodging, dining, and shopping.

- Pedestrian-friendly design encourages exploration and greater per-visit spending.
- Year-round programming stabilizes revenue and helps counter seasonality in tourism. Culinary and cultural experiences add value beyond basic retail.

Location Criteria

- Proximity to the Foley Sports Tourism Complex and OWA Parks & Resort to capture visitor traffic.
- Visibility and accessibility from major transportation corridors, including SR 161 (Foley Beach Express) and County Road 20.
- Availability of General Neighborhoods or civic space as transitional buffers adjacent lower density neighborhoods.
- Availability of large or underutilized parcels that can support destination-scale development and coordinated infrastructure.
- Walkability and connectivity to Downtown, Graham Creek Nature Preserve, and Tanger Outlets via trail, shuttle, or branded wayfinding.
- Opportunity for integration with stormwater management and green infrastructure systems.

Development and Design Guidelines

- Minimum two-story building height with activated ground floors
- Required public space elements (plazas, pocket parks, seating areas)
- Coordinated signage and branding consistent with district identity
- Pedestrian-friendly block sizes, reduced curb cuts, and shared access drives
- Integrated stormwater facilities (bioswales, rain gardens, permeable pavement)
- Structured and shared parking with centralized mobility hubs

Foley will use a district-based approach to planning and investment, ensuring public infrastructure (roads, drainage, lighting, and mobility) is phased to support private development.

IMPLEMENTATION STRATEGIES

15.8 Create Overlay District and Master Plan. The District and Plan will enable flexible, high-performing development that ensures phasing and infrastructure readiness and encourages investment.

15.9 Create a Business Improvement District (BID) to support branding, marketing, event programming, and maintenance of common areas.

15.10 Improvements: Invest in stormwater improvements and green space to increase walkability, sustainability, comfort, and market appeal.

15.11 Cluster Uses: Cluster hospitality and entertainment uses that encourage cross-spending and synergy among businesses.

Medical & Health Innovation District

Healthcare is one of the fastest-growing and most stable employment sectors, generating year-round high-wage jobs. Medical services are among the highest-multiplier sectors. Each healthcare job supports 1.5 to 2.3 jobs in other sectors. This strategy builds on the growth and rebranding of South Baldwin Regional Medical Center—now known as Baldwin Health—and Foley's aging demographic to establish the City as a premier regional hub for health care, medical education, and biomedical innovation.

Foley has the opportunity to move beyond a traditional healthcare district and develop a full-scale Medical and Health Innovation District that includes care delivery, wellness, clinical training, and research in medical technology and life sciences. An expanded Medical District could boost Foley's economy in the following ways:

- Medical technology and life sciences investment diversifies the economy and attracts federal, state, and private capital.
- Training facilities and simulation labs increase the local supply of skilled workers, reduce workforce gaps, and reduce talent outmigration.
- Health innovation districts serve as regional anchors, and enhance regional competitiveness by drawing conferences, medical tourism, and professional gatherings.
- Health-focused design features improve long-term livability, attracting retirees, workers, and patients alike.
- Investment in medical technology and research attracts year-round high-wage industries and supports startup ecosystems.
- Baldwin Health's role as a regional anchor creates a ripple effect through housing, hospitality, retail, and wellness services, creating a larger economic footprint.

Location Criteria

- Proximity to Baldwin Health and other existing medical facilities and services.
- Visibility and accessibility from major transportation corridors, including SR 161 (Foley Beach Express) and SR 59.
- Availability of Core and General Neighborhoods or civic space to buffer adjacent lower density neighborhoods.

- Availability of underutilized parcels that can support infill and redevelopment.
- Walkability and connectivity to Downtown, transit services, and greenways via trail, shuttle, or branded wayfinding.
- Opportunity for integration with stormwater management and green infrastructure systems.

Implementation Strategies

15.12 Create Medical Overlay District and Master Plan: The District and Plan will enable flexible, high-performing development that ensures phasing and infrastructure readiness and encourages investment.

15.13 Establish Partnerships: Establish dedicated medical research and innovation facilities through partnerships with universities and healthcare networks to expand training and continuing education. Partnerships support talent pipelines and retain graduates

15.14 Complementary Services: Support the development of simulation labs, training centers, and continuing education hubs that serve regional healthcare providers.

15.15 Recruitment: Recruit specialty care providers and medical researchers.

- Development of flexible lab and office space for biotech startups and clinical research affiliates.
- Support housing and services that attract and retain healthcare professionals

- Build a cohesive district identity that combines healing environments, walkable blocks, and integrated green infrastructure.

Nature-Based Tourism and Green Infrastructure District

This strategy leverages Foley's environmental assets—particularly Graham Creek and the Wolf Bay watershed—to expand eco-tourism, recreation, and wellness-based outdoor experiences. These natural anchors serve as catalysts for adjacent hospitality, outdoor outfitters, eco-lodging, and environmental education services. Trail development, water access, and interpretive features build a regional identity around Foley's rich ecology.

National best practices show that integrating green infrastructure and outdoor recreation creates economic returns while protecting long-term environmental health.

- Outdoor recreation generates high-value, sustainable tourism spending with minimal infrastructure cost.
- Trail systems and greenways increase adjacent property values and attract development.
- Eco-tourism attracts visitors who spend more per trip and tend to return frequently.
- Outdoor recreation drives tourism spending in lodging, dining, and gear.
- Eco-education and trails generate jobs in guiding, interpretation, and maintenance.
- Green infrastructure reduces public costs for stormwater and enhances property value. Nature-based tourism produces significant economic benefits while protecting environmental quality.

Implementation Strategies

15.16 Revise Greenway Plan: Revise and adopt the Greenway and Trails Plan to link Neighborhoods and Nodes to parks, including the Graham Creek Nature Preserve.

15.17 Regulatory Changes: Amend ordinances and regulations to encourage connectivity to the Greenway Plan through the contribution of rights-of-way and construction of sidewalks and multi-use paths.

15.18 Graham Creek Gateway: Create a Graham Creek Gateway Zone that serves as an outdoor recreation hub.

15.19 Balance Conservation & Growth: Enhance conservation tools that protect critical environments while allowing smart growth, including enhanced wetland/stream buffers and stormwater management techniques.

Employment Opportunity Districts

This strategy promotes the development of small-scale production, clean industry, and maker-focused entrepreneurship within designated Employment Opportunity Districts and Creative Enterprise Zones. These areas provide space for value-added production, fabrication, and innovation in places that respect the urban or suburban context.

Inspired by places like Asheville's River Arts District and East Nashville's Neuhoff District, Foley's plan supports artisan production, food manufacturing, and studio spaces embedded in mixed-use environments with public visibility and foot traffic. These zones are ideal for adaptive reuse and infill, and can be scaled incrementally. Light industry and artisan production provide essential economic resilience.

- Local production keeps economic value circulating within the community.
- Small-scale manufacturing diversifies the economy, generates value-added exports, and provides jobs at multiple skill levels.
- Creative enterprise zones attract visitors and support retail, dining, and culture.
- These zones can be built incrementally with relatively low public infrastructure investment.
- Flex space reduces barriers to entry for entrepreneurs.

Implementation Strategies

15.20 Establish Creative Enterprise Zones to encourage mixed-use production and retail

15.21 Business Incubators: Encourage business incubators and co-working support start-ups to accelerate growth

15.22 Infrastructure Improvements: Plan for the expansion of broadband and infrastructure to ensure sites are viable and competitive.

Scenic Byway Overlay

This strategy builds on Foley's location within the Coastal Connection Scenic Byway as a cultural and natural gateway to Alabama's Gulf Coast. Foley can maximize this asset by curating its visual identity, improving corridor aesthetics, and connecting interpretive storytelling to cultural and natural heritage sites.

National Scenic Byways have shown that coordinated corridor branding, interpretive infrastructure, and place-based retail and hospitality attract visitors who stay longer, explore more, and spend more per visit.

- Enhance Foley's visibility to regional and national tourism markets.
- Boost discretionary spending by emotionally connecting visitors to the place.
- Encourage extended stays by linking Foley to regional destinations.
- Attract grants and investment through designation and collaborative marketing.
- Corridor enhancement increases land values and supports visitor experiences.
- Heritage and eco-tourism attracts a more affluent, repeat-visit demographic.
- Interpretive programming extends dwell time and connects visitors to local businesses.

Scenic byways are proven economic engines. Communities that leverage their identity attract cultural tourism and discretionary spending.

15.23 Branding & Marketing: Enhance Scenic Byway branding, marketing, and infrastructure improvements that reinforce Foley's role as a regional gateway.

15.24 Create "Storytelling" Infrastructure: Establish kiosks, public art, signage and other methods of "storytelling" to deepen visitor engagement.

15.25 Funding Sources: Seek state and federal funding opportunities for improvements.

Conclusion

Foley's economic strategy is a people-first, place-based roadmap to enduring prosperity. Each initiative outlined in this chapter is grounded in proven results: quality public spaces foster business activity; investment in healthcare, tourism, and green infrastructure

delivers jobs and resilience. By aligning land use, urban design, fiscal planning, and regional coordination, Foley ensures that economic development serves not only the bottom line, but the broader goal of making the City a great place to live, work, and visit.

16

Special Use Place Types

Introduction

Not all land uses fit neatly within traditional categories of "permitted" or "prohibited." Some uses—those that have potentially disruptive physical, visual, operational, or contextual impacts—are better handled through calibrated zoning and urban design tools. These uses often serve legitimate economic or civic functions but pose risks when they are misaligned with neighborhood character, infrastructure capacity, or walkability goals.

Rather than outright prohibition, a Place Type framework provides a structured, context-sensitive strategy for integrating high-impact or disruptive uses. This strategy not only supports high-quality development, but also builds trust among citizens, developers, and staff by making standards clear, enforceable, and grounded in local context. Drawing from best practices across the U.S. and tailored to Foley, the following framework supports a more nuanced solution than blanket zoning categories.

Planning Principles for Special Uses

Place Types define not just land use, but the physical character, urban form, intensity, and compatibility of each area. Within this system, special uses are permitted conditionally, based on how well they conform to these contextual expectations. This approach balances three key goals:

Livability: Protect walkability, visual quality, and neighborhood integrity

Flexibility: Allow economic uses when properly mitigated.

Predictability: Provide clear standards for site planning and review.

High Impact Special Uses

High Impact Special Use Districts apply to large scale, infrastructure-intensive, high-security, or ecologically sensitive land uses that do not align with typical residential, commercial, or employment Place Types. These areas are essential for public safety, infrastructure, recreation, or economic functions but require thoughtful planning to mitigate impacts on surrounding neighborhoods and ecological systems. This Place Type accommodates facilities that demand large footprints, attract regional-scale visitors, require security separation, or provide regional environmental value. Best practice approaches emphasize ecological integration, walkability for public-facing uses, contextual edge treatments, and preservation of landscape character.

Applicability

Apply the High Impact Special Use Place Type to sites that meet two or more of the following:

- Sites exceeds 25 acres
- Daily visitation or employment exceeds 1,000 people
- Involves large-scale infrastructure or secure operations (e.g., airport, prison, landfill)
- Requires buffered, limited-access site design (e.g., stadiums, wastewater plants)
- Facilities with regional impact, secured perimeter, specialized infrastructure, or environmental impact
- Not compatible with adjacent neighborhood-scale development due to traffic, noise, or use intensity

High Impact Special Use areas must be located in coordination with environmental resources, infrastructure capacity, and compatible transitional edges.

Planning Principles for High Impact Uses

1. Siting Principles

Industrial, large commercial, or environmentally sensitive uses must locate:

- Adjacent to regional transportation infrastructure: arterials, highways, rail corridors
- Away from residential Place Types unless full buffering (200–300 ft.) and transitional use is provided
- Avoid critical environmental zones: FEMA floodways, jurisdictional wetlands unless mitigated, high groundwater recharge or riparian habitats

2. Co-Location & Compatibility

- Where possible, co-locate compatible uses (e.g., transit, training centers, public safety hubs)
- Avoid adjacent siting of multiple high-impact uses (e.g., landfill and a stadium)
- Use civic spaces to soften site character: plazas, amphitheaters, education gardens, or trailheads

3. Environmental Mitigation

If proximity to environmentally sensitive areas is unavoidable:

- Require a 300 ft. naturalized setback or ecological buffer
- Incorporate pervious surfaces, bioswales, and habitat preservation as part of open space
- Integrate stormwater features as green infrastructure with dual ecological/recreational function
- Require Environmental Site Plans (ESP) for developments larger than 50 acres
- Preserve native soils, limit grading, retain existing tree canopy, and incorporate landscape restoration strategies

4. Design-Based Mitigation

- Sound walls or berms for noisy operations (e.g., logistics, event venues)
- Full-cutoff lighting, no spillage beyond property edge
- Opaque screening for service yards, docks, utility equipment
- Tree canopy preservation and complete street edge landscape requirements
- Utilize naturalistic stormwater basins and topography-based site layout for large parcels

5. Mobility & Public Access Design

- Transit stops, shuttle services, and trailhead connections required where applicable
- Shared-use trails or greenway segments along public-facing edges encouraged
- Nature preserves must integrate with citywide greenway, flood mitigation corridors, and wildlife pathways

6. Traffic & Circulation

- Separate service and visitor entries with clear internal circulation
- On-site queuing and loading; no truck stacking on public roads
- Signalization and turn lanes coordinated with transportation plan
- Preserve unpaved trail or limited vehicular access options for parklands and preserves
- Incorporate emergency-only access connections with vegetative screening

7. Civic/Public Realm Requirements for High-Visitation Uses

- Malls, stadiums, sports complexes must include at least one civic space feature: Public plaza, promenade, amphitheater, sculpture garden, or trailhead
- Education and institutional campuses must include a quadrangle or green commons.
- Parks and preserves must provide public access elements such as trailheads, shelters, interpretive signage, observation decks, and wildlife overlooks where compatible

8. Reuse and Conversion Guidance

- Encourage legacy Special Use sites (e.g., former industrial campuses) to convert to innovation districts, civic campuses, or mixed-use employment centers where feasible
- Require reuse plans to address remediation, adaptive building forms, and context transitions

This guidance ensures that Special Use districts remain functional, context-sensitive, and contribute to Foley's long-term community form, environmental quality, and character-driven land use framework.

IMPLEMENTATION STRATEGIES

To integrate this policy effectively into Foley's land development framework, the following tools will be employed:

16.1 Place Type Compatibility Table: Each use in the matrix is tied to compatible Place Types, ensuring alignment with urban form, infrastructure, and community goals.

16.2 Zoning Code Integration: These uses will be handled through a revised use table in the *Zoning Ordinance*, which includes conditions and cross-references to design standards.

16.3 Special Use Permits (SUPs): Uses with heightened impact will require discretionary review tied to location, form, and performance.

16.4 Overlay Zones: Areas like historic cores, rural corridors, and tourist districts may use overlays to add contextual regulations for specific uses.

16.5 Form-Based Standards: Site-specific design rules, such as setbacks, frontage type, transparency, queuing lanes, and signage restrictions, will shape how uses interact with the public realm.

16.6 Performance Standards: Operational conditions—like hours of operation, noise limits, lighting, and traffic impact—will ensure land uses function in harmony with surroundings.

PLACE TYPE GUIDANCE FOR SPECIFIC SPECIAL USES

There are numerous possibilities for Special Uses. The general guidelines provided here are for some of the most commonly occurring uses. Refer to the *Subdivision Regulations* and *Zoning Ordinance* for complete requirements.

Recreational Vehicle (RV) Parks

Purpose and Planning Vision

RV Parks are appropriate only in locations where natural features, recreational amenities, or rural character support a low-intensity, short-term living arrangement. These developments must follow a conservation-based layout, prioritize open space and native landscaping, and provide walkable internal circulation. RV Parks must not appear as long rows of unbuffered pads but instead as a park-like setting.

Permitted Place Types (With Design Constraints)

PLACE TYPES	*CONDITIONS*
Rural Corridor	Conditional Use; must include conservation design and preserve ≥30% open space
Edge Neighborhood	Conditional Use; minimum 7 acres; civic green required; woodland buffer encouraged
Tourism Overlay Area	Conditional Use; must support adjacent recreational/tourism land uses
All Other Place Types	❌ Not Permitted

Mini-Warehouses (Self-Storage)

Purpose and Planning Vision

Mini-warehouses must be integrated in a way that does not compromise corridor design, walkability, or adjacent development character. These uses are acceptable only in limited contexts where auto-focused access can be accommodated and where the design includes effective screening, buffering, and form treatments. The frontage must maintain the appearance of a commercial or employment use, with storage screened from public view.

Permitted Place Types (With Design Constraints)

PLACE TYPE	CONDITIONS
Commercial Corridor	Conditional Use; must include liner building or civic edge; no doors facing ROW
Employment Center	Permitted by-right with screening, internal circulation, and form compliance
Suburban Corridor	Conditional Use; access must be internalized; parking and loading must be screened
All Other Place Types	❌ Not Permitted

Manufactured Housing Parks (MHPs)

Purpose and Planning Vision

Manufactured Housing Parks shall be permitted only when designed as form-based, pedestrian-scaled neighborhoods that reinforce civic identity, ecological preservation, and architectural compatibility. These developments must move beyond the "trailer park" legacy and instead adopt the characteristics of complete neighborhoods—emphasizing human-scaled streets, connected civic spaces, and transition edges that are context-sensitive.

Permitted Place Types (with Design Constraints)

PLACE TYPE	CONDITIONS
Edge Neighborhood	Cottage court or mews format; must include civic green; architectural continuity required
Suburban Neighborhood	Conditional use; min. 7 acres; liner building edges required if adjacent to residential Place Types; must integrate street trees and porches
Rural Corridor	Permitted only as clustered hamlet; preserve >50% contiguous open space; support agrarian character
All Others	❌ Not Permitted

Auto Repair Stores and Shops

Purpose and Planning Vision

Auto repair and service facilities may be permitted only when their design mitigates impacts on the public realm and adjacent uses. All operations must be visually screened, architecturally compatible, and context-sensitive—especially when located near residential or walkable Place Types. The public-facing experience must resemble that of a commercial or flex building, not a service yard.

Permitted Place Types (with Design Constraints)

PLACE TYPE	CONDITIONS
Commercial Corridor	Conditional Use; service bays must not face ROW; architectural standards required
Suburban Corridor	Conditional Use; limited to interior parcels or side streets; screening required
Employment Center	Permitted by-right with full screening and internal service orientation
All Other Place Types	❌ Not Permitted

Gas Stations and Convenience Stores

Purpose and Planning Vision

Gas stations and convenience stores may be permitted only when designed to align with the form, public realm, and frontage character of the surrounding Place Type. These uses must avoid creating auto-dominated frontages and must integrate reverse-oriented or architecturally enhanced site designs. They are appropriate only at commercial nodes or corridors, and must transition sensitively near walkable areas, civic spaces, or building-lined streets**.**

Option 1 & 2 details will be provided in the Zoning Ordinance

Permitted Place Types (with Design Constraints)

PLACE TYPE	CONDITIONS
Commercial Corridor	Conditional Use; reverse-oriented (Option 1) required on key intersections or Civic Frontages
Suburban Corridor	Conditional Use; Option 2 permitted only on interior parcels; front buffer required
Employment Center	Conditional Use; permitted only on internal access roads; screened canopy required
Rural Corridor	Conditional Use; rural station form; canopy must be architecturally treated
All Other Place Types	❌ Not Permitted

Drive-Thru Restaurants

Purpose and Planning Vision

Drive-thru restaurants may be permitted only when designed to support corridor form and reinforce the public realm. These uses must maintain street wall continuity, limit auto-dominant frontage elements, and incorporate site layouts that reinforce walkability, transitions, and character compatibility—especially near civic frontages and walkable Place Types.

Permitted Place Types (with Design Constraints)

PLACE TYPE	CONDITIONS
Commercial Corridor	Conditional Use; Option 1 required near Civic Frontages and intersections
Suburban Corridor	Conditional Use; Option 2 permitted with full buffer and internal lane
Employment Center	Conditional Use; side/rear lane only; pedestrian entrance required
All Other Place Types	❌ Not Permitted

Big Box Stores

Purpose

The purpose of this section is to guide the design and placement of large-format retail and service uses ("big box" stores) in a manner that supports the long-range goals of Foley's Place Type Plan: walkable form, context-sensitive design, economic vitality, and preservation of visual integrity along key corridors. This policy ensures large-scale commercial developments:

- Reinforce the urban structure and block network.
- Maintain active street edges and pedestrian orientation.
- Preserve visual corridors along key thoroughfares.
- Contribute to the economic vitality of the community through well-integrated, context-sensitive retail that enhances surrounding property values and encourages local reinvestment.

Applicability

Big box retail and service uses (structures over 25,000 sq. ft.) will be limited to locations with direct frontage on designated arterial roadways, ensuring adequate access, regional visibility, and infrastructure capacity. Such uses may be conditionally permitted on major collector roadways only when all the following are met:

- The site is located at or near a significant intersection or designated Node in the Place Type Plan.
- The development integrates into a perimeter block structure and includes active street-facing frontages.
- Design incorporates context-sensitive transitions to adjacent neighborhoods, including buffering, access controls, and pedestrian orientation.
- Transportation and infrastructure analyses confirm that access, safety, and capacity will be maintained without degrading neighborhood or corridor function.

Permitted Place Types (with Design Constraints)

PLACE TYPE	LOCATION GUIDANCE
Commercial Corridor	Located along primary arterials (e.g., SR 59, US 98) at major intersections. Design must support block formation, pedestrian access, and visual corridors.
Suburban Corridor	May be located at major collector or arterial nodes. Requires landscape buffers, perimeter blocks, and architectural transitions to adjacent uses.
Village Center	Permitted only as concealed anchors within mixed-use blocks. Must not front primary streets directly; liner buildings and active frontages required.
Neighborhood Center	Permitted only at collector/arterial intersections and must use liner buildings and form-based massing to ensure neighborhood compatibility.
Transition Zones	Located adjacent to civic campuses, hospitals, or employment hubs. Must emphasize civic architecture, pedestrian scale, and multimodal access.
✗ *Not Permitted in: Urban Core Downtown, Urban Neighborhood, Edge Neighborhood, Conservation, Agricultural/Working Lands*	

PART IV

Place Type Map

17

Place Type Map

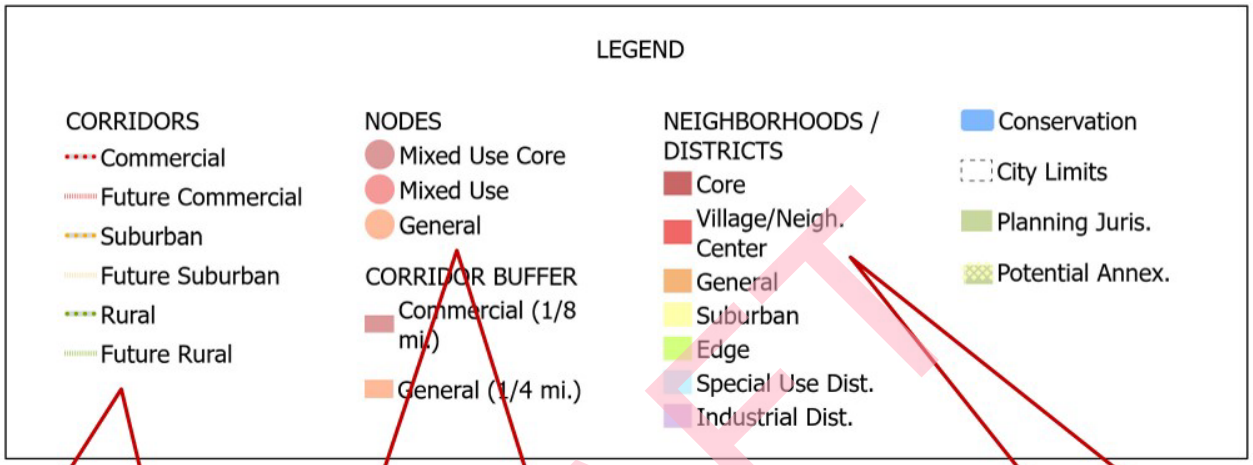
Introduction

Foley's previous comprehensive plans included a "Future Land Use Map" (2008) and "Sector Plans" (2022) to guide growth. This Place Type Map incorporates elements of those plans and aligns them with the Place Type framework. The map provides a spatial reference to guide decisions about land use, zoning changes, development proposals, capital investments, and new initiatives.

How to Use the Map

1. *Place Type:* Determine the assigned Place Type(s) for the proposed development by using the Place Type Map. A more detailed version of the map will be available on the City of Foley's Planning & Development Services (PDS) website.
2. *Zoning:* Determine the zoning classification of the subject property using Foley's GIS Zoning Map on the PDS website
3. *Compatible Developments*: If the proposed development is compatible with both the zoning classification and assigned Place Types, proceed with the application and review process.
4. *Incompatible Developments:* If the proposed development is NOT compatible with either the zoning classification or assigned Place Type, contact PDS staff to discuss options for rezoning or amending the Place Type Map (refer to Chapter 18). Proposals should meet the strategic and planning principles outlined in this *Comprehensive Plan*.

How to Read the Place Type Map

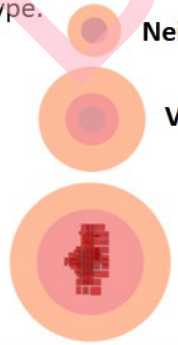


CORRIDORS - Refer to **Chapter 13** for details about Corridor Place Types and associated planning principles and implementation strategies.

Along Commercial Corridors, the orange buffer (1/4 mile) is associated with the General Neighborhood Place Type. The red buffer (1/8 mile) is associated with commercial use.

NODES- Refer to **Chapter 12** for details about Node Place Types and associated planning principles and implementation strategies.

Dark and light red (Core Neighborhood, Village & Neighborhood Centers)are associated with mixed residential and commercial use. Orange is associated with the General Neighborhood Place Type.



Neighborhood Center (¼ mi. radius)

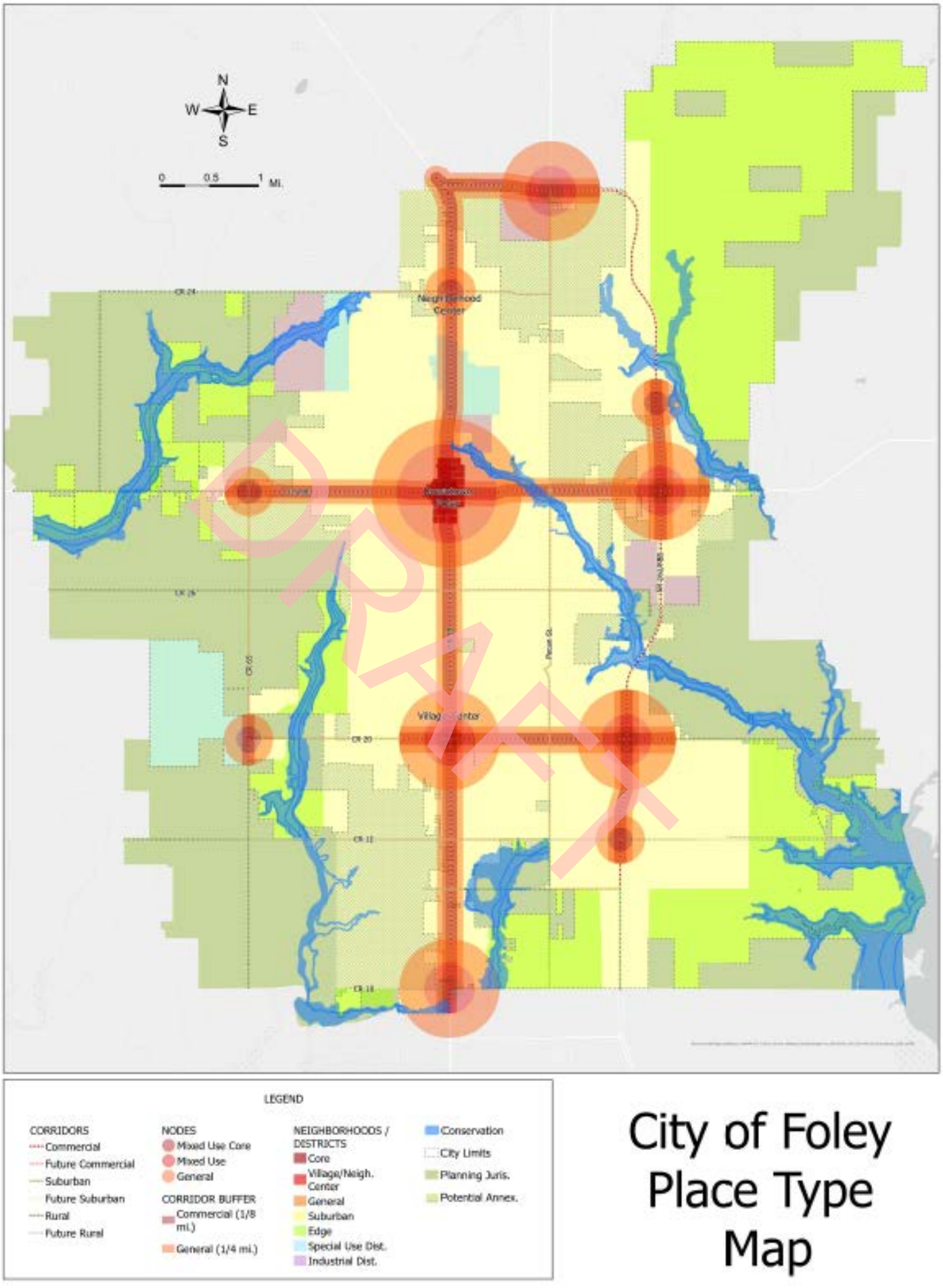
Village Center (1/2 mi. radius)

Downtown Foley (3/4 mi. radius)

NEIGHBORHOODS / DISTRICTS - Refer to **Chapter 14** for Neighborhood Place Types and **Chapters 15-16** for Overlay and Special Use Districts and their associated planning principles and implementation strategies.

The **Planning Jurisdiction** is associated with the Edge Neighborhood Place Type.

The **Conservation Place Type** is associated with waterways and flood zones.



City of Foley Place Type Map

18

Calibrating & Modifying the Place Type Map

Introduction

This guide provides a methodology for Foley Planning staff to calibrate and implement Place Types through the *Comprehensive Plan's* Place Type Map. It outlines how to translate calibrated Place Types into actionable zoning reform via the modification and replacement of existing zoning districts. The methodology is grounded in field observation, GIS spatial analysis, and regulatory calibration to align with the City's context-sensitive, character-based planning goals.

Calibration Process Overview

STEP 1: Conduct Field Surveys

Goal: Identify physical characteristics and development patterns that define Foley's existing and desired Place Types.

Method:

- Select representative blocks across Foley (e.g. Historic Downtown, Medical District, SR 59) exhibiting the urban design of the area.
- Determine land use categories.
- Record built form conditions:
    - Lot size and width, setbacks, building heights and use
    - Frontage types (e.g., porch, stoop, shop front)
    - Street types, sidewalk widths, parking configuration

- Civic and open space locations
- Standardize documentation using datasheets and photos.

STEP 2: Compile GIS and Tax Assessor Data

Goal: Create a spatial database of land use and physical form indicators.

Method:

- Gather parcel and zoning data, land use layers, and assessor records.
- Include attributes such as year built, dwelling units, assessed value, and property size.
- Integrate into a GIS platform for visual analysis.

STEP 3: Evaluate Permitting and Occupancy Data

Goal: Detect patterns of redevelopment, vacancy, and underutilization.

Method:

- Analyze building permits, code enforcement records, and occupancy data.
- Identify areas experiencing change (e.g., infill, corridor reinvestment) or decline.
- Cross-reference with physical and GIS data.

STEP 4: Analyze Built Form Using Aerial Imagery

Goal: Confirm and extend field observations using aerial and street-view tools.

Method:

- Use Google Earth and the Baldwin County Revenue Commission to map form patterns, building footprints, and vegetation.
- Identify access points, civic structure patterns, and block scale.

STEP 5: Extract Built-Form per Place Type

Goal: Establish design and use metrics typical of each Place Type.

Method:

- Synthesize field, GIS, and imagery data to define local form metrics:
  - Lot dimensions, setbacks, building heights
  - Frontage type mix and transparency
  - Block size and civic space frequency
- Create a profile summary for each Place Type.

STEP 6: Calibrate Standards for Modified Zoning Districts

Goal: Translate Place Type patterns into standards for zoning reform.

Method:

For each proposed zoning district aligned with a Place Type:

- Define allowed building types and form standards
- Calibrate minimum/maximum setbacks, heights, frontage build-out
- Assign parking configurations and access standards
- Integrate allowable uses by building type and floor level

Output:

- Dimensional standards table
- Land use matrix by modified zoning district
- Frontage and building type

STEP 7: Assign Place Types in Future Land Use Plan

Goal: Map Place Types citywide to shape land use and zoning boundaries.

Method:

Overlay:

- Physical form conditions
- Land use trends and environmental constraints
- Infrastructure and corridor functions

Assign:

- Core: Historic Downtown, Civic District
- Village Centers: Nodes at major intersections
- Suburban Neighborhoods: Large-lot single-family areas
- Rural Edge: Low-density, environmentally sensitive zones

Output:

- Future Land Use Map with Place Type overlays

STEP 8: Draft Regulating Plan & Zoning Ordinance Update

Goal: Implement Place Types through modified zoning districts and development regulations.

Method:

Develop a regulating plan identifying:

- Place Type locations and pedestrian sheds
- Permitted building types and frontages per zone
- Civic space locations and street types

Modify the *Zoning Ordinance* to:

- Replace outdated zones (e.g., R-1A, B-2) with calibrated Place Type-based districts
- Introduce form-based standards (building types, frontages, streets)
- Update use tables, review procedures, and incentives

Output:

- Updated zoning map and ordinance sections
- Regulating plan adopted as part of *Comprehensive Plan*

- Staff and public implementation guide

Modifying Place Types and Boundaries

The *Comprehensive Plan's* Place Type Framework guides sustainable, context-sensitive growth and development. While designed for long-term stability, adjustments to Place Types and their boundaries may be necessary to respond to changing conditions, infrastructure investments, or strategic opportunities. This process ensures that all changes support the community's vision and goals.

The Planning Commission, as the City's designated planning agency, holds exclusive authority to initiate, evaluate, and approve adjustments to Place Types and boundaries within the *Comprehensive Plan*.

Requests to Adjust Boundaries

Requests for adjustments may be submitted to the Planning Commission by:

- The Planning Director or City planning staff.
- Elected officials or City departments.
- Property owners or developers.
- Community organizations or stakeholder groups.

Requests must be submitted in writing and include the necessary supporting information (outlined below). Upon receipt of a request, the Planning Commission may elect to initiate a formal review process at its discretion. There is no automatic right to a boundary change based on a request.

Criteria for Considering Adjustments

Boundary adjustments are considered by the Planning Commission when the following conditions are met:

1. Population or employment growth exceeds current capacity for housing, jobs, or services.
2. Catalytic projects (public or private) require expanded or reclassified areas to support investment.
3. Connectivity improvements justify incorporation of adjacent underutilized lands to enhance walkability or multimodal access.
4. Underperformance or fragmentation makes existing boundaries impractical for achieving the desired character and use.
5. Environmental considerations, such as protecting sensitive lands or responding to natural constraints.
6. Evolving community needs, such as changing demographics or market conditions that warrant Place Type reclassification.

Guidelines for Making Adjustments

Proposed changes must:

1. Align with the *Comprehensive Plan* vision, supporting walkability, sustainability, economic vitality, and equitable development.
2. Respect transitions between Place Types, avoiding abrupt changes in scale or intensity.
3. Demonstrate infrastructure capacity, showing that public services and transportation can support the proposed adjustment.
4. Preserve logical boundaries, ensuring contiguous and cohesive Place Types.
5. Be supported by data-driven analysis, including population trends, housing demand, employment shifts, and environmental conditions.
6. Incorporate community input, ensuring public transparency and support.

Procedure for Adjustment

The process for considering adjustments includes the following steps:

1. Request & Initiation

- A written request may be submitted to the Planning Commission at any time.
- The Planning Commission may also proactively initiate adjustments during:
    - Regular Comprehensive Plan updates (every 5 years).
    - Special area plans or strategic studies.
- The Planning Commission determines whether to proceed with a formal review.

2. Required Information & Analysis

For the Planning Commission to consider a request, the following information is required:

- Statement of Intent and Justification, explaining the rationale and alignment with the Plan.
- Site and Context Map, illustrating current and proposed boundaries.
- Land Use and Market Analysis, identifying demand and feasibility.
- Infrastructure Capacity Evaluation, ensuring services can support the adjustment.
- Environmental Review, assessing any sensitive areas.
- Community Engagement Summary, documenting outreach and feedback received.

3. Planning Commission Review & Decision

- The Planning Commission reviews the submitted information and staff analysis.

- Public notification and a hearing may be conducted per local procedures.
- Evaluation is based on:
    - Alignment with *Comprehensive Plan* goals.
    - Adequacy of infrastructure and public services.
    - Potential economic, environmental, and community impacts.
    - Community input.
- The Planning Commission may approve, conditionally approve, or deny the adjustment.

4. Plan Amendment and Mapping

Upon approval:

- The *Comprehensive Plan* and Place Type Map are amended.
- Any related plans or policies are updated for consistency.

MONITORING AND EVALUATION

The Planning Commission regularly monitors Place Type boundaries and conditions as part of:

- *Comprehensive Plan* updates (every 5 years).
- Ongoing review of demographic, housing, and employment trends.
- Strategic initiatives and area-specific planning.

Adjustments are made strategically and selectively to maintain the Plan's integrity while providing flexibility for responsive, context-sensitive growth.

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Annexation Strategy

Introduction

Foley's population and area of Foley have expanded significantly since the *2008 Comprehensive Plan*. While expansion of Foley's city limits is necessary to accommodate projected growth, the City needs an organized and analytical approach for addressing future annexations.

Since Alabama's property tax levels are exceptionally low, annexing large areas of surrounding land under the assumption that the additional property tax revenue will cover the required expansion of City services is flawed and inadvisable. In Alabama, financial sustainability for municipal governments is driven by the retail sales tax. The City of Foley is fortunate to have a strong retail base. The recommendations contained within this *Comprehensive Plan* are grounded upon Foley's reasonable ability to generate significantly increased retail sales tax revenue as the City's residential population expands. An increased residential population translates into greater consumption of goods and services and increased revenues for the City, given that those goods and services are provided by retail establishments located within Foley's corporate limits.

The following policy recommendations serve as a framework and guide for annexation activities:

General Policies

The City of Foley will pursue annexation of contiguous properties within its urban growth area using appropriate methods allowed under state law. Timing of annexation proposals will be determined based on what is most beneficial to the citizens of the community,

which includes incorporated area and unincorporated area within Foley's potential growth area.

Annexation Analysis Criteria

Analyze parcels surrounding Foley's existing corporate boundary for potential annexation using the following critical factors and determinants to guide annexation decisions:

1. Compatibility with Long-term Vision: Assess compatibility with the *Comprehensive Plan's* general philosophy and framework. Analysis could be as simple as a thoughtful discussion comparing the proposed annexation to the Vision & Guiding Principles as outlined in this *Comprehensive Plan*.

2. Revenue Analysis: Assess revenue impacts regarding reasonably anticipated revenue generation. Factors such as planned zoning, potential for retail sales generation, and other factors should be considered.

3. Capital Budgeting Compatibility: Analyze the impact on the City's capital budget for provision of essential services and infrastructure to potential annexation. For undeveloped lands the analysis should consider the cost for provision of City services prior to revenue generation and the expected period of time before revenues meet expenses.

4. Geographical Compatibility: Typically, economies of scale surface when considering annexation of parcels that result in a cohesive and connected city boundary. A logical pattern of growth and development facilitates cost-effective delivery of police, fire and emergency services, and the connection or extension of sewer, water utility and road infrastructure. Consideration should be given to geographical connectivity when considering annexation.

Annexation Phasing Map

Develop a map of desired annexation properties with a high medium and low priority coding. This will assist with prioritization of efforts, and targeted communications toward the requisite property owners.

1. Unincorporated Islands

Foley will actively encourage annexation of unincorporated islands within its projected growth area.

- To the extent possible, Foley will not allow annexations that create new unincorporated islands surrounded by annexed areas.
- Foley will approve annexations that lessen the size of existing unincorporated islands if it is not feasible to annex the entire island.

2. Municipal Boundaries

To maintain efficient City service provision, Foley will discourage annexations that result in irregular municipal boundaries.

- Annexations will include the largest practicable area contiguous to city limits that still results in logical municipal boundaries.
- Foley will approve annexations that lie completely within the potential urban growth area established by the Place Type Map and which are consistent with the policies of this *Comprehensive Plan*.

3. Utilities

- Foley will support extensions of public water and sewer services within the urban growth area that are consistent with sewer and water utility requirements and the Foley Comprehensive Plan.
- Owners of unincorporated properties must annex to receive City water or sewer service if the properties are contiguous to city limits and are configured in a manner that conforms to annexation policies.
- In order to receive City water or sewer service (including on-site community septic systems maintained by the City), the owners of unincorporated properties not required to annex will be required to sign a waiver of protest/special power of attorney agreement which runs with the land and binds the property for future annexation.
- Foley will consider the existing boundaries of Special Use Districts when reviewing annexation proposals. Affected districts will be notified and provided the opportunity to comment on annexation proposals.

GLOSSARY

Active frontage: A building frontage that engages the pedestrian realm through doors, windows, porches, patios, or storefronts.

Active edge: Street frontage with glazing, doors, pedestrian features.

Age in place: The ability of older adults to live safely, independently, and comfortably within their established neighborhood or community for as long as possible. This goal requires accessible homes (or adaptable housing options) and a supportive community environment with accessible services and opportunities for social and civic engagement.

By-right use: A use permitted in a zoning district if it meets all applicable design and development standards; subject to site plan approval.

Character-based design: A planning approach that guides development to preserve or create a specific "sense of place" within a neighborhood. It regulates the physical form and appearance of buildings and public spaces (rather than land use) to ensure new construction is visually compatible and reinforces the area's desired identity.

Charrette: An intensive, collaborative planning workshop where all stakeholders (citizens, designers, and officials) work together to quickly generate a shared, feasible vision and design solution for a planning and design problem.

Civic frontage: A street or block face that fronts a public civic building (e.g., city hall, school, library), park, plaza, or pedestrian-priority corridor. Requires enhanced urban design and prohibits service or drive-thru infrastructure from directly facing the street.

Complete streets: An approach to the planning and design of streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Conditional use: A use permitted only after a public review and approval process, where the Planning Commission evaluates context, compatibility, and potential impacts. Requires a Special Use Permit (SUP) and Site Plan Review.

Context-sensitive design: A design approach that tailors infrastructure design, such as street widths and pedestrian connections, to fit the specific characteristics and needs of the surrounding environment, enhancing functionality, safety, and aesthetics while respecting the local context.

Cottage court: A cluster of small-footprint dwellings arranged around a shared green or courtyard, typically providing a transition between low- and medium-density neighborhoods.

Drive-thru lane: A vehicular access lane used to serve customers directly from their vehicles. Includes drive-thru windows, menu boards, and ordering equipment.

External access point: Where internal streets connect to external streets.

Frontage: Portion of a property or building that directly faces and borders a public thoroughfare such as a street, road, or public open space

Gateway feature: A distinctive architectural or streetscape feature that deliberately marks a major shift in physical character or transportation tempo at a community or neighborhood entrance, using elements like special paving, building massing, arches, or landmark structures, prominent signage to signal an arrival and prompt a reduction in vehicle speed, thus establishing the walkable, human-scaled character of the urban place.

Green infrastructure: A system of natural and engineered components to manage stormwater that mimics natural processes through infiltration, filtration, storage and reuse to prevent flooding and pollution. Some common methods include trees, bioswales, permeable pavement, and rain gardens.

Greenway: A linear corridor of protected open space that is managed for recreation, alternative transportation, and environmental conservation. It is a planning tool to connect and define neighborhoods with safe, non-motorized pathways, preserve waterways and wetlands, and link communities to parks and civic centers.

Human scale: Refers to the design of spaces, buildings, and environments that are proportionate to the physical and perceptual needs of people. It emphasizes creating environments that feel comfortable, accessible, and relatable to individuals, fostering a sense of intimacy and connection.

Infill: Development along major travel corridors that addresses growth pressures while utilizing existing infrastructure. This approach revitalizes underutilized sites, reduces the demand for sprawling outward development, and strengthens connectivity across the city.

Intersection (Node): A point where two or more streets meet.

Leap frog development: A form of urban sprawl where developers bypass immediately adjacent land to build on cheaper, distant parcels. This pattern forces the costly, premature extension and maintenance of public infrastructure (utilities, roads) and results in the inefficient use of municipal resources, increasing the time and miles traveled for all city services (e.g., emergency response and sanitation) while undermining goals for connectivity and walkability.

Liner building: A shallow building placed along the street or edge of a parcel to screen auto-oriented uses such as parking lots, gas pumps, or storage units. Typically 20–30 feet deep.

Major street: As defined in Alabama Code § 11-52-8, a major street is any street designated on a municipality's adopted *Master Street Plan*, intended to carry high volumes of traffic or serve as a primary thoroughfare. These include arterial and collector streets that connect neighborhoods, commercial centers, employment areas, and regional routes.

Massing: The three-dimensional bulk, shape, and perceived size of a building controlled through height, lot width and setbacks. Massing is critical as it defines a structure's visual impact on the public realm and dictates the neighborhood's scale and character.

Mini-warehouse: A storage facility, often self-service, consisting of individual rentable units. May be one or multiple stories.

Mixed use: A design pattern that places diverse, complementary land uses (retail, residential, office) in separate buildings within a single development area or block. From an urban planning perspective, this arrangement is characterized by a compact, interconnected, and walkable layout, often serving as a transitional zone that smoothly blends higher and lower densities across a neighborhood.

Multi-modal street: A street designed to safely accommodate multiple transportation modes, including walking, biking, and driving.

Perimeter block: Development pattern enclosing interior parking/service areas.

Perimeter street length: The total length of boundary roads around the area being studied.

Place Type: A classification of geographic areas based on character, form, and function, as defined in Foley's Comprehensive Plan. Each Place Type includes guidance on land use, density, building form, street character, and public realm expectations.

Placemaking: A collaborative process that focuses on reinventing and activating public spaces (streets, parks, plazas) to reflect the shared needs, character, and vision of the community. It is a people-centered approach that transforms mere space into a strong "place" by maximizing its social, cultural, and economic value.

Rural-to-urban transect: An urban planning model that organizes the built environment along a continuum of zones, from the dense Urban Core to the Natural Rural Preserve. It functions as a framework to regulate development by calibrating all physical elements (building form, density, and street design) to the character appropriate for each zone, creating walkable, integrated communities.

Sense of place: The unique identity and character of a location, comprising the subjective and emotional feelings, memories, and attachments that individuals or a community associate with it. In planning, the concept refers to fostering a strong sense of belonging by reinforcing a community's distinctive physical, cultural, and historical elements.

Service bay: An enclosed area for vehicle maintenance or repair, usually containing lifts and roll-up doors. Bays must be oriented away from Civic Frontages and screened from public view.

Smart growth: An approach to development that emphasizes a sense of place and prioritizes mixed land uses, walkability, preservation of open space and environmentally critical areas, and housing and transportation diversity.

Special use: A use not generally permitted by-right, but allowed through a Conditional Use Permit or additional review. Requires heightened design standards and context-sensitive siting.

Street: A publicly or privately owned right-of-way or easement designed to provide vehicular, bicycle, and pedestrian access and circulation. Streets include all physical elements necessary for mobility and placemaking—such as travel lanes, sidewalks, curbs, planting areas, utilities, lighting, and on-street parking. The design and function of streets must reflect the adjacent Place Type context, as identified in the City of Foley's Comprehensive Plan, and conform

to the Street Typology classification system established in the Subdivision Regulations.

Street segment: A section of road between two intersections.

Street typology: A categorization of streets based on surrounding context, land use, scale, and transportation function.

Transect: Transect-based planning organizes land use and development into a spectrum of environments, representing varying levels of density, intensity, and land use, from rural to urban. This approach ensures context-sensitive and sustainable growth by aligning development with the character and needs of each area.

Transition zone: A spatial or form-based buffer used between differing Place Types (e.g., commercial and residential). May include green space, lower-intensity building forms, or liner buildings.

Transit-oriented development: Urban planning that concentrates high-density development near hubs for public transportation.

View corridor: Unobstructed sightline from public right-of-way to a primary entrance or sign wall.

Village Center: A compact, walkable mixed-use district that serves surrounding neighborhoods.

APPENDIX A VISUAL PREFERENCE SURVEY

Visual Preference Survey

In 2018, the City of Foley initiated a significant update to its 2008 Comprehensive Plan branded as the *Foley Forward Plan*. As part of the public engagement process, over 400 people responded to a Visual Preference Survey for the SR 59 Corridor. A Visual Preference Survey is a planning tool used to gather public input by asking participants to rate a series of images that represent possible development patterns, streetscape improvements, and architectural styles. These visualizations help identify community preferences and priorities in a way that is accessible and engaging.

Survey participants were asked two key questions.

"What would you like to see changed along the AL-59 Corridor?"
Residents identified the following priorities:
- Traffic and road infrastructure improvements
- Enhanced aesthetics
- Thoughtful commercial development
- Improved safety and accessibility
- Expansion of local amenities and services
- Environmental and cultural preservation
- Adoption of traffic management policies

"What is your vision for the future of the AL-59 Corridor?"

The following responses had the most support:
- Improved traffic flow and congestion reduction
- Corridor beautification
- Enhanced pedestrian and bicycle safety
- Support for local businesses and diverse dining options
- Preservation of the corridor's character and natural resources
- A shift toward community-centric development

This survey presented participants with a series of conceptual images illustrating redevelopment scenarios—ranging from infill development and corridor beautification to the transformation of underutilized retail and gas station sites.

These community-driven insights have directly informed the vision and strategies in this Comprehensive Plan, particularly those addressing corridor redevelopment, placemaking, and context-sensitive design.

Note: *Each image in this survey is a conceptual illustration of a potential development scenario and does not represent a specific location in Foley.*

Survey respondents were asked to evaluate a conceptual image representing **walkable, infill-style redevelopment** along the AL-59 Corridor:

311 people responded positively to the top image, with 204 saying *"I like it"* and 107 saying *"I really like it."*

These results indicate strong community support for redevelopment concepts that prioritize walkability, street trees, and distinctive architectural features along the corridor.

Survey participants were asked to evaluate a conceptual redevelopment scenario for **existing retail strip centers** along the AL-59 Corridor, which included adding green space and accommodating additional uses like offices.

Out of the 467 total responses:

- **351 people responded positively to the top image**, with 178 saying *"I really like it"* and 173 saying *"I like it."*

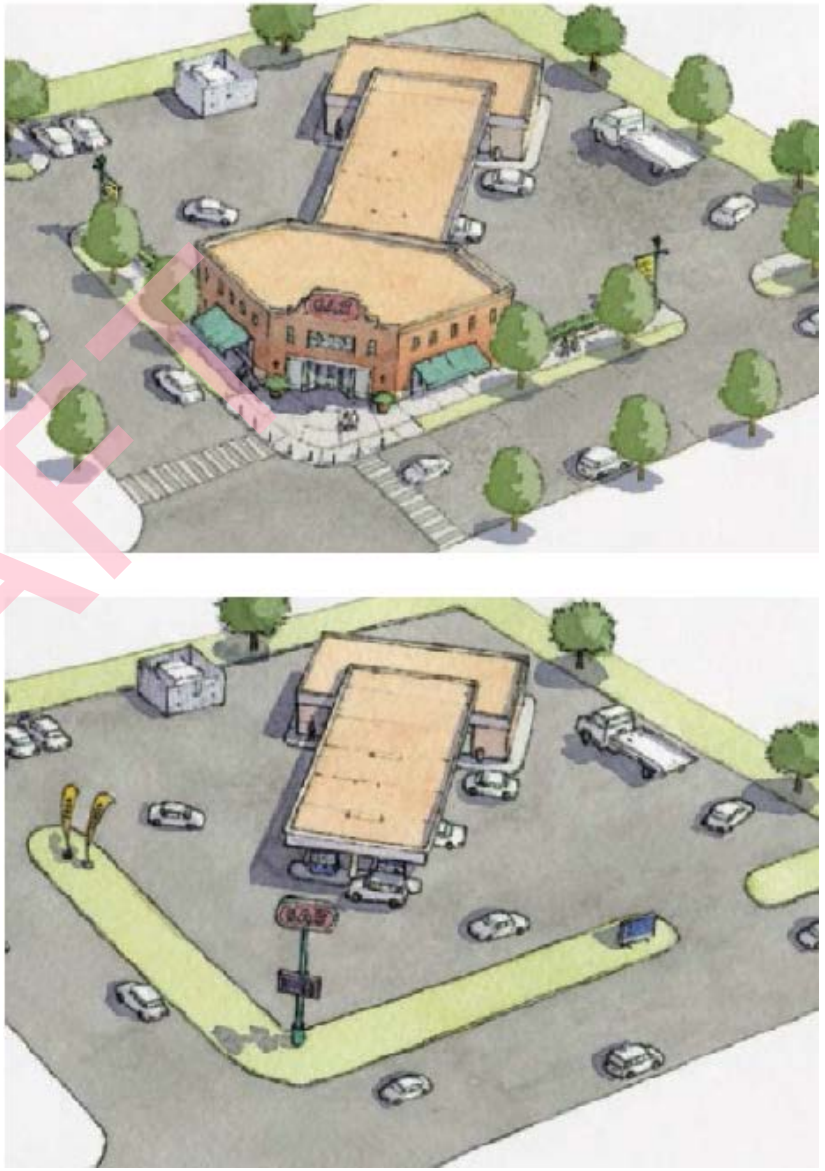
These results indicate strong community support for reimagining strip centers to include green space and mixed-use elements, reflecting a preference for more functional, attractive, and community-oriented redevelopment along the corridor.

Survey participants were asked to consider a conceptual redevelopment scenario for along the AL-59 Corridor. The example illustrated how unused space at a gas station could be redeveloped to include additional retail or office uses, along with enhanced landscaping, while maintaining the station's primary function.

Out of 467 total responses:

- **332 people (71%) responded positively to the top image**, with **191** saying *"I like it"* and **141** saying *"I really like it."*

These results show broad support for reimagining underutilized gas station sites in a way that increases community value—by incorporating complementary land uses and improving site aesthetics—without disrupting their primary function.



Survey participants were asked to provide feedback on a conceptual redevelopment scenario for existing retail centers along the AL-59 Corridor that currently have large unused parking areas. The proposed scenario illustrated a transformation into a walkable town center-style development, incorporating new streets, residential uses, small-scale retail, office space, and enhanced landscaping.

Out of 467 total responses:

- **334 people (71%) responded positively to the top image**, with **170** saying *"I like it"* and **164** saying *"I really like it."*

These results demonstrate strong community support for redeveloping underutilized retail center sites into more compact, mixed-use, and pedestrian-friendly environments that enhance functionality and community appeal.