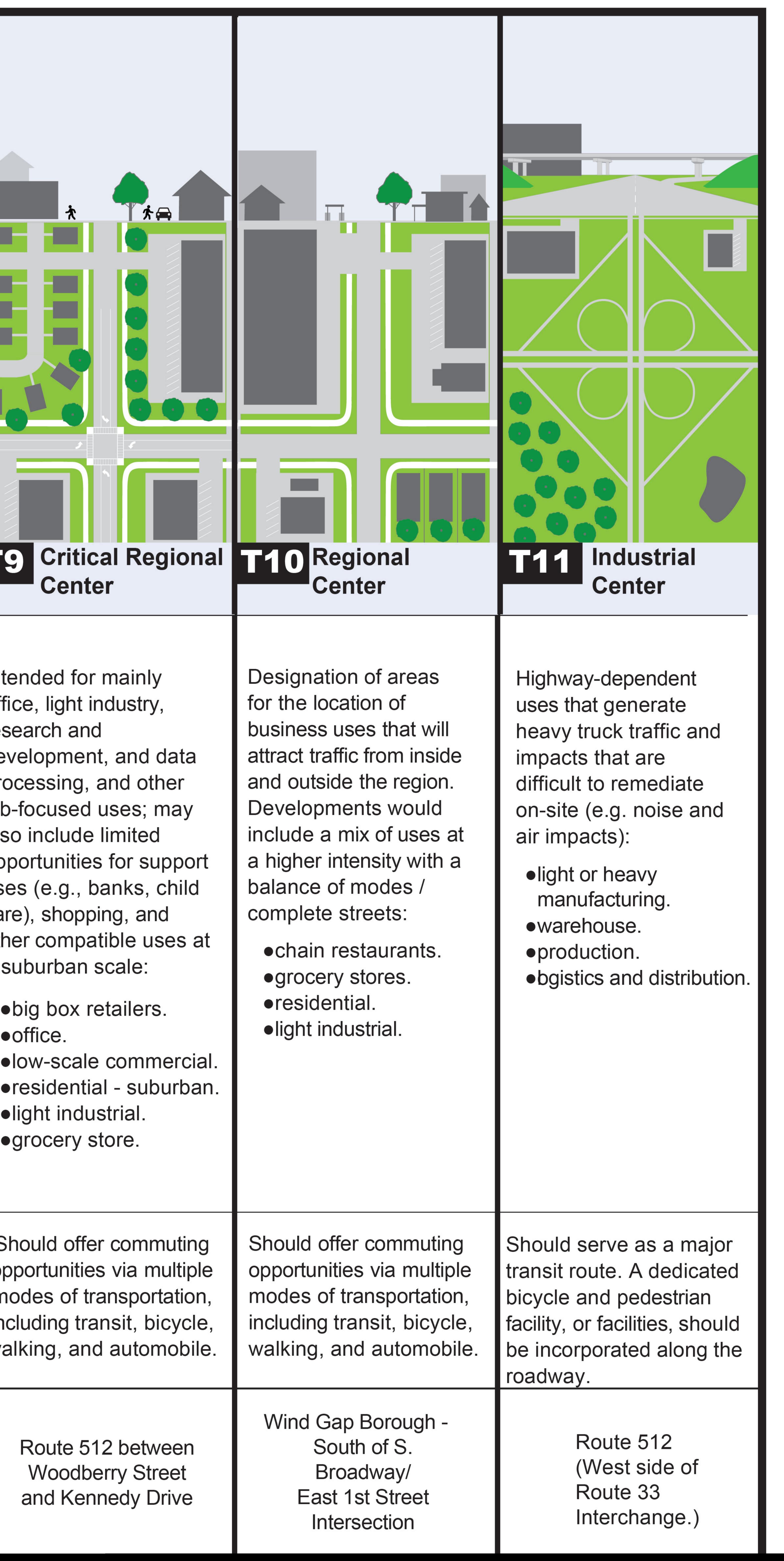
## Organizing the development character of a place and the infrastructure that connects it.

Diace Type		Agricultural         Cone	Image: state stat	Image: Crossroads Village	Rural Center			Ta Urban Center	
<section-header></section-header>	<ul> <li>Undeveloped natural area:</li> <li>Protects environmentally sensitive areas like forested areas and natural areas.</li> <li>parks and Recreational uses.</li> <li>imited residential.</li> </ul>	region where there is a predominance of agricultural resources and uses. The non-farming activities should be restricted to the least productive areas of the farm parcel. Clustering of these uses would be encouraged: •agricultural lands and businesses/agri- tourism.	<ul> <li>primarily agricultural and residential:</li> <li>agricultural lands and businesses.</li> <li>exurban-scale residential.</li> <li>The provision of public facilities and services to these areas is not anticipated.</li> <li>Development is provided for at densities between 1 dwelling per 1-2 acres.</li> </ul>	organized around the intersection of rural roads; potentially commercial structures, but limited development capacity overall •Generally, it is a gathering of 5 to 10 residential dwellings with a distinct identity in an exurban area. •Includes areas of existing development to which new development is	character of a village. Traditionally ag/mining economy, now an active business presence with a mixof uses. •small-scale commercial. •residential. •community-based services. •local exurban-based	range of retail and service uses which serve the community in areas with or without public services. Accessible primarily by vehicle; little or no residential. Includes	a gateway into an urban center in an urbanized area or could serve as the main urban center for an exurban region. Landsacpe would include a mix of uses at a high density, but some may incorporate automobile-based businesses. Land uses include: •office.	well-defined area having a strong pedestrian orientation and urban character that provides both office and residential space within multi-story buildings while being compatible with nearby residential neighborhoods.	office, li research develop process job-focu also inc opportu uses (e care), s other co a subur
Transportation Options	Should offer trail connections as active transportation to other local and regional areas.	transportation to other	connections as active	facilities, should be incorporated where possible.	opportunities via multiple modes of transportation,	Should offer commuting opportunities via multiple modes of transportation, including transit, bicycle, walking, and automobile.	opportunities via multiple modes of transportation, including transit, bicycle,	opportunities via multiple modes of transportation,	Should opportu modes includir walking
Place Type Examples	Kittatinny Mountain	Ott Hill	Mount Airy	Ackermanville, Riverton	Belfast, Martins Creek	West Pen Argyl	Wind Gap Borough - North of S. Broadway/ East 1st Street Intersection	Bangor Borough Rosetto Borough Penn Argyl Portland Borough	Rou Wa and

A Center has character, road segments have a character.

## Character should support the goals and policies of the plan and any updates to local ordinances.



Road Type	Local Road	Local Connector	Critical Local Corridor	Community Corridor	Commercial Corridor	Regional Corridor	Critical Regional Corridor	Limited Access
Transportation Service Type	Mixed Transportation	Mixed Transportation corridors	Mixed Transportation corridors	Mixed Transportation corridors	Mixed Transportation corridors	Mixed Transportation corridors	Mixed Transportation corridors	Auto-oriented limited access corridors
	Principal function is the provision of residential	traffic from connected major corridors and connect residential areas to exurban and	the landscape as opposed to objects that compose the landscape. These local road	These corridors are thoroughfares that lead to exurban centers, crossroad villages and rural zones. These corridors are characterized by the local businesses and	These corridors are thoroughfares	I araply for local and sub-regional mobility: connect	Connect intensely utilzed locations or destinations, serve as commercial corridor and high-frequency local routes for commuting and day-to-day needs. Connect regional & local traffic to limited access highways.	s Moving both people and goods long distance at relatively high speed.
<section-header></section-header>	Automobile traffic volumes tend to be lower and traffic less concentrated with high levels of bike and pedestrian traffic.	Automobile traffic volumes tend to be lower and less concentrated.	Carries a high amount of car, bicycle and pedestrian traffic.	Traffic volumes tend to be moderate amount of cars and concentrated.	Carries a high amount of truck, car, and bus traffic. Carries a moderate amount of bicycle and pedestrian traffic.	Carries a high amount of truck, car, and bus traffic. Carries a low to moderate amount of bicycle and pedestrian traffic.	Carries high amount of traffic.	Carries highest amount of traffic.
Mobility and Access	Low mobility and high access.	Low mobility and high access.	Low mobility and access.	Moderate mobility and high access	Moderate mobility and high access.	Moderate mobility and high access.	High mobility and access.	High Mobility and limited access.
Future Potential for Mixed- Transportation	Freight delivery routes. Offer commuting opportunities via mult-modal transportation, including transit, bicycle, walking, and automobile.	opportunities via mult-modal transportation,	modal transportation including transit picvicia	truck traffic. Offer commuting	, first mile-last mile access. Offer , commuting opportunities via mult- modal transportation including transit	limited access highway corridors and lower-level road corridors. Offer commuting opportunities via	limited access corridors and commercial corridors. Offer commuting opportunities via mult-modal transportation, including	Main freight corridor for inter- and intra-regional access. Not appropriate for bicycle or pedestrian
Funding and Investment	Moderate level of funding for maintenance and repair.	Moderate level of funding for maintenance and repair.	Moderate level of funding for maintenance and repair.		Moderate level of funding for design, construction, maintenance and repair.	Moderate level of funding for design, construction, maintenance and repair.	High level of funding for design, construction, maintenance and repair.	High level of funding for maintenance and repair.
Examples	Belfast Road	Kesslerville Road	River Road		Sullivan Trail, Main Street in Penn	Route 191	Route 512	Rt 22 Rt 33
				and repair				F