

Suburban Character Area

(Lowndes County and the Cities of Dasher, Hahira, Lake Park, and Valdosta)



Description

Area where typical types of suburban residential subdivision development have occurred or pressures for such type of development are greatest due to availability of water and/or sewer service. These areas are characterized by low pedestrian orientation, high to moderate building separation, predominately residential uses with scattered commercial or civic uses, and varied, often curvilinear, street patterns.

Predominant Land Uses

Small scale commercial, suburban residential, offices, and services.

Permitted Zoning:

Environmental Resource (E-R)
Estate Residential (R-E)
Single-family Residential (R-25, R-15, R-10, R-6)
Multi-family Residential (R-M)
Residential Professional (R-P)
Office-Professional (O-P)
Neighborhood Commercial (C-N)
Community Commercial (C-C)
Low Density Residential (R-1)

Medium Density Residential (R-21) and (R-15)
Suburban Density Residential (R-10)
Single-Family Residential (R-6S) and Multi-Family Residential (R-6)
Office Institutional (O-I)
General Commercial (C-G) (When property located along a Collector or Arterial roadway)
Planned Development (P-D)
Residential Agricultural (R-A)

Development Strategy

Moderate density should be promoted in these areas with a greater focus on Traditional Neighborhood Development (TND) style residential subdivisions; where possible, existing development should be retrofitted to better conform to traditional neighborhood development principles. These principles include creating neighborhood focal points by locating schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences.

New development should be master-planned with mixed-uses; blending residential development with schools, parks, recreation, retail businesses and services. Strong connectivity and continuity between each master planned development should exist along with internal street connectivity, multiple site access points, and good vehicular and pedestrian/bicycle connections to retail/commercial services. Street design should foster traffic calming such as narrower residential streets, on-street parking, and bicycle/pedestrian facilities. Compatible architecture styles are encouraged to maintain the regional character; these should not include “franchise” or “corporate” architecture. Where possible, there should be connections to regional networks of greenspace and trails, available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.

Quality Community Objectives:

- Sense of Place
- Housing Options
- Local Preparedness

Implementation Measures: